

Trailmobile Flatbed Trailer Assembly Instructions

5000 Series

Thank you for purchasing the Lonestar Models 1/87 scale Trailmobile 40' platform trailer. Our model replicates a 1983 fixed axle design that scales 40' long and 96" wide. The basic design, however, dates back to the mid-1960s and was still being used into the 1990s. Our model, like the prototype, is offered with several design options like choice of bulkheads and landing gear feet, toolbox, and spare tire carrier. Our model offers the model builder options like choice of bulkheads, landing gear in up or down position, choice of landing gear feet style, and two different kingpin options (for the latest kit releases and availability, check our web site: www.lonestarmodelsinc.com).

Tools required: Hobby knives (X-Acto or similar), *new* straight edge razor blades, liquid cement (Testors, Tenax, or similar), ACC cement or RCZ56 or similar flexible glue, hobby tweezers, decal setting solution, 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.*

Recommended Assembly Sequence

1. Separate the main floor framework of the trailer (part **1**) from the molding sprue and lay upside down on a **flat** surface being very careful not to cut or break the very fine rub rails that run the length of both edges of the trailer.
2. Position the main frame rails (parts **3,4**) on either side of the main floor framework (part **1**). Make sure that the suspension is located at the rear of the trailer (where the two vertical "legs" are) and the small angle brackets molded on the frame rails are at the front of the trailer and face the outer edges. Apply liquid cement *carefully* to the inner edges of the frame rail-to-floor framework joint, making sure the frame rails remain perpendicular to the main floor framework. **Caution: DO NOT press on the oval shaped axle openings. This may cause breakage.**
Note: It is imperative that to have a completely flat trailer when you're finished that you make sure the notches in the main frame rails are bottomed against the cross members of the main floor framework. Failure to do so may result in a "swaybacked" trailer which is completely prototypical of older, often overloaded trailers after many years of service.
3. Decide if you'll be using the small or large diameter end of the reversible kingpin (part **19**). 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 leave the trailer unhitched (both of these options use the smaller diameter pin). Insert the kingpin into the hole in the coupler plate of the main floor framework as shown in the drawing and glue from the top side.
4. Remove the rear bumper (part **18**) from the molding sprue. Carefully apply liquid cement to the joint where the two main frame rails meet the two vertical "legs" at the rear of the trailer. Position the rear bumper's thinner edges seated into the grooves of the two vertical legs. Apply additional liquid cement if needed along the inner edges of the joint from the forward side of the bumper (from the direction of the front of the trailer).
5. Remove the four frame cross members (part **5**) from their sprue and, using tweezers, insert them into their respective positions between the main frame rails toward the rear of the trailer. There are indentations in the inner frame rail sides to denote their correct position.
6. Apply cement to each cross piece of the lattice-like upper floor framework (part **2**) and attach to the main floor framework and main frame rail assembly being careful to orient the cutout portion of the lattice framework toward the front of the trailer. There are four small locating pins on the bottom of the lattice that fit in four corresponding holes in the main floor framework.
7. *Carefully* remove the four support rods (part **7**) and glue them into position with the round end positioned and cemented into the four holes in the main frame rail and the flat portion glued to the main floor framework cross members. These should be positioned on the right or curb side of the trailer (appears from the left when turned upside down; refer to drawing if needed). **Note: Use extreme caution when removing these particular parts from the sprue as they are very delicate. There is one extra support rod molded on the sprue in case you need one.**

