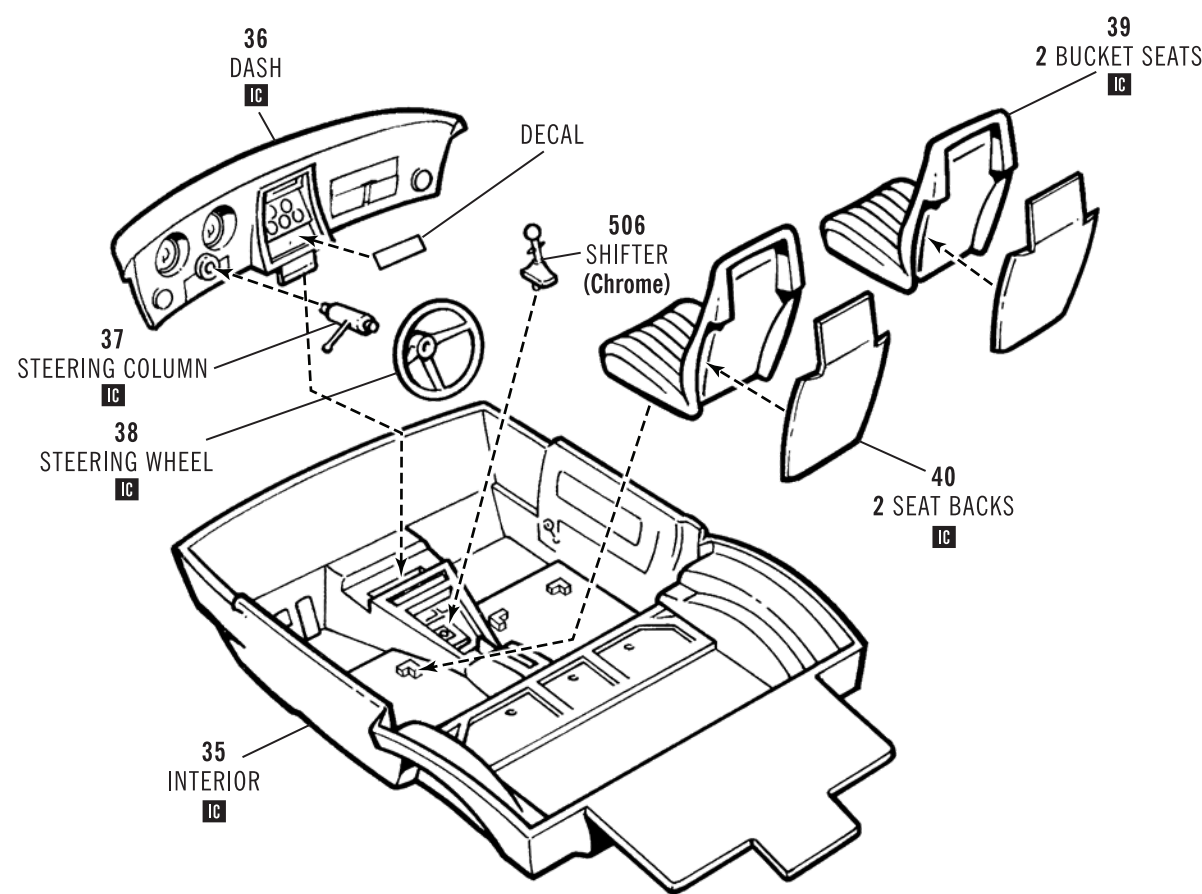
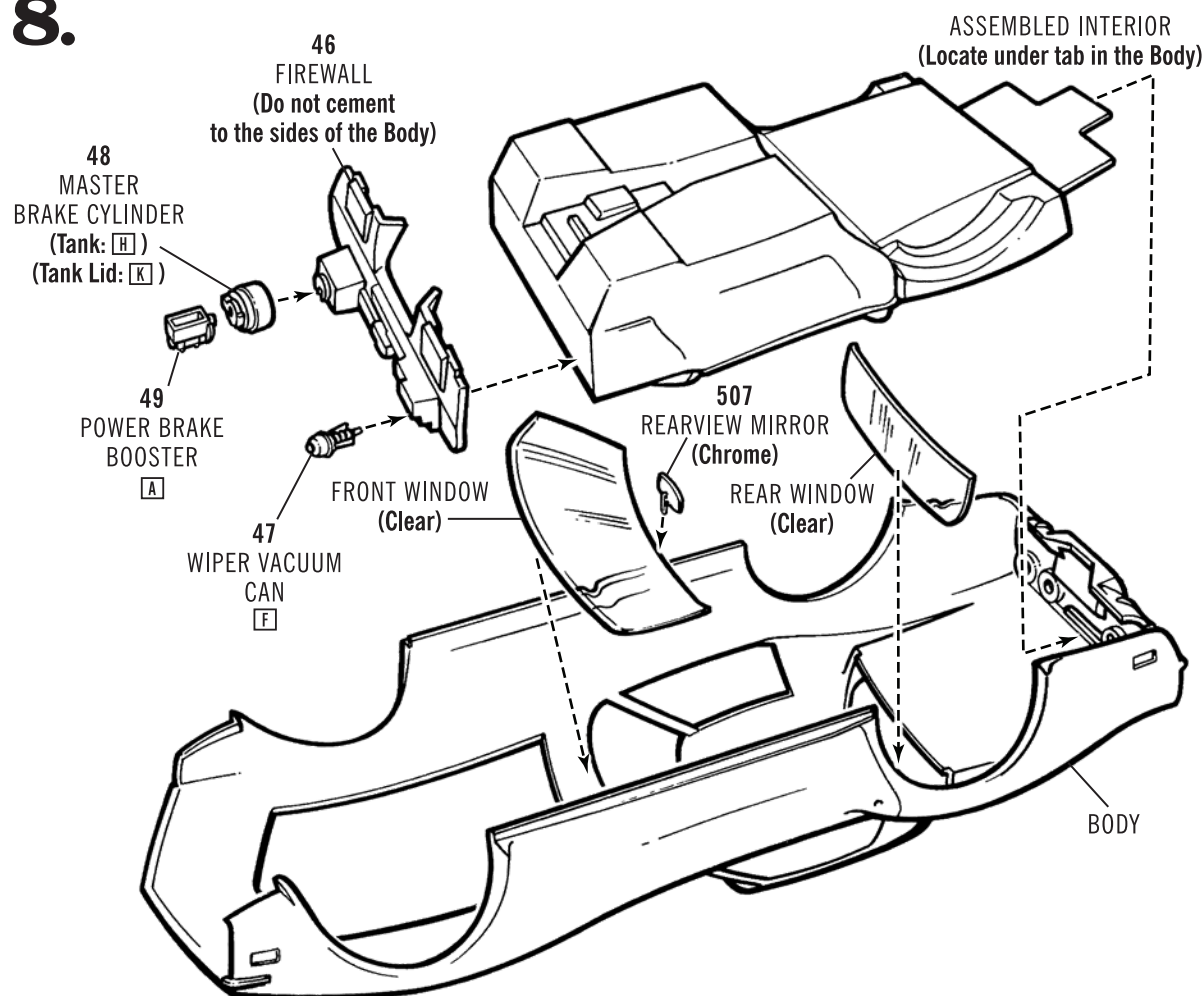


