

Bellini

Maserati 250 F

Painting and Construction Details

Note to purchasers of Bellini kits outside the United Kingdom. Please remember that in the UK we drive on the left, therefore the words Offside and Nearside may be confusing. Facing the car at the front OS or Offside is the left of the car and NS or Nearside is the right of the car.

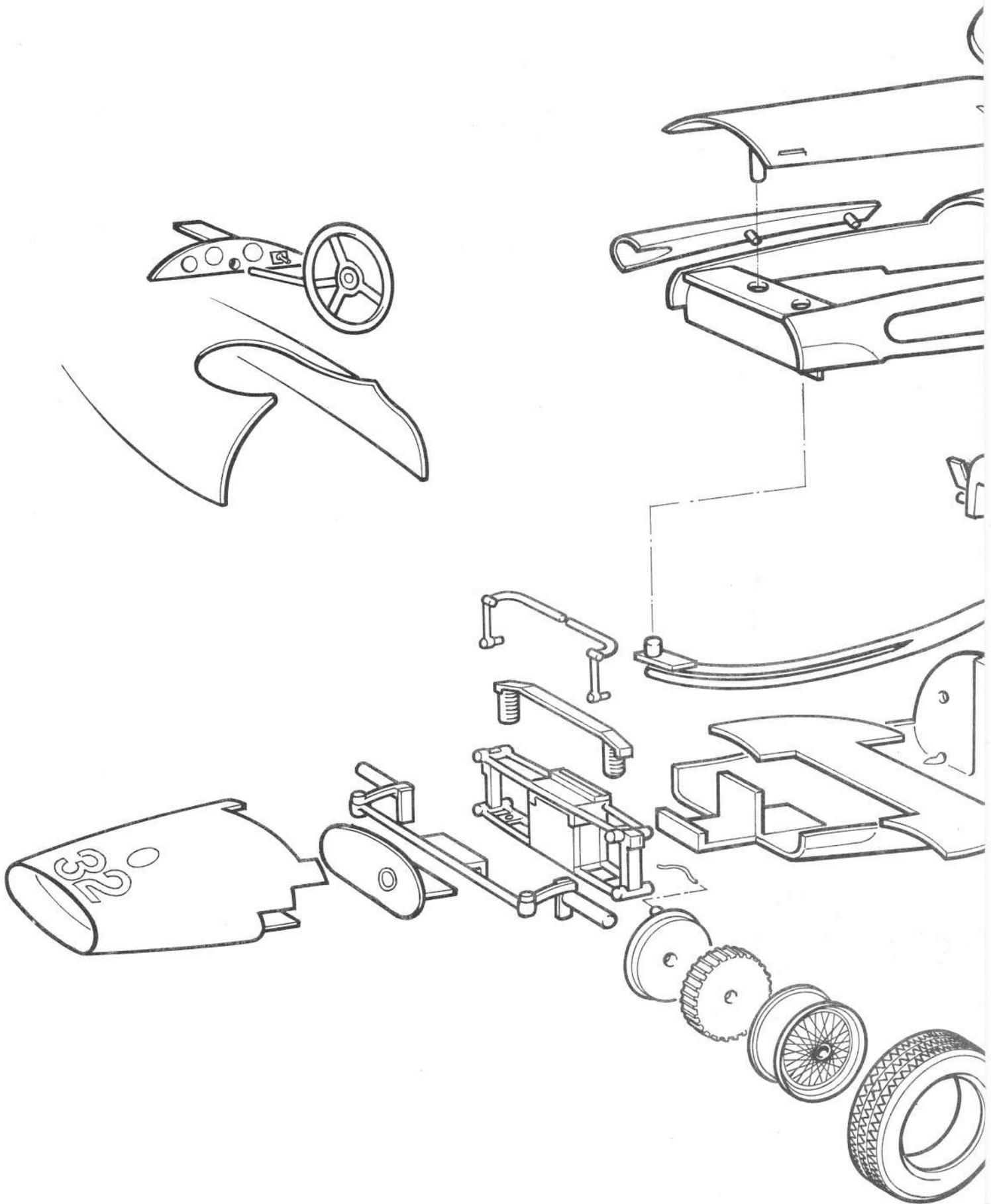
Please read these instructions through to the end before you start any assembly. This is to familiarise yourself with the construction of the kit. Secondly, please be determined to carry out each fitting properly and accurately. This will not only do justice to the money you have spent, but will give you the immense satisfaction of having created a model which is a work of art.

