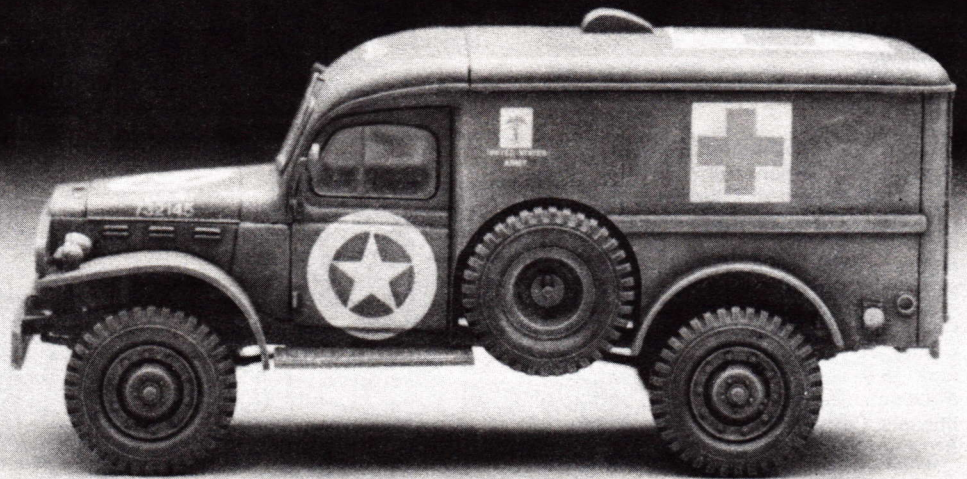


DODGE WC-54 AMBULANCE

No. 856

TESTORS



HISTORY

In 1937 the U.S. Army issued a directive for a $\frac{3}{4}$ ton truck to replace the $\frac{1}{2}$ ton vehicles then in production. The result was the *Dodge WC* series of military trucks.

During the pre-war years the Army had relied mainly on converted civilian trucks for military duties. New specifications required purpose-built vehicles with different weight capacities, these being: $\frac{1}{4}$ ton, $\frac{1}{2}$ ton, $1\frac{1}{2}$ ton, $2\frac{1}{2}$ ton, 4 ton and 7 ton. The $\frac{1}{2}$ ton series produced by Dodge were essentially a civilian design with the required military modifications. After several years of service it became apparent that a slightly larger, more sturdily built truck was needed. Some of the civilian parts proved to be inadequate to stand up to the stresses of military service. At this time the Army also decided to eliminate some of the other shortcomings apparent in the earlier trucks. New requirements demanded: A lower silhouette, larger body, better towing ability, larger diameter tires, stronger running gear, military pattern wheels with bolt on rims and a slightly larger engine.

The result was the *Dodge $\frac{3}{4}$ ton WC* series of trucks. Twelve different types of body were available for different purposes. Over $\frac{1}{2}$ million $\frac{3}{4}$ ton trucks were built, and soldiered on in many countries till well after the war.

SPECIFICATIONS

Engine	Dodge 230.2 cu. in. six cylinder, air cooled producing 76 b.h.p. @ 3200 rpm
Crew	Two; plus four wounded on stretchers or six sitting
Weight	5900 lbs.
Fuel Capacity	30 gallons
Tires	9.00 x 16, 8 ply
Max. Speed	54 mph

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor Enamels. Parts of the model are painted individually, and then the entire model is oversprayed when you have finished construction.

First of all, be sure your brushes are soft, clean and flexible. (Keep them that way by cleaning them thoroughly with Testor Paint Thinner.) Never use inexpensive brushes! A selection of Testor Shed-Proof Brushes will serve you well.

Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Most parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

When your model is completed, apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model.

NOTE: Any parts not called out in **Preliminary Painting** instructions should be painted overall body color which is #1165 **Flat Army Olive**.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

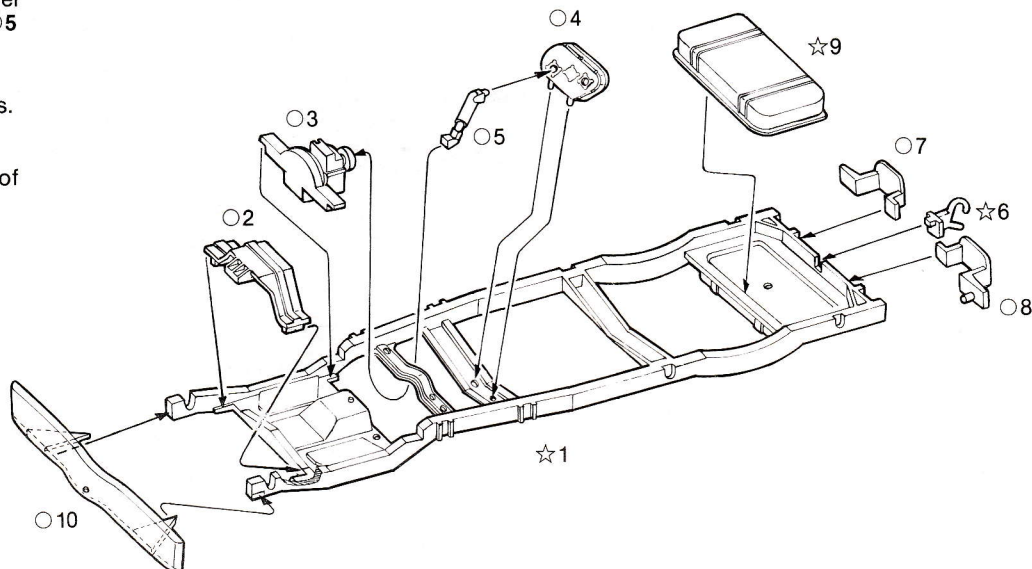
1 PARTS 1-10

Preliminary Painting

- 7, ○8 tail light lenses only:
#1104 **Red**
- 7, ○8 lower lens of split tail lights only (see drawing):
#1146 **Silver**

Assembly

- 1. Cement front crossmember ○2 to chassis ☆1. Cement transmission ○3 into chassis as shown. Glue drive shaft ○5 to transfer case ○4, then cement transfer case ○4 to chassis, making sure that ○5 meets up with rear end of transmission ○3.
- 2. Cement tow pintle ☆6 to rear of chassis. Cement left and right rear bumpers ○7 and ○8 to rear of chassis as shown in drawings. Glue fuel tank ☆9 to bottom of chassis. Cement front bumper ○10 to front of chassis.



