

# **DODGE [KEW] COMET PARROT-NOSE TIPPER** **PARTS LIST**

PART	QTY	MATERIAL	REMARKS
Cab	1	Resin	
Cab floor/seat unit	1	Resin	
Truck bed	1	Resin	
Ladder chassis	1	Resin	
Tipper lifting frame	1	Resin	
Rear differential	1	Resin	
Rear mudguard	2	Resin	Note: these are handed
Exhaust silencer	1	Resin	
Battery	1	Resin	
Spare wheel in cradle	1	Resin	
Front wheel	2	WM	
Rear inner wheel	2	WM	
Rear outer wheel	2	WM	
Cab door handles	2	LW	
Cab mirrors	2	LW	)
Steering wheel	1	LW	) all on same sprue
Front mudguard lamps	2	LW	)
Steering column	1	Brass	0.9mm wire
Unlocking channels	2	LW	) all on same sprue
Operating rod links	4	LW	) Two are spare
Glazing material		acetate	Vacform casting
0.9mm rod	12cm	Brass	Exhaust pipe, steering column
1mm rod	80mm	Brass	Prop. Shaft 60mm, 20mm for spare wheel
0.7 wire	25mm	Brass	Truck bed rear pivot rod
0.5mm wire	70mm	Brass	Tailgate operating rod , mirrors
1.6mm rod	10cm	Brass	Axles
"HAWLETT'S" Decals	1	W/ScDecal	Optional



One of two commonly seen Dodge "Parrot Nose" on the preservation circuit.

## 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. Vehicle cabs sometimes have a small linear ridge of flash on the interior ceiling that should be removed as it will interfere with the fitting of the flush glazing otherwise. This can usually 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 coarser 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 a very useful 1.5mm drill that is 10cms long and which makes 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 cab mirrors, mudguard lamps and the wire along the back of the tipper body - . 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 [especially those with curved surfaces such as the silencer] may best be secured using the technique of drilling, pinning and gluing using small scrap pieces of 0.5-0.7 wire. On this kit, the silencer is unusually a clip fit but a smear of cyano will secure it forever!

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

## 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](#). They were featured in the 1957 film [Hell Drivers](#).

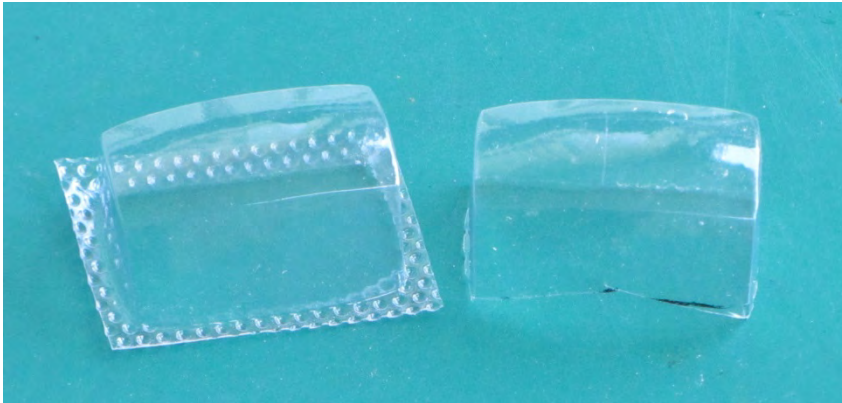
The model transfers supplied as an optional part with this kit are as used in the film "Hell Drivers". The colour scheme for those trucks in the film is dark green overall with black chassis and wheels. Transfer

positions are as shown in these instructions though not every vehicle in the film had the company name on the rear or carried a "target number" plate.

