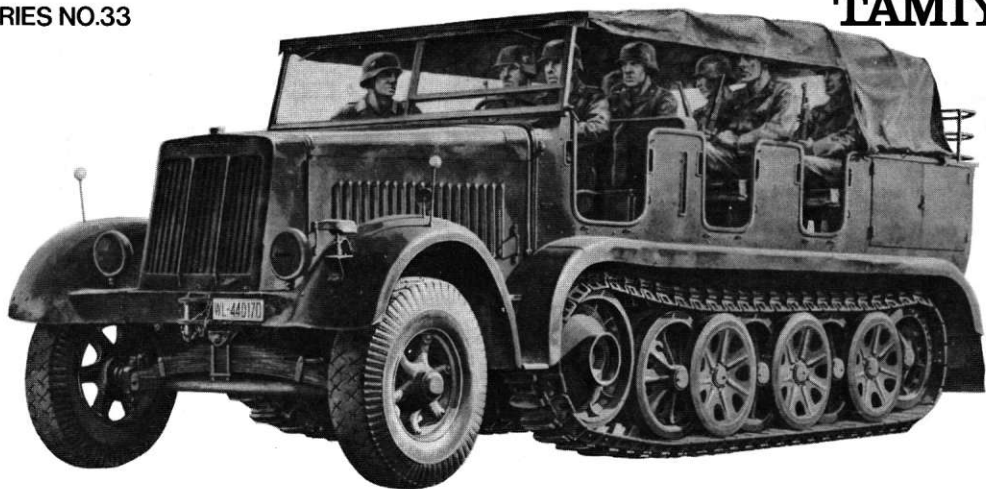


German 8ton Semi Track Sd.Kfz7



1/35 IDENTICAL SCALE SERIES NO.33



World War II was also known as the battle of supply and mobility, therefore a great number of vehicles were developed for this purpose. Germany realised this important fact very early, which accounted for the brilliant German victories at the beginning of World War II, known as the "BLITZKRIEG" which proved how effective the use of military vehicles could be.

In 1936 the German Army began to develop vehicles, mainly tractors, for towing artillery. Great pulling power and the ability to operate in rough country were the main requirements. Firstly, fully tracked vehicles were developed but these were slow and difficult to manoeuvre, also, it was realised that any future European war would be fought over terrain with many good made-up roads. It was therefore necessary to find something which could operate both on roads and rough country and be satisfactory on both.

It was the half-track, a cross between a tracked and wheeled vehicle, which met these difficult requirements. The first half-track, made by Holt in America, during the early part of the 20th century, was used as a farm tractor. Realising the excellent cross country ability of this vehicle, the armies of many powers, notably the United States and France, commenced to study and develop this type of vehicle for military purposes. About the middle of the first World War, Daimler, Benz and other German factories began to develop half-track vehicles. After further study, it was officially decided to develop three types of half-tracks: light medium and heavy. In 1932, a prototype of a medium class was completed.

They were later classed according to tractive force, and vehicles of light, medium and heavy classes came to be called 5-ton, 8-ton and 12-ton tractors respectively. 1-ton, 3-ton and 18-ton half tracks were added to them, and the number of the types manufactured totalled six. The 8-ton vehicle was developed by Krauss-Maffei of Munich. Krauss-Maffei began to develop the half track in about 1928 and made in 1934 the first type, KMm 8, having a tractive force of 8 tons and total weight of 11 tons. This developed into the KMm 9 & 10 and in 1938 the final production type KMm 11 was completed. They were used in World War II.

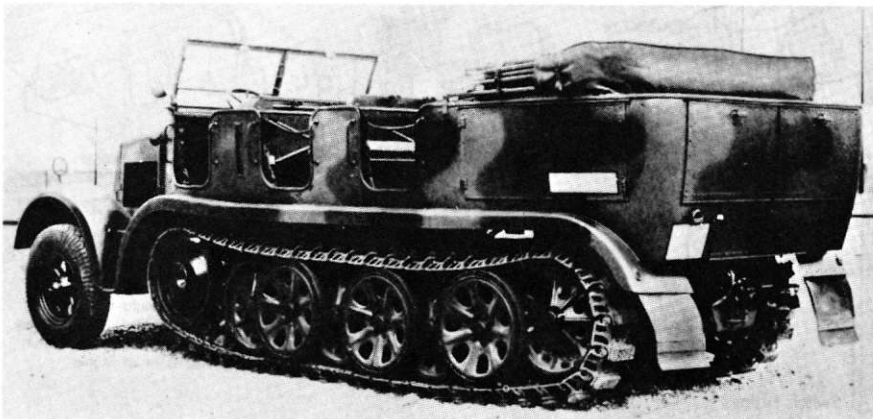
The basic construction of the KMm 11 8-ton half track contained a remodelled ladder frame of a regular truck, front suspension consisting of a transverse leaf spring and track rod, and rear suspension employing both leaf springs and torsion bars. It also used compound track rollers peculiar to German military vehicles. A non-armoured body was usually mounted on the frame. German half tracks including the 8-ton one had caterpillars much longer than those manufactured by other countries such as the United States. They were nearly 3/4 of the body length. This feature reduced the pressure of ground contact of caterpillars, gave the vehicle the ability to race across even soft, muddy ground as well as increased the tractive force. On the other hand, it also gave a disadvantage that the vehicle could not make a turn easily. In order to cope with it, the steering gear, differential gear and brake were interlocked so that the half track might make a turn in the same

way as a tank, i.e. when the vehicle turns by up to 15 deg the differential gear works and when it makes a sharper turn a caterpillar on one side slows down. Thus the mechanism employed was very complex. The KMm 11, weighing 11.5 tons, was powered by a Maybach HL TUK engine of 140 hp and had a maximum speed of 50 km/h. The KMm 11 was very widely used: Artillery used it to tow the 100 mm heavy cannon of type 18 and the 150 mm heavy field gun. Anti-aircraft and anti-tank artillery used it to tow the 88 mm gun, that is, the anti-aircraft & anti-tank gun famous for high effectiveness. Also manufactured were a number of variations such as the anti-aircraft self-propelled gun mounting a 20 mm, 37 mm or 50 mm anti-aircraft machine gun and the launcher control vehicle for launching V2 rockets. The KMm 11 was active in various districts including North Africa and the eastern and the western front all through the war.

The 8-ton half track was produced by Krauss-Maffei, Borgward, etc. and the total number produced exceeded 5,000. The superiority of the German half-track series including the KMm 11 8-ton half track was recognized by many countries. That Britain, Sweden, Czechoslovakia, Italy and so on manufactured similar vehicles on the basis of the design of the German half tracks or slavishly copied them, we may safely say, proves that it was a masterpiece of military vehicle design.

