

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



The Rear Right Wheel Arch



Second Generation Falcon

Published weekly  
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POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

ISSUE 32

## ASSEMBLY GUIDE

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Brake discs are attached to the chassis assembly and the rear right wheel is fixed in place, along with a wheel arch.

## HISTORY OF THE FORD FALCON

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Building on the successful launch of the US Falcon in the 1960s, Ford began to think about a second-generation model.

## 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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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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# Stage 32: Rear Right Wheel (4)

Brake discs are attached to the assembly and the rear right wheel is fixed in place, together with the wheel arch.



## List of parts:

**32A** Rear right wheel arch

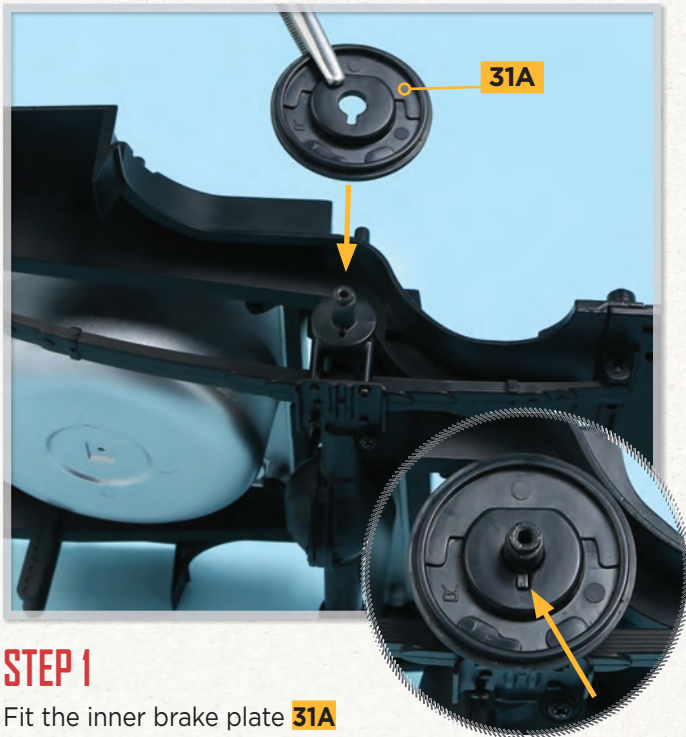
**DS02** Four 2.3 x 4mm PM screws

Spare screws included  
PM = Pan head for metal

## Area of assembly



## Stage 32: Rear Right Wheel (4)



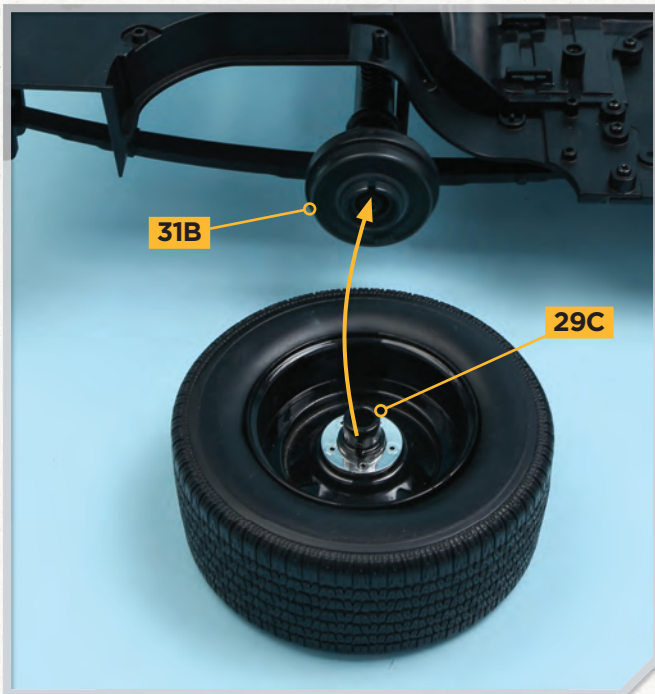
### STEP 1

Fit the inner brake plate **31A** to the end of the axle: note the orientation of the part and ensure that the small tab on the axle fits into the slot in the central hole of part **31A** (arrow, inset).



