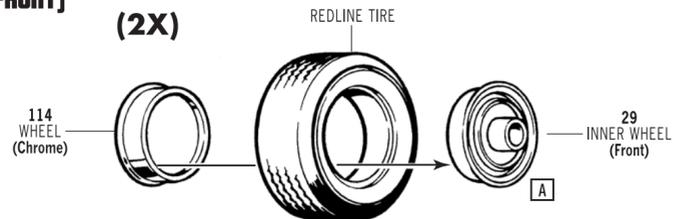
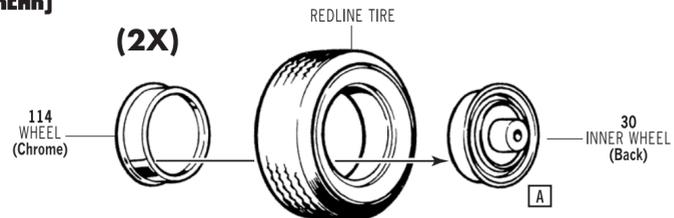


4. WHEELS

A (FRONT)



B (REAR)

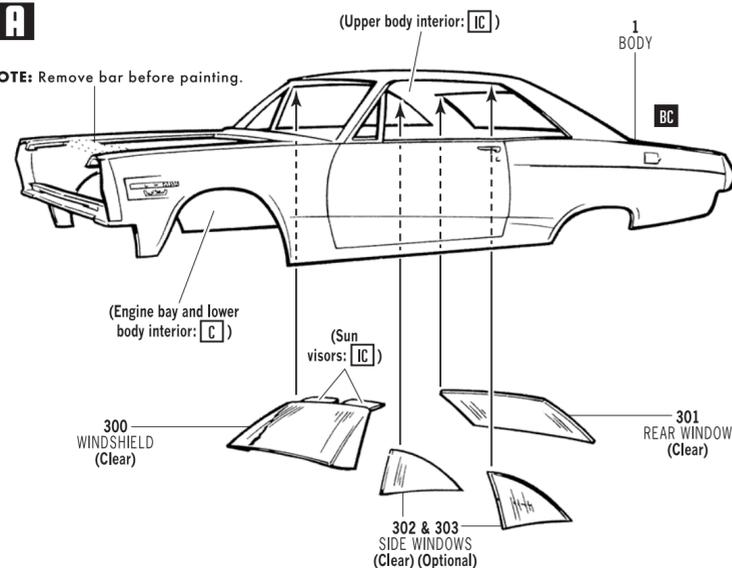


5. FINAL ASSEMBLY

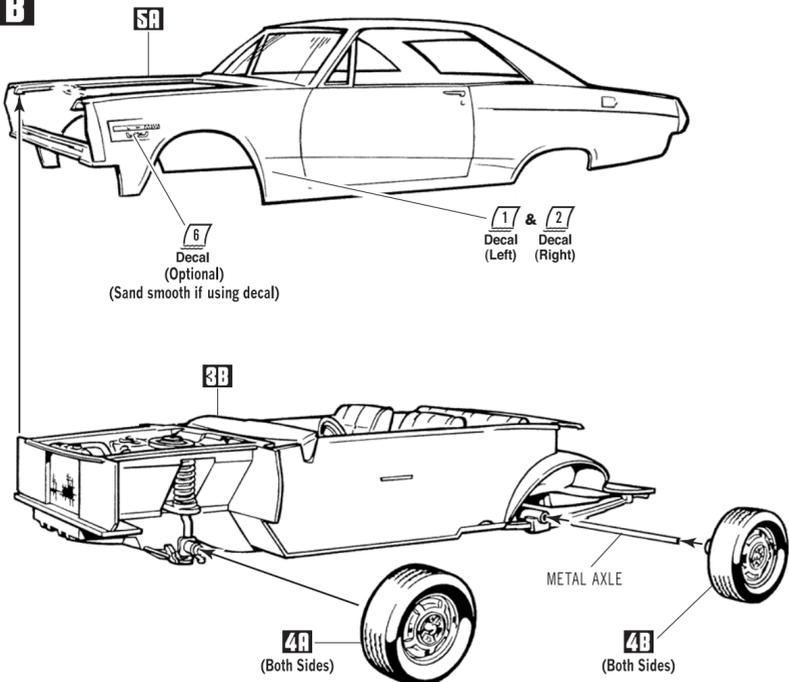
(Paint trim, handles, badges and key holes: **G**)

A

NOTE: Remove bar before painting.

