



SdKfz 9/1 Famo with 6-tonne Bilstein Crane



The SdKfz 9/1 was built on by Bilstein on a standard SdKfz 9, 18-tonne tractor chassis. Developed in 1940, the 9/1 was introduced to service in 1941. It was initially issued to tank maintenance units, and later, to tank recovery units, as well. There were at least 154 SdKfz 9/1s produced from January 1941 to November 1944. The first 6 vehicles were produced on standard SdKfz 9 chassis, and retained both crew benches. However, these first 6 vehicles were prototypes, and were deemed unsuitable. The production vehicles deleted the second crew bench in favor of a slightly extended bed. Our kit represents a production type vehicle.

The 9/1 featured a Bilstein crane with a maximum load capacity of 6-tonnes. The crane was mounted on a wobble plate, which could be traversed 360 degrees, and tilted up to 12 degrees for operations on unlevelled terrain. The boom could also be extended as needed. All crane operations were gear driven, and operated by manual cranks. The vehicle was also equipped with 4 adjustable outriggers to stabilize the vehicle during boom operations. When not in use, these legs were disassembled and stowed in the rear storage box, or in 1 of the 2 storage boxes located in the bed of the vehicle, and the feet were stored in brackets along the front crossover box. We have provided you with adjustable outriggers, but we would like to point out that there are no known photographs of these outriggers actually being used by troops in the field. There were also many little variations between production versions, too many to list them all here. We strongly suggest you refer to Nuts & Bolts Vol. 12, and Military Machine Famo 18t. They are both excellent references for both the 9/1, as well as the basic Famo.

We have done our best to provide you with the highest quality, most historically accurate product that the resin casting process will allow. Every detail in our kit was taken from wartime pictures, or directly from the manual for the SdKfz 9/1. However, as with all kits of this nature, some compromises had to be made in developing this conversion. The most notable is the rigging structure on the crane. We know the cradles are a little thick, and a bit wide, but this was necessary to insure the structural strength needed should the modeler wish to hang a Pzr IV turret from an extended boom. We also chose to omit the dust cover halves that covered the wobble plate assembly when the crane was in a stowed position, but we did include the 2 latch assemblies on our photo etch fret so the modeler can make the covers, himself. Finally, in an effort to keep the cost of this kit reasonable, it was decided to omit the rest of the gearing inside the crane body, the 2 dust cover halves that go around the base of the crane mount and the tilt for the cab. We may offer all of these omitted pieces in a future detail set meant to augment this conversion, if there is enough demand for them, but we did not think they were critical to the kit.

Finally, we'd like to offer some construction tips. Please read both sets of directions very carefully, both ours, as well as Tamiya's. Make sure you understand the assembly steps thoroughly before you begin construction of our conversion. We strongly recommend that you follow our construction sequence, and that you use slow setting epoxy where we call for it. We should also point out that we were unable to find definitive references for the locations of the pioneering tools mounted behind the driver's seat on the SdKfz 9/1, but we included PE tool clamps in the kit in the event the modeler wants to use them. Likewise, the clamps for the 2 dust cover halves over the crane base are also provided in PE. None of these pieces are used in our instructions. Should you have any questions or problems, please contact us. We will be glad to help.

Tiger Model Designs is very concerned about the quality of our products, and our customer service. Should you have any problems with your kit, or if you break or lose a part, please contact us. We also welcome any and all comments. If you have a comment or suggestion about this, or any of our products, please contact us. Our web site is WWW.TIGERMODELS.COM. Or you can reach us by phone at 850-763-2529.

We at Tiger Model Designs would also like to thank:

-Saul Garcia, for pointing out we had to rework our masters to be accurate (not once, but twice). Thanks, Saul. Without your help and references, this kit would not be what it is.

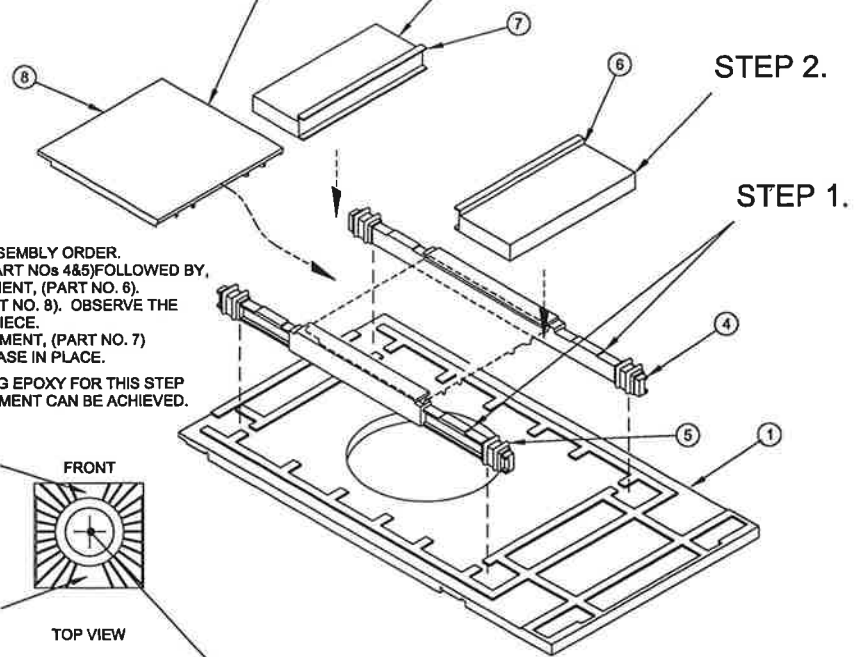
-Dan Graves, for his help with references for the project.

