

WILLYS JEEP

No. 821



HISTORY

Probably the most famous military motor vehicle of all time, the Jeep was developed from a vehicle designed in 1940 by Karl K. Probst of the American Bantam Car Co. The U.S. Army had asked private industry to submit designs for a light, "Go-Anywhere" field car, and about 70 of the original Bantam Reconnaissance Cars were built and tested by the Army during 1940-41. Sometime during these tests, the name "Jeep" became associated with the vehicle. Historians disagree as to its derivation, and though always known to the military (officially, at least) as the "Truck, Utility, ¼-Ton, 4x4," the name stuck. "Jeep" became the name and has remained the universal name for a small, light, cross-country car.

Though designed by Bantam, the vast majority of Jeeps produced during World War II were built by Willys-Overland and Ford. How this came about is shrouded in a certain amount of mystery, though the reason given for the government turning the bulk of Jeep production over to these two automotive giants was that the small Bantam Co. did not possess sufficient production capability to fulfill the tremendous orders that came during the war. As a result, Bantam produced only around 2,700 of the vehicle they originated, while Willys built 361,349 and Ford turned out 277,896 from 1941-45.

Designed as a light utility and cargo/personnel carrier, the Jeep was employed by all branches of the U.S. military, as well as the armed forces of all our allies. Even the enemy used Jeeps whenever they were able to capture them in running condition. At the close of the war in the Pacific, it was discovered that Toyota in Japan was preparing to begin mass-producing an almost exact copy of a Bantam Jeep for use by the Japanese military.

In addition to its widespread use as a utility and cargo vehicle, the Jeep proved successful in literally dozens of other roles, some of which were staff and scout car, towing vehicle for small artillery pieces and trailers, heavily-armed raiding car, ambulance (carrying up to four wounded at a time plus driver), radio carrier, self-propelled rocket launcher, observation post, military police car, and even as a "locomotive" for towing supply wagons on narrow-gauge railway tracks. An experimental half-track snowmobile version existed, as did an amphibious Jeep (mass produced by Ford), and a long-wheel-base troop carrier seating up to ten soldiers.

Reference Sources

The Observer's Fighting Vehicles Directory,

World War II, Bart H. Vanderveen (Frederick Warne, Ltd.)

The Indestructible Jeep, D. Denfield and M. Fry (Ballantine Books)
AFV G-2, Vol. 6, #2 and 3

SPECIFICATIONS

Crew	2 to 4
Dimensions	Length, 132¼ in. Width, 62 in. Height, 72 in. Wheelbase, 80 in.
Weight	2,450 lbs.
Ground Clearance	9¼ in.
Tire Size	6:00 x 16
Engine	Willys 422 "Go Devil" 4-cylinder, water-cooled, 134.2 cu. in. 54 bhp @ 4,000 RPM
Transmission	Manual, three speeds forward, one reverse, 2-speed transfer case
Maximum Speed	55 mph
Range	225 miles, approx.
Payload	800 lbs. cross-country, 1,200 lbs. on roads
Armament	When armed, the Jeep usually was equipped with one Browning .30 Cal or .50 Cal Machinegun on an anti-aircraft mount.

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runners (sprue).

Use a Testor Hobby Knife, nail clippers, or small wire cutters.

2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor PLA Flat Enamels and overspraying according to the instructions in the **APPLYING DECALS** section.

First of all, be sure your brushes are soft, clean and flexible. (Keep them that way by cleaning them thoroughly with Testor Paint Thinner.) Never use inexpensive brushes! A selection of Testor Shed-Proof Brushes will serve you well.

Wash plastic parts before detaching them from the sprue. Use warm water and liquid detergent. Let the parts air dry and avoid excessive handling.

Most parts should be painted while still attached to the sprue. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember, cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

DETAIL PAINTING

It is best to paint small parts before assembly if you are to produce a neat model. They may be painted while still attached to the sprue or may be detached and held with tweezers or "magic" type transparent tape. Remember to allow the painted parts to dry thoroughly before handling, and always scrape paint away from the surfaces that are to be cemented, as the paint will not allow the part to stick.

Wheels may be detached from the sprue and fitted onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat, fast finish.

NOTE: The Willys Jeep may be painted "U.S.M.C. Green" or "U.S. Army Olive." Instructions for mixing these colors are given in the **APPLYING DECALS** section. Refer frequently to detail photos on the box. All parts not singled out in **Preliminary Painting** should be painted the primary body color.

1 PARTS 1-9 ASSEMBLY OF BODY

Preliminary Painting

☆2 taillights, reflectors on rear plate:

#1104 Red

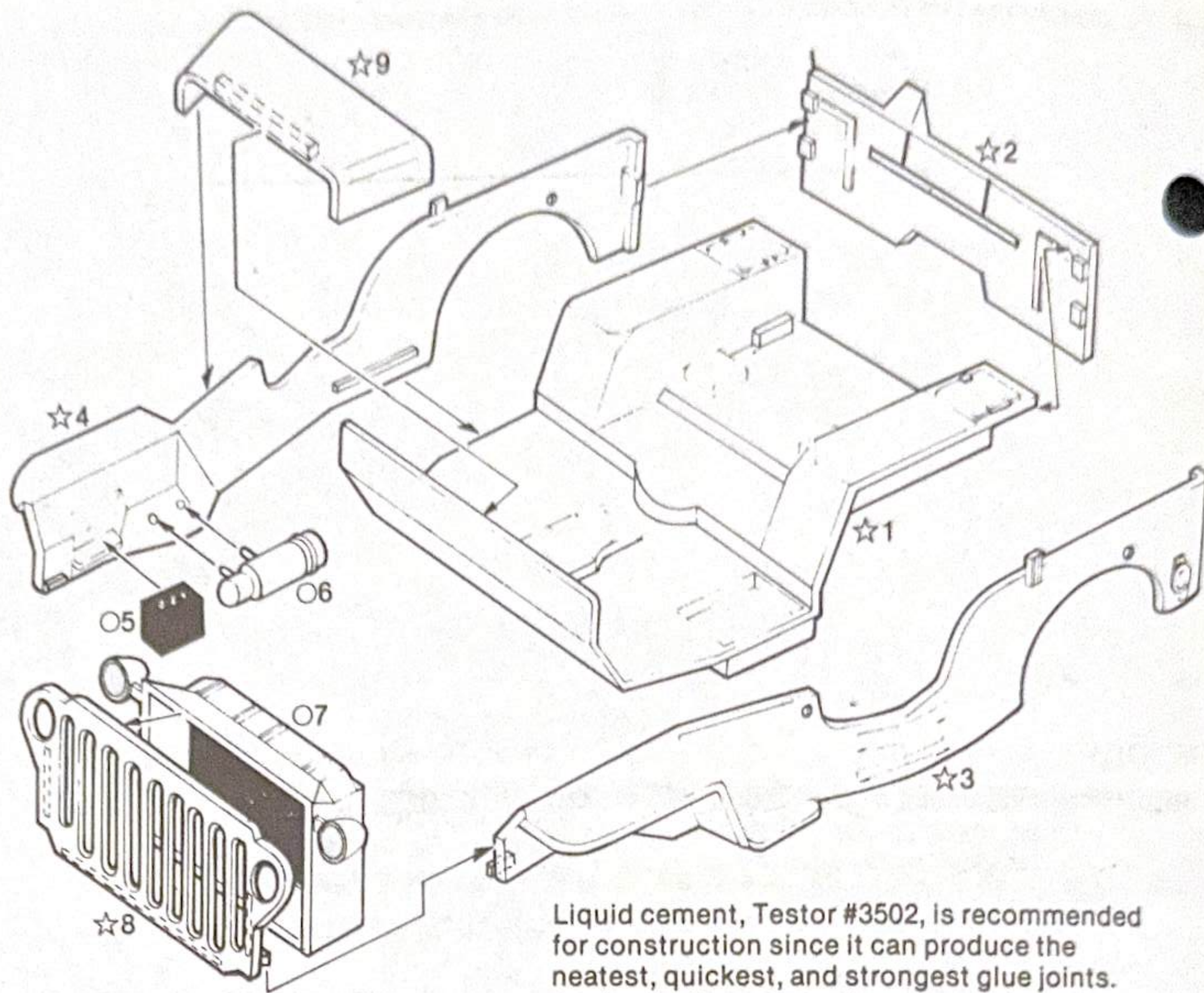
○5, ○7 battery and radiator:

#1149 Flat Black

○7 insides of headlights:

#1146 Silver

- 1. Cement ☆1 to ☆2. Cement ☆3 and ☆4 to left and right sides, respectively, of ☆1. Allow to dry.
- 1. Cement ○5 and ○6 to right side of engine compartment ☆4 as shown. Cement ○7 to ☆8 and then cement ☆8 to front of body. Cement ☆9 to top of body. Check photos of completed model to ensure proper location of this part.



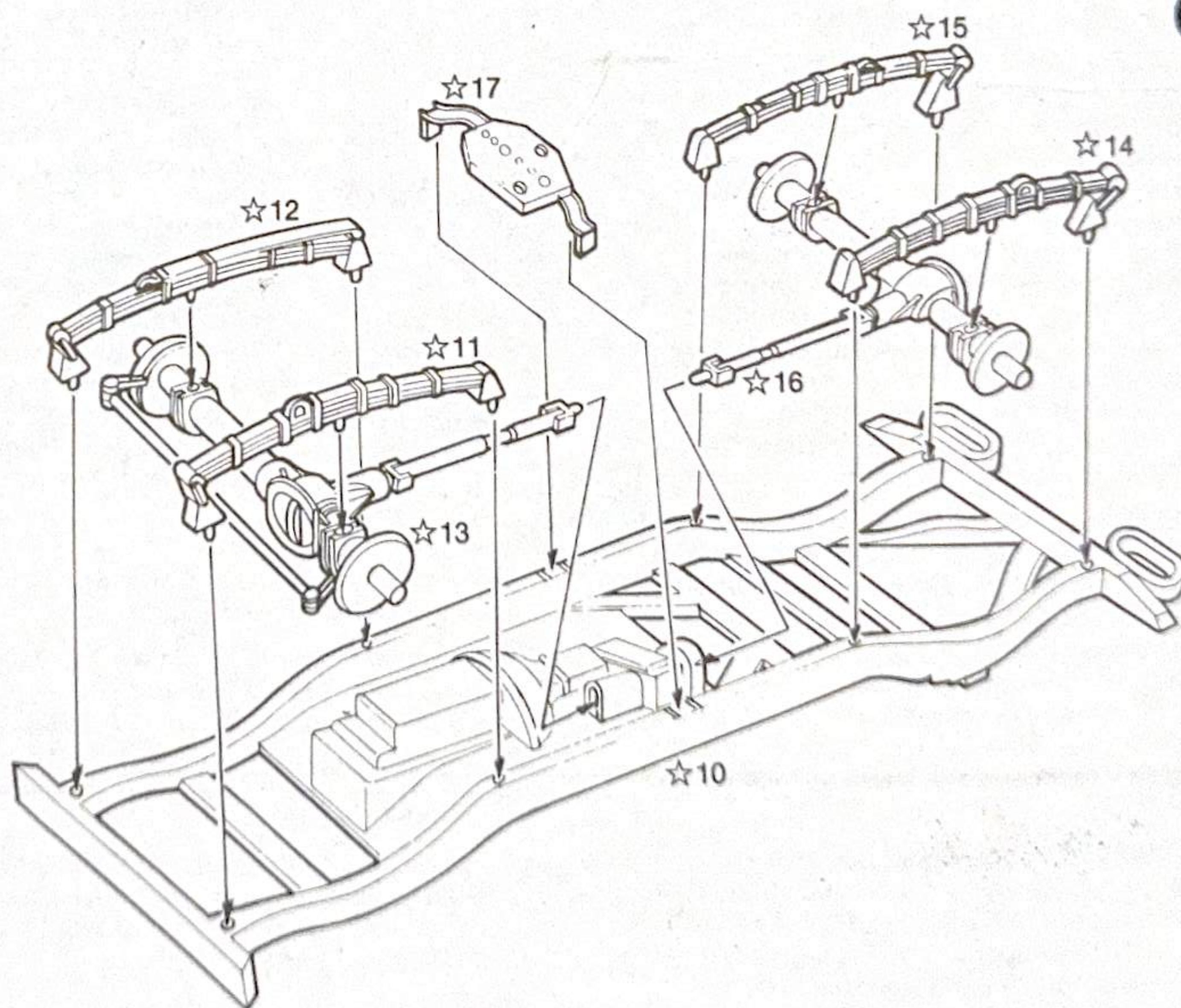
Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do not use large amounts of cement.

2 PARTS 10-17 ASSEMBLY OF RUNNING GEAR TO CHASSIS

Preliminary Painting

None

- 1. Cement ☆11 and ☆12 to chassis ☆10, as shown. When dry, carefully slip front axle ☆13 under the front springs ☆11 and ☆12 and cement to the springs. Cement the end of the drive-shaft on ☆13 into the hole in the transfer case molded on ☆10.
- 2. Cement ☆14 and ☆15 to rear of chassis ☆10 as shown and allow to dry. Carefully slip rear axle ☆16 under the springs ☆14 and ☆15 and cement to the springs. Cement the tip of the drive-shaft on ☆16 into the hole in the transfer case molded on ☆10. Cement ☆17 to ☆10 as shown.



