

Wilson Grain Trailer Assembly Instructions

6000 Series

Thank you for purchasing the Lonestar Models 1/87 scale Wilson Pacesetter grain trailer. Our model replicates a 1998 version of the prototype that scales 43' long x 96" wide with 66" height sidewalls, the most commonly sold configuration that year. Our model, like the prototype, is offered in several combinations of side panel colors and tarp colors (for the latest color combinations and availability, check our web site: www.lonestarmodelsinc.com). Additionally, our model features the very popular optional airbag suspension and offers model builders options like open or closed tarp, landing gear in up, down or intermediate position, and two different kingpin options.

Tools required: Hobby knives (X-Acto or similar), straight edge razor blades, liquid cement (Tamiya, Testors, Tenax, or similar), ACC cement (we highly recommend Loctite Gel Super Glue) or RCZ56 or similar flexible glue for attaching photo etch parts, hobby tweezers, Testors Dullcote, and Testors Glosscote or similar hobby gloss finish, pin vise with #70 drill bit, and, optionally, sprue nippers and an Optivisor for cutting and gluing the very small parts. **Caution: there are several very small parts in this kit that require extra caution when handling; these include the lights, hand grabs, and the tarp crank rod.**

Masking and painting recommendations

1. On the main body of the trailer, file the bottom of the front grain outlet hopper flat to remove the sprue separation marks. Remove an existing molding flash with a sharp hobby knife. Ensure all mounting holes in the side and end walls are cored all the way through the body panels (they probably aren't!); open with a #70 (.028") drill bit mounted in a pin vise.
2. Decals will not adhere to bare plastic long term. To solve this problem we recommend an application of Testors Glosscote on the main body and all part sprues **before** assembly. This supplies a finish the decals can adhere to.
3. The tarp should be finished in Testors Dullcote. This affords a much more realistic prototypical finish and appearance for the canvas tarp. After applying Dullcote, set aside until final assembly.
4. If you purchased a kit with painted body and have applied the Testors Glosscote to the body and all part sprues, skip to the "Recommended Assembly Sequence" section below. If you'll be painting your grain trailer, mask the body of the trailer, exposing only the side and end panels for painting. On the prototype, generally only the side and end panels are painted. The rounded front corner sections, upper and lower side and end rails, and the underbody of the trailer are unpainted aluminum. Your unpainted kit is molded in a simulated aluminum color so it is necessary to mask the trailer body leaving only the side and end panels exposed for painting. Mask the corners and side rails leaving only the sides and ends exposed for painting.
5. Paint the trailer body as desired. If painting the tarp, also paint as desired. Set aside for at least 24 hours to dry or until the smell of paint has dissipated.

Recommended Assembly Sequence

1. Apply all decals for your specific era trailer, referring to prototype photos or the included decal placement diagram. Applying all decals before final assembly affords a much better opportunity of getting them applied straight and square without interference from previously attached parts. You may elect to apply a sealing coat of Testors Glosscote to the decals at this time; set aside to thoroughly dry.
2. Optional: You may choose not to install the air tanks as they are hardly visible on the assembled trailer. If you wish to install them, begin by removing the two air brake reservoir tanks (parts P3) from the sprue. Trim the mounting pins to approximately one half their original length and install inside the rear of the trailer body above the rear suspension crossmembers. There are mounting holes visible from the top; one set inboard from the trailer wall and the second set inboard the largest of the three visible rear chassis crossmembers (the middle one). Mount the tanks so that the holes in the air tanks face the front of the trailer.

Important Note: Do NOT install the end slope sheets until after attaching all external parts except the end caps. This allows easy glue application from inside the trailer body.

