

After winning the Formula1 Drivers World Championship for 2 times (1972 and 1974), the Brazilian Emerson Fittipaldi decided to drive for his own team, Copersucar Fittipaldi, in 1976. Used to win races and fight for the Championship during the previous four seasons, the first two years were very difficult for him, with no better results than three 4th. places in 1977. Things started to change in 1978. Driving a competitive chassis, the Copersucar F5A,

Emerson finished 9th. in the Drivers Championship with 17 points (equal to Gilles

Villeneuve driving a Ferrari), and his team 7th. in the Constructors Championship

with the same 17 points, in front of traditional teams like Mc.Laren and Williams.

His best result was at the 1978 Brazilian Grand Prix in a very hot race at the Jacarepaguá circuit, in Rio de Janeiro, when he finished on the second place,

behind Carlos Reutemann's Ferrari. This was an unforgettable Grand Prix for the

driver and his team, as he fought for the first places during the whole race, in front

of his home crowd that was overjoyed with his performance. This second place

was the best ever result of the Brazilian Team, that finished its activities at the

end of 1982.

# Read before assembly

\* Read carefully and fully understand the instructions before assembly..

\* Keep away from small children.

\* Model car for collectors. Not suitable for modellers under 14 years old.

\* Cement and paints not included in the kit.

\* Use ciano-acrilate cement only.

\* Use polyester putty, for remodelling and repair of resin body and parts.

\* **Tools required:** cement, plastic scribe, side cutter, tweezers and modelling knife.

## \* Paints required:

TS16 / yellow

X-2 / white

X-7 / red

X-9 / brown

X-10 / gun metal

X-11 / chrome silver

X-18 / semi gloss black

X-23 / clear blue

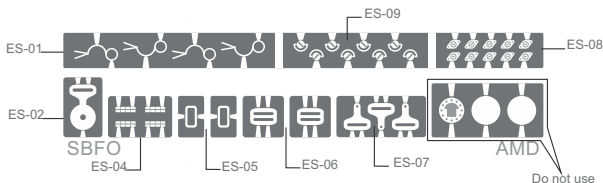
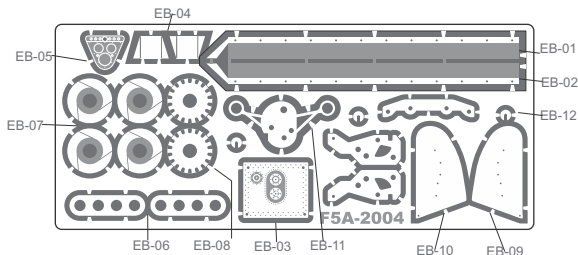
XF-1 / flat black

