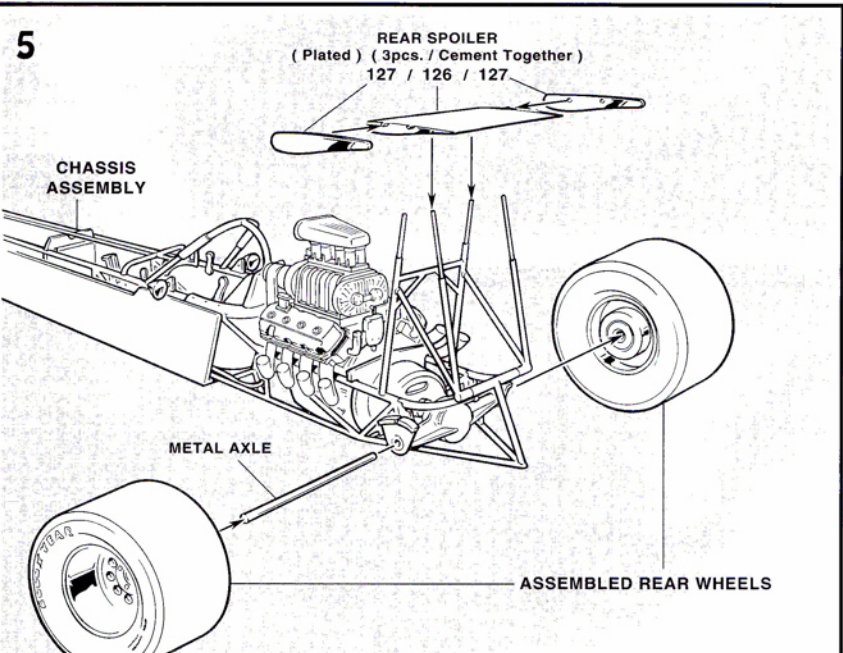
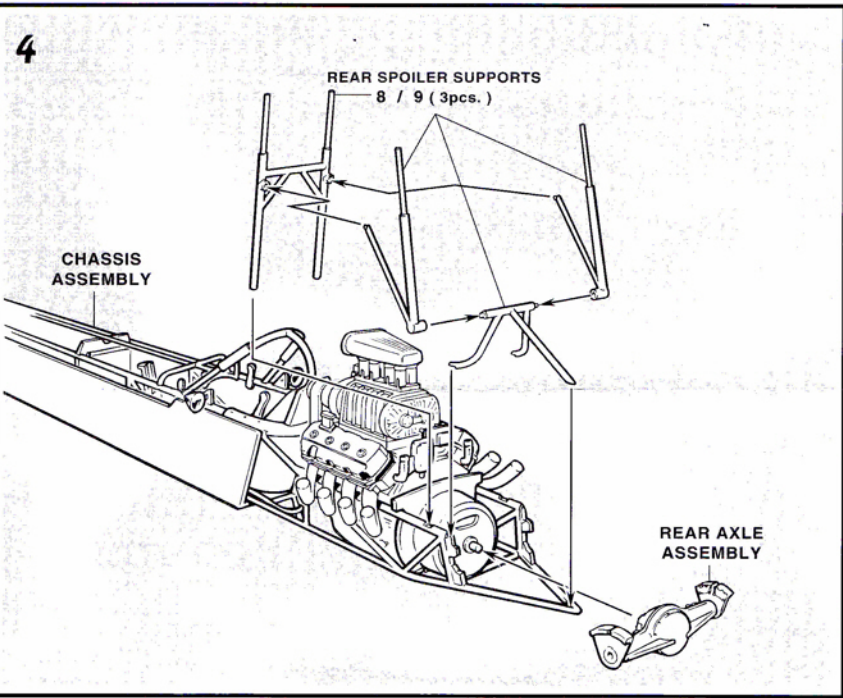
