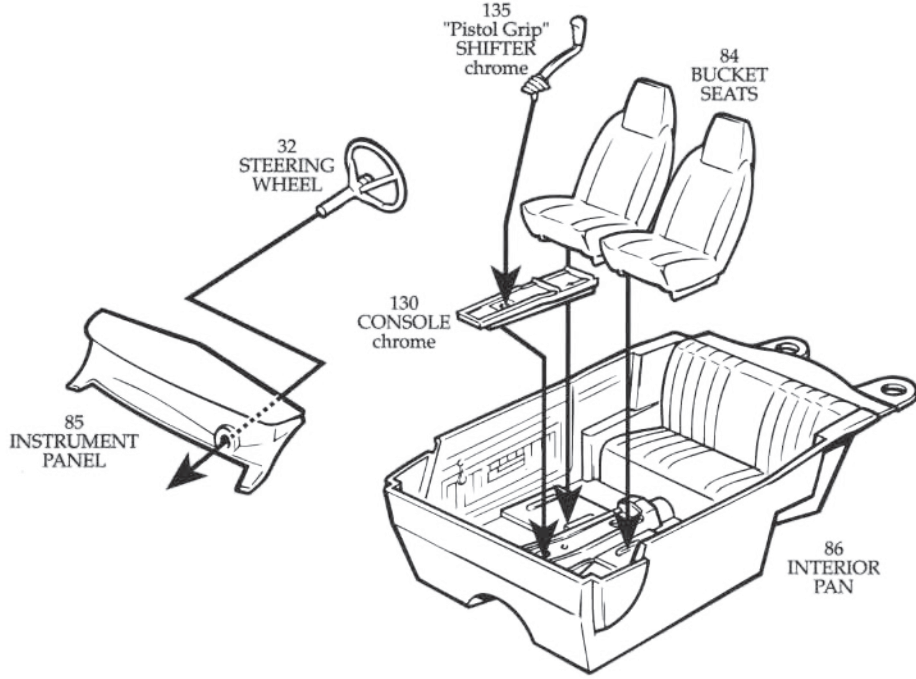


3 INTERIOR ASSEMBLY

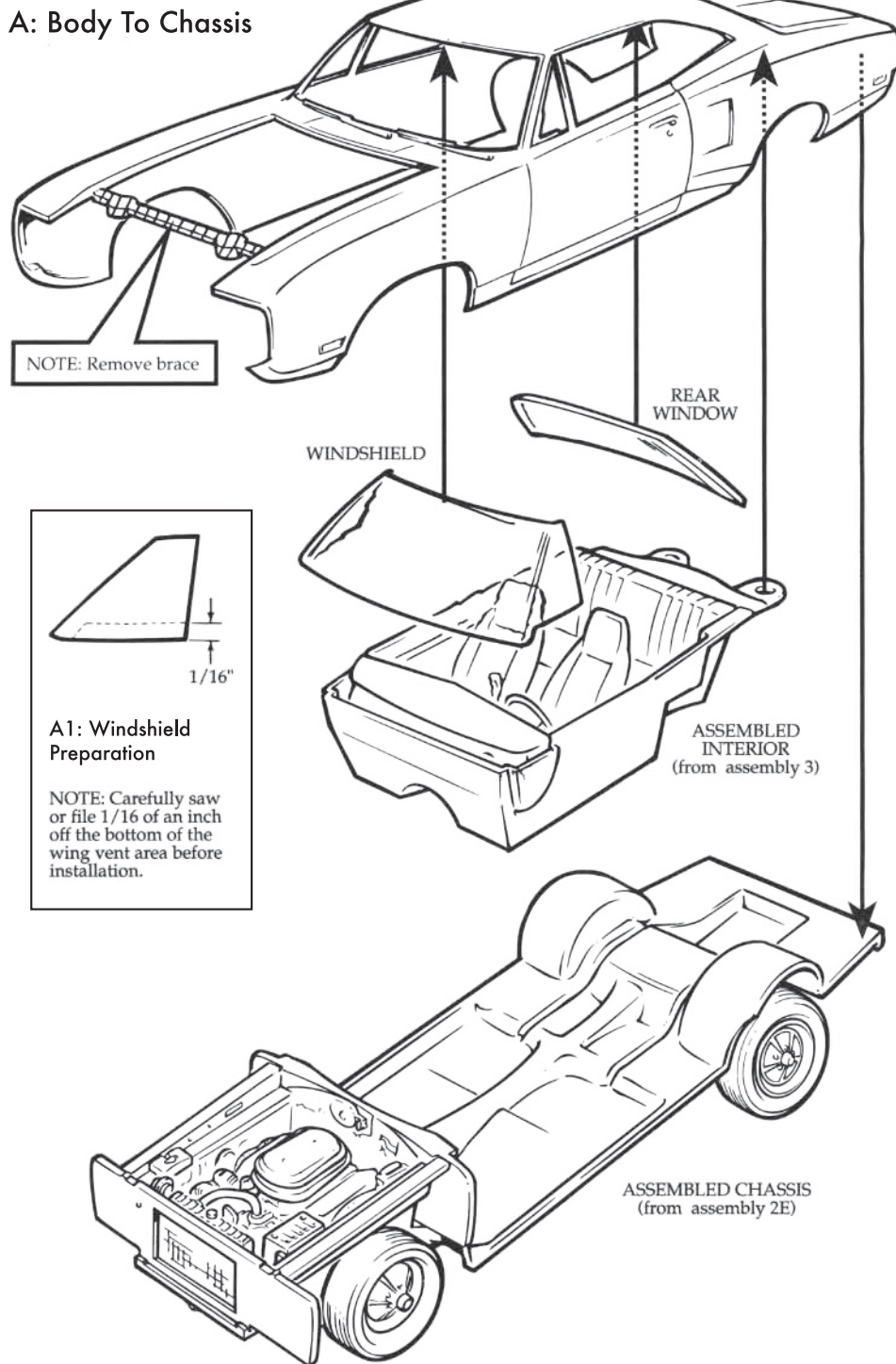


4 BODY ASSEMBLY

