

FRAME

- The large idler springs are simplified with the mounting base lacking details
- M2 -early (Tunisia) types did not have the spring on the rear idler
 - Leave off the springs (A21& A22)
 - Cut the raised mounting bracket from K4& K5 & fill the remaining hole
 - Cut off the spring mounting lug on the lower idler axle (D31)
- A simpler, smaller spring was used prior to the 'standard' type included in the kit
- M2- the mount for the winch power take-off must be removed from the transmission cover
- M2 - C13 is the power take-off for the winch, so don't fit this
- M2 - assemble the roller (C1 & C2) earlier and remove the central seam
- The White 160AX engine instructions show fitting the fan incorrectly, place it on top of part A36
- Make an exhaust pipe bracket to hold the pipe on the outside return roller hex bolt
- Test fit the winch mounting (C4) as the locating points are not precise
- Be certain to fit the winch motor/front bumper (C20 & C22) on the correct sides
- Break, fuel, electrical lines will all need to be added
- Cut top off air cleaner, keeps hood from fitting on chassis. fill hole in bottom of part only the bottom is visible

SUSPENSION SYSTEM

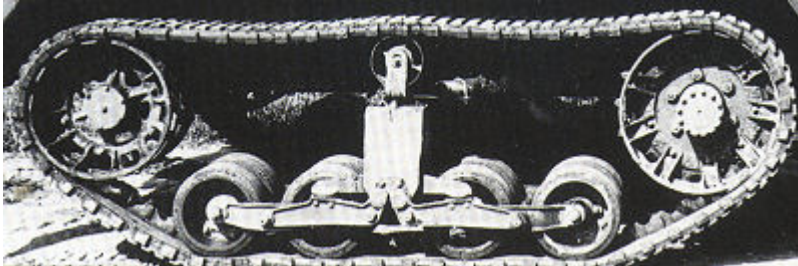
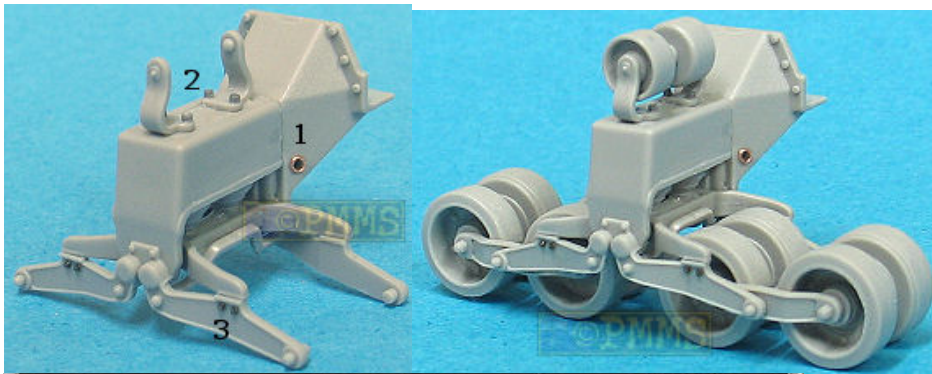
- Brake assembly parts A9 &A8 are reversed on the instructions
- The wheel hubs (A3 & A4) part #s are reversed but the illustration is correct
- Open the small recess in the front wheel rims and add the air valve stem
- Some vehicles show oval holes with raised lip on the sides of parts D-32
- Some bogie covers had casting numbers on D-32
- Some vehicles show round holes with raised lip near the front bottom of parts D-21
- Add four hex bolts to the return roller mounting brackets (D-34)
- Add four small rivets to the front of the inner suspension arms (D32)
- Replace the center pins of parts D22 with slightly smaller diameter plastic rod
- Ensure the outer suspension arms (D22) are assembled with the slight raised profile pointing up
- Use care with parts D5, tweezers may be needed
- The instructions should show the first bogey part D34 sliding into part D32 the other way around, but the other bogey is shown assembled correctly

INTERIOR

- Replace the molded on driver's foot pedals
- Add bolt detail to the cab floor
- the gear shift levers (B13 & B25) doesn't have the correct contours
- Add the release cable to the hand brake with wire
- The driver's seat details do not match reference photos
- The seat cushions should extend out past the seat frames by about 2mm
- Make the specific antenna masts per references from plastic rod or other material
- Add antenna cables where necessary
- The SCR-508 radio (J16) is provided with a special box (K3) that doesn't match most photos
- If using the M49 ring mount, photographs show the right side ammo locker re-configured
- Use the correct MG pintle(s) for your vehicle as both early and late are provided

