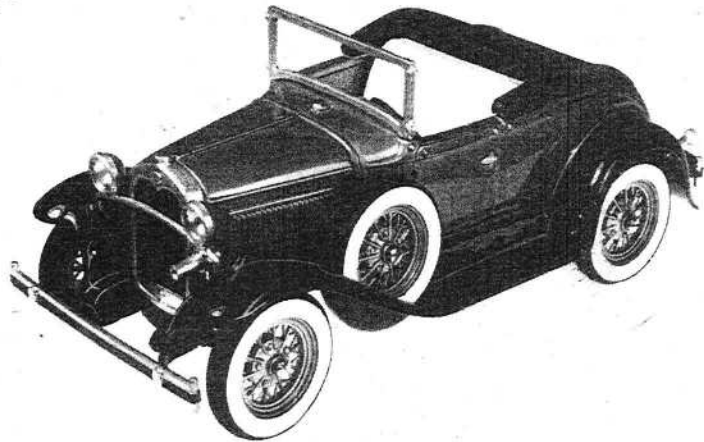


assembly instructions for the

# MODEL A FORD ROADSTER

KDGGJ

by **Hubley**<sup>®</sup>



The venerable Model T reached the end of the line on March 26, 1927. Its seemingly imperishable lines had finally revealed her age. While sales were still astronomical, younger competitors were crowding her off the stage.

It was time for a change and Henry Ford knew it. By May 1927, the Model A was out of the planning stage and ready for production. On October 20, 1927, the first engine came down the line. On December 2, the Model A bowed to the public. The planetary transmission was replaced by a standard three-speed shift. The flywheel magneto gave way to coil and battery ignition. There were instruments on the instrument panel and lights to read them by. There was a foot accelerator and, for the first time, safety glass in the windshield. There were shock absorbers, four-wheel mechanical brakes, wire wheels, and a choice of colors.

Model A was, in short, a modern car that would bridge the gap between the T and later V-8. Almost 5,000,000 were sold and many, like the T, are running yet.

The engine, entirely new, developed 40 horsepower and a speed of 65 miles per hour or better. It was a 4-cylinder, 4-cycle, L-head engine. The cylinder bore was 3 $\frac{3}{8}$  inches, and the stroke 4 $\frac{1}{4}$  inches. The pistons displaced 200.5 cubic inches. It weighed 473 pounds complete with clutch and transmission.

In designing the improved Ford bodies, every precaution was taken to prevent squeaks and rattles. The bodies were built with features necessary to eliminate noises. The doors were of heavy construction and welded to give greater strength and rigidity.

In assembling the body, panels and frame sections were welded and riveted together wherever there was possibility of the body weaving due to uneven conditions on the roads, thus eliminating all chance of metallic squeaks of this nature. In the final assembly of the large units of the body where bolts were necessary, strips of anti-squeak material was used between the sections.

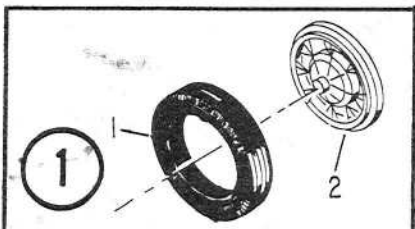
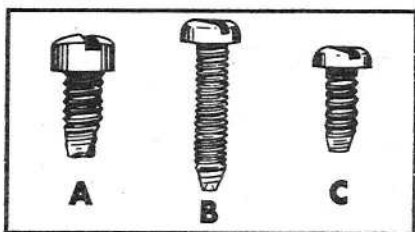
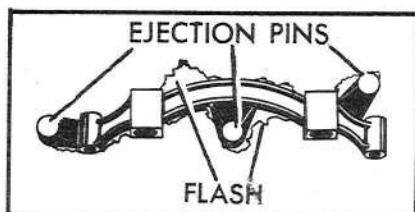
A two-tone artificial leather of cross cobra grain was used for upholstering seats of the roadster and the same material was used in the rumble seat.

Shatter-proof glass was a new feature of all Fords, and this highly important advance in safety is used today in all American-made automobiles.

