

Before Starting

PREPARING BRASS The easiest way to remove the brass parts from the sheet they are produced on, is to use rail nippers. The brass is soft and won't affect their future cutting ability. This will reduce or eliminate the amount of filing to smooth the edge. The next best way is with small sharp diagonal cutters that will fit into the small areas between the part and the sheet holding them. *You should always use a file to remove the balance of the tie. This will ensure a perfect fit.*

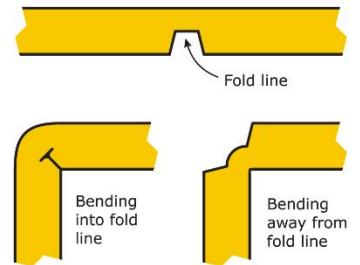
GLUING BRASS Instant super glues, Cyanoacrylate, CA for short, are very prominent in model building today. They will work perfectly with brass, and they are instant. We recommend a thick CA glue such as "**Zap-A-Gap**" from Pacer Technology. As I have also been building R/C airplanes for over 33 years, I have many airplanes built entirely with CA glue and I can tell you that the wood will break before the glue joint. So it is great stuff! Besides being almost instant, thick CA glues will help create a small fillet and fill small gaps when applied to the inside of joints. Using a toothpick to apply the CA glue works really well for getting the glue into the interior areas and controlling the amount of glue used.

PAINTING BRASS Wash your completed assembly in warm soapy water. If it is really messed up with flux etc. you can clean it with a lacquer thinner first. *Do NOT bake the model if you used CA glue for construction.* This will set the paint to the brass as well as allowing you to paint over parts of it without the first coat dissolving as you spread on the second coat. One nice thing about painting on brass, if you don't like the paint job you can use paint remover to get rid of it and start again without hurting the brass.

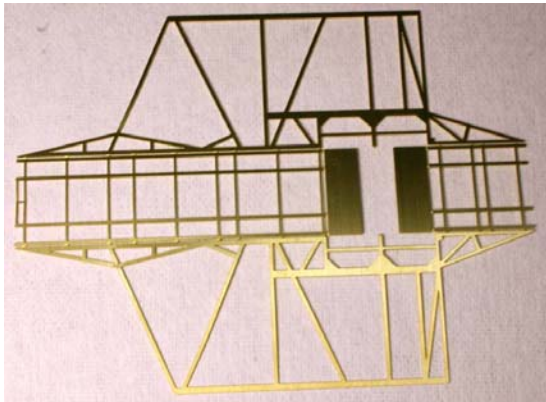
BENDING BRASS

To control where a fold will be, we have put a Fold or Bend line into the design. This line is a small slot that has been etched half-way through the brass sheet at the point of the bend. Normally, you fold into a bend line when the bend is less than 135 degrees. Notice how bend into the line creates a nice corner and the metal pinches together at the bend line.

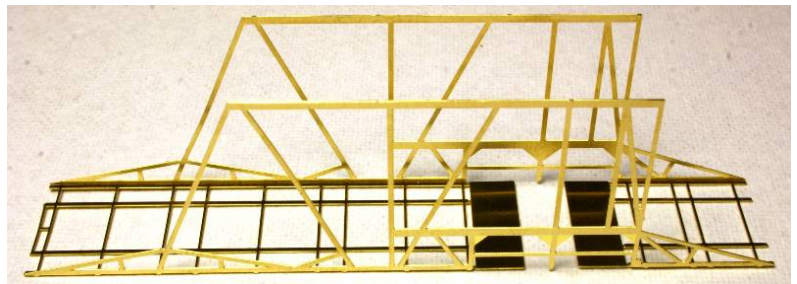
For bends of 135 to 180 degrees, you must bend against the bend line otherwise the two pieces of metal can not lay flat at the bend due to pinching each other. Other times, you bend outward for better positioning of the piece or better display. The ladder on this Caboose build is bent outward to expose and "pop out" the rungs.



