

'69 Shelby GT-500™

The 1969 Ford Mustang was the first major redesign of the wildly popular car that almost single-handedly changed the entire automobile industry in the US. In what was undoubtedly a major gamble seeing what the Mustang meant to Ford's bottom line, the new for '69 models were longer and more flowing with sharp body creases formerly seen on the old car, now smoothed out.

This was a period of major change for the Shelby GT-500, as well. 1969 marked the second year of Shelby production in a Ford assembly plant back in Michigan. For its first three years, the car was built in Carroll Shelby's makeshift aircraft hangar plant on the grounds of the Los Angeles International Airport. The early Shelys were fierce little race cars disguised as Mustangs. Loud and raucous, they were an awful lot of fun but a handful to drive everyday. While the 1969 restyle gave the regular Mustang models a much more pointed nose than the first generation, the new Shelby appeared

in showrooms with an entirely different front end treatment, its front fenders and hood now formed from fiberglass to reduce the weight from its already heavy front end. Out back, the now familiar sequential tail lamps from the 1965 Thunderbird appeared for another season.

While some thought the Shelby Mustang was getting a bit soft around the edges now that items such as air conditioning and the famous Ford "rim-blow" steering wheel appeared on the available equipment list, this was still a pretty healthy pony. Choosing the right boxes on the option form got you a 428 cubic inch Cobra Jet engine with functional ram air that developed 335 horsepower, Traction-Lok rear end, an upgraded suspension and your choice of a four speed manual or heavy-duty automatic transmission.

Your new Revell Motor City version of the '69 Shelby GT-500 features a custom high-rise intake for the big engine as well as cool aftermarket style wheels and tires.



* REPEAT SEVERAL TIMES
* A REPETER PLUSIEURS FOIS



* REPEAT PROCEDURE
* RÊPÊTEZ LE PROCÈDE



* OPTIONAL PARTS
* PIÈCES EN OPTION



* DECAL
* DECAL COMANIE



* ASSEMBLY CAUTION
* ATTENTION D'ASSEMBLÉE



* 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.
- * Check the fit of each piece before cementing in place.
- * Use only cement for polystyrene plastic.
- * Scrape plating and paint from areas to be cemented.
- * Allow paint to dry thoroughly before handling parts.
- * Any unused parts may be discarded.

DECAL APPLICATION INSTRUCTIONS

1. Cut desired decal from sheet.
2. Dip decal in water for a few seconds.
3. Place wet decal on paper towel.
4. Wait until decal is movable on paper backing.
5. Place decal in position on model, face up and slide backing away.
6. Press out air bubbles with a soft damp cloth.
7. Milkyness that may appear is for better decal adhesion and will dry clear. Wipe away any excess adhesive.
8. Do not touch decal until fully dry.
9. Allow the decals 48 hours to dry before applying clear coat.

NOTE: Decals are compatible with setting solutions or solvents.

LIRE CE QUI SUIT AVANT DE COMMENCER

- * Etudier les schémas de montage.
- * Chaque pièce en plastique est identifiée par un numéro.
- * Sur les schémas de montage, certaines pièces sont marquées d'une étoile (★) pour indiquer qu'elles sont en plastique chromé.
- * Pour une meilleure prise de la peinture et des autocollants, laver les pièces en plastique avec une solution détergente peu concentrée. Les rincer et les laisser sécher à l'air.
- * Vérifier que chaque pièce s'ajuste bien avant de la coller en place.
- * N'utiliser que de la colle pour polystyrène.
- * Gratter les parties à coller pour enlever le chrome et la peinture.
- * Laisser la peinture bien sécher avant de manipuler les pièces.
- * Toute pièce inutilisée peut être jetée.

DIRECTIVES D'APPLICATION DES AUTOCOLLANTS

1. Découper l'autocollant désiré de la feuille.
2. Tremper l'autocollant dans de l'eau pendant quelques secondes.
3. Placer l'autocollant mouillé sur une serviette en papier.
4. Attendez que l'autocollant puisse être déplacé sur son support en papier.
5. Mettre l'autocollant en position sur le modèle face sur le dessus et faire glisser le support pour l'enlever.
6. Appuyer avec un chiffon doux humide pour éliminer les bulles d'air.
7. La substance laiteuse qui peut apparaître est destinée à améliorer l'adhésion de l'autocollant et devient incolore au séchage. Essuyer pour enlever tout excédent d'adhésif.
8. Ne pas toucher l'autocollant tant qu'il n'est pas bien sec.
9. Laisser l'autocollant sécher pendant 48 heures avant d'appliquer une couche transparente.

REMARQUE: Les autocollants sont compatibles avec les solutions de fixation ou les solvants.

This optional paint guide is provided if you choose to detail paint your model.

Ce guide de peinture vous sera fourni si vous choisissez de peindre votre modèle en détail.

Gloss Black	Noir brillant
Gloss Orange	Orange brillant
Flat Red	Rouge mat
Flat White	Blanc mat
Silver	Argent
Steel	Acier
Turn Signal Amber	Fue clignotant de direction ambre
Ford Engine Blue	Bleu moteur Ford
Leather	Cuir
Flat Black	Noir mat
Intermediate Blue	Bleu moyen
Semigloss Black	Noir satiné

If you have any questions or comments, call our hotline at: **(800) 833-3570** or, please write to:

Revell Inc Consumer Service Department, 1850 Howard Street Unit A, Elk Grove Village, Illinois 60007

