



Ford started using the Galaxy name for all the full-sized car bodies they produced by the 70's. The body was fairly standard across the line with 21 different models and only the trim level depicting the model's differences. This was the fourth generation of the body and was built on a 121-inch wheelbase with the initial design style starting in 1969. The motor availability started at a 240 cu in (3.9L) Inline 6 and went up to the new 429 cu in (7.0 L) "Thunder Jet" that was introduced in the 1968 Ford Thunderbird. One major interior change was the dashboard was now built as a pod around the driver rather than traditionally extending across both sides. The rear trim panel below the tail lights was used to distinguish the different trim levels. For Police units the "Custom" trim level was the typical version used.

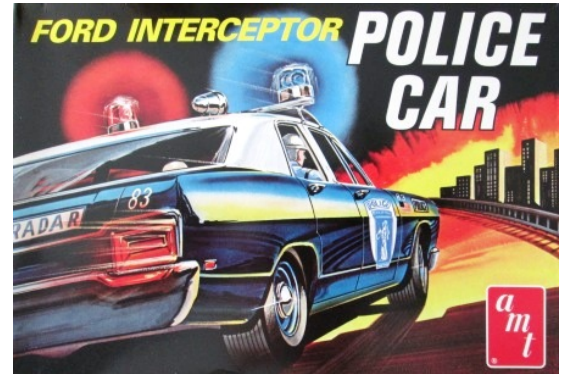
For the Modeler: This is an AMT Retro Deluxe Series 1970 Ford Interceptor Police Car 1:25 Scale Model Kit #788/12 Review. This is a skill level 2 kit featuring a roof-mounted siren and flasher unit, hand-held spotlight, police radio, 429 "Boss" interceptor engine, large and small antennae, shotgun, push bar, fire extinguisher, and authentic wheels and hubcaps. I am glad to see this kit re-released, as Police cars and 4 doors are hard to get, so it is nice to see! Now that said, let's jump into what can be called "The kit of contradictions". Parts count comes in at 87 pieces molded in White, Chrome, Clear, Clear Red and Clear Blue, Vinyl tires and metal axles and screws. AMT originally released this kit in the 70's and it reappeared as a Hobby Heaven special run in the 90's and again in the 2000's by Stephens International. Now Round 2 has cleaned up the molds and re-released it in the Retro Deluxe version. The finished dimensions are; Length 8.75", Width 3.0", Height 3.0".



000a I want to review the good, the bad and the ugly here before the building section. Motor: WOW a beautiful 429 BOSS fully loaded. Unfortunately not the proper motor for this car, it should be a Thunder Jet not Boss (the Boss was the Mustang motor). Chassis: Nice detail and texture but integrated simplified front suspension and a one piece rear suspension and exhaust pipes unit. Plus these HIDEOUS SCREW HOLES, evidently a side effect of this being originally a Promo? Interior: Really nice police add on items, but flat featureless and muddy-detailed door panels. Body: Beautiful crisp detail but it is a 500/LTD not a CUSTOM, so removal of the side trim for a Police car is needed. And, as for the decals which are always my favorite: You get FIVE different

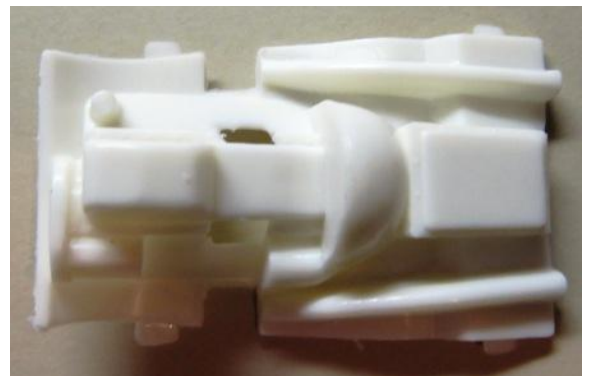
departments to choose from; CHP, Las Vegas, New York State, Chicago and the original Troy MI set. Problem is all except the original Troy ones are for paint schemes from the mid to late 70's not 1970, so are inaccurate! Even the CHP license plates reads "74 CHP" and New York reads "1974", AAARRRRGGGGHHH!!! Anyone with a few Dukes of Hazzard Monaco cars is set though!

