

'64 Mustang Convertible

Whenever people speak of "milestone cars", the 1964 Mustang invariably comes up, and for good reason. This is the car that started the whole "pony-car" craze. In the early Sixties, Ford Motor Company decided to play a hunch that America was ready for a low-priced, practical 4-seat sports car. This would be a "young person's" car which would be designed to recapture the spirit of the mid-50's Thunderbird. Their market research, along with repeated consumer requests for a return to the original T-Bird concept, convinced the Ford "brass", and the Mustang, or the "T-5 Project" as it was then called, was given the go-ahead.

In October of 1962, the Mustang I prototype made its debut and the press and public alike were wowed. The hunch had played out, and Ford knew they had a winner on their hands when the production model was introduced 18 months later and proceeded to break all sales records in its first year run. The Mustang was truly a "personal" car in that almost any level of luxury and/or performance was available. To this day, it is difficult to find two identical early Mustangs. After its introduction, the competition was quick to respond and soon the roads were filled with imitators, but there has never been another car quite like the original Mustang.



* REPEAT SEVERAL TIMES
* A REPETER PLUSIEURS FOIS



* OPTIONAL PARTS
* PIECES EN OPTION



* DECAL
* DECAL COMANIE



* ALTERNATIVE ASSEMBLY
* ENSEMBLAGE ALTERNATIVE



* CEMENT TOGETHER
* A COLLER



* REMOVE AND THROW AWAY
* A RETIRER ET JETER



* DO NOT CEMENT
* NE PAS COLLER

READ THIS BEFORE YOU BEGIN

- * Study the assembly drawings.
- * Each plastic part is identified by a number.
- * In the assembly drawings, some parts will be marked by a star (★) to indicate chrome plated plastic.
- * For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.
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6. Press out air bubbles with a soft damp cloth.
7. Milkiness that may appear is for better decal adhesion and will dry clear. Wipe away any excess adhesive.
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NOTE: Decals are not compatible with setting solutions or solvents.

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Ford Poppy Red	Rouge Poppy Ford
Satin Black	Noir satiné
Satin White	Blanc satiné
Silver	Argent
Steel	Acier
Transparent Blue	Blue transparent
Transparent Red	Rouge transparent
Turn Signal Ambre	Fue de virage ambre
Wood	Bois
Flat Black	Noir mat
Flat White	Blanc mat
Gloss Black	Noir lustré
Gloss Red	Rouge lustré
Gold	Or

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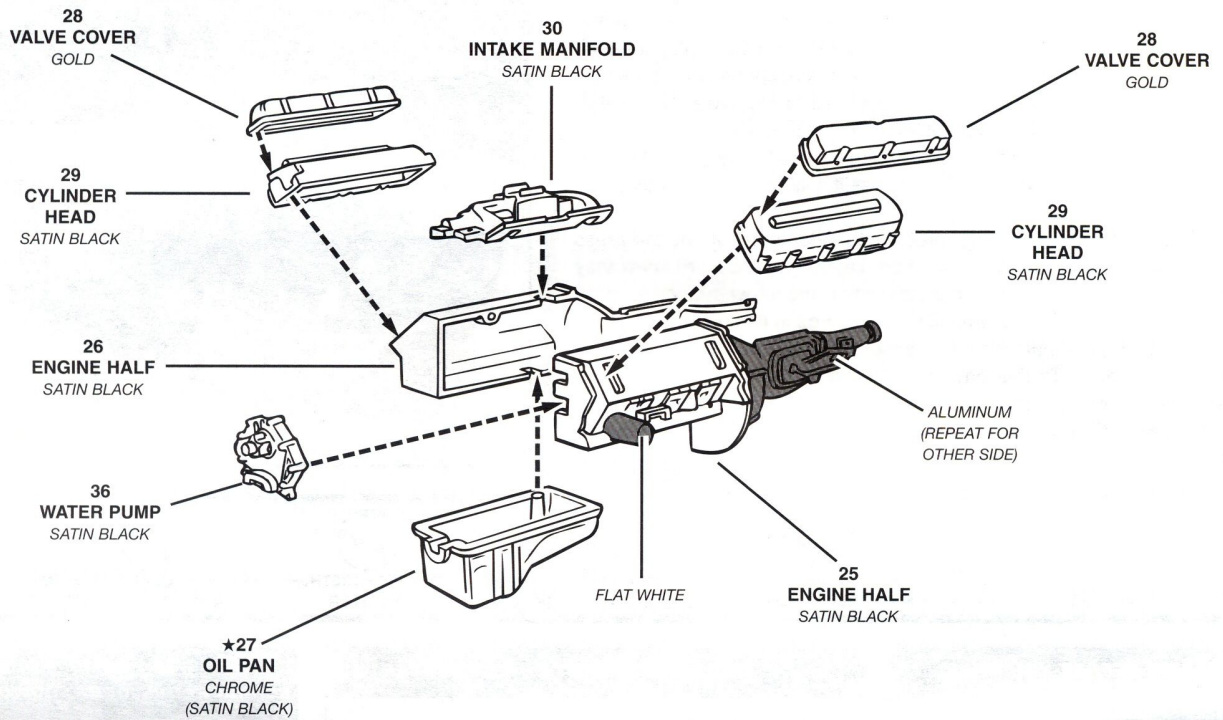
Revell-Monogram Consumer Service Department, 8601 Waukegan Road, Morton Grove, Illinois 60053
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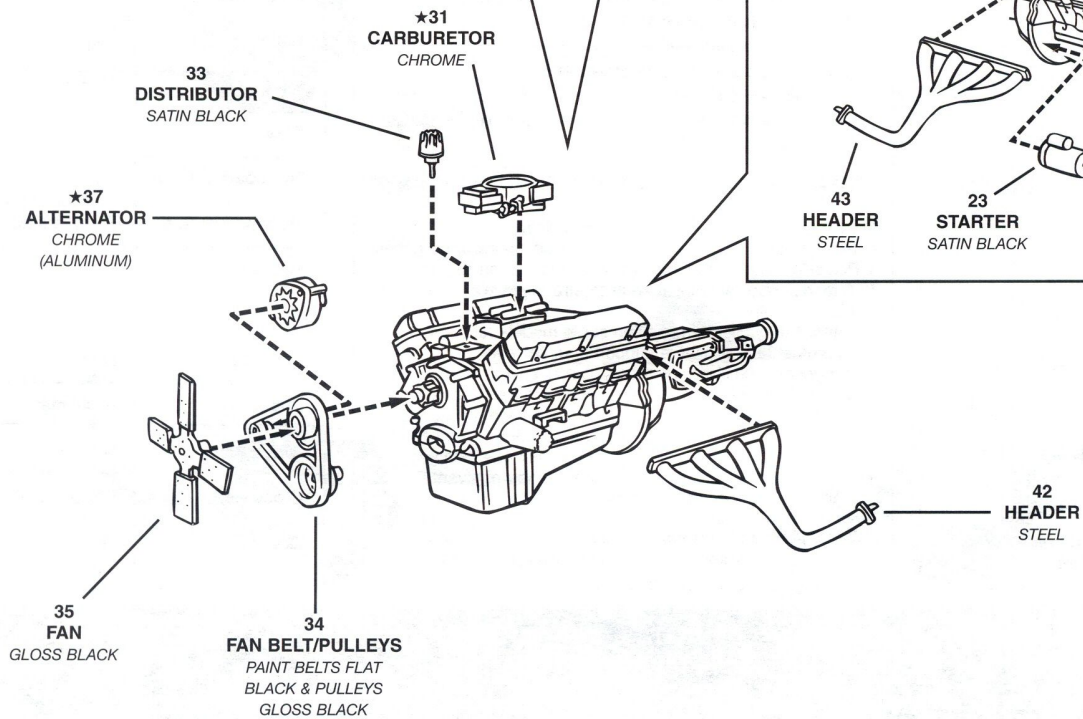
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ENGINE ASSEMBLY

A



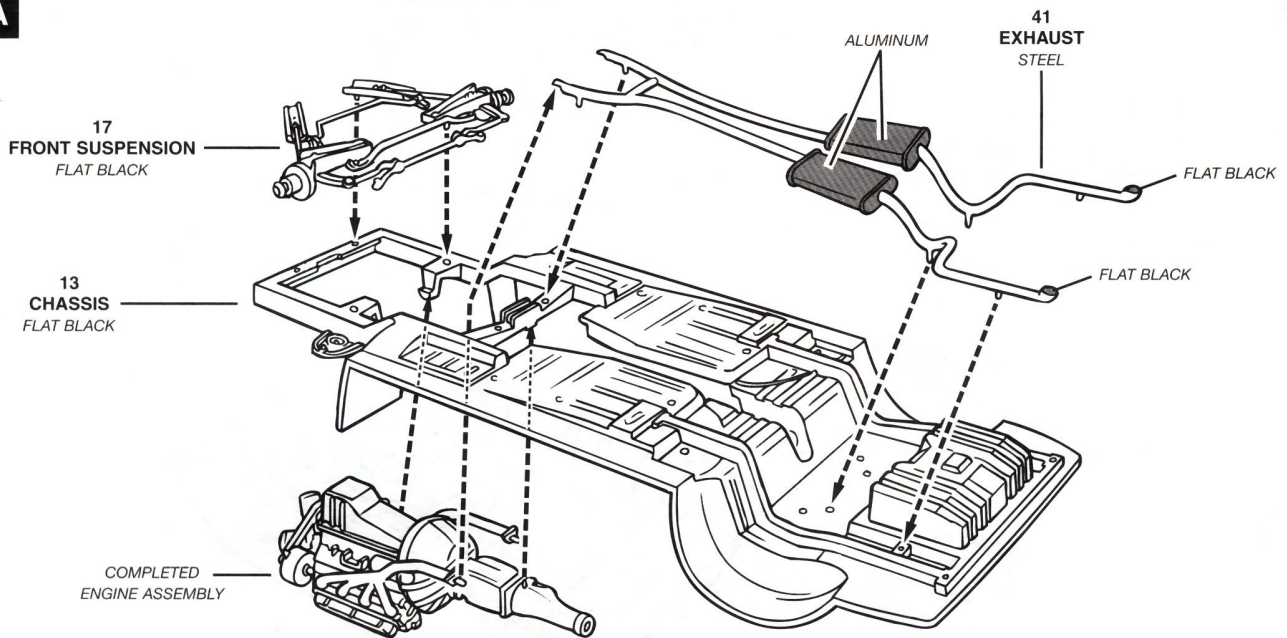
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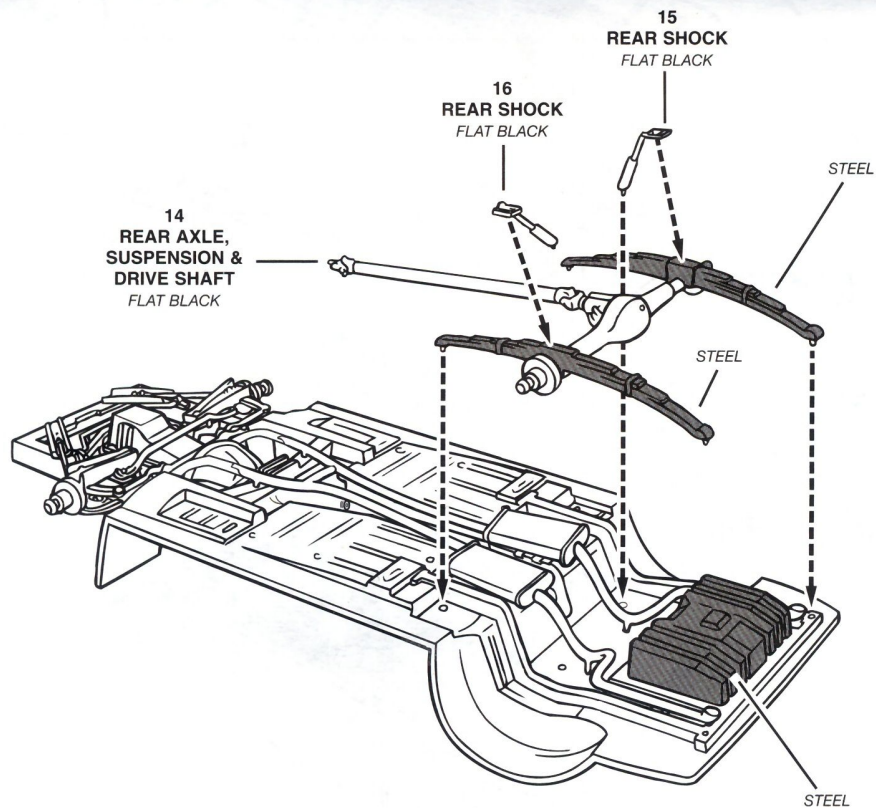
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SUSPENSION ASSEMBLY