-Robert Timmons, for the beautiful instructions, decals and all the design work he helped me with.

-And most of all, my lovely wife, Dana, for her support and understanding, without which, we would not have been able to bring this conversion to you.

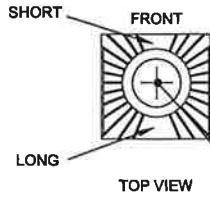
BOTTOM BED ASSEMBLY

STEP 3. STEP 4.

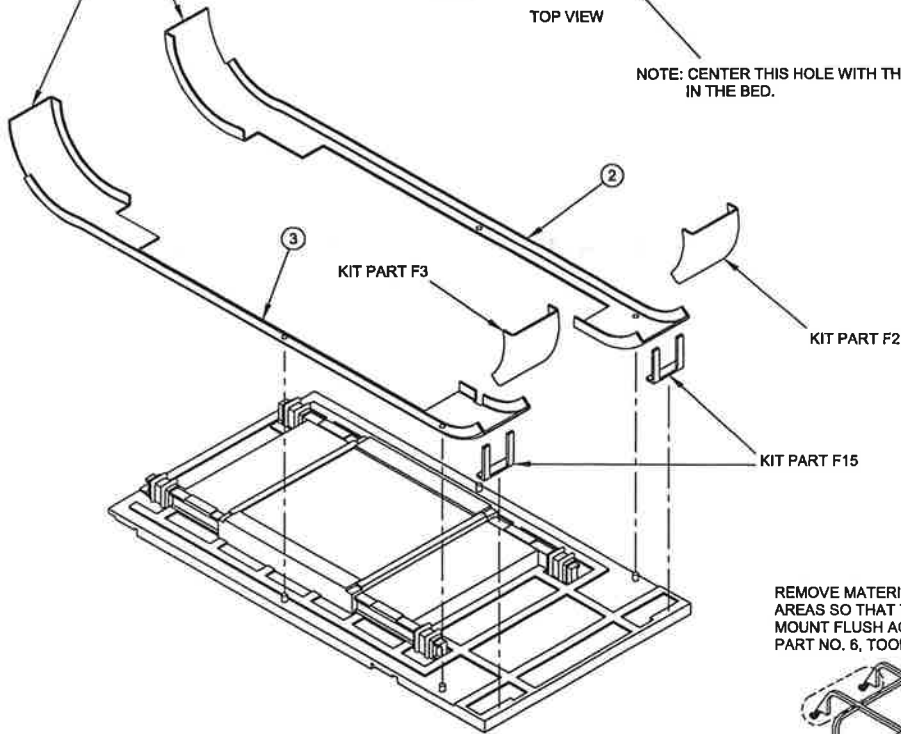


PLEASE FOLLOW THIS ASSEMBLY ORDER.
 1. BOTH FRAME RAILS, (PART NOS 4&5) FOLLOWED BY,
 2. REAR TOOL COMPARTMENT, (PART NO. 6).
 3. THE CRANE BASE, (PART NO. 8). OBSERVE THE
 ORIENTATION OF THIS PIECE.
 4. FRONT TOOL COMPARTMENT, (PART NO. 7)
 LOCKING THE CRANE BASE IN PLACE.
 NOTE: USE SLOW SETTING EPOXY FOR THIS STEP
 SO PROPER ALIGNMENT CAN BE ACHIEVED.

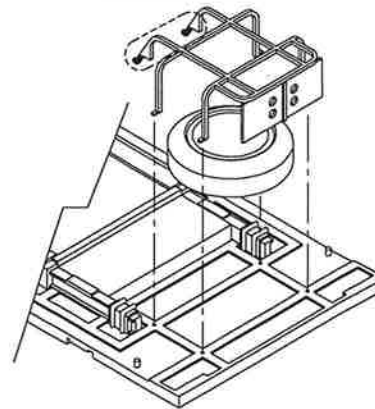
NOTE:
 USE THE FLOOR ASSEMBLY
 FROM THE KIT SHOWN IN STEPS
 16-17 TO AID IN THE PROPER
 ALIGNMENT OF THE FENDERS.



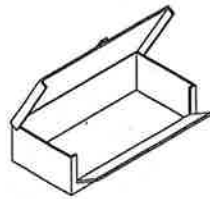
NOTE: CENTER THIS HOLE WITH THE OPENING
 IN THE BED.



