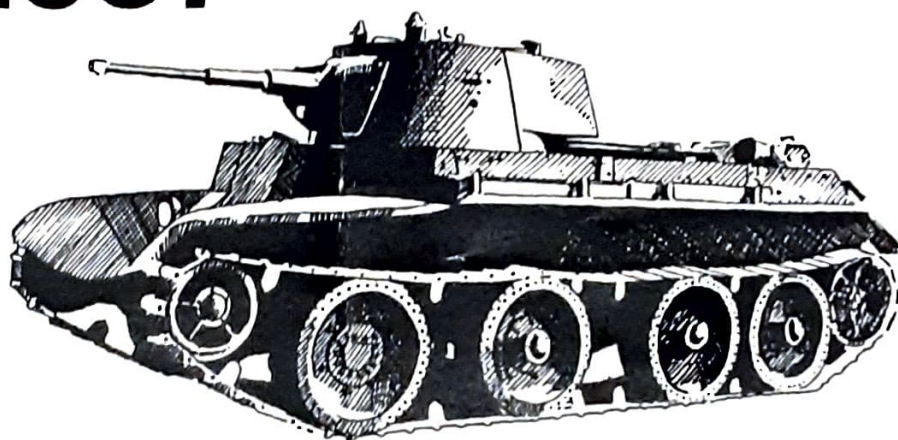


# Accurate Armour

COMPLETE SUPERDETAILED KITS IN POLYURETHANE RESIN, METAL, AND ETCHED BRASS OF THE FAMOUS SOVIET BT 7 FAST TANK.

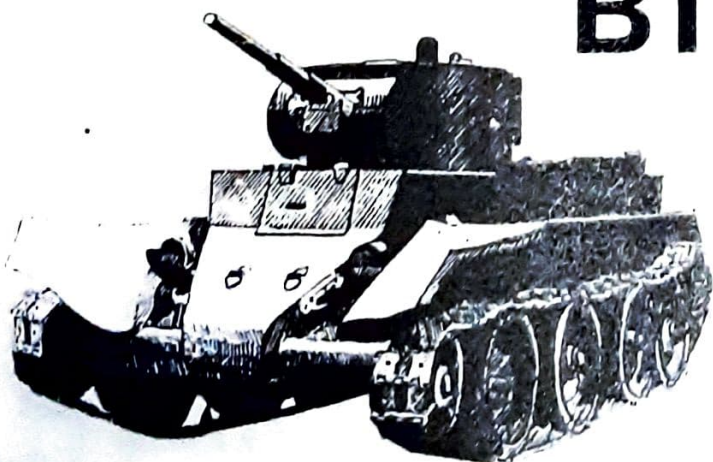
## BT-7 M1937

42L



## BT-7 M1935

42E



FLEXIBLE RESIN TRACK  
4 OPENING HATCHES  
ETCHED BRASS MESH COVER  
METAL SPROCKETS & RUNNING GEAR  
SIMPLE TWO PART HULL

## **GENERAL INSTRUCTIONS**

### **SAFETY**

As with any plastic model kit, do not expose the completed model or the component parts to extreme heat or naked flames.

When sanding or cutting parts, ensure to minimise the generation of dust particles by wetting the surface, if this is not possible use a good quality face mask.

### **AFTER A SANDING OPERATION WASH YOUR HANDS**

For bonding parts use a good quality cyano acrylate "Super-glue" after the parts have been tested for fit. Follow the safety instructions on the tube, and use only in a well ventilated room.

### **TOOLS**

Essential tools are sharp scalpels, razor saw, needle files, 'wet-or-dry' paper grade 100,300,500, tweezers and flat nosed pliers.

### **GENERAL PROCEDURE**

**1.** Check the parts against the parts listing and assembly diagrams.

**2.** The best way to remove parts from the casting spru is by using a razor saw, or for very large parts use a small fret saw. Excess plastic should be carved away using a very sharp scalpel or craft knife.

Very large sprus can be removed by scribing and 'snapping' them away from the parts, (this saves a lot of sawing).

**3.** Parts should be 'dry-fitted' first, if however you want to try different positions the parts can be lightly bonded with 'tube' cement to see how they look.

To bond with super glue, place the parts together THEN apply a TINY quantity of glue (using a wire or old blade) to the side of the gap between the parts..the glue will be drawn into the gap.

