

## Scout Specifications:

Series: Scout II 4x4  
 GVW Ratings (lb) 6200  
 Engines—Std. 4 cyl 196 C.I., Optional V-8 304 C.I., V-8 345 C.I.  
 Front Suspension— Springs - steel 6 leaf  
 Axle F-44 driving hypoid single reduction  
 Std. front stabilizer bar  
 Opt. automatic locking front hubs  
 Rear Suspension— Springs - steel 4 leaf  
 Axle semi-floating with Trac-Lok  
 Transfer Case— Std. single speed "silent drive"  
 Opt. 2-speed gear drive  
 Transmissions— Std. 3-speed manual  
 Opt. 4-speed manual  
 Opt. 3-speed automatic  
 Wheelbase 100 inches, Overall Length 166.2", Height 65.7", Width 70", Ground Clearance 7.6", Turning Diameter 33'10", Fuel Tank capacity 19 gallons, Tires H78 x 15 PC mud ahnd snow.



A1248-200

# INTERNATIONAL SCOUT II

1/25 SCALE



This 1/25 scale International Scout II is precisely patterned after the husky four-wheel drive off-road machine manufactured by International Harvester Co. Truck Division. The highly detailed parts fit together to produce an exact scale replica of the surefooted I.H. Scout II. Power is provided by a super strong 345 cubic inch V-8 turning a smooth-shifting 3-speed automatic. Power is divided between the front and rear axles by a two-speed gear driven transfer case. Traction is provided by Goodyear Tracker AT's mounted on the factory optional mags. Wheel base is a scale 100 inches with an overall length of 166 inches, just the right size for highway cruising to mountain climbing. The unbeatable International Scout II!



## 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 filed 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.

Fine copper wire may be used for brake and fuel lines. For a hinged hood use double-sided tape—tape to the front of the radiator wall before the grille is in place and to the underside of the front of the hood. Test fit the hood to the body to get an idea of tape location—the Scout hood hinges at the front. Tire treads may be lightly sanded to give a realistic appearance.

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# READ THIS BEFORE YOU BEGIN

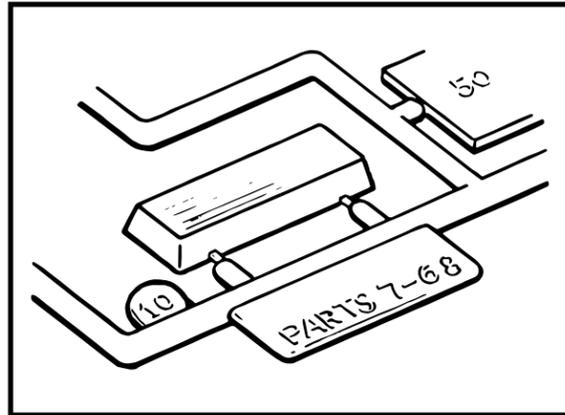
**Cement all parts unless otherwise indicated.**

Look over this instruction sheet carefully before you begin building. Follow the assembly instructions and "test-fit" the parts without cementing. This will familiarize you with the location of the parts.

For the best results, the various sub-assemblies and components should be painted before any "chrome" parts are attached. For example: When attaching "non-chrome" body accessories, it is best to cement them in place and paint the body as a unit.

AMT® kits are molded from the finest High-Impact Styrene plastic. Use only paint and cement made for Styrene. Trim excess plastic from parts before joining. When attaching "chrome" parts, scrape plating away where parts are to be joined. Use just enough cement to join parts, and be careful not to smear cement on exposed surfaces.

Built according to the instructions on this sheet, you should have no trouble assembling your kit.



The parts are arranged in groups or trees and are numbered either on the part or an adjacent tab. An identification tab on the side of the tree indicates which parts, by number, are on the tree. Remove parts from trees only as you use them — not before.