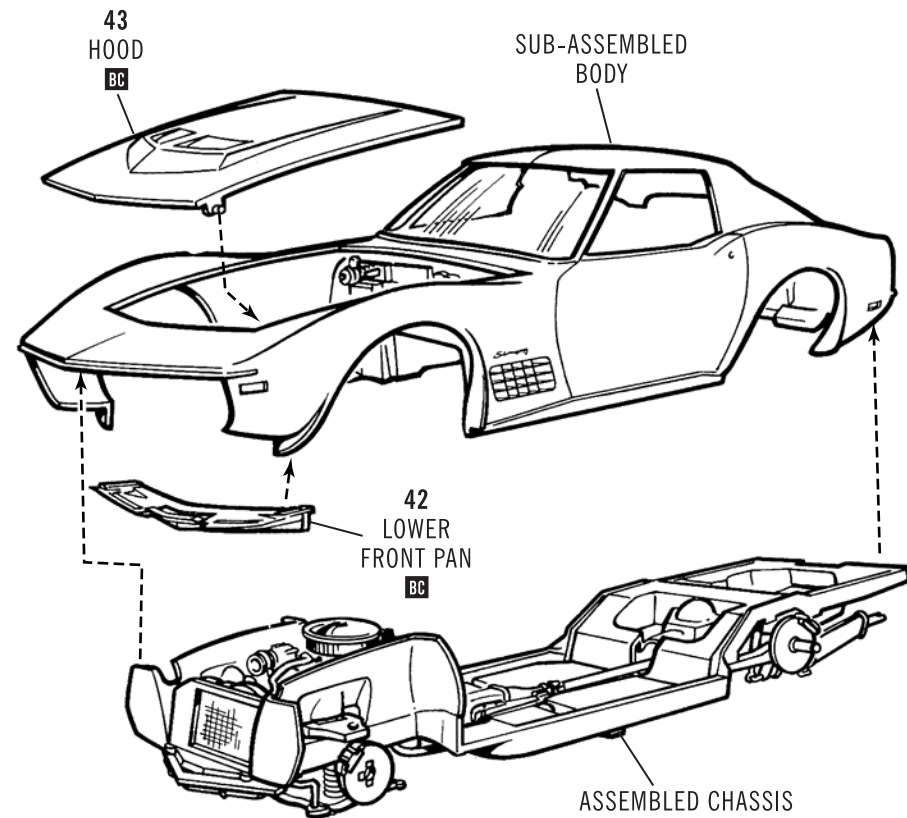
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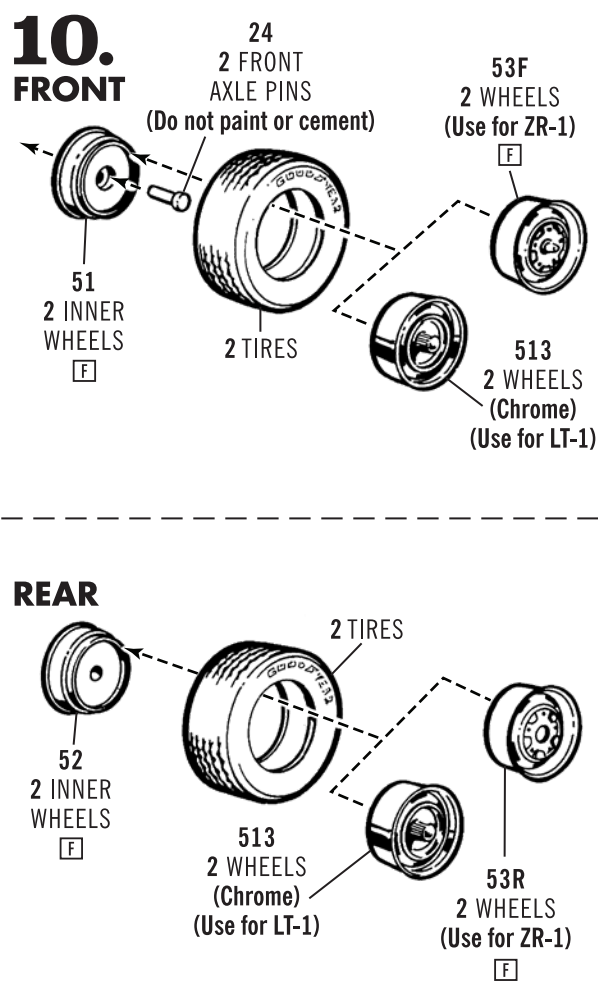
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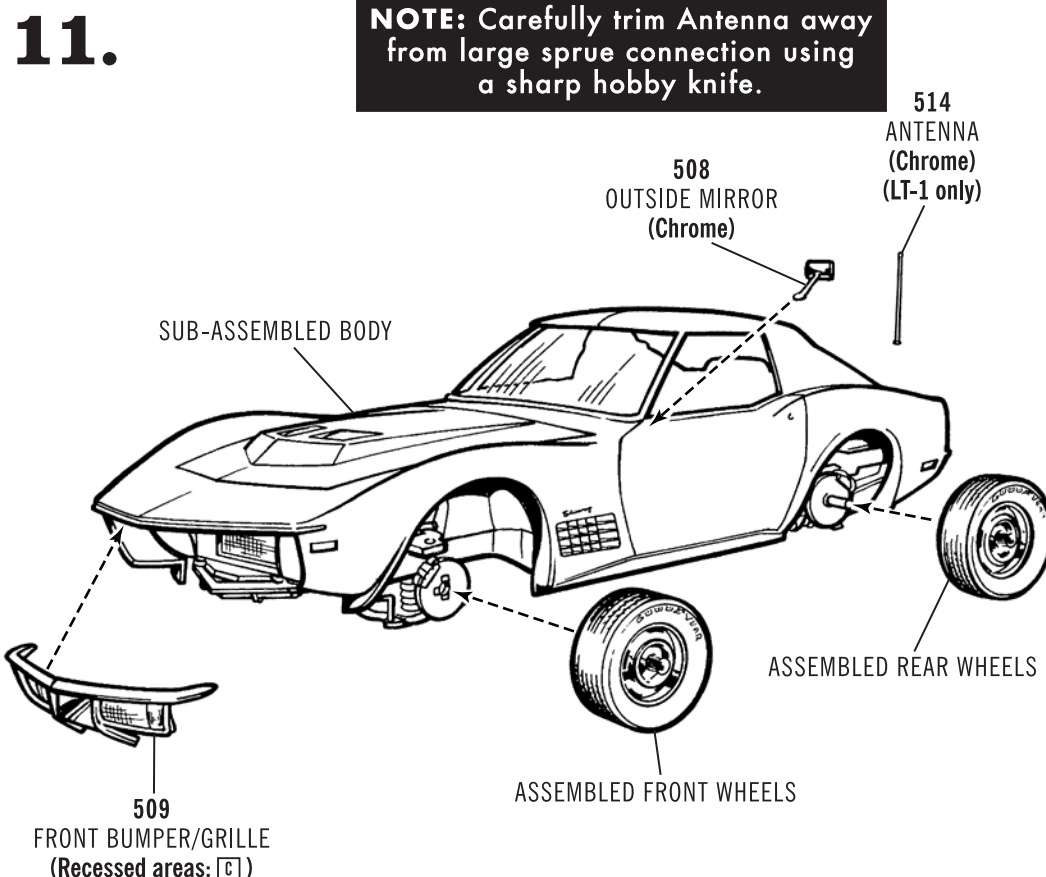
