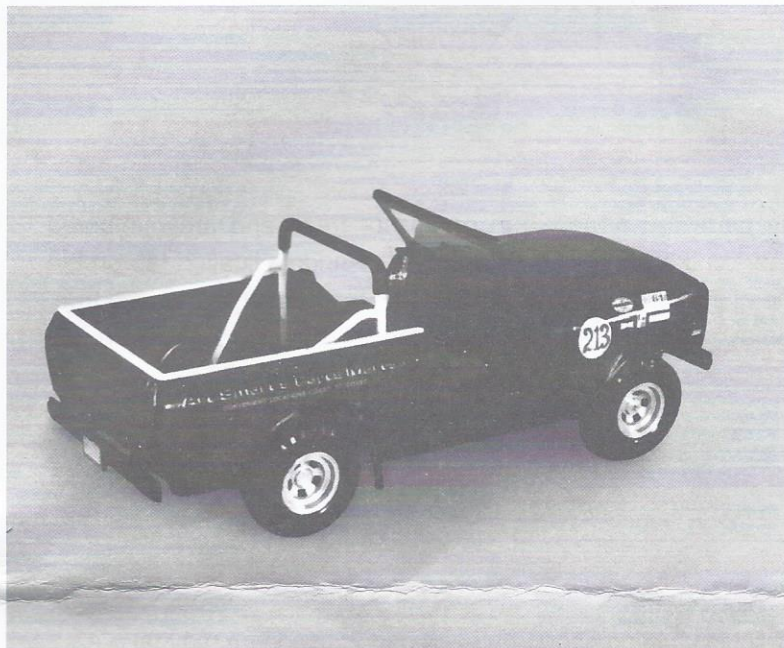


A1102-200

INTERNATIONAL[®] SCOUT[®] SS II

1/25 SCALE



Scout SS II, super tough truck! This 1/25 scale version of IH's backwoods 4x4 is filled with all the options dear to the heart of any true builder. Goodies like tube headers, spoke wheels, custom buckets—even a “radidio” for “rappin” on the airways are included, not to mention the racing steering wheel, brush bar with auxiliary driving lights and optional mag wheels. Detailed after the full-size version of International Harvester's gully-jumpin', rock-crushin', off-roader, this authentic replica is fun to build and sure to please!



READ THIS BEFORE YOU BEGIN

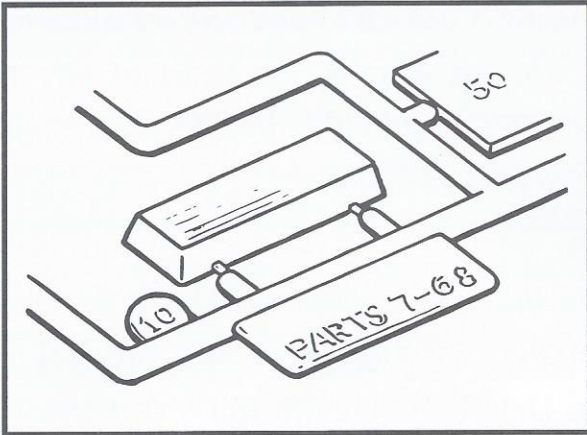
Cement all parts unless otherwise indicated.

Look over this instruction sheet carefully before you begin building. Follow the assembly instructions and "test-fit" the parts without cementing. This will familiarize you with the location of the parts.

For the best results, the various sub-assemblies and components should be painted before any "chrome" parts are attached. For example: When attaching "non-chrome" body accessories, it is best to cement them in place and paint the body as a unit.

AMT® kits are molded from the finest High-Impact Styrene plastic. Use only paint and cement made for Styrene. Trim excess plastic from parts before joining. When attaching "chrome" parts, scrape plating away where parts are to be joined. Use just enough cement to join parts, and be careful not to smear cement on exposed surfaces.

Built according to the instructions on this sheet, you should have no trouble assembling your kit.



The parts are arranged in groups or trees and are numbered either on the part or an adjacent tab. An identification tab on the side of the tree indicates which parts, by number, are on the tree. Remove parts from trees only as you use them — not before.

- 10 . . . indicates regular part
- 24CR . . . indicates chrome part
- CL . . . indicates clear part

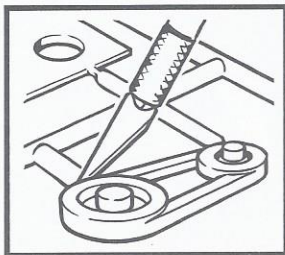
This is a checklist instruction sheet. As each part is used you may take a pencil and check off each part as it is applied. This will help you keep track of your progress as you construct your model.

