

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Assembling the Rear Axle



New Era of Customisation

Published weekly  
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27 >

POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

ISSUE 27

## ASSEMBLY GUIDE

3

The axle and springs for the suspension are fitted to the chassis assembly.

## CUSTOM MADE

6

American car designs of the 1960s were all about streamlining as 1950s tailfins began to give way to smoother lines and sporty curves.

## 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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# Stage 27: Rear Axle

The rear axle and springs for the suspension are fitted to the chassis assembly.



## List of parts:

- 27A** Rear axle, lower section
- 27B** Rear axle, upper section
- 27C** Differential housing, rear
- 27D** Springs (x 2)
- DS02** Five\* 2.3 x 4mm PM screws
- PS28** Three\* 2.3 x 3mm PWB screws

\* Including spare

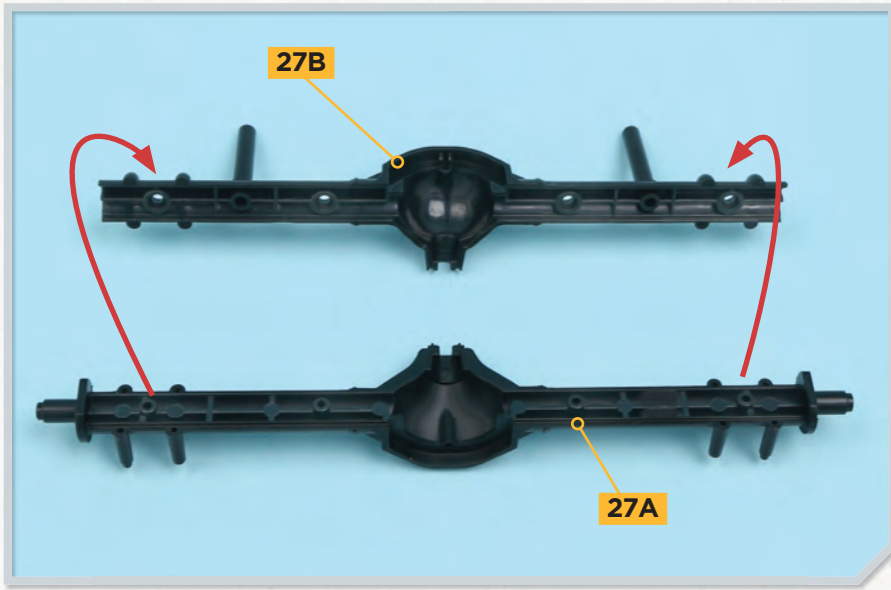
PM = Pan head for metal

PWB = Flange head for plastic

## Area of assembly



## Stage 27: Rear Axle

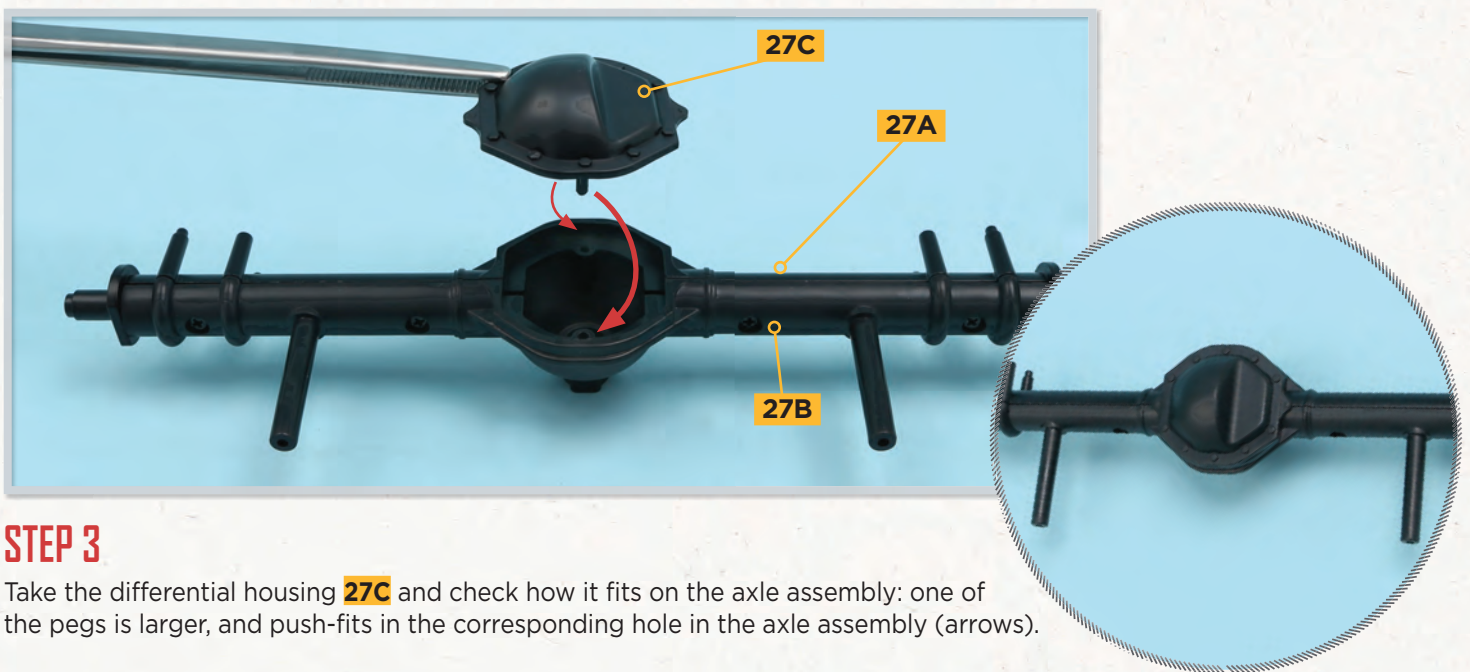


### STEP 1

Take the two parts of the axle **27A** and **27B** and check how they fit together.

### STEP 2

Fix part **27B** to part **27A** using four **DS02** screws (circled).



