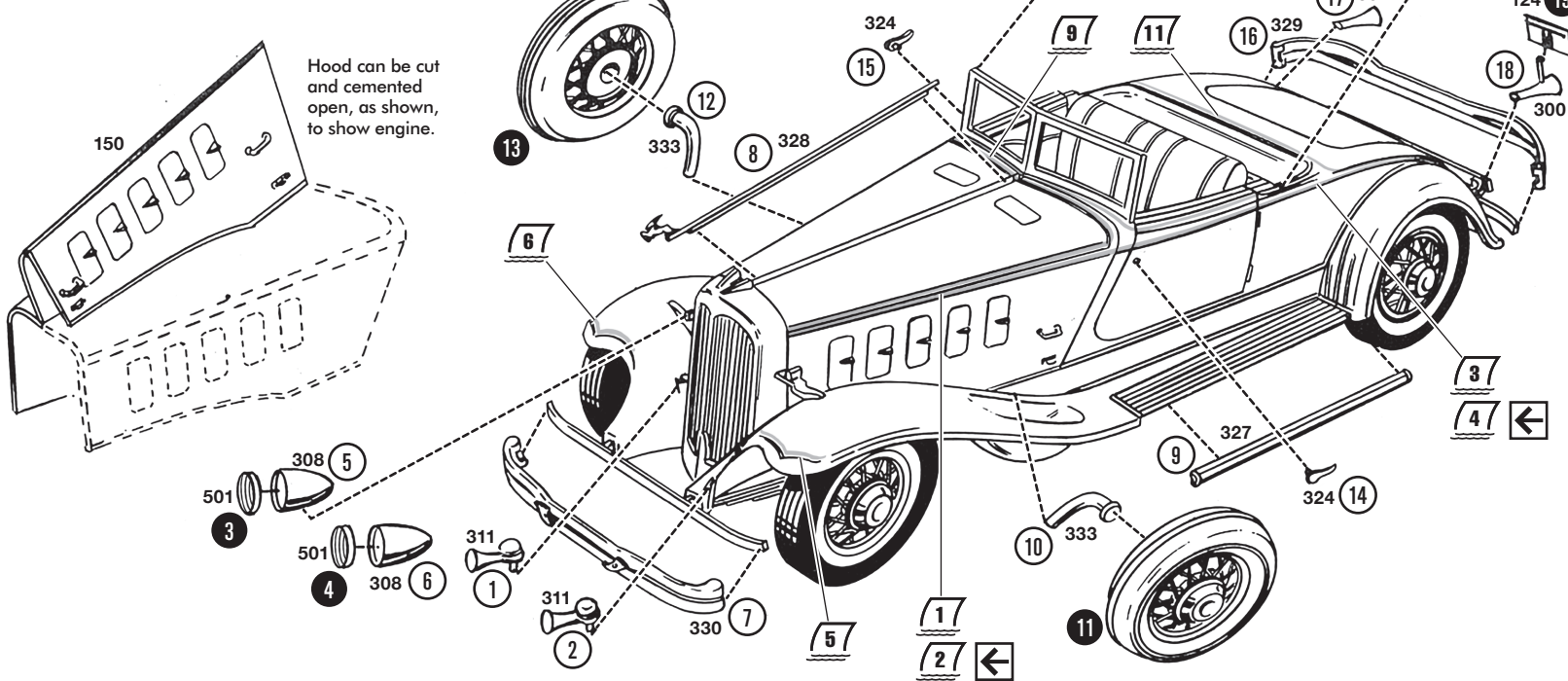


9. Final Assembly

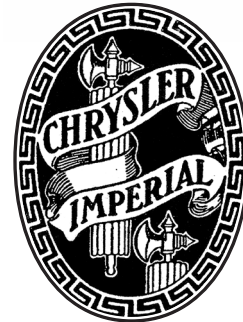
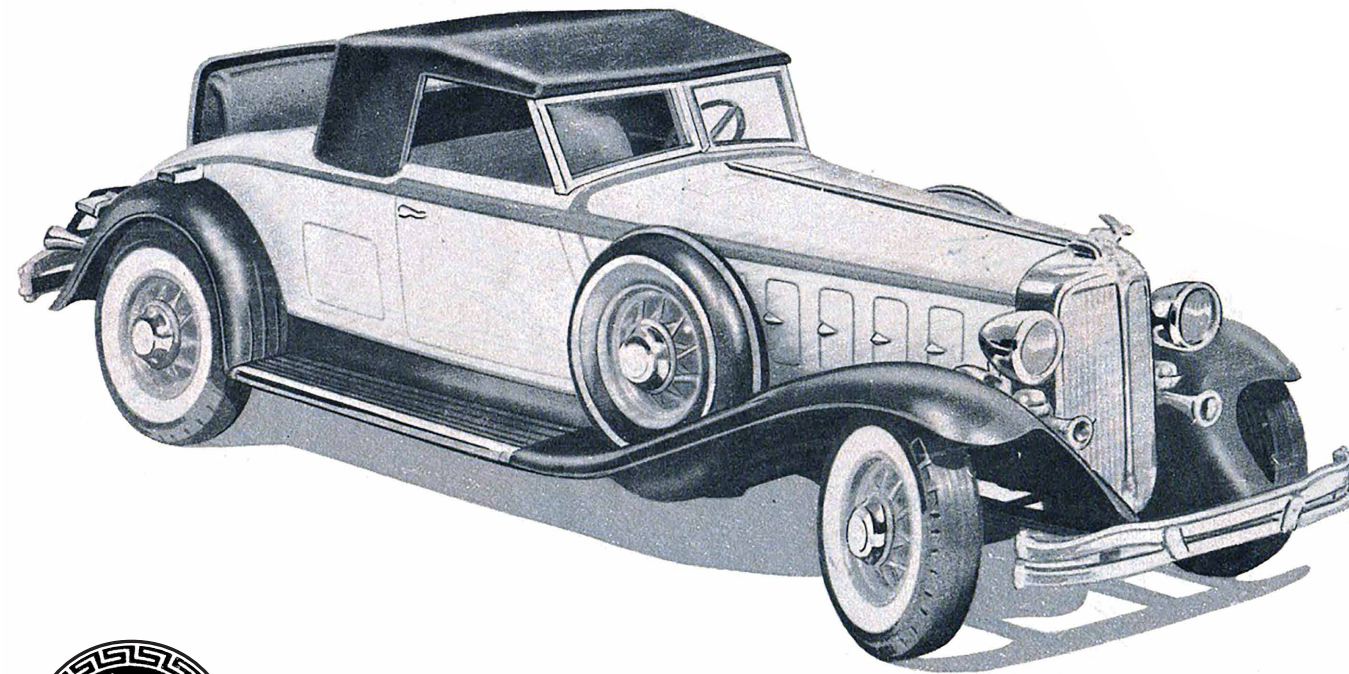
Cement horns (311) to front fenders. Cement clear lens (501) to headlights (308) and cement headlights to headlight bracket on radiator shell. Cement front bumper (330) to bracket.

Install hood trim (328). Cement running board trim (327) in place. Repeat for right side. Cement spare tire bracket (333) into spare tire and cement in place on fender. Repeat for other side.

Cement door handles (324) to doors. Cement rear bumpers (329) to bumper brackets. Cement taillights (300) and (301) and license plate (124) in place on rear fenders. Cement clear window (504) or bullet riddled glass (505) in top (131) and cement top to body. Boot (132) can be used in place of top. Cement step plates (306) and (307) in place on right rear fender. Rear view shows location. Cement luggage rack, extended or folded in place.



