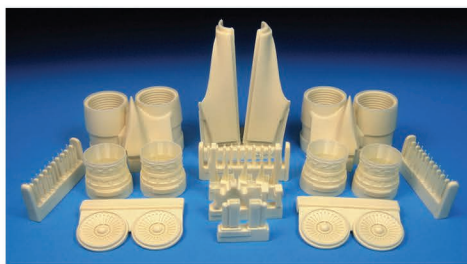




BR72298

B-1B Late Exhaust and Rear Nacelle Upgrade Set

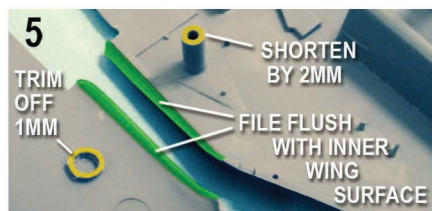
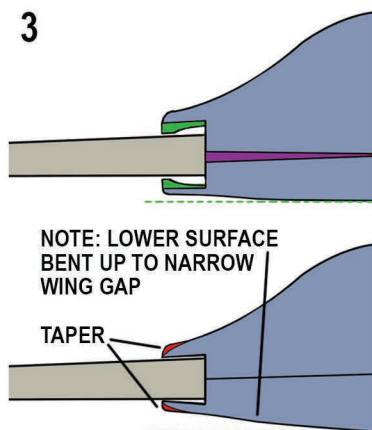
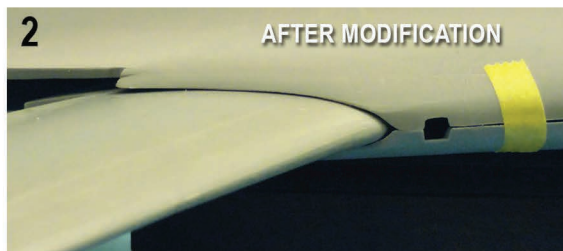
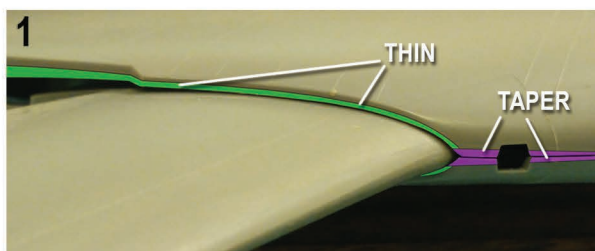
For the 1/72 scale Monogram B-1B kit. May be adapted with some work to the Airfix kit.



The 1/72nd Monogram B-1B kit was released back when the B-1B was brand new. As such, it represents a very early production version. To build an accurate B-1B, there are a lot of shapes and details that need to be changed. BarracudaCast has released 5 resin upgrades designed to update and improve the old Monogram kit. This new set corrects a lot more than just the exhausts, and will require a fair amount of work by the modeller. The reason being that the Monogram kit is wrong in a number of areas, and correcting one area led to correcting another. We hope you will enjoy this upgrade set and appreciate not only the added detail, but a more correct representation of the shapes in these areas. We would highly recommend you also purchase our BR72301 Wing Glove Set and BR72300 B-1B Intake Set to really improve the look and accuracy in this area.

By way of explanation, there is some real modelling involved in the installation of this set, but don't worry, we will walk you through it. Basically, the issue is that the wing gloves are too thick (see Fig X), and need to be reworkwed so that the glove tapers down to be almost flush with the outer sweepable wing sections. If you do not want to thin this area for a more accurate look, you will not be able to use BR72301 B-1B Wing Glove set (Actually they are wing seals. I should have named them as such, but its too late to fix it now!) The B-1B Wing Glove (Seal) Set will only fit if you do the work to thin the wing gloves. Let's get started!

