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**1/16 SCALE**

# Buddy Baker's™ 1973 DODGE CHARGER

**BUDDY BAKER™**

BIRTH DATE:	Jan, 25, 1941	HEIGHT:	6'5"	MARITAL STATUS:	Wife, Coleen
WEIGHT:	215	HOME:	Charlotte, N.C.	CHILDREN:	Bryan, Brandon

Driving the K & K Insurance Dodge, Buddy Baker™ was just six laps away from his first Daytona 500 win in 1973, when his hopes went up in smoke.

His Harry Hyde prepared Dodge won this pole for the richest stock car race. Six days later, Buddy won one of the two 125 qualifying races.

He dominated the 500 until six laps from the end when the engine went. For the season, the tall, strapping son of the legendary Buck Baker finished sixth in the Winston Cup standings with victories in the World 600 (his third), the Nashville 420. His track winnings for the year totaled \$126,045, marking the second time in his career he had hit six figures. Baker had other super speedway wins in the Texas 500 (1972), National 500 (1967), Southern 500 (1970) and the Rebel 400 (1971). A highly popular driver who was very civic minded, Baker served as the Easter Seal chairman for the Charlotte area. In addition to his other achievements, Baker in 1970 became the first driver to break the 200 mile per hour barrier on a closed circuit course. This was done at the Alabama International Motor Speedway at a speed of 200.447 mph in a Dodge Daytona. He began his career at Columbia, S.C., in 1959 and moved into the top echelon of stock car drivers with his National 500 victory in 1967. Baker also competed in the Grand National East division in 1973, winning three events in seven starts and finishing 15th in the standings.

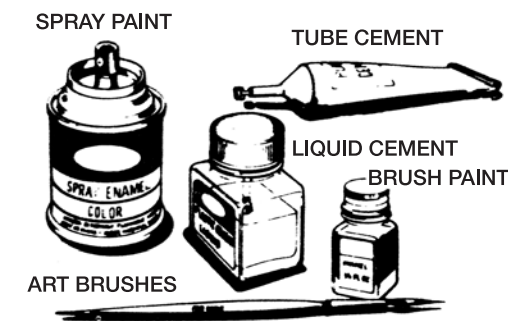
## GENERAL INSTRUCTIONS

This kit is molded of the highest quality styrene plastic and vinyl. Only cement and paints designed for styrene should be used. Extreme care while constructing, patience and practice will result in a beautiful and superbly detailed replica of one of the most famous cars on the stock car racing circuit.

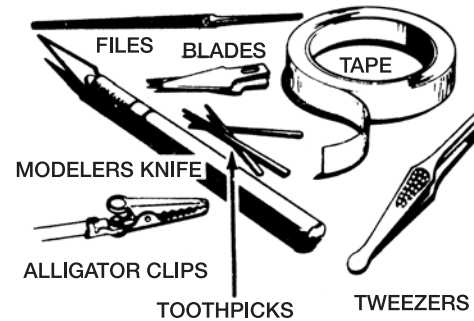
Look over this booklet carefully. Read all notes and study the illustrations. Many hours of research and development have been applied in order to make this kit simple and interesting.

### Procedures:

1. When attaching plated parts together or to non-plated surfaces, scrape plating from contact points to allow strong bond.
2. Painting of parts and components is highly recommended for authenticity. Painting should be done when and how noted.
3. All parts are numbered. Numbered are engraved on the runners next to the part it represents. Sample part No. 100
4. As you build this kit, work assembly by assembly in order. Do not skip around. If you have difficulty, go back and reread step by step. Use care, check alignment, use cement sparingly, take your time and have fun.
5. Shown below are some tools that we suggest you use in building your kit. These tools are found around the house or at your local hobby shop.



ART BRUSHES

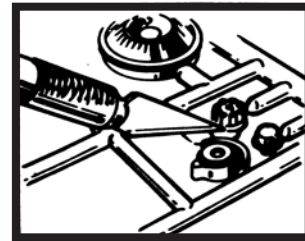


1 NON PLATED

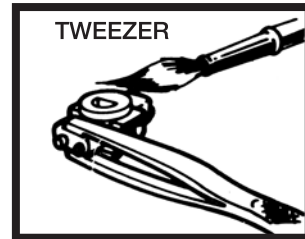
1 PLATED

1 CLEAR

1 PART NUMBER



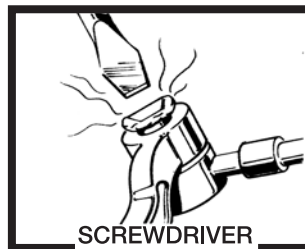
MODELERS KNIFE  
To detach and trim.



TWEEZER  
To pick up, hold and locate small parts.

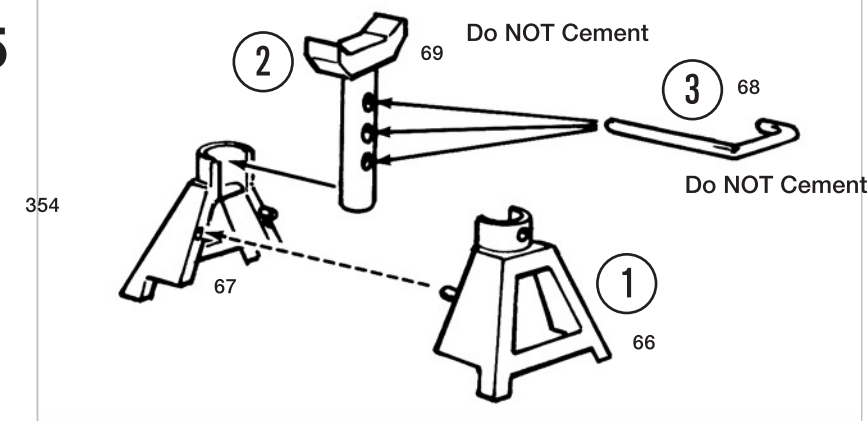


TOOTHPICKS  
For applying cement to small parts.



SCREWDRIVER  
Heat seal pins for movable parts. Where cement is not used.

# 35

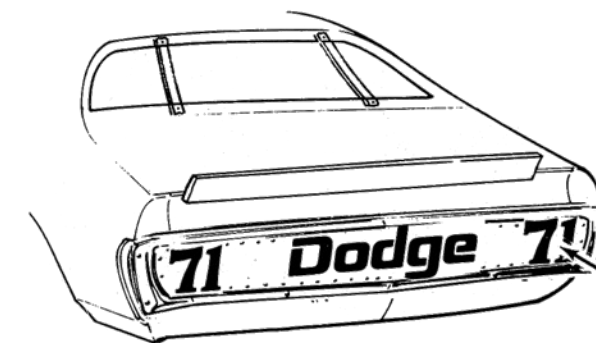
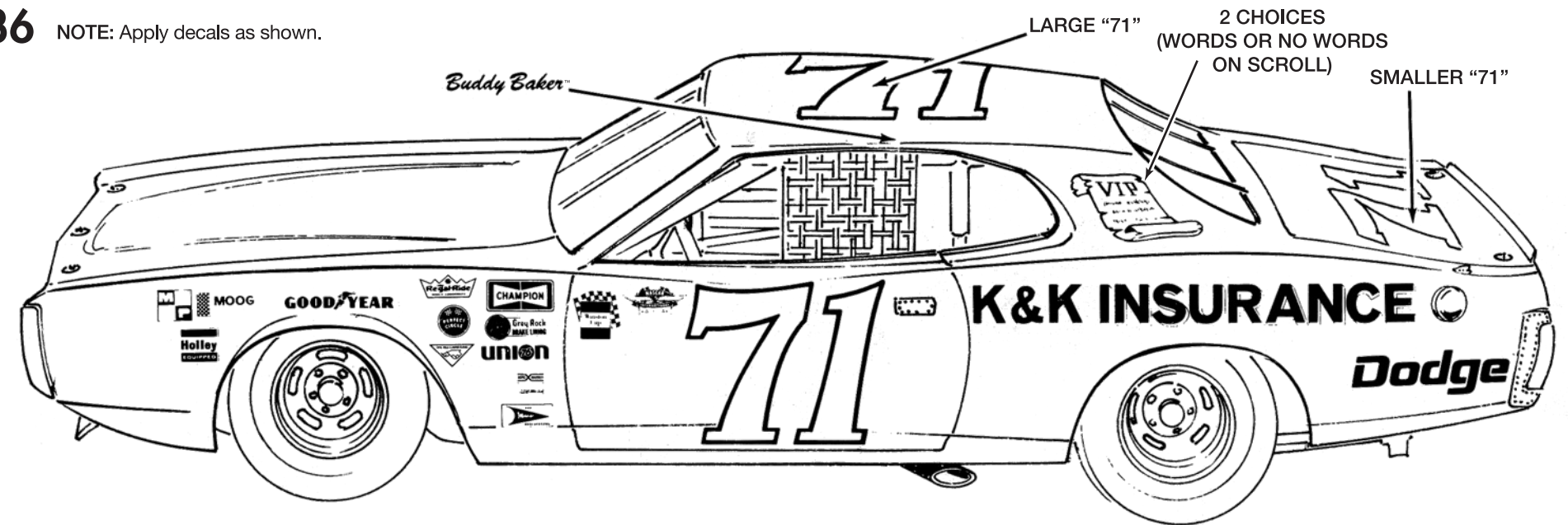


NOTE: Assemble 4 Jack Stands as illustrated at left. Paint color of your choice. These jack stands are designed to give you 3 positions for height. Place them under the frame when model is completed.

1. Jack Stand Base
2. Jack Stand Strut
3. Jack Stand Lock Pin

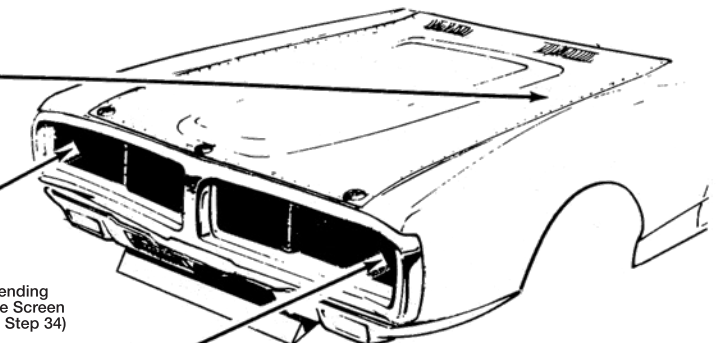
# 36

NOTE: Apply decals as shown.