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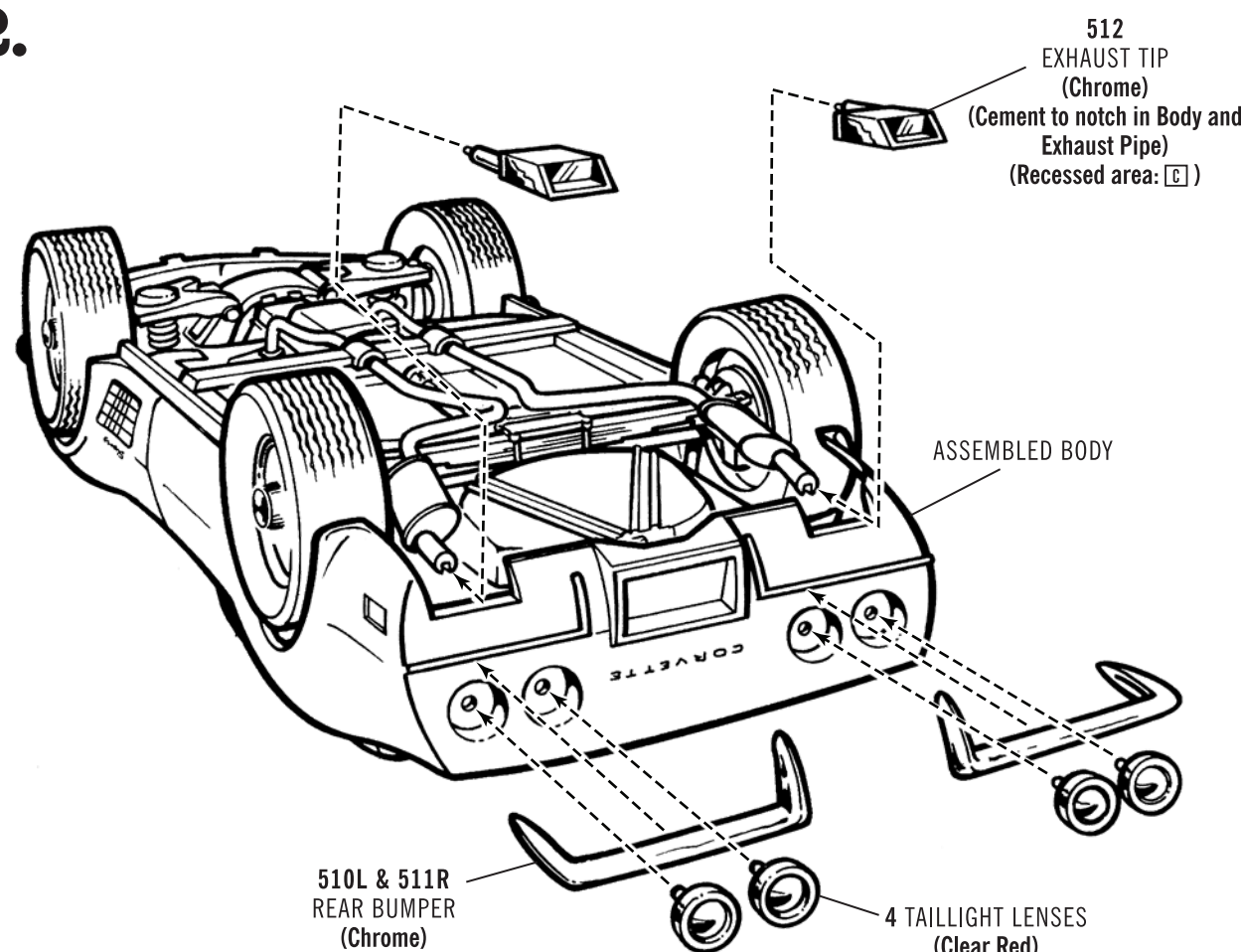
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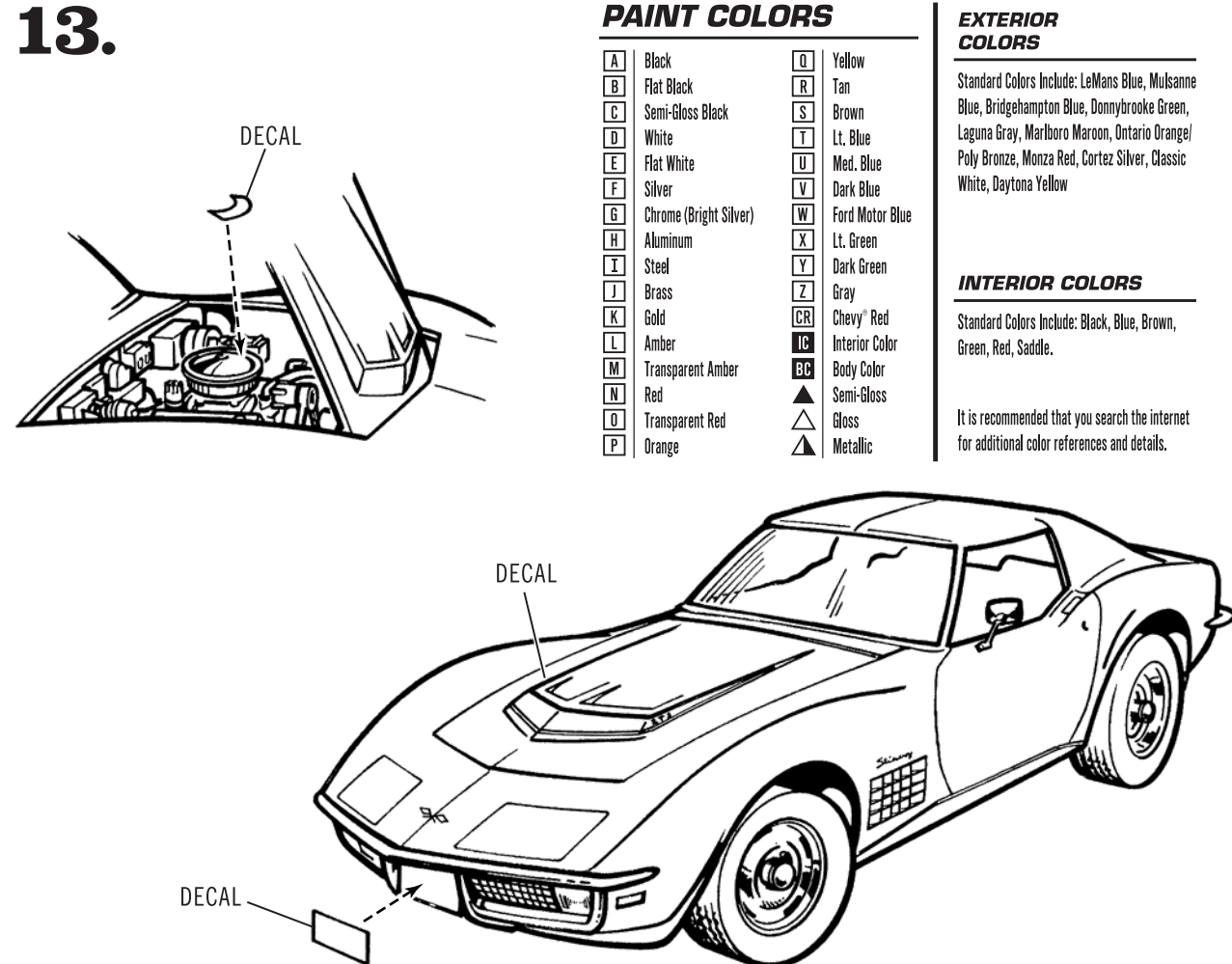
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12.



