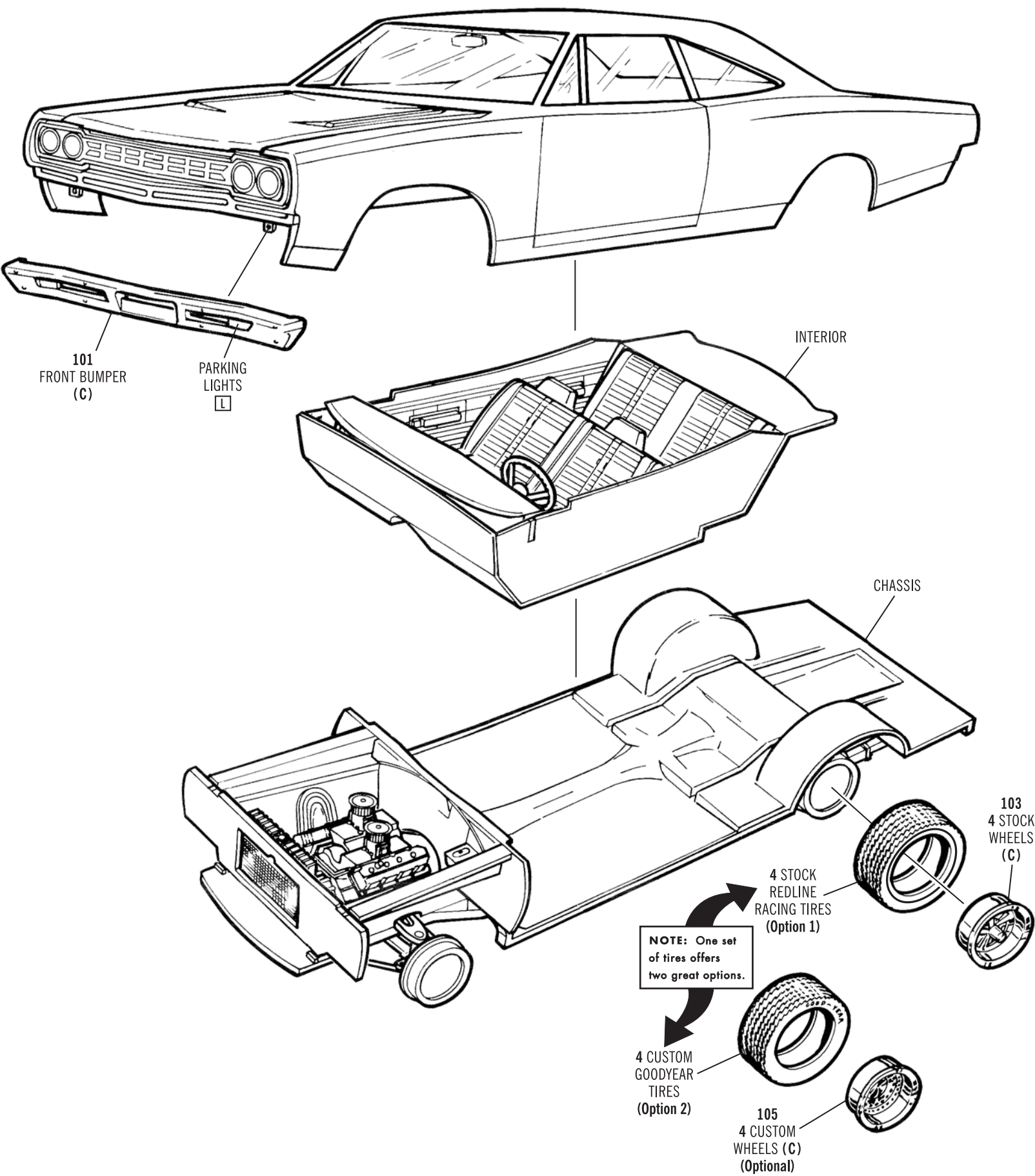
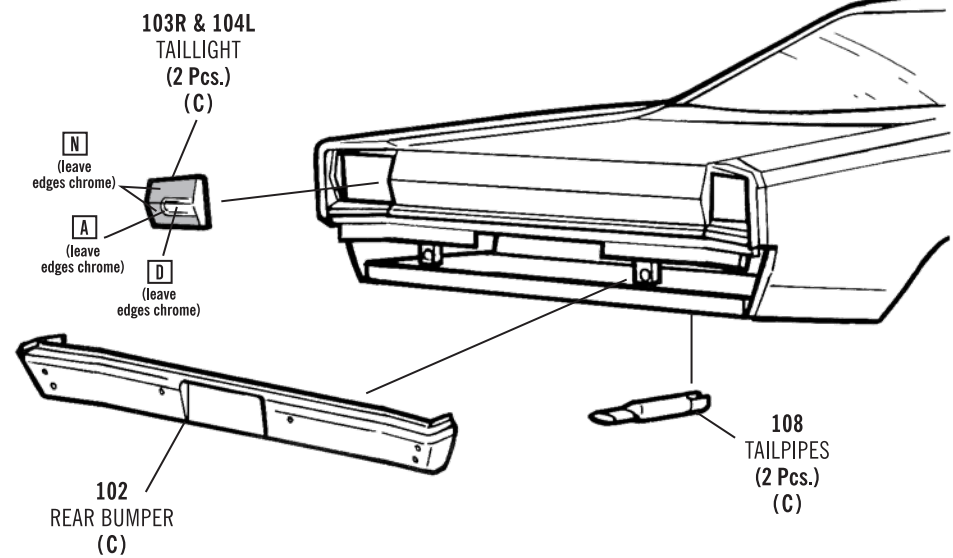