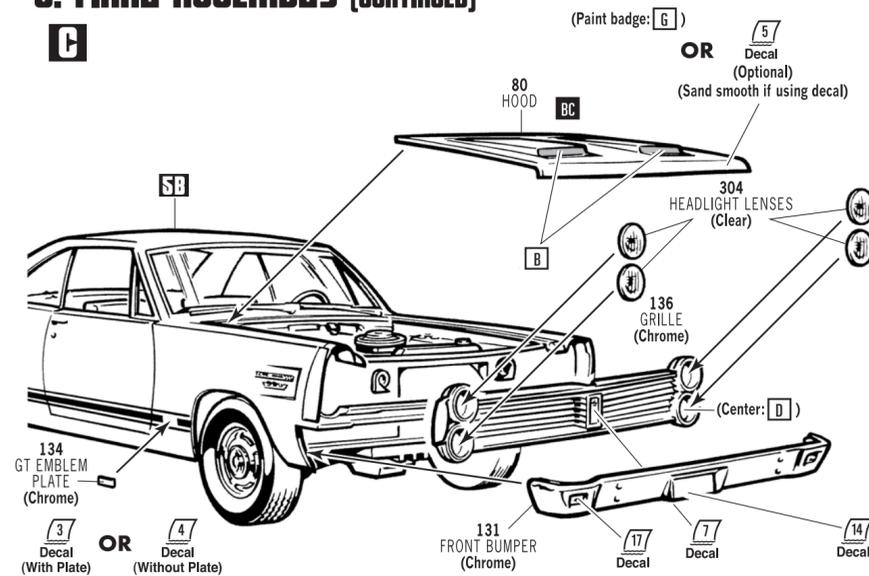


B

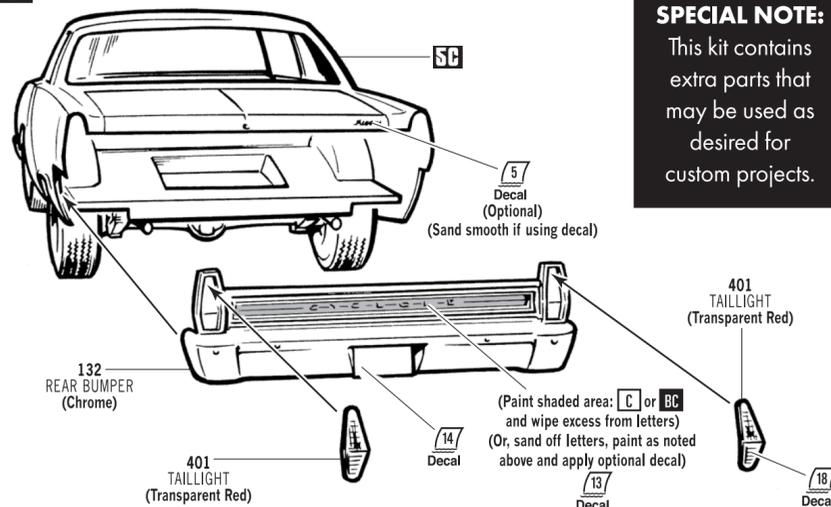


6. FINAL ASSEMBLY (CONTINUED)

C



D



SPECIAL NOTE:

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

PAINT COLORS

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

EXTERIOR COLORS

Standard Colors Include: Turquoise, Cumberland Beige, Tiffany Blue, Caspian Blue, Polar White, Sea Foam Green, Glacier Blue, Cardinal Red, Cinnamon Frost, Trafalgar Blue, Burgundy, Inverness Green, Sage Gold, Sheffield Silver, Fawn and Jamaican Yellow.

INTERIOR COLORS

Standard Colors Include: Blue, Red, Black, Aqua, Ivy Gold and Green. Two-Tone Options: White with Blue, Burgundy, Red, Black Aqua or Palomina Accents.

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



1967 MERCURY COMET CYCLONE GT AUTHENTIC KIT



1/25 SCALE MODEL KIT

The mid-sixties were a heyday for muscle cars, with strong sales at GM and Chrysler. While Ford was doing very well with its new Mustang in the pony car leagues, the intermediate series of Ford Fairlanes and Mercury Comets were below the sales numbers of its competitors. Notably the Pontiac Tempest GTO, Olds 442's and the big engine Dodges from the Chrysler camp. The styling of the '65 Comets with their "box-on-box" look seemed a little dated compared to the sleeker cars from GM and Chrysler.