**4.** If any parts are bent or warped, they can easily be modified by bending in VERY HOT water, or under GENTLE heating from a hair dryer. Once at the correct shape cool the part quickly to set the shape.

**5.** Due to the hand casting process bubbles may be present in some resin parts, if any of these have 'broken the surface' they should be filled with a good quality epoxy filler, such as 'Milliput'. Carefully sand as described previously.

**6.** Resin parts should be washed in warm soapy water prior to painting to remove mould release agents, metal parts should be polished or primed before painting.



## ASSEMBLY INSTRUCTIONS

**1.** Fit the front roadwheel suspension arms (3,4), steering rods (5,6), and connecting rods (7) to the lower hull. Fit the hull top and bottom together, bonding at the nose plate first, fill and sand joints as required.

**2.** Make up all the roadwheel, idler & sprocket pairs and ensure all flash/spru marks are removed. Fit all completed parts to the hull locating points ensuring that the wheels are in line with each other.

Make up two long lengths of track (17), bond these around the sprocket and along the top of the roadwheels. It is advisable to heat the track in hot water to shape it to the sprocket and to allow for some 'track sag' between roadwheels.

Once the top run of track is complete, finish off around the idler, and underneath the roadwheels, dry fitting the track with the hull placed upside down, to get a perfect match of links.

**3.** Add all smaller parts as per the diagrams, starting with the largest items first, the area around the air outlet/exhaust pipes should be completed with care. Take time to fit the frame (E1,E2) to around the pipes (19). Note that on the real BT7 the frame overlaps the side walls on the hull and is not neat anyway!..you cannot go wrong! The etched brass frame (E3) fits up against the mesh frame.

**4.** The stowage of smaller items on the vehicle changes from model to model, however most M1935 models have the horn (27) fitted on the hull left front, and bottle jacks (26) fitted in front of boxes (23). many M1937 models lack the horn, and have the bottle jacks fitted instead (on both sides). The M1937 models have extra turret ring protection plates (40) fitted to the upper hull side.

**5.** Assembly of the turrets is straightforward, hatches (33,34,37) can be placed open or closed. The lifting lugs (33) should be placed in an upright position.

## WORKING WITH ETCHED BRASS

Etched brass parts are included in our kits to enhance the overall appearance of the model, for those not familiar with this material the following guidelines will help.

In general etched fittings should be added to the model last so as to avoid damage during construction.

**1.** Identify the individual brass parts on the fret using the assembly diagrams and the description on the parts list.

**2.** Place the brass fret on a HARD cutting surface such as a cutting mat or a sheet of styrene/plastikard, cut the half-etched tabs around the part with a very sharp knife. (Half etching is the area indented into the sheet, and should always face you when cutting). The tabs should be cut flush with the part, leaving the rest of the tab on the fret.

**3.** Lightly sand the cut line, and the edge of the part with very fine emery paper or wet-or-dry. Using the assembly diagrams, and the completed kit as guides, visualise what the folded part must look like before starting....this is important !

**4.** All right-angled folds are made using half-etched fold lines as guides, folds are made so that the etched line is INSIDE the fold and thus hidden from view.

**5.** Long fold lines should be made using a straight-edge ie:- two pieces of metal in a vise or the edge of a metal ruler, try not to bend the part more than two times, since each flexing weakens the part a little. For a part with many folds ie:-E3, make all long folds FIRST.

