

LJ TORANA

1:25 DETAIL MODEL KIT



FulBore
Resin Models



ASSEMBLY INSTRUCTIONS

THE HOLDEN LJ GTR XU1



"Its a very bullish little motor car, this Holden Torana GTR-XU1 - squat and brutal, with a stance like an angry bulldog and more power than it really needs. It shakes off such adjectives as "sleek" and "refined" and "sophisticated" with one gruff snarl from its none too quiet exhaust . And yet it remains one of the most pleasing small performance cars we've driven, despite a large number of immensely irritating rattles throughout the body and trim."

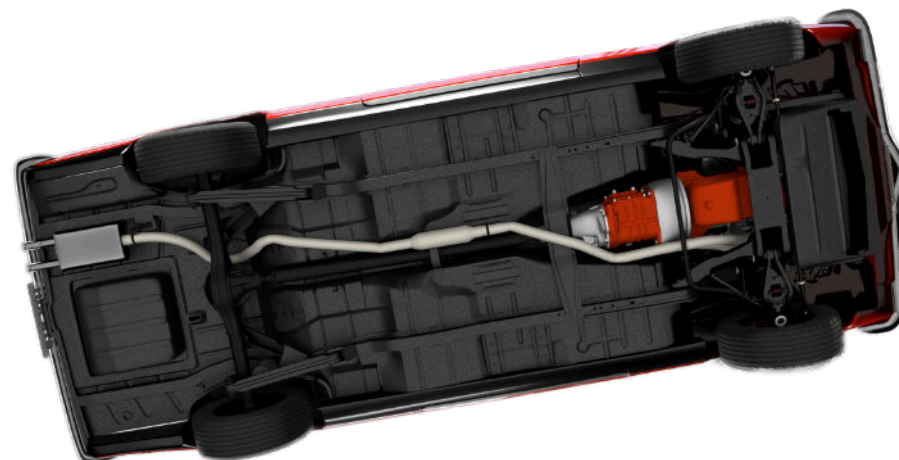
Sports Car Road Test 1971

The XU-1 itself was very much a product of the motor racing rules of the day, which demanded a run of 200 road cars to form the basis of the racer. For Holden, that meant contacting their skunkworks run by Harry Firth and letting Harry work his magic on the basic two-door Torana six-cylinder.

Harry's first attempt at a Torana-based Bathurst winner had been the previous LC model and, while it was good, it never broke through on that big weekend in October.

The LJ was more or less a development of the LC, but would be more potent as Holden had introduced the 202ci red six (up on the previous 186ci). Firth was able to screw even more power out of it, thanks to a tweaked cylinder head, different camshaft, extractor exhaust and triple carbs (Stromberg 175 CD-2s on the road car).

The LJ came standard with 13x6 steelies and dress rims, or optional 13x6-inch Globe alloy wheels, a small chin spoiler, bootlid spoiler and even subtle changes like a longer rear trailing arm to give the car a tad more wheelbase for high-speed stuff.



A FEW THINGS TO KNOW BEFORE YOU START.



This kit requires a high skill level. Even if you are an experienced model builder, *please read these instructions carefully.* I've tried to make the fitment of all the parts as perfect as possible, but in the end, this is a "home-made" kit, not Tamiya!!

Please be patient and take your time.

Please take some time to read my prep and painting guide available at www.fulboremodels.com/downloads

3D printed parts can warp or deform during

transport or if stored incorrectly. Very good quality resins have been used to produce the parts of this kit, however they need to be stored away from any heat source, and direct UV light. Prolonged exposure of the raw resin to sunlight or any other light containing UV can cause the resin to over-cure, dry out and become more brittle. **If parts become deformed, do not attempt to bend them.** Soak in hot tap water until soft, and reshape as required. Once the resin is painted it is very stable.

Normal modelling glue won't work with 3D print resin, CA glue is required.

Each part of this model will need sanding and preparing to remove layer lines and

supports remnants from the 3D print process. It's recommended to sand the larger components initially with 320 Grit wet & dry sandpaper, working up to min 600 Grit prior to priming.

Test fit all parts before committing them to glue.

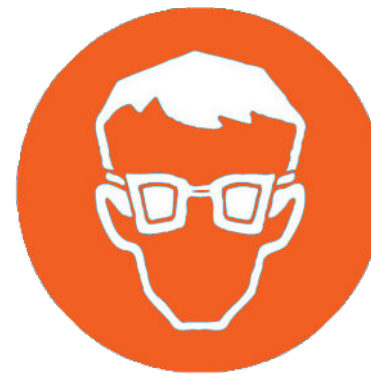
Clear parts in this kit **appear cloudy** out of the box, **until a clear coat is applied, they become fully transparent.**

If you have any questions, or are not happy with any aspect of the model, please contact us first at admin@fulboremodels.com, and I'll do my best to help.

SAFETY FIRST



Always work in a well-ventilated area when working with the materials include in and required for the construction of this kit including adhesives, primers, paints, resin parts etc, , 3D printing resin is considered toxic and when printing these models, the recommended precautions are taken to avoid contact with the resin. Whilst the resin is considered safe to humans when cured, it is recommended that the necessary precautions are taken to prevent the



inhalation of dust when sanding, cutting or filing resin. Wearing a dust mask and working in a well-ventilated area is recommended as a minimum precaution. It is also recommended to wear safety glasses when cutting parts, to prevent pieces of resin ending up in your eyes. Please also follow all precautions on any products used to build your model, and be careful when using sharp tools.

WHAT YOU'RE GOING TO NEED



Thick and Medium CA glue (Cyanoacrylate - super glue). (normal model glue will not work with resin). Foam Safe glue will be required for clear parts.



Tweezers of all shapes and sizes



Hobby Knife & "Sprue" Cutters – the finer & sharper the better, for removing parts from supports. Small scissors come in handy too.



Set of needle files, sanding sponges and sanding sticks for preparing and fitting parts.



Pin vice drill. Locator holes may need drilling out as sometimes resin remains trapped.



Rubber bands & a variety of small clamps (clothes pegs work too) for clamping pieces together after gluing.



Plastic putty. Some filling of defects may be required.



Many of the smaller parts of this kit don't require primer, and most acrylic paints will bond well to the resin. A quality primer however can help identify areas that may need a sand or file



Masking tape & masking gel



Painting clips



Quality hobby paint brushes



Many of the smaller parts of this kit can be painted using brushes, however it is recommended that an air-brush is used.



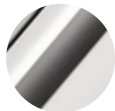
PAINTS & DECALS



Body 1
Outlaw Paints
A range of Holden muscle car
paint colours are available



Body 2
Outlaw Paints
Gloss Black



Brightwork
Outlaw Paints
Chrome
or
Molotow



Tail Lights
Outlaw Paints
Clear Red



Rear Blinkers
Outlaw Paints
Clear Orange



Interior Leather
Outlaw Paints
Nero Ade Leather



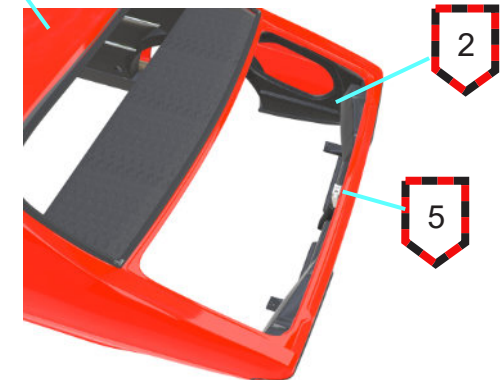
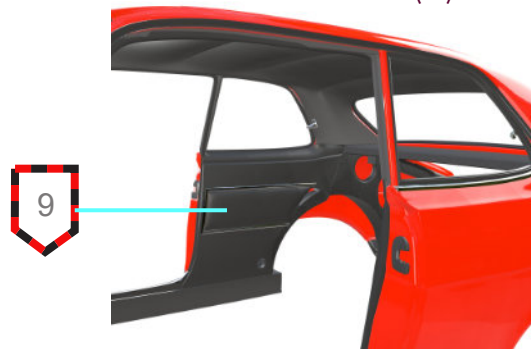
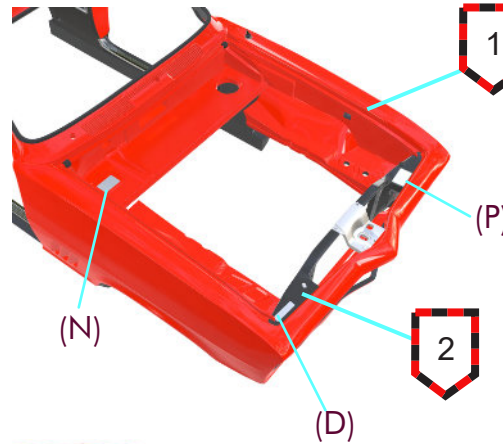
Underbody
Outlaw Paints
Chassis Black Semi-Gloss



