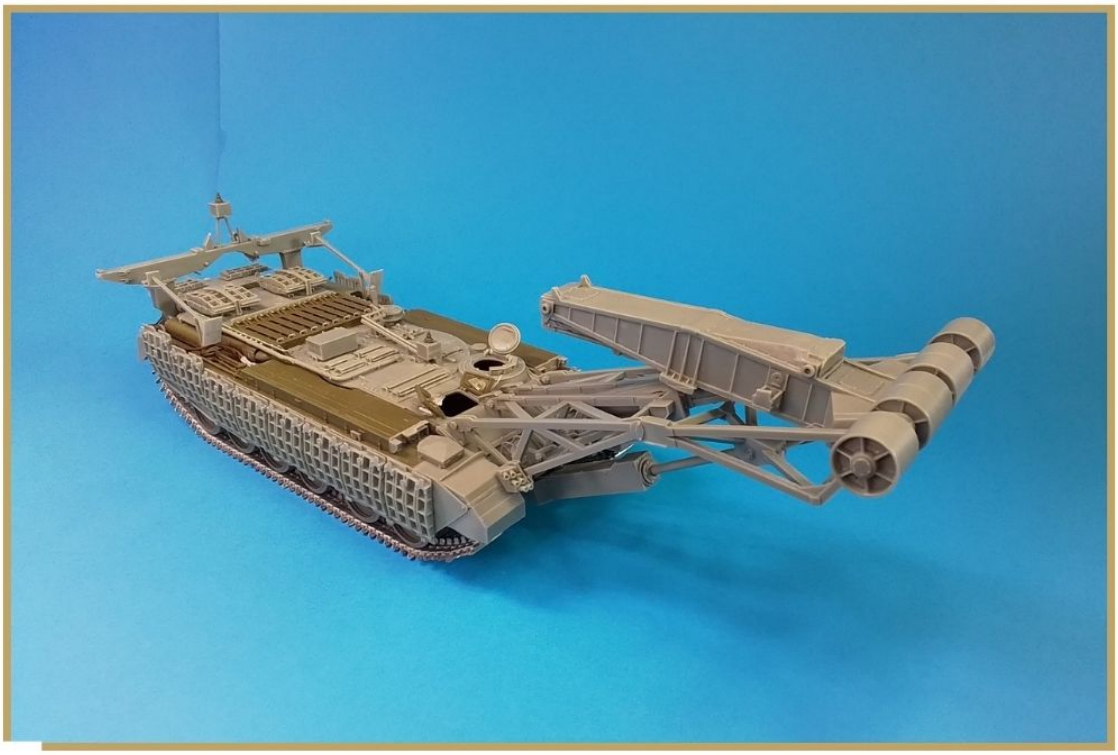
Newland Models

Centurion Bridge Layer & No.6 Tank Bridge

Conversion kit for AFV Club Centurion FV4002



Master produced by Andrew Crutchley

Cautions:

Do not expose this kit or parts to extreme temperatures or a naked flame.
Please ensure when cutting or sanding you wear an appropriate face mask for your protection.

This kit and parts are not suitable for use as a toy due to small parts. Please ensure all parts, solvents and other equipment are stored safely out of the reach of both pets, children and anyone liable to be unsympathetic to your hobby!

Tools:
Basics of a sharp scalpel, razor saw, sanding sticks, needle files, some pliers and tweezers.

INSTRUCTIONS:
Check parts with the parts list on the back page.
Remove parts from the casting spru with a razor saw or scalpel.
Dry fit all parts before bonding. Bond with a very small amount of super glue.
Should parts be slightly warped, use very hot water or hot air to soften them and carefully amend the shape.
Bubbles and slight imperfections are part of the casting process. These can be filled with either superglue and baking powder or purpose made product such as Milliput or similar.
The surface should be primed prior to painting.
Please contact us if you have any queries.

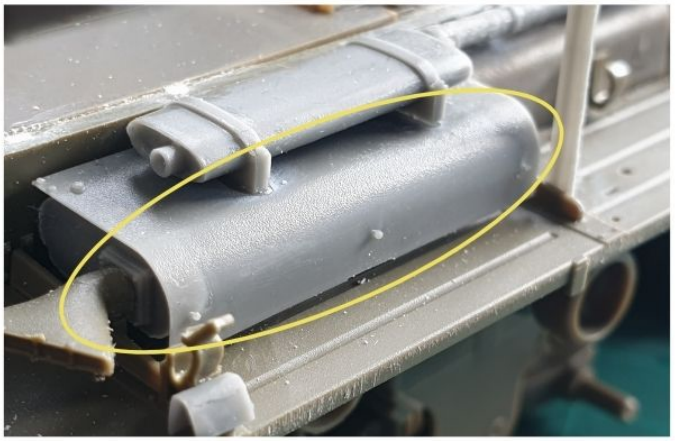
If wanting to display the vehicle with the Bridge in any position forward of the verticle, add 250 Grams of weight into the rear of the hull to counter the weight of the bridge. Additionally pins into the launch rollers and into a base board maybe required to prevent the weight of the bridge from bending the launch frame and second stage ram.