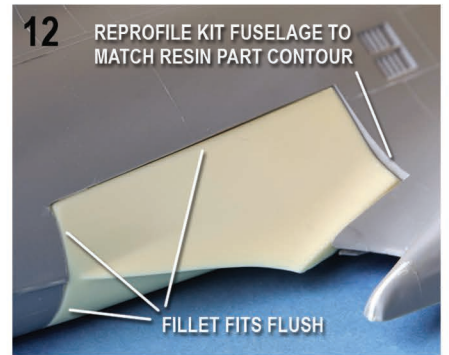
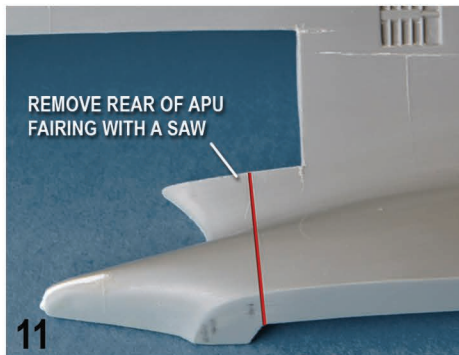
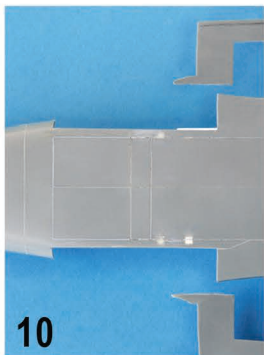
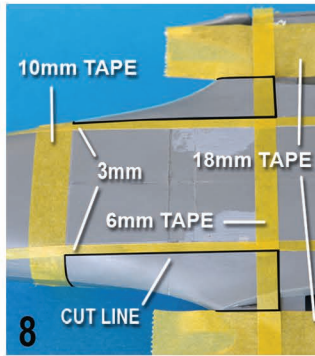
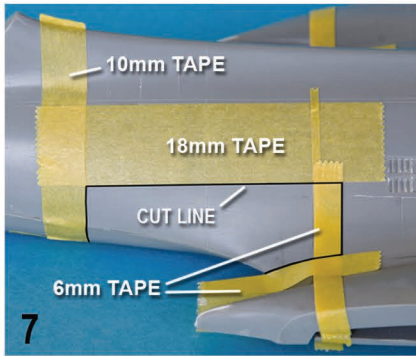
1. Reduce the thickness of the step between the wing and the wing glove. To do this, sand or file a wedge of approximately 1 mm (.040") from upper & lower halves (2 mm total) out of the leading edge with a smooth transition towards the fuselage. This gives a greater angle of the lower surface to the ground that improves the too-flat bottom of the kit. To maintain the depth of the fuselage, its a good idea to fit spacers above the bomb bay to the top. If you don't want to open up or detail the bomb bay, the easiest solution is to drill two holes in the bomb bay and glue plastic tubing (Fig. 6) against the fuselage and letting it dry before proceed -ing and finally replacing the bomb bay doors with thick plasticard.



The pin for the wing sweep pivot must be shortened by 2 mm, the socket for the pin in the upper fuselage needs to be shortened by 1 mm (same as the height of the wedge at that point). Create a tight fit between the wing glove and the upper and lower surfaces of the wings. You can use the resin wing seals (available separately as BR72301) as templates to gauge how much material to remove.

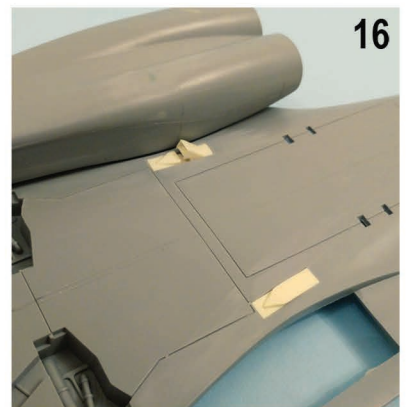
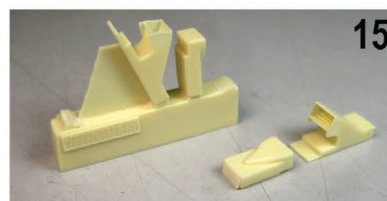
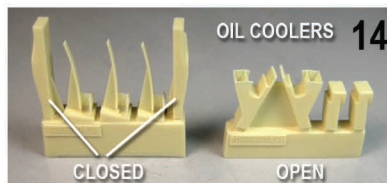
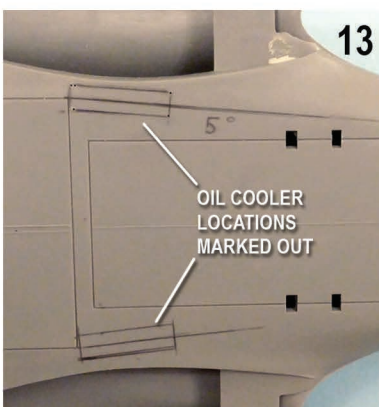
B-1B Late Exhaust and Rear Nacelle Upgrade Set

