



## Building instructions for FORD Transcontinental 4x2 tractor

Kit nr. 85428

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)

Mini-drill 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.

### Gluing

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

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

### Preparing

Divide the kit's parts into 'chassis', 'cab', 'wheels and tyres' and 'other' (body/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 Ford truck chassis and/or 6x2 will differ (also in number).

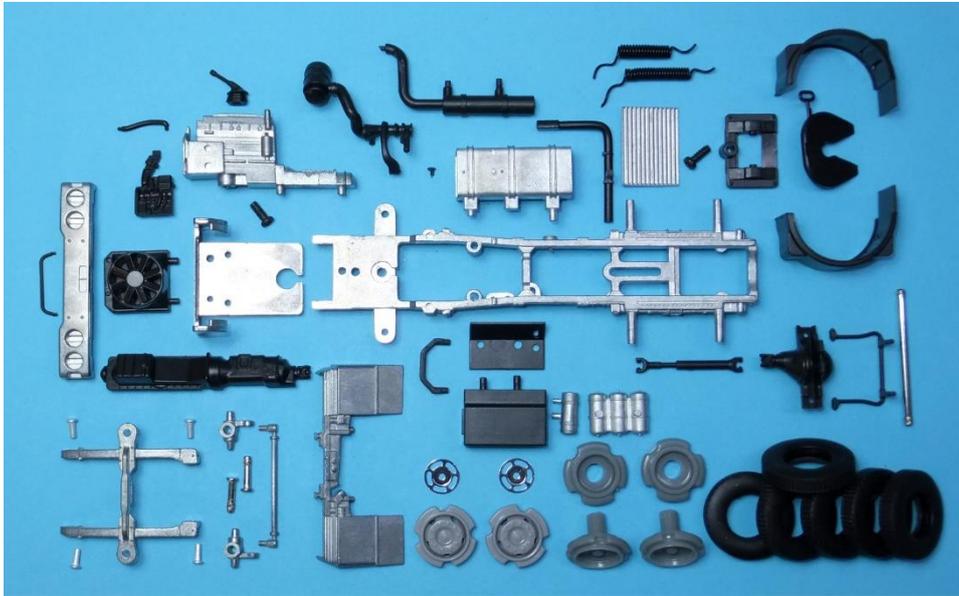
But if you put them in front of you as in the photos, things will sort themselves out.

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.



### Chassis parts

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

On the left of the chassis comes the unit with battery box and four air tanks. Below that you can see the two photo-etch wheel covers. To the left of the battery box is a U-shaped crossbar, which comes at the bottom of the chassis between the front spring brackets.

### Cab parts

Below is the waistband sticker, above it you see the mirrors, on the right next to it the door handles.

Centre left: the windscreen wipers with a step on either side (they come on the bumper, but only mount them at the end). Next to it is the photo-etched mesh grille and the outer grille.

Above right, the ceiling and door trims. On the far right, the floor with steps/inner mudguards and the cab suspension that snaps to the tilt bridge.



### Lights

Below are the four headlights, above them the two indicators that go into the bumper. In the middle, the side lights/indicators.

Below the rear lights you can see the two small square top lights, which are optional because they were not allowed in England at the time.

## 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 1.0 - 1.6 - 1.8 mm. Always drill 1/10th or 2/10th larger.

## Chassis

The production method and sequence in 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.

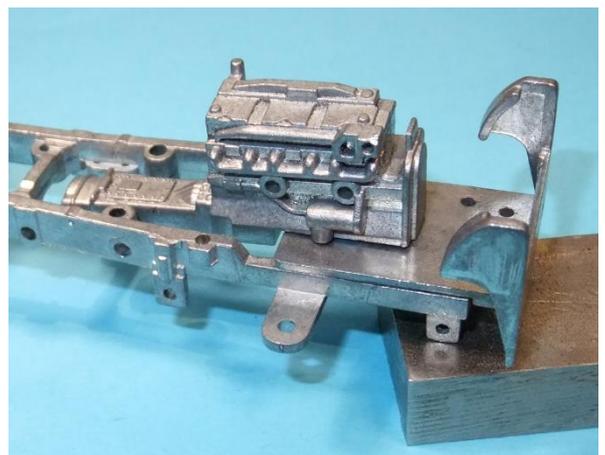
## Adapter plate and engine block

At this stage, you can already glue the adapter plate (with the cab tilt brackets) to the chassis.  
Then it can be painted together with the chassis.

First tap the M2.5 thread in the bore at the bottom of the engine block. This is best done with a tapping set as shown in the photo. If you don't have one, take an M2.5 screw, preferably made of stainless steel because this is harder than zamac and will therefore tap well. Turn the screw repeatedly a little bit into the hole, loosen it again and tap a bit deeper again. Use a little drilling oil.

Now make the choice of whether to assemble the engine block and carter pan/gearbox now and paint them in colour later with a brush, or paint the engine and carter pan separately first and attach them to the chassis later.

