



Building instructions DAF FT 2800 4x2 tractor unit day cab

Kit no. 22884

Tekno kits are intended for advanced modelers.
Knowledge of Tekno miniatures and the real truck is required.
Gather information from leaflets, dimension sheets and/or google on the subject.

Tools (recommended)

Minitol with drills, grinding wheels, sanding rollers; Cordless drill and/or pillar drill for metal drilling; Machine clamp or vice 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;
Centre point or fine dowel;
Tweezers.

Adhesives

Use superglue, post-gluing with (quick-drying) two-component glue where necessary or desired. Be very careful when gluing windows and other small parts.

Tekno kits are derived from production models. In production models, the holes for fixing various 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 have ribs.

These are intended as extra support when mounting cases, fuel tanks, etc. If desired, you can grind away the ribs with a grinder, then file smooth.

Prepare

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

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

Parts for a DAF power car and/or a sleeper cab will differ (also in number).

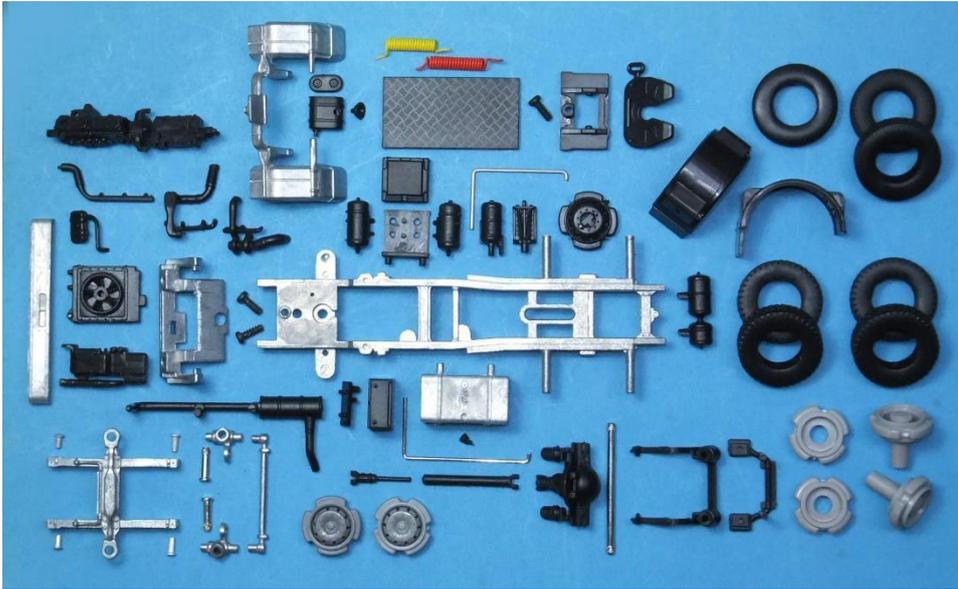
But if you put it in front of you as in the pictures, things will work themselves out.

Keep the sorted parts in different trays.

Perform trial 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 instructional photos further down.



Chassis parts

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

To the right of the chassis come the battery box (2 parts), air tanks and spare wheel.

To the left of the chassis a box and the tank.

At the rear come the coupled air tanks for the air suspension.

Cab parts

On the left, the airframe, with the top lights, wipers, sun visor and grill parts in front of it.

At the front left, the lower front panel and next to it the air filter intake tube.

In the middle at the front, the lights (including clipping lights), behind them the steps that go into the front panel.

Next to the lights at the front, the chrome film for the mirrors.

Careful with the windows, don't touch them with your fingers!



Drill

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

Then drill out the hole further with a (cordless) drill on medium-high speed. The relatively low speed will allow the drill bit to cut more 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.

Chassis

The production method and sequence at the Tekno factory differs in several ways from what modellers are used to. 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.
Fifth wheel plate (use the black self-tapper, screw in from below). The rear mudguards.

Wheels and tyres

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

Modelers like to put the model on its wheels and tyres at the very beginning of assembly. Put the tyres in boiling hot water or always hold a tyre against an old-fashioned hot light bulb for a while. This makes them supple and easier to put on the rim.

Dismantle the tyres if you are going to spray the wheels. Again, heat them.

Alternative: pre-spray the wheels in colour and then finally fit the tyres.

