

1971 FERRARI 512 M

ASSEMBLY AND PAINTING INSTRUCTIONS

IMPORTANT !! READ THIS BEFORE YOU BEGIN !!

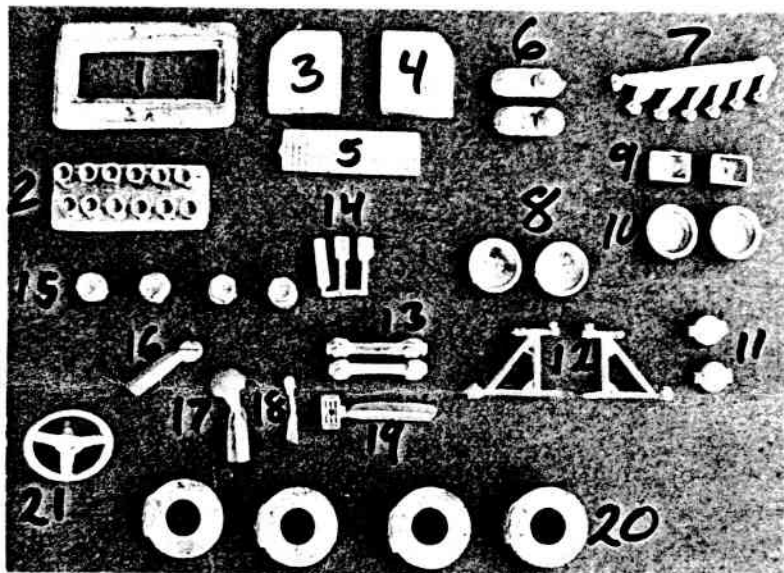
This model kit is cast in Polyurethane resin . If you are allergic to this material , DO NOT handle it . In the normal course of building this kit you will be exposing yourself to various solvents , glues and paints . Good ventilation and eye protection are essential . Please use your head . Just a friendly reminder in the hopes that you'll be with us for many models to come .

Preparation :

Carefully inspect the parts of the kit and dry - fit the parts together , dressing off mold lines as needed . Pay attention to the window openings as there is a very fine ledge molded in to support the windows . Be careful not to trim this off or fitting the windscreen will be a problem . Thoroughly clean all mold release from all the resin parts with bleach in warm water , or a strong solvent . An old toothbrush is very useful for this , but be gentle so as not to damage the small parts .

This kit is designed in such a way that the chassis and body shell can be built and finished separately . All the parts should be painted before assembly . We recommend enamels or lacquers for this . When painting always remember that you can remove the finish simply by wiping with solvent if you should be unhappy with your paintwork . Do not soak the resin parts for long periods in solvent as this may soften them and render them useless . Please keep in mind that resin parts shrink over time so check the fit of the assemblies carefully before forcing anything together . This kit may appear complex at first glance , but with a bit of care a magnificent model can be added to your collection .

