



BR48290

MiG-25PD FOXBAT (SHORT) INTERCEPTOR EXHAUSTS

Designed for the 1/48 scale
Kitty Hawk MiG-25 kit series

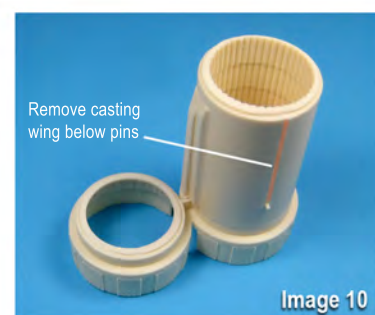
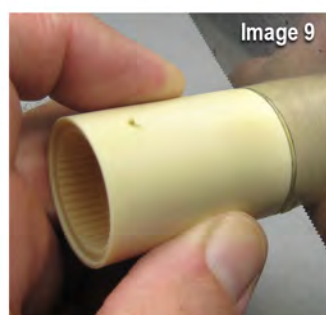
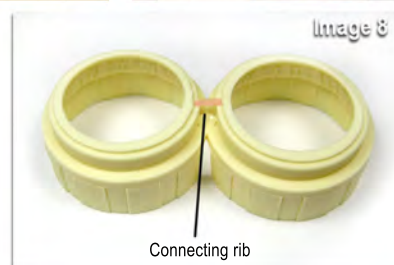
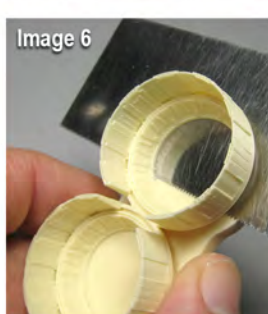
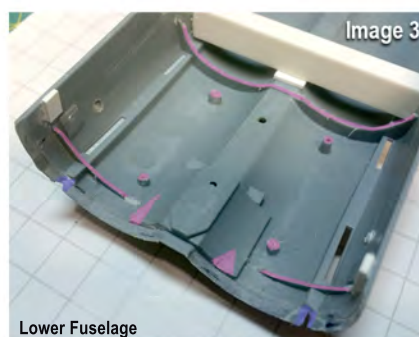
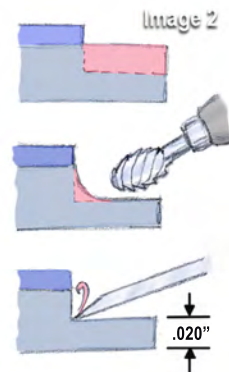
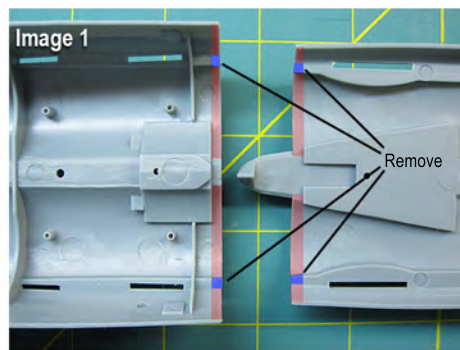


Master Patterns by Michael O'Hare

This set contains a complete set of parts necessary to replace the inaccurate kit exhausts and afterburners contained in Kitty Hawk's MiG-25 kit. Interceptor variants all had the short style exhausts.

Installation is not overly challenging, but it will take some careful modification of the upper and lower fuselage halves to allow the new assembly to fit. With care and patience, this set will fit well & make a big difference in your MiG-25. We will get started by modifying the kit parts, then removing, cleaning up and assembling the resin parts, then move on to installing the new exhausts.

- 1) The most important part of fitting these intakes is modifying the inner lip at the back of the upper and lower fuselage halves. The areas colored pink in image 1 should be thinned to about .020" (.5mm) or about half the thickness of the plastic. Use a small ball cutter in your motor tool run on low speed to carefully grind along the perimeter where thinning is required. Use a sharp hobby chisel (or scrape with a curved hobby blade) to shave the excess plastic away to square up the front edge of the thinned lip. See image 2.
- 2) The raised areas (shown in blue) formed by the slots for the twin tails and lower strakes should be removed; doing so does not affect the installation of the kit parts. See images 1 and 3
- 3) It is also advisable to modify the locating pins on the bottom half, reducing the aft pair by 1mm in height. The forward bulkhead should be trimmed to create a larger diameter than the kit part offers – this will allow the fit of the rear fans. The internal corners created by the fictional air brake recess can also be filed down, and after careful test fitting, your assembled exhaust unit will fit, with the smooth part of the exhaust nozzles (with no petal detail) being tucked inside the thinned down aft end of the kit fuselage. Images 3, 4 and 5.
- 4) Remove afterburner casting from resin mounting block with a deep bladed hobby saw. It should have a cutting depth of at least 3/4". Make sure the saw blade is resting against the base of the block, so as not to cut off the raised locating rings. See image 7. Trim the connecting rib down so that it will not interfere with the fit of the exhaust tubes. See image 8.
- 5) Cut exhaust tubes free from mounting blocks, again making sure the saw blade is resting against the base of the block so as not to cut off the raised locating rings. If you do, you can still assemble the parts, but you will have to align them by eye. See images 9 and 10.
- 6) Remove flame holders from casting blocks by sawing with a fine hobby saw. Rest blade against casting block and work slowly in from all directions. It is a fragile part, so take care. You can clean up the part and use it as is, or you can carefully remove the rest of the supporting structure from the backside.