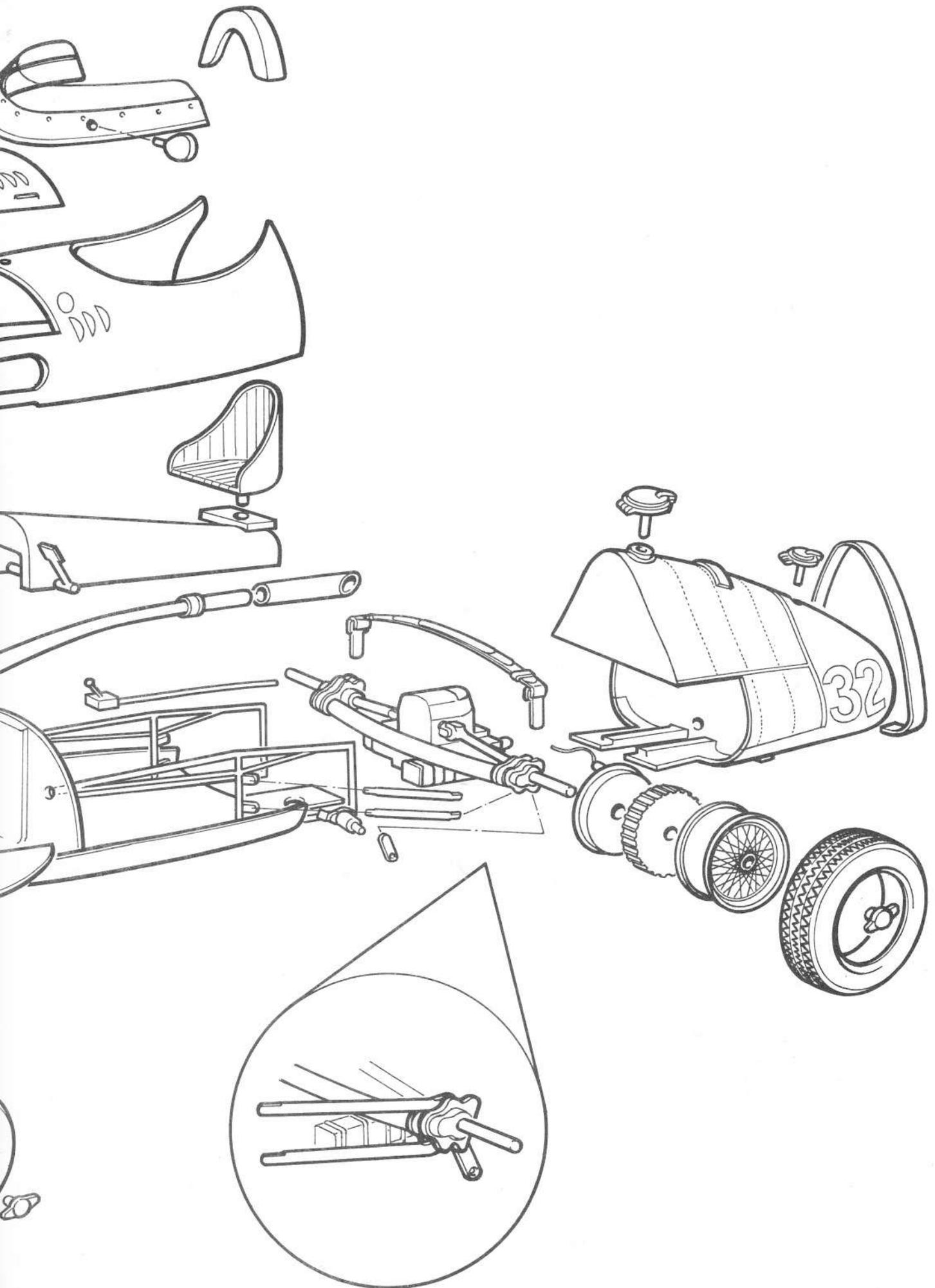
The car you are building started from an accurate brass master model created by Richard Ward. Up to now, 2000 hours of work have gone into your model and we hope that the hours you are going to spend will make it all worthwhile.

First lay all the pieces from one bag out in front of you and familiarise yourself with them. Once familiar with the construction of the kit, flash can be trimmed off with either a file or a good modelling knife. The pieces may be gently polished with the aid of a suede brush to remove any slight blemishes on the metal.

All parts may be primed and painted beforehand and the dashboard transfers must be fitted whilst painting the model. Please pay attention to the transfer manufacturers instructions and cut and soak each transfer separately.

At least two coats of primer should be used. These coats should be gently rubbed down between applications. The amount of time spent on initially rubbing down and filling will reflect the beauty you will attain once the model is finished. Remember, paint will not hide any blemishes incurred during the making of the model.





