

## Dodge Kew "Parrot Nose" Coal Lorry

### PARTS LIST

PART	QTY	MATERIAL	REMARKS
Cab	1	resin	
Steering Wheel	1	LW	)
Cab Mirrors	1pr	LW	) all on same sprue
Mudguard lights	1 pr	LW	)
Cab door handles	2	LW	
Steering Column	40mm	brass	0.9mm brass wire
Cab Glazing	1	vacform	
Cab Floor/Seat Unit	1	resin	
Front Wheel	2	WM	
Rear Inner Wheel	2	WM	
Rear Outer Wheel	2	WM	
Ladder Chassis	1	resin	
Spare wheel in cradle	1	resin	
Rear Differential Unit	1	resin	
Exhaust Silencer	1	resin	
Rear chassis mudguards	1pr	resin	handed
Flatbed	1	resin	
Axle	110mm	brass	1.6mm brass rod
prop shaft -	55mm	brass	1mm brass rod
Exhaust pipe	60mm	brass	0.9mm brass rod
Mirror support	20mm	brass	0.7mm brass wire
Spare wheel pinning	20mm	brass	0.9mm brass rod

### INSTRUCTIONS

Firstly, I think it makes sense to read the entire set of instructions all the way through before touching any parts of the kit. This is one of the reasons why our newer kits have their instructions available as free downloads in \*.pdf format from [www.radleymodels.com](http://www.radleymodels.com)

Having read the instructions:

Wash all resin parts with a "Cif" type mildly abrasive kitchen cleaner. **Do not** use "Fairy Liquid" type cleaners as their lanolin will leach into the resin and forever prevent paint and glue from adhering.

Using a very fine [800/1200] grade wet & dry paper, scalpel and/or needle file, remove any moulding pips and/or casting flash present. The pips tend to occur on those surfaces that will form the edges/surfaces to be glued together. The vehicle cab has a small linear ridge of flash on the interior of the bonnet that should be removed as it may interfere with the fitting of the flush glazing otherwise. This can be easily removed with flush-ended cutters.

As a result of the white metal casting process, there may well be a small thin ridge of white metal flash occurring around the wheel circumference that is also readily removable with a coarse grade of wet & dry.

Personally, I also run a fine grade of wet & dry over any pieces of wire as clean brass sticks better than tarnished brass.

Open up axle/prop shaft holes and slots so that the axle wire can pass cleanly through the holes and slots. I have found that [www.hobbyholidays.co.uk](http://www.hobbyholidays.co.uk) sell very useful 1mm and 1.5mm drills that are 10cms long and which make opening up axle holes on both sides of a vehicle chassis almost simultaneously very straightforward.

I used 5minute Devcon epoxy for all of the vehicle's resin and white metal parts. Deluxe Thin Rocket Cyano is good for the brass mirrors and door handles. Use this sparingly as any excess falling on the glazing material will cause it to "bloom". The vac form glazing was fitted in place using Deluxe "Glue 'N Glaze" as this dries clear and works just as well on painted surfaces. Some small parts such as the spare wheel may best be secured using the technique of drilling, pinning and gluing using small scrap pieces of wire.

Carry out frequent dry run assemblies and identify which are the mating surfaces for each resin and lost wax part. Lightly abrade these using a piece of wet & dry.



Rather sad looking Dodge Kew coal lorry

[Internet image]

## HISTORY

The **Dodge 100 "Kew"** was a range of trucks made from 1949 until 1957 by the US American Dodge company at their British factory in Kew, London. The trucks were often nicknamed the "parrot nose" due to their distinctive shaped bonnets and grilles. Most of the trucks were powered by either Perkins diesel or Chrysler petrol engines. The cab body was built by Briggs Motor Bodies and was shared with the Ford Thames ET6 and Leyland Comet.