Painting instructions are included for those who wish to detail their model.

SPECIAL MODELING TIPS: available on page 8 of instruction sheet.

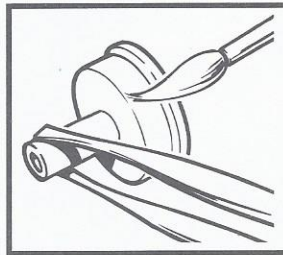
MODELING TIPS

HOBBY KNIFE



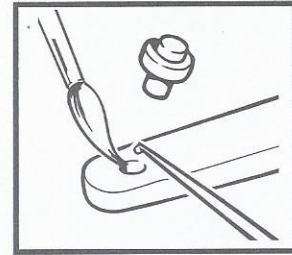
Use a sharp hobby knife to remove parts from the trees. Some parts may appear to have an extra "tab" on them, these should be removed.

TWEEZERS



Tweezers are handy for holding very small parts during assembly or painting.

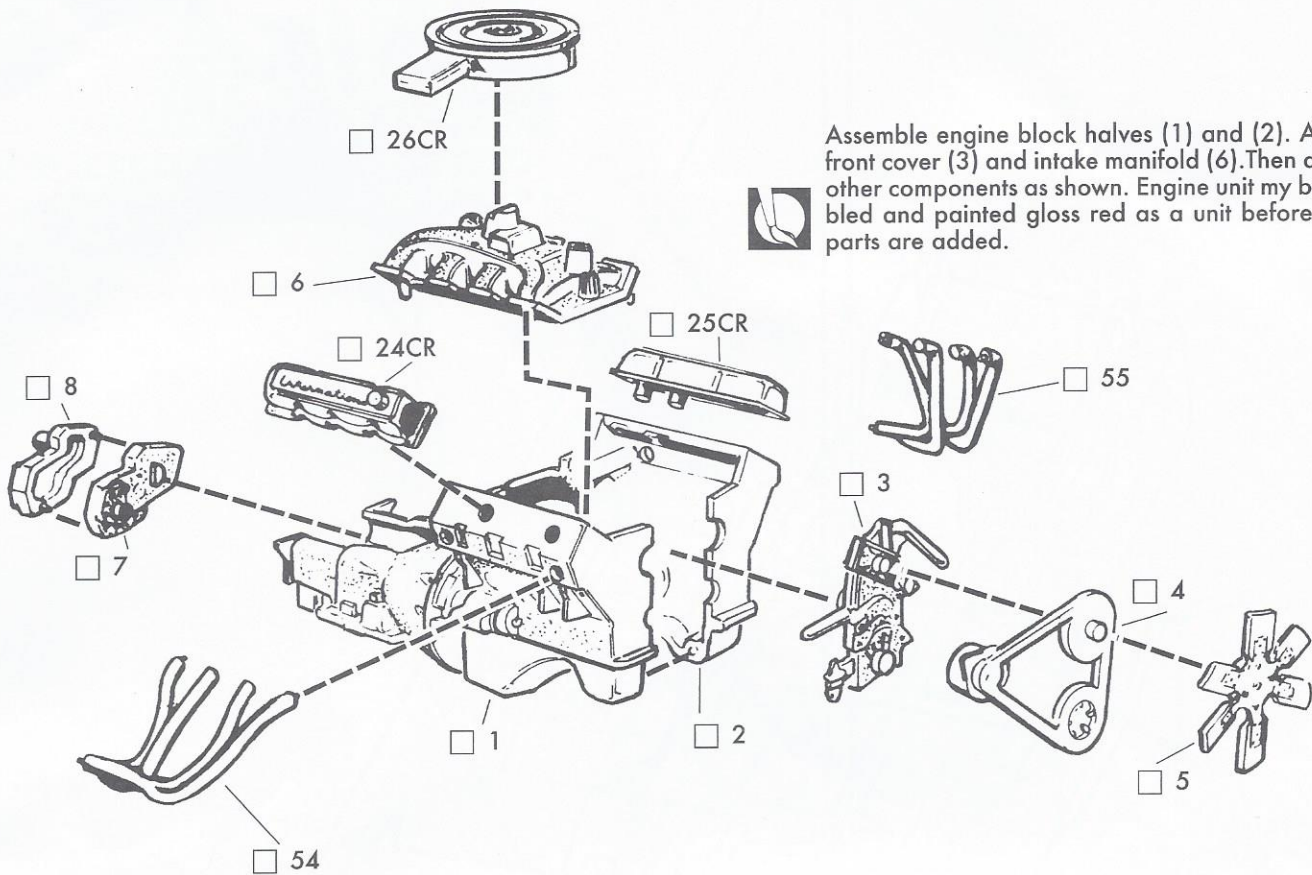
CEMENT



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

STEP 1

NOTE: Scrape plating and paint from glue joints.

