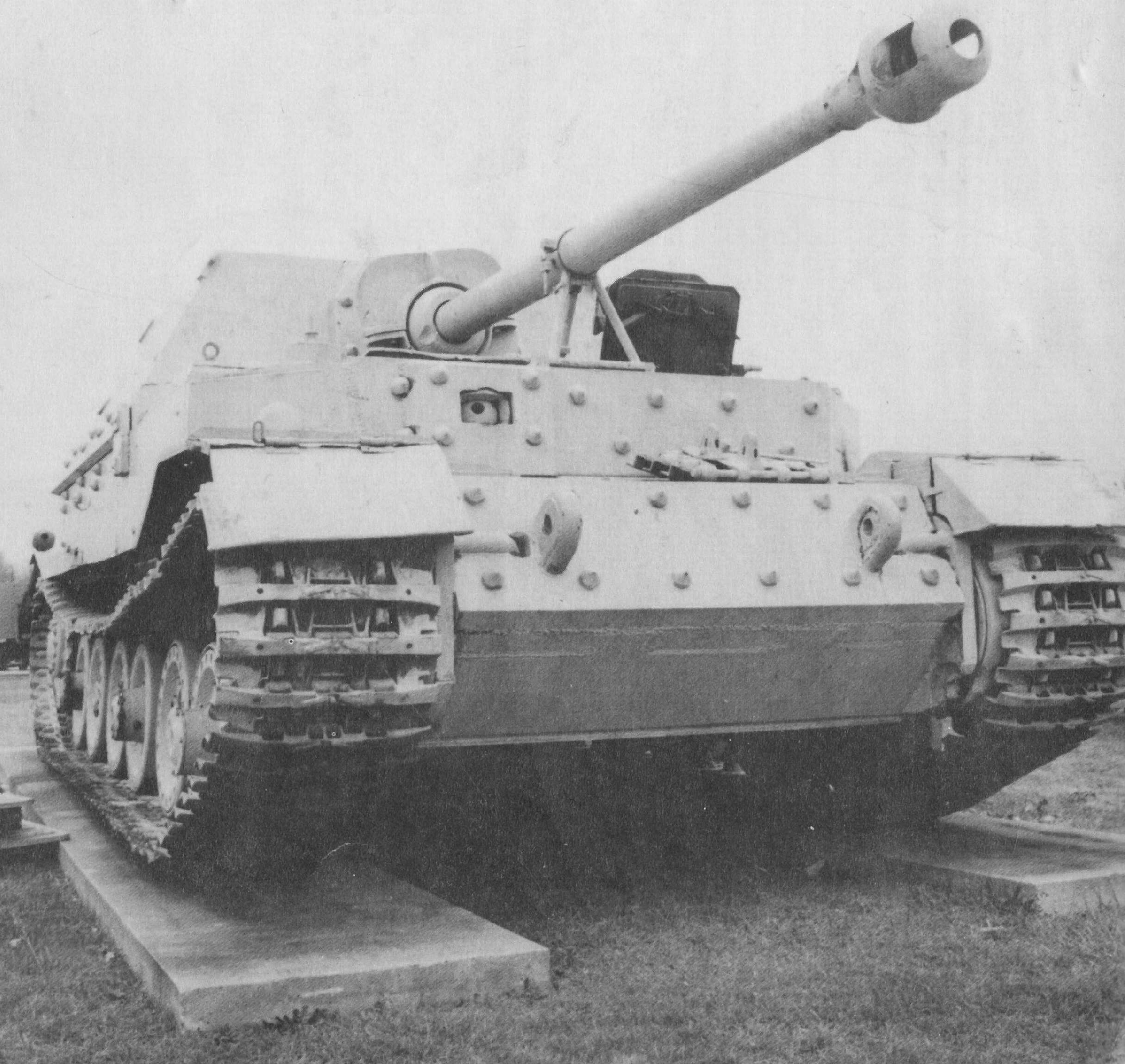


\$7.95

MUSEUM ORDNANCE SPECIAL NUMBER 4

Elefant Panzerjäger Tiger (P)

Text by Thomas L. Jentz
Photos by Jeffrey D. McKaughan



Elefant Statistical Data (SdKfz 184)

Designation:	Panzerjäger Tiger (P) mit 8.8 Pak 43/2 (L/71) (Sd.Kfz.184) "Elefant" (formerly "Ferdinand")	
Armament:	1 8.8 cm Pak 43/2 (L/71) (Traverse 30°, Elevation -8° to +18°) 1 M.G.34 2 M.P.	
Ammunition:	50 rounds for 8.8 cm Pak 600 rounds for M.G. 384 rounds for M.P.	
Vision Devices:	1 Sfl.ZFla periscopic gun sight for the gunner Cupola with ??? periscopes for the commander 1 SF14Z scissors periscope for the commander 1 periscope in each rear corner for loaders 3 periscopes for the driver 1 KZF2 telescopic gun sight for radio operator	
Communications:	1 FuG 5 radio set and an intercom 1 Machine telegraph for communications between the commander and driver	
Armor:	Superstructure Front	200 mm @ 20°
	Superstructure Side	80 mm @ 30°
	Superstructure Rear	80 mm @ 20°
	Superstructure Roof	30 mm @ 4°
	Driver's Front Plate	100 & 100 mm @ 10°
	Hull Front	100 & 100 mm @ 30°
	Hull Front Lower	80 mm @ 45°
	Hull Side	80 mm @ 0°
	Hull Rear	80 mm @ 0°
	Deck	30 mm @ 90°
	Belly Fore	30 & 20 mm @ 90°
	Belly Aft	20 mm @ 90°
Measurements:	Combat Weight	65 tons
	Overall Length	8.140 m
	(w/o gun)	6.970 m
	Overall Width	3.380 m
	Overall Height	2.970 m
	Ground Clearance	0.500 m
	Track Width	0.640 m
	Roadwheel Diameter	0.700 m
	Track to Track Width	2.790 m
	Contact Length	4.115 m
	Fuel Capacity	950 liters
	Ground Pressure	1.23 kg/cm ²
	Power to Weight Ratio	8.16 metric HP/ton
Automotive Performance:	Maximum Speed	30 km/hr
	Sustained Speed	20 km/hr
	Range on Road	150 km
	Range Cross Country	90 km
	Grade	30°
	Step	0.78 m
	Trench Crossing	2.64 m
	Fording Depth	1.2 m
Automotive Components:	Maybach HL 120 TRM engines (265 metric HP @ 2600 rpm) driving two Siemens Schuckert Type K58-8 generator sets (500 V-A) supplying electric power to two Siemens electric motors (230 KW @ 1300 rpm) that drove the two rear sprockets.	



A wartime look at the Aberdeen Elefant.

Front Cover: The Elefant as it stands at the US Army Ordnance Museum at Aberdeen Proving Ground in 1995.

Back Cover:

TOP: An early Ferdinand showing the headlights in place and the large (but relatively thin) box along the right side of the hull. Also note the position of the locking mechanism on the bow gunner's open hatch.

BOTTOM: The Foreign Material Branch of the Ordnance Corps, headed by Col. G.B. Jarrett, collected enemy materiel and tested it at Aberdeen. The fruit of that labor was the real beginning for the US Army Ordnance Museum.

Elefant Panzerjäger Tiger (P)

Text by
Thomas L. Jentz
Photos by
Jeffrey D. McKaughan

Published by
Darlington Productions, Inc.
P.O. Box 5884
Darlington, Maryland 21034

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Acknowledgements

We would like to thank Steven Zaloga for the use of several of his photographs.

*Thomas L. Jentz
Jeffrey D. McKaughan*

THE "ELEFANT" AT ABERDEEN

By Thomas L. Jentz

IDENTIFICATION:

Fahrgestell-Nummer (Chassis Number) Plate:

Typ: Sturmgeschuetz Ferdinand	
Fahrgestell Nr. 150071	
L Mot Nr. 104296	R Mot Nr. 104291
L Gen Nr. D7933	R Gen Nr. D7924
LEMot Nr. D8277	REMot Nr. D8036 hhv

On a plate inside the superstructure: Fahrgestell 150071

The Wanne Nr. on the hull: 150040

The Rohr Nr. on the 8.8cm Pak 43/2: R65 amp 43

The hull armor was originally welded together by Krupp in Essen (Manufacturer's Code: bwn) for the Tiger (P). After Tiger (P) production was canceled, the hulls were reworked for the new automotive layout at Eisenwerke Oberdonau in Linz, Austria. The superstructures were welded together by Krupp in Essen. As with most of the 8.8 cm tank and anti-tank guns, the gun tube with breech was produced by Dortmund Hoerder Hutten Verein in Werk Lippstadt (Manufacturer's Code: amp). Assembly of the 8.8cm Pak 43/2 in its mount was performed by Krupp. The Maybach HL 120 TRM motors were manufactured at the Maybach plant in Friedrichshafen (Manufacturer's Code: cre). The electric generators and motors were fabricated by Siemens-Schuckert in Berlin (Manufacturer's

Code: azg). All of these component parts were shipped for final assembly to the Nibelungenwerk in St. Valentin, Austria (Manufacturer's Code: hhv).

Our Ferdinand (Fahrgestell-Nummer 150071) was assembled at Nibelungenwerk, tested, and accepted by the ordnance inspectors in April 1943. It was issued to the schwere Panzerjäger-Abteilung 654 in May 1943. On 8 June 1943, the schwere Panzerjäger-Abteilung 654 was renamed II. Abteilung/Panzerjäger-Regiment 656 with company numbers 5, 6 and 7. Ferdinand (Fahrgestell-Nummer 150071) with Tactical No. 633 was the third vehicle in the third platoon of the sixth company.

Transported to the Eastern Front in June 1943, the Ferdinand took part in Operation "Zitadelle," the attack to reduce the Kursk



The APG Elephant in a holding area somewhere in Italy after its capture.

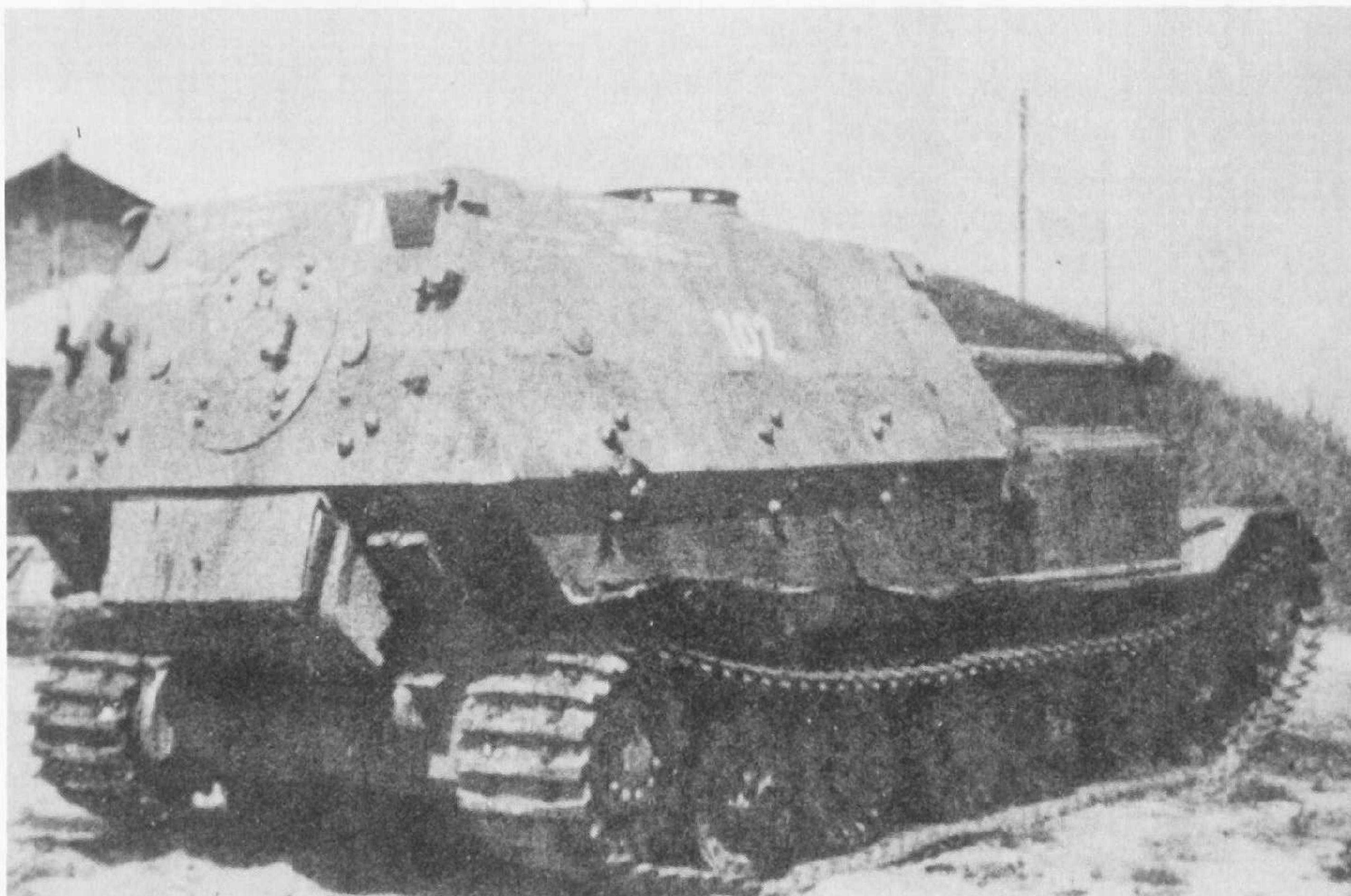
salient starting on 5 July 1943. All 50 of the Ferdinands, that survived the battle at Kursk and the subsequent retreat, were consolidated into the schwere Panzerjäger-Abteilung 653.

On 1 September 1943, s.Pz.Jg.Rgt.656 reported that the Ferdinand with Fgst.Nr. 150071, Tactical No. 633 required maintenance estimated to take nine days including: Replacing the Maybach HL 120 TRM engines, replacing one twin roadwheel suspension unit, overhauling and cleaning the engine cooling system, repairing the cooling fans under the deck plates for the electric motors, and remounting the generators.

In December 1943, s.Pz.Jg.Rgt.656 was pulled out of the Eastern Front. The surviving Ferdinands were completely disassembled and overhauled at Nibelungenwerk in Austria. During overhaul, an entire series of modifications were accomplished, including: welding a commander's cupola on the superstructure roof in place of the two piece hatch, adding a ball mounted machine gun for the radio operator, and covering the outside (up to the height a man standing on the ground could reach) with "Zimmerit" anti-magnetic coating.

The "suggestive" name change from "Ferdinand" to "Elefant" was first proposed in November 1943 and officially ordered by the OKH in February 1944. The name change was made entirely independent of the ordered modifications. In practice, the name Ferdinand was still commonly used in operational reports through April 1944, with "Elefant" coming into use in May 1944. However, out of convenience, it has become common practice to refer to the pre-modification vehicle as the "Ferdinand" and the post-modification vehicle as the "Elefant."

On 9 February 1944, Nibelungenwerk reported their progress in overhauling the Ferdinands. The assembly of the first series of eight Ferdinands was almost finished. It was projected that they would all be completed by 11 February 1943. An additional three Ferdinands were quickly completed for outfitting a Ferdinand-Kompanie. One of these eleven was our Ferdinand (Fgst.Nr.



A rear view of the APG Elephant after capture. Much of the stenciling has been applied by US forces, however the "102" and the "U"-shaped marking in the upper right of the rear plate are German. The application of zimmerit can be seen on the hull and slightly less than half-way up the fighting compartment walls.

150071).

The I.Kompanie/schwere Panzerjäger-Abteilung 653 with eleven Ferdinands and one Berge-Ferdinand was transported to Italy to attack the Allied bridgehead at Nettuno. On 29 February 1944, all eleven Ferdinands were reported to be in fully operational condition. The unit reported the loss of two Ferdinands in March 1944. During the period from 31 March through 23 May 1944, all nine of the Ferdinands/Elefants were reported as being in fully operational condition. On 24 May 1944, the Allies started a major offensive in Italy. Two Elefants were lost in May and four in June 1944. The three surviving Elefants were reported to be in operational condition on 22 June 1944 and were transported to Vienna, Austria in early August 1944.

Our Elefant (Fgst,Nr. 150071) with Tactical No. 102 was captured by the Allies in Italy and shipped to Aberdeen Proving Ground.



Prior to shipping back to the US, you can see the "shipping label" painted to the left of the mantlet on the front superstructure plate. No records have been found as of yet that give the actual date of the capture.

Lineage of the VK4501 (P)

By
Jeff McKaughan

As with many German designs, the Elefant did not start out on paper to be a heavy self-propelled anti-tank gun. Originally designed to compete against the Henschel entry in a design competition for a new combat tank, the VK4501 (P) was a colossal failure.

In May of 1941, the German Ordnance Department issued an order for the design of a new tank that would be capable of mounting an 8.8 cm gun developed from the AA version (L/56). Both Henschel and Porsche were to build prototypes and a selection made after testing.

Porsche, a long-standing designer of AFV's, opted to utilize many of his favorite pet designs in the VK4501 (P) which included the two side-by-side engines that powered generators for the electric motors on the rear-mounted drive sprockets. The design also featured all-steel wheels and a track pattern different from that seen on the later Ferdinand/Elefants.

The turret for the VK4501 (P) was built by Krupp, but because of critical raw material shortages, the turret was also to be used with the Henschel design. This turret, with some modifications, was ultimately part of the Henschel design that was awarded the tank contract.

The testing of the two designs began on April 20, 1942 which meant that the companies had only had about a year to design and build their entry. The trials did not go well for Porsche. Mechanical problems beset the powertrain and the suspension.

The Henschel design was more "conven-

tional" and went on to become the Tiger I.

However, that was not the end of the VK4501 (P). Hitler had ordered that 90 of the vehicles be built prior to the trials program. As a result, construction had actually begun and parts and materials ordered. The decision was made to utilize a modified chassis and hull (with different engines), mount a heavily armored superstructure on it with a large caliber antitank gun for the ultimate long-range tank killer.

The Panzerjäger Tiger (P) SdKfz 184 was demonstrated in March 1943. Despite the continuing shortage of material, Hitler ordered that all 90 vehicles be completed as

quickly as possible. By May 1943 the work was completed and the Ferdinand (named so in honor of Ferdinand Porsche) was debuted during the Kursk offensive.





The photos to the left and below are of a Kursk-era Ferdinand. This example is housed in the Kubinka Museum in Moscow and clearly illustrates the differences in the early Ferdinand and the later Elefants. The photo at left shows the split, two-piece commander's hatch, which hinged front and back.

The photo below shows the back half of the roof with the circular rear hatch and some other fitting laying around. Note the shape of the rain guard around the hatch on the right.

These pictures are courtesy of Steve Zaloga.



A frontal look at the Kubinka Ferdinand. Photo courtesy of Steve Zaloga.



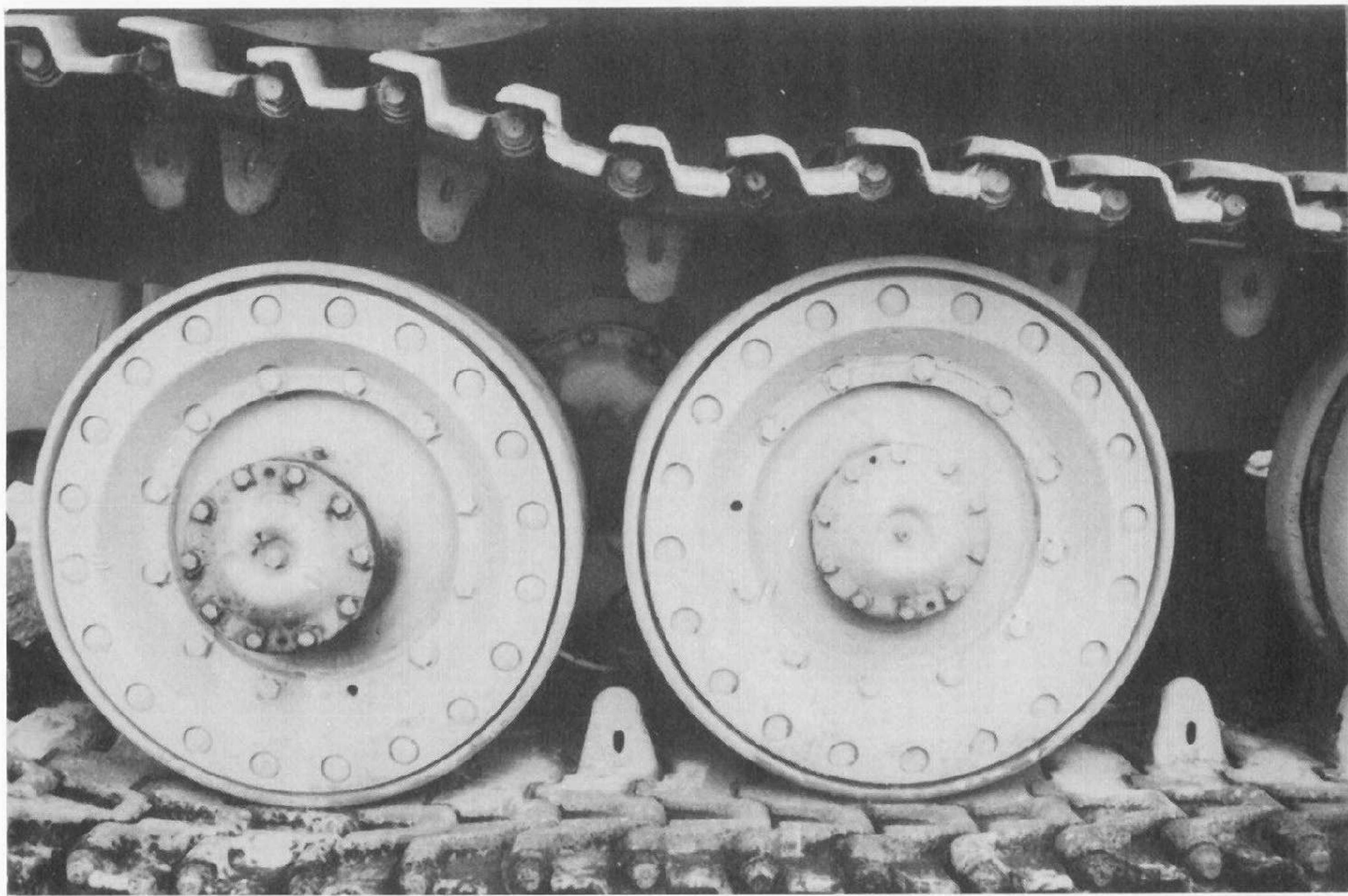
This Elephant has sustained damage. Note that the entire engine deck has been lifted up, almost as if it were being removed for maintenance.



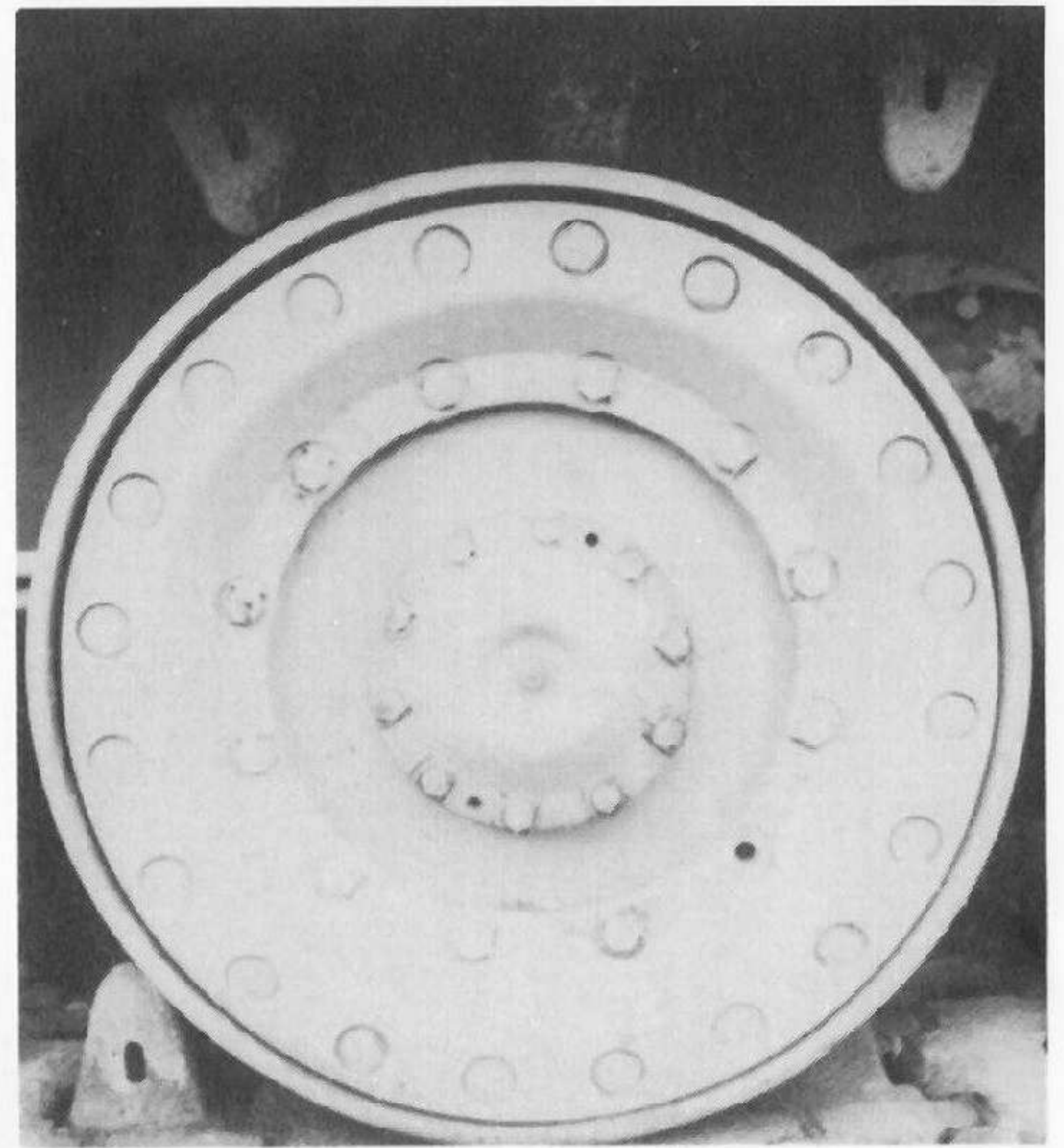
The hull shapes of the original Tiger (P) are clearly visible in this view of the left hand side.



As in the photo above, the radiator air intake grill has been removed. On the ground underneath is the main engine access panel. These grillworks are enormously heavy and once felt can lend new appreciation to the difficulties of working on these vehicles, especially if you factor in combat and inclement weather.



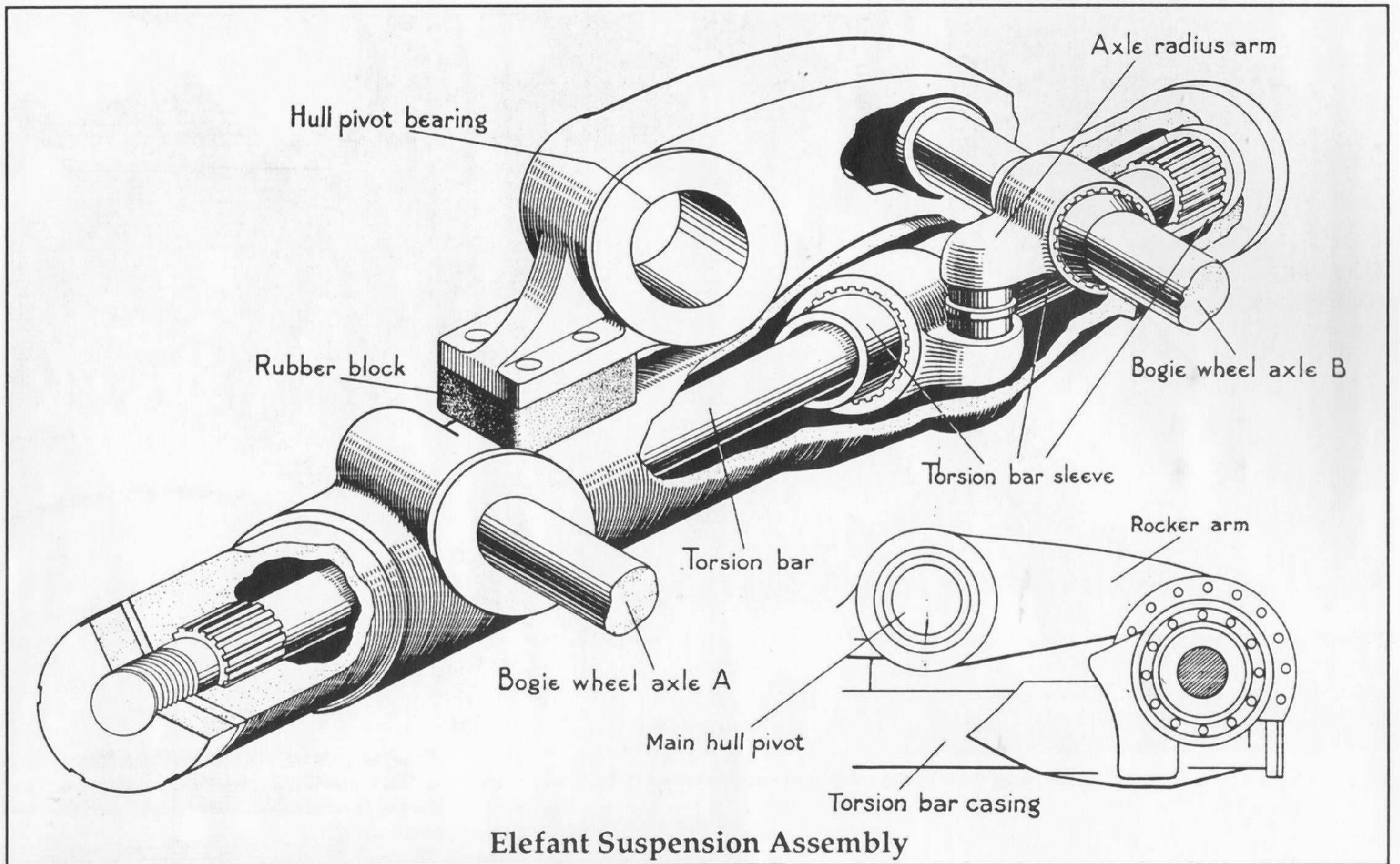
The road wheel system was designed around six (three per side) two-wheel bogie assemblies. Each assembly was pivoted to the hull and the suspension arranged externally.



The steel wheels of the Elefant were part of the original Tiger (P) design, as were their smaller size in relation to the Henschel design. Porsche believed that their size would allow for larger wheel movement, that the steel could bear more weight than the rubber-edged ones, and that there were advantages in having six wheels per side versus eight,



All six bogie assemblies are similar in principle, however, the rear assemblies on both sides are reversed. This can be seen in the photo. Despite their similarities, the assemblies are not interchangeable. For example a rear assembly cannot be mounted in either the center or forward positions, nor can an assembly be interchanged with its corresponding assembly on the opposite side.

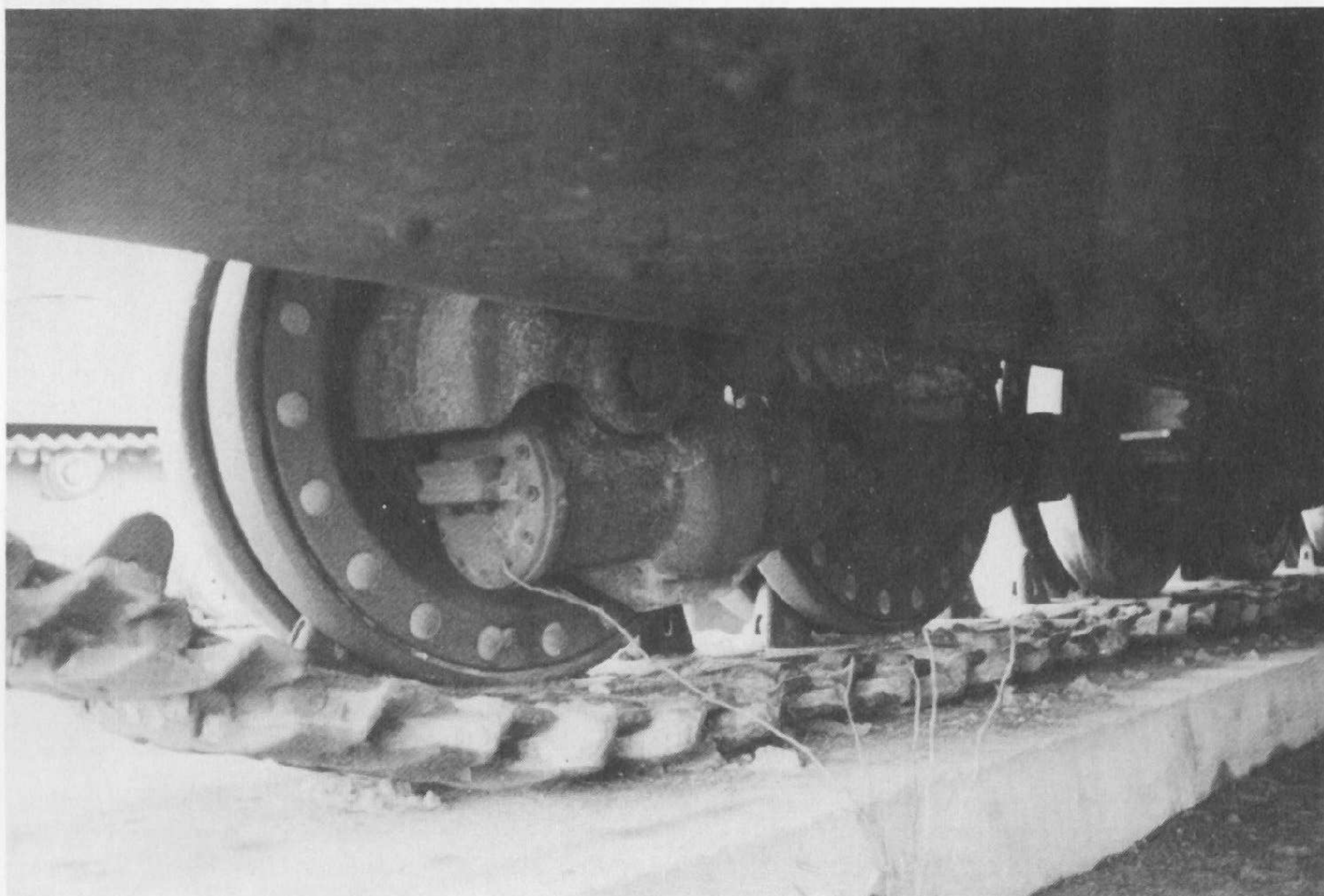


Elefant Suspension Assembly

A description of the suspension is provided by a British Technical Intelligence Summary:

"A diagrammatic drawing attached illustrates the general arrangement of the rather unusual type of bogie unit employed. Each of these units comprises a rocker arm, which is fitted on the main hull pivot, and a horizontal torsion bar casing arranged beneath the rocker arm and hinged to it at one end. Beneath the other end of the rocker arm is attached a rubber block, about 7 x 5 x 3 in., which rests lightly on the top of the torsion bar casing when the vehicle is stationary. One bogie wheel axle (A) is fixed to the torsion bar casing a short distance from its free end, while the other (B) is located at the pivotal axis between the casing and the rocker arm, and serves as the hinge pin between them. This last mentioned axle is fixed to the rocker arm and carried in bearings in the torsion bar casing. A short radius arm is splined on this axle, and consequently maintains a fixed angle with respect to the rocker arm.