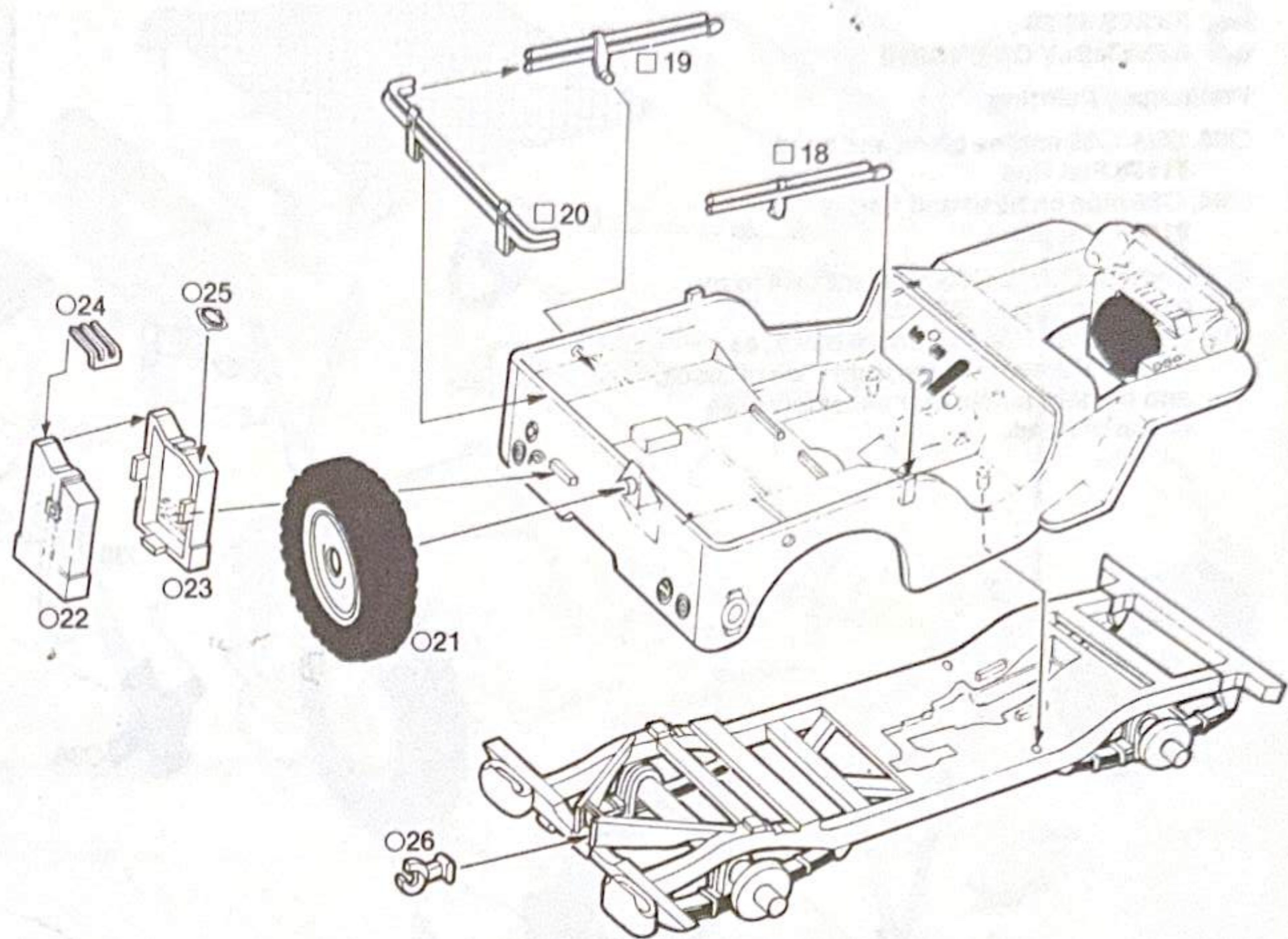
3 PARTS 18-26 ASSEMBLY OF BODY TO CHASSIS

Preliminary Painting

○21 spare tire:

- 21 spare tire: #1149 Flat Black
- 22 and ○23 canvas strap over gas can: #1164 Flat O.D. Green

- 1. Cement □18 to right side of body and □19 to left side. Cement □20 to rear of body and to □18 and □19 as shown.
- 2. Cement spare wheel ○21 to lug on rear plate of body. Cement ○22 to ○23, and when dry, cement ○24 and ○25 to top of gas can ○22/○23.
- 3. Cement towing hook ○26 to rear of chassis. Cement body to chassis as shown and allow the entire assembly to dry thoroughly before going further.



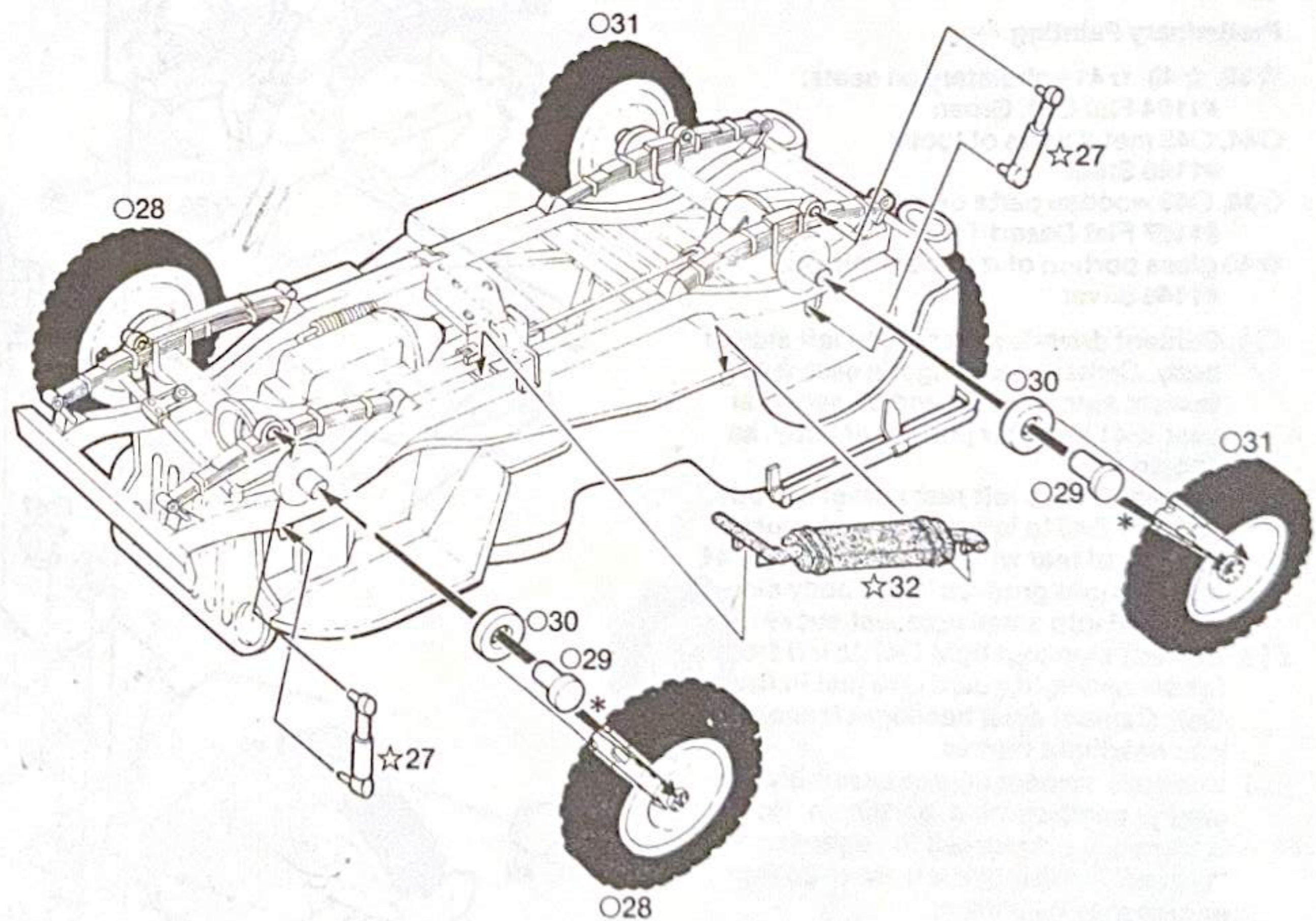
4 PARTS 27-32 ASSEMBLY OF WHEELS, FINAL CHASSIS DETAILS

Preliminary Painting

○28, ○31 tires:

- 28, ○31 tires: #1149 Flat Black
- ☆32 muffler and tail pipe: #1185 Rust

- 1. Carefully cement front shock absorbers ☆27 into holes in front springs ☆11 and ☆12 and hole just above chassis. Cement rear shock absorbers ☆27 to rear springs ☆14 and ☆15 and into holes just above chassis as shown.
- 2. Place wheels ○28 and ○31 on your work surface with their "outside" surfaces down, and place (but do not cement) one ○29 in the center of each wheel. Carefully slide one ○30 over each ○29 as shown and carefully cement each ○30 to the wheel. Make sure not to allow cement to touch ○29 or the wheels will not rotate freely. Once dry, carefully cement front wheels ○28 to front axles, and rear wheels ○31 to rear axles.
- 3. Cement muffler and tail pipe ☆32 to chassis as shown.



5 PARTS 33-38 ASSEMBLY OF ENGINE

Preliminary Painting

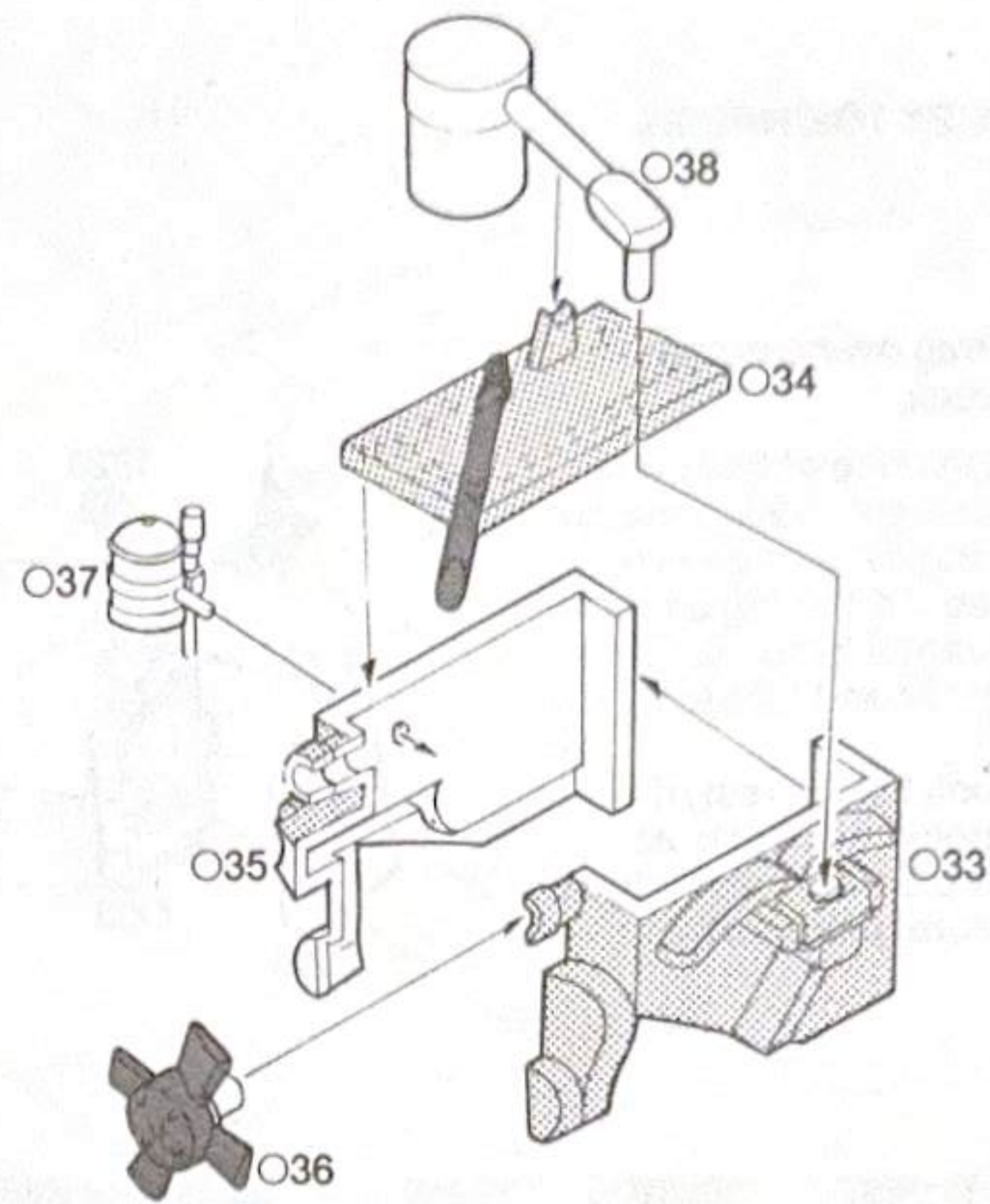
○33, ○34, ○35 engine block and head:

#1150 Flat Red

○34, ○36 pipe on head and fan:

#1149 Flat Black

- 1. Cement ○33 to ○35. Cement ○34 to top of engine block ○33/○35.
- 2. Cement fan ○36 to front of block, as shown. Cement ○37 to right side of block, and cement air cleaner assembly ○38 to top of head.