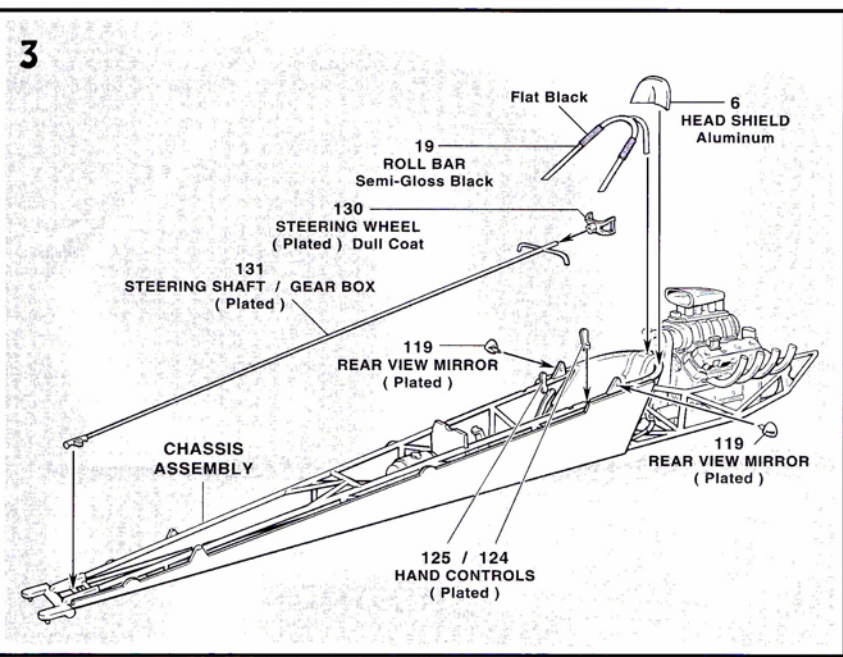
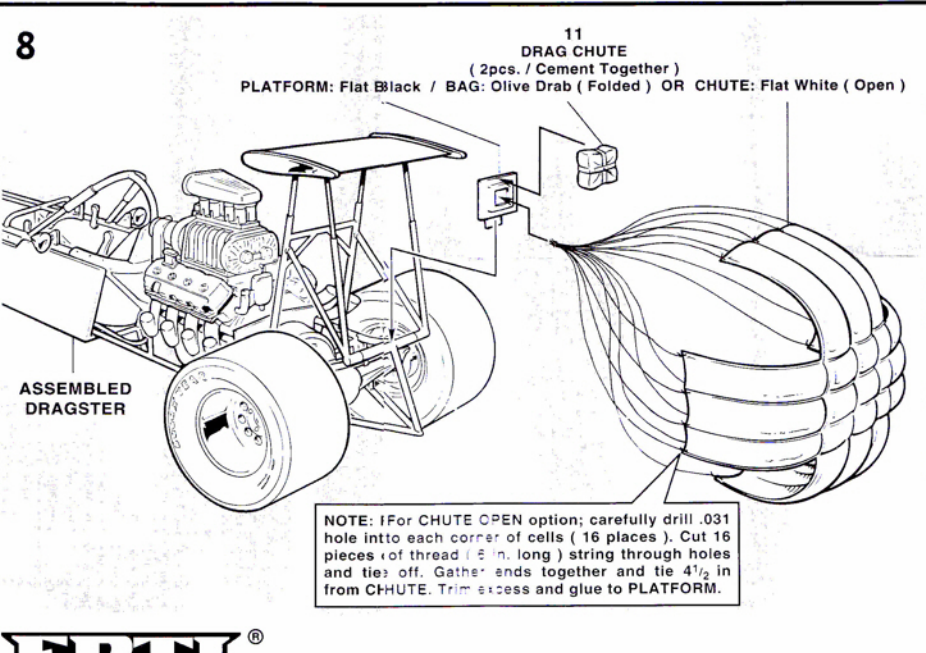
