

## 1/35 CMP Ford F15 Truck



contains 1 highly detailed and accurate model

**122 resin parts, 2 clear resin lights**

**50+ PE parts**

+ plastic parts and wires needed for assembly

decals for 2 vehicles

glue and paints not included

suitable for average modellers

keep safety rules for work with resin

instructions and references on CD



No.35404

WWW.LZmodels.com

Made in EU



**Keep safety rules when working with resin.**

**For safety reasons, and due to the complexity of construction, this kit is recommended only for advanced modellers.**

**The kit contains small parts, keep it out of the reach of children.**

**Glue and paints not included**

**Contains 122 resin parts, 50+ PE parts and plastic parts and wires needed for assembly**

From Wikipedia:

The Canadian Military Pattern (CMP) truck was a class of military truck made in large numbers in Canada during World War II to British Army specifications for use in the armies of the British Commonwealth allies. 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.

The rise to power in Germany of Hitler and the Nazi party in 1933 led to discussions in the mid-1930s between the British War Office and the Canadian Army concerning the possible production of military vehicles in Canada. During the First World War Canadian land forces had participated as a corps in the British Army. In any future conflict it was assumed that Canadian forces would again be tightly integrated with those of the Mother Country, and so it would be essential that Canadian-manufactured equipment be compatible with British standards and specifications.

Early in 1937, the Ford Motor Company of Canada and General Motors of Canada Ltd were each invited by the Canadian Department of National Defence to produce a Canadianized prototype of a 15-hundredweight light infantry truck that had then been recently adopted by the British War Office[1]. By 1938 Canadian military authorities had shifted their interest to heavier 4x4 and 6x4 designs. In that year Ford and GM were invited to produce prototypes of a 6x4 medium artillery tractor derived from the British 6x4 Scammell Pioneer. By 1939, plans had been prepared for the mass production in Canada of a range of military vehicles based on fairly strict British specifications. These trucks were originally designated "Department of National Defence (DND) Pattern"; however, when production volumes increased and it became clear that the Canadian-built vehicles were to serve widely in the forces of other countries, the class of trucks was redesignated "Canadian Military Pattern (CMP)". At the outbreak of World War II, Canada's relatively large and modern automobile industry was shifted over to the production of military vehicles. While the Dunkirk evacuation in the spring of 1940 succeeded in rescuing close to 340,000 Allied soldiers who had been encircled by the invading German army, the British Expeditionary Force had been required to abandon most of its military vehicles in France. It then became an urgent need to replace those losses and to provide new vehicles to equip the rapidly expanding armed forces of the Commonwealth.

Canadian military truck production included both modified civilian designs as well as purely military designs based on the CMP specification, in roughly equal numbers. Truck production was focussed on a broad range of medium-capacity vehicles; Jeeps and trucks larger than 3 tons in capacity required by the Canadian Army were purchased from U.S. suppliers. Most CMP trucks were manufactured by the Chevrolet division of General Motors of Canada Ltd and by the Ford Motor Company of Canada. The Canadian subsidiaries of the two largest American vehicle manufacturers were able to rapidly ramp up their production because of an unusual degree of inter-company collaboration, the use of interchangeable parts, and because of the large amount of idle production capacity that was a lingering result of the Great Depression. A smaller number of CMP trucks were assembled from Canadian-made chassis and parts in Britain, Australia, New Zealand, South Africa (2600), India (9500) and Egypt. In Germany the facilities of GM subsidiary Opel and those of Ford-Werke AG were pressed into service to make military vehicles for the Nazi war effort. Following British convention, CMP trucks had right-hand drive even though most of them were built in Canada, which primarily used left-hand drive vehicles. The CMP specification

proved versatile, and it formed the basis of a wide variety of different truck types and armoured vehicles. In Australian service (almost always with the No. 13 cab) these vehicles were known as the "Chev Blitz" or the "Ford Blitz".

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 most prevalent type was the 4x4 3-ton truck (including models C60S, C60L, F60S and F60L), with just over 209,000 vehicles made. In addition, roughly 9500 4x4 CMP chassis were made, mainly to be used to build armoured cars and other vehicles in Allied countries. CMP truck production in Canada exceeded the total military truck production of Nazi Germany. The British official history of the war argues that the production of soft-skinned trucks, including the CMP truck class, was Canada's most important contribution to the eventual Allied victory.

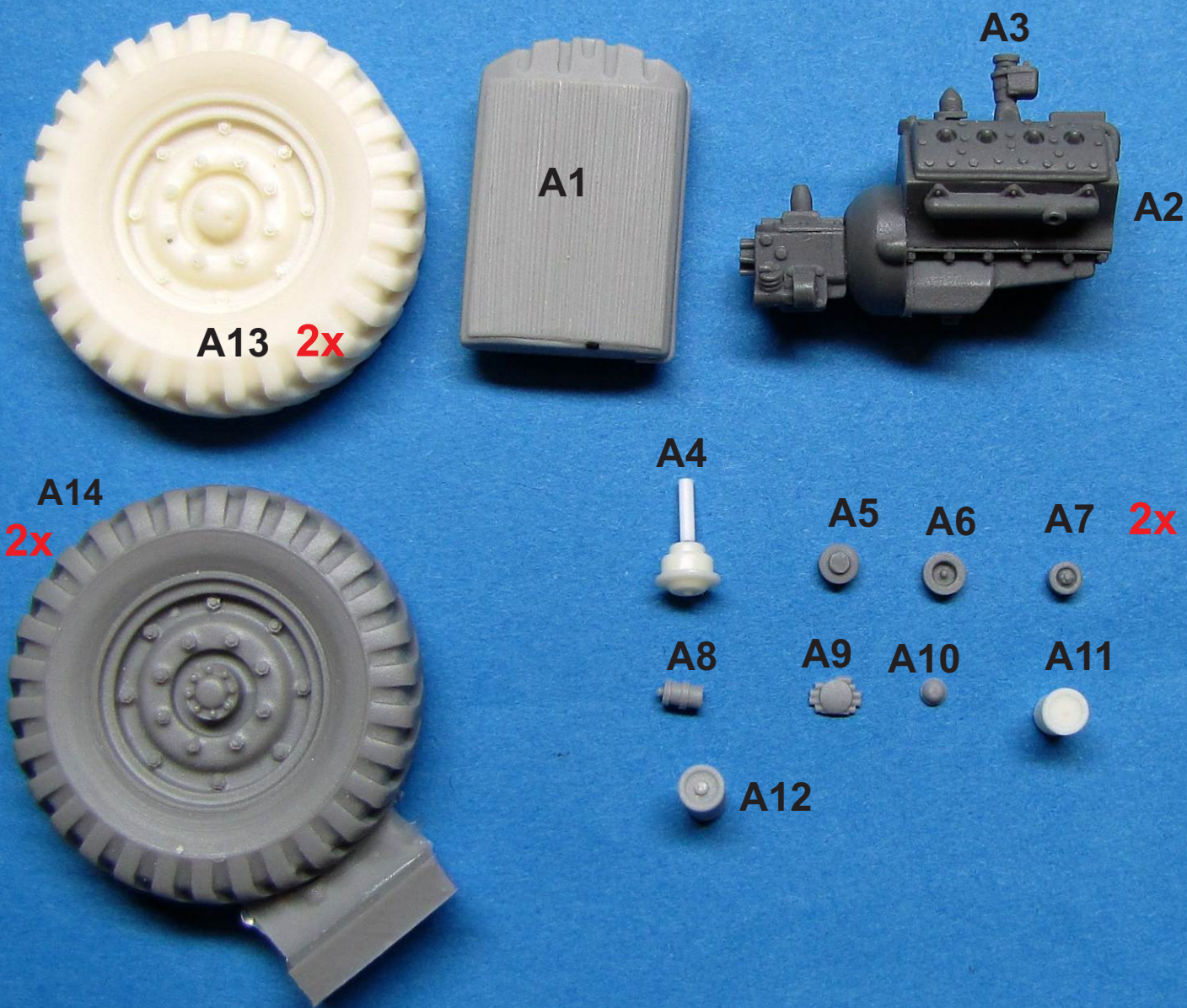
Newly manufactured or modified war surplus CMP trucks were used after 1945 in several European armies (e.g., the Netherlands, Belgium, Denmark, Norway, Portugal, Spain) and around the world (e.g., South Africa, Argentina, Jordan, South Vietnam, Malaya). CMP trucks were adapted after the war for a variety of civilian roles including forestry, grain transport, fire-fighting trucks, and snowploughs.

The Ford-built CMP trucks had a 239 cu in (3.9 L), 95 bhp (70.8 kW) V8 engine, while most of the Chevrolet-built CMP trucks had a 215 cu in (3.5 L), 85 bhp (63.4 kW) straight-6 overhead-valve engine. An American-made 270 cu in (4.4 L) GMC straight-6 engine powered the C60X 3-ton truck.

The Ford and Chevrolet trucks shared a standard cab design, which evolved over the years of production. The first (designed at Ford by Sid Swallow), second and third cab designs were called No. 11, 12 and 13, respectively. The first two type were similar, main difference being two-part radiator grille in No.12 cab (its upper part was opened with a bonnet, which was known as the "Alligator cab"). The final No. 13 cab, an entirely Canadian design made from late 1941 until the end of the war, had the two flat panes of the windscreen angled slightly downward to minimize the glare from the sun and to avoid causing strong reflections that would be observable from aircraft. All of the CMP cab designs had a short, "cab forward" configuration that gave CMP trucks their distinctive pug-nosed profile. This design was required to meet the original British specifications for a compact truck design that would be more efficient to transport by ship. The specifications also demanded right-hand drive. Internally the cab had to accommodate the comparatively large North American engines and it was generally cramped. The standard cabs were then matched up with a variety of standard chassis, drive trains and body designs.

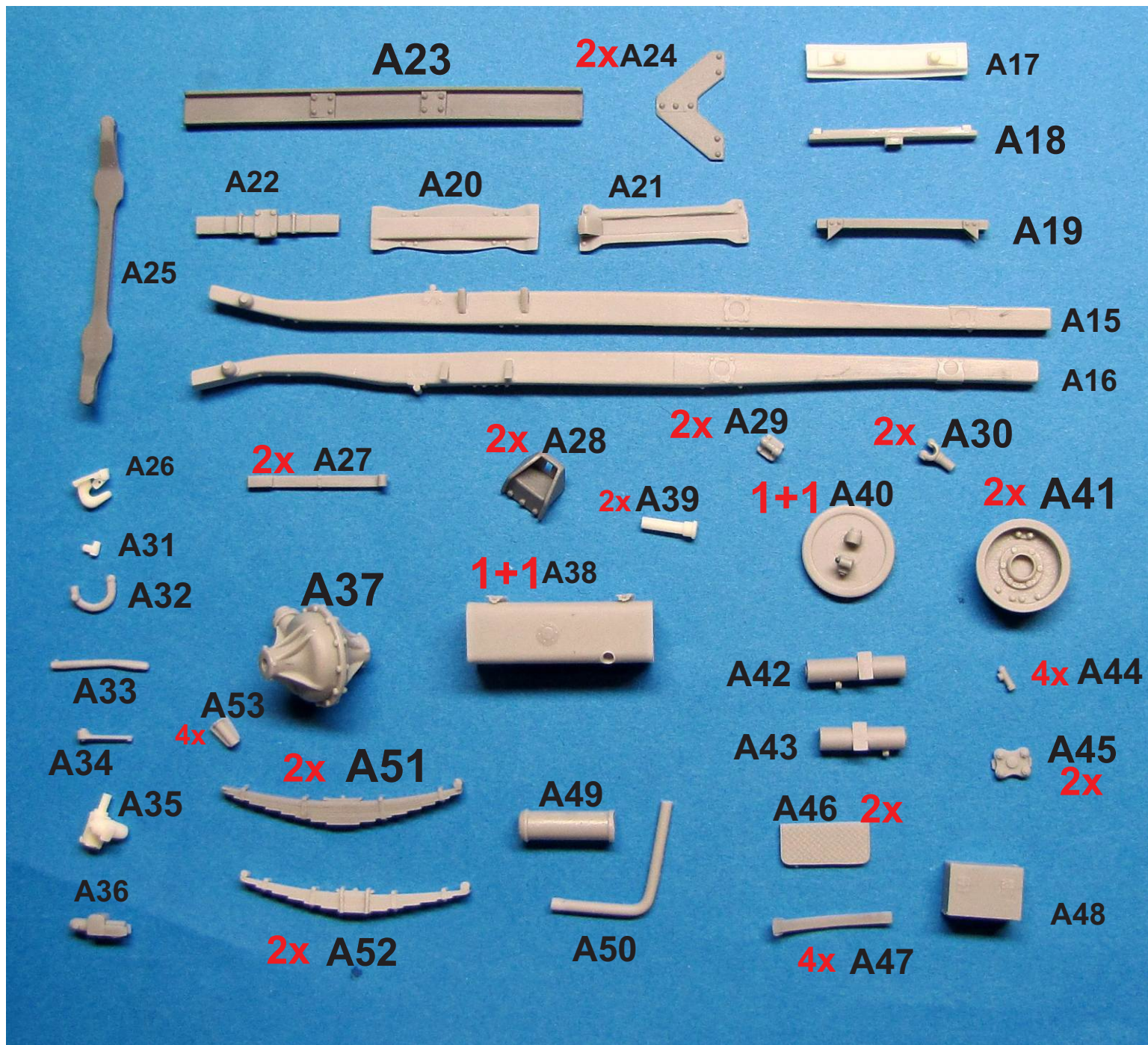
The production of CMP truck bodies in Canada was subcontracted out to smaller companies in Ontario and Manitoba, organized into the wartime Steel Body Manufacturers Association by the Department of Munitions and Supply. The wide variety of truck body designs included general service (GS), water tanker, fuel tanker, vehicle recovery (tow truck), dental clinic, mobile laundry, wireless house, machinery (machine shop), folding boat transport, and antitank gun portee.





Number of pieces in red if multiple





A88



**1+1 A54**



**A55**



**A56**



**A57**



**A58**



**A59**



**A60**



**1+1 A61**



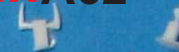
**2x A64**



**A65**



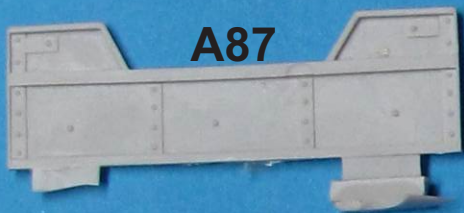
**4x A62**



**2x A68**



**A87**



**4x A63**



**A66**



**A70**



**A86**



**A67**



**A71**



**A72**



**A69**



**A73**



**A76 1+1**



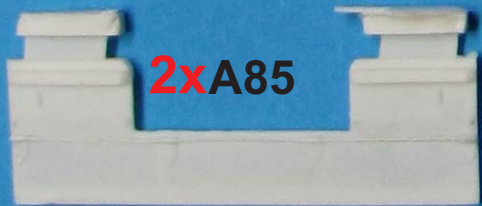
**A74**



**A77**



**2x A85**



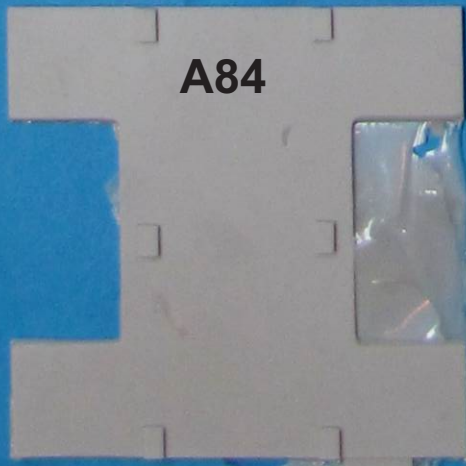
**1+1 A75**



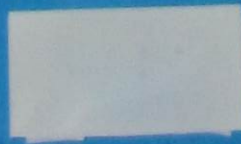
**A78**



**A84**



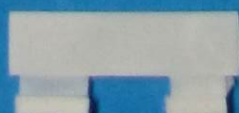
**2x A79**



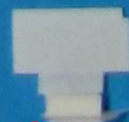
**A83**



**2x A80**



**4x A81**



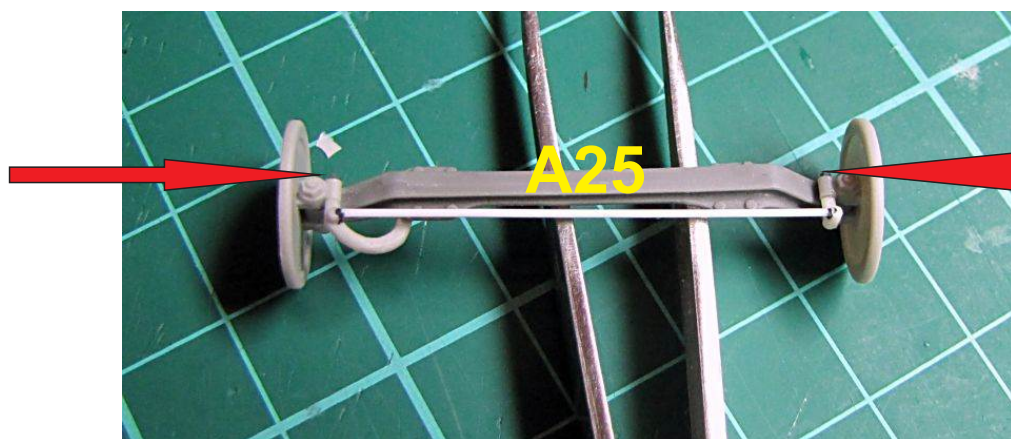
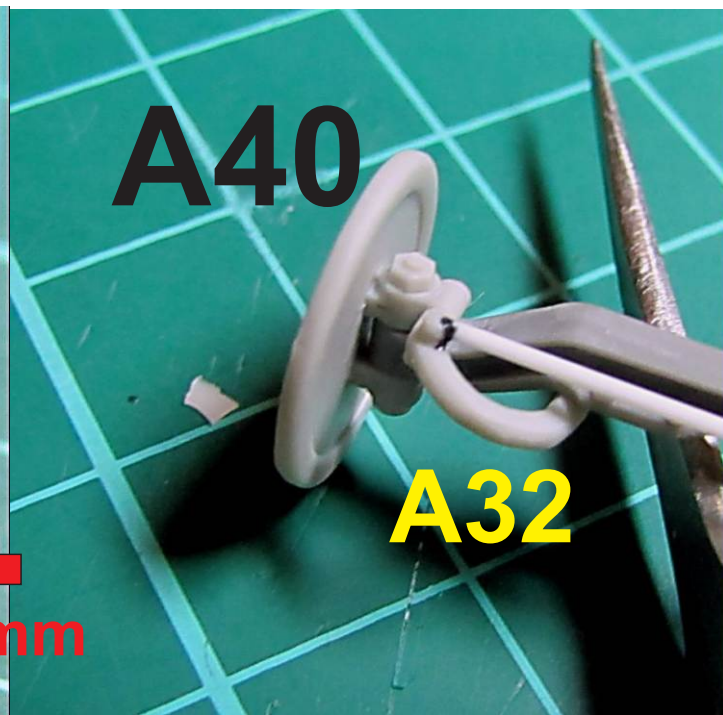
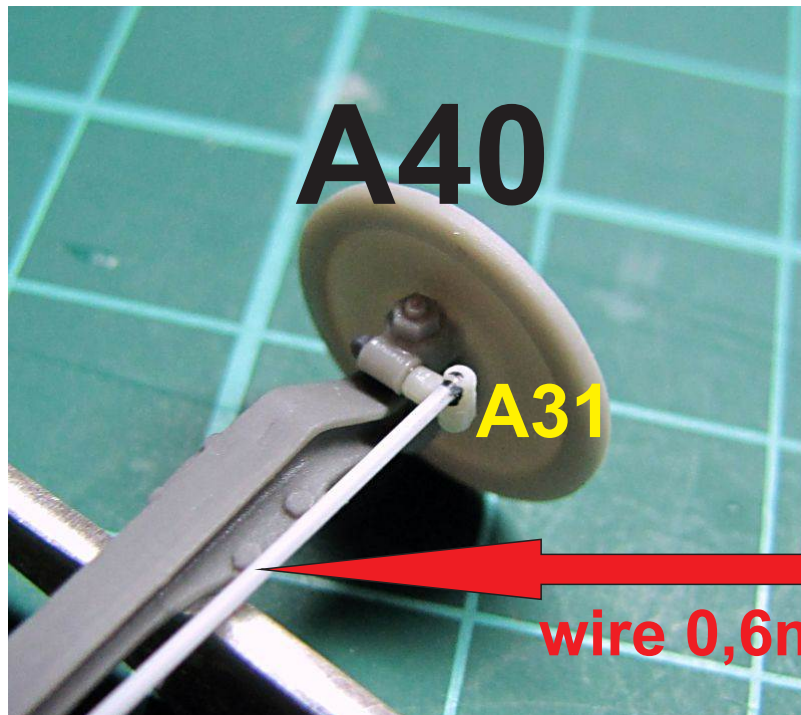
**2x A82**



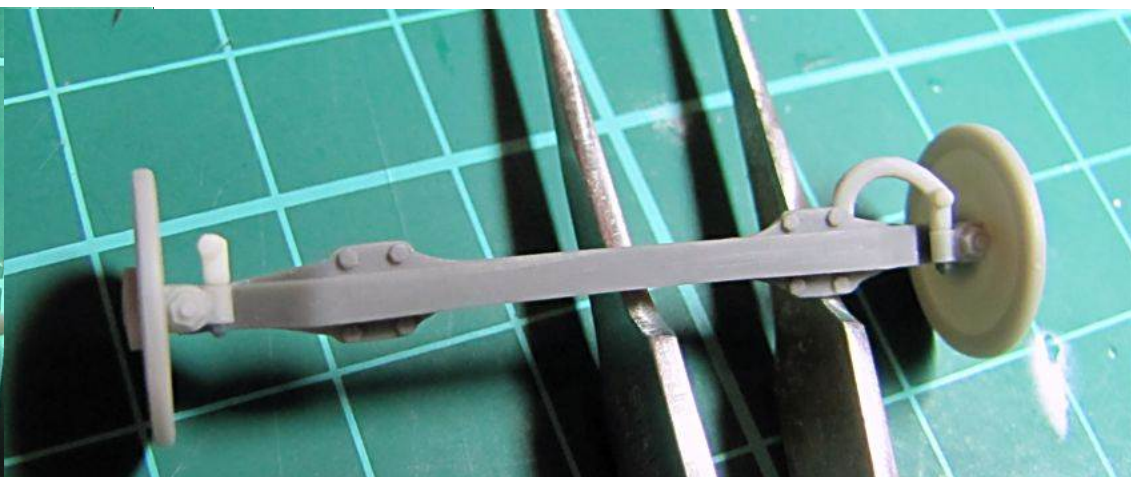


This kit is not difficult to build, and there are not many small parts and PE bits to deal with. The main thing is to keep the right angles where required. If some parts warp, they can be easily straightened with use of hot water or hair dryer. Many of the parts are very thin and pretty flexible to work with, and with a little bit of hot water they can be perfectly straightened or bent. I would recommend to dry-fit some parts before they are glued together. I will mention here any steps, where extra care has to be taken

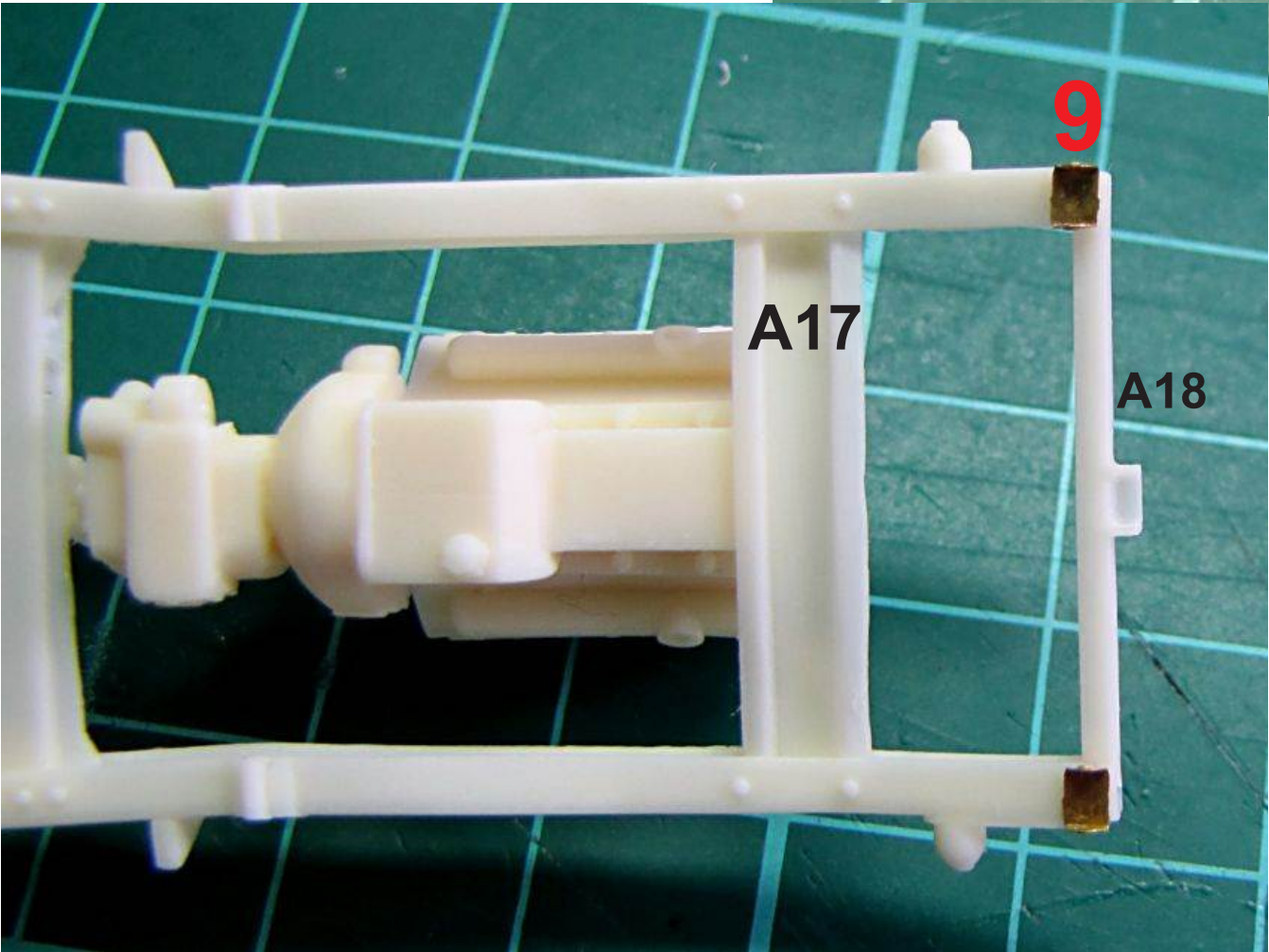
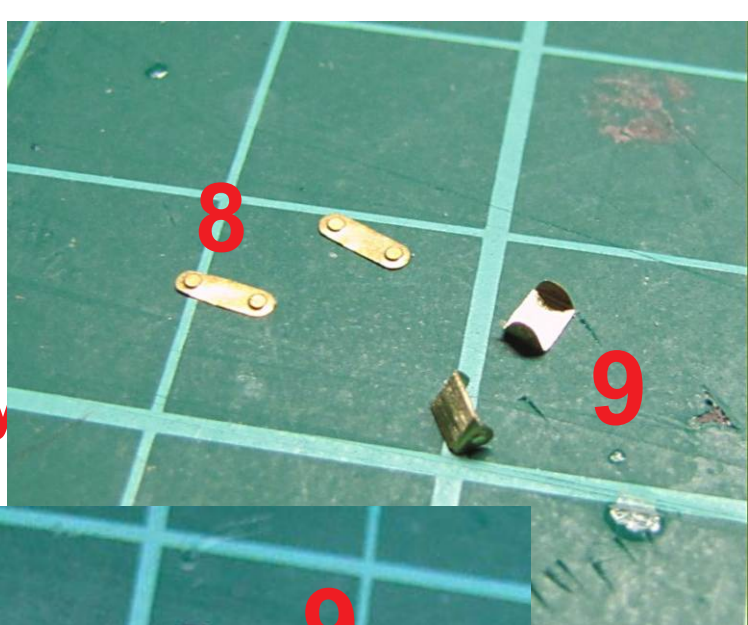
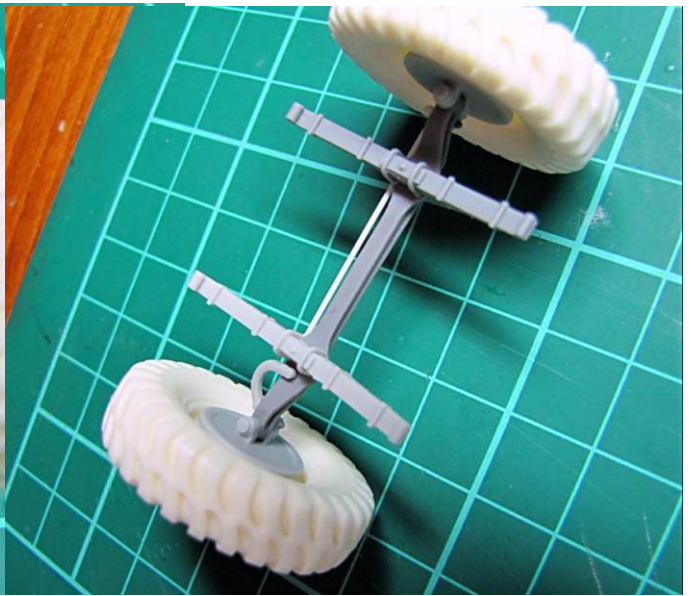
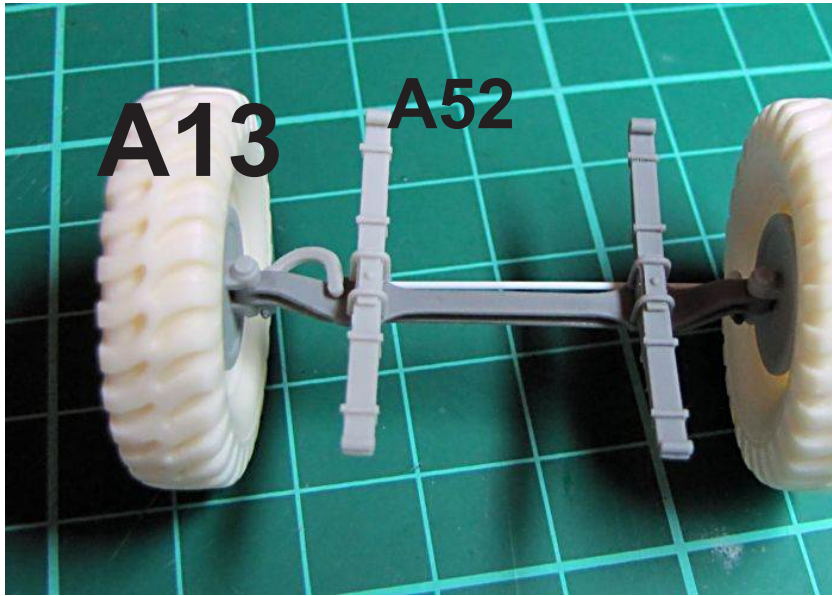
## Chassis assembly:



