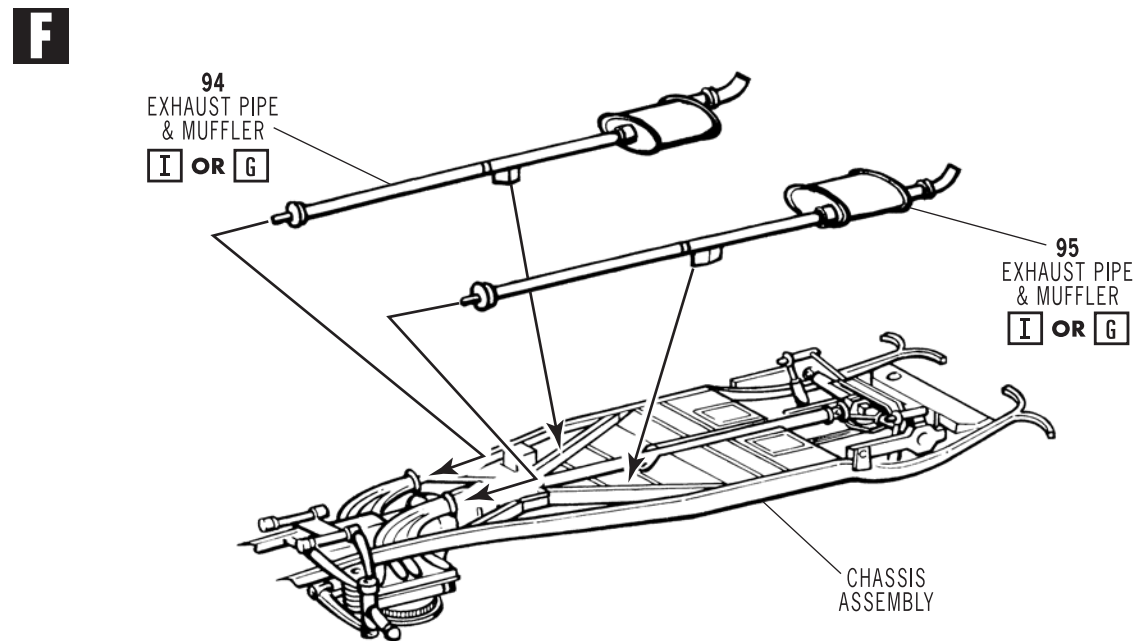


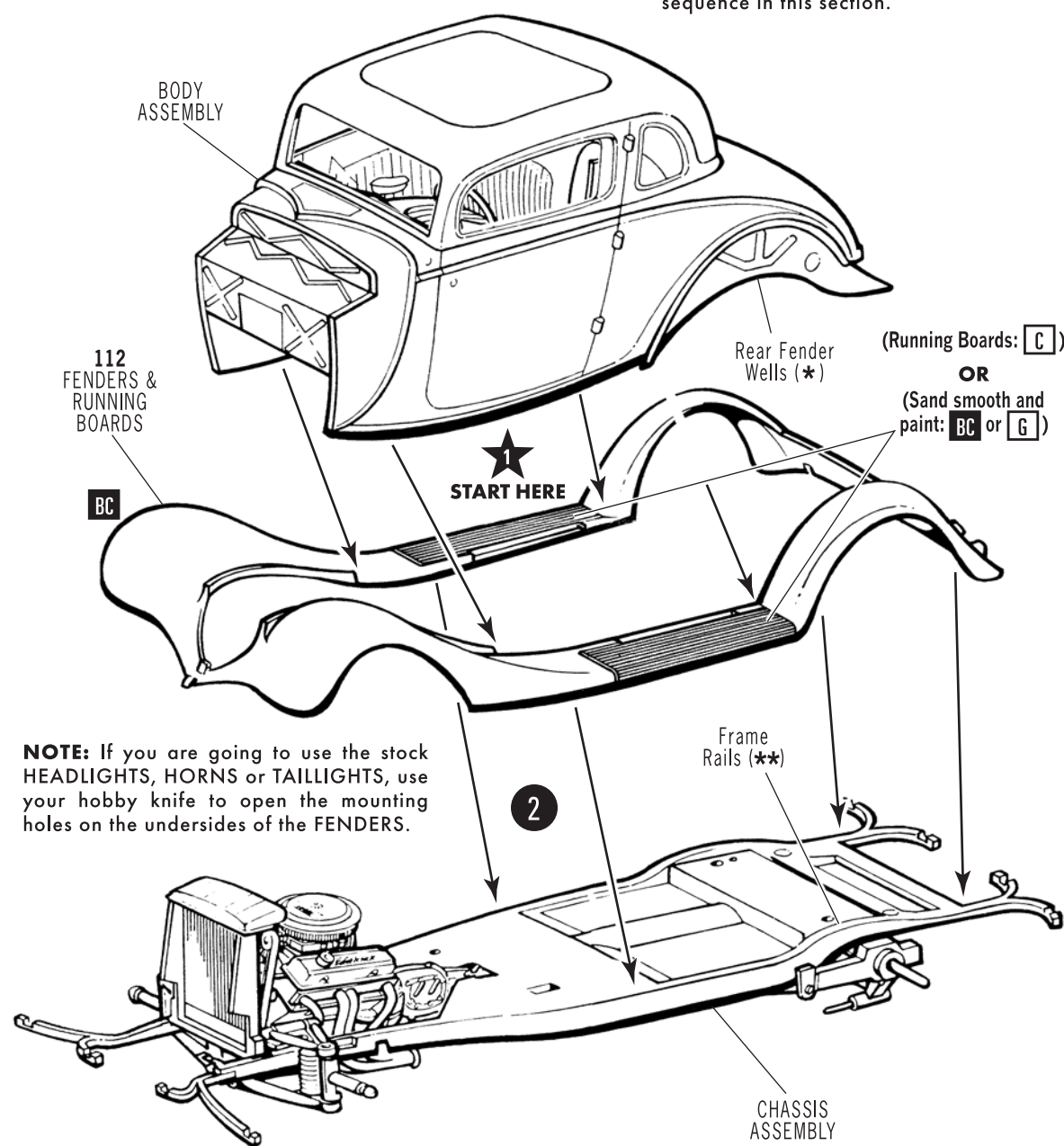
## 5. CHASSIS (CONTINUED)



## 6. FINAL ASSEMBLY

**A** **NOTE:** The lower contour of the Rear Fender Wells (\*) and the upper contour of the Frame Rails (\*\*) will locate the BODY ASSEMBLY to the CHASSIS ASSEMBLY. Make sure the axles are centered in the wheel openings before cementing the assemblies together.

