

BRAEMER MODELS

GREAT BRITISH MODEL KITS



1:32 Smooth Sider Bulk Tipper Kit

1:32 Smooth-Sider Bulk Tipping Trailer

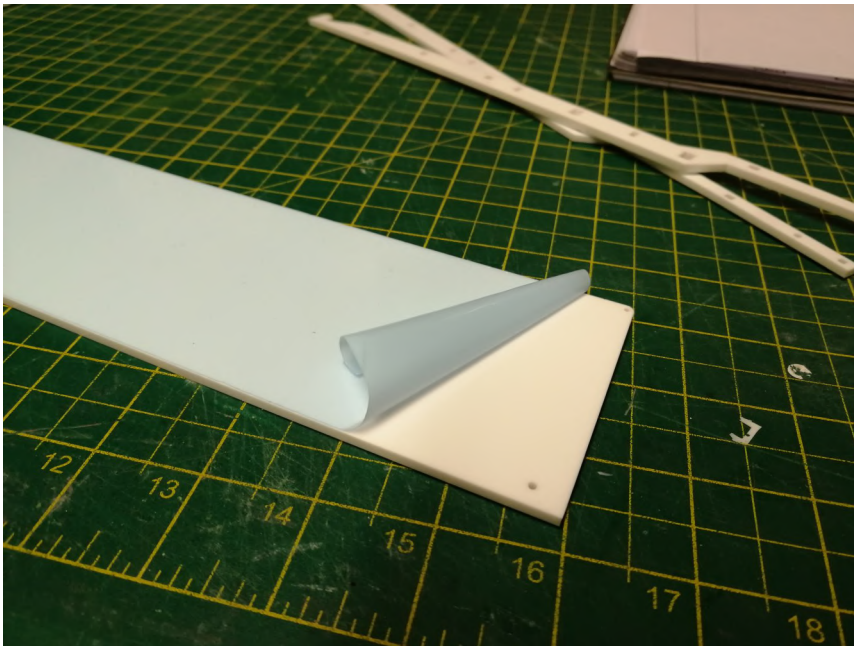
CLEAN ALL RESIN PARTS IN WARM SOAPY WATER

The silicone release agent used in the casting process will react with paint, it must be thoroughly cleaned off before painting.

This is a guide to using the kit. Care should be taken at each stage to make sure the model is going together correctly and any alterations that are not in the instructions should be carried out.

Glue: Recommended glue is a good quality super glue such as Gorilla Super Glue. I use the Blue Lid Gorilla Super Glue which is readily available from most hardware stores including B&Q and Screwfix. It provides a strong bond, the acrylic around the bond will snap before the bond breaks.

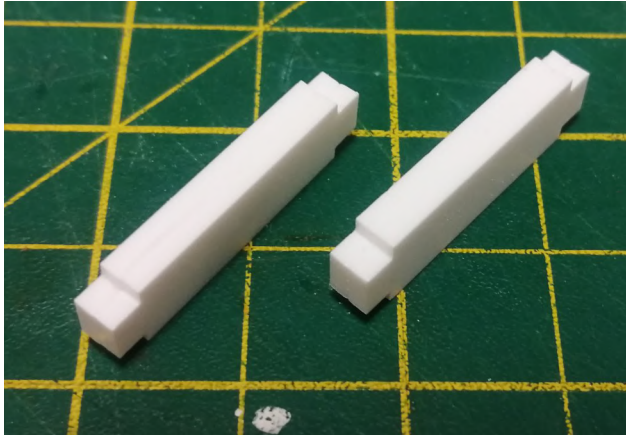
Paint: The instructions will suggest the best point to paint components. A good quality automotive primer or plastic primer followed by automotive acrylic is recommended. Brands such as Hycote or Halfords are likely to be problem free and provide a good finish to your model while being readily available.



Step 1: To start with I recommend cleaning the resin parts (wheels and tyres) in a strong washing up liquid solution. Remove any flash from the resin parts too, this is excess resin left over from the casting process where resin is poured into the mould.

Then remove the plastic backing from all acrylic parts and sand back the surface with a fine grit sand paper 220 grit or less. The laser cutting process causes a slight raised edge on most parts that will inhibit strong adhesion. By sanding these edges off a stronger glued bond can be made and the surface of the plastic is improved for paint adhesion.

It is important to take care when sanding as Acrylic is a brittle material and can easily snap. If something does break simply line up the crack lines and glue back together, leave 24hrs before using the part again so the glue can set firmly. The same applies to any resin parts.

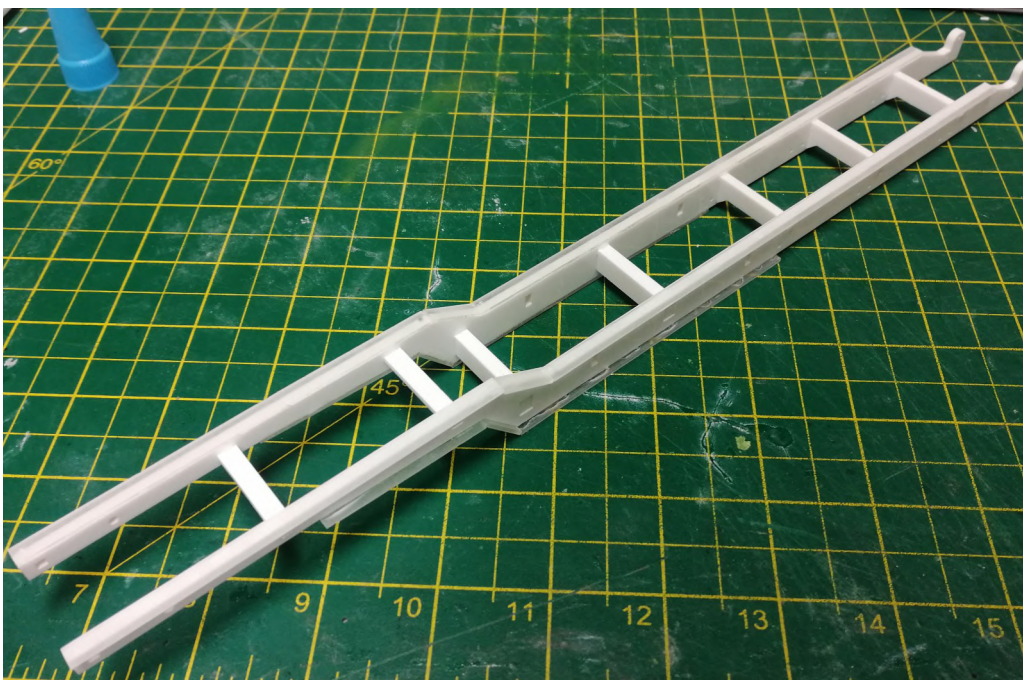
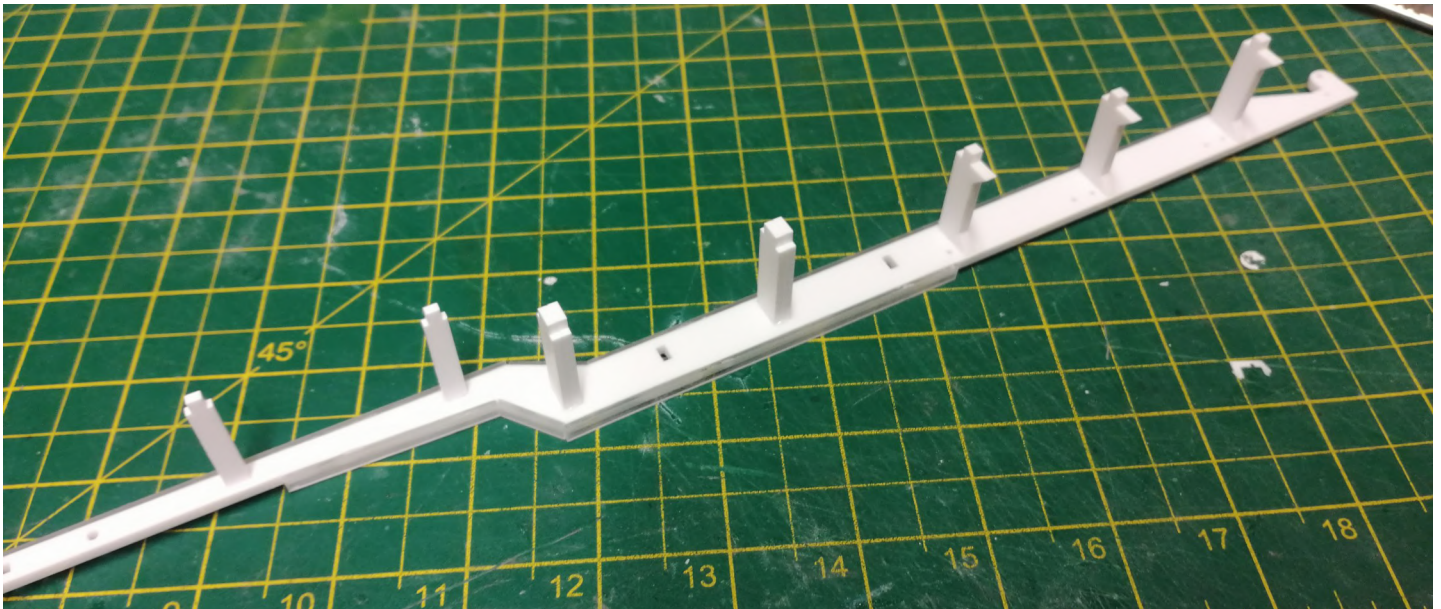


Step 3: Glue two pairs of part No.3 together to double its thickness.

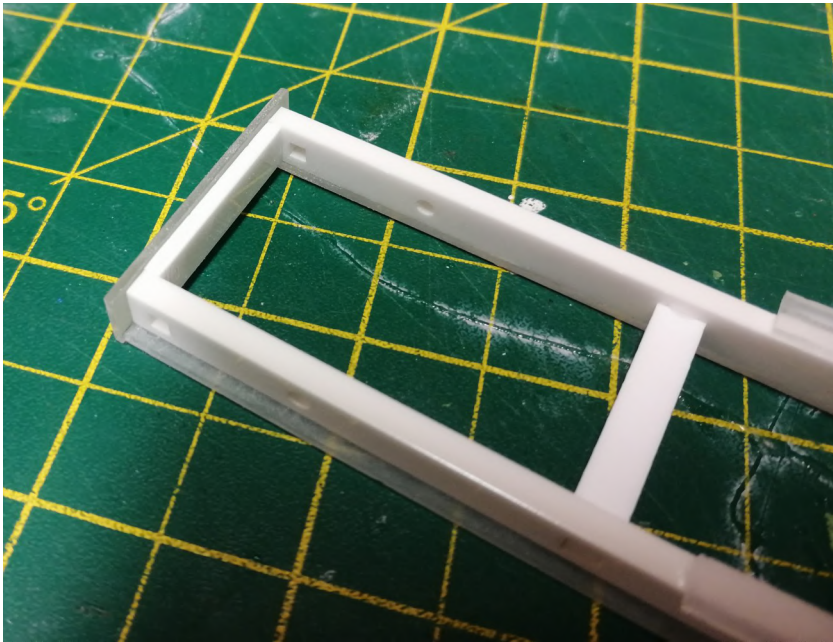
Step 4: Glue all cross members into their slots in one chassis rail, gluing to the opposite side of the rail to the overhanging chassis rails.