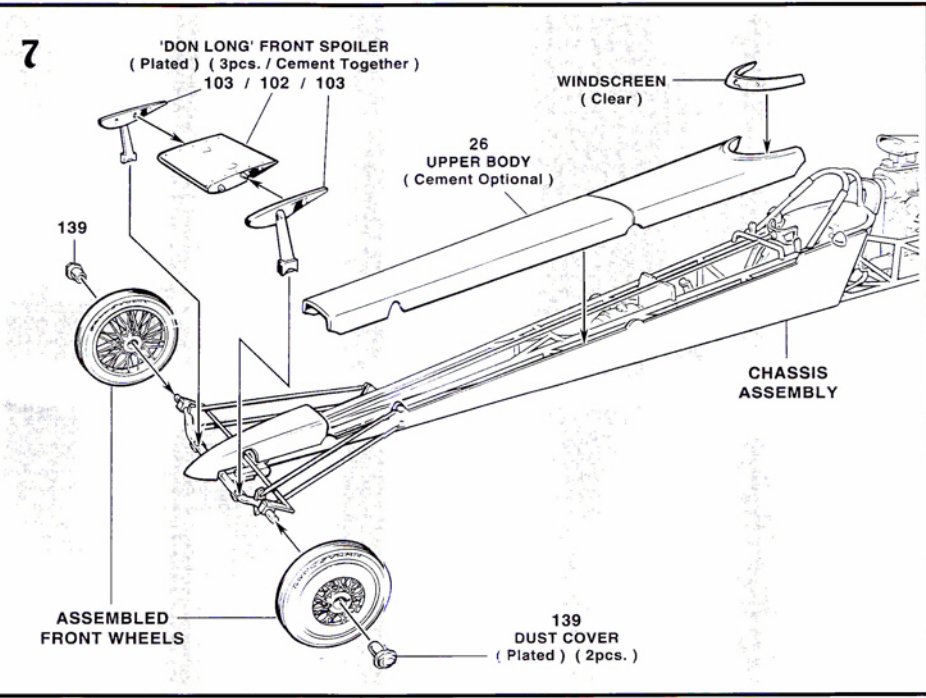
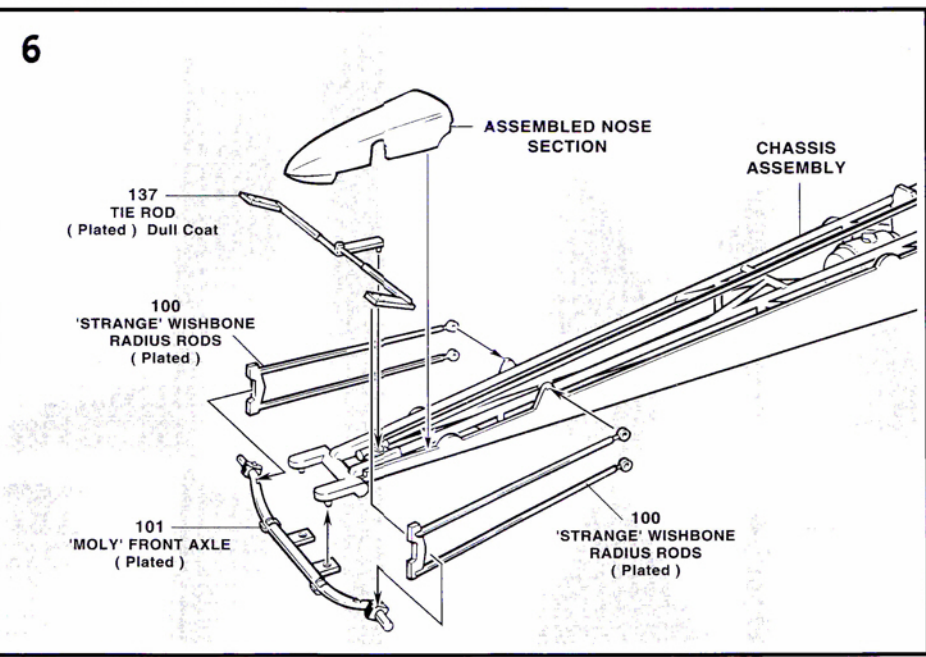