**NOTE:** Follow the numbered sequence in this section.



**NOTE:** If you are going to use the stock HEADLIGHTS, HORNS or TAILLIGHTS, use your hobby knife to open the mounting holes on the undersides of the FENDERS.

### PAINT COLORS

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

### EXTERIOR COLORS

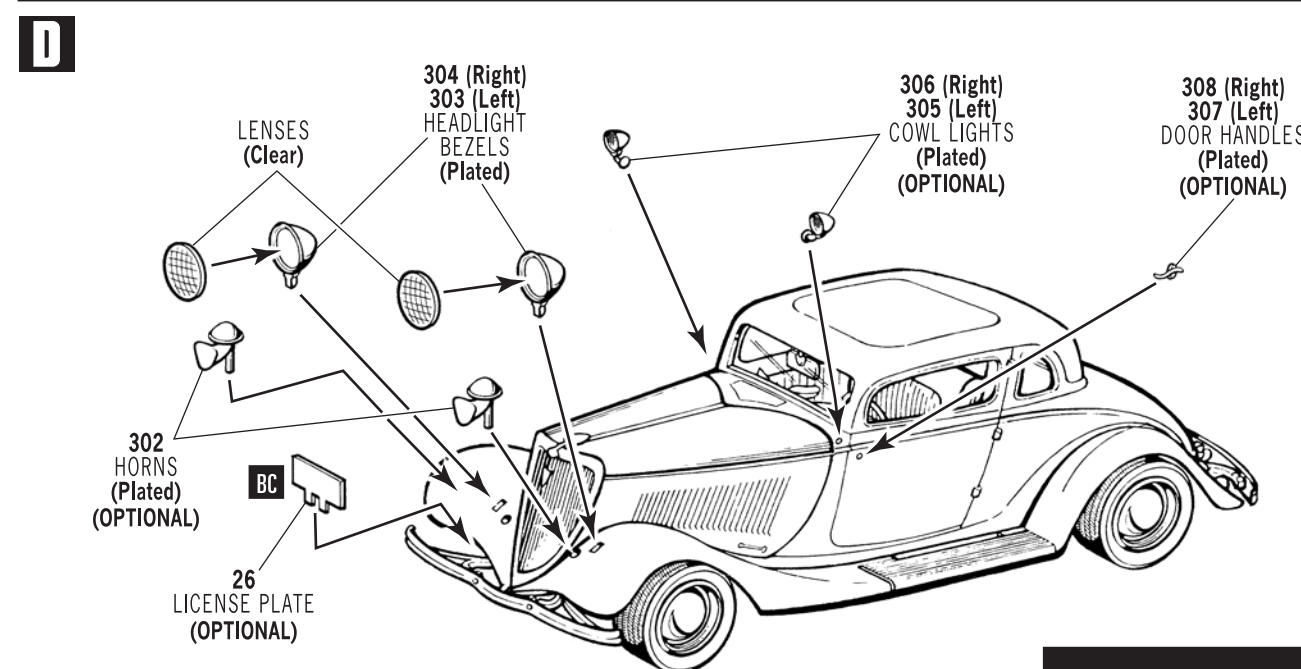
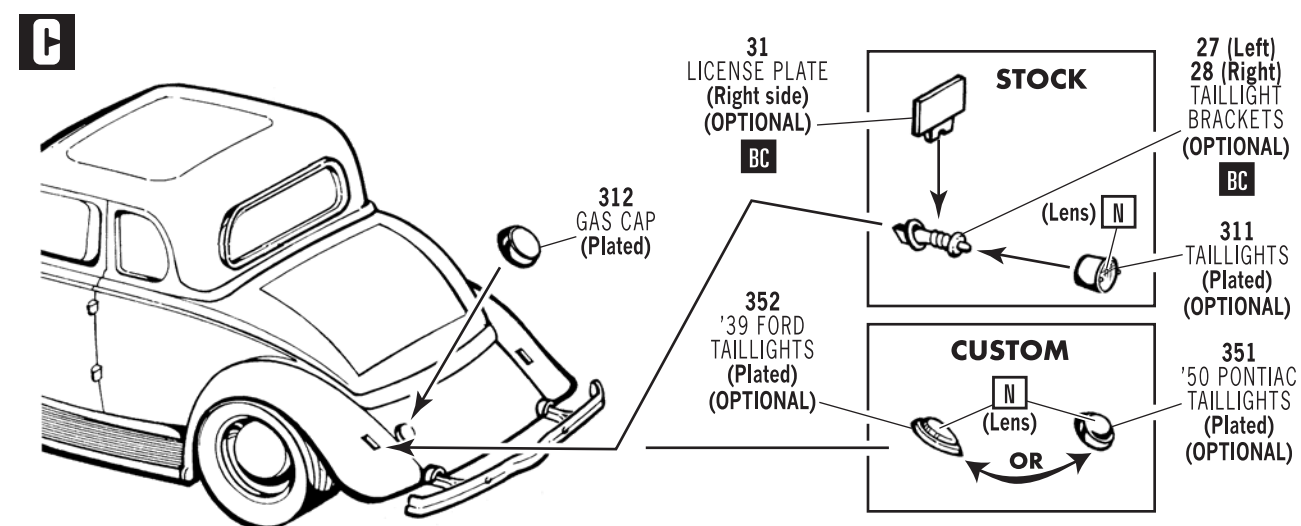
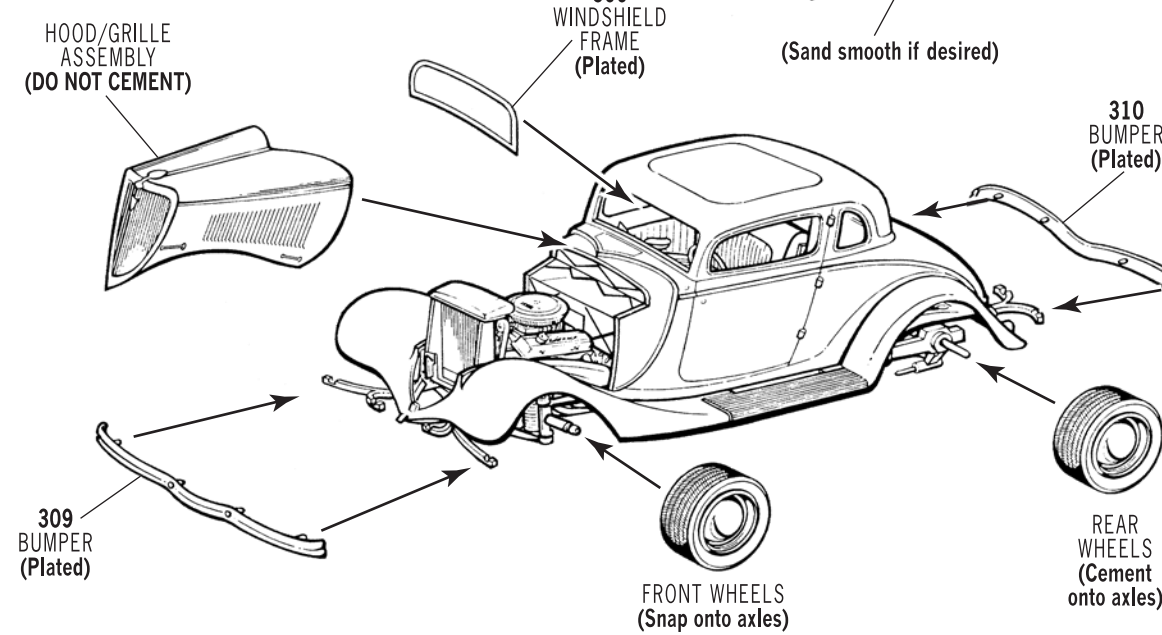
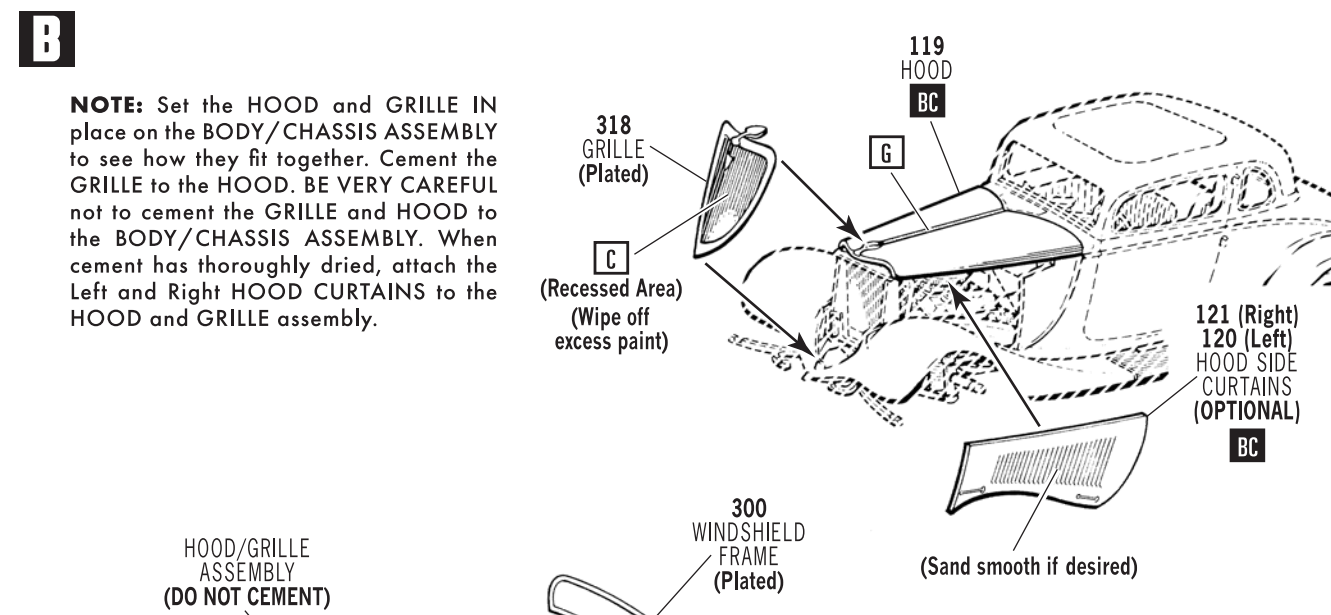
Standard Colors Include: Black, Blue Rock Green, Cardoba Gray, Coach Maroon, Dearborn Blue, Mountain Brown, Vermilion Red, Vineyard Green, Medium Cream, Medium Maroon and Tacoma Cream.