Order from the front is 2 x No.2, 2 x pairs of No.3 and 3x No.4 at the rear.

Ensure cross members are glued perpendicular to the chassis rail.

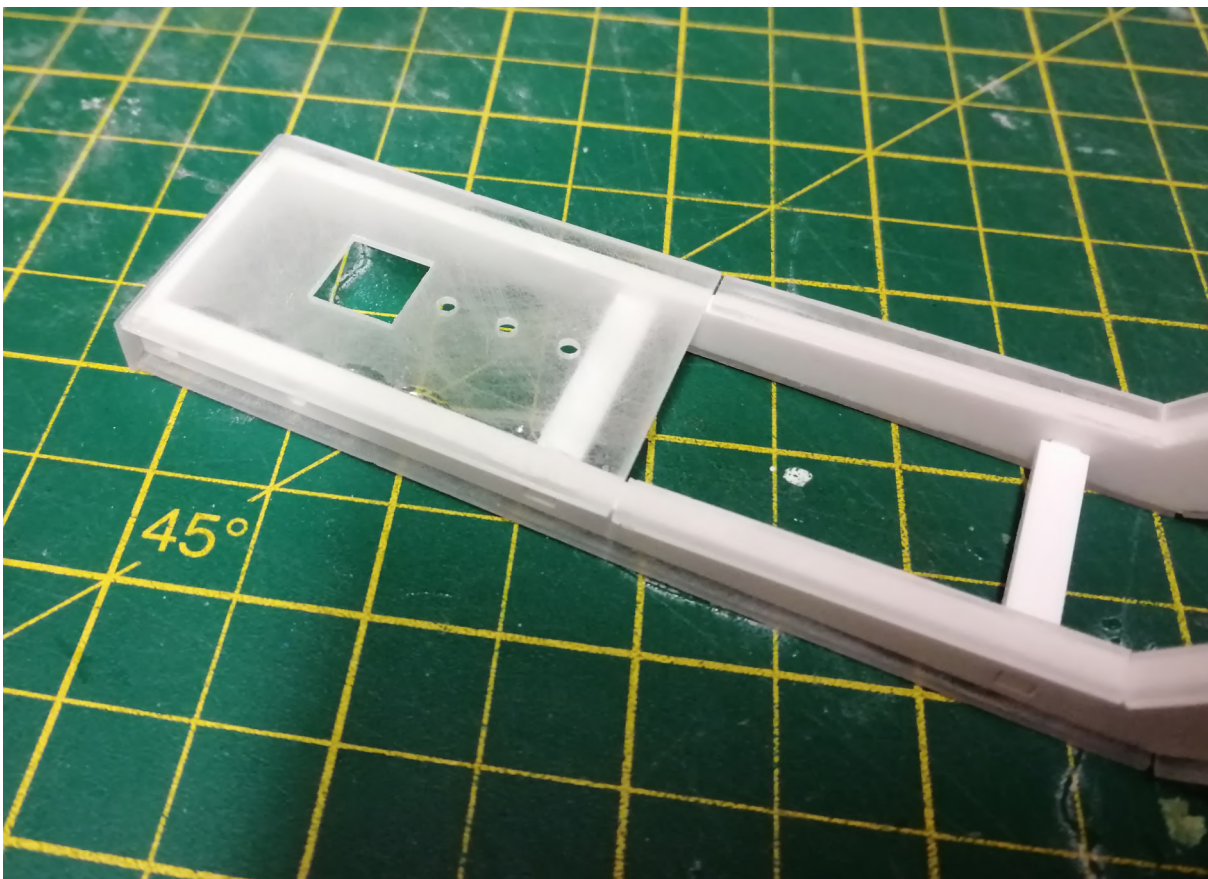


Step 5: Glue the other chassis rail to the other end of the cross members. Ensure that they are straight and true.



Step 6: The front of the chassis is constructed with 1mm part No.15 at the front and 2mm part No.16 behind to space the chassis rails appropriately.

Step 7: Follow this by gluing the kingpin plate to the bottom of the front chassis. This glues in place with the square hole at the front. Refrain from gluing the kingpin in place until later when the best positioning for your chosen tractor unit can be determined.

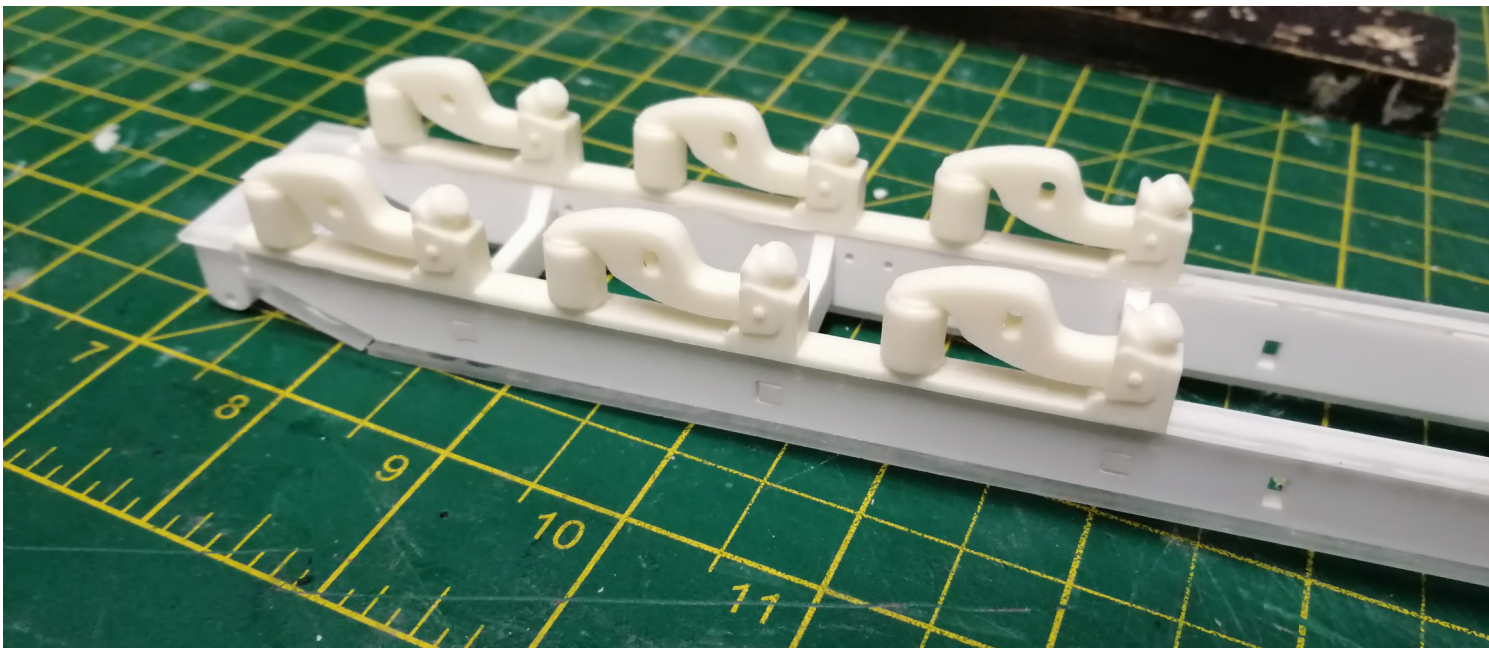


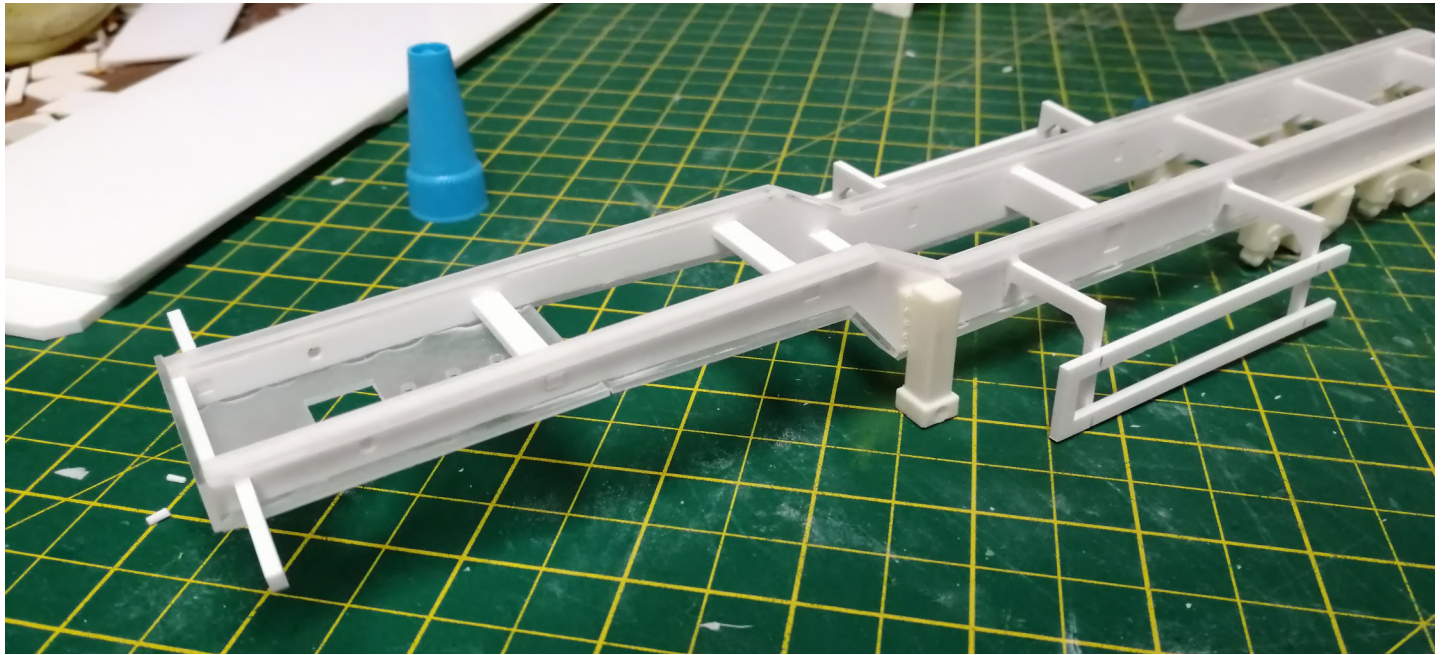
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Step 10: Remove any flash from the suspension castings using a sharp knife taking care not to break the resin parts.

