

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Battery Box



Customising with Style

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 39

ASSEMBLY GUIDE

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Four more cables are fitted to the printed circuit board and a battery box is attached to the chassis.

CUSTOM MADE

7

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-figures sums and were showroom quality pieces of art.

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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Items may vary from those shown.
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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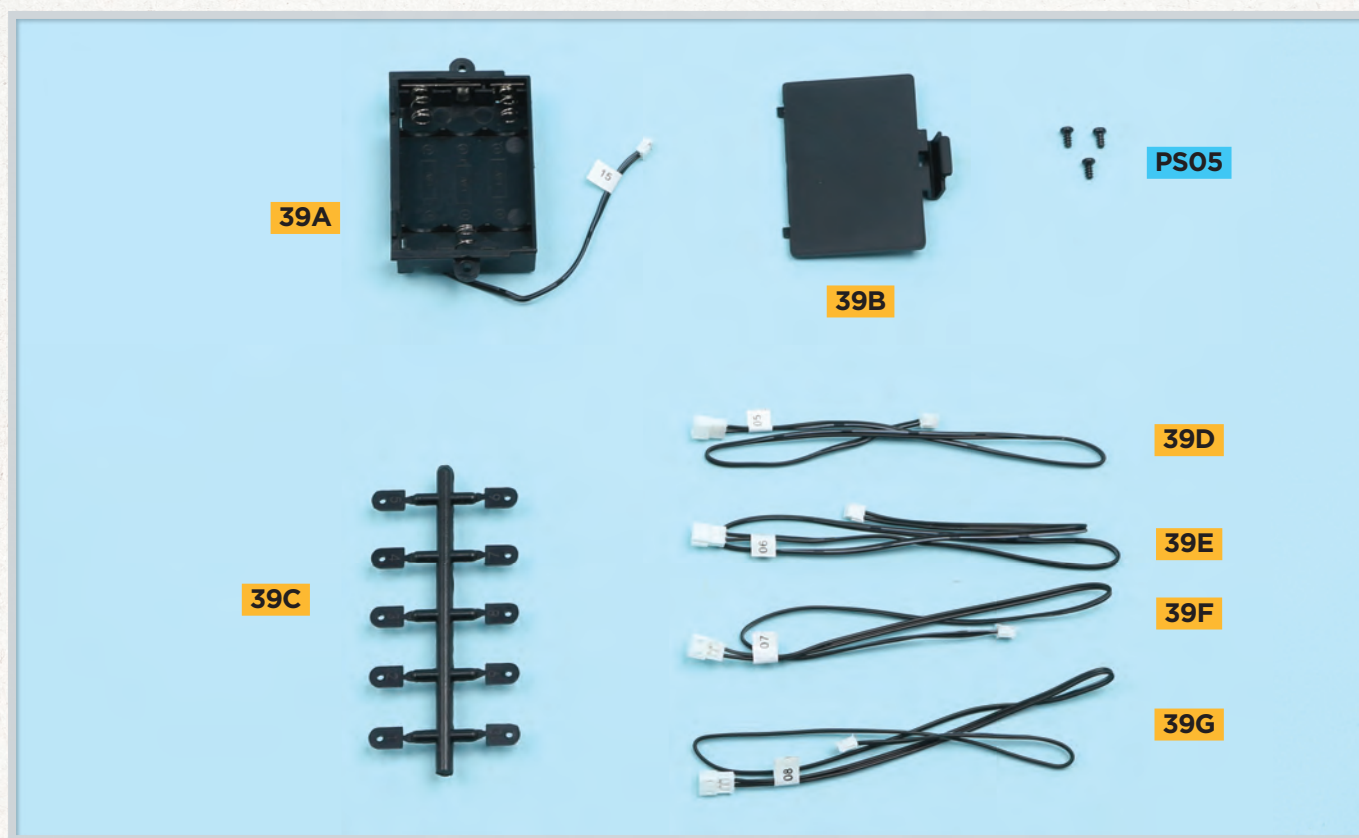
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 39: Battery Box

Four more cables are fitted to the printed circuit board and a battery box is attached to the chassis.



