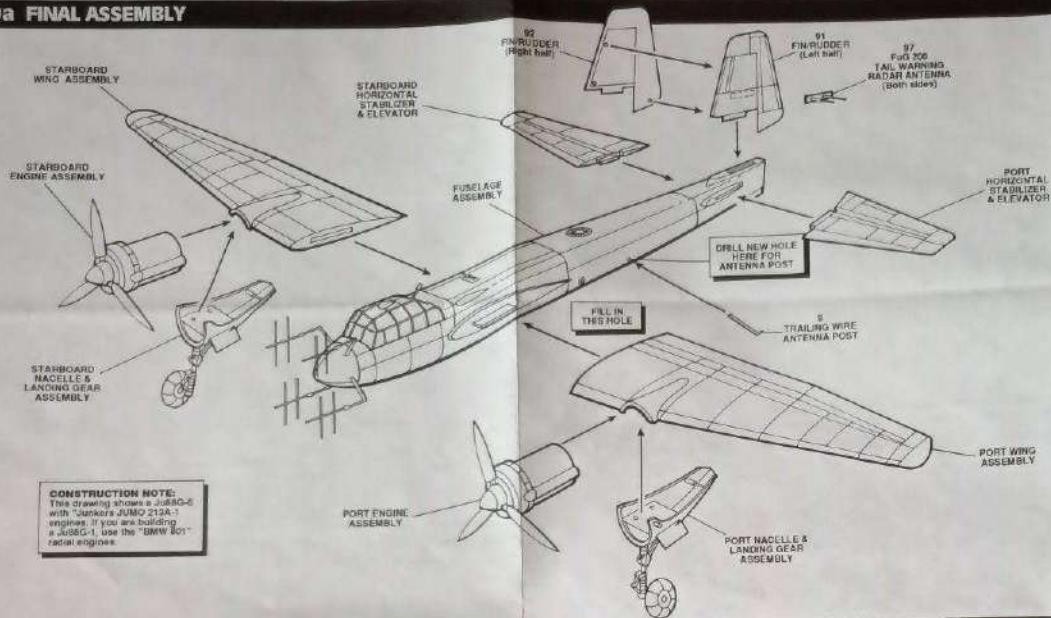


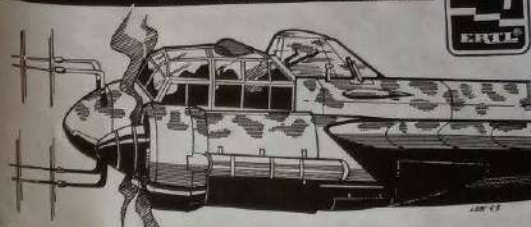
9a FINAL ASSEMBLY



Junkers Ju88G-1/G-6 Nachtjager

Stock No. 8897

Form No. 099 - REV



When you see the Ju88G-1/G-6, you will see a very different aircraft. It is an extremely flexible, capable night fighter, multi-layer, anti-lark aircraft, flying bomb, reconnaissance aircraft... the Ju88G on and on.

The result of a 1945 German military replacement for a high speed bomber, the Ju88G was the product of a design team headed by W. H. "Toni" Toni, an American design consultant from Fairchild Company named Alfred Gammert. The Ju88G is characterized by its "stark" appearance as a result of its being so high on its landing gear, and its "bug-eyed" appearance from the level cockpit greenhouse and the typical German practice of obscuring the entire crew in the nose of the aircraft.

The AMT kit represents the last of the main production versions, the "G", in its two major variants, the "G-1" with the BMW radial engines, and the "G-6" with Jumo 212 radial engines. The "G" represented a G-6, more heavily armed version of the basic aircraft and was primarily intended for the nightfighter mission. In addition to defining the drag-reducing vertical stabilizer, a "sway-choke" vertical stabilizer and longer horizontal stabilizers were added to provide better directional stability.

For armament, four 30mm cannons could be located in an under fuselage pod and an additional two cannons were frequently added, sticking up out of the top of the fuselage in what was called the Schräge Munk or "Jazz Munk" installation. The Schräge Munk installation was in the Ju88G could fly a level course between the British night bombers, and the shadow or outline of the bomber would trigger an electric eye that would fire the guns up into the unsuspecting bomber. RAF Bomber Command's losses took a major jump when this weapon was introduced on them.

