

# mpe PETTY

## 1973 DODGE CHARGER

### RICHARD PETTY

Richard Petty began his career at the young age of 12. He swept the garage floor for his father Lee, who was the first driver in history to win three Grand National Championships, which Richard eventually was to match. Richard graduated from sweeping to washing engine parts, helping assemble engines and then finally, specializing in suspension tuning. He eventually intended to drive and have the ability to handle a 3800 lb. race car at high speeds. "I turned 21 and told Daddy I wanted to give it a try. He pointed to one of his cars from the previous years and said to go ahead."

His first race was in 1958 at Columbus, South Carolina, a 100 mile dirt track event; he finished sixth. Richard began his full time career in 1959 and was named rookie of the year. By 1964 he had been in 228 races. His first big triumph came with a big win at the Daytona 500 in 1964. He finished the 1964 season with a total of nine victories and winnings of nearly \$100,000.00 and his first Grand National Championship. Again in 1966, the Daytona 500 was his, one lap ahead of the rest of the field; then major wins at Atlanta and Darlington. Winning eight total races for the season he received nearly \$80,000.00 in purse money.

In 1967, Richard Petty's No. 43 blasted to 27 victories and his second Grand National Championship, taking home more than \$130,000.00 in winnings. Then in 1970, Richard was involved in the worst wreck of his career. Coming off the fourth turn at Darlington, his car slammed into the wall at top speed, bouncing end over end across the track into the pit wall, then on down the front straight, finally coming to rest on it's top. Witnesses called it one of the most violent crashes they had ever seen. However, Richard suffered only a dislocated shoulder – a tribute to the rigid safety rules and the sturdiness of the roll cage in his car. In the 1971 Atlanta Dixie 500, which he won, Petty became the first stock car driver to surpass the \$1,000,000 mark in career winnings. He also became the first driver to win over \$300,000.00 in a single season, winning \$309,225.00. Richard Petty has more than doubled his closest competitors in victories, with 200 career wins.

In 1971, Petty, representing the best of stock car racing, was invited to bring his car to the White House in Washington, D.C. by President Richard M. Nixon for a reception honoring auto racing.

The 1972 season came with a change. The always blue No. 43 car appeared in different dress. An alliance with Andy Granatelli and STP Corporation saw a bright red and blue Dodge Charger No. 43 piloted by "King Richard." Again, this was the man, the car and the team to dominate racing tracks all across the country. In 1973, the Daytona 500 was another win for Richard. The Daytona 500 has been won by Petty seven times; again the only driver to accomplish this feat.

The crowning glory was when Richard Petty was inducted into racing's "Hall of Fame" in Indianapolis - the first stock car driver to gain this distinction. He has received many honors over the years such as Rookie of the Year in 1959, Martini & Rossi American Driver of the Year (only the second stock car driver to be so awarded.) In 1970 he was appointed to the president's Council of Physical Fitness and Sport. He was voted most popular Grand National driver in 1970. Contributing to sports, Petty was also awarded the Myers Brothers Award. We hope you enjoy MPC's very special, super-detailed kit of Richard Petty's No. 43 Dodge Charger Stock Car!



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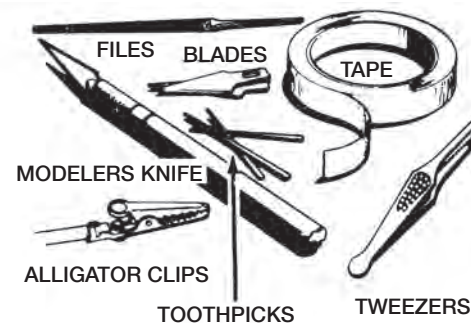
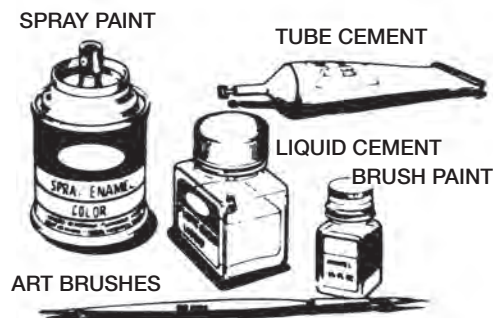
## GENERAL INSTRUCTIONS

*This kit is molded of the highest quality styrene plastic and vinyl. Only cement and paints designed for styrene should be used. Extreme care while constructing, patience and practice will result in a beautiful and superbly detailed replica of one of the most famous cars on the stock car racing circuit.*

*Look over this booklet carefully. Read all notes and study the illustrations. Many hours of research and development have been applied in order to make this kit simple and interesting.*

### Procedures:

1. When attaching plated parts together or to non-plated surfaces, scrape plating from contact points to allow strong bond.
2. Painting of parts and components is highly recommended for authenticity. Painting should be done when and how noted.
3. All parts are numbered. Numbered are engraved on the runners next to the part it represents. Sample part No. 100
4. As you build this kit, work assembly by assembly in order. Do not skip around. If you have difficulty, go back and reread step by step. Use care, check alignment, use cement sparingly, take your time and have fun.
5. Shown below are some tools that we suggest you use in building your kit. These tools are found around the house or at your local hobby shop.



① NON PLATED

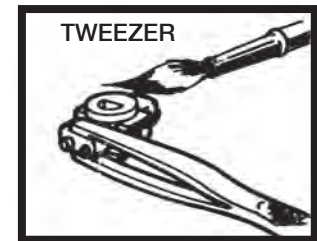
① PLATED

① CLEAR

1 PART NUMBER



**MODELERS KNIFE**  
To detach and trim.



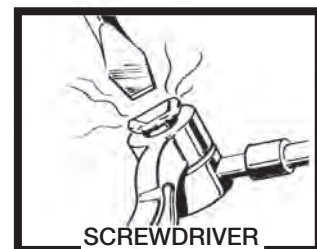
**TWEEZER**

To pick up, hold  
and locate small  
parts.



**TOOTHPICKS**

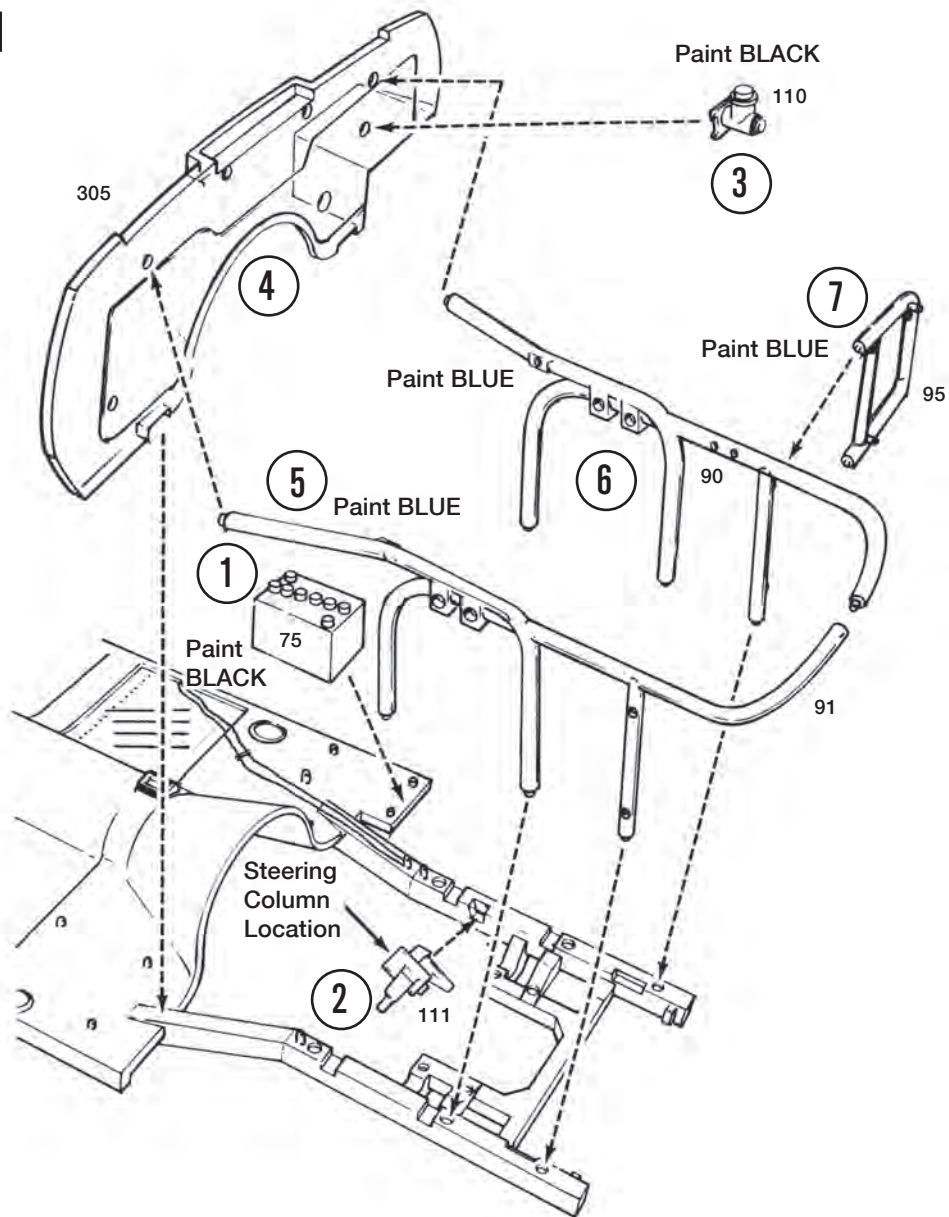
For applying cement  
to small parts.



**SCREWDRIVER**

Heat seal pins for movable parts.  
Where cement is not used.

