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Richard Petty's

PONTIAC GRAND PRIX

NASCAR Champion

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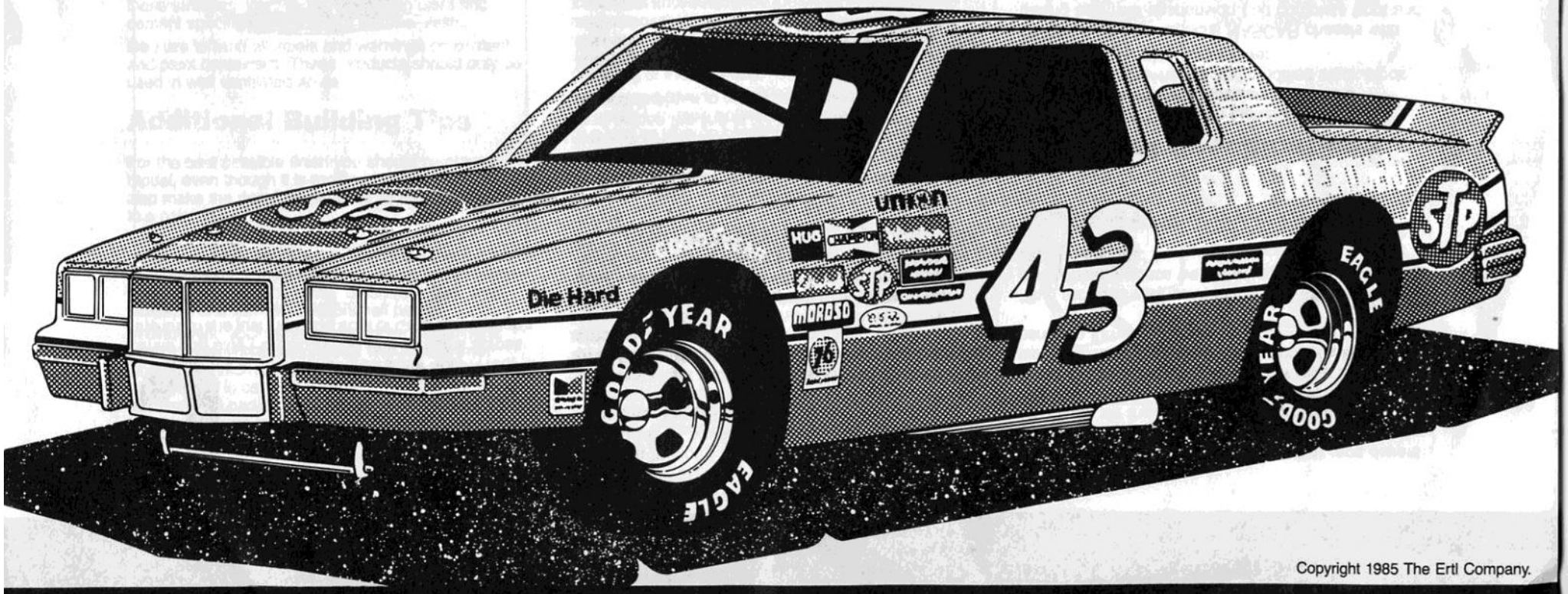
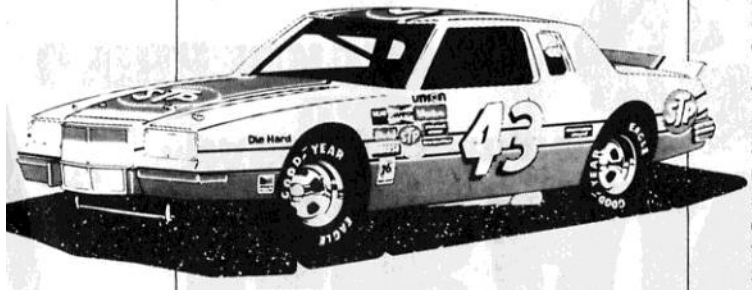


July 4, 1984. The Firecracker 400. A red, white and blue Pontiac Grand Prix screams across the finish line just inches in front of Cale Yarborough's Thunderbird. History is made.



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Richard Petty has won his 200th Winston Cup NASCAR victory.

But even though Petty has more wins than any other driver in professional auto racing, the man known as "King Richard" takes it all in stride.

"I try not to get excited," he says. "I try to keep an even keel whether I win or lose. I don't show much emotion."

The same can't be said for the fans of the "Iron Man", who has had over 400 **consecutive** starts in NASCAR races, a record that has to be one of the most remarkable achievements in all of professional sports.

And consider this impressive list of statistics; Petty has seven victories at the Daytona 500 and seven National Championships. In 1967 he was the first man across the line in 27 races, 10 of them consecutively.

You might say Petty has high octane fuel in his blood. His father, Lee, won the very first Daytona 500 in 1959 and had over 40 career wins. Petty's son, Kyle, also competes successfully on the NASCAR circuit.

The bright red, white and blue Pontiac Grand Prix that Petty steers so often to victory is sponsored by the STP Corporation. The guts and muscle of Petty's machine have been largely custom made to NASCAR specifications, assuring its readiness for the grueling challenge of the superspeedways. The Petty racing team is owned by Mike Curb and the #43 STP/Pontiac is built by Curb Racing Associates.

The Pontiac with which Petty made history at the 1984 Firecracker 400 was donated by Curb and STP to the Smithsonian Institute in Washington, D.C.

The sport of auto racing is a demanding one and Richard Petty has earned his nickname of "Iron Man". Over the years he has had a broken neck, both feet have been broken and many times he has driven with rib injuries. And yet in that time he has never missed a race.

"We hear, lots of times, people say that race drivers aren't athletes," Petty says. "That gets our dander up 'cause we think that what we do takes every bit of talent as when somebody hits a ball or runs faster or jumps higher than another fella. So, maybe we do drive sometimes when it would make more sense to turn the car over to another driver.

"But, racing is very competitive and as long as we can hobble, I guess we'll always want to get into a car on race day."

Richard Petty, the "King" of stock car racing.

Technical Specifications

ENGINES: 358 cubic inch General Motors, 390 C.F.M. 4 bbl carburetor, special cam, intake manifold, cylinder heads and modified stock block to produce 600 plus horsepower.

CHASSIS/BODY: Special NASCAR chassis with trailing arm rear suspension and complete front and rear roll cage. Specially modified, aerodynamic Pontiac Grand Prix body.

DIMENSIONS: Wheelbase - 110″ OA height - 51″ Ground clearance - 4″ Weight - 3700 lbs. with fuel and oil.

BRAKES: Hurst/Airheart four wheel disc.

TRANSMISSION: Stock, heavy-duty four-speed manual shift.

TIRES: Goodyear racing Eagles on "Steel weld" wheels

FUEL: Regulation high octane stock car racing gasoline in 22 gallon rear-mounted tank, fitted with rubber bladder and safety foam. Dry-coupling quick disconnecting aircraft type fuel filler system to NASCAR safety specifications.

TOP SPEED: 200 plus MPH

Building Tips

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 on 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 go "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.