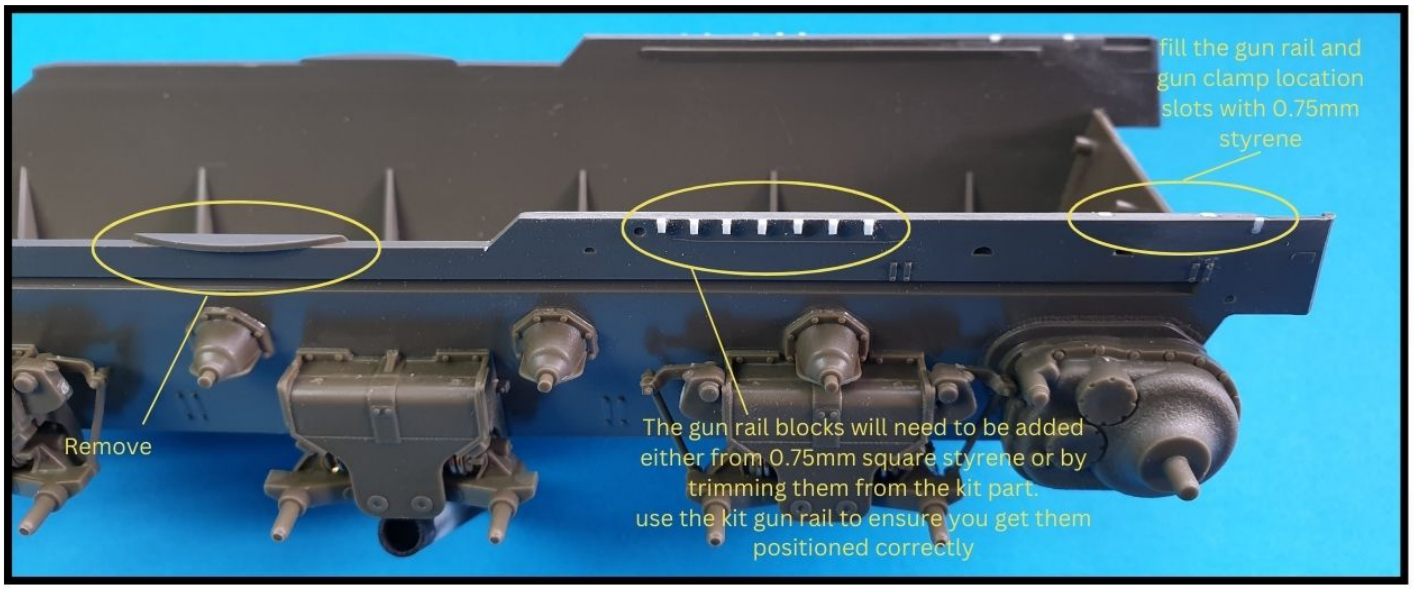
Replacement exhaust silencers have been provided, to be used if you are using any of the following kits listed below.
This is due to the silencers in these kits being to small.

AF35159 IDF Centurion

AF35100 Austrailian Centurion

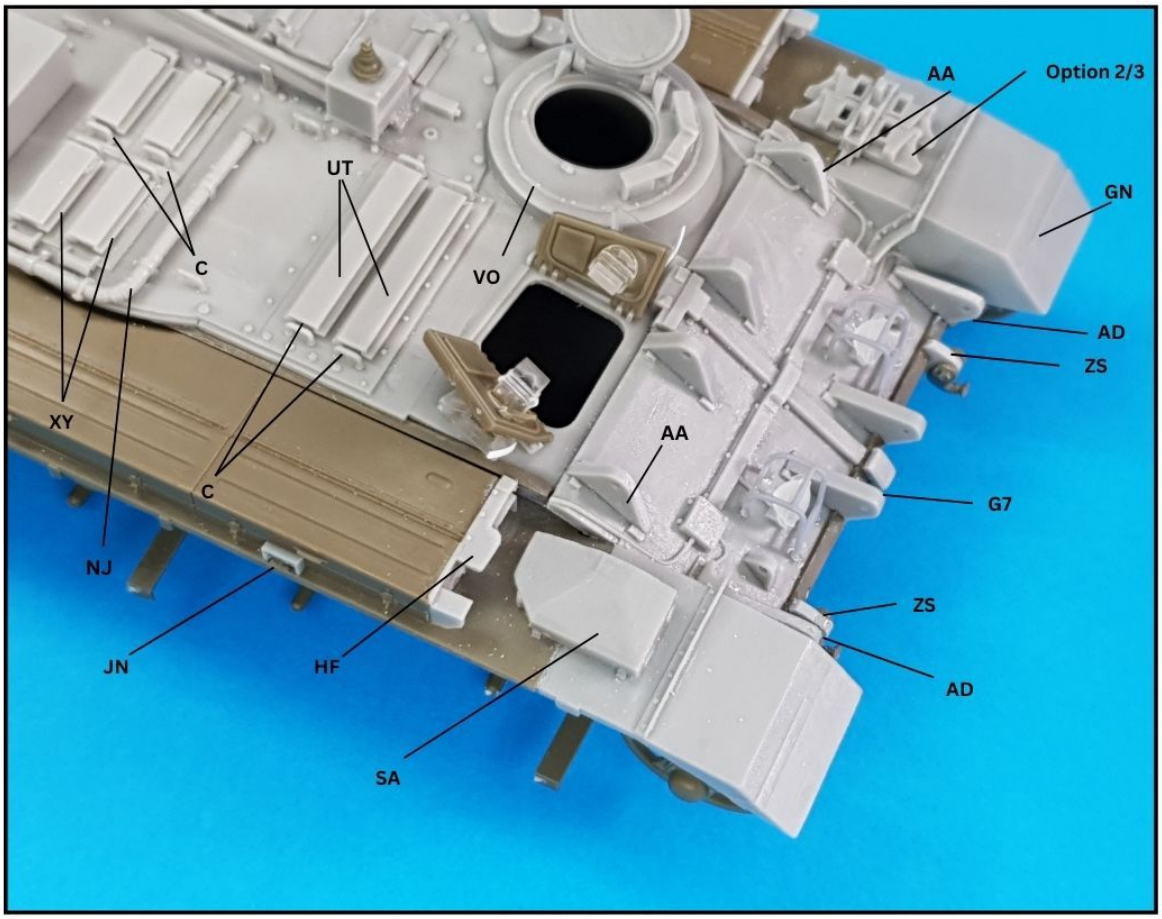
AF35106 Centurion dozer





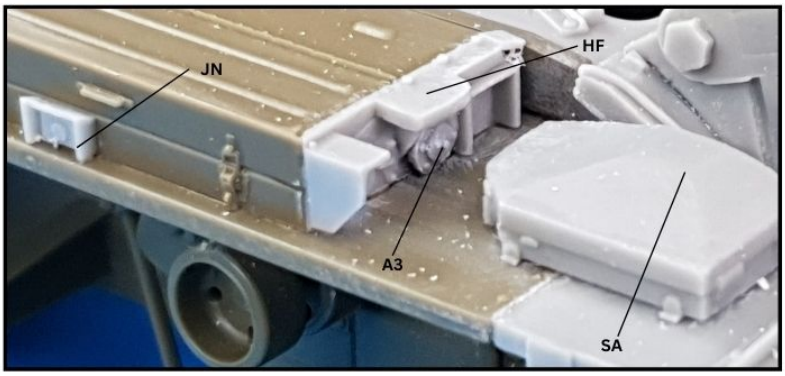
Build the rear hull plate as per the kit instructions, but DO NOT fit the tow bar and hook assembly.

