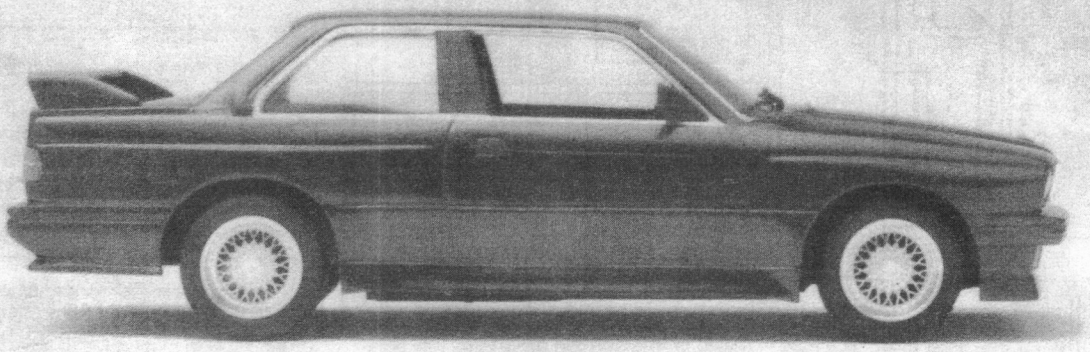
BMW M325i

No. 372



HISTORY

In the 1930s Bavarian Motor Works made a commitment to build superbly engineered, high-performance motor cars. That commitment has earned *BMW* a reputation as one of the automobile industry's finest manufacturers. The *BMW* name is synonymous with excellence. The German automaker's cars are beautifully designed, technically superior machines that attract enthusiasts around the world.

Over the last 50 years *BMW* has drawn from its racing experience to improve the performance of its cars. The firm has won more than 30 World and European Championships, many more national titles and hundreds of individual races. The fastest, surest way to learn about an automobile's shortcomings is to compete on a track. As *BMW* continued to build race cars, they also re-engineered their production cars to incorporate design concepts that proved worthy on the race course.

The six cylinder *BMW M325i* is a high performance refinement of the tremendously popular 3 series car. As can be expected, it is much faster than its four cylinder predecessor. A limited slip differential provides lots of positive traction and the 4 wheel disc anti-locking brake system (ABS) stops the car quickly and smoothly. Special bodywork includes: widened fenders, front air dam, rear spoiler and BBS alloy wheels on radial tires. The final appearance leaves little question as to the aggressive character of the *BMW M325i*.

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners(sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. ***Testor Model Master*** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left form the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto tooth-picks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

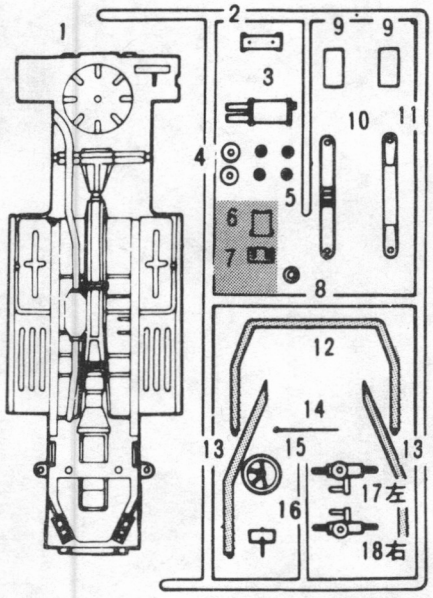
Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.

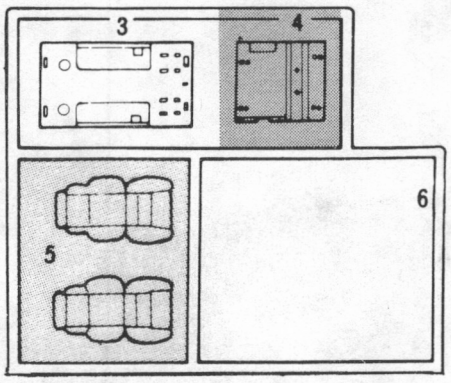
NOTE: Parts in shaded areas *are not used* in assembly of this kit.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

