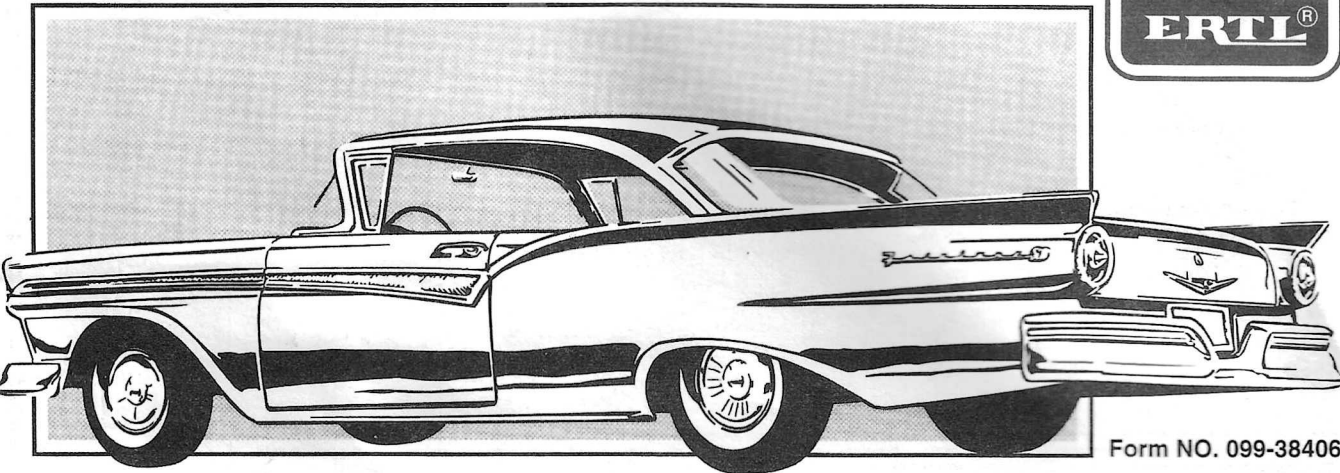


'57 FORD FAIRLANE 500

ASSEMBLY INSTRUCTIONS

1/25 Scale Model Kit

Stock NO. 38406



Form NO. 099-38406

Ford pulled a hat trick on its competition in 1957. Instead of face-lifting the '55 & '56 models into a '57 as Chevy had done, they instead introduced an all new car from the ground up. And not only was it an all new car, it now came on two wheelbases and was offered in a multitude of models. Ford also offered a much bigger range of engines than the guys from Chevrolet. Base was the inline ohv six, next a 272 cubic inch V-8, than a 292 V-8. Above this were a variety of 312 CUI V-8s, starting with a single four-barrel version, then a dual four-barrel model with both 270 and 285 horsepower. Most exotic of all were a pair of supercharged 312s putting out a rated 300 and 340 horsepower. Actually, the production of the 340 HP 312 is difficult to verify, but the 300 HP supercharged engine was produced in a few '57 Thunderbirds and was listed as an option for the Fairlane 500 on some of Ford's spec sheets (but not in any standard dealer catalogs).

The Fairlane 500 rode on a 118 inch wheelbase while other models were offered on the shorter 116 inch version. As opposed to GM's "X" frame, the Fords had a frame that belled out to the edges of the body between the wheel wells, a perimeter frame.

In the wonderful flashy '50s, style was the thing and the all new Fords had style aplenty. Especially the Fairlane 500 series, the top of the line. Long sweeping fins blended down into a French curve with a "kickup" on the sides, while a double chrome spear swept up to the front headlights with a gold anodized inlay for affect. The shape of the side trim harmonized with the sculpted body sides and wheel well openings, which still is pleasing today. The front had a wall-to-wall horizontal bar grille sitting under a leading edge with hooded headlights sitting in their own round housings at either end. This leading edge swept around the front corners and blended into the front fender peak line. Under the rear canted fins Ford's traditional round taillights were housed in a nicely shaped "fuselage" that formed the sculpted shape of the rear fender sides.

All in all, 1957 was a banner year for Ford. Market share with arch-rival Chevrolet was just about a photo finish, with Ford gaining a considerable amount of buyers. 1.67 million Fords were sold that year, a record that would not be surpassed until a decade later in the '60s (the Mustang had a lot to do with that).

Enjoy your model of the '57 Ford Fairlane 500 two door hardtop, in authentic and traditional 1/25th scale.

Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary.

If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully.

Because the cement will only adhere to bare plastic, it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied. Also, each coat should be "wet sanded", except for the final coat, using No.1200 wet or dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when working with your model and wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

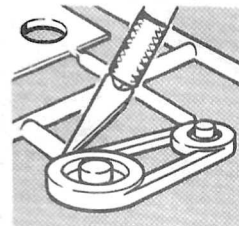
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after the first, or "primer," coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

RECOMMENDED TOOLS

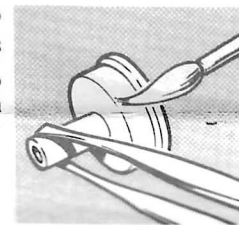
HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



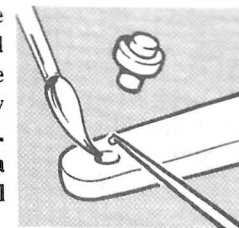
TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.



BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.



READ ALL LABELS AND WARNINGS CAREFULLY

We take great pride in providing the finest model kits available, giving strong attention to detail and craftsmanship. Should you have any difficulty with assembly or missing parts, please call the appropriate number listed below between the hours of 8:00 am to 4:30 pm central time, Monday through Friday.

In the U.S.A. call toll free

800 - 553 - 4886

Outside of the United States call

1 - 319 - 875 - 2000

When in the Midwest, please visit the ERTL Company for a tour of the AMT production facilities, 10am & 1pm weekdays. Reservations suggested.

ENGINE ASSEMBLY

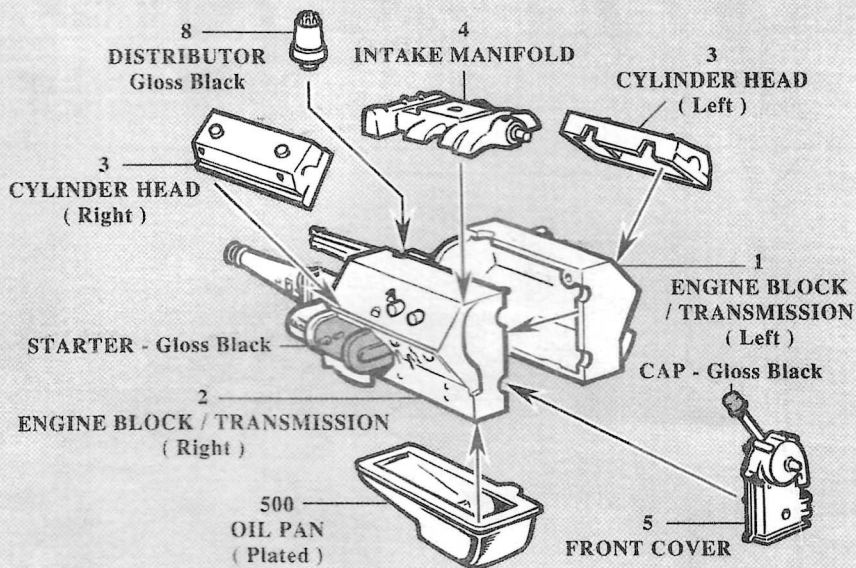
1 SUB - ASSEMBLY

Cement both halves of the ENGINE BLOCK / TRANSMISSION together. Cement the FRONT COVER, INTAKE MANIFOLD and both CYLINDER HEADS to the assembled ENGINE / TRANSMISSION. Paint this assembly Ford Engine Red.

