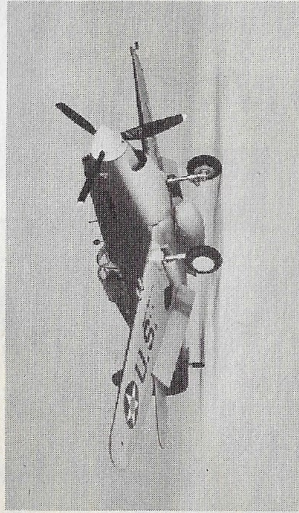
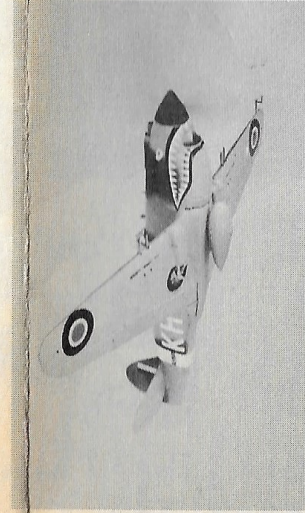


PLASTIKIT PA96
SCALE: 1/4" = 1'
1/48 SIZE

Monogram[®]

quality hobby kits



TIGER SHARK P-40B

The P-40B Tiger Shark, made famous by Gen. Claire Chenault's "Flying Tigers" in China, was a direct off-spring of the P-36 (Hawk 75-A) built by the Curtiss-Wright Corp. Airplane Division.

The original XP-40 was a production Hawk 75A modified for the installation of the more powerful Allison V-12, 1,150 h.p. liquid cooled engine. This new fighter was flown for the first time in Oct., 1938.

The P-40 had a wing span of 37 ft. 3½ in., fuselage length of 31 ft. 8½ in., and a height of 10 ft. 7 in. Armament consisted of two .50 cal. machine guns in the nose and two .30 cal. machine guns in each wing.

Although lacking somewhat in maneuverability and rate of climb, the P-40's top speed of 352 m.p.h. coupled with its rugged construction, armor plating and fast diving speed, enabled it to hold its own against most of the fighter planes in existence at that time. In the hands of such capable pilots as Col. Robert L. Scott of the famed "Flying Tigers" and Lt. Neville Duke of R.A.F. No. 112 "Shark" Squadron in No. Africa, the P-40 became a potent fighting machine. Wing-Commander Clive "Killer" Caldwell, R.A.A.F., while flying the P-40, scored more than twenty victories in the Middle East.

Names for the P-40B ranged from Curtiss "Hawk", in the United States, "Tomahawk" in Great Britain to the "Tiger Shark" of the "Flying Tigers" in China. This Group was formed into three squadrons, the 1st (Adam and Eve), the 2nd (Panda Bears) and the 3rd (Hell's Angels). They fought their first action on Dec. 20, 1941 and in the following six and one-half months compiled a record of 299 victories with a loss of only 50 planes, eight pilots killed and four missing.

During the war years the P-40 fought on many battle fronts and bore the insignia of various countries. Among these were the United States, Britain, Australia, China, South Africa, Turkey and Russia.

The P-40 and P-40B's were the first of a long line of P-40's whose performance improved with each modification.

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MORTON GROVE, ILLINOIS
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00096-020

BEFORE YOU BEGIN ASSEMBLY . . .

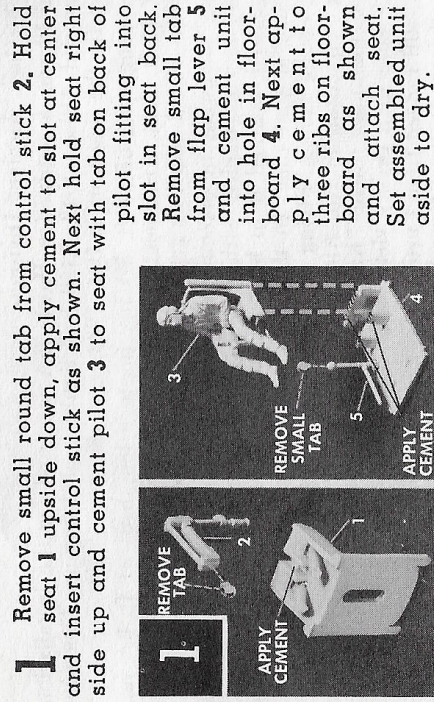
Your Monogram P-40B features movable landing flaps, highly detailed cockpit interior, cockpit canopies for closed or open position, swiveling tailwheel, and a landing gear that can be assembled in either retracted or "down" position. The decal sheet included contains insignia of three different countries for finishing your model in the markings you prefer.

