AIRFIX-32 SCALE
RENAULT DAUPHINE

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The Renault Dauphine was introduced by the Regie Nationale des Usines Renault in March, 1956. By the end of 1958 half a million of these cars had been produced. The millionth Dauphine was announced in February, 1960, this being the first time that any European motor car manufacturer had produced one million of any one model within a period of 4 years of its introduction.

Not only was the Dauphine an immediate success with the motoring public throughout the world but it very soon made its name in the field of motoring sport.

In its first year the Dauphine was outright winner of the gruelling "Tour de Corse" and first and second in its class in the "Mille Miglia", the "Tour de France" and the "Tour de Belgique". It followed up these successes by becoming the only car to have ever won outright the three main international rallies, The Tulip Rally in 1957, the Monte Carlo Rally in 1958 and The Alpine Rally, 1959. Further outright wins have been gained in the "Tour de Corse", The Senegal Rally and The Ivory Coast Rally with numerous further class wins in the Mille Miglia, The Tour de Portugal, the Liege-Rome-Liege and The Sebring 12-hours.

It was in 1899 that the first Renault successes were gained with 1¾ h.p. single cylinder Voiturettes which confounded the experts by beating vehicles of far greater power and size.

These successes, like those of the Dauphine, were gained by clever design resulting in good road-holding, good aerodynamics and good power to weight ratios.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

PATTERN NO M3C

Ask for other AIRFIX models in this series.

Printed in England

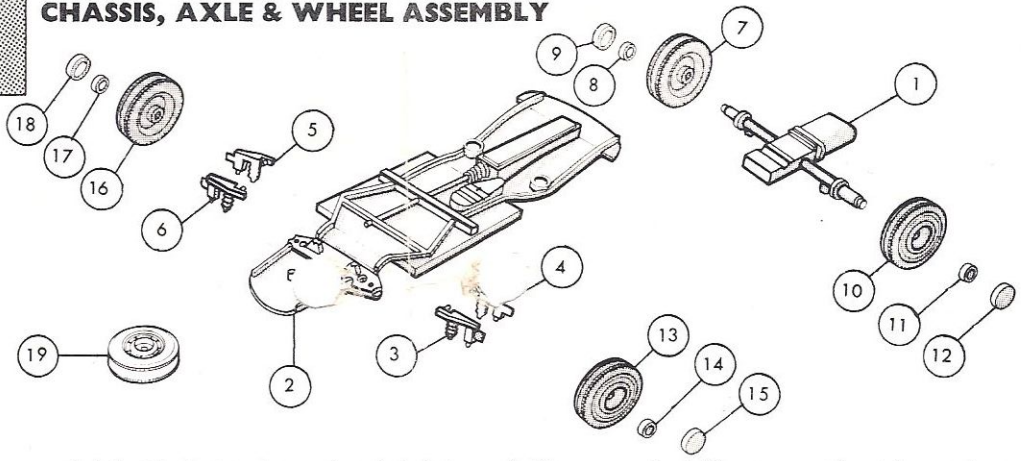
AIRFIX
CONSTRUCTION KIT

1/32 SCALE MODEL CAR

RENAULT DAUPHINE
INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 3)