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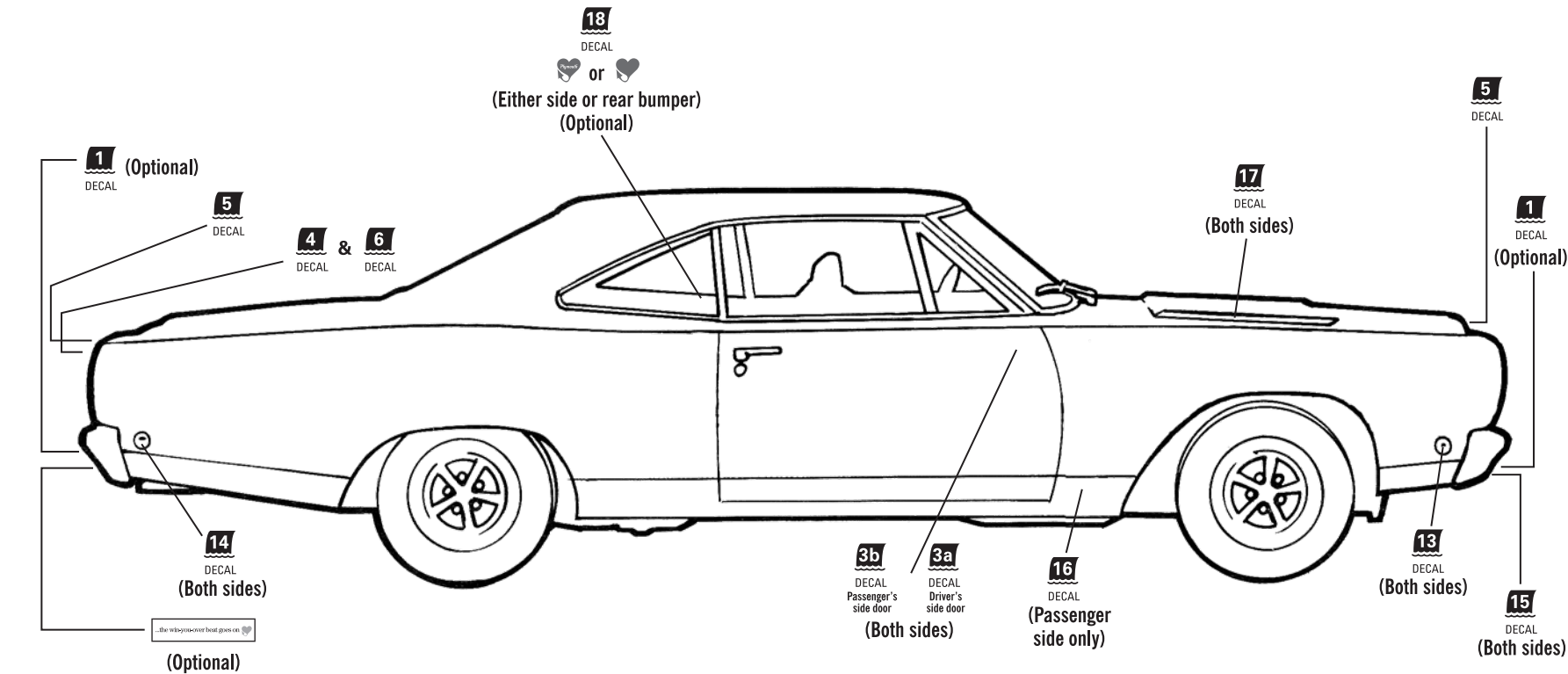