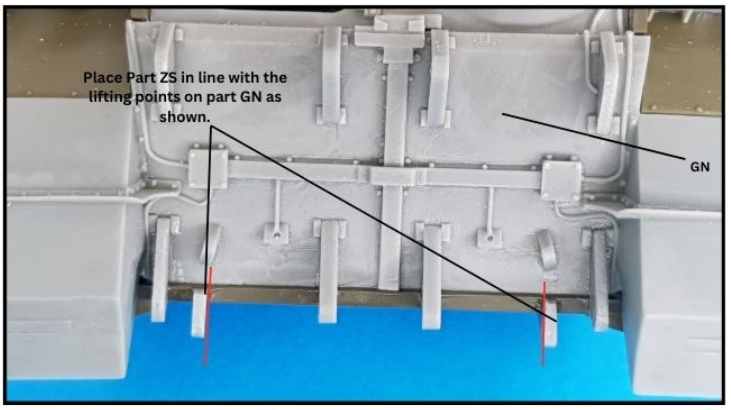
Towbars were fitted to some but not all Australian Bridgelayers but not to any in service with European Armys

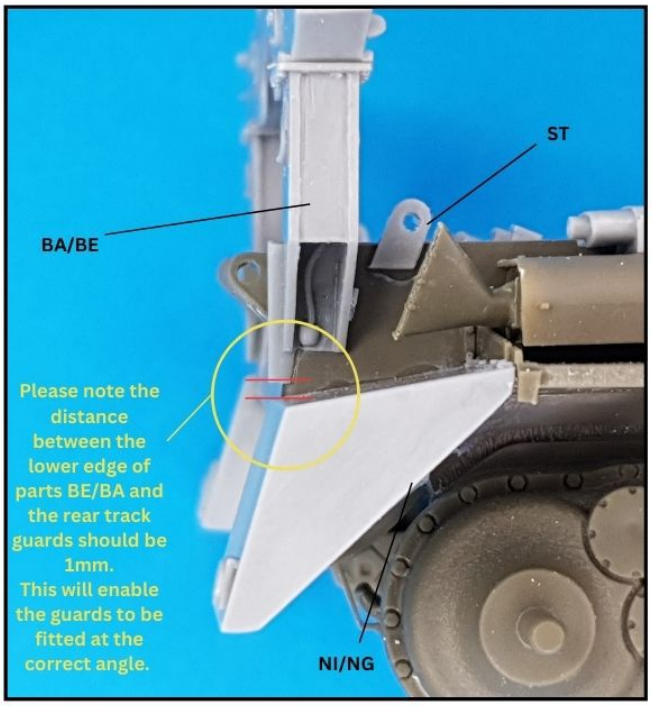


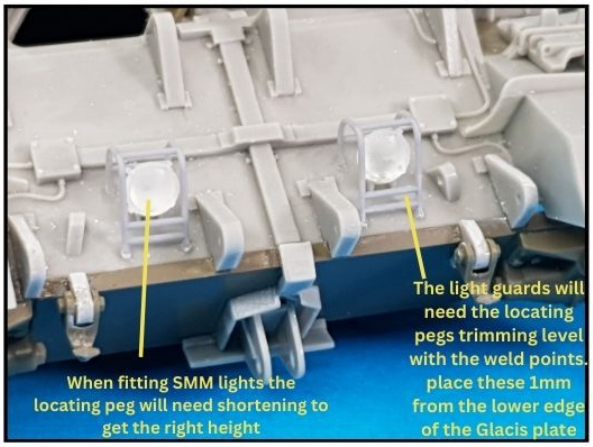
Track link holders come in 3 different options, option 1 (hush puppy Track links were not used on British army Bridgelayers).

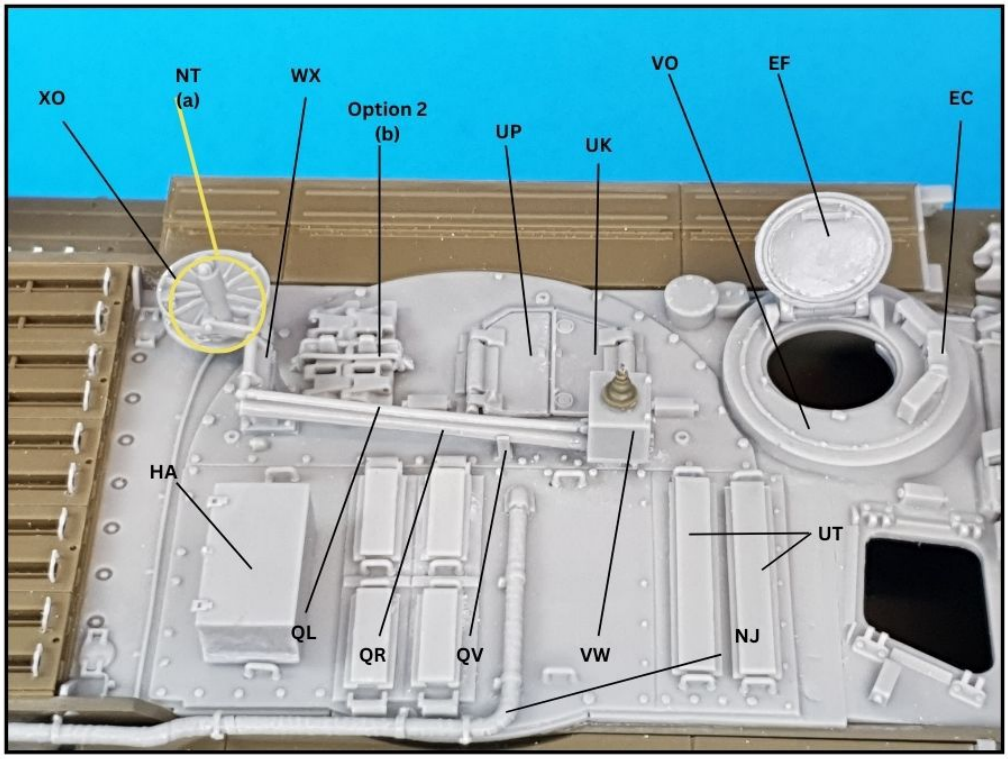
2 different types of Deck handles are provided, The Squarer set should be used on the top plate as shown here marked as part C











a). Part NT is the balance cylinder for the Antenna boom which could be raised and lowered, It therefore comes with 2 options, if wishing to have the boom in the Raised position use NT2, and lowered position NT1 should be used.

