

## Označení dílů

**M** - fotoleptané kovové díly  
**D** - obtisky  
**W** - drát  
**?** - volba

## Parts labelling

**M** - photoetched parts  
**D** - decals  
**W** - wire  
**?** - option

**Poznámka** - Pro čiré zasklení je možné folii v oknech po vlepení umýt štetcem navlhčeným vodou  
**Notice** - You can wash foil in windows by water moistened brush for pellucid windows

## Návod ke stavbě

Při stavbě postupujte podle instruktážních obrázků.

## Instructions

Follow the instruction drawings the assembly.

**Upozornění:** Během opracování může vznikat prach, který může dráždit dýchací cesty. Používejte ochranu očí při odšťihování kovových dílů.

**Notice:** Machining can produce dust which can be irritating to the respiratory tract. Metal parts should be cut off using protection eyesight.

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**Buy directly from [www.plusmodel.cz](http://www.plusmodel.cz)**

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# Morris Commercial CS8 with body Mk. III



## Historie

Morris-Commercial CS8 byl 3/4 tunový nákladní automobil s pohonem 4x2. Byl vyráběn od roku 1934, nejprve s otevřenou kabinou čelními štítky, později se zaplachtovanou kabinou s polovičními dveřmi a čelním sklem. Objevoval se s různými typy karoserií.

Byl používán hlavně v britské armádě a dodáván také jiným státům. Velké množství těchto vozidel ztratila britská armáda ve francouzské kampani a německá armáda používala tato ukořistěná vozidla, někdy i s vlastními karoseriemi.

## Technická data

Motor - zážehový, kapalinou chlazený šestiválec zdvihový objem 3485 ccm  
maximální výkon 45 kW (60 hp)

Převodovka - 4 stupně vpřed, 1 stupeň vzad

Celková hmotnost 3048 kg

## History

Morris-Commercial CS8 was a 15 cwt (3/4 Ton) lorry with 4 x 2 drive. It was developed in 1934, the first series were built with small Aero Screen and canvas doors and later ones with full windscreen and metal skinned half doors. There were many body versions used during the type career. British army was the main user but also many Allies received this lorry during WWII. Quite a lot of these vehicles were lost during the BEF retreat from France in 1940 and many of them were used by Germans, some of them with new German bodies.

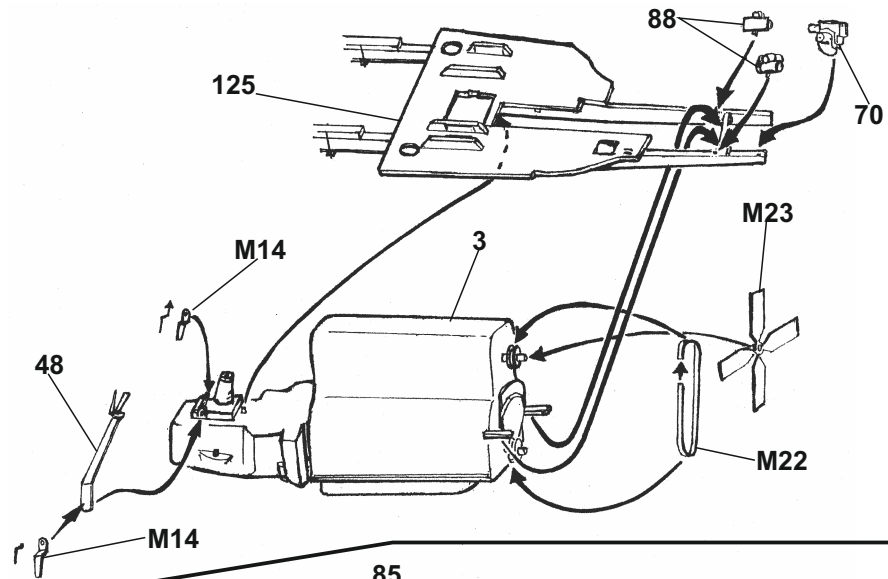
## Technical data

Engine: 6 cyl. spark ignition liquid-cooled engine 3,485 ccm  
max. 45 kW (60 HP)

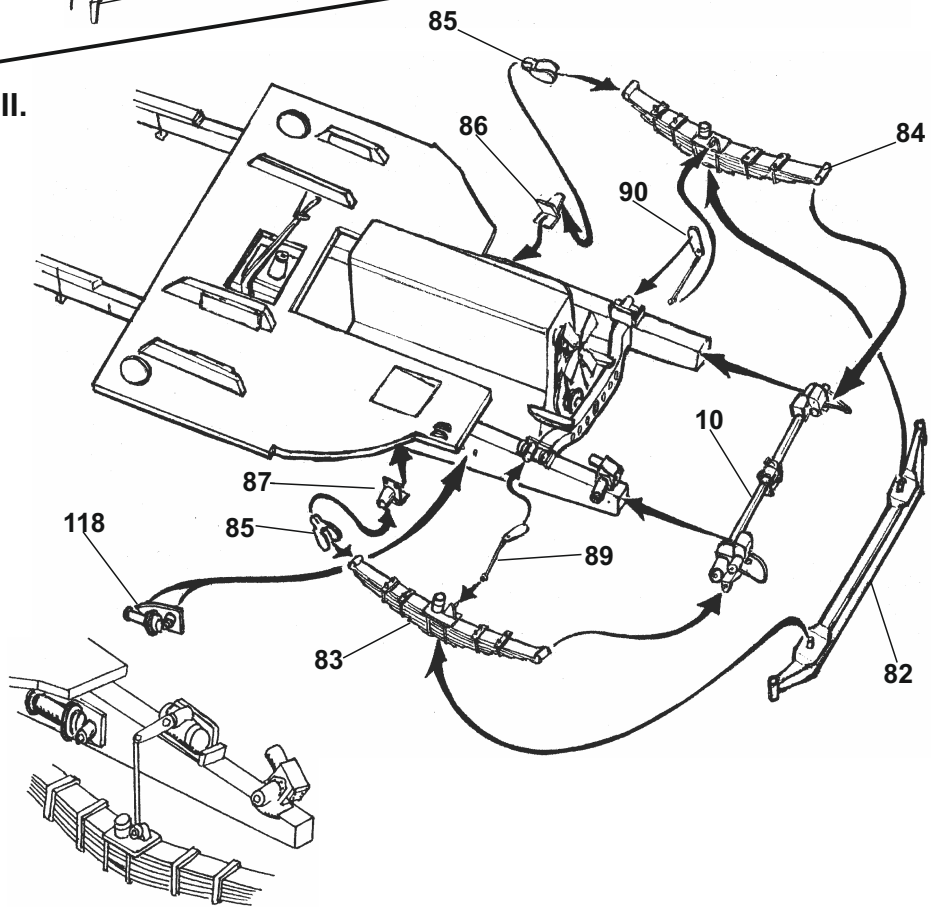
4-speed gearbox plus reverse gear

Total weight 3,048 kg (6,720 lb)