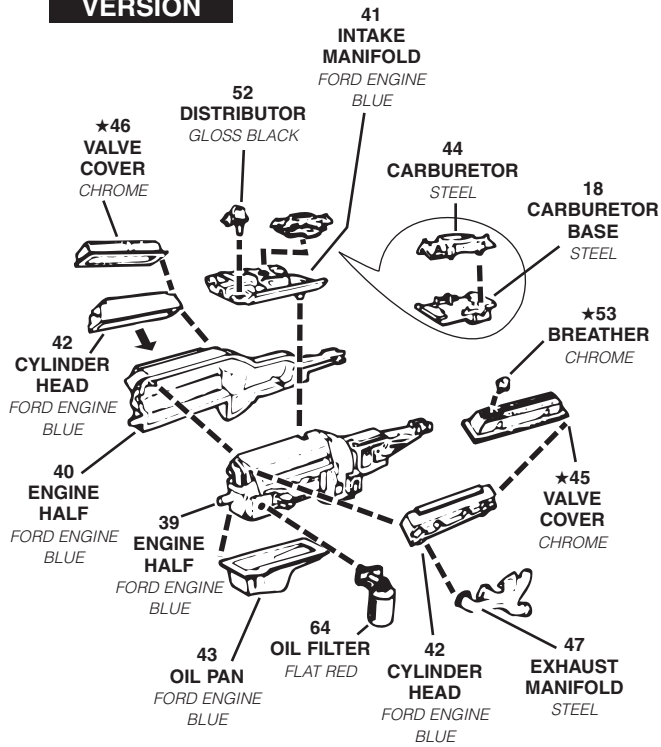
Be sure to include the plan number (85215810200), part number, description, your return address and phone number.

Visit our website: www.revell.com

1

ENGINE ASSEMBLY

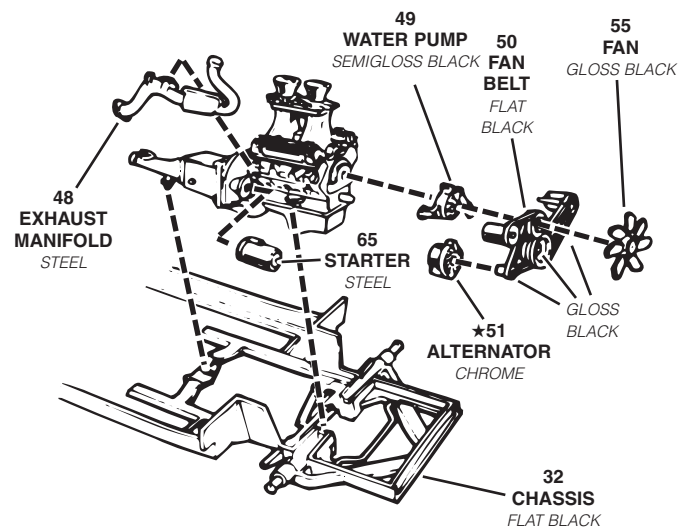
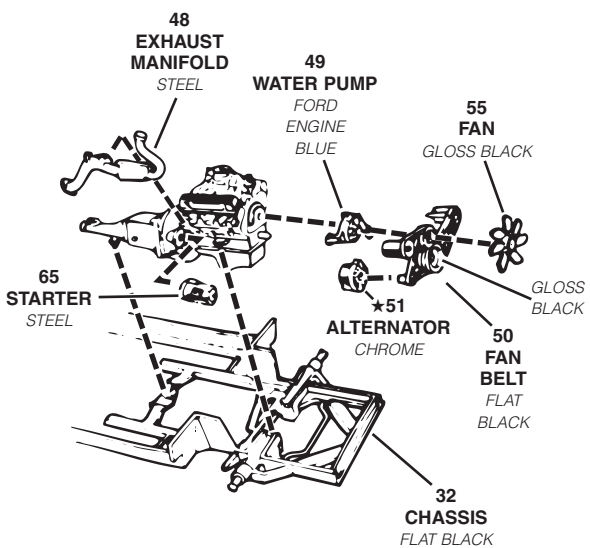
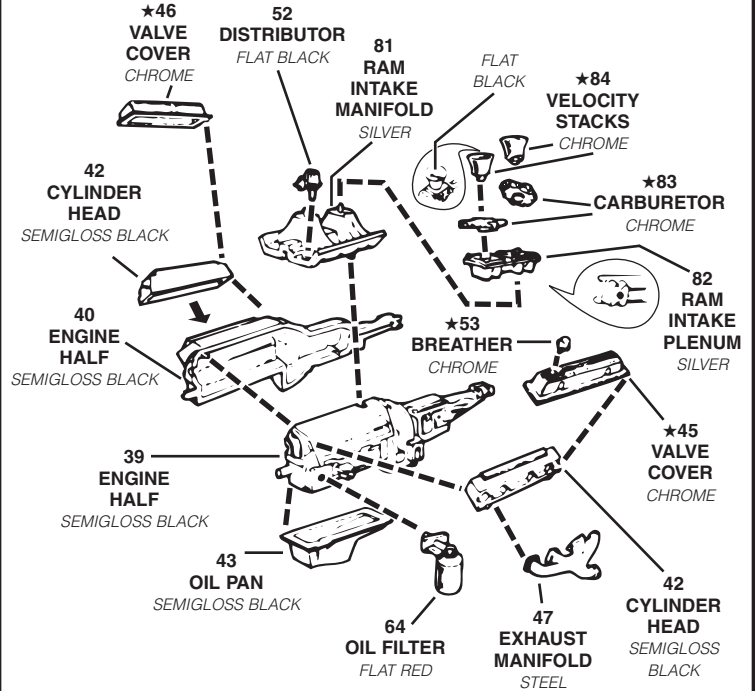
STOCK OR MOTOR CITY VERSION



