



Building instructions DAF FAS 3300 6x2 truck low sleeper cab

Kit nr. 85739

Tekno kits are intended for advanced modelers.

Knowledge of Tekno miniatures and of the real truck is required.

Gather information from brochures, dimensional drawings and/or google on the subject.

Tools (recommended).

Mini drill with drills, grinding wheels, sanding rollers;

Cordless drill and/or pillar drill for metal drilling;

Machine clamp or vise with smooth (attachment) jaws;

Files: medium-fine and fine (instrument maker's files);

Fine sandpaper -grit 320 - 600;

Sanding board;

Pliers -also with smooth jaws;

Fine drawing pen;

Center point or fine dowel;

Tweezers.

Use superglue, where necessary or desired post-gluing with (quick-drying) two-component glue.

Be very careful when gluing the windows and other small parts.

Tekno kits are derived from production models. In production models, the holes for fixing all kinds of parts are often drilled per product and to order specification.

Therefore, the chassis and cabs of the kits are not always drilled, so this has to be done by the builder himself.

In connection with factory production and assembly, some chassis are fitted with ribs.

These are intended as extra support when mounting boxes, fuel tanks, etc.

If desired, you can grind away the ribs with a grinder, then file smooth.

Preparing

Divide the kit parts into 'chassis', 'cab', 'wheels and tyres' and 'other' (cargo box/body, lights, mirrors and other accessories). See the parts photos of this kit below.

Sort the parts as shown in the photos and make your own.

The parts for a DAF tractor or truck chassis and the different cabs will differ (also in number).

But if you put them in front of you as in the pictures, things will sort themselves out.

Keep the sorted parts in different trays.

Perform test-fits, that way you will become familiar with the construction of the kit.

Check all parts (zamac and plastic) for casting residue or burrs. File, grind, sand everything smooth.

See also the photos of the built model and the instruction photos below.

Part of DAF FAS3300 6x2 truck low sleeper cab

Chassis parts

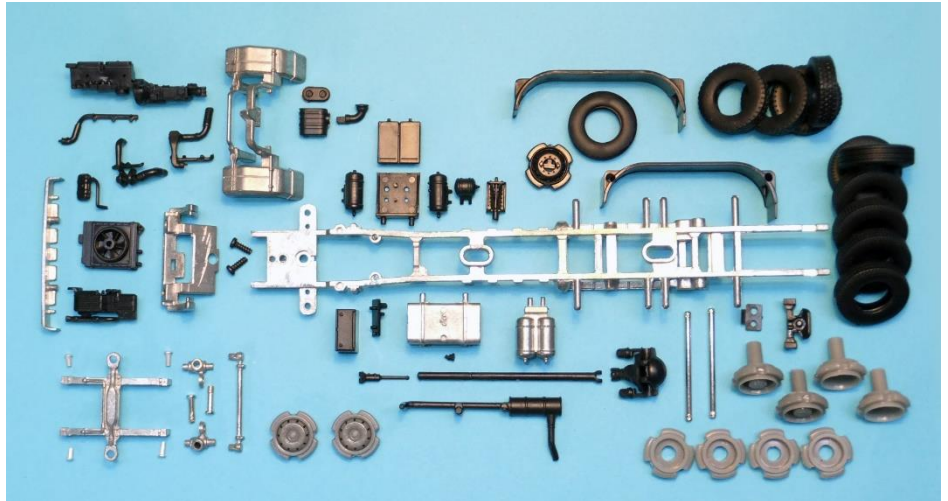
Below left is the front axle with two short and two long mounting pins, stub axle blocks, two axles for the front wheels and the track rod.

To the right of the chassis come the battery box (two parts, choose between type 1 or 2), air tanks and spare wheel.

To the left of the chassis come a tool box and the fuel tank.

The unit with four air tanks is optional.

At the rear comes the draw bar coupling.



Cab parts

At the bottom left you see the lights, mirrors and wipers.

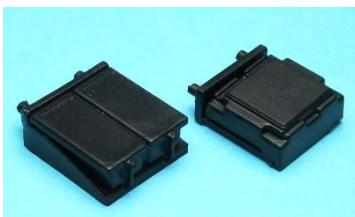
Between the wipers and the grill parts are the four steps which come in the front lower panel.

On the right are the interior parts and roof panelling.

Be very careful with the windows, don't touch them with your fingers!



Choices



← With the kit you find two battery boxes: type 1 (with the visible batteries and metal covers) was used from 1974 to 1980, the closed plastic box came after that. At least the Space Cab comes with the plastic battery box.

The kit also features two different lower grilles: type 1 was used from 1974 to 1985, type 2 (closed) was used after that and at least with the Space Cab. →



Chassis

The production method and sequence at the Tekno factory differs from what modellers are used to in several respects. Adjust your assembly accordingly.

Depending on different final colours, decide what you want to glue now or not until final assembly, such as: fuel tank, air tanks, battery box and other chassis appendages and the rear mudguards.

Drilling

Drilling in zamac: centre with e.g. 1 mm drill bit in the minitol.

Then drill out the hole further with a (cordless) drill at medium-high speed.

