

# SWEDISH "S" TANK

**AURORA**



## IMPORTANT - READ THIS FIRST!

Before assembling model, study sketch carefully.

Important—Apply cement to inside surfaces only. Avoid getting cement on outer surfaces of model sections. Use cement very sparingly and avoid getting cement on hands, so as not to mar or smear plastic surfaces.

Do not hurry. Work carefully and patiently. Important Note: Before proceeding to cement parts together, it is advisable to fit parts together dry (without cement) so that you may familiarize yourself with the parts and how they go together, also noting the points where cement is to be applied.

For best results assemble model exactly in the order indicated.

This kit is molded of styrene plastic—Use only Aurora's Fireproof Styrene Cement and Aurora's Speed-Dry Enamel. Assure yourself of a perfect model every time!

©1966

**AURORA PLASTICS CORP.**  
West Hempstead, L. I., N. Y.

THIS KIT IS MOLDED OF STYRENE PLASTIC

Use Only . . .

**AURORA'S**  
FIREPROOF  
STYRENE PLASTIC  
CEMENT

TUBE 10c  
BOTTLE with BRUSH 25c

"THE ENAMEL WITH THE SPRAYED ON LOOK"

- ONE COAT COVERS
- NO BRUSH MARKS
- DRIES IN 30 MINUTES



SPEED-DRY ENAMELS are AURORA'S REVOLUTIONARY NEW ENAMEL PAINTS developed after years of research especially for Plastic Models and other products of Wood, Metal, Glass or China.