Essential Specifications

Overall length: 6.85 m
 Overall Width: 2.40 m
 Overall Height: 2.62 m
 Overall Weight: 11.5 tons
 Engine: Maybach HL 62 TUK
 Maximum Output: 140 hp/2,600 rpm
 Maximum Speed: 55 km/h
 Tractive Force: 8 tons
 Crew: 11



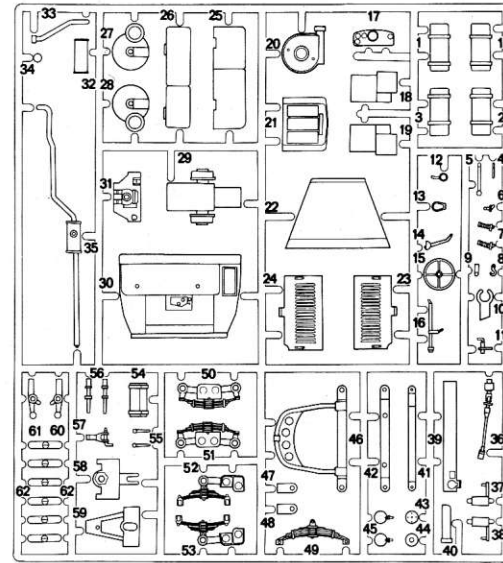
TAMIYA
 TAMIYA PLASTIC MODEL CO.
 628, OSHIKA, SHIZUOKA-CITY, JAPAN.

PARTS

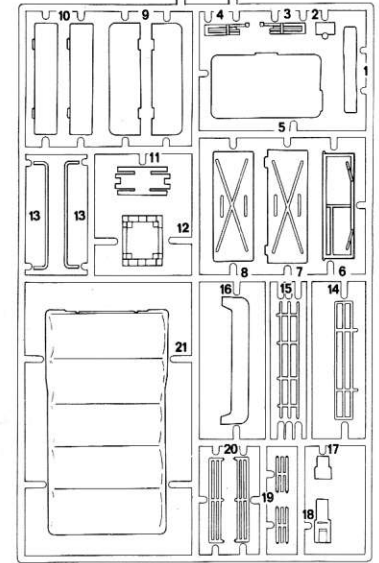
A Parts

1. Air Tank (B) for Brake
2. Air Tank (A) Brake, Right
3. Air Tank (A) for Brake, Left
4. Shift Lever for Winch
5. Shift Lever
6. Accelerator Pedal
7. Brake Pedal
8. Hook for Winch
9. Rear Frame Parts
10. Winch Wheel Holder
11. Front Hook
12. Side Mirror
13. Head Searchlight
14. Hand Brake Lever
15. Steering Wheel
16. Steering Shaft
17. Dash Board B
18. Rear Fender, Right
19. Rear Fender, Left
20. Winch Case A
21. Radiator Grill
22. Bonnet
23. Bonnet Side Plate, Right
24. Bonnet Side Plate, Left
25. Front Cushion Seat
26. Back of Front Seat
27. Final Reduction Gear Cover, Left
28. Final Reduction Gear Cover, Right
29. Transmission, Upper
30. Driver's Seat
31. Rear Frame
32. Muffler C
33. Muffler B
34. Radiator Cap
35. Muffler A
36. Drive Shaft for Winch
37. Front Upright, Right
38. Front Upright, Left
39. Dash Board A
40. Winch Case B
41. Tie Rod
42. Front Accelerator
43. Rear Frame Pulley A
44. Rear Frame Pulley B
45. Headlight
46. Track Rod
47. Front Spring Holder A
48. Front Spring Holder B
49. Front Spring
50. Rear Spring A, Left
51. Rear Spring A, Right
52. Rear Spring B, Right
53. Rear Spring B, Left
54. Spare Fuel Tank
55. Pole
56. Rear Shaft Bearing Parts
57. Connector
58. Rear Shaft Adjusting plate
59. Rear Chassis
60. Rear Shaft Bearing, Left
61. Rear Shaft Bearing, Right
62. Balance Lever Arm

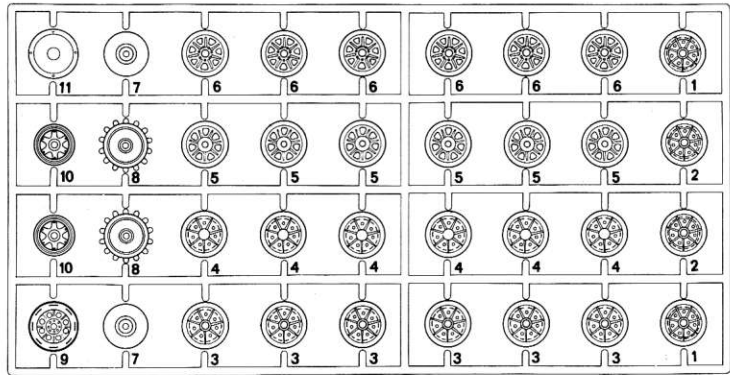
A Parts



C Parts



B Parts

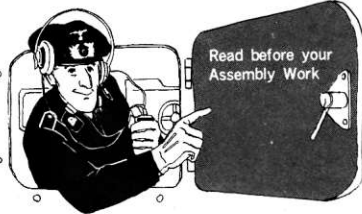


B Parts

1. Rear Wheel B
2. Rear Wheel A
3. Inner Wheel A
4. Inner Wheel B
5. Outer Wheel B
6. Outer Wheel A
7. Sprocket Wheel B
8. Sprocket Wheel A
9. Winch Wheel A
10. Winch Wheel B
11. Front Wheel

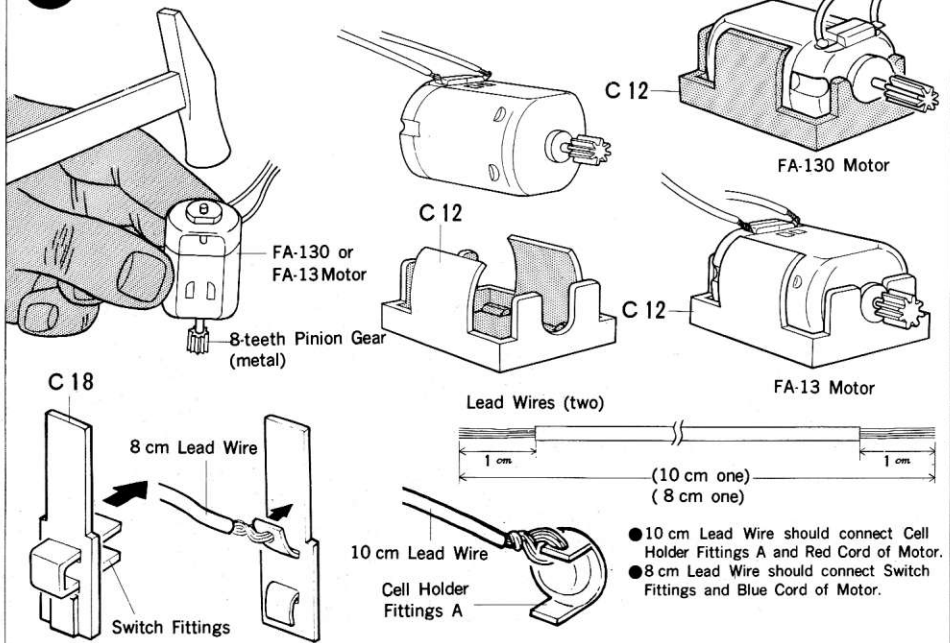
C Parts

1. Hood Parts
2. Number Plate
3. Hood Frame, Right
4. Hood Frame, Left
5. Cell Case
6. Windscreen
7. Back Plate (A) of Seat
10. Back of Rear Seat
8. Back Plate (B) of Seat
12. Motor Bracket
9. Rear Cushion Seat
14. Basket B1
11. Cell Fittings Holder
15. Basket B2
13. Grip Bar
16. Folding Hood
17. Body Hinge Parts A
18. Switch Plate
19. Rear Basket A1
20. Rear Basket A2
21. Hood A
22. Body Hinge Parts B



