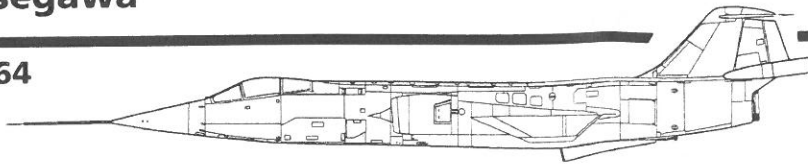


NF-104 Conversion Set for Hasegawa

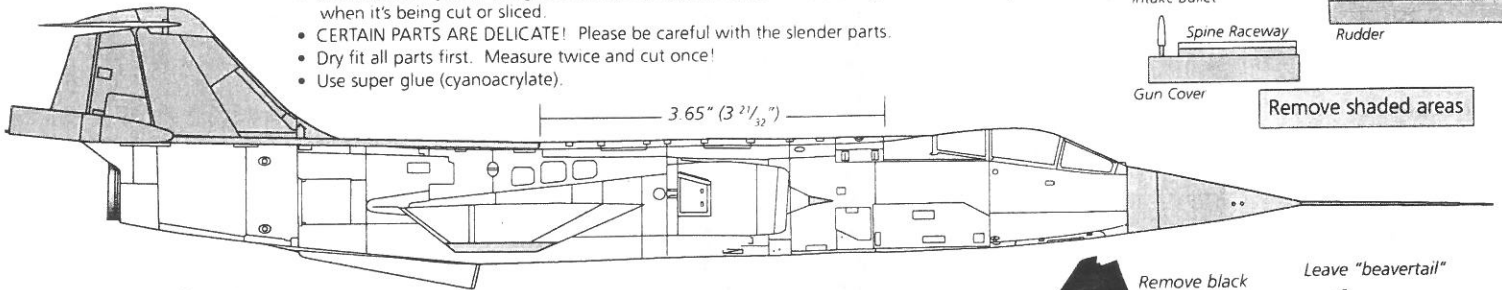
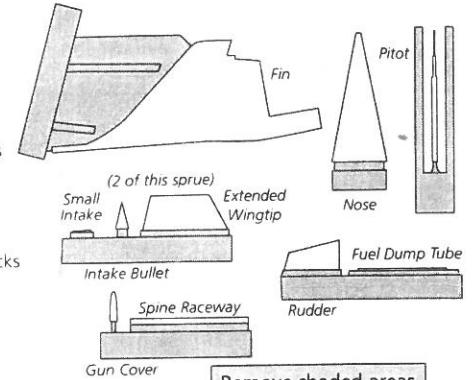


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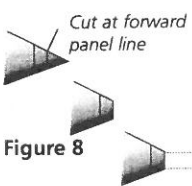
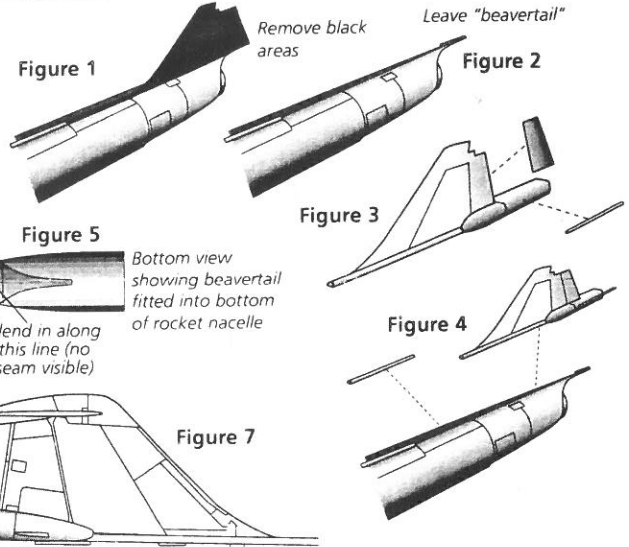
General Notes:

- Your **Cutting Edge Modelworks** is specifically designed for the Hasegawa F-104G/J kit. Note the original NF-104s were modified F-104As, but the best kit to start from is the F-104G/J. It MAY be adapted to the Monogram F-104C kit with some work. These instructions are for the Hasegawa kit; you're on your own to fit it onto the Monogram kit.
- Note that this set requires Cutting Edge Modelworks set CEC48263, NF-104 Super Detailed Cockpit Set, to authentically model this series of jets with their specialized cockpits.
 - 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).

