

BUILD THE

# FERRARI

# 312 T4



THE LEGENDARY 1970s F1 FERRARI

PACK **01**

PHASES 1-6



SCALE  
**1:8**

# BUILD THE FERRARI 312 T4



SCALE  
1:8

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DEAGOSTINI  
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WARNING: NOT SUITABLE FOR  
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SHOWN.

**Ferrari**

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# THE FRONT SPOILER OF THE 312 T4

THE FRONT SPOILER OF THE FERRARI 312 T4 HAD AN IMPORTANT FUNCTION:  
TO IMPROVE THE TRACTION AND STABILITY OF THE CAR.

IN THIS ASSEMBLY SESSION, YOU WILL COMPLETE THE SPOILER AND DECORATE IT  
WITH THE DECALS OF THE SPONSORS' LOGOS.



## LIST OF PARTS

- 1 Front spoiler
- 2 Right-hand spoiler bracket
- 3 Left-hand spoiler bracket
- 4 Decals





01

**01-01** Place a shallow bowl, a soft cloth, two tweezers, a pair of small scissors, and two cotton buds on a clean work surface.



02

**01-02** Using the cloth, carefully clean the front spoiler of your model. Having removed all marks, you will now prepare the surface ready to take the decals.



03

**01-03** The decal sheet has a small protective overlay. Remove it carefully, without damaging the decals underneath.



04

**01-04** Using the scissors, cut out decals 1, 2 and 3 (the reference number is in a circle next to the decal), leaving a small margin.

## DECAL SOFTENER

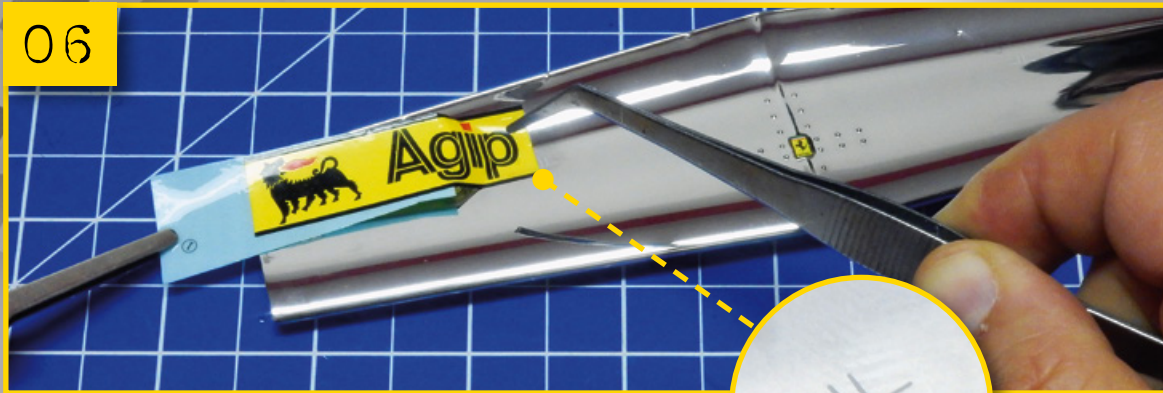
This liquid product is applied with a brush, and is particularly useful when decals are to be placed on uneven, curved surfaces or have small details that must remain visible when they have been covered over. The softener lets the decal lie perfectly on the surface to which it is applied, creating an extremely realistic effect. Decal softeners are available from model shops. They must always be used in small quantities, and only after excess water has been eliminated.

## ADVANCED TECHNIQUE



05

**01-05** Fill the bowl with warm water and submerge the decal marked with the number 1. Leave it submerged for about 30", until the thin decal begins to separate from its backing sheet.



**01-06** Using the tweezers to help you, place the decal on the spoiler whilst sliding it away from its backing sheet. To find the correct position, use as a guide the small reference angles on the spoiler (see detail).



**01-07** When you are happy with the position of the decal, gently dab it with the cloth to remove excess water. If you still need to move the decal slightly, use a cotton bud - not your fingers.



**01-08** Following the same procedure, position the central decal. Again, use a cotton bud to move it. If you want to, you can use a decal softener (see box on page 2) to bring out the minutest details, as shown in the detailed image above.



**01-09** Now you only need to position the decal identified by the number 3. Before proceeding, wait for the decals to dry completely (as a rule, this should take several hours).





10

**01-10** When the decals are dry, prepare everything you will need for the second phase of the assembly: the spoiler. You will need a modelling knife, a small amount of abrasive paper, and plastic glue.



11

**01-11** Plastic glue does not adhere to chrome surfaces, like those of the spoiler. The chromed layer must therefore be removed from the sides of this component using abrasive paper and, using the cutter, from the mounting pins of the supports. Do this extremely carefully to avoid damaging the decals or the surfaces of the components. In the circle you can see what the side of the spoiler looks like after the chrome layer has been removed.



12

**01-12** First dry-fit the couplings between the brackets and the spoiler, and then proceed by applying a thin film of plastic glue.



13

**01-13** Also apply glue to the bracket fitting points and then join the two pieces together. All that then remains is to glue the second bracket to the front spoiler.



### In the next phase

The nose, the front spoiler bracket, one front tyre with its wheel, and screws.



### FINAL RESULT

In this first assembly session you have completed the front spoiler of your model. Put it somewhere safe, ready for use at later stages of the work.

# THE FIRST TYRE AND THE NOSE

YOUR MODEL CAR IS FITTED WITH FOUR SLICK TYRES, WHICH ARE DESIGNED TO GIVE MAXIMUM PERFORMANCE ON DRY TRACKS. HOWEVER IN THIS ASSEMBLY SESSION YOU WILL BE WORKING ON THE FRONT PART OF THE CAR: JOINING TOGETHER THE NOSE AND SPOILER.