CHASSIS / BODY ASSEMBLY (CONTINUED)



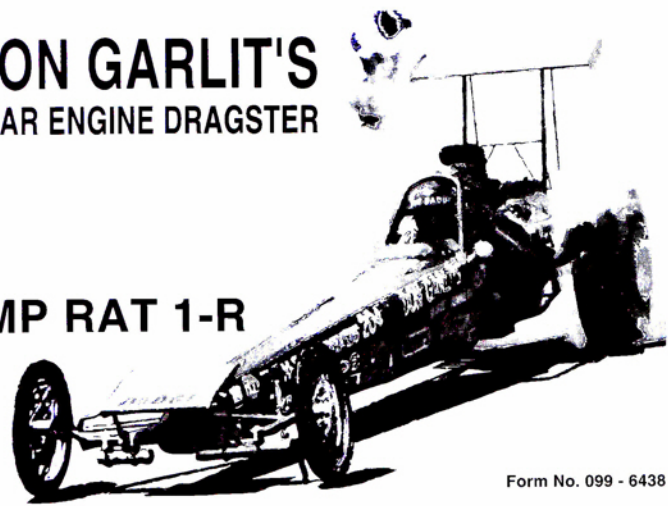
CHASSIS / BODY ASSEMBLY



DON GARLIT'S
REAR ENGINE DRAGSTER

Stock No. 6438

The SWAMP RAT 1-R



Form No. 099 - 6438

The construction of the "New Era" rear engine dragster was completed at Don's machine shop garage. This first-born of a new Swamp Rat 1-R series reached completion approximately three weeks after the task was undertaken.

Don and his chief wrench Connie Swingle decided that the car might not have the traction the sling shot had, so they moved the cockpit way forward and crowded the engine close behind the driver. They told themselves they were building a car to excel on any super-traction strips. For slippery tracks, they planned on bars for mounting lead at the rear. The car is not as flexible as a sling shot, but it is flexible enough to get the job done.

Two weeks of testing resulted in runs of 6.83 e.t.s. and 220 m.p.h. speeds. "It goes just like it has eyes" says Don.

With the new car and the change of driver location, Don decided that the vision restricted face mask and super hot fire suit was no longer needed.

One of the major safety features of the new design is the engine mounting. The big 426's prow lies on a saddle arrangement on the frame. In a crash the engine with no front motor mount will launch straight upward and over the cockpit and it's human cargo, not back into the driver as with the sling shot type.

"Big Daddy" uses Goodyear 570 series tires. These are a trifle shorter in height and give an iota less bite than other Goodyears, but they suit perfectly. "The rear engine car's less sensitive to tire compound", said Don Garlits.

Garlits delights in reciting his personal driving impression "Smoother. Like fuzz-over-glass in the lights. Vibrations ("I head used to hit on the rollbar hard enough to knock me silly from the engine, clutch, tire area stay isolated from the driv Sittin' in front of the motor you're like in a cradle between t sets of wheels. All normal dragsters have a frame support at t firewall. We took it out - lets the engine think it's on a lit suspension". Don matched his driving reflexes to the new dragster in less than a dozen runs, but getting acclimated to t lack of sound took longer: "You hear this big sucking sou like the car is breathing. It's only the blower gulping air, bu can guess the engine rpm by the tone".

Armed with small tires, 3.42 or 3.56 rear end, high gear or and lots of power, Garlits wants to make a try at 240 m again. He loves the top end charge: "In my opinion, the should be a \$2000 prize for the top speed of the meet". Swa Rat 1-R's a natural, since its center of aerodynamic press (c.p.) is behind the center of gravity (c.g.) compared to slingshot (with that great barn door expanse of engine leadi the way), where the c.p. is ahead of the c.g. Thats akin shooting an arrow feathers first! And leaving the line ir machine some 250 pounds lighter than the rest scarcely hurts the speed department, either. With only eight pounds of fr end ballast aboard, Garlits jestingly points out that this is "ecology" car ("We took all the lead out").

This information edited from: HOT ROD MAGAZINE dated May 1971: Titled: GARLITS UP FRONT

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 and 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.

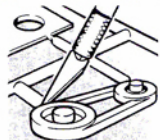
Parting lines and glue joints should be sanded or filed prior to painting. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after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

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.



