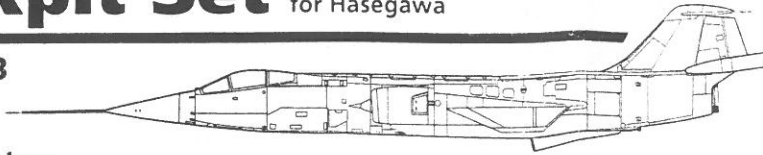


NF-104 Super Detailed Cockpit Set

for Hasegawa

CEC48263



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MODELWORKS

General Notes:

- Your **Cutting Edge Modelworks** super detailed cockpit fits the Hasegawa F-104G/J kit, but can be adapted to the Monogram F-104C kit with some work. Note the NF-104s were modified F-104As, but the best kit to start from is the F-104G/J. These instructions are for the Hasegawa kit; you're on your own to fit it into the Monogram kit.
- Note that this set requires Cutting Edge Modelworks set CEC48264, NF-104 Conversion Set, for the airframe changes to authentically model this series of jets.
- BE CAREFUL if you're using the Hasegawa kit; their styrene is extremely brittle and easily cracks when it's being cut or sliced.
- CERTAIN PARTS ARE DELICATE! Please be careful with the slender parts.
- Dry fit all parts first. Measure twice and cut once!
- Use super glue (cyanoacrylate).

Figure 1

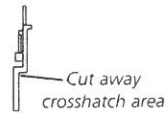
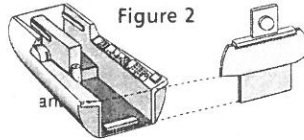


Figure 2



Construction Notes:

- Remove all molded in mounting lugs and cockpit sidewall details from the front fuselage halves. Remove the entire casting plug from the front of the cockpit tub.
- Remove the rear bulkhead from the casting sprue. Be sure to remove the crosshatched areas on the sides of the bulkhead so it looks like Figure 1 in side view.
- Glue rear bulkhead in place as shown in Figure 2. It will fit properly only if you've removed the crosshatched areas on the sides of the bulkhead.
- Fit—BUT DO NOT GLUE—the cockpit tub in place on the right fuselage half. Draw a line along the top of side console to show the position for the upper side wall. Repeat for the left fuselage side. See Figures 3 & 4.
- Glue the upper sidewalls in place per Figure 6. We recommend using Testors Liquid Cement (or other slow set liquid cement) to tack the parts in place, then checking their positions with the cockpit tub. When properly positioned, use a small amount of superglue around the edges to permanently affix the parts.
- Attach the rudder pedals per Figure 7 and stick, Hasegawa kit throttle, and resin lower instrument panel per Figure 8. The proper angles for these parts are shown in Figure 9. Figure 10 shows the cockpit tub complete except for seat related parts. You have a choice of painting the instrument panel dials or sanding off the thin backing plate and attaching the acetate instrument.
- Attach the "D" ring to the center of the ejection seat and "B" ring to the top of the headrest per Figures 11 & 12.
- Attach the ejection seat rails per Figures 13 & 14. The back of the seat fits between the two rails when they are properly attached (yes, the Martin Baker version retained the original Lockheed seat rails!).
- The seat can be inserted now or when your model is finished (see Figures 15 & 16).
- Attach the upper instrument panel to the bottom of the cockpit coaming per Figures 17 & 18.
- Glue the front fuselage halves together, then insert the completed cockpit tub from the bottom. Don't glue the Hasegawa lower fuselage (kit part L1) in place until the cockpit is in place. Glue the coaming/upper instrument panel assembly in place. See Figures 19 & 20.

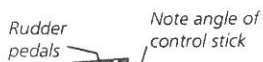


Figure 9

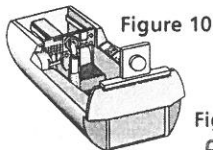


Figure 10

Figure 11



Figure 12

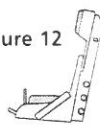


Figure 13

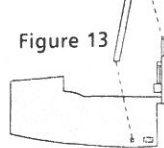


Figure 14

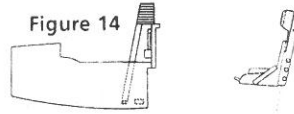


Figure 15

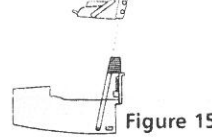


Figure 16

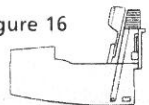


Figure 17

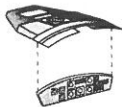


Figure 18



Figure 19

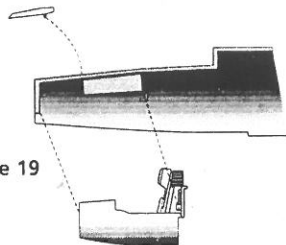
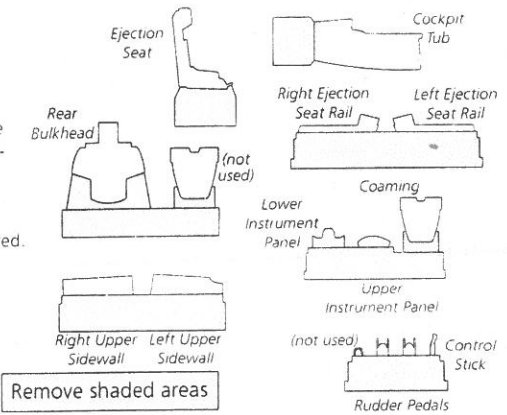
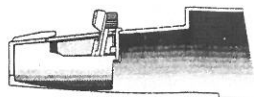
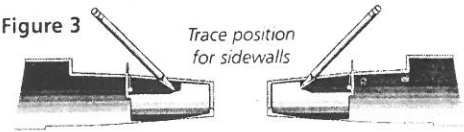


Figure 20



Remove shaded areas

Figure 3



Trace position for sidewalls

Figure 4

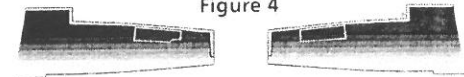


Figure 5

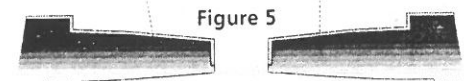


Figure 6

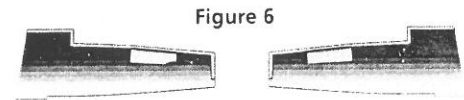


Figure 7

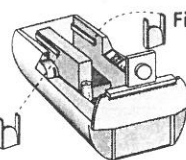
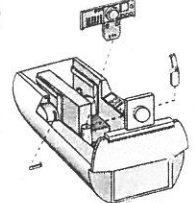


Figure 8



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Sincere thanks to Tony Landis & Dan Rees, without whom this kit could not have been accurately done!

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