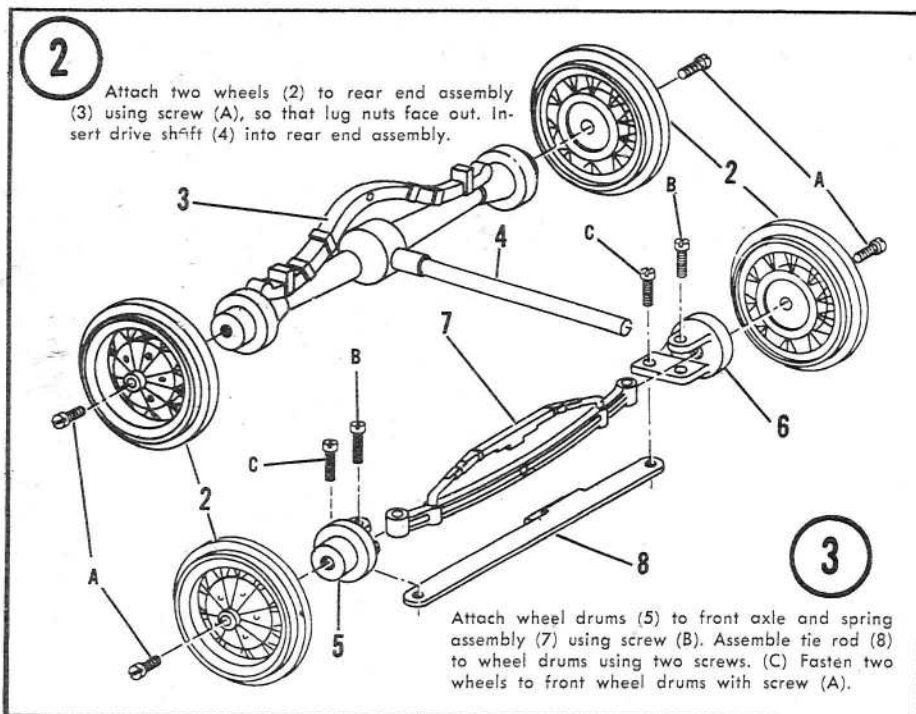
For further information on the Ford Model A, a restoration manual with complete details is available by writing Polyprints, Inc., Box 3674, San Francisco, California.

This Hubley Metal Kit has been designed for your enjoyment with all the care and attention to detail given to regular automobiles. The authenticity of this model will assure its acceptance as a collector's item.

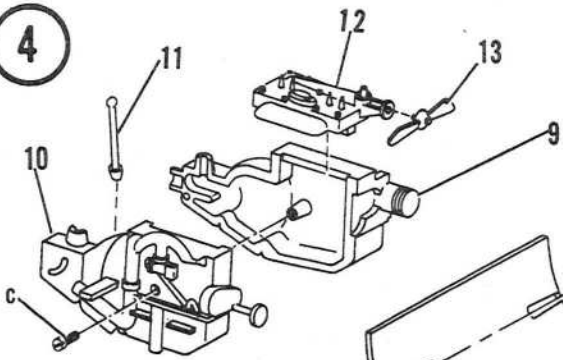
**IMPORTANT!** BEFORE BEGINNING ASSEMBLY, READ AND UNDERSTAND YOUR INSTRUCTIONS. CLEAN FLASH FROM CASTINGS WITH FILE CONTAINED IN KIT OR PEN KNIFE. BREAK EJECTION PINS FROM CASTINGS. USING SCREWS PROVIDED PRE-TAP ALL SCREW HOLES.



1. Slide tire (1) on to wheel (2).



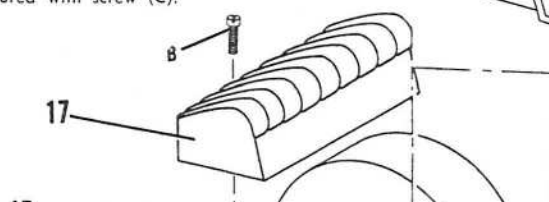
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Place gear shift (11) in slot provided on left side of engine assembly (9). Place right half of engine (10) on top. Insert engine head (12) in slot in top of block. Secure entire engine assembly with screw (C). Attach fan (13).