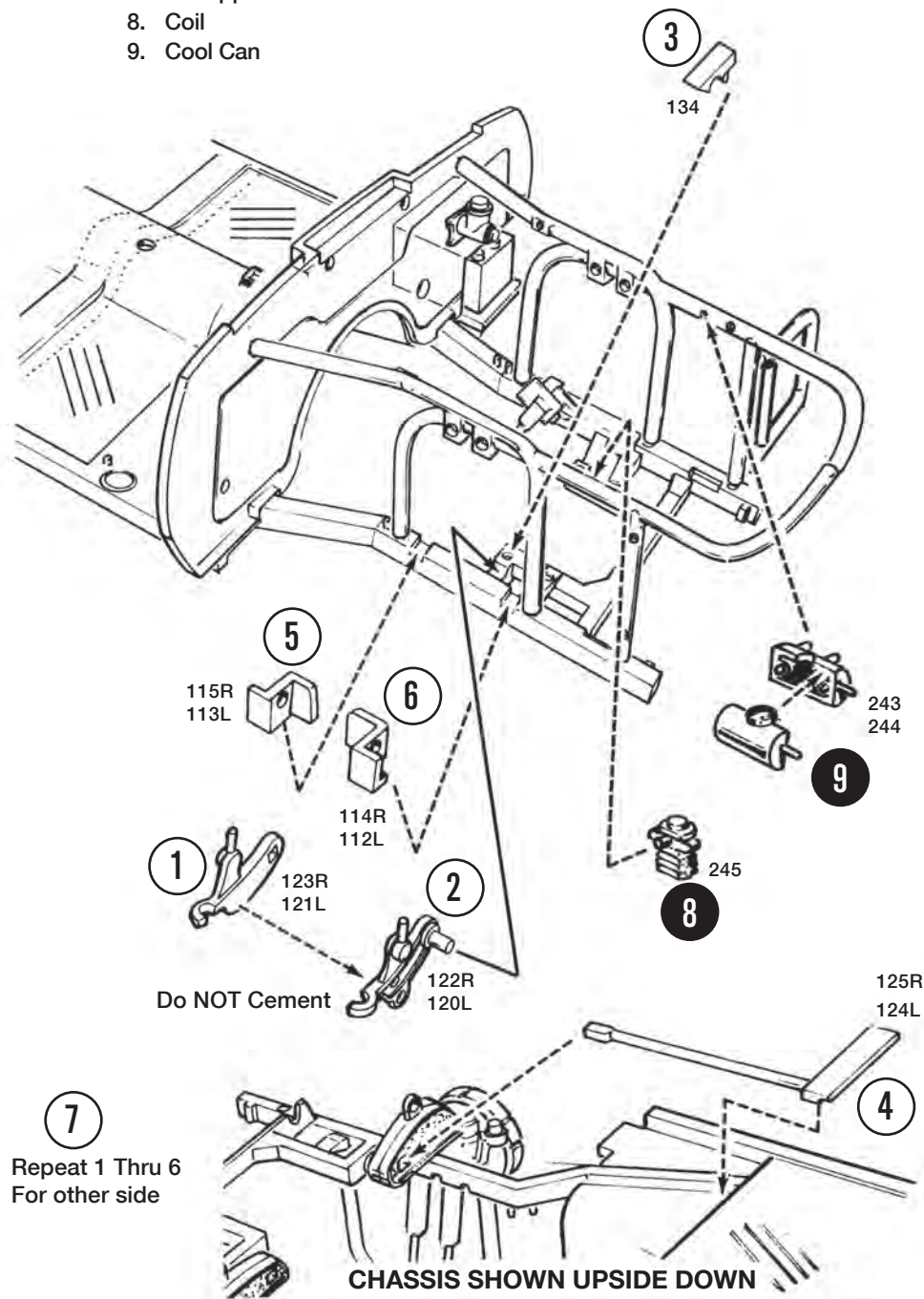
# 1



1. Battery
2. Steering Box
3. Master Cylinder
4. Firewall
5. Right Shock Tower
6. Left Shock Tower
7. Oil Cooler Brace

# 2

- 1 & 2. Lower Control Arm
3. Control Arm Retainer
4. Torsion Bar
- 5 & 6. Upper Control Arm Brackets
8. Coil
9. Cool Can



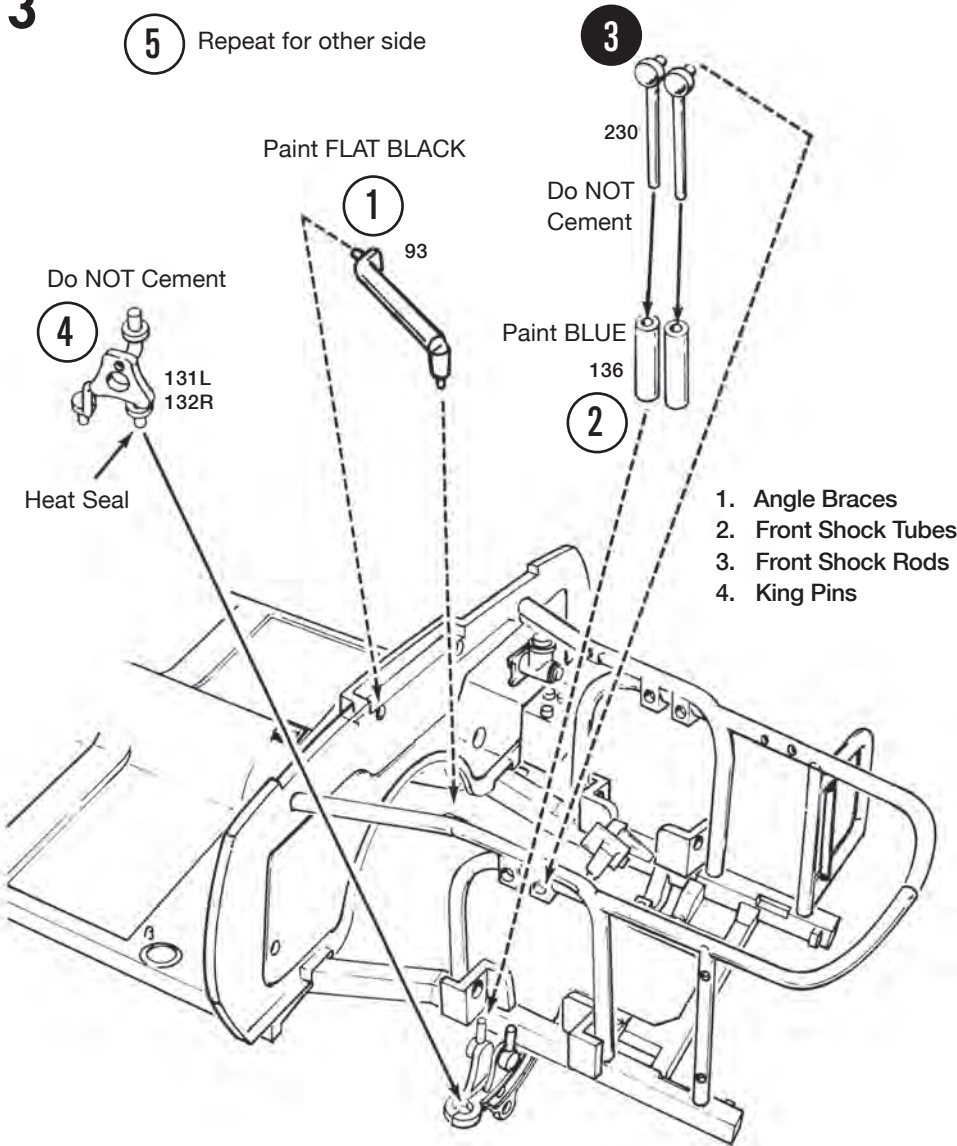
7  
Repeat 1 Thru 6  
For other side

CHASSIS SHOWN UPSIDE DOWN



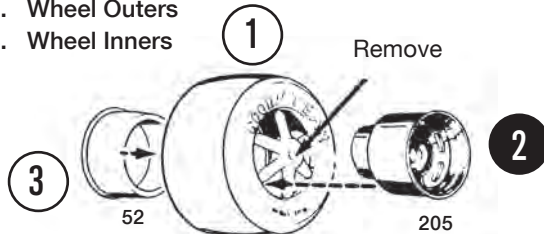
# 3

5 Repeat for other side



# 4

1. Tires
2. Wheel Outers
3. Wheel Inners



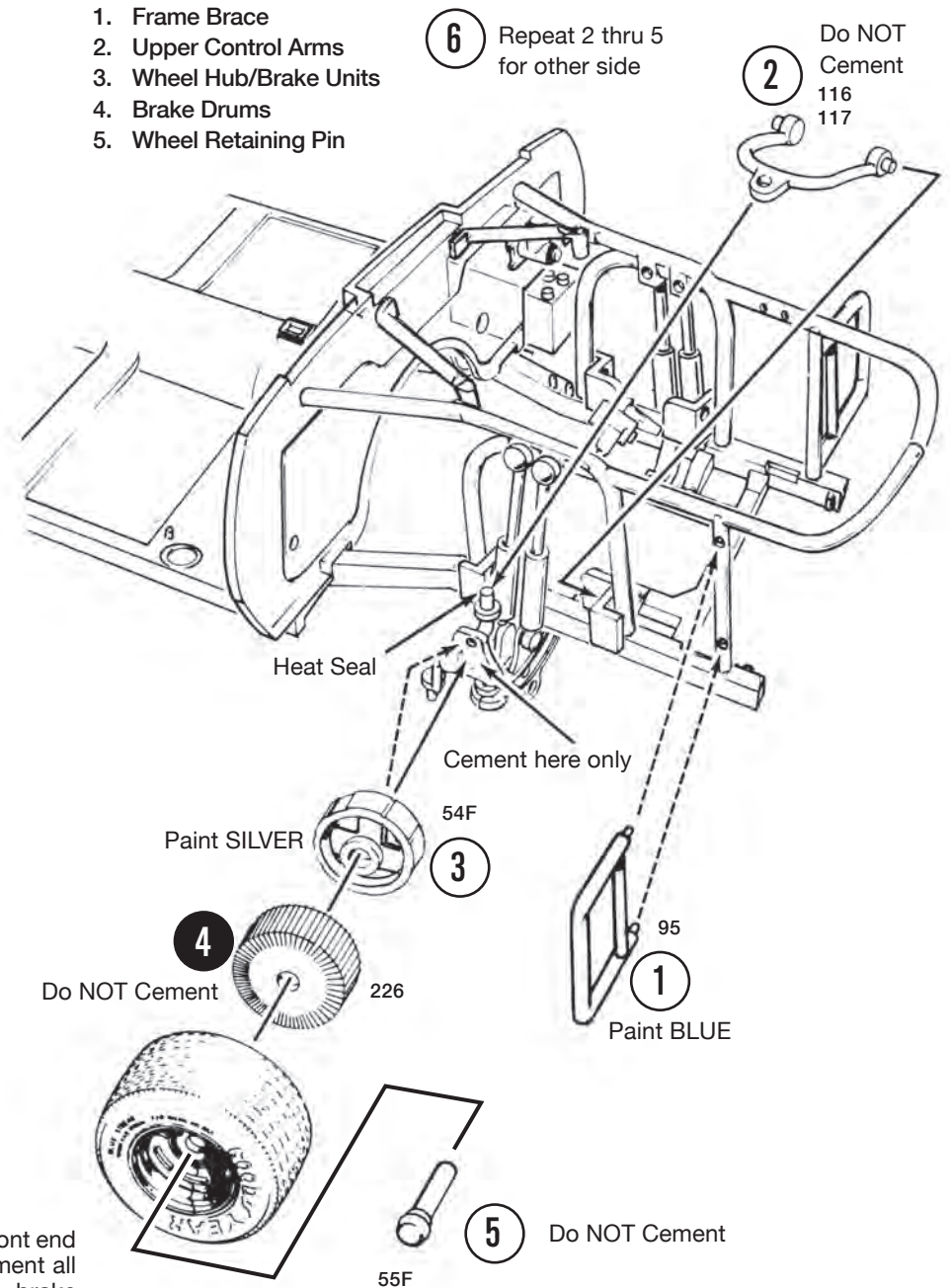
Build 4 wheel assemblies.

**NOTE:** If you want a static front end (one that does not work) cement all parts together except the brake drum and retaining pin.

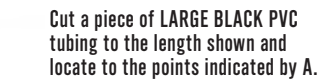
# 5

1. Frame Brace
2. Upper Control Arms
3. Wheel Hub/Brake Units
4. Brake Drums
5. Wheel Retaining Pin

6 Repeat 2 thru 5 for other side



1 & 2. Shock Absorbers  
3. Upper Shock Bar  
4. Fuel Cell  
6 & 7. Shackles



A  A

Cut a piece of **LARGE BLACK PVC** tubing to the length shown and locate to the points indicated by A.