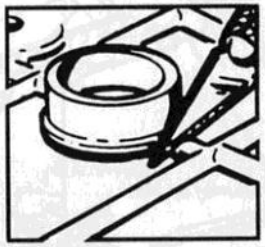
If you are painting a two-tone paint scheme, paint the lighter color first, let it dry thoroughly, then mask with a frosted clear tape for your second color.

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.

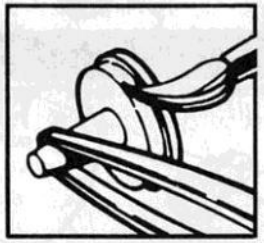
It is a good idea to test-fit the body over the completed chassis before painting the body. This will give you an idea on cementing locations, possible fit problems and how to handle the body to avoid harming finish during final assembly.

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.

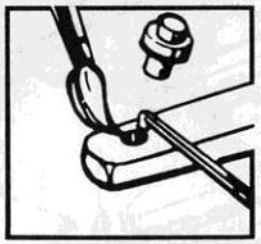
As you gain experience you may wish to incorporate your own details such as engine wiring, brake cables, actual paint schemes and other extra items. We recommend you acquire brochures, magazine articles, actual photos, etc. to make your kit a more individualized scale model of the real thing — which 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 polystyrene cement. Apply with a fine brush and toothpick. Do not use too much glue — a sloppy job will result.

Engine Assembly

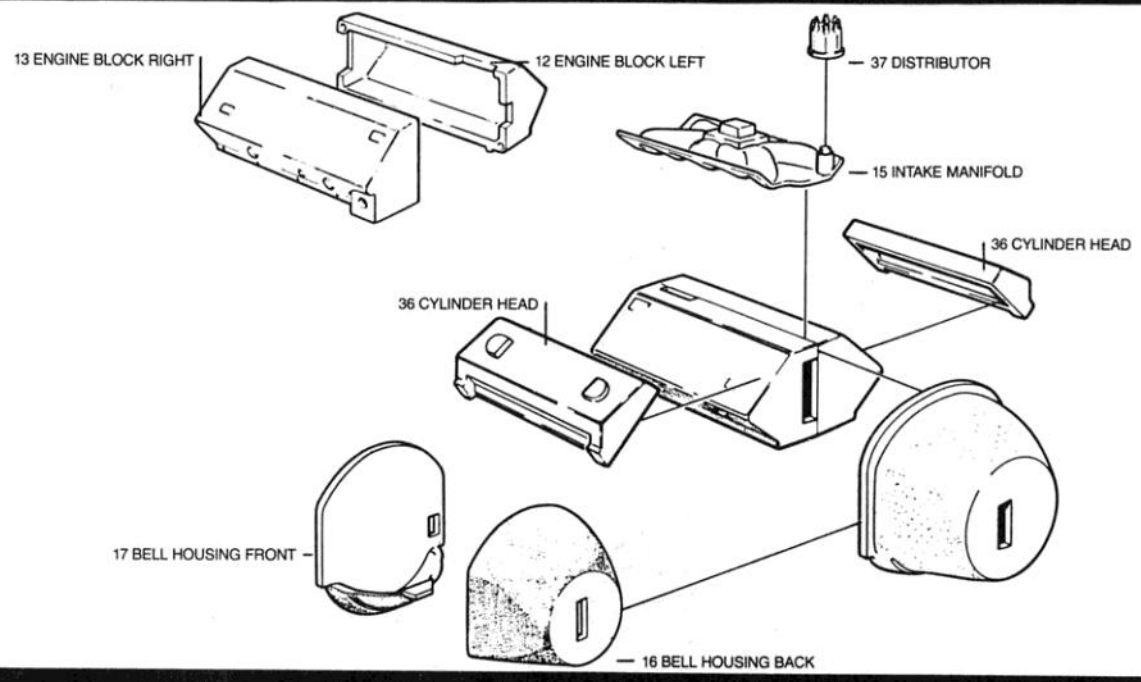
Important: Read painting instructions and decal sheet instructions before proceeding.

Paint parts before assembly.

A. Cement both ENGINE BLOCK halves (12 LEFT/13 RIGHT) together.
B. Cement both BELL HOUSING halves (16 BACK/17 FRONT) together.
C. Cement the BELL HOUSING, both CYLINDER HEADS (36) and the INTAKE MANIFOLD (15) to the ENGINE BLOCK.
D. Cement the DISTRIBUTOR (37) to the INTAKE MANIFOLD.

Paint

Block - PETTY BLUE
Intake Manifold - ALUMINUM
Cylinder Heads - PETTY BLUE
Bell Housing - STEEL
Distributor - FLAT BLACK

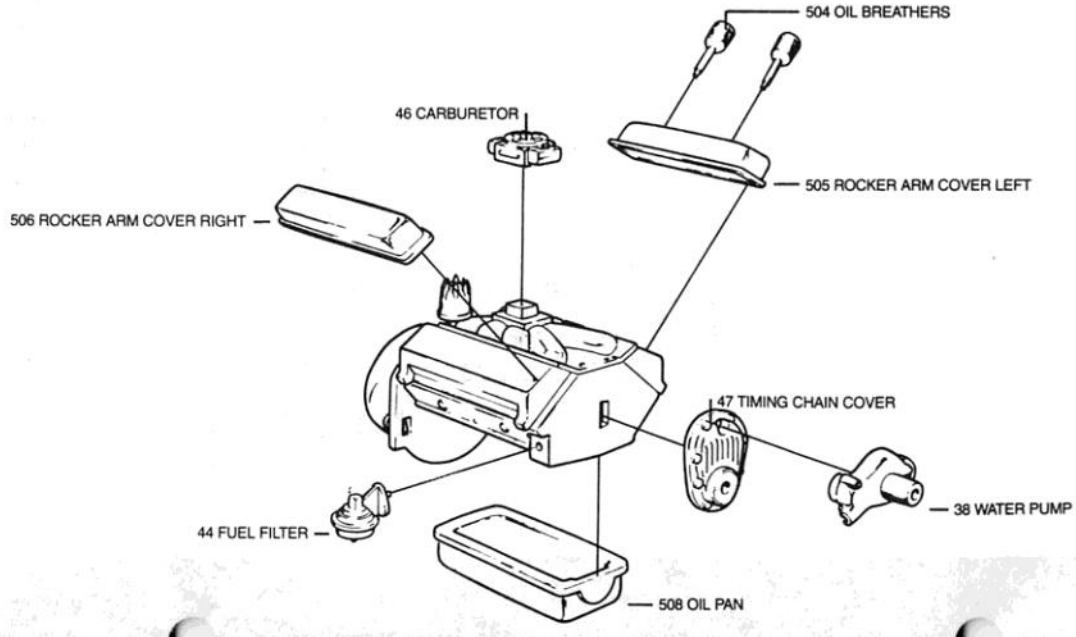


Engine Assembly

A. Cement the FUEL FILTER (44), OIL PAN (508), and the TIMING CHAIN COVER (47) to the ENGINE BLOCK.
B. Cement the WATER PUMP (38) to the TIMING CHAIN COVER.
C. Cement the CARBURETOR (46) to the INTAKE MANIFOLD.
D. Cement both ROCKER ARM COVERS (505 LEFT/506 RIGHT) to the CYLINDER HEADS as shown.
E. Cement both OIL BREATHERS (504) to the left ROCKER ARM COVER.