2 type A screws



2 type B screws



## LIST OF PARTS

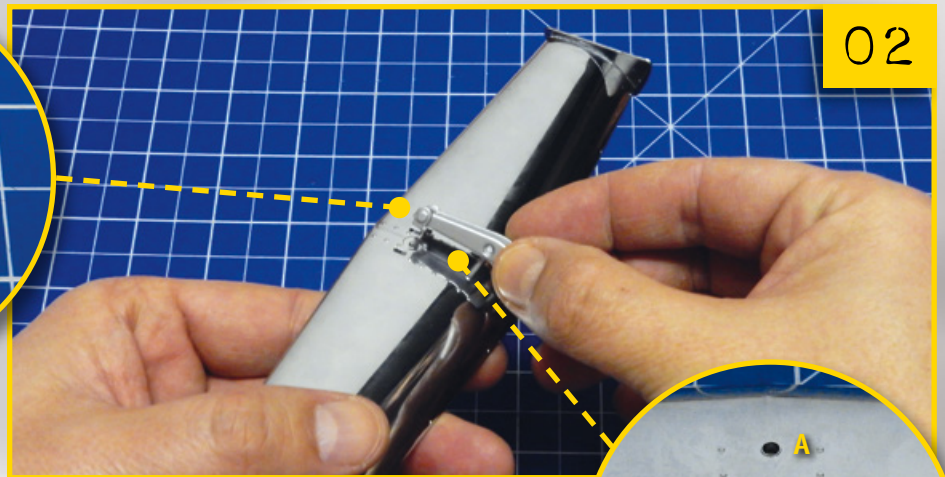
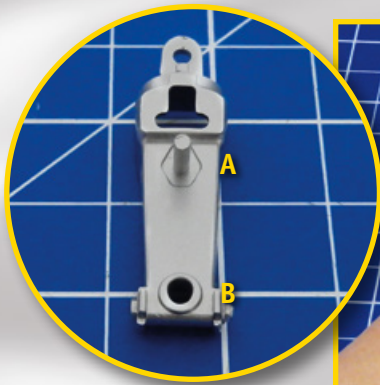
- |   |                       |                   |
|---|-----------------------|-------------------|
| 1 | Front tyre with wheel | <b>SCREWS</b>     |
| 2 | Nose                  | Two type A screws |
| 3 | Front spoiler bracket | Two type B screws |





**02-01** Place everything you need on the work surface, ready to carry out the assembly session shown on these pages. You will need the nose, a type A screw, a type B screw, the front spoiler bracket, and the spoiler that you received with Issue 1, to which you have already applied the decals. Also have ready a medium Phillips screwdriver.

**02-02** Turn over the front spoiler and locate holes A and B (image below). Now join the bracket to the spoiler by inserting pin A (photo on the left) into the corresponding hole in the spoiler and marrying up the holes of the two parts marked with the letter B.



**02-03** This is what the front spoiler and its bracket look like when they are correctly coupled.



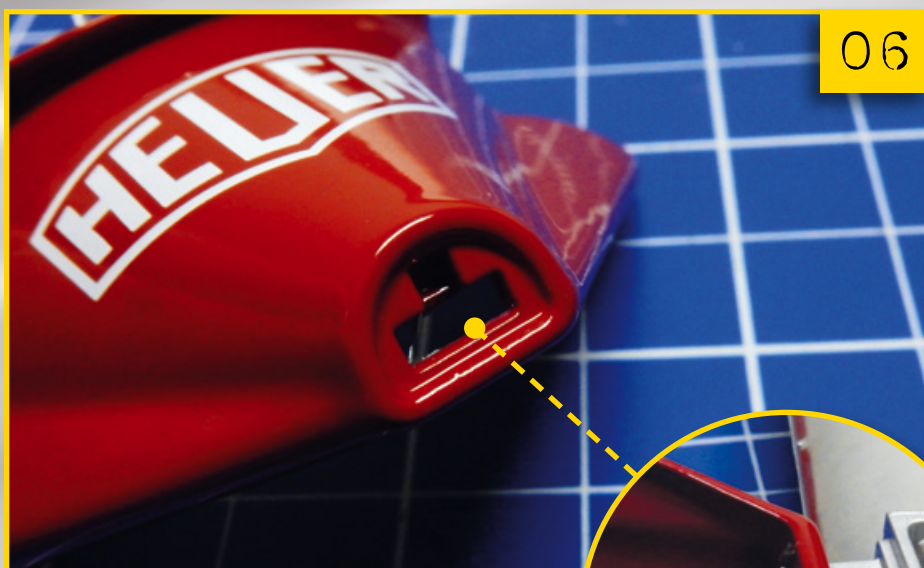


**02-04** Now insert the type A screw into the hole, which you can easily locate in the photograph. Tighten it fully with the Phillips screwdriver.



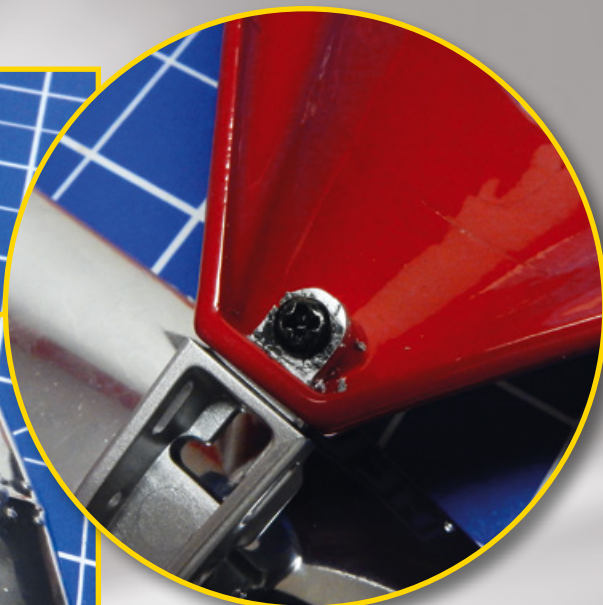
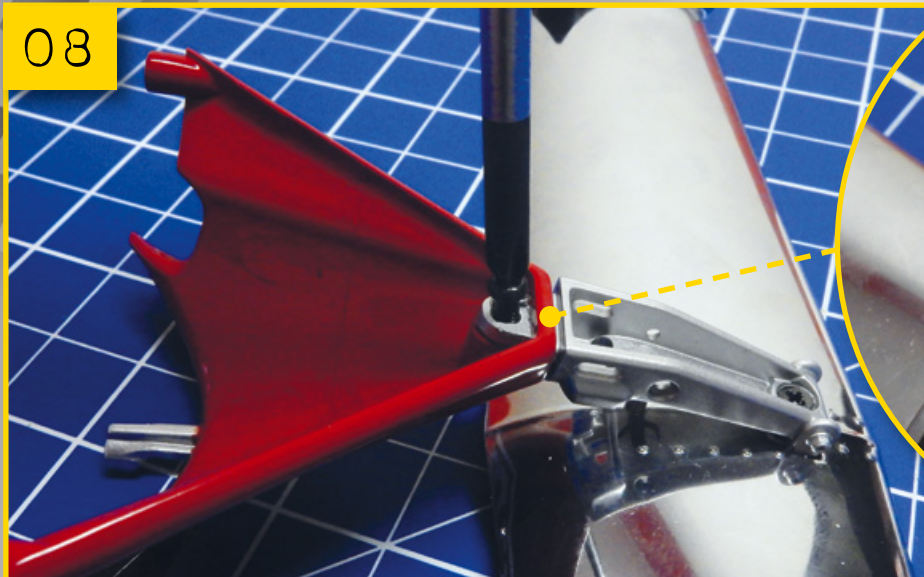
**02-05** The spoiler and its bracket are now securely joined together.