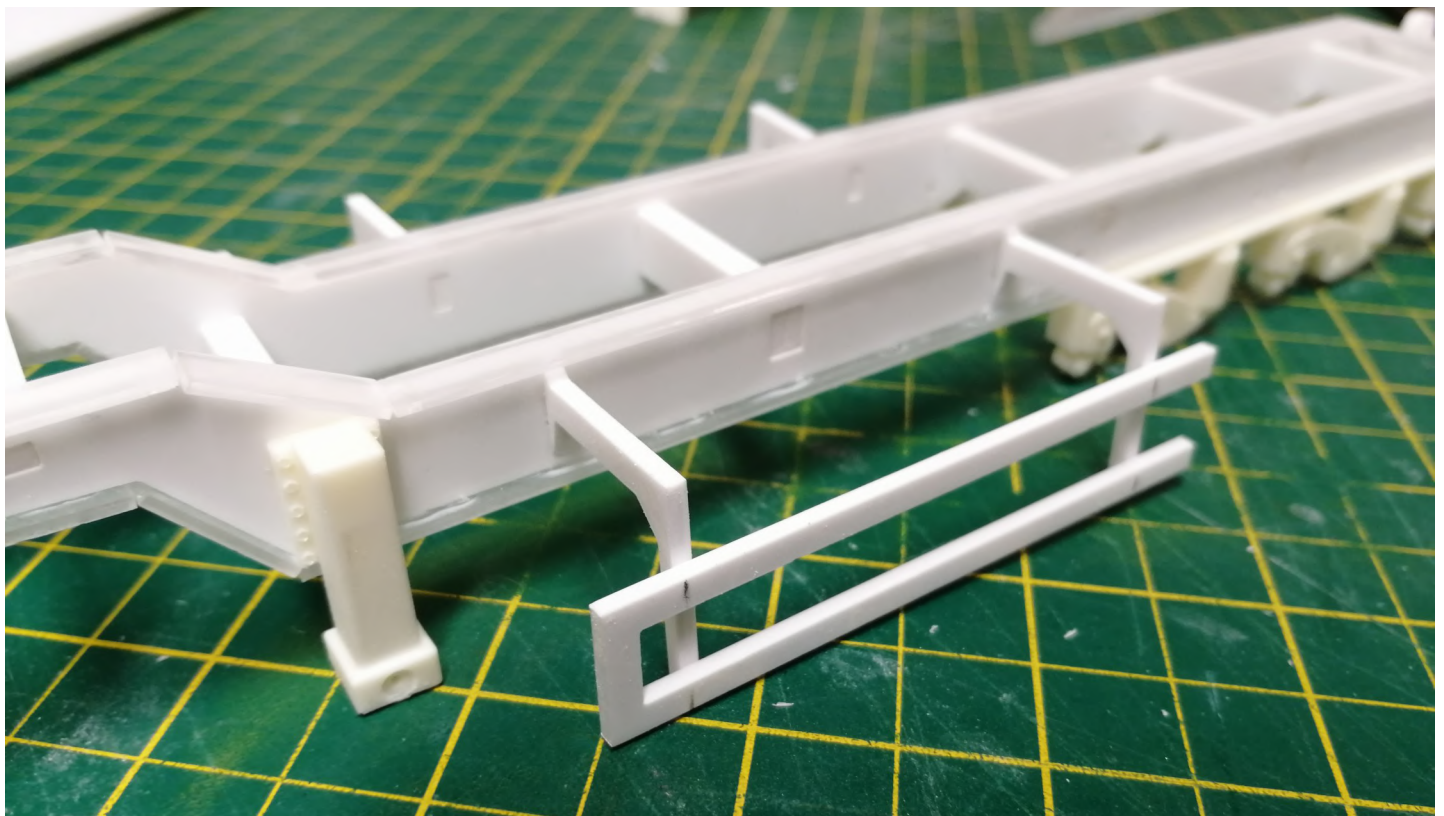
Step 11: Glue the suspension castings to the bottom of the chassis. You may need to sand the top of the casting to get the best fit. When gluing ensure the castings are running parallel with the chassis rails and that the holes for the suspension line up allowing the axles to spin perpendicular to the chassis rails.





Step 12: Add the external details to the chassis. At the front there are two light stalks. At the step frame glue the two jack legs to the chassis rails. Further back part No.19 slot into the chassis rails. These are the arms to mount the cross members.

The side rails should be glued flush with the bottom of their mounting brackets. They should be glued extruding 8mm forward of the first mounting bracket in order to accommodate the mudguards behind.



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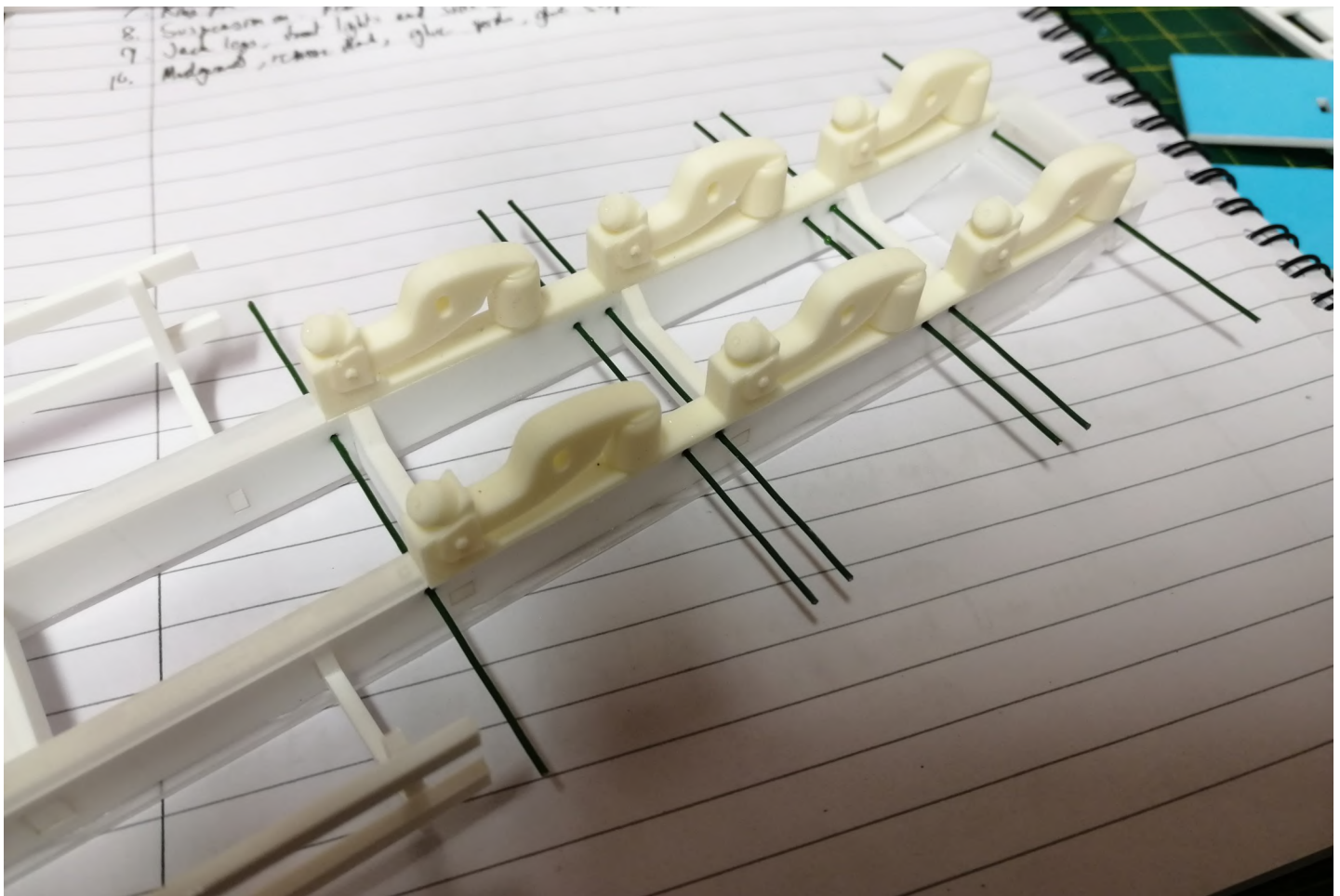
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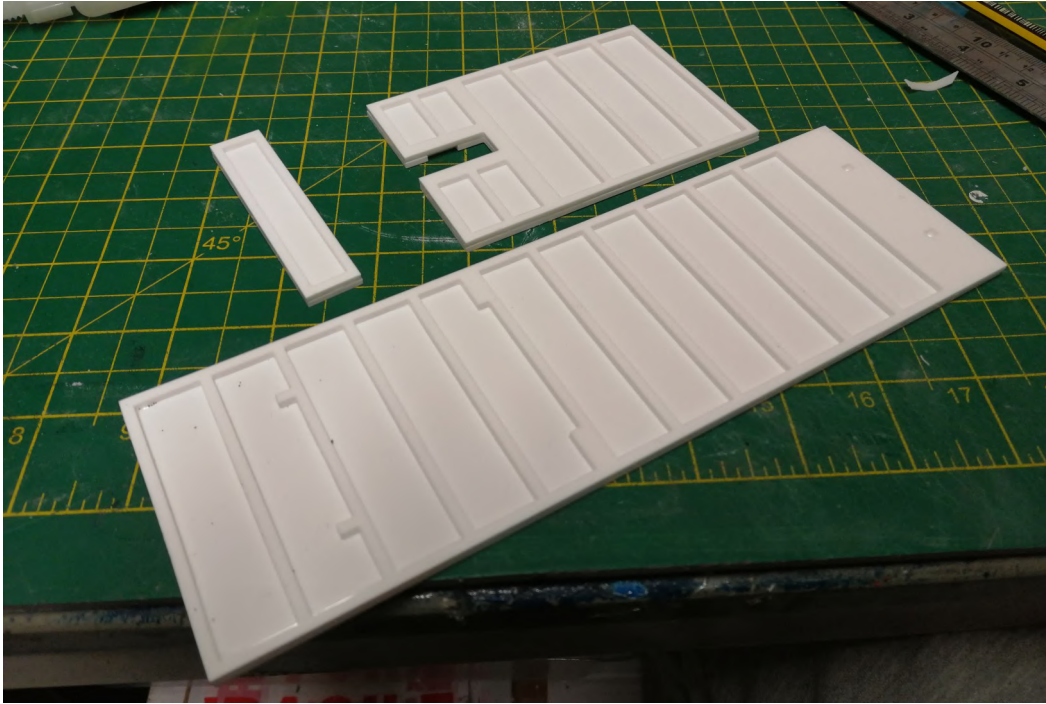
Step 13: If present remove the flash from the mudguard castings using a sharp knife taking care not to break the casting.