WHITE "71"

# 426 C.I.



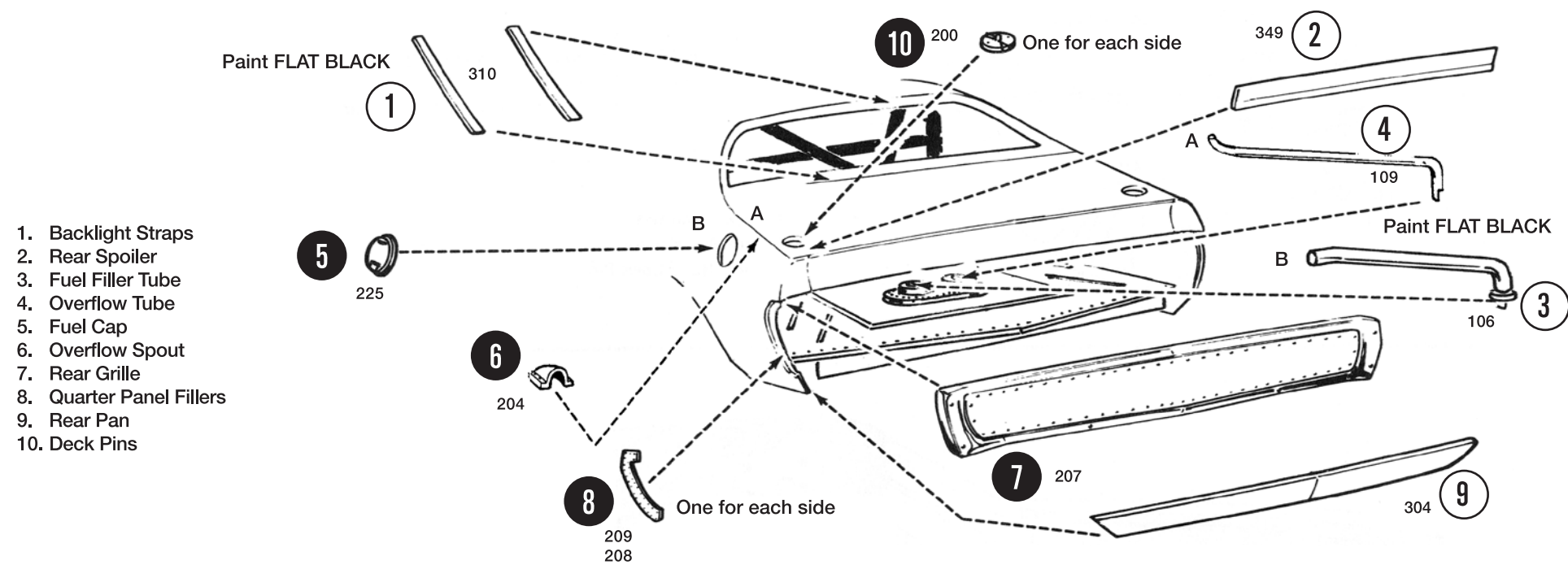
71

(Depending on Grille Screen color in Step 34)

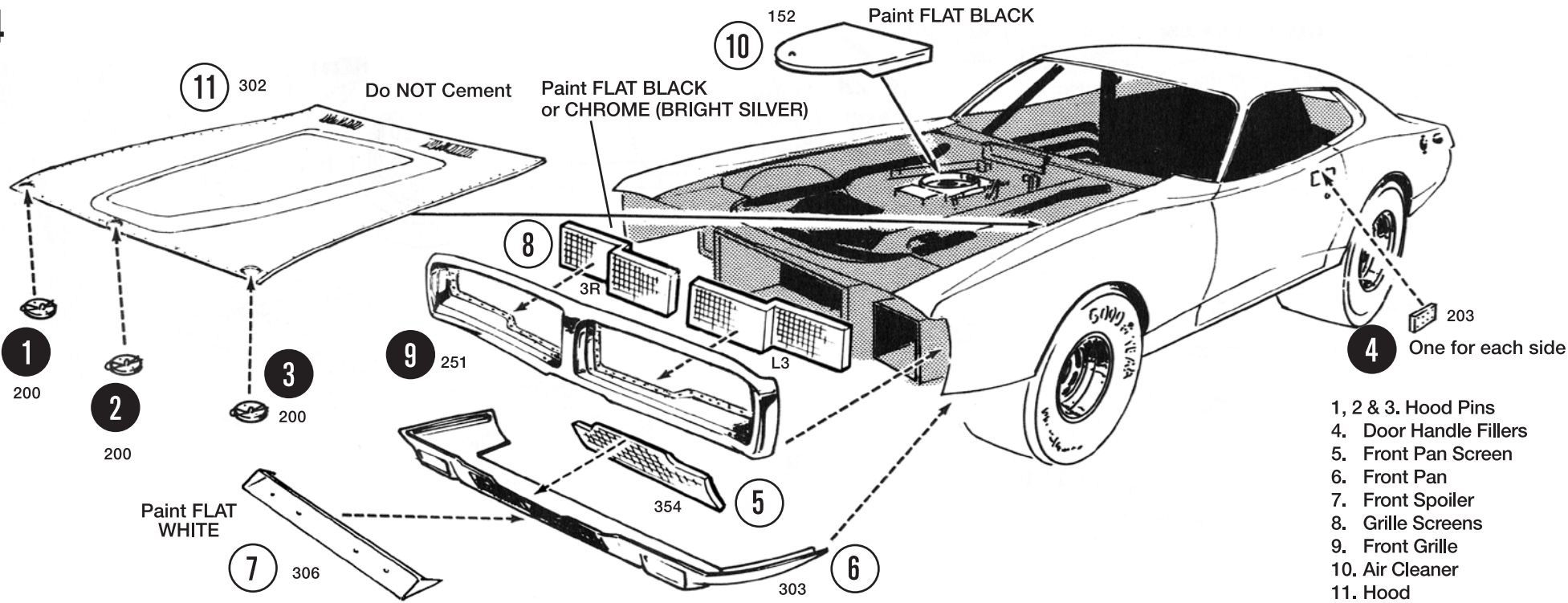
BLACK OR WHITE "71"

71

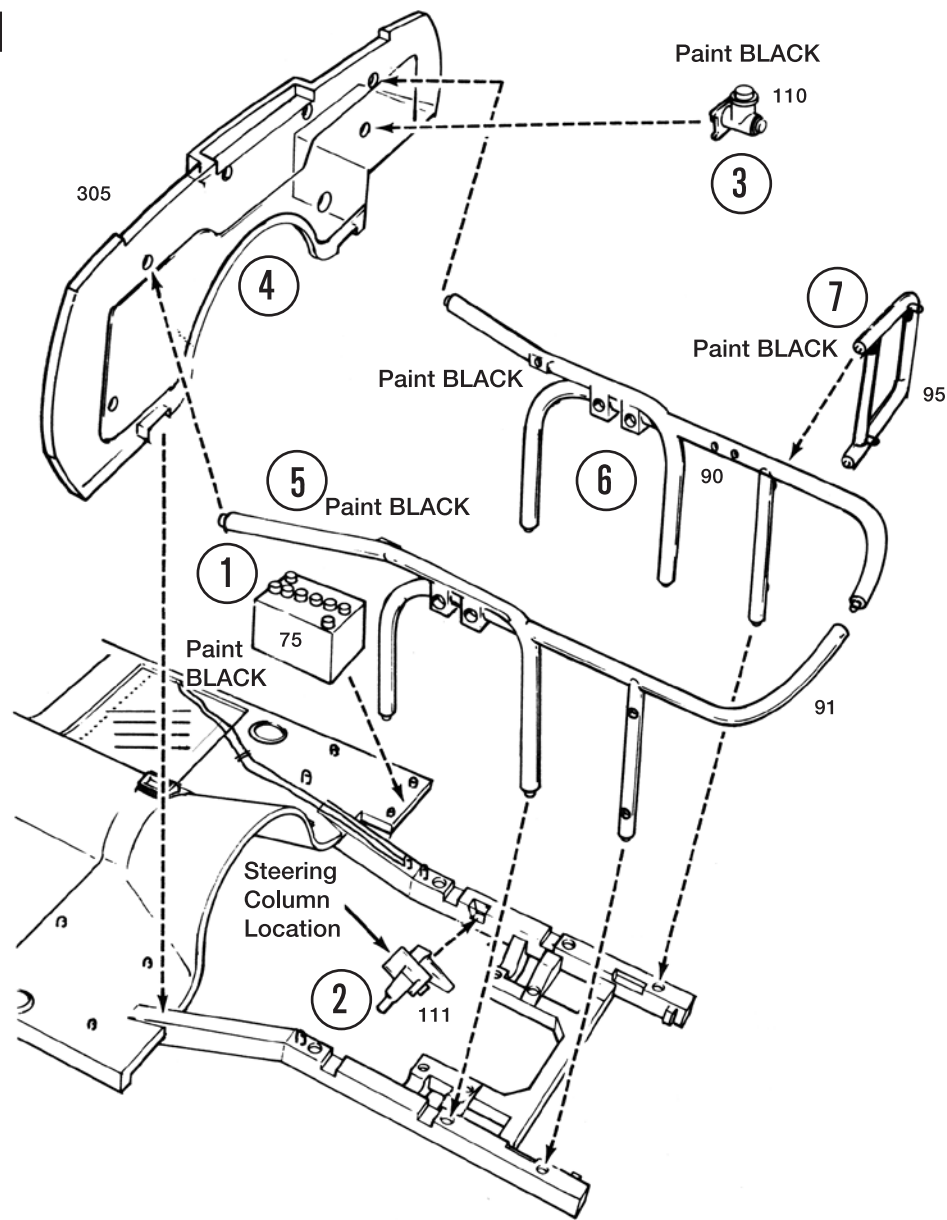
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34