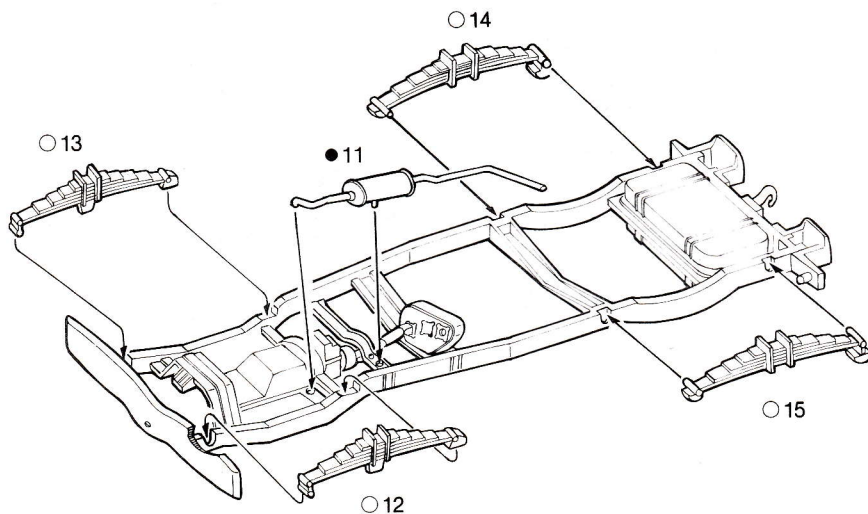
2 PARTS 11-15

Preliminary Painting

- 11 (optional):
#1185 **Rust**

Assembly

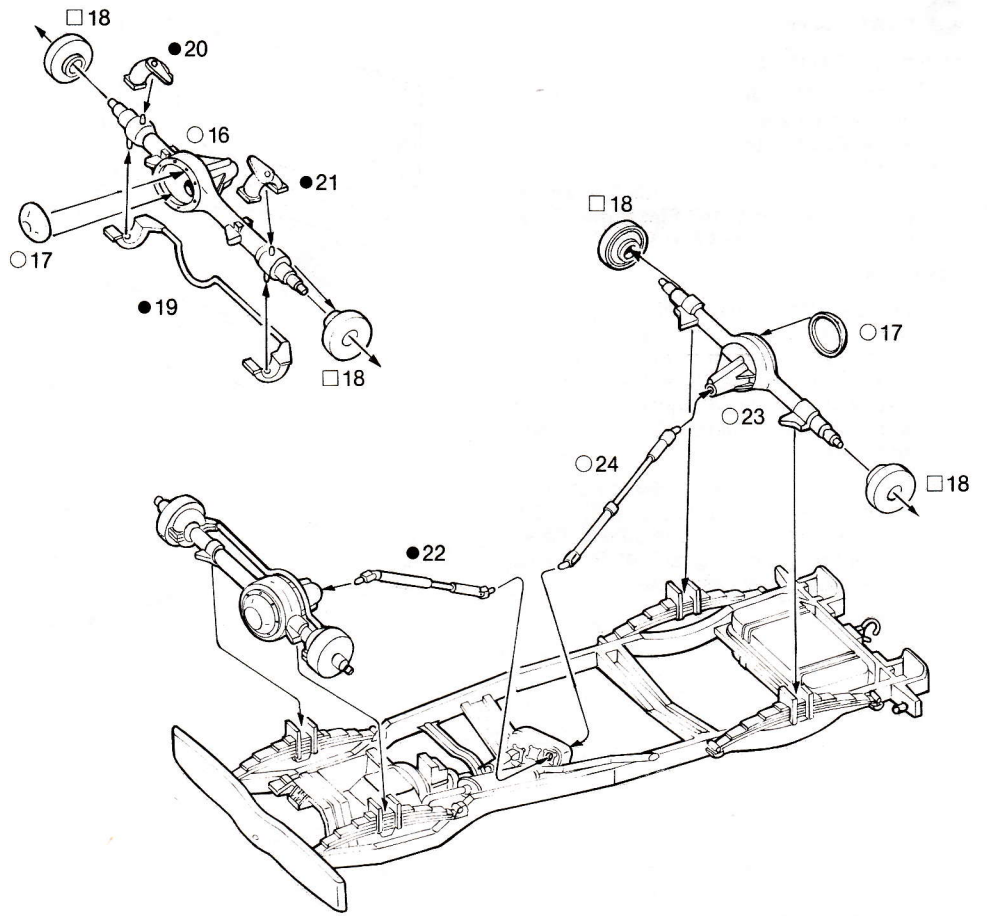
- 1. Cement exhaust pipe ●11 to locating holes on underside of chassis. Cement right and left front springs ○12 and ○13 to notches on frame rails as shown. Cement left and right rear springs ○14 and ○15 to notches on side of frame rails.



3 PARTS 16-24

Assembly

- 1. Cement gear case ○17 to front differential ○16, then cement one brake drum □18 to each end of differential. Glue tie rod ●19 in place as shown, then cement left and right spindles ●20 and ●21 to differential and tie rod.
- 2. Cement front drive shaft ●22 to front differential ●16, then cement differential to front springs, making sure that pin on end of drive shaft mates up with hole in transfer case.
- 3. Cement gear case ○17 to rear differential ○23, then glue one brake drum □18 to each end of ○23. Cement drive shaft ○24 to differential ○23, then cement differential to rear springs, making sure that pin on end of drive shaft mates up with hole in transfer case.



4 PARTS 25-33

○26, ○27, ○28 handles only:

#1147 Black

☆32 radiator core only:

