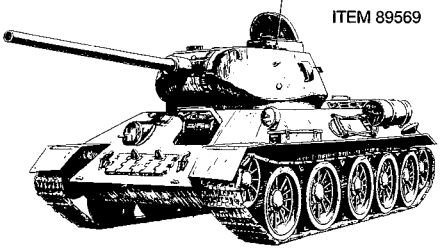
T-34/85

1/25 SCALE

★ALL PLASTIC MODEL ★EASY TO ASSEMBLE
★READY TO CEMENT

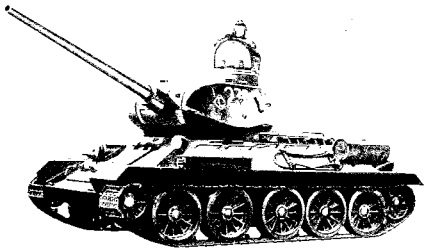
TAMIYA
TAMIYA, INC.
3-7,ONDAWARA,SHIZUOKA-CITY,JAPAN.

ITEM 89569



RUSSIAN MEDIUM TANK T-34

TAMIYA'S 1/25 SCALE



When asked to pick the most famous tank in the history of the fighting vehicles during the 2nd World War, the choice will invariably fall on the Soviet T-34 with its excellent design and the largest production record unrivalled by any of its couterparts all over the world.
The story of the T-34 really began in December 1936 when two of its prototypes were produced for the first time, although its design work had been undertaken much earlier. The new design had been under study to produce a more improved tank to replace the BT series tank which then formed the main strength of the Soviet forces. The two prototypes, therefore, immediately faced every kind of stringent test and underwent a long-distance trial run stretching from Kharkov to Moscow and back, by way of Smolensk, Minks and Kiev, a round trip of some

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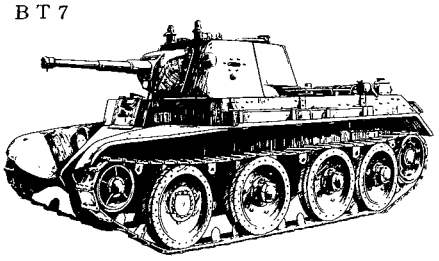
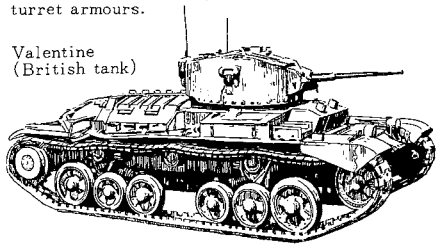
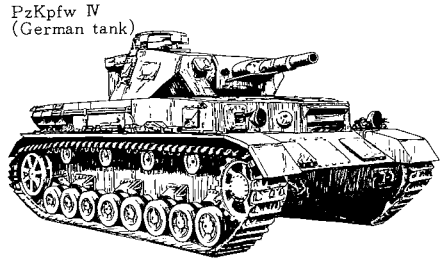


2, 900 km during the hard winter season of January through March 1940. Both came out of the whole run quite safe and sound overcoming on the way the worst conditions of snow and mud. The test was a great success.
The new T-34 was especially distinguished in its hull armour and the small well-angled turret, when compared with its counterparts already at the front. Both armour and turret were made up of well-sloped plates which offered maximum resistance to attack. The great merit of these features will at once be apparent when we see the contemporary German and British tanks with their straight wall-like hulls and turret armours.

Valentine
(British tank)

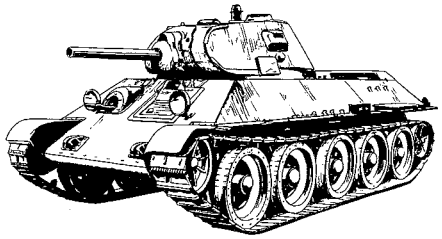


PzKpfw Ⅳ
(German tank)

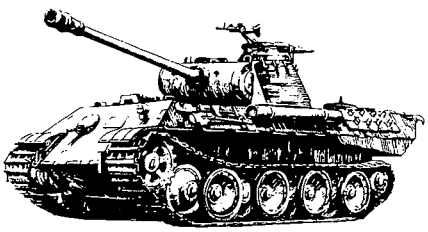


Another remarkable feature of the T-34 was its driving mechanism. It was the first tank in the world that ever mounted a diesel engine inside its hull. The Russians started the study of a powerful diesel engine for tank as early as in 1932. In 1939, they perfected a V-2 diesel engine. When a BT-type tank equipped with this engine successfully completed the test run, it was immediately decided to mount the engine on a new T-34 tank.
At that time, the tank was usually equipped with a gasoline engine originally meant to drive an automobile or an aero-plane. However, gasoline had a number of significant defects when applied to a tank. It had a large fuel consumption, for one thing. Also, it had to enlarge its capacity when long range of action was desired. Besides, there was constant danger of fire. Lastly, its durability was too short for a tank engine. In contrast, the diesel engine required less fuel as it used heavy oil and had fewer chances of fire. It was capable of a longer cruising range.
Mass production of the T-34 started in June, 1940 in three factories located in Leningrad, Kharkov and Stalingrad. Principal items of the T-34 specification were as follows: Hull weight 26.3 tons; maximum armour 45mm; maximum speed 50km/h; armament 76.2mm gun of 36.5 caliber ; crew-four (commander/gunner, loader, driver and wireless operator/front machine gunner). The new T-34 tanks were at once placed at the front in June, 1941 when the German forces began the operation of Soviet invasion.