The torsion bar is anchored at one end by splines into the free end of its casing, where it is secured by a nut and lock nut. At the other end it is splined into a sleeve which is journaled in the torsion bar casing and extends back around the torsion bar to a point some distance beyond the end of the axle radius arm. A second radius arm is splined on the torsion bar sleeve beneath the first radius arm and a thrust member is connected by ball and socket joints between the ends of the two arms."

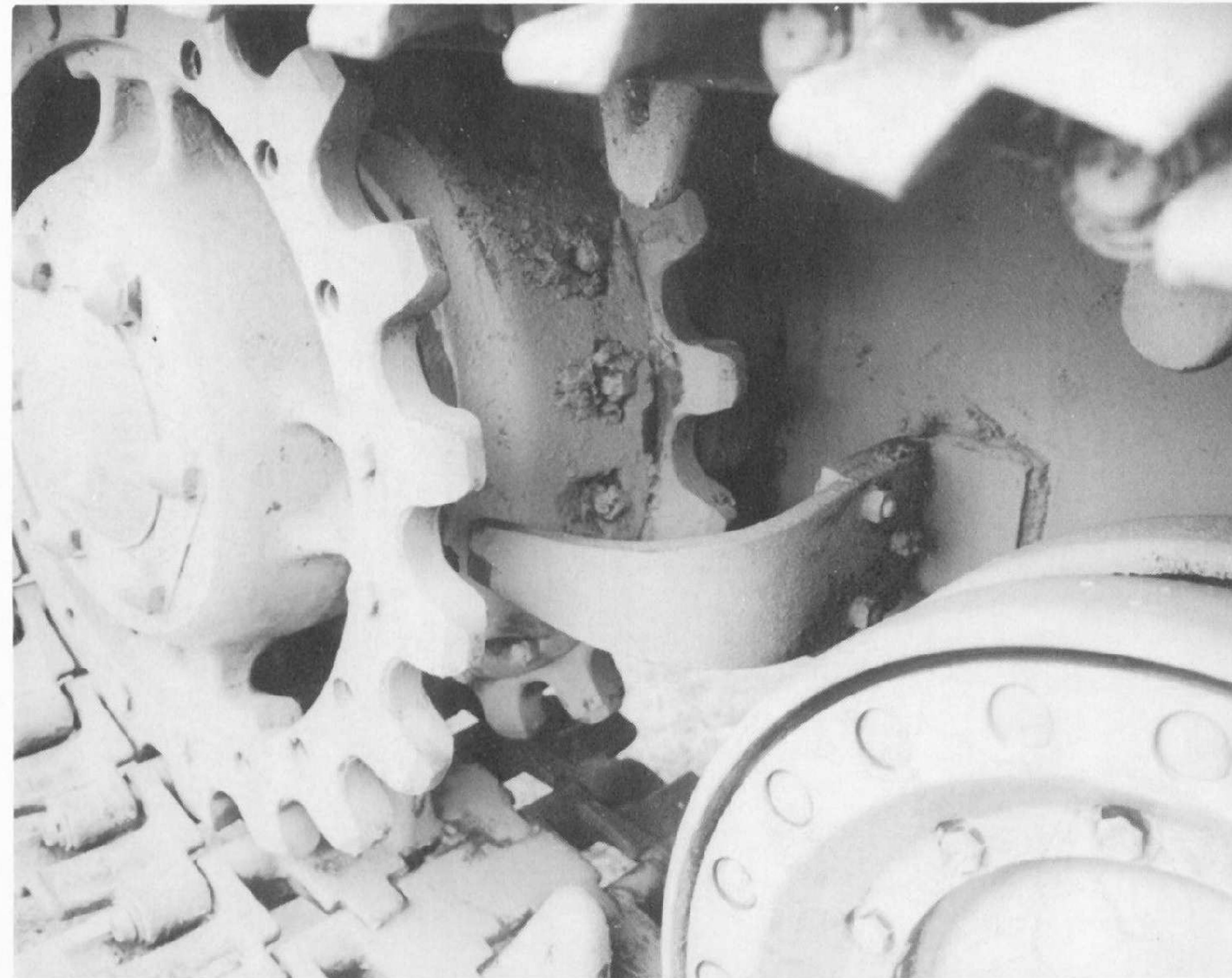
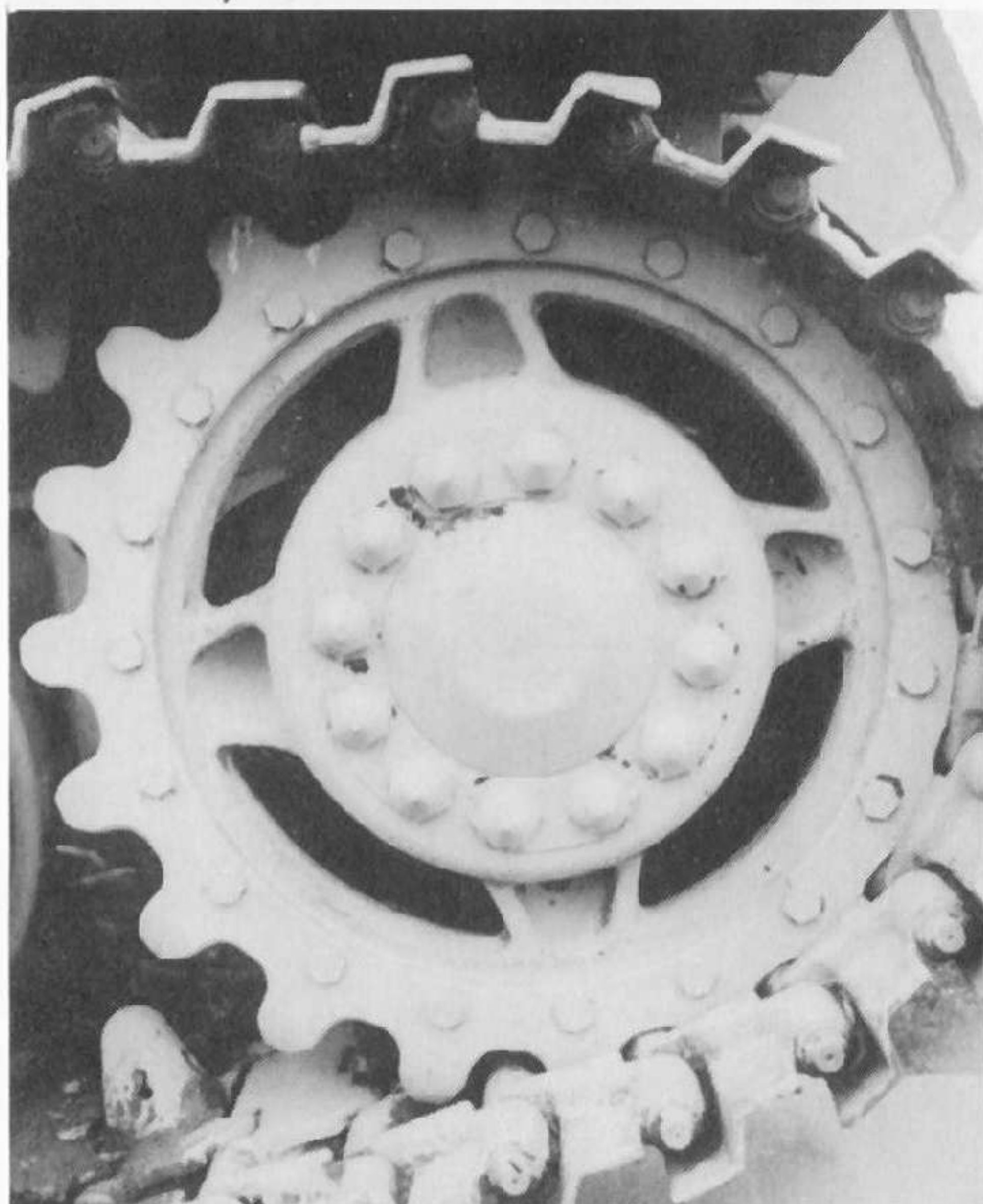


The backside of the front suspension assembly on the right side can be seen. This system was beset by problems and although its external design eliminated internal space requirements for torsion bars, it also contributed to the Elephant's tendency for mud and debris buildup on the underside of the hull.

The length of the torsion bar was 1155mm and it had a diameter of 72mm. The distance from center to center of the bogie assembly was 1660mm.

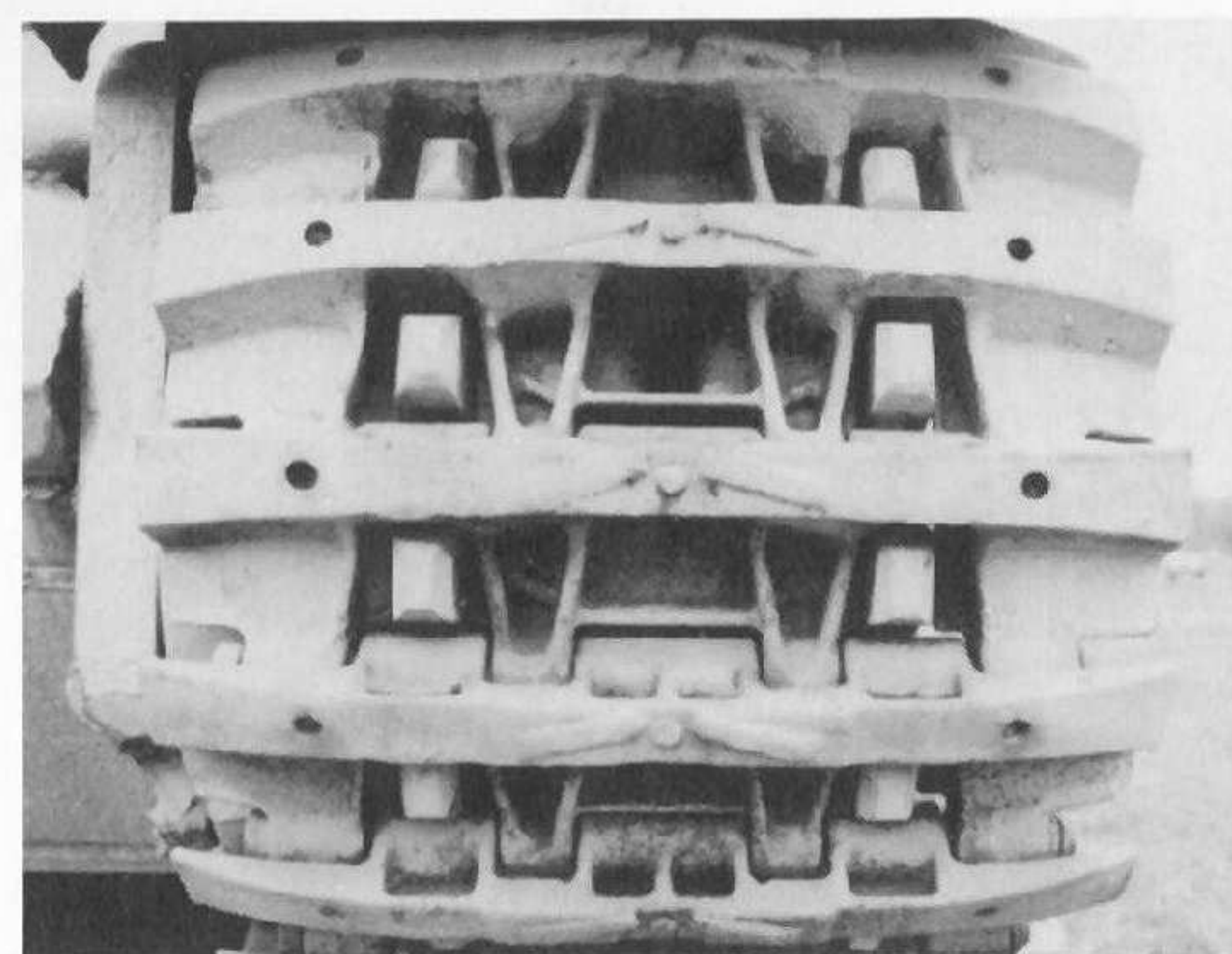


The front-mounted idler had 19 teeth.



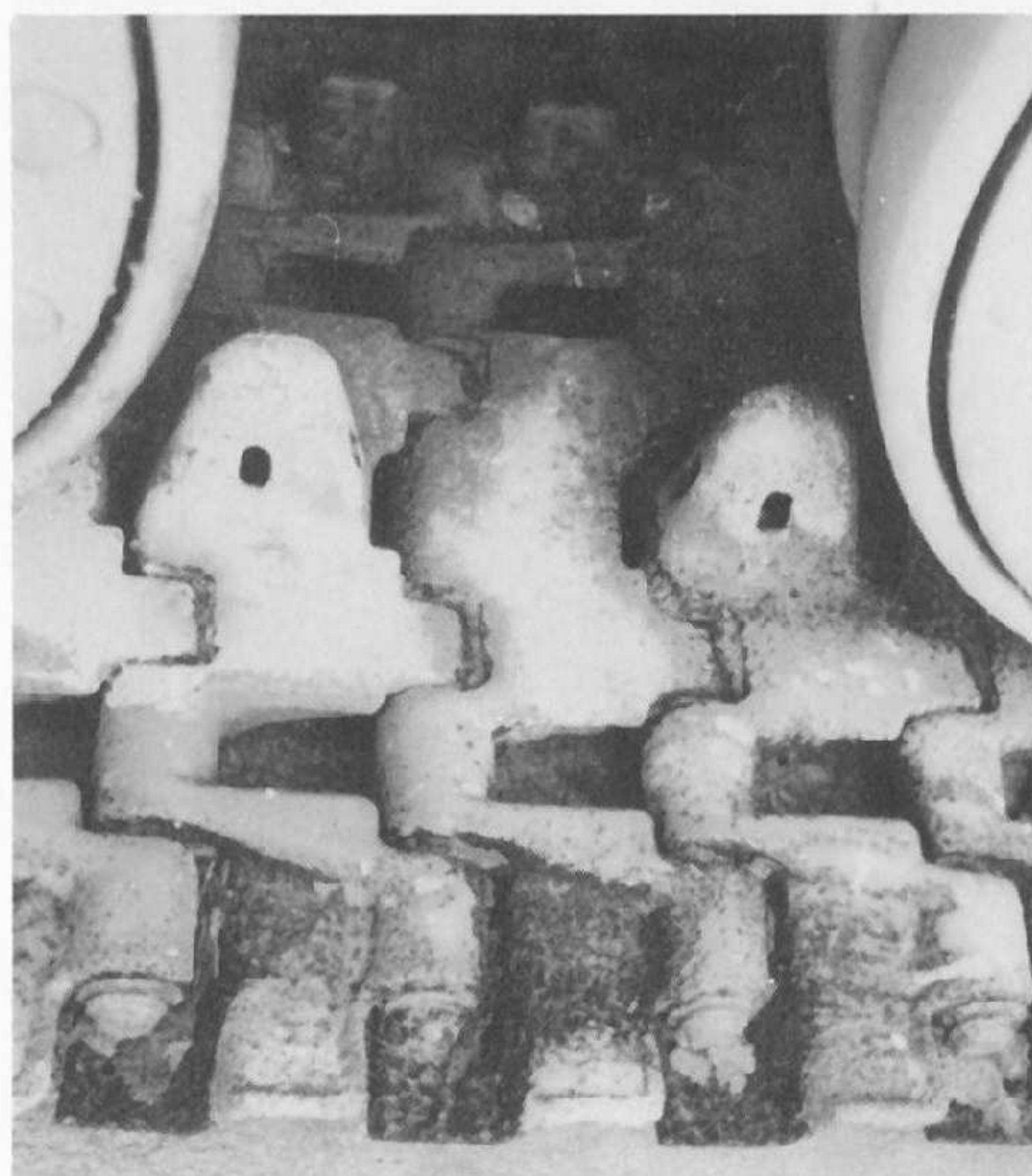
Combining the 65 ton weight of the Elephant with its high ground pressure ratio (1.23 kg/cm²) the Germans were left with a vehicle that liked to collect mud. To clear as much of this as possible by itself, the Elephant had a cleaning fixture attached to the lower hull just behind the idlers. You can clearly see that the small curved arm is bolted to an "L" bracket that is welded to the hull side.

From this angle you can also see the backside of the bolts that hold the teeth rim onto the idler wheel itself.

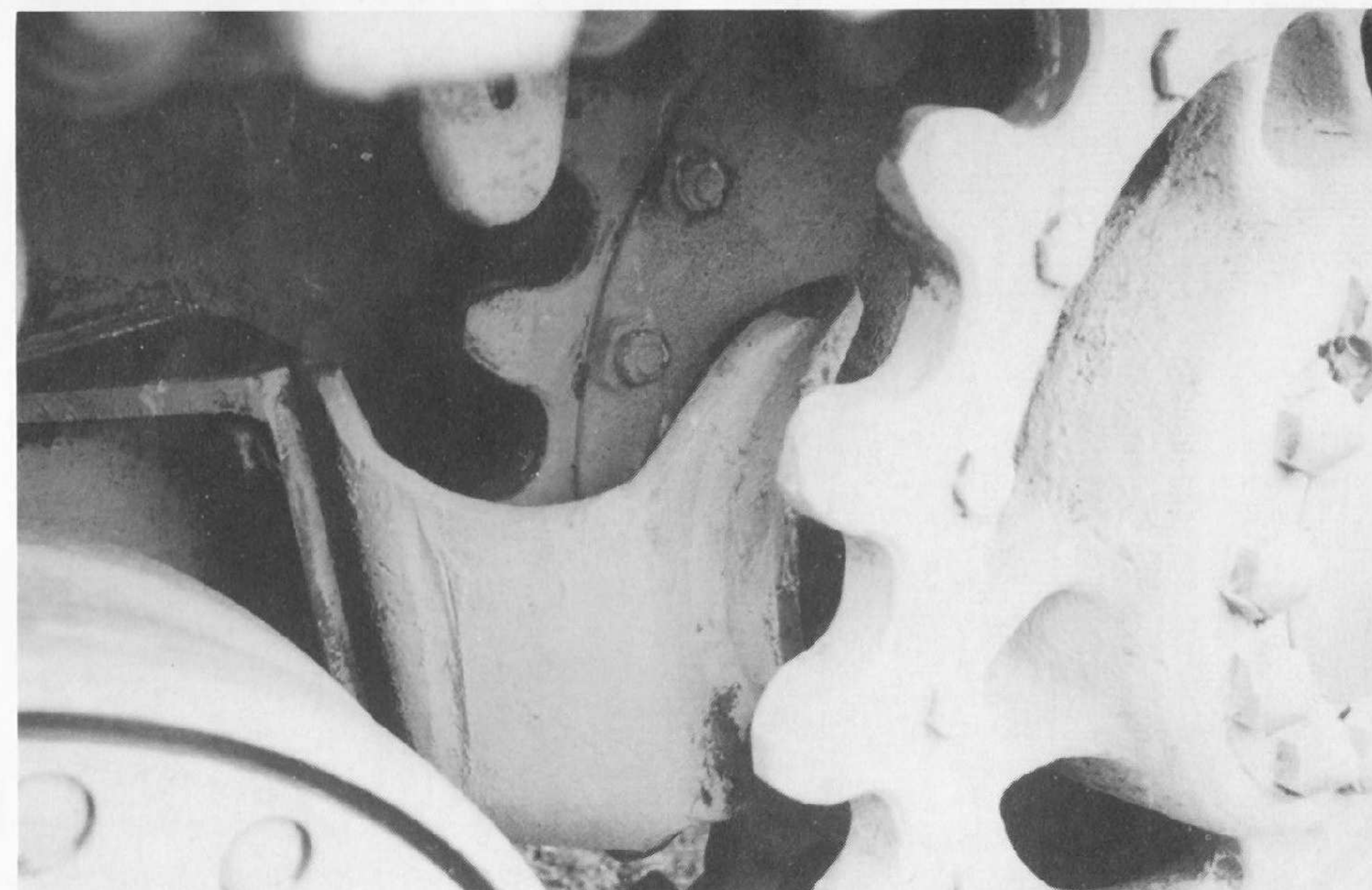


The all-steel tracks had 109 links.

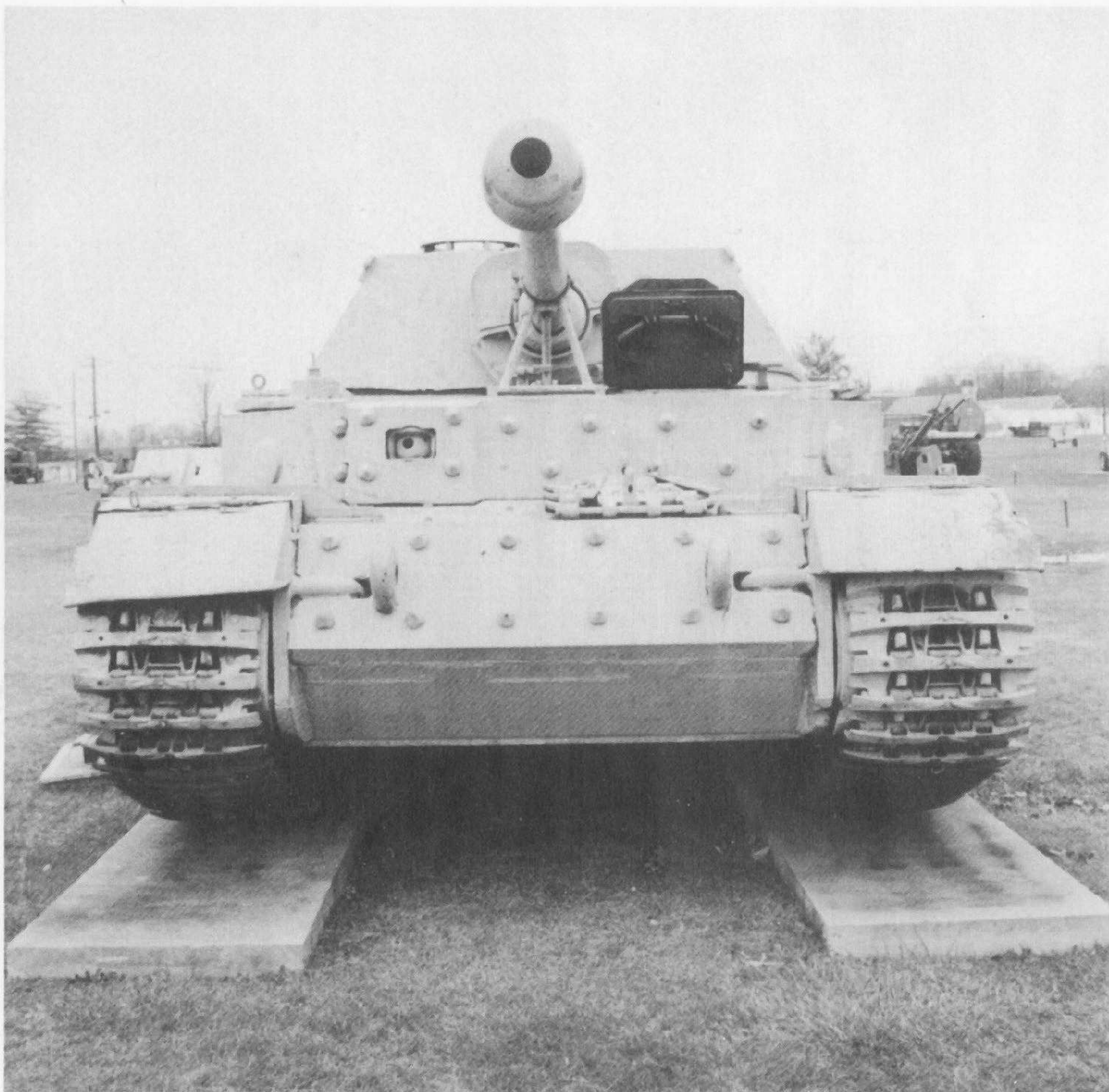
LEFT: The Elephant was a rear-drive vehicle, hence the drive sprocket at the rear of the running gear. In the upper left opening of the sprocket you can see part of the curved mud scraper.



The track guide teeth had four small holes, one on each "side" and one on each "edge."



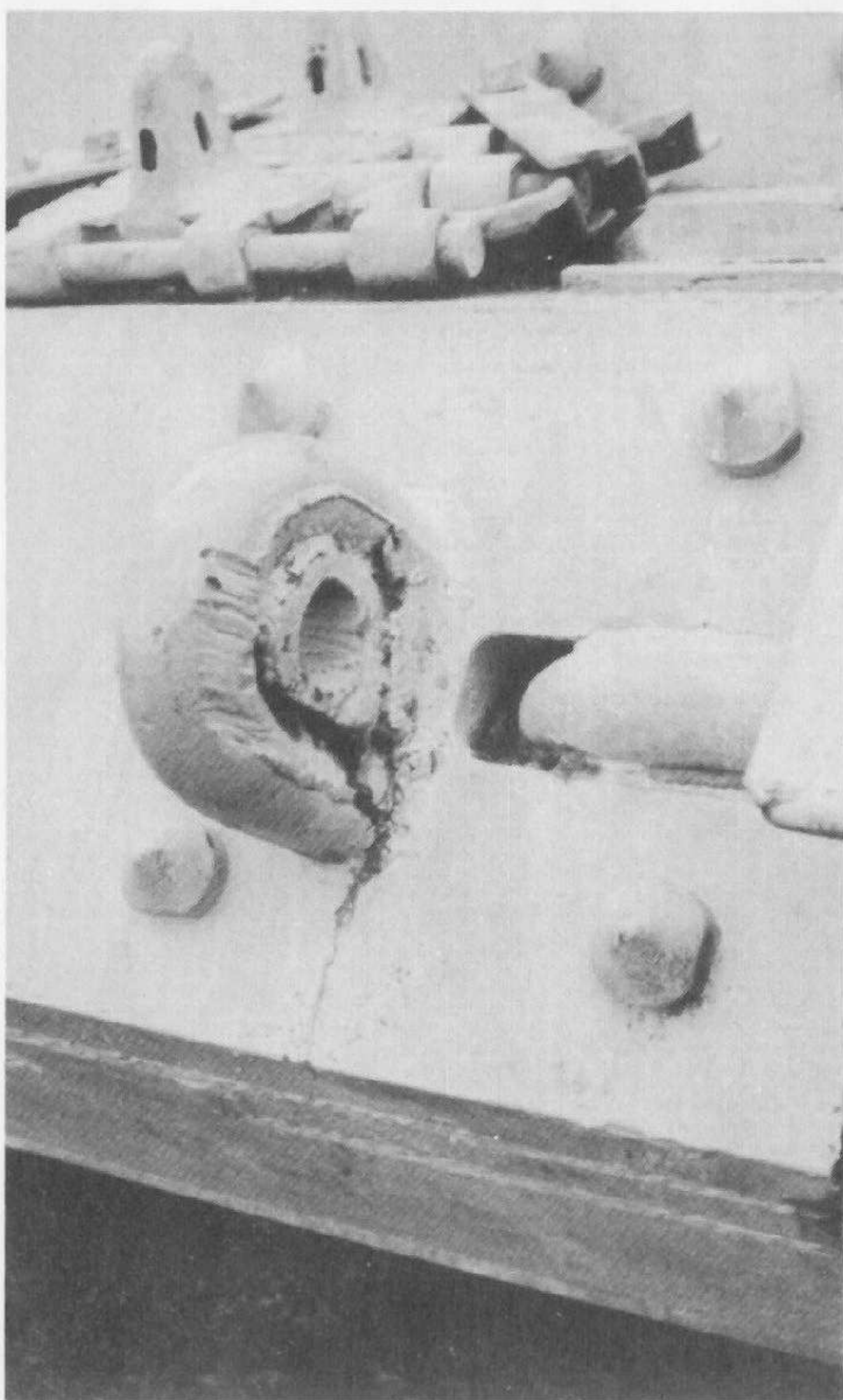
The drive sprocket's mud scraper is heavier and more substantial. The bracket and the scraper itself are thicker and more ruggedly built.



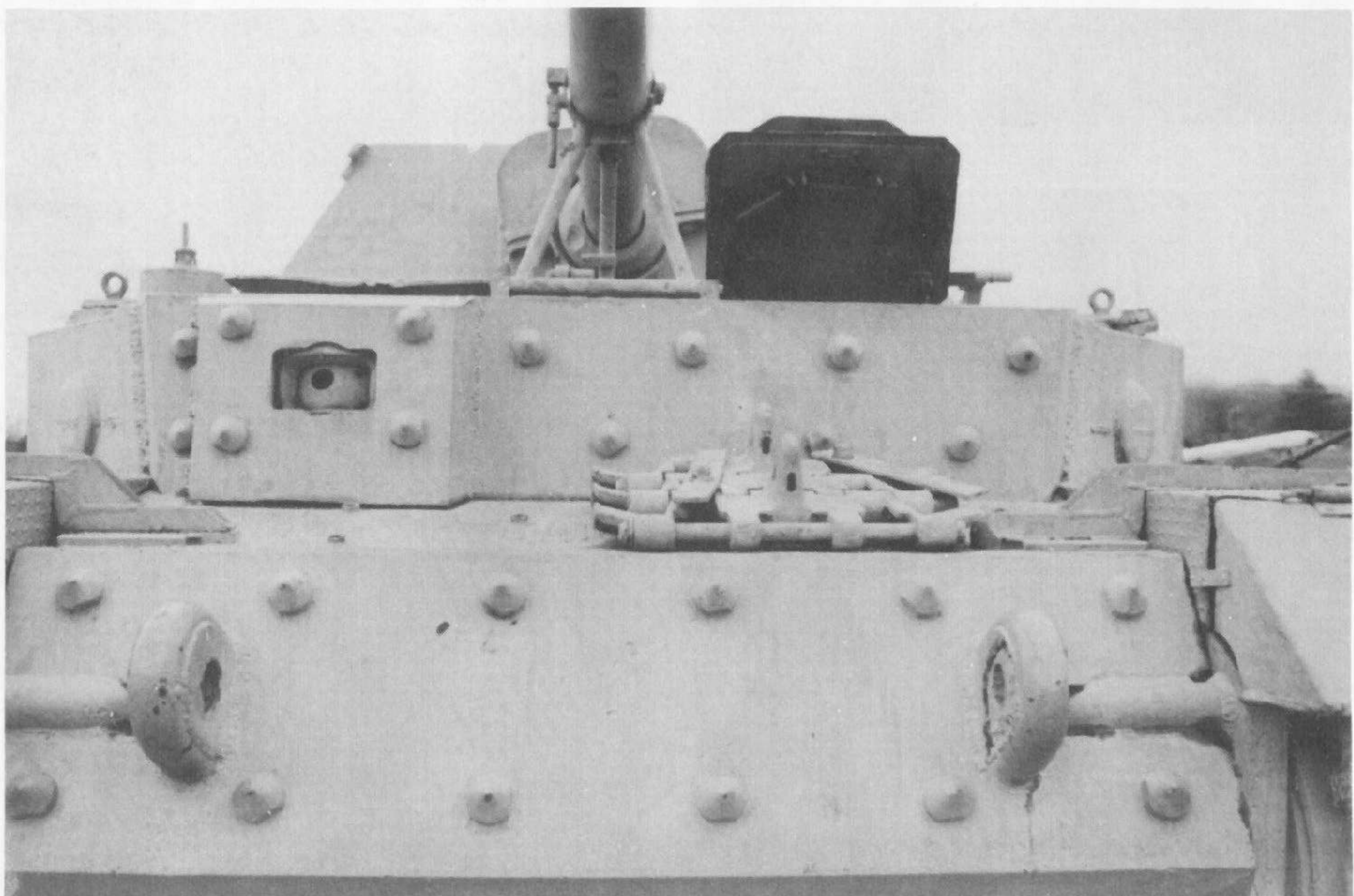
From a full frontal view, a "late" model Elefant is distinguishable from the first version (Ferdinand) by looking at the front vertical plate. If a bow machine gun has been added, this identifies it as a modified version. Other signs are the added commander's cupola, of which the top of the vision block frame can be seen here, and the added armor collar around the main gun near the mantlet, although the collar alone is not conclusive evidence.



The angled plate off of the frontal armor on each side had a round view plate with a view slit in the center. The front fender support and the thickness of the frontal add-on plate are shown here as well.