Area of assembly

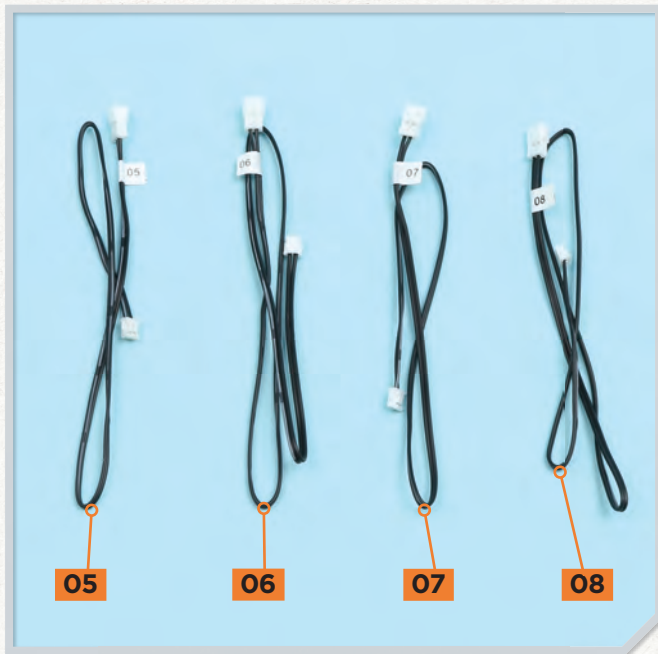


List of parts:

- 39A** Battery box
- 39B** Lid for battery box
- 39C** Ten cable fixing plates
- 39D** Cable labelled 05
- 39E** Cable labelled 06
- 39F** Cable labelled 07
- 39G** Cable labelled 08
- PS05** Three* 2.3 x 4mm PB screws

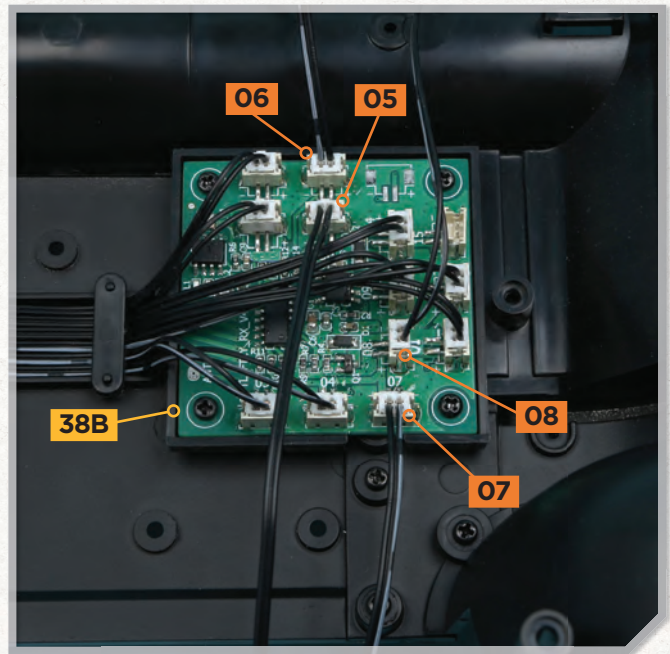
*Including spare
PB = Pan head for plastic