Trailmobile Flatbed Trailer Assembly Instructions

5000 Series

8. *Carefully* remove the four corresponding support rods with cross pieces (part **6**) and insert from the opposite side holes from the four support rods added in Step 6 above. Apply cement sparingly to the inside of the frame rails where the support rods meet and pass through the main frame rails. **Note:** *Use extreme caution when removing these particular parts from the sprue as they are very delicate. There is one extra support rod with cross piece molded on the sprue in case you need one.*
9. Decide whether you want the landing gear in the up or down position. Remove the desired landing gear (part **8** lowered; part **9** raised) from the sprue and trim away approximately 1/2 of each mounting pin. **Note:** *Failure to trim the mounting pins on the landing gear will cause the landing gear legs to bow.* The landing gear leg with the hole in the side indicates the location of the gear crank handle; this is attached to the driver's side (left side of trailer or right side when viewed from the bottom). Glue the mounting pins in the mounting holes inside the "outline" on the side of the trailer frame rails body toward the front of the trailer where the frame rails angle up toward the coupler (kingpin) plate. **Note:** *Be sure to install the landing gear so that the mounting bracket on the landing gear for the supports (small circle bracket midway up each leg) face toward the rear of the trailer.*
10. Remove landing gear cross brace (part **10**) and glue into position from the front of the landing gear legs. Remove the landing gear braces (part **13**) from the sprue. Each of the braces has two mounting pins that are glued on one end to the landing gear leg bracket and on the other to the mounting hole on the main frame rail to the rear of the landing gear leg.
11. Attach landing gear crank handle (part **14**, not shown on drawing) to the driver's side landing gear leg in the hole on the gearbox using the locating pin on the crank handle.
12. Determine which landing gear feet you are going to install and attach them now. *Generally*, older trailers used the round dolly feet and newer ones use the flat sand shoes. We have suggested in the accompanying "*Decal and Optional Parts Guide*" which set of feet apply to each our kits based on our research. If building a specific prototype it is always best to refer to photographs.
13. Choose one of the three bulkhead options you are installing on your model. For the "no bulkhead" option, we include a rub rail section. Choose either of the two remaining bulkhead styles based on our accompanying "*Decal and Optional Parts Guide*" or from your own photos. Attach the bulkhead or front rub rail by inserting the four pins into the mounting holes in the front of the main floor framework. Apply liquid cement from the inside of the trailer frame. Take care to position the bulkhead so it will be perpendicular when the glue sets. If your model requires a bulkhead logo panel remove it from the sprue and attach it now. Apply cement to the back of the logo panel and carefully locate on the logo panel. Some logo panels may require trimming to best match the supplied decals. Again refer to photographs if building a particular prototype.
14. You should now determine if you are going to install either of the optional parts; the toolbox and/or spare tire carrier. Refer to our accompanying "*Decal and Optional Parts Guide*" or your own photographs to determine if installation of these parts is recommended. The toolbox (part **15**, not shown on drawing) is mounted to the main frame rail on the driver's side of the trailer between the two front support rods with the toolbox door latch oriented toward the ground. The open side of the toolbox should be facing the inside of the trailer.
15. The spare tire carrier is mounted between the third and fourth (from the front) support rods on the driver's side of the trailer. The elongated "U" shaped part of the carrier (part **16**) should be cemented directly to the bottom of the main floor framework against the outer side of the main frame rail. The carrier brace (part **17**) should be cemented to the notch in the "U" shaped part of the carrier and the tab on the opposite end to the inner edge of the lower flange of the opposite frame rail (refer to drawing for clarification).
16. Test fit the three wooden floor pieces to insure they fit within the front and rear frame ends. It may be necessary to trim approximately 1/64" from the forward end of each floor piece from early production kits. The floor pieces have a definite orientation for the front and rear. Looking closely, you can determine the bolt pattern in the floor pieces should align with the cross members of the main floor frame. The most visible determination is a pair of closely spaced rows in the floor which should align with the landing gear location. After checking for fit of the floor pieces and trimming as needed, spray the top and bottom of the floor pieces with Testor's Gloss Coat to eliminate the natural tendency of the wood to absorb moisture. This will prevent the floor from bowing with absorption of humidity. **Note:** *Do not attach the floor pieces to the trailer at this time.*

Trailmobile Flatbed Trailer Assembly Instructions

5000 Series

17. If painting your model, paint the trailer as desired. Most flatbed trailers are a single color.
18. If applying decals to an unpainted kit, we recommend applying a clear gloss coat to your model before decal installation. *Note: Failure to apply coat of clear gloss will create adhesion problems with the decals; they will eventually flake off.* If you have painted your model this application of clear gloss is not necessary. After the paint has dried completely, apply the supplied decals in the positions indicated on the supplemental **Decal Installation Guide**. We recommend using Micro Scale Micro-Set decal setting solution and Micro-Sol solvent in your decal application.
19. Remove the mudflaps (part 25) from their sprue and spray with Gloss Coat to prepare for decal application. Proper orientation of the mudflaps is with the rivet strip at top of mudflap facing the rear of trailer and the notch toward the outside edge of the trailer. After drying, apply decals facing the rear of the trailer. Glue to the inside lip of the rear bottom edge of the trailer body. Mount the outside edge of the mudflap even with the outside edge of the trailer body.
20. Attach the three floor pieces being careful to orient the front of the trailer floor properly. Use either ACC adhesive or a flexible adhesive such as RCZ56 (available in model airplane hobby outlets).
21. When all decals are installed, we recommend spraying a coat of clear gloss over the decals to protect the decals and give your trailer model that “showroom fresh” look. If you prefer a more “used” or slightly weathered look spray clear matte or flat finish instead. Additional weathering to reflect usage is up to the individual modeler.
22. **Carefully**, remove four round red translucent stop light lenses from their sprue. Glue them in the two pairs of holes (four total) in the rear of the trailer frame.
23. **Carefully**, remove four rectangular amber translucent marker light lenses from their sprue. Glue one of them in each of the front corners of the trailer body. Carefully, glue one amber marker to the trailer side rail, *behind* the side rub rail, in the center of each side of the trailer.
24. **Carefully**, remove two rectangular red translucent marker light lenses from their sprue. Glue one of them to each side of the trailer on the small triangular part of the trailer at the rear. When finished installing the side marker lenses, you should have two amber lenses on each side and one red lens in the rearmost position.
25. Remove the sprue runners from the wheels. Mount the tires on the wheels using the sidewalls with the more pronounced “bulge”. You may find it helpful to slightly chamfer the inside edge (opposite the exposed side) of each tire with an X-Acto knife to ease mounting on the wheel. Mount one wheel/tire assembly on its axle and insert into the axle guide of the suspension. Mount another wheel/tire assembly on the protruding end. Repeat this process for the other axle position. *Note:* These tires are molded with two different sidewall patterns. The side with the larger bulge represents a (more modern) radial ply tire. The opposite side with a more “flatter” sidewall represents an older bias ply tire. Original equipment on these trailers were, in most cases, radial ply tires but you may want to model a bias ply tire in one or more positions to represent a flat tire replacement made “on the road” or an earlier prototype era trailer.