A

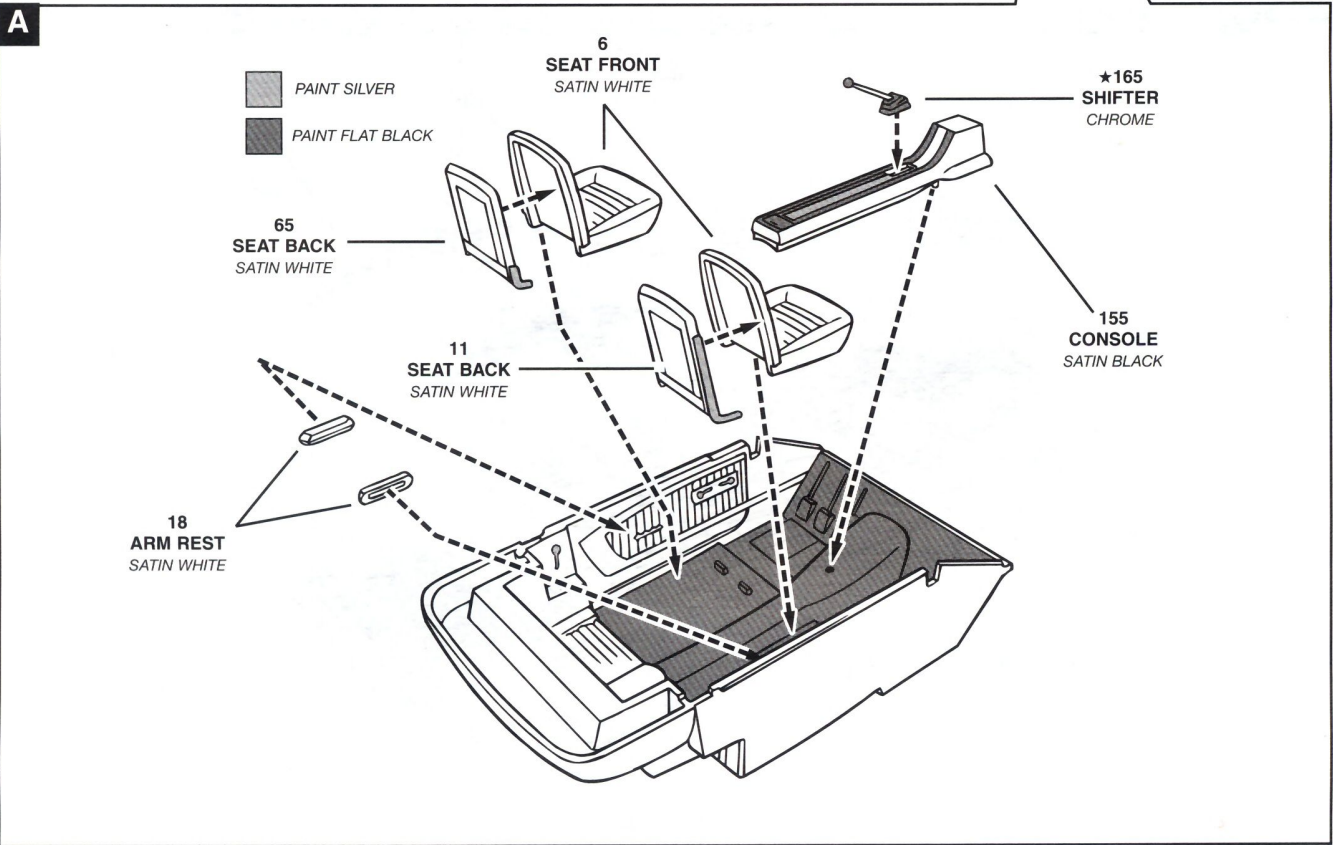
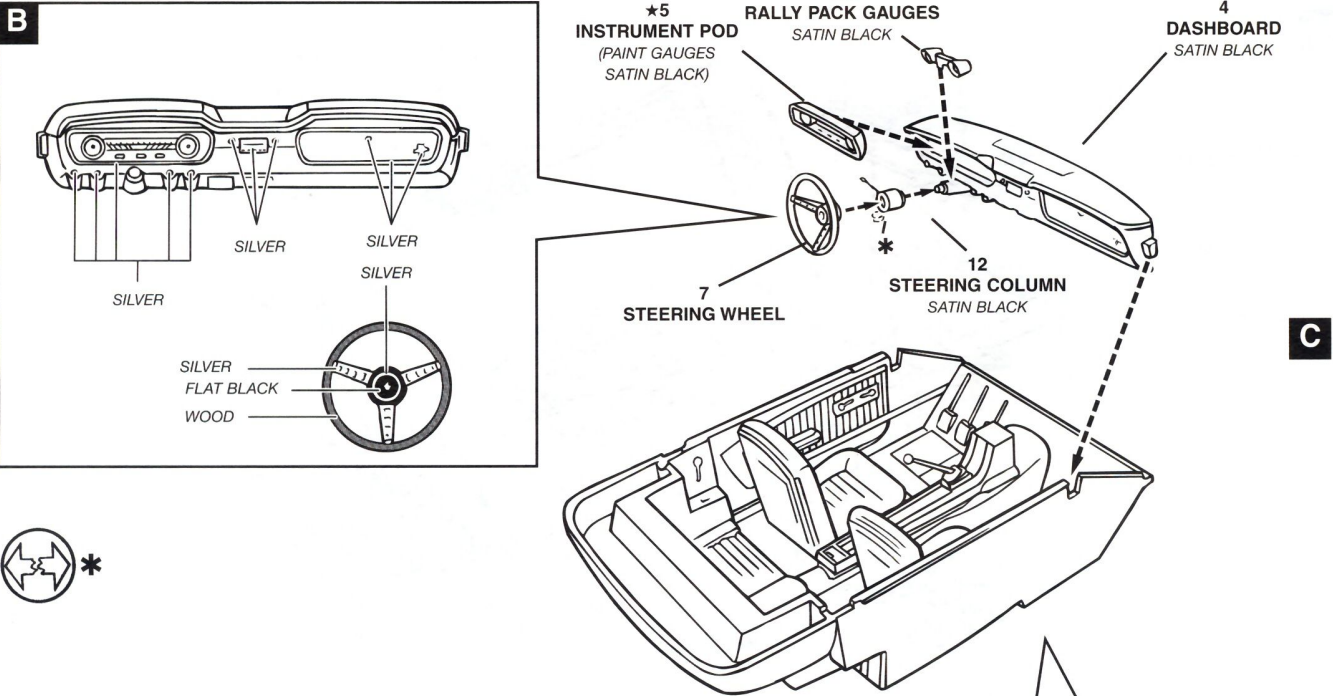


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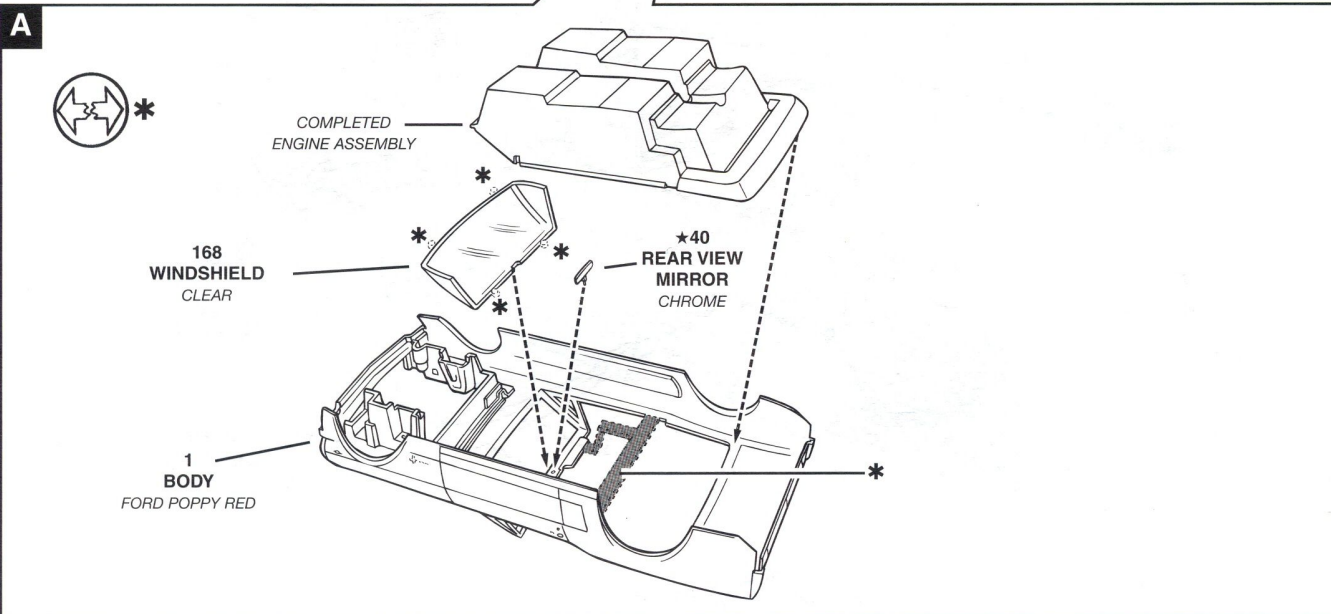
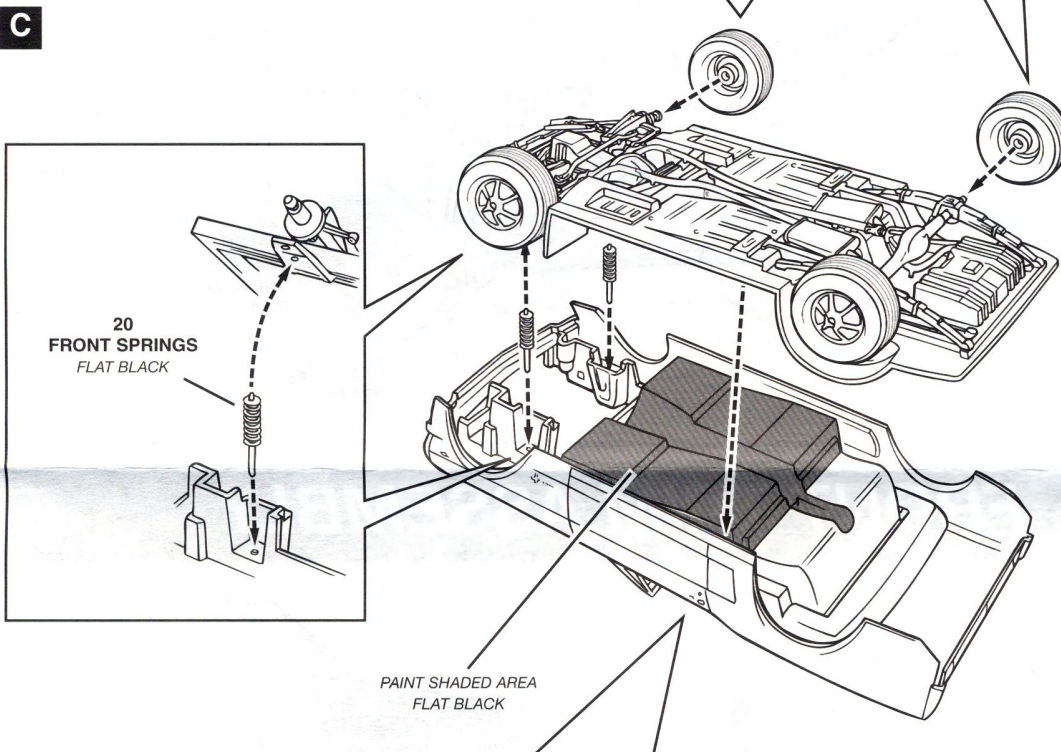
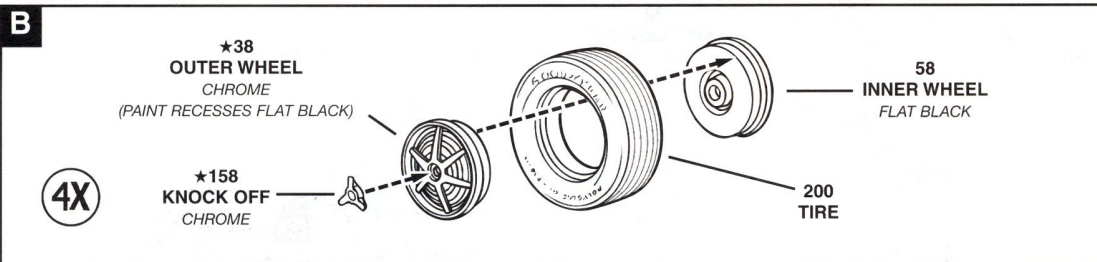
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INTERIOR ASSEMBLY



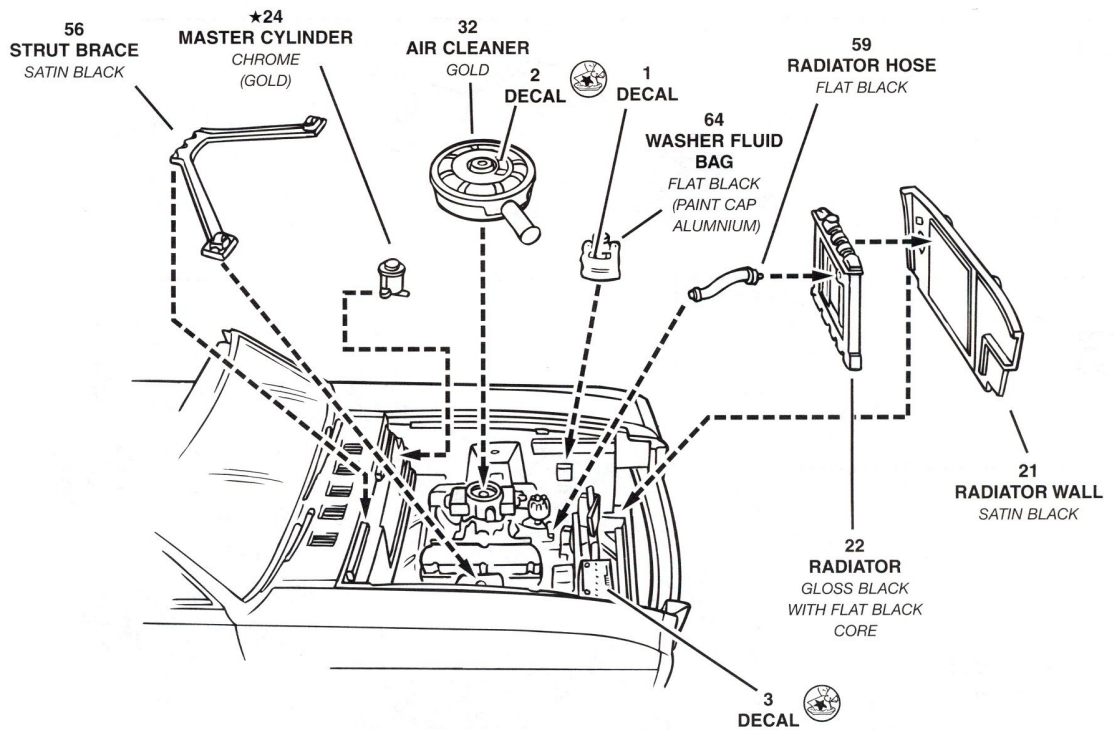
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BODY / CHASSIS ASSEMBLY