'32 Chrysler Imperial Convertible Coupe with Rumble Seat



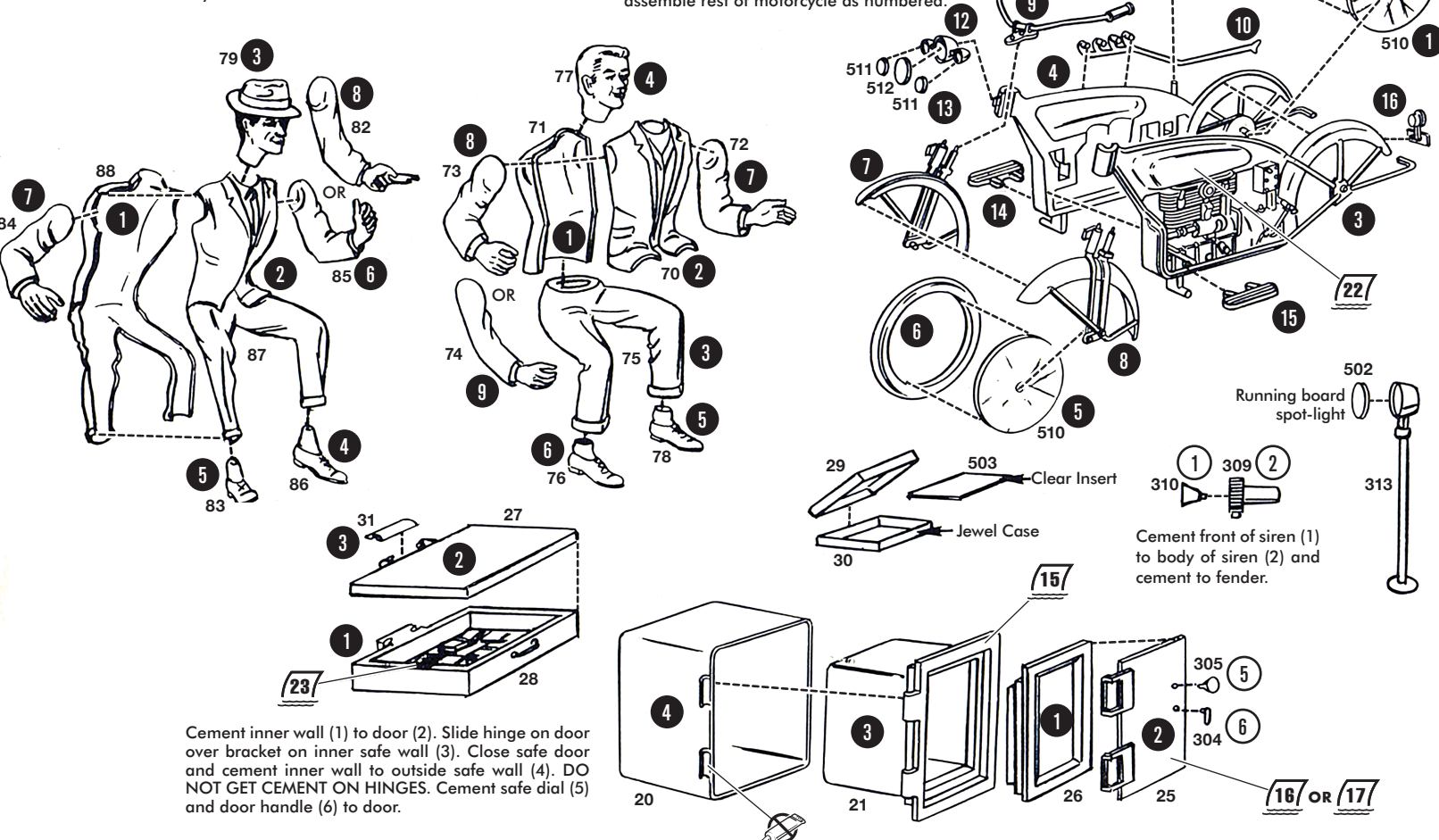
The Chrysler Imperial Eight incorporated many cutting edge engineering principles in engine and chassis design. Floating Power, a revolutionary new engine suspension system makes the Chrysler Imperial smooth and quiet. A new automatic clutch, eliminating the necessity for depressing the clutch, makes driving supremely simple. Chrysler Imperial free wheeling is an entirely separate unit at the rear of the transmission. When you are free wheeling, the gears are at a standstill, disconnected from both the engine and the rear wheels. The Chrysler Imperial high-compression engine develops 125 horsepower.

The Chrysler Imperial Convertible Roadster had a wheel base of 146", overall length with bumpers of 212-9/16", 17" diameter wheels with a drop center rim, and used 7.50" x 17" tires. The engine was an L-head, water cooled, eight cylinders, four cycle, that developed 125 horsepower. The radiator had a capacity of 6 1/2 gallons of water and gas tank held 21 1/2 gallons. Approximate cost was \$3,200.