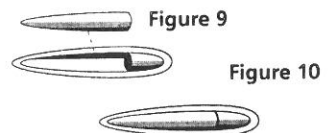


Construction Notes:

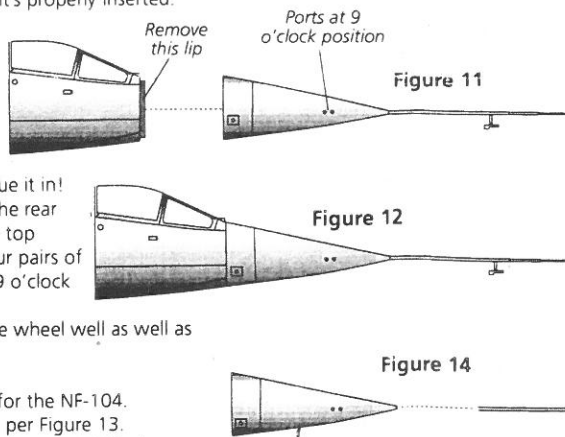
- CAREFULLY remove the vertical fin and the fuselage spine raceway in front of the fin. Do this by repeatedly carefully scribing along the fin/fuselage join line, then gently snapping the fin off. Measure 3.65" ($3 \frac{21}{32}$ ") back from the avionics bay rear wall to locate the forward end of the cut for the fuselage spine raceway. Be sure to leave a small lip on top of the ducktail at the extreme rear of the fuselage as this will let you positively locate the new fin when you glue it on. See Figures 1 & 2.
- Glue the resin rudder to the fin per Figure 3. Note that on some flights, 54-0760 had a long fuel dump tube attached to the left side only of the rocket motor. See the Ginter book for details.
- Glue the resin fin in place per Figure 4. Note the small beavertail you left on the rear fuselage will fit into the cutout on the bottom of the resin part to positively locate it. Be sure to center the fin's front end exactly on the fuselage centerline. Glue the resin revised fuselage spine raceway in place at the front of the fin. Again, be sure it is exactly centered on the fuselage centerline.
- The beavertail you left on the original kit fuselage is actually faired smoothly into the bottom of the rocket engine nacelle. See Figure 5 and the Ginter book for details.
- Glue the small scoop air intake on each side of the lower front rocket motor per Figures 6 & 7.



- Cut the "point" off the front of the intake shock cone on each side at the first vertical panel line. Replace with the much longer resin part per Figure 8. Blend to completely remove the seam.
- Glue the gun trough fairing in place per Figures 9 & 10. Note the rounded side fits into the trough and the flatter side is on the outside; in other words, the resin part exactly fills the trough when it's properly inserted.



- The resin nose directly replaces the kit parts, but you must remove the lip molded on the front of the fuselage. Be VERY sure you have it in the correct position before you glue it in! We have cut a very small notch on the rear face of the nose that must be at the top center (12 o'clock) position. The four pairs of vernier jets are at the 12, 3, 6, and 9 o'clock positions. See Figures 11 & 12.
- Fill all gun gas vents around the nose wheel well as well as the shell ejector chute.
- OMIT the kit arrestor hook.
- Use kit main wheel hubs parts U13 for the NF-104.
- Glue the extended wingtips in place per Figure 13.
- You'll probably want to add the very long and delicate nose pitot as the final step. Glue it in place and add the tiny pitch and yaw vanes. See Figure 14.



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