Allow Elements
Outlaw Paints
Aluminium or
Polished Billet

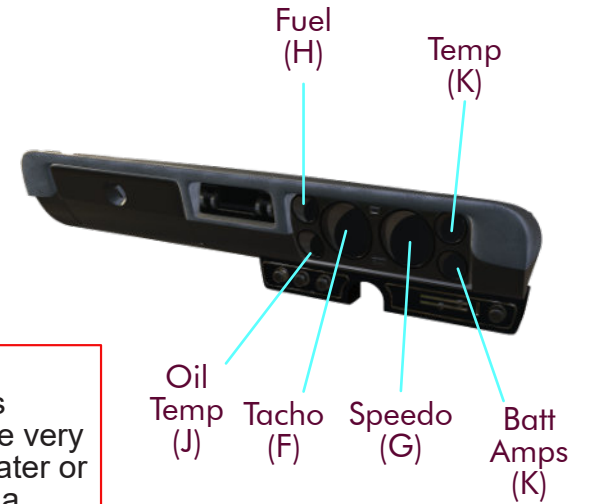


Rubber
Outlaw Paints
Tyre Black

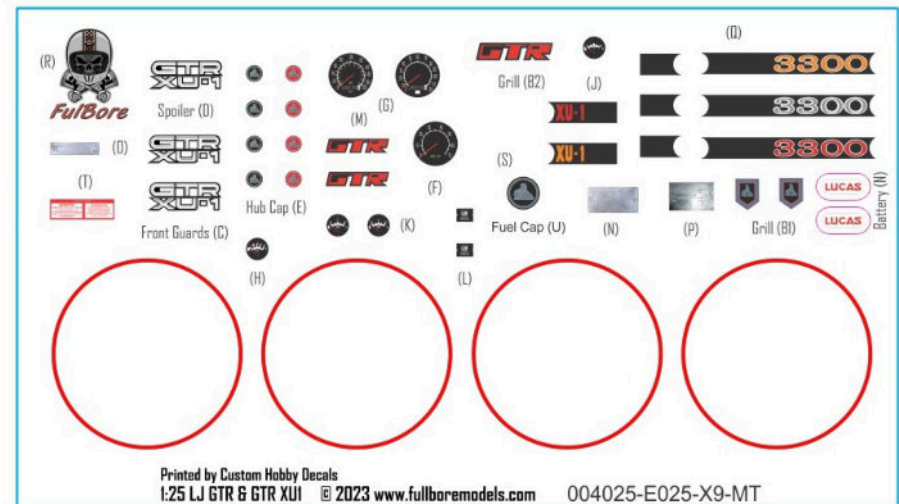
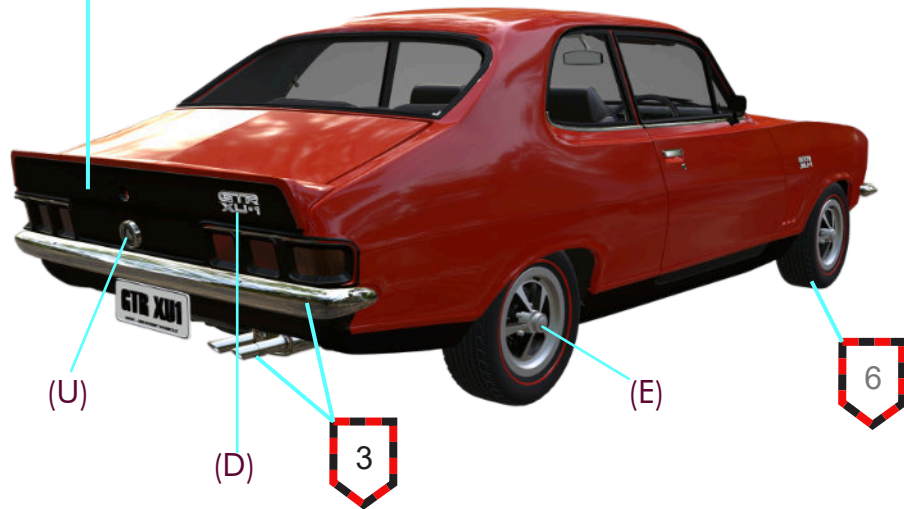


WWW.OUTLAWPAINTS.COM

PAINTS & DECALS (GENERAL OVERVIEW)



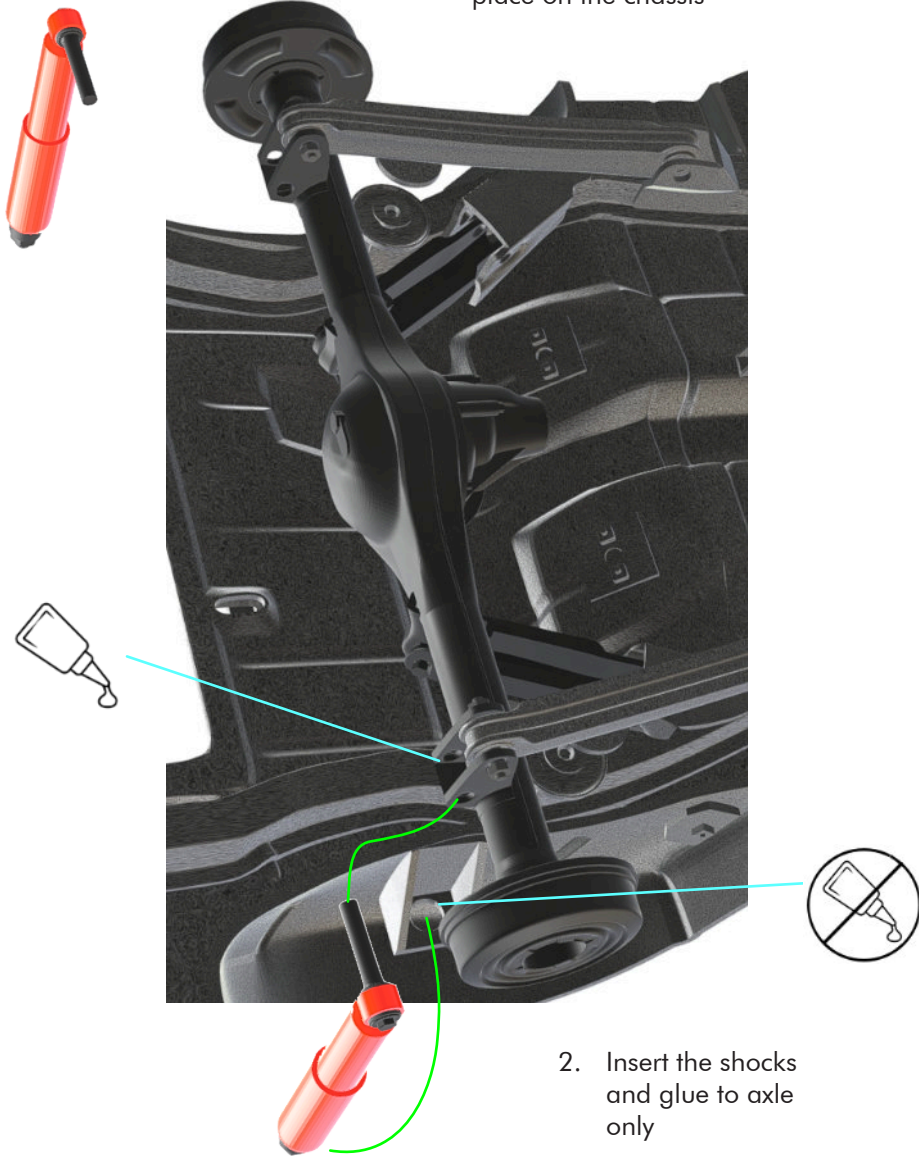
i Water slide decals provided with this kit are very "fast". Use only cool water or soak in warm water for a shorter time than you would with other decals