OPTIONAL VERSION



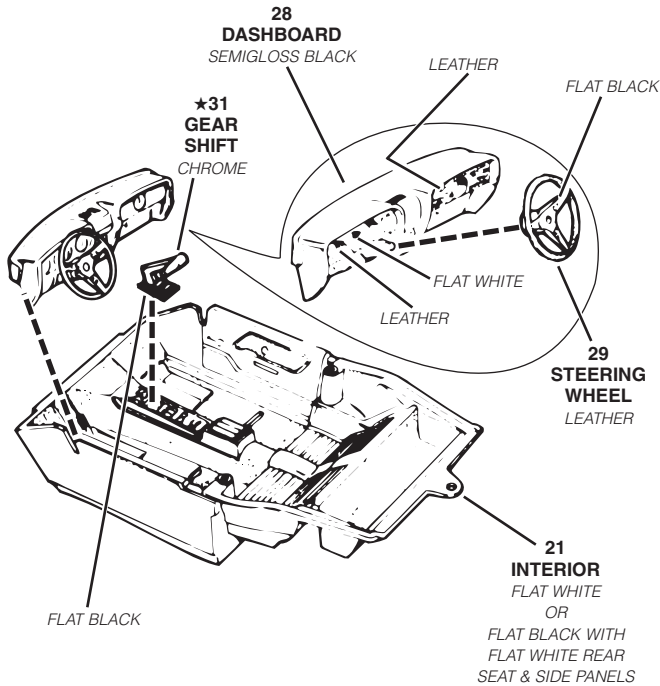
NOTE:
CHROME ENGINE PARTS MAY BE
TINTED WITH TRANSPARENT
GREEN PAINT



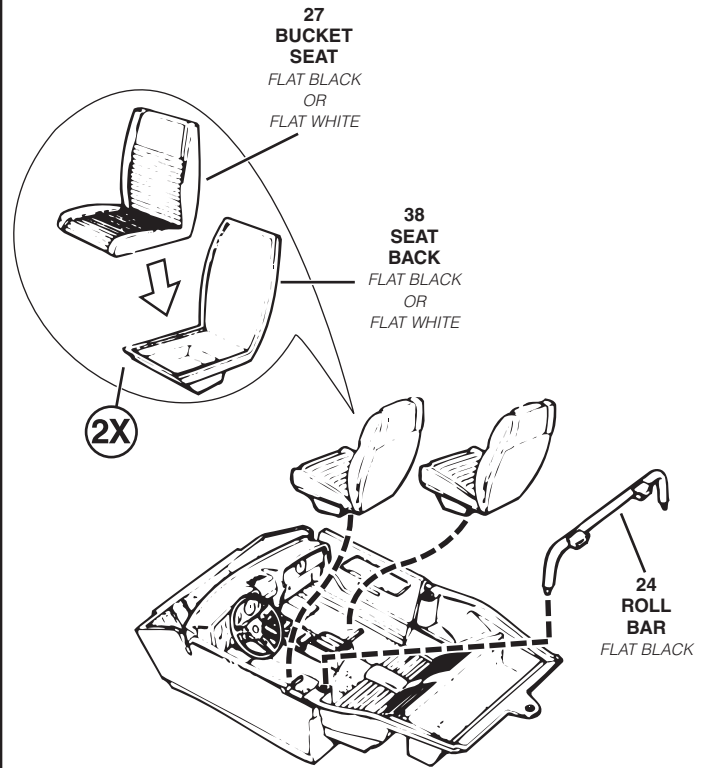
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INTERIOR AND CHASSIS ASSEMBLY

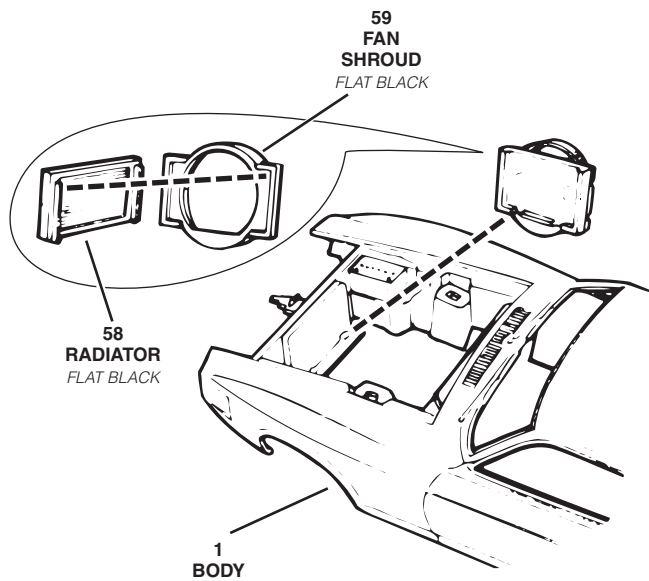
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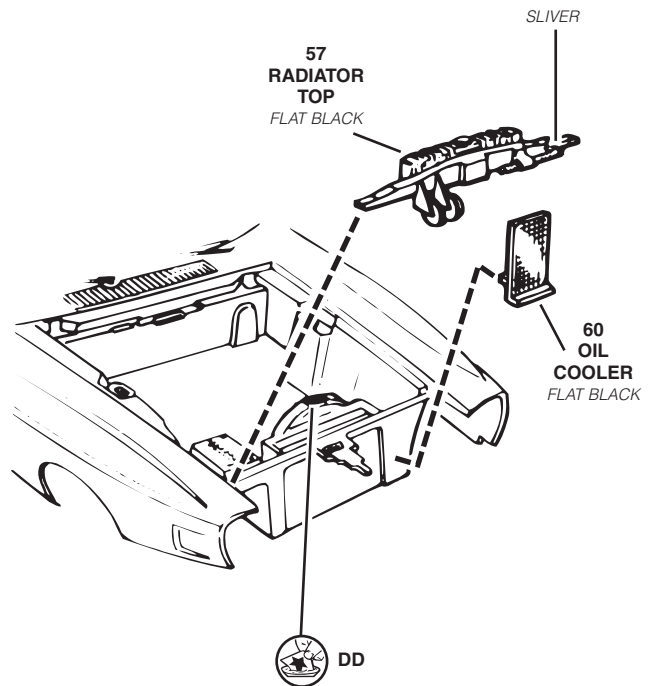
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C