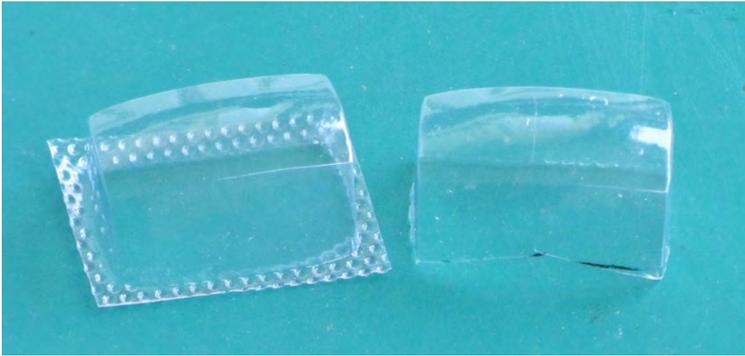
In India the same model was manufactured by Premier Automobiles Limited and the production continued until the 1980s. Many are still in operation as of date (2016) in some regions. Since the early-1970s it was known as Premier Roadmaster for diesel versions and Pioneer for Petrol versions, otherwise simple known as Fargo.

## THE BUILD

The kit is formed of three sub-assemblies viz., cab, truck bed and chassis. The truck bed is a single part so needs no assembly and may be painted as and when desired.

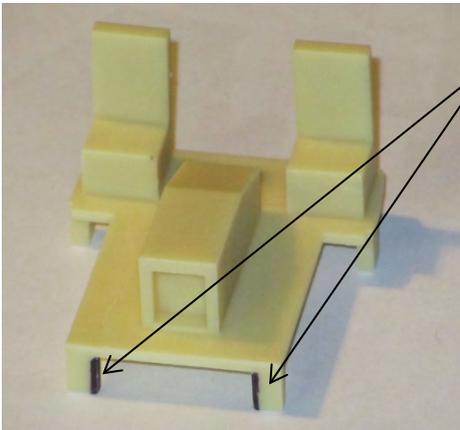
### Cab

Personally, I do not paint the interior of cabs when cast in the beige coloured resin. Should you wish another colour interior, then prime and topcoat the interior now. Personally, I use HYCOTE Plastic Primer exclusively on resin kits. It is available in red oxide, white, grey colours.



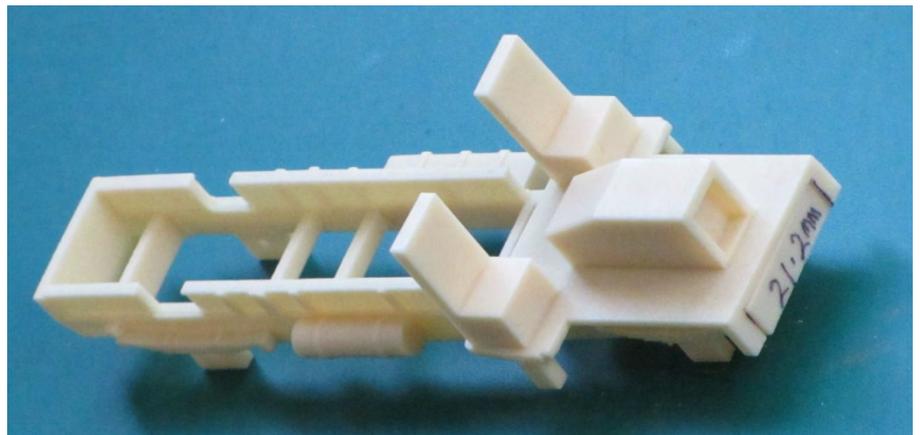
Trim the vacform glazing so that it fits snugly within the cab. All the stippled area will need to be removed. You will probably find it helpful to get the glazing to seat properly if you try a test fit and then, as required, make a vertical slit up the back of the glazing. This will allow the two sides to move laterally and touch the cab doors

snugly. **Do not glue in place yet. When satisfied, remove the trimmed glazing and set aside.**



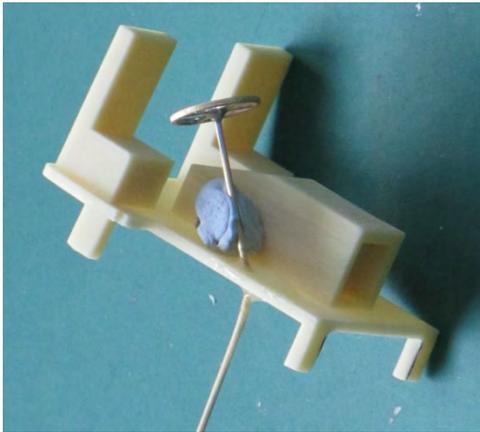
The cab seat unit needs to have about 1mm filed off the inside of the "front legs" so as to eventually allow the end of the chassis frames to fit between them – as per below pic.