11. PAINT COLORS

(A)	Black	(Q)	Yellow
(B)	Flat Black	(R)	Tan
(C)	Semi-Gloss Black	(S)	Brown
(D)	White	(T)	Lt. Blue
(E)	Flat White	(U)	Med. Blue
(F)	Silver	(V)	Dark Blue
(G)	Chrome (Bright Silver)	(W)	Transparent Blue
(H)	Aluminum	(X)	Lt. Green
(I)	Steel	(Y)	Dark Green
(J)	Brass	(Z)	Gray
(K)	Gold	(AA)	Purple
(L)	Amber	(IC)	Interior Color
(M)	Transparent Amber	(BC)	Body Color
(N)	Red	▲	Semi-Gloss
(O)	Transparent Red	△	Gloss
(P)	Orange	▲	Metallic

It is recommended that you search the Internet for additional custom color references and details.

12. DECAL PLACEMENT



1/25 SCALE

A1363-200



'68 PLYMOUTH ROADRUNNER HISTORY

The beginnings of the fabulous '68 Road Runner began with a hunch from the Plymouth sales force who suggested to the Plymouth product planners that a stripped down car with a big engine might be a good idea. Taking this basic idea, the product planners did some market research and found that there were a lot of people who liked the big-engined muscle cars, but had limited funds to spend and could not always afford the GTX's and other Mopar muscle cars of the day. Consequently a goal was set for a \$3,000 car that could run the quarter mile at 100 miles per hour, a lofty goal indeed.

A special 383 V-8 was designed for the Road Runner using the performance heads from the 440 wedge, along with a special cam shaft, intake manifold, windage tray and exhaust manifolds and a low restriction air cleaner and dual exhausts. The only engine option available was the awesome HEMI®, 426 cubic inches of Mopar muscle. The name for the Road Runner kind of fell into place. It had been on a list of names at Chrysler for a few years and was suggested for this new Plymouth super car. After watching the Saturday morning cartoons it was felt appropriate that the little bird's tremendous speed and equal stopping power described the new car very well.

When the design guys developed the famous "beep-beep" horn that matched the birds own unique noise, it was, as they say, a wrap. When the Road Runner was introduced in the fall of '68 Plymouth expected to sell about 2,500. Instead they sold 45,000 of the famous "beep-beeps", they had hit the nail right on the head. There weren't a lot of options on the Road Runner, this was in keeping with an affordable muscle car.

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. 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.

It came with vinyl bench seats in only three colors for the interior, two-tone blue, silver and black, and parchment and tan. A custom decor package did expand this option to eight choices, but decor was not what the Road Runner was all about.

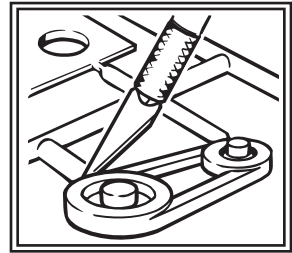
Performance was the real and only story. You could get either a four speed or torqueflite transmission with the HEMI®, both were tailored to the engine. The Road Runner cam with heavy duty suspension and huge drum brakes, front discs were an option worth considering. To prevent axle hop the left rear spring had one more leaf than the right spring.

The HEMI® Road Runner came on 15 inch wheels and tires while the 383 rode on 14 inches. All Road Runners came with a special hood with side facing airscoops. These were non-functional at first but did display what engine you had with either the letters HEMI® or number 383. Later in the production year an "Air-Grabber" option was available which made the scoops functional actuated by an underdash knob. A flat-black performance hood patch was also an option.

The Road Runner with the HEMI® was the fastest street car available to the common man or woman in 1968. At full throttle the 425 horsepower HEMI® could run the quarter mile in less than 14 seconds. It was actually more a race car than a grocery getter and would probably have scared the daylight out of someone not used to driving a powerful race car. Nonetheless, the '68 Road Runner was a run-away success for Plymouth and Chrysler and paved the way for a long line of Mopar muscle cars with the famous bird decal pasted on the side.