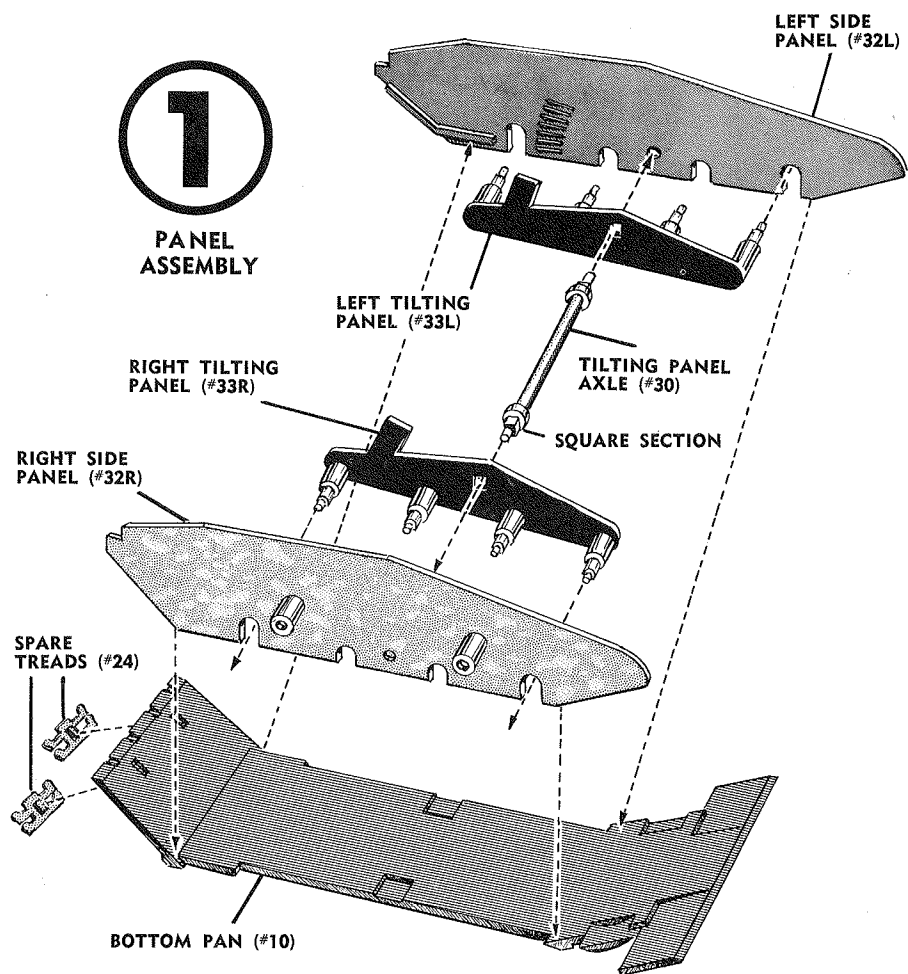
# The SWEDISH "S" TANK

FOR SUGGESTED DETAIL PAINTING SCHEME - SEE ILLUSTRATIONS. Paint parts as indicated and allow to dry before assembling.

For best results, use only AURORA'S SPEED-DRY ENAMEL - ONE COAT COVERS - DRIES IN 30 MINUTES - NO BRUSH MARKS.

**1**

## PANEL ASSEMBLY



1. Fit SQUARE SECTIONS of TILTING PANEL AXLE (#30) through SQUARE OPENINGS in LEFT TILTING PANEL (#33L) and RIGHT TILTING PANEL (#33R), then pass AXLE ENDS into holes on LEFT SIDE PANEL (#32L) and RIGHT SIDE PANEL (#33R).

2. Hold this ASSEMBLY together and cement BACK ends of BOTTOM PAN (#10) under

ribs on lower inside of LEFT and RIGHT SIDE PANELS. Cement FRONT ends of SIDE PANELS.