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- 7) The stepped ribs that, when attached, join the two intake tubes together, may need some block sanding to adjust for the slight changes that rubber molds can impart to the castings. Invert the afterburner casting and place on the desktop. Fit one of the exhaust tubes over the raised lip on the back of the burner casting. Orient the stepped centerline rib to align with connecting rib. Hold parts firmly together. Test fit other exhaust tube. Block sand the pink highlighted area of centerline rib (both exhaust tubes) if the tubes need to be a bit closer together to fit the afterburner casting. See image 10 and 12. Test fit and adjust. When you get these 3 parts to fit together, attach with Cyanoacrylate glue.
- 8) Very carefully saw center burner petal insert from casting block. Cut slowly, sawing in with a thin bladed photoetched saw from all sides. Cleanup by block sanding rear face just enough to even the surface out. Slide into place as show in image 14 and 15. When satisfied with the fit, attach with CA.
- 9) Sand rear faces of turbines if desired. Test fit flame holders. Don't install yet. This is a good point at which to paint inside surfaces of the subassemblies. Use the kit instructions and photos of real jet exhausts and afterburners for reference. Once painted and dry, attach flame holders to turbines and add turbines to exhaust tubes. The whole exhaust and afterburner unit should be in one piece now. See image 12 and 15.
- 10) Test fit completed assembly to lower fuselage half. Check for interference and adjust. Test fit top fuselage half. Check for interference & adjust. Once satisfied, you may wish to add a cross brace at the base of the installed unit with a good sized styrene strip or length of sprue from the kit trees to keep assembly from getting dislodged later during handling. See image 3, 4 & 18.
- 11) Assemble rest of model as usual. Painting of the exhaust unit can be finished up and weathered before permanently installing. We hope you enjoy working with this set!

Happy modelling! *Roy*



Image 11

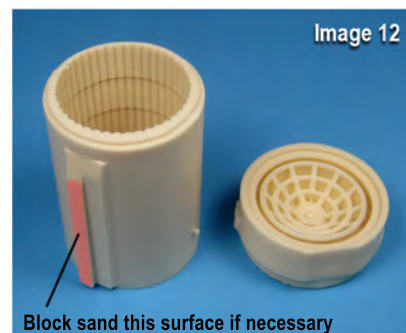


Image 12

Block sand this surface if necessary

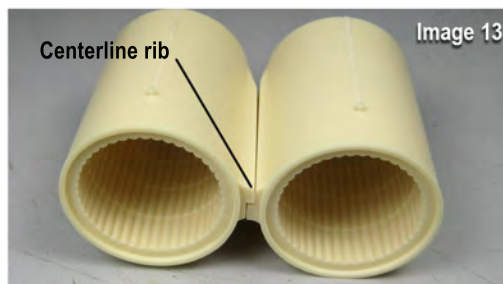


Image 13

Centerline rib

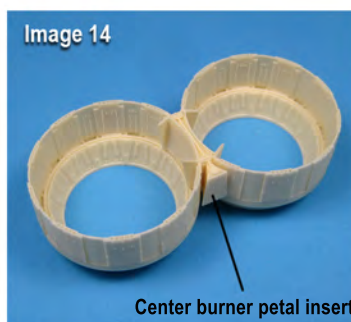


Image 14

Center burner petal insert

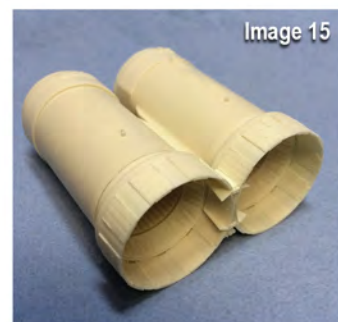


Image 15

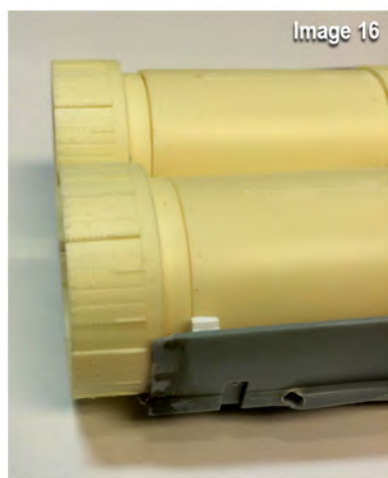


Image 16



Image 17

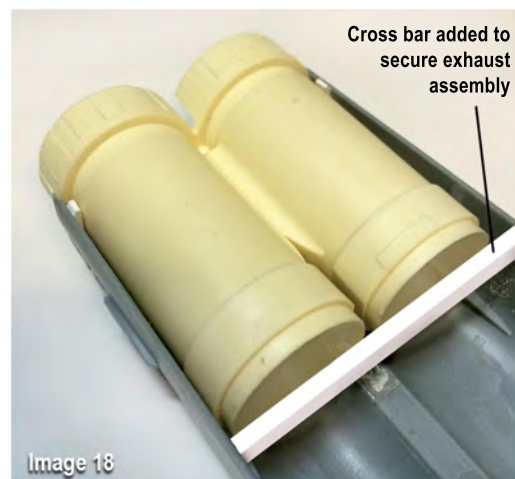


Image 18

Cross bar added to
secure exhaust
assembly