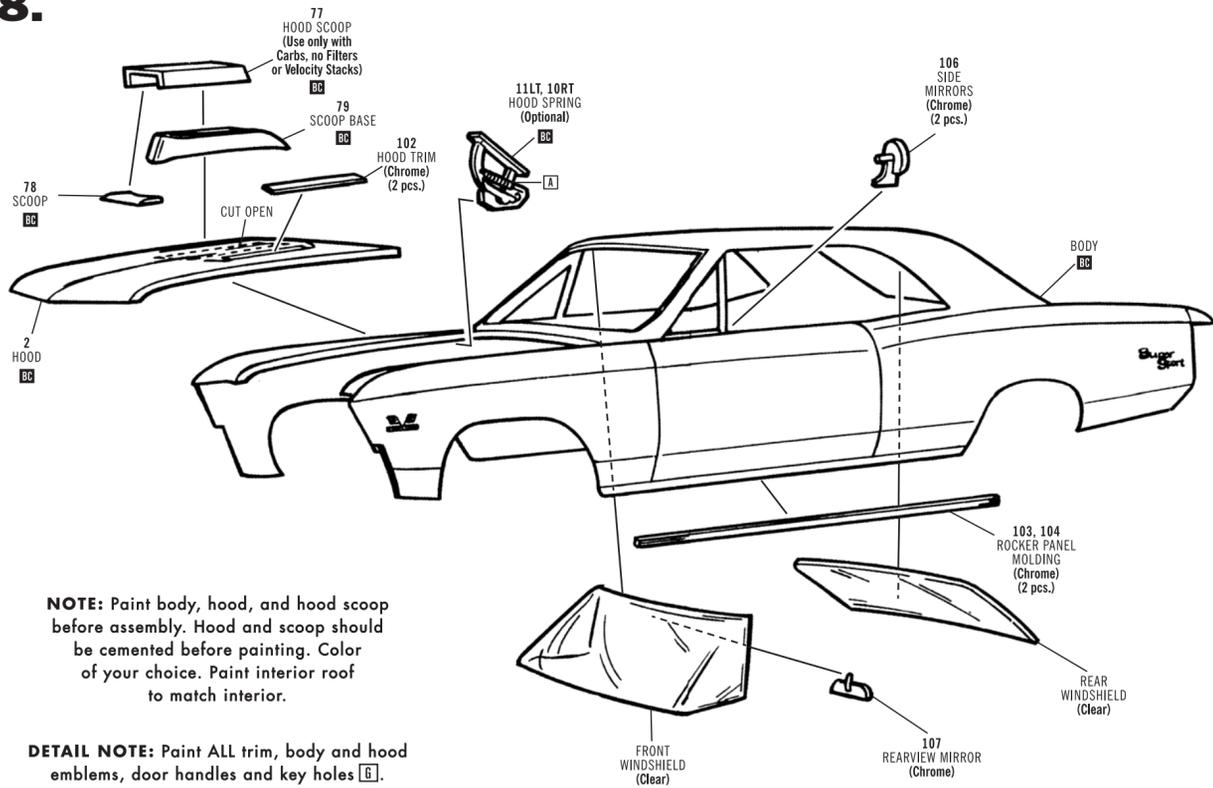


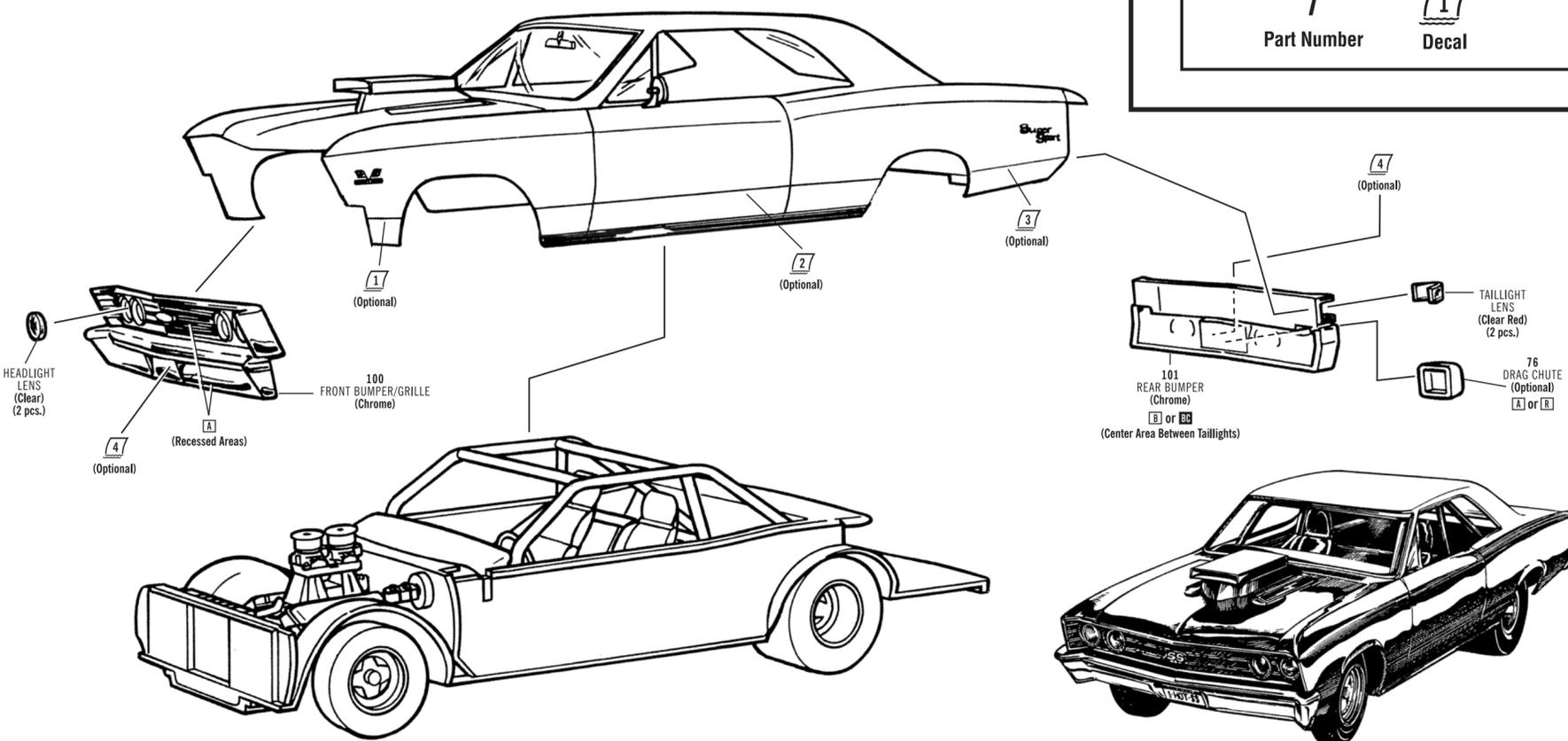
8.



NOTE: Paint body, hood, and hood scoop before assembly. Hood and scoop should be cemented before painting. Color of your choice. Paint interior roof to match interior.

DETAIL NOTE: Paint ALL trim, body and hood emblems, door handles and key holes [B]. Use box lid photos and internet images for detail references.

9.



Match & Paint Guide

Remove parts from sprues that are listed under each color below. Be sure to clean and then paint the parts. Hopefully this will *simplify* your building experience.

Black (A):

5, 6, 7, 8, 13LT, 14RT, 15RT, 16LT, 19, 29, 31

Flat Black (B):

12, 32, 70

Aluminum (H):

17, 18, 33

Steel (I):

126

Gold (K):

3, 77, 78, 79

Interior Color (IC):

71, 72RT, 73LT, 74, 75

*Multi-colored Parts:

9, 10RT, 11LT, 20, 21, 24, 25, 30, 68RT, 69LT, 80LT, 81RT, 82RT, 83LT, 100, 105, 120LT, 121RT, 125, BODY, CHASSIS, HOOD

*Optional-colored Parts:

4, 66, 67, 76, 101

PAINT COLORS

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

INDEX OF SYMBOLS

7
Part Number

1
Decal



The '67 Chevelle was the second year of the fresh body style first introduced in 1966. It featured both styling and engineering refinements on an already attractive automobile. The one model that caught the fancy of the car enthusiasts and speed freaks was the SS 396 Chevelle. The 396 cubic inch V-8 came in two versions. The standard 396 produced only 325 horsepower while the optional 396 developed 350 prancing ponies. This was enough to get the SS 396 Chevelle down the road rather quickly. Zero to sixty came up in 6.5 seconds and the hot Chevelle would do the quarter mile in 14.9 seconds.

