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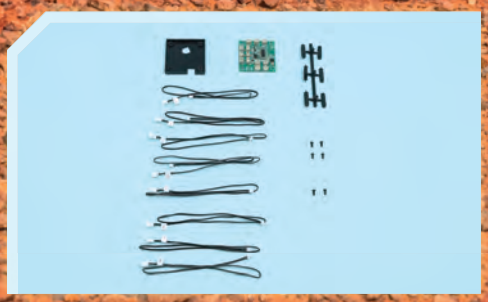
38

THE ICONIC FORD FALCON XB GT

SCALE 1:8



Circuit Board and Cables

Ford Australia's Falcon XM

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 38

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

Ford Official Licensed Product

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NOT SUITABLE FOR CHILDREN UNDER THE AGE OF 14.
This product is not a toy and is not intended for use in play.

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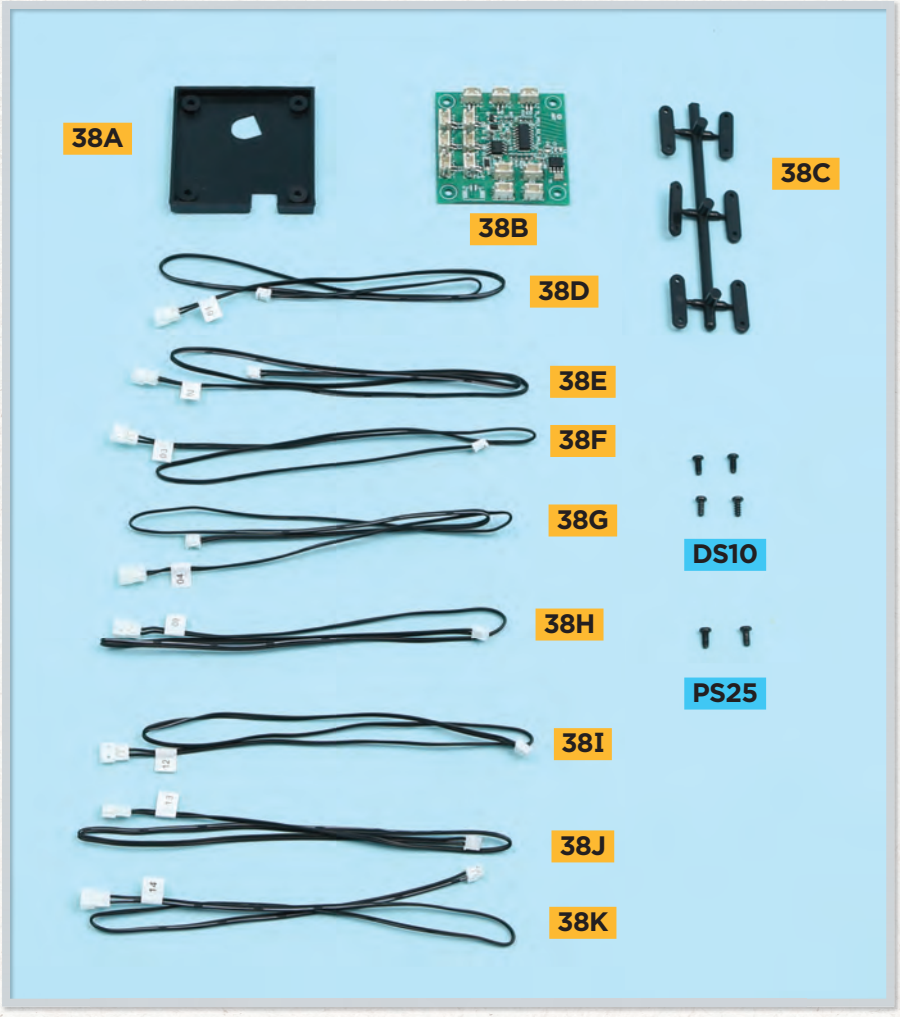
t=top, c=centre, b=bottom, l=left, r=right, u=upper

Stage 38: Circuit Board

A circuit board is fixed to the chassis and eight cables are connected and secured in place.