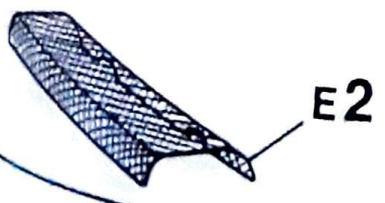
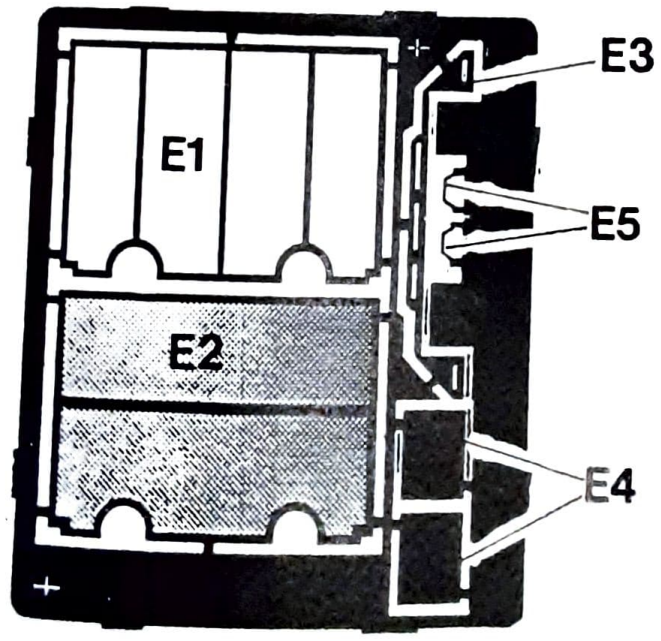
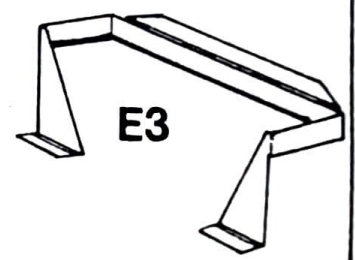
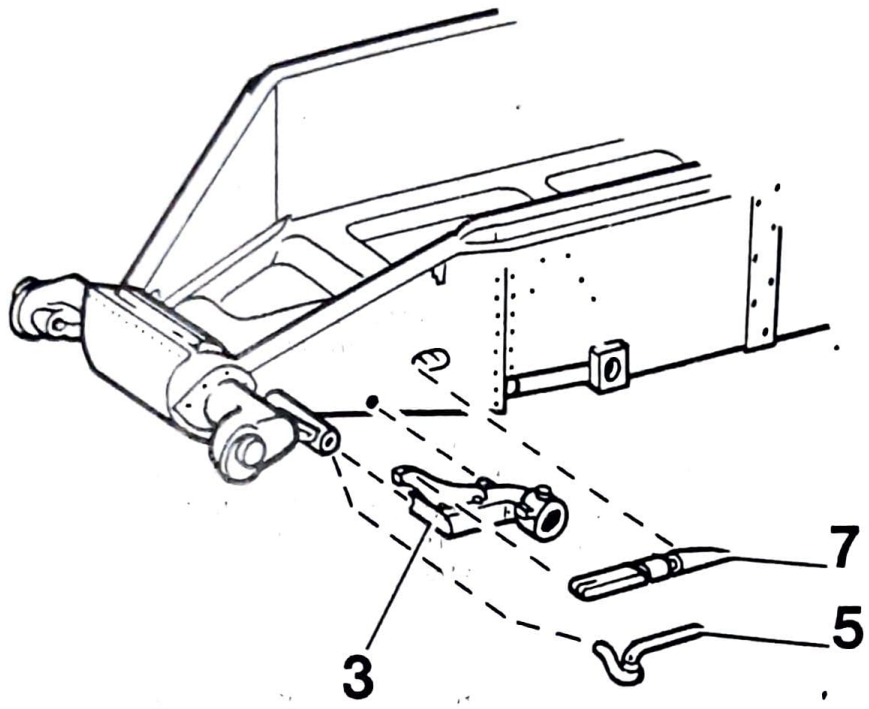
**6.** Very small parts can be folded using tweezers, for bends which are not right-angles just take time. For curved parts there is no easy answer, just roll the part over a parallel rod until the correct curvature is reached.

**7.** The engine deck mesh and frame (E1,E2) can be bonded together before bending, this is done by placing part E1 on top of E2, and wetting the outer edge with super glue (which will be drawn into the tiny gap). The completed assembly can be bent to shape and left until the resin hull area has been painted before fitting.