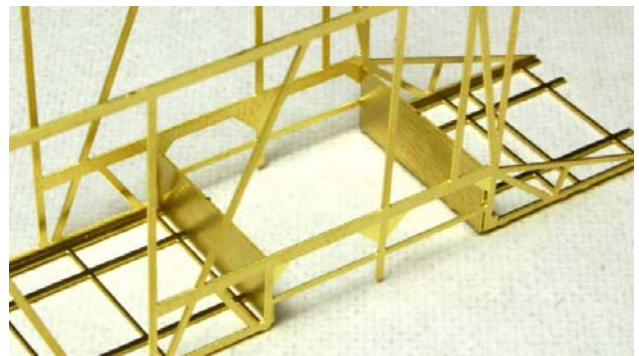
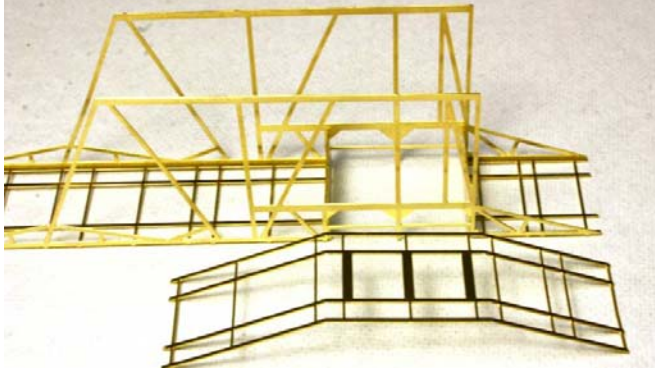
Step #1 – Building The Trailer



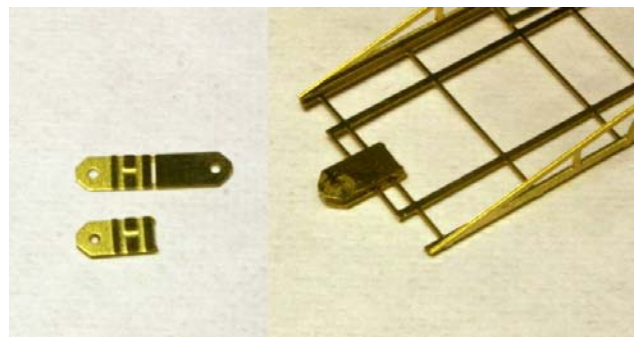
Remove the Trailer Frame from the kit sprue and ensure all remnants of the ties have been removed from the Frame. There are small half-etched pieces holding the Frame Sides to the Frame Floor. **DO NOT CUT THESE**, they hold the Frame together. Place the Frame down with the half-etched links facing up. Now bend the Frame Sides UP 90 degrees as shown.

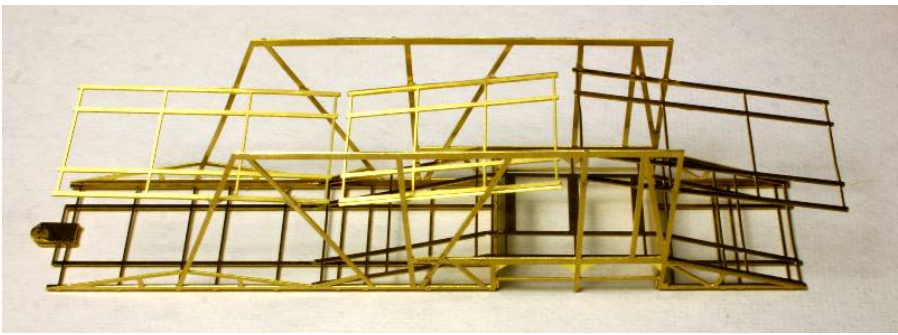


Now bend the front and back Wheel Well Supports upward and secure the Frame Side. Clean off all tie remnants from the Wheel Well Ramp and install it over Well Supports. The builder should note that the two ends of the Ramp are different lengths. Install as shown.



The Trailer Hitch consists of two pieces that are folded against bend lines. Fold and secure the two pieces of the Hitch first. Notice that each Hitch half has etched lines to capture the front of the Frame Floor. Secure a Hitch half from the bottom and then the other half from the top.