6 PARTS 39-50 INSTALLATION OF ENGINE, ASSEMBLY OF BODY DETAILS

Preliminary Painting

☆39, ☆40, ☆41 upholstery on seats:

#1164 Flat O.D. Green

○44, ○45 metal parts of tools:

#1180 Steel

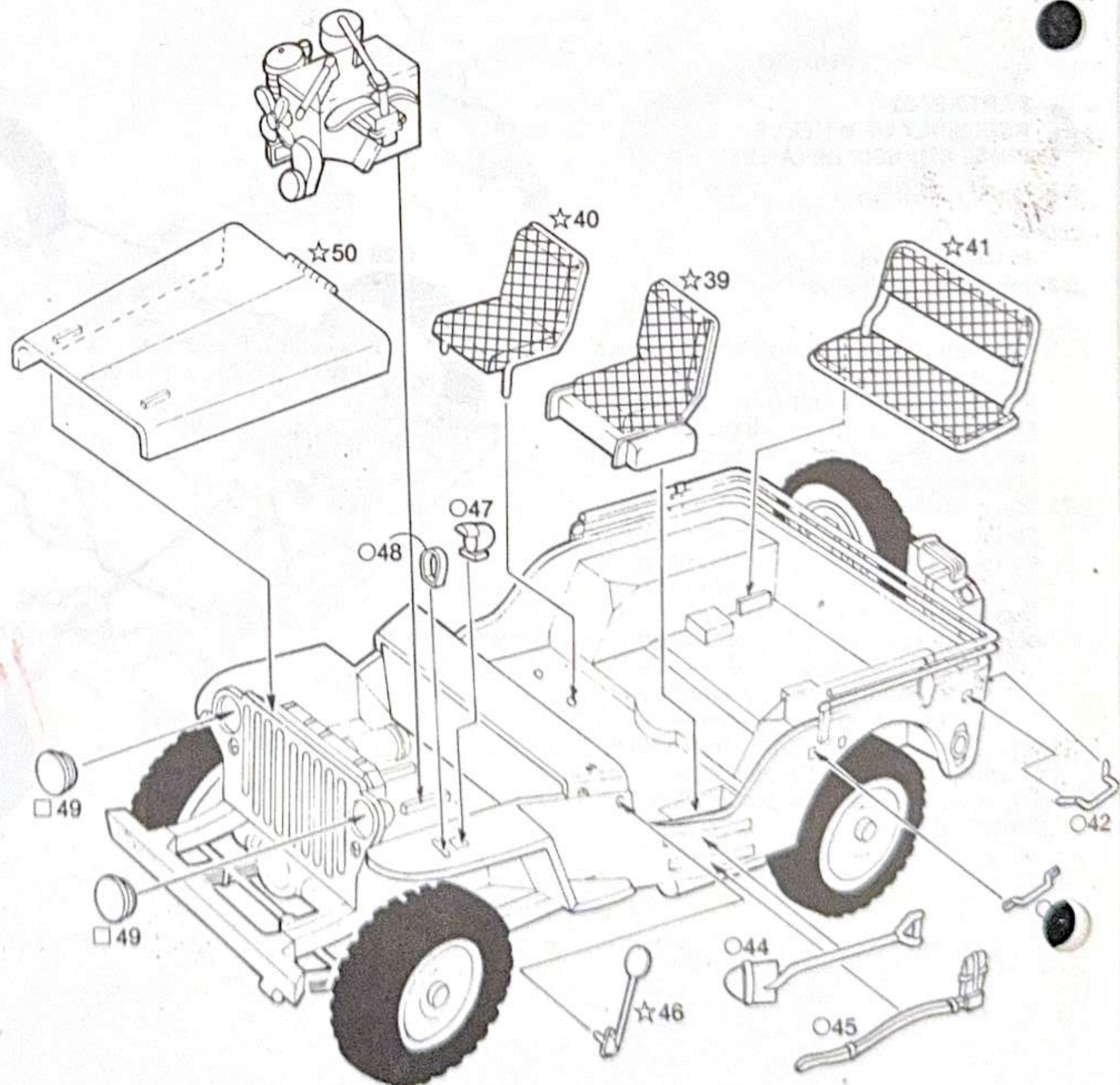
○44, ○45 wooden parts of tools:

#1167 Flat Desert Tan

☆46 glass portion of rear-view mirror:

#1146 Silver

- 1. Cement driver's seat ☆39 to left side of body. Cement passenger's seat ☆40 to right side of body, and cement rear seat ☆41 into rear portion of body, as shown.
- 2. Cement ○42 to left rear corner of body. Cement ○43 to left side of body, just forward of rear wheel arch. Cement ○44 and ○45 into grooves in left body side, and ☆46 into small hole just above ○44.
- 3. Cement blackout light ○47 to left front fender and light guard ○48 just in front of ○47. Cement clear headlight lenses □49 into headlight frames.
- 4. Carefully cement engine assembly into engine compartment, as shown. Hood ☆50 may be cemented in "open" or "closed" position or left loose so that engine may be shown.



7 PARTS 51-65 ASSEMBLY OF FINAL DETAILS

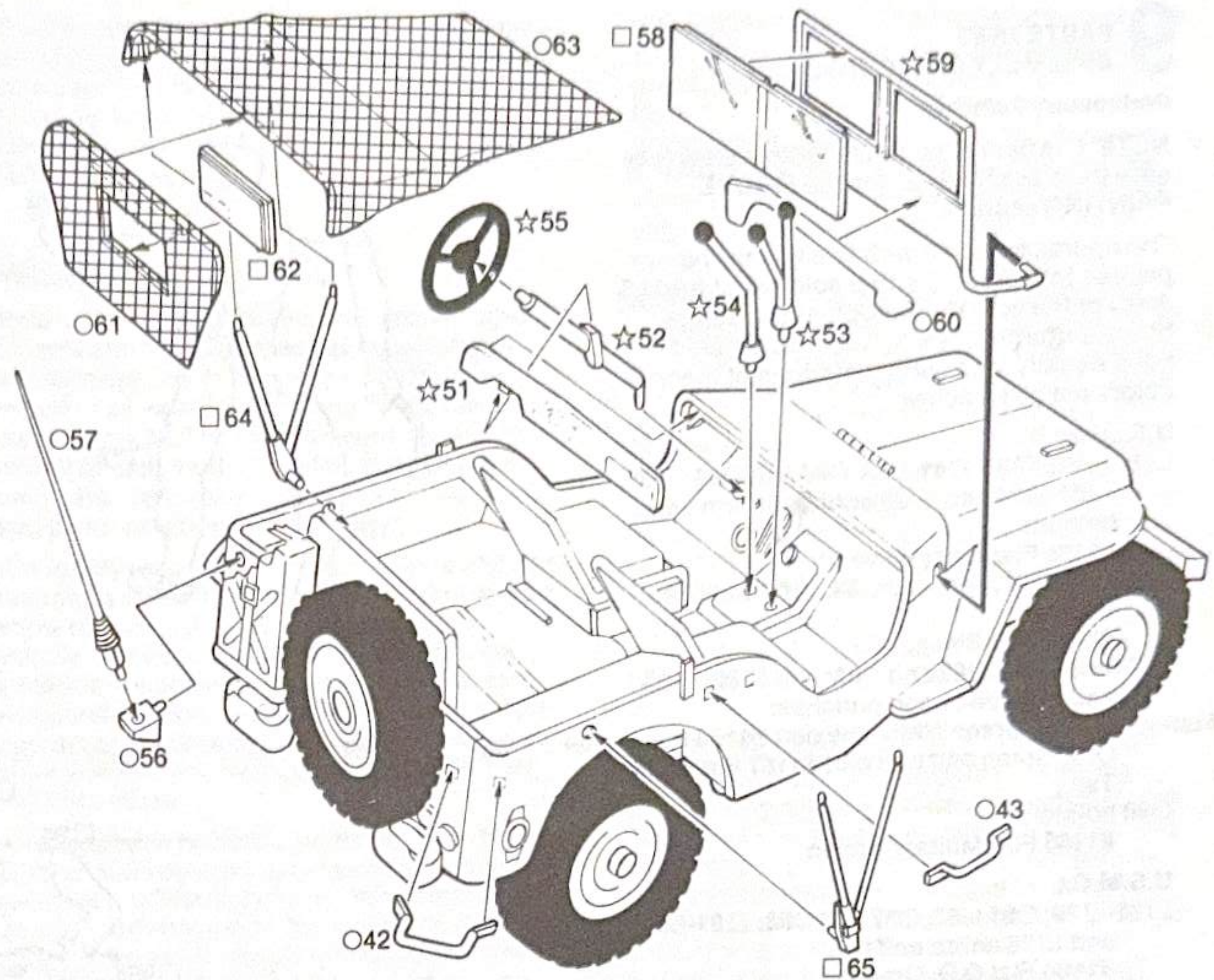
Preliminary Painting

☆51 gauges on dashboard:

#1147 Black
☆54, ☆55 knobs on levers and wheel:
#1147 Black

○61, ○63 fabric top:
#1164 Flat O.D. Green

- 1. Cement ☆51 into front of driving compartment as shown. Cement ☆52 into hole in floor and to ☆51. Cement ☆53 and ☆54 into holes in transmission hump, and cement wheel ☆55 to tip of ☆52 as shown.
- 2. Cement ○57 and ○56, and cement ○56 into hole at left rear of body rear plate. Cement □58 to ☆59 using liquid cement sparingly, and, when dry, carefully slide pins on ☆59 into holes in body sides. If top is not cemented to vehicle, windshield may be displayed in "folded" position. Cement ○60 to inside of ☆59.
- 3. If using vehicle top, cement rear window □62 into hole in ○61, as shown. Cement ○61 to ○63 and allow to dry. Cement □64 into holes under edge of left side of ○63 as shown, and cement □65 into holes under edge of right side of ○63. Carefully cement the pins on □64 and □65 into holes in body sides, and cement the front of ○63 to top of windshield ☆59.
- 4. Cement ○42 to right rear corner of body, and cement ○43 to right side of body just forward to rear wheel arch.



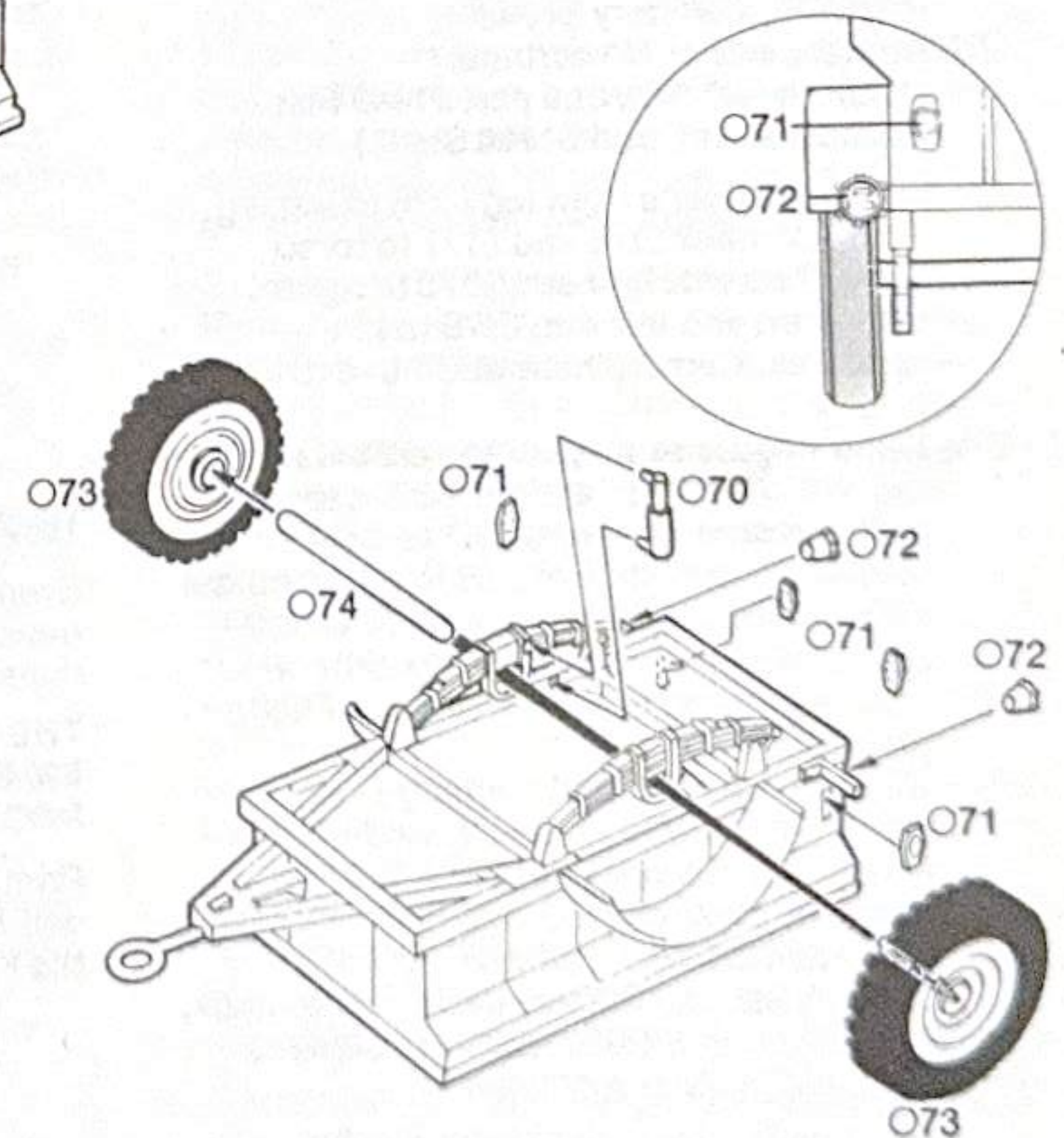
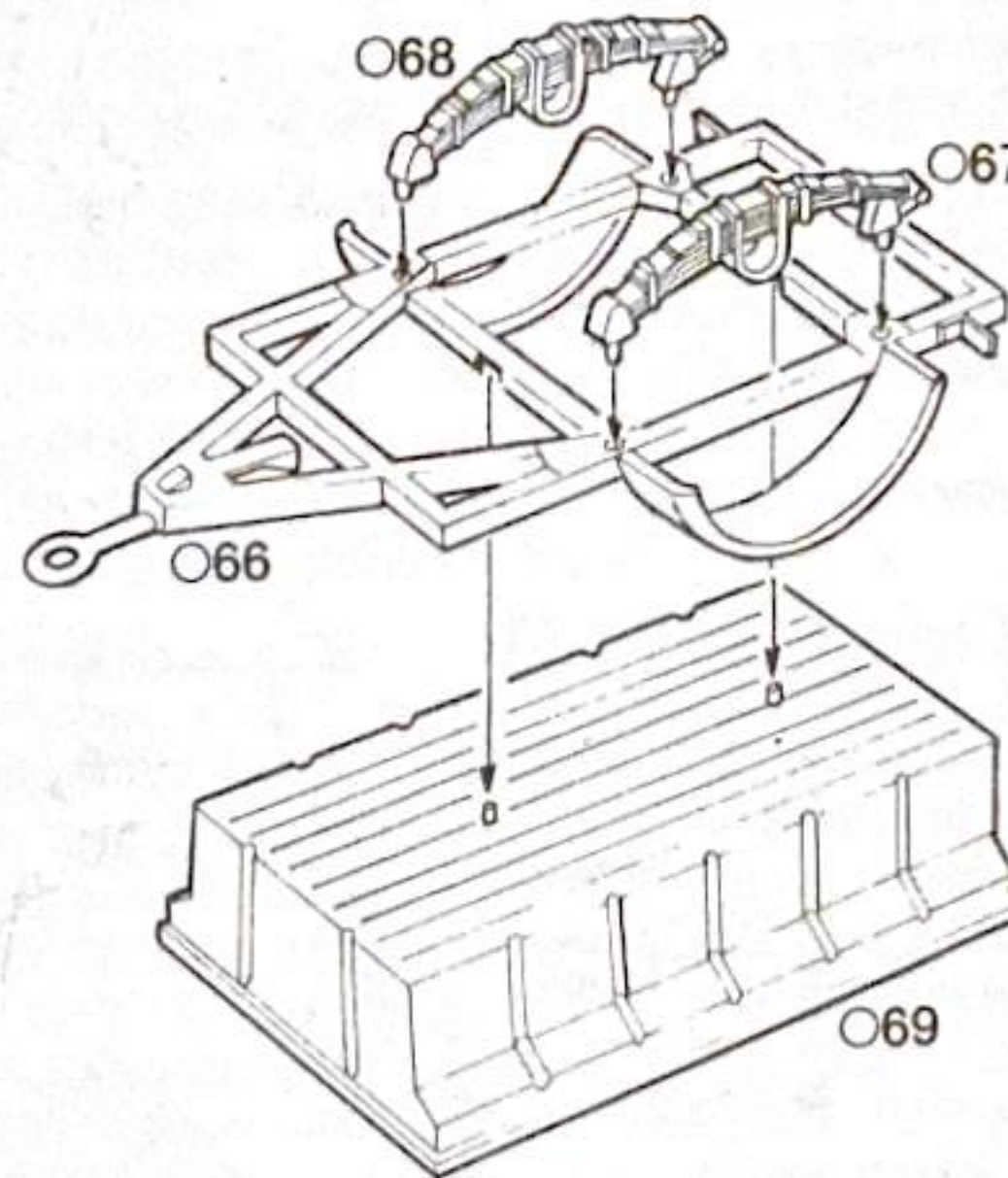
8 PARTS 66-74 ASSEMBLY OF TRAILER