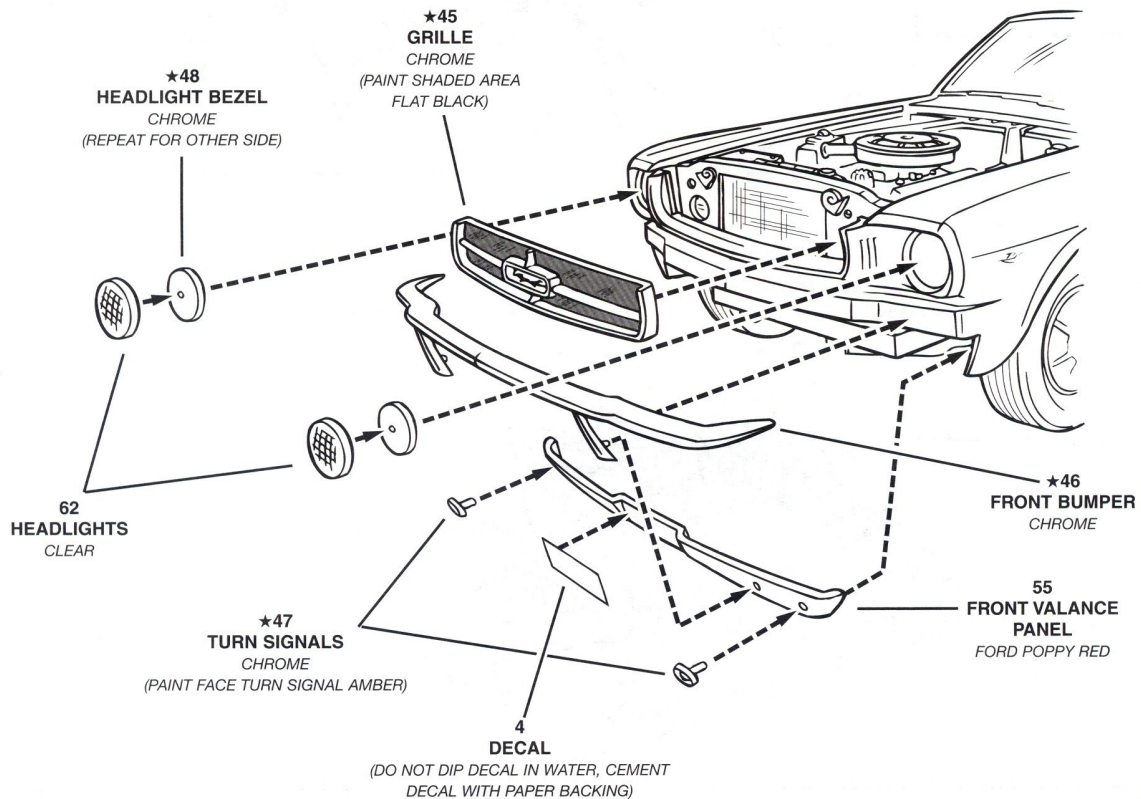
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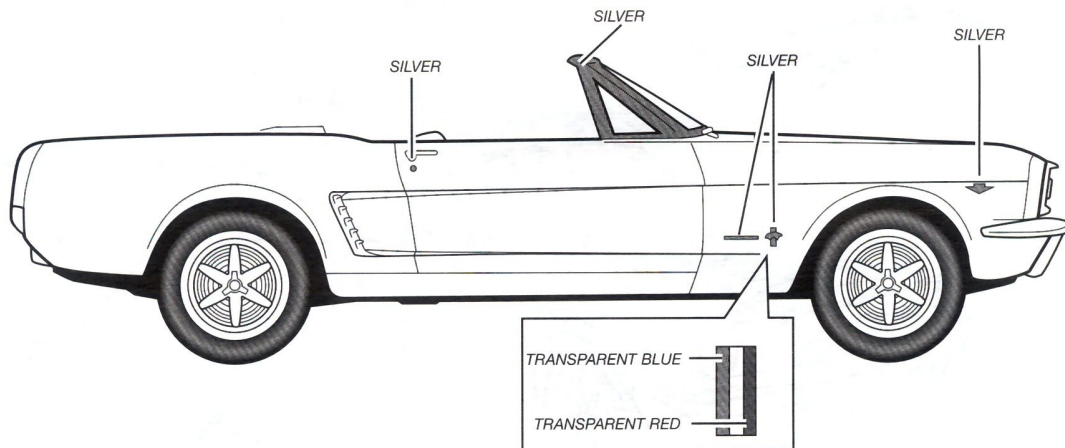
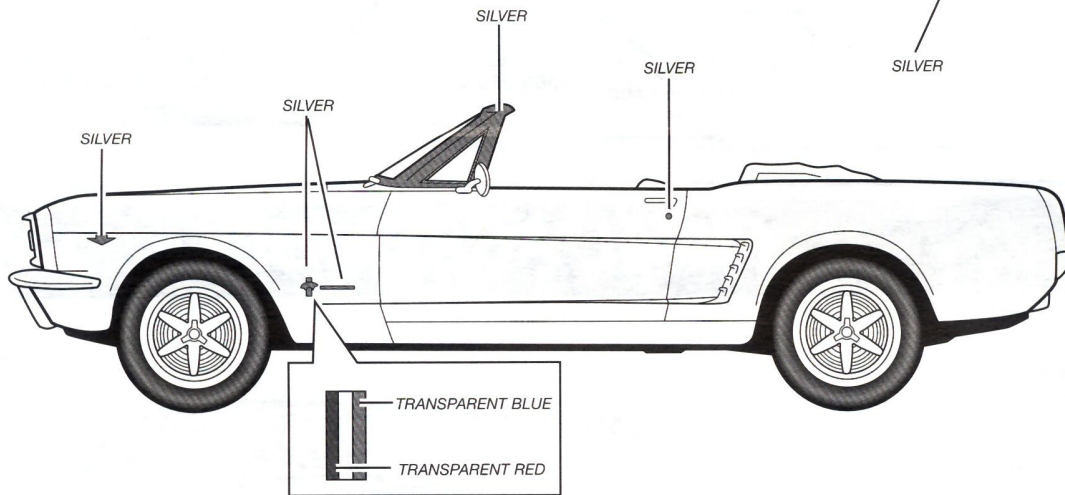
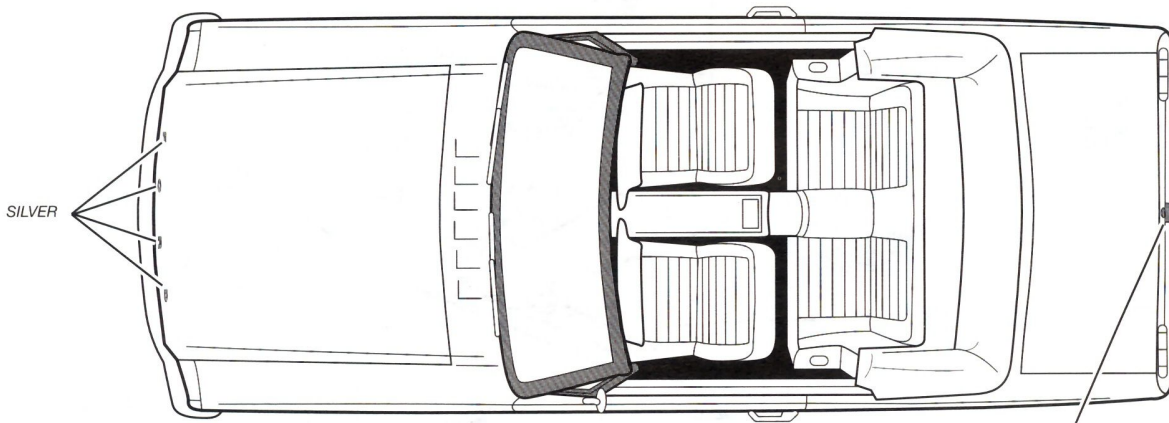
ENGINE BAY DETAIL ASSEMBLY



6

FRONT TRIM ASSEMBLY





'70 Boss 302 Mustang

In 1970, the Ford Motor Company decided to continue its commitment to the popular SCCA Trans Am series. They would have to compete against factory sponsored race cars from Chevy, Dodge, Plymouth and Mercury. This required, however, a limited run of production cars that featured the performance extras used in the actual race cars. This includes everything from the limited-production Boss 302 motor to the front and rear spoilers.

The Ford entry in the Trans Am series was the Boss 302, which won the championship against heavy competition. The street version of the Boss has a 302 cubic inch engine, 4 barrel carburetor, special suspension and spoilers influenced by race-prepared Mustangs. It had the proper blend of straight line speed and nimble cornering.

The excitement of this classic '70s musclecar is captured in this highly-detailed, 1/24th scale replica. From the powerful 302 CID motor that includes not only the stock 4-barrel carburetor but the special Autolite inline carb and "Cross Boss" intake manifold, to the stylish interior and distinctive spoilers, this replica is a real winner! This machine rides on gleaming Magnum 500 wheels and is fitted with Goodyear Radial GT tires. Build the "Boss"... A Revell Monogram exclusive!



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Gloss Yellow	Jaune lustré
Flat Black	Noir mat
Flat White	Blanc mat
Gloss Black	Noir lustré
Gloss Red	Rouge lustré
Satin Black	Noir satin
Wood	Bois
Steel	Acier

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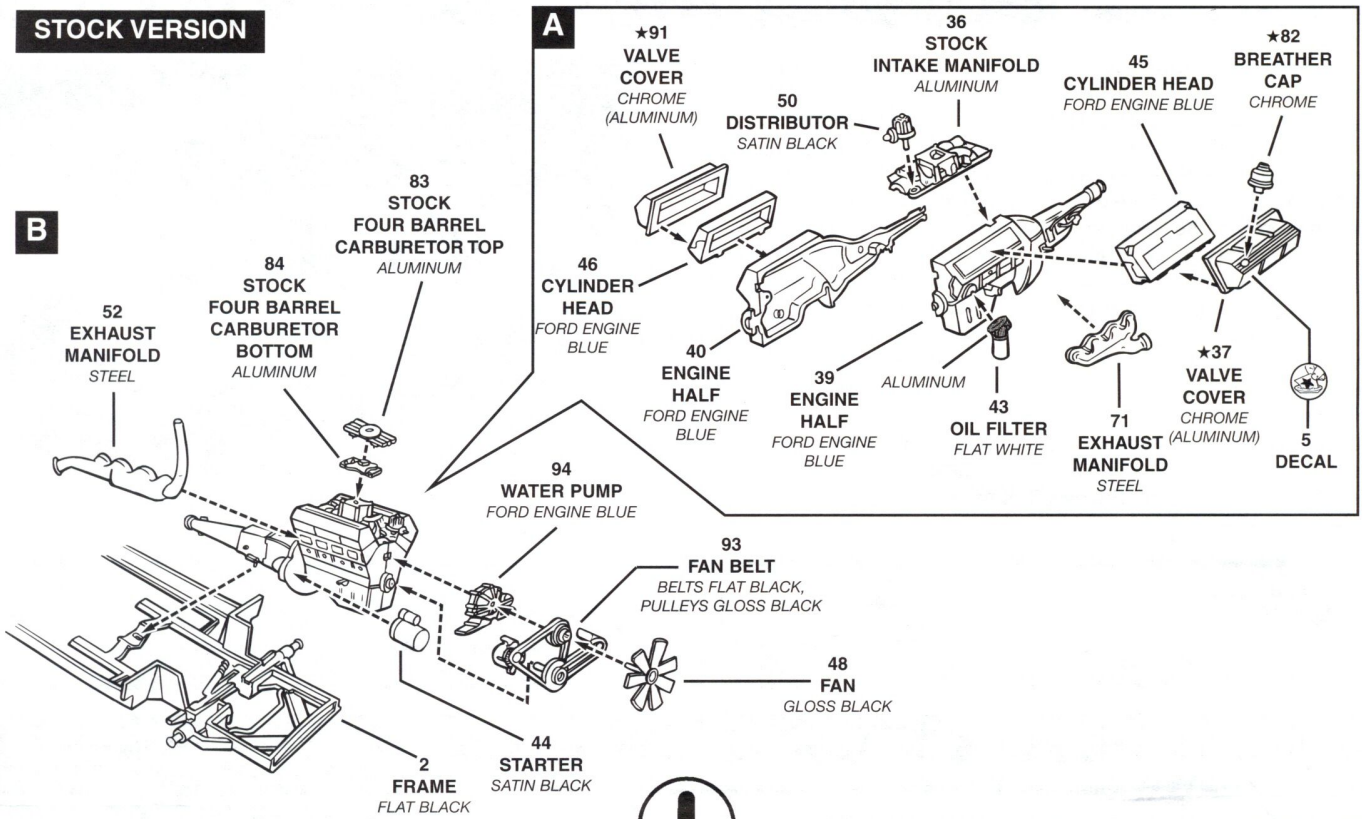
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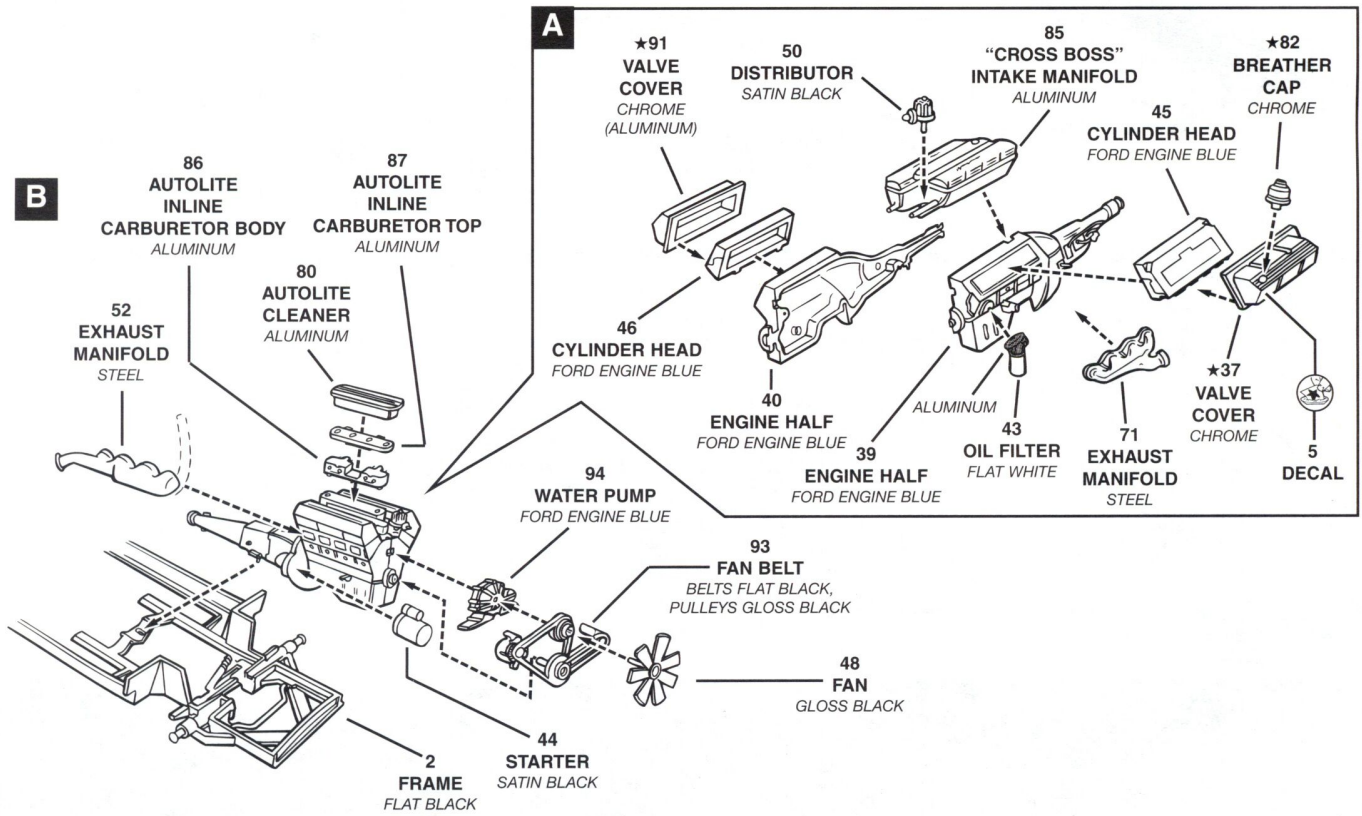
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ENGINE ASSEMBLY STOCK OR CUSTOM

