

HISTORY

The first mass produced paver, invented by Harry H. Barber in the U.S.A. The 879-A originated from the model 79 in 1934 and the 879 in 1936. This machine featured a flight feeder in the hopper to move material to the spreading screw and leveling arms supported on a crawler frame assembly, and was destined to become one of the world's most famous pieces of construction machinery.

Your model depicts this machine when produced in England at Barber-Greene's new plant at Jack Oldings, Hatfield Herts. Early machines produced in 1948 were fitted with Fordson Major diesel units, later machines produced in the 1950's (as your model) used a Perkins P6 unit and a Fordson E 27 N Radiator and Fuel Tank, apart from these changes they were identical to those produced in the U.S.A.

INSTRUCTIONS

Clean off any flash or feeders with a sharp knife. Try a "dry run" before fixing components into place.

This white metal kit can be assembled using low melt solder, "SUPER" epoxy resin, or for very small parts 10 second Super Glue. Note: soldering should only be attempted by experienced modellers as it is very easy to melt the white metal components.

Sub assembly 1 Tractor Unit.

Take body casting (1) and bar feeder / hopper unit (2). Assemble these as shown in general assembly with seperating bar uppermost.

Locate and fix feeder discharge gate assembly (3) into resess in front of body. Note: it might pay to file a small champher on the inside edges of this part to ensure a good fit.

Fix crawlers (4) into position onto body ensure there is a 1mm gap at the rear, this is for the location of side plates (5), try a dry run first as these must be a flush fit with sides and back of body.

Locate and fix hopper side plates (6).

Fix truck roller push bar beam (7) to front of (2) and top guard (8)

Take Radiator (9) and fix to Fuel Tank (10). Fix engine (11) onto body as shown make sure this lines up with locations.

Locate and fix Radiator/Fuel Tank assembly (9 & 10) into recess in front of engine make sure this is square with body, next before glue dries fit instrument panel (12) into slot in underside of Fuel Tank and lower edge onto top clutch housing.

Locate and fix air cleaner (13) onto rear of engine intake manifold, and silencer (14) into front hole in instrument panel, .Note: this should line up with exhaust manifold.

Take blower/oil tank unit (15) and fit on operators platform, outside face of oil tank should be flush with body side.

Take the 4 bar feeder control levers (16) and fix into the narrow slots in operators platform with levers pushed forward, then take the 4 steering levers (17) and fix into wider slot between feeder control levers, these pulled back towards seat (18).

Fit operators seat (18) onto square behind steering levers, only one seat was provided per machine and was positioned as to the drivers requirments.

Take gearbox (19) and carefully bend levers as shown, then fit screed hydraulic (20) into slot in top of gearbox with lever to the rear of tank.

Fit screw-conveyor (21) to rear of body as shown - this must be level as screed unit - to be fitted later- will not lower to it's correct position.

Fit gearbox speed change lever (22) down in recess between operators platform and gearbox. Then finally with .45 wire supplied make leveling arm latch support lever and fix as shown.

Sub assembly 2 Screed Unit.

Take one screed frame (23) and fit into slot in screed plate (24) leaving a 1mm gap in slot at end, then fit end of protruding inner shaft into hole in tamper drive unit (25) DO NOT GLUE then fit shaft of remaining screed frame into opposite side of (25) again leaving a 1mm gap at end of screed plate.

Fix screed back frame (26) without handrail L/H to rear of (23) with locations into slots on screed plate, then repeat with remaining frame R/H with handrail.

It is advisable to paint this unit at this stage.

Locate and fix tamper frames (27) Note: these parts are handed L/H & R/H, bar with step on top edge to outside, line up shaft on tamper frame with bearing housings on screed frame and fix in place, repeat with other side.

Locate and fix deflector plates (28) this part is also handed, plate with step on top edge to outside, lower edge to be level with tamper and screed plate.

Fit tamper drive jack-knife frame (29) onto short shaft on (25).

Fit steps (30) onto top of L/H screed frame.

Take leveling arms (31) and drill holes in pivot end .7 dia, then fix to screed plate locating holes making sure lower edge is flush with screed plate underside.

Take the .7mm wire and fabricate the two adjusting handles (32).

Locate and fit screed heater combustion chamber (33) onto flat in centre of screed plate, then fix rear platform (34). Now paint these two sub assemblies before moving on to the next stage.

Take screed unit and fit to tractor unit and secure with .7mm wire and when dry trim to length leaving .5mm protruding from arm.

