



# 1968 SHELBY GT 500

A634-200



1/25 SCALE MODEL

The first Shelby was developed in 1965 when Carroll Shelby began converting Ford Mustang Fastbacks into very fast, two seater sports cars. Shelby took the standard Mustang, changed the chassis, the engine, added hood scoops, special trim and the Shelby was born!

Meanwhile, Ford Motor Company was anxious to add some muscle and sparkle to its Mustang line, as well as produce a top showroom competitor to GM's popular Corvette. Ford chose Shelby to spearhead the project.

For any Ford entry to even begin to compete in this market, it was necessary to get the special Mustangs certified as a bona fide sports car by the Sport Car Club of America. It had to be a two-seater and be competitive in heads up road racing with the Corvette.

Shelby and his hand-picked development team went into overdrive on this one and the resulting cars were extremely successful, winning SCM National Championships in 1965, 1966 and 1967.

In 1968, five different versions of Shelby's famous muscle car were produced. There were two versions of the GT350, one with a standard 302 V8 and the other, a hotter version of the same engine. The GT500 had a 420 cubic inch big block V8. This model was changed in midyear to the 5T500KR. The KR stood for King of the Road and the engine was a 428 Cobra Jet, an improvement over the original 428 engine. A convertible was added to the line in '68, making up approximately one third of that year's production.

All 1968 Shelby models had a fiberglass hood with functional hood scoops and hot air vents, a fiberglass nose and side scoops. They also featured a fiberglass back panel with built-in spoiler, special sequential taillights and a built-in roll bar in the interior. The interior dash also had full gauges and a special shift lever. A fold down rear seat was optional.

The awesome Shelby was produced for five years, from 1965 to 1970. Superior performance, aggressive styling and a proven track record all combined to make the Shelby a legend in its own time and a valued collector's item today. The Shelby—the epitome of a muscle car!

MODELS  
GIZ  
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Please read through the Instructions before building your kit. Get a general feel for the assembly sequence and compare the kit parts with the Illustrations.

Note that the kit is assembled by building up sub-assemblies which are then put together to form the final assembly. This will allow cement and paint to dry on one assembly while you work on the next assembly.

We recommend that you test fit parts together before applying cement to check for fit and actual location.

Always trim the parts off the trees with a sharp hobby knife. Pulling them off by hand will result in either an extra bit of plastic or hole in part. Also a little trimming or filing will often make a good fit a perfect fit.

When assembling plated parts you should carefully scrape off the contact areas of the plated parts for a good bond, this also holds true for painted parts, plastic cement cannot get "through" paint or plating. Be careful not to get cement on plated and painted surfaces other than the glue surface as it will discolor these surfaces. We recommend using paint and cement specifically labeled for styrene plastic.

Be sure to read all labels and warnings on cement and paint containers. These products should only be used in well ventilated areas.

### Additional Building Tips

For the best possible finish you should paint your model, even though it is molded in color. Paint will also make the decals look better as they stick better to a painted surface.

For the most authentic looking scale model we recommend that you always use good tools such as a good hobby knife with a sharp blade, jewelers or hobby files, a good artists brush (00 size), small tweezers and clamps to hold small parts.

In examining your parts you will note that all parts have a small line around them. This results from where the mold halves meet during the molding process and is called the parting line. The body will have several parting lines around it. To prepare your non-plated parts for painting, remove the parting line by using the edge of your hobby knife or small file. After cementing parts together, the glue joint can be removed the same way but be sure the cement is dry first.

Sanding larger parts with fine (600 Emery) sandpaper will prepare the surface for painting by providing a "tooth" on the surface to hold the paint. This will also help to blend contours, especially on the body.

Be sure to wash your parts before painting. This removes the mold release agents that may be used in manufacturing, oil from your fingers and sanding residue. Use a mild solution of dishwashing detergent and water, rinse with lukewarm water and air dry. A primer paint can be used to paint all parts before using a color paint. When using spray paint apply several light coats, allowing drying time between coats. This will give you an even finish and eliminate peeling and drips which result from trying to paint one heavy coat. Paint the various sub-assemblies as a unit such as engine with all non-plated parts assembled. Hand paint final details such as instrument faces, fan belts, seat belts, etc. after painting your base color.