Pic 000b shows the box art for this kit as released in the Retro Deluxe packaging. Pic 2 shows the parts as they come from the box. Adhesives used in the construction consists of Testors Tube Glue (Orange Tube), Standard Superglue and Testors Clear Parts Cement. Paints consist of Testors Enamel bottle paints and Wal Mart or Krylon Brand spray cans. The body is finished using 1:1 automotive use paint products shot with an airbrush. **Note: Assembly paint colors may vary from instructions as I use simplified colors that most model builders should have on hand. Before beginning your build soak and wash your parts with a mild detergent like DAWN to remove any mold release agents and help with paint adhesion.



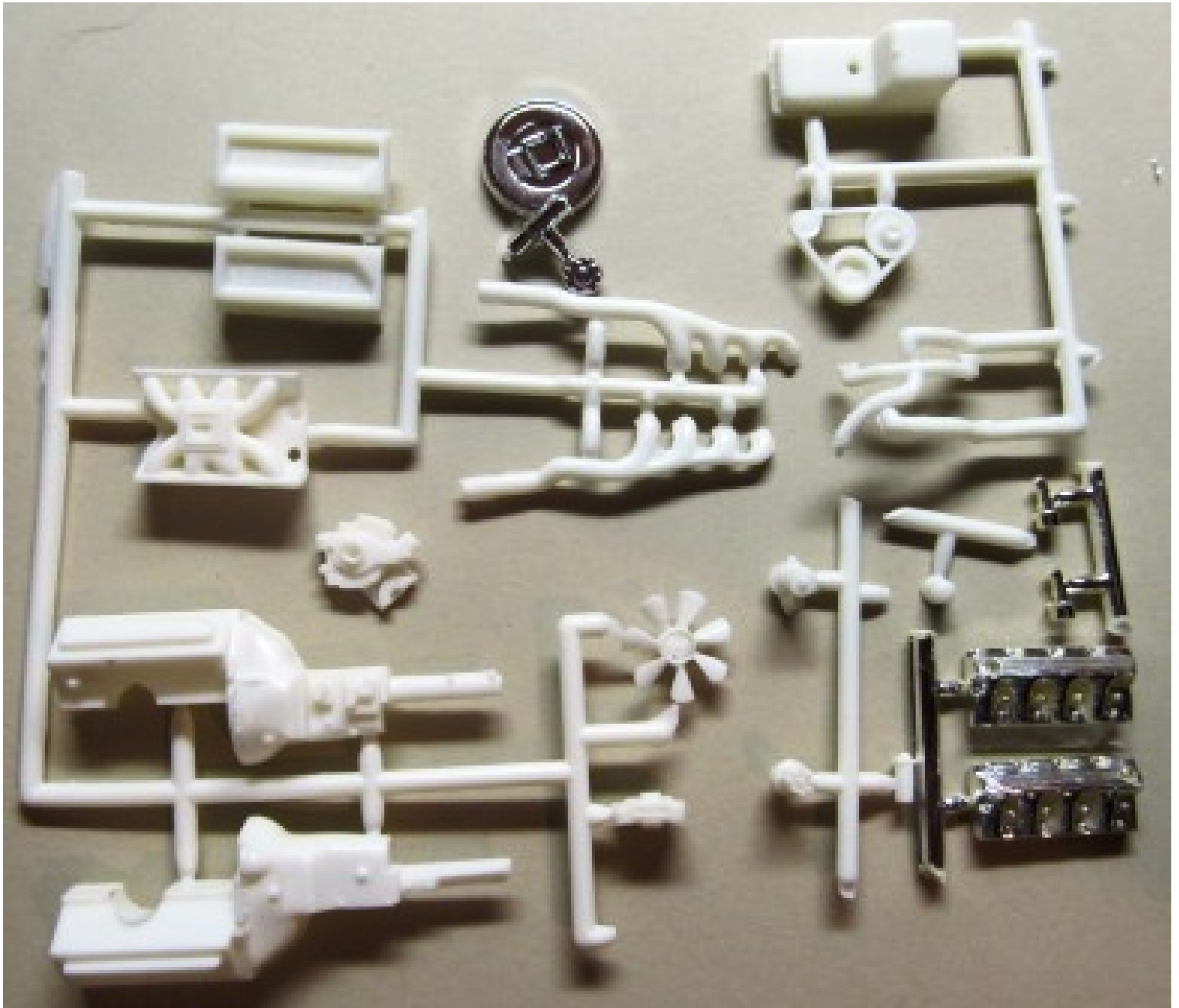
Pic 3 is the decal sheet that comes with this version. Nice and crisp with well-defined details. I think Round 2 did a very good job on these. (See earlier notes though)