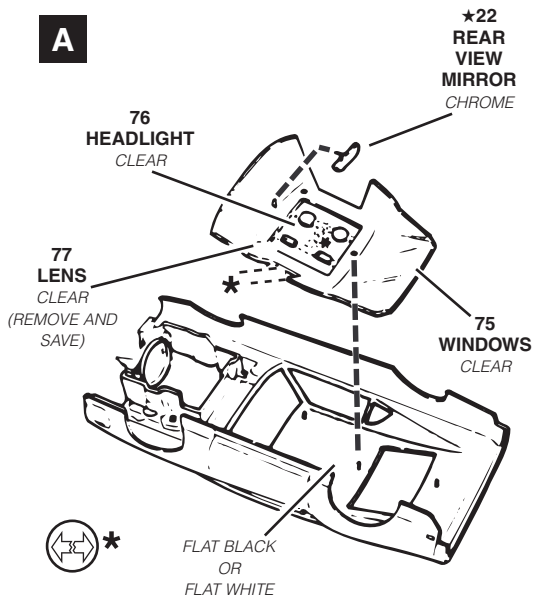
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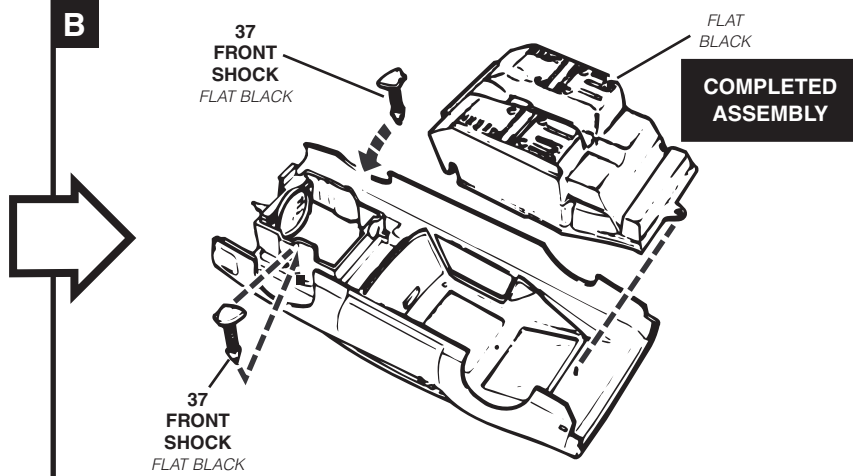
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CHASSIS AND SUSPENSION ASSEMBLY

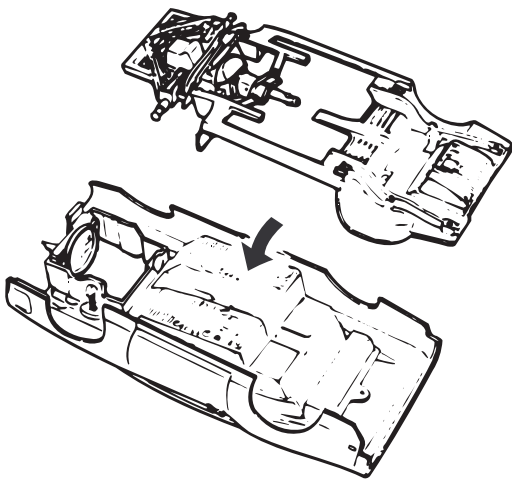
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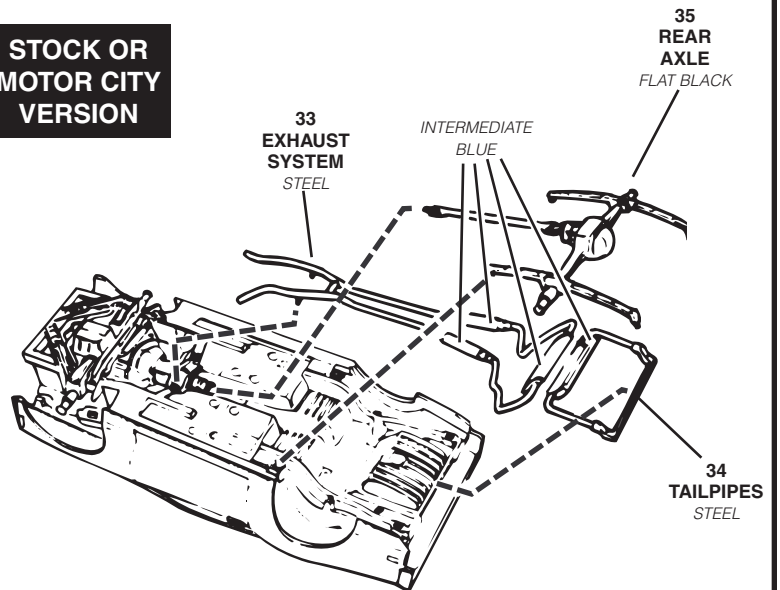


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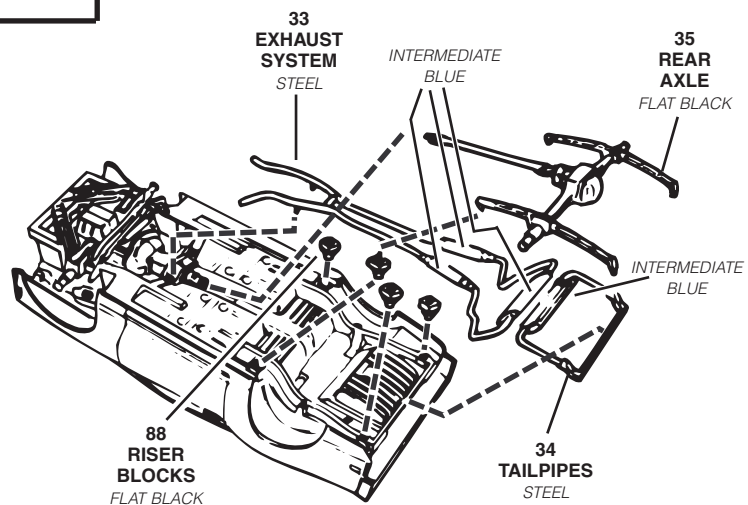


