Over sixty years after its introduction, the 1940 Ford remains to this day a classic in most everyone’s sense of the word. Even those people that do not consider themselves car enthusiasts recognize and generally appreciate the clean design of the Fabulous Forty.

Henry Ford, the founder of the company, is widely remembered as a mechanical genius and the man who developed the modern assembly line, among many other accomplishments. But designing past what was needed to foster efficient assembly was simply not one of Henry’s priorities. Through the company’s early years, Henry’s history making Model T’s were largely the same year after year and all painted black just to simplify production.

The job of styling each year’s new Fords was left to Henry’s son, Edsel. By the 1930’s, Edsel’s positive influence was evident throughout the lineup.

For the 1939 model year, Edsel and his staff moved the headlamps on the new Ford DeLuxe out to the fenders instead of on either side of the radiator grille. It was one of the first models designed in Ford’s new in-house styling department at the company’s headquarters in Dearborn and also one of the first that did not have Henry’s ham-fisted influence.

1940 carried over the new-for-’39 front end styling to include both the DeLuxe and less expensive Standard models as well as a new body nearly nine inches longer than the previous model. The result was a car that was not only good looking, but also more spacious for its occupants.

While offering fewer color choices and less chrome trim than the DeLuxe, the Standard models still had that wonderfully flowing design. This was especially true in the case of the coupe, the subject of your Revell kit.

Also commonly called an "opera" coupe at the time, the ’40 Standard came equipped with the 60 horsepower version of the famous flathead V8 along with a new-for-’40 steering column mounted shift lever. Available colors included Lyon Blue, Cloud Mist Gray and the ever popular Black with the upper dashboard finished in Briarwood Brown. Wheels were painted black on Standards regardless of body color and the right side tail lamp remained an extra cost option.

Whether you build up your coupe to look like how it would have when it rolled off the showroom floor in 1940 or as a modern street rod with a flame paint job and chrome engine and wheels borrowed from your other Revell kits, we hope you find as much enjoyment as we did developing your new 1940 Ford Standard Coupe.

DECAL APPLICATION INSTRUCTIONS

1. Cut desired decal from sheet.
2. Dip decal in water for a few seconds.
3. Place wet decal on paper towel.
4. Wait until decal is movable on paper backing.
5. Place decal in position on model, face up and slide backing away.
6. Press out air bubbles with a soft damp cloth.
7. Milkiness that may appear is for better decal adherence and will dry clear. Wipe away any excess adhesive.
8. Do not touch decal until fully dry.
9. Allow the decals 48 hours to dry before applying clear coat.

NOTE: Decals are compatible with setting solutions or solvents.

This optional paint guide is provided if you choose to detail paint your model.

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aluminum</td>
<td>ALUMINUM</td>
</tr>
<tr>
<td>Flat Black</td>
<td>NOIR</td>
</tr>
<tr>
<td>Flat Brown</td>
<td>VERT MOTEUR FORD</td>
</tr>
<tr>
<td>Gloss Black</td>
<td>NOIR BRILLIANT</td>
</tr>
<tr>
<td>Gloss Dark Green</td>
<td>VERT BRILLIANT</td>
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<tr>
<td>Gunmetal</td>
<td>IVORE</td>
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<tr>
<td>Ivory</td>
<td>NOIR SATINÉ</td>
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<td>Semigloss Black</td>
<td>ACIER</td>
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<tr>
<td>Steel</td>
<td>ARGENT</td>
</tr>
<tr>
<td>Tan</td>
<td>HAVANE</td>
</tr>
<tr>
<td>Transparent Red</td>
<td>ROUGE TRANSPARENT</td>
</tr>
</tbody>
</table>
1 ENGINE ASSEMBLY

A

- 75 CYLINDER HEAD (PAINT NUTS GUNMETAL)
- 73 LEFT ENGINE BLOCK HALF (GLOSS DARK GREEN)
- 78 RIGHT EXHAUST MANIFOLD (GUNMETAL)
- 81 STARTER (SEMIGLOSS BLACK)
- 80 DISTRIBUTOR (ALUMINUM)
- 79 FRONT COVER (GLOSS DARK GREEN)
- 77 LEFT EXHAUST MANIFOLD (GUNMETAL)
- 106 INTAKE MANIFOLD (GLOSS DARK GREEN)
- 74 CYLINDER HEAD (PAINT NUTS GUNMETAL)
- 72 RIGHT ENGINE BLOCK HALF (GLOSS DARK GREEN)
- 86 AIR CLEANER TOP (GLOSS BLACK)
- 114 AIR CLEANER BOTTOM (GLOSS BLACK)
- 84 GENERATOR (SEMIGLOSS BLACK)
- 83 FAN (SEMIGLOSS BLACK)
- 82 FAN BELT (FLAT BLACK WITH SEMIGLOSS BLACK PULLEYS)
- 85 CARBURETOR (CHROME, PAINT ALUMINUM, PAINT SHADED CARB BASE SEMIGLOSS BLACK)

B

- 51 RIGHT X-MEMBER HALF (SEMIGLOSS BLACK)
- 98 X-MEMBER CENTER (SEMIGLOSS BLACK)
- 52 LEFT X-MEMBER HALF (SEMIGLOSS BLACK)
- 111 MUFFLER HALF (ALUMINUM)
- 50 FRAME (SEMIGLOSS BLACK)
- 112 MUFFLER HALF (ALUMINUM)
- 99 DRIVER SIDE FRAME BRACE (SEMIGLOSS BLACK)
- 100 PASSENGER SIDE FRAME BRACE (SEMIGLOSS BLACK)

NOTE: OPEN UP SMALL HOLE IN X-MEMBER CENTER

2 FRAME ASSEMBLY

- 50 FRAME (SEMIGLOSS BLACK)
- 112 MUFFLER HALF (ALUMINUM)
- 99 DRIVER SIDE FRAME BRACE (SEMIGLOSS BLACK)
- 100 PASSENGER SIDE FRAME BRACE (SEMIGLOSS BLACK)
NOTE: OPTIONAL DECAL (9) MAY BE APPLIED TO FRONT SEAT. DO NOT SLIDE FROM BACKING PAPER, CUT OUT DECAL (9) AND GLUE TO FRONT SEAT USING WHITE GLUE.
NOTE: YOUR REVELL KIT HAS TWO TAILLIGHTS INCLUDED. THE STANDARD ONLY HAD ONE TAILLIGHT. THE DELUXE VERSION HAD TWO