b). Track link stowage option 2 as used on British AVLB's

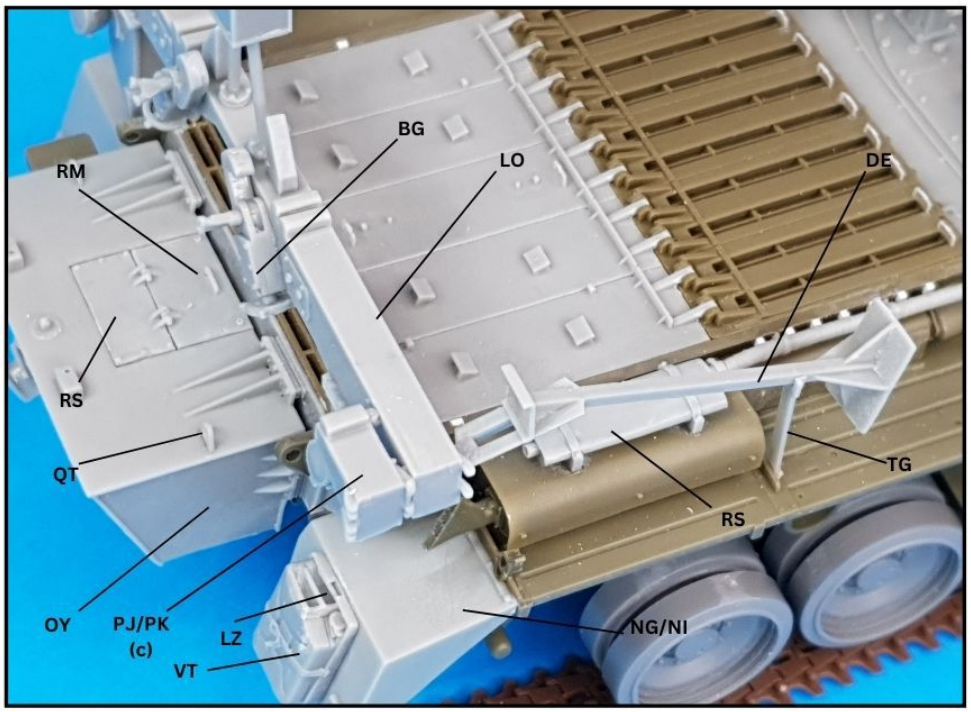
c). Part PJ and PK would be folded when in travelling either by rail or on a transporter

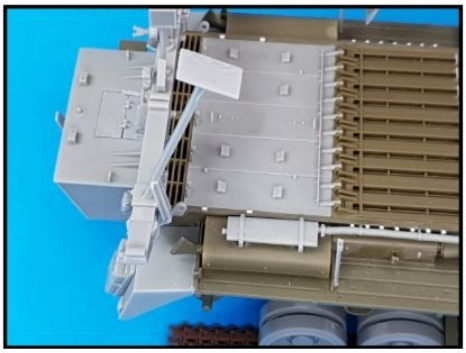
d). Choice of Shrouded (VS) or Unshrouded (YG) Marker lights

e). Drill 2 small holes in the sides of the end caps of explosive bolts (JU) circled in yellow for cables to the connectors on LO marked in yellow

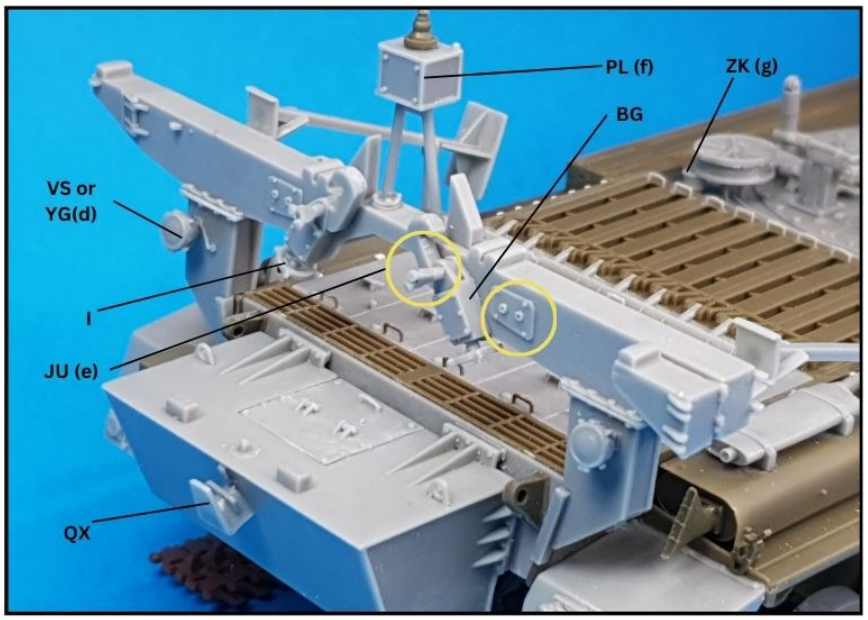
f). PL was reduced in height at unit level due to bridge clearance whilst being transported. This has been produced as part AF