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STOCK OR MOTOR CITY VERSION



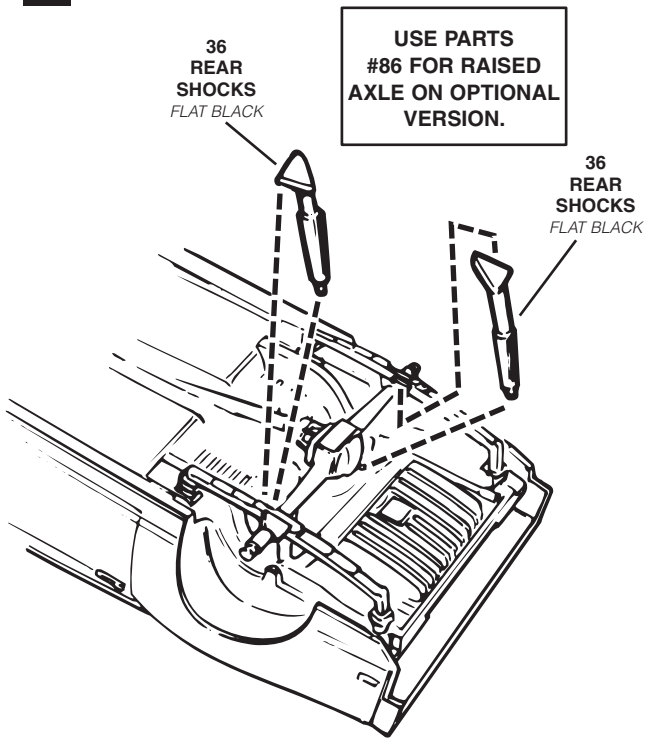
OPTIONAL RAISED REAR SUSPENSION VERSION



4

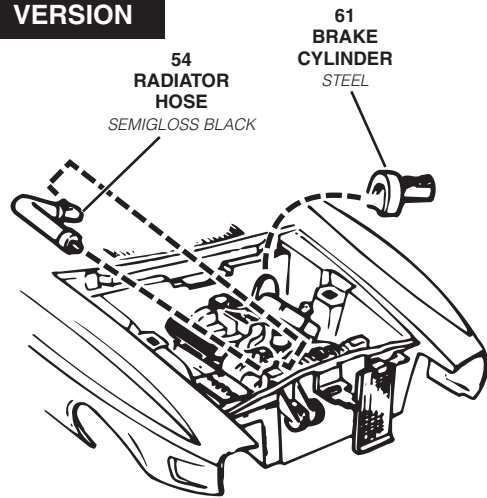
CHASSIS AND ENGINE COMPARTMENT ASSEMBLY

A

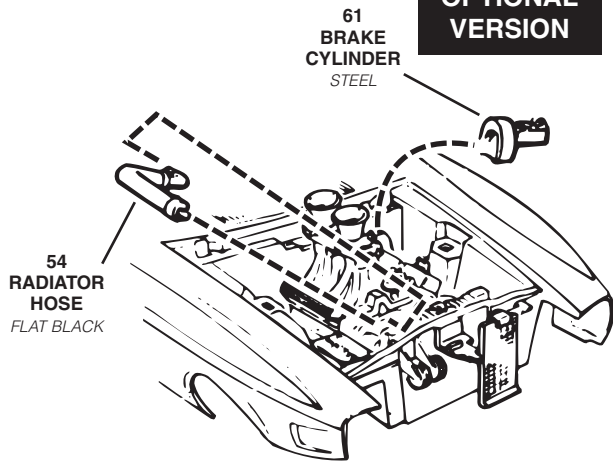


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STOCK OR MOTOR CITY VERSION

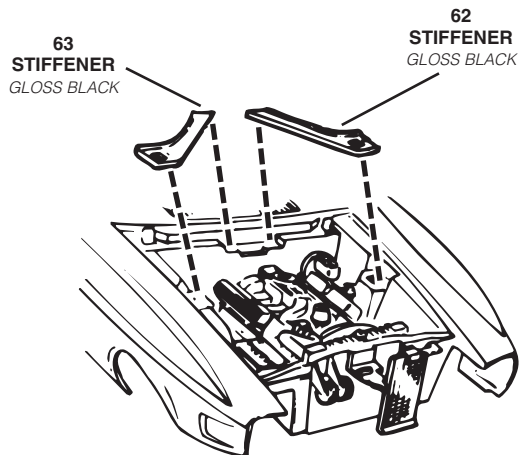


OPTIONAL VERSION

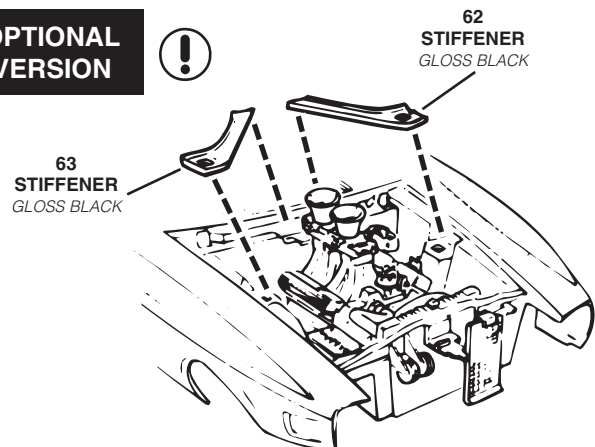


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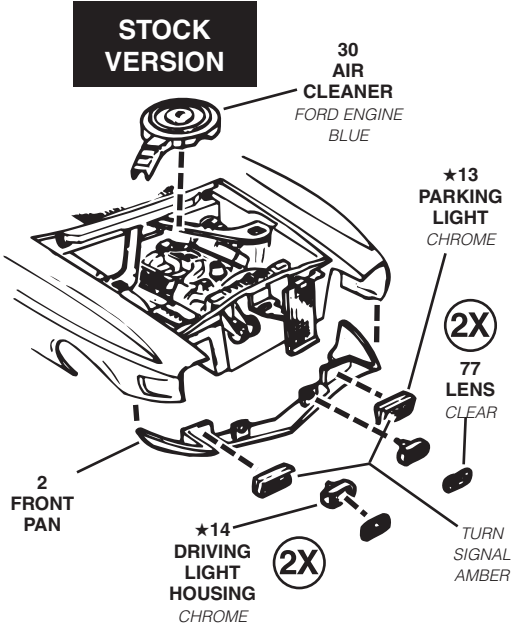
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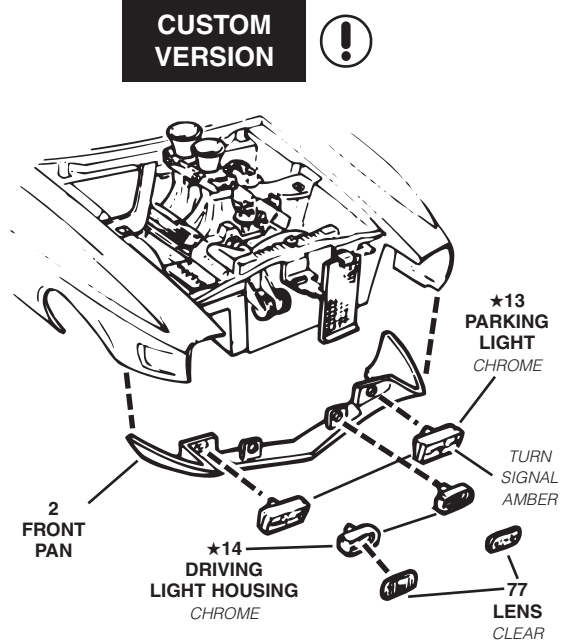
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BODY AND WHEEL ASSEMBLY