Right:  
adapter plate with cab tilt supports glued in place, test fit of the engine block. →



← Glue the adapter plate to the tilt supports with superglue and/or with quick-drying two-component glue.

The engine block is mounted from below with an M2.5 screw. If necessary, you can also use some extra glue.

## 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 assembled.

Modellers like to put the model on the wheels and tyres right as a test 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.

## Front axle -stub blocks and track rod

Press the axle pins through the stub blocks into the front wheels.

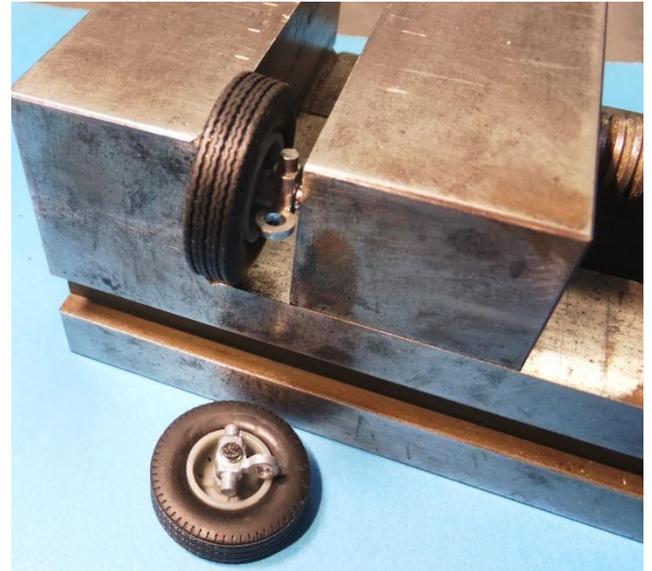
Note: the long axle stub outwards against the wheel, the track end (eyelet) backwards.

Some stub axle blocks have a high and a low 'collar' above and below the axle hole as stops against the stub axle bracket (to the chassis) and the front axle.

If this is the case: make sure the high 'collar' is above the axle and comes to the axle bracket plate at the chassis.

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 or damage the track end.

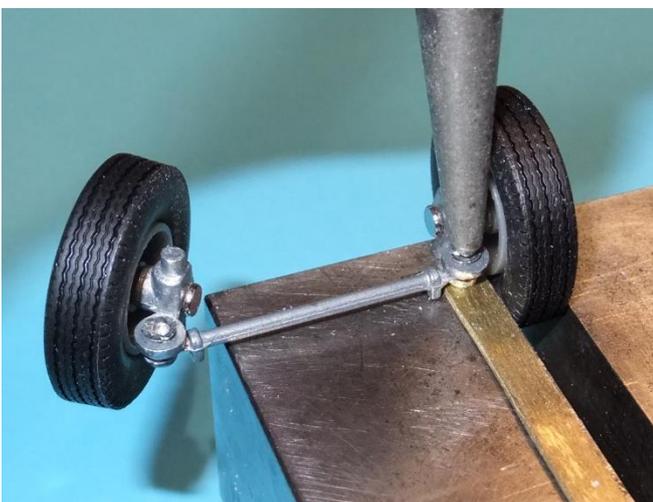
This way you press purely straight and there will be the least amount of force on the axle and the wheel nuts.



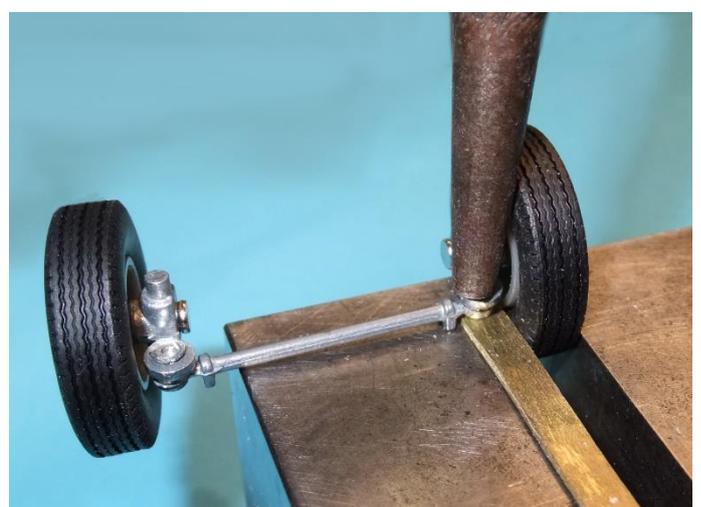
Mount the track rod to the stub axle blocks -see photos

Pay close attention to how the stub axles should be fitted to the track rod. Use a centre point or fine dowel to trump 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.