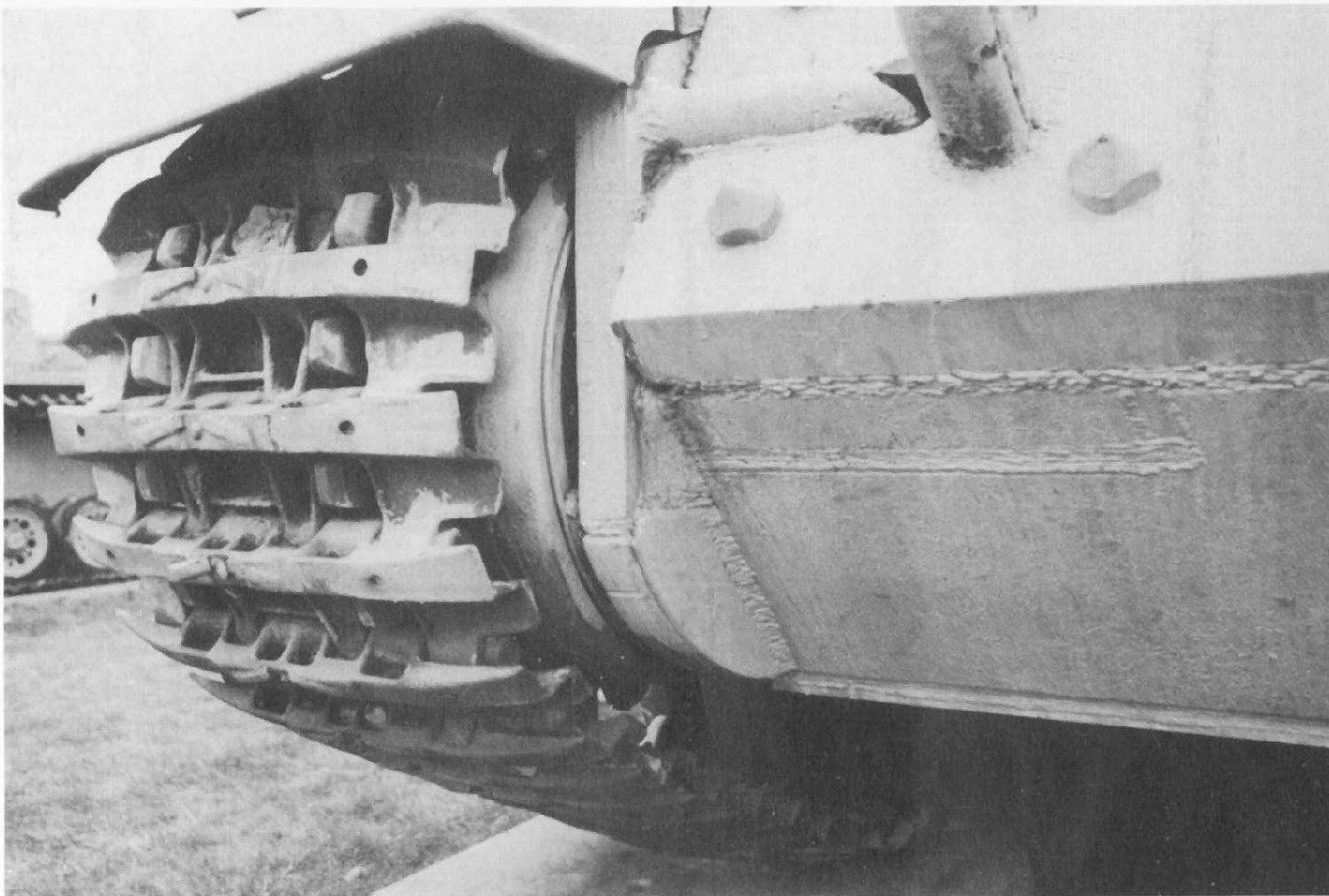
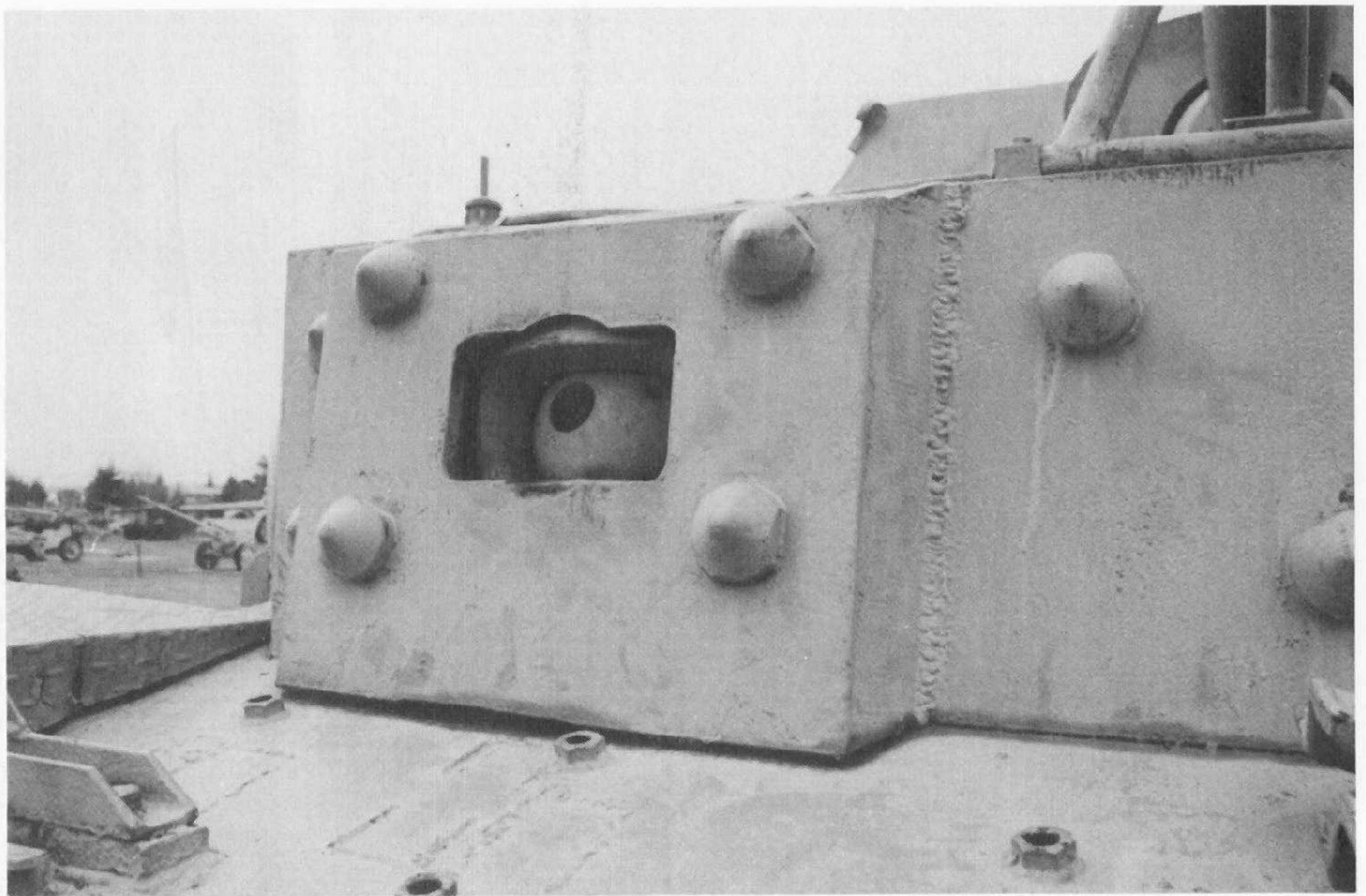


The unrefined construction of the towing shackle is evident here. The cutout on the right side of the photo allows the original towing shackles from the Tiger (P) to be retained, although they served no purpose.



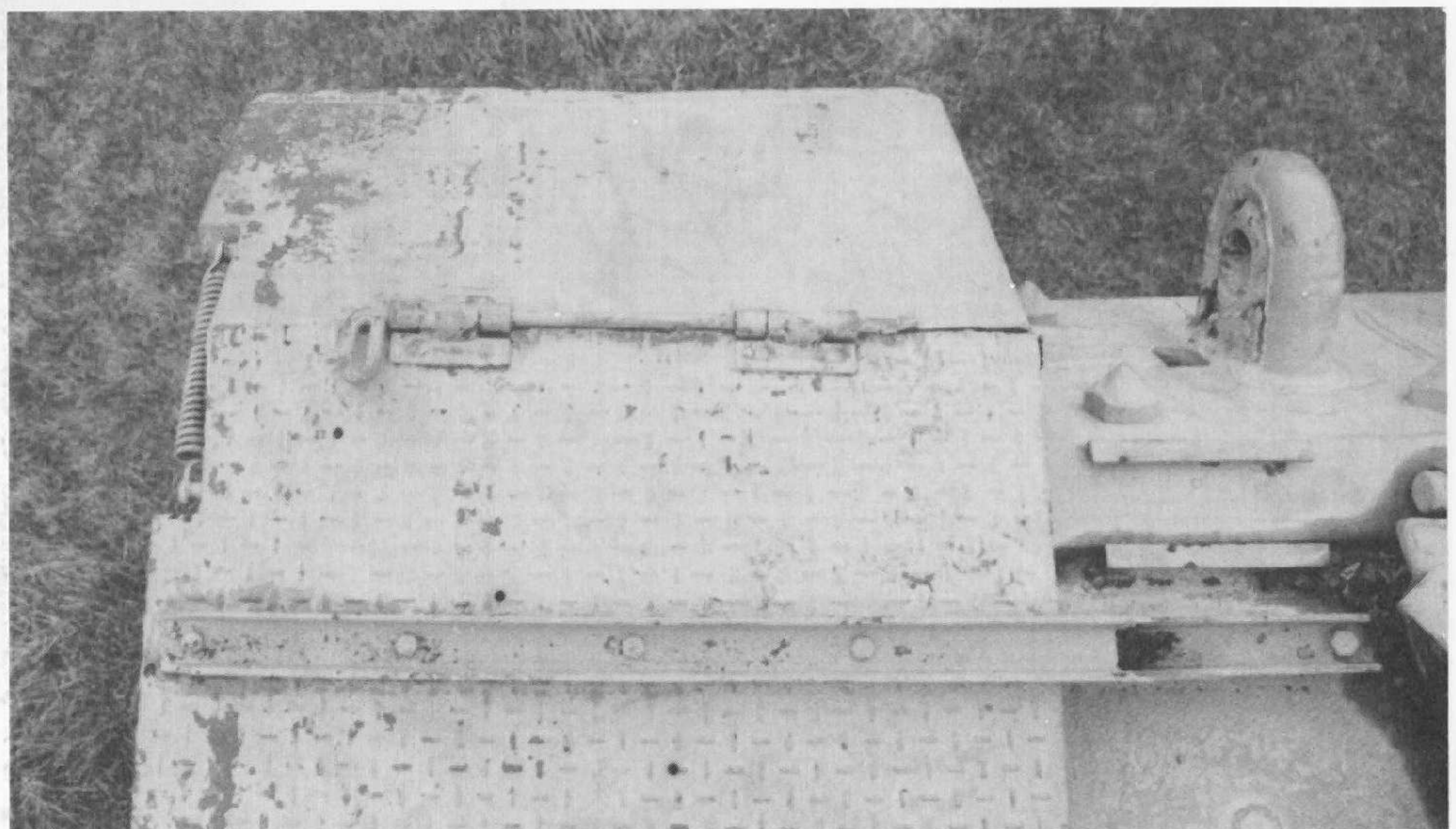
The layout of the front plates. The large conical bolts are not round at the base but instead have two flat sides so that a wrench can grip them. The flat edges are also not all in alignment with each other, but "point" in a variety of directions. This also presents a nice view of the underside of the gun lock.

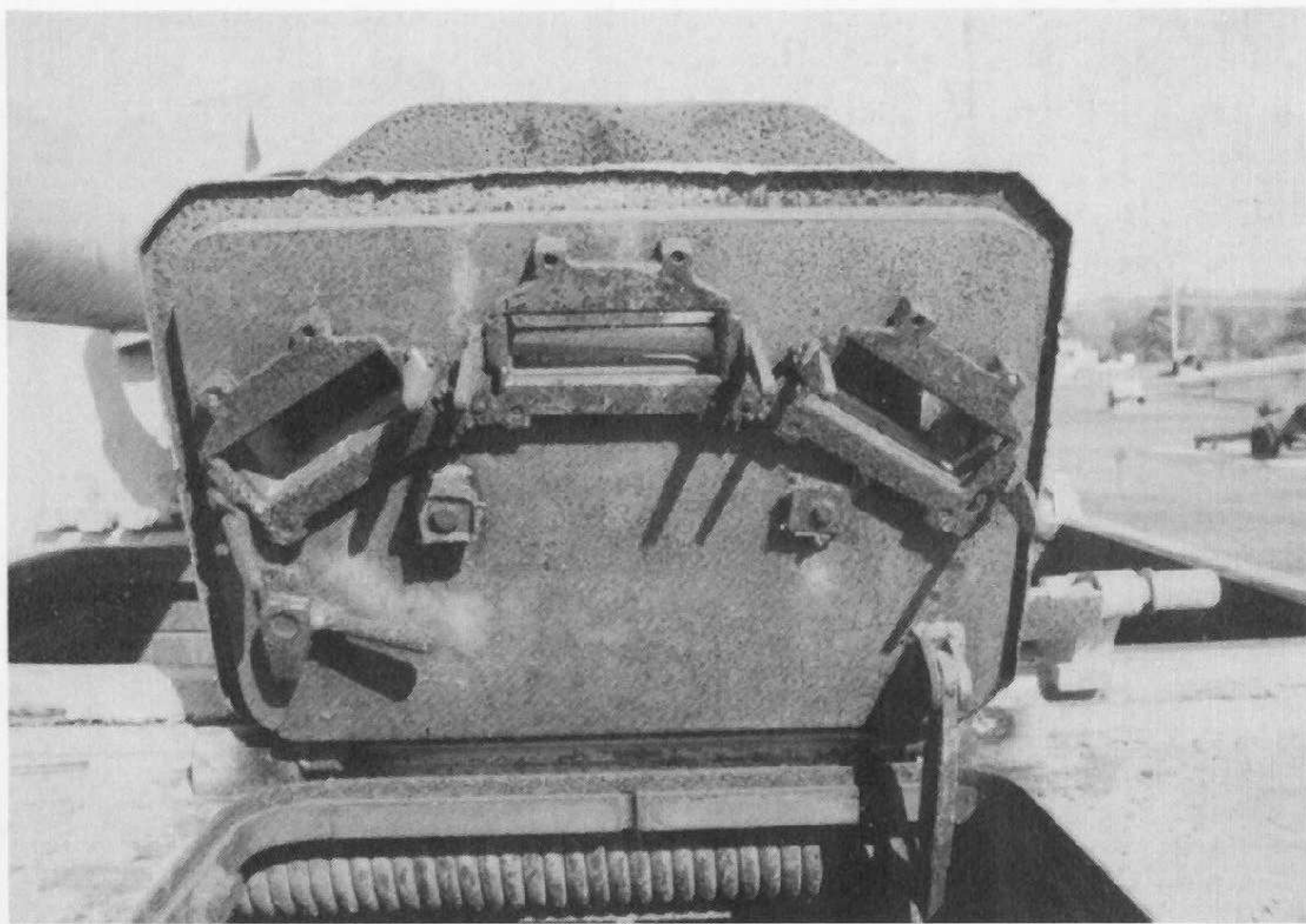
The bow machine gun was added to the Elefants after the disaster at Kursk. Vehicles like this proved extremely vulnerable to infantry attacks because they lacked any close-in defenses. It is very suspect as to how much benefit the Elephant could gain from this addition. With only a relatively small arc of fire forward and the small telescopic sight in the ball mount for forward vision (along with the side vision slit), its usefulness would surely be marginal.



Another look at the front add-on armor and the location of the original tow shackle. The shape of the guide teeth on the idler sprocket is also interesting and can be seen here as well as the close-up photo of the tracks earlier. Near the end they are angled in to create a wedge-shape. While large bolts hold on the add-on armor and are used in attaching the fighting compartment to the hull, the Elephant featured an all-welded construction.

The front of both fenders was held in place by two hinges and one long hinge pin. There was a cut-out on the outside of the fender to accommodate a spring. Each end of the spring ended in a loop that simply fit over a nail head-shaped fixture. You are also looking straight down on the front-most fender support and the four bolts that keep it in place on the fender.

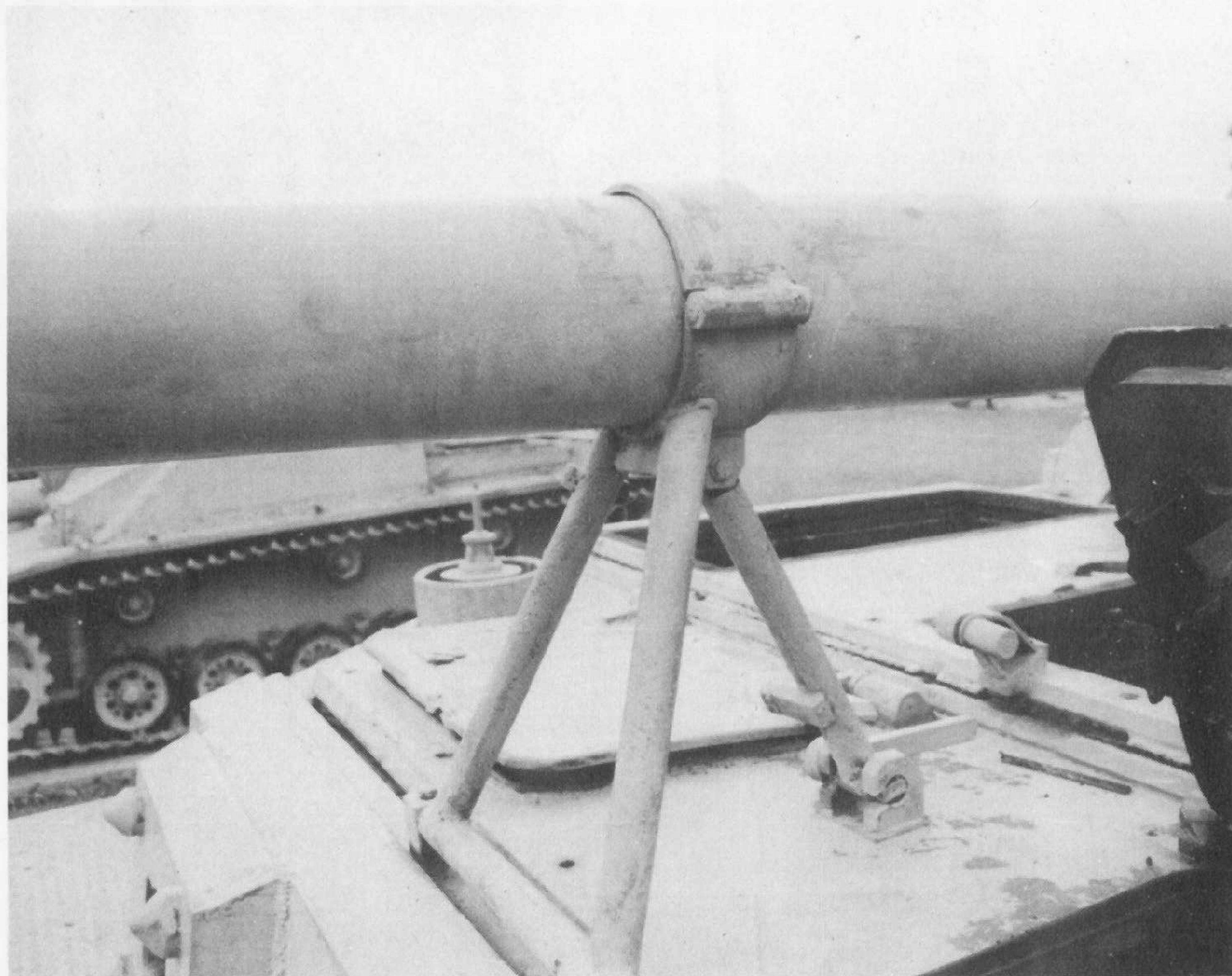




The driver was provided with three vision blocks. The hatch locking mechanism is in the lower left hand corner of the hatch in this view. Also visible is the large spring necessary to operate the heavy hatch. There is a small lip around the outside of the hull opening that acts as a rain guard.



Looking down on the engine deck and the driver and radio operator/bow gunner's positions. Although he served a dual role, for our purposes we will refer to the later as the "bow gunner" or "gunner" throughout the remainder of this publication.

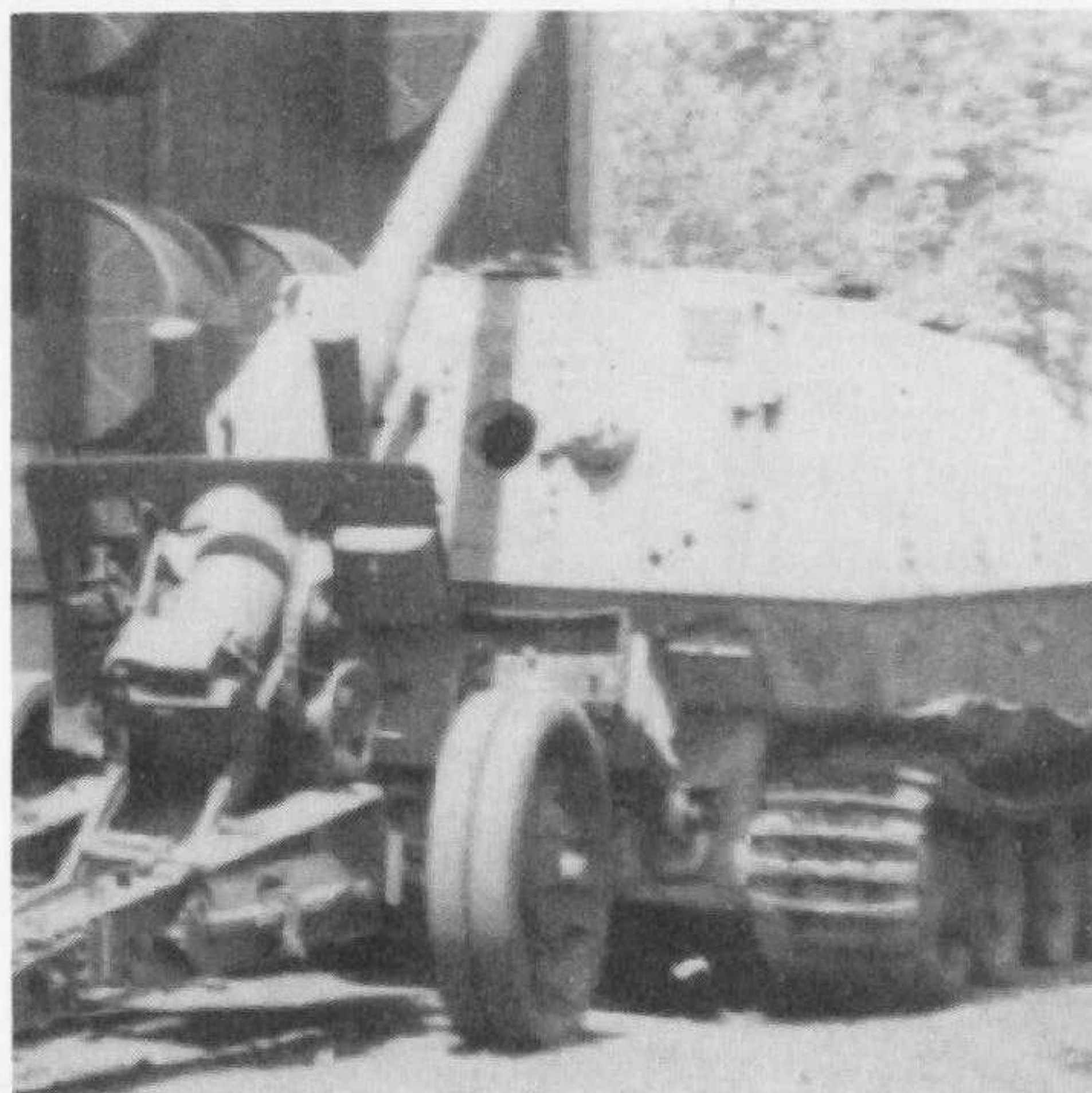


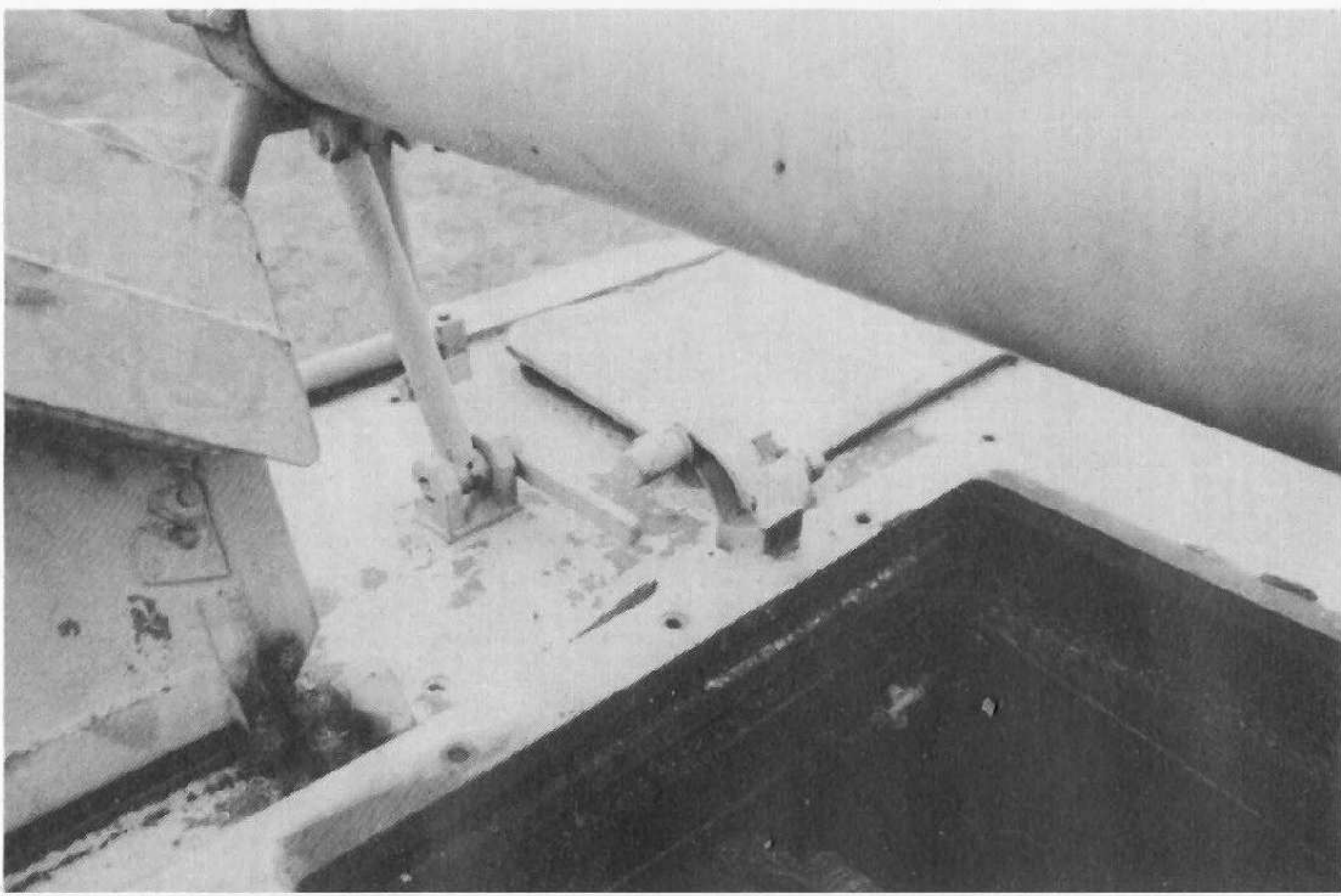
Looking across at the gun travel lock and the bow gunner's hatch. Conspicuous by their absence are any vision forward vision blocks in the gunner's hatch.



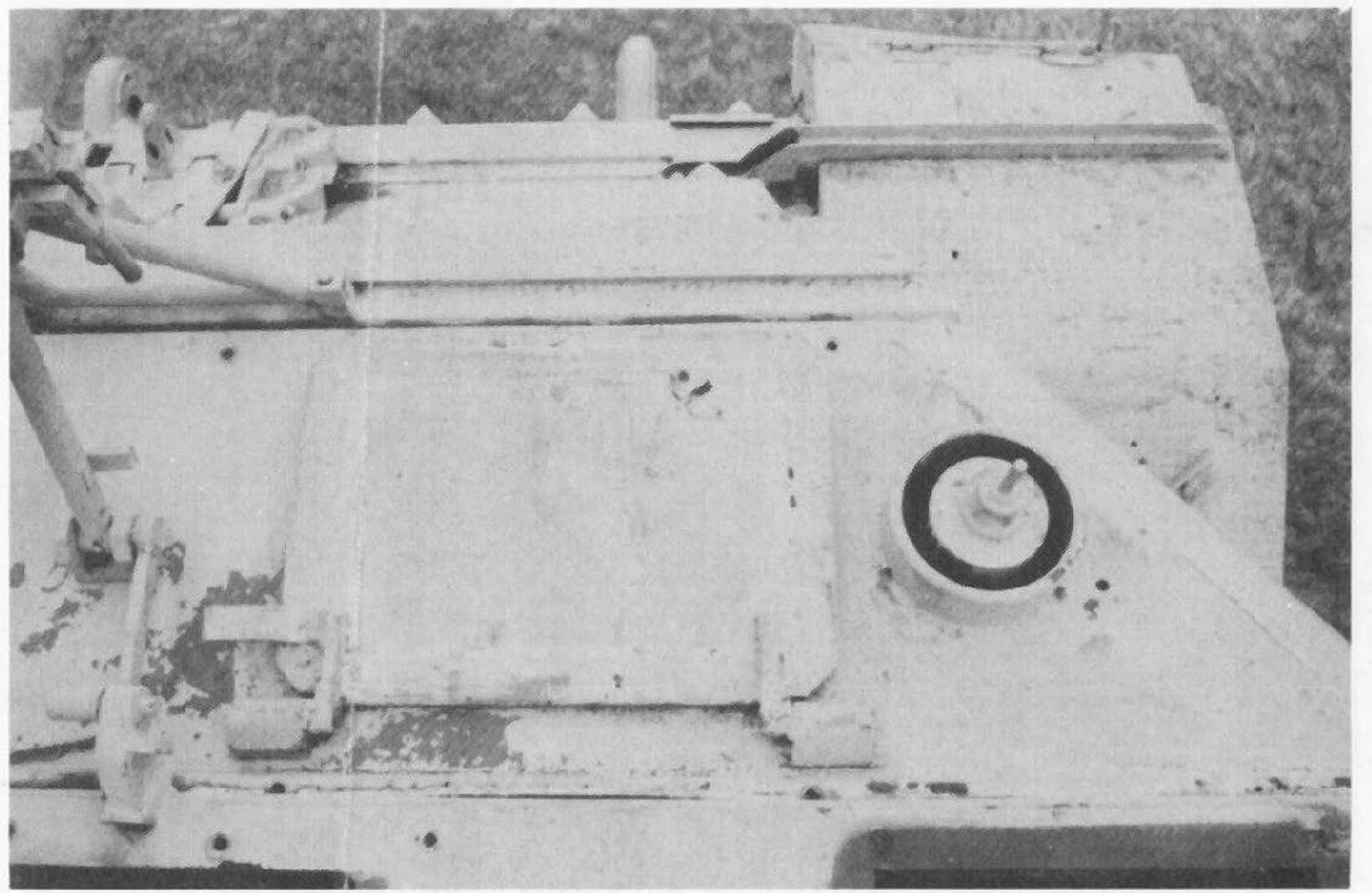
The gun travel lock. There is a nut in the gap between to the two halves that is tighten or loosen as the case may be.

A undated photo of the U.S. Army Ordnance Museum at its previous location on Post. The APG Elephant is visible and worthy of note is the small box on the right inward sloping rear plate.



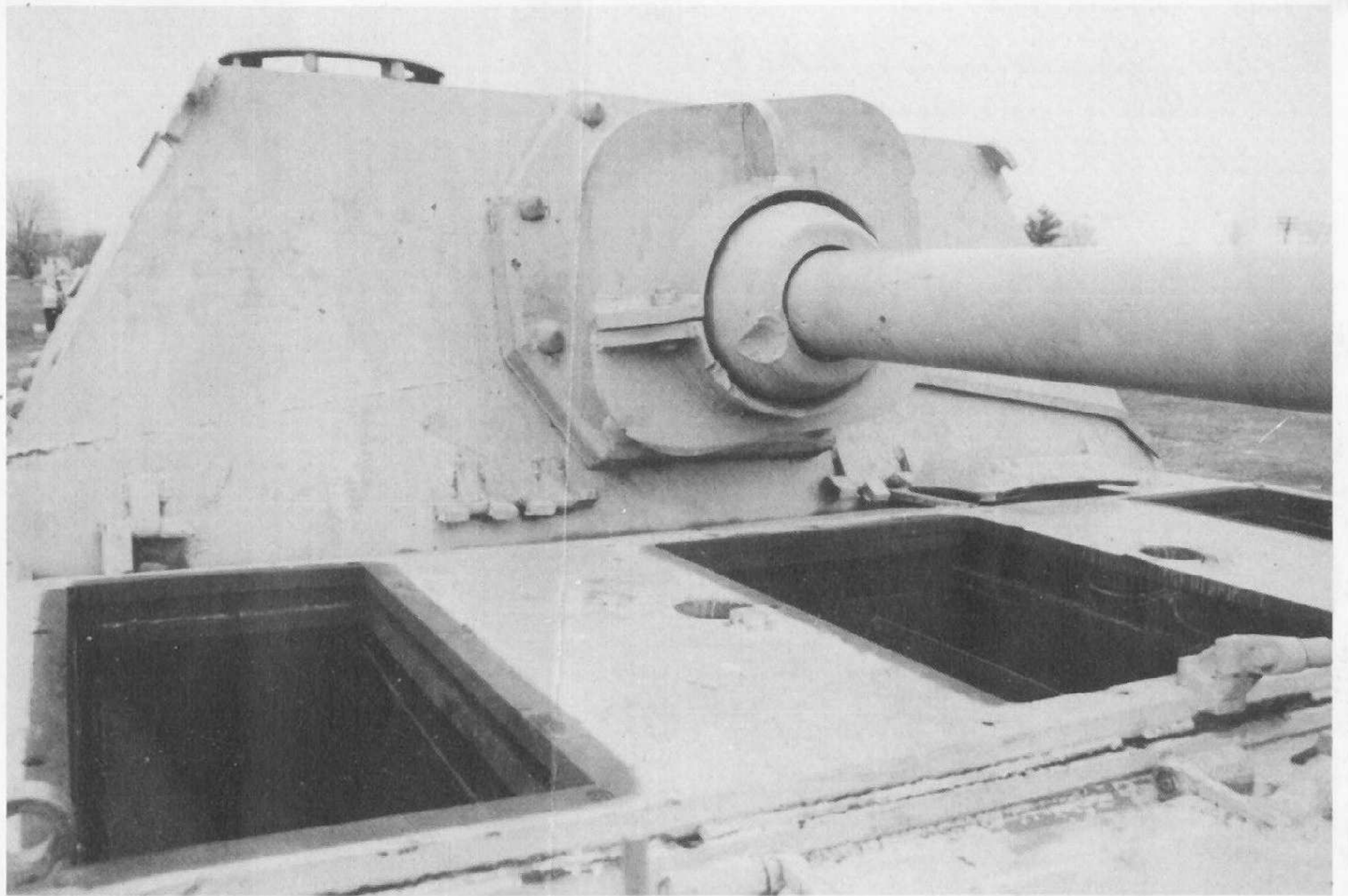


Again looking at the bottom of the gun lock, you can also see the opposite side of the plunger and catch mechanism for the bow gunner's hatch. The driver's catch is in a similar position to the left of the hatch. The small triangular (almost) shape on the driver's hatch is held on by three screws and is part of the driver's locking handle on the underside.