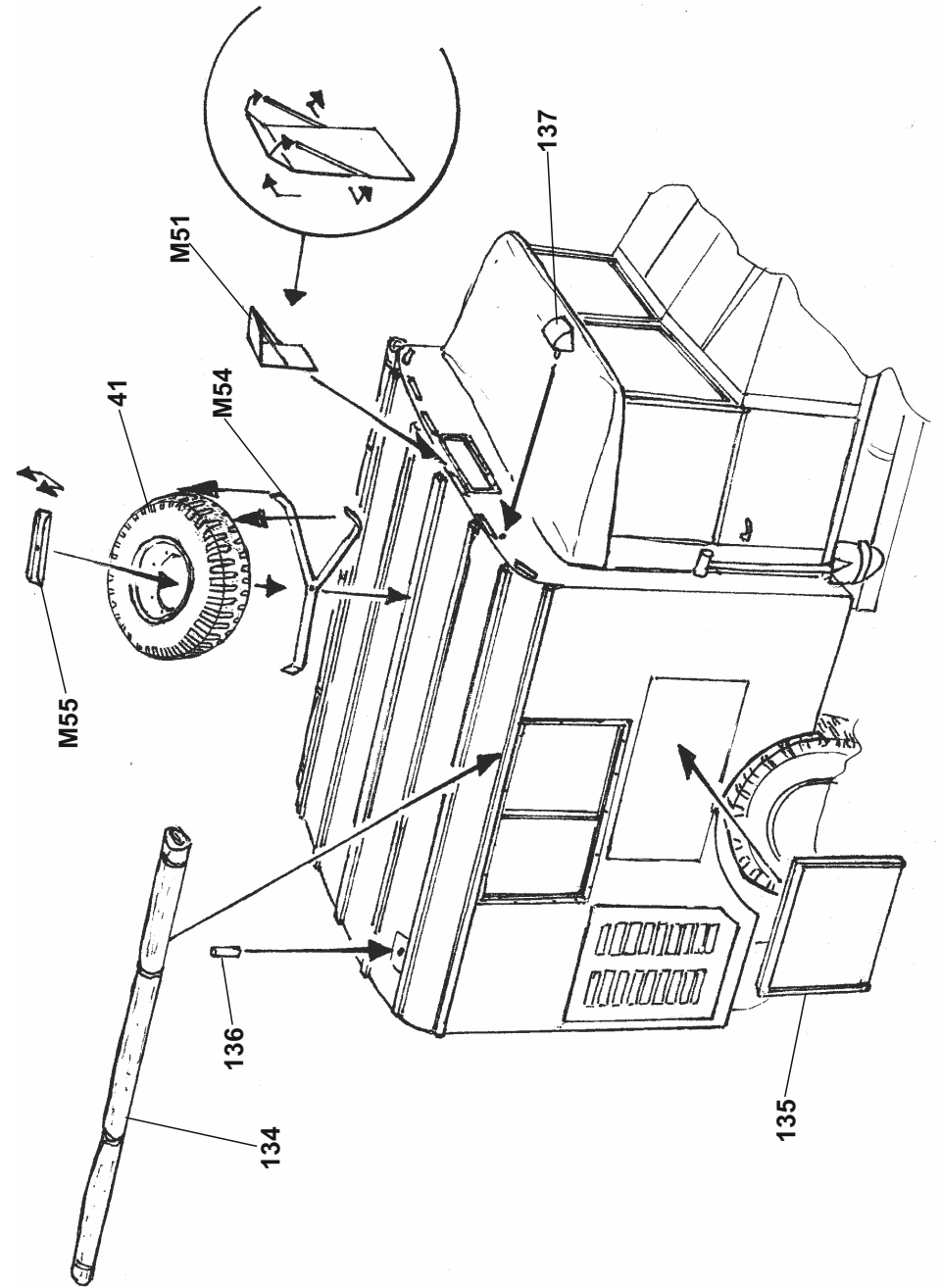
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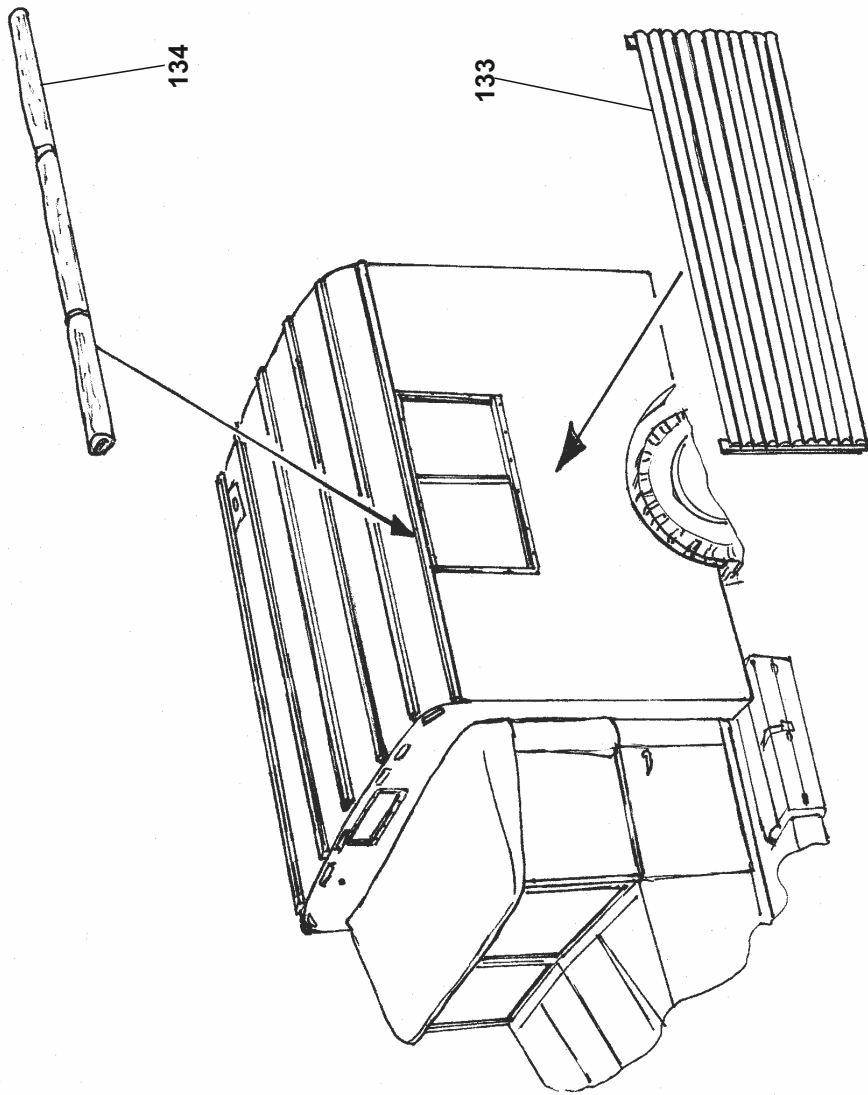
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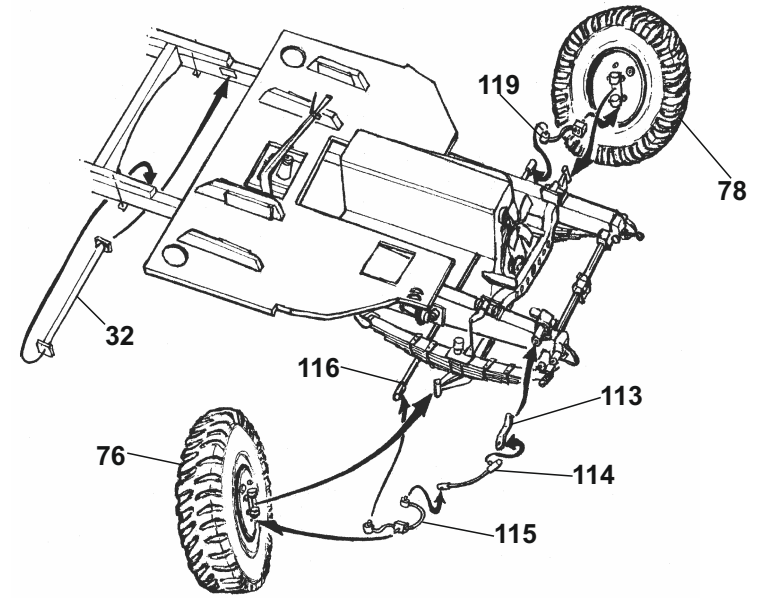
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