**02-06** Insert the free end of the front spoiler bracket into the nose. The nose has a specially shaped opening (photograph on the left).



**02-07** Slide the front spoiler support into the nose until the mounting holes of both parts match up.

08



**02-08** Insert the type B screw into the union holes in the spoiler bracket and the nose. Use the screwdriver to tighten it as required.

**FINAL RESULT**

You have now firmly connected the front spoiler to the nose of your 1:8 scale Ferrari 312 T4. Very carefully put the finished assembly aside.



**In the next phase**

The brake caliper, the brake cylinder assembly, the beadlock with its bolts, the wheel rim, the air intake, and various screws.



# THE WHEEL RIM AND THE BRAKE

USING THE COMPONENTS YOU HAVE RECEIVED YOU CAN NOW FINISH ASSEMBLING THE FIRST WHEEL OF YOUR 1:8 SCALE FERRARI 312 T4. YOU WILL ALSO ASSEMBLE THE BRAKE CALIPER AND THE AIR INTAKE DUCT WHICH, IN THE REAL CAR, HELPED TO COOL THE DISC.



## LIST OF PARTS

- |                           |                           |
|---------------------------|---------------------------|
| 1 Wheel rim               | 7 Air intake (inner part) |
| 2 Five beadlock bolts     |                           |
| 3 Beadlock                |                           |
| 4 Brake caliper           |                           |
| 5 Brake cylinder assembly |                           |
| 6 Air intake (outer part) |                           |

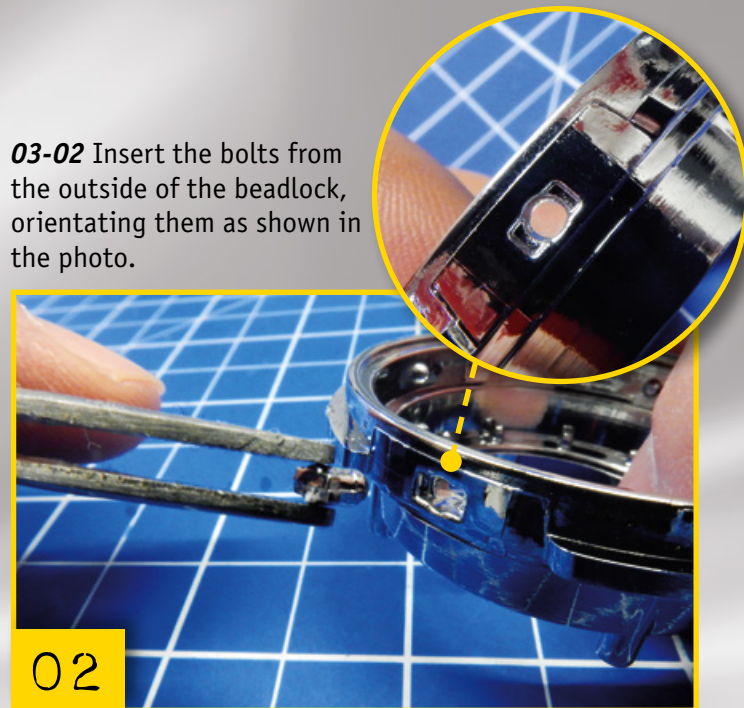
## SCREWS

Three type A screws

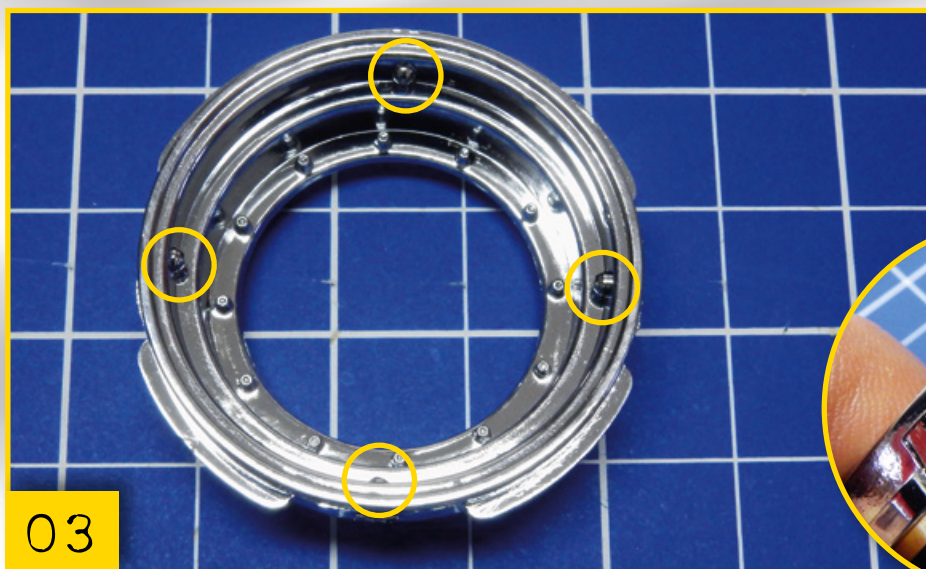




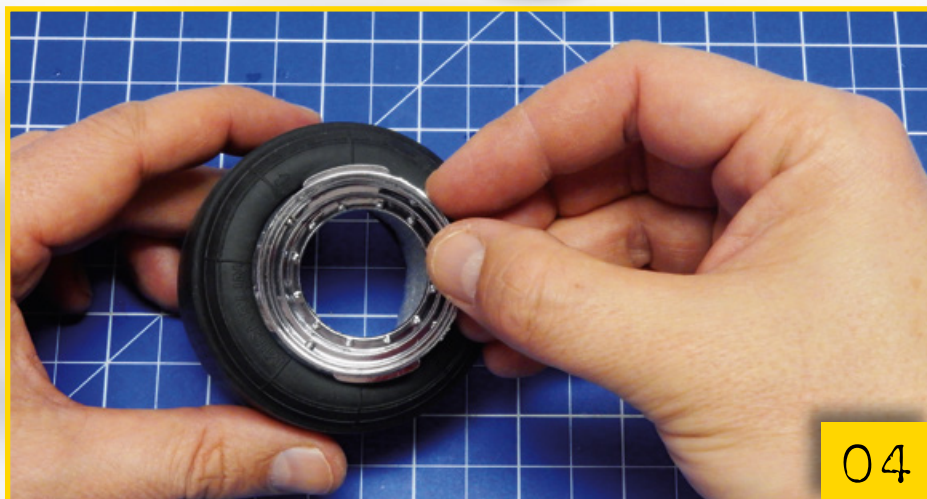
**03-01** You will need the wheel rim, the beadlock with four bolts, two type A screws, the tyre with the wheel, tweezers, and a Phillips screwdriver.



