

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Door



California Styling

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 17

ASSEMBLY GUIDE

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Work continues on the left passenger door, fitting the window and window winding mechanism.

CUSTOM MADE

7

Customising cars hit the peak of its popularity in America in the 1950s and 1960s, but its roots had begun in California decades before.

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 17: Left Door (2)

Work continues on the left passenger door, fitting the window and window winding mechanism.



List of parts:

- 17A** Window for left-hand door
- 17B** Large cog
- 17C** Medium cog
- 17D** Small cog
- 17E** Door hinge spring plate
- 17F** Door hinge
- 17G** Window sliding base part
- 17H** Window sliding mounting part
- PS05** Two* 2.3 x 4.0mm PB screws
- DS04** Four* 2.3 x 3.0mm PWM screws
- DS17** Two* 1.8 x 3.0mm PWM screws
- DS02** Three* 2.3 x 4.0mm PM screws

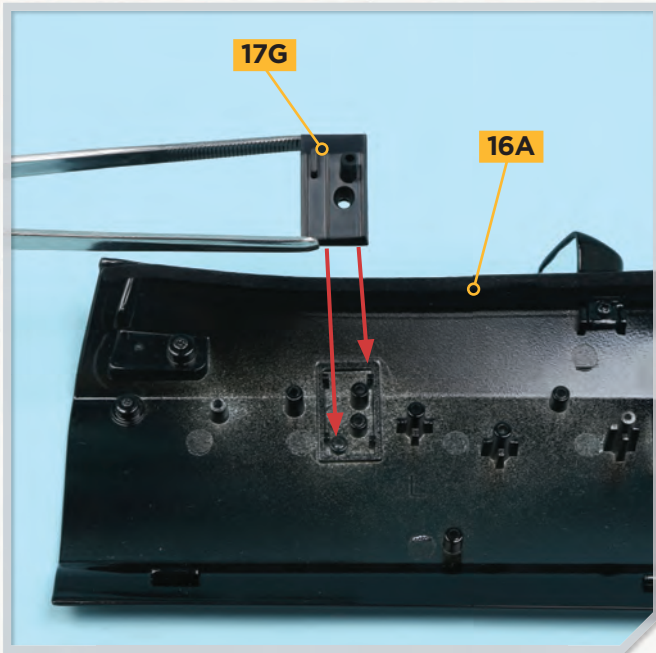
* Including spare

PB = Pan head for plastic; PM = Pan head for metal;
PWM = Pan head with flange for metal

Area of assembly

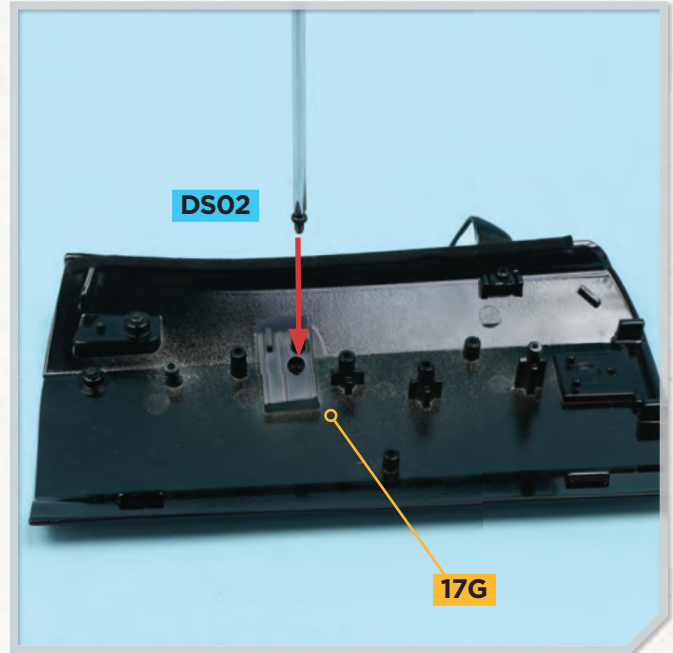


Stage 17: Left Door (2)



