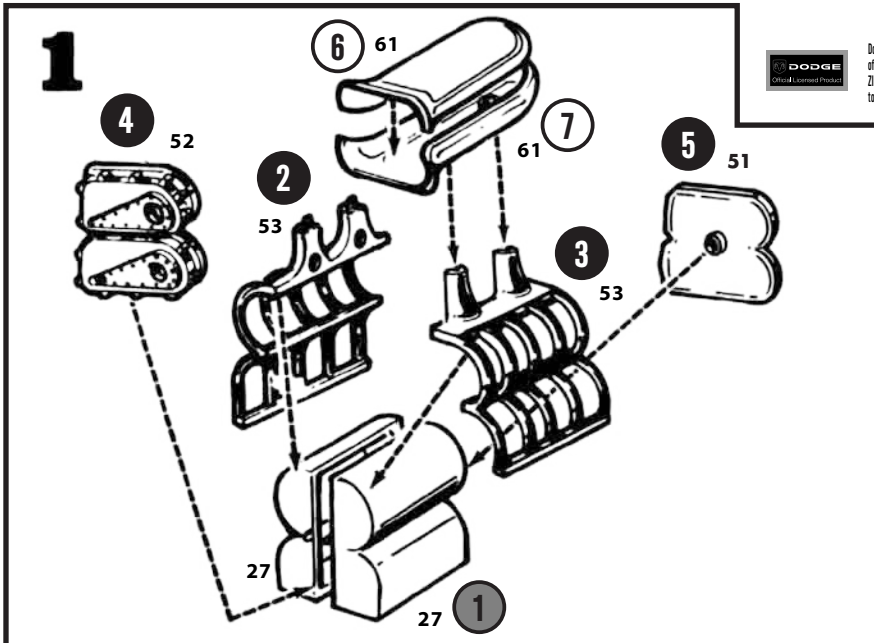




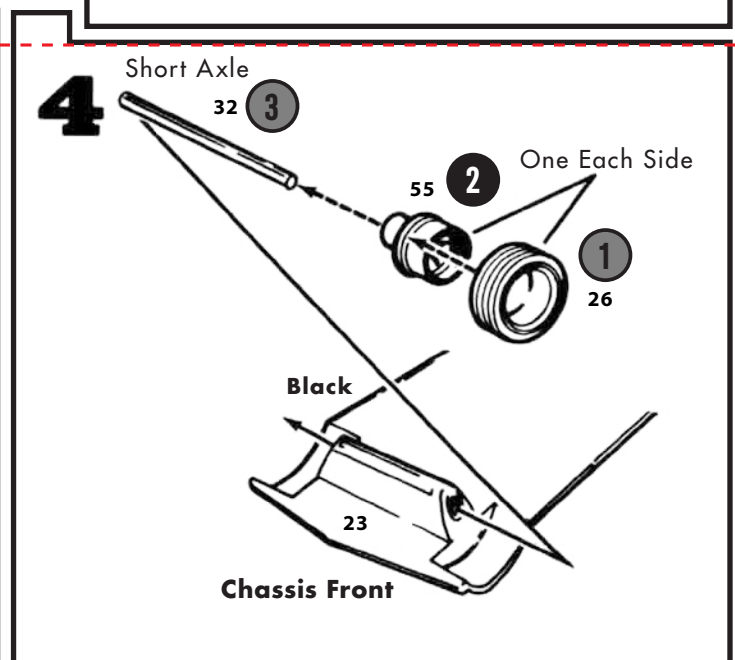
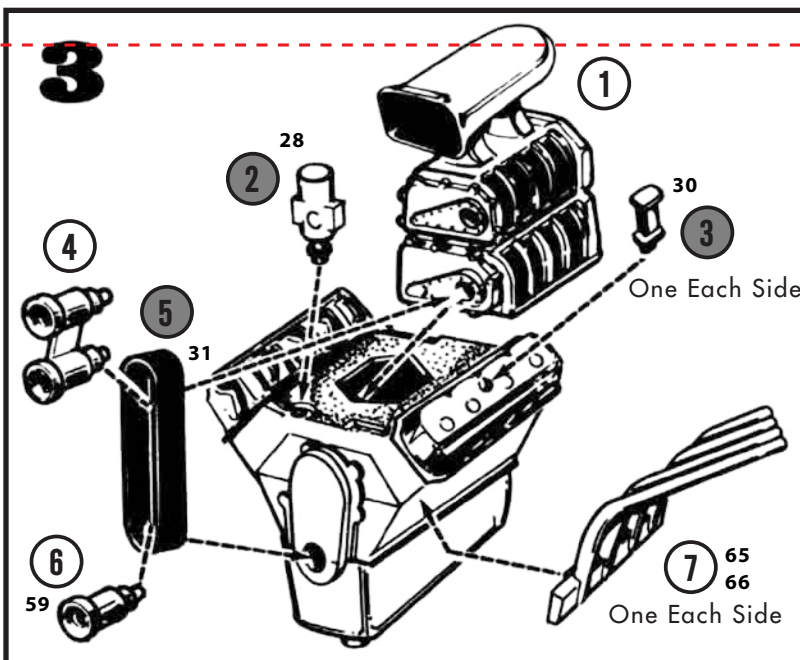
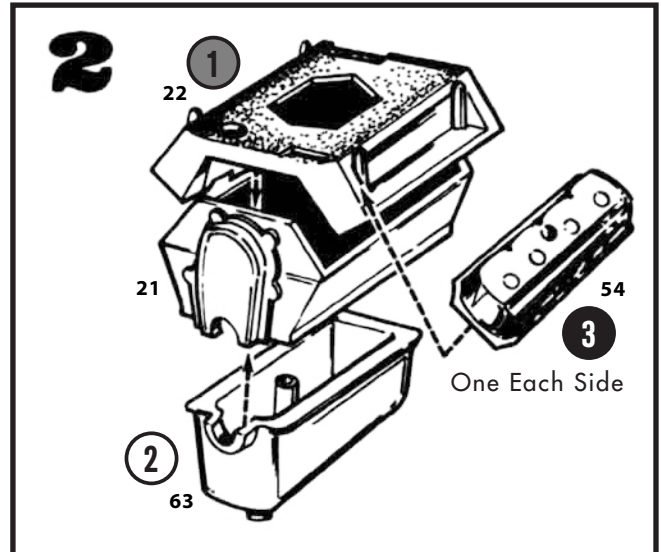
Before you begin building, look over the instructions carefully and test fit parts without cementing. Remove small parts from 'runners' with a modeler's knife, do not twist them off. MPC kits are made of the highest quality styrene plastic. Use only paint and cement made for styrene. Be sure that cement is used sparingly. Trim off excess plastic or 'flash' and scrape plating from chromed parts before joining. Follow the instructions carefully. The parts are numbered in their assembly order.