7

4 145

Paint BLACK

3 142

5 144

Paint BLACK

2 143

1 143

138

139

A

B

1. Front & Rear Axle Housing  
2 & 3. Leaf Springs  
4 & 5. Shock Mounts

6

Cut MEDIUM BLACK RUBBER tubing to these lengths and locate one end of each to points A & B.

A \_\_\_\_\_

B \_\_\_\_\_

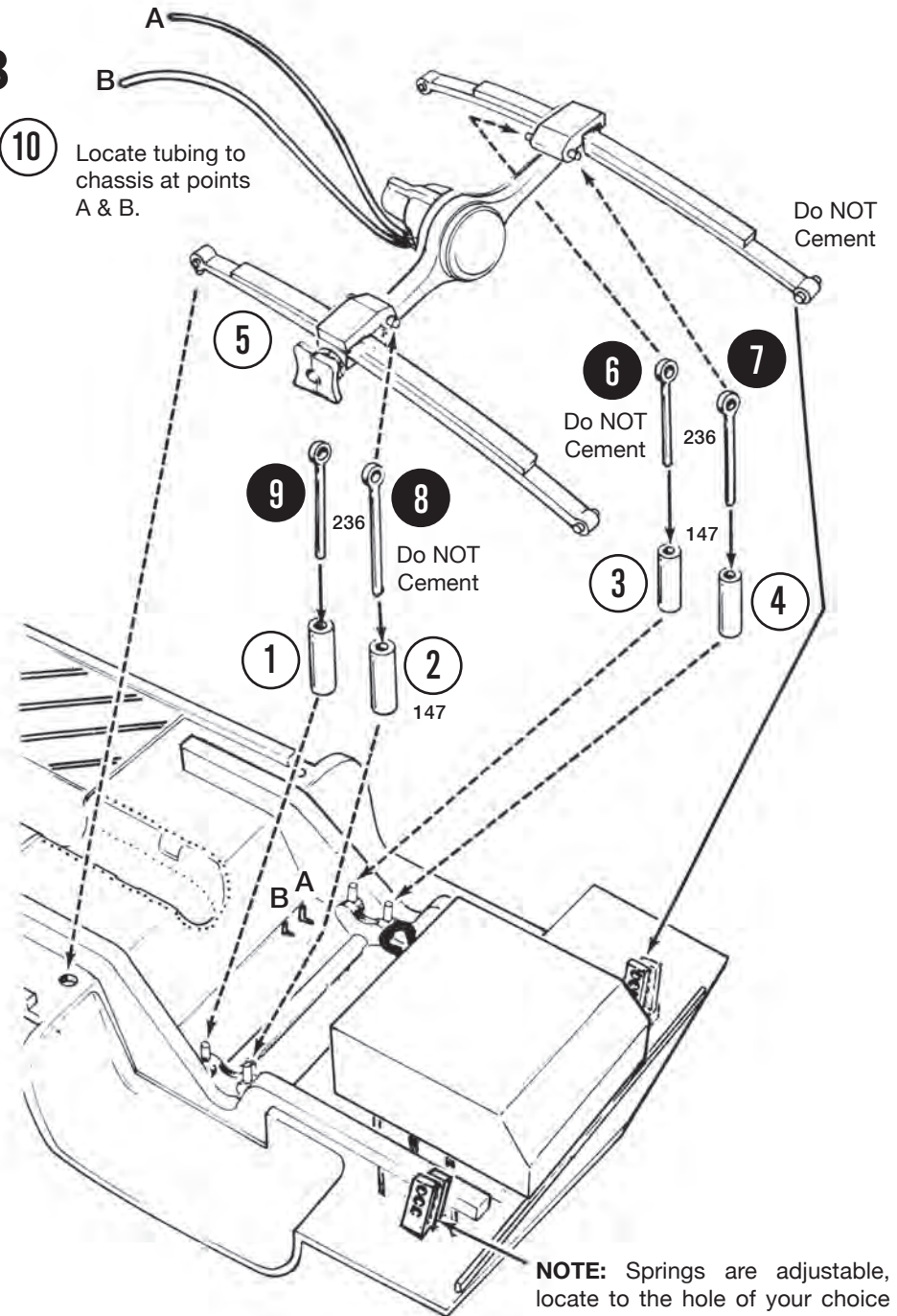
1. Front & Rear Axle Housing
- 2 & 3. Leaf Springs
- 4 & 5. Shock Mounts

Cut MEDIUM BLACK RUBBER tubing to these lengths and locate one end of each to points A & B.

A \_\_\_\_\_

B \_\_\_\_\_

**10** Locate tubing to chassis at points A & B.



Do NOT  
Cement

Do NOT  
Cement

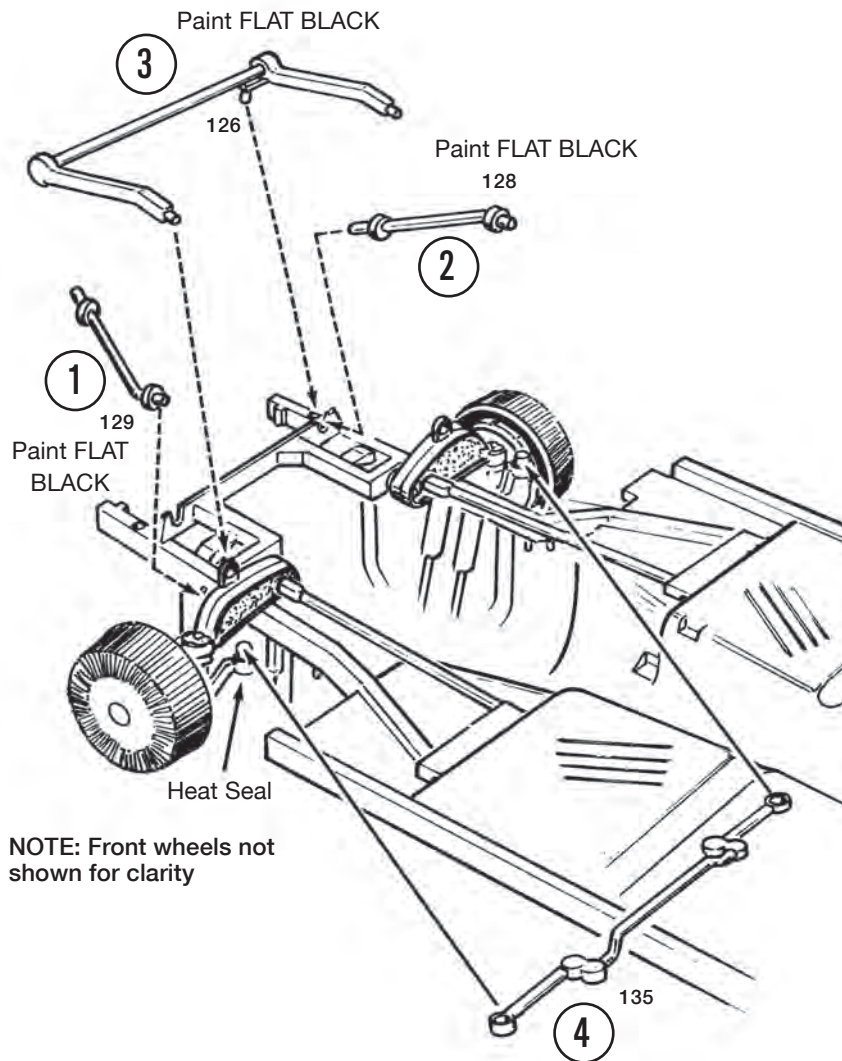
Do NOT  
Cement

**NOTE:** Springs are adjustable, locate to the hole of your choice for desired height.

1, 2, 3 & 4. Rear Shock Tubes  
5. Assembled Axle  
6, 7, 8 & 9. Rear Shock Rods



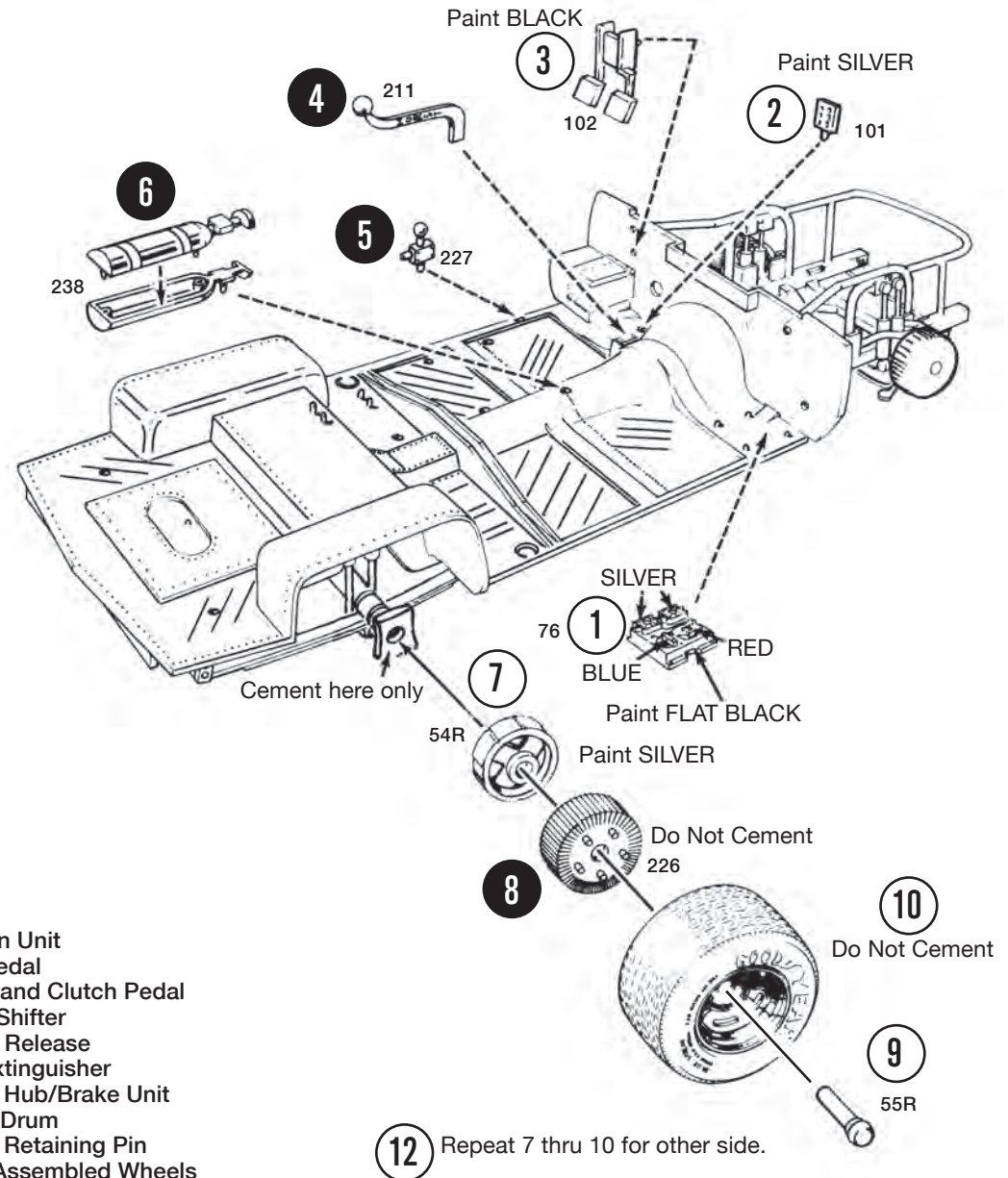
9



NOTE: Front wheels not shown for clarity

- 1 & 2. Radius Rods
3. Control Strut
4. Tie Rod

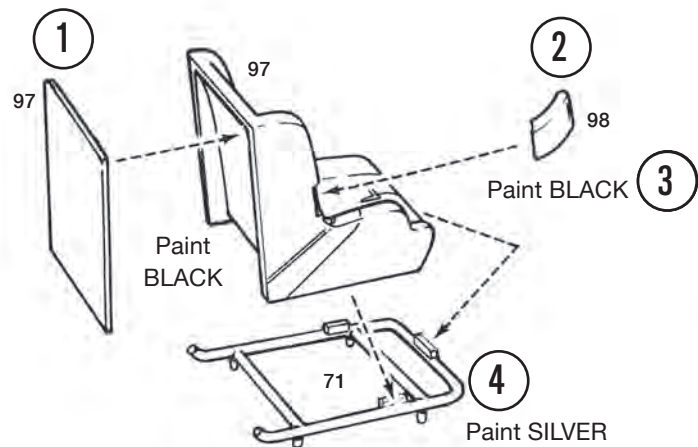
10



1. Ignition Unit
2. Gas Pedal
3. Brake and Clutch Pedal
4. Hurst Shifter
5. Inertia Release
6. Fire Extinguisher
7. Wheel Hub/Brake Unit
8. Brake Drum
9. Wheel Retaining Pin
- 10 & 11. Assembled Wheels