The Convertible Roadster colors were Shadow Blue with a gray stripe, French taupe (dark, brownish gray) (body), black moulding, black fenders, and a white stripe. Amboy beige body, moulding and fenders with a white stripe.

10. Gangbuster Items

The gangbuster figures have extra arms that can be cemented in different positions. Figures are numbered in order of their assembly.

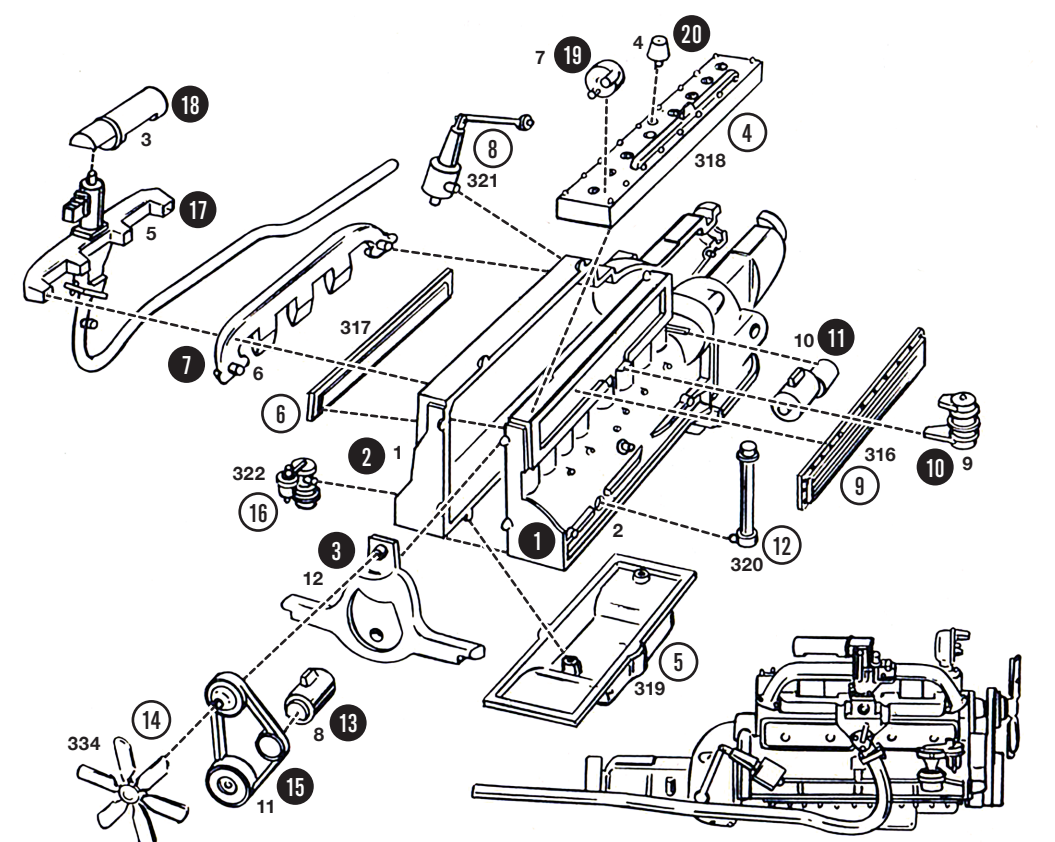
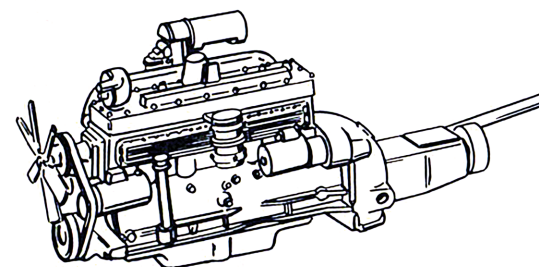


IMPORTANT / IMPORTANTE

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. 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.