If you are painting a two tone paint scheme, paint the lighter color first, let it dry thoroughly, then mask with a frosted clear tape for your second color.

It is useful to paint all the window moldings before cementing windows into body. Chrome trim, marker lights and other detailing may be painted after final assembly to avoid excessive handling and potential smearing of these details.

It is a good idea to test-fit the body over the completed chassis before painting the body. This will give you an idea on cementing locations, possible fit problems and how to handle the body to avoid harming finish during final assembly.

To give the body an automotive luster it should be painted with several light color coats followed by a final gloss coat. (Be sure to let paint dry thoroughly between coats.) The final gloss coat of paint may be rubbed out (after it has dried for several days) by using a soft automotive paste wax (just a little) and a very soft rag to apply it. An alternative method is to use a coat of clear paint over the final color coat to add sheen and luster to your model.

As you gain experience you may wish to incorporate your own details such as engine wiring, brake cables, actual paint schemes and other extra items. We recommend you acquire brochures, magazine articles, actual photos, etc. to make your kit a more individualized scale model of the real thing. Which is all a part of the fascinating hobby of scale kit building.



Use a good sharp model knife to trim and detach plastic parts. Some parts will appear to have extra "tabs" on them — cut these off.



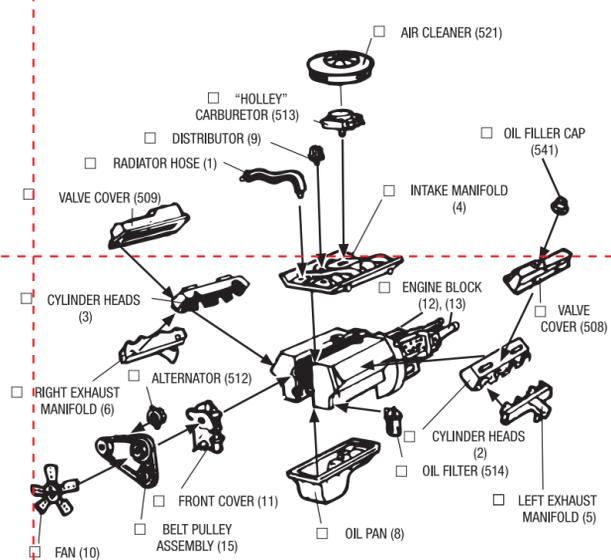
Tweezers are handy for holding very tiny parts when you glue them in place or when you are painting them.



We recommend the use of liquid poly styrene cement. Apply with a fine brush and toothpick. Do not use too much glue — a sloppy job will result.