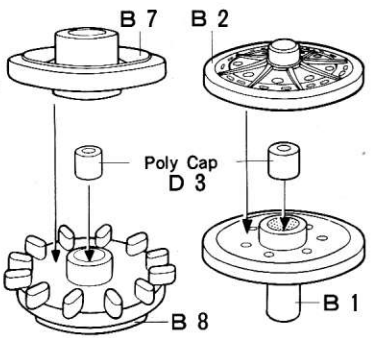
- ★ This kit can be either motorized or just constructed for display.
- ★ Be sure to read instructions before you start each construction work.
- ★ Get a knife, a driver, a pair of nippers, a file and the like ready for use.
- ★ Parts should be cut from the runner carefully with either a pair of nippers or a knife. Do not pluck them away with your hand.
- ★ Too much adhesives won't do. Instead apply just a little onto both parts to be glued together.

1 Construction of Motor and Switch



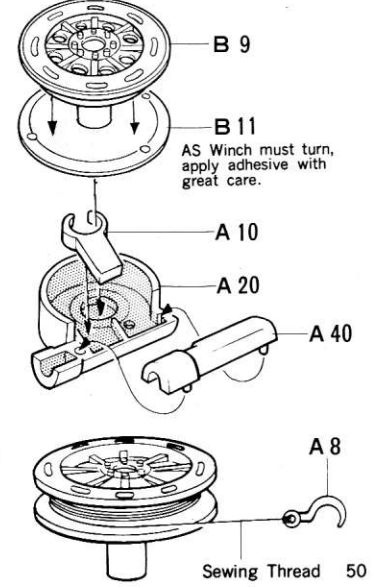
2 Be sure to fix Washer to Shaft.