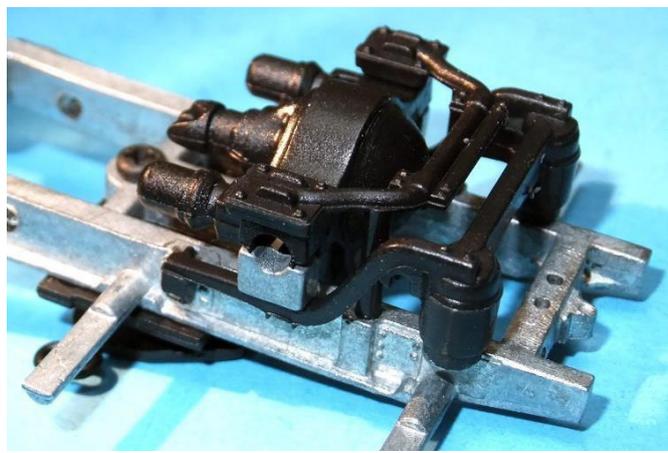
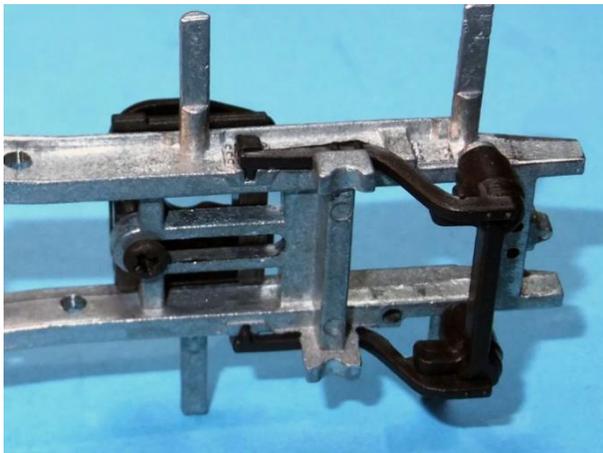
Rear axle

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

Where applicable: mount rear axle suspension, air suspension, etc.

Attach the rear wheels (temporarily).

Tip: press the axle into one of the wheels / file the ridges flat on the other side, that way you can test fit and take it off again / at final assembly glue the second wheel to the axle.



↑ Mount the platter with the self-tapping is the front position. ↑ Rear axle complete.

Glue the yokes with the spring bellows in and on the location-holes (front) and pins (bellows). Right: click/glue the axle housing into place.

Then mount the stabiliser: vertical pipes in holes in the chassis, the clamping plates on the rear axle.

Front axle

Press the axle pins through the stub axle blocks into the front wheels -attention, 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 a stop 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.

Mount the front axle temporarily, it cannot be permanently mounted until the engine block with the tilt adapter block is mounted with the self-tapping screws screwed through the chassis from below.

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

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

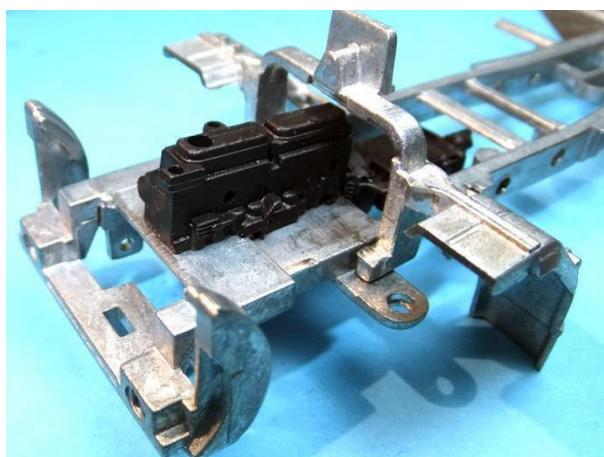
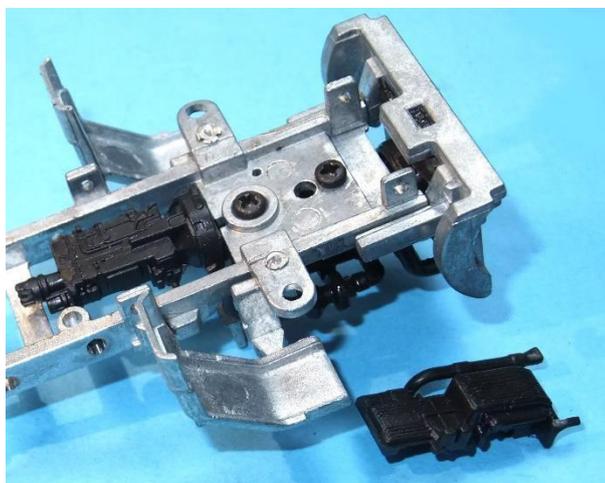
Alternatively, if you also want to paint the engine block and tilt support/adaptor with it: mount these already
At this stage, secure well, also glue the sump at the bottom of the chassis and assemble the complete front axle.