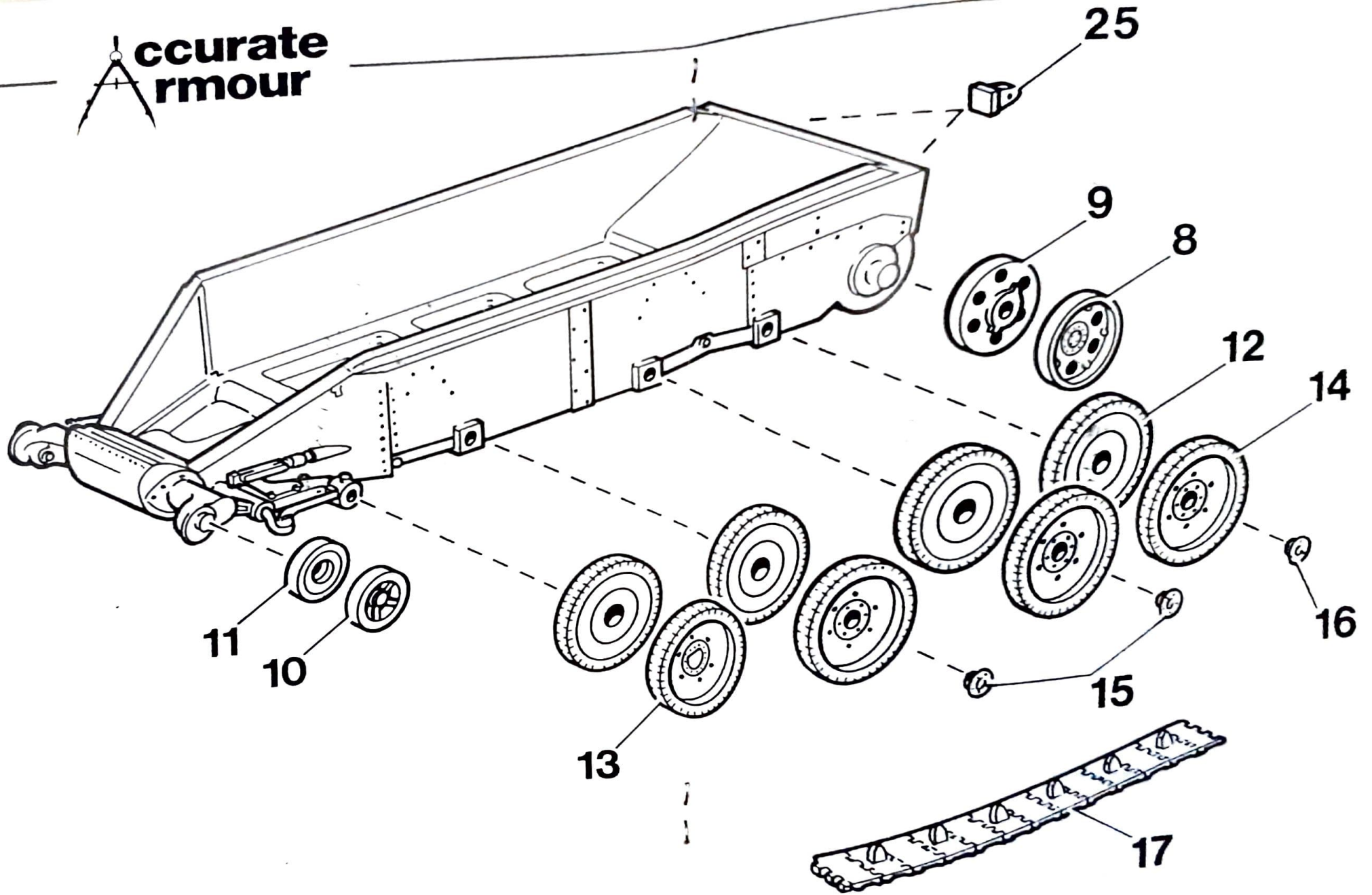
**8.** Etched brass parts may need priming before the final coat of paint is added.