13.



PAINT COLORS

A	Black	D	Yellow
B	Flat Black	E	Tan
C	Semi-Gloss Black	F	Brown
D	White	G	LT. Blue
E	Flat White	H	Med. Blue
F	Silver	I	Dark Blue
G	Chrome (Bright Silver)	J	Gray
H	Aluminum	K	Dark Green
I	Steel	L	Gray
J	Brass	M	Gold
K	Gold	N	Amber
L	Amber	O	Transparent Amber
M	Transparent Amber	P	Red
N	Red		Transparent Red
O	Transparent Red		Orange

EXTERIOR COLORS

Standard Colors Include: LeMans Blue, Mulhane Blue, Bridgehampton Blue, Donnybrook Green, Laguna Gray, Marlboro Maroon, Ontario Orange, Poly Bronze, Monza Red, Cortez Silver, Classic White, Daytona Yellow

INTERIOR COLORS

Standard Colors Include: Black, Blue, Brown, Green, Red, Saddle.

It is recommended that you search the internet for additional color references and details.



Perhaps one of the rarest Corvettes® ever made, the 1970 through 1972 Corvette® ZR-1 is probably the most desirable high performance small clock Corvettes® Chevrolet® ever made. Basically the ZR-1 package was intended for “off-road” competition. Off-road in this case did not mean mountain goat trails in the Rockies, but rather road-racing tracks like Road America in Elkhart Lake in Wisconsin, Mid-Ohio, Waterford Hills in Michigan, Laguna Seca in California and other similar sports car racing circuits. Although the threat of the formidable Shelby Cobras had diminished somewhat by the early seventies, the Corvette® ZR-1 was intended to continue Corvette’s role on the race tracks of the world.

Approximately 25 Corvette® ZR-1s were produced in 1970, 8 in 1971 and 20 in 1972. Basically the ZR-1 package consisted of the LT-1 370 horsepower 350 cubic inch (small block) Turbo-Fire V-8 engine, F41 special purpose suspension, G81 positraction axle, J56 special brake booster and the M-22 close ratio 4-speed heavy duty transmission (the proverbial rock crusher). There were also several important deletes to keep the weight down and hopefully keep the car on the road and track. There was no radio, no heater, no air conditioning, and no ignition shielding. It also came with a plain, stamped steel set of wheels (with no trim rings or wheel covers). Other ZR-1 items were the 454 with open element air cleaner, and a 454 with cold air hood to clear the

air cleaner. The striping on the hood proclaimed the car to be an LT-1, but the invoice and GM Corvettette® order copy told the real story. Records show the first ZR-1 was built in February, 1970, and the last in 1972—until they remerged in 1990.

Of course there were more LT-1s built without the ZR-1 option, 1,287 in 1970, 1,949 in 1971 and 1,741 in 1972. Corvette® small-block fans who wanted horsepower without the weight of the larger engines were delighted by the 350 cubic inch, 370 horsepower, LT-1 when it was introduced in 1970. Instead of the hydraulic lifters and small Holly carb of the 327, the LT-1 offered solid lifters, a “cathedral” style fuel bowl 800 cfm Holly, “fuelie” style iron cylinder heads, an aluminum high-rise intake manifold, and a special camshaft which bumped the lifters a bit higher. Aluminum power-forged pistons were manufactured for Chevrolet® by TRW. The forged steel crank rode in a four-bolt main iron block with four inch diameter bore sizes. The ignition was a capacitor-discharge type listed as the K66 electronic ignition setup by Chevrolet®. An open element chrome air cleaner sat on top of this powerhouse, and aluminum-ribbed valve covers came standard.

If you wanted big block performance in a small block size, from 1970 to 1972, the LT-1 was the mouse that truly roared. Enjoy your 1/25 scale model kit of the rare 1970 Corvette LT-1/ZR-1.

IMPORTANT

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. Read all labels and warnings carefully.

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.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied. Also, each coat should be “wet sanded,” except for the final coat, using No.1200 wet or dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when working with your model. Wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

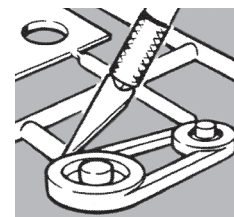
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after the first, or “primer,” coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted, or “magic,” tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

RECOMMENDED TOOLS

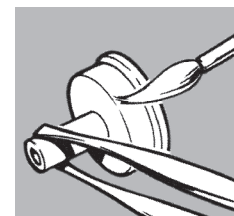
HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



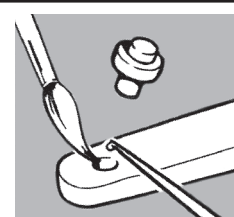
TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.



BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.



