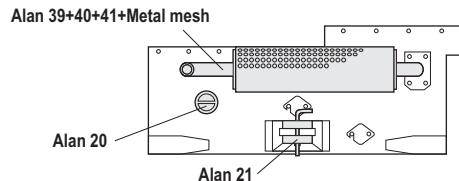
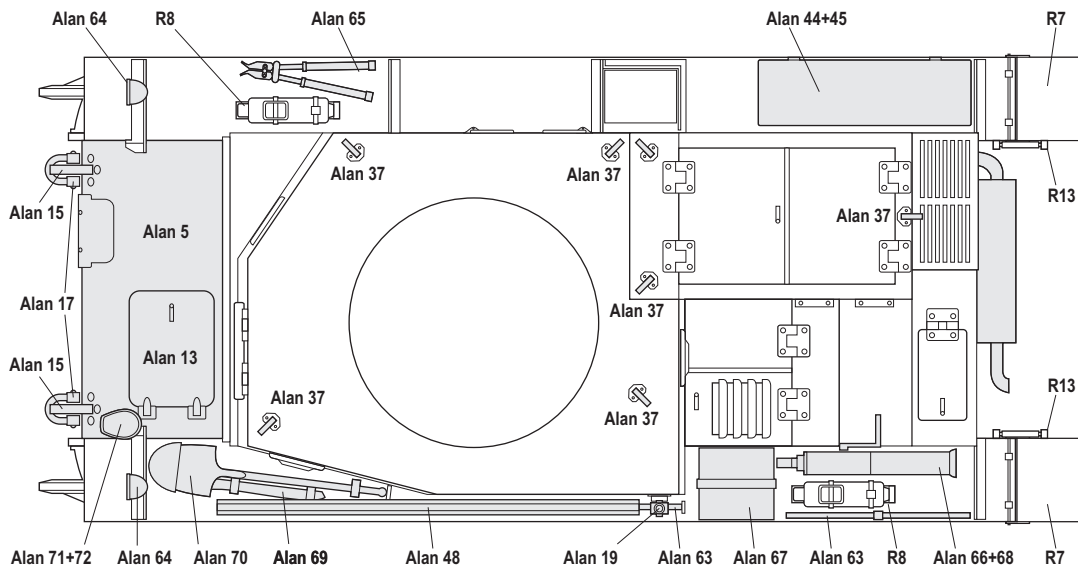


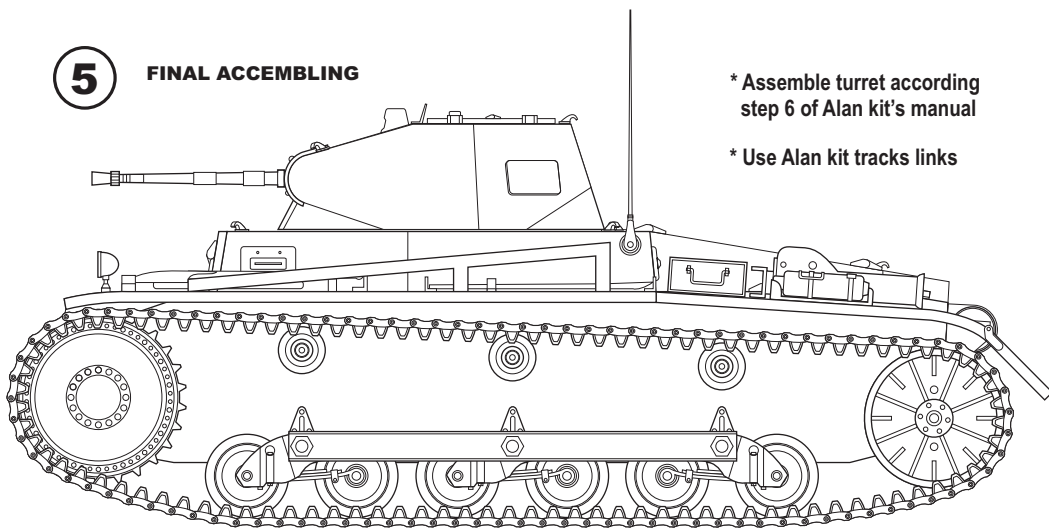
**3 REAR PLATE DETAILING**



**4 HULL DETAILING**



**5 FINAL ACCEMBLING**



\* Assemble turret according step 6 of Alan kit's manual

\* Use Alan kit tracks links



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# Pz.Kpfw. II Ausf. b

## Sd.Kfz. 121

CONVERSION KIT for  
ALAN Pz.Kpfw. II Ausf. C ( kit #004 )