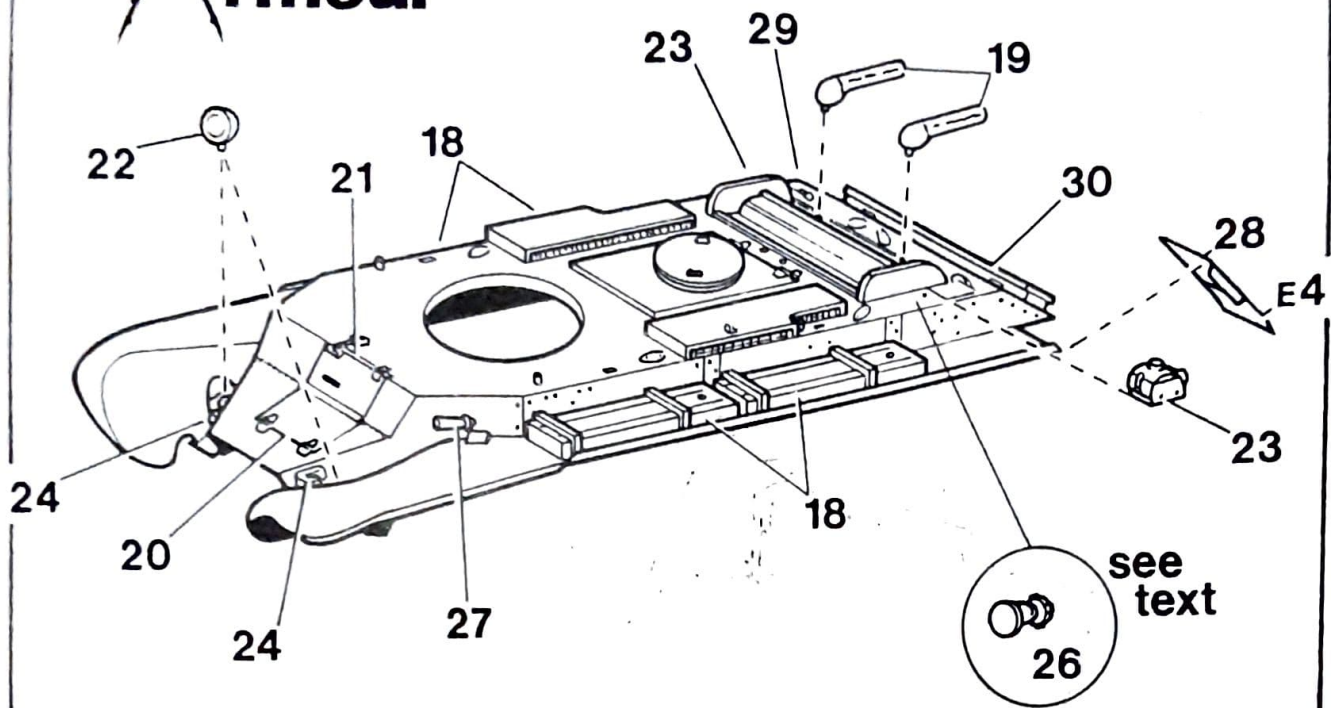
# Accurate Armour



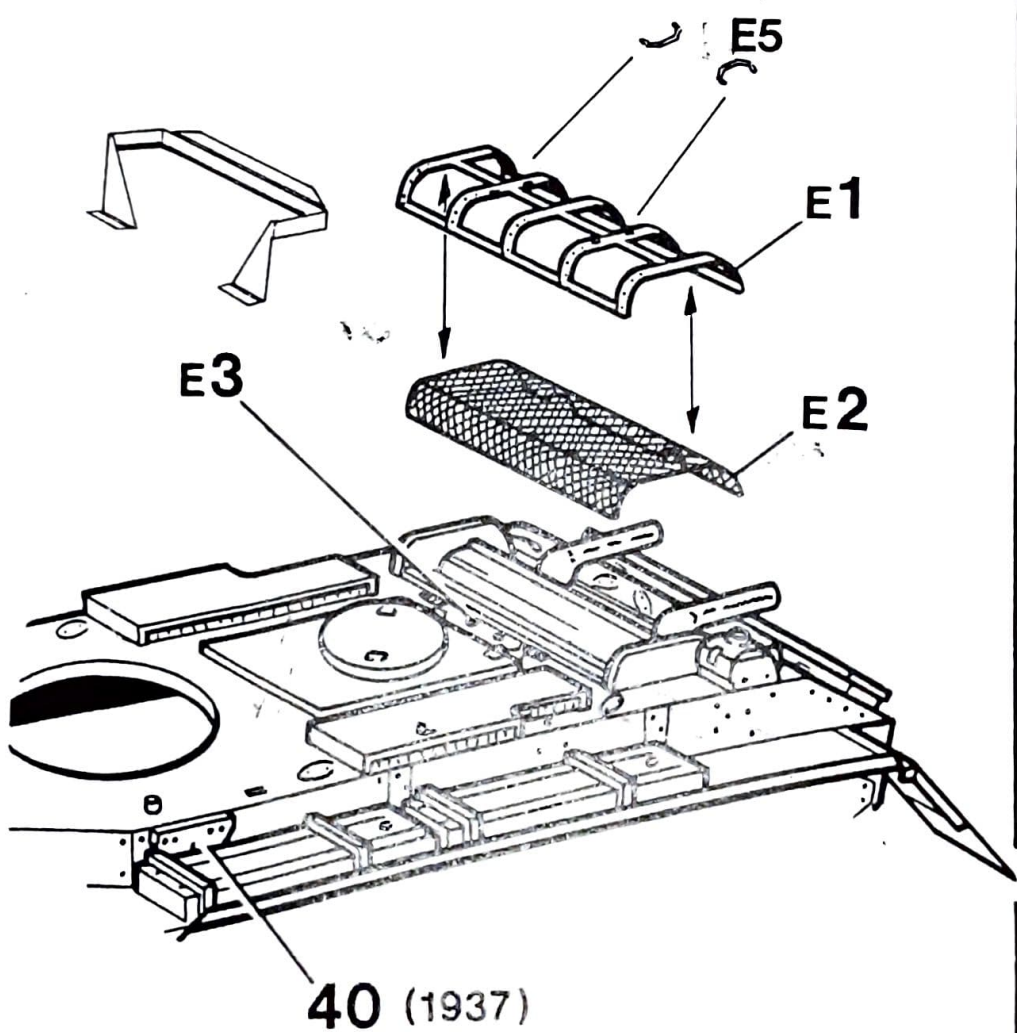