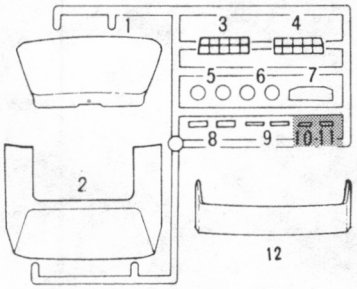


Parts in this section are indicated: A



Parts in this section are indicated: B

Parts in this section are indicated: W



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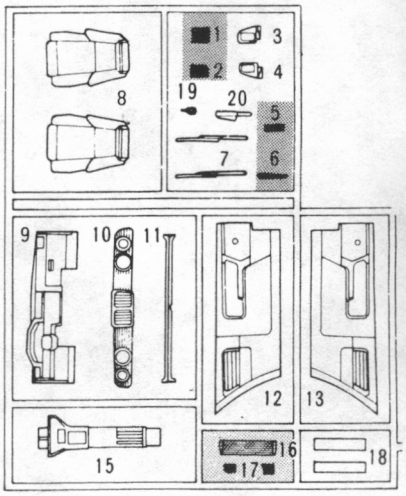

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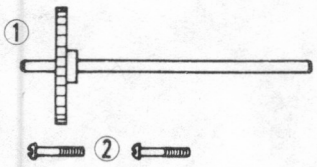

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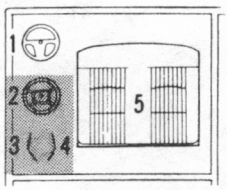
Aluminium pipe



Parts in this section are indicated: D

1 CHASSIS

Preliminary Painting

A17, A18, A10, A11, chassis:
No. 2735 Black Chrome Trim

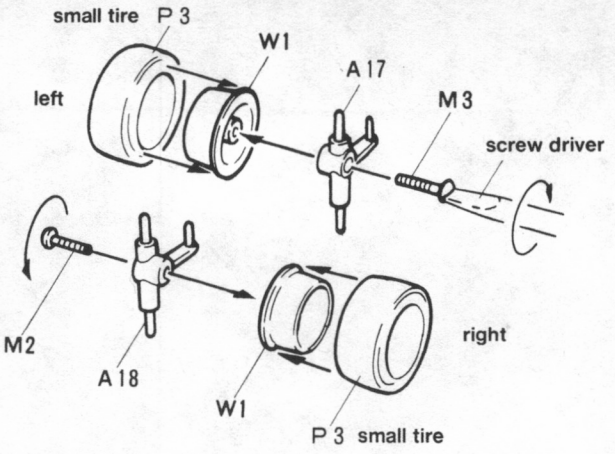
Assembly

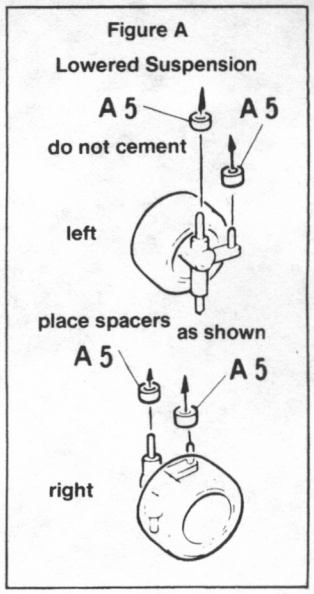
☐1. Assemble front wheels **W1** to left and right spindles **A17** and **A18** with screws as shown. Press *(do not cement)* one small tire onto each front wheel.

