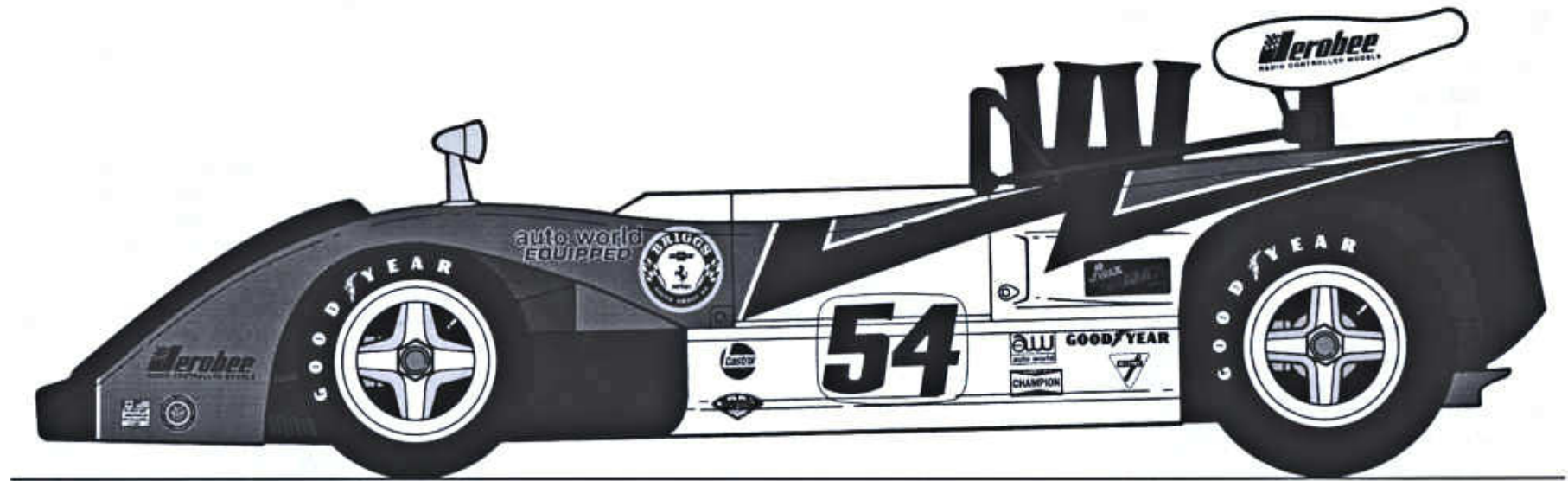


5004-0200

McLaren M8B



McLaren M8B INSTRUCTIONS

If you looked at all the pieces in the box, you've probably noticed that this kit is different from anything you've built before. Construction will sometimes challenge your patience and abilities, and construction time will probably be three or four times the amount you are used to. You **will** proceed slowly even if we hadn't already told you to do so! The reward for passing this test will just possibly be the finest car model you have ever created.

The real cars appear at first glance to be simple, straightforward race cars, but they were in fact fairly complex, large and very "dense" machines. As much as the molding process will allow, this kit has endeavored to capture that complexity. Due to the close proximity of the parts in the real car, certain compromises must be decided upon before the onset of construction. This instruction sheet will take you through the steps required to produce the desired end result. Decide **now** just how you want to display the finished model.

While you will discover building variations of your own choosing, we recommend the following options for display:

- Car assembled as a complete chassis with the body panels displayed separately.
- Car displayed with the body panels on the chassis. Much of the internal detail will not be seen and may therefore be omitted from the chassis
- Variations on the above. Examples: Doors glued in place with the front and rear body panels displayed separately. Front body glued in place along with doors. Engine cover and rear panel displayed off the car, etc.

As on the real car, the engine cover is a tight fit. You may wish to alter the construction sequence to accommodate this tightness. Putting the cover in place before the wing is installed will make the cover easier to put in place but will make the wing more difficult to deal with.

These are the kinds of decisions that you the modeler will be called upon to make, but don't worry, we'll let you know when to make them and what your options are.

As you can see, this kit is more than just "assembly." You will become involved in the construction

Every effort has been made to represent the real car in both styrene and vinyl. The molding of the vinyl parts allows the builder to construct an exact replica of virtually every detail on the M8B. In

order to represent these vinyl lines and have them interface with the plastic parts, there will be situations where two parts will want to occupy the same space. Think of it this way; the plastic body panels on this kit aren't much thinner than the panels on the real car! Reducing the dimensions of the real car to 1:24 scale is simply not possible with injection molded plastic. Because of this disparity, it is much easier to build the car with the body panels displayed off the car or to construct the kit with body in place and some details omitted. Leaving out certain vinyl parts will allow the body to be more easily placed on the chassis. The door panels may be closed or opened to display the detail on the fuel tank tops. Hinges are provided to make the doors functional, but constructing the kit this way will give up authenticity for function. An option would be to glue the doors permanently into the desired position. The piano hinge on the lower outer edge of the door panels may be glued to the top of the chassis. Super detailers may opt to use the kit vinyl parts as a guide and to utilize aftermarket "plumbing," as these materials are very thin and will allow slightly more clearance if the body is placed on the chassis. These items are available in better hobby shops.

By the time you finish this kit, you will have developed a close relationship with the real McLaren's. They were not quite the simple machines we remember.

These cars left the factory with the majority of the chassis unpainted. The bodies of the factory team cars obviously were painted in Team McLaren orange, while "customer cars" were often delivered in unpainted gelcoat fiberglass or painted at the factory in the customer's choice of color. There was a wide variation in many of these "customer car" colors, as an occasional shunt and subsequent repair could result in another "slight variation" in the original color. We recommend that you carefully study all available photos of the real cars and use your judgment as to what color you apply to the body. In the meantime, we have researched the

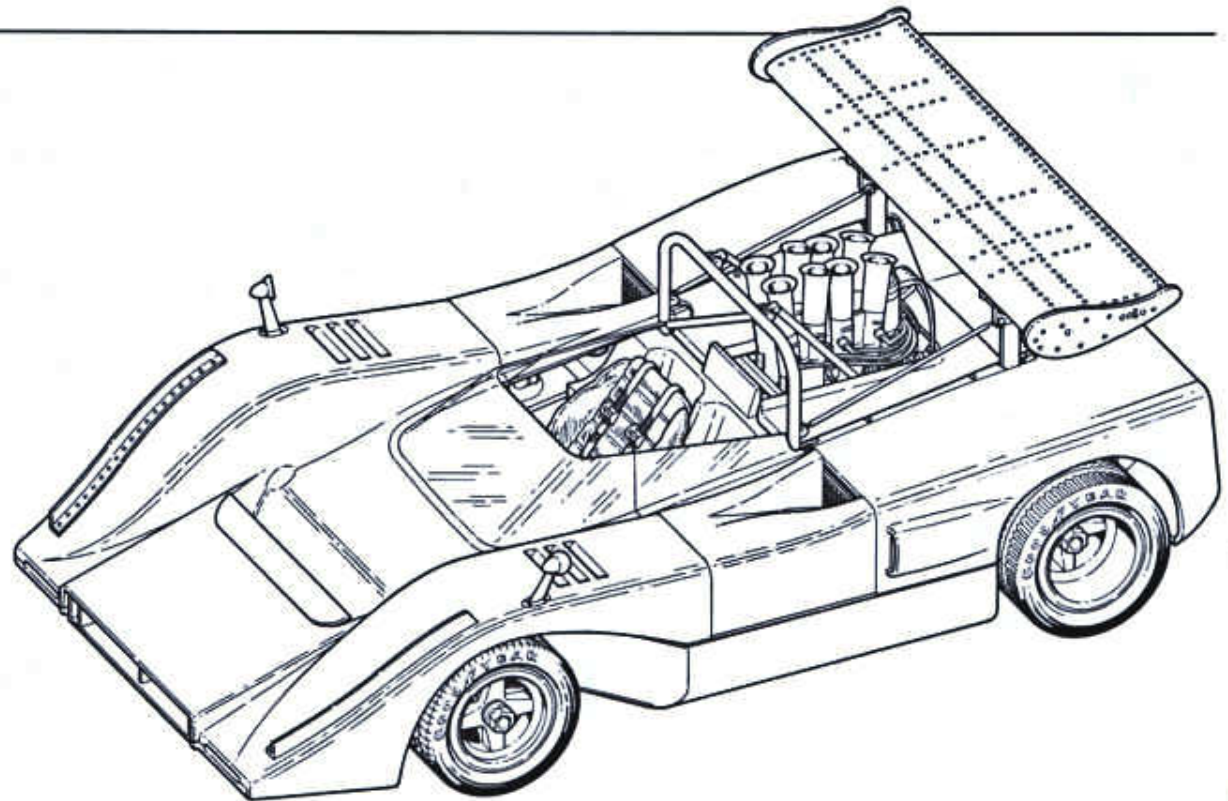
"proper" color for this kit and suggest that you use Tru-Match #7 Orange (#1011). As for the engines, most were painted flat or semi-gloss black, but an occasional all-aluminum finished power plant can be found in contemporary photos. As may be expected, there were many variations in the colors of auxiliary and component parts. Our recommendations can be used as a guideline, as many cars were finished in these colors. You may use your favorite metalizers or metallic paints for the unpainted components, while flat and semi-gloss black will effectively replicate most of the other painted surfaces.

IMPORTANT

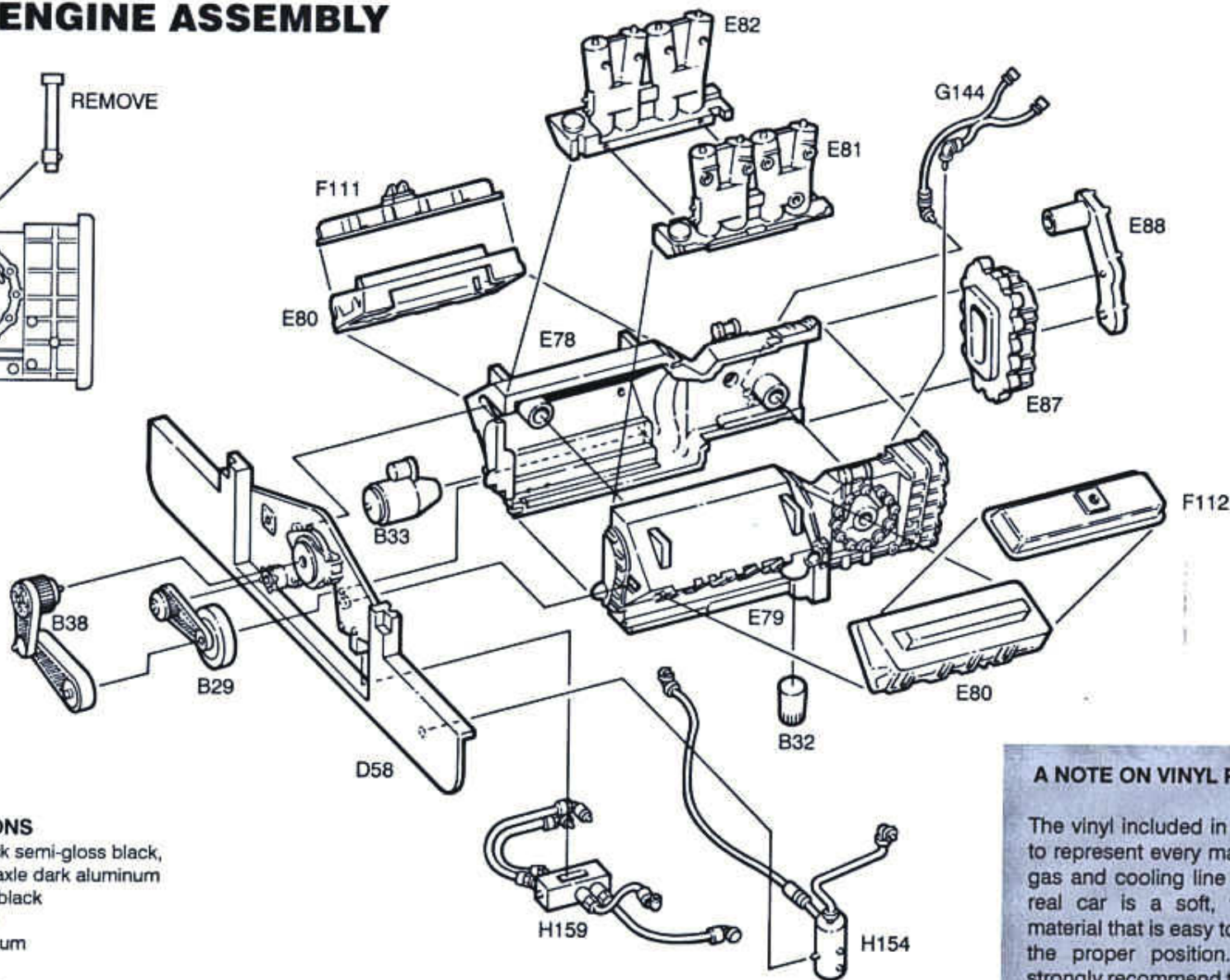
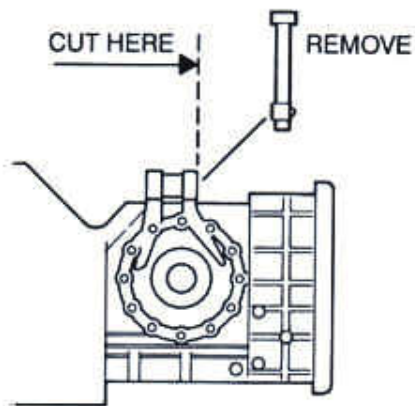
As always, study these instructions and the kit components before beginning assembly. Everyone says this, but with this kit it is a critical part of the assembly process. You can find yourself in trouble if you do not pay attention to what we have already discovered for you. Assembly is straightforward and logical and will give you the opportunity to see just how the real cars were built. We have made every effort to keep things "in scale," so use extra care in removing and handling the many small parts. Do not remove the vinyl lines until you are ready to

install them. Many of these lines look similar and are easy to mix up, so test fit and then test fit again. The vinyl lines have been molded in the appropriate color and can be enhanced by painting the connections first with bright silver paint and then applying a thin coat of clear blue or clear red acrylic paint. The vinyl lines may be glued in place with your favorite brand of cyanoacrylate glue, contact cement or an adhesive like Pliobond. All components should be painted and finished before assembly, since many will become inaccessible after assembly.

In 1966, North American racing officials created the most awesome series of races ever witnessed. Group 7 cars would race in the Can-Am Challenge. It was to be an "anything goes" class that allowed engines of any size and configuration. Wings, ultra wide tires, four wheel drive and trick aerodynamic devices were the rule rather than the exception. Virtually nothing was "banned." Race car designers had a field day building some of the most potent machines to ever turn a lap. The series attracted some of the best-known names in road racing. Ford, Ferrari, March, Porsche, Chaparral, BRM, Bryant, Shadow and, of course, McLaren. In the nine years that the series ran, the top drivers in the world competed for dollars and glory at speeds that clearly made them the fastest race cars in the world. By the time the series came to an end, two names emerged and became etched in road racing history - McLaren and Porsche.



STEP 1 - ENGINE ASSEMBLY



PAINT INSTRUCTIONS

- E78, E79** - engine block semi-gloss black, bell housing and transaxle dark aluminum
- E81, E82** - semi-gloss black
- E80** - semi-gloss black
- E87, E88** - dark aluminum
- B32** - orange
- B33** - semi-gloss black
- F111, F112** - semi-gloss black
- D58** - bright aluminum/metalizer
- H154, H159** - (vinyl) do not paint hose; connections can be painted with transparent blue and red to simulate fittings
- G144** - do not paint
- B29, B38** - aluminum pulleys with flat black belt

A NOTE ON VINYL PARTS

The vinyl included in this kit to represent every major oil, gas and cooling line on the real car is a soft, flexible material that is easy to put in the proper position. We strongly recommend the use of cyanoacrylate glue (super glue) to hold the lines in place. In addition, this process is made much easier and faster by the use of a cyanoacrylate accelerator.

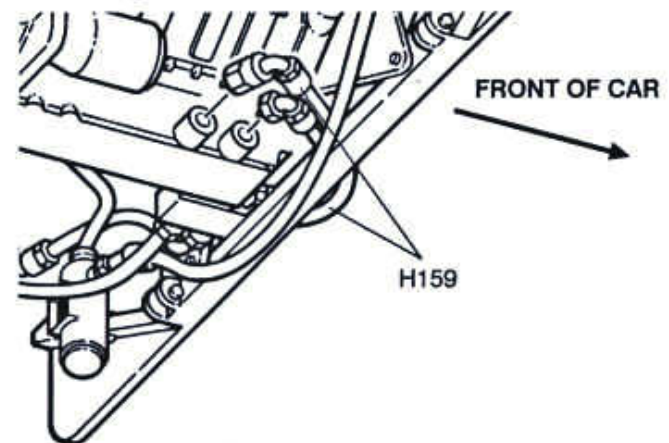
- Before you begin actual assembly, you must first remove the engine cover supports from the rear of the engine block halves. Using the illustration above as a guide, cut just behind the horizontal cylinders as shown to remove the vertical support posts from each engine half. Smooth and clean up.
- Glue the right engine/transaxle half (E78) to the left engine/transaxle half (E79).
- Glue the right injector stacks (E82) to the left injector stacks (E81). Be sure to keep these parts parallel to each other vertically.
- Before gluing the heads onto the block, be sure the spark plug holes are cleaned out so as to make the upcoming installation of the spark plugs easier. Now glue the two heads (E80) to the engine/transaxle. The right head will be located slightly back from the front of the block.
- Glue the transaxle cover (E87) to the rear of the transaxle. Glue the shifter housing (E88) to the transaxle cover.
- Glue the injector assembly into the vee between the heads. Make sure the injectors are vertical. The round hole goes to the front and the square hole to the rear.
- Glue the oil filter (B32) to the left side of the engine block.
- Glue the starter (B33) to the right side of the engine block and the bell housing. The tapered end of the starter glues to the bell housing with the

starter solenoid pointing upwards.

- Carefully remove the fill tabs on the bottom of the right valve cover (F111) and the left valve cover (F112). Glue the valve covers to the tops of the cylinder heads.
- Glue the vinyl oil pump and scavenger lines (H159) to the locator on the bottom opening of the engine plate/rear bulkhead (D58), locating from the rear side of the bulkhead so all lines remain placed to the rear.
- Glue the oil screen filter and lines (H154) to the locating hole on the left side of the engine plate/rear bulkhead. The longer line should pass under the forward edge of the engine. The other ends of both lines will be located later in the assembly process.
- Glue the transaxle oil cooler lines (G144) to the top and side of the transaxle. The other ends of these lines will be attached in a later step.
- Glue the engine assembly to the engine plate/rear bulkhead (D58).
- Glue the engine balancer/fuel pump drive (B29) to the front of the engine.
- Glue the oil pump drive (B38) to the front of the engine balancer/fuel pump drive (B29) and the engine plate/rear bulkhead (B58).
- Finally, glue the two lines from the oil pump/scavenger (H159) to the bottom front right side of the engine block.

THE NOT-SO-LITTLE ENGINE THAT COULD

The engines that powered the McLarens were simple and very efficient. The massive horsepower and torque provided by these big-block 7-liter aluminum powerplants made the 1500 lb. M8B little more than a way to strap an engine to the driver's back. Conventional carburetors were shunned because they were not capable of delivering instantaneous response to the throttle. So the fuel delivery system became Lucas fuel injection - the first choice of the drag racing set. This configuration produced an engine capable of delivering enormous (635-690) horsepower and torque, a combination that literally tried to twist the engine around itself. Broken crankshafts were common. Power to weight ratios in the area of one horsepower for every two and one half pounds of weight spelled trouble for anyone foolish enough to misuse the throttle. Hardly any car produced today can match the performance of this "antique."



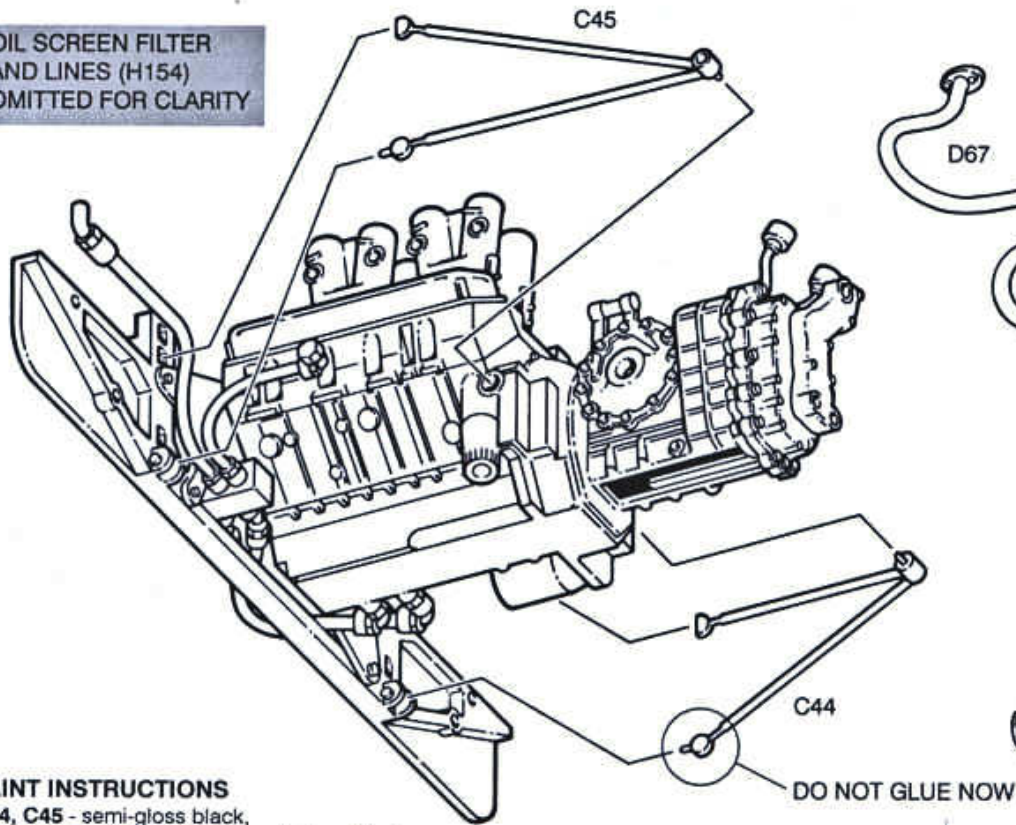
(DID THEY MEET THE EPA FUEL MILEAGE FIGURES? Hardly. Three to five miles per gallon was considered an "economy run.")

