

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Control Arms



Grease (1978)

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 51

ASSEMBLY GUIDE

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The control arms are attached to the sway system and the front wheels are fitted in place.

CARS ON SCREEN

7

Grease (1978) was the word, and not only for hair! When Paramount Studios set their new movie in 1958 it was vital to have authentic cars.

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

Stage 51: Control Arms

The control arms are attached to the sway system and the front wheels are fitted in place.



List of parts:

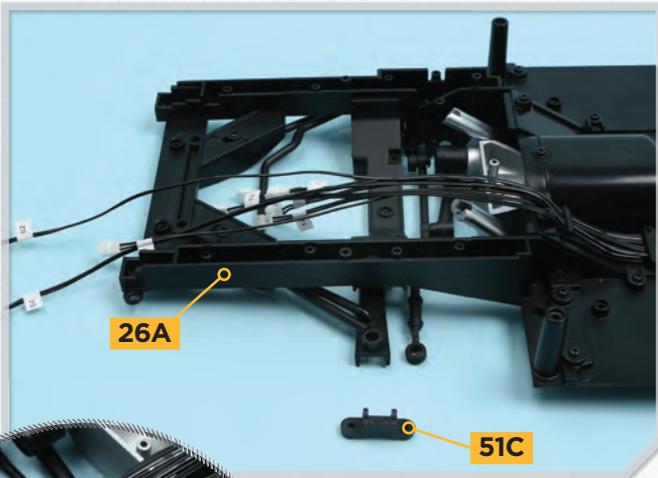
- 51A** Left control arm
- 51B** Right control arm
- 51C** Left control arm support
- 51D** Right control arm support
- 51E** Two hinge pins
- DS02** Five* 2.3 x 4mm PM screws
- DS04** Seven* 2.3 x 3mm PWM screws

*Including spare
 PM = Pan head for metal
 PWM = Flange head for metal

Area of assembly

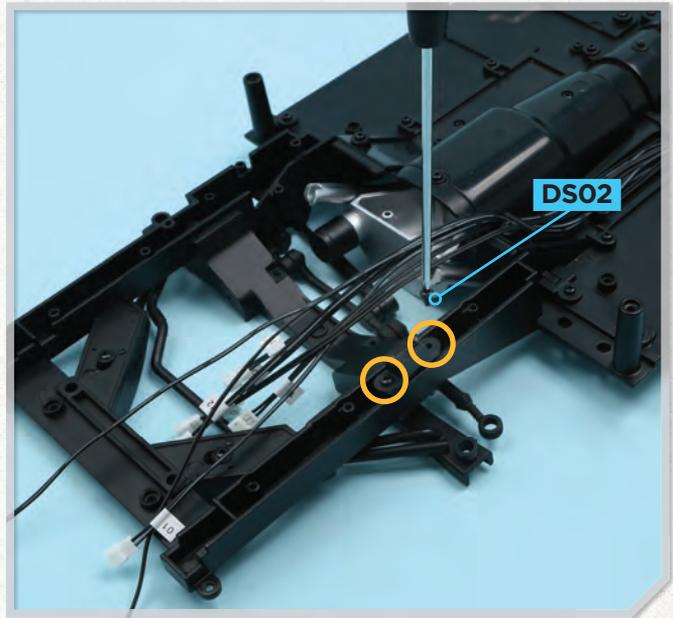


Stage 51: Control Arms



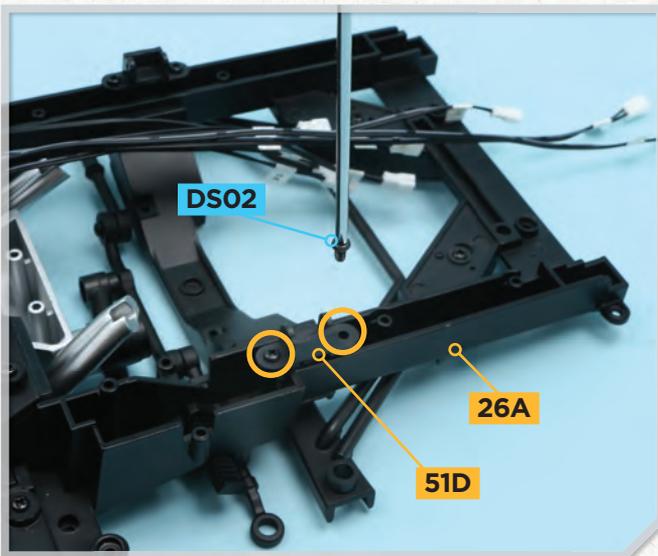
STEP 1

Remove the left control arm support **51C** from the frame and identify the fixing point in the channel on the upper side of the chassis frame **26A**. The vertical panel of part **51C** sits on the outer side of the assembly so that the larger raised screw socket fits in the larger recess in part **26A**.