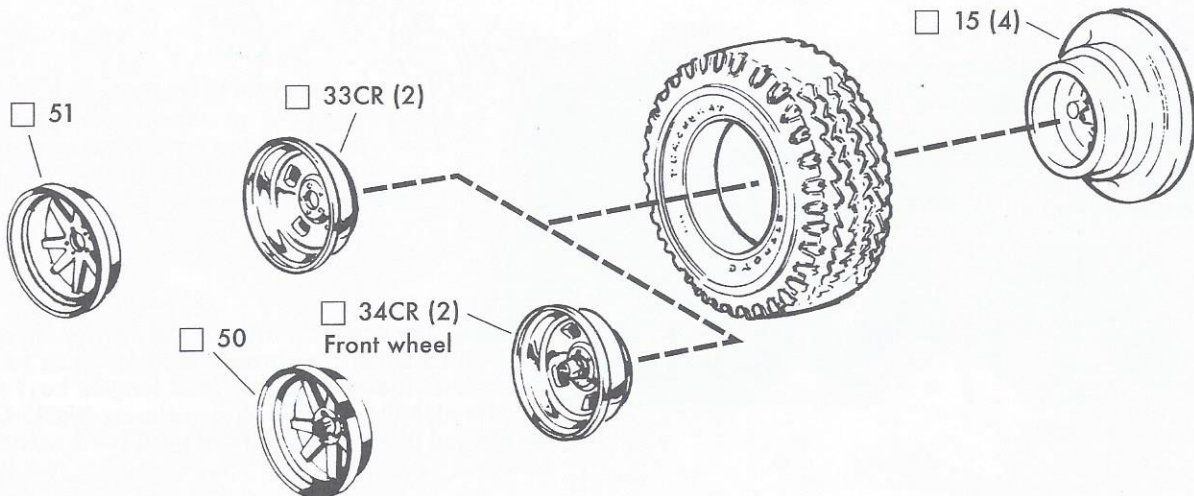


Assemble engine block halves (1) and (2). Assemble front cover (3) and intake manifold (6). Then assemble other components as shown. Engine unit may be assembled and painted gloss red as a unit before chrome parts are added.