3. Cement pins on SPARE TREADS (#24) into slots at REAR of BOTTOM PAN. Set aside to dry before further handling.

4. Apply cement sparingly to upper edges of SIDE PANELS and BOTTOM PAN, then press and hold between RIBS on underside of TOP of TANK (#35) until dry.

5. Cement pins on FILLER CAP (#15) and SHOVEL (#27) into holes LEFT side of TANK TOP.

6. Cement pins on SMALL CYLINDER (#26) and LARGE CYLINDER (#25) into square holes on RIGHT side of TANK TOP.

7. Cement MACHINE GUN (#16) to RIGHT side of TOP and MACHINE GUNS (#17) to LEFT side of TOP.

8. Cement HEADLIGHTS (#29) to holes square openings at Front of TOP.

9. Snap SMALL PINS on LEFT SIDE HATCH (#23) under HINGES on LEFT HATCH opening.

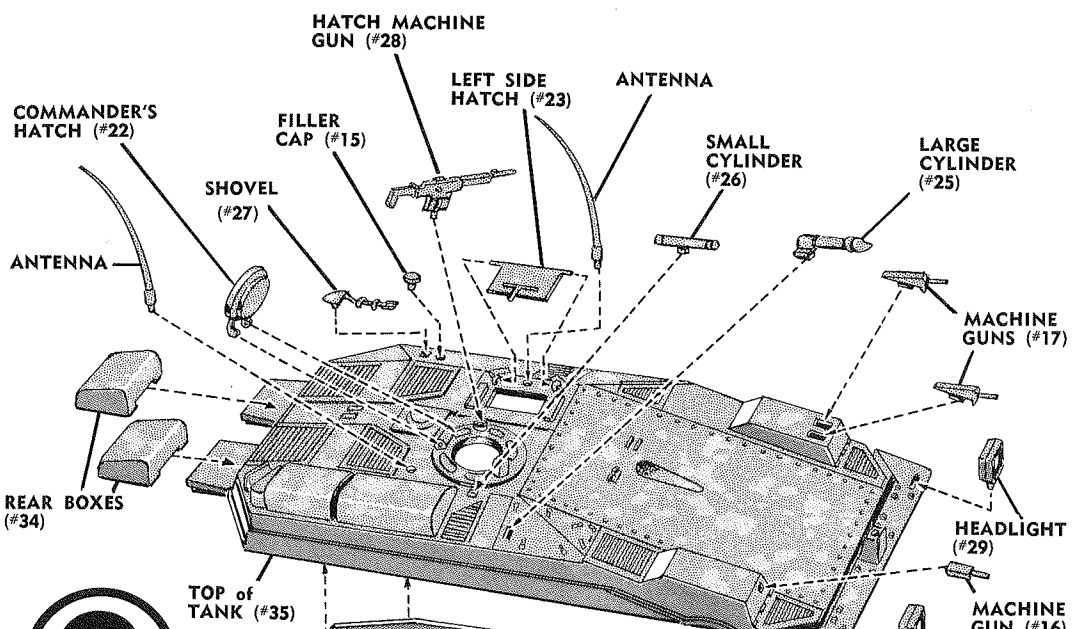
10. Snap COMMANDER'S HATCH (#22) pins over HINGE on Round HATCH opening.

