

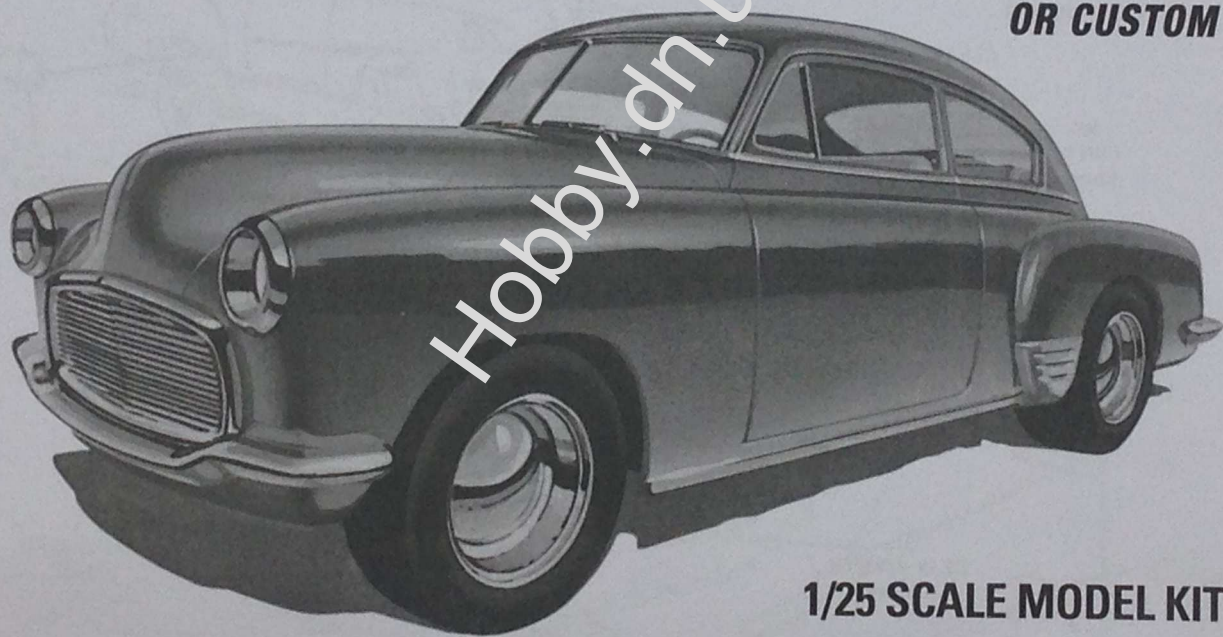
'51 CHEVY[®]

FLEETLINE[™]



A1378-200

**BUILD STOCK
OR CUSTOM**



1/25 SCALE MODEL KIT

When introduced in 1949, the first new Chevrolets since WWII were a big hit with the buying public. Still car-hungry from the years when cars were not available or hard to find, Americans eagerly accepted the stylish new Chevys. In 1951, the third year of the styling cycle for the new Chevrolets, many car historians feel that Chevy hit the high point for refinement and finish in that particular four-year series.

An attractive example of the '51 Chevy is the Fleetline. In what today is popularly known as the "fastback," the roof sheet metal swept gracefully from the windshield to the rear bumper in one unbroken curve. A popular name for this body style then was the "torpedo" back, which implied streamlining.

The mechanicals of the '51 Chevy featured a strong "girder" type frame, "knee-action" independent front suspension, and a solid rear axle mounted on long leaf springs. New for '51 were Bendix brakes replacing the Huck brakes of previous years, flush-mounted parking lights in a single-piece front grille, the instrument panel had dual gauge receptacles instead of the previous single receptacle and other minor trim and interior details from the '50 model. The engine was the ever-faithful inline "Blue Flame" six of about 105 horsepower. Nicknamed the "Stovebolt," this engine dated its heritage back to 1929 when it was first introduced. The name came

from the legend that it could be fixed with ordinary stovebolts available from the local hardware store or the mason jar out in the garage. Probably there was more truth than fiction in this nickname.