<Construction of Wheel>

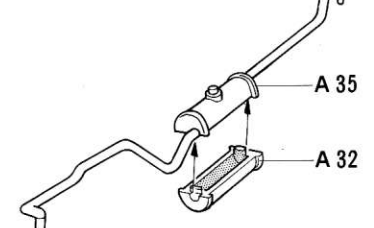


4 First glue Muffler A35 (coloured black in the figure) and fix other parts in position.

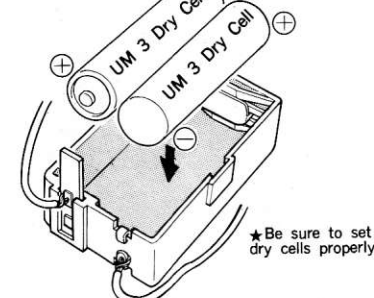
<Construction of Winch Wheel>



<Construction of Muffler>

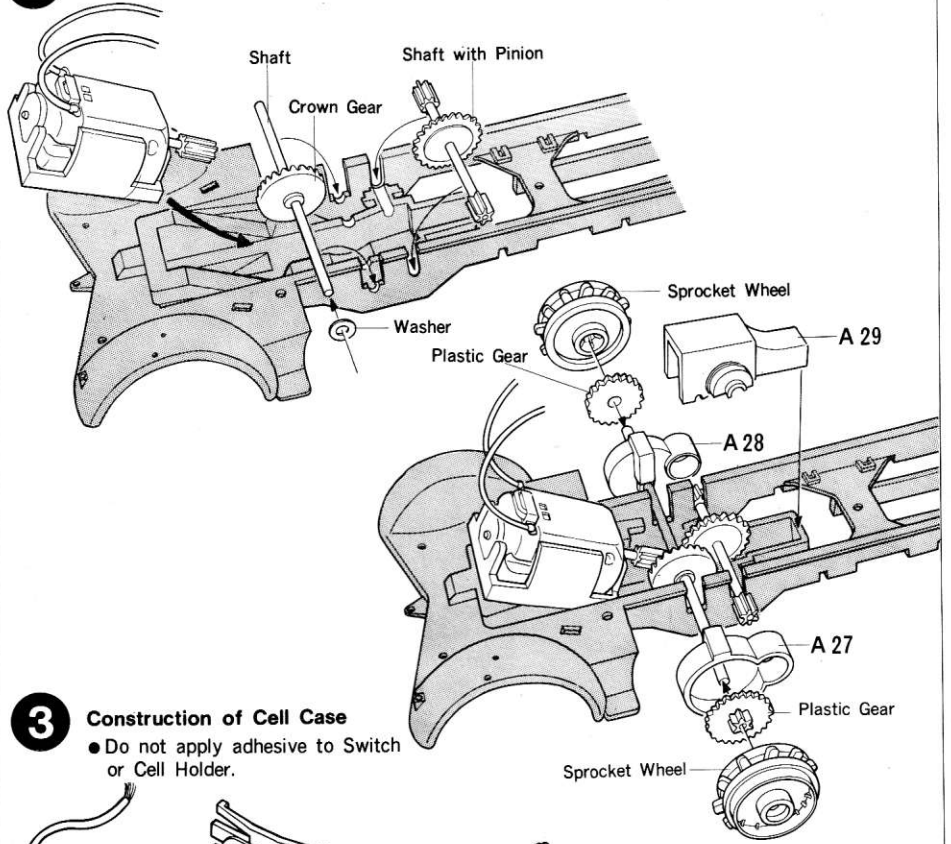


<Setting of Dry Cells>



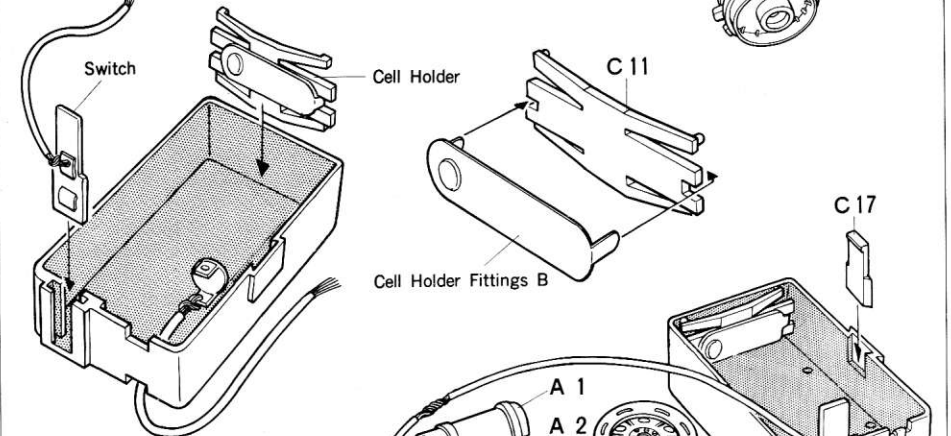
★ Be sure to set dry cells properly

2 Fixing of Motor and Construction of Gear Box



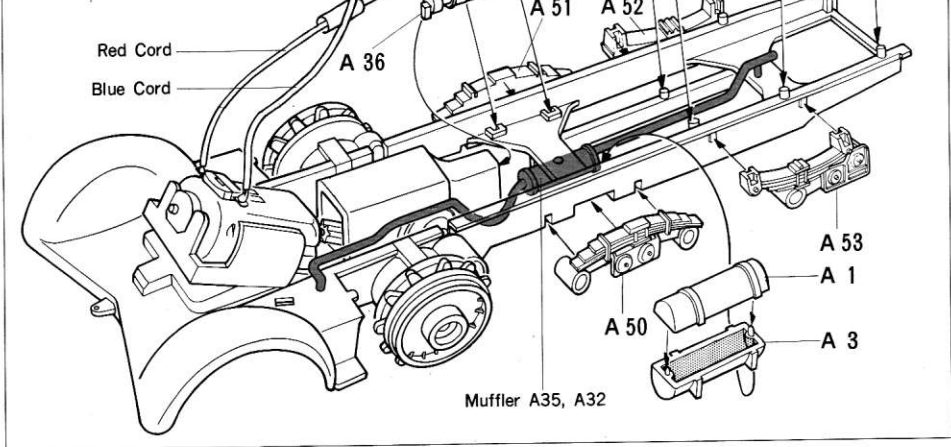
3 Construction of Cell Case

● Do not apply adhesive to Switch or Cell Holder.



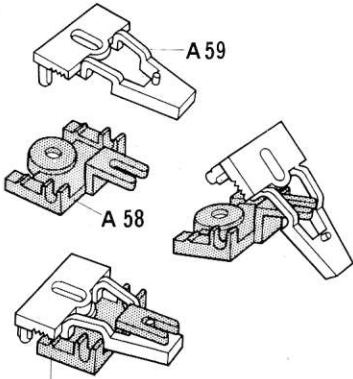
4 Construction of Lower Body

● Fixing of Muffler



5 Do not apply adhesive to Rear Shaft Bearing A60 & A61.

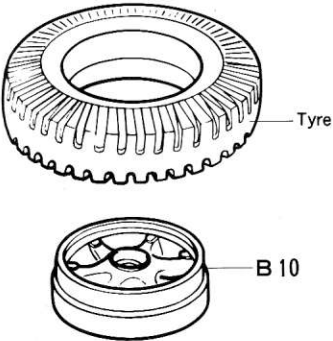
(Construction of Rear Shaft Adjusting Plate)



● Do not apply adhesive here

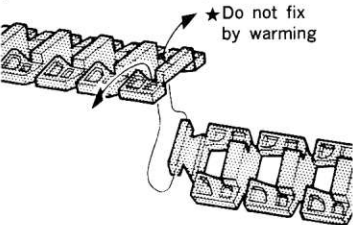
6 Suspension has a number of movable parts and should be properly constructed as shown in the figure.

(Construction of Front Wheels)

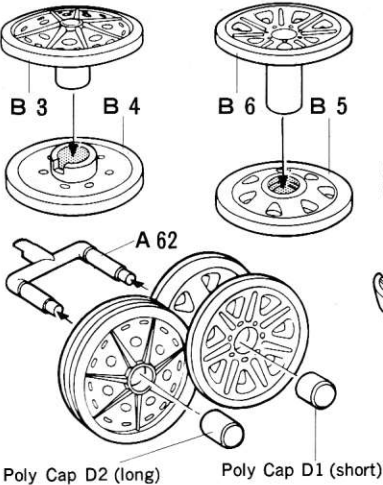


7 Glue Road Wheels as shown in the figure.

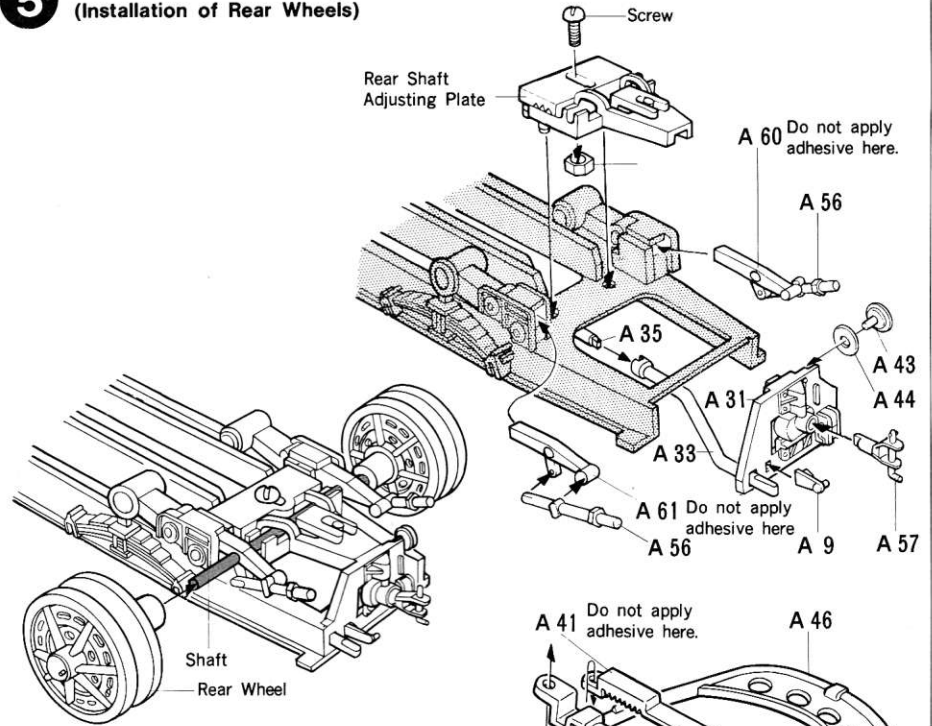
(Construction of Caterpillars)



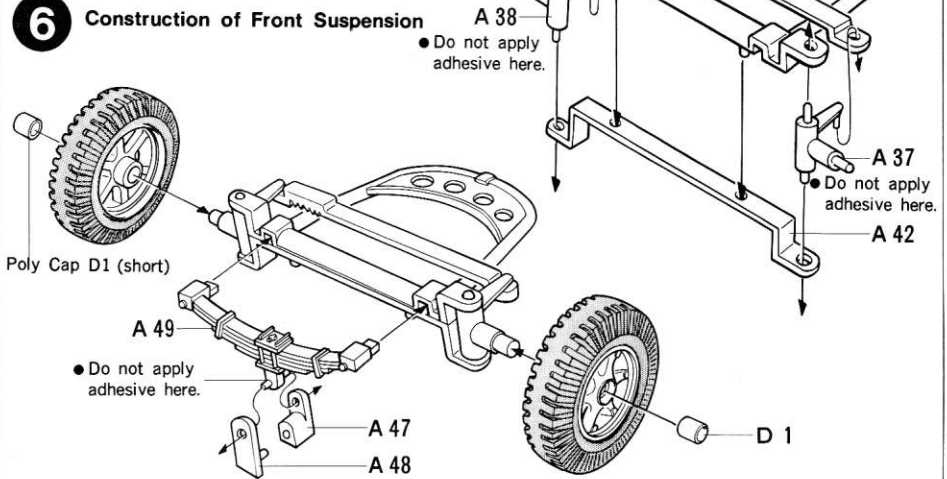
(Construction of Road Wheels)