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

### CAB-1



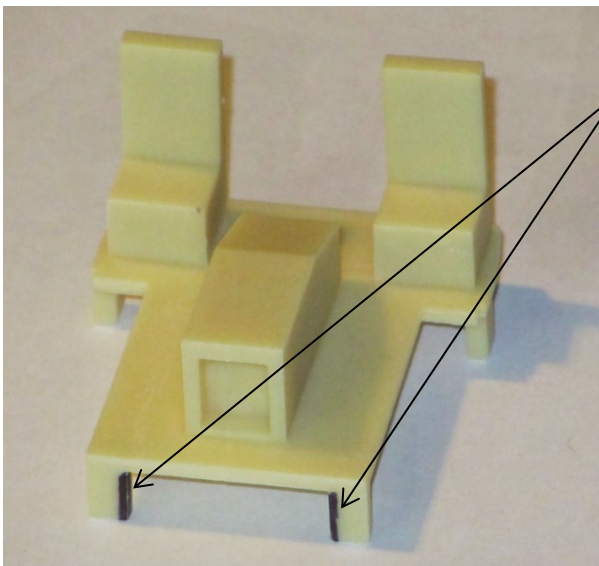
Personally I do not paint the cab interiors as the cream colour of the resin represents the cream paint often used by manufacturers. Should you wish to have another colour inside, prime and topcoat the cab interior before proceeding. To save masking later, you may also wish to prime and topcoat the exterior of the cab at this stage.

I use "HYCOTE Plastic Primer"

exclusively on resin kits – available in large spray cans in red, white and grey from motor factors.

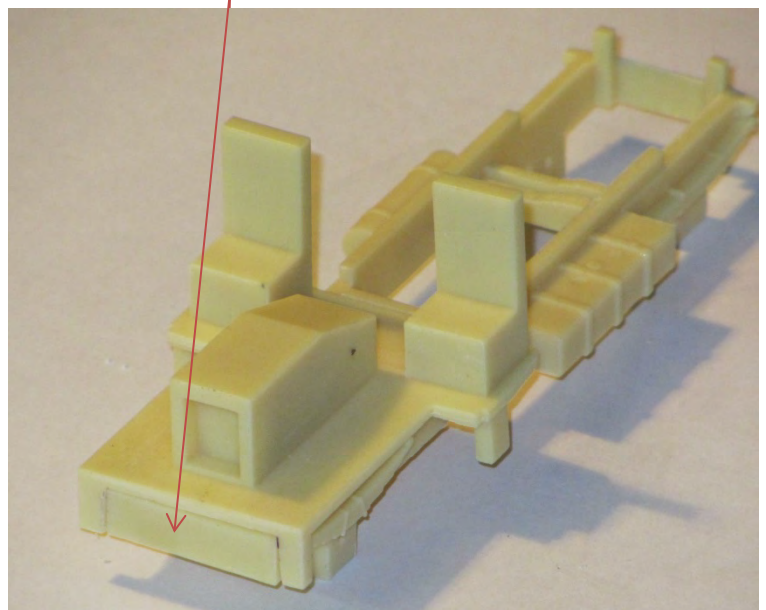
Trim the vacform glazing so that it fits comfortably inside the cab. All of the stippled area will need to be removed as will a small amount at the front to allow the steering column to fit.

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 slit vertically on the back – This will allow the two sides to move laterally and touch the cab door area. **When happy, remove the glazing unit from the cab.**

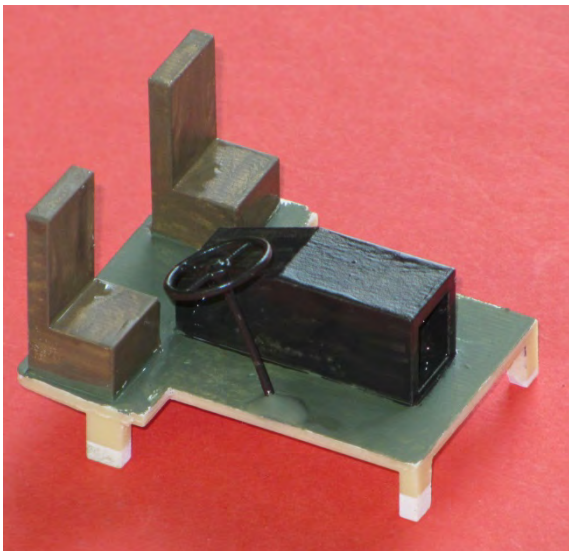


Do not glue the seat unit to the chassis!