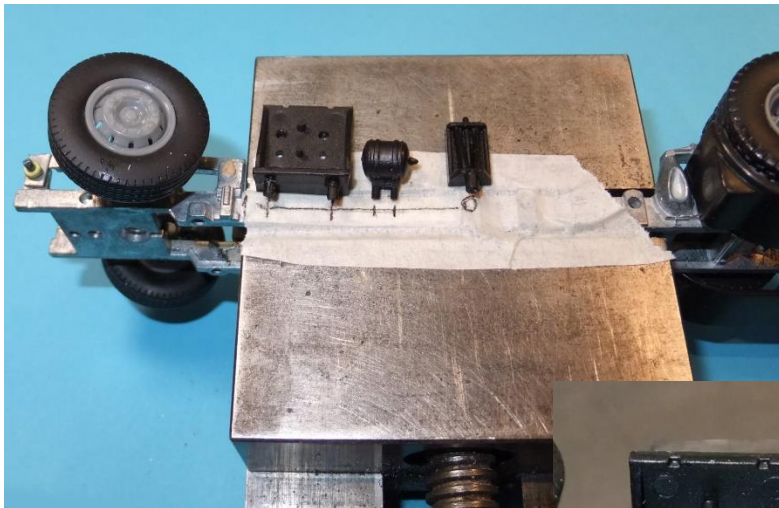
Due to the relatively low speed, the drill bit will cut more easy and cleanly.

Use of drilling oil is recommended, e.g. WD40 drilling oil in a spray can.

After drilling and before gluing, degrease all parts well (benzene or similar).

Location holes in the chassis: preferably drill with the chassis perpendicular to the side in a machine clamp and under a column drill. Or drill as accurately as possible out of hand and well perpendicular with a hand drill. Most parts have pins of 1.6 - 1.8 mm. Always drill 1/10th or 2/10th larger.

Make sure the top of the hole is exactly against the centre of the chassis height (see the existing holes).

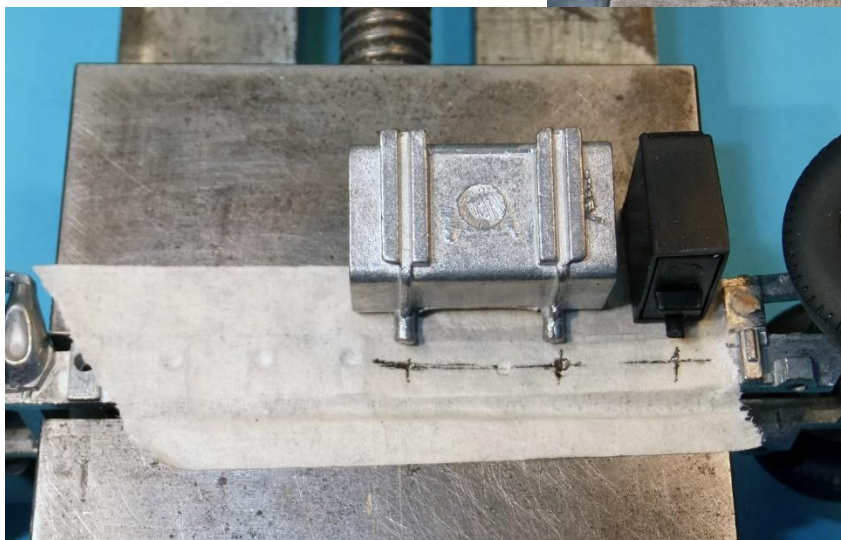
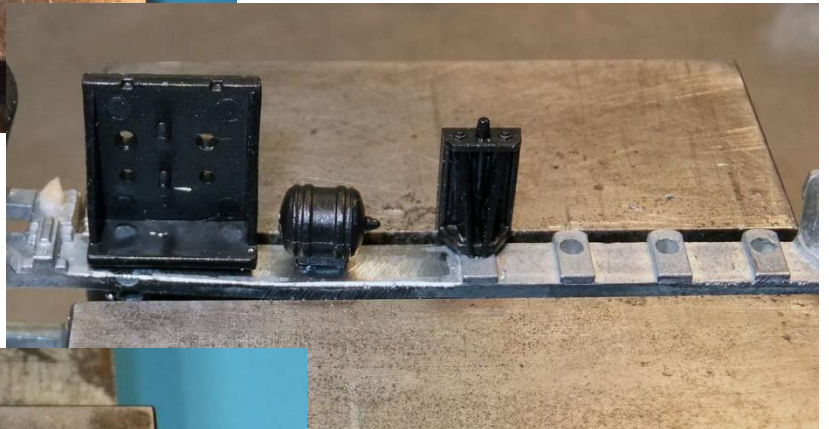


← Determine the position of the chassis fittings as accurately as possible -see the photos of the built model.

Accurately mark the holes to be drilled, e.g. as here on a piece of adhesive tape.

Battery box: 2 x 1.8 mm, for the small air tank 2 x 1.2 mm.

The spare wheel carrier comes in an existing hole.



← For the toolbox and the tank holes of 1.8 mm, possibly 2 mm. Then you will have a little space to mount them exactly in line.

Tip: if there is a little space, use a filling gel-superglue. And/or post-gluing with two-component glue.

Air tanks

Included with this kit is a unit with four air tanks. This allows you to imitate a full air-suspended truck if desired. An air-suspended chassis is not available, but when the superstructure and chassis is largely built up you can hardly see the suspension.

Wheels and tyres -general

At Tekno, the wheels are painted first, the tyres are fitted at the final stage and then the wheels and tyres are mounted.

Modellers like to put the model on the wheels and tyres right at the start of assembly.

Put the tyres in boiling hot water or hold a tyre against an old-fashioned hot light bulb for a while each time.

This will make them softer and easier to put around the rim.