Preliminary Painting

○71, ○72 reflectors and slits in tail lights:
#1104 Red

○73 tires:
#1149 Flat Black

- 1. Cement springs ○67 and ○68 to trailer chassis ○66 as shown, and cement chassis to bottom of trailer body ○69. Cement shock absorbers ○70 to inner side of springs and chassis.
- 2. Cement reflectors ○71 to rear and sides of trailer, and cement taillights ○72 to brackets at rear of chassis, as shown (the smaller slot on the taillights should be positioned on the top).
- 3. Cement one end of axle ○74 into one wheel ○73. Slide axle through brackets on springs, and cement remaining wheel ○73 to end of axle.



9 PARTS 75-99 ASSEMBLY OF FIGURES

Preliminary Painting

NOTE: It is best to paint the figures after they have been assembled. See the **FIGURE PAINTING** section.

The figures supplied with this kit may be painted to represent either soldiers of the U.S. Army or the U.S. Marine Corps. The colors of the uniforms of these services differed considerably, and approximations of these colors are given below.

U.S. Army:

□75-□80; □80, ○81-○83, ○87 and ○88; □80, □91-□94 and □96 entire uniform and helmet:

#1165 Flat Army Olive

□76 and □77, ○82 and ○83, □92 and □93 boots:

#1149 Flat Black

□76 and □77; ○82 and ○83; and □92, □93, and □99 belts and pouches:

"Khaki Green" (Mix one part #1164 Flat O.D. Green and one part #1167 Flat Desert Tan.)

○90 holster:

#1166 Flat Military Brown

U.S.M.C.:

□75-□79; ○81-○83, ○87 and ○88; □91-□94 and □96 entire uniform:

#1164 Flat O.D. Green

□80 helmet:

#1165 Flat Army Olive

□76 and □77, ○82 and ○83, □92 and □93 boots:

#1149 Flat Black

□76 and □77, ○82 and ○83, and □92, □93, □99 belts and pouches:

"Khaki Green" (Mix one part #1164 Flat O.D. Green and one part #1167 Flat Desert Tan.)

○90 holster:

#1166 Flat Military Brown

○84, ○85, and ○86 recoilless rifle:

#1165 Flat Army Olive

○84 and ○85 rear of breech on recoilless rifle:

#1149 Flat Black

○86 sight on recoilless rifle:

#1147 Black

□95 wooden parts of M1 carbine:

#1166 Flat Military Brown

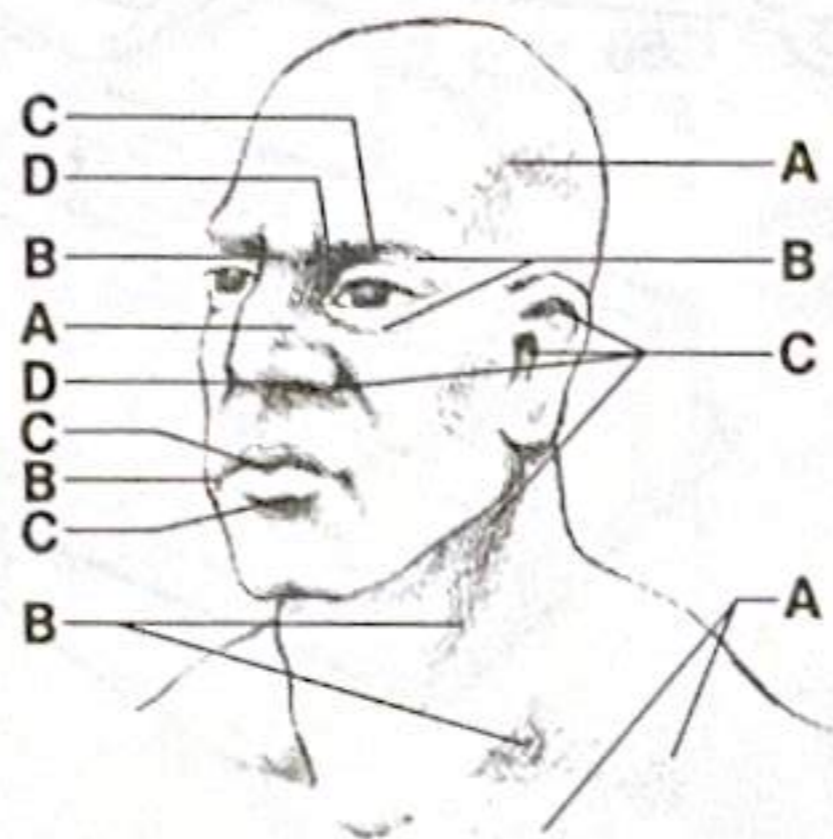
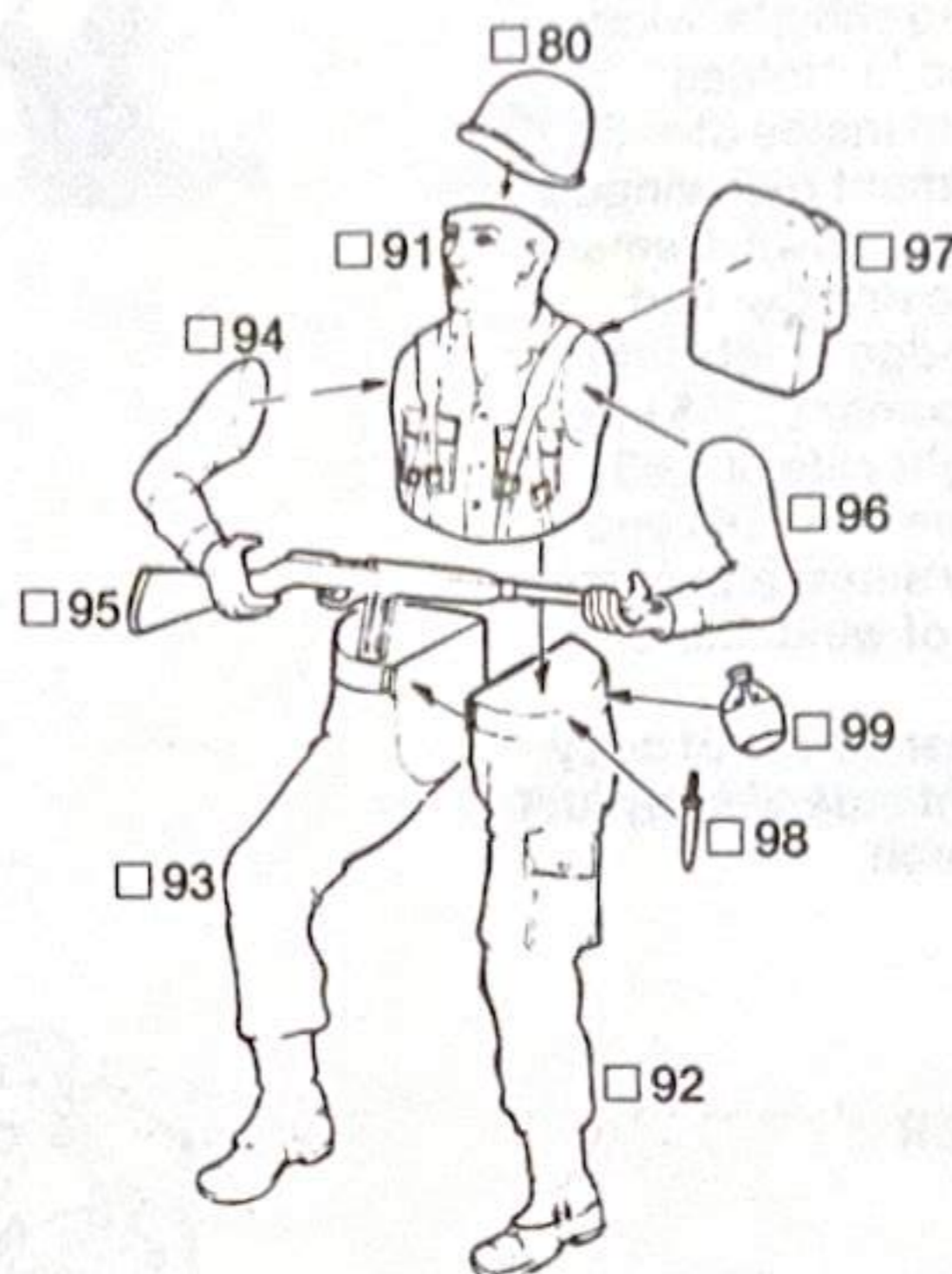
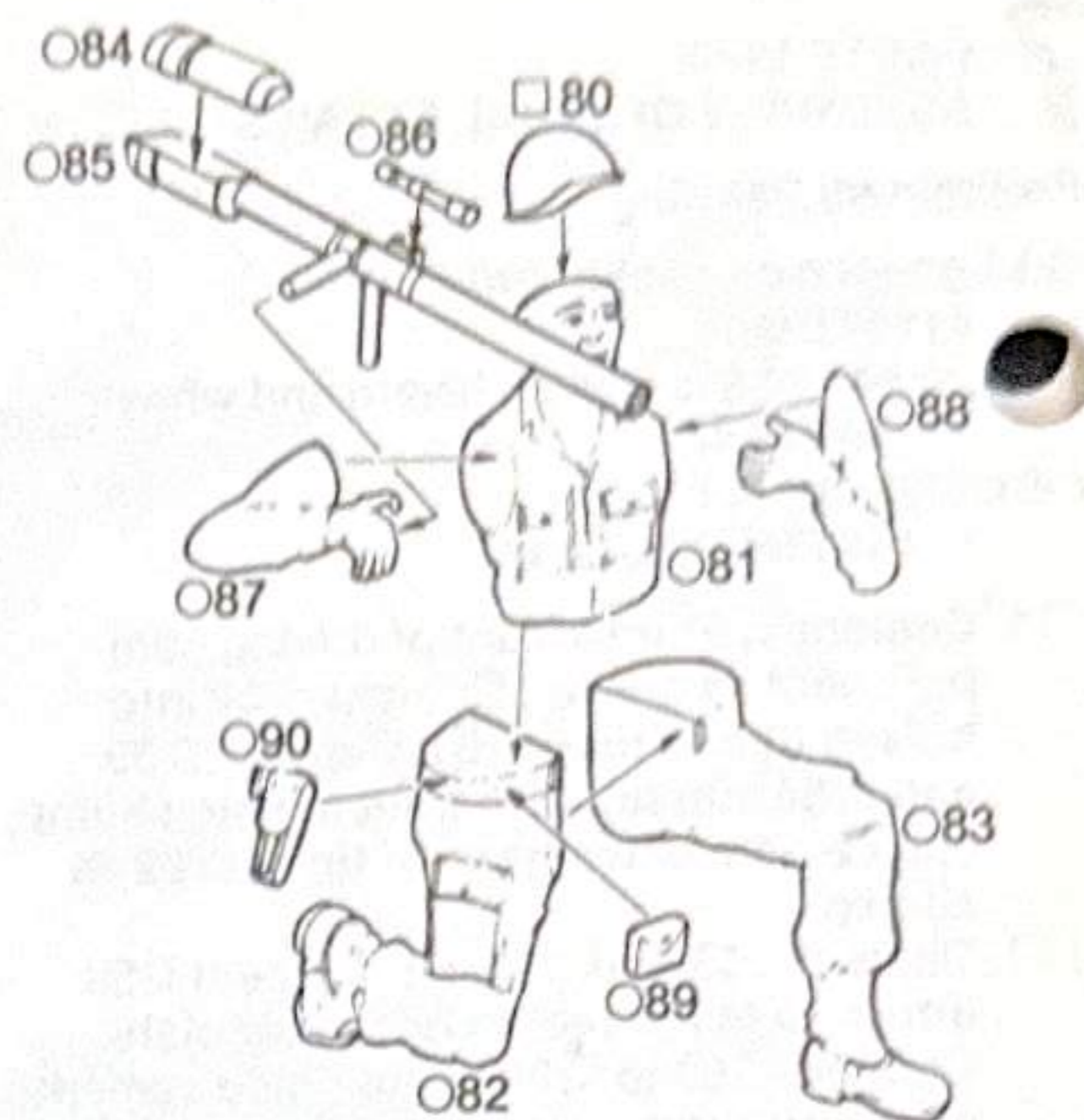
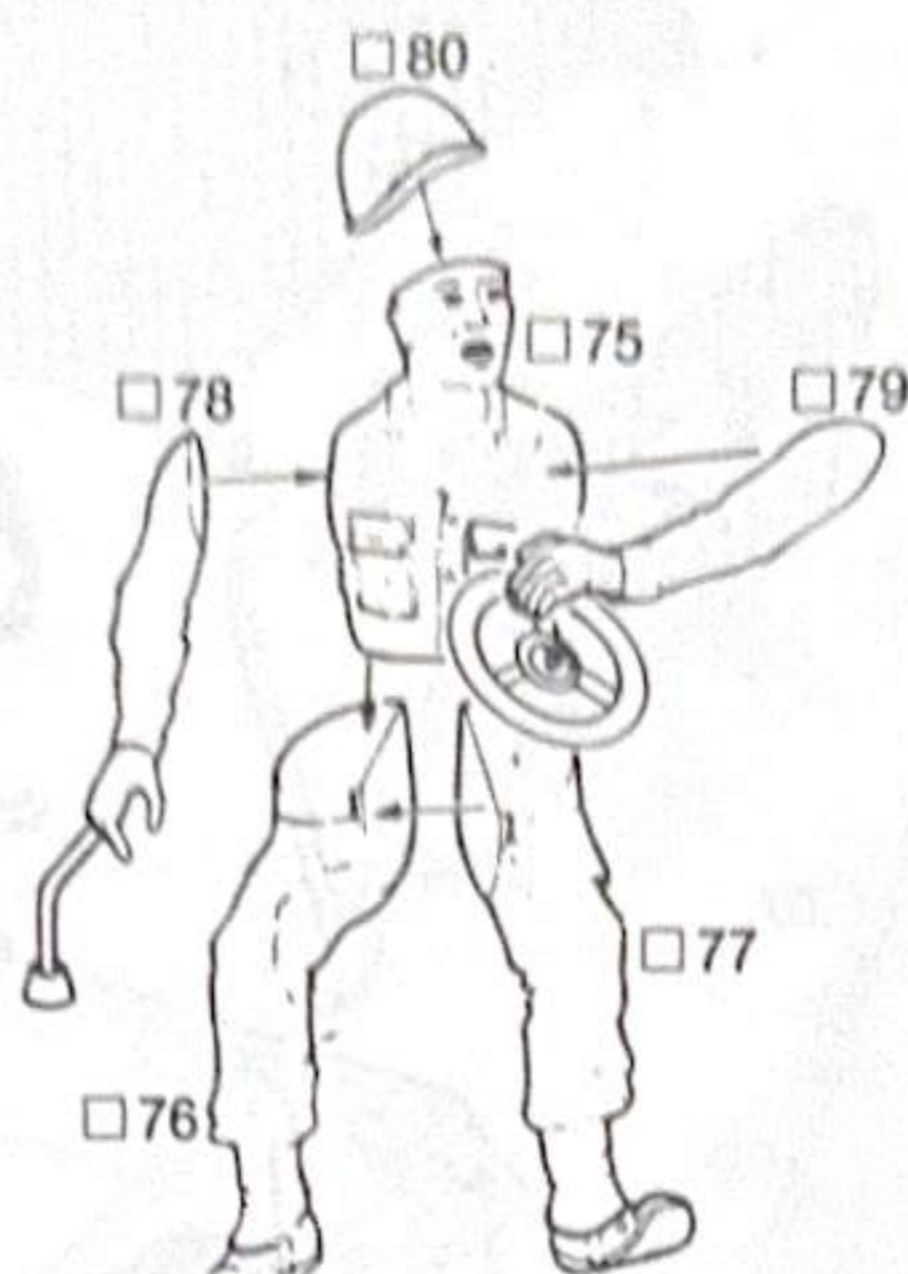
□95 metal parts of M1 carbine:

"Gunmetal" (Mix one part #1149 Flat Black and one part #1180 Steel.)

□1. Cement driver's right leg □76 to left leg □77. Cement □76 and □77 to torso □75. Cement right arm □78 to right shoulder, and left arm □79 to left shoulder. Cement helmet □80 to top of head.

□2. Cement gunner's right leg ○82 to left leg ○83. Cement ○82 and ○83 to torso ○81. Cement right arm ○87 to right shoulder, and left arm ○88 to left shoulder. Cement helmet to top of head. Cement ○89 and ○90 to right side. Cement recoilless rifle to figure's hands and right shoulder.

□3. Cement infantryman's left leg □92 to right leg □93. Cement □92 and □93 to torso □91. Cement right arm □94 to right shoulder and left arm □96 to left shoulder. Cement carbine □95 into figure's hands. Cement pack □97 to back, and □98 and □99 to left side. Cement helmet □80 to top of head.



Color Key for Face Painting

A: 1 part #1185 Rust and 2 parts #1170 Flat Light Tan

B: 2 parts #1185 Rust and 1 part #1170 Flat Light Tan

C: #1185 Rust

D: 1 part #1185 Rust and 1 part #1183 Rubber

Highlights (white areas): 2 parts #1170 Flat Light Tan and 1 part #1168 Flat White

IMPORTANT

Every effort was made to insure the completeness of this kit — however, should any part be missing, write directly to:

THE TESTOR CORPORATION
620 BUCKBEE STREET
ROCKFORD, ILLINOIS 61101

Print your name and address plainly, when writing. Request parts by name and include the kit name and number.

WILLYS JEEP STOCK #821

NAME

STREET

CITY

STATE

ZIP

PART DESCRIPTION

KIT NAME

STOCK #

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FIGURE PAINTING

Figures add dimension and life to your models. Painting figures is considered by many to be the most difficult aspect of modeling. However, if you are willing to take your time and practice, it becomes the most rewarding.

After you have assembled your figure, it should be primed with a coat of #1168 Flat White. Use Testor spray paint or an airbrush if you have one. It is nearly impossible to get proper coverage with a brush. Accessories may be glued on at this point, but this sometimes makes certain areas of the figure difficult to reach with a brush. In these cases it is more convenient to paint these pieces separately and attach them to the finished figure.

Always use flat paints. Testor Flat Paints are manufactured for use on military vehicles and airplanes. However, when using Flat Paint for clothing on the figures, it is necessary to add talcum powder to the paint in order to make the painted surface appear really flat. Add powder to the paint gradually, testing it until the paint has no gloss. A #0 brush with a fine point is best for painting figures. Smaller brushes do not hold enough paint. Put some #1170 Flat Light Tan on a palette and mix in a little thinner so the paint flows smoothly off your brush. Apply an even coat over all the flesh areas. A second coat may be required for proper coverage. Now paint the eyes with #1149 Flat Black. These can be indicated by black slits, or if you wish, you can paint them as shown on the drawing. If they need shaping up, you can do this by painting around them with #1170 Flat Light Tan.

Begin shading by adding a very small amount of #1185 Rust with the Flat Light Tan. Fill in the cheek bones and all areas indicated on the drawing. Proceed mixing progressively darker tones using Flat Light Tan and Rust until you finally use pure Rust. Use this color to outline all areas where the flesh meets the clothing (collar, cuffs, gloves, etc.). Finally, mix a small amount of #1183 Rubber with the Rust and paint fine lines in the mouth, nostrils, under eyebrows, inside ears and between fingers.

Add highlights by mixing Flat White with the Flat Light Tan. The drawing shows where these go. If you have any problems look at the photographs on the box.

Now begin shading the clothing. After the uniform is painted the proper color, hold it directly underneath a strong light. Notice where all the shadows fall. Mix #1149 Flat Black with your uniform color and fill in these areas, carefully following the sculpted wrinkles on the figure. You can blend the color on the uniform to this shadow color by lightly moistening your clean brush with thinner and carefully going over where these colors meet.

After you are satisfied with the shadows, hold the figure under the light again. Notice the areas where the light hits the strongest. Mix a little #1168 Flat White with the base color and carefully apply the highlights to these areas. Remember, the shadows go *under* the folds and the highlights go *on top* of the folds. Finally, you can outline all straps, belts, pockets, collars, and edges of clothing with a wash of #1149 Flat Black.

Observe real faces and clothing and notice how the light falls on them. Adapt these ideas to your figures, trying to make them as realistic as possible. You can also learn a lot from studying other people's figures. Don't be too subtle in your shading—contrast is what gives figures life.

Practice and experience are the best teachers, so do not be discouraged if you aren't pleased with your first few attempts. Always take your time and strive for a neat, crisp appearance. Have patience. It takes time to learn a new skill and it's worth it.

WEATHERING HINTS

Nearly all military vehicles show some signs of wear and tear. The process by which the modeler imparts this look to a model is referred to as *weathering*. Many times, the weathering, that is, the representing on the model of rust, mud, oil stains, dust, chipped paint, etc., can really make a model stand out and give it amazing authenticity.

Always try to be logical in applying weathering techniques. For instance, you wouldn't want to show rust on top of mud or dust on your vehicle, nor would you normally want to cover a vehicle supposedly operating in the desert with mud. Vehicle move *through* the land they operate on more than *over* that land, and you must weather your vehicle in such a way that it makes sense.

After you have painted your model in its basic colors, begin by sealing the paint with one or two coats of Testor Dullcote. When this dries, you can add shading to the model using washes. A wash is simply thinner which has been tinted by adding paint to it. Use a broad brush and apply an even wash of #1149 Flat Black (use #1183 Rubber if your model is painted "sand" or tan) over the entire model. Apply this quickly, and before it dries, carefully wipe it off with a soft lint-free cloth. This should leave subtle shadows around all the projections and details. If you like, you can darken these shadows in certain places by adding additional washes with a fine brush.

Always work slowly and carefully, trying not to overdo the weathering. A good rule of thumb is that too little weathering is always preferable to too much. Knowing when you have applied enough is sometimes difficult to determine, so pause often and inspect your model for the desired effect.

The next step is highlighting your model. For this, use a technique called drybrushing. Wide, flat, chisel brushes in various sizes are used. On a scrap of cardboard, mix a small amount of #1168 Flat White with your basic model color and then wipe your brush off on a clean cloth until there is barely a trace of paint left. Drag this drybrush across the surface of your model. Paint will begin to collect on all the edges and high points of the model. Use a scrubbing action at first and literally tint your model with this color. Add a little more Flat White to this color and drybrush again, this time applying the paint a little more subtly. Repeat this process one or two more times, lightening the color and applying more lightly each time. Don't get carried away, though, the effect should be restrained at this point. After the paint has dried, apply the decals and let them dry.

If you want your model to appear new, it can be left as is. If you want a dirty or dusty model, you can now begin to dirty it up. But if your vehicle is to represent a non-combat or peacetime vehicle, be especially light-handed. Use Testor #1166 Flat Brown or #1167 Flat Tan, and apply using the drybrush method. For a dusty appearance, drybrush lightly; for a grubby or filthy look, scrub the paint on in blotchy or streaked patches. Again add further

highlights adding #1168 Flat White and #1169 Flat Yellow, lightening your dirt color and pressure on the brush with each succeeding layer. If your dirt color gets too washed out or yellowish, add a touch of #1185 Rust and #1165 Olive to it. When drybrushing always remember, a lighter color goes over a darker, and brush pressure gets lighter with each succeeding layer.

A little rust on mufflers and exhaust pipes is realistic, as is a hint of it on the metal parts of a vehicle's tracks. But as a rule, be sparing with it if you wish your vehicle to look authentic. Rust is one of the most overdone forms of weathering seen on models. Unless your model is supposed to be a wrecked or an abandoned vehicle, go very easy with the rust. To rust out a muffler, first apply a couple of heavy washes of #1183 Rubber. After this dries, mix some #1185 Rust with the Rubber and drybrush liberally. Follow this color with pure Rust, and if you wish you can add a touch of #1169 Yellow to this, drybrushing very lightly.

Dust is difficult to portray on a model unless you have the use of an airbrush. If you do, try shooting a light sand-colored paint at your model, with your airbrush held about two feet away from your model. If you do not have an airbrush dust may be simulated by the use of powdered artist's pastels carefully brushed onto your model a little at a time until the desired effect has been achieved. A similar effect can be had by using barbecue ashes just as they come out of your barbecue.

Occasionally there are areas on a vehicle where paint becomes scraped or scuffed off. Such areas include metal flooring, around hatches, grab handles, gun breeches, etc. Paint only rubs off under extreme wear, so keep this to a minimum. There are two ways to represent this. The first is by drybrushing *very lightly* with #1180 Steel or #1181 Aluminum. The second method is by applying graphite. You can do this by drawing directly on the area with a pencil, or by grinding the lead into a powder and applying with your fingers or a paint brush. This aspect of weathering is the easiest to overdo—so use it sparingly.

If you are building a tank, leave the tracks off until last and paint them separately. Use a touch of #1183 Rubber mixed with some #1166 Flat Brown. After this dries add a wash of #1149 Flat Black between the shoes, then, drybrush the shoes very lightly with #1181 Aluminum. Some tracks have rubber shoes—these areas should be painted Rubber.

Experienced modelers do several things to aid them in their hobby. One of the most helpful is attending meetings of their local International Plastic Modeling Society chapter. Here they see and discuss modeling techniques. Your local hobby shop will help you locate your local I.P.M.S. group. Serious modelers also collect books and photographs to use as reference when they finish their models. Again, your local hobby shop can help. Last, but certainly not least, your own observation will prove helpful. Visit museums. Look at buildings and vehicles around you. Notice how rust streaks a metal roof. See the oil and dirt on a piece of road grading equipment (almost identical conditions in which a tank runs). Study railroad boxcars and locomotives to see what the weather has done to them. Your own observation can be the best aid of all.

