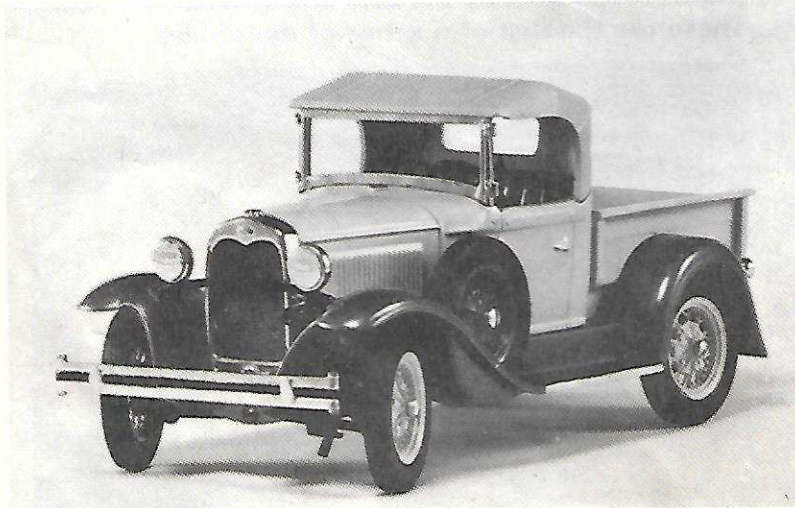


assembly instructions for the

# MODEL A PICKUP TRUCK

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 ant-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. (SEE PHOTO NO. 1) USING SCREWS PROVIDED (SEE PHOTO NO. 2) PRE-TAP ALL SCREW HOLES.

EJECTION PINS

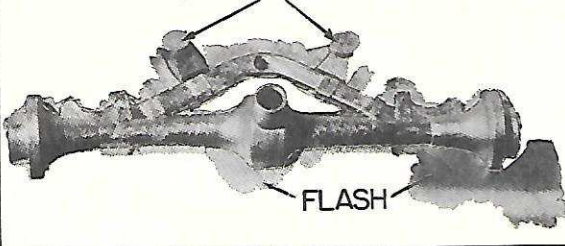


PHOTO NO. 1

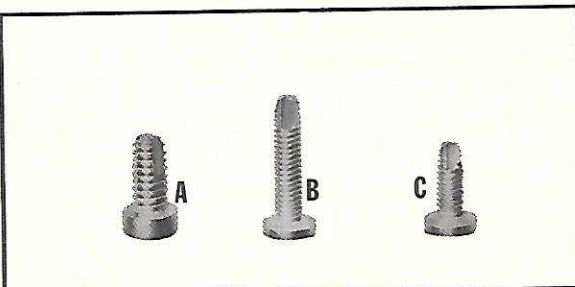
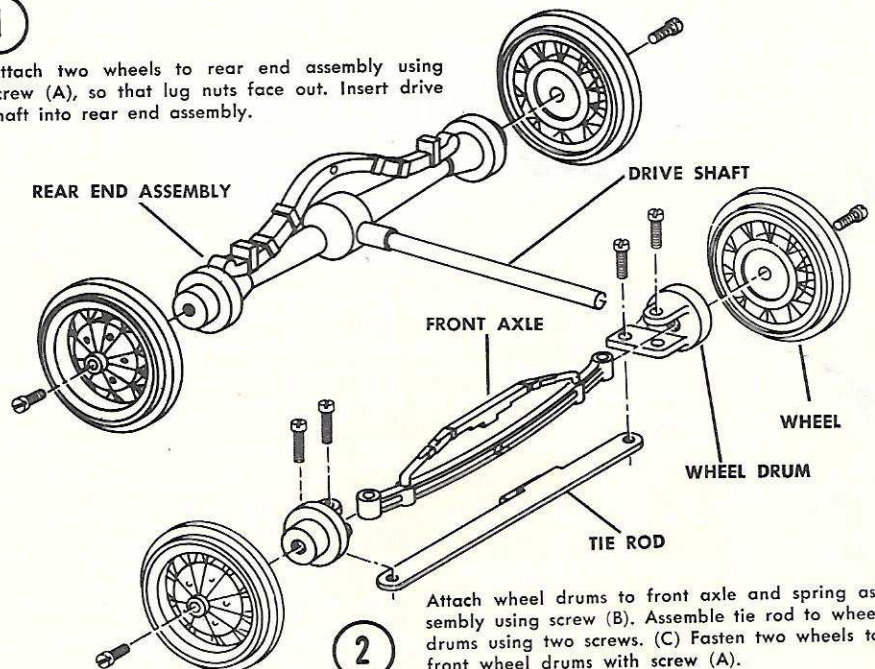


