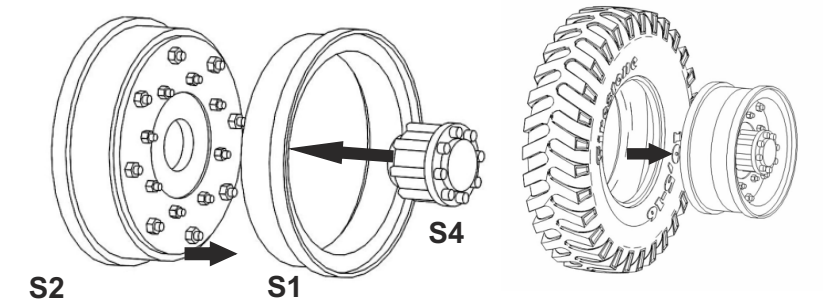
Ford F15A assembly instructions

The Canadian Military Pattern truck was a class of military trucks made in large numbers in Canada during World War II to British Army specifications for use in the armies of the British Commonwealth allies. Standard designs were drawn up just before the beginning of the war. CMP trucks were also sent to the Soviet Union following the Nazi invasion of Russia, as part of Canada's lend-lease program to the Allies. During the War CMP trucks saw service around the world in the North African Campaign, the Allied invasion of Sicily, the Italian Campaign, the Russian Front, the Burma Campaign, the Battle of the Philippines (1941-42), the liberation of Northwest Europe, and the Western Allied invasion of Germany. CMP trucks also saw service in post-war conflicts in Indonesia, French Indochina, and the Portuguese colonies in Africa. Most CMP trucks were manufactured by the Chevrolet division of General Motors of Canada Ltd and by the Ford Motor Company of Canada. Just over 400,000 CMP trucks were manufactured in Canada, accounting for roughly half of the 815,729 military vehicles made in Canada during World War II. The Ford-built CMP trucks had a 239 cu in (3.9 L), 95 bhp (70.8 kW) V8 engine. Cab design changed twice, first designed at Ford, second and third cab designs - called No. 11, 12 and 13. First two type were similar, the main difference being a two-part radiator grille in No.12 cab, its upper part was opened with a bonnet, which was known as the "Alligator cab". The production of CMP truck bodies in Canada was subcontracted out to smaller companies in Ontario and Manitoba, organized into the wartime Steel Body Manufacturers Association by the Department of Munitions and Supply. The wide variety of truck body designs included general service, water tanker, fuel tanker, vehicle recovery, dental clinic, mobile laundry, wireless house, machinery, folding boat transport, and anti-tank gun portee. F15 Ford was often seen in desert service with top of the cab removed

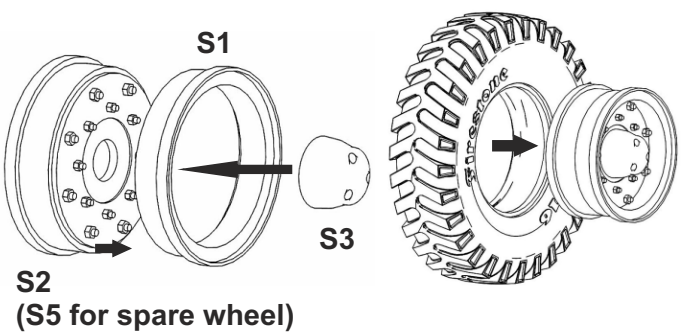
Go through assembly guide before you start your work. Some gates are larger, because we don´t want any ejector marks on parts, and also very thin true-to scale parts require larger gates to avoid filling issues, you need to use a little razor blade and sharp scalpel to remove these parts carefully.
Images in rows one by one show usually one small assembly step
Heat up PE parts with lighter before use, brass will soften and become easy to bend and work with.
Gunze Mr. Cement or Tamiya Super Thin Glue recommended for plastic parts, let the glue work for a few seconds, then push parts together, melted plastic will fill the gaps between parts. You can also melt sprue frame and use it as an amazing filler for small works, or use this glue to wash out tiny seam lines on little parts or make texture on some parts etc.

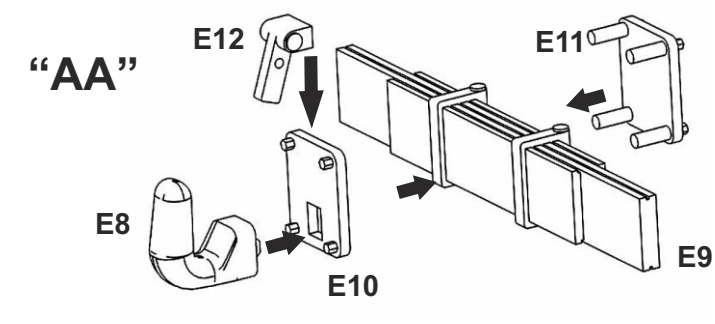
Prepare subassemblies:

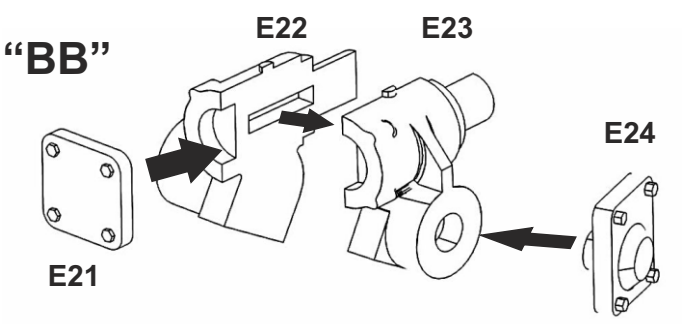
Rear wheel assembly

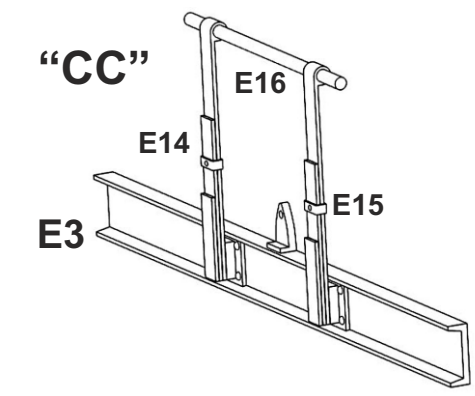


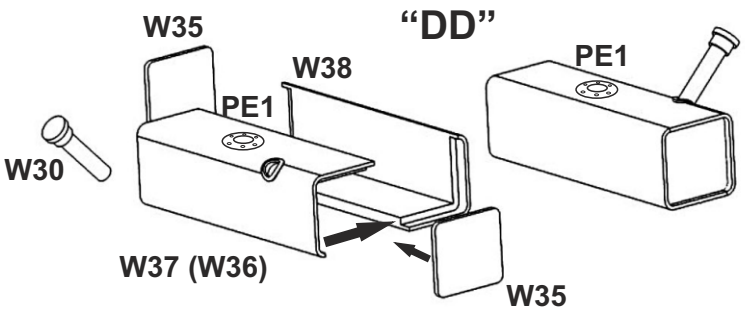
Front wheel assembly

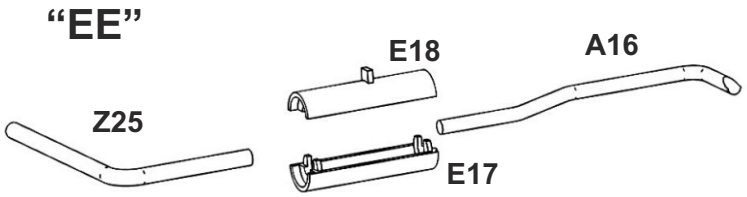


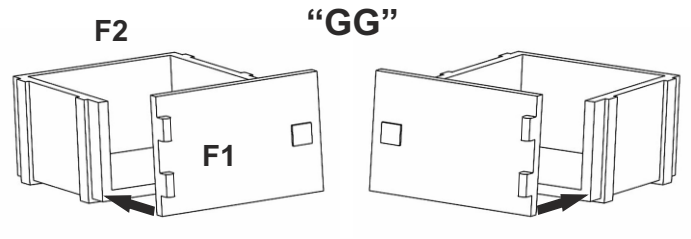




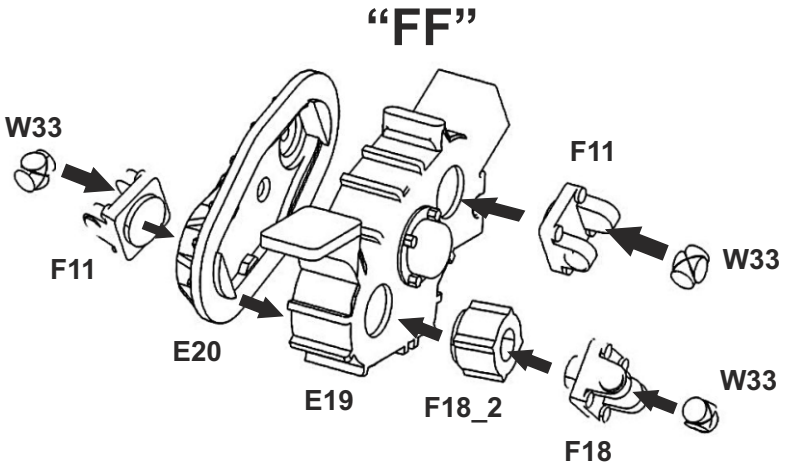


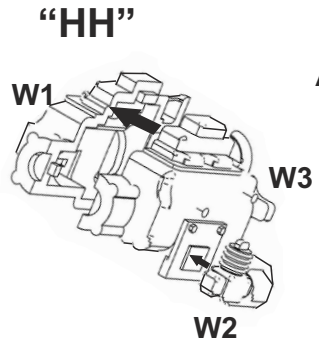


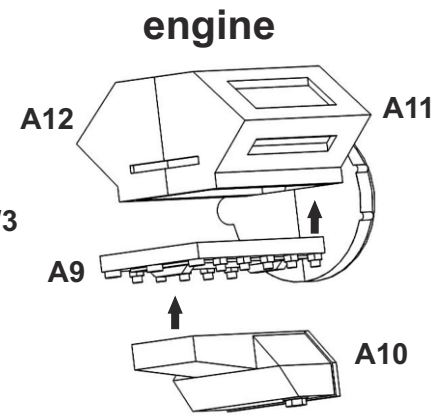


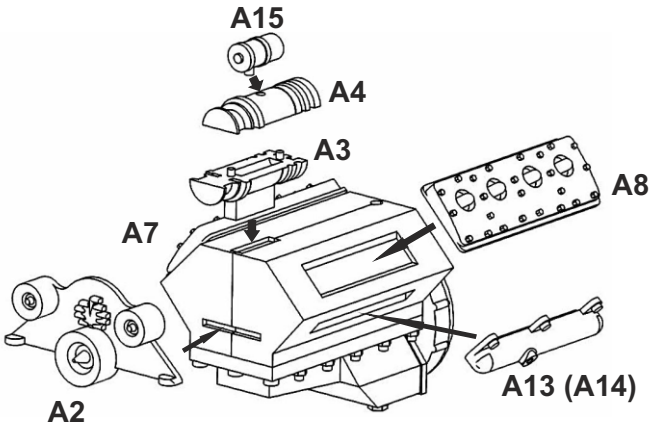


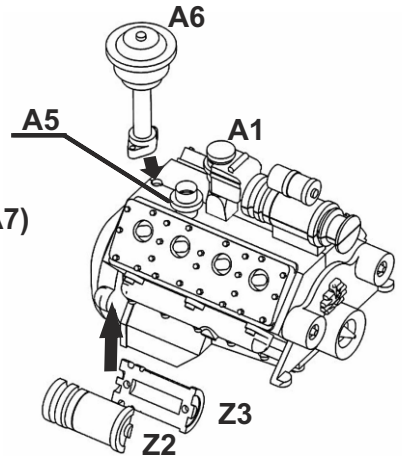
Make two, left and right ones

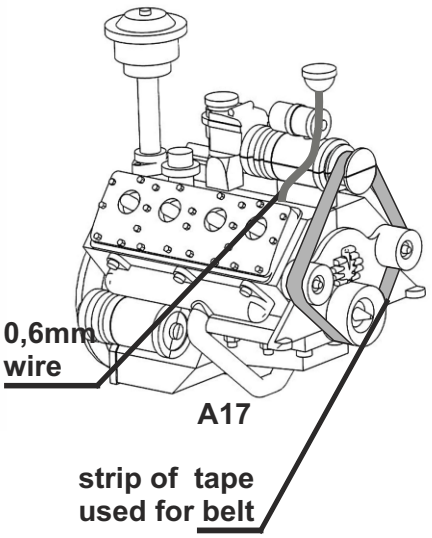




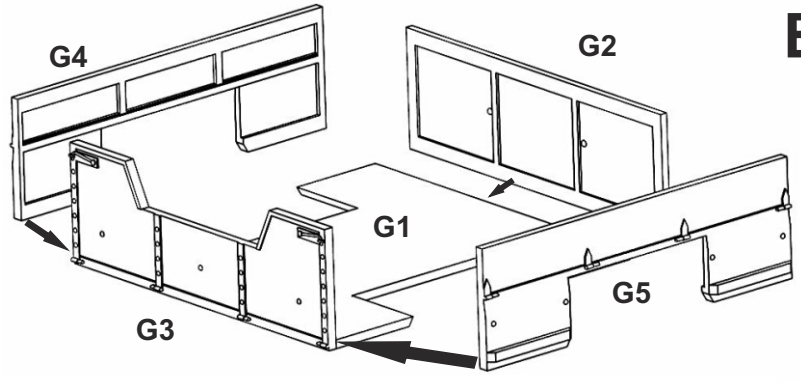


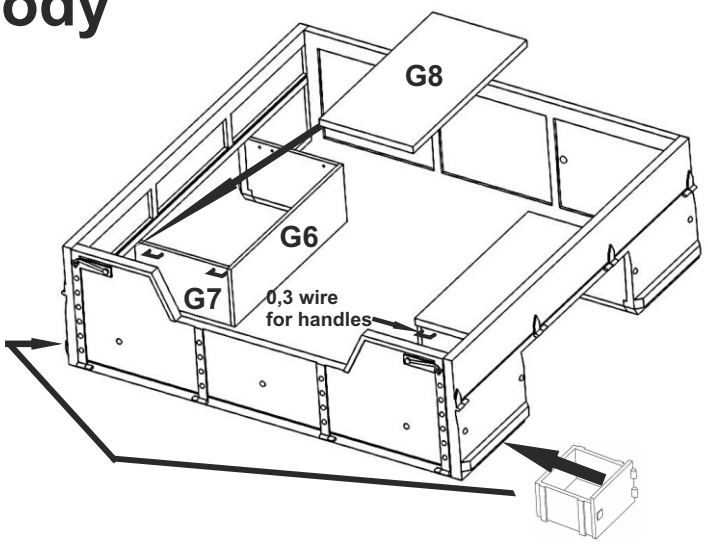


