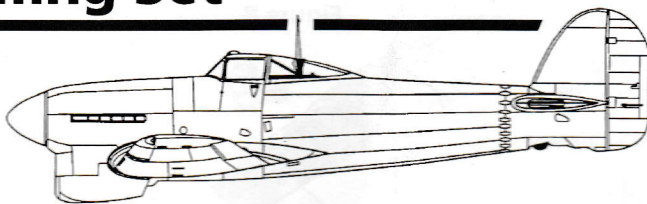


# Typhoon Cockpit Super Detailing Set

CEC48131



## General Notes:

- Your **Cutting Edge Modelworks** cockpit fits the gorgeous Hasegawa Hawker Typhoon 1B kit. This set completely replaces the Hasegawa cockpit. This set is applicable to the "car door" variant, and has some parts applicable to the "bubble top" version.
- We are deeply indebted to the staffs of the Royal Air Force Museum and the Imperial War Museum for their assistance on this project.
- This set is based on Royal Air Force technical orders for the Typhoon as well as a multitude of photos of actual aircraft. Please note that some published cockpit photos show partially restored or poorly restored aircraft—our set accurately represents the most common operational cockpit configuration.
- 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:

- Remove the lower stiffener from the forward cockpit bulkhead on both fuselage halves (kit parts A1 & B1). This stiffener is on the front side (towards the nose) of the bulkhead. See Figures 1-2.
- Grind or file off the entire pour sprue at the bottom of the cockpit tub—or else the wing will not fit!
- Needless to say (but I'll say it anyway), this set should be painted prior to assembly.
- Install the control stick and rudder pedals in the cockpit tub in the positions shown in Figure 3.

Figure 1

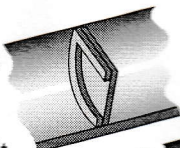


Figure 2

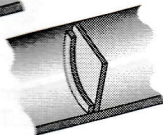
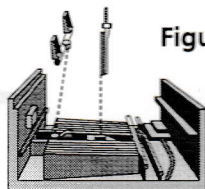
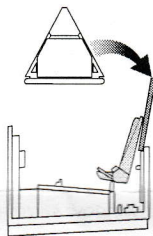


Figure 3



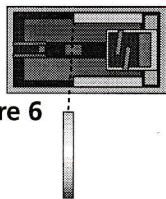
- Glue the right sidewall in place per Figure 4. The tabs on the front of the sidewall fit into the slots in the cockpit tub front bulkhead. The two small pins on each side of the cockpit plug into the holes in the sidewalls to ensure correct alignment. The rear vertical support on each sidewall fits against the outside of the cockpit tub rear bulkhead.

Figure 5



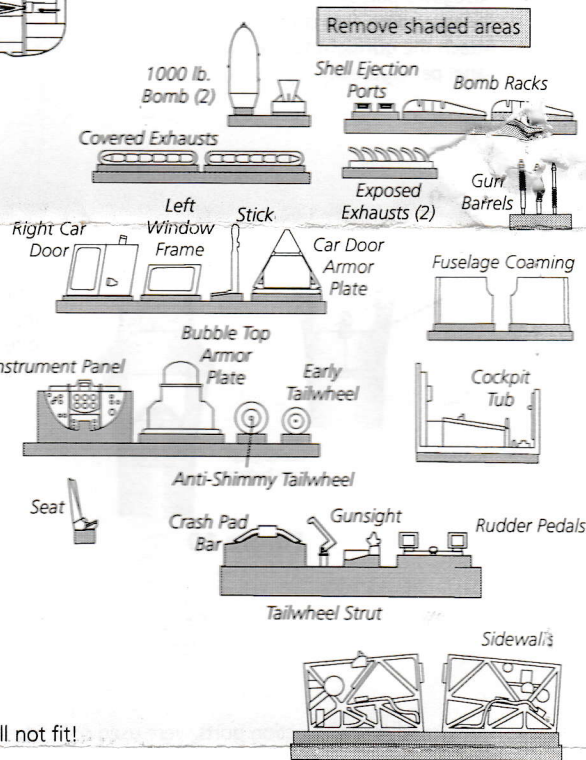
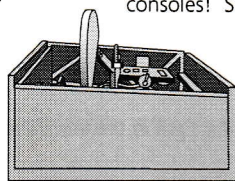
- Glue the cockpit armor plate in place. The small pin at the bottom of the armor plate fits into the hole in the sidewall. The armor plate slopes back at the same angle as the Hasegawa kit door rear opening. See Figure 5.
- Glue the left sidewall in place.
- Glue the seat in place. It reclines slightly as shown in Figure 5.