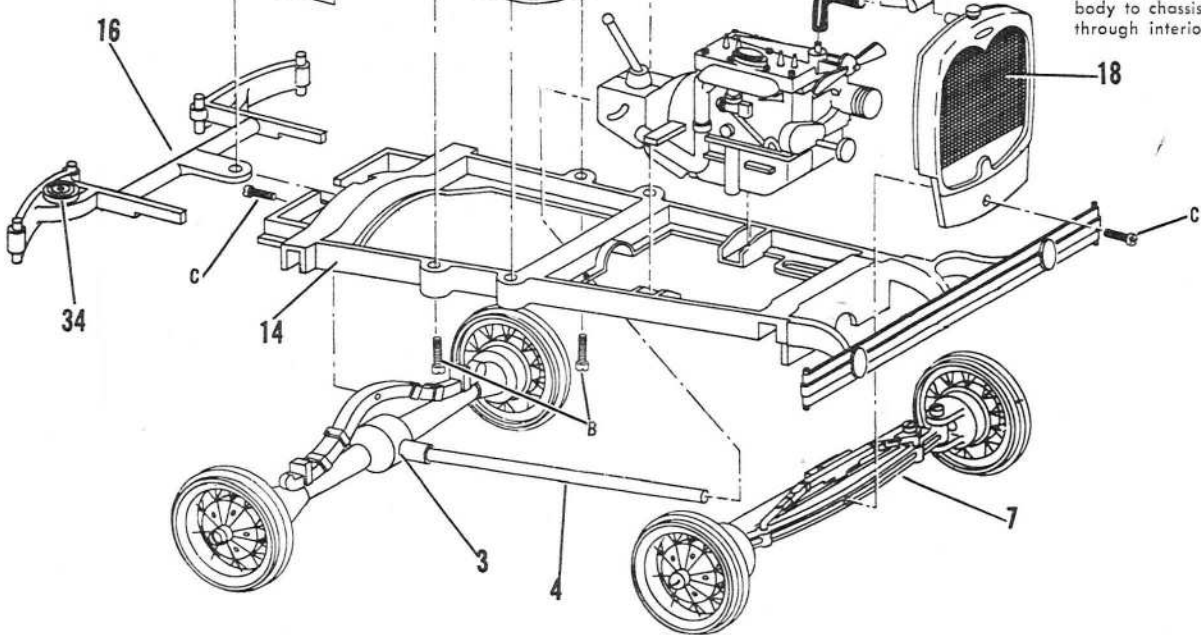
Rest engine on engine support brackets. Insert drive shaft into rear of transmission. Spring of rear end assembly slides into spring housing and is secured with screw (C).

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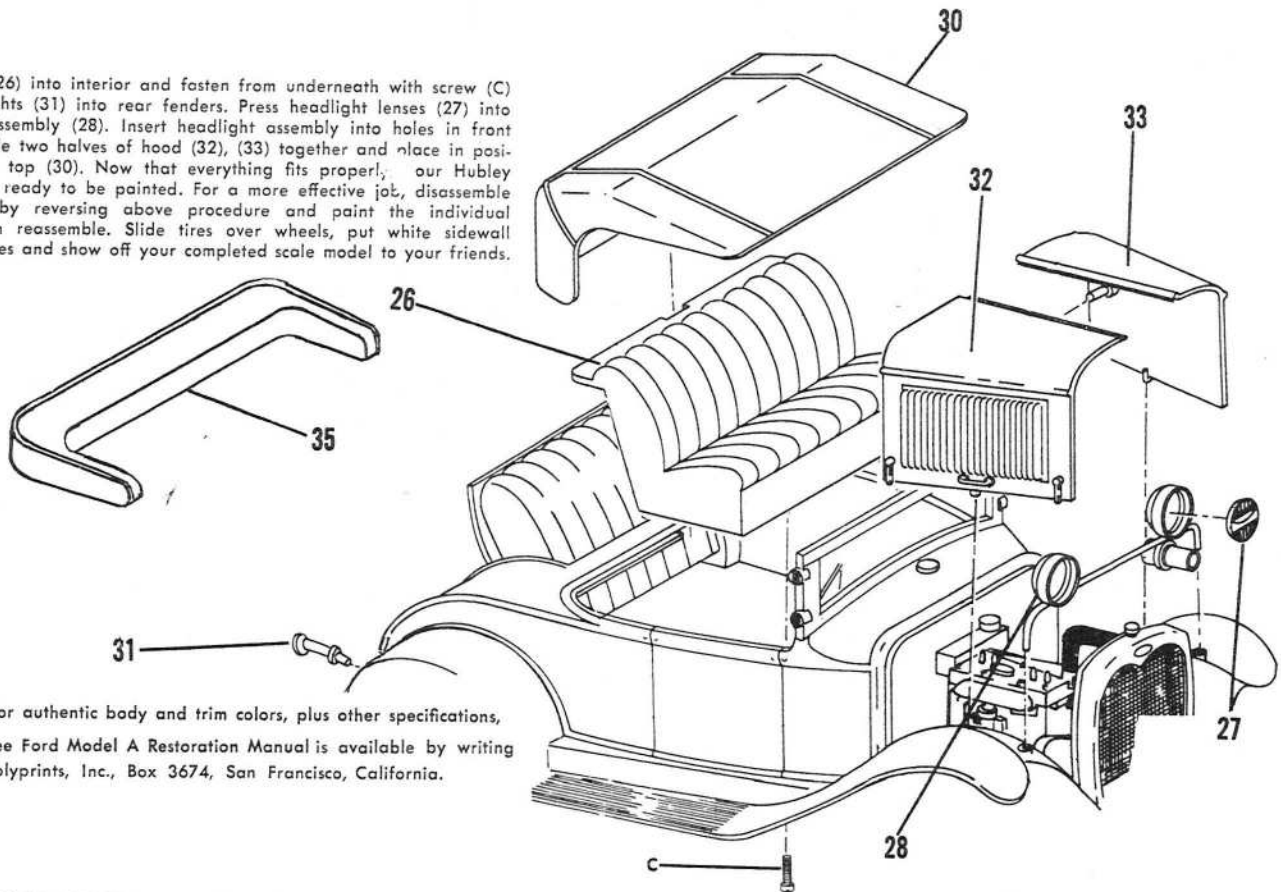
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Drop chassis (15) into position on top of frame (14). Insert rear bumper (16) in slots provided. Position rumble seat (17) so that lugs fit into holes under seat. Secure with screw (B). Insert front end assembly into front spring housing with tie rod toward rear of car. Place radiator (19) in front of front spring housing. Attach radiator and front end assembly to frame with screw (C). Attach hose (19) to radiator. Press rumble seat back (29) onto rumble seat door (20). Place rumble seat back assembly over post in rear of right half of body (21). Position left half of body (22) using two posts provided and secure entire assembly with screw (C) through spark coil. Press steering wheel (24) onto steering column (25). Insert steering column through dashboard (23). Attach dashboard to body with screw (C) through firewall. Slide bent end of steering column through slot in frame into hole in tie rod. Secure body to chassis using two screws (B) through interior body mounts.