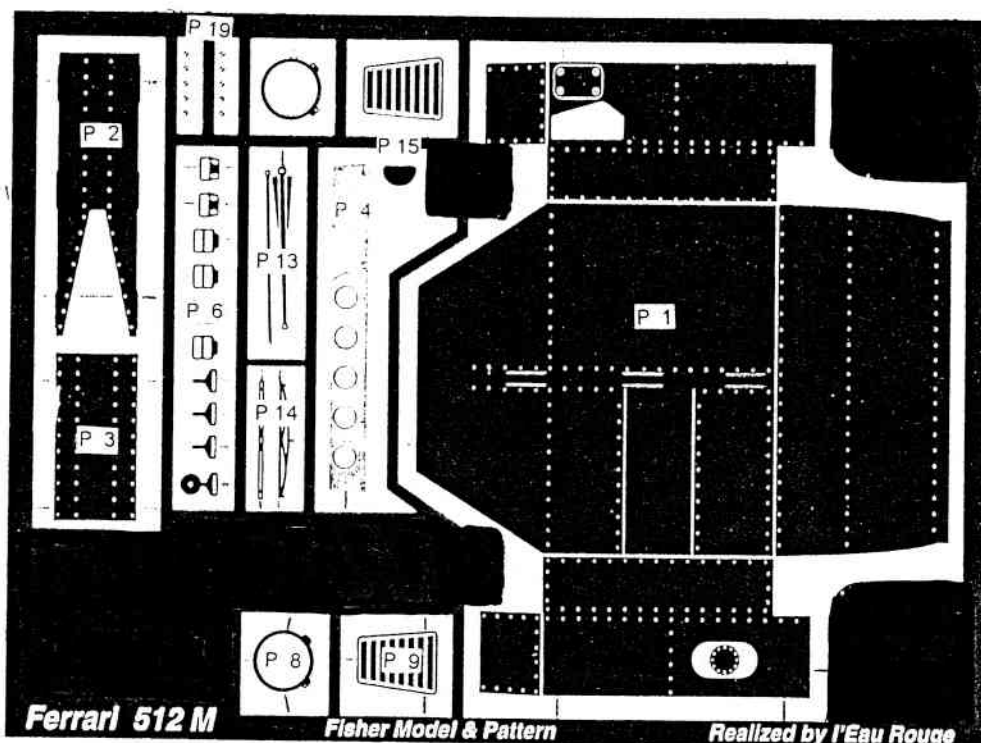
Study the figures below and identify the parts with the list .



1. Injector stack surround
2. Fuel injection stacks
3. Left side radiator
4. Right side radiator
5. Nose Oil Cooler
6. Taillights
7. Number Lights
8. headlights
9. Rallye Lights
10. Large Rallye Lights
11. Fuel Filler caps
12. Suspension arms
13. Halfshafts
14. Pedals
15. Wheelnuts
16. Oil Cap
17. Rear View Mirror
18. Gear Lever
19. Shift Gate
20. Brakes
21. Steering Wheel

Photo Etch Parts List :

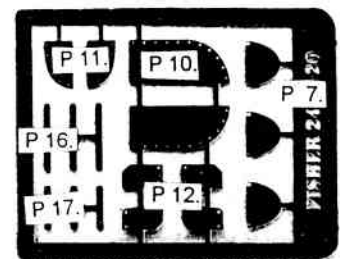
- P 1. Cockpit Tub
- P 2. Tub Divider
- P 3. Floor Insert
- P 4. Dashboard Face
- P 6. Seatbelt Hardware
- P 7. Exhaust stone guards
- P 8. Headlight Supports
- P 9. Fender Vents
- P 10. Rear Tub ends
- P 11. Front Tub Ends
- P 12. Wing Mounts
- P 13. Windscreen Wiper Arm
- P 14. Wiper Blade Assembly
- P 15. Rear View Mirror
- P 16. Mounts for Large Rallye Lights
- P 17. Mountd For Small Rallye Lights
- P 18. Discard
- P 19. Headlight Cover Screws



Ferrari 512 M

Fisher Model & Pattern

Realized by l'Eau Rouge



1971 FERRARI 512 M

Building The Chassis

Start out by Painting the following :

Matte Black : Main Chassis , Dashboard , Steering Wheel , Radiators , , Axle , Dashboard Face (P 4) , Seat .

Rubber : Tires

Matte Silver : Lower Suspension Arms , Transaxle housing , Halfshafts , Foot Pedals , Hubnuts .

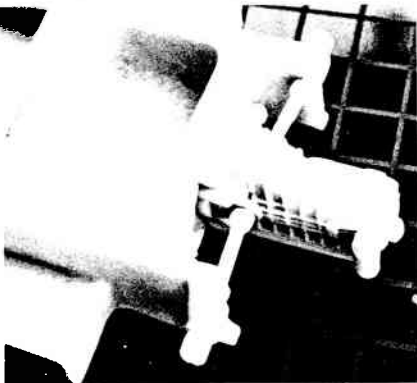
Bright Silver : Fuel Injection Stacks , Shift Gate and Lever , Taillights , Spring coils on Chassis .

