

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right Rear Leaf Spring



First Generation Falcon

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 28

ASSEMBLY GUIDE

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The right rear leaf spring for the suspension is fitted to the chassis.

HISTORY OF THE FORD FALCON

7

Work on the first generation Ford Falcon was almost stymied by the expensive failure of Ford's new Edsel Division in 1958; it was Robert McNamara who came to the rescue.

YOUR MODEL

You will be building a 1:8 scale replica of a customised 1973 Ford Falcon XB GT. Features include a lift-up bonnet that reveals a detailed engine, opening doors, wind-down windows and an 'active' steering wheel. A remote-control fob illuminates the main lights, brake lights and indicators.

Scale: 1:8
Length: 62cm
Width: 25cm
Height: 19cm
Weight: 7+kg



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Items may vary from those shown.
All parts belong to a kit. Collectors' item for adults. Not suitable for children under 14. Some parts may have sharp edges, please handle them with care.

The installation of electronic parts must always be carried out by an adult. When replacing batteries, use the same type of batteries. Please ensure that the battery compartment is securely fastened before you use the model again. Used batteries should be recycled. Please make sure to check with your local council how batteries should be disposed of in your area. Batteries can present a choking danger to small children and may cause serious harm if ingested. Do not leave them lying around and keep any spare batteries locked away at all times.

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t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 28: Rear Leaf Spring

The right rear leaf spring for the suspension is fitted to the chassis.



Area of assembly

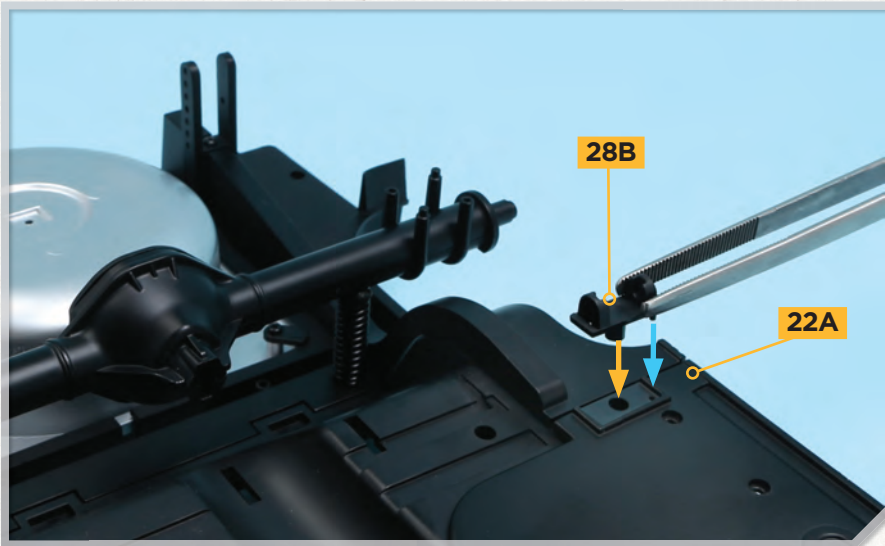


List of parts:

- 28A** Right rear leaf spring plate
- 28B** Leaf spring support
- 28C** Metal pin x 2
- 28D** Right rear leaf spring
- DS06** Three* 1.8 x 3.5mm PM screws
- PS05** Two* 2.3 x 4mm PB