BODY

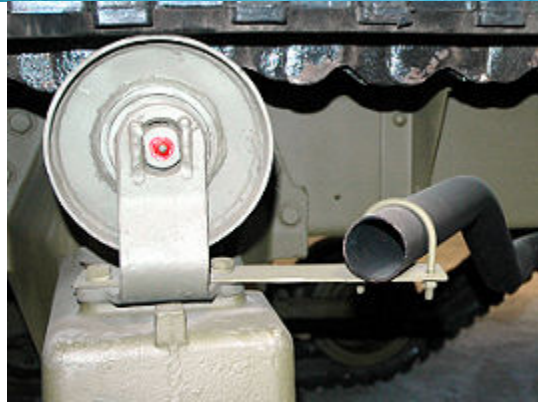
- M2 – remove the jerry can racks from the engine compartment sides (B11 & B14)
- Front engine compartment is screwed together, not riveted as depicted on the kit
- The jerry can mount should be a thin metal 'L' bracket
- Replace the molded on 'T' engine cover closure handles (B11 & B14)
- Replace the modeled on door handles, inside & out (B10 & B12)
- There are ejector pin marks under the fenders, rear floor, & driver's compartment that need filling
- The fender mounting brackets are not included in the kit
- Fill the large open area under the rear body floor (K10) forward seat with plastic card
- Use care with the three small supports for the armored window cover which are very fragile
- Carefully align & mount parts K7 (rear bumpers/light housing)
- Open a small hole on each fender to install the headlights. Wire leads need to be added
- Replace the chain provided in the kit as it doesn't accurately represent typical US type chain
- Carefully dry-fit the forward cab & rear compartment before gluing to ensure a good fit



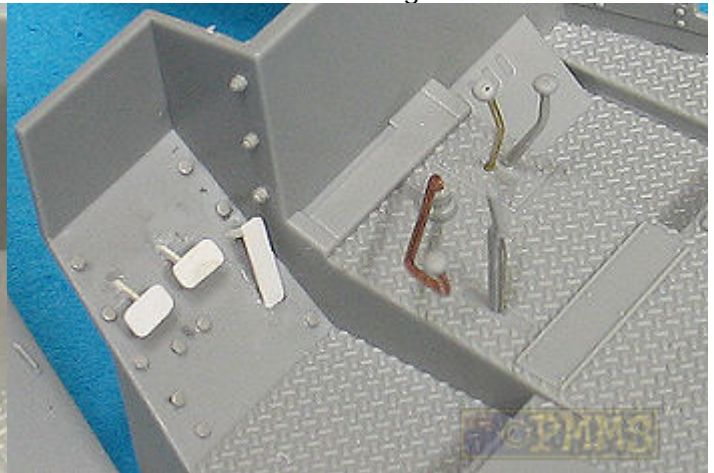
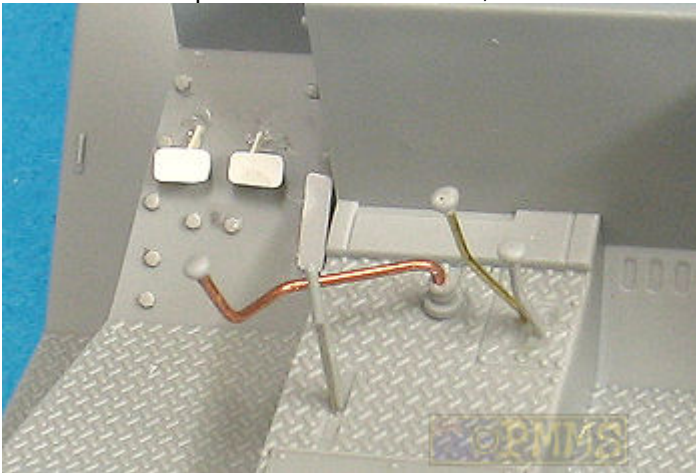
Simplified spring units could do with the end mountings reworked. Image of early spring unit (right)



Exhaust bracket added



Driver's foot pedals from thin card, bolt heads from **Calibre35** set #35052 and gear levers from wire



Most 1AD half-tracks had yellow stars, blue reg numbers, yellow names on the lower door edge. The official air ID marking for Tunisia was a white star on blue roundel on the vehicle hood. The M36 Mussette Bag was the personal pack of motorized units including armored infantry. The M1928 Haversack was also seen.