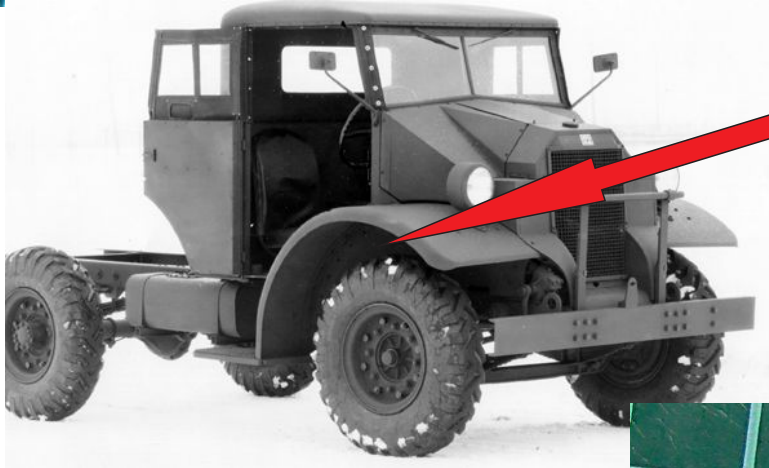
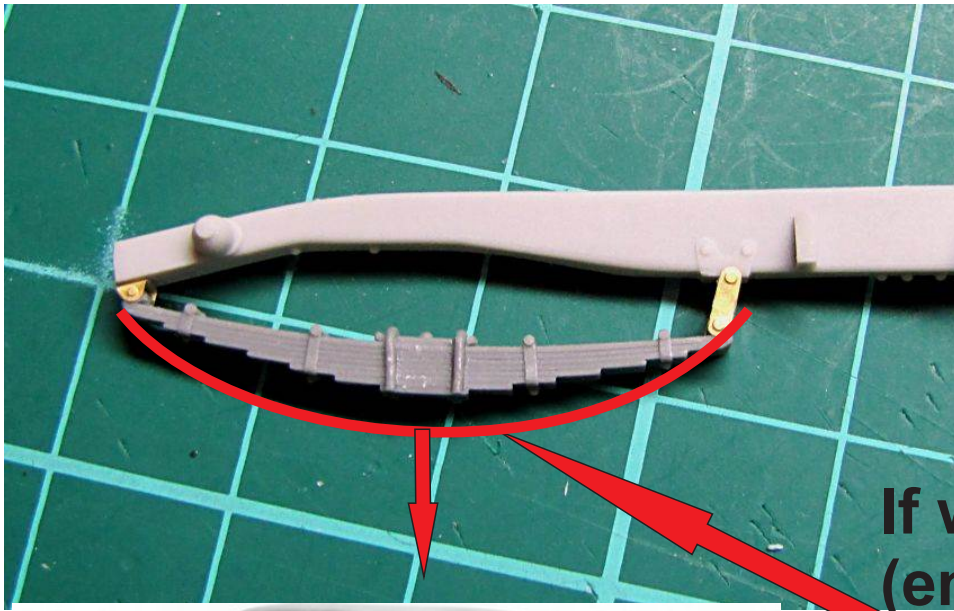
Bolt heads to  
the front of the  
vehicle



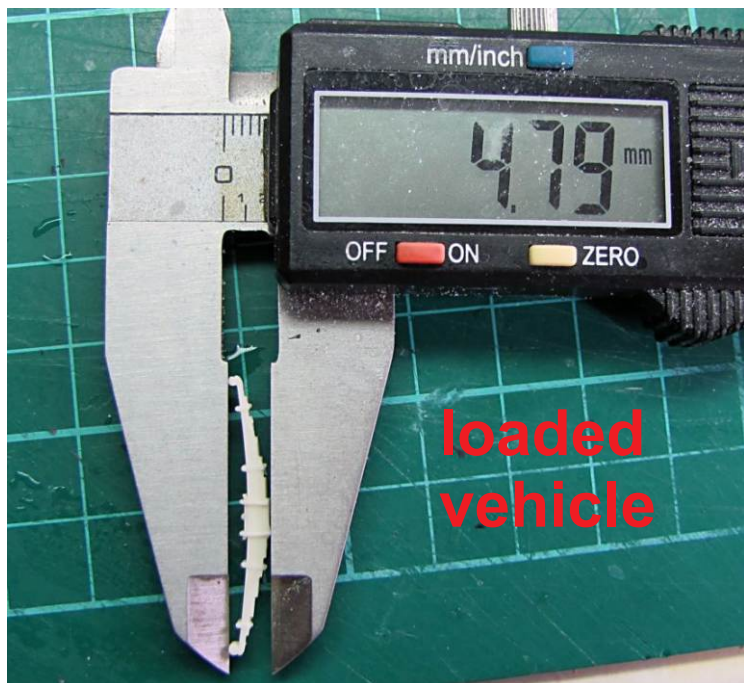




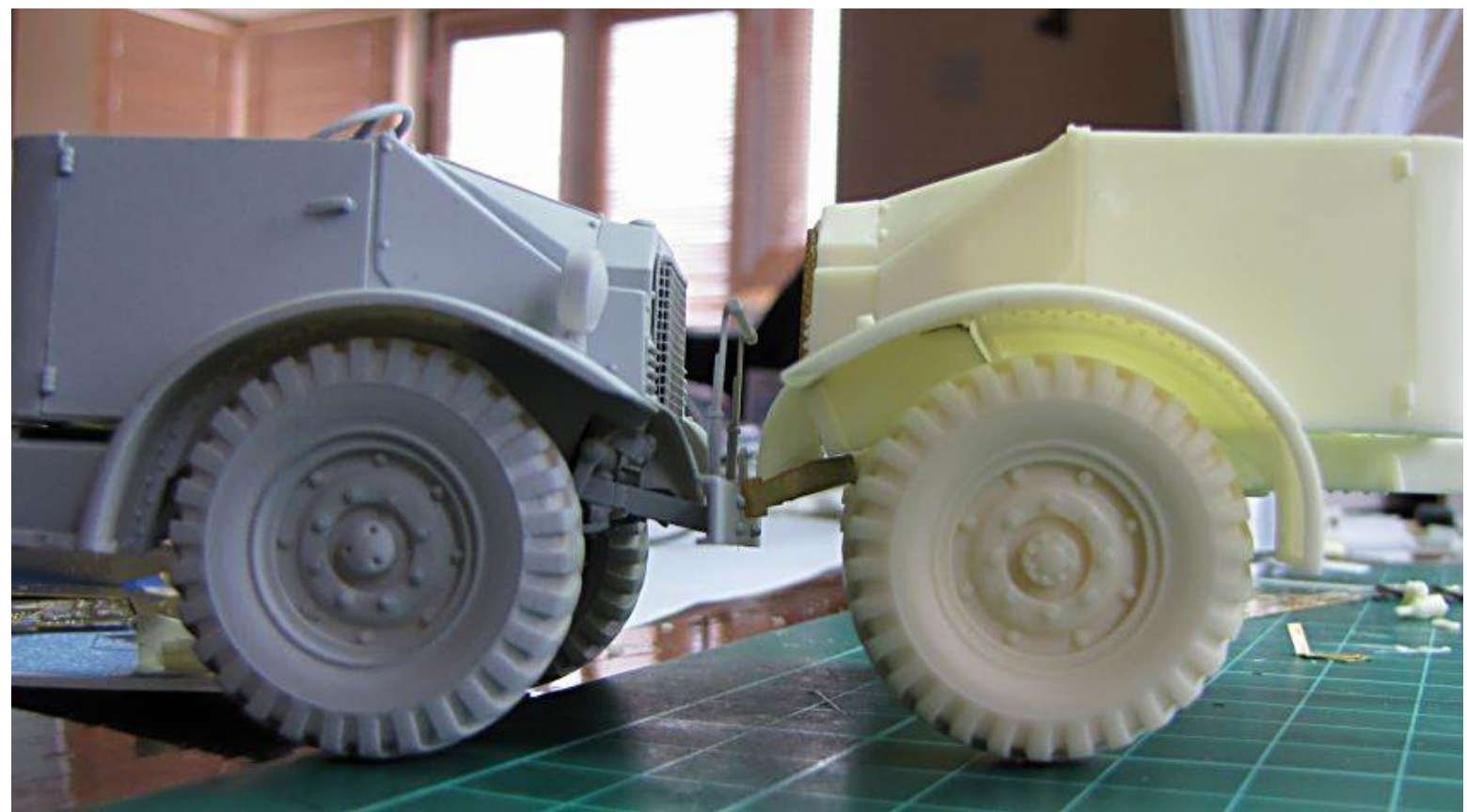




If wider gaps needed  
(empty vehicle) warm  
up the springs and  
bend them like  
shown

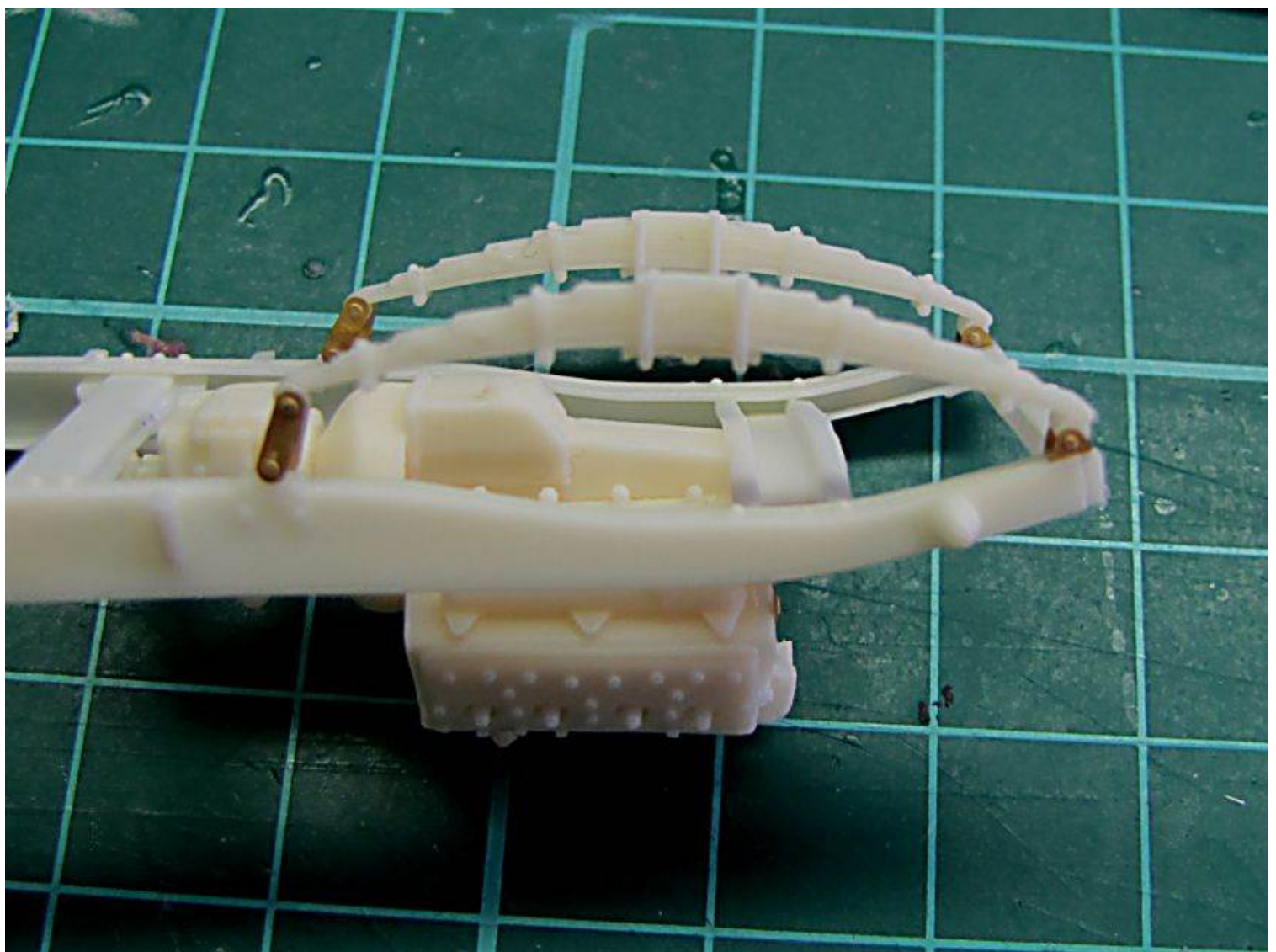




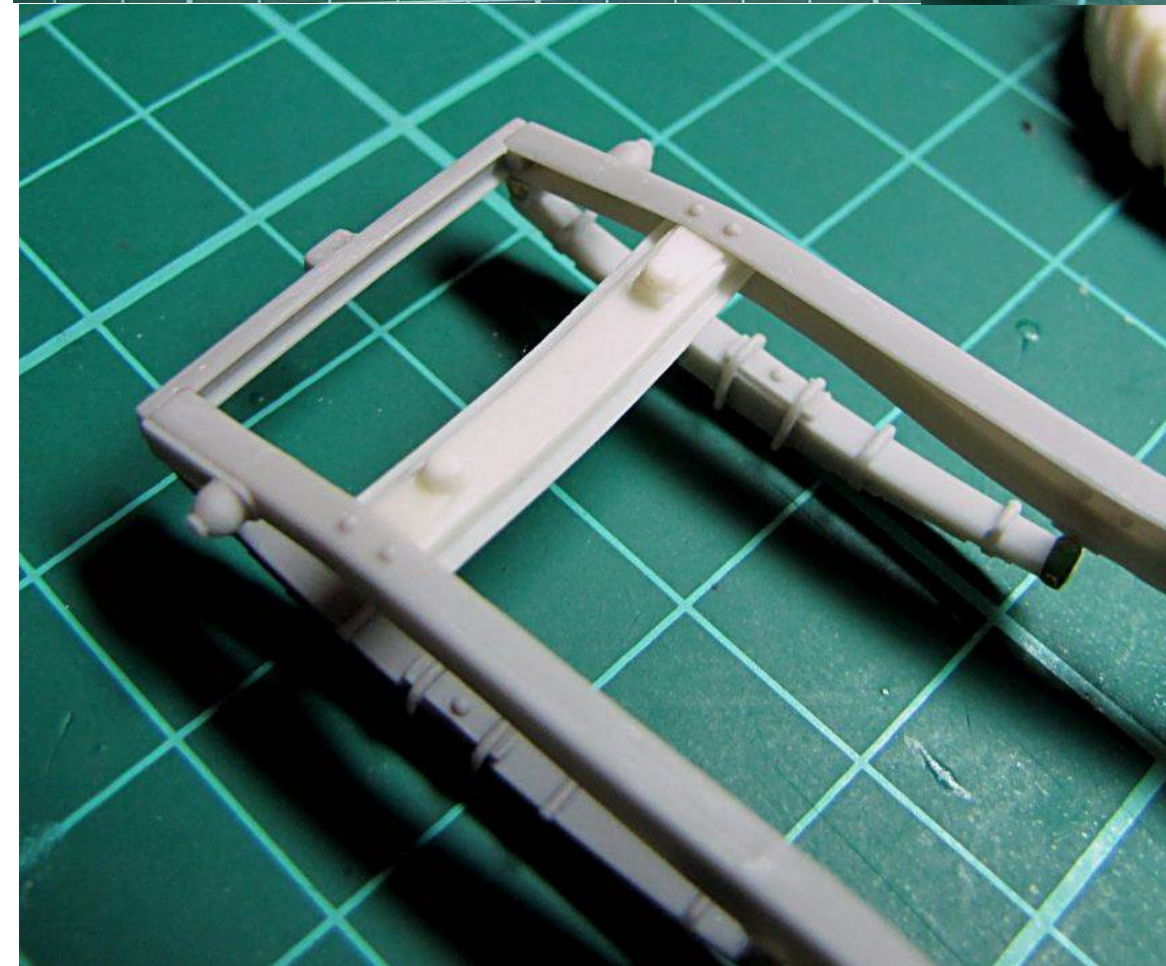
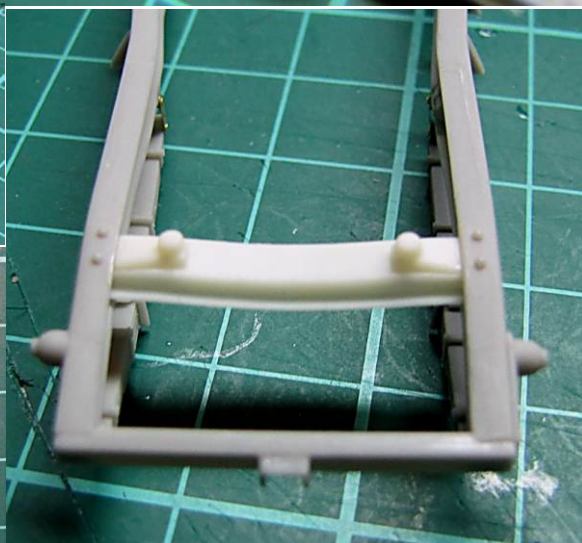
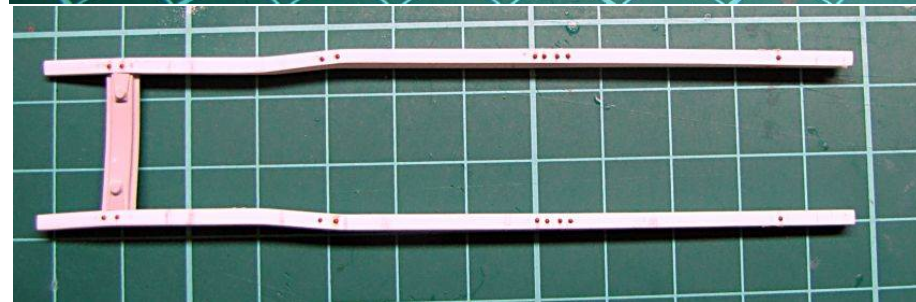
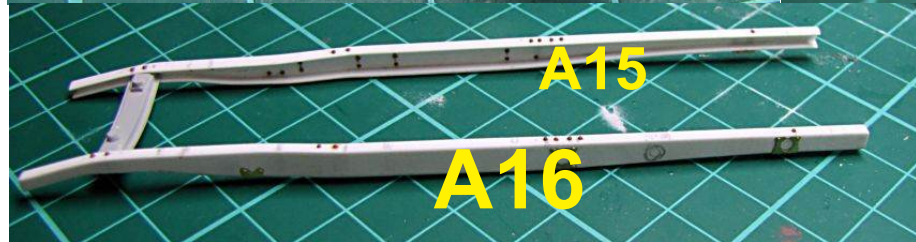
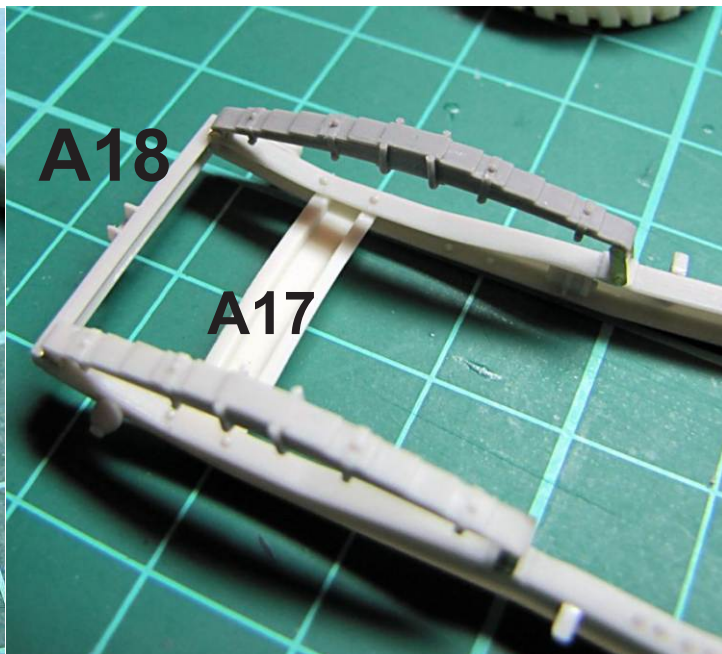
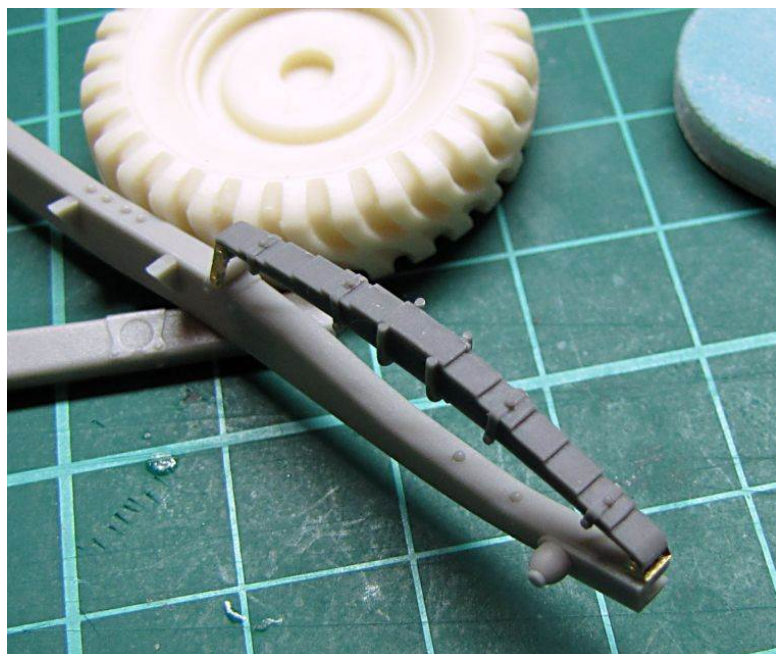


**heavily loaded vehicle**

**empty vehicle**









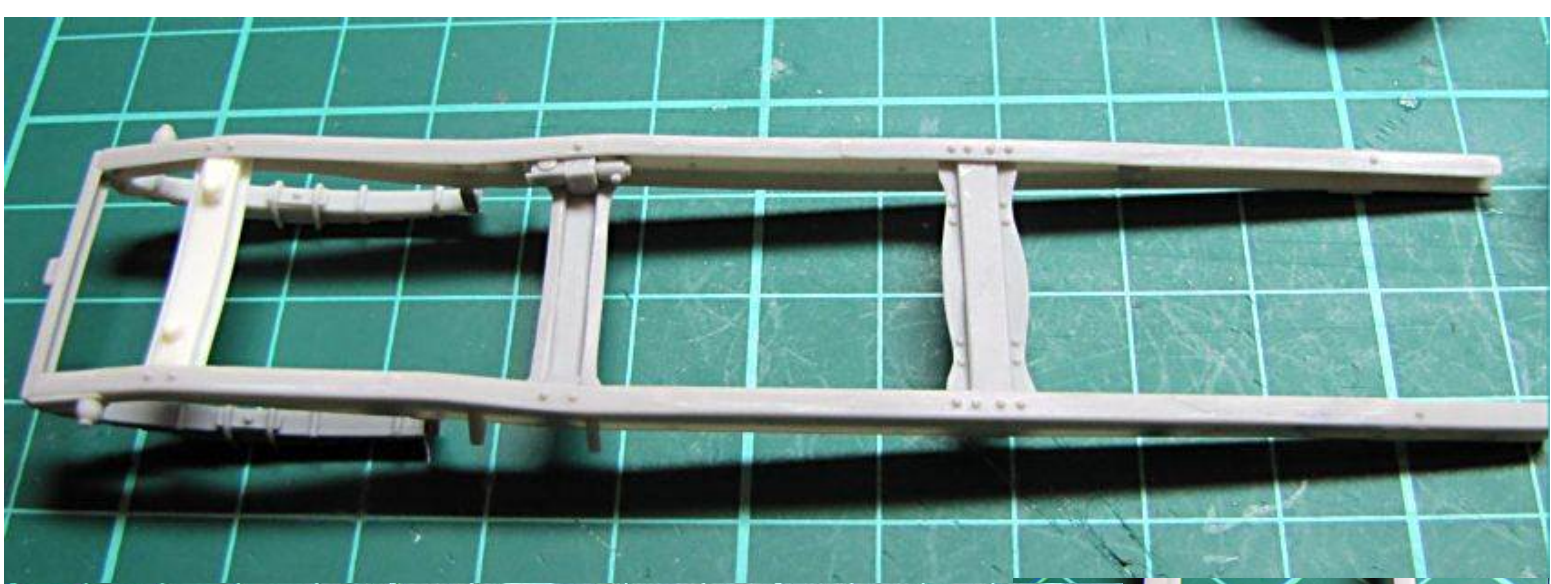
A21

A36

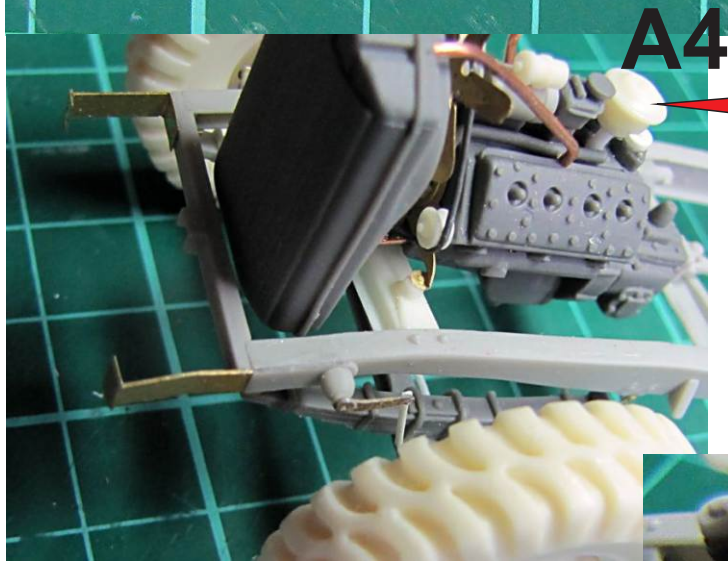
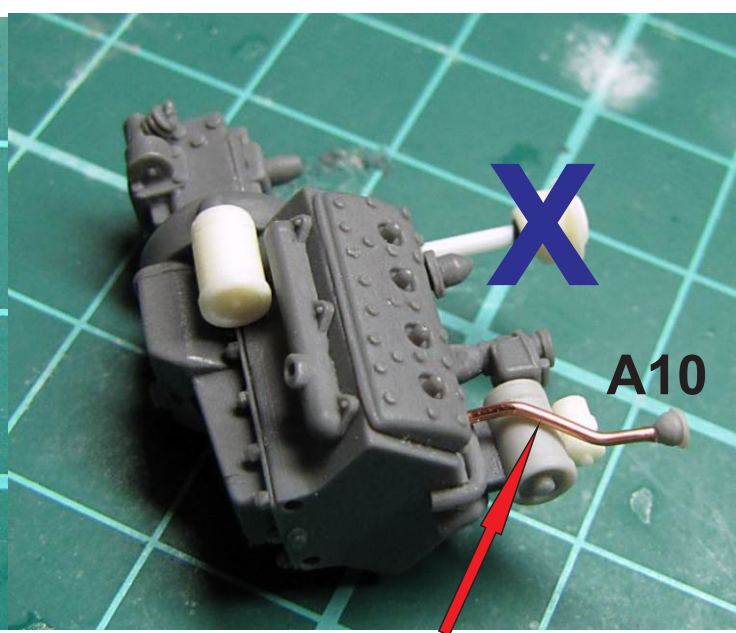
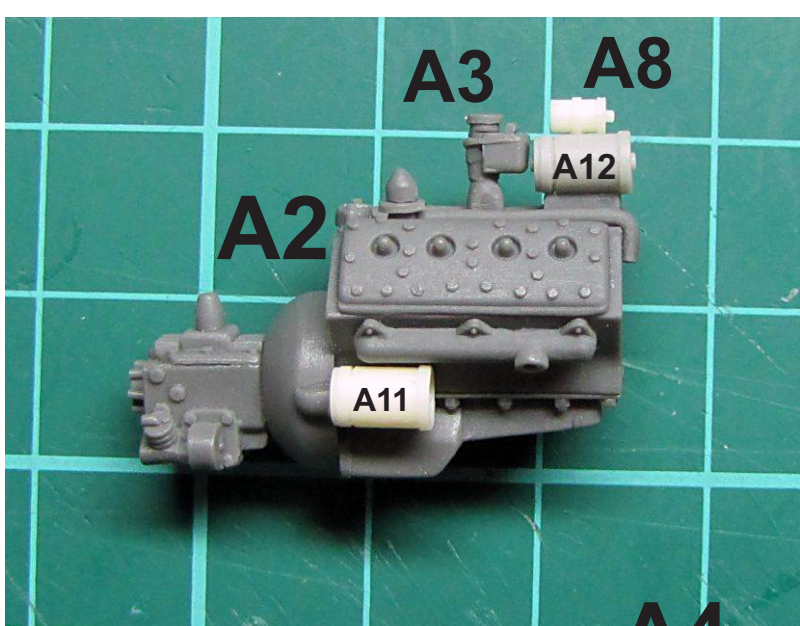
A20