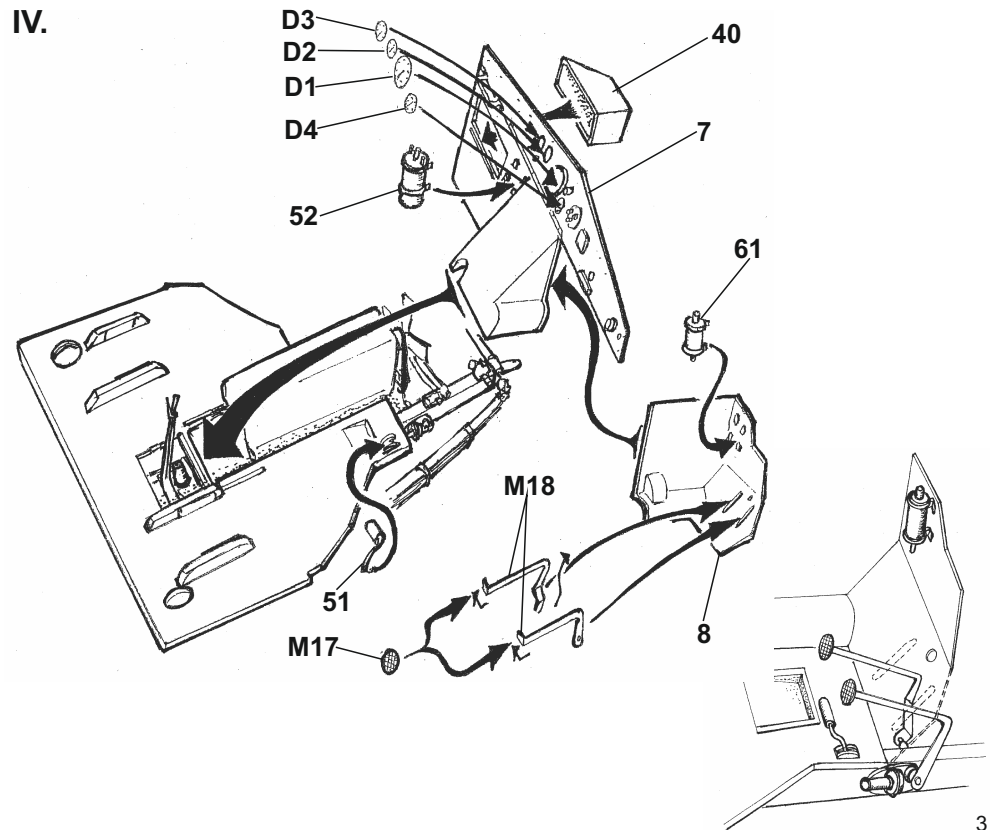
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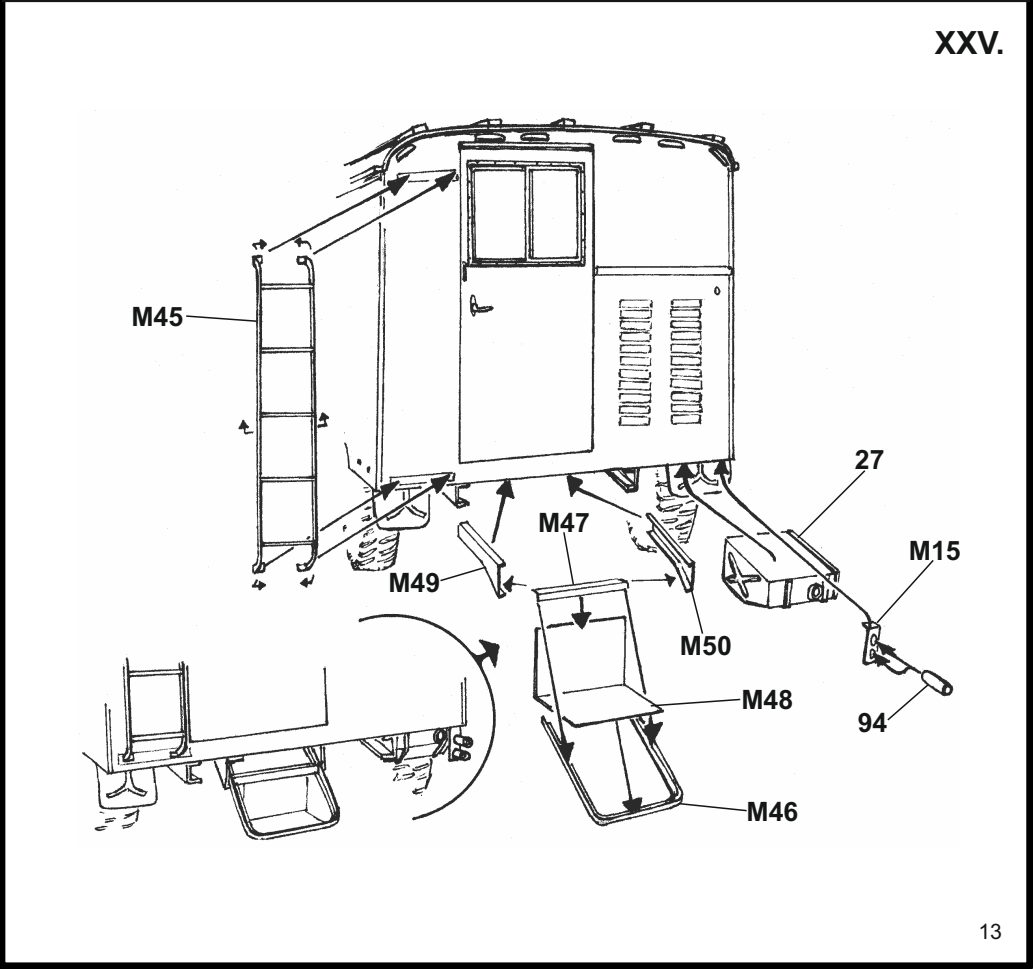
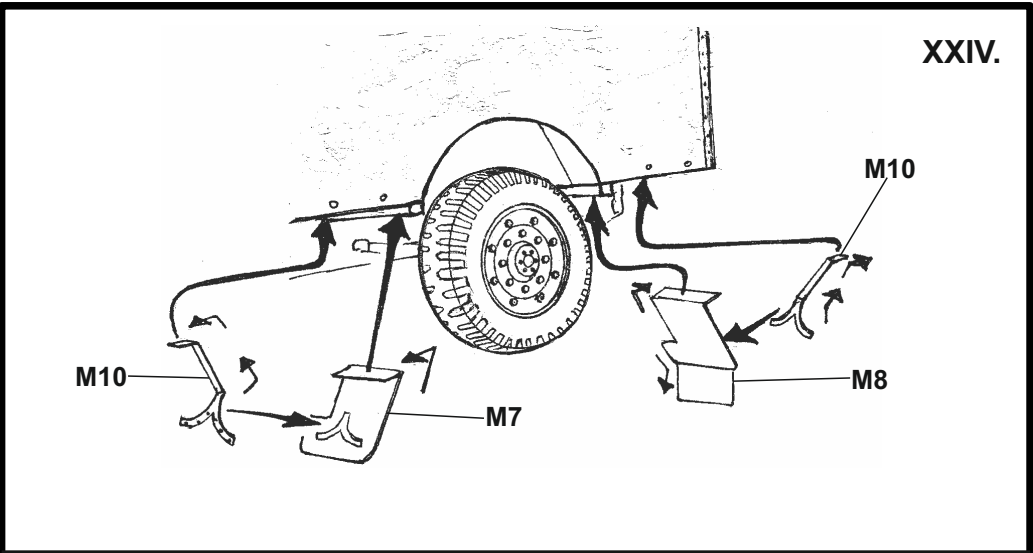
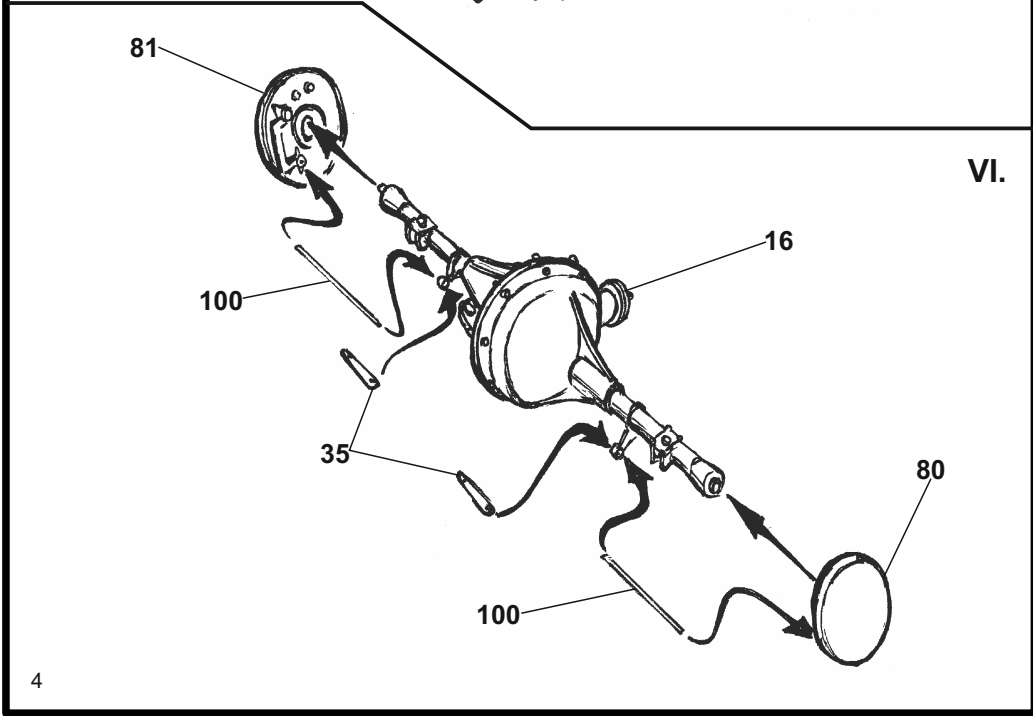
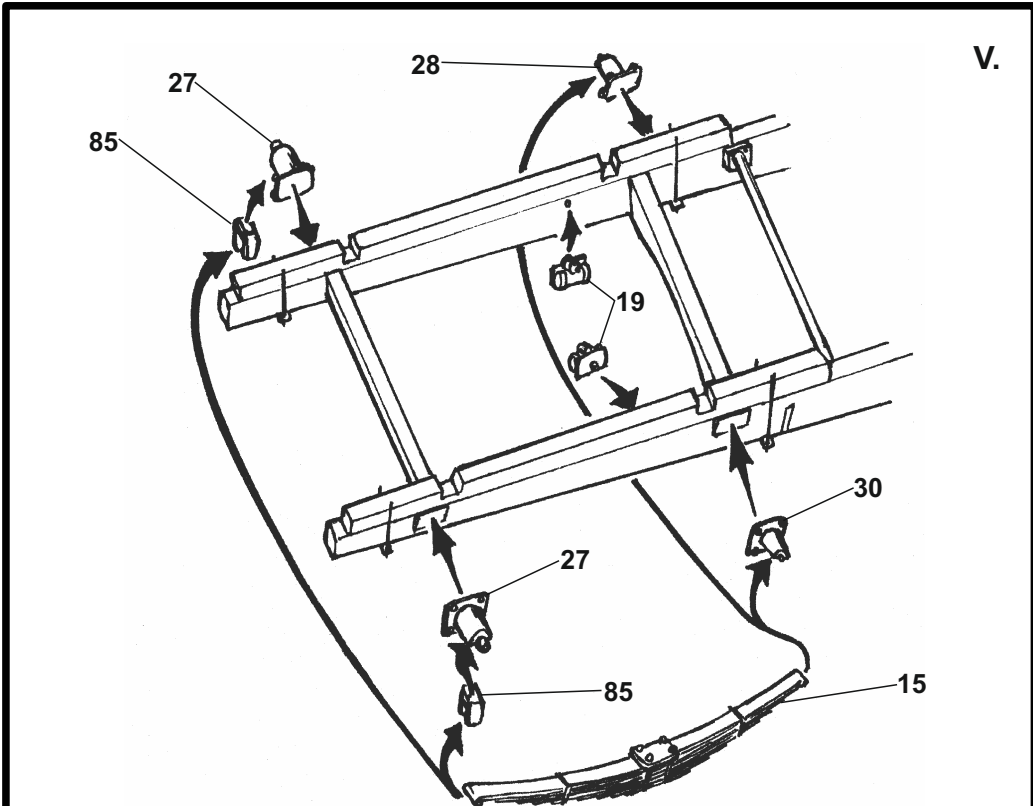