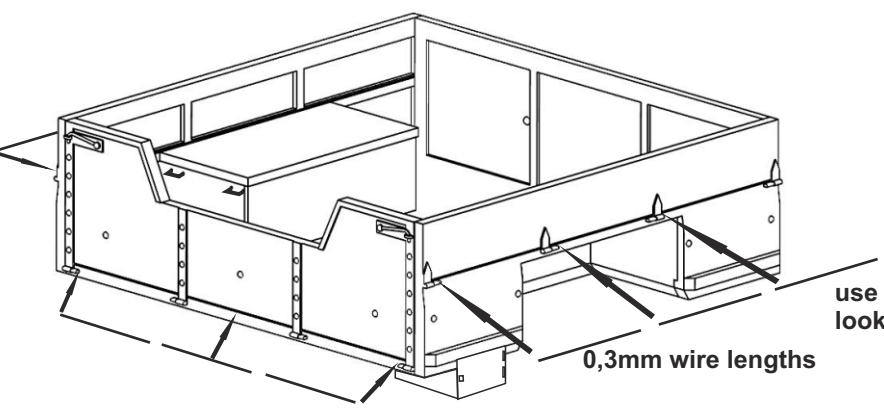




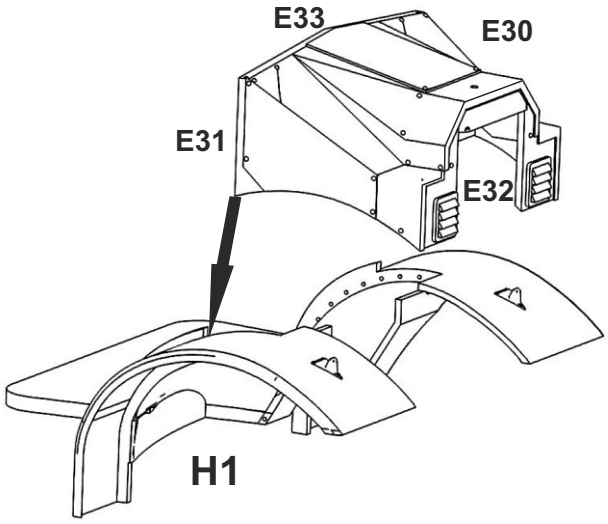
Body



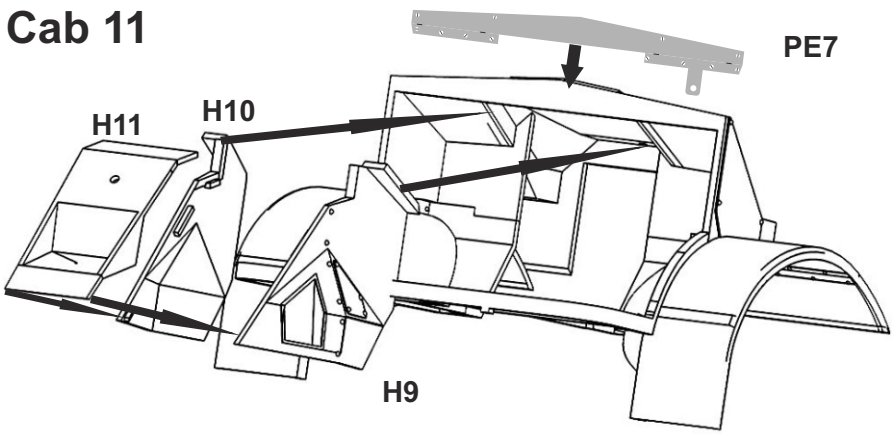


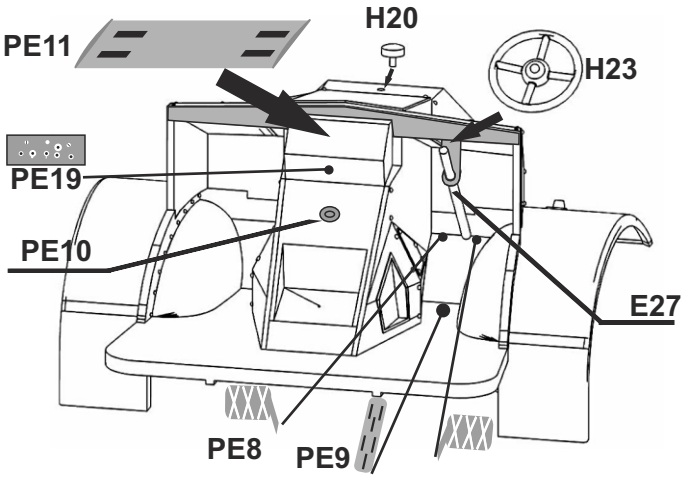


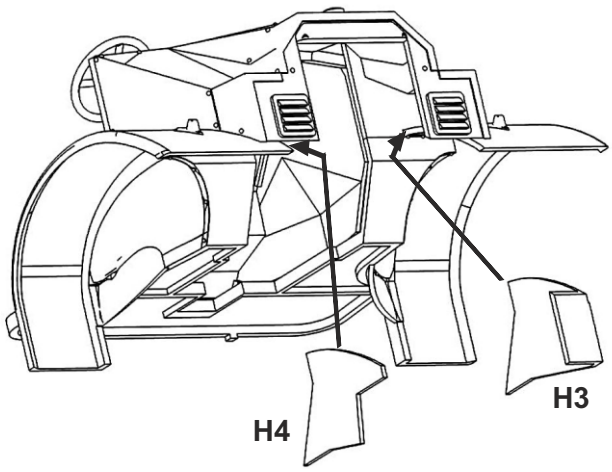
use lengths of 0,3mm wire to connect hinges and create true looking appearance of folding down body walls

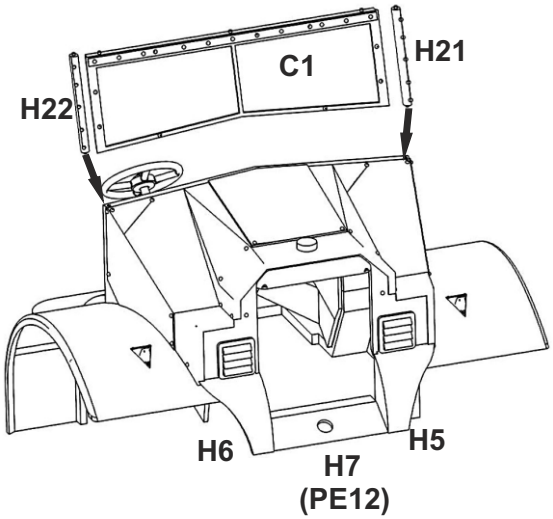

E33
E30
E31
E32
H1

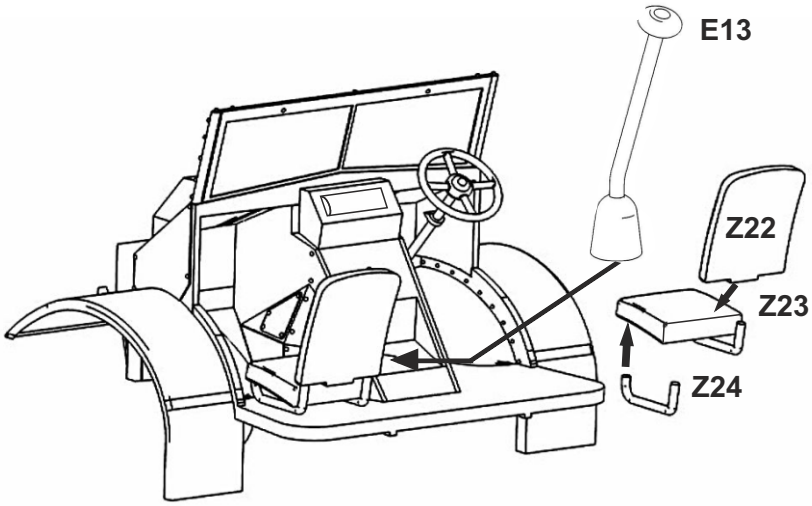
Cab 11

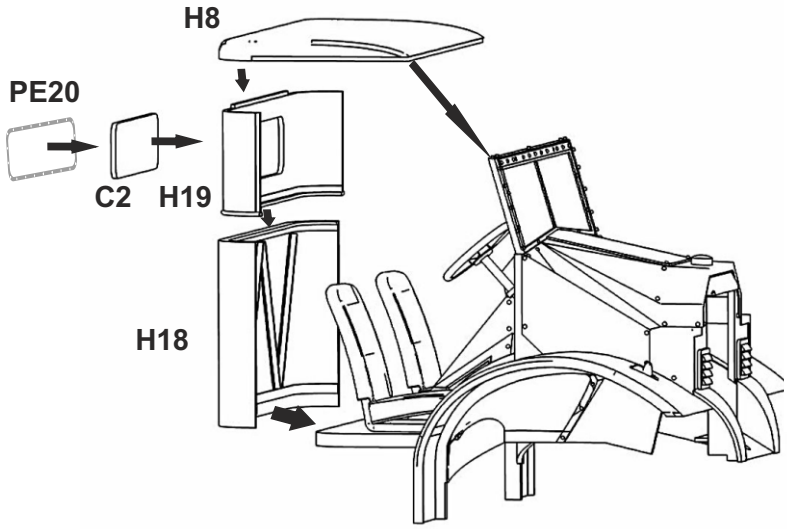

PE7
H11
H10
H9

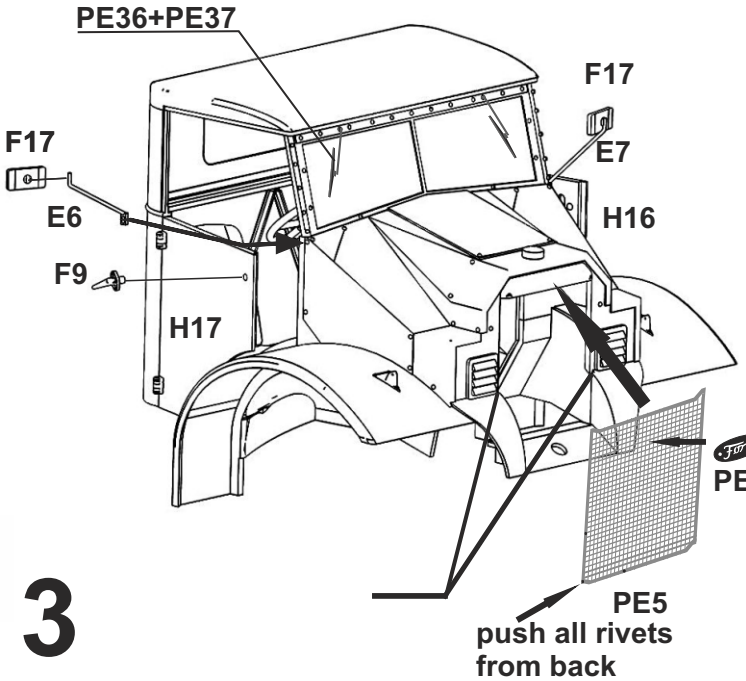

H20
PE11
H23
PE19
PE10
E27
PE8
PE9

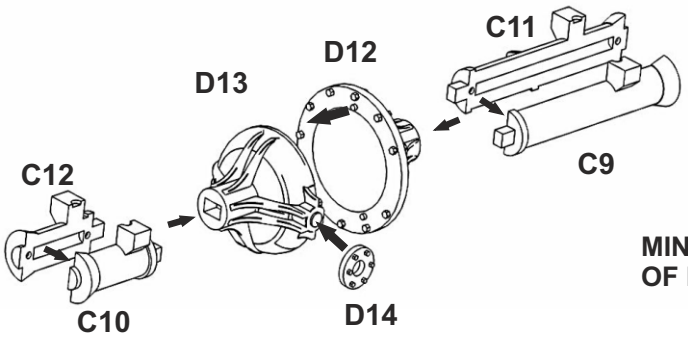

H3
H4


C1
H21
H22
H6
H5
H7
(PE12)