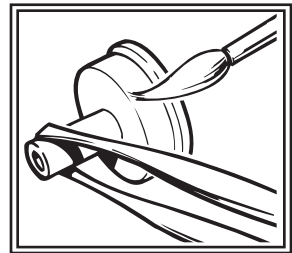
HOBBY KNIFE

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.



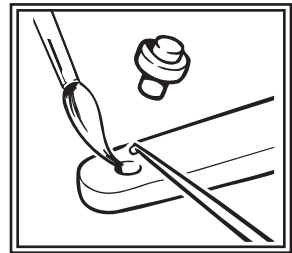
TWEEZERS

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.



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. 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.

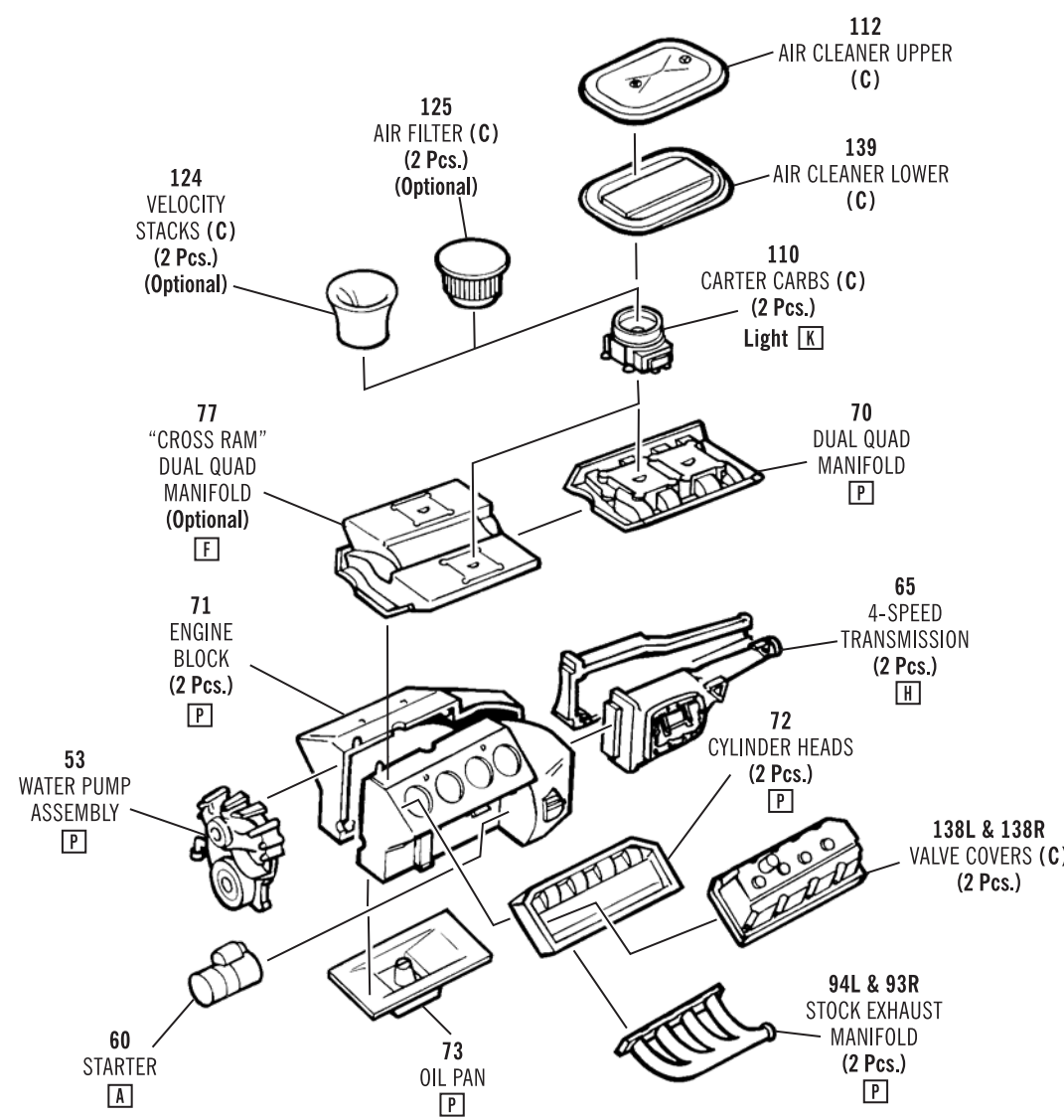
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GOODYEAR
DESIGNED BY

