



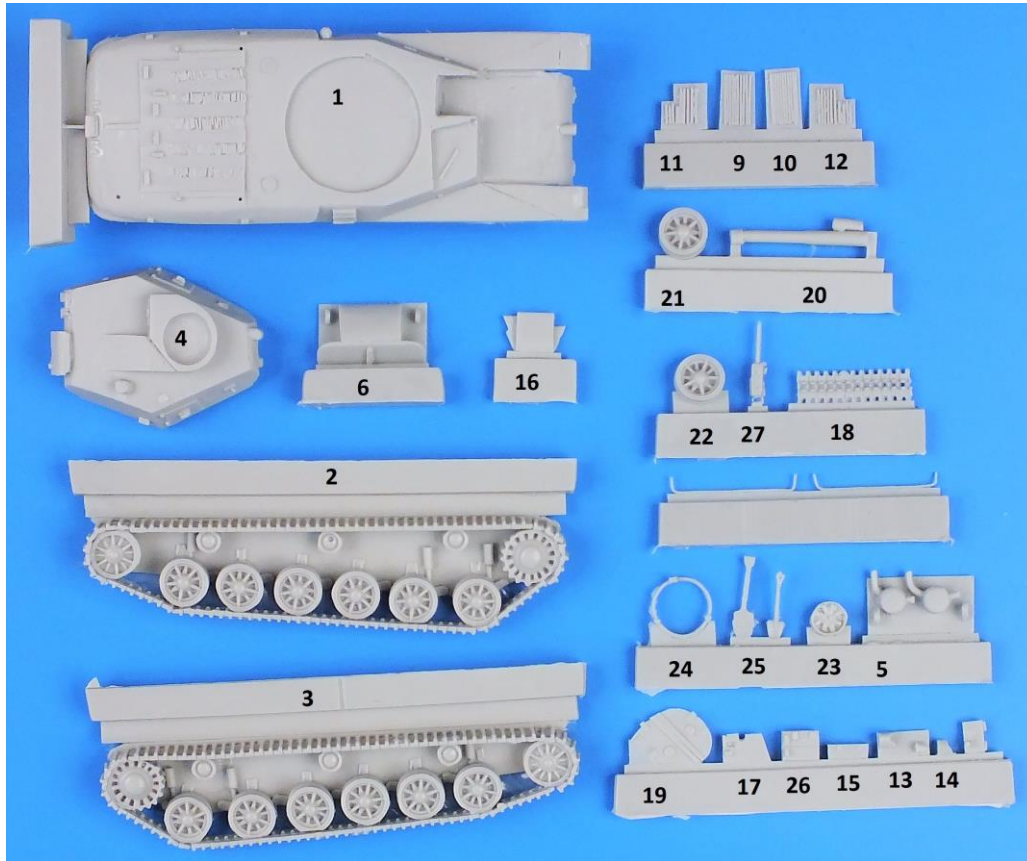
History

The Stridsvagn m/42 was a Swedish 22-tonne medium tank from AB Landsverk in service from November 1941 which sported a 75 mm L/34 gun. Modern in design, with a 4 man crew, it was well protected and mobile for its time with a top speed of 42 Km. It also had 4 x 8mm Ksp m/39 machine guns. The first 100 Strv m/42s TMs from Landsverk with 2 Scania-Vabis 603 4 cylinder engines had an unreliable ZF electromagnetic gearbox. From 1942 a further 125 Strv m/42 THs with twin Scania-Vabis 603 engines and a new satisfactory hydraulic gearbox were ordered from Volvo and Landsverk. In parallel, 57 Strv m/42 EH, with the powerful but temperamental Volvo A8B V8 engine and the hydraulic transmission, were produced by Landsverk and Volvo. Between 1941 to January 1945, a total of 282 Strv m/42s of all types were delivered. The early m/42 TMs were rebuilt as m/42 TH or m/42 TV with a hydraulic or mechanical gearbox in 1948. All of the 225 Strv produced with twin Scania-Vabis engines were rebuilt between 1957 and 1960 to Stridsvagn 74 tank and the 57 Strv m/42 EH vehicles (with single Volvo engine A8B engines) rebuilt to Infanterikanonvagn IKV 73 infantry support vehicles. The surplus turrets were reused as static gun pillboxes, along the coastline and at airfields. No original m/42s remain in museums; all having been reconverted from IKV 73s or Strv 74s with pillbox turrets. The museum vehicles are therefore not reliable for accurate modelling,

Model Instructions

For m/42. Sand off reflectors on front of fenders, knob like protrusion on front of hull **(1)** and protrusions on back of hull. For m/42 TM, TH and TV use exhaust with 2 pots **(5)**. The m/42 EH and some museum vehicles had the exhaust with the large tub **(6)**. Cement running gear/tracks **(2-3)** on either side of the hull after carefully aligning. Cement louvers **(9-10)** at rear of engine deck and on the front of the hull **(11-12)**. Cement lights **(13-14)** **either fender** and tool box **(15)** on right fender. Modelers may choose to display the driver hatches **(16-17)** open. Cement spare track **(18)** on rear of hull. Bend into shape using boiling water. Use braided copper electrical wire to represent towing cable and to secure extra track. The Commanders hatch **(19)** can be cut apart at the demarcation line and displayed open. Cement barrel (20) into corresponding orifice in turret front. Make 3 machine barrels from metal wire or stretched sprue for front or back of turret. The m/42 has 2 spare wheels (21-22) on either side of the turret. Shovels (25) are optional. m/42 TM (and converted TH or TV) had numbers 501-600, new built m/42 TH had numbers 601-725, m/42 EH had numbers 726-782. The turret numbers were a white surround around the normal vehicle scheme in the middle section. Early vehicle schemes were light green, dark green and tan camouflage colour while the later the vehicles were repainted in olive drab.

For the IKV 73 leave knob protrusion on front and rear of the hull, use exhaust system with two pots (6), machine gun ring and m/39 machine gun. The IKV has only one spare wheel (21) on the left side of the turret and a cable spool on the right (23). Use a small home-made single light in center of front center of hull and stowage box (26). The machine gun ring (24) was mostly attached to front left side of the hull if not at turret top. Machine Gun (27) is optional. The IKV 73 did not use to the normal lights or the elongated toolbox. The registration numbers were the same as the m/42 EH. The museum vehicle is in light green, dark green and tan camouflage, though most period photographs show vehicles in olive drab.



Useful Web Sites:

Please refer to http://www.oitres.se/strv_m_42.htm or internet search engines for help with paint schemes and details. There is no guaranty this 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. This goes for common plastic injected parts as well. 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.

Below IKV 73



NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.