- 10 . . . indicates *body color* part
- 24CR . . . indicates *chrome* part
- CLR . . . indicates *clear* part

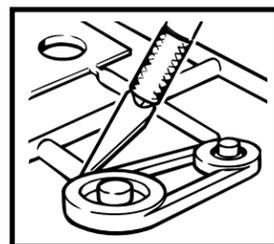
This is a checklist instruction sheet. As each part is used you may take a pencil and check off each part as it is applied. This will help you keep track of your progress as you construct your model.

Painting instructions are included for those who wish to detail their model.

**SPECIAL MODELING TIPS:** available on page 8 of instruction sheet.

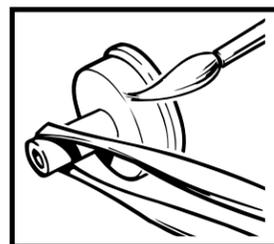
## MODELING TIPS

### HOBBY KNIFE



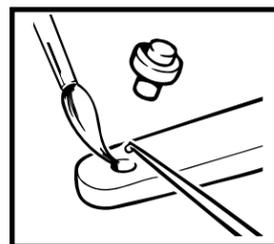
Use a sharp hobby knife to remove parts from the trees. Some parts may appear to have an extra "tab" on them, these should be removed.

### TWEEZERS



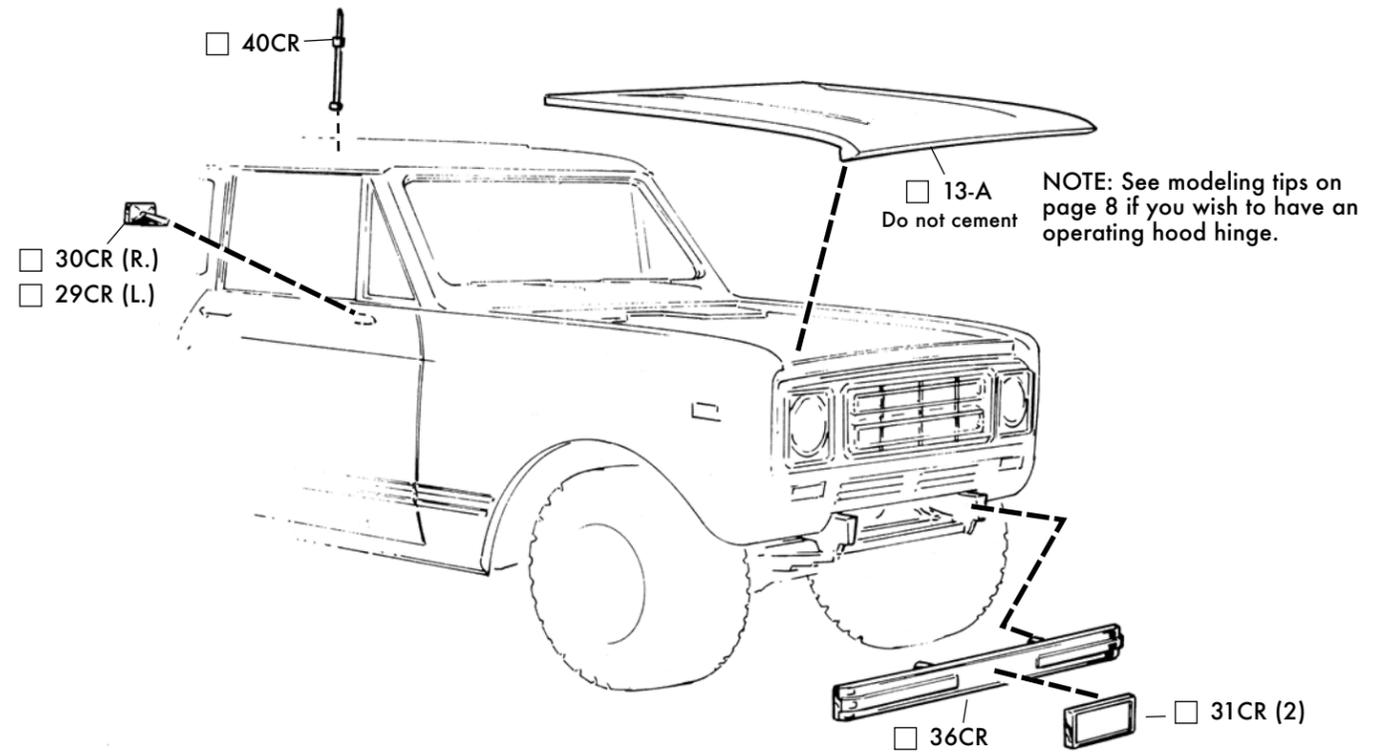
Tweezers are handy for holding very small parts during assembly or painting.