11. Cement pin on HATCH MACHINE GUN (#28) into hole in COMMANDER'S HATCH FRAME.

12. Cement REAR BOXES (#34) over extensions at REAR of TANK.

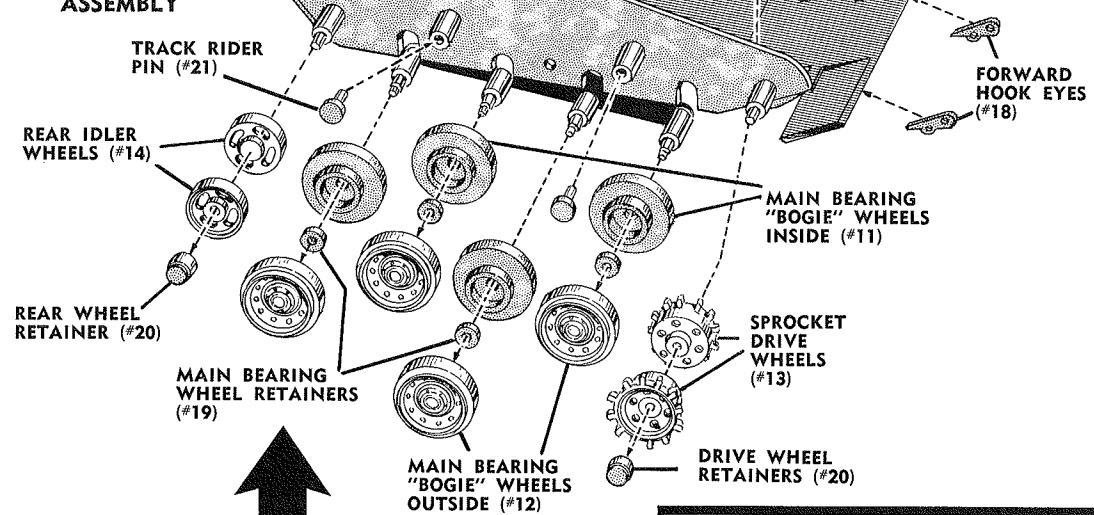
13. Cement the two flexible ANTENNAES into small holes on LEFT and RIGHT sides of TOP and FORWARD HOOK EYES (#18) to front of TANK.

14. Assemble MAIN BEARING "BOGIE" WHEELS as follows: Slide (4) MAIN BEARING "BOGIE" WHEELS INSIDE HALVES (#11) onto AXLES on RIGHT TILTING PANEL with their HUBS facing outward. Place a MAIN BEARING WHEEL RETAINER onto each AXLE and place a small drop of cement over end of each AXLE. DO NOT ALLOW CEMENT TO ADHERE WHEEL TO AXLE. When dry, cement Larger HUB of (4) MAIN BEARING "BOGIE" WHEELS OUTSIDE HALVES (#12) over INSIDE WHEELS. Use only a small drop of cement on flat surfaces of HUBS.