Take tamper/screed hoist cover (35) and paint, then fit onto gearbox, and shaft on tamper drive unit DO NOT GLUE then fix master clutch lever (36) Note: lower end of lever "V" passes under gearbox shaft as far as possible - this prevents (35) from slipping of shaft.

Cut the length of rubber tubing supplied to 25mm and fit to pipes (15 & 33).

Take the remaining .7mm wire and make the crown control lever as shown, and fit between screed back frame. Then cut-out nameplates and fix to leveling arms. Finally fit end plates (38) to locations on screed plate only.

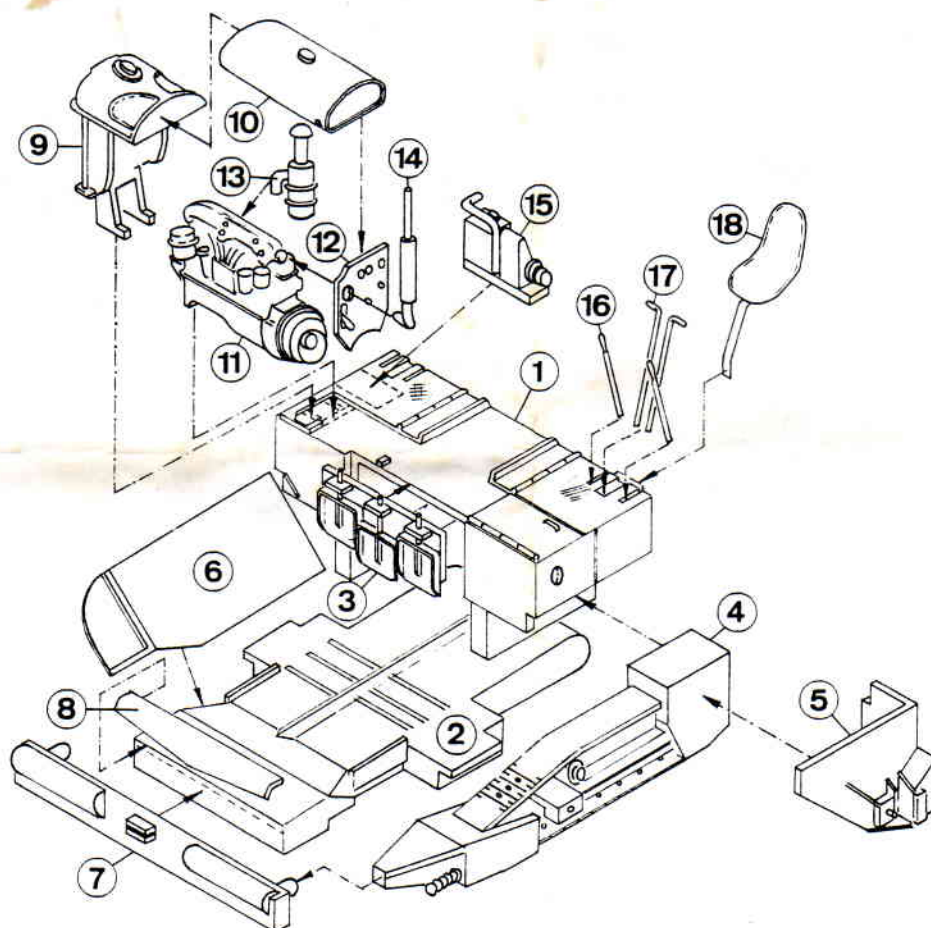
BLACK - MATT Humbrol (85).....Corner flashing on hopper sides.

GUNMETAL.....Tracks, exhaust manifold, blower motor.

