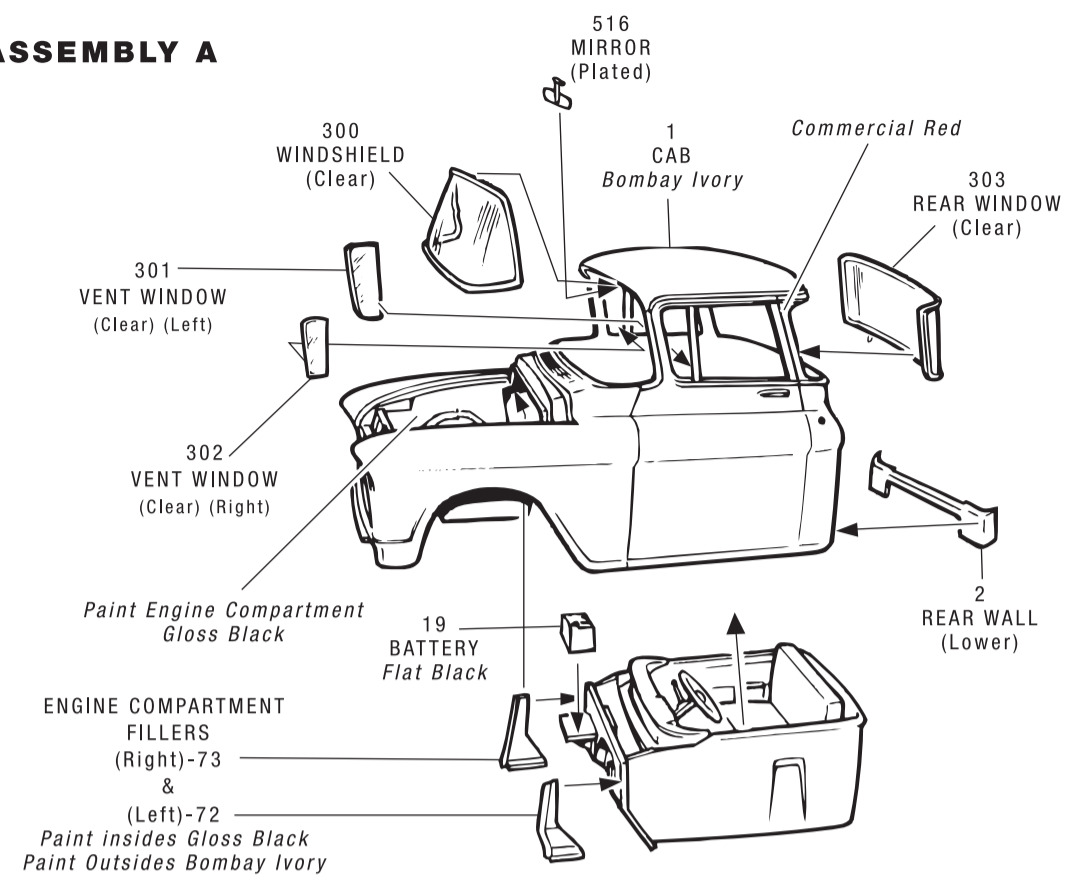


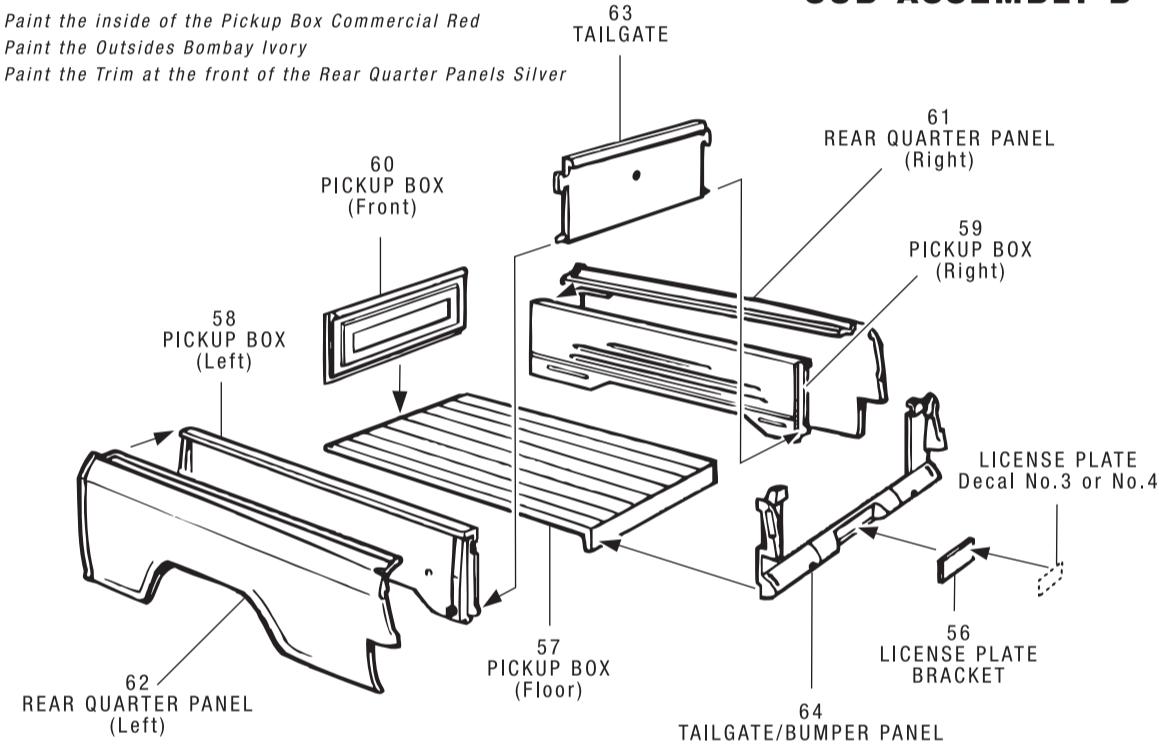
CAB & BOX ASSEMBLY

SUB-ASSEMBLY A

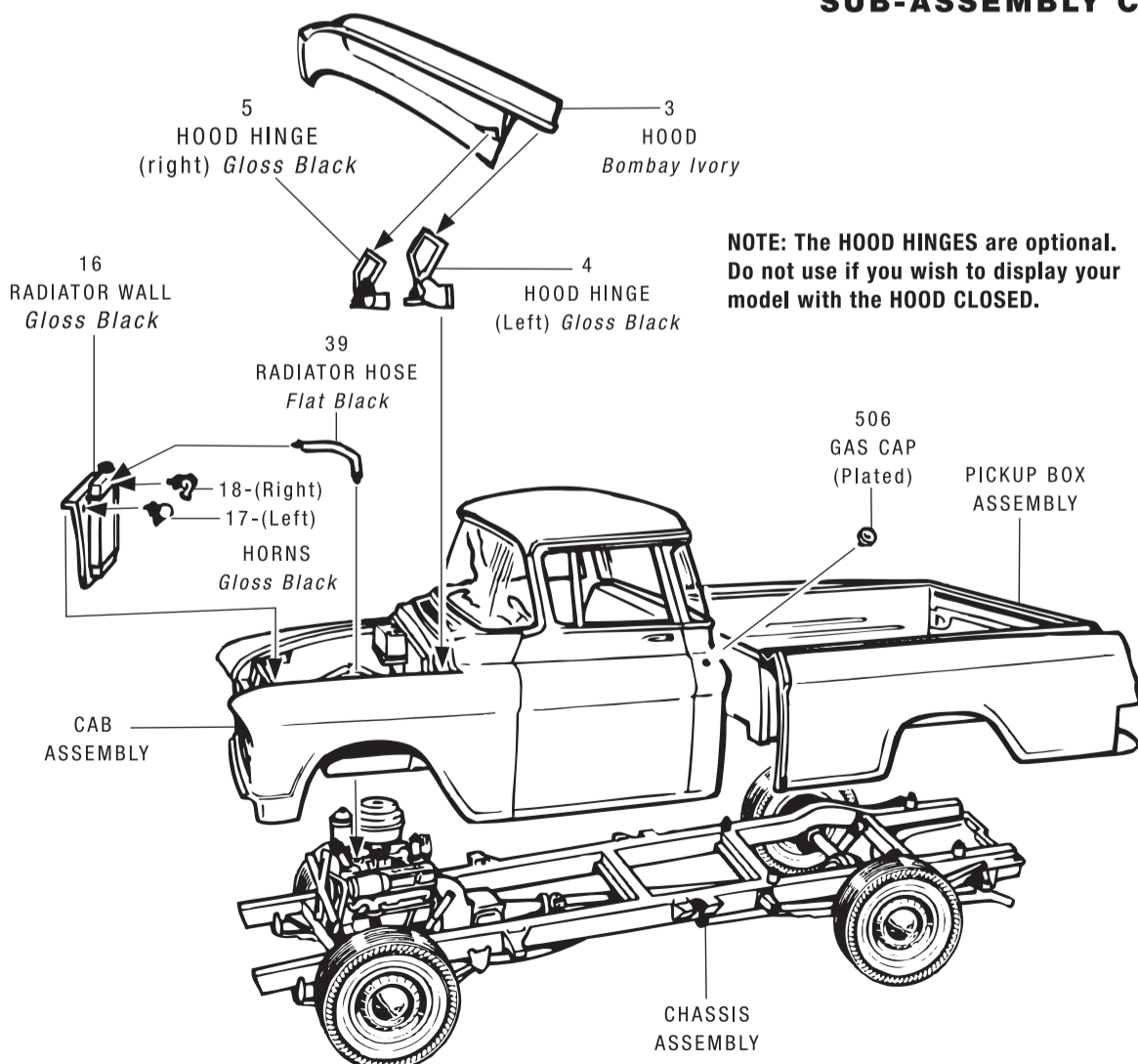