E13
Z22
Z23
Z24

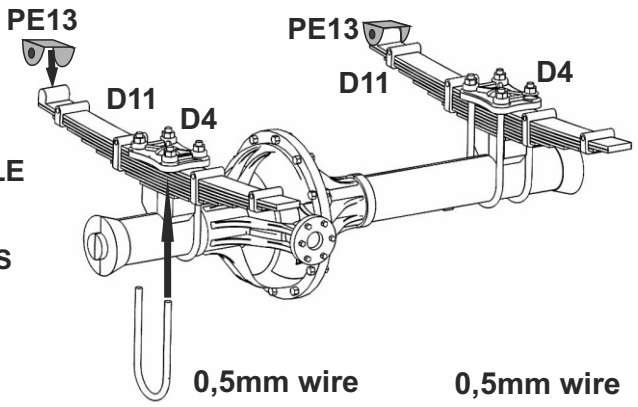

H8
PE20
C2
H19
H18

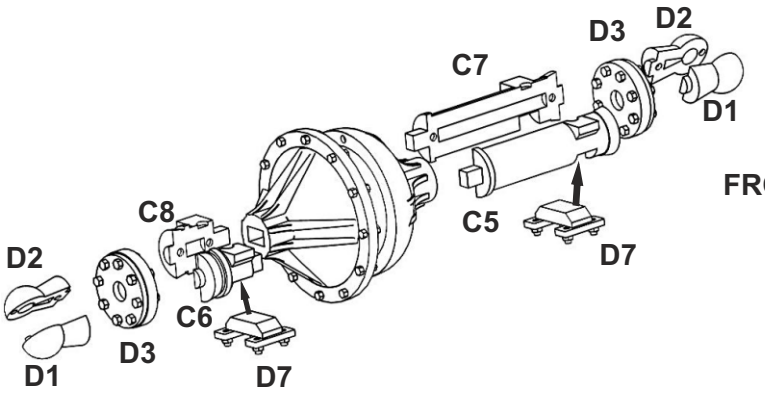

PE36+PE37
F17
F17
E7
E6
H16
F9
H17
PE6
PE5
push all rivets
from back



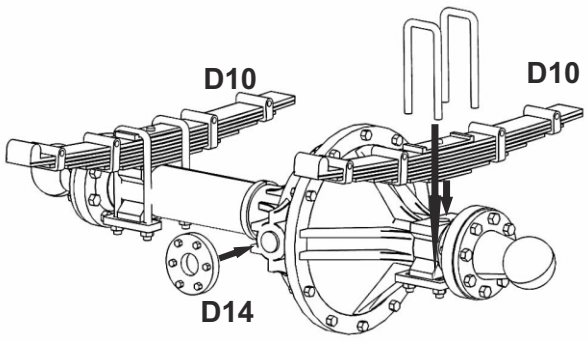
REAR AXLE

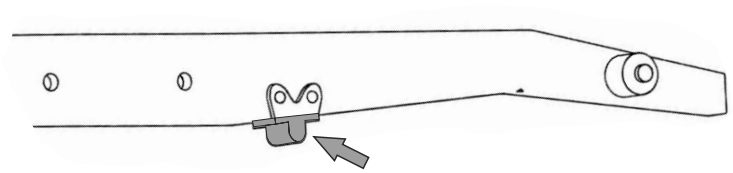
MIND DIRECTIONS OF PARTS!!!



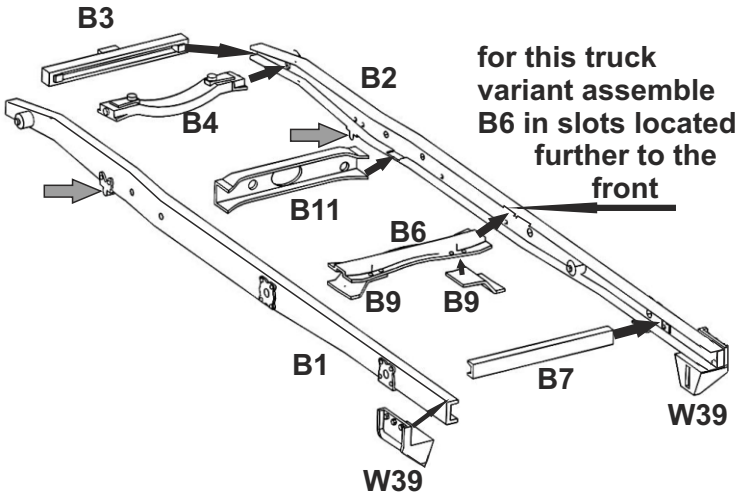


FRONT AXLE

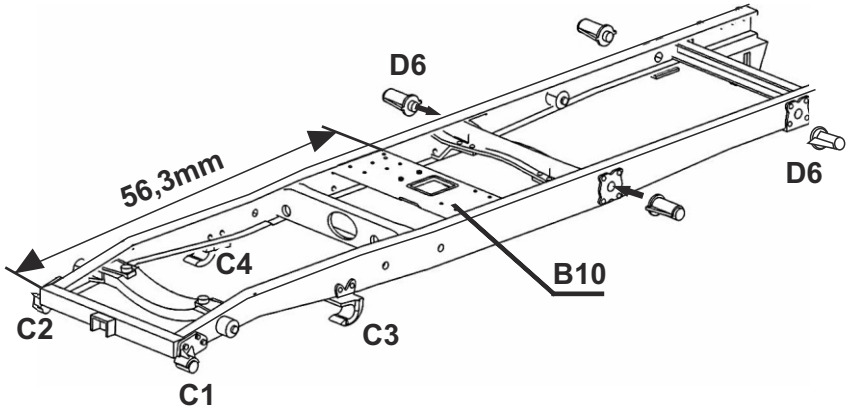


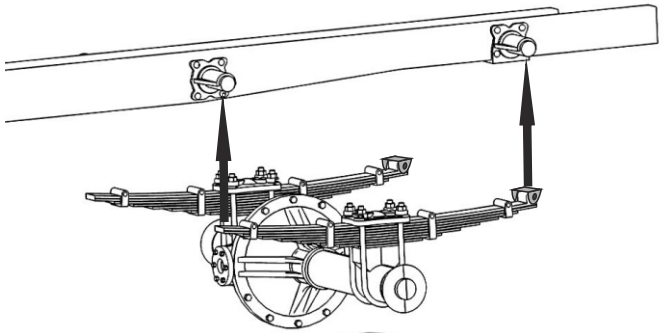


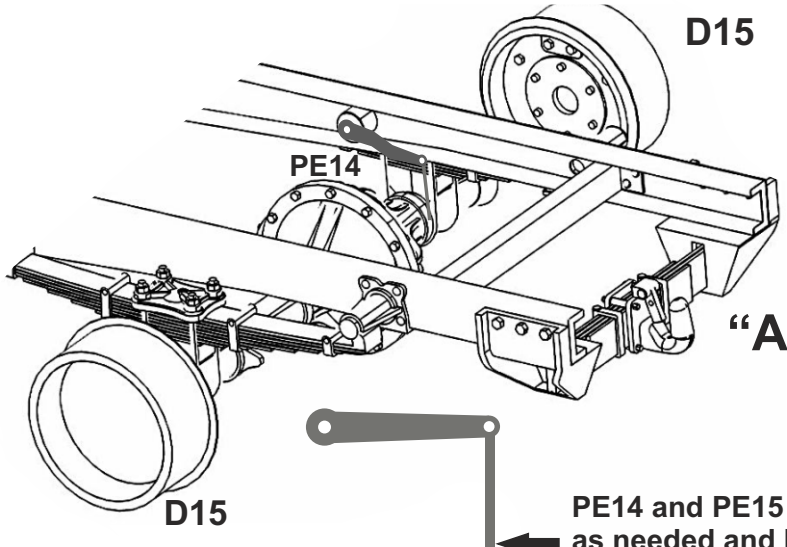
For F15A (4x4) truck remove plastic marked grey on parts B1 and B2 before further assembly