e

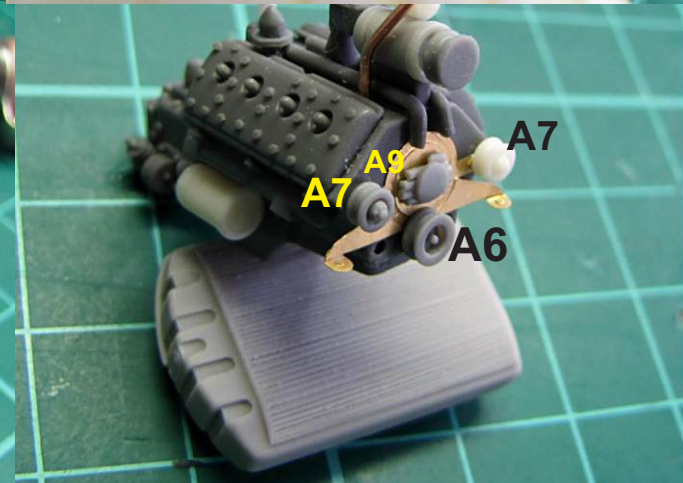
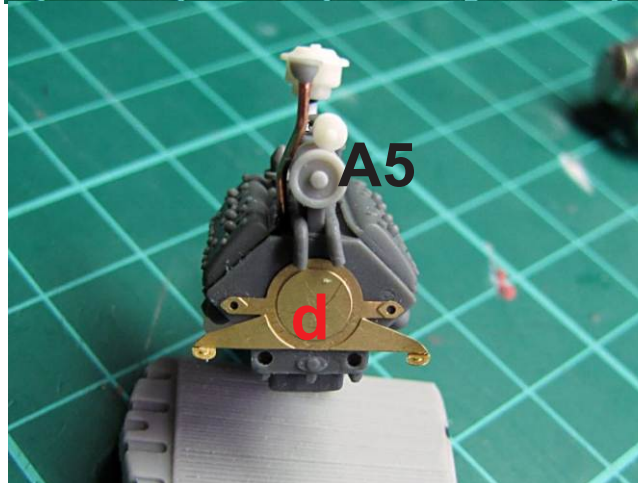
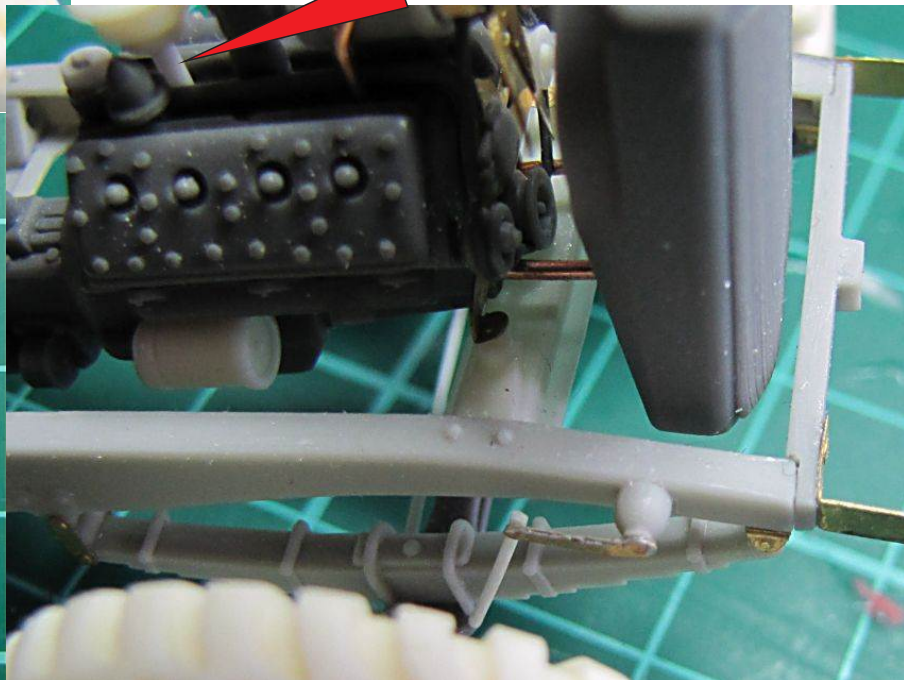
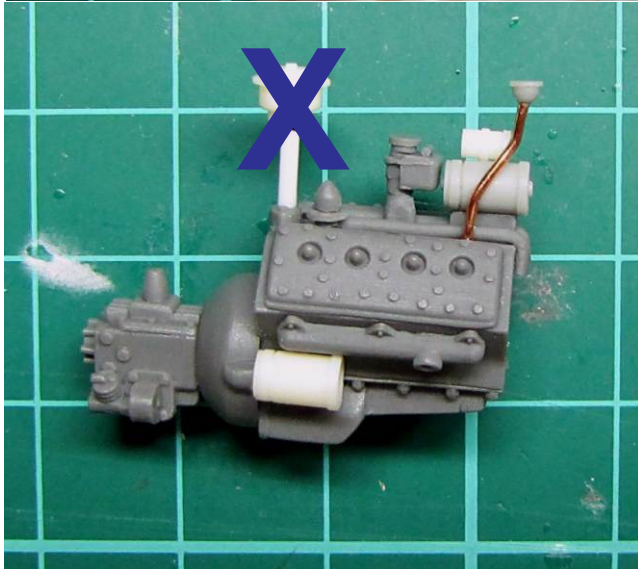




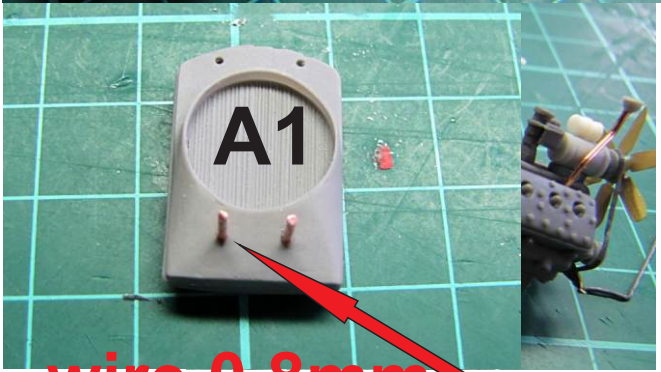
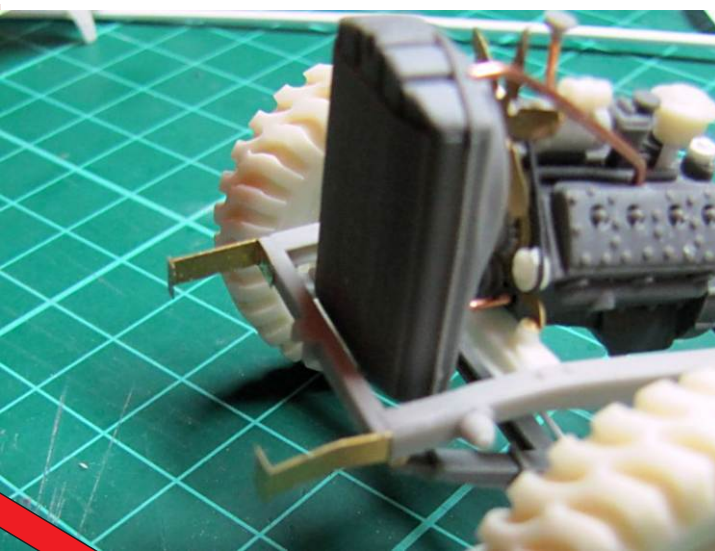
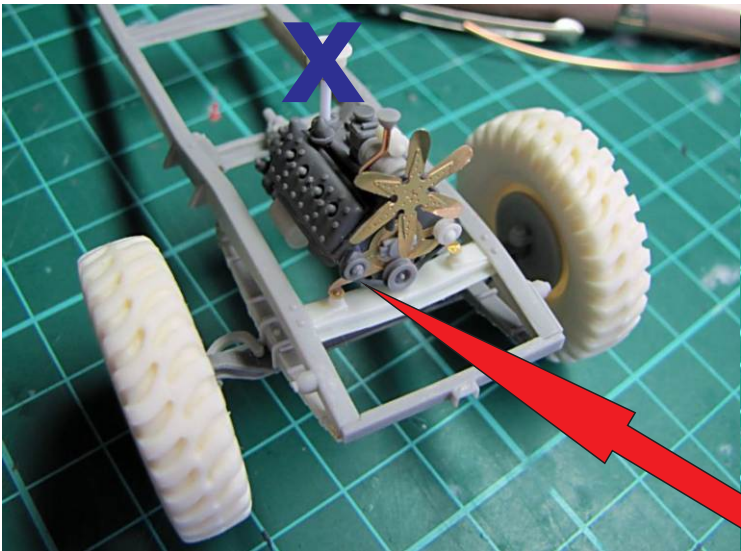




**correct filter (A4) position  
for this vehicle, dont mind  
its position in other pics**







wire 0,8mm



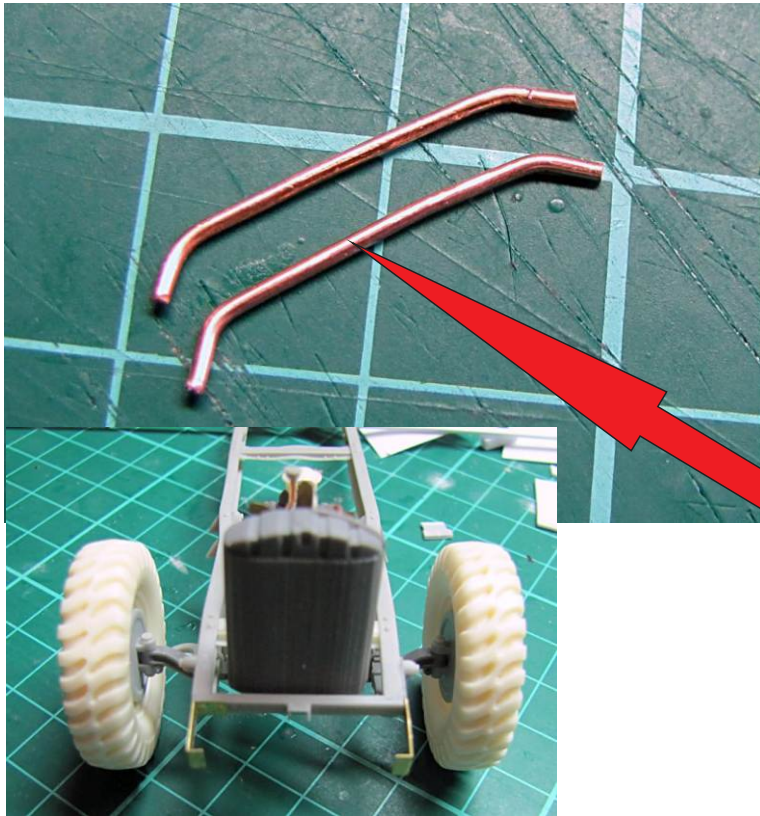
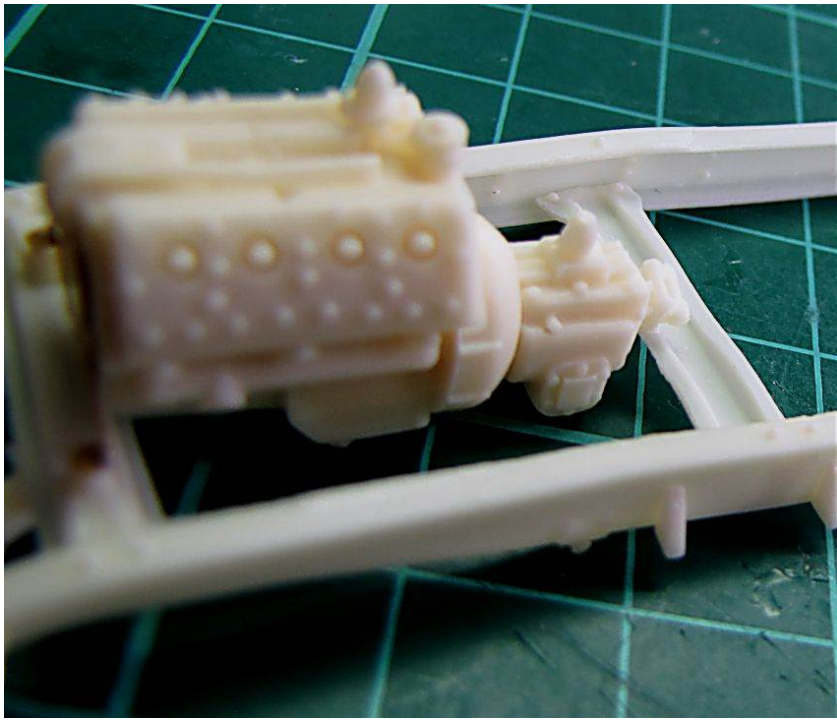
rubber thread or  
lead wire used  
for belt

I recommend to glue engine  
just on A17 now, not on A21  
or leave it all for later, when  
checked and fitted with  
cab engine cover A56. The  
engine has to fit exactly into it.



do not glue  
now!





**wire 0,8mm**





**Example of engine wiring**



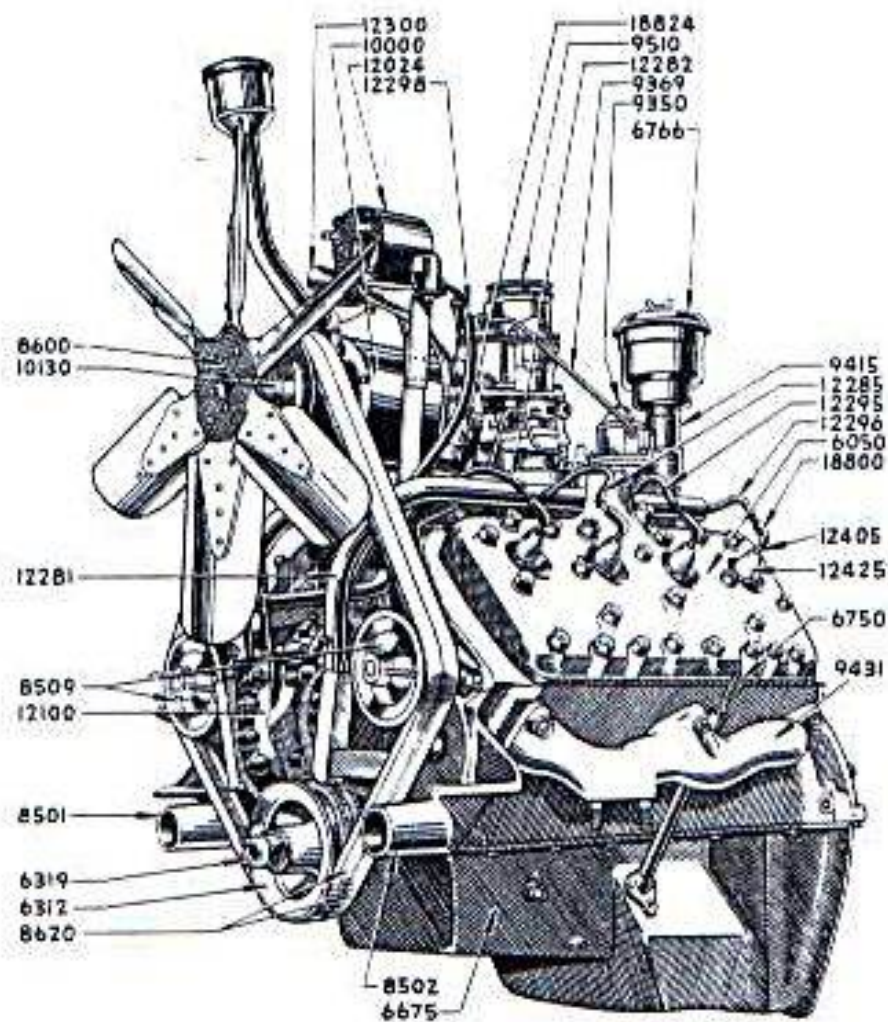
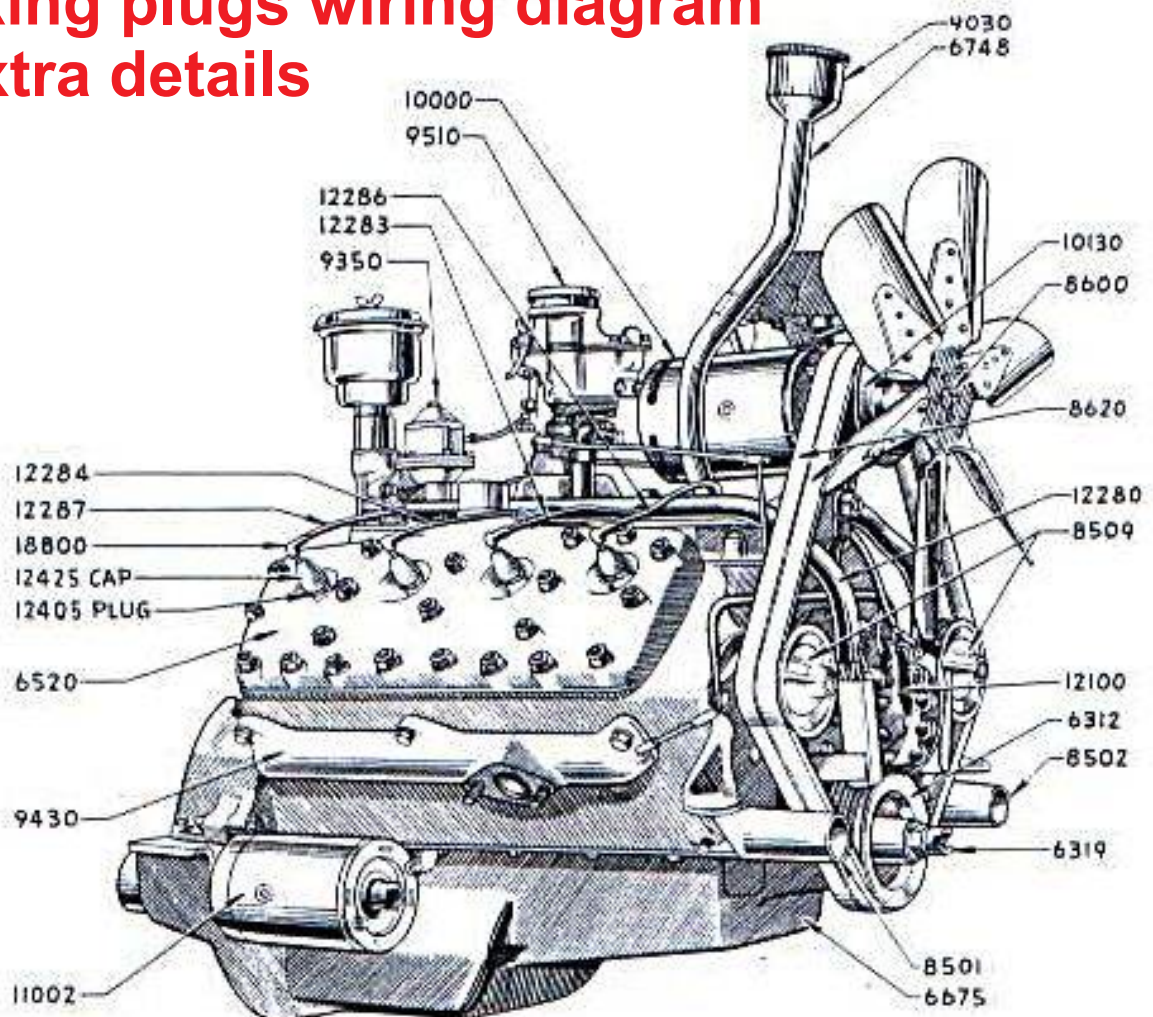
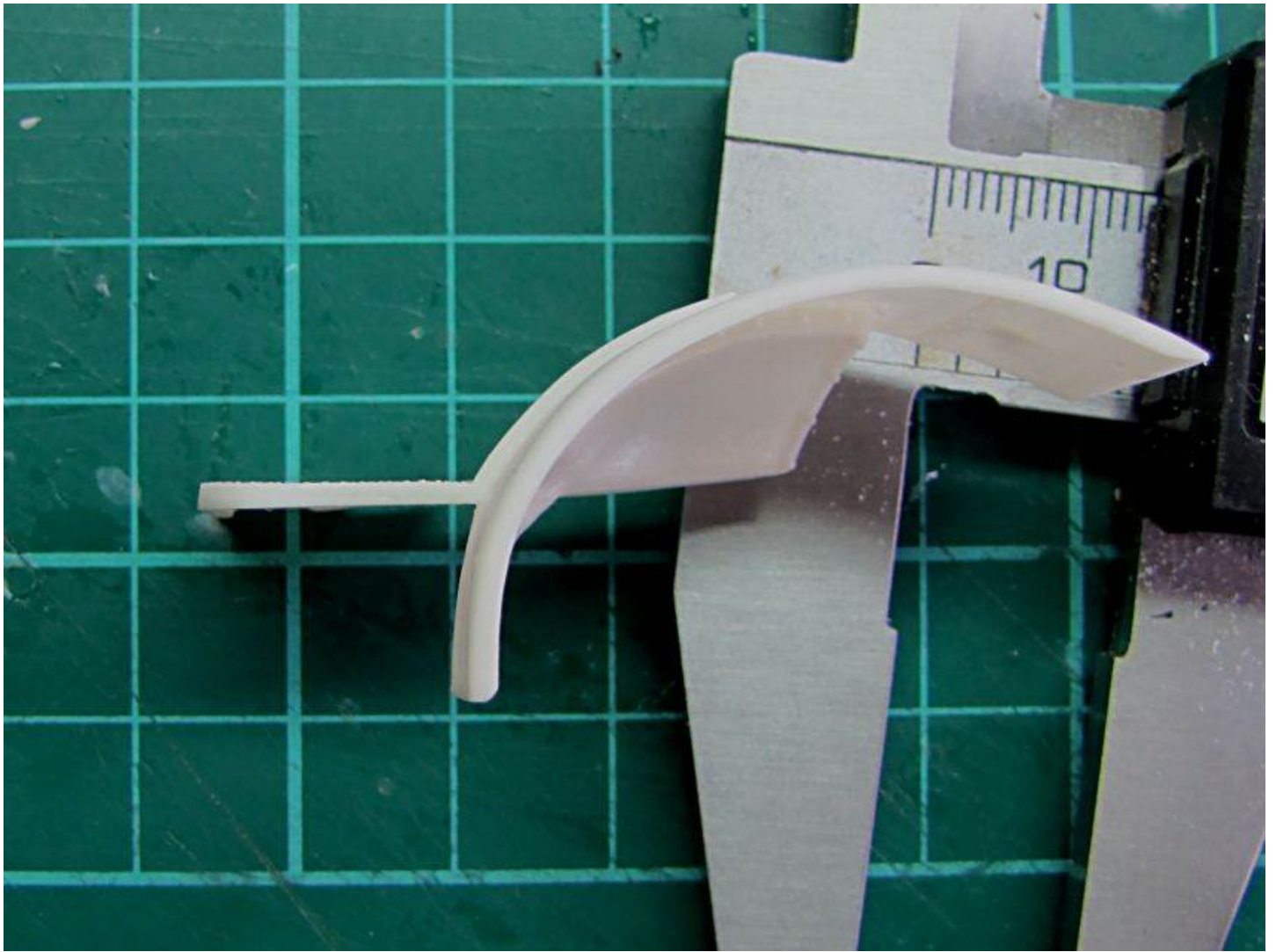


Fig. 1

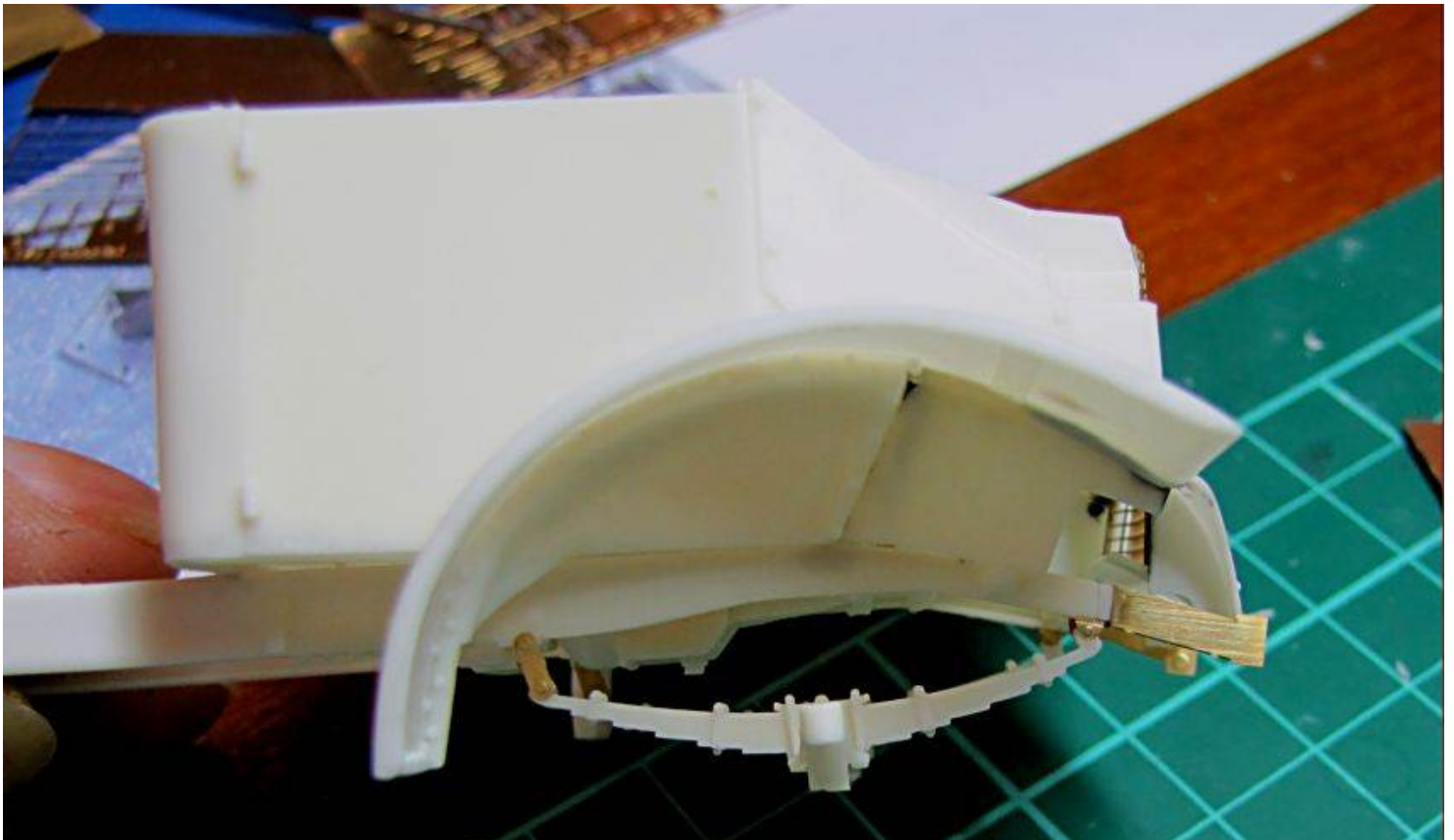
sparkign plugs wiring diagram  
for extra details







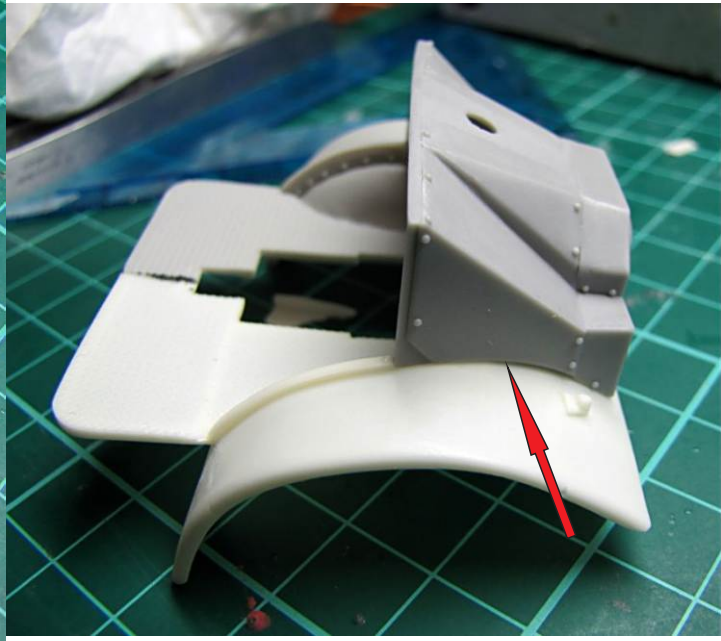
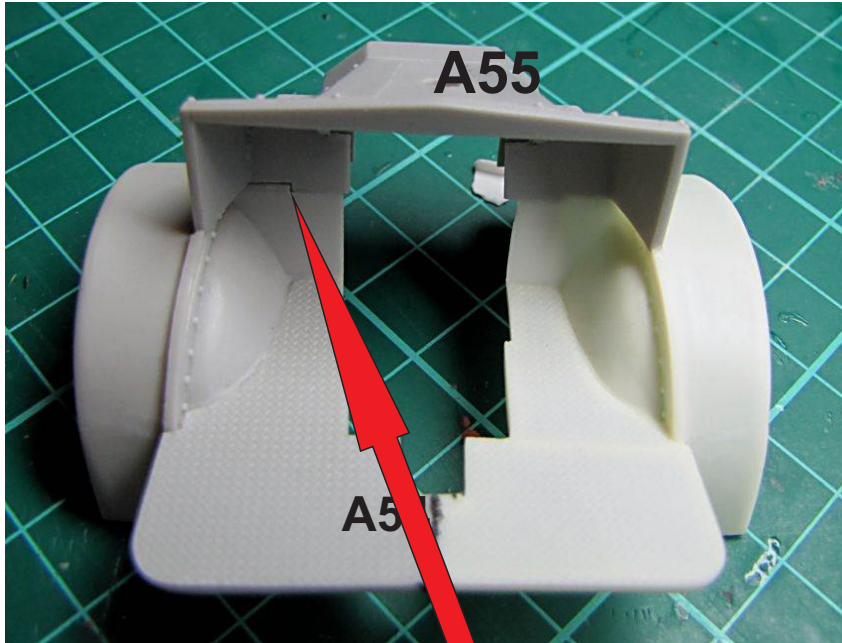
**correct shape of the fenders**