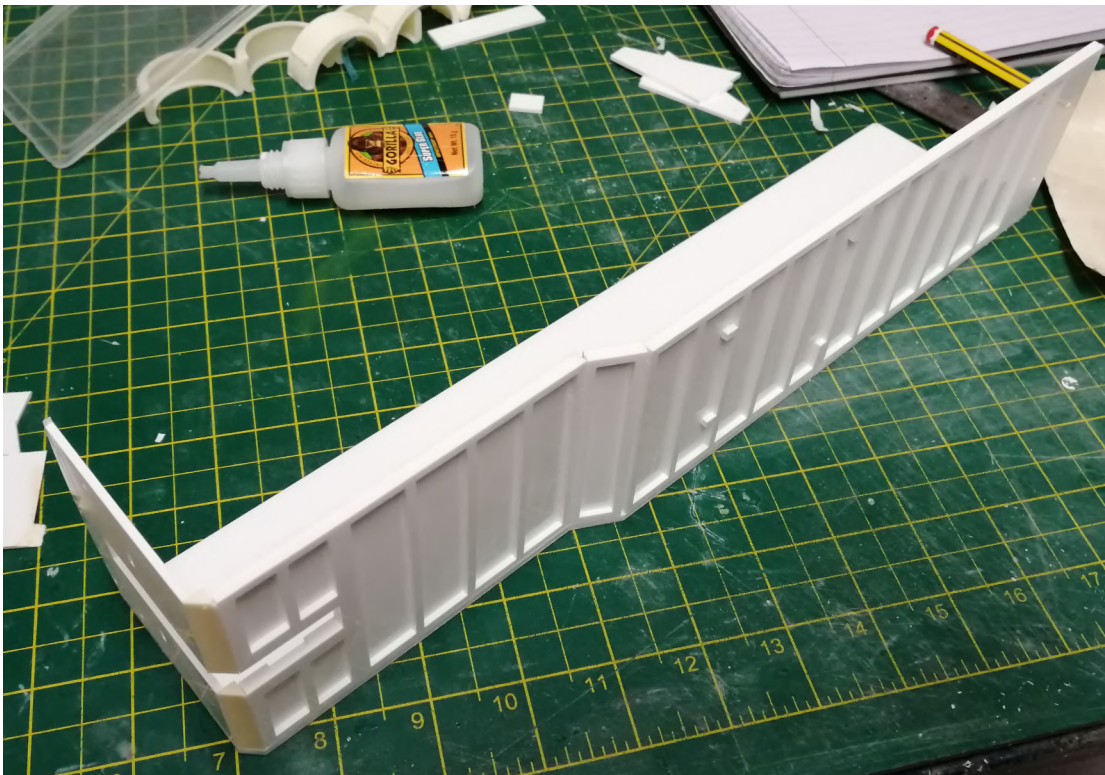
Step 14: Glue the 6 rods into the holes in the chassis. They should be glued centrally with the same amount extruding either side of the chassis.



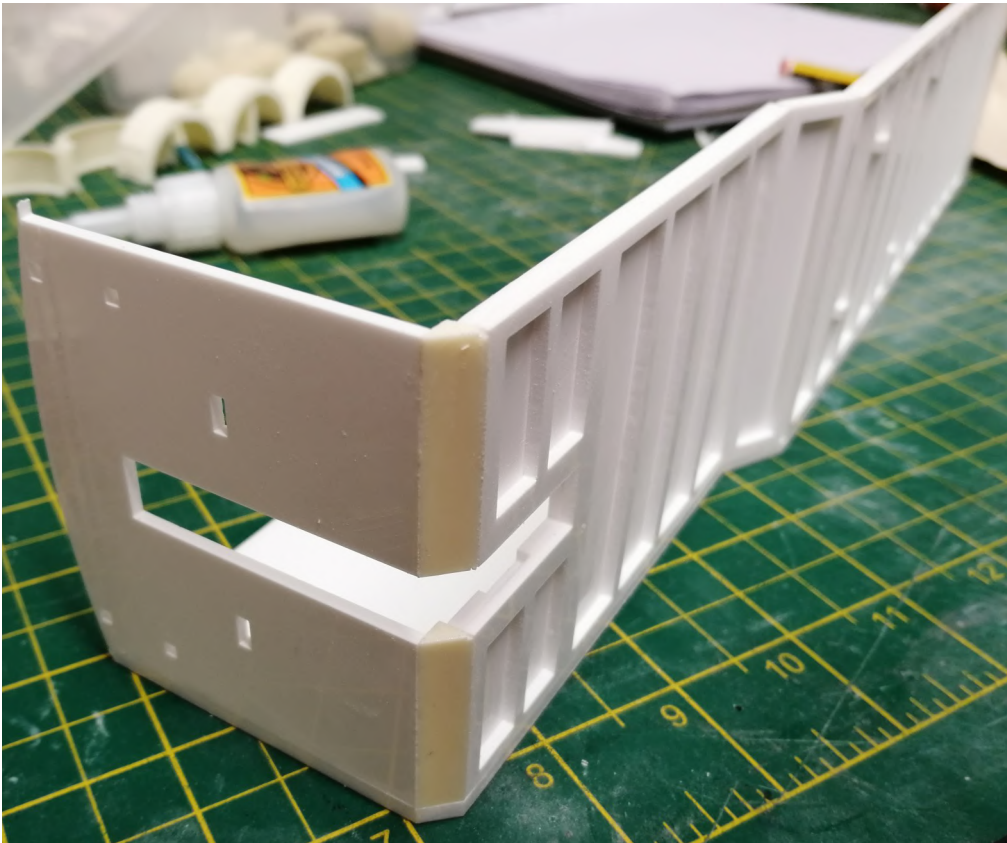
Step 15: Work moves onto the body now. To begin with glue the floors together. Part No.51 and No.71 should be glued aback to back, as should No.52 and No.70 along with No.53 and No.69.



Step 16: Glue the floors to one of the large trailer sides. Glue to the blank side with the engraved detail pointing outwards. 51 & 71 fits to the back with the thick section with small slots in at the back. 52 & 70 fit in the sloped section and 53&69 fit to the front with the large open slot pointing to the front.

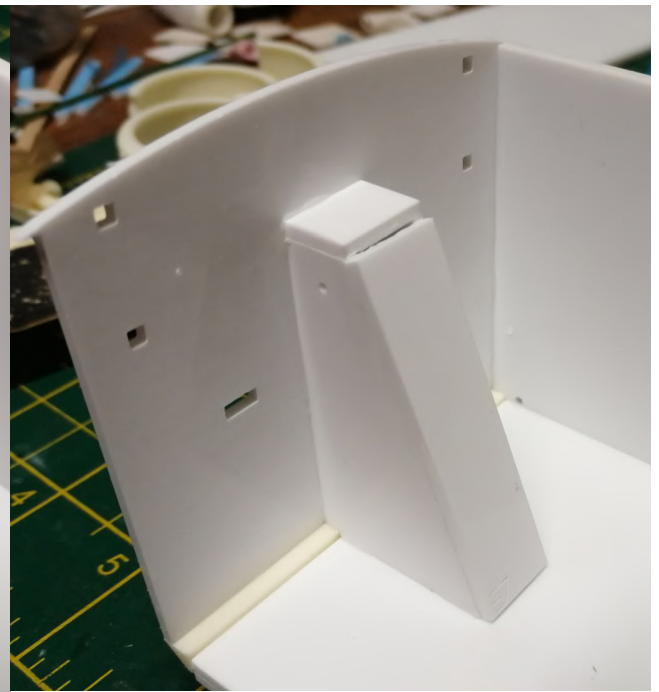
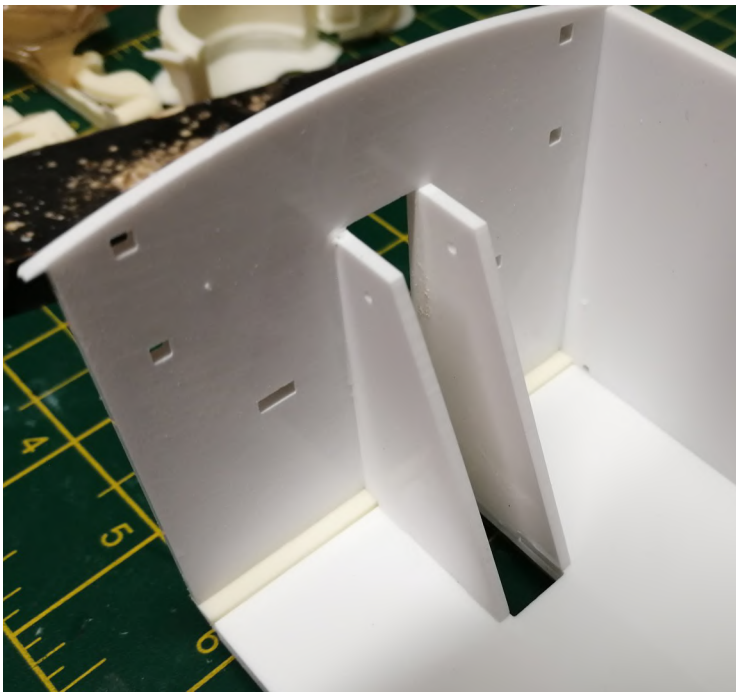