T－34／76

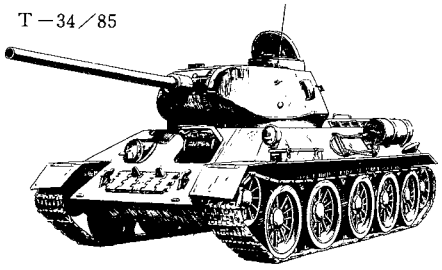


At first , the T-34's were deployed singly or in a couple formation to assist foot soldiers or light tanks. However, blocked by skillful German tactics, they could not display their power to the full. In view of this bitter experience, the T-34 was much improved in the same year. Its maximum armour was increased up to 47mm while that of turret was thickened as heavy as 60mm.
Already the number of the T-34s produced was well over 2, 500 by that time. The number was further increased and the new T-34/76B tanks joined hands with the old timer T-34/76As in the next year. In 1943, more than 10, 000 T-34s had been produced in all, enough to overwhelm the German task forces in sheer numerical strength. Also, the improved features of the new T-34 added much to paralyze the German counterparts.
Expecially, its well-sloped armour, highly efficient in resisting enemy bullets and shells, completely disabled the 37mm anti-tank gun which had been widely employed among the German forces. The 76mm main gun, too, overpowered those of the German PzKpfw III and Ⅳ. Gifted with these superiorities, the lowly-silhouetted and high-speed T-34s hit and ran the battlefields inilicting great damage to the much distressed German forces. The simple design of the T-34 made its mass production much easier. When the battle of Stalingrad was at its height, the T-34s were literally driven into action off the assembly lines of the Zerzhinski Tractor Works nearby. The Germans, therefore, were forced to take immediate countermeasures against this formidable T-34. They sent captured T-34s back to Germany, where every merit of this tank was put under close scrutiry. At last, they succeeded to come out with a new tank design which skillfully absorbed and further improved all the strong points of the T-34. This was the famed "Panther" tank, production of which was started in November 1942.

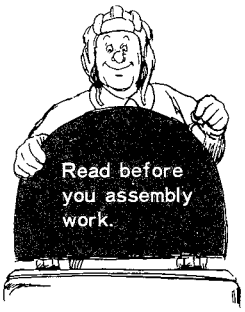


The Panther naturally was quite similar in many of its design, especially in its hull with well-sloped armour plates, to the original T-34. However, the armour-piercing power of the Panther's long-barrelled 76mm gun and its heavily thickened armour far surpassed those of the Soviet original, thus making it at once a formidable rival to the T-34. Yet, its heavy hull weighing as much as 46 tons and unreliable engine performance, both of which reduced much of its mobility, and also, its numerical inferiority checked it from gaining a complete supremacy over the rival T-34. But the T-34/76, too, was not blameless. It was so compactly built and space-thrift all around in contrast to spacious gun turret of its German immitation as to allow free activity of its crew. This was partly due to the double role of its commander who also served as a gunner. The commander/gunner, therefore, could perform neither role efficiently. This led to the reduced number of firing which again adversely affected its offensive performance.
In 1943, the T-34 underwent substantial improvements. Its gun turret space was greatly enlarged, a new 85mm gun was equipped, and the number of crew increased from four to five, thus enabling the commander to concentrate on his task, while a newly added gunner carried on firing. This completely remodelled T-34 was called "T-34/85."

T－34／85



The T-34/85 had been extensively used ever since. Later in the Korean War, it served the North Koreans as their main-strength tank. It overpowered many U. S. M-24s and became a formidable rival both to M4 and M41 tanks of the U. S. forces. Still now, the T-34/85 has been actively employed not only in the Communist countries but in the United Arab Republic countries as well.
Output figures of all T-34 models starting with T-34/76A through T-34/85 in the years from 1940 to 1945 when the 2nd World War ended, reached as many as 39, 683, far above those of the U. S. M-4 Sherman tanks.
The principal items of the T-34/85 specification are as follows: weight 32 tons, crew-five; maximum speed 32mph, engine-W Type, V-12 diesel engine of 2, 500 HP at 1, 800 rpm; MGs ; suspension Christie type; armour 45mm (front, sides and rear), 75mm (front and rear turret), 95mm (sides of turret) and 75mm (driver cover).

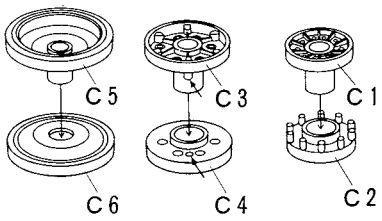


★Study each explanatory figure and read its instructions carefully. Build each segment of the model in the numbered order of explanatory figures.
★Prepare beforehand a screwdriver, a knife and a pair of tweezers.

Fig. 1 Fixing of Torsion Bar
★Fix torsion bar D1 into the wall of lower hull M4. Then fix spring onto the other end of torsion bar that comes through the wall.

★Next, raise torsion bar in the arrowed direction with spring in a fixed state and fix cap E1 onto the bar to fasten the latter there. A total of ten torsion bars will thus be fixed into lower hull.

Fig. 2 Construction of Wheels
★Glue wheels C5 and C6 together and fix same onto torsion bar D1. Then fasten with cap E3.
★Glue rear wheels C3 and C4 together by placing upper arrowed part onto lower arrowed part as shown in the figure. Next, insert rear shaft through both walls of lower hull. Then, fix the rear wheels onto rear shaft and fasten with cap E6.
★Glue drive wheels C1 and C2 together and fix same onto the shaft and fasten with cap E2.