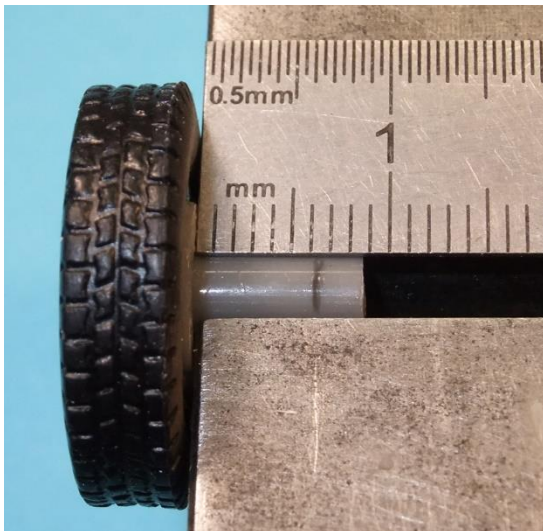
Dismantle the tyres if you are going to spray the wheels. Then heat them again.

Alternative: paint the wheels in colour beforehand and then mount the tyres permanently.

Wheels and tyres -DAF 3300

For the DAF kits, wheels with 21 x 6 mm tyres have been chosen for production reasons.

First carry out a trial fit and check the width of the rear wheels. This should be 47 to 48 mm, measured across the outer tyres. Depending on the chassis used, you may have to shorten the axle stubs on the wheels to get to the correct track width. Also cut the 2 mm steel axle proportionally shorter.

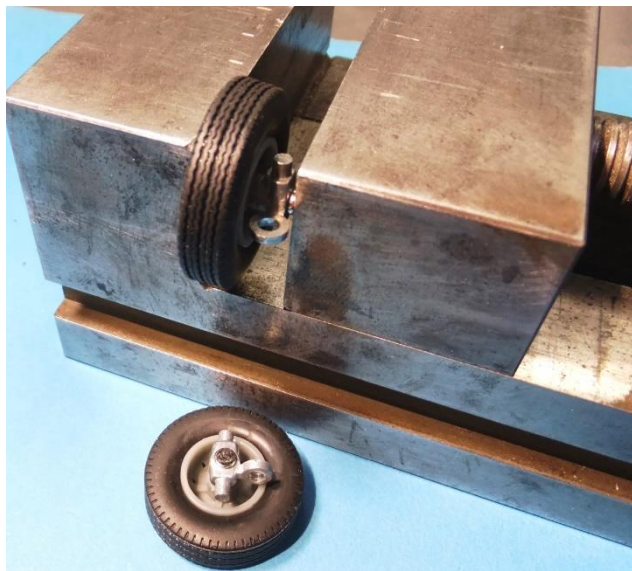


←
Saw off the
axle stub to
6.5 mm
from the
wheel.

Wheel on →
the steel
axle, saw in
to the metal
and rotate.



Glue the inner wheel with the flat side to the outer wheel after painting.



Front axle -stub axle blocks

Press the axle pins through the stub axle blocks into the front wheels. Note, if applicable: long axle stub outwards against the wheel, track end backwards. Some stub axle blocks have a high and a low 'collar' above and below the axle hole as stops against the stub axle holder (to the chassis) and the front axle. If this is the case: make sure the high 'collar' is above the axle.

Press the axles in a machine clamp through the stub axle block and into the wheel.

Make sure it is purely straight and square in the clamp, being careful not to clamp the track end.

This way you press purely straight and there will be the least amount of force on the wheel nuts.

Front axle

Temporarily assemble the front axle, it cannot be permanently fitted until the tilting supports and the engine block have been mounted with the self-tapping screws through the chassis plate from below.

For temporary mounting or trial fits, use e.g. 1.5 mm pieces of thread to mount the front axle and save the four aluminium pins for final mounting.

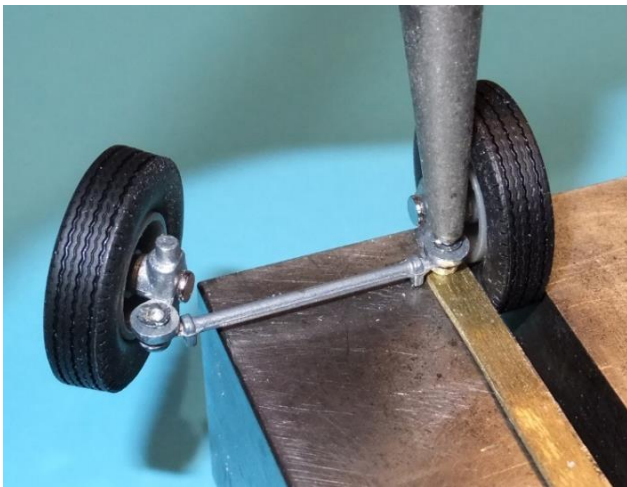
Some front axles have mounting pins of two different lengths, note where the short and long pins are intended.

Alternatively, if you also want to paint the engine block and the tilt support/adaptor together with the chassis: mount them at this stage, also glue the sump at the bottom of the chassis and assemble the complete front axle.

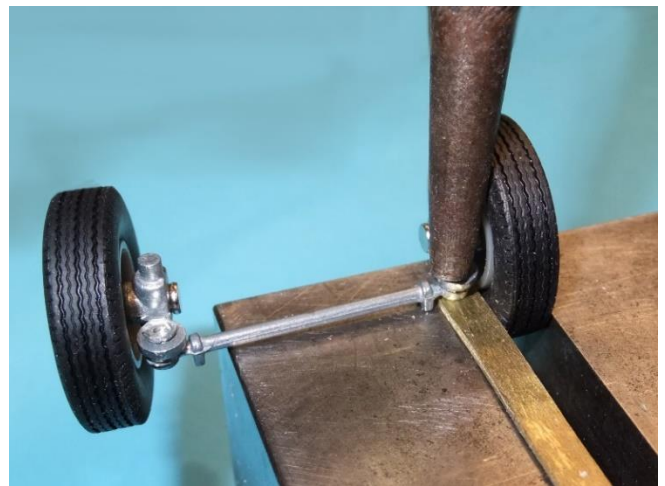
Mount the track rod to the stub axle blocks -see photos.