Matte Metallic Grey : Suspension Uprights , Brake Calipers .

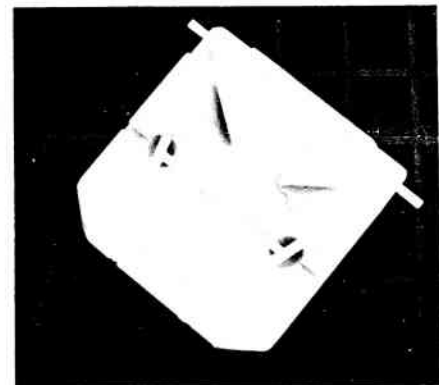
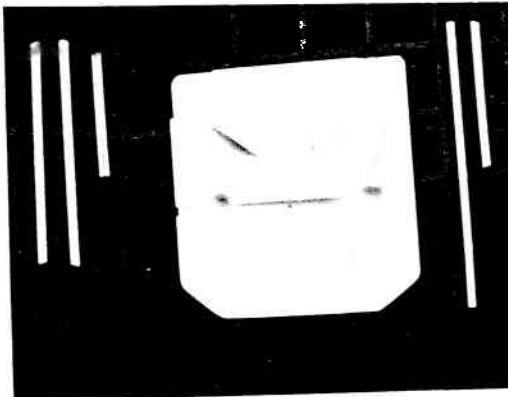
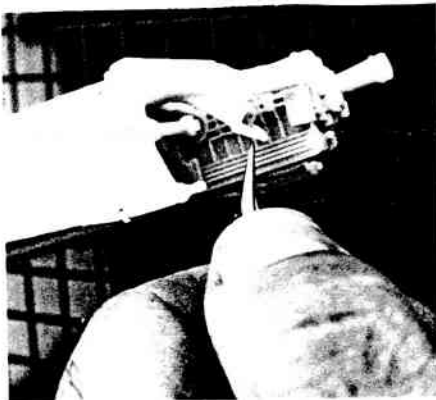
Matte White : Exhaust Pipes with Stone Deflectors . Backside of Dashboard instruments .

Bright Gold : Resin Wheels

Matte Light Grey : Tail Support Frame , after assembly



Begin Assembly by lightly gluing the halfshafts to the transaxle , then locate the outboard ends of the halfshafts into the suspension uprights and push the transaxle forward into the chassis . a drop of glue at the joint will hold this in place . Now add the lower suspension arms (When trimming these be careful not to remove the webs in the corners) . Note that the arms slope upwards as they attach to the chassis when viewed from the rear . Now you can attach the exhaust pipes to the joint at the chassis / transaxle . Note the locating studs , and be careful that the long pipes slope down to the same height as the axle stubs when viewed from the side . A bit of matte Black airbrushed gently into the pipe ends adds alot . Now add the stone deflectors (P7) as shown below .

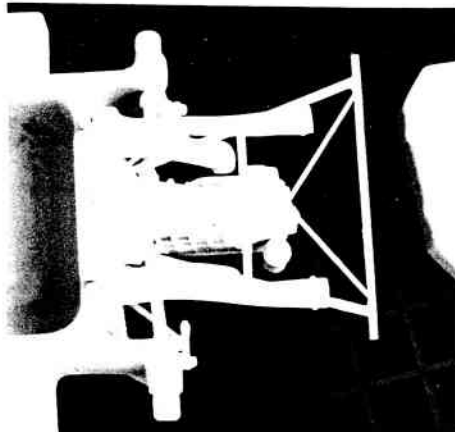


Now find the two round and one square length of plastic strip and cut as follows : NOTE !! cut all pieces just a bit long and trim down to fit !! .

Square strip : 1 piece 1.625 " (41.25mm) long , one piece 0.850 " (21.6mm) long .

Large round rod : 2 pieces 1.350 " (34.35mm) long . **Small round rod** : 2 pieces 0.725 " (18.43mm) long .