2. Cut out the areas of the fuselage to take the wing fillets. Precisely locating the wing fillets these will help you later when locating the resin/kits hybrid engine nacelles. Tape the fuselage halves together. Use Tamiya masking tape in 6, 10 and 18 mm widths as guides to mark the cuts. The 18 mm tape goes along the lower of the two lengthwise panel lines. The 10 mm tape goes forward of the circumferential panel line just forward of the tail fin joint. The 6 mm tape goes forward of the panel line of the APU "nib". For the lower fuselage, cut two strips of tape 3 mm wide and apply either side of the bomb bay doors. Finally, apply tape in the lengthwise direction 3 mm offset from the bomb bay cut line. The black lines in the photos show where to cut. Conversions: 3mm (1/8"). 6mm (15/64"). 10mm (25/64"). 18mm (45/64").



The resin fillet should fit snugly against the top, rear and the bottom. See Fig. 12. However, there are shape issues with the kit cross section towards the front of the fillet insert. Do not use filler to fair in the resin parts, but sand the fuselage to match that of the resin part after gluing securely to the upper fuselage. Important! Do not glue the fillets in yet!

3. The fuel/air coolers are completely absent from the kit. We have given you the choice of displaying them open or closed – either option is possible on the ground. Fig. 13 below shows the position of fuel/air coolers. They are located on the underside, inboard of the nacelles, immediately behind the main gear bays. The centre line of the coolers should start from the rear outer corners of the main wheel doors and toe in five degrees towards the rear as shown. Measure a rectangle of 5 x 20 mm (13/64" by 25/32") and cut. Make the flat areas forward and aft flush with the aircraft skin, and secure from the inside with CA. The photo below (Fig. 10) shows both open and closed versions installed, but in reality both would be either open or closed.

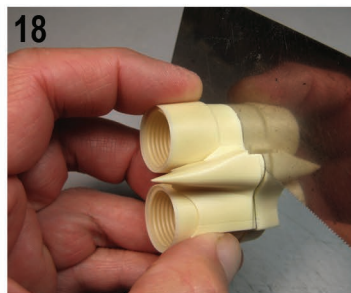
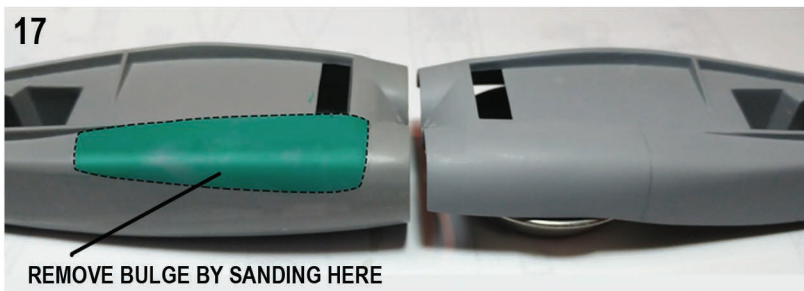




