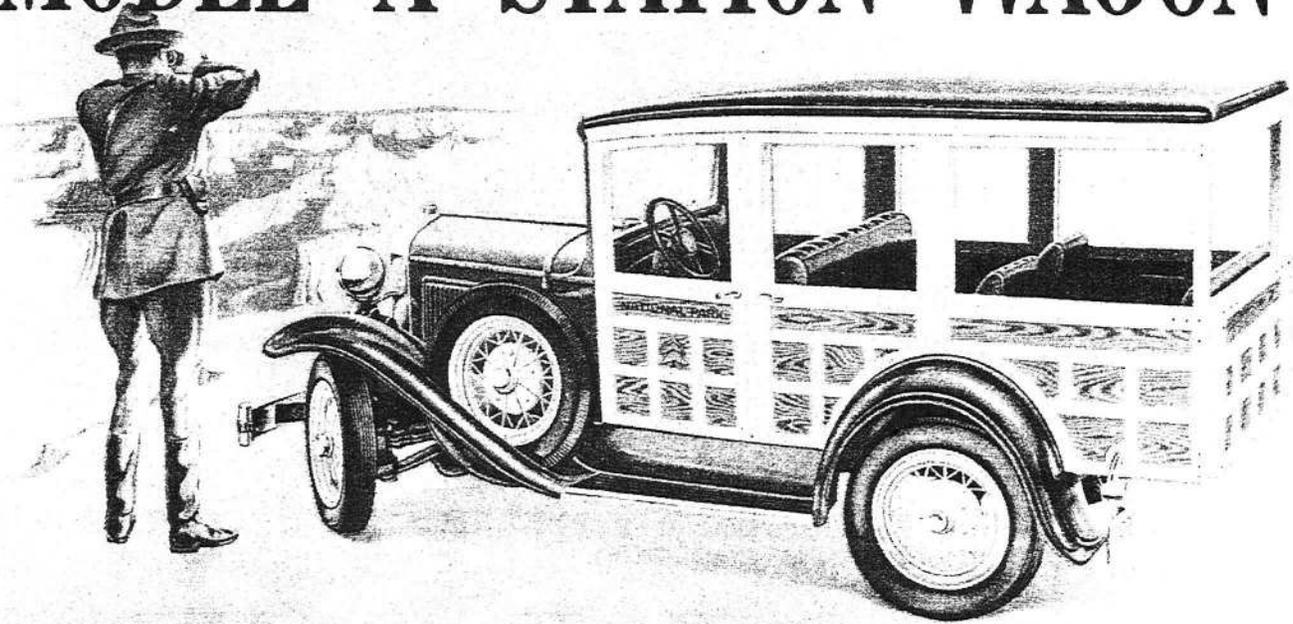


MODEL A STATION WAGON



The venerable Model T reached the end of the line on March 26, 1927. Her 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.

The Model A Station Wagon was designed to be used either as a passenger car or a delivery unit, and made a valuable addition to the motor vehicle equipment of country clubs and estates because of its high utility value.

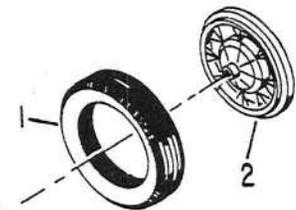
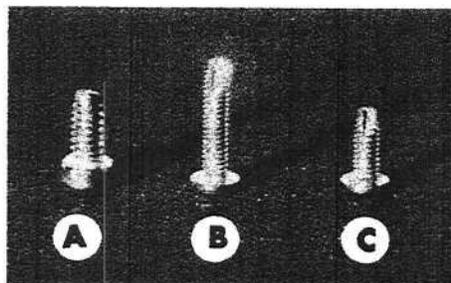
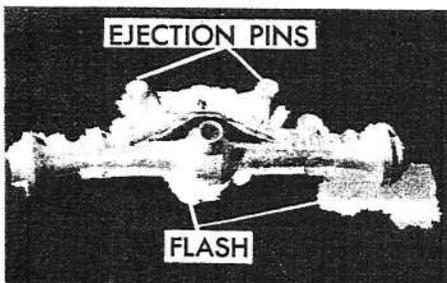
It was introduced late in the year 1929 and was another Ford "first" in that it was the first station wagon in the industry to be assembled in the factory; all other station wagons were more or less "custom built" on commercial chassis by independent builders.