Before beginning the assembly, first read the instructions and study the assembly photos and exploded drawing to become familiar with all of the parts. Once you've started the assembly, check the fit of each part by putting it in place without cement. Then remove the part, apply cement, and attach it to the model. Each "tree" of plastic parts is molded with identifying numbers appearing on the parts or on tabs next to the corresponding parts. This method makes it easy for you to find parts during model assembly.

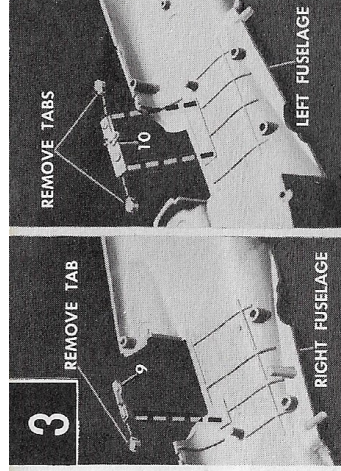
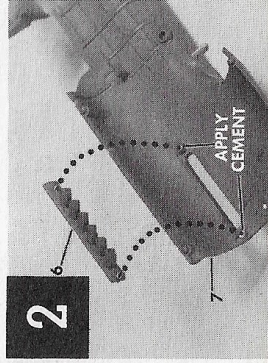
Do not detach parts from trees until you are ready to use them. After cutting or breaking off the required part, trim away any excess bits of plastic. Use a small sharp knife, such as an X-acto knife, available at your hobby dealer.

Keep in mind the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents that dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your models appearance. When applying cement to small or confined areas, use cement on the end of a toothpick instead of the tube nozzle to better regulate the amount of cement being applied.

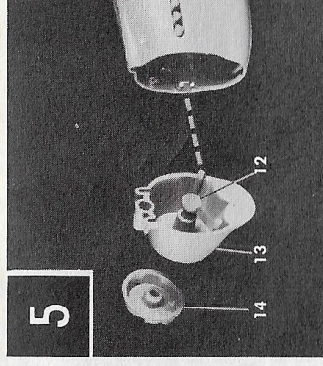
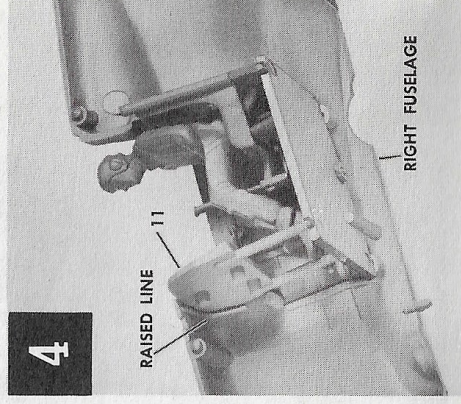
If you plan to paint your model, refer to the instructions "Finishing the P-40B" for helpful hints on painting. It is best to paint some parts before cementing them into place. Remember to scrape paint from areas which will be cemented. Cement will not stick to paint.



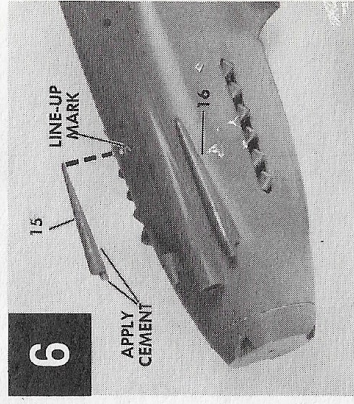
2 Apply cement to holes at ends of slots in two fuselage halves **7** and **8**. Next fit small pins on two exhaust pipe units **6** into holes, making sure flat ends of pipe face towards the rear.