List of parts:

38A	Printed Circuit Board backing plate
38B	Printed Circuit Board (PCB)
38C	Six cable fixing plates
38D	Cable labelled 01
38E	Cable labelled 02
38F	Cable labelled 03
38G	Cable labelled 04
38H	Cable labelled 09
38I	Cable labelled 12
38J	Cable labelled 13
38K	Cable labelled 14
DS10	Four* 2.3 x 5mm PM screws
PS25	Two* 2.3 x 5mm PB screws

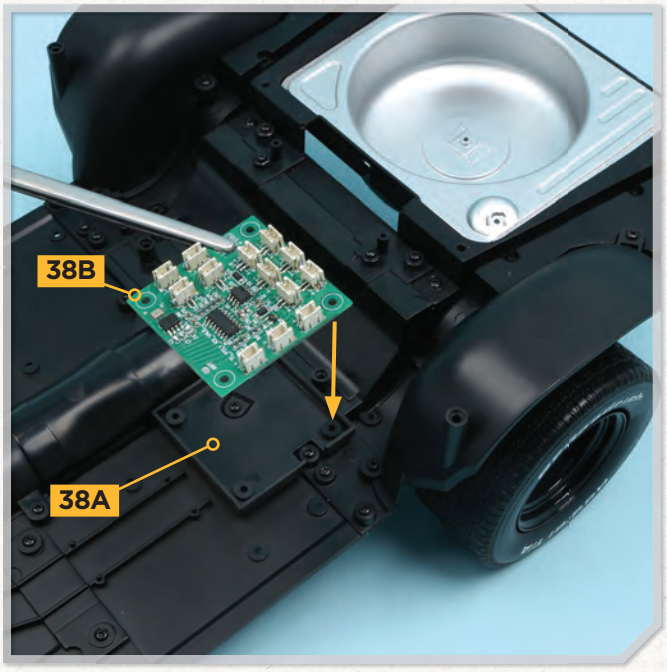
*Including spare
PM = Pan head for metal
PB = Pan head for plastic

Area of assembly

Stage 38: Circuit Board

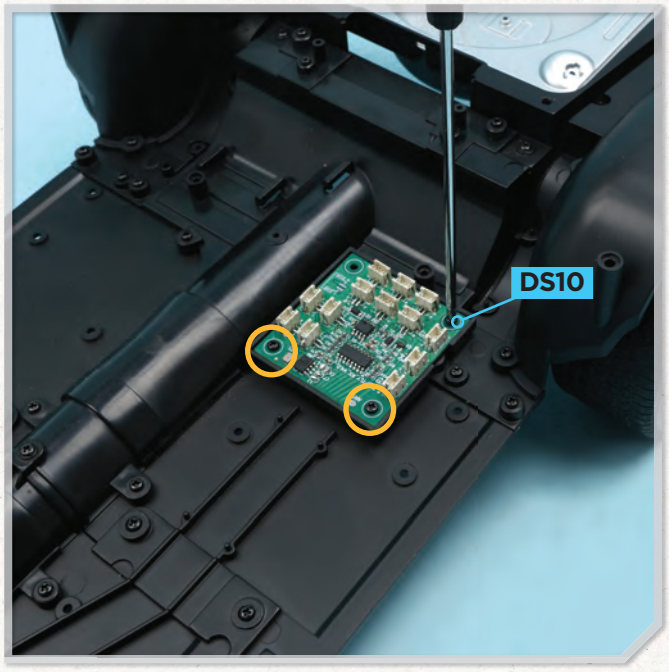
STEP 1

Take the PCB backing plate **38A** and the chassis assembly from the previous issue. Identify the position for part **38A** on the left of the transmission hump, in front of the rear axle. Position the part as shown (inset). The holes in the corners of part **38A** fit on the raised screw sockets on parts **22A** and **23A**. A D-shaped hole in part **38A** fits over a raised tab/screw socket in part **23A**.