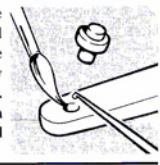
TWEEZERS

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



BRUSH

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



READ ALL LABELS AND WARNINGS CAREFULLY

We take great pride in providing the fine model kits available, giving strong attention detail and craftsmanship. Should you have a difficulty with assembly or missing part please call the appropriate number list below between the hours of 8:00 am to 4:30 p central time, Monday through Friday.

In the U.S.A. call toll free

800 - 553 - 4886

Outside of the United States call

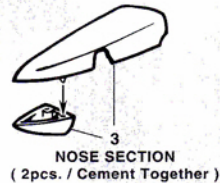
1 - 319 - 875 - 2000

When in the Midwest, please visit the ERT Company for a tour of the AMT producti

IMPORTANT!
Because of the nature of this kit we recommend gathering together the following parts and painting them as a unit prior to getting to involved into the assembly sequence.

Part No.	DESCRIPTION
3	NOSE SECTION (2pcs.)
2	LOWER BODY
26	UPPER BODY

Cement both halves of the NOSE SECTION together. Tape the UPPER and LOWER BODY HALVES together. Paint these parts Gloss Black. After the paint has thoroughly dried, apply the DECALS as shown. When the decals have properly set, carefully separate the parts. Perform any touch up work at this time. When the results are satisfactory apply a light layer of clear coat paint to help set and protect your work.



TIRES

Carefully remove the centers from both Front and both REAR TIRES.

FRONT

10
GOODYEAR
20X125 TIRE

Paint both FRONT TIRES Flat Black.

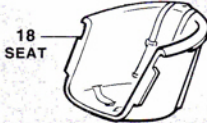
REAR

GOODYEAR
570 series 14" SLICK

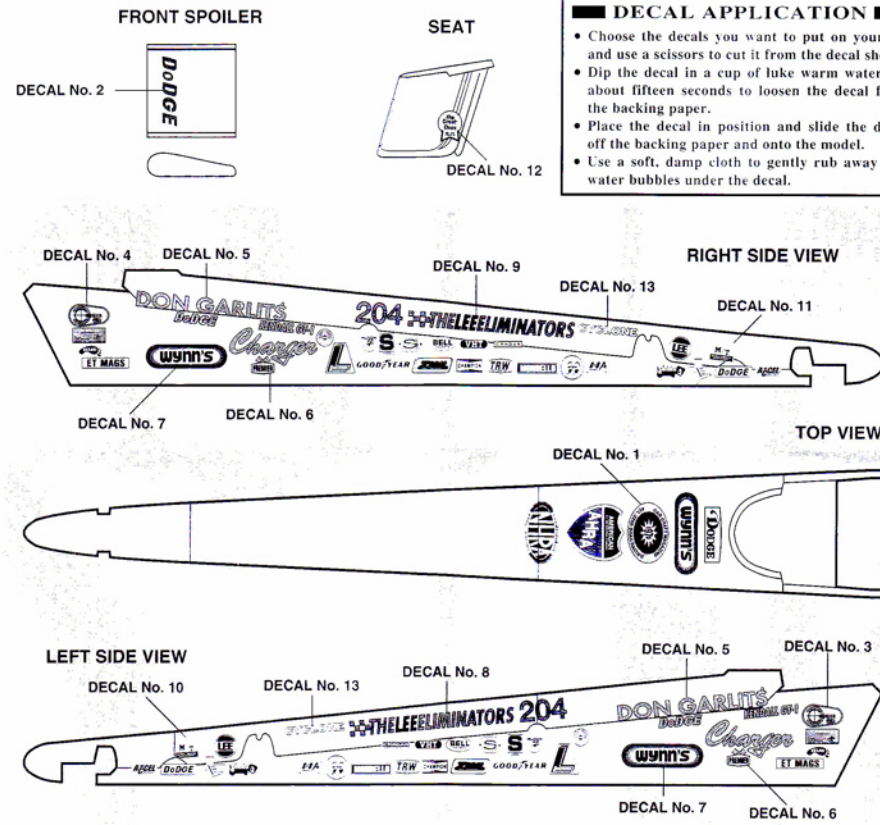
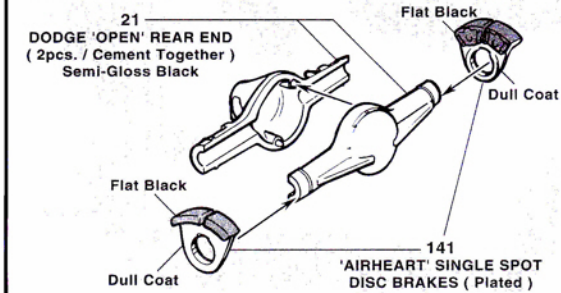
Paint the raised lettering on the side of the tires Flat White.

