LIGHT TANK STUART MK.1





A development of the M2A4 Light Tank, the Stuart M3 benefitted from the combat experience of the earlier machine. The most notable feature of the Stuart is the large trailing idler wheel which provided improved stability over the M2A4 configuration. Additional improvements included doubling the thickness of the armor plating to 51 mm. Production began in March of 1941 and some of the first tanks were shipped to British tank squadrons in the Middle East by August of that year.

Although they were very successful in desert combat, the Stuarts suffered from insufficient range. To overcome this problem a removable auxiliary fuel tank was designed. These tanks could be mounted on the copula when extended range was required. The Stuart was armed with one 37 mm M6 Howitzer and five 30 cal. machine guns. The two 30 cal. guns mounted in the sponsons were usually removed in combat.

The Stuart was powered by a 250 hp Continental radial engine. When these engines became scarce during the production of the tank, a Guiberson nine-cylinder dissel engine was substituted. The performance of the diesel was comparable to the Continental engine.

Characteristics

Length: 14 feet 10 inches Width: 7 feet 4 inches Combet Weight: 28,114 lbs Road Speed: 37 mph

Armament: One 37 mm M6 Gyrostabilized gun

Five 30 cal, machine guns

Armor: Hull 1 inch to 1½ inches thick; Turret 1½ inches thick Engine: 250 hp Continental W670-9e, or Guiberson Diesel on some

later models; Synchromesh transmission, five speeds forward,

one reverse

Craw: Four

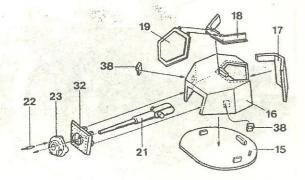
HASEGAWA SEISAKUSHO CO.,LTD.

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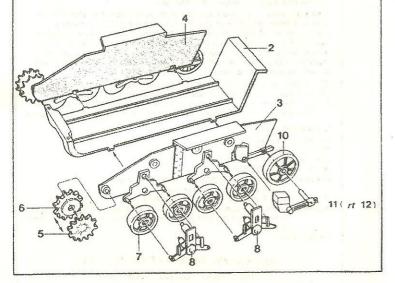
BEFORE ASSEMBLING YOUR KIT

Read these instructions carefully before assembling your model and check the exact fit of the parts before cementing. Clean off excess plastic if any, with a sharp knife or a file. Since many tiny parts are included, check them with the assembly drawing before assembling. Do not tear off parts from the stem, but cut them off carefully with a knife or clippers. Do not cut off all of the parts at the beginning, but cut each part to be assembled, one by one, to assure each part being properly identified. Do not use too much cement since surplus adhesive can spoil the finish.

Press 21 (gun barrel) into slot on 32. Cement 23 to gun barrel.
Cement 22 to 23. Cement assembly to 16 (turret). Cement parts
17 and 18 to 16. Cement 19 (hatch) to 18 as shown. Cement 15 to
the bottom of turret. Cement 38 on each side of turret as shown.

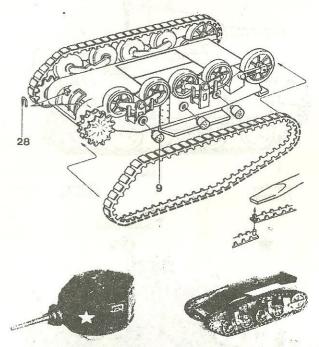


Place two of part 7 (wheels) on 8, line up as per drawing and cement assembly to part 3 left side. Repeat steps for right side part 4. Place 10 (large wheel) onto axle on 11. Cement assembly to 3, left side, 4 right side, as per drawing. Cement 5 and 6 together and cement to part 3 and part 4 as per drawing. Cement sides 3 and 4 to bottom part 2.



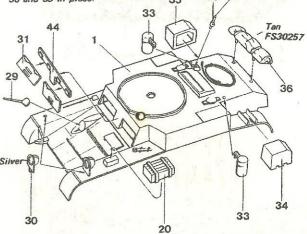
Cement 9 (rollers) to rings on each side as shown, three per side.

Cut flexible tread from runners. One end has a pin, which fits through hole on opposite end. Using a heated blade, lightly melt end of pin to secure tread. Fit tread over wheels on each side. Cement parts 28 to front of assembly as shown.

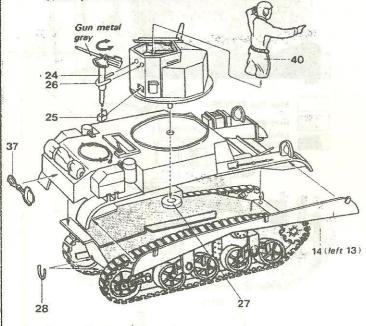


Cement 3 I (visors) to 44 then cement assembly to 1 (hull). Cement parts 30 (headlights) in place on fenders. Cement 20 and 29 to assembly as shown. Cement 33 in place as shown, left and right. Cement 34 to left rear fender and 35 to right rear fender. Cement 36 and 39 in place.

35 39



Place pin on bottom of turret, through hole in top of hull. Cement retainer, part 27 to pin. Turret should turn. Cement part 25 to side of turret as shown. Place end of 24 into 25, then place 26 around shaft and cement to turret side. Gun should swivel. Cement 37 (spade) to back of hull. Cement 13 to left side and 14 to right side of assembly. Cement upper and lower assemblies together. Cement parts 28 to bottom rear as shown. Cement 40 into turret.



Cement 41, 42 and 43 together.