● Chrome ● Black ○ Body Color

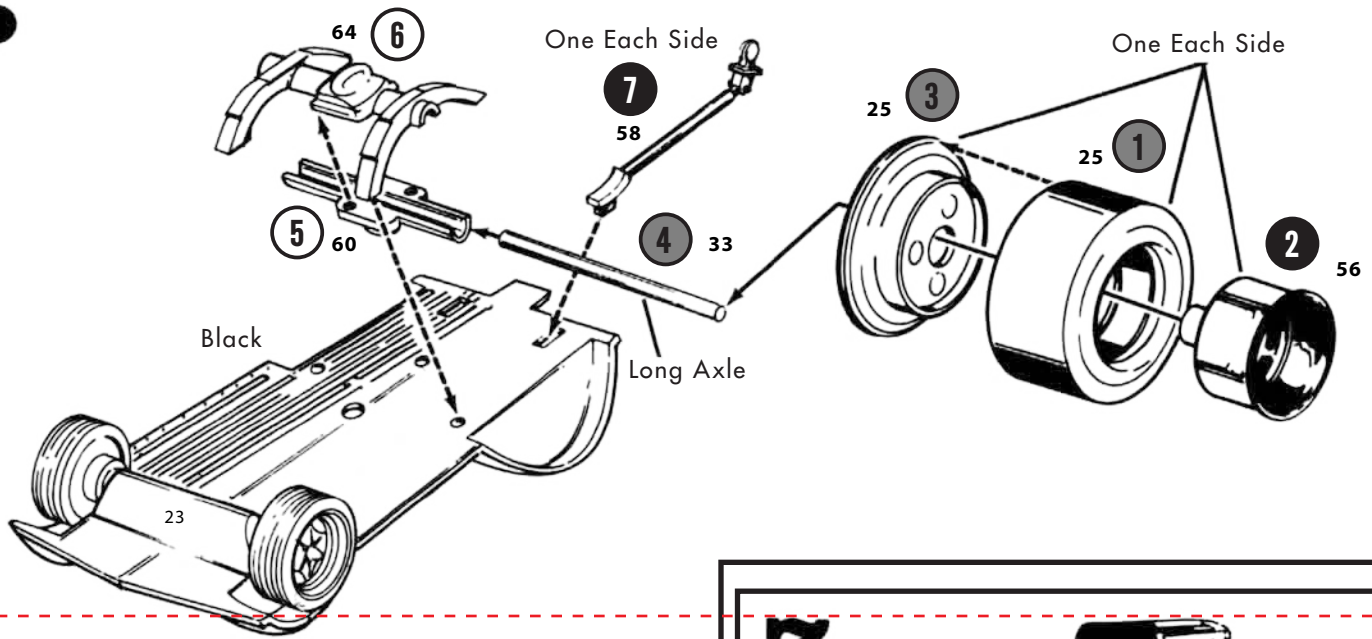
M738-200



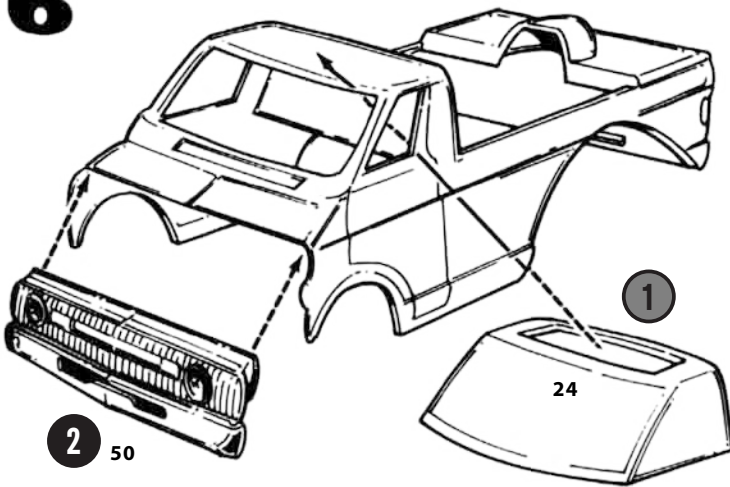
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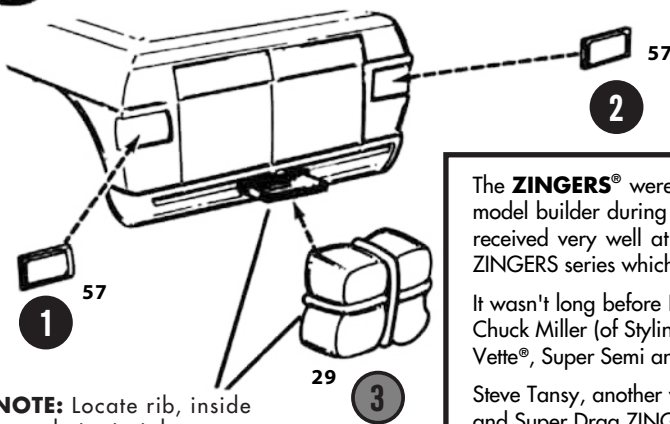
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# 6