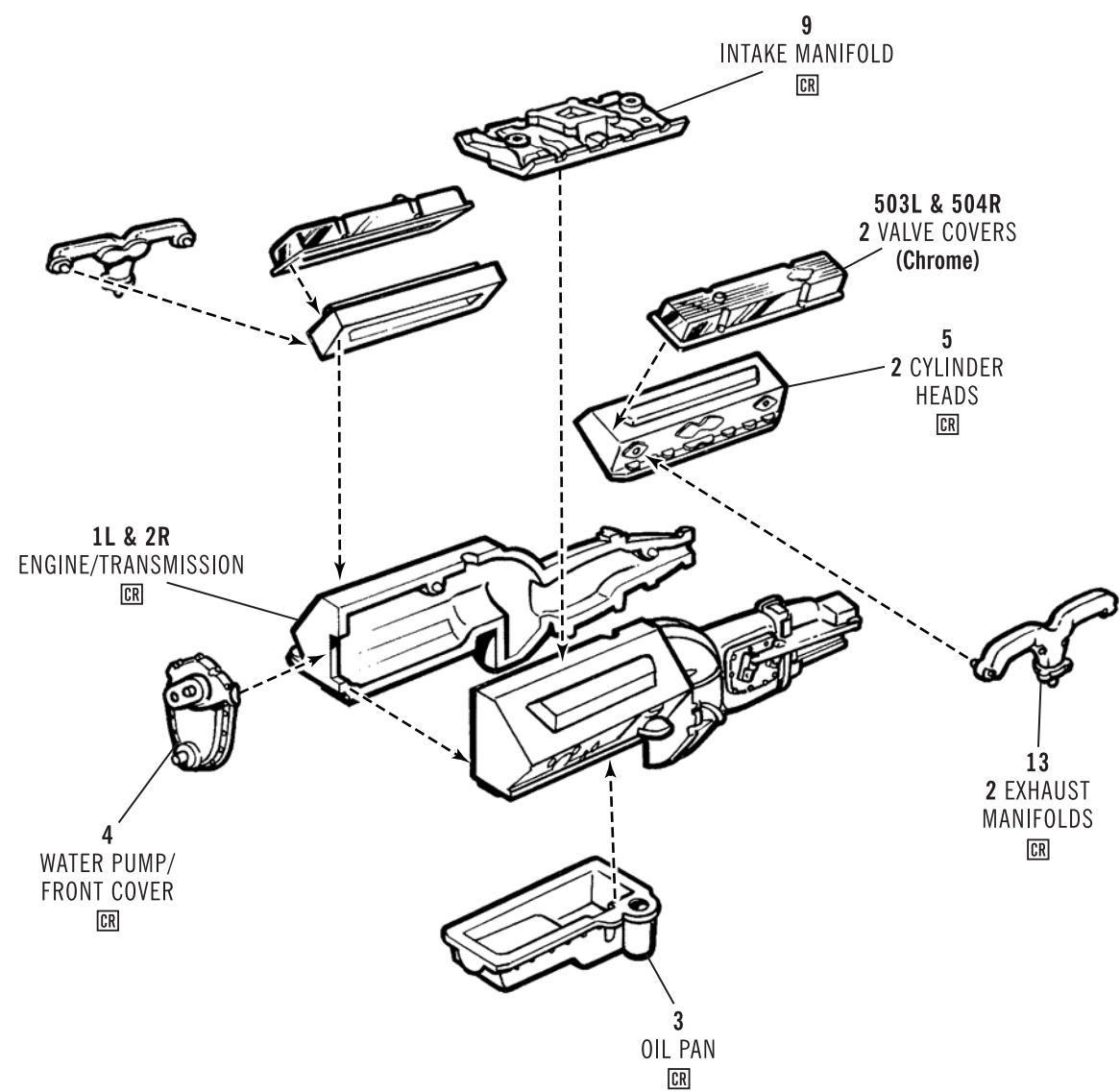
READ ALL LABELS AND WARNINGS CAREFULLY

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