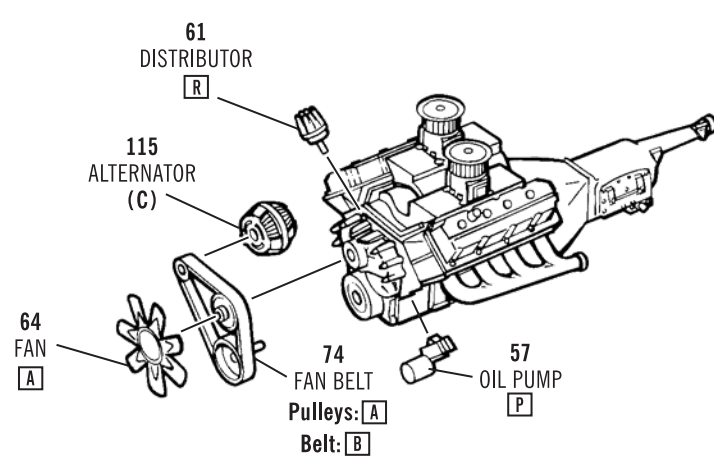
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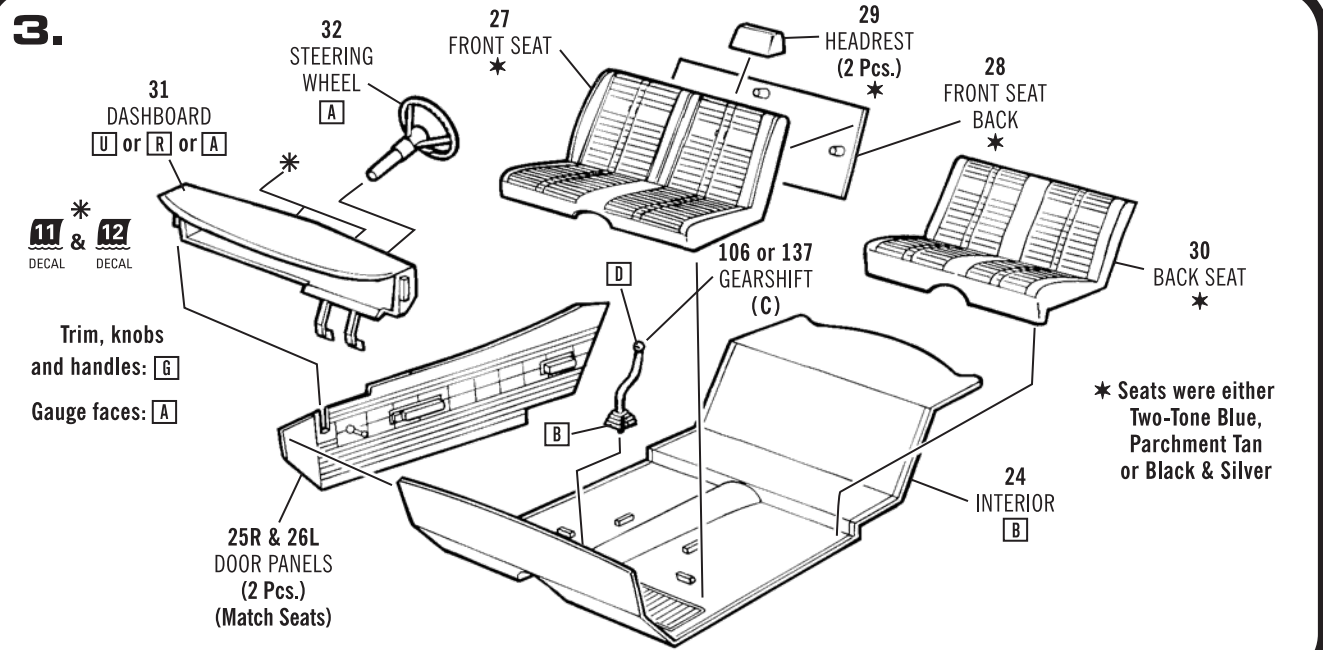