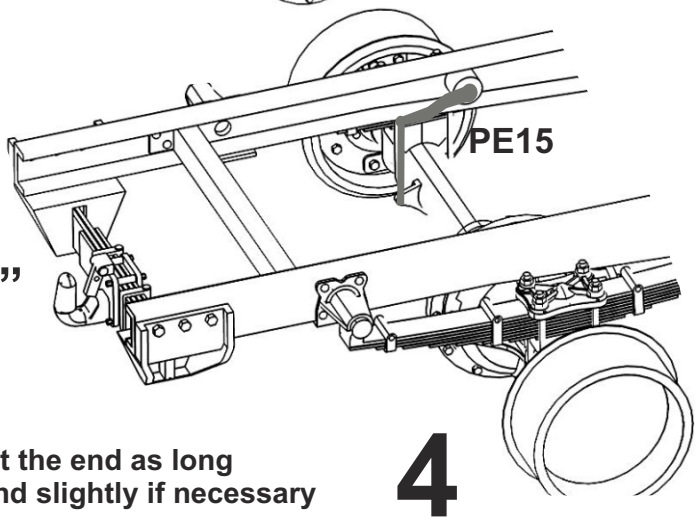
for this truck variant assemble B6 in slots located further to the front





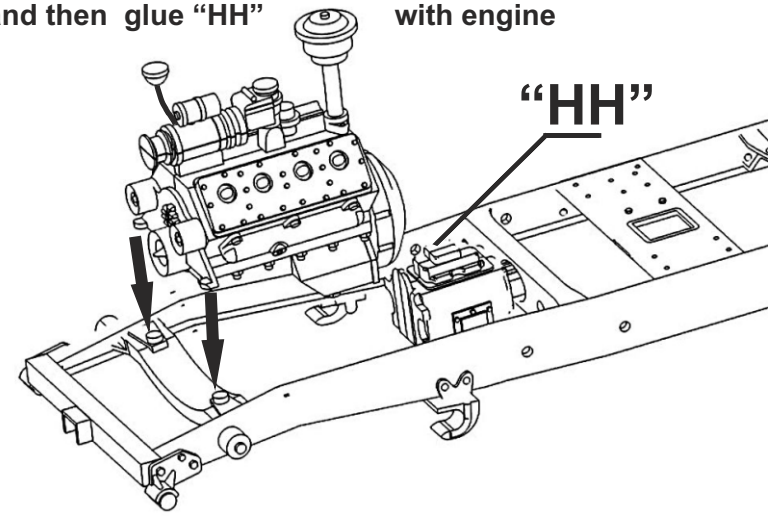


"AA"

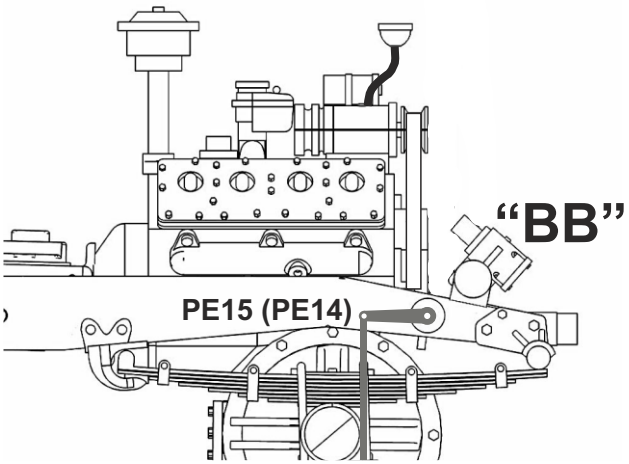


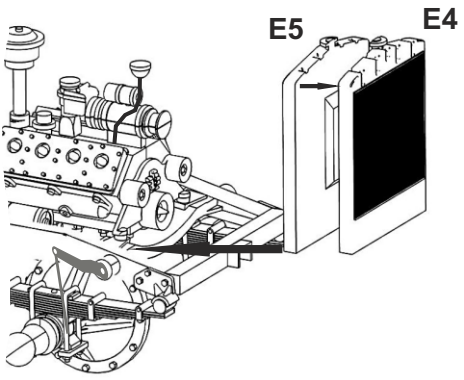
PE14 and PE15 cut the end as long as needed and bend slightly if necessary

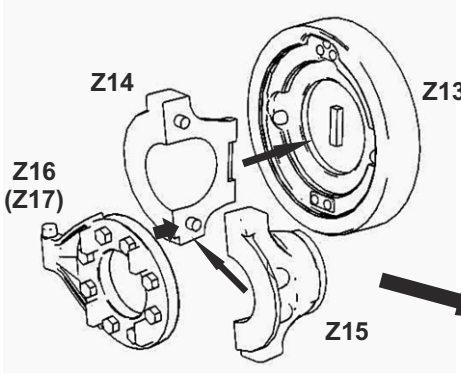
Dry-fit “HH” into crossbeam opening first, glue engine in its place and then glue “HH” with engine

