ITEM 35015

U.S. JEEP 1/4ton 4×4 TRUCK WILLYS MB

1/35 MILITARY MINIATURE SERIES ★COMBAT CREW OF 4★EASY TO ASSEMBLE

TAMIYA

If one has to choose motorcars that are the most important in motorcar history and the most famous in the world, one will surely name the "Jeep" as well as the Ford Model T. The epoch-making mass production system of Ford produced more than 15,000,000 Model T's during 19 years from 1908 to 1927, and popularized motorcars, which had been beyond the reach of the masses, as their conveyances at a stroke. The production of the Jeep during World War II alone reached about 640,000 in number. The Jeep ran across all the battlefields as a means of transit for Allied soldiers and played an important role to bring about the victory of the Allies. In addition, it opened up motorcar's possibilities through the endless pursuit of a lighter and smaller motorcar with higher cross-country ability. Today, more than 30 years after the Jeep was born, it is undergoing frequent and various improvements which adapt it to the times. Thus the Jeep is used almost everywhere in the world. The Jeep was one of the eight vehicles that the Modern Art Museum of New York picked out in 1951 as motorcars which had the most important influence upon the style of modern motorcars. This was due to its style with unique beauty obtained through the exhaustive pursuit of function. It may safely be said that the influence which the Jeep excercised on the progress of motorcars was really profound.

Motorcars came to be used as arms during World War I, but it was in World War II that they played the leading part in battle to the full. Between the two wars, powers developed a variety of military vehicles. It was Germany that fully recognized the possibility of vehicles as arms and positively tried to give mobility to ground troops. In September 1939, the Germans occupied Poland by the "BLITZKRIEG", or quick movements through effective use of mobility, and achieved a brilliant victory at the initial stage of World War II. This gave importance to the mobility of troops. It became a pressing need also for the United States Army to have durable, reliable vehicles having excellent crosscountry ability to race across any pathless field.

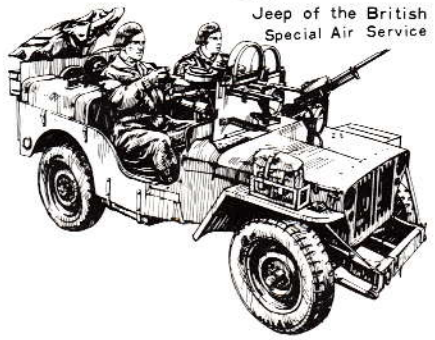
On 27th June, 1940, the Small Reconnaissance Car Development Committee of the U S Army Q Department sent 135 manufacturers invitations for bidding for a vehicle along with the following specifications: A small-sized four-wheel drive vehicle with weight of 585 kg, loadage of 270 kg, wheel base of 203 cm, tread of 119 cm and engine output of more than 40 hp. Any successful bidder was required to deliver the first test vehicle to the Army within 49 days after his bid was accepted.

American Bantam and Willys-Overland made a bid for it. Since Willys needed more than 49 days to make a prototype, American Bantam's bid for the manufacture of the prototype was accepted. American Bantam, a small manufacturer of motorcars with annual production of several thousand, was then producing small two-seated cars called Standard American Bantam which was a remodelled version of the British Austin Seven for the American market. American Bantam challenged the 49-day schedule which seemed impossible to get orders from the Army, since it was then trying to remodel the Standard American Bantam into a small-sized generalpurpose vehicle for the Army's use and was in financial difficulties as well. Employing Karl K Probst highly-gifted engineer, American Bantam bent united and unwearied efforts under his leadership

Variations of the Jeep

Bantam's first vehicle (1940)

Cable-lying version (the British Army)



Jeep of the British Special Air Service

PARTS

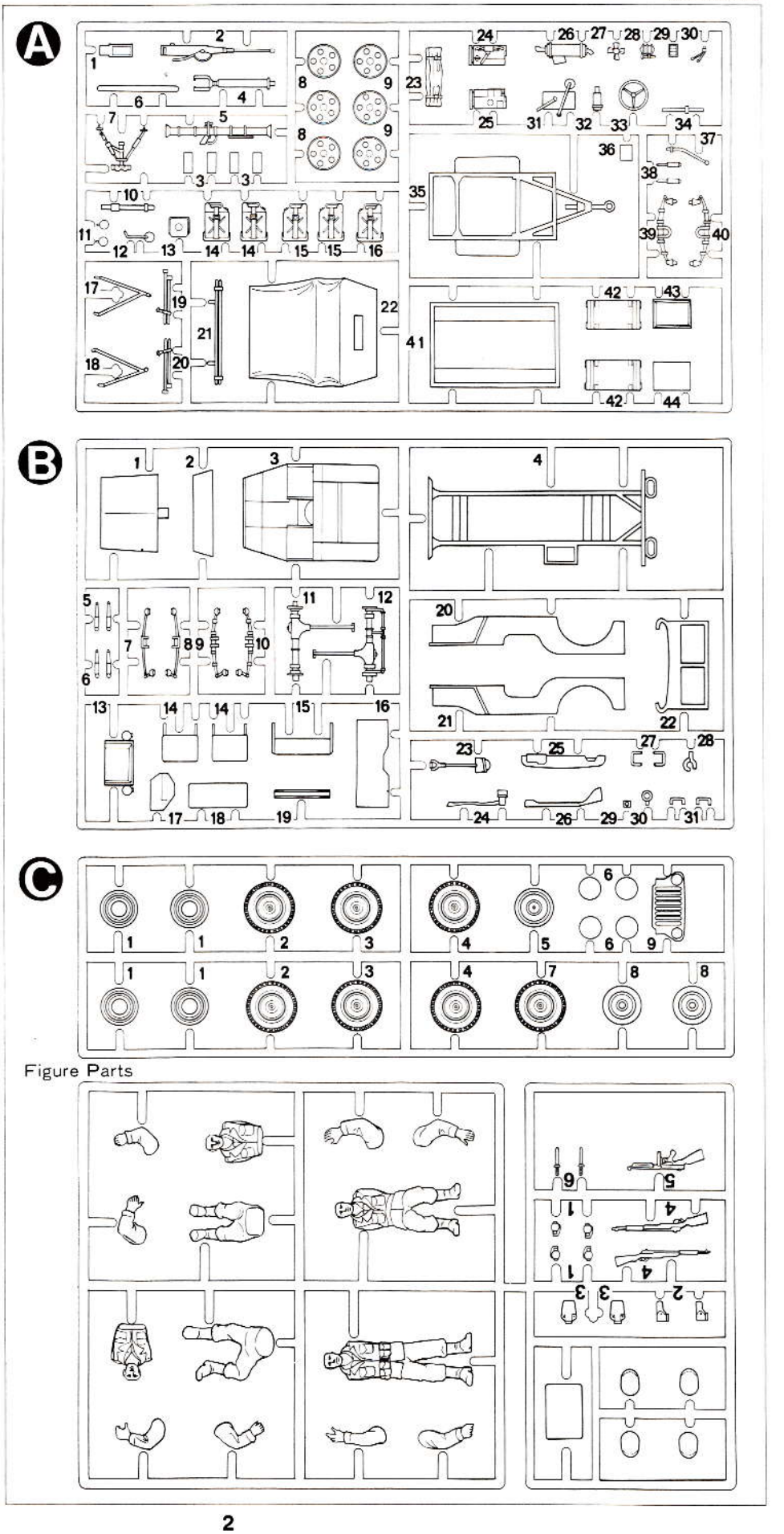
A Parts
1. Magazine Carrier
2. Machine Gun
3. Magazine
4. Machine Gun Support
5. Bazooka
6. Shaft
7. Trench Mortar C
8. Cable Reel A
9. Cable Reel B
10. Trench Mortar A
11. Cargo Tail Light
12. Rear View Mirror
13. Trench Mortar B
14. Spare Tank B
15. Spare Tank A
16. Spare Tank C
17. Hood Arm C, Left
18. Hood Arm C, Right
19. Hood Arm B, Left
20. Hood Arm B, Right
21. Hood Arm A
22. Hood
23. Blanket
24. Engine Parts C
25. Engine Parts B
26. Muffler
27. Fan
28. Engine Parts D
29. Battery
30. Shift Lever B
31. Engine Parts A
32. Engine Parts E
33. Steering Wheel
34. Steering Shaft
35. Cargo Chassis
36. Tank Parts
37. Shift Lever A
38. Cargo Shock Absorber
39. Cargo Suspension, Right
40. Cargo Suspension, Left
41. Body of Cargo
42. Ammunition Box
43. Radio Apparatus A
44. Radio Apparatus B