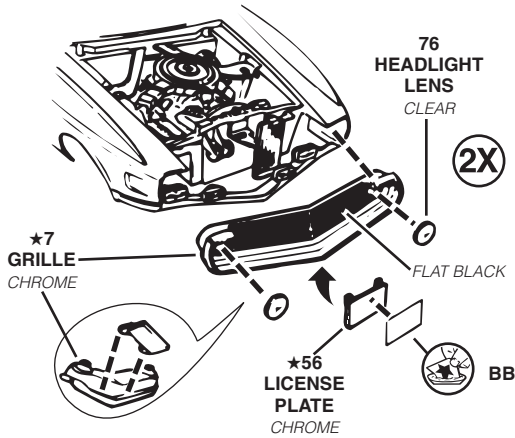
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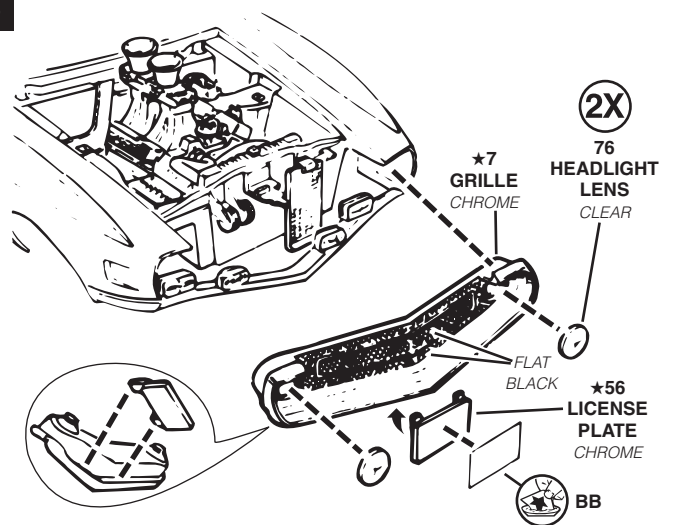
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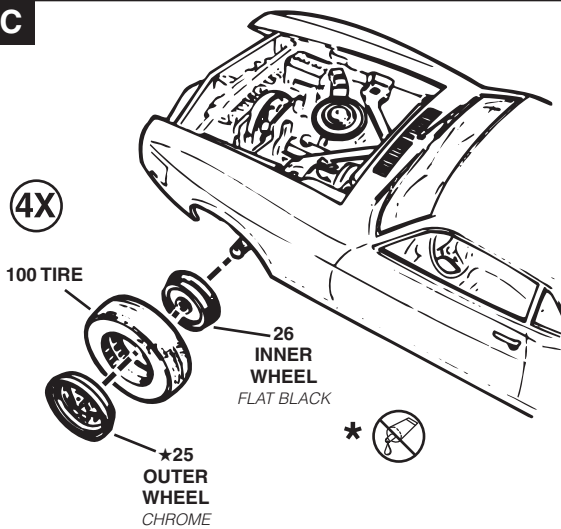
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