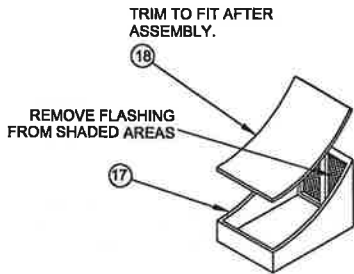
REMOVE MATERIAL FROM THE SHADED
 AREAS SO THAT THE TRIANGULAR ENDS
 MOUNT FLUSH AGAINST THE BOTTOM OF
 PART NO. 6, TOOL BOX.



TOP BED ASSEMBLY DETAILS

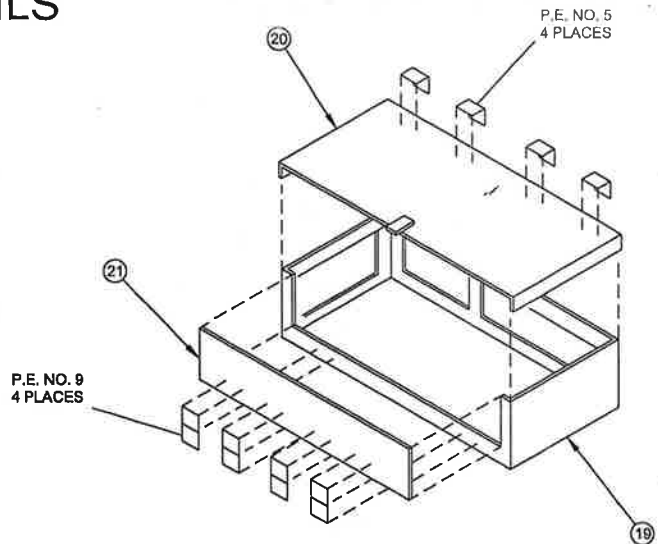


STORAGE BOX CAN BE SHOWN IN AN OPEN POSITION.



TRIM TO FIT AFTER ASSEMBLY.

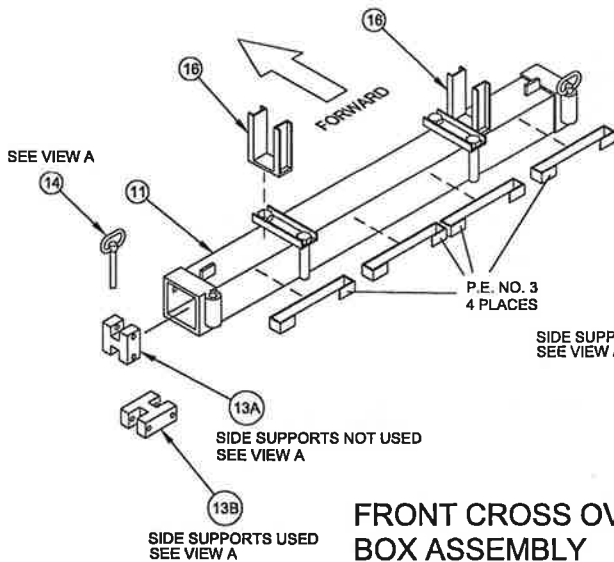
REMOVE FLASHING FROM SHADED AREAS



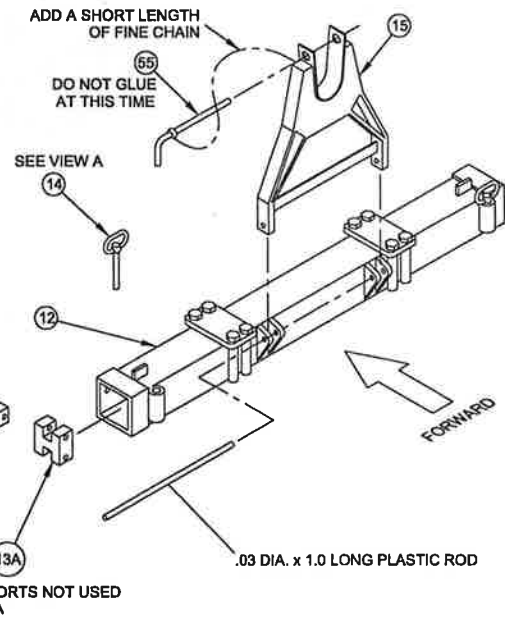
NOTE: BE SURE TO CENTER THE BEND GROOVE ON THE HINGE WITH THE EDGE OF THE ITEM YOU WISH TO BE OPEN.