Figure 6



- Glue the instrument panel in place so the bottom nearly meets the small consoles on the sidewalls. Note there really is a small gap between the bottom of the instrument panel and the tops of the side consoles! See Figures 6-7.

Figure 7



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- Fit the completed cockpit tub to the fuselage. The lip on the front bulkhead laps over the Hasegawa kit front bulkhead where you earlier removed the molded stiffener.
- The right fuselage coaming is a direct replacement for Hasegawa part J4. For the left coaming, carefully cut the corresponding area off Hasegawa part J1.
- Attach the gunsight to the square opening in the instrument panel per Figure 8.

Figure 8

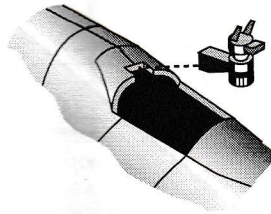
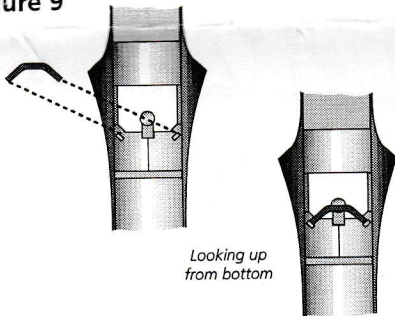


Figure 9



Looking up from bottom

Figure 10

- The crash pad bar is tricky to install. We've cast to part in our special high-strength resin, so it is pretty strong—but be careful anyway! The ends attach to the small locating bumps inside the resin fuselage coaming, and the crash pad fits directly behind the gunsight (it protected the pilot's face from hitting the gunsight). See Figures 9-10.

Figure 11



Figure 12

- Assemble the front and rear parts of the 1000 lb. bombs per Figures 11 & 12. The resin bomb racks directly replace the kit parts, but use the kit sway braces (Hasegawa parts Q12).

- The extended shell ejection ports were used only when the bomb racks were fitted. They attach directly over the inboard cannon shell ejection ports in the wing bottom. The ejection chutes open inboard (toward the aircraft centerline).
- We've given you all three types of exposed Hispano 20mm gun barrels. Use the ones fitted to the aircraft you're modeling.
- Both the exposed and covered exhausts are included and are direct replacements for the Hasegawa parts.
- The tailwheel fork is made from the special high-strength resin we have produced for us and is considerably stronger than the Hasegawa styrene tailwheel strut. We've provided the early balloon tyre (veddy British!) as well as the later anti-shimmy wheel.

## THIS SECTION FOR THE SERIOUSLY MALADJUSTED ONLY!

### SPECIAL NOTE: DO THIS STEP BEFORE YOU WORK ON THE REST OF THE KIT\*

- If you'd like to give your kit some real character and you really have a LOT of excess time on your hands, try modeling it with the car door windows rolled part way down! We've given you the complete left car door and right car door window surround in our special high-strength resin with the window areas already cut out and backed with a thin membrane.
- Cut a strip of 10 thou clear acetate or other clear material to the exact width of the window openings. Don't use 5 thou material as it's too flimsy. Do this step before you remove the window backing membrane.
- Decide how far down (or up) you want each window to be, then cut the clear plastic to the proper shape.
- Gently sand away the backing membrane on a piece of 600 grit wet and dry sandpaper taped to a flat surface (you can use your forehead if you're really proceeding with this part of the project).
- Use Cutting Edge Canopy Cement (CET06), CAREFULLY glue the windows in place.
- Have your wife or girlfriend or PC significant other call the ambulance, because you'll undoubtedly slit your wrists or throat if you try to do this.
- On the other hand, this really looks cool if you can pull it off!

\* ...because you'll definitely throw the kit against the nearest wall if you try this, and if it's still in the box there probably won't be too much damage.