

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

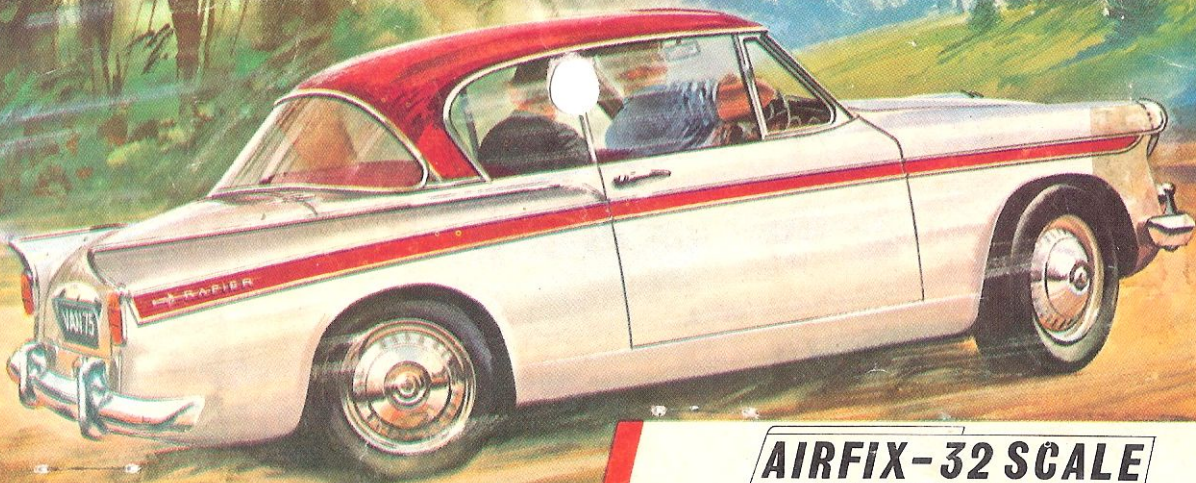
The Sunbeam name shines brilliantly through fifty years of motoring history. During these years of tremendous achievement, Sunbeam cars have always been amongst those whose lot it is to set the leading pace. To-day, the new Sunbeam Rapier is the latest of a famous line to ride the high road to success.

In 1960, the Rapier again demonstrated that in international Rallies it was the most successful car in its class—taking 1st and 2nd places in four outstanding events: the Monte Carlo Rally, the Circuit of Ireland Rally, the Greek Acropolis Rally and the Alpine Rally.

At the Grand Prix meeting at Silverstone, the Rapier won its class and also set a new class lap record of 81.94 m.p.h. Another class win was in America, in the 1st International Compact Car Race, and to start off the 1961 competition season, Rapiers took 1st and 2nd places in their class in the Monte Carlo Rally as well as putting up the fastest lap of the Monaco Grand Prix Circuit. Once again, it was the highest placed British car in the rally.

The Sunbeam success story began a long time ago . . . in 1912, when Sunbeams gained their first international success in the French Grand Prix at Dieppe. International contests are the most exciting test of a car's performance, quality, reliability and endurance. The fact that the Sunbeams have gained so many major awards throughout the years speaks for itself.

SUNBEAM RAPIER



AIRFIX-32 SCALE
RAPIER SERIES III

AIRFIX

CONSTRUCTION KIT

1/32 SCALE MODEL CAR

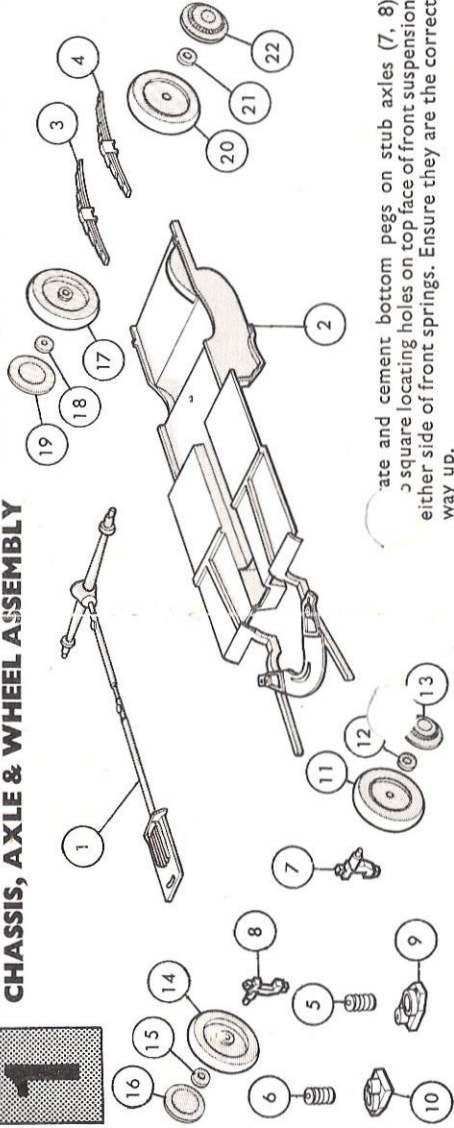
SUNBEAM RAPIER

INSTRUCTIONS

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

1

CHASSIS, AXLE & WHEEL ASSEMBLY



It is recommended that the instructions and exploded views are studied and assembly practised before cementing together. Wherever possible parts should be painted before assembly, referring to the painting notes given below and the illustration overleaf. Note that either the saloon or convertible version can be completed.