### INTERIOR COLORS

Standard Colors Include: Charcoal, Graphite, Gray, Silver, Black, Beige, Parchment and Sandstone.

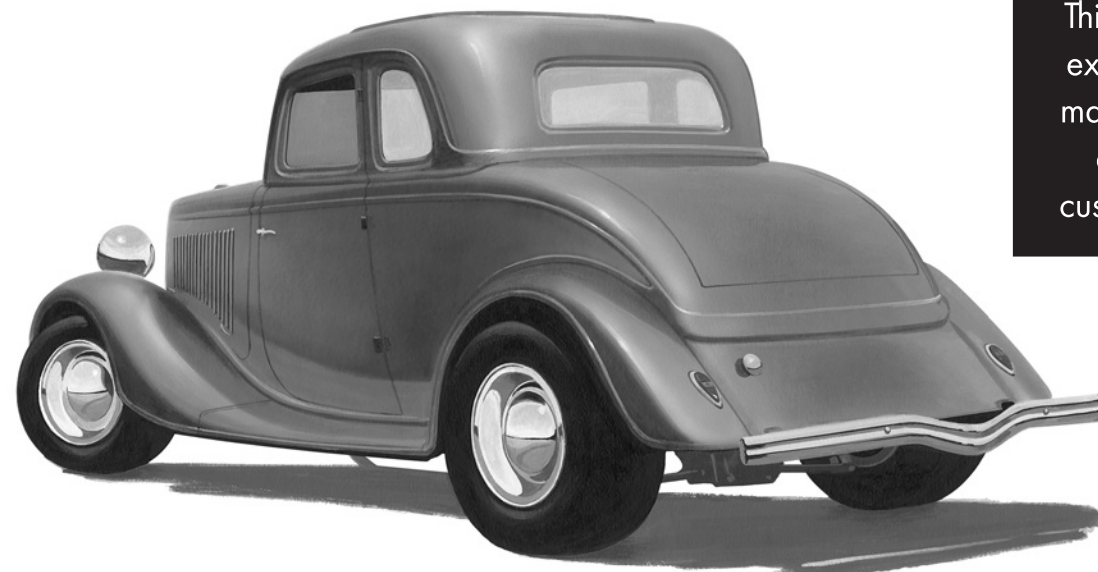
It is recommended that you search the Internet for additional color references and details.