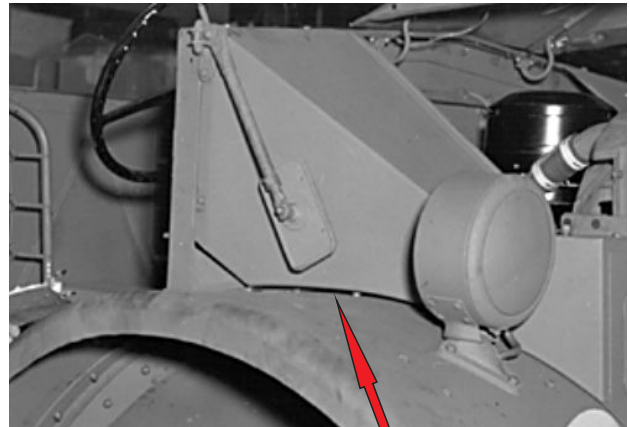


**The cab.**

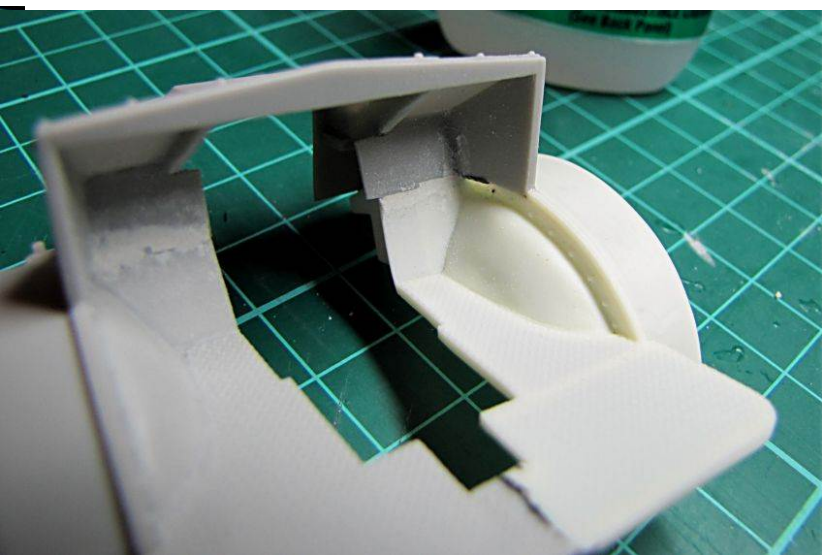
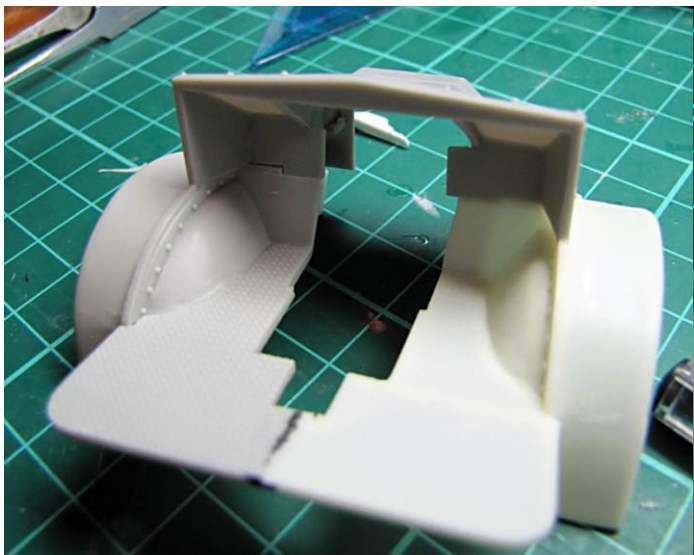
**This step needs a bit extra care and keeping all joints right. Once A54 and A55 are glued, check the shape - if any seems to be warped a bit, heat up lightly with hair dryer and set it properly. It might sound difficult, but it is very easy**



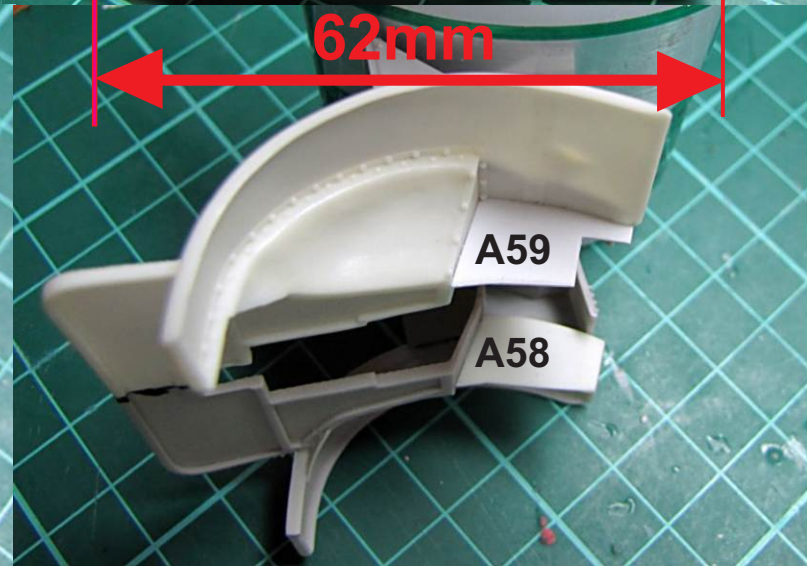
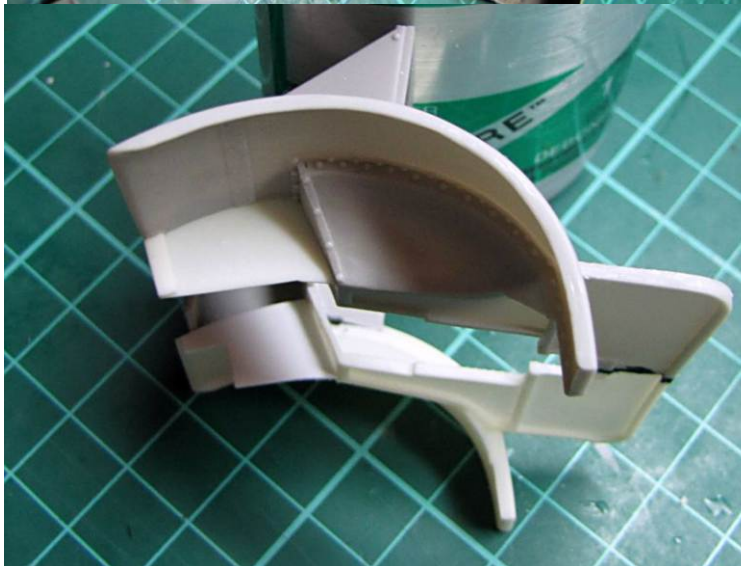
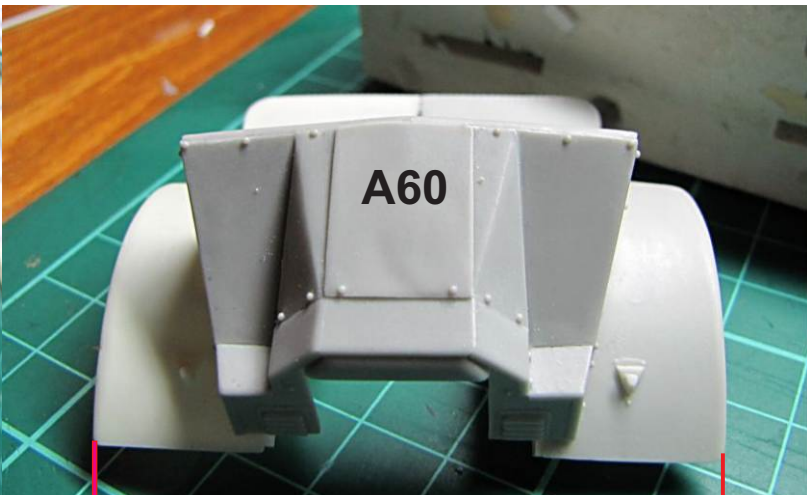
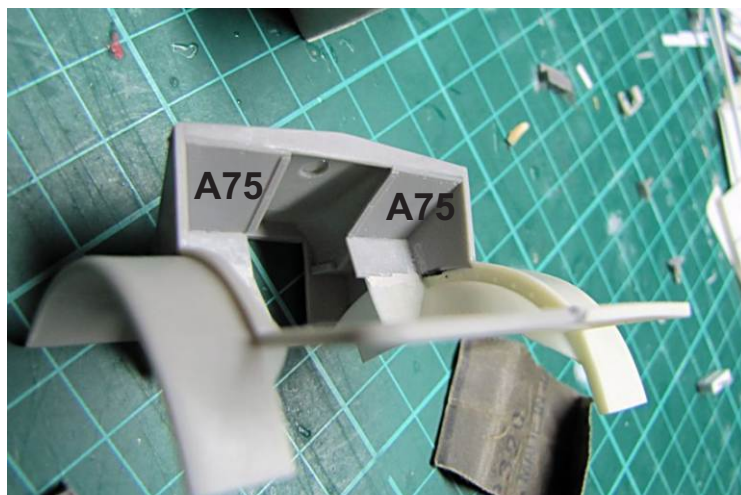
**little filling (thicker C/A or any filler) might be needed here**



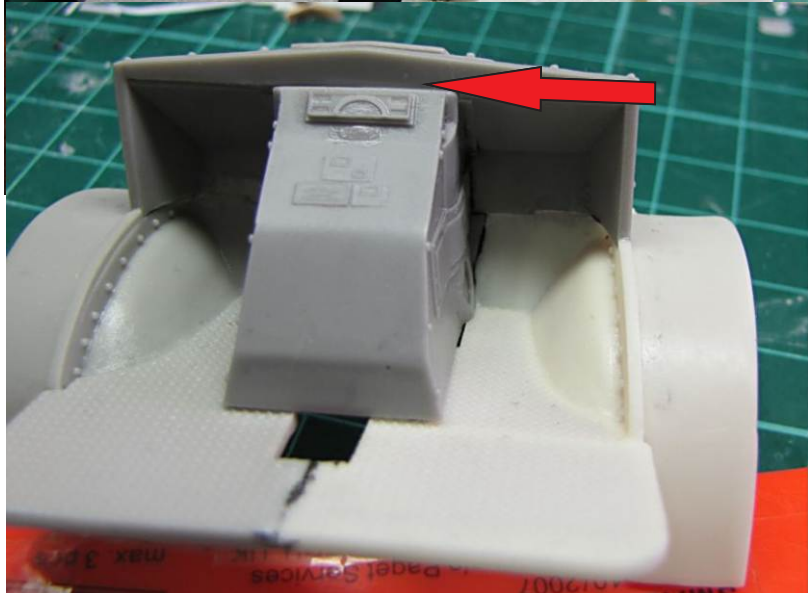
**small gap**



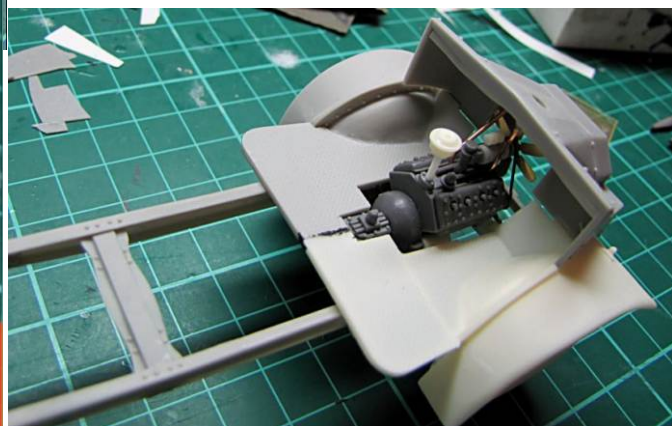




**glue first here**



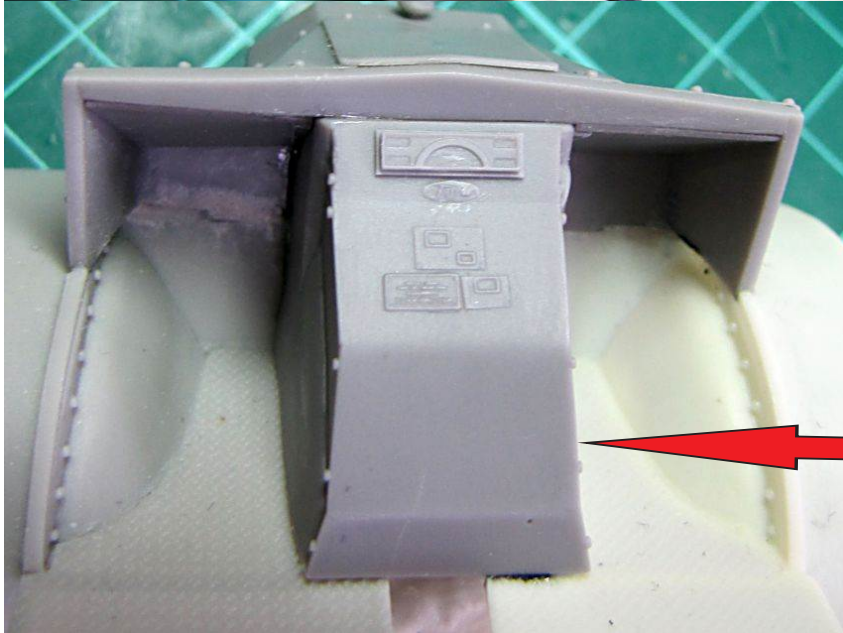
**then glue top**





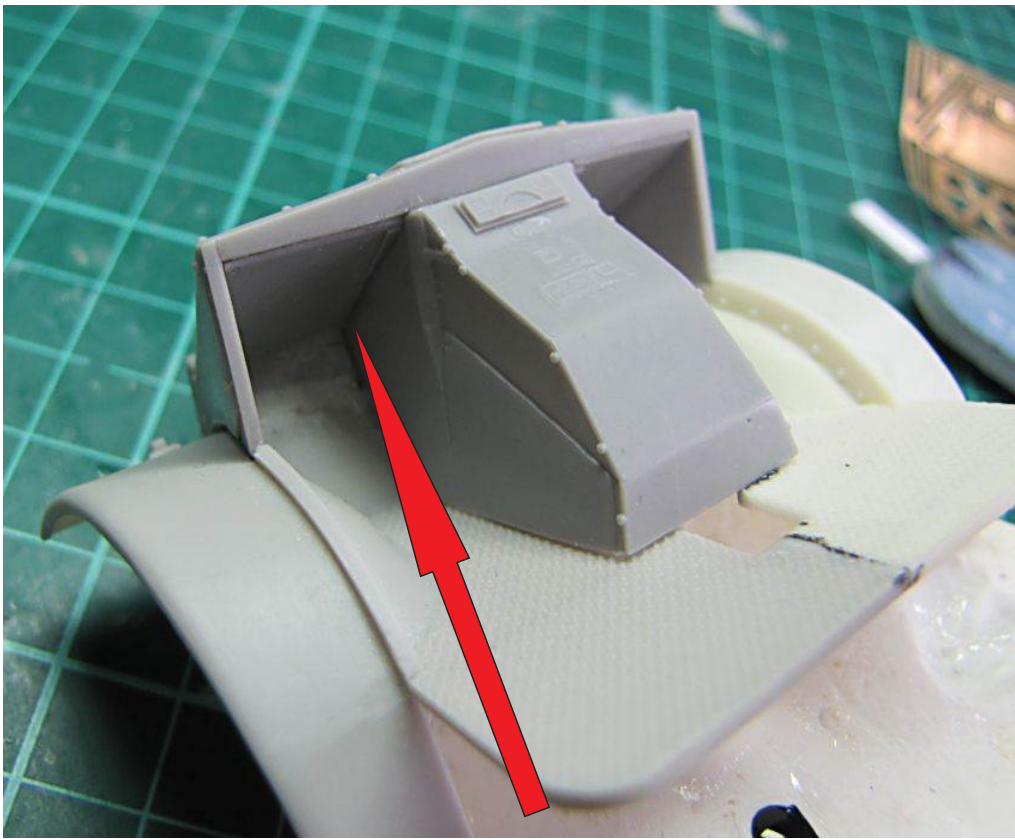
**Engine cover - glue on step by step as shown in pictures. Its edge mounted on the floor must be glued on the floor to keep whole opening free for engine, pull right and left sides to the sides - see arrows in the picture**

**Hold A56 sides out and glue on floor behind the opening edges - to get enough space for the engine**

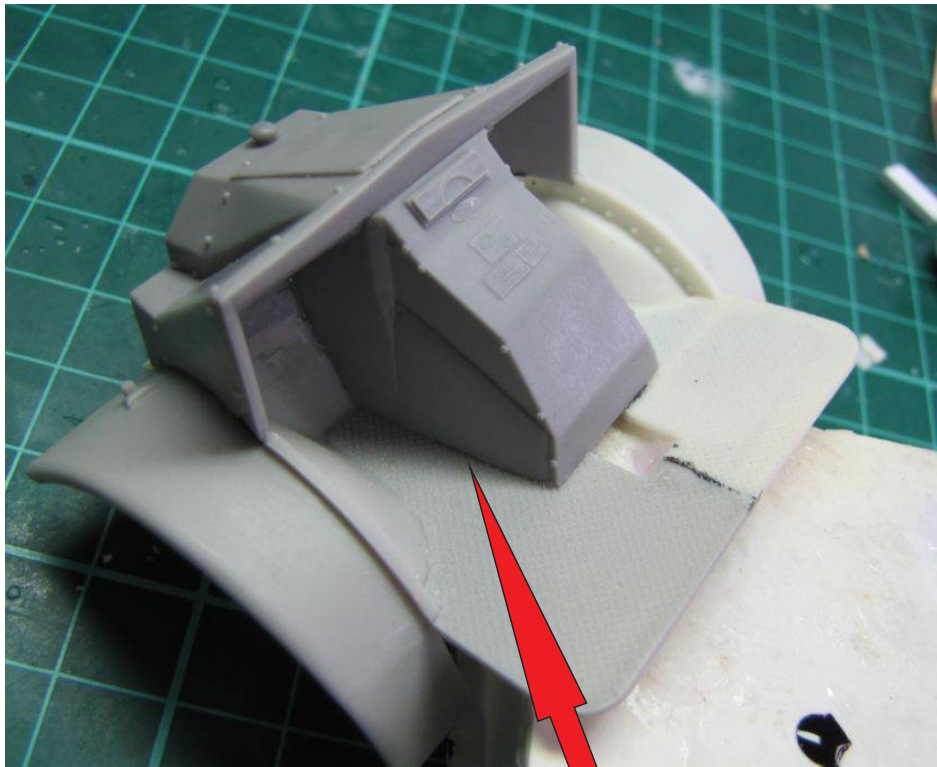


**Glue this side and the floor, make sure the wall is out of the floor opening**



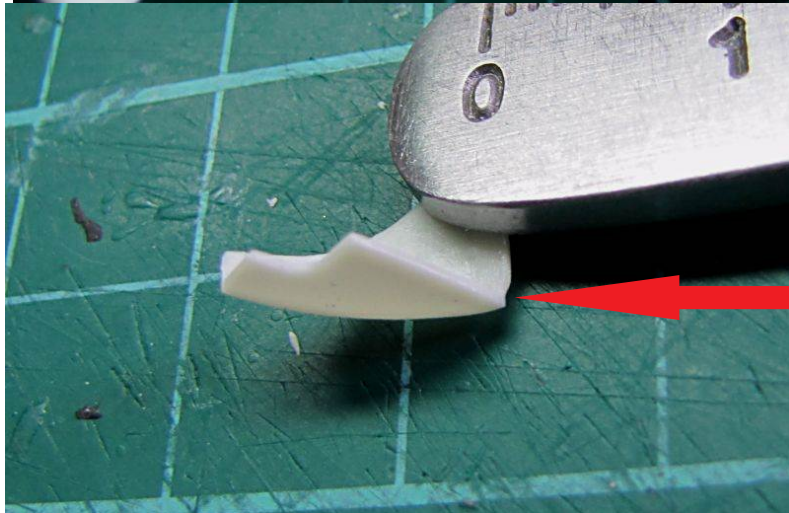
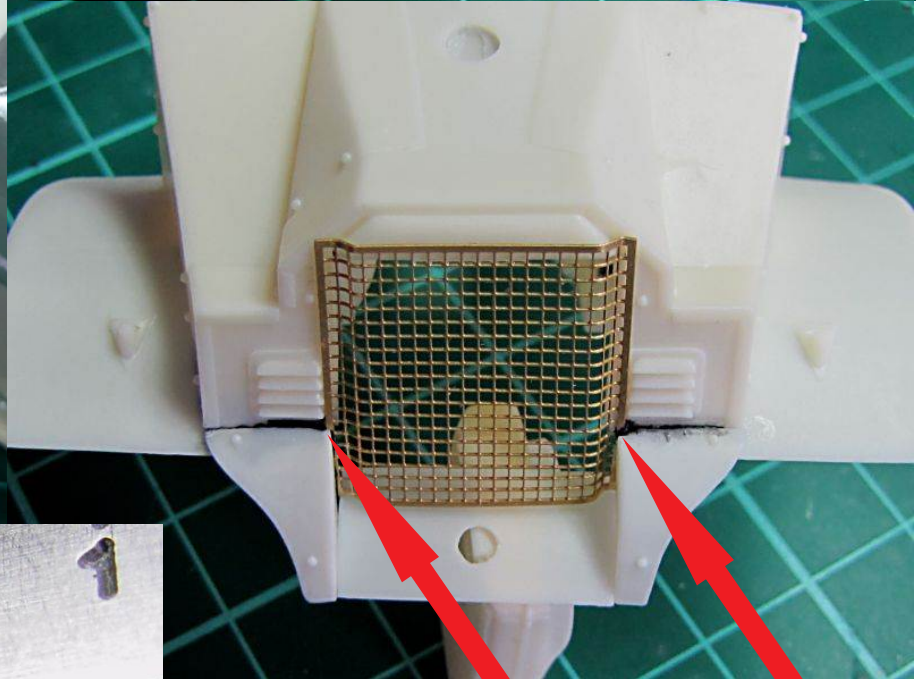
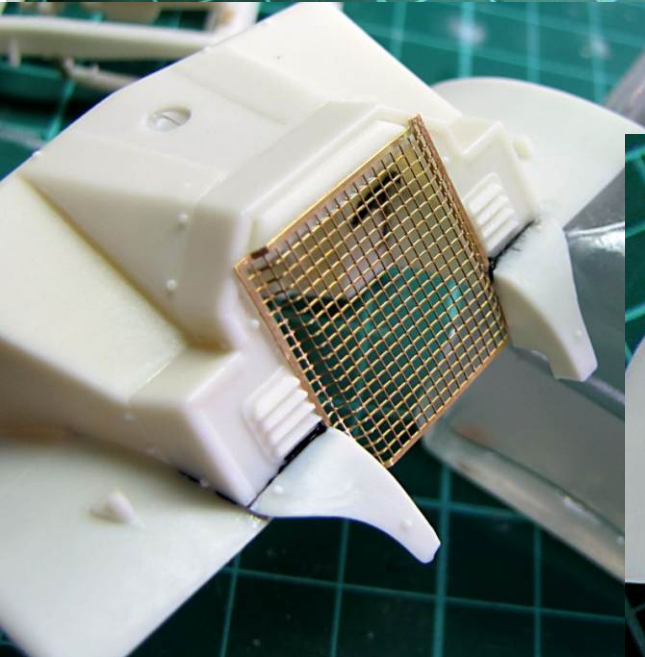
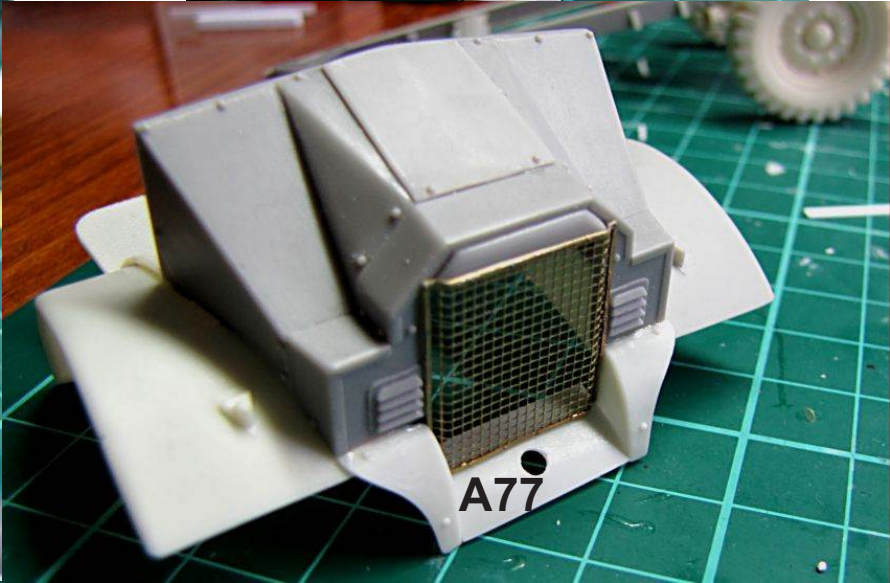
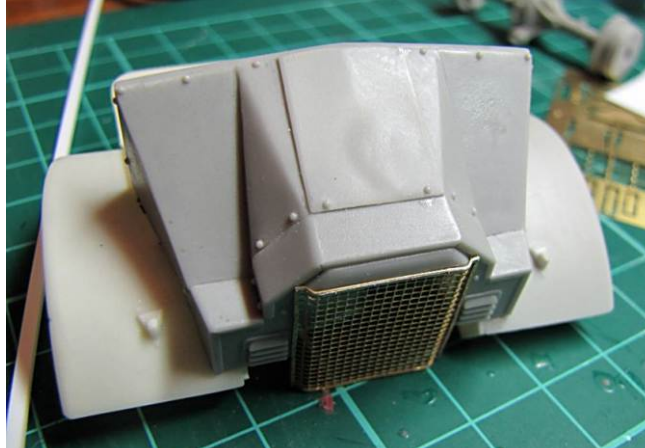
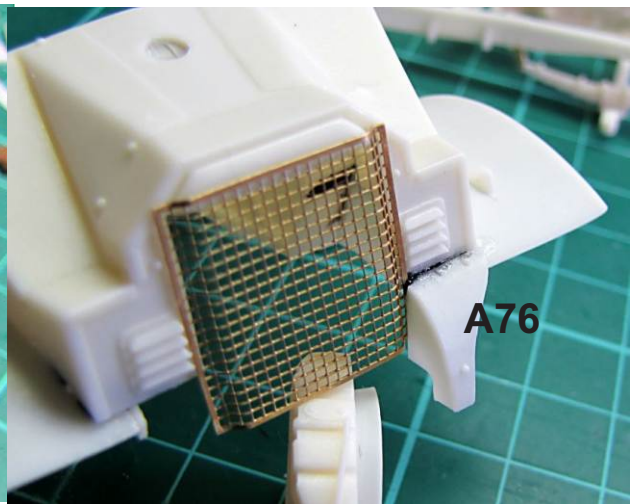
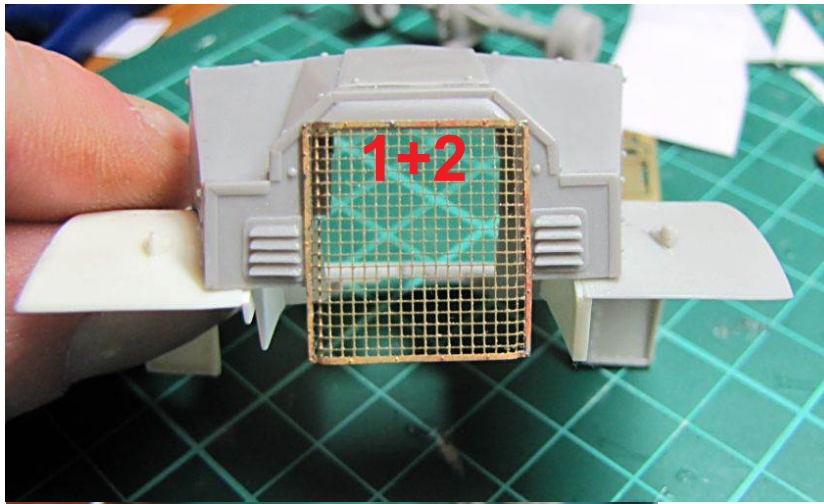


**then glue there**



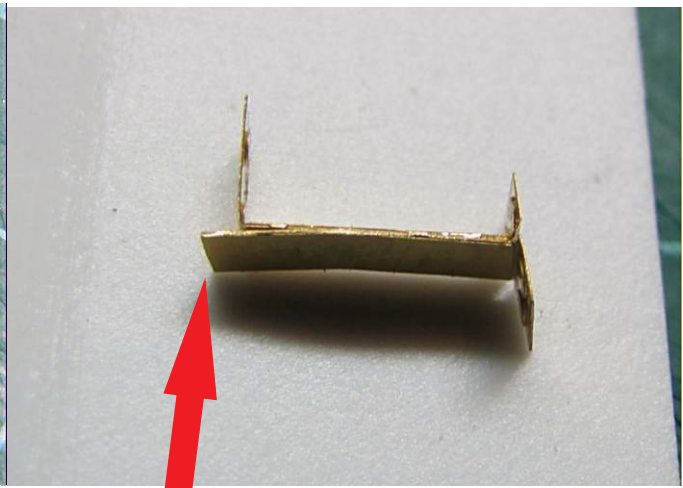
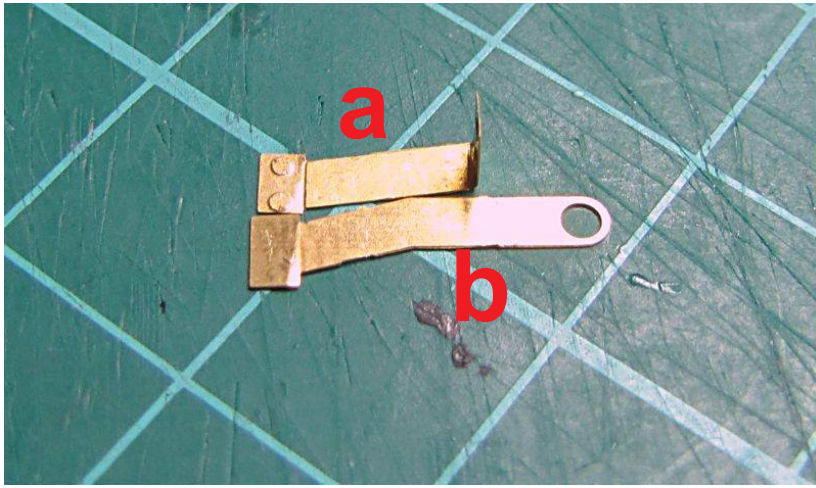
**Glue this side and  
the floor, make sure  
the wall is out of the  
floor opening**