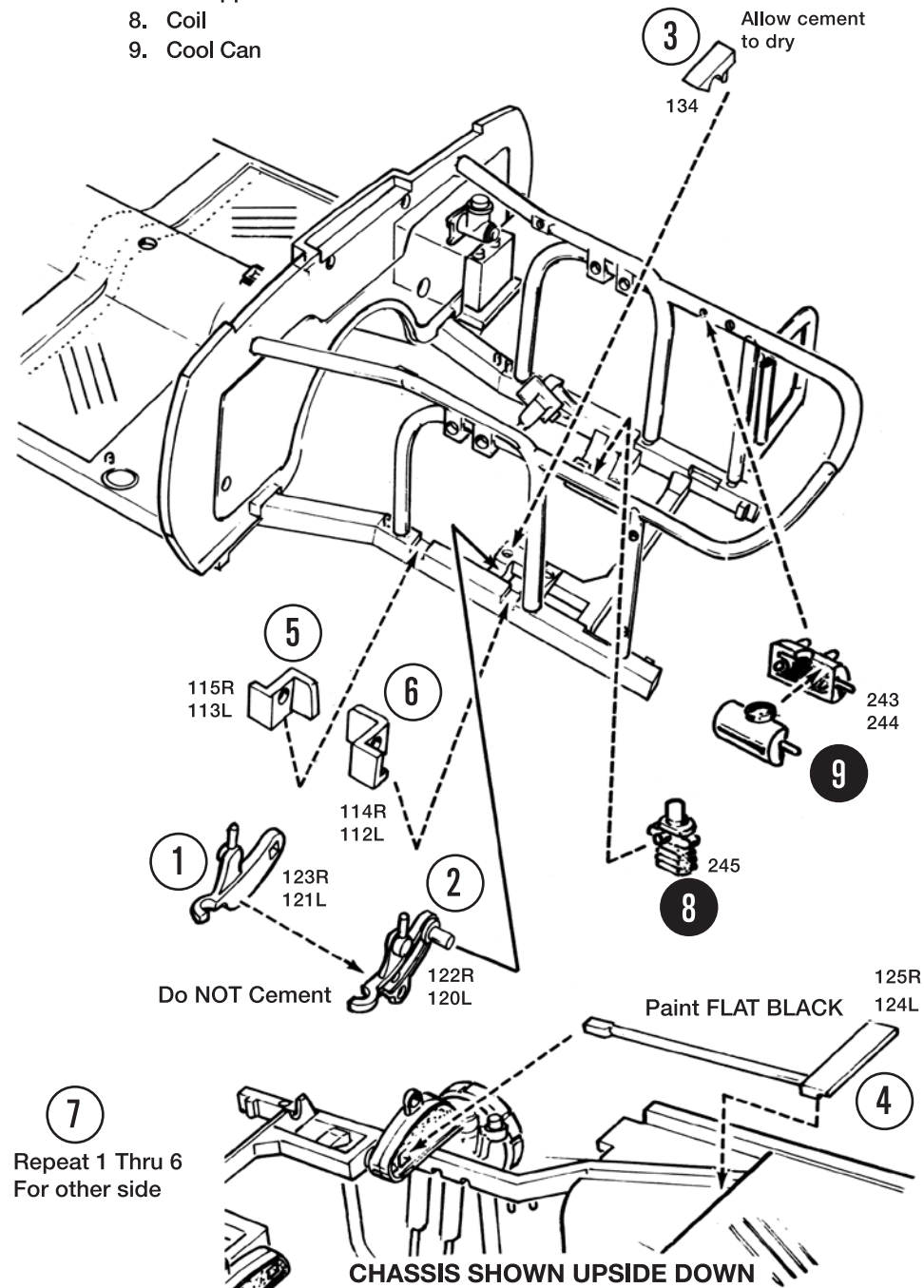


1

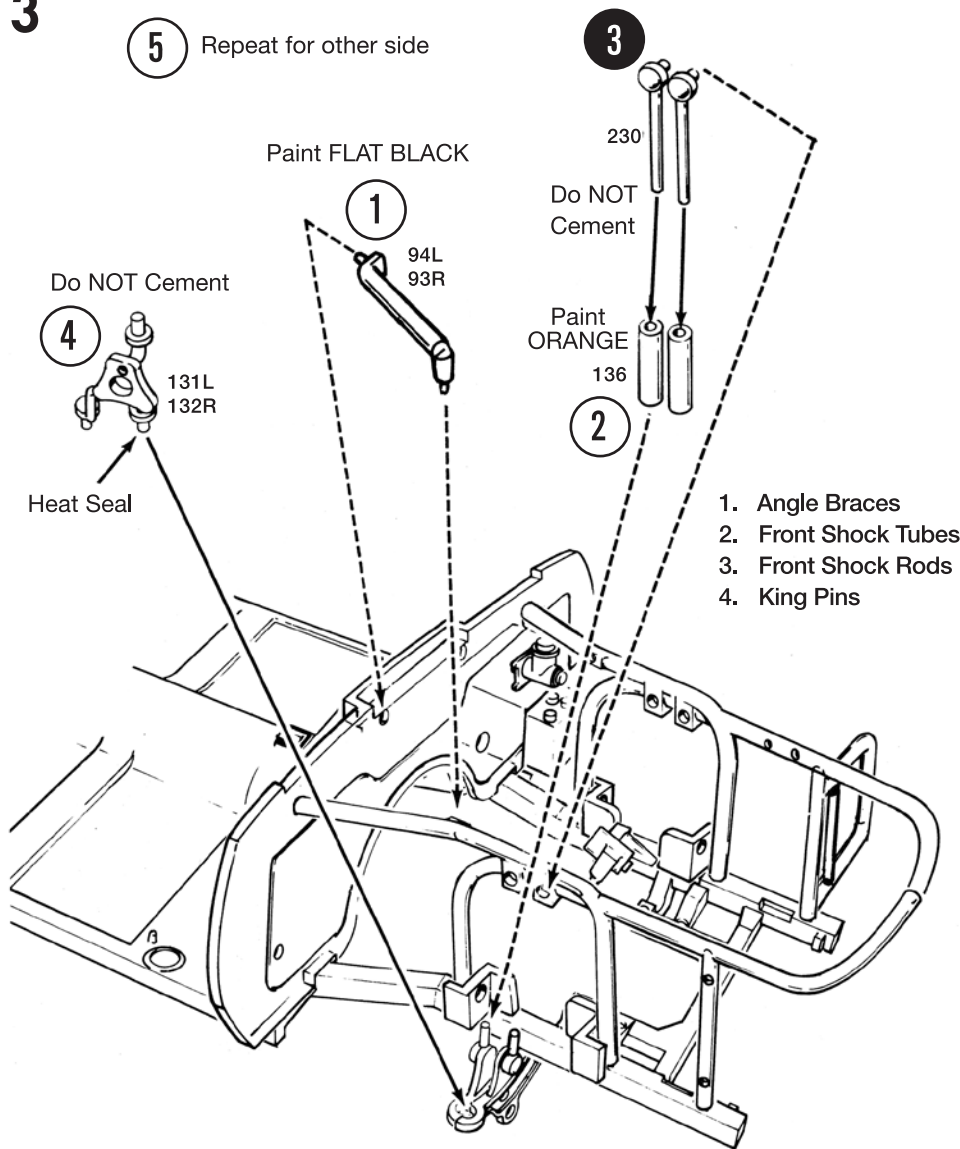


2

- 1 & 2. Lower Control Arm
3. Control Arm Retainer
4. Torsion Bar
- 5 & 6. Upper Control Arm Brackets
8. Coil
9. Cool Can

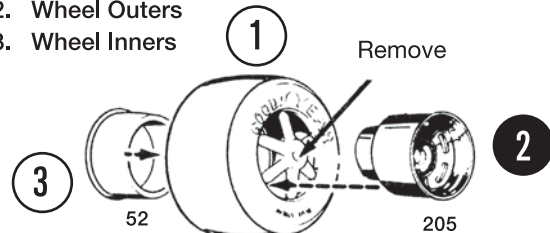


3



4

1. Tires
2. Wheel Outers
3. Wheel Inners

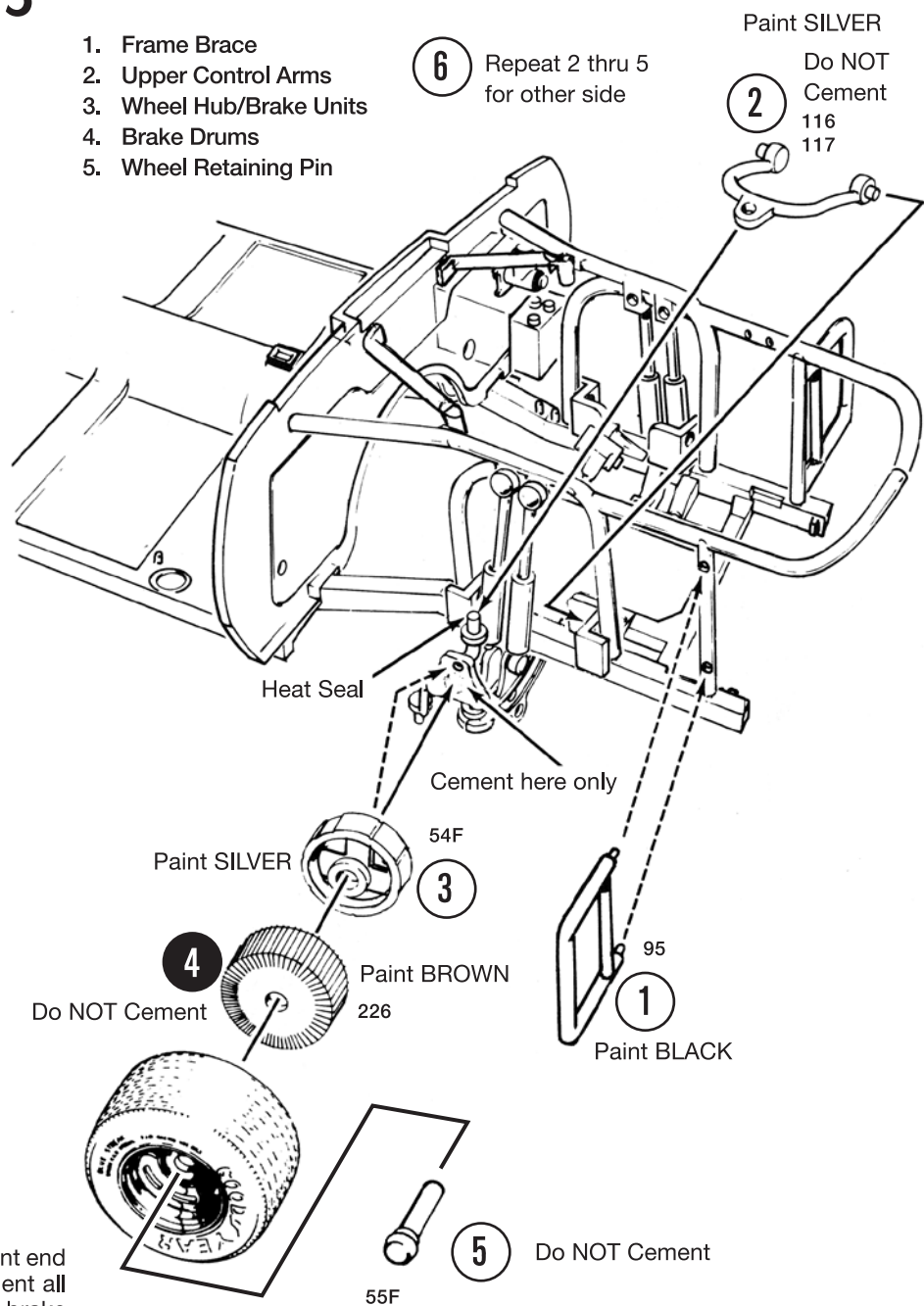


Build 4 wheel assemblies.