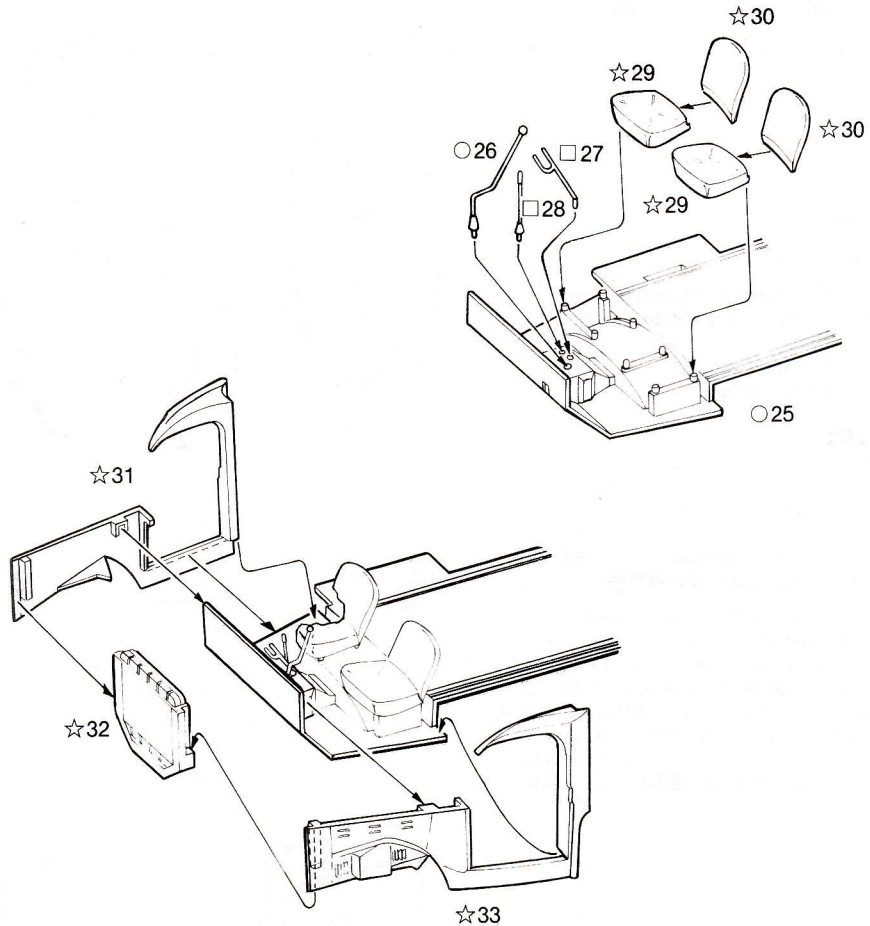
#1149 Flat Black

☆29, ☆30:

"Khaki" (mix one part #1166 Flat Military Brown, one part #1163 Flat Battle Gray and two parts #1168 Flat White)

Assembly

- 1. Cement rear shaft ○26, parking brake □27 and transfer case lever □28 to holes in floor ○25 as shown. Glue seat backs ☆30 to seats ☆29, then glue seats to locators on floor.
- 2. Cement right cab panel ☆31 to floor, then cement radiator ☆32 to ☆31. Cement left cab panel ☆33 to floor and radiator as shown.



5 PARTS 34-42

Preliminary Painting

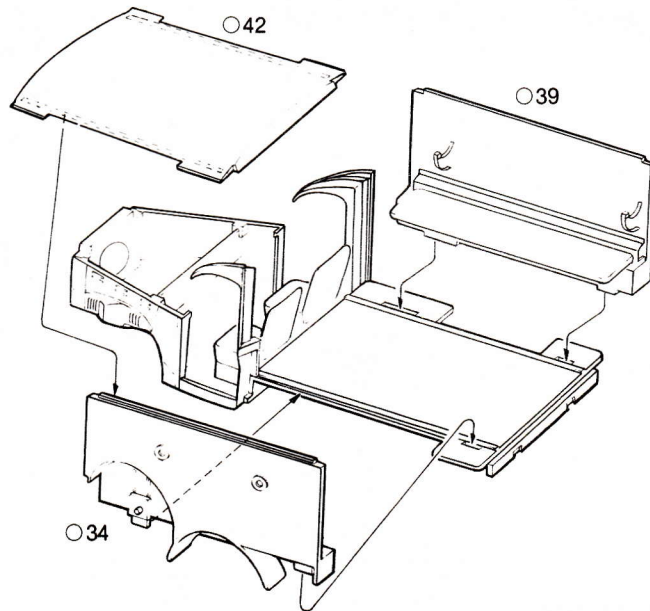
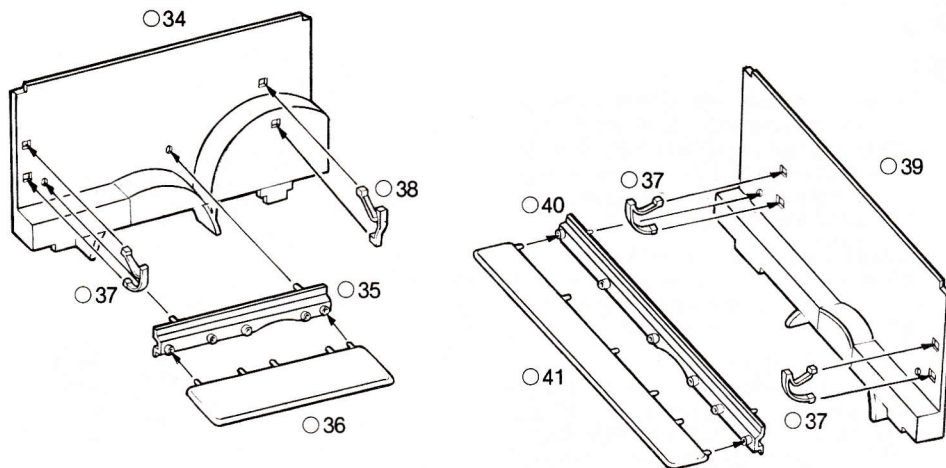
○34, ○35, ○37, ○38, ○39, ○40, ○42 interior of stretcher area:
#1168 Flat White

○36, ○41:

"Khaki" (mix one part #1166 Flat Military Brown, one part #1163 Flat Battle Gray and two parts #1168 Flat White)

Assembly

- 1. Cement litter bearer ○35 to left inner wall ○34. Cement litter cushion ○36 to bearer ○35. Cement stretcher racks ○37 and ○38 to notches in wall as shown. Repeat assembly sequence for right inner wall ○39, using parts ○37, ○39, ○40 and ○41.
- 2. Cement left inner wall ○34 to notch and lip on floor. Glue right inner wall ○39 to notch and lip on opposite side of floor. Cement roof inner panel ○42 to ribs at top of side panels as shown.



Note: Clear parts are best glued in place with white glue, which results in a better appearance than conventional model cement.