SEAT

Paint the SEAT as follows.
COVER: Flat Black
BACK: Aluminum
SEAT BELTS: Flat Red
BUCKLES: Silver
SUPPORT: Semi-Gloss Black



REAR AXLE

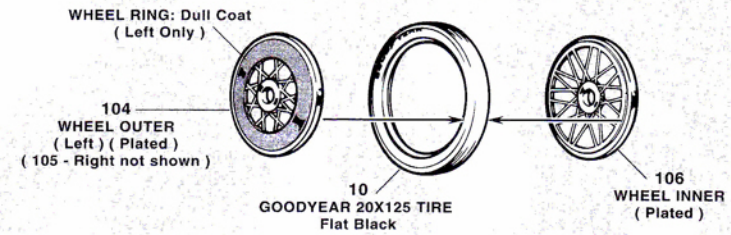


DECAL APPLICATION

- Choose the decals you want to put on your kit and use a scissors to cut it from the decal sheet.
- Dip the decal in a cup of luke warm water for about fifteen seconds to loosen the decal from the backing paper.
- Place the decal in position and slide the decal off the backing paper and onto the model.
- Use a soft, damp cloth to gently rub away any water bubbles under the decal.

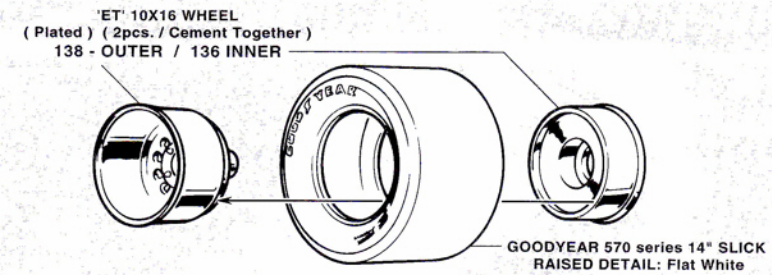
1 FRONT:

Assemble two sets.