Pic 4 is an unusual part. For those that wish to not build a motor there is an engine plate (a fill-in part) that will give you the bottom half of the motor and exhaust that sits right into the chassis plate.

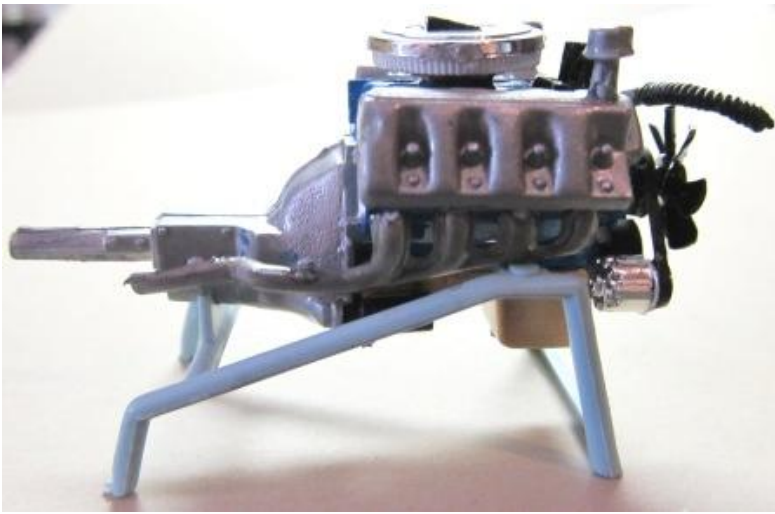




Pic 5 shows how to de-chrome your parts. Sometimes Chrome is just out of place, this is not a hot rod, so a Bleach bath will de-chrome your parts without damage to them. You end up with a nice clean part, actually to compensate for the chroming the detail is even crisper now because of the molding process needed for chrome! *** NOTE: Usually Bleach removes chrome quickly, for some reason this chrome did not strip off completely.



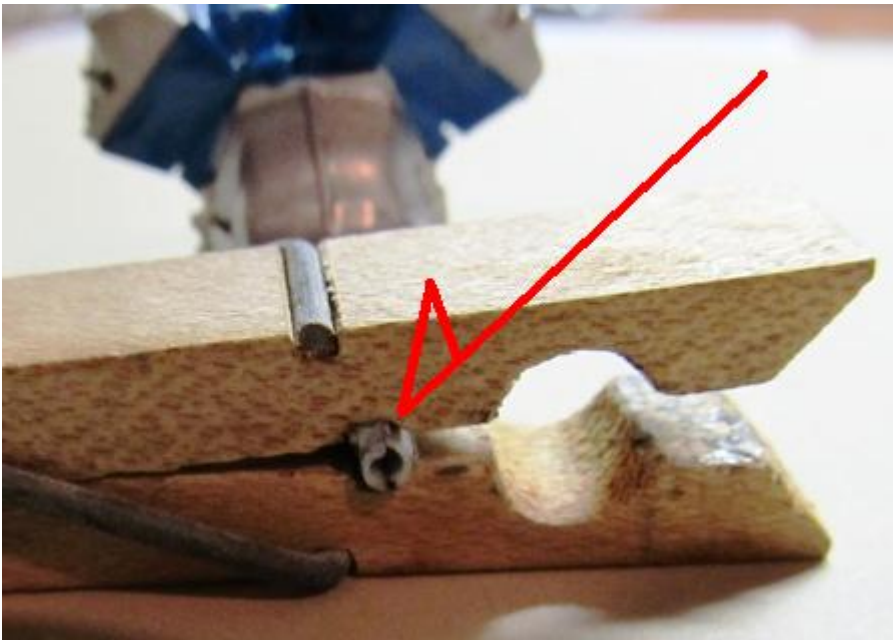
Pic 6 shows the parts needed to build the motor.