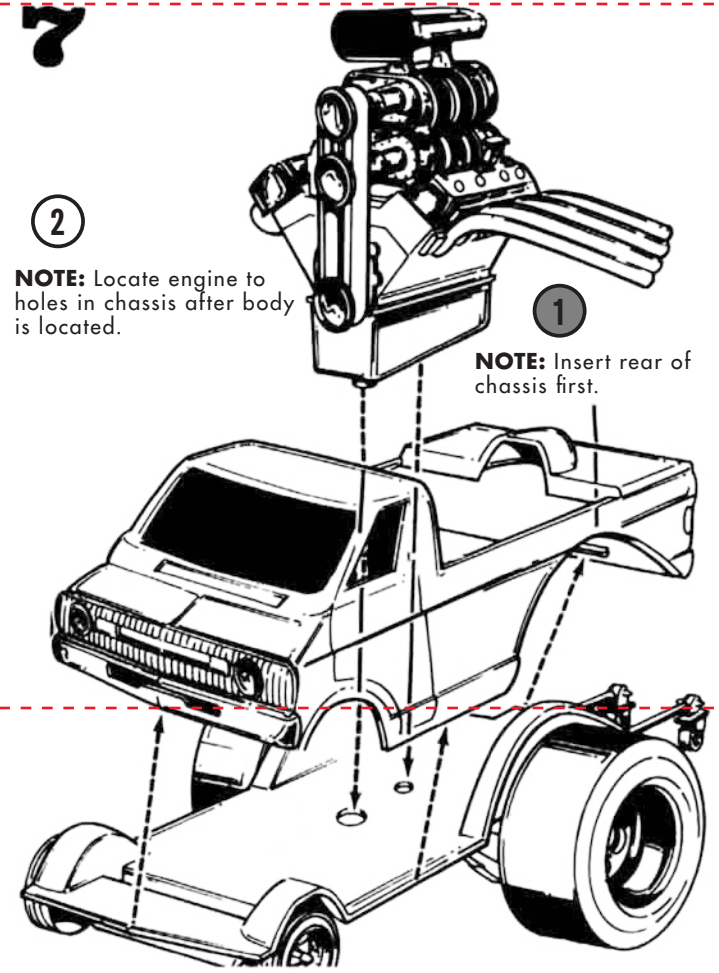


# 8



**NOTE:** Locate rib, inside parachute, to tab on rear bumper.

# 7



**NOTE:** Locate engine to holes in chassis after body is located.

**NOTE:** Insert rear of chassis first.

The **ZINGERS**® were taken from an original concept developed in the early 1970s by Denny Johnson, a master model builder during those years. His idea of putting oversized engines and wheels in a smaller scale body was received very well at model contests and custom car shows. MPC's engineering team turned the idea into the ZINGERS series which grew to a total of eight great kits.

It wasn't long before Bob Larivee Sr. of Promotions, Inc. commissioned the highly talented 1:1 custom car creator Chuck Miller (of Styline Customs at the time) to build four of the ZINGERS as "real" vehicles. Chuck built the VW®, Vette®, Super Semi and Super Van ZINGERS.

Steve Tansy, another well known custom car designer, was commissioned to build 1:1 versions of the Super Dune and Super Drag ZINGERS.

These wild "models brought to life", with their half-scale bodies, received wide magazine coverage and toured the country with great interest and excitement following them everywhere they went.

Now, after a 30 year absence, MPC's ZINGERS are back! They are icons of model car history and are just as much fun to build and collect today!