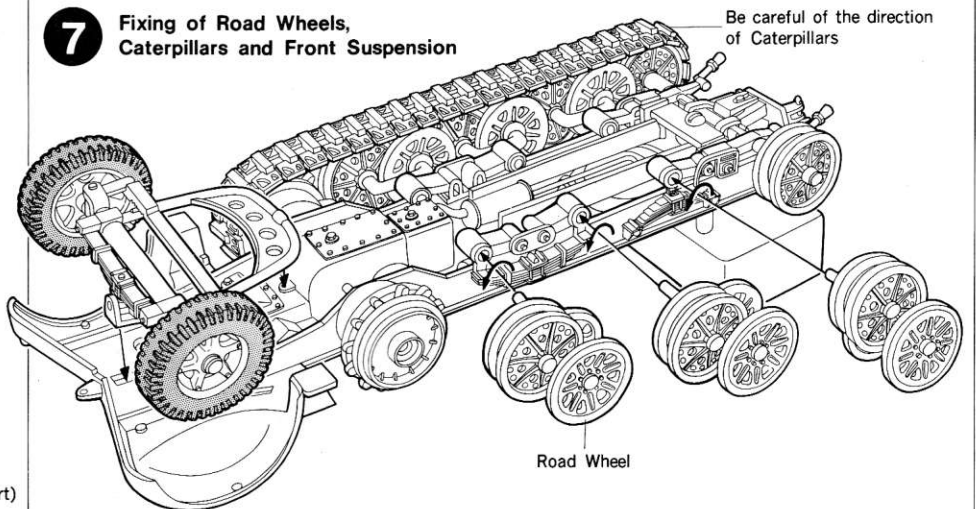
5 Construction of Rear Body (Installation of Rear Wheels)



6 Construction of Front Suspension

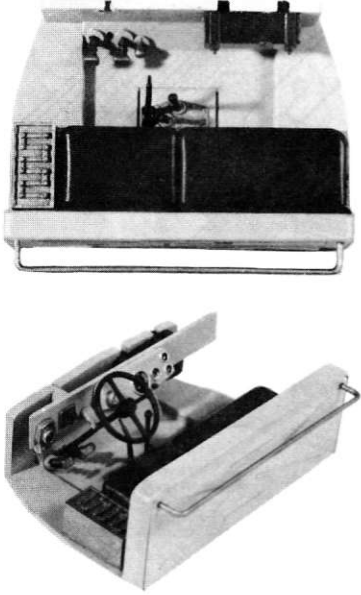


7 Fixing of Road Wheels, Caterpillars and Front Suspension

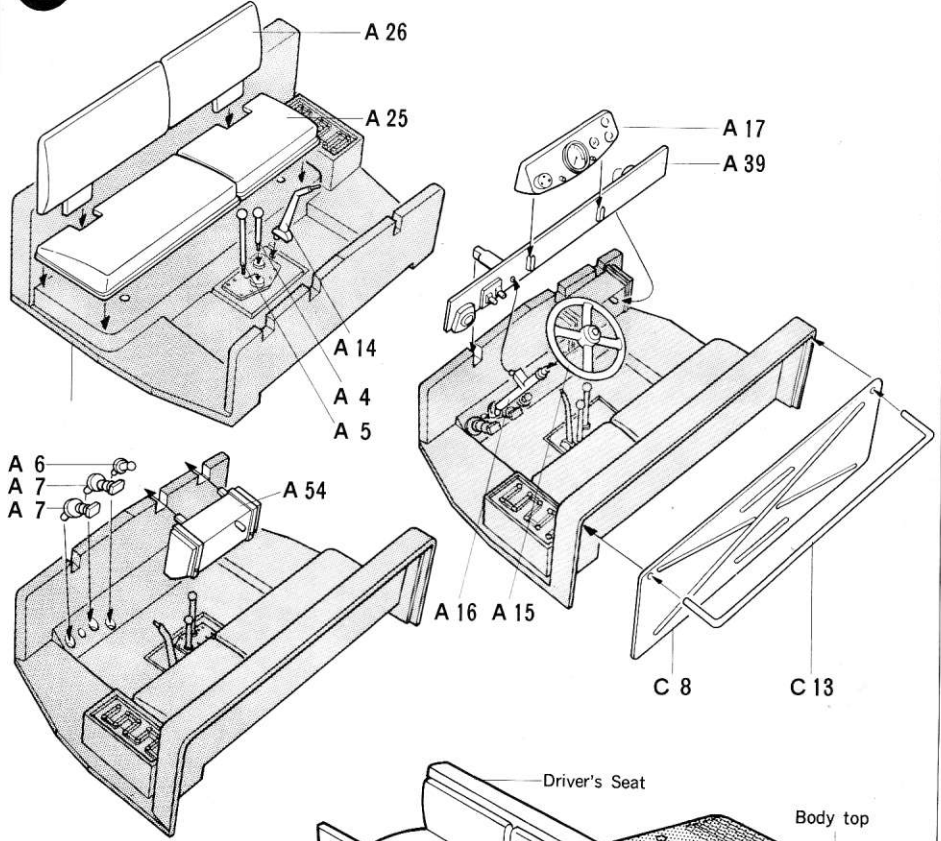


8 Glue parts in position as shown in the figure below.

<Reference picture for the construction of Driver's Seat>

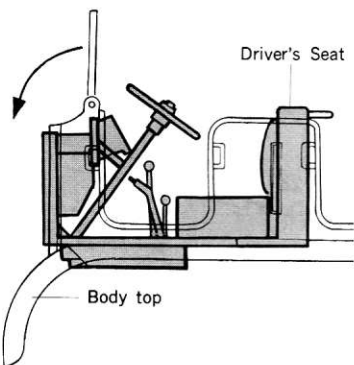


8 Construction of Driver's Seat

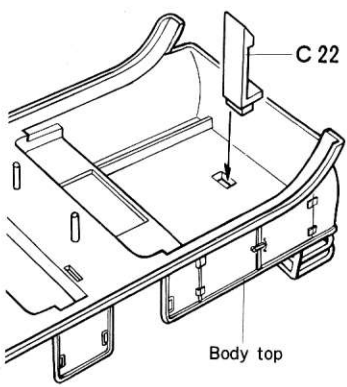


9 Be careful of the position onto which Driver's Seat is fixed. (See picture below.) If you are to construct your model for display, Body Hinge Parts C22 should be fixed to Body top.