Mount the track rod to the stub axle blocks -see photo.
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. Ensure good support. A short blow with the hammer is enough, then re-clamp with smoothing pliers.

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

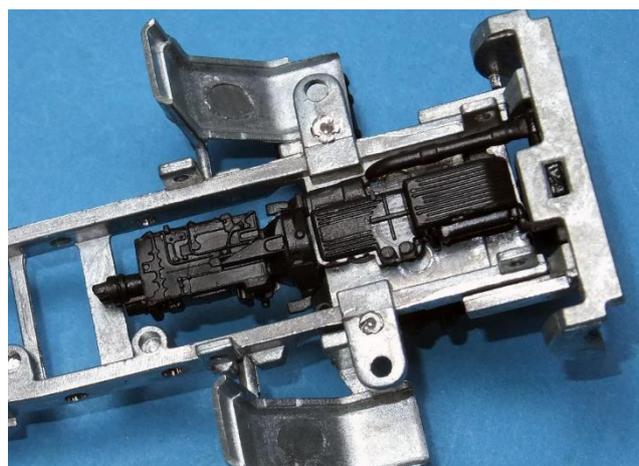
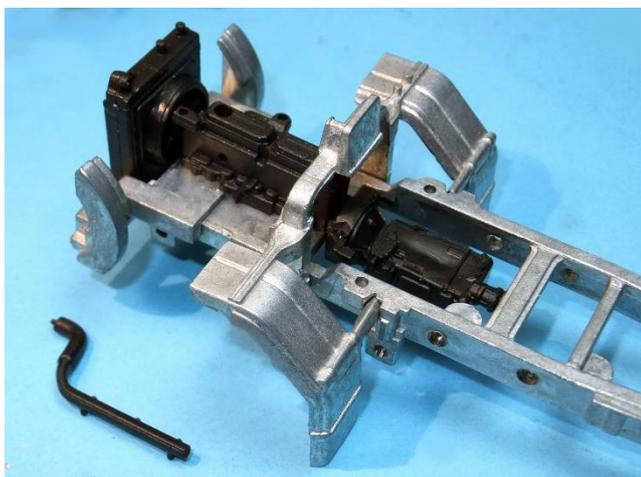


Engine block and cabin bridge

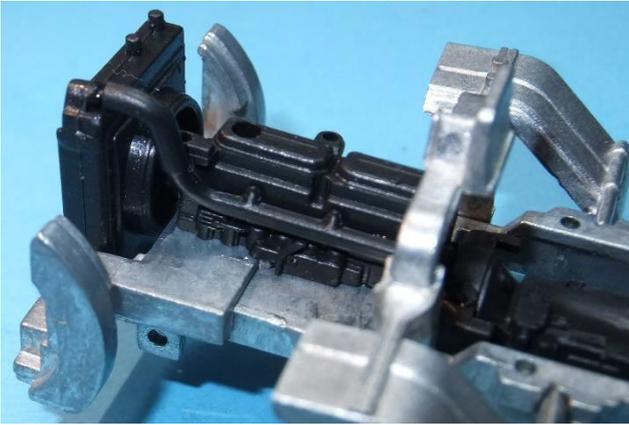


- ↑ Fix tilt supports and engine block with
- ← two self-tapping screws, screw in from below.
- ← Crankcase pan lies cand to glue.

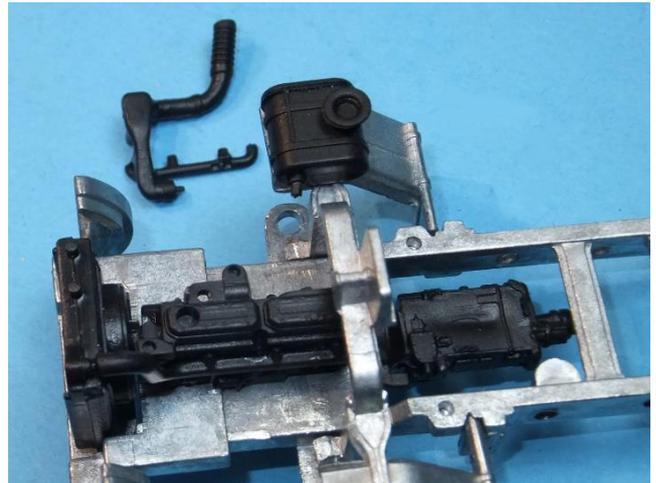
After the tilt supports and engine block, the cabin bridge with mudguards can be fitted. The horizontal support pin on the left enters the chassis, then push the bridge down to the right so that the vertical pins enter the knuckle arms.