Chevrolet sold more than 1,067,000 cars in '51, attesting to the popularity of the car. The starting price for the base Skyline series was only \$1460 and \$2000 would get you the De-Luxe convertible at the top of the line.

Of course people, then as now, liked to individualize their automobiles and the popular Chevy was no exception. From mild to wild was the order of the day. A simple set of tricks were to install Blue-dot taillights, chrome half-covers over the headlights, fender skirts and of course, different wheel covers and even mud-flaps with reflectors. The more serious folks discovered the engine ran better and sounded better with a split (or dual) exhaust manifold, a milled head and dual carburetors. Removing all of the emblems, door handles, "Frenching" the headlights and lowering the car added a customized "mystique" to the sleek Fleetline, which turned many a head.

Stock or custom, rod or restored, the '51 Chevy represents a benchmark of early fifties automobilia.

THIS KIT CAN BE ASSEMBLED ONE OF 2 WAYS READ INSTRUCTIONS CAREFULLY BEFORE BEGINNING ASSEMBLY.

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 noted 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.

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-dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

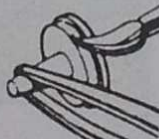
It is important to keep your hands clean when working with your model and wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. 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 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.



Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



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



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

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	AA Chevy® Orange
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 Transparent Blue	△ Gloss
H Aluminum	P Orange	X Lt. Green	▲ Metallic

EXTERIOR COLORS

Standard Colors Include: Dusk Gray Poly., Regatta Blue Poly., Sahara Beige, Saddle Brown Poly., Driftwood Gray, Surf Green, Horizon Blue, Target Red, Campus Cream, Madeira Maroon Poly., Sungold, Woodland Green Poly., India Ivory and Onyx Black.

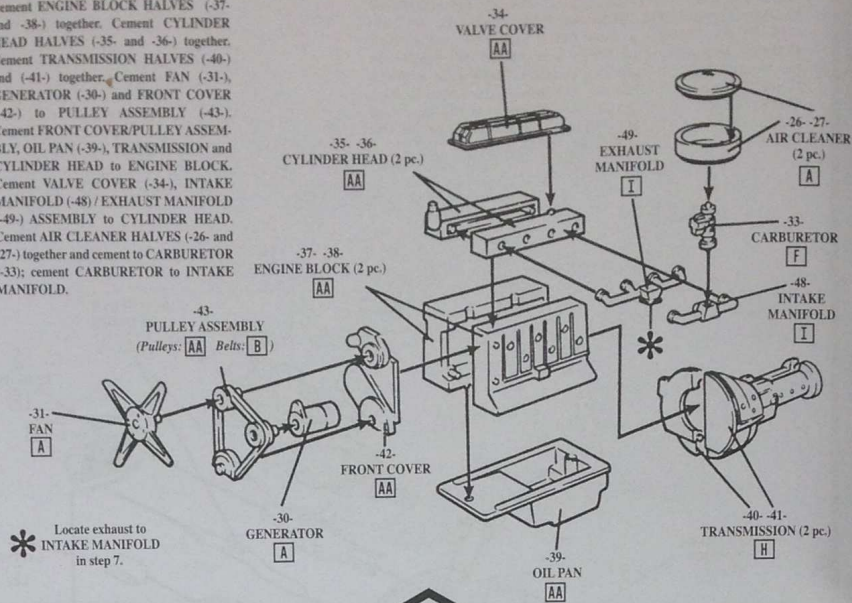
INTERIOR COLORS

Standard Colors Include: Charcoal, Graphite, Gray, Silver, Black, Beige, Parchment and Sandstone.

