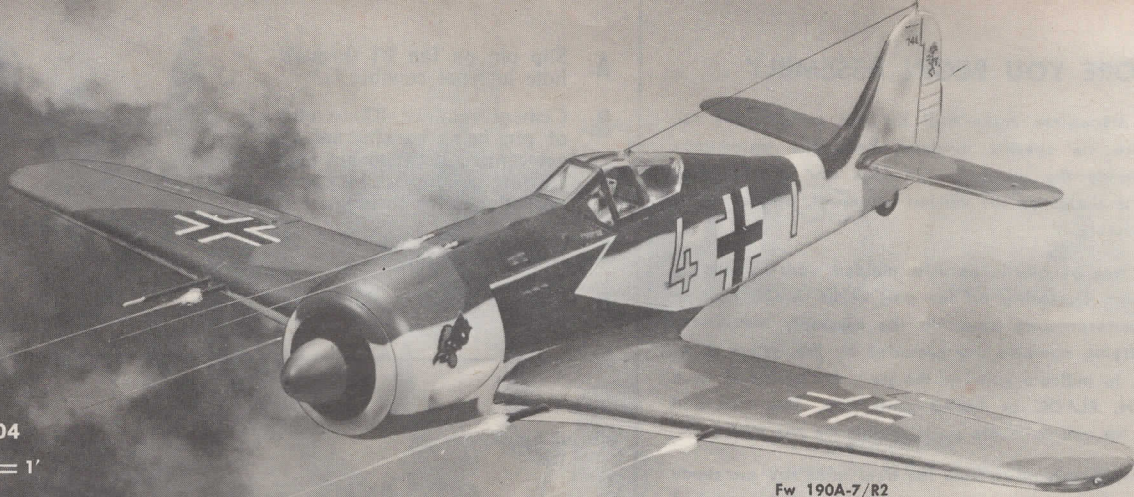


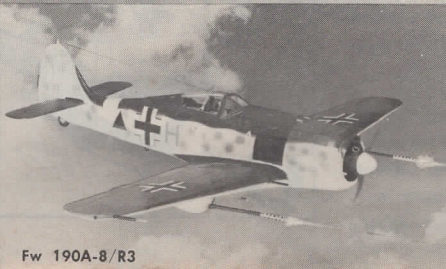
KIT NO. 6804

SCALE: 1/4" = 1'  
1/48th SIZE

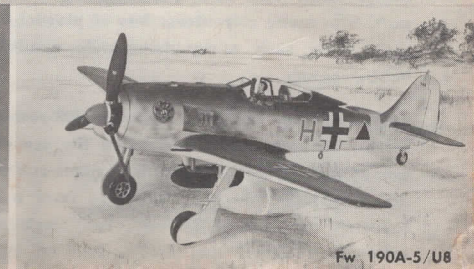
**MONOGRAM**®



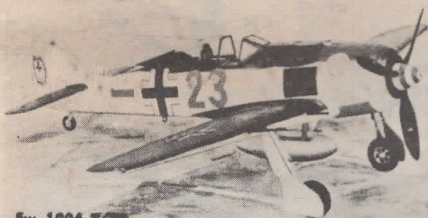
Fw 190A-7/R2



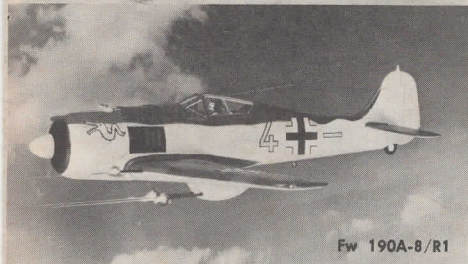
Fw 190A-8/R3



Fw 190A-5/U8



Fw 190A-7/R3



Fw 190A-8/R1



190A-5/U3—TROPICALIZED

## FOCKE-WULF Fw 190

The Focke-Wulf Fw 190 has been called one of the truly great single-seat warplanes of the Second World War. The reason for such a statement was, that it was not only a "pilot's airplane", but was easy to maintain and able to withstand a large amount of battle damage. At every task to which it was committed the Fw 190 played a vital role.