**2**

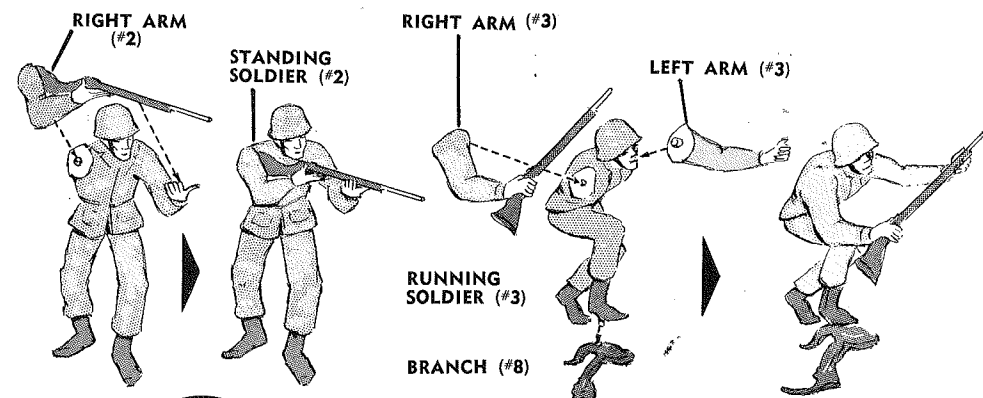
## TOP ASSEMBLY



15. Slip (2) REAR IDLER WHEELS (#14) over REAR AXLE on RIGHT SIDE PANEL, then place a TINY drop of cement on AXLE end and press a REAR WHEEL RETAINER (#20) over AXLE.

16. Slip (2) SPROCKET DRIVE WHEELS (#13) over FRONT AXLE on RIGHT SIDE PANEL, then place a TINY drop of cement on AXLE end and press a DRIVE WHEEL RETAINER (#20) over AXLE.

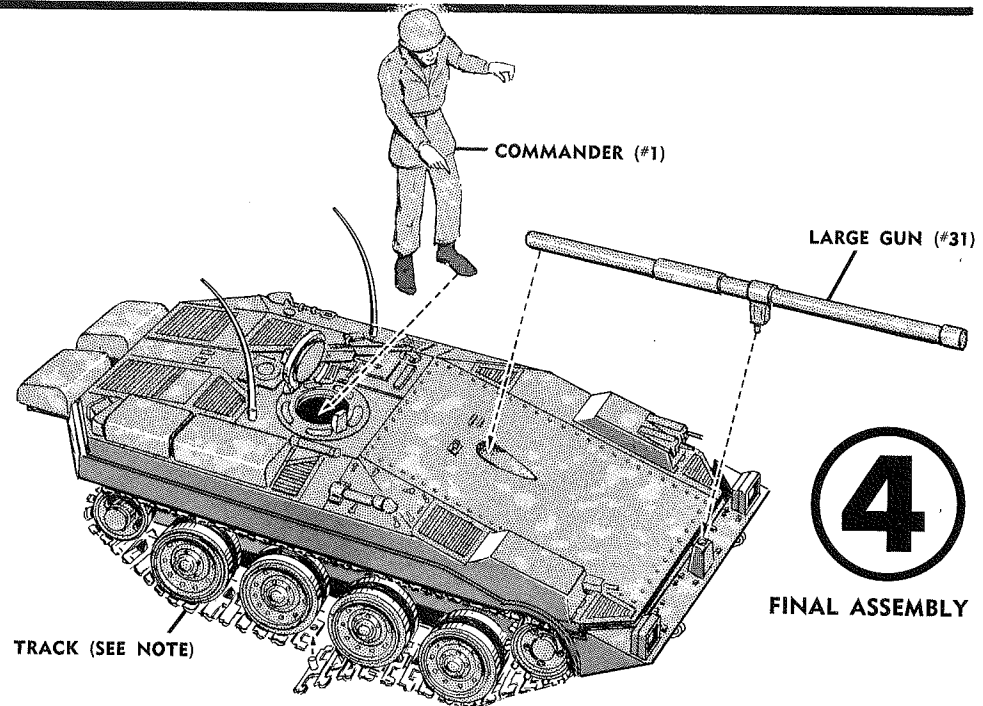
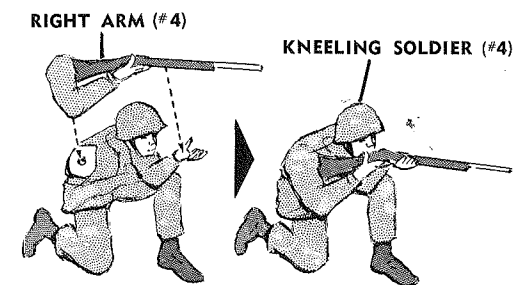
17. Cement (2) TRACK RIDER PINS (#21) into holes in (2) BOSSES on RIGHT SIDE PANEL. When dry, repeat the same procedure for WHEELS on LEFT SIDE of TANK.