12 Repeat 7 thru 10 for other side.

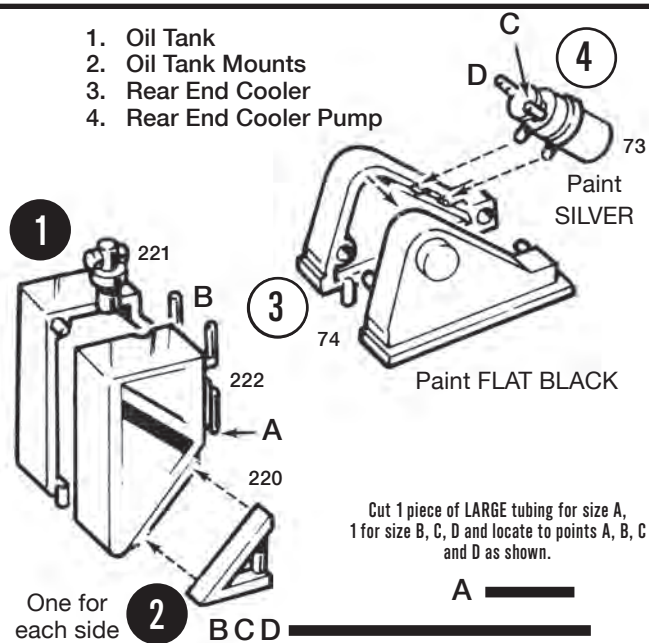
# 11



1. Seat Back
2. Seat Arm
3. Seat
4. Seat Mount

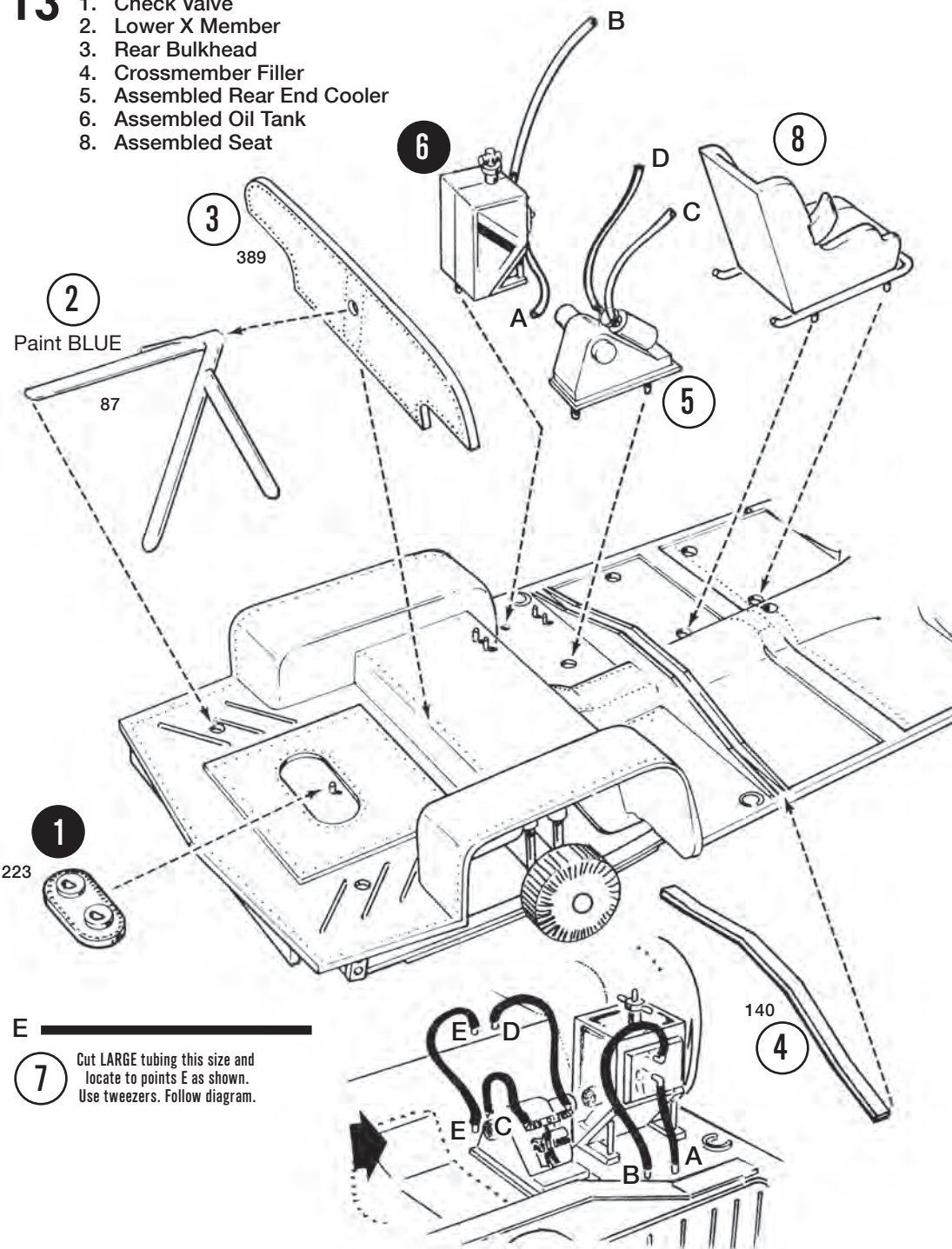
# 12

1. Oil Tank
2. Oil Tank Mounts
3. Rear End Cooler
4. Rear End Cooler Pump



# 13

1. Check Valve
2. Lower X Member
3. Rear Bulkhead
4. Crossmember Filler
5. Assembled Rear End Cooler
6. Assembled Oil Tank
8. Assembled Seat