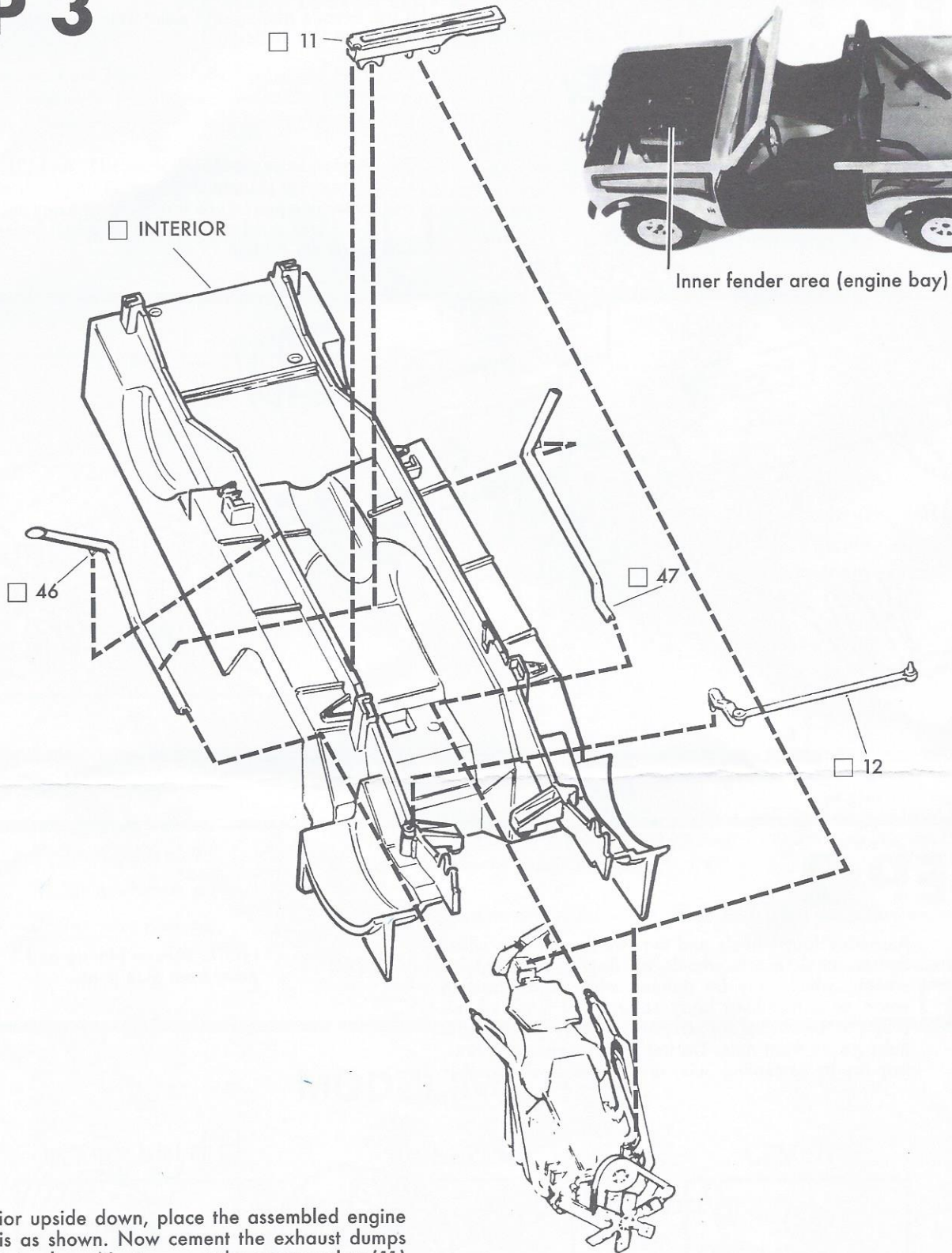
STEP 2

Assemble four wheels and tires as shown. Use either the chrome "mag" wheels or 8-spoke body color wheels, which may be painted white, a contrasting color, or a matching body color. Paint inner wheels (15) flat black before assembly. Note: wheels with hubs go on front axle. Do not cement wheels to tires, trap tire by cementing outer and inner wheels together.

NOTE: Scrape plating and paint from glue joints.