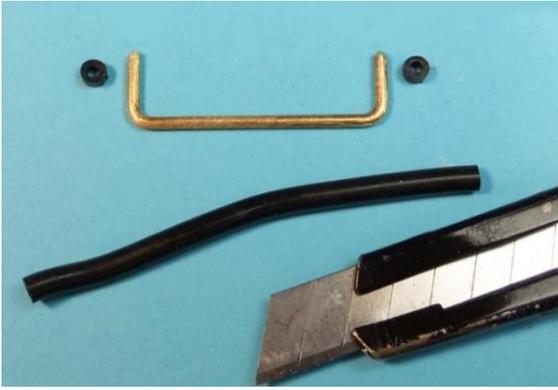
So the stub axle blocks with the wheels attached remain on the track rod, even later during spraying.



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



↑ After trumping up, flatten further with a flat dowel.  
The left pin is already done.



### Track rod -alternative

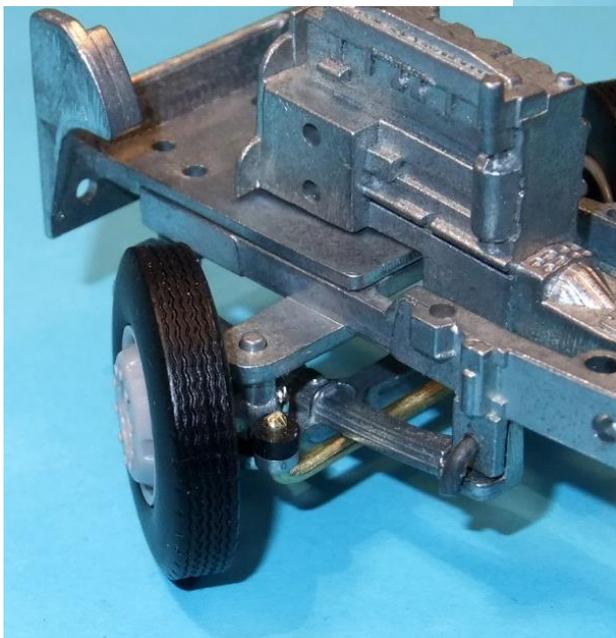
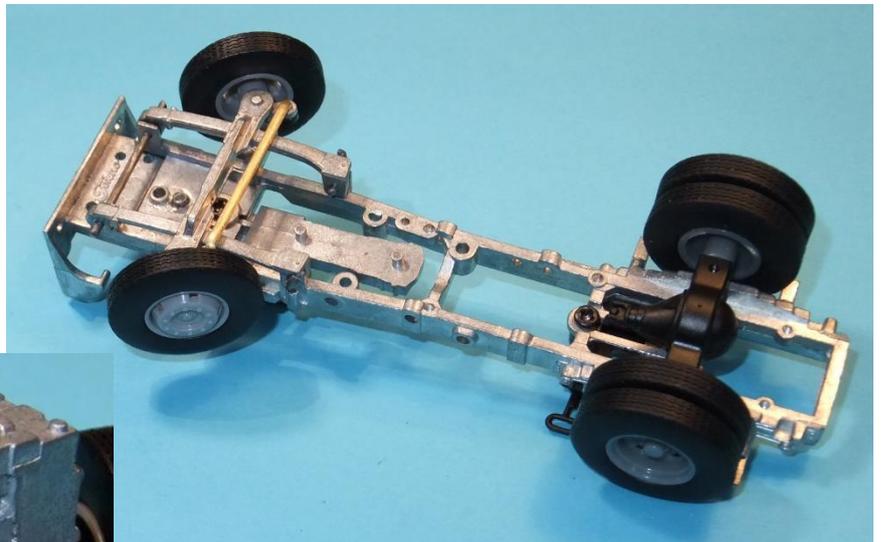
In the unlikely event that trumping up the track rod would not work, make your own alternative rod from 1.5 mm brass wire. Bend at right angles to exactly the right width and secure the rail ends with and short-cut pieces of wire insulation as clamping rings.

### Front axle

Assemble the front axle temporarily, it can only be permanently fitted once the engine block is mounted with the M2.5 screw, and after the carter pan/gearbox has been glued.

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

The front axle temporarily mounted with 1.5 mm iron wire pins. →



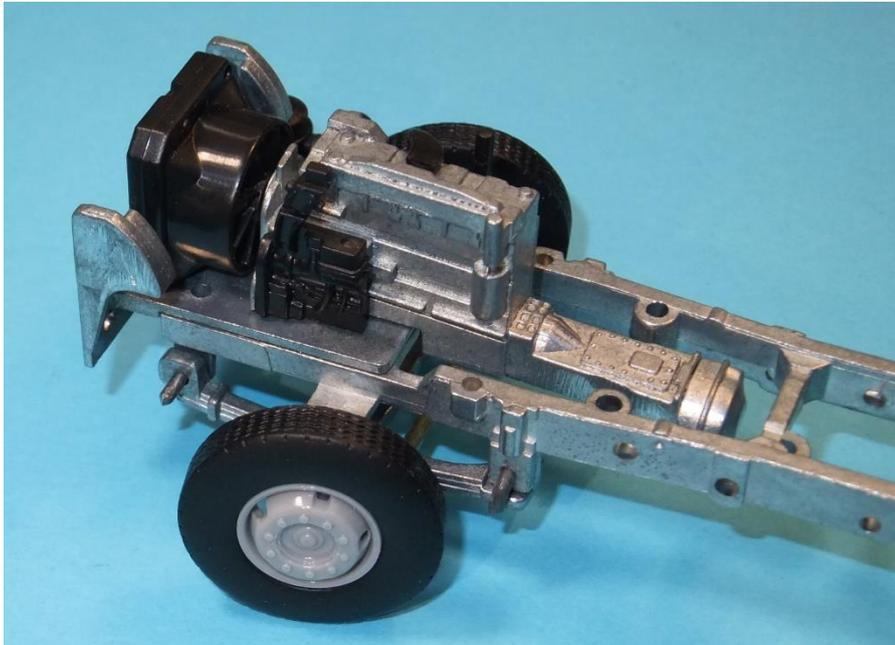
← Self-made track rod from 1.5 mm brass wire. For fixation of the track rod, use e.g. pieces of wire insulation, here still clamped on loosely because the front axle is mounted temporarily, glue them later during final assembly.