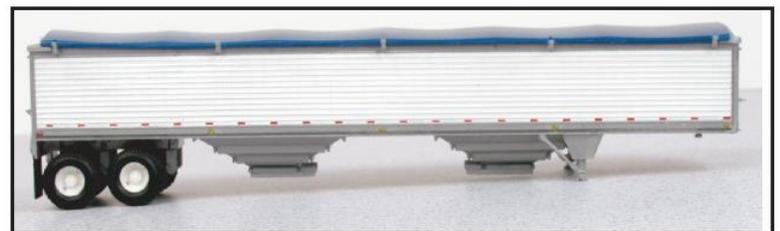
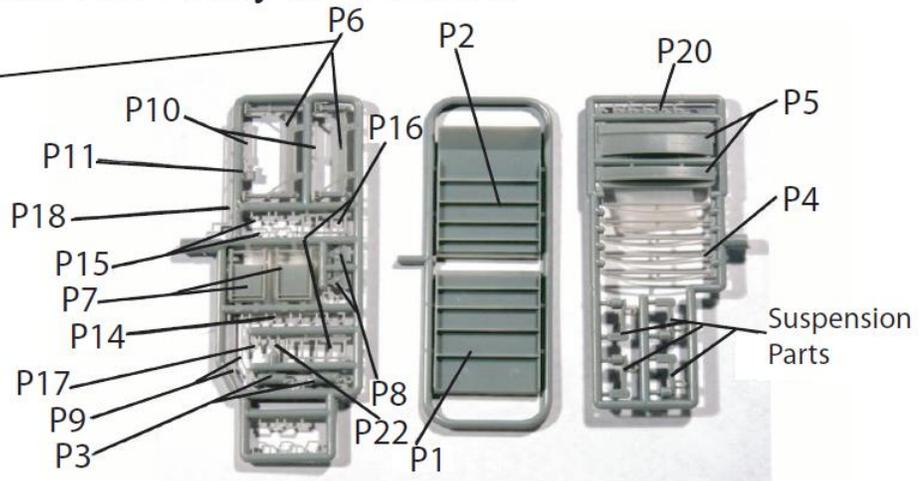
3. You must decide if you'll be using the small or large diameter end of the reversible kingpin (part P11). This will be determined by whether you want to mate the trailer to a stock Herpa style fifth wheel (large diameter) or a smaller fifth wheel hole or the trailer unhitched (both of these options use the smaller diameter pin).
4. Although we offer three landing gear positions, we recommend using the intermediate landing gear position for flexibility. However, you may alternatively elect to use the landing gear in the fully raised or fully lowered position (P6). Remove the desired landing gear and glue the mounting pins in the mounting holes in the bottom of the trailer body forward of the front hopper bay. Note: Be sure to install the landing gear so that the mounting bracket on the landing gear for the supports (U-shaped bracket midway up each leg) face toward the rear of the trailer.
5. Remove the landing gear braces (P10) from the sprue. Observe carefully and you'll notice the flattened end portions of the braces are of unequal length; remove the projecting pin on the shorter end. On the longer, flattened end of each brace (the lower end), glue the mounting pin to the outside of the bracket on the landing gear leg locating the pin in the U-shaped bracket. Glue the top end to the outside of bracket on the trailer side sill (with the hole in it; hole is not used).
6. Before removing the two hopper door openers (P8) and the two hopper door crank rods (P9), inspect the door crank rods for any evidence of molding flash. It is much easier to remove any flash on the rods before removing the rods from the sprue. Remove the door openers and the door crank rods from the sprue. Cement the short end of each crank rod into the mounting hole on the back of the door opener. Caution: Be sure the flat edge of the door opener (the top) is positioned perpendicular to the crank rod. Set assemblies aside to dry.
7. Remove the hopper gates (P7) from the sprue and glue to the bottom of the hopper bays. These parts have locating pins that determine their correct orientation (both hopper gate slides should face the center of the trailer). If you plan on modeling the trailer with a closed tarp, apply glue to the flat portion of each hopper bay from the bottom of the trailer and to the mounting pins from inside the trailer at the bottom of the hopper bays. If modeling an open tarp trailer, carefully apply glue to flat portion of the hopper gates on the outside of the trailer and then insert the hopper gate mounting pins from the bottom.
8. Remove the four suspension members from their sprue. Orient the suspension member so the oval shaped axle opening is positioned to the outside of the centerline of the suspension member (viewed from above). Test fit the mounting pins into their respective mounting holes at the rear of the trailer (two per suspension member) and trim as necessary for the forward suspension mount/bracket to fit flush with the trailer subframe (some trimming is most likely required). Glue into the mounting holes. When properly positioned, the axle holes are offset to the rear of the trailer (viewed from the side) with the airbags behind them. **Caution: When pressing the suspension members into their mounting holes, DO NOT push on the oval shaped axle openings. This may cause breakage!** Press directly above the mounting pins.
9. Remove 4 side wall grab handles (P14). Carefully install these in the four pairs of mounting holes on the left outer wall of the trailer; glue into place. It is recommended that you insert these using tweezers and apply force only directly above the mounting pins. There are four extra side grabs in case you need them.
10. Remove 4 end wall grab handles (P15) and mount two on the front wall near the top rail and two on the rear wall near the top rail. These, like the side wall grabs, are a press fit. It is recommended that you insert these using tweezers and apply force only directly above the mounting pins. There are two extra end grabs in case you need them.
11. Remove the two end ladders (P16) from the sprue. The ladders are different lengths; the shorter one attaches to the front, the longer to the rear. Mount both ladders so the open rung is positioned at the top. When properly installed the ladders have a slight slope outward (away from the trailer wall) at the bottom of each ladder.
12. Mount the hopper gate opener and crank assemblies (from Step 7 above) on the left side of the trailer; mounting locators are molded on each of the left sides of the hopper bays on the first visible "step" below the base rail of the trailer. Apply glue to the angled edge of the hopper door opener and slide the crank rod inside the slots molded in the hopper gates. Carefully, apply glue to the contact area between the crank rods and hopper gates. Apply gentle pressure to the crank rod resting inside the hopper gate slide slots until the glue has set.
13. Mount the rear step (P22), aligning the right edge of the step with the right edge of the rear ladder, glued to the lip below the tail lights. This location allows the exact amount of room to mount the left mud flap later.