**3**

## SOLDIERS

18. Paint SOLDIERS and allow to dry. Cement RIGHT ARM (#2) to STANDING SOLDIER (#2). Cement LEFT and RIGHT ARMS (#3) and BRANCH (#8) to RUNNING SOLDIER (#3). Cement RIGHT ARM (#4) to KNEELING SOLDIER (#4).



**4**

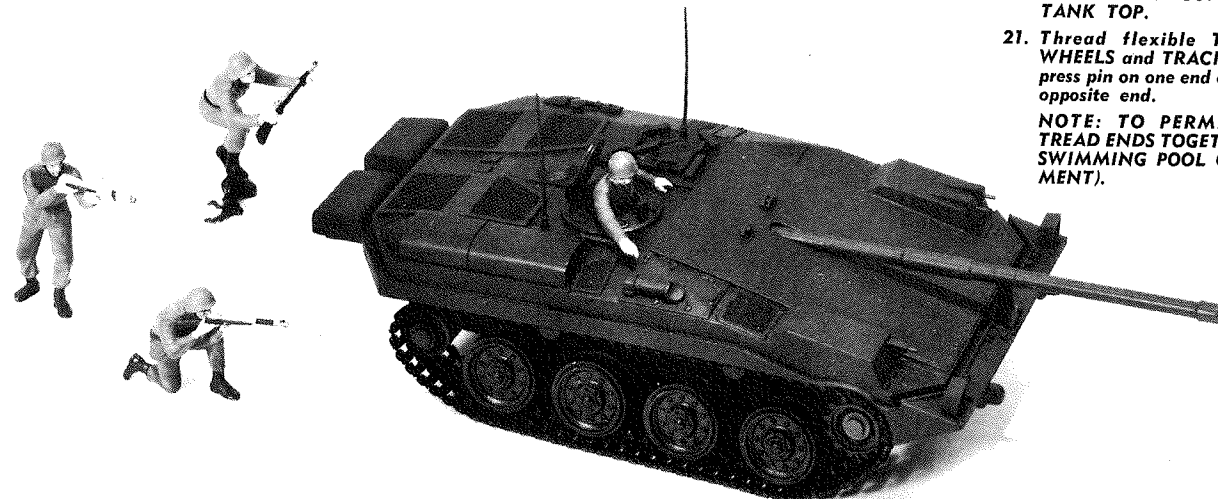
## FINAL ASSEMBLY

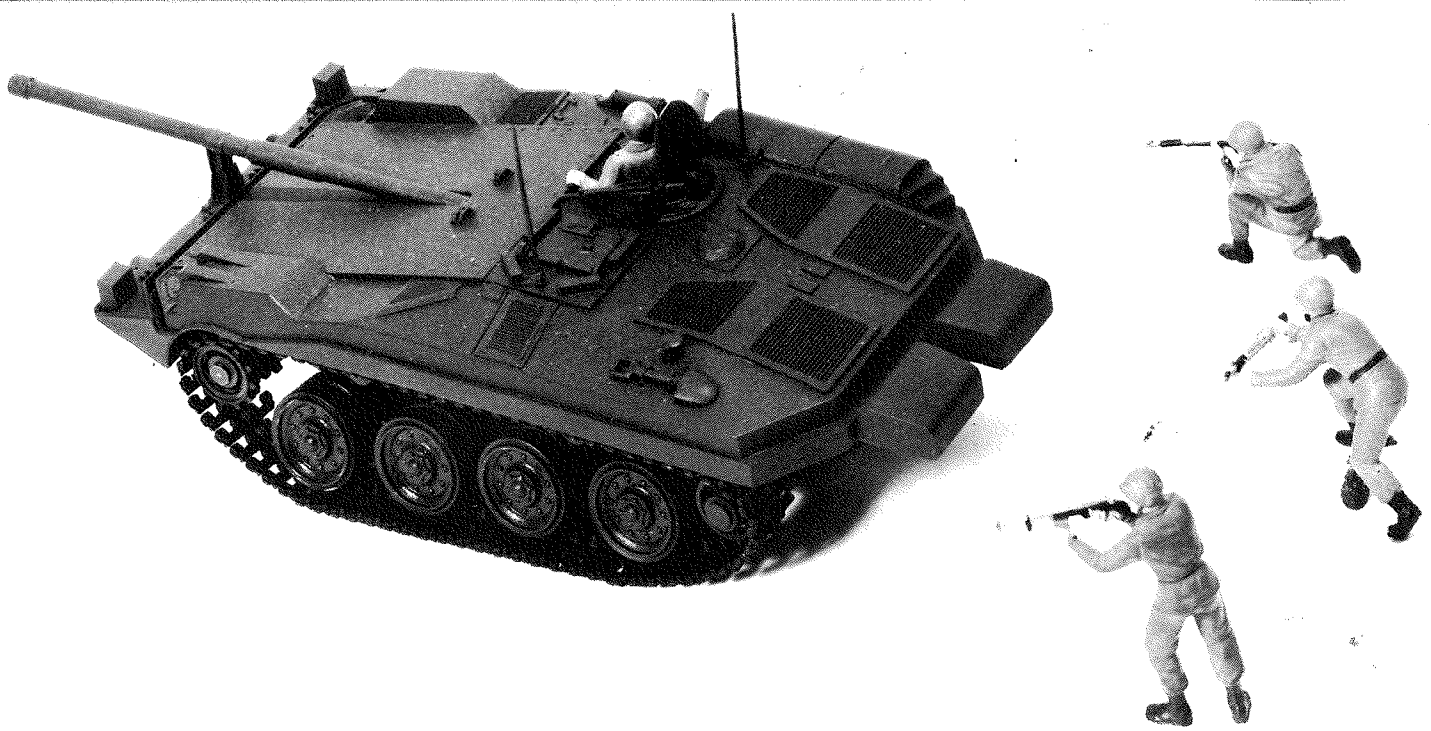
TRACK (SEE NOTE)

19. Place COMMANDER into HATCH opening.  
20. Cement LARGE GUN (#31) into position on TANK TOP.

21. Thread flexible TANK TRACK over WHEELS and TRACK RIDER PINS, then press pin on one end of TRACK into hole on opposite end.

NOTE: TO PERMANENTLY FASTEN TREAD ENDS TOGETHER... USE PLASTIC SWIMMING POOL CEMENT (VINYL CEMENT).

