

Build - Race - Win with

1/32 SCALE

R-3207

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Revell

MODEL

CAR

RACING

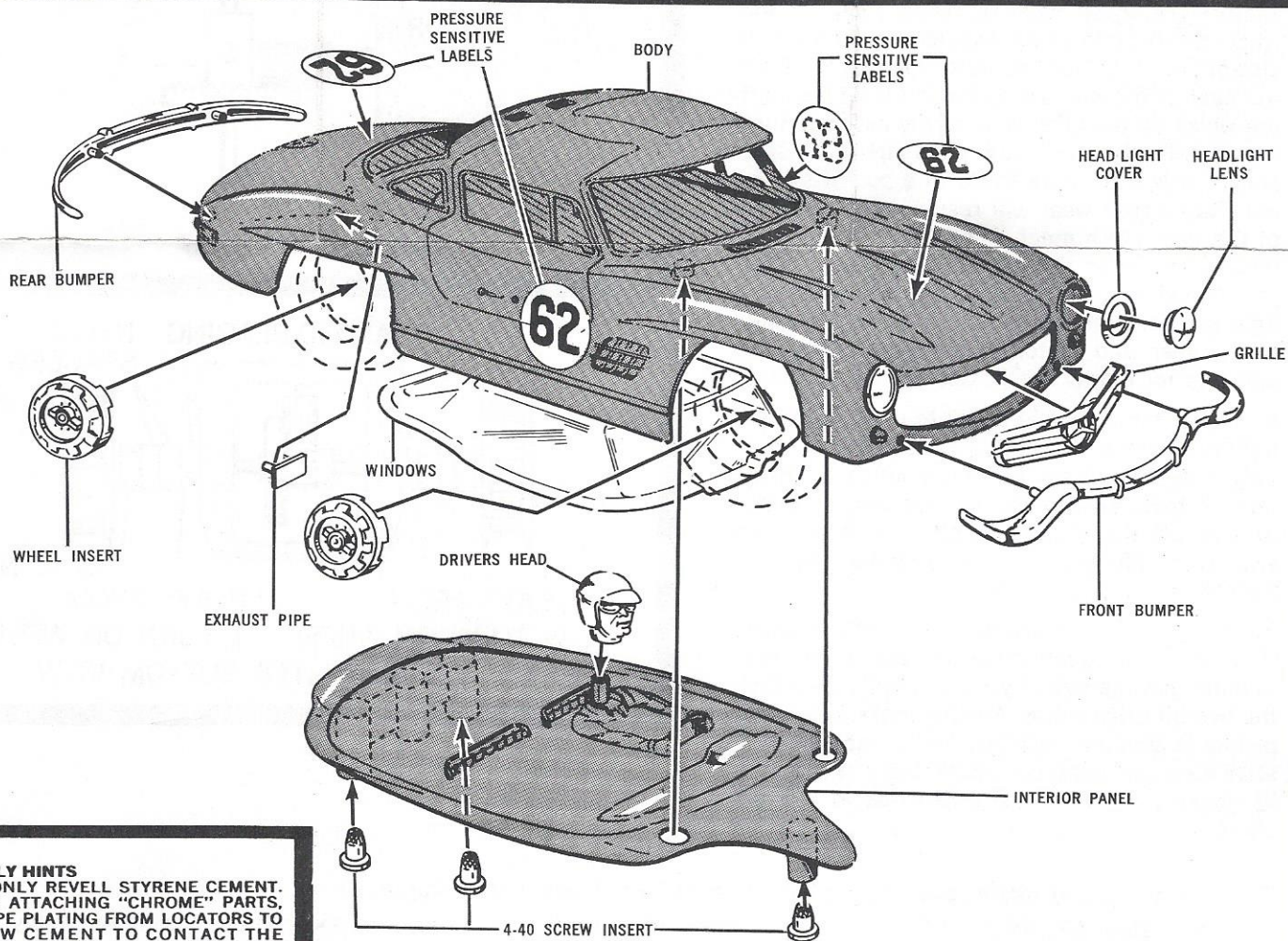


	Actual	Scale
Wheelbase	94.5"	2.953"
Front Track	54.5"	1.703"
Rear Track	56.5"	1.766"

FACTS ABOUT THE MERCEDES-BENZ 300 SL

It was in 1885 that Gottlieb Daimler built and ran his first car, a one cylinder vehicle. This proved to be the ancestor to all Mercedes cars that followed. After many years and many successful models, Mercedes introduced the 300 SL coupe.

The popularity of the 300 SL rivals that of any other car ever produced. The value of any 300 SL is judged on its condition, not its age. Very few cars can claim this distinction. One of the outstanding features of this car was the doors, which opened upward. Because of the visual appearance when both doors were open, the nickname "Gull Wing" was added. Like many men that were known as a "legend in their own time," so it is with the 300 SL. This coupe was considered a classic almost before the paint was dry on the first one. And still the popularity of this car grows with each year.



ASSEMBLY HINTS

1. USE ONLY REVELL STYRENE CEMENT.
2. WHEN ATTACHING "CHROME" PARTS, SCRAPE PLATING FROM LOCATORS TO ALLOW CEMENT TO CONTACT THE PLASTIC MATERIAL.