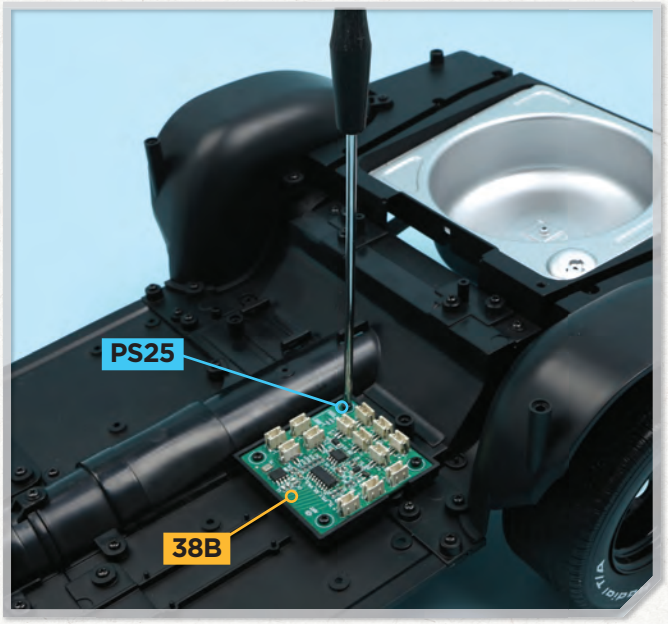
STEP 2

Fit the PCB **38B** in the backing plate **38A** in the orientation shown. Screw holes in the corners of part **38B** align with screw sockets in part **38A**.



STEP 3

Take three **DS10** screws (for metal) and use them to fix the three corners of the PCB **38B** that align with the metal screw sockets (circled) on part **22A**.