Paint

Oil Pan, Fuel Filter - ALUMINUM
Rocker Arm Covers - CHROME
Water Pump, Timing Chain Cover - STEEL
Carburetor - LIGHT BRASS (2 parts BRASS/1 part SILVER)
Oil Breathers: Shaft & Top - BRASS, Filter - WHITE

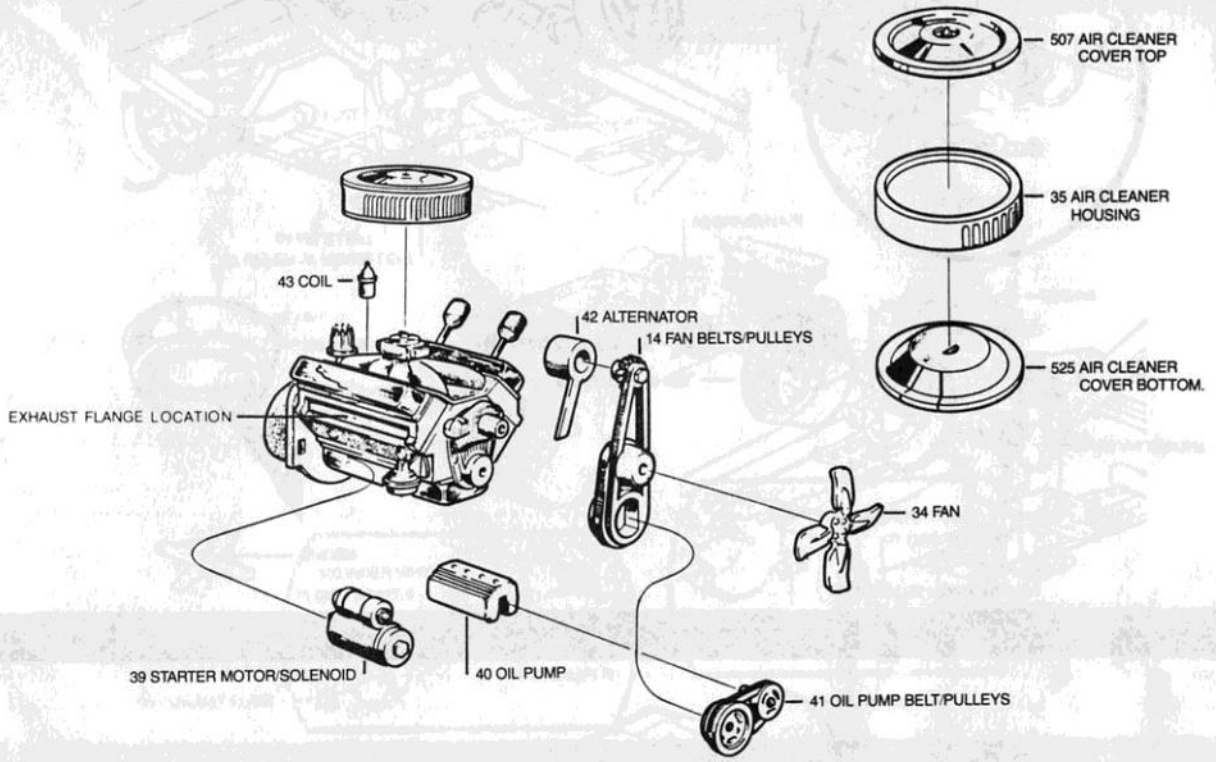


Engine Assembly

A. Cement the COIL (43) to the INTAKE MANIFOLD (to the left of the distributor).
B. Cement the STARTER MOTOR/SOLENOID (39) to the BELL HOUSING as shown.
C. Cement the OIL PUMP BELT/PULLEYS (41), ALTERNATOR (42), and the FAN (34) to the WATER PUMP, FAN BELTS/PULLEYS (14).
D. Cement the OIL PUMP (40) to the OIL PUMP BELT/PULLEYS.
E. Cement the PULLEY ASSEMBLY to the WATER PUMP/TIMING CHAIN COVER as shown.
F. Cement the AIR CLEANER COVERS (507 TOP/525 BOTTOM) to the AIR CLEANER HOUSING (35).
G. Cement the AIR CLEANER to the CARBURETOR.

Paint

Coil - FLAT BLACK
Oil Pump & Starter - STEEL
Air Cleaner Covers - CHROME
Air Cleaner Housing - FLAT WHITE WITH SILVER RIBS
Alternator - SILVER
All Pulleys - ALUMINUM
All Belts - FLAT BLACK
Fan: Frame - STEEL, Blades - ALUMINUM

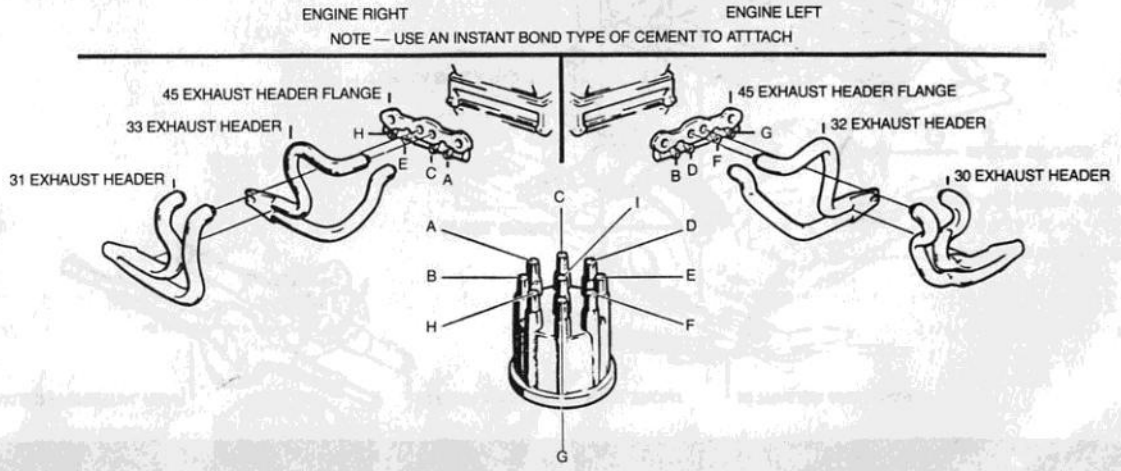


Engine Assembly

A. Cement both EXHAUST HEADER FLANGES (45) to the two CYLINDER HEADS.
B. Cement the EXHAUST HEADER halves (31-33) and (30-32) together as shown.
C. Cement the HEADERS to the FLANGES.
D. Cut the section of black tubing into eight pieces of approximately 2½ inches.
E. Cement the remaining section of hose to the center post of the DISTRIBUTOR (I-see diagram). Cement the other end of that section to the COIL. (NOTE: Trim off the excess length as necessary.)
F. Cement the eight pieces to the DISTRIBUTOR and FLANGES as shown (A to A, B to B, etc.).