Paint the DISTRIBUTOR as indicated and cement to the top of the ENGINE as shown.

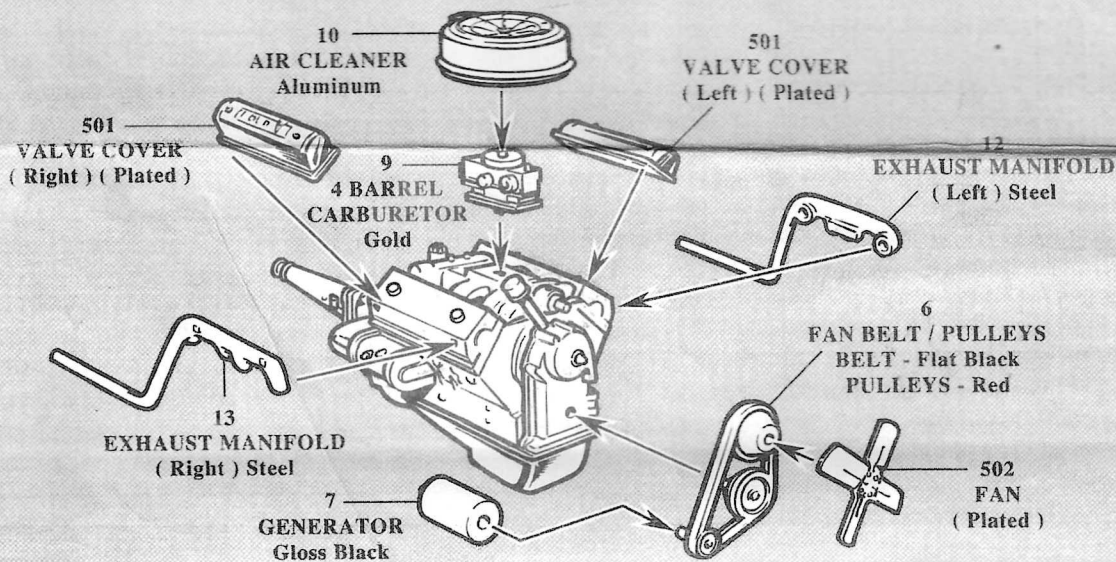
STOCK: Paint the OIL PAN Semi-Gloss Black and cement to the bottom of the ENGINE.

CUSTOM: Paint the OIL PAN with a light spray of Dull Coat and cement to the bottom of the ENGINE.



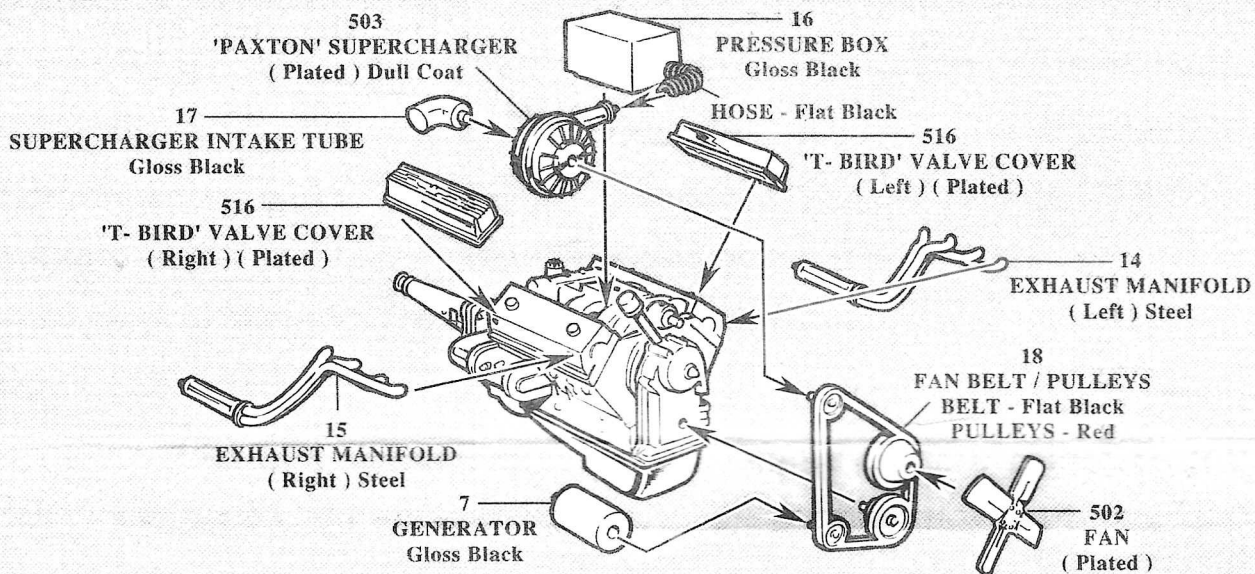
2A STOCK FINAL ASSEMBLY

Paint the CARBURETOR, GENERATOR, AIR CLEANER, FAN BELT / PULLEYS and both EXHAUST MANIFOLDS as indicated. Cement both EXHAUST MANIFOLDS and both VALVE COVERS to the CYLINDER HEADS as shown. Cement the CARBURETOR to the top of the INTAKE MANIFOLD. Cement the GENERATOR and FAN to the FAN BELT / PULLEYS. Cement the AIR CLEANER to the CARBURETOR. Cement the FAN BELT / PULLEYS to the FRONT COVER.