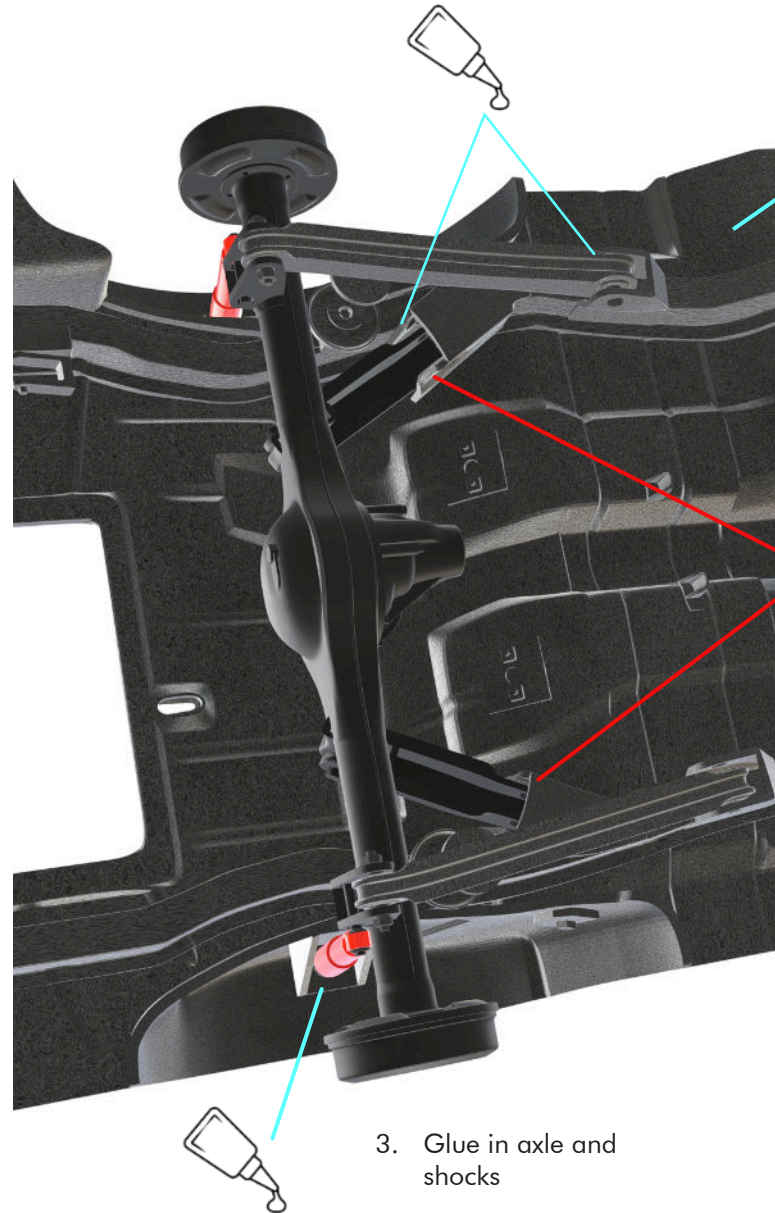
Printed by Custom Hobby Decals
 1:25 LJ GTR & GTR XU1 © 2023 www.fullboremodels.com 004025-E025-X9-MT

REAR AXLE AND SHOCKS

1. Mock up (DO NOT GLUE) the rear axle in place on the chassis





2. Insert the shocks and glue to axle only



3. Glue in axle and shocks

4

 Ensure pockets are clear of excess paint/resin so that control arms can fit all the way in. A good guide is if the holes in the control arms align with the holes in the chassis

 2 lengths of shocks have been provided. The longer ones give the factory height/stance. The shorter ones are used in all the images in these instructions and give a lower stance

REAR SPRINGS



Compress the rear springs (wear eye protection as they can tend to slip out of the tweezers). Using paddle style tweezers (like the IckySticky ESD-34A) helps to minimise the risk. Insert in place and glue.