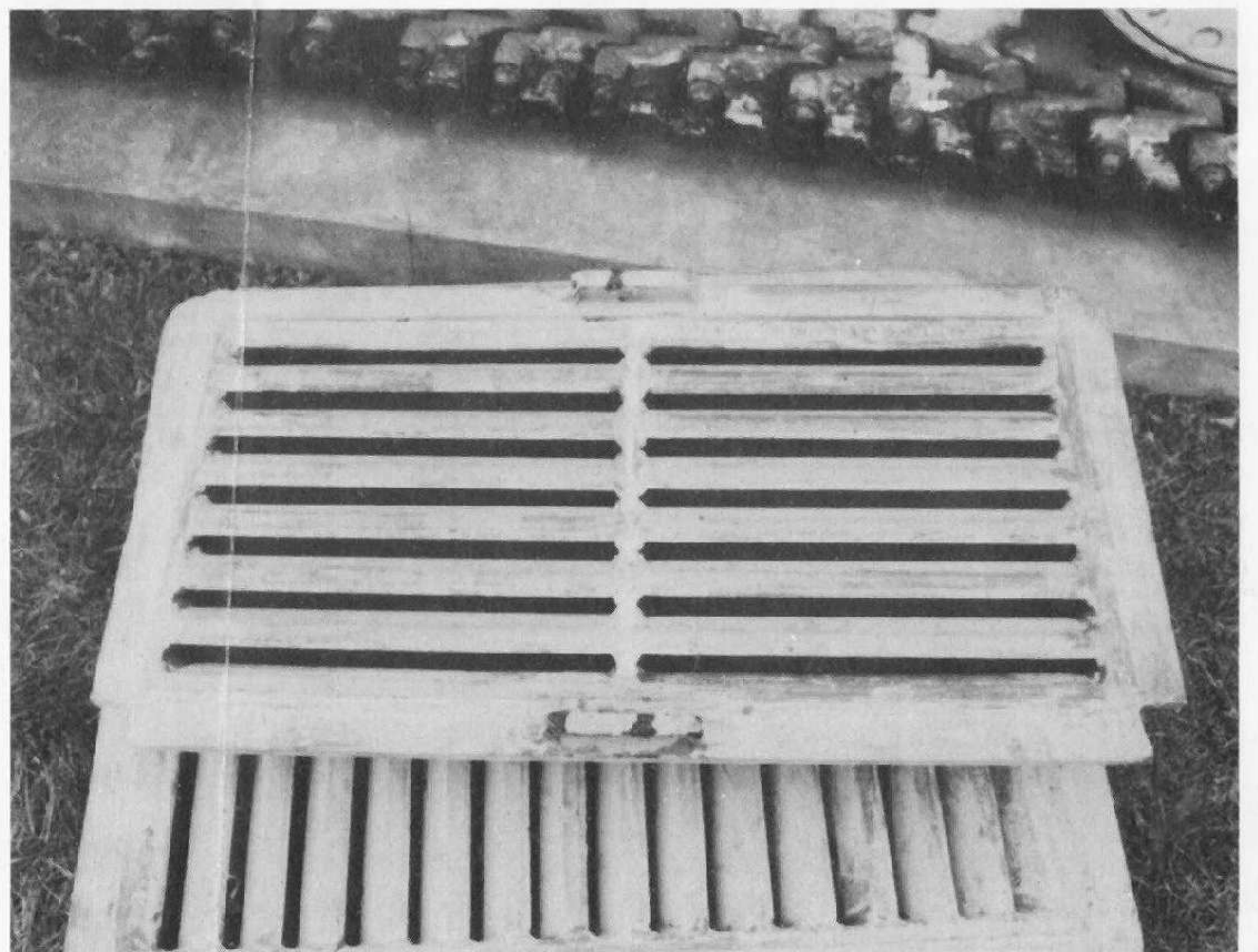
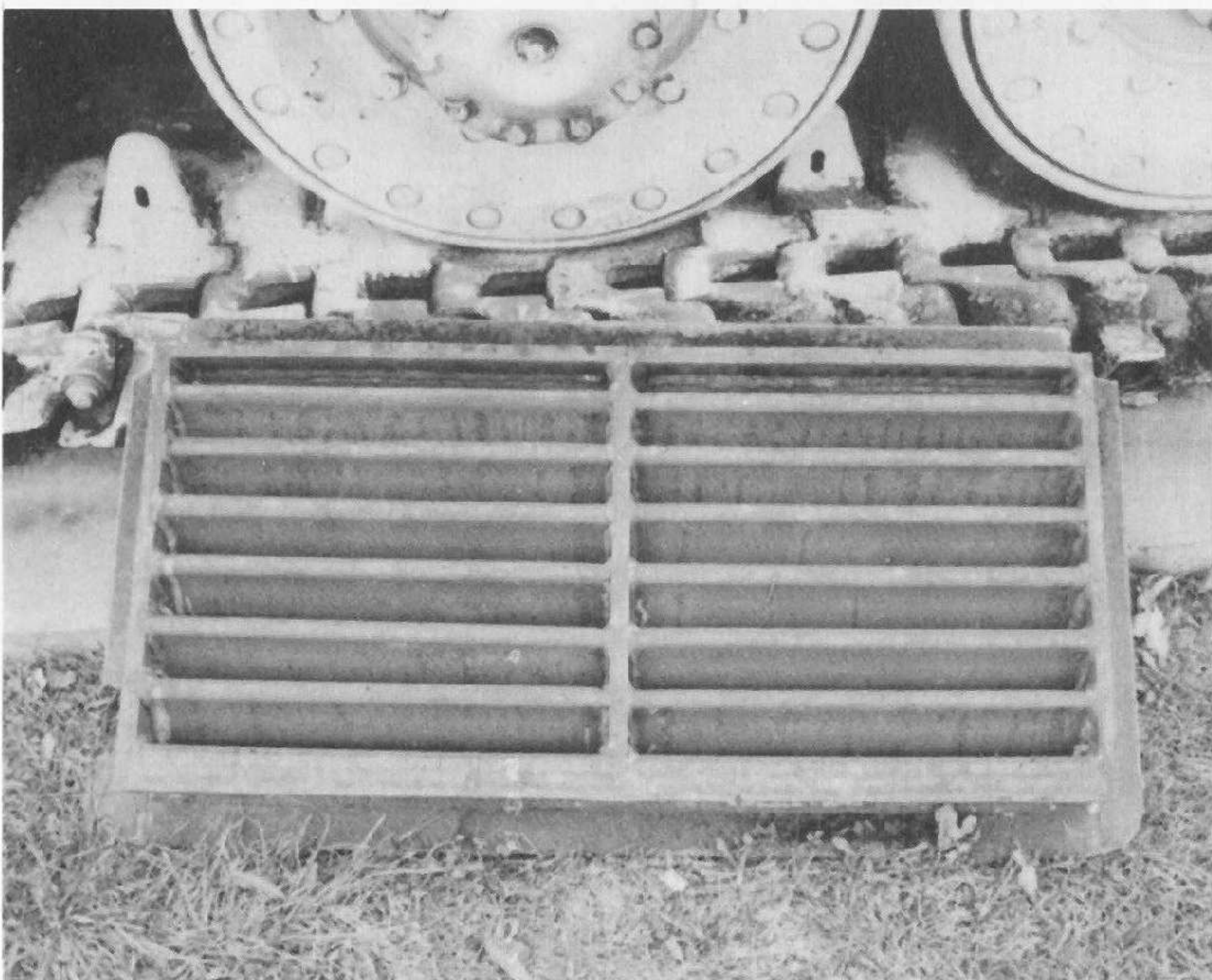


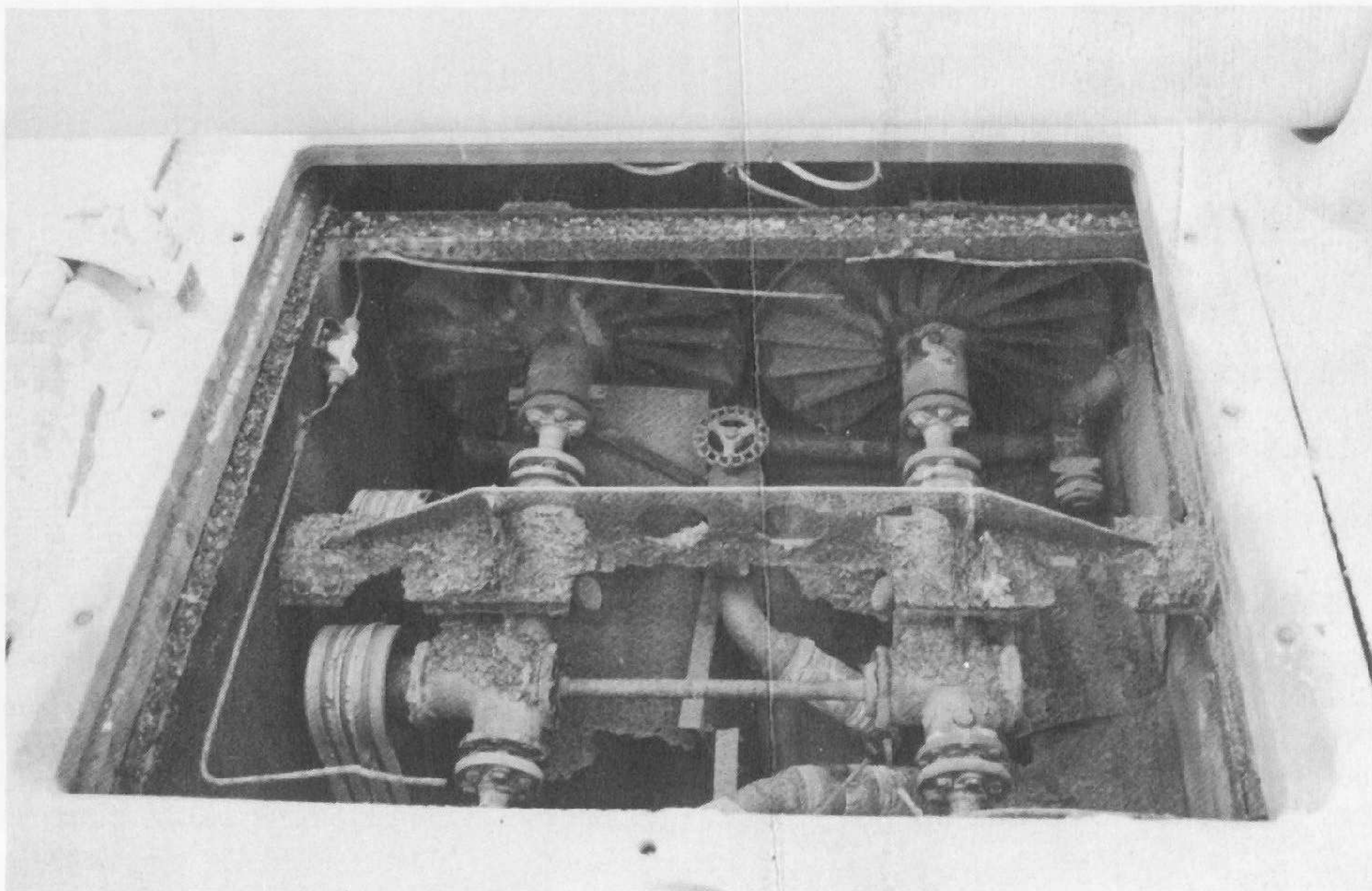
Looking straight down on the bow machine gunner's hatch. To the right is the base for the radio antenna. The triangular shape for the locking mechanism on this hatch is in the upper right.

Looking across the engine deck of the Elefant.



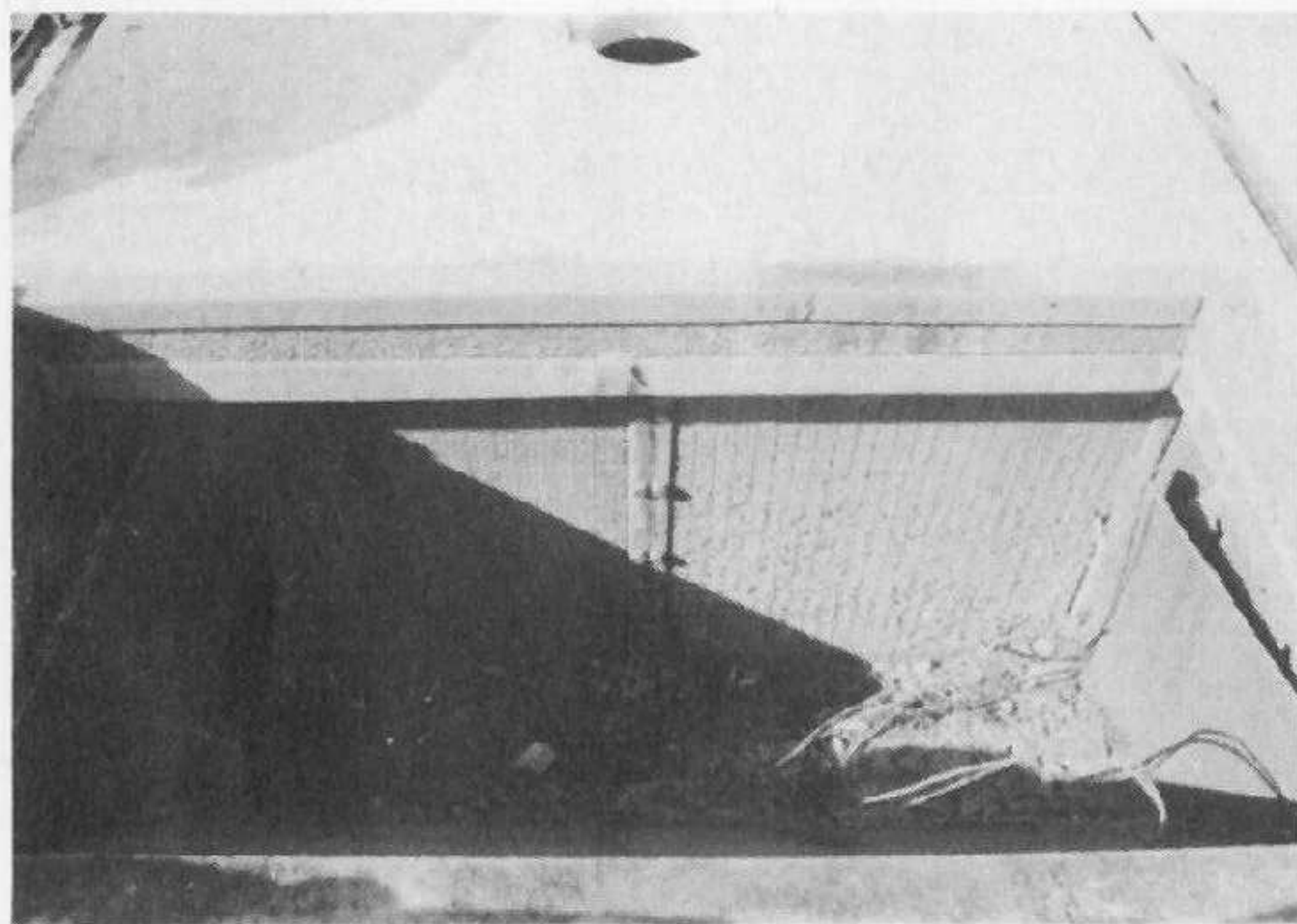
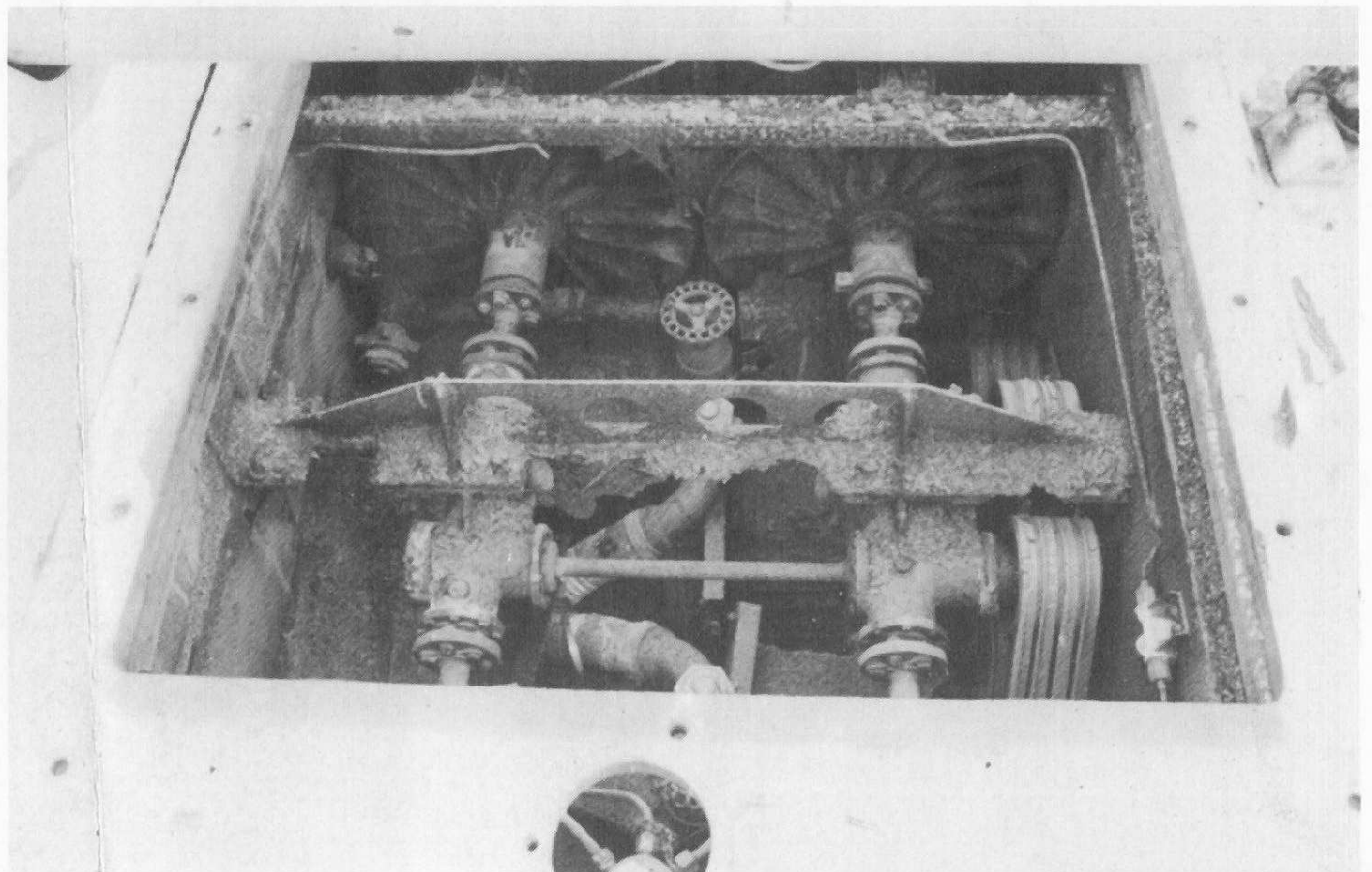
The two photos below are of the grill cover for the radiators. The photo on the left is of the underside while the right hand photo is from the top, note the handles on either side of the cover.



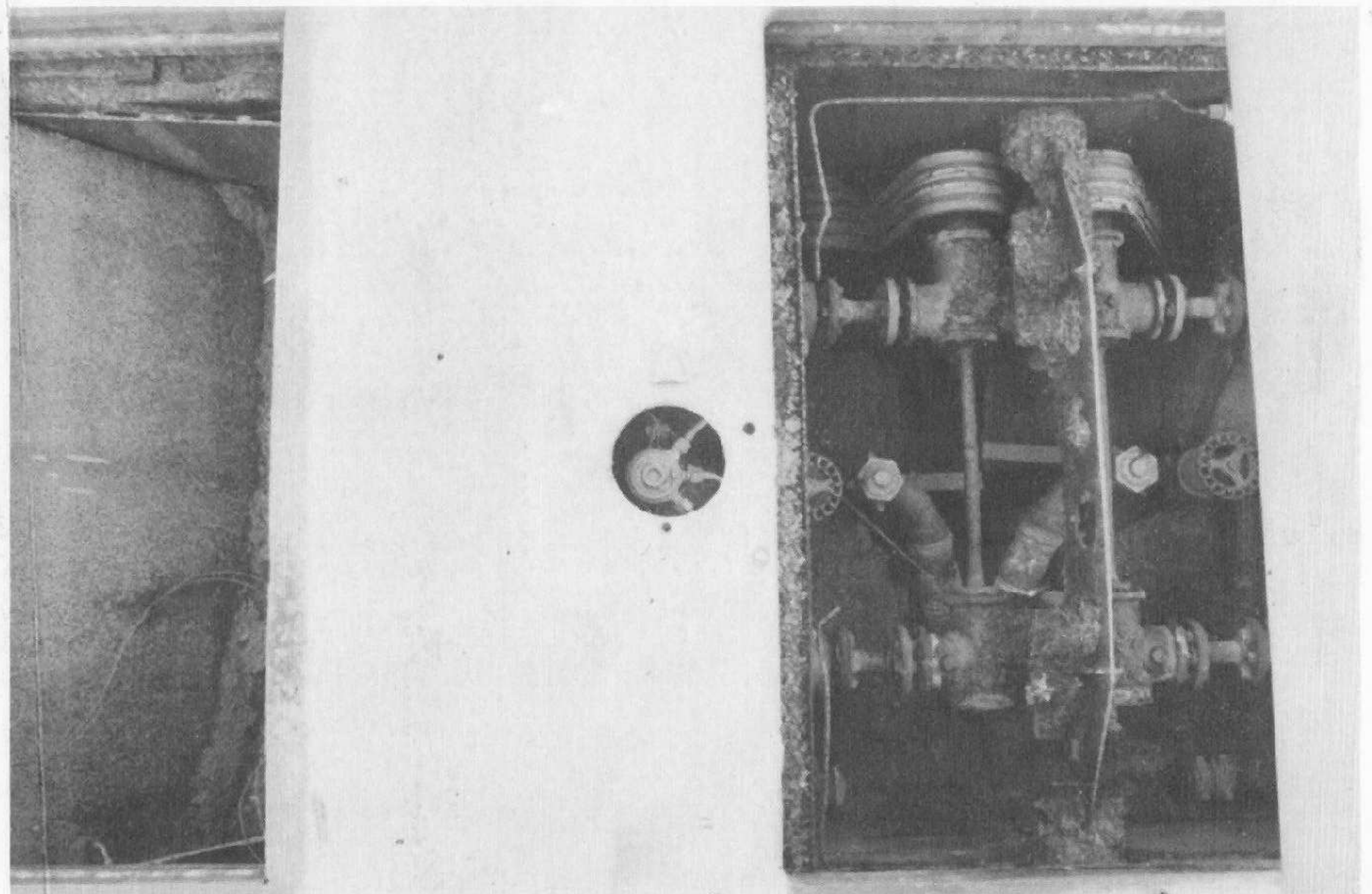


Looking at the twin cooling fans on the Elephant's right side.

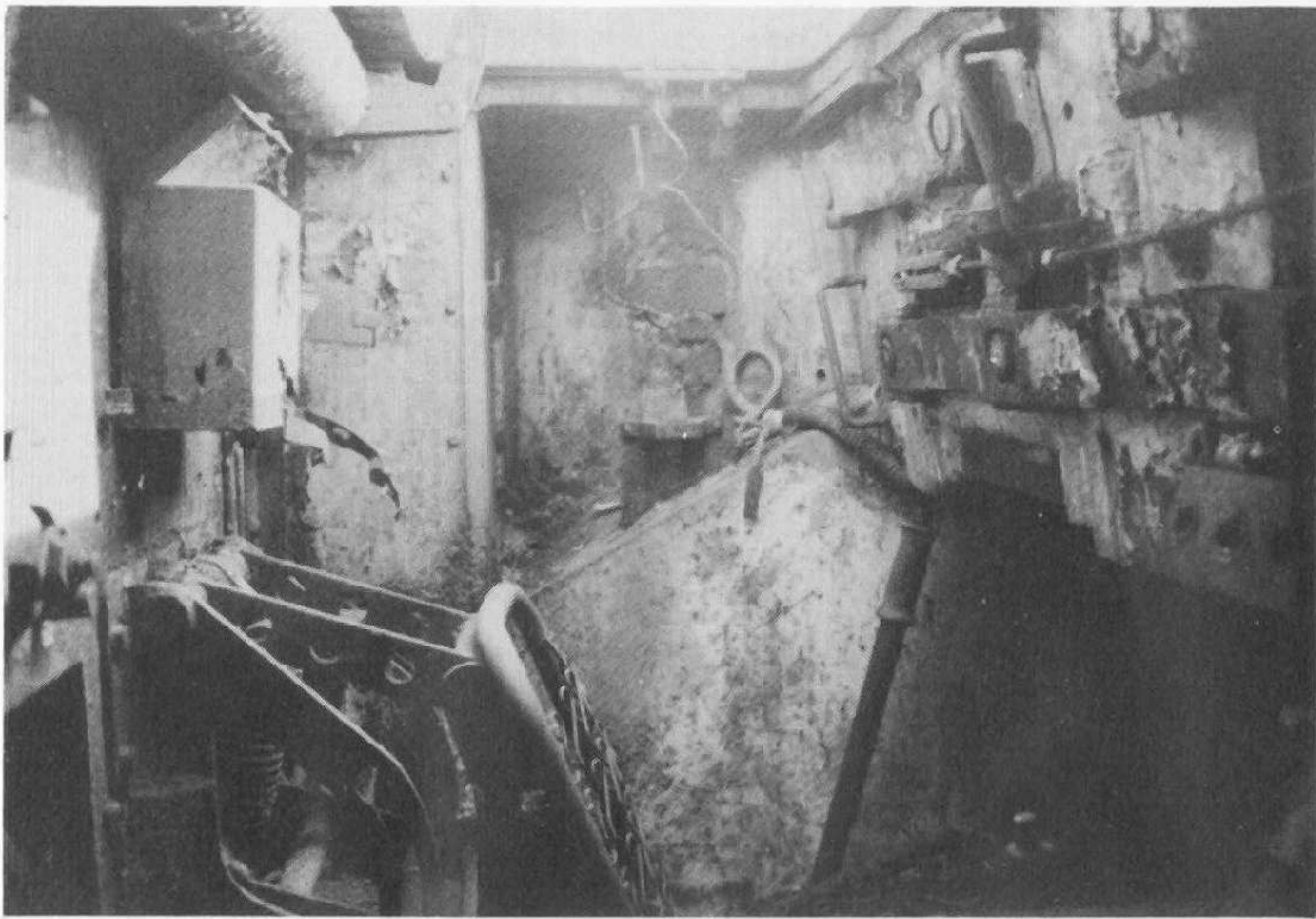
Basically the same photo as above except taken looking at the left side.



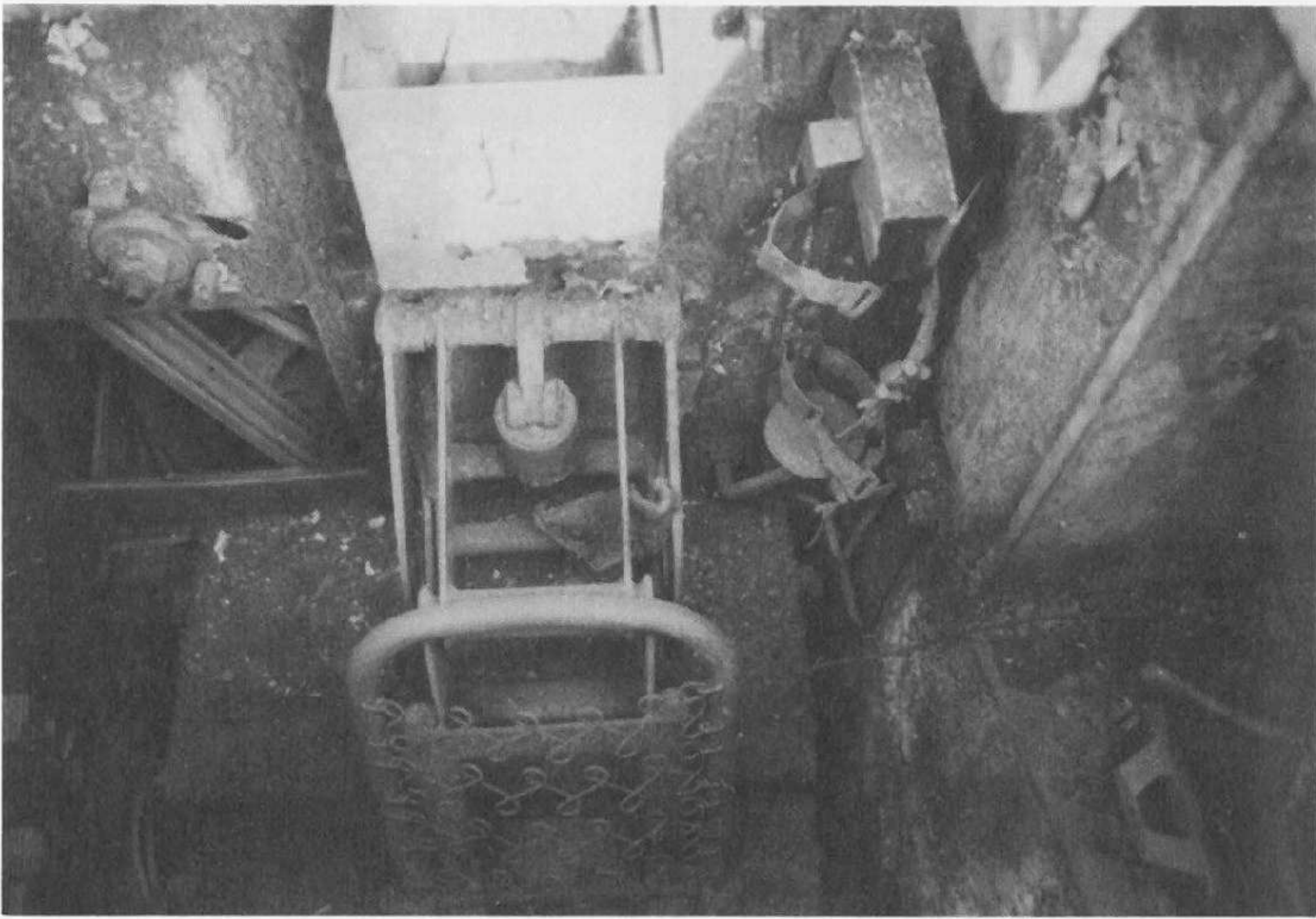
Although a poor photo, it illustrates the cooling fins of the radiator and the division in the middle.



Viewing straight down, the layout in this compartment is basically a mirror image on both sides. The same circular opening is for some type of valve, which is identical to one on the opposite side. To the left in the photo is the opening left by the removal of the grill work over the radiator exhaust.



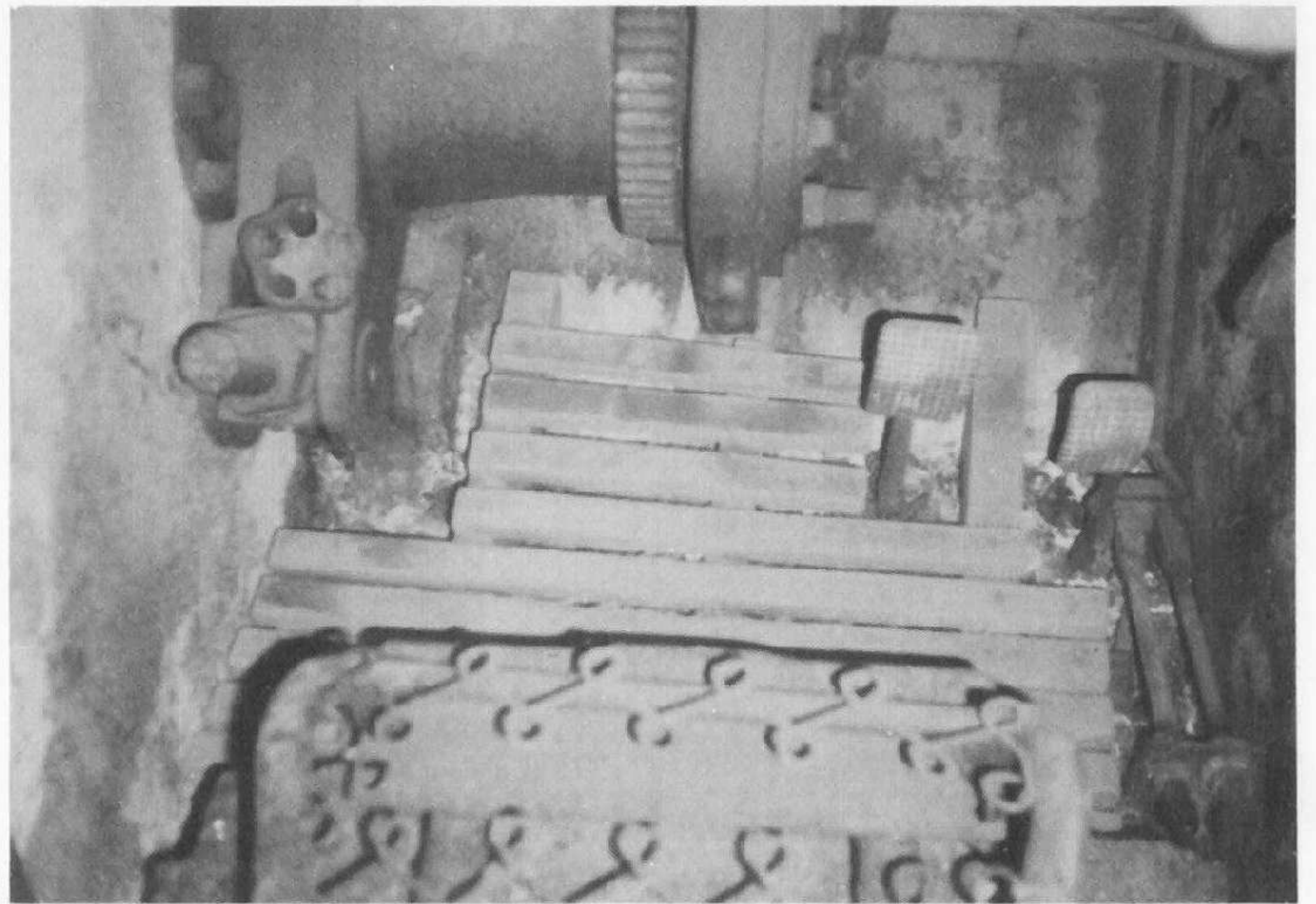
From the bow gunner's position and looking across at the driver's station. Despite the rust you can still see the white color used on the interior.



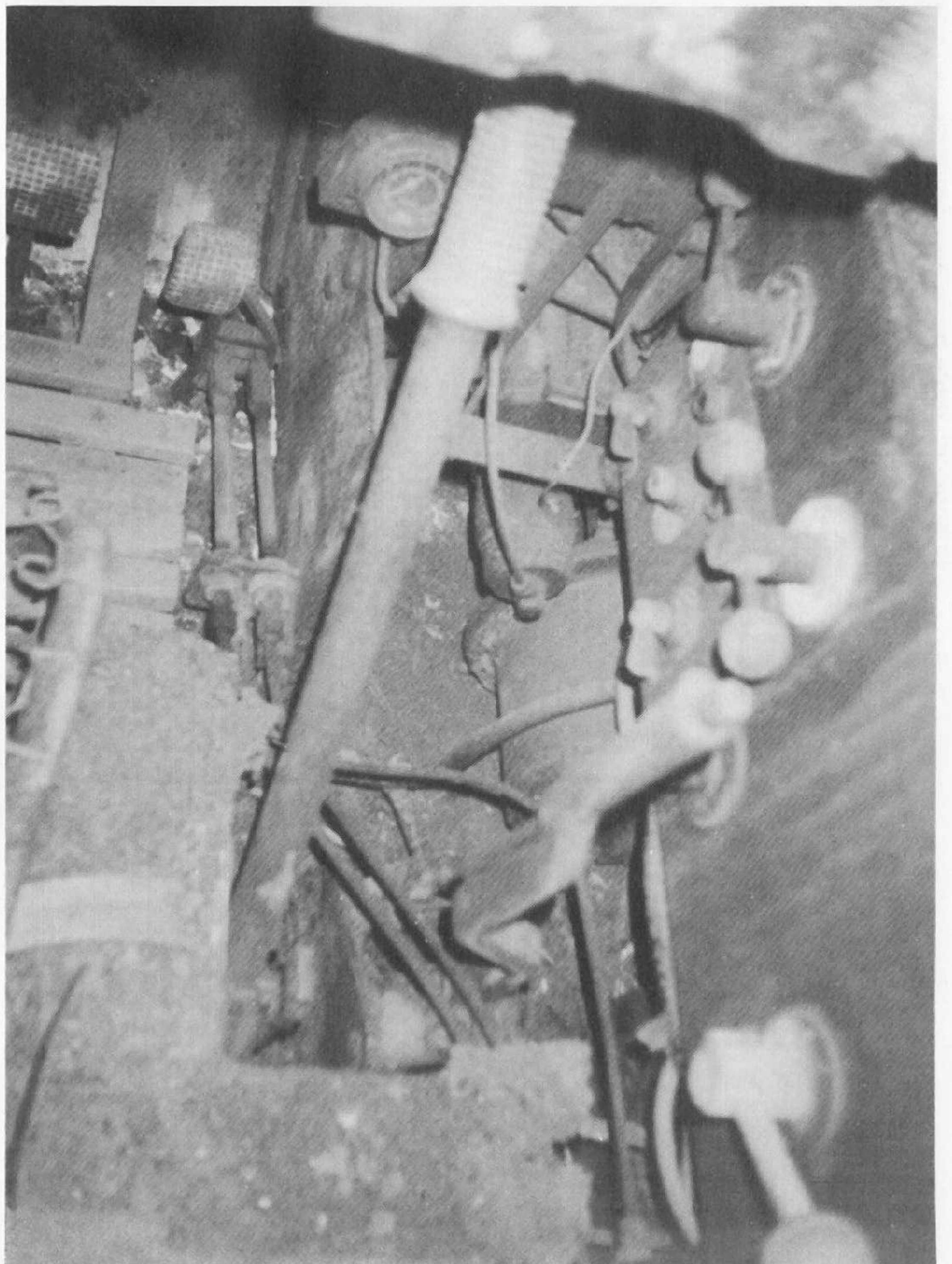
From the top of the driver's hatch and looking down at his seat. What appears to be a fire extinguisher rack is to the right of the seat in this photo.