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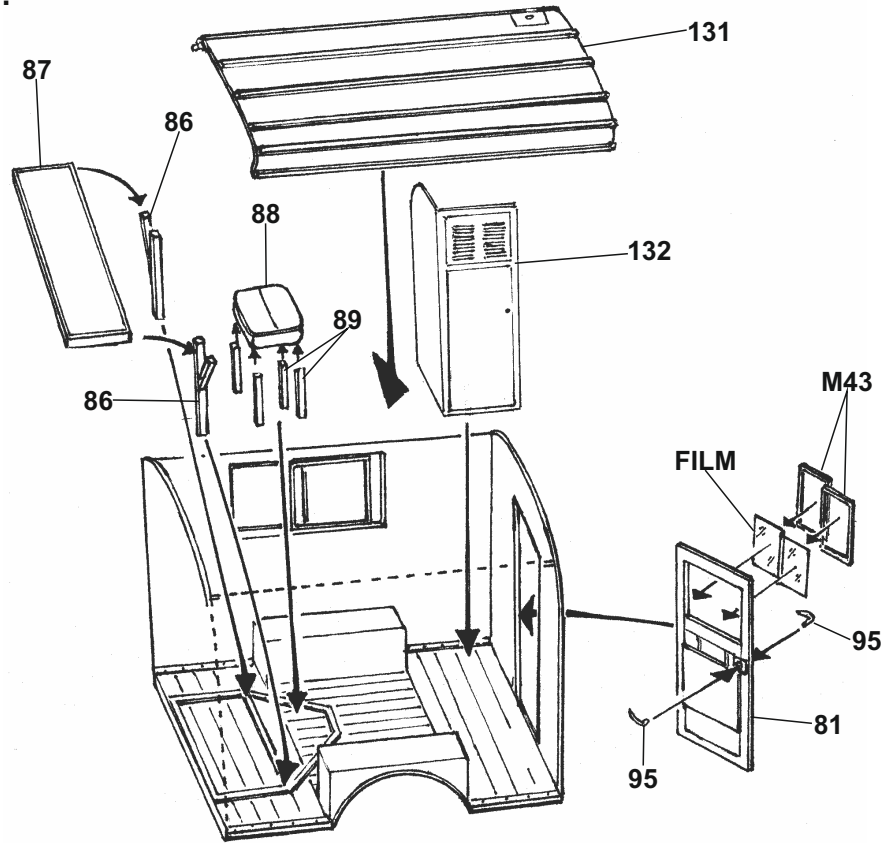
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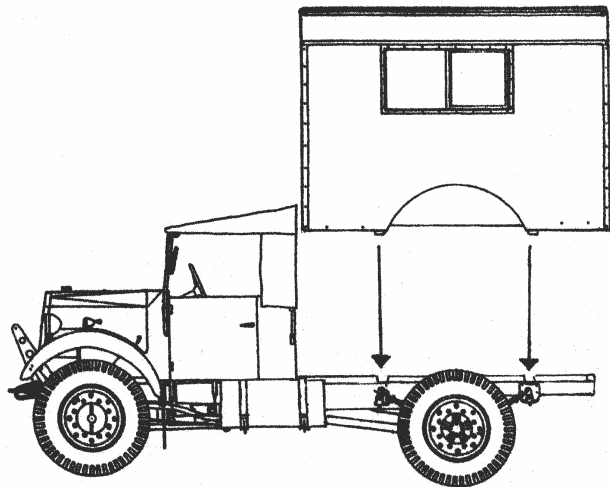