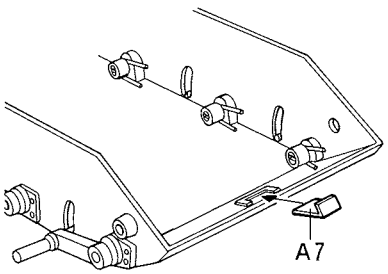
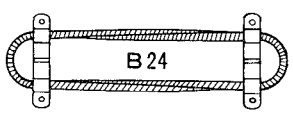


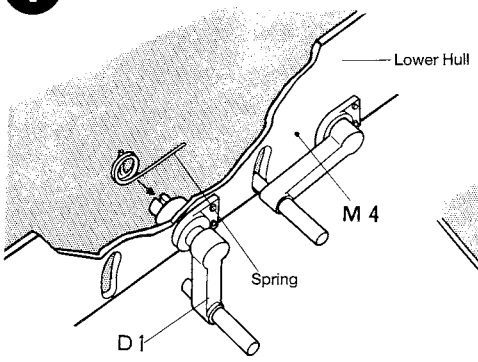
Fig.3 Contstruction of Upper Hull A
★Glue driver-hatch-stay B5 and part B13 onto driver hatch B12. Glue the completed driver hatch onto upper hull with the aid of hinge B4. This hatch is to be freely opened and shut later. So be careful not to let the adhesives overflow onto hatch. Lastly, glue right and left periscope covers B2 and B1 onto hatch.

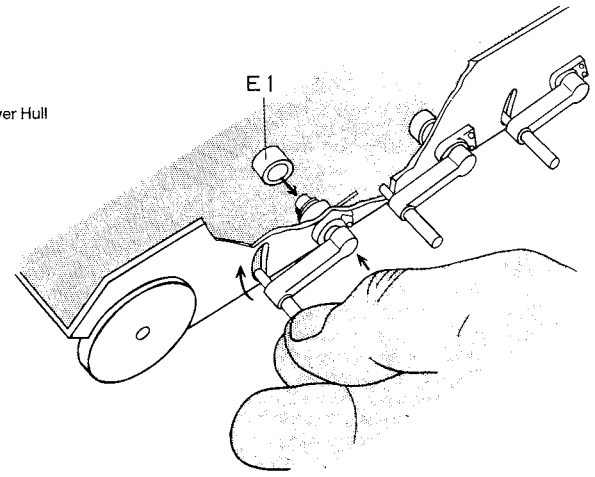
★Glue lens A12 onto A11. Then glue same on upper hull.

★Fix wire rope B24 into upper hull after crossing itself in such a way as shown in the figure.