### CEMENT

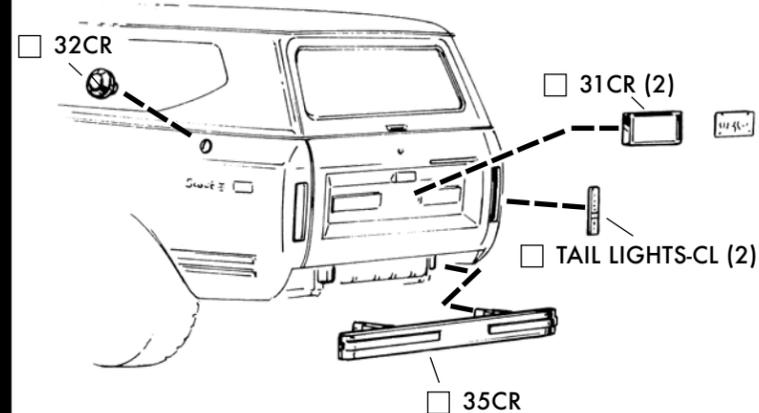


We recommend the use of liquid polystyrene cement. Apply with a fine brush or toothpick. Use cement sparingly or a sloppy job will result.

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NOTE: See modeling tips on page 8 if you wish to have an operating hood hinge.



NOTE: Scrape plating and paint from glue joints.