The boys in Dearborn were not to be left out however, and in 1966 a whole new line of Mercury Comets were introduced that had crisp, light styling and smooth, sleek roof lines on the two door hardtops. A new model line was also introduced. Notably, the Cyclone GT performance models. These Mercury muscle cars came standard with the Ford FE big block engine with 390 cubic inches of displacement, 315 horsepower and a four barrel carburetor. There was also a choice between a manual four-speed and a new automatic transmission. It was no ordinary automatic either, Ford's new C6 could be shifted manually or left to shift automatically. It was only available in the GT, not in any other Mercury Comet

model that year. For the manual, the standard transmission was an all synchro three-speed with a "top-loader," close ratio four-speed being optional.

In an interest to preserve performance, the Comet did not grow larger or heavier from their '64 and '65 forbearers, but shrunk two inches in length and was just a tad lighter. An enlightened move for Detroit at that time. Tires were shod on fourteen inch rims and had a maximum width of 7.75 inches, styled steel wheels were an attractive option. Although the new Comet Cyclone's were unibodies, allowances were made for the torque and horsepower of the 390 performance engines and suspension parts were heavy duty to handle the load. They were raced on drag strips across the country with great success and probably more than a few were going from one stoplight to the next in as little time as possible, proving that GTO's and Mopars were not the only competition in town.

Just like the real thing, only smaller, your '67 Comet Cyclone GT can be built with either the automatic or manual four-speed transmission. Enjoy your model of this slick pavement peeler in accurate 1/25 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 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.



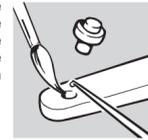
TWEEZERS

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.

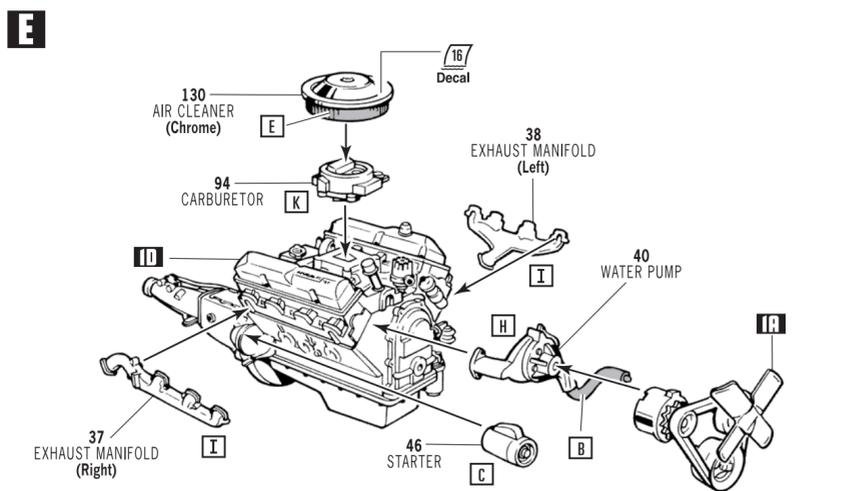
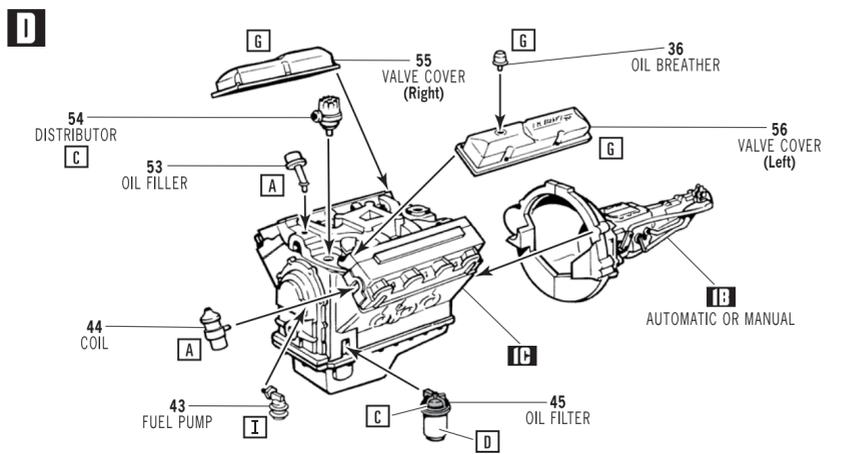
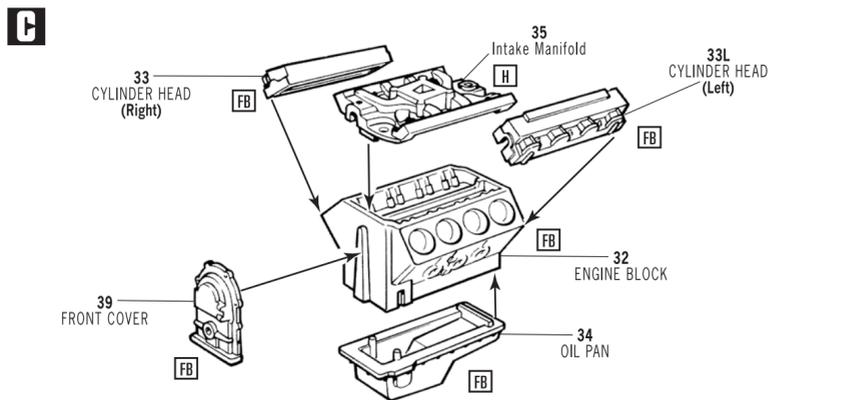
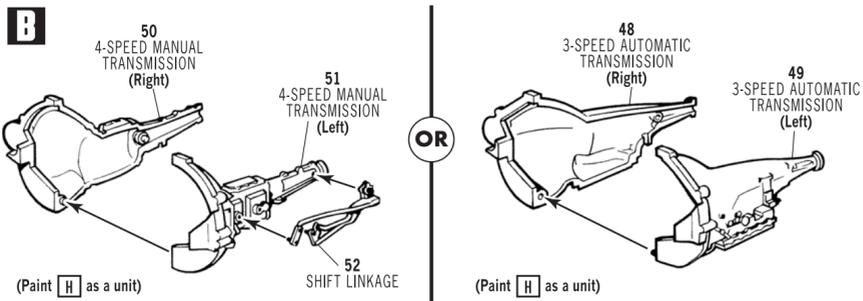
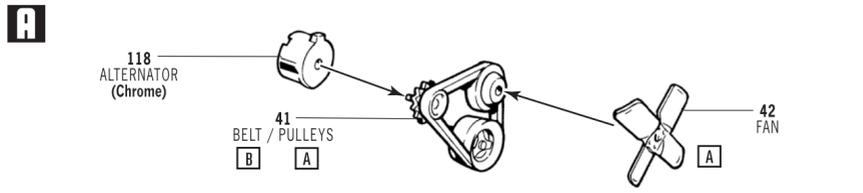