STOCK VERSION



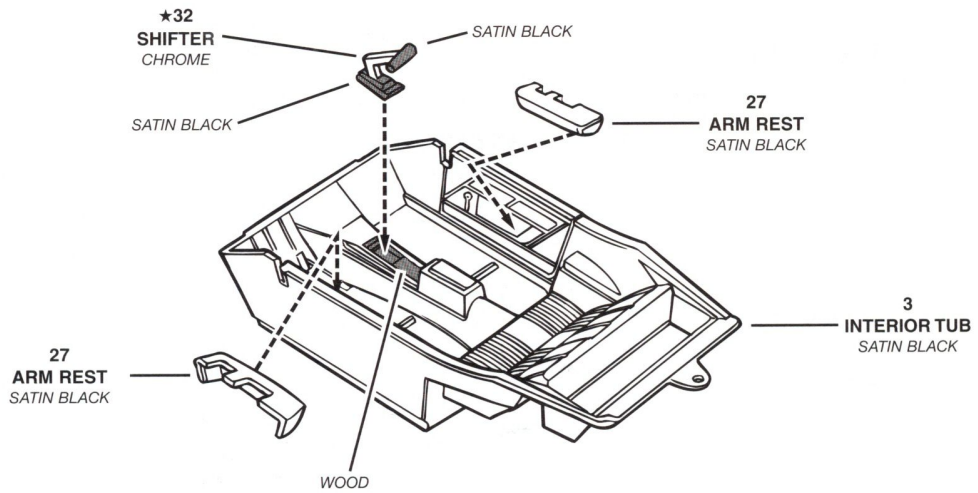
CUSTOM VERSION



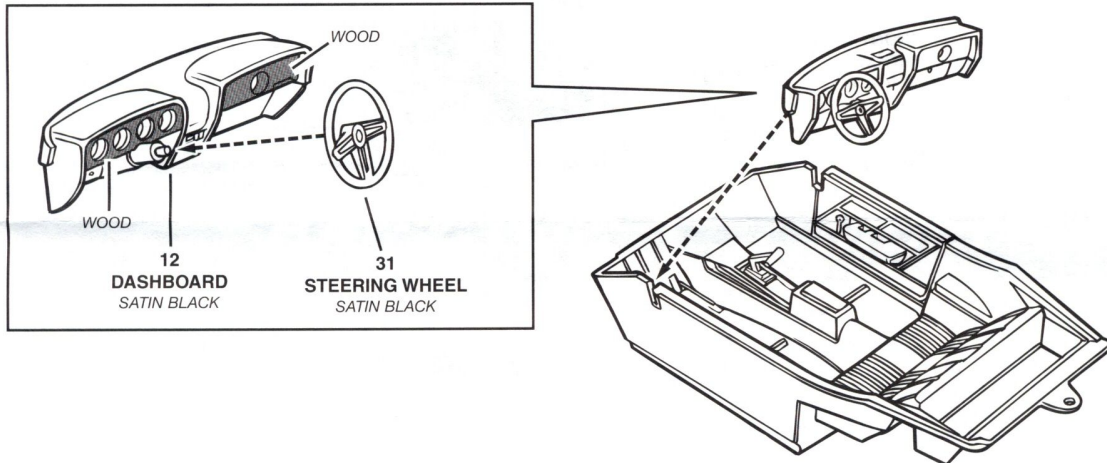
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INTERIOR ASSEMBLY

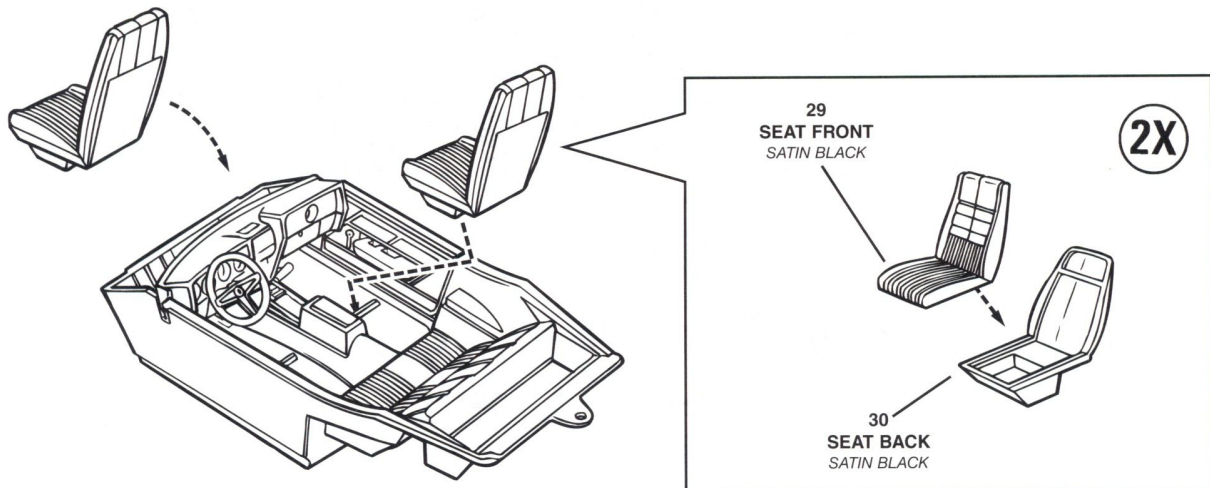
A



B



C



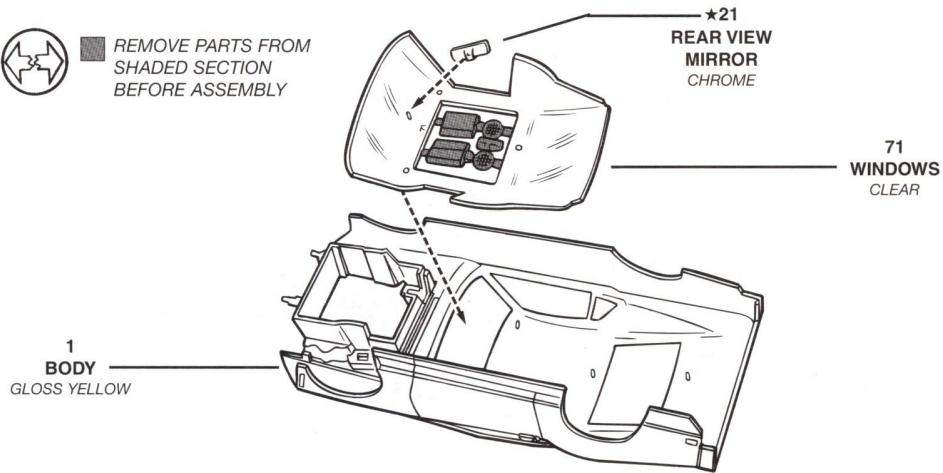
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BODY ASSEMBLY

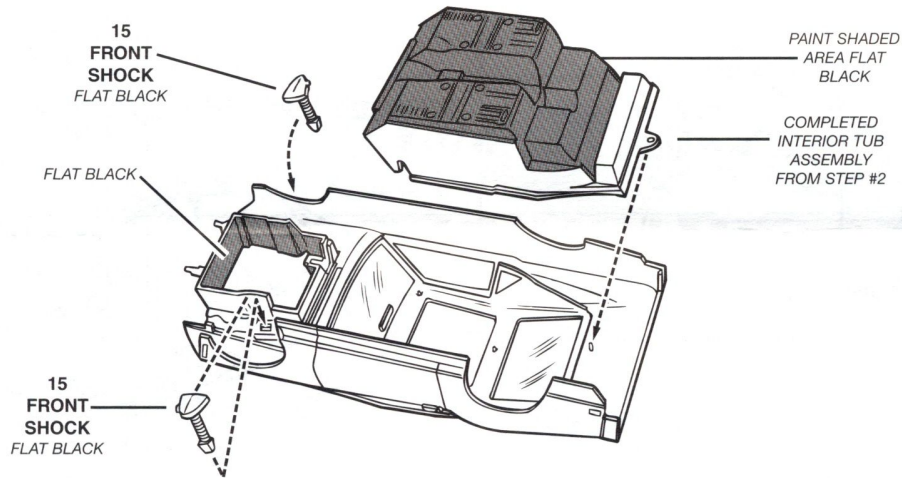
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REMOVE PARTS FROM
SHADED SECTION
BEFORE ASSEMBLY



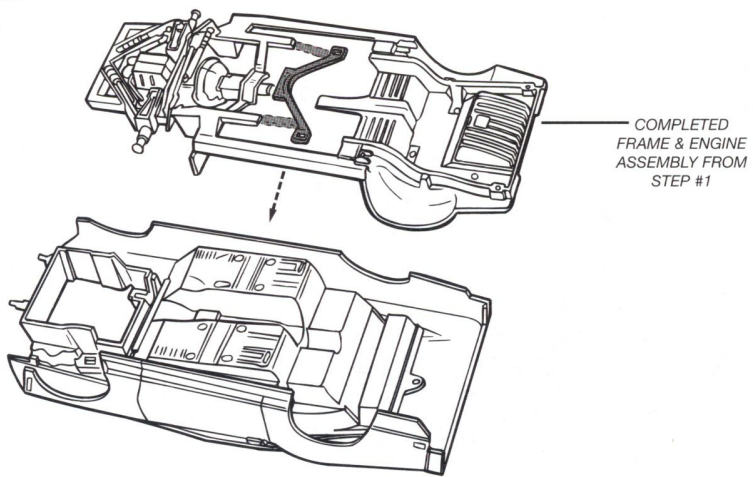
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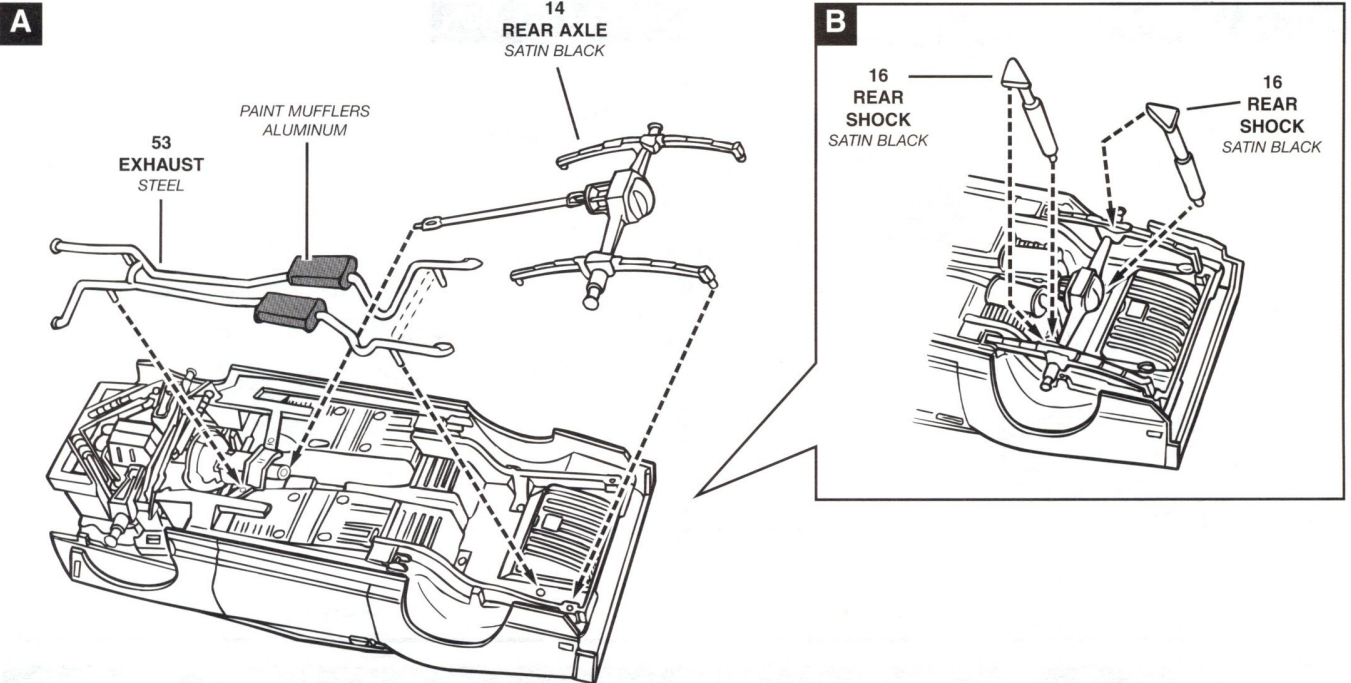


