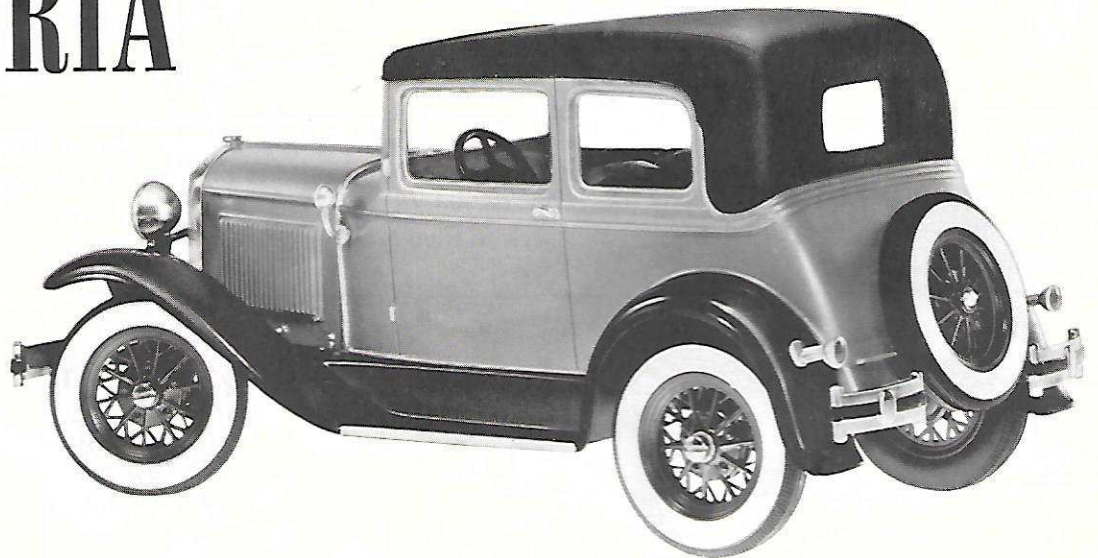


MODEL A VICTORIA

GA FGB 1



Mr. Ford formed the Ford Motor Company in June, 1903, after two previously unsuccessful ventures. The first Ford car to become famous was the Model T and its unprecedented popularity maintained the plant's production from 1908 until 1927. It was near the end of this period that Henry Ford felt the effect of his younger competitors who were forcing the venerable Model T to bow out after a long and glorious career.

Ford set his engineers to designing a car that would offer the American public an improved, reliable, low cost car. In May, 1927 the Model A was out of the planning stage and ready for the production line. On October 20, 1927 the first engine came down the line, and shortly thereafter, the Model A was presented to the public. The planetary transmission was replaced by a standard three-speed shift, the flywheel magneto gave way to the coil and battery ignition, and there were instruments on the instrument panel and lights to illuminate them. There was a foot-operated accelerator instead of the old hand throttle, and for the first time, safety glass was installed in the windshield. Other innovations were shock absorbers, four-wheel mechanical brakes, wire wheels, and a choice of colors.

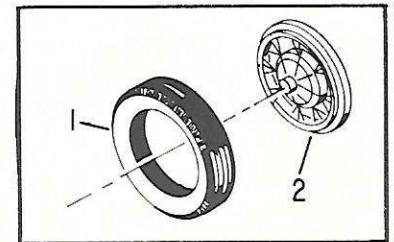
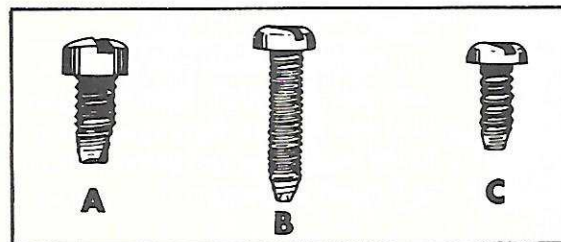
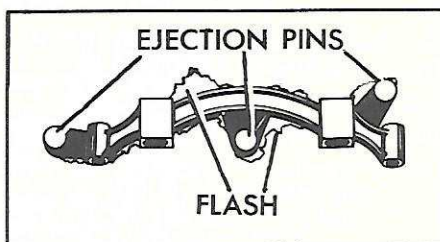
About the Model A, Henry Ford said, "more than a car for the requirements of today." What Mr. Ford didn't know at the time was that the Model A really was the car of the future. In the period from October, 1927 to March, 1932, there were 4,848,340 Model A's constructed and sold. In the first month of production, 137 cars rolled off the assembly line, and by the end of December, 1927, 5,000 had been built.