XF-8 / flat blue

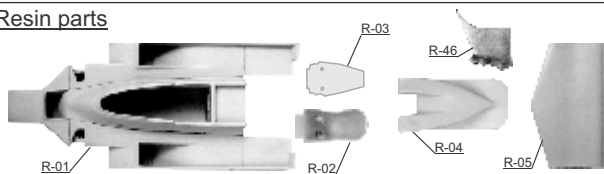
XF-16 / flat aluminum

XF-56 / metallic grey

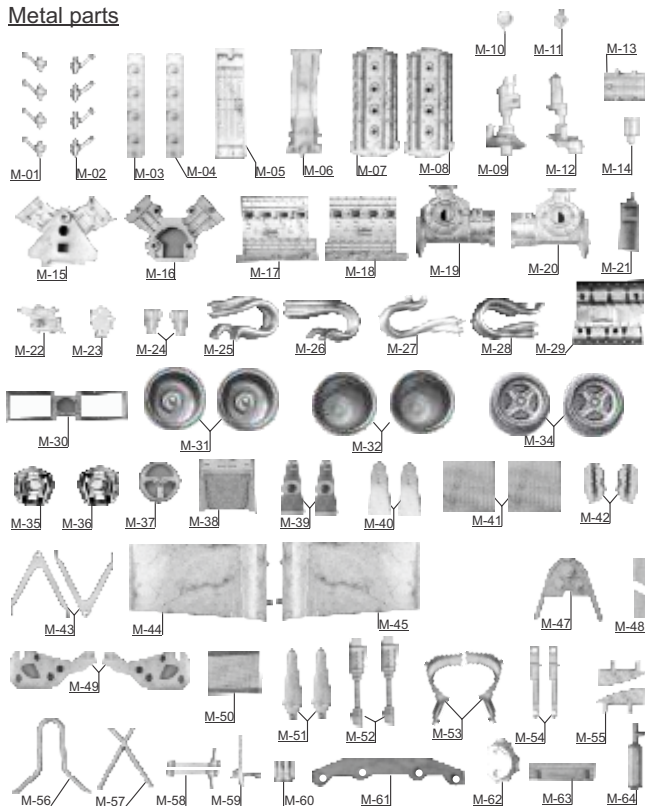
XF-59 / desert yellow



## Resin parts



## Metal parts



TRUMPETS *aluminum*



SPRINGS *steel*



AIR INTAKE *aluminum*



WIRE *brass*



VACUUM FORM *windscreen*



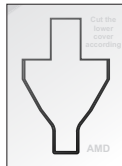
EXHAUST *aluminum*



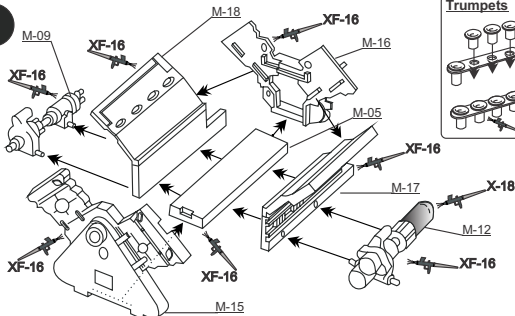
SPARK PLUG CABLE SCREW



FLOOR *plastic*

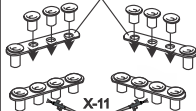


**1**

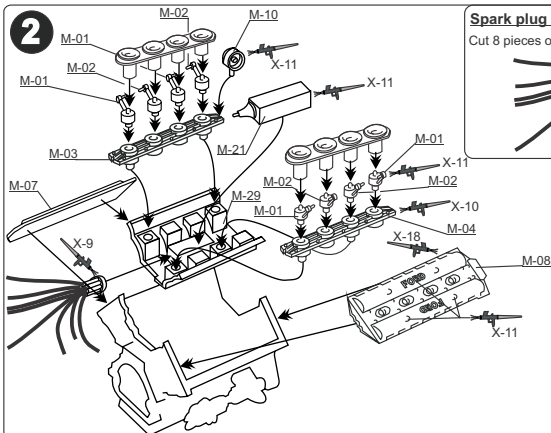


**Trumpets**

EB-06



**2**

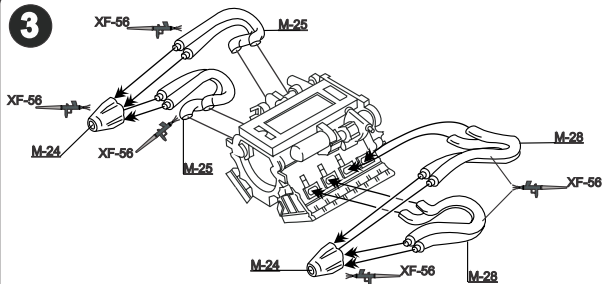