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

1A STOCK ENGINE ASSEMBLY

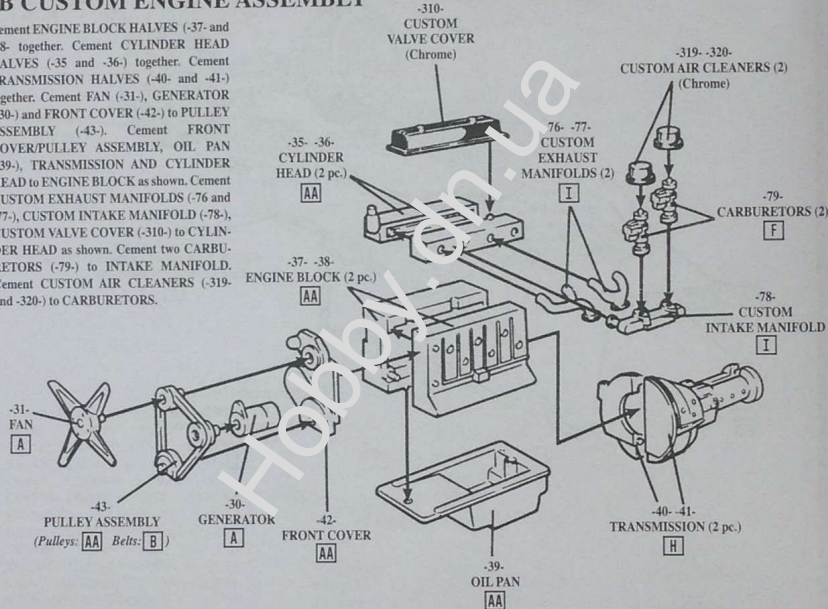
Cement ENGINE BLOCK HALVES (-37- and -38-) together. Cement CYLINDER HEAD HALVES (-35- and -36-) together. Cement TRANSMISSION HALVES (-40- and -41-) together. Cement FAN (-31-), GENERATOR (-30-) and FRONT COVER (-42-) to PULLEY ASSEMBLY (-43-). Cement FRONT COVER/PULLEY ASSEMBLY, OIL PAN (-39-), TRANSMISSION and CYLINDER HEAD to ENGINE BLOCK. Cement VALVE COVER (-34-), INTAKE MANIFOLD (-48-)/EXHAUST MANIFOLD (-49-) ASSEMBLY to CYLINDER HEAD. Cement AIR CLEANER HALVES (-26- and -27-) together and cement to CARBURETOR (-33-); cement CARBURETOR to INTAKE MANIFOLD.



* Locate exhaust to INTAKE MANIFOLD in step 7.

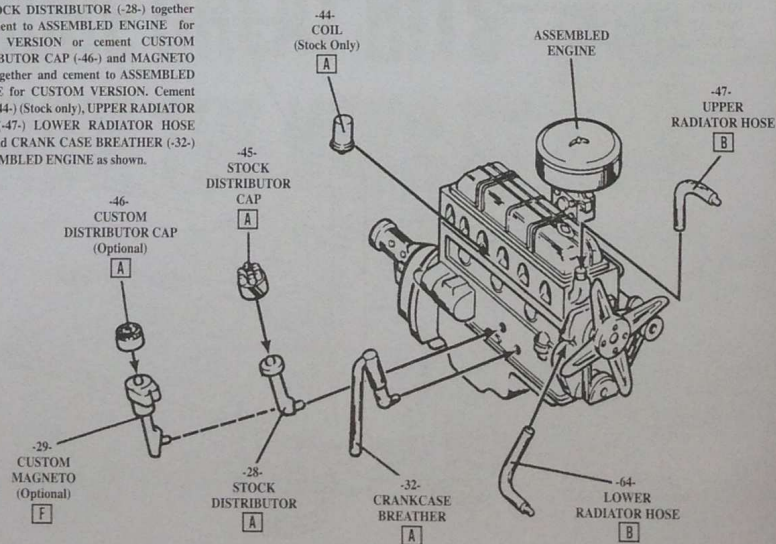
1B CUSTOM ENGINE ASSEMBLY

Cement ENGINE BLOCK HALVES (-37- and -38-) together. Cement CYLINDER HEAD HALVES (-35- and -36-) together. Cement TRANSMISSION HALVES (-40- and -41-) together. Cement FAN (-31-), GENERATOR (-30-) and FRONT COVER (-42-) to PULLEY ASSEMBLY (-43-). Cement FRONT COVER/PULLEY ASSEMBLY, OIL PAN (-39-), TRANSMISSION AND CYLINDER HEAD to ENGINE BLOCK as shown. Cement CUSTOM EXHAUST MANIFOLDS (-76- and -77-), CUSTOM INTAKE MANIFOLD (-78-), CUSTOM VALVE COVER (-310-) to CYLINDER HEAD as shown. Cement two CARBURETORS (-79-) to INTAKE MANIFOLD. Cement CUSTOM AIR CLEANERS (-319- and -320-) to CARBURETORS.