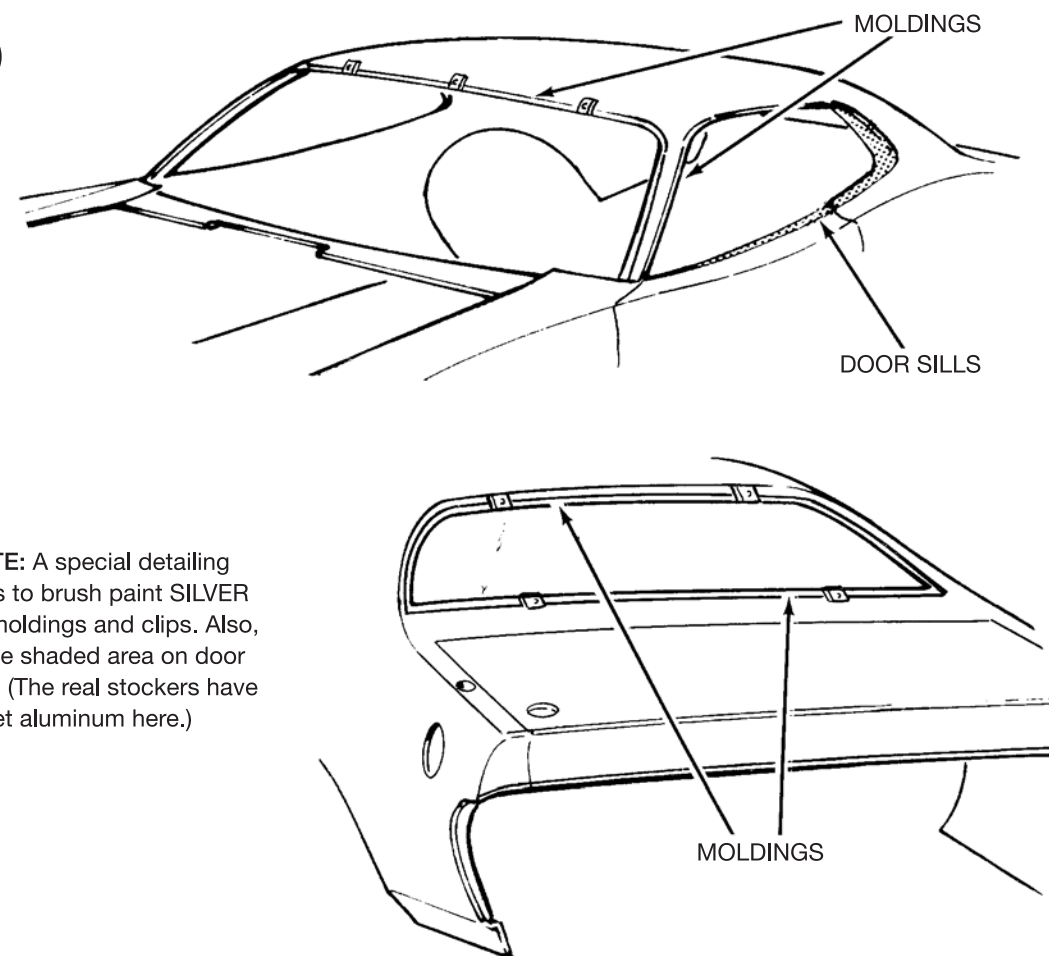
**NOTE:** If you want a static front end (one that does not work) cement all parts together except the brake drum and retaining pin.

5

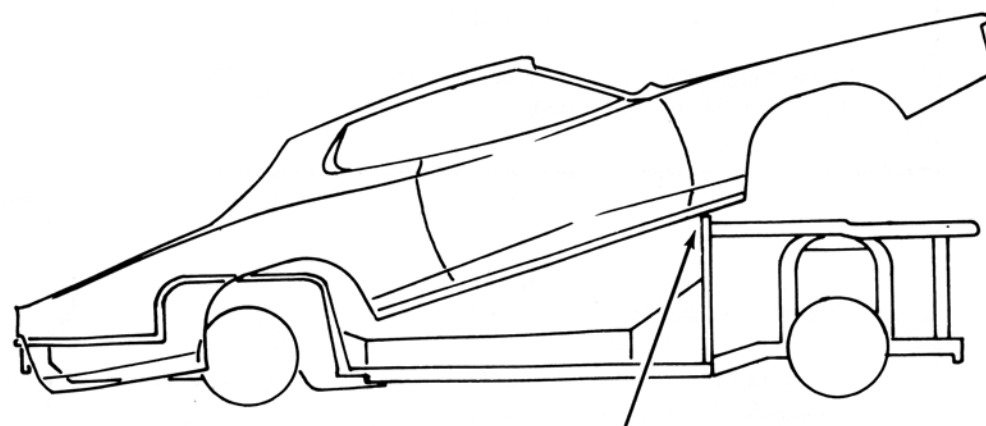
1. Frame Brace
2. Upper Control Arms
3. Wheel Hub/Brake Units
4. Brake Drums
5. Wheel Retaining Pin



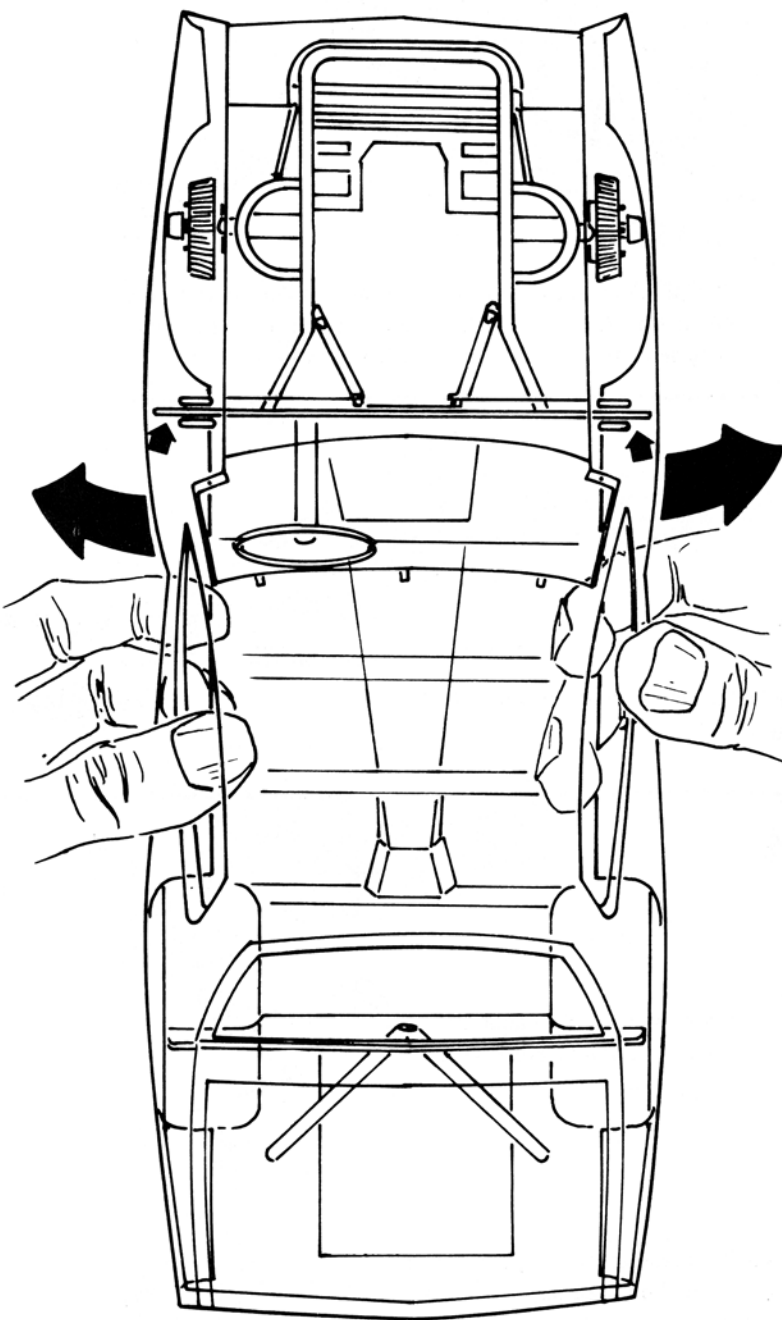
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31