STEP 2 - HEADER ASSEMBLY

We will now assemble the most complex portion of this kit. The relationship of the suspension components in the real cars often required the removal of parts to gain access to the desired location, especially in the area of the header/engine supports. This kit has included all of these pieces and has attempted to keep them both in scale and in the correct location. Due to this extremely tight environment, you may elect to leave certain parts off due to the difficulty in maintaining this

"real world" relationship. The engine supports that pass through the exhaust headers may be left off without dramatically affecting the visual impact of the finished kit. They are very hard to see when the engine assembly is completed. This decision is left to the builder. This assembly is challenging and will tax your patience at times. But it can be done! **Bottom line** - leaving those engine supports off will greatly simplify construction.

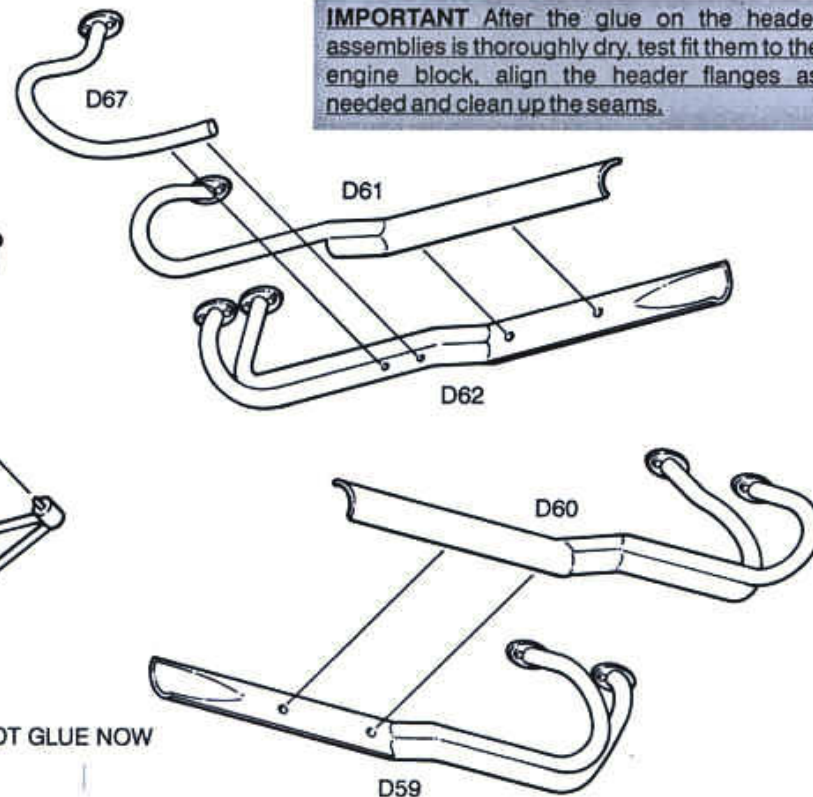
OIL SCREEN FILTER
AND LINES (H154)
OMITTED FOR CLARITY

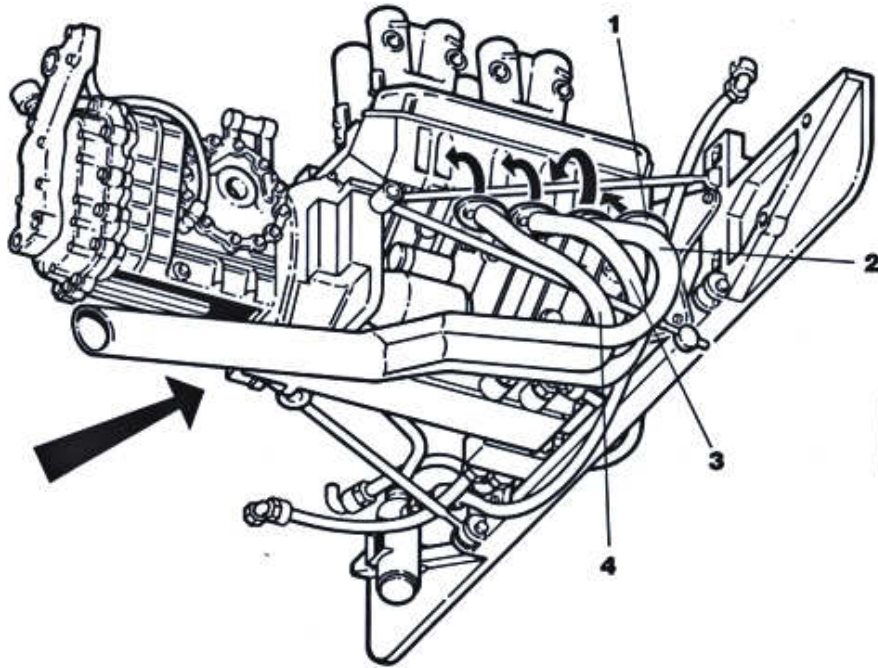


PAINT INSTRUCTIONS
C44, C45 - semi-gloss black,
D59, D60, D61, D62, D67 - semi-gloss black

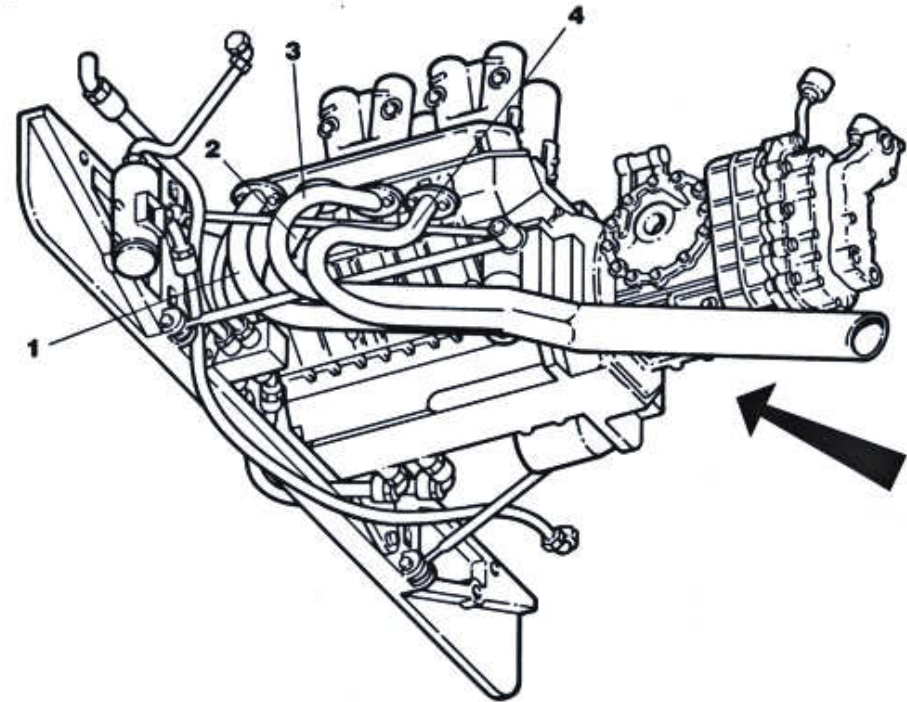
- If you have decided to try your hand at installing the engine supports, position the right engine support (C44) to the engine plate/rear bulkhead and the engine. Glue the top leg and engine end in place. Do not glue the bottom leg to the bulkhead just yet.
- Repeat this step with the left engine support (C45), but go ahead and glue all three ends on the left side.
- Glue the right inside header (D59) to the right outside header (D60).
- Glue the left inside header (D62) to the left outside header (D61). Carefully glue the left number 4 header (D67) to the header assembly.

IMPORTANT After the glue on the header assemblies is thoroughly dry, test fit them to the engine block, align the header flanges as needed and clean up the seams.



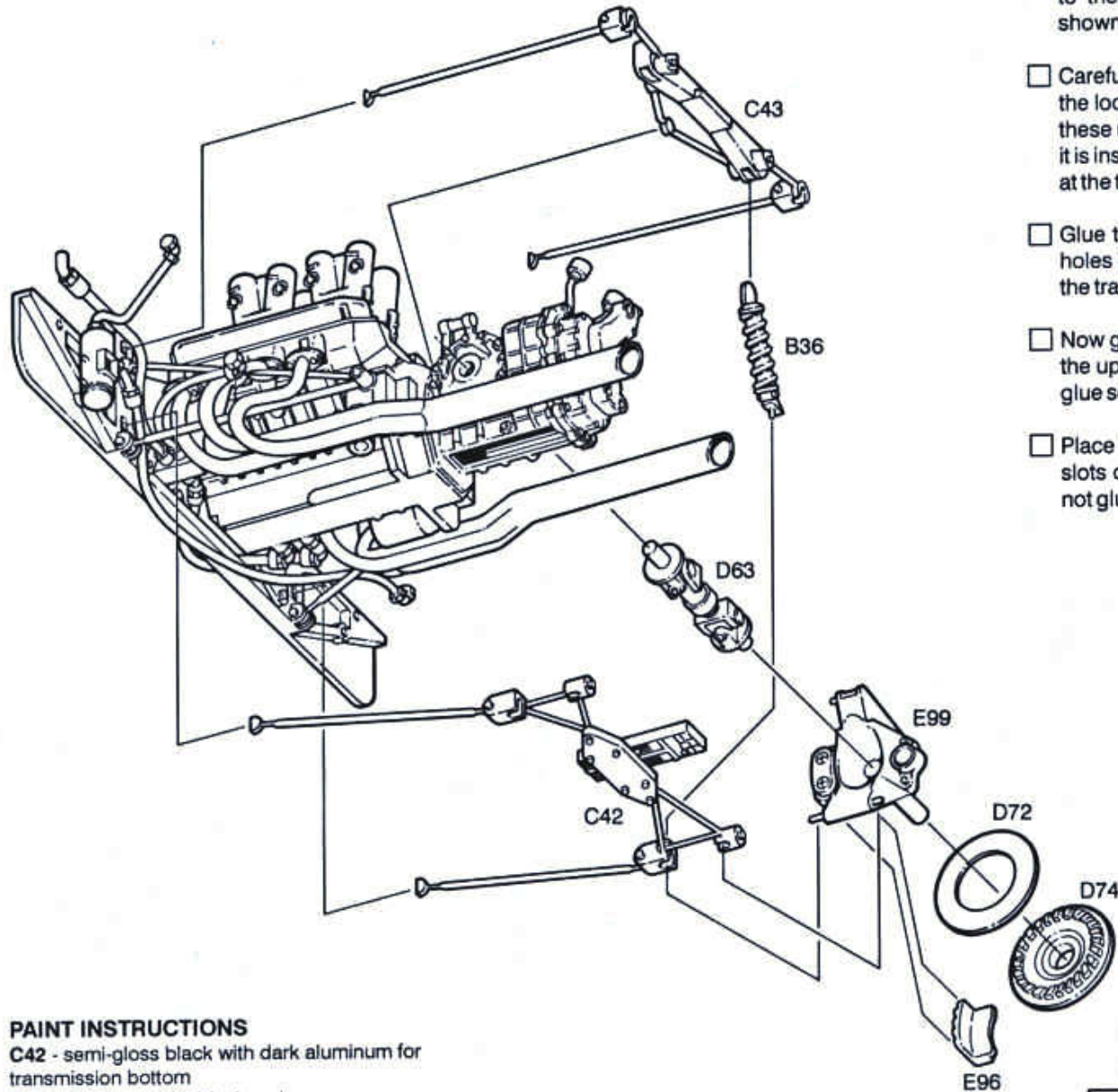


- Using the illustration as a guide, carefully locate the right header to the right side of the engine. The top right engine support rod passes between the number 1 and 2 header pipes, while the lower engine support rod passes between the number 3 and 4 header pipes. The best way to position the header is to first thread the lower right engine support rod between pipes 3 and 4, then ease the header into position as you pass pipe 2 over the upper rod and pipe 1 under the upper rod as shown. You may even find it beneficial to glue flanges 1, 3, and 4 to the head, then glue flange 2 into position after they have completely dried. Be patient and study the drawings for the proper location of the headers to the head. It can be done! You should be able to see the spark plug holes when the headers are properly in place.



- Again using the illustration as a guide, carefully locate the left header to the left side of the engine. The top right support rod passes between header pipes number 2 and 3. The lower rod also passes between the number 2 and number 3 header pipes. Glue the left side flanges to the head. As you work, be careful to keep both header assemblies horizontal to the bottom of the engine.
- After all the header pipes are in place and the glue sets, but before the glue is thoroughly dry, carefully and lightly reposition the tail pipes into horizontal alignment relative to the transaxle rear.
- Now glue the bottom leg of the right engine support (C44) to the bulkhead.

STEP 3 - REAR SUSPENSION ASSEMBLY



PAINT INSTRUCTIONS

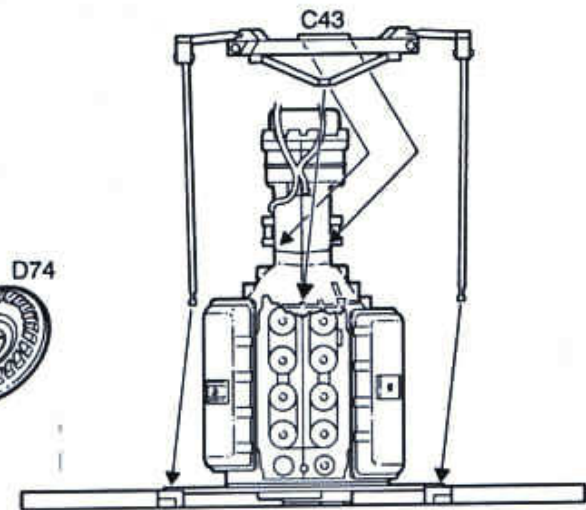
C42 - semi-gloss black with dark aluminum for transmission bottom

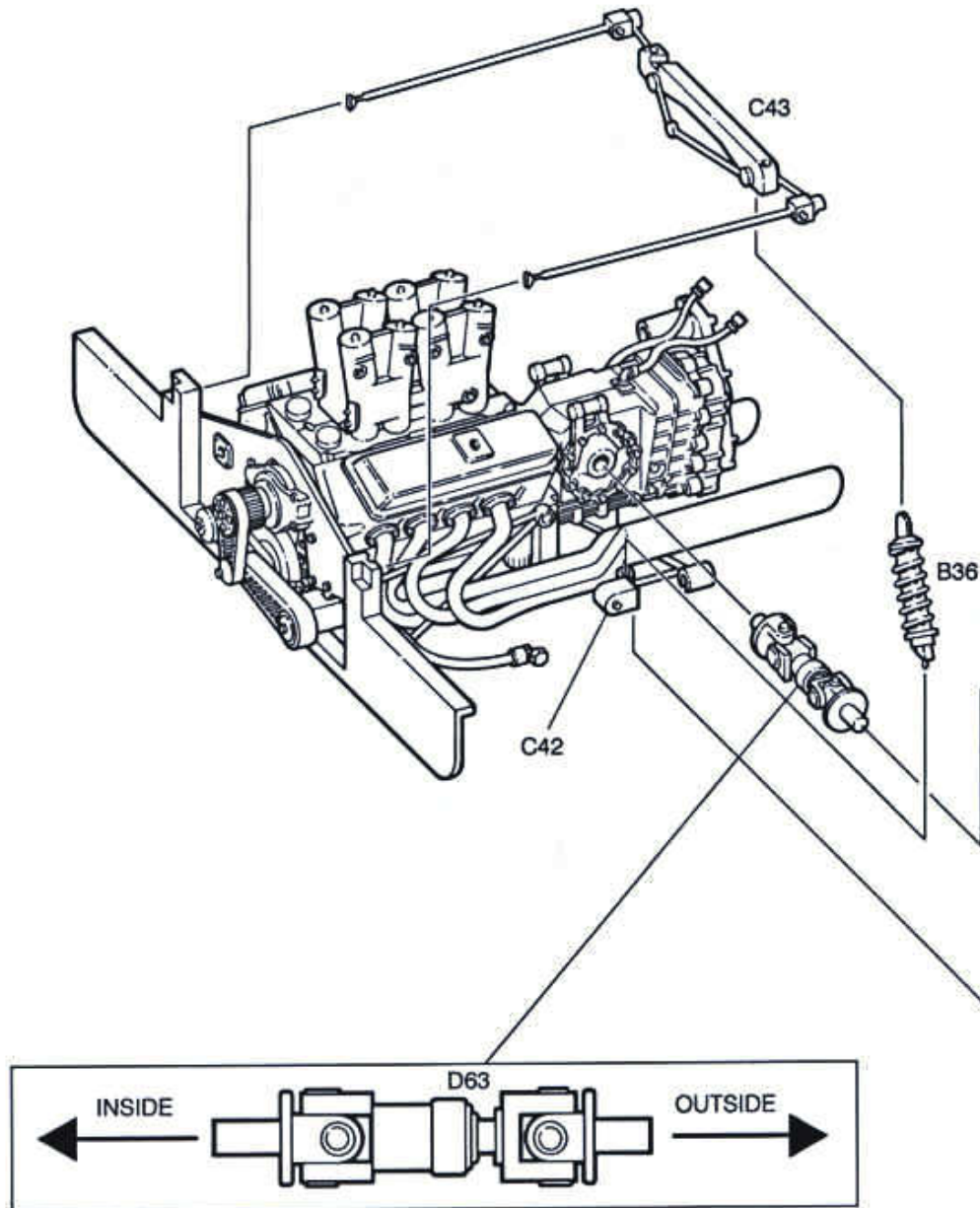
B36 - aluminum with black springs

C43 - semi-gloss black

D63, E96, E99, E100, D72, D73, D74 - steel

- Glue the lower rear suspension (C42) to the slot in the bottom of the transaxle with the forward rod ends glued to the slots in the engine plate/ rear bulkhead as shown.
- Carefully glue two rear coil/ shock absorbers (B36) into the locators on the lower rear suspension. The tops of these units will glue to the upper rear suspension when it is installed in the next step. They should angle inward at the top.
- Glue the upper rear suspension (C43) to the locating holes in the engine plate/rear bulkhead and the top of the transaxle. Keep it centered.
- Now glue the coil/shock absorbers into the locators on the upper rear suspension. Hold in alignment until the glue sets.
- Place the right rear suspension upright (E99) into the slots on the bottom of the lower rear suspension. Do not glue yet.



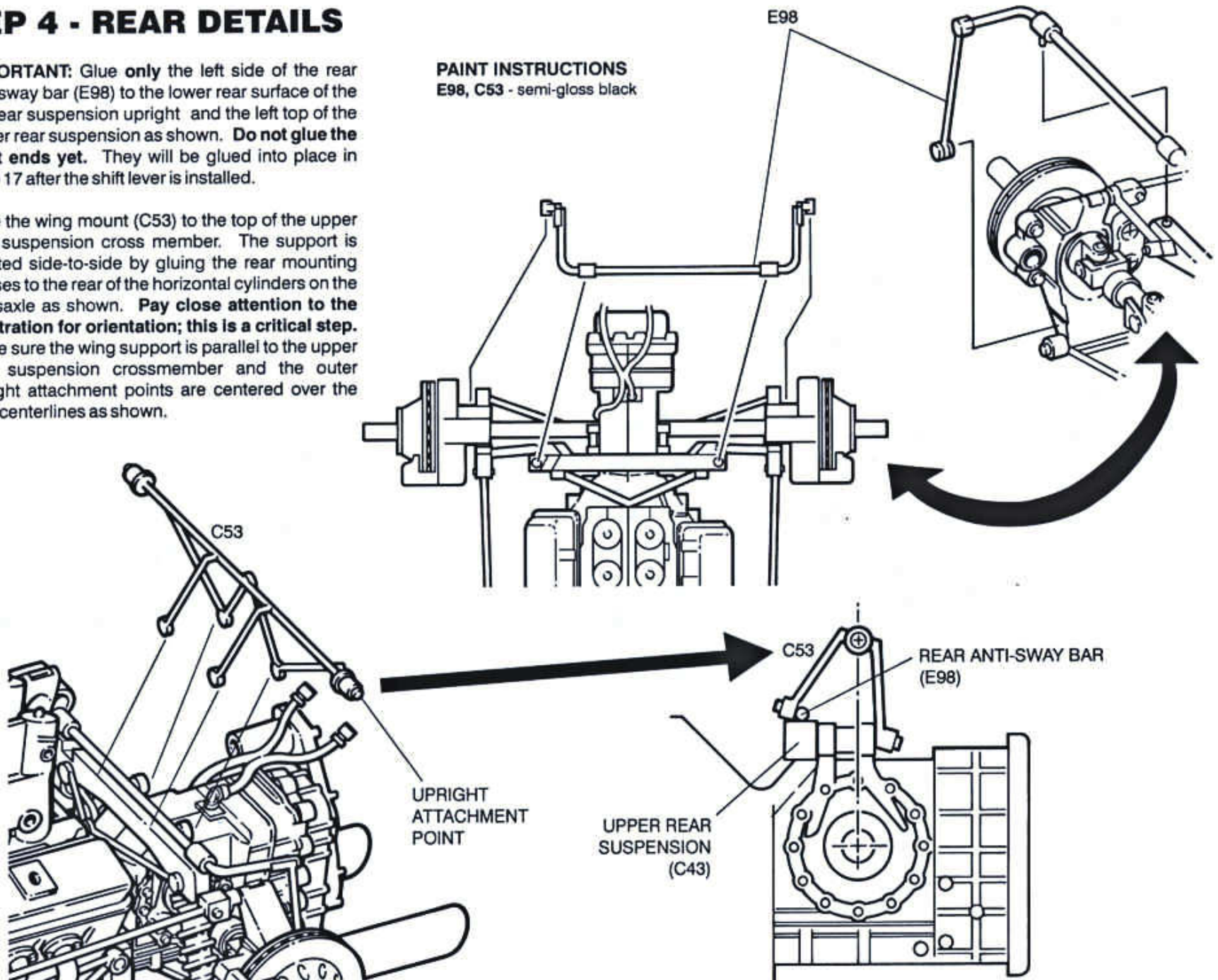


- Place one half shaft (D63) into the transaxle and into the right rear upright. Study the small illustration and note carefully the inside/outside orientation of the halfshafts. Now glue these pieces together.
- Repeat this step for the left side using the left rear upright (E100) and the other half shaft (D63), again being careful to orient the shaft correctly according to the small illustration..
- The brake assemblies are handed and directional. You may wish to keep these assemblies separated until installation.
- Assemble the rear brakes by gluing an inner brake rotor (D72) to the outer right brake rotor (D74). Slip this assembly onto the right rear axle and trap in place by carefully gluing an outer brake caliper (E96) to the right rear upright. Don't let glue get on the rotor or it won't turn.
- Repeat this process for the left rear brake assembly using an inner brake rotor (D72), outer left brake rotor (D73) and an outer brake caliper (E96).