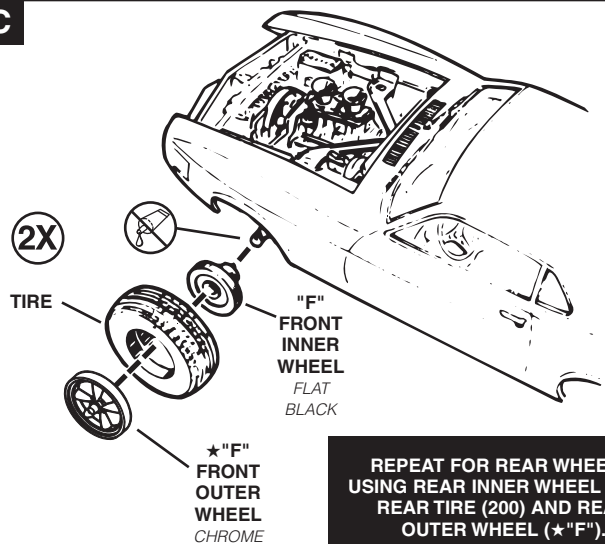
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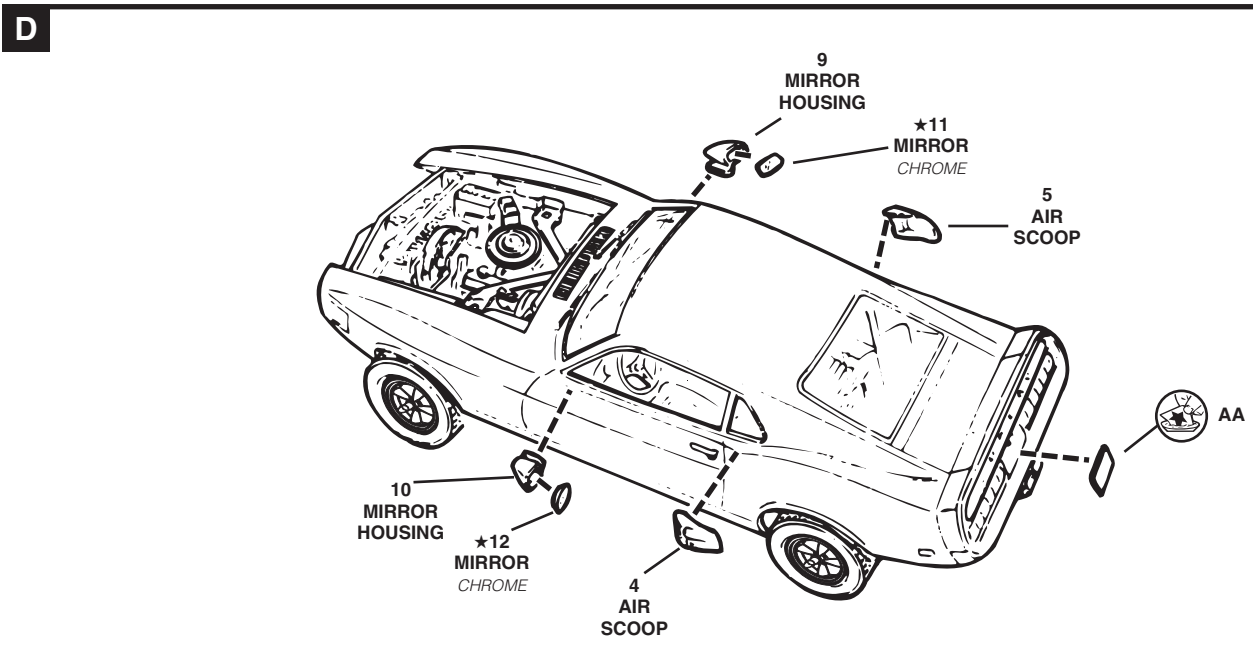
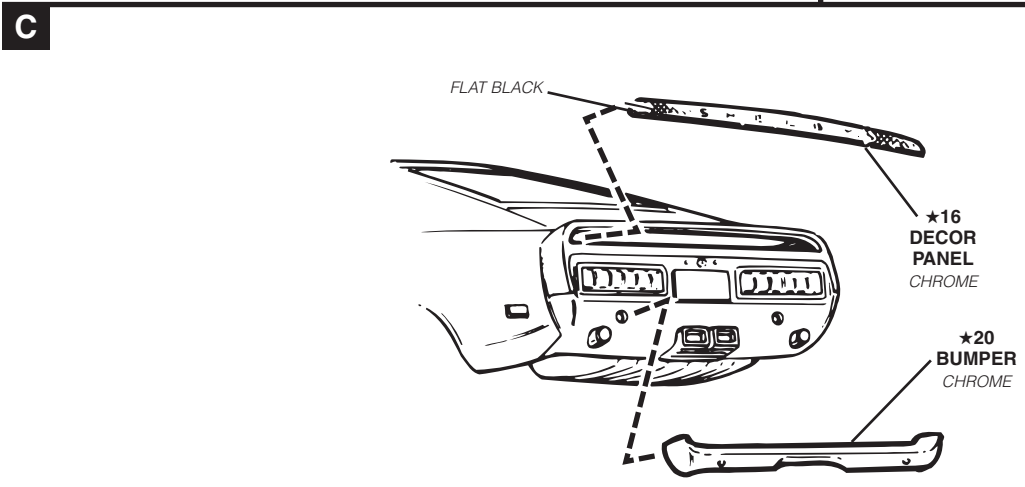
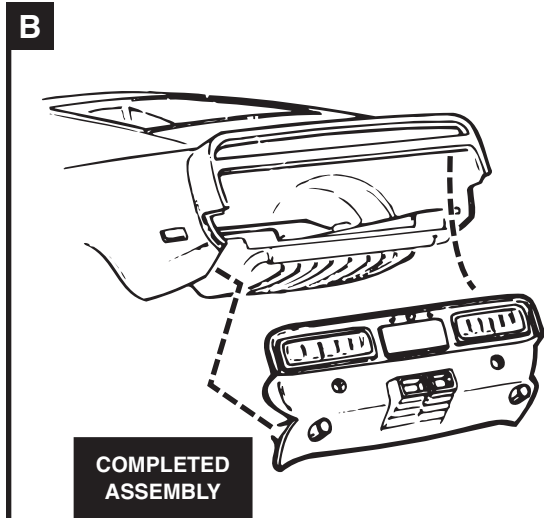
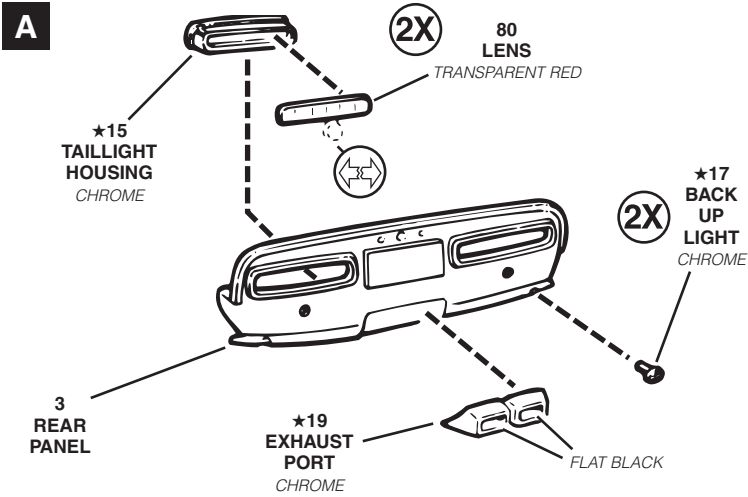
C