The cab seat unit's "front legs" need to have about 1mm filed off their inside surfaces so as to allow the end of the chassis to fit between them.



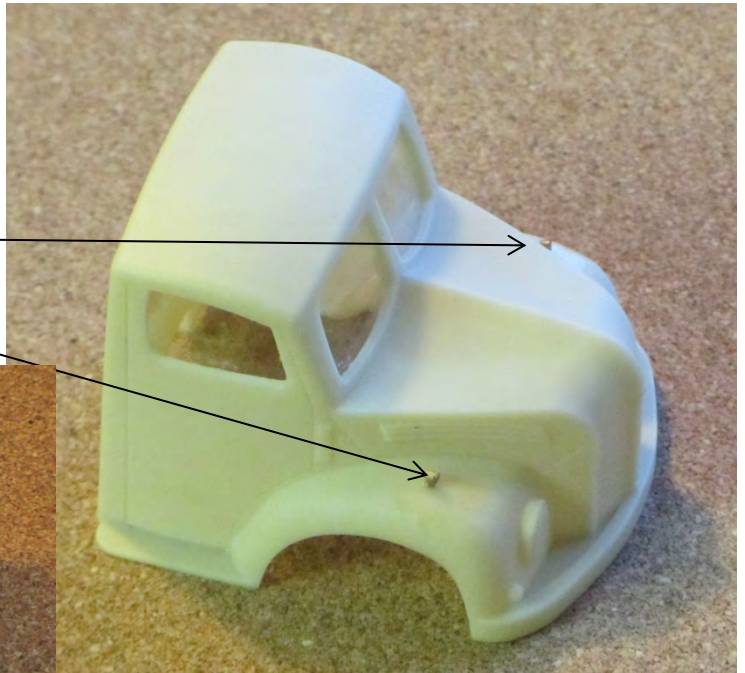




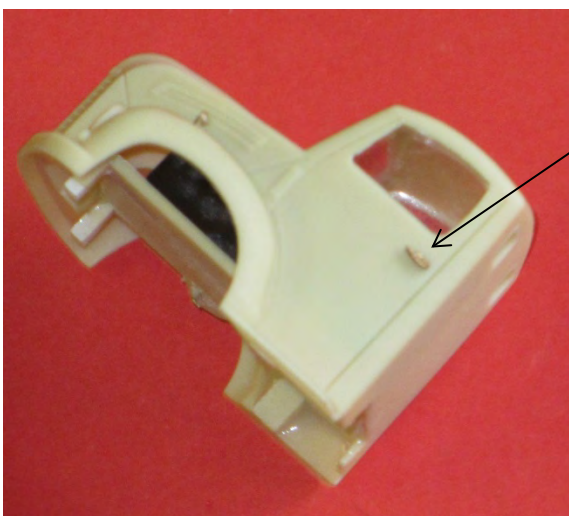
Glue or solder the steering wheel to the 0.9mm wire used as the steering column and glue into position as shown. The exact position of the steering wheel will depend on whether you have chosen to use a driver figure from e.g., MODELU, Dart Castings or Omen Miniatures. In either case, the rake will need to be adjusted to avoid the driver's windscreen.

When happy with the fit, the glazing should be glued into the cab – I use Deluxe "Glue 'N Glaze" as it dries clear and can be used on painted surfaces. The seat unit should then be primed and top-coated.

Using the mudguard dimples as guides drill out the locating holes for the two lamps and glue in place



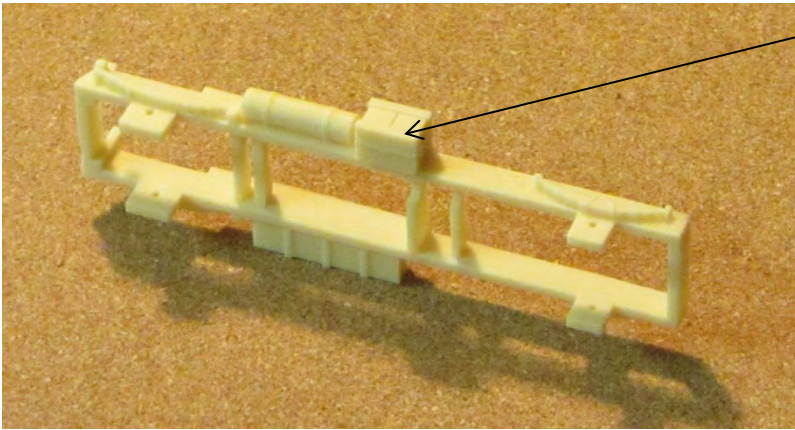
Glue in the completed floor into the cab base – The four "legs" should now be at the same level as the bottom of the cab with the floor horizontal.