All station wagons were produced in only one color combination—natural wood finish, black fenders and wheels, Manila brown cowl, hood and coupe pillar. There was a full seat front and rear with two folding seats in the center; the rear seat was removable.

"Genuine" Model A Station Wagons, though rare, are closely following the Phaetons and Roadsters in popularity with today's large group of Model A Restorers.

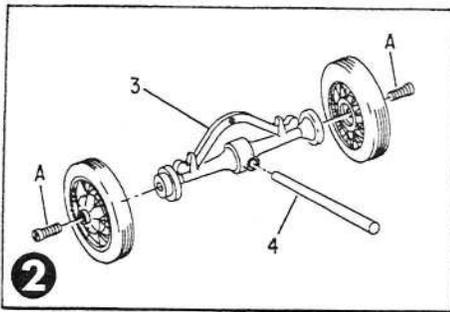
A testimony to the popularity of the Model A is the existence of hundreds of Model A Clubs all over the country. Of the original 5,000,000 Model A Fords produced, there are 80,000 registered for daily use in the State of Pennsylvania alone. An estimated 929,000 are registered throughout the United States.

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.)

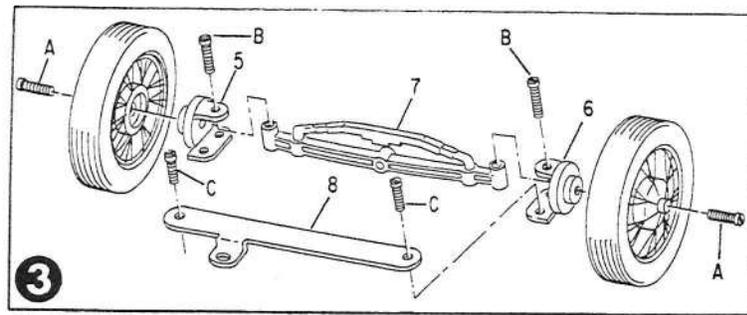


1. Slide tire (1) on to wheel (2).

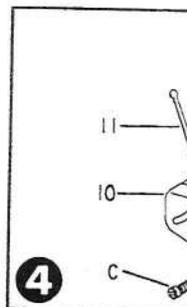
READ AND UNDERSTAND YOUR INSTRUCTIONS.



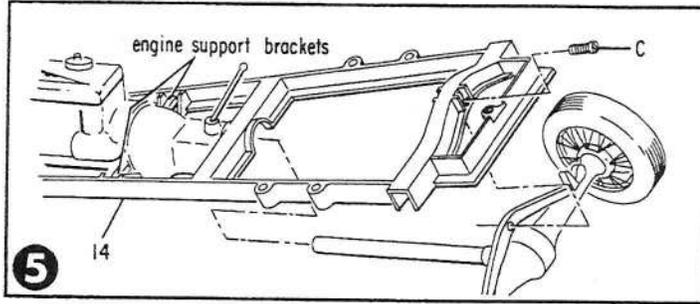
2. Attach two wheels to rear end assembly (3) using screws (A); make certain that lug nuts on wheels face outward. Insert drive shaft (4) into rear end assembly.



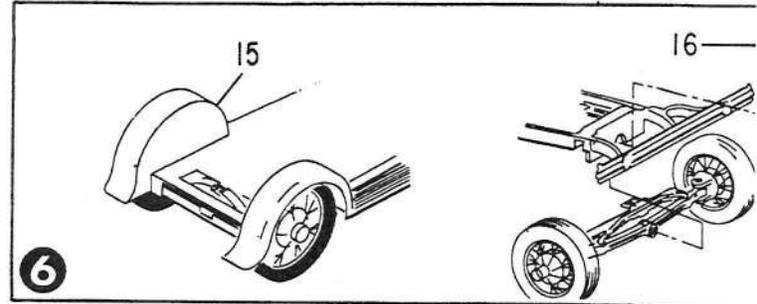
3. Attach wheel drums (5) (6) to front axle and spring assembly (7) using screws (B); position so that boss on axle faces forward. Assemble tie rod (8) to wheel drums using screws (C). Fasten two wheels to front wheel drums with screws (A).