Pay close attention to how the knuckles should be fitted to the track rod. Use a centre point or fine dowel to drum up the pins. Make sure they are well supported. A short blow with the hammer is sufficient, then another tap-after with a flat dowel or after-clamping with smoothing pliers.

So the stub axle blocks with the wheels attached remain on the track rod, even later during spraying.



↑ Trump up with centre point.
The brass strip supports the rail end dowel, so there is no tension on the other parts.

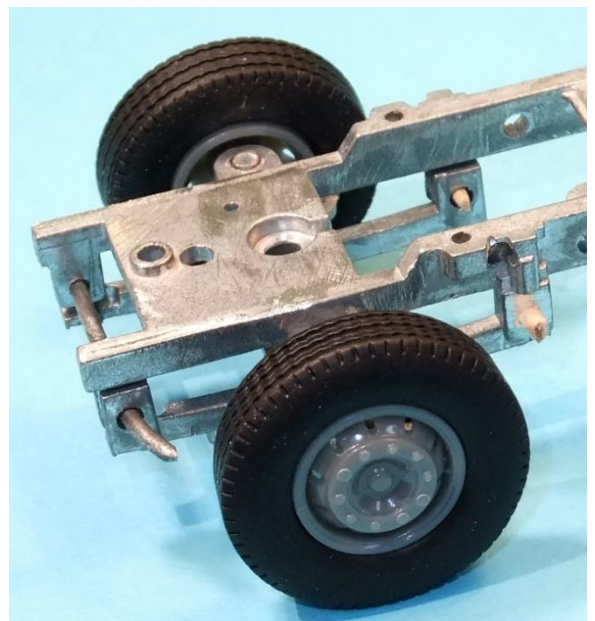
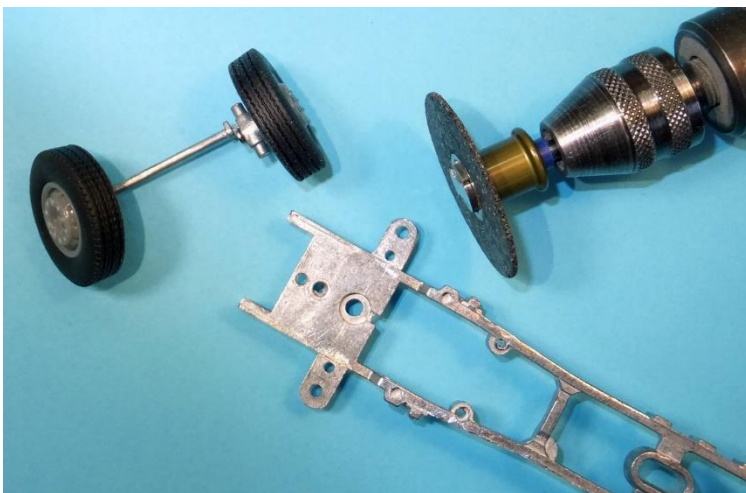


↑ After tramping up, flatten still further with a flat dowel. Left is already finished.

Below:

check the 'ears' on the chassis into which the stub axle blocks should pivot. If the fit is a bit tight, take a little material away from the curved outside.

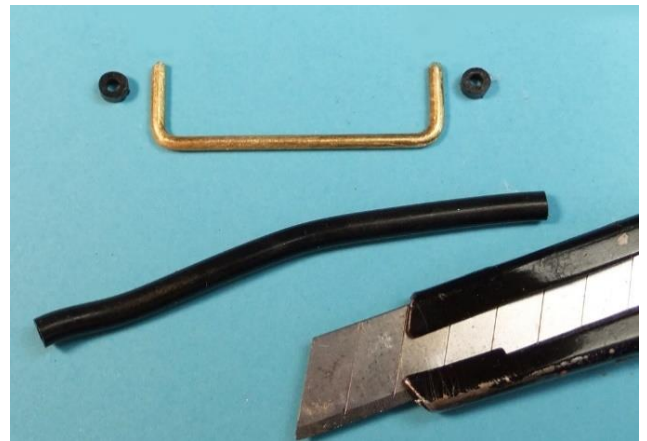
Right is ready, left is yet to go.



↑ Front axle temporarily mounted with a piece of 1.5 mm iron wire and rear with the points of a cocktail stick.

Track rod -alternative

If trumping up of the pins should not work out, you can make an alternative track rod from 1.5 mm brass wire. Bend it at a perfect angle and to exactly the right width and secure the ends with short pieces of wire insulation as clamping rings.

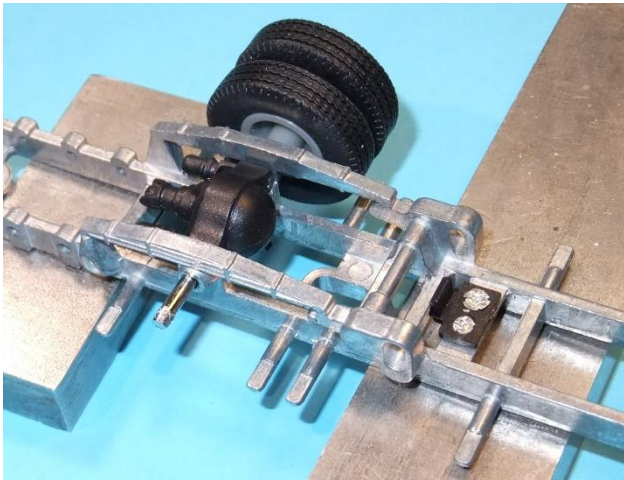


Rear axle

Fit the rear axle (sometimes glue brake boosters first), for 6x2 also the lift block for the tag axle.