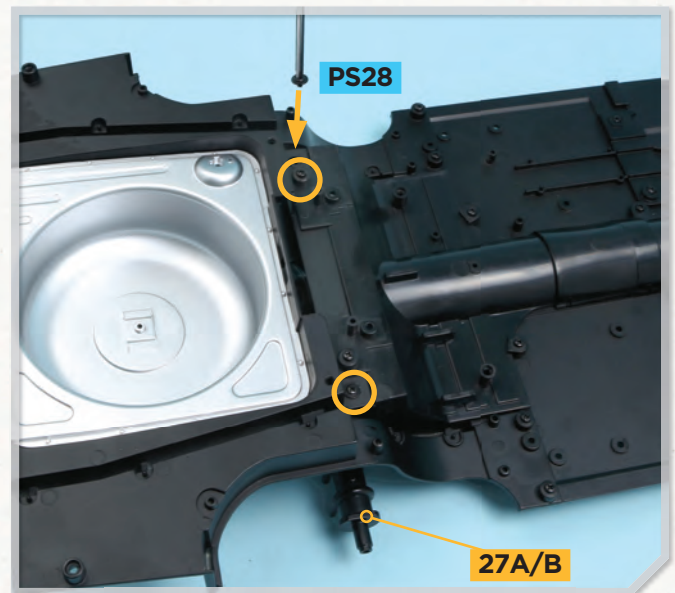
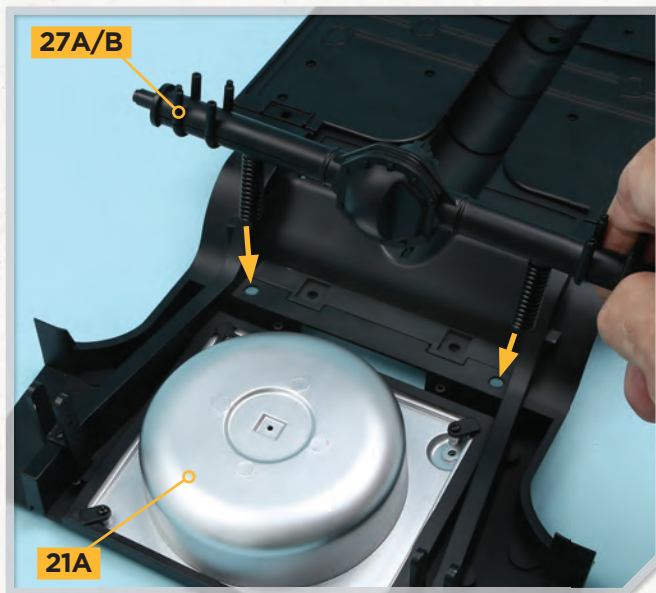
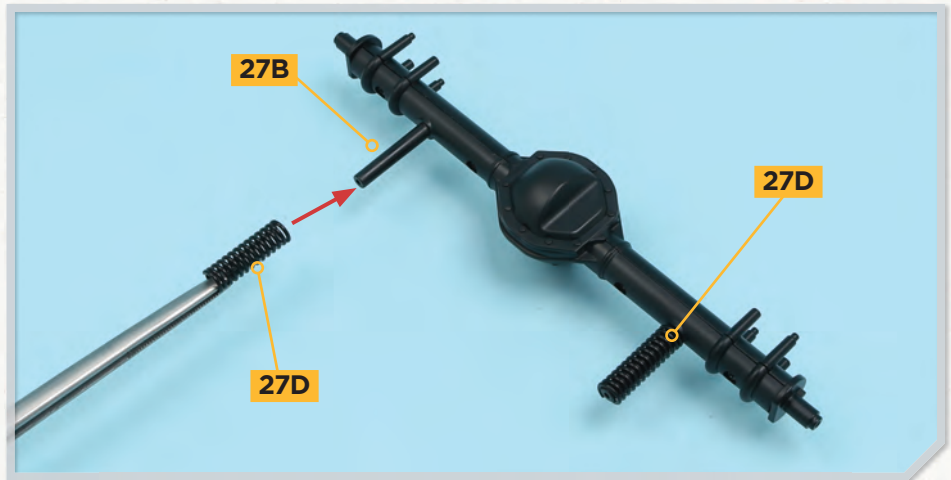
### STEP 3

Take the differential housing **27C** and check how it fits on the axle assembly: one of the pegs is larger, and push-fits in the corresponding hole in the axle assembly (arrows).