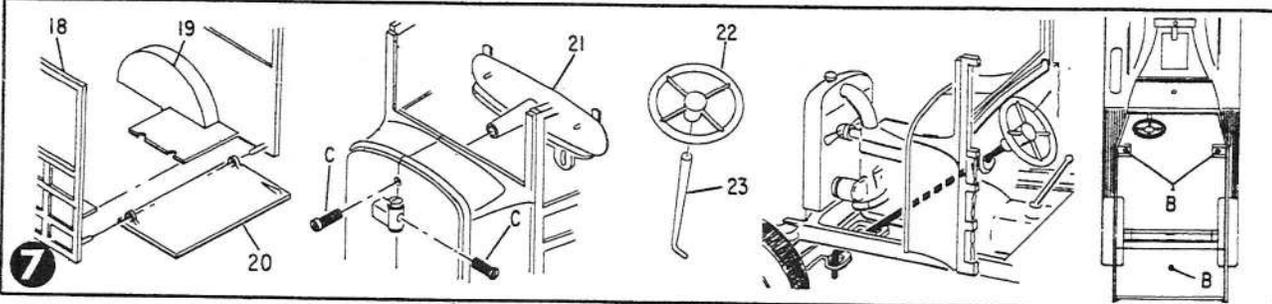
4. Press left and right engine head (12) into engine with screw (C).



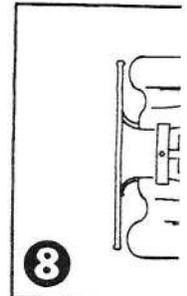
5. Rest engine on engine support brackets on frame (14). Insert drive shaft into rear of transmission and slide spring of rear end assembly into spring housing at rear of frame. Secure spring to frame with screw (C).



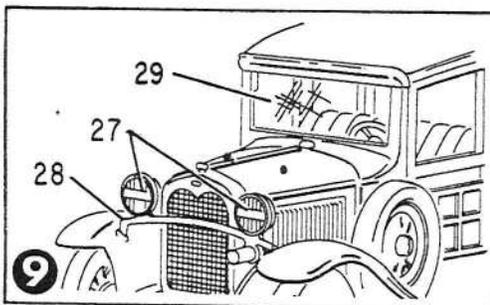
6. Lower fender unit (15) in position on top of frame. Insert spring with tie rod facing toward rear of car. Position radiator (16) in front end assembly to frame with screw (C). Connect hose (17) between radiator and engine.



7. Place two halves of body (18) (19) together, positioning tail gate (20) at rear so that body hinge pins engage hinge lugs on tail gate. Secure body halves 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). Insert steering column through dashboard and tie rod. Attach body to frame with three screws (B).

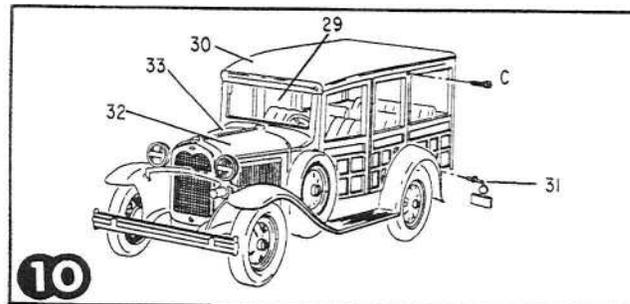


8. Drop front end into body. Position inside body and secure with screws (C).



9. Press lenses (27) into headlights of headlight assembly (28). Press headlight assembly into holes in front fenders. Slide windshield (29) into slots provided.

Slide windshield (29) into slots provided.



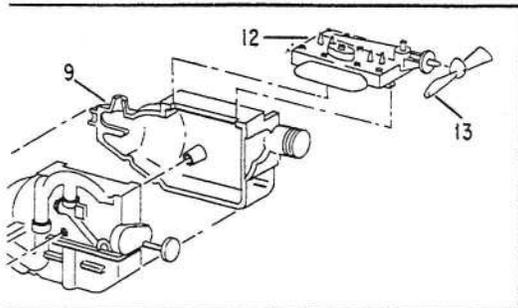
10. Position top of station wagon (30) and secure to body with screws (C) at top of rear door post on each side.