STEP 3

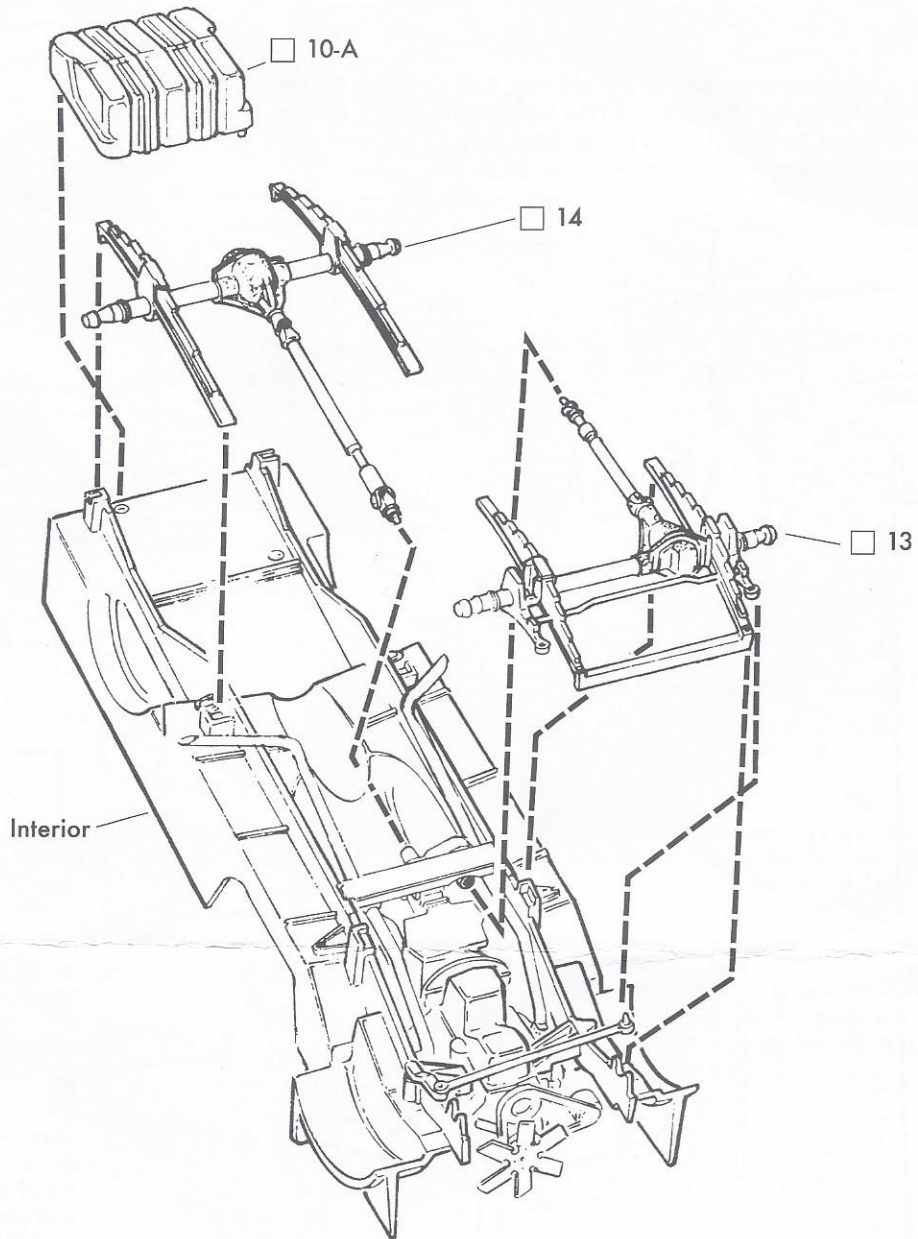


With the interior upside down, place the assembled engine into the chassis as shown. Now cement the exhaust dumps (46) and (47) into place. Next, cement the crossmember (11) to the frame rails. The transmission and exhaust dumps should be cemented to the crossmember. Also the headers (54) and (55) to the frame as shown.



Painting Note: The interior portion of the interior chassis unit may be painted either tan, brown, blue or green to match stock I-H colors. The inner fender area (engine bay) can be painted to match the body exterior color or black. Chassis may be painted black or silver. Paint parts before assembly.

STEP 4

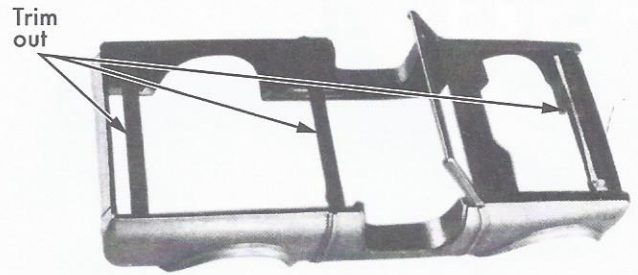


Cement front axle (13) to chassis as shown. Drive shaft cements to front of transfer case. Cement tie rod end to arm as shown. Cement rear axle (14) into place as shown. Cement fuel tank into place as indicated.



STEP 5

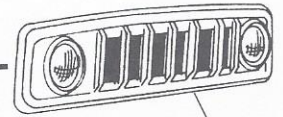
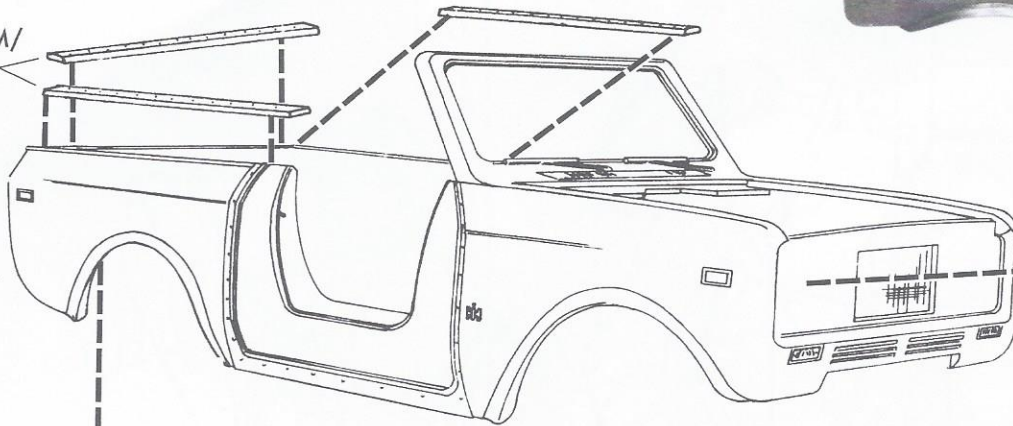
A Trim molding reinforcing cross braces out of body. Body may be painted at this point. Trim taillights off windshield (to be installed later). Carefully cement windshield into windshield frame (trim may be painted silver before windshield is installed), set aside.