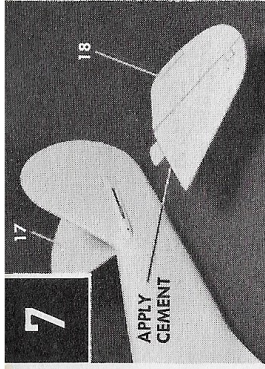


4 Cement edge of instrument panel **11** inside of right fuselage against raised line as shown. Next cement two tabs on right edge of floorboard into holes in fuselage. Now apply cement to exposed edge of instrument panel and two tabs on left edge of floorboard, place assembly on table, then quickly apply cement along edges of left fuselage half and attach it to right half. Make sure tabs on floorboard fit into holes inside left fuselage.



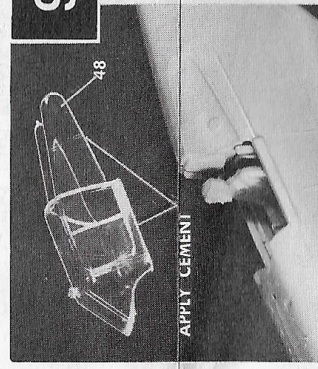
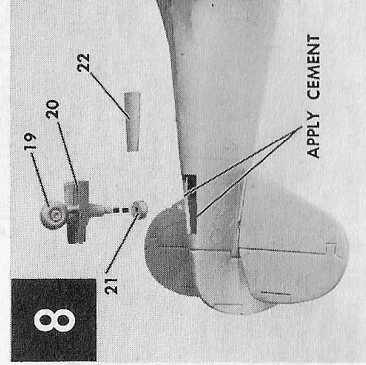
6 Cement right machine gun housing **15** to fuselage using a VERY SMALL amount of cement along bottom edge of housing so that the cement will not ooze out when part is attached to fuselage. Use tweezers to hold the piece when applying cement and when fitting it to fuselage. Small pin on end of housing fits into hole in nose section and pointed rear end is aligned on raised line-up mark on fuselage. Cement left machine gun housing **16** to fuselage.



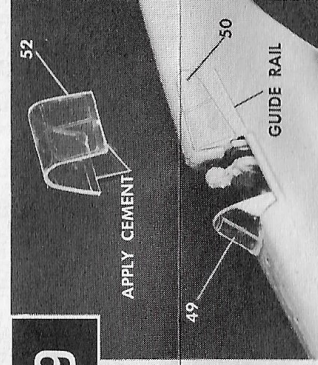


7 Apply cement to right side edge of stabilizer **17** and insert tab and pin into slot and hole on right side of fuselage tail section. Follow same procedure when attaching left stabilizer **18**.

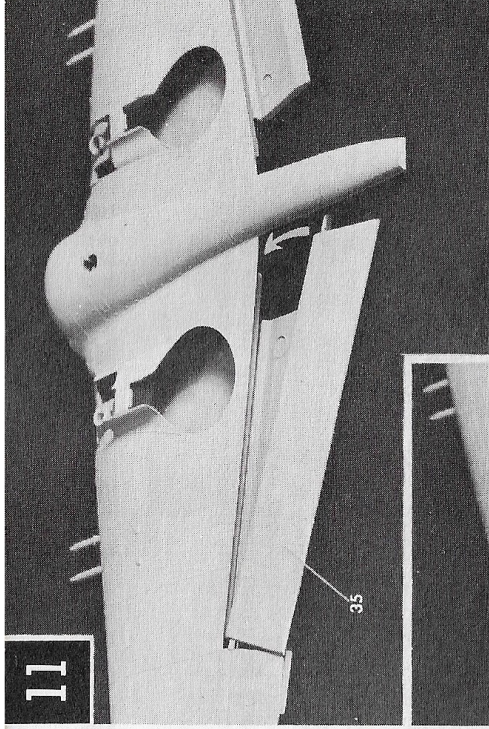
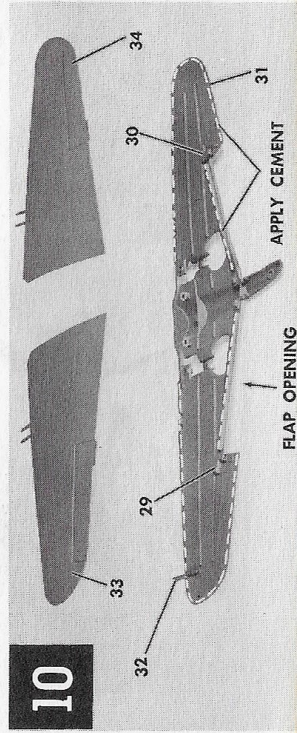
8 If you've decided to assemble your model with the landing gear retracted, cement tailwheel door **22** (closed position) to opening in fuselage. For a model with the landing gear in down position with a swiveling tailwheel, insert wheel **19** into hole in tailwheel doors **20** (open position) and cement retainer **21** to end as shown. Cement assembled unit into opening in fuselage.