Stage 39: Battery Box



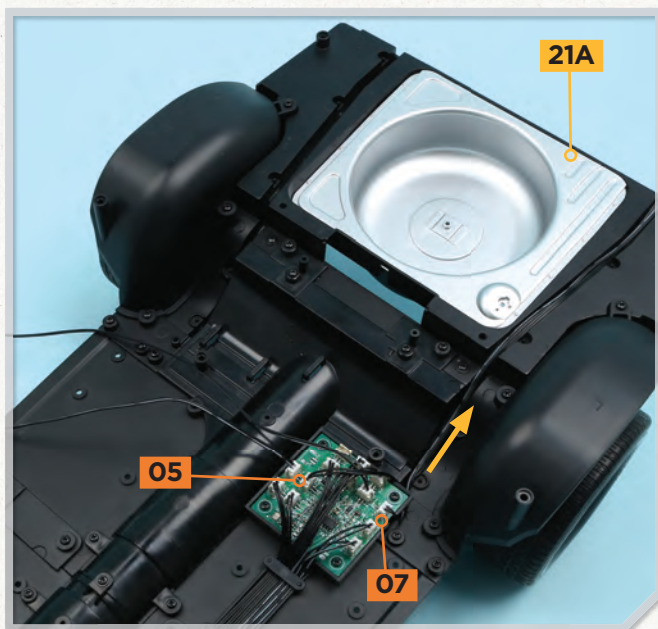
STEP 1

Take the four cables labelled **05**, **06**, **07**, and **08** and lay them out in numerical order.



STEP 2

One at a time, plug the unlabelled connectors on the cables into the appropriate numbered sockets on the printed circuit board **38B**. The numbers indicate the positions of the sockets.



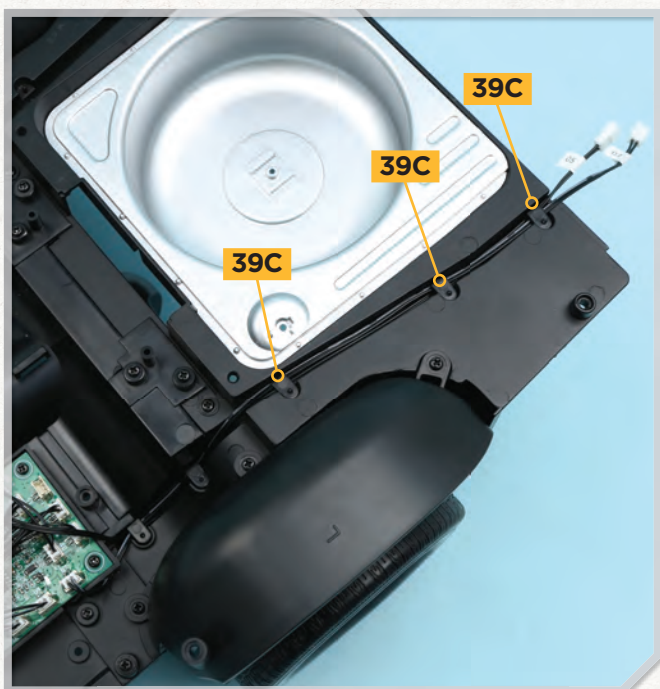
STEP 3

Take the two cables labelled **05** and **07**. Take them to the side of the chassis and run them along the channel beside the spare wheel housing **21A** (arrow).



STEP 4

Remove five cable plates from the frame **39C**. Fit the first two to the pegs in the shaped areas beside the cable channel so that they hold the cables in place.



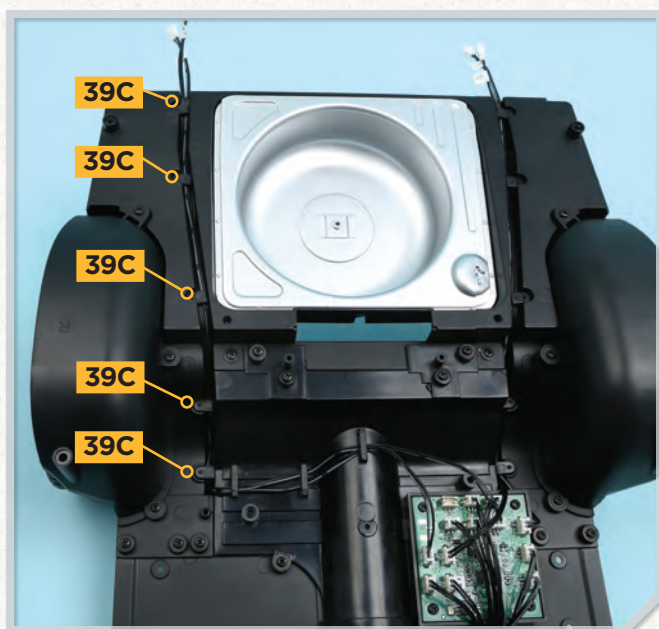
STEP 5

Continue running the cables along the channel beside the spare wheel housing, using a further three fixing plates **39C** to hold them in place.