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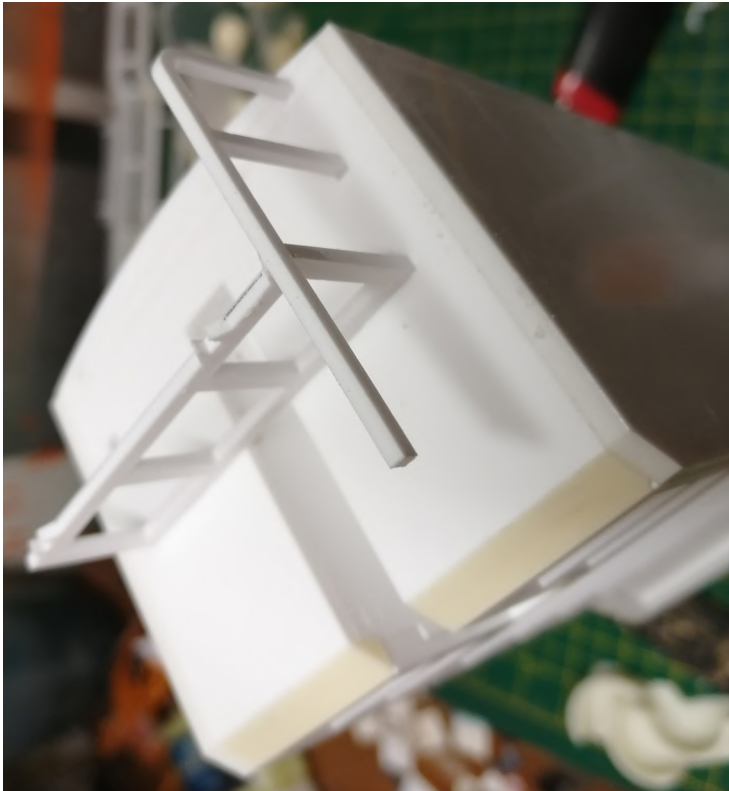


Step 17: Glue the front to the side with the engraved details point out. Bridge the gap between the front and the floor using the two resin cast triangular parts.

Step 18: Glue the ram supports to the inside of the body. The two part No.66 glue into the recesses at the bottom and should follow the gap in the front straight up. Cap them with the small unnumbered top piece (14mmx10mm). And the slope is capped by part No.57.



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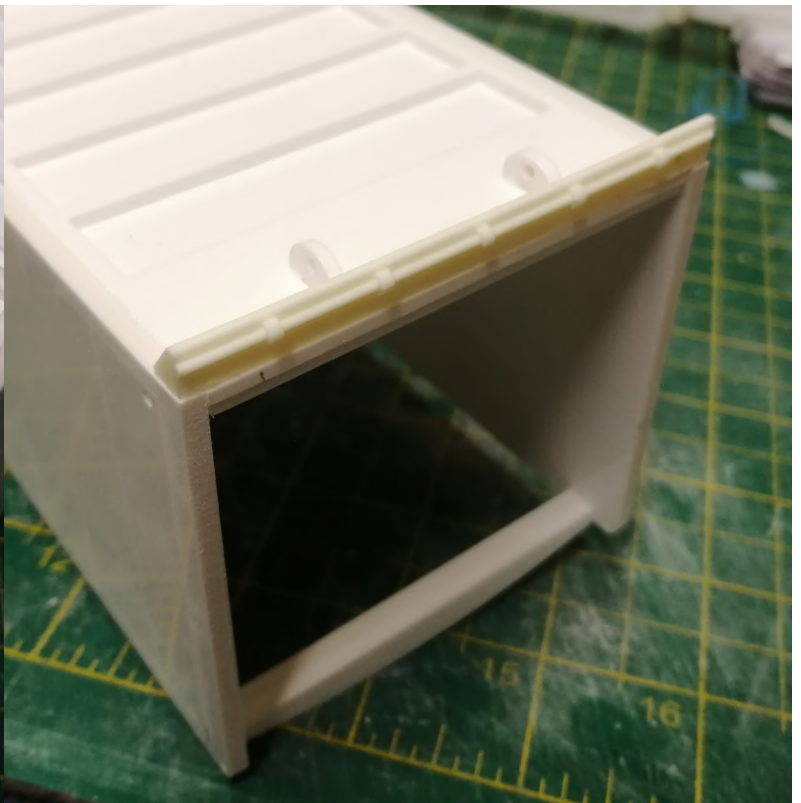
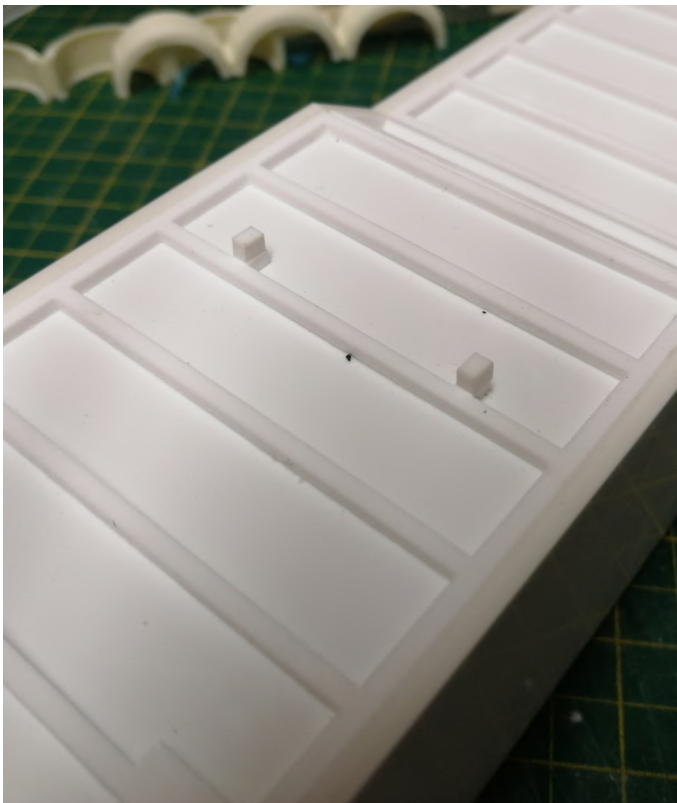
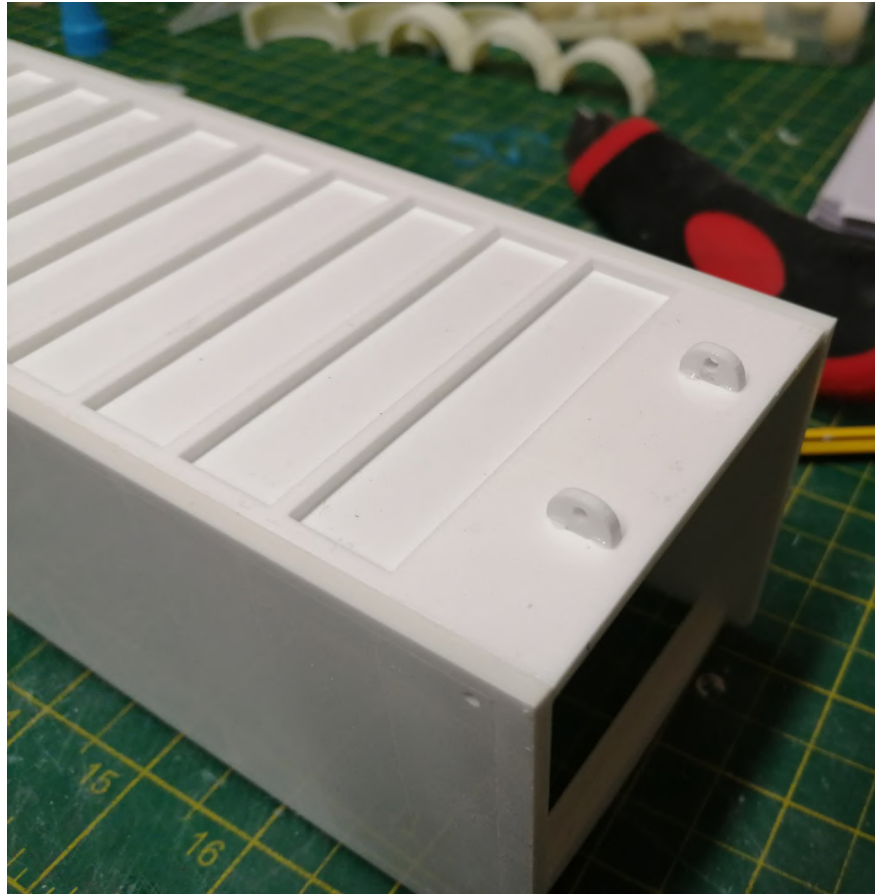


Step 21: The front platform is the next part to be assembled. The parts are very fine making them delicate so take particular care in assembly. Start by gluing the platform frame No.61 into its two slots on the front. From this the upright handle can be fitted slotting into two slots on the front and nestling into the notch in the platform frame.

Next add the front railings connecting to the two notches and the steps to the upright handle. Add the two corner pieces fitted into the slots and connect with the notches on the front railings. Finally add the checkerplate floor, do not force the floor into place, trim to size if necessary.



Step 22: The last steps with the body for now are to add the underside details. The hinges No.59 fit into the slots at the back of the trailer. Just before the step in the body fit the two small squares that locate the body centrally on the chassis when lowered. Finally add the resin detail for the tailgate to the back, this should butt up flush with the rear of the floor.