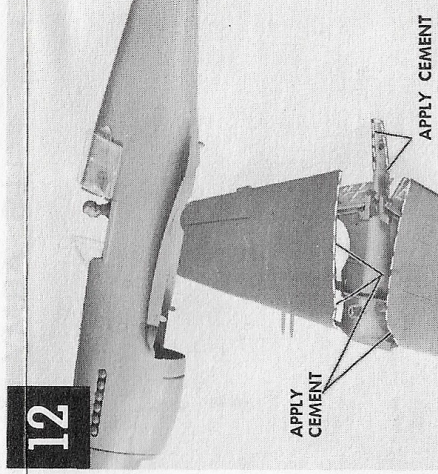
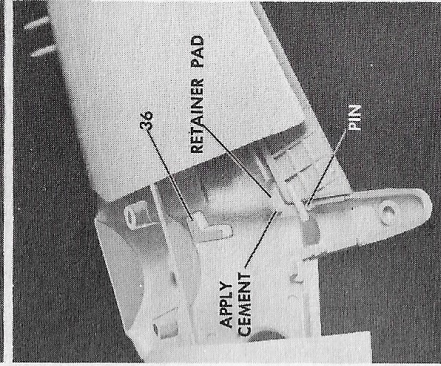
9 Clear canopy can be attached in the closed position using the one piece canopy, or in the open position using four extra clear parts supplied. Apply just a little cement along bottom edges of clear parts using a toothpick to better control the cement. Attach parts selected as shown. Sliding portion of canopy **52** is cemented to forward end of guide rails in open position.



10 Cement left and right outboard pivot retainers **29** and into small hole and notch in left wing tip. Cement pitot tube **32** to outer edges of left half of bottom wing and to rib along front edge of flap opening. Now attach left top wing **33**. Apply cement along edges and rib on right half of bottom wing and attach right top wing **34**.

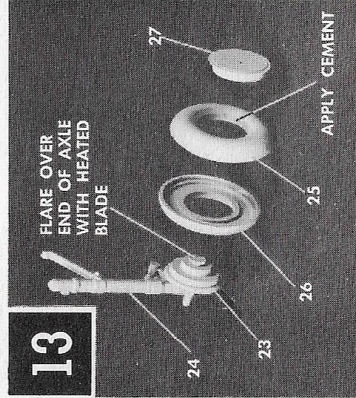


11 Insert pivot pin on right landing flap **35** into pivot hole as shown. Turn wing top-side up and insert inboard pivot into place between pin and retainer pad. Cement right pivot retainer **36** into place. Do not allow cement to come in contact with pivot. Assemble left landing flap **37** and left pivot retainer **38** in the same manner.



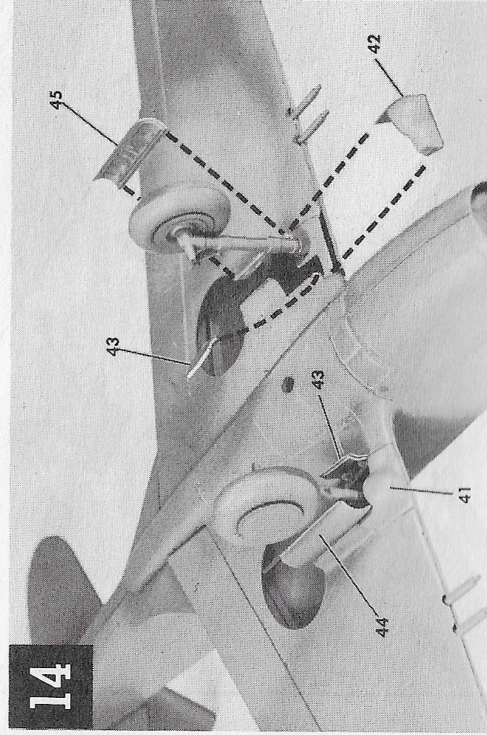
12 Apply cement to areas shown in photo and attach wing to fuselage. Hold in place until cement sets. Allow flaps to hang down away from wing while doing this.