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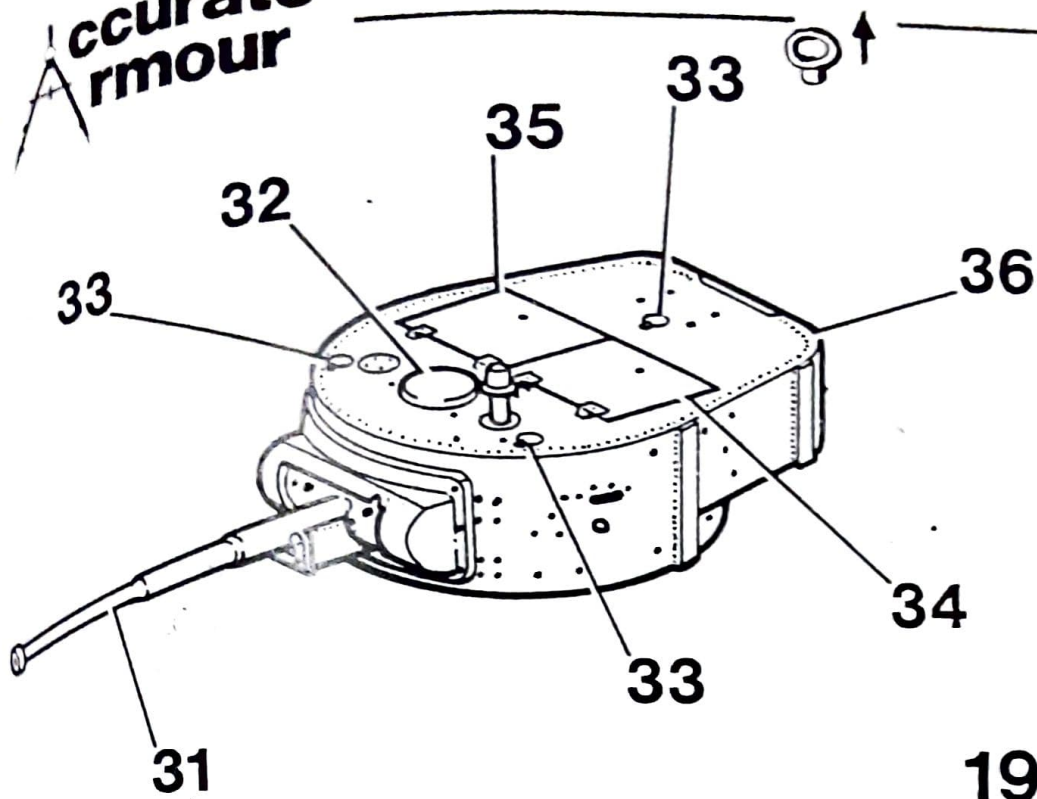