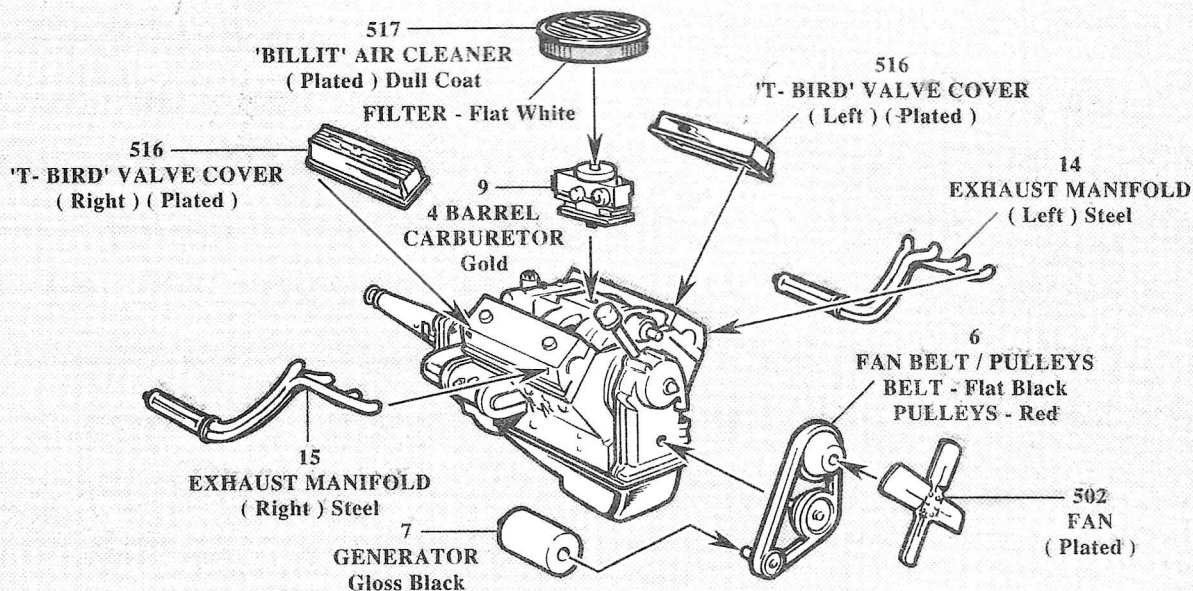
2B CUSTOM FINAL ASSEMBLY

Paint the CARBURETOR, INTAKE TUBE, GENERATOR, PRESSURE BOX, FAN BELT / PULLEYS and both EXHAUST MANIFOLDS as indicated. Cement both EXHAUST MANIFOLDS and both VALVE COVERS to the CYLINDER HEADS as shown. Cement the PRESSURE BOX to the top of the INTAKE MANIFOLD. Cement the GENERATOR and FAN to the FAN BELT / PULLEYS. Cement the FAN BELT / PULLEYS to the FRONT COVER. Cement the INTAKE TUBE to the SUPERCHARGER. Cement the SUPERCHARGER to the FAN BELT / PULLEYS and PRESSURE BOX as shown.



2C CUSTOM FINAL ASSEMBLY

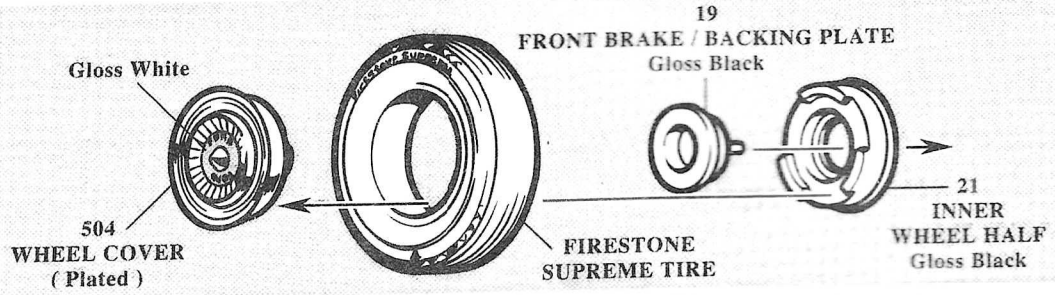
Paint the CARBURETOR, GENERATOR, AIR CLEANER, FAN BELT / PULLEYS and both EXHAUST MANIFOLDS as indicated. Cement both EXHAUST MANIFOLDS and both VALVE COVERS to the CYLINDER HEADS as shown. Cement the CARBURETOR to the top of the INTAKE MANIFOLD. Cement the GENERATOR and FAN to the FAN BELT / PULLEYS. Cement the AIR CLEANER to the CARBURETOR. Cement the FAN BELT / PULLEYS to the FRONT COVER.



WHEEL ASSEMBLY

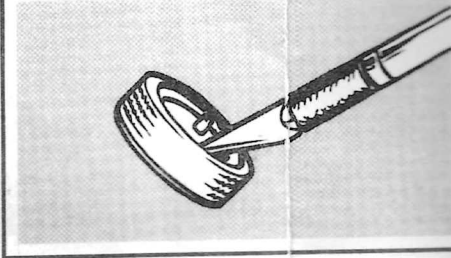
3A STOCK FRONT

NOTE: ASSEMBLE TWO
 Paint the FRONT BRAKE / BACKING PLATES, INNER WHEEL HALVES and WHEEL COVERS as indicated. Place one BACKING PLATE inside each WHEEL HALF (Do Not Cement). Carefully cement the INNER WHEEL HALVES and WHEEL COVERS together trapping a TIRE between them. Do not get cement on the BACKING PLATE or the wheels will not rotate.



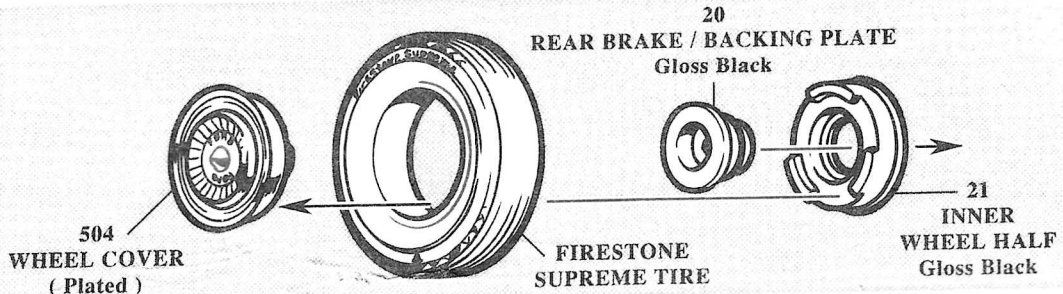
TIRE PREPARATION

NOTE: CUSTOM ONLY
 Carefully remove the molding disk from the center of the four FIRESTONE WIDE OVAL SUPER SPORT TIRES.



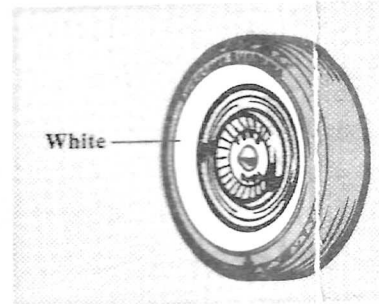
4A STOCK REAR

NOTE: ASSEMBLE TWO
 Paint the REAR BRAKE / BACKING PLATES, INNER WHEEL HALVES and WHEEL COVERS as indicated. Place one BACKING PLATE inside each WHEEL HALF (Do Not Cement). Carefully cement the INNER WHEEL HALVES and WHEEL COVERS together trapping a TIRE between them. Do not get cement on the BACKING PLATE or the wheels will not rotate.



NOTE

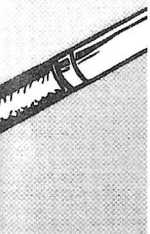
White sidewalls can be simulated using acrylic artist paint.



ATION

ONLY

ing disk from
STONE WIDE
S.

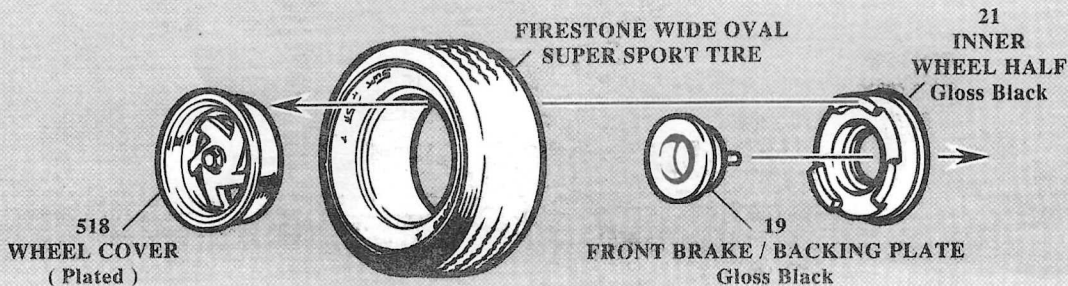


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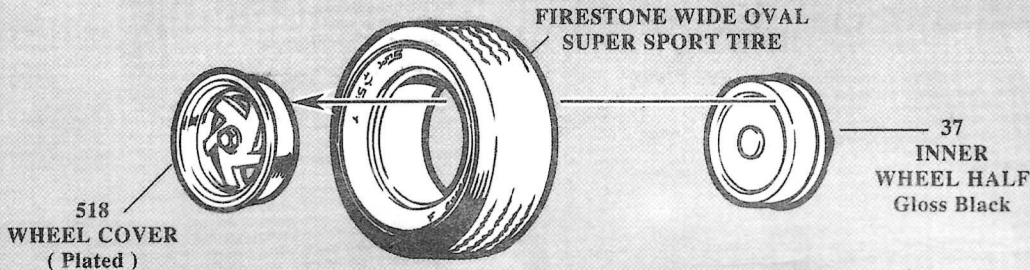
3B CUSTOM FRONT