In the summer of 1941 the Fw 190 made its combat debut over the English Channel and was an immediate success. It had clearly displayed its superiority over the best the Allies had to offer at that time, the Spitfire V. The Fw 190 maintained this superiority over all the Allied fighters for almost two years. It could outmaneuver its opponents on almost every occasion and its speed enabled it to retreat without fear of pursuit.

The Focke-Wulf Fw 190 underwent continual modifications throughout the war. Many different versions were produced, the A-5 through A-8 being some of the more notable. The Fw 190A-5 was 29' 7" long, had a span of 34' 6" and weighed 9,750 pounds. It was powered by the B.M.W. 801D-2 twin row, 14 cylinder, air cooled, radial engine producing 1,700 h.p. under normal conditions. With the aid of its MW50 supercharger it could produce 2,100 h.p. for short durations. This gave the Fw 190 a speed of 408 m.p.h. at 20,600 ft., a cruising speed of 298 m.p.h., a range of 500 miles and a service ceiling of 37,400 ft.

This Monogram 1/48 scale kit was designed from photographs and measurements of actual Fw 190's. The kit includes all of the parts necessary for assembling any one of six versions of this famous fighter.

**MONOGRAM MODELS, INC.** Morton Grove, Ill.  
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## BEFORE YOU BEGIN ASSEMBLY . . .

Your Monogram Focke-Wulf Kit will authentically reproduce six specific versions. Read the instructions and study the assembly drawings and photos carefully to decide on the version you want, before beginning assembly.

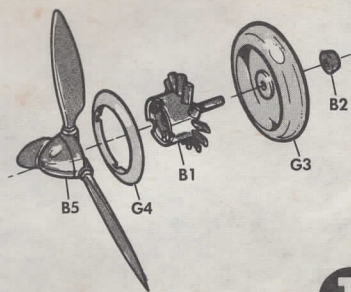
Each tree of plastic parts is molded with identifying numbers appearing on the part or on a tab next to the corresponding parts. In the assembly instructions identifying numbers are preceded by the letters G, B, or C, to indicate whether the part can be found on a GREEN, BLACK, or CLEAR parts tree. This makes it easy for you to locate parts during the assembly.

Do not detach parts from the 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 a modeling knife, available at your hobby counter.

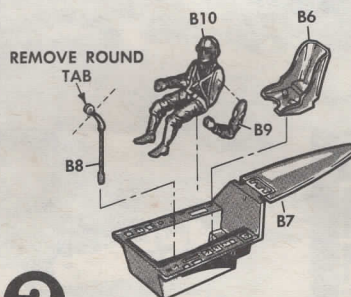
Keep in mind, the importance of not rushing the assembly of your model and avoid the use of excessive amounts of cement. All plastic cements contain solvents which dissolve plastic in order to form a solid weld between the cemented parts. Too much cement can soften and distort the plastic, spoiling your model's 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 being applied.

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

- A. Slip pin on fan B1 through hole in front cowling G3.
- B. Cement retainer B2 to end of pin being careful not to get cement between pin and cowling as this will prevent propeller from turning.
- C. Cement nose ring G4 to front of cowling.
- D. Cement propeller B5 to fan hub.



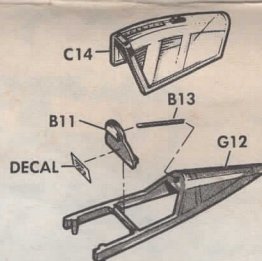
1



- A. Cement seat B6 to cockpit B7 floor and back.
- B. Cement control stick B8 to hole in floor.
- C. Cement arm B9 to pilot B10 in position desired.
- D. Cement pilot to seat.