### STEP 2

Fit the outer brake plate **31B** to the axle: check that the ridged side of part **31B** is facing outwards and ensure that it completely covers part **31A**.



### STEP 3

Fit the wheel assembly from issue 30 to the axle over the brake plates. A small tab on the wheel hub **29C** fits into a slot in the brake disk **31B**.



### STEP 4

Fix the wheel in place with a **DS12** screw (supplied with the previous issue).



### STEP 5

Take the hub cap **30B** and fit it in the centre of the wheel. This is a magnetic connection.



### STEP 6

This shows the wheel fitted to the chassis.



### STEP 7

Take the wheel arch **32A** and check the fit of the arch to the righthand side of the chassis so that the three screw holes in part **32A** align with the raised screw socket in the parts of the chassis.

## Stage 32: Rear Right Wheel (4)

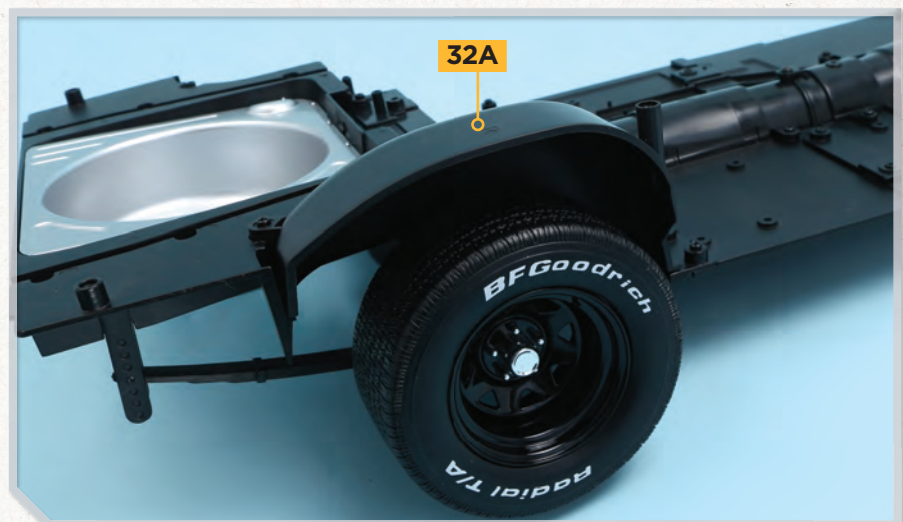


### STEP 8

Fix the wheel arch **32A** in place using three **DS02** screws.

### STEP 9

This shows the right wheel arch fixed in place.



### COMPLETED ASSEMBLY

The right wheel has been fitted to the axle and the wheel arch has been attached to the chassis.

# Second Generation: 1964-1965

## THE FALCON SPREADS ITS WINGS

Building on the success of the launch of the US Falcon in 1960s, Ford began to consider designs for the second generation.

**T**he original Falcon was a flyaway success for Ford. Over the four years it was produced, almost 1.6 million cars were sold into the North American market alone. Factor in that its component parts were used to create other versions, including a Sedan Delivery Van and Ranchero Pickup, and it's easy to see why it turned around Ford's profitability. It didn't end there: over the next 20 years Ford would base a further eleven vehicle lines, each with a bewildering range of body and powertrain options, on the Falcon's base structure, the most successful being the 1964 ½ Mustang. Robert McNamara's instincts had proved correct but it's unlikely that even he had envisaged quite how long-lasting and successful the Falcon's basic structural architecture would prove to be; the last car based on it was the 1977 Lincoln Versailles compact luxury sedan.