6 PARTS 43-53

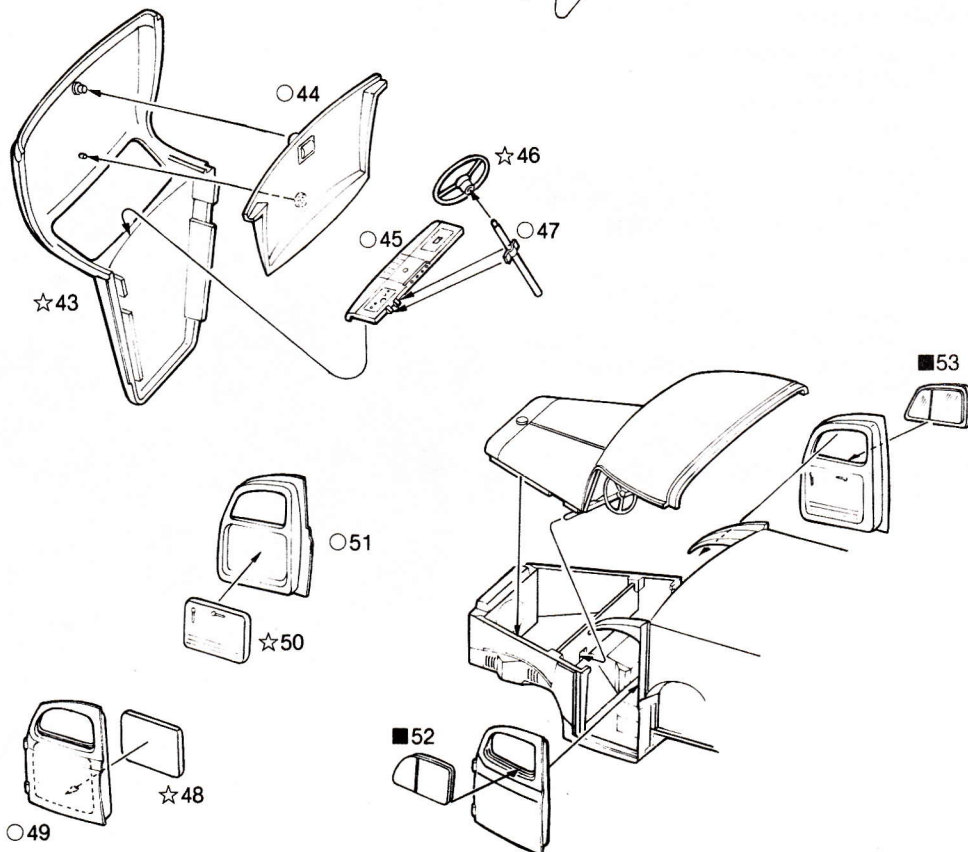
Preliminary Painting

☆46 steering wheel rim; ○45 instrument faces (with #1168 Flat White details):
#1147 Black

■52, ■53 window frames only:
#1165 Flat Army Olive

Assembly

- 1. Cement front inner roof panel ○44 to pins inside upper cap ○43. Cement dashboard ○45 to inside of ○43 as shown. Glue steering wheel ☆46 to steering column ○47, then cement steering column to underside of dashboard.
- 2. Cement left inner door panel ☆48 to left door ○49. Cement right inner door panel ☆50 to right door ○51. Cement upper cab ☆43 to cab side panels, making sure that steering column passes through hole in firewall, as shown. Cement left and right doors in place, then glue left and right windows ■52 and ■53 into doors.



7 PARTS 54-68

Preliminary Painting

□ 61, □ 62, ● 64, ● 65 tires only:

#1149 Flat Black

☆ 55, ☆ 56 running light lenses only (see box photos):

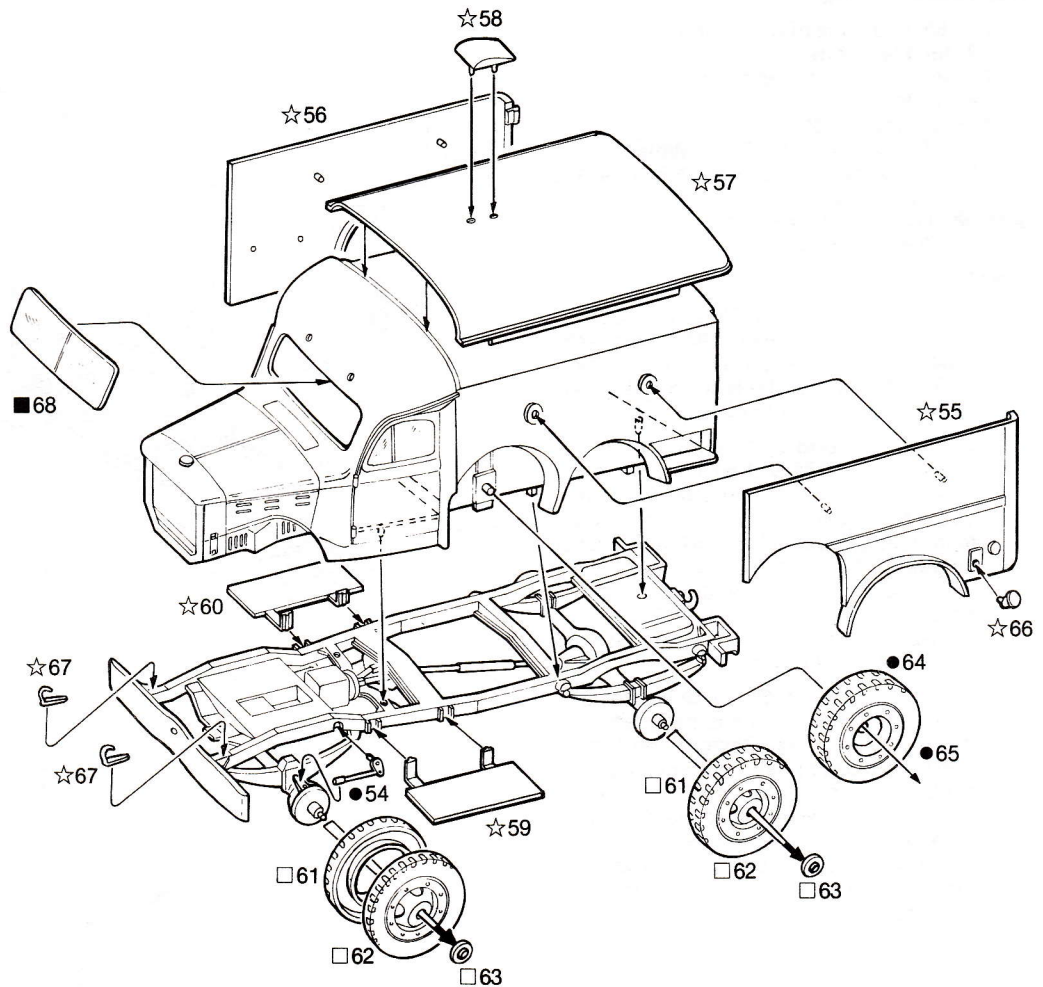
#1104 Red

■ 68 windshield frame only:

#1165 Flat Army Olive

Assembly

- 1. Cement pittman arm ● 54 to chassis and spindle as shown. Cement left outer wall ☆ 55 and right outer wall ☆ 56 to locaters on inner wall panels. Cement outer roof ☆ 57 to upper cab and side wall panels. Glue ventilator housing ☆ 58 to holes in roof.
- 2. Cement left and right running boards ☆ 59 and ☆ 60 to chassis as shown. Cement wheel halves □ 61 and □ 62 together, making four sets. Slip (*do not cement*) one wheel over an axle, then carefully cement one retainer hub □ 63 to the tip of the axle. Do not get cement on wheel or wheel will not roll. Repeat procedure for remaining three wheels.
- 3. Cement spare tire halves ● 64 and ● 65 together, then cement in place as shown. Cement fuel filler ☆ 66 to side of body. Glue tow hooks ☆ 67 to front frame rails. Glue windshield ■ 68 into front of cab.