Paint

Header Flanges - STEEL
Headers - FLAT WHITE

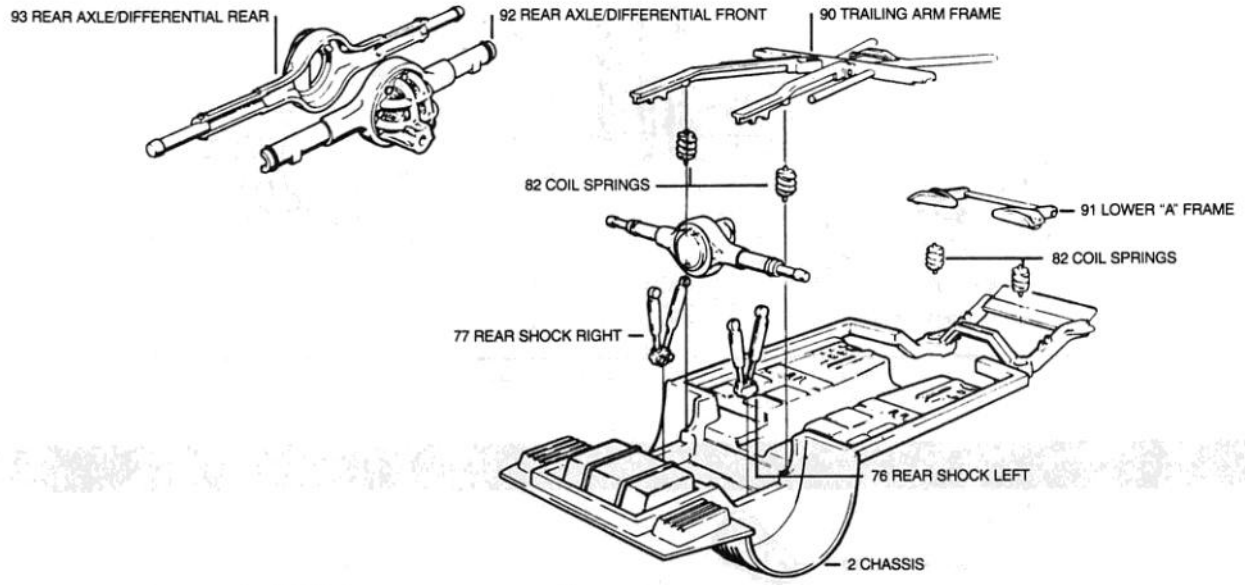


Rear Axle Assembly

A. Cement the two REAR AXLE/DIFFERENTIAL halves (92 FRONT/93 REAR) together.
B. Cement the REAR AXLE/DIFFERENTIAL and two COIL SPRINGS (82) to the TRAILING ARM FRAME (90).
C. Cement the TRAILING ARM FRAME to the CHASSIS (2). Cement the REAR SHOCKS (76 LEFT/77 RIGHT) to the CHASSIS and the TRAILING ARM FRAME.
D. Cement the remaining two COIL SPRINGS (82) to the LOWER "A" FRAME (91).
E. Cement the LOWER "A" FRAME/COIL SPRINGS to the CHASSIS.

Paint

Rear Axle - PETTY BLUE
Coil Springs - STEEL
Trailing Arm Frame - PETTY BLUE
Bottom of Chassis - SILVER
Shocks: Body - ALUMINUM, Shafts - STEEL
Lower "A" Frame - STEEL

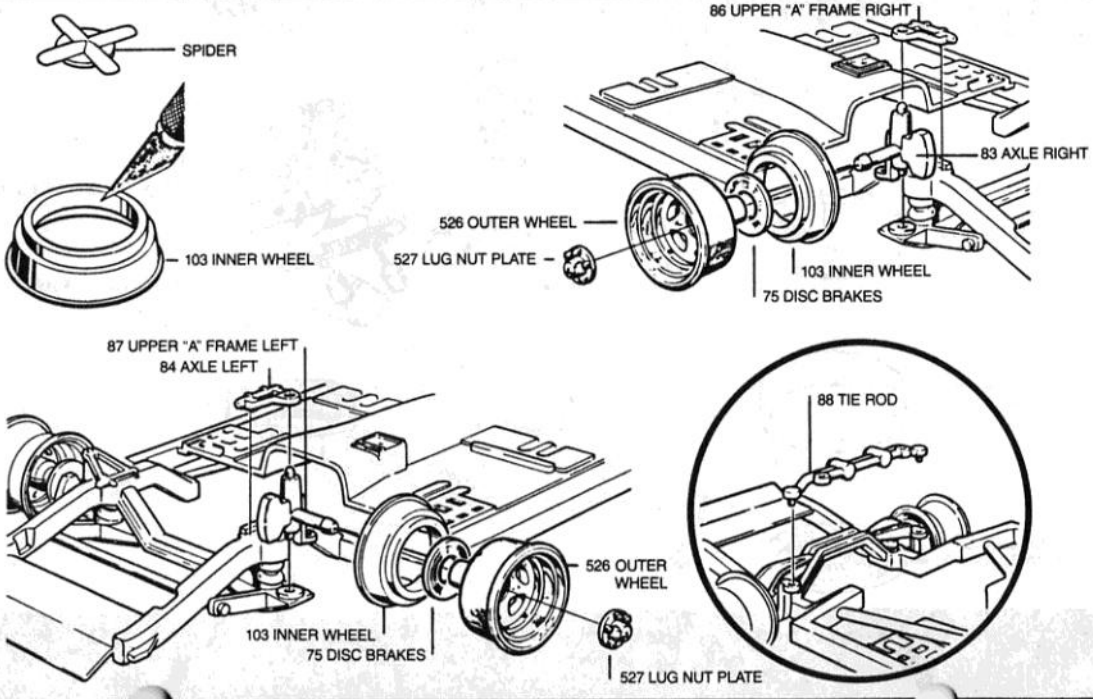


Front Axle Assembly

A. Remove the four INNER WHEEL halves (103) from the "tree" and carefully cut the "spiders" from the WHEELS.
B. Cement two of the LUG NUT PLATES (527), two of the DISC BRAKES (75), and two of the INNER WHEEL halves to two of the OUTER WHEEL halves.
C. Press the assembled WHEELS onto the front AXLES (83 RIGHT/84 LEFT).
D. Cement the UPPER "A" FRAMES (86) to the CHASSIS trapping the AXLES between the UPPER and LOWER "A" FRAMES.
E. Cement the TIE ROD (88) to the AXLES as shown.