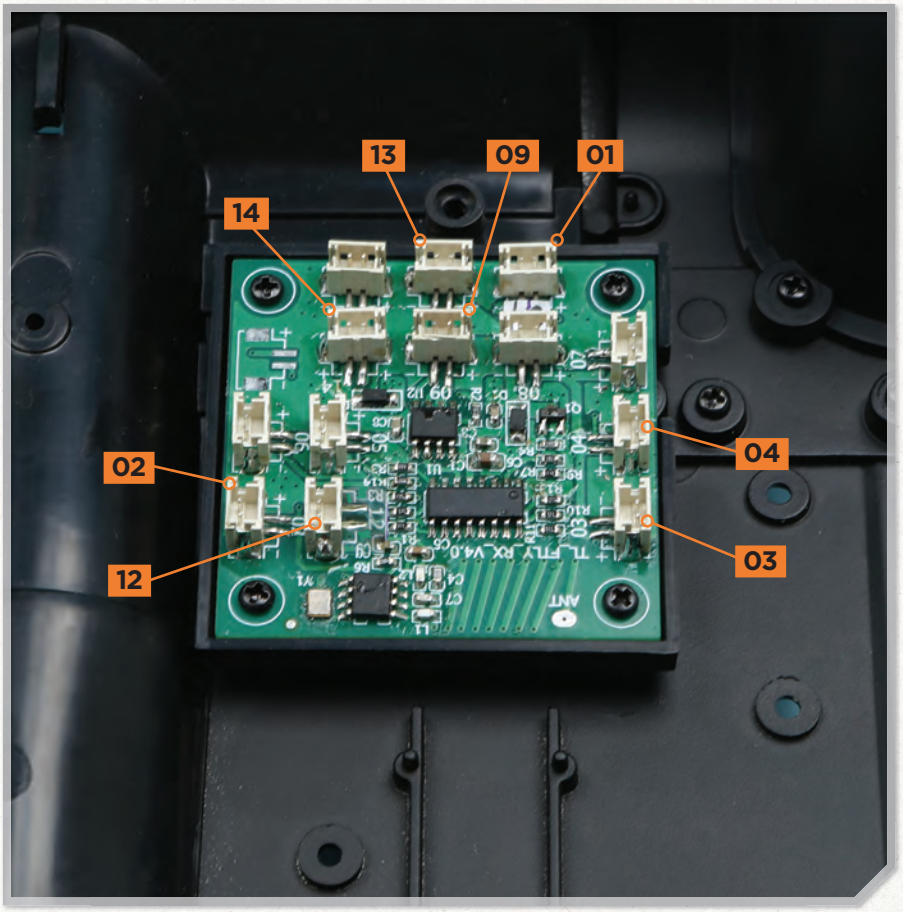


STEP 4

Fix the fourth corner of the PCB **38B** in place using a **PS25** screw (for plastic).

STEP 5

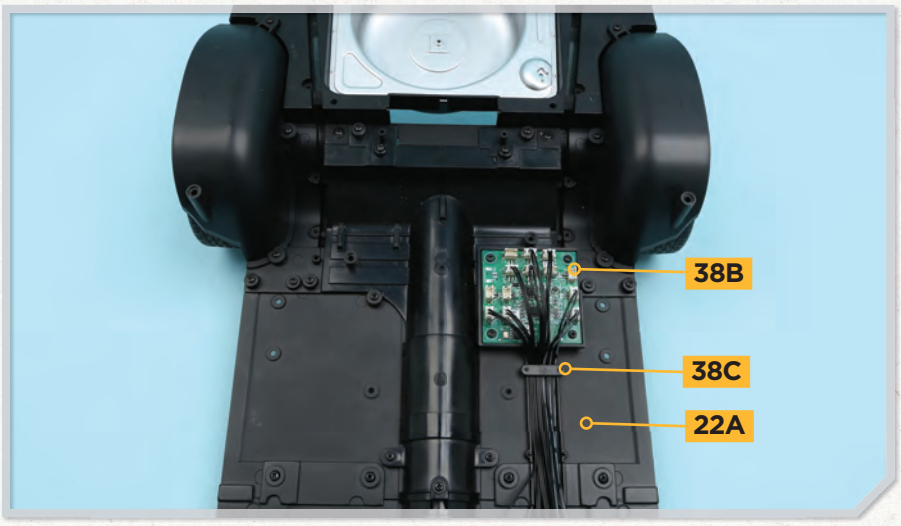
Take the eight cables and line them up according to the numbers on the connections.



STEP 6

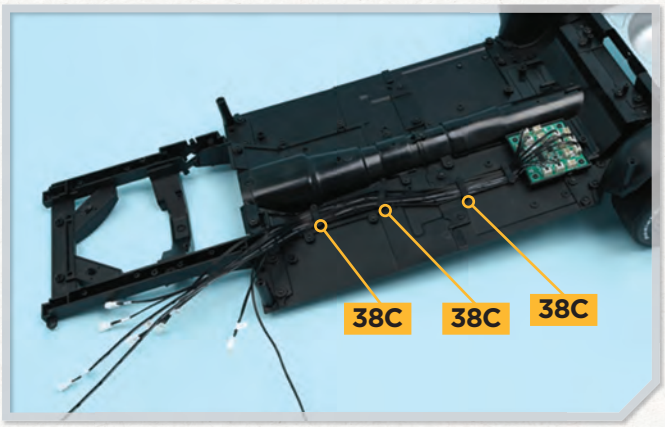
One by one, plug the unlabelled ends of the cables into the sockets so that the number by the socket matches the label at the other end of the cable. The orange labels in this photograph indicate the number of each socket.