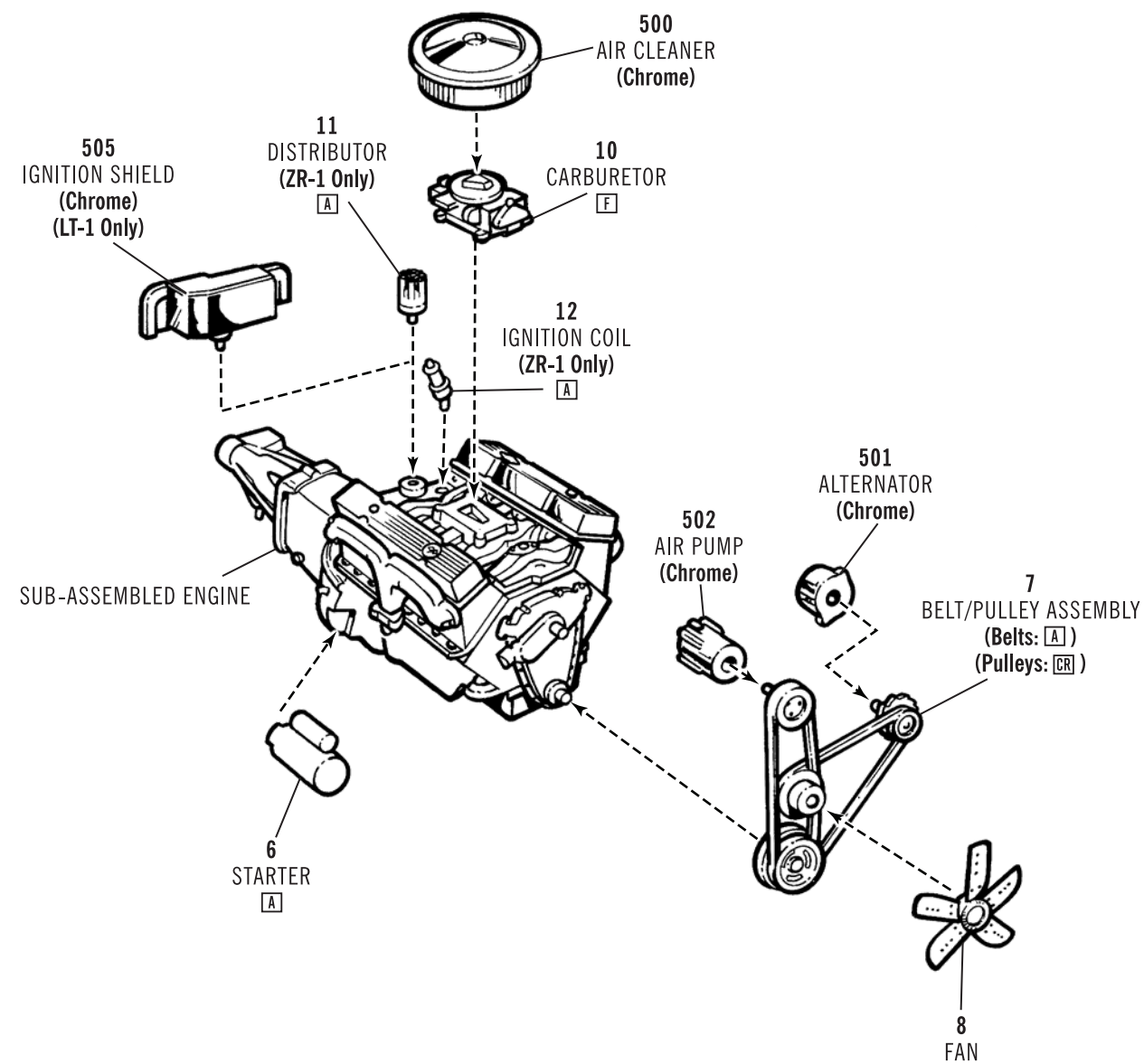
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