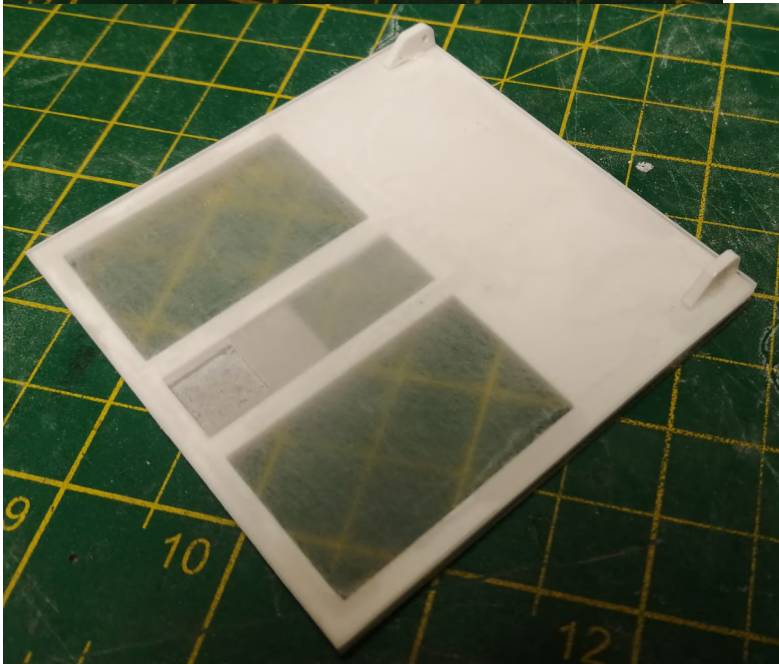
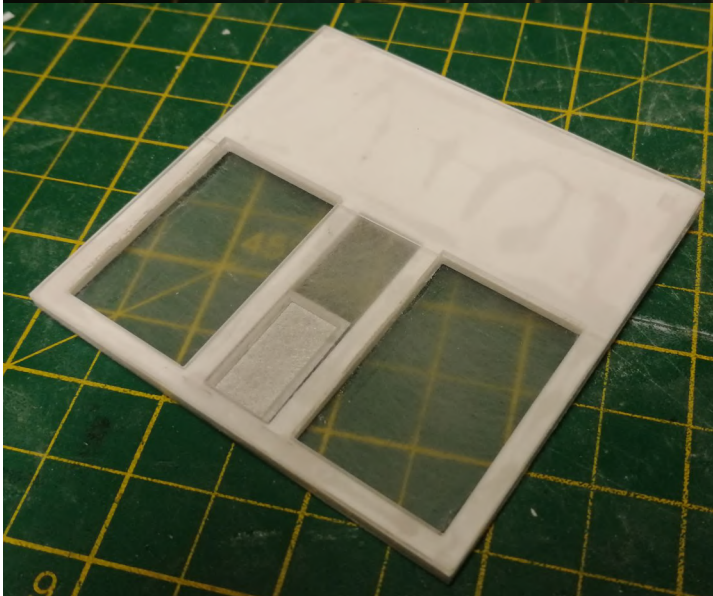


Step 23: The rear door is built starting with the back panel which is the clear 1mm piece with two small hole sin the top corners and one larger hole centrally at the bottom.

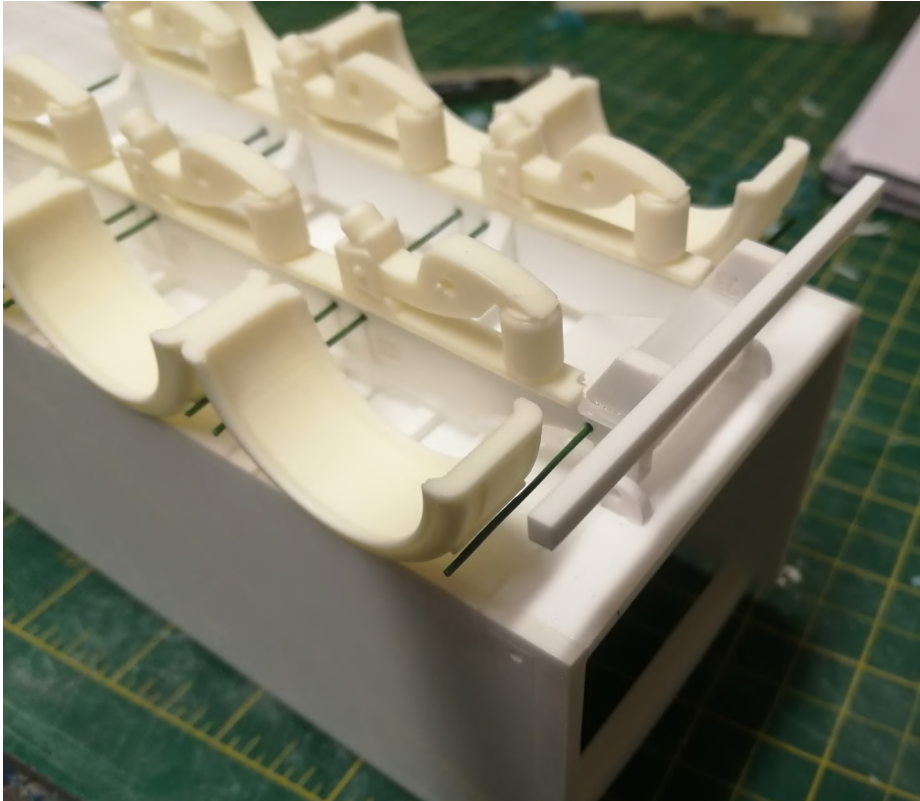
Glue part No.57 to the top of this lining up the top holes. Pre-paint the grain hatch lid (No.60) as it will be difficult to paint later. Then rest it in the channel of part 57.

Now glue the front onto No.57 trapping the hatch lid inside. Make sure the engraved detail point outwards.

Finally glue the hinges part No.58 into the back via the slots.

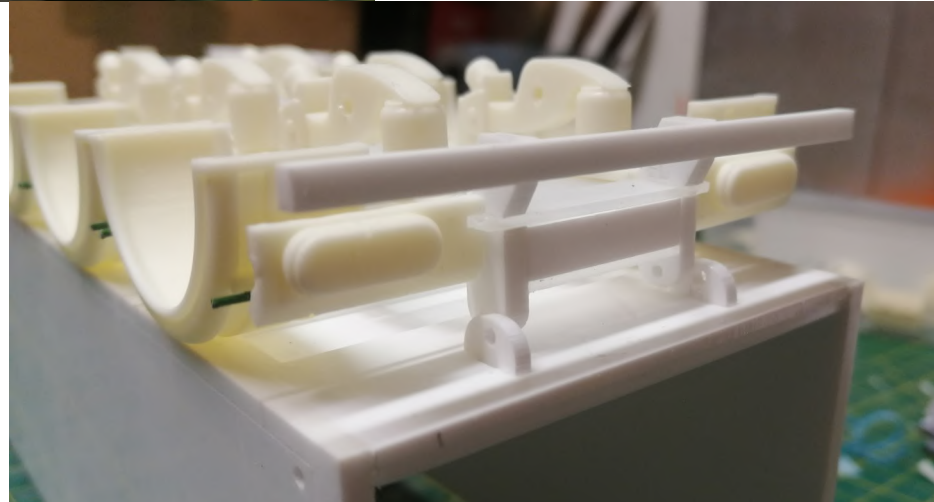


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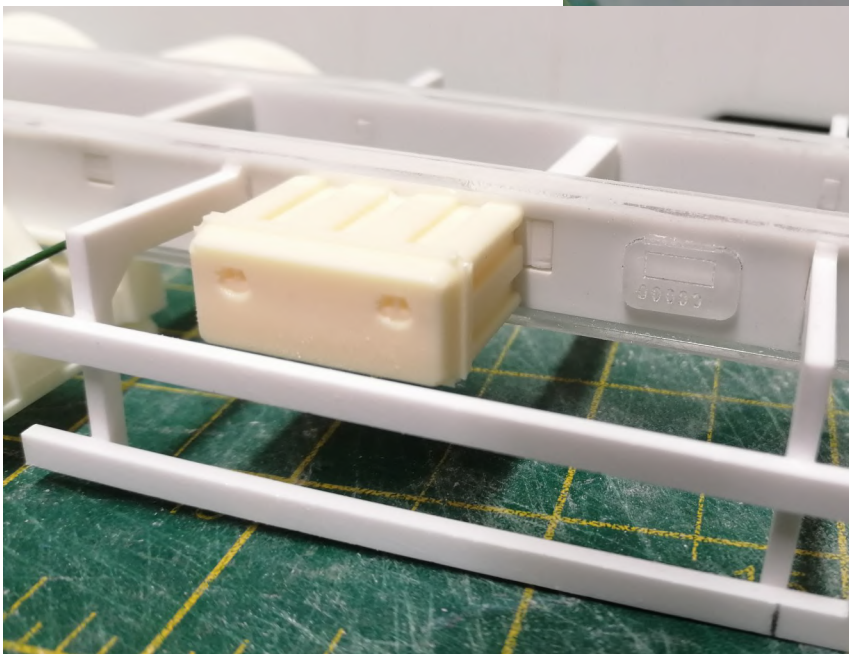


Step 25: The Bumper is constructed by gluing the two part No.23's to the back of the chassis with the fins protruding backwards. The bumper part No.24 can then be glued onto the 23's. Making sure that it is aligned centrally with the chassis.

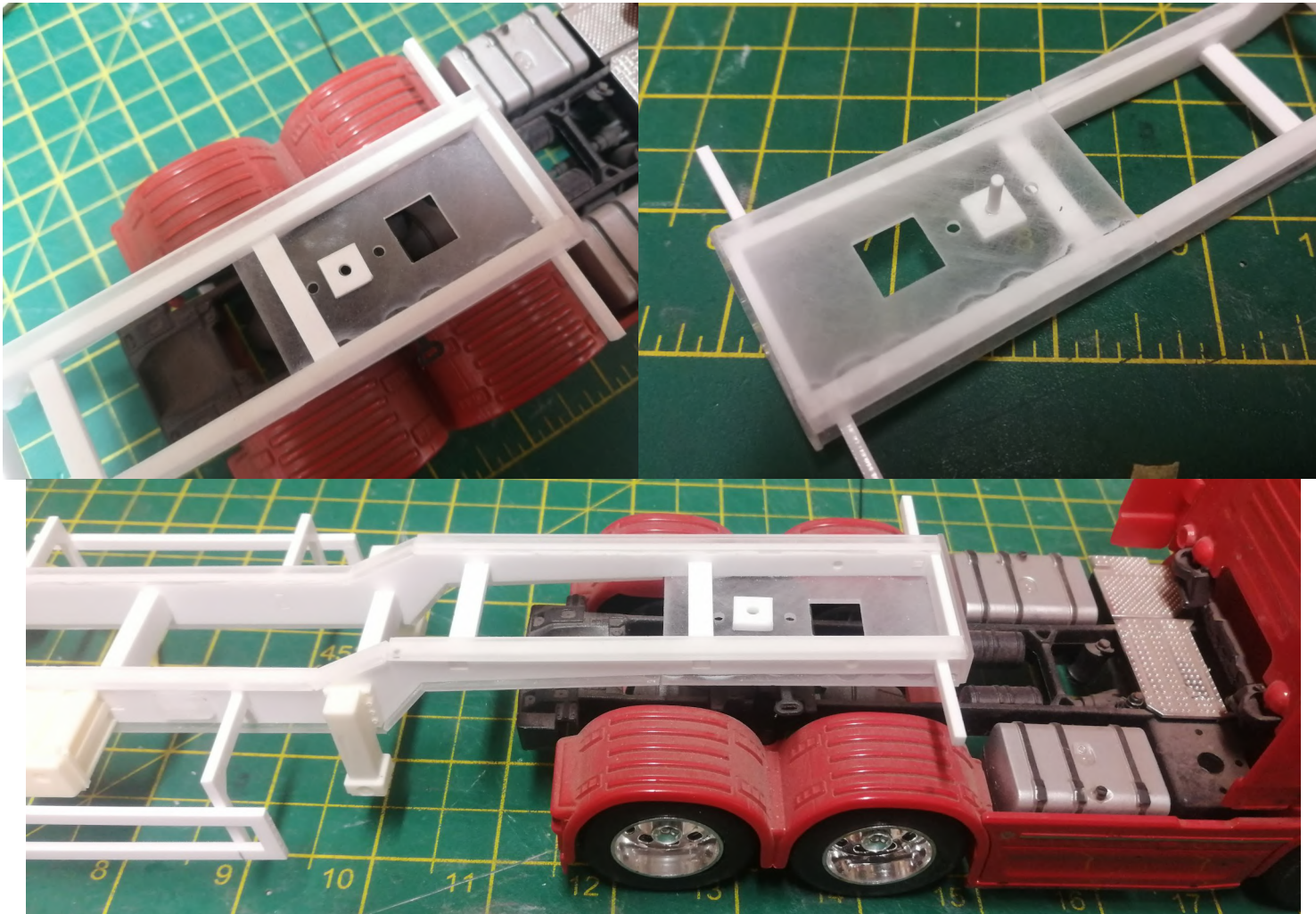
Step 26: The light fittings can be glued either side of the chassis behind the bumper, try to fit them as close to the mudguards as possible so that they don't clash when tipping the trailer.