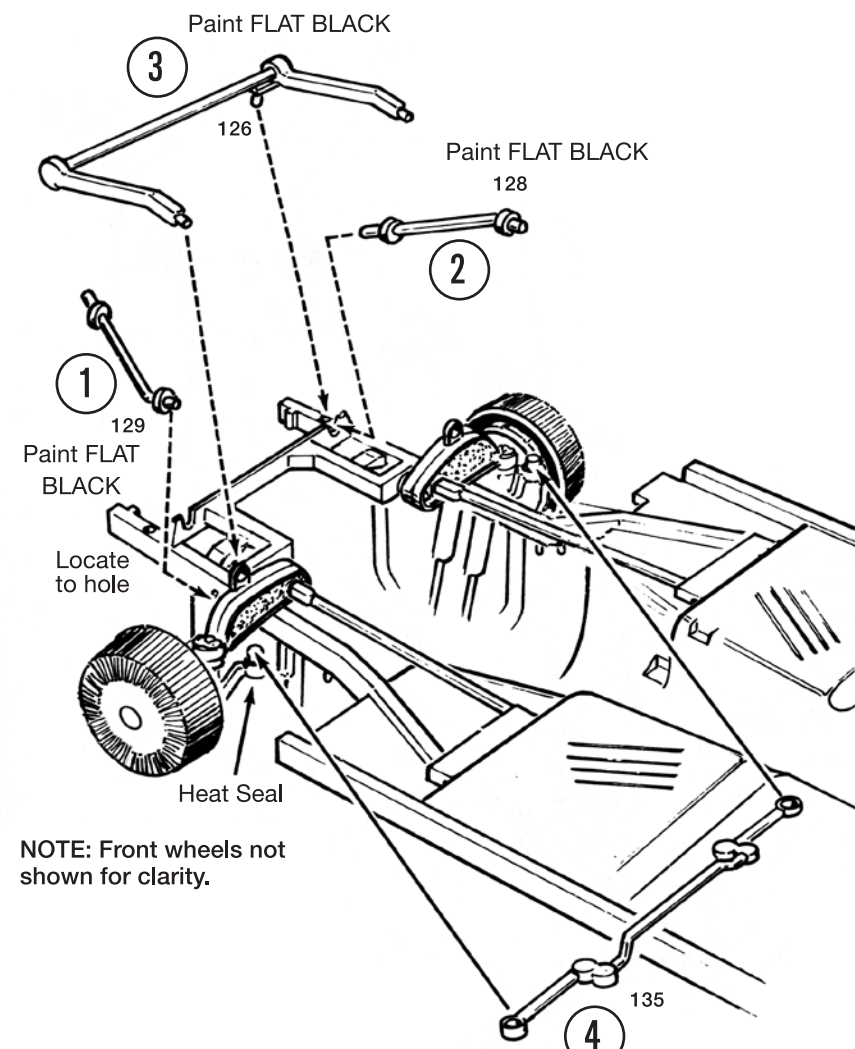


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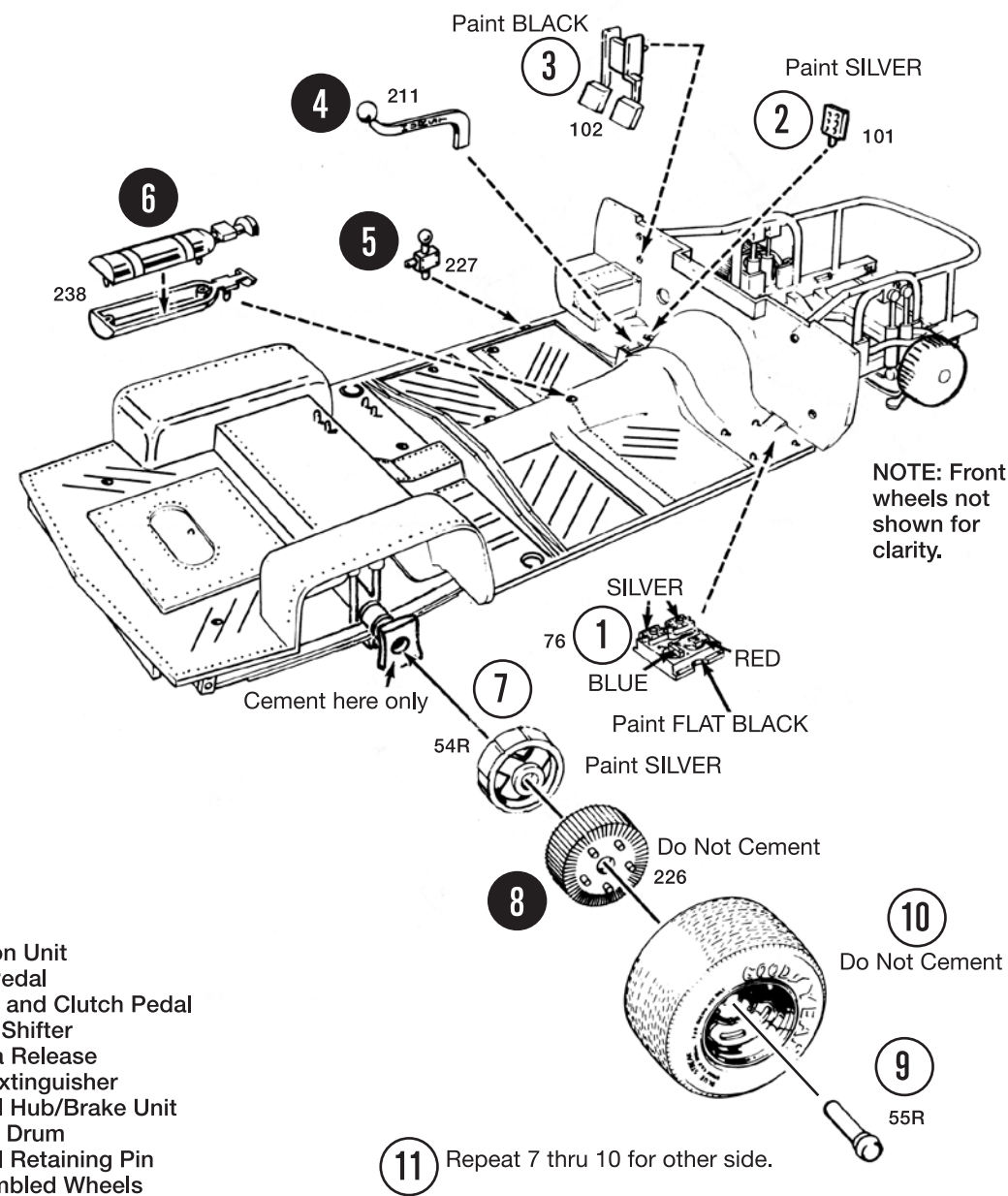
9



- 1 & 2. Radius Rods
3. Control Strut
4. Tie Rod

Do not cement

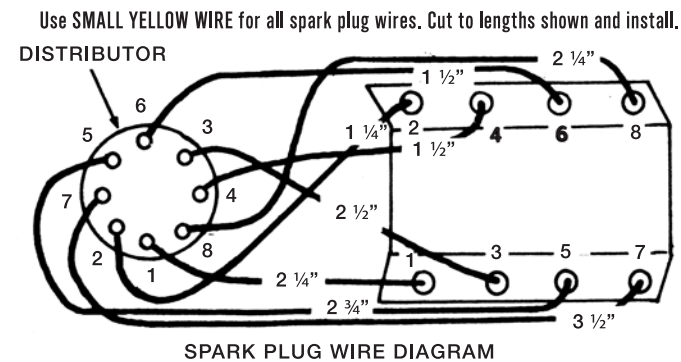
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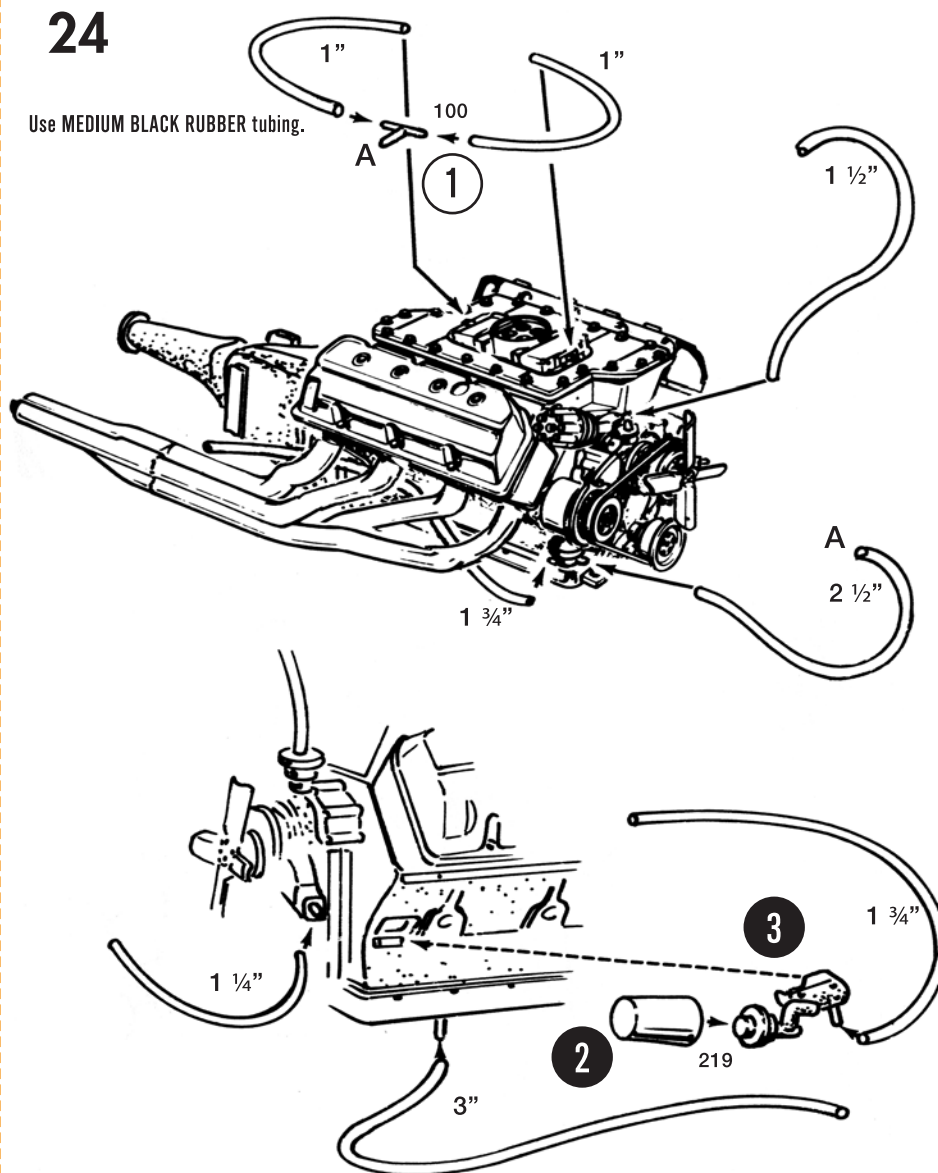
1. Ignition Unit
2. Gas Pedal
3. Brake and Clutch Pedal
4. Hurst Shifter
5. Inertia Release
6. Fire Extinguisher
7. Wheel Hub/Brake Unit
8. Brake Drum
9. Wheel Retaining Pin
10. Assembled Wheels