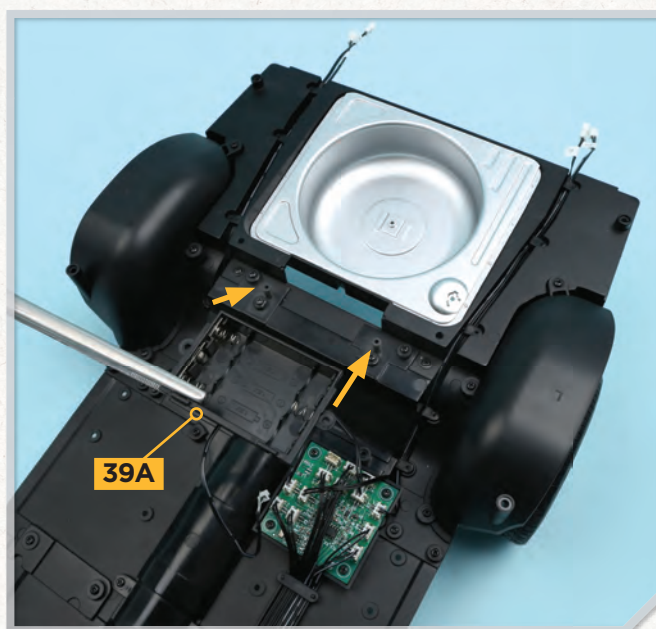
STEP 6

Take the cables labelled **06** and **08** and feed them under the three tabs along the back of the chassis, as indicated by the arrows above.



STEP 7

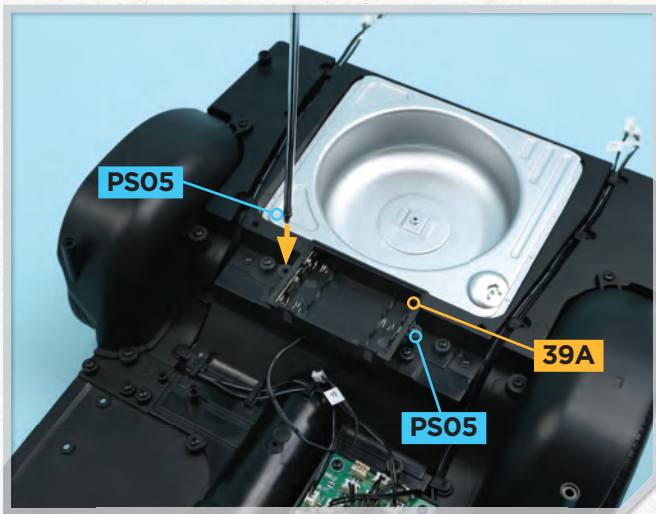
Run the cables along the channel beside the spare wheel housing, fixing them in place with a total of five plates **39C**.



STEP 8

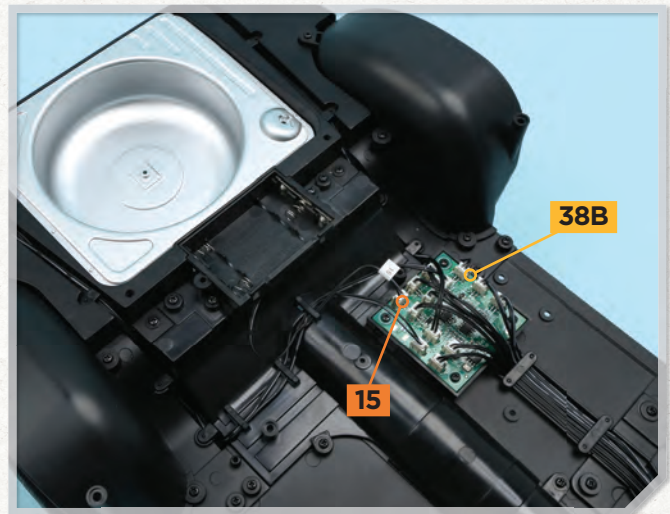
Take the battery box **39A** and identify the fixing position in front of the spare wheel housing. The screw holes in the tabs on each side of part **39A** fit over raised screw sockets.