Pic 7A & B are completed shots of the motor ready to install. Motor Painting: I usually assemble the two block halves, the heads, the intake and the water pump prior to paint as it is all Blue. The transmission is Silver. Paint the carb gold. De-chrome and paint the valve covers and breather tubes Aluminum. Paint the water hose outlet Steel and the hose part Flat Black. Paint the Starter Black and the solenoid Gold. Paint the fan belt Flat Black with the alternator pulley Silver. Paint the fan Black. Paint the exhaust manifolds Steel. Paint the ribbed part of the air cleaner Flat White. Paint the coil Black. Paint the distributor cap Black and the distributor stem Steel. Paint the oil pan Gold. NOTE: it is important to do the painting just before you go to bed. That way you will leave it alone to dry and build it later! (Or maybe that is just me...) Motor Assembly: Starting with the completed block add the valve covers and breather tubes to the heads. Add the oil pan to the bottom (deep part out towards the front of motor). Add the starter and oil filter to the block. Add the carb, coil and distributor to the intake. Add the air cleaner to the carb. On the fan belt add the alternator. Attach the fan belt to the motor. Add the fan to the fan belt

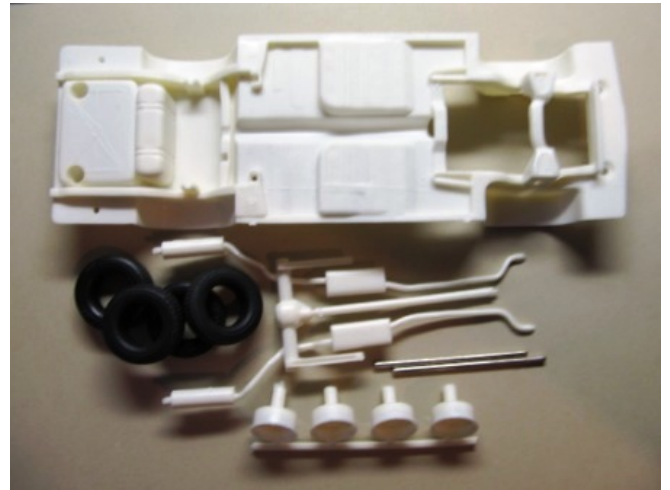


Pic 8 gives a close up view of the motor front and location of the water hose mounts. . Add the water hose to the heads. There are not positive attachment points for this part so I put it about one fourth way down from the top of the head. Add the exhaust manifolds to the heads. You are finished with the motor assembly.



Pic 9 Note in the end of the transmission, my sample halves were warped on the ends and did not line up. I have a neat and easy fix. Add a drop of Superglue on the parts and use clothes pins, the smaller hole in the clip is just the right size to properly align and hold the transmission end tight. Give it a little time to set and it is fixed!

Pic 10 shows the parts needed to complete the Chassis. Also you will add the completed motor assembly into the chassis at this point.