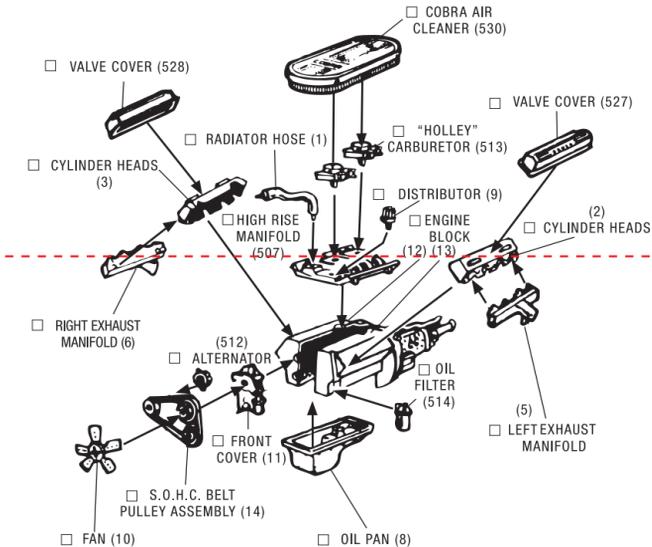
## 1A ENGINE ASSEMBLY - STOCK

- Cement the ENGINE BLOCKS (12) and (13) together.
- Cement OIL PAN (8), FRONT COVER (11), INTAKE MANIFOLD (4) and OIL FILTER (514) to ENGINE as shown.
- Cement ALTERNATOR (512) and FAN (10) to BELT/PULLEY ASSEMBLY (15)
- Cement BELT/PULLEY ASSEMBLY to FRONT COVER.
- Cement CARBURETOR (513), DISTRIBUTOR (9) and RADIATOR HOSE (1) to INTAKE MANIFOLD.
- Cement VALVE COVERS (508), (509) and EXHAUST MANIFOLDS (5), (6) to CYLINDER HEADS (2), (3).
- Cement AIR CLEANER (521) to CARBURETOR.
- Cement OIL FILLER CAP (541) to VALVE COVER.



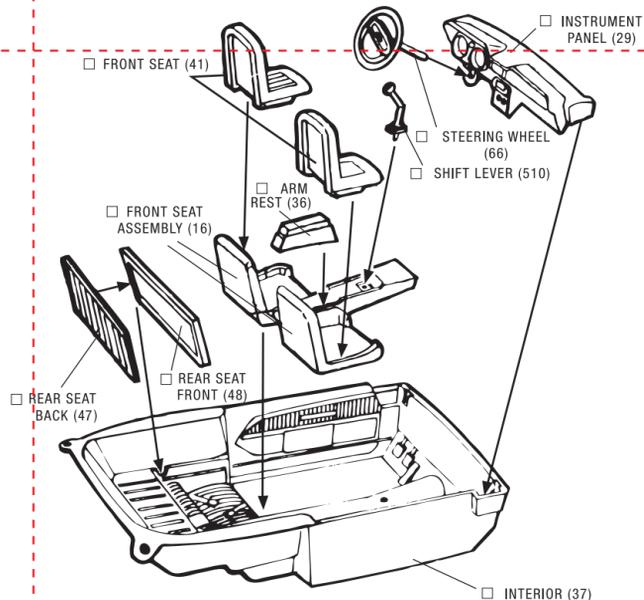
## 1B ENGINE ASSEMBLY - COBRA

- Cement ENGINE BLOCKS (12) and (13), OIL PAN (8), FRONT COVER (11), HIGH RISE DUAL INTAKE MANIFOLD (507) and CYLINDER HEADS (2), (3) as shown.
- Cement ALTERNATOR (512) and FAN (10) to BELT PULLEY ASSEMBLY (14).
- Cement BELT PULLEY ASSEMBLY to FRONT COVER.
- Cement CARBURETORS (513), DISTRIBUTOR (9) and RADIATOR HOSE (1) to HIGH RISE DUAL INTAKE MANIFOLD.
- Cement AIR CLEANER (530) to CARBURETORS.
- Cement VALVE COVERS (527), (528) and EXHAUST MANIFOLDS (5), (6) to CYLINDER HEADS.



## 2A INTERIOR ASSEMBLY

- Cement INSTRUMENT PANEL (29) and FRONT SEATS (16), (41) to INTERIOR as shown.
- Cement STEERING WHEEL (66) to INSTRUMENT PANEL.
- Cement SHIFT LEVER (510) and ARM REST (36) to CONSOLE.
- Cement REAR SEAT (47) and (48) to INTERIOR.



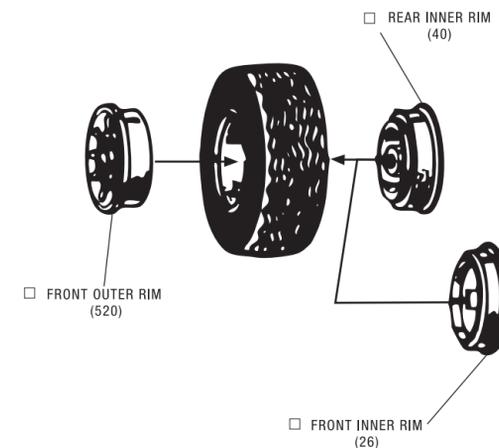
## 3 WHEELS

### REAR

- Insert OUTER RIM (520) through TIRE and cement to REAR INNER RIM (40).