1. Engine

All engine parts are numbered in order of their assembly. Cement engine halves (1) and (2) together and front engine mount (3) to engine. Cement head (4) to top of engine, and oil pan (5) to bottom. Scrape plating from back of valve cover (6) and cement to side of engine. Cement manifold (7) and vacuum cylinder (8) to engine. Scrape plating from back of inspection plate (9) and cement to side of engine. Locate oil filter (10) over plate and cement. Cement starter (11) and oil filler tube (12) to engine. Cement generator (13) and fan (14) to fan belt assembly (15) and cement assembly to front engine mount (3). Locate and cement fuel pump (16) to side of engine. Cement carburetor intake assembly (17) through manifold to engine. Cement air cleaner (18) to top of carburetor. Cement thermostat (19) and distributor (20) to engine head.



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4073 Meghan Beeler Court
South Bend, IN 46628

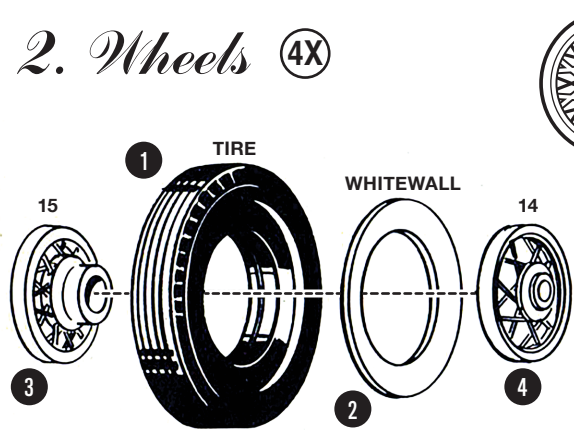


International Hobbycraft (UK) Ltd.
10 Temple Back
Bristol BS1 6JS England



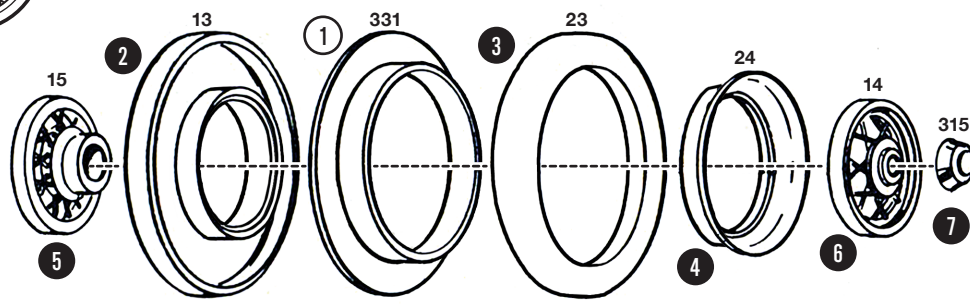
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2. Wheels ④X



Slide inner wheel half (15) into tire, snap white wall into tire. Cement outer wheel half (14) to inner wheel. DO NOT GET CEMENT IN HOLE ON INNER WHEEL HALF. Assemble all four wheels and allow time for cement to dry. Line up wheel spokes as shown in Fig. 1. DO NOT CEMENT HUB CAP ON.