### Rear axle

Fit the rear axle (sometimes glue brake boosters first), on 6x2 also the lift block for the trailing axle. Where applicable: mount the rear axle suspension, air suspension, stabiliser, etc.

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



### Assembly of engine and fittings.

Decide in advance which parts you want to mount before and which parts you want to mount after painting.

Here you can see the correct order for fitting the appendages.

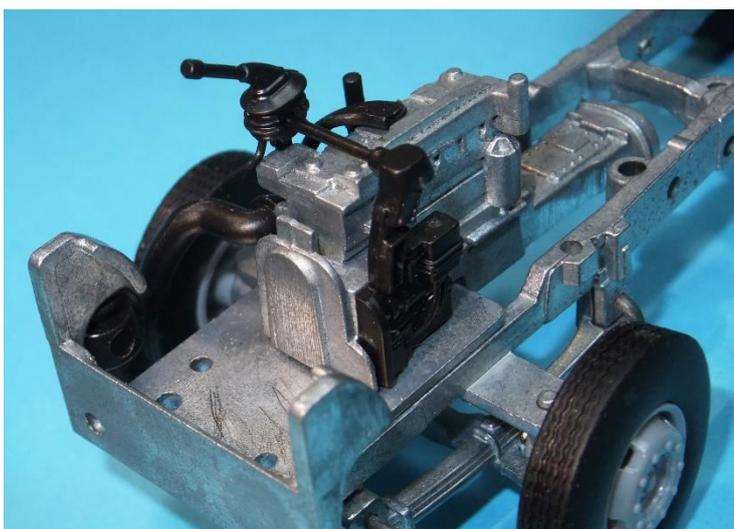
Glue the radiator in place, the pins in the location holes.

To the left of the engine block comes the compressor/fuel pump/ filter unit.

On the right comes the turbo with intake tube and the air filter housing. Note where and how the mounting pins fit into the location holes.

At the top right of the engine block comes the cooling pipe to the radiator.

On the left comes the gear lever to the support on top of the fuel pump.



### RHD -Right Hand Drive

To make a Transcontinental with right-hand drive, some RHD conversion accessories are available, including a floor, gear lever, dashboard and windscreen wipers.

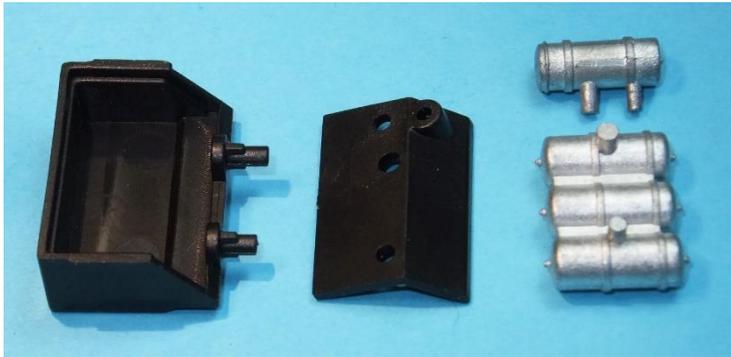
← Here you can see how the gear lever for the RHD version is moved to the right.

When the engine carter pan (with the underside of the gearbox attached to it) has also been glued to the bottom of the mounting plate, the front axle can be finally mounted with the aluminium pins.

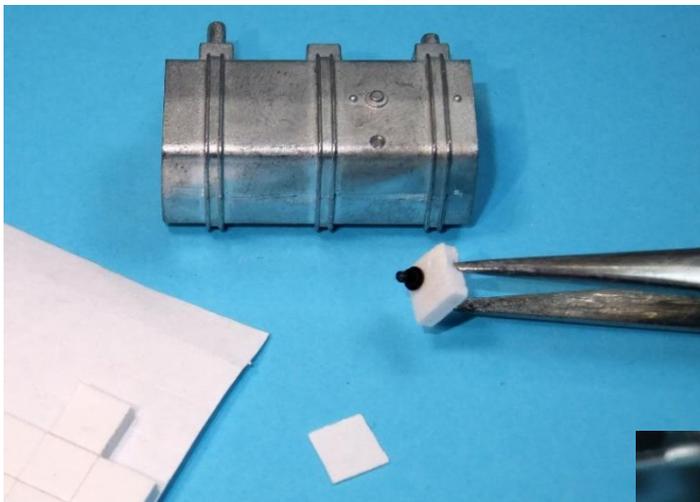
Trump up the pins on the inside with e.g. smoothing pliers, or glue them into the fitting holes.