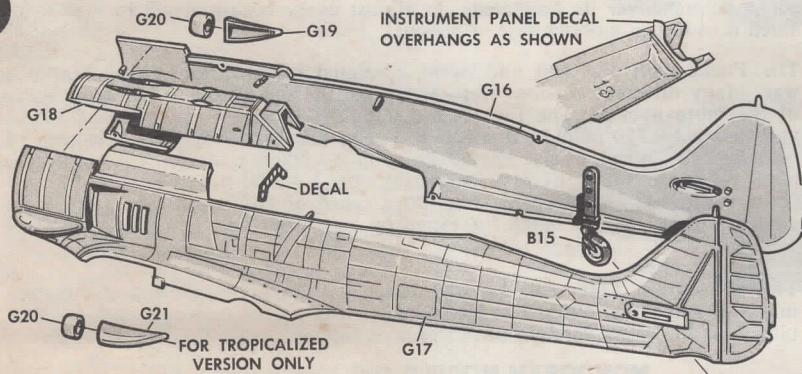
2

- A. Apply decal #14 to armor plate B11 below headrest.
- B. Cement armor plate to cross-member on canopy frame G12 — then before cement dries cement support pin B13 between armor plate and canopy frame. Top of armor plate will slant forward.
- C. Cement clear canopy C14 to canopy frame.

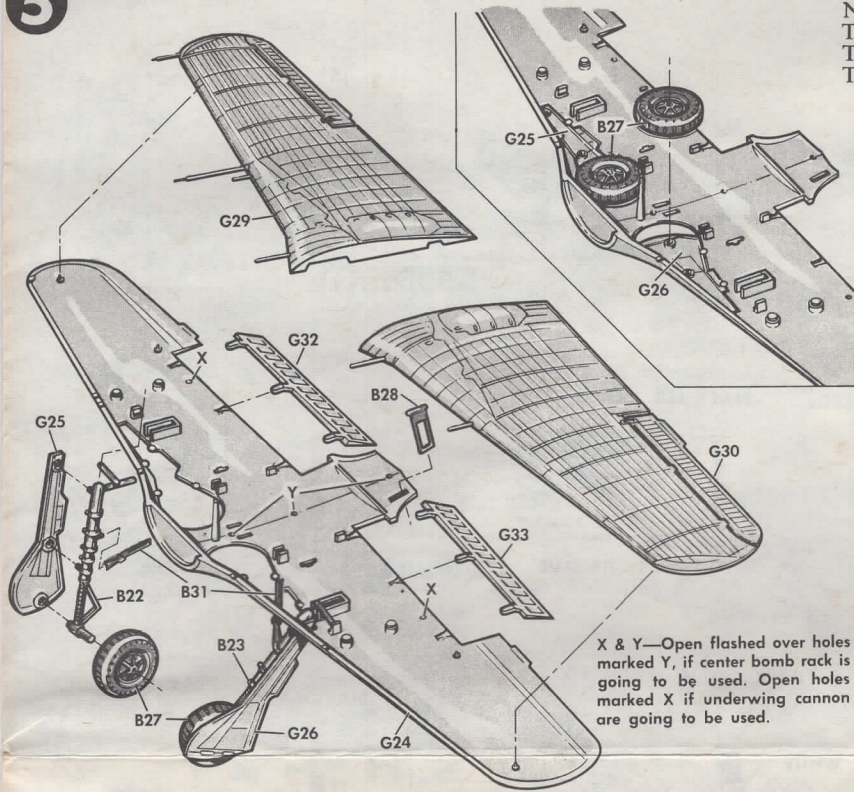


3

4



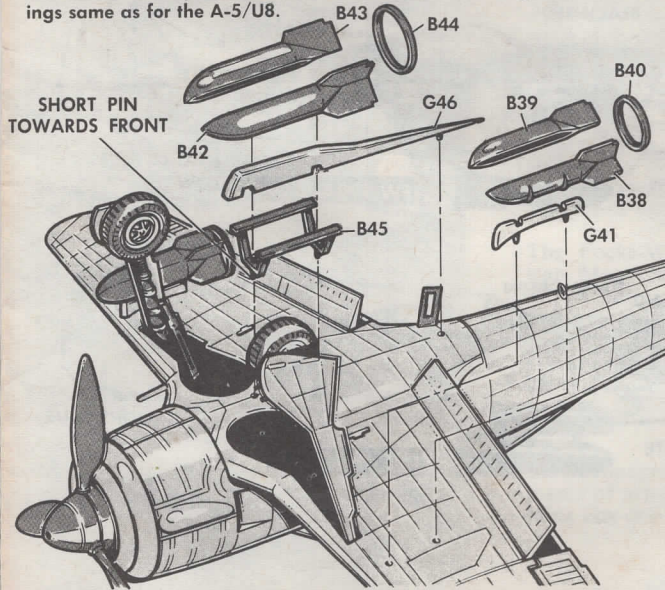
- A. Cement tail wheel B15 to pins in right fuselage half G16. (Use two upper holes if gear is to be in down position.)
  - B. Cement fuselage halves G16 and G17 together.
  - C. Cement instrument panel decal to panel in fuselage top G18 without removing decal from paper backing. See detailed sketch.
  - D. Cement fuselage top to fuselage.
- NOTE: STEPS E AND F FOR TROPICALIZED VERSION ONLY.
- E. Remove bulges from cowling sides with a sharp knife or file.
  - F. Cement tropical filter sections G19 and G20, and G21 and G20 together. Cement filters where bulges were.