Paint

Tie Rod - STEEL
Lug Nuts - STEEL
Wheels - CHROME
Disc Brakes - STEEL
Axles - STEEL
Upper "A" Frame - STEEL

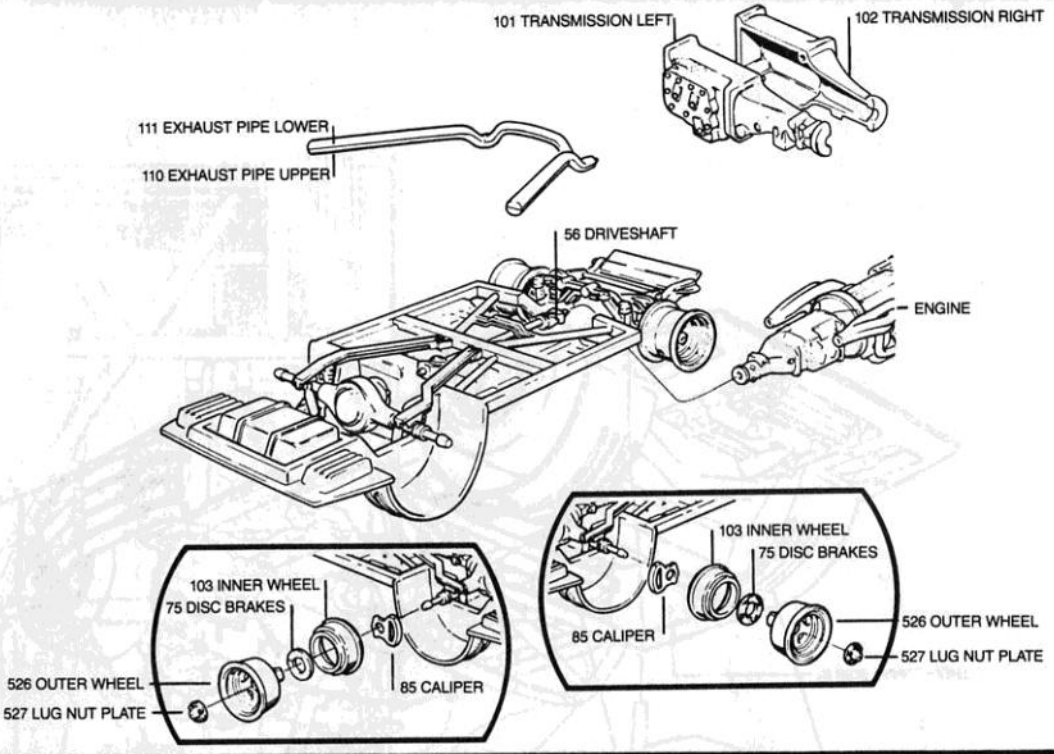


Exhaust, Transmission and Rim Assembly

A. Cement both EXHAUST PIPE halves (110 UPPER/111 LOWER) together.
B. Cement the two TRANSMISSION halves (101 LEFT/102 RIGHT).
C. Cement the TRANSMISSION to the BELL HOUSING.
D. Carefully cement the assembled ENGINE into position with the DRIVESHAFT (56) "trapped" between the REAR AXLE/DIFFERENTIAL and the TRANSMISSION.
E. Cement the assembled EXHAUST PIPE to the CHASSIS and the EXHAUST HEADERS.
F. Cement the LUG NUT PLATES (527), the DISC BRAKES (75), and the WHEEL half (103 INNER) to the WHEEL half (526 OUTER).
G. Cement the rear CALIPERS (85) to the rear AXLES then press the assembled WHEELS onto the AXLES.

Paint

Exhaust Pipes - WHITE
Transmission - PETTY BLUE
Drive Shaft - SILVER
Calipers - STEEL
Wheels - CHROME

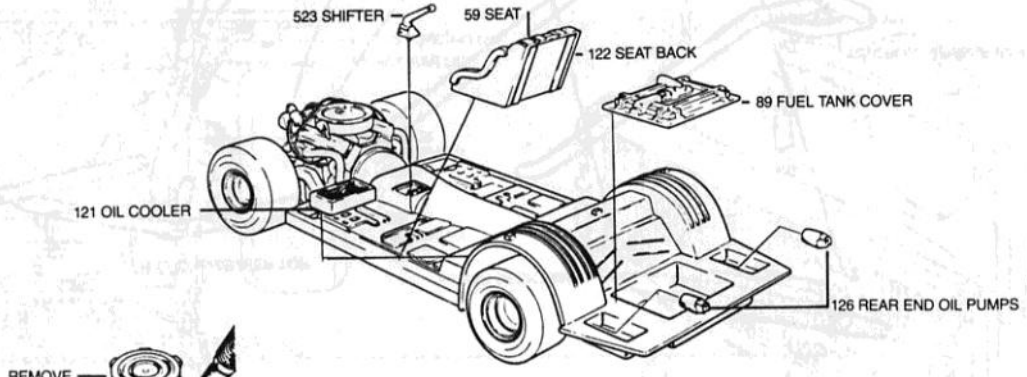


Interior Assembly

A. Carefully cut the "spider" from the four Goodyear Eagle RACING tires and gently slip the tires onto the WHEEL (keep the raised lettering to the outside).
B. Cement the SEAT BACK (122) to the SEAT (59).
C. Cement the SHIFTER (523), SEAT, FUEL TANK COVER (89), OIL COOLER (121) and both REAR END OIL PUMPS (126) to the CHASSIS as shown. Remove.

Paint

Seat - FLAT BLACK
Shifter: Knob - BLACK, Shaft - SILVER, Rubber Collar - FLAT BLACK
Oil Cooler - FLAT BLACK
Rear Oil Pumps - STEEL
Fuel Tank Cover - SILVER
Top of Chassis - ROCKET RED

