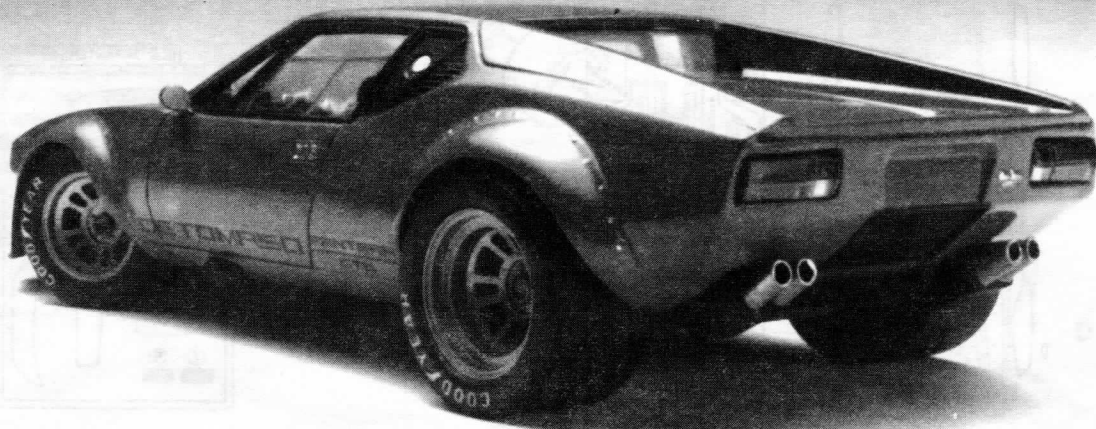


DE TOMASO PANTERA GT5

TESTORS

No. 390



HISTORY

The *Pantera* is a descendent of Alejandro De Tomaso's exciting hybrid, the *Mangusta*. With its mid-engine and sleek, low slung Italian styling, the *Mangusta* seemed to characterize the perfect union of racing car with street machine. But because the *Mangusta* was a bit of a handful for the average driver, it had a short production life. Eventually, De Tomaso and The Ford Motor Company worked out a collaboration which resulted in the redesigned *Pantera*.

With the body by Ghia and a Ford V-8, the stylish *Pantera* packs a punch. The *GT5* version is equipped for racing and features extended fender flares to accommodate over size racing tires, a generous front air dam with an integral intake for the oil cooler and air ducts for cooling the front brakes. Strictly racing modifications include a roll bar and stripped interior. The car looks fast. The *Pantera* can do the standing quarter mile in 14 seconds. Only a few production sports cars can run it quicker. Even though some compromises have been made to accommodate the less-than-professional driver, the car handles very well.

While not for the faint-of-heart and less exotic than some prestigious European marques, the *Pantera* is well suited to the American market. All of the problems that plagued the *Mangusta* have been eliminated and the car guarantees plenty of high energy driving fun.

SPECIFICATIONS

Engine	Ford OHV, V-8
Displacement	351 cu in
Max. Power	270 hp @ 6000 rpm
Wheelbase	8.25 ft
Tread	4.76 ft (front) 4.79 ft (rear)
Length	14 ft
Width	6.46 ft
Height	3.6 ft
Weight	3241 lbs
Max. Speed	170 mph

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. **Testor Model Master** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

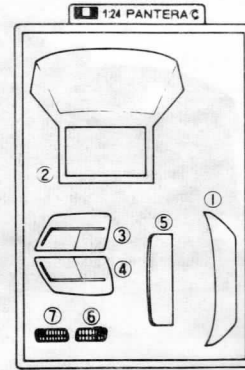
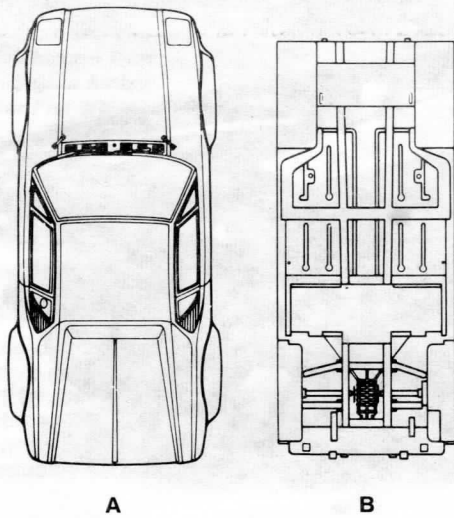
Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