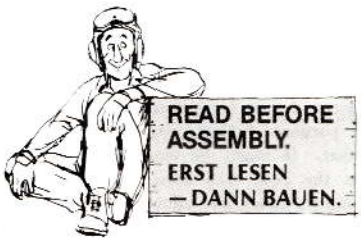
B Parts
1. Bonnet B
2. Bonnet A
3. Driver Seat
4. Chassis
5. Shock Absorber A
6. Shock Absorber B
7. Suspension B, Right
8. Suspension B, Left
9. Suspension A, Left
10. Suspension A, Right
11. Rear Differential Case
12. Front Differential Case
13. Radiator
14. Back of Seat A
15. Back of Seat B
16. Chassis Parts A
17. Seat B
18. Chassis Parts B
19. Body C
20. Body B
21. Body A
22. Front Wind Shield
23. Shovel
24. Axe
25. Instrument Panel
26. Gun Shield
27. Handrail B
28. Handrail A
29. Hook
30. Antenna Holder
31. Blackout Light

C Parts
1. Front and Rear Wheels B
2. Front Wheel A
3. Rear Wheel A
4. Spare Wheel A
5. Spare Wheel B
6. Front and Rear Wheels C
7. Cargo Wheel A
8. Cargo Wheel B
9. Radiator Panel

D Parts
(transparent)
1. Wind Shield Glass
2. Head light

Figure Parts
1. Hand Grenade
2. Pistol Holder
3. Water-bottle
4. Garand Rifle
5. Thompson MI Machine Gun
6. Dagger





★Be sure to read instructions before you start each construction work.
★Get a knife, a driver, a pair of nippers, a file and the like ready for use.
★Parts should be cut off the runner carefully with either a pair of nippers or a knife. Do not pluck them away with your hand.
★Too much adhesive won't do. Instead apply just a little onto both parts to be glued together.

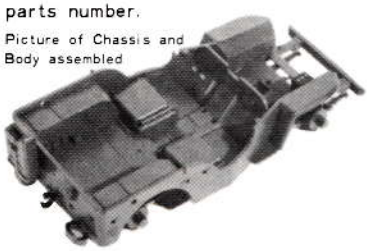
〈Suggestions about Painting〉
★It is recommended to paint small parts while they are on the runner.
★See painting instructions given in each page.
■ means that the specified colour should be applied.

❶ 〈Construction of Chassis〉
★Glue B12 to B8 and B7, and fix them to B4. Fix rear parts B9,B10 and B11 in the same way. This kit has four pieces of Suspension parts: front right, front left, rear right and rear left.

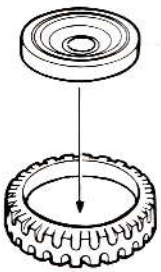
❷ 〈Construction of Body〉
★Glue A29 and A32 to B20. Fix B20 and B21 to B3.

❸ 〈Assembling of Chassis and Body〉
★After making sure that Chassis constructed in ❶ has been glued completely, glue Chassis and Body together. This model can be constructed with or without Hood. Make a choice at this time. If you are to make a model without Hood, glue A21 in place. For construction of Spare Wheel, see the figure below. This kit has four kinds of Wheel parts. Be careful of each parts number.