Insert tail light-license plate assembly (31) into hole behind left rear fender. Press spare wheel into well in left front fender. Press two halves of hood (32) (33) together and install in position over engine.

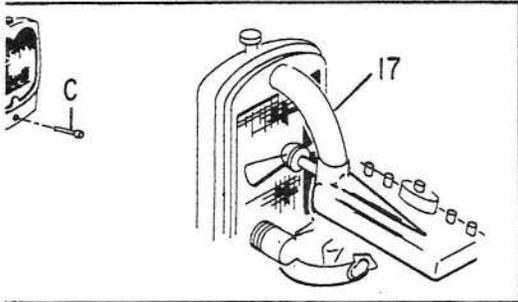
If any parts should be missing, print name and address on coupon, and mail to:

THE HUBLEY
SC.
P. O. BOX 8

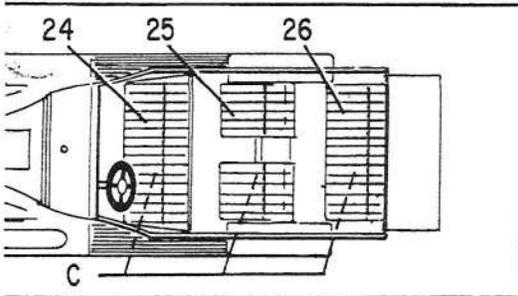
1. Tires 1 2 3 4 5
2. Wheels 1 2 3 4 5
3. Rear End Assembly
4. Drive Shaft
5. Wheel Drum, Right
6. Wheel Drum, Left
7. Front Axle & Spring Assembly
8. Tie Rod
9. Engine Block, Left
10. Engine Block, Right
11. Gear Shift
12. Engine Head
13. Fan



ight halves of engine block (9) (10) together, lever (11) in hole on top of transmission. Insert n slot on top of engine block and secure entire C). Attach fan (13).



f front end assembly into front spring housing t of front spring housing. Attach radiator and en radiator and engine.



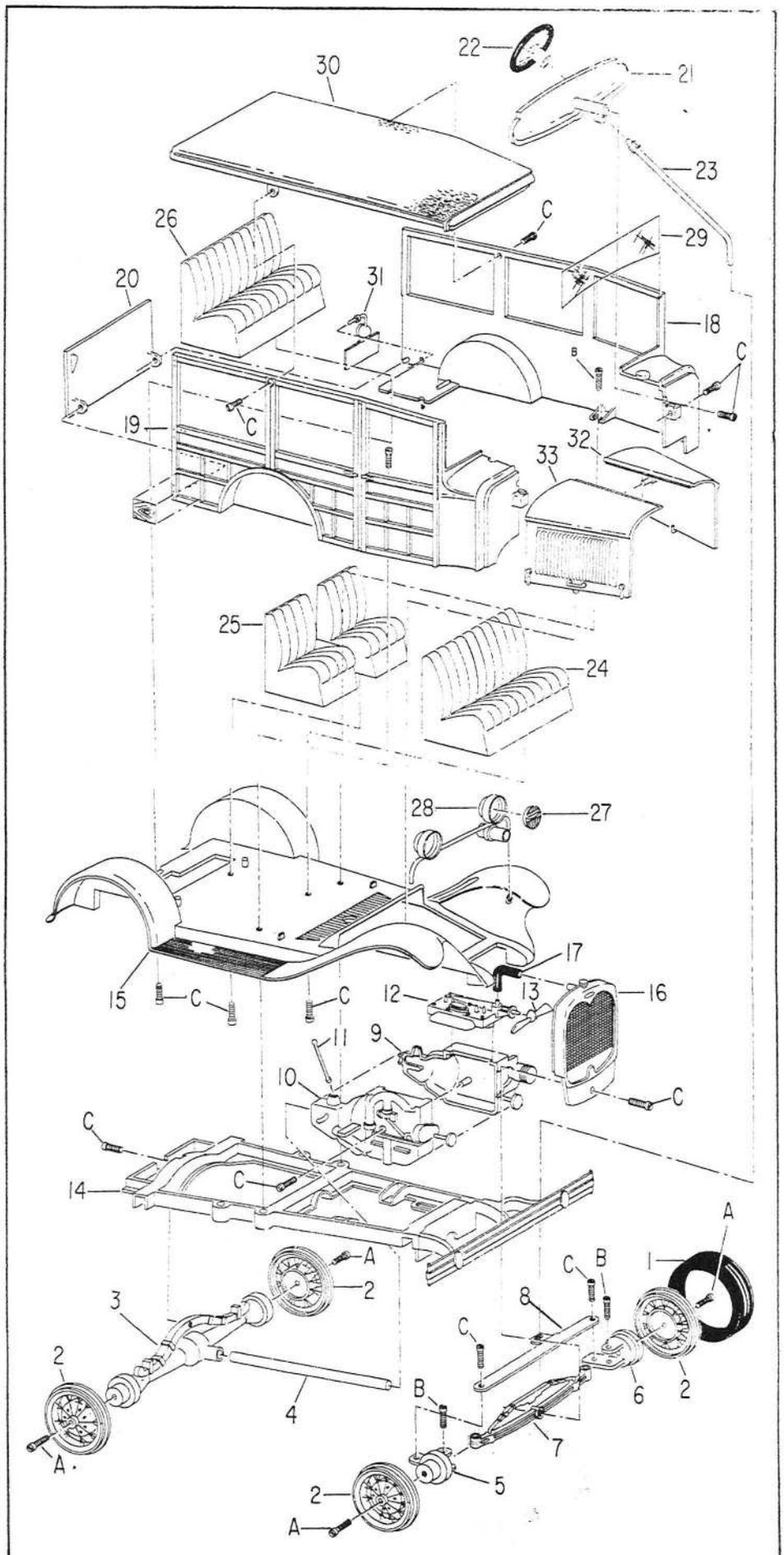
nter, and rear seats (24) (25) (26) into posi- Fasten each seat from underside of car with