BODY ASSEMBLY

1. Cement Windows into Car Body. Make sure cement does not touch exposed surfaces. Cement Headlight Covers & Lenses into place.
2. Press threaded screw inserts into bosses on Interior Panel. Using a small nail or punch, press expansion plate to "freeze" Insert into boss.
3. Cement Driver's Head onto body on Interior Panel.
4. Cement Interior Panel into Body under Windows.
5. Cement Front Bumper, Rear Bumper, Grille and Exhaust Pipe into place on Body.
6. Peel Racing Numbers from backing Paper and press onto Body.

After you are sure that your racing motor is performing properly, here are some other things to check out in order to get peak performance from your model racing cars:

1. Make sure the rear axle spins freely in the flanged bearings. Check the frame alignment at bushing points. Carefully straighten the frame if it has been twisted or bent. Sliding the axle back and forth through both bearings will help seat the bearings at the proper angle. Apply light oil to axle bearings.
2. The motor shaft should be on a line that intersects the rear axle at dead center when viewed from the side. (See Figure 1)
3. The center line of the motor shaft should also intersect the axle at a 90° angle when viewed from the top. (See Figure 2)
4. Proper gear mesh is very important. Never bottom the teeth — gears set up too tightly always result in a poor running car. To correctly mesh your Revell gears, bottom the gear teeth and finger tighten both 5-40 axle nuts and wheels up against the nylon spacers. Then back off the wheel on the side of the axle closest to the hub side of the crown gear $\frac{1}{2}$ turn. Now jam the 5-40 nut against the wheel to lock it in place. Back off the wheel on the other side of the axle one turn and lock in place with nut. (See Figure 3) Gear should now turn quite freely in a positive manner. Rapid gear wear will result if only the tips of the gear teeth meet. Maximum performance is obtained when the gears contact each other just enough to make positive transmission. Apply light grease to gears. After $\frac{1}{2}$ hour of running, crown gear and motor pinion gear should be adjusted for tighter mesh. Gears must not bind.
5. Mount the body and check to make sure that both axles and all moving parts have enough running clearance. If nylon spacers touch the body on G.P. cars, enlarge the axle openings slightly or readjust the chassis length. Motor brushes and spring plunger assemblies should not contact either frame or body.
6. If your motor still seems to lack performance, try experimenting with different gear ratios. Keep in mind that the size of your tires will also affect the overall drive ratios. Finally, make sure your pickup is properly installed and is making constant electrical contact with the track. If car runs in reverse, switch motor lead wires to pick-up shoe.

tune-up tips

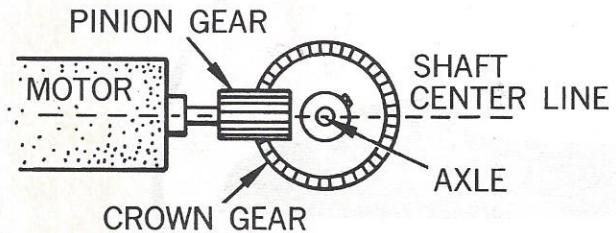


FIG. 1 — SIDE VIEW

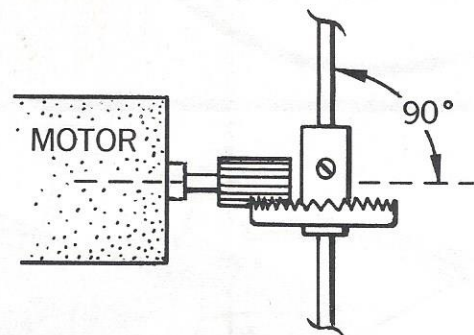


FIG. 2 — TOP VIEW

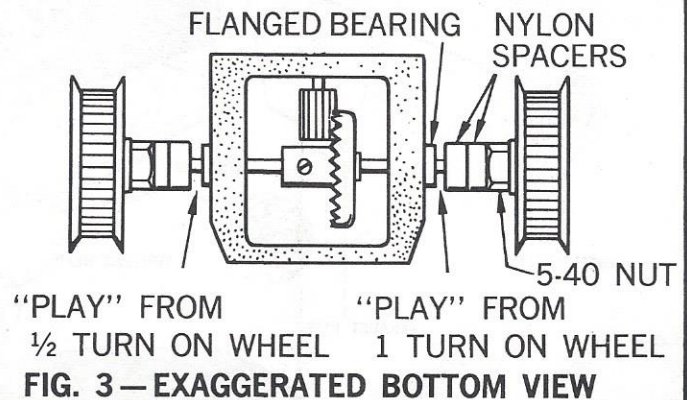


FIG. 3 — EXAGGERATED BOTTOM VIEW

Each of the following factors affects the performance of any model car racing motor:

Gear Alignment
Gear Mesh
Flanged Bearings

Frame Alignment
Gear Ratio
Tire Size

Interference with Brush Spring Assembly
Electrical contact with Track
Track Voltage
Interference with Moving Parts