

# THE ICONIC FORD FALCON XB GT



SCALE  
1:8



Shock Absorbers



Ford Falcon XL

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## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 36

## ASSEMBLY GUIDE

3

Shock absorbers are attached to the rear left wheel assembly. The brake plates also supplied with this issue will be fitted in the next issue.

## HISTORY OF THE FORD FALCON

7

Ford launched the first Ford Falcon in Australia in 1960 and so began a motoring legend that lasted until the final Falcon FG X rolled off the production line in 2016.

## 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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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 36: Rear Left Wheel (3)

Shock absorbers are attached to the assembly.  
The brake plates will be fitted in the next issue.



## List of parts:

- 36A** Rear left wheel brake plate (inner)
- 36B** Rear left wheel brake plate (outer)
- 36C** Left shock absorber (inner shaft)
- 36D** Left shock absorber (outer casing)
- 36E** Shock absorber connection plate
- 36F** Shock absorber hinge pin
- PS08** Two 2.3 x 4mm PWB screws
- PS05** Two 2.3 x 4mm PB screws
- DS12** Two 2.3 x 3mm PWM screws

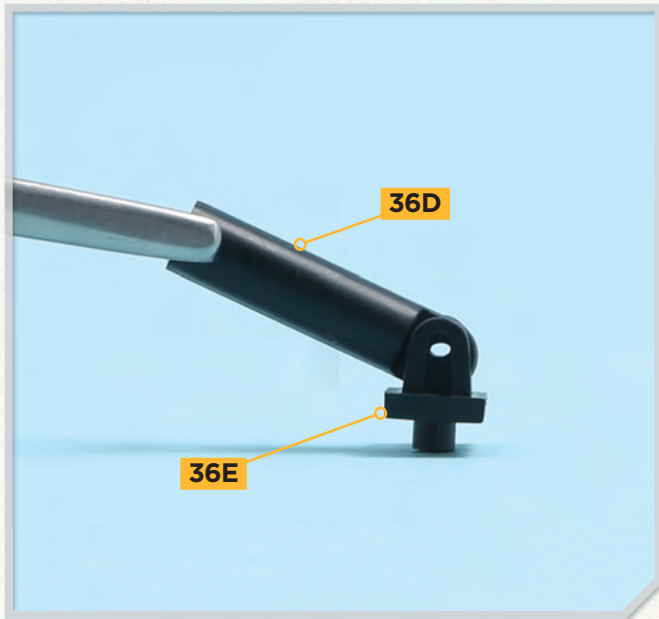
Spare screws are included  
PWB = Flange head for plastic  
PB = Pan head for plastic  
PWM = Flange head for metal