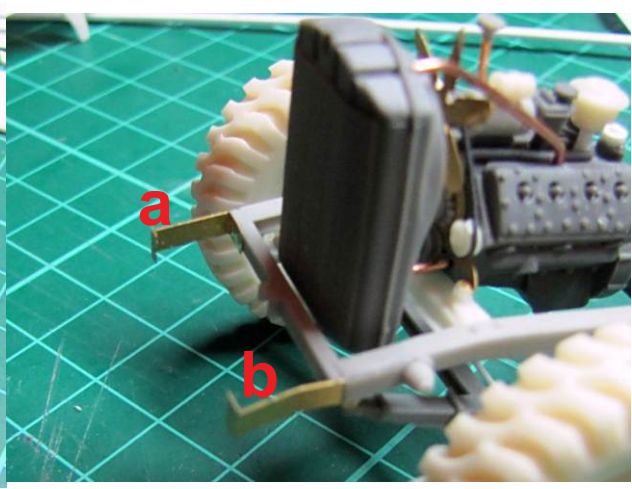
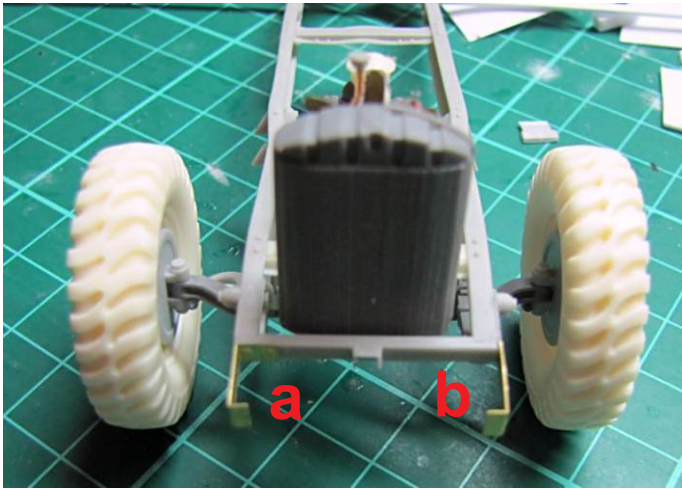


I sanded off tiny bit of A76 edge for thickness of the PE mesh to make assembly easy

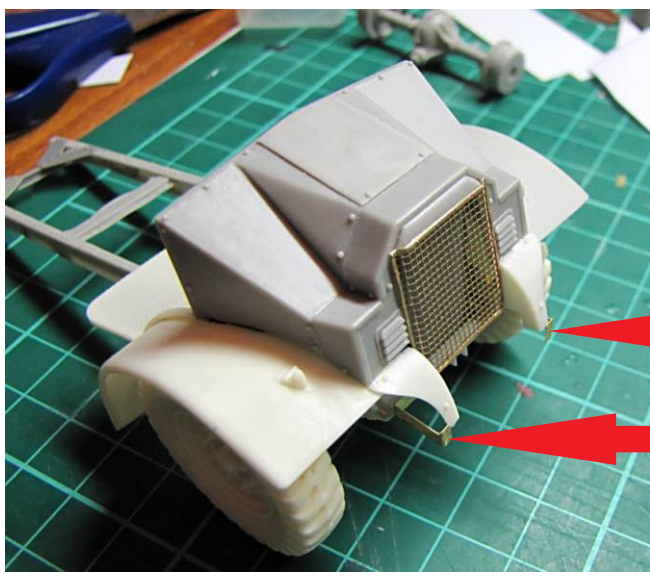




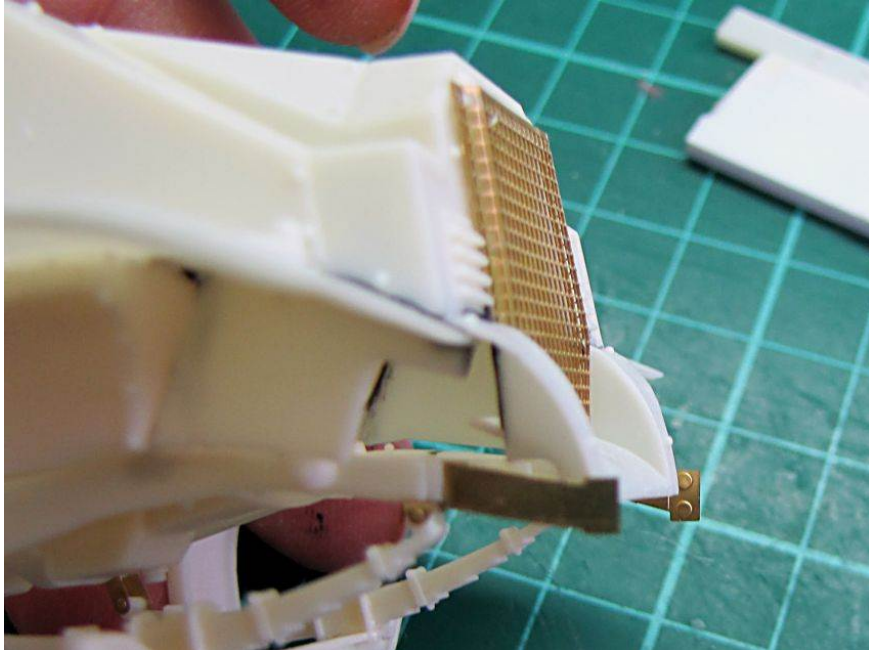
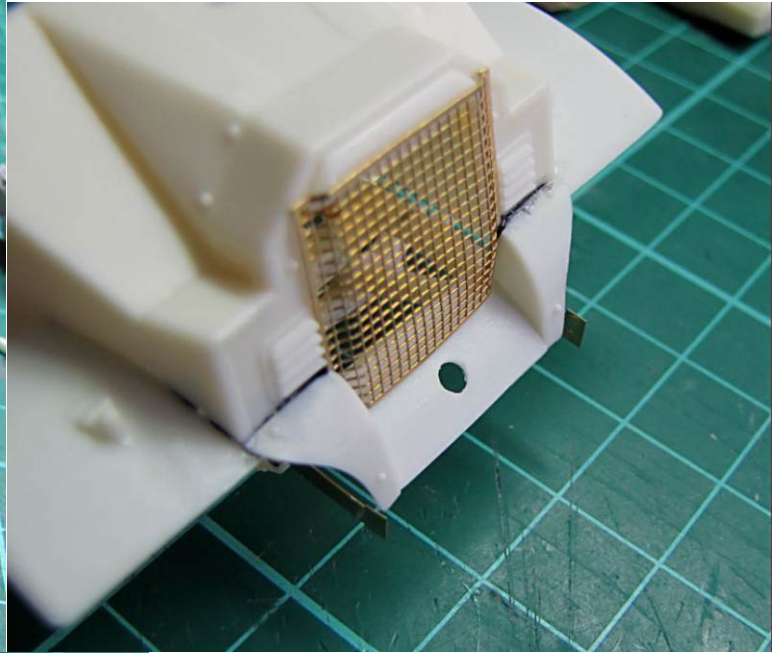
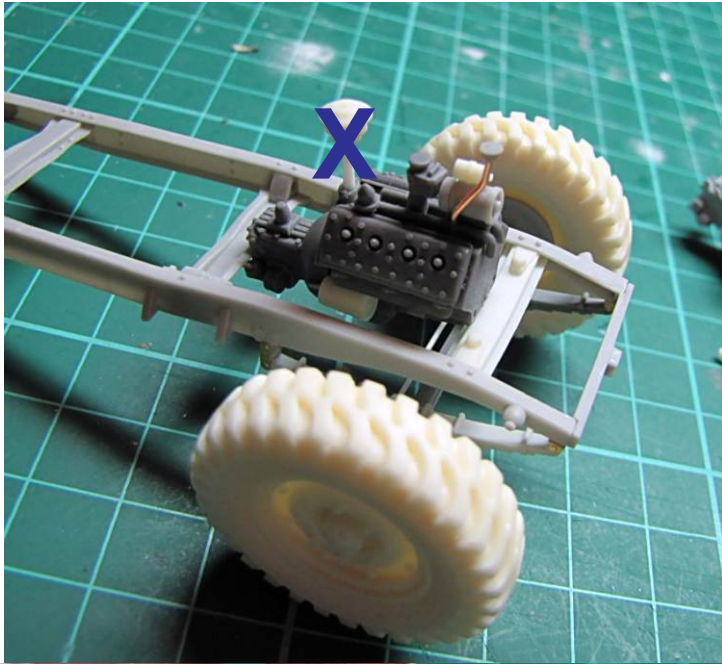
**for this vehicle cut PE “b” here**





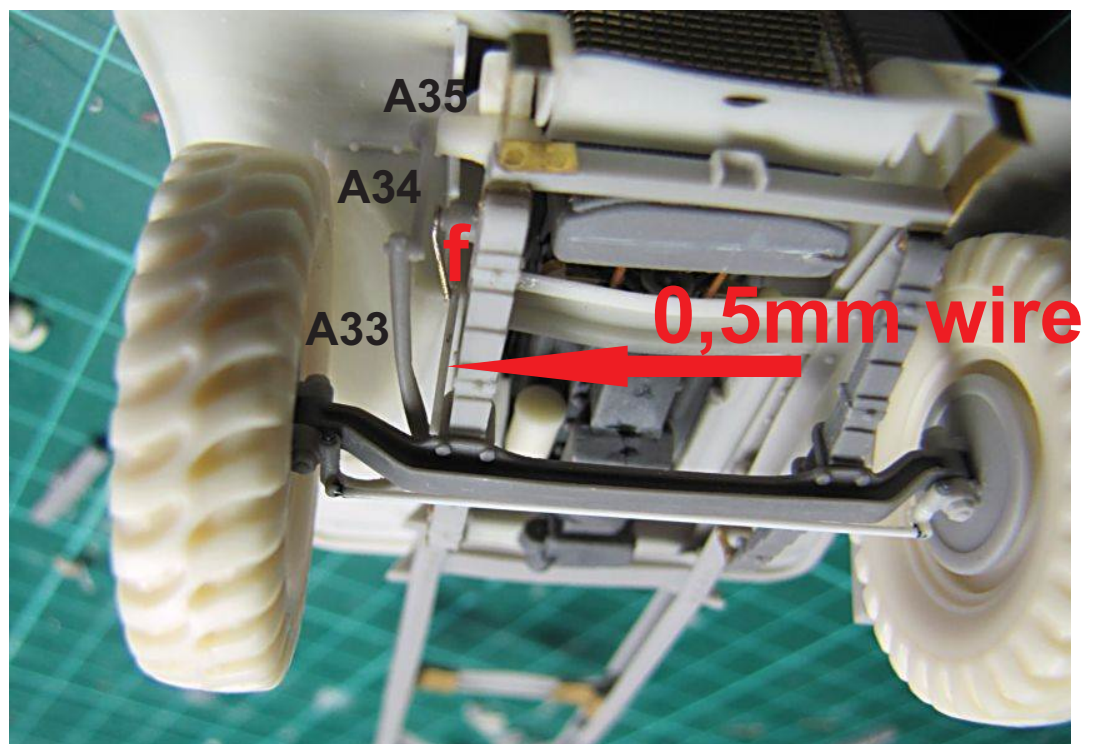
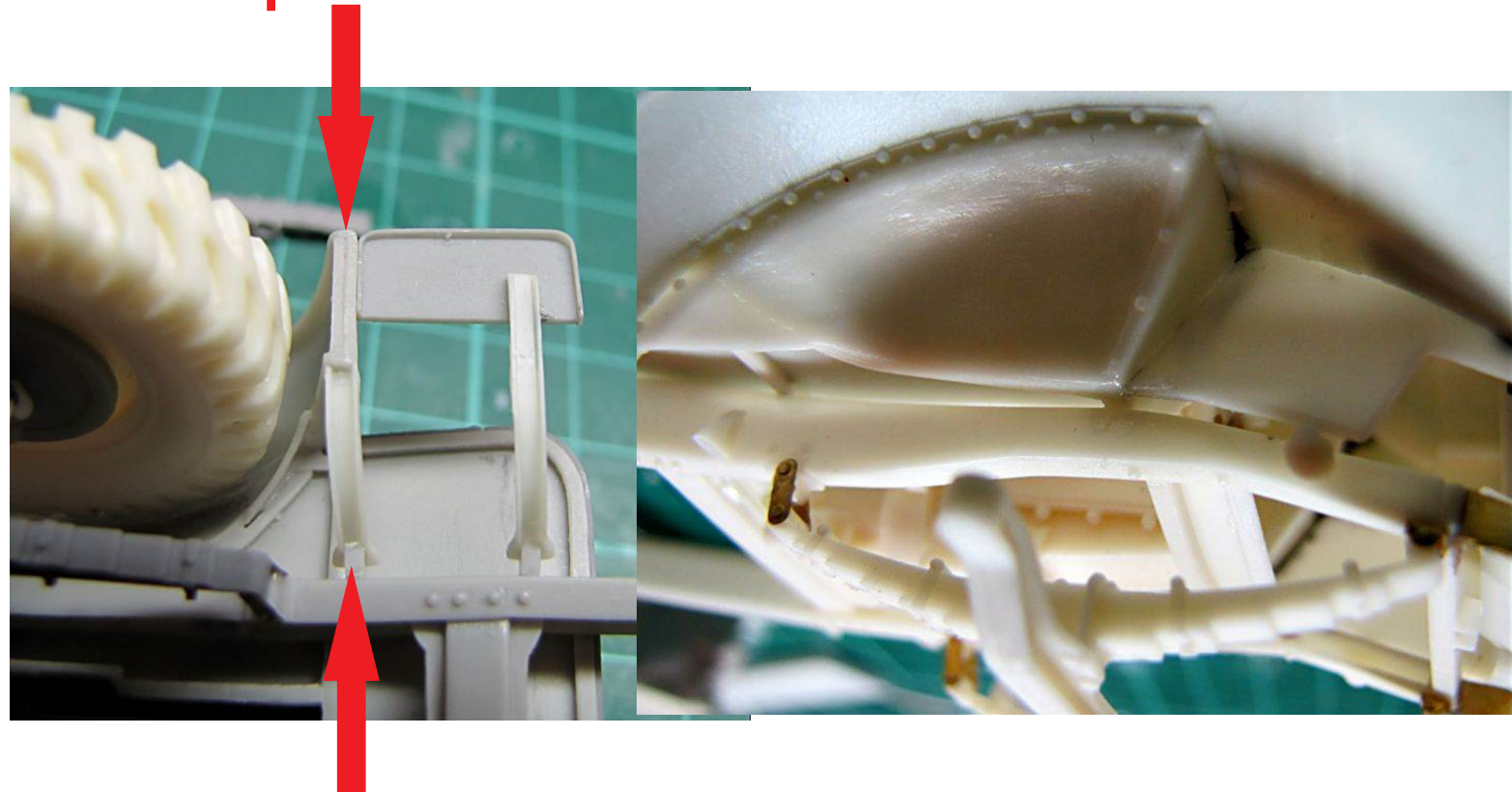


**bent to check cab position  
when glued on, bend both  
PE ends back (straight)**

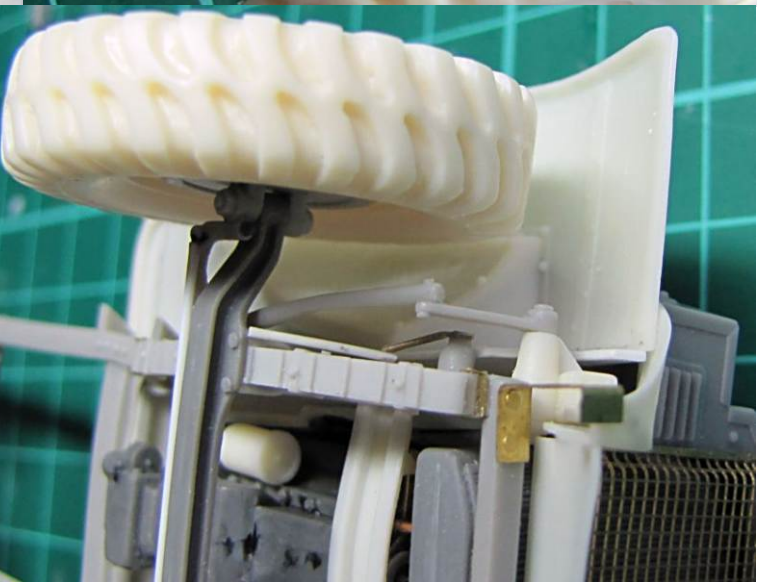
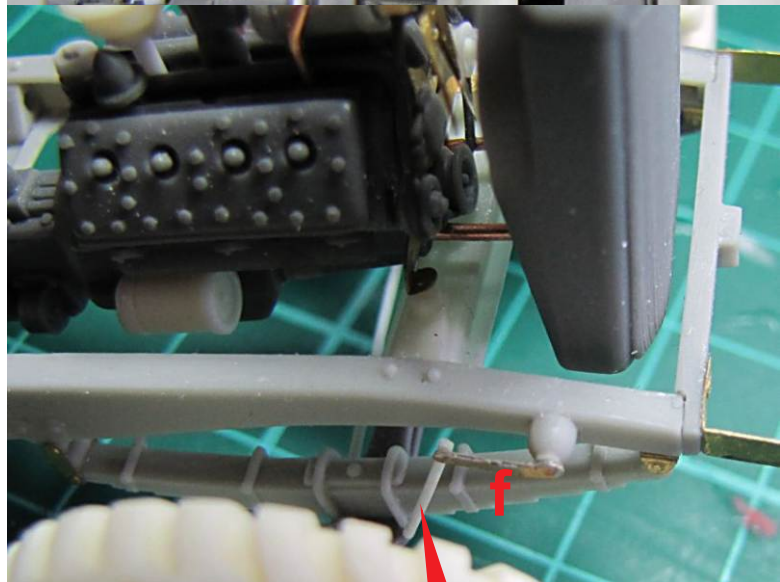
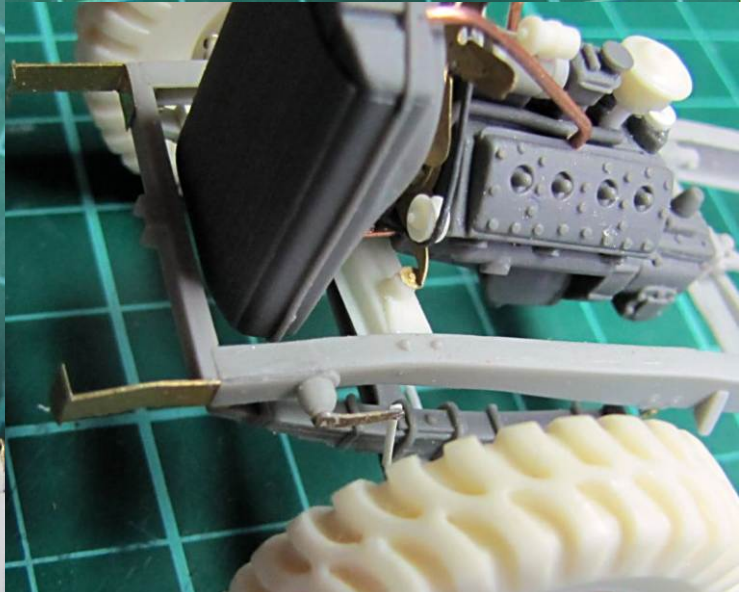
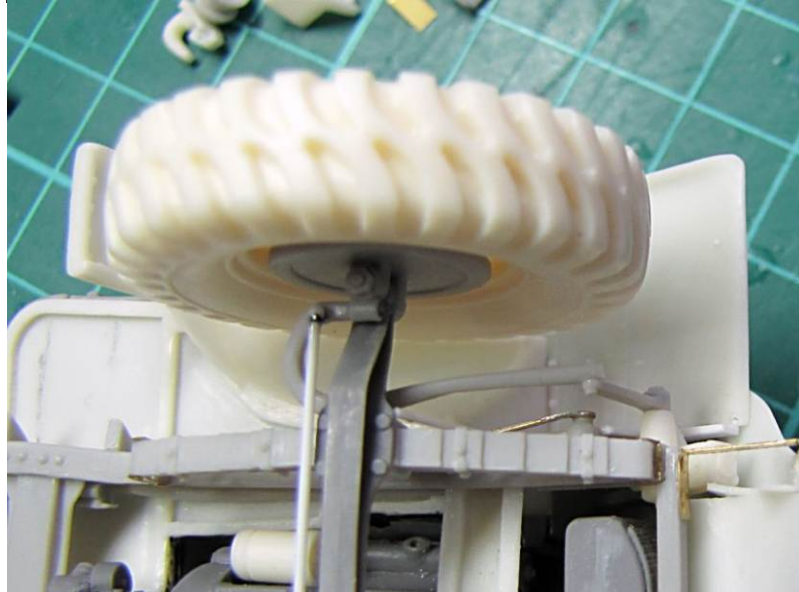
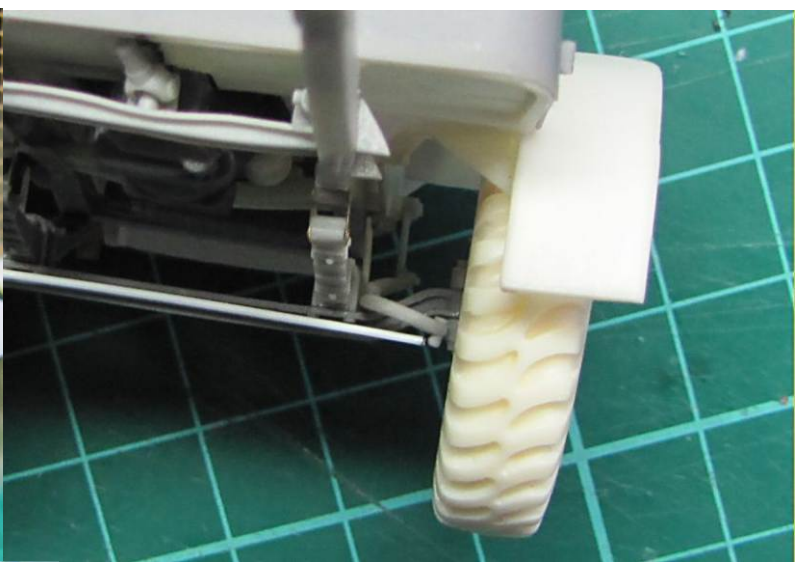
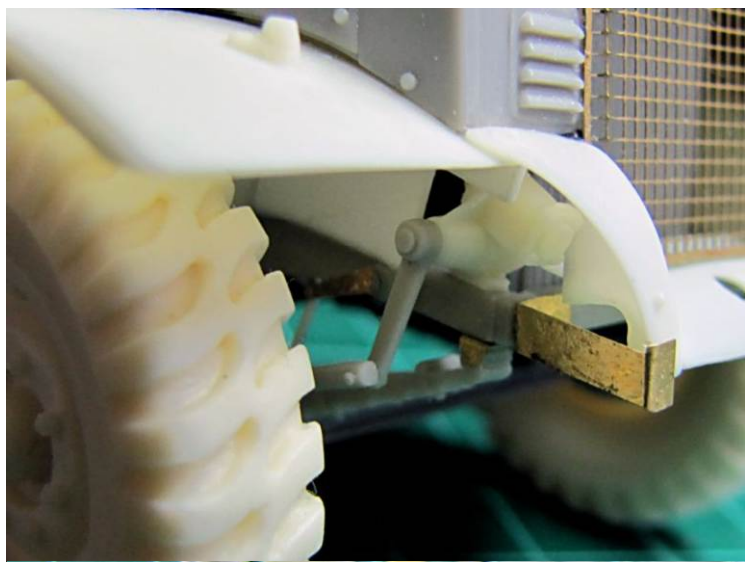




Once you have checked and fitted cab with engine, secure the engine in right place and glue also the cab on the frame  
Important - the right position of the cab  
the fenders have to face exactly the step board's mountings on the frame - see the arrows bellow, do not put the cab to forward or back!!!!





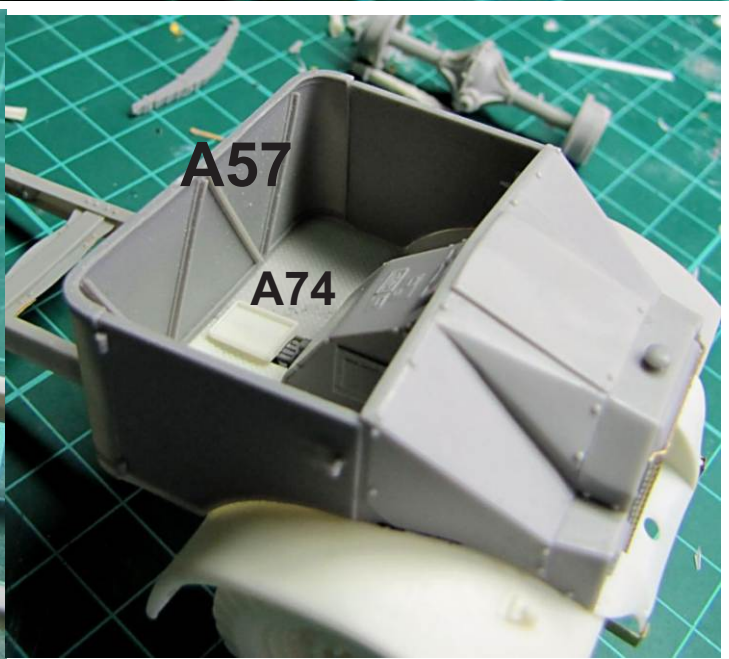
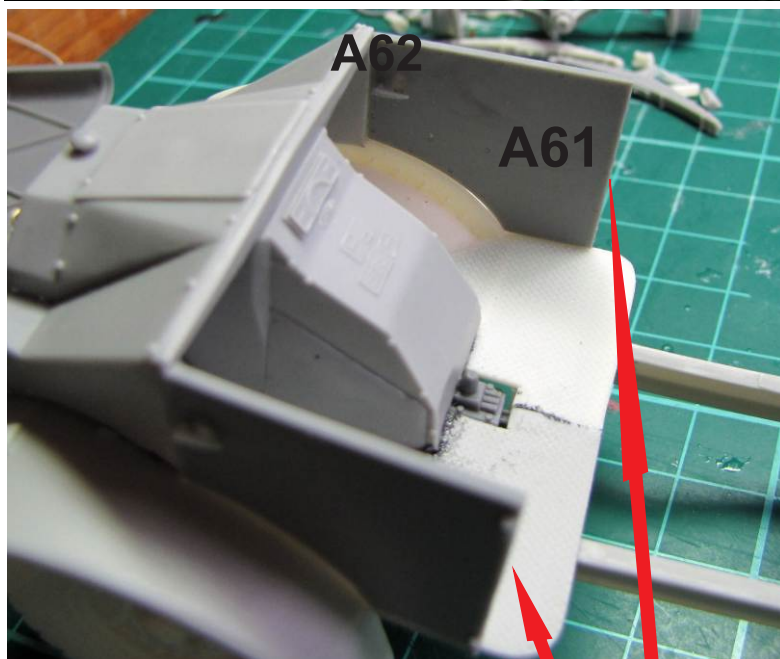
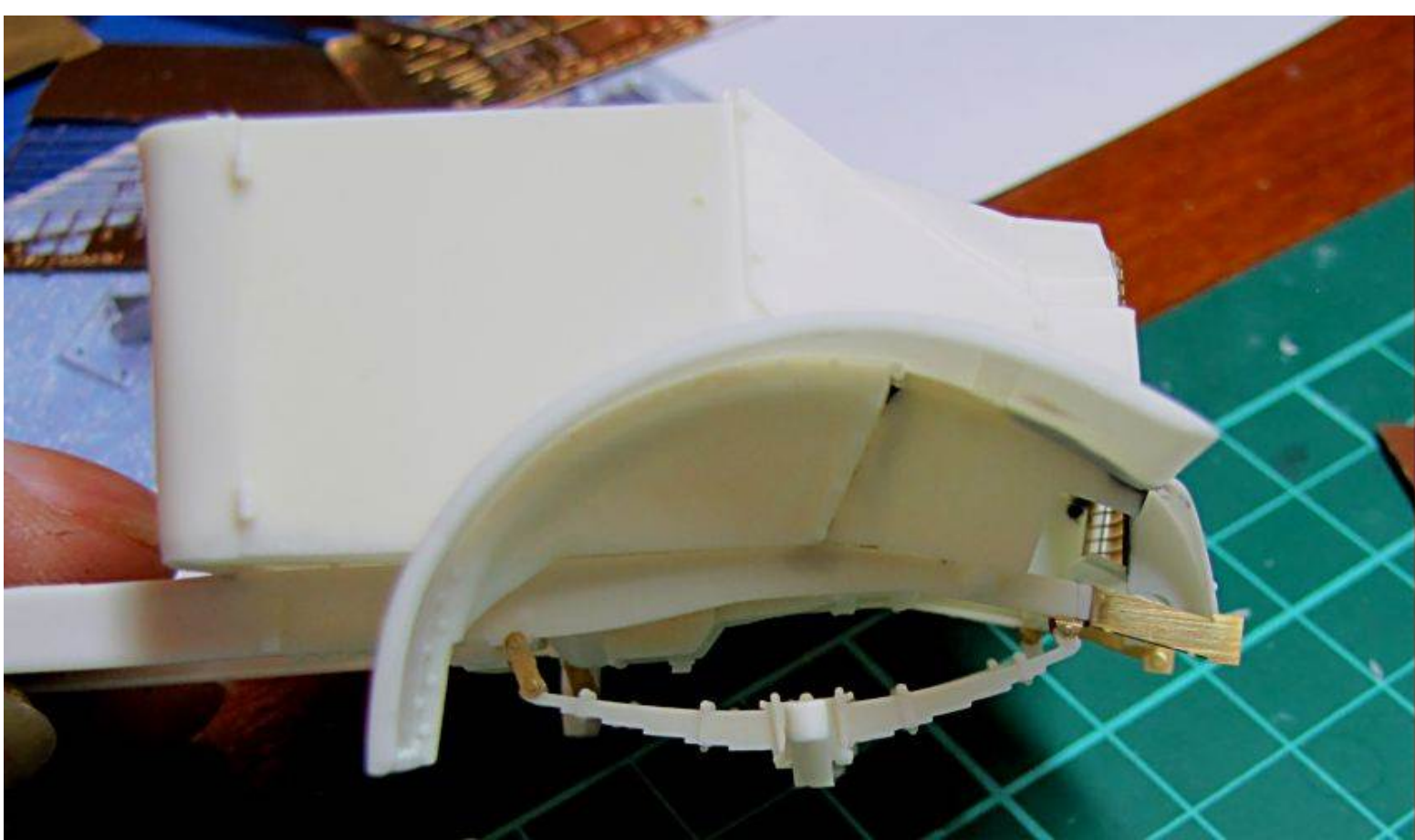