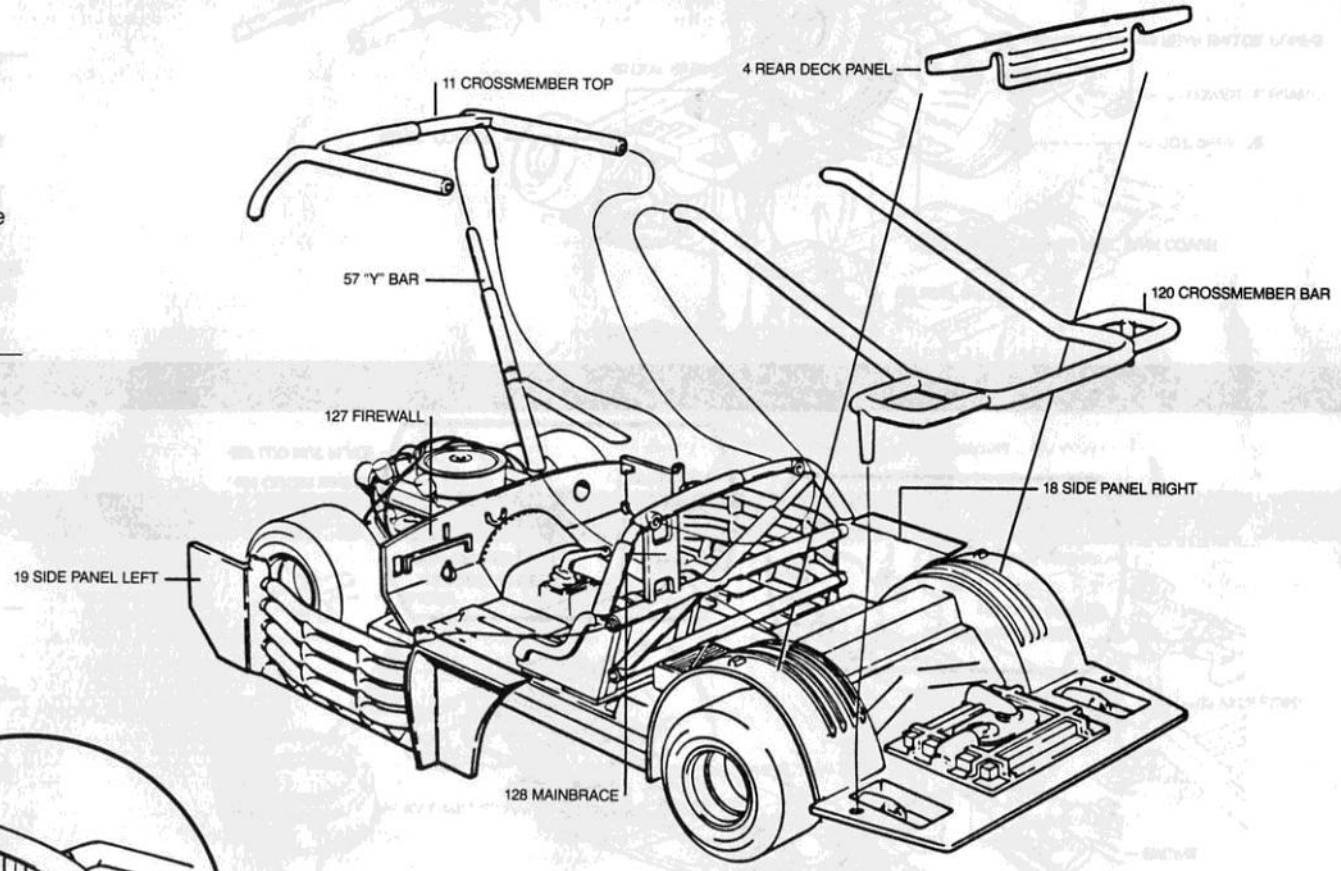


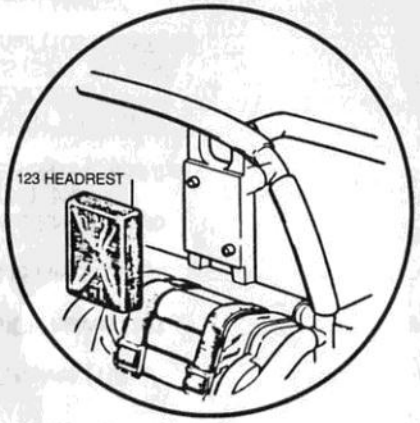
Main Frame Assembly

A. Cement the right SIDE PANEL to the CHASSIS.
B. Cement the FIREWALL (127) and the MAINBRACE (128) into place.
C. Cement the left SIDE PANEL into position.
D. Cement the top CROSSMEMBER (11) to the MAINBRACE and the SIDE PANELS.
E. Cement the rear CROSSMEMBER (120) to the MAINBRACE and the CHASSIS.
F. Cement the REAR DECK PANEL (4) to the CHASSIS.
G. Cement the "Y" BAR (57) to the top CROSSMEMBER and CHASSIS. (Carefully cut the end off the "Y" BAR at the "score" line.)
H. Cement the HEADREST (123) to the MAINBRACE.

Paint

Side Panels - ROCKET RED
Firewall - ROCKET RED
Main Brace - ROCKET RED
Crossmember - ROCKET RED
Rear Deck Panel - ROCKET RED
"Y" Bar - ROCKET RED
All Foam Rubber - FLAT BLACK
Headrest - FLAT BLACK



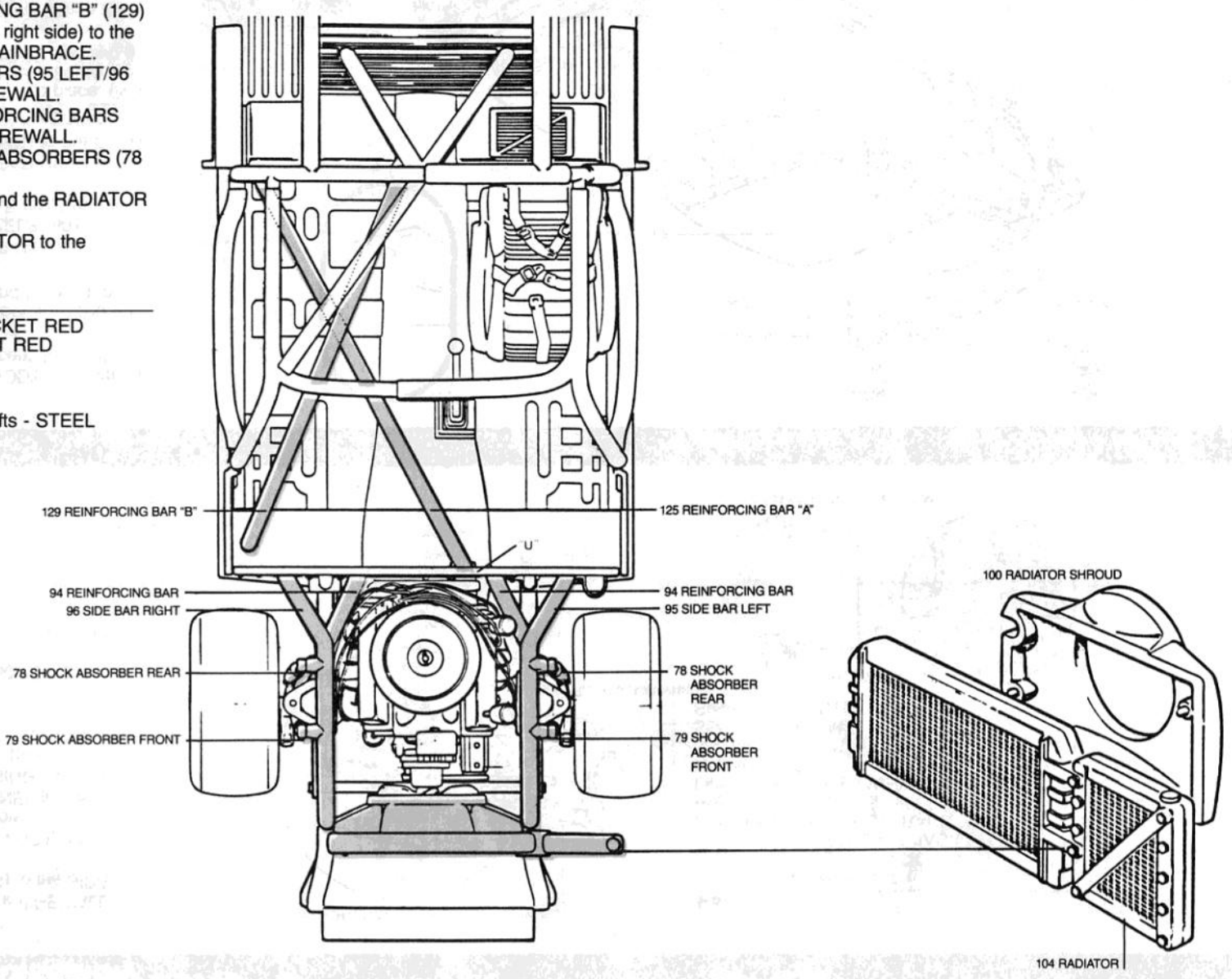


Chassis Assembly

A. Cement the REINFORCING BAR "A" (125) to the center of the FIREWALL (Note "U") and to the lower right side of the bottom rung of the MAINBRACE.
B. Cement the other REINFORCING BAR "B" (129) from the FIREWALL (Note pad on right side) to the center of the middle rung of the MAINBRACE.
C. Cement both forward SIDE BARS (95 LEFT/96 RIGHT) to the CHASSIS and FIREWALL.
D. Cement both the short REINFORCING BARS (94) to the SIDE BARS and the FIREWALL.
E. On each side cement SHOCK ABSORBERS (78 REAR/79 FRONT) into place.
F. Cement the RADIATOR (104) and the RADIATOR SHROUD (100) together.
G. Cement the assembled RADIATOR to the CHASSIS.