Using a 0.7mm drill, drill holes for the lost wax door handles and glue these in position as shown on each door.

Other than the cab mirrors that will be done later, that completes the cab construction. Set the cab aside to dry.

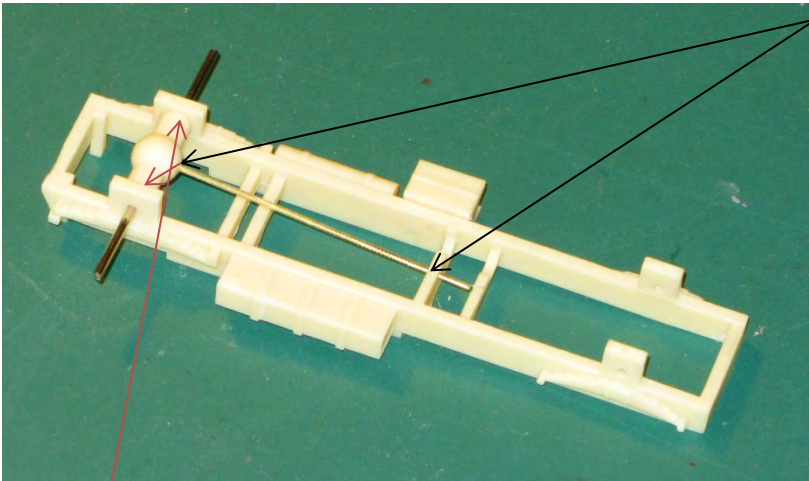
## CHASSIS-1



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

The next stage is the attachment of the rear differential. This is done by placing one of the 1.6mm axles through one of the rear axle bearings, then through the rear differential and then through the opposite axle bearing. At this point the rear differential will be able to

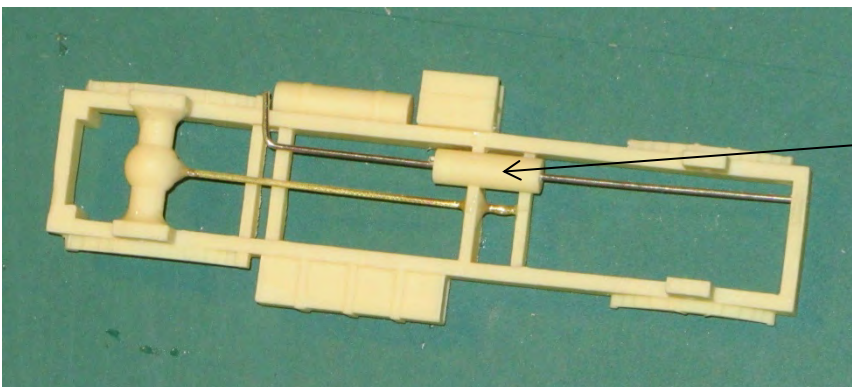
rotate around the axle.. It is locked in place and at the correct angle by inserting the 1mm rod/wire used as the propshaft through its mounting hole in a forward chassis cross-member and into the hole in the front of the rear differential. As per the photograph below:



Carefully apply glue **only** to the propshaft where it attaches to resin parts.

When set, carefully apply glue to the areas of the rear differential in contact with the axle mountings – **Do not allow glue to touch the axle.**

When set, the axle can be removed without the rear diff or the propshaft being able to move.