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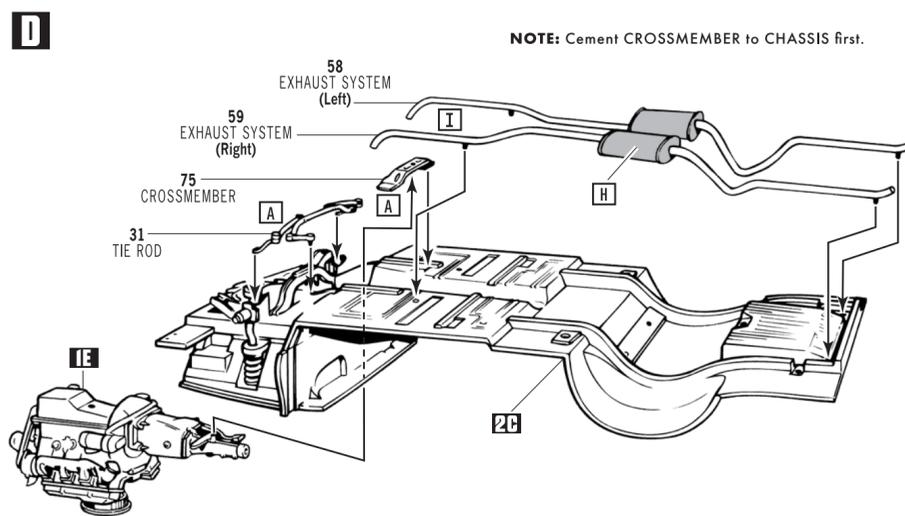
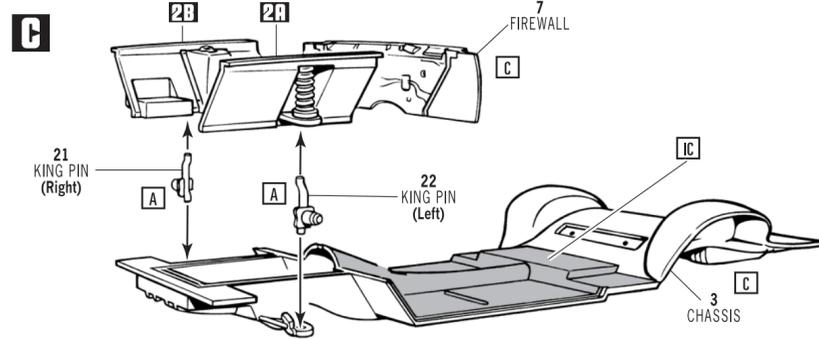
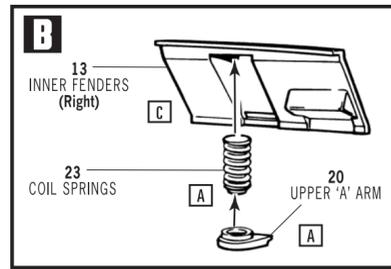
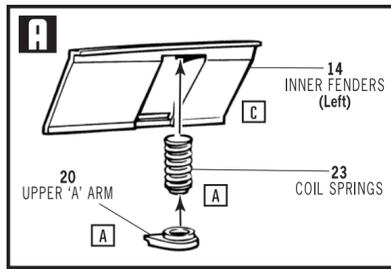
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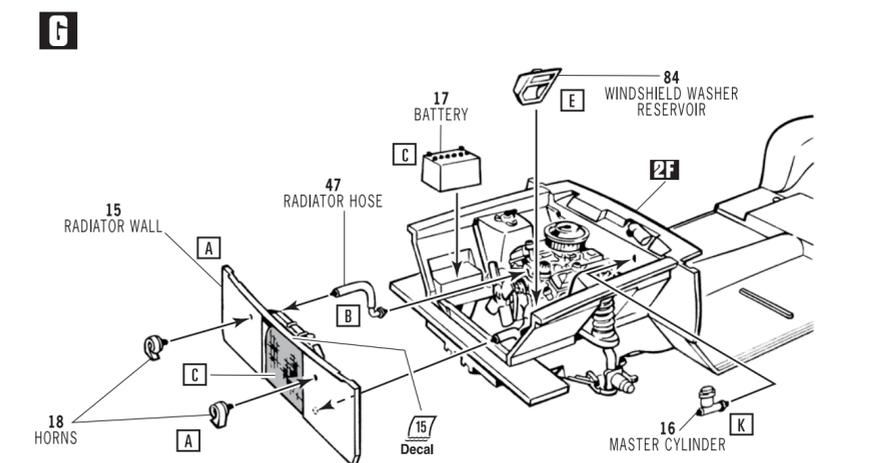
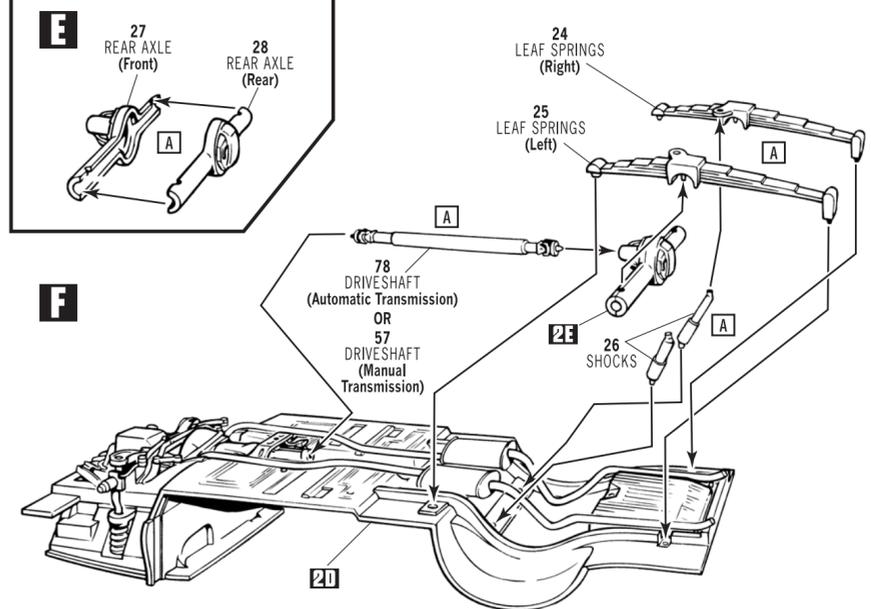
I. ENGINE



2. CHASSIS



CHASSIS (CONTINUED)



3. INTERIOR