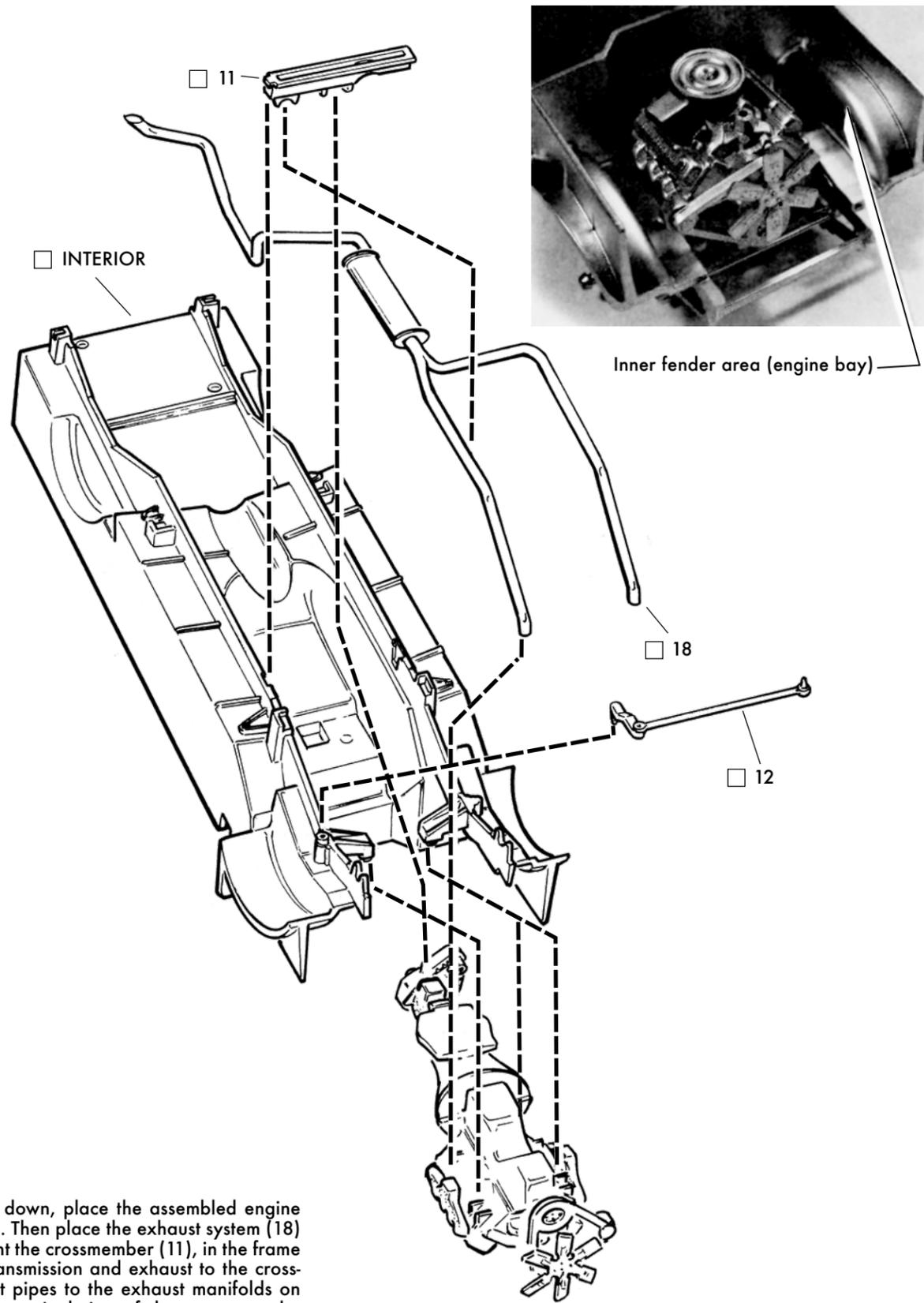
Cement bumpers to frame rails as shown. Note that rear bumper has longer locating tabs. Tail lights may be colored red with a permanent type dry marker or a fluorescent red paint. Cement into body using as little cement as possible. Trim license plate decals of your choice from sheet and apply to license frames 31CR, cement these to Scout as shown. Cement mirrors 29 - 30CR and fuel cap 32CR to body. Hood may be set on loose—see modeling tips for hinging hood.

## DECAL INSTRUCTIONS

Read the instructions on the back of the decal sheet before applying decals.