SUB-ASSEMBLY B

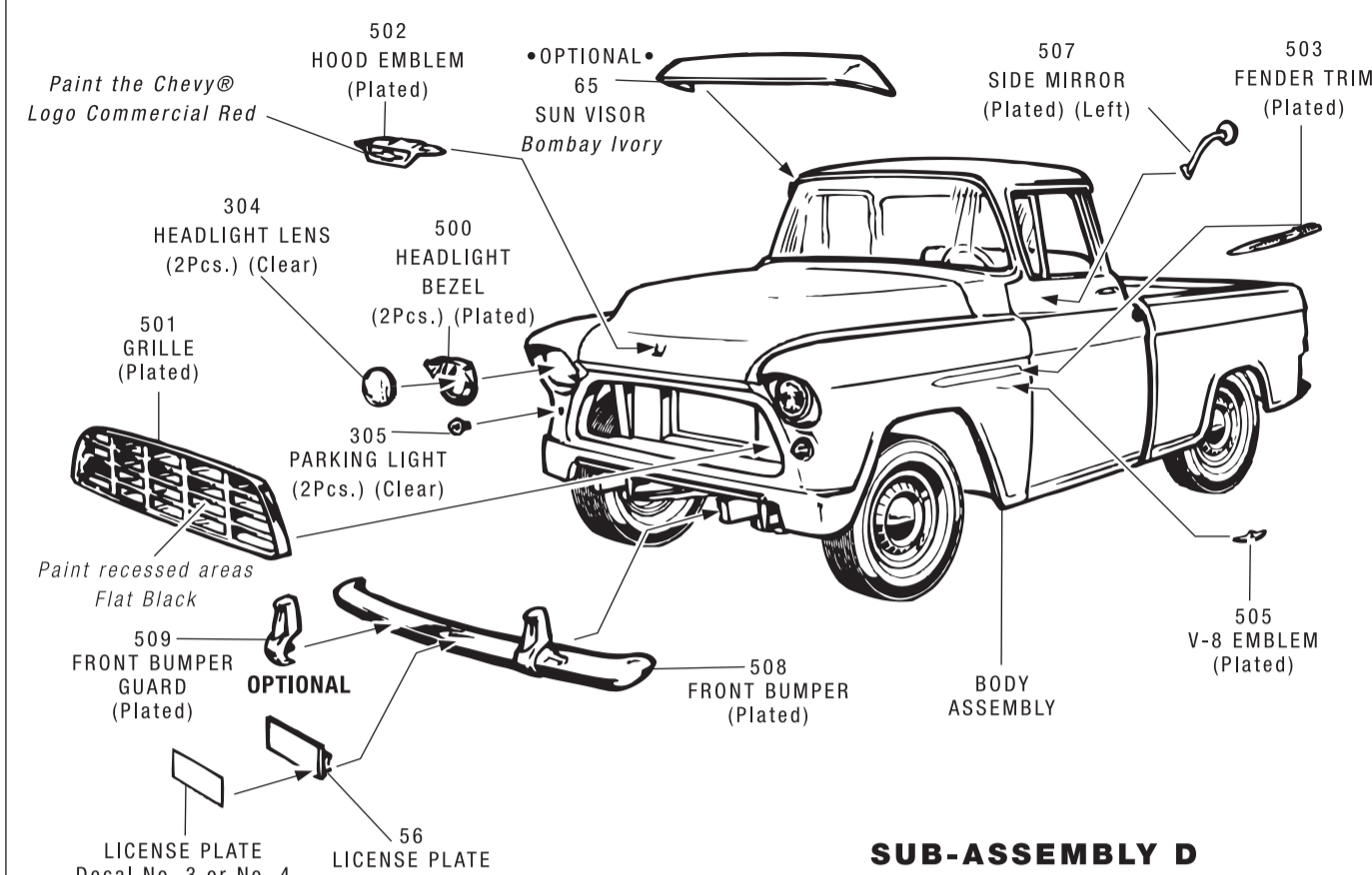
- Paint the inside of the Pickup Box Commercial Red
- Paint the Outsides Bombay Ivory