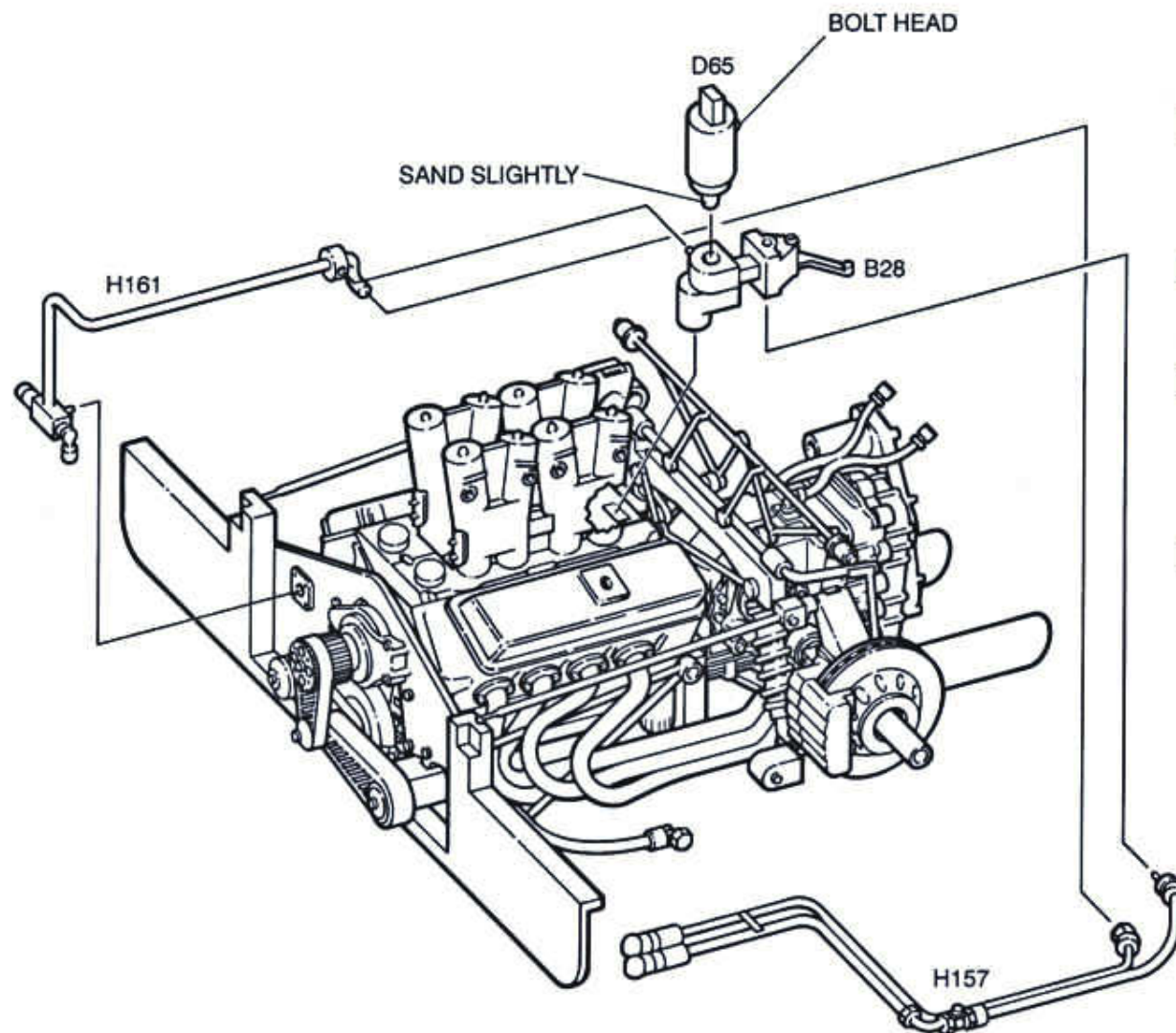
STEP 4 - REAR DETAILS

- ❑ **IMPORTANT:** Glue **only** the left side of the rear anti-sway bar (E98) to the lower rear surface of the left rear suspension upright and the left top of the upper rear suspension as shown. **Do not glue the right ends yet.** They will be glued into place in Step 17 after the shift lever is installed.
- ❑ Glue the wing mount (C53) to the top of the upper rear suspension cross member. The support is located side-to-side by gluing the rear mounting bosses to the rear of the horizontal cylinders on the transaxle as shown. **Pay close attention to the illustration for orientation; this is a critical step.** Make sure the wing support is parallel to the upper rear suspension crossmember and the outer upright attachment points are centered over the axle centerlines as shown.

PAINT INSTRUCTIONS
E98, C53 - semi-gloss black



STEP 5 - FUEL INJECTION/MAGNETO



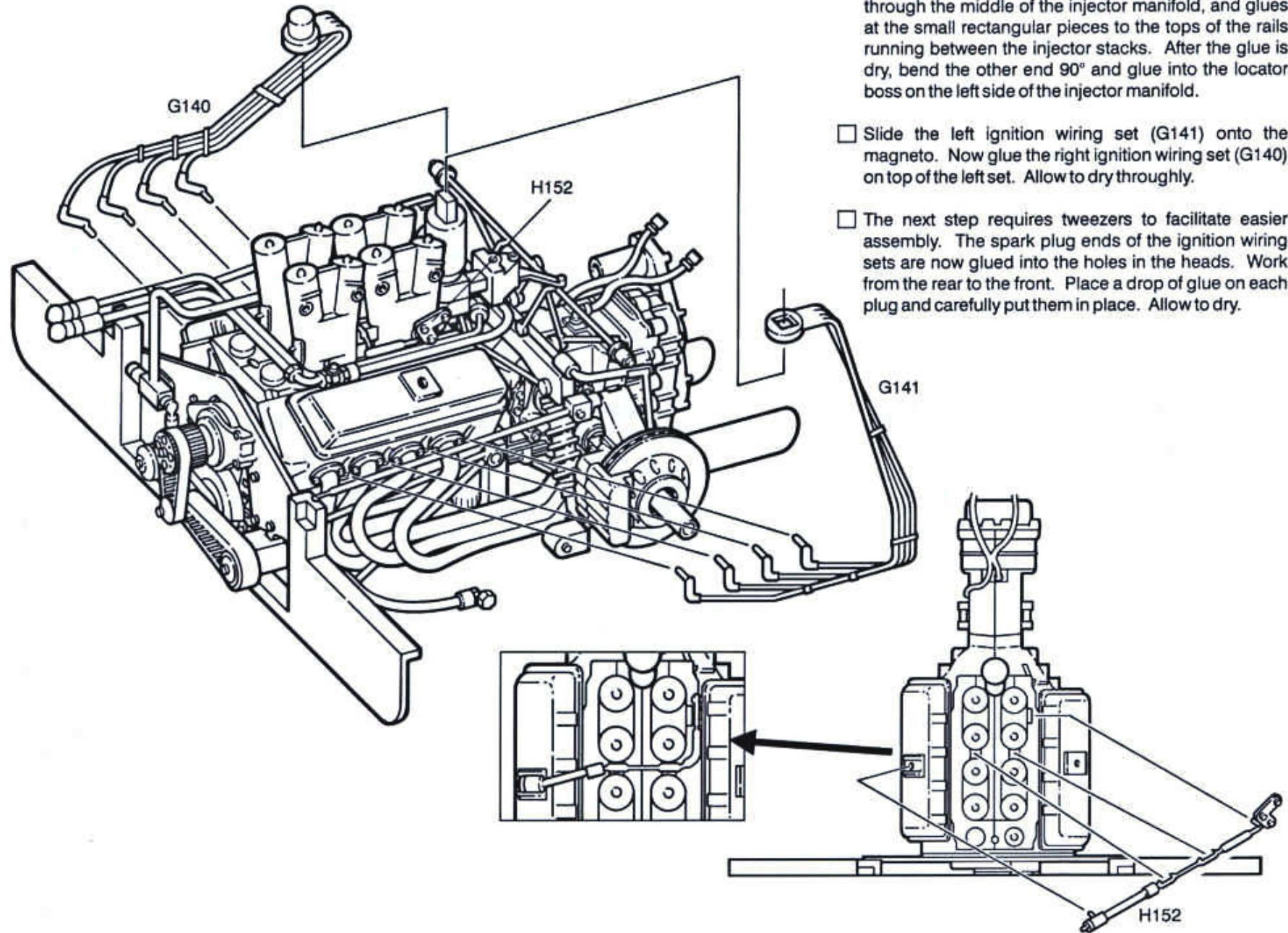
- After sanding the circumference of the round pin slightly on the bottom of the magneto base (D65) to allow for a better fit, glue the magneto base to the top of the fuel meter (B28). Make sure to have the square locator on the top of the magneto base parallel to the direction of the engine, and orient the small bolt head at the top of the magneto base toward the rear.
- Glue the longer rear end of the fuel return lines (H157), the end with the small pin, into the hole underneath the rear of the fuel meter (B28). Allow to dry completely.
- Glue the fuel meter assembly to the locator at the rear of the intake manifold assembly. Check the alignment and allow to dry thoroughly.
- Lay and lightly glue the fuel return lines (H157) along the left side of the injectors. If necessary, refer to the Step 6 illustration to understand the positioning. The front ends of these lines will eventually connect to the fuel pump in a later step.
- Glue the fuel regulator and line (H161) to the front of the engine plate/rear bulkhead. Let this dry thoroughly before bending and routing the line back along the right side of the fuel injection manifold and gluing to the pin on the side of the fuel injection meter.

PAINT INSTRUCTIONS

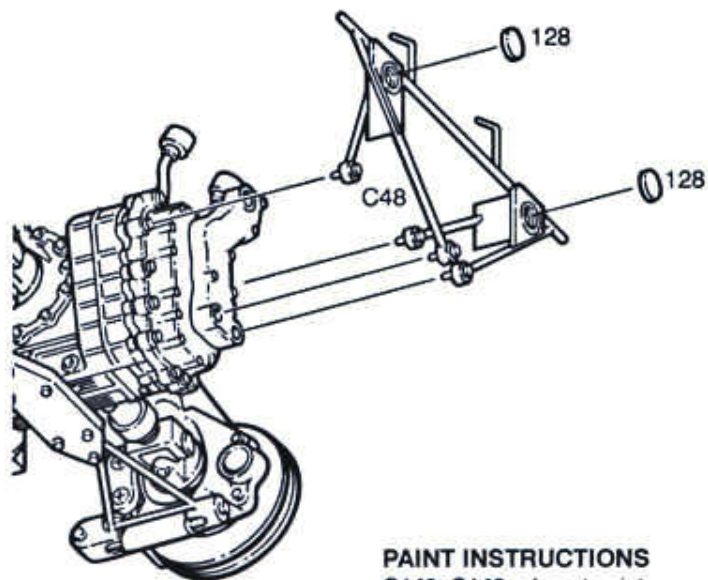
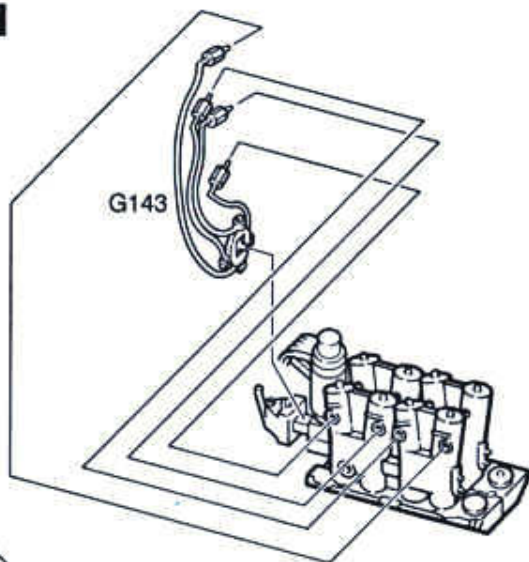
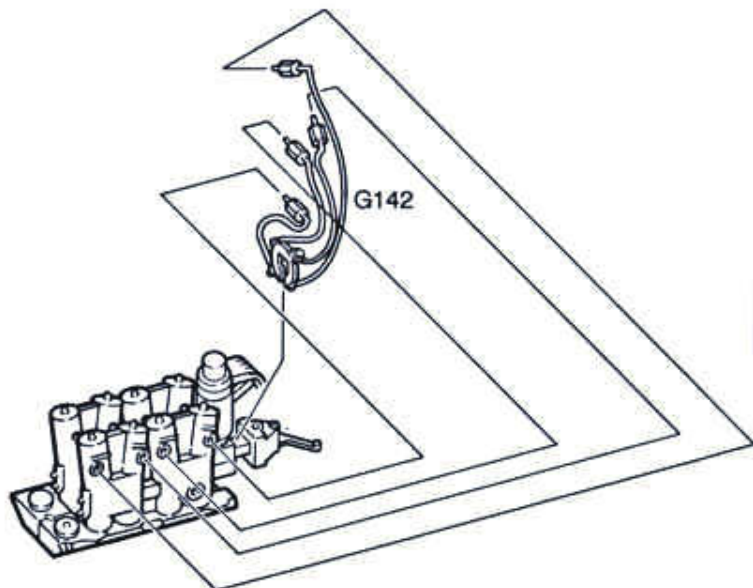
B28, D65 - semi-gloss black
H161, H157 - (vinyl) do not paint hose; connections can be painted with transparent blue and red to simulate fittings

SOME PREVIOUSLY ASSEMBLED PARTS OMITTED FOR CLARITY

STEP 6 - THROTTLE LINKAGE/IGNITION WIRES

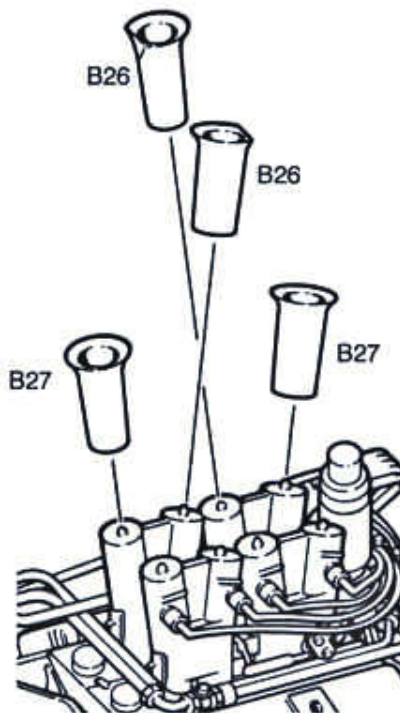


STEP 7 - ENGINE COMPLETION



PAINT INSTRUCTIONS

G142, G143 - do not paint
C48, B26, B27 - semi-gloss black



You may wish to slightly enlarge the fuel injector holes on the injector manifold to ease the upcoming installation of the fuel injection lines. Also, trim the nipples on the ends of the left fuel injection harness (G142) and the right fuel injection harness (G143) to approximately half of their molded length to ease assembly.

Place the left fuel injection harness (G142) onto the tab on the rear of the fuel injection meter. The opening should point downward as shown. It's not necessary to glue this piece.

Now add the right fuel injection harness (G143) behind the left harness. The opening should point to the lower left side of the engine. Again, gluing isn't necessary.

Now carefully route the injector lines to the sides of the injection manifold and glue in place.

Glue the two brake lights (128) to the locators on the rear body support (C48). The tail lights can be made more realistic by painting the backs of the lenses with bright silver and using white glue as an adhesive.

Glue the rear body support (C48) to the rear of the transaxle.

Finally, add the 4 inner (center) fuel injector stacks (B26) and 4 outer (ends) fuel injector stacks (B27) to the tops of the injector manifold. The flat surfaces on the inner stacks should rest against each other. Make sure that all of the stacks are firmly mounted on the fuel injection manifold to insure that the stacks maintain the correct angles. Time to take a break now. Let it dry and just stare at it.

STEP 8 - TUB ASSEMBLY

PAINT INSTRUCTIONS

A11, A12 - bright aluminum or metalizer with outside painted black and white as indicated

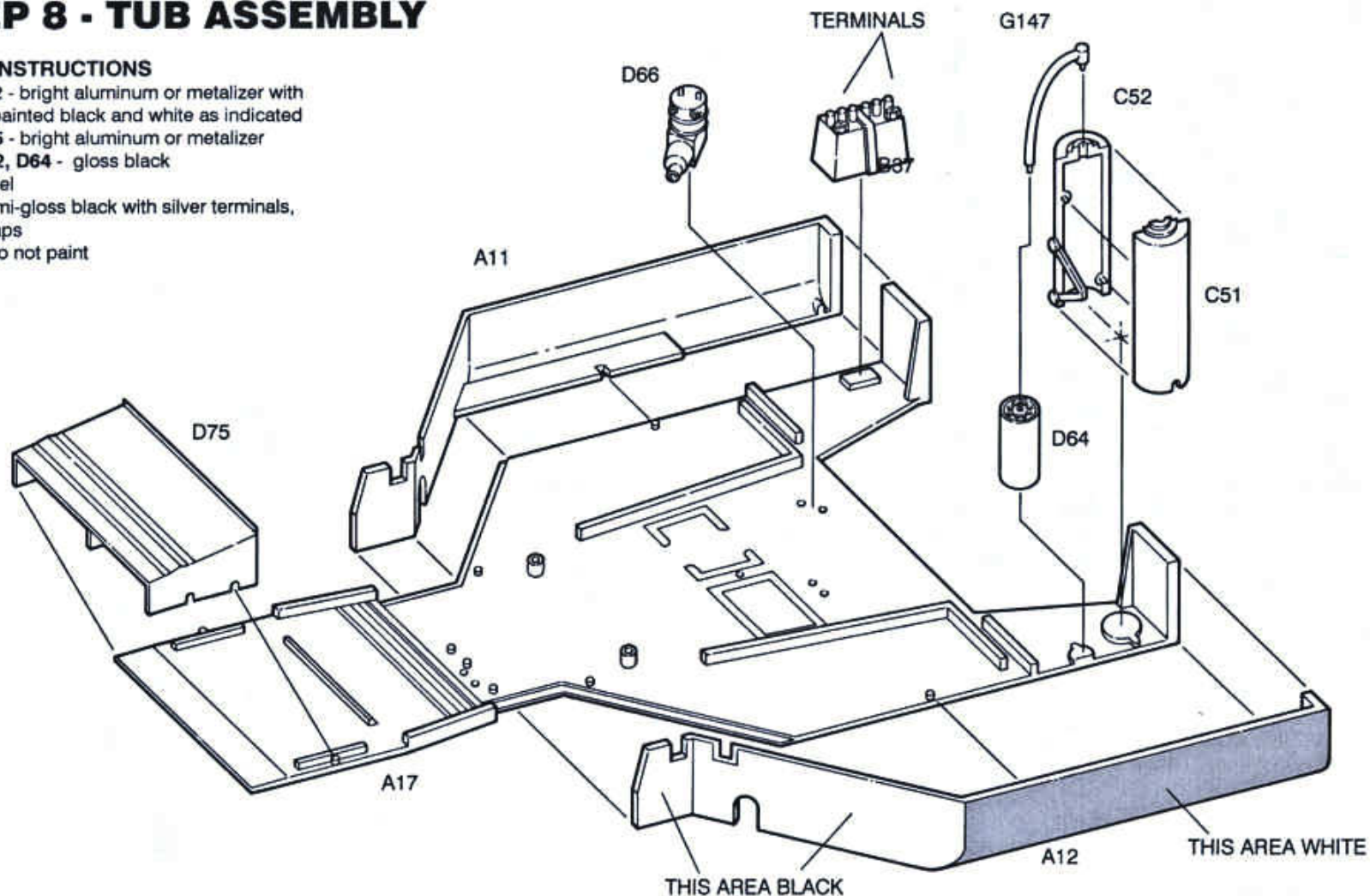
A17, D75 - bright aluminum or metalizer

C51, C52, D64 - gloss black

D66 - steel

B37 - semi-gloss black with silver terminals, yellow caps

G147 - do not paint

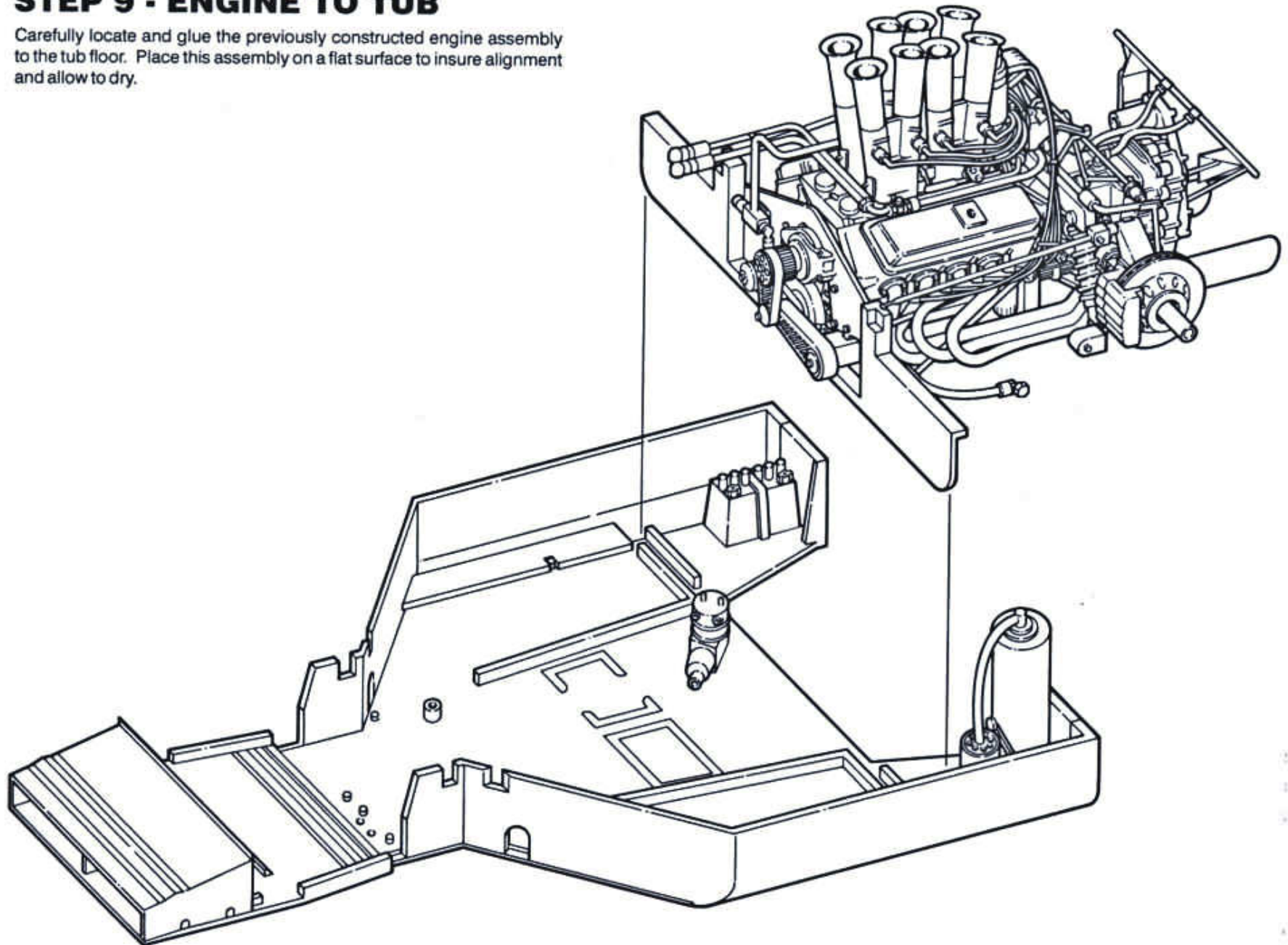


- Begin this assembly by gluing the right tub side (A11) to the tub bottom (A17).
- Glue the left tub side (A12) to the tub bottom.
- Glue the battery (B37) to the locator on the tub bottom, with the terminals to the inside.
- Glue the overflow catch tank (D64) to the tub floor.