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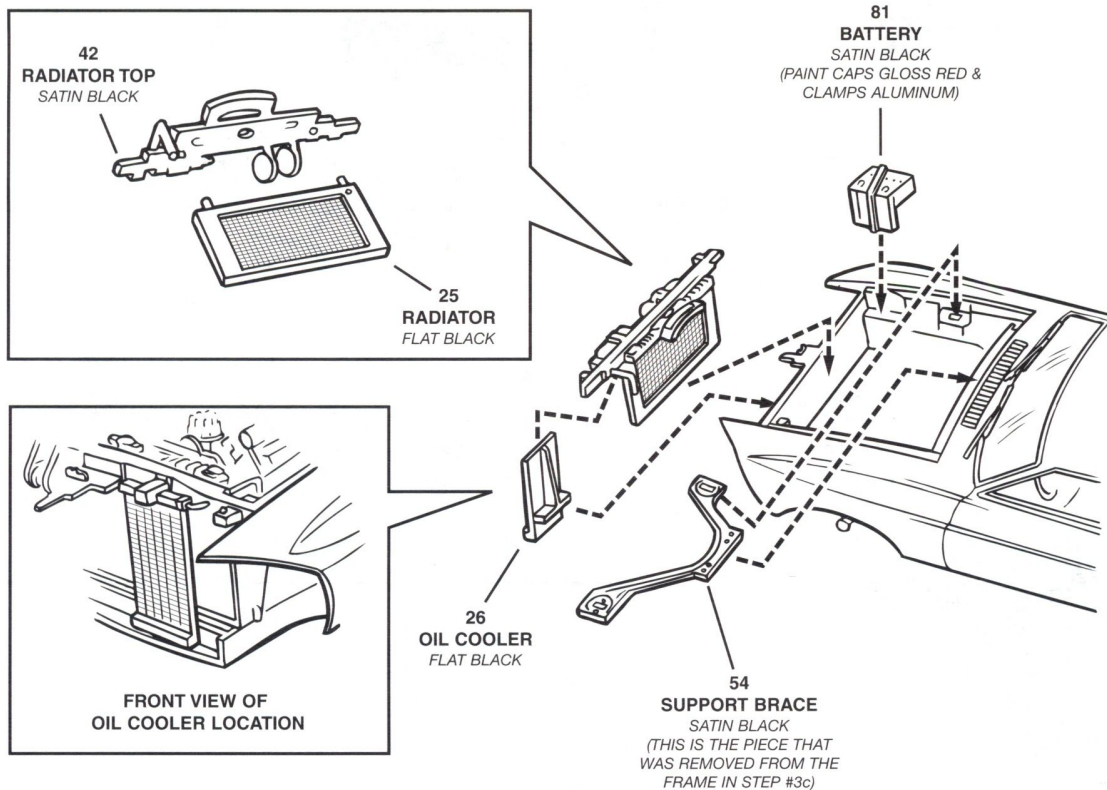
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REAR SUSPENSION ASSEMBLY



5

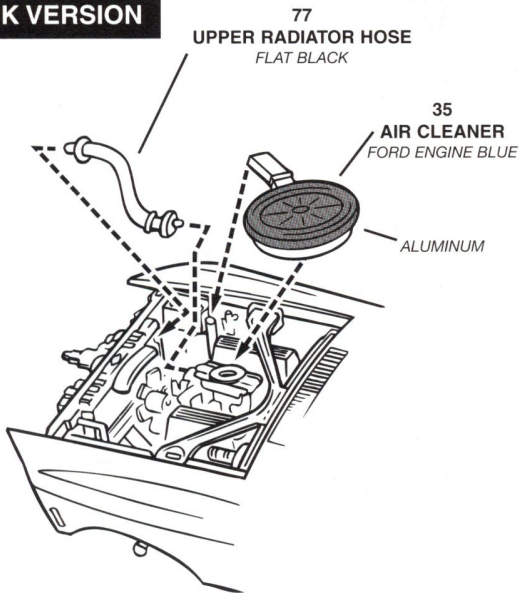
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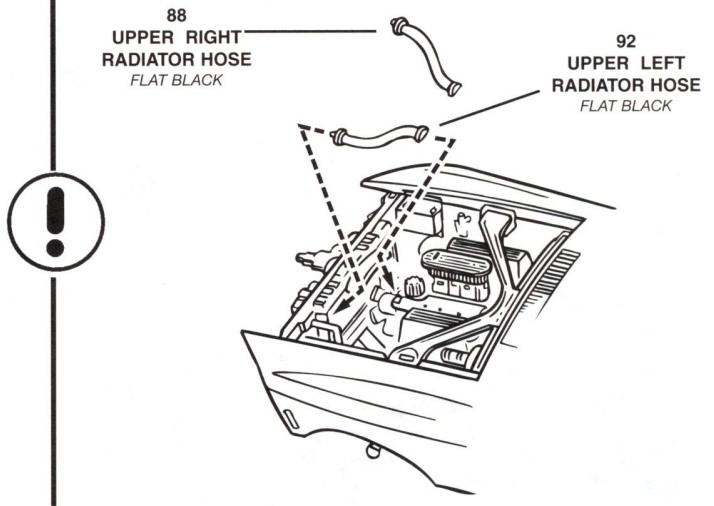
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RADIATOR HOSE ASSEMBLY

STOCK VERSION

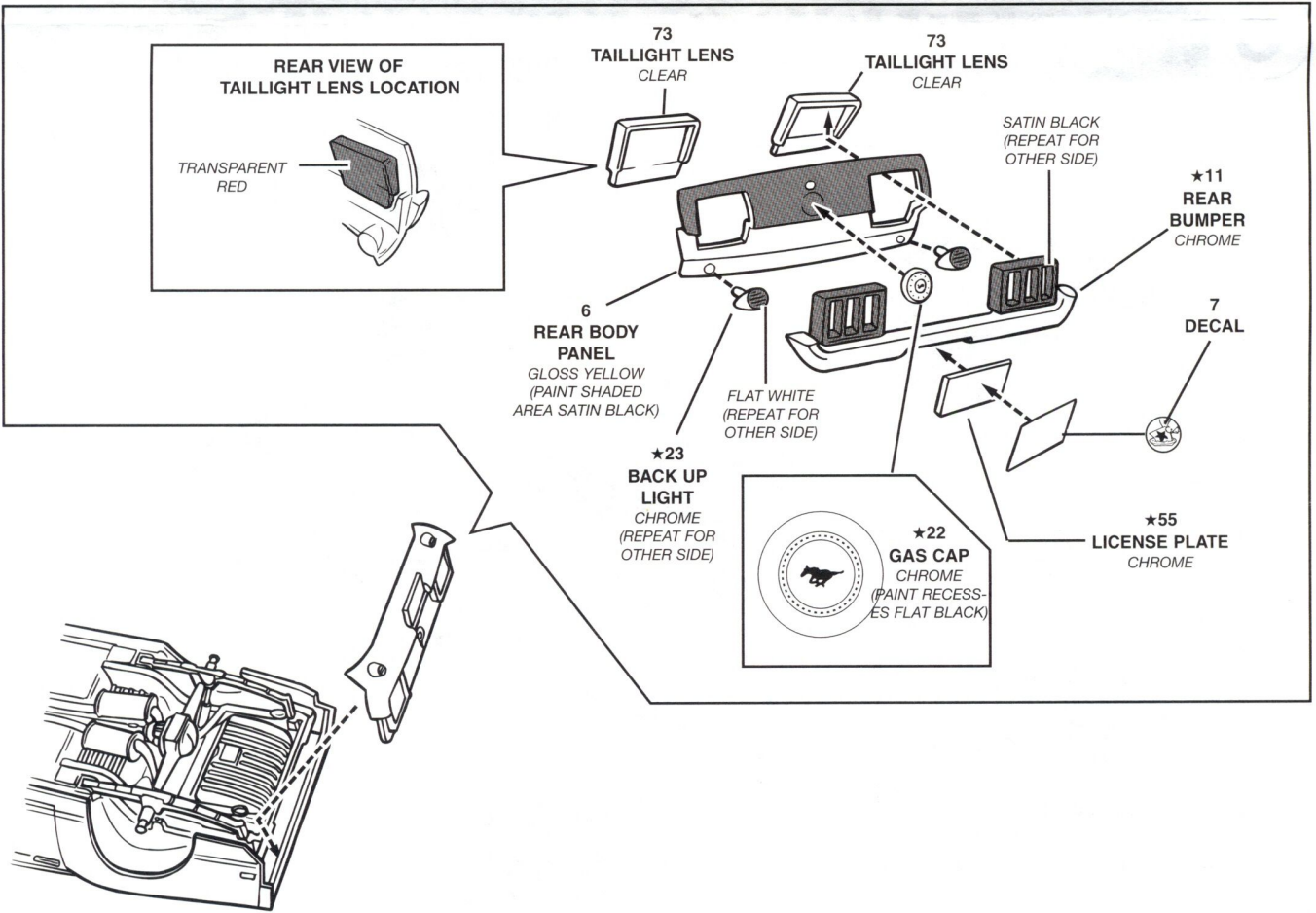


CUSTOM VERSION



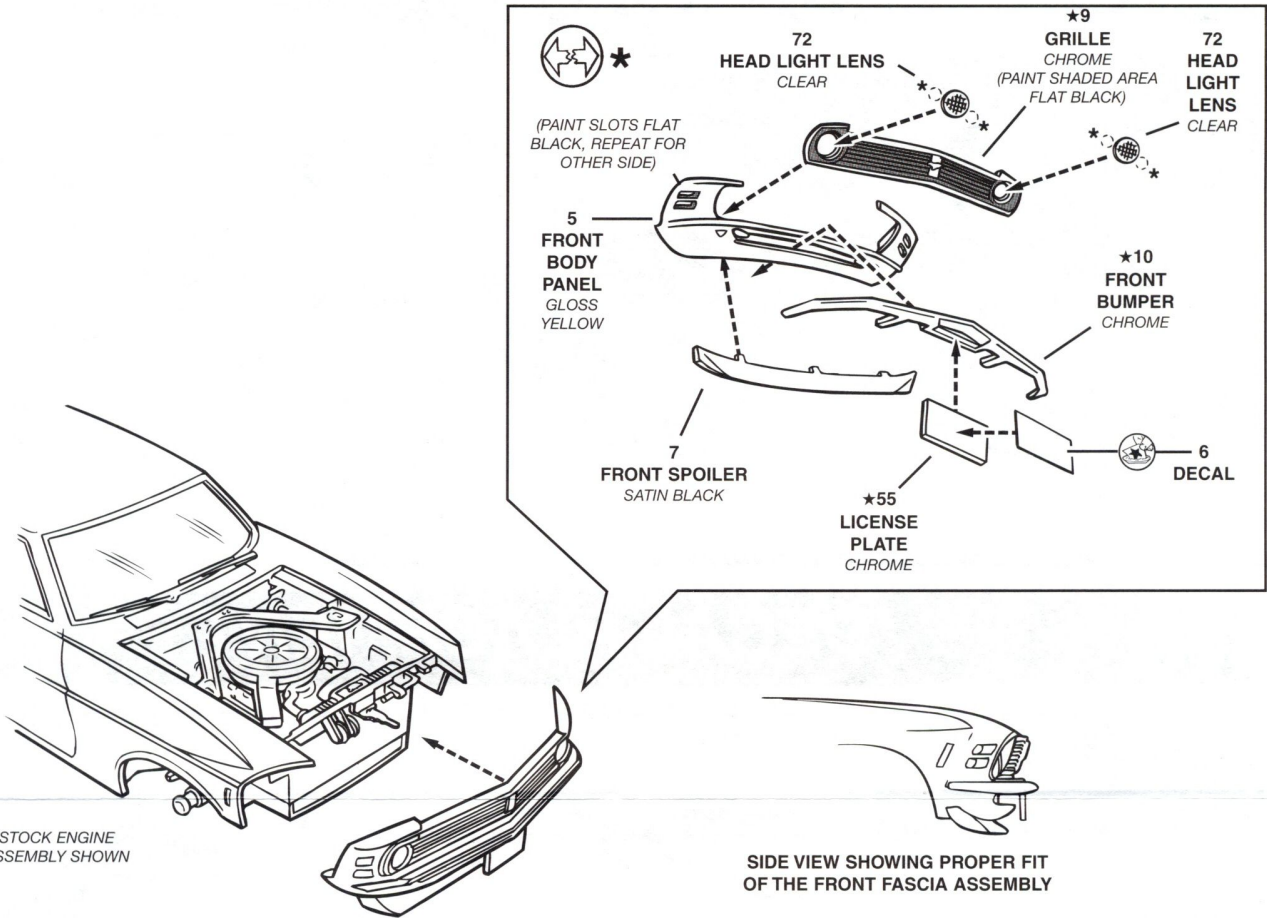
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REAR VALANCE ASSEMBLY



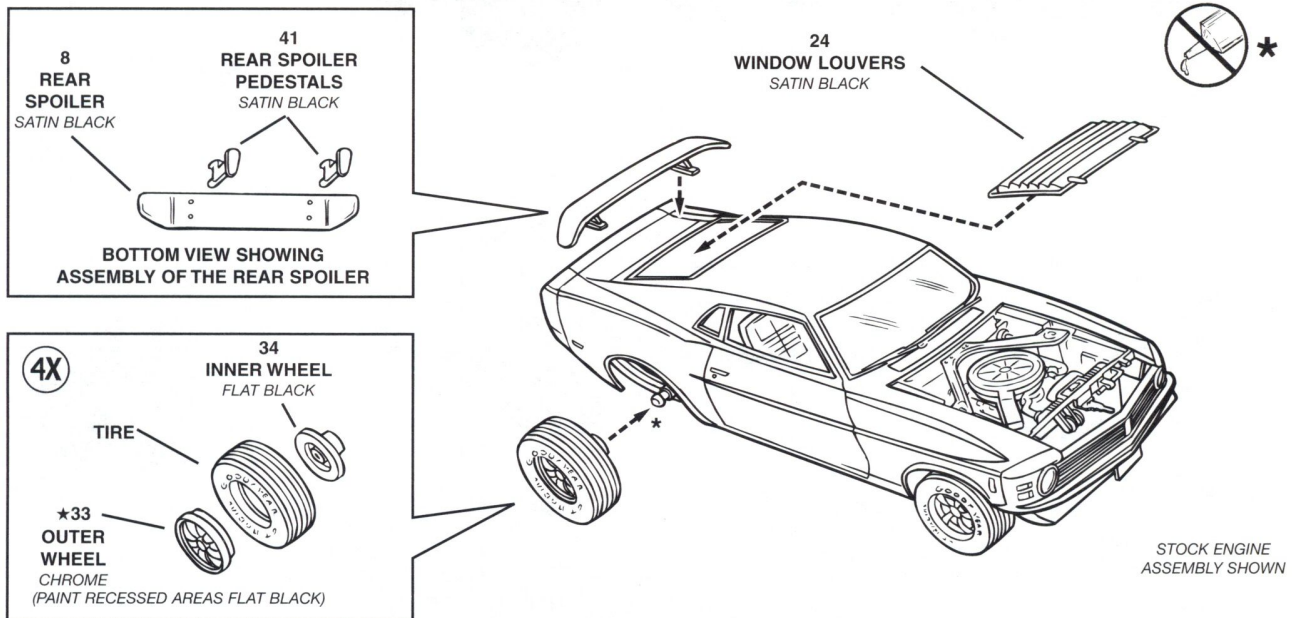
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FRONT FASCIA ASSEMBLY