### FRONT

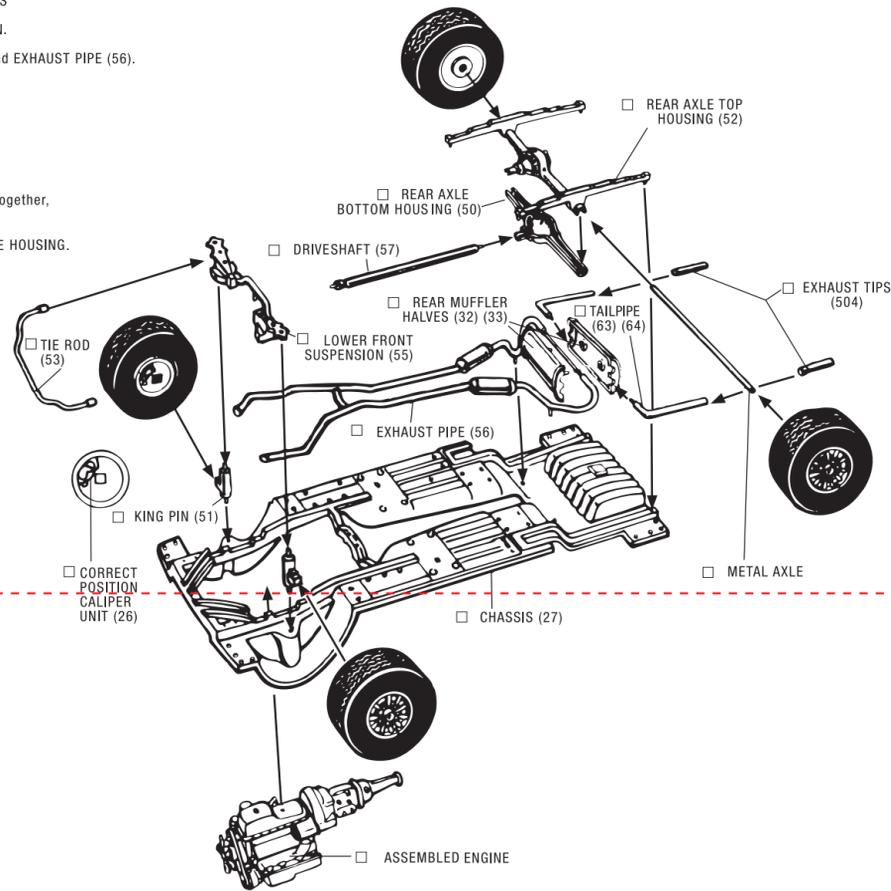
- Insert OUTER RIM (520) through TIRE and cement to FRONT INNER RIM (26).