- Glue the fuel pump/surge tank (D66) to the tub bottom.
- Glue the dry sump oil tank halves (C51) and (C52) together. When dry, clean up the seam and glue the assembly to the tub floor.
- Glue the dry sump overflow line (G147) between the tops of the dry sump tank and the center hole in the overflow catch tank.
- Glue the radiator duct (D75) to the front of the tub.

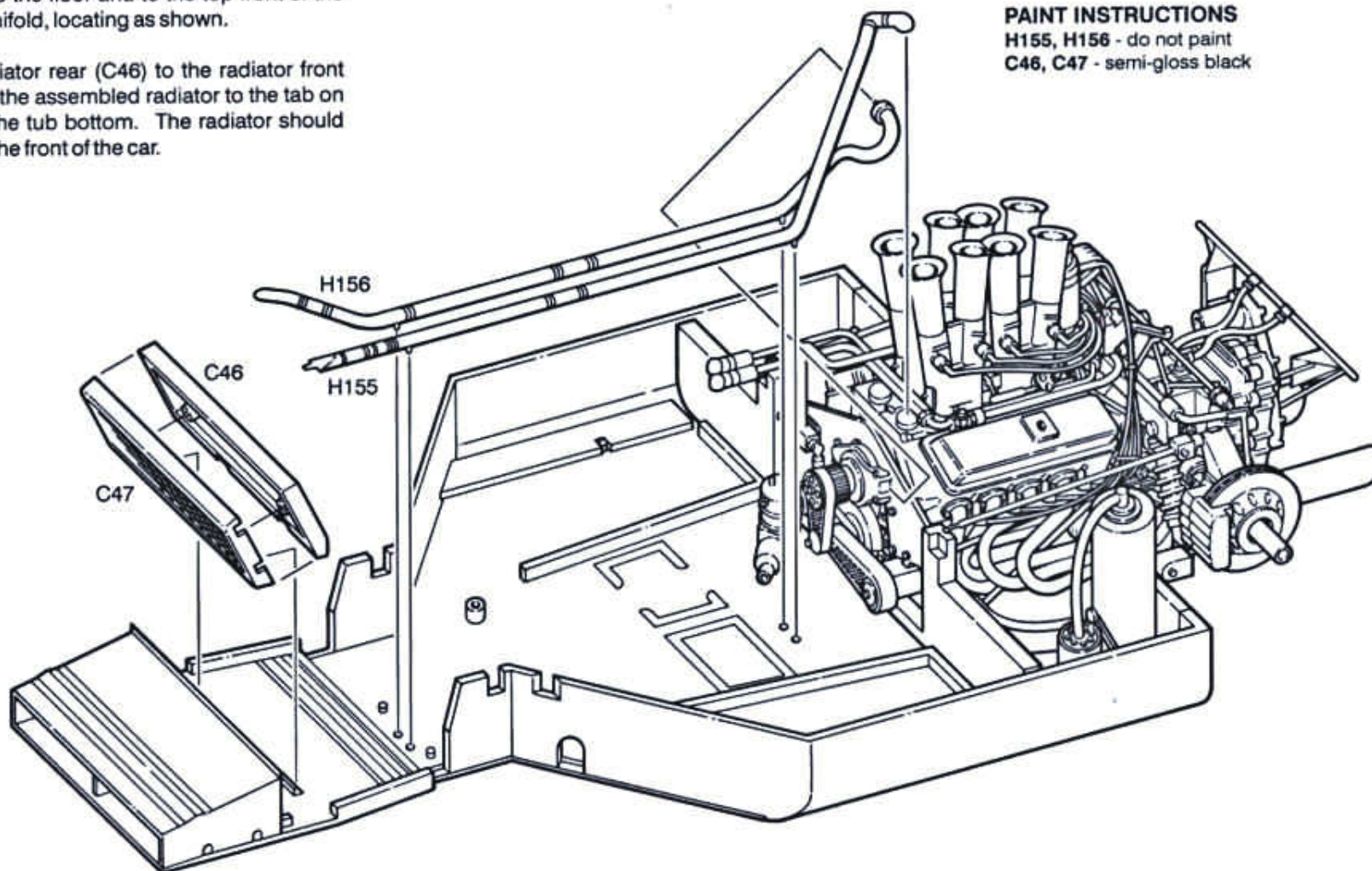
STEP 9 - ENGINE TO TUB

Carefully locate and glue the previously constructed engine assembly to the tub floor. Place this assembly on a flat surface to insure alignment and allow to dry.



STEP 10 - RADIATOR/HOSES

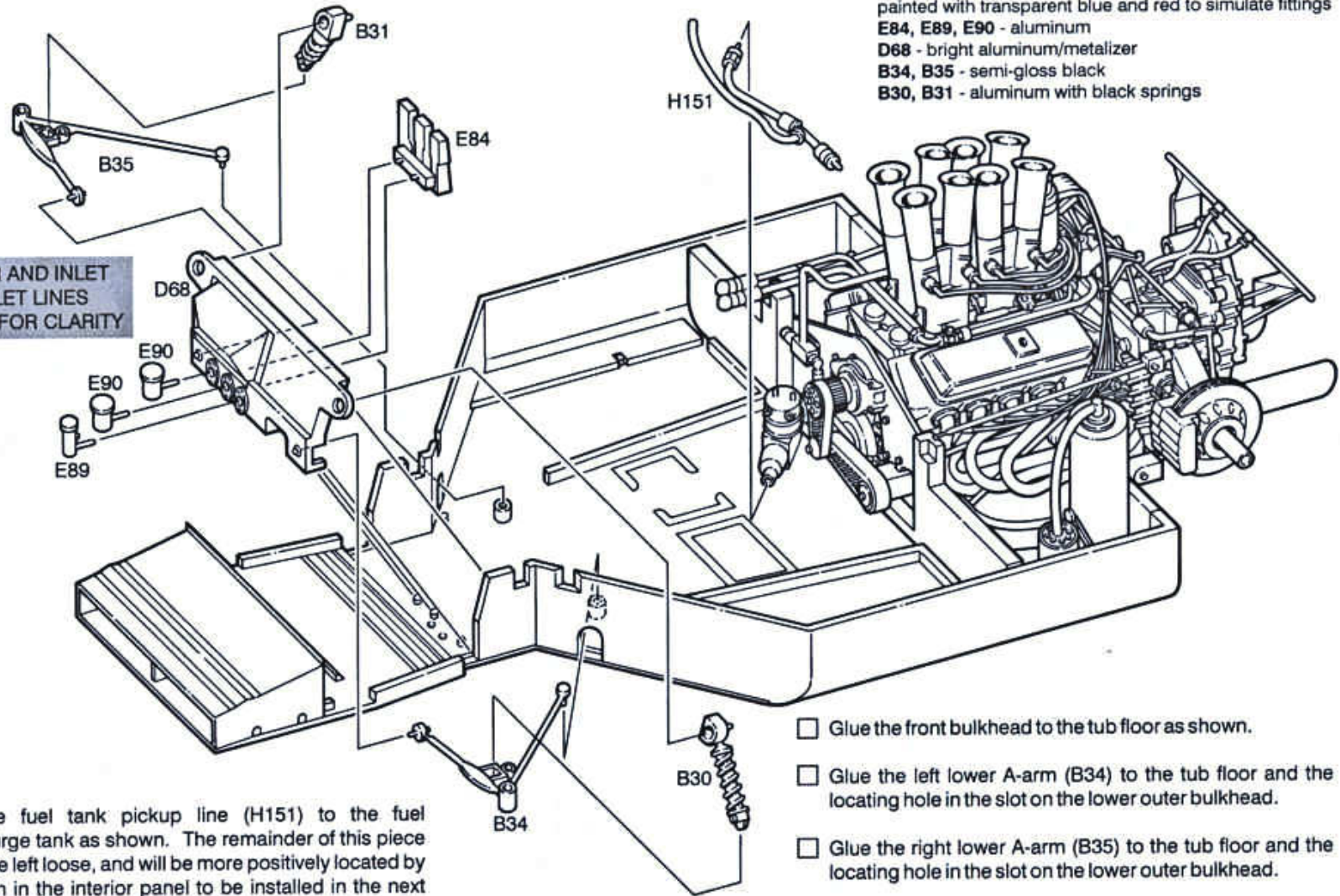
- Glue the radiator inlet line (H156) to the floor and to the side of the water pump on the front of the engine, locating as shown.
- Carefully trim away the nipple from the center of the circular hose attachment point on the left front of the injection manifold. Glue the radiator outlet line (H155) to the floor and to the top front of the injection manifold, locating as shown.
- Glue the radiator rear (C46) to the radiator front (C47). Glue the assembled radiator to the tab on the front of the tub bottom. The radiator should lean toward the front of the car.



PAINT INSTRUCTIONS
H155, H156 - do not paint
C46, C47 - semi-gloss black

STEP 11 - FRONT BULKHEAD

RADIATOR AND INLET AND OUTLET LINES OMITTED FOR CLARITY



PAINT INSTRUCTIONS

H151 - (vinyl) do not paint hose; connections can be painted with transparent blue and red to simulate fittings

E84, E89, E90 - aluminum

D68 - bright aluminum/metalizer

B34, B35 - semi-gloss black

B30, B31 - aluminum with black springs

- Glue the fuel tank pickup line (H151) to the fuel pump/surge tank as shown. The remainder of this piece should be left loose, and will be more positively located by the notch in the interior panel to be installed in the next step. (This part is not visible when the model is complete and may be omitted.)
- Glue the pedal unit (E84) to the front bulkhead (D68).
- Glue two brake hydraulic reservoirs (E90) and the clutch hydraulic reservoir (E89) to the front of the front bulkhead.

- Glue the front bulkhead to the tub floor as shown.
- Glue the left lower A-arm (B34) to the tub floor and the locating hole in the slot on the lower outer bulkhead.
- Glue the right lower A-arm (B35) to the tub floor and the locating hole in the slot on the lower outer bulkhead.
- Glue the left front coil/shock absorber (B30) to the forward locator on the lower A-arm and the top of the front bulkhead. The hole in the shock top points forward.
- Glue the right front coil/shock absorber (B31) to the forward locator on the lower A-arm and the top of the front bulkhead. The hole in the shock top points forward.

STEP 12 - INTERIOR PANEL

- Glue the forward ends of the fuel return lines (H157, Step 5) to the two nipples on the top of the fuel pump/surge tank (D66, Step 8) located on the inside of the tub bottom. (The connectors must be forced into 90° bends and glued one at a time.)
- Glue the fire bottle (E83) to the left side of the interior panel (D77). The nozzle should point toward the driver.
- Glue the interior panel (D77) to the tub floor.

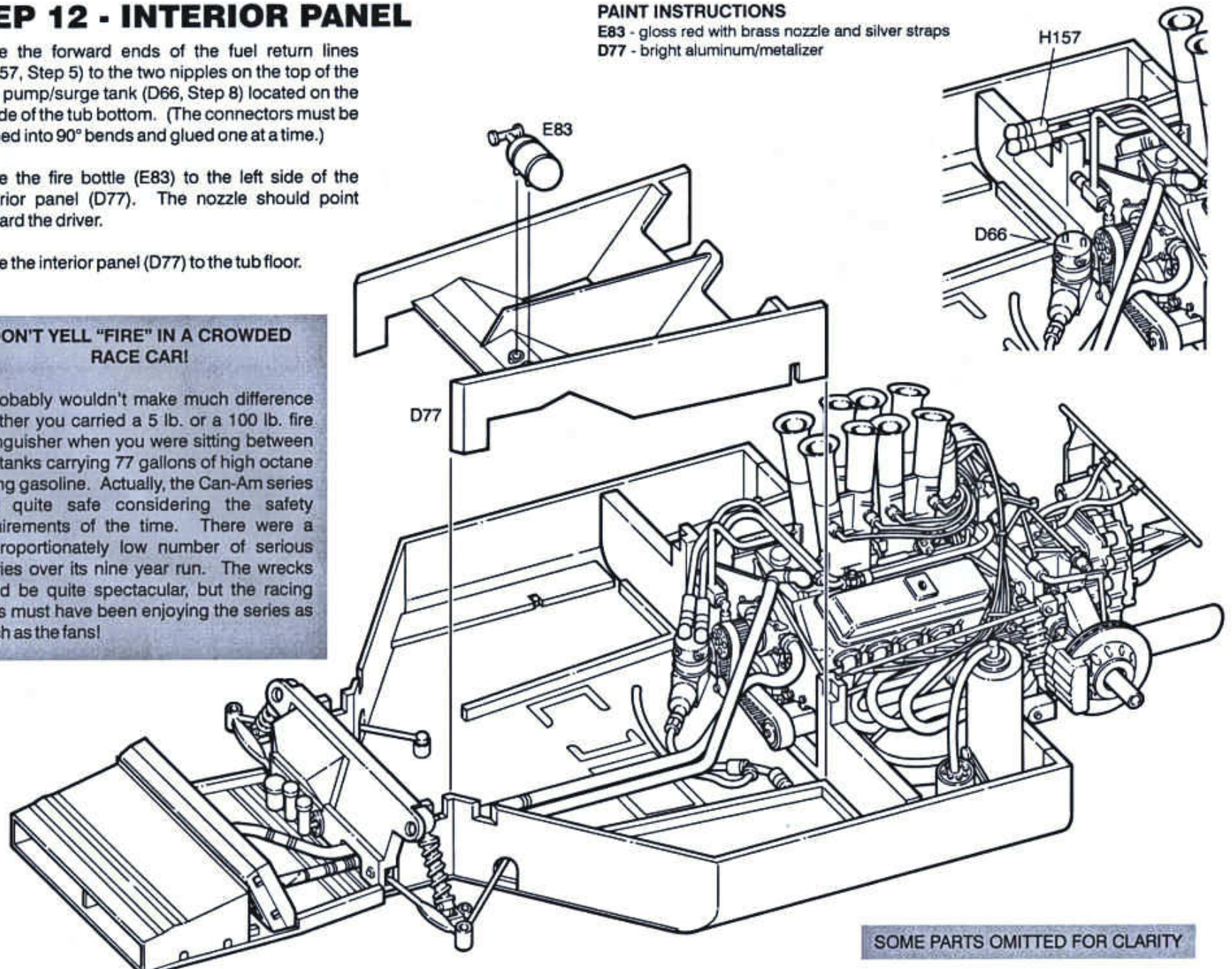
DON'T YELL "FIRE" IN A CROWDED RACE CAR!

It probably wouldn't make much difference whether you carried a 5 lb. or a 100 lb. fire extinguisher when you were sitting between fuel tanks carrying 77 gallons of high octane racing gasoline. Actually, the Can-Am series was quite safe considering the safety requirements of the time. There were a disproportionately low number of serious injuries over its nine year run. The wrecks could be quite spectacular, but the racing gods must have been enjoying the series as much as the fans!

PAINT INSTRUCTIONS

E83 - gloss red with brass nozzle and silver straps

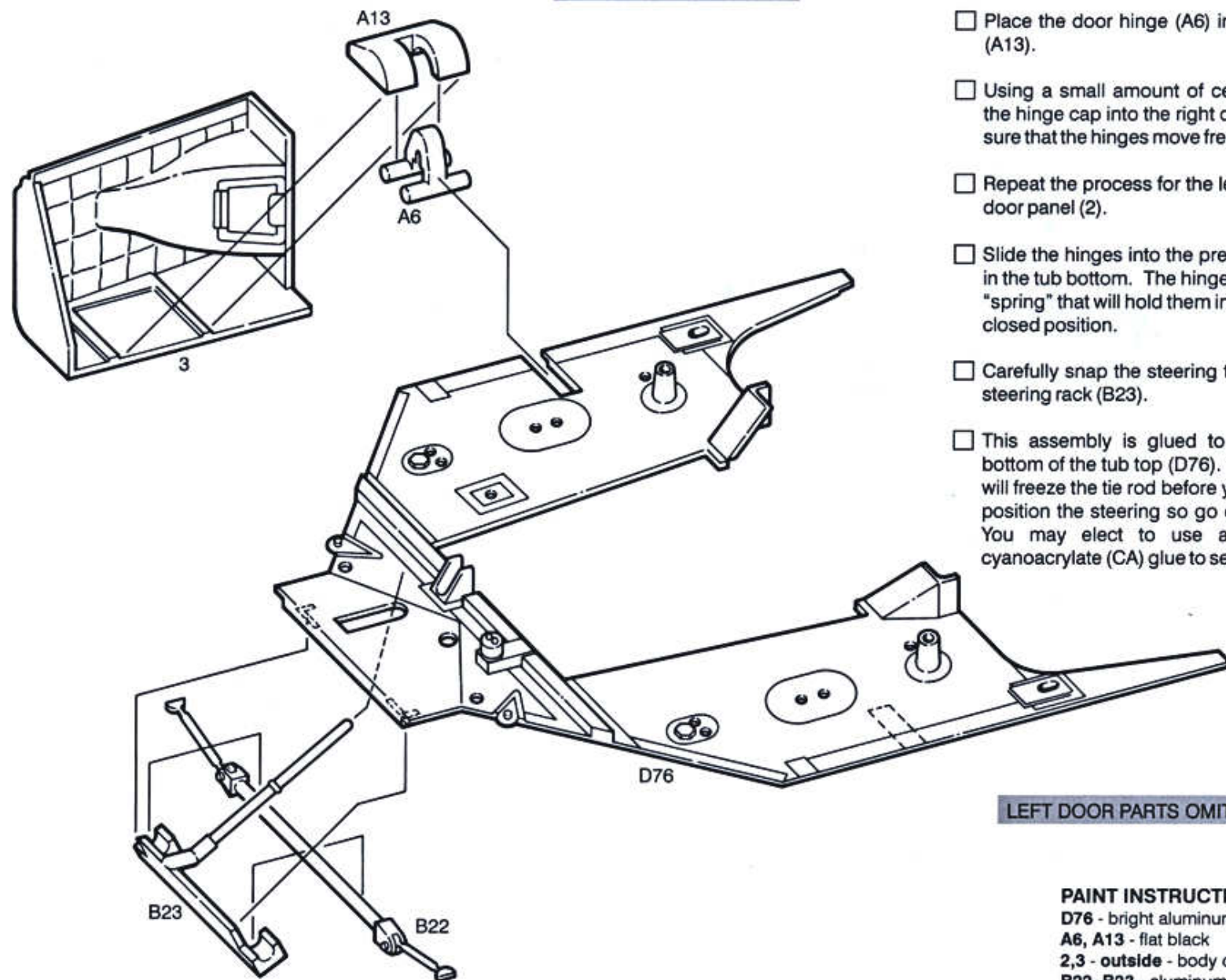
D77 - bright aluminum/metalizer



SOME PARTS OMITTED FOR CLARITY

STEP 13 - TUB TOP

REFER TO STEP 32 FOR
ALTERNATE DOOR
INSTALLATION



- If you are building a car with opening doors, you will need to cut out the slots in the bottom of the tub top (D76) as shown.
- Place the door hinge (A6) in the door hinge cap (A13).
- Using a small amount of cement, carefully glue the hinge cap into the right door panel (3). Make sure that the hinges move freely inside the cap.
- Repeat the process for the left door using the left door panel (2).
- Slide the hinges into the previously opened slots in the tub bottom. The hinges will provide a slight "spring" that will hold them in either the opened or closed position.
- Carefully snap the steering tie rod (B22) into the steering rack (B23).
- This assembly is glued to the locator on the bottom of the tub top (D76). Too much glue here will freeze the tie rod before you have a chance to position the steering so go easy on the cement. You may elect to use a small amount of cyanoacrylate (CA) glue to secure this assembly.