Do not glue the seat unit to the chassis frames as yet



Glue or solder the steering wheel to the piece of 0.9mm wire used as the steering column and glue the column into position as shown. The exact position of the steering wheel [and hence the angle through which the wire is bent] will depend on whether you have chosen to use a driver figure from e.g., MODELU, Dart or Omen castings. In any event the rake will need to be adjusted so as not to impinge on the windscreen. Dry runs will be required here.

When happy with the position, glue the steering column in place – I used a scrap of Blu-Tac to hold it in position.



When set, the seat unit can be primed and top coated.

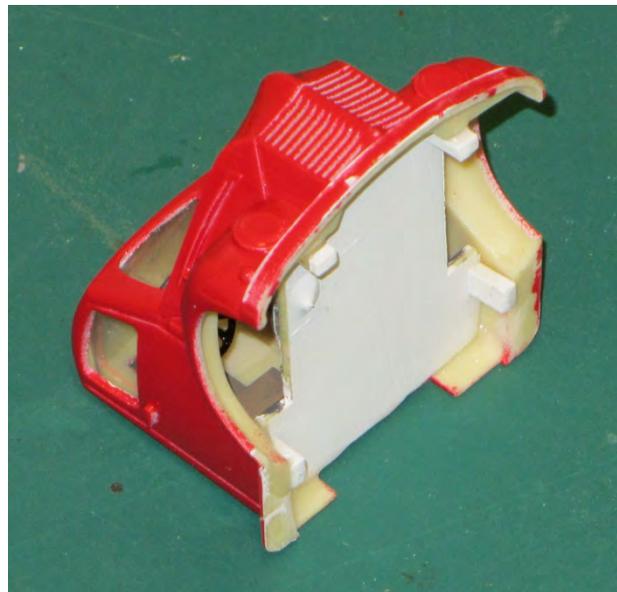
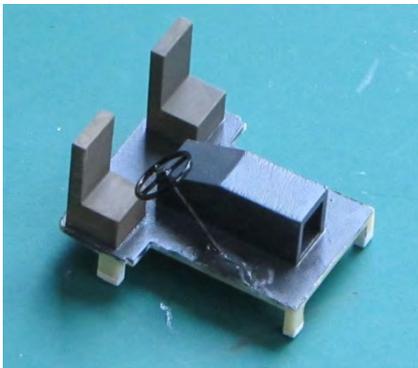
place as shown. There are small mudguard showing the positions of interior of the cab should now be the exterior primed and top coated.



Using a 0.7mm drill, drill holes for the two lost wax door handles and the mudguard sidelights and glue these in the dimples in the the lamps. The masked and

When dry, the glazing unit should be glued in place – I use Deluxe "Glue'N Glaze" which dries clear.

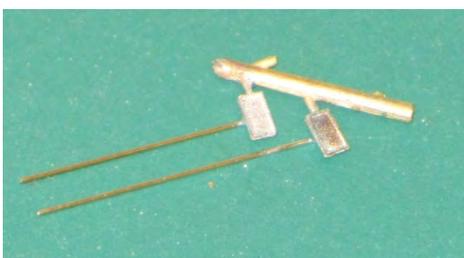
be carefully



Probably best to leave the glazing to dry overnight.

When set, glue the painted seat unit in place as shown. The base of the four "legs" are at the same level as the bottom of the sides of the

cab.