BODY TRIM/
INTERIOR
STRIPS

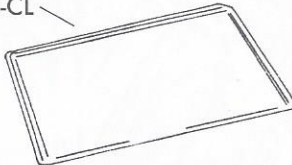


Body colors include:
Winter White,
Siam Yellow,
Terra Cotta,
Fire Orange,
Grenoble
Green, Elk,
Buckskin,
Dark Brown
Metallic and
Glacier Blue.



37CR

WINDOW UNIT-CL



43



16



28CR

27CR

39CR



38CR

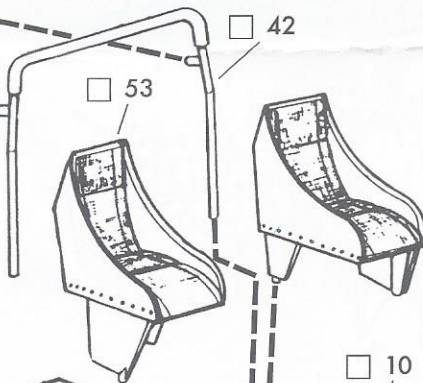
45



44

42

53



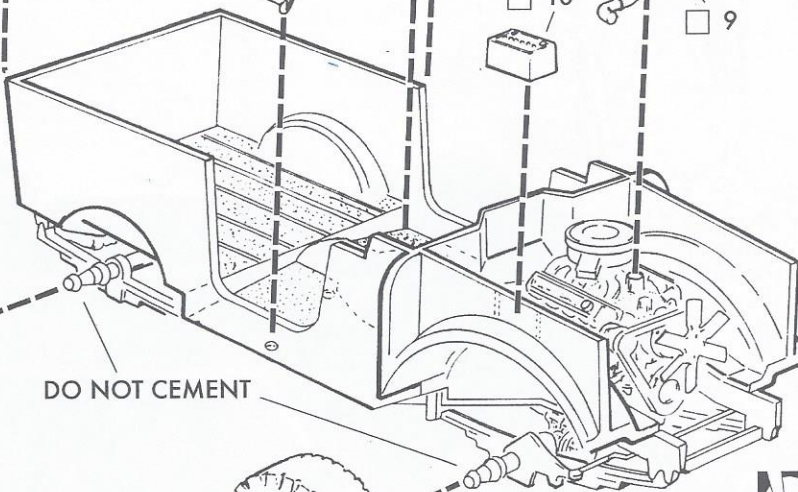
52

10



9

Paint all interior parts, that are not chrome, flat black or semi-gloss black (some parts may require a combination of both colors). Paint battery (10) semi-gloss black and radiator hose (9) flat black. See box photos for more reference.



DO NOT CEMENT

B

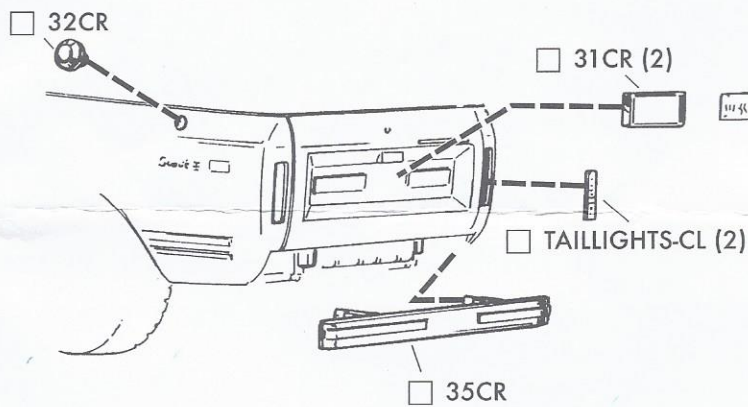
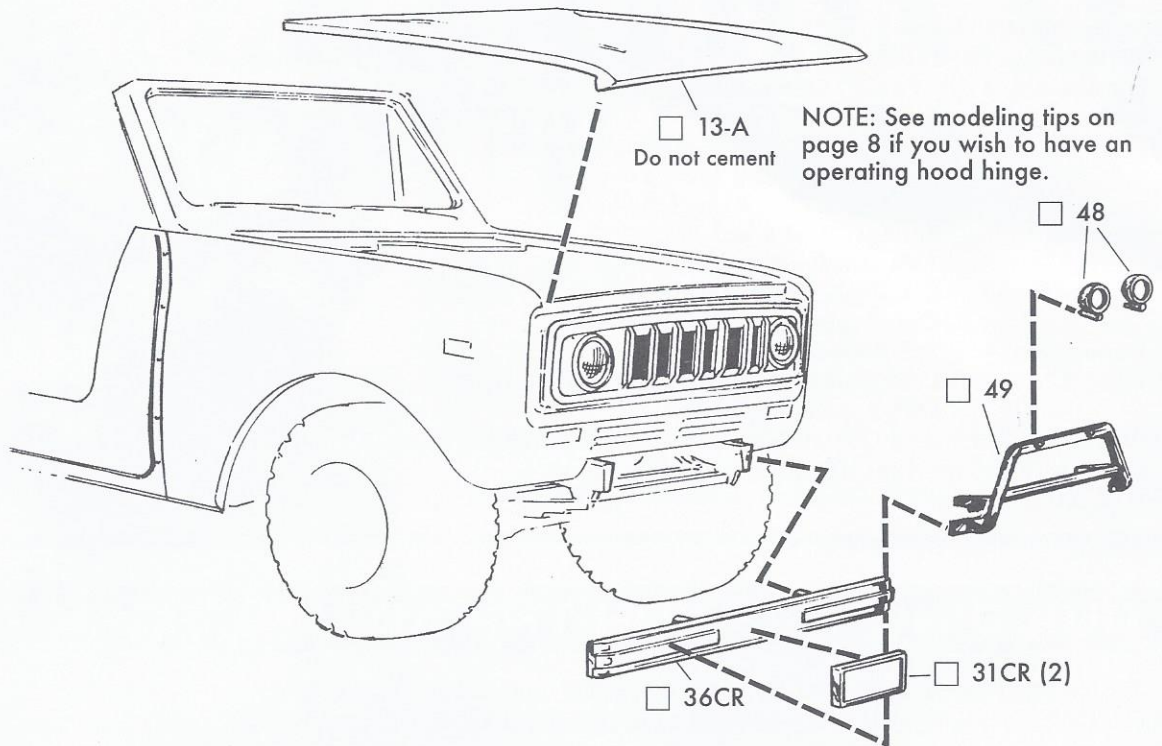
Cement C.B. radio and microphone, plus steering wheel, to instrument panel as shown. Cement shift levers before installing instrument panel into interior. Cement roll bar to floor directly behind seats. Roll bar braces locate to floor beside rear wheel wells.