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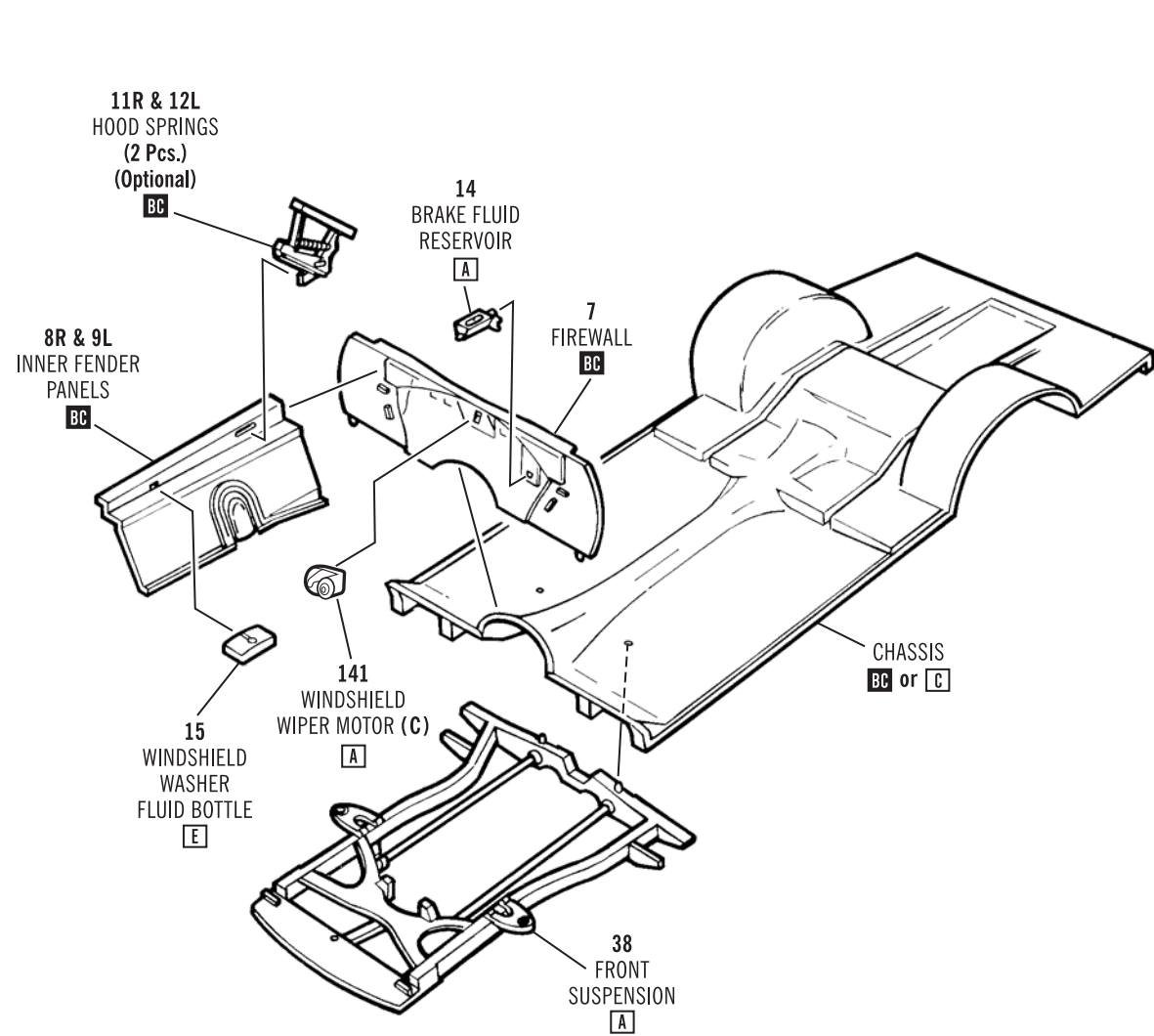
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