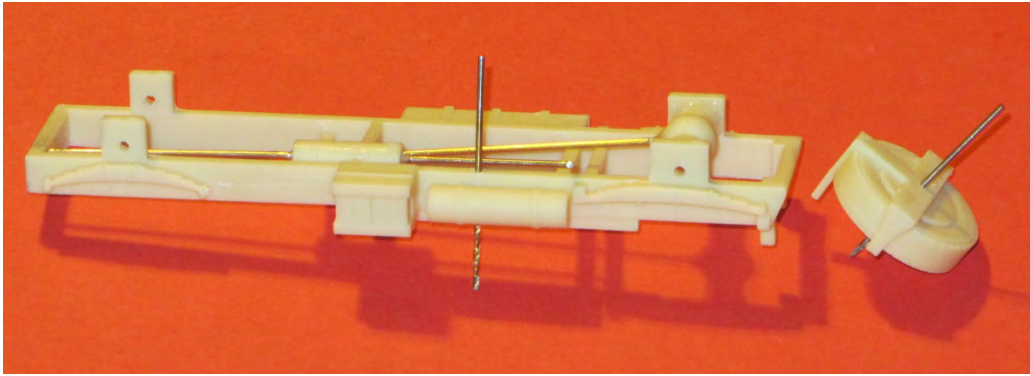


Using a long 1mm drill, drill through the silencer casting along its long axis.

Clip the casting in place in the semi-circular cutouts in the chassis cross members.

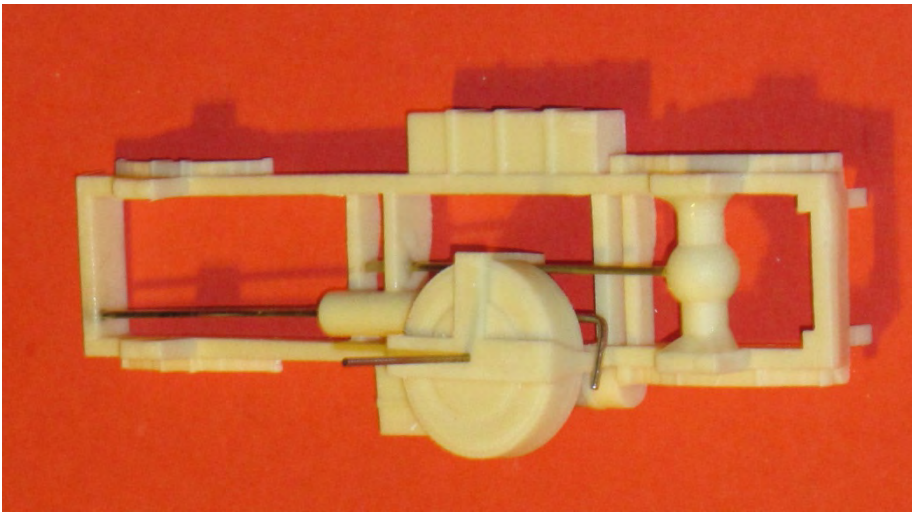
Use 0.9mm wire to make up the front and rear portions of the exhaust pipe and put a 90degree bend in the rear portion as shown.





Attaching the spare wheel – note incidentally the angle of the propshaft – Take a 1mm drill and drill through the centre of the spare tyre as shown. Next drill through the offside chassis

member 67mm from the front of the front of the chassis member with the same drill. Using a 20mm piece of 1mm wire, pin and glue the spare wheel in position as shown below.