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Drop seat (26) into interior and fasten from underneath with screw (C). Insert taillights (31) into rear fenders. Press headlight lenses (27) into headlight assembly (28). Insert headlight assembly into holes in front fenders. Slide two halves of hood (32), (33) together and place in position. Attach top (30). Now that everything fits properly, our Hubley Metal Kit is ready to be painted. For a more effective job, disassemble entire car by reversing above procedure and paint the individual pieces. Then reassemble. Slide tires over wheels, put white sidewall labels on tires and show off your completed scale model to your friends.



**NOTE**—For authentic body and trim colors, plus other specifications, see Ford Model A Restoration Manual is available by writing Polyprints, Inc., Box 3674, San Francisco, California.

**FINISHING INSTRUCTIONS** In order to achieve an outstanding and authentic finish on your Hubley Metal Kit, the following steps are advised:

1. All parts should be thoroughly cleaned and any loose metal dust removed.
2. Paint all metal parts with two coats of automotive lacquer primer available at any auto parts or hardware store. This is optional, but will assure a more lasting finish.

3. Rub down lightly with fine steel wool until smooth.
4. Apply two or three coats of lacquer or enamel in the color desired. Enamel is recommended for hand-brushing, but both lacquer and enamel are available in pressure spray cans.

**CAUTION**—Do not paint plastic parts with lacquer which causes wrinkling or "crazing" of the smooth surface.

**Guarantee** by **Hubley**®

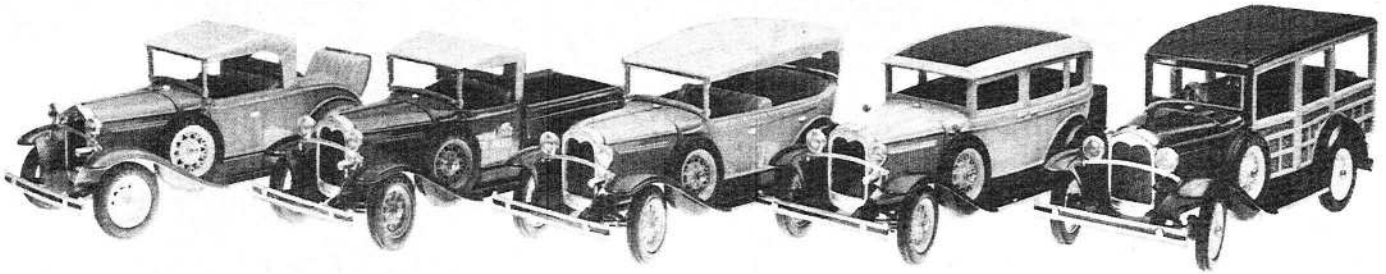
We will replace, at no additional cost, all parts which are faulty, broken, or lost in shipment. Write in space behind article reason for free replacement. In cases where parts were lost or broken by you or spare parts are desired, send cash or money order for parts plus postage and handling.