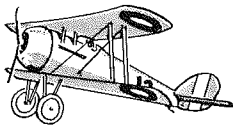




## A FEW OF AURORA'S SCALE MODEL KITS

### FAMOUS FIGHTERS OF WORLD WAR I

DeHaviland Tiger Moth  
 French Nieuport  
 Sopwith Camel  
 British Scout SE-5  
 German Albatross D-3  
 Fokker DR-1 Triplane  
 Fokker D-7  
 Spad 13  
 Nieuport 28  
 Pfalz D-3  
 DeHaviland DH-4  
 F2B "Brisfit"  
 JN-4 "Jenny"  
 DeHaviland DH-10 Bomber  
 Gotha Bomber



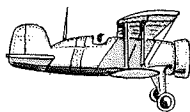
### WHIRLYBIRDS

Piasecki H-25A "Army Mule"  
 Koman Hok "Egg Beater"  
 Hiller Hornet "Ram Jet"  
 Sikorsky S-55 "Windmill"  
 Piasecki H-21 "Work Horse"



### POPULAR PLANES OF THE 1930's

Boeing P-26A  
 Boeing P-12E  
 Boeing F4B4  
 Curtiss "Hawk" P6E  
 Curtiss SBC3 "Helldiver"  
 M-2 "Mail Plane"



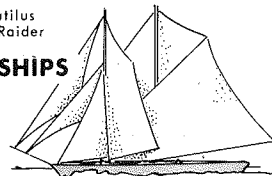
### FAMOUS WARSHIPS

Pocket Battleship Graf Spee  
 Battleship U.S.S. Iowa  
 Destroyer U.S.S. Halford  
 Carrier U.S.S. Saratoga  
 Destroyer U.S.S. Bennion  
 Cruiser U.S.S. St. Paul  
 Carrier U.S.S. Forrestal  
 Submarine U.S.S. Sea Wolf  
 Atomic Submarine S.S.N. Nautilus  
 "Q" Ship Atlantis—German Raider



### FAMOUS SAILING SHIPS

Pirate Ship Black Falcon  
 Chinese Junk  
 Viking Ship  
 Blue Nose Schooner  
 Cutty Sark  
 Corsair



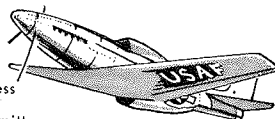
Every effort has been made to insure the completeness of this Kit—however, should any part be missing, write directly to:

**AURORA PLASTICS CORP.**  
 West Hempstead, L. I., N. Y., Dept. M.

(When writing please print your NAME and ADDRESS PLAINLY)

### FAMOUS FIGHTERS OF WORLD WAR II

P-38 Lockheed Lightning  
 P-51 Mustang  
 Curtiss P-40  
 Hellcat  
 AT-6 Texan  
 SNJ Navy Trainer  
 B-17 Flying Fortress  
 British Spitfire  
 ME-109 Messerschmitt  
 Japanese Zero  
 Russian Mig-19  
 Focke-Wulf



### FAMOUS ARMY COMBAT UNITS

German "Panther" Tank  
 Russian "Stalin" Tank  
 "General Patton" Tank  
 U.S. Army 8" Howitzer  
 U.S. Army M8 Munitions Carrier  
 U.S. Army 155 MM "Long Tom"  
 U.S. Army 8" Howitzer with M8 Munitions Carrier



### INTERESTING FACTS ABOUT THE SWEDISH "S" TANK

Several years ago the Swedish company A. B. Bofors of Bofors, Sweden commenced development work on a new battle tank, designated simply "S". The "S" tank is one of the most modern tank types and has many features that can be considered revolutionary. The principal difference between it and a conventional turreted tank is that the "S" tanks main armament — a 105 mm (4") automatic cannon — is rigidly mounted in the main body of the tank. There is no turret. Gun laying, or sighting, can therefore only be achieved by traversing or elevating the whole fighting vehicle, using the same controls as those employed for normal steering. This means that in battle the driver — who also acts as gunner — steers his tank and takes aim at enemy targets in much the same way as a fighter pilot would do in aerial combat. Although this would appear to be a serious disadvantage to the tank's maneuverability and fire power, extensive evaluation trials have proved that the main advantage of this method of mounting the main armament is the extremely low silhouette (and consequently small target area) obtained and the high muzzle velocity and good armor penetration provided by the unusually long gun barrel.