NOTE: ASSEMBLE TWO Paint the FRONT BRAKE / BACKING PLATES, INNER WHEEL HALVES and WHEEL COVERS as indicated. Place one BACKING PLATE inside each WHEEL HALF (Do Not Cement). Carefully cement the INNER WHEEL HALVES and WHEEL COVERS together trapping a TIRE between them. Do not get cement on the BACKING PLATE or the wheels will not rotate.



4B CUSTOM REAR

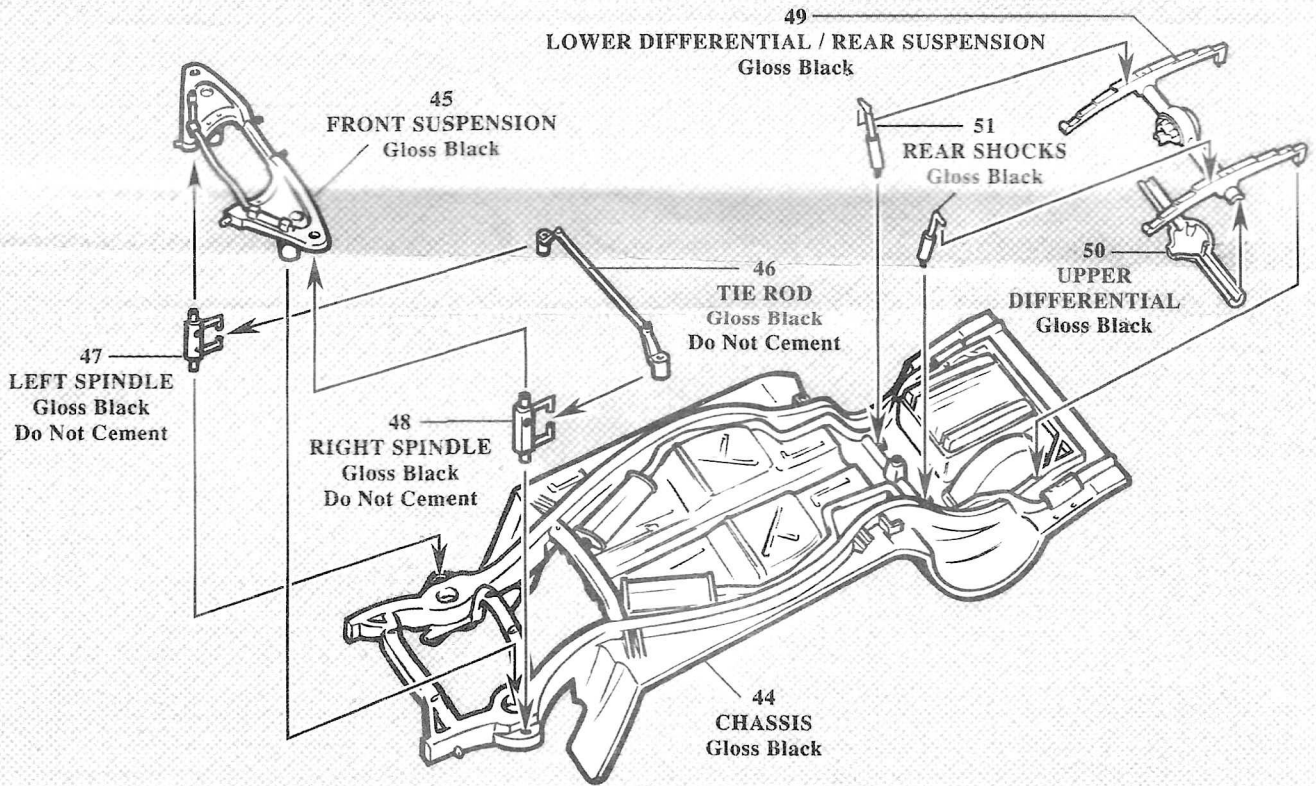
NOTE: ASSEMBLE TWO Paint the INNER WHEEL HALVES. Carefully cement the INNER WHEEL HALVES and WHEEL COVERS together trapping a TIRE between them.