B-1B Late Exhaust and Rear Nacelle Upgrade Set

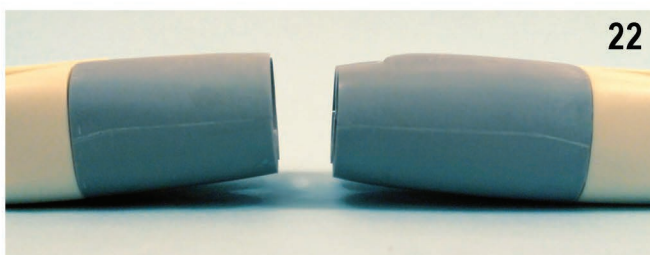
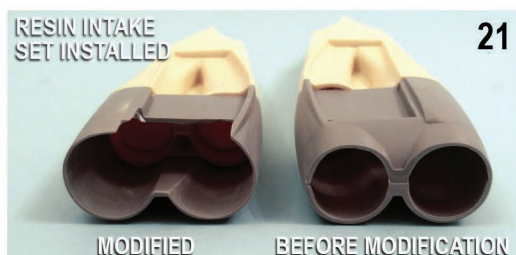
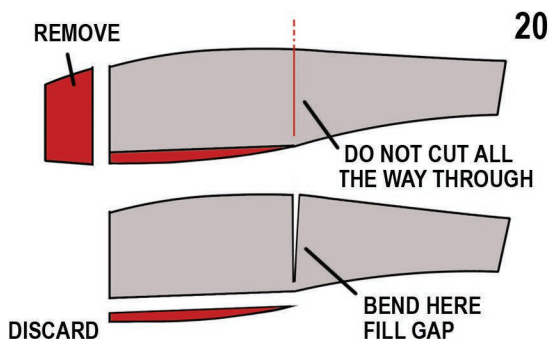
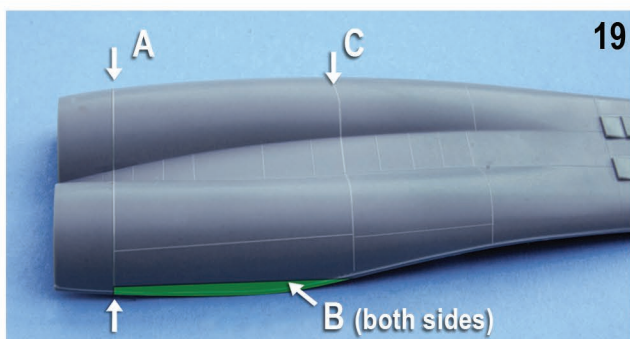
4. Fitting and correcting the kit nacelles. As molded in the kit, the nacelles depict an early B-1A, and as such, need some reworking to accurately depict a B-1B. There is a bulge on top of the nacelles that needs to be removed. Remove the bulge by sanding the top of the nacelle to remove the bulge (shown in green). See Fig. 17. This is also covered in the instructions for the BR72300 B-1B Intakes. the top surface should have a very gentle curve to it. See Fig. 19.

Remove casting blocks from the rear nacelles by making a saw cut flush with the casting block, leaving the stepped down lip on the resin rear nacelles to aid in locating and gluing them to the modified kit nacelles. Work slowly, and saw in from 3 or 4 directions to keep saw cut from wandering off track. See Fig. 17 and 22.



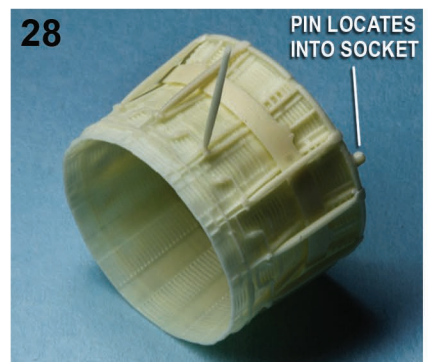
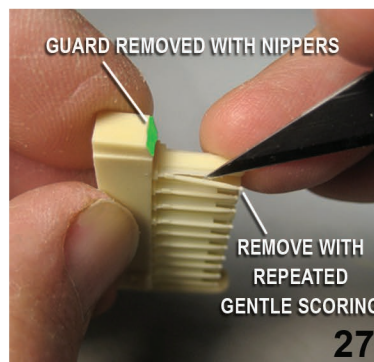
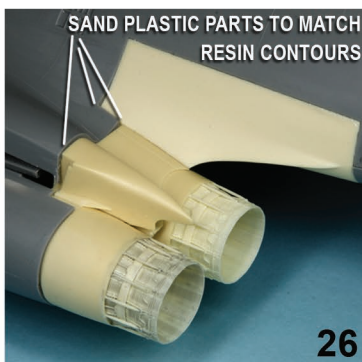
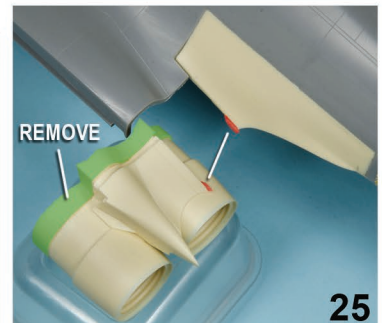
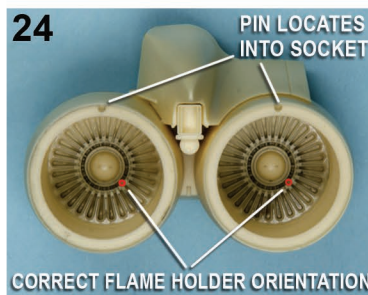
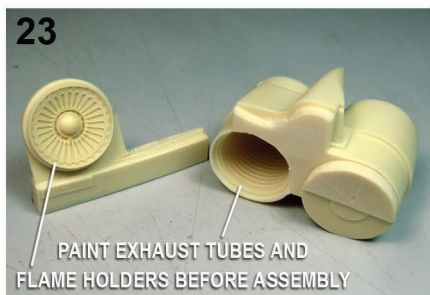
5. The kit exhaust fairing is too long (modelled on the B-1A with shorter exhaust nozzles). Shortening the exhaust fairing leaves the nacelle with an oval, rather than round, cross section. It's fairly easy to correct this.