**Spark plug cables**

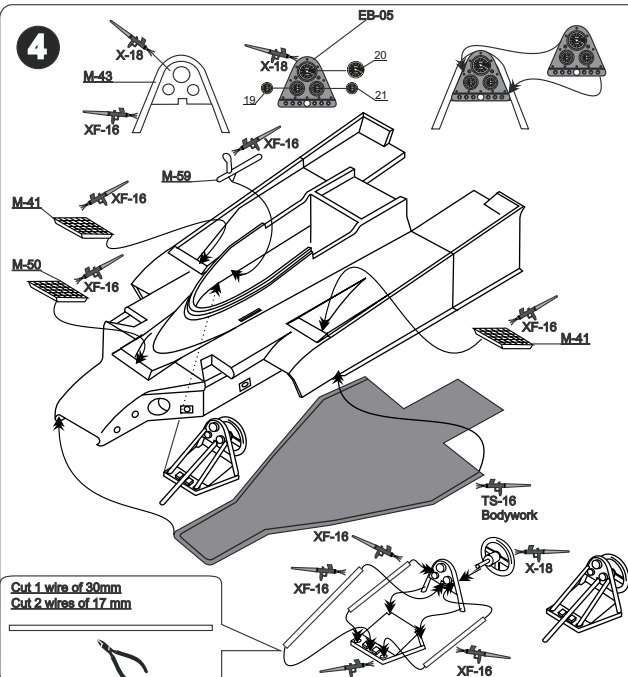
Cut 8 pieces of wire of 40 mm length



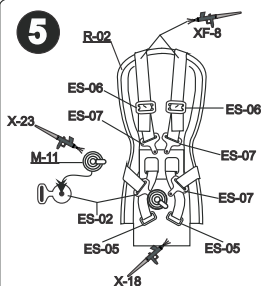
**3**



**4**

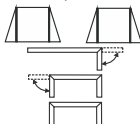


**5**



Lateral refrigeration air intakes 1978 Brazilian GP only

EB-04 x 2 pieces



Cut vacuum form windscreen

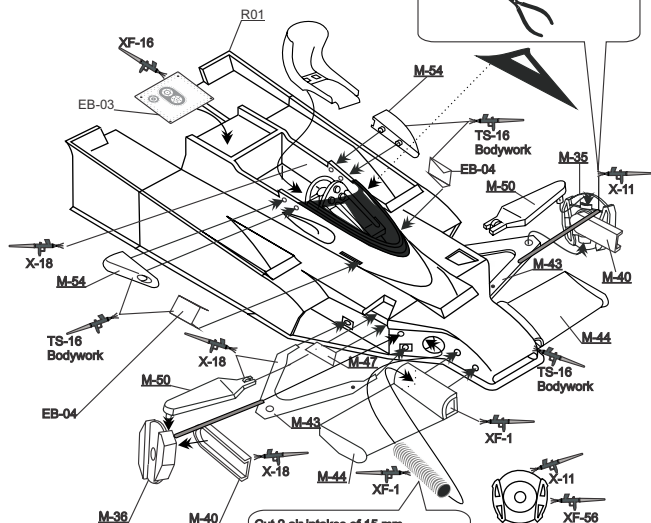


Cut a hole in the windscreen (both sides) as follows:



1978 Brazilian GP only

**6**



Cut 2 wires of 22 mm

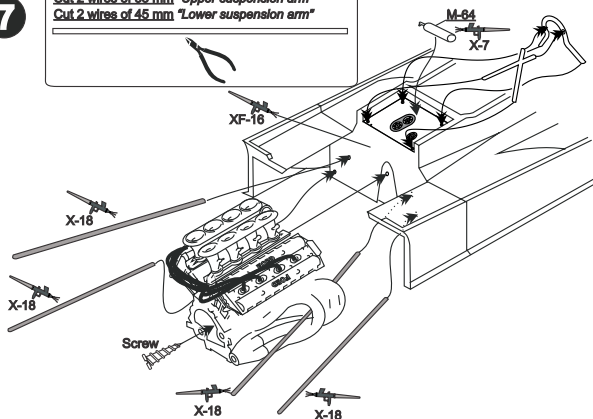


Cut 2 air intakes of 15 mm



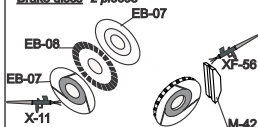
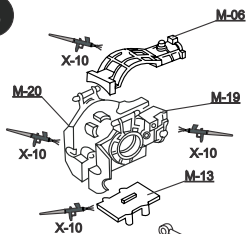
7