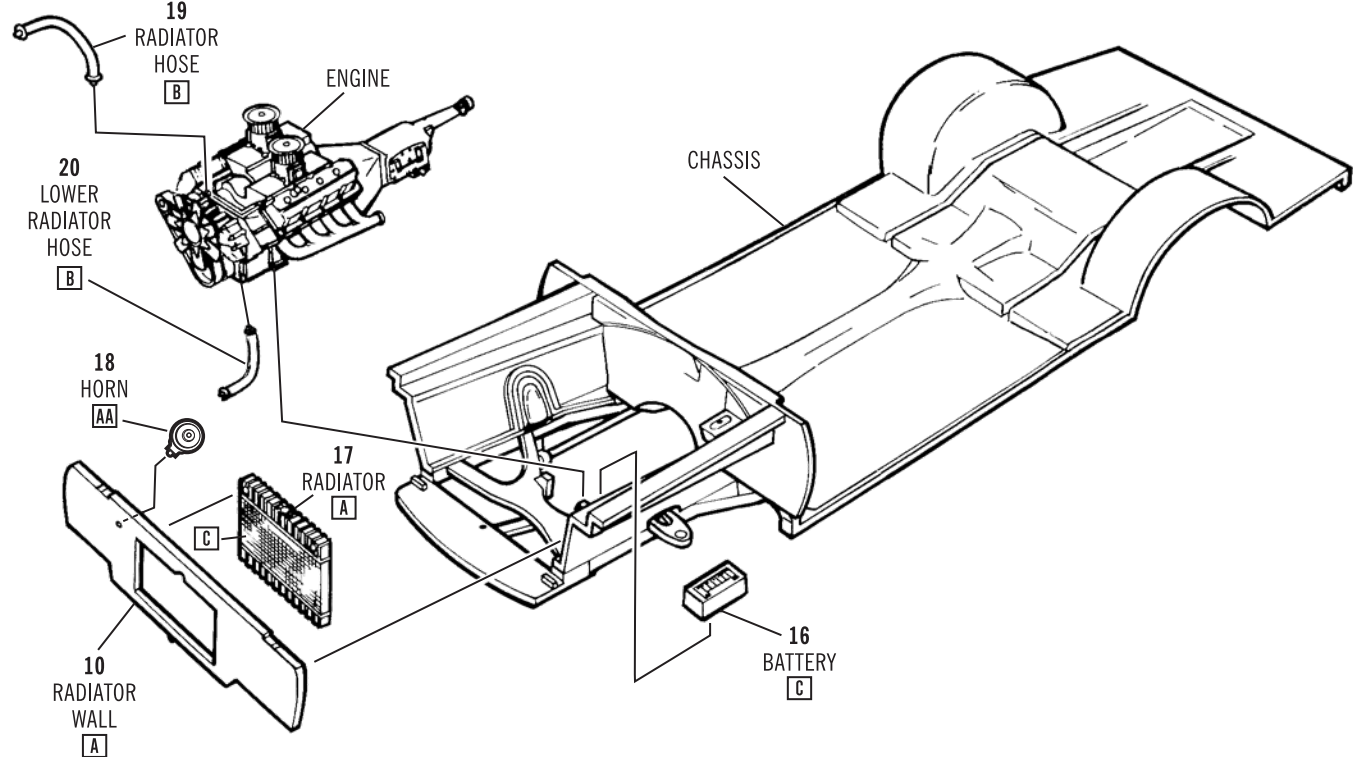
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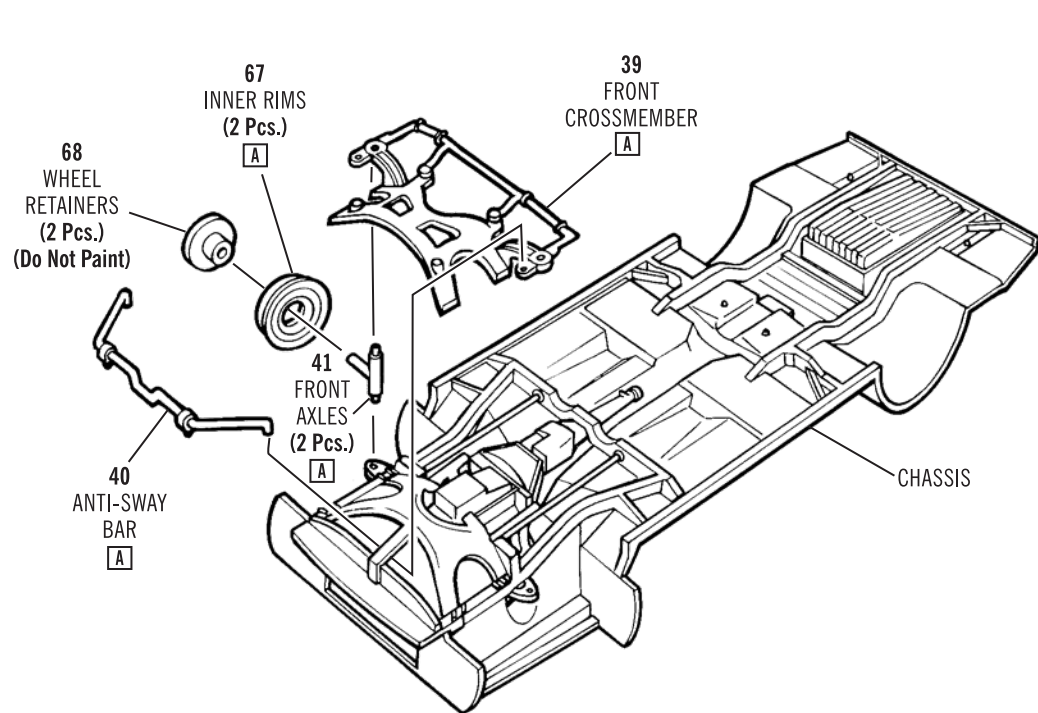