## 6. FINAL ASSEMBLY (CONTINUED)



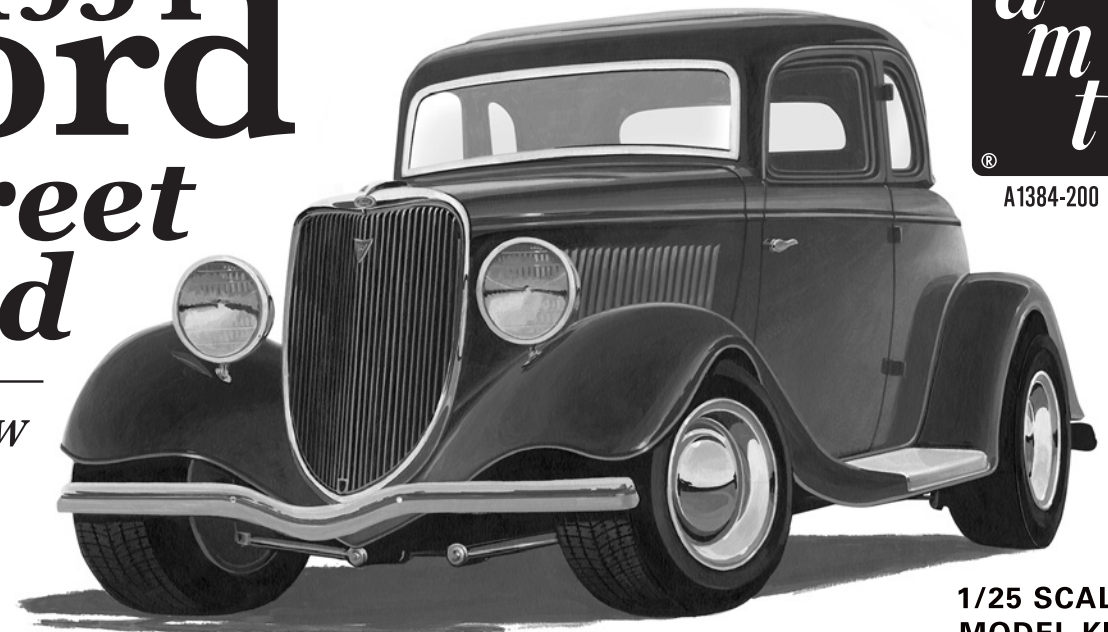
### SPECIAL NOTE:

This kit contains extra parts that may be used as desired for custom projects.



# 1934 Ford Street Rod

5-WINDOW COUPE



To purists of the marque, there has been no more beautiful Ford before or since. This is it. The '34, with the classic body lines that literally define the great, All-American street rod.

The '32, the original V8 Ford, takes the credit as the prototypical street rod, with its upright radiator shell and squat body closely resembling the antique Model A. One year into the V8's run, Ford replicated the '32 design with their brand new "Model 40"; the '33 highlighted by a radiator shell that flowed with the more pleasing lines of the body resting on a wheelbase that was a full foot longer.

The new and improved Model 40 was continued into the '34 model year with hardly any noticeable changes. Most street rodders agree that Ford improved the aesthetics of the radiator shell by replacing the curved dish lines of the 1933 with a straighter, but still slanted, back grille. It just looked sharper.

In the earlier days of rodding, the '33 and '34 joined "The Deuce" on the hot list of old cars to find and modify into hot rods. For "Super Sano" hot rod

looks, no pre-1949 American iron was more popular than the '34, which body enthusiasts loved to stuff with a modern V8 drivetrain and their own assortment of wheels, taillights, carpet, upholstery, dashboards and more. No matter what the upgrades, the classic flowing lines of the '34 always remained, as is demonstrated here in this 5 window coupe kit.

Our motivation for the classic 1934 Ford Street Rod began with a small block Chevy, included in this kit, bored and stroked to 383 cubes, and backed by a late model, GM-700-R4 automatic mixed with a B&M shifter. You'd also expect a Grant GT tilt steering wheel and custom instrument panel. We decided there should be a few other choices; either stock, 1939 Ford "teardrop," or 1950 Pontiac taillights, along with other custom choices.

The '34 Ford Street Rod will challenge your creativity and match your building skill with thousands of other rodders before you. Paint, assemble and even modify, this 1/25 scale '34 into the most beautiful street rod you've ever seen.

## 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 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 dish washing 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.

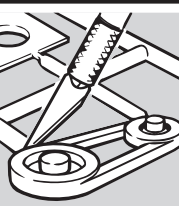
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be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