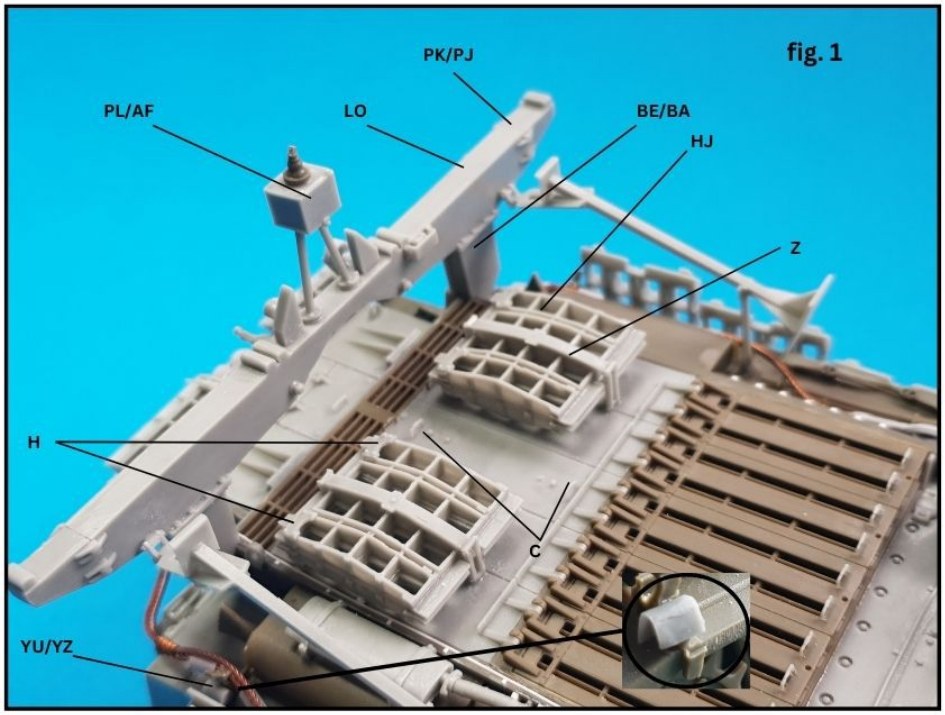
g). ZK Main engine breather cap

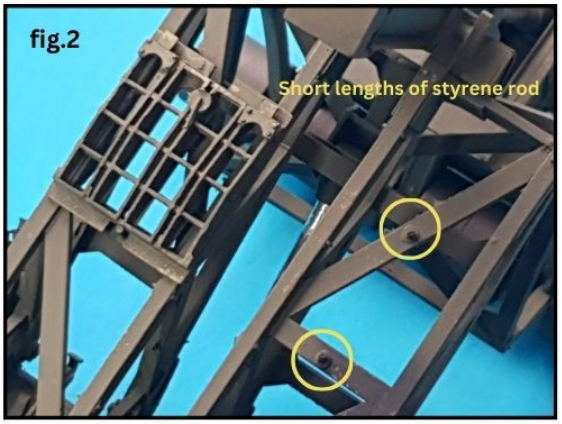




Part DE Bridge supports can be displayed in either the stowed position, or raised to safely support the bridge for the crew to raise the back decks for engine maintenance. As shown in the above picture





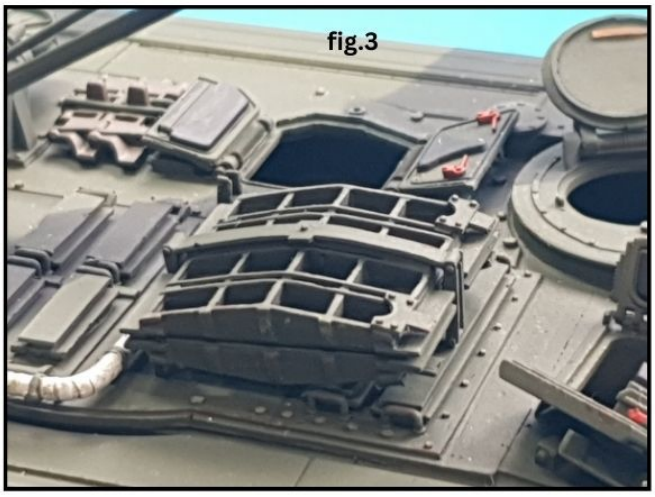


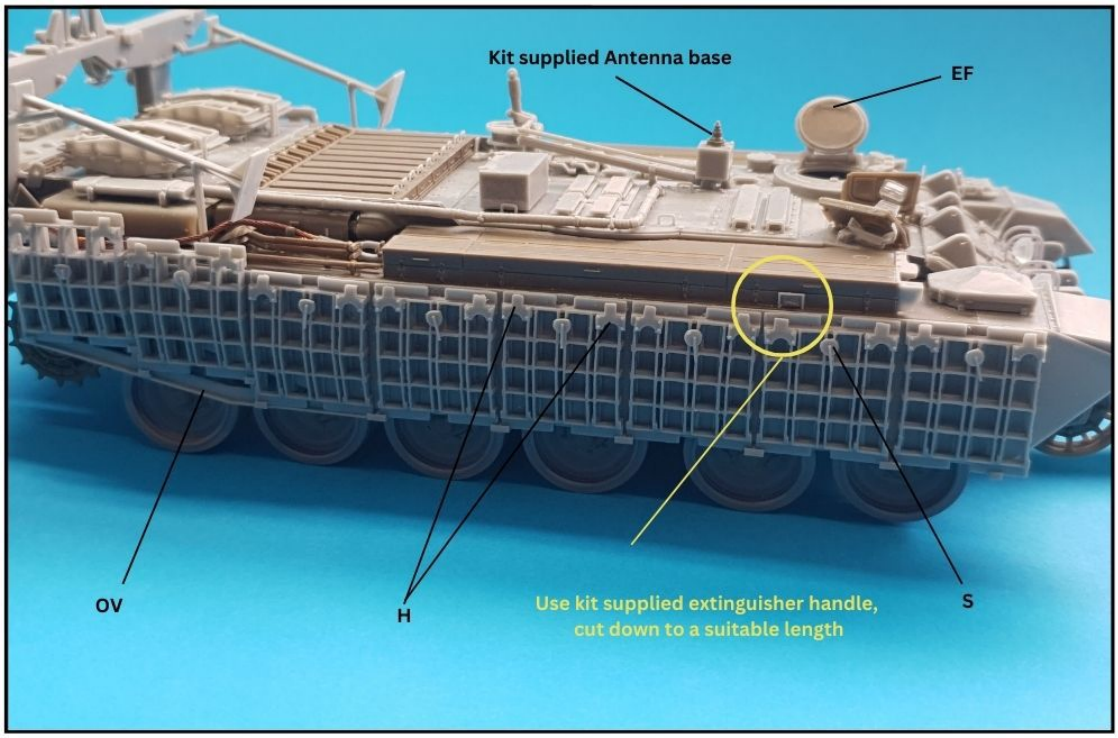
BRIDGE CENTRE SECTION POSITIONS

When the Centurion Bridgelayers first entered service they were issued to Royal Armoured Corps Regiments on a basis of one per Sabre Squadron. Due to their size they were often left in camp when the Regiments went on exercise.

More often than not being cannabalized for parts.
These early vehicles were pained in Deep Bronze Green, were fitted with extended front Track guards and had the Bridge centre decks stowed as in the first picture (fig.1).