Cut 2 wires of 53 mm "Upper suspension arm"  
Cut 2 wires of 45 mm "Lower suspension arm"

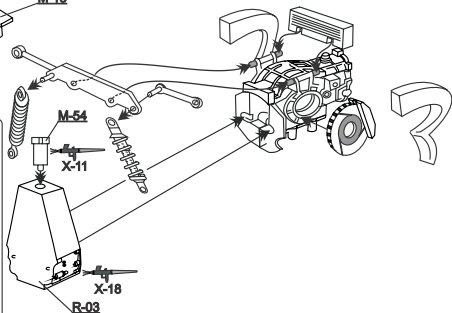
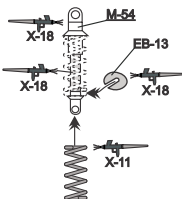


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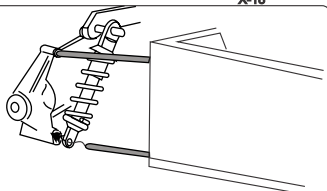
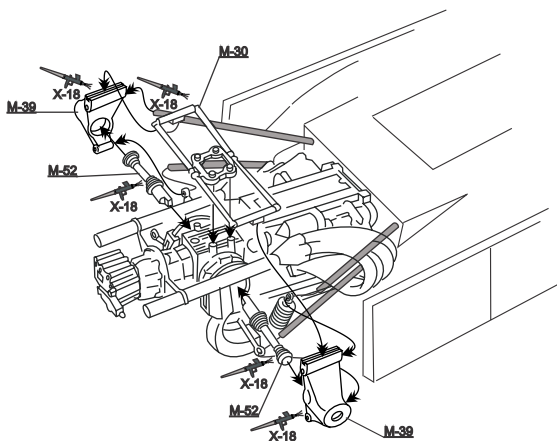
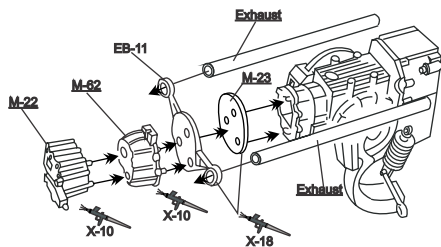
Brake discs "2 pieces"



Shock absorber "2 pieces"



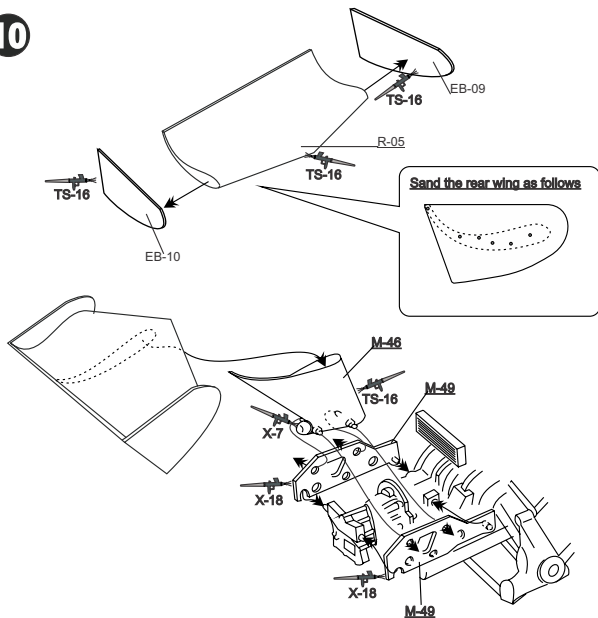
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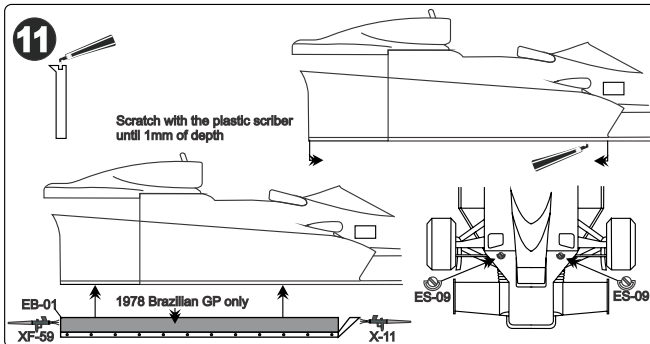
Shock absorber position