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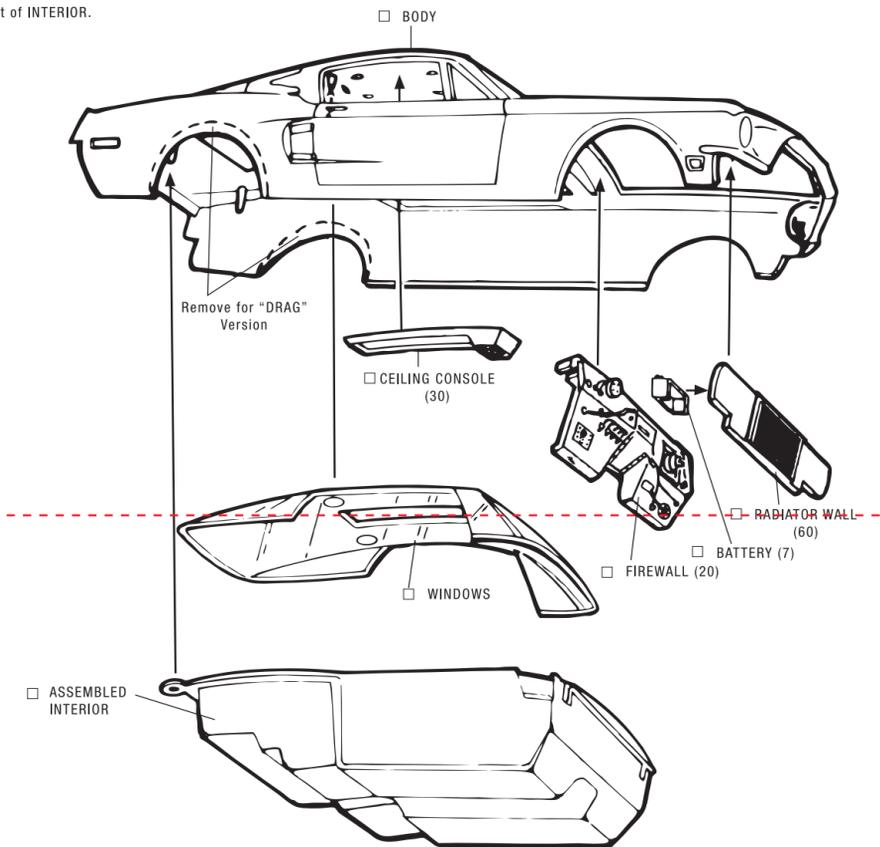
## 4 CHASSIS ASSEMBLY

- You may position KING PINS (51) in CHASSIS for right or left turn.
- Cement LOWER FRONT SUSPENSION (55) to CHASSIS.
- Cement TIE ROD (53) to LOWER FRONT SUSPENSION.
- Cement REAR MUFFLER HALVES (32) and (33) around EXHAUST PIPE (56).
- Cement TAILPIPES (63) and (64) to MUFFLER.
- Cement EXHAUST TIPS (504) to TAILPIPES.
- Cement EXHAUST PIPES to CHASSIS.
- Cement REAR AXLE HOUSING (50) and (52) halves together, then cement to CHASSIS.
- Cement DRIVESHAFT (57) to ASSEMBLED REAR AXLE HOUSING.
- CALIPER UNIT (26) on both DISC BRAKES should point toward the front.
- Cement ASSEMBLED ENGINE to DRIVE SHAFT and pin on LOWER FRONT SUSPENSION.
- Cement FRONT TIRES to KING PINS.
- Insert METAL AXLE through REAR AXLE HOUSING and cement TIRES to AXLE.



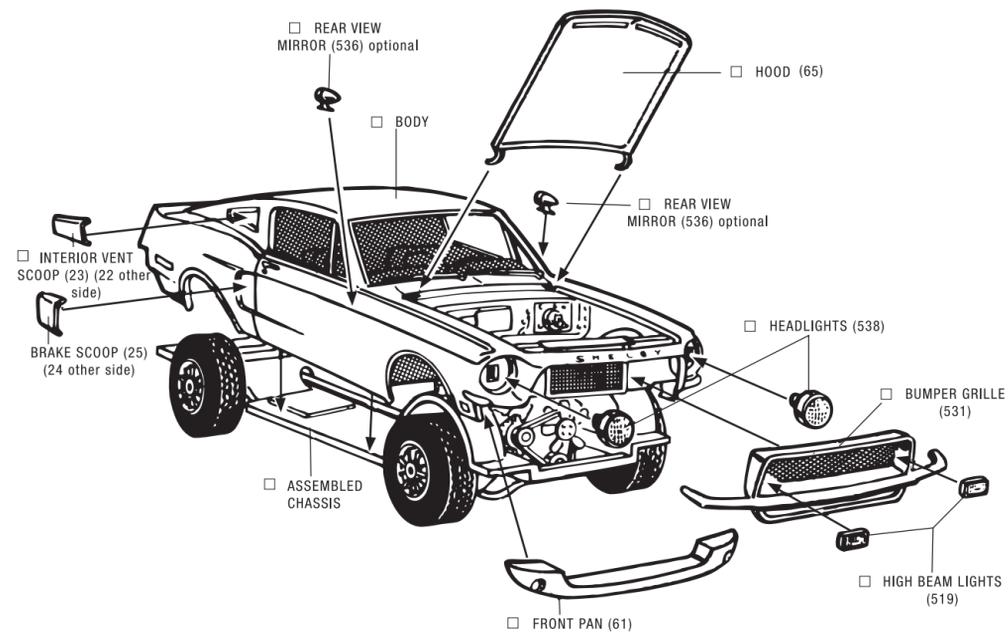
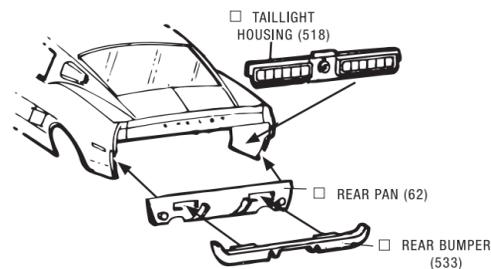
## 5 BODY ASSEMBLY