- Paint the Trim at the front of the Rear Quarter Panels Silver



SUB-ASSEMBLY C

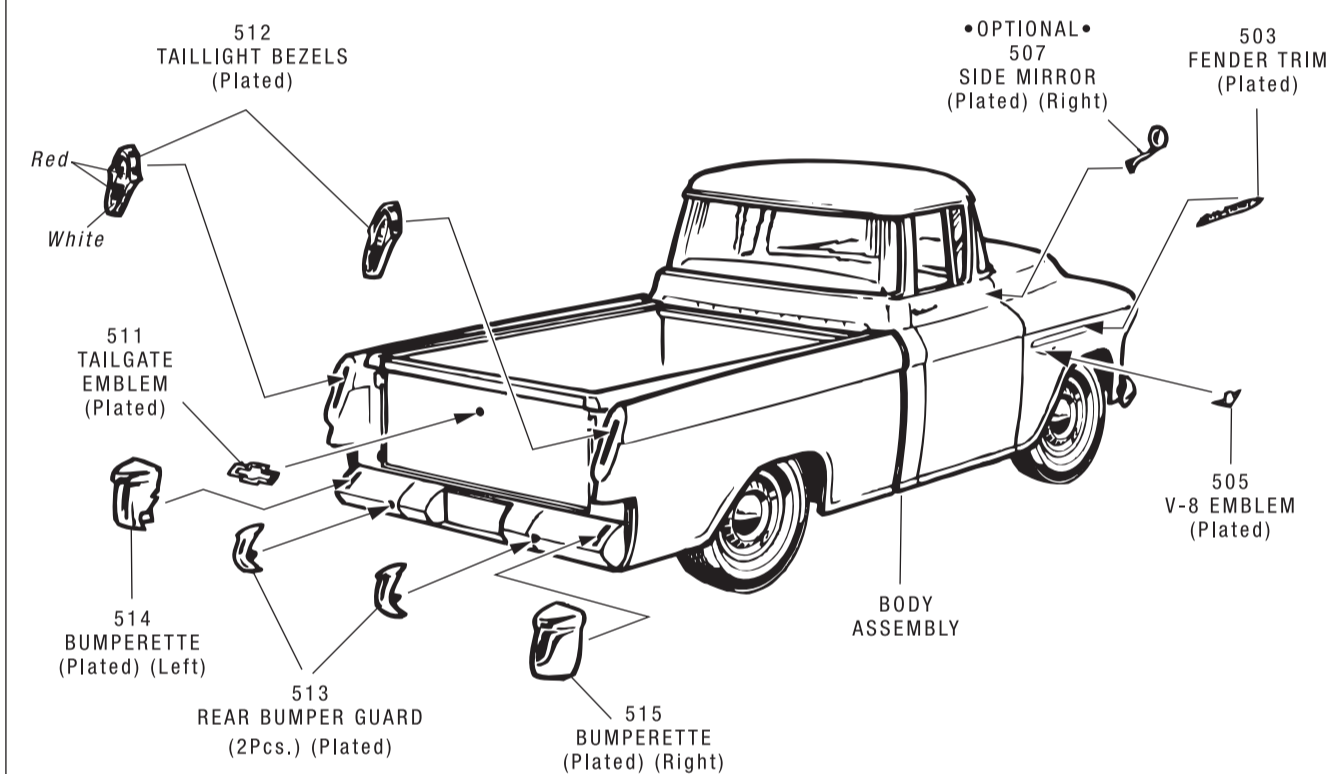


CAB & BOX ASSEMBLY (continued)