A close look at the operating mechanisms for raising and lowering the crew seat. Although the bow machine gunner's seat is missing I would assume that they would be similar.



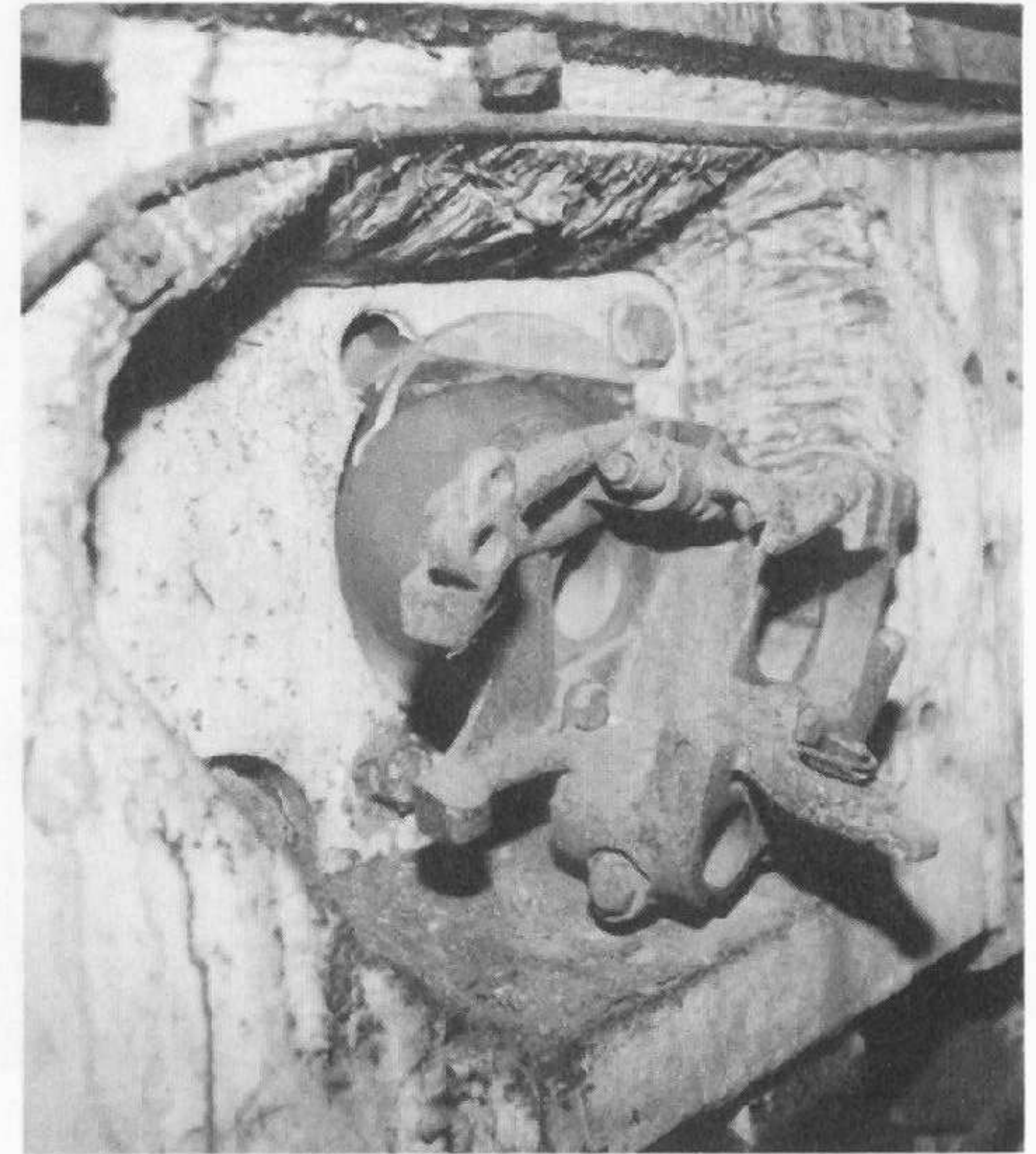
The wooden slats at the driver's feet are still in very good condition.



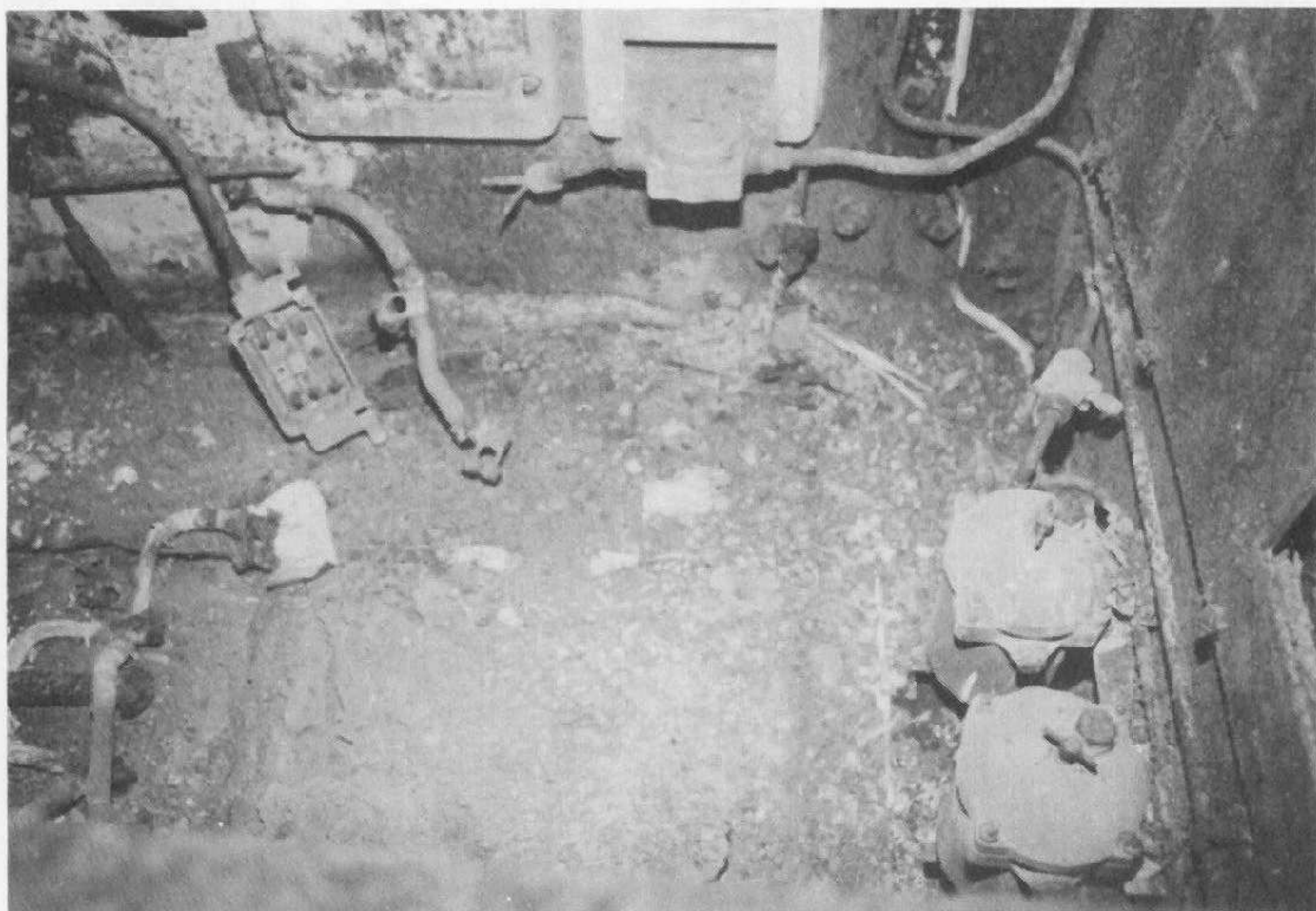
To the driver's right is a number of controls and levers. Many of these are mounted on the side of a raised box that divides the forward compartment in the middle. The center box, or console, enclosed the two air tanks for the hydro-pneumatic steering.



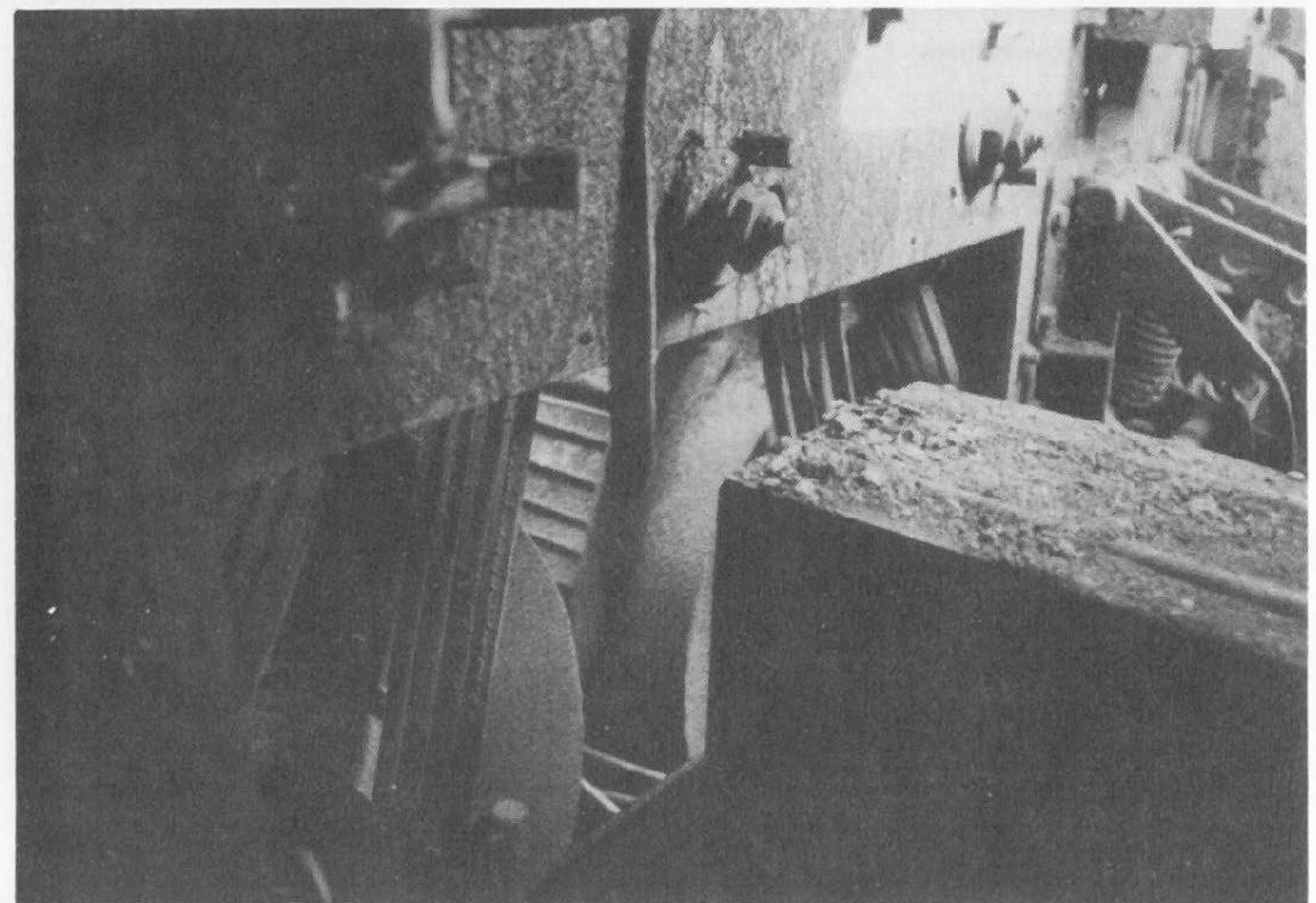
From the driver's position looking across at the bow machine gunner's area. Of note is the large spring and hatch arm in the upper right, the side vision slit near the center and the radio racks. You can also see the radio lead cable snaking up to the roof along the side wall.



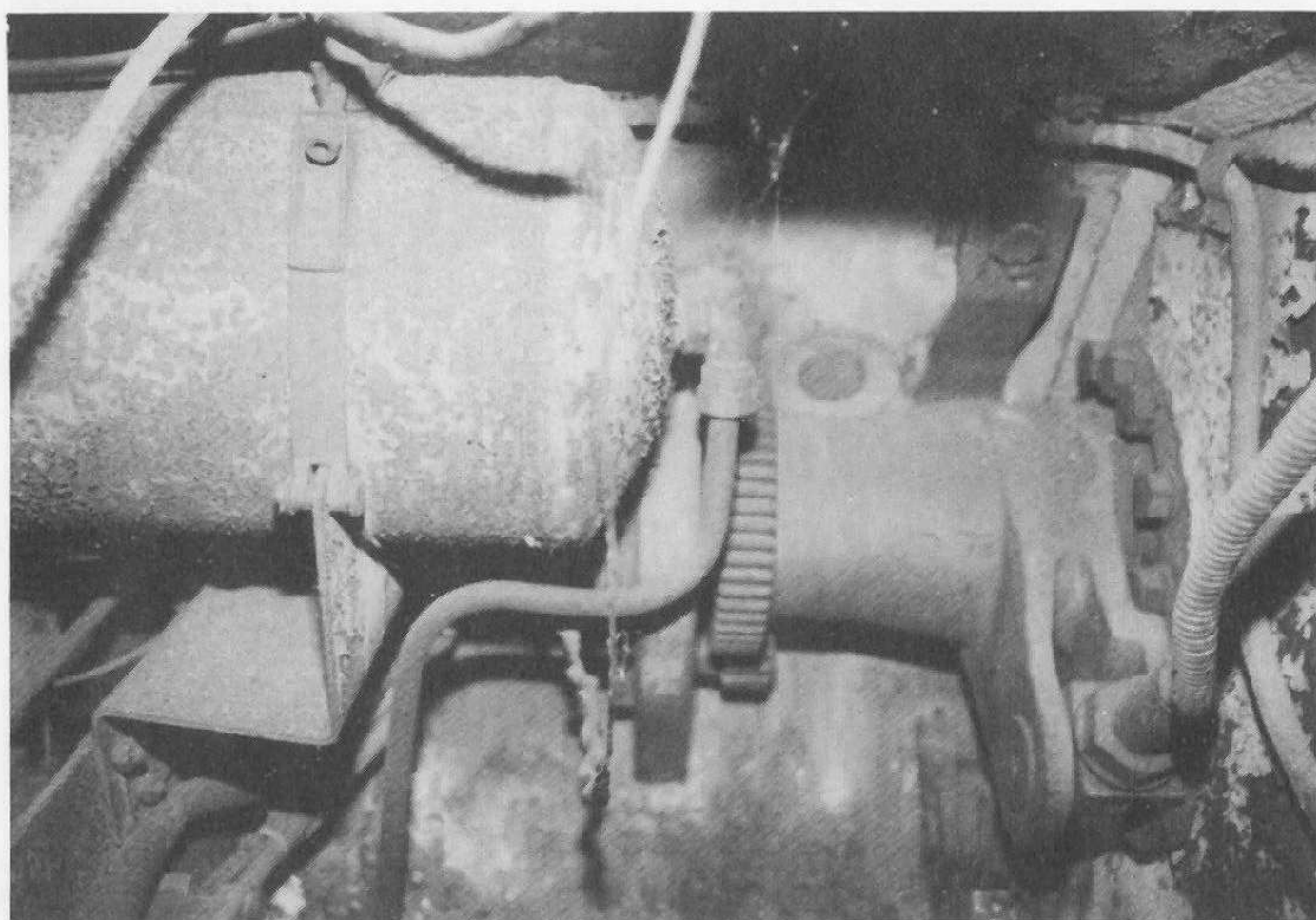
As proof that the addition of a bow machine gun was an afterthought, look at how crude the cut is around the machine gun aperture. Although part of the ball mount is missing, you can see how it fit into place.



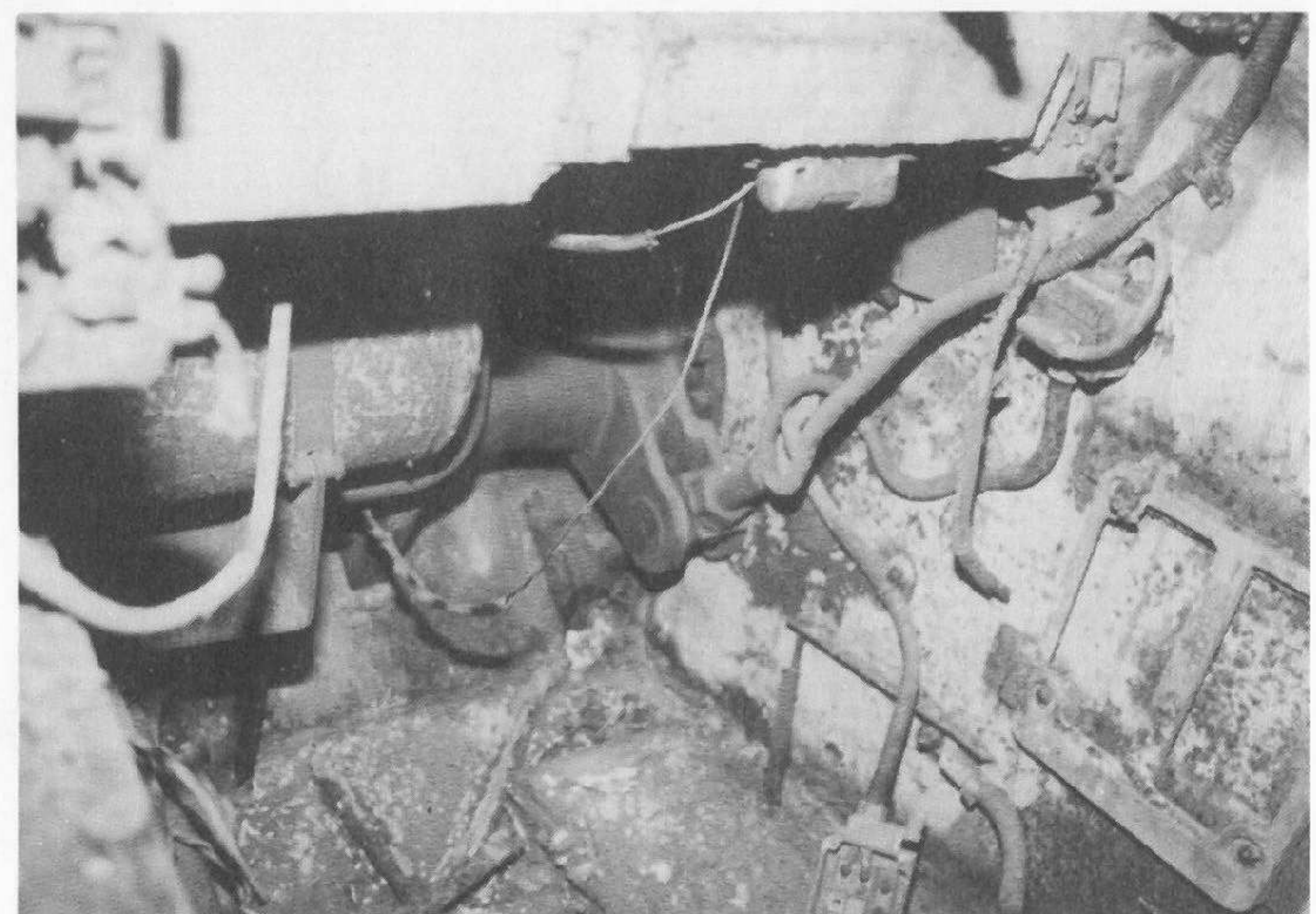
The floor without the gunner's seat.



With the cover missing from this access panel, you can see into part of the engine compartment. Also note the center box that divides the compartment.



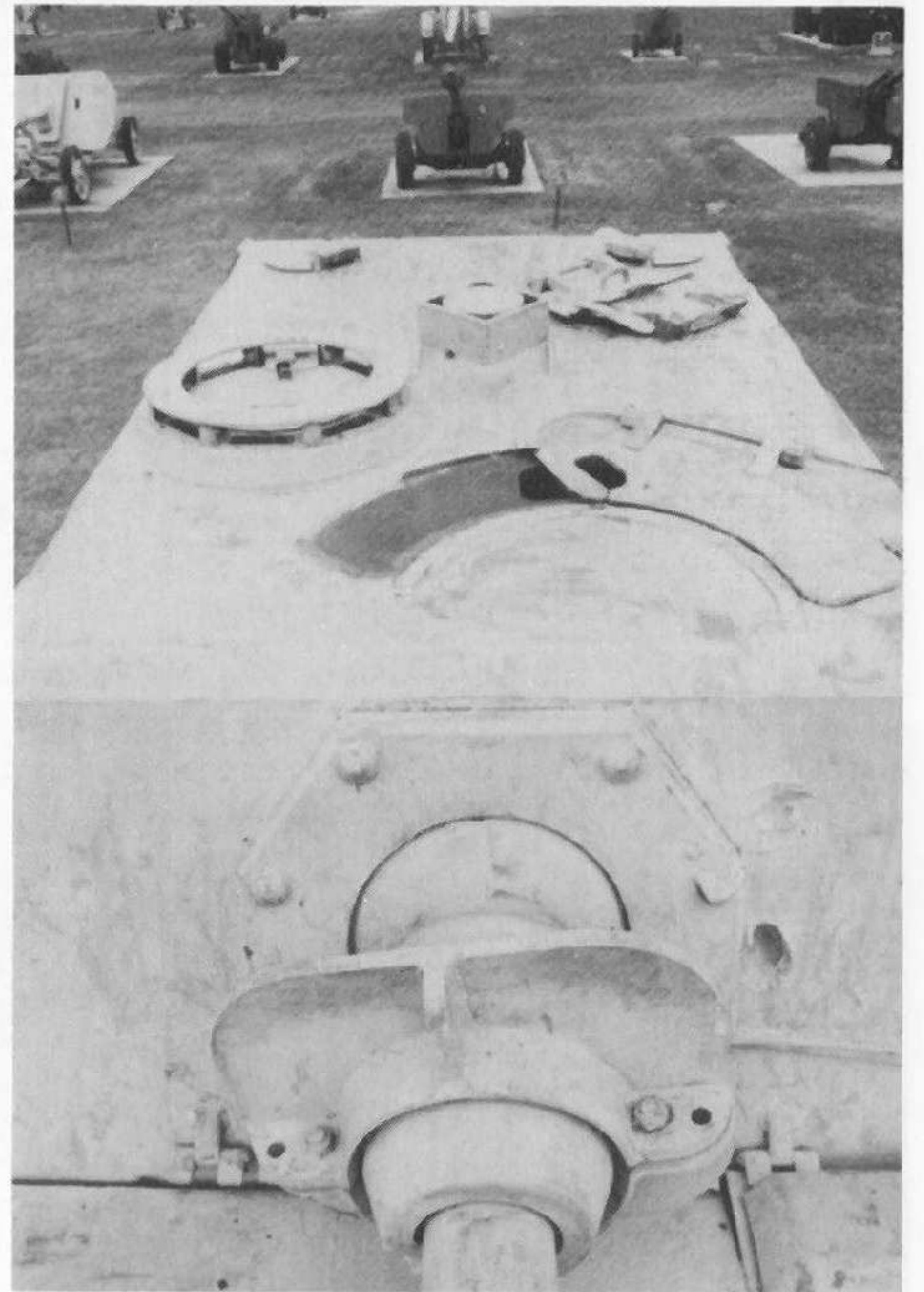
The floor space at the gunner's feet.



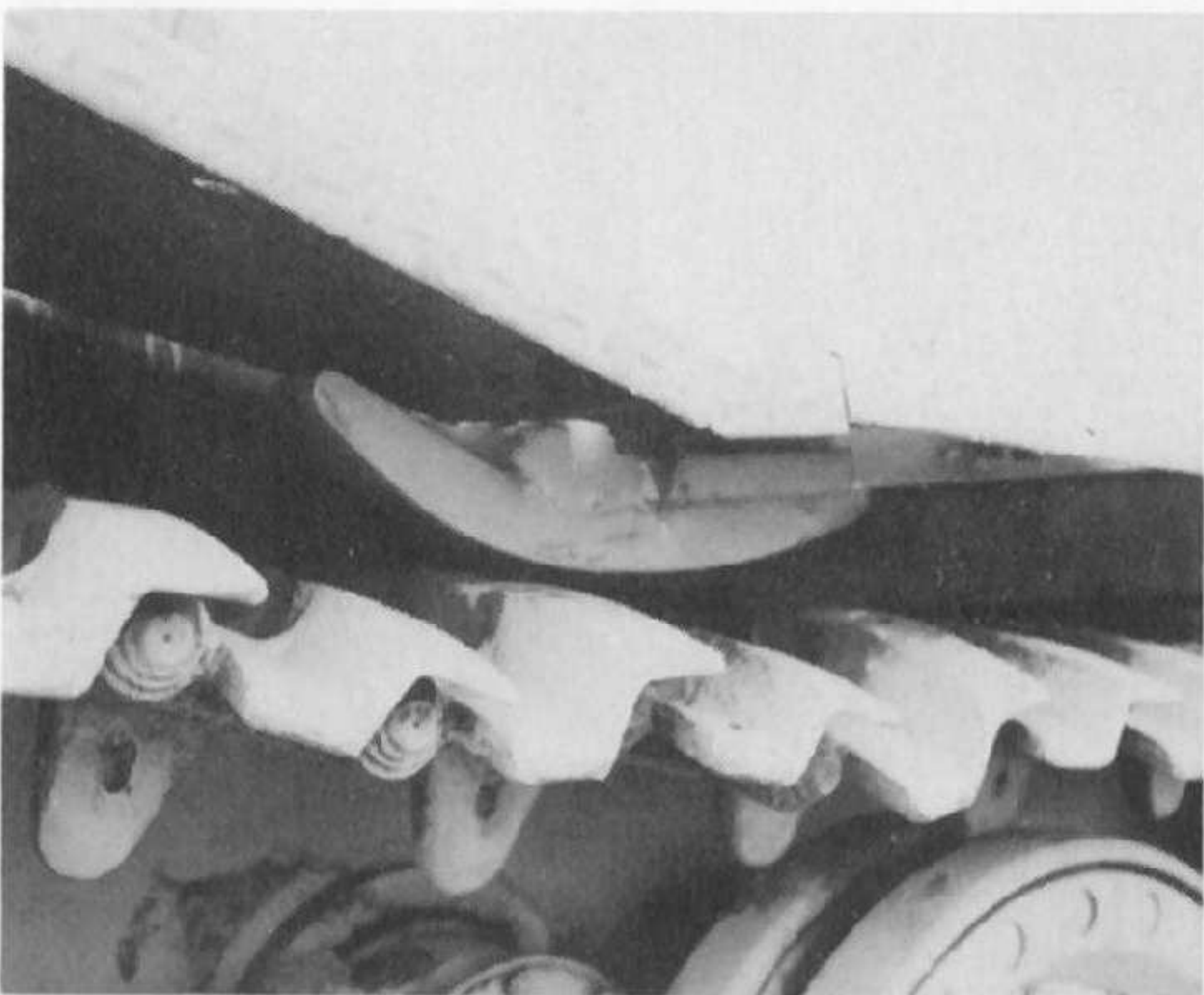
Another look at the gunner's side wall and floor. In the upper center of the photo, mounted below the front panel is the interior light for the gunner. The Elephant was equipped with a standard FuG 5, 10-watt sender "c" (20 W.S.c.) and ultra short wave receiver "e" (UKw.E.e). The aerial for this set was supposed to be 2 meters.



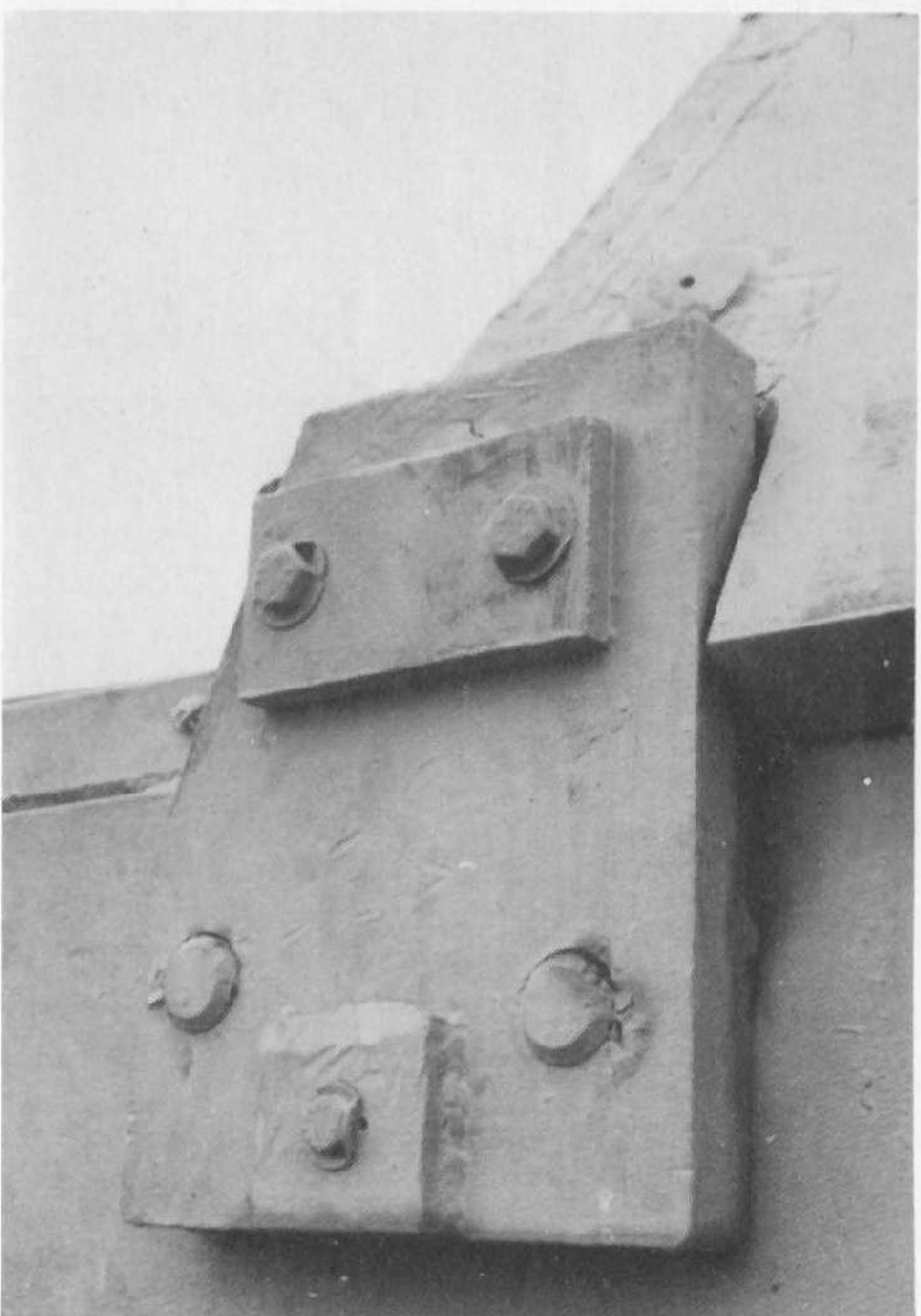
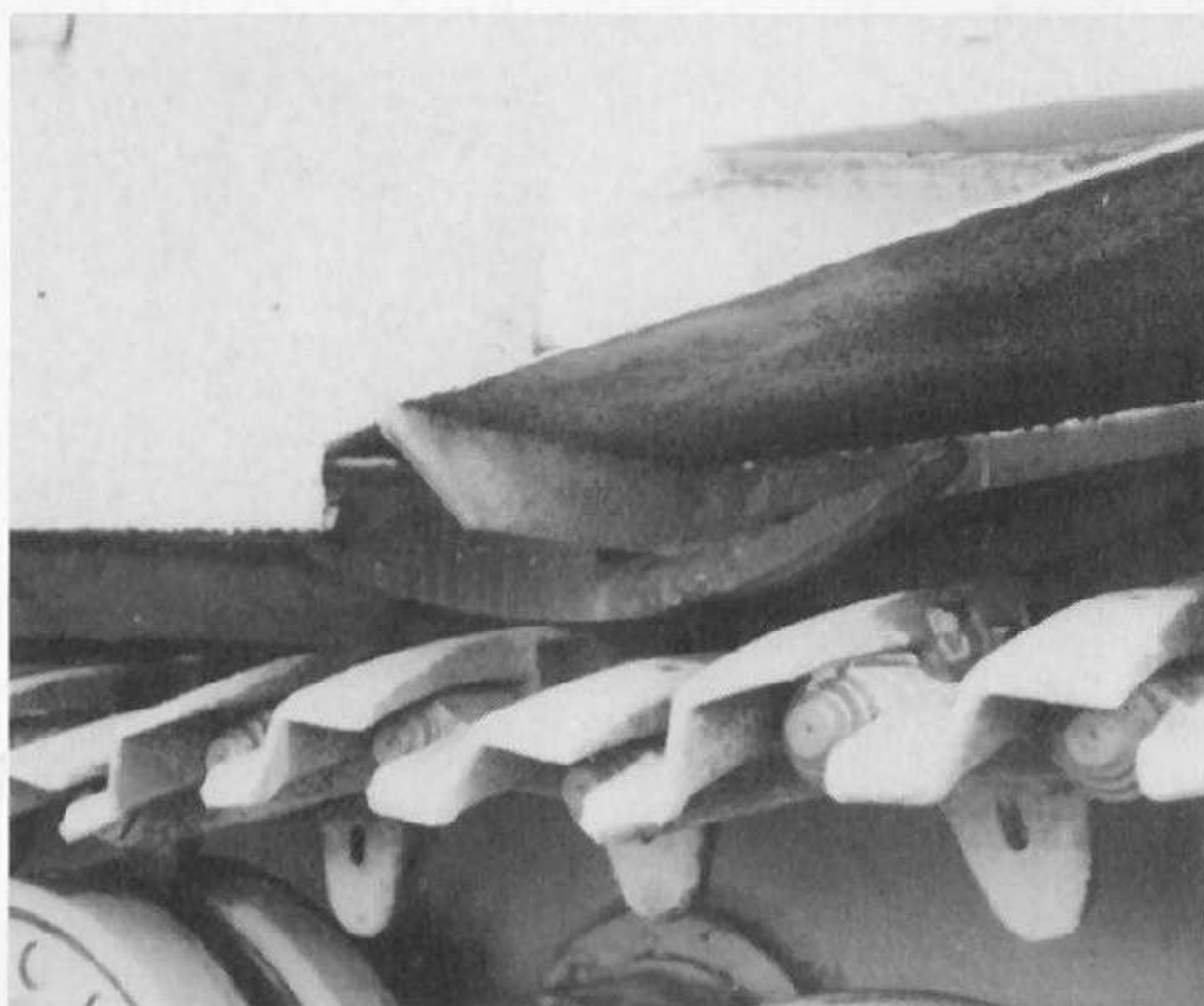
Aberdeen's Elephant came in with a small amount of shell damage, including the frontal shell shots that can be seen on the add-on collar (which is flat on the backside) and the front plate: Perhaps less noticeable at first is the missing rain guard missing from the right side (left in the photo) and the broken welds on the brackets that hold the back plate of the engine deck to the front armor slope. In this photo all but the two brackets on the right are broken. The result has been that the rear engine deck plate has settled down at an angle and rests below where it should be. The plate should be welded to the four brackets that are shown on the front plate, this in turn would bring the plate up level with the rest of the deck.