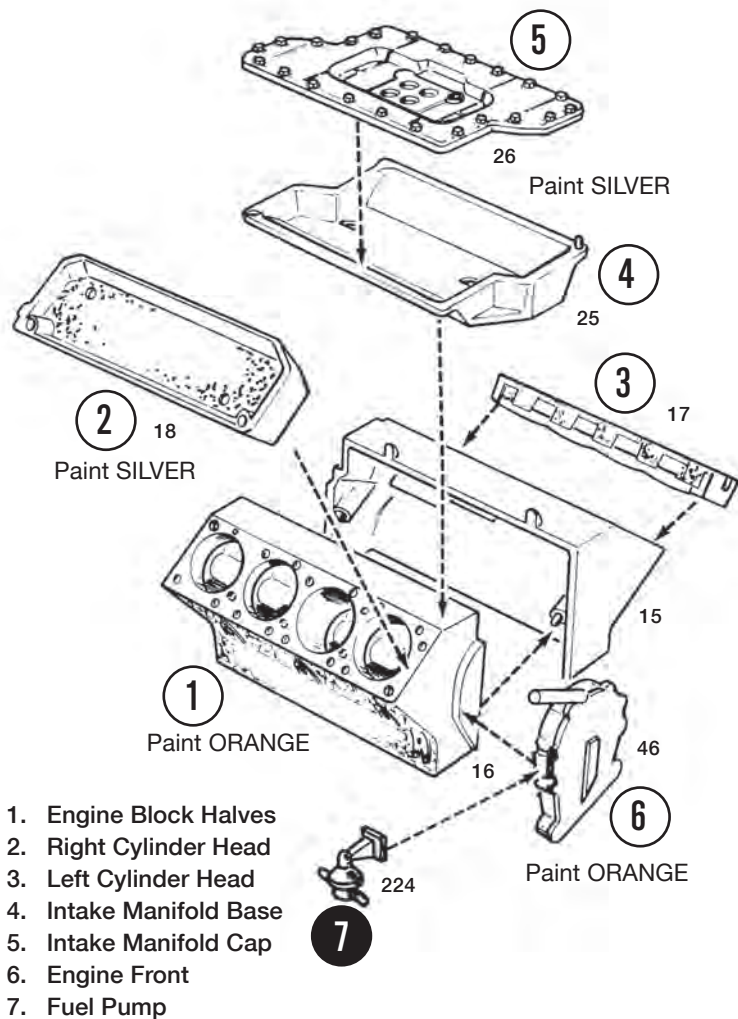




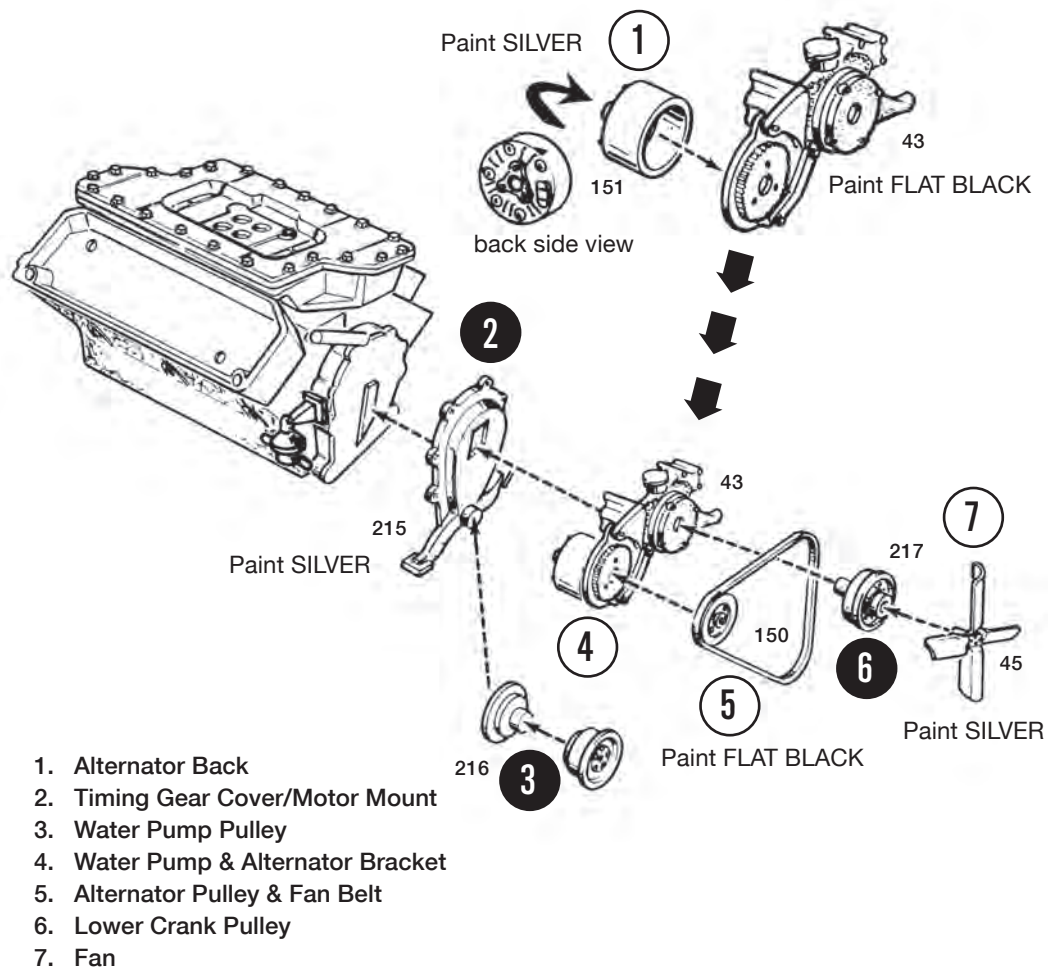




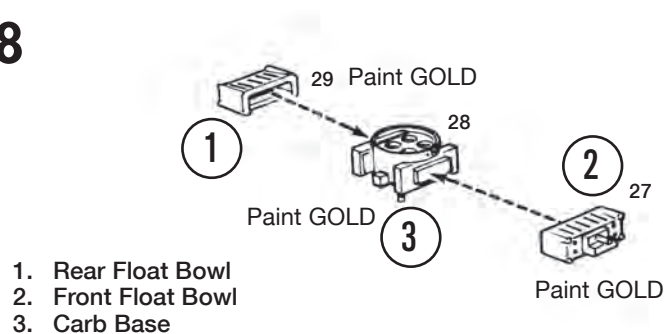
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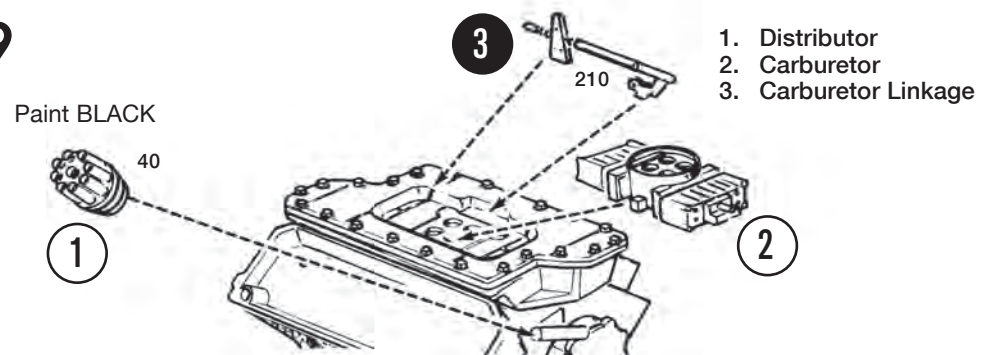
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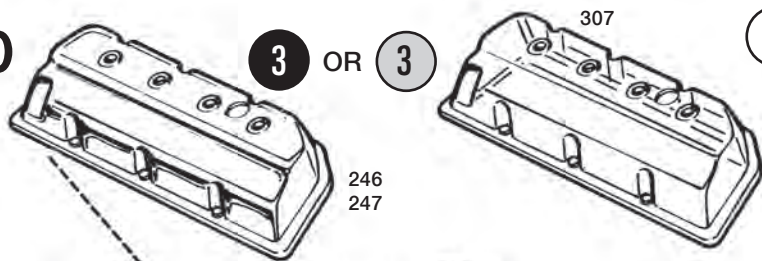
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# 19

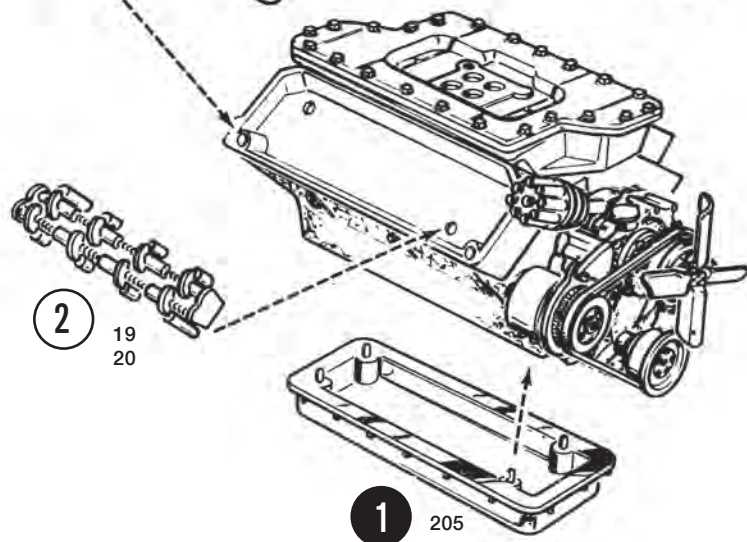


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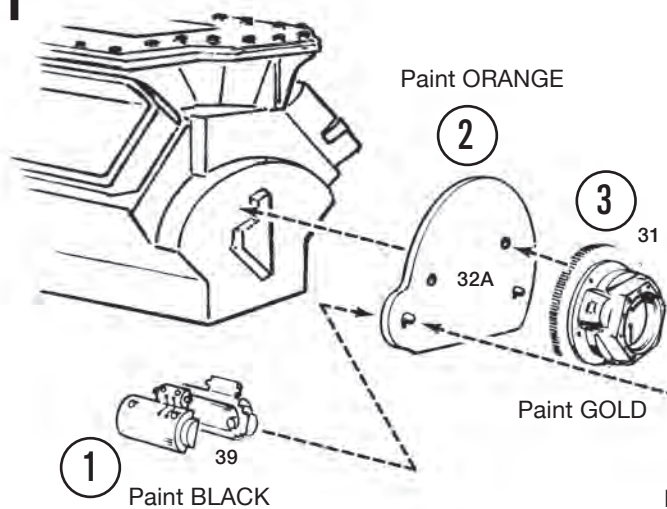
4 Repeat 2 thru 3  
for other side.

Clear valve cover is for  
right side only.



1. Rocker Arm Cover
2. Rocker Arm
3. Oil Pan

21



Paint ORANGE

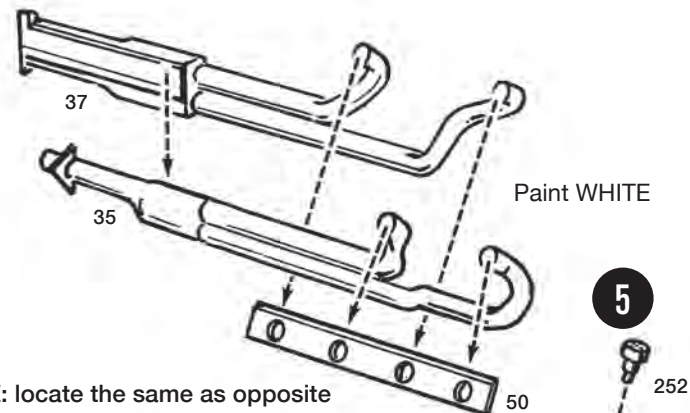
Paint GOLD

Paint SILVER

Paint  
SILVER

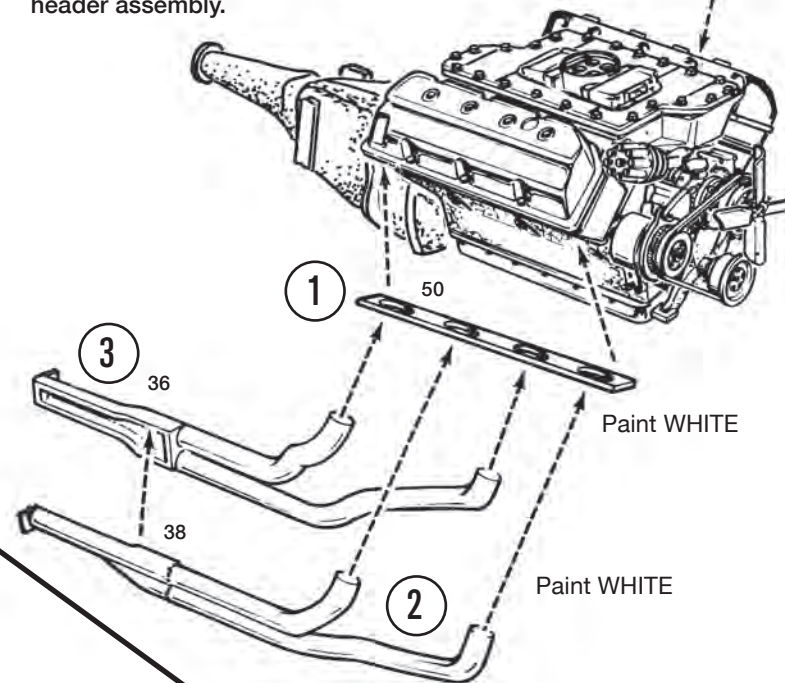
1. Starter
2. Engine Rear Plate
3. Clutch Assembly
4. Bell Housing Assembly
6. Transmission
7. Shifting Linkage

22



Paint WHITE

NOTE: locate the same as opposite  
header assembly.