C

Cement battery (10) into place. Snap wheels with hubs onto rear axle. Insert assembled interior into body. Cement may be applied to top of inner fender area and door cutout area first. Cement body/interior trim strips into place. Paint grille (37) CR flat black (except for headlights). Paint door inserts on body flat black. Refer to box cover for painting details. Cement radiator hose (9) to engine and radiator wall.

NOTE: Wheels with hubs go on front axle. Petroleum jelly may be used to lubricate axle ends.

STEP 6

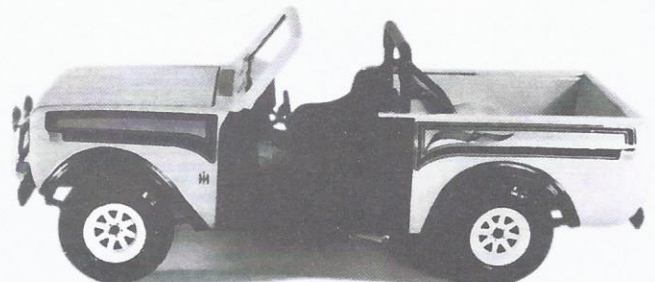
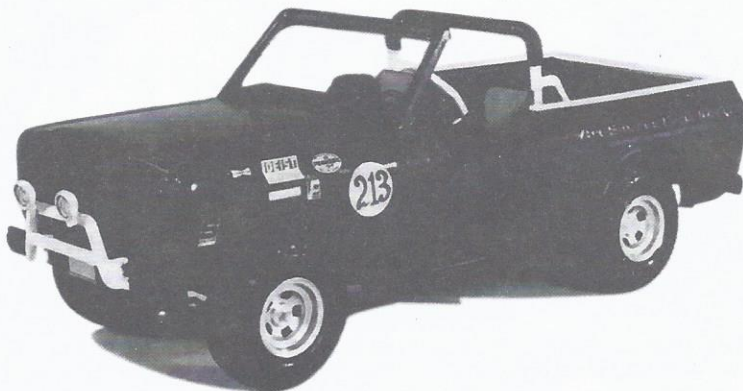


Paint bumpers flat black, then cement bumpers to frame rails as shown. Note: the rear bumper has longer locating tabs. Cement the brush bar (49) to the front bumper, insuring that the brush bar is centered on the front bumper. The auxiliary lights (48) fit on the brush bar. License plates (31) CR and mirrors (29) & (30) CR are optional. Cement C.B. antenna (40) CR to center of roll bar. Cement taillights into body using as little cement as possible. Hood may be set on loose or fastened, see modeling tips on page 8.