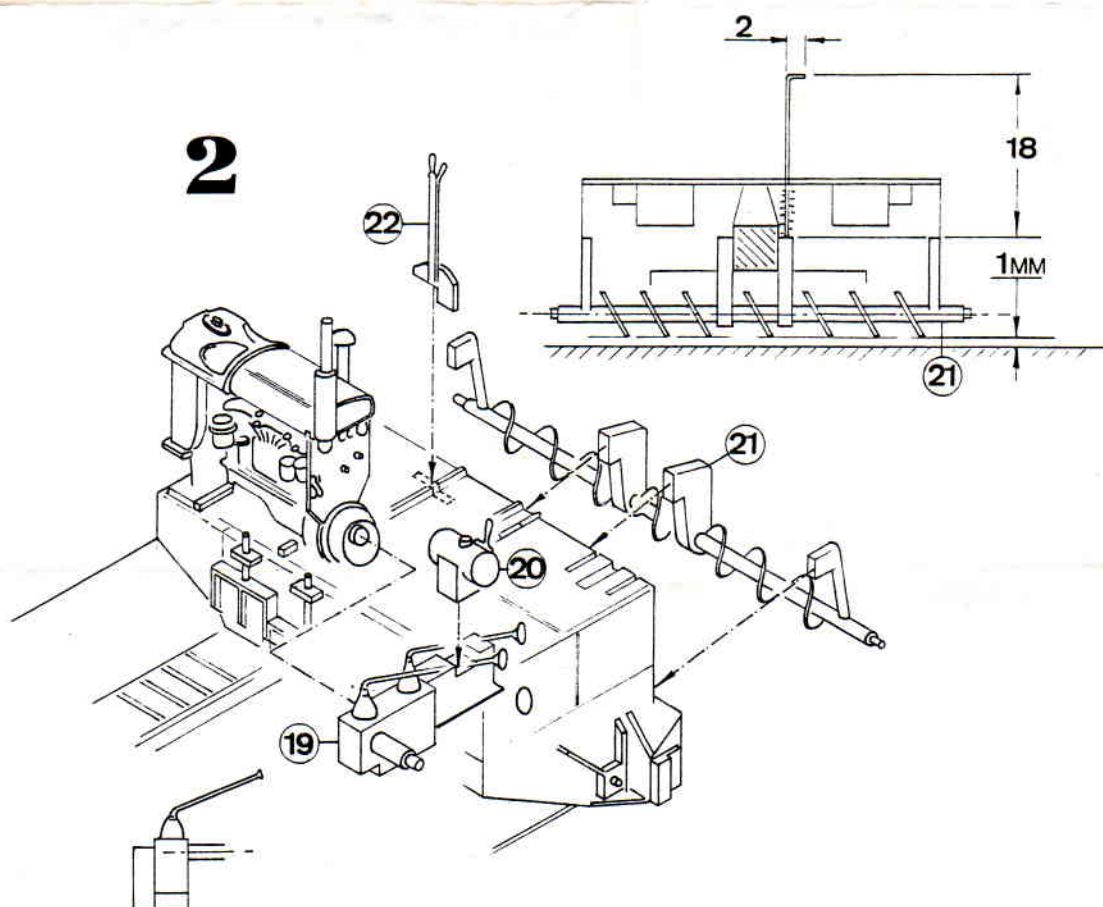
SILVER.....Tops of all levers, handles etc, silencer.

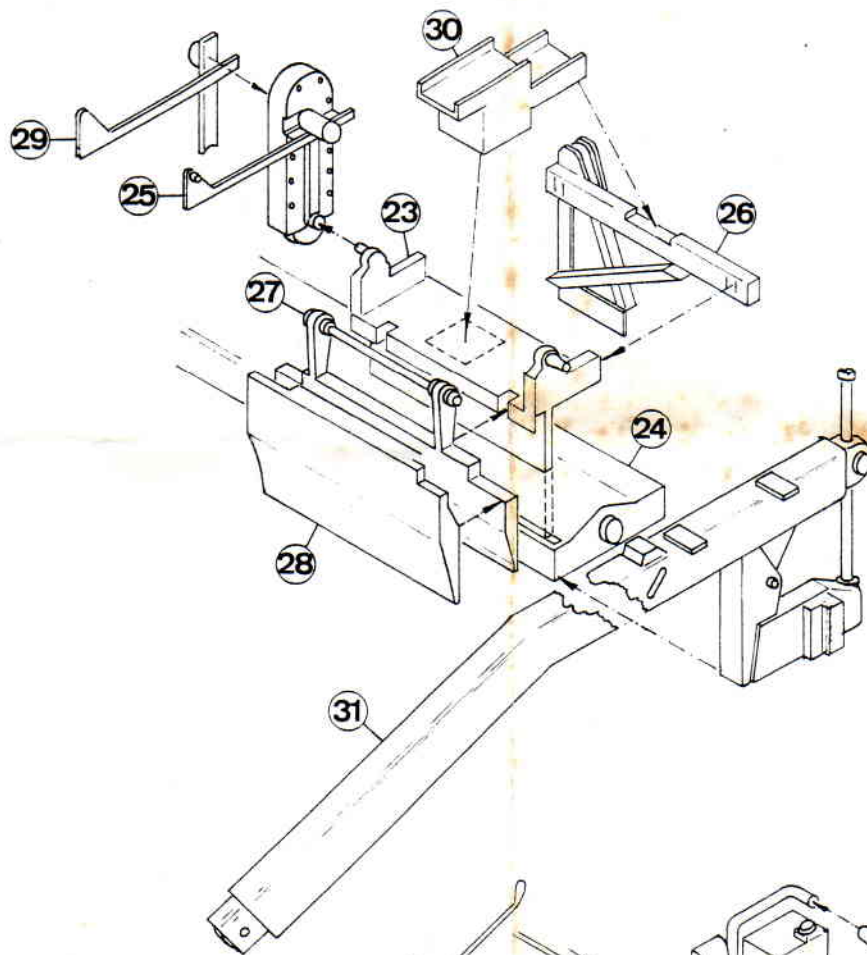
GREEN - Humbrol (131)....All remaining parts.