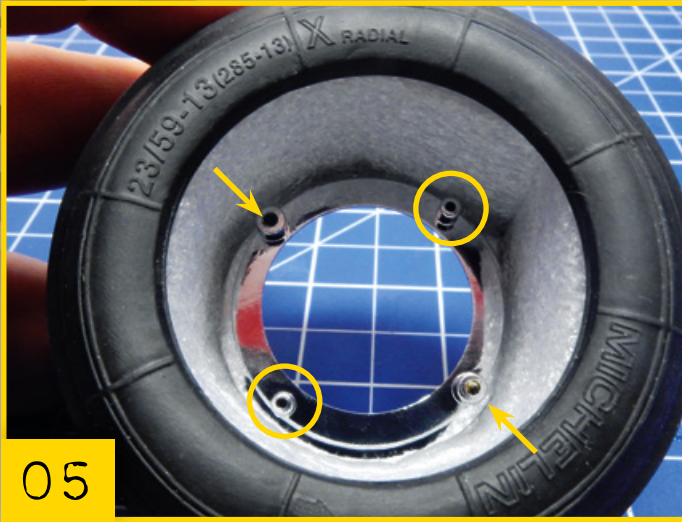
**03-02** Insert the bolts from the outside of the beadlock, orientating them as shown in the photo.



**03-03** The rear part of each bolt, which is almost rectangular, should fit into a seating in the beadlock (photo in the circle). The "bolt heads" (circled in yellow in the larger image) will then appear on the inner side of the beadlock.



**03-04** Then couple the beadlock with the tyre. The four outermost tabs must fit into the lips of the tyre.



**03-05** Turning the wheel over, you will immediately see the two interlocking pins (yellow circles) and the two seatings of the fixing screws (yellow arrows).



**03-06** Insert the wheel rim into the tyre until it connects with the ring. Caution: the holes indicated by the yellow circles in the photo alongside must match up with the interlocking pins of the beadlock.



**03-07** Now insert the two type A screws into the holes that are left free. Fully tighten them with the screwdriver. In this way, the wheel rim and the beadlock will be firmly joined together and locked around the lips of the tyre.

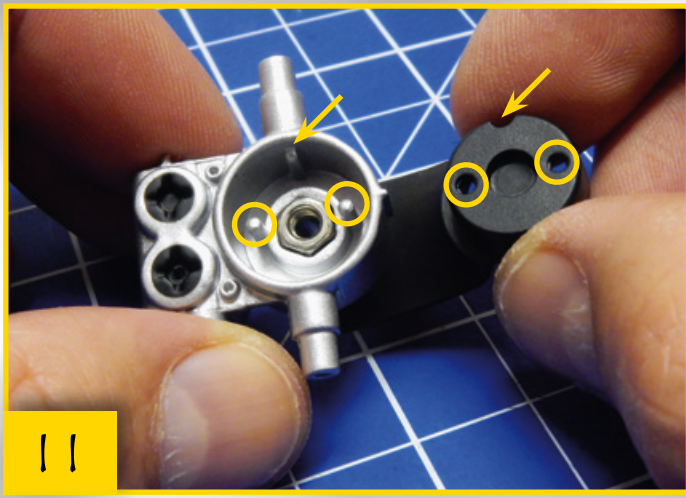
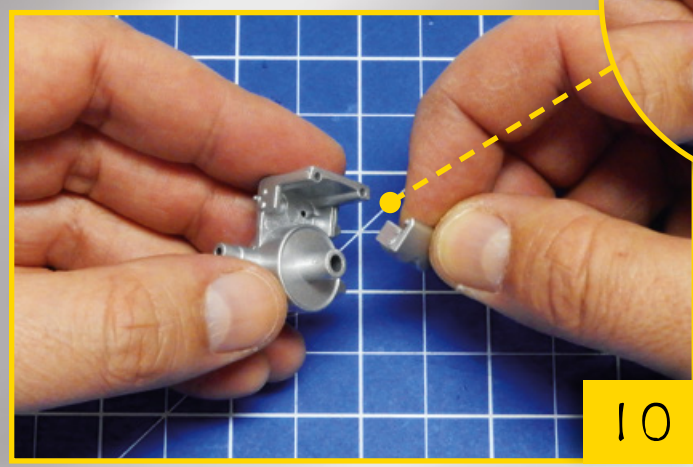
**03-08** On both sides of the wheel, check that the lips are married up exactly with the beadlock and the wheel rim. This completes assembly of the first front wheel.





**03-09** Now take the brake caliper, the cylinder assembly, and both parts of the air intake.

**03-10** Using the two small pins on the cylinder assembly, join it to the front brake caliper.



**03-11** Use the two interlocks (yellow circles) to attach the internal part of the air intake to the brake caliper. A designated centring notch (yellow arrow) is included to make the direction of assembly mandatory.



**03-12** All that remains is to position the external part of the air intake on the part previously installed. Press firmly to join the two parts solidly together.

**FINAL RESULT**

You have now completed assembling the first front wheel and its brake unit.



**In the next phase**  
The seat structure and backrest.

# GILLES VILLENEUVE'S SEAT

THE FERRARI 312 T4 SEAT HAD BACK PADDING, DESIGNED TO ENSURE MAXIMUM DRIVING COMFORT. THIS IS ACCURATELY REPRODUCED IN YOUR 1:8 SCALE MODEL.