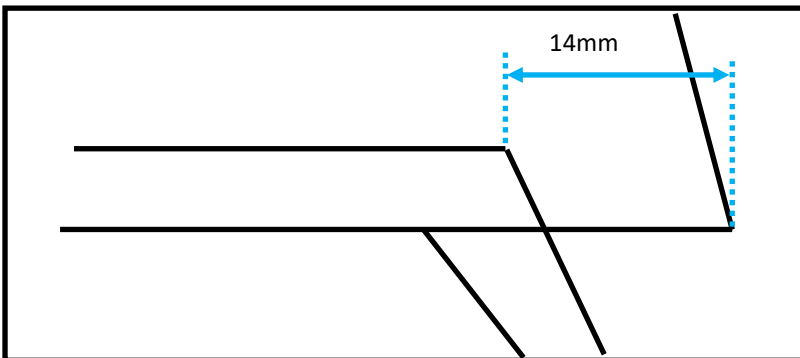
Step 27: The toolbox and onboard weigher can be glued to the right hand chassis rail. Glue the tool locker back from the cross member to avoid clashing with the bump stops on the body.



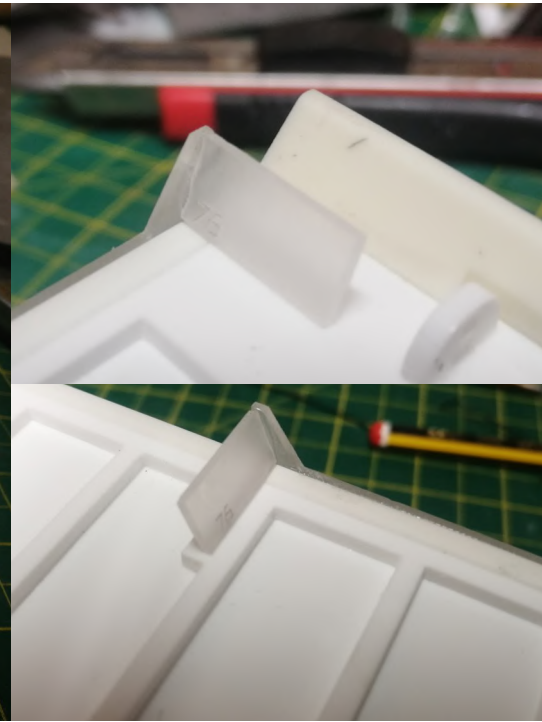
Step 28: You can now determine the kingpin position depending on the tractor unit you want to use. For a Welly Scania I recommend the centre hole. Glue the small 8mmx8mmx2mm square with a hole in the centre over your chosen kingpin position. The glue the 2mm plastic rod into the bottom to form the kingpin.



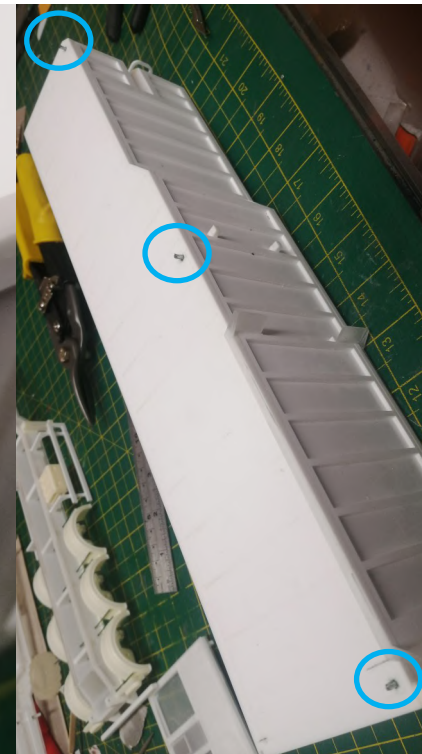
Step 29: The mudguards Part No.74 Glue to the sides of the body. Mark a point 14mm from the rear most point of the trailer side. Glue the mudguard lining up the top corner part to with the marked line.



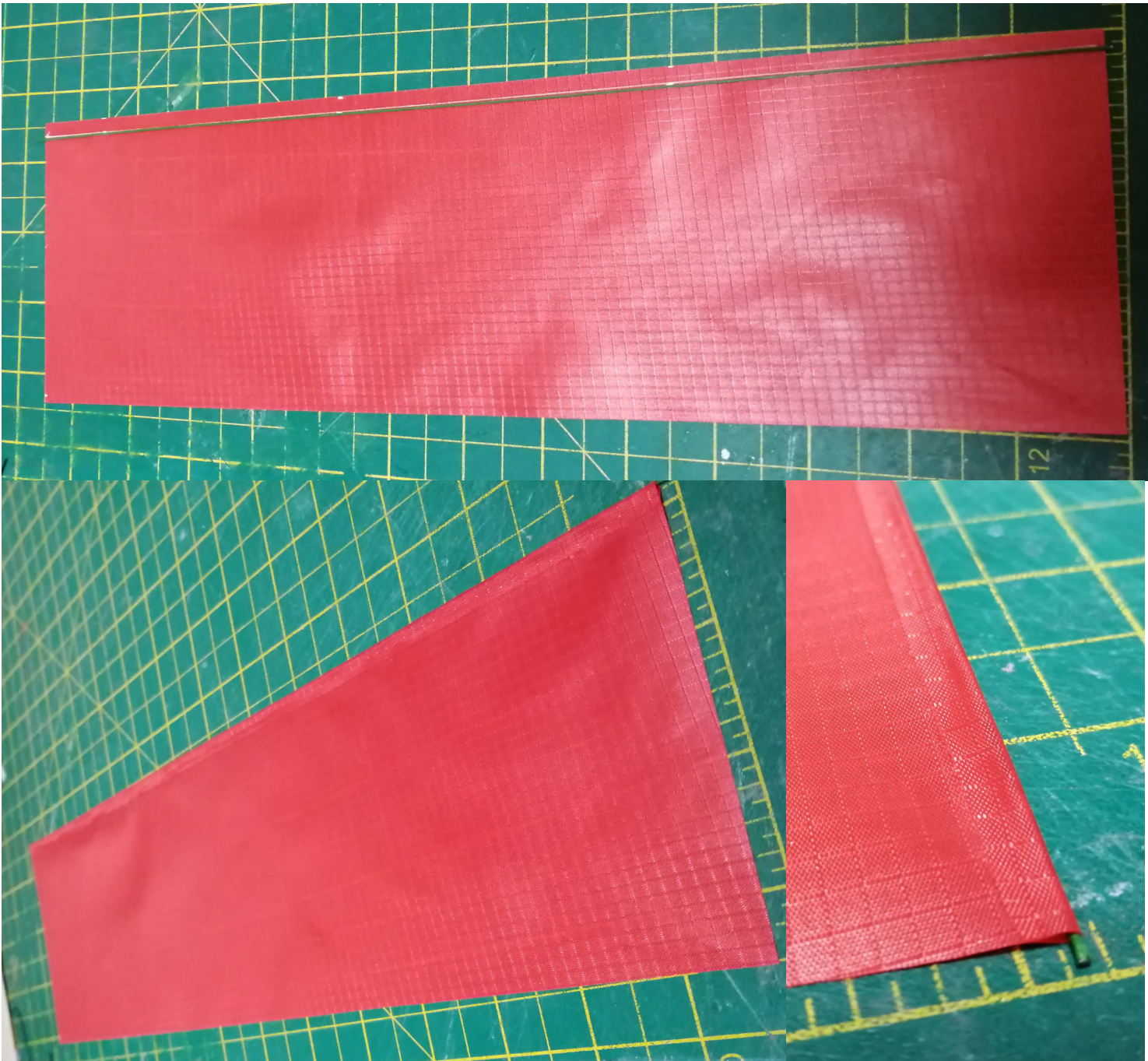
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Step 30: The sides to the mudguard Part No.76 are glued into place as photographed above. Take care with the rear ones that they don't clash with the light clusters on the chassis.