## Area of assembly



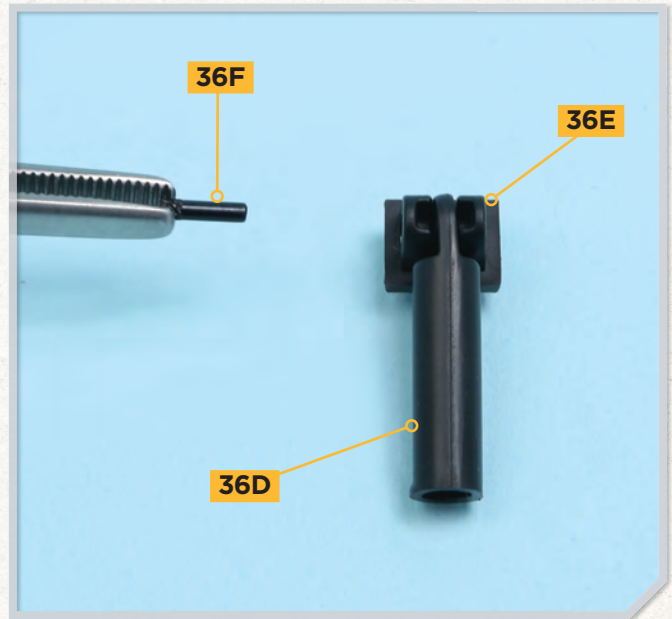


## Stage 36: Rear Left Wheel (3)



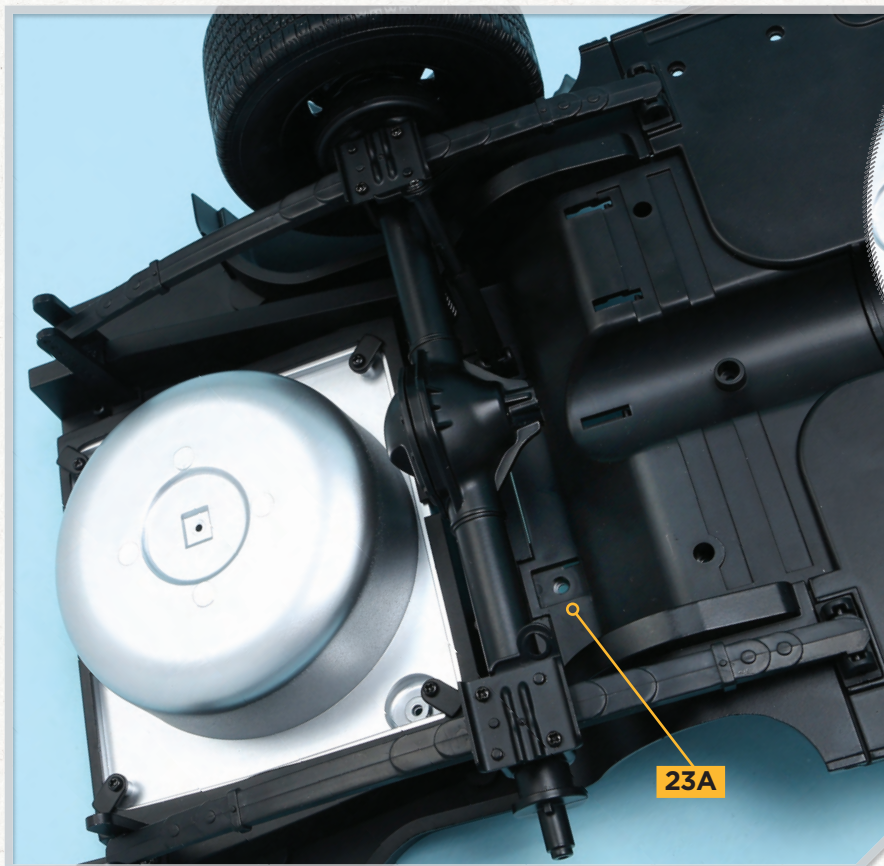
### STEP 1

Take the outer casing of the shock absorber **36D** and the connection part **36E**. Fit the end of the shock absorber between the flanges of part **36E** so that holes are aligned.



### STEP 2

Take the hinge pin **36F** and fit it through the holes so that parts **36D** and **36E** are fixed together. Squeeze the pin in place with a pair of fine-nosed pliers.