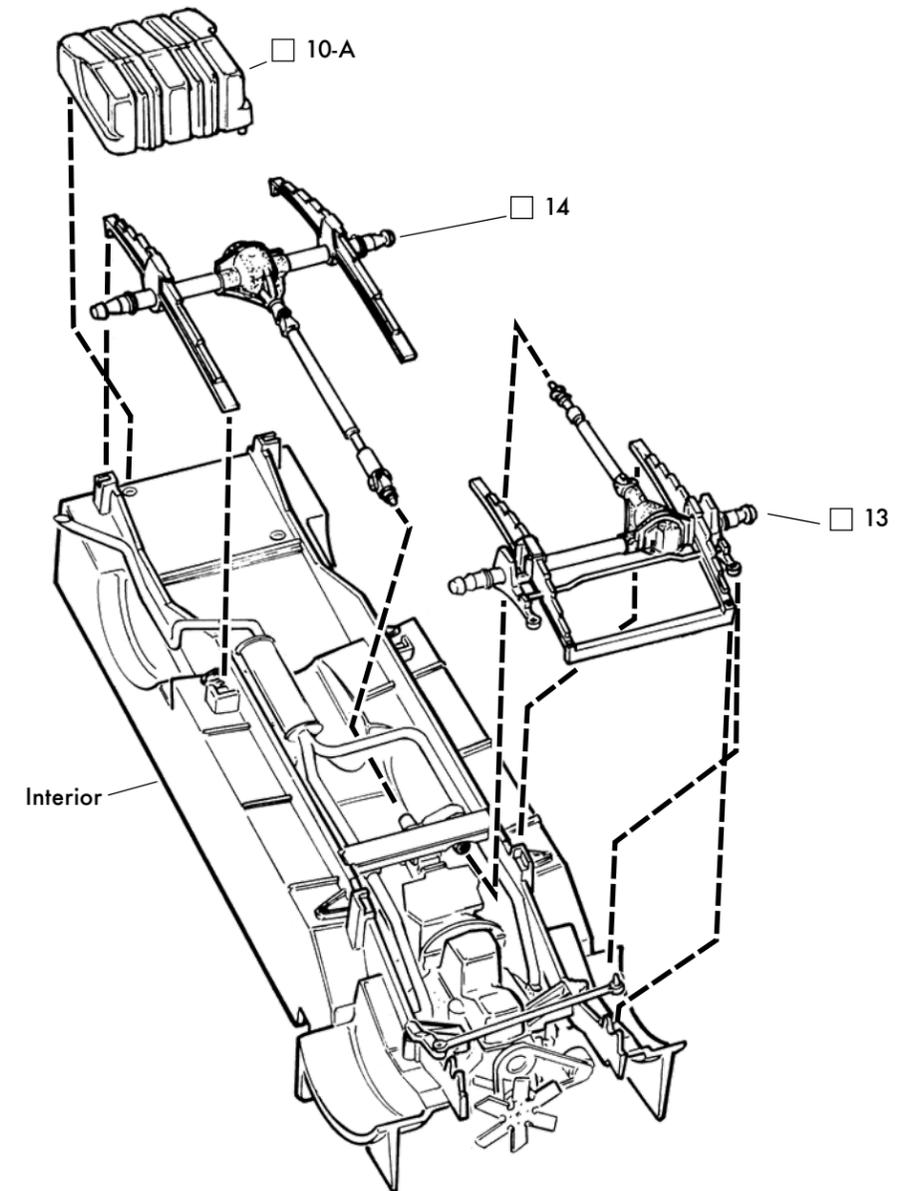
Trim out decals close to paint edge, (trim out openings for emblems and marker lights) and apply as shown in pictures. The decals should be cut at the hood opening line after they are applied.



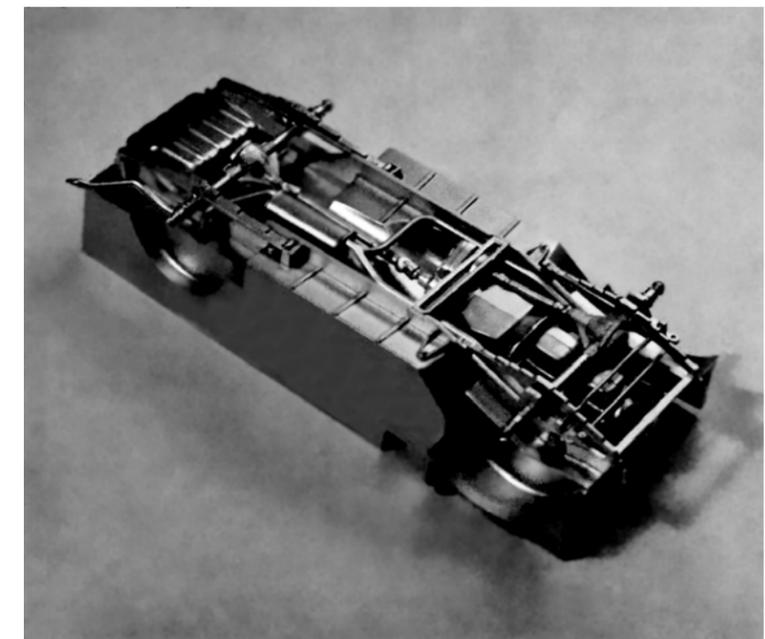
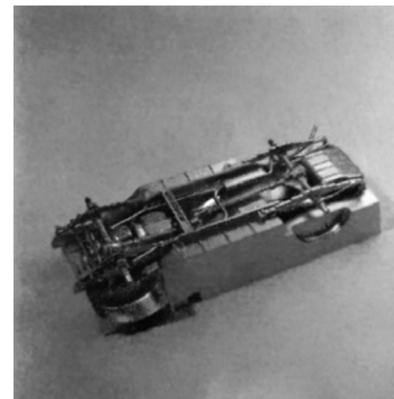