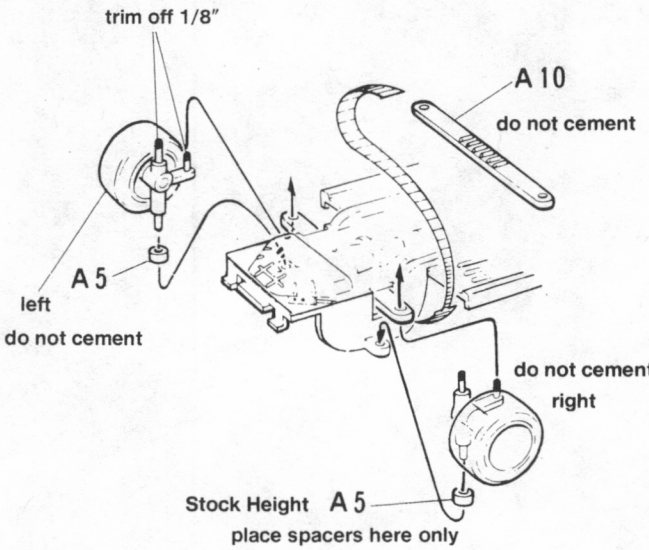
☐2. You may build your model with **lowered suspension** or **stock height.** The drawing at **Figure A** shows the placement of spacers **A5** for **lowered suspension.** The adjoining drawing shows placement of spacers **A5** for a **stock height** model; when assembling **stock height** model, trim lower ends of pins on spindles as shown. *Do not trim pins for lowered suspension.* Slide *(do not cement)* tie rod **A10** into slot in chassis, place *(do not cement)* left and right spindles onto chassis as indidcated, then carefully snap ends of tie rod over pins at rear of spindles. Cement front crossmember **A11** to chassis making sure that holes at each end fit over pins on spindles. Do not get cement on spindles or wheels will not turn.

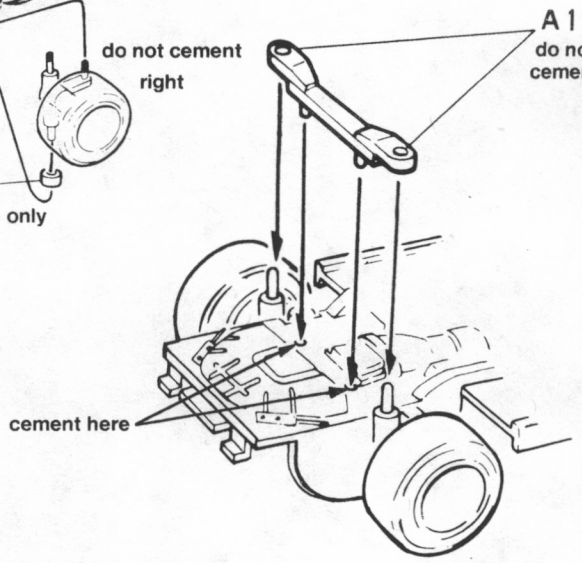
☐3. Press *(do not cement)* one large tire onto each rear wheel **W2** making two sets. **NOTE:** If you want to build your model with lowered rear suspension, you must cut 1/16" from each end of the rear axle **M1** before assembly (use a good pair of wire cutters).

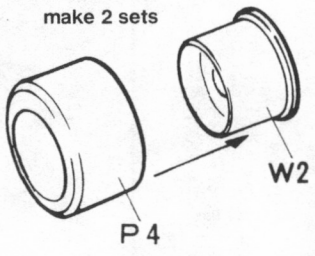
☐4. Press one wheel onto gear end of axle **M1.** Slide *(do not cement)* axle into slot at rear of chassis, use *lower slots* for **stock height** and *upper slots* for **lowered suspension.** Slide *(do not cement)* spacer **A8** over free end of axle for a **stock height** model — *omit spacer* for **lowered suspension.** Press remaining wheel onto free end of axle.