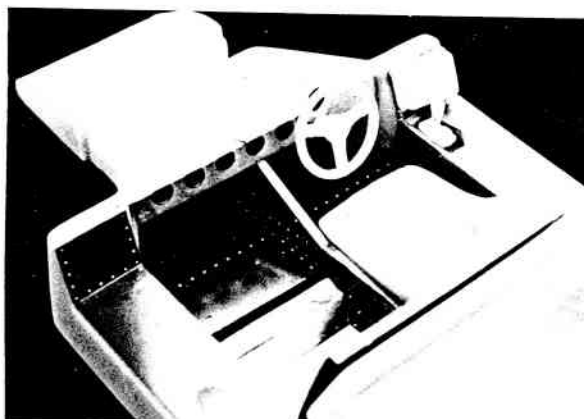
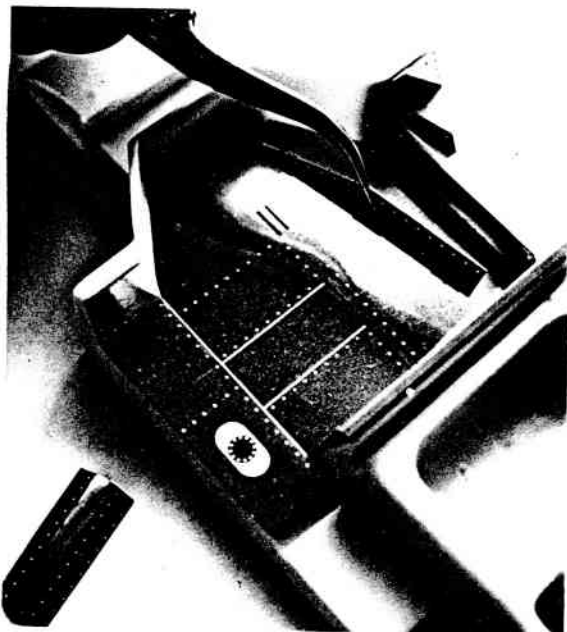
Using the jig supplied in the kit assemble the tail support frame as shown . The square rod goes cross-wise , the round rods go length-wise . It helps to use the jig to bevel the ends where they meet so there will be a clean joint . The 2 pieces of small round rod tip up on the jig and should be glued lightly as they will need to be adjusted later . The frame glues into the two sockets on the transaxle and angles uphill to the rear when viewed from the side . The vee made by the small rods glues to the very top of the transaxle at the rear . don't glue it until final assembly as there will be adjusting to do . Now scuff the paint off the bezels on the dashboard face , glue the instruments to it and then glue it to the dashboard . Punch out the tach with a sharpened piece of 5 / 32 " (4.30mm) brass tubing and glue it into the dash .



Chassis cont'd

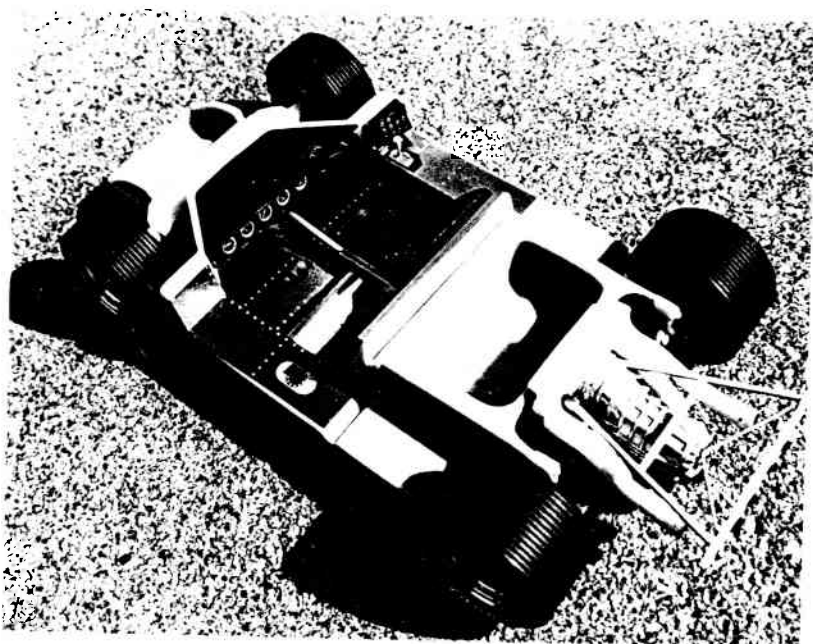
Always wear safety glasses when working with photo-etched parts !