14. Mount the tarp hand crank support bracket (P17) in the two mounting holes centered in the rear wall near the bottom rail. Apply glue from inside the trailer body.
15. Remove the front and rear end slope sheets (parts P1 and P2) from their molding sprue. Install the front slope sheet (P1), the flat piece with two riveted rectangles in the upper corners. **Caution: Be sure riveted rectangles are installed toward the front, upper side of the front hopper.** Glue from underneath, inside the trailer body. Install the rear slope sheet (P2, with the angle shelf facing the rear), gluing from inside the trailer body from underneath. It is possible to carefully glue the upper seam where the rear slope sheet joins the end wall as this will be covered by the rear end cap.
16. Remove the end caps (P5) from the sprue, two pieces of different sizes. The longer or larger of the two mount on the top, rear of the trailer body. If necessary, file the inner edge of the rear end cap to fit tightly over the body. The shorter end cap mounts on the front, filing for tight fit if necessary. **Optional: In order to achieve a better fit of the closed tarp we advise removing the portion of the end caps that would normally be covered by the closed tarp by using a razor saw to remove the material of the ridge on each end cap toward the inside of trailer. If opting for an open tarp, ignore this advice!**
17. Carefully remove the tarp option of your choice (open or closed) from its sprue taking extreme caution not to bend or break the shaft protruding from one end. **If modeling an open tarp, skip to step #22.**
18. **Closed tarp option:** Carefully dress the edges of the tarp paying particular attention to the front and rear of the closed tarp that will fit over the end caps if you did not remove the material as suggested in Step 16 above. Test fit to assure a tight fit. Dress the outer edges of the trailer side walls to remove any flash that may be interfering with a tight fit. **Optional: You may elect to trim the left side of the rear end cap to allow the tarp rod to lay flat and straight; this is a trial-and-error fit so remove material slowly.**
19. Along the right side of the tarp opposite the side with the protruding crank rod there are five recesses for the tarp rests. Open these recesses so that the tarp rest (P20) will fit snugly inside each recess.
20. Install the five tarp rests along the upper edge of the right side of the trailer. Apply glue sparingly from inside the trailer.
21. Once you are satisfied with the fit of the tarp, glue into place by applying glue to the recessed areas of the underneath side of the tarp at the front and rear. **Skip to step #25.**
22. **Open tarp option:** If modeling an open tarp, install the five tarp supports (P4) to the side walls.
23. Install the five tarp rests (P20) along the upper edge of the right side of the trailer. Apply glue very sparingly to the mounting holes before inserting the tarp rest mounting pin. **Caution: There is only one extra tarp rest so be very careful installing these.**
24. Open the recesses along the edge of the open tarp to allow the tarp to slide down over the tarp rests. When properly positioned the open tarp will fit snugly onto the tarp rests and allow a tight glue seam along the upper trailer wall.
25. Mount the tarp crank handle (P18) by carefully pressing the open end of the crank handle onto the rod protruding from the tarp. Position the tarp crank rod so that it is centered on the tarp crank rod support (P17). Apply glue sparingly to the point of contact.
26. You may elect to apply a final coat of Testors Dullcote to reflect an appearance of a trailer that has been in service for a time.

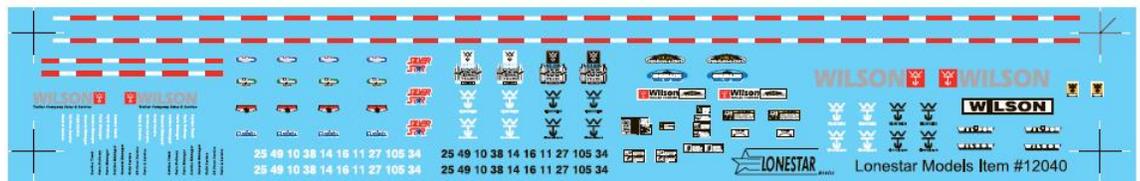
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PLEASE NOTE:
 This kit includes a new landing gear casting shown below. It is recommended this part be used instead of either P6 option. The new casting is designed to provide the optimum height setting for the landing gear to display the trailer with or without a tractor.



Wilson Grain Trailer Decal Placement Photo Guide



The latest decal sheet from Lonestar Models now includes many optional images. Use the photos above as a guide for placement to represent a 1990's era trailer. This decal set will allow you to research a variety of eras or provide graphics for kit bashing projects to produce variants other than the **Pacesetter**. This sheet also includes trailer numbers and even door decals for Wilson support vehicles such as a service truck.