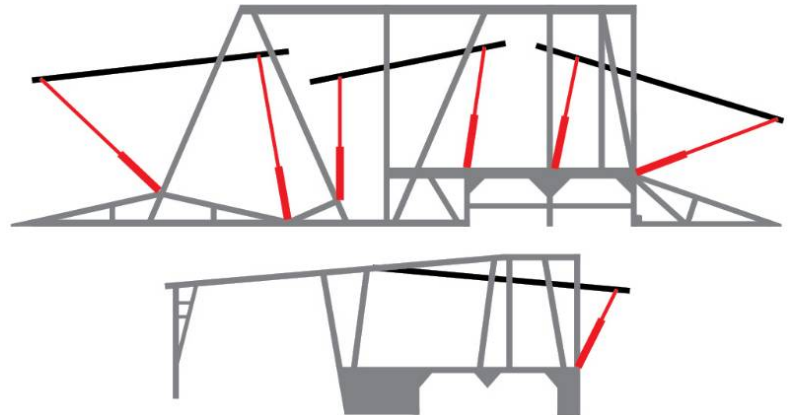
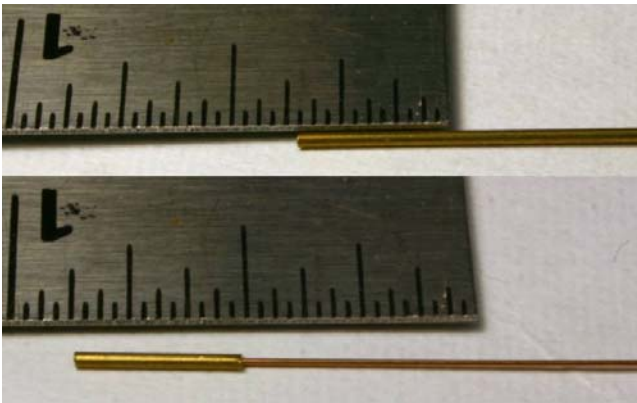




There are two sizes of Adjustable Ramps, long and short. VERY IMPORTANT: One Short Ramp is slightly wider than the other. The wider Short Ramp is for the front of the Cab. Clean up two Long Ramps and one Short Ramp after removing from the kit. The exact placement is up to the builder, but a common configuration is shown for carrying vehicles. If the Carrier is to be modeled during loading, the Adjustable Ramps would be attached as a Ramp from the end to the Cab locations.

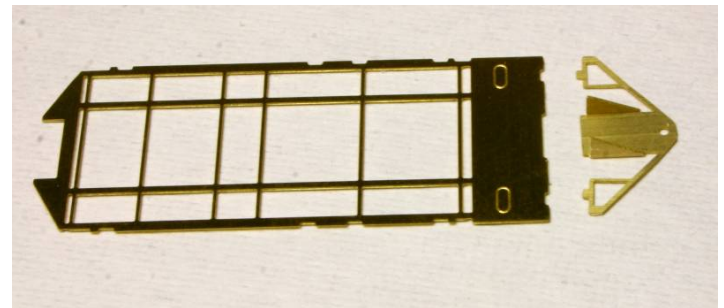
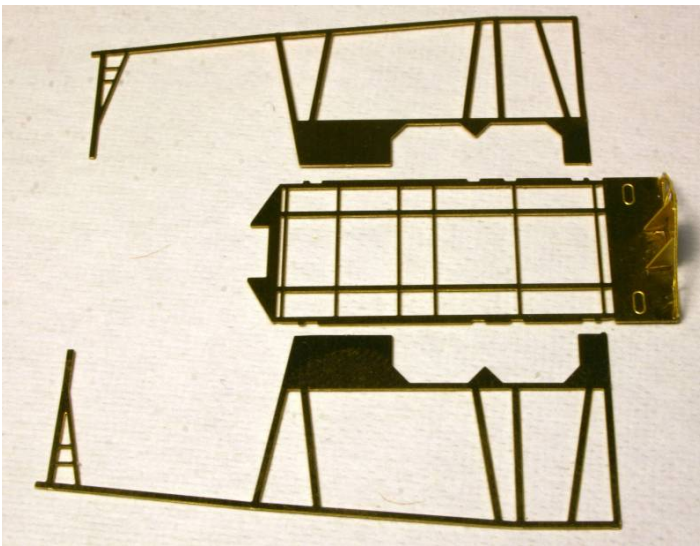
Secure the Ramps to the Frame Side.

Cut 14 lengths of the supplied tubing to 11/32 in. Insert the supplied wire into the length of tubing and secure. Cut the wire to a total length of 7/8in. These will be the Hydraulic Actuators for the Ramps. Install the Hydraulic Actuators as shown.