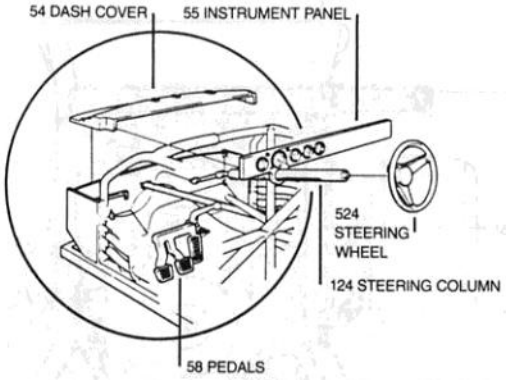
Paint

"A" & "B" Reinforcing Bars - ROCKET RED
Short Reinforcing Bars - ROCKET RED
Side Bars - ROCKET RED
Radiator - LIGHT BRASS
Shroud - ALUMINUM
Shocks: Body - ALUMINUM, Shafts - STEEL



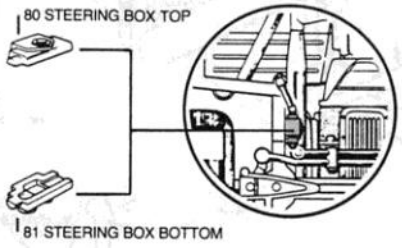
Steering Control Assembly

A. Cement the PEDALS (58) to the FIREWALL.
B. Cement the DASH COVER (54) to the SIDE PANELS.
C. Insert the STEERING COLUMN (124) through the INSTRUMENT PANEL (55) as shown.
D. Cement the INSTRUMENT PANEL to the DASH COVER. Carefully slip the STEERING COLUMN through the hole in the FIREWALL (make sure the linkage is positioned to the inside of the FRAME).
E. Cement the STEERING WHEEL (524) to the COLUMN.
F. Cement the STEERING BOX (80 TOP/81 BOTTOM) together.
G. Cement the STEERING BOX to the FRAME as shown matching the linkage to the BOX.



Paint

Pedals - FLAT BLACK
Dash Cover - FLAT BLACK
Steering Column - FLAT BLACK
Instrument Panel - FLAT BACK
Bezels - SILVER
Letters & Numbers - WHITE
Needles - RED
Steering Wheel: Grip - FLAT BLACK, Center & Spokes - CHROME
Steering Box - STEEL



Body Assembly

A. Cement FRONT END (5) to BODY (1). Cement REAR BUMPER (3) to body. Cement AIR FOIL (500) to TRUNK LID (6).

B. Remove the support braces from the hood and trunk openings. (Tape the hood and trunk lid to body from inside.)

C. Follow painting and decal instructions.

D. Cement the HEADLIGHT BEZELS (501 LEFT/502 RIGHT) and the GRILLE (503) to the FRONT END (5).

E. Cement the WINDSHIELD, REAR VIEW MIRROR (522), and ANTENNA (521) to the BODY.

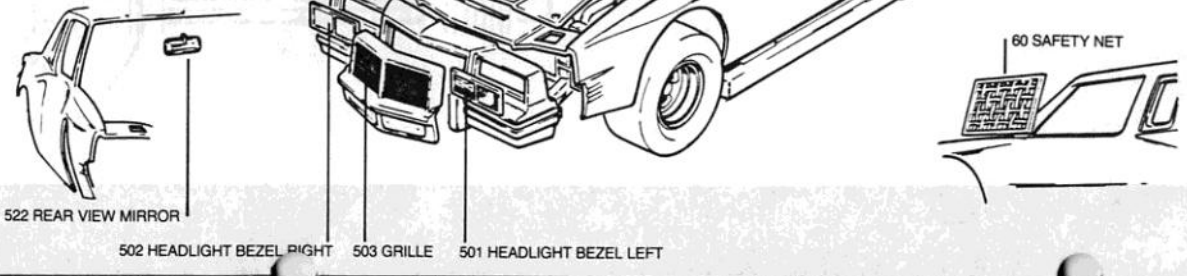
F. Cement the REAR WINDOW to the BODY.

G. Cement the SAFETY NET (60) into place. (Note - Cement the six SAFETY LATCHES (520) to the four circular indentations on the HOOD and two on the TRUNK LID.)

H. Remove tape from hood and trunk. Place the BODY onto the CHASSIS.

Paint

Bezel - SILVER
Grille - SILVER
Air Foil - PETTY BLUE
Trunk - PETTY BLUE
Safety Net: Mesh - TAN, Frame - SILVER

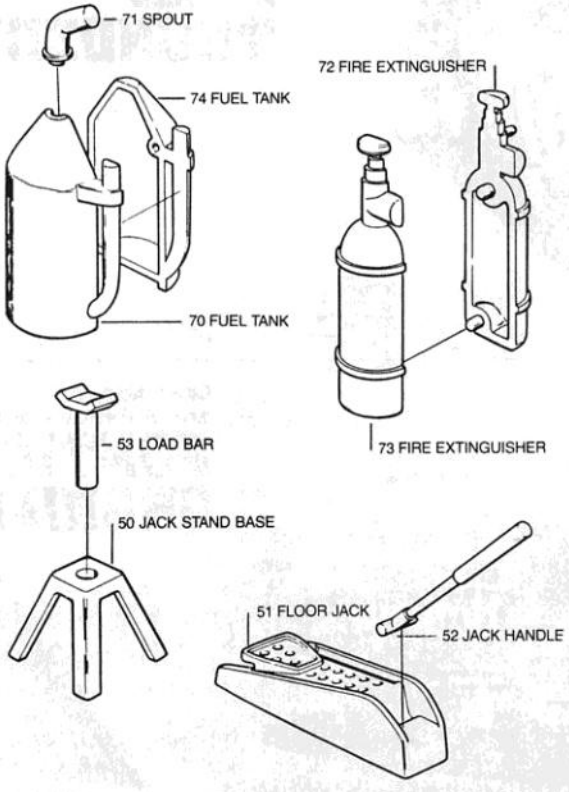


Accessories Assembly

A. Cement both halves of the FUEL TANK (70-74) together.
B. Cement the SPOUT (71) to the TANK as shown.
C. Cement both FIRE EXTINGUISHER halves (73-72) together. (If you wish, you may cement the fire extinguisher to the transmission hump next to the seat.)
D. Insert the LOAD BAR (53) into the JACK STAND BASE (50) (assemble two).
E. Cement the JACK HANDLE (52) to the FLOOR JACK (51) as shown.