Paint WHITE

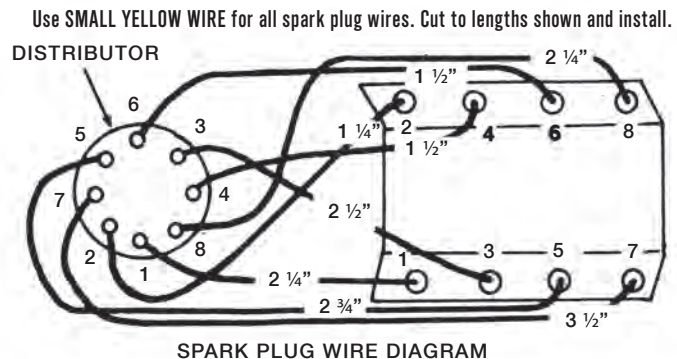
Paint WHITE

1. Header Flange
- 2 & 3. Header Assembly
5. Breather

Paint SILVER

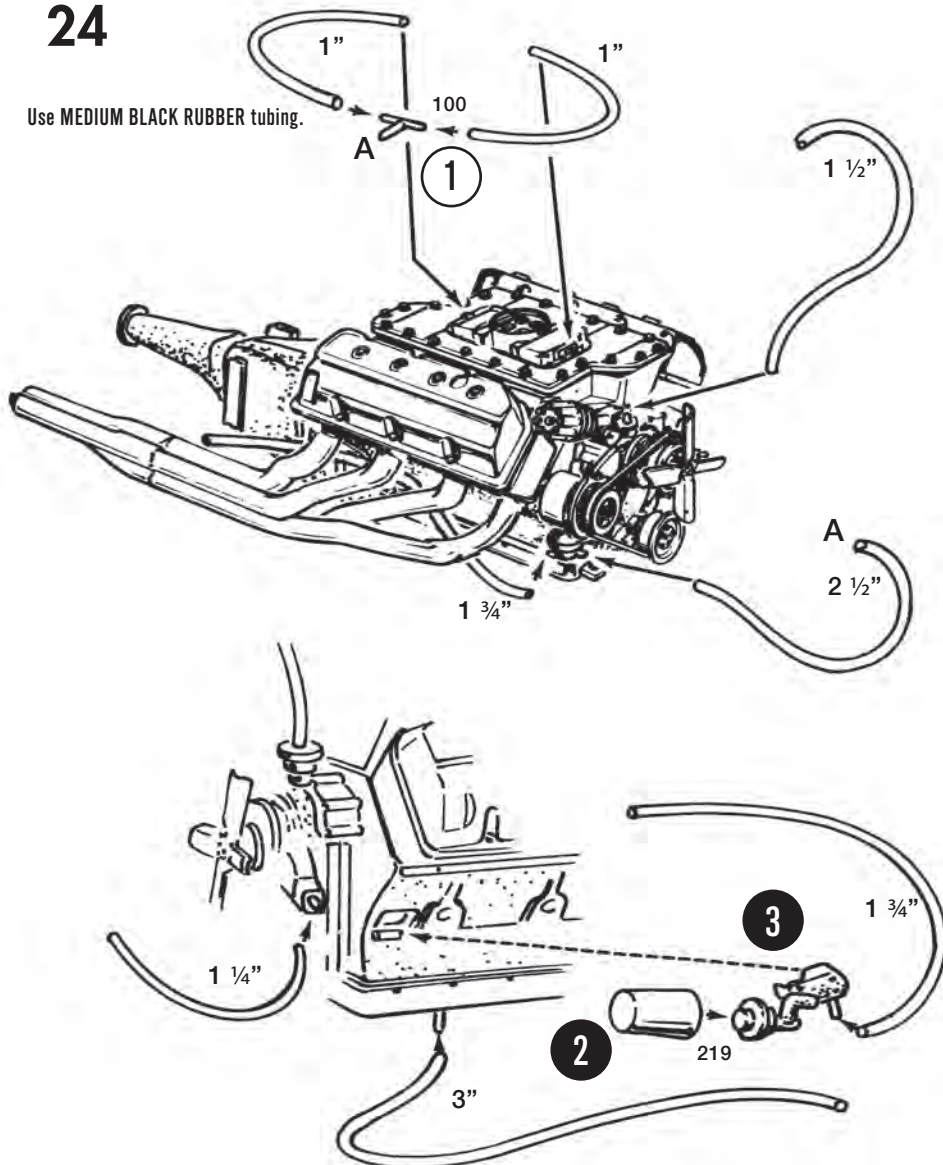


# 23



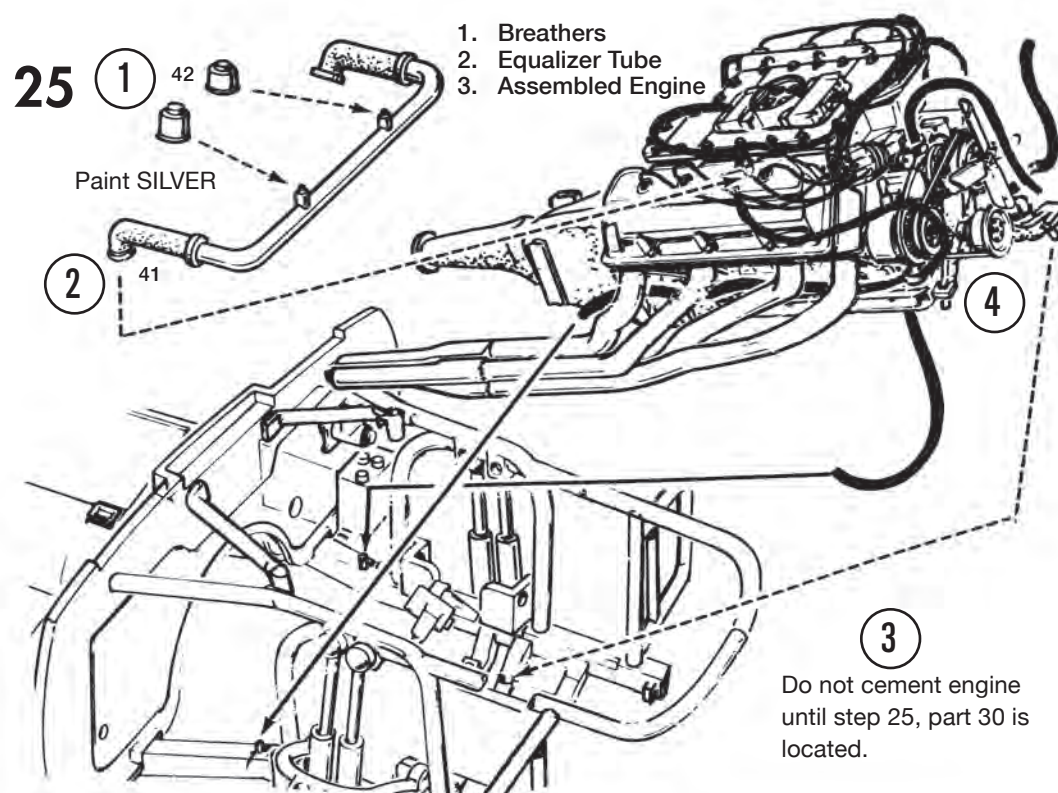
# 24

Use MEDIUM BLACK RUBBER tubing.



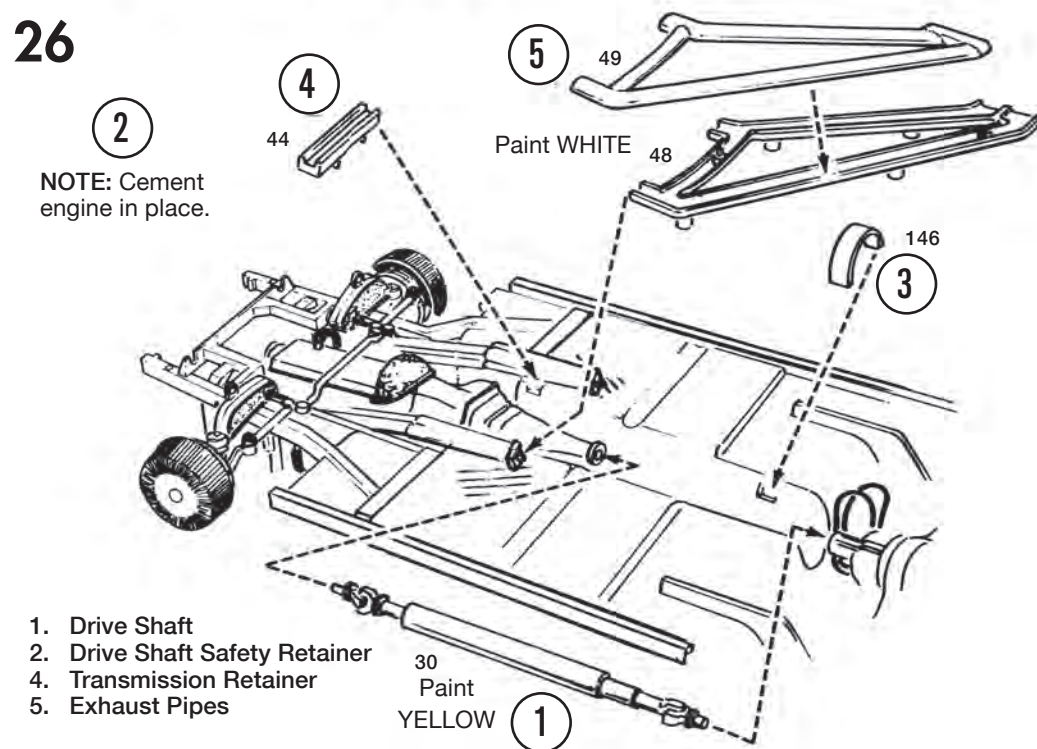
# 25

1. Breathers
2. Equalizer Tube
3. Assembled Engine



# 26

NOTE: Cement engine in place.