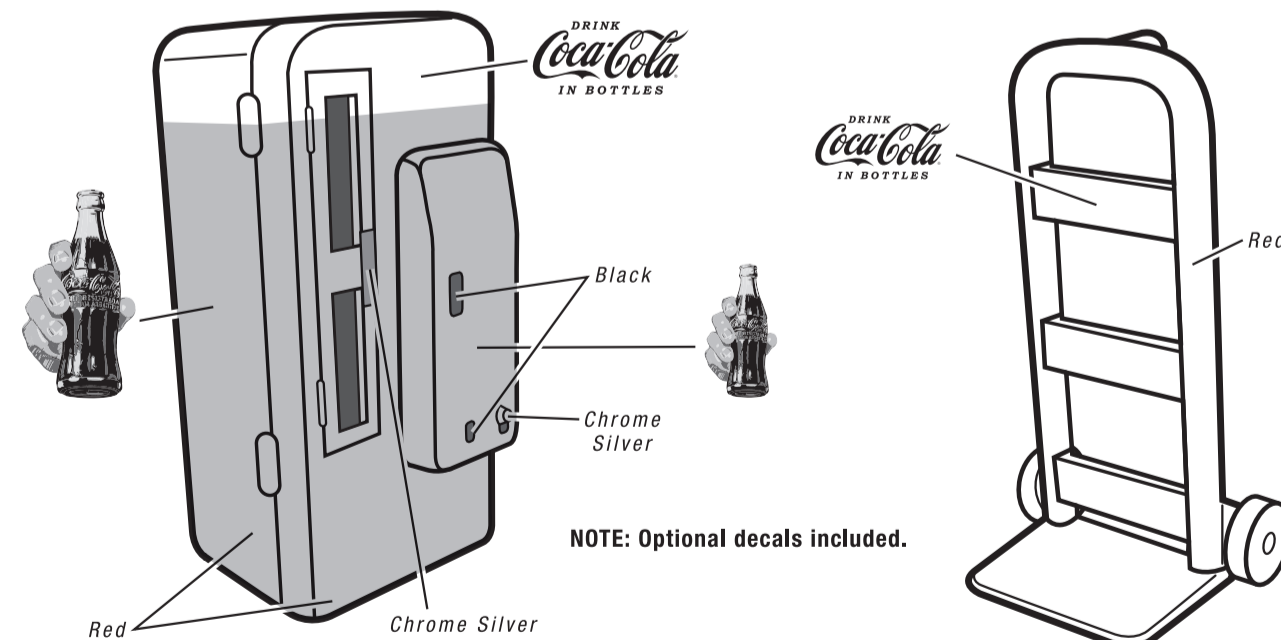


SUB-ASSEMBLY D

FINAL ASSEMBLY



DIE CAST VENDING MACHINE AND DOLLY



Research online for more classic color combinations



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The concept for a stylish pickup had taken root at GM in the early fifties, primarily because of public reaction to the concept vehicles at General Motors Autorama shows.

In '52, the styling department at GM began work on a new concept in pickups, one with the bed sides being an extension of the cab surface. The new pickup was planned as a low production vehicle with the freshly styled bed sides made out of fiberglass and actually attached over the existing short-bed box. This saved the cost of expensive dies to make the new box and fender sides, and allowed some shapes to be made and molded in fiberglass that would have been difficult to do in steel. To quote the Chevrolet® press release in their Gold Album of Truck Values, "Chevrolet® has fashioned a pickup body so practical and yet so dazzling in beauty and appeal that it may well set an entirely new style trend in the light duty truck field". Although a rather flowery statement, it proved to be correct. The standard truck today has a smooth sided, "flush with the cab" bed that owes its origins to the quite dazzling Cameo™ pickup.

Smooth sides though were only the beginning. The Cameo™ had style, from its chrome taillights to its flashy front bumper guards. The front edges of the fiberglass box had chrome trim as did the

cab sides and hood. Even the headlight bezels in the heavily eyebrowed fenders were plated as was the egg-crate grille in the very stylish grille opening, a far cry from previous Chevy® pickups. New things were also happening under the hood. Instead of the ubiquitous Chevy® six, there now lived the new, lively, overhead valve V-8, introducing real performance to Chevy's® pickup line. One hundred forty five horses may not seem like much today, but it was a real jump in performance back in 1955.

Although many options were available, the Cameo™ pickup came only in Bombay Ivory and Commercial Red. The red was also used for cab trim and inside bed color. This color scheme carried over to the interior as well, even the steering wheel was two-tone as was the bench seat. Another feature of all Chevy® pickups in '55 was the wrap-around windshield, with windshield pillars slanted forward instead of back. Standard in the Cameo™ and optional in other '55 Chevy® Task Force pickups, was a wrap-around rear window as well, all the latest style in 1955. Today, the Cameo™ pickup still has style.

We hope you enjoy building this first of a kind pickup, just like the real thing in 1/25th scale.