8 PARTS 69-76

Preliminary Painting

☆ 71 headlight lenses only; ☆ 76 mirror face only:

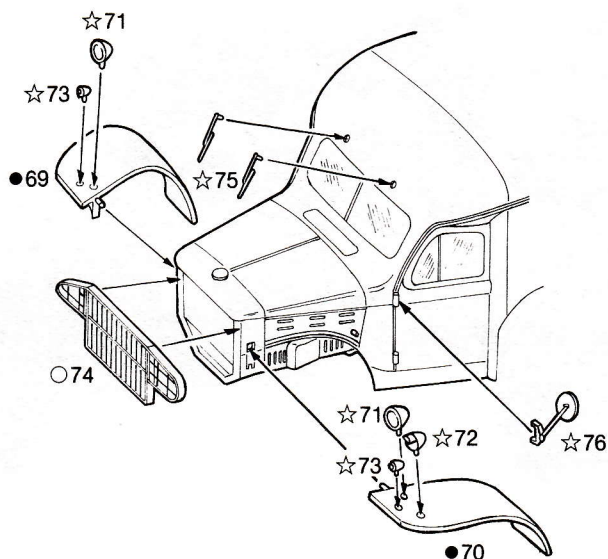
#1146 Silver

☆ 75 wiper blades only:

#1149 Flat Black

Assembly

- 1. Cement left and right front fenders ● 69 and ● 70 to side of body. Cement headlights ☆ 71 to innermost holes on top of either fender. Cement signal lights ☆ 73 to next hole out on fenders. Cement blackout light ☆ 72 to remaining hole on left fender.
- 2. Cement grille ○ 74 to front of body. Cement windshield wipers ☆ 75 to holes above windshield. Cement rear view mirror ☆ 76 to upper hinge on left door.



9

PARTS 77-88

Preliminary Painting

○77, ○80 inner side of doors only:

#1168 Flat White

○77, ○80 reflector lenses only:

#1104 Red

☆85, ☆86, ☆87, ☆88:

#1180 Steel with #1166 Flat Military

Brown handles (see box photos); or #1165

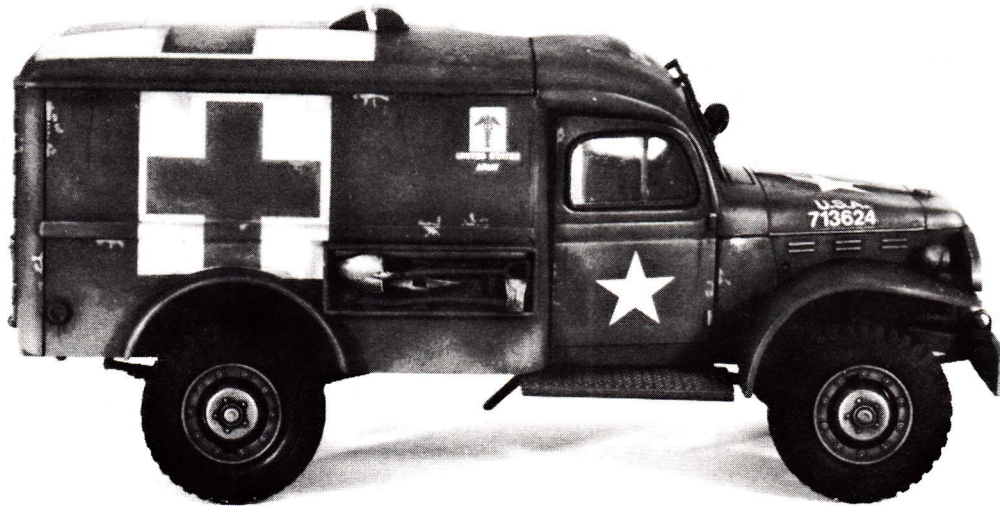
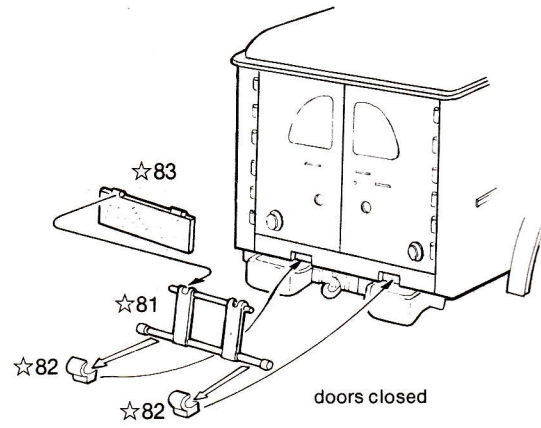
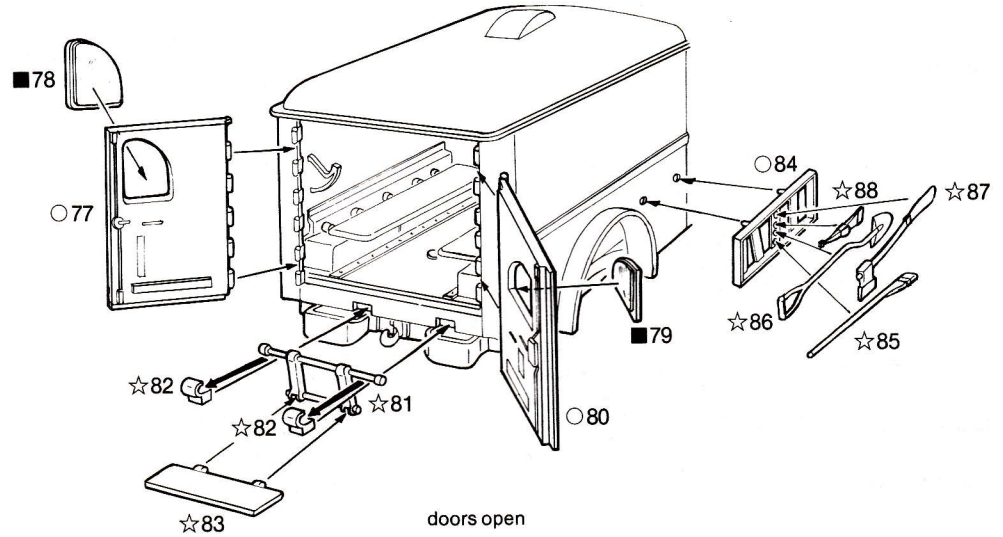
Flat Army Olive