## Chassis-appendages

To the left of the chassis comes the battery box with four air tanks. If you also want to fit a spare wheel carrier, the fourth (separate) air tank comes lengthwise behind the battery box at the bottom against the chassis (fitting holes).



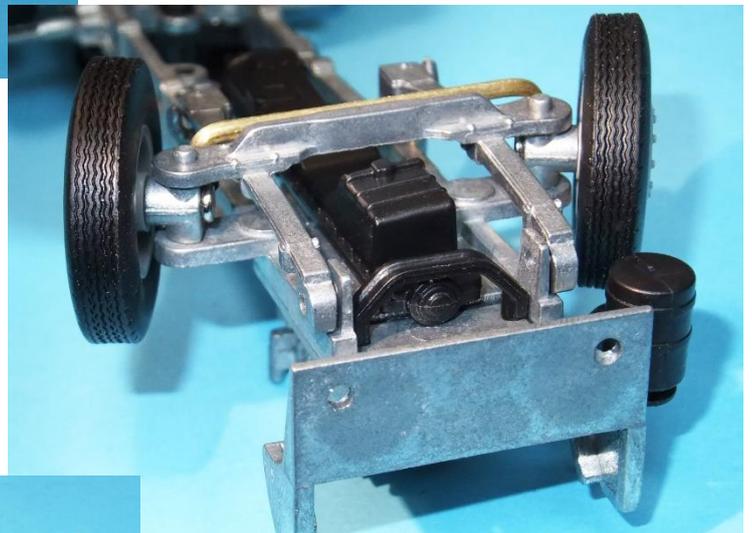
Use an adhesive pad or a piece of tape to pick up and glue the small tank cap. ↓



## Crossbar

On the right you see the front axle with homemade track rod, the engine carter pan and in front the U-shaped crossbar that fits between the front spring brackets (mounting holes). →

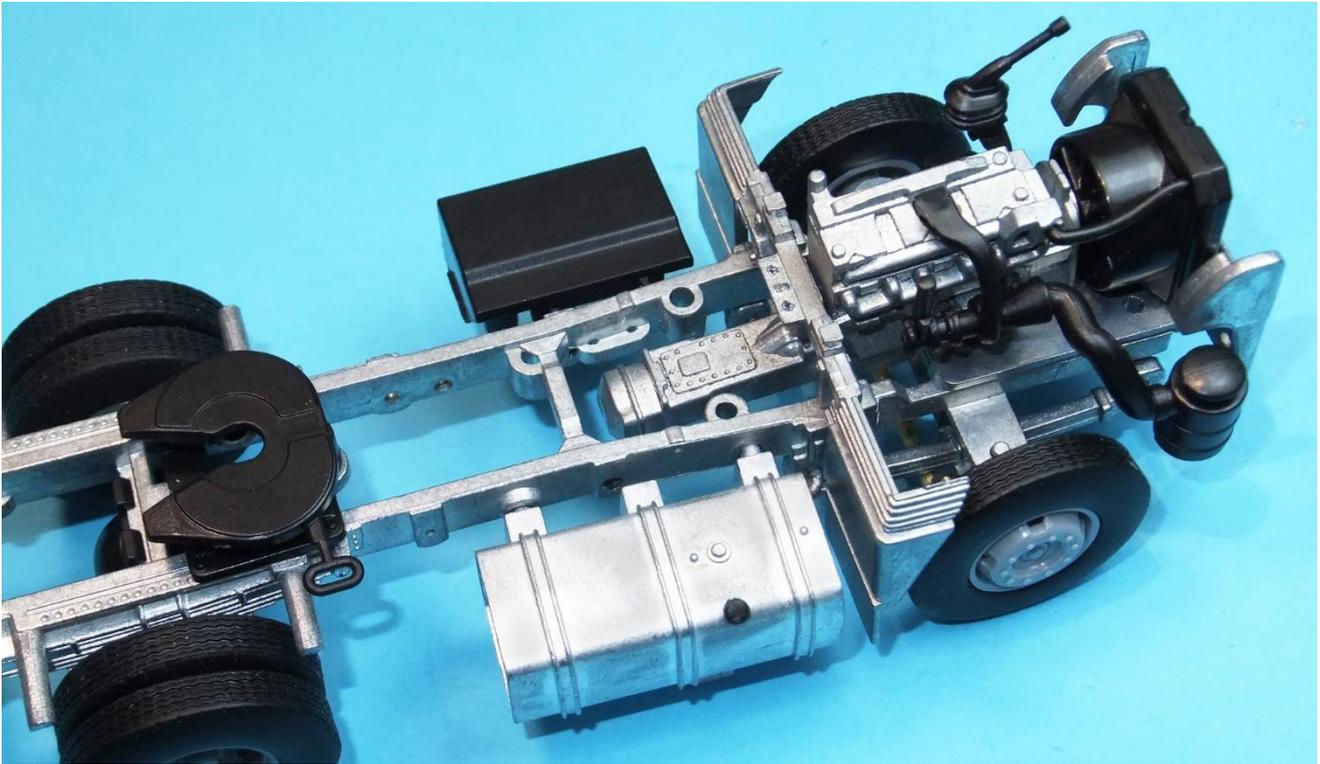
*Everything here is still mounted loose, only after painting these parts can be finally assembled.*