1



2



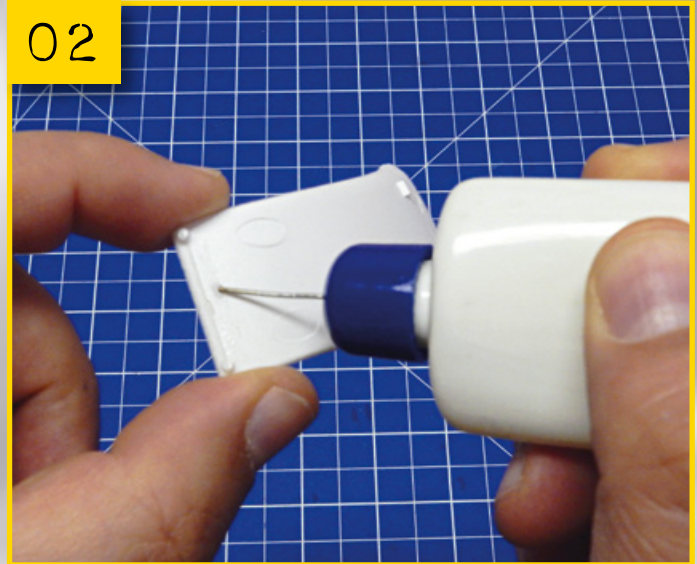
## LIST OF PARTS

- 1 Seat structure
- 2 Backrest



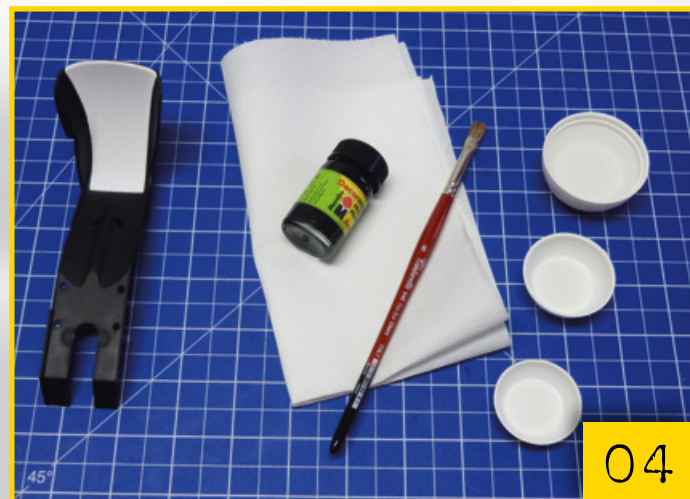


**04-01** Begin by assembling the seat: you will need the seat structure, the backrest, and a bottle of plastic glue.



**04-02** Place a small amount of glue inside the back, particularly at the lower and upper extremities.

**04-03** Press the backrest against the seat structure, taking care to align the reference tabs with the corresponding holes (highlighted with the yellow circles in the round image).



**04-04** The finish of the backrest is very realistic but if you wish, you can further improve the result by slightly "ageing" it. For this you will need a jar of matt black acrylic colour, a wide-tipped brush, an absorbent paper towel, several bowls, and a small amount of clean water.





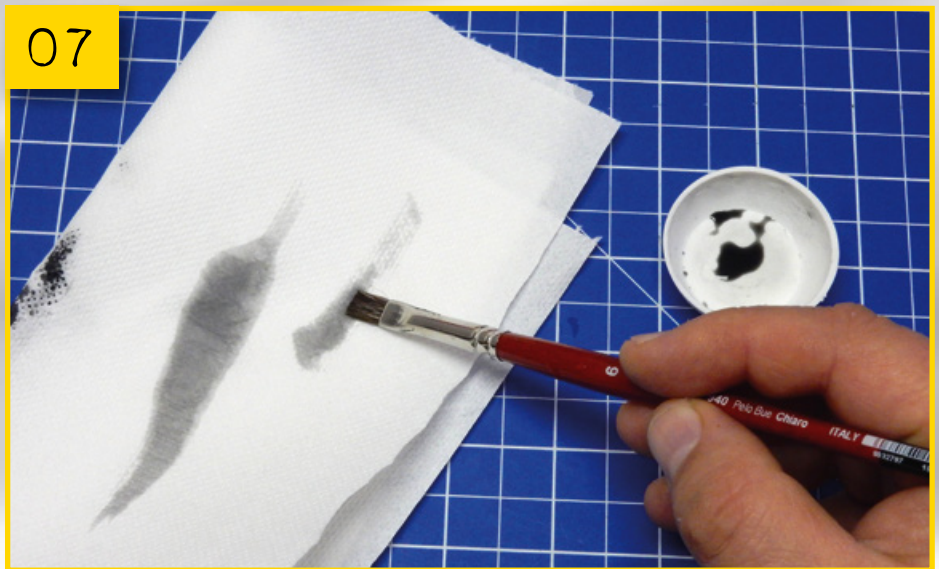
05

**04-05** Put a small amount of the black acrylic in one of the small bowls. Don't overdo it: you will only need a minimum quantity.



06

**04-06** Dip the brush in the water and dilute the colour in another bowl. Don't be afraid to use plenty of water; the coloured pigment must be really minimal.



07

**04-07** Before you start work on the backrest, carry out a few tests on the paper towel; the colour left by the brush must be light grey and very diluted.



08

**04-08** With the brush still wet, begin applying the colour to the backrest: as can be seen, you should obtain a fairly uniform and homogeneous tint, in a light grey shade.



09



**04-09** To correct any excesses of colour and create shadows and highlights, dab the backrest with the brush dipped in water, and the paper towel.



#### FINAL RESULT

This is the final result: as can be seen, the backrest now has some slightly shaded areas, which make it more realistic.



### In the next phase

The left-hand side of the front axle: the brake disc and the first suspension components.



# THE LEFT-HAND SUSPENSION

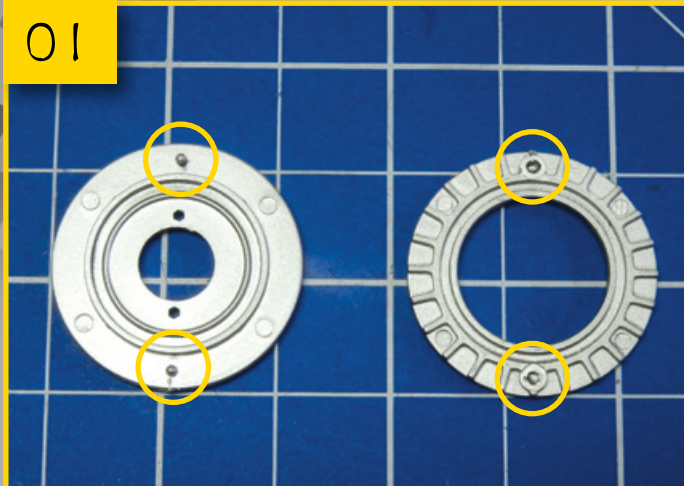
USING THE NEW PARTS THAT YOU RECEIVED WITH ISSUE 5, YOU CAN NOW BEGIN ASSEMBLING THE LEFT FRONT SUSPENSION, WITH THE TYPICAL DEFORMABLE QUADRILATERAL CONFIGURATION, A FEATURE THAT MADE THE F312 T4 A RACE-WINNING CAR.