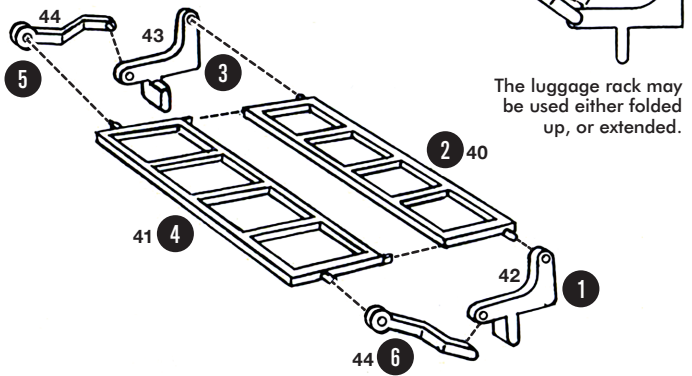
3. Spare Tire ②X



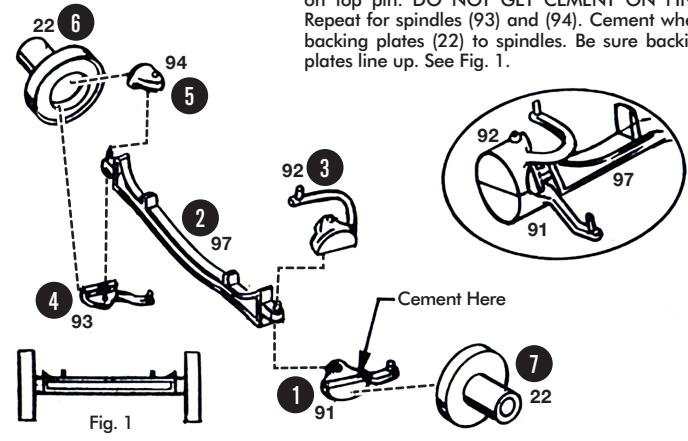
Cement back tire cover (13) and front cover (23) to chrome ring (331). Cement and insert inner ring (24). Cement inner wheel half (15) and outer wheel half (14) inside cover.

4. Luggage Rack

All parts for the luggage rack are numbered in order of their assembly.