Where applicable: mount rear axle suspension, air suspension, stabiliser, etc. Fit the rear wheels (temporarily).

Tip: press the axle into one of the wheels / file the ridges flat on the other side, this way you can test fit and remove again / during final assembly glue the second wheel to the axle.



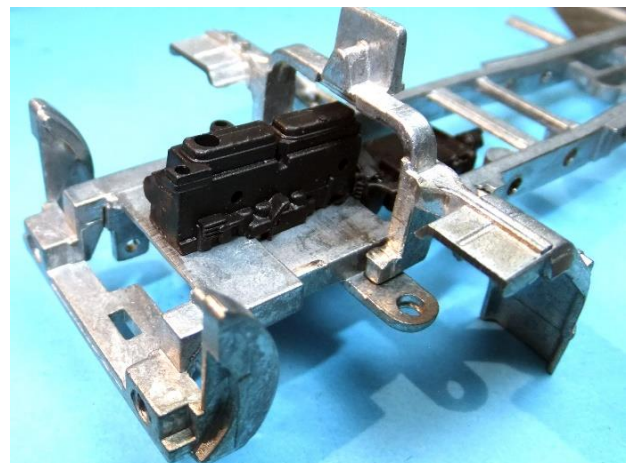
The axle housing is clamped around the axle holder. The clamp block for the tag axle can be riveted or glued. When riveting (trumping up), make sure there is a support under it, like the metal plates here.

↑ The tag axle can move up and down along the clamp block and be locked up.

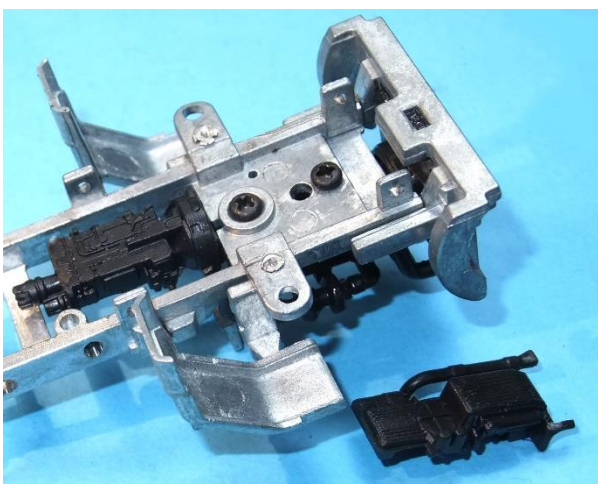
Engine block and cab support

These instructions apply to the day cab, low sleeper cab and Space Cab.

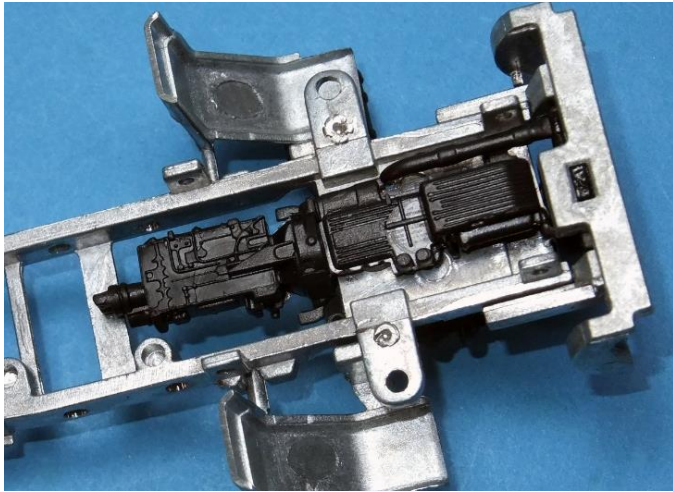
The photos also show the different cab supports: The support of the day cab sits more forward than the support of the long cabs.



↑ Fix tilt supports and engine block with
← two self-tapping screws, screwing in from below.
← the carter pan lies ready to glue.

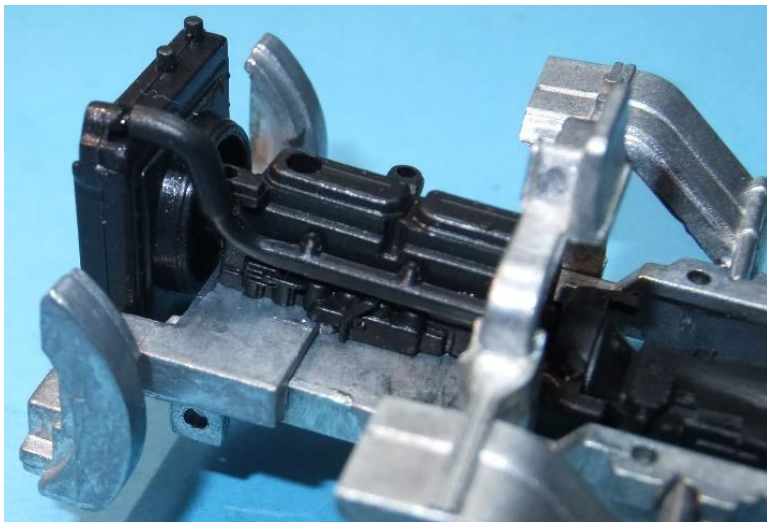
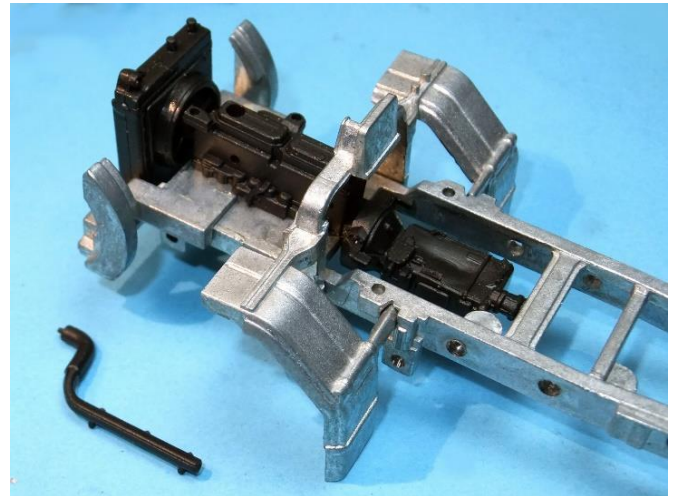


After the tilt supports and engine block, the cab support with the mudguards can be mounted.