LEFT DOOR PARTS OMITTED FOR CLARITY

PAINT INSTRUCTIONS

D76 - bright aluminum/metalizer

A6, A13 - flat black

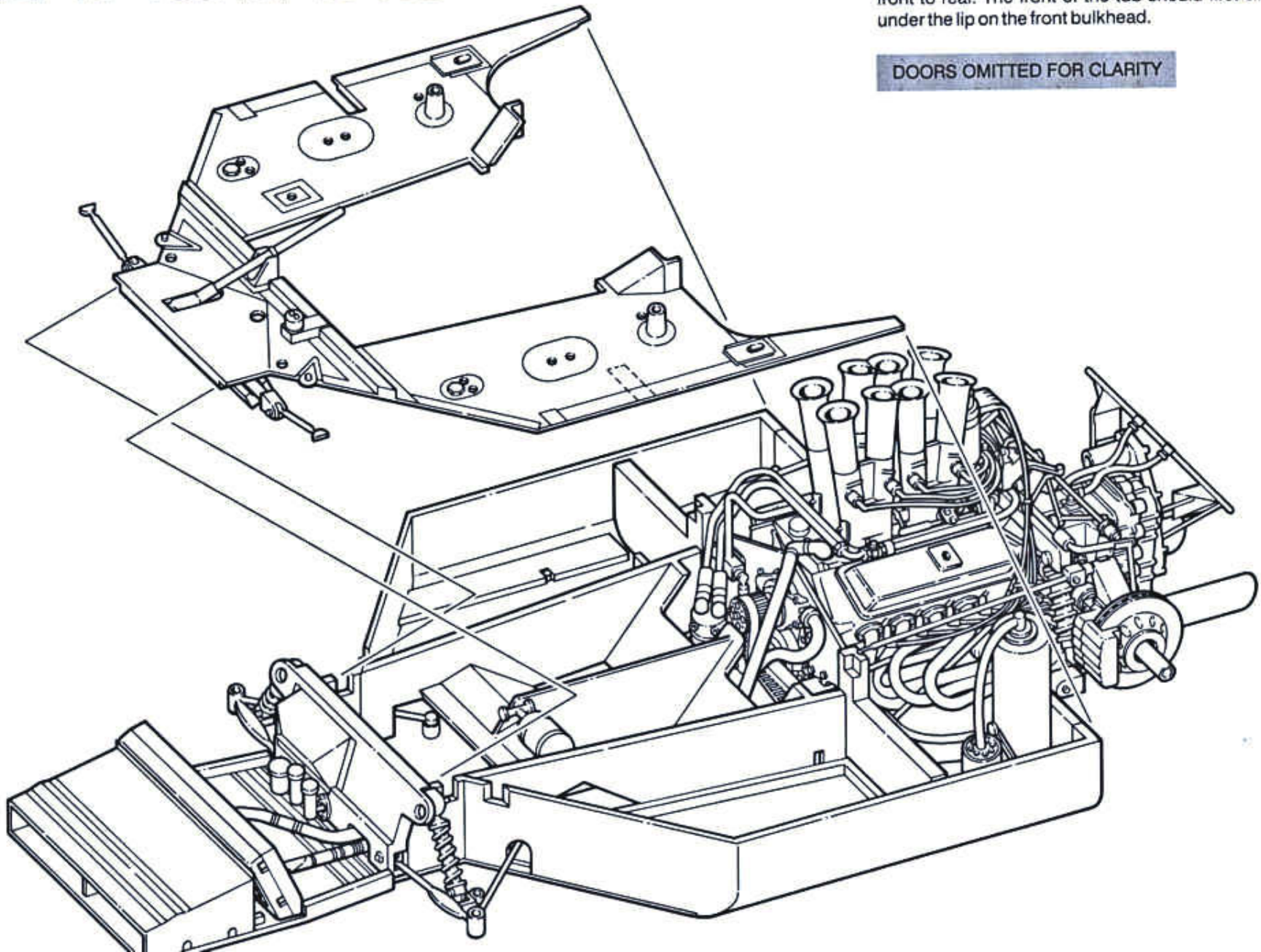
2,3 - **outside** - body color, **inside** - flat black

B22, B23 - aluminum

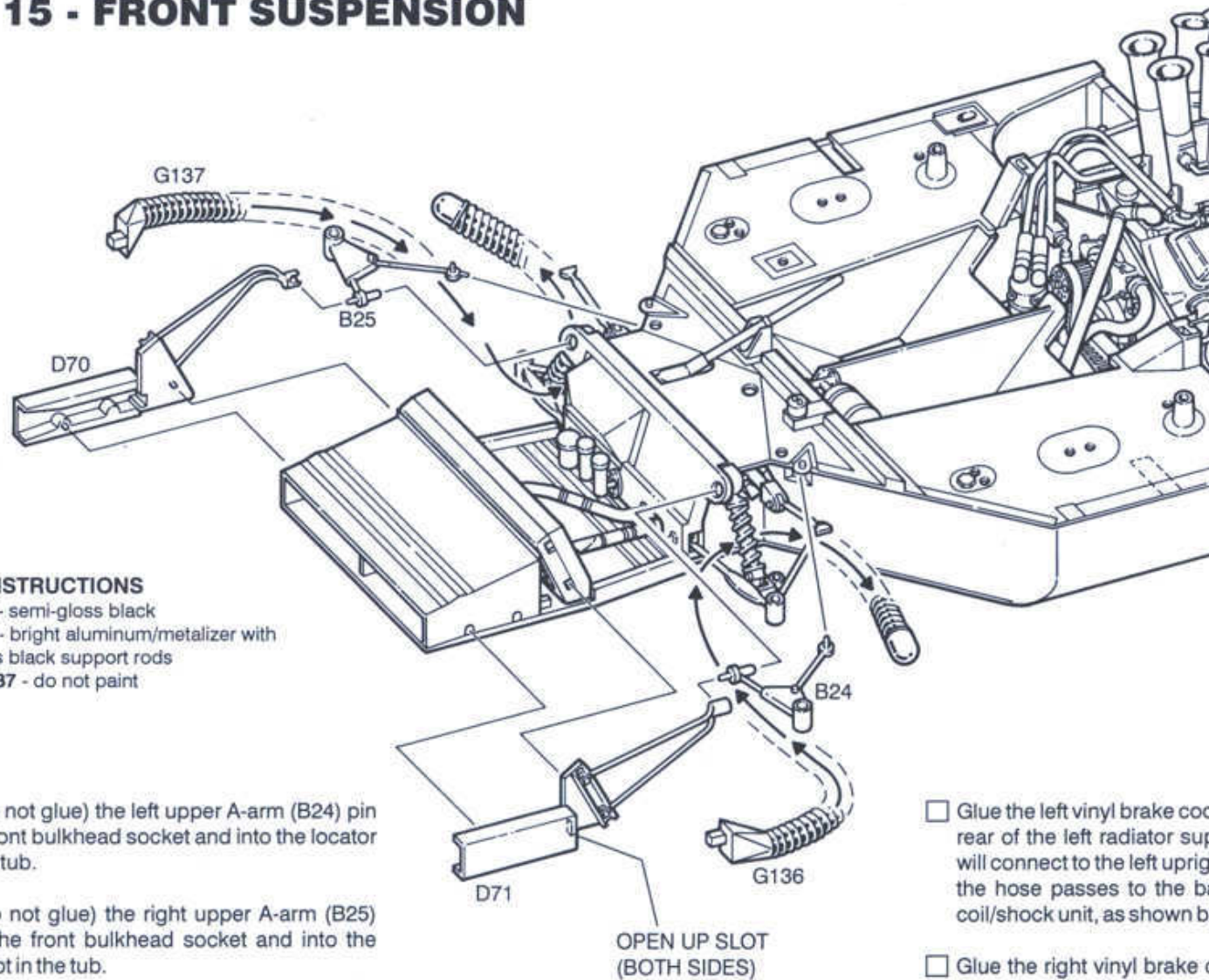
STEP 14 - TUB TOP TO TUB

Carefully glue the tub top in place working from front to rear. The front of the tub should first slip under the lip on the front bulkhead.

DOORS OMITTED FOR CLARITY



STEP 15 - FRONT SUSPENSION



PAINT INSTRUCTIONS

B24, B25 - semi-gloss black
D70, D71 - bright aluminum/metalizer with semi-gloss black support rods
G135, G137 - do not paint

- Place (do not glue) the left upper A-arm (B24) pin into the front bulkhead socket and into the locator slot in the tub.
- Place (do not glue) the right upper A-arm (B25) pin into the front bulkhead socket and into the locator slot in the tub.
- Glue the right radiator support/brake duct (D70) to the right side of the radiator duct. Do not glue the portion that touches the upper A-arm yet.
- Glue the left radiator support/brake duct (D71) to the left side of the radiator duct. Do not glue the portion that touches the upper A-arm yet.

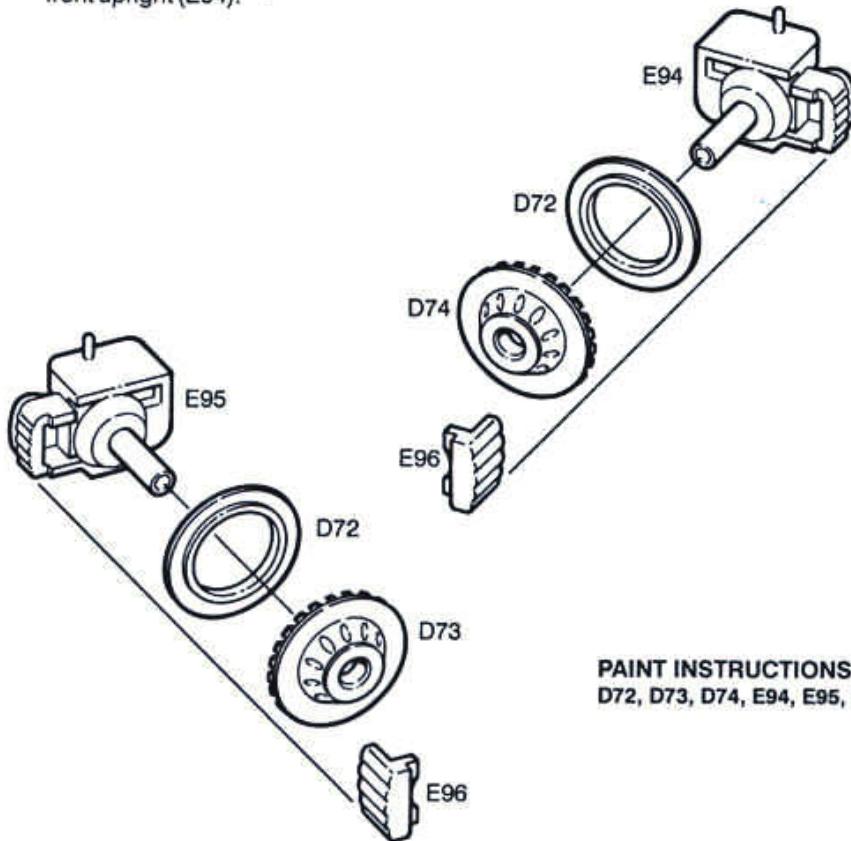
- Glue the left vinyl brake cooling hose (G136) to the rear of the left radiator support/brake duct. This will connect to the left upright later. Make sure that the hose passes to the back/interior side of the coil/shock unit, as shown by arrows.
- Glue the right vinyl brake cooling hose (G137) to the rear of the right radiator support/brake duct. This will connect to the right upright later. Make sure that the hose passes to the back/interior side of the coil/shock unit, as shown by arrows.

STEP 16 - FRONT BRAKES/HUBS

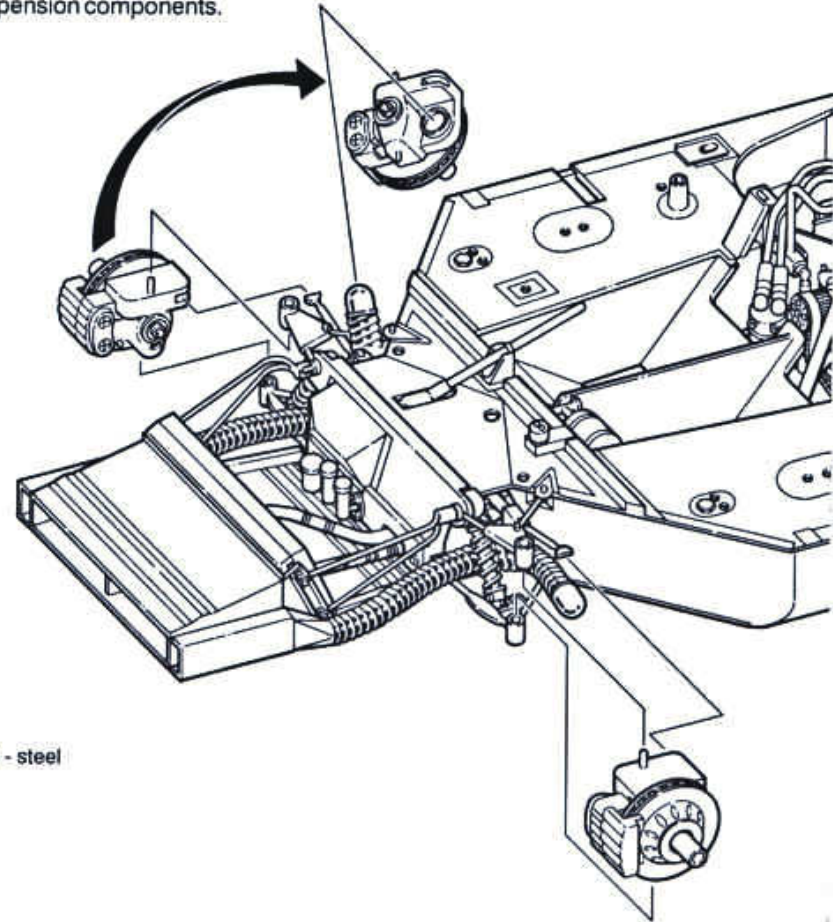
Remember, the disc brake rotors are handed and should be kept separate until installation.

- Assemble the left front brakes by gluing an inner brake rotor (D72) to the outer left brake rotor (D73). Slip this assembly onto the left front upright (E95) and trap in place by carefully gluing an outer brake caliper (E96) to the left front upright. Don't let glue get on the rotor or it won't turn.
- Repeat this process for the right front brake assembly using an inner brake rotor (D72), outer right brake rotor (D74), an outer brake caliper (E96) and the right front upright (E94).

- Snap the left and right front uprights in place between the left and right upper and lower A-arms. The steering may be posed at this time by locating the steering tie rods into the slots in the inside upper rear of the uprights and gluing them in place. Working one side at a time, glue all elements of the first side (except the rear of the brake cooling hose) into position, posing the one spindle as desired.
- After that side is completely dry, glue all elements of the other side. When all glue sets, glue the rear of the brake cooling hoses into place.
- You may now glue all of the previously unglued suspension components.



PAINT INSTRUCTIONS
D72, D73, D74, E94, E95, E96 - steel



STEP 17 - TUB DETAILS

- Glue two fuel line blockoffs (G146) to the tub top.
- Glue the left fuel surge line (H162) to the left tub top.
- Glue the right fuel surge line (H160) to the right tub top.
- Glue two fuel caps (F115) to the tub tops.
- Glue the left fuel return line (H158) to the left tub top and the right hand inlet on the top side of the fuel pump as shown. Tweezers are very handy here to pull the fuel return line away from the engine drive pulley. Place a drop of glue on the right side of the water pump and attach hose there.
- Install the shift lever (E91) by lifting the right side of the rear anti-sway bar (E98 - the end left unglued in Step 4) and carefully feeding the rear of the shift lever underneath the sway bar and through the slot in the top of the upper rear suspension crossmember. Now glue the forward end of the shift lever to the tub and the rear end into the hole in the shifter housing as shown. Glue the upper and lower right ends of the rear anti-sway bar into place. Refer to Step 4 for placements.

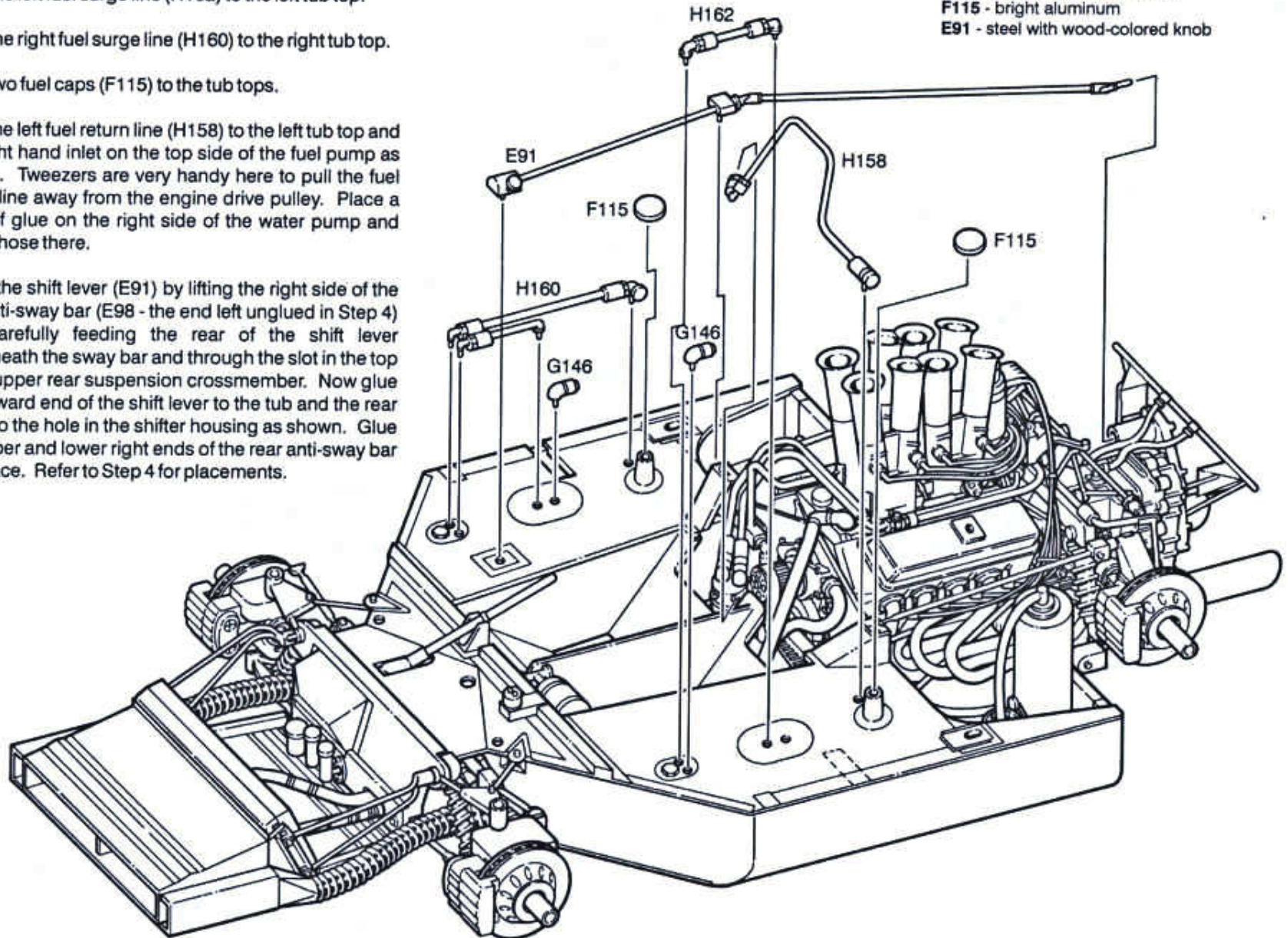
PAINT INSTRUCTIONS

G146 - do not paint

H158, H160, H162 - do not paint hose; connections can be painted with transparent blue and red to simulate fittings

F115 - bright aluminum

E91 - steel with wood-colored knob



STEP 18 - DASH/TUB DETAILS

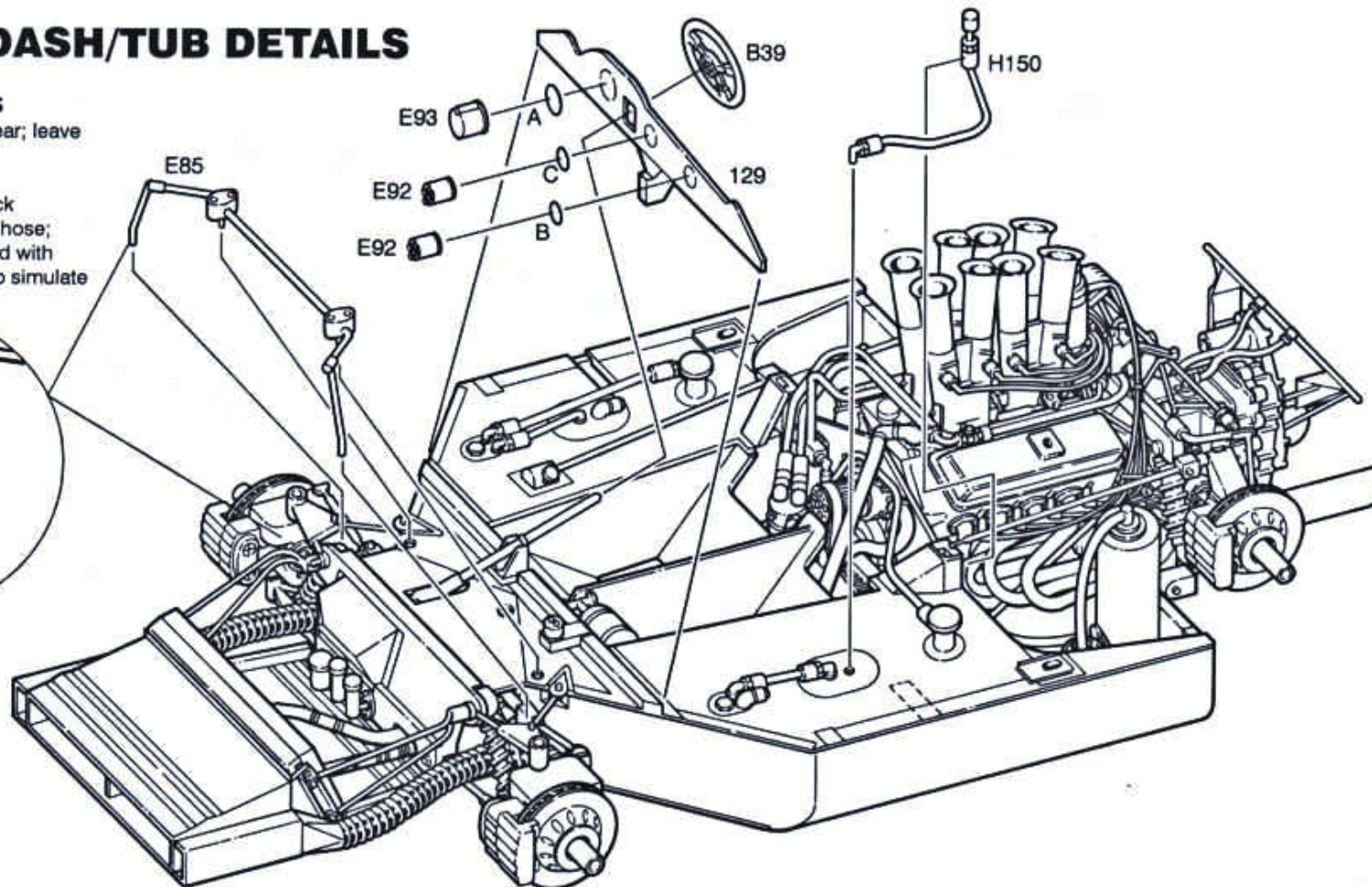
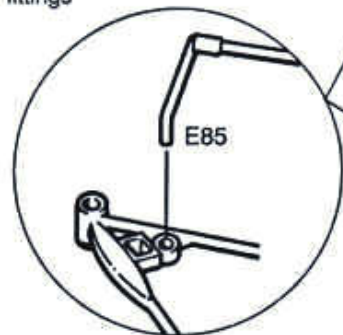
PAINT INSTRUCTIONS

129 - flat black front and rear; leave instrument areas clear

E92, E93 - aluminum

B39, E85 - semi-gloss black

H150 - (vinyl) do not paint hose; connections can be painted with transparent blue and red to simulate fittings



- Paint the front and back of the instrument panel (129), leaving both the front and back of the instrument areas unpainted.
- Apply the instrument decals to the fronts of the three instrument housings. Decal A goes on the tachometer housing (E93). Decal B goes on the fuel pressure/water temperature gauge housing (E92). Decal C goes on the oil temperature/oil pressure gauge housing (E92).
- After these decals are thoroughly dry, glue the instrument housings to the back of the

instrument panel (129) with white glue. The tachometer goes furthest to the right and the fuel pressure/water temperature gauge goes furthest to the left.