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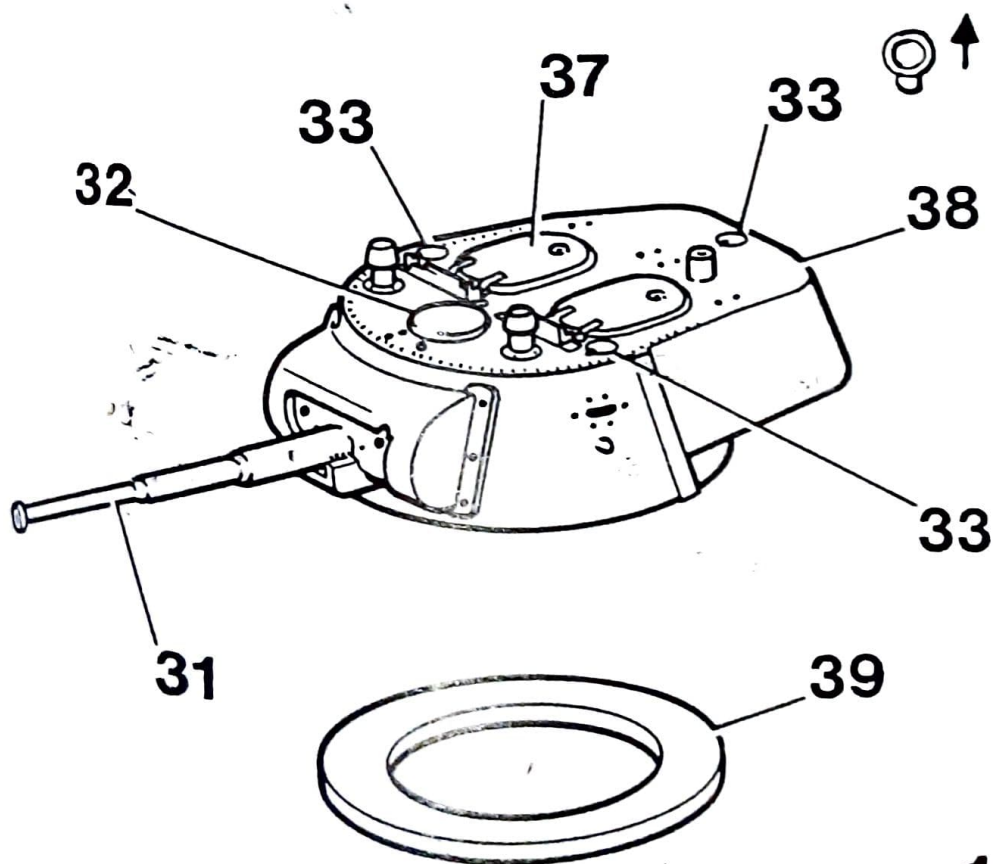




Accurate  
Armour



1935



1937



## GENERAL NOTES

### EXTRA DETAILS

1. For extra realism the gun barrel should have the end drilled out, lifting and towing points should also be drilled out unless shackles are fitted.

2. Generally the trackguards, exhaust covers and mesh grilles get bashed around.

### PAINTING

The overall colour for these vehicles is dark green.

Track running surfaces, guide horns and raised treads should be painted dull silver. Also in dull silver are the insides of the sprockets and the inner lips of hatches.

The area under the exhaust outlets and air outlet mesh should be painted before fitting the mesh covers.

The roadwheels and idlers have rubber tyres which should be painted very dark grey/black.

In German service the vehicles were overpainted in dark grey and given very large identification crosses on the turret and hull rear.

### REFERENCES

The master model for this kit was researched and produced by Jon Bottomley, and prepared for production by Derek Hansen.

All castings are produced by Accurate Armour and etched brass details via PP Aeroparts.

## STATEMENT OF DESIGN POLICY

As is the case with ALL Accurate Armour Models, if we have received any significant assistance in the research, design or production of a model, this fact is acknowledged in the Reference section of the instructions.

This has been the case from kit K01 released in 1987, and clearly shows the valuable help which we have received from many sources, for which we have been most grateful.