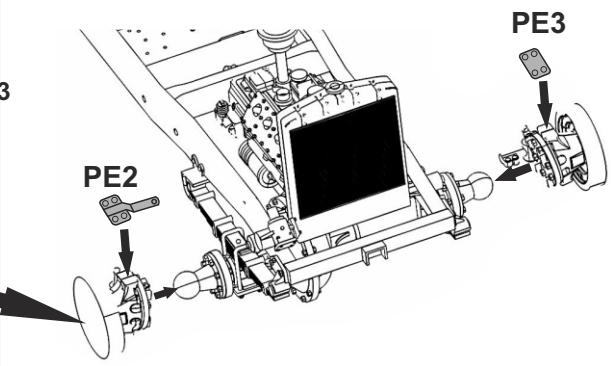


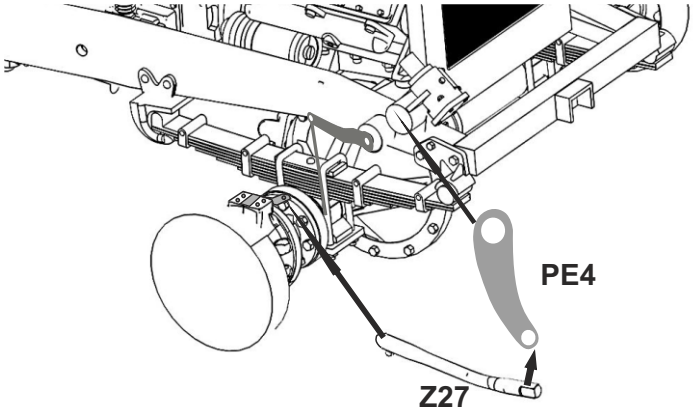
Assemble front axle

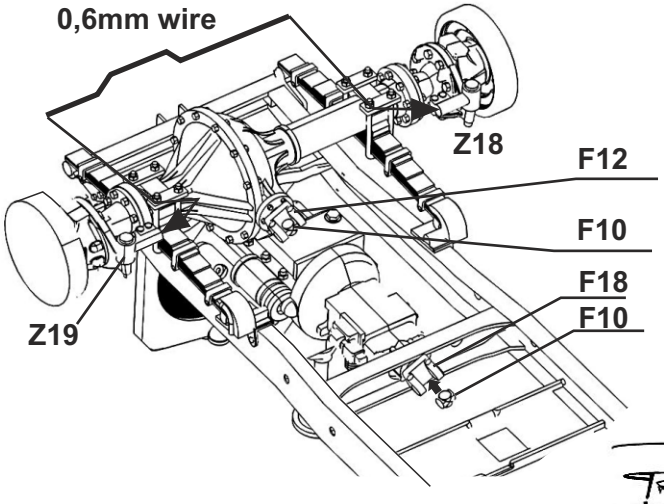


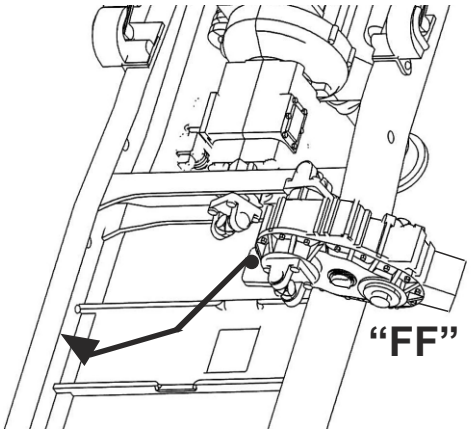


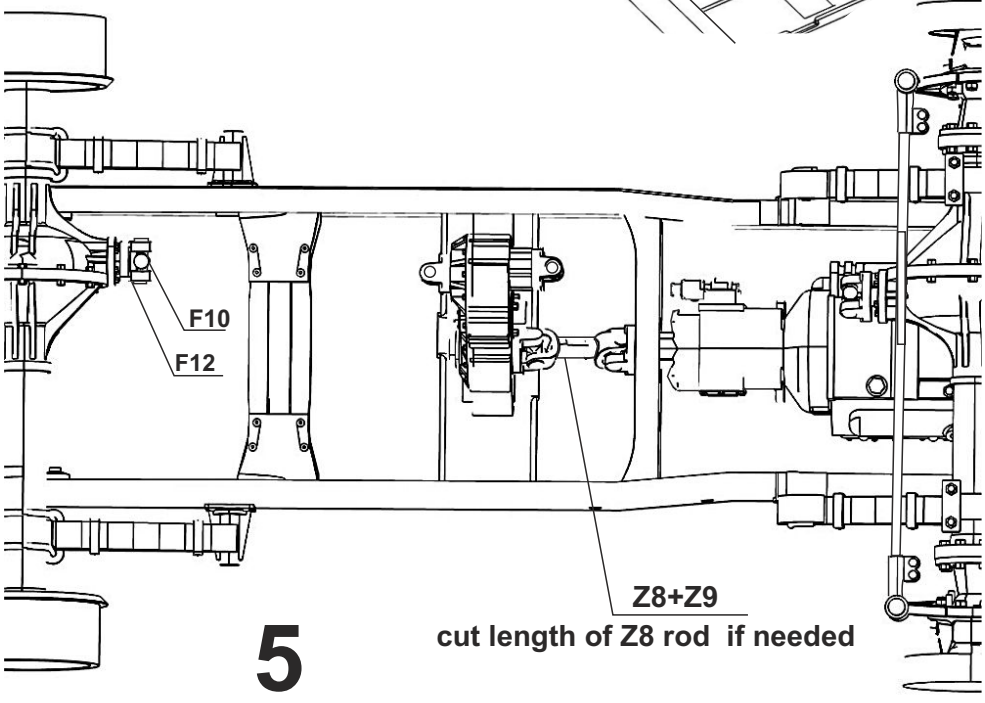


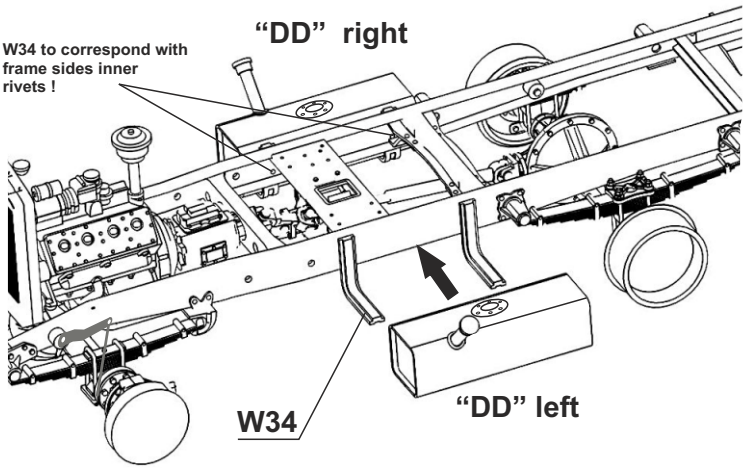


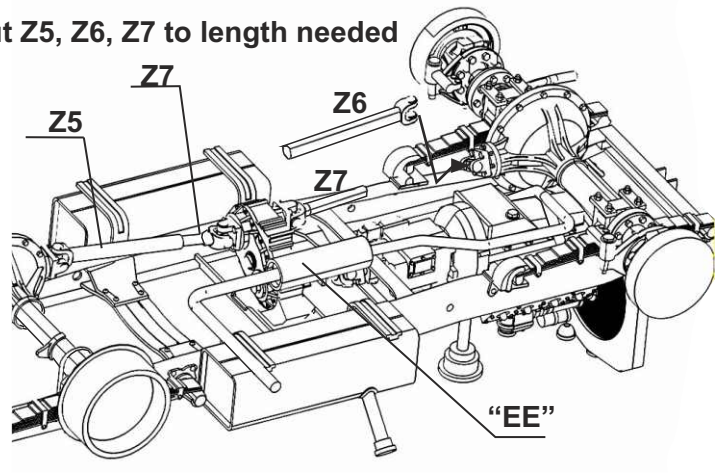


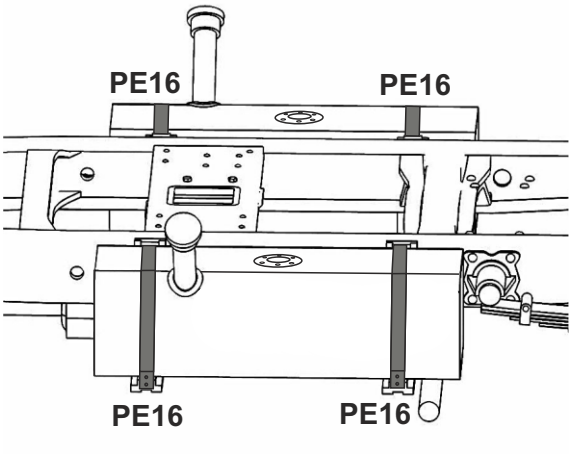


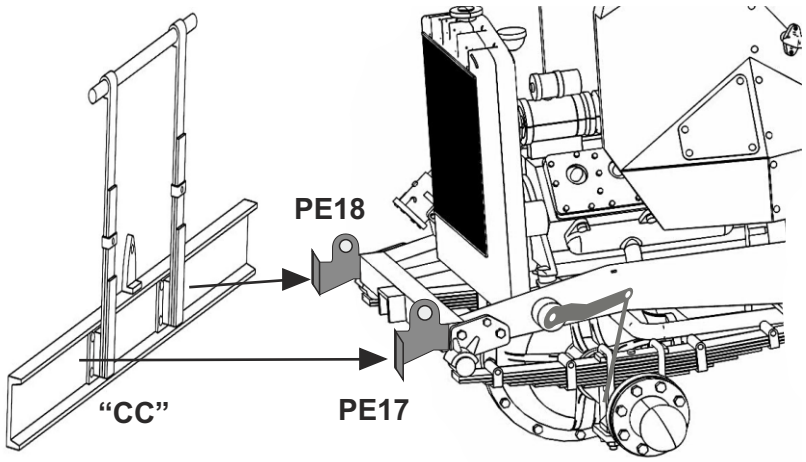


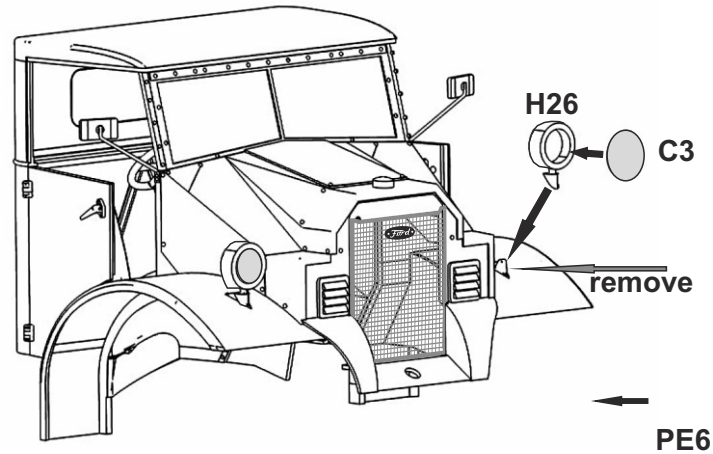


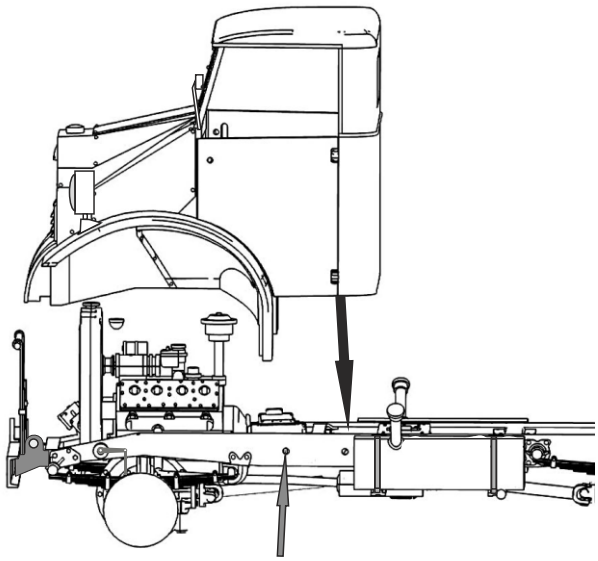


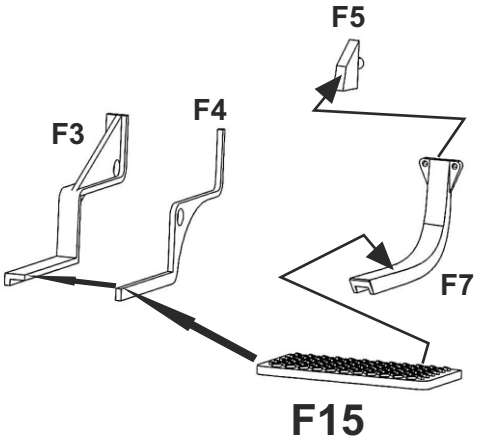