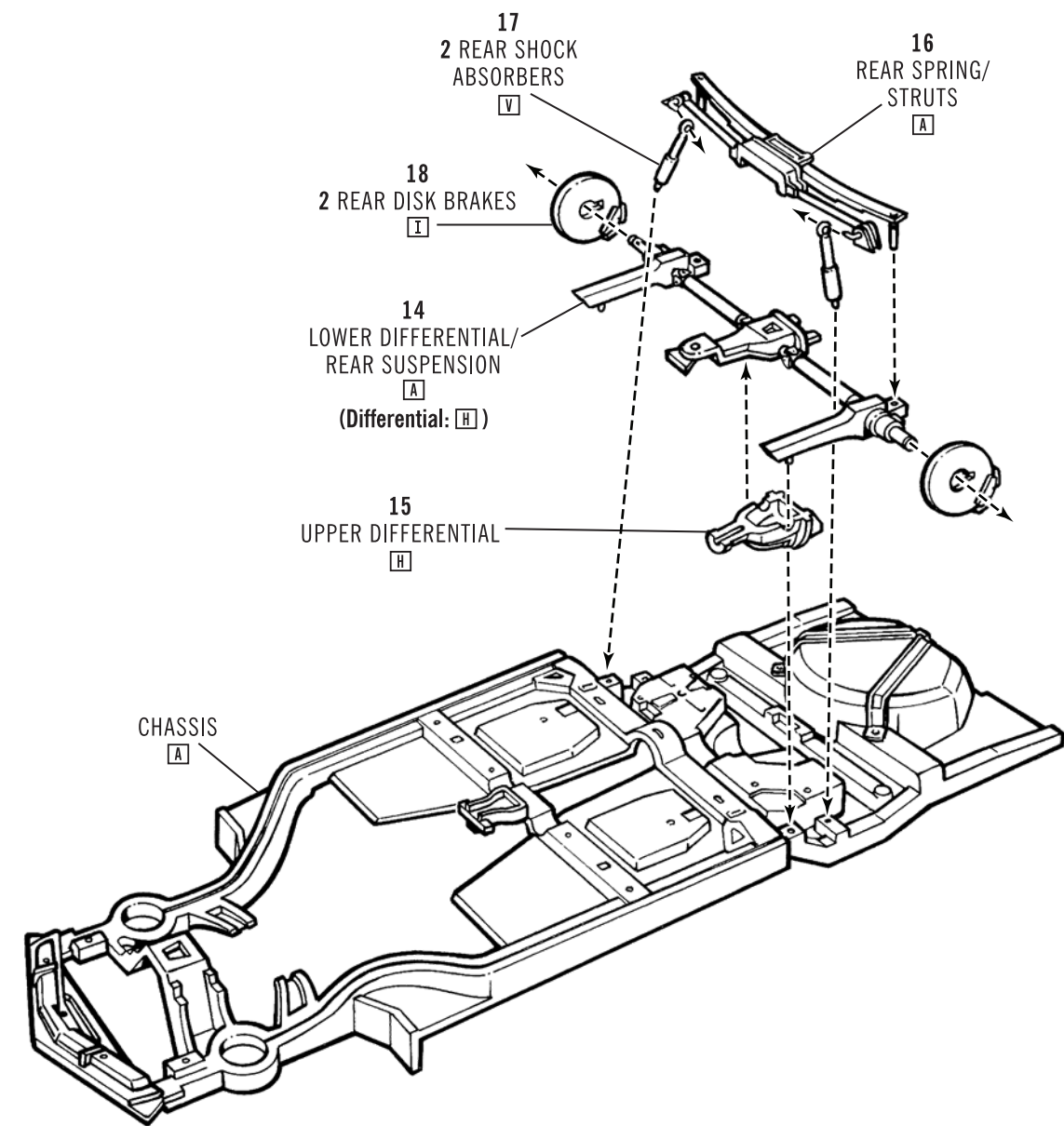
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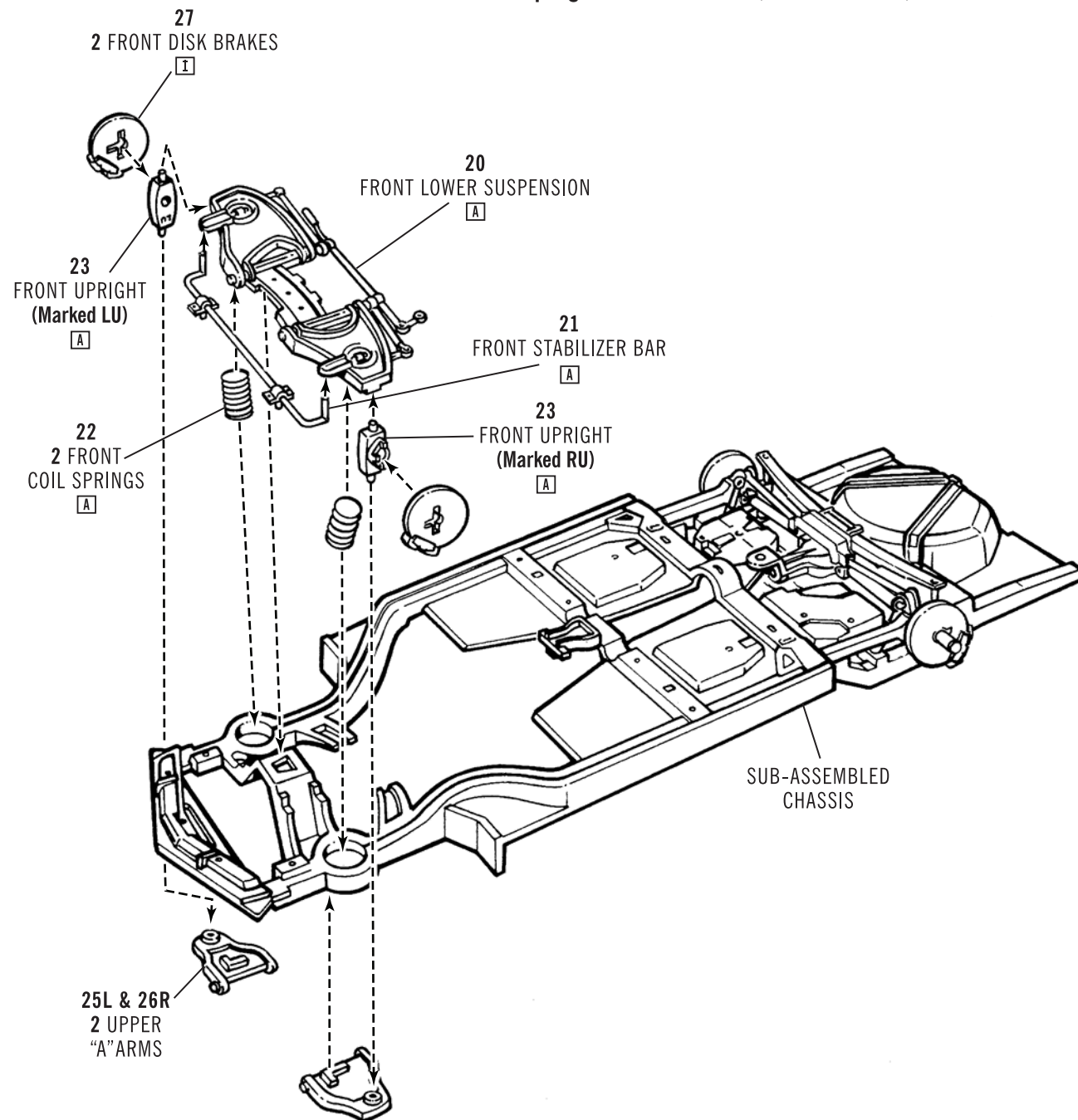