Tape the nacelle halves together and make a vertical cut "A" just aft of the rear panel line to remove the rear nacelle fairing section, both upper and lower. Next, saw cut a wedge "B" out of the kit bottom nacelle part that is about 1 mm deep at the rear. See Fig. 18. On the same part, make a saw cut at the panel line "C" as shown, starting from the top, but do not cut all the way through. This cut will allow you to tilt up the rear section of the nacelle that will restore a circular cross-section to match the resin nacelle rear. Use the resin parts to gauge your cut and go slowly; it is easier to remove than to add material. When you are happy with the fit to the resin parts, you may glue the nacelle halves together. NOTE: If you choose to fit the Barracuda resin intakes, set BR72300, then follow the same procedure as above, but make cut "C" to go all the way through to remove the nacelle front entirely, as this set replaces it with a much more accurate and detailed resin assembly. If you are installing both intake and exhaust sets, please read both sets of instructions thoroughly before beginning work on the nacelles. Once the nacelles are assembled, you will need to fill the gap created by bending the rear nacelle down and fill the gaps where the lower and upper nacelle halves come together. When finished, thin the trailing edges of the kit nacelle to fit the resin exhaust and APU fairing.



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6. Remove the flame holders from the molding blocks and clean up. Test fit to the rear nacelle castings. This is a good point at which to paint the inside of the jet pipes in the rear nacelle castings & the flame holders. Once these parts are painted, attach the flame holders as shown using CA. Note the small ring on the flame holder should sit at the 4:30 position when installed. The rear nacelles are now ready for installation.
7. Once all the parts have been dry fitted and you know how the parts go together, its assembly time. Start by attaching the wing fillet fairings to the upper fuselage. Install the resin rear nacelle assemblies to the kit nacelles. Fill and sand all seams and rescribe as needed. The nacelles (with resin intakes in place if you choose to use them) can now be glued to the fuselage. The wing seals are best assembled last. Don't forget to add the wings – whether you trap them between the fuselage halves, or add them afterwards by sawing a notch in the wings for the pin is up to you. Please note there are differences in shapes and cross-sections between the resin wing roots and the kit parts. Our resin parts have been created to correct shape issues with the kit, and we recommend you file, scrape and sand the plastic to fit the resin rather than using filler to smooth out the transitions.