Remember; try not to overdo weathering—and *keep practicing*. Be patient, it takes time to discover and master all the tricks of this fascinating hobby.

Brush 'em & Spray 'em

Available in over 60 colors, Testor enamel paints come open-stock and carded, with color fidelity matched batch-to-batch, bottle-to-bottle and bottle-to-spray can... Testor paints go on other surfaces too, like styrofoam, glass, paper and even some waxes.

Get It Together!

The Testor line of Plastic Model Cements, available in both tube and liquid form, include non-sniffable and non-toxic plastic cement that can be used by the smallest child. Contour Putty for Plastic Models is great for custom molding and filling unwanted cracks.



Tools of the Trade

To complement our line of finishing materials, Testor offers a complete line of hobby accessories especially designed to help you work more precisely and build professional looking models. The Testor Hobby Drop Cloth not only protects all work surfaces from accidental spills, but is an invaluable store-

house of model-

ing information. Other accessories available,

both carded and in attractive kits include: Hobby Sandpaper, Hobby Knife and Precision Gluing Tips.

Shed-Proof Brushes

Testor offers the hobbyist a line of inexpensive brushes, which have a unique design that prevents bristle shedding. Available in various tip designs, Testor brushes can be used for practically every finishing task.

The Testor Corporation
620 Buckbee Street
Rockford, Illinois 61101

"The Total Hobby Company
from Start to Finishing."

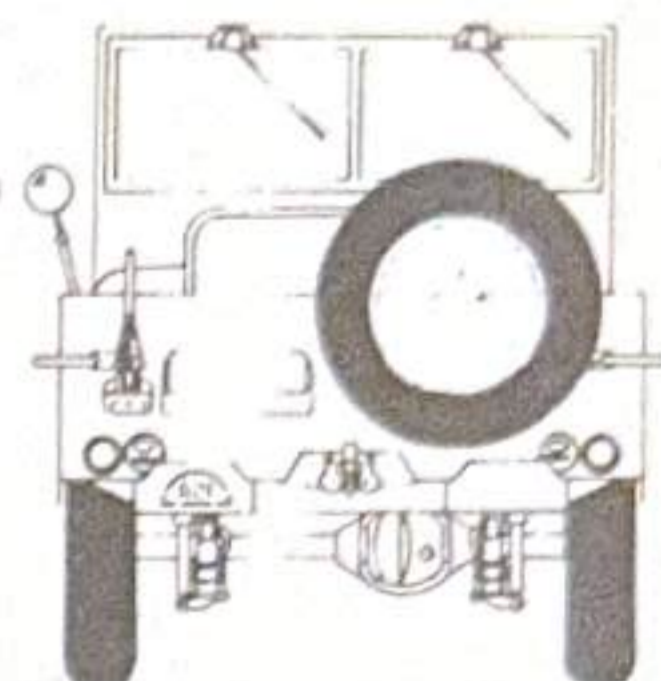
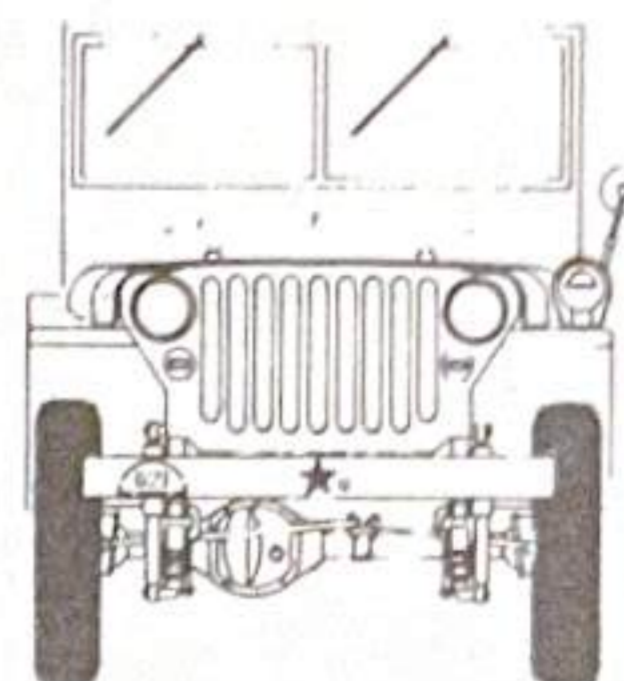
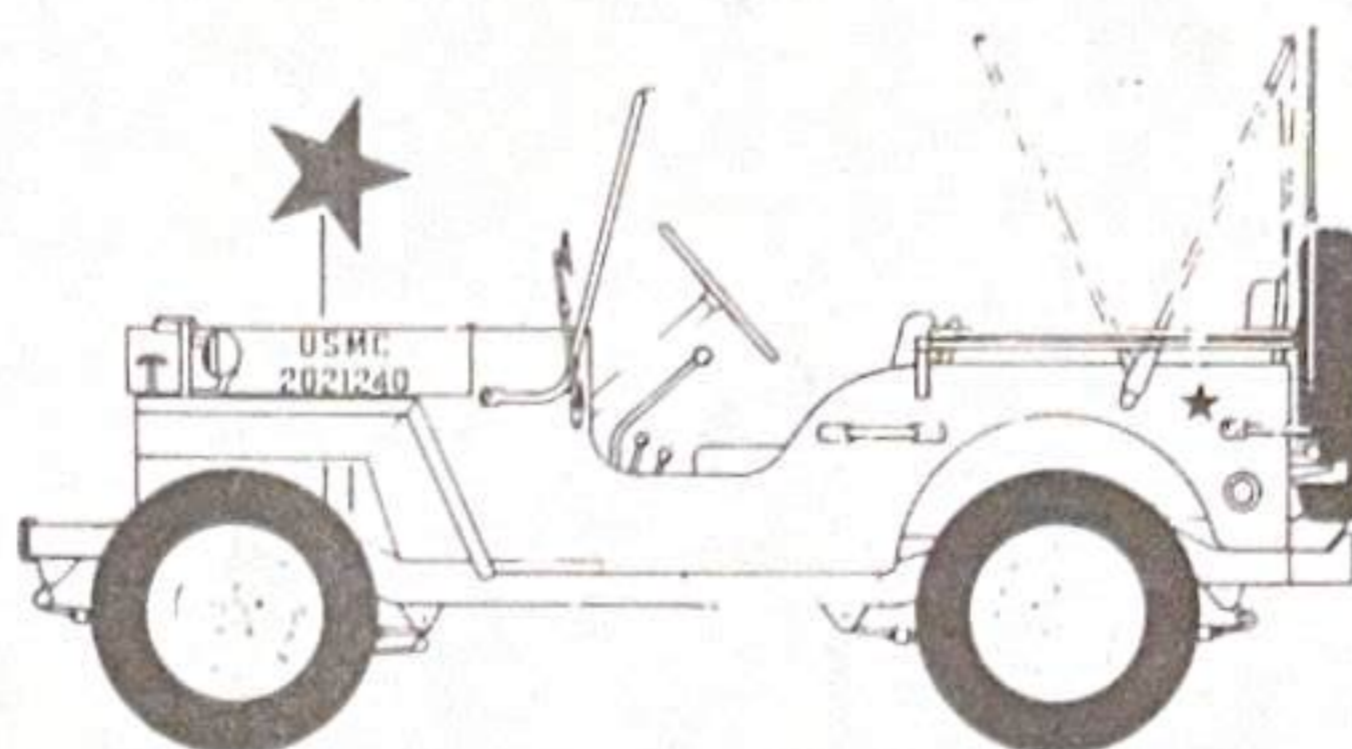
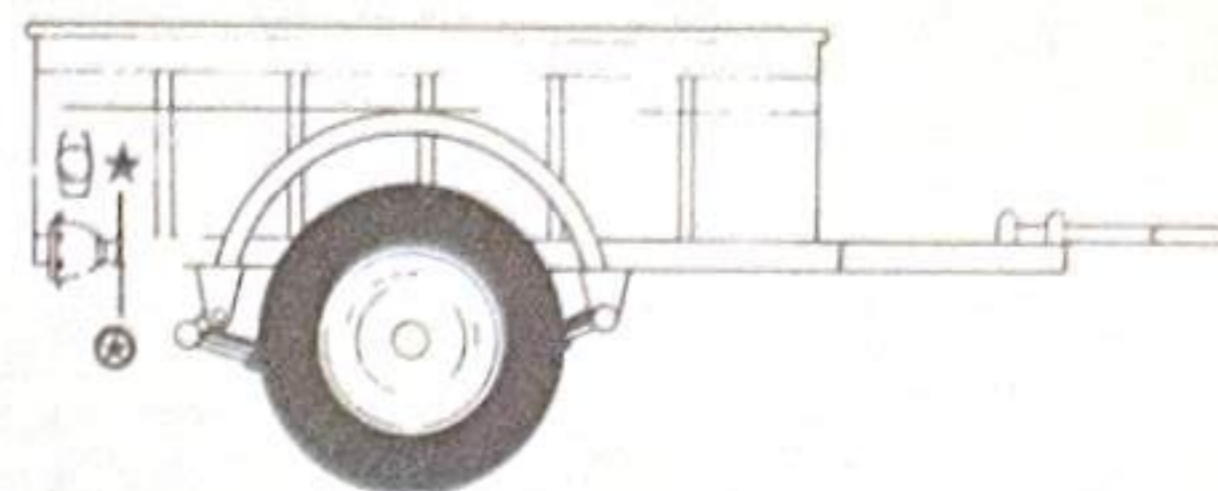
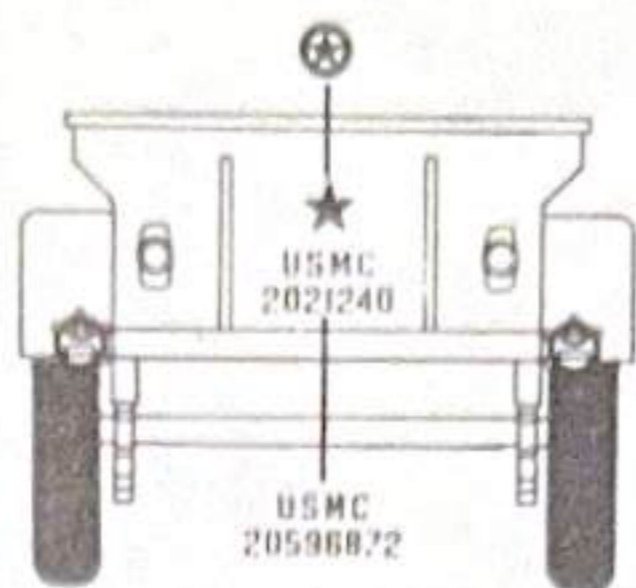


APPLYING DECALS

1. Spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish, the smoother it is. Allow the Glosscote to dry thoroughly before going further.
2. Select the decals you plan to use, and cut each of them out from the decal sheet with small scissors or Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clean water for no more than five seconds, then remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of the paper and onto the surface of the model with a soft paintbrush or tweezers. Remember: the decals are very thin and can be easily ripped if care is not taken. Work slowly and patiently.
5. Once the decal is in the desired position, apply a small amount of Testor Decal Set #8804. This will help the decal to conform to any irregularities in the surface of the model (rivets, curves, etc.). Allow the decal to dry undisturbed. Should you find the decal has moved or should you desire to purposely move it, apply a little Decal Set to a soft brush and push the decal slowly into the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote #1260 to the entire model. This will give it an authentic, dull finish and protect the surface of the model.