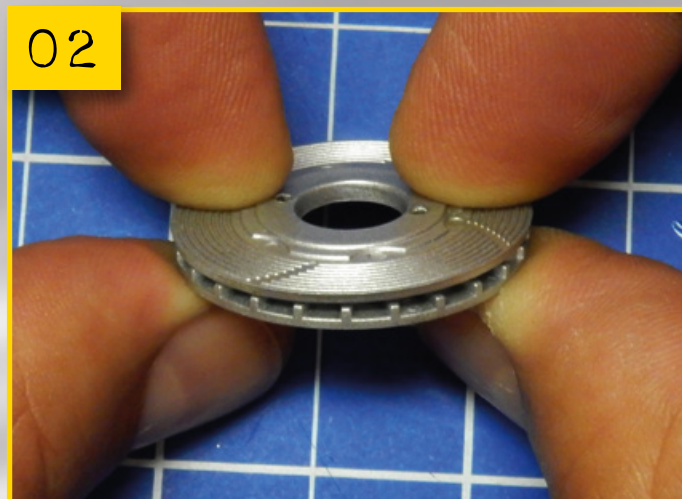
## LIST OF PARTS

- |          |                     |                    |
|----------|---------------------|--------------------|
| <b>1</b> | Upper arm           | <b>SCREWS</b>      |
| <b>2</b> | Lower arm           | Four type C screws |
| <b>3</b> | Steering tie rod    |                    |
| <b>4</b> | External brake disc |                    |
| <b>5</b> | Internal brake disc |                    |

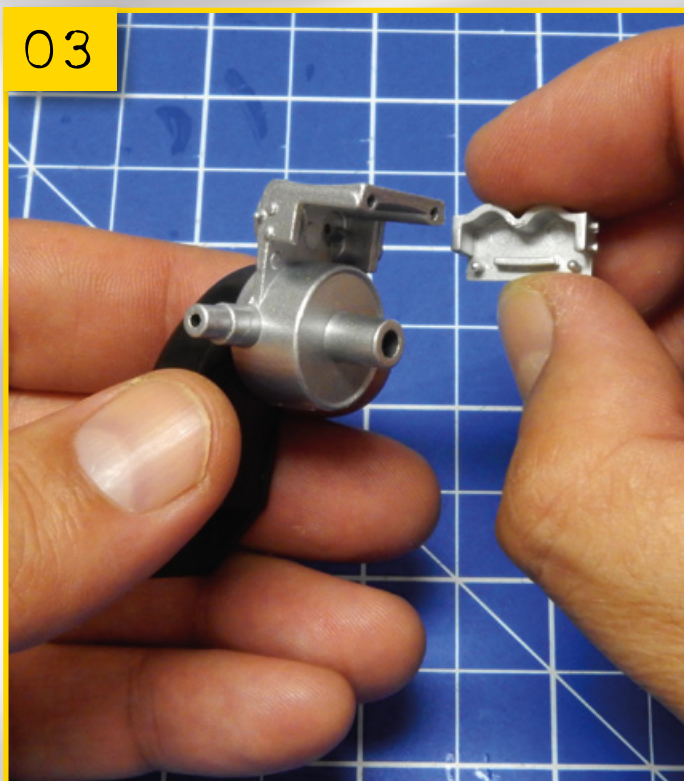




**05-01** Look at the two parts of the brake disc. The external part (on the left) has two pins that must be inserted into their designated holes in the internal part (on the right).



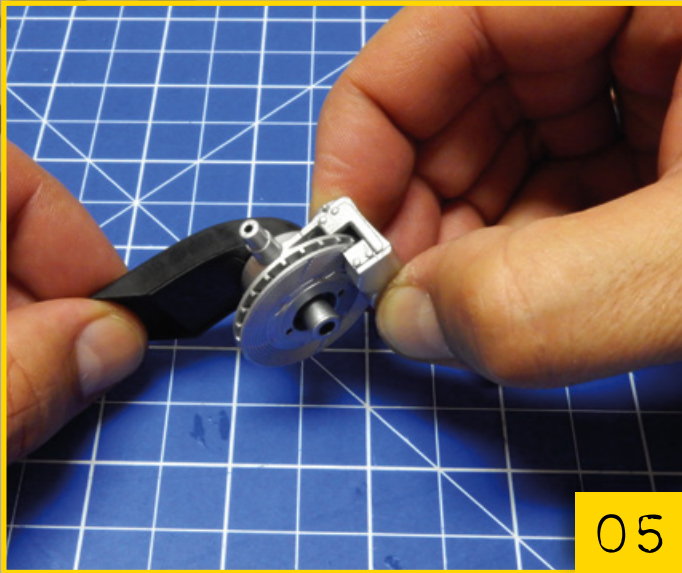
**05-02** Join the two parts of the brake disc and press them against each other with your fingers so that the interlocks are perfectly coupled together.



**05-03** Get the brake caliper air intake that you built in the third assembly session. Remove the cylinder assembly.



**05-04** Position the brake disc on the air intake, orientating it as shown in the illustration. At the moment there will be too much play in the disc: don't worry about it because some parts of this assembly are still missing, which you will be assembling later.