■78, ■79 window frames only:

#1165 Flat Army Olive

Assembly

- 1. Cement pick handle ☆85, shovel ☆86, axe ☆87 and pick head ☆88 to tool rack ☆84, then cement ☆84 to side of body. **NOTE:** This kit may be built with the rear doors in an opened or closed position.
- 2. **Opened Rear Doors:** Glue left and right rear windows ■78 and ■79 into left and right rear doors ○77 and ○80. Cement doors to hinges in an open position. Cement step plate bracket ☆81 and bracket hinges ☆82 into position on rear of model so that bracket hangs down as shown. Cement step plate ☆83 to bracket ☆81 at a right angle so that ☆83 is parallel with ground.
- 3. **Closed Rear Doors:** Glue rear windows □78 and □79 into left and right rear doors ○77 and ○80. Cement doors to body in a closed position. Cement step plate ☆83 to the back side of step plate bracket ☆81. Cement step plate bracket ☆81 and bracket hinges ☆82 to rear of model in a folded position as shown. (Refer to box photos for correct configuration.)



APPLYING DECALS

1. Spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clean water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.

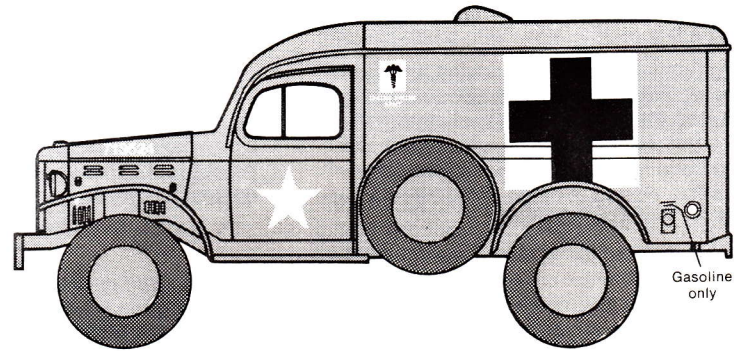
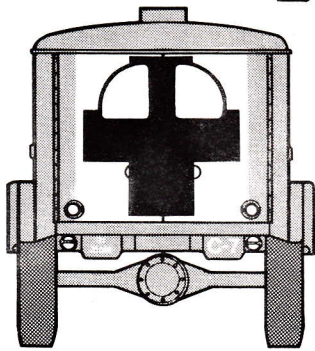
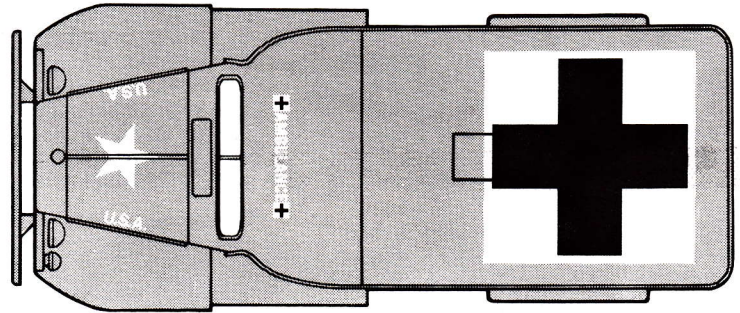
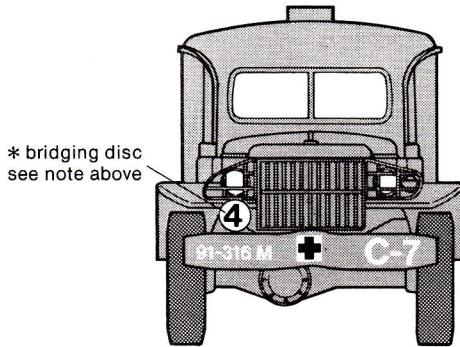
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to

a soft brush and push the decal slowly into the desired position.

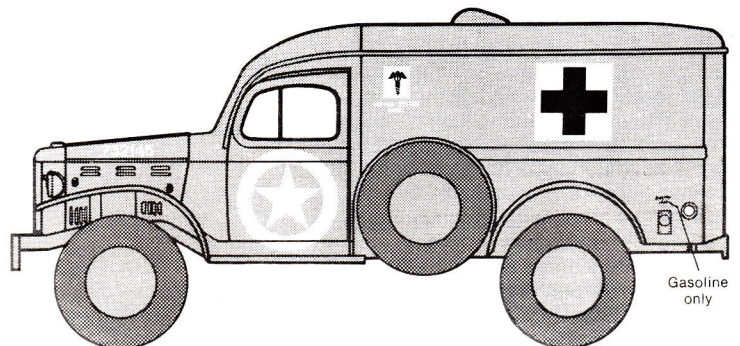
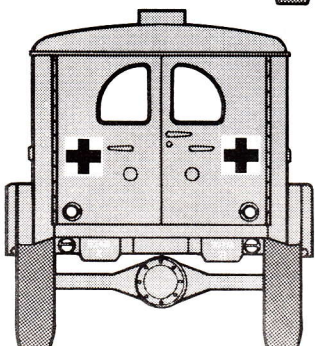
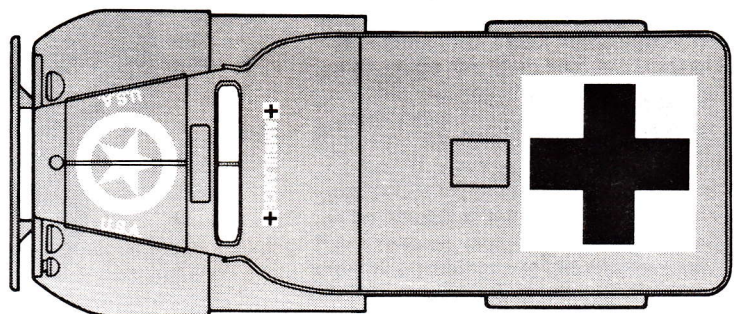
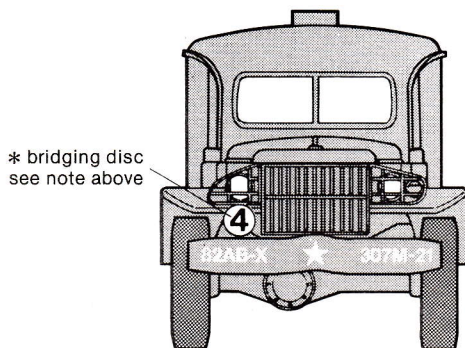
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model.