* Including spare
 PM = Pan head for metal
 PB = Pan head for plastic

Stage 28: Rear Leaf Spring

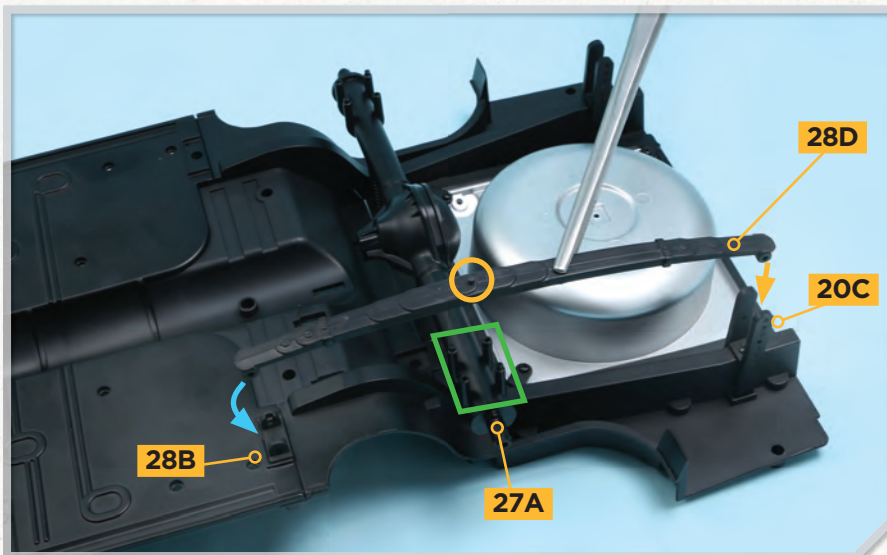
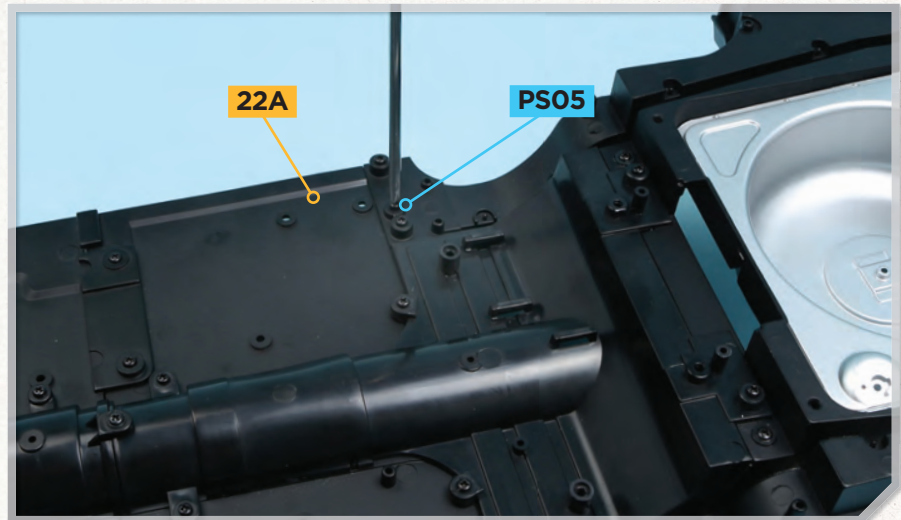


STEP 1

Take the leaf spring support **28B** and identify the fixing point on the underside of the chassis, on part **22A**: it fits inside a rectangular rim, with a screw hole in the middle (yellow arrow); a peg on the support fits in a socket (blue arrow) to help you fit it the right way round.