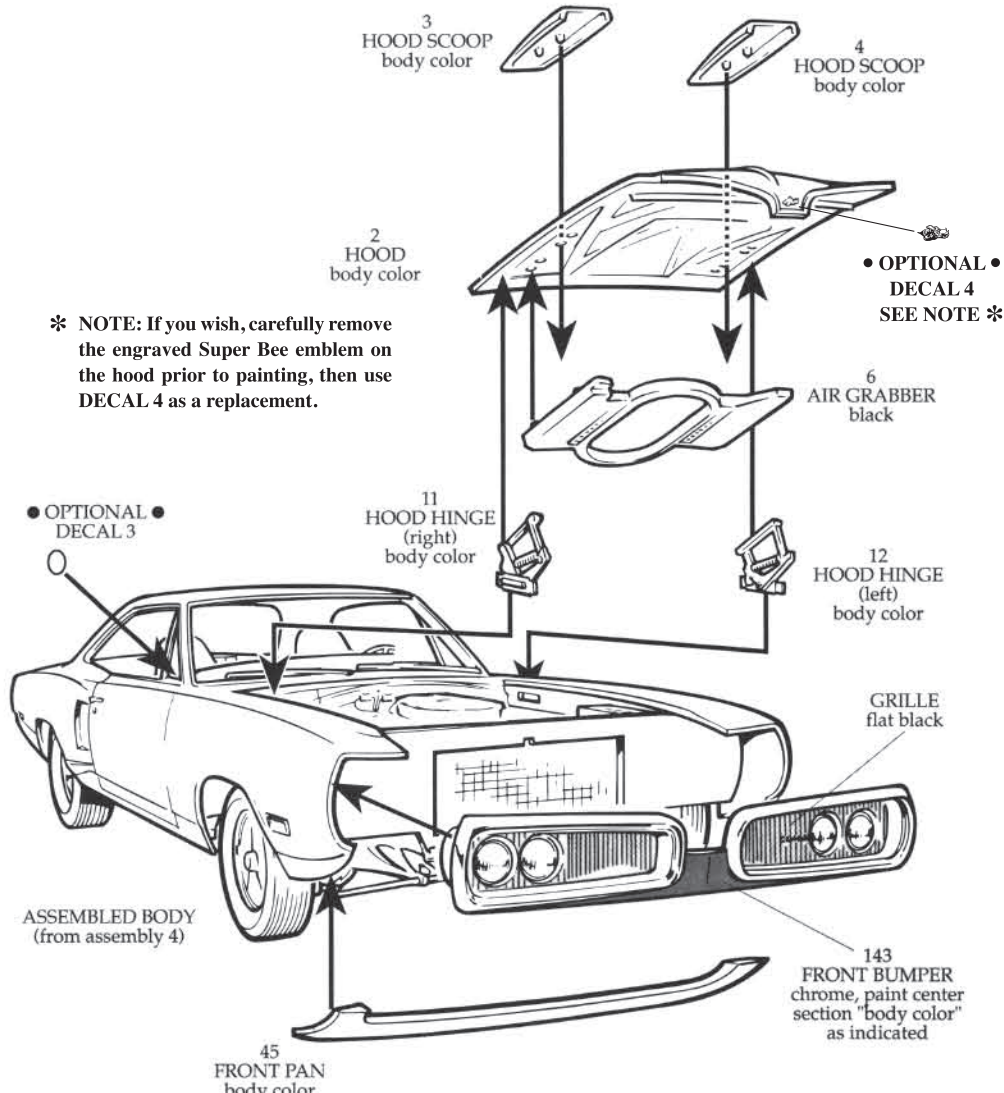
NOTE: Tape BODY, HOOD, and FRONT PAN together and paint as a unit prior to assembly.

