

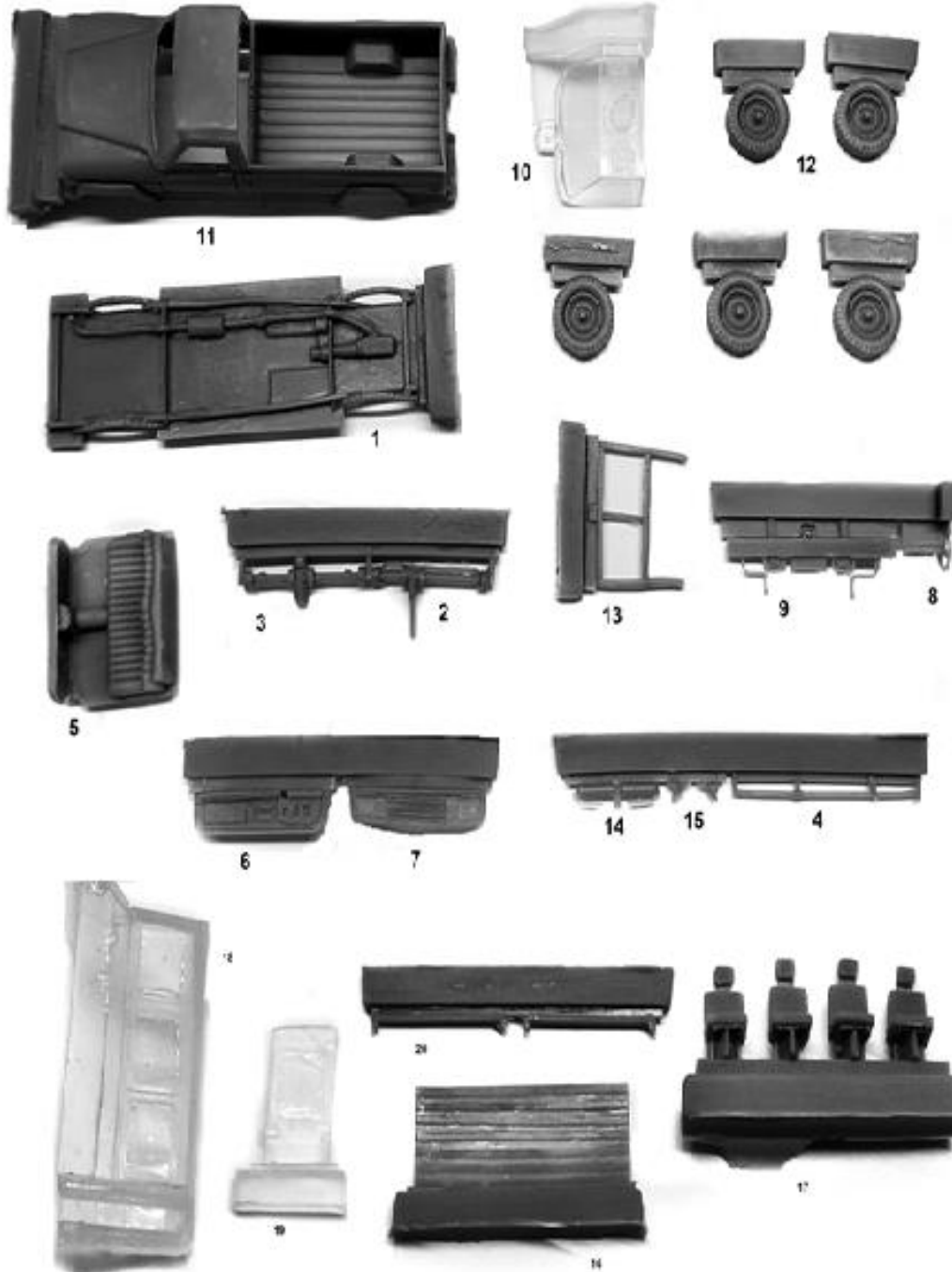
### History

The Jeep Gladiator was a full-size pickup truck built and sold from 1962 (model year 1963) to 1988, by Willys Motors which changed its name to Kaiser Jeep Corporation and finally to AMC. It featured a conventional body on frame pickup design that shared its basic frame architecture and front end with the SJ Jeep Cherokee and Wagoneer four-wheel-drive station wagon. The Gladiator name was dropped after 1971 in favour of simply Jeep Pickup. The Pickup was sold in short and 131-inch (3,300 mm) long wheel base versions (respectively J200 and J300), which was renamed to J2000 and J4000 and finally J10 and J20. When Chrysler bought out AMC in 1987, it quickly discontinued the full-size Jeep trucks which competed with its own Dodge RAM vehicles. The drivetrain consisted of a gasoline 5.9L (360 cu in) V8 engine coupled with a 3 speed automatic transmission, which gave the vehicle a top speed of 145 Km/h. Around 1981, The Swedish Airforce purchased 450 of these pickups designated Klargöringsbil 9711 as base utility vehicles and for towing aircraft as well as trailers. It featured a heavy duty trailer hitch at the front and rear. The pickup version had a safety frame with net behind the cab. The version designated Klargöringsbil 9712 featured a cargo bay hard cover with windows, more suited for the winter climate and for stowing tow bars on the roof rack. The vehicles served reliably until recently and many have been sold as military surplus market to civilian collectors.

### Instructions

Please gently remove the resin parts from the casting blocks and wash them with soapy water in order to remove mold release lubricant. Sand off any remaining injection gates. Attach front (2) and rear (3) axles to the bottom of the chassis (1) then fit the driveshaft (4) between rear differential and the back of the transmission on the chassis. Attach the cabin interior (5) to the top of the chassis, making sure the body still fits on top after careful dry fitting. Then glue the dashboard (6) and steering wheel (8) to the interior. It is recommended you now prime and paint the interior which was largely gloss dark grey, including the vinyl covered seats. The exposed metal parts in the interior, such as the A and B pillar as well as the top of the door were painted in the standard Swedish olive drab. The bottom of the chassis should be a combination of olive drab and gun metal for engine, transmission and suspension parts with a reasonable amount of rust and weathering. The modeler can now airbrush the body and bumper in Swedish