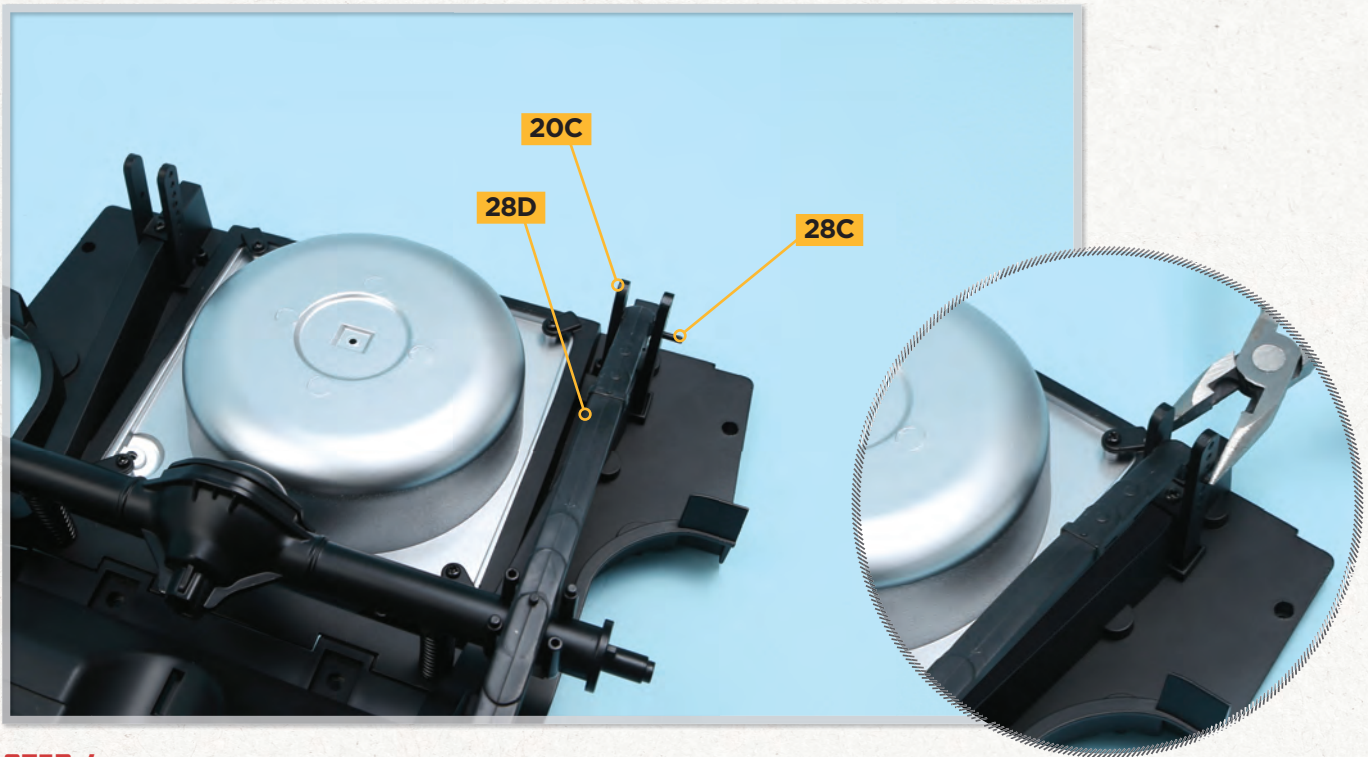
STEP 2

Holding **28B** in place, turn the assembly over so that you can fix the part in place with a **PS05** screw.