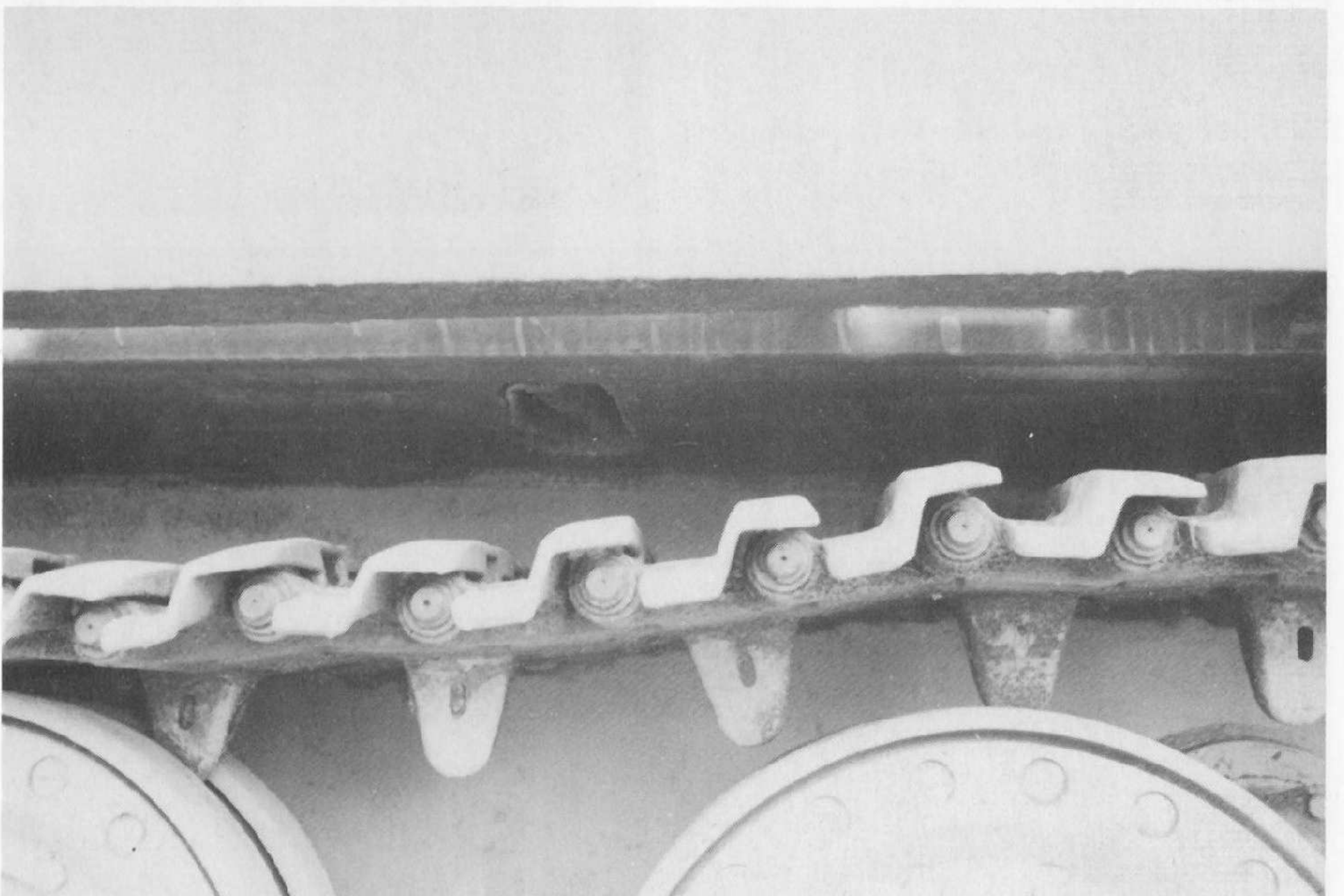
The top of the fighting compartment.



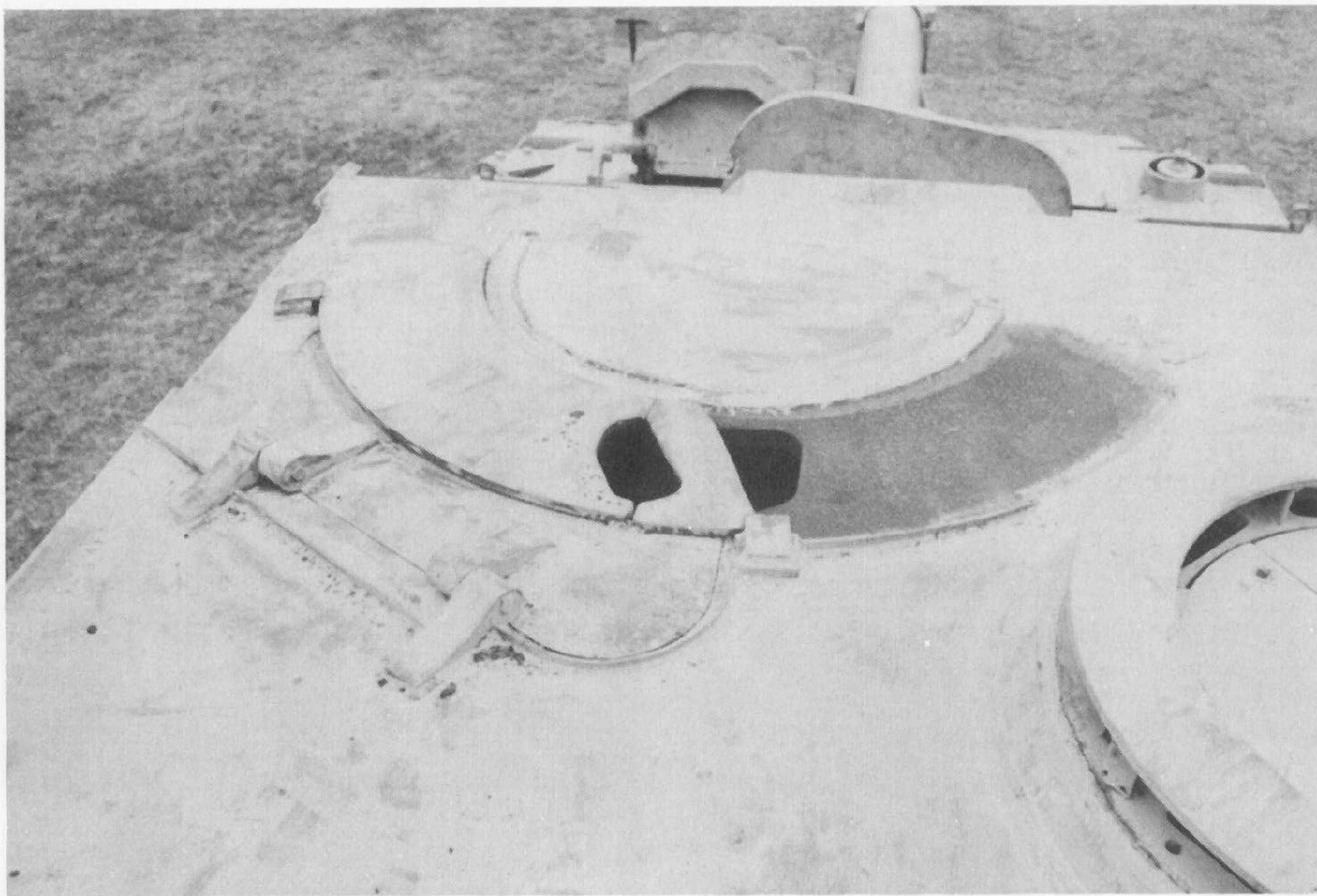
Because the fenders were so close to the top of the tracks near each of the sprockets, protective "horns" were fitted to the underside of the hull to help guide the tracks.



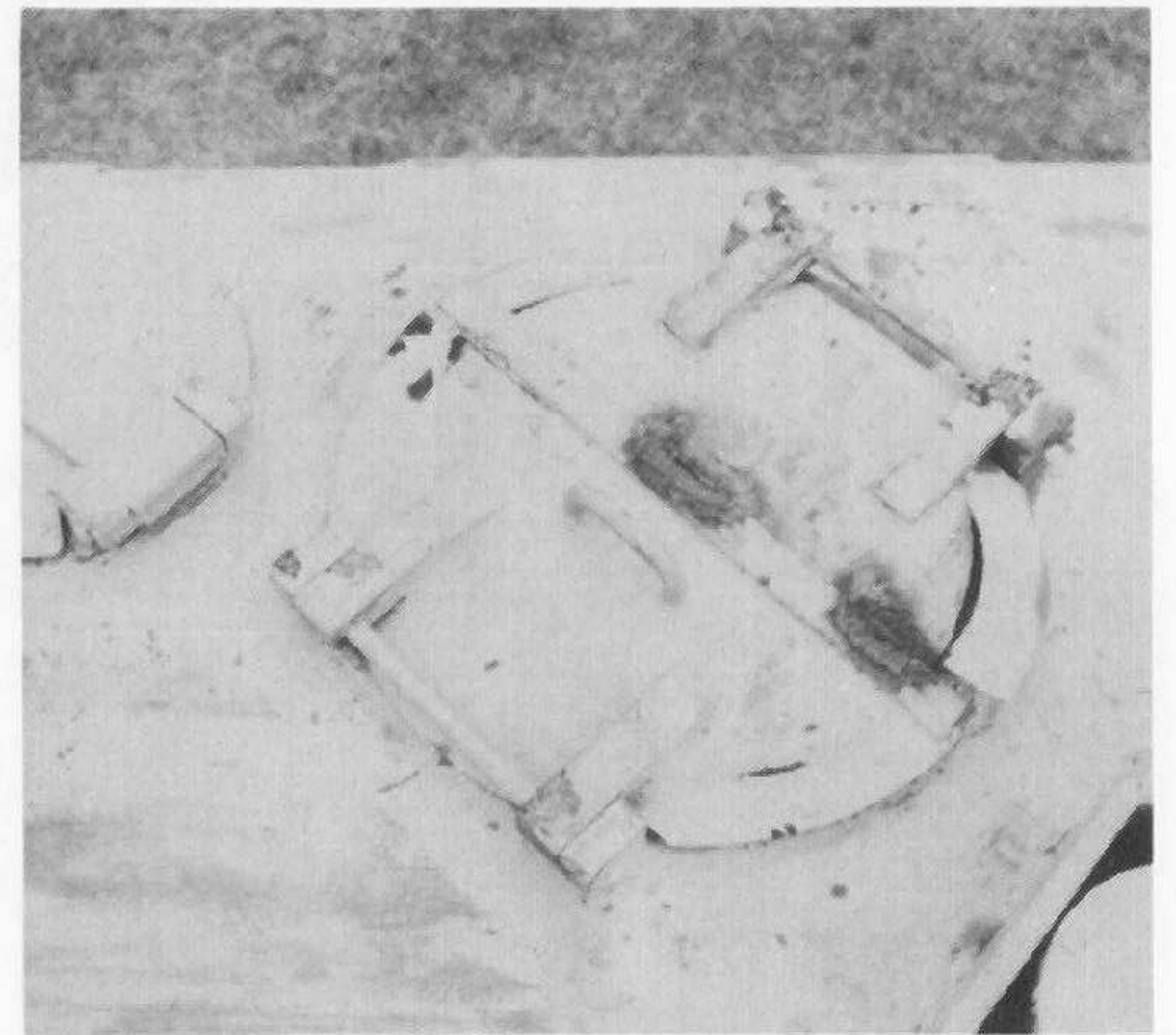
The forward exterior attachment plate securing the fighting compartment to the hull.



Venting for the electric motors was located under the hull overhang of the tracks between the middle and last bogie assembly.

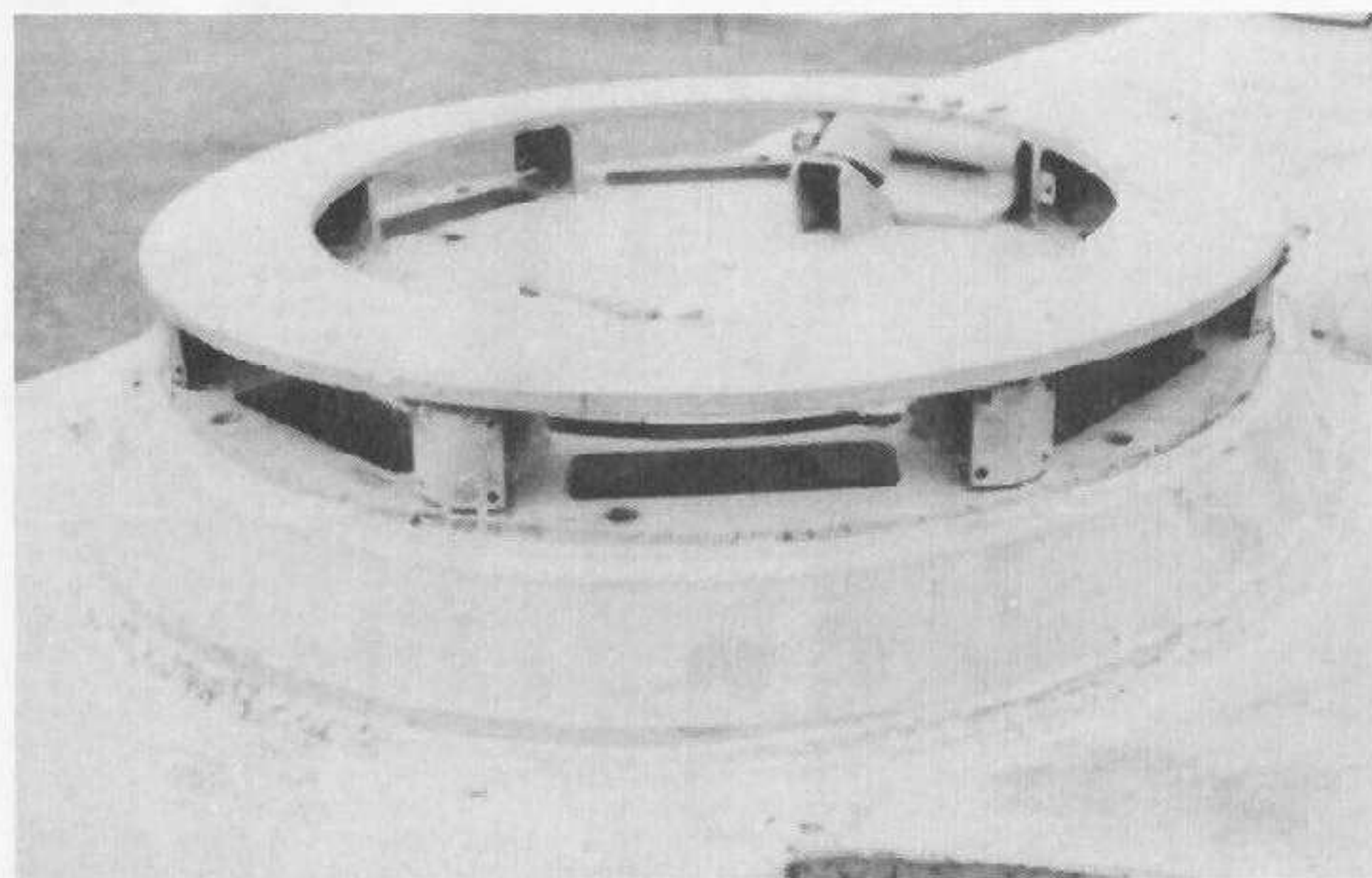


In the center is the roof vent surrounded with an armored box. The commander's cupola is in the upper right.



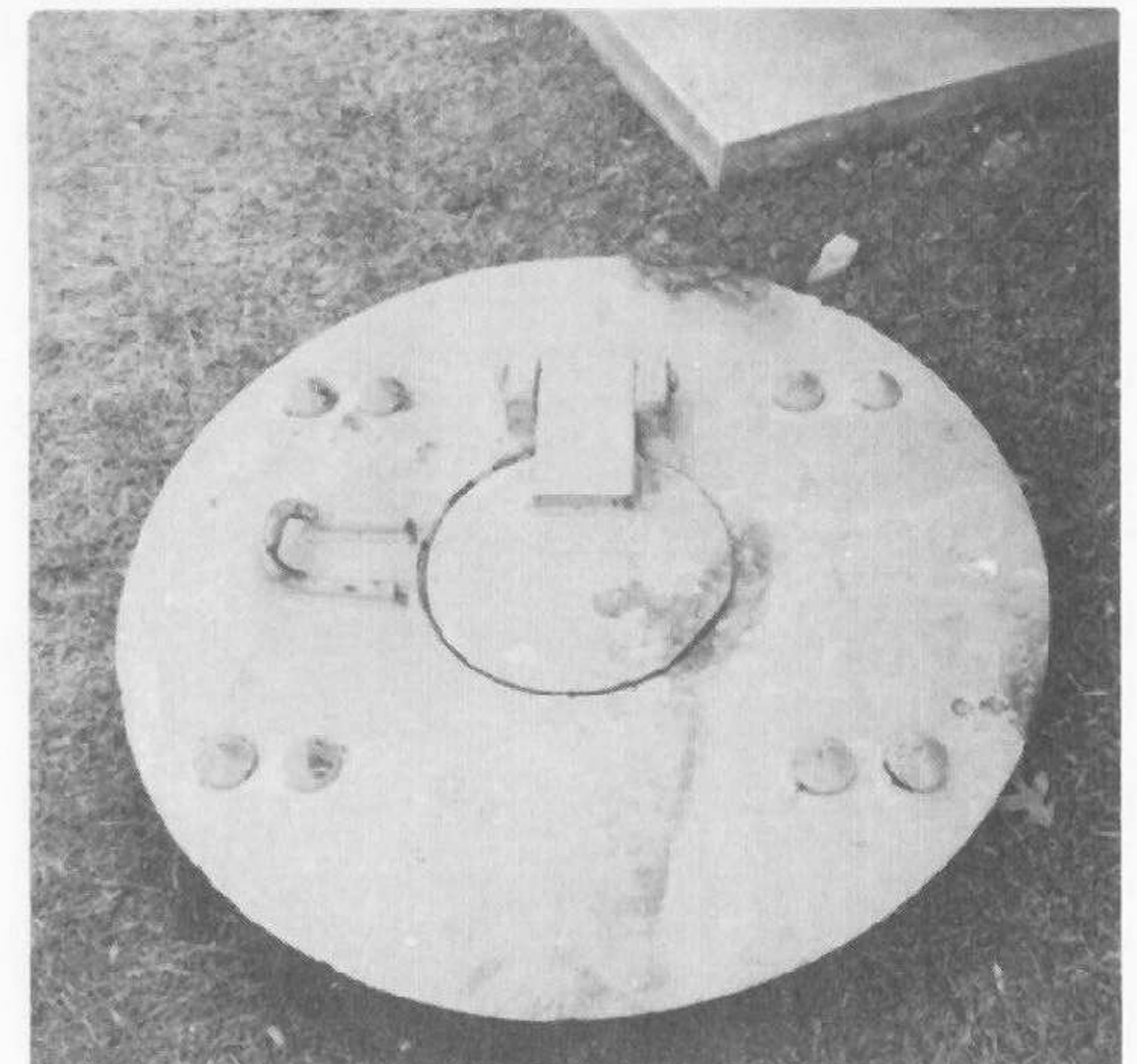
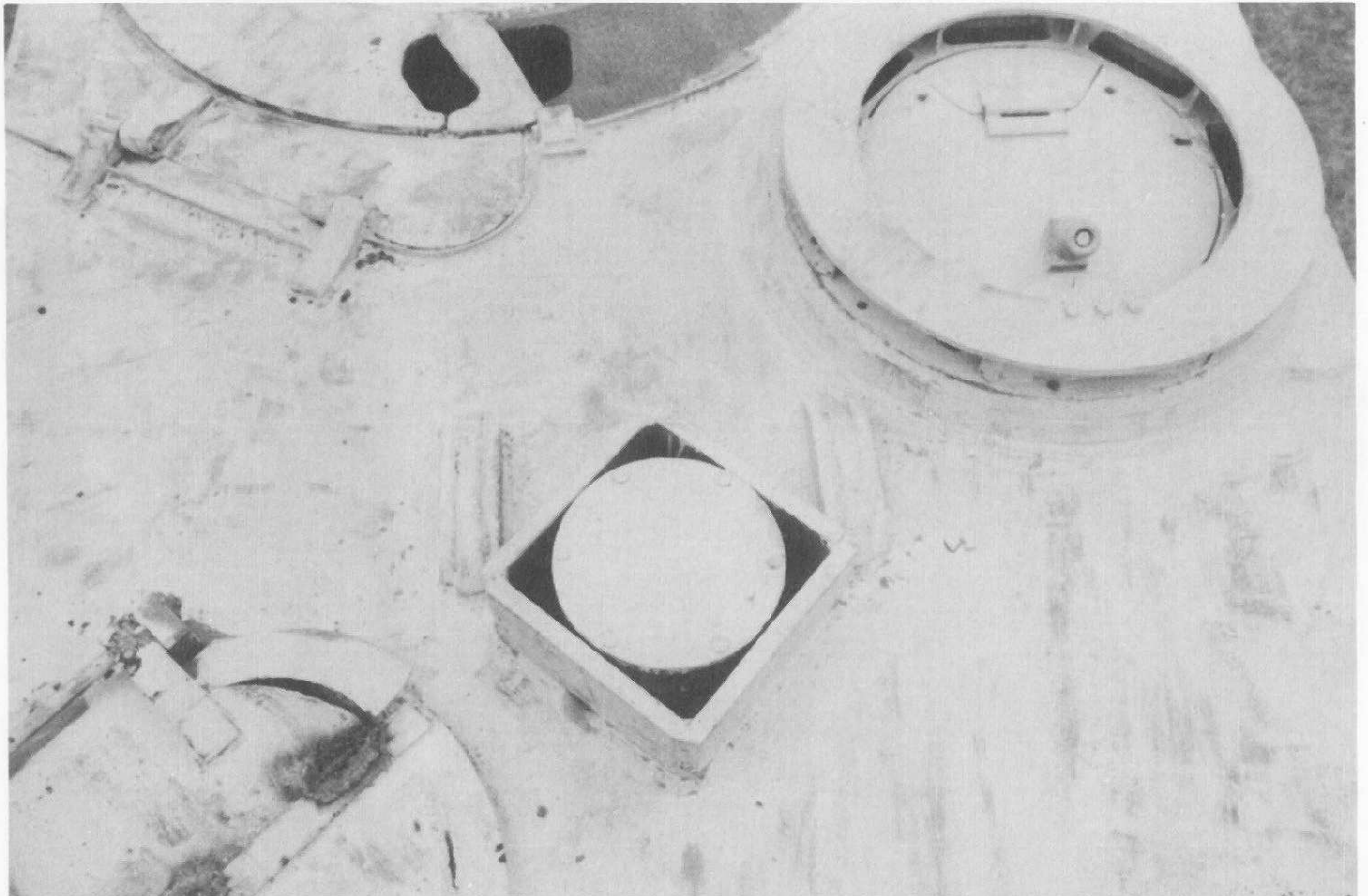
The crew hatch near the back left corner of the fighting compartment was one of three hinged openings on top. This two piece hatch did not have any vision devices mounted and did not rotate.

RIGHT: The forward sliding periscope aperture. There was also a hinged hatch that could be used for the gunner's escape should it be necessary in an emergency.



The commander's cupola with seven vision blocks covering all directions except straight back.

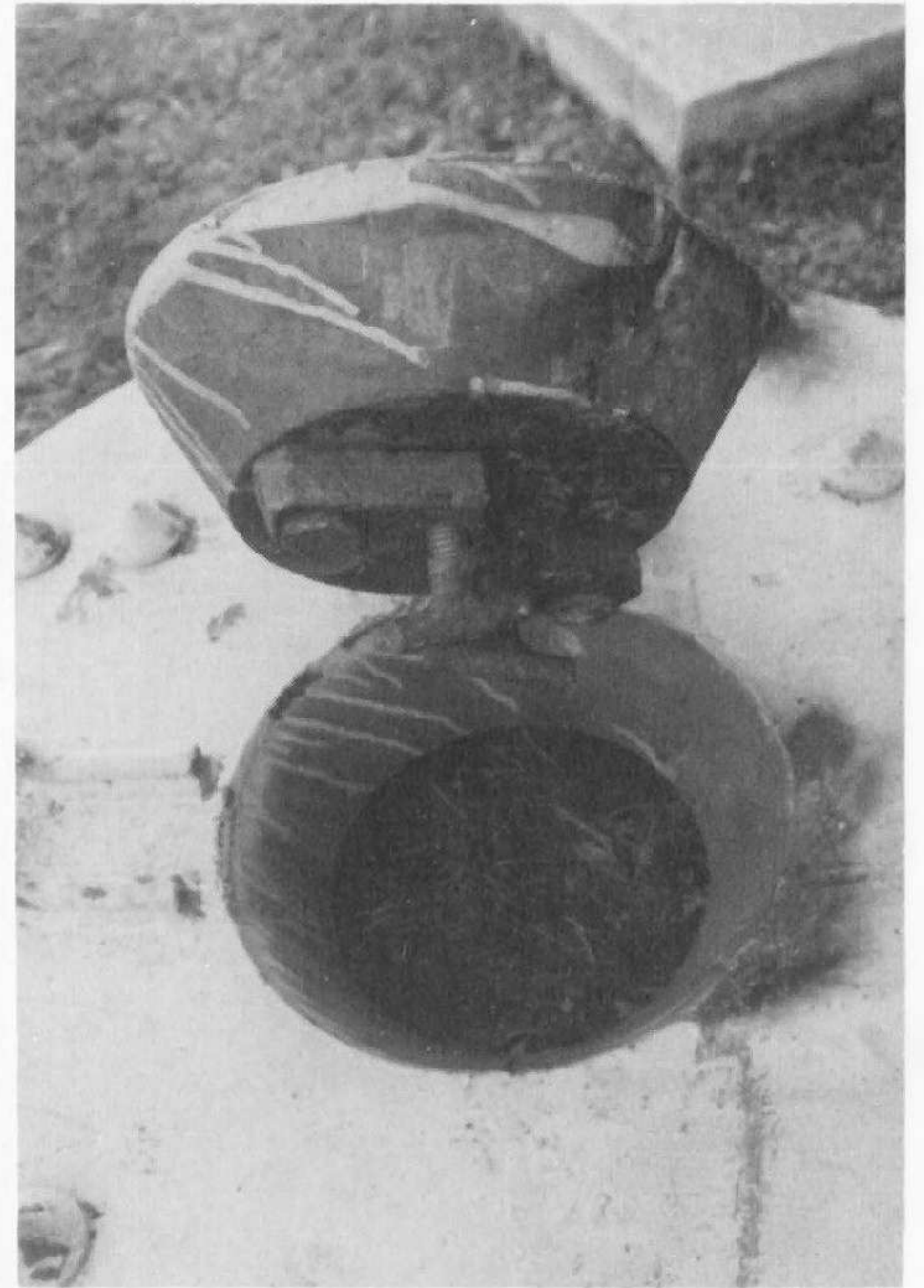
Small periscope ports for the loader's use, both identical and located in the back corners on top of the fighting compartment.



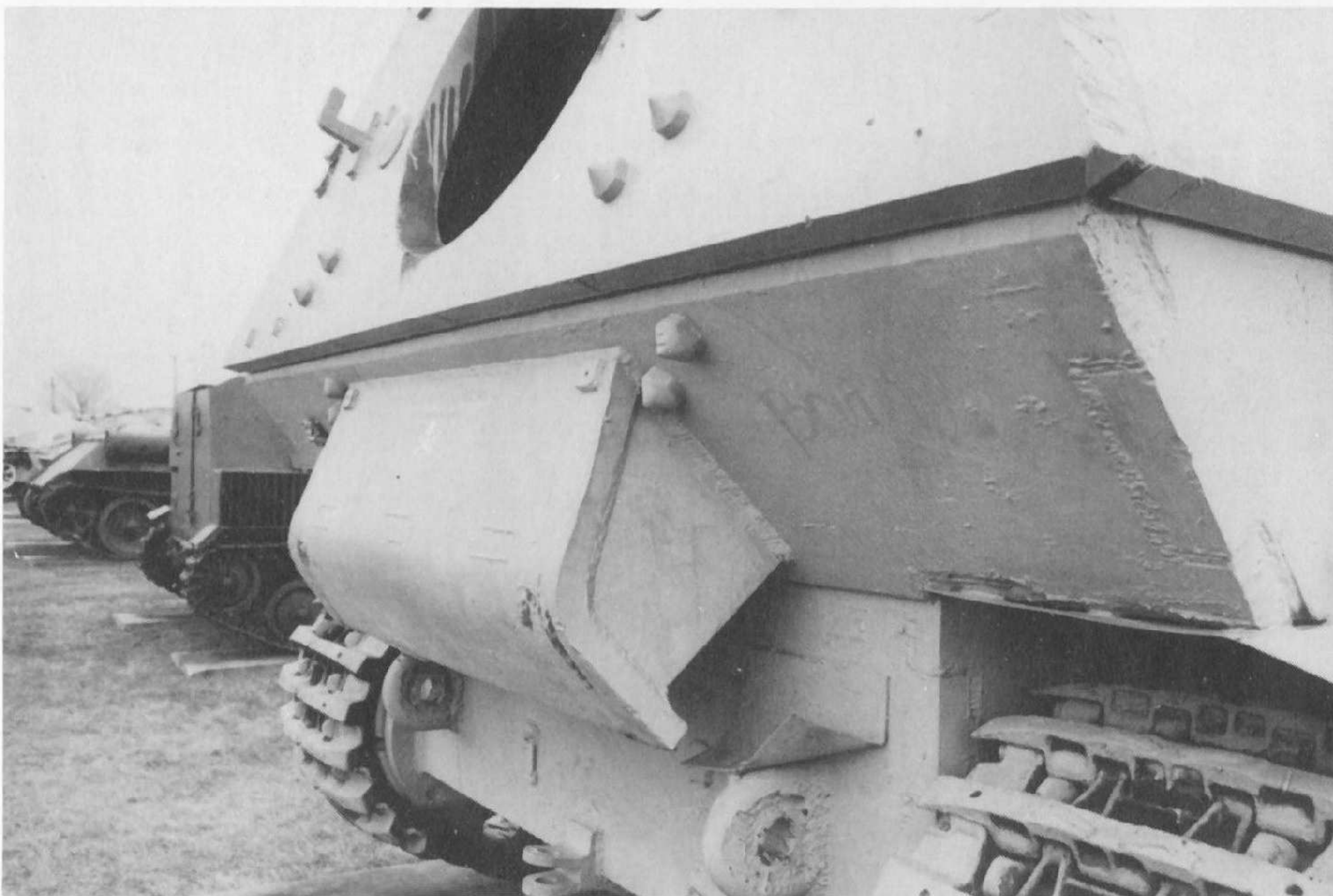
The rear access hatch was held in place by eight conical bolts fastened to plates.



An overall look at the backside of the Elephant.



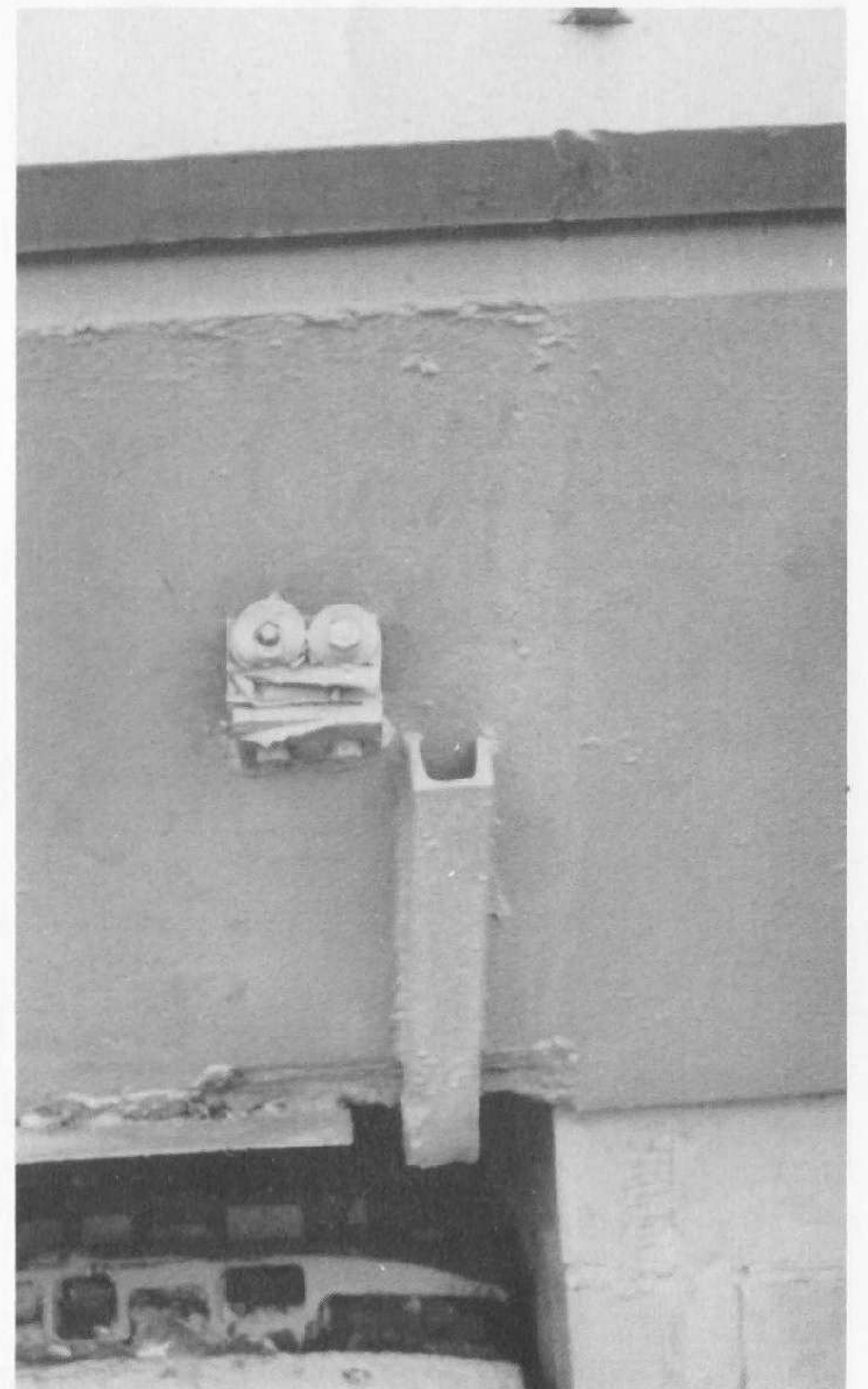
The shell ejection port was located in the center of the large rear hatch. The port was hinged with a locking screw mechanism on the inside. This port was approximately 10 1/2 ins. in diameter.