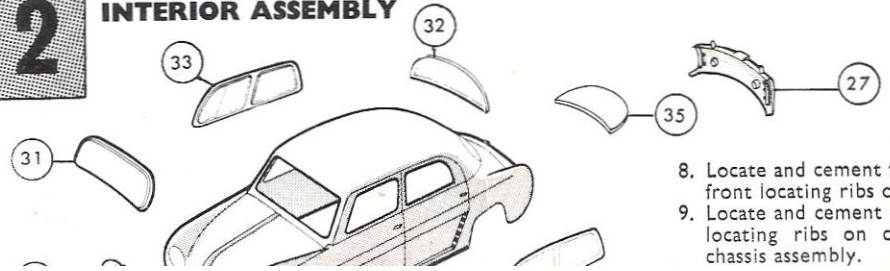
1 CHASSIS, AXLE & WHEEL ASSEMBLY



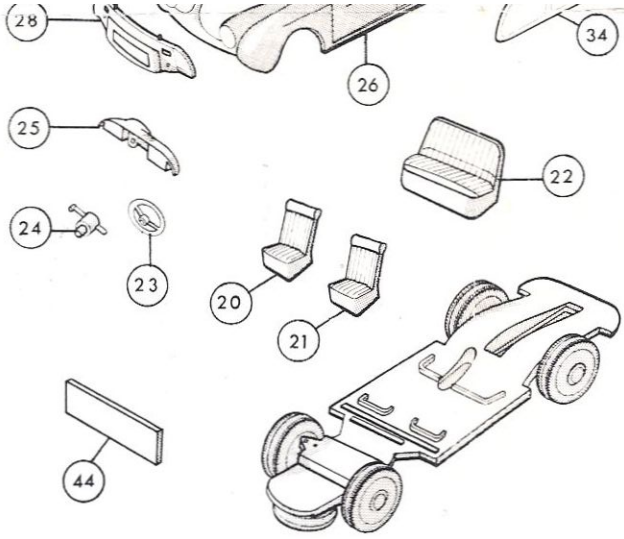
It is recommended that the instructions and exploded views are studied and assembly practised before cementing parts together. Wherever possible parts should be painted before assembly.

1. Cement rear axle and engine cover plate (1) to underside of chassis, pins on each side of axle fitting into recessed locations on underside of chassis (2).
2. Cement together two halves of stub axles (3, 4).
3. Repeat procedure with other two halves of stub axles (5, 6), then cement completed stub axles to underside of chassis, pins on axles fitting locating holes in chassis cross member.
4. Place one wheel (7) on rear axle stub ensuring small boss on wheel centre is on the inside; press wheel retaining bush (8) over projecting end of axle; apply a drop of cement to the outside of the hole in wheel retaining bush, ensuring wheel spins freely.
5. When cement is dry and wheel revolves freely cement hub cap (9) into recess in wheel. Keep cement from wheel bushes.
6. Repeat this procedure for remaining three wheel assemblies (10-18).
7. Cement spare wheel (19) to spigot on front underside of chassis.

2 INTERIOR ASSEMBLY

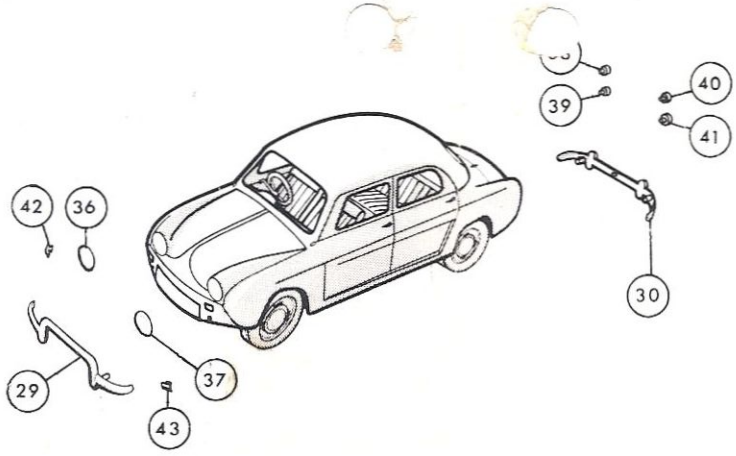


8. Locate and cement front seats (20, 21) over front locating ribs on chassis.
9. Locate and cement rear seat (22) over rear locating ribs on chassis. This completes chassis assembly.



10. Cement steering wheel (23) to steering column (24).
11. Cement completed steering assembly into locating hole in bottom of dashboard (25).
12. Locate and cement windscreen (31), rear window (32) and side windows (33, 34) into body, carefully applying cement to window surrounds only.
13. Cement dashboard and steering assembly to locating rib on inside front of body (26) below windscreen.
14. Cement rear grille (27) to back of body, locating pins on top of rear grille, fitting locating holes in body.
15. Cement bulkhead (44) between locating ribs on chassis floor, forward of front seats.
16. Cement rear parcel shelf (35) to locating rib inside body below rear window.
17. Locate and cement completed chassis unit into body, chassis resting on locating ribs inside body floor flush with body sides.
    NOTE: Chassis must butt up against the back of the engine grille.
18. Cement spare wheel cover (28) to front of body, locating pins on top of cover fitting locating holes in body.