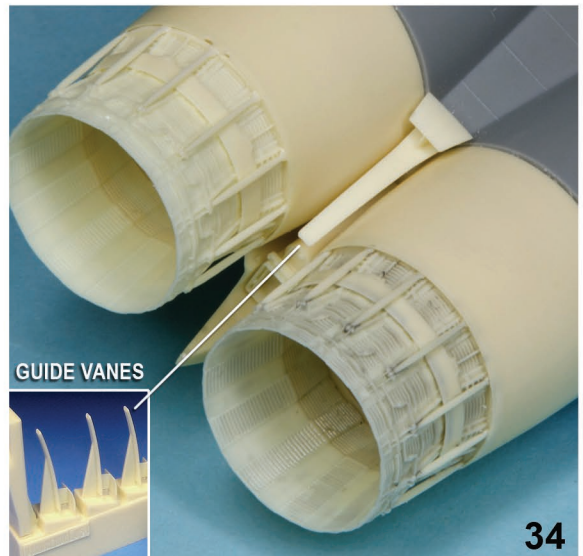
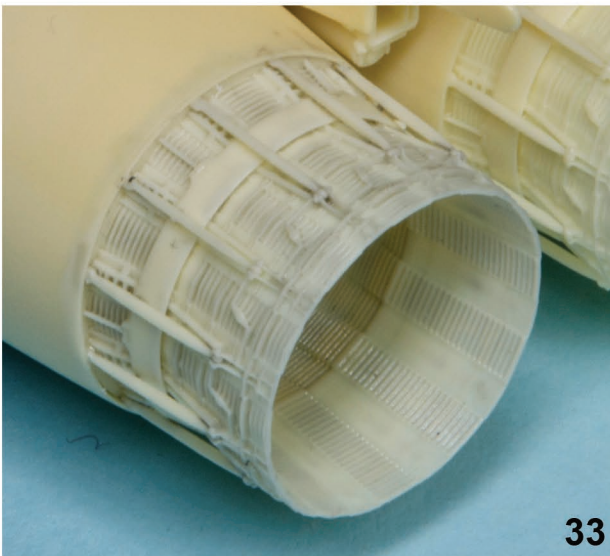
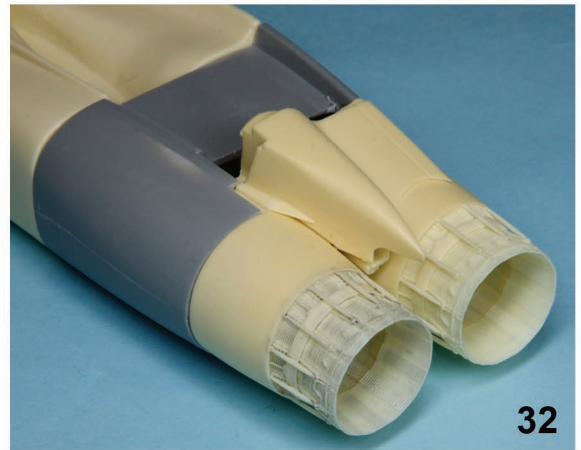
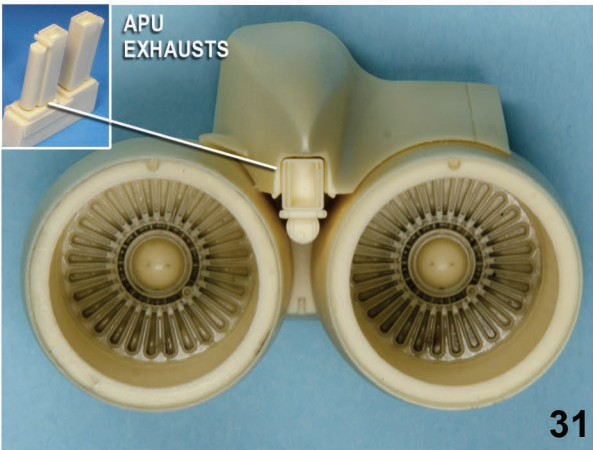
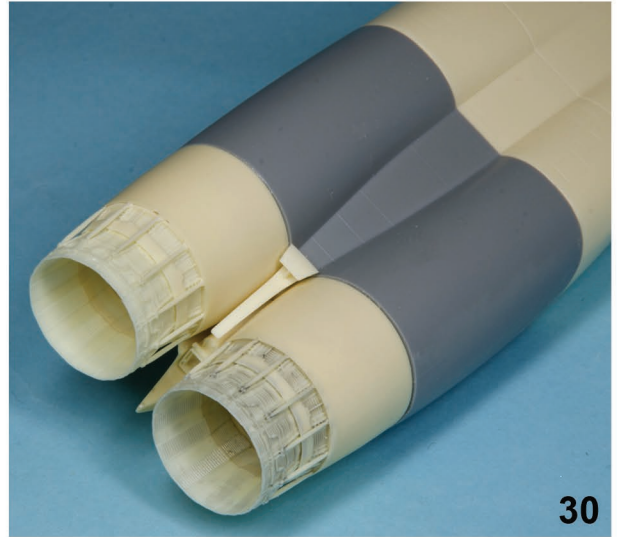
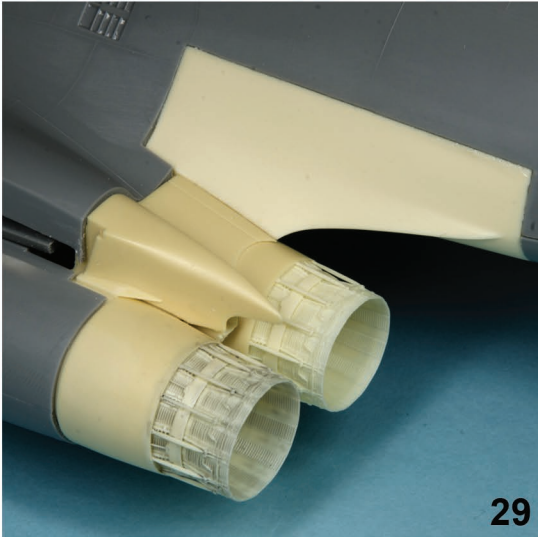
8. Building the exhaust nozzles. These are simply removed from the casting bases by carefully sawing in from all directions and the radius arms fitted. Radius arms are best removed by first clipping off the guards to allow better access, then lightly and carefully scoring along the back edge until they break free. Take your time. If you break or lose a few in the process, don't worry. There are many spares on the molding blocks. The round end slots in between the outer petal stiffeners, and the rectangular end goes in the rectangular notches at the base of the nozzle. The radius arms may be slightly too long at the base of the exhaust, so once the glue is dry, sand the base flat. There are some magnificent shots of B-1B exhausts on the website www.airliners.net that show colours and weathering to good advantage.
9. Once the nacelles are in place, add the APU exhausts. The vanes between the paired exhausts should be added after the model is completed to avoid breaking them off during handling. The painted and weathered exhaust nozzles should be added last to the model after the final flat coat, as they are also a bit fragile.