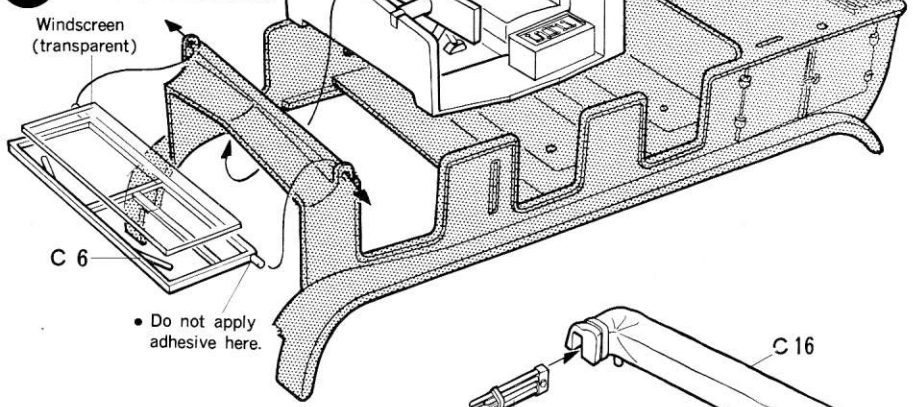
<Fixing of Driver's Seat>



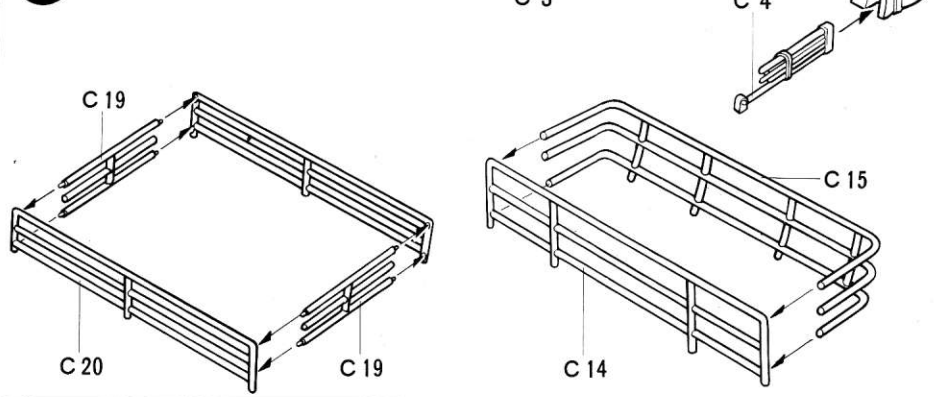
<Fixing of Body Hinge for display>



9 Fixing of Driver's Seat and Windscreen

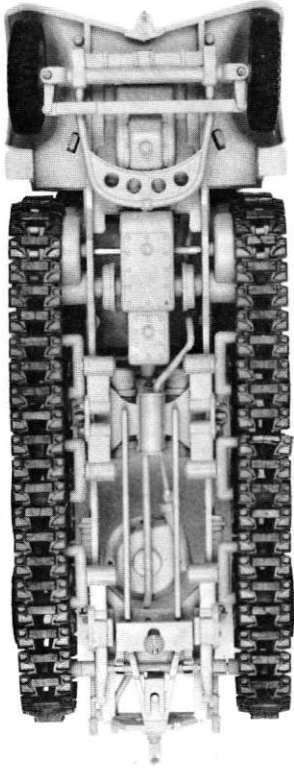
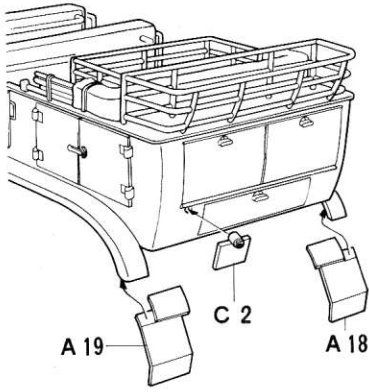