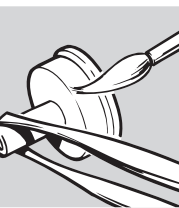
#### HOBBY KNIFE

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



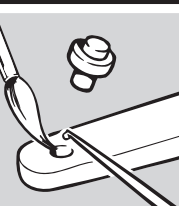
#### TWEEZERS

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



#### 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.



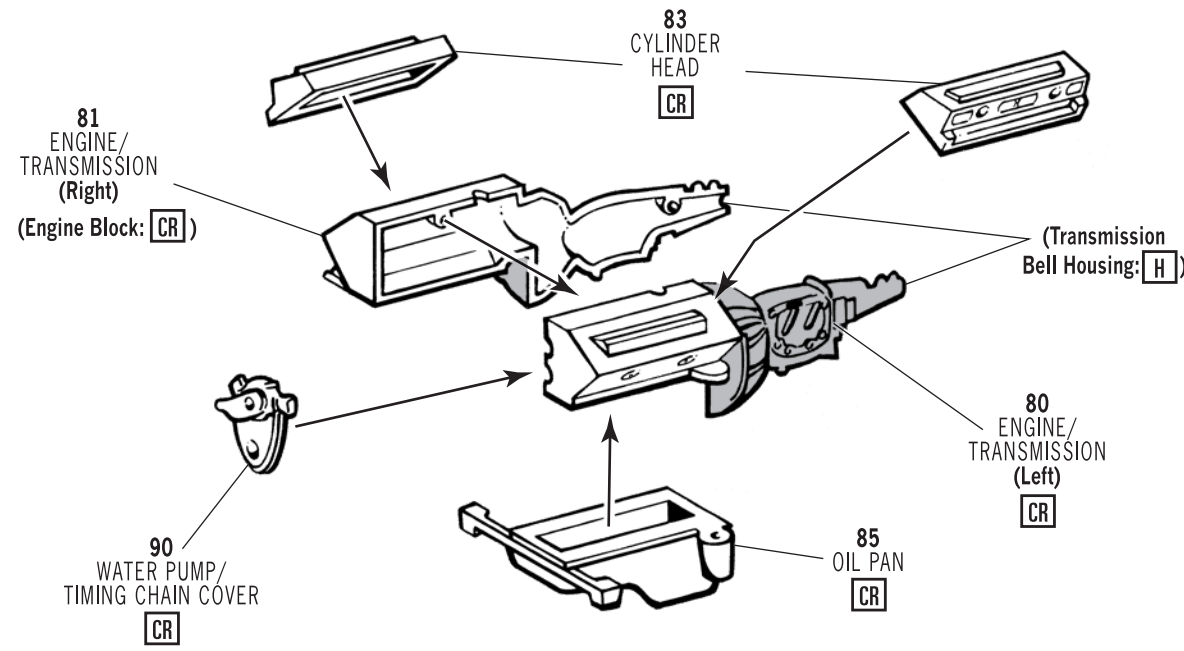
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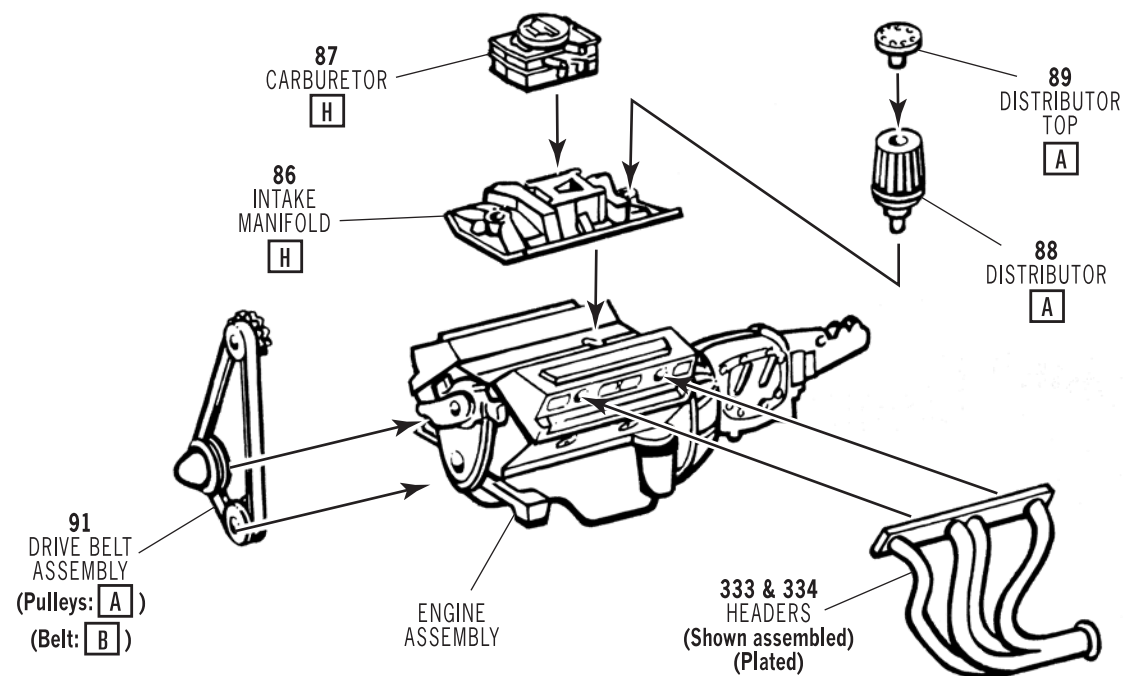
# I. ENGINE

**A**



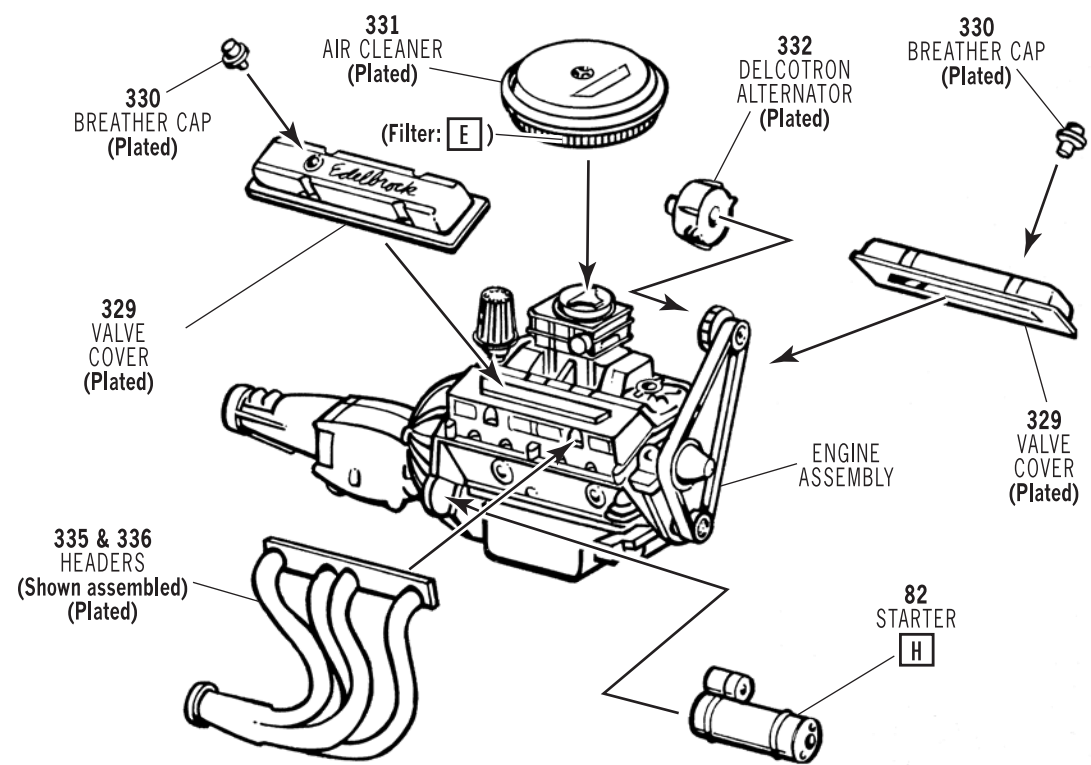
**B**

NOTE: Plated parts may be sprayed with "Dull Coat" for an aluminum look.