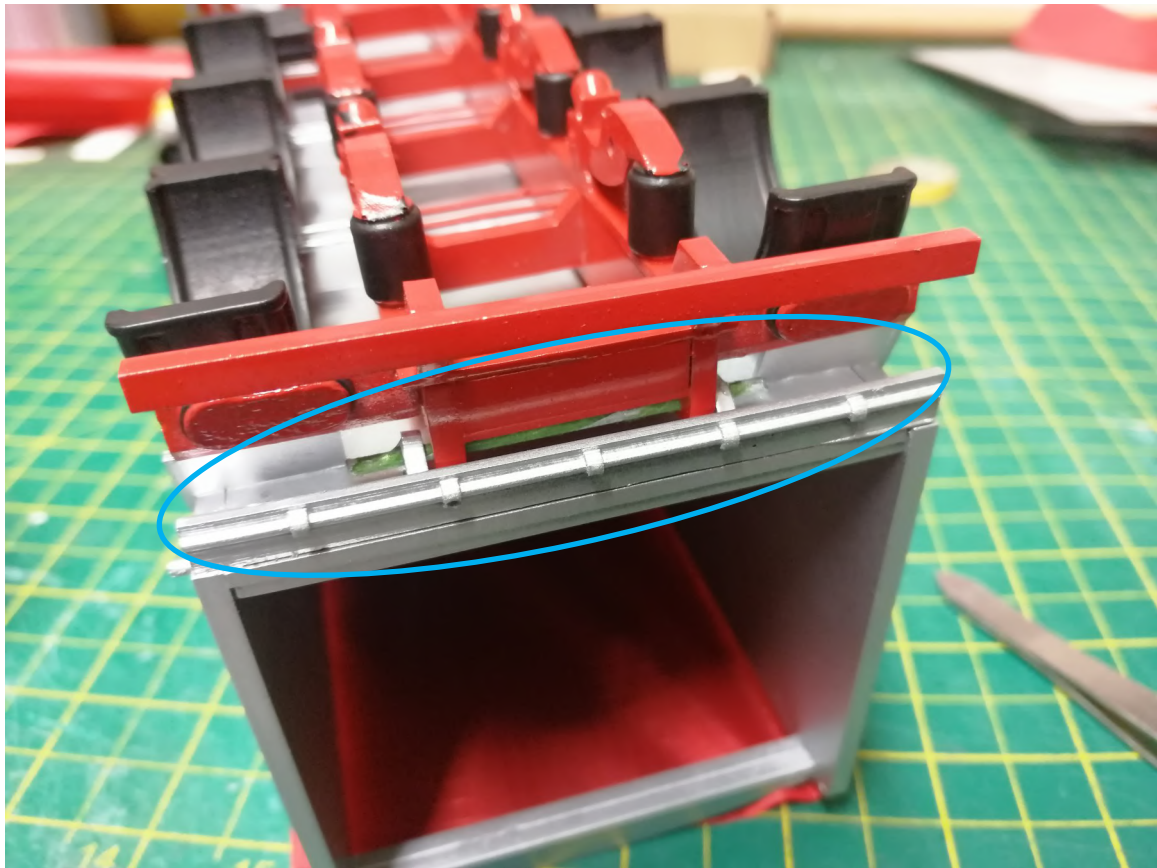


Step 31: Glue the three short 1.6mm stubs into the 3 holes on the right hand side of the trailer body. These will secure the roll over sheet in place. For the best paint finish remove the green paper outer covering.



Step 33: While the paint dry's the roll over sheet can be constructed. Using an adhesive such a UHU contact glue glue the supplied 1mm green rod along the marked line 5mm from the sheet edge. Then fold and glue the 5mm edge around the green rod. Trim the ends of the rod once dry.

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Step 36: Using the supplied 1.6mm green rod the body and the chassis can now be joined together, line up the two parts and insert the rod into the hinges on both, secure with a dab of superglue at either end.

The ram can now be attached to the chassis, cut a section of the 1mm green rod approximately 45mm long, bend one end and thread through the hole at the front of the chassis, then thread through the eyelet in the bottom of the ram before threading through the other chassis rail. Bend over the extruding length to secure the rod in place.

If the ram feels slack/doesn't hold the body up gently squeeze any loose sections with a pair of pliers to tighten the fit.

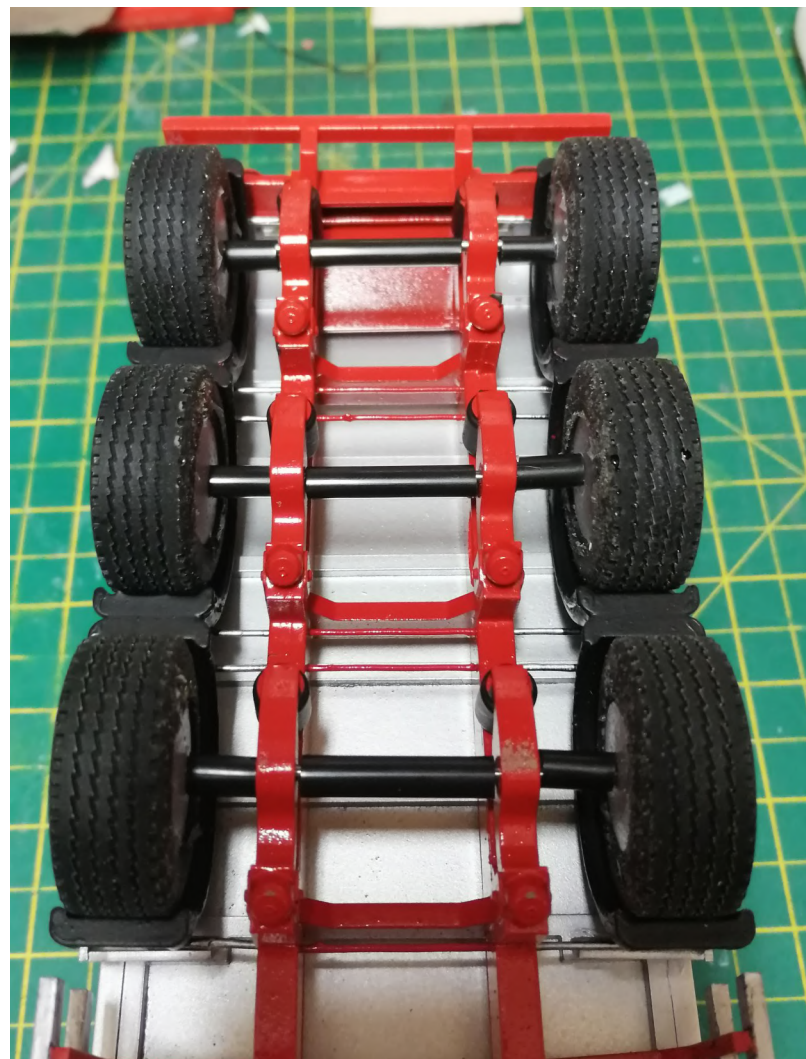


Step 38: Paint the wheels as you desire, in this example they have been washed with soapy water, sprayed with grey plastic primer, followed by the same aluminium coat as the body, the hubs have then been brush painted red using the chassis paint sprayed into a can lid.

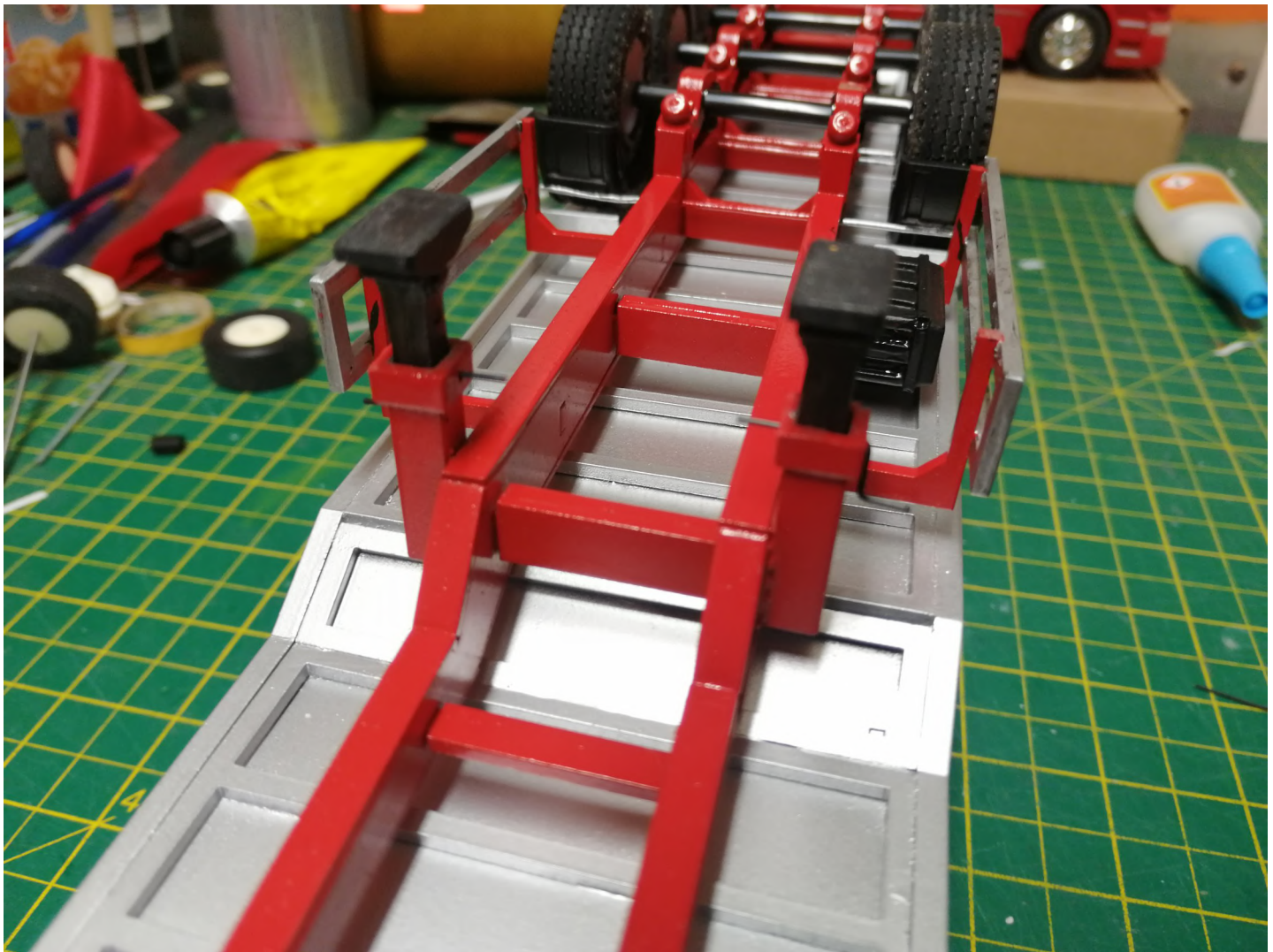
The tyres simply push onto the rims, if they do not sit perfectly there may be flash that requires trimming to get them to seat perfectly, do this with a sharp hobby knife.

Glue one end of the axles into three wheels. Trim the black straw into three sections the width between the two suspension legs, and six sections to space the wheels from the suspension. Thread them onto the axle and through the suspension. Glue the second wheel onto the other end of the axle.

If the suspension is tight to get the axle through you may need to remove any part built up in the hole, this can be done with a 2mm drill bit, diamond file or craft knife.



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Step 39: For the best results with the jack legs I recommend first sanding the sides of shafts that insert into the chassis down so that they are a loose fit in the chassis. This will then accommodate the thickness of the paint on the legs. They work by simply inserting the legs into the chassis and selecting either pin position depending on whether it is on a tractor unit or stood alone.

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