Any claims by others to the contrary, which have been published in certain magazines or advertisements are completely untrue. Any customer wishing to check this can contact us for a complete description of the design philosophy and references for any model.

## BT7 HISTORICAL BACKGROUND

The BT series was based on the revolutionary American M1931 (T3) Combat car designed by J Walter Christie.

The design was a 'convertable' tank which could run on tracks or wheels, the changeover taking only 30 minutes.

When in wheeled mode, the rear tank roadwheels are directly driven, with the front pair of roadwheels used for steering.

The large roadwheel concept and suspension were copied by the British for the 'Cruiser' tank family, and by the Soviets for the T34 series.

A pair of M1931 tanks were purchased by the USSR in 1931, and the tanks were designated BT-1. These tanks had no turrets or armament, and were only prototypes for evaluation.

The initial production batch of tanks were designated BT-2 and were initially produced in two versions; a machine gun version with twin DT guns, and a gun version with a 37mm Model 1930 gun. The machine gun version was unpopular and the bulk of BT-2's produced were of the gun tank variety.

Initial batches of BT-2 were produced with perforated/spoked roadwheels which were replaced with the familiar 'dished' type common to all later BT tanks.

During 1933 the BT-5 appeared mounting a new turret with a 47mm gun, the early turret was not a success and was replaced with a new 'standard' turret (also fitted to T-26)

This turret was also produced for BT-7 Model 1935 until the introduction 'angled side' turret appeared in 1937.

The BT-5 can be identified easily by the bolted construction, angular nose area, and the exposed drum exhaust system.

Because of lessons learned during combat with the early BT models, a major re-design was undertaken in 1935 which resulted in the BT-7 Model 1935.

The principle differences were a new hull of all welded construction, a new engine, and shorter pitch track.

The BT-7 Model 1937 was fitted with a much superior sloped sided turret, and a pair of individual hatches, of the 7,000 BT series tanks produced BT-7 M1935 & M1937 were the most numerous, and were used throughout WW-II.

Many captured BT-7 tanks were put into service by the German army for use in the Eastern front.



## K 42 BT7 PARTS LISTING

K42E EARLY BT7 M1935  
K42L LATE BT7 M1937

1	UPPER HULL	1	M1935 TURRET	
2	LOWER HULL	1		
3	LEFT SUSPENSION ARM	1	31 GUN	1
4	RIGHT SUSPENSION ARM	1	32 AIR VENT DOME	1
5	LEFT STEERING RODS	1	33 LIFTING RING	3+1
6	RIGHT STEERING RODS	1	34 HATCH LEFT	1
7	CONNECTOR ROD	2	35 HATCH RIGHT	1
8	OUTER SPROCKET	2	36 TURRET CASTING	1
9	INNER SPROCKET	2		
10	OUTER IDLER	2	M1937 TURRET	
11	INNER IDLER	2		
12	INNER ROADWHEEL	8	31 GUN	1
13	OUTER 1st ROADWHEEL	2	32 AIR VENT DOME	1
14	OUTER 2nd-4th ROADWHEEL	6	33 LIFTING RING	3+1
15	2nd & 3rd ROADWHEEL HUB	4	37 HATCH	2
16	4th ROADWHEEL HUB	2	38 TURRET CASTING	1
17	TRACK LENGTHS	8	39 TURRET BASE	1
18	EXTERNAL FUEL TANK	4	40 TURRET RING ARMOUR PLATE	2
19	EXHAUST PIPE	2		
20	DRIVERS HATCH-LOWER	1		
21	DRIVERS HATCH-UPPER	1	ETCHED BRASS FRET	
22	HEADLAMP	2		
23	DECK BOX + LIGHT	2	E1 ENGINE DECK MESH FRAME	1
24	FRONT TOWING LUG	2	E2 ENGINE DECK MESH	1
25	REAR TOWING LUG	2	E3 DECK FRAME	1
26	BOTTLE JACK	2	E4 REAR MUDFLAPS	2
27	HORN	1	E5 MESH FRAME HANDLE	2
28	TRACKGUARD REAR LEFT	1		
29	TRACKGUARD REAR RIGHT	1		
30	REAR STOWAGE BOX	1		

"+" DENOTES SPARE PARTS

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