In the late 60's early 70's the Bridgelayers were reissued to the Royal Engineers who removed the front extended track guards and repositioned the centre deck sections , 1 pair was moved to behind the drivers position and the others moved to the launch frames as shown in pictures 2 & 3 (fig 2 & 3)

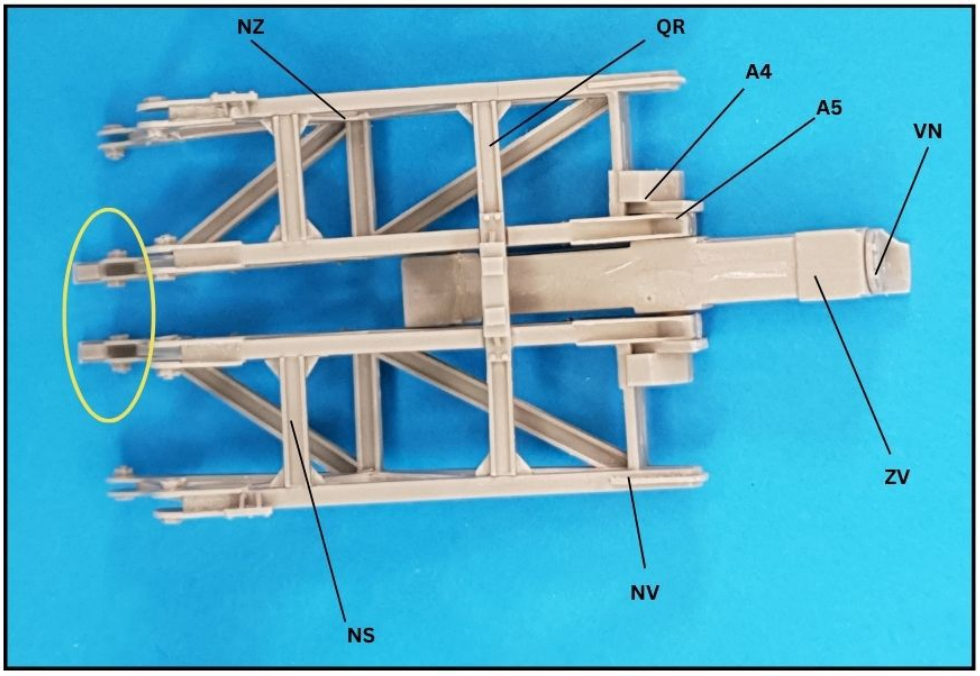




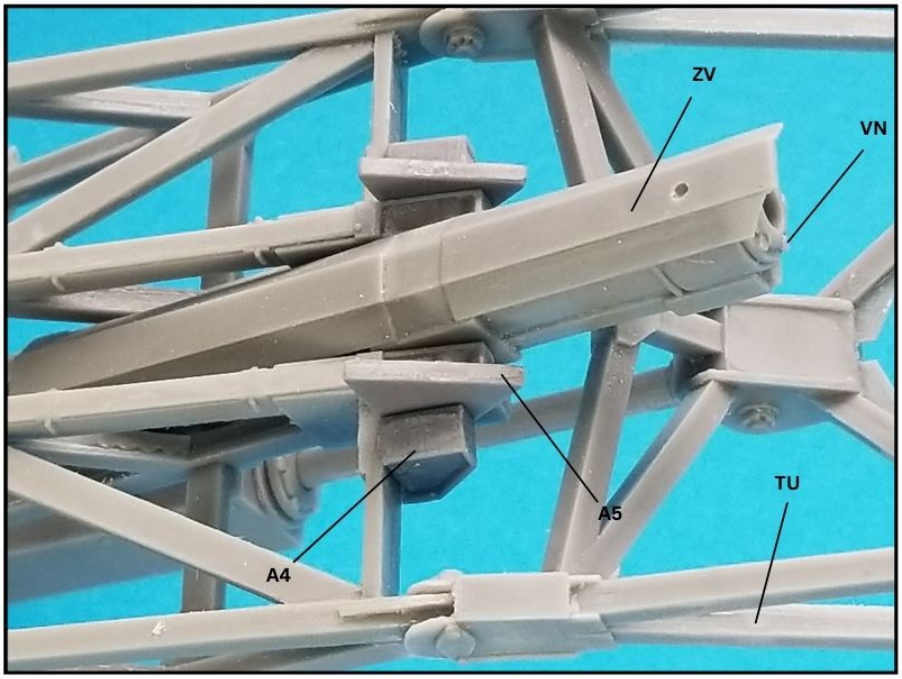
IDLER WHEELS

When the vehicles were cycled through workshops for overhaul they were fitted with the late pattern Idler wheel (as were most Centurions used by RE and REME).
So early vehicles with extended track guards and DBG in colour were fitted with the early Idler supplied in the kit. Sckeletal Idler wheels were used on Danish and Australian Bridgelayers.

Later vehicles were painted in Nato IR Green/Black and fitted with Late pattern heavy idler Wheel.



When attaching the frame assembly to the vehicle, fix at the two upper centre points first, be sure everything is square and in the right place before fixing any points.