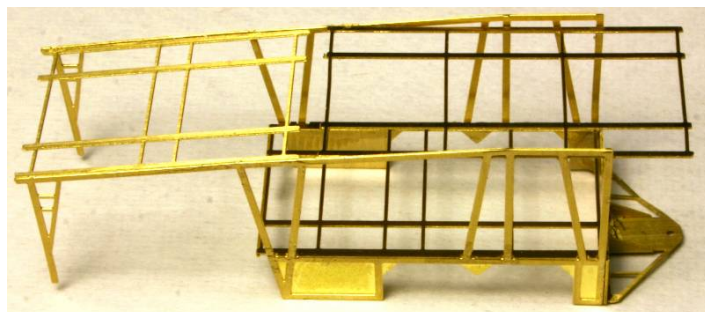
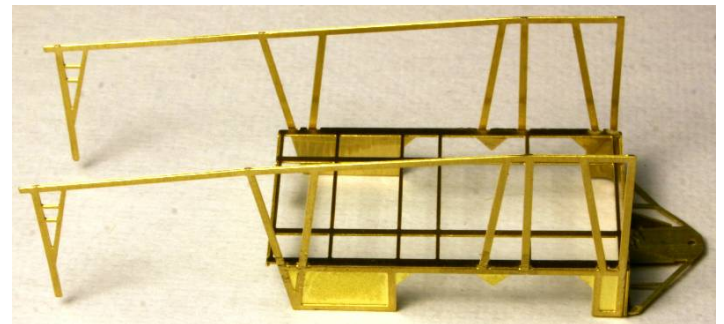


Step #2 – Building The Cab

Start with the Lower Deck and the Cab Hitch. Bend the Support Brackets into the bend line 90 degrees to the Cab Hitch. Fit the large tab of the Cab Hitch into the notch of the Rear Chassis Plate. When happy with the fit, secure the Cab Hitch to the Rear Chassis Plate ensuring it is 90 degrees to the Rear Plate. Secure the two smaller tabs on the Cab Hitch to the Rear Chassis Plate.



Bend the Rear Chassis Plate and the front Truck Frame Support 90 degrees to the Lower Deck. Secure the Lower Deck to the Cab Side Frames with the uprights fitting into the notches on the sides of the Lower Deck.



The slightly wider Short Ramp placed aside earlier is now to be secured to the top of the Side Frames at the front of the Cab. Note that this wider Short Ramp has a half-etched groove on the sides. The top of the Frame goes into the half-etched groove. Secure the Short Ramp.

The exact placement of the Long Ramp is up to the builder, but a common configuration is shown for carrying vehicles. If the Carrier is to be modeled during loading, the Long Ramp should line up with the Long Ramp on the Trailer.

Secure the Ramp and the two remaining Hydraulic Actuators.

The builder should paint the Cab and Trailer before adding details.

Step #3 – Adding Details, Cab Attachment

Begin adding the Treadways with the Cab Lower Deck. The Lower Deck of the Trailer is two pieces. The first to be installed is the Front Lower Deck with the notch to accommodate the Trailer Hitch. The Treadway Ramp over the Wheel Well is a single piece that has bend lines to help in it's location and getting the angle correct. The builder should note that the two ends of the Ramp are different lengths. Install as shown.



Install the four ladders as shown, two on the Cab and two on the Trailer.



Bend the sides of the Trailer Axle Springs 90 degrees with the Spring detail outward. Paint flat black, install Axles with the dual Tires (included with deluxe kit). If not included with the kit, the builder will need to acquire a set of double tires Axles. I like those on the Mini Metal Trailers best. Secure the Trailer Axle / Tire assembly into the Trailer Wheel Well.

This kit is designed to fit an Athearn Mack "R" extended chassis truck. If one did not come with the kit, the builder will need to purchase one. I have found that the best fit is the Athearn Mack Dump Truck. Remove the Dump from the Chassis. Secure the three Truck Frame Supports to the Chassis in the approximate locations as shown. One should go between the two Axles, one ahead of the forward rear Tire. Paint flat black.



Truck Frame Supports to the Cab assembly.



Place the Cab assembly onto the Track Chassis and Truck Frame Supports adjusting the position to fit the best as shown. Secure the Cab assembly to the Truck Frame Support that is between the two axles. Wait until the glue is fully hardened.

Raise or lower the front of the Cab assembly until a good balance is achieved. The two Front Supports may need to be trimmed slightly. Secure the Front Supports to the Fenders and secure the remaining



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