13 Remove three small tabs from landing strut **24**. Slip wheel hub **23** onto axle of left landing strut and flare end of axle with a heated knife blade to hold hub in place. Cement tire halves **25** and **26** together. Cement assembled tire to wheel hub. Apply cement to inner edge of tire and slip wheel disc **27** into place. Assemble right landing gear strut **28** in same manner. Set aside to dry.



LANDING GEAR IN DOWN POSITION

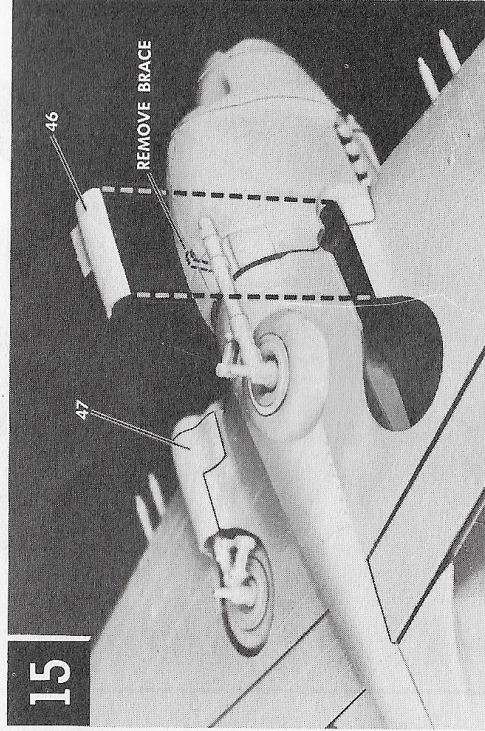
14 Cut away short connector bands across landing gear strut wells. Next cement left strut housing **41** and right strut housing **42** to wing. Use tweezers to handle small doors **43**. Apply cement to tabs on doors and attach to inboard side of openings as shown. Next attach doors **44** and **45** by applying cement along rib on outer edge of each door and attach to edge of openings with narrow end towards rear. Cement assembled landing struts into slotted holes in wing.



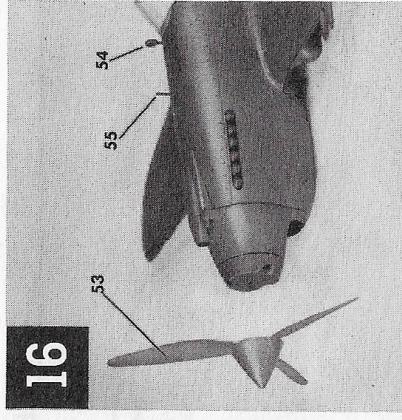
14

LANDING GEAR RETRACTED

15 Cut away short connector bands across landing gear wells. Next cut off strut brace from landing struts. Use tweezers to hold onto the strut and apply cement to end of strut and to wheel. Fit strut into wing, centering wheel in well. End of strut will rest on slotted boss at front of well. Now cement left **46** and right **47** gear doors into place.

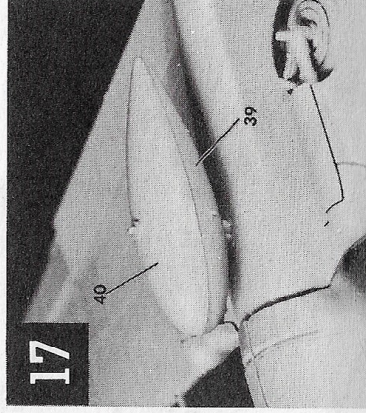


15



16

16 Apply cement to back edges of propeller spinner **53** and attach to spinner-back. Cement ring sight **54** into hole just forward of canopy. Cement bead sight **55** into hole just ahead of ring sight.




17

17 Apply cement to edges of top half of tank **39** and attach to bottom half **40**. Hold together until cement sets. Cement tank into hole in bottom of fuselage.