10 Construction of Basket and Hood

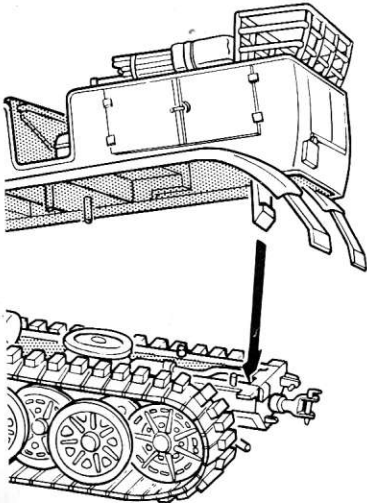


11 Hood is of folding type and should not be glued.

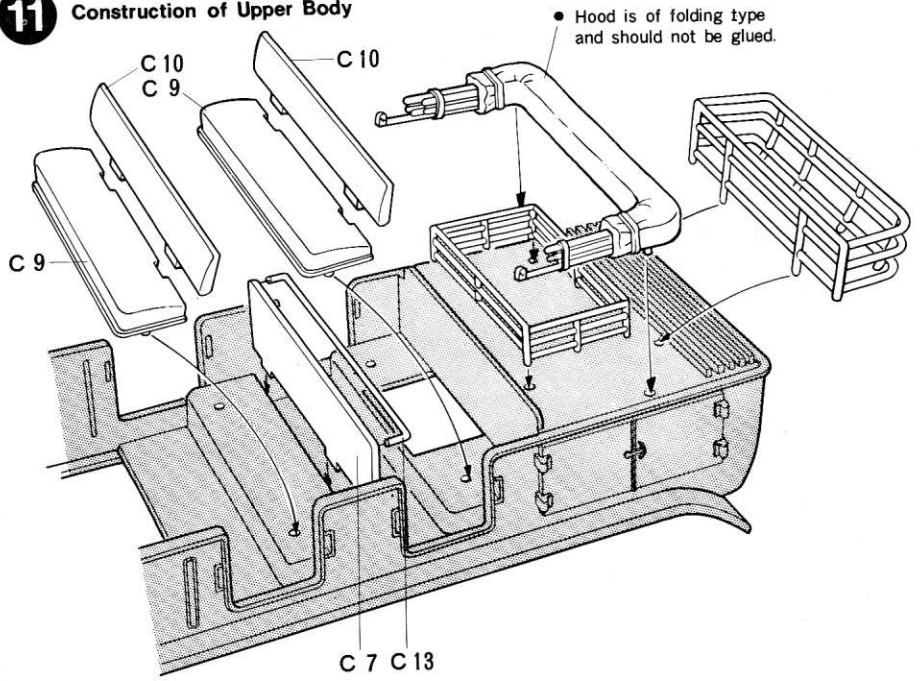
<Construction of Upper Body>



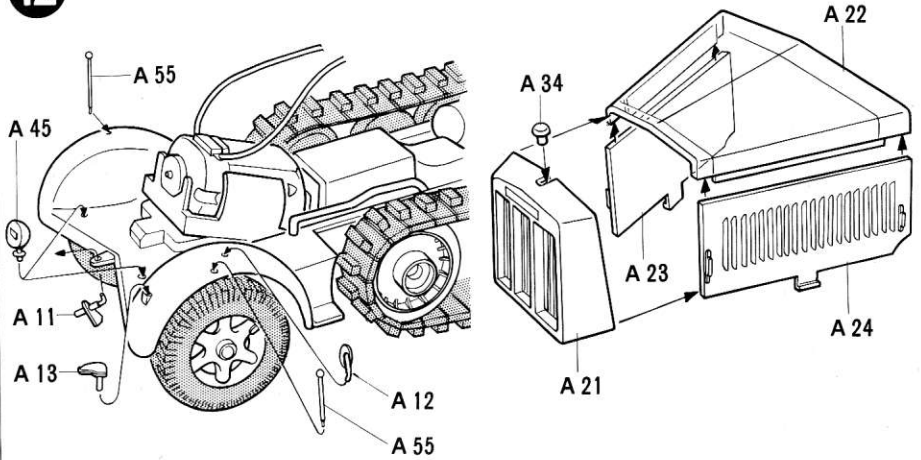
<Fixing of Body, (Model for Display)>



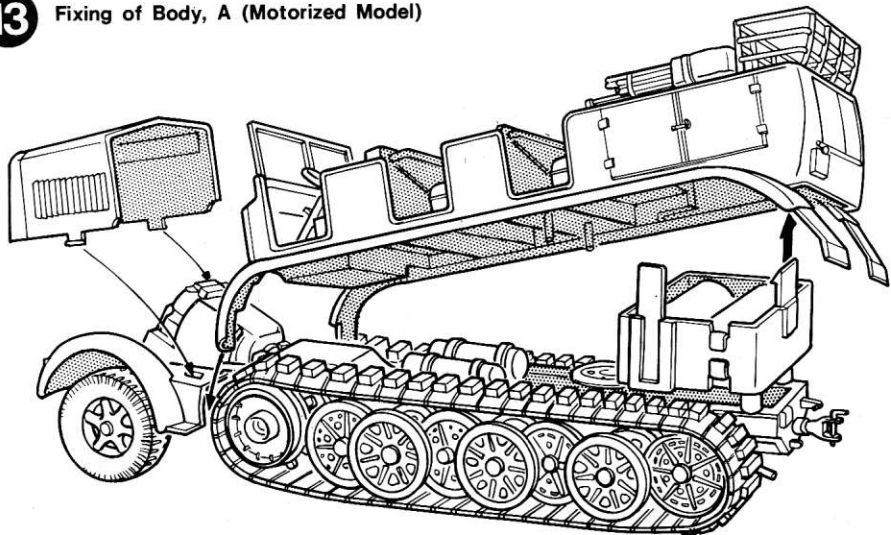
11 Construction of Upper Body



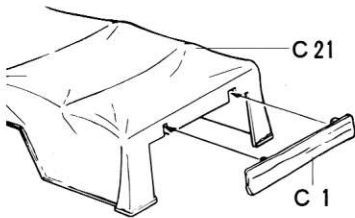
12 Construction of Front Body



13 Fixing of Body, A (Motorized Model)

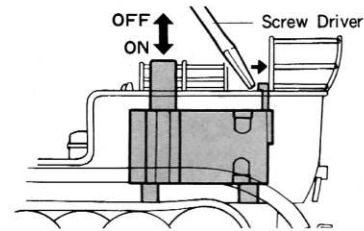


⟨Putting up of Hood⟩



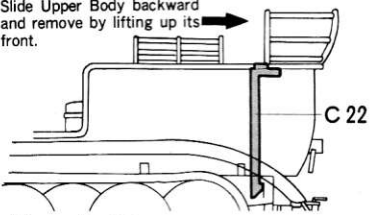
⟨How to remove Body⟩

● Motorized Model

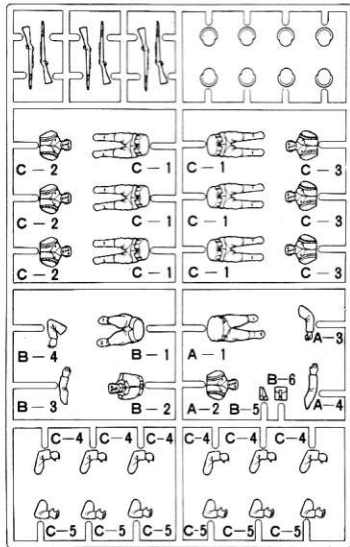


● Model for Display

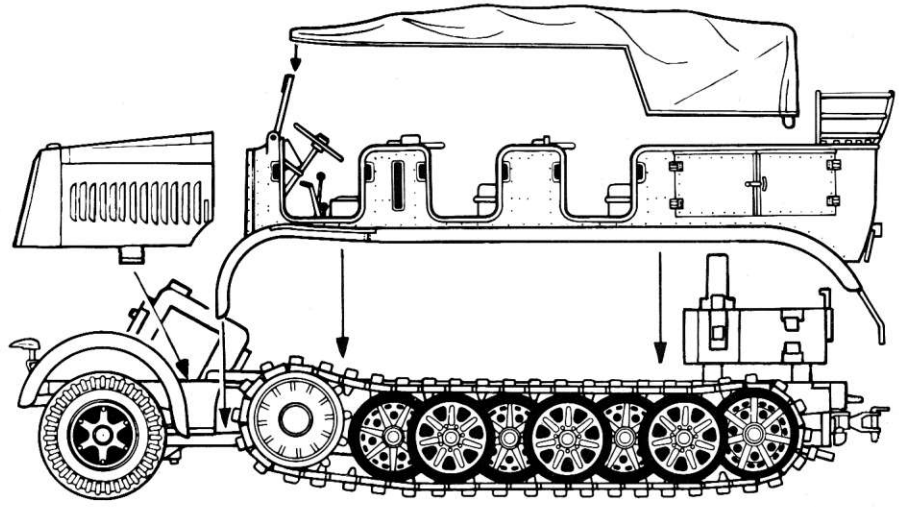
Slide Upper Body backward and remove by lifting up its front.