print name and address on other side, and mail to:

**THE HUBLEY MANUFACTURING COMPANY**  
Scale Model Division P. O. Box 1543, Lancaster, Pennsylvania

QUANTITY ORDERED	PARTS NO.	NO. 850K DESIGNATION	PRICE EACH	TOTAL PRICE	QUANTITY ORDERED	PARTS NO.	DESIGNATION	PRICE EACH	TOTAL PRICE	QUANTITY ORDERED	PARTS NO.	DESIGNATION	PRICE EACH	TOTAL PRICE
	1.	RUBBER TIRES (5)	.10		15.	CHASSIS	.30			29.	RUMBLE SEAT BACK	.10		
	2.	WHEELS (5)	.10		16.	REAR BUMPER	.10			30.	TOP	.20		
	3.	REAR END DIFFERENTIAL	.10		17.	RUMBLE SEAT	.05			31.	TAIL LIGHTS (2)	.05		
	4.	DRIVE SHAFT	.10		18.	RADIATOR	.10			32.	ENGINE HOOD—RIGHT SIDE	.10		
	5.	RIGHT WHEEL DRUM	.05		19.	RUBBER RADIATOR HOSE	.05			33.	ENGINE HOOD—LEFT SIDE	.10		
	6.	LEFT WHEEL DRUM	.05		20.	RUMBLE SEAT LID	.15			34.	BUMPER STEP PAD	.05		
	7.	FRONT AXLE & SPRINGS	.15		21.	BODY—RIGHT HALF	.25			35.	TOP BOOT	.15		
	8.	TIE ROD	.05		22.	BODY—LEFT HALF	.25			36.	PACKET OF SCREWS, REQUIRED SIZES	.25		
	9.	LEFT ENGINE BLOCK	.10		23.	DASHBOARD	.10			37.	DECALS set	.10		
	10.	RIGHT ENGINE BLOCK	.10		24.	STEERING WHEEL	.05			38.	WHITE SIDE WALLS (sheet)	.10		
	11.	GEAR SHIFT	.05		25.	STEEL STEERING ROD	.05			39.	FILE	.05		
	12.	ENGINE HEAD	.10		26.	FRONT SEAT	.10					TOTAL COST OF PARTS		
	13.	FAN	.05		27.	HEADLIGHT LENSES	.05					POSTAGE AND HANDLING	.20	
	14.	FRAME	.20		28.	HEADLIGHTS & CROSSBAR	.10					TOTAL ENCLOSED		

## MODEL A kits by **H**ubley®



In order to achieve an outstanding and authentic finish on your Hubley Metal Kit, the following steps are suggested:

1. All parts should be thoroughly cleaned and any loose metal dust removed.
2. Rub lightly with fine steel wool or Flex-i-grit reusable sandpaper, (available at your Hobby store), until smooth.
3. Apply two or three coats of lacquer or enamel in the color desired, rubbing lightly between coats with fine steel wool. Enamel is recommended for hand brushing, but both lacquer and enamel are available in pressure spray cans at your hobby dealer. Wood part of body should be light tan.
4. **CAUTION**—Do not paint plastic parts with lacquer. This will cause wrinkling or crazing of the smooth surface.
5. To achieve a shiny finish on the chrome parts, any of the following methods may be used:
  - a. Buff parts with buffing wheel and then nickel or chrome plate.
  - b. Paint with aluminum enamel.
  - c. Polish with jewelers' rouge, buff, and then apply a coat of clear lacquer.

### Guarantee by **H**ubley®

The component parts of the **Model A** have been manufactured under rigidly controlled conditions and carefully inspected for faulty material and workmanship.

Hubley assumes no responsibility for lost or spoiled parts as the result of faulty assembly or negligence. Your hobby dealer cannot supply replacement parts for this kit. Address all inquiries and requests to The Hubley Manufacturing Company.

**MAIL TO: THE HUBLEY MANUFACTURING CO.**  
SCALE MODEL DIVISION  
Drawer 240, Lancaster, Pa.

(Print Plainly)

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY & STATE \_\_\_\_\_