In 1930, numerous changes were incorporated in the Model A. The engine lubrication system was improved, the emergency brake was relocated to the right of the gearshift lever, the radiator cooling surface was reduced, the road clearance was increased from 9 to 9½ inches, and tire size was changed from 4.50 x 21 to 4.75 x 19.

In 1931 there was very little change made in general characteristics of the Model A. The Victoria Coupe made its first appearance in this year. It was aristocratic in appearance, had seating for five passengers and luggage space in the bustle behind the rear seat. The upholstery was done in dark brown mohair or broadcloth and the production model was painted black on top and around the windows. The rest of the car was painted Ford Maroon.

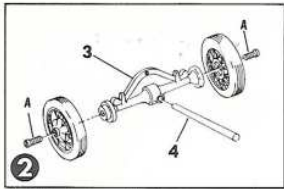
The Model A has proven nearly indestructible and appears today in the guise of an "antique" car. A testimony to the popularity of the Model A is the existence of hundreds of Model A Clubs all over the country. Of the original 4,849,340 Model A Fords produced, there are 80,000 registered for use in Pennsylvania alone. An estimated 929,000 currently are registered throughout the United States.

IMPORTANT! —BEFORE BEGINNING ASSEMBLY, READ AND UNDERSTAND YOUR INSTRUCTIONS. Use pliers to break ejection pins from castings. Clean flash from castings with file contained in kit or pen knife. Using screws provided, pre-tap all screw holes. This is done by turning the proper sized screws into the screw holes and then removing them again. (Screws will drive more easily if they are first rubbed on a bar of soap.)

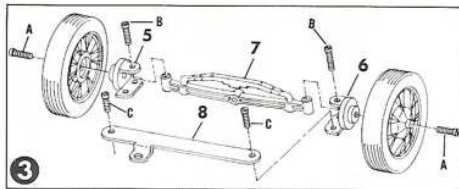


READ AND UNDERSTAND YOUR INSTRUCTIONS.

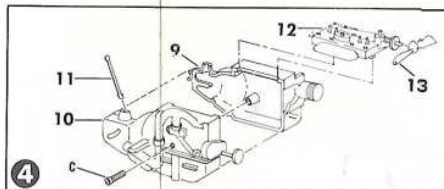
1. Slide tire (1) on to wheel (2).



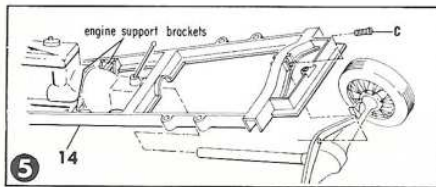
2. Attach two wheels to rear end assembly (3) using screws (A); make certain that lug nuts on wheels face outward. Insert drive shaft (4) into rear end assembly.



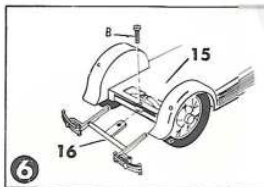
3. Attach wheel drums (5) (6) to front axle and spring assembly (7) using screws (B); position so that boss on axle faces forward. Assemble tie rod (8) to wheel drums using screws (C). Fasten two wheels to front wheel drums with screws (A).



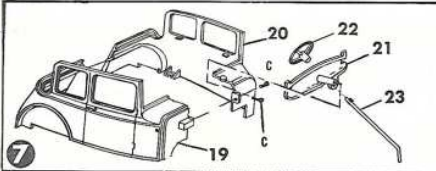
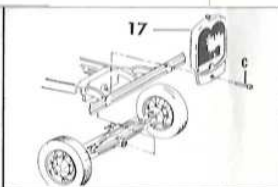
4. Press left and right halves of engine block (9) (10) together, inserting gear shift lever (11) in hole on top of transmission. Insert engine head (12) in slot on top of engine block and secure entire engine with screw (C). Attach fan (13).