LEFT: The armored shroud covered the vent for the Siemen electric motors that powered the drive sprockets. Also note the interlocking of the welded portions of the vehicle.



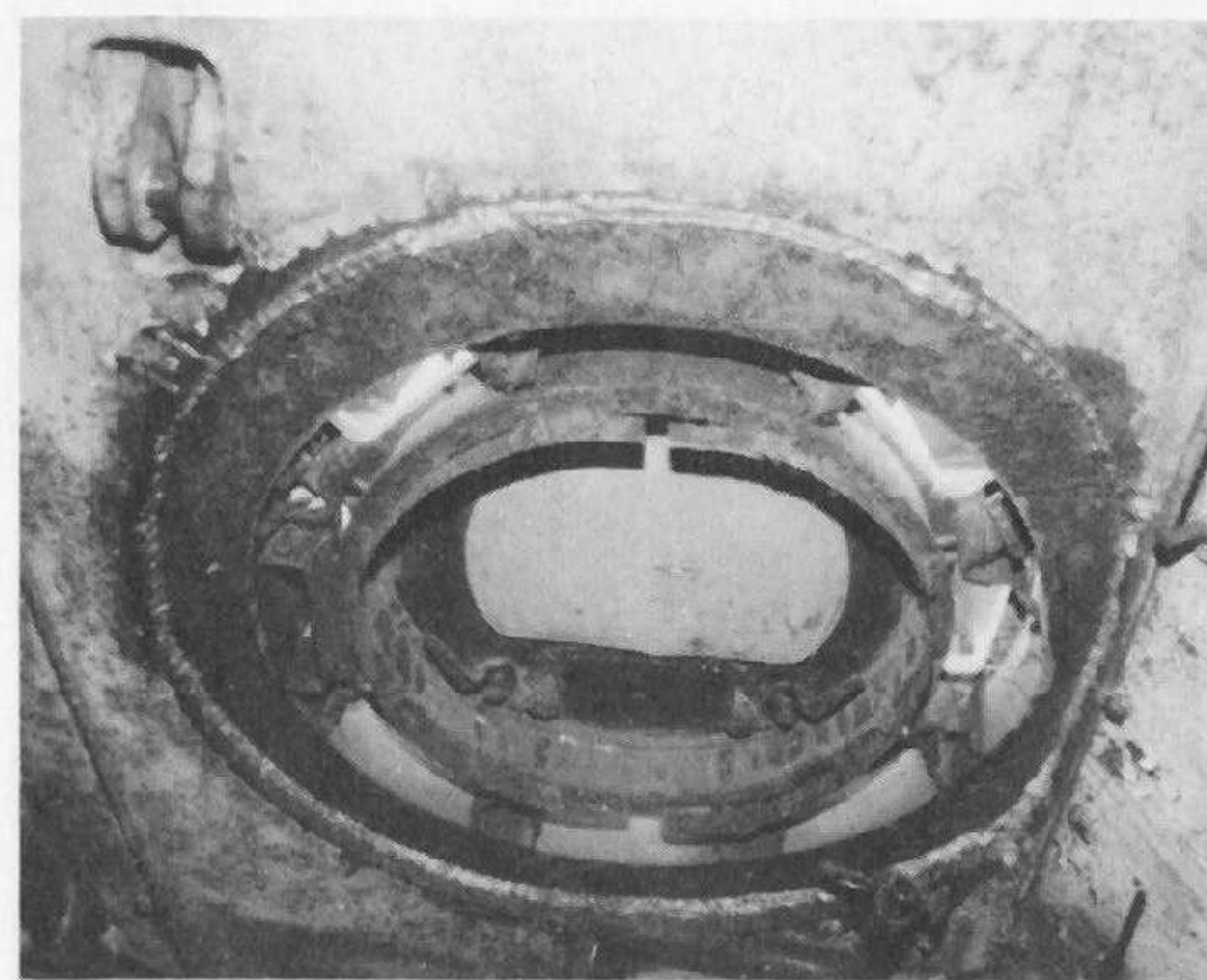
The right side pistol port has been punched out and allowed to hang at the full extension of the retrieval chain. Note the cone-shape to the pistol and the corresponding shape in the hull plate. This photo also clearly shows the rough cut to the interlocking plates. After testing in the US and years of being stored outside, little is left of the zimmerit that covered the Elephant at the time of its capture.



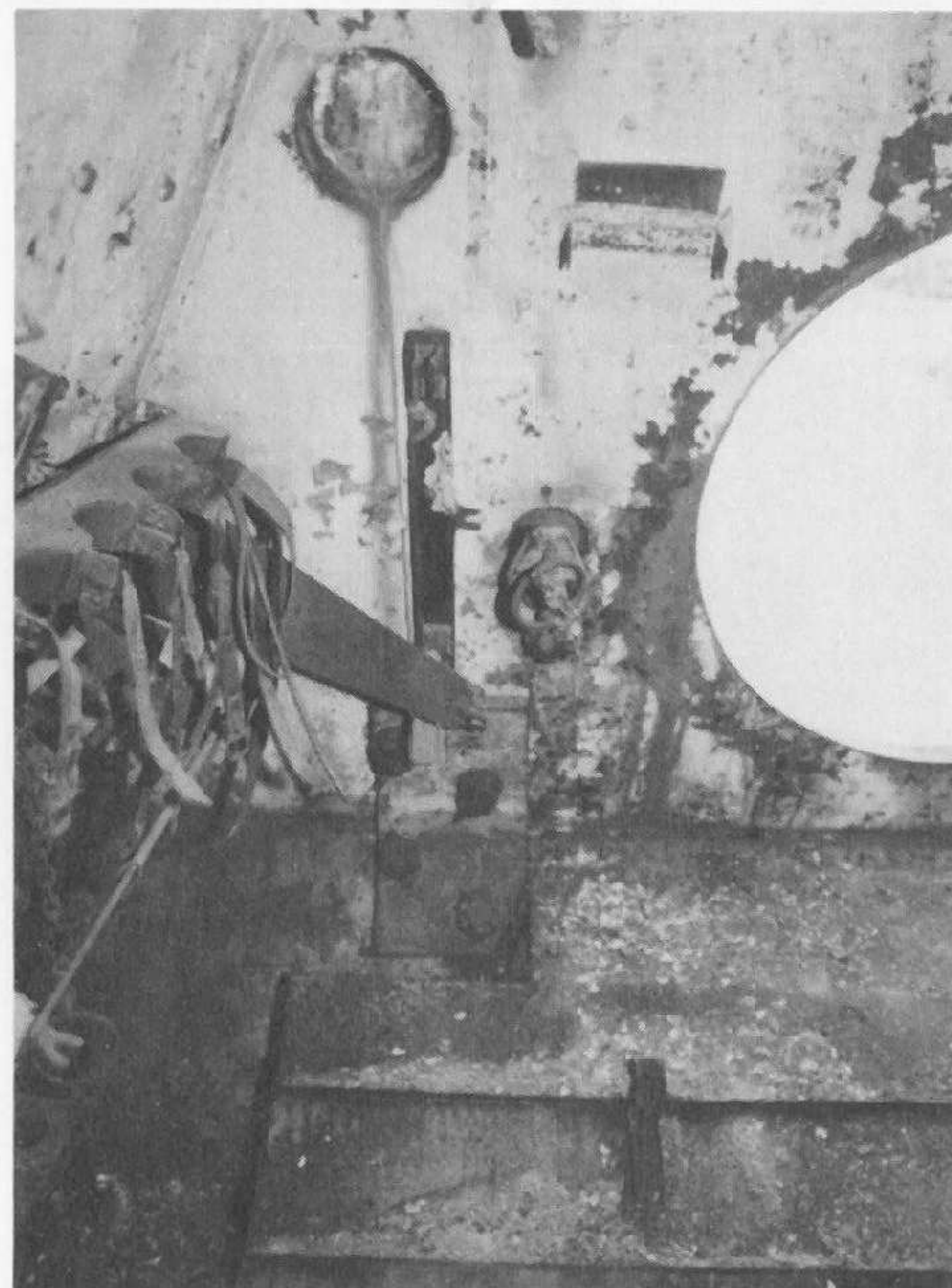
Small rear hull fixtures. It appears that the small double fixture on top is for rear blackout and marker lights and the purpose of the small rectangular bracket is unknown.



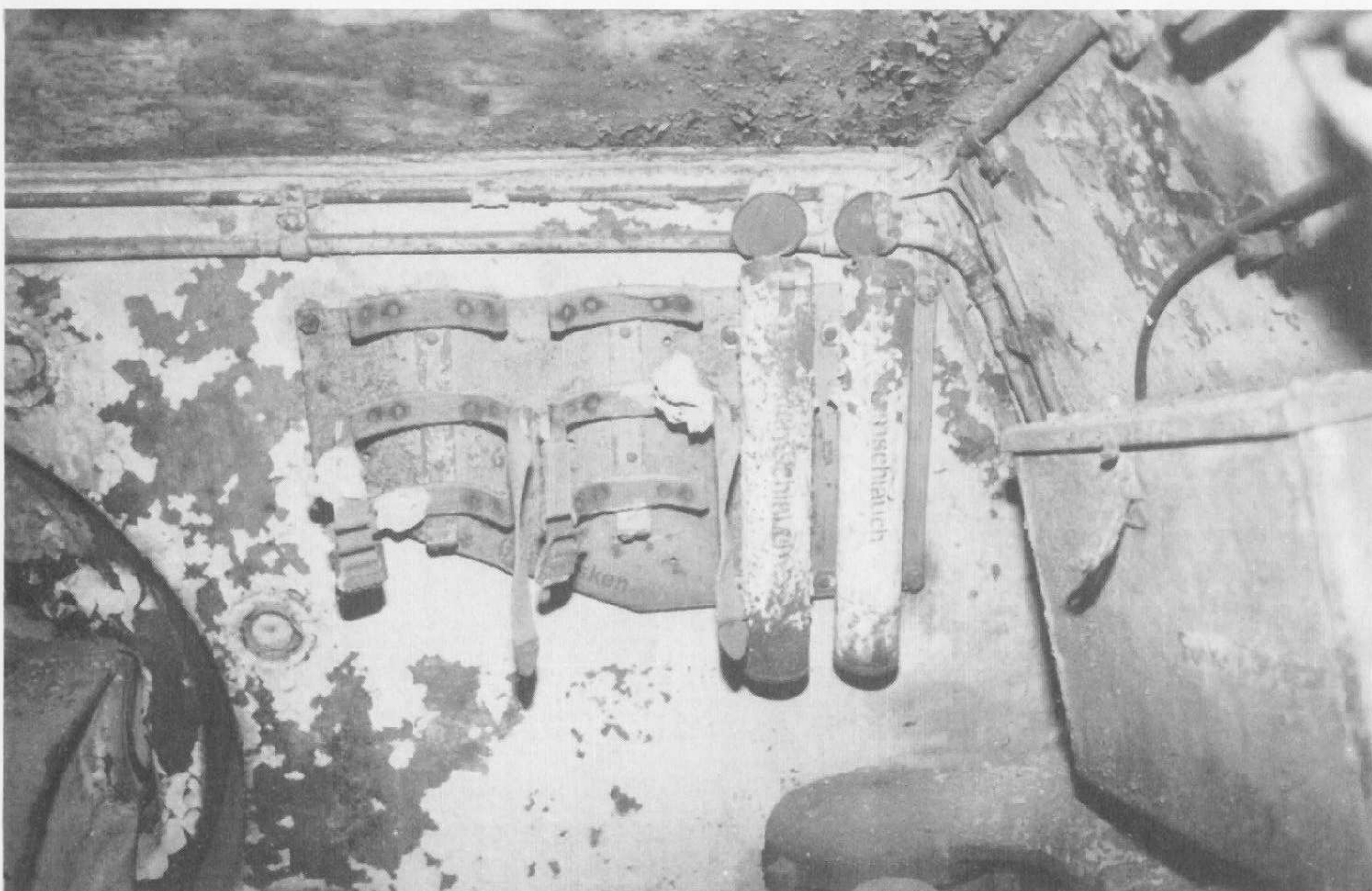
An overall look at the fighting compartment to the right side of the main gun. The commander's seat is folded forward. Except for the floor, the inside of the vehicle is in better condition than might be expected. Of interest is the color of the interior. The walls of the fighting compartment were painted a shade of white while the walls of the hull (seen in the lower right of this photo) appear to be a green/gray color.



The underside of the commander's cupola. Note the two locking handles directly in front of the padded hatch bottom.

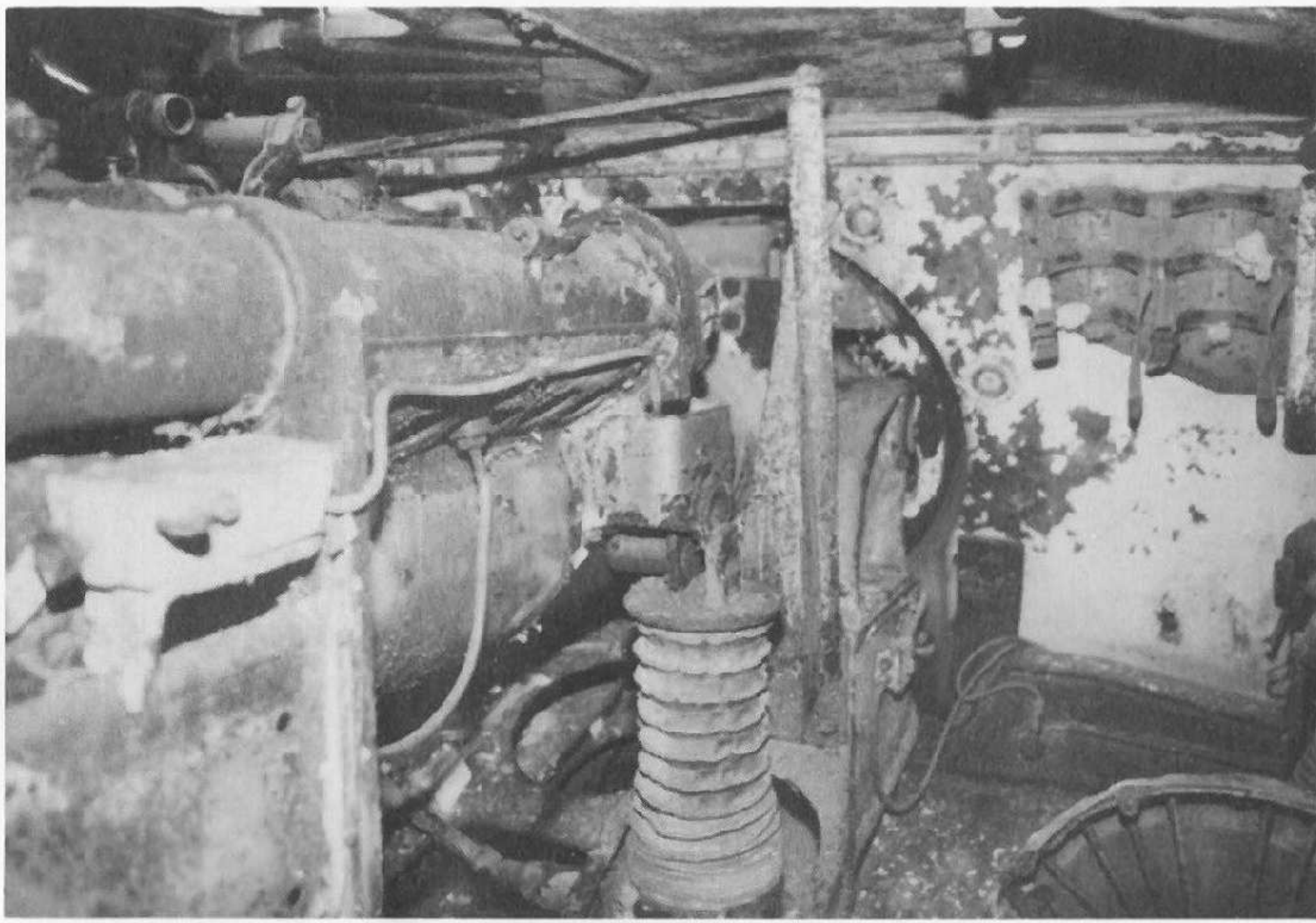


Looking at the back wall on the vehicle's right side.

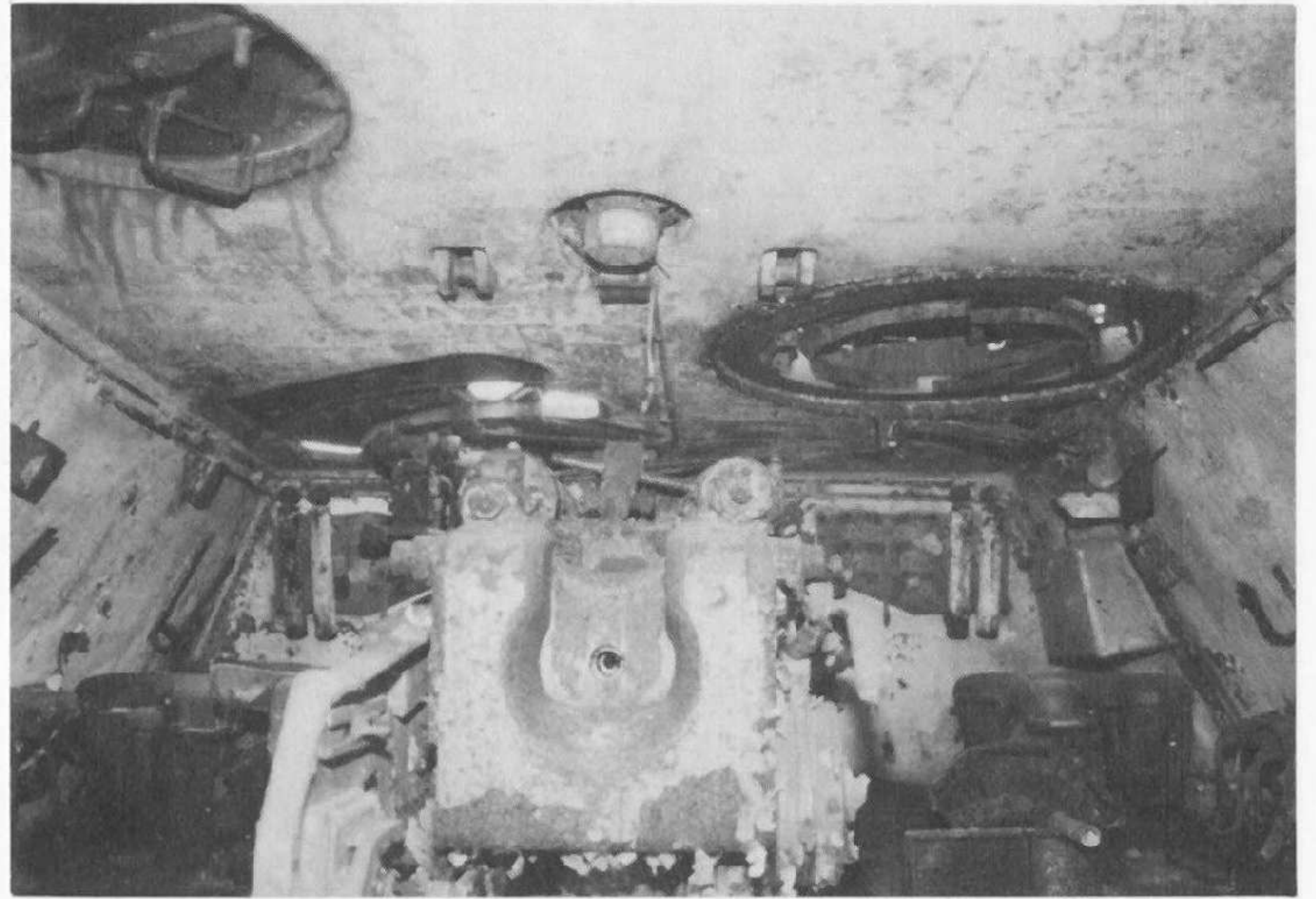


The connecting plate and backside of the conical bolts that hold the fighting compartment to the hull. Each bolt is also secured with a cotter pin.

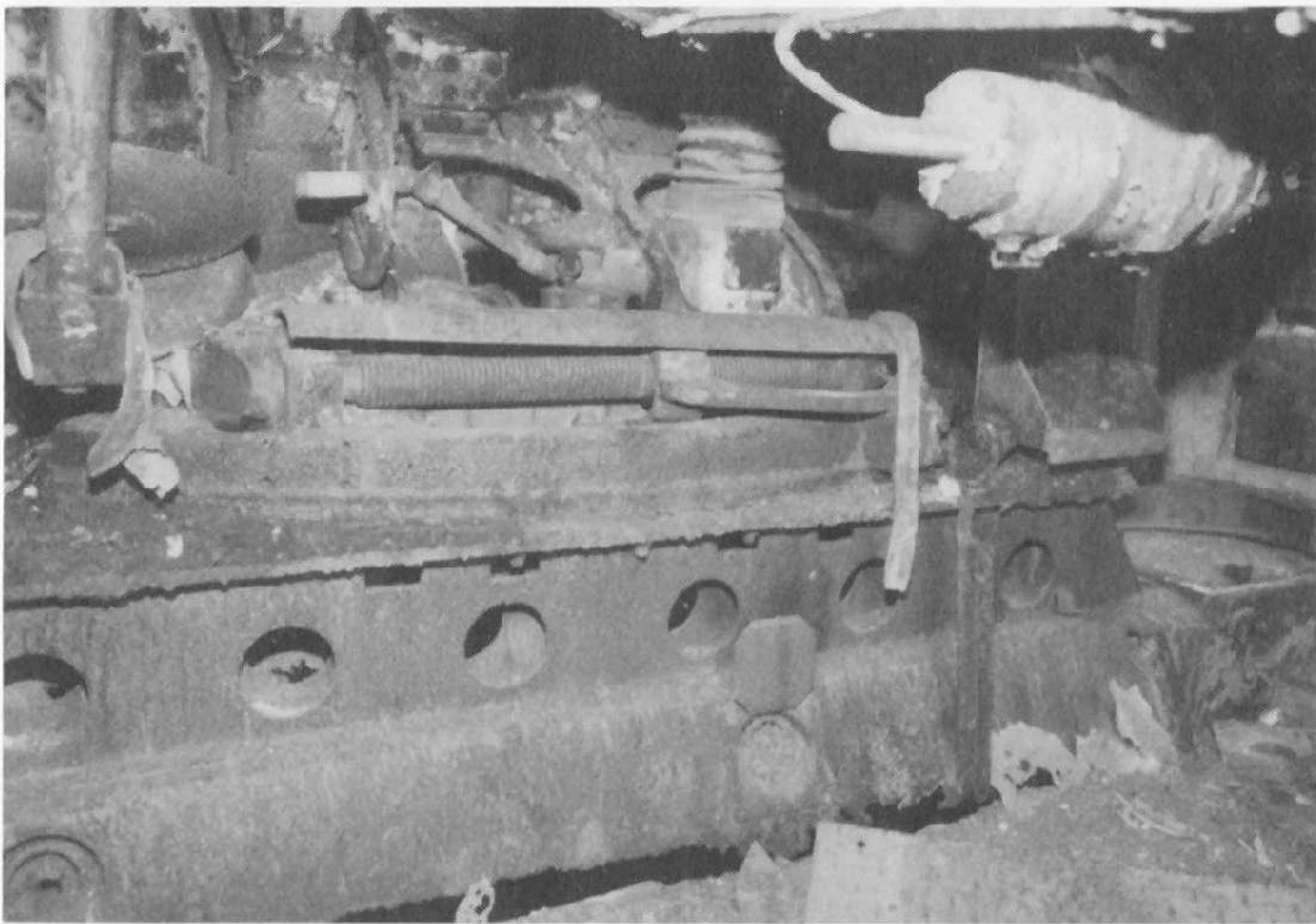
In mirror image design, there were gas mask racks on the front plate on either side of the main gun.



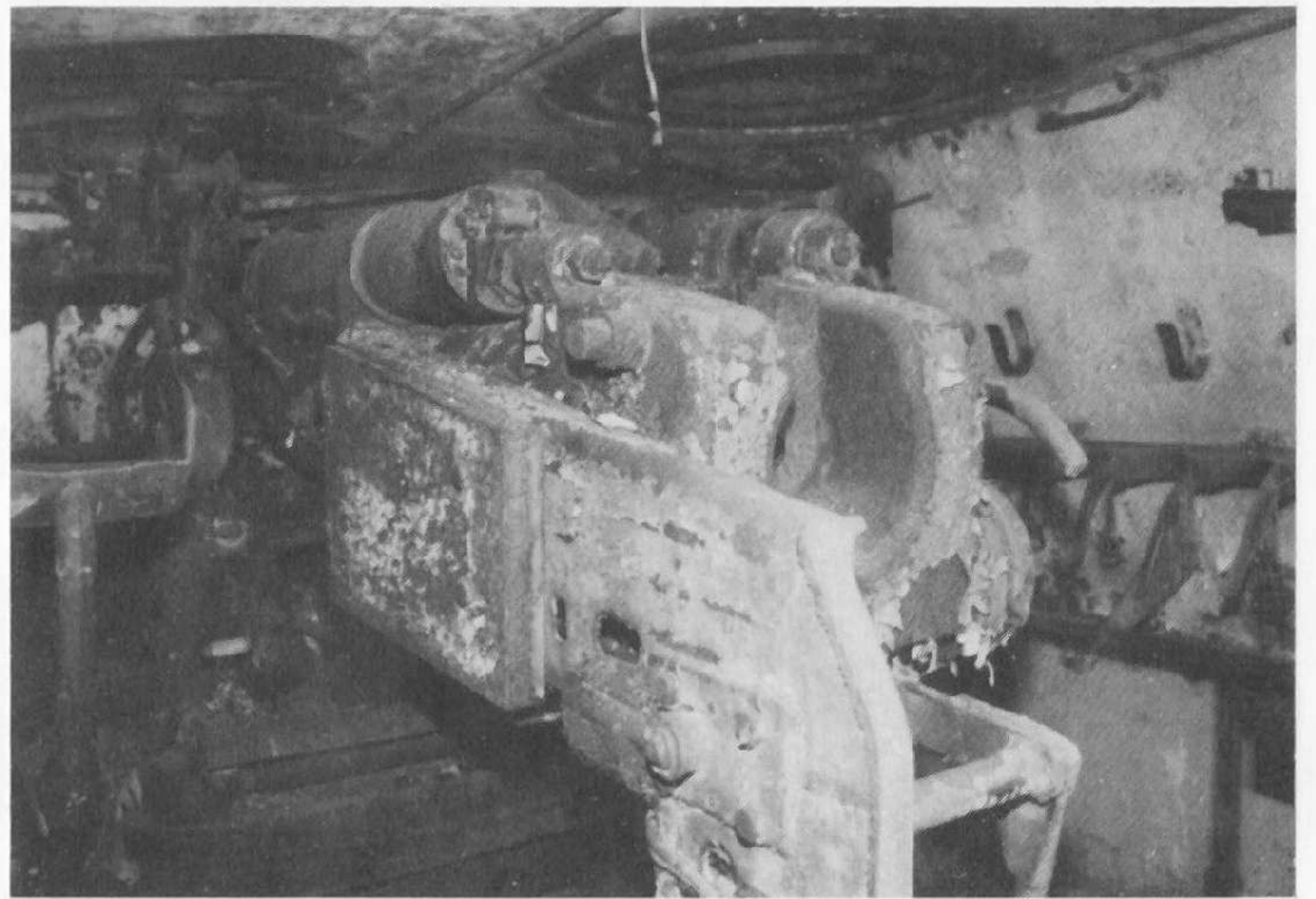
Looking down the right side of the 8.8cm PaK 43/2 (L/71) main gun.



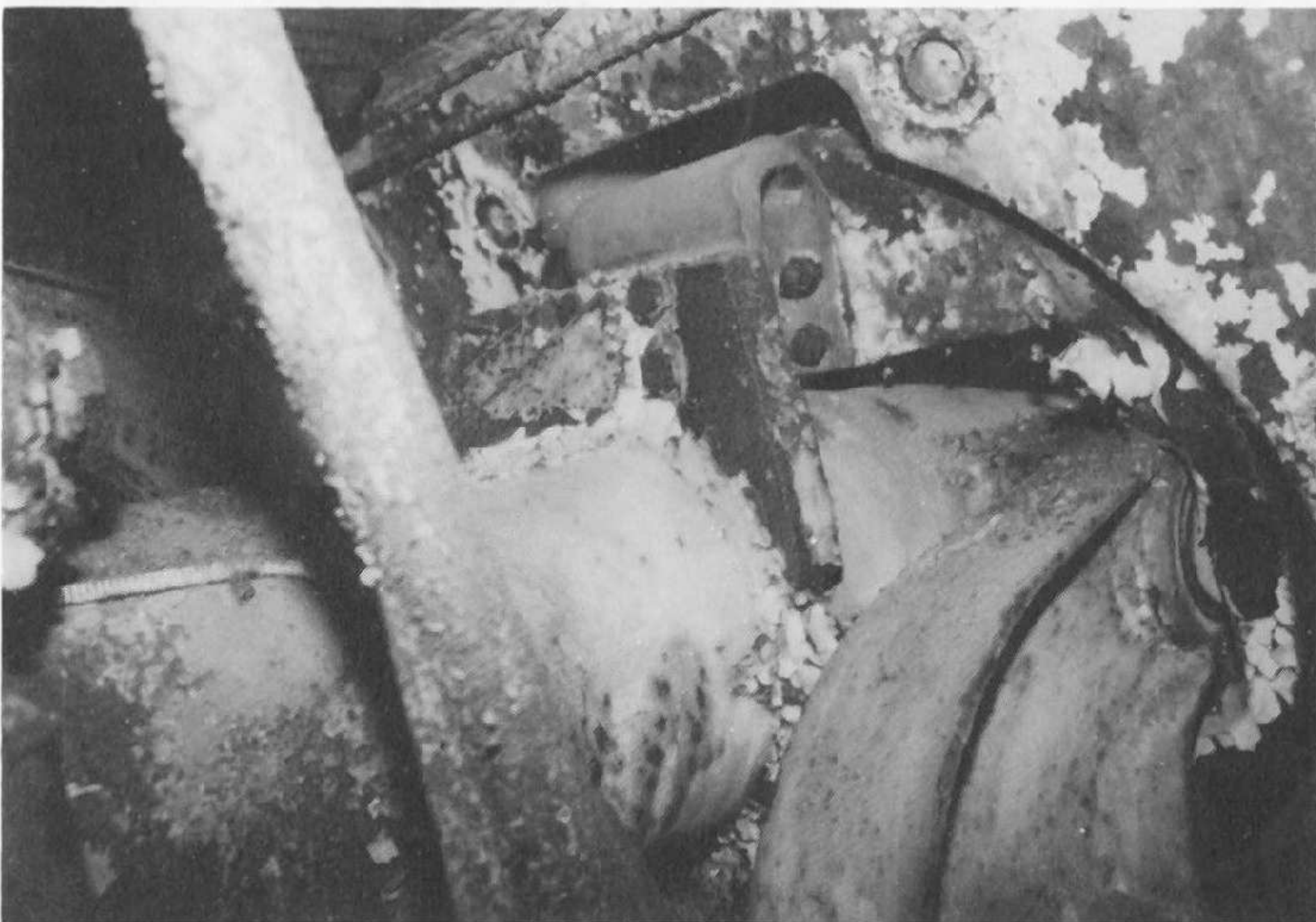
Looking straight into the breech illustrating the roof and its fixtures.



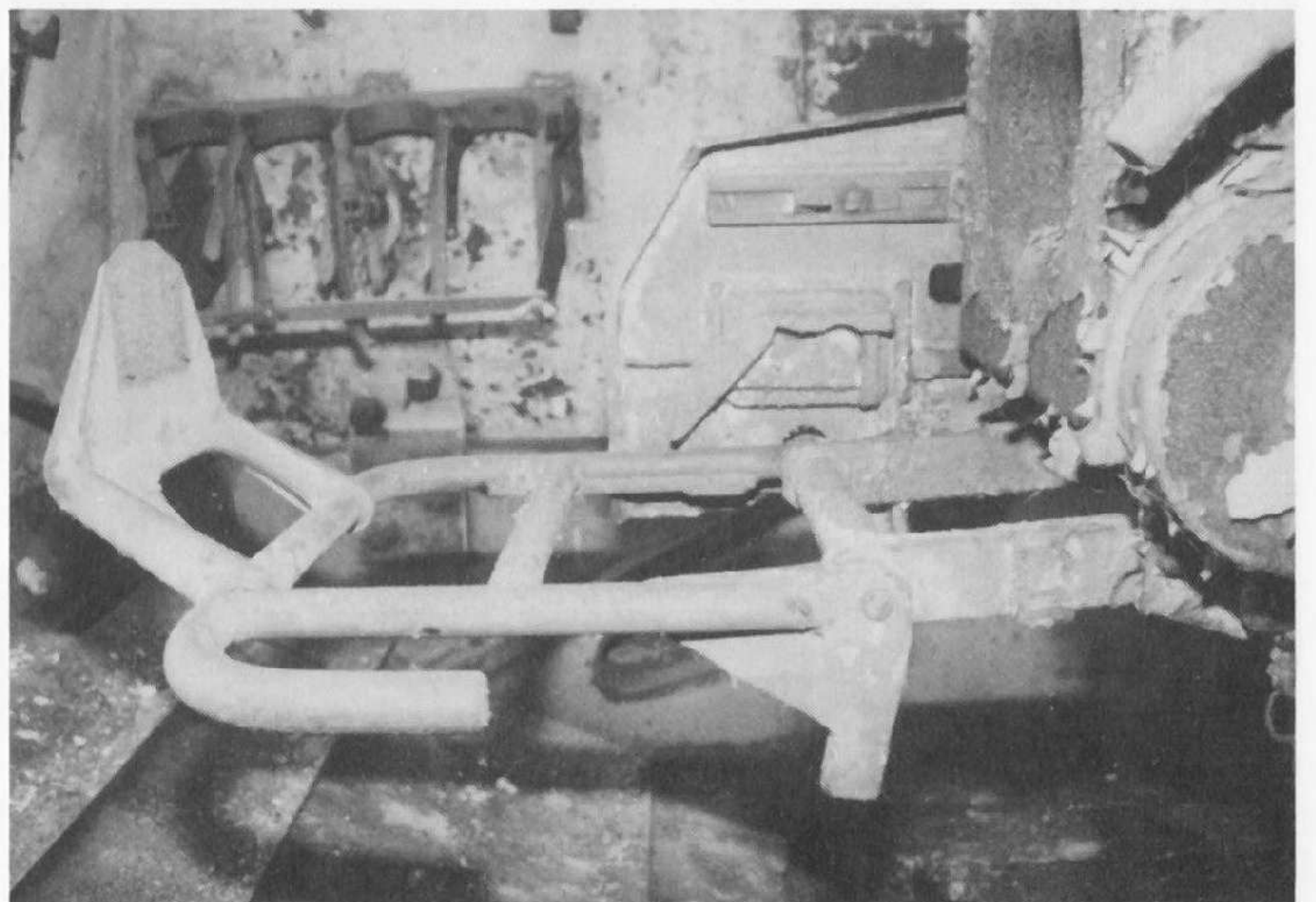
Although very rusted, this is the platform that the main gun rests on.