2 ENGINE FINAL ASSEMBLY (STOCK/CUSTOM)

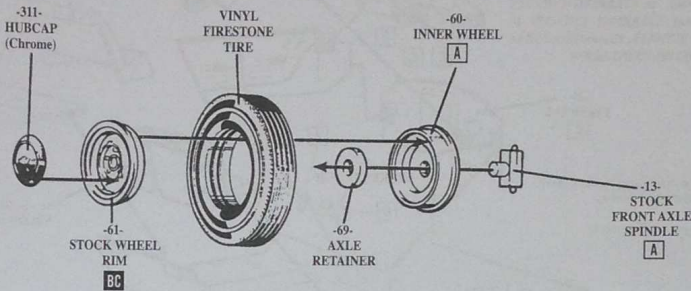
Cement STOCK DISTRIBUTOR CAP (-45-) and STOCK DISTRIBUTOR (-28-) together and cement to ASSEMBLED ENGINE for STOCK VERSION or cement CUSTOM DISTRIBUTOR CAP (-46-) and MAGNETO (-29-) together and cement to ASSEMBLED ENGINE for CUSTOM VERSION. Cement COIL (-44-) (Stock only), UPPER RADIATOR HOSE (-47-), LOWER RADIATOR HOSE (-64-) and CRANK CASE BREATHER (-32-) to ASSEMBLED ENGINE as shown.



3A STOCK WHEEL ASSEMBLY

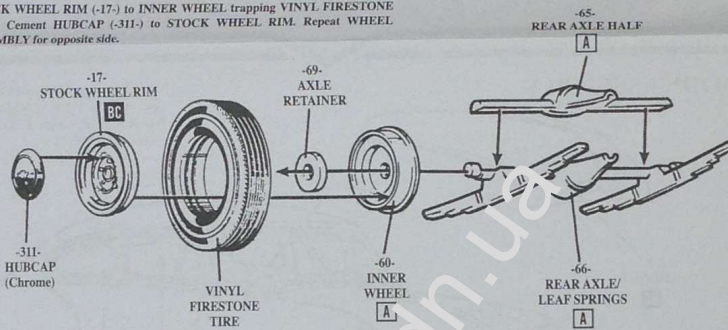
FRONT WHEEL ASSEMBLY

Press AXLE RETAINER (-69-) onto STOCK FRONT AXLE (-13-), trapping INNER WHEEL (-60-). Place a dab of cement where AXLE RETAINER and AXLE meet. Allow to dry thoroughly. Cement STOCK WHEEL RIM (-61-) to INNER WHEEL ASSEMBLY, trapping VINYL FIRESTONE TIRE. Cement HUB CAP (-311-) to STOCK WHEEL RIM. ASSEMBLED WHEEL should turn freely on AXLE. Repeat WHEEL ASSEMBLY for opposite side.