Paint

Fuel Tank - PETTY BLUE
Spout - FLAT BLACK
Fire Extinguisher - RED W/SILVER HEAD
Load Bar & Jack Stand - STEEL
Jack - STEEL
Jack Handle: Shaft - STEEL, Handle - FLAT BLACK



Decal and Painting Instructions

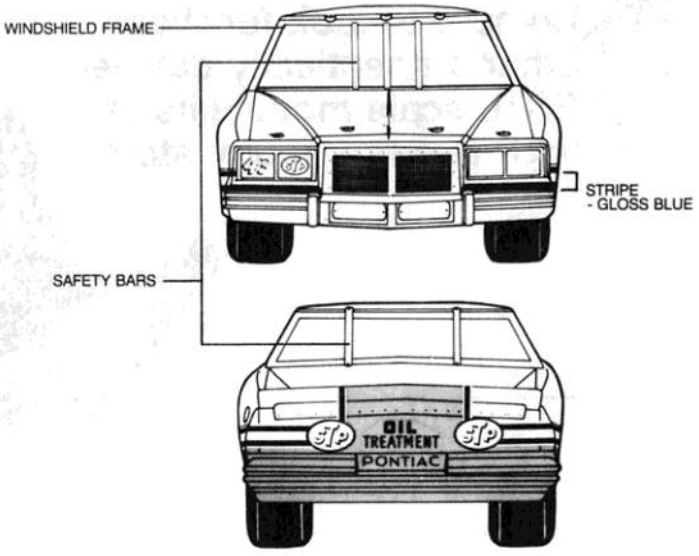
Apply decals by first trimming them individually from the decal sheet. Soak them in lukewarm water for 10 to 15 seconds. Gently slide the decal from the backing paper onto the surface of the model. Blot excess water with a tissue, gently pressing decal onto model surface. Allow decals to dry for an hour or more before handling model.

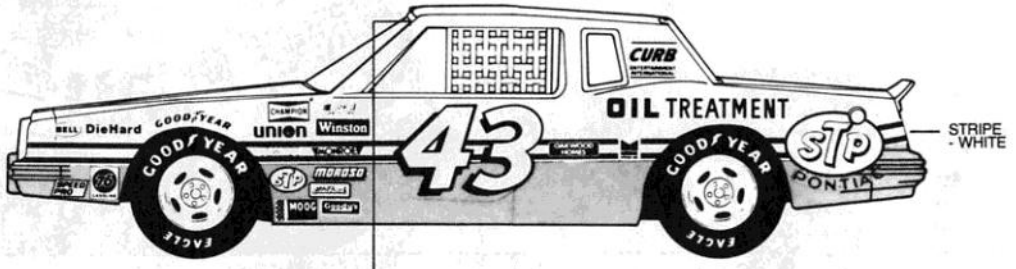
Paint

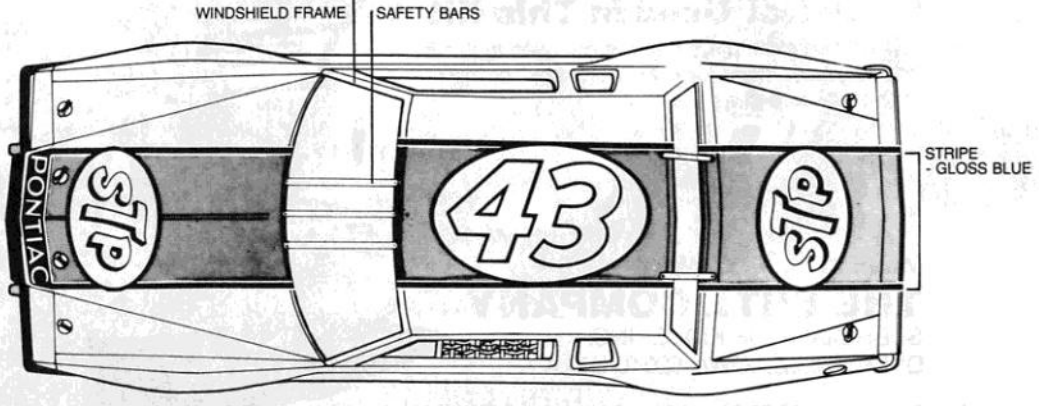
Body - PETTY BLUE
Windshield Frame & Safety Bars - STEEL
Gas Cap - LIGHT BRASS

■ - ROCKET RED

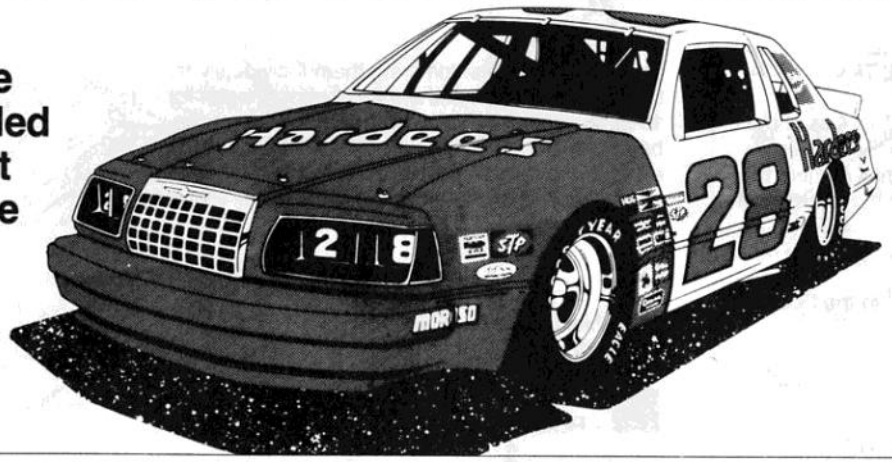
□ - PETTY BLUE





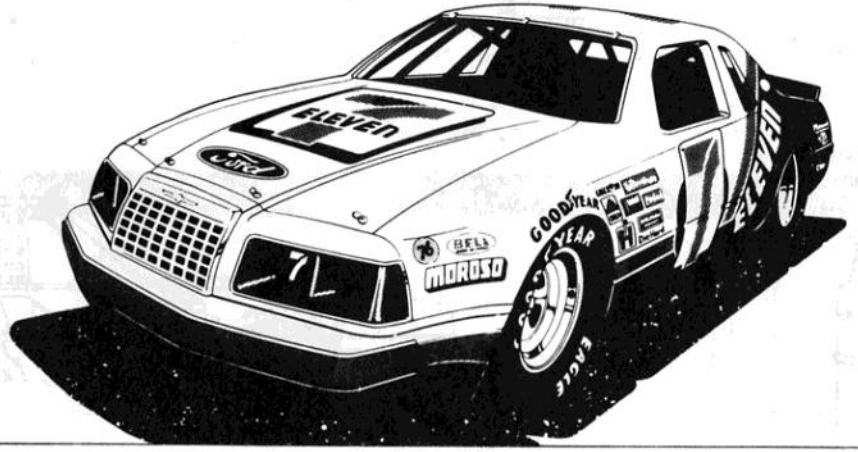


Be sure to look for these other authentically detailed ERTL scale model kits at your favorite hobby store



NASCAR Champion Cale Yarborough's **6717**

FORD THUNDERBIRD



Kyle Petty and the Wood Brothers' **6718**

FORD THUNDERBIRD

Parts Not Used in This Kit

You will find extra parts that are not used in this kit. You may keep them for your "parts box" or they may be discarded as you wish.

Lake Speed and Rahmoc Racing's **6746**

PONTIAC GRAND PRIX

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