Stage 39: Battery Box



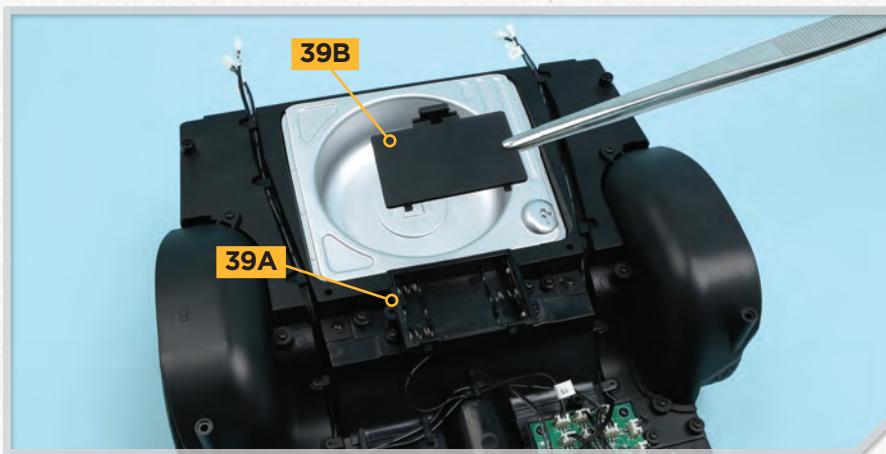
STEP 9

Fix the battery box **39A** in place with two **PS05** screws.



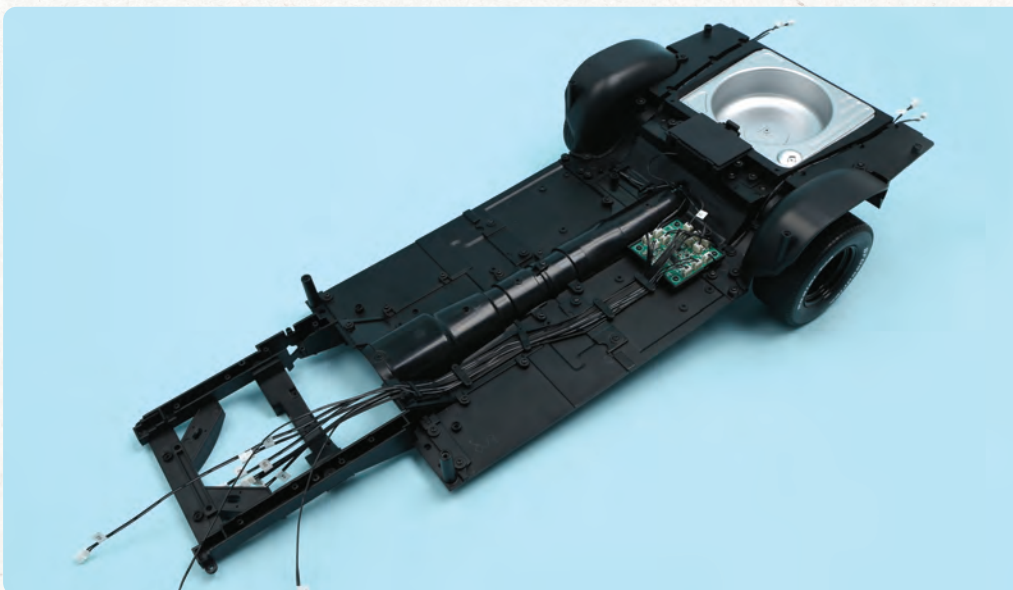
STEP 10

Take the cable from the battery box, which is labelled **15**. Plug it into the socket marked **15** on the board **38B**.