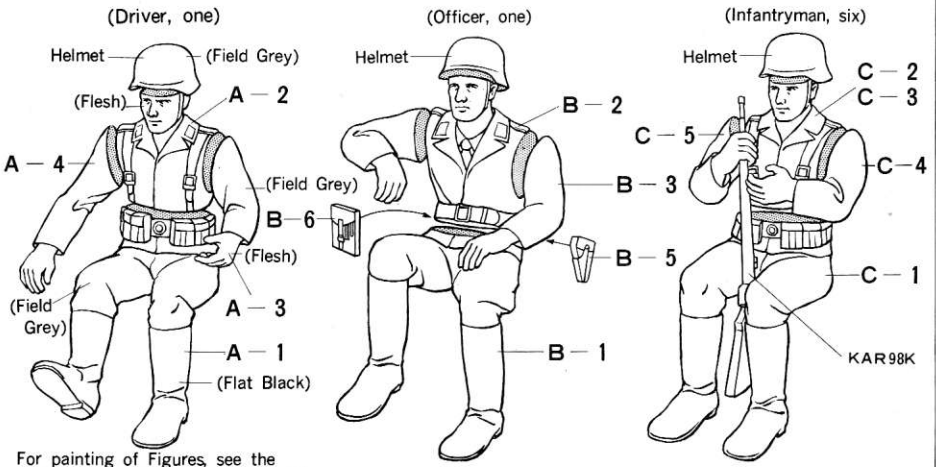
⟨Figure Parts⟩



14 Fixing of Body, B



15 Construction and Painting of Figures
Painting of Reichswehr and Waffen SS

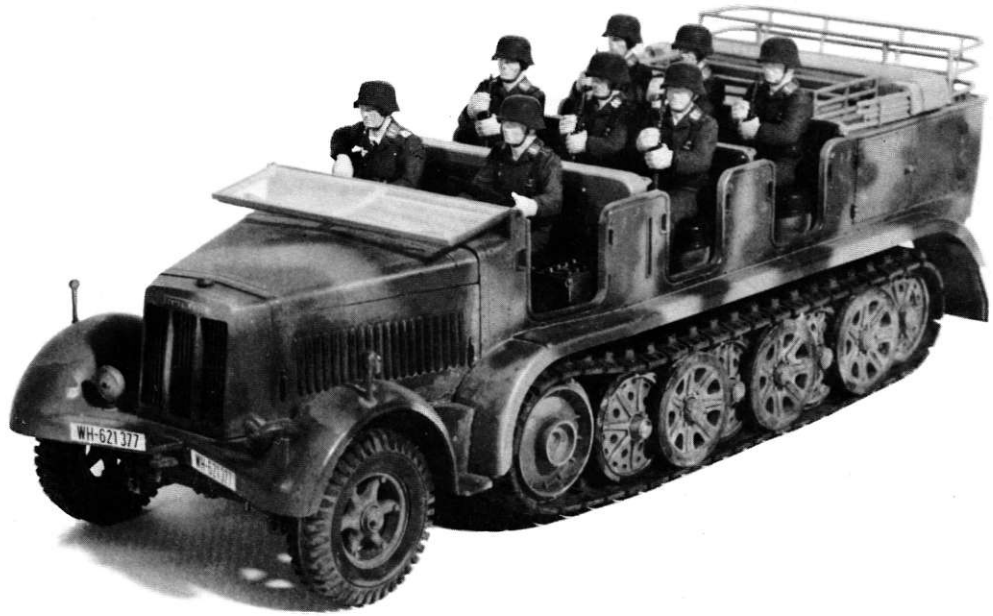


For painting of Figures, see the picture on the inside case of the kit.

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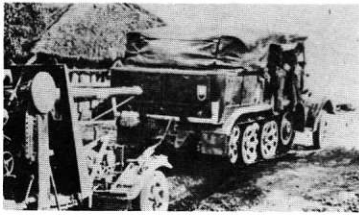


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MARKING

The Sdkfz 7 (8-ton tractor) showed activity throughout World War II in various operations such as towing of cannon, supplying of personnel and materials, and rescuing of disabled tanks.



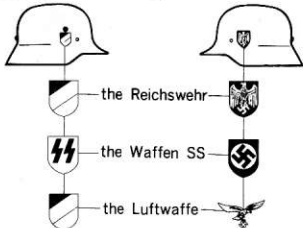
WH-83372 — the Reichswehr

44-452 029 — the Waffen SS

WL-62176 — the Luftwaffe

Numbers of six figures were applied to vehicles brought into the field in the latter half of the war.

《Marks of Helmets》

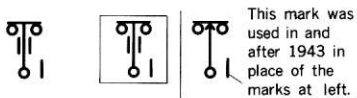


《Divisional Marks》

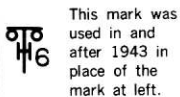
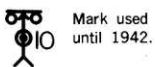


《Tactical Marks》

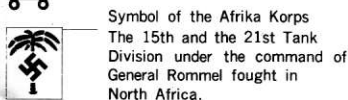
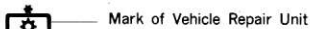
Each Tank Division of the Reichswehr and the Waffen SS had an anti-aircraft battalion consisting of one or two batteries (the Reichswehr) and of three batteries (the Waffen SS), each armed with four 88 mm guns. The Sdkfz 7 was used to tow them.



Units armed with 150 mm howitzers towed by the Sdkfz 7 had a tactical mark shown below.



Each tank division had a vehicle repair unit consisting of three companies, which also used the Sdkfz 7 to rescue disabled tanks and other vehicles.

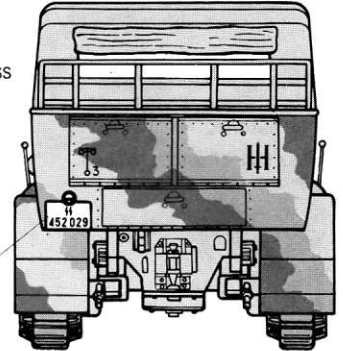
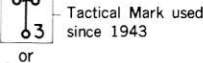
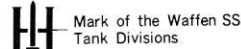
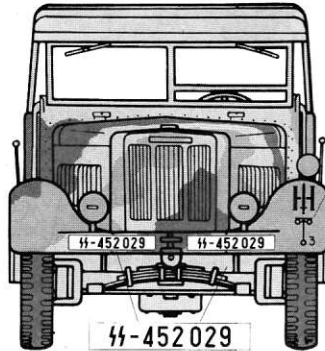
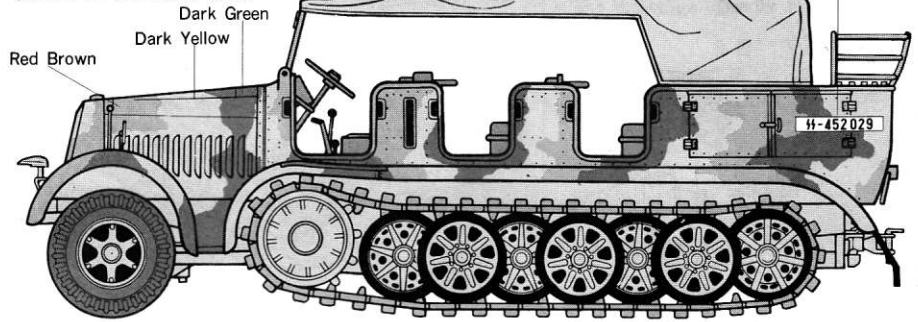


Camouflage Painting (the beginning of 1943—)

Khaki

44-452 029

For painting of the body, see the picture on the inside case.



Marking of the Afrika Kops

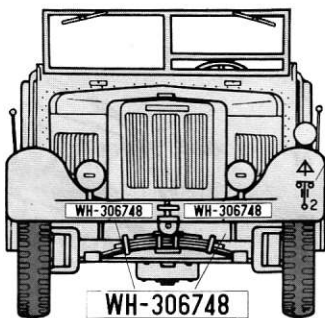
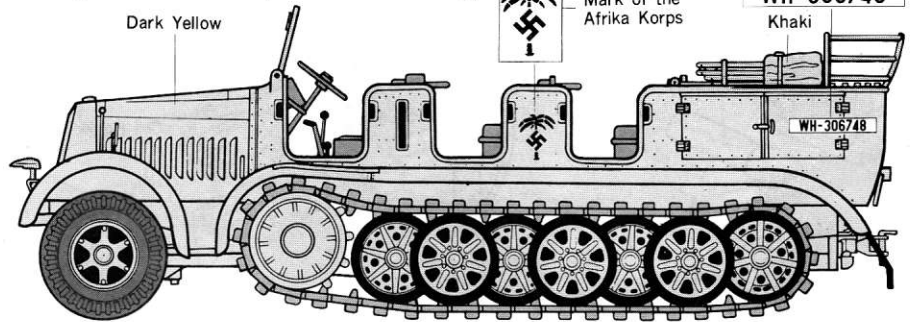
Dark Yellow

or

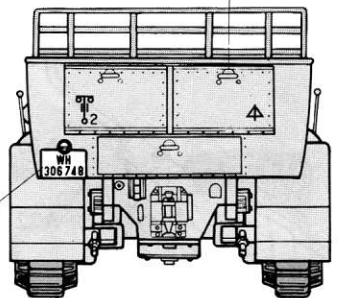


WH-306748

Khaki



or

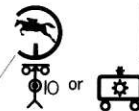


Marking used in the Eastern Front



Mark of units under the command of General Guderian

Mark of units under the command of General Kleist



WH 83372