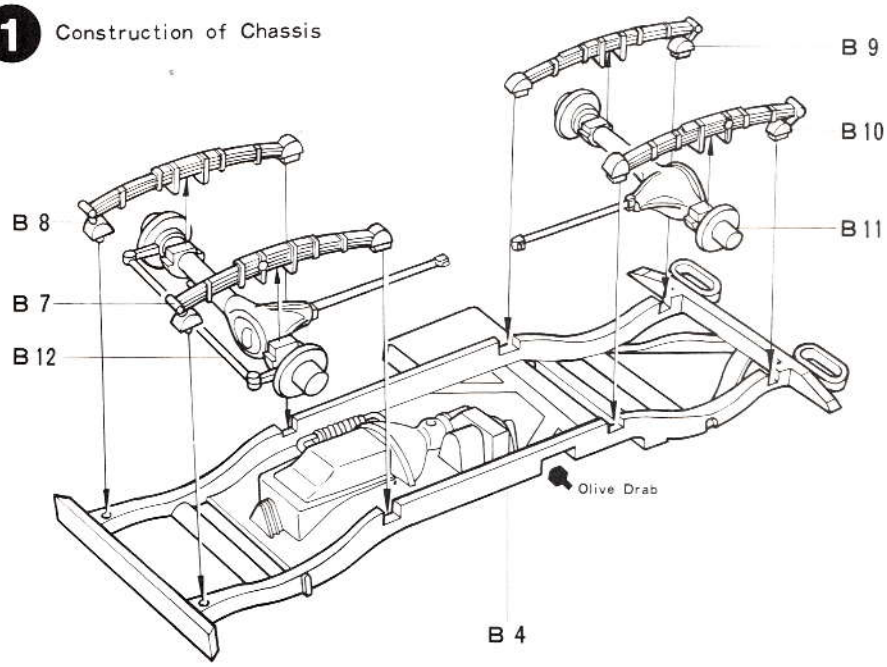
Picture of Chassis and Body assembled



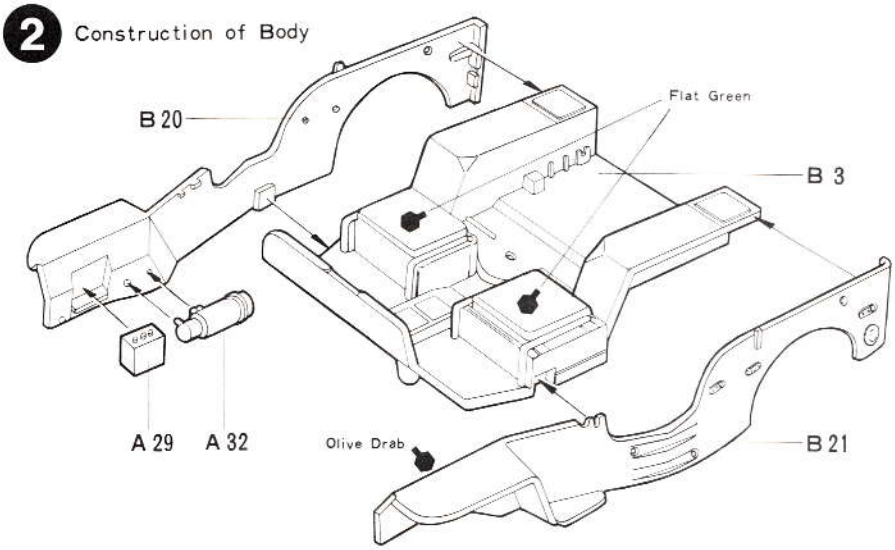
〈Construction of Spare Wheel〉



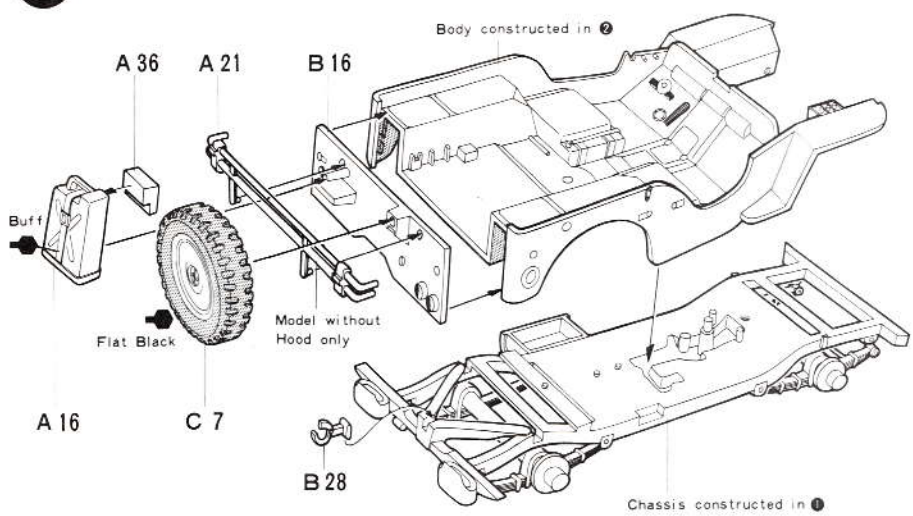
❶ Construction of Chassis



❷ Construction of Body

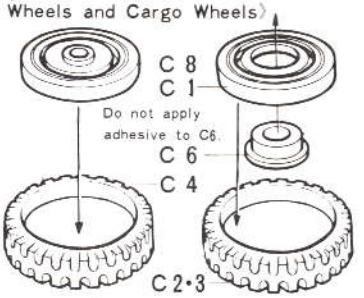


❸ Assembling of Chassis and Body



❹ 〈Installation of Wheels〉
★Be very careful of the parts numbers of Wheels. First fix B5 and B6 on both sides, and then glue Wheels in place. For construction of Wheels, see the figure below.

〈Construction of Front & Rear Wheels and Cargo Wheels〉

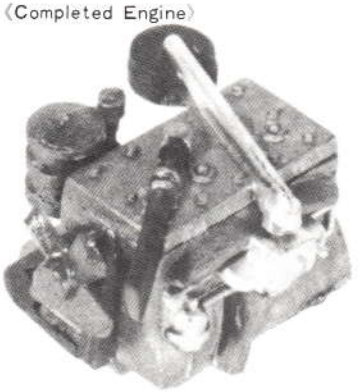


❺ 〈Construction of Engine〉
★First glue A24 and A25 together, and then fix other parts in place.

❻ 〈Construction of Radiator〉
★Transparent Parts should be glued with only a little adhesive.

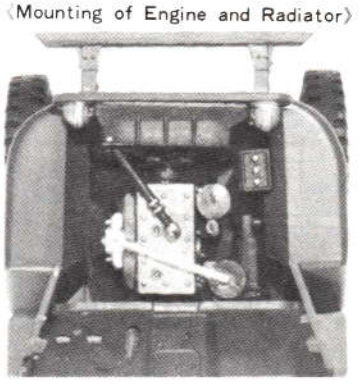
❼ 〈Fixing of Engine〉
★First fix Engine constructed in ❺ and then glue Radiator in place.