Stage 38: Circuit Board



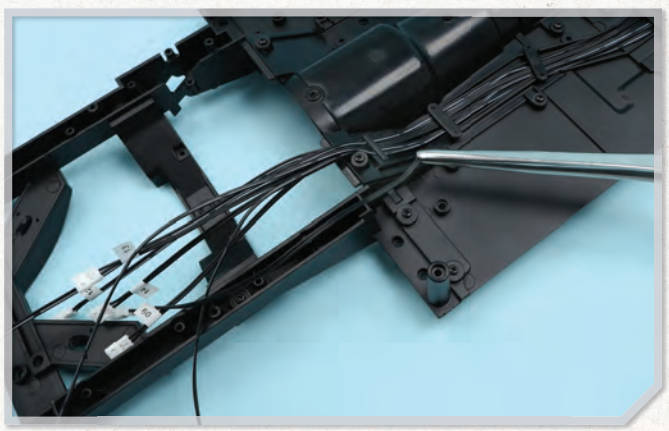
STEP 7

Draw all the cables towards the front of the chassis. Fit them between the raised edges of the cable channel on part **22A**. Take a cable fixing plate **38C** and fit it on to the first pair of pegs on either side of the channel.



STEP 8

Continue running the cables along the channel, fixing them in place with three more plates **38C**.

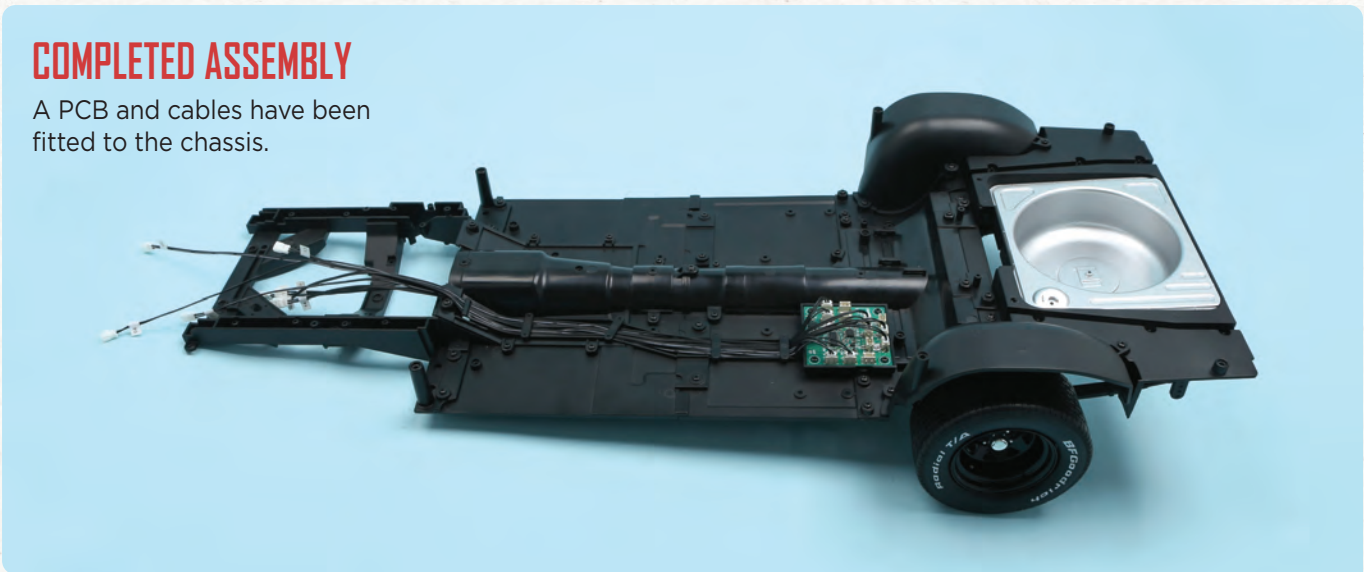


STEP 9

At the front of the chassis there is a raised tab. Feed the cables beneath the tab to hold them in place.

COMPLETED ASSEMBLY

A PCB and cables have been fitted to the chassis.



Ford Falcon XM 1964–1965

Ford Australia's 'Golden Quality' gamble: the Falcon XM was only produced for a year, but it was another step towards Ford Australia's desired autonomy.

