Atlanta AMPS Club Project 2015
Tasca/Asuka M4A1 Sherman DV – 35-025
Part II

ARMOR MODELING AND PRESERVATION SOCIETY
AMPS

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Step 1: Assembling the tracks

- Tasca/Asuka has 2 versions of their tracks. The older material is a red-brown color. This track can be assembled with regular plastic cement. The newer material is black, and must be assembled with superglue. I suggest connecting the track at this point, as you may want to make an adjustment at final assembly.

Step 2: Assembling the drive sprockets

- Note that the sprue attachment points are on the 'backside' of the sprockets. Hint is to cut the sprue further back, then you have more room to remove the attachment points. Remember to add the poly-cap. 3 options are given. For an early M4A1, the instructions show the most common version. For other Shermans, consult some photos. Example, all M4A4 Fireflys were built by Chrysler, and would typically use the 'fancy' sprocket provided.

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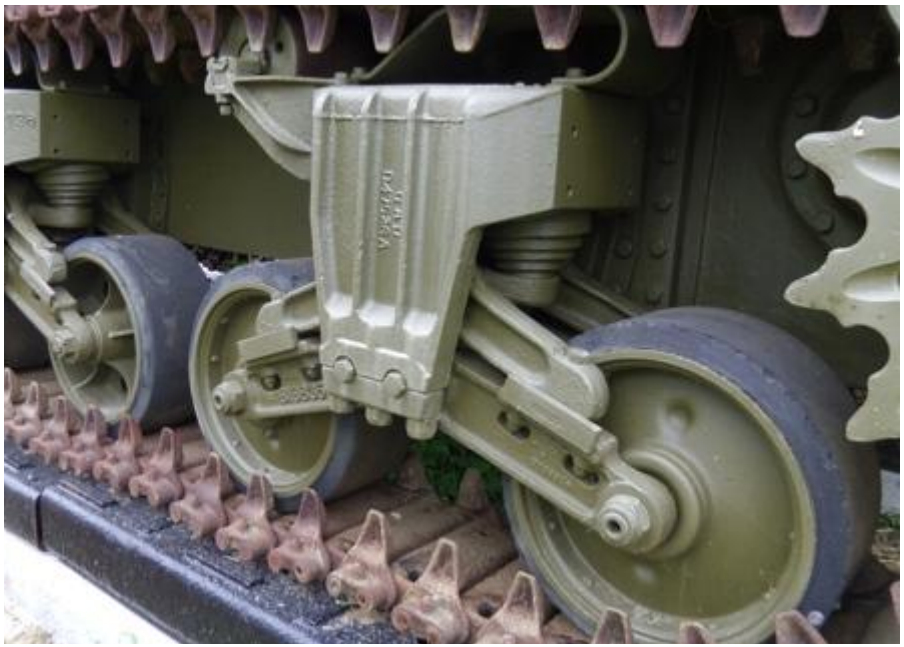
Step 3: Idler wheel

• Again, 2 options here for the idler. Follow the instructions on which style unless you've got a particular tank you're modeling that has a different style. Note to install the grease cap on the 'front' of the idler, which is the side with the grease nipples.

Step 4: Road wheel + Suspension arms

•Again, the road wheels have a 'front', indicated by the grease nipples. Additionally, the suspension arms have a slight variation. One side has a 'hole' in the center of the big hex nut. Consult your reference photos to determine which version your tank had.



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Step 5: Assembling the Bogies, Part 1

•2 sub-assemblies here. Here is also where we can add the first tweak. The tops of the bogies had 2 bolts that held the volute springs in place. I added these using .8mm punched disks. It was helpful for me to add parts B1 and B2 first to help locate the 'center' of where the springs would be located.

On the volute spring/lever arm assembly, just note the detail drawing on the instructions showing the orientation of the lever arms, as they do have an inside and outside

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Step 6: Assembling the Bogies, Part 2

- This step can get a bit fiddly, and you'll want that 3rd hand. Tasca/Asuka gives you 2 options for spacing the volute springs in the bogie. 1 is to use the kit supplied foam. The more recent kits provide small plastic spacer pieces. The benefit of foam is you can display the tank going over rough terrain accurately unlike any other kit. The downside is that it's a bit of a pain to assemble. If you go with foam, I suggest using white glue to tack the pieces in first. On older kits, these spacers weren't provided, but you can pretty easily measure the thickess of the foam layers and replace with a big of plastic stock if you don't want to mess with the foam. The thicknesses depend on the suspension style you're using, and what tank it is.

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- Below is the final assembly before the front plate is added. To the right is the final assembly. The seams between the front plate and bogie should be cleaned up as these were a single casting.