Plastikit Cement
DRIES FAST - CLEAR

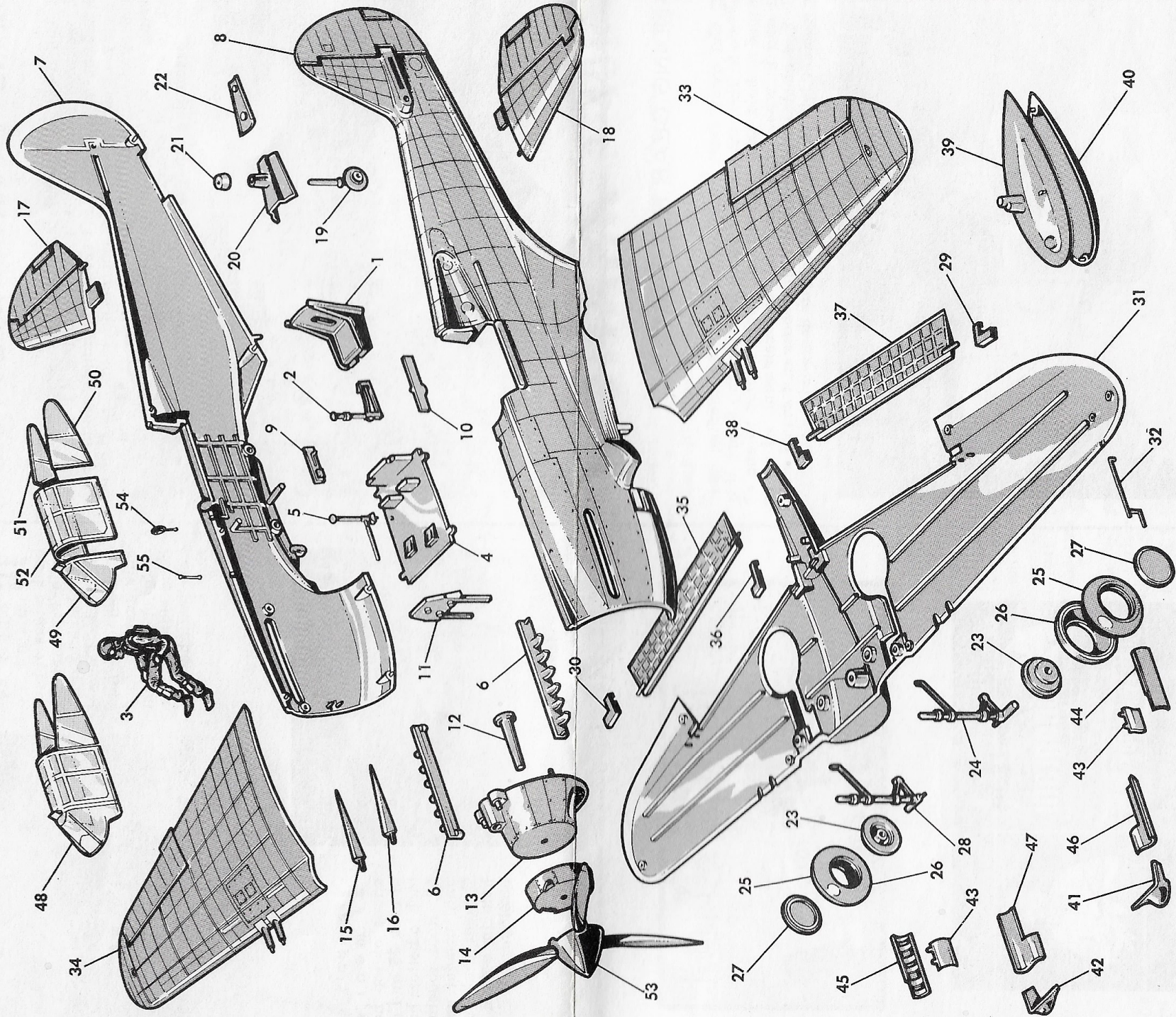


Recommended for use with Monogram Plastikits. It is specially prepared for cementing all models and toys molded in styrene plastic.



Monogram[®]
quality hobby kits

EXPLODED DRAWING OF THE P-40B



FINISHING THE P-40B

PAINTING

The plastic parts in this kit are molded in clear and in olive drab, with a special dull camouflage finish on the large parts. A realistic and attractive model can be completed with a minimum of painting. If you wish to paint details and camouflage your model, refer to the photos and box cover for exterior colors. Suggestions for painting small details are given below.