WHEEL CHOCK ASSEMBLY

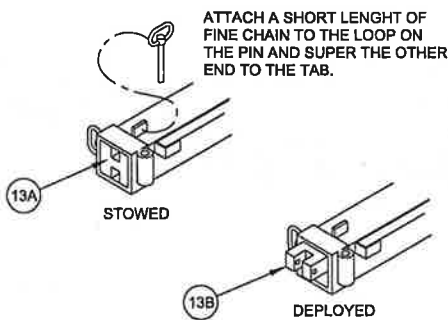
STORAGE BOX ASSEMBLY



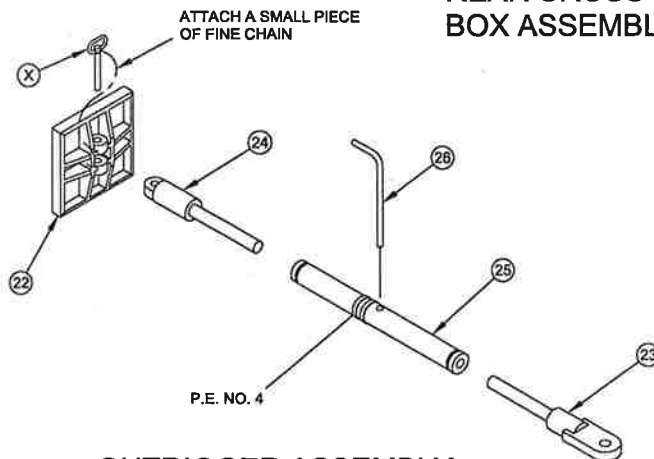
FRONT CROSS OVER BOX ASSEMBLY



REAR CROSS OVER BOX ASSEMBLY

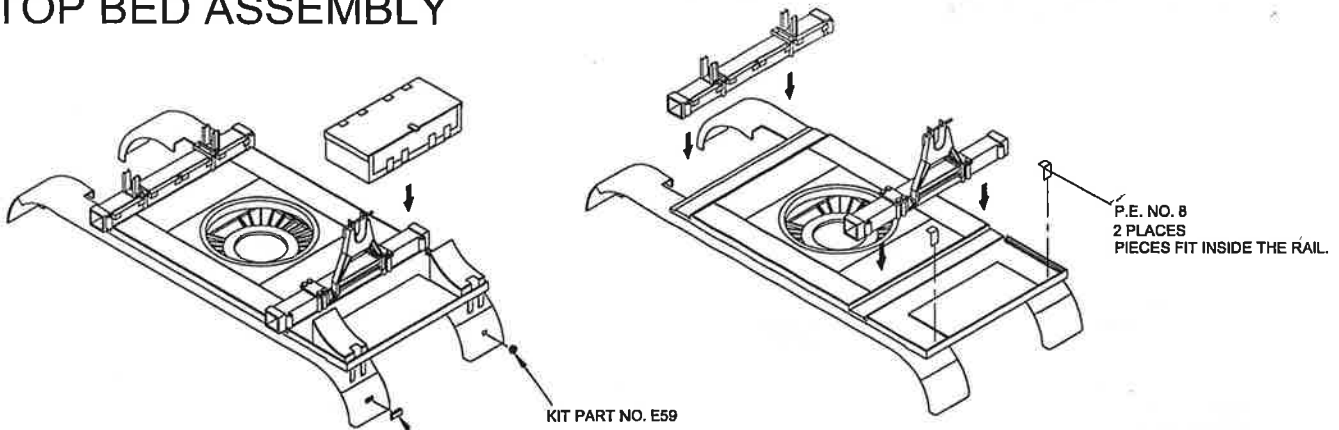


VIEW A



OUTRIGGER ASSEMBLY

TOP BED ASSEMBLY

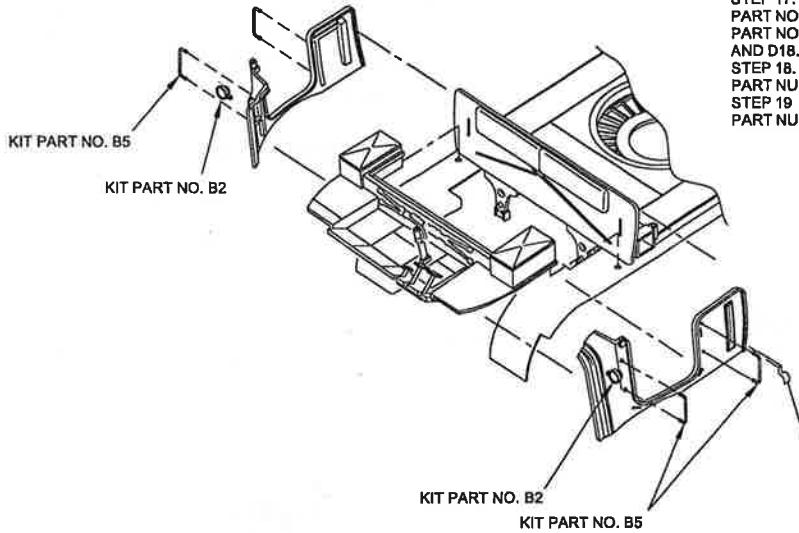


KIT PART NO. E59

P.E. NO. 8
2 PLACES
PIECES FIT INSIDE THE RAIL.

KIT PART NO. E58

NOTES:
STEP 17. OMIT PART NUMBERS F18 AND B4. REMOVE THE GAS TANK FROM PART NO. F19 AND CEMENT TO THE BOTTOM OF THE FRONT SEAT CUSHION, PART NO. D14. BE CAREFULL TO ALIGN THE TANK WITH PART NUMBERS D17 AND D18.
STEP 18.
PART NUMBER 44. OMIT THE TWO REAR ONES. F21, F22 AND F25 ARE ALSO NOT USED.
STEP 19
PART NUMBER F23 IS NOT USED.