REAR WHEEL ASSEMBLY

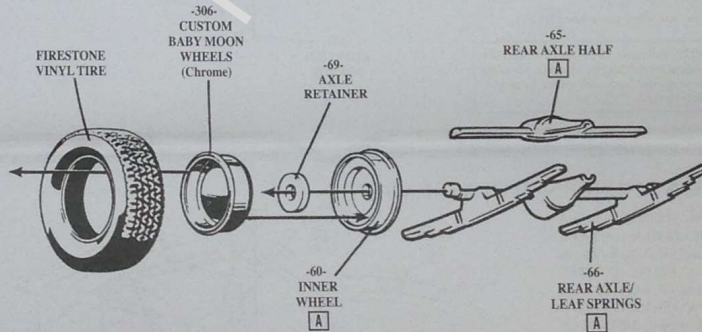
Cement REAR AXLE HALVES (-65- and -66-) together. Press AXLE RETAINER (-69-) onto REAR AXLE, trapping INNER WHEEL (-60-). Place a dab of cement where AXLE RETAINER and AXLE meet. Allow to dry thoroughly. Cement STOCK WHEEL RIM (-17-) to INNER WHEEL trapping VINYL FIRESTONE TIRE. Cement HUB CAP (-311-) to STOCK WHEEL RIM. Repeat WHEEL ASSEMBLY for opposite side.



3B CUSTOM WHEEL ASSEMBLY

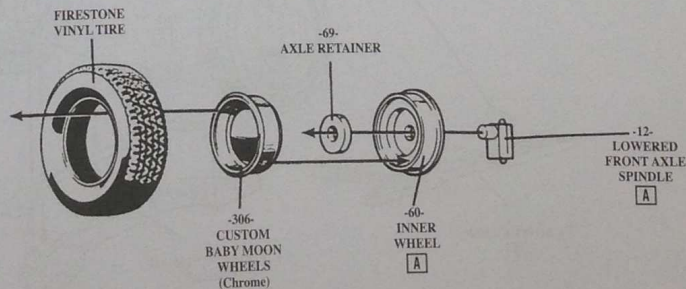
REAR WHEEL ASSEMBLY

Cement REAR AXLE HALVES (-65- and -66-) together. Press AXLE RETAINER (-69-) onto REAR AXLE, trapping INNER WHEEL (-60-). Place a dab of cement where AXLE RETAINER and AXLE meet. Allow to dry thoroughly. Cement CUSTOM BABY MOON WHEELS (-306-) to INNER WHEEL (-60-). Carefully press FIRESTONE VINYL TIRE onto ASSEMBLED WHEEL. Repeat WHEEL ASSEMBLY for opposite side.