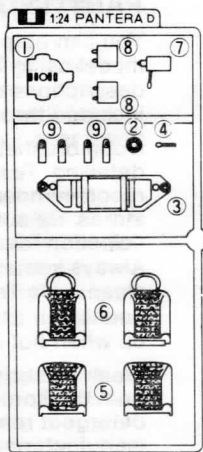
Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

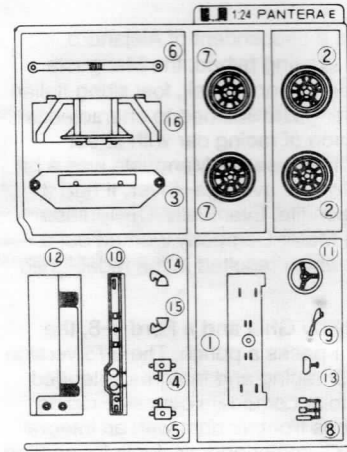
Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.



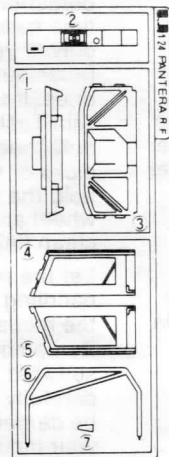
Parts from this section are identified with this symbol: C



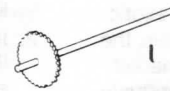
Parts from this section are identified with this symbol: D



Parts from this section are identified with this symbol: E



Parts from this section are identified with this symbol: F



Gear Shaft



Tire(L) (2pcs)



Rivet (2pcs)



Tire(S) (2pcs)

Cut and remove this sheet.

1 CHASSIS

Preliminary Painting

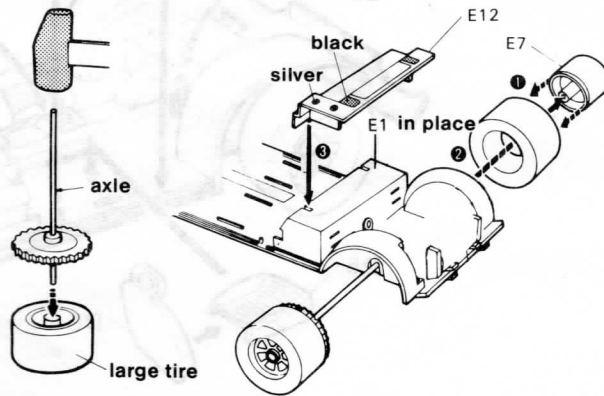
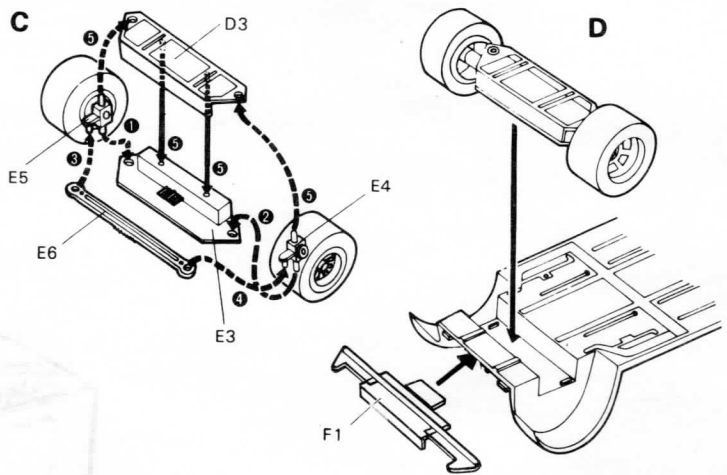
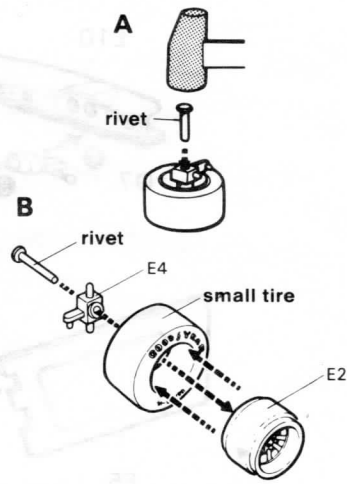
E2, E7:
#1181 Aluminum with #1144 Gold
center hubs (depression in hub is #1103
Red)

E3, E4, E5, E6, D3; E12 small grilles only:
No. 2735 Black Chrome Trim

E12:
#1180 Steel

Assembly

- 1. Assemble parts as shown in drawings. Note that the only glue required for assembling the front suspension is when **E3** and **D3** are cemented to each other and when the entire assembly is cemented into the chassis pan. Follow the numbered sequence at **drawing C** when putting together this assembly. Complete assembly as shown in drawings.