A 1970 Dodge "Super Bee" could be ordered with the following body colors: Light Blue Metallic, Bright Blue Metallic, Dark Blue Metallic, Bright Red, Light Green Metallic, Dark Green Metallic, Dark Burnt Orange Metallic, Beige, Dark Tan Metallic, White, Black, Cream and Light Gold Metallic. The new "high impact" colors were available, optional at extra cost including: Plum Crazy, Sublime, Banana, Go-Mango and Hemi Orange.

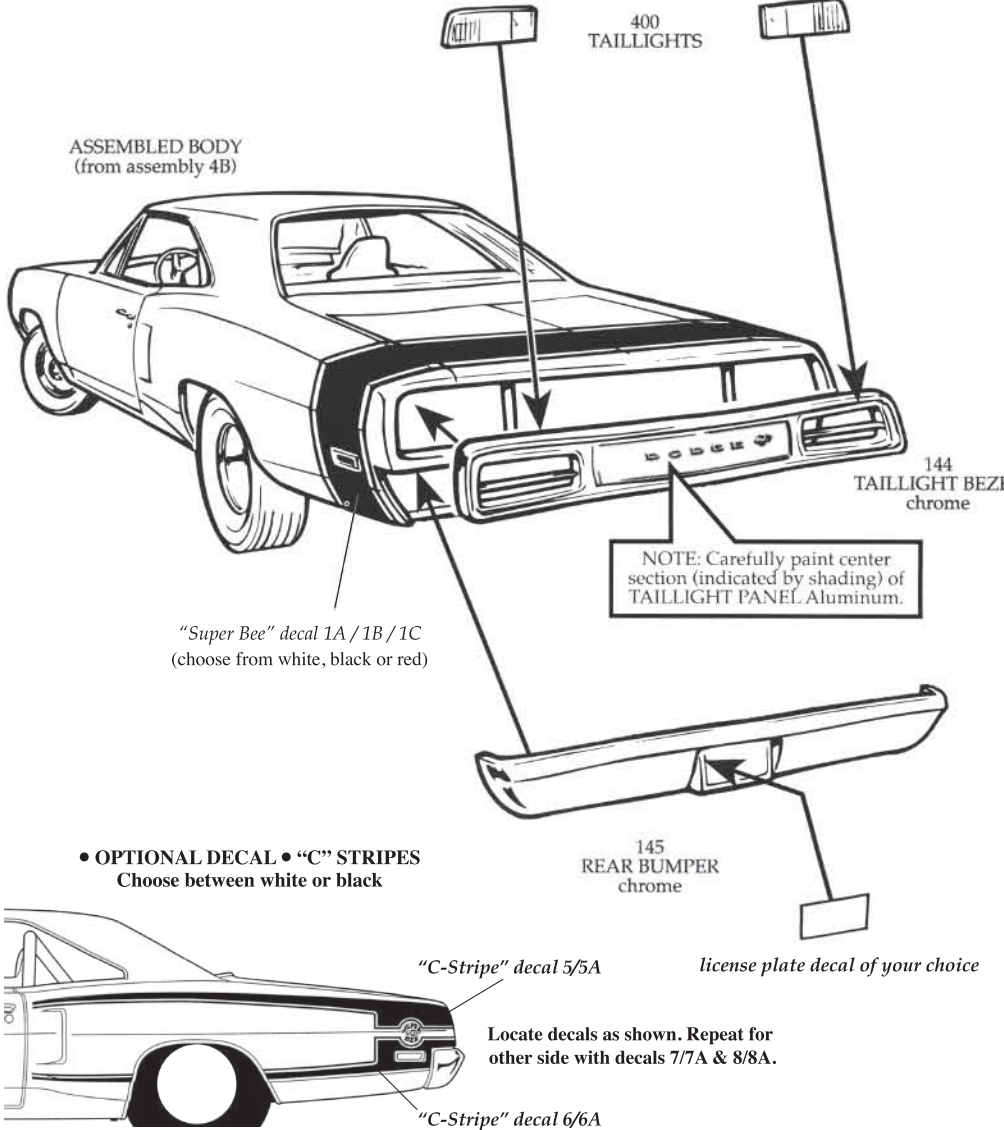
A: Body To Chassis



B: Body Front End Assembly



C: Body Rear End Assembly



In the muscle car wars of the late '60's and early '70's, Dodge not only had to compete with GM and Ford, but also with its sister division Plymouth. The Dodge Coronet Super Bee was an answer to the famous Plymouth Roadrunner and could be had with a variety of Mopar performance engines up to and including the 426 Hemi, and the even bigger wedge head 440. As the name implies, there were 440 cubic inches of displacement inside this monster motor. The old axiom, "there is no substitute for cubic inches" was the rule here and indeed it was a good one. There is also a saying "if one is good, more must be better"; this applied to the carburetors under the double scooped hood. Not one, but three two-barrel carburetors fed the fuel to the fire down below. The name 440 six-pack had a special meaning to the 1970 Dodge Coronet Super Bee and the meaning was and is performance.

The new AMT '70 Dodge Super Bee kit replicates this monster muscle car wonder right down to the three double barrel carbs, the special air cleaner that took in fresh air from dual air scoops on the hood and, of course, the 440 cubic inch engine. There were few true competitors to this pavement ripping street racer, even Chrysler's own Hemi engined cars had trouble staying with the 440 at the drag strip, only getting by at the top end. On the street, up to legal speeds, the 440 was king. Enjoy your kit of this muscular muscle car.

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GOODYEAR
DODGE
MOPAR

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.

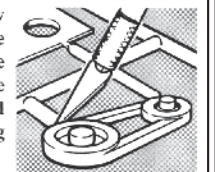
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be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