PHOTO NO. 2

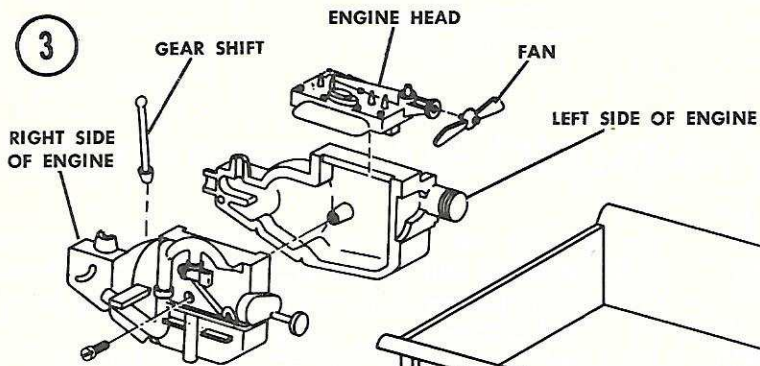
1

Attach two wheels to rear end assembly using screw (A), so that lug nuts face out. Insert drive shaft into rear end assembly.



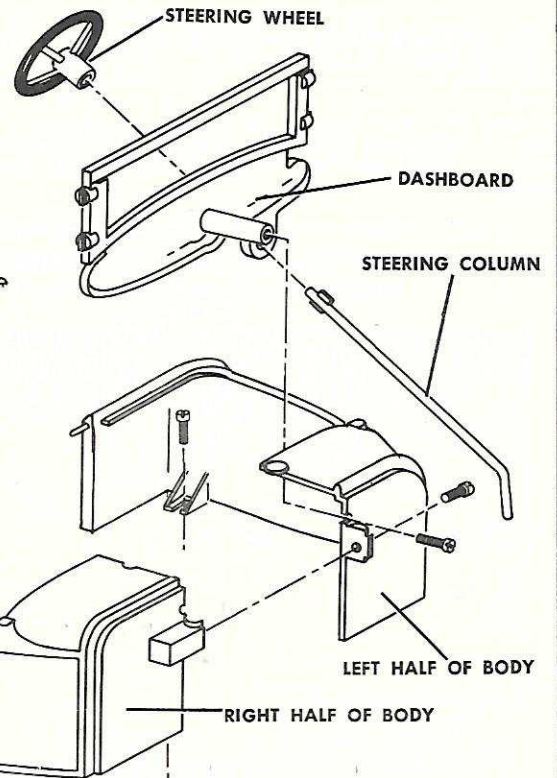
Attach wheel drums to front axle and spring assembly using screw (B). Assemble tie rod to wheel drums using two screws. (C) Fasten two wheels to front wheel drums with screw (A).

3



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

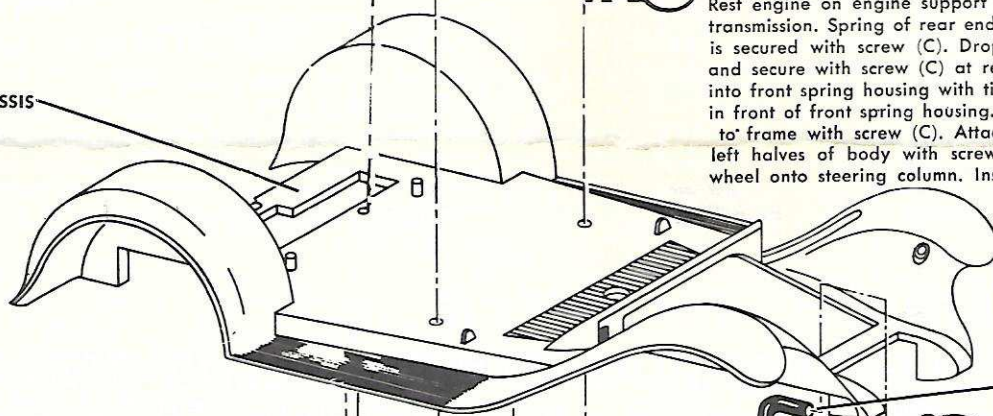
TRUCK BED



4

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). Drop chassis into position on top of frame and secure with screw (C) at rear of chassis. Insert front end assembly into front spring housing with tie rod toward rear of car. Place radiator in front of front spring housing. Attach radiator and front end assembly to frame with screw (C). Attach hose to radiator. Assemble right and left halves of body with screw (C) through spark coil. Press steering wheel onto steering column. Insert steering column through dashboard.