〈Completed Engine〉

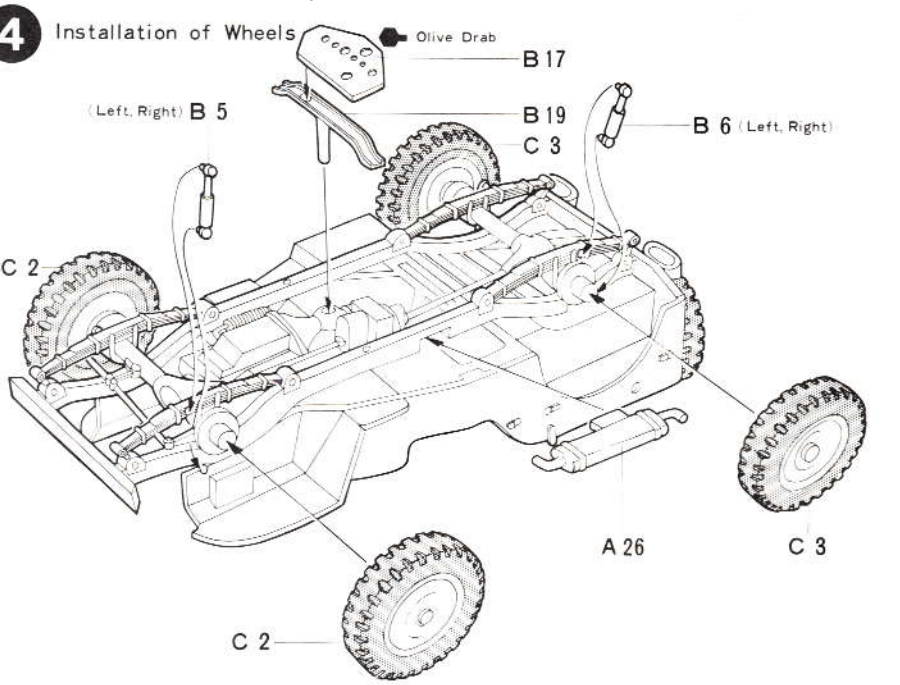


〈Completed Radiator〉

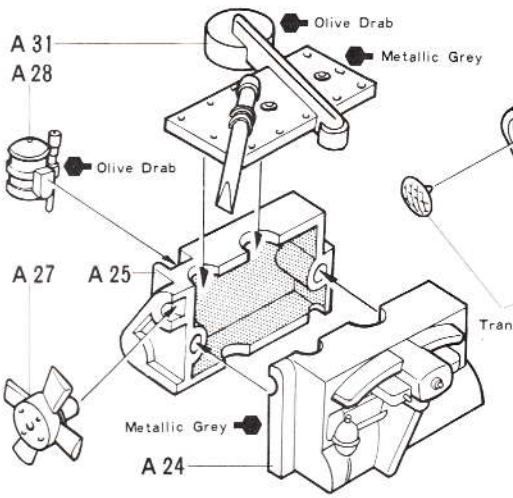
〈Mounting of Engine and Radiator〉



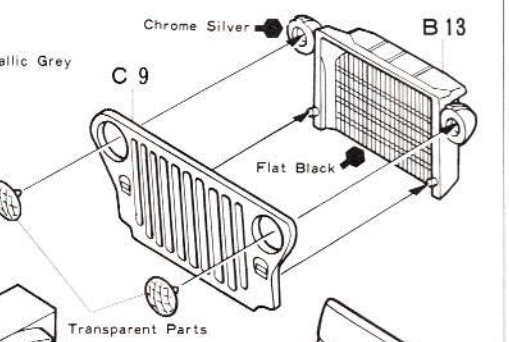
❹ Installation of Wheels

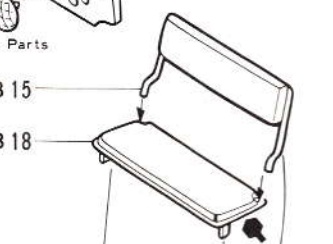


❺ Construction of Engine

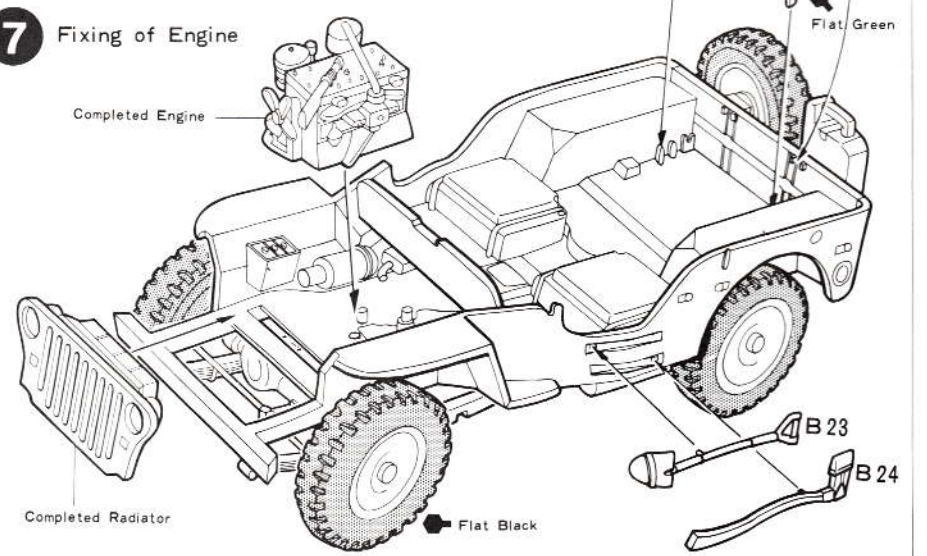


❻ Construction of Radiator

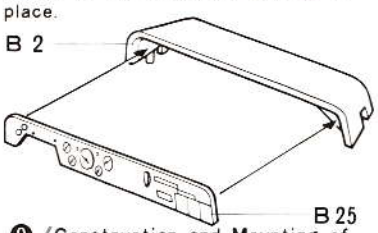




❼ Fixing of Engine

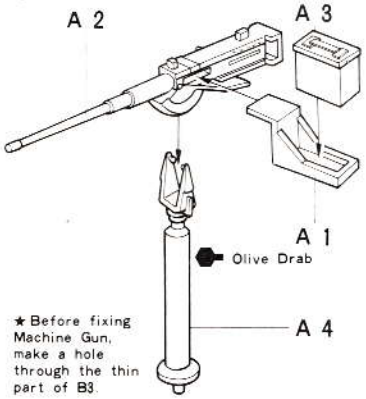


8 〈Fixing of Seats, etc.〉
Mount B1 on Body and glue B2 in place.