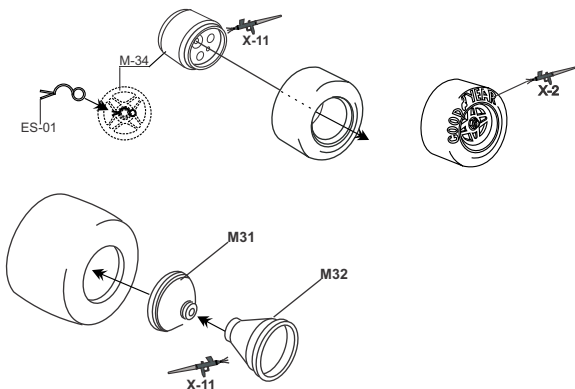
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11

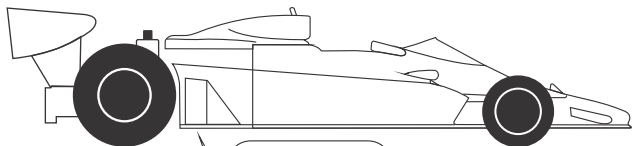


**12**

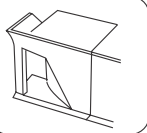


**13**

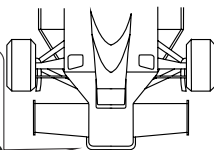
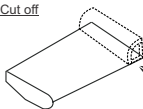
### Presentaion car modifications



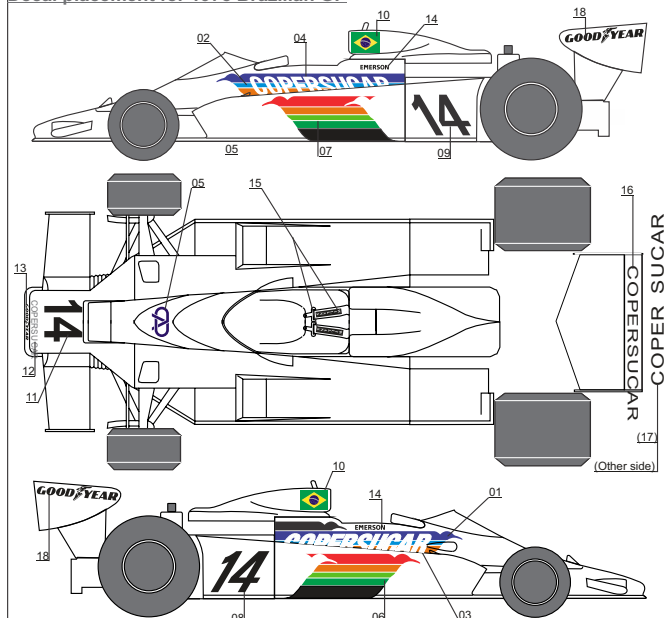
For more reference material,  
please visit our website at  
[www.amdmodels.com](http://www.amdmodels.com)



Cut off



# Decal placement for 1978 Brazilian GP



# Decal placement for Presentation Car