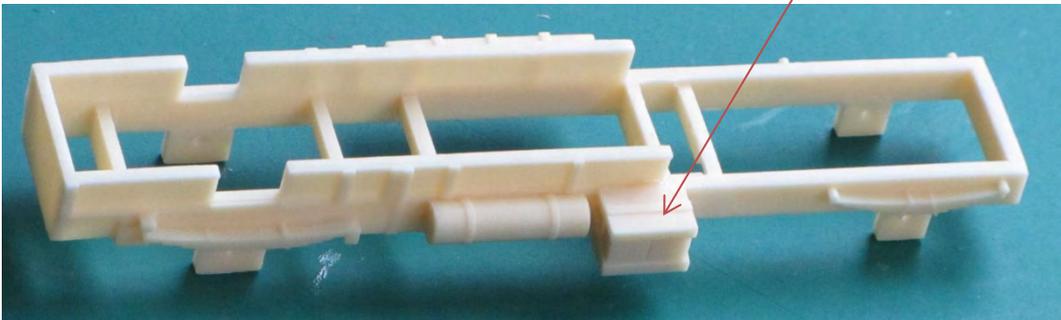
Leaving the two cab mirrors on the sprue, solder a 10mm piece of 0.7mm wire to the back of each as shown. Carefully drill a 0.7mm hole into the cab front pillars as shown below and glue the mirrors in place.



Other than detail painting of the cab exterior, that completes assembly of the cab.

### Chassis

Using the spigot on the back of it, glue the battery box onto the offside chassis member.

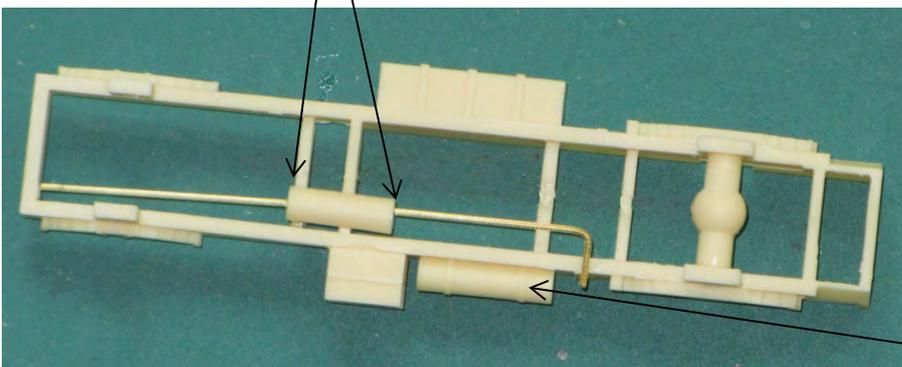


Using a 1mm drill and using the dimples on the ends of the silencer as guides, drill through the silencer:



Clip the silencer in position into the semi-circular cutouts in the chassis cross members as shown being careful to align the silencer ends

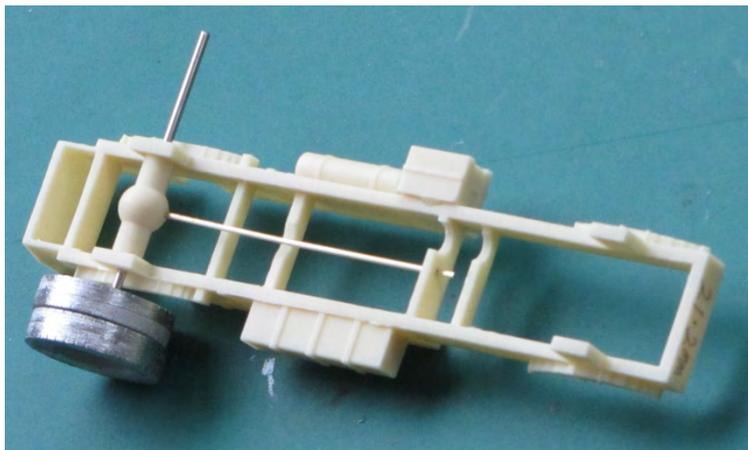
as per the photograph.



Glue in position and pass a length of 0.9mm rod through the silencer – Bend one end through 90degrees just past the air tank on the offside chassis member.