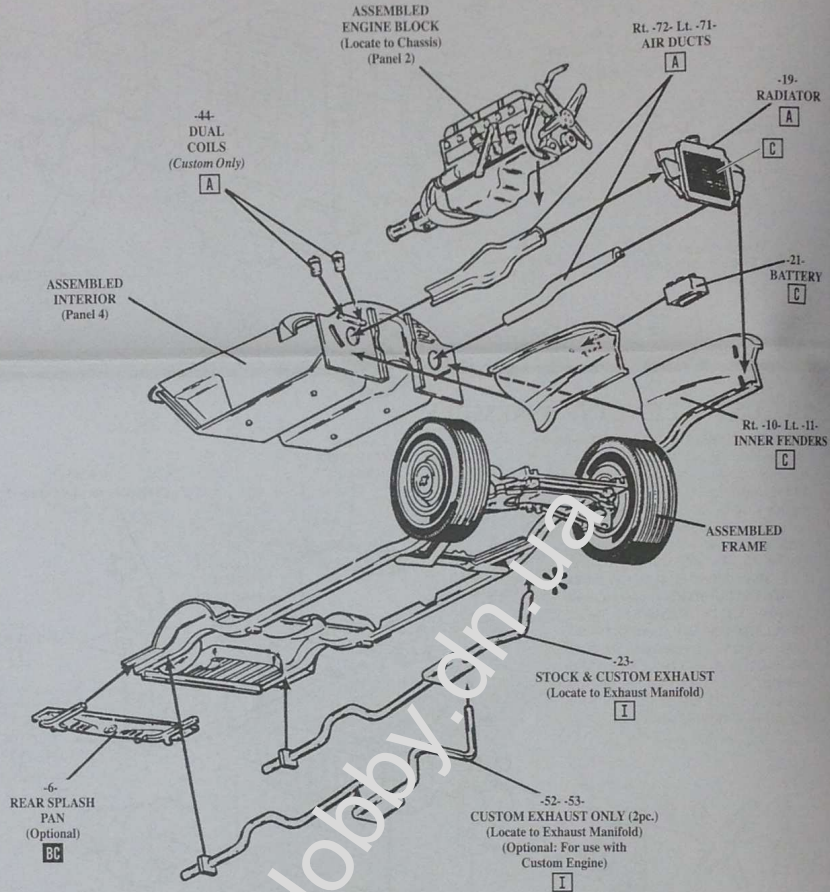
FRONT WHEEL ASSEMBLY

Press AXLE RETAINER (-69-) onto LOWERED FRONT AXLE SPINDLE (-12-), trapping INNER WHEEL (-60-). Place a dab of cement where AXLE RETAINER and AXLE meet. Allow to dry thoroughly. Cement CUSTOM BABY MOON WHEELS (-306-) to INNER WHEEL. Carefully press FIRESTONE VINYL TIRE onto ASSEMBLED WHEEL. Repeat WHEEL ASSEMBLY for opposite side.



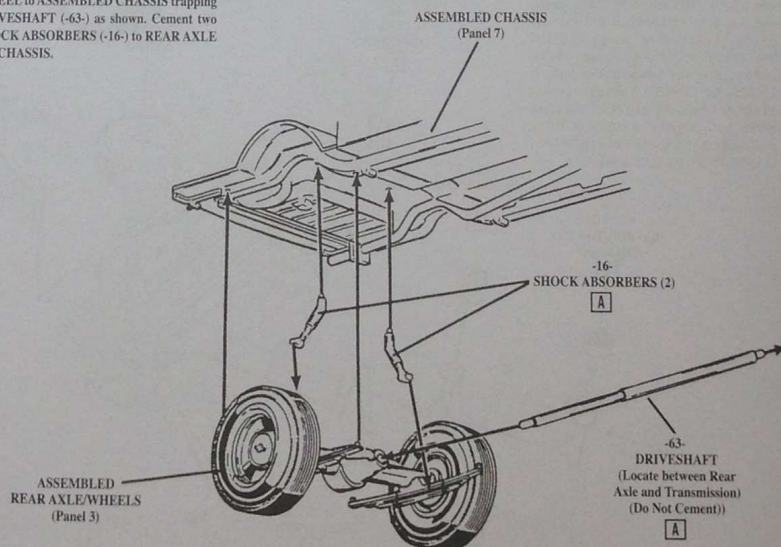
7 CHASSIS ASSEMBLY

Cement ASSEMBLED INTERIOR, SPLASH PAN (-6-) and ASSEMBLED ENGINE to ASSEMBLED FRAME. Cement INNER FENDERS (Rl. -10- Ll. -11-) to FRAME and FIREWALL as shown. Cement RADIATOR (-19-) to INNER FENDERS, (be sure RADIATOR HOSES locate to RADIATOR, trapping AIR DUCTS (Rl. -72- Ll. -71-) as shown. Cement BATTERY (-21-) to INNER FENDERS. Cement DUAL COILS (-44-) to FIREWALL. (Custom only). Cement STOCK EXHAUST (-23-) to EXHAUST MANIFOLD and FRAME. Cement CUSTOM EXHAUST (-52- -53-) to INTAKE MANIFOLD and FRAME. (For Custom only).



