GECKO HEAVY INDUSTRIES GE72021
PANSARVARNSKANONVAGN M/43 EARLY OR LATE SCALE: 1/72

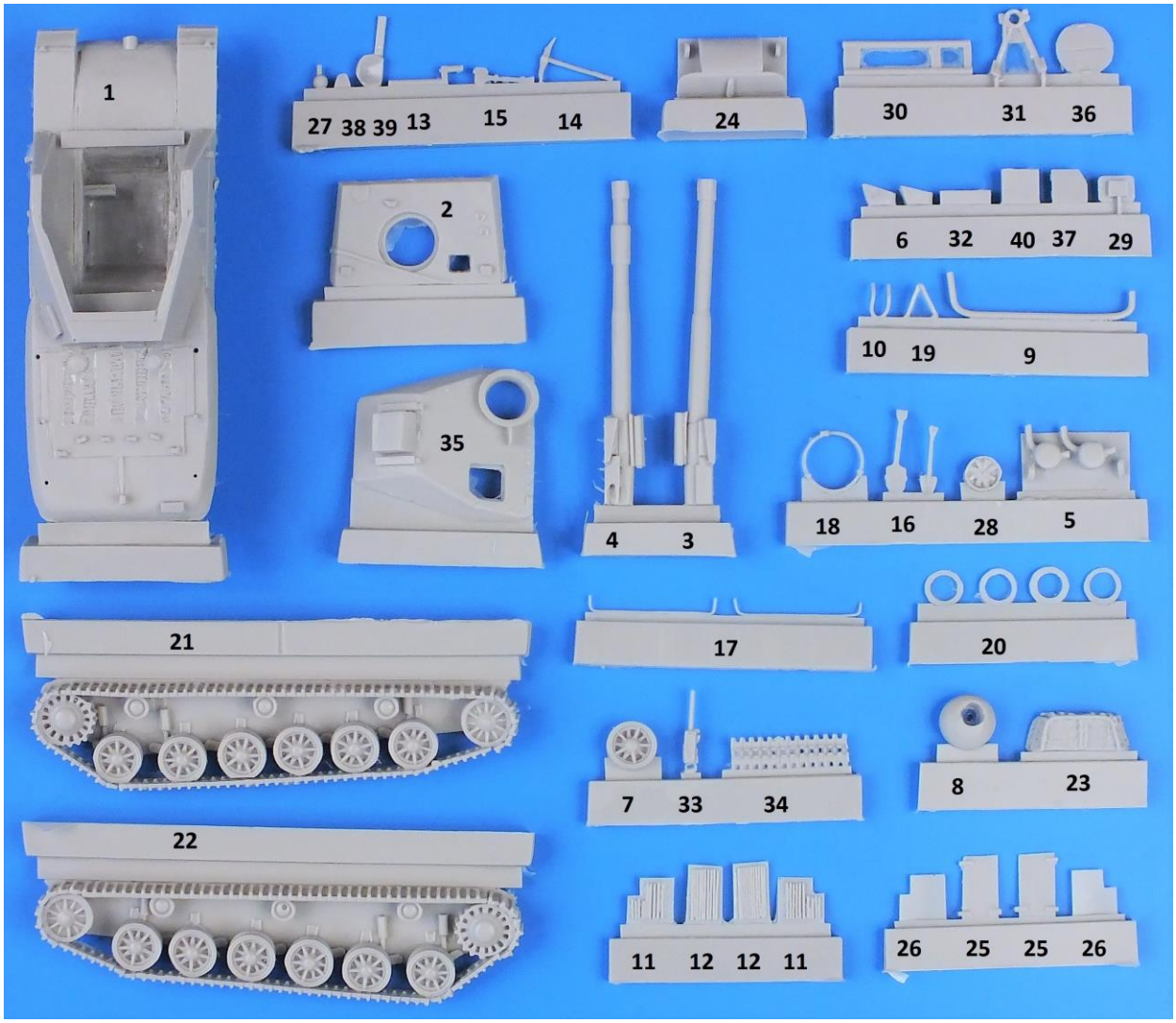
History

The Pansarvärnskanonvagn m/43 was designed by AB Landsverk on the Stridsvagn m/42 chassis and 87 units were built between 1946 and 1948. It has a fixed casemate design with a slight slope in place of a turret. The vehicle was manned by 4 crew member and originally had an open top to reduce weight. A tarpaulin was initially used as protection against rain. The primary armament of the Pvkv m/43 was a modified 75mm Luftvärnskanonen m/36 antiaircraft gun with a 50.5 caliber elongated barrel to increase the muzzle velocity for enhanced armour penetration. The gun traverse was only 15 degrees in either directions. Ammunition consisted of 56 rounds. Secondary armament was a Ksp m/39 8mm machine gun on a pintle. The early Pvkv m/43s were powered by a 380 hp Volvo A8B V8 engine with reliability issues. The speed of the vehicle was 45km/h. The two front drive wheels of the vehicle also had to be reinforced to handle the weight of the new gun. In 1954, Forsvakering provided all Pvkv m/43 with an armoured roof and cupola over the open superstructure to protect the crew from shrapnel, sniper fire or the elements. Other modifications include the installation of a fume extractor, a muzzle brake and a mount for the gun to rest on during travel. In 1957, the retirement of Strv m/41s from frontline service made their two Scania-Vabis L603 engines available to replace the problematic Volvo A8B engine. The installation of the engines and a new gearbox was completed between 1961 and 1964 and resulted in a more reliable vehicle but with a lower output of 320 hp. The Pvkv m/43s were withdrawn from service in 1970. The guns were reused at fixed coastal defenses, until they were dismantled in 1995. A small number of modified vehicles are preserved in museums.