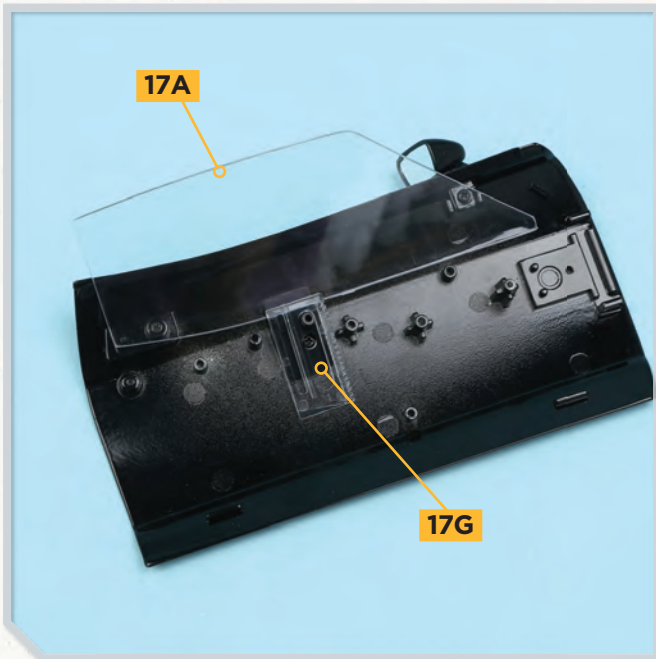
STEP 1

Fit part **17G** inside the door **16A**: pegs on the back of part **17G** fit into sockets in part **16A**, as indicated. The screw socket on part **16A** fits in the hole in part **17G**.



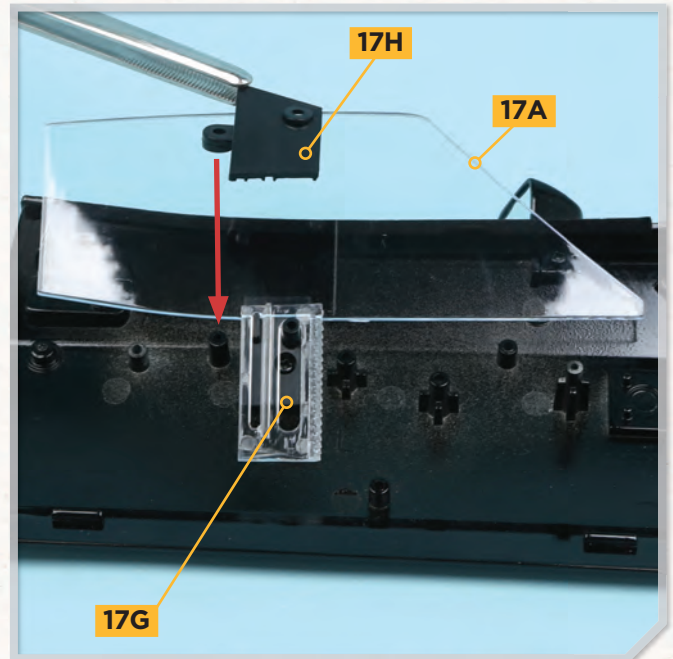
STEP 2

Fix part **17G** in place with a **DS02** screw.



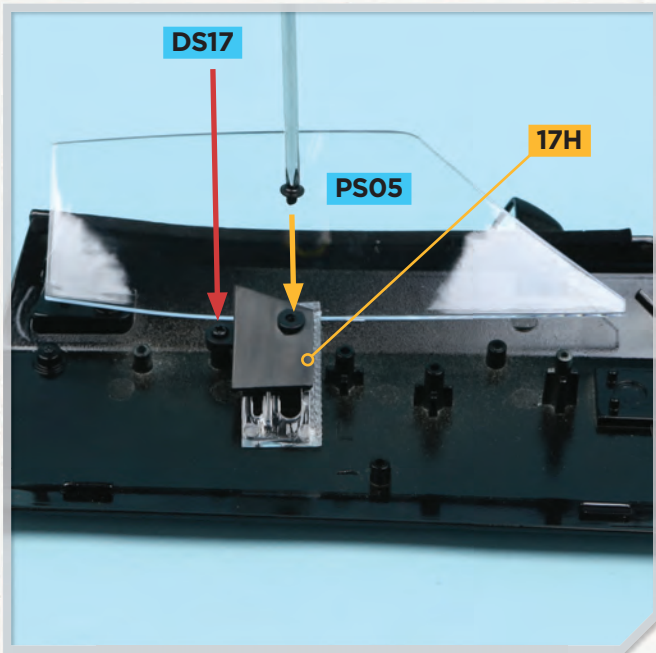
STEP 3

Take the window **17A** and fit the larger slot in the stem over the raised screw socket in part **17G**. At the same time, the narrower slot in the stem of the window fits over a peg on part **17G**.



