



Building instruction Volvo 495 Titan / N88

Kit nr. 82541

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

Tools (recommended)

Minitol with drills, grinding wheels, sanding rollers / cordless drill and/or pillar drill;
Machine clamp or vice with smooth (attachment) jaws;
Files: medium-fine and fine (instrument makers' files);
Fine sandpaper -grit 320 - 600 and a sanding board;
Pliers -also with smooth jaws;
Fine drawing pen;
Centre point -drevel;
Tweezers.

Gluing

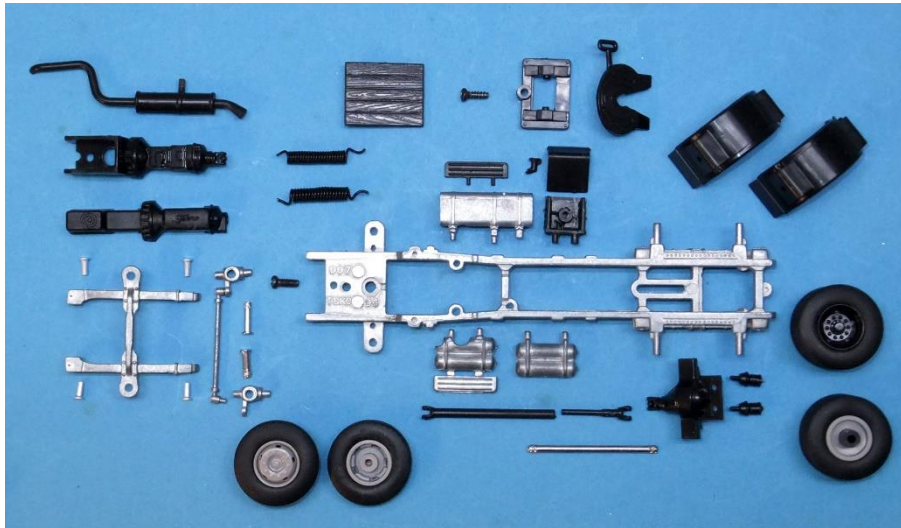
Use superglue, where necessary or desired post-gluing with (quick-drying) two-component glue.
Be very careful when gluing windows and other small parts.
Bear in mind that some superglue can give white marks.

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, for example: 'chassis', 'cab', 'wheels and tyres' and 'other'.
Store the sorted parts in different trays. See also the photos on the next page.
Perform trial fits, this way you will become familiar with the construction of the kit.
Check all parts for casting residue or burrs. File/grind/sand everything smooth.
If necessary, drill out additional holes already present.

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



< Chassis parts

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

To the right of the chassis come the tank (with filler cap and step) and the battery box (2 parts). On the left-hand side of the chassis there are two sets of air tanks, one of which has a step.

Cabine parts >

On the left under the grille, you can see the headlights and horn, the headlight lenses, indicators on the splash guards, indicators on stalks (on the cab), the rear lights and the windscreen wipers.

To the right of the gear lever you can see the hand brake lever. Down at the front, the chrome-framed mirrors, the sealing plate on the left under the cab and the door and handgrips.



Drilling

Drilling in zamac: centre with e.g. 1 mm drill bit in the minitol. Bear in mind that a minitol turns (much) too fast for drilling in zamac and plastic. Therefore use a slower rotating (hand) drill.

So after centring, drill out the hole further with a (cordless) drill at medium speed.

Due to the relatively low speed, the drill bit will 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 from what modellers are used to in several respects. Adapt your assembly accordingly.

Below is a suggestion for the assembly sequence. This is general, change as you see fit.

The instructions apply to two and more axles.

Temporarily mount the floor, bonnet and cab on the chassis.