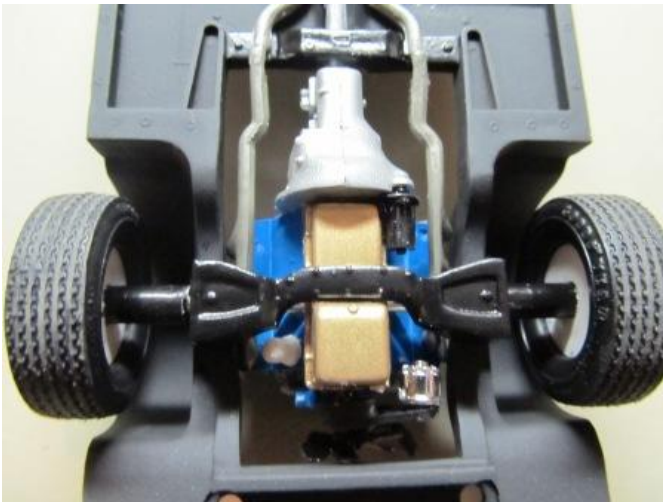


Pic 11 shows an overall shot of the completed chassis. Chassis Painting: Paint the chassis pan Flat Black. Detail paint the front suspension Gloss Black. Paint the rear suspension Gloss Black and the exhaust pipes Steel with Silver mufflers. Paint the rims your body color choice or Gloss Black. Note: on the back side of the rim paint the axle mount tube Gloss Black.



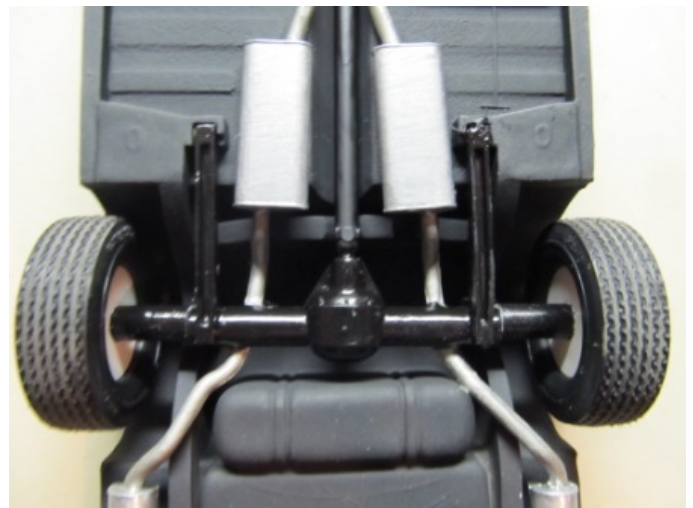
Pic 12 shows the detail of the wheels and tires assembled. Use 400 grit sandpaper and press the tire scraping it and turning it along the tread a little at a time to give it a used street worn look. Note that these are “branded” Goodyear tires unlike those in most of the newer kits.

Pic 13 shows a completed rolling chassis. Chassis Assembly: Mount the rear suspension into place. Mount motor into place. Some adjustments may need to be made here to mate the exhaust pipes to the manifold pipes, Superglue is your friend. Insert the wheels into the tires and glue the hubcaps onto the wheels. Slide the metal axles through the holes and push the completed wheels onto the axles. This completes the chassis assembly.



Pic 14 shows an up close detail shot of the front chassis and suspension.

Pic 15 shows the up close detail shot of the rear chassis and suspension.





PIC 16 shows the stock interior parts for the car before assembly.



Pic 17 is a close up of the rear interior deck. Sand the injection mold pins smooth before painting. Interior Painting: Assemble the front seat and seat back before painting. Paint the outside of the interior tub Flat Black on the front part as it will show in final assembly. Paint the interior tub your main interior color.



PIC 18 shows the Police Use only parts that are included in the kit. Police parts Painting: Paint the radio mount Flat Black. Paint the small radio a Tan/Cream color with chrome face. Paint the larger radio Black with a chrome face. The buttons on both radios are Black. Paint the speaker box Black with a Silver trim ring and Grey speaker grille. Paint the microphone Black or Tan with matching cord. Paint the spotlight cord Black. Paint the shotgun Brown with a Steel barrel. Paint the fire extinguisher body only Red.