- ↑ Raise pins of cabin bridge as pictured and/or glue.
- ↑ Crankcase pan and lower half of gearbox glued.
- ← Radiator glued in place, glue inlet-air tube into two holes on the left of engine block.



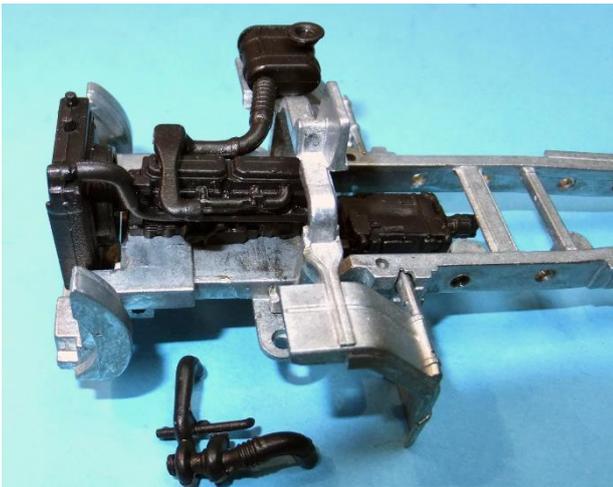
←
Glue inlet air tube in two holes on engine block, the tube comes to the top left of the intercooler radiator.



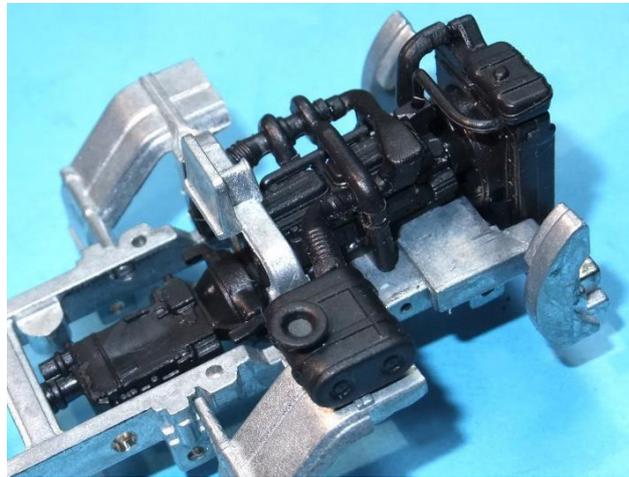
← Before fitting, drill the intake hose by 1 mm for fit to the air filter housing.



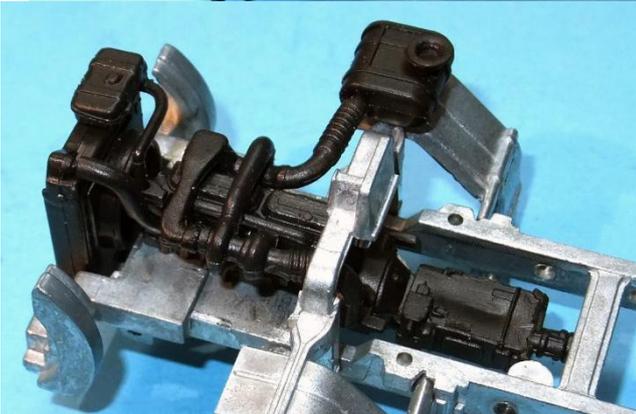
← Air filter glued, then assemble the air intake tube with the thick pin at the top of the valve cover.



← Turbo is ready for assembly.



↑ Turbo mounted, then the expansion vessel on
← glued the radiator (fitting pins).



Chassis accessories

To the left of the chassis will be the toolbox and fuel tank. On the right, seen from the front, the battery box with two air tanks below, the spare wheel carrier and the air tank with support.

In the back of the last crossbeam, drill the holes for the 'one and a half' air tank.

Depending on whether and how you want to apply them, you can mount the bike catchers left and right before spraying or paint them separately first.

Cabin

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 steering). For left-hand steering, the first on the left, then the other two holes 12 mm apart.

If required and where applicable, drill the holes for the corner spoilers, roof spoiler and side fenders.

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

Many modellers prefer to glue 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 lower panel and the air intake tube -if not to remain black- in colour before mounting.