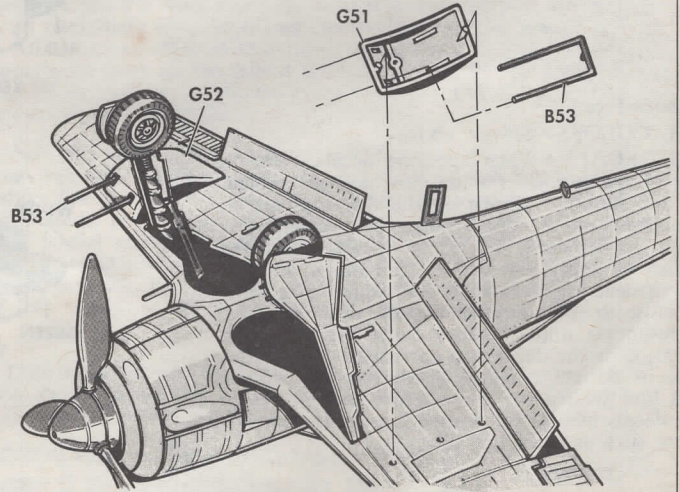
NOTE: IF LANDING GEAR IS DESIRED IN THE DOWN POSITION, FOLLOW STEPS A THROUGH G. IF GEAR IS DESIRED IN RETRACTED POSITION START WITH STEP H.

- A. Slip wheels B27 onto axles of struts B22 and B23 and flare ends of axles with the heated blade of an old knife.
- B. Cement landing struts to wing bottom G24. Struts will slant inwards towards center of wing.
- C. Cement strut covers G25 and G26 to pins on struts.
- D. Open flashed over slot in wing bottom and attach step B28. See note on sketch regarding holes x and y.
- E. Cement G29 and G 30 to wing bottom.
- F. Cement strut supports B31 between pin on struts and underside of wing top. Use tweezers to fit pieces into place.
- G. Cement flaps G32 and G33 to wings. Insert tabs between wing halves for down position. Remove tabs from flaps if flaps are desired in up position.
- H. Cement strut covers G25 and G26 to tabs in wing openings.
- I. Cement wheels B27 to strut covers on top side of wing bottom.
- J. Cement wing top G29 and G30 to wing bottom.
- K. Install flaps as described in step G above.

Two 550-lb. bombs and one 1100-lb. bomb were used on the A-5/U3. For an A-6/R2, (not shown in photos) use the third 550-lb. bomb in the center rack in place of the 1100-lb. bomb. Camouflage and markings same as for the A-5/U8.