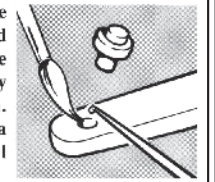
TWEEZERS

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



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

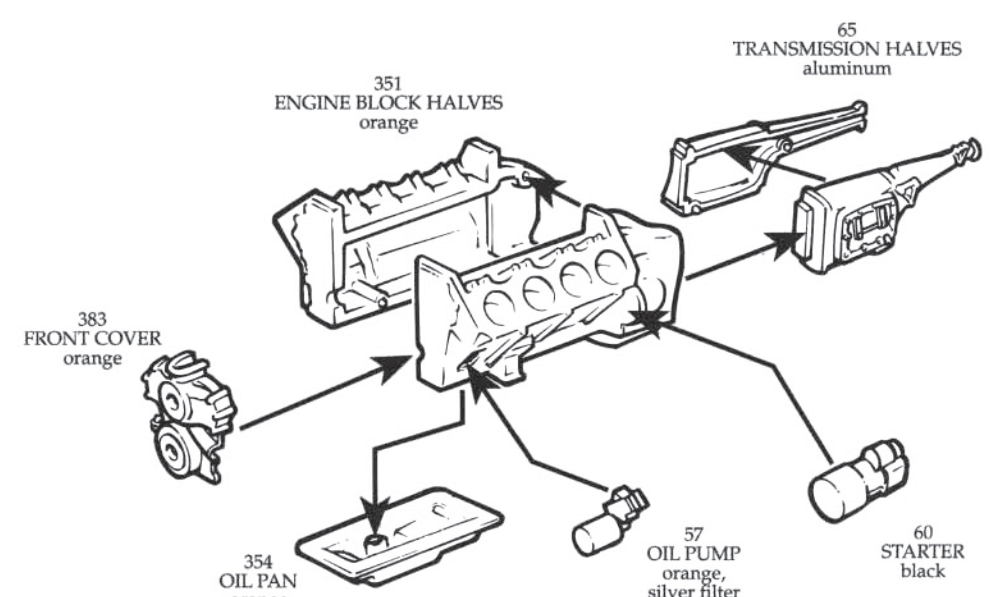
ABOUT THE EXTRA PARTS INCLUDED

Due to its tooling configuration, this fine MPC kit contains many extra parts, including a complete set of custom wheels. Use them to enhance your model, or keep them for other projects!