Nowadays the '67 Chevelle is prime material for a Pro Street re-bop. 427 cubic inch engines drop right in, massaged with special camshafts, roller rockers, balanced pistons and rods, high-rise dual intake manifolds adorned with big four-barrel Holly carbs and dumping the exhaust through tube headers and Super Trap mufflers. The chassis is "tubbed" in back to house the giant tires – putting all that power to the pavement, while chrome wheelie bars keep the nose pointed in the right direction. Whether you consider it engineering or "art", the Pro-Street Chevelle really is a combination of the two and an expression of American Speed at it's finest.

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.

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.

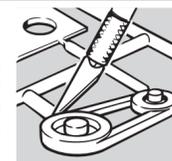
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be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

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.



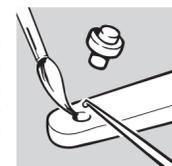
TWEEZERS

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

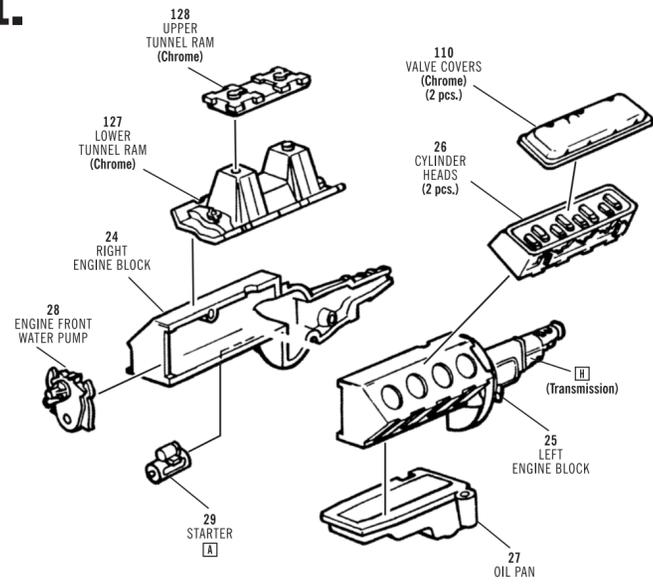


CEMENT

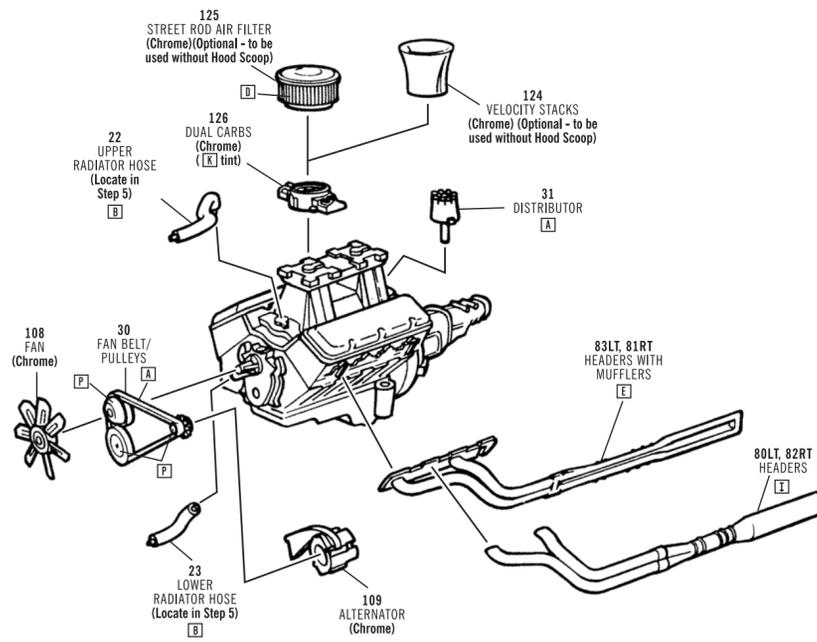
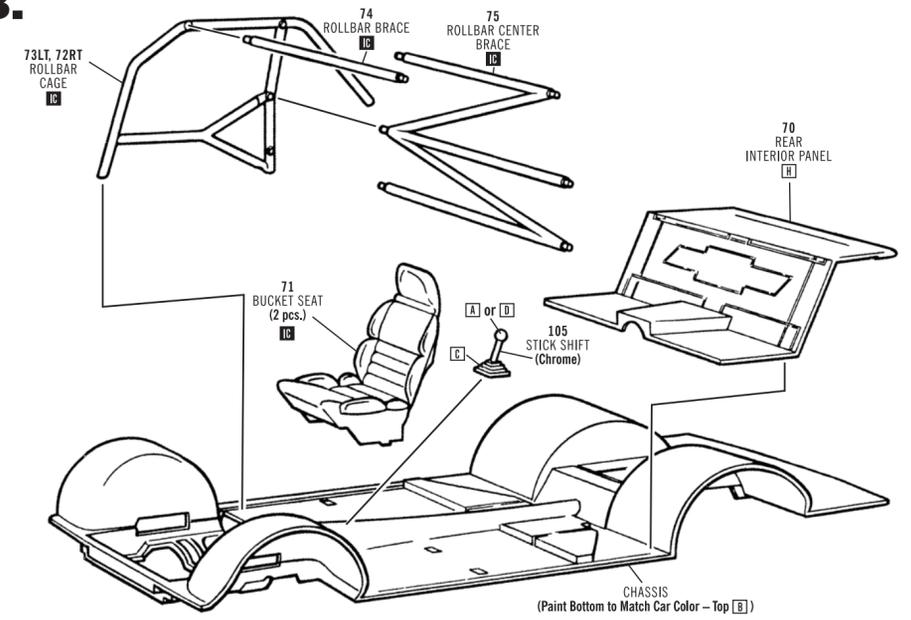
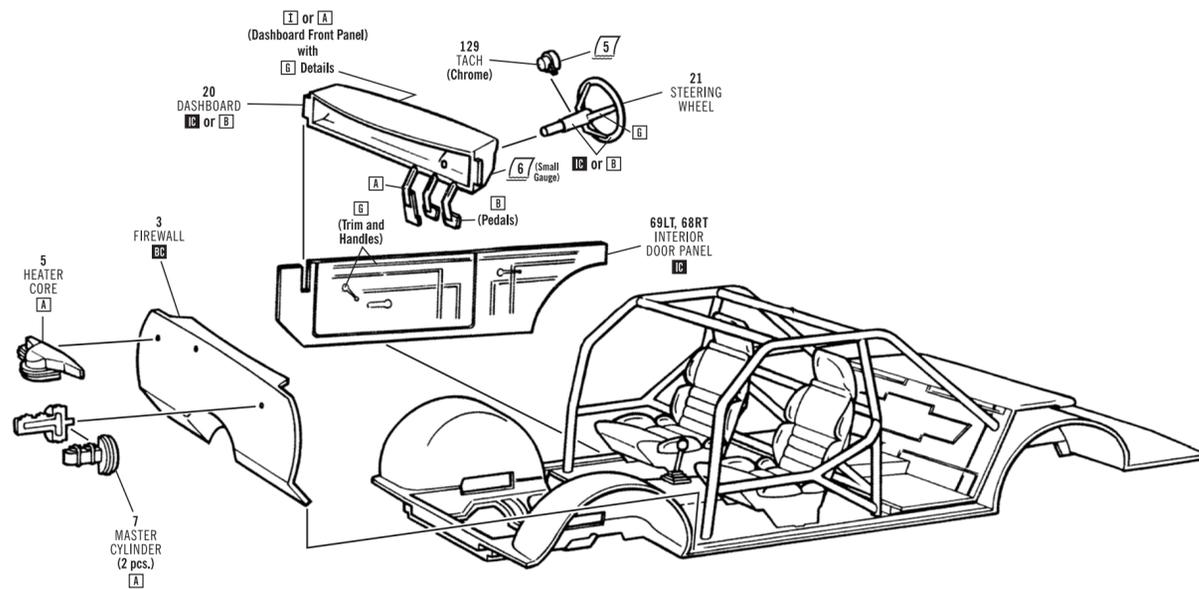
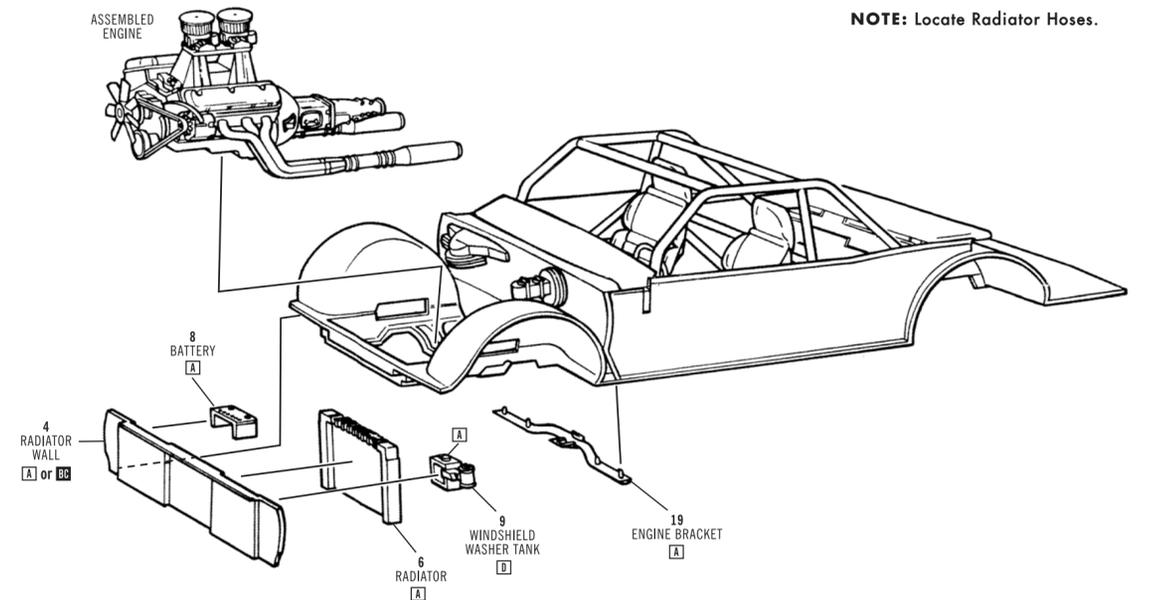
We recommend the use of liquid polystyrene cement. Apply with a fine brush or toothpick. Use cement sparingly or a sloppy job will result.