With the interior upside down, place the assembled engine into the chassis as shown. Then place the exhaust system (18) into position. Next cement the crossmember (11), in the frame rails, then cement the transmission and exhaust to the crossmember and the exhaust pipes to the exhaust manifolds on the engine. Some slight manipulation of the parts may be necessary, do this before the cement sets. Cement the tie rod (12) into place as shown.

 **Painting Note:** The interior portion of the interior chassis unit may be painted either tan, brown, blue or green to match stock I-H colors. The chassis portion (bottom) can be flat black. The inner fender area (engine bay) can be painted to match the body exterior color or black. Paint parts before assembly.



Cement front axle (13) to chassis as shown. Drive shaft cements to transfer case. Cement tie rod end to arm as shown. Cement rear axle (14) into place as shown, slip drive shaft under exhaust pipe and into transfer case. Cement fuel tank into place as shown. Parts may be painted black first. See photos for proper assembly reference.

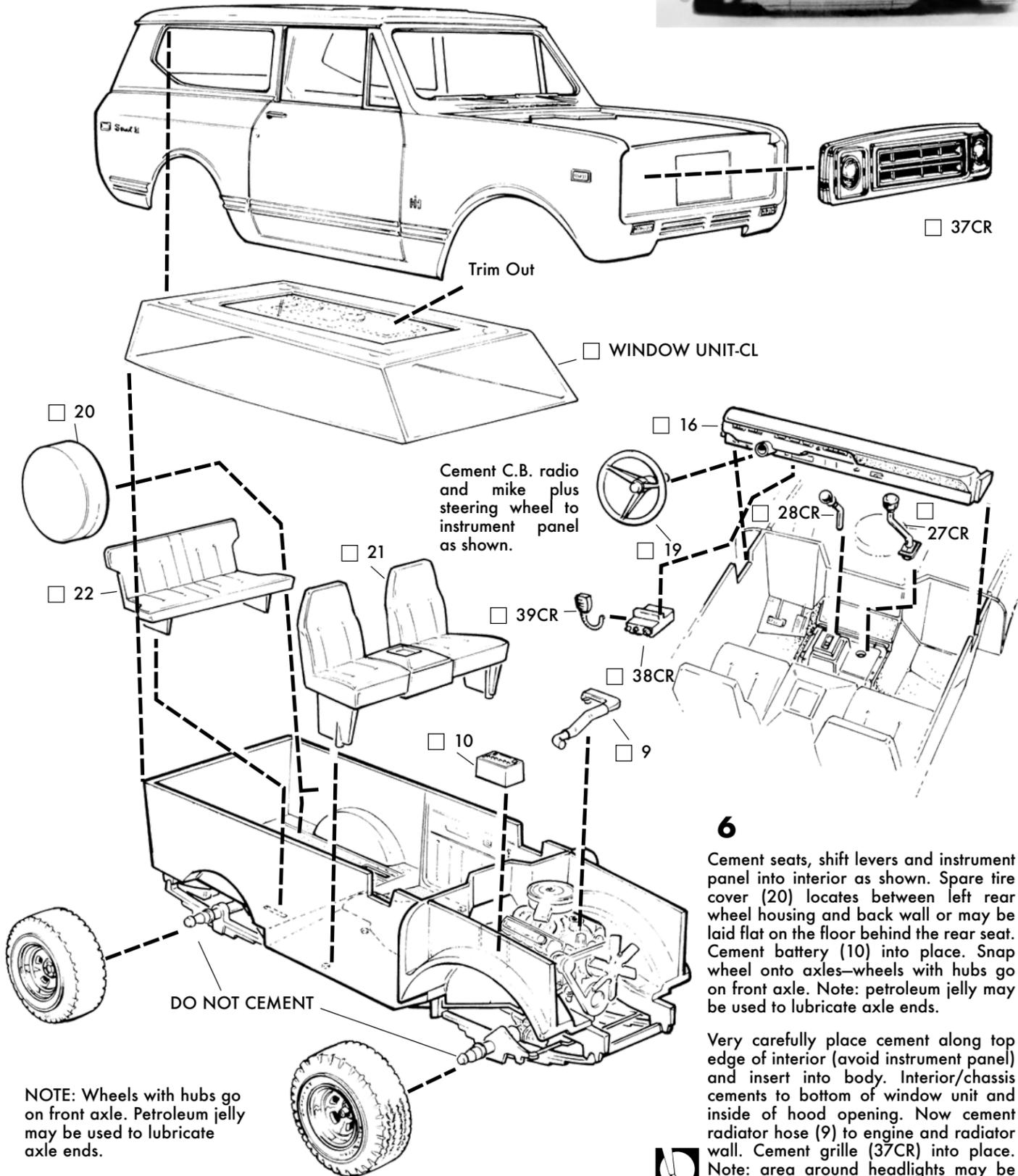
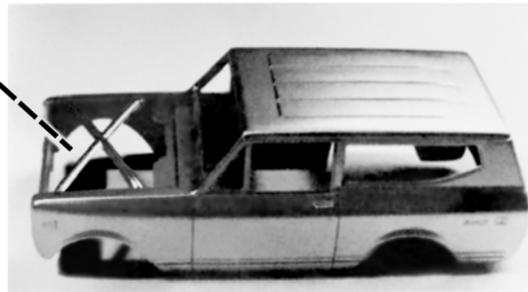