45 PARTS



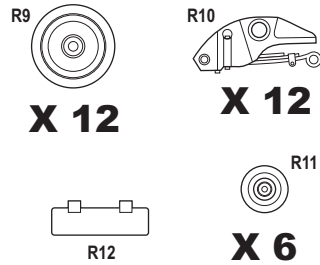
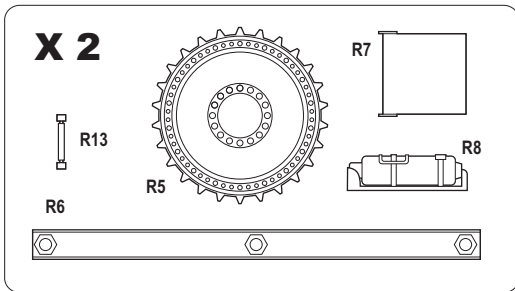
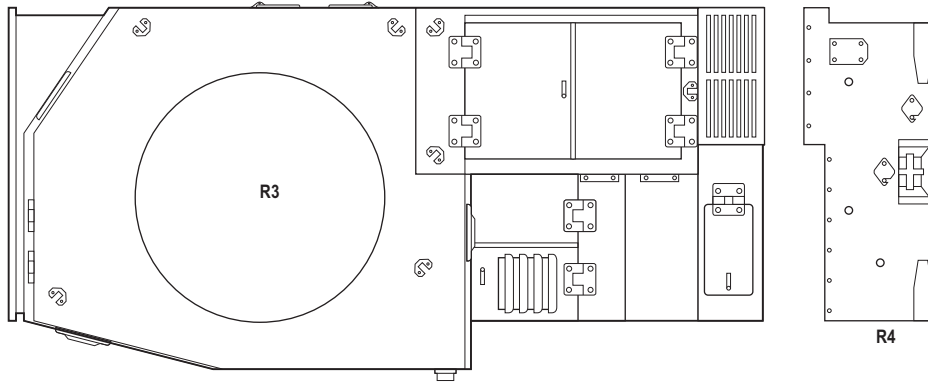
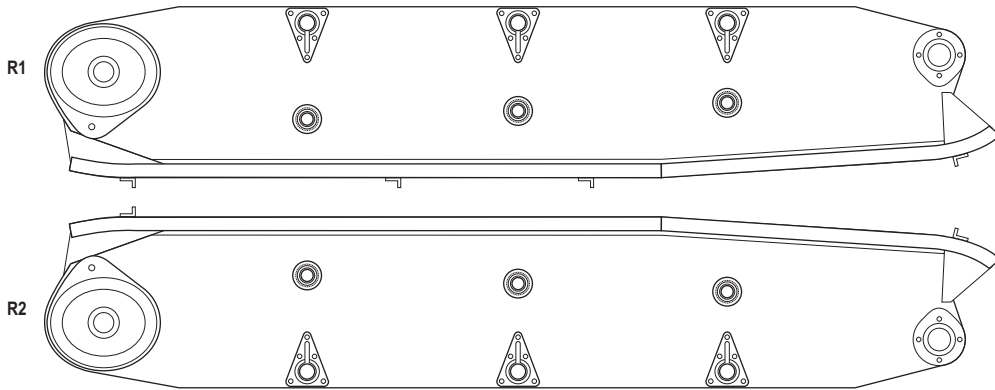
The Pz.Kpfw.II (originally identified as the '2cm MG Panzerwagen') was designed to supplement the Pz.Kpfw.I by providing an automatic weapon capable of firing both a high-explosive and armour-piercing rounds. The KwK.30 (shortened FlaK.30 AA Gun) was used. The initial order for 10-ton panzer was issued in July 1934, and already in October 1935 the first soft steel prototype was tested.