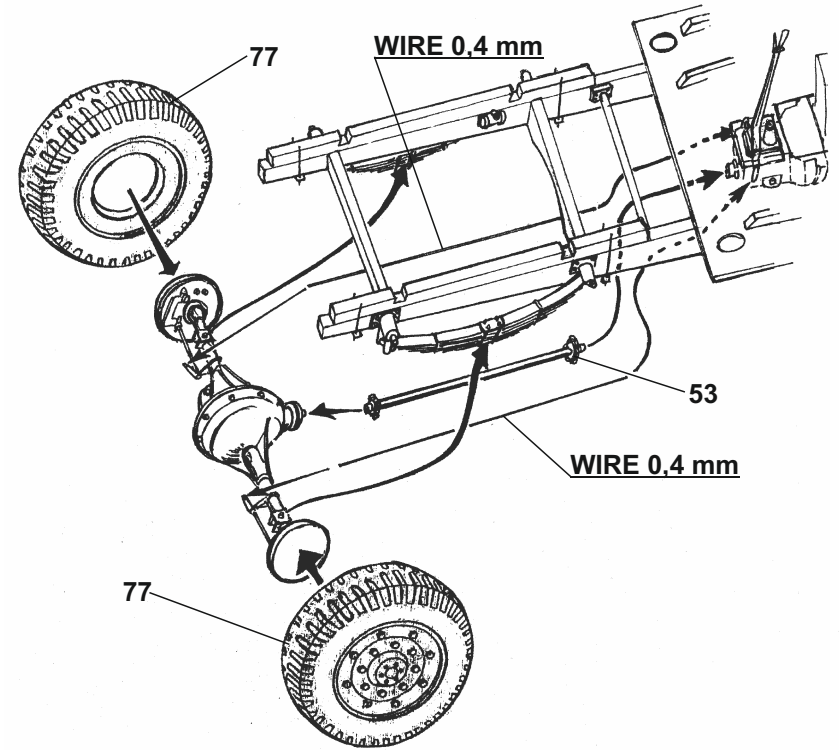
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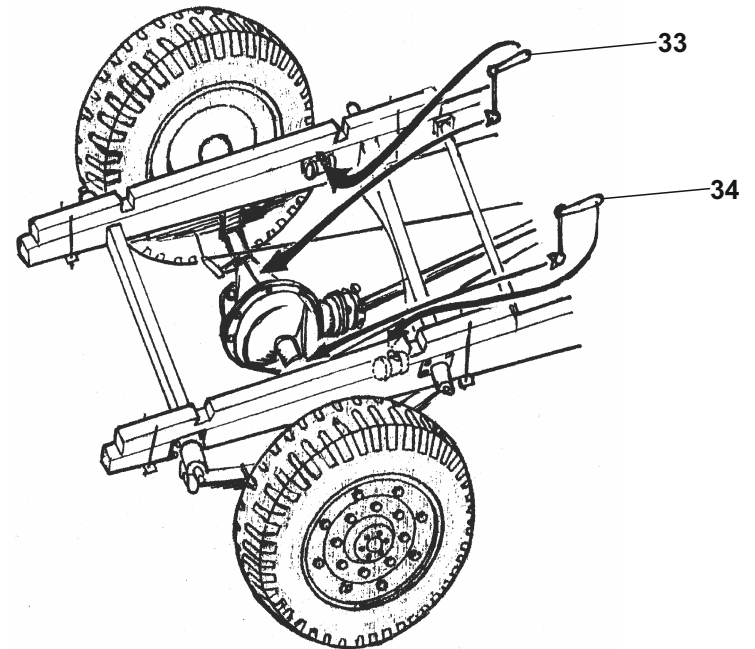
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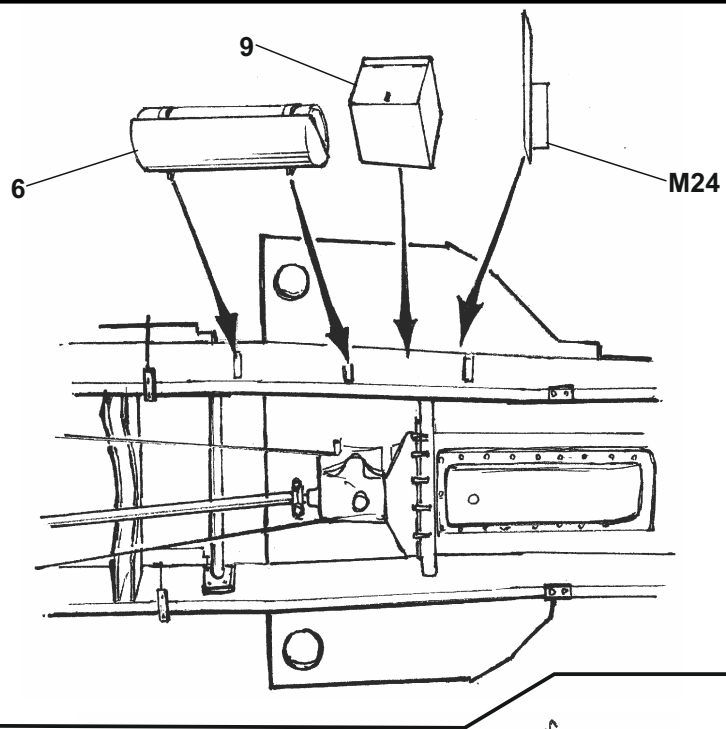
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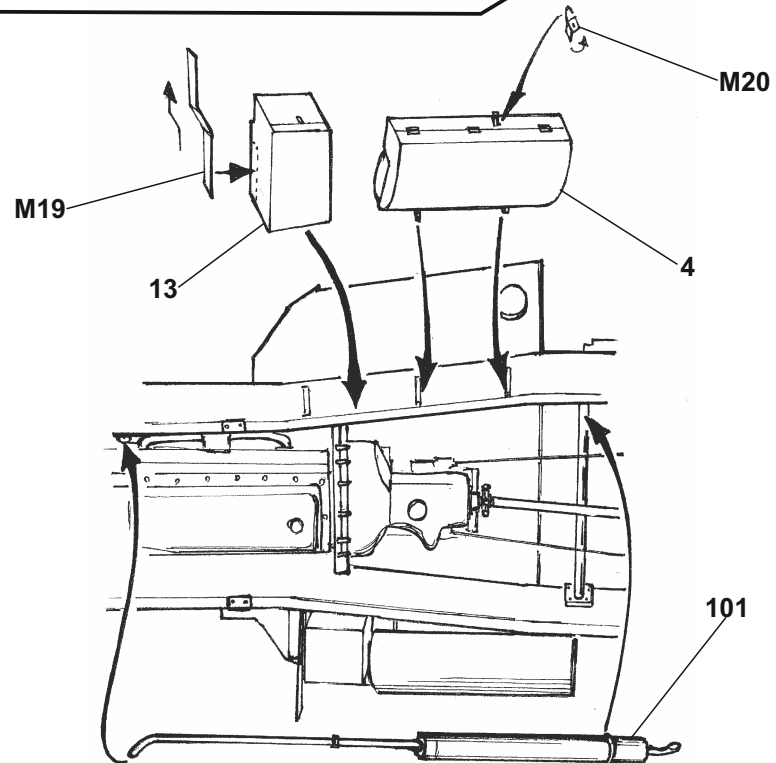
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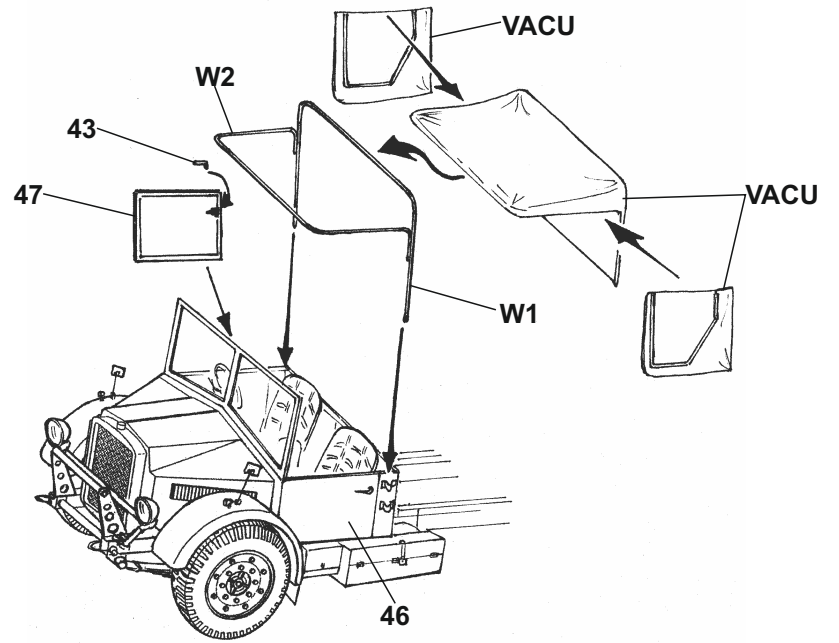
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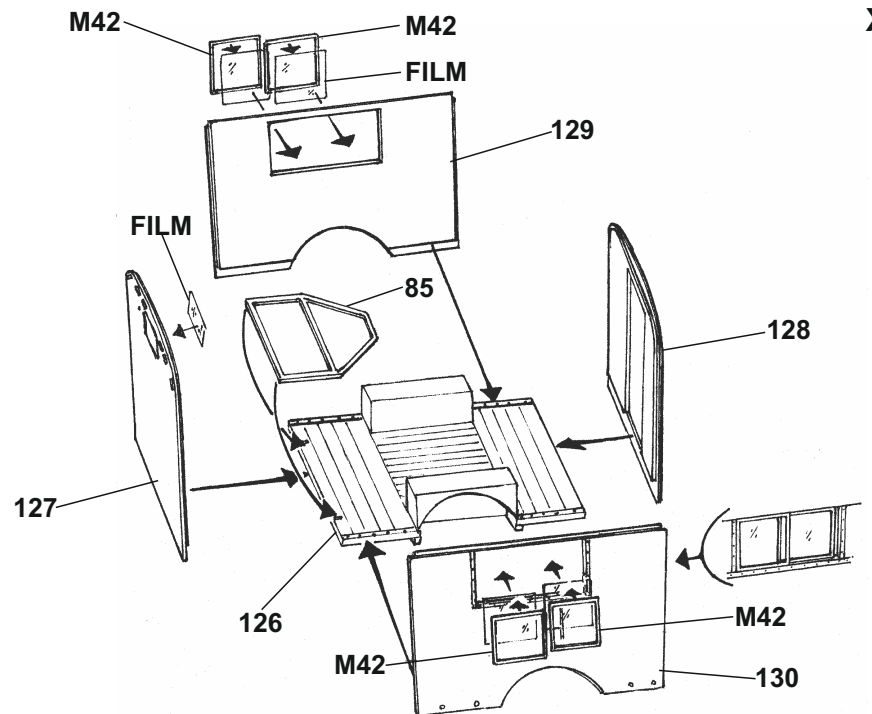