5



Trim molding reinforcing "X" out of hood opening in body. Body may be painted at this point or left the color as molded. See a Scout II catalog for different stock colors. Trim tail lights and tab out of window unit. Carefully cement window into body. Window trim can be painted silver before window is installed. Set aside to dry.

Trim Out



6

Cement seats, shift levers and instrument panel into interior as shown. Spare tire cover (20) locates between left rear wheel housing and back wall or may be laid flat on the floor behind the rear seat. Cement battery (10) into place. Snap wheel onto axles—wheels with hubs go on front axle. Note: petroleum jelly may be used to lubricate axle ends.

Very carefully place cement along top edge of interior (avoid instrument panel) and insert into body. Interior/chassis cements to bottom of window unit and inside of hood opening. Now cement radiator hose (9) to engine and radiator wall. Cement grille (37CR) into place. Note: area around headlights may be painted black—see box cover.

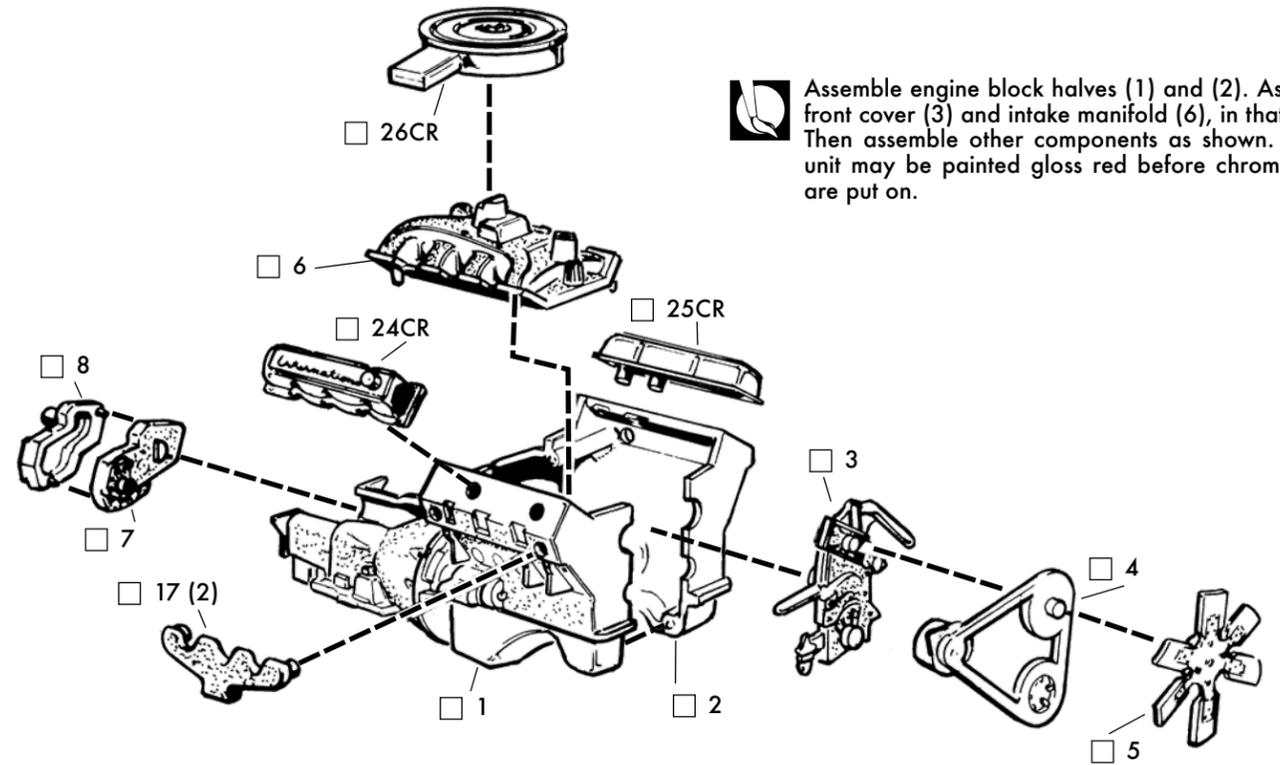


1

NOTE: Scrape plating and paint from glue joints.



Assemble engine block halves (1) and (2). Assemble front cover (3) and intake manifold (6), in that order. Then assemble other components as shown. Engine unit may be painted gloss red before chrome parts are put on.



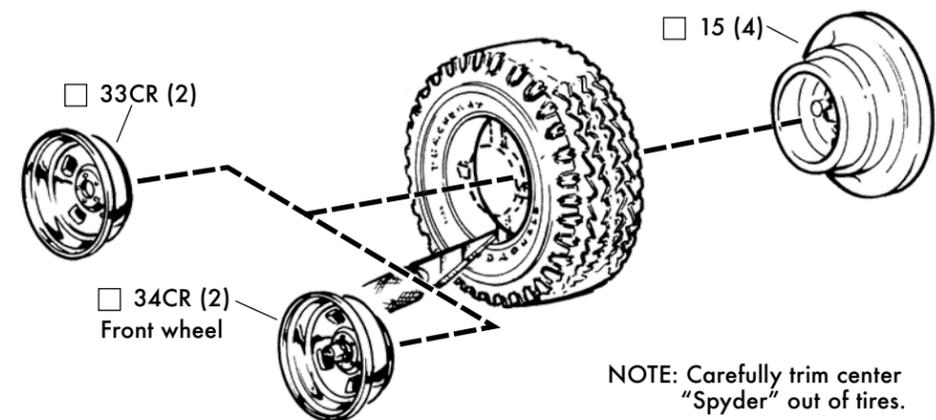
2



Assemble four wheels and tires as shown. Paint wheel inners (15) flat black before assembly. Note: wheels with hubs go on front axle.

Do not cement tire, trap between inner and outer wheel halves.

NOTE: Scrape plating and paint from glue joints.



NOTE: Carefully trim center "Spyder" out of tires.