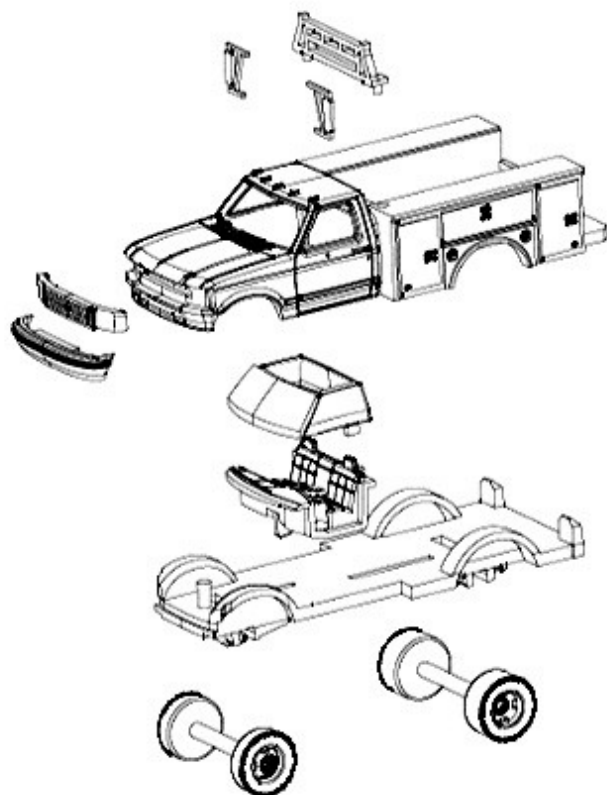


N36/N38-J725.XX Service Truck Assembly Diagram



Warning: This product is not a toy; keep out of reach from children. These models contain small parts, and are intended for use by individuals age 14-years and older.

Caution: This precision display model is molded of ABS plastic, and comprises of small and fragile parts; handle with care to avoid loss and breakage! The optional, photo-etched mirrors have sharp edges, and may pose scratch and/or cut risks if not handled properly.

Important Notice: Our models and kits are designed for press-fit assembly. When painting undecorated kits, ensure that paint build-up in the mounting holes is minimal to avoid breaking parts. If needed, use ABS-compatible adhesives/cements sparingly when assembling kits; work carefully. Do not trim away the lugs at the bottom edge of the window unit, or the lugs under and behind the interior tub because they are needed to align parts properly.

River Point Station, Warwick, RI, USA

Suggestions for Assembling/Disassembling Built-up Models

Warning: Work very CAREFULLY! Some kit building experience is recommended.

Kit Assembly (re-assembly after detailing):

RPS has run a limited number of these N-Scale truck kits. These kits are intended for modelers who desire a specific livery, or who wish to kit-bash, such as swapping cabs. By working carefully, it is possible to make a regular cab pickup truck and a crew cab service truck.

Note: Kits are furnished with the bumper(s), grille unit, and tires and rims pre-decorated to facilitate your enjoyment. All other painting and decorating is left to the modeler. Assembly is per the exploded view at left. Parts are secured by snap fits and light press fits.

When assembling kits, it is suggested that all modifications, including the drilling of the holes for mounting the optional mirrors, be completed before painting—see mirror installation sheet for additional, detailed information. Be sure to wash and dry the model before painting.

Detailed kit-building procedures are beyond the scope of this publication. If unfamiliar with recommended procedures, we suggest obtaining copies of hobby magazines and publications.

Disassembly (for adding detailing):

When disassembling a built-up model, please consider that some small parts may have been attached at the factory using special UV cured adhesives. Such parts, including separately molded lenses, mirrors, and details, may be impossible to disassemble without breaking the respective parts. Additionally, press-fit parts that have been painted may have become firmly bonded as the paints cured.

Notice: Despite our best efforts to make the models, so that they can be readily disassembled, RPS and its suppliers do not warrant that disassembly is always possible, and neither RPS nor its suppliers are responsible for parts or models which are damaged in an effort to disassemble the respective products.

The body is held in position by a friction pin near the front, and friction between the perimeter of the chassis and the inside of the mating body at the rear. To separate the body and the chassis from each other, we recommend using a sewing needle or pin, secured in a small pin vise. Carefully insert the needle on either side of the model, behind the rear tire.

Holding the model in one hand, use your other hand to guide the tip of the needle between the body and the chassis—in most cases simply look for the color separation. Slide the needle about halfway across the truck, and while holding the model upside-down, wiggle the needle up and down—relative to the truck. You should be able to see the rear corner of the chassis lifting slightly out of the body—if not increase the stroke. After a few twists, the chassis should completely separate from the body.

If the separation does not occur after a few attempts, the fit may be a little tighter and that may require just a little more patience. Using the above procedure, lift the rear of the chassis just enough to slip a second needle in between the chassis and the body; this one from the rear of the truck. Carefully grasp the chassis, and gently rock it gently a few times, thereby disengaging the front pin in the process.