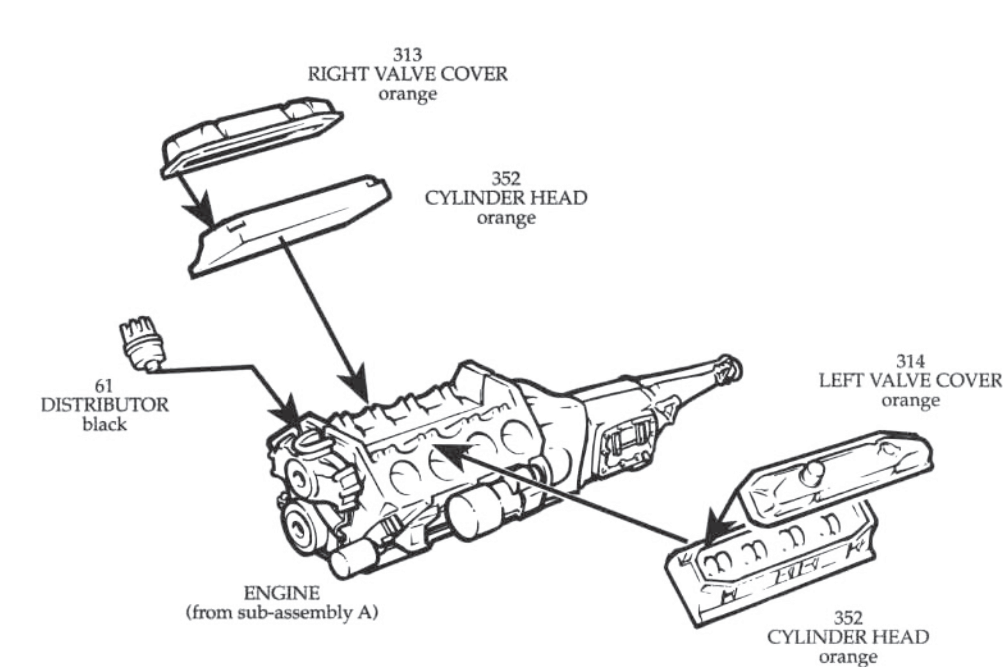


1 "440 Six Pack" ENGINE ASSEMBLY

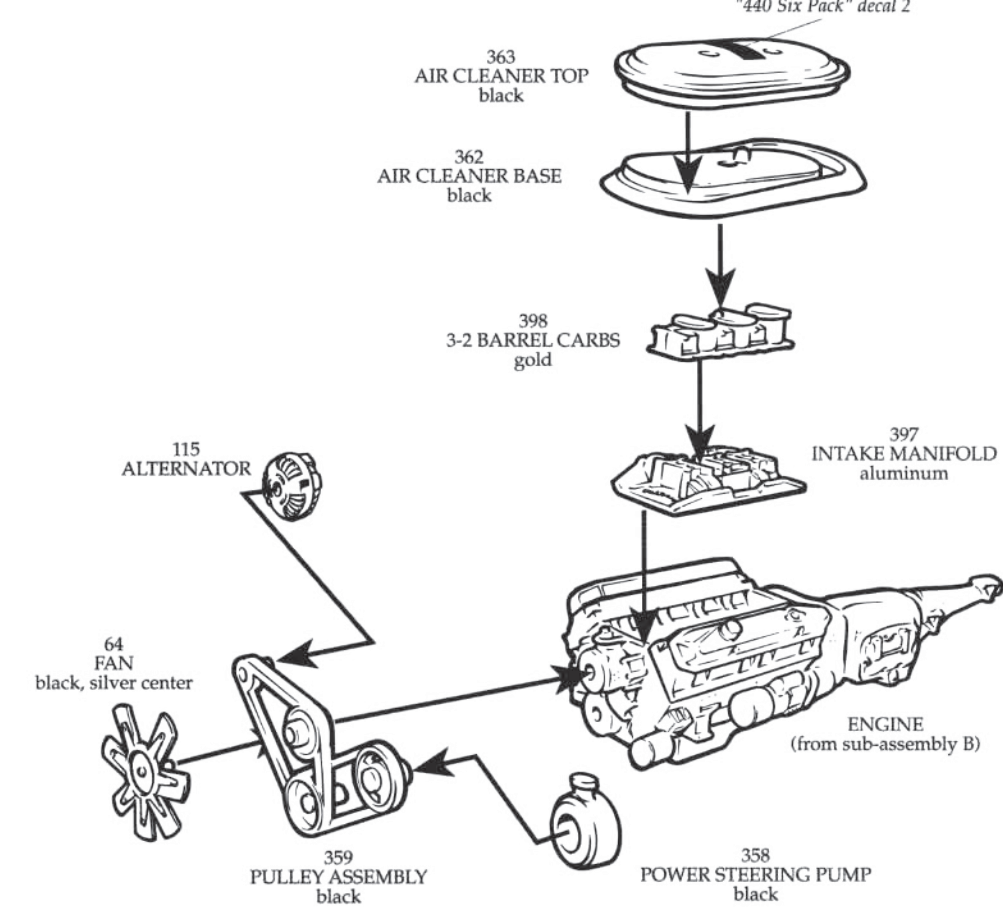