Build rest of model per kit instructions. We hope you enjoy upgrading your Bone!

Happy Modelling!



B-1B Late Exhaust and Rear Nacelle Upgrade Set





BR72298

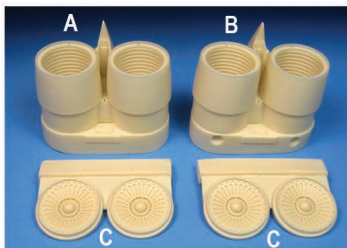
B-1B Late Exhaust & Rear Nacelle Set

For the 1/72nd Monogram B-1B
May be adapted to fit Airfix kit.

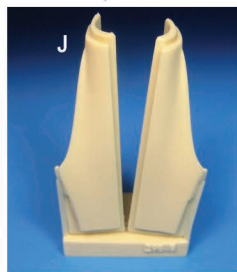
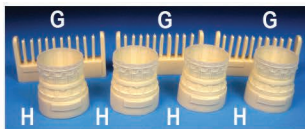
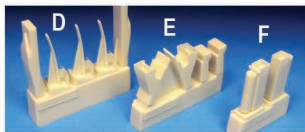


Fully illustrated instructions are available online. Go to www.barracudacast.com and navigate to the product page for this set. There is a hyperlink near the bottom of the page, just above the price. It will take you to a downloadable PDF that you can view on your computer or print out. Please review your set with the images below to make sure you have all the parts needed. Check out the other 1/72 B-1B resin sets we produce for this kit. Enjoy!

Roy



Please use sprue letters for customer service issues.



www.barracudacals.com