CHASSIS ASSEMBLY

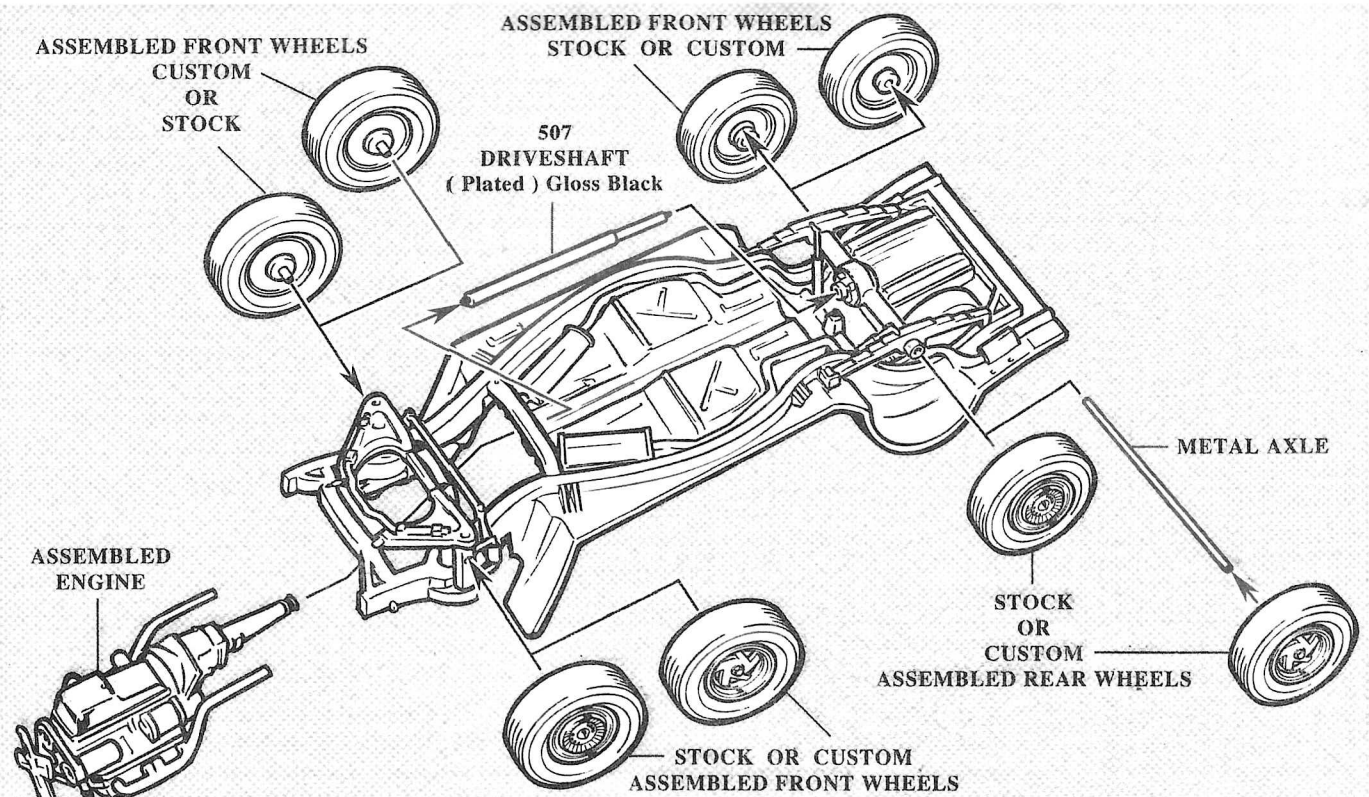
5 SUSPENSION ASSEMBLY

Cement the UPPER DIFFERENTIAL and LOWER DIFFERENTIAL / REAR SUSPENSION together. Paint the CHASSIS, DIFFERENTIAL / REAR SUSPENSION, TIE ROD, both REAR SHOCKS and both SPINDLES as indicated. Cement the DIFFERENTIAL / REAR SUSPENSION to the CHASSIS. Cement both REAR SHOCKS in place. Cement the FRONT SUSPENSION to the CHASSIS as shown trapping both SPINDLES in place. Carefully snap the TIE ROD onto the SPINDLES.



6 ENGINE / WHEELS ASSEMBLY

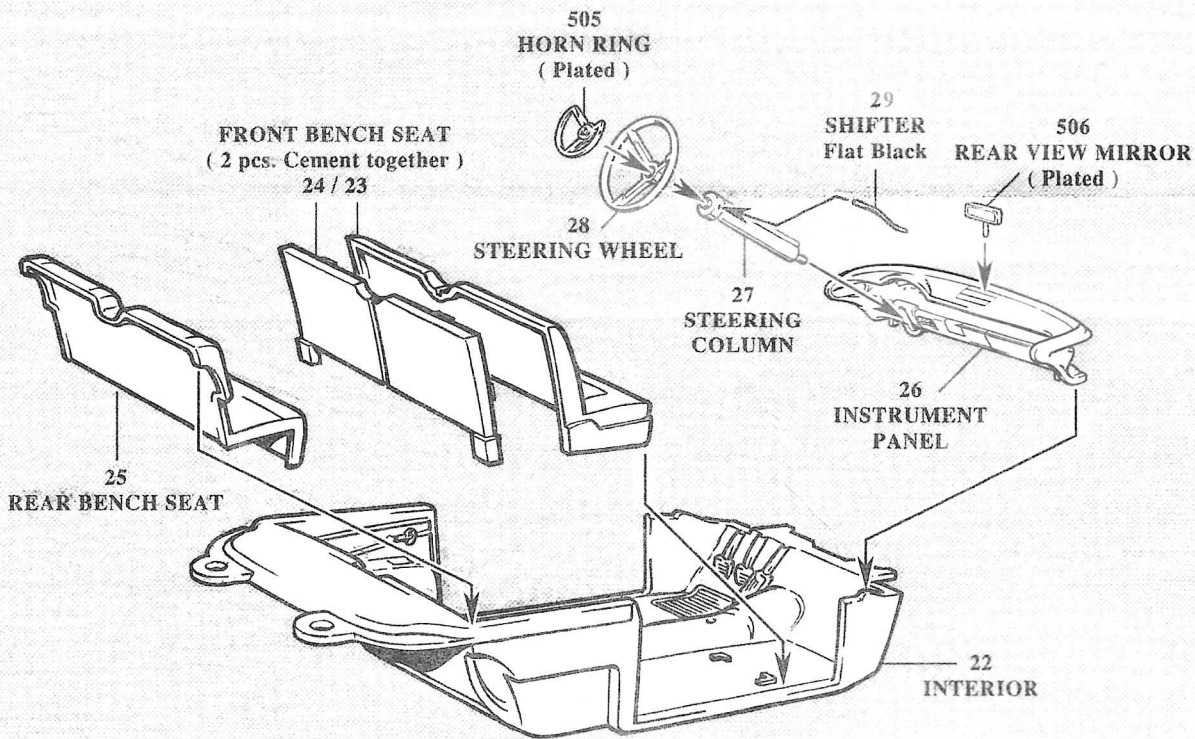
Paint the DRIVESHAFT as indicated. Insert the rear end of the DRIVESHAFT into the DIFFERENTIAL. Cement the ENGINE in place as you align the front of the DRIVESHAFT to the TRANSMISSION. Place a small amount of cement on the pins of the FRONT BACKING PLATE and locate the pins to the holes in the SPINDLES and press into place. STOCK: Cement the REAR BACKING PLATES to the rear axle. CUSTOM: Press one assembled REAR WHEEL onto the METAL AXLE and slip into place as shown. Press the other assembled REAR WHEEL onto the AXLE.



CHASSIS ASSEMBLY

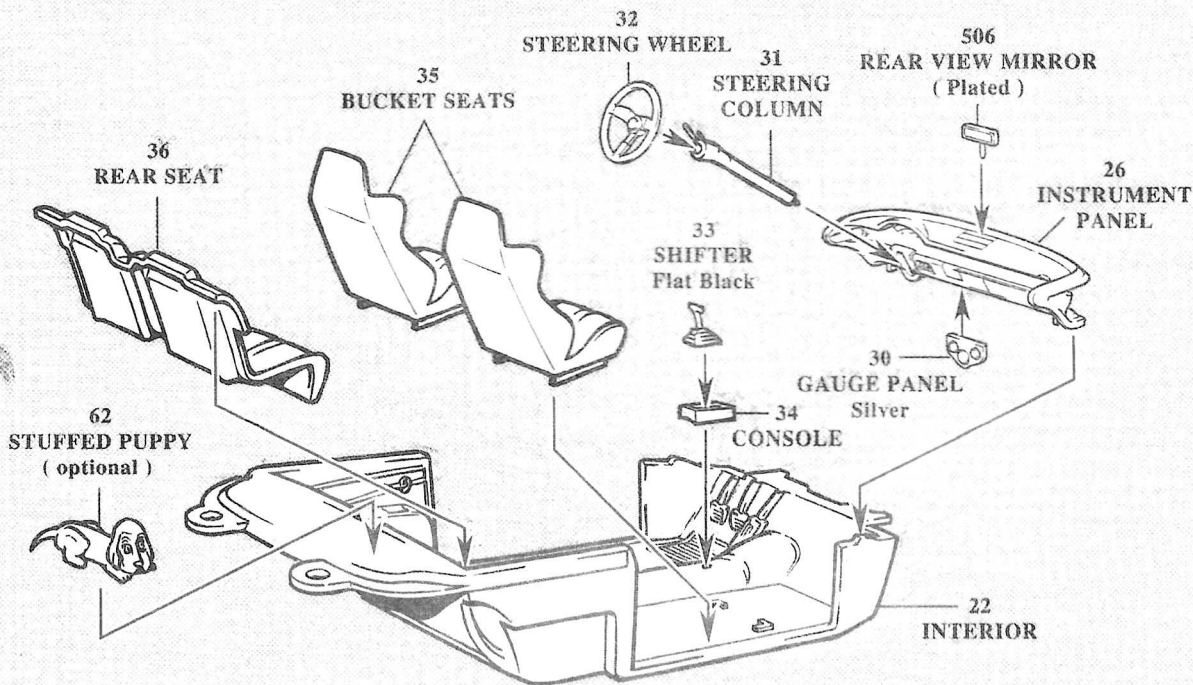
7A STOCK ASSEMBLY

Cement both halves of the FRONT BENCH SEAT together. Cement both the FRONT BENCH SEAT, REAR BENCH SEAT and INSTRUMENT PANEL to the INTERIOR as shown. Cement the HORN RING to the STEERING WHEEL. Cement the STEERING WHEEL and SHIFTER to the STEERING COLUMN. Cement the STEERING COLUMN to the INSTRUMENT PANEL as shown. Cement the REAR VIEW MIRROR to the top of the INSTRUMENT PANEL.