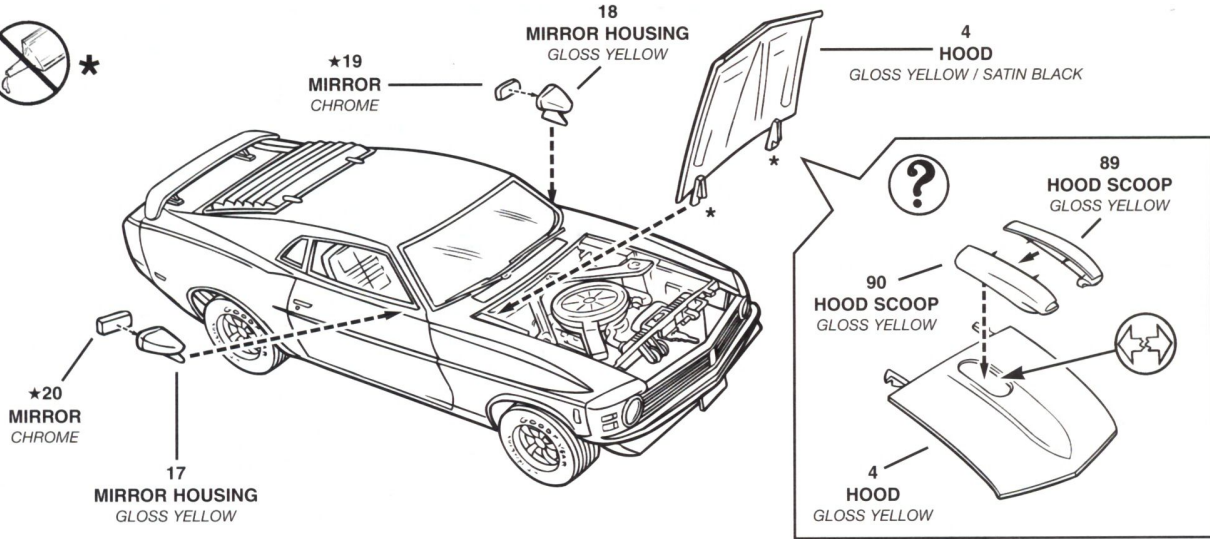
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FINAL ASSEMBLY



9

FINAL ASSEMBLY CONTINUED

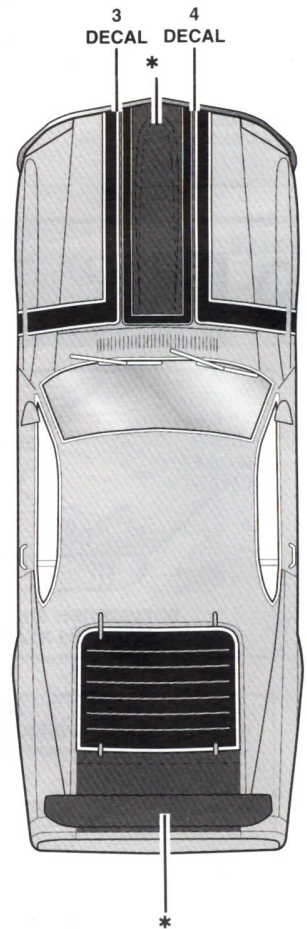
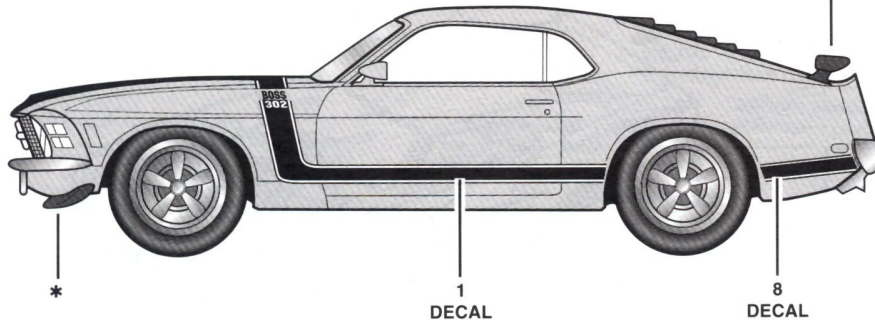
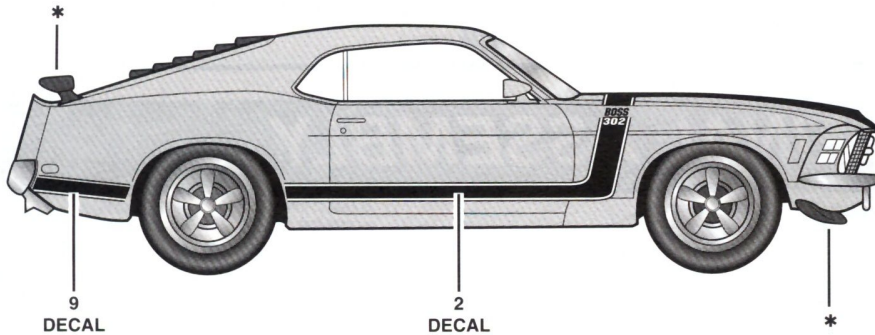


10

DECAL PLACEMENT



GLOSS YELLOW
 * SATIN BLACK



'89 Mustang Convertible

Ford's Mustang celebrated its Silver Anniversary in 1989, though there was surprisingly little fanfare from Ford to commemorate the occasion. The '89 Mustang was basically unchanged from the '87 and '88 models, with the GT remaining the top-of-the-line performance model. GT's were differentiated from other Mustangs by aggressive "boy racer" lower body skirts with fake air scoops, a front air dam with fog lights, "cheese grater" slotted taillights, turbine styled aluminum wheels, and the wonderful fuel-injected 5.0 liter V-8. This engine put out 225 horsepower and 300 lbs/ft of torque and was good for six-second 0-60 times, much to the delight of high school boys across the country.

The 1989 Mustang GT was also capable of nimble handling in addition to quick acceleration, with a heavy-duty suspension, Traction-Lok axle, and 225/60VR-15 Goodyear "Gatorback" tires all around. Mustangs of this era have always enjoyed strong support from the performance parts manufacturers, and a plethora of speed parts and handling equipment for the 5.0 liter Mustangs are available from the aftermarket. The 1989 Mustang convertible is one of the best examples you'll find of the "bang for the buck" concept, and your Revell Monogram kit captures all the excitement of this great ponycar.



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Steel	Acier
Intermediate Blue	Bleu intermédiaire
Turn Signal Amber	Ambré

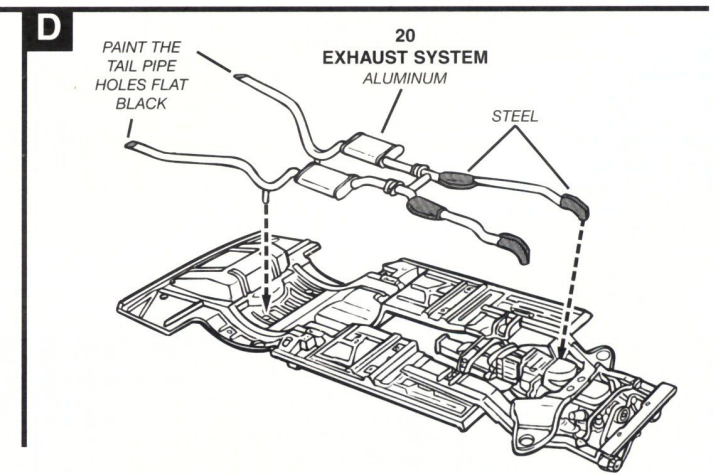
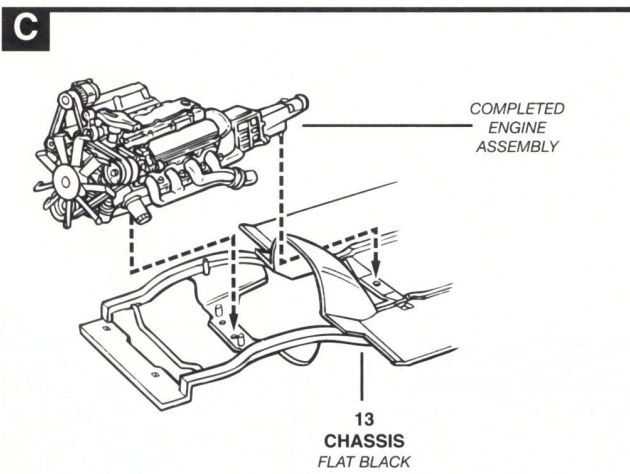
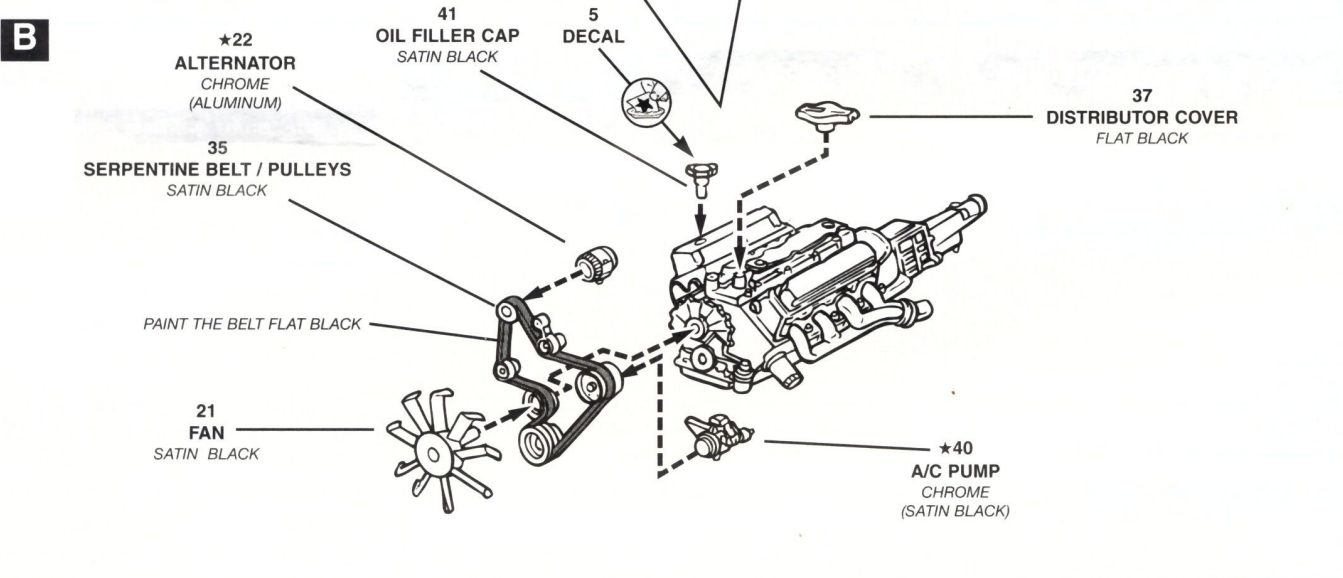
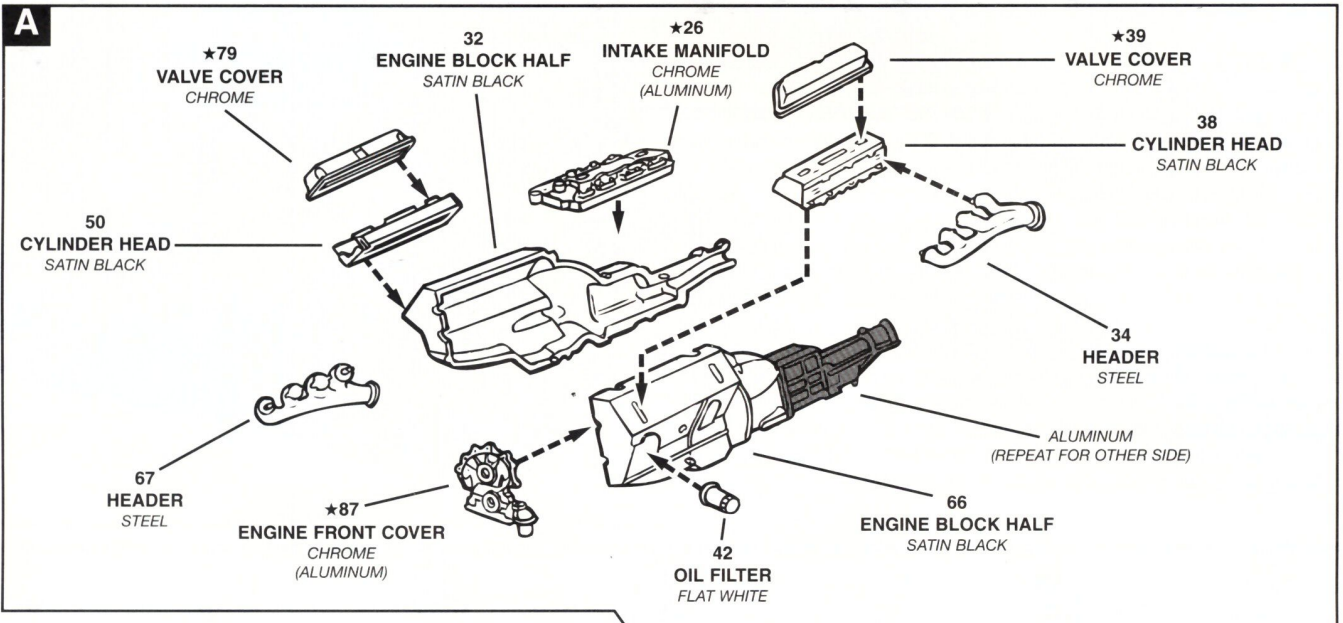
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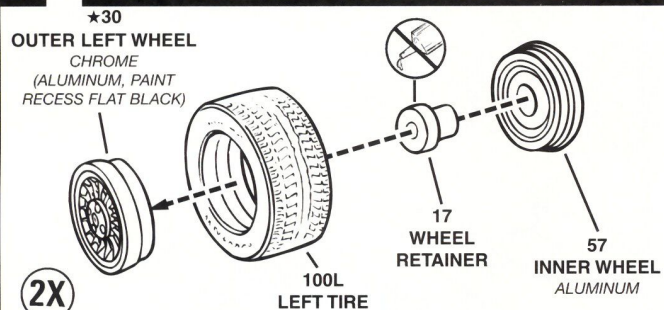
1