1. Cement transmission (1) to chassis (2), the pin on the rear of the transmission locating into hole beneath chassis and the front of the transmission locating under the forward chassis cross member, small curved rib butting against curved rear wall of chassis cross member.
2. Cement rear springs (3, 4) in place, locating the spring centres over square bosses beneath axle, the back (longer) ends of springs resting on the raised pips below edge of chassis.
3. Locate and cement pins on front springs (5, 6) into round locating holes in front chassis cross member.

4. Locate and cement bottom pegs on stub axles (7, 8) to square locating holes on top face of front suspension either side of front springs. Ensure they are the correct way up.

5. Locate and cement appropriate stub bearings (9, 10) in place over stub axles and springs, and on chassis locations. Ensure they are correctly fitted and that axles are properly aligned before setting aside to dry. The underside of the chassis and springs and axle detail should now be painted and allowed to dry before proceeding.

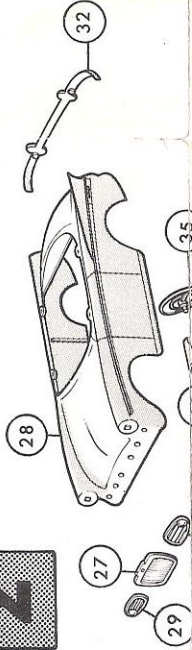
6. Place one wheel (11) onto stub axle, ensuring the small boss on the wheel centre is on the inside. Apply a drop of cement to the inside of the hole in wheel retaining bush (12) then carefully press into place of projecting end of axle; ensure wheel spins freely and that no cement touches wheel.

7. Cement wheel disc (13) into recess on outside of wheel, applying cement only to outside edge of recess.

8. Repeat this procedure for the remaining three wheel assemblies (14-22).

2

BODY & INTERIOR ASSEMBLY



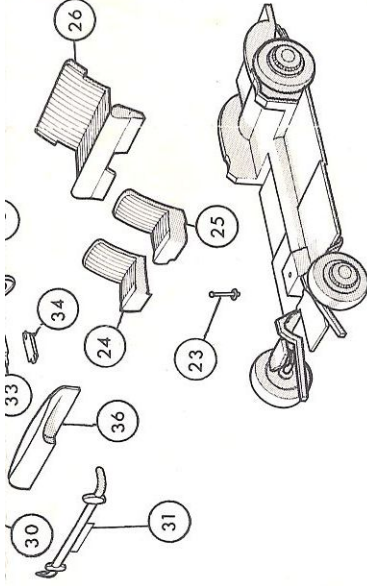
9. Locate and cement gear lever (23) into locating hole in gearbox top.

10. Locate and cement front seats (24, 25) over locating ribs on chassis.

11. Locate and cement rear seat (26) onto rear of chassis, cut out in bottom of seat fitting over raised transmission tunnel, rear of seat onto wheel arches. Set aside to dry.

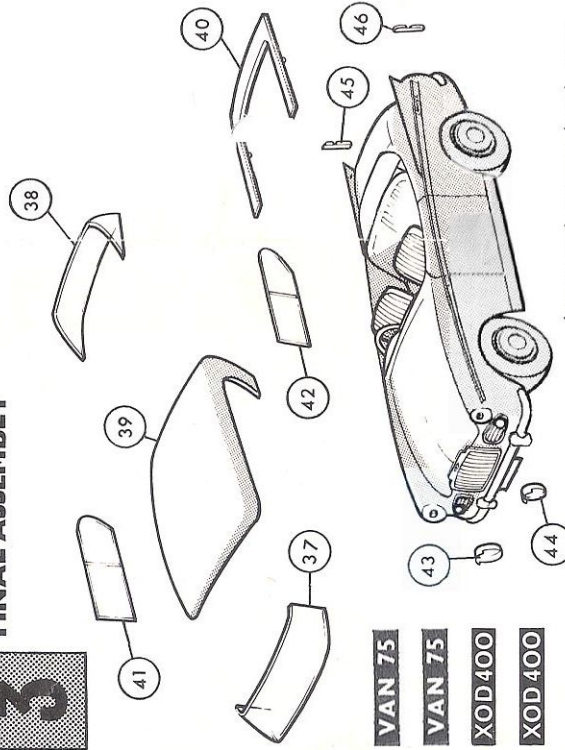
12. Locate and cement locating pins to rear of radiator (27) into locating holes in front of body (28).

13. Similarly locate and cement left and right hand grilles (29, 30) into body front locations.
14. Locate and cement front bumper (31) into lower locating holes in body front.
15. Similarly locate and cement rear bumper (32) to rear of body, the small bulges on each over-rider uppermost.
16. Cement together two halves of steering wheel column (33, 34) at the same time locating and cementing steering wheel (35) into locating hole in assembled column.
17. When assembly is dry cement locating pin on steering wheel column into locating hole in dashboard (36).
18. Locate and cement dashboard into body, the two tabs behind dashboard fitting into recesses in body.