**C**

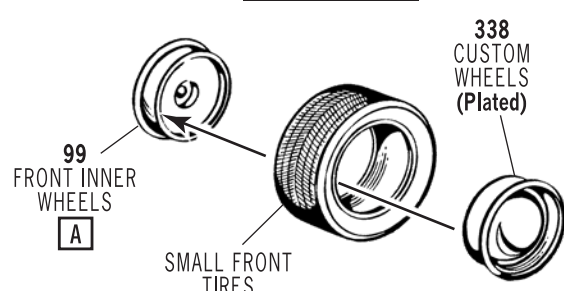
NOTE: Plated parts may be sprayed with "Dull Coat" for an aluminum look.



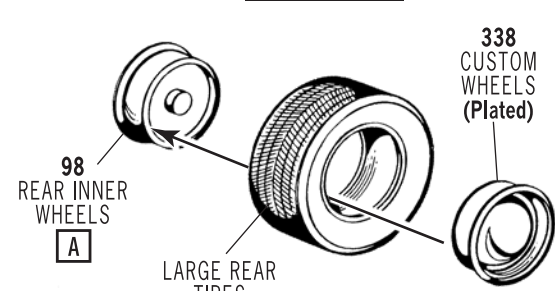
# 2. WHEELS

NOTE: Make 2 assemblies each of Front and Rear.