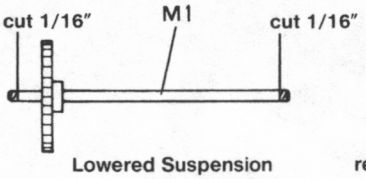


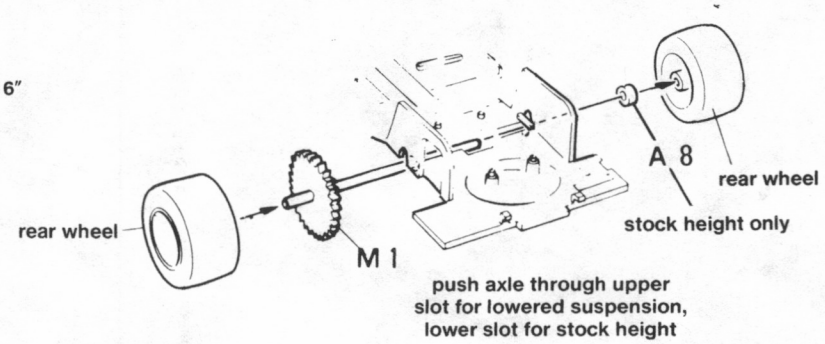












2 MUFFLER/INTERIOR

Preliminary Painting

All parts except **aluminum pipes:**
No. 2735 Black Chrome Trim
A3 tail pipes (when not using aluminum pipes):
No. 2734 Silver Chrome Trim

Assembly

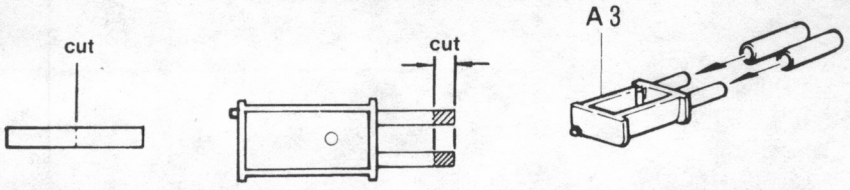
☐1. If you would like to use the **aluminum pipes,** follow the drawings at **Figure B.** Cut the pipe along the scored line with a sharp hobby knife. Trim off the ends of the existing tail pipes on muffler **A3,** then press **aluminum tail pipes** onto muffler. You may have to crimp one end of the pipes to get a snug fit. If you do not want to use the **aluminum pipes,** simply cement muffler **A3** to chassis as is.

☐2. Cement parts to chassis as shown at **Figure C.** Apply instrument decal to instrument panel **G7,** and set aside to dry. Cement steering wheel **D1** to dashboard **C9.** Once decal on instrument panel has dried, cement instrument panel **G7** into backside of dashboard **C9** as shown.

☐3. Cement front and rear seats **C8** and **D5** to chassis. Cement dashboard assembly to center console on chassis, then cement interior side panels **C12** and **C13** to rear seat, dashboard and chassis.