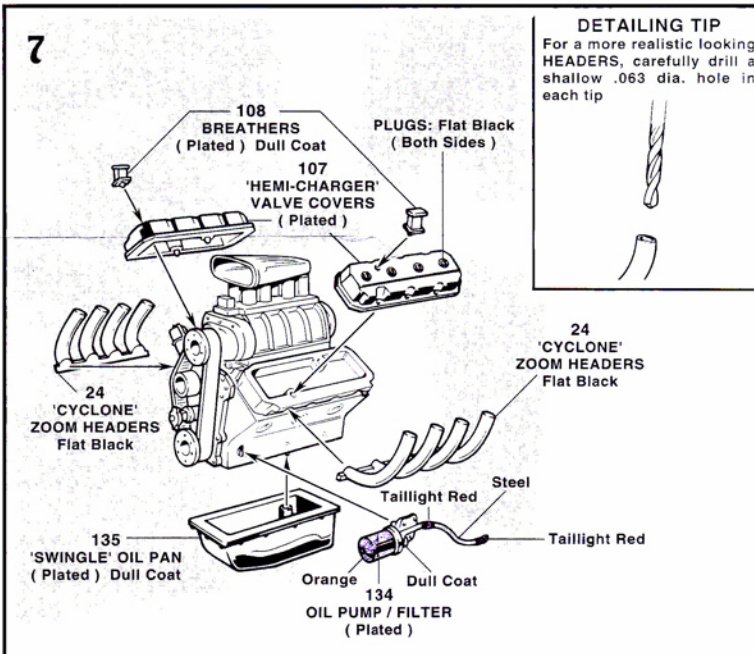
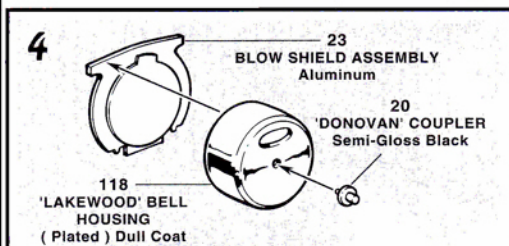
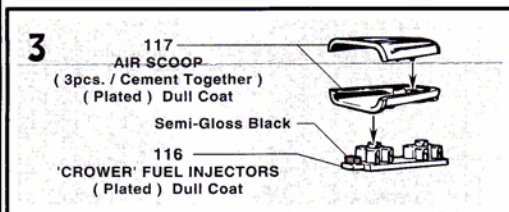
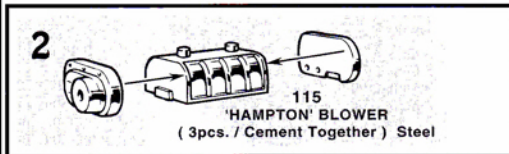
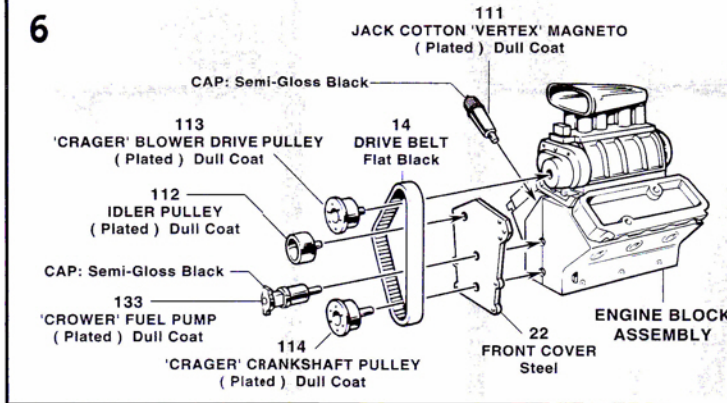
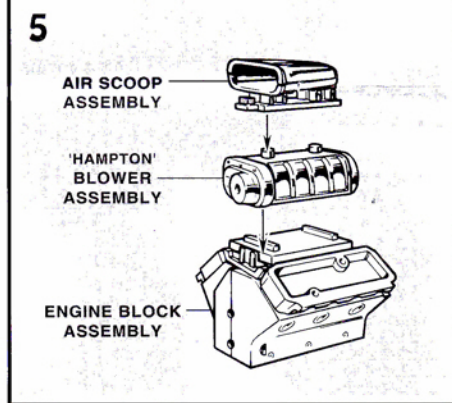
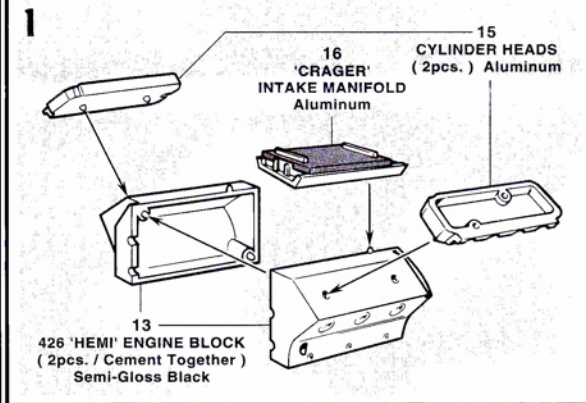