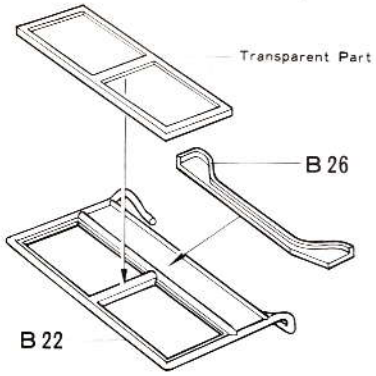


9 〈Construction and Mounting of Figures〉
Figures other than Driver should be constructed in advance. In mounting Driver, first put Body on Driver Seat, glue Steering Wheel to A34, and then fix Arms to Body. His Left Hand should be on Steering Wheel and Right Hand, on Change Lever. Assistant Driver should be fixed with his Right Leg out of the vehicle body. (See the picture at page 6.) Commander should sit on Spare Wheel with his Hands on Machine Gun. B22 is of folding type. Machine Gun A2 should be just put in. Do not apply adhesive to A4. If you are to make model without Hood, glue A20.

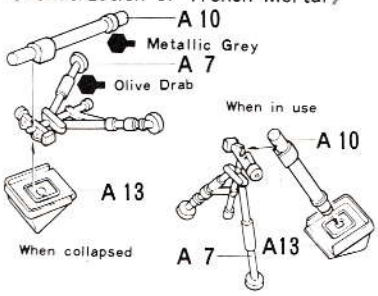
〈Construction of Machine Gun〉



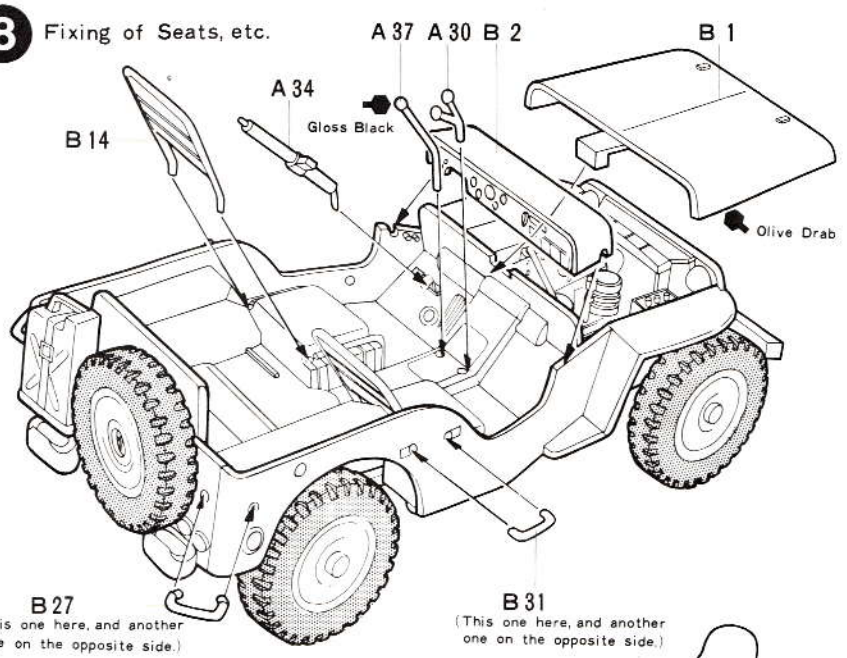
〈Construction of Wind Shield〉



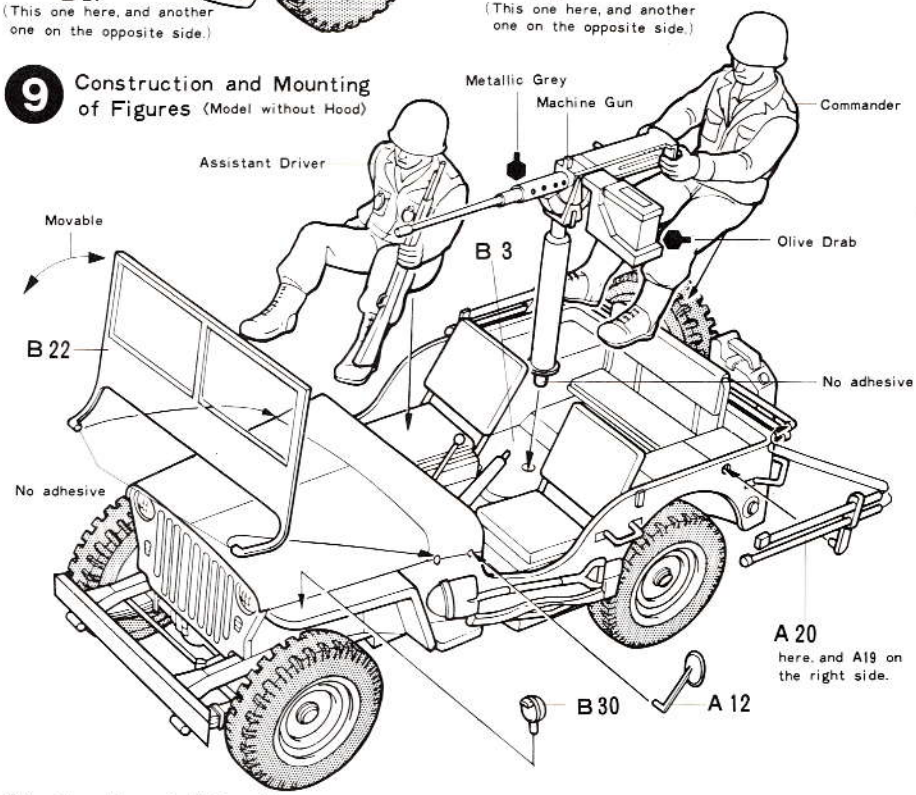
〈Construction of Trench Mortar〉



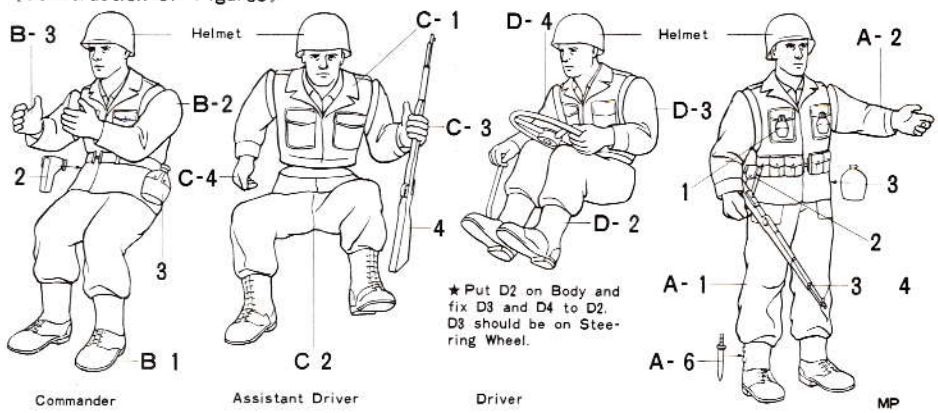