Now take the cockpit tub (P 1) and carefully fold up the sides , then the forward panels (these lean forward to match the resin chassis) and then fold the back up with the lowest part straight up , the middle part leaning back like the chassis , and the thin upper part flat parallel to the horizontal . This is best done by clamping the top segment between two rulers, or a similar hard straightedge to get a good clean bend . This tub is a press fit into the resin chassis and may require some scraping out of corners due to shrinkage . Don't try to bend things too far as the metal will break and dont glue the back of the tub to the chassis . Leave this until later .



Fit the dashboard assmbly to the fwd wall and run a piece of round plastic rod from under the dash into the tub divider . Install the seat steering wheel . Seat belts are best cut from paper , blackened and run the buckles . Glue the mounting brackets above and behind th seat on the rear tub wall .

Fold the Tub divider (P 2) over a wire or piece of sheet plastic with the edge scraped round and fit it to the slots in the tub . Glue this carefully to avoid a mess . Next fold the floor insert (P 3) into a flat topped pyramid until it fits the cross-wise lines in the tub . Paint the matte area on the passenger side sill rubber color to simulate the fuel bag .



ELFILTE



Assemble the wheels into the tires . The front brakes mount onto the wheel from inside , with the boss facing out , calipers forward . The rear brakes mount to the suspension uprights , bosses outward , calipers aft . Be sure to fully trim the molding nib off the wheels so they seat into the tires completely or the tires will rub on the bodywork later . The wheel / tire units slip onto their axles and can be rotated to compensate for any "float " and the front axle can be tipped before gluing if needed to get everything planted firmly on the ground .

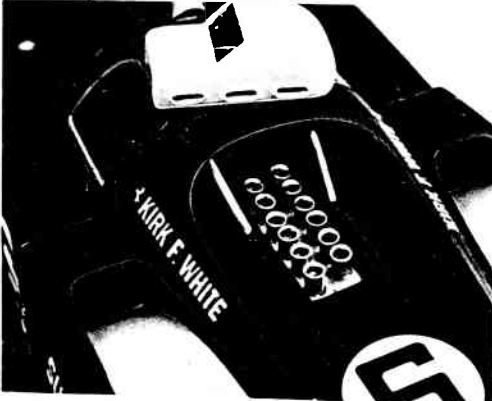
Now , while all this is drying , prepare the Body Shell by cleaning out all the various openings and removing molding lines from the edges , etc .