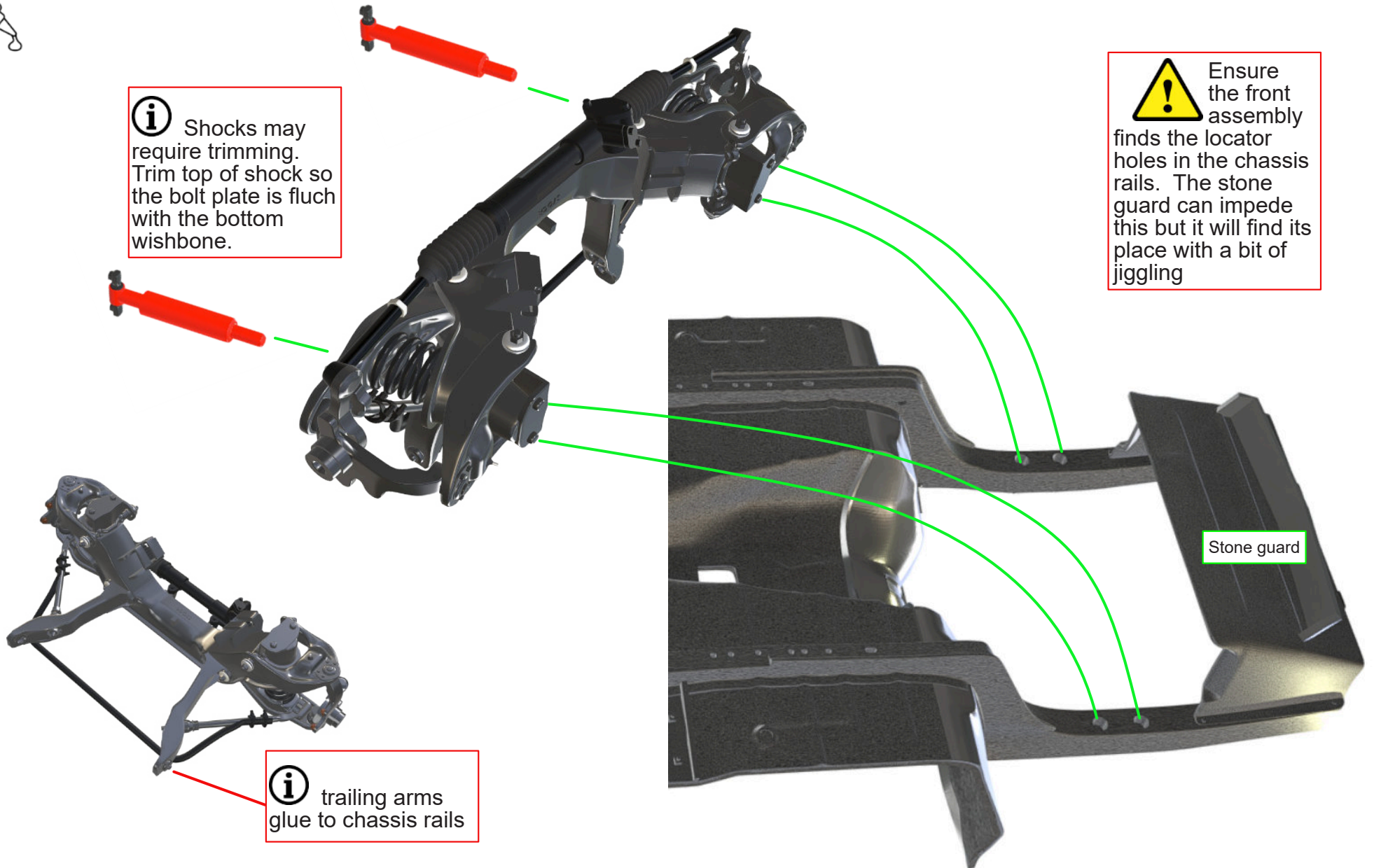


FRONT SUSPENSION



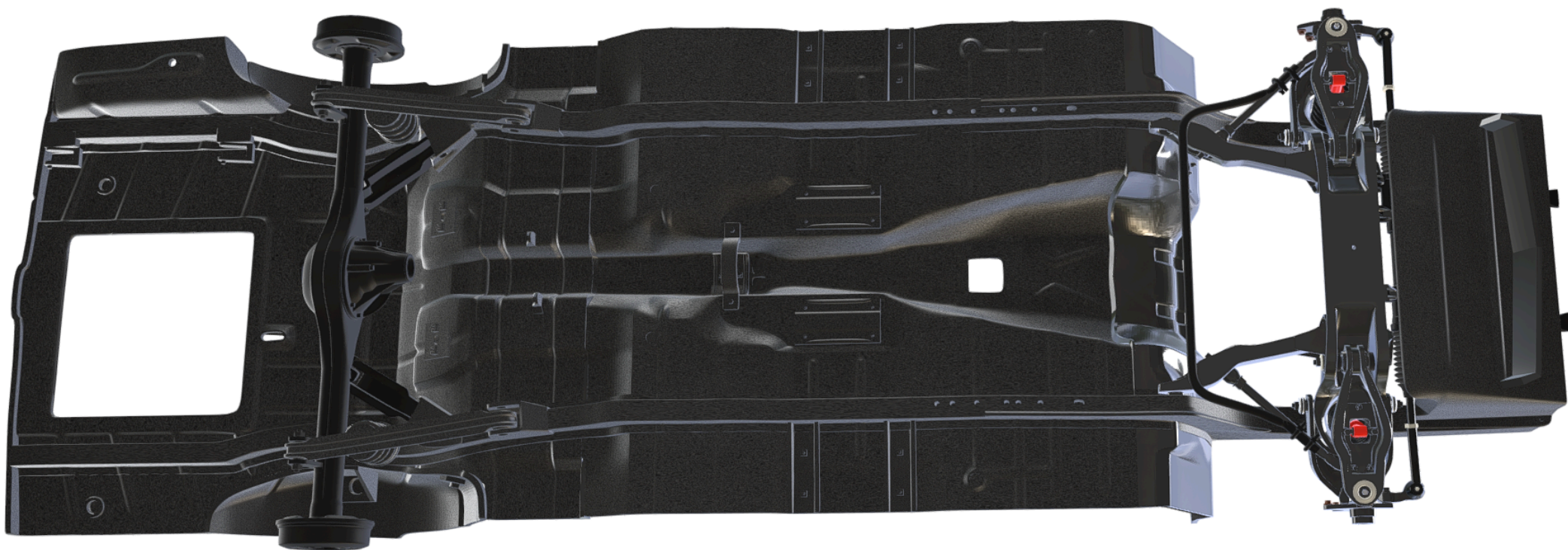
i Shocks may require trimming. Trim top of shock so the bolt plate is flush with the bottom wishbone.

! Ensure the front assembly finds the locator holes in the chassis rails. The stone guard can impede this but it will find its place with a bit of jiggling

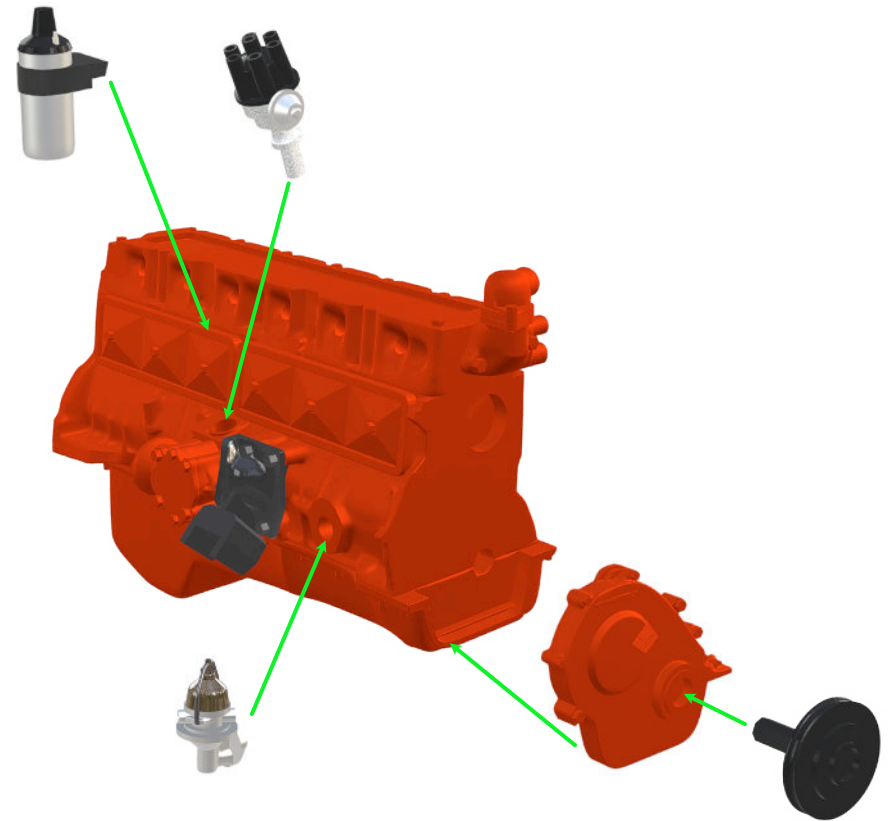
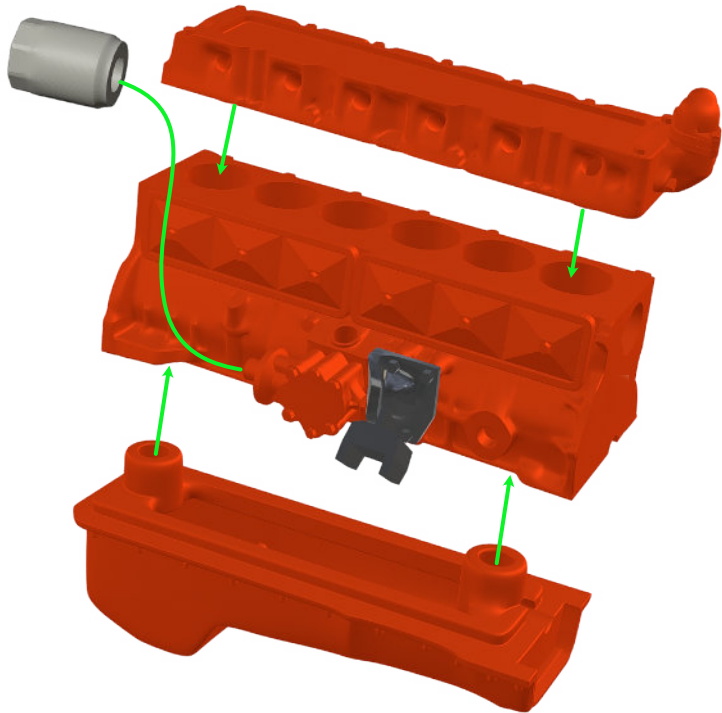