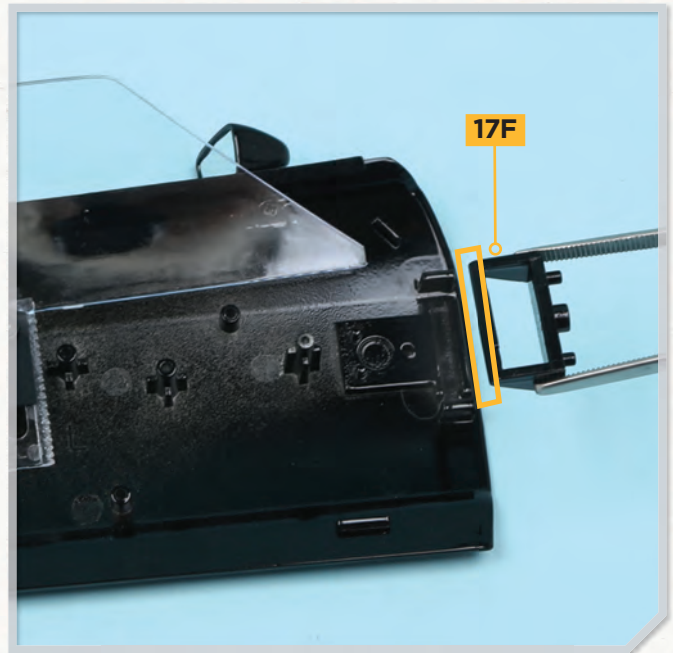
STEP 4

Fit part **17H** over the stem of the window: the raised screw socket on part **17G** aligns with the screw hole near the centre of part **17H** and a raised screw socket on the door aligns with the screw hole in the tab on part **17H** (red arrow).



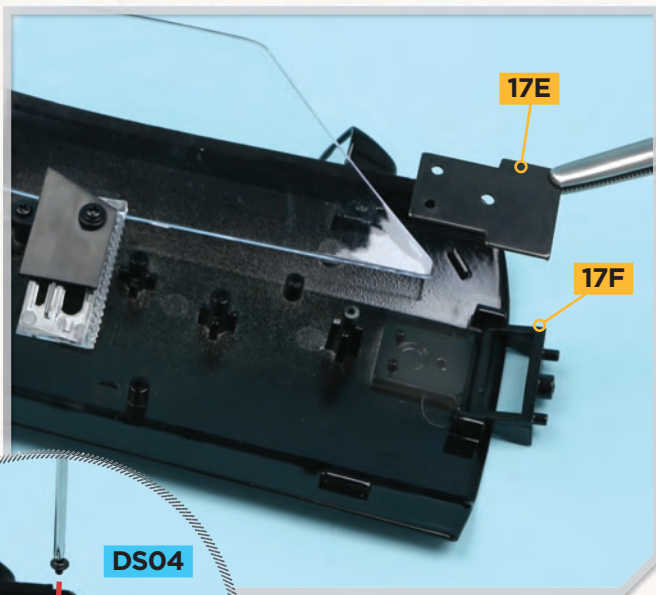
STEP 5

Fix in place, using a **DS17** screw to fit the tab in place (red arrow) and a **PS05** screw near the centre of part **17H** (yellow arrow).