olive drab and then attach the grill (7) and bumper (9) to the front body (11). Attach the windshield (10) to the bottom of the roof using white glue as super glue will mist the clear parts. Gently glue the assembled body to the chassis. On the wheels (12), paint the rims olive drab and the tires dark grey and then glue to axles. You may attach a pre-cut square of insect screen to the safety frame (13) and attach this to the truck bed behind the cab in an upright position. Ground crews often had fire extinguishers (14) strapped to the safety frame. The towing hitches (15) attach to the orifices in the front and rear bumper. You may decorate your vehicle with mud flaps out of either suitably shaped paper or plasticard and could attach a rounded orange light (not provided) to the safety net frame as well as small nozzles for the fire extinguishers. A piece of insect screen is provided for the safety frame. Place plywood board (11) on truck bed and cement seats (12) on this. Carefully mask hardtop and door before painting and placing on top of cargo bed.

The Jeep license plates tended to be 5 digit starting with 95 consisting of yellow letters on a black background. There were numerous yellow stencils all over the truck.



### General instructions

There is no guarantee that these websites will be available in the long term.

We try to make our details and conversions as easy to fit as possible. However, we expect our customers to have some modelling experience. We urge you to clean up the parts with soap and water, to remove possible remains of release agents. Warped parts can be gently bent under very hot water. Usual plastic cement does not work on resins and metals. Cyano acrylate glue or epoxy does the job. Resin Parts are preferably sanded wet, to avoid inhaling the dust. The use of Cyano acrylate and epoxies should be done under well ventilated conditions. Read the instructions of your adhesive products.

Most of the original period photos of the Jeep are copyrighted and therefore cannot be included with these instructions. Please refer to the internet using a search engine for help with paint schemes and hatch positions.

### Useful Web Sites:

[https://sv.wikipedia.org/wiki/Jeep\\_Gladiator](https://sv.wikipedia.org/wiki/Jeep_Gladiator)

<https://www.garaget.org/?car=77608>

<http://www.femorefortet.se/Kalla-FV.htm>

<http://www.kringla.nu/kringla/objekt?referens=JFL/object/JFL000056>

<https://plus.google.com/photos/101122032487345460693/albums/5724557311192169889/5724552880585720994>

**NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.**