- When this assembly is dry, glue the instrument panel to the top of the tub, sliding the steering column through the opening.
- Glue the steering wheel (B39) to the steering column. Be sure to orient the wheel to match the position of the front wheels and position it perpendicular to the steering column.

- Glue the front anti-sway bar (E85) to the holes in the tub top and into the holes behind the front coil/shock attachments in the lower front A-arms.

- Glue the left fuel vent line (H150) to the tub top. Now glue the end of the left fuel vent line (H150) to the rear of the engine plate/rear bulkhead (D58). Turn the end 90° and affix vertically to the rear face of the engine plate/rear bulkhead at the base of the roll bar mount. Allow the very end to stand free for venting to the atmosphere.

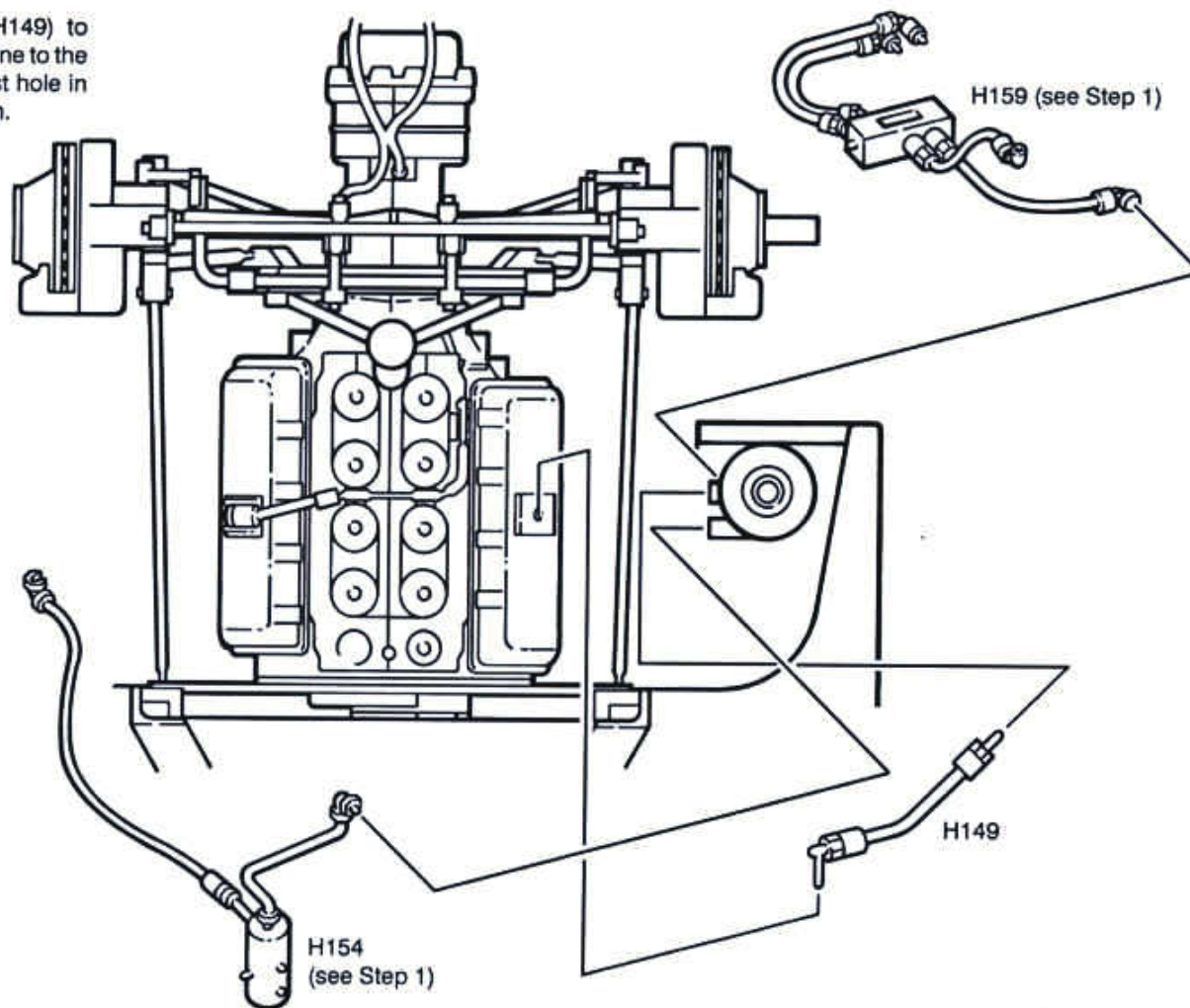
STEP 19 - REAR PLUMBING

- Glue the rearmost oil line on the previously installed oil pump and scavenger lines (H159, Step 1) to the bottom inside center of the dry sump oil tank where it comes in contact with the tub floor.
- Glue the end of the previously installed oil screen filter line (H154, Step 1) to the forward most hole in the inside top of the dry sump oil tank.
- Trim the nipples on the oil blowby line (H149) to approximately half their lengths and glue the line to the top of the left valve cover and to the rearmost hole in the inside top of the dry sump oil tank as shown.

NOTE: The final connections for these lines will be made in Step 21.

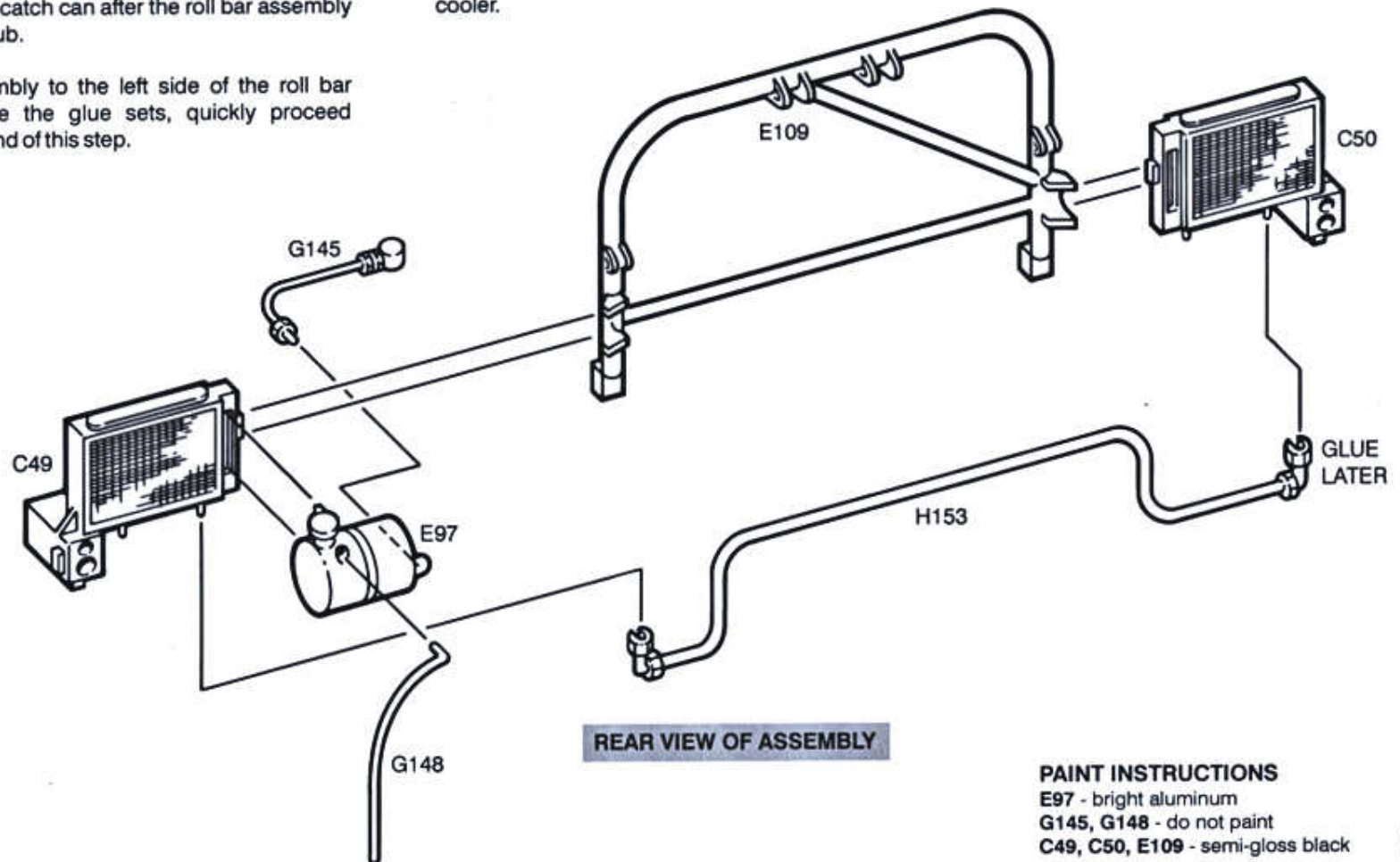
PAINT INSTRUCTIONS

H149 - do not paint hose; connections can be painted with transparent blue and red to simulate fittings.



STEP 20 - ROLL BAR ASSEMBLY

- Glue the surge tank (E97) to the slot on the inside rear of the left oil cooler (C49).
- Glue the coolant relief line (G145) to the hole in the inside projection on the surge tank as shown. The other end will glue to the top of the water pump after the roll bar assembly is added to the tub.
- Glue the coolant overflow line (G148) to the side of the surge tank. The bottom end of this line will mount to the top of the catch can after the roll bar assembly is added to the tub.
- Glue this assembly to the left side of the roll bar (E109). Before the glue sets, quickly proceed through to the end of this step.
- Glue the right oil cooler (C50) to the right side of the roll bar.
- Dry position this sub assembly into place in order to make sure these parts are aligned and thoroughly dry before proceeding. Lift the sub assembly off and glue the oil cooler connector line (H153) to the inner pin on the bottom of the left oil cooler. This line runs behind the roll bar, and the right end will later be glued to the outer pin on the bottom of the right oil cooler.



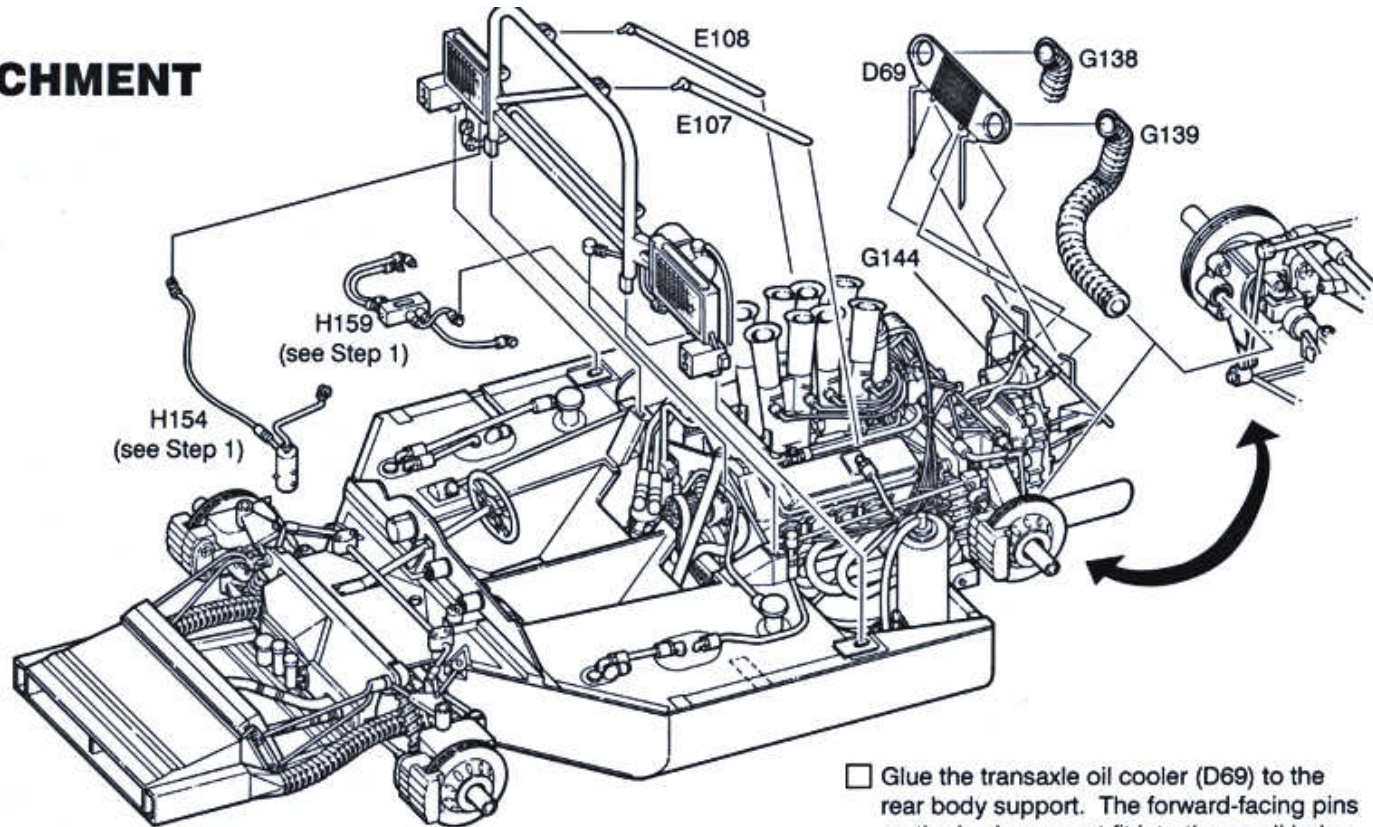
PAINT INSTRUCTIONS

E97 - bright aluminum
 G145, G148 - do not paint
 C49, C50, E109 - semi-gloss black

STEP 21 - ROLL BAR ATTACHMENT

PAINT INSTRUCTIONS

E107, E108, D69 - semi-gloss black
G138, G139 - do not paint

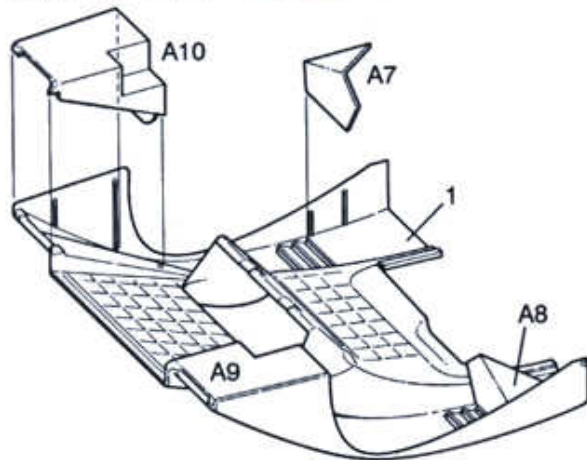


- Glue the roll bar assembly to the tops of the roll bar mounts on the chassis. Check to be sure that the roll bar assembly is aligned on all axis. Keep it vertical. Make sure the oil coolers are positioned and glued into the outboard slots provided on the tub top.
- Now carefully position and glue the outer end of the coolant relief line (G145, attached to the surge tank in Step 20) to the top of the water pump on the front of the engine.
- Glue the right oil cooler end of the line running from the previously installed oil screen filter (H154, Step 1) to the inner fitting on the bottom of the right oil cooler.

- Glue the oil line from the previously installed oil pump and scavenger lines (H159, Step 1) to the locator on the outer pin on the bottom of the left oil cooler.
- Now glue the right end of the oil cooler connector line (H153, Step 20) to the outer pin on the bottom of the right oil cooler.
- Glue the left roll bar support (E107) to the top of the roll bar and the left side of the fuel injection manifold. Study the illustration closely and orient as shown.
- Glue the right roll bar support (E108) to the top of the roll bar and the right side of the fuel injection manifold.

- Glue the transaxle oil cooler (D69) to the rear body support. The forward-facing pins on the body support fit into the small holes on the rear of the cooler, and the cooler's lower feet rest down against the body support.
- Connect the transaxle oil lines (G144, Step 1), previously attached to the top of the transaxle, to the pins on the bottom of the transaxle oil cooler.
- Glue the right rear brake cooling hose (G138) to the right side of the transaxle oil cooler and into the hole inside the right rear upright.
- Glue the left rear brake cooling hose (G139) to the left side of the transaxle oil cooler and into the hole inside the left rear upright.

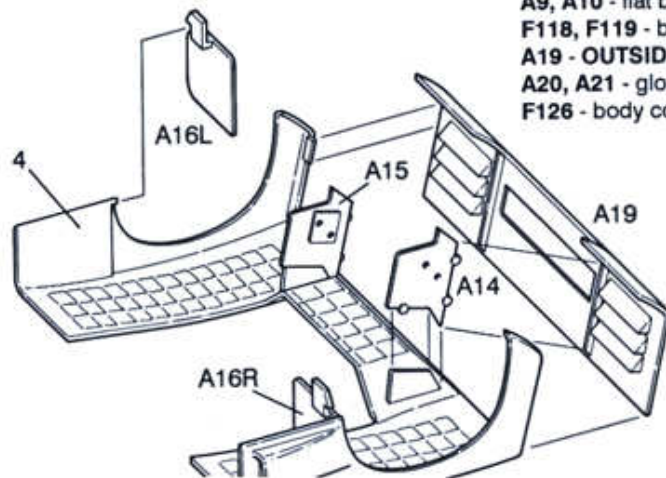
STEP 22 - BODY PANELS



- Glue the left lower nose cap (A10) to the inside front of the nose panel (1).
- Glue the right lower nose cap (A9) to the inside front of the nose panel (1).
- Glue the left inner fender shield (A7) to the rear inside of the left fender well.
- Glue the right inner fender shield (A8) to the rear inside of the right fender well.

PAINT INSTRUCTIONS

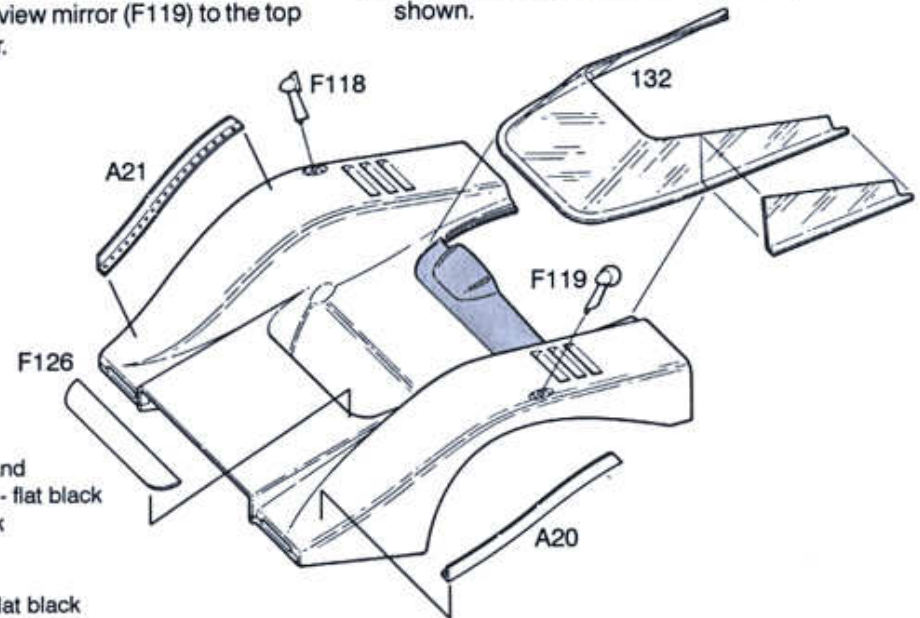
1, 4 - **OUTSIDE** - body color per box art and Step 33 - **INSIDE AND SHADED AREAS** - flat black
A7, A8, A14, A15, A16L, A16R - flat black
A9, A10 - flat black
F118, F119 - bright polished metalizer
A19 - **OUTSIDE** - gloss black - **INSIDE** - flat black
A20, A21 - gloss black
F126 - body color orange



- Glue the rear panel (A19) into the opening in the back of the rear body panel (4).
- Glue the rear wheel opening panels (A16L and A16R) inside the rear body panel ahead of the wheel wells. Carefully locate them against the vertical edges molded inside the body panel, and square them vertically and horizontally.
- Glue the left rear body hinge plate (A15) inside the rear body panel as shown. Square them vertically and horizontally.
- Glue the right rear body hinge plate (A14) inside the rear body panel as shown. Square

- Carefully cut the side windows from the windshield (130) at the recessed lines. Carefully cement the windshield to the upper part of the nose panel.
Note: Using white glue, clear gloss epoxy paint or water based adhesives will prevent smearing of the clear parts.
- Glue the cut door glass to the flange on top of the left door (2). Glue the cut right door glass to the flange on top of the right door (3).
- Glue the left rear view mirror (F119) to the top of the right fender.