05

**05-05** Now put the cylinder assembly back in place, to close the brake caliper on the disc.



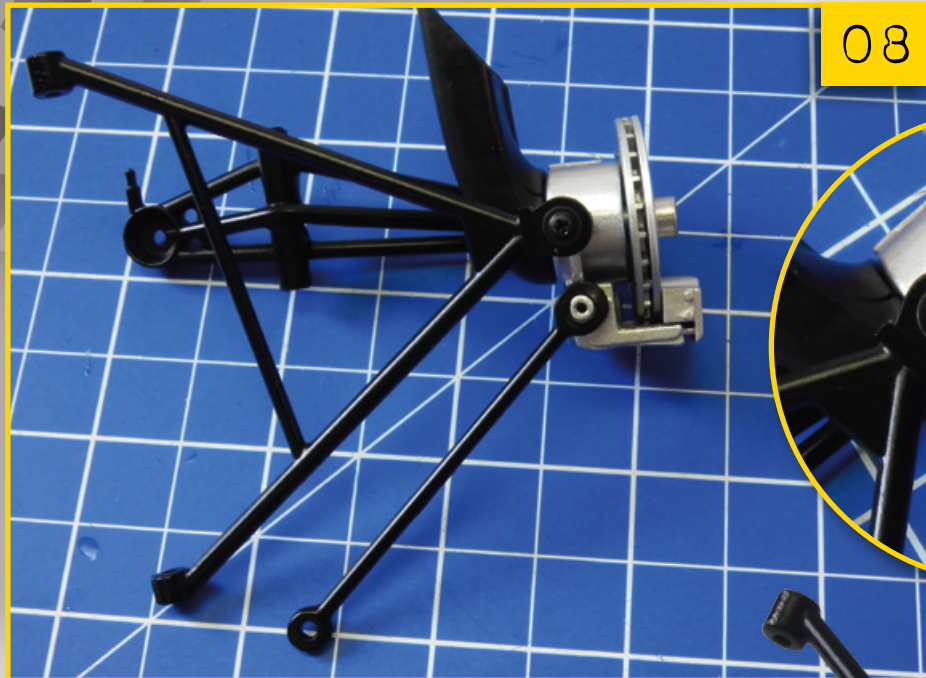
06

**05-06** Orientating the components as shown in the illustration, join the upper arm to the brake assembly. To keep them firmly connected, use a type C screw.



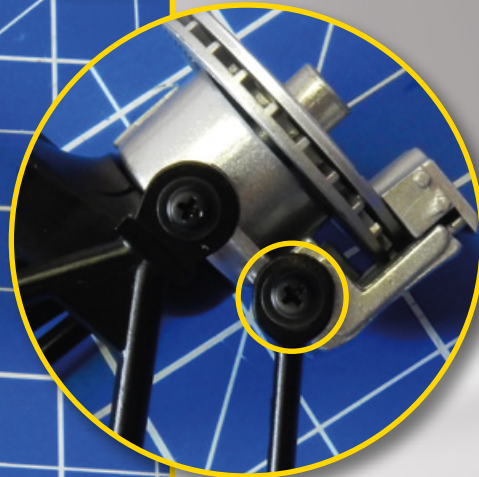
07

**05-07** Now it's time for the lower arm. Again, we recommend that you first study the illustrations to see how to correctly orientate the parts. Again, use a type C screw for the lower arm.



08

**05-08** Finally, adjust the steering linkage and secure it with another type C screw.



**FINAL RESULT**

The left front suspension of your model is taking shape. Very carefully set aside your completed work, ready to continue assembling your F312 T4 using the enclosures in the next Issue.



**In the next phase**

The components required to complete the left front suspension.

# THE FIRST SHOCK ABSORBER

USING THE ENCLOSED COMPONENTS YOU CAN NOW FINISH ASSEMBLING THE LEFT FRONT SUSPENSION OF YOUR FERRARI 312 T4, COMPLETE IN EVERY DETAIL.



## LIST OF PARTS

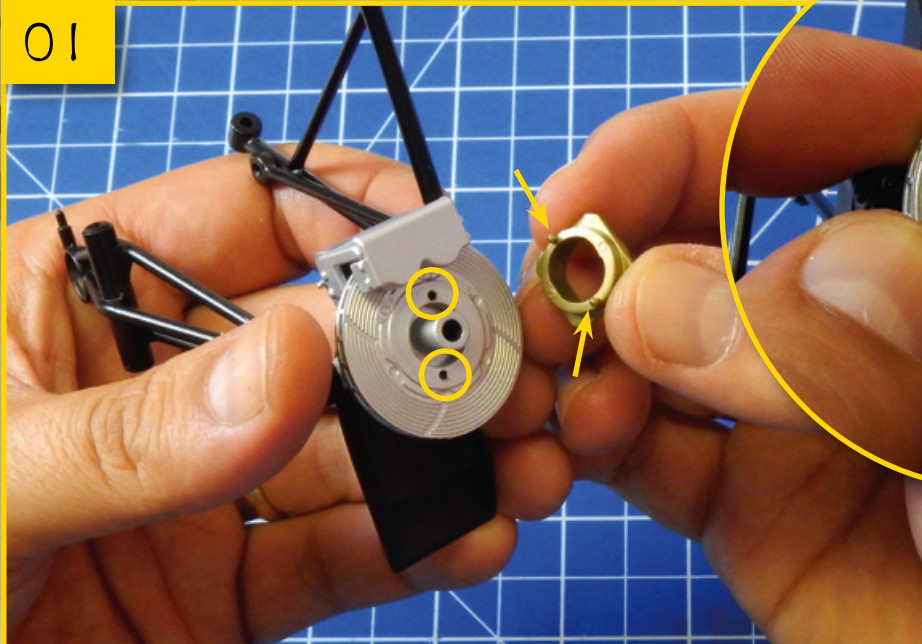
- 1 Shock absorber
- 2 Rear link
- 3 Front link
- 4 Brake disc support
- 5 Hexagonal head screw

- 6 Hubcap

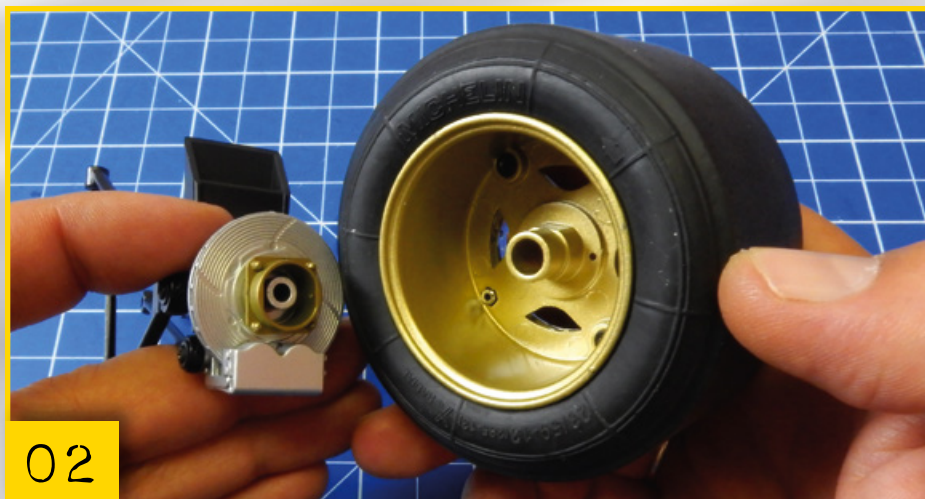
## SCREWS

- Two type D screws
- Two type L screws





**06-01** Install the brake disc support on the brake disc. The two mounting pins and their corresponding holes will ensure that the parts are correctly orientated.



