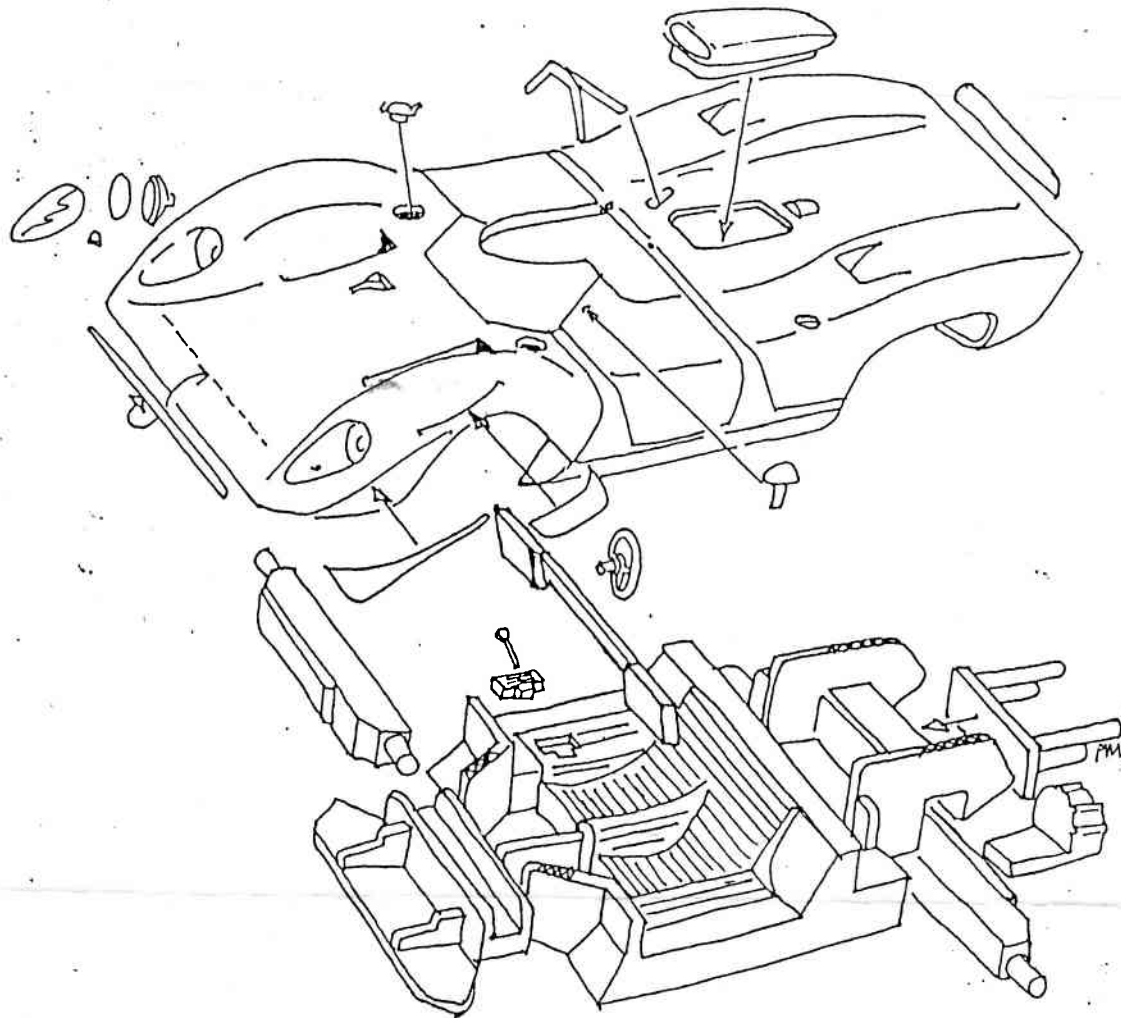


Ferrari 312 P Spyder Assembly Instructions

General Notes

Before assembly, all resin parts should be cleaned with a solvent such as lacquer thinner or acetone to remove any remaining mold release film. Use only cyanoacrylate or epoxy cements on resin parts, and white or aliphatic glue to cement down the acetate clear parts. Lacquer, or enamels are recommended for painting. The parts are molded with a very fine satin finish to help the first coat of paint to adhere.



Note that the axles are offset so they may be mounted to adjust the wheelbase. Also, the downforce tabs on the front fenders can be varied to model the car in practice or, as raced. The slots for the tabs can also be filled if you wish to model the car in its "clean" state. The taillights load from inside the shell. Before any cementing, make sure to dry fit all parts and trim, if necessary. Great care is needed to trim out the headlamp cowl, so a set of plugs are provided for vacuum forming additional parts.

Painting Notes:

Ferrari Red : Bodysell , aircscoop and spoilers.

Matte Black: Dash, axles, rollbar, insides of bodysell behind and ahead of cockpit, Steering wheel and tires.

Aluminum: Gearbox, headlamps, oil and fuel filler caps, mirror (strut red) cockpit . Shiftgate and lever, knob is black.

Red-Orange : Seat cushions . Matte Gold : Wheels and knockoffs.

Taillights : Black backing, Lenses Gloss Amber- Red-Amber.

References: Ferrari 312 & 512 Sports racing cars, By Ian Bamsey, Foulis / Haynes , 1986

Ferrari P 1961 - 1973 By Piero Casucci, Automobilia, 1989