### STEP 3

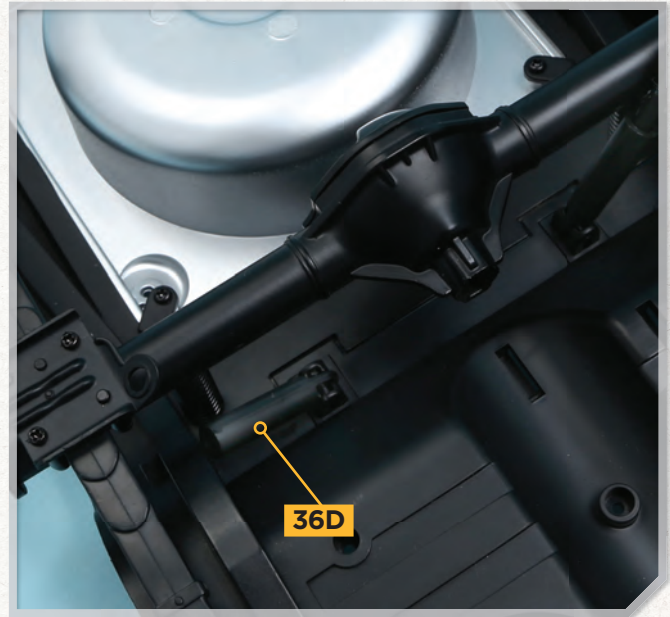
Place the chassis assembly upside down on your work surface. Identify the fixing point for the shock absorber on the left side of the assembly in part **23A**, between the chassis panel and the axle. Bear in mind that, since the assembly is upside down, the fixing point appears to be on the right in these photos. The inset above shows the shock absorber in place.





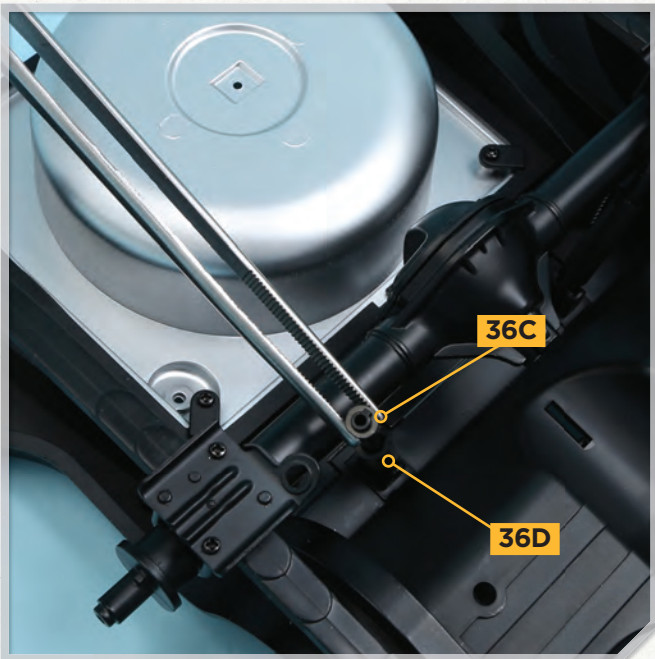
### STEP 4

Fit part **36E** in place, then turn the assembly over and fix it in place with a **PS05** screw.



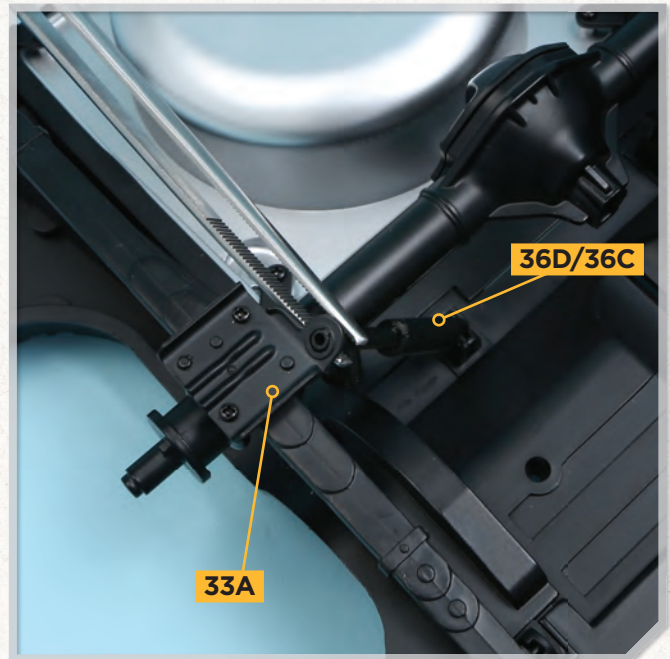
### STEP 5

Turn the assembly upside down again and arrange the shock absorber casing **36D** as shown so that the open end runs to the left-hand side of the chassis.