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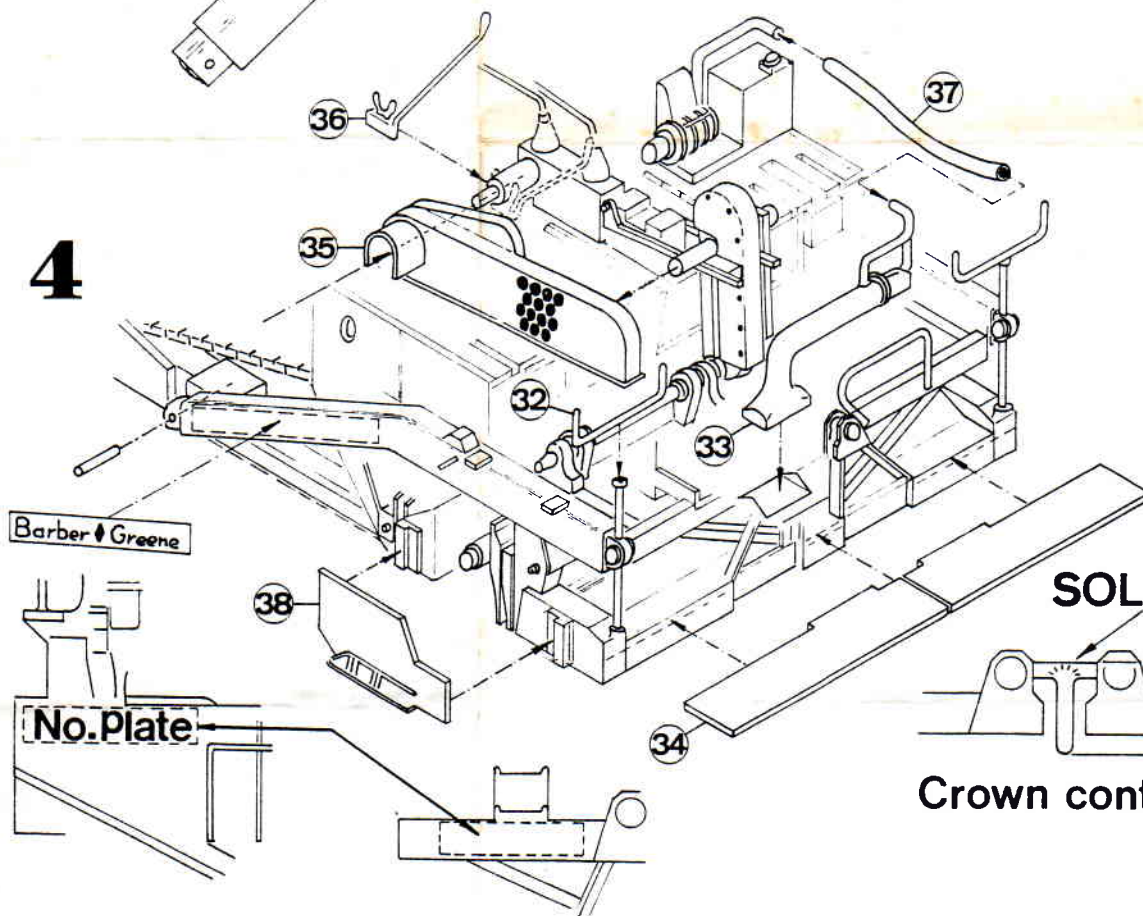


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3



NOT SHOWN

NOT SHOWN

NOT SHOWN

NOT SHOWN

NOT SHOWN

NOT SHOWN

Barber & Greene

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