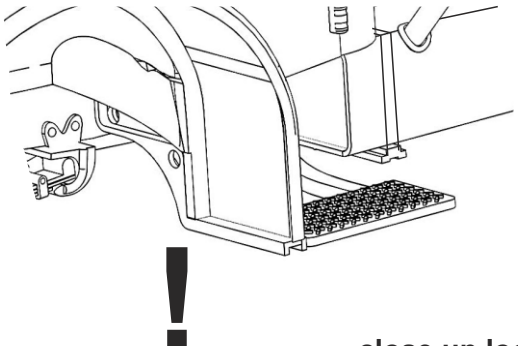


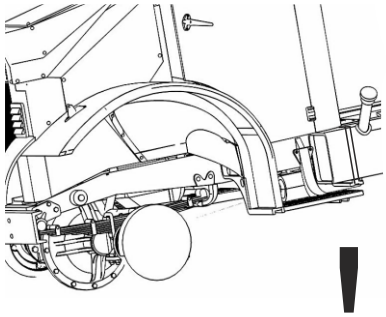




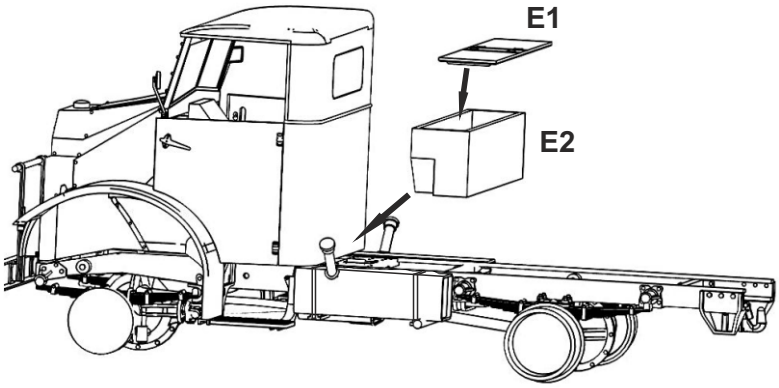


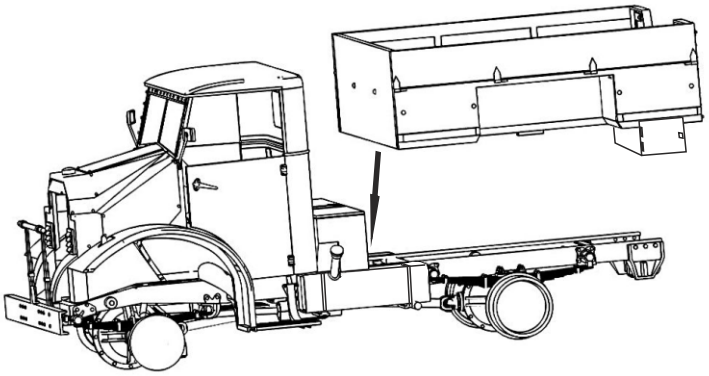


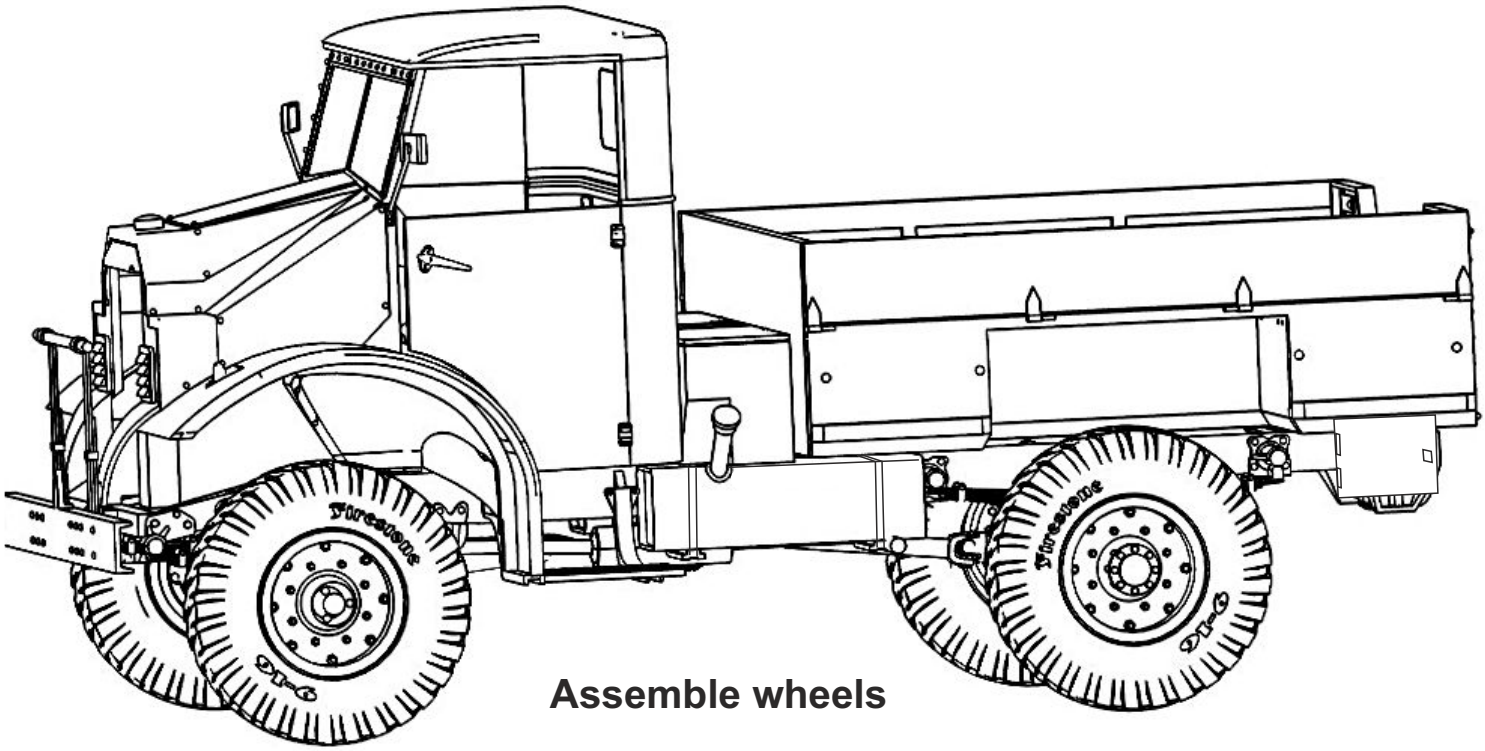




close up look on assembly
repeat on the right side

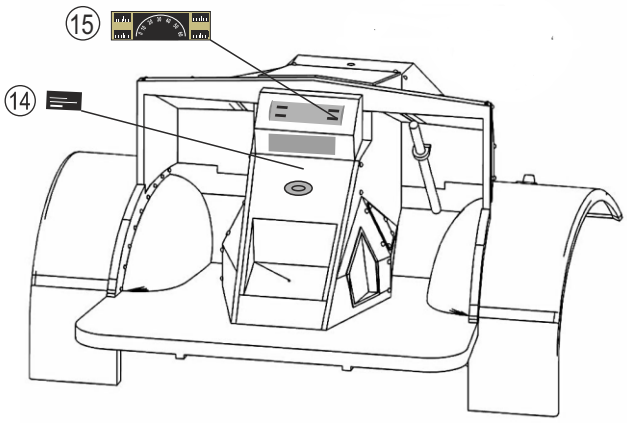






Assemble wheels

Interior decals

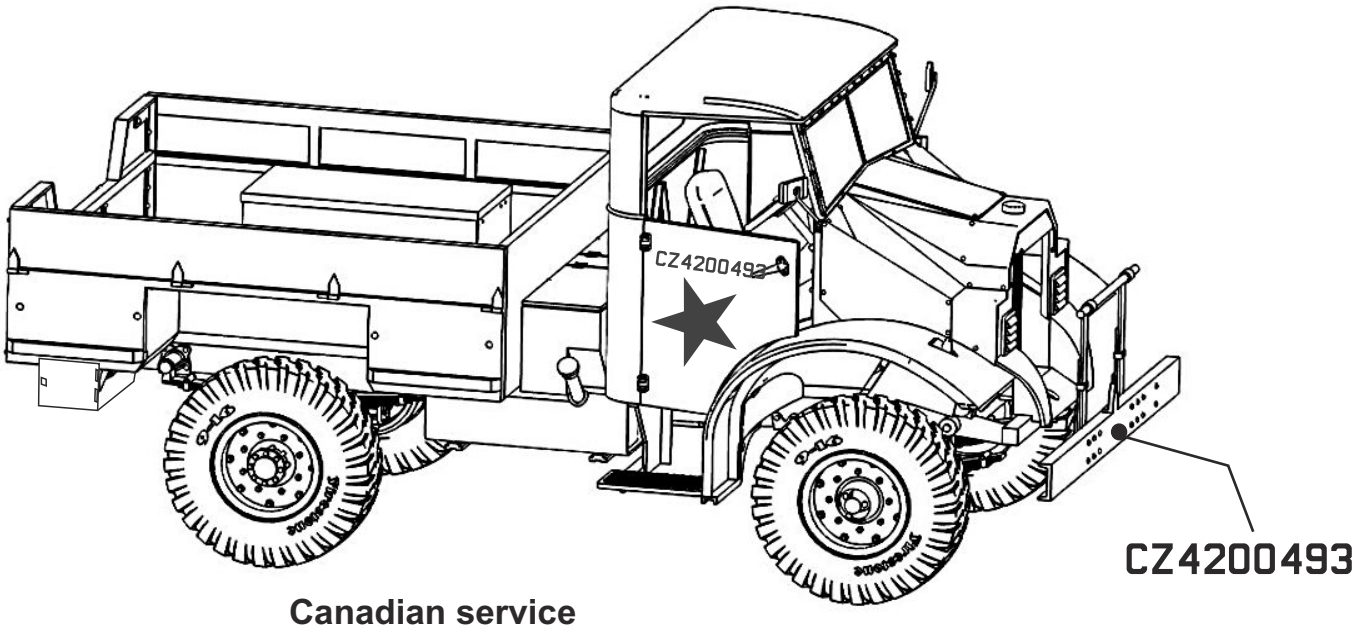


Part list:

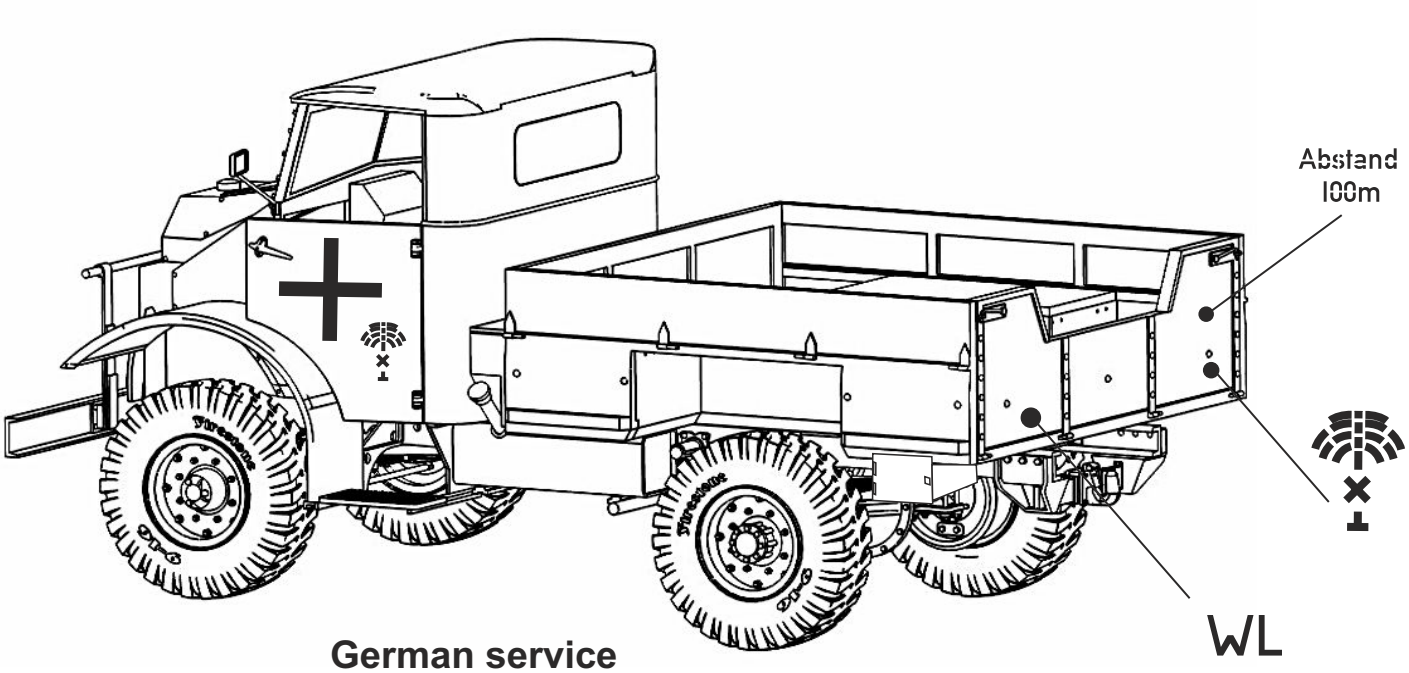
1x	various	parts Z
1x	body	parts G
1x	Cab11	parts H
1x	clear parts	parts C
1x	engine	parts A
1x	frame	parts B