KIT PART NO. B5

KIT PART NO. B2

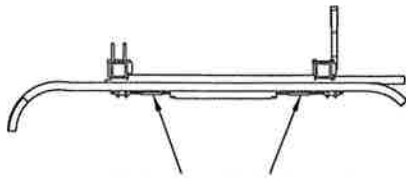
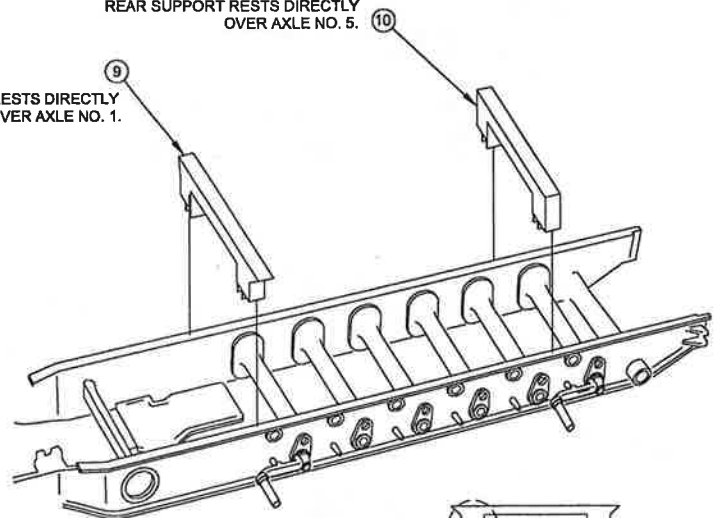
KIT PART NO. B2

KIT PART NO. B5

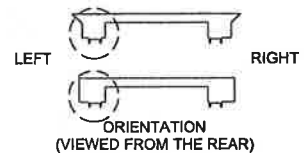
POSITION P.E. NO. 2 WITH THE THIN SIDE DIRECTLY ON THE SEAM OF THE CAB SIDE. BENDING IT TO CONFORM TO THE FENDER. REPEAT ON THE OTHER SIDE.

REAR SUPPORT RESTS DIRECTLY OVER AXLE NO. 5. 10

FRONT SUPPORT RESTS DIRECTLY OVER AXLE NO. 1. 9

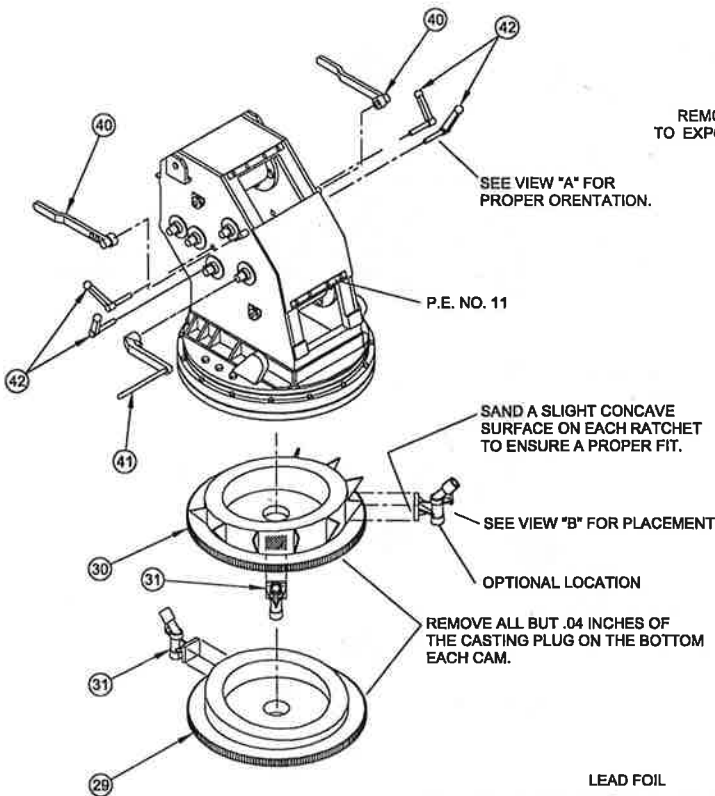


FRONT AND REAR BRACES ARE TO REST ON THESE SURFACES.



THE CRANE BODY

BEFORE ASSEMBLING, AFFIX THREAD TO EACH DRUM. GLUE THREAD AT STARTING POINT, WRAP THREAD 1-2 TIMES AROUND DRUM AND GLUE AGAIN.

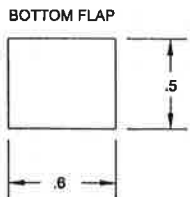
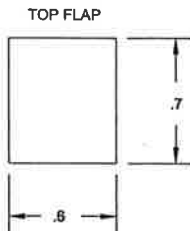


REMOVE FLASH TO EXPOSE OPENING

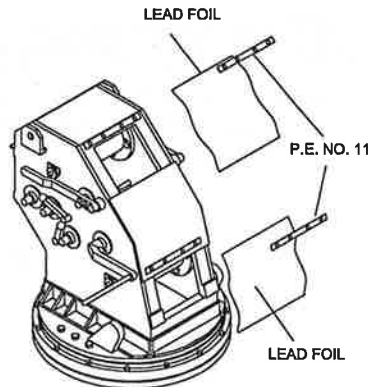
NOTICE ORENTATION OF LOCATOR PINS.