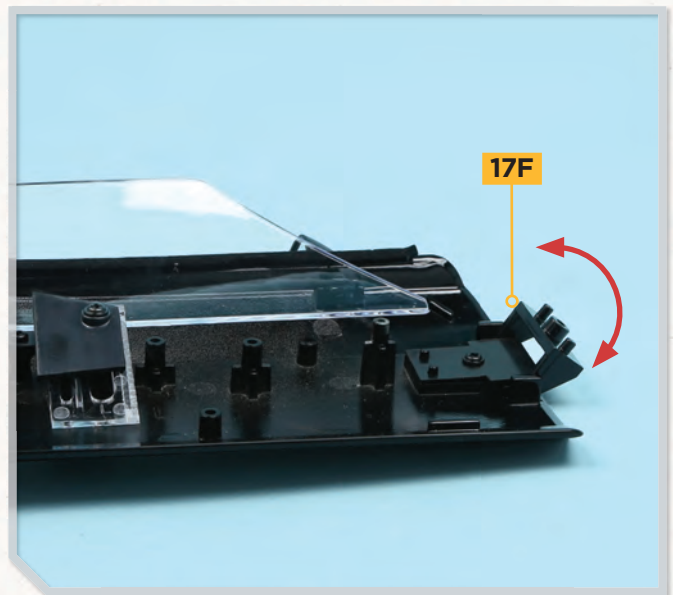
STEP 6

Fix the door hinge **17F** in place at the hinge end of the door. The bar fits in a channel in the door, with the flat panel on the bar (outlined in yellow) facing upwards.



STEP 7

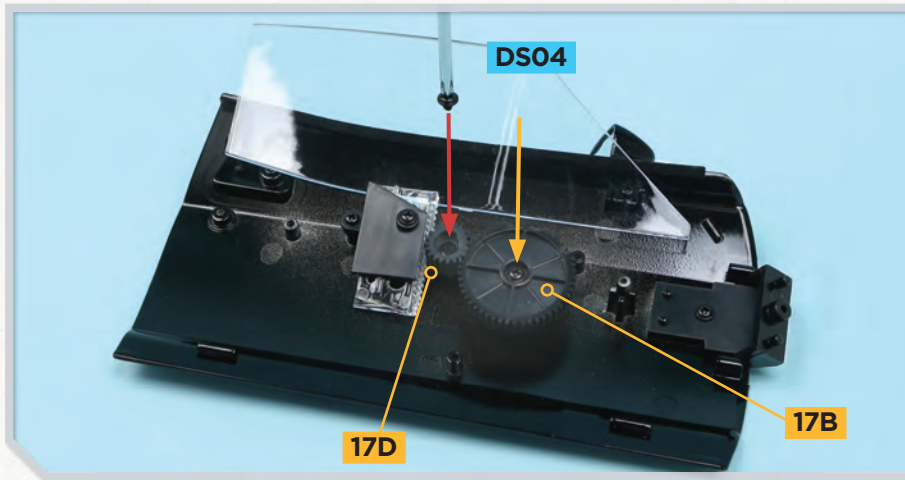
Fit the door hinge spring plate **17E** on top of part **17F** so that the pegs on the door fit into the holes in part **17E** and the screw holes are aligned. Fix in place with a **DS04** flange screw.



STEP 8

Check that part **17F** can swing to and fro in a hinge motion, as indicated by the red arrow. There is a slight 'click' at each end of the movement. Adjust the tightness of the screw if necessary.

Stage 17: Left Door (2)



STEP 9

Fit the small cog **17D** on the raised screw socket on the door, next to the stem of the window, so that the teeth interlock. Note that the face with a deeper recess is uppermost in this photo. Fix in place with a **DS04** flange screw (red arrow).

Fit the large cog **17B** on the adjacent raised screw socket; again, the more deeply recessed centre is facing upwards. Fix in place with a **DS04** flange screw (yellow arrow).

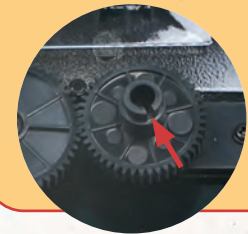
STEP 10

Fit the medium cog **17C** on the raised screw socket near the hinge, with the flatter side facing downwards. Check that when you turn it the other cogs rotate. This will control the rise and fall of the window. Fix in place with a **DS17** flange head screw.