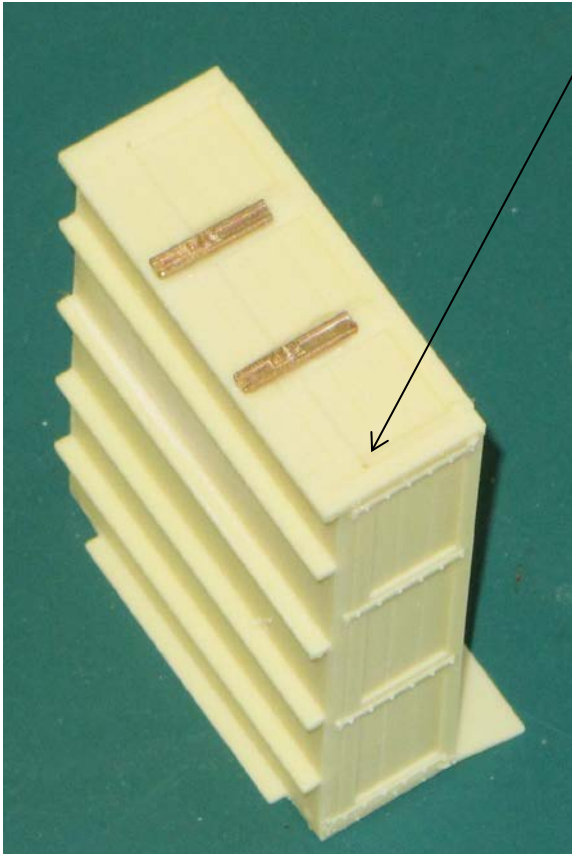
When secure, cut surplus lengths of protruding pin flush.

## TRUCKBODY -1



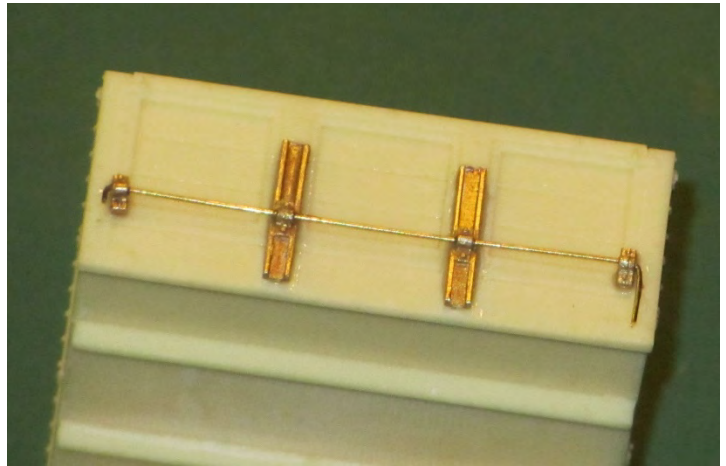
Using a 0.5mm drill, clear out any casting powder or residue from the holes in the rear tailgate operating elements on their sprue.

Note that each casting has a small spigot which should be preserved..



Use a 0.7mm drill to drill out the four dimples on the tailgate of the truck body. The one on the RHS has been highlighted.

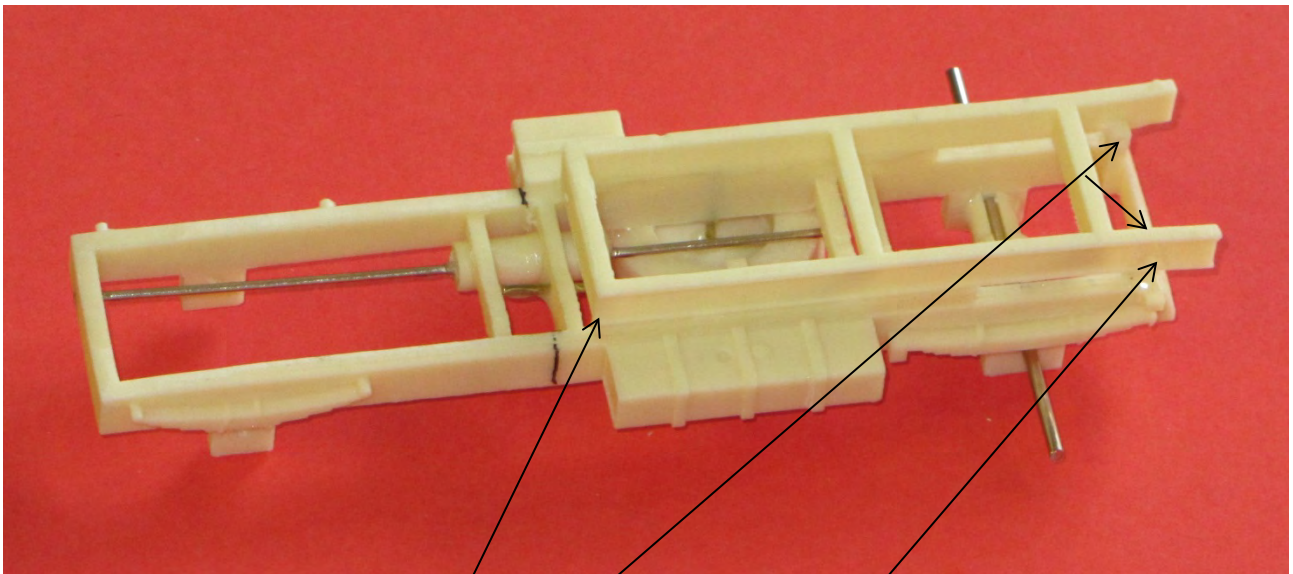
Using the spigots, glue in the two long unlocking channels as shown – Note that they are asymmetrical and that the longer end is uppermost.