ENGINE ASSEMBLY

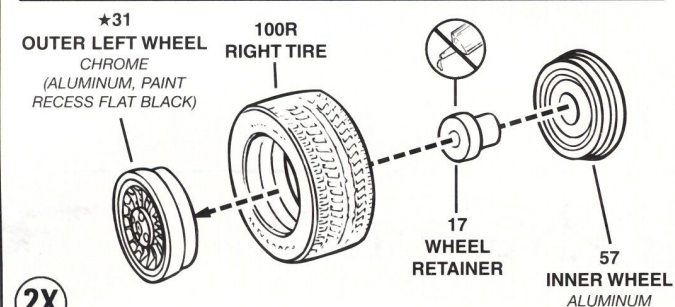


2 WHEEL & SUSPENSION ASSEMBLY

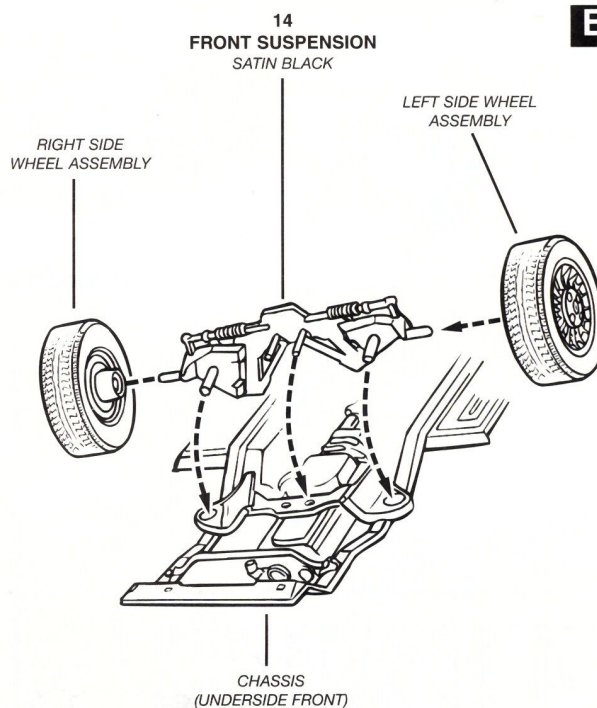
A LEFT SIDE WHEEL ASSEMBLY



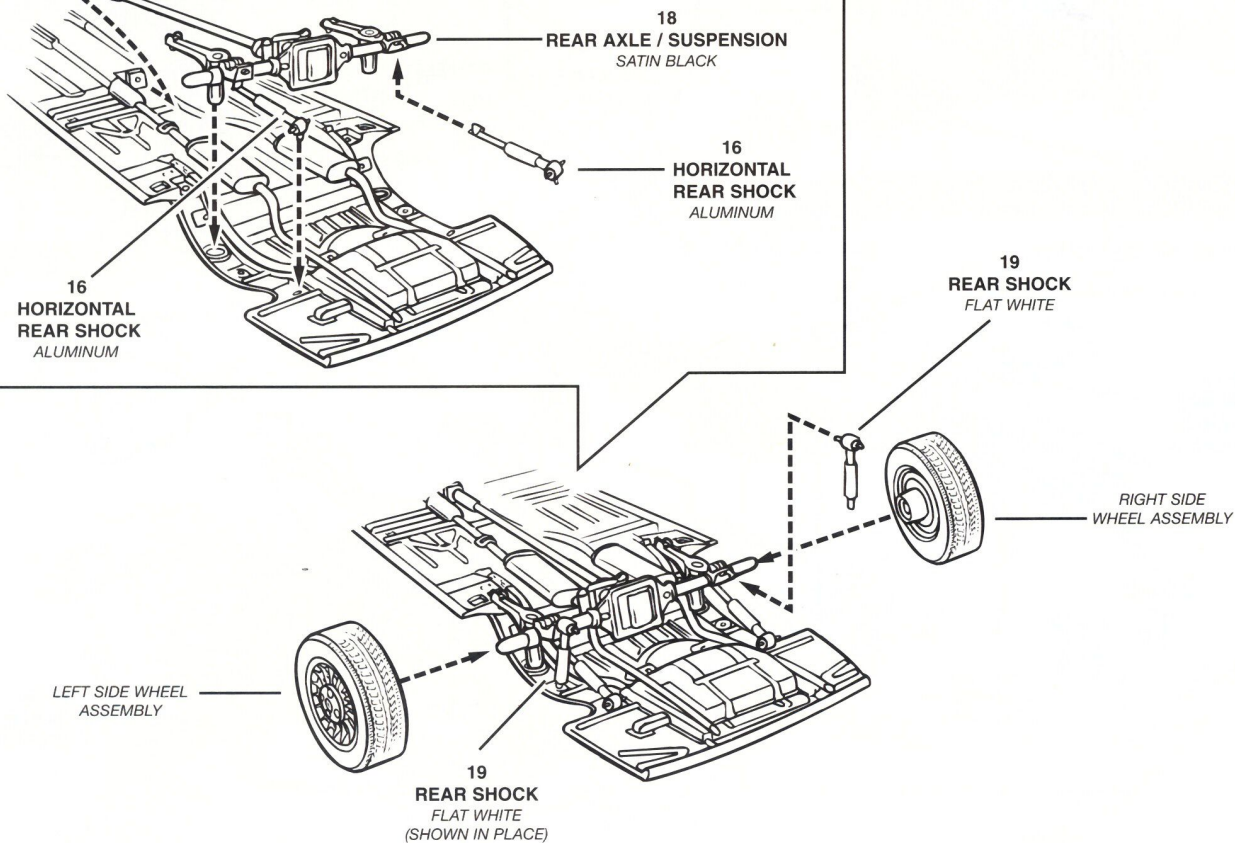
RIGHT SIDE WHEEL ASSEMBLY



B



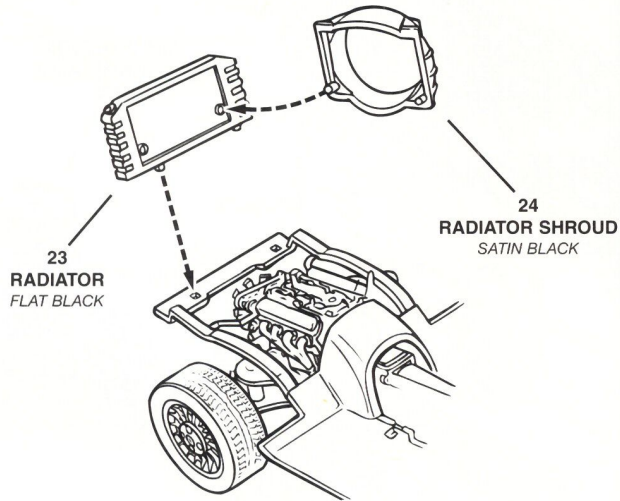
C



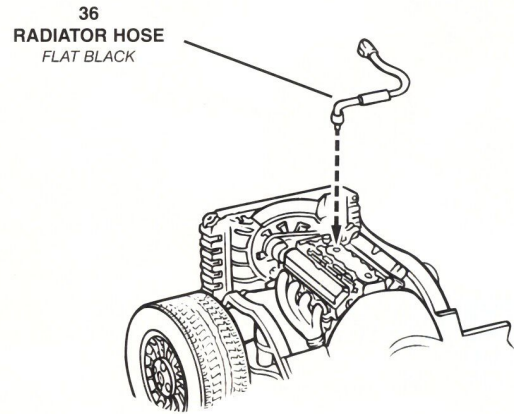
3

RADIATOR ASSEMBLY

A

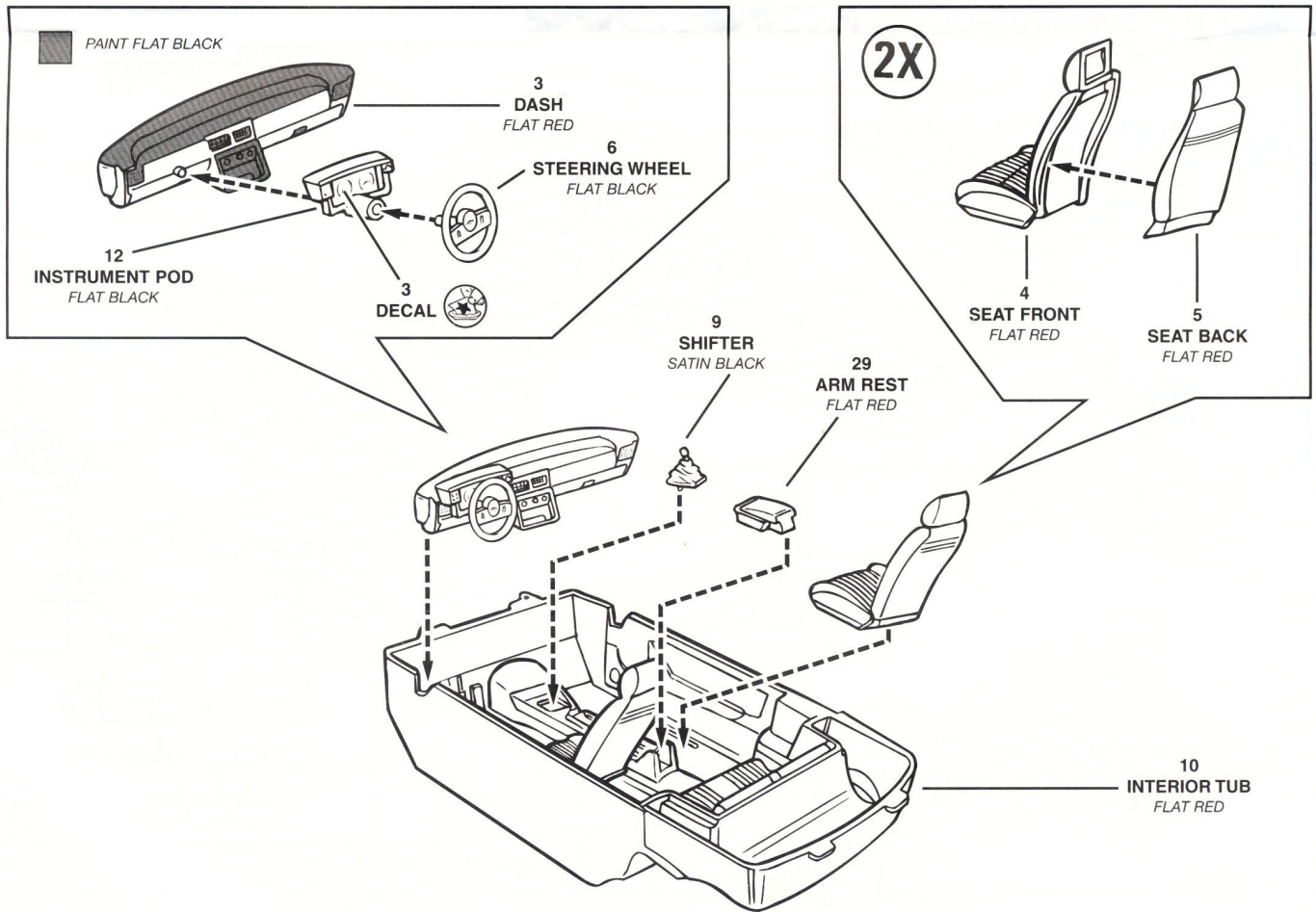


B



4

INTERIOR ASSEMBLY



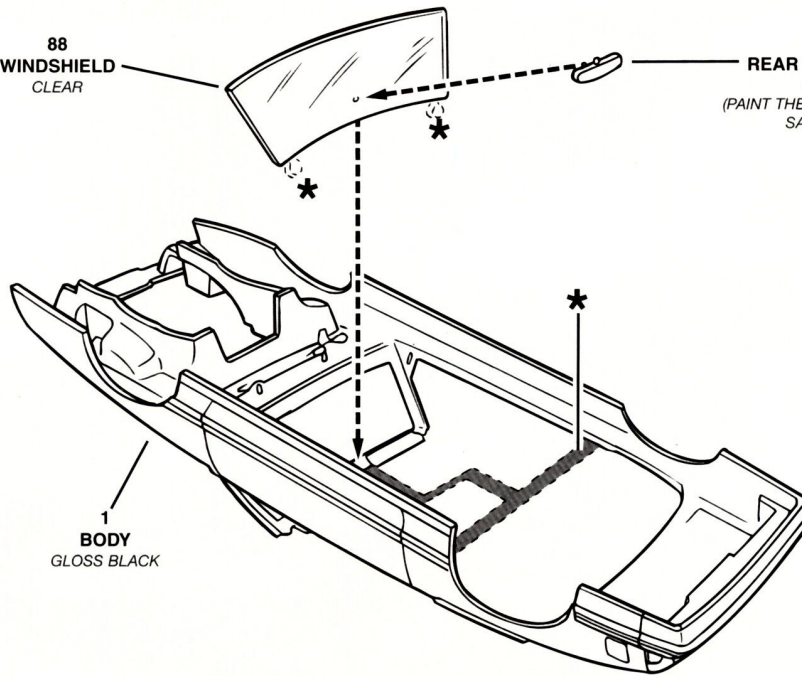
5

WINDOW / BODY ASSEMBLY



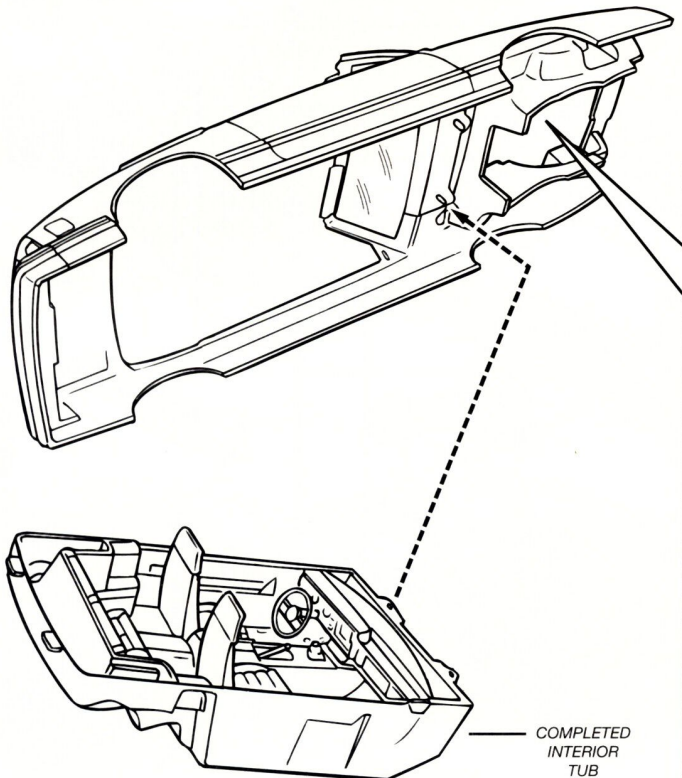
88
WINDSHIELD
CLEAR

★7
REAR VIEW MIRROR
CHROME
(PAINT THE MIRROR HOUSING
SATIN BLACK)