7B CUSTOM ASSEMBLY

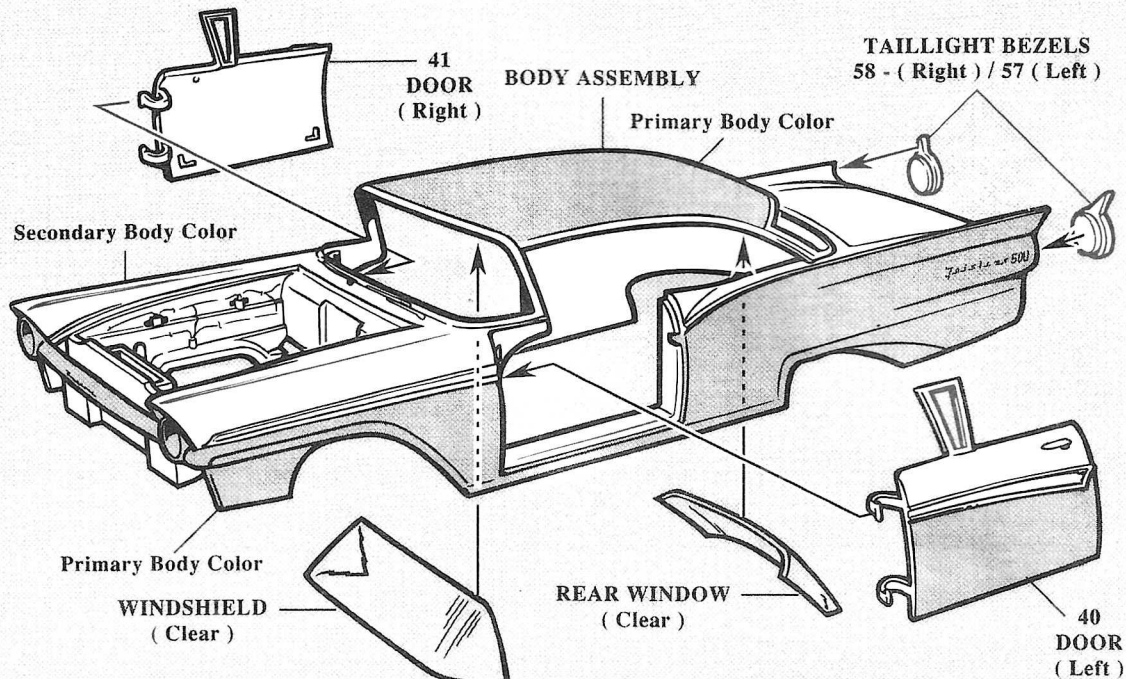
Cement both the BUCKET SEATS, REAR BENCH SEAT, CONSOLE and INSTRUMENT PANEL to the INTERIOR as shown. Cement the STEERING WHEEL to the STEERING COLUMN. Cement the STEERING COLUMN, GAUGE PANEL and REAR VIEW MIRROR to the INSTRUMENT PANEL. Cement the SHIFTER to the CONSOLE and the STUFFED PUPPY (optional) to the rear deck as shown, be sure to leave enough room for window placement.



BODY ASSEMBLY

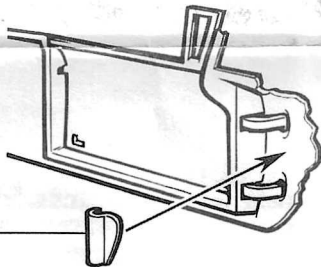
8 SUB - ASSEMBLY 'A'

Cement both **TAILLIGHT BEZELS** to the **BODY** as shown. Align both **DOORS** to the **BODY** and cement both **HINGE SUPPORTS** (See the detail drawings below) in place. Mask and paint your model at this time (You may wish to tape the **HOOD** in place to assure an even color match). Cement the **WINDSHIELD** and **REAR WINDOW** in place after paint has dried.



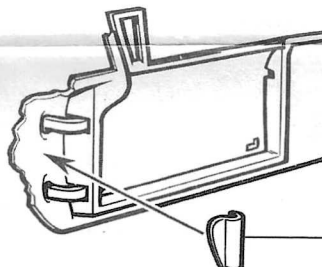
DETAIL DRAWING
(LEFT)

42
HINGE SUPPORT
(Left)



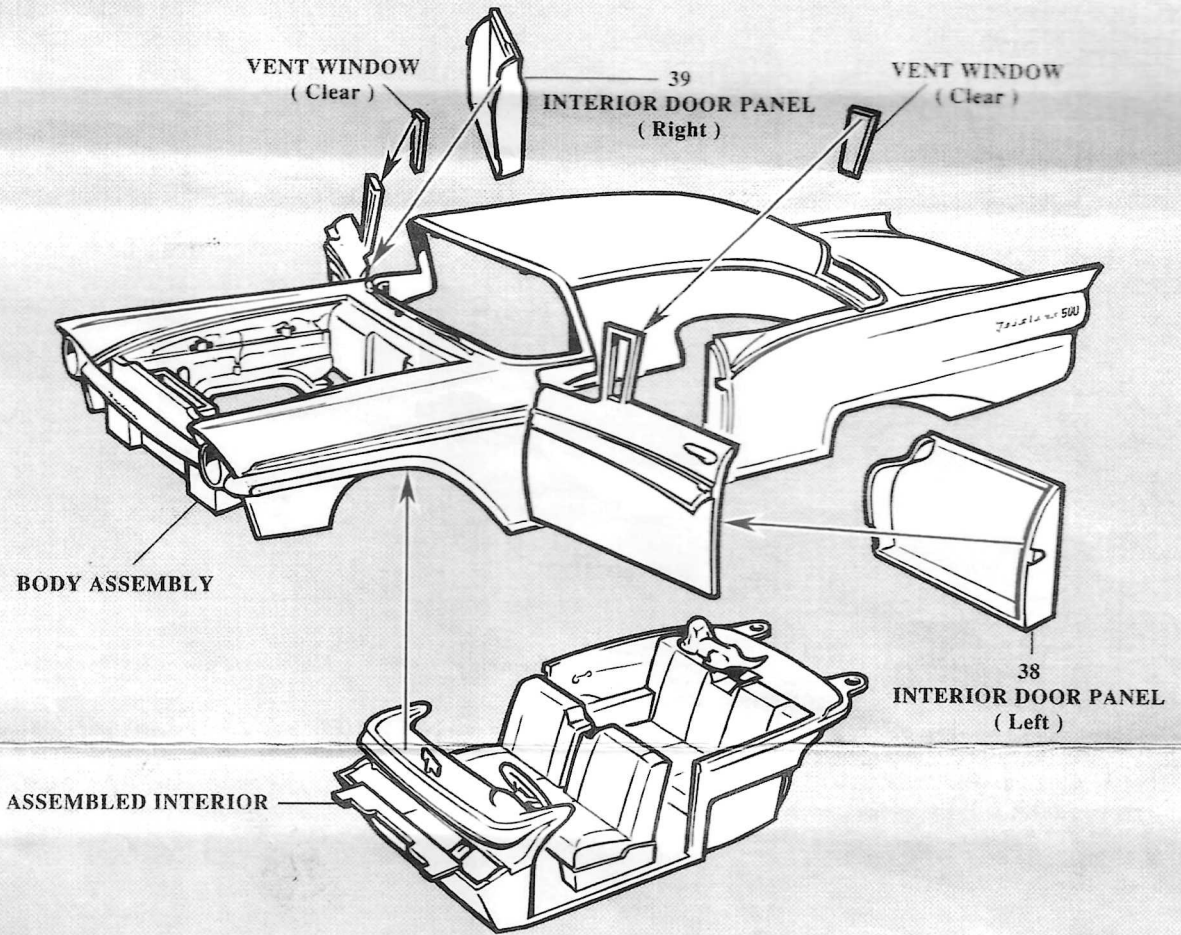
DETAIL DRAWING
(RIGHT)