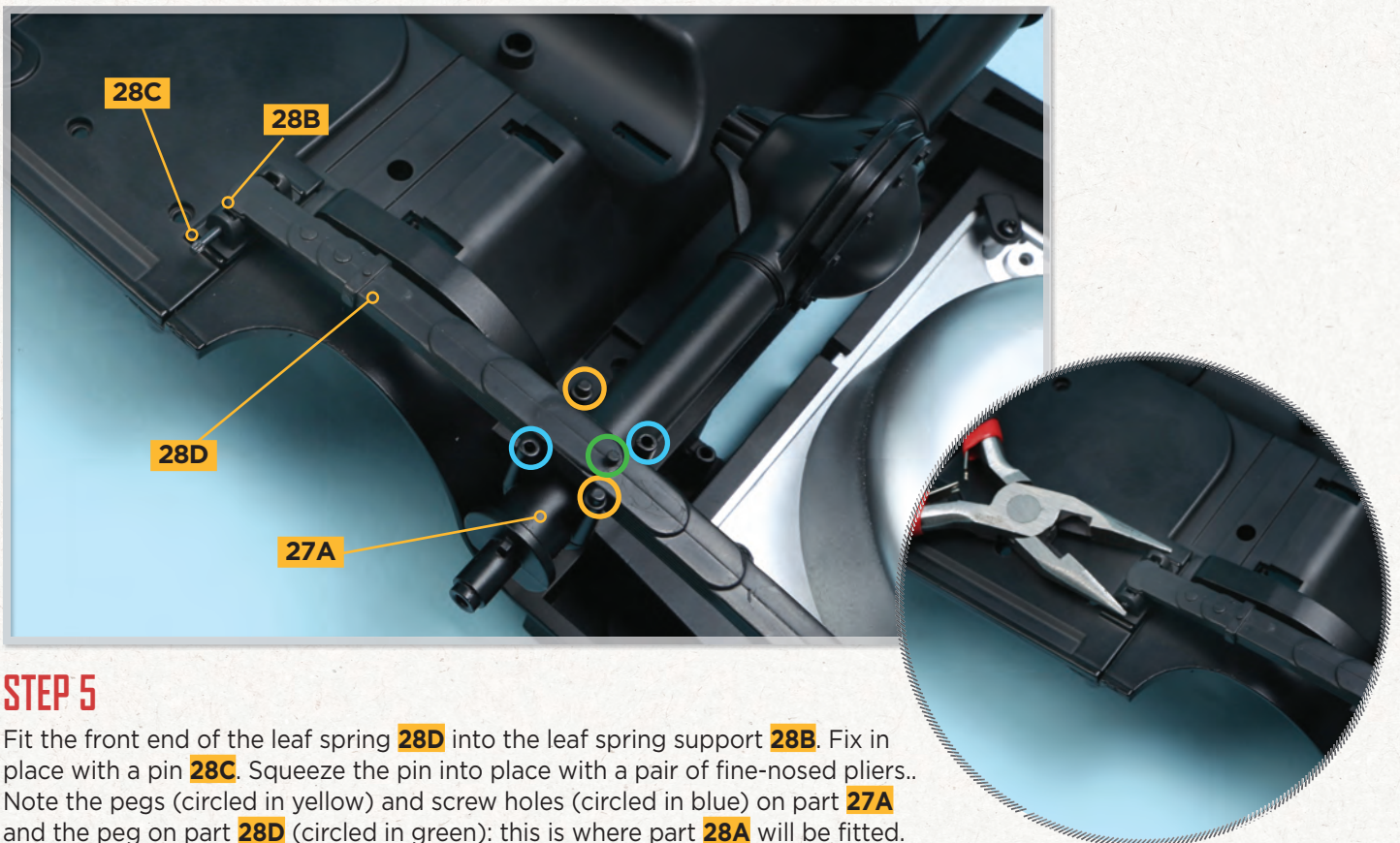
STEP 3

Turn the chassis face down again and check where the leaf spring **28D** fits: one end fits in the support **28B** fitted in the previous steps (blue arrow) and the other end fits into support **20C** beside the spare wheel housing (yellow arrow). Note the curve of the leaf spring and the orientation: the peg on part **28D** (circled) is close to the upright posts on part **27A** (in the green rectangle).



STEP 4

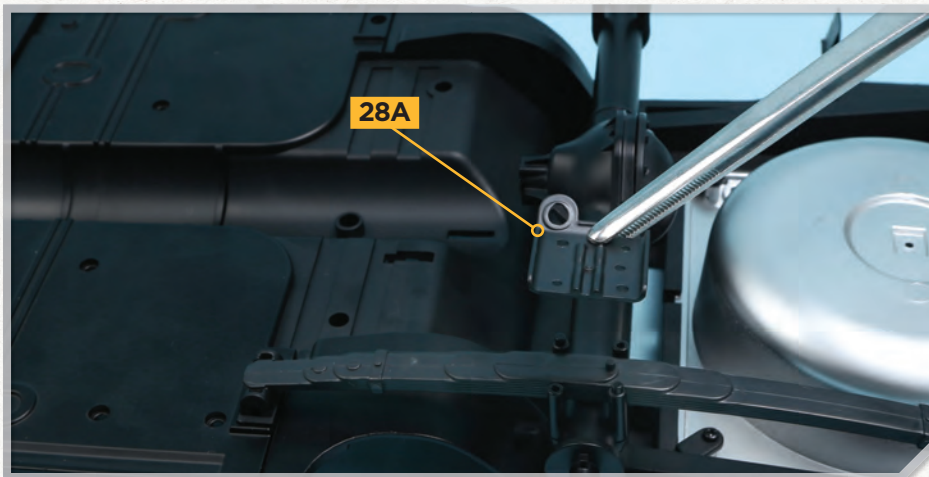
Fit the rear end of the leaf spring **28D** into the right rear leaf spring support **20C**. Fix in place with a pin **28C**. Squeeze the pin into place with a pair of fine-nosed pliers.



STEP 5

Fit the front end of the leaf spring **28D** into the leaf spring support **28B**. Fix in place with a pin **28C**. Squeeze the pin into place with a pair of fine-nosed pliers.. Note the pegs (circled in yellow) and screw holes (circled in blue) on part **27A** and the peg on part **28D** (circled in green): this is where part **28A** will be fitted.