IMPORTANT

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 it is 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 coat is applied. Also, each coat should be "wet sanded" using No.1200 wet or dry sandpaper which is slightly damp; except for the final coat. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when you are working with your model and always wash the parts before painting. This will 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. Use a tack rag to dry

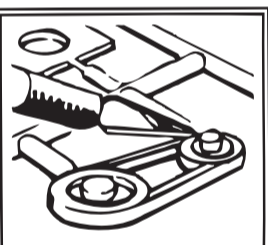
the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

Parting lines and glue joints should be sanded or filled prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, all sharp corners 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.

HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. Some parts may appear to have an extra "tab" on them, these should be removed.



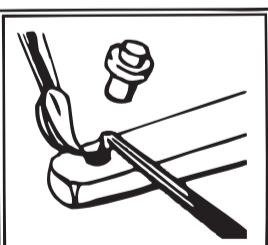
TWEEZERS

Tweezers are handy for holding very small parts during assembly or painting.



CEMENT

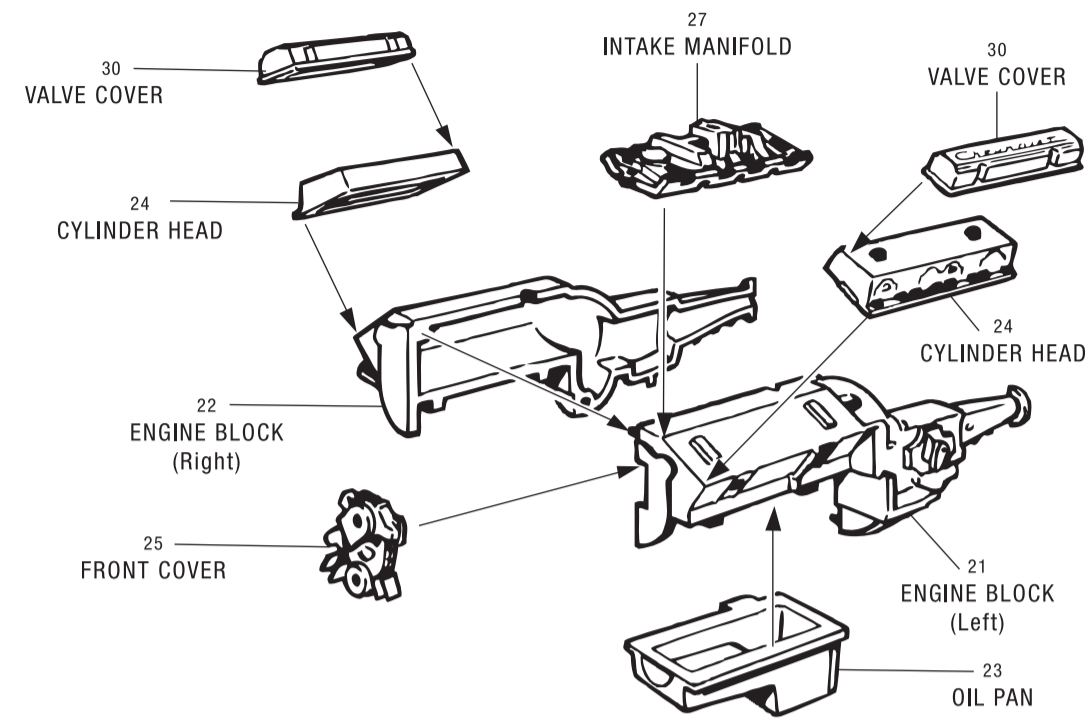
We recommend the use of liquid polystyrene cement. Apply with a fine brush or toothpick. Use cement sparingly or a sloppy job will result.