3 FINAL ASSEMBLY



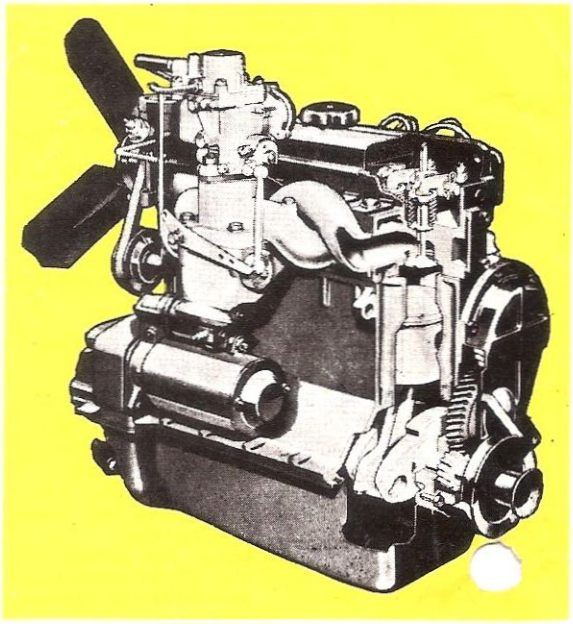
19. Cement locating pins on front bumper (29) into locating holes in spare wheel cover.
20. Cement locating pins on rear bumper (30) into locating holes in rear grille.
21. Locate and cement head lamps (36, 37) in position after first painting the rear of transparencies silver.
22. Locate and cement transparent rear lights and blinkers (38-41) in position after first painting backs of rear lights red and blinkers amber.
23. Locate and cement transparent front blinkers (42, 43) into slots in spare wheel cover after first painting backs of blinkers amber.
24. Any further painting should now be completed and finally a pair of printed number plates chosen, cut out and cemented in place in recesses in front and rear of completed model.

RED G1
Complete body and interior except as detailed below. Large rear lights.
MATT BLACK M6
Underside of chassis, transmission, seats, springs, steering wheel, tyres, hood.

173 ALW | GBY 163 | ALK 154

173 ALW GBY 163 ALK 154

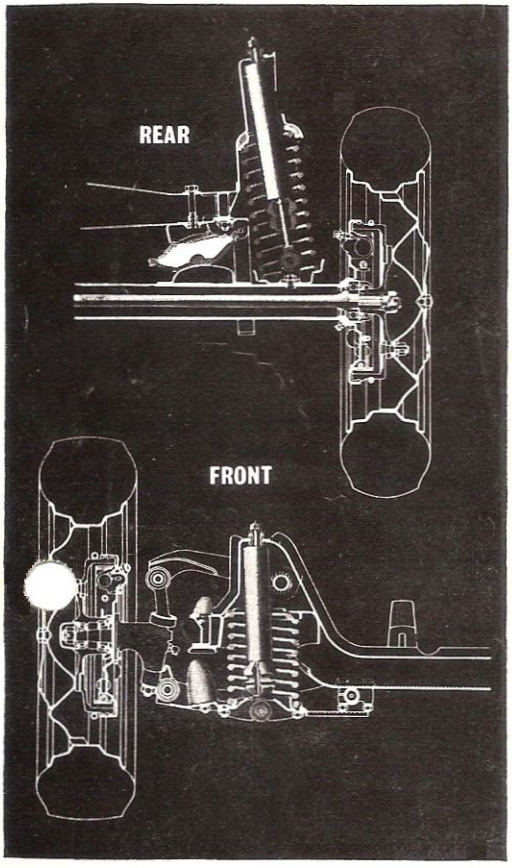
SILVER G8
Bumpers, wheel discs, radiator and grille, windscreen frame.
ORANGE Front and rear blinkers.



DAUPHINE POWER UNIT

Over two million of these tried and tested "Ventoux" engines are now in active service throughout the world. They are not only fitted in the Dauphine but also in the range of Estafette light commercial vehicles. Furthermore, in their Gordini version, they are fitted in the Renault Gordini and the Renault Floride alike.

Capable of tens of thousands of miles of trouble-free running, here is an engine in which brilliant performance is matched by incredible petrol economy.



AEROSTABLE SMOOTHS THE WAY

Stone sets, cobbles, concrete or tarmac . . . you ride over them all and you can scarcely tell one from the other. The secret of this superb smoothness can be summed up in one word—Aerostable—the suspension system that irons out all bumps. This has two atmospheric cushions plus four special shock absorbers mounted within the axes of four coil springs. The whole system, resting on four independent wheels, absorbs every shock. This simple and efficient system (a Gregoire Patent) is self-adjusting to any load, any speed, and gives you that sensation of "riding-on-a-cloud" no matter how pitted the surface.