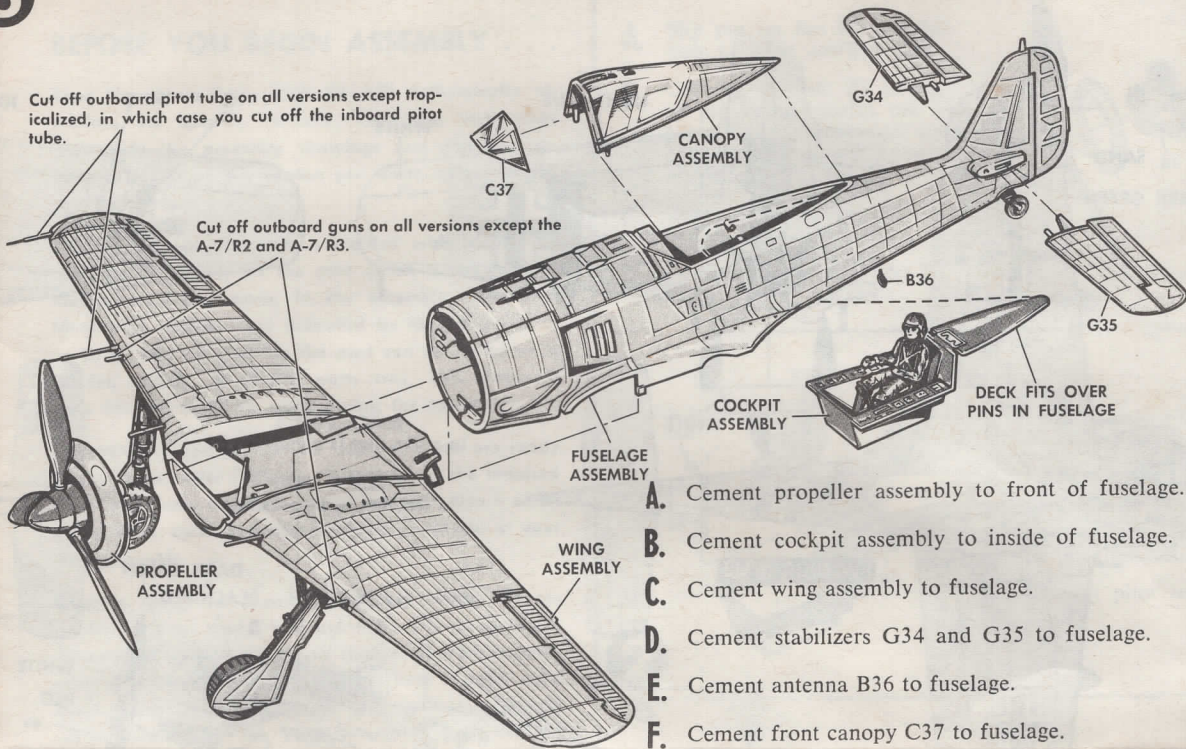


These underwing 20-mm cannon were used on the A-8/R1.



Cut off outboard pitot tube on all versions except tropicalized, in which case you cut off the inboard pitot tube.

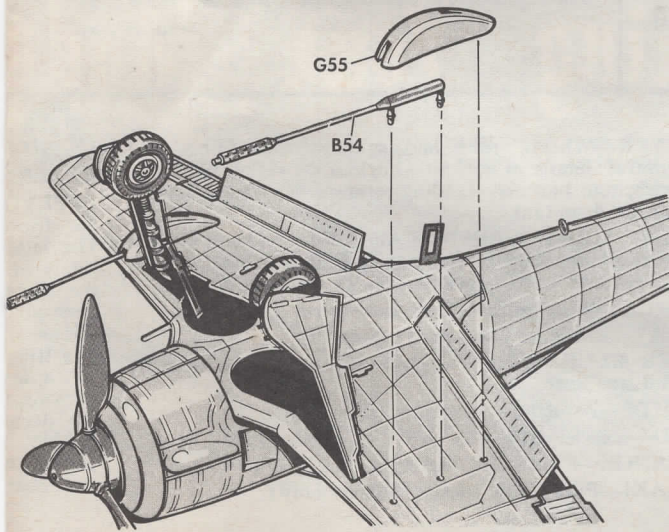
Cut off outboard guns on all versions except the A-7/R2 and A-7/R3.