11 Repeat 7 thru 10 for other side.

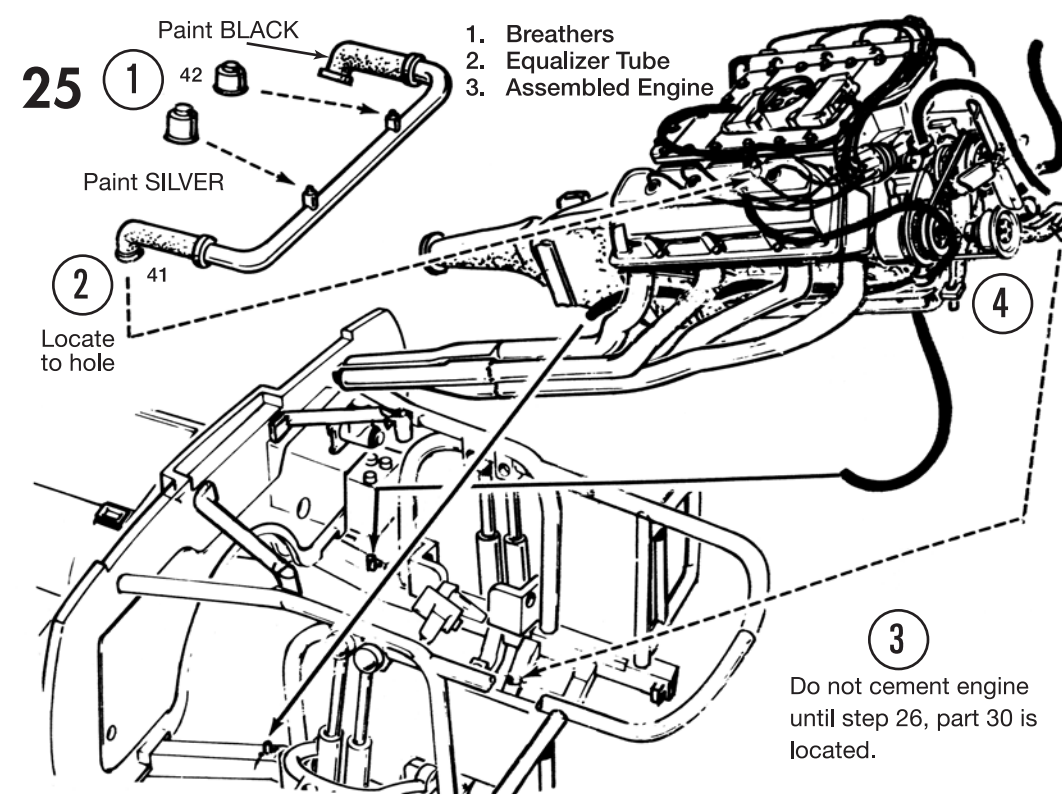
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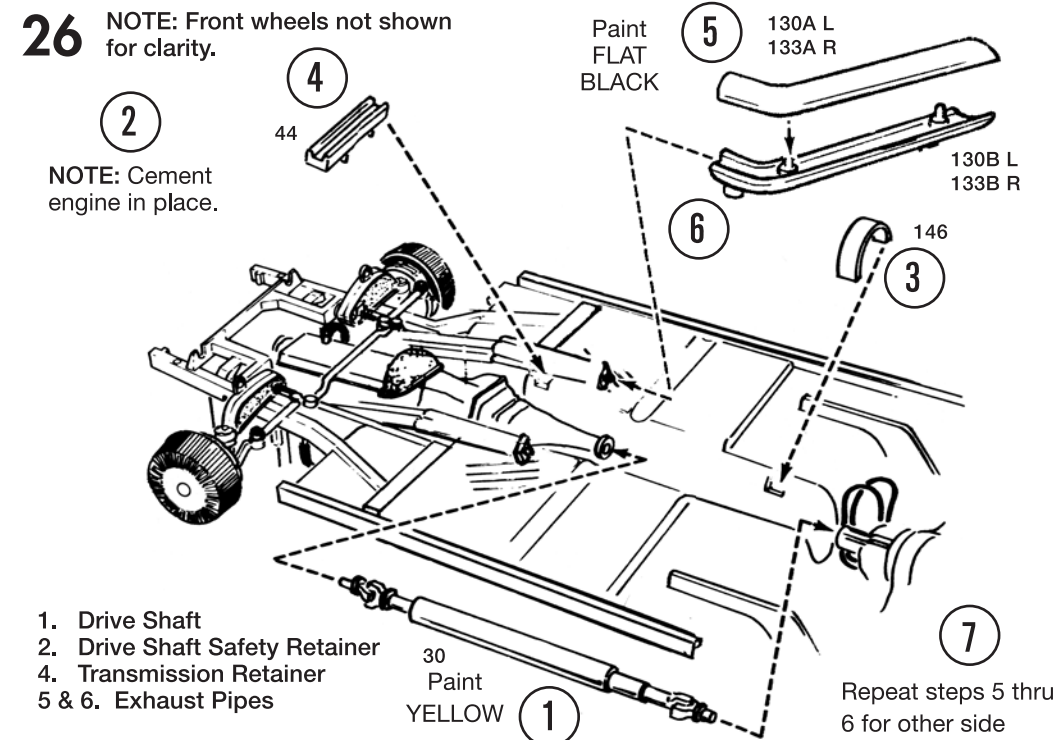
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25

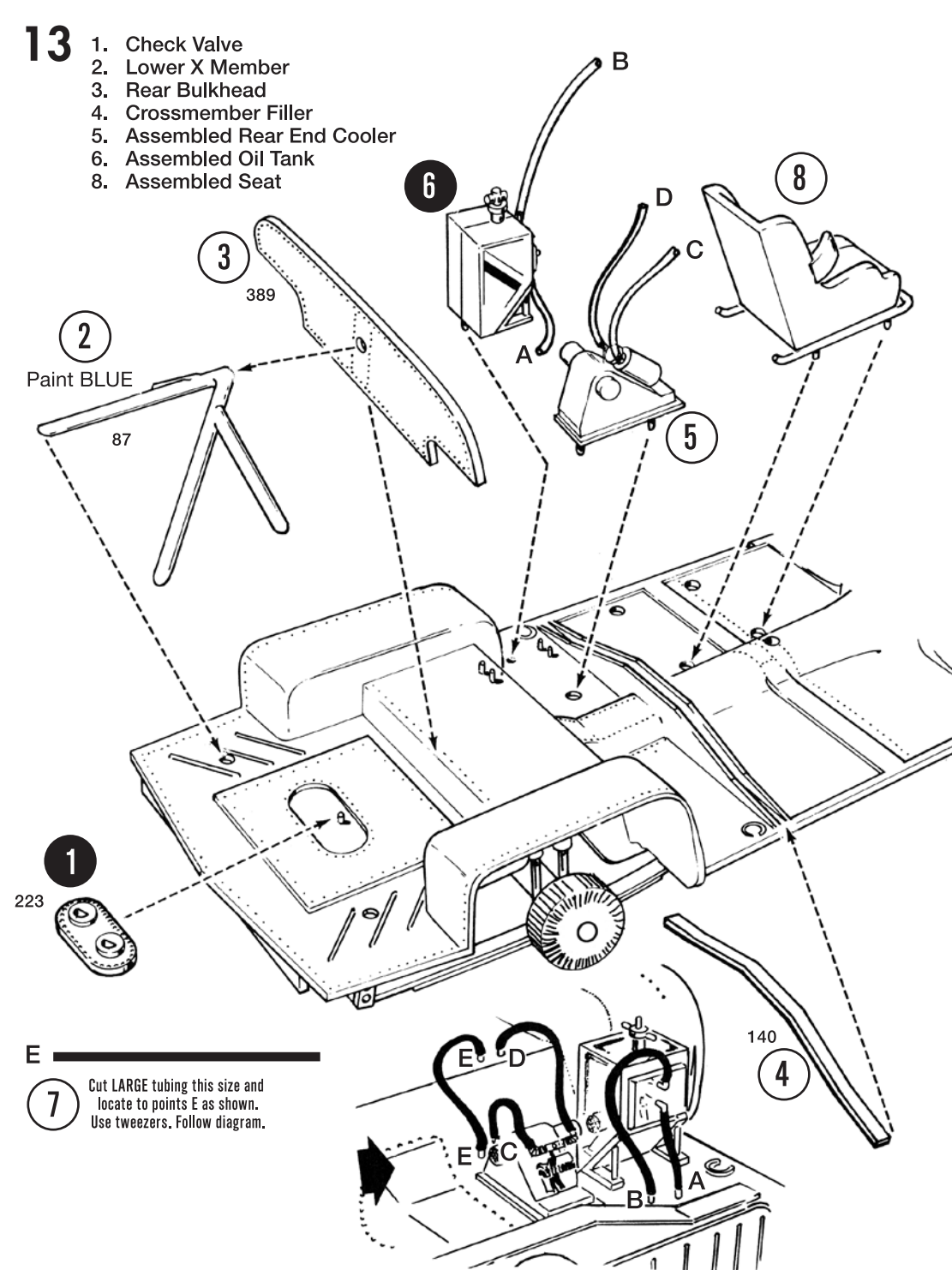
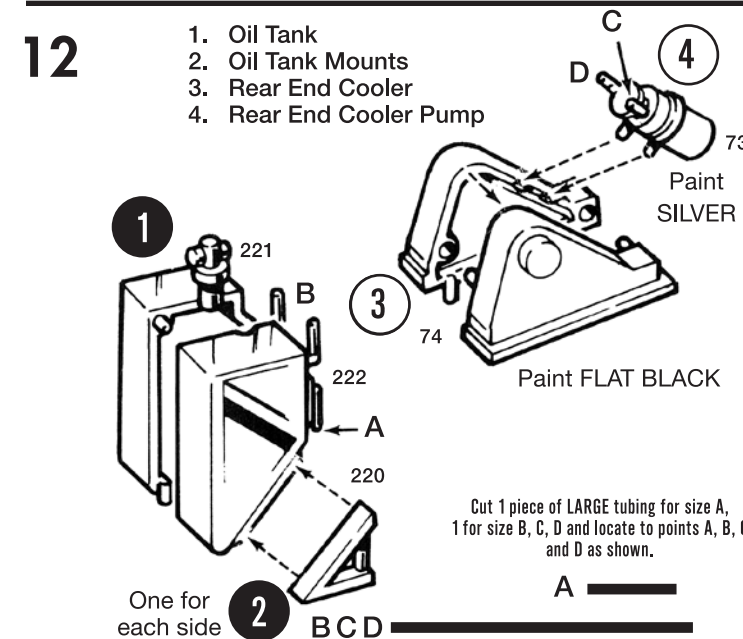
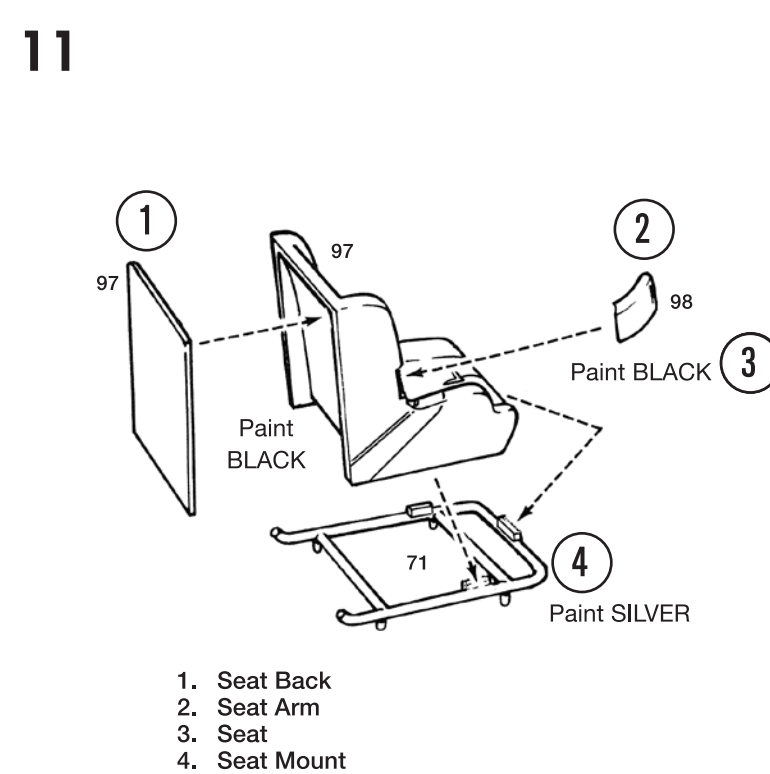
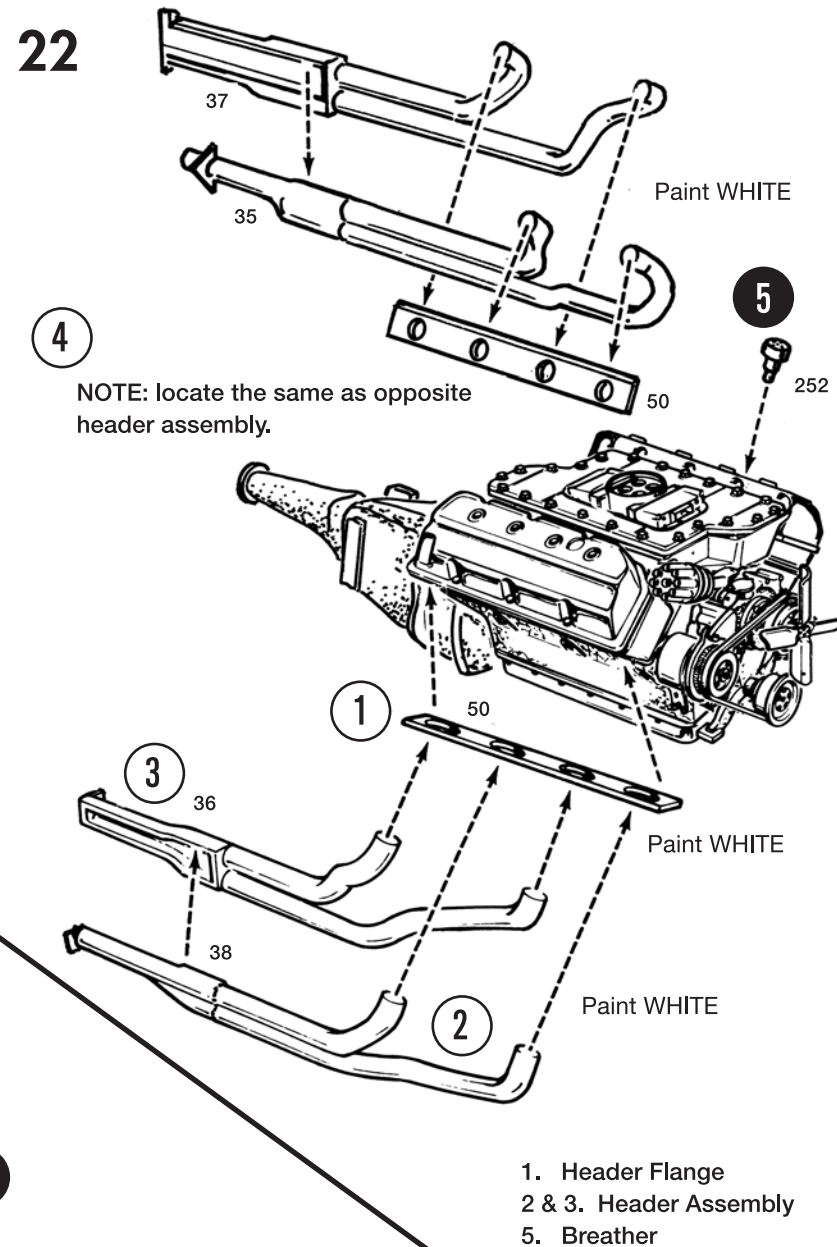
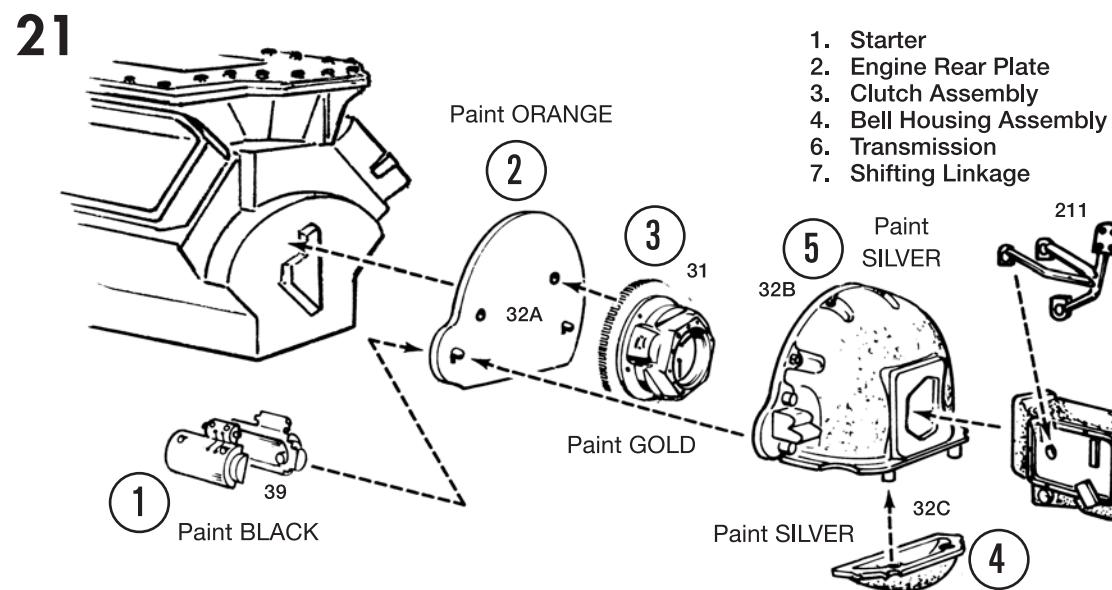
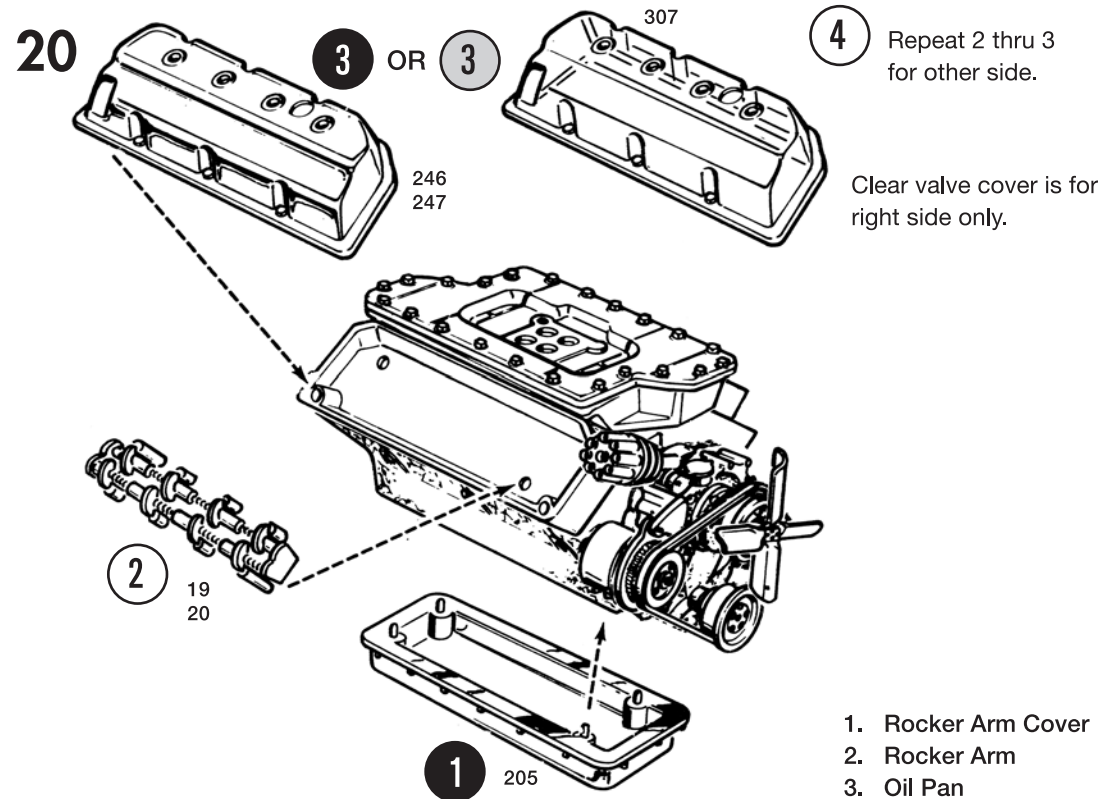