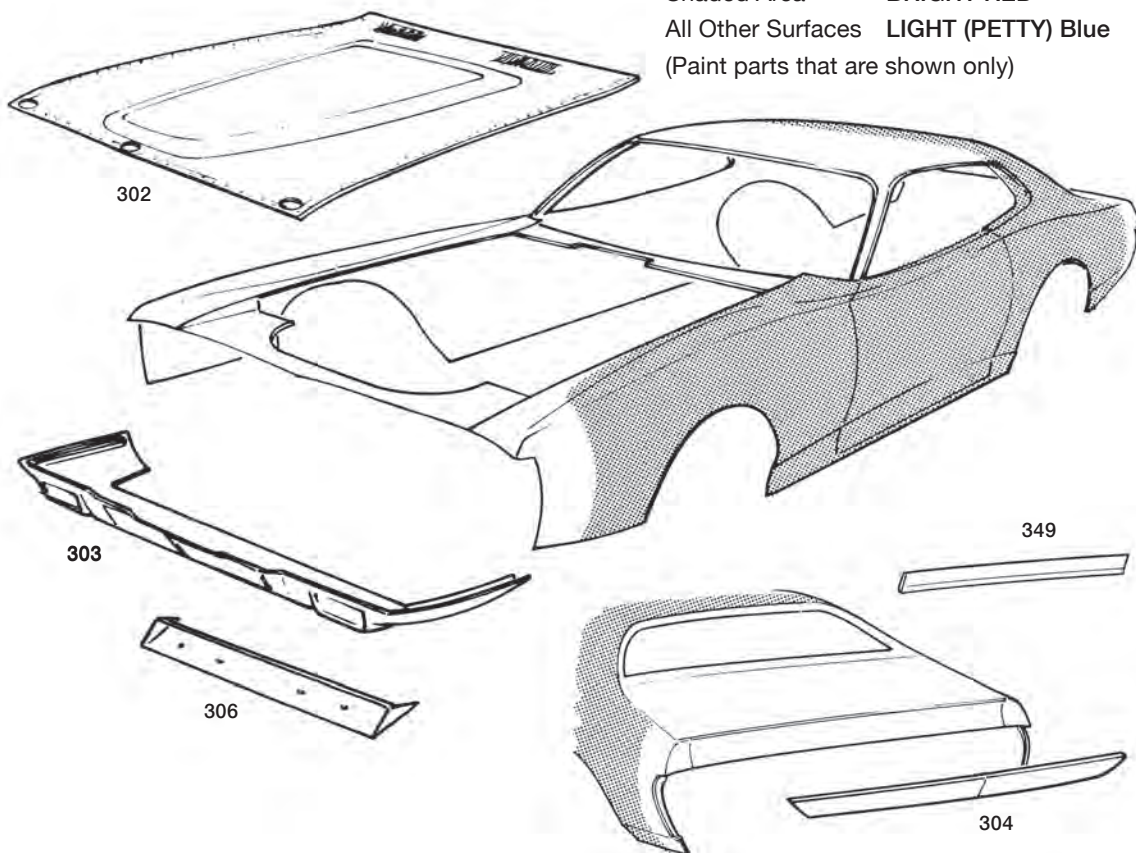




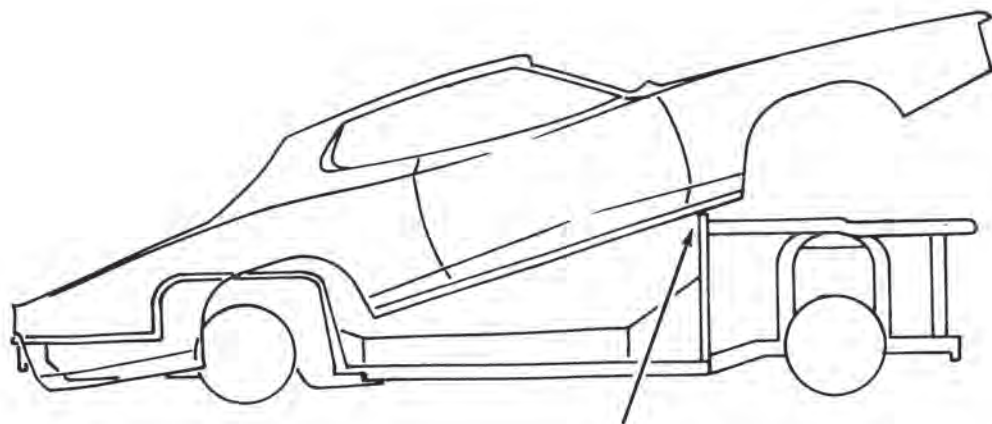
# 30

**NOTE:** If you desire to paint your car the color scheme of Richard Petty's car, mask of the body as shown.

Shaded Area      **BRIGHT RED**  
 All Other Surfaces   **LIGHT (PETTY) Blue**  
 (Paint parts that are shown only)

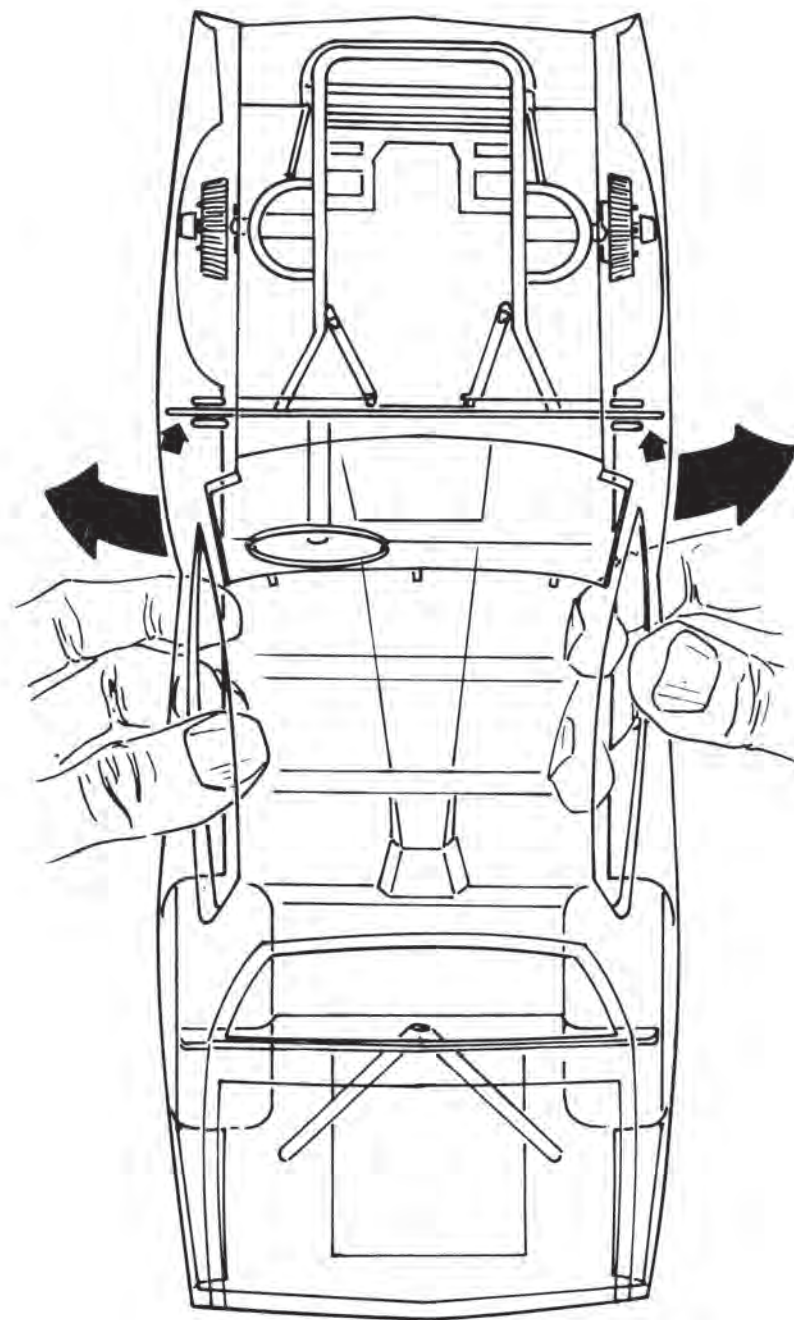


# 31



**NOTE:** Place body on chassis by inserting rear of chassis to inside of body. Body should rest on Firewall as shown.

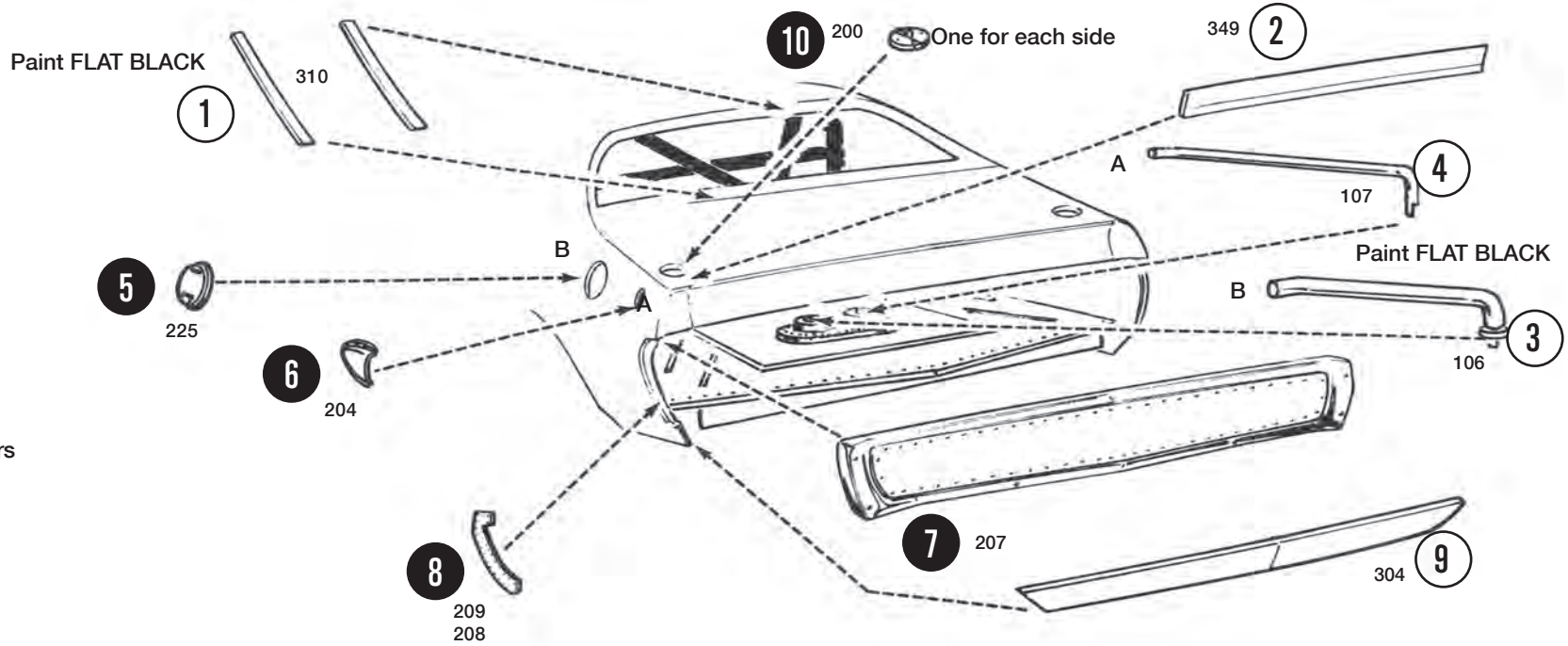
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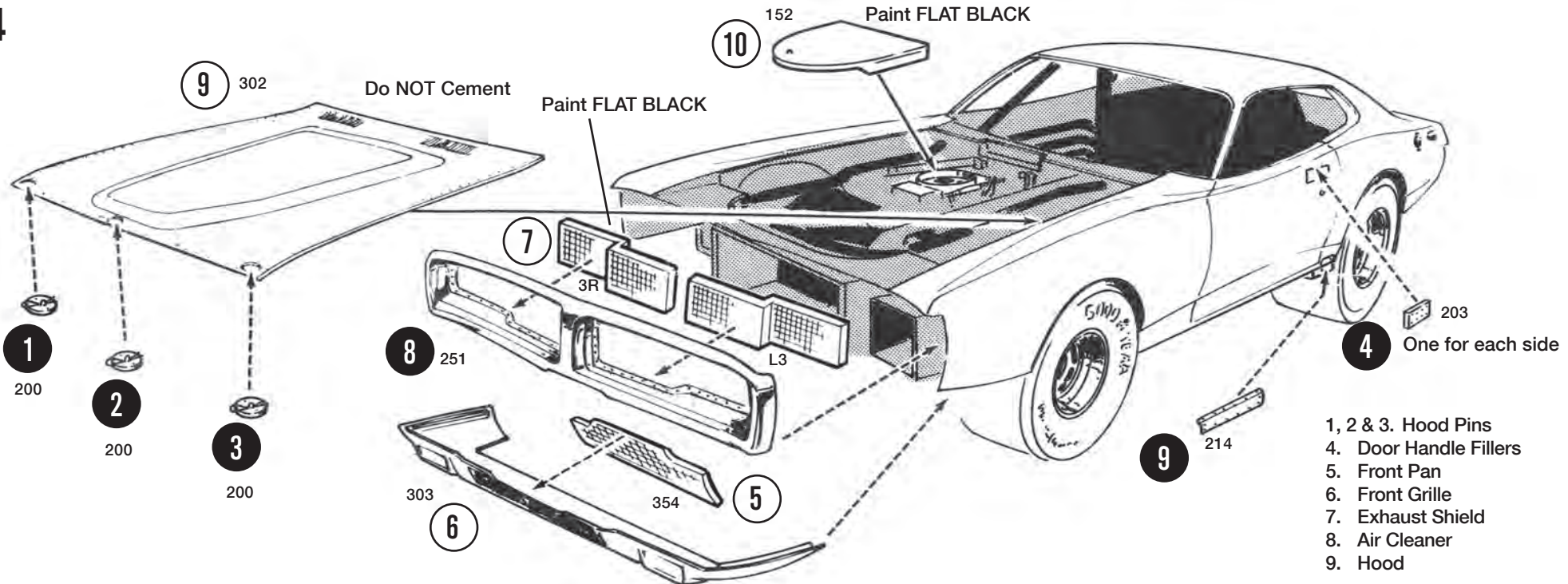
**NOTE:** Place fingers on body as shown. Spread apart just enough for Firewall to slide up into slot noted with small arrows.