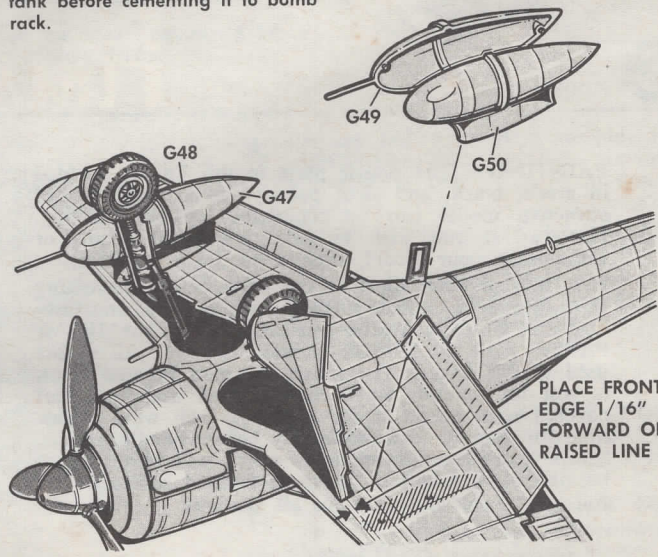
- A. Cement propeller assembly to front of fuselage.
- B. Cement cockpit assembly to inside of fuselage.
- C. Cement wing assembly to fuselage.
- D. Cement stabilizers G34 and G35 to fuselage.
- E. Cement antenna B36 to fuselage.
- F. Cement front canopy C37 to fuselage.
- G. Cement rear canopy assembly to fuselage in either open or closed position. Pins on canopy fit into holes in deck for open position.

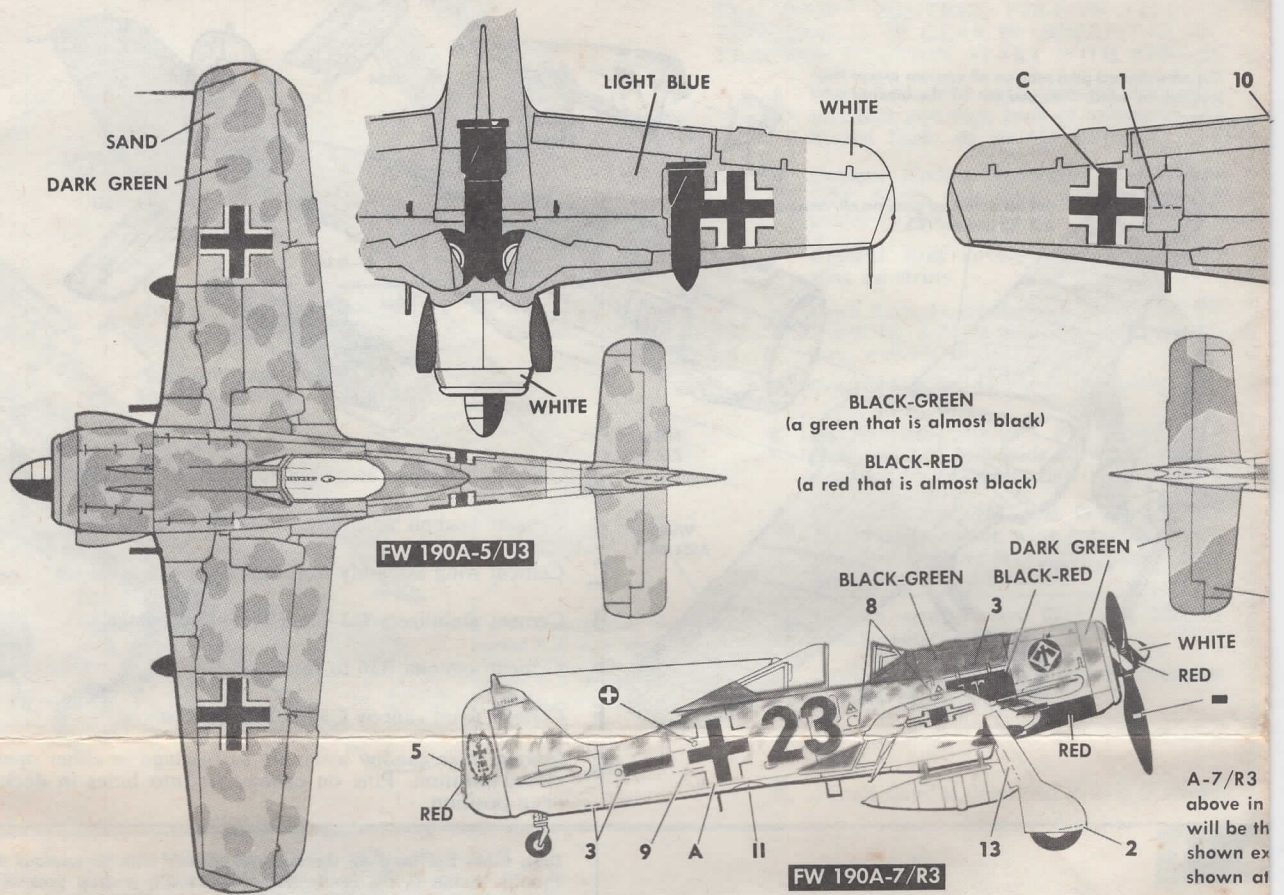
**MENT**

These underwing 30-mm cannon were used on the A-8/R3.