USE CRANK HANDLE TO POSITION PHOTO ETCH NOS XX.

VIEW "A"



PATTERN FOR THE TOP AND BOTTOM FLAPS



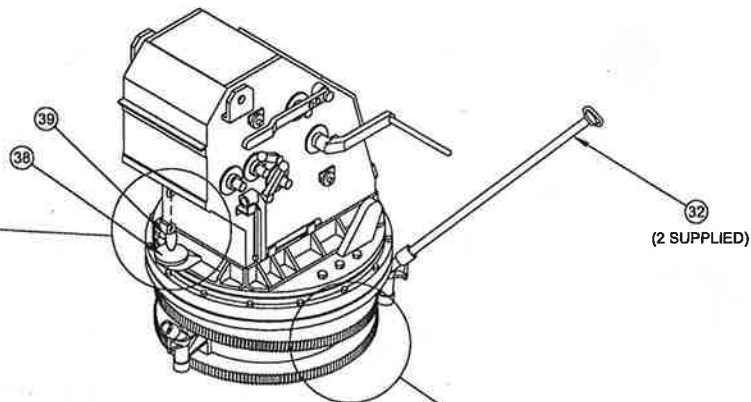
USE ONLY ONE OF THE POSITIONS

HIGH POINT ON THE CAM

HIGH POINT ON THE CAM

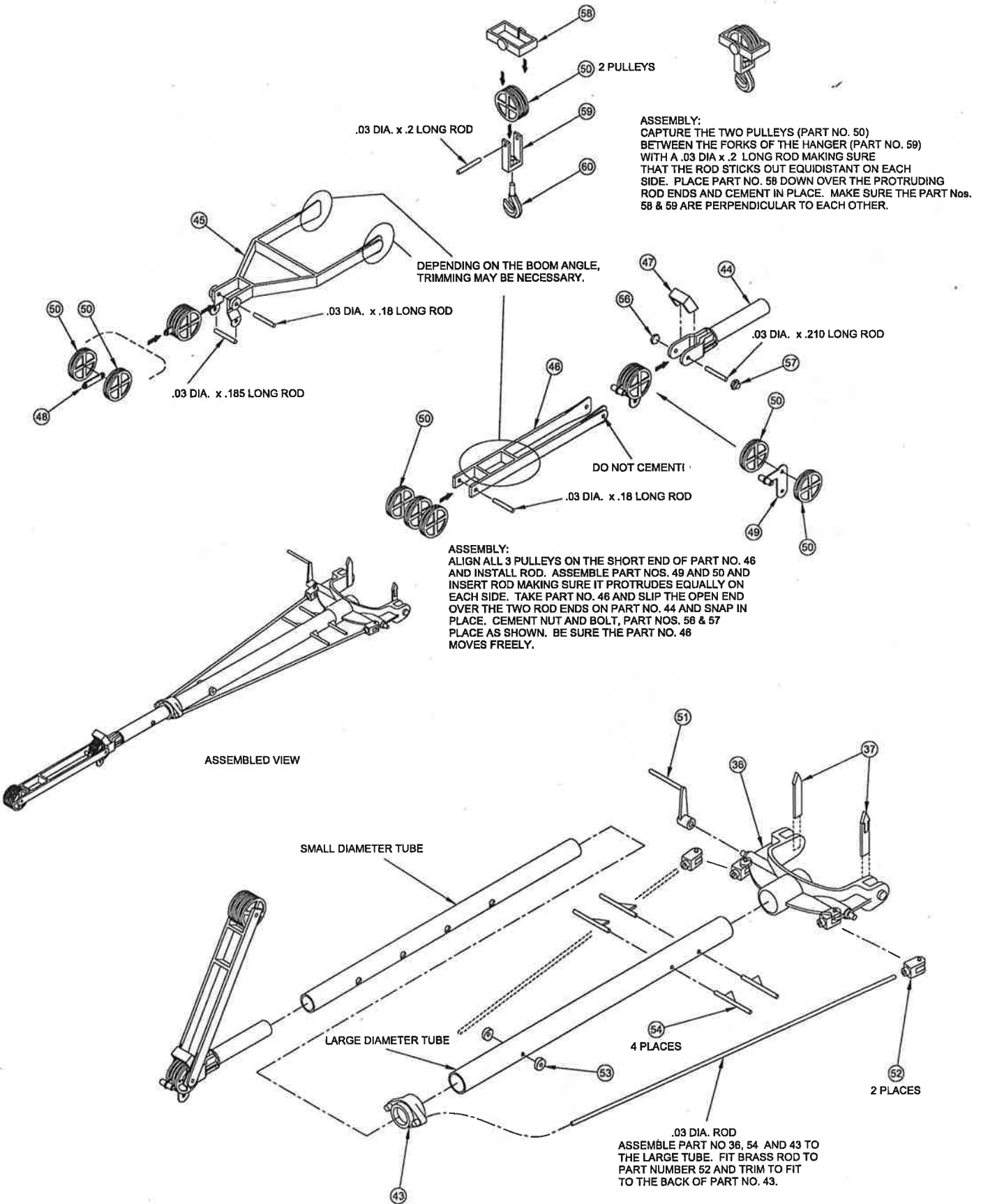
VIEW "B"

POSITION LEVEL INDICATOR BASE IN THE CENTER AS SHOWN. ATTACH BOB WEIGHT TO THE CRANE BODY WITH THE SUPPLIED FINE CHAIN.