Stage 28: Rear Leaf Spring

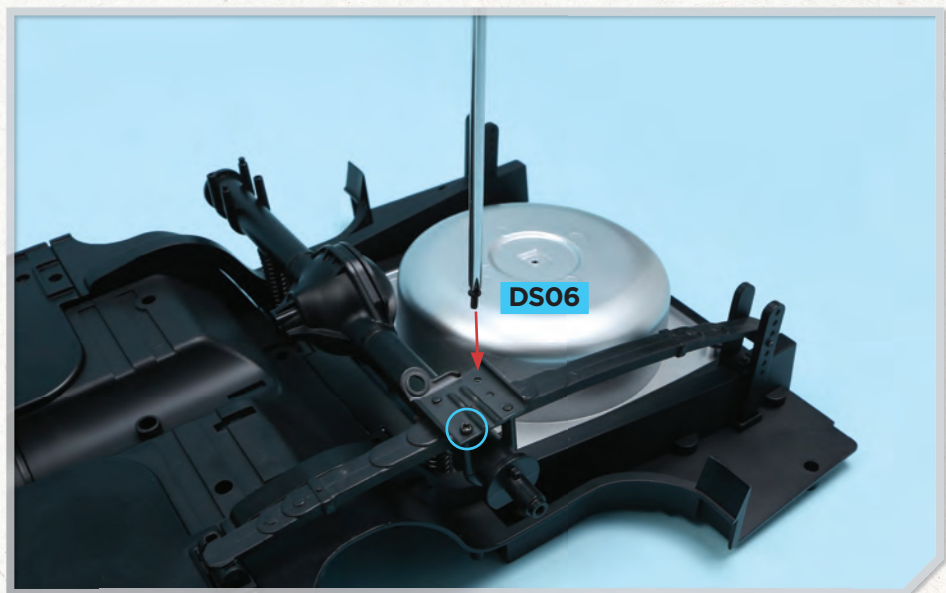


STEP 6

Take the right rear leaf spring plate **28A** and check how it fits on the pegs circled in step 5. Screw holes in part **28A** align with the screw sockets in part **27A**.

STEP 7

Fix part **28A** in place with two **DS06** screws.



COMPLETED ASSEMBLY

The right rear leaf spring has been fitted to the chassis.



Landing the Falcon

Work on the first-generation Ford Falcon was almost stymied by the expensive failure of Ford's new Edsel Division in 1958. One man within Ford's upper echelons had openly opposed the brand but was ready to find alternatives. That man was Robert McNamara.



Great cars are usually created by an individual visionary. The Mini is a good example: it was made real by a small team, but their job was to make Alec Issigonis' groundbreaking concept into a working machine. Gordon Murray's McLaren F1 is similar in that sense, a team effort, working to fulfil Murray's brief, to make the ultimate lightweight, analogue supercar. Neither of those cars would be icons had they relied on 'design by committee'.

Both Issigonis and Murray had been engineers: McNamara wasn't. He had attended the University of California, Berkeley, and graduated in 1937 with a BA in economics before achieving an MBA from Harvard Business School in 1939.

He spent World War II in the US Air Force, leaving active duty in 1946 with the rank of lieutenant colonel and a Legion of Merit medal.

He joined Ford in 1946 and his rise was meteoric. He had real control of the Falcon project and complete confidence in his analysis of what younger Americans wanted: an elegant but not gaudy car that gave good gas mileage and was priced to be accessible without making the buyers feel, and even more crucially look, like they had purchased it purely because it was the cheapest car available. McNamara knew all this because it was what he wanted. He was a maverick within Ford: he would make his own travel arrangements and specifically hire cars from rival

The Falcon was short enough to park easily, but big enough to accommodate six people when needed.

manufacturers to keep abreast of the industry. He talked openly to colleagues about his admiration of the Beetle, and really understood why the Beetle was doing well when most US auto executives were genuinely puzzled as to why anyone would want that weird little car!

The finished Falcon was sold as "the New-Size Ford, the easiest car in the world to own", and looked smart and up to date without being challenging. His surety of vision made the Ford Falcon a runaway success and resulted in McNamara being promoted to President of the Ford Motor Company in 1960. ■

COMING IN ISSUE 29



• ASSEMBLY GUIDE

Work starts on assembling the right rear wheel, putting the rim parts together.

• CUSTOM MADE

Known by various nicknames, including 'The Leadslinger' and 'The Godfather of Hydraulics', Bill Hines was a legend in the world of car customising, pioneering many of the essential aspects of a custom that are still in use today.

NEW PARTS

External wheel rim,
internal wheel rim,
central wheel rim,
wheel nuts and screws.



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