ssing, circle missing parts on parts list, cut out address on other side, and mail to:

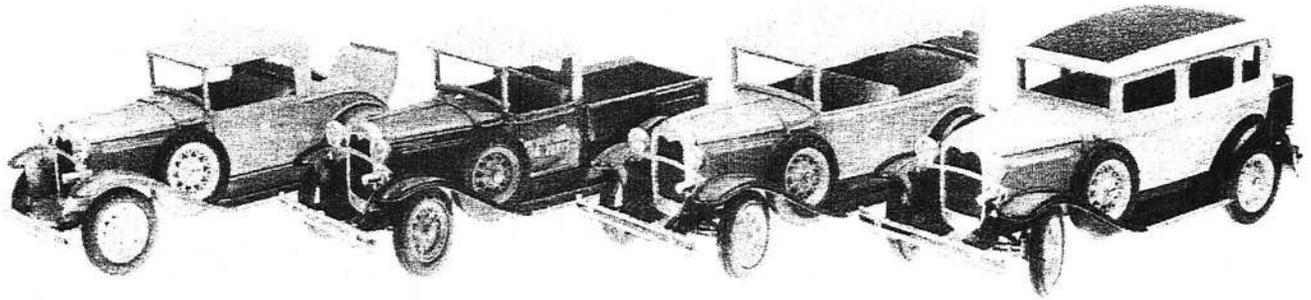
MANUFACTURING COMPANY
E MODEL DIVISION
1543, LANCASTER, PA.

3K Parts List

- | | |
|---------------------|---------------------------------------|
| 14. Frame | 27. Head Light Lenses |
| 15. Fender Unit | 28. Head Light Assembly |
| 16. Radiator | 29. Plastic Windshield |
| 17. Hose | 30. Top |
| 18. Body, Left | 31. Tail Light—License Plate Assembly |
| 19. Body, Right | 32. Hood, Left |
| 20. Tail Gate | 33. Hood, Right |
| 21. Dashboard | 34. Wood Grain Sheet |
| 22. Steering Wheel | 35. Decal Sheet |
| 23. Steering Column | 36. Screw A (+) |
| 24. Front Seat | 37. Screw B (5) |
| 25. Center Seat | 38. Screw C (12) |
| 26. Rear Seat | 39. File |



other **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 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. Cut to inside of black lines on back of wood grain label then remove backing paper and press into position on body.
5. CAUTION—Do not paint plastic parts with lacquer. This will cause wrinkling or crazing of the smooth surface.
6. 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.

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