Construction Details

Follow the exploded diagram carefully throughout the making of this kit and no unfortunate mistakes should occur.

Front suspension:

Locate and glue upper wishbone assembly to lower wishbone assembly.

Slide spring assembly through top wishbones and glue in a central position so that the springs locate in the two holes in the lower assembly.

Locate and glue N/S and O/S anti-roll bars into slot/groove at rear centre of wishbone assembly.

Glue front axle/track rod assembly into recesses either side and onto front of wishbone assembly.

Now this whole assembly can be located in the slot at the front of the chassis shell.

Rear suspension:

Locate and glue the De-dion bar to the front of the gearbox whilst locating the drive shafts in their positions. (See sketch.)

The short drive shafts are pushed fully home into the lump on the top of the gearbox, and the long ones lock together and fit nicely onto the flange on the De-dion bar.

This unit can now be located into the hole/slot in the floor of the chassis shell. Do not fit the leaf spring at this stage.

Cockpit:

Locate and glue dashboard into body top.

Locate and glue pedal assembly to the transmission tunnel. The seat can only be positioned at this stage, do not glue! The transmission tunnel runs diagonally across the car floor, and if the seat is glued in place before this unit it may be off centre.

Locate and glue the N/S and O/S chassis sections into the holes in the bulkhead. The gear-lever unit can be glued to the pin on the lower strut of the O/S chassis section. The gearlever rod points to the rear of the car and just tucks in under the gearbox.

Now the shock absorber arms, (they are the short bars with a hole at one end) can be positioned between the pin on the shock absorber unit and the flange on the De-dion bar. The trailing links can be glued onto the flanges on the De-dion bar and the 'flats' on the strut on the chassis sections. The longer trailing link is fitted on the upper part of the flange.

As this assembly is the most demanding in the kit wait until you feel in the mood.

The leaf spring (left off at the previous stage) can now be glued in position over the two chassis sections and onto the flanges on the De-dion bar. Careful location is a must, the spring must seat fully home within the two flanges on the De-dion bar.

Body Assembly:

Once the inner assemblies are complete the upper body can be positioned and glued whilst locating the mud spat.

The windscreen skuttle (after pre-forming the white metal casting to the moulded screen), can now be fitted, along with the rear view mirror.

Then the rear cone can be positioned with the petrol tank, and this unit can be butted up and glued to the rear of the gearbox. There is a natural split line at the front and rear of the petrol tank, this joint should not be filled.

The radiator grille can be inserted into the nosecone, and the nosecone can then be slid onto the front of the body and glued.

Wheels and brakeplates:

The brakeplates can be fitted to the brakedrums and then these units can be fitted to the inside of the wheels. Then the wheel assemblies can be slid onto the axle ends making sure the brake pipe recesses are in an upper position. Now the brakepipes can be bent to shape and fitted into the recesses and then tucked into the body shell.

The knock-on caps can be located and glued.

Final Assembly:

The exhaust pipe tail end can be slid onto the end of the exhaust and then the exhaust fitted.

The bonnet should have been left off at this stage for ease of fitting of the exhaust. Now the last pieces can be fitted, the petrol and oil caps, the petrol cap being the larger one. The tank strap is fitted onto the two lips on the lower edge and the raised piece on the top of the tank.

The seat can be located square in the cockpit, the steering wheel and the head padding can all be located and glued.

The windscreen can be carefully glued in place.

Now all that remains is for the transfers to be fitted. Please follow the transfer manufacturers instructions carefully. It is much easier to cut out the transfers individually rather than a whole sheet.

Any paint damaged during the making of the model can be carefully touched up.

We hope you have enjoyed making the model as much as we have enjoyed making it for you.

Should any part be accidentally lost or broken during assembly please send the part and quote the part number, together with the current postage to:

Bellini Models Ltd,
Lincoln Way,
Windmill Road,
Sunbury-on-Thames, Middlesex.

and we will send a replacement by return of post.