### STEP 6

Take the inner shaft of the shock absorber **36C** and fit it into the casing **36D**. You may find it easier to use a pair of tweezers for this.



### STEP 7

Align the end of the casing **36D** and shaft **36C** with the large screw hole in the tab on part **33A**.

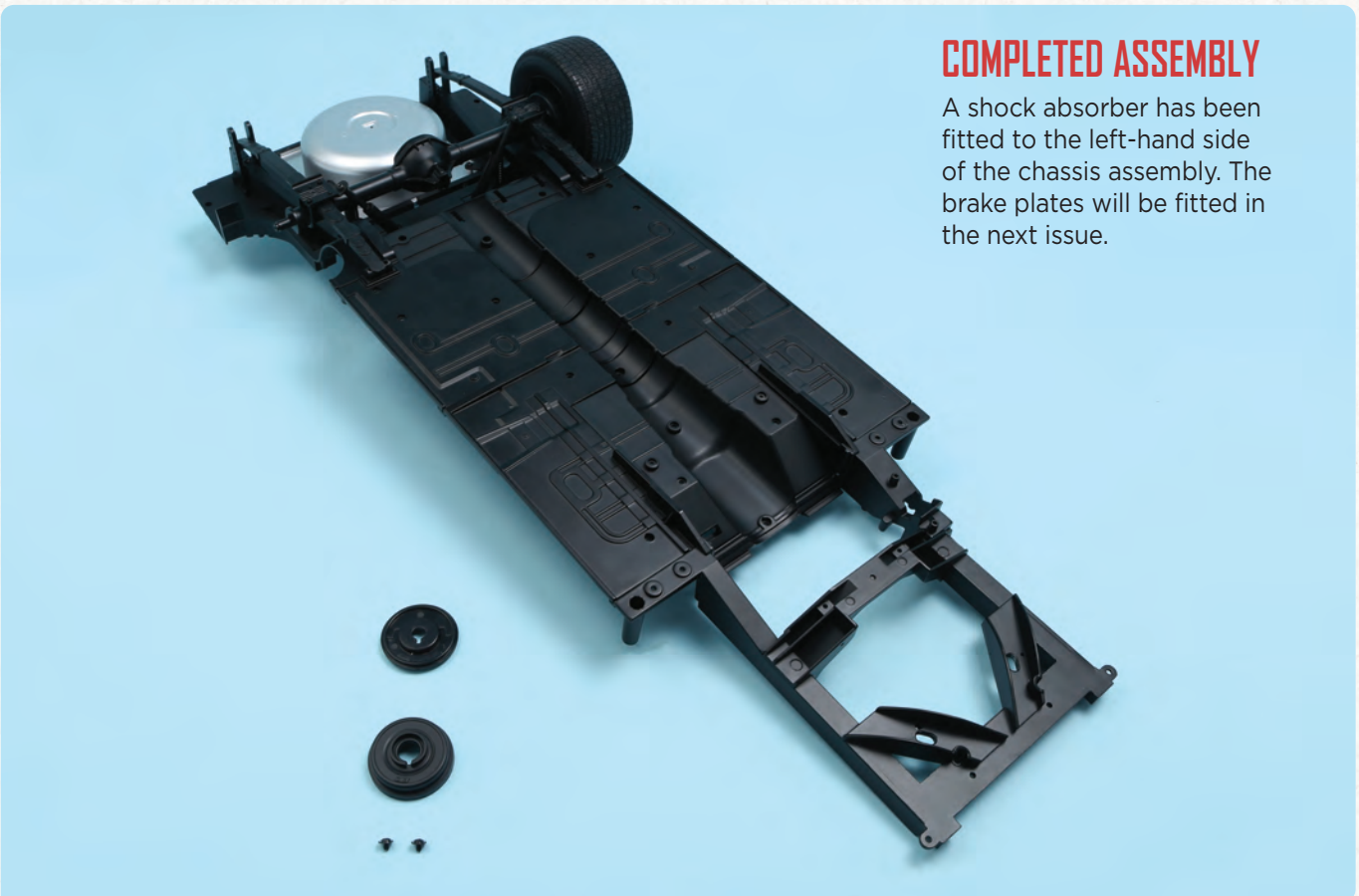


## Stage 36: Rear Left Wheel (3)



### STEP 8

Fix the end of the shock absorber in place with a **PS08** screw. You may find it helpful to hold the tip of the shock absorber in place with a pair of tweezers or fine-nosed pliers.



### COMPLETED ASSEMBLY

A shock absorber has been fitted to the left-hand side of the chassis assembly. The brake plates will be fitted in the next issue.



# Ford Falcon XL

## TRIM, TAUT, TERRIFIC!

Ford launched the first Ford Falcon in Australia on 14 September 1960, setting in motion an Australian motoring legend that endured until the last Falcon FG X rolled off the production line in October 2016.



The launch of the Falcon XL paved the way for Ford Australia to develop their own Falcons in the future.

The first Falcon, known as the XK, was almost the beginning of the end. Although some redevelopment was done for both Australian roads and manufacturing, it was basically an American Falcon and it soon acquired a reputation for suffering serious suspension faults as it simply wasn't robust enough to cope with Australia's rough, unsurfaced roads; it was quickly nicknamed the Foul-can and looked likely to fade into obscurity, despite over 68,000 cars being produced in a little over two years.

However, the car had been well liked by the public (apart from the suspension), so Ford Australia set about re-engineering the XK for local conditions. The result was to be Australia's first semi-home engineered Ford, the Falcon XL, launched in August 1962. The ball joint durability issues and other suspension faults proved relatively simple to address with heavy duty components, and other parts were