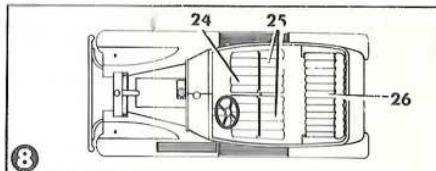
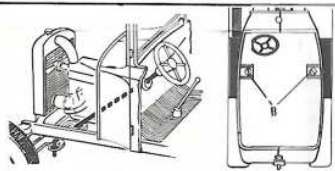
5. Rest engine on engine support brackets on frame (14). Insert drive shaft into rear of transmission and slide spring of rear end assembly into spring housing at rear of frame. Secure spring to frame with screw (C).



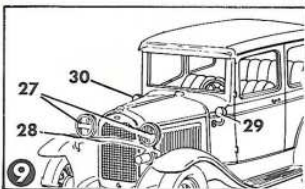
6. Drop chassis (15) into position on top of frame (14). Insert rear bumper (16) in slots provided. Use screw (B) to secure chassis and rear bumper to frame. Insert front end assembly into front spring housing with tie rod toward rear of car. Position radiator (17) in front of front spring housing. Attach radiator and front end assembly to frame with screw (C). Attach hose (18) to radiator and engine.



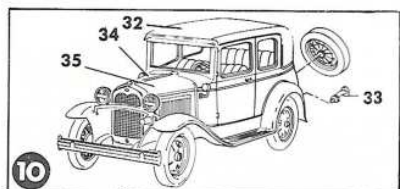
7. Position right half of body (19) to left half of body (20) using two posts provided and secure entire assembly with screw (C) through spark coil on firewall. Attach dashboard (21) to body with screw (C) through firewall. Press steering wheel (22) onto steering column (23) through dashboard and tie rod. Attach body to frame with two screws (B) through interior body mounts.



8. Position front seat bottom (24) in the interior and secure from underside of car with screw (C). Cement front seat backs (25) into front seat bottom. Position back seat (26) against stops on right and left side of body. Secure with screw (C) from underside of car.



9. Press lenses (27) into headlight assembly (28). Press headlight assembly into holes in front fenders. Insert parking lights (29) (30) into upper cowl. Snap plastic windows (31) from sheet. Slide windshield into position. Cement side windows and rear window in position.



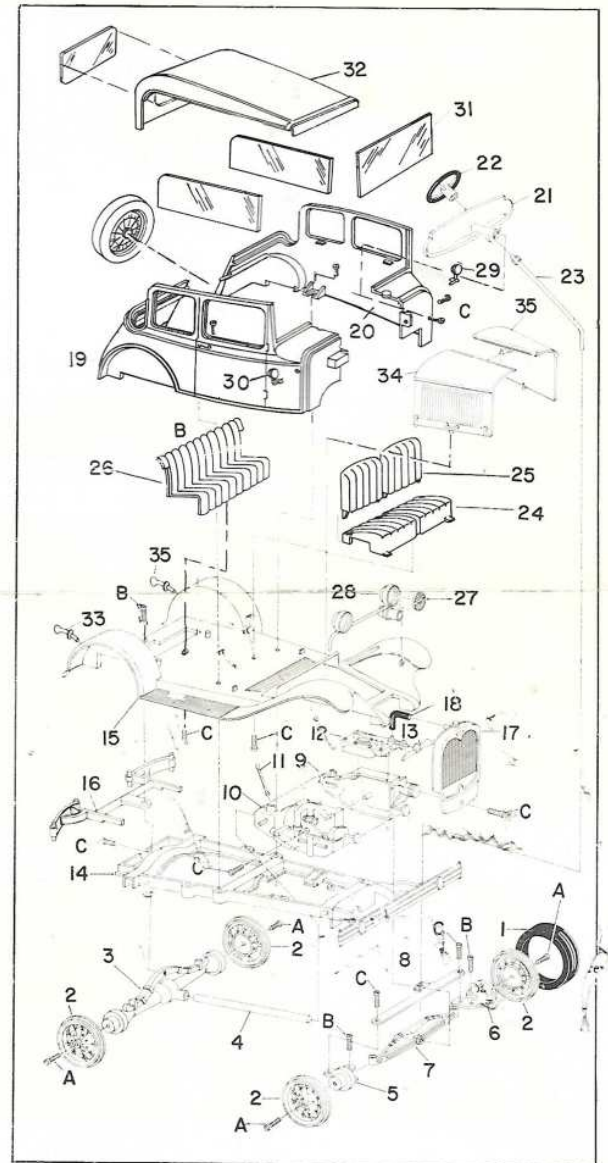
10. Position Victoria top (32) on top of car. It can be cemented if desired. Insert taillights (33) into holes behind rear fenders. Press spare wheel onto post at the rear of the body. Press two halves of hood (34) (35) together and install in position over engine.