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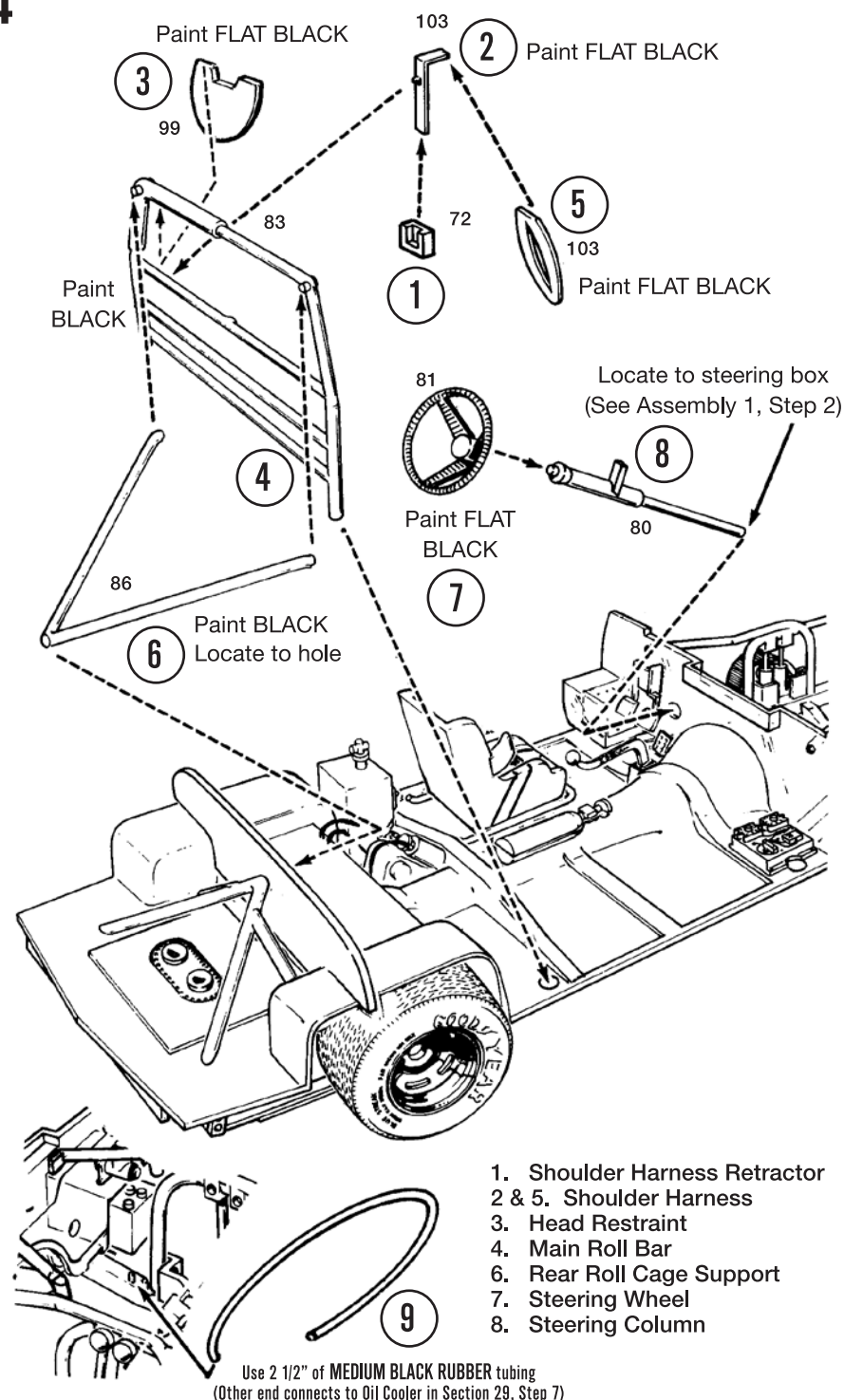