Pic 19 shows a close up view of the dash for more detailed dash painting. SOMETIMES you can get lucky with a little search and find instrument clusters or panels to replace painting it with a decal. This was one of those times. I found a site that had the proper instrument panel so I copied and printed it to size and glued the instrument clusters to the dash. Detail paint the door panels with Silver on the window cranks, Galaxy emblem and a thin line around the trim panel. Detail paint the raised horn bar on the steering wheel Silver.



Pic 21 This is a view of the finished interior. Interior Assembly: Attach the front seat into the tub; there are four little pins on the floor for alignment. Glue the steering wheel into the dash. Glue the dash into the tabs on the tub. Glue the small radio on to radio base at an angle on front tab of the base top. Glue the large radio on the back tab of the base and onto the small radio. Glue the speaker to the top of the large radio. Glue that assembly onto the floor hump in the interior tub. Using the radios as a reference point glue the microphone to the dash. Glue the spotlight to the top of the dash. Glue the shotgun to the dash using the U shaped mount. Glue the fire extinguisher in the interior. NOTE*** There are no positive reference points to attach any of the Police equipment. Use your best judgment to make it look realistic.



Pic 22 shows the body and outlines 3 injection tabs (red circles) that are fairly thick that needs careful removal. Also depending on the car you are building the center line body molding may need removed (blue arrows), either the whole thing or just the doors. Do some research on existing examples online to see the norm in the department you want to replicate. I need total removal for my not so correct Chicago PD. I use different methods and LOTS of care. I used a very sharp razor blade and sanding sticks to remove the moldings on this car. After removal of the moldings sand it to 800 grit and Prime the body. Check your work, fix errors and Re-prime.



Pic 23 shows the items used for setting decals. I use a fresh #11 blade in my knife, small scissors, tweezers, Q-tips, paper towel and warm water. Clean your work area good so no dust or grunge from building and sanding gets under your decals. Pick the set of decals you want to work with and plan out how the best way to lay them out without handling previously laid decals will be. I try either a Front to Back or Top to Bottom approach doing one side at a time then the front and rear of the car in steps giving the decals time to set and dry in place before handling it again. Once you have a plan of action cut your first decal as close to the

edge of the outermost color as possible, there is a small overhang of clear decal that you can trim on. Once trimmed place the decal into the warm water and let it get soft until it "Floats" loosely on the carrier paper. Put a little water on the spot of the car you want to transfer the decal on to and carefully float the decal off the carrier paper onto the car. Using tweezers and a Q-tip position the decal in to place where it will be located when finished. Now with a small part of the paper towel carefully extract the water from the area by lightly dabbing the around the decal and then on top of the decal. Using a moist paper towel and or moist Q-tip you can smooth out and air bubbles and wrinkles from the center of the decal out to the edges. Now continue this process until all the decals for that side are done, wait for them to set and continue the rest of the car.



PIC 24 Body Decaling and Finishing: After you have you base coat on the car you are ready to decal it. Remember decals lay better on a GLOSSY surface and will not adhere properly on a FLAT surface. If you decal a flat surface you get what is called SILVERING of the decals, or the look that they are not adhered, as air is trapped under the decal. Pic 24 is a completed decal shot. ****NOTE: The decals are VERY thin.

They float quickly and set onto the body fast, which makes them difficult to set and get positioned. If you use the Chicago PD set the stripe tends to set at one end before you get to it. Be careful, damage to these decals is very easy as they are so thin. Keep the entire area wet until they are in place.