*** NOTE:**

Cut disc from decal sheet and glue to grille with white glue. *Do not* dip in water. (See box photos)



Overall Color: #1165 Flat Army Olive



WEATHERING HINTS

Nearly all military vehicles show some signs of wear and tear. The process by which the modeler imparts this look to a model is referred to as *weathering*. Many times, the weathering, that is, the representing on the model of rust, mud, oil stains, dust, chipped paint, etc., can really make a model stand out and give it amazing authenticity.

Always try to be logical in applying weathering techniques. For instance, you wouldn't want to show rust on top of mud or dust on your vehicle, nor would you normally want to cover a vehicle supposedly operating in the desert with mud. Vehicles move *through* the land they operate on more than *over* that land, and you must weather your vehicle in such a way that it makes sense.

After you have painted your model in its basic colors, begin by sealing the paint with one or two coats of Testor Dullcote. When this dries, you can add shading to the model using washes. A wash is simply thinner which has been tinted by adding paint to it. Use a broad brush and apply an even wash of #1149 Flat Black (use #1183 Rubber if your model is painted "sand" or tan) over the entire model. Apply this quickly, and before it dries, carefully wipe it off with a soft lint-free cloth. This should leave subtle shadows around all the projections and details. If you like, you can darken these shadows in certain places by adding additional washes with a fine brush.

Always work slowly and carefully, trying not to overdo the weathering. A good rule of thumb is that too little weathering is always preferable to too much. Knowing when you have applied enough is sometimes difficult to determine, so pause often and inspect your model for the desired effect.

The next step is highlighting your model. For this, use a technique called drybrushing. Wide, flat, chisel brushes in various sizes are used. On a scrap of cardboard, mix a small amount of #1168 Flat White with your basic model color and then wipe your brush off on a clean cloth until there is barely a trace of paint left. Drag this drybrush across the surface of your model. Paint will begin to collect on all the edges and high points of the model. Use a scrubbing action at first and literally tint your model with this color. Add a little more Flat White to this color and drybrush again, this time applying the paint a little more subtly. Repeat this process one or two more times, lightening the color and applying more lightly each time. Don't get carried away, though, the effect should be restrained at this point. After the paint has dried, apply the decals and let them dry.

If you want your model to appear new, it can be left as is. If you want a dirty or dusty model, you can now begin to dirty it up. But if your vehicle is to represent a non-combat or peace-time vehicle, be especially light-handed. Use Testor #1166 Flat Brown or #1167 Flat Tan, and apply using the drybrush method. For a dusty appearance, drybrush lightly; for a grubby or filthy look, scrub the paint on in blotchy or streaked patches. Again add further highlights adding #1168 Flat White and #1169 Flat Yellow, lightening your dirt color and pressure on the brush with each succeeding layer. If your dirt color gets too washed out or yellowish, add a touch of #1185 Rust and #1165 Olive to it. When drybrushing always remember, a lighter color goes over a darker, and brush pressure gets lighter with each succeeding layer.

A little rust on mufflers and exhaust pipes is realistic, as is a hint of it on the metal parts of a vehicle's tracks. But as a rule, be sparing with it if you wish your vehicle to look authentic. Rust is one of the most overdone forms of weathering seen on models. Unless your model is supposed to be a wrecked or an abandoned vehicle, go very easy with the rust. To rust out a muffler, first apply a couple of heavy washes of #1183 Rubber. After this dries, mix some #1185 Rust with the Rubber and drybrush liberally. Follow this color with pure Rust, and if you wish you can add a touch of #1169 Yellow to this, drybrushing very lightly.

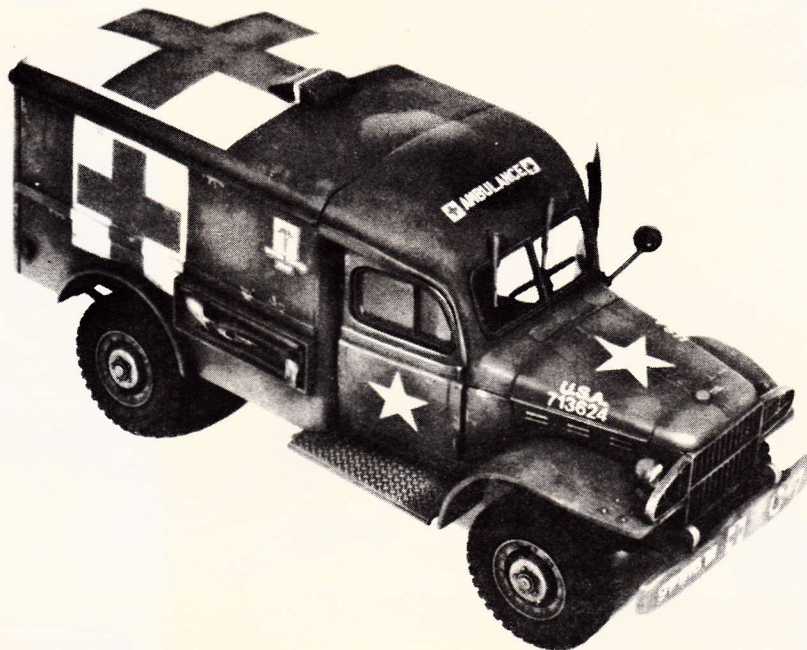
Dust is difficult to portray on a model unless you have the use of an airbrush. If you do, try shooting a light sand-colored paint at your model, with your airbrush held about two feet away from your model. If you do not have an airbrush dust may be simulated by the use of powdered artist's pastels carefully brushed onto your model a little at a time until the desired effect has been achieved. A similar effect can be had by using barbecue ashes just as they come out of your barbecue.

Occasionally there are areas on a vehicle where paint becomes scraped or scuffed off. Such areas include metal flooring, around hatches, grab handles, gun breeches, etc. Paint only rubs off under extreme wear, so keep this to a minimum. There are two ways to represent this. The first is by drybrushing *very lightly* with #1180 Steel or #1181 Aluminum. The second method is by applying graphite. You can do this by drawing directly on the area with a pencil, or by grinding the lead into a powder and applying with your fingers or a paint brush. This aspect of weathering is the easiest to overdo—so use it sparingly.