1. Drive Shaft
2. Drive Shaft Safety Retainer
4. Transmission Retainer
- 5 & 6. Exhaust Pipes

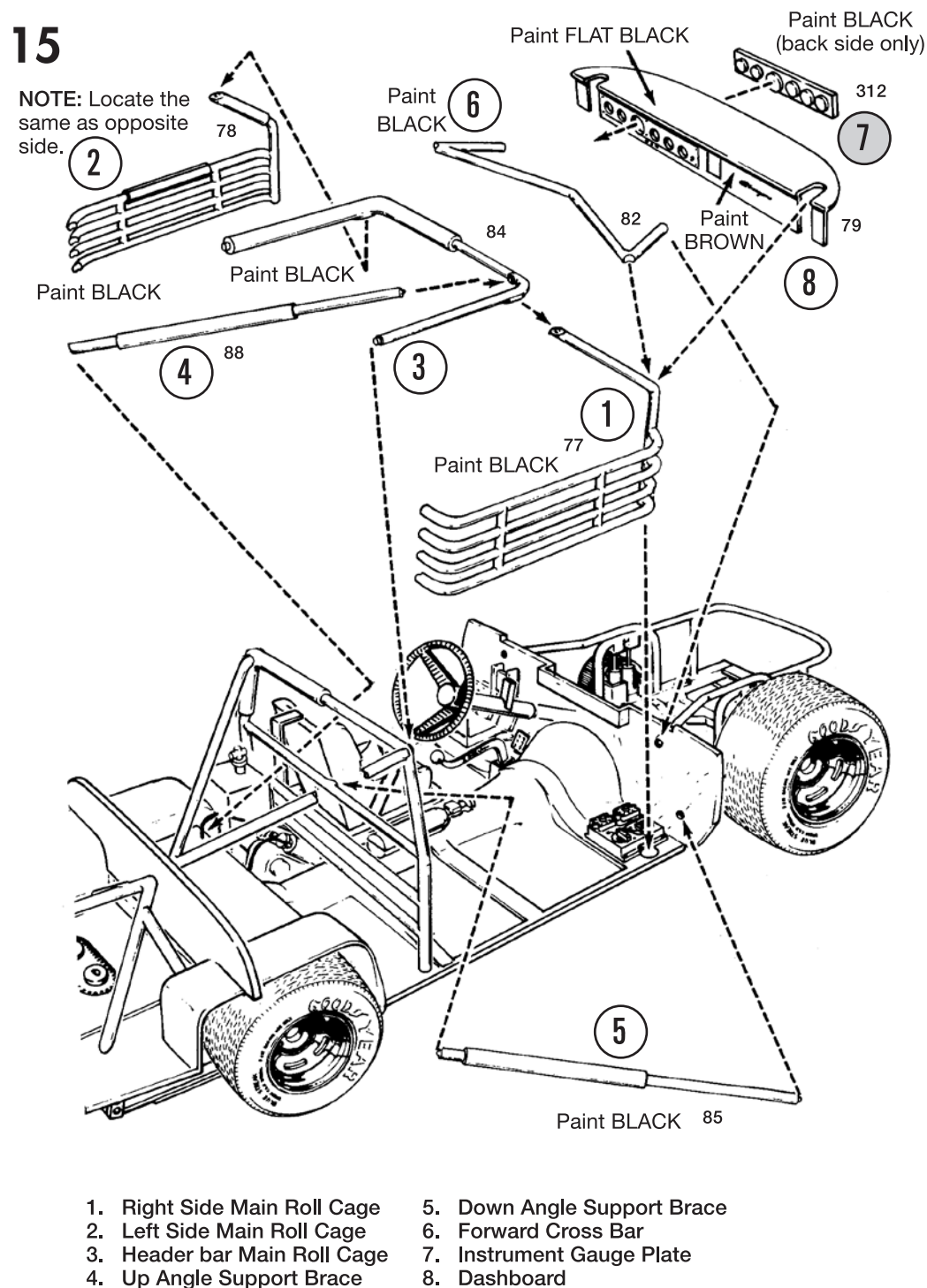
30  
Paint  
YELLOWRepeat steps 5 thru  
6 for other side



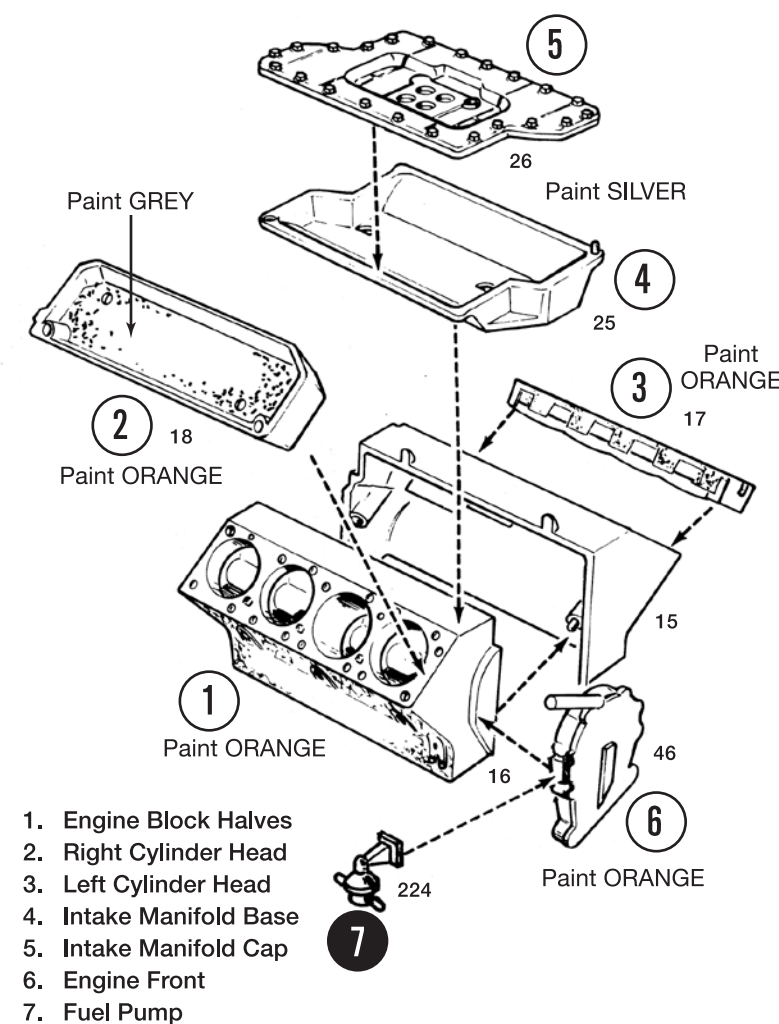
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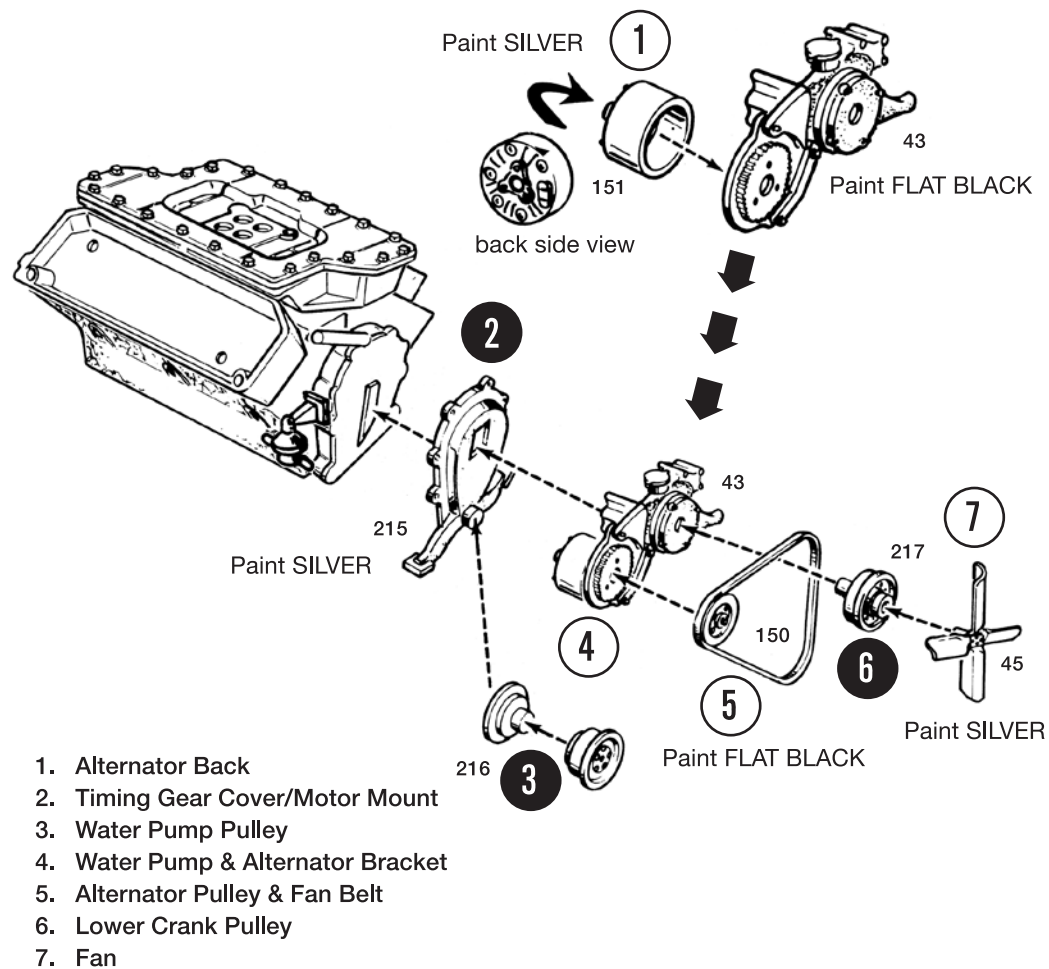
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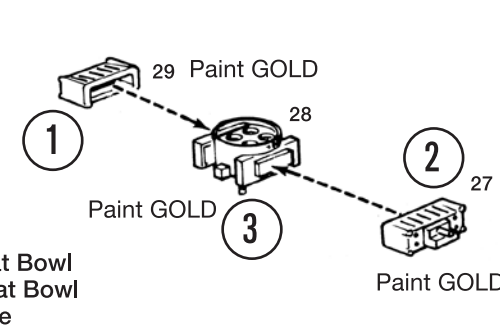
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18



19