← The exhaust fits in three location holes.

The stabiliser is mounted to the rear axle.

The fifth wheel coupling is screwed to the chassis with the black self-tapper, in the most forward position.



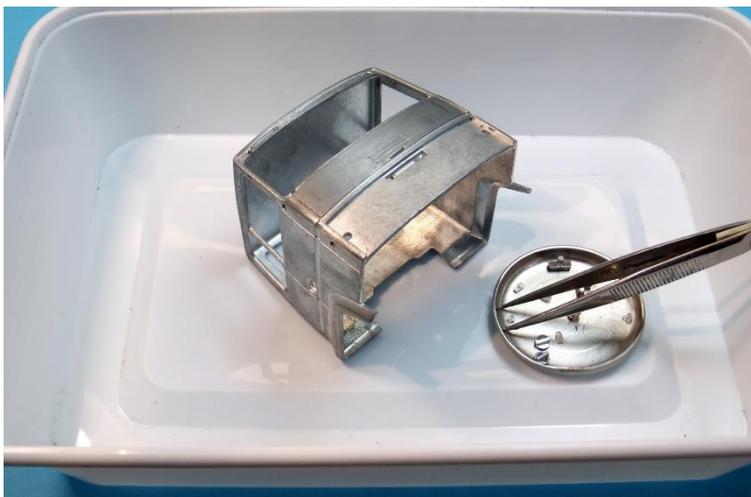
Note the correct position of the battery box/air tank unit and the fuel tank.  
 The cabin bridge, with the mudguards attached to it, fits in location holes in the chassis.  
 Notice the three holes for the spiral air lines at the top; drill them open if necessary.  
 Next, during final assembly, the following parts are attached to the chassis in this order:  
 propeller shaft - exhaust – catwalk plate (in the two holes next to the gearbox).

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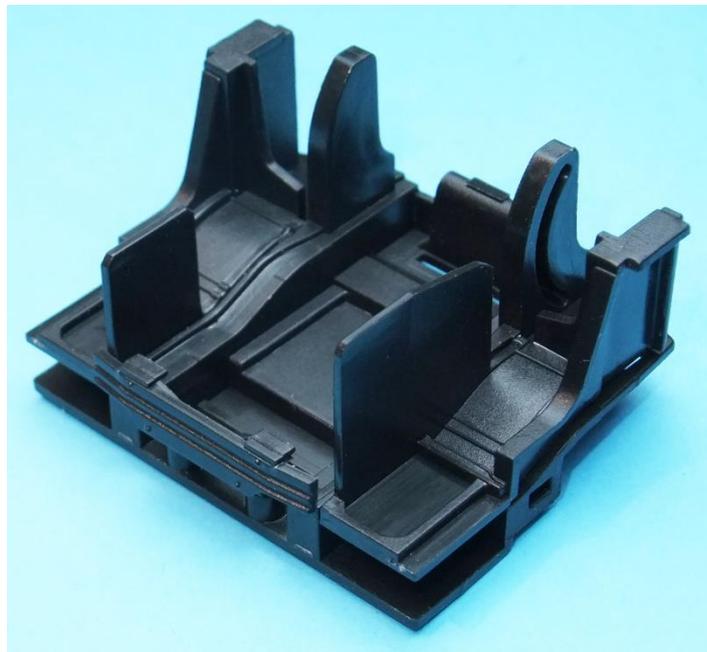
### Cabin

Check for casting burrs, drill out additional holes where necessary.  
 In the left and right corner below the window opening, drill out the holes for the windscreen wiper plate additionally by 1 mm.  
 Drill the 1 mm holes for the top lights on the left and right above the windscreen.  
 Drill 1.2 mm holes in the front bumper for the indicators. →