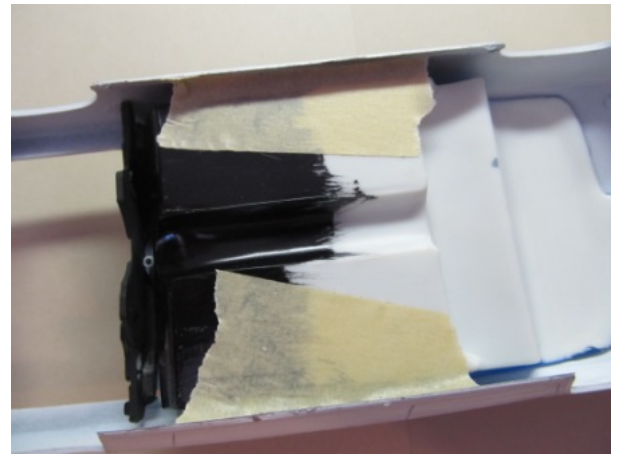


Pic 25 shows the supplies needed to Bare Metal Foil a car. If you want more accurate looking chrome trim work the application of Bare Metal foil is the simplest way. Bare Metal Foil Application is a little on the tricky side if not done slowly. Here is a method I use: It is VERY IMPORTANT that you use a BRAND NEW #11 blade in your hobby knife, and keep a few extras handy as all you are using is the very end of the tip point. From the foil sheet cut a strip twice the width and about ¼ inch longer than the detail you intend to cover using a sharp set of regular scissors. I then peel the foil off of the backer sheet and lightly lay it on the detail area. Using my finger I will slowly slide along the detail area smoothing the foil lightly, then a second time more firmly to press it into

place. Using a Q-Tip I burnish the foil onto the detail area only. I then use a toothpick that has been tapped on the table to dull the tip and run that along the outside edge of the details I intend to cut the foil around. After the detail area is defined and the foil is smooth and burnished on I slowly cut around the edge with the hobby knife. If you feel the knife snag or grab the foil CHANGE THE BLADE, it will rip your foil very easily. Now you can strip all excess foil away. You can peel the excess loose leaving just your detailed part covered. I then burnish it again with a Q-Tip. You can do foil work in sections as it is thin enough that when burnished it will mold itself into looking like one piece. NOTE*** Remember to Bare Metal Foil the marker lights on the fenders and quarters. Then Paint the lens areas Stop Light Red and Turn Signal Yellow. Most people Bare Metal Foil AFTER clear coating the car, I prefer to clear coat over the foil so it will never move as my cars tend to get handled.



Pic 26 shows the Bare Metal Foil in place.



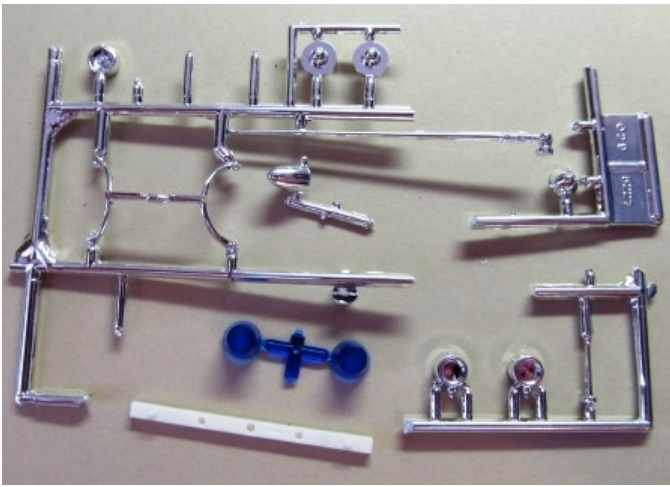
Pic 27 shows the interior and body subassembly parts prior to paint and assembly. Pic 28 (right) shows the completed assembly. Painting: Paint the radiator and firewall Flat Black. You can detail the firewall to highlight some items. The heater core is Gloss Black, the master cylinder is Silver and the wiring can go Gloss Black to highlight it too. On the now finished body paint the core support Flat Black. Assembly: Install the glass unit, using the attachment pin in the body; align the tab of the glass to it using the rear hole in the glass tab. Very little Clear Glass Glue will hold the front in place. It shows to add a chrome rear view mirror, but there are no positive attachment points for it. I prefer not to use them anyway as the older cars attached to the glass and I have yet to find a glue that will hold it long term or not ruin the glass so I deleted it from my build. Attach the interior tub to the pin in the rear where the glass attached to and a small amount of glue in the front area to hold it in. Attach the firewall to the body and interior tub. Attach the radiator to the inside center of the core support. This completes the subassembly.