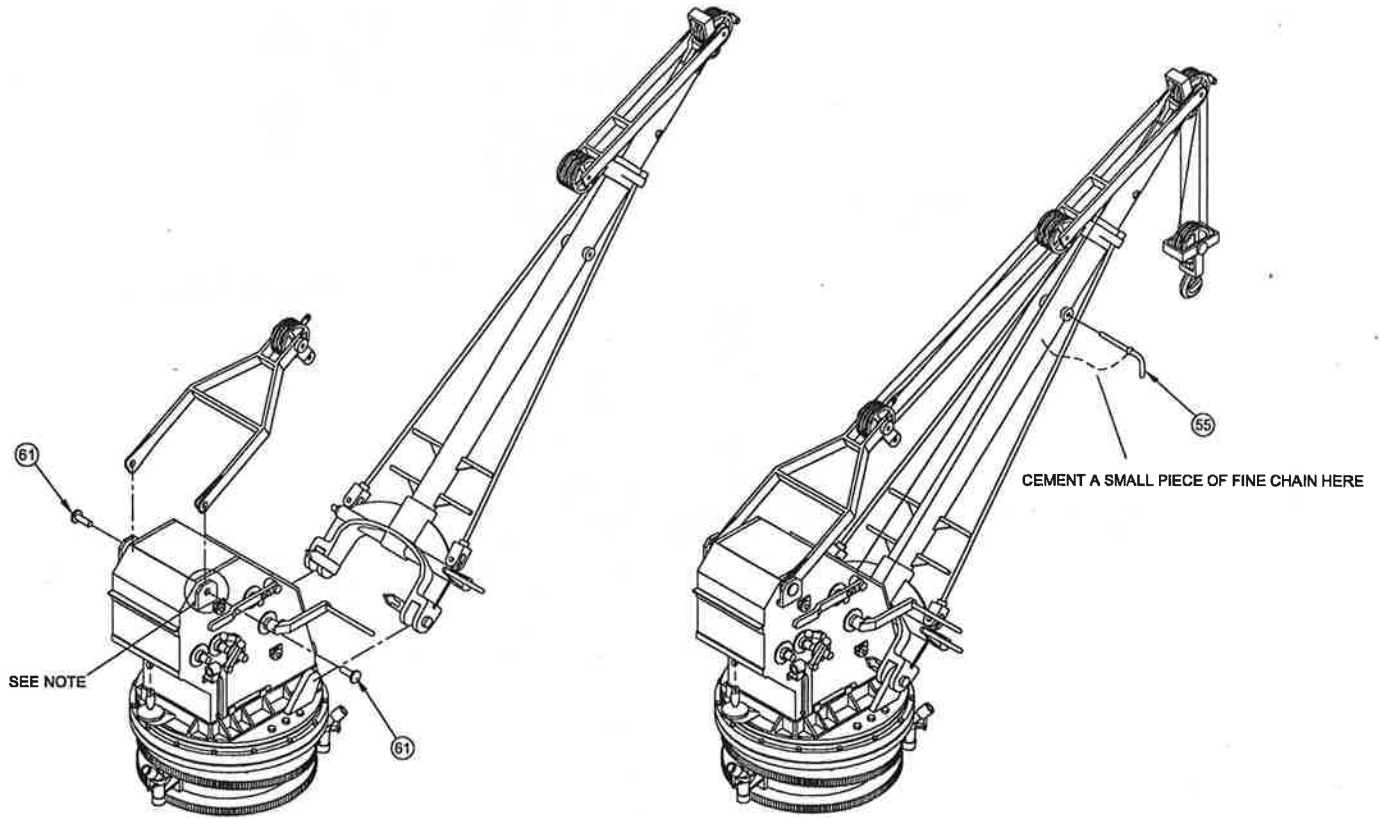


THE TWO BASES CAN BE ROTATED BEFORE GLUEING SO THE VEHICLE CAN BE POSED RESTING ON AN INCLINE WITH THE CRANE IN A LEVEL POSITION.