**06-02** Now fit the complete wheel on to the left front suspension assembly.



**06-03** Secure the wheel with a type L flanged screw. After tightening it fully, loosen it by half a turn so that the wheel can rotate.



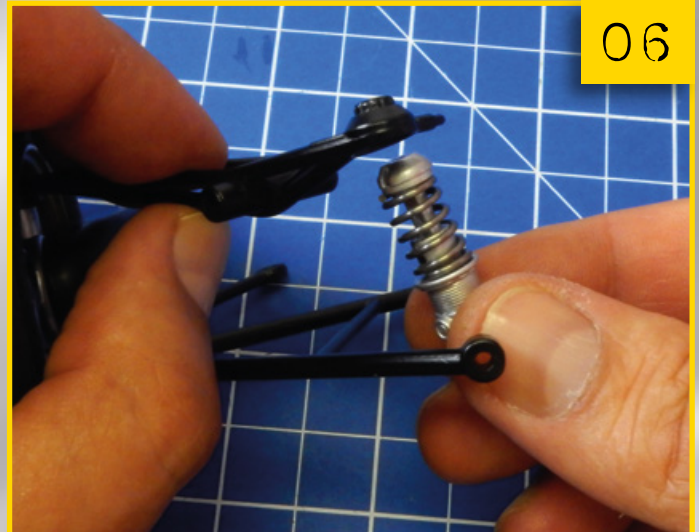
**06-04** Fit the hubcap. The mounting pins and holes will ensure that the parts are correctly orientated and securely assembled.





05

**06-05** At last you have united the left front wheel with its suspension.



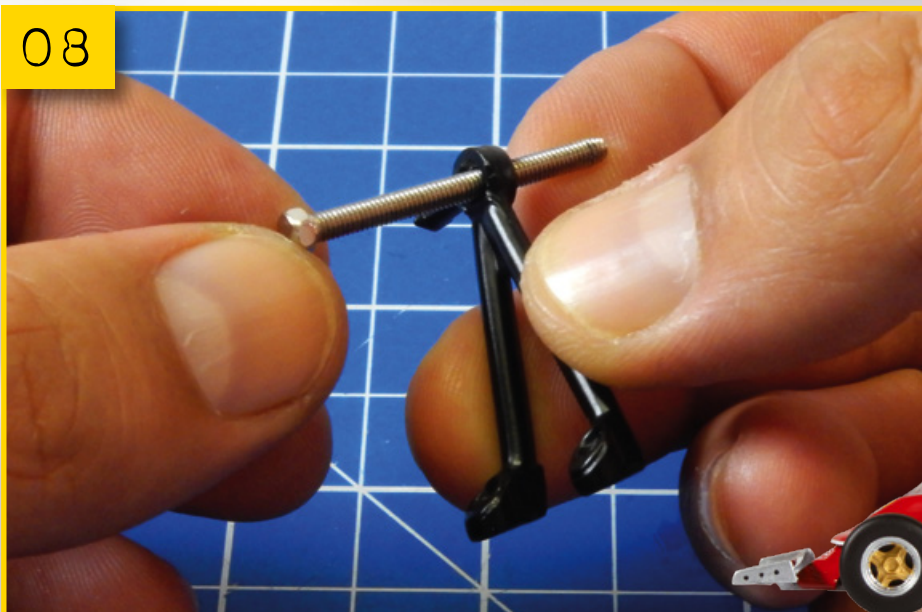
06

**06-06** Bring the shock absorber close to the free end of the upper arm of the suspension, working as shown in the photograph.



07

**06-07** To fix the shock absorber to the upper arm, use a type D screw.



08

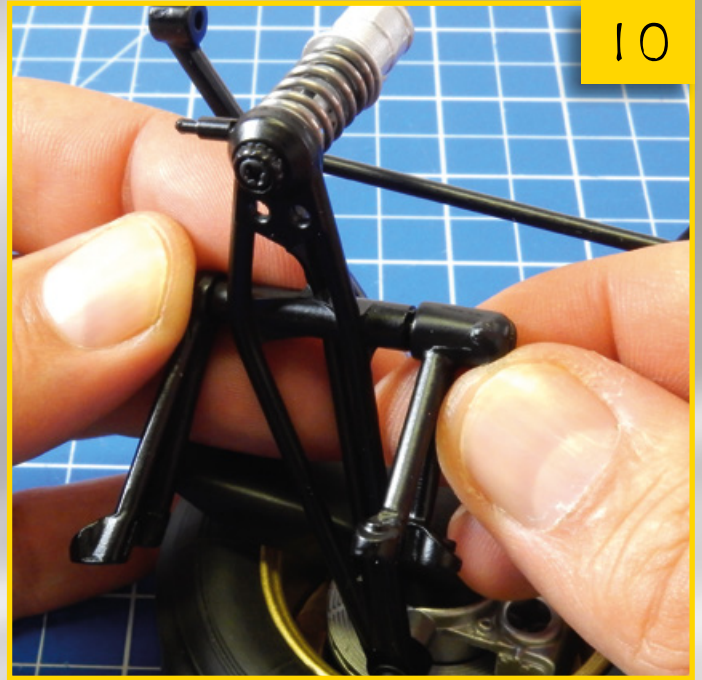
**06-08** Insert the hexagonal screw into the slot of the front link, as shown in the illustration.





09

**06-09** Insert the hexagonal screw into the cylindrical cavity in the upper arm of the suspension.



10

**06-10** Finally, fit the rear link on to the free end of the screw and tighten the whole assembly.

## In the next phase

The first components of the left-hand cylinder block of the engine.



## FINAL RESULT

The left front suspension is now complete in every detail. Put it aside carefully, ready to fit to the model you are assembling.