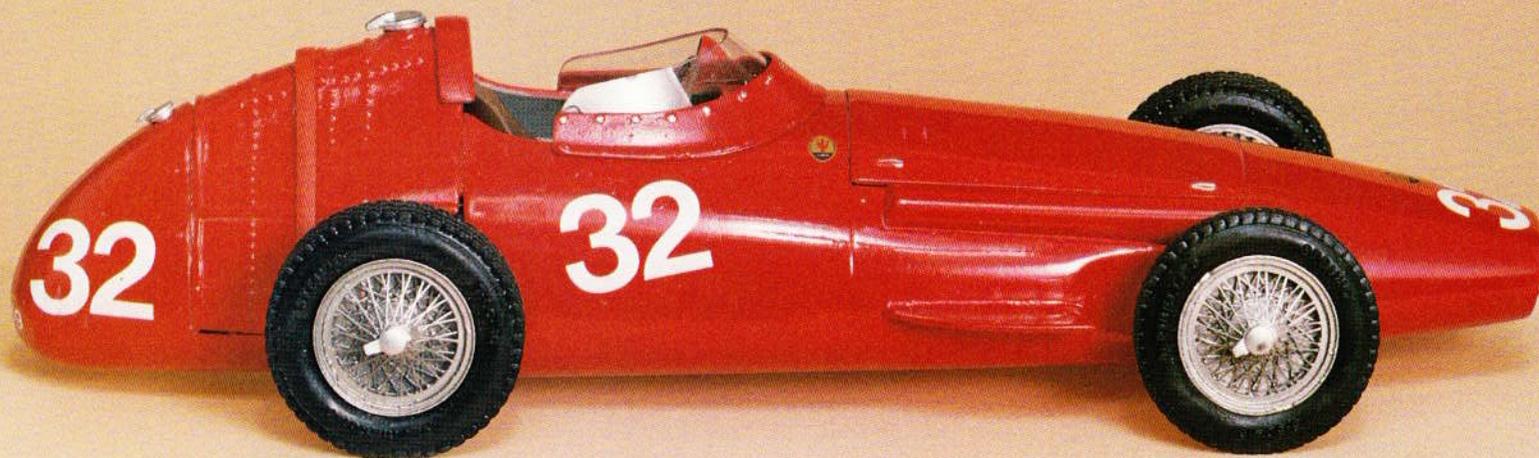
PLEASE REMEMBER TO QUOTE THE PART NUMBER OF THE MODEL.

Parts List and Painting Chart

Humbrol paints supplied in the kit.

Red 19, Matt red 60, Matt brown 62, Matt grey 64, Black 67, Chromate Primer, Lacquer 35, Enamel thinners.

Large Parts:			
1. Chassis Shell	}	Red 19	
2. Body top			
3. Fuel tank			
4. Tail cone			
5. Nose cone			
6. Exhaust pipe		Matt grey 64	
7. Mud spat		Red 19	
Bag 1.			
8. Upper wishbone assembly	}	Polished alloy and Lacquered	
9. Lower wishbone assembly			
10. Spring assembly			
11. Anti roll bar N/S			
12. Anti roll bar O/S			
13. Track rod/axle unit			
Bag 2			
14. De-dion bar	}	Polished alloy and Lacquered	
15. Gearbox			
16. Drive shaft, long N/S			
17. Drive shaft, long O/S			
18. Drive shaft, short N/S			
19. Drive shaft, short O/S			
Bag 3			
20. Dashboard		Polished alloy and Lacquered	
21. Pedal assembly	}	Matt grey 64	
22. Transmission tunnel			
23. Chassis section N/S			
24. Chassis section O/S			
25. Gear lever unit		Matt grey 64/ Black 67 knob	
26. Shock absorber arm N/S	}	Polished alloy and Lacquered	
27. Shock absorber arm O/S			
28. Trailing link N/S short			
29. Trailing link N/S long			
30. Trailing link O/S short			
31. Trailing link O/S long			
32. Leaf spring assembly			
Bag 4			
33. Radiator			Matt black 67
34. Brake drum	}	Polished alloy and Lacquered	
35. Brake drum			
36. Brake drum			
37. Brake drum			
38. Brake backplate			
39. Brake backplate			
40. Brake backplate			
41. Brake backplate			
Bag 5			
42. Leather strap			Pre-painted Clear plastic
43. Windscreen			
44. Front brake pipes	}		Matt black 67
45. Rear brake pipes			
46. Head padding			Matt red 60
47. Petrol cap	}	Polished alloy and Lacquered	
48. Oil cap			
49. Knock-on cap			
50. Knock-on cap			
51. Knock-on cap			
52. Knock-on cap			
53. Bonnet	}		Red 19
54. Air intake			
55. Windscreen scuttle			Red19/Polished alloy and Lacquered
56. Rear view mirror			Matt brown 62
57. Steering wheel rim	}		Polished alloy and Lacquered
57a. Steering wheel spokes and boss			
58. Steering wheel shaft			Matt brown 62
59. Seat			Matt grey 64
60. Exhaust pipe tail end			



ACTUAL SIZE



MASERATI 250F
GRAND PRIX CARS
1954 - 1957

Bellini

RACING CAR MODELS
Sunbury-on-Thames,
Middlesex, England.