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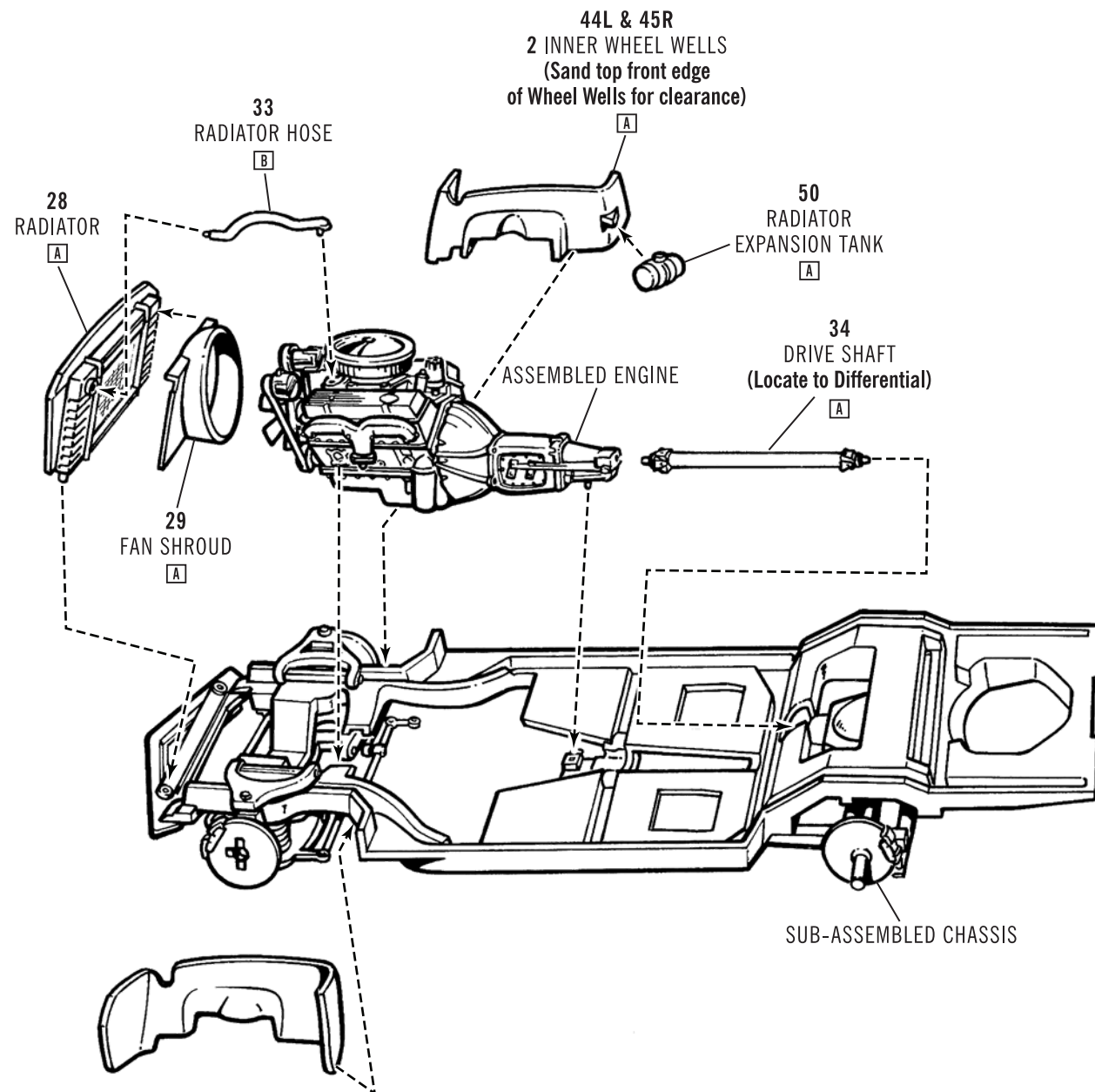


4.

NOTE: Front wheels may be assembled to the uprights at this time (see STEP 10).



5.



6.