43
HINGE SUPPORT
(Right)



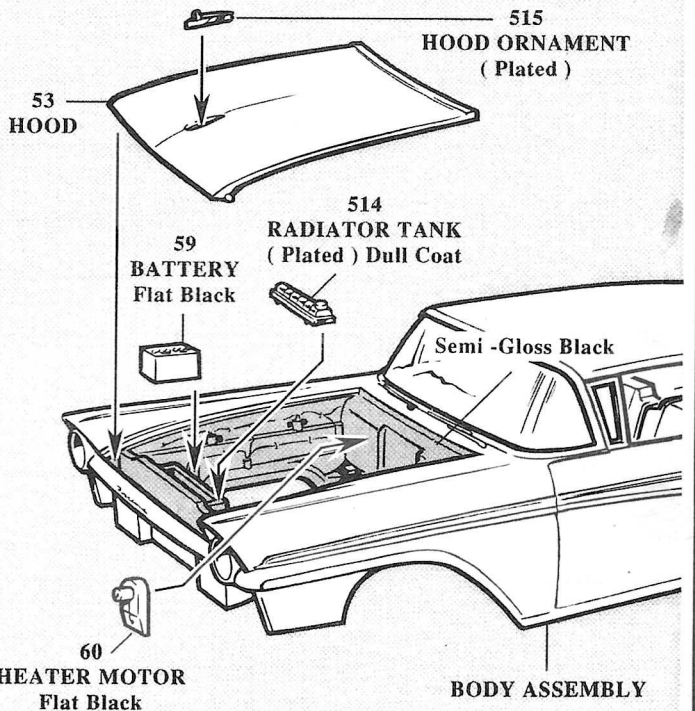
9 SUB - ASSEMBLY 'B'

Cement both INTERIOR DOOR PANELS and both VENT WINDOWS in place as shown. Cement the ASSEMBLED INTERIOR into the BODY.



10 SUB - ASSEMBLY 'C'

Paint the engine compartment Semi -Gloss Black. Paint the HEATER MOTOR, RADIATOR TANK and BATTERY as indicated and cement in place as shown. Cement the HOOD ORNAMENT to the HOOD and snap the HOOD in place on the BODY.



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FINAL ASSEMBLY

11 FINAL ASSEMBLY / FRONT

Cement the FRONT SPLASH PAN to the CHASSIS. Cement the CHASSIS and BODY together. Cement the FRONT BUMPER to the SPLASH PAN. Cement the selected GRILLE and both HEADLIGHT BEZELS (STOCK or CUSTOM) in place. Cement the HEADLIGHT LENSES to the HEADLIGHT BEZELS. Cement the LICENSE PLATE BRACKET to the FRONT BUMPER. Apply the LICENSE PLATE DECAL to the LICENSE PLATE BRACKET. Apply both SIDE DECALS to the BODY as shown (Optional).

HEADLIGHT LENS
(Clear) (Both Sides)

HEADLIGHT BEZELS
(Both Sides)

56 - STOCK OR 513 - CUSTOM
(Body Color) (Plated)

BODY ASSEMBLY

GRILLE
(Plated)

508 - STOCK
OR

509 - CUSTOM
(Canadian Style)

510
FRONT BUMPER
(Plated)

LICENSE PLATE
DECAL
(No. 3 or No. 4)

61

LICENSE PLATE BRACKET
White

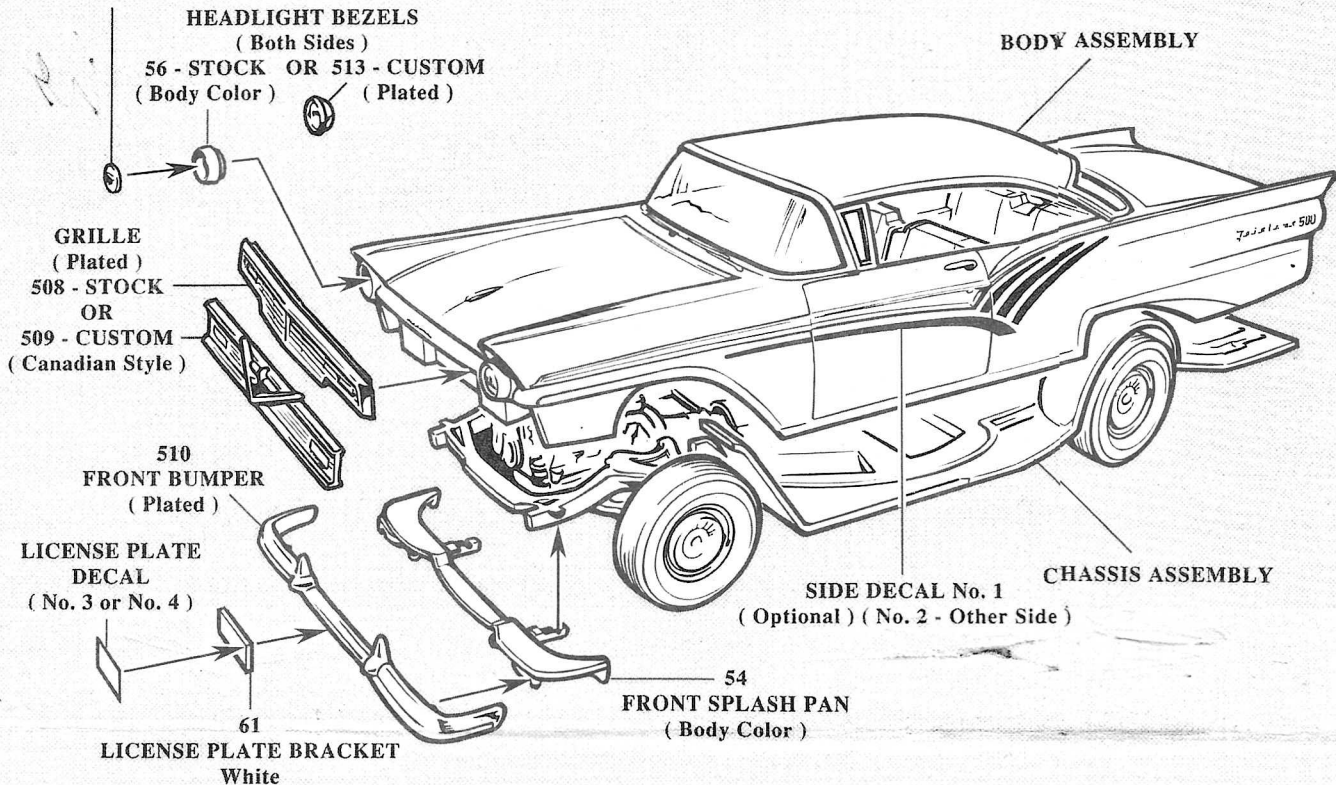
SIDE DECAL No. 1

(Optional) (No. 2 - Other Side)