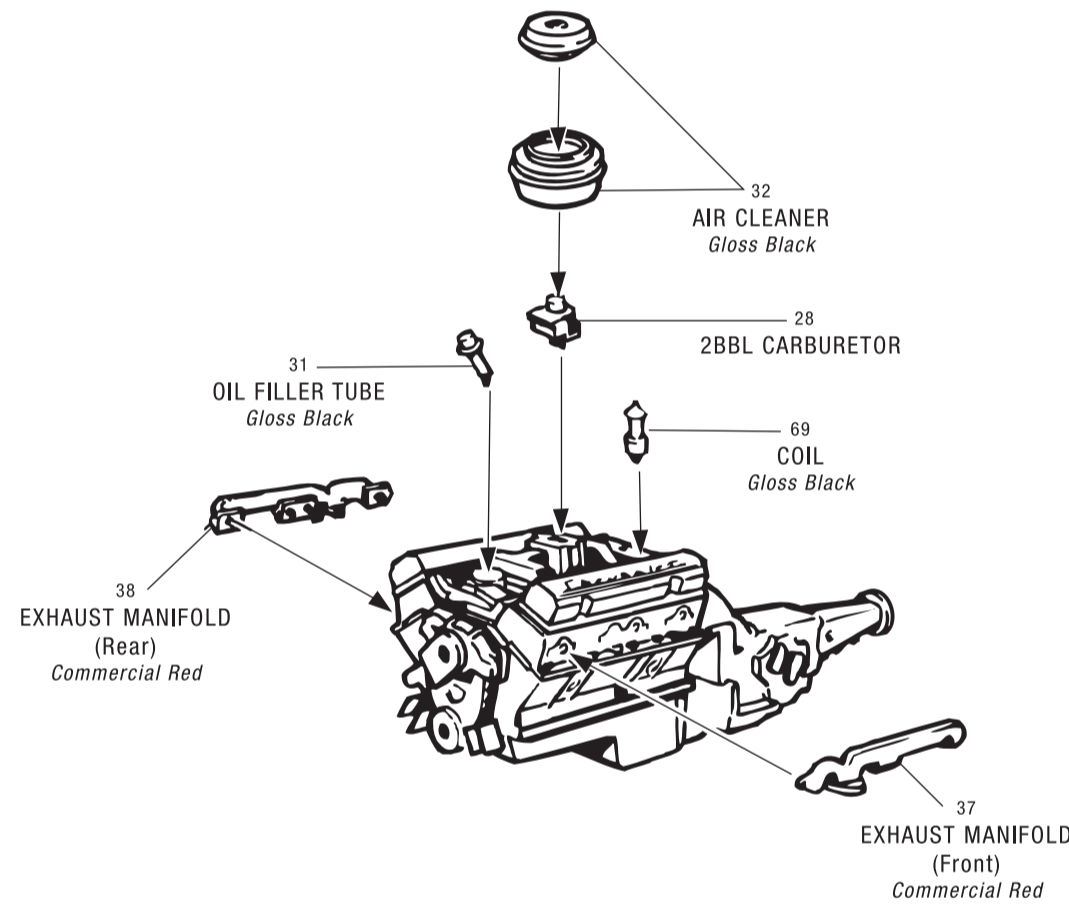
ENGINE ASSEMBLY

SUB-ASSEMBLY A

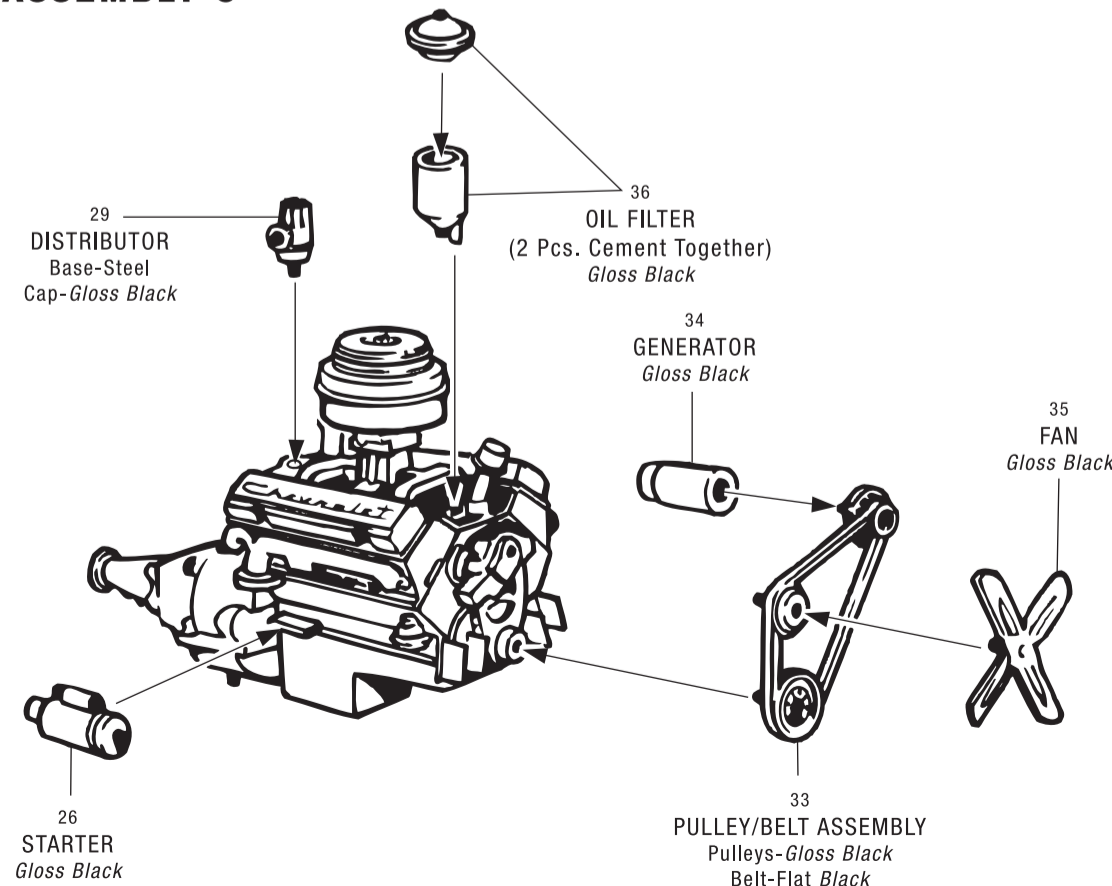
NOTE: Assemble the parts as shows and paint Commercial Red as a unit.