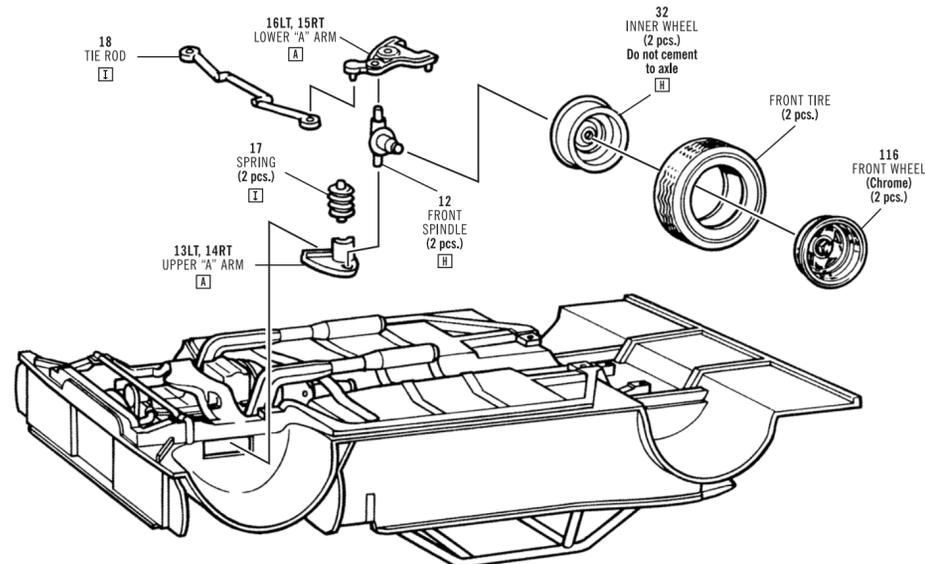
Read all labels and warnings carefully before starting.

1.

NOTE: Paint all non-plated parts Chevy® Engine Orange except those noted.

2.**3.****4.****5.**

NOTE: Locate Radiator Hoses.

6.**7.**