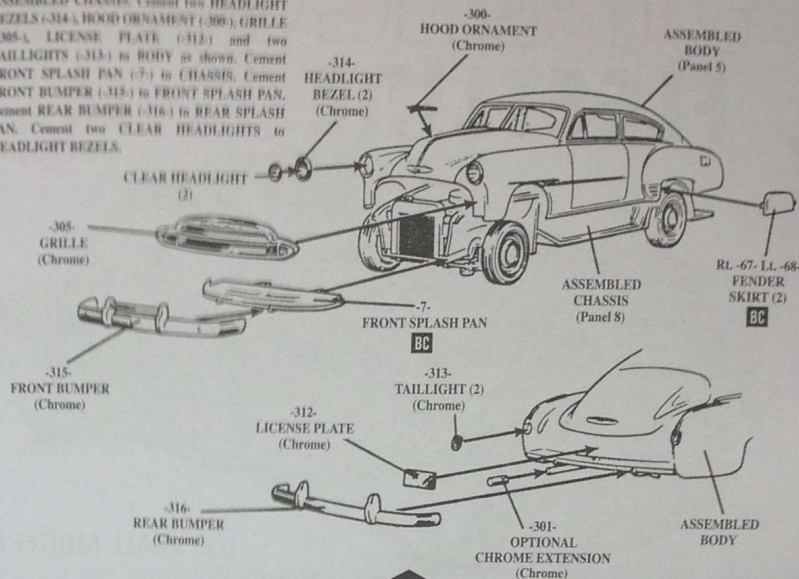
8 REAR SUSPENSION ASSEMBLY

Cement ASSEMBLED REAR AXLE/WHEEL to ASSEMBLED CHASSIS trapping DRIVESHAFT (-63-) as shown. Cement two SHOCK ABSORBERS (-16-) as shown. Cement two SHOCK ABSORBERS (-16-) to REAR AXLE and CHASSIS.



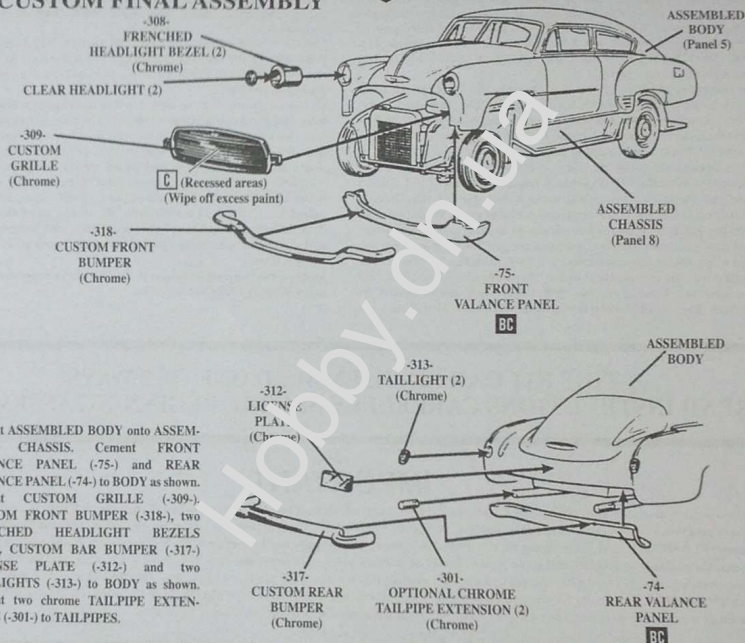
9A STOCK FINAL ASSEMBLY

Cement FENDER SKIRTS (Rt. -67-) and L.L. (-68-) to ASSEMBLED BODY. Cement ASSEMBLED BODY to ASSEMBLED CHASSIS. Cement two HEADLIGHT BEZELS (-314), HOOD ORNAMENT (-300), GRILLE (-305), LICENSE PLATE (-312) and two TAILLIGHTS (-313) to BODY as shown. Cement FRONT SPLASH PAN (-7-) to CHASSIS. Cement FRONT BUMPER (-315) to FRONT SPLASH PAN. Cement REAR BUMPER (-316) to REAR SPLASH PAN. Cement two CLEAR HEADLIGHTS to HEADLIGHT BEZELS.



9B CUSTOM FINAL ASSEMBLY

Cement ASSEMBLED BODY onto ASSEMBLED CHASSIS. Cement FRONT VALANCE PANEL (-75-) and REAR VALANCE PANEL (-74-) to BODY as shown. Cement CUSTOM GRILLE (-309), CUSTOM FRONT BUMPER (-318), two FRENCHED HEADLIGHT BEZELS (-314), CUSTOM BAR BUMPER (-317), LICENSE PLATE (-312) and two TAILLIGHTS (-313) to BODY as shown. Cement two chrome TAILPIPE EXTENSIONS (-301-) to TAILPIPES.



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AMT1309/12: 1967 Chevrolet® Camaro Z28®



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