1971 FERRARI 512 M

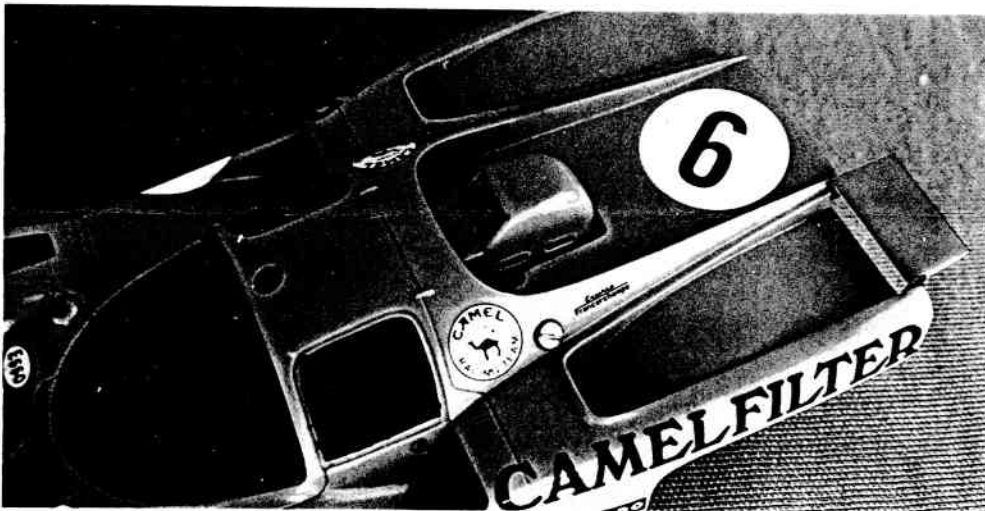
Body Shell

First, test the fit of the body to the chassis, checking for any tight spots. You may want to scrape away some resin around the rear tires, to assure proper fit. When you're happy with the body chassis fit, begin by painting the insides of the body Matte Black. While this is drying, decide which race you're building for and prepare the rear wings. Also, now is a good time to assemble the windscreen wiper, paint it black and set it aside. The airbox can now be painted and left to dry.

Before painting the exterior of the body, decide how you'll want to simulate the polished aluminum of the real car. The kit is molded with foil in mind but if you don't like working with foils try one of the new paste type metallizers such as SnJ products Aluminum paste. Spray metallizers will work too, but they need a primer coat to stick to.



Note in the above photos the location of the injector stack surround, fuel injection stacks and Roll bars. These can be made from the larger round rod supplied. The headlight lenses can be punched out using sharpened brass tube A .308 caliber (7.62 mm) shell is great for this if you can get one. Remember to locate the headlight support rings behind the lights before you glue them in. If you forget, clip the support ring in half horizontally, and then drop it in behind the light.

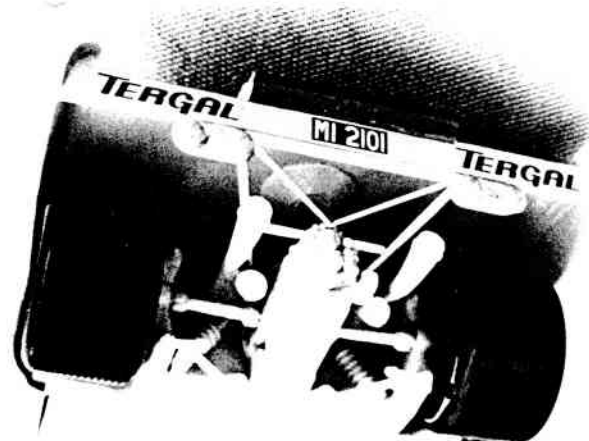


In the photo on the left, note the position of the wing mounts, and the wing. The sloped side of the mount should face the front of the car, with the two holes up. Note the positions of the oil filler cap in the roof butress, and the fuel fillers go into the recesses on either side of the windscreen.

If you are building the Tergal Tour de France car, study the photos below, showing the Rally Lights mounted to their photo etched brackets.

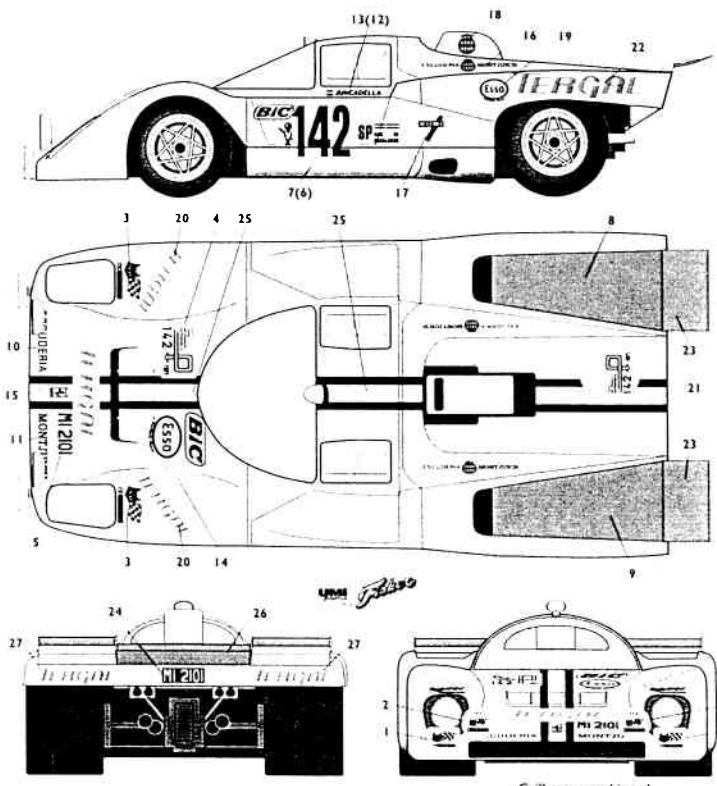
These must be bent to fit the bodywork, as shown. Note that the smaller mount is bent under the front of the car, while the larger light mounts onto the nose.