Glue in place as shown two of the small operating rod links – note that all four holes will line up. Insert the 0.5mm wire through all four holes and bend each end into an "L" shape as seen above. Secure the wire in place with a drop of cyano. Note that the "L" shape is longer on the Rt. Compared to Lt.

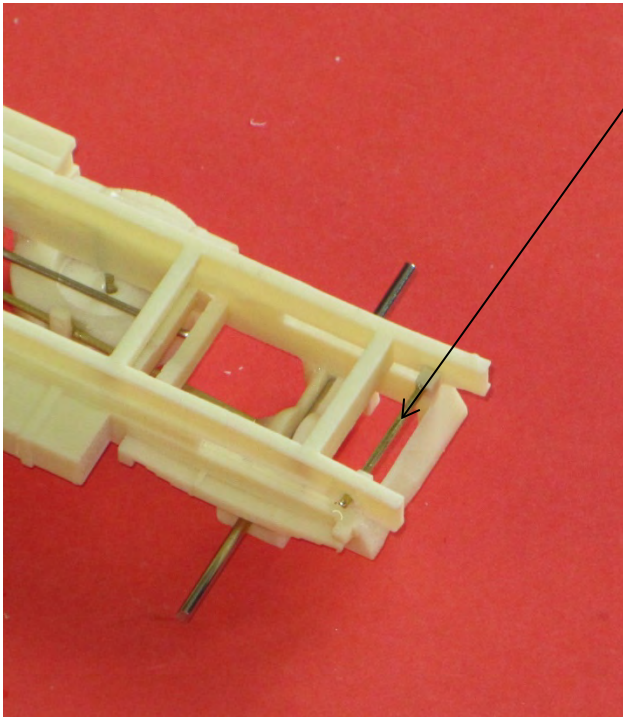
That completes construction of the tipper body.

## CHASSIS-2



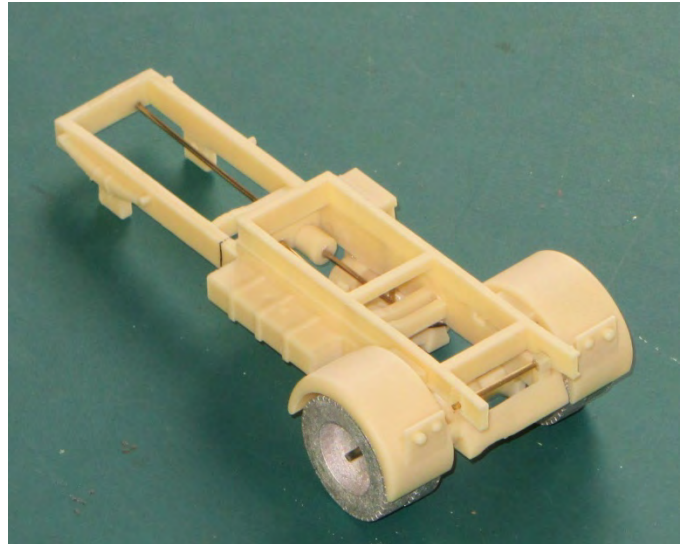
The resin parts will probably not support a working tipping body so provision has not been made for such. Glue the tipper lifting frame to the raised ribs on the chassis longitudinal members. Drill a 0.7mm hole through the dimples at the rear [open] end of the lifting frame. These holes should pass through the two small uprights on the chassis.