First development variants a/1, a/2 and a/3 were produced in comparatively large amounts of 10, 15 and 50 respectively due to the high demand of this class of vehicle, but many of the teething problems had not been worked out. An entire series of modifications was made to improve the Pz.Kpfw.II, and these were incorporated in the Ausf. b.

25 of Pz.Kpfw.II Ausf. b were produced by MAN and Daimler-Benz in February-March of 1937. New Maybach HL62TR engine was installed instead of HL57TR. The suspension was alike Ausf. a (six road wheels grouped in three dollies, each side), but the mountings of final drives, transmission, ventilation of engine compartment were improved. A new drive sprocket, wider/smaller return rollers and wider road wheels were added. The rear section of each fender was hinged so that it could be raised to prevent the buildup of mud.

In 1938, the Pz.Kpfw.II b were 'road-tested' during Austrian campaign, showing weakness of the suspension - 30% of Ausf a and b were lost on the march to Vein due to the technical reasons; but at that moment the Ausf. c was developed, representing totally different five-wheel suspension that came to be recognized as the standard design for the Pz.Kpfw.II.

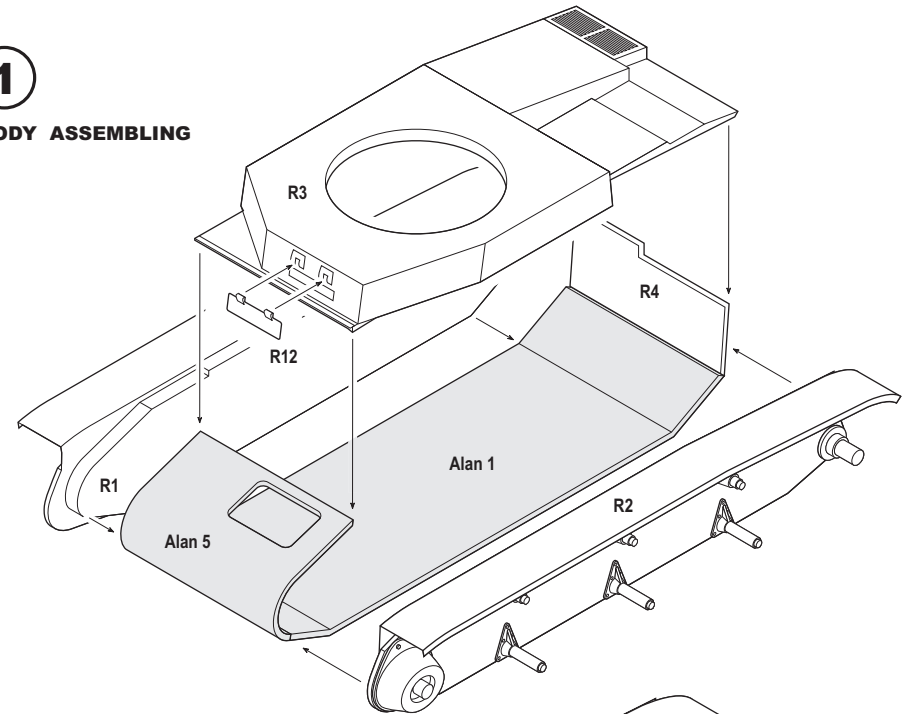
However, Pz.II Ausf a and b were used in Sudetes, Czechia and Moravia. In 1939 they saw heavy action in Poland, where many of them were lost. During Dutch, Norwegian, Belgium and French campaigns some of Ausf b were still in combat service, but later survived ones were withdrawn to be used for training purposes and to be converted into engineer vehicles.



**MAKE 2** Repeat several times  Repeat on mirror side  Donor kit's parts

**STUDY THE INSTRUCTION CAREFULLY BEFORE ASSEMBLING.  
TEST FIT PARTS TOGETHER BEFORE CEMENTING.  
USE CYANOACRYLATE GLUE FOR RESIN PARTS.**

**1**  
**BODY ASSEMBLING**



**2**  
**CARRIAGE ASSEMBLING**