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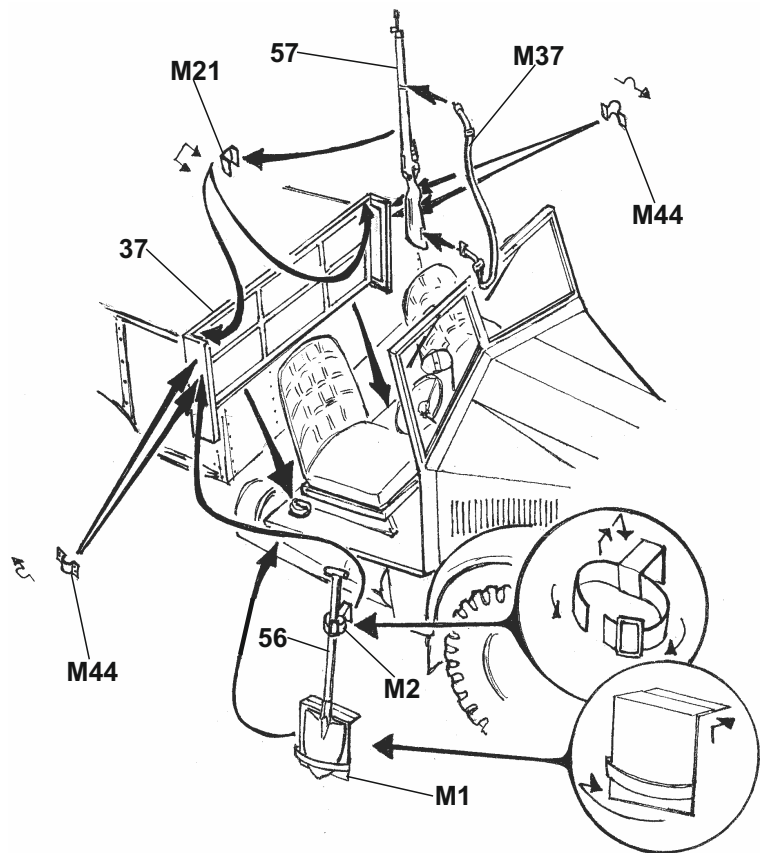
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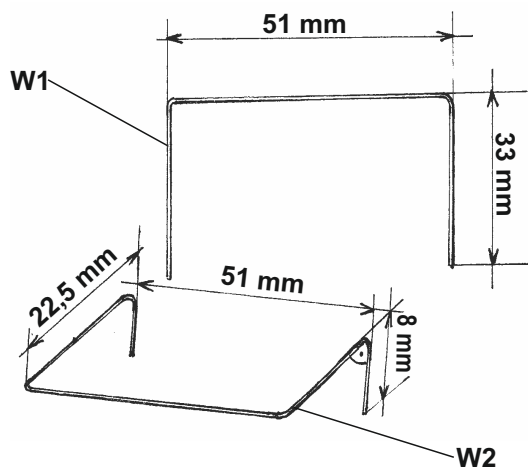
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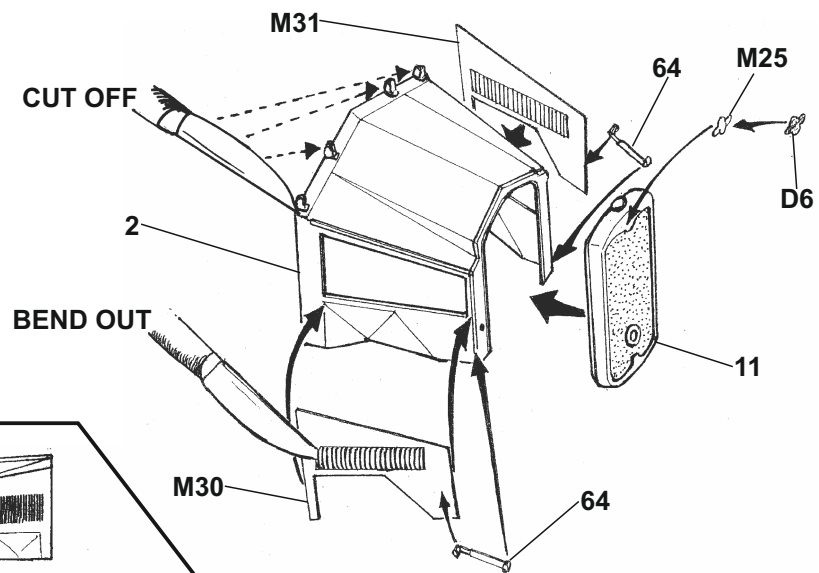
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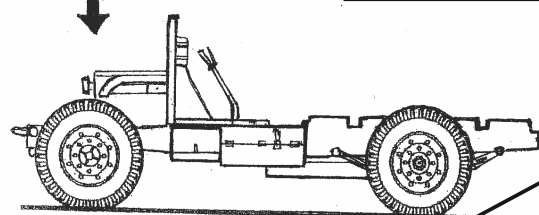
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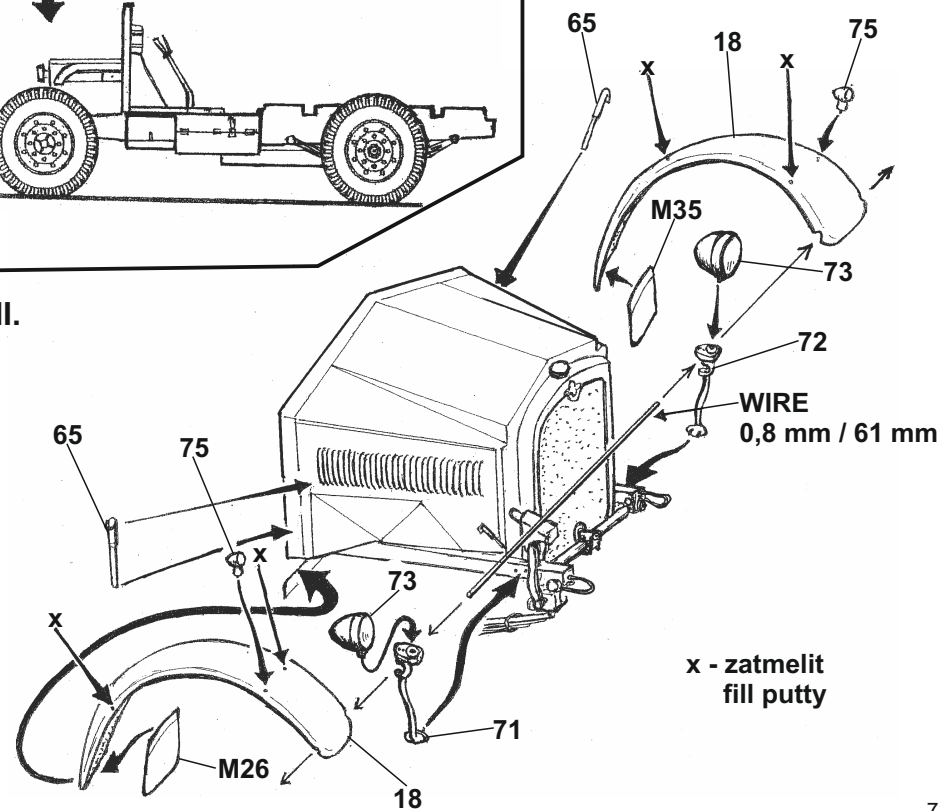
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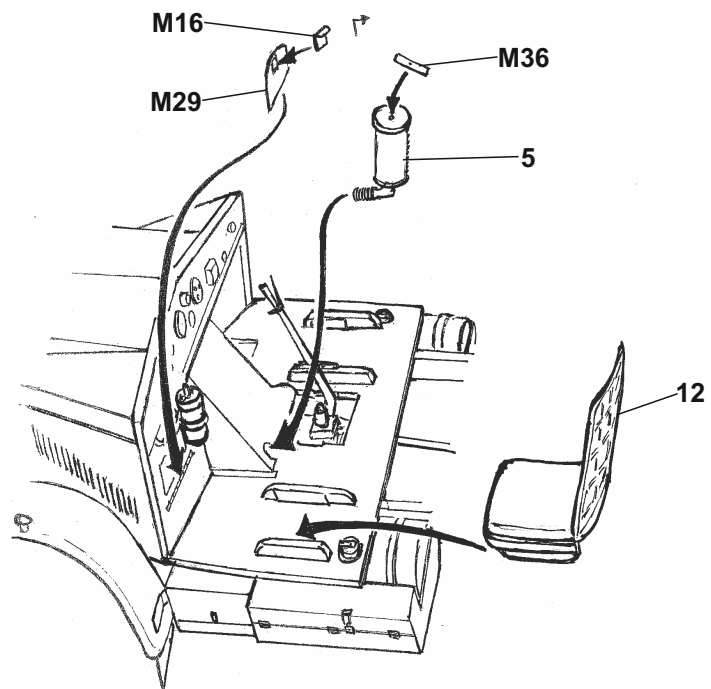