The radar, the Ju88G was equipped with the FuG 123 nose radar with its characteristic "antler horns" antenna sticking out of the nose. You kit also comes with the FuG 123 nose radar fitting.

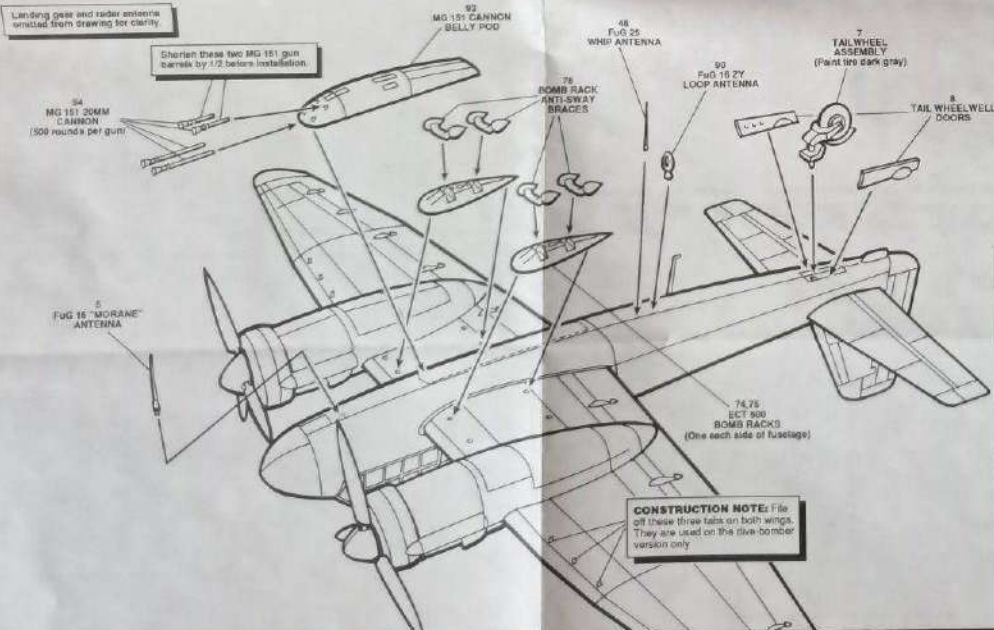
The accompanying marking sheet for the Ju88G-1, "48-01-C", represents the best known of all the "G" versions by virtue of the fact that it accidentally flew a reconnaissance mission on the night of 20/21, 1944 and ended up landing by mistake at an RAF base. This accident provided the Allies with the most up-to-date intelligence on the German airborne radar. The markings shown for the Ju88G-1 ship, the "CS-AC", represent a ship that was assigned to the Gruppenkommando of IJG/5.5 during early 1945.

REFERENCES: Ju88 in Action, Parts 1 & 2 by Squadron Signal, Warplanes of the Third Reich by William Green, Famous Aircraft of the World 87-14-88

We would like to thank the following people for their assistance in this project: Barry Numeroff, Alan Griffith, J. George Hattig.

9b FINAL ASSEMBLY

Landing gear and radar antenna omitted from drawing for clarity.



IMPORTANT

Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary.

If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully. Because the cement will only adhere to bare plastic, it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied. Also, each coat should be "wet sanded", except for the final coat, using No. 1200 wet or dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when working with your model and wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts. DO NOT use paper towels or tissues, since they will leave lint on the part.

Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filled. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend corners. This should be done only after the first, or "primer," coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted, or "mugby," type to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

RECOMMENDED TOOLS

BOBBY KNIFE

Use a sharp bobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.

TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.

BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.

READ ALL LABELS AND WARNINGS CAREFULLY

We take great pride in providing the finest model kits available, giving strong attention to detail and craftsmanship. Should you have any difficulty with assembly or missing parts, please call the appropriate number listed below between the hours of 8:00 am to 4:30 pm central time, Monday through Friday.