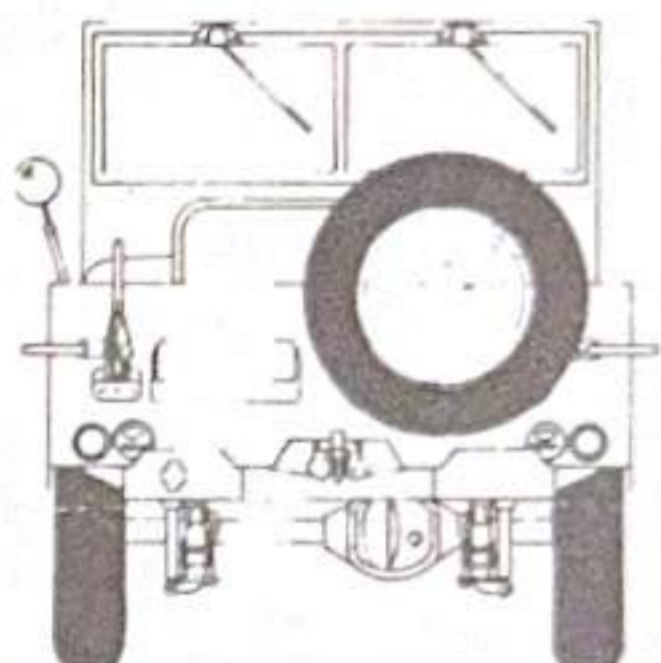
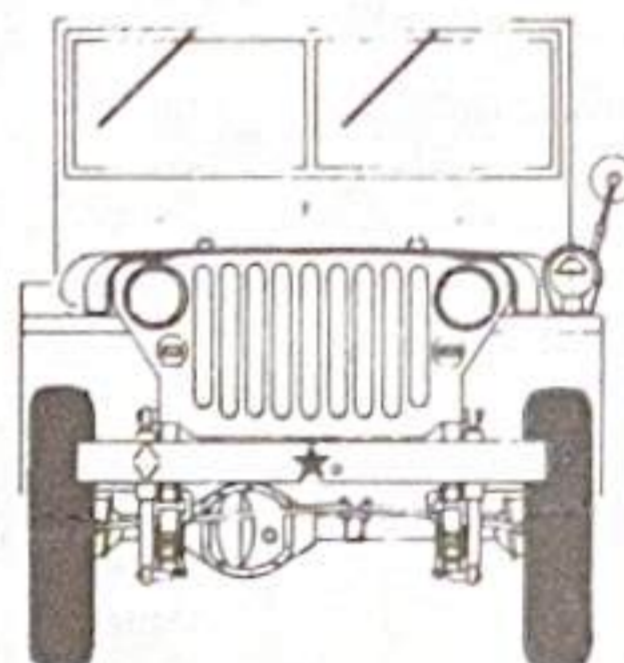
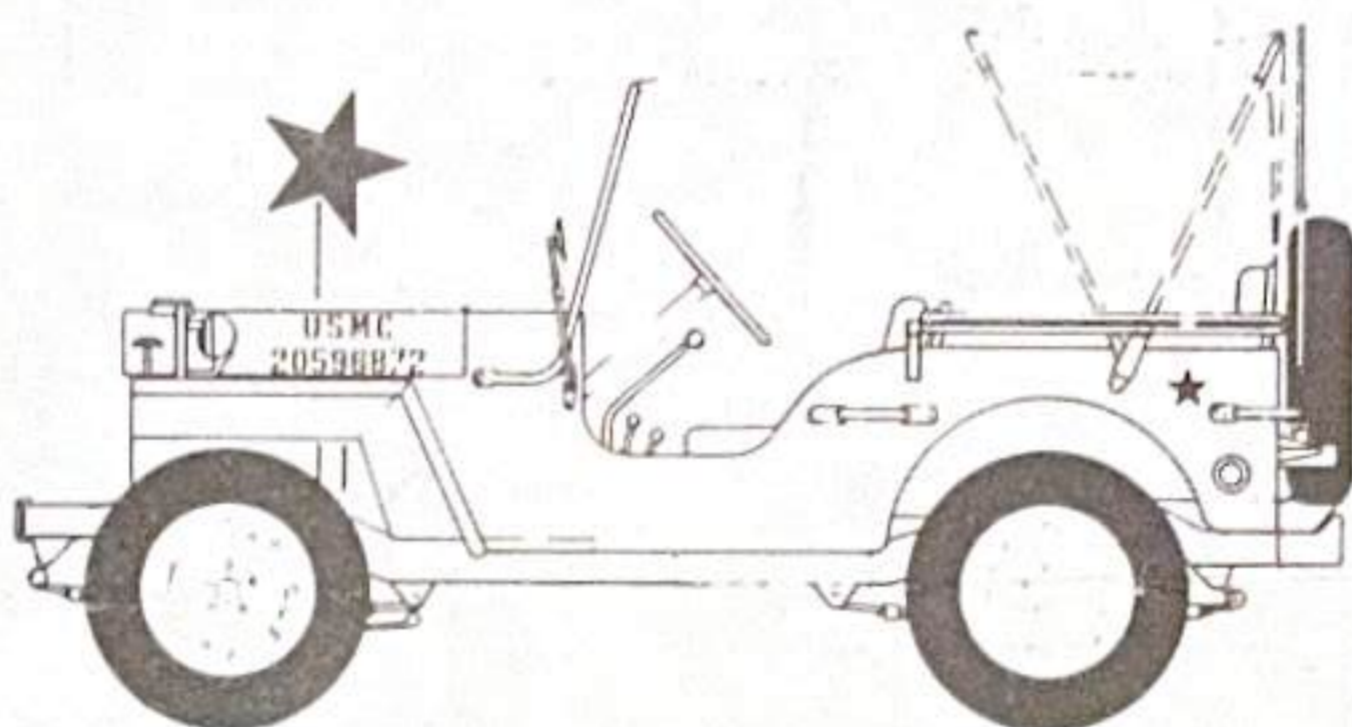
NOTE: To approximate the color, "U.S.M.C. Green," mix 6 parts #1164 Flat O.D. Green, 2 parts #1169 Flat Yellow, and 1 part #1149 Flat Black.

Most U.S.M.C. vehicles during World War II were obtained directly from the U.S. Army, and consequently, many of these vehicles served with the Marines still painted in their original U.S. Army Olive Drab paint (#1165 Flat Army Olive).



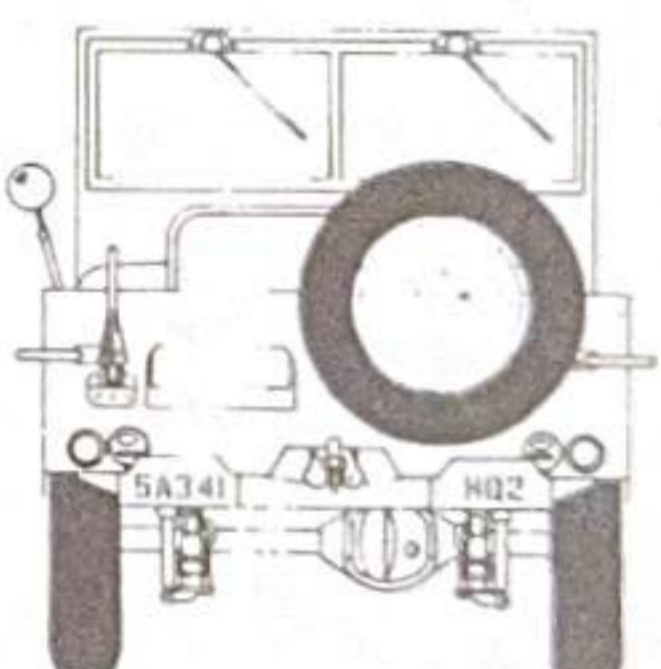
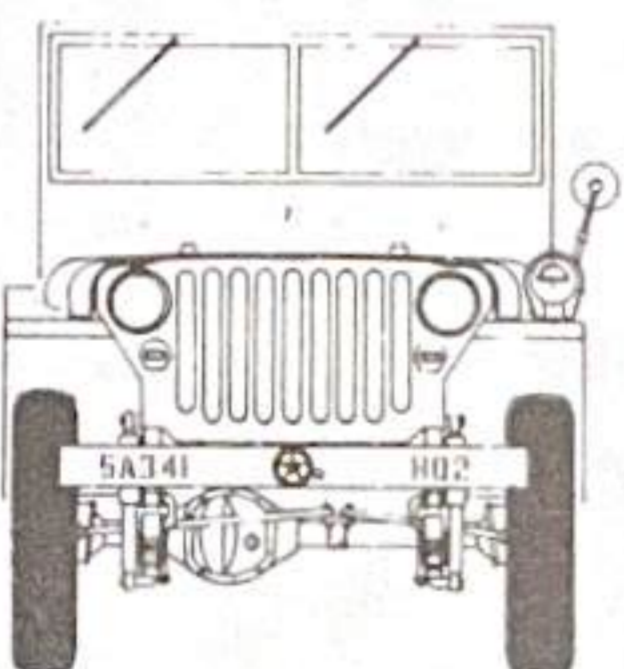
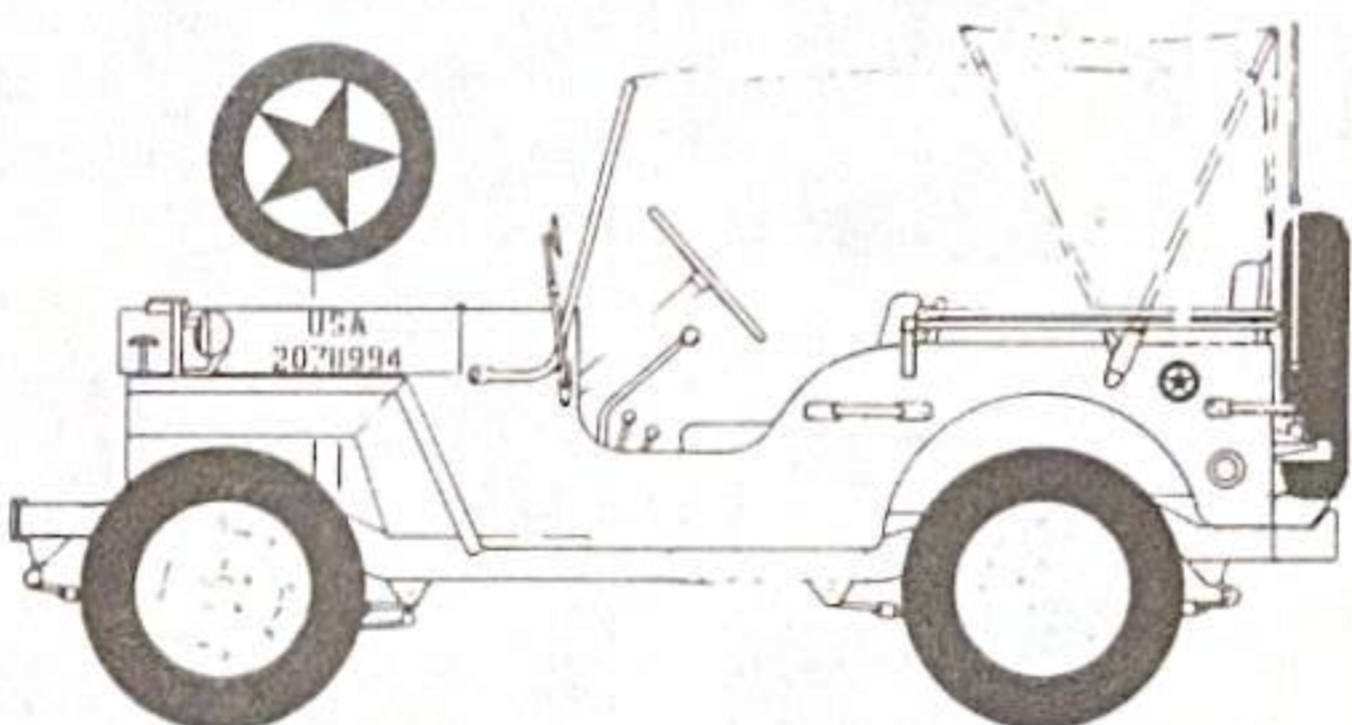
Headquarters, 2nd Battalion, 14th Marine Artillery Regt., 4th Marine Division, Iwo Jima, February, 1945

Overall color: "U.S.M.C. Green" (see note this page)



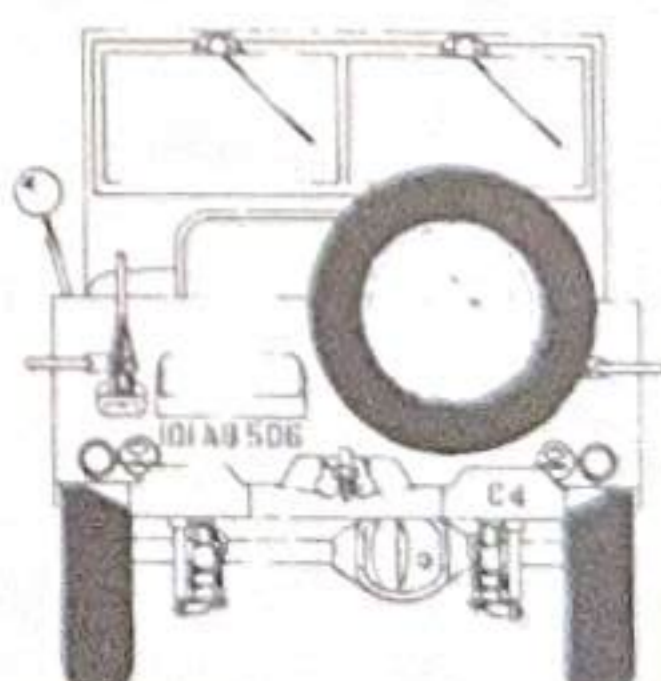
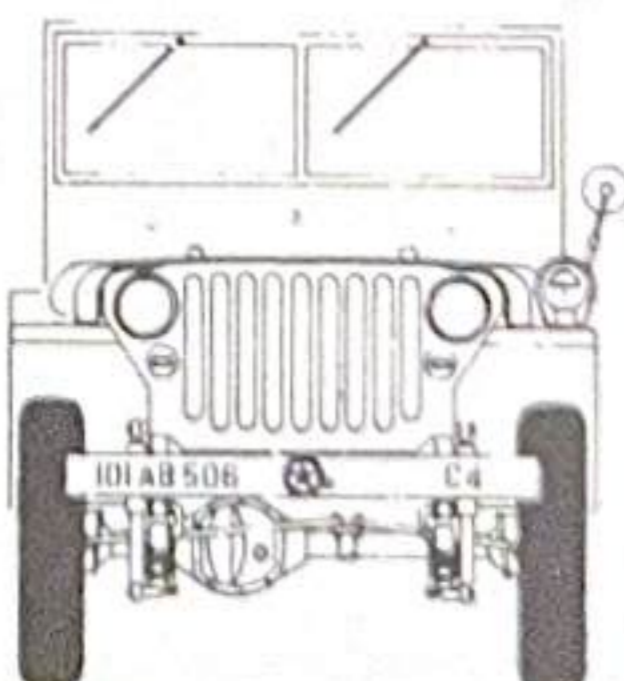
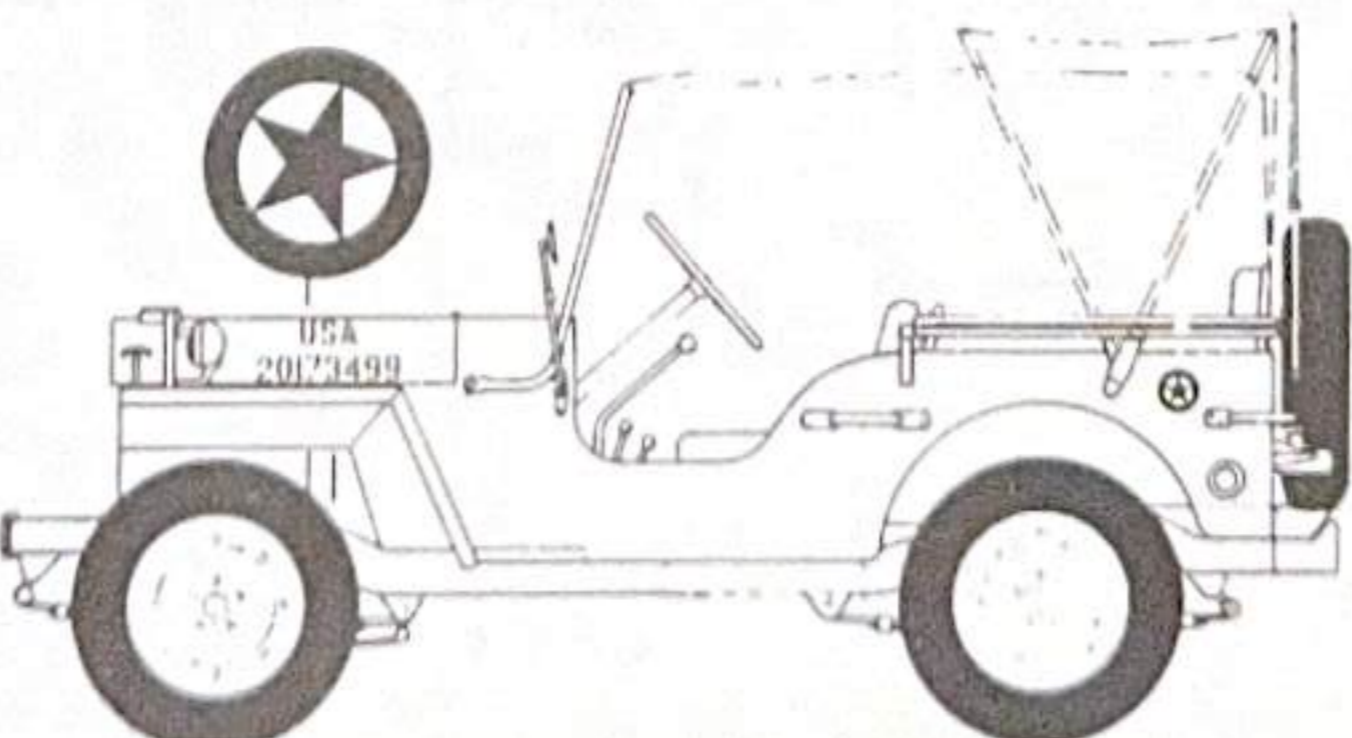
B Company, 1st Battalion, 3rd Marine Regt., 3rd Marine Division, Guam, August, 1944