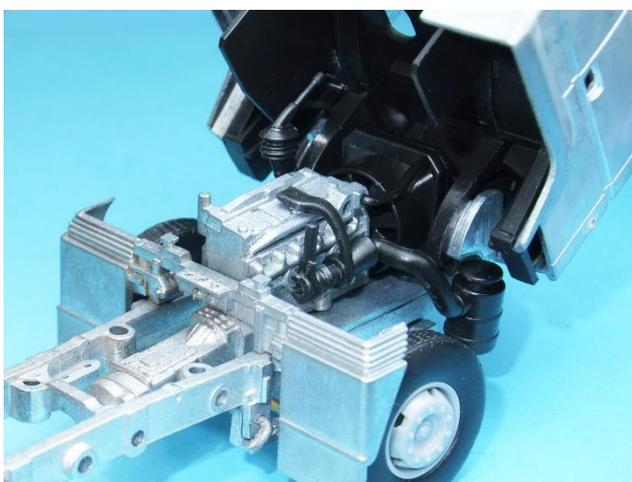
Consider which parts you want to assemble now, or paint first, such as the top lights and side lights. Many modellers prefer to glue these small lights first.  
 After spraying, these can then be touched up with orange (glass) paint.  
 This prevents possible glue stains when assembling afterwards.



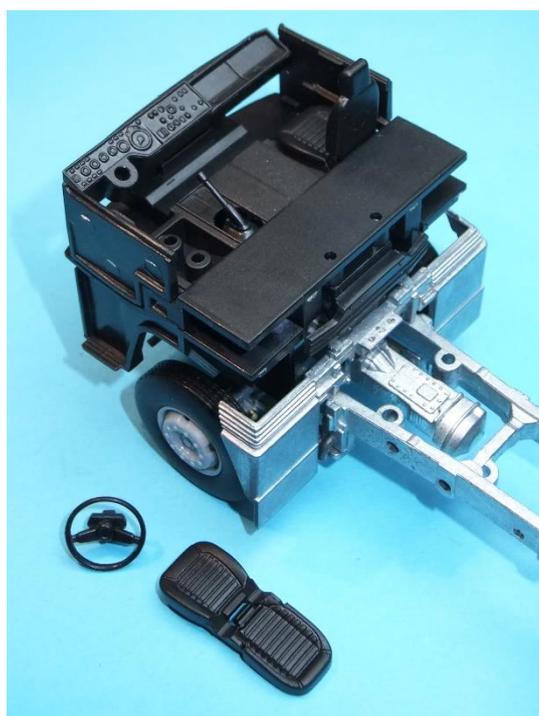
Tip:  
 before gluing these small parts, place the cab in a roomy tray.  
 This will hopefully prevent an indicator or top light from disappearing into the carpet when jumping off.  
 Use tweezers with pieces of wire insulation on the tips, which act as non-slip and prevent a tiny part from splashing out.  
 Alternatively, for the small lights, use tweezers with an adhesive pad or a piece of tape attached to it, to hold the small lights.



Glue the inner wings with the step houses at the bottom of the floor. At the back comes the cab bracket with rubber blocks that snap to the cab bridge when lowered. Pay attention to correct assembly here, which side should be inside and outside. ↗



Above: trial fit of the floor on the cab tilt brackets with and without the cab.



As an exercise, assemble the floor temporarily in the cab -first insert the pin in the front, then click the rear into place.

Mount the 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', also feel the click when the floor clicks on the cab bridge.

If tilting is stiff, apply a little Vaseline to the tilting legs.

#### Interior

Check all parts for any moulding 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.

← Trial fit the dashboard and door panels. Fit all interior parts only after they have been painted in colour.

## Spraying and painting

Make sure all parts and assemblies 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! -See also the text below.

Paint the grille room in the cab shell satin black, paint the photo-etch grille anthracite, in this way you obtain more visual depth in the grille.

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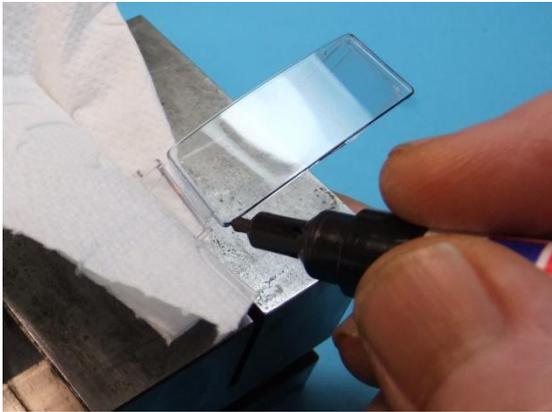
*Tekno is not allowed to release colour numbers, neither from the truck manufacturers nor from customer colours. Therefore, consult a Ford Transcontinental brochure or the internet for the correct chassis and engine colour, interior and upholstery colours.*

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## Windows and window rubbers

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 protect the paint for marks.