A: Engine Block Assembly



B: Engine Sub-assembly

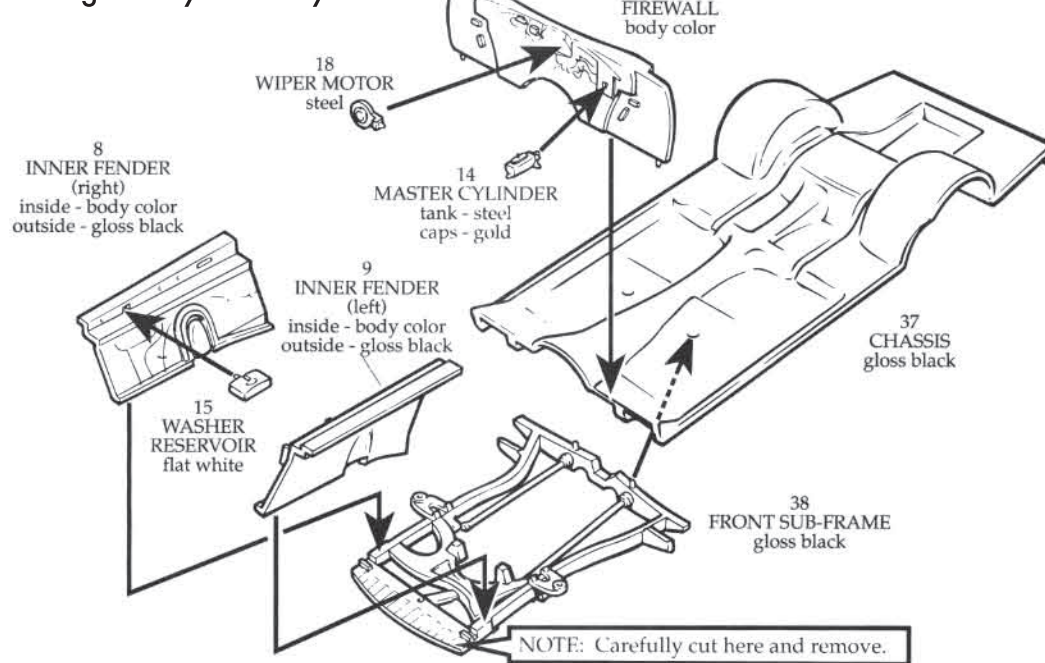


C: Final Engine Assembly