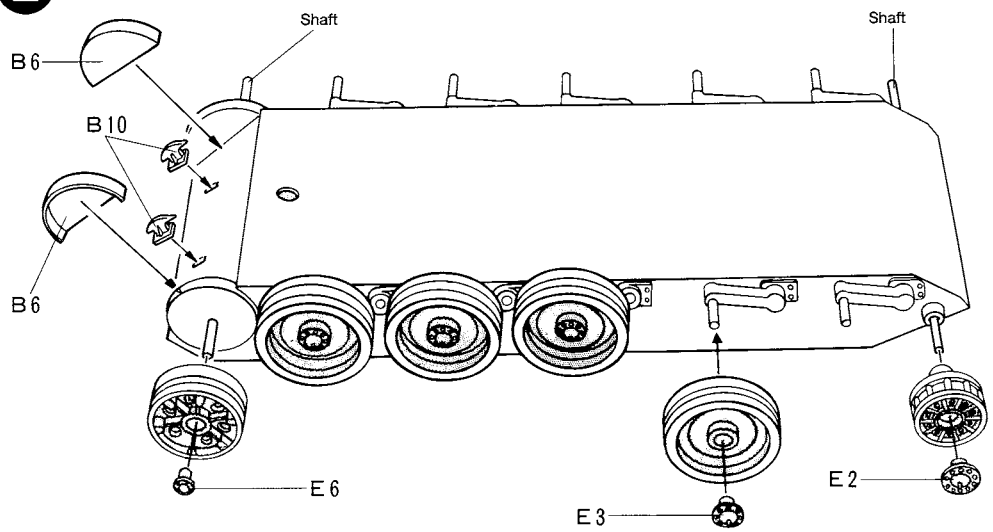


1 Fixing of Torsion Bar

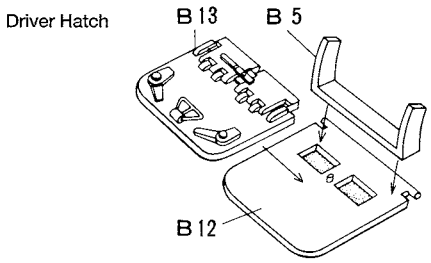


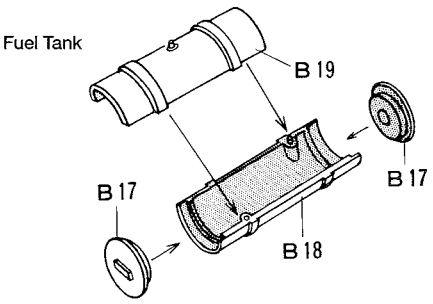


2 Construction of Wheels



3 Construction of Upper Hull A





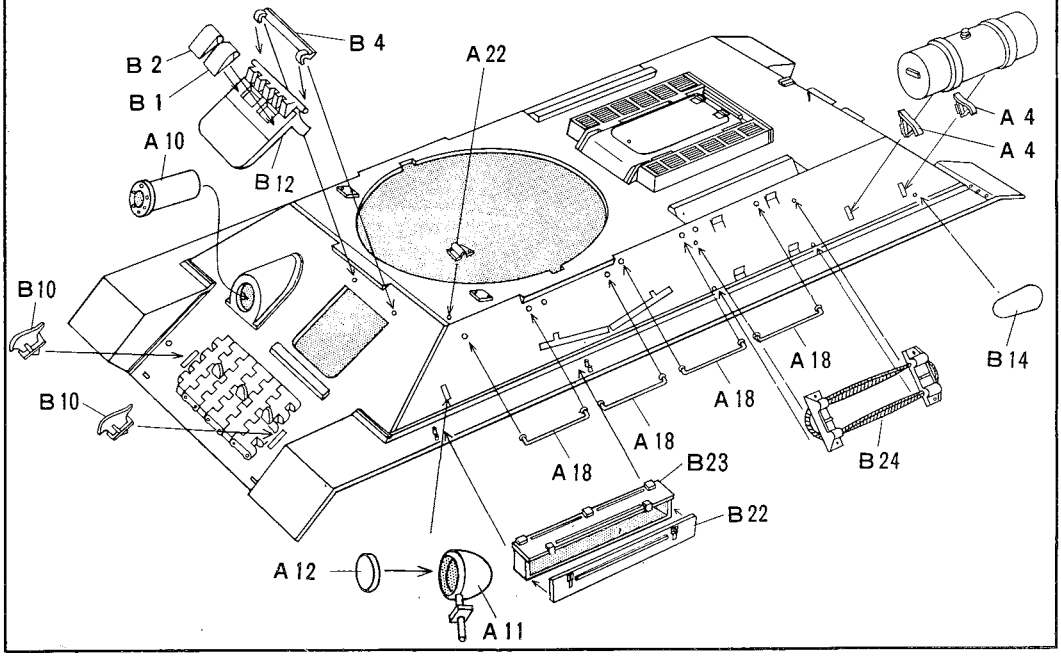
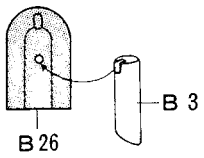


Fig.4 Construction of Upper Hull B
★Glue exhaust pipe B3 onto exhaust cover B26. Then, glue onto hull.



★Glue the following rear-hull parts onto upper hull in the order as mentioned: B27, B15, B16, B11 and B9.

Fig.5 Construction of Upper Hull Underside
★Fix 3mm nut into upper hull underside and glue nut-stopper cap B25 onto the nut.
★Glue hull-stopper part A6 onto hull underside.
★Insert machine-gun part A8 and coil spring into part A10. Fasten the whole with MG cap E5. Glue MG part A9 onto part A8 as shown in the cross section below.

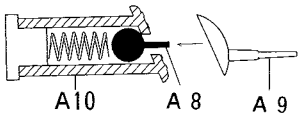
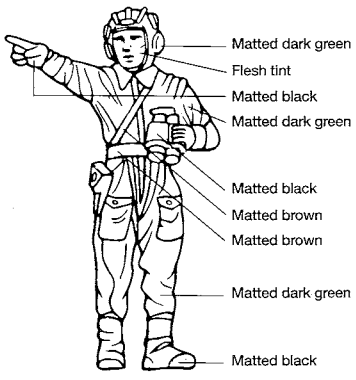


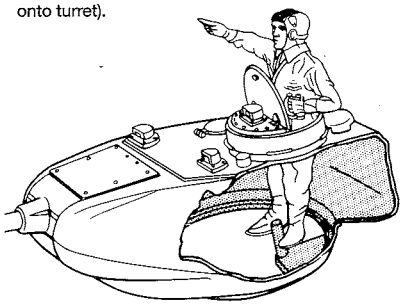
Fig.6 Construction of Gun Turret A
★Fix cannon drum A14 into lower-gun-turret A2. In so doing, be sure not to fix it in the wrong direction. Then, glue upper-gun-turret A1 onto lower gun turret.
★Glue right and left gun barrel halves A3 together. Then, glue the completed gun barrel onto cannon drum A14.
★Glue parts A5, A20, A21 and A16 onto upper-gun-turret respectively.

Fig.7 Construction of Gun Turret B
★Fix commander hatch B7 onto part B8. Then, glue same onto part A16.
★Fix part A15 into hatch A17. Then, glue same onto upper-gun-turret.
★Glue part A5, A13, A19 and A20 onto gun turret respectively.
★Fix gun-barrel-cap E4 onto the tip-end of the gun barrel.

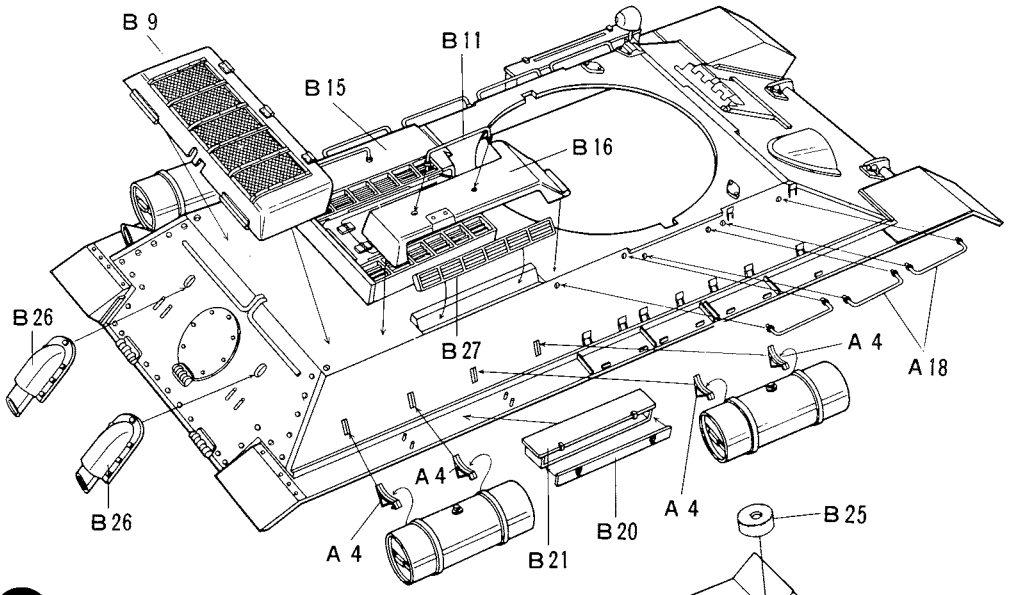
Painting of the Commander Dummy
★Paint the Commander dummy as shown in the figure below.