0,5mm wire

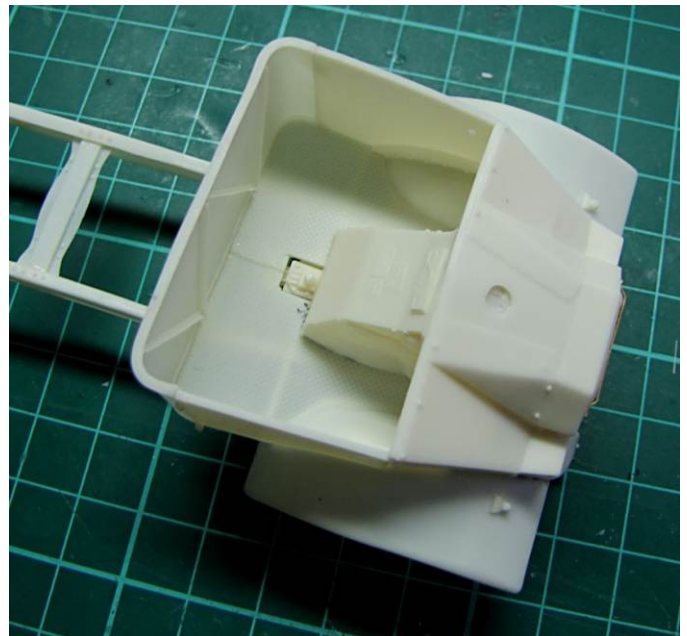
f - glue two bits together  
(one flat, one with design)



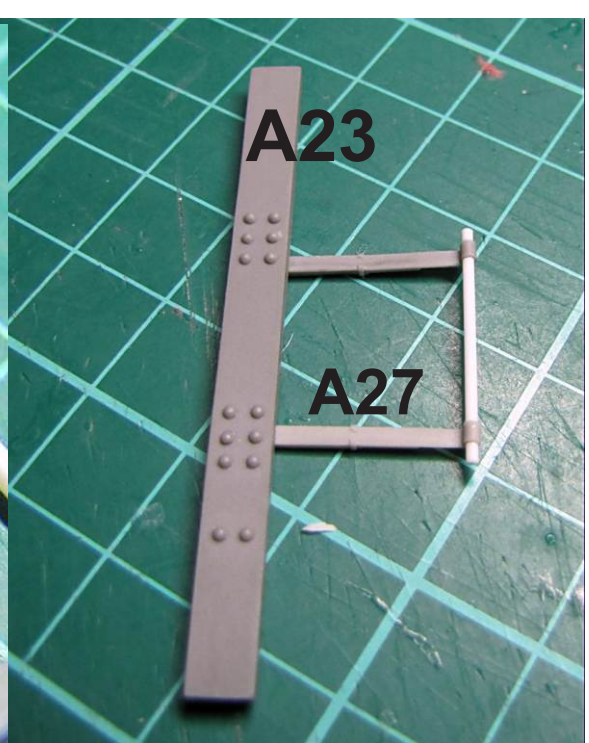
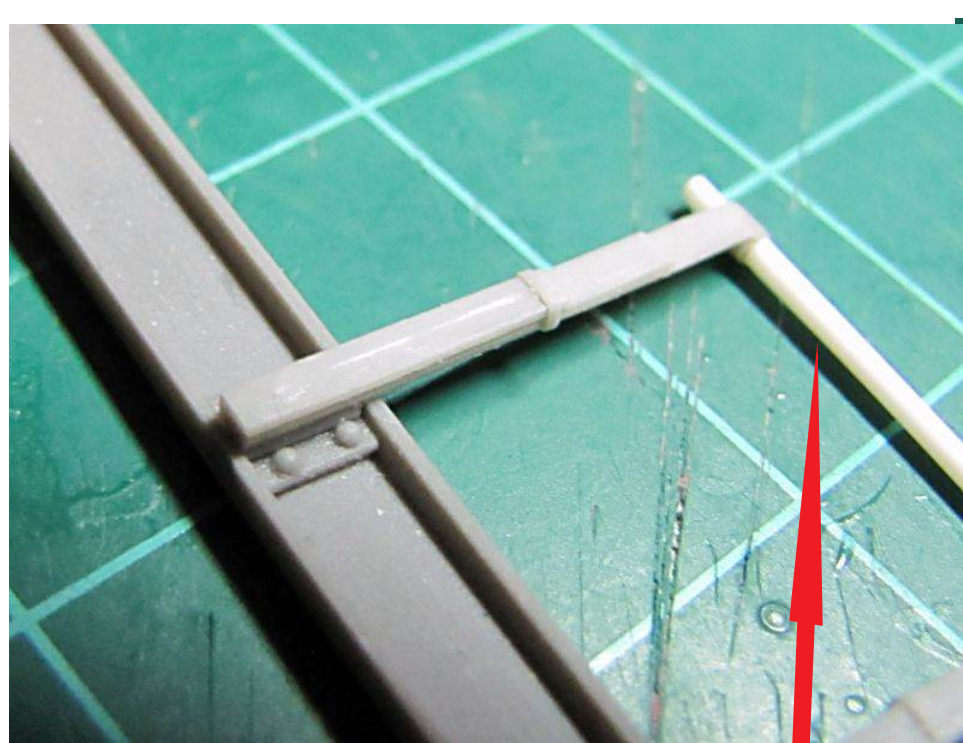




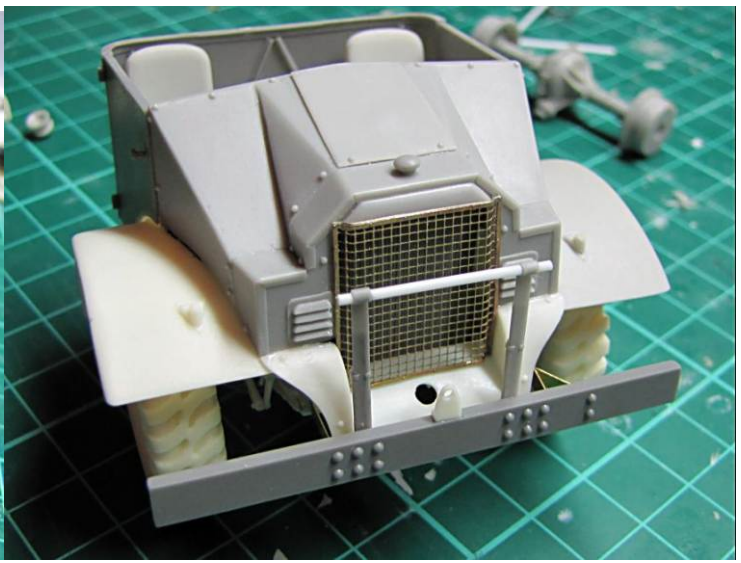
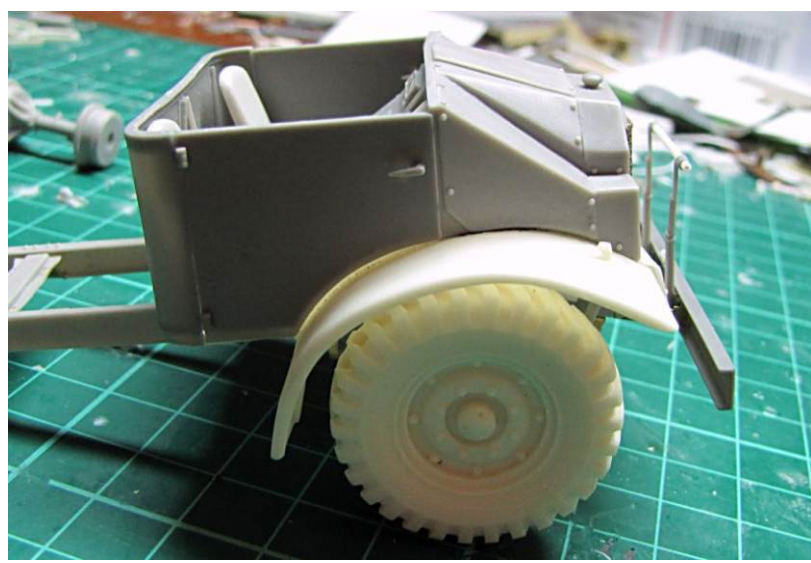
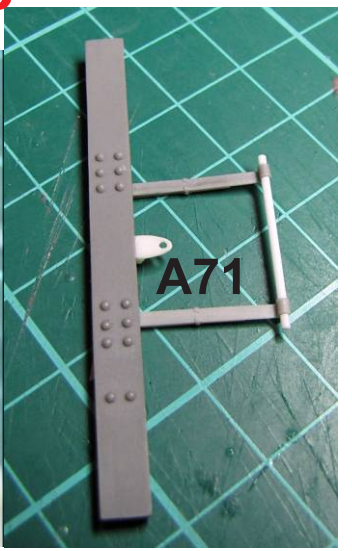
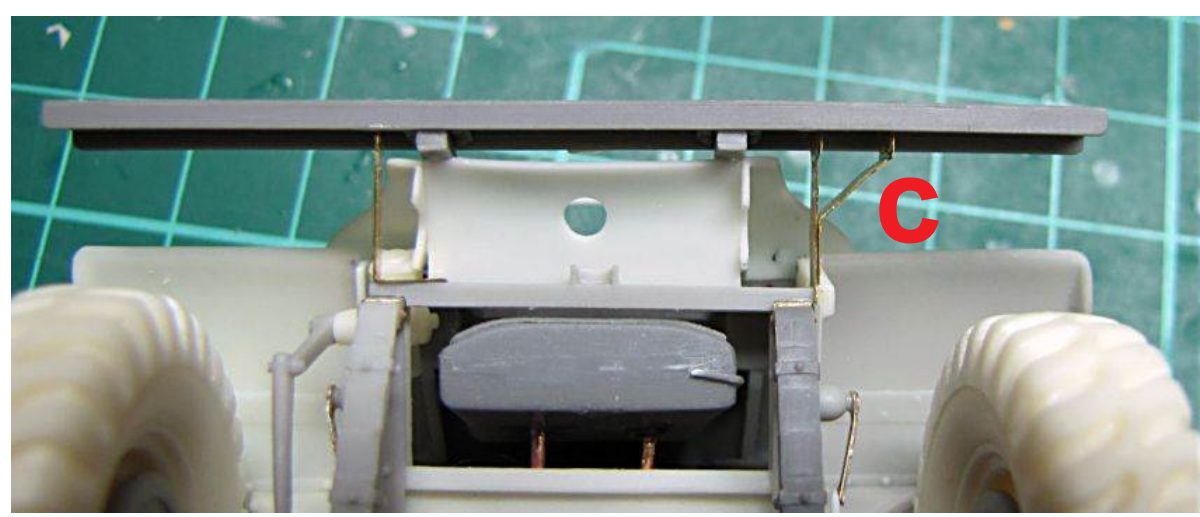
**Assemble one door first,  
then the back wall  
and finally second door  
to make sure they will fit  
If doors go in tightly, sand  
lightly the edges with  
hinges**



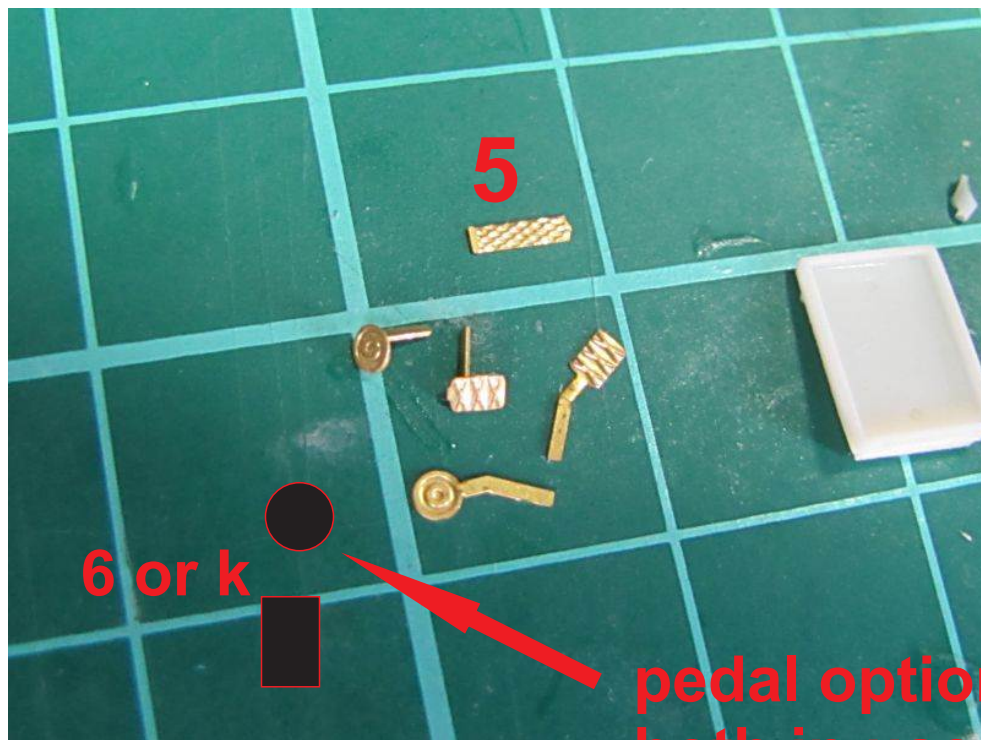




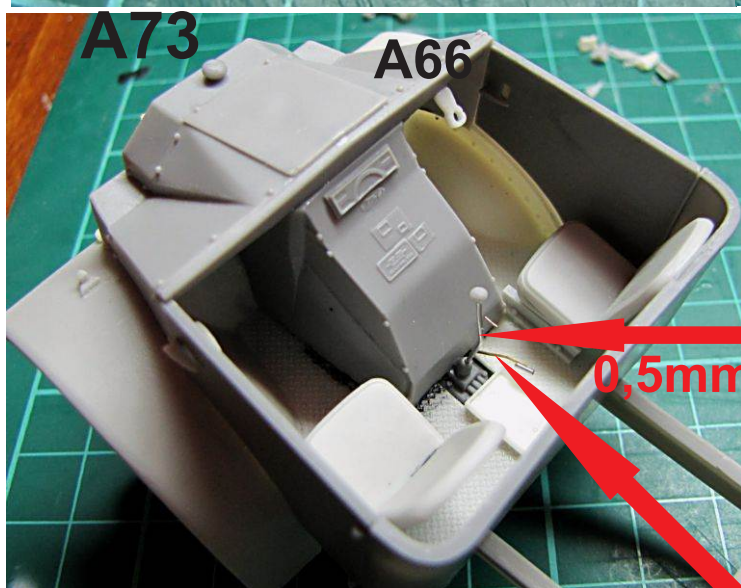
0,8mm wire





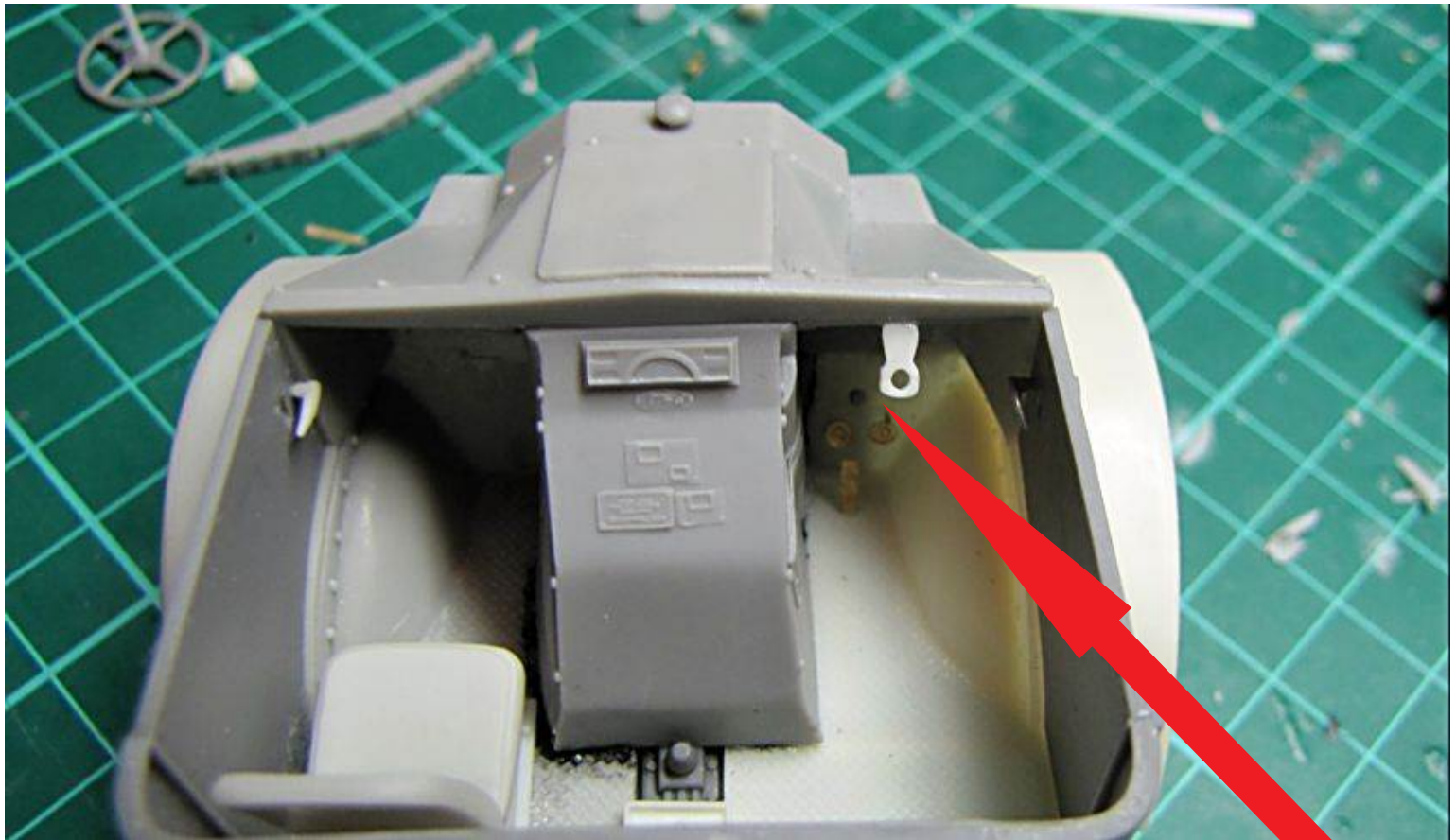


pedal options, there were both in use

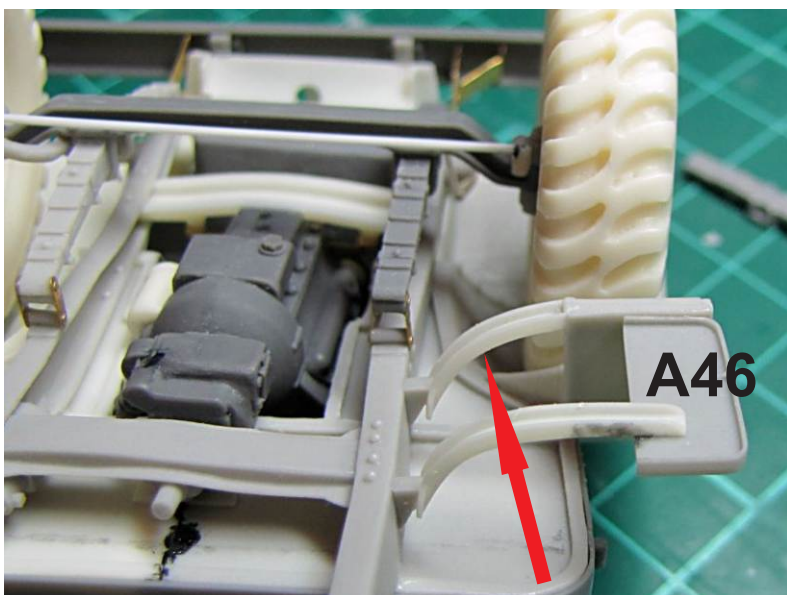


strip of PE frame + bit of wire for handle





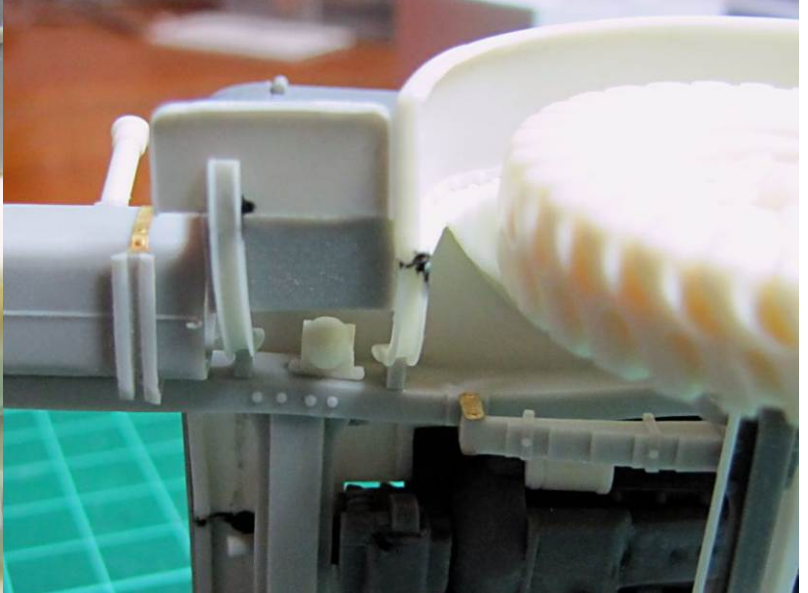
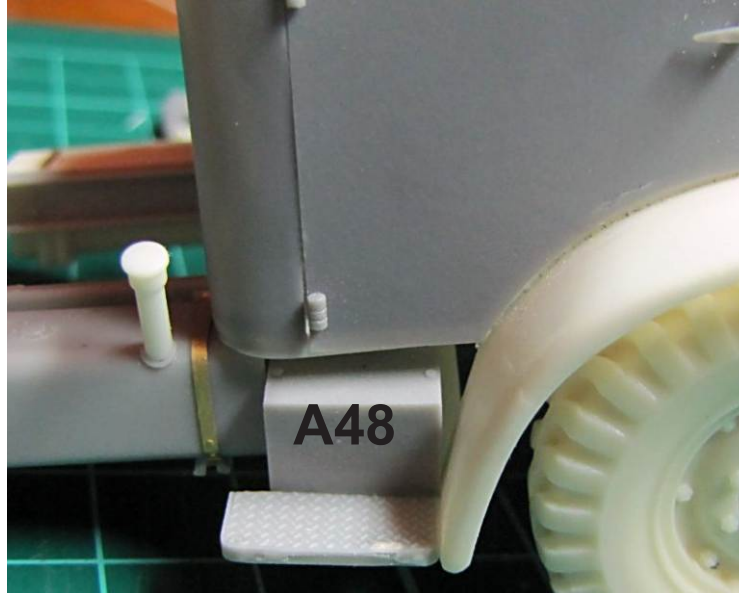
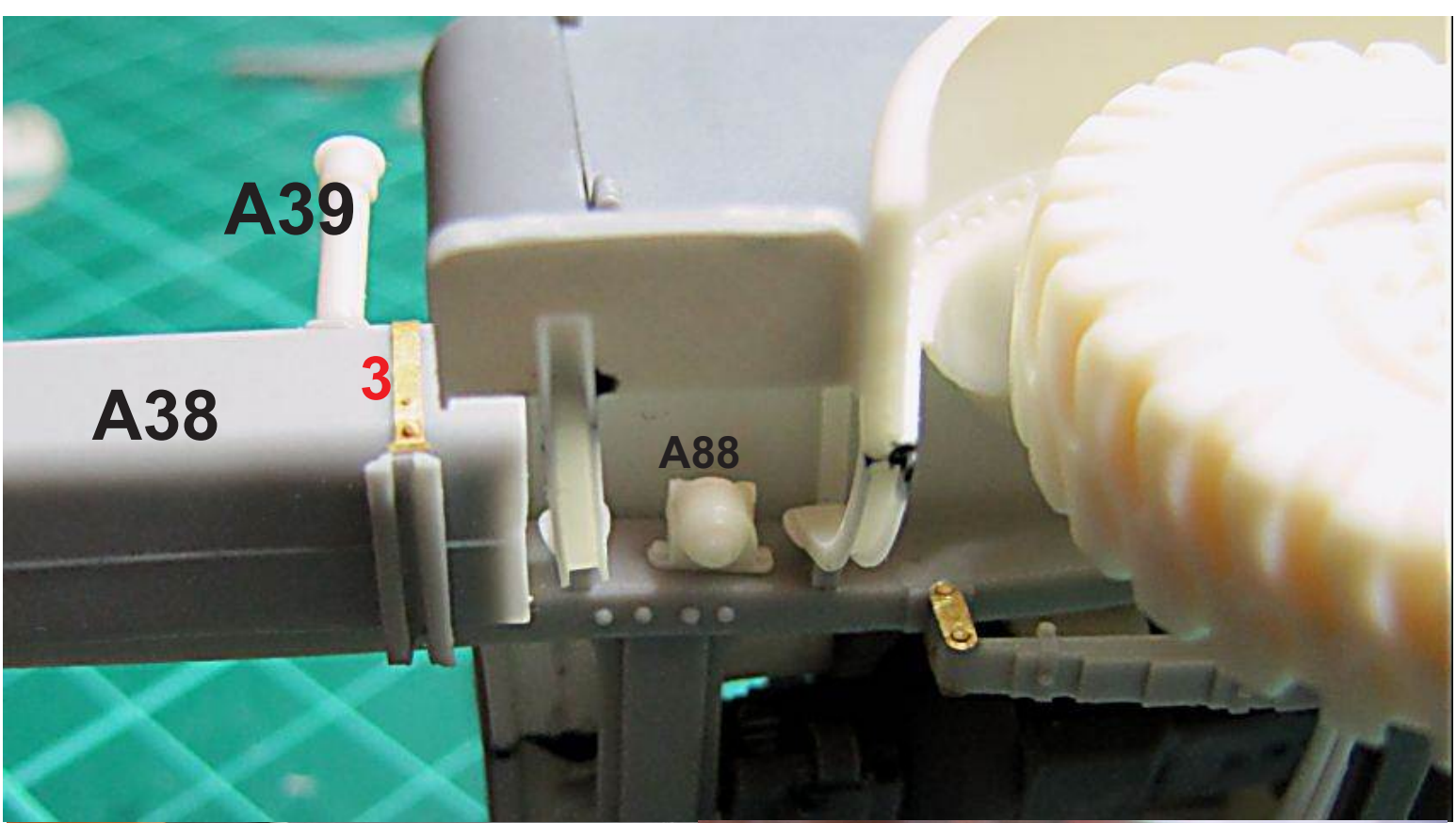
**drilled hole 1,2mm for easier assembly of steering wheel**



**cut step board holder on length required  
2 next to front wheels, connected to mudguards  
shape them more with use of hot water, if necessary**