If any parts should be missing, circle missing parts in parts list, cut out coupon, print name and address on other side, and mail to:

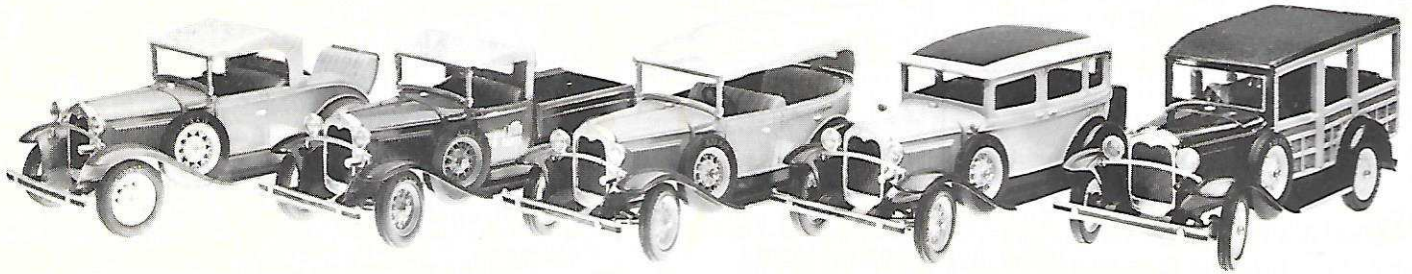
THE HUBLEY MANUFACTURING COMPANY
SCALE MODEL DIVISION
P. O. BOX 1543, LANCASTER, PA.

No. 4866 48-PARTS LIST

- | | | |
|--------------------------|--------------------------|----------------------------|
| 1. RUBBER TIRES (5) | 14. FRAME | 27. HEADLIGHT LENSES (2) |
| 2. WHEELS (5) | 15. CHASSIS | 28. HEADLIGHTS & CROSS BAR |
| 3. REAR END DIFFERENTIAL | 16. REAR BUMPER | 29. LEFT PARKING LIGHT |
| 4. DRIVE SHAFT | 17. RADIATOR | 30. RIGHT PARKING LIGHT |
| 5. RIGHT WHEEL DRUM | 18. RUBBER RADIATOR HOSE | 31. PLASTIC WINDOWS |
| 6. LEFT WHEEL DRUM | 19. BODY—RIGHT HALF | 32. TOP |
| 7. FRONT AXLE & SPRINGS | 20. BODY—LEFT HALF | 33. TAILLIGHTS |
| 8. TIE ROD | 21. DASHBOARD | 34. ENGINE HOOD—RIGHT SIDE |
| 9. LEFT ENGINE BLOCK | 22. STEERING WHEEL | 35. ENGINE HOOD—LEFT SIDE |
| 10. RIGHT ENGINE BLOCK | 23. STEERING COLUMN | 36. PACKET OF SCREWS |
| 11. GEAR SHIFT | 24. FRONT SEAT BOTTOM | 37. WHITE SIDEWALL LABELS |
| 12. ENGINE HEAD | 25. FRONT SEAT BACKS (2) | 38. FILE |
| 13. FAN | 26. BACK SEAT | |



MODEL A kits by Hubley®



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  Hubley®

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 _____