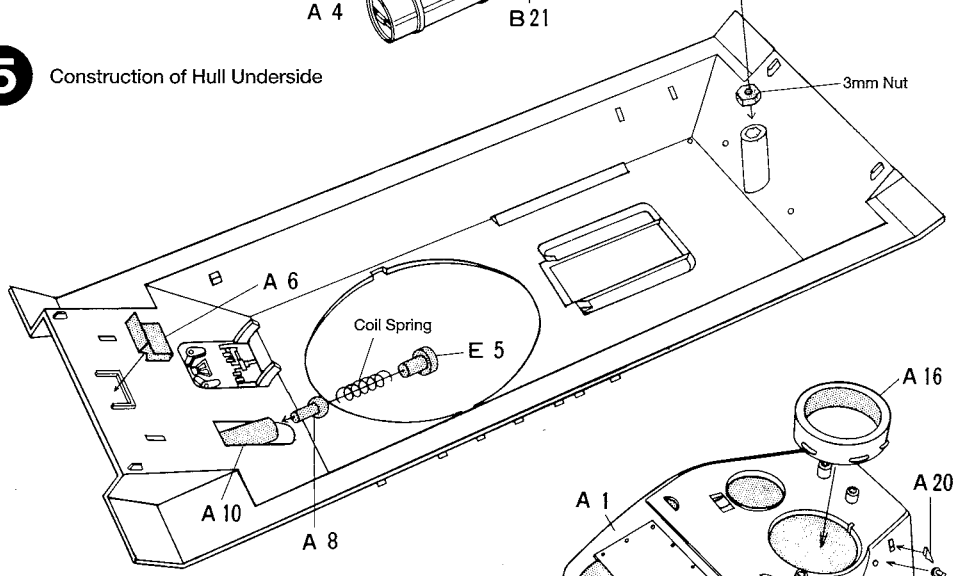
★Glue front and rear parts of commander dummy (tank soldier) together as shown in the figure. Then, place the dummy inside gun turret. (There is no need of gluing the dummy onto turret).