Figure B

Optional Aluminum Pipes



Aluminum Pipe cut along scored line

trim exhaust tips

you may need to crimp end of pipes for snug fit

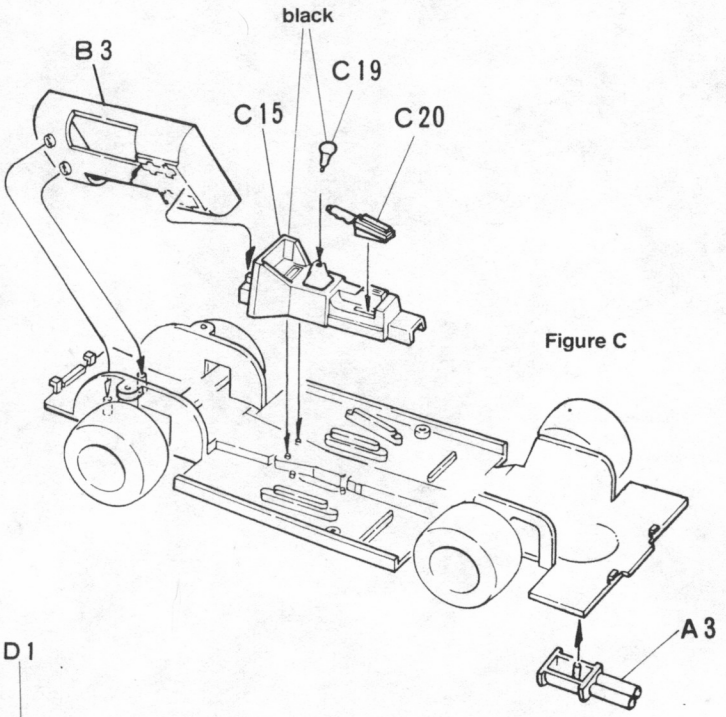
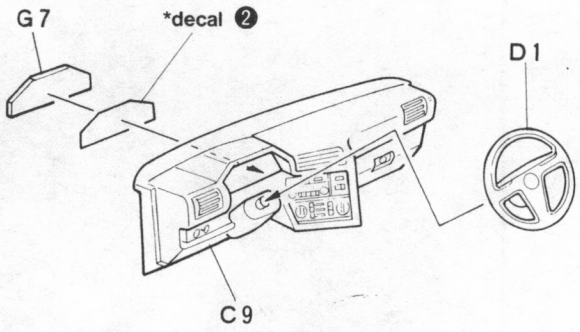
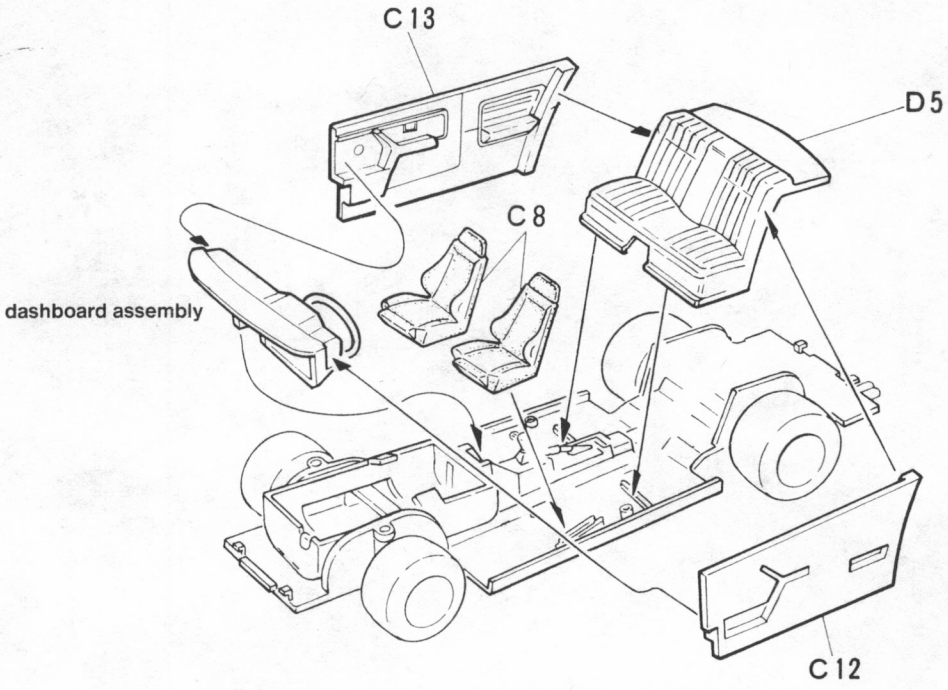