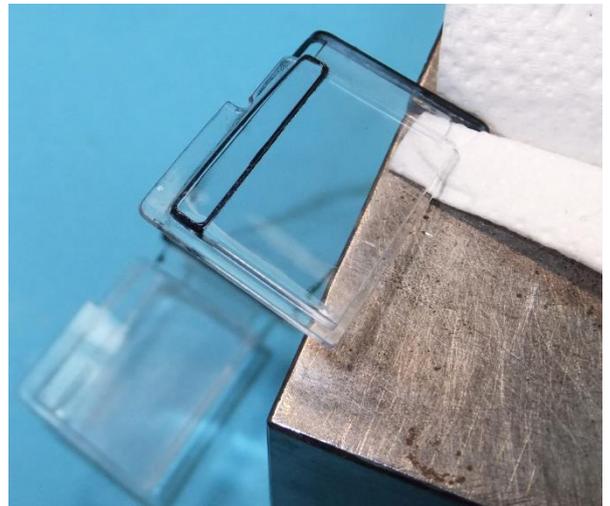


Paint the windscreen rubbers of the windscreen, the top windows in the doors and the side windows of the sleeping section matte coal black (e.g. Revell 9).

Or use a thin Edding 400 'Permanent Marker'. Paint the rear window rubbers to the cab shell.

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

↓ Mask the bottom edge of the top windows in the doors.



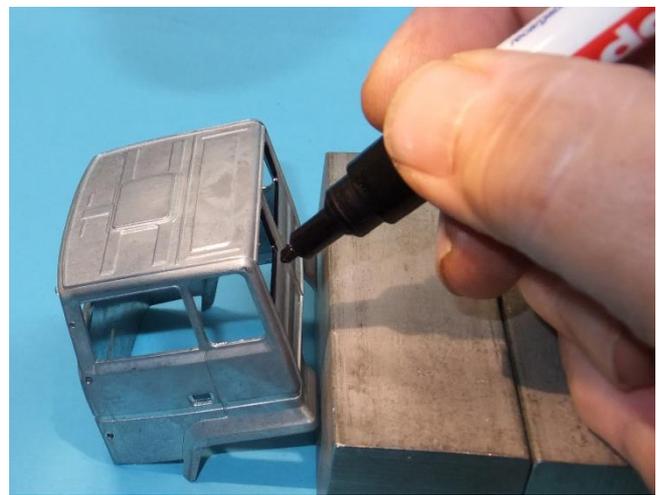
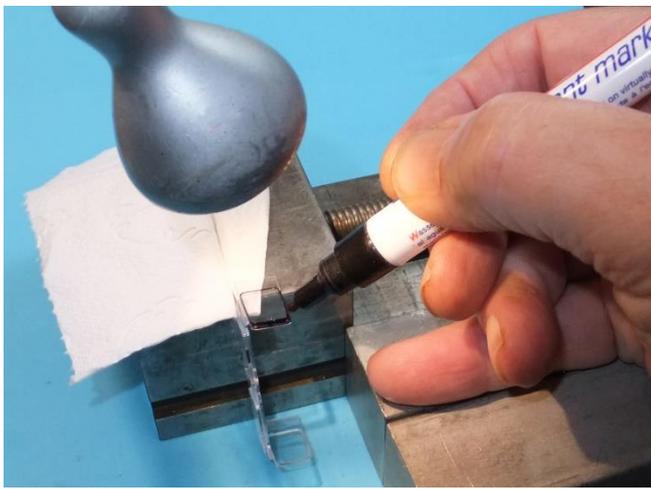
Preferably blacken the window rubbers first with an Edding marker, then, if desired and for better coverage, thinly repaint with paint.

Carefully clamp the window in the machine clamp, use a tissue to avoid damage.

Provide good support, move the pen gently towards you.

Always turn the window so that you can move the pen towards you. Use e.g. a piece of wood or another block to support your 'marker hand'.

Paint the side and rear panels on the inside of the windows in upholstery colour.



The window rubbers of the side windows in the sleeping section.      Applying the rubbers for the rear windows.

When marking and/or painting, always ensure good support, clamp the window and place a support block under the cab for painting the rear window rubbers. Ensure good lighting.



← First insert the windows into the sleeping section, carefully clicking one side into the opening first, then the other side.

To avoid scratches and damage, use tweezers with soft sleeves around the pins, as seen here.

The windscreen goes the same way.

Finally, glue in the ceiling, it fits exactly between the windows. Be careful!

### Final assembly -general

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, making sure there is no tension on the track rod and axle pin.

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

Using the self-tapping screw, screw it into the engine block from below. If desired and for extra fixation, also use glue for more strength. Now glue the carter pan underneath the chassis plate.

After this, the front axle can be mounted. Attach the four aluminium pins, trump them up on the inside by clamping with smooth pliers or glue them in the holes.

Snap the drive shaft to the balls of the universal joints, the short sliding piece comes to the gearbox.

Mount the exhaust.

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

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

Catwalk plate with the air lines;

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

Decals or stickers (if applicable);  
Mirrors, wipers and (if applicable), corner shields and sun visor.



←This is the correct mounting of the hubcap, the rough inner-circle outwards, the smooth side inwards.

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#### Accessories

Several accessories are available for the Transcontinental, such as the aforementioned parts to make an RHD version. Further accessories include MK1 and MK2 grilles, two fuel tanks, spare wheel with carrier, two different sun visors, corner spoilers, a set with all the lights, separate windows and mirror sets.

**Check the Tekno Parts website.**

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