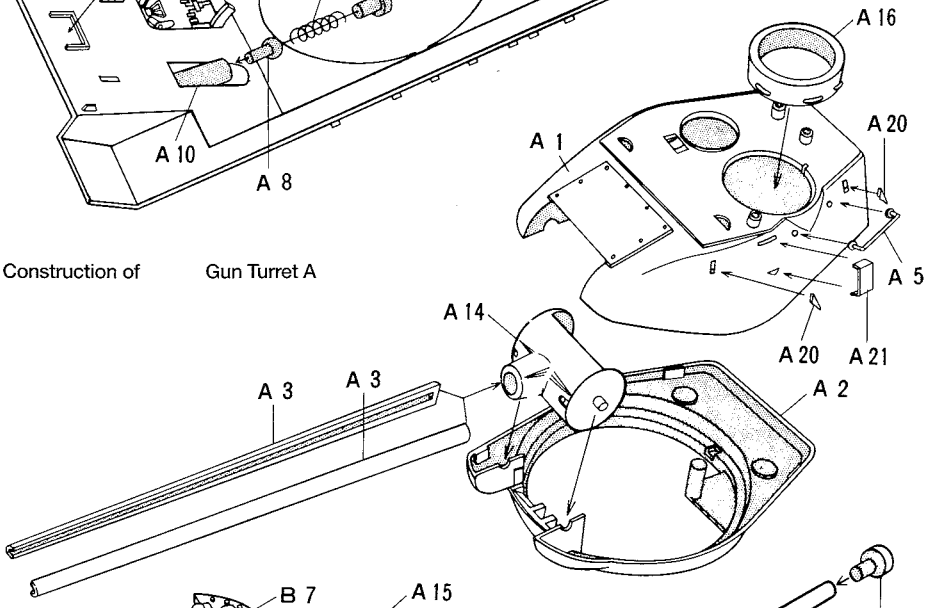
4 Construction of Upper Hull B



5 Construction of Hull Underside



6 Construction of Gun Turret A



7 Construction of Gun Turret B

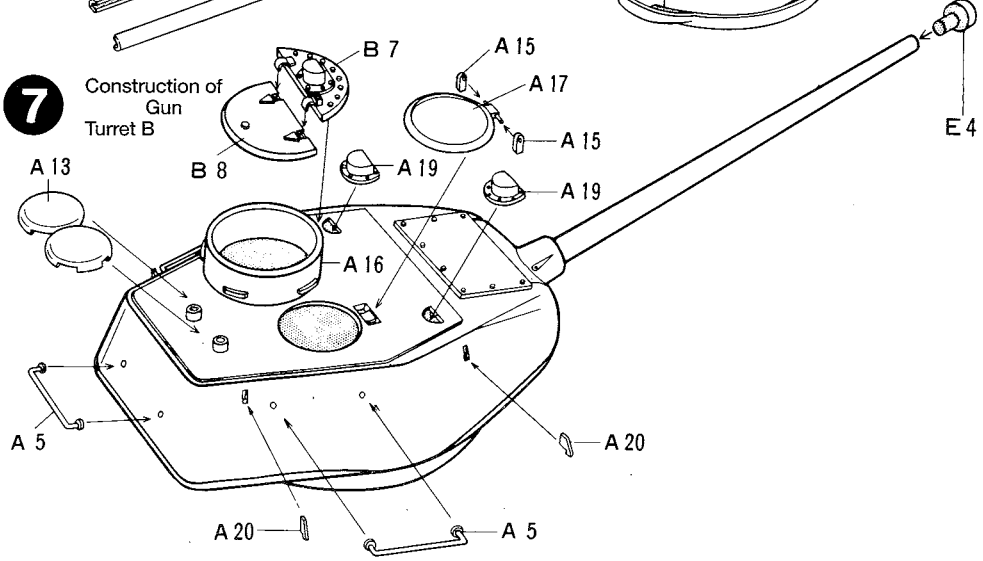
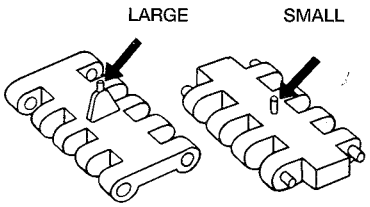
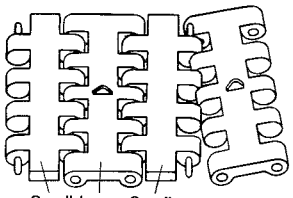


Fig.8 Fixing of Upper and Lower Hulls together

★Connect large and small track link alternately as shown in the figure. One series of track (either right or left side) is constructed with 33 pairs of large and small track links.