2 REAR:

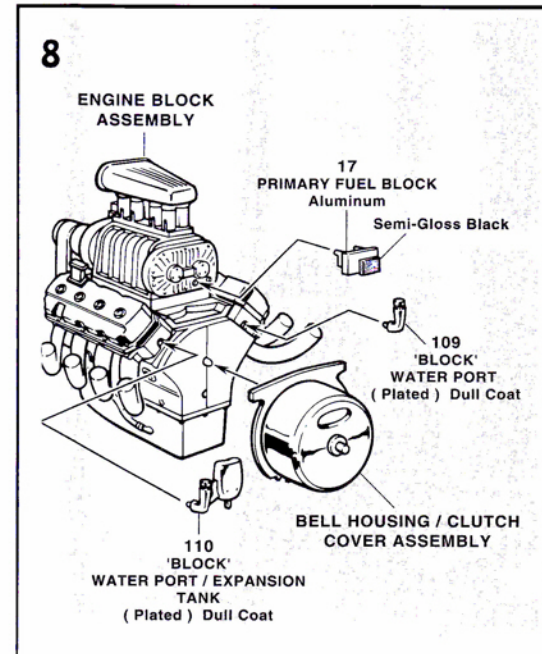
Assemble two sets as shown.



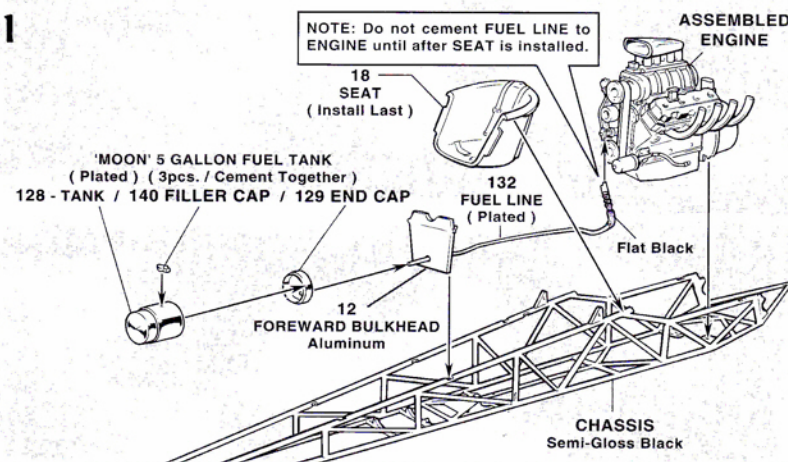
ENGINE ASSEMBLY



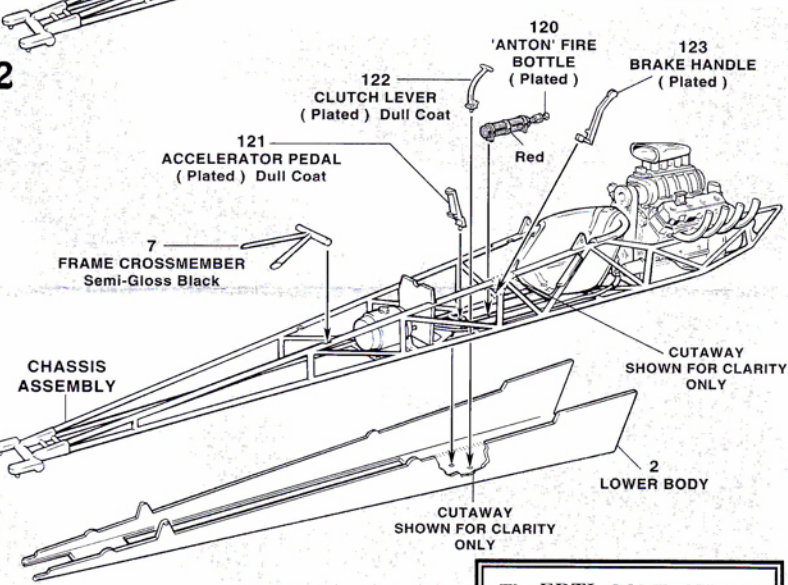
DETAILING TIP
For a more realistic looking HEADERS, carefully drill a shallow .063 dia. hole in each tip



1



2



CONTINUE ON OTHER SIDE

The ERTL COMPANY, Inc.
Highways 136 & 20
P. O. Box 500
Dyersville, Iowa 52040 - 0500