STEP 11

Fit the lid **39B** to the battery box **39A**. Tabs on the forward edge of the lid fit into slots on the corresponding edge of the battery box.



COMPLETED ASSEMBLY

Four more cables (for the rear lighting) have been connected and a battery box has been fitted.

Customising with Style

The 1980s are remembered as an era of excess: hot rods were no longer dirty, greasy and made from junkyard parts; now they cost six-figures and were showroom works of art.



Boyd Coddington headed a group of innovators who built a red 1933 Ford Coupe for client Vern Luce in 1981. The car became renowned as the 'Birth of Smooth.' This trend-setting hot rod was sleek, with everything but the door hinges shaved off – the aim being to make it look as smooth as a bar of soap. Independent suspension, hand-fabricated from billet aluminium, was fitted to a scratch-built frame by Boyd's friend 'Lil' John Buttera. He routinely machined any car part he couldn't source from billet, leading Boyd to realise that there was a ready market for billet wheels. A similar roadster version of the high-tech '33 was created soon afterwards, as was a two-door Phaeton. Nothing like these cars had been seen before and the style was soon copied.

The 'Fat Fender' cars, particularly the 1937-1938 and 1942-1948 Fords, now became popular. Ken 'Posie' Fenical's chopped '37 convertible, built in 1983, being another notably high-tech smooth rod of the time.

Meanwhile, Pro Street cars emulated the look of a competition drag car – skinny wheels up front with a monster motor and huge wide tyres out back – but in a supposedly street drivable vehicle. You received bonus points if the technique was applied to a less obvious car such as a Rambler wagon or, as was the case with Rick Dobberty, a brand new Pontiac J2000. The polished stainless steel chassis and rollcage, along with a 350ci that was twin turbo'd and supercharged, made Dobberty's multicolour build a masterpiece.

TOP OF THE HOTS

Billy F. Gibbons, of the rock group ZZ Top, commissioned a 1933 Ford Coupe build that resulted in the 'Eliminator', in the style of the Vern Luce car. Eliminator (and a copy that was built to keep up with demand from public appearances) featured in ZZ Top's music videos, reaching a

Billy Gibbons' second Ford Coupe on show in Salzburg, Austria, in 2024.

At the 2006 Detroit Autorama a 1933 Ford Coupe shows off features that became popular in the 1980s: chopped, fenders removed, a super-smooth finish and large rear wheels.

huge audience through MTV, and was driven regularly. Suddenly everyone wanted a bright red hot rod. Gibbons had numerous other standout cars, but the radical chopped 1948 Cadillac 'CadZZilla', which was custom-built by Coddington for a reported sum of \$900,000, was a stunner on its debut in 1989 and remains a showstopper.

The so-called 'Smoothie' look became a victim of its own success. Soon everyone was painting their chrome bumpers in pastel shades and removing trim. The definitive hot rod of the era was any bright red 1932 Ford with a Chevy small block 350ci and billet wheels. They were everywhere at car shows, leading a clearly despondent *Hot Rod* magazine to beg its readers to Dare To Be Different: "Have you had your fill of uninspired iron that people keep building year after year?" asked the June 1989 issue, encouraging its audience to build something more unusual. Thankfully, many would soon heed the call. ■



COMING IN ISSUE 40



• ASSEMBLY GUIDE

Coolant pipes and a throttle plate are fitted to the outside of the transmission housing.

• DESIGNS FOR A NEW ERA

The Ford Escort Mk1 and Mk2 dominated rallying from the late 1960s until the early 1980s, but Ford had planned the car as an economical family runabout.

NEW PARTS

Transmission housing right and left side, throttle plate and three coolant pipes.



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