NOTE: Scrape plating and paint from glue joints.

DECAL INSTRUCTIONS

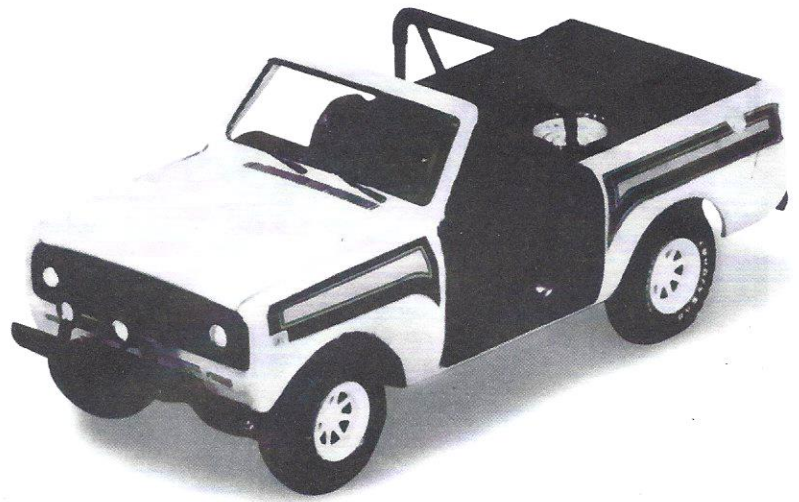
For best results trim out decals next to color edge with a sharp hobby knife. Two basic sets of decals are included on one sheet—a set of optional stock decals and a set of racing decals. You may mix or match to suit your taste. See back of decal sheet for application instructions.



Scout Specifications:

- Series: Scout SS II 4x4
 GVW Ratings (lb) 6200
 Engines—Std. 4 cyl 196 C.I., Optional V-8 304 C.I., V-8 345 C.I.
 Front Suspension— Springs - steel 6 leaf
 Axle F-44 driving hypoid single reduction
 Std. front stabilizer bar
 Opt. automatic locking front hubs
 Rear Suspension— Springs - steel 4 leaf
 Axle semi-floating with Trac-Lok
 Transfer Case— Std. single speed "silent drive"
 Opt. 2-speed gear drive
 Transmissions— Std. 3-speed manual
 Opt. 4-speed manual
 Opt. 3-speed automatic

Wheelbase 100 inches, Overall Length 166.2", Height 65.7", Width 70", Ground Clearance 7.6", Turning Diameter 33'10", Fuel Tank capacity 19 gallons, Tires H78 x 15 PC mud and snow.



BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if it is 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 coat is applied. Also, each coat should be "wet sanded" using No.1200 wet or dry sandpaper which is slightly damp; except for the final coat. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when you are working with your model and always wash the parts before painting. This will 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. Use a tack rag to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

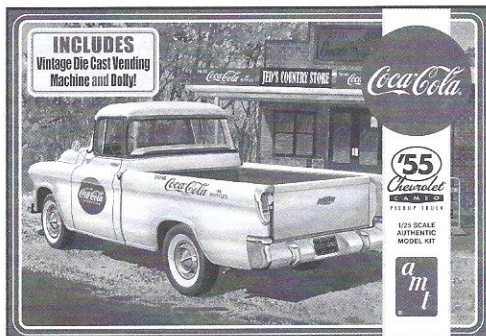
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp

edges, all sharp corners 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.

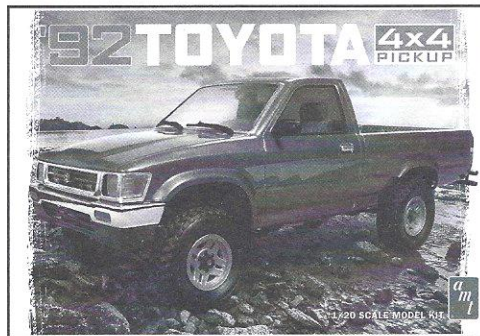
When painting a two-tone body, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, 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.

Fine copper wire may be used for brake and fuel lines. For a hinged hood use double-sided tape—tape to the front of the radiator wall before the grille is in place and to the underside of the front of the hood. Test fit the hood to the body to get an idea of tape location—the Scout hood hinges at the front. Tire treads may be lightly sanded to give a realistic appearance.

ALSO AVAILABLE FROM THE KATS AT AMT!



AMT1094/12 1955 CHEVROLET® CAMEO™ - COCA-COLA PICKUP TRUCK



AMT1082/12 1992 TOYOTA 4X4 PICKUP



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