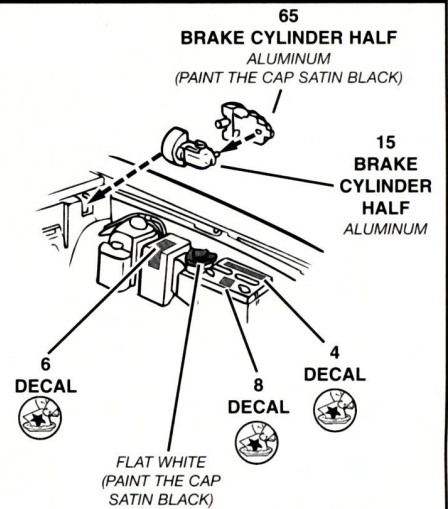
1
BODY
GLOSS BLACK

B



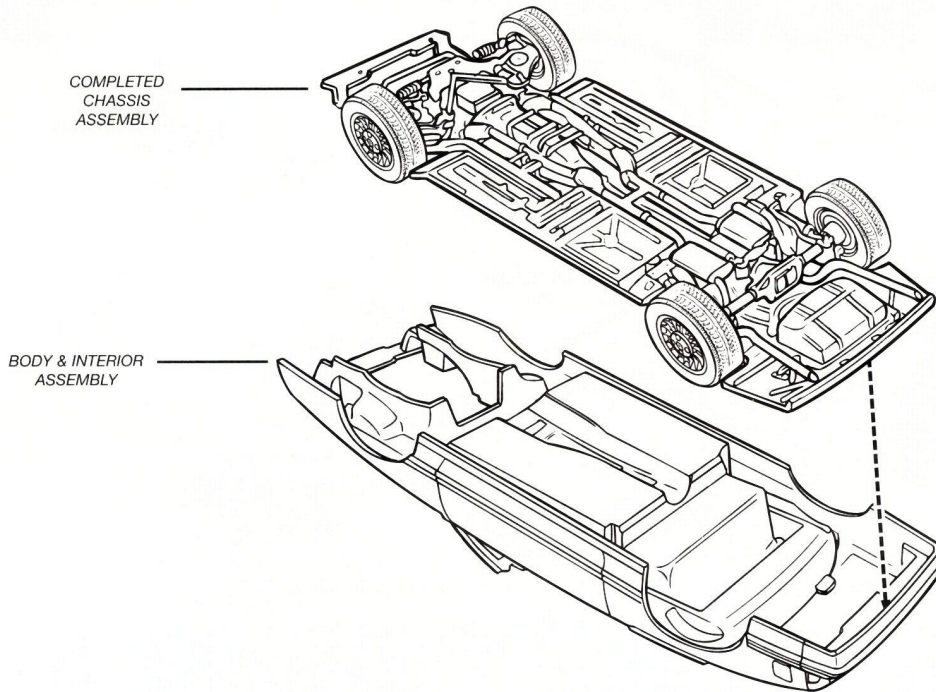
COMPLETED
INTERIOR
TUB

TOP SIDE SHOWN



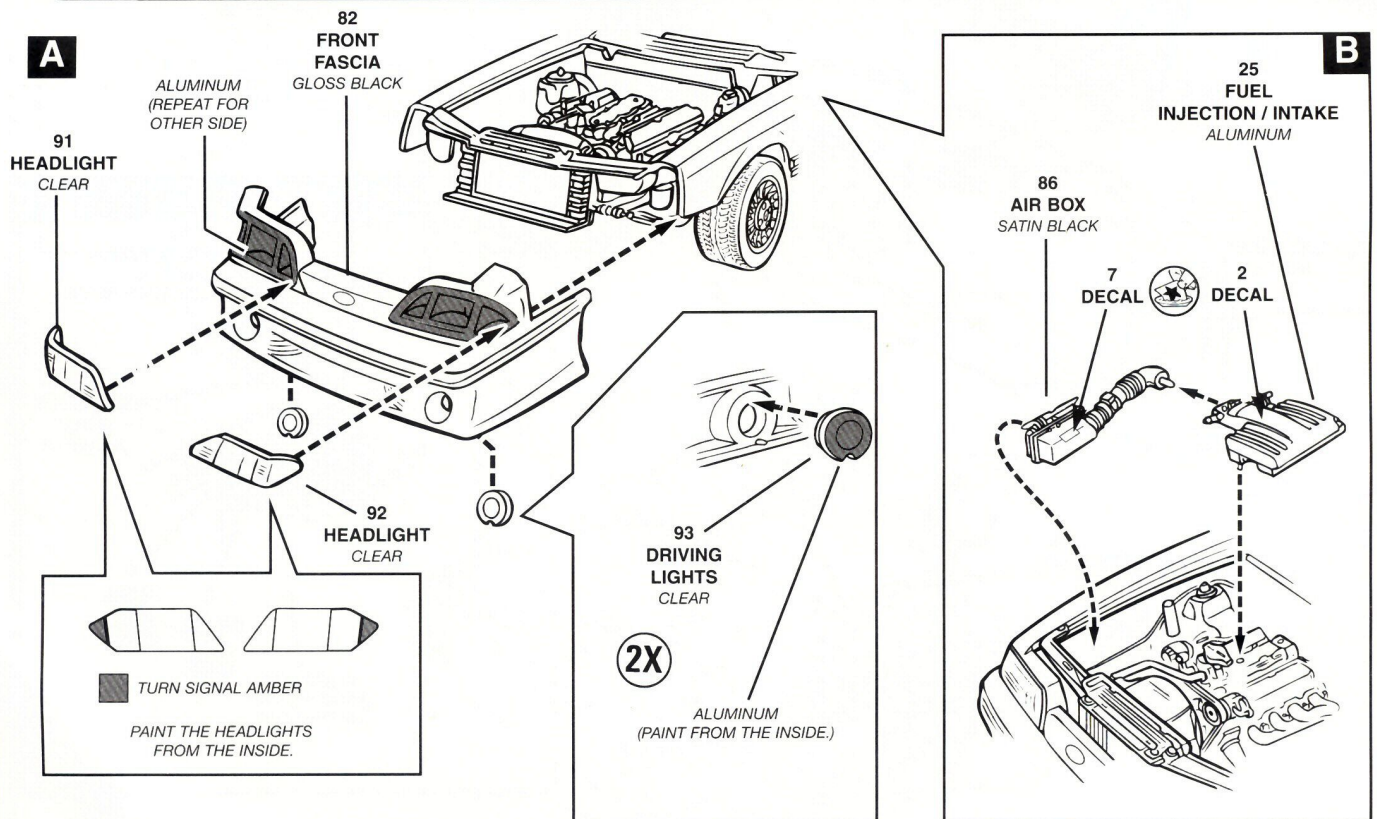
6

BODY / CHASSIS ASSEMBLY



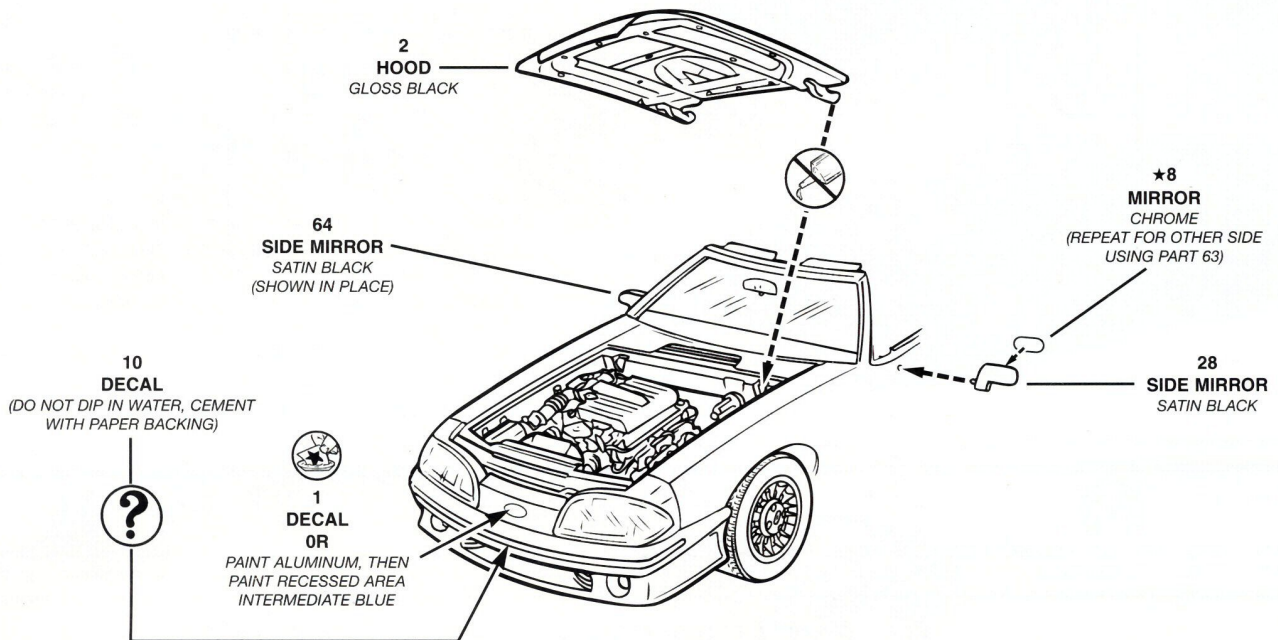
7

FRONT CLIP ASSEMBLY



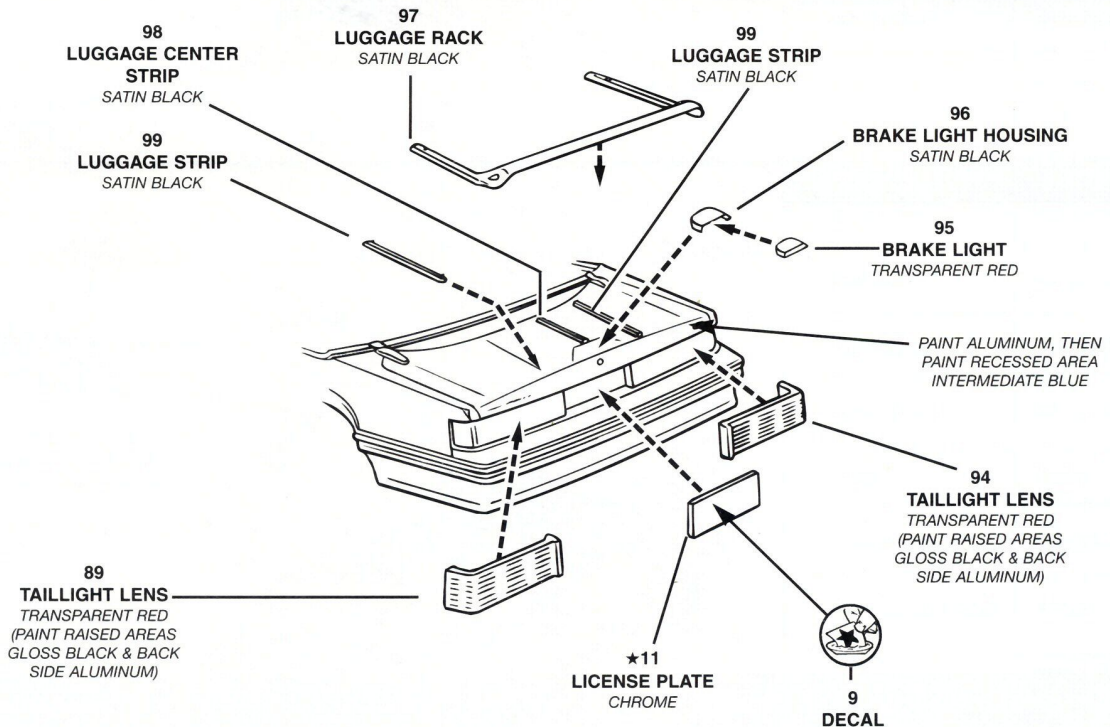
7

FRONT CLIP ASSEMBLY CONTINUED

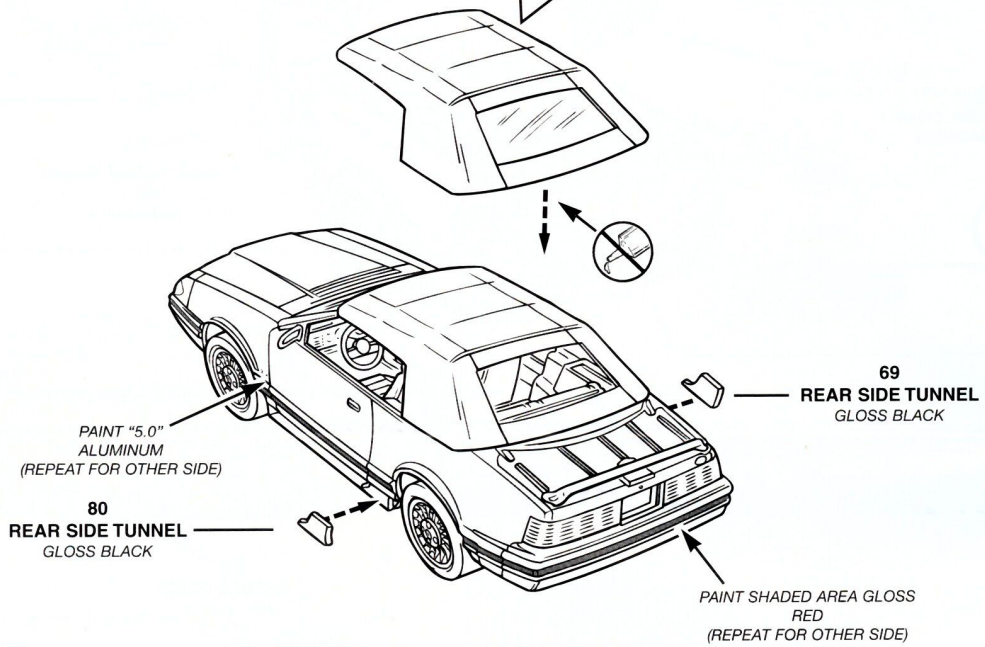
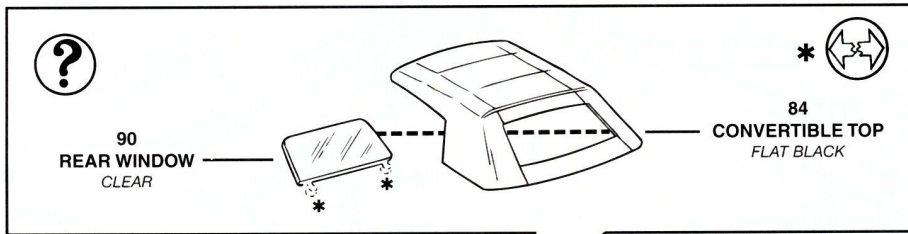


8

REAR END ASSEMBLY



CONVERTIBLE TOP ASSEMBLY



CONVERTIBLE BOOT ASSEMBLY