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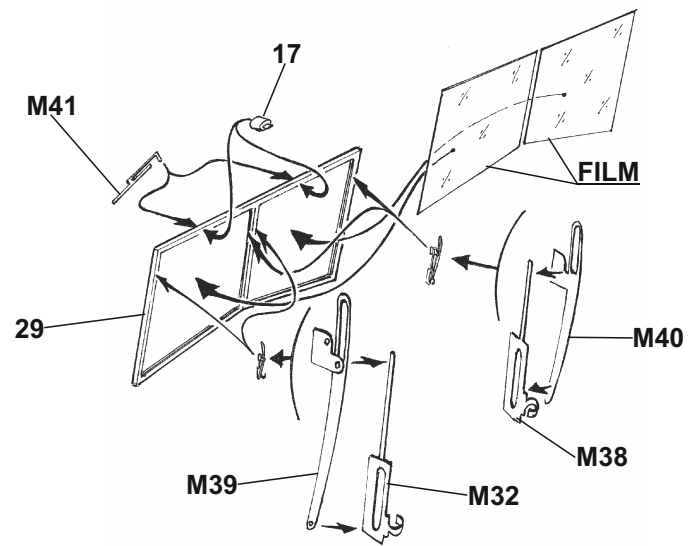
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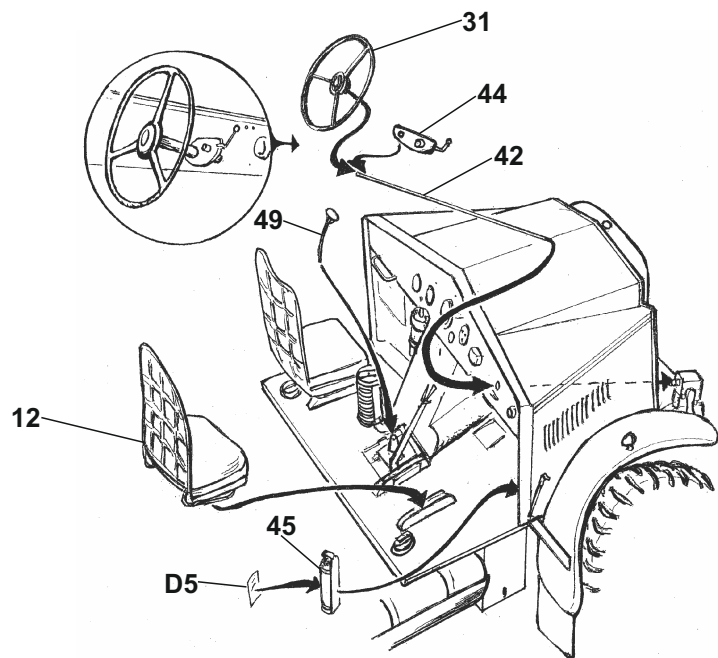
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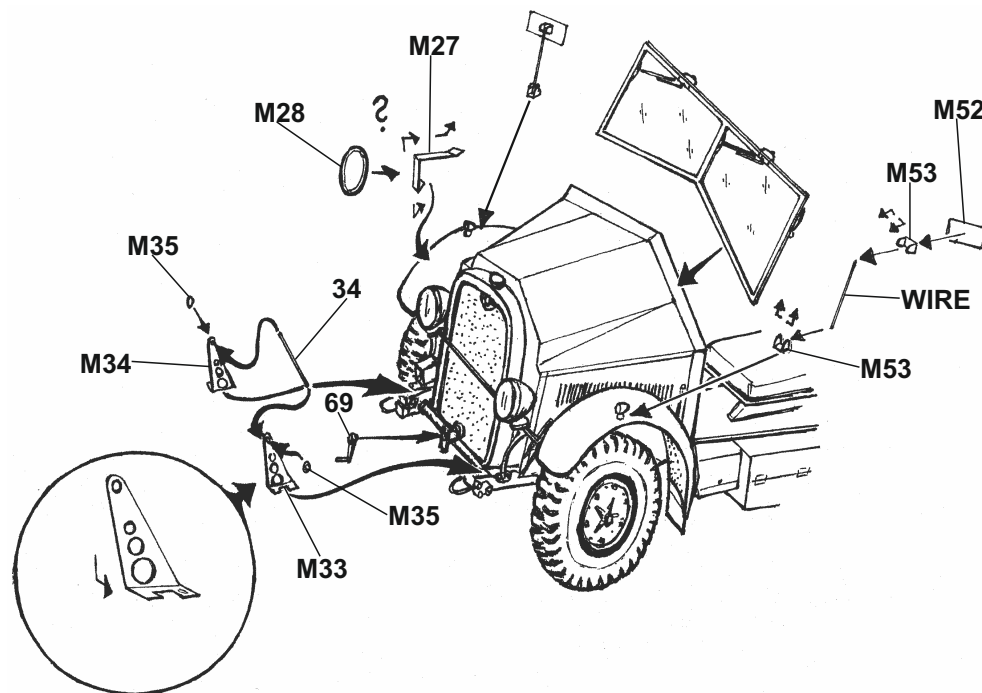
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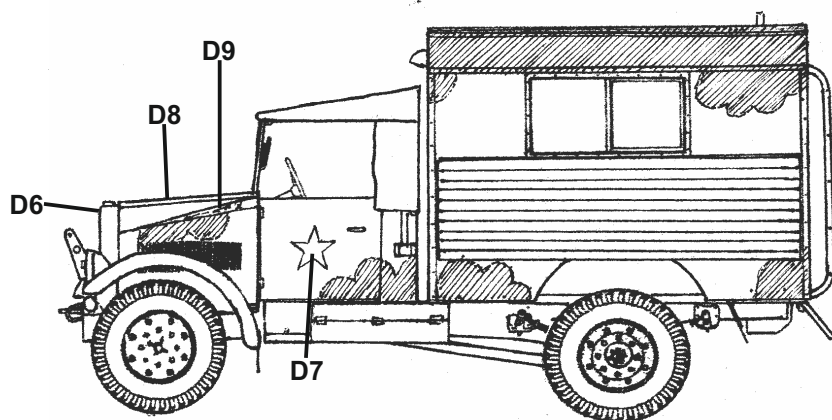
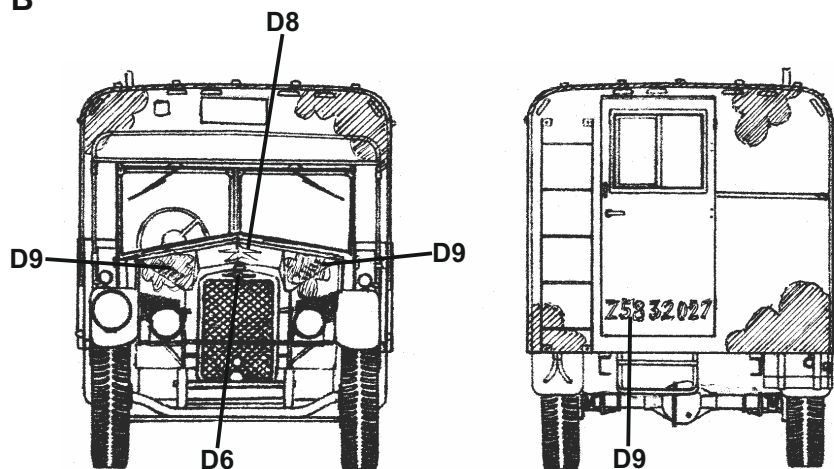
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XVII.