CHASSIS



FRAME

TRANSMISSION

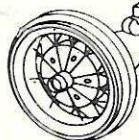
RADIATOR HOSE

RADIATOR

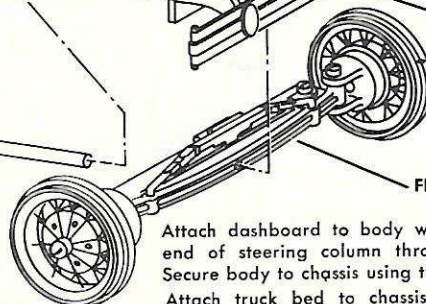
ENGINE SUPPORT BRACKET

FRONT SPRING HOUSING

FRONT END ASSEMBLY



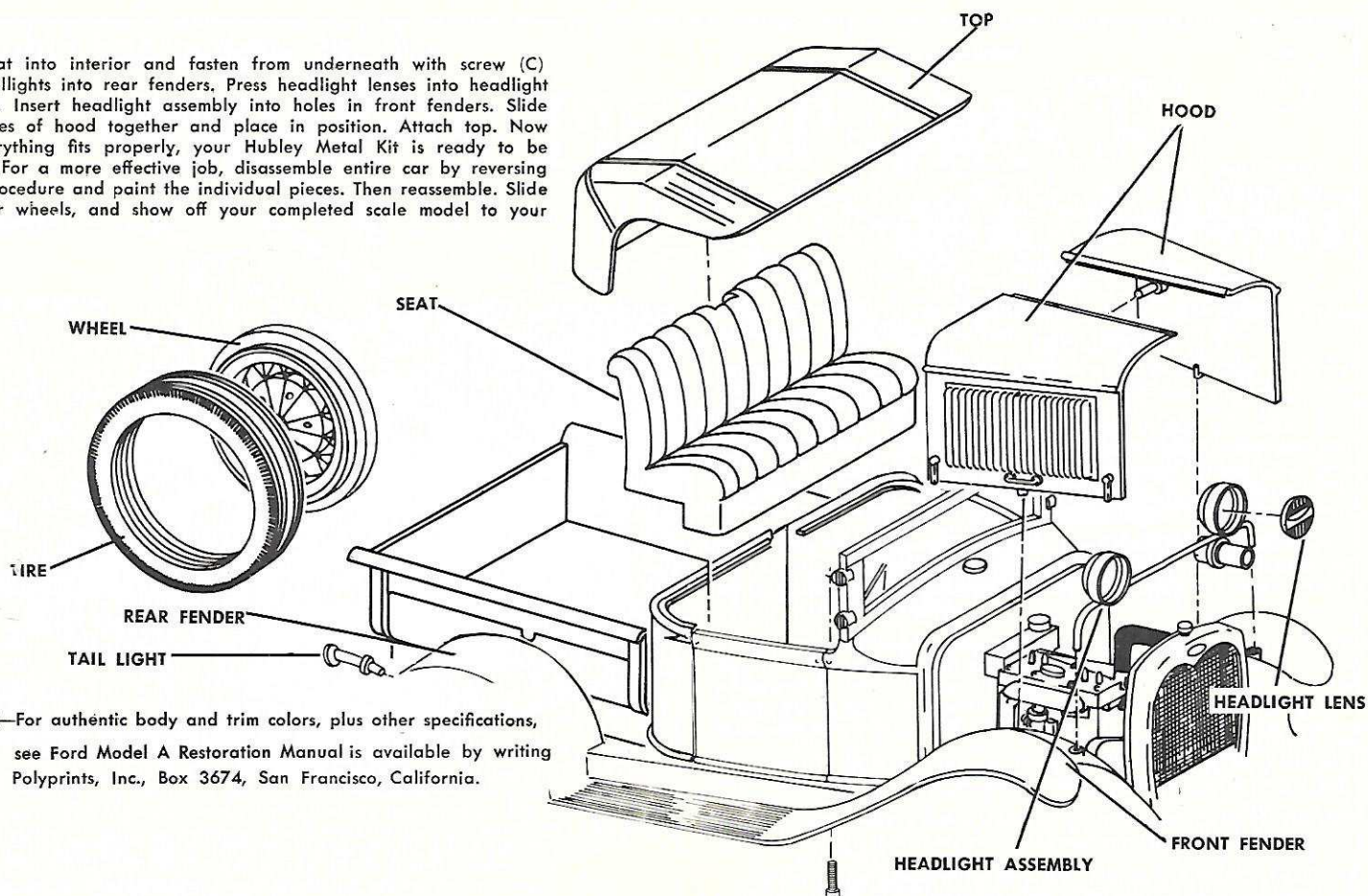
REAR END ASSEMBLY



5

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. Attach truck bed to chassis from underneath with screw (C).

Drop seat into interior and fasten from underneath with screw (C). Insert taillights into rear fenders. Press headlight lenses into headlight assembly. Insert headlight assembly into holes in front fenders. Slide two halves of hood together and place in position. Attach top. Now that everything fits properly, your 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, 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.

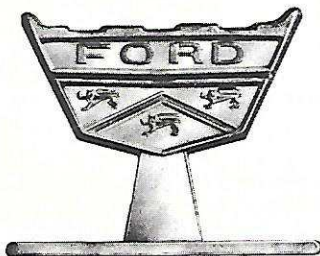
4. Apply two or three coats of lacquer or enamel in the color desired. Enamel is recommended for hand-brushing, but both lacquer and enamel are available in pressure spray cans.

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

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a new concept in hobby kits

**METAL CAR KITS**

by **HUBLEY**

**SCREWDRIVER ASSEMBLY—DECALS—ACTUALLY STEERS**

These new kits offer model builders an opportunity to construct famous cars in metal like their original prototypes. The completed model can be beautifully