2 INTERIOR

Preliminary Painting

E8 foot pedals only; **E11** steering wheel rim only; **D4** shif knob only; **D5, D6, D7, D8, E9, F6**:

No. 2735 Black Chrome Trim

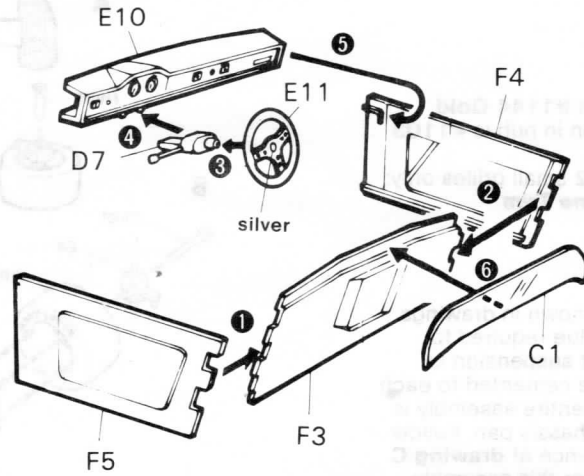
E10 instrument bezels only; **E11** steering wheel spokes only; **D4** lever only; **D9**:

No. 2734 Silver Chrome Trim

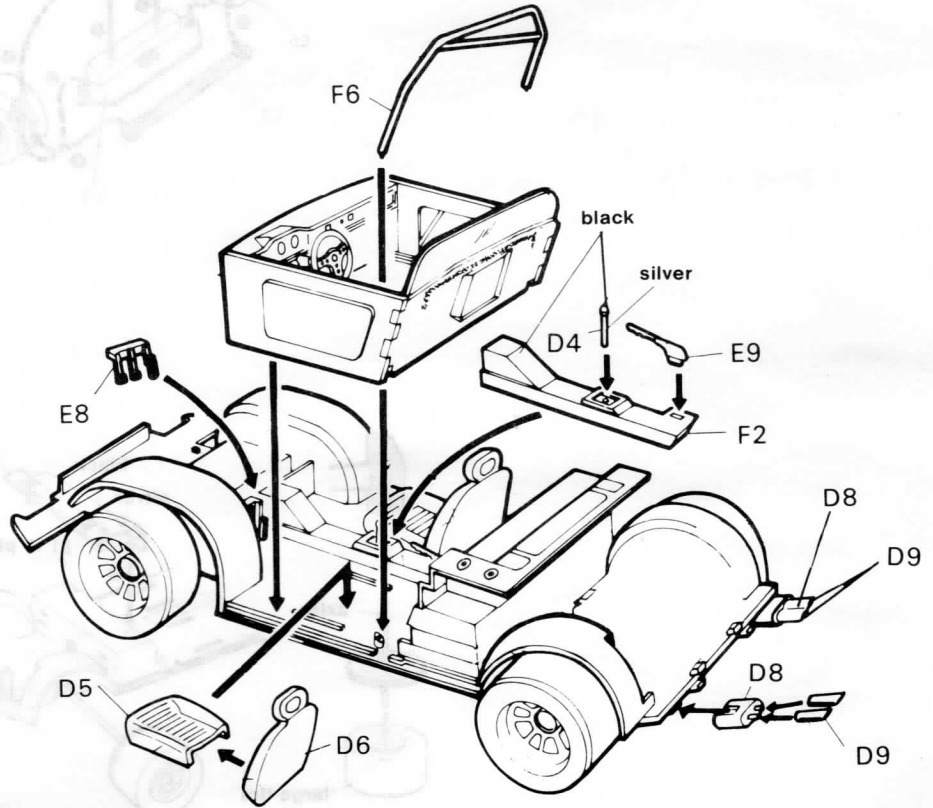
E8 all except pedals; **F3, F4, F5**:
#1180 steel

Assembly

- 1. Cement parts together as indicated in drawings. Note that the center console assembly should be assembled and cemented to chassis before installing cockpit assembly.



NOTE: Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.