strengthened to match. The styling was updated, and the saloon was given a new squared off roofline that was marketed as the 'Thunderbird Roofline'. It also featured a convex grille, bumper-mounted park/turn lights, new taillights, a new manual gearbox (which bizarrely for 1962 was still a 3-speed unit), a new and stronger clutch, a new starter motor, new air filter, and different carburation for both the 2.3-litre and 2.8-litre straight-sixes offered, although the engines were largely unchanged.

The new XL range included the more luxurious Futura 4-door sedan, which followed Ford America's naming practice for the top model. There was also a Squire station wagon with simulated wood grain

**"Trim, Taut, Terrific!" was used to promote the XL, and it worked: 75,705 XLs were produced in under two years - over 7,000 more, in less time, than its predecessor.**

rear and side panels, and two commercial variants - the Falcon Sedan Delivery van and the Utility or pick-up.

Sales and public reaction were initially lukewarm, but the marketing breakthrough came when Ford entered a team of four Ford Falcon XLs into the 1962 Armstrong 500, at the Phillip Island circuit. The car crewed by Bob Jane and Harry Firth took an overall victory as well as winning Class B, and three of the first four cars were Falcon XLs, with only the Studebaker Lark of Fred Sutherland and Bill Graetz spoiling Ford's clean sweep. The race was widely reported because the circuit broke up due to the race's length and that actually proved to be a good marketing point for the Fords as they were seen to keep going when others failed. This event began the upturn of the Falcon's reputation in Australia.



# COMING IN ISSUE 37



## • ASSEMBLY GUIDE

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

## • CARS ON SCREEN

In *Dirty Harry* (1971), Clint Eastwood plays 'Dirty' Harry, a San Francisco police officer who drives a four-door 1968 Ford Custom 500, a typical undercover police car at the time.

## NEW PARTS

Rear left wheel arch and screws.



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