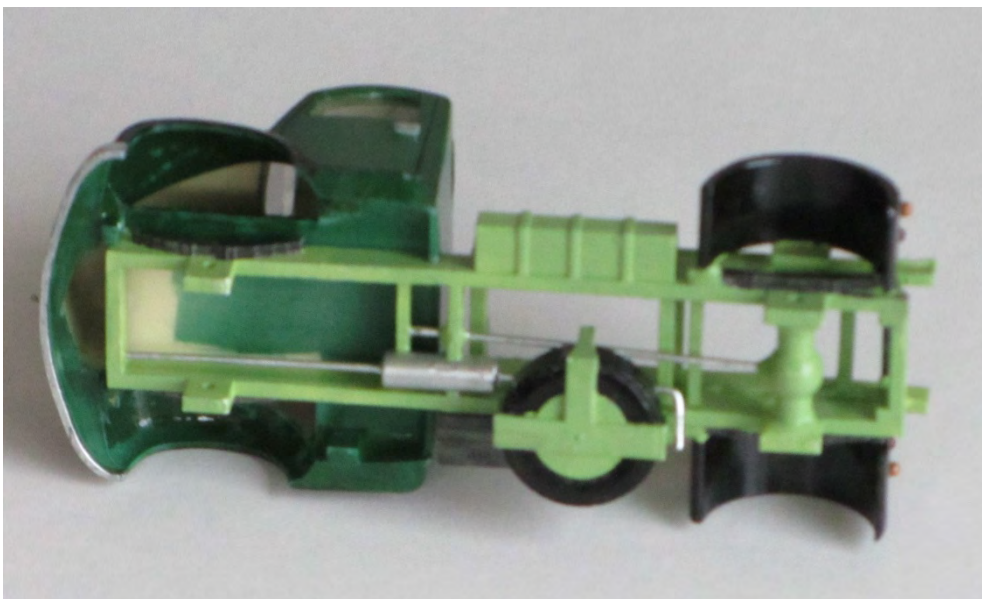
Glue a short piece [22-23mm long] of 0.7mm brass rod through these holes

Take one inner rear wheel and one outer rear wheel and glue onto the end of a 50mm piece of 1.6mm wire so as to leave about 1-2mm protruding through the outer wheel. Allow to set.



When set, pass the axle through the rear bearing holes in the chassis and centre the rear mudguard over the wheel whilst locating its tab in the gap between the lifting frame and the chassis member. Glue the tab to the frame and chassis .

Place [but do not glue] the remaining pair of rear wheels onto this axle and repeat the process with the remaining rear mudguard. When the glue has set, mark the axle so that there is an equal amount protruding through the outer wheel on both sides and trim the axle. Remove the unglued wheel set.



Complete cab and chassis painting now.

Similarly, the tipper body should be painted now.

Also paint the half-wheeled rear axle and all loose front and rear wheels.

When dry insert the rear axle and glue the inner and outer rear wheels in place.

Back to Back distance for the rear wheelset should be around

26.5mm.

If you wish to have the cab glued in place, do so now. Glue one painted front wheel to the remaining axle and when set pass the axle through one of the front bearing holes. With a back to back distance of 38mm, test fit the remaining front wheel and trim the axle to size. Glue the remaining front wheel in place on the axle.





All that remains is to fit the cab mirrors. Whilst still on the sprue solder a 1cm length of 0.5mm wire to the back of each mirror.



Carefully drill a 0.5mm hole into each front cab pillar as shown and glue the mirror stalk into it. When set, prime and paint.

All that remains is to apply the transfers if required.

The transfers have been designed specifically for this kit and the company name should be trimmed into three parts "HA", "WLE" and "TTS". Close trimming and test fitting before moistening will be required.



We hope that you have enjoyed building this model. Should you have any comments, please pass them on to Radley Models by phone to 01425 479377 [Ringwood, Hants] or the website [www.radleymodels.com](http://www.radleymodels.com)