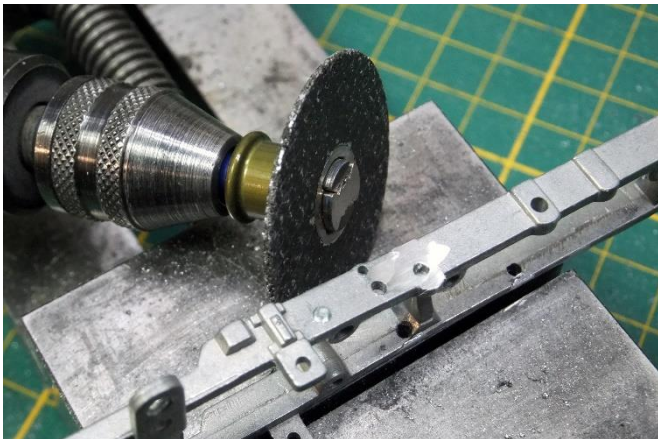
Among other things, this provides insight into the position, fit and the holes to be drilled for steps, tanks, air ducts, etc.

Accurately mark the drill holes on the chassis beams and drill the holes.

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.

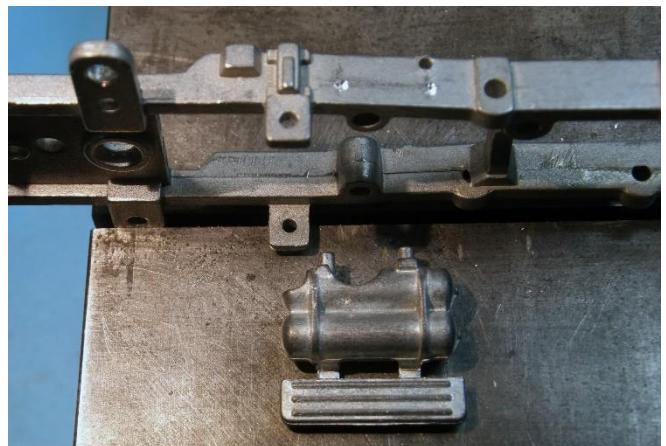


Optional: remove the ribs on the chassis with a solid grinding wheel. Then flatten with a sanding roller or file, finally post-sand with sandpaper.

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Holes for the air tanks drawn and centred with a 1 mm drill bit. Then drill out with 1.8 mm drill bit in medium-speed machine.

Preferably use a machine clamp when drilling and grinding work.



Wheels and tyres

At Tekno, the wheels are first painted in colour, the tyres are fitted at the final stage and

then the wheels and tyres are mounted. Modelers 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 supple 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. Pack the wheels when you paint the track rod. Make sure no paint gets on the pivot points of the stub axle blocks.

Rear axle

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

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

Fix 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 remove again / during final assembly glue the second wheel to the axle.

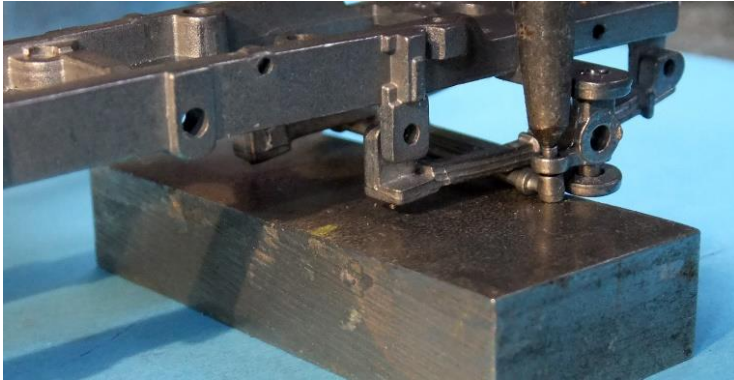
Front axle

Press the axle pins through the stub axle blocks in 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' at the top and bottom of the axle hole as a stop against the stub axle holder (at the chassis) and at the bottom against the front axle.

If this is the case: make sure the high 'collar' is above the axle, then the model is at the correct height.

Mount the front axle temporarily, it can only be permanently mounted at the final stage once the nose has been mounted with the central screw at the bottom of the chassis. For temporary mounting or trial fits, use e.g. 1.5 mm pieces of thread to mount the front axle and save the four pins for final mounting.

Mount the track rod at the track ends to the stub axle blocks. Pay attention to correct mounting.



The track rod and the stub axle blocks and wheels thus remain together, even during spraying. Before painting, wrap the wheels (already painted in colour) if necessary.

< Shrink the track rod pin with a centre point. A light tap with the hammer is sufficient. Ensure good support under the track end.

Cabin

Check for casting burrs, drill additional holes if necessary.