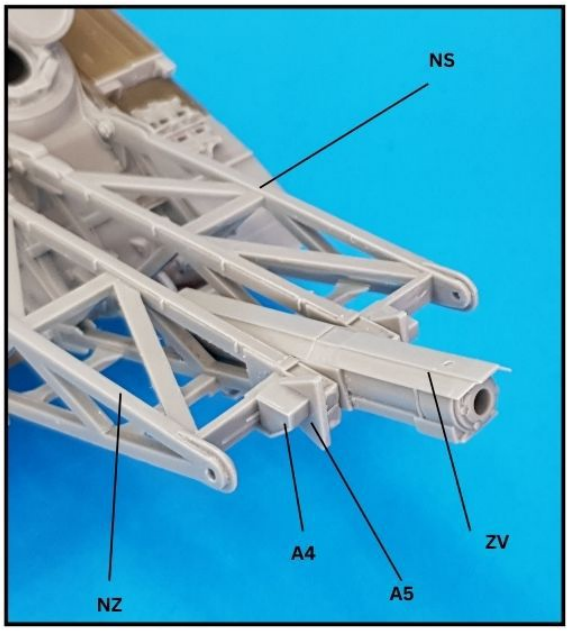
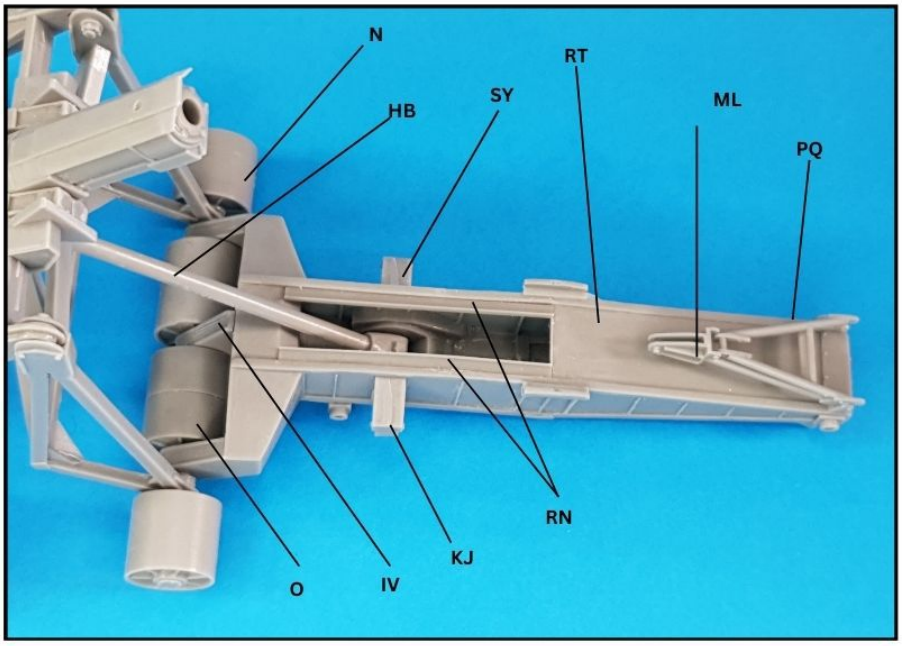
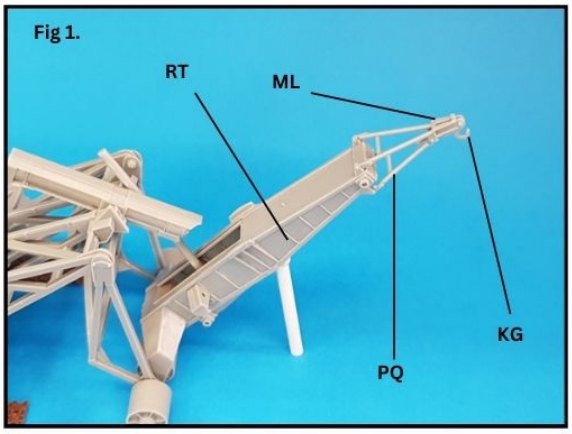
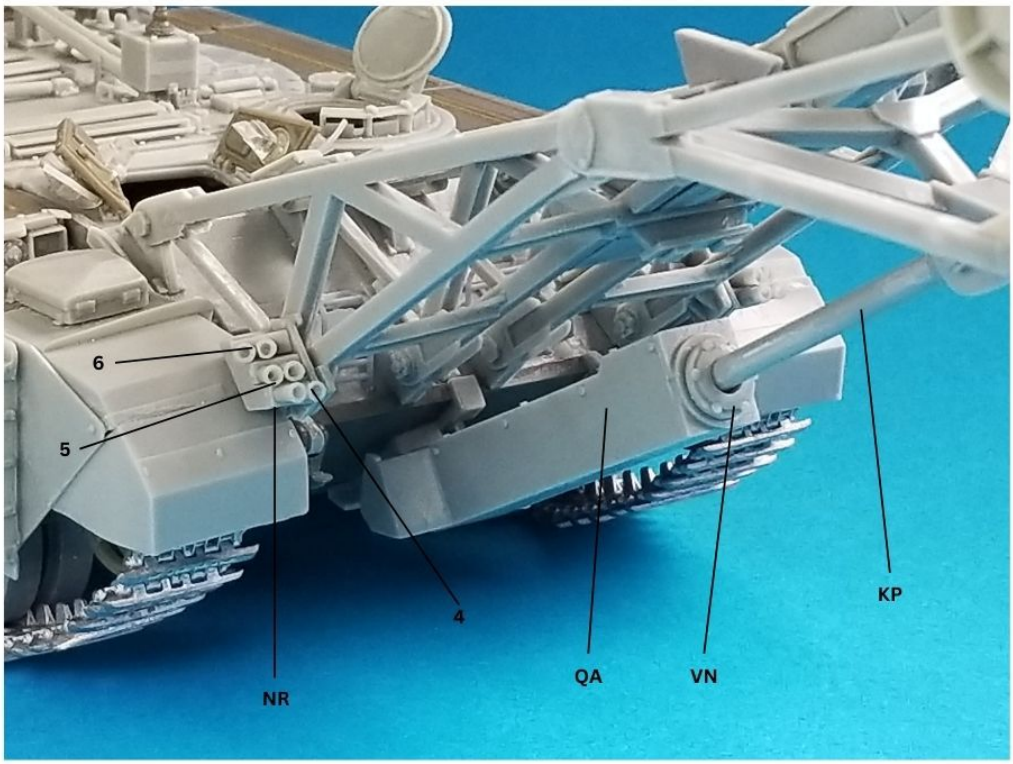


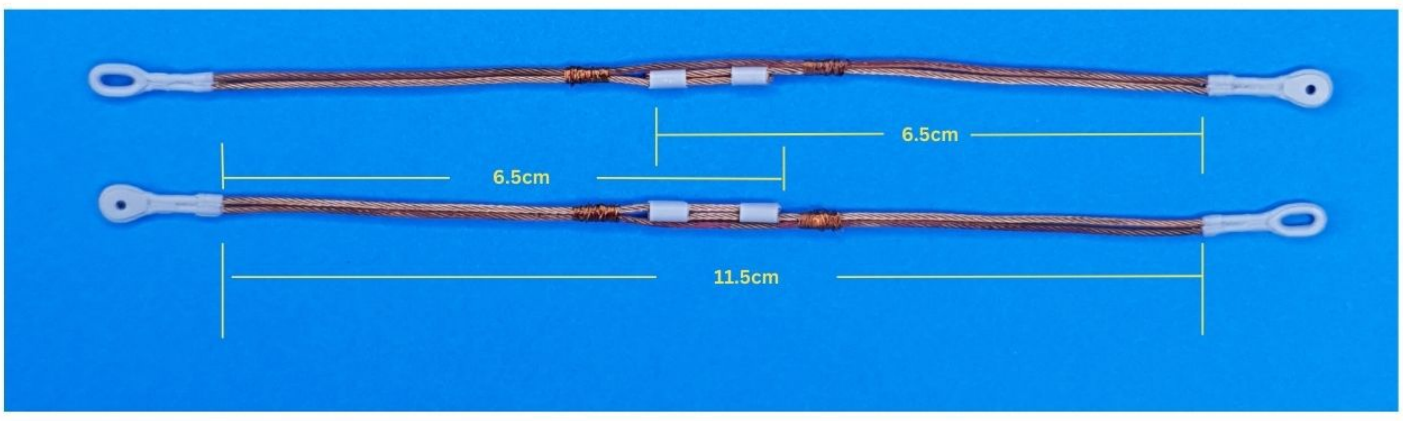
Fig 1. Below shows the installation of the small crane jib
which was used to move the bridge sections during Bridge assembly.