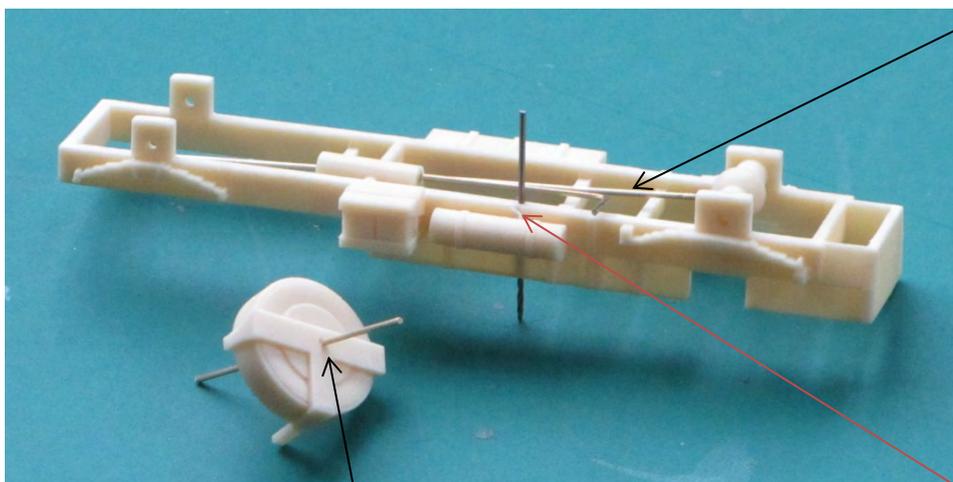
Position [**do not glue**] the rear differential between the rear axle bearings so that the small dimple in the centre faces towards the front of the vehicle.

Take one set of rear inner and outer wheels and glue them to one end of a 55mm length of 1.6mm rod to form half a rear axle wheelset. Allow to set hard.



Pass the axle rod through the unglued rear differential and lock the rear diff. in place by passing a 55mm length of 1mm rod through the hole in the second chassis spacer and into the hole in the front of the rear diff i.e., acting as a prop shaft [*exhaust pipework not shown for clarity*]. Carefully secure the prop shaft in place to the rear diff and cross-member with glue and

similarly apply glue to the rear diff ensuring that none touches the axle. When set firmly, the axle may be removed safely from the rear diff..

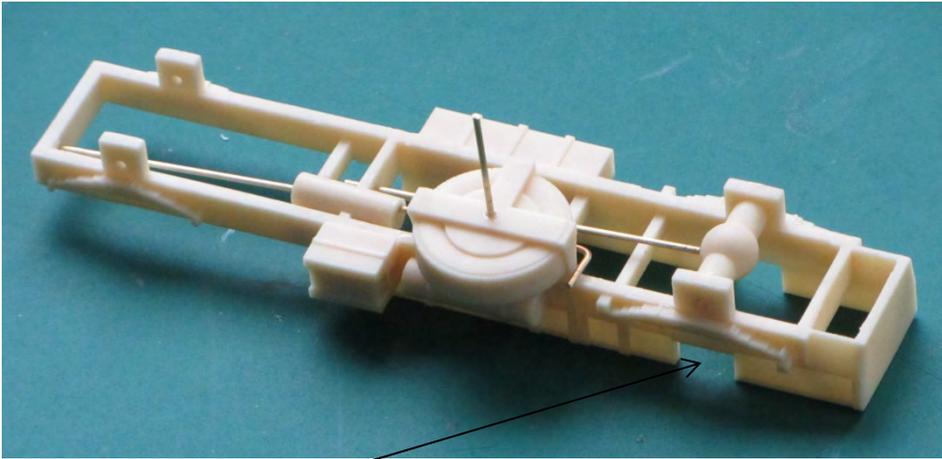


This pic shows the angle which the prop shaft makes with the rear diff.

Measure 73mm rear-wards from the front of the offside chassis member and drill a 0.9mm hole vertically through the centre of the chassis member.

Similarly drill a 0.9mm hole through the centre of the spare wheel.