Screw the cab to the bonnet with the two M 2.5 screws. It may be necessary to tap into the holes for the screws. This also applies to the central screw in the column with which the bonnet-cab is screwed to the chassis on final assembly from below. You may need to drill the hole in the column a little deeper first (2 mm drill bit), then tap an M 2.5 thread.

A tapping kit is of course very handy for this.

In the right side wall of the cabin, an opening for the filler cap must be made: mark the opening accurately and use a grinding wheel to shape it as much as possible.

Then finish, file and sand the shape.



With the fuel tank in position and fuel cap fitted In the floor there is already an opening, if necessary the opening to be made can be marked out. widen it slightly.

Een mooi Tekno detail zijn de aan de spatsermen meegegoten spatlappen.

Under the left door comes a cover plate, glue it at the bottom of the floor, as far out as possible.
Choose either the indicators on the front mudguards, or the stalks at the back of the cab. If you want to use the stalks: drill holes at the back-top of the cab for this, and seal the holes on the front mudguards.
Headlights: make the holes in the mudguards slightly wider if necessary.
Horn next to left headlight: drill 2 mm holes.
Drill the holes for the mirrors.
A sun visor is available as an extra accessory for the BeGe cab.
drill the holes in advance.

Spraying and painting

Make sure all parts and assemblies 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, panels 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 purpose.
Never touch the windows with your fingers! See also the instructions and assembly sequence further on.

Interior

Check all parts for any casting cracks and drill holes.
As far as possible, paint the loose parts first, only then assemble.
The 485 and 495 had a handbrake lever, this comes directly to the left of the gear lever.
The N86 / N88 had spring brake cylinders, the handbrake here was a small lever on the dashboard.
Glue the steering column (with indicator lever) and steering wheel to the dashboard and lay this ready.
Glue the dashboard only after the windscreen is in place.
Glue the ceiling into the roof before fitting the windows.

Windows

Handle the windows very carefully, never touch the glass with your fingers.
If necessary, wear thin surgeon's gloves. This is also recommended throughout the final assembly.

Paint the window rubbers before painting the trim panels.

Use e.g. coal black Revell 9, or use a thin Edding 400 marker.
Place the brush or marker transversely on the rubber and move sideways, that way you won't slide on the glass. Also blacken the raised edges of the rubbers.
Paint the wall and door panels in colour, being careful to keep the windows clean.

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 dry properly.

If applicable: first assemble the (remaining) parts to the chassis.
If not painted: assemble the rear axle, fifth wheel plate, rear mudguards, battery box, etc.

Glue the upper part of the engine block/gearbox to the chassis plate.

Assembly order of the interior: first the ceiling, then the side sleeping windows, the rear wall, the windscreen and finally the door windows. All windows are fitted from the inside, preferably without gluing. If some glue is needed anyway, use fast-curing two-component glue, apply it carefully with a pin. After the windscreen is fitted, the dashboard with steering wheel can be glued.

When the interior is complete and the windows fitted, finally place in sequence: the floor plate, the front mudguards, bonnet-cab and assemble everything with the central M 2.5 screw. Alternative: glue the mudguards and bonnet-cab to the floor plate and mount as a whole on the chassis plate with the central screw. Possibly glue extra (pins under the floor).

Now glue the lower part of the engine-gearbox under the chassis.

Be extra careful from now on, put a cloth under the cab when it needs to be upside down.

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

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

Mount the front axle with the four pins, trump it up on the inside with a smoothing pliers.

Snap the cardan shaft to the ball joints of the universal joints, the short sliding piece at the gearbox.

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

Platform plate with the air pipes;

Front bumper, grille, steps, spare wheel, headlights, tail lights, top lights, indicators;

Licence plate holder, handles and door handles;

Decals or stickers (if applicable);

Mirrors, wipers and sun visor if applicable.

Glue all other parts to the cab with two-component glue, this is safer due to the possible whitening of superglue and gives more time to glue the part in the right place.

Fit a sun visor last, after the wipers have been glued.

These photos with a blank model show the parts and the assembled model as clearly as possible.

For completeness, both the indicators on the mudguards and the stalks on the cab are assembled here. The choice is up to the builder.



Tekno
Parts