Ford's mistake in failing to develop the original 1960 Falcon for Australia's much rougher roads had almost destroyed the idea of Ford Australia manufacturing and marketing its own car. However, the company did not give up. It introduced hurried changes to keep customers happy as well as more considered changes that kept Ford in the market.

The XM version of the Falcon came on stream in February 1964 and was only produced for a year. It was Ford Australia's third attempt at producing a car for the Australian market based on the 1960 US Falcon and it was, quite simply, the car that the Falcon should have been at the first attempt.

The respected Australian *Wheels* magazine published a road test of the XM in May 1964, summing it up by saying; "Ford's new challenger is at long last trim, taut and terrific. All this, however, may have come one model too late." The main criticism concerned the weakness of the brake system.

Stung by earlier criticism, Ford had thoroughly re-engineered the XM, and the bullish brochure emphasised this, asserting that it was of a "CERTIFIED GOLDEN QUALITY". Ford claimed to have invested over £1 million (a great deal of money in 1964) making over 1,500 upgrades in processes and car components in order to reach a standard that they could confidently describe as 'Golden'.

PRIMER AND BRINE

According to Ford, this involved the newly made monocoque bodies being dipped in a "huge underbody dip vat" so they emerged with the "underbody completely covered in a special dip primer which gives complete rust protection". Ford also boasted that the thicker paint had passed a 'Brine Test', and while time has shown that they did rust, they did so much more slowly than previous generation Falcons and were competitive with, or better than, the contemporary Holdens. Ford also finally gave up specifying

Ford made much of the fact that the new Falcon XM had been tested on Australia's rough dirt roads – and looked at home in the countryside.

vacuum-operated windscreen wipers, which had always been a flawed idea because the power was inversely proportional to the manifold's vacuum, so the wipers slowed down if driving uphill or when accelerating hard. A newly engineered two-speed electric system brought Ford into the 1960s well behind the competition.

Ford also introduced a new 200ci (3.2-litre) version of the successful and reliable Falcon straight-six OHV engine, known rather whimsically as the Super Pursuit, which produced just over 120bhp. This was enough to make the Falcon, which only weighed 2,877lbs, quite lively.

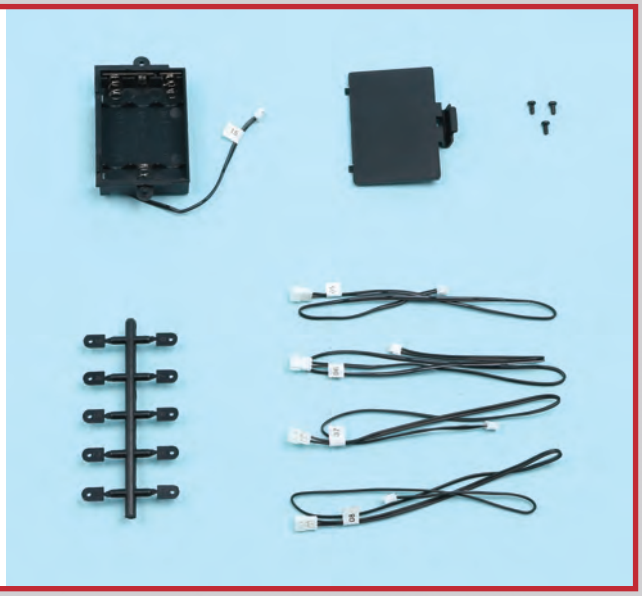
The XM also expanded the range to 12 different models that helped production creep to just over 47,000 before the last iteration of the original Falcon, the XP, was launched in early 1965. ■

COMING IN ISSUE 39

- **ASSEMBLY GUIDE**
  Four more cables are fitted to the printed circuit board and a battery box is attached to the chassis.
- **CUSTOM MADE**
  The 1980s are remembered as an era of excess and this was reflected in the custom cars of the period. Hot rods now cost six-figure sums and were showroom quality pieces of art.

NEW PARTS

Battery box, lid for battery box, cable fixing plates, four cables and screws.



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