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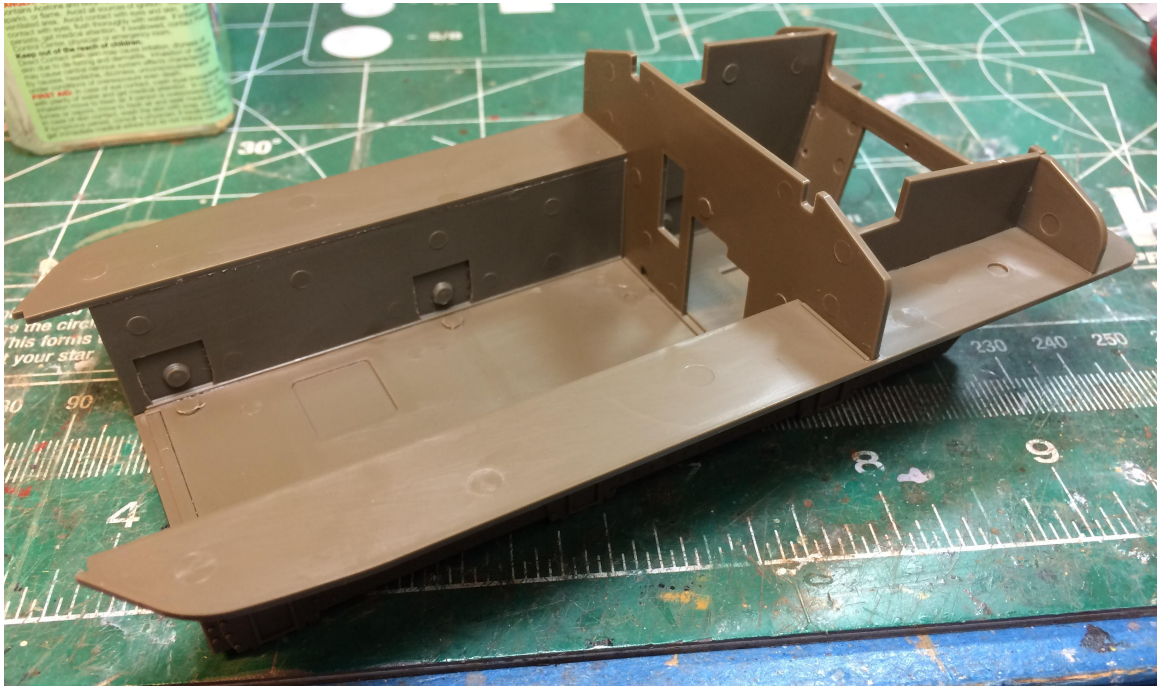
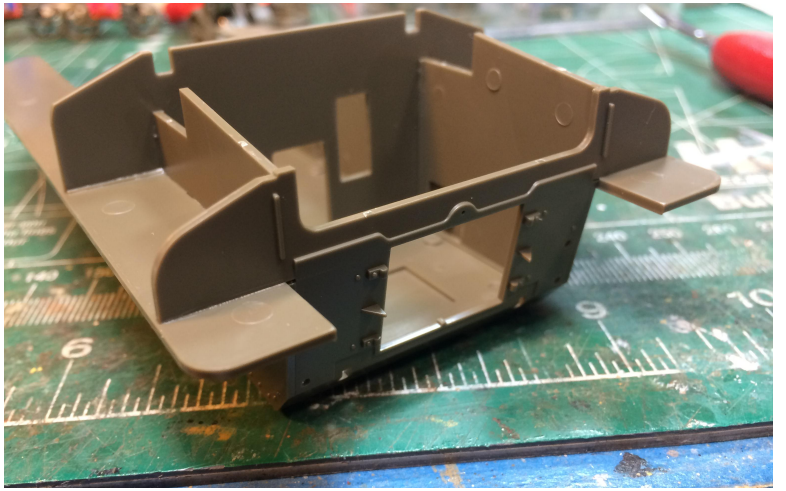
Step 7: Lower hull Assembly

- This might be my favorite step of the whole kit. Just follow the order of attachment on the instructions, and take your time. If possible, I'd recommend using a thin plastic cement here so you can dry fit the pieces, then add cement from the back side to avoid any messes. If something doesn't seem like it fits perfectly, take it apart and review the instructions, part cleanup, etc.





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Step 8: Air cleaners

- Again, Tasca/Asuka gives you options. Both the round and square style air cleaners are found on these early tanks, so take a look at references, or just choose which one you like best. The round ones are a bit simpler to build, but I used the square ones to match my references.

Step 9: Lower hull rear details

- I would recommend starting with the idler supports, parts C15 & C23. Follow up with C34 & C35. Remember not to glue the idler axles C25 as these allow you to adjust the track tension. The tow ring mounts, E7 are easier to partially clean up on the sprue, so cut out the sprue section first, clean them up, and then pull them off the sprue. Also of note, the lift rings themselves, D8, are EXTREMELY fragile, and will snap in 2 if you try to spread them open. I would suggest cutting out the nubs along the inside, and just gluing them down. I had some leftover aftermarket replacements from TMD, which bend quite easily, and have some small additional detailing.

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