Taillights are mounted to the framing as shown. Lenses should be Red.

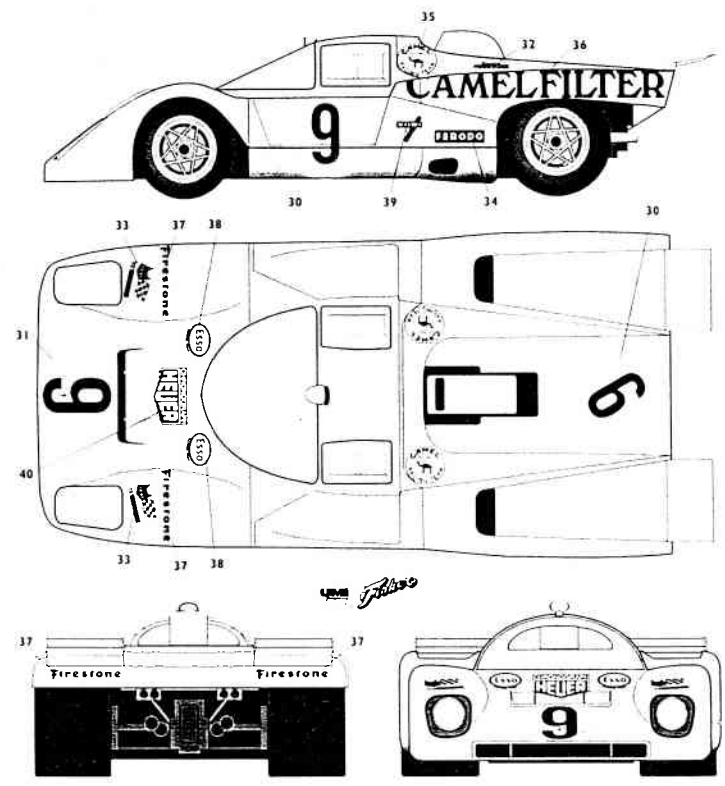


Model Parts, Instructions & Decals COPYRIGHT 1999 PAUL M. FISHER, ALL RIGHTS RESERVED UNAUTHORIZED REPRODUCTION PROHIBITED. THIS MODEL KIT IS MADE BY HAND IN THE USA.