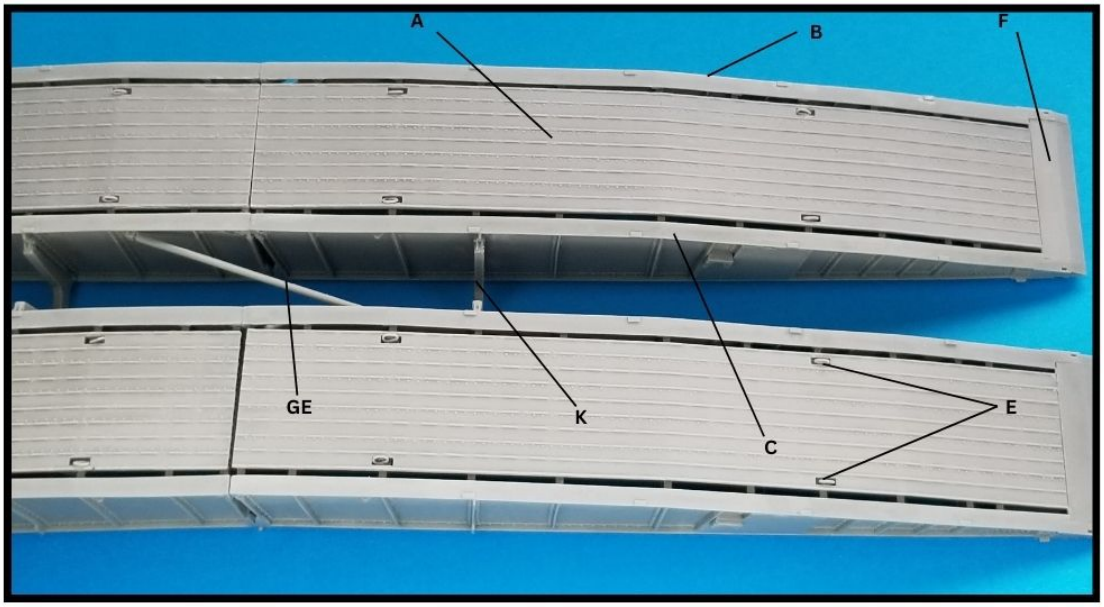
When this was not in use it was folded on top of the Launch Boom
with the hook stowed in the side stowage bins.

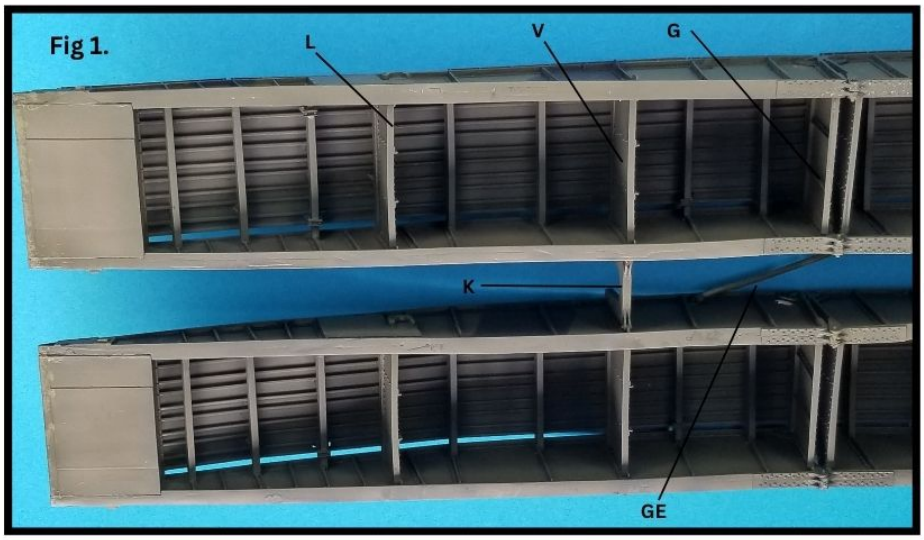





6
5
NR
4
QA
VN
KP

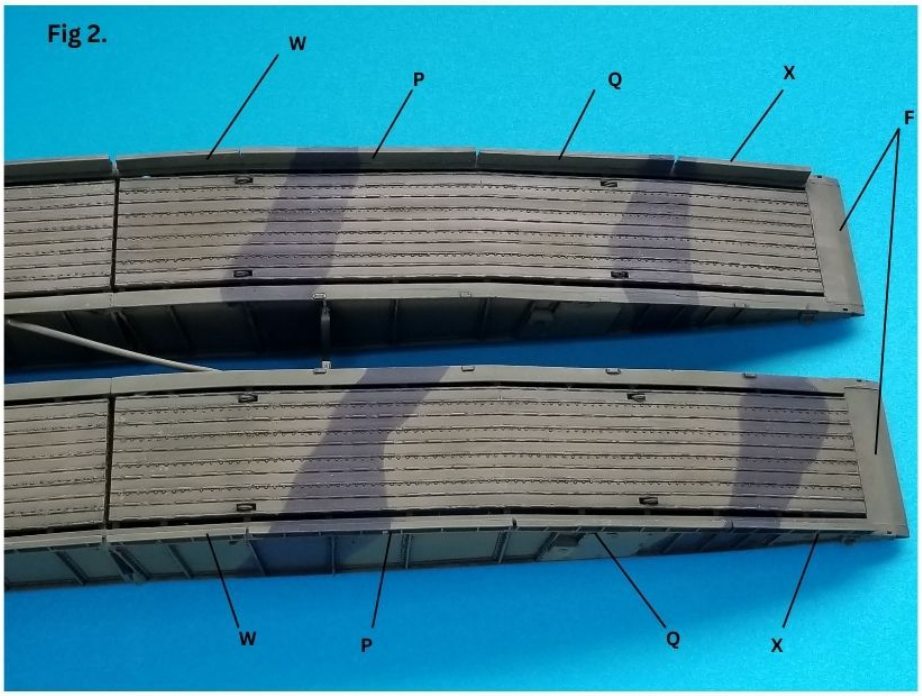

6.5cm
6.5cm
11.5cm





Note in Fig 1 the direction the inner bracing panels are facing.

Bridge Curbs shown in Fig 2 were not always fitted on operations due to them easily becoming damaged



Later type vehicle operated by 32 Armoured Engineer Squadron, Royal Engineers.

Note the late pattern idler wheels fitted and positions of the Bridge centre sections.

Railway Sleepers were often carried to support one end of the bridge when it was layed on a road bridge , so as to protect the centre brackets from damage.