3 BODY

Preliminary Painting

E13, E14, E15 mirror faces only:

No. 2734 Silver Chrome Trim
interior of body; E13, E14, E15 all except
mirror faces;

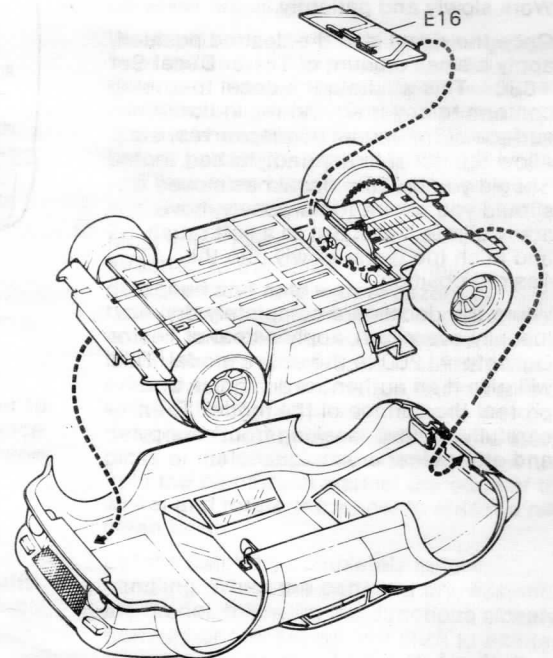
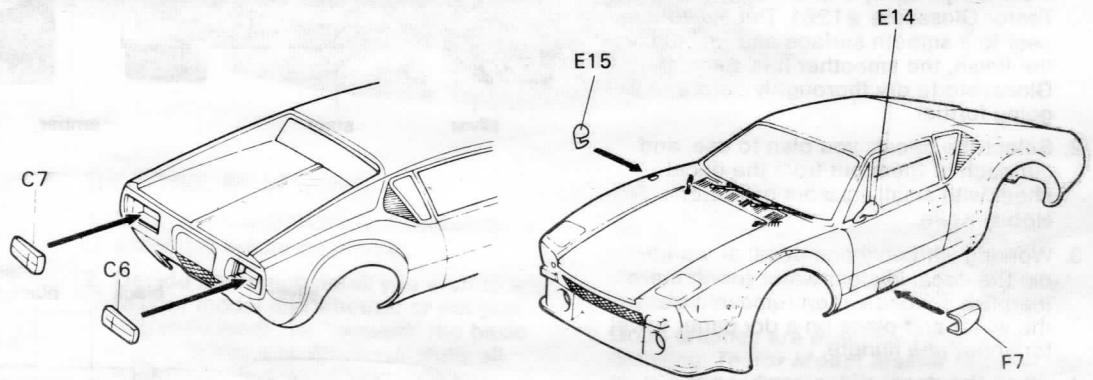
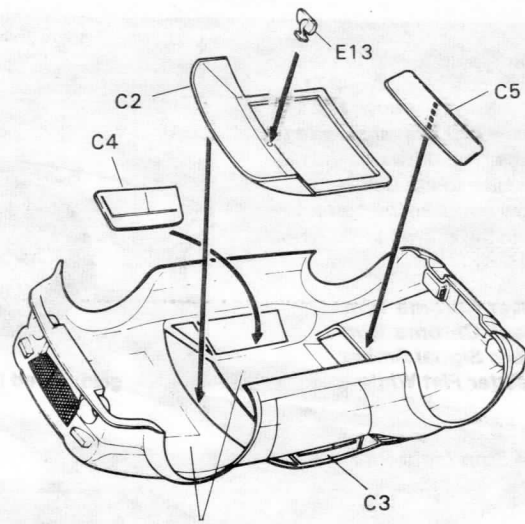
E16, F7:

No. 2735 Black Chrome Trim

C6, C7 (see drawings on pg. 6):
No. 2724 Stop Light Red and **No. 2723
Turn Signal Amber** with **No. 2735 Black
Chrome Trim** dividers.

Assembly

- 1. Assemble parts as shown in drawings.
Note that body snaps in place onto
chassis.



PAINTING

Of course, **Overall Color** is up to you but we suggest one of the following colors: **No. 2715 French Blue, No. 2717 Bright Yellow, No. 2718 Guards Red, No. 2720 Classic White or No. 2721 Classic Black.** The drawings indicate colors for painting various exterior details. The **COLOR KEY** below supplies the correct paints for the call outs in the drawing.

COLOR KEY

silver — No. 2734 Silver Chrome Trim
black — No. 2735 Black Chrome Trim
amber — No. 2723 Turn Signal Amber
white — No. 2725 Header Flat White
red — #1103 Red
steel — #1180 Steel
clear red — No. 2724 Stop Light Red
clear — do not paint
gold — #1144 Gold

APPLYING DECALS

1. After carefully masking canopy and other clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Then carefully remove masking from canopy and other clear areas.