Trial fit of the radiator, the intake air tube fits into two holes on the left of the engine block. →

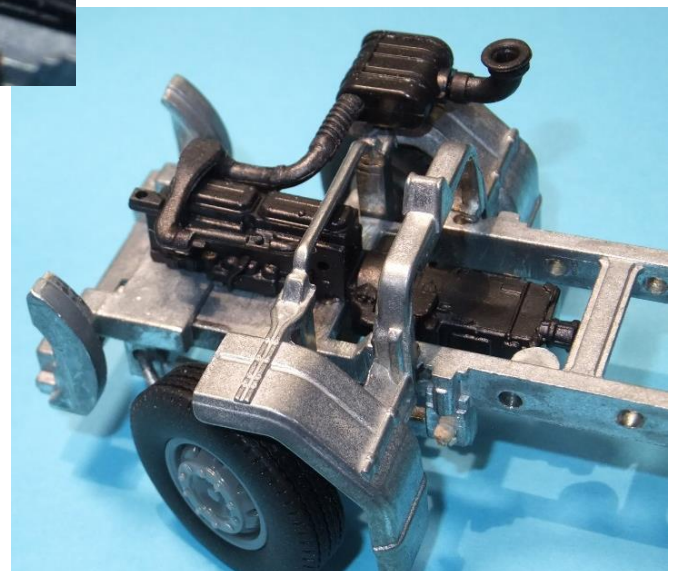
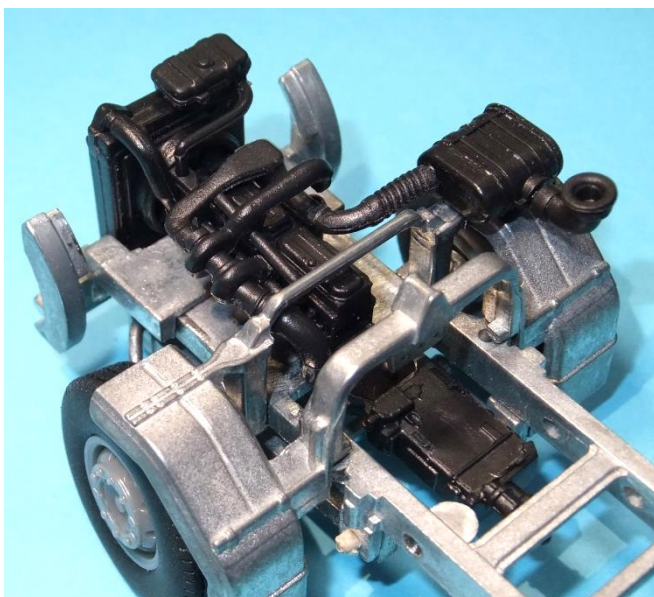
- ← Trump up the pins of the cab support as in the photo and/or glue.
- ← Carter pan and lower half of the gearbox glued.



- ← Trial fit of the intake air pipe in two holes in the engine block, the upper end of the pipe comes to the top left of the intercooler radiator.

Above and left you can see the cab support for the short (day) cab, below is the support for the longer sleeper cabs. For building purposes, this makes no substantial difference.

Air filter glued, the air intake tube comes with the thick pin at the top of the valve cover. →

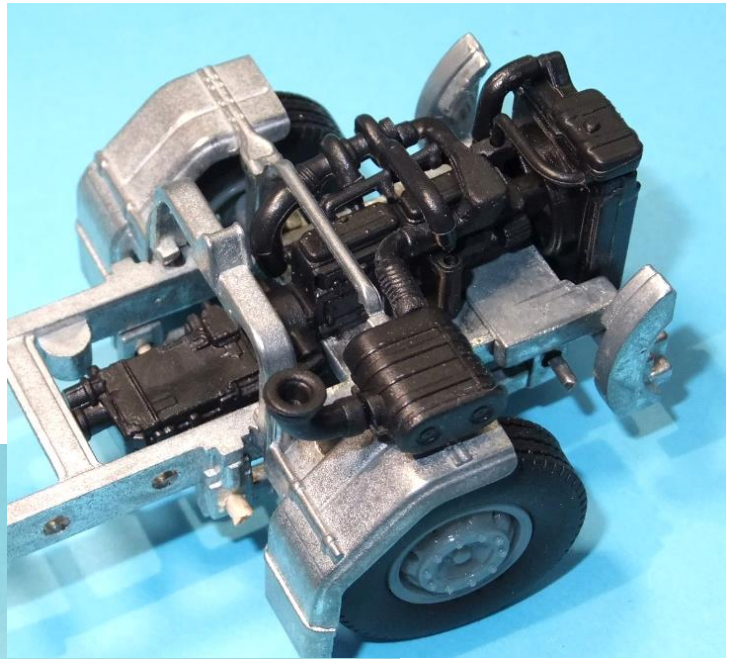


Still test fitting, especially also to establish the correct position of the motor appendages. Final assembly is done only after painting. Here the turbo is in position but still loose, the pin enters the intake tube below it on the right. On top of the radiator is the expansion tank, the cooling water tube fits at the top of the engine block.