Many experts have pointed out that the "S" tank has one inherent and fundamental disadvantage. When a conventional tank has been rendered immobile, for example due to a damaged track, it is still able to swing its turret and fire in any direction; when an "S" tank is in an identical situation, it would obviously only be able to fire along its last axis of travel. But experience has shown that present day tactics rendered practically every battle tank useless the moment it has lost its mobility — the tank crew inevitably abandon their vehicle the moment it breaks down.

The combat effectiveness of any tank is a function of its 1-mobility, 2-survivability, 3-fire power, 4-speed of action, and 5-reliability. Bofors consider that the "S" tank compares in performance with a conventional (i.e. turreted) medium tank of the same size because 1-mobility is greater, on account of the lower weight (37 tons) and higher maneuverability, 2-survivability is also greater, due to the smaller target area and the sloping front. The "S" tank can also more easily be sealed off for fighting in an atomic, bacteriological or chemical warfare environment. 3-Fire power is higher as the automatic cannon provides a higher rate of fire and the three fixed mounted machine guns and one swivel-mounted machine gun

on the commanders hatch add to this. 4-Speed of action has been considerably improved by means of a well designed system of controls and a more practical internal command layout, which enable the high degree of fire power to be made effective with a minimum time lag. 5-Reliability is greater because it was possible to design the tank as a functional entity.

The "S" tank's powerplant consists of the 240 h.p. Rolls Royce K 60 multi-fuel reciprocating engine and the 330 s.h.p. Boeing 502 gas turbine; also associated with the powerplant assembly are the joint gearbox for the two engines, the gear shift unit and a hydro-dynamic torque converter.

The design concept of having a complete powerplant entity that can be moved as a unit for overhaul or replacement purposes is indeed practical.

Gun elevation is effected solely by raising or lowering the front and rear running wheels by means of the hydro-pneumatic running wheel independent suspension. The cannon barrel can thus be raised +12° or lowered -10° from the horizontal. The elevation mechanism remains effective during cross country movement allowing the driver to lift the nose of the tank and thus more easily overcome steep obstacles and cross swampy ground.

Three men — commander, gunner/driver, and radio operator — make up the "S" tank's crew. Both commander and gunner have control columns for travel and gun — laying and either man without changing places can take over full battle control. In other words, the "S" tank can function as a one-man fighting vehicle if necessary. The radio operator sits with his back to his mates in a position to quickly drive the tank in reverse to escape from a critical situation.

The long barreled automatic cannon is fed a 50 shell magazine and can fire three types of ammunition: Armour piercing, high explosive and smoke. Spent cases are automatically ejected from the tank through an aperture uncovered during gun recoil; the crew is thus not exposed to fumes.

The maximum speed of the vehicle has been quoted as 30 m.p.m. The "S" tank is also capable of swimming; swim propulsion is provided by the tracks, and water entry and exit over banks is facilitated by the elevation control system. All of these features make the "S" tank one of the most modern and complete fighting vehicles on the military scene.

Mail this coupon and 25c

for your New **AURORA FULL COLOR**  
**44 PAGE COLLECTOR'S CATALOGUE**  
**OF HOBBY KITS**

**AURORA PLASTICS CORP. DEPT. C**  
 44 Cherry Valley Rd., W. Hempstead, New York

Please rush me by return mail the new 44 page full-color AURORA HOBBY KIT CATALOGUE. I am enclosing 25c in stamps or coin.

NAME .....  
 (PLEASE PRINT)

ADDRESS .....

CITY ..... ZONE .....

STATE .....

**CONTENTS: MERCHANDISE**—Postmaster: This parcel may be opened for postal inspection. Return postage guaranteed.

Cut Along Line