8 Fixing of Seats, etc.



9 Construction and Mounting of Figures (Model without Hood)



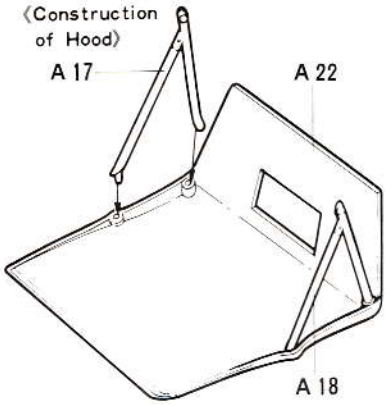
〈Construction of Figures〉



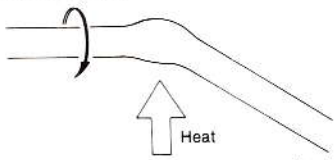
⓫ Fixing of Hood

First construct Hood. Then mount only two Figures on Body and fix Hood at Wind Shield and the rear of Body.

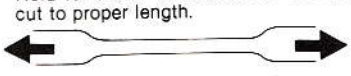
〈Construction of Hood〉



≪How to make Antenna≫
≪Antennenbau≫



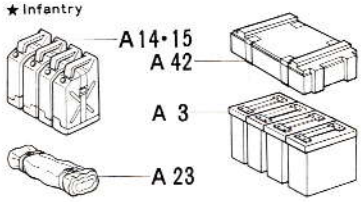
Heat a length of sprue. When melted a little, stop heating and pull to stretch it. Hold for about 15 seconds to cool and cut to proper length.



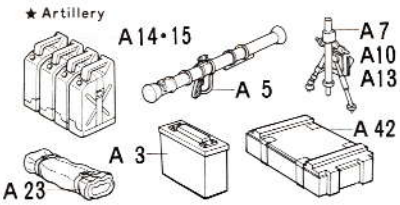
Ein Stück vom Spritzling über Kerze gerade biegen. Dann in der Mitte im Drehen erhitzen. Wenn Plastik schmilzt, nicht weiter erhitzen und langsam auseinanderziehen.

〈Variations of Cargo〉
(For Example)