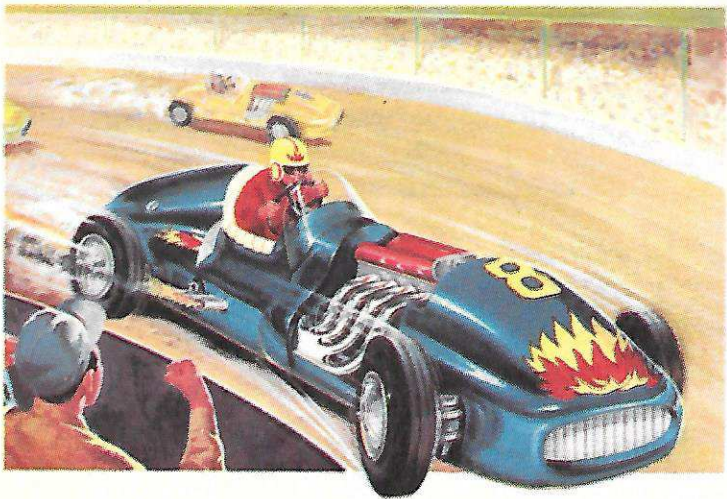


**Model A Ford Pickup Kit No. 855K**—This is the mate to the Ford Roadster and will appeal to old and young alike. Kit contains removable hood, detailed motor, removable top and spare wheel. More than 50 pieces.

finished in automotive lacquers. These metal masterpieces are extremely durable and will last for years. These are the first of a series of metal kits.



**1932 Ford Custom Roadster Kit No. 853K**—A beautifully designed scale model over 7" long. This ever popular item will catch the eye of every model maker and hot rod enthusiast. Kit contains 55 pieces.



**Indianapolis Racer Kit No. 852K**—This custom designed model is beautifully streamlined and contains detailed metal racing engine with exhaust header. Metal kit with plastic accessories contains 50 pieces.



**Model A Ford Roadster Kit No. 854K**—One of the most popular classic cars of the late 1920's and early 1930's. Complete with removable hood, detailed motor, removable top, rumble seat that operates and spare wheel. More than 50 pieces.

**EACH KIT CONTAINS:**

Die cast body, chassis, running gear  
Detailed motor block  
Plastic seats & accessories

Real rubber tires  
A file for precision fitting  
Screws for easy assembly

Customizing decals  
Detailed instruction sheet  
Steering mechanism