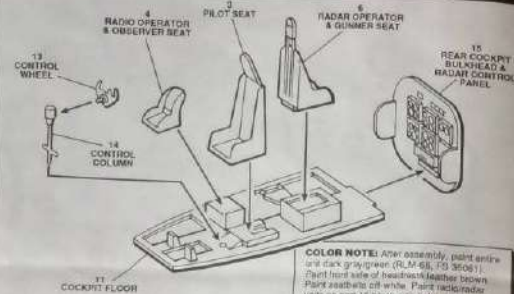
In the U.S.A. call toll free
800-553-4884

Outside of the United States call

1-215-875-2090

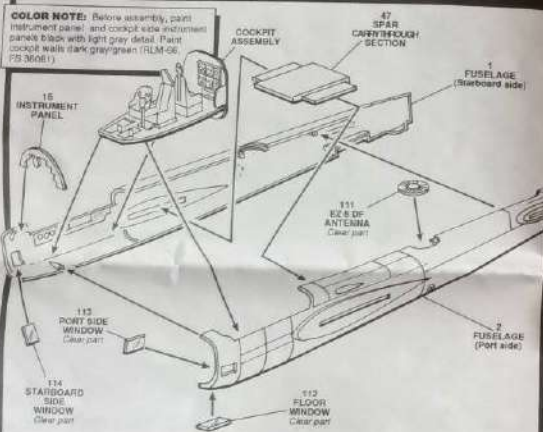
When in the Midwest, please visit the ERTL Company for a tour of the AMT production facilities. 1/4m & 1/2m weekdays. Reservations suggested.

1 COCKPIT ASSEMBLY

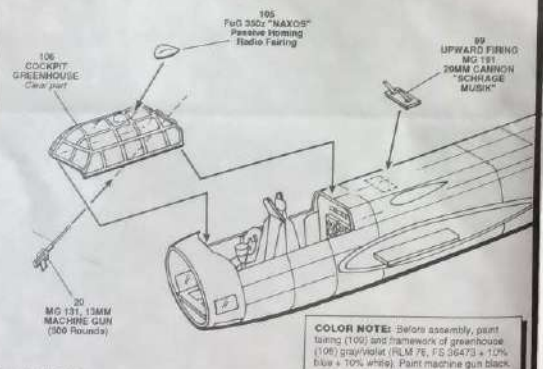


COLOR NOTE: After assembly, paint entire unit dark gray-green (RLM-66, FS 36081). Paint front side of fuselage/leather below. Paint seatbelts cob-oxide. Paint radar/monitor units on part 15 black with light gray detail.

2 FUSELAGE ASSEMBLY



3 COCKPIT AREA ASSEMBLY

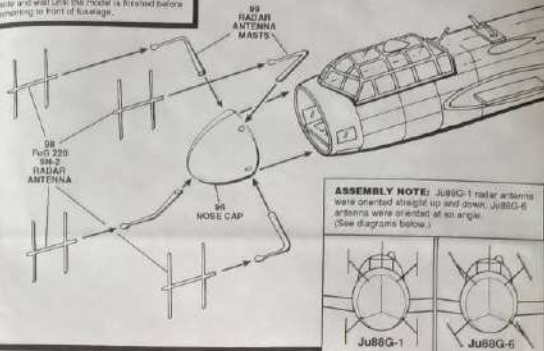


COLOR NOTE: Before assembly, paint housing (105) and framework of greenhouse (106) gray/violet (RLM 76, FS 36473) + 10% blue + 10% white. Paint machine gun black.

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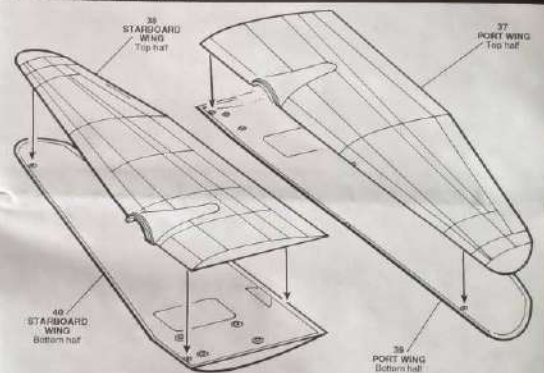
4 NOSE CONE/RADAR ANTENNA ASSEMBLY

CONSTRUCTION NOTE: Assemble nose cap (95), antenna mast (98), and antenna (99). Due to the fragile nature of this assembly, use a gentle and will force the model is finished before working in front of fuselage.