Drop tanks are used on the A-5/U8 version with or without the 1100-lb. bomb in the center. For the A-7/R3, a drop tank was used in the center bomb rack. Cut off the long pin from the front and the fairing from the top of the tank before cementing it to bomb rack.





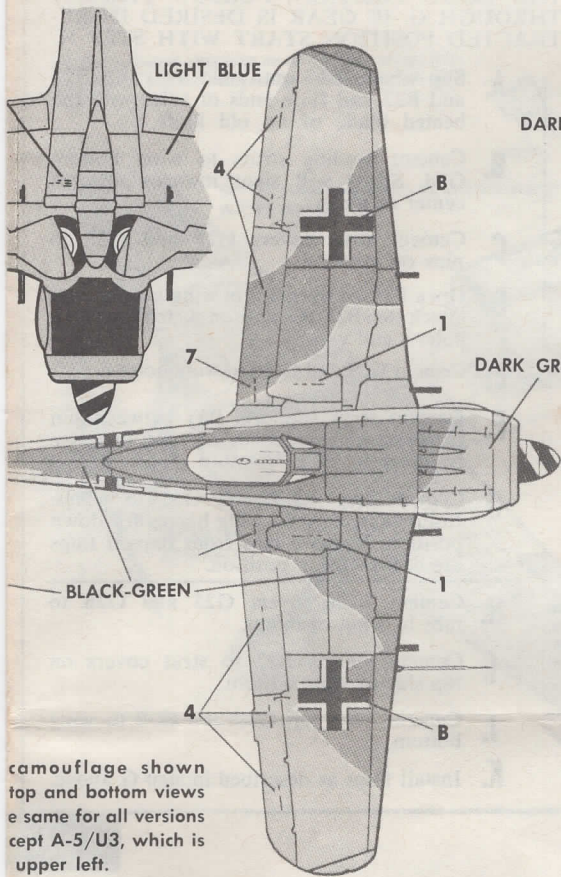
# Finishing Your Model

**PAINING**—The plastic parts in this kit are molded in green, black, and clear polystyrene. A realistic and attractive model can be completed without painting. However, if you wish to paint additional details or camouflage your model, suggestions are given here.

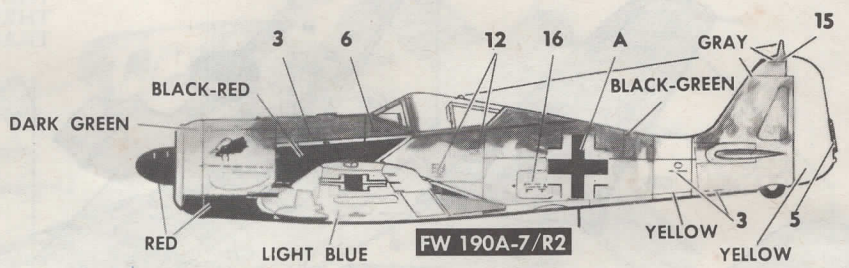
It is best to paint most of the parts before cementing them. The large outside surfaces such as wings and fuselage may be painted after assembly. Only ENAMEL or PAINT FOR PLASTICS should be used. All colors used should have a flat finish. A small pointed brush is best for painting small parts. Larger areas are best covered with a soft brush about 1/4 inch wide. Allow time for paint to dry thoroughly before handling parts. Scrape paint away from areas which will be cemented because cement will not hold to painted surfaces. The following suggestions are for all versions:

- SILVER**—Wheels, rims and spokes—raised lines and control details in cockpit—buckles on safety belts and parachute harness—landing struts—tip of pitot tube—pin on drop tanks
- LIGHT GRAY GREEN**—All *inside* surfaces visible through openings in fuselage and wing including strut covers and flaps—cockpit—pilot's step—bomb rack
- BLACK**—Wing guns—pitot tube—cowl guns
- GRAY**—Propeller fan—pilot's pants
- PALE BLUE**—Sides and underside of fuselage, wing and stabilizer
- WHITE**—Parachute harness—safety belts
- RED**—Rudder trim tab—front of armor plate
- ORANGE**—Pilot's life jacket
- KHAKI**—Pilot's suit (desert version only)

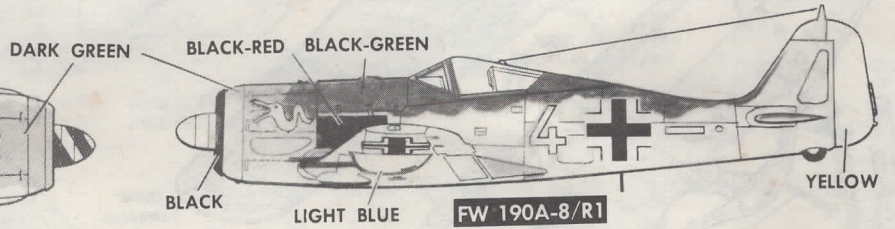
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**EXTERNAL**—  
**APPLYING**—  
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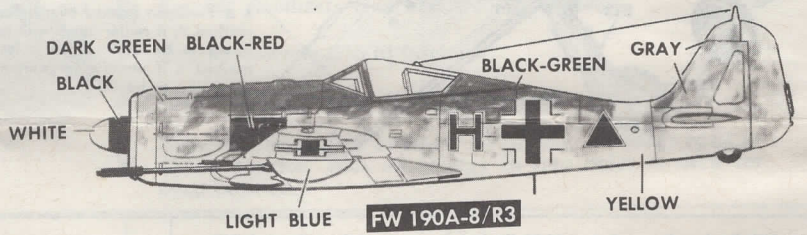
camouflage shown top and bottom views are same for all versions except A-5/U3, which is upper left.



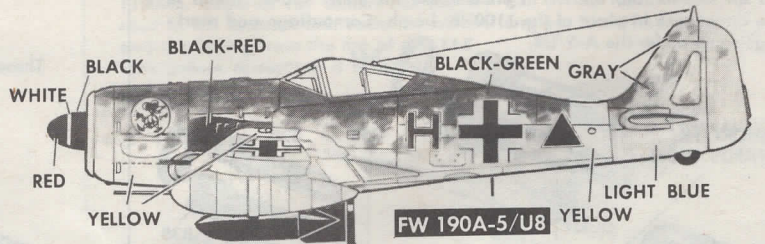
FW 190A-7/R2



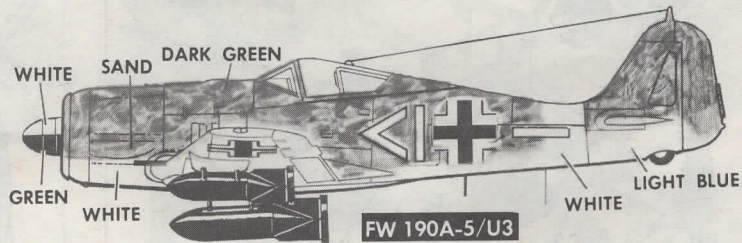
FW 190A-8/R1



FW 190A-8/R3



FW 190A-5/U8



FW 190A-5/U3

Pilot's face

PAINT COLORS—Shown above

APPLYING DECALS—When applying decals, refer to the specific version you have assembled. Colors and numbers shown on the drawings are in accordance with those on the decal sheet. The stenciling is the same for all versions. To apply decals, select the decal you wish to apply and cut it from the sheet with a sharp utility knife. For a neat job work with one subject at a time. Position the decal close to color outline. Dip the decal in water for a few moments until it slides easily on the paper. Next, slide the decal into correct position. After the decal is in correct position, press out trapped air and blot with a soft rag. Before they are completely dry, decals should be pressed firmly against surfaces, such as rivets and lines.