STEP 2

Fix part **51C** in place with two **DS02** screws at the positions circled.



STEP 3

Similarly fit the right control support **51D** in place on the other side of the chassis frame **26A** and fix in place with two **DS02** screws.



STEP 4

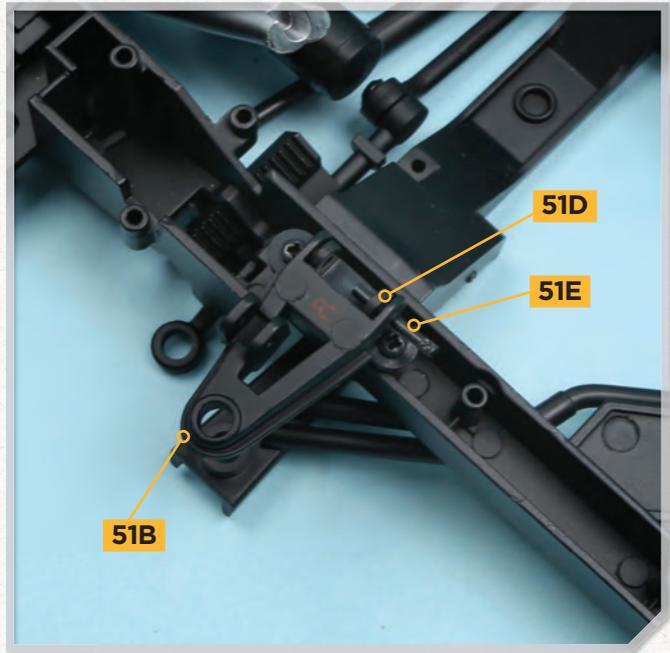
Take the left control arm **51A** and fit the tabs over either side of the raised tabs on part **51C**, so that the holes are aligned. Fit one of the hinge pins **51E** through the holes, fitting the smooth end first.





STEP 5

To ensure that the pin is fully fitted, use a pair of fine-nosed pliers to push part **51E** into the holes to hold the control arm **51A** in place.



STEP 6

Similarly, position the right control arm **51B** in place on the support **51D** and fix in place with a hinge pin **51E**.

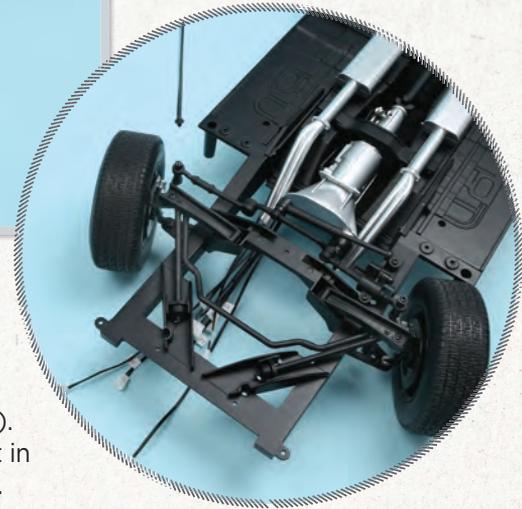
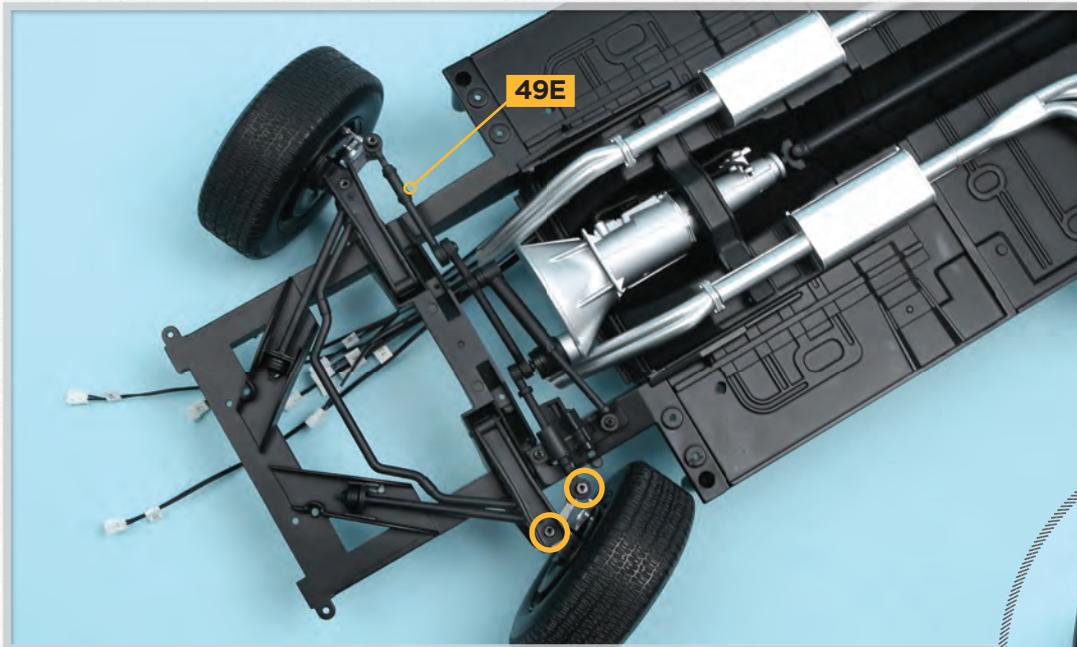