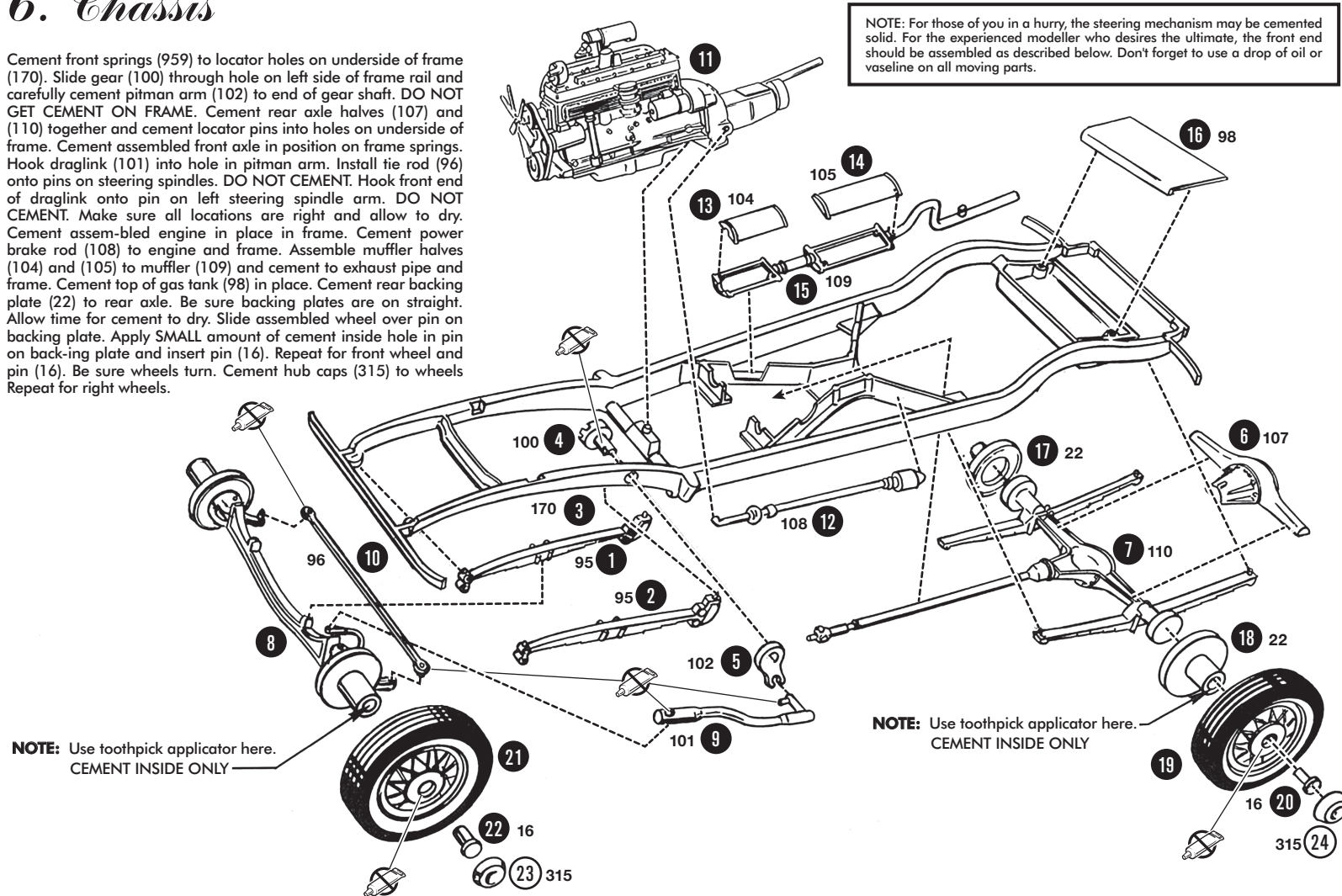
5. Front Axle



Apply a small amount of cement to flat edge of steering spindle (91) and hold part on lower pin on front axle (97), place upper half of spindle (92) on top pin. DO NOT GET CEMENT ON PINS. Repeat for spindles (93) and (94). Cement wheel backing plates (22) to spindles. Be sure backing plates line up. See Fig. 1.