Instructions Model

Carefully remove parts from the casting blocks. Clean all components and sand off any remaining injection gates or flash. For Pvkv m/43 early version without armoured roof, sand off protrusions and lines at the side of the hull **(1)** as well as the front of the casemate glacis **(2)**. Sand off rectangle on right rear engine deck, placeholder for single headlight at right and left front of casemate glacis. Also sand off knob on front center of hull. Use gun **(3)** without fume extractor within mantle **(8).** Use exhaust system **(5)** with two pots and vented engine deck hatches **(11-12)**. Use twin shrouded headlight **(6)** in front of casemate glacis. Spare wheel **(7)** goes on long bar (9) over top of casemate and bent bar **(10)** on right top of glacis. Cement crank **(13)** on right rear side and pick **(14)** on left side of casemate. Cement axe **(15)** and one shovel **(16)** in back of casemate. Some early m/43s had a protrusion **(38)** for a radio antenna on the left side of the casemate. There are subtle variances between nearly every vehicle. Attach handle bars **(17)** to top rear engine deck or replace with paper clips or coper wire bent into correct shape in case of breakage. For transport mode, the gun could be semi retracted into the hull. It is thought that the interior was painted olive green and that there was a driver's seat **(39)** on the left side of the fighting compartment on the support provided. Other details, such as the recoil bars/ammo tray **(30)** are not known but were probably included. Use machine gun ring **(18)** pintle **(19)** and MG **(33)** on left side of fighting compartment. Place reinforcement rings **(20)** into first 2 road wheels on each side and attach to track units **(21-22)** to respective sides of hull. Early versions were finished in a camouflage scheme, most likely light green, dark green and tan, to start off with and later became olive drab.

For Pvkv m/43 late version with armoured roof, sand off bowl shaped detail at the top left of the casemate glacis **(2)**. Sand off reflectors at bend of front fenders. Use gun **(4)** with fume extractor within mantle (8) and stowage basket **(23) at rear of casemate.** Use exhaust system with large tub **(24)** and smooth engine deck and transmission hatches **(25-26**). Cement pick **(14)** on left side of rear casemate and two shovels **(16)** and axe **(15)** as well as cable roll **(28)** on right side of rear casemate. The interior is painted white. When satisfied with interior, cement casemate top **(35)** as well as respective hatches **(36-37)** either open or closed in place, The spare wheel **(7)** goes on the protrusion on the center rear of the engine deck. Install drivers hatch **(29)** in glacis. No 2 vehicles appear to have been alike and the museum vehicle has a viewing port in the driver's hatch and a single unshrouded headlight **(27)** on placeholder on right of casemate glacis. For other vehicles use twin shrouded headlight (6) in front of casemate glacis. Upgraded vehicles had a metal strip around the edge of the engine deck.



You can make this with stretched sprue or copper wire. The gun no longer retracted on the upgraded vehicles, so definitely place the recoil bars/ammo tray **(30)** under and behind the gun towards the rear of fighting compartment. The ones that reached the museums instead had a gun lock **(31)** on the forward hull, for some others it was stowed on the engine deck. Attach handle bars **(17)** to top rear engine deck or replace with paper clips or coper wire bent into correct shape in case of breakage. Most vehicles had a tow cable. Make this from braided copper wire and use this to hold spare track **(34)** at rear of hull. Use longish stowage box **(32)** on left side of the glacis and square stowage box **(40)** on right front of hull behind louver but before the glacis. Cement protrusion **(38)** for a radio antenna on the left side of the casemate. Use filament from own dust broom for an antenna. Tracks and machine gun ring as with early version. Prime all components with Gunze Sangyo Mr. Surfacer, Hallfords Grey or similar automobile primer spray paint in a well-ventilated room. Late versions were mostly olive drab in most available photos.

Useful Web Sites:

Please refer to the internet using a search engine for help with paint schemes and detail placement or:
http://www.ointres.se/pvkv_m43.htm
There is no guaranty the web site is still up and running by the time you read this.

General instructions

We try to make our parts as easy to fit as possible but these are kits for relatively experienced modelers. First, we urge you to clean up the parts with soap and water, to remove possible remains of release agents. If parts are warped, dip in very hot water and gently bend back to rights shape. The usual plastic cement does not work on resins and metals. Cyano acrylate glue or epoxy does the job. Resin Parts are preferably sanded wet, to avoid inhaling the dust. The use of Cyano acrylate and epoxies is also to be done under well ventilated conditions. Read the instructions of your adhesive products.

NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.