Overall color: "U.S.M.C. Green" (see note this page)



Vehicle Number 2, Headquarters, 34th Infantry Division, 5th Army, Cassino, Italy, 1944

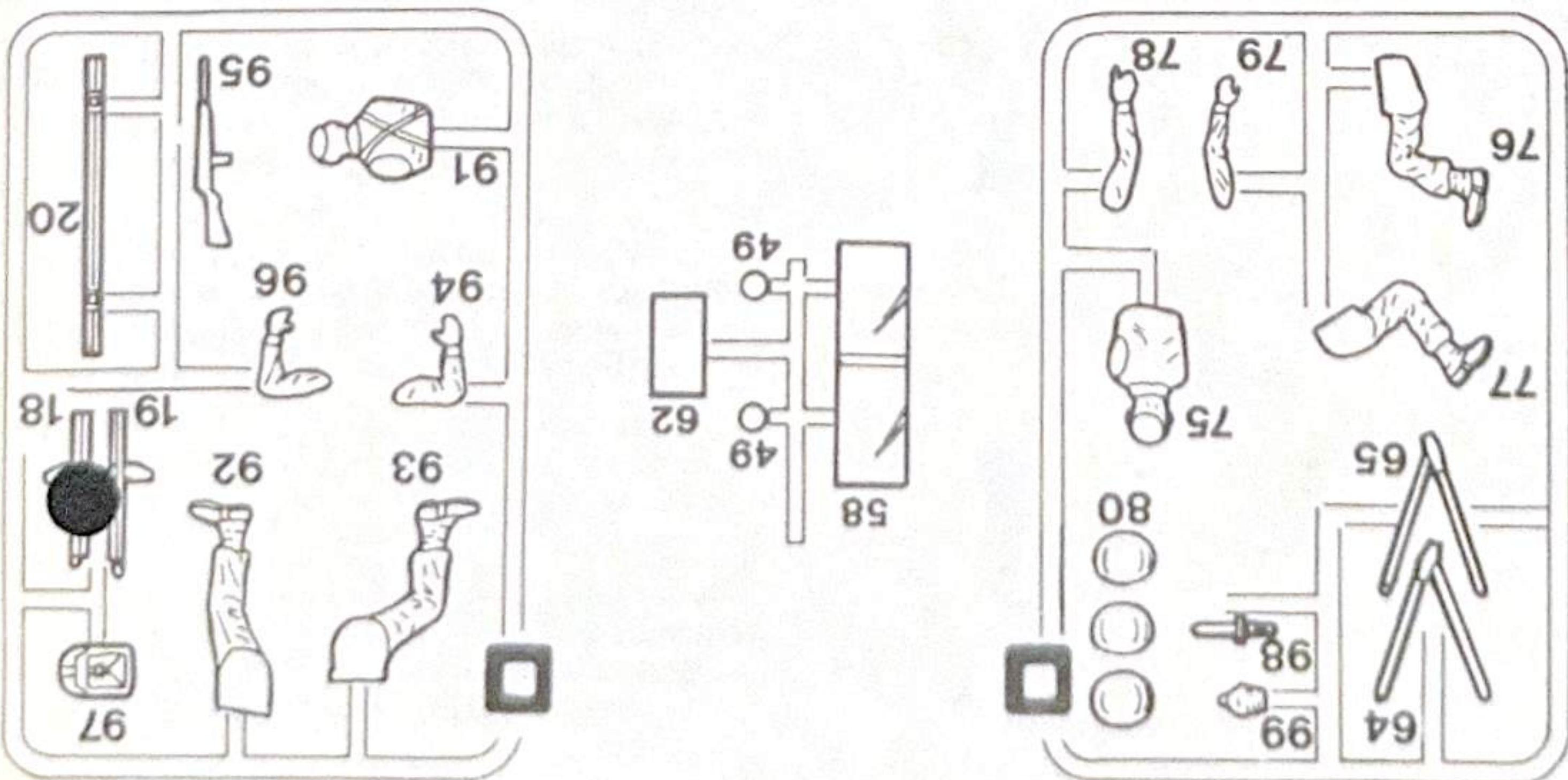
Overall color: #1165 Flat Army Olive



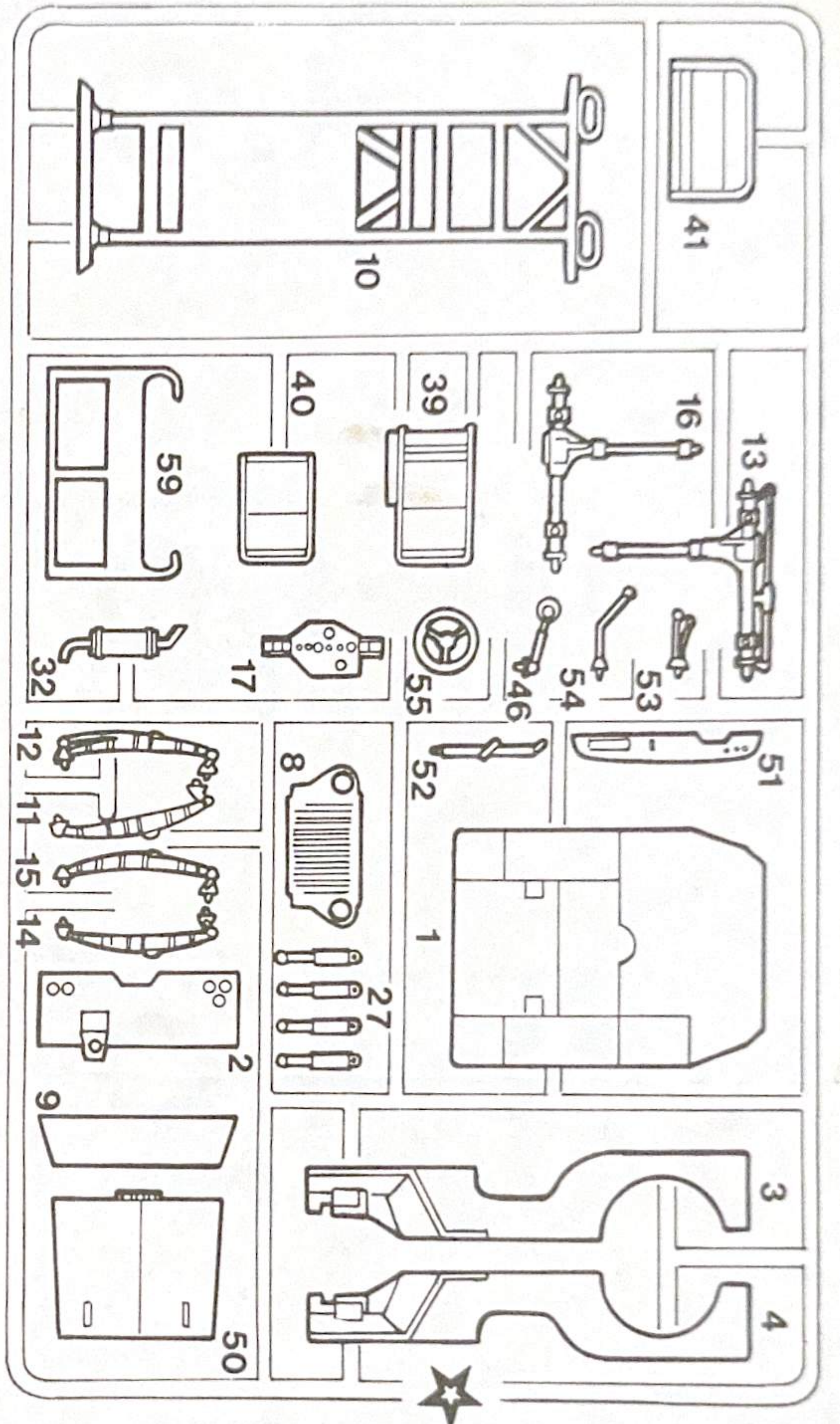
Vehicle Number 4, C Company, 506th Airborne Infantry Regt., 101st Airborne Division, Normandy, France, June, 1944

Overall color: #1165 Flat Army Olive

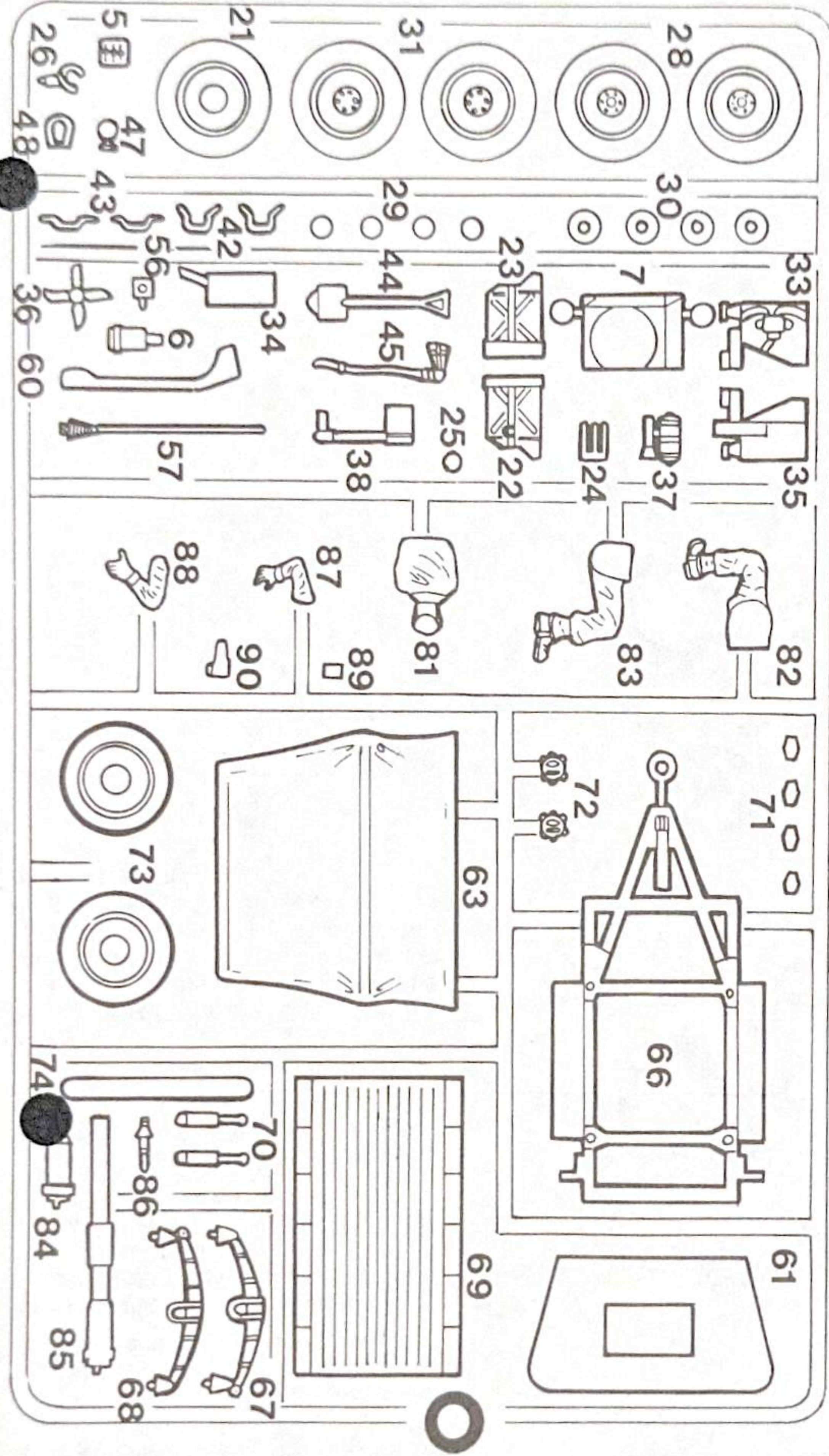
Remove this page from the instruction sheet by cutting along indicated line. Use the drawings of the complete sprue as a part-locating reference when building the model.



Parts from this section are identified with this symbol: □



Parts from this section are identified with this symbol: ☆



Parts from this section are identified with this symbol: ○