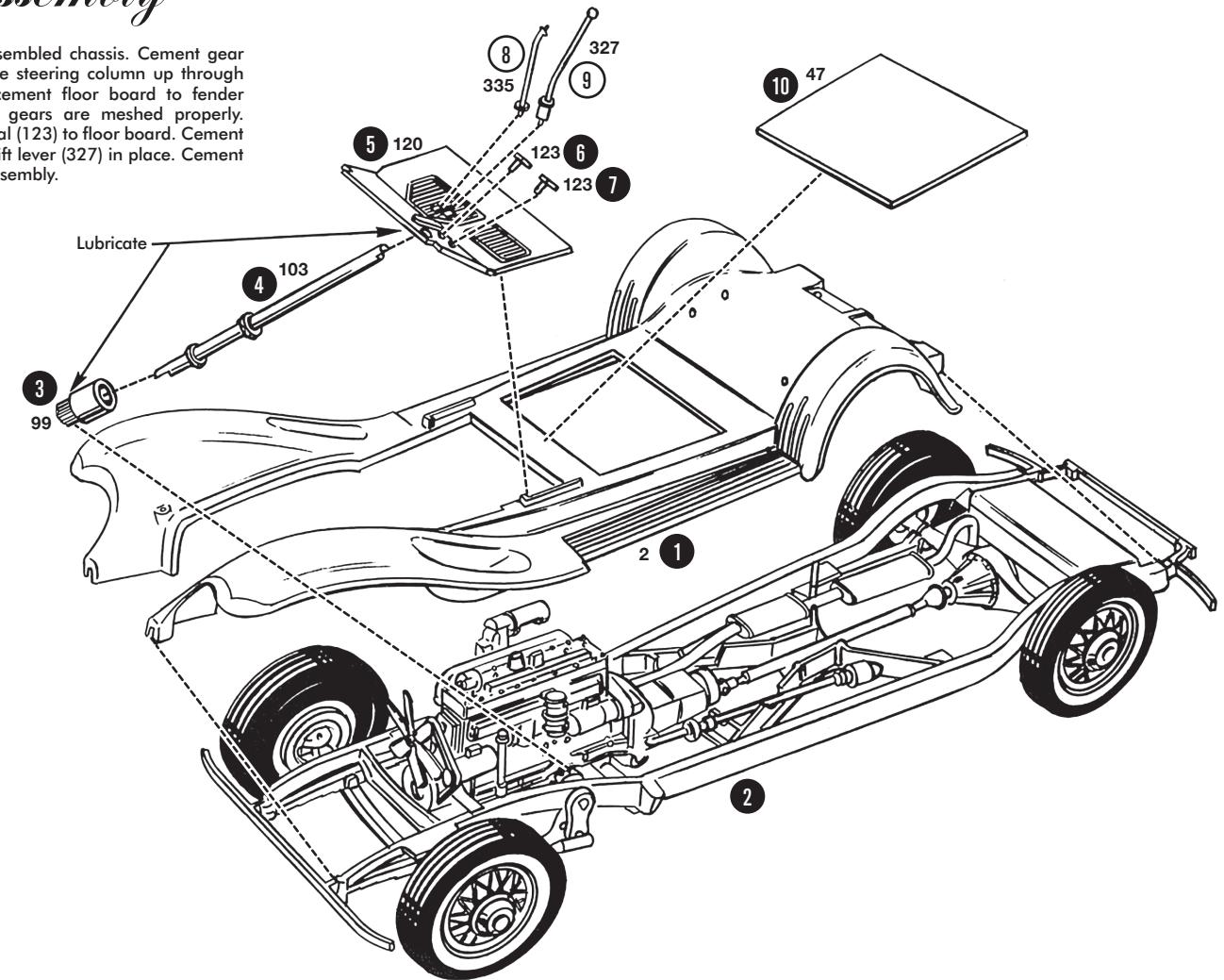
6. Chassis

Cement front springs (959) to locator holes on underside of frame (170). Slide gear (100) through hole on left side of frame rail and carefully cement pitman arm (102) to end of gear shaft. DO NOT GET CEMENT ON FRAME. Cement rear axle halves (107) and (110) together and cement locator pins into holes on underside of frame. Cement assembled front axle in position on frame springs. Hook draglink (101) into hole in pitman arm. Install tie rod (96) onto pins on steering spindles. DO NOT CEMENT. Hook front end of draglink onto pin on left steering spindle arm. DO NOT CEMENT. Make sure all locations are right and allow to dry. Cement assembled engine in place in frame. Cement power brake rod (108) to engine and frame. Assemble muffler halves (104) and (105) to muffler (109) and cement to exhaust pipe and frame. Cement top of gas tank (98) in place. Cement rear backing plate (22) to rear axle. Be sure backing plates are on straight. Allow time for cement to dry. Slide assembled wheel over pin on backing plate. Apply SMALL amount of cement inside hole in pin on backing plate and insert pin (16). Repeat for front wheel and pin (16). Be sure wheels turn. Cement hub caps (315) to wheels. Repeat for right wheels.



7. Fender Assembly

Cement fender assembly (2) to assembled chassis. Cement gear (99) to steering column (103). Slide steering column up through hole in floor board (120), now cement floor board to fender assembly, making sure that both gears are meshed properly. Cement clutch (123) and brake pedal (123) to floor board. Cement emergency brake (335) and gearshift lever (327) in place. Cement rumble seat floor (147) to fender assembly.



8. Body and Interior

NOTE: Install driver figure before steering wheel is installed.

Cement rumble seat (45) to fender assembly. Cement left interior panel (48) to the inside of the body. Place inner golfbag door (51) (DO NOT CEMENT) in place in right interior panel (49) and cement panel to the inside of body. Cement outer golfbag door (50) to inner door. DO NOT GET CEMENT on body, door should be free to open. Insert pins on rumble seat back (53) into holes in interior panels (48) and (49) and cement rumble seat lid (52) to seat back. Cement clear windshield (507) or bullet-riddled windshield (506) and instrument panel cover (46) to windshield (332). Cement assembled windshield to body and body to fender assembly. Cement seat (130) in place. Assemble radiator shutters (125 & 126) or bullet-riddled radiator shutters (127 & 128), radiator (129) to radiator shell (336) and cement in place on fenders. Cement radiator brace (106) to radiator and firewall. Press hood door ornaments (325) in place from the inside of hood. Cement from the inside if desired. Cement hood handles (323) in place on hood. Repeat for right side. Install hood but DO NOT CEMENT. Cement steering wheel (17) to steering column.

NOTE: For optional operating hood.

- (1) Cut from inside of hood along lines (A) and (B).
- (2) Cut along line (C) as shown.
- (3) Apply scotch tape along lines (A) and (B) on inside. Make sure hood hinges freely and is properly lined up.
- (4) Place hood in place on body and fender assembly. Be sure pins go into holes allowed for them on cowl and radiator shell.
- (5) Cement hood trim in place on cowl and radiator shell. Make sure no cement comes in contact with hood.