Co-spray or spray separately?

By choice or according to your example, you can mount the mudguards with the cab support now and paint them at the same time as the chassis. This also applies to the engine, radiator and air filter housing.

Even if the mudguards are already permanently fitted, you can still remove the engine block and reinstall it later.



Trial fits with the chassis on its wheels. In this case, with the low sleeper cab. Checking the fits and exploring how to position the cab.

Chassis appendages

To the left of the chassis come the toolbox and fuel tank. And the optional four air tank unit if applicable.

On the right, seen from the front, come the battery box with two air tanks below, the short air tank and the spare wheel carrier.

Be careful with the small fuel cap. Drill the hole a little deeper with 1.5 mm, this will facilitate gluing in the neck. Drill the two location holes for the muffler additionally with a 2 mm drill bit.

Cabin

These instructions apply to the day cab, low sleeper cab and Space Cab.

Check for casting burrs, drill out additional holes where necessary.

Drill 1 mm holes for the wipers -see cast-in locations for LHD and RHD (left and right-hand drive). For left-hand steering, the first on the left, then the other two holes 12 mm apart.

Drill 1.5 mm holes for the top lights, 1.2 mm for the indicators and, if desired and where applicable, the holes for the corner spoilers (1.2 mm), roof spoiler and side fenders.

Consider whether you want to assemble further now or paint first, such as the top lights and corner spoilers.

Many modellers prefer to glue on the top lights and indicators first. After painting, these can then be touched up with black and orange respectively. This prevents possible glue stains during subsequent assembly.

Spray the bottom panel and the air intake tube -if not to remain black- in colour before assembly.



← Determine the holes for the top lights in the flat roof.

Right: determine the holes for the top lights on the Space Cab. → .



Clamp the cab in the machine clamp, use a tissue to avoid scratches and damages.



Corner spoilers. →
The R and the L are in the lower half.

← Determine the position of the holes for the corner spoilers and the indicators as accurately as possible. If necessary, drill the holes for the corner spoilers a bit larger at 1.5 mm, you won't see this after fitting but this way you create more correction room for precise fitting. Use gel-type superglue in this case. Mount the indicators with the pointed side facing forward.

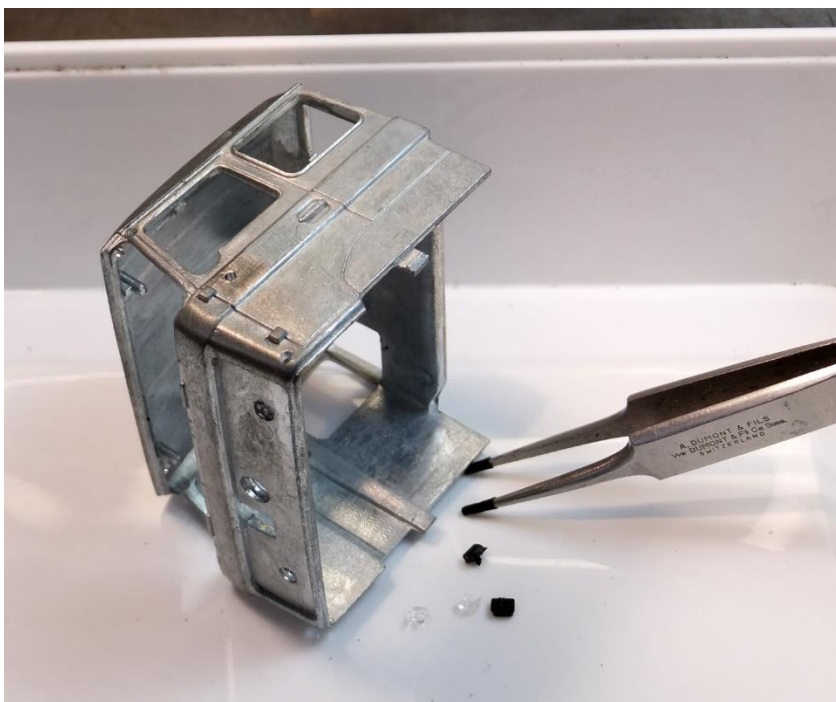


Tip:

before gluing these small parts, place the cab in a spacious but shallow tray.

This will hopefully prevent an indicator or top light from disappearing into the carpet when jumping off.

Use tweezers with pieces of wire insulation on the tips, which act as non-slip and prevent a part from splashing out.





Mount the floor temporarily in the cab -first the pin in the front, then click rear into place. While doing this, pay attention and be careful with the tabs that go into the mudguards. Test-fit also the front lower panel and grilles before painting them (or not).

Mounting the cab on the tilt support: first fit one side, then bend the other side slightly to the side and push (gently but with some force) it onto the support. Check that the cab can tilt properly and examine the position of the cab when it is 'down'. Correct if necessary with the small clamp on the cabin bridge. If tilting is stiff, apply a little Vaseline to the tilting legs. Check the fit of the intake tube on the cabin and the connection to the collar on the air filter housing. You may need to put a shim on the collar later to compensate a small height difference.

When finally assembling the cab -i.e. only after painting- first assemble the floor, place the cab on the tilt supports and lastly assemble the lower grille panel with headlights etc.



← Space Cab with mounted top lights, corner spoilers and indicators.



With the day cab the cab support is more forward and the air inlet pipe has a different connection on the air filter housing.

Interior

Check all parts for any casting burrs and drill holes where needed.

The seats come out of the mould 'flat', bend the seat to the backrest and fix with a drop of glue.