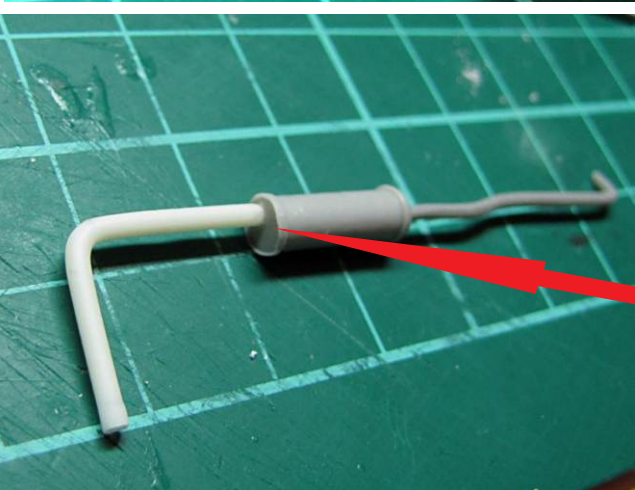
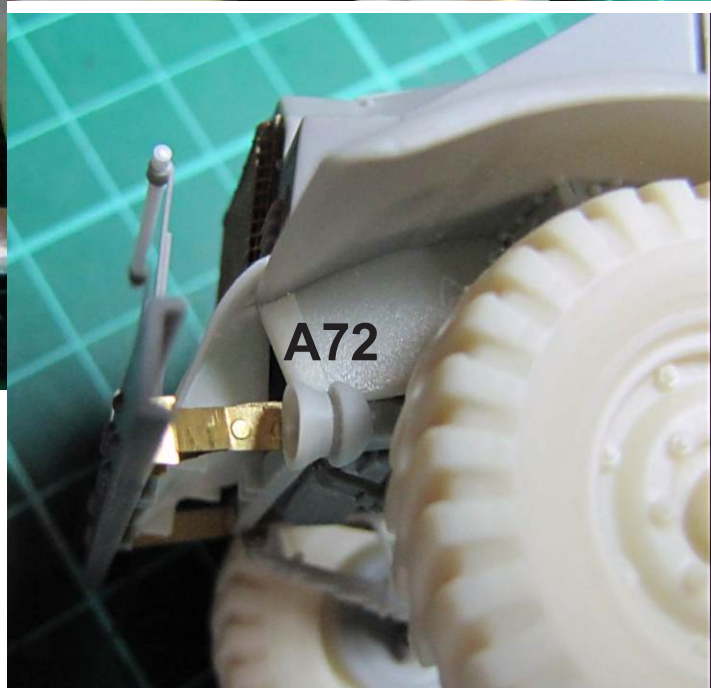
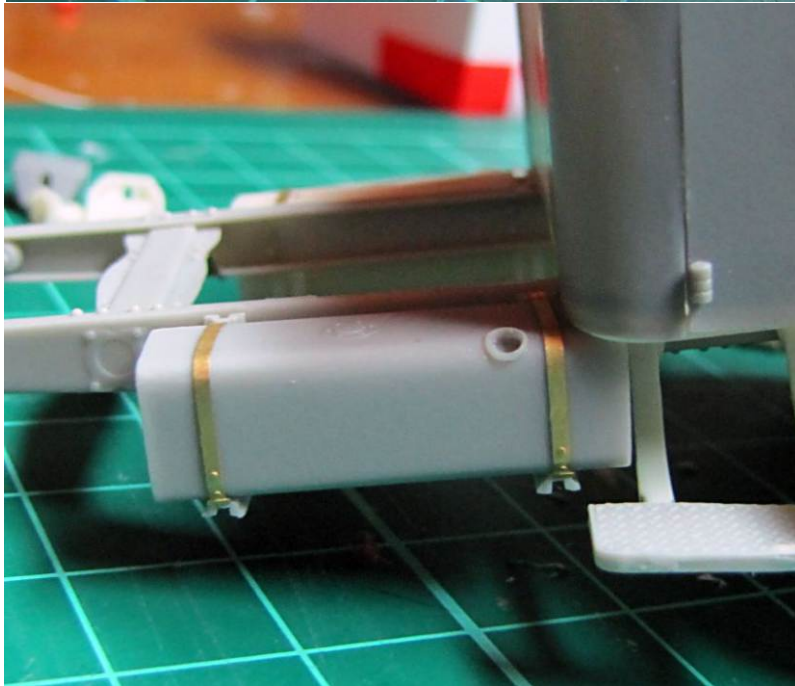
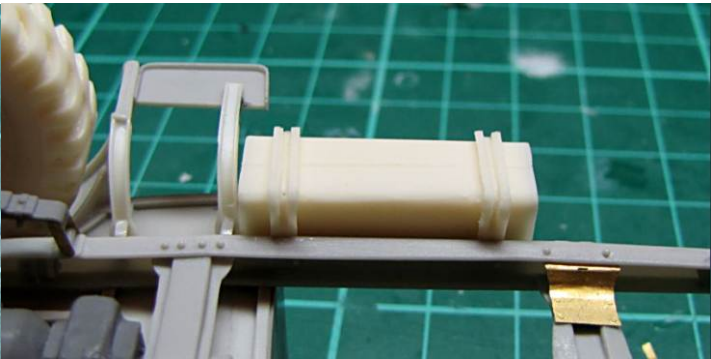
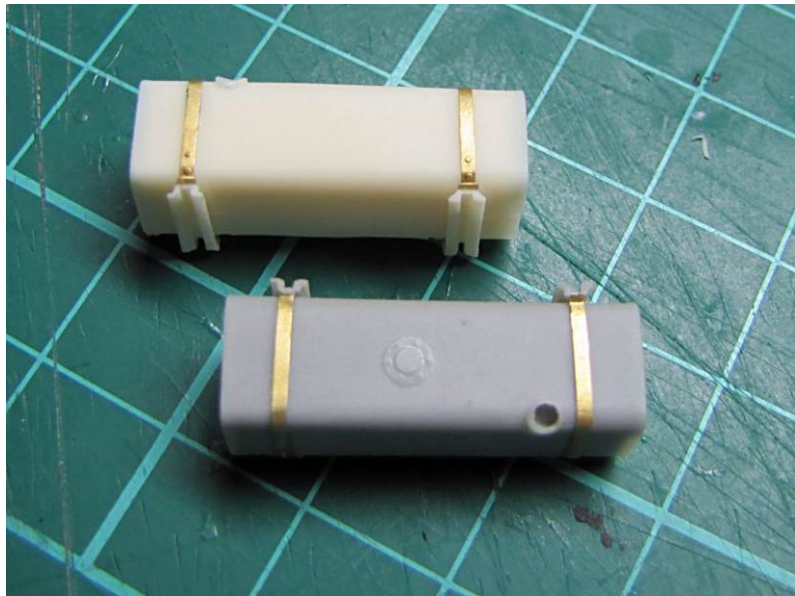


**For additional details fuel pipe can be connected to the filter, and tiny wire used to connect the battery**

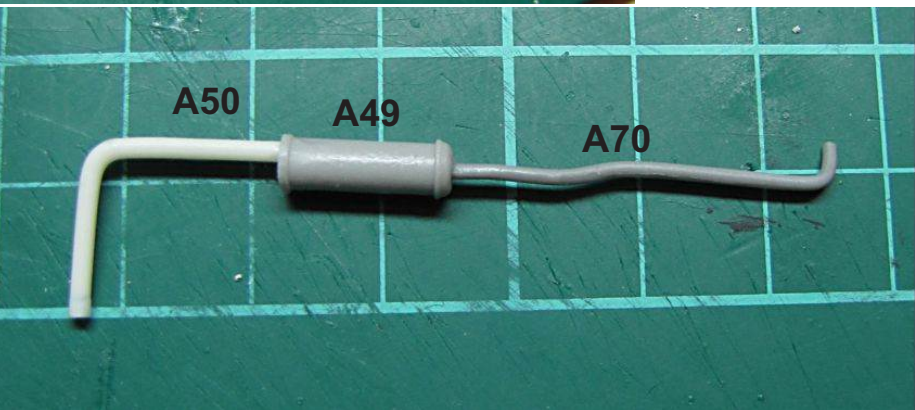




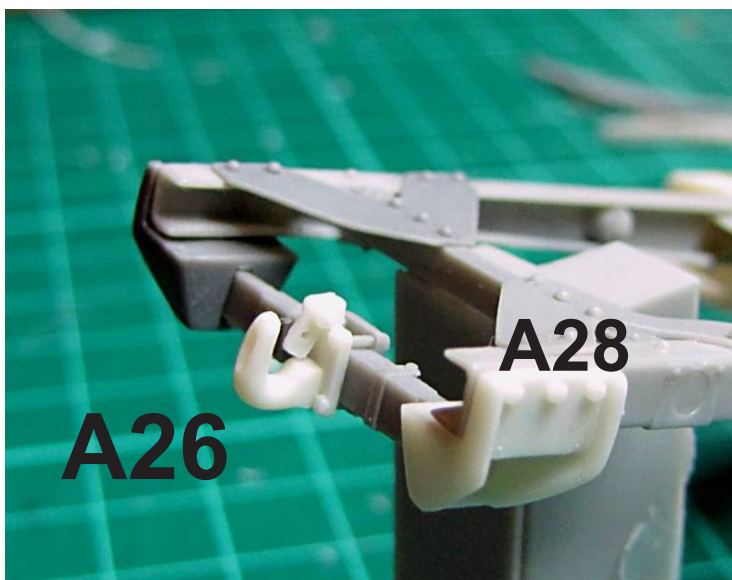
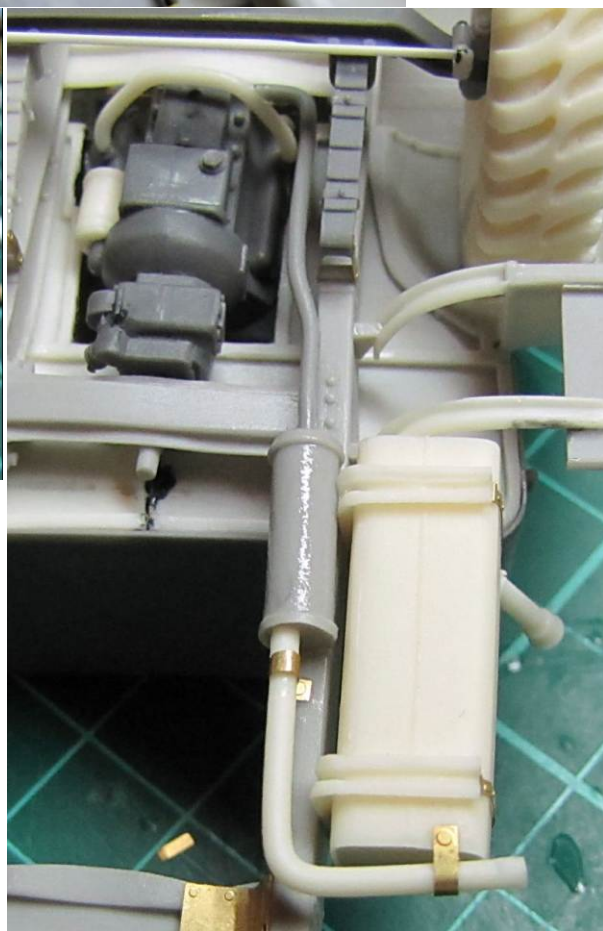
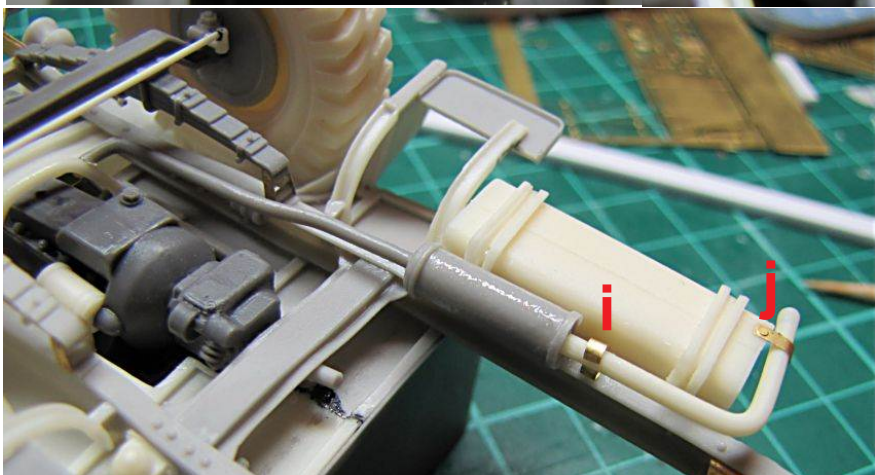
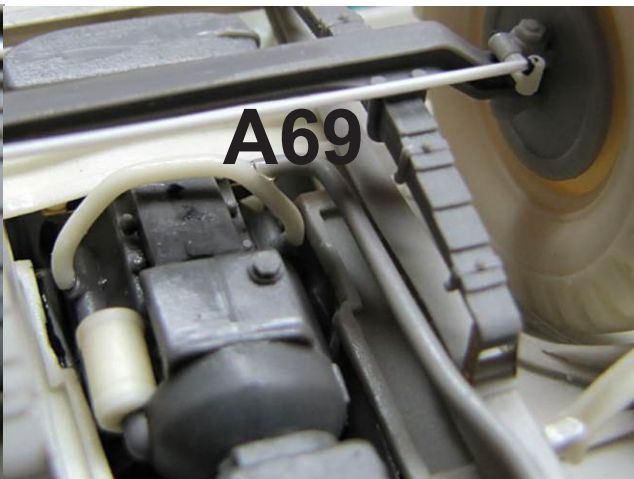
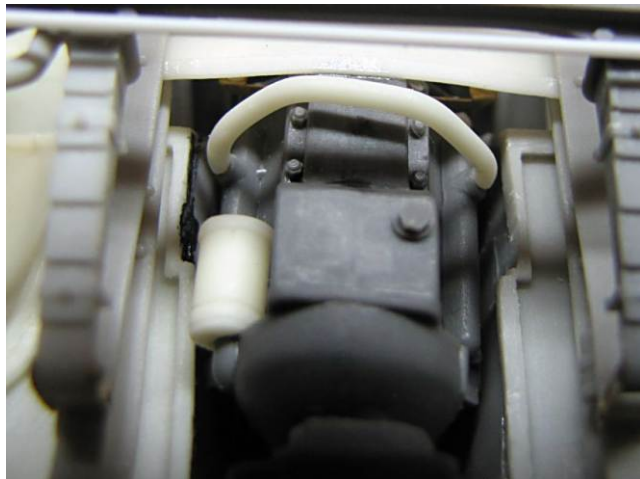




**mind correct position**

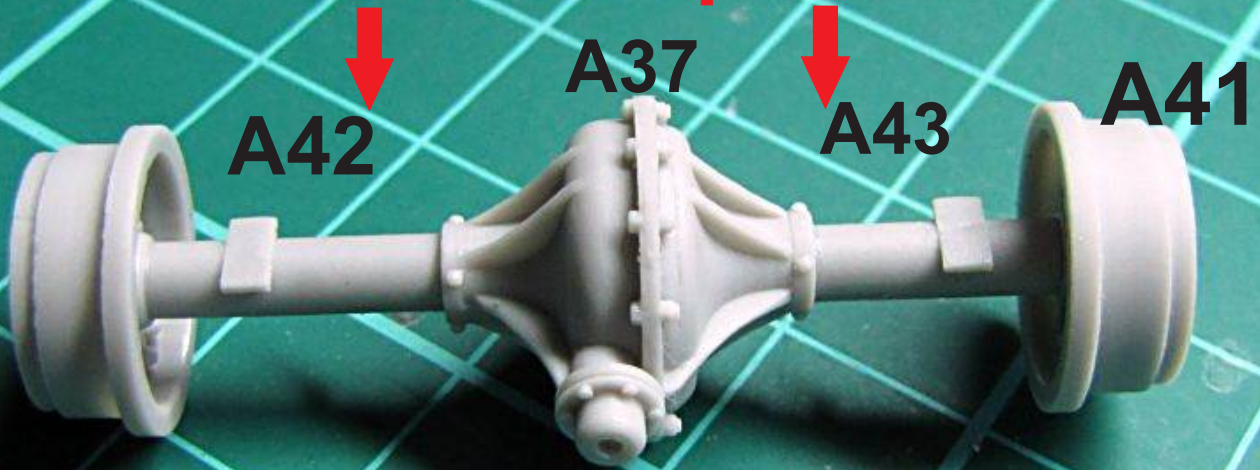








**mind correct position**

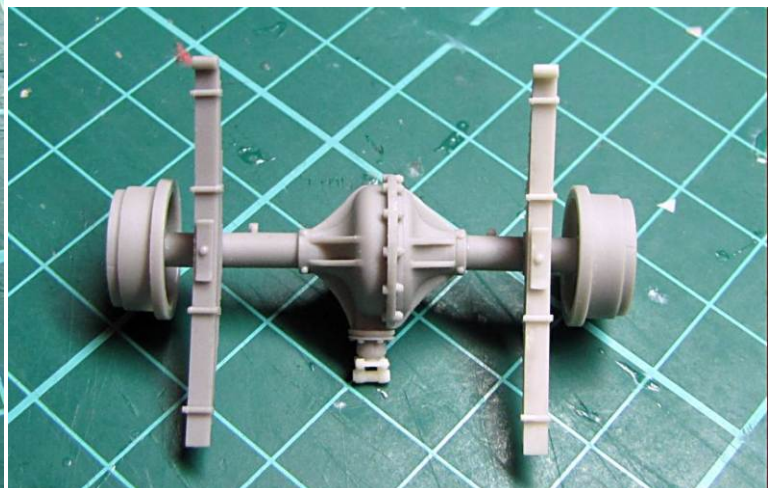


**to front**

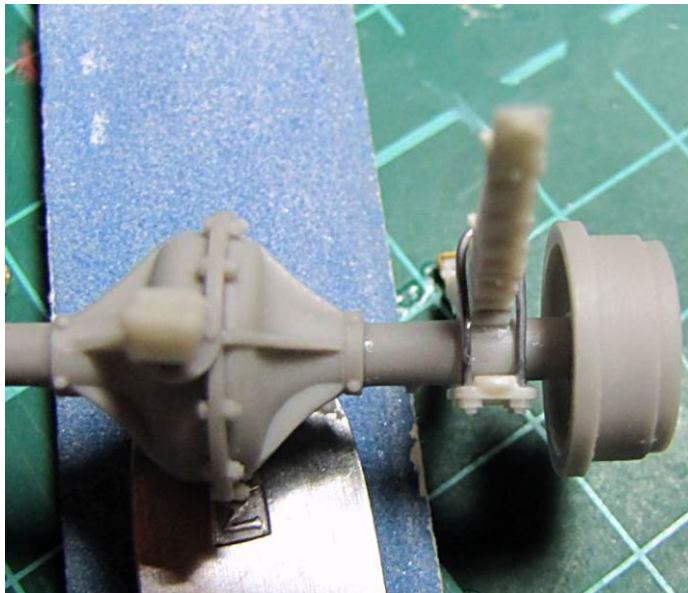
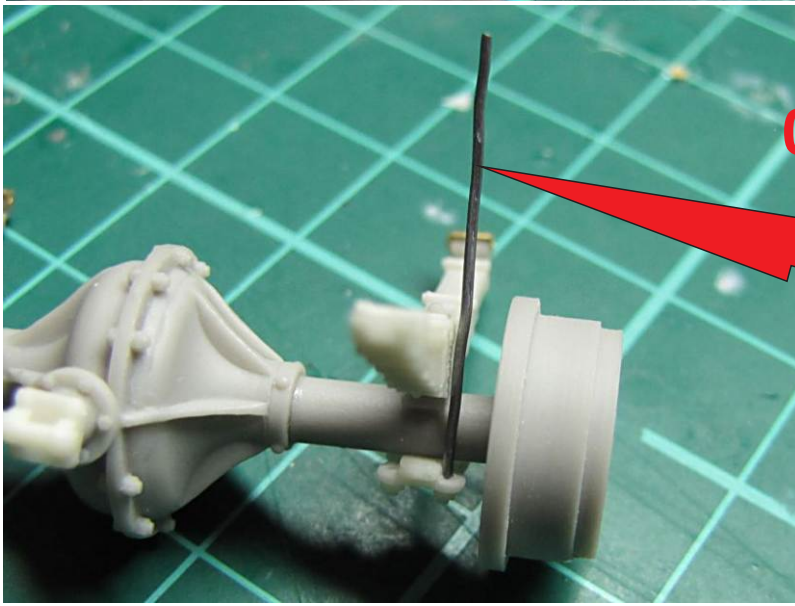
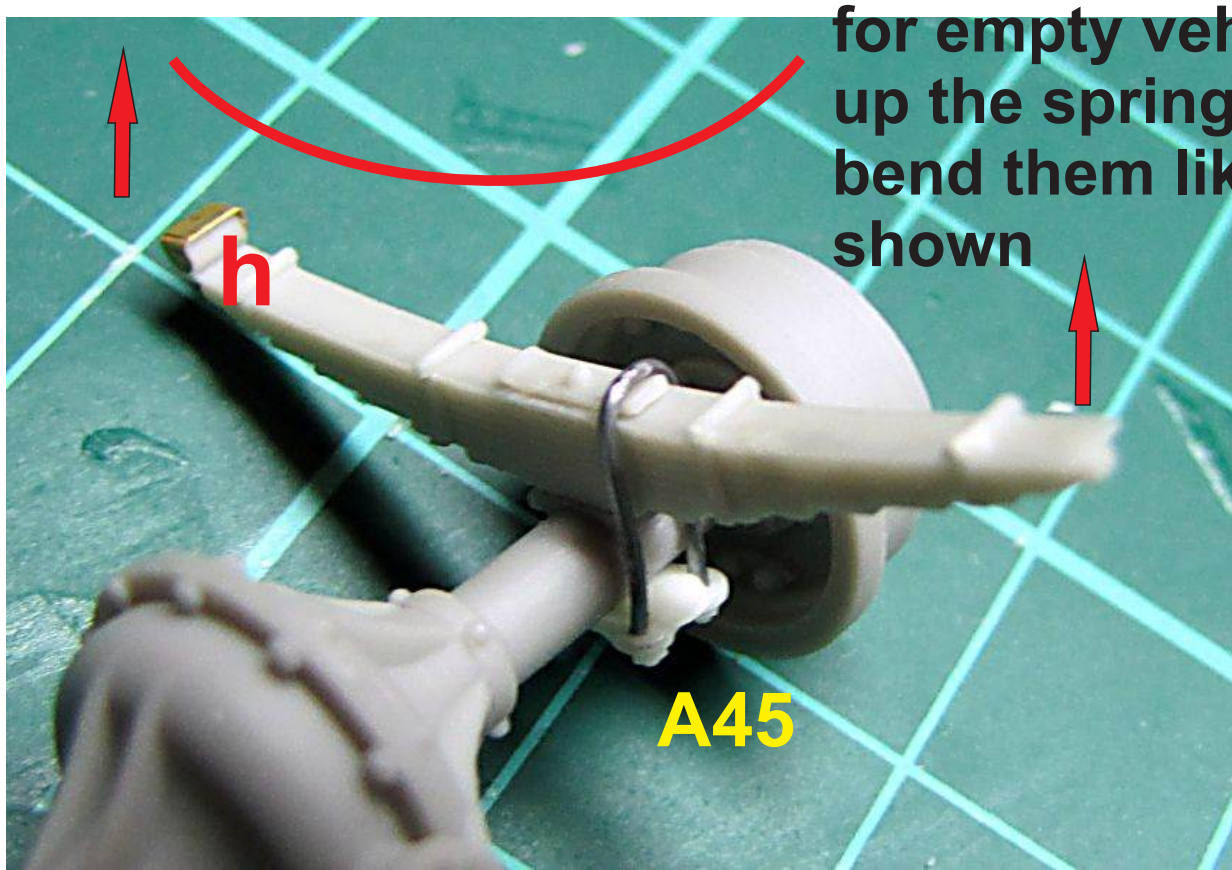


**top**

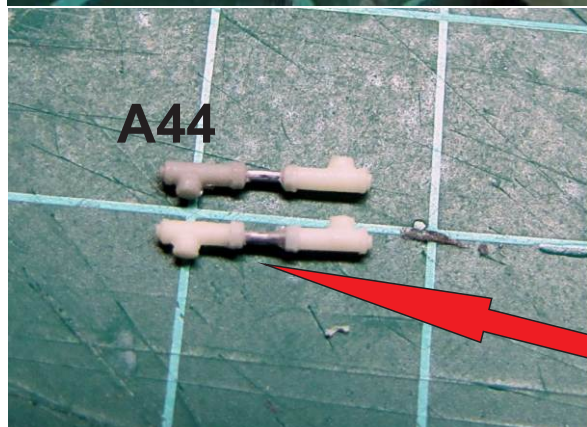
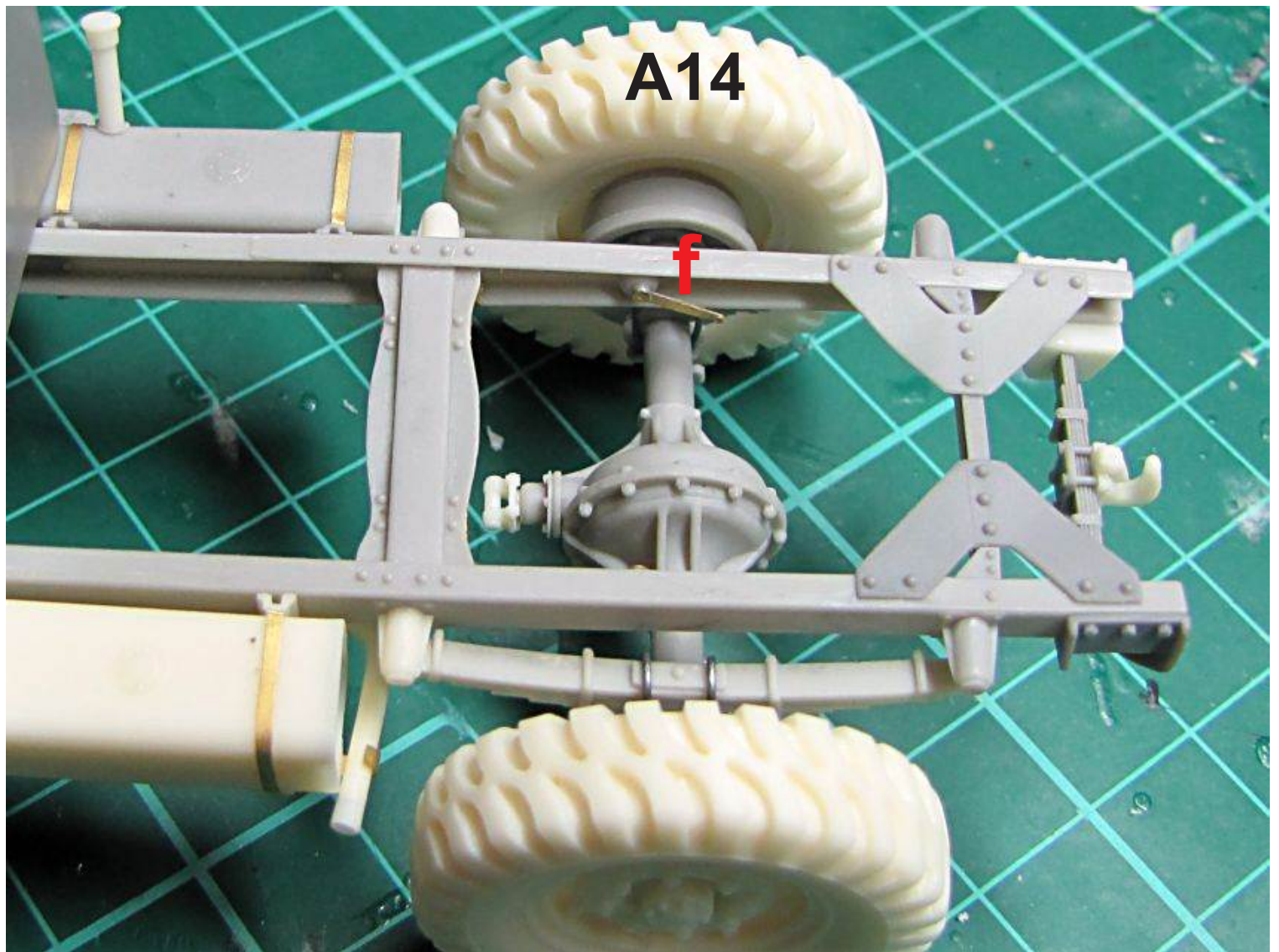
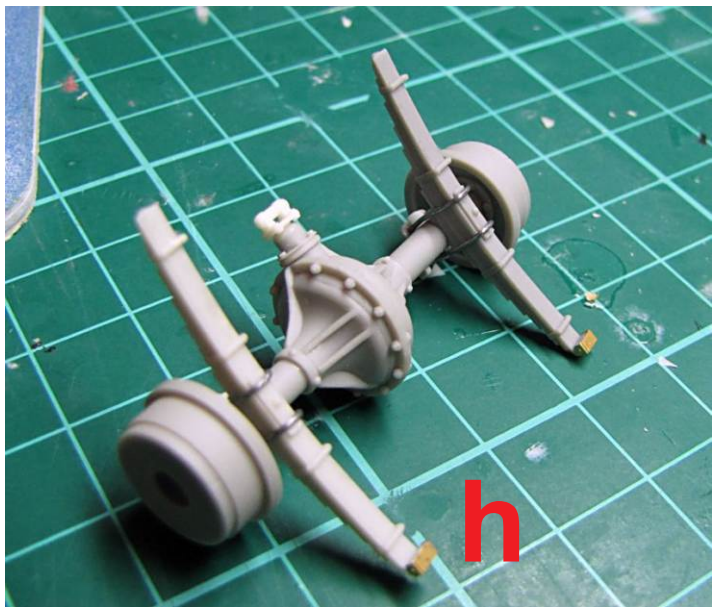
**mind correct position**