If you are building a tank, leave the tracks off until last and paint them separately. Use a touch of #1183 Rubber mixed with some #1166 Flat Brown. After this dries add a wash of #1149 Flat Black between the shoes, then, drybrush the shoes very lightly with #1181 Aluminum. Some tracks have rubber shoes—these areas should be painted Rubber.

Experienced modelers do several things to aid them in their hobby. One of the most helpful is attending meetings of their local International Plastic Modeling Society chapter. Here they see and discuss modeling techniques. Your local hobby shop will help you locate your local I.P.M.S. group. Serious modelers also collect books and photographs to use as reference when they finish their models. Again, your local hobby shop can help. Last, but certainly not least, your own observation will prove helpful. Visit museums. Look at buildings and vehicles around you. Notice how rust streaks a metal roof. See the oil and dirt on a piece of road grading equipment (almost identical conditions in which a tank runs). Study railroad boxcars and locomotives to see what the weather has done to them. Your own observation can be the best aid of all.

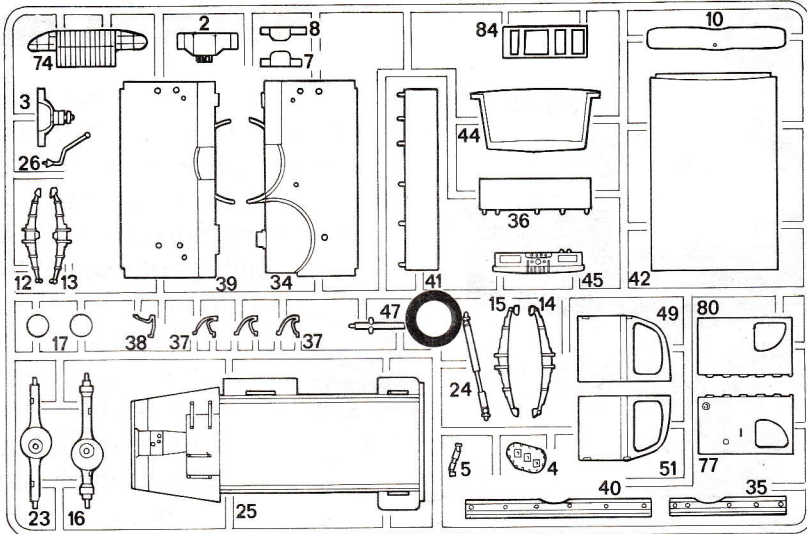
Remember: try not to overdo weathering—and *keep practicing*. Be patient, it takes time to discover and master all the tricks of this fascinating hobby.



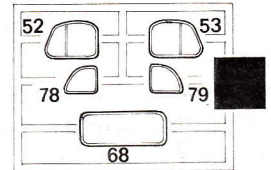
Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

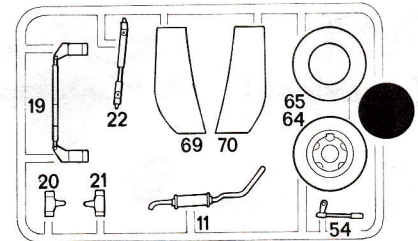
**Dodge WC-54
Ambulance
No. 856**



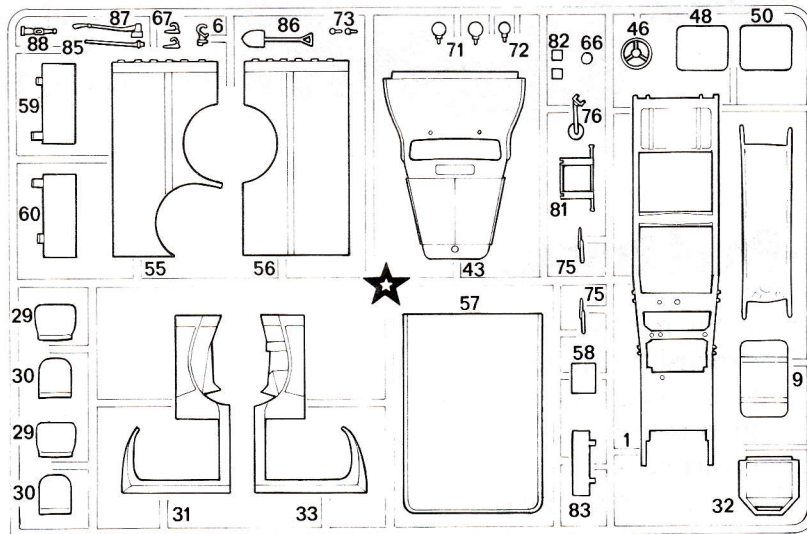
Parts from this section are identified with this symbol: ○



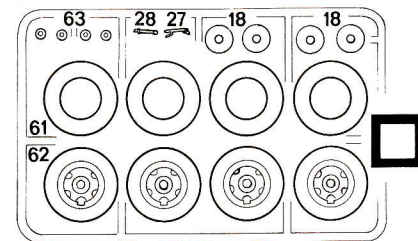
Parts from this section are identified with this symbol: ■



Parts from this section are identified with this symbol: ●



Parts from this section are identified with this symbol: ☆



Parts from this section are identified with this symbol: □

Brush 'em & Spray 'em

Available in over 60 colors, Testor enamel paints come open-stock and carded, with color fidelity matched batch-to-batch, bottle-to-bottle and bottle-to-spray can... Testor paints go on other surfaces too, like styrofoam, glass, paper and even some waxes.

Get It Together!

The Testor line of Plastic Model Cements, available in both tube and liquid form, include non-sniffable and non-toxic plastic cement that can be used by the smallest child. Contour Putty for Plastic Models is great for custom molding and filling unwanted cracks.



Tools of the Trade

To complement our line of finishing materials, Testor offers a complete line of hobby accessories especially designed to help you work more precisely and build professional looking models. The Testor Hobby Drop Cloth not only protects all work surfaces from accidental spills, but is an invaluable storehouse of modeling information.

Other accessories available, both carded and in attractive kits include: Hobby Sandpaper, Hobby Knife and Precision Gluing Tips.

Shed-Proof Brushes

Testor offers the hobbyist a line of inexpensive brushes, which have a unique design that prevents bristle shedding. Available in various tip designs, Testor brushes can be used for practically every finishing task.

The Testor Corporation
620 Buckbee Street
Rockford, Illinois 61101

"The Total Hobby Company
from Start to Finishing."