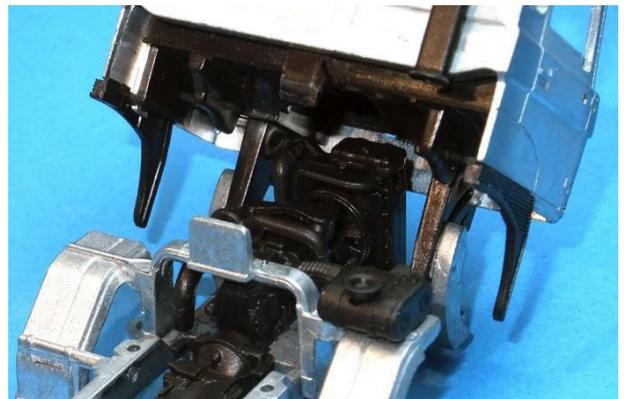
Mount the floor temporarily in the cab -first the pin in the front, then click rear into place. Careful with the tabs that go into the mudguards.

Proof-fit the also the front lower panel and grilles before painting them (or not).

Mount cab on the tilt support: first slightly tilt one side, then bend the other side slightly to the side and push (gently but with some force) onto the support. Check that the cab can tilt properly and look at the position of the cab when it is 'down'. If necessary, correct with the little clamp on the cab bridge.

Check the fit of the intake tube at the cabin and the connection to the calyx at the air filter housing. You may need to put a shim on the calyx later.

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



Test fit the cab, check the fit to the tilt bridge and make sure everything rotates freely.



Interior

Check all parts for any casting cracks and drill holes.

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 assembled parts are grease-free.

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

Paint the chassis, cab, wheels, etc. 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.

If necessary, wear thin surgeon's gloves. This is also recommended during final assembly.

The fit of the rear panel and side windows is very tight. If necessary, for a little more space, carefully sand the vertical outer-rear corners of the panels slightly 'arm' or mitre about 45°.

Use a sanding board and sand especially straight. Make sure you don't hit the window rubbers.

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

Or use a thin Edding 400 marker. Paint the window rubbers of the side and rear windows to the cabin body.

Place the brush or marker transversely on the rubber and move sideways, that way you won't slide on the glass or

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 harden somewhat. 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, make sure there is no stress on the track rod.

If you waited until after spraying to assemble the engine block and the tilt support, now assemble them first. Using 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 crankcase at the bottom of the chassis plate.

After this, the front axle can be fitted. Note front and rear: the stabiliser bar comes at the front. Attach the four pins (long at the back), trump them up on the inside with smoothing pliers or glue them into the holes. Snap the cardan shaft to the ball joints of the universal joints, the short sliding piece comes with the gearbox.

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

Now fit the remaining parts to chassis and cab - parts may vary from model to model: Platform plate with the air pipes;

Grille, steps, spare wheel, headlights, tail lights, top lights, indicators; Decals or stickers (if applicable);

Licence plate holder, handles and door handles;

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

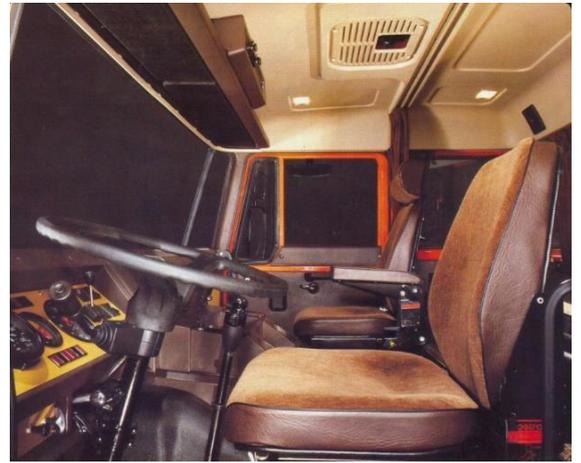


Tekno
Parts

paint.

Paint the wall and door panels in colour, keeping the windows clean.

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



Colours DAF 2800 series 1985 - 1987

Interior 'intermediate' colours are difficult to capture in available model paint colours. The indicated colour numbers approximate the original DAF colours as closely as possible.

Chassis and engine: sand beige RAL 1019 (spray can Motip or similar) Cabin interior: floor and engine tunnel black.

Ceiling sand beige Humbrol matt 121.

Middle and roof console, door trim, side panels, rear panel, dashboard: dark anthracite-brown, mix coal black with brown. Alternative: Humbrol matt 32.

Instrument panel and glove box lid: Humbrol satin 168 or matt 63.

Seat covers and curtains: Humbrol matt 98 (chocolate brown).

Steering wheel, gear lever: satin black.