# 33

1. Backlight Straps
2. Rear Spoiler
3. Fuel Filler Tube
4. Overflow Tube
5. Fuel Cap
6. Overflow Spout
7. Rear Grille
8. Quarter Panel Fillers
9. Rear Pan
10. Deck Pins



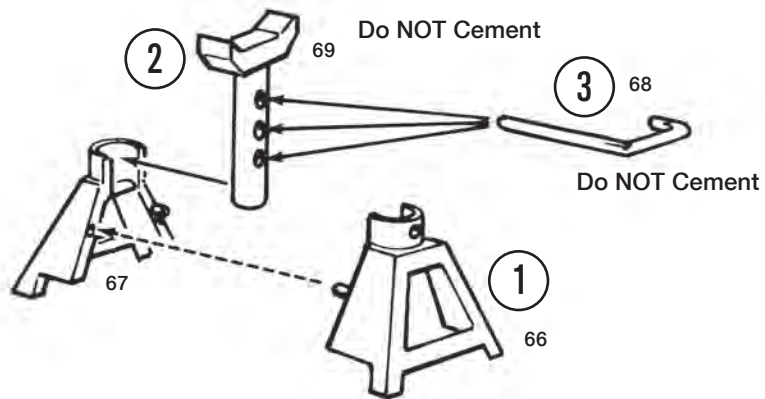
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# 35

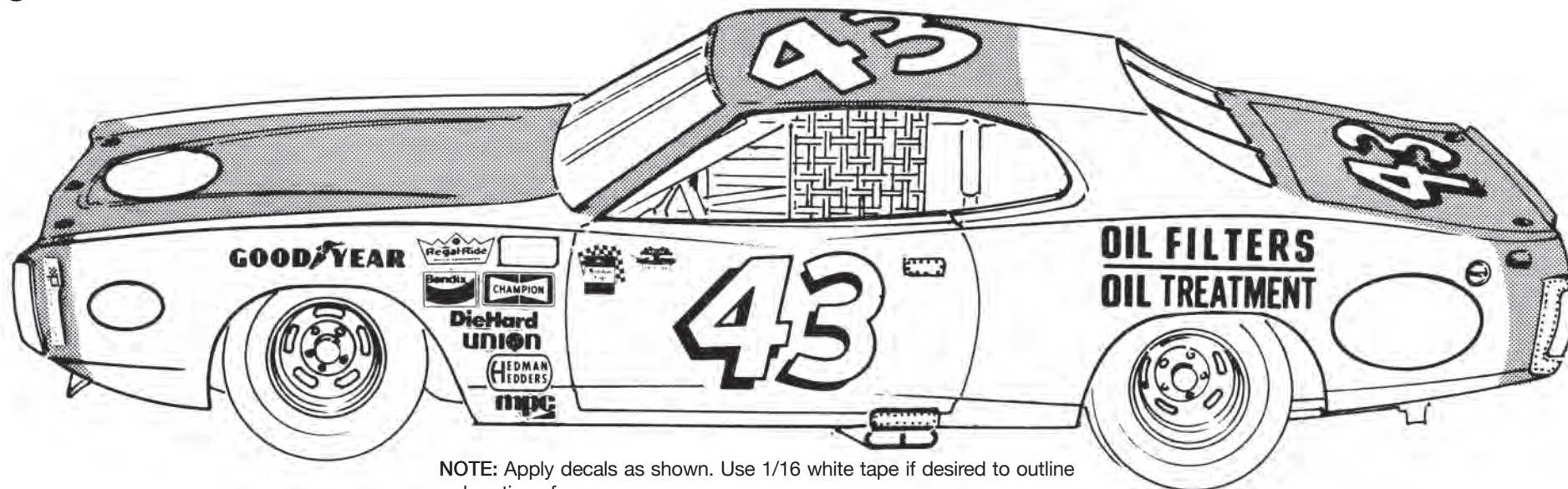
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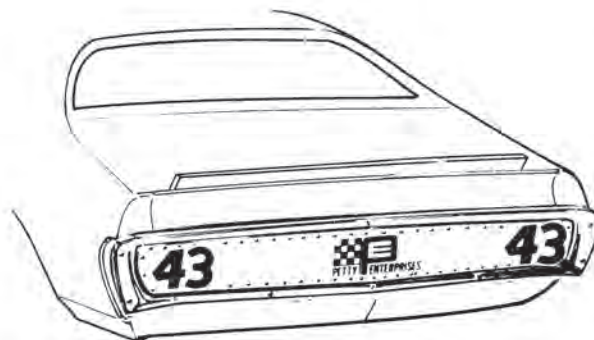
NOTE: Assemble 4 Jack Stands as illustrated at left. Paint color of your choice. These jack stands are designed to give you 3 positions for height. Place them under the frame when model is completed.

1. Jack Stand Base
2. Jack Stand Strut
3. Jack Stand Lock Pin

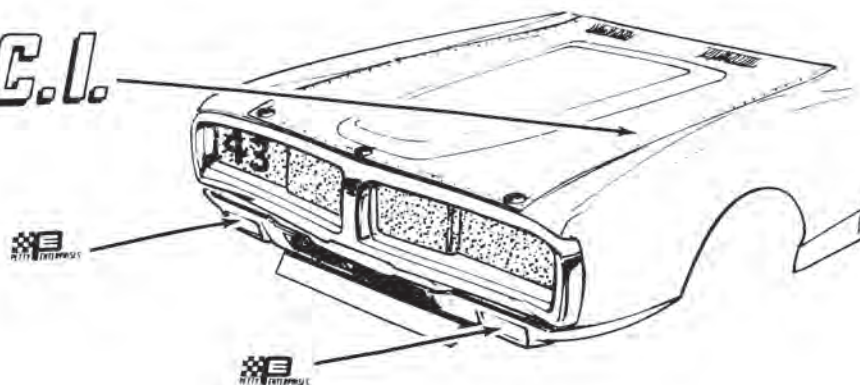
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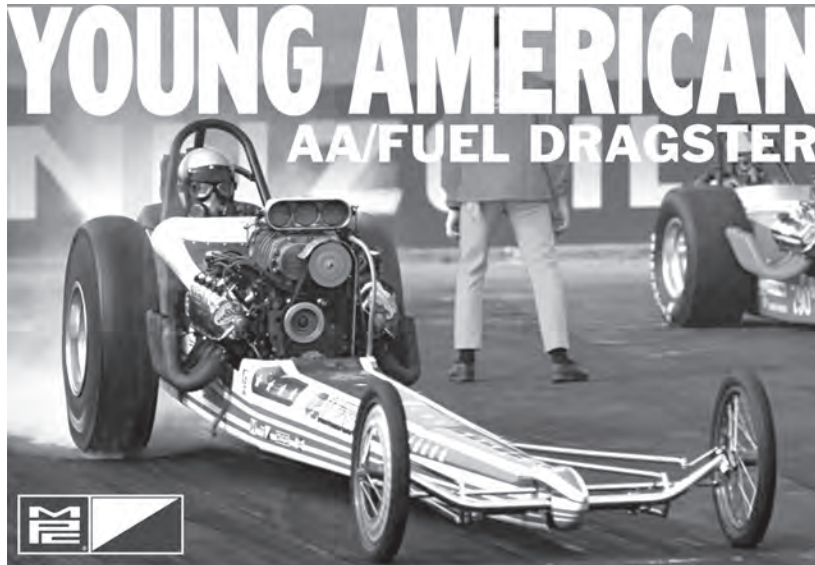
NOTE: Apply decals as shown. Use 1/16 white tape if desired to outline red portion of car.



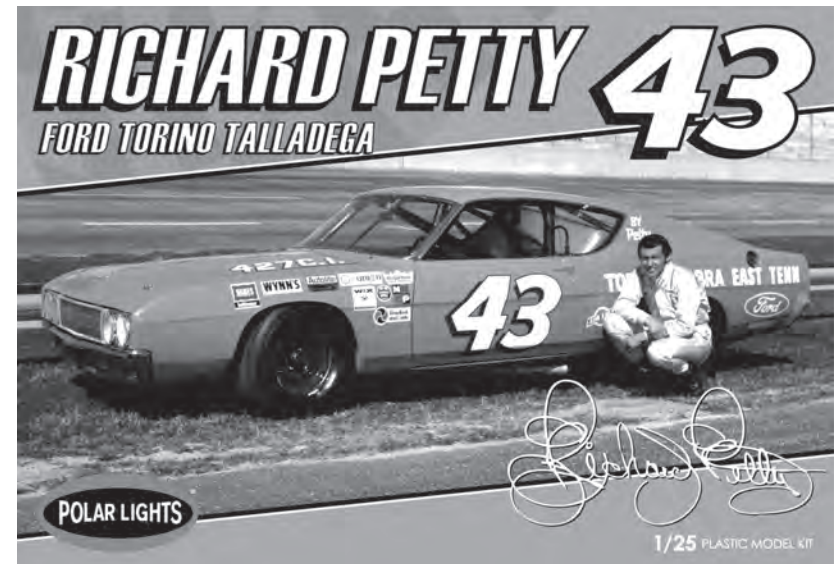
**426 C.I.**



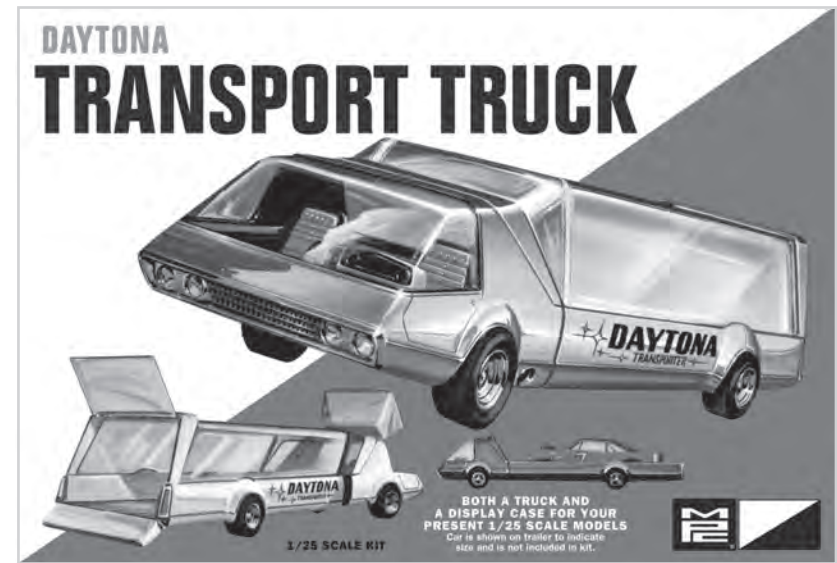
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Richard Petty Ford Torino Talladega  
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