The left side of the main gun with the breech guard in the down position.



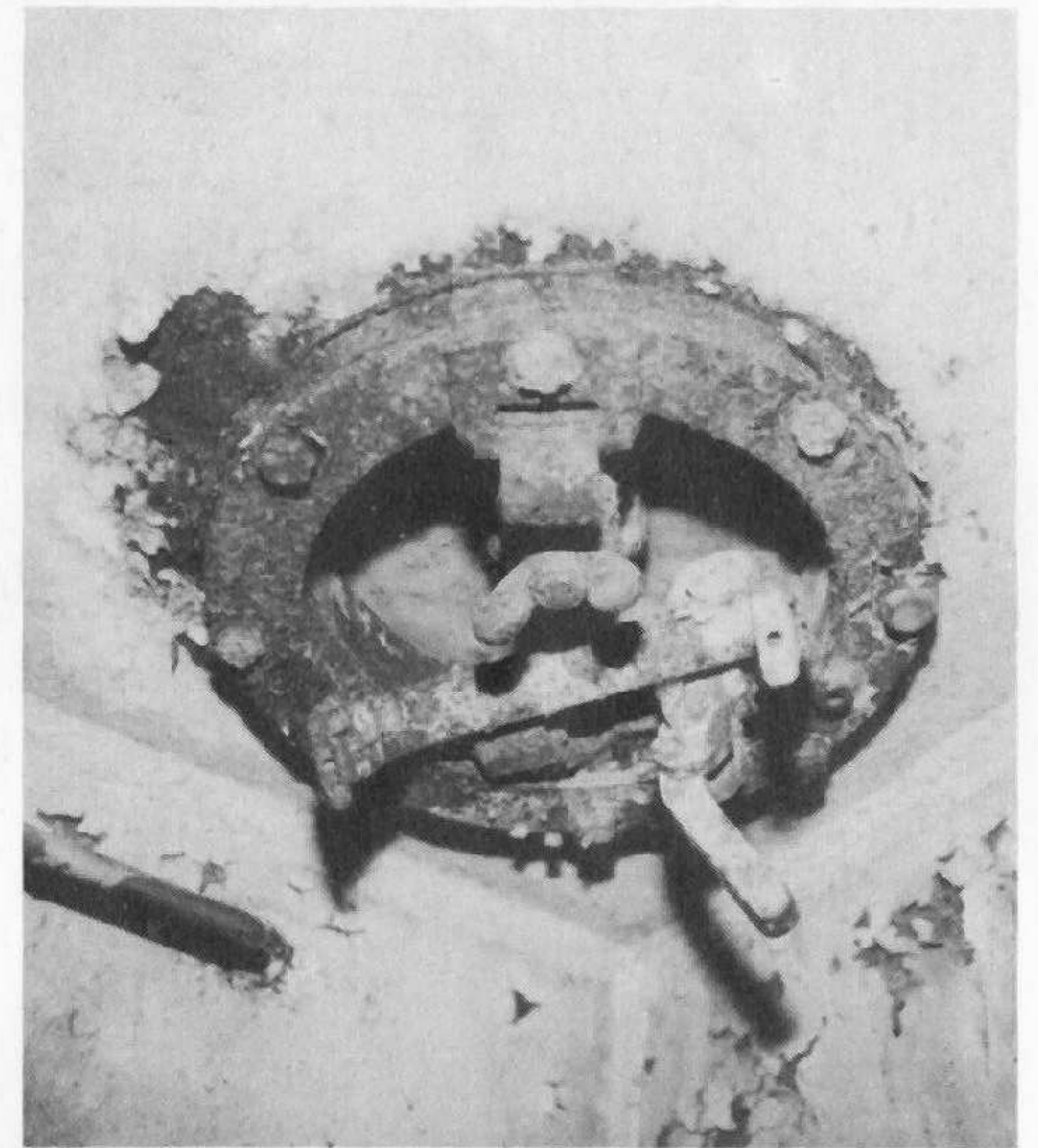
The main gun trunnions at the front armor plate.



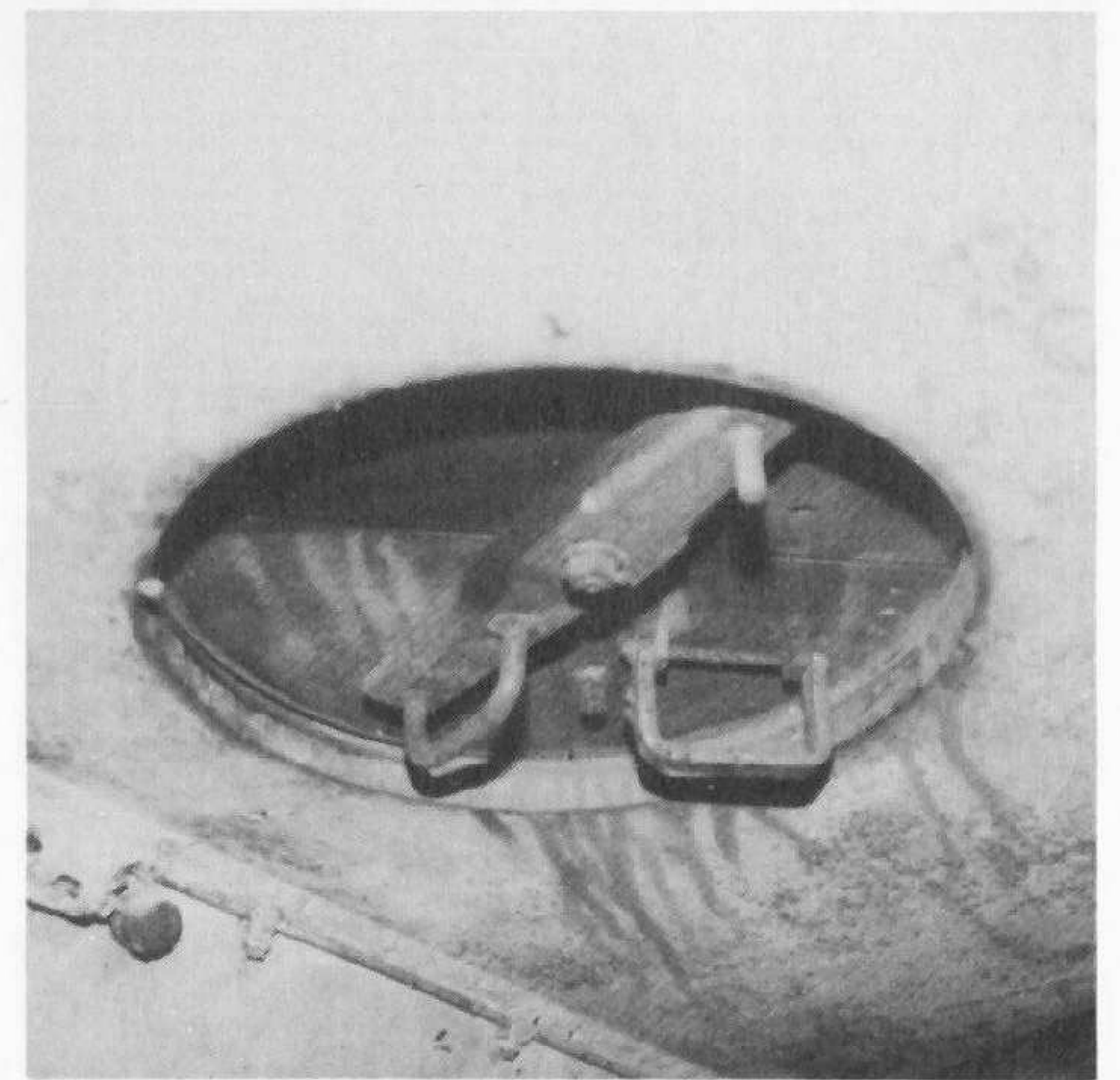
The breech guard has been locked in the firing position. Almost 50 years later, the breech guard still worked smoothly. Also note the angled and overlapping plate that covers the electric motors in the rear of the fighting compartment.



Looking down the left side of the main gun.



The small vision hatch (one per side) in the back corners of the fighting compartment roof.

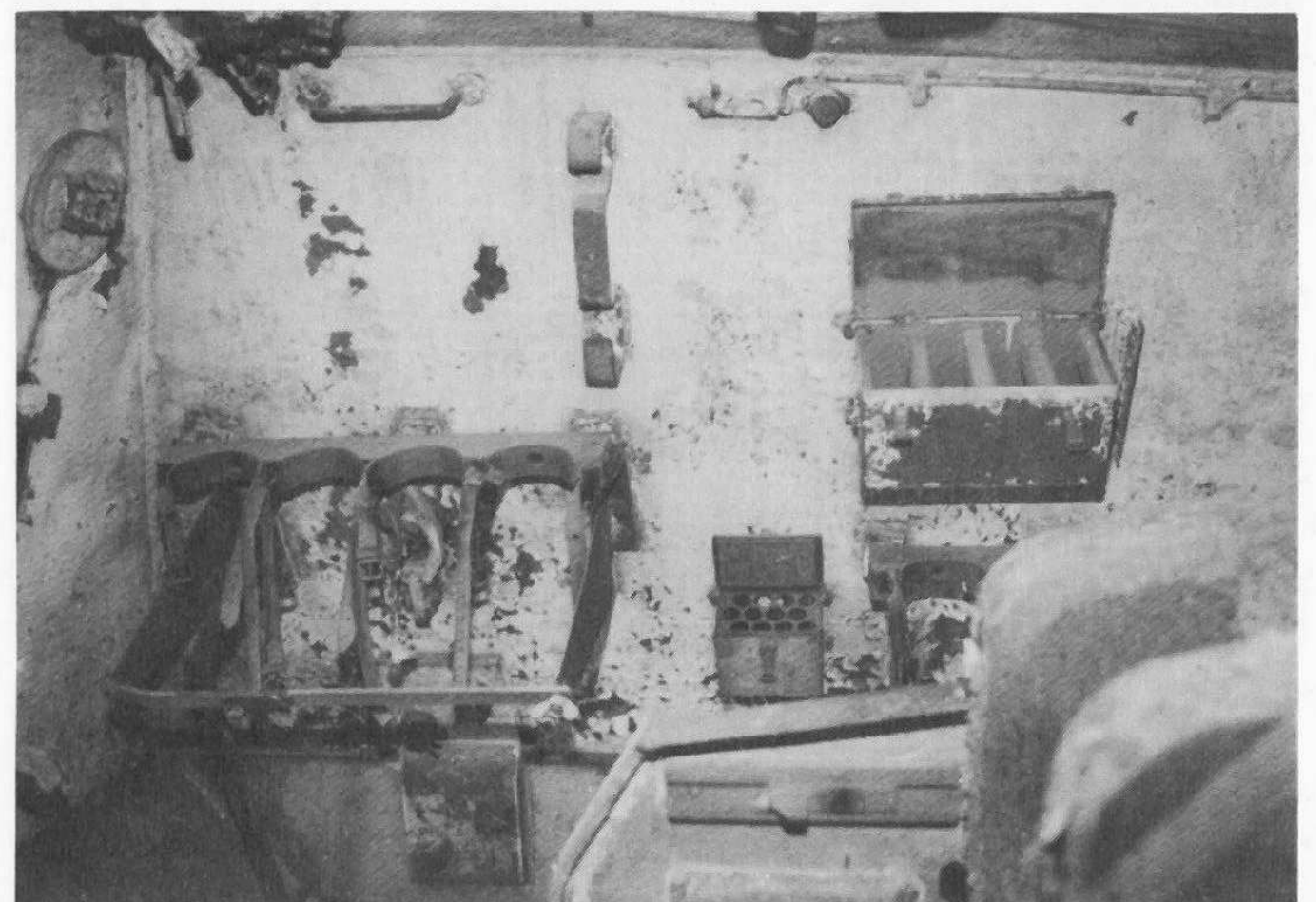


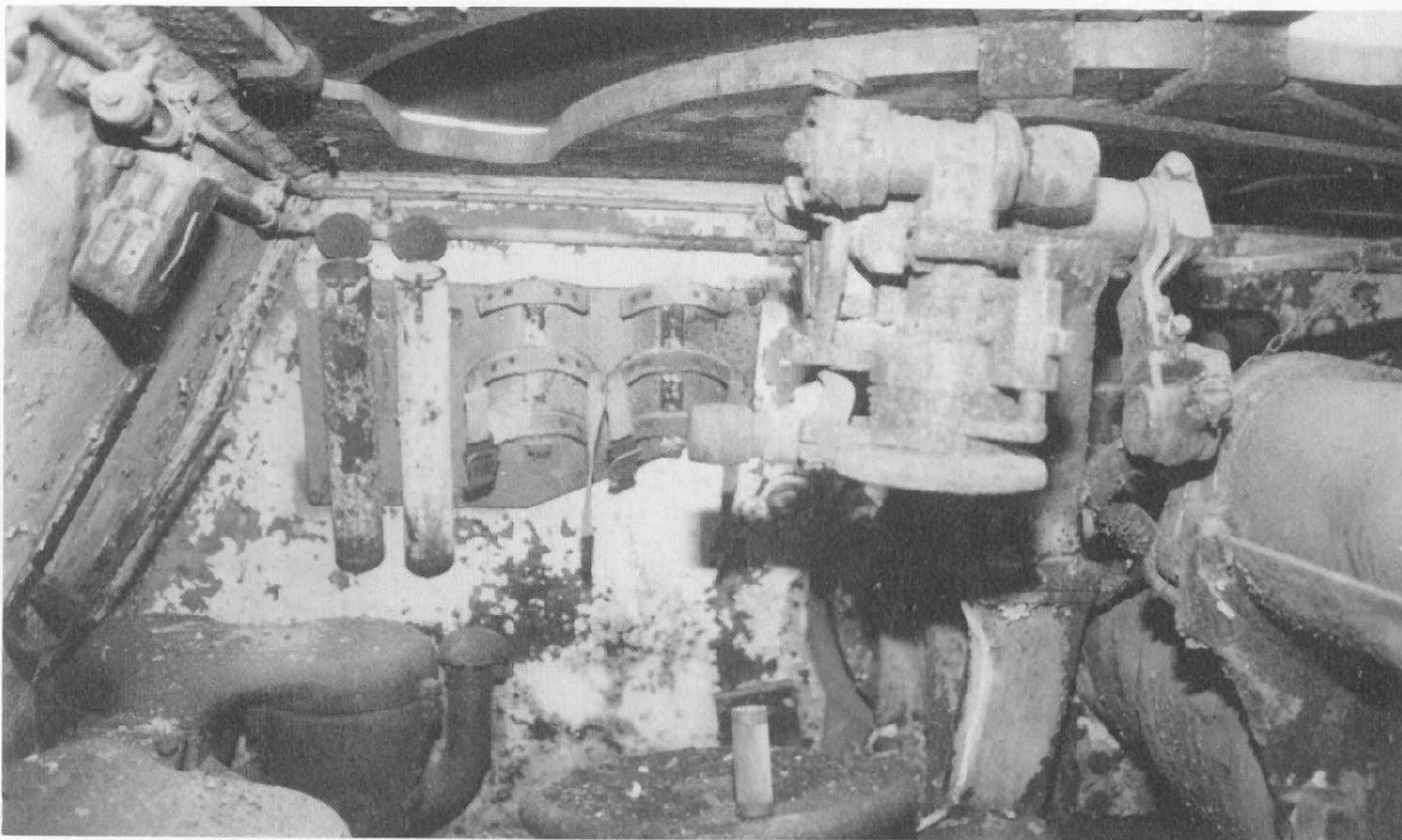
The circular hatch and its locking mechanism.



The ammunition in the Elephant was stowed nose down, with the projectile resting in a hole cut in a wooden block. A frame mounted on the wall had leather straps that secured the other end of the round. The differences in the two colors of the interior is very obvious here.

RIGHT: The left rear of the fighting compartment with another ammunition stowage rack, this one holds eight rounds. Also of interest is the locking mechanism for the pistol port in the left center and the support bracket just below that.

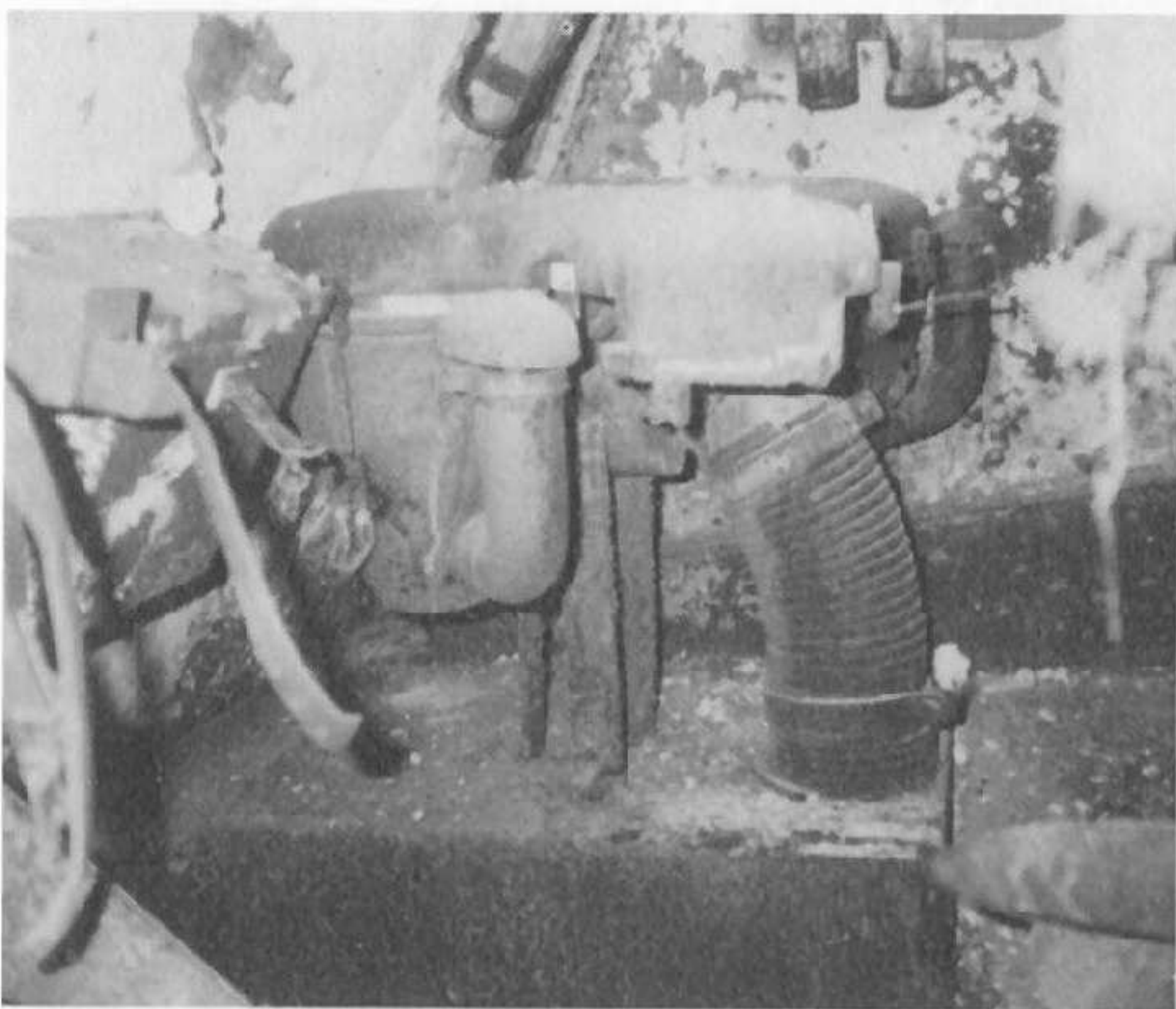




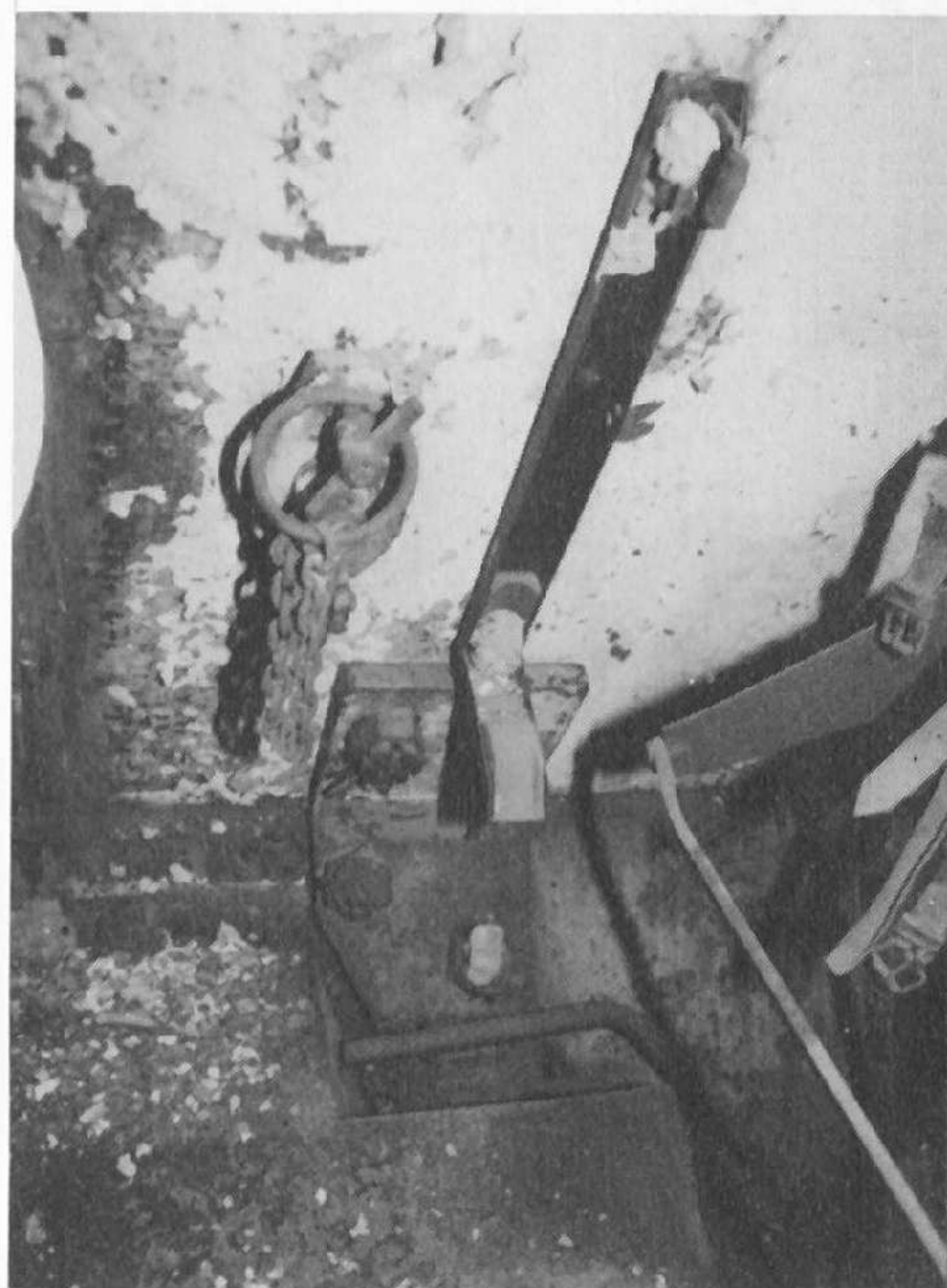
A closer look at the left side of the main gun. Note the control box and interior light on the left.



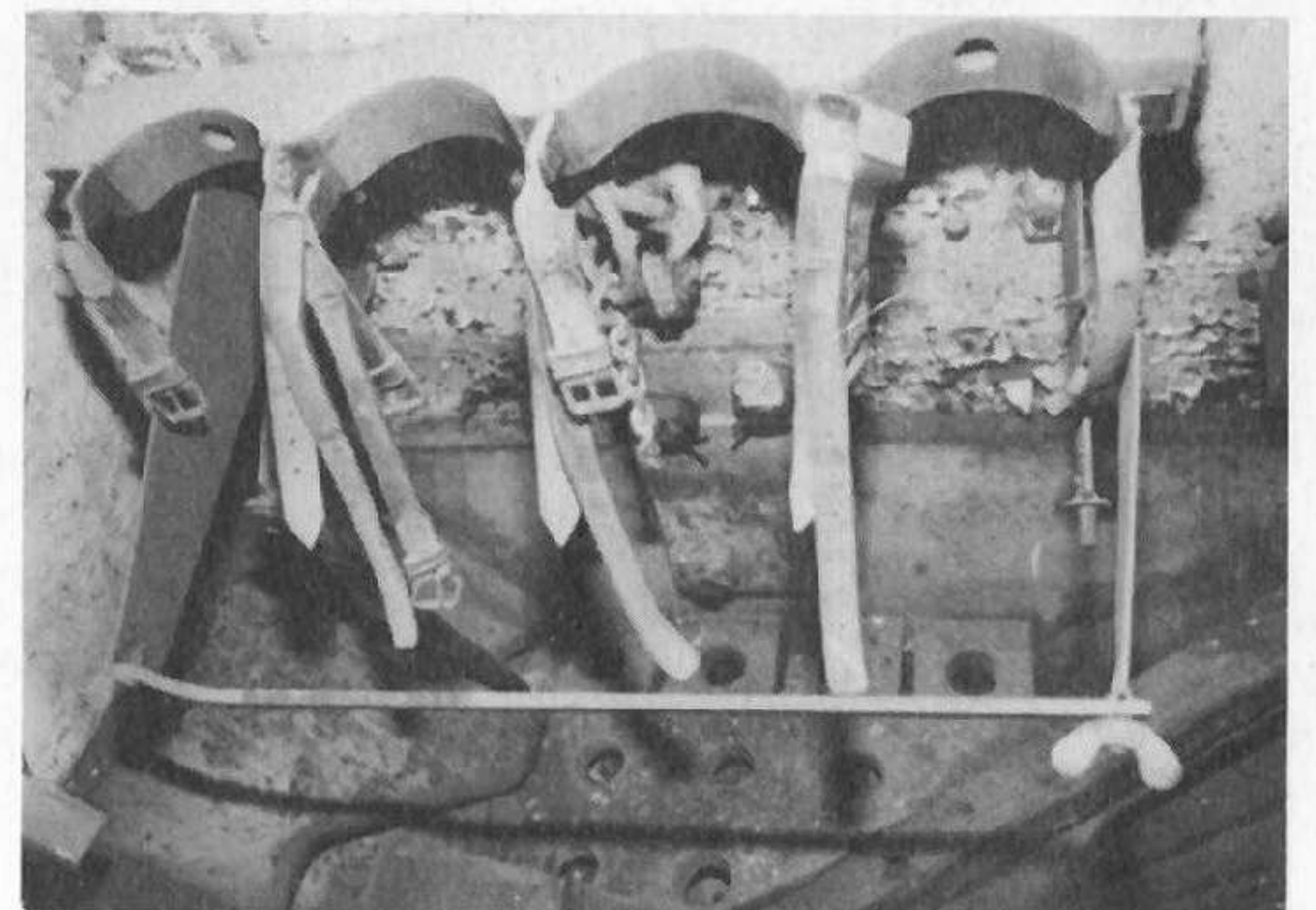
Although not the best angle, this photo illustrates a cross section of the rear angled plate that covered the electric motors for the drive sprockets. It is made up of four unequal pieces that overlap from top to bottom. This is looking towards the back of the vehicle.



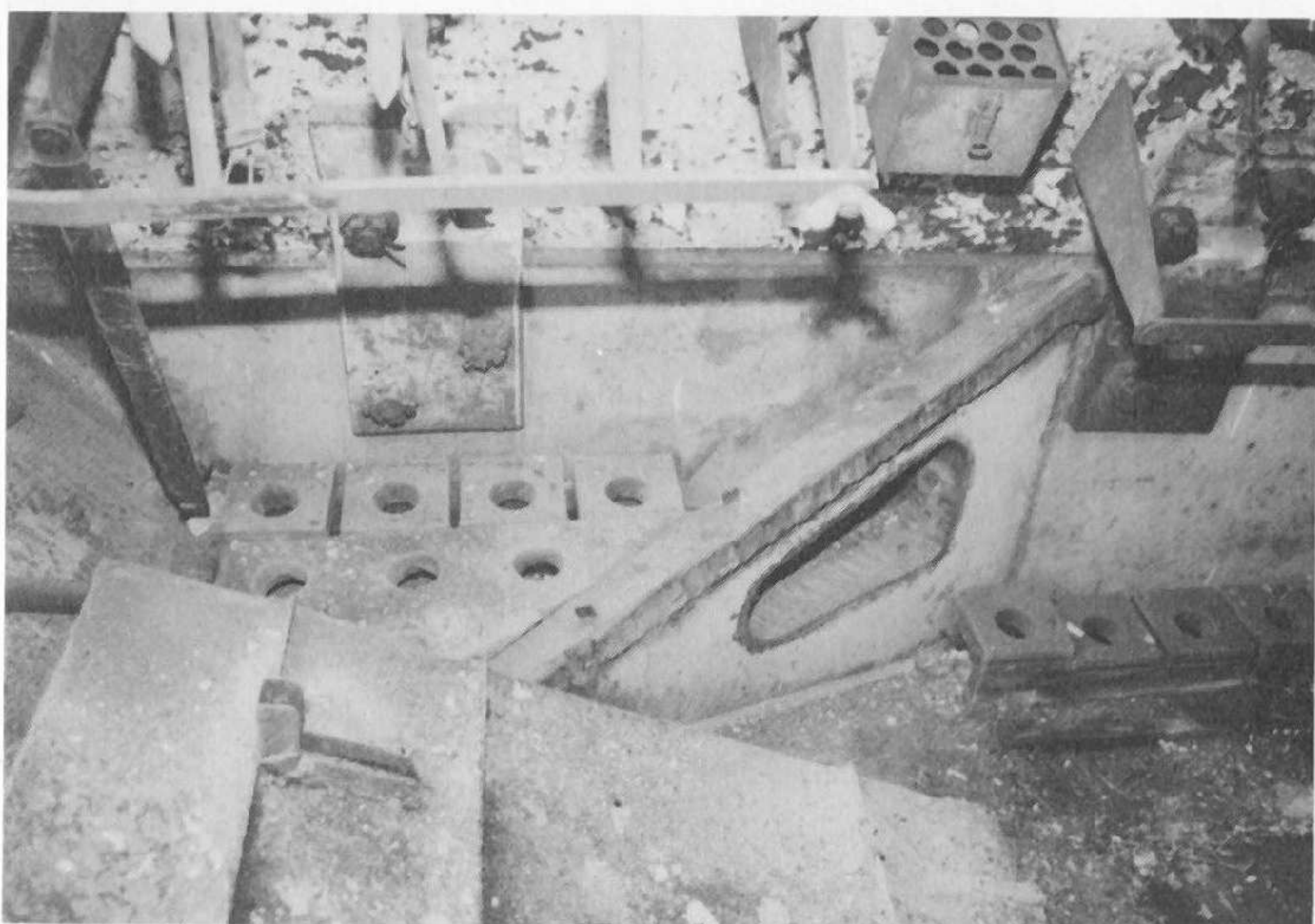
In opposite corners at the very front of the fighting compartment are the air units for the generators.



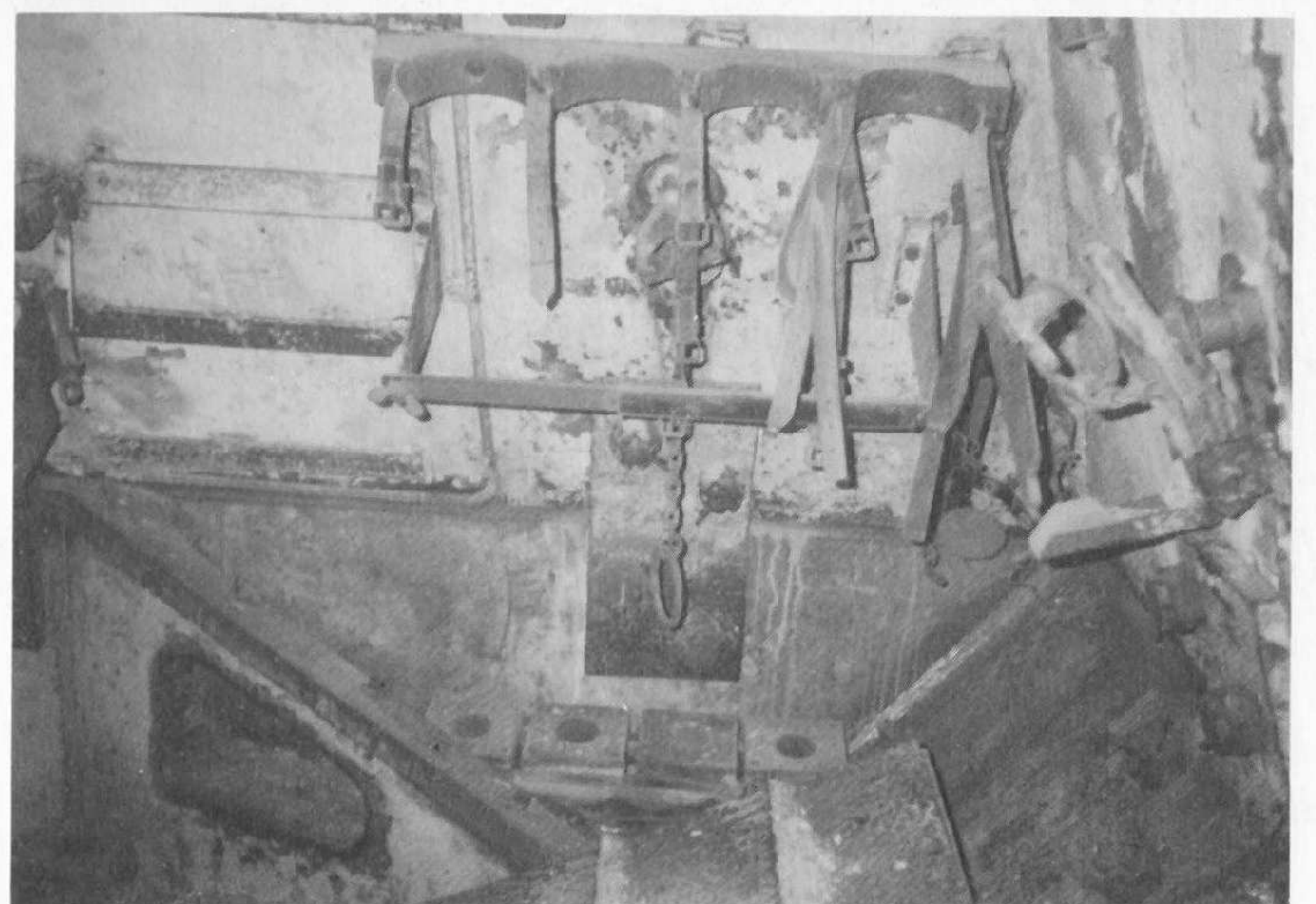
A close look towards the back of the Elephant and to the right of the rear access hatch. Note the chain and locking device for the pistol port and the large support iron.



A close look at the strapping and front rack that hold the ammunition secure. The strapping itself has survived since WWII, however, it is extremely brittle and breaks with only slight pressure.



The left rear corner.



The right rear corner of the fighting compartment. The front of the metal frame that helps support the ammunition is held hold by one wing nut and a pivot pin.