SUB-ASSEMBLY B

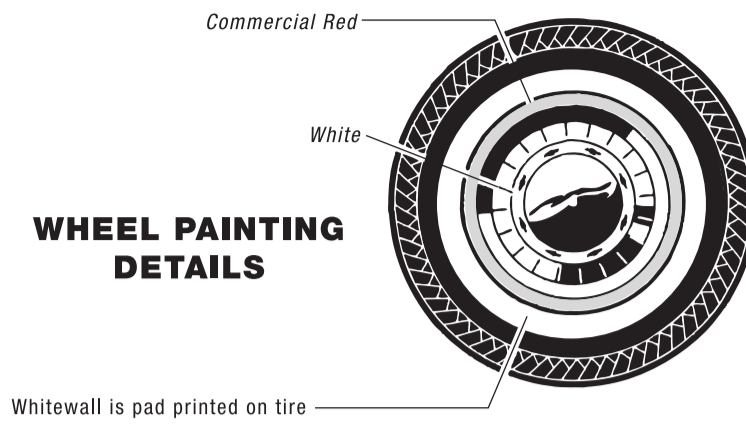


SUB-ASSEMBLY C



WHEEL ASSEMBLY

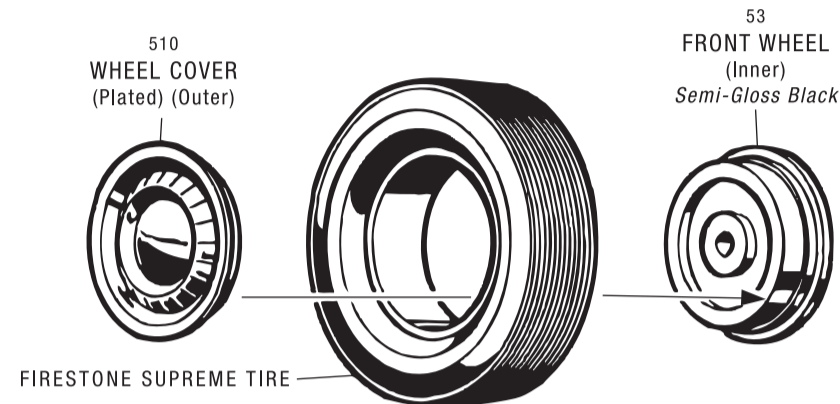
NOTE: The Chevrolet® Cameo™ pickup came factory equipped with Wide Whitewall tires. We have included 4 stock pad printed Firestone Supreme tires that can be used with your kit.



WHEEL PAINTING DETAILS

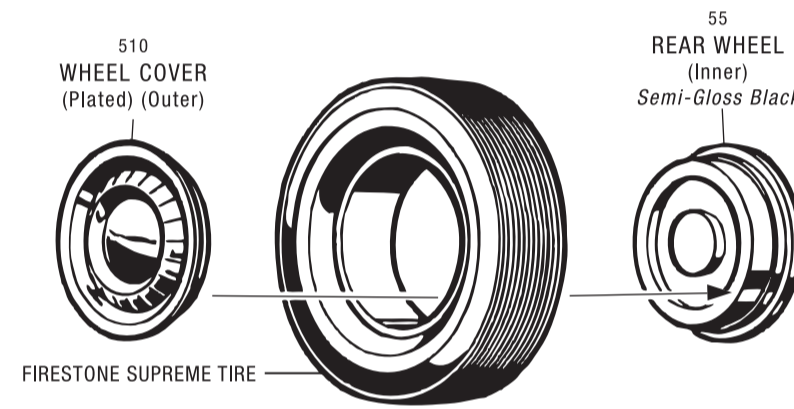
FRONT WHEEL ASSEMBLY 2X

FOR OPTIONAL CUSTOM WHEELS: Pair 2 Red Line tires with the Plated Torq-Thrust mags and part (53) FRONT INNER WHEELS.



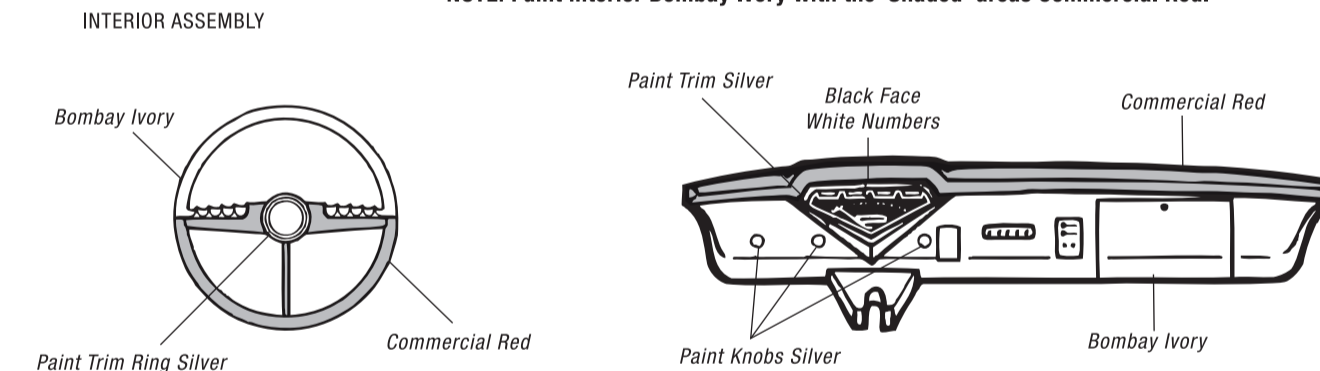
REAR WHEEL ASSEMBLY 2X

FOR OPTIONAL CUSTOM WHEELS: Pair 2 Red Line tires with the Plated Torq-Thrust mags and part (55) REAR INNER WHEELS.