Figure C



*see APPLYING DECALS on pg. 6



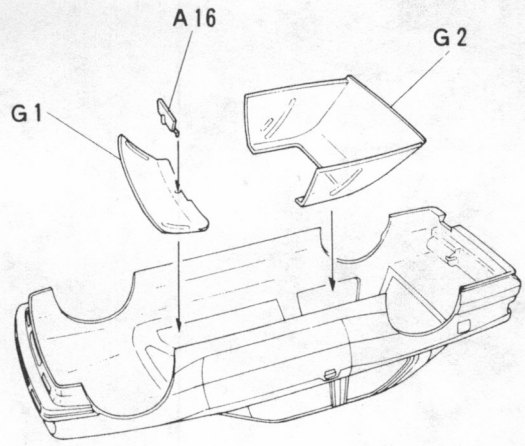
3 BODY/FINAL ASSEMBLY

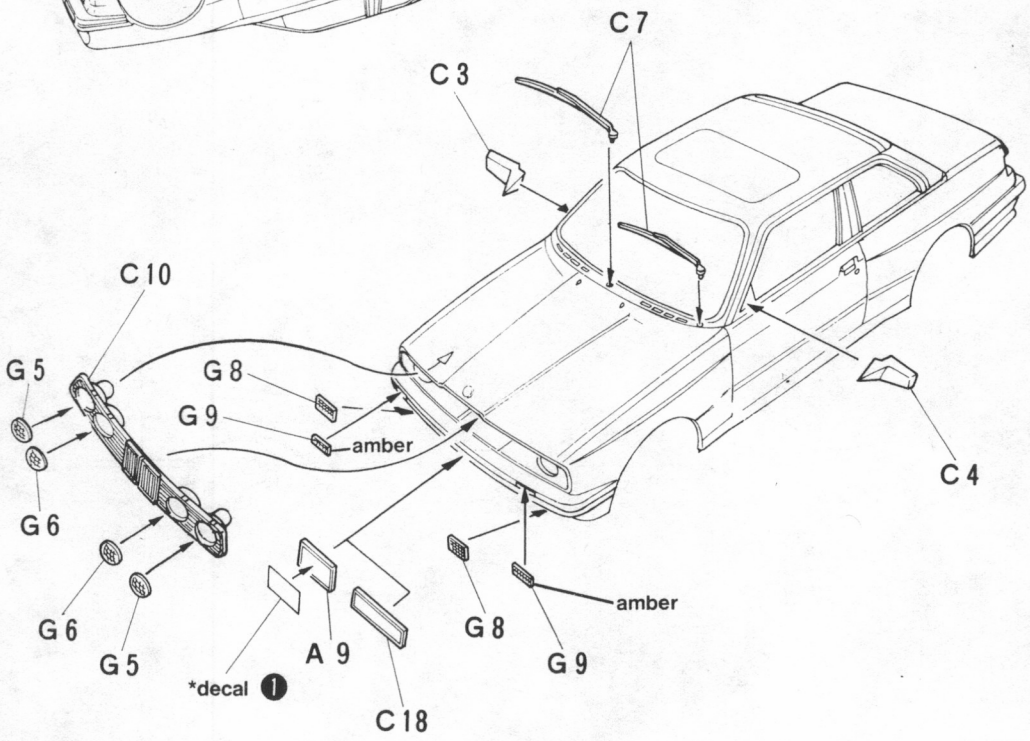
Preliminary Painting

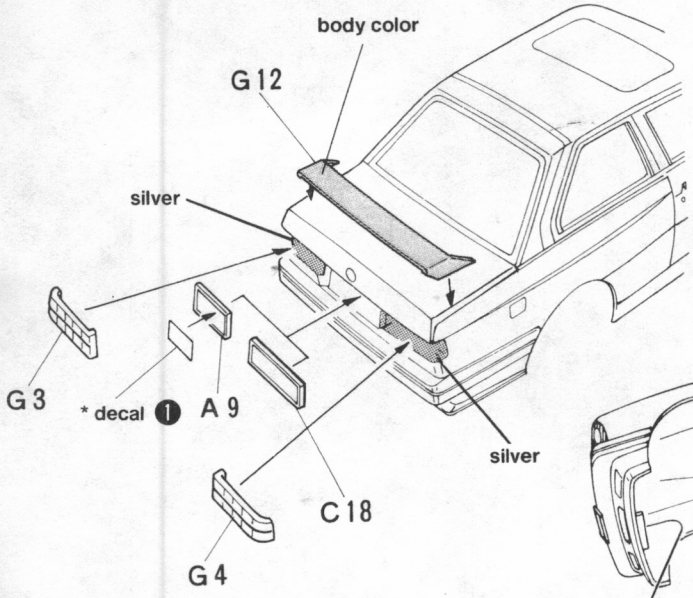
C7, C10, A16, C3, C4:
No. 2735 Black Chrome Trim
A16, C3, C4 mirror faces only; **C10** rims on grille center (see box photos); interior of turn signal, fog lamp and tail light buckets at front and rear of body; **A9, C18:**
No. 2734 Silver Chrome Trim
G3, G4 outer lenses (see drawing on pg. 6); **G9:**
No. 2723 Turn Signal Amber
G3, G4 center three lenses on tail lights (see drawing on pg. 6):
No. 2724 Stop Light Red
G12:
Body Color (see **BODY COLORS** on pg. 6)