i trailing arms glue to chassis rails

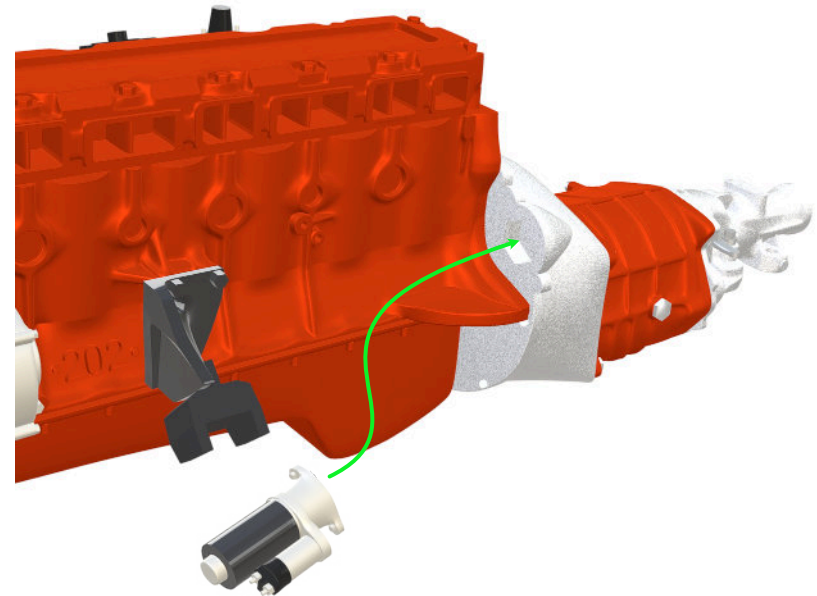
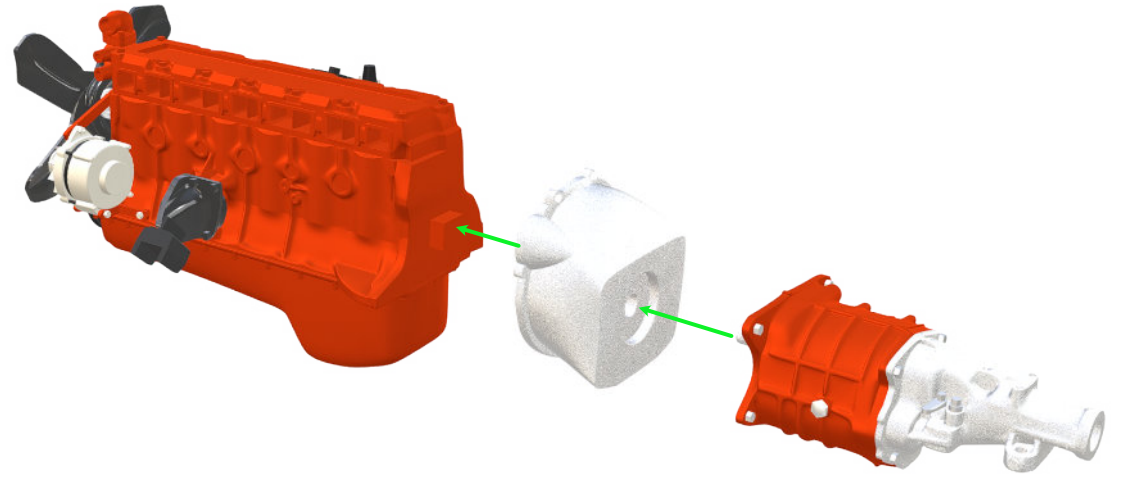
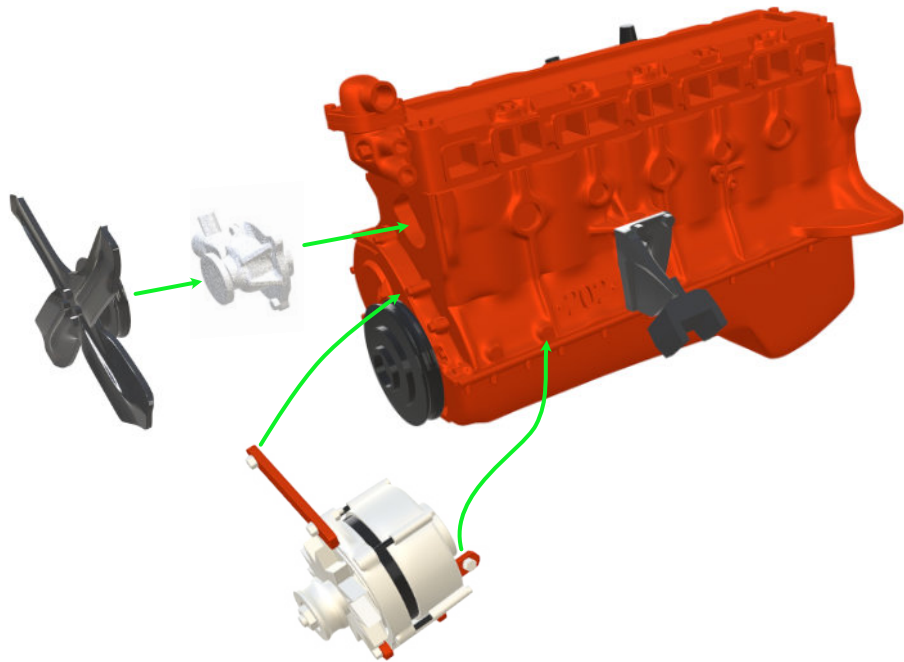
WHAT IT SHOULD LOOK LIKE SO FAR!



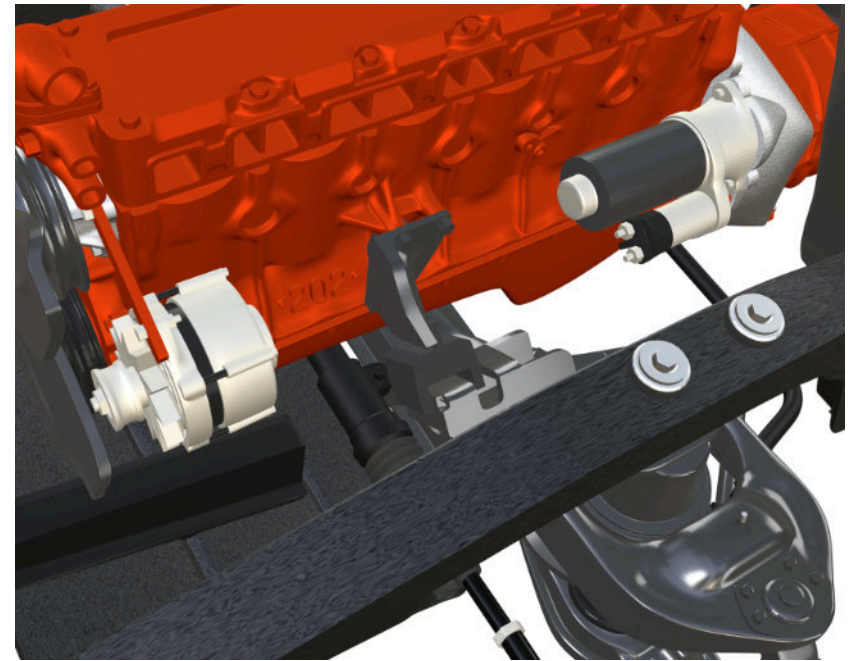
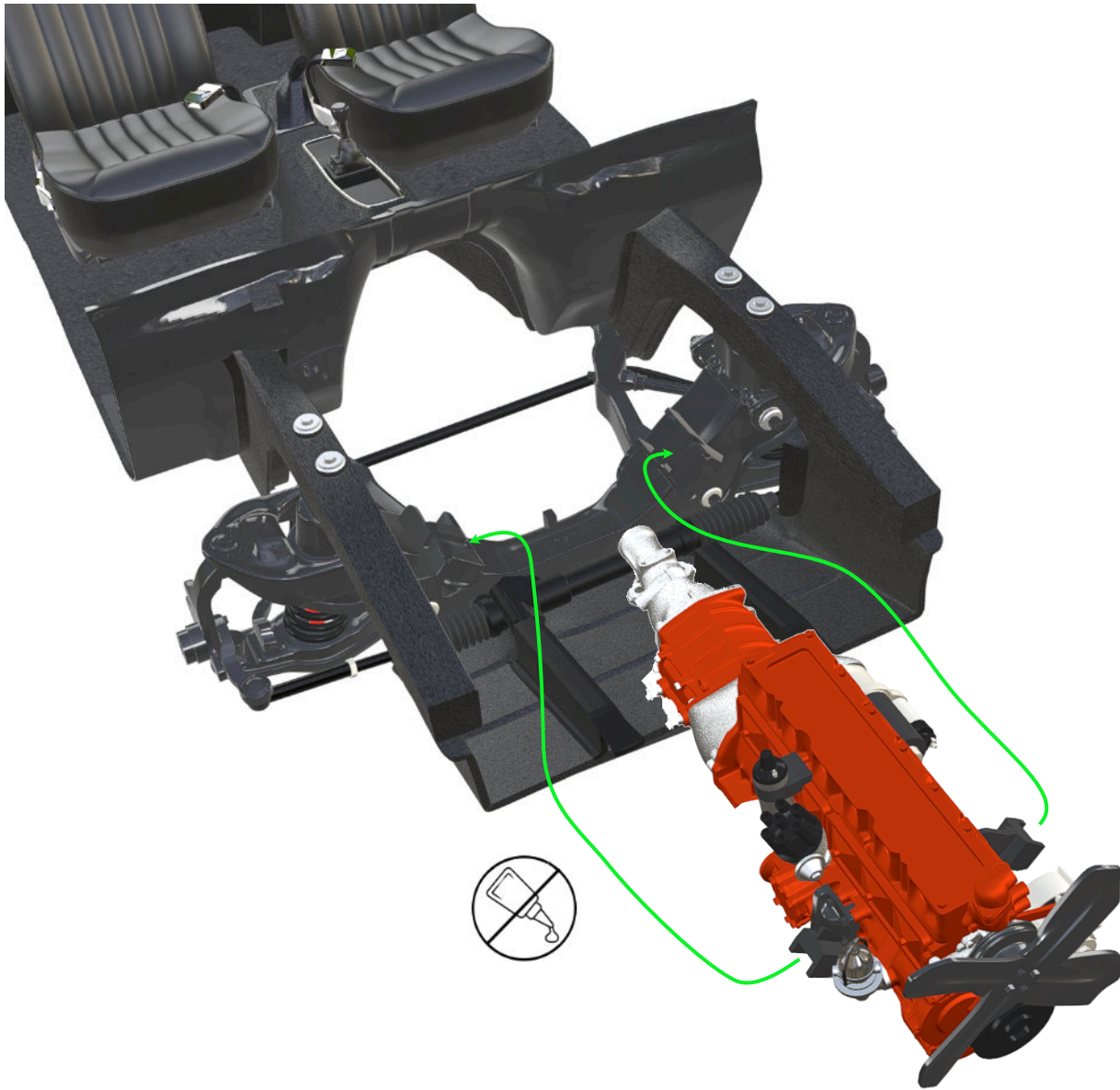
THE DONK