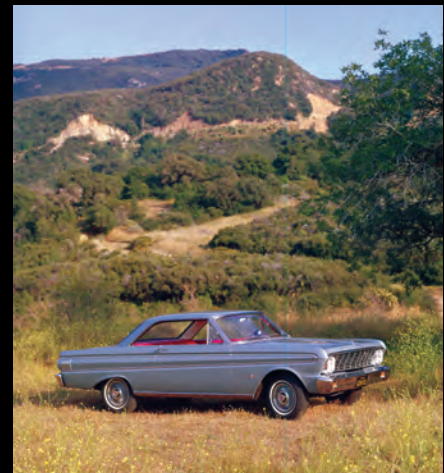
Nearly every generation of a car's design becomes larger than its predecessor until it has effectively moved up a segment and a new, smaller car has to be developed to sit under the previous car in the range. In Europe, the ever-expanding generations of Ford Fiesta were a good example of this, leading to the release of the Ford Ka in 1996, which at 3,620mm long was still longer than the 3,565mm-long 1976 Fiestas. Ford made no such mistake with the Mk2 Falcon



however, which was announced for the 1964 model year in the autumn of 1963. This was more a re-skin of the original car than a clean sheet design, and was only longer by 16mm; 4,613mm in length compared to the 4,597mm of the Mk1. The new styling reflected Ford's 'total performance' advertising campaign and featured a more aggressively angled grille and deeply sculpted body sides, which helped make the sheet metal more rigid but also gave trim designers plenty to work with, providing different versions that were recognisable by the way the trim was positioned on the body. The Falcon Squire station wagon even had what appeared to be a wooden frame with a wood veneer infill; an attempt to hark back to the Model T and Model A 'Woodie' station wagons. The range of options and engines on these second-generation Falcons was considerably wider than those available on the previous model.

Over the two years of the Mk2's production, almost 400,000 Falcons were produced for the

**Above and below: The Ford publicity department released plenty of enticing shots for a limited number of versions of the Ford Falcon in 1964.**



North American market, a figure that reflected Mustang's impact on sales of its mechanical parent.

Ford was quite content with this, however, as it was comfortably above the figure that they needed to be profitable. The new generation Falcon proved to be a winner, even before factoring in the bestselling Mustang that was sharing so many parts. ■

# COMING IN ISSUE 33



- **ASSEMBLY GUIDE**

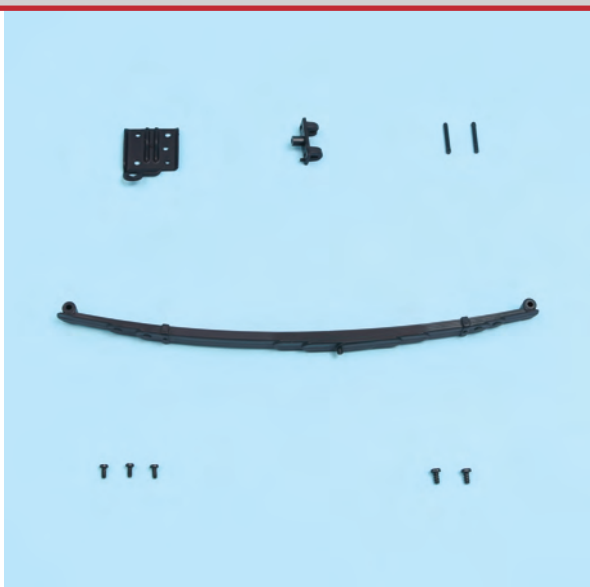
The left rear leaf spring is fitted to the chassis.

- **CARS ON SCREEN**

In *The California Kid* (1974), a customised 1934 Ford three-window coupé takes centre stage as a stranger drives into the town of Clarksberg to avenge the death of his brother.

## NEW PARTS

Left rear leaf spring plate, leaf spring support, pins, left rear leaf spring and screws.



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