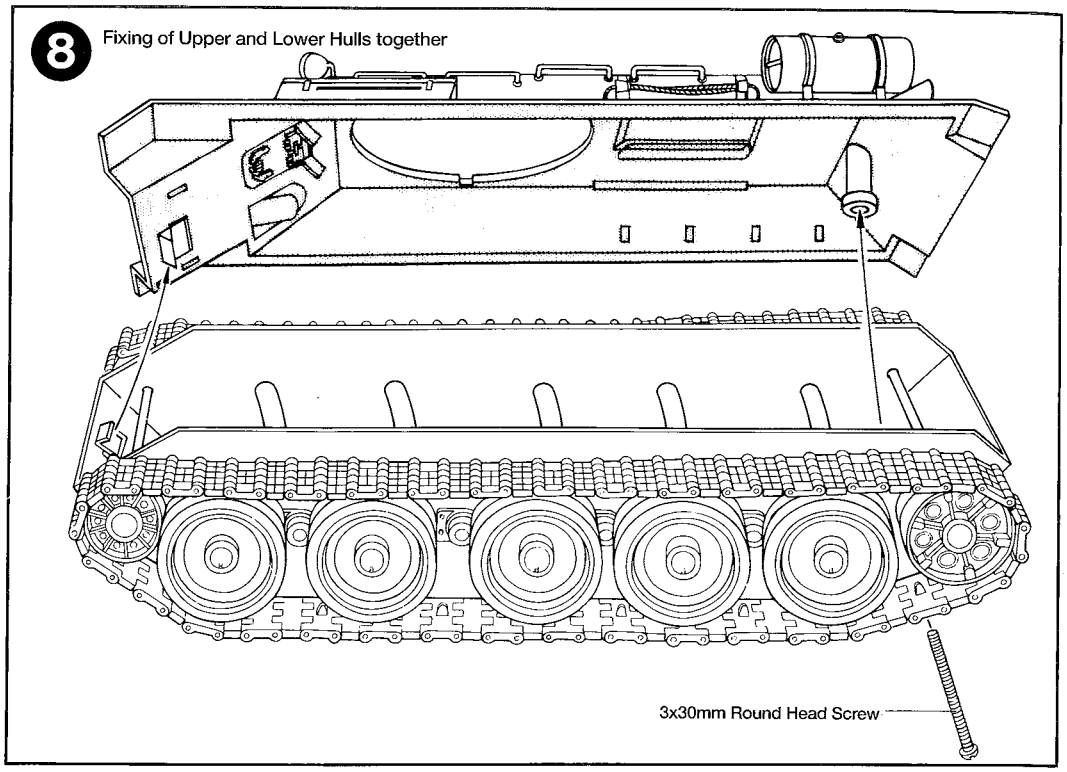


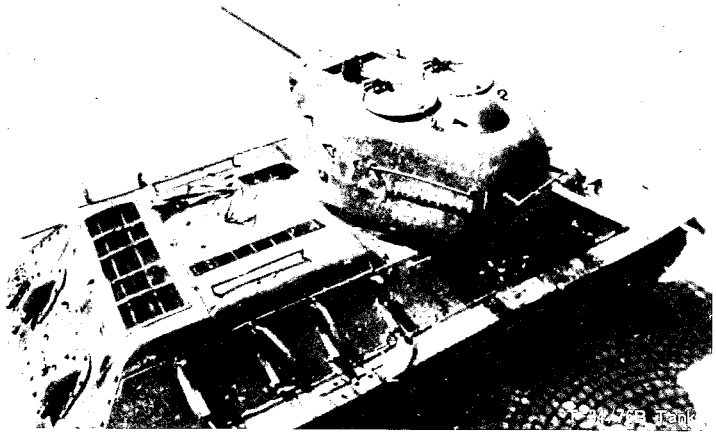


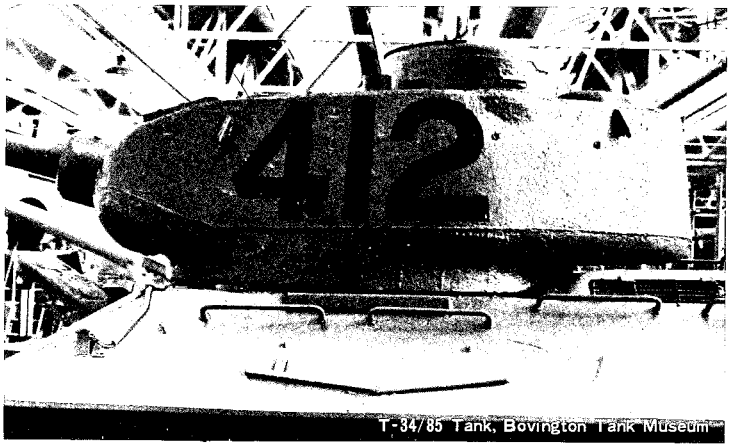
Small-Large-Small

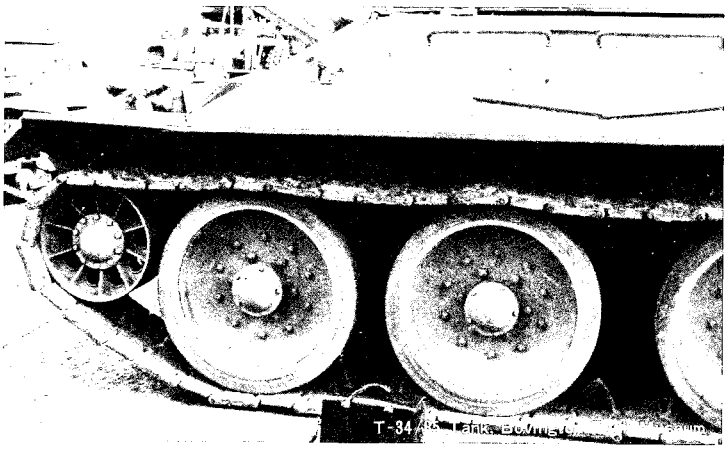
★Fix the front part of upper hull into hull-fixing part in lower hull. Then, fasten upper and lower hulls together with 3x30mm Round Head Screw as shown in the figure.

★Lastly, study the figure of completed model and fix gun turret onto upper hull.