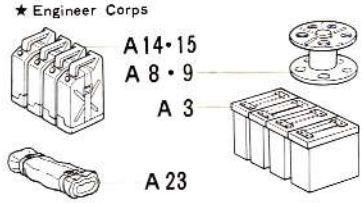
★ Infantry



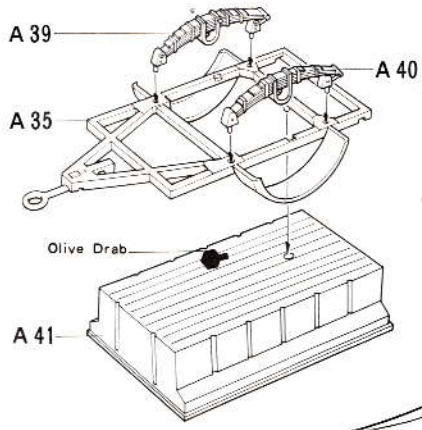
★ Artillery

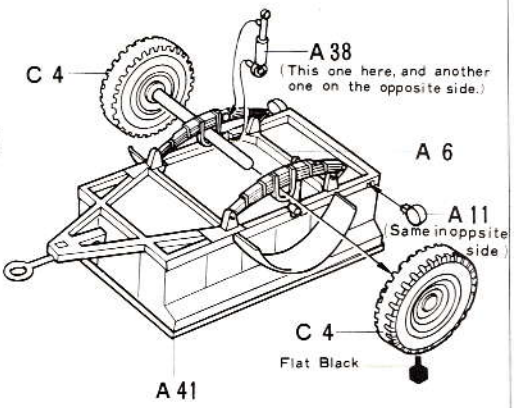


★ Engineer Corps

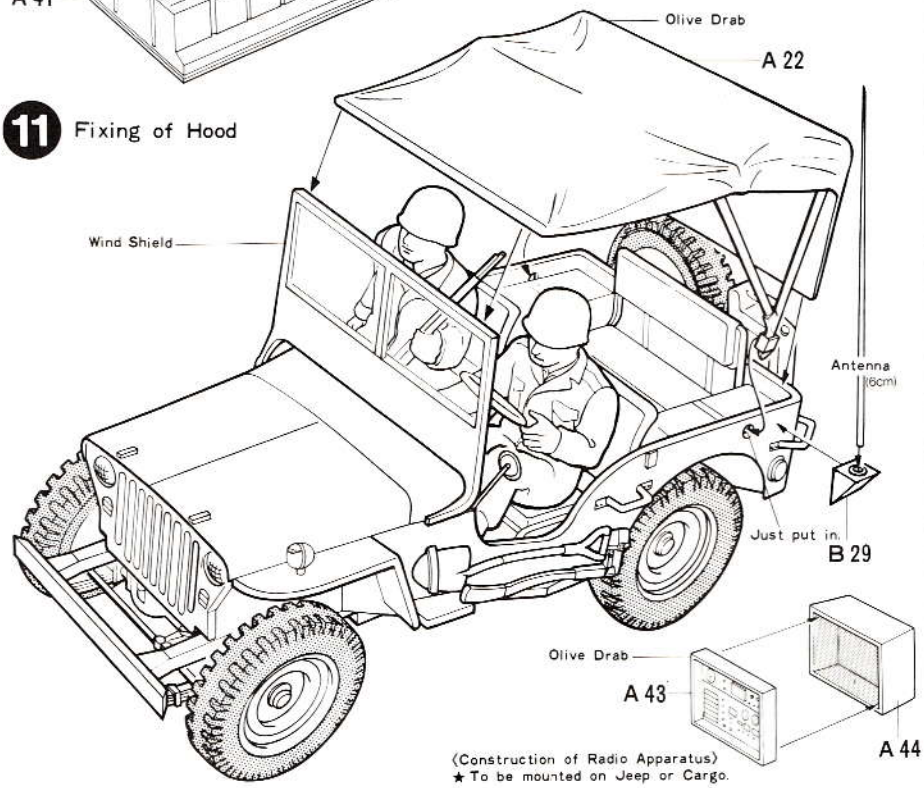


⓾ Construction of Cargo





⓫ Fixing of Hood



〈Construction of Radio Apparatus〉
★ To be mounted on Jeep or Cargo.

〈Picture of Completed Model〉

PAINTING & APPLYING DECALS

★ Marking

IΔI3Δ

The 1st Battalion of the 13th Armoured Regiment of the 1st Armoured Division (Old Ironsides), which took part in the North African Campaign.

T-●●

The 32nd State Militia Infantry Division "Red Arrow" of the 14th Corps of the 8th Army, which took part in operations in the Philippines and later stayed in Japan.

2-38F

The 38th Field Artillery Battalion of the 2nd Infantry Division "Indian Head," which invaded Czechoslovakia under the command of General Patton.

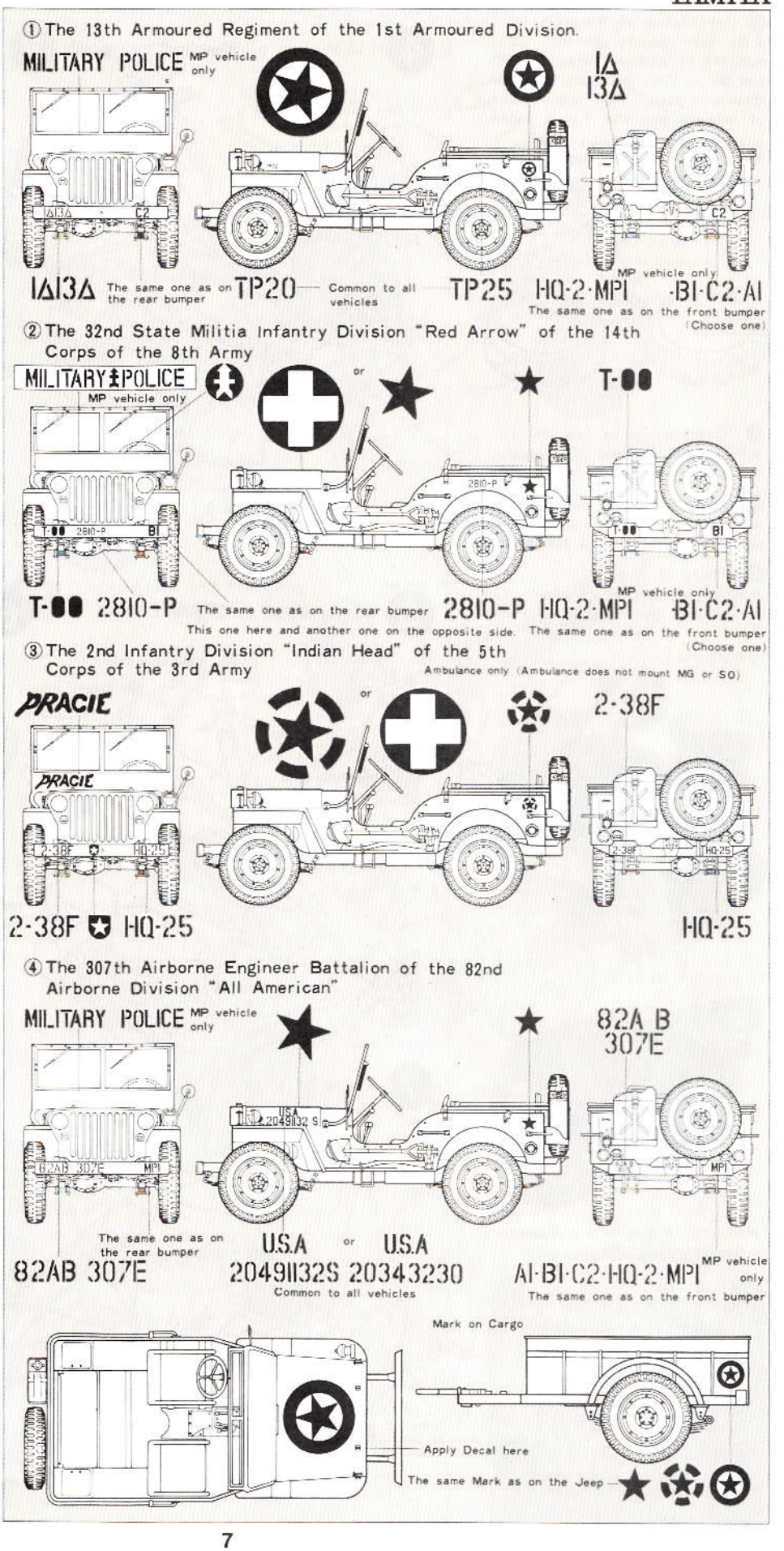
82AB 307E

The 307th Airborne Engineer Battalion of the 82nd Airborne Division "All American", which advanced towards Rhine.

〈Painting of Dummies and Application of Slide Marks〉

〈Painting of Jeep〉

It is standard to paint the Jeep olive drab overall. Paint it in olive drab with a strong tinge of green.