## STEP 4

Fit the springs **27D** to each of the posts on part **27B**.



## STEP 5

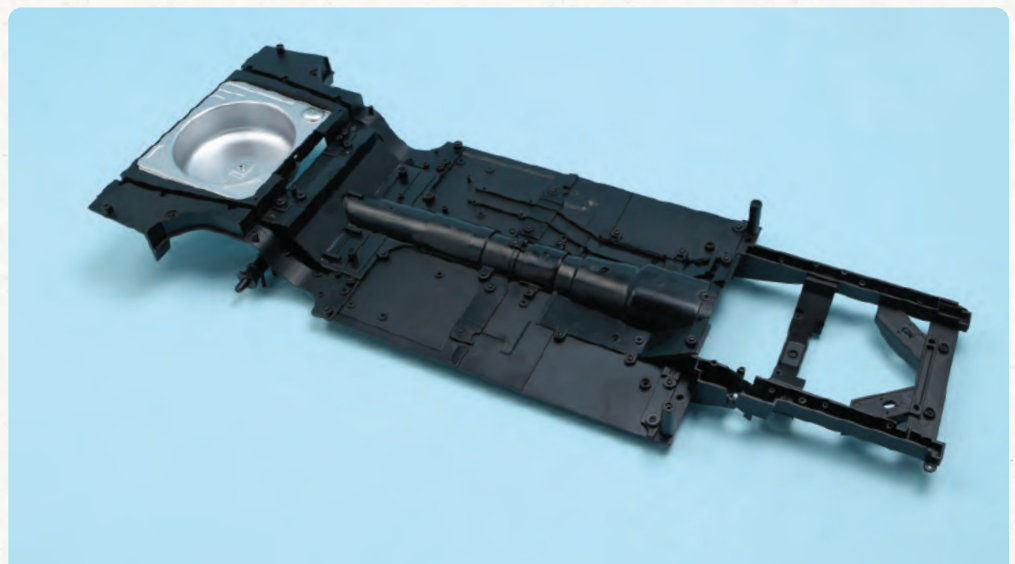
Holding the springs in place, and with the chassis assembly face down on your work surface, position the axle as shown above so that you can fit the tips of the two posts into holes just in front of the spare wheel housing **21A**.