- Trim rear wheel wells for proper clearance when DRAG SLICKS are used.
- Cement RADIATOR WALL (60) and WINDOWS to BODY as shown.
- Cement CEILING CONSOLE (30) to the BODY.
- Cement ASSEMBLED INTERIOR to BODY.
- Cement FIREWALL (20) to BODY just in front of INTERIOR.
- Cement BATTERY (7) to RADIATOR WALL.

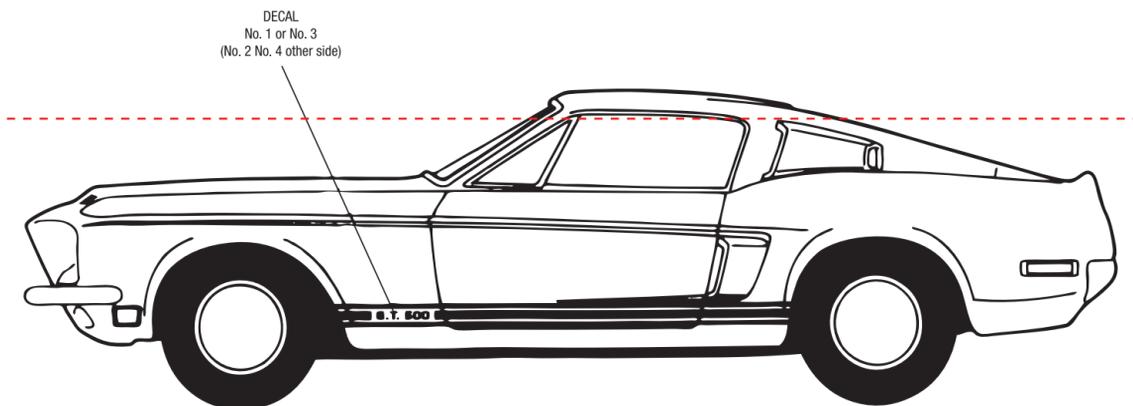


## 6 FINAL ASSEMBLY

- Cement FRONT PAN (61), BUMPER GRILLE (531), TAILLIGHT HOUSING (518), REAR PAN (62), MIRRORS (536) optional, INTERIOR VENT SCOOPS (22), (23) and BRAKE SCOOPS (24), (25) to BODY as shown.
- Attach HOOD to noches in BODY.
- Cement HIGH BEAM LIGHTS (519) to GRILLE.
- Cement HEADLIGHTS (538) to holes.
- Cement REAR BUMPER (533) to REAR PAN.
- Cement BODY to CHASSIS.



## DECAL APPLICATION



SEE BACK OF DECAL SHEET FOR APPLICATION INSTRUCTIONS

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