TAMIYA
TAMIYA PLASTIC MODEL CO
628, OSHIKA, SHIZUOKA-CITY, JAPAN

and at last successfully completed the first vehicle in 49 days.

The first prototype mounted a Continental L-head 4-cylinder engine of 45 hp. Its gear box, transfer and axle used Bantam's existing parts remodelled for the vehicle. Other parts were manually manufactured. Its overall length of 320 cm, wheel base of 191 cm and overall width of 127 cm almost met the Army's requirements, but its weight of 913 kg exceeded the limit by no less than 328 kg. The weight of 913 kg was obtained through concentrated efforts of Bantam's engineers including Probst to make the vehicle lighter, and could not be reduced further. Later, the Army raised the weight limit to 972 kg. The Bantam's first vehicle arrived at the proving ground of Camp Holabird on 23rd of September, the last day within the time limit of delivery, and underwent such severe tests as in the following for about one month: Running across a bog of 6m in depth which permitted only tanks and huge six-wheel drive vehicles to run across. Racing at a full speed across roads on which logs are put, fields under the plough and sandy soil and over pitfalls. The first vehicle underwent even a test of jump from a platform of 1.2 m in height at a speed of 10mph which was gradually increased to 20mph and 30mph.

The vehicle, however, was not damaged at all. Since it was very dangerous to the driver, a jump test at a higher speed was not carried out. There are a number of episodes which tell how severe the tests were and how the Bantam's first vehicle stood them. Its unbelievable performance and durability fully satisfied the Army and Bantam got an order for 70 vehicles of this type. On the other hand, Willys also manufactured a prototype of its own and delivered it to Holabird at the end of November. It was called Willys Quad and obtained good results at tests. It was accepted along with the Bantam's vehicle. Ford, which did not hand in a bid, also manufactured its prototype named Pygmy and delivered it to the Army a little later than Willys. At the end of 1940, by which time the prototypes of the three manufacturers were all completed, the Army decided to let troops use them for trial and officially accept them if they show good results. In March 1941, the Army placed an order for 1,500 units each of the Bantam BRC, the Willys MA and the Ford GP which were remodelled versions of their respective prototypes. In July 1941, the Army made one vehicle on the basis of these three manufacturers' models and decided to mass-produce it. The first big order for 16,000 units was placed on Willys in view of cost and productive capacity. Under the necessity of increasing the production, the Army ordered Ford to join the mass production. This mass production type was almost based on the design, including body dimensions, of the Willys MA except that the front grill bore resemblance to that of the Ford GP. Thus was born the Jeep that showed activity as a means of transit for Allied soldiers.

The official designation of the Jeep was "Truck, Command, Reconnaissance 1/4 ton 4×4 Willys-Overland Model MB and Ford GPW". Jeep of Willys make was called Willys MB and that manufactured by Ford, GPW. They used completely common parts and looked indistinguishable from each other. The differences between them were as follows: The frame cross member just under the radiator grill of Willys MB was made of tube but that of Ford GPW was of U-shaped iron plate: and in the initial production type, the letters "WILLYS" or "FORD" were pressed on the rear side of the body near the spare tyre.

As to the origin of the name "Jeep," there are a variety of views and none of them gives a definite conclusion. Some say that "Jeep" is a corruption of the "G P", initials of the name of the Ford Jeep prototype "4×4 General Purpose Vehicle." Some say that it originates in the "Jeep". a queer, wise, small animal in the Popeye cartoons which can do anything. In 1942, the name "Jeep" came to be used in the Army's official papers. Today, "Jeep" is a popular name for a smallsized four-wheel drive vehicle. Willys, however, registered the name "Jeep" as its trademark and obtained the exclusive use of the name. At present, it is only Jeep Corporation, subsidiary of American Motors, that is allowed to sell vehicles under the name of "Jeep".

During World War II, 639,425 Jeeps were produced, 361,349 of which by Willys and 277,896, by Ford. A great number of Jeeps were lend-leased to the Allied Nations including Britain and the Soviet Union. The Jeep ran across all the battlefields in Europe, Asia and Africa with its strong "feet" and unwearied "heart". It was not only used for transport of personnel and materials, liaison, command and communication but also showed activity sometimes as ambulance or as carrier of light firearms such as the 12.7 mm machine gun of 30 length calibre, the 37 mm anti-tank gun and the 105 mm recoilless gun. Thus it played an important role to bring about the victory of the Allies. The Jeep has a number of variations such as the Ford GPA Amphibian. It is true that the Jeep was basically designed by Bantam and bettered and completed by Willys and Ford, but we should never forget that many people, military or nonmilitary, had been studying to bring forth such a smallsized general purpose vehicle since a long time before that. It might be more justifiable to say that the Jeep was born as a result of these people's study and efforts. The Jeep is still alive and has a great influence on the progress of today's motorcars, military or non-military.

Essential Specifications

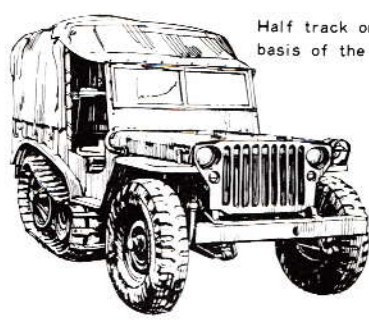
- Overall length : 3.36 m
- Overall width : 1.585 m
- Overall height (when the hood is pulled up) : 1.772 m
- Weight : 1,377 kg
- Engine : In-line 4-cylinder engine of 2,199cc
- Maximum output : 54 hp/4,000 rpm
- Maximum speed : 105 km/h
- Maximum gradient : 60 %
- Wading depth : 0.457 m
- Road range (flat) : 483 km
- Crew : 2–4

Variations of the Jeep

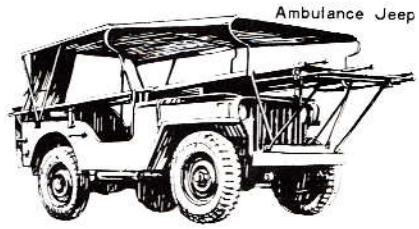
10-seated Jeep of the US Coast Guards

Ford GPA Amphibian

Half track on the basis of the Jeep



Ambulance Jeep



1288 PRINTED IN JAPAN