## STEP 6

Holding the axle in place so that the posts remain in position, turn the assembly over. Fix the axle in place with two **PS28** screws (circled).

## COMPLETED ASSEMBLY

The rear axle and springs for the suspension have been fitted to the chassis assembly.



# Going for Colour: US Customising in the 1960s

American car designs of the 1960s were all about style, as 1950s tailfins gave way to smoother lines and European sporty curves. Customising such vehicles became more straightforward, but some designs were very much style over substance!



In the late 1950s even the most staid car manufacturers became increasingly aware that style and performance sold their products. America was looking to space, with cars that resembled rocket ships being all the rage. Car customisers no longer needed to perform the radical changes required to make a new car cool; most came with wild tailfins and a long, low silhouette.

To customise a vehicle, the car still needed to be lowered but many of those cars that turned heads needed little more than a few badges or pieces of trim removed, some colourful stripes and more attractive hubcaps. Coupes and convertibles remained the coolest cars, with four-door sedans looked down upon. Wagons weren't customising fodder either, with the exception of the rare

**Above: A 1955 Chevrolet Bel Air shows off some customising possibilities: smooth finish with the badge and some chrome trims removed, pearlescent paint texture and favourite flame livery.**

two-door Chevy Nomad and Pontiac Safari. With customisers no longer needing to perform extensive surgery on these sleek new cars, the trends turned to adding style with paint.

Wild translucent candy colours were most popular — although they required enormous skill to apply correctly the results were spectacular. Many owners boasted of having 20 or 30 layers of hand rubbed lacquer on their vehicle — although only a fifth of that was really necessary. Deep pearlescent finishes were popular, as were the newly invented metalflake paints that contained small slivers of metal that made the paint glow in direct light.

### CUSTOM COMPETITION

By the 1960s, cars shows had begun to award points for the extent of changes made to a car, and judging looked more at what had been done than whether the overall design was well conceived. This led to the era of

the show car, vehicles made purely to win points and trophies. Everything from dipsticks to engine blocks and complete suspensions were chromed. Interiors featured telephones, televisions, record players and acres of fur, and seats were no longer for sitting on, indeed many of these show cars were never driven and some didn't even run. They were static sculptures pushed off the car trailer at the show and polished up.

Some observers loved the ridiculous nature of these vehicles, others were appalled and looked elsewhere. Many serious customisers of the 1960s began to produce vehicles for television and movies, stepping away from show cars.

This was also the dawning of the muscle car. Drag racing was becoming big business and in a bid for better traction, cars were now raised in the air rather than lowered. By 1964 the emphasis was on performance with the introduction

of Pontiac's GTO, Plymouth's Barracuda and Ford's Mustang. It was easy to buy an affordable new car that the owner could specify to his or her exact taste. With literally hundreds of available options no two examples were exactly alike and these small cars with large V8 engines were sporty and reliable straight out of the showroom. Why waste time modifying an old car?

Customising and hot rodding certainly didn't die out in the late 1960s, but there were far more distractions for a teenager's money and time, not least the fact that once Beatlemania hit the airwaves every American kid who wasn't a hippy or fighting in Vietnam learned guitar and formed a pop group! ■

**While excessive chrome on the outside was often removed to give a better surface for colour finishes, chrome was definitely on show under the bonnet.**



# COMING IN ISSUE 28



## • ASSEMBLY GUIDE

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

## • HISTORY OF THE FORD FALCON

Work on the first generation Ford Falcon was almost stymied by the expensive failure of Ford's Edsel Division in 1958; the day was saved by Robert McNamara.

## NEW PARTS

Right rear leaf spring plate and spring, leaf spring support, metal pins and screws.



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