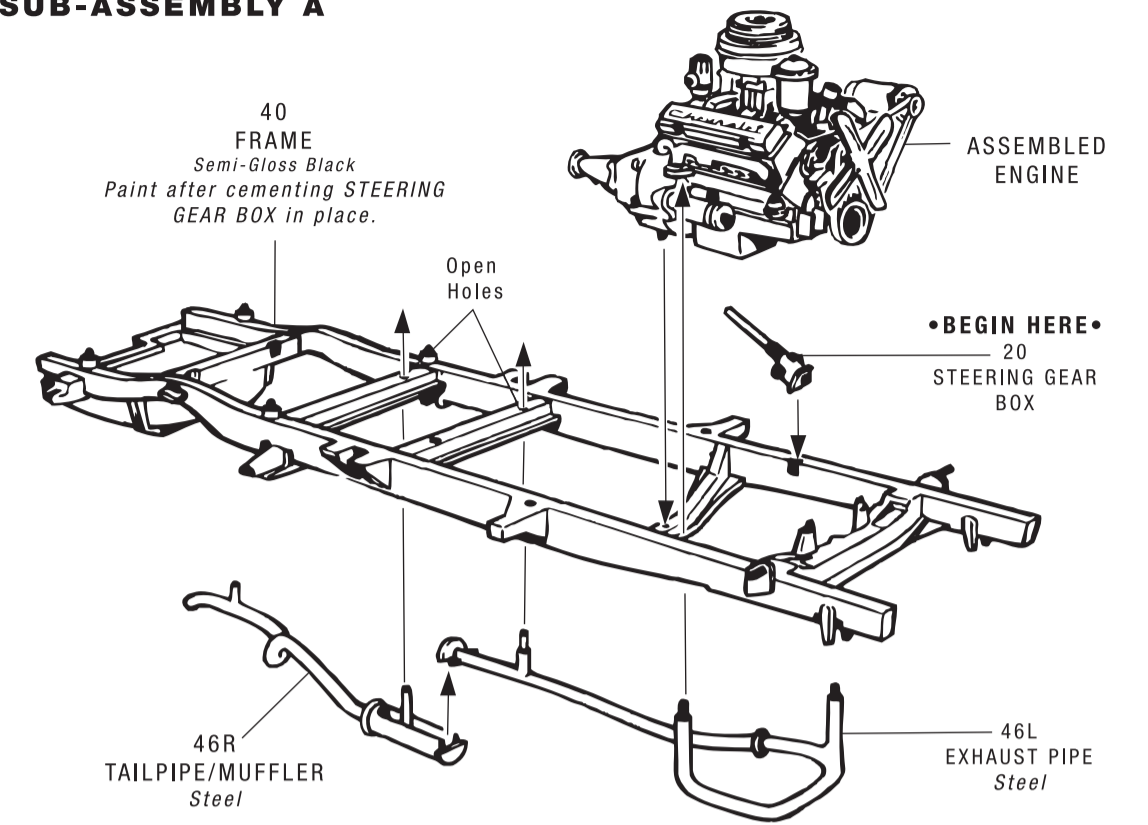
INTERIOR ASSEMBLY

NOTE: Paint interior Bombay Ivory with the 'Shaded' areas Commercial Red.

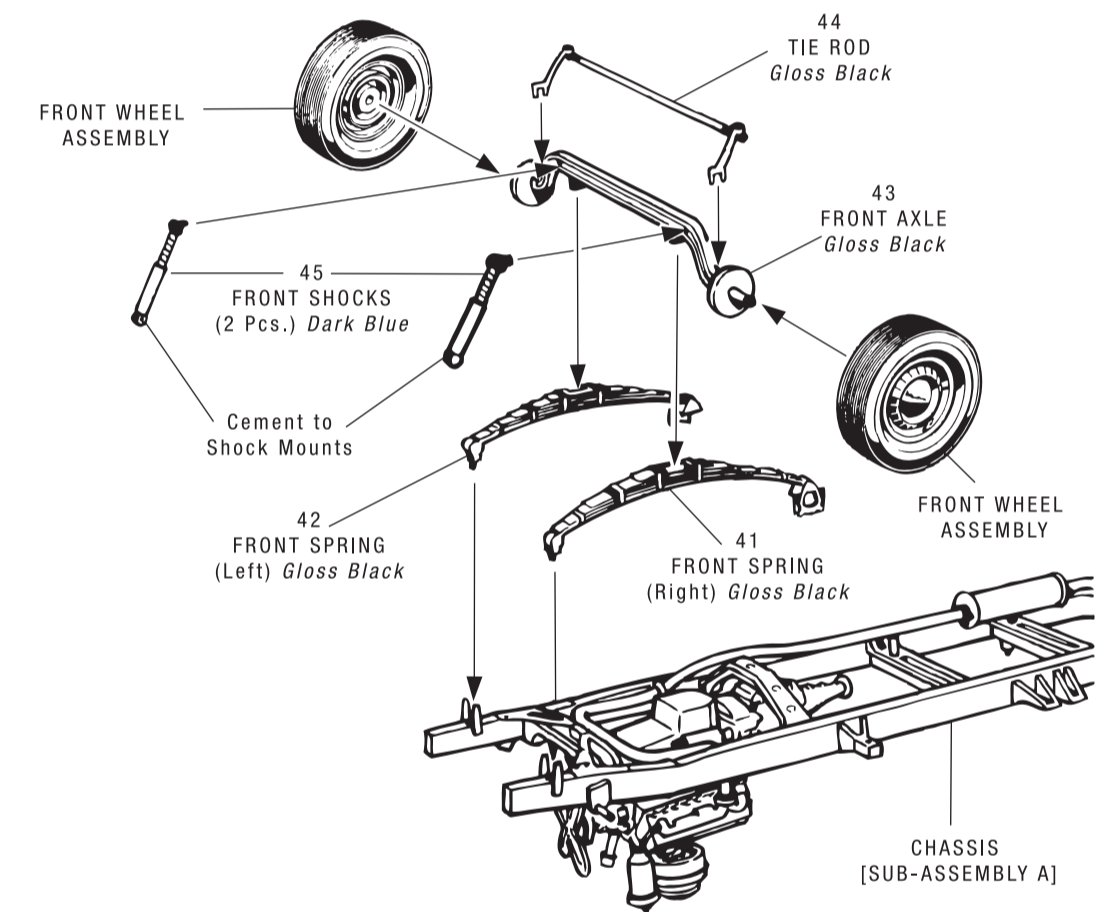


CHASSIS ASSEMBLY

SUB-ASSEMBLY A



SUB-ASSEMBLY B



SUB-ASSEMBLY C