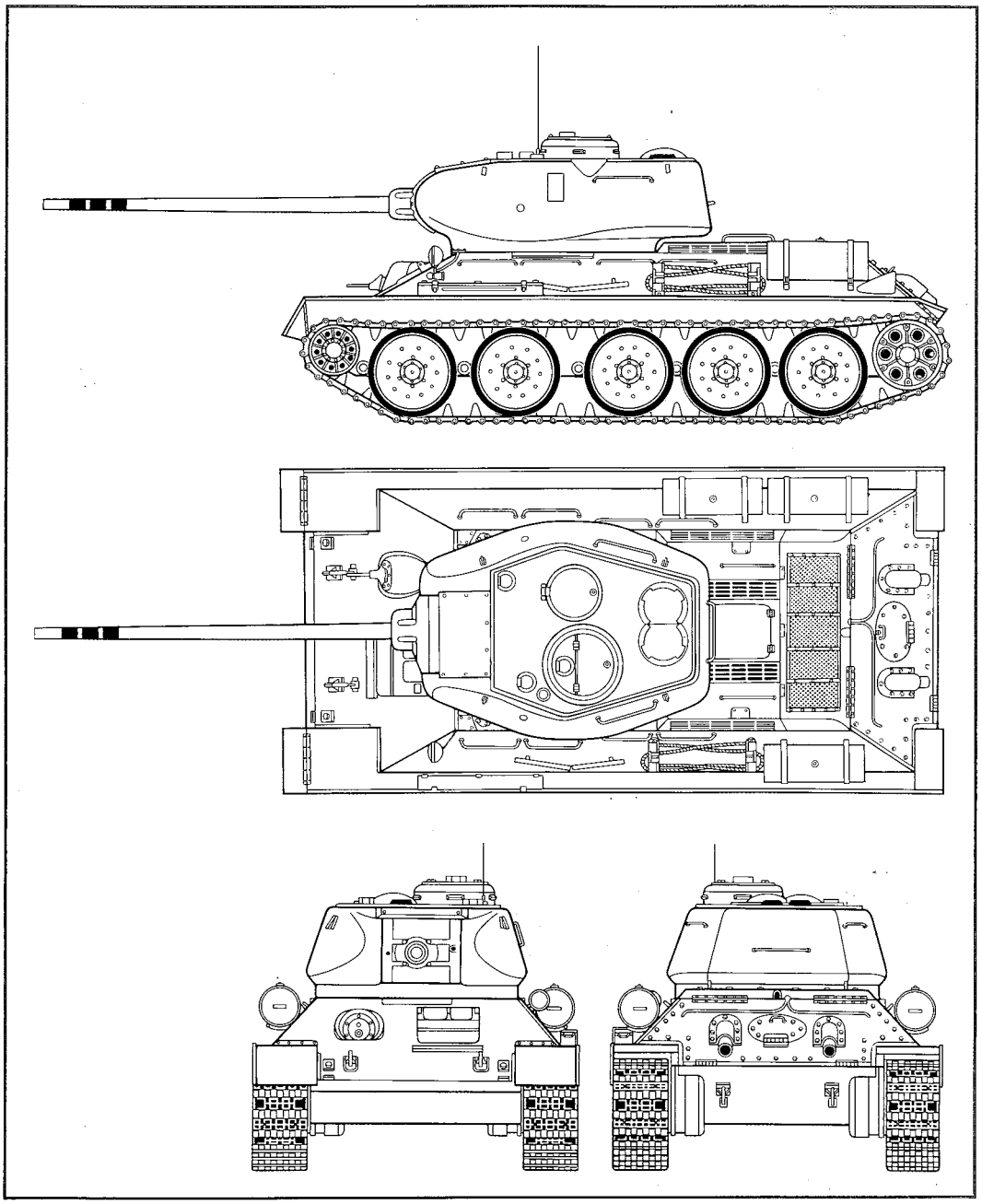
PAINTING & APPLYING DECALS

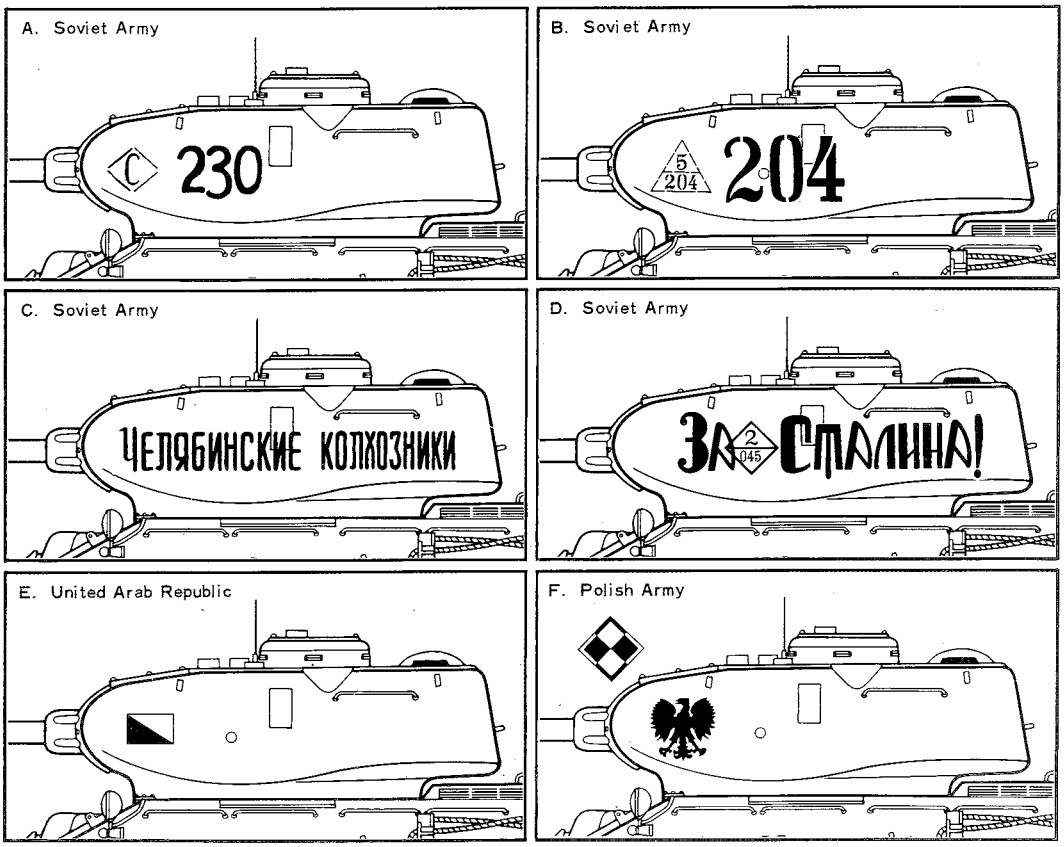
The basic painting of this tank then active on the whole Russian front was white all over dering winter. while in various intermediate colors in other seasons., However, those T-34s which took part in the capture operation of Berlin and which first broke into that capital were all painted in dark green. Thus, it appeared that excepting winter, the Soviet tanks in general was painted in greenish colors. Sometime after the termination of the 2nd World War, one hundred and fifty T-34/85 tanks in the final version were delivered to the Egyptian forces. These T-34s were painted in dark yellow for use in desert regions in that country. And some of the T-34/85s which were used by the North Korean forces during the Korean war were painted in bluish dark grey.

Meaning of some slide mark used.
Some Soviet tanks used during the 2nd World War were covered with various slogans in big letters on the turret surface or hull sides. Since these slogans were meant for stiffening the morale of the fighting men at the front, all of them were rich in brave words such as: "Mother Russia, forever!","For Mother Russia!", etc. In this kit, therefore, two such slogans on decals do appear in the original penmanship although much reduced in scale.

A. Used by the Soviet Army during the 2nd World War. The figures are in white on the olive-drab hull.
B. Used by the Soviet Army during the 2nd World War. The white, big figures represent the number of the tank, while the small ones, that of the forces to which the tank belonged. the hull was painted in olive-drab color.
C. The Russian words here mean "Chelyabinsk , the hero of Kolkhos". This slogan, too, was used by the Soviet Army during the 2nd World War. The letters were in black when the hull color, in white.
D. The Russian slogan here means "For Stalin ! " The white letters were written on the dark green hull. This slogan, too, was used by the Soviet Army during the 2nd World War.
E. This mark is currently used by the Egyptian forces of the United Arab Republic. The hull was painted in dark yellow.
F. This rhombus mark is currently used by the Polish forces. Sometimes, it is replaced by the Polish national crest of an eagle. The hull color is dark green.

Some of the slogans written on the hull side.





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