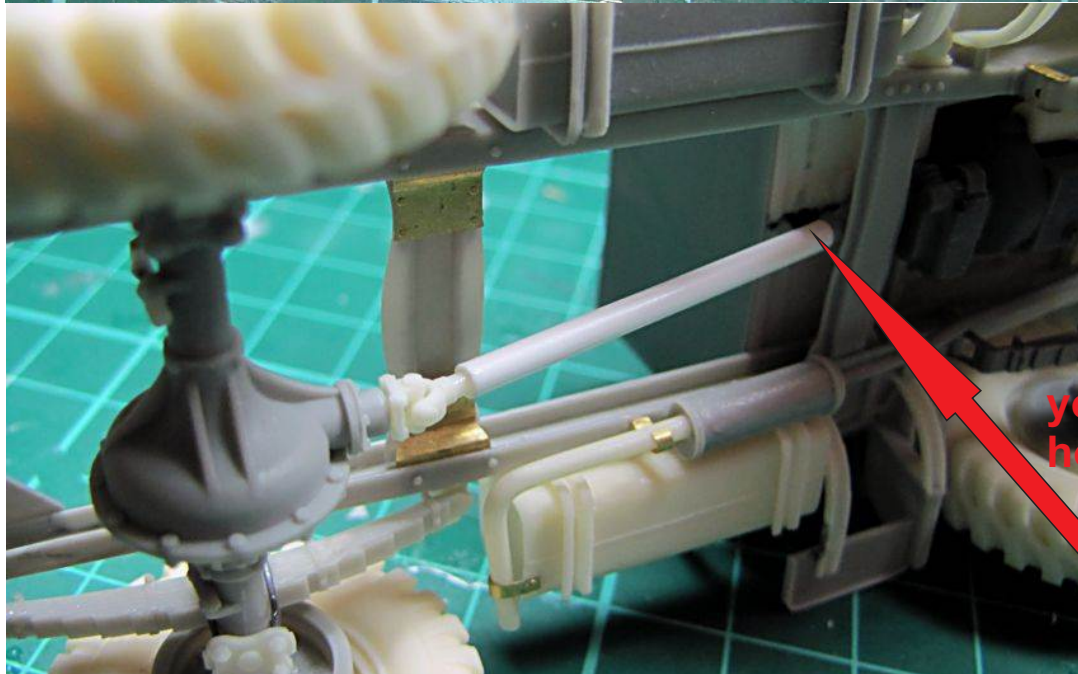
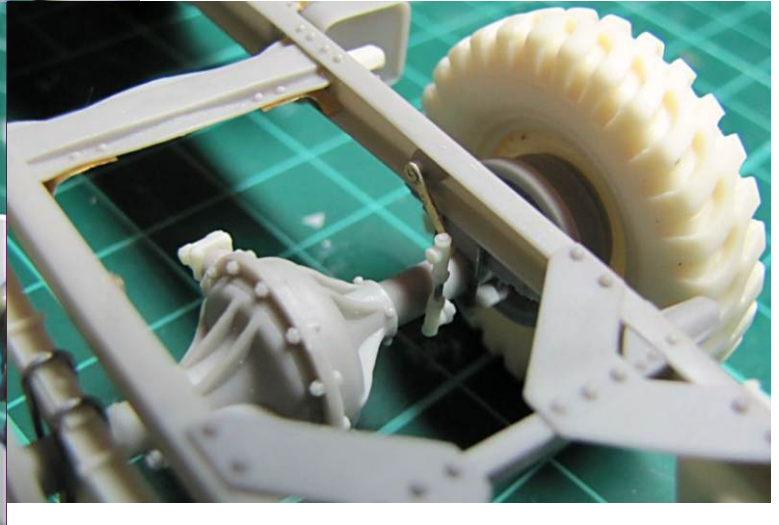
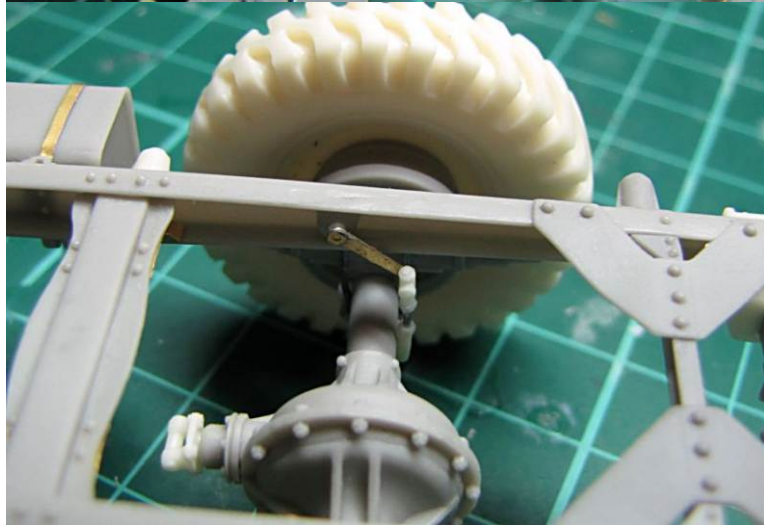
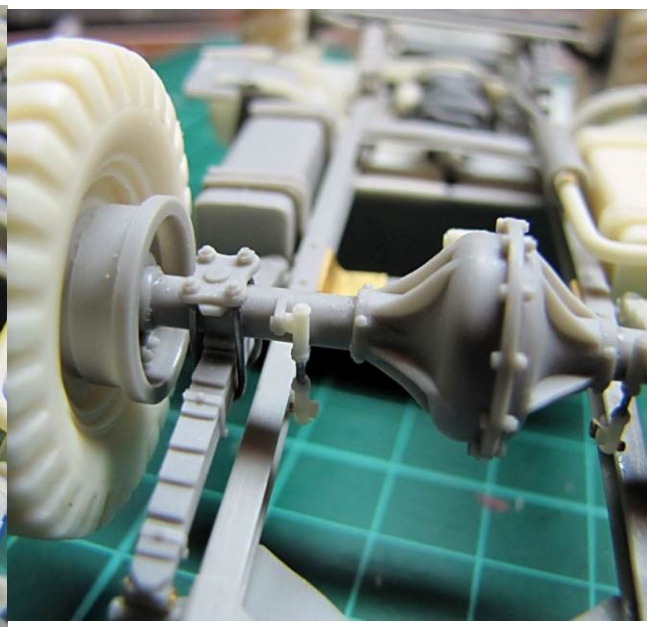
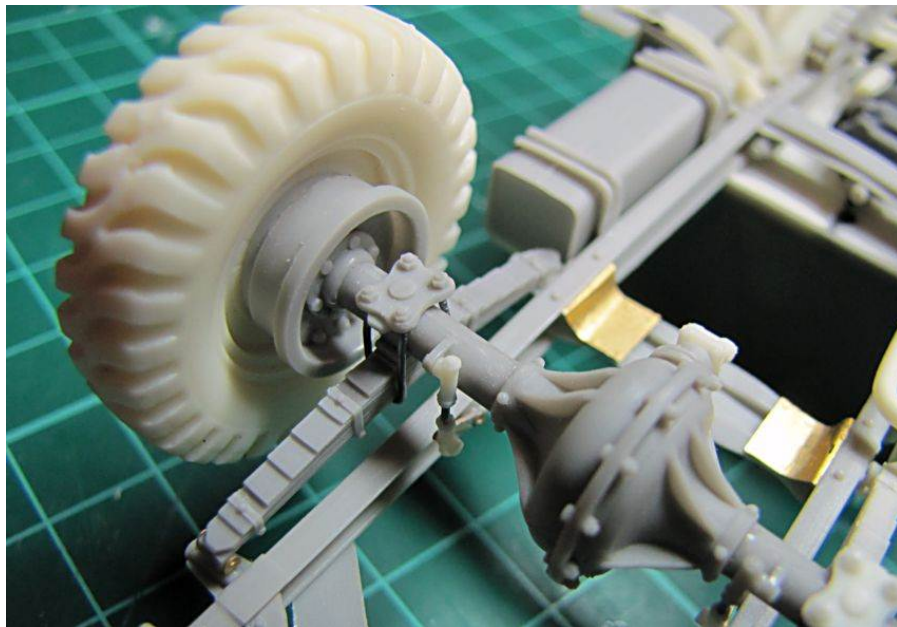




**you can drill 0,5mm holes  
for easier assembly**

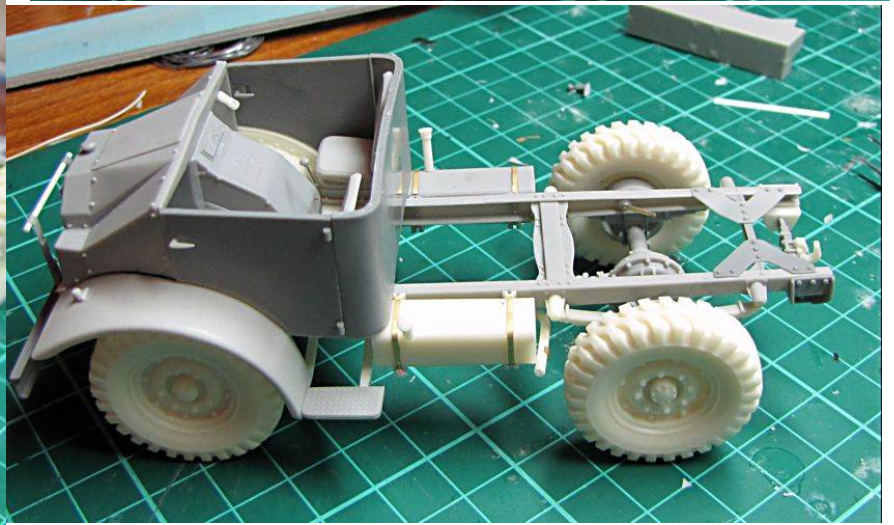
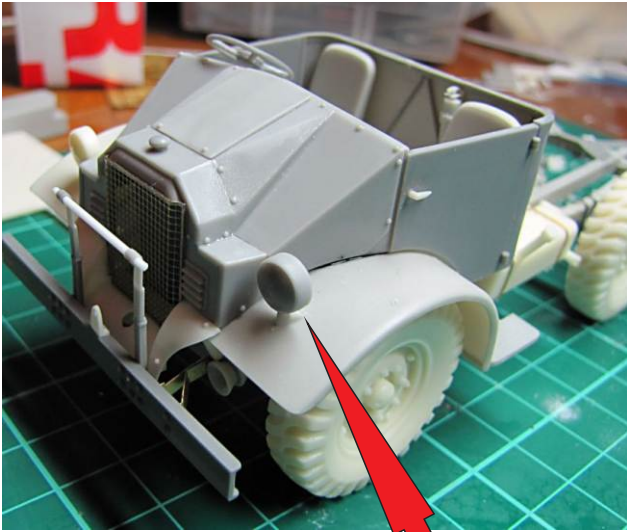
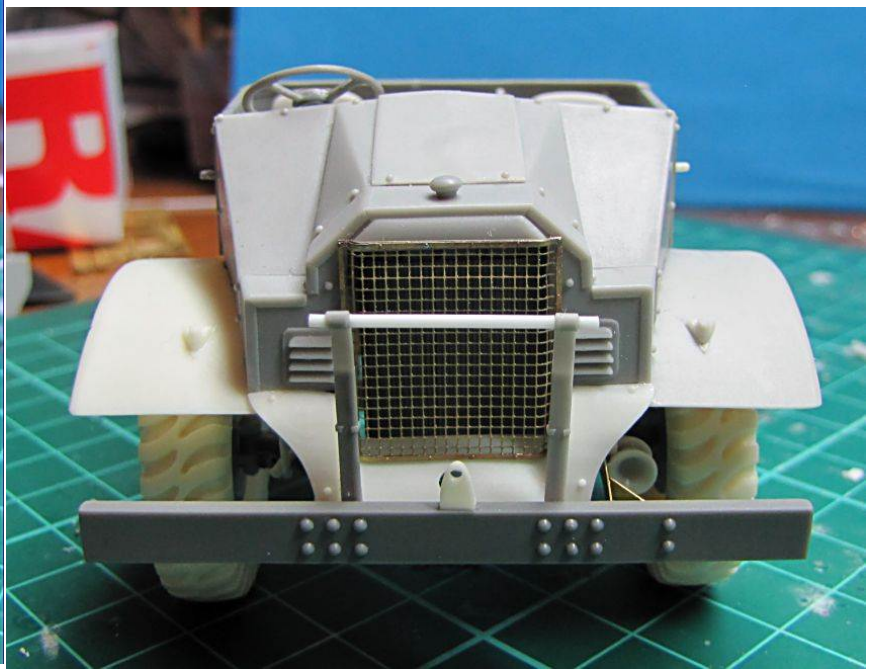
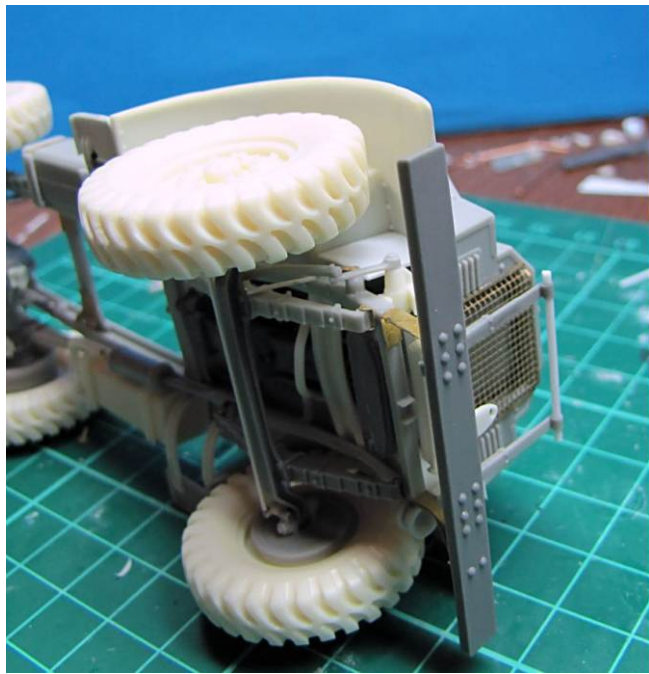
**0,5mm wire, 3mm long**





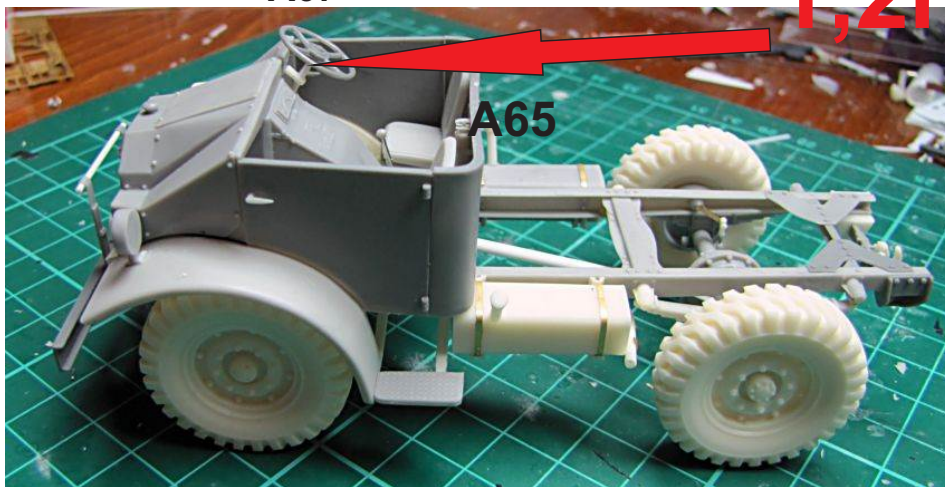
you can drill 1 mm  
hole for easier assembly





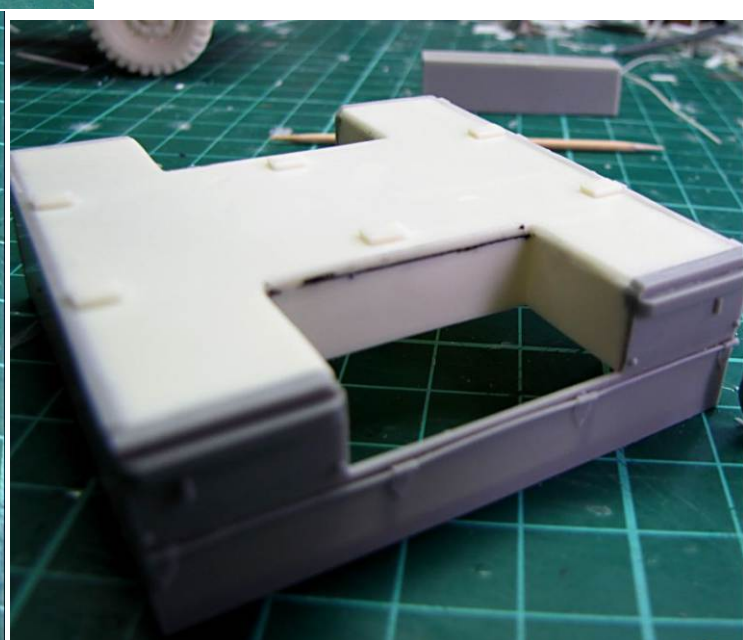
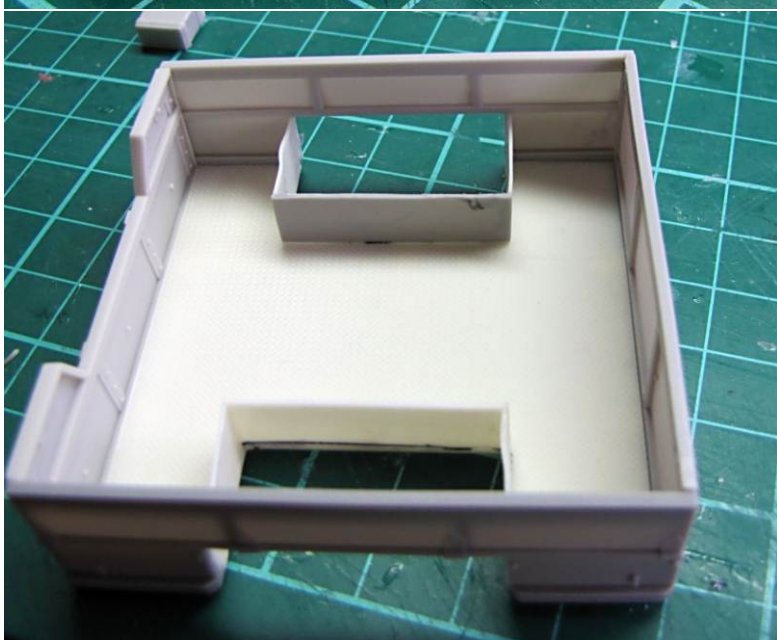
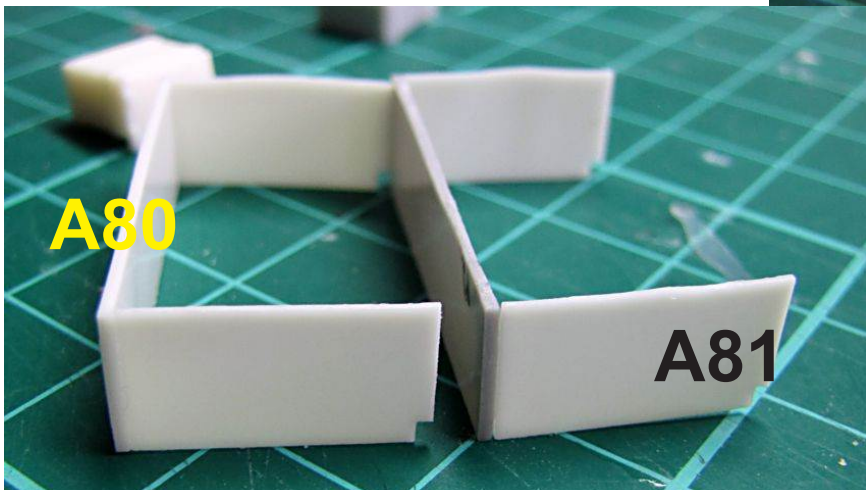
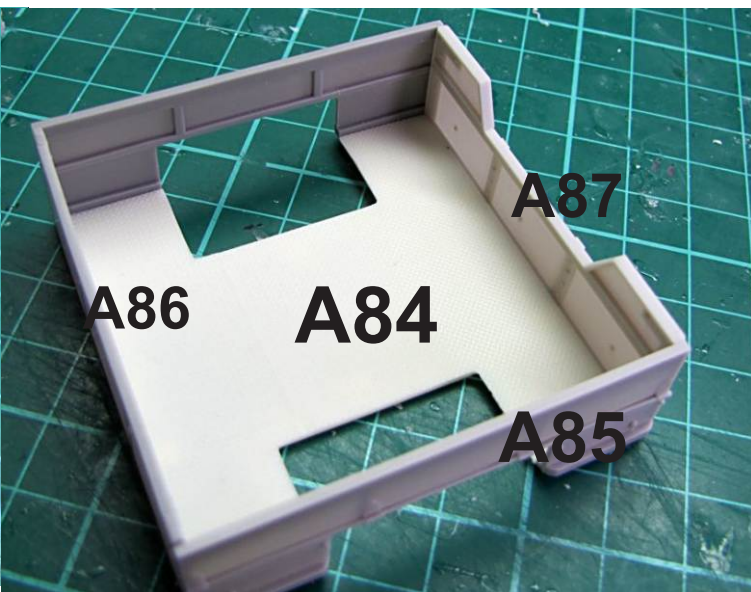
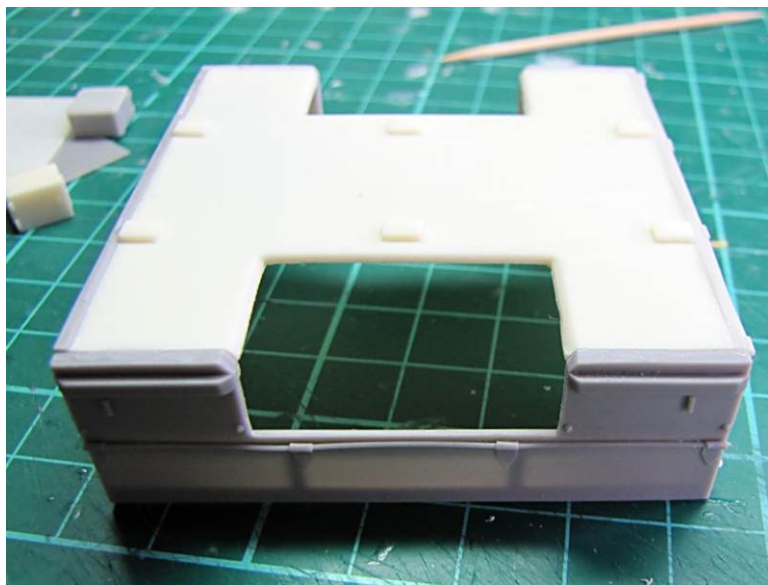
clear resin lights

1,2mm rod

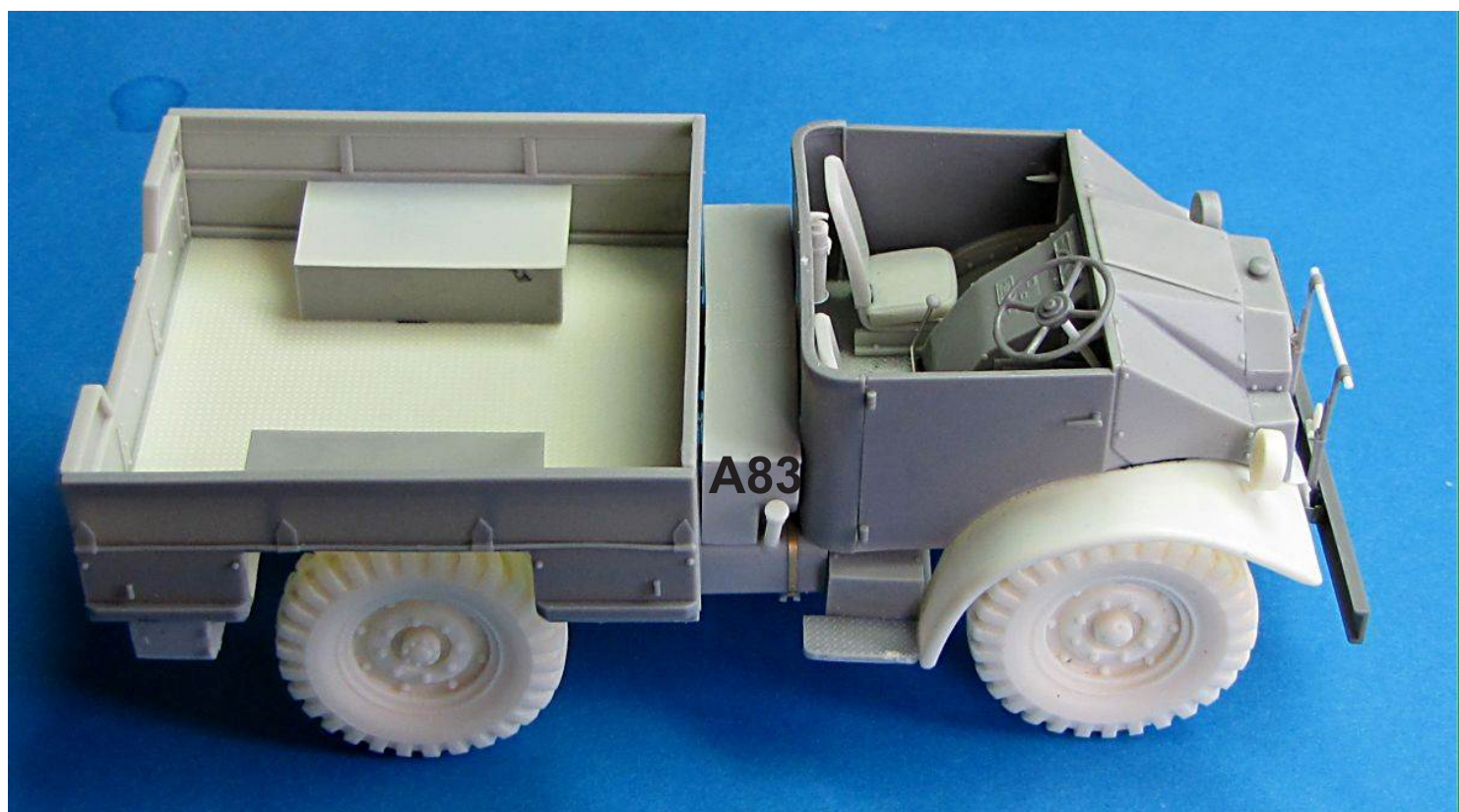
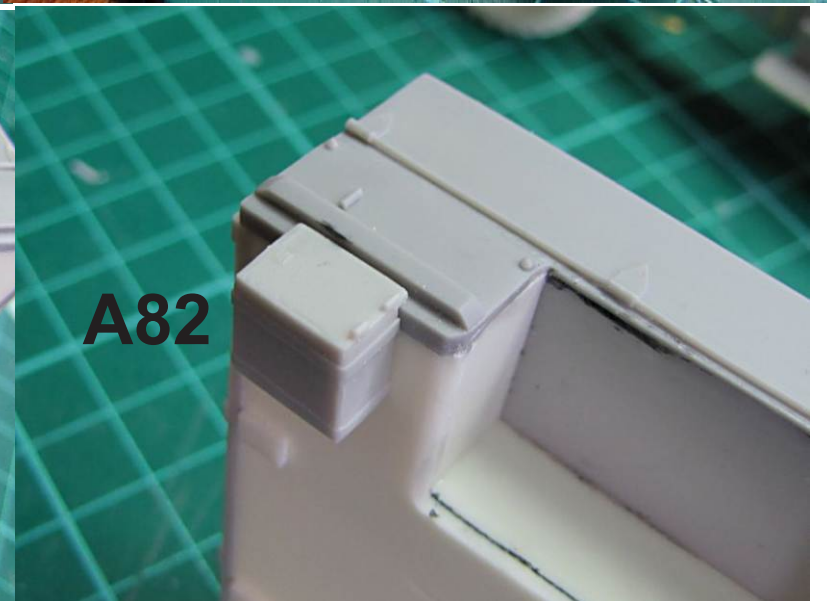
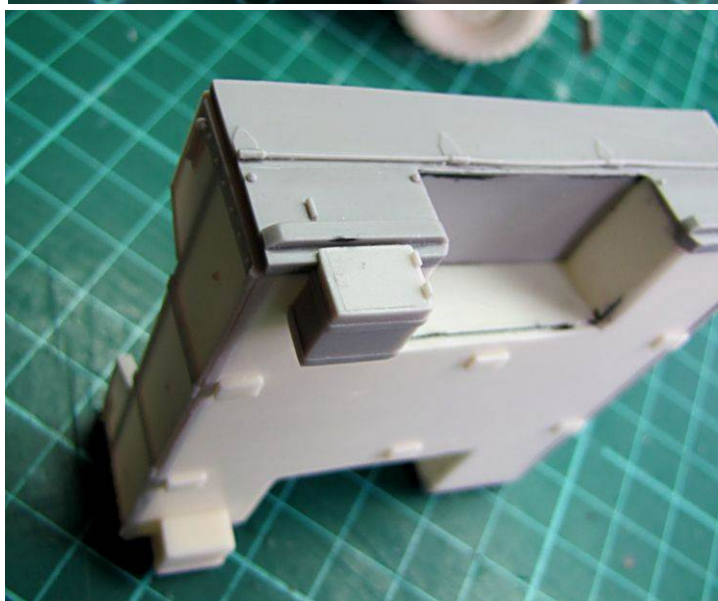
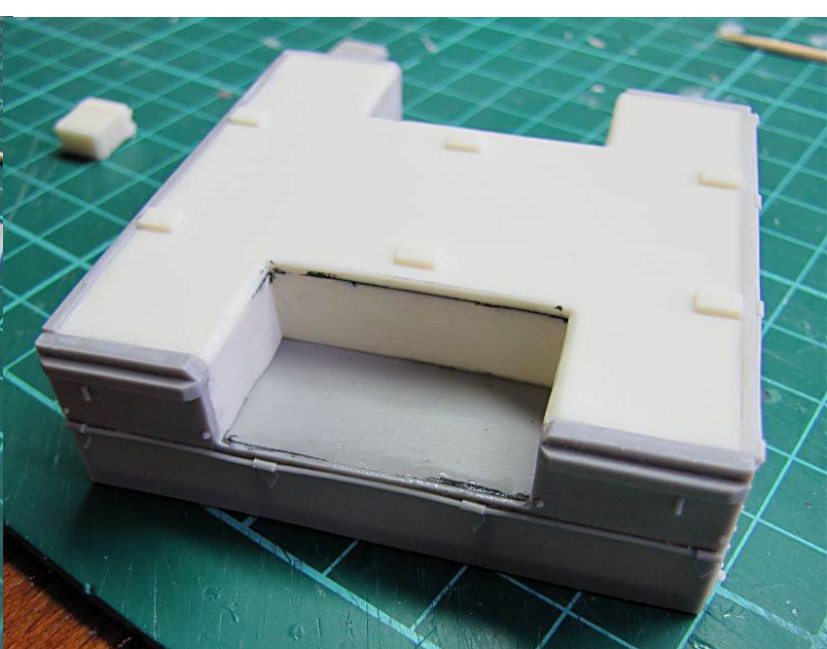
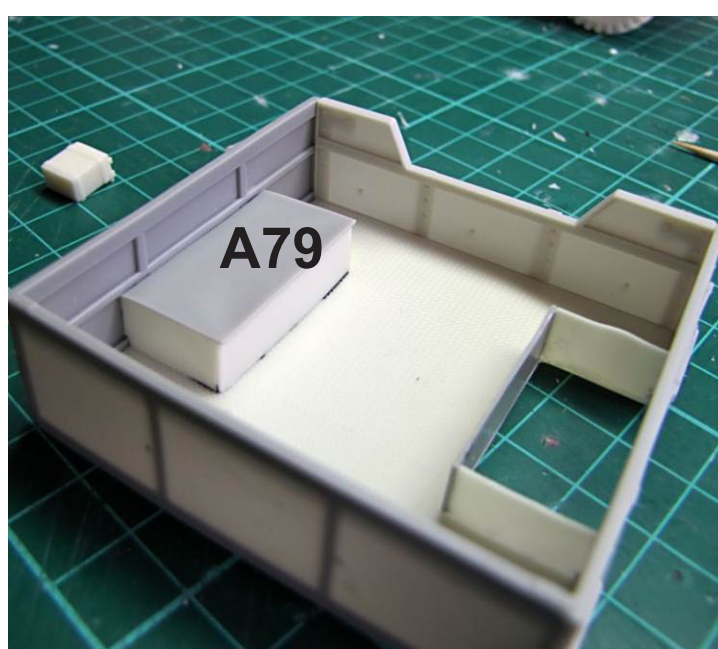




# body assembly











## Painting and marking examples

These will be updated soon, check for improved instructions at:  
<http://www.lzmodels.com/135-CMP-Ford-F15--and-variants.html>