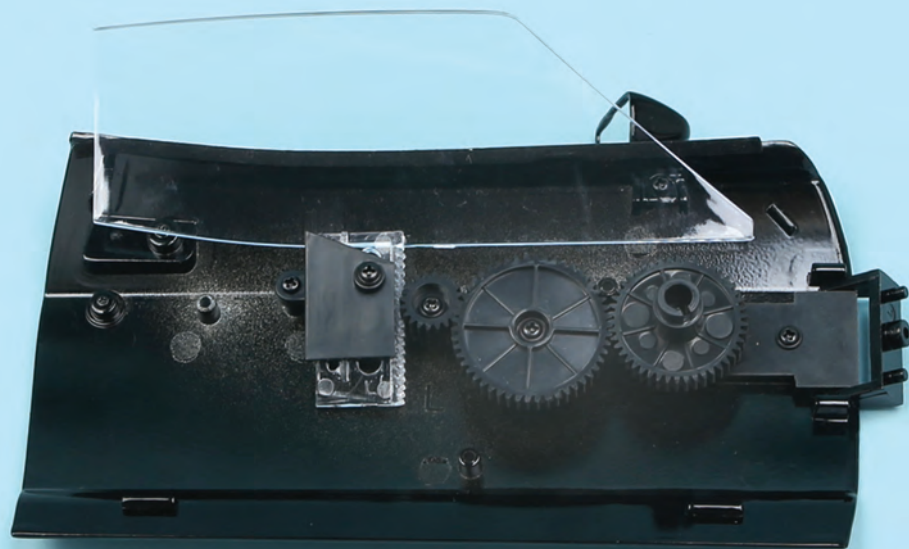
EXPERT TIP

Make sure that the medium cog **17C** is at the correct angle, with the notch in the hub in the position shown (arrow) when the window is down.



COMPLETED ASSEMBLY

The window and hinge have been fitted to the door, along with cogs that control the rise and fall of the window. Turn the medium-sized cog (near the hinge) to check that the window winding mechanism is working.



Customising, California Style

Car customising hit its peak popularity in the 1950s and 1960s across America, but the roots of customising had begun to spread a decade or two earlier on the West Coast.



Customising is the act of modifying an object to personalise it, whether to impress onlookers, aid with recognition or even to disguise its origins. It can be done to almost anything; furniture, clothing and, of course, cars.

At one point, half the automobiles on the planet were Ford Model Ts and most were extremely similar. Some were cut down into pickup trucks, or used to operate farm equipment. They were customised for a purpose, but these are not true customs.

Over a dozen aftermarket companies could offer to turn

your Model T into an open Speedster while, on a grander scale, coachbuilders created one-off handmade bodies for Bugatti and Rolls Royces. If you bought a new Deussenberg all you got was the complete chassis, the body was commissioned and constructed elsewhere. But again, these aren't customs in the truest sense.

Customs came from the hot rod culture of cars stripped of extra weight and streamlined for speed. They were lowered, roofs were chopped down and bodywork was smoothed. The practice took hold in California in the years bookending World War II, and while a hot rod roadster looked cool, they could be unreliable and uncomfortable. Fords were the most popular cars to hot rod,

From 1935, fat fender Fords were ripe for hot rodding and customising.

with 1934 accepted as the last year of Ford that looks good with the fenders removed. The 'fat fender' design Fords thus tended to become customs, adopting the chopped tops and lowered suspension more for looks than performance. The trend started as early as 1936 or 1937.

POST-WAR STYLE

Thousands of men returned from World War II with money and new skills. They could repair engines and weld metal. As these hot rodders found better jobs and got married many bought newer cars. They kept the hot rod for weekend fun, but drove to work in something with a roof, since even California wasn't warm and sunny all year round. As the suburbs grew, the houses and the cars parked outside them all began to look the same. People yearned for individuality, and customising became ever more popular. ■

A 1915 Model T Ford Speedster, a popular early customisation.



COMING IN ISSUE 18



• ASSEMBLY GUIDE

Work continues on the assembly of the left passenger door, fitting the trim and interior panel.

• DESIGNS FOR A NEW ERA

Jaguar's 1968 XJ6 rewrote the luxury car rule book to such an extent that it took Jaguar's competitors 20 years to catch up.

NEW PARTS

Main inner panel for the left door, inner panel trim, inner door handle and door handle housing, plus assorted screws.



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