- Glue the right rear view mirror (F118) to the top of the left fender.
- Dry-fit the left front fender strake (A20) to the left front fender. The contour of the strake will "find" its location on the fender contour. Position as shown and glue into place.
- Repeat the above procedure for the right front fender strake (A21).
- Glue the front air foil (F126) into place as shown.



STEP 23 - WHEELS/TIRES

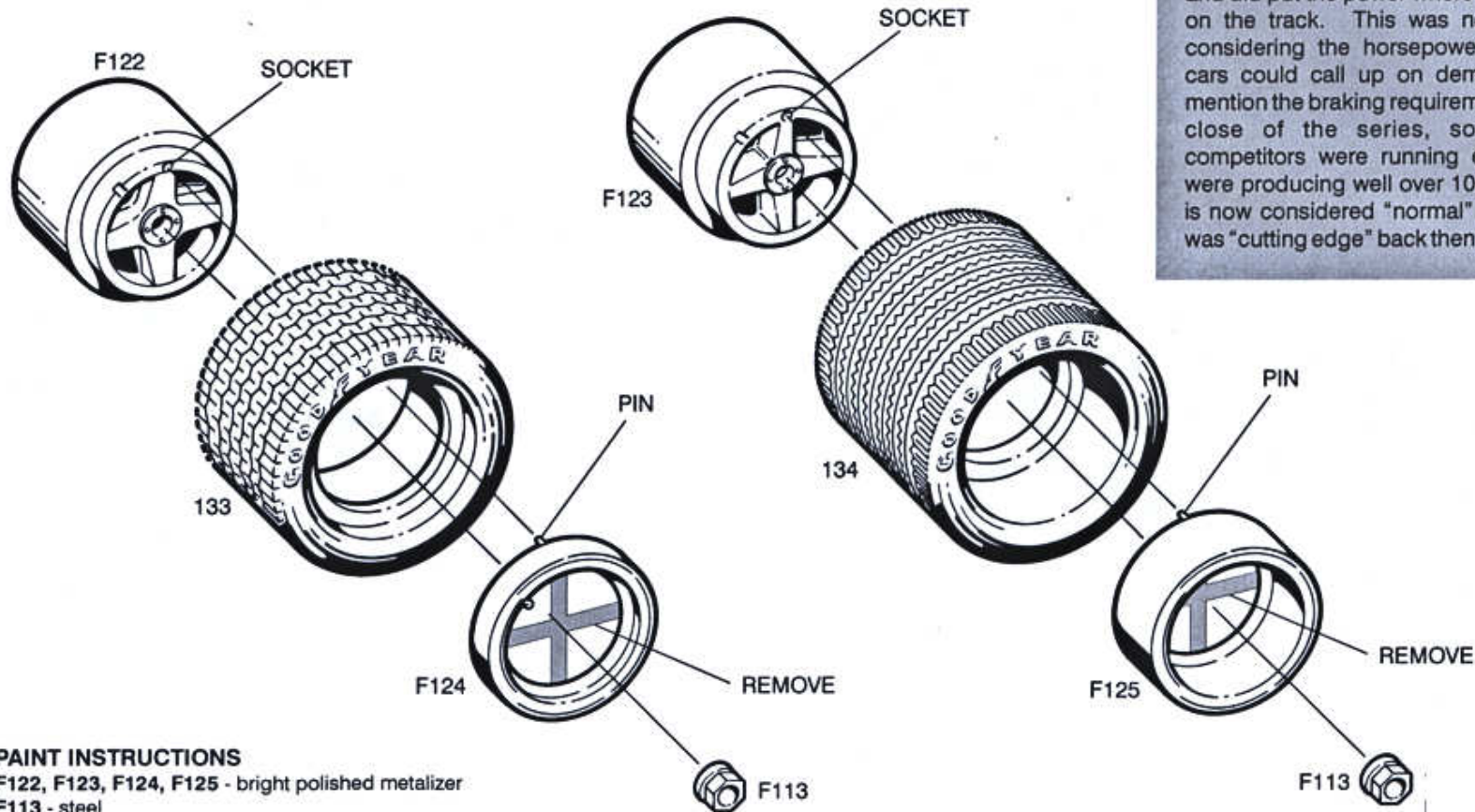
- The depressed lettering on the tire sidewalls may be filled with white paint and any excess paint removed before it dries.
- Carefully remove the overflow "spiders" from the 4 outer wheel rims (F124 and F125). (These overflows keep the thin rims from warping after they are removed from the mold.)

- Slide a front tire (133) onto an inner front wheel (F122).
- Glue an outer front wheel (F124) to the inner wheel. Be sure to align the pin with the socket when assembling the wheels. Repeat this assembly with the other front wheel.
- Slide a rear tire (134) onto an inner rear wheel (F123).
- Glue an outer rear wheel (F125) to the inner rear wheel. Repeat for the other rear wheel.

- Carefully remove the small fill tabs on the wheel side (inside) of the wheel nuts. The wheel nuts (F113) are now glued onto the wheels. This may best be accomplished by centering the nut on the wheel by using a toothpick or a paint brush handle to center the nut. Allow to dry.

W-I-D-E W-I-D-E TIRES

The Can-Am series was one of the first types of racing to recognize the benefits of lots of rubber on the ground. Goodyear provided the teams and individual entrants with the kind of tires that could and did put the power where it had to be - on the track. This was no small feat considering the horsepower that these cars could call up on demand, not to mention the braking requirements. By the close of the series, some of the competitors were running engines that were producing well over 1000hp! What is now considered "normal" in race cars was "cutting edge" back then.

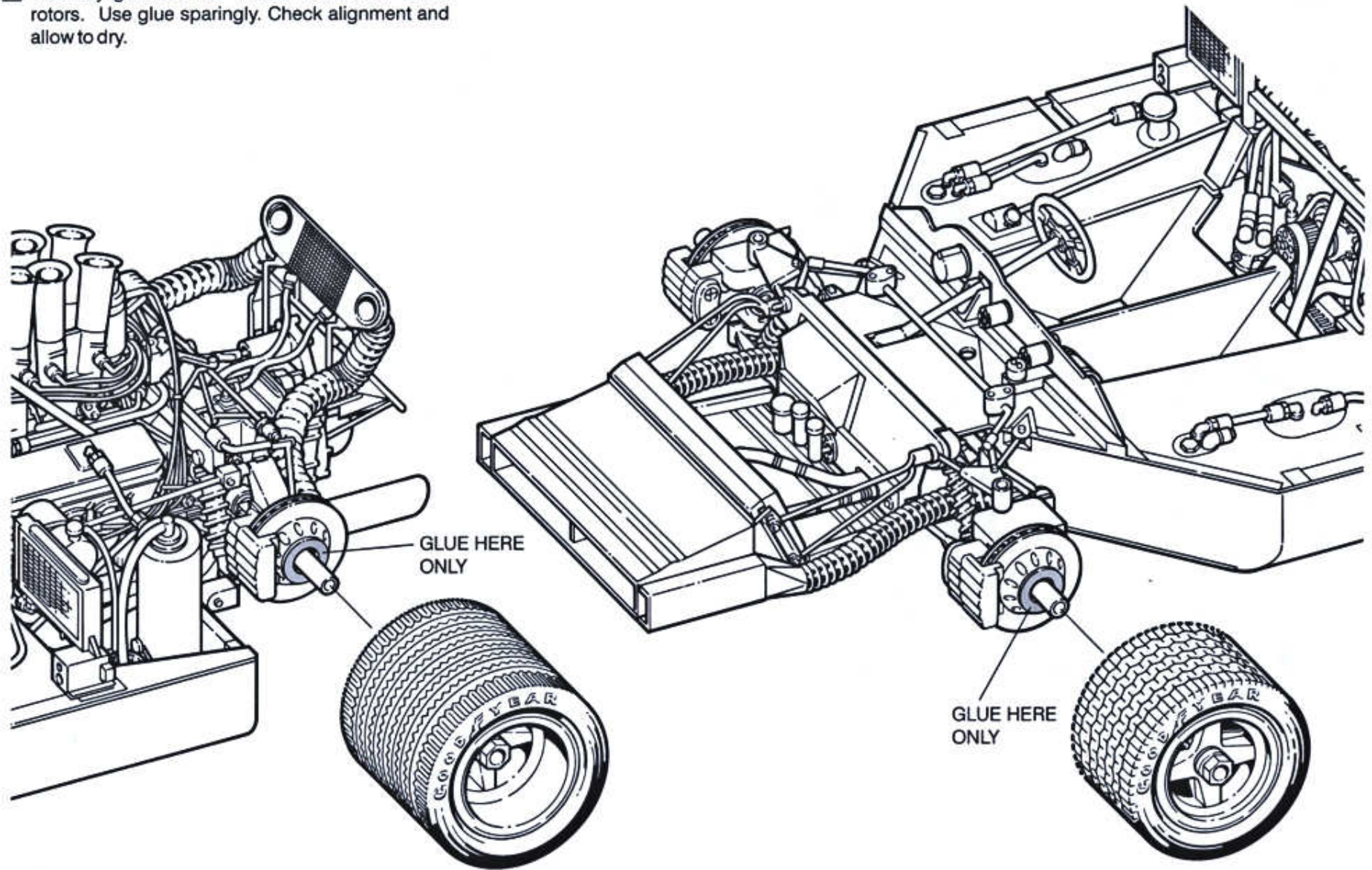


PAINT INSTRUCTIONS

F122, F123, F124, F125 - bright polished metalizer
 F113 - steel

STEP 24 - WHEEL ASSEMBLIES

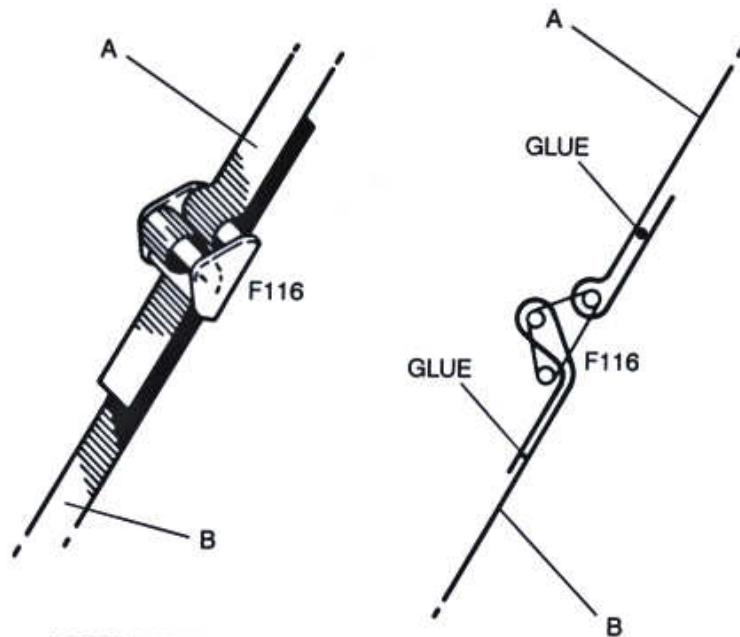
- Carefully glue the four wheels to the four brake rotors. Use glue sparingly. Check alignment and allow to dry.



STEP 25 - SEAT/BELTS

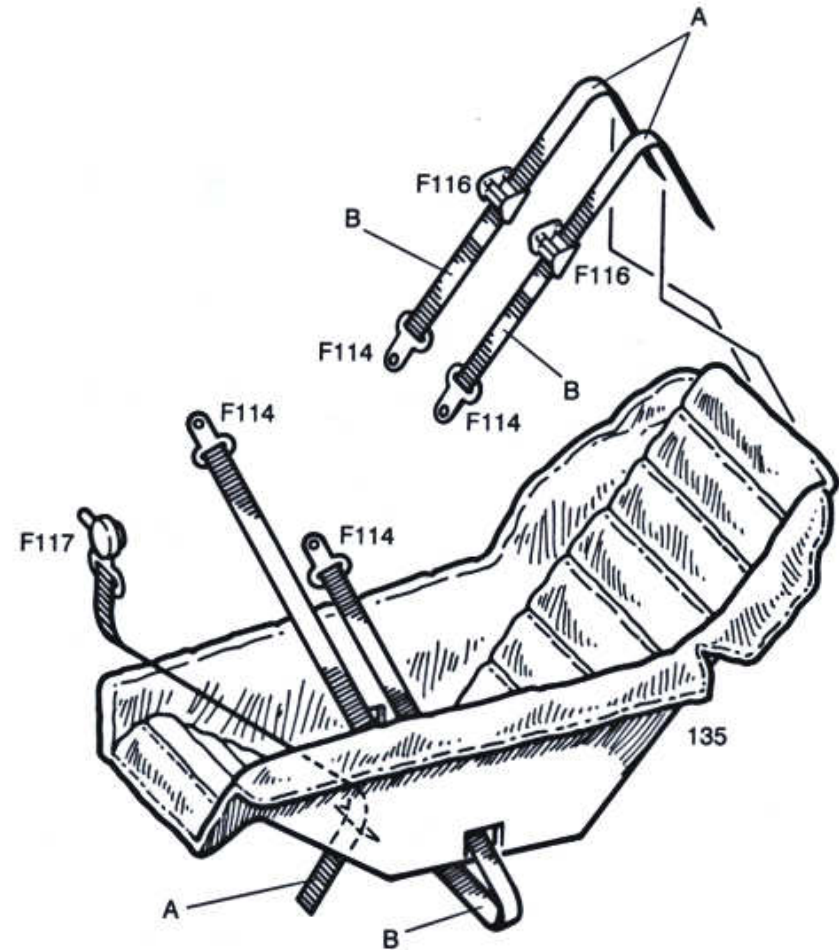
Seat belt material is provided for the assembly of five-point seat belts. Use the templates provided, take your time and use CA or water based glue to assemble.



- The lap belts consist of two tangs (F114) and one seat belt section B.
- Each shoulder belt uses two tangs (F114), two adjusters (F116) and one each seat belt sections A and B.
- The anti-submarine belt uses the main buckle (F117) and one seat belt section A.
- When the seat belts are assembled, pass them through the openings in the seat pad (135) and glue them to the bottom or back of the pad as shown. This pad was little more than a vinyl covering for the metal tub underneath.



ASSEMBLY ENLARGEMENTS FOR CLARITY

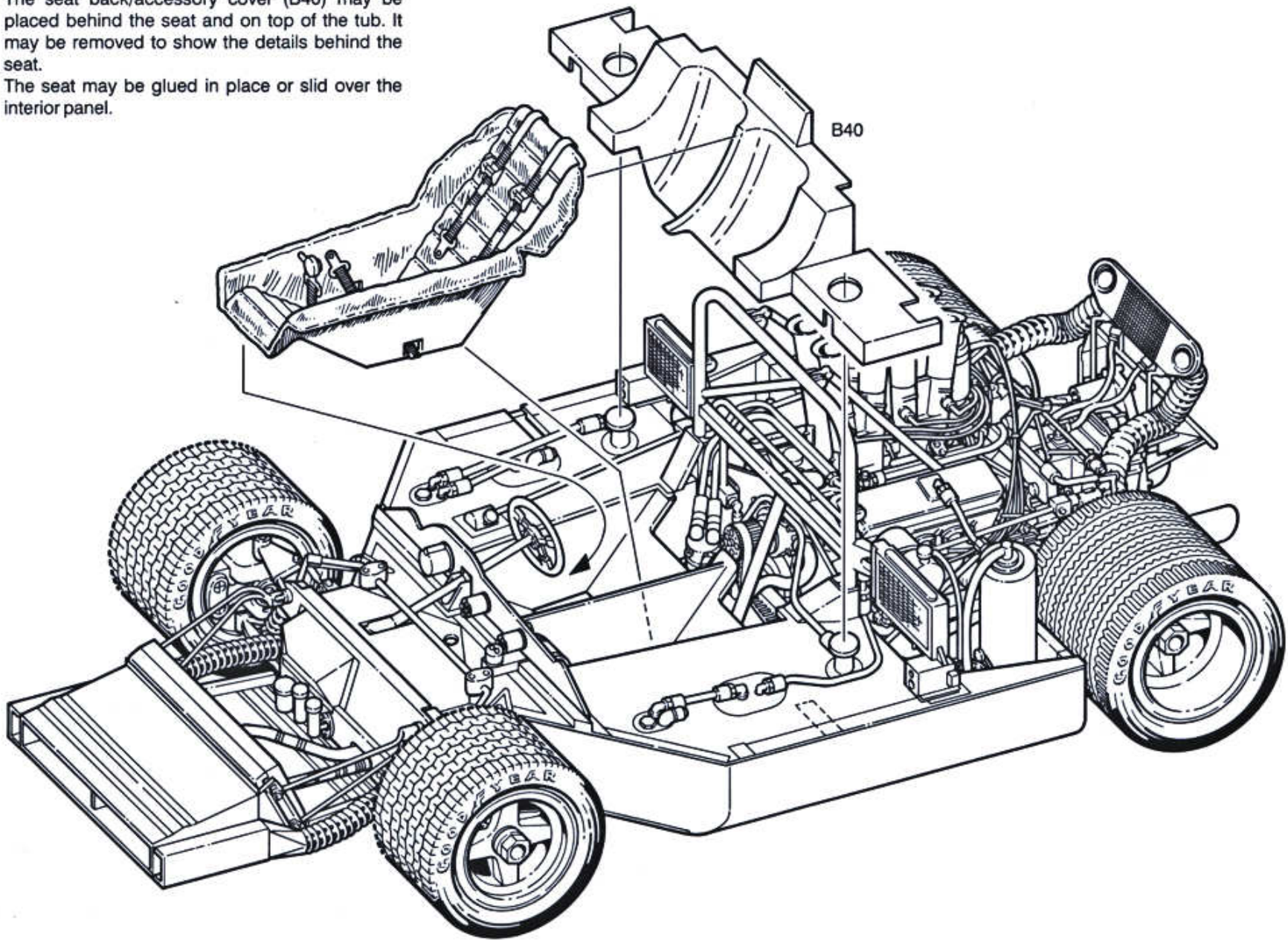
PAINT INSTRUCTIONS
F114, F116, F117 - steel



(x3)  A
(x3)  B
SEAT BELT TEMPLATE

STEP 26 - SEAT INSTALLATION

- The seat back/accessory cover (B40) may be placed behind the seat and on top of the tub. It may be removed to show the details behind the seat.
- The seat may be glued in place or slid over the interior panel.

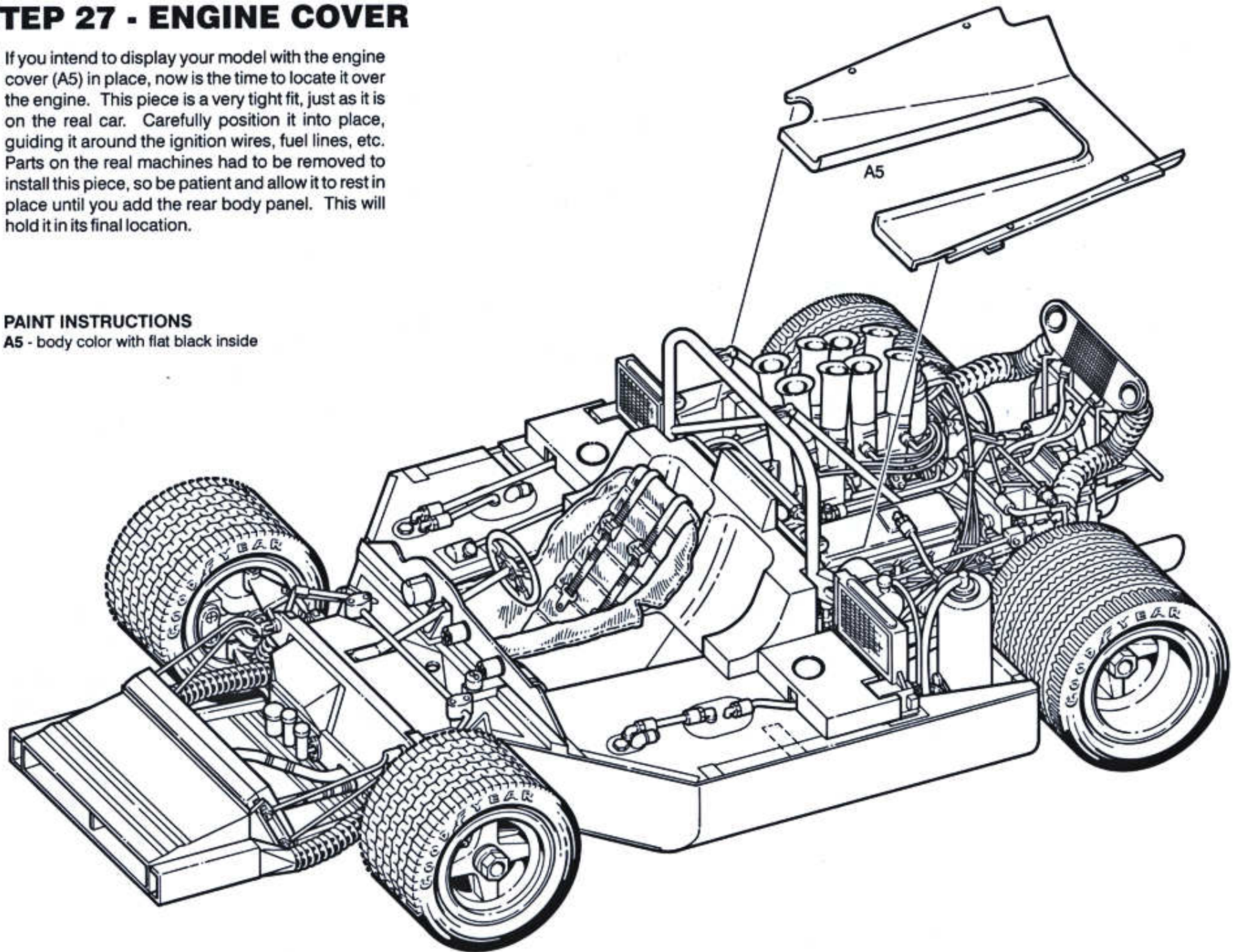


STEP 27 - ENGINE COVER

- If you intend to display your model with the engine cover (A5) in place, now is the time to locate it over the engine. This piece is a very tight fit, just as it is on the real car. Carefully position it into place, guiding it around the ignition wires, fuel lines, etc. Parts on the real machines had to be removed to install this piece, so be patient and allow it to rest in place until you add the rear body panel. This will hold it in its final location.