STEP 7

Take the front left wheel assembly from issue 12. The inset (above left) shows the orientation of the part, viewed from inside. Fit the lower central peg of the hub **12A** into the eyelet of the sway bar **50A** (yellow arrow) and at the same time the upper central peg of part **12A** goes up into the left control arm **51A** (white arrow). The longer socket on part **12A** fits into the eyelet on the end of part **49E** (red arrow). Fix the upper socket in place with a **DS04** screw (above right). Similarly, take the right wheel from issue 9 and fix the hub to the right control arm **51B** (right).



Stage 51: Control Arms



STEP 8

Supporting the wheels, carefully turn the chassis over. Check that the long arm of the left wheel hub **12A** fits into the eyelet on the end of **49E**. Fix the central lower socket of part **12A** to the lower eyelet in the left control arm **51A** and the side socket of part **12A** to the eyelet on part **49E** with two **DS04** screws (circled, above). Similarly, check that the long arm of the right wheel hub **9A** is located in the eyelet in part **49C**. Fix the wheel hub to part **51B** and part **9A** with two **DS04** screws (right).

COMPLETED ASSEMBLY

The front wheels have been fixed in place.



Grease (1978)

Grease was the word, in the hero's hair and in the cars the gangs drove. When Paramount Studios set their new movie in 1958 it was essential to feature authentic fashion and cars.

Eddie Paul was a Los Angeles-based car customiser who one day answered the door to a man from Paramount who was holding a suitcase full of money. "He asked if I could build some cars for *Grease*," recalls Paul, "I thought it was a cooking show and was about to say 'no' when he opened a case full of \$100 bills. He needed all 48 cars in two weeks..."

Paul managed to deliver on time and supplied every car seen on the screen. First was a pair of Fords, some sources say three were used. One was the car introduced as a wreck; it is then transformed during a song and dance number into 'Greased Lightning' — the red-and-white convertible. The car was powered by a 350cu inch V8 and all the bodywork was made in steel. According to the Volo Museum in

Illinois they own the original screen-used car and it began life as a 1946 coupé.

White Lightning is the far more attractive convertible that gets raced at Thunder Road (actually the Los Angeles River bed, the location for numerous car chases over the years). White Lightning is said to be a 1948 model and, like the red version, was originally a coupé before Paul sliced off the roof. Silver lightning bolts, chromed reversed wheels, whitewall tyres and nerf bars were added. It was actually finished in flat white house paint applied by a roller because the shop's paint compressor had broken that day.

The bad guys, The Scorpions, drive a black and flamed 1949 Mercury convertible known as Hell's Chariot. It was portrayed by both a 1949 and a 1950 model —

both coupés with their roofs cut off — in the two weeks Eddie Paul was given to source and build cars no convertibles could be found. All the cars had fake metal padded tonneau tops behind the rear seat. He finished the Mercs with 1950 grilles, scythe wheel covers and a spark plug in the exhausts to create flames. The flamed paint was added after the producer arrived to collect the cars and remarked that black looked too plain. Eddie traced outlines around a coffee can, flaming both the Mercurys in just two hours.

AFTERLIFE

One of the Mercs and the wrecked version of the Ford briefly appeared in the comedy movie *Used Cars* (1980). Rumour is that several *Grease* cars sat on a backlot at Paramount along with some 400 other film cars, until health officials demanded they clean up the area. At that point a car crusher was brought in. One Hell's Chariot had apparently already been 'saved' by a studio employee and ended up with a parts dealer before being restored to the *Grease* specification in 2014.

The 1949 Mercury had quite a beating at Thunder Road but it was later restored and painted red. One Mercury sold at auction in August 2022 for \$600,000; not bad for a car that was built in little more than a week! ■

The car converted during the number 'Greased Lightning' had a chromed engine, balloon tyres 30-inch (76-cm) tail fins and a clear hood.



COMING IN ISSUE 52



• ASSEMBLY GUIDE

Caps are fitted to the valve covers, which will cover the cylinder heads of the engine.

• HISTORY OF THE FORD FALCON

The Lotus-Cortina created a fast-Ford bloodline that can be traced directly to the most recent Focus RS. The Lotus-Cortina was an instant success.

NEW PARTS

Right and left valve covers, spark plug holders, oil filler caps and screws.



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