## FRONT



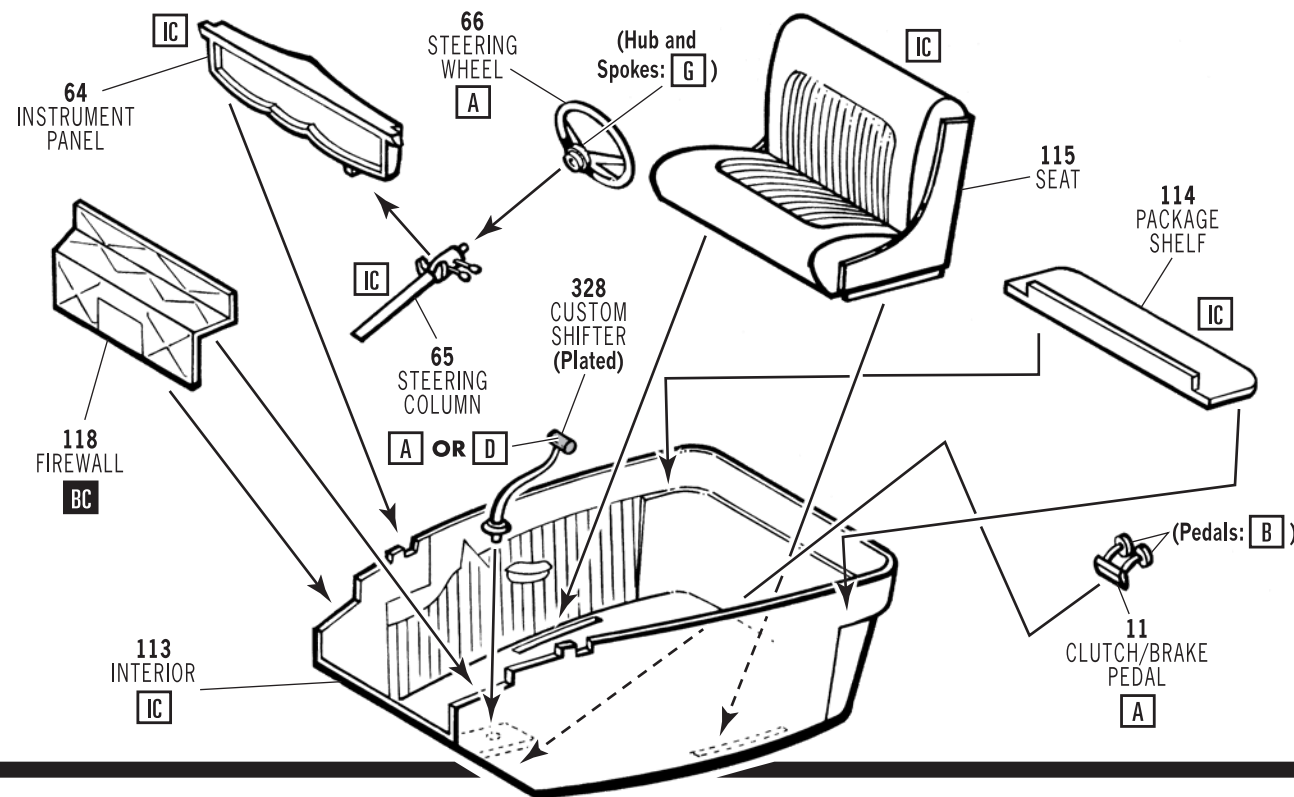
## REAR



# 3. INTERIOR

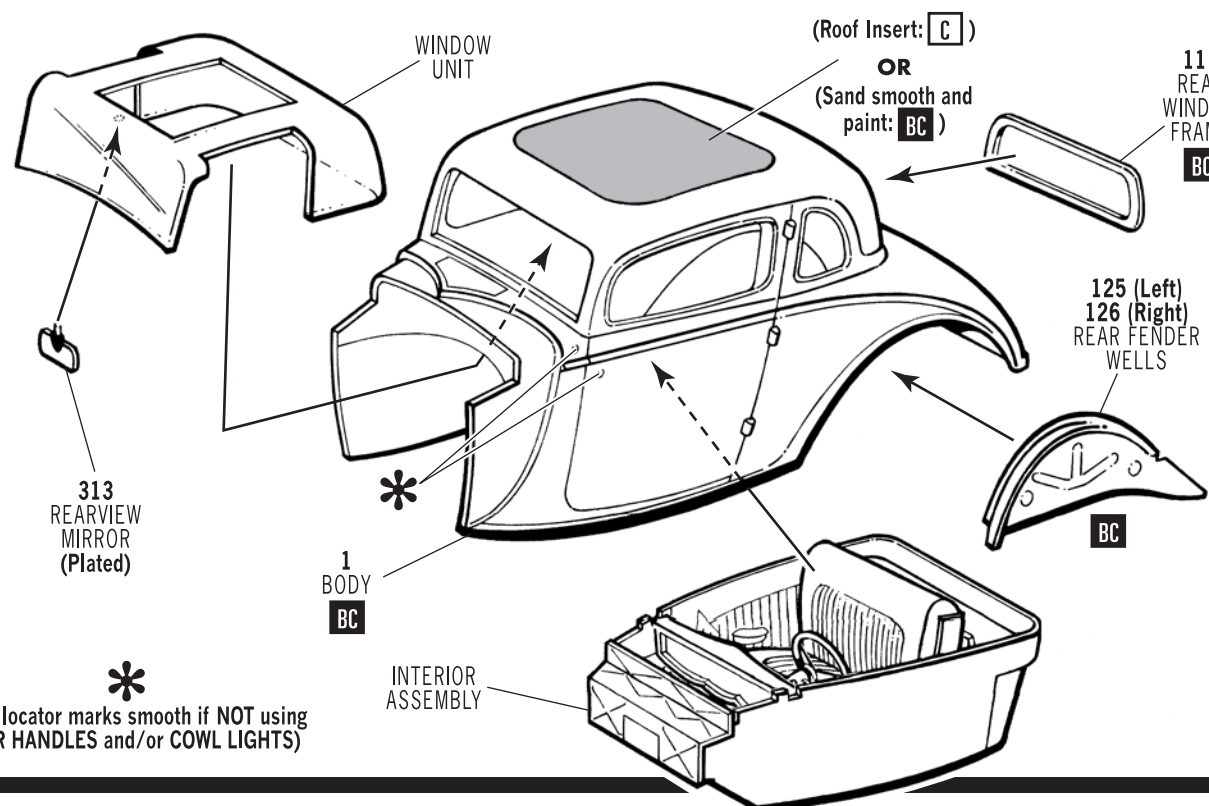
(Gauge face: C) (Trim and Handles: G)

NOTE: If using gauges decal, sand surface smooth before painting.



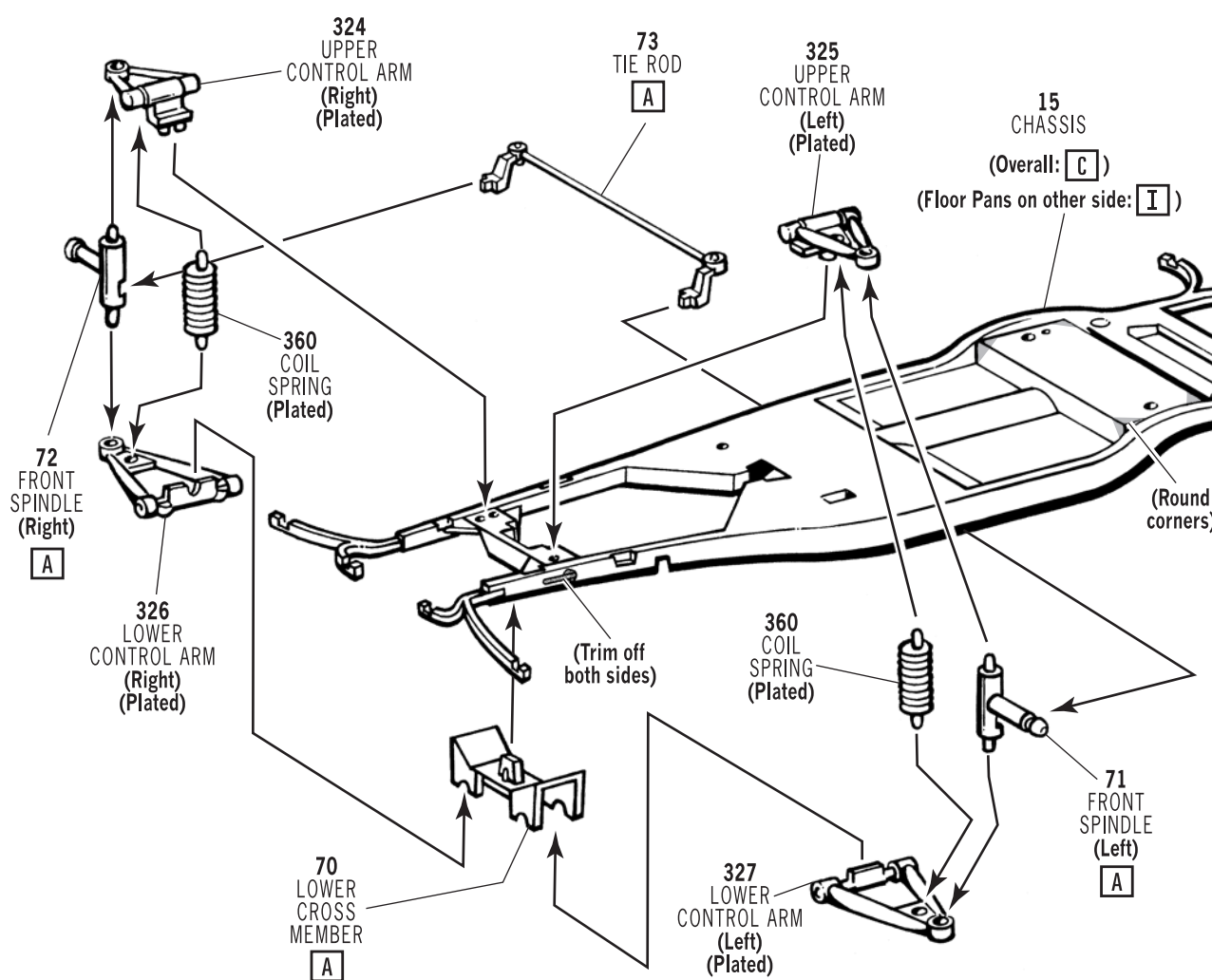
# 4. BODY

NOTE: Cement REAR WINDOW FRAME and REAR FENDER WELLS to BODY and paint the color of your choice as a unit. Allow paint to dry thoroughly and proceed with assembly.