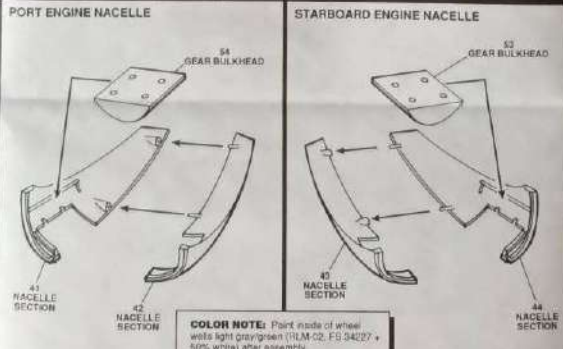


ASSEMBLY NOTE: JUS8G-1 radar antenna was oriented straight up and down. JUS8G-6 antenna was oriented at an angle. (See diagrams below.)

5 WING ASSEMBLY

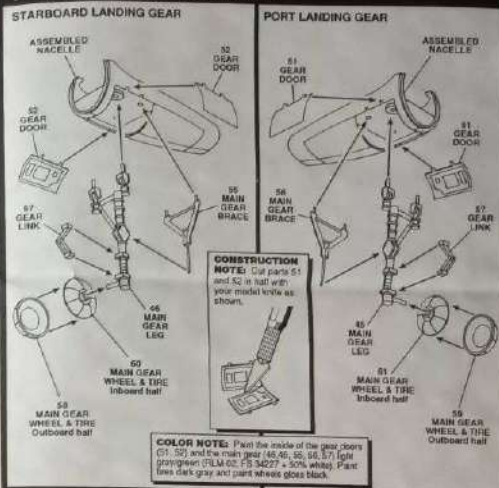


6 ENGINE NACELLES



COLOR NOTE: Paint inside of wheel wells light gray-green (RLM-02, FS 34227) + 50% white after assembly.

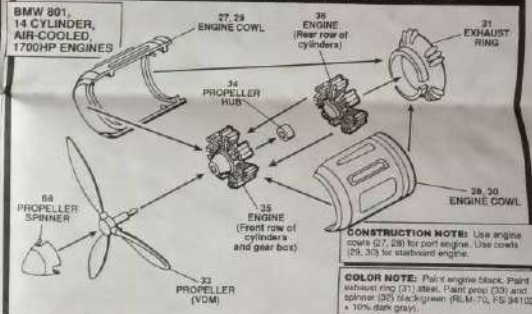
7 MAIN GEAR ASSEMBLY



CONSTRUCTION NOTE: Use parts 55 and 52 in flat with your model knife as shown.

COLOR NOTE: Paint the inside of the gear doors (57, 58) and the main gear (46, 48, 56, 58, 57, 59) light gray-green (RLM-02, FS 34227) + 50% white. Paint tires dark gray and paint wheels gloss black.

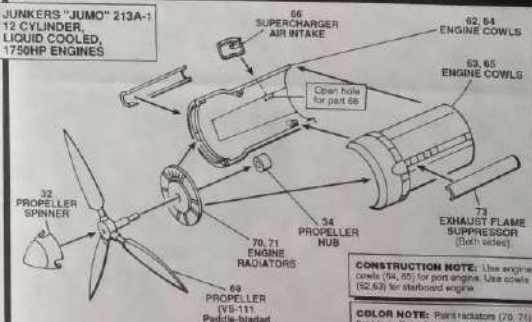
8a JU-88C-1 RADIAL ENGINE ASSEMBLY



CONSTRUCTION NOTE: Use engine cowl (27, 28) for port engine. Use cowl (28, 33) for starboard engine.

COLOR NOTE: Paint engine black. Paint exhaust ring (31) steel. Paint prop (33) and spinner (39) black-green (RLM-70, FS 34102) + 10% dark gray.

8b JU-88C-6 INLINE ENGINE ASSEMBLY



CONSTRUCTION NOTE: Use engine cowl (64, 65) for port engine. Use cowl (62, 63) for starboard engine.

COLOR NOTE: Paint radiators (70, 71) flat black. Paint flame screen (73) steel and rest. Paint prop and spinner same as above.