After painting, glue to the floor in this order: dashboard, steering column with steering wheel, gear lever, seats and beds (if applicable).

Spraying and painting

Make sure all parts and fitted parts are grease-free.

Preferably use an etching primer, but do not spray too thickly.

Spray the chassis, cab, wheels, etc. in colour using the airbrush or a spray can.

Make sure the pivot points of the steering knuckles and track rod are not clogged with paint.

Paint the interior and loose parts before fitting the windows.

Paint the window rubbers with matt black or dark anthracite, or use a fine Edding marker for this.

Never touch the windows with your fingers!

Windows

Glue the (previously painted) ceiling into the roof before fitting the windows.

Handle the windows very carefully, never touch the glass with your fingers.

Wear thin surgeon's gloves. This is also recommended during final assembly to avoid finger prints on the paint.

The fitting of the rear wall panel and the side windows at the day cab and the low sleeper cab is very tight.

If necessary, for a little more space, carefully sand off just a little at the vertical outer-rear corners of the panels at an angle of 45°. Use a sanding board and sand straight. Make sure not to touch the window rubbers.

Paint the window rubbers of the windscreen and the vent windows matt coal black (e.g. Revell 9).

Or use a thin Edding 400 marker. Paint the rubbers of the side- and rear windows to the cab shell.

Put the brush or marker at an oblique angle to the rubber and move sideways, that way you won't slide on the glass or paint.

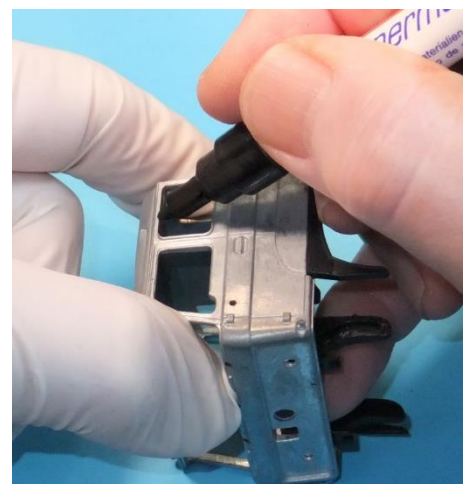
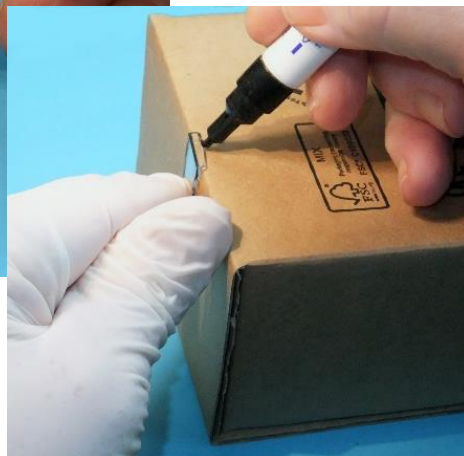
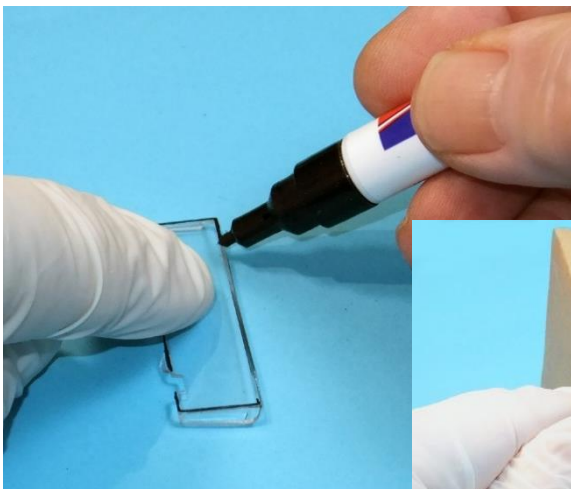
Paint the wall and door panels in colour, taking care to keep the windows clean.

Assembly sequence: first the side windows, then the rear wall panel and finally the windscreen. Slide the windscreen into the opening from the outside, preferably without gluing. At the bottom, you lock up the windscreen with the wipers. The pre-painted sun visor is snapped through the windscreen with the tabs.

Windscreen rubbers

Preferably blacken with an Edding marker first, then, if desired and for better coverage, thinly paint over again with enamel.

Ensure good support, moving the marker gently towards you.



Always turn the window so that you can move the marker towards you. The box on the right provides support for the 'marker-drawing hand'.

Final assembly

Once all parts have been sprayed and/or painted, leave the model alone for several days to a week. This will allow the paint to dry and harden. Modelling paint in particular needs time to harden.

Fit the tyres around the wheels and attach the rear wheels.

Be careful with the tyres for the front axle, taking care not to stress the track rod ends.

If you waited until after spraying to assemble the engine block and tilt support, now assemble them first.

Use the self-tapping screws, screw them into the engine block from below. If desired, for extra fixation, also glue them in place. Now glue the carter pan underneath the chassis plate.

After this, the front axle can be mounted. Note the front and rear: the stabiliser bar comes at the front.

Attach the four pins (long ones at the rear), trump them up on the inside by clamping with smooth pliers or glue them into the mounting holes.

Click the drive shaft to the balls of the universal joints, the short sliding part comes to the gearbox.

Mount the cab -still without mirrors, etc., which will come later- on the supports.

Now fit the remaining parts to chassis and cab - parts may vary from model to model:

Catwalk with spiral air lines / superstructure, loading box;

Grille, steps, headlights, tail lights, top lights, indicators;

Decals or stickers (if applicable);

Mirrors, wipers and (if applicable), corner shields and sun visor.



Tekno
Parts