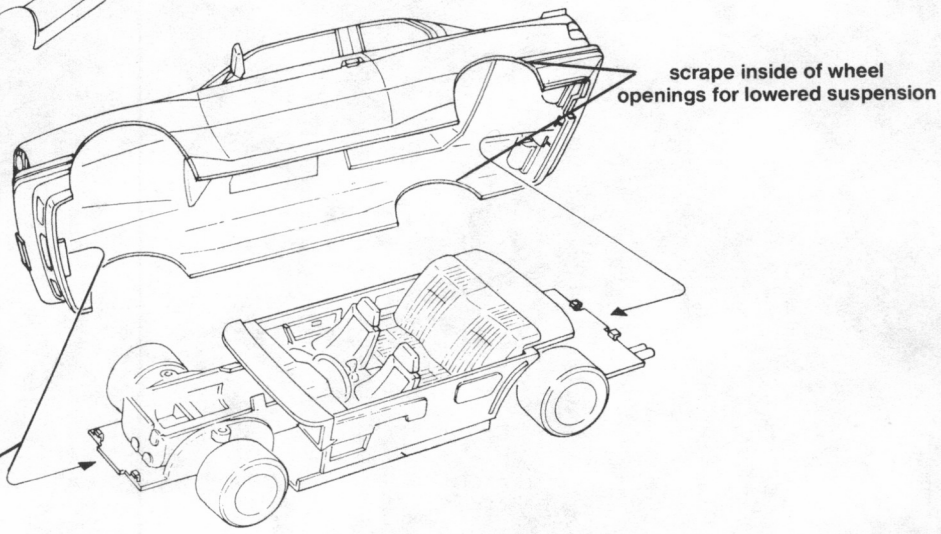
Assembly

☐1. Cement parts together as shown. Note that you may choose between domestic plates **A9** and foreign license plates **C18.** If your model has **lowered rear suspension,** you should scrape some material from the inside lip of the rear wheel openings with the edge of a sharp blade as shown. When snapping body in place, fit front of body first.









*see APPLYING DECALS on pg. 6

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TESTORS

STEALTH

The quest for an effective Stealth system is age old. Man has always yearned for the ability to make himself invisible. The adversary cannot harm what he cannot see.

The top-secret* F-19 Stealth Fighter is the most talked-about airplane in the world. While Stealth systems are not new—German engineers developed primitive materials in the 1930s—the F-19 is the first aircraft to effectively utilize advanced Stealth technologies.

Technologies that include "low observables" in six disciplines: radar, infra-red, noise, smoke, contrails, and optical visibility. Simply stated, Stealth aircraft should be undetectable. Quiet. Virtually invisible.

Stealth fighters, after which our model was fashioned, now operate from remote airbases in the western United States. Lasers are employed to locate targets and guide its AGM-65D Maverick missiles and "smart" bombs. With outer wing panels folded, F-19s fit inside Lockheed's C-5A Galaxy for air transport.

The Testor F-19 is distinguished by the unique lines that identify these airplanes: wedge cross-sections, mathematical log spiral curves, smooth blended-body wing/fuselage junctures, flush top-mounted air inlets, and two-dimensional high by-pass exhaust outlets. Separate canopies will allow you to build a mission-ready aircraft or a trainer. Decals for two variants are included and footnotes regarding actual Stealth systems are interspersed throughout the instruction manual.

And remember...choose Testor and Model Master paints, brushes, and tools when you get ready to finish your F-19. Or any of your plastic kits. We have been helping you build "museum-quality" models for more than 50 years and we will continue to provide you with the finest hobby products money can buy.

**The Testor F-19 Stealth fighter is based upon years of extensive research. All specifications were obtained from unrestricted public sources. Because it is a model, and critical full scale internal components are not depicted, it does not expose any classified systems.*

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TESTORS

575/F-19 Stealth Fighter (1/72)
Model Length: 8⅜" (21.3 cm)

595/F-19 Stealth Fighter (1/48)
Model Length: 12½" (31.8 cm)

New 1/72 Scale Version!