# 5. CHASSIS

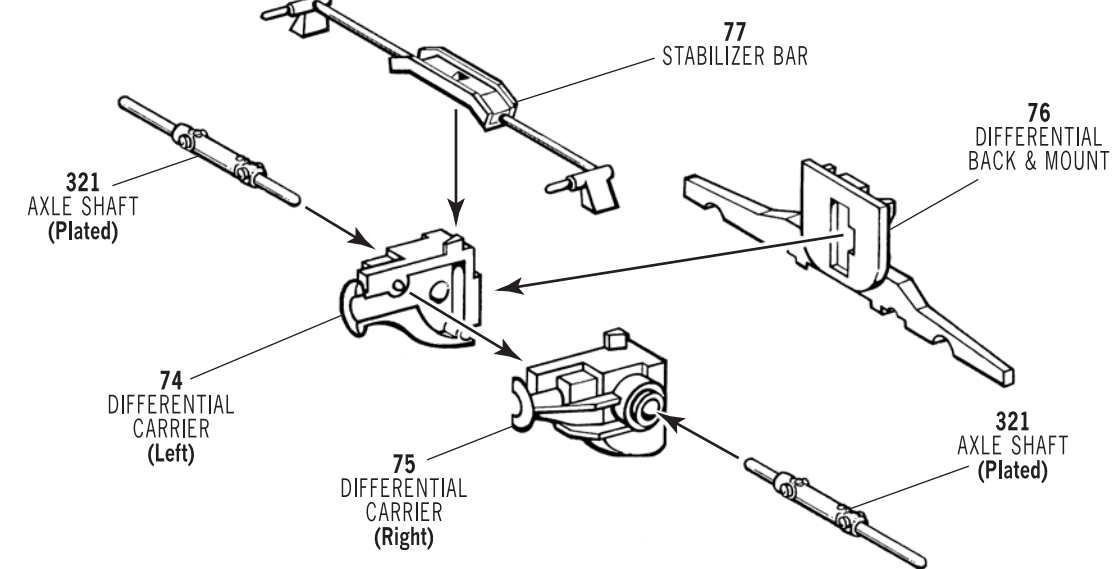
NOTE: BEFORE STARTING ASSEMBLY ON THE CHASSIS it is recommended that the corners indicated (shaded areas) be carefully filed to a rounded contour. This will ensure a proper fit between the CHASSIS ASSEMBLY and BODY ASSEMBLY. Test fit the CHASSIS with the BODY ASSEMBLY as you file, to prevent removing too much material. Removing too much material could cause a hole in the CHASSIS.



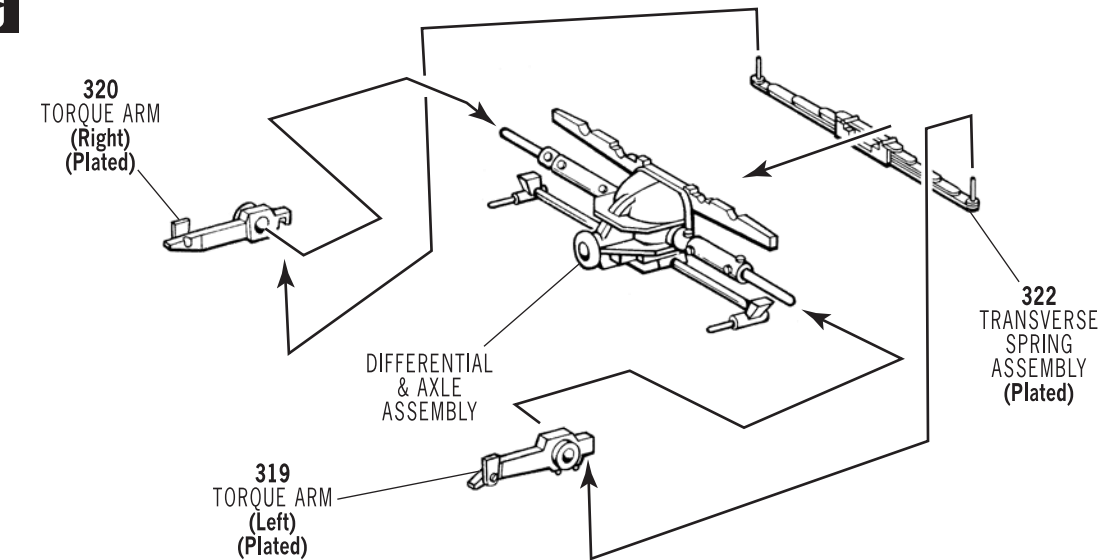
# 5. CHASSIS (CONTINUED)

(Assemble and paint A as a unit)

**B**

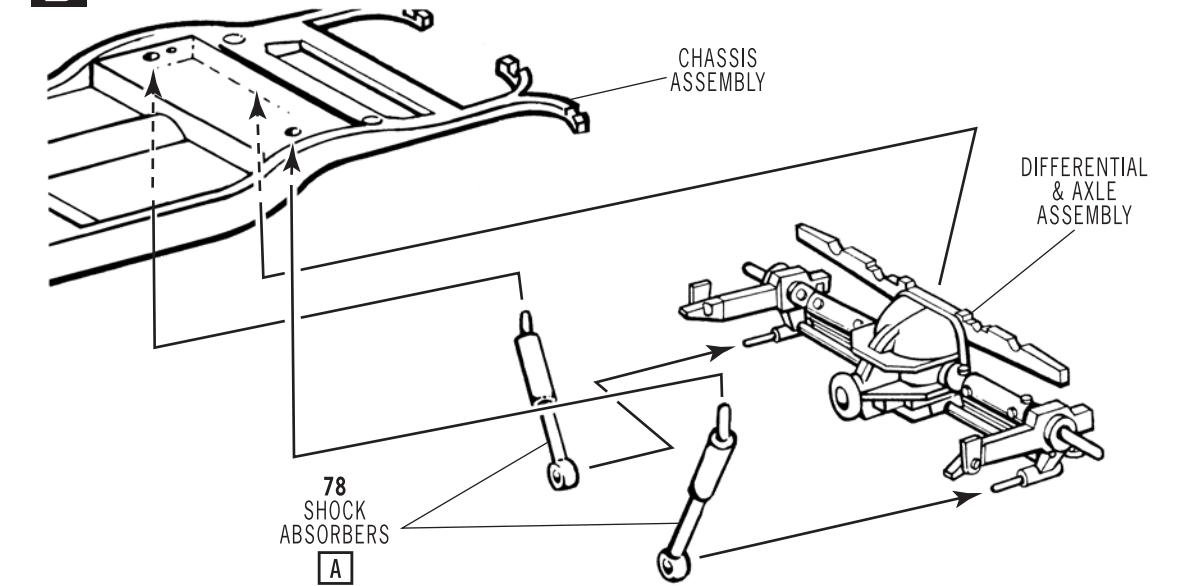


**C**



**D**

NOTE: Open SHOCK ABSORBER locator holes in CHASSIS.



**E**

NOTE: Follow the number sequence below. Do 2 and 3 at the same time.