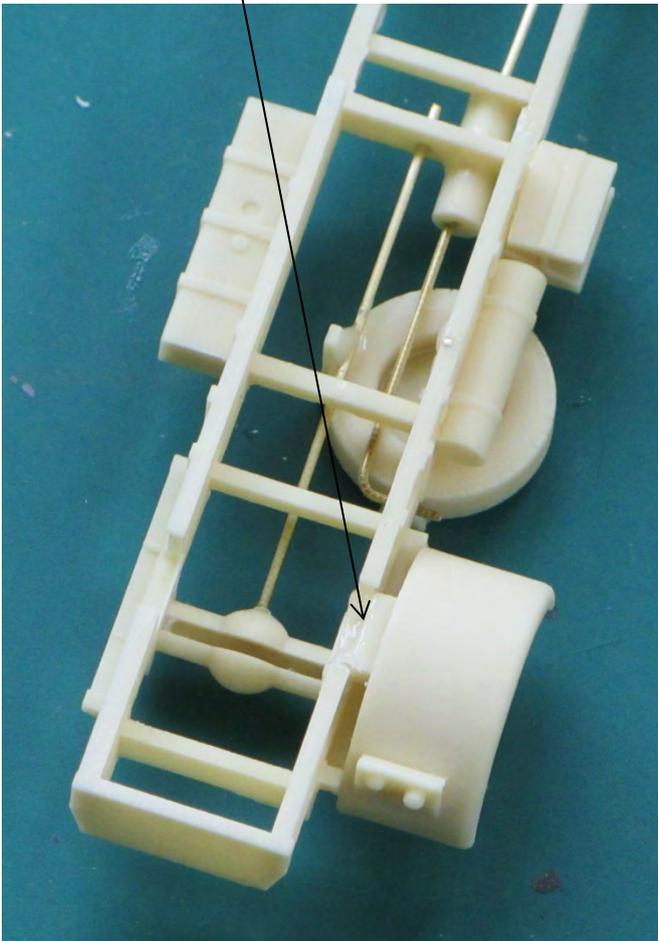
Using a 20mm piece of 0.9mm brass wire, secure the spare wheel in position on the chassis as shown below and glue in place. When set, trim the protruding bits of wire flush with the wheel cradle and chassis member top.



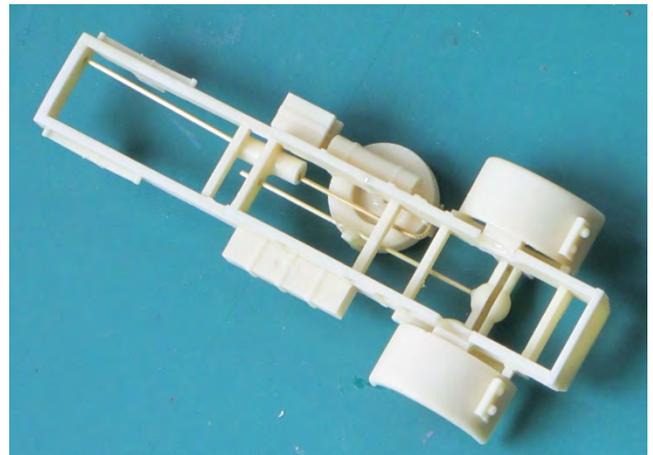
Next, replace the rear axle half wheelset back through the rear differential. Separate the two rear mudguards and glue one in place. The protruding side piece on the mudguard fits in the rectangular cutout in the chassis

side members

The reason for having the rear axle half wheelset in position is that the wheels will support the mudguard whilst the glue dries and will thus keep the mudguard square.



Remove the axle and insert from the other side and repeat the process



with the opposite mudguard.

When set, remove the axle. That completes the construction of the chassis and it may now be primed and top coated as desired. The few preserved Dodge Kew trucks in the UK have probably rather more gaudy or bright paintwork than their

fellows would have had in normal service during the 50s and 60s.

After painting the chassis, the rear half wheelset should be replaced and the remaining two rear wheels glued to it. The Back to Back measurement for the rear wheelsets is 29.5 mm.

Take one of the front wheels and glue it to a 55mm piece of 1.6mm brass rod. When set, using this as an axle, pass this through the front chassis axle bearings and, with the cab assembly in place on the chassis, glue the remaining wheel on the other end of the axle. The Back to Back measurement for the front axle is 40.5mm.

All that remains is to place/glue the flatbed in position.



We hope you have enjoyed building this resin kit. If you have comments, please pass them to Phil Radley at Radley Models via his website:

[www.radleymodels.com](http://www.radleymodels.com)

or

by 'phone to [Ringwood] 01425-479377.