THE DONK



ENGINE INSTALL

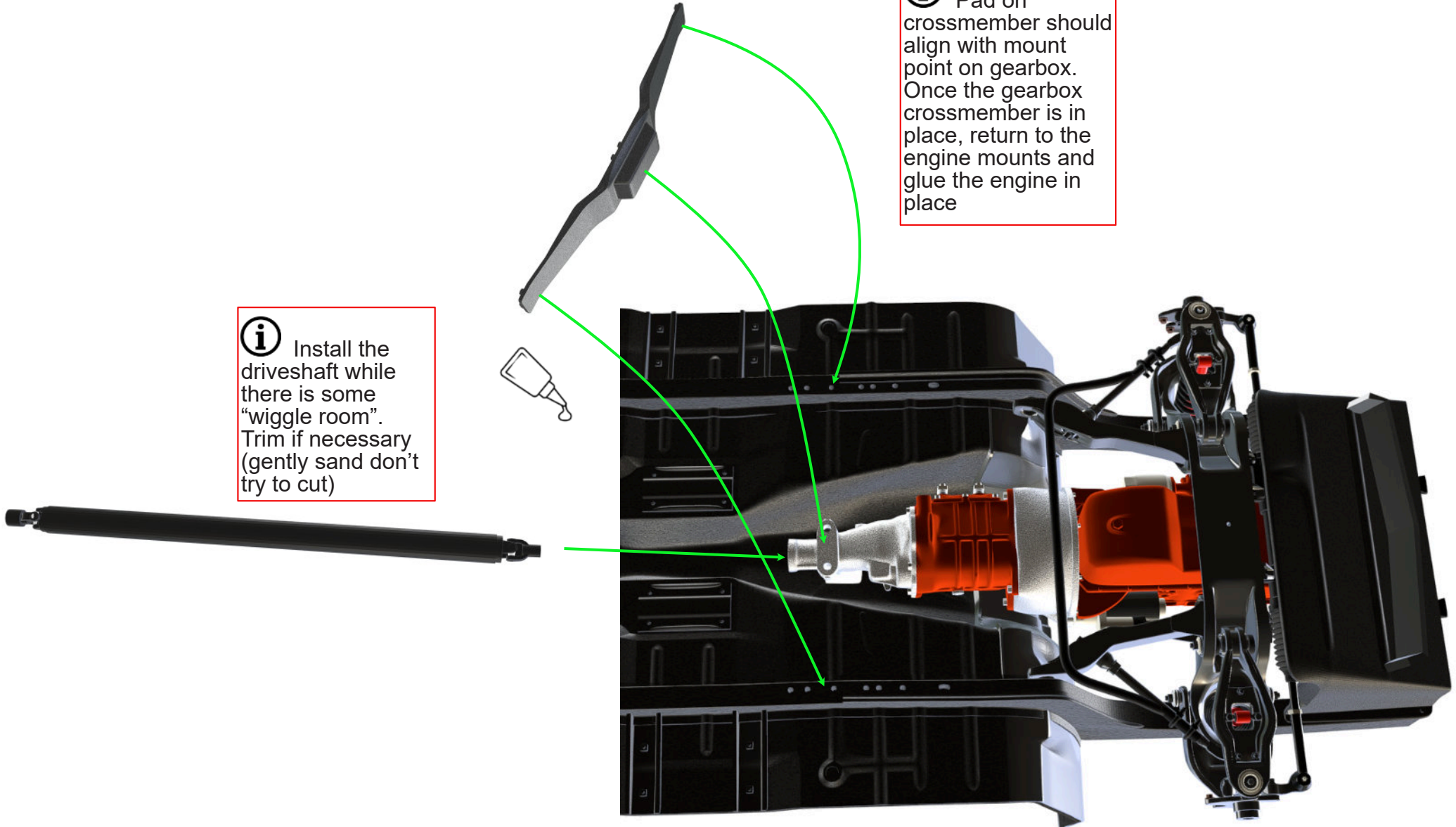


i Sit the engine in place, on the engine mounts as above. Hold it in place and flip the model over (masking tape can be used to hold it in place for the next step)