REPEAT FOR REAR WHEELS. USING REAR INNER WHEEL ("F"), REAR TIRE (200) AND REAR OUTER WHEEL (*"F").

6

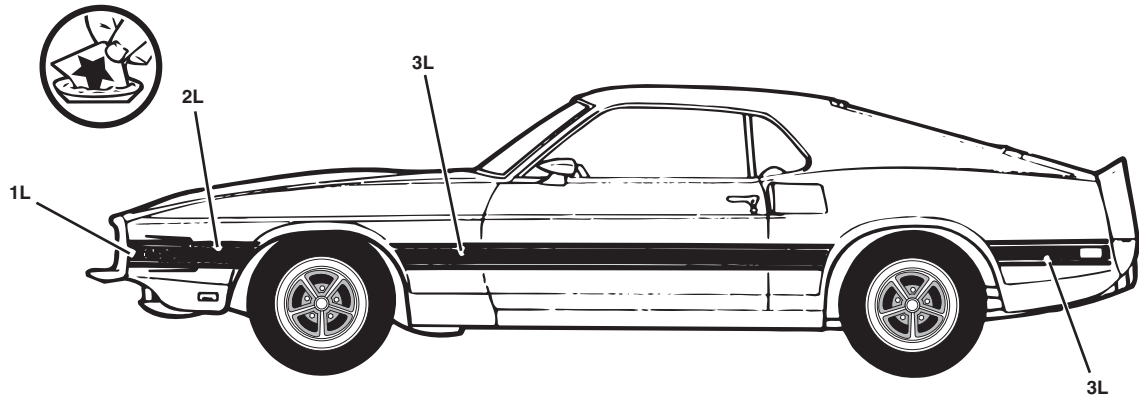
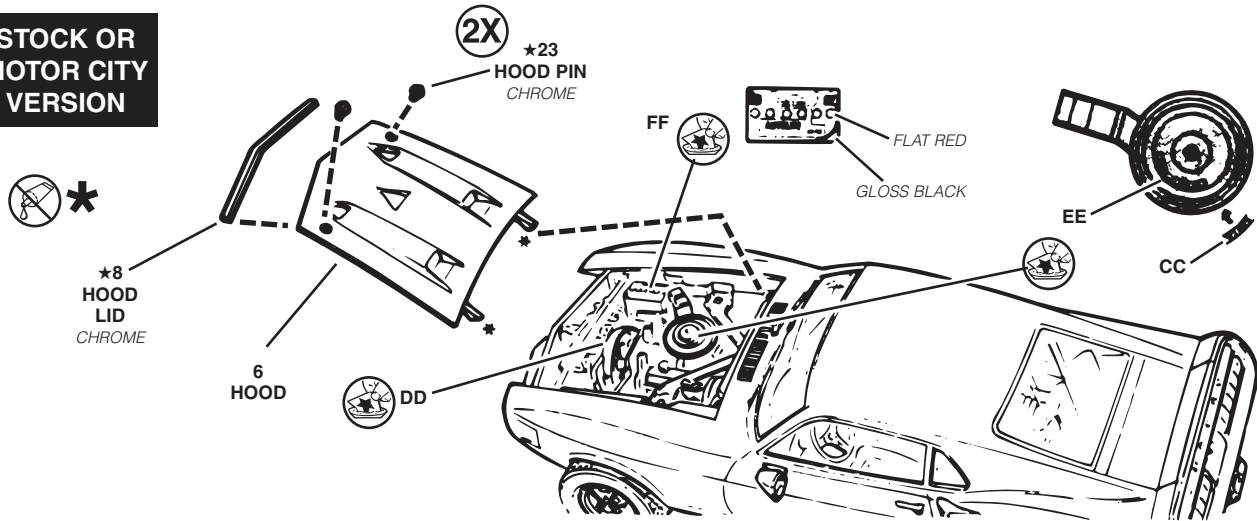
FINAL BODY DETAIL ASSEMBLY



7

FINAL DETAIL ASSEMBLY

STOCK OR MOTOR CITY VERSION



REPEAT FOR OTHER SIDE USING DECALS 1R, 2R, 3R & 4R.

OPTIONAL VERSION