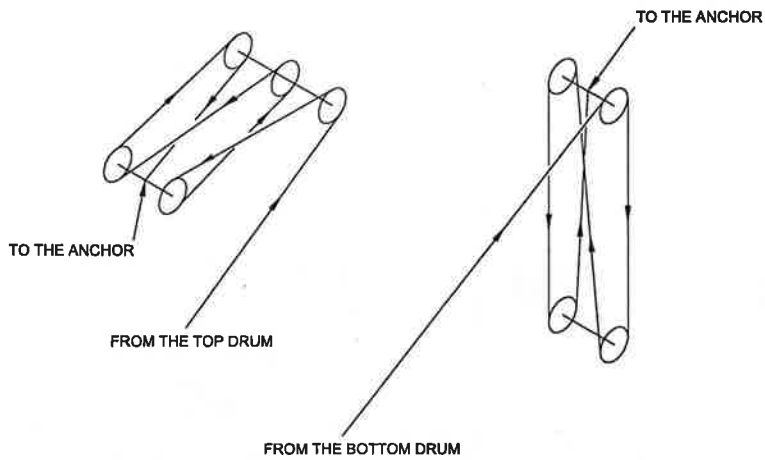
BOOM ASSEMBLY DETAILS



CRANE ASSEMBLY

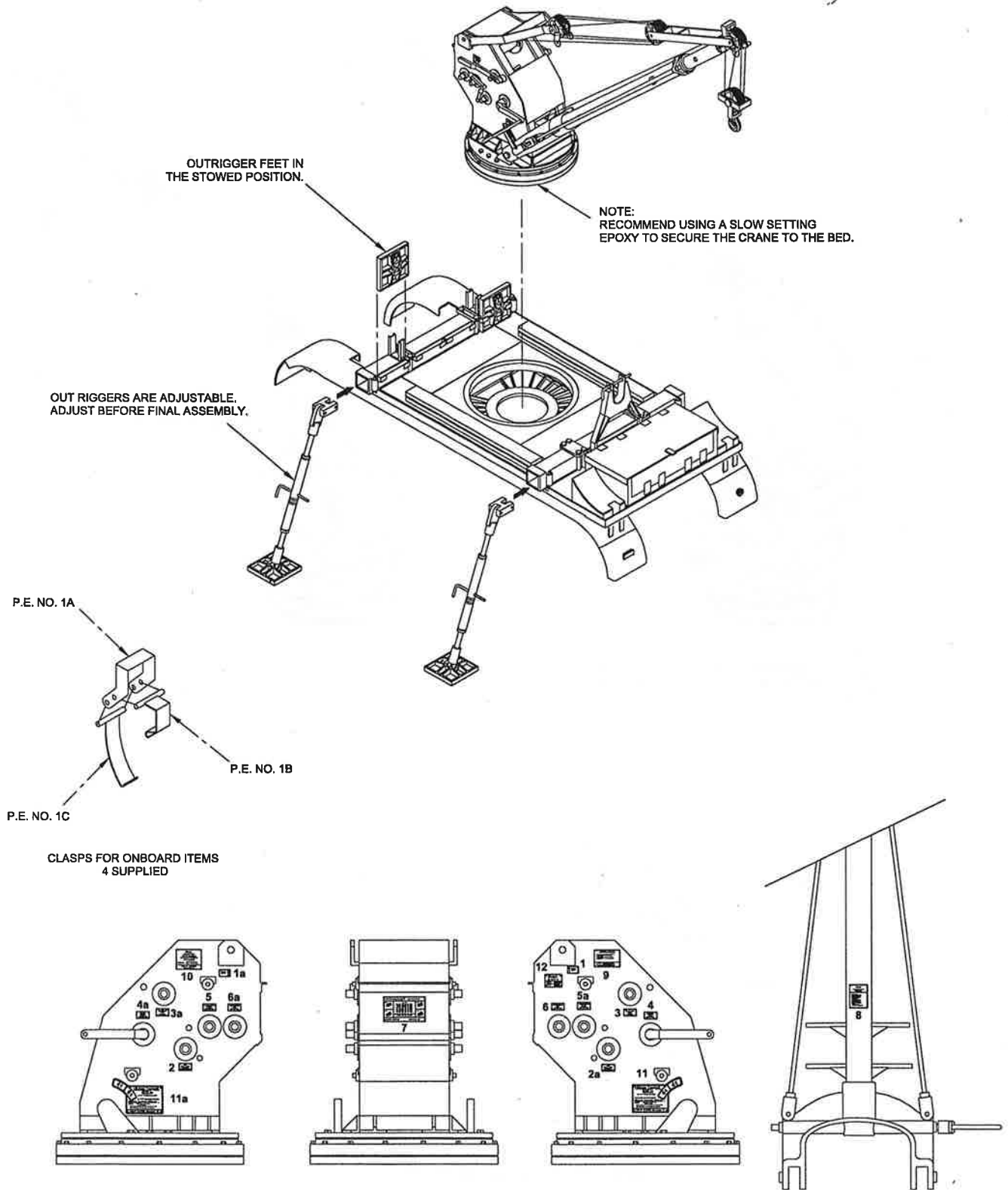


NOTE:
 DRILL A .04 DIA. HOLE THROUGH THE CRANE BODY
 AND INSTALL PART NO. 61 ALLOWING IT TO SWING
 FREELY.



RIGGING SCHEMATIC

FINAL ASSEMBLY



DECAL PLACEMENT