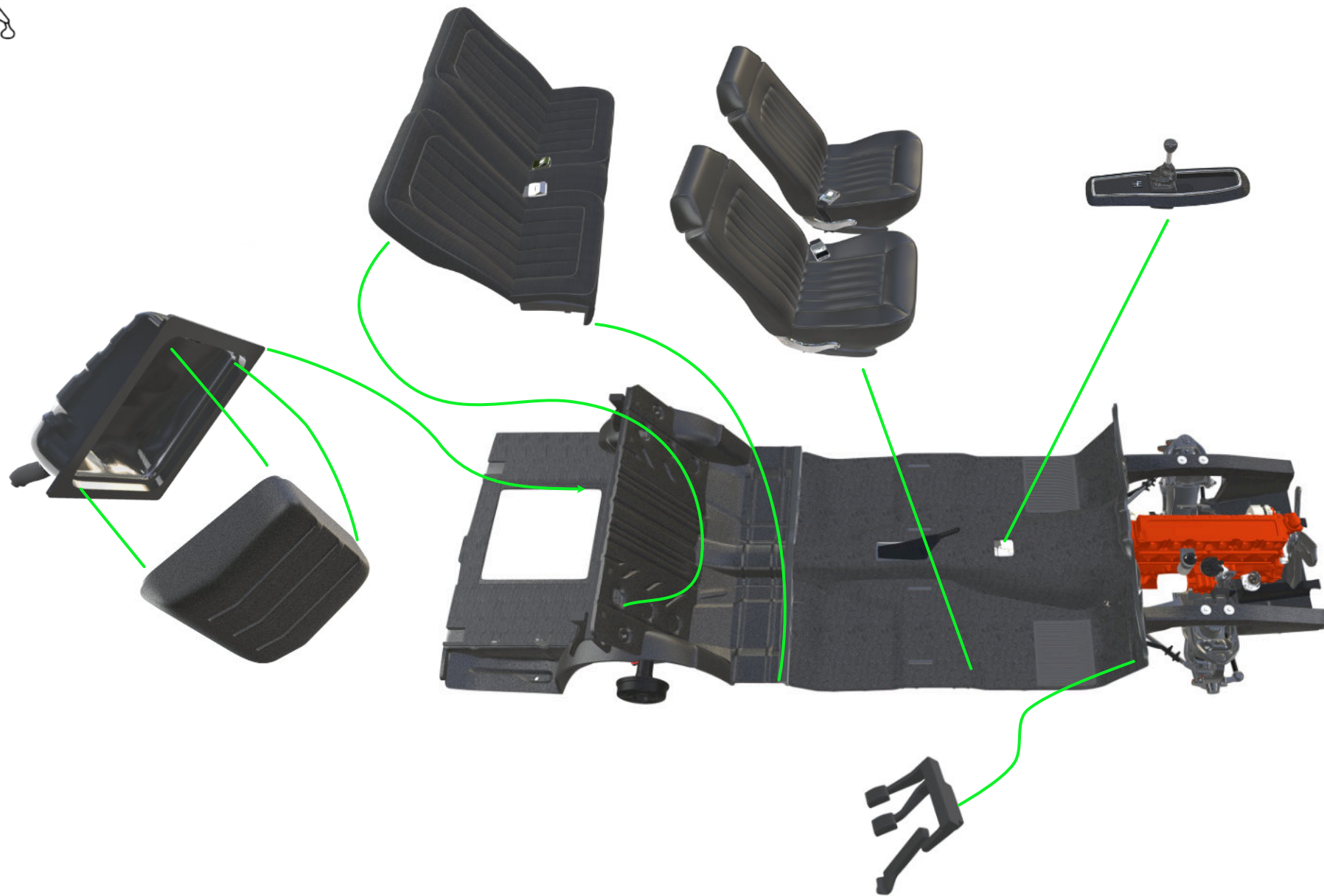
ENGINE INSTALL

i Pad on crossmember should align with mount point on gearbox. Once the gearbox crossmember is in place, return to the engine mounts and glue the engine in place

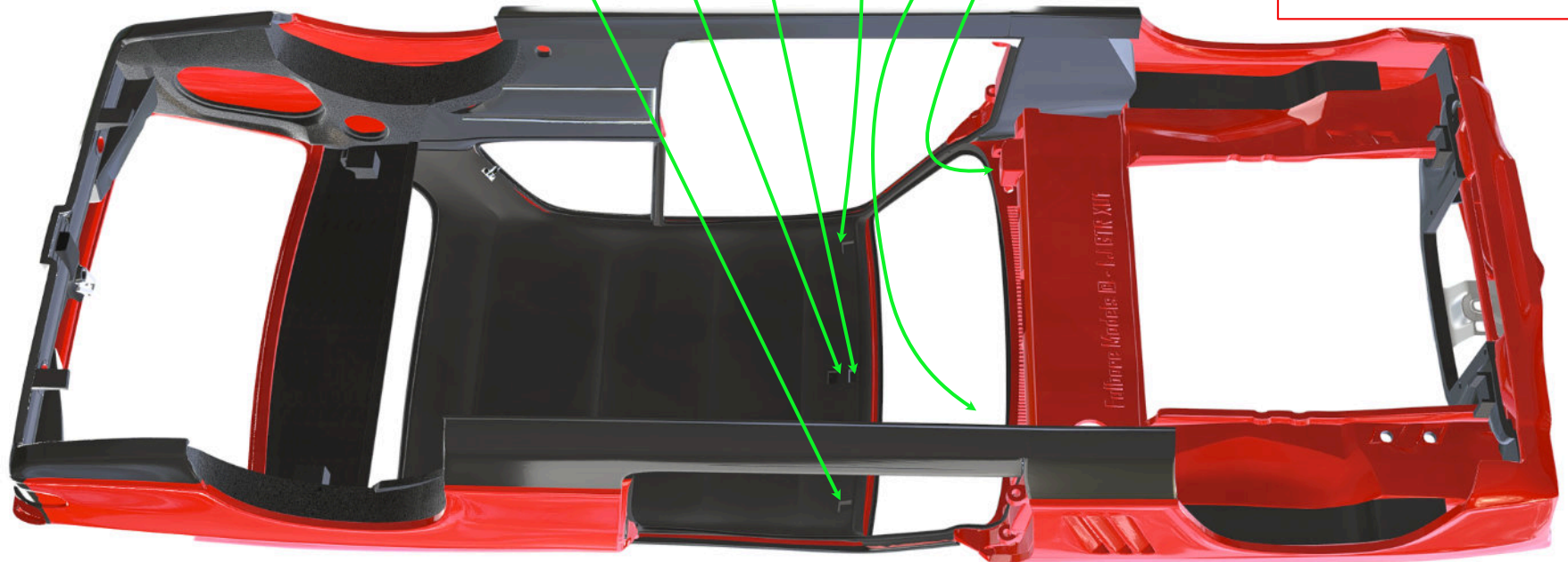
i Install the driveshaft while there is some "wobble room". Trim if necessary (gently sand don't try to cut)



INTERIOR



INTERIOR BODY SHELL

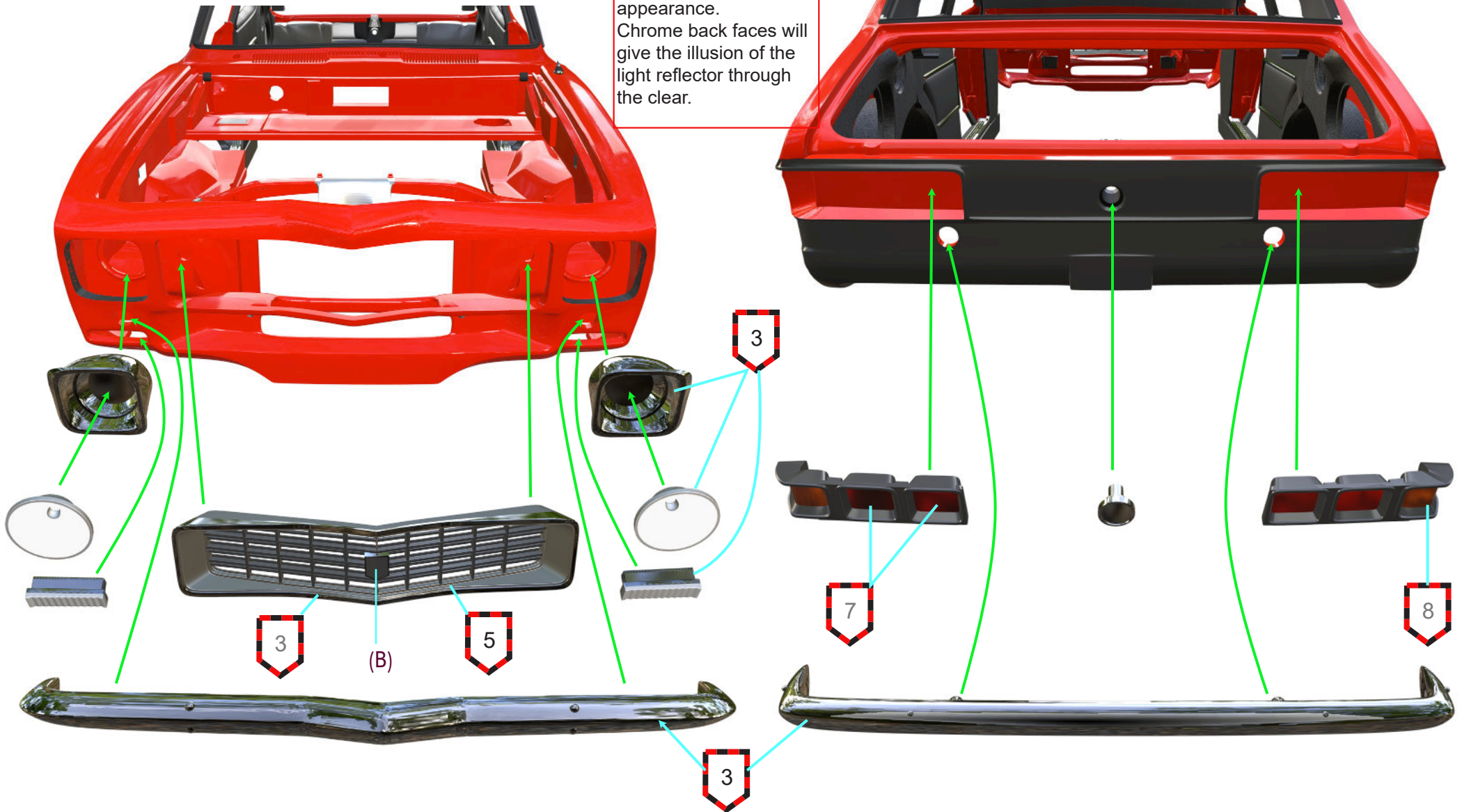


i **Install Glass before dash** - Using scissors and a sharp knife, cut the glass sections from Vac-form sheet. Allow a millimetre or so of the edge turn-down to be trimmed further. Test fit each section of glass, trim, test fit.... repeat until you're happy with the fitment of each piece.
Remember, it's easier to subtract material than it is to add later.