3

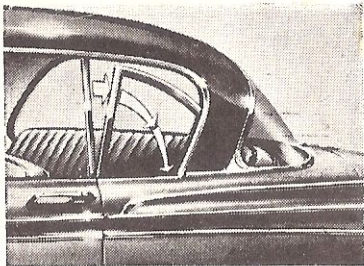
FINAL ASSEMBLY



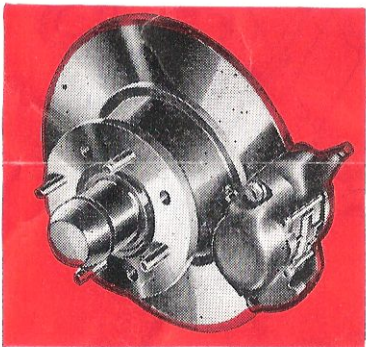
- VAN 75**
- VAN 75**
- XOD 400**
- XOD 400**

19. Locate and cement transparent windshield (37) to body, carefully applying cement to edge of transparency only.
20. If the saloon version has been selected, similarly cement rear window transparency (38) to rear end of saloon top (39).
21. If the convertible has been chosen, locate and cement hood cover (40) in place, the small locating pins below cover locating into holes above body on either side of rear seat.
22. For saloon version locate and cement assembled top and rear window to windshield and body.
23. For saloon version, from inside locate and cement side windows

- (41, 42) in place.
 24. Locate and cement in position headlamp transparencies (43, 44) after first painting rear of lens silver.
 25. Locate and cement transparent tail lights (45, 46) in place on flat bases, beneath rear fins, after painting rear of lens red. If it is wished to paint the inside of the body it should be done at this stage and allowed to dry.
 26. Locate and cement completed chassis unit into body, the chassis resting on locating ribs inside body.
 27. Any further painting should now be completed and finally the printed number plates cut out and cemented in place to rear of body and to plate on front of bumper.
- PEARL GREY**
Complete body except as detailed.
- RED G.1.**
Saloon top, side flashes on body, upholstery and interior trim, tail lights and hood cover.
- DARK BROWN G.9.**
Face of dashboard.
- MATT BLACK M.4.**
Underside of chassis, transmission, springs, etc., steering wheel, tyres and top of dashboard.
- SILVER G.8.**
Bumpers, wheel discs, radiator and grilles, windscreen frame, trim around rear number plate.

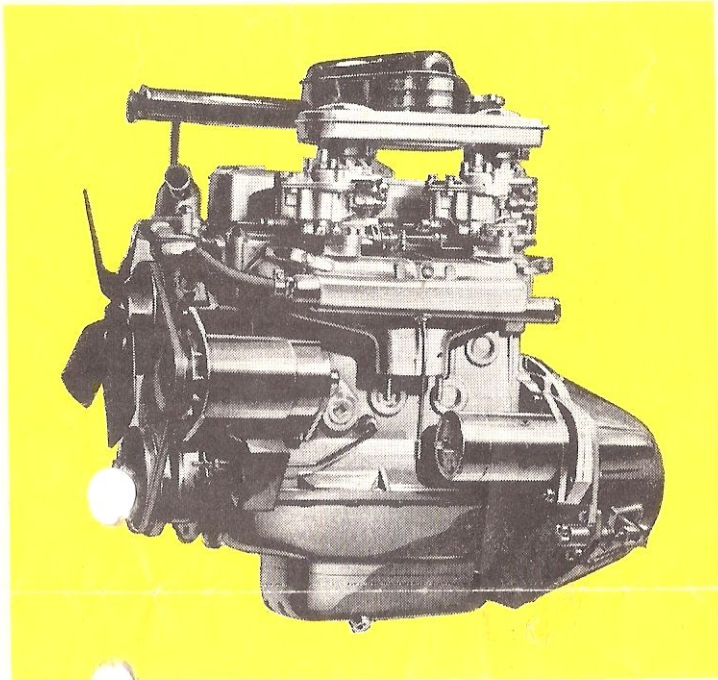


The rear quarter-lights can be fully opened and closed, or adjusted to any degree of ventilation.



For maximum safety, fade-resistant Disc Brakes are fitted to the front wheels of the Rapier.

These combine with large drum brakes on the rear wheels to form a very effective braking system. Smooth and effortless to operate, Disc Brakes are self-adjusting and completely unaffected by weather conditions.



The superbly designed 1½ litre Power Unit develops 78 b.h.p. at 5,400 r.p.m. It has an aluminium cylinder head, specially cast to ensure maximum thermal efficiency, thus allowing a compression ratio of 9.2 : 1. Inclined overhead valves follow an entirely new arrangement of inlet and exhaust porting for excellent heat distribution, while twin carburettors and a special water-heated inlet manifold of advanced design combine to give crisper, livelier overall performance. Overdrive, available as an extra, operates on top and third gears, and further improves performance and economises on fuel.