

## *Custom FX*

### 1/64 1957 CHEVROLET BEL-AIR PRO MOD BUILD INSTRUCTIONS

#1 Please read all instructions fully, work carefully and slowly is my best advice!! I do carry all parts if you do make any mistakes! Please contact me if you need further build pictures or advice. Any special tools or equipment can be supplied or supplier details given out.

#2 This 1957 Chevrolet Pro Mod is cast to fit the standard Aurora AFX 4-Gear speciality chassis.

#3 Remove all excess flashing on bodywork, associated resin pieces and glass work, a hobby knife, needle file and hobby or Dremel tool should all that is required to do the job.

#4 With the body flashing removed, drill the body post, this has a small indent to identify, check fit of the body on chassis. Now check for correct fit of the glasswork, with the glasswork temporarily in place, glue in engine hood scoop on nitrous versions and supercharger assembly on blown alcohol versions to ensure it does not foul the windscreen. (if doing the supercharged version, do not glue in supercharger assembly until body is painted) If you intend to build the car as a nitrous version, cut off the header pipes cast into body, use the plastic sleeve provided to make a single header collector pipe per side, fit this only when body is painted.

#5 The Aurora 4 -Gear chassis can now be prepared for the body. Axle width is quite critical on this model due to space in the arches, the prototype shown has a rear track of 25.60mm and a front track of 23.80mm, use a Dremel/hobby tool with a cut off tool or a robust pair of side cutters to shorten axle. Use the front set of axle holes to mount the front axle (i.e.: use the longest wheelbase option). Tyres are also critical on this car again due to the arch clearances, use Aurora AFX Goodyear "skinny" tyres on the front, and use the silicone rear slick tyres provided. I have included a set of photo etch wheel inserts to create a set of "pro star" type wheel look.

#5.5 Included are 2 wheelie bar options, there is a steel “self build” or a cast resin version. The easiest to fit is the resin version which requires the flashing removing and the bars trimmed to fit the rear part of your chassis, this is either drilled and the bars pushed through or simply superglue into position. The steel version is a little more tricky, but well worth doing for a real neat look, bend the longest piece of steel rod in 2, where it is bent, squeeze the 2 bars approx 6-7mm from the end together using a needle nose pair of pliers, this gives you a tiny loop in the end, now silver solder the 3<sup>rd</sup> bar in just forward of the loop to make the lower bar, overall length is a personal choice, the prototype model shown has a wheelie bar length of 50mm, again, drill 3 holes in the rear lower part of the chassis to push through the bars, (do not push in too far as this will foul the axle crown wheel) glue into place, cut off a small piece of plastic sleeve to make wheelie bar wheel and fit to the “loop” at the end of the wheelie bar (paint before fitting). If you intend to display your car either remove or reverse chassis guide pin, this will allow front wheels to touch the ground, sometimes you may have to remove pick up springs as these can have too much tension which would also raise the front wheels off the ground.

#6 Prepare body and associated parts for paint, I find cleaning with a cream cleaner is best, any tough spots can be rubbed out using 1000 grade sanding paper.

#7 The body is now ready for primer (best held in a multi arm hobby tool or use a crocodile clip in a vice to do this), I personally use Tamiya XF-2 flat white for this job. Leave to dry and check for finish, any blemishes can be filled using Squadron brand (or similar) filler/model putty, this sands down very easily. Once dry and your satisfied with the primed finish, apply top coat, both “Badman” and “Soff Seal” cars are painted in gloss yellow, I used Tamiya X-8. It does pay to have a good quality airbrush, but a budget Badger airbrush is more than enough for a good job and can be picked up on Ebay for around \$50. Try and avoid paint build up. Allow plenty of drying time.

#8 Fit the decals as shown in the reference pictures, each logo or stripe needs to be cut out to fit, these are waterslide decals, for curved or uneven surfaces, I highly recommend a decal softener, apply Microsol or similar decal softener on to the decal so it conforms to body shape. On the “Badman” car, I altered the cubic inch numbers to create the “936cui” on the fender. Once satisfied with decal application, apply a coat of clear lacquer, use Tamiya X-22 or similar.

#9 Now is the time to fit the glasswork, and paint the small detail, parachutes, window frames, radiator, rear bumper etc, use pictures as a paint guide.

#10 Fit the finished body to the chassis.

#11 Your Chevrolet Belair Pro Mod is now ready to display, well done!!