B

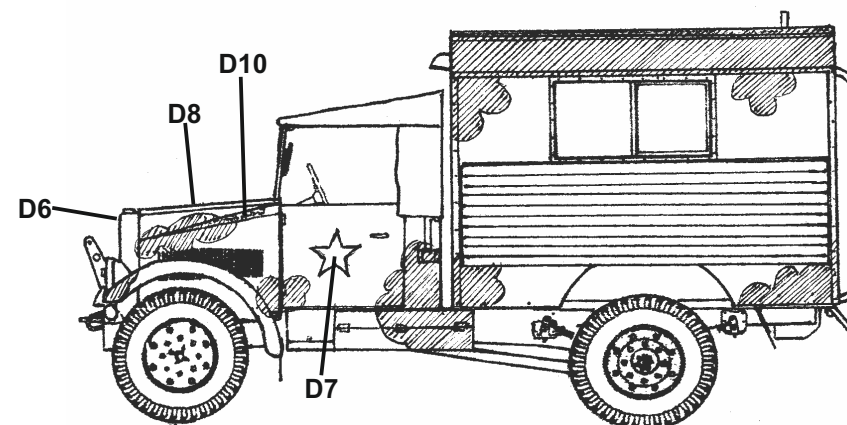
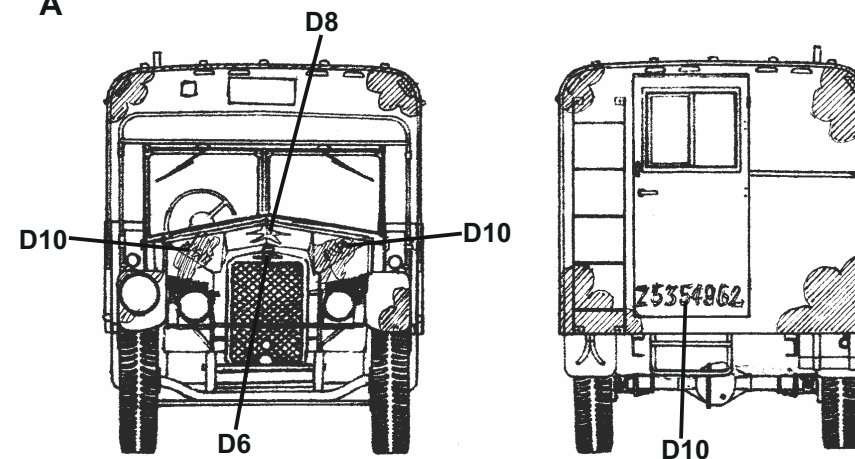


Celé vozidlo je v barvě S.C.C. No.15 Olive drab se skvrnami v barvě S.C.C. No.14 Black.

All vehicle is in S.C.C. No.15 Olive drab color with blotches in S.C.C. No.14 Black color.

## Kamufláž a označení Camouflage and marking

A

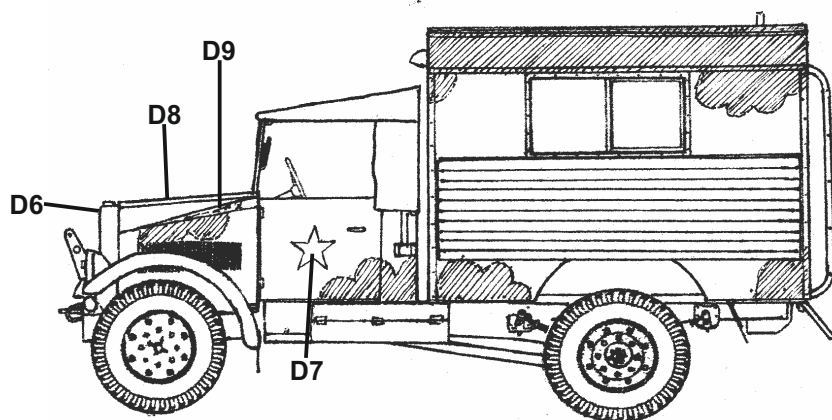
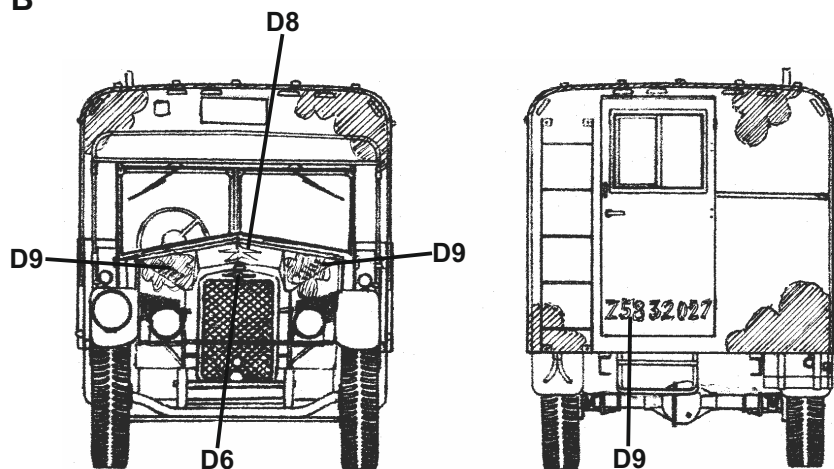


Celé vozidlo je v barvě S.C.C. No.15 Olive drab se skvrnami v barvě S.C.C. No.14 Black.

All vehicle is in S.C.C. No.15 Olive drab color with blotches in S.C.C. No.14 Black color.



B

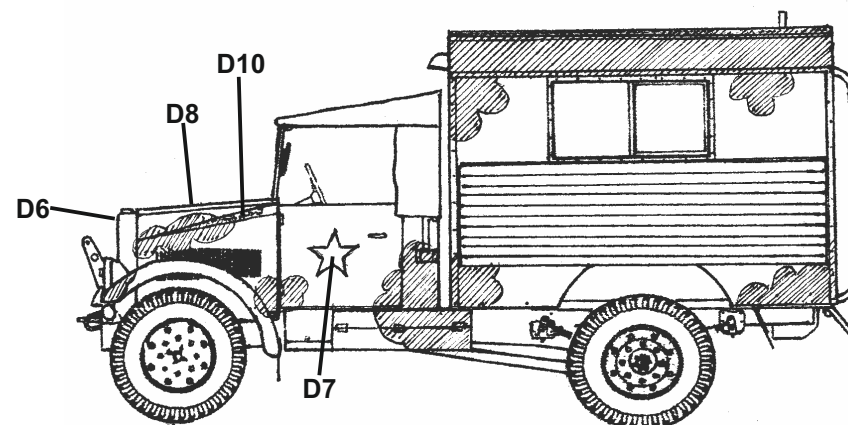
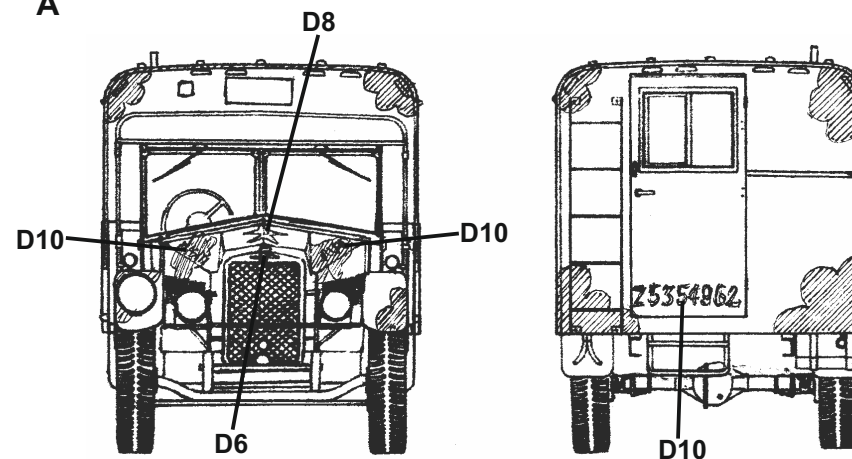


Celé vozidlo je v barvě S.C.C. No.15 Olive drab se skvrnami v barvě S.C.C. No.14 Black.

All vehicle is in S.C.C. No.15 Olive drab color with blotches in S.C.C. No.14 Black color.

## Kamufláž a označení Camouflage and marking

A



Celé vozidlo je v barvě S.C.C. No.15 Olive drab se skvrnami v barvě S.C.C. No.14 Black.

All vehicle is in S.C.C. No.15 Olive drab color with blotches in S.C.C. No.14 Black color.