1x	under chassis	parts C
2x	under chassis	parts D
1x	various	parts E
2x	under chassis	parts F
1x	wheels	parts S
1x	under chassis	parts W

4x tyre, PE detail set, selection of wire

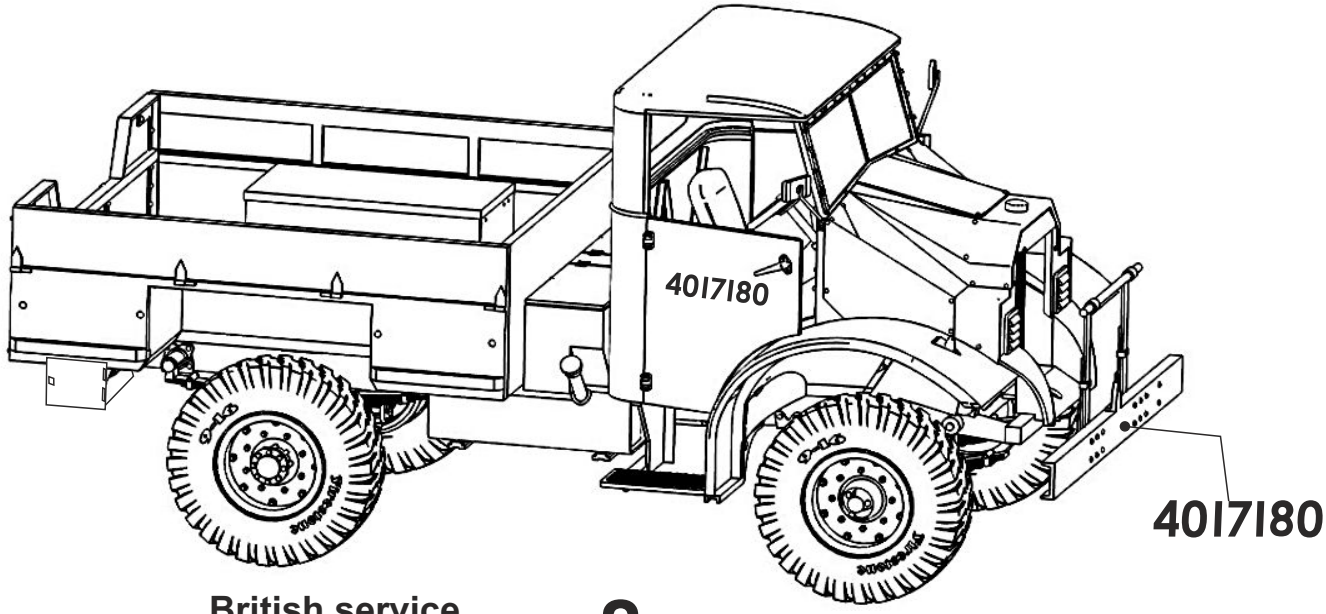
Painting - olive drab, some trucks were painted in usual 2 or 3 color camo, depending on army and service used, sand yellow common in desert service
Nice camo examples available at: http://www.german.o5m6.de/
Markings - see dashboard above and examples on next page



Canadian service



German service



British service