BODY EXTERIOR STAGE 1



i Clear coating the outside faces of lights will result in clearer appearance. Chrome back faces will give the illusion of the light reflector through the clear.



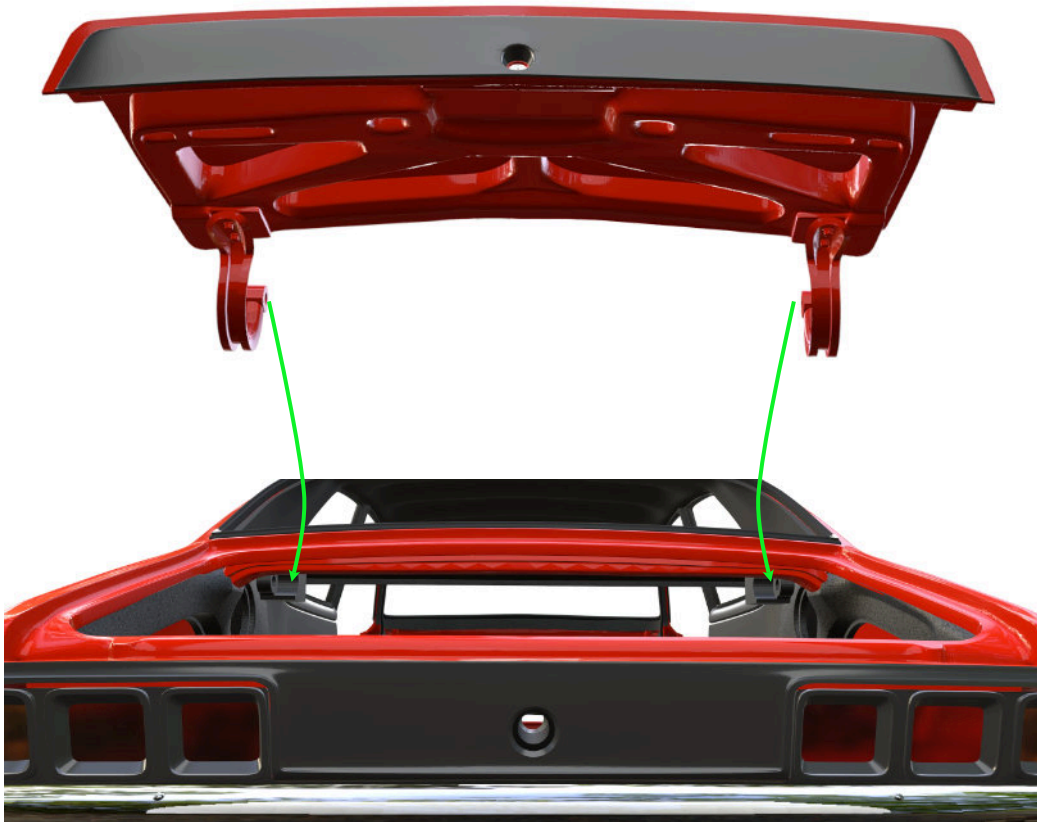
BODY EXTERIOR STAGE 2 - BOOT

i Prior to gluing the boot lid in place, you may need to warm the hinge arms with some hot water and “bend” them until you’re happy that the boot lid sits in the correct location with the hinges seated. **DONT TRY TO BEND THEM WITHOUT HEAT- THEY WILL BREAK**

i Do not use your sprue cutters to cut pins as it will damage them. Use a pair of side cutters or pliers. Hold the pin securely to avoid eye damage



| Approx 5mm |



 Glue head side of pin only

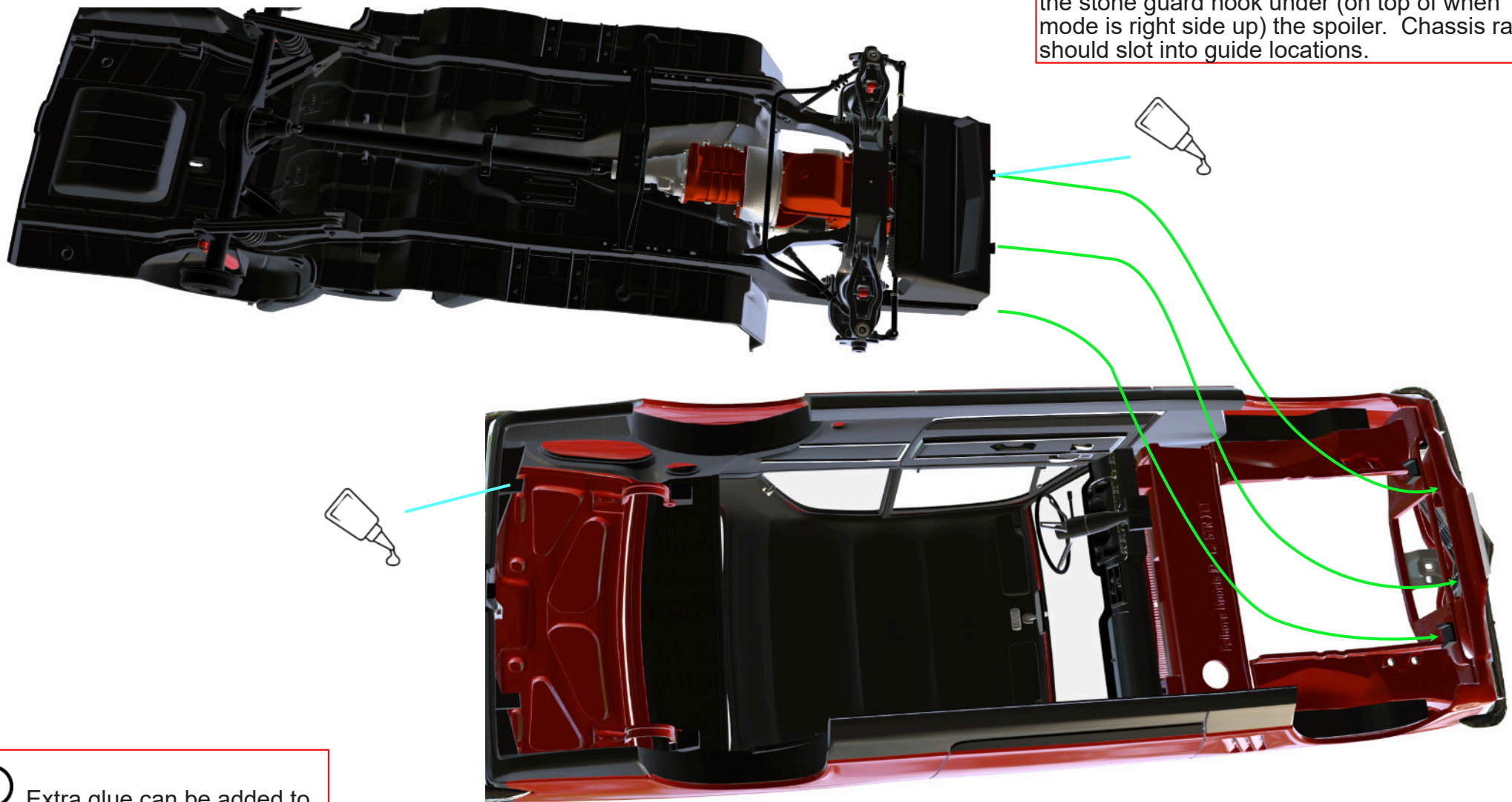
BODY EXTERIOR STAGE 2 - DOORS

i Install the supplied hinge pins into the hoops
On the "A" Pillar as shown. The top one should be
inserted up from the bottom, the bottom pin should be
inserted down from the top. This is all best done whilst
holding the body with its nose in the air, so that the
hinge pins hang.
Slide the doors onto the hinge pins. **DO NOT GLUE**



MARRY CHASSIS TO BODY

i Insert chassis front first, ensure the tabs on the stone guard hook under (on top of when mode is right side up) the spoiler. Chassis rails should slot into guide locations.



i Extra glue can be added to rockers, wheel arches etc as required to tighten up the fit.

ENGINE BAY