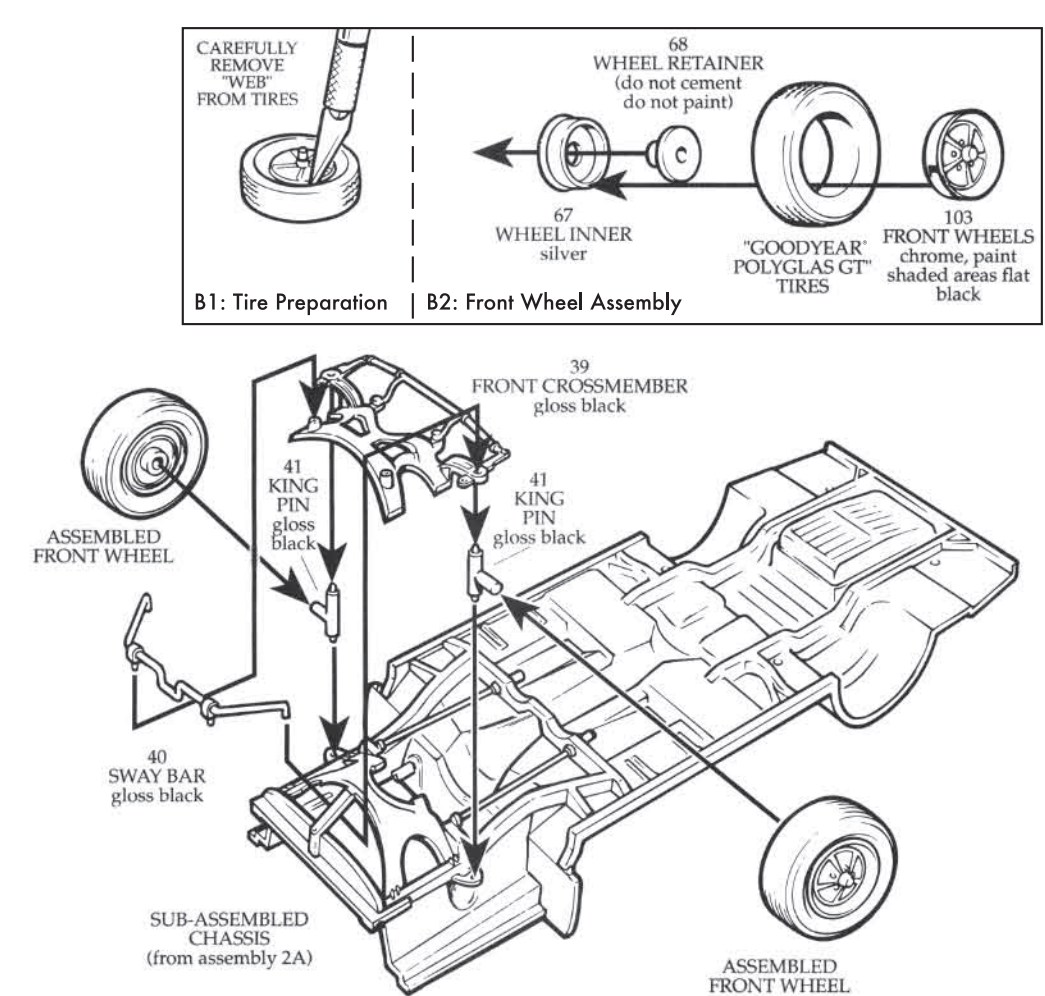


2 CHASSIS ASSEMBLY

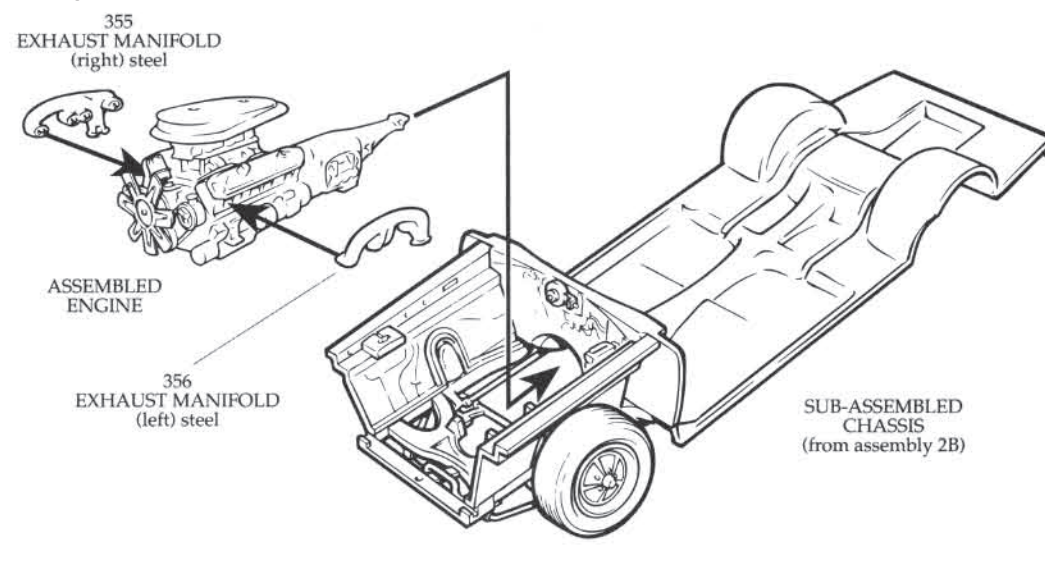
A: Engine Bay Assembly