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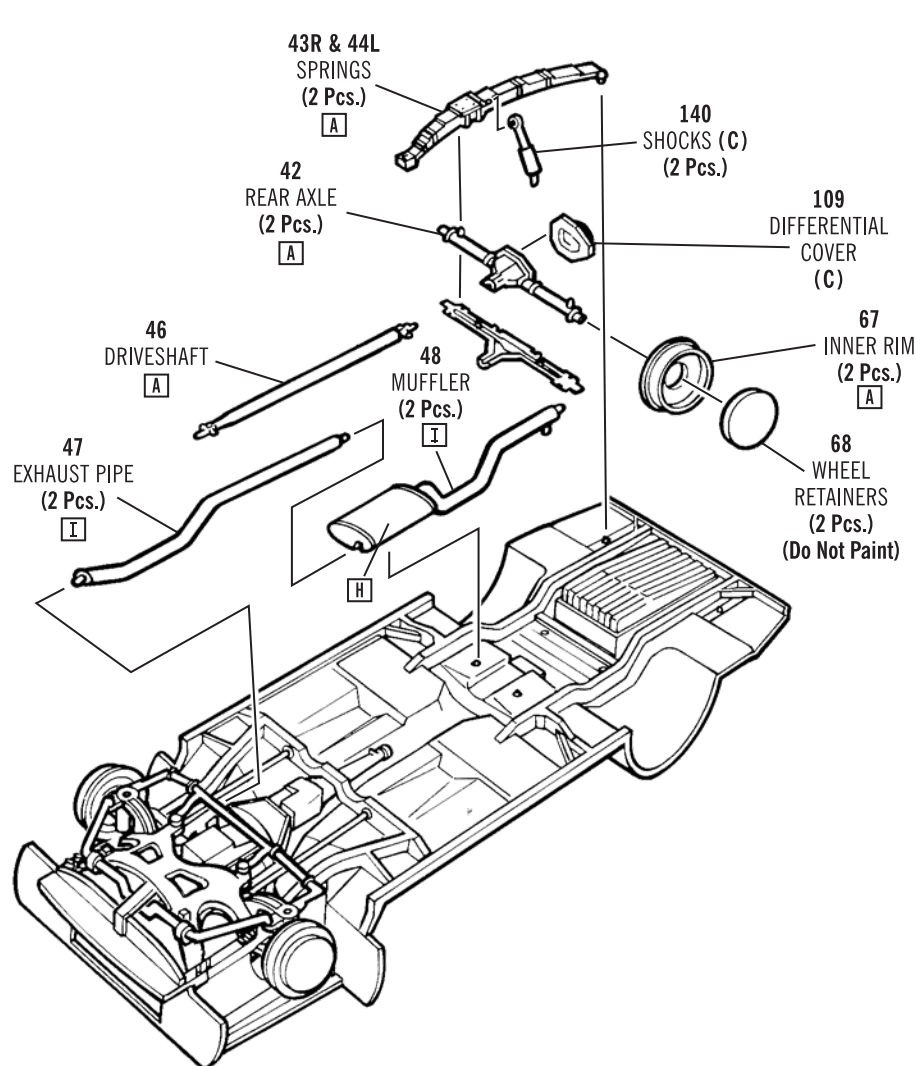
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