PIC 29 Sometimes glue is difficult to use and try not to use a big glob due to poor fitment or it will show later. For loose fitting interior tubs I use Masking tape to hold it in the body. Later during assembly of the chassis to the body if there is a fear of it coming loose I will tuck a foam piece between the chassis and interior to hold it in place. As for the clear glass piece that has the center supports such as this, for a shelf sitter, I will leave the supports in place and use clear packing tape on the inside to hold the glass in place instead of glue.

Pic 30 shows the final parts needed to assemble the body.





Pic 31 shows the Police specific parts that consist of the light bar assembly, antennas and spotlight. Painting: Front bumper detail is simple, with a wash of 2 parts Thinner to 1 part Flat Black paint the grille area. As for the headlights use the Clear Parts Cement and fill the headlight area with glue and let it set. It will give the headlights a little more detailed look like a glass lens; also do that for the running lights. For the rear bumper, paint the panel between the tail lights body color. Mix a little white with the clear parts glue and fill in the back up lights. Dry Brush the high lines on the tail lights Silver. Paint the battery Black with Steel posts and Red caps.

The kit supplies Red lenses for the round flashers on the light bar, Chicago used Blue. Since there were no Blue ones I used Transparent Blue paint and filled in the lens area doing both sides of the flashers. Paint the light bar cross member Silver. Assembly: Mount the front and rear bumpers to the screw pins on the body. Attach the chassis with supplied screws. Glue the battery onto the inside radiator support area on the passenger's side. As there are no positive attachment points use your judgment.



PIC 32 shows the completed engine compartment.



PIC 33 Final Assembly of the Police details will finish this build. Pic 33 shows where I drilled holes in the body for the spotlight and side mirror, there are neither positive attachment points nor holes inside the body for you to use as a guide. Glue the mounting braces to the underside of the cross member. Glue your light bubbles of choice to the rotator bases and attach to the pins on the cross member. If you used the red lenses attach those to the flashers and attach the completed unit to the outer holes on each side of the cross member. Assemble the siren to the horn and glue to the center hole of the cross member. Attach that to the roof, again no positive attachment points; make a judgment call for location. Usually the light bar was centered over the B Pillar in the 70's. Add the antennas, the short one would be either be on the roof or trunk. The whip mounts on the lower rear fender. If you used the push bar attach it now too. This completes assembly of the kit.



*** Note: The kit comes with an extra set of tail lights. Otherwise the only left over parts would be the unused police bubbles, unused decals and any parts you omitted from the build. As earlier noted I did not use the rear view mirror and I did not use the push bar. Oh, and that motor plate part from Pic 4.



PIC 999 Overall Impressions: I got into some depth in the For the Modeler section. Now an after build review of the kit. Overall I like the looks and styling of the car and like building Police Cars. The motor looks great and was a nice detailed build. For someone that wants to wire the motor this is perfect, it has a coil, well detailed distributor and the Boss heads are great to add wiring to. If it was not for the huge holes for the axle in this motor it might be great to use elsewhere. The Chassis and Interior were HUGE disappointments. Also the fit of the police equipment is sketchy at best in the interior; it seems a tad big for the interior. The body is nice and crisp; detail is solid and not lost in primer and paint, a plus for this age kit. And the molding removal is simple so having it gives those Factory Stock builders an LTD, so give points there too. The light bar is actually close to the design used for the period and not too generic to match actual departments. As for building the kit, there was very little to no FLASH on my sample and mold lines were minor. It seems the motor was an afterthought as it is so well done compared to the rest of the kit. Part fit is good and for the most part good attachment points are supplied. This is good for the average builder just getting into wanting to attempt some advanced skills. Since most people detail the motor this one is good for it. Also the good body lines give ease of detailing and foiling. The finished kit looks good on the shelf. Would I enter this in a contest, NO, but then again I believe you should build for yourself and enjoy it.

And, I did enjoy building it despite being "The Kit of Contradictions".