CHASSIS ASSEMBLY

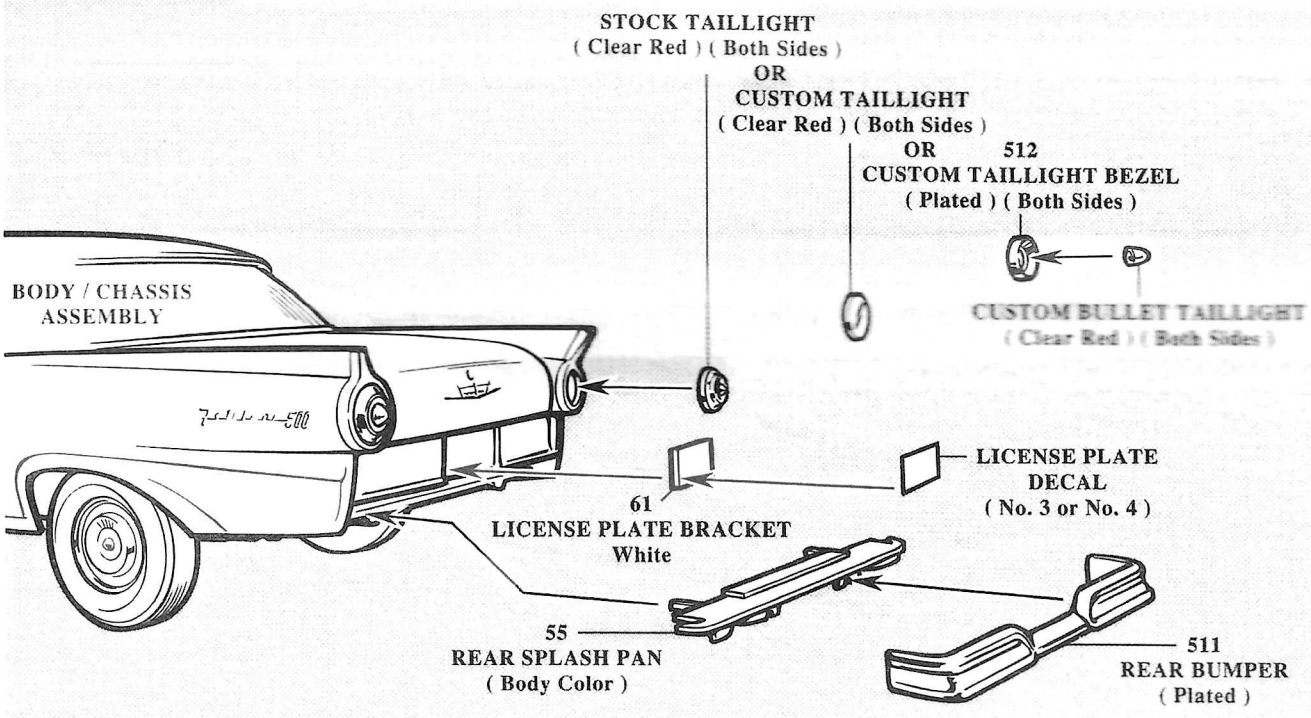
54

FRONT SPLASH PAN
(Body Color)



12 FINAL ASSEMBLY / REAR

Cement the REAR SPLASH PAN to the CHASSIS. Cement the REAR BUMPER to the SPLASH PAN. Cement the LICENSE PLATE BRACKET to the rear of the BODY as shown. Apply the LICENSE PLATE DECAL to the LICENSE PLATE BRACKET. Cement the selected TAILLIGHT option in place.



PAINTING / DETAILING

The 1957 Ford Fairlane was available with either a monotone or two tone exterior painting scheme. The colors listed here are the names the Ford Motor Company used in 1957. Most auto parts dealers can provide help in mixing paints to match the original specifications, however, the plastic should be properly primed when using authentic auto body paint.

The chart below lists the two tone colors available. The first exterior color is the primary color. When painting a two tone body remember it is best to paint the lighter shade first.

SINGLE TONE EXTERIOR COLORS

| INTERIOR TRIM | | Raven Black | Dresden Blue | Starmist Blue | Colonial White | Cumberland Green | Willow Green | Silver Mocha | Doeskin Tan | Gunmetal Gray | Woodsmoke Gray | Flame Red |
|---------------|-------------|-------------|--------------|---------------|----------------|------------------|--------------|--------------|-------------|---------------|----------------|-----------|
| CLOTH | VINYL | | | | | | | | | | | |
| Dark Blue | Medium Blue | | ● | ● | ● | | | | | | | |
| Medium Green | Light Green | | | | ● | ● | | | | | | |
| Dark Gray | Light Gray | ● | | | ● | | | | | ● | ● | ● |
| Brown | Tan | ● | | | ● | | | ● | ● | | | |
| Light Blue | White | | ● | ● | ● | | | | | | | |
| Light Green | White | | | | ● | ● | ● | | | | | |
| Medium Gray | White | ● | | | ● | | | | | ● | ● | ● |
| Medium Brown | White | | | | ● | | | | | | | |

TWO TONE EXTERIOR COLORS

| INTERIOR TRIM | | Raven Black Colonial White | Dresden Blue Starmist Blue | Starmist Blue Colonial White | Cumberland Green Willow Green | Cumberland Green Colonial White | Willow Green Colonial White | Gunmetal Gray Woodsmoke Gray | Gunmetal Gray Colonial White | Woodsmoke Gray Colonial White | Silver Mocha Doeskin Tan | Silver Mocha Colonial White | Silver Mocha Inca Gold | Doeskin Tan Colonial White | Flame Red Colonial White | Inca Gold Colonial White | Coral Sand Colonial White | Dresden Blue Colonial White |
|---------------|-------------|-------------------------------|-------------------------------|---------------------------------|----------------------------------|------------------------------------|--------------------------------|---------------------------------|---------------------------------|----------------------------------|-----------------------------|--------------------------------|---------------------------|-------------------------------|-----------------------------|-----------------------------|------------------------------|--------------------------------|
| CLOTH | VINYL | | | | | | | | | | | | | | | | | |
| Dark Blue | Medium Blue | | ● | ● | | | | | | | | | | | | | | ● |
| Medium Green | Light Green | | | | ● | ● | ● | | | | | | | | | | | |
| Dark Gray | Light Gray | ● | | | | | | ● | ● | ● | | | | ● | | | | |
| Brown | Tan | ● | | | | | | | | | ● | ● | ● | | | ● | ● | ● |
| Light Blue | White | | | ● | | | | | | | | | | | | | | |
| Light Green | White | | | | | ● | ● | | | | | | | | | | | |
| Medium Gray | White | ● | | | | | | | ● | ● | | | | ● | | | | |
| Medium Brown | White | | | | | | | | | | ● | ● | ● | | | ● | ● | |



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