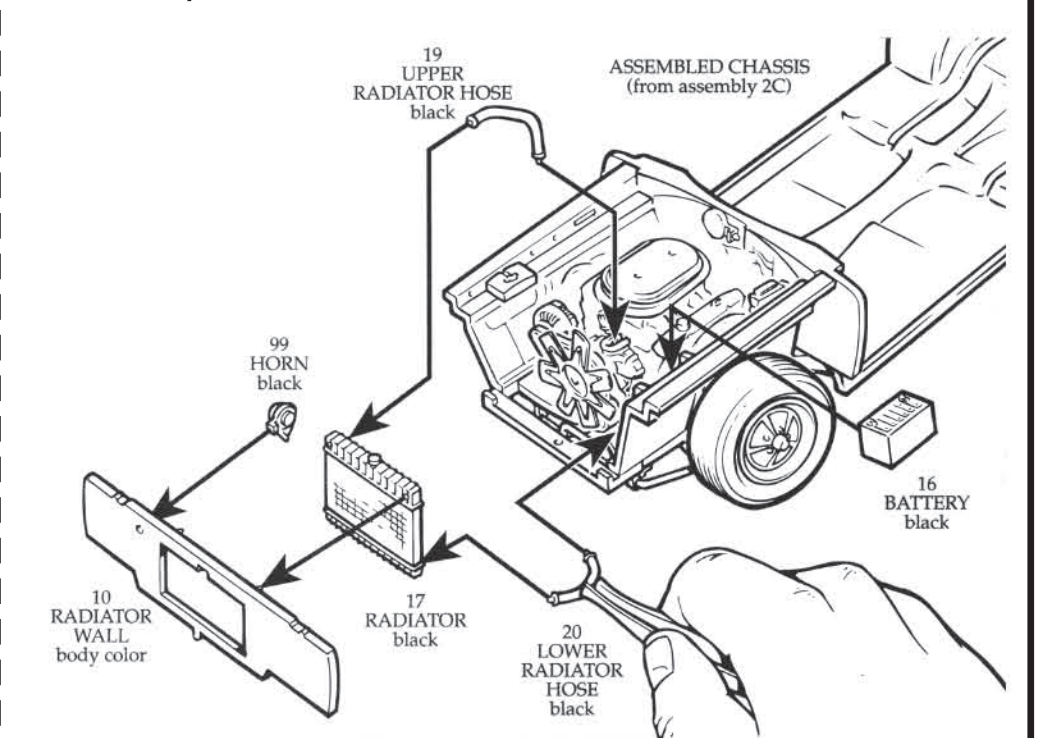
B: Front Suspension Assembly



C: Engine Location



D: Coolant System



E: Rear Suspension Assembly