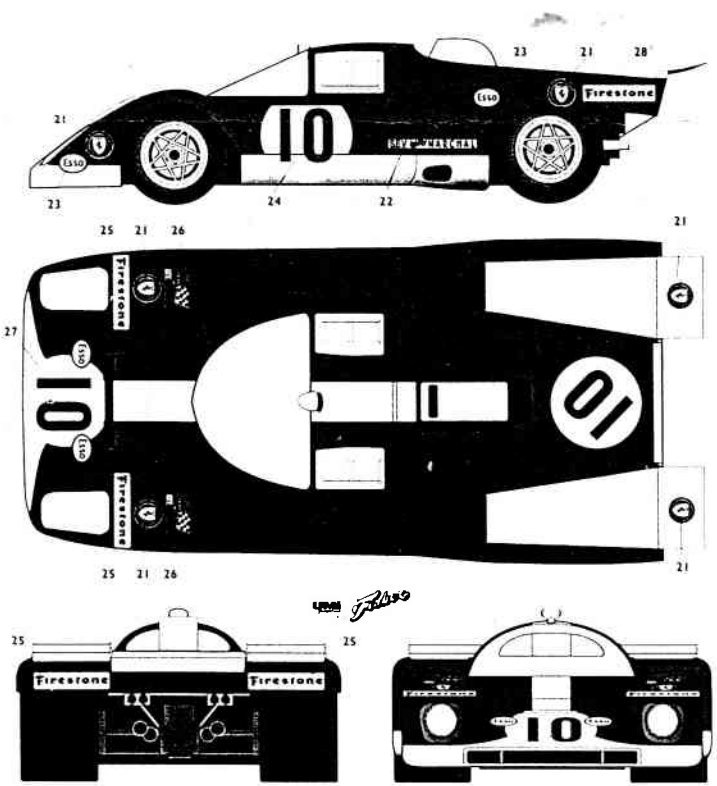
FISHER MODEL & PATTERN, 5290 BUCKBOARD LN, PARADISE, CA 95969 USA PHONE / FAX 1 (530) 876-9900 INTERNET: www.fishermotels.com E-Mail: fisher@fishermotels.com. Please write or call for a catalog



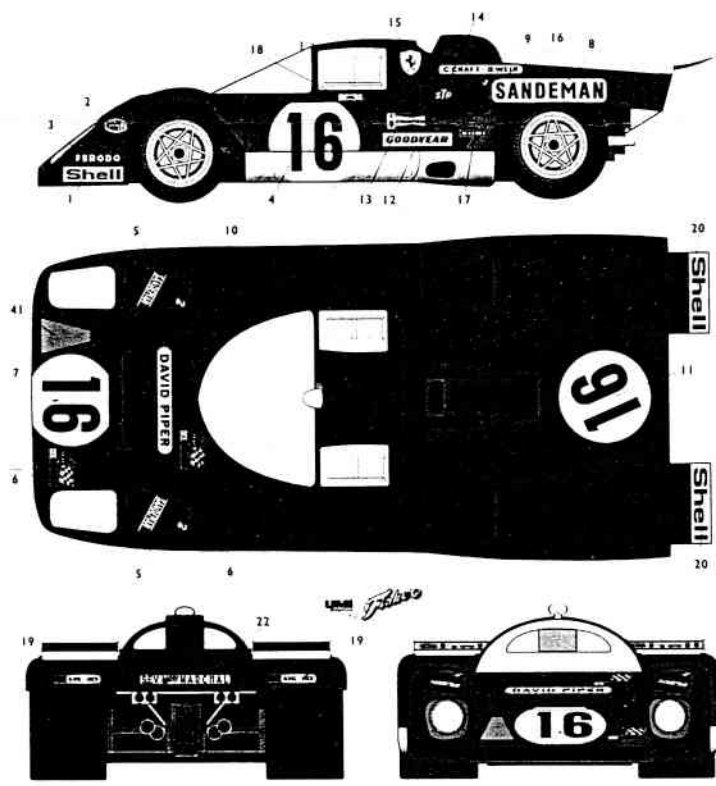
Grille surround is red



512M - Ecurie Francorchamps - Le Mans 1971



512M - Team Gelo - Le Mans 1971



512M - Team Sandeman - Le Mans 1971



2416 Matra



2402 '58 RSK F.2



2418 Porsche
917/30 Can Am



Fisher
MODEL & PATTERN

Kits made in the USA by Fisher Model & Pattern
5290 Buckboard Lane, Paradise, CA 95969 USA
Phone/Fax: 001 (530) 876-9900
www.fishermodels.com



2417
Porsche
917
Martini



2419
F.512 M
Factory
Body



2419

2412
Sunoco
F.512 M



2420
F.512 M
Factory
Body