Paint small parts before they are assembled to the model. Fuselage, wings, and tail surfaces may be painted after assembly. Use only enamel or paint for styrene plastic. Camouflage colors should have a flat finish.

A small pointed brush is best for painting small parts. Use a soft brush about 1/4 inch wide for large areas. Allow paint to dry thoroughly before handling parts. Scrape paint from areas to be cemented as the cement will not hold to paint. Be sure to paint the canopy framework.

FLAT BLACK — Tires, propeller blades, machine gun barrels, ring and bead sight and instrument panels.

ZINC CHROMATE GREEN — This is a light apple green. Cockpit walls, pilot seat, inside of wheel wells and inside of landing gear doors.

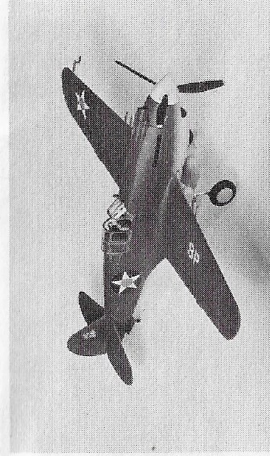
SILVER — Tailwheel fork, landing struts and instrument details.

PILOT — Flesh face and hands, tan uniform, brown helmet and shoes, and olive drab parachute straps.
YELLOW — Tips of propeller blades.

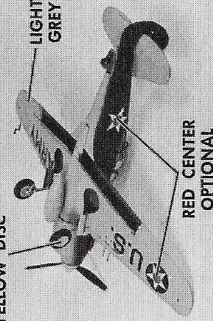
APPLYING DECALS

When applying decals refer to the photos for exact location of each marking. For a neat job, cut closely around outlines with scissors or a sharp knife, one subject at a time. Dip decal into warm water for a few moments until it slides easily on paper backing, then place decal in position with one finger and slide backing out from under it as shown in photo. Decal can be shifted slightly on model. When applying white or yellow fuselage band, place center of band on top seam of fuselage. Ends of band should meet on bottom seam. Cut shark mouth into two halves and apply one half at a time. Wrinkles may be flattened by slitting them with a sharp knife or razor blade. When decal is in correct position, press out trapped air bubbles and blot out any excess water with a soft rag. Before drying, decals should be pressed firmly against any raised detail such as rivets and panel separation lines. For those who wish to use the early U.S. star insignia with a red center, four red dots are included on the decal sheet.

U.S. ARMY

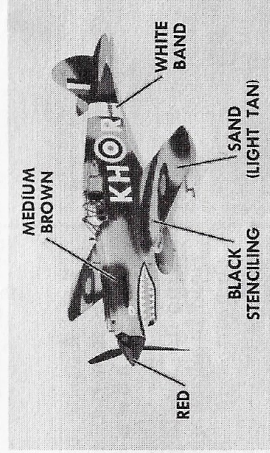


GREY, OR RED, WHITE AND YELLOW DISC



RED CENTER OPTIONAL

BRITISH



MEDIUM BROWN

RED

WHITE BAND

BLACK STENCILING

SAND (LIGHT TAN)

BLACK STENCILING

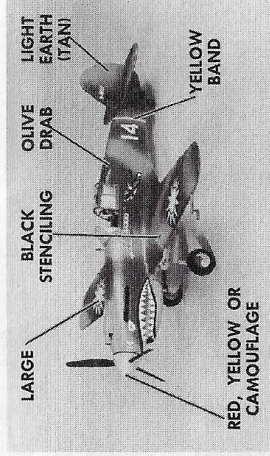
WHITE LANDING LIGHT

LAVENDER-GREY OR LIGHT BLUE



YELLOW STENCILING

FLYING TIGER



LARGE

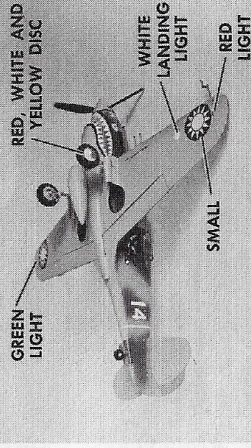
OLIVE DRAB

BLACK STENCILING

LIGHT EARTH (TAN)

YELLOW BAND

RED, YELLOW OR CAMOUFLAGE



GREEN LIGHT

RED, WHITE AND YELLOW DISC

WHITE LANDING LIGHT

SMALL

RED LIGHT