PAINT INSTRUCTIONS

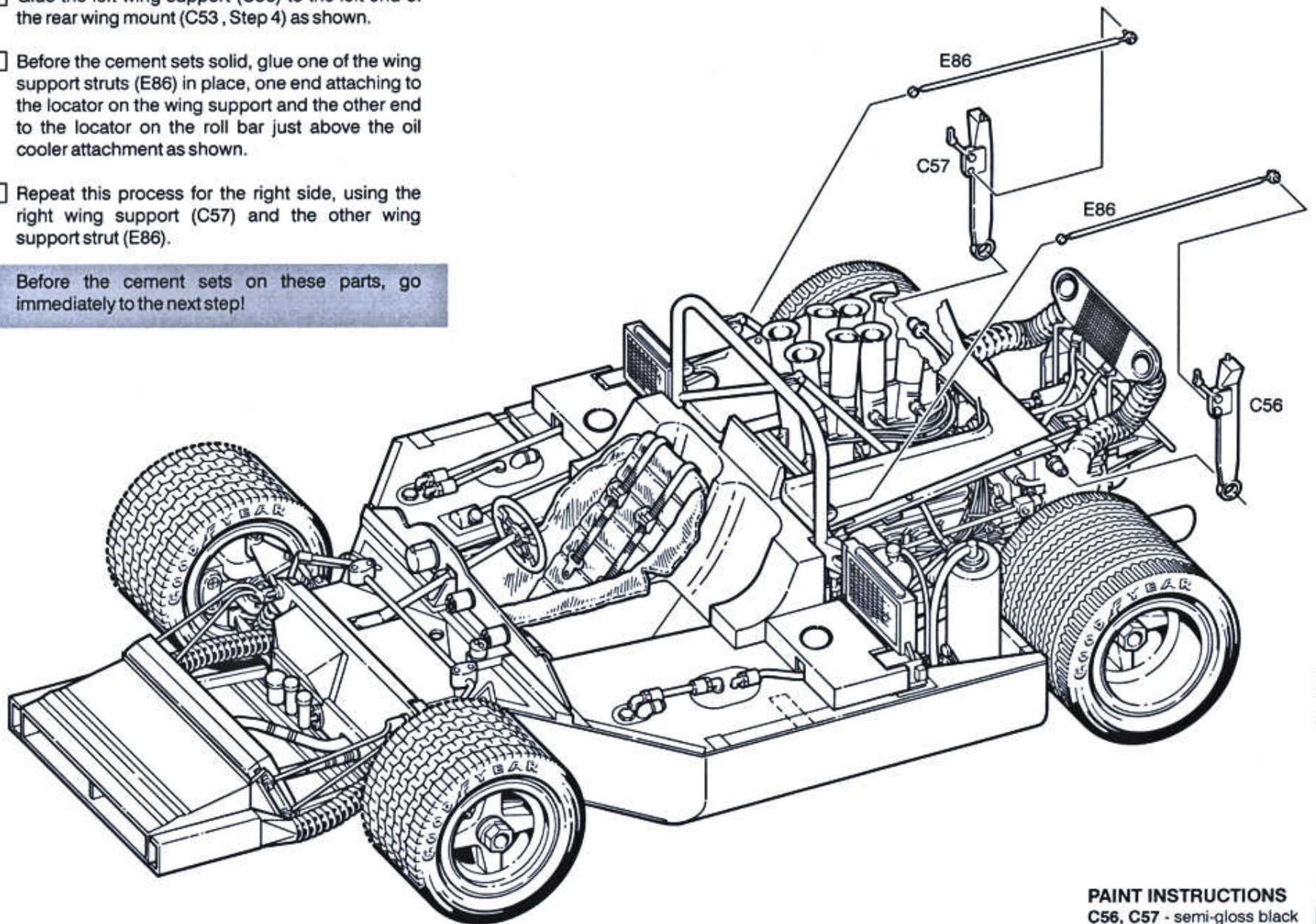
A5 - body color with flat black inside



STEP 28 - WING SUPPORTS

- Glue the left wing support (C56) to the left end of the rear wing mount (C53, Step 4) as shown.
- Before the cement sets solid, glue one of the wing support struts (E86) in place, one end attaching to the locator on the wing support and the other end to the locator on the roll bar just above the oil cooler attachment as shown.
- Repeat this process for the right side, using the right wing support (C57) and the other wing support strut (E86).

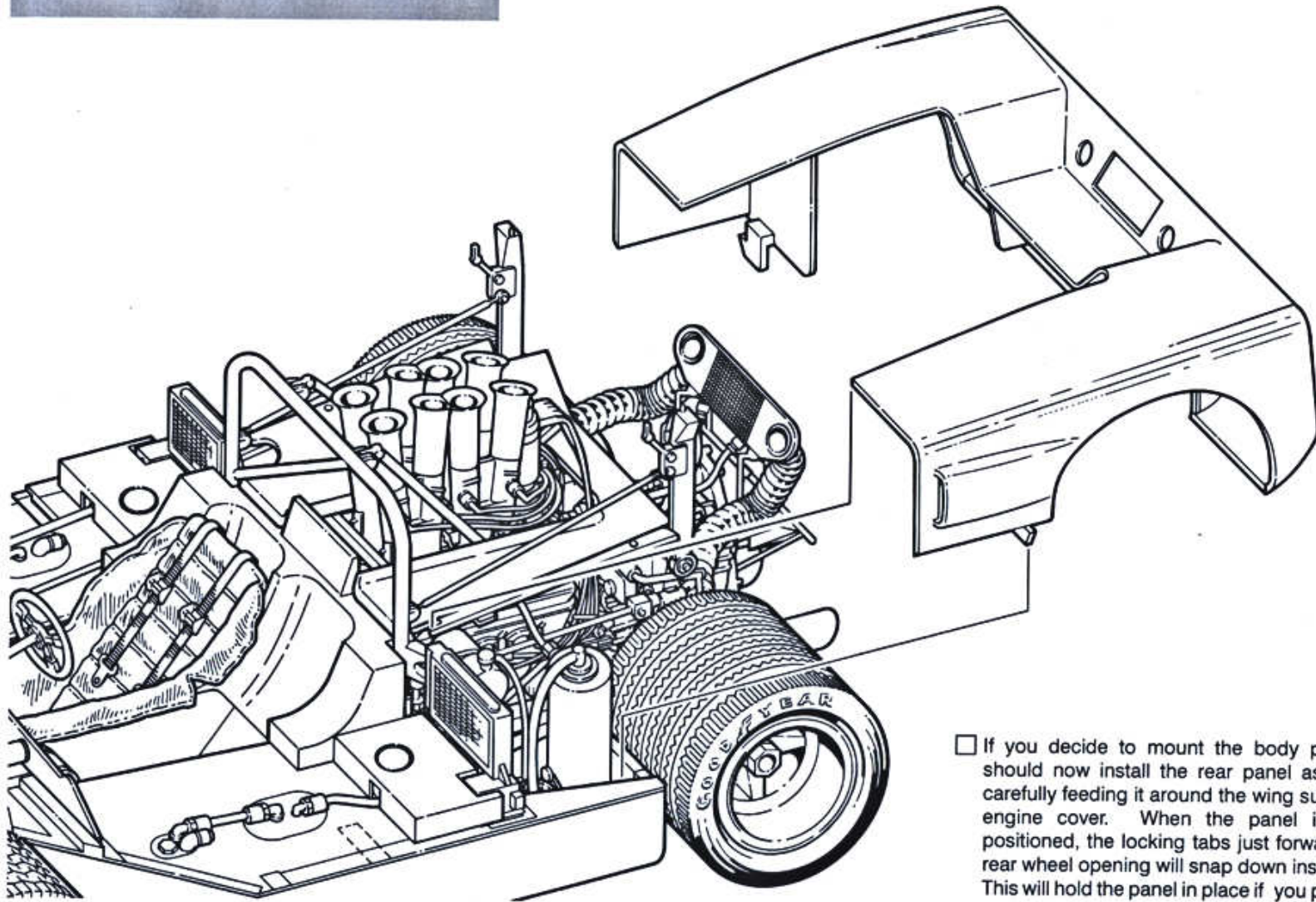
Before the cement sets on these parts, go immediately to the next step!



PAINT INSTRUCTIONS
C56, C57 - semi-gloss black
E86 - bright aluminum

STEP 29 - REAR BODY PANEL INSTALLATION

The chassis for your McLaren is complete. The body panels may now be placed on the tub and glued into place, or you may simply display them off the chassis.



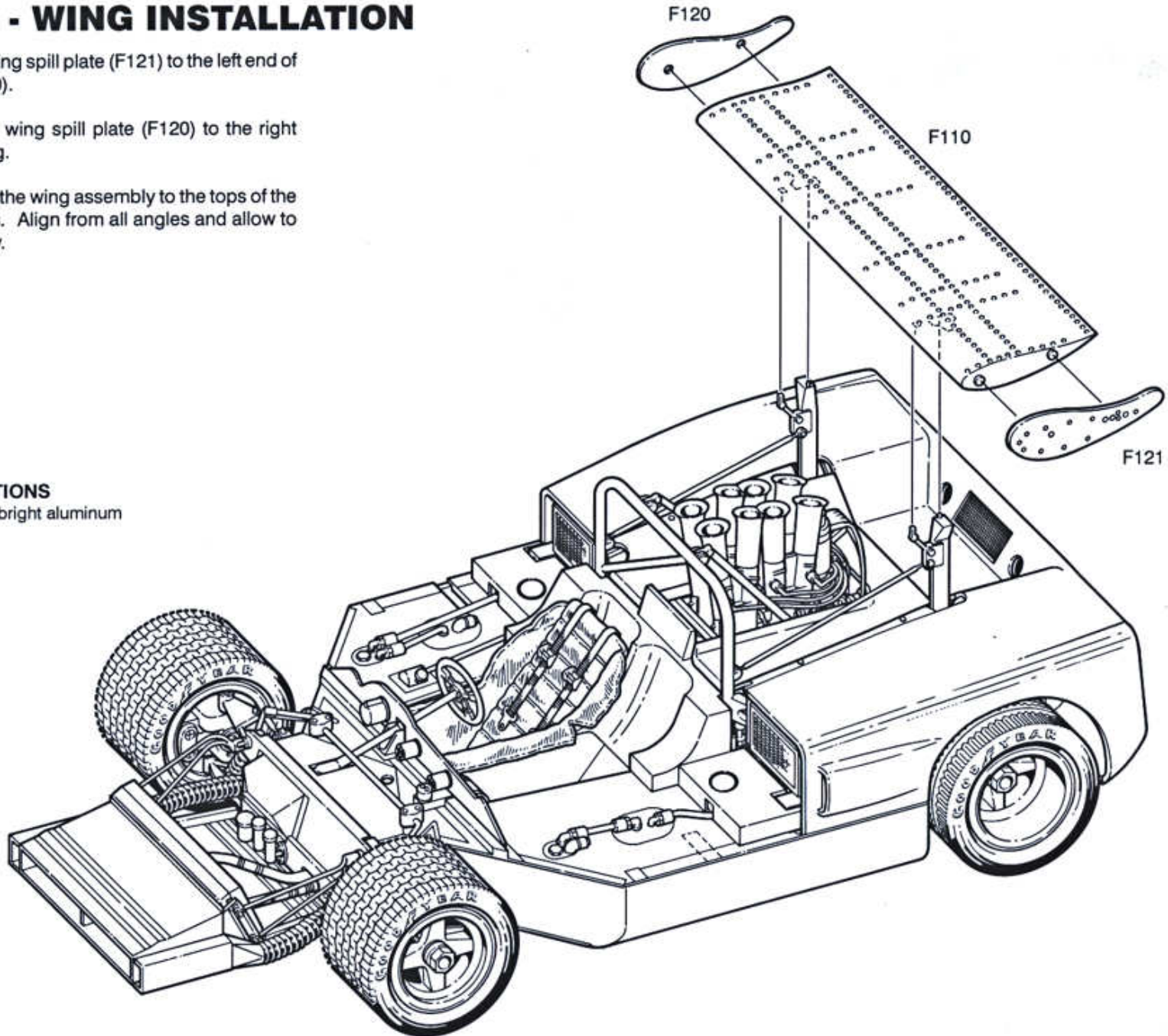
- If you decide to mount the body panels, you should now install the rear panel assembly by carefully feeding it around the wing supports and engine cover. When the panel is correctly positioned, the locking tabs just forward of each rear wheel opening will snap down inside the tub. This will hold the panel in place if you prefer not to use glue.

STEP 30 - WING INSTALLATION

- Glue the left wing spill plate (F121) to the left end of the wing (F110).
- Glue the right wing spill plate (F120) to the right end of the wing.
- Carefully glue the wing assembly to the tops of the wing supports. Align from all angles and allow to dry thoroughly.

PAINT INSTRUCTIONS

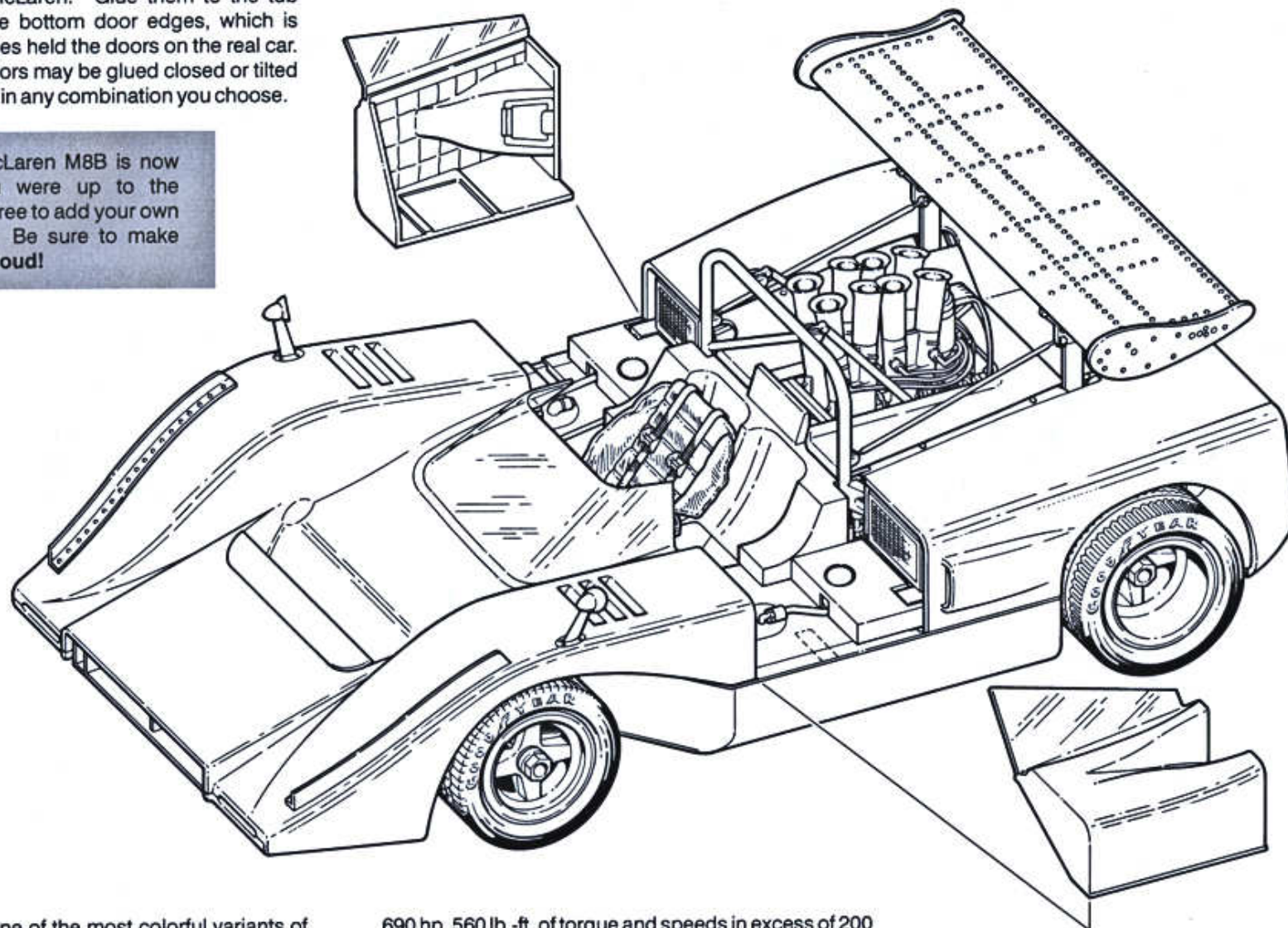
F110, F120, F121 - bright aluminum



STEP 32 - DOOR INSTALLATION

- If you decided not to use the door hinges, now is the time to add the doors as the final pieces to complete your McLaren. Glue them to the tub along the outside bottom door edges, which is where piano hinges held the doors on the real car. Of course, the doors may be glued closed or tilted open, or installed in any combination you choose.

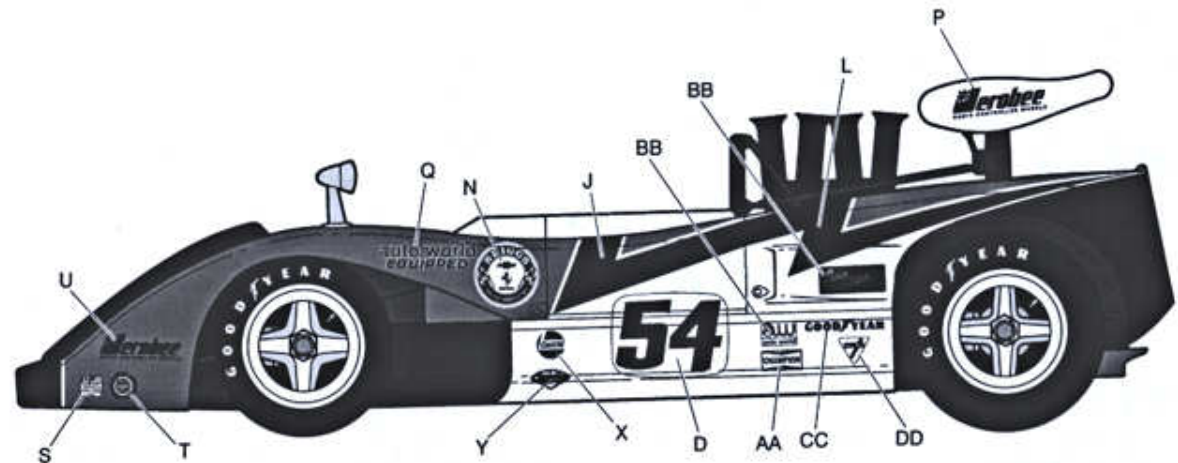
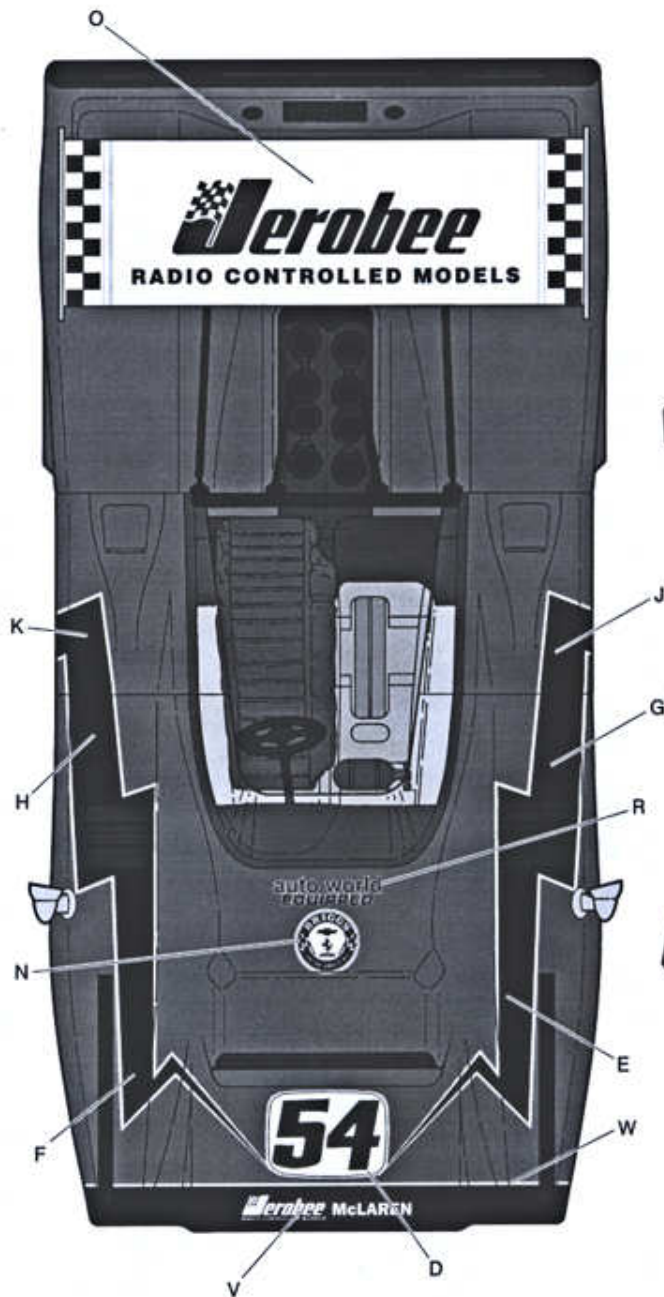
Whew! Your McLaren M8B is now complete. You were up to the challenge! Feel free to add your own engine sounds. Be sure to make them loud. **Very loud!**



This kit represents one of the most colorful variants of the McLaren series of cars - the M8B. These cars were raced under McLaren sponsorship as well as in the hands of private customers. Were they powerful? Pressing hard with the right foot could produce up to

690 hp, 560 lb.-ft. of torque and speeds in excess of 200 mph. Impressive numbers today. But remember, this was in the '60's! They just don't build 'em like that anymore. Further reading about this incredible era can be found in the Pete Lyons book "Can-Am."

STEP 33 - DECAL PLACEMENT



This particular McLaren was a "customer" car owned by Oscar Koveleski and driven by Tony Adamowicz. This kit depicts the car as driven at Watkins Glen July 25, 1971. Its paint job and decal complications gave it a different look compared to the simpler appearance of most of the competition. As a result, you can become somewhat more "involved" in the execution of this unique Can-Am specimen.

