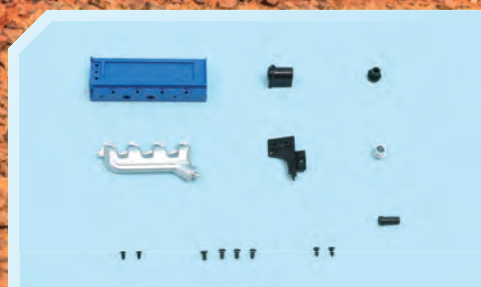


THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Cylinder Head



Ghostbusters (1984)

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 56

ASSEMBLY GUIDE

3

The blower is fitted to the cylinder head cover and the motor is assembled and fitted to the left cylinder head, along with the exhaust manifold.

CARS ON SCREEN

7

Ghostbusters (1984) was a smash hit that featured special effects, a witty script and an infectiously catchy theme song. One of the starring roles was played by a 1959 Cadillac ambulance.

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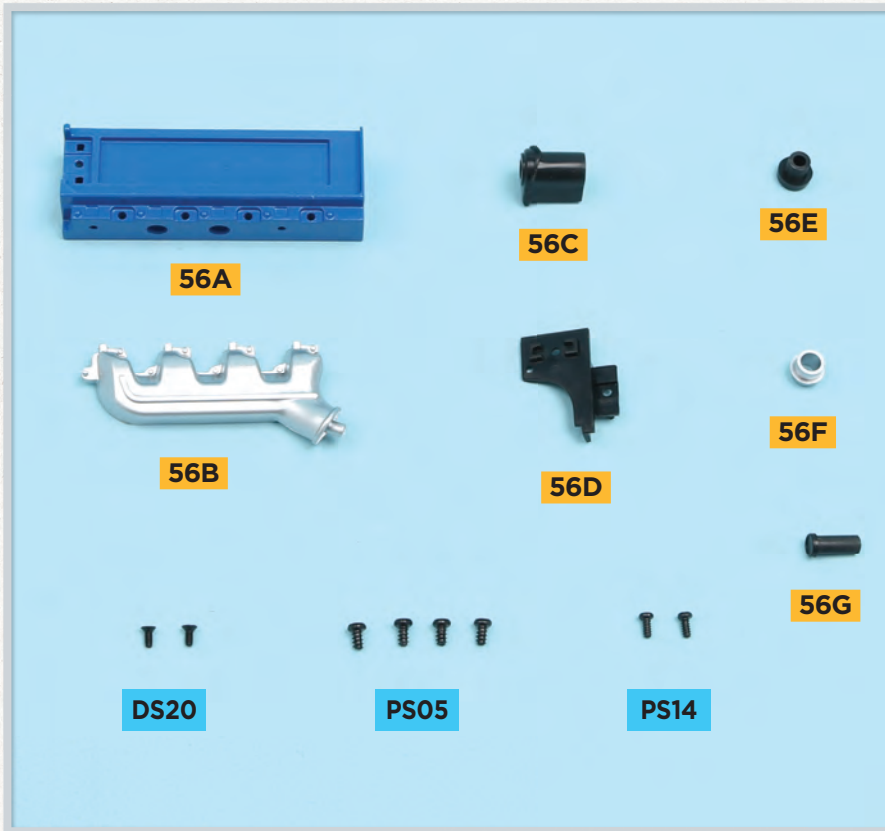
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 56: Left Cylinder Head

The blower is fitted to the cylinder head cover and the blower motor is assembled and fitted to the left cylinder head, along with the left exhaust manifold.



List of parts:

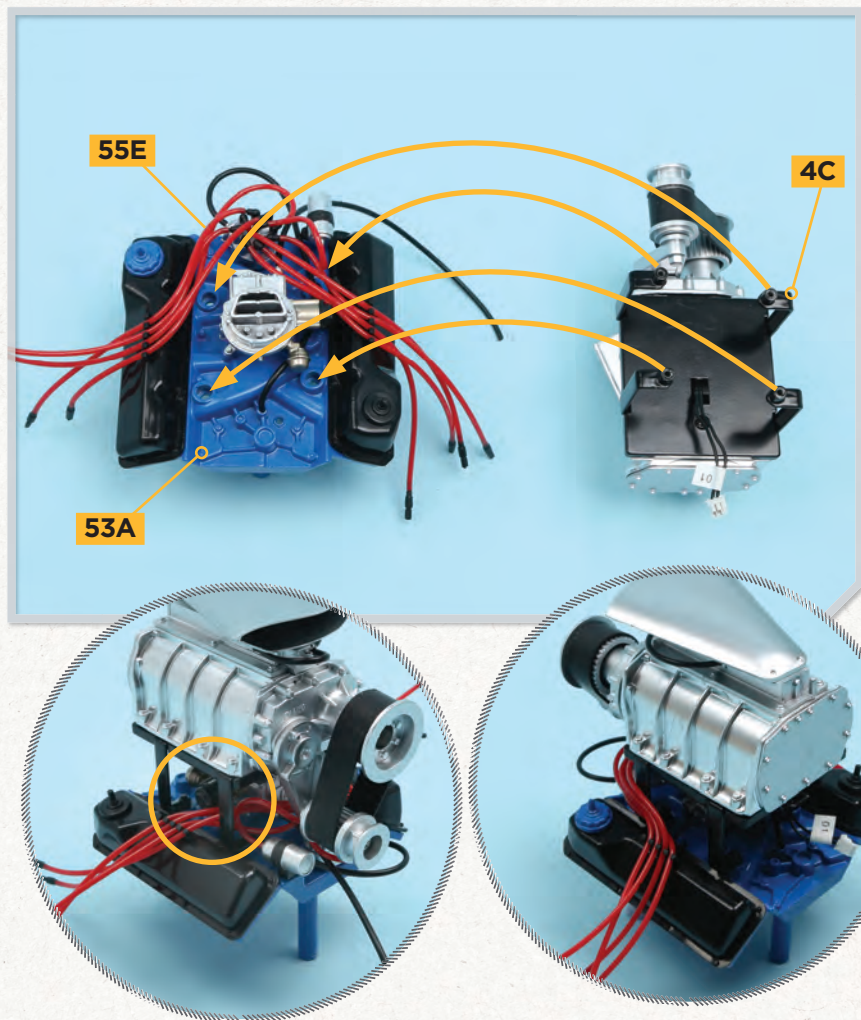
- 56A** Cylinder head (left)
- 56B** Exhaust manifold (left)
- 56C** Blower motor
- 56D** Blower motor support
- 56E** Blower motor cap
- 56F** Blower motor rotor
- 56G** Blower motor pin
- DS20** Two* 1.8 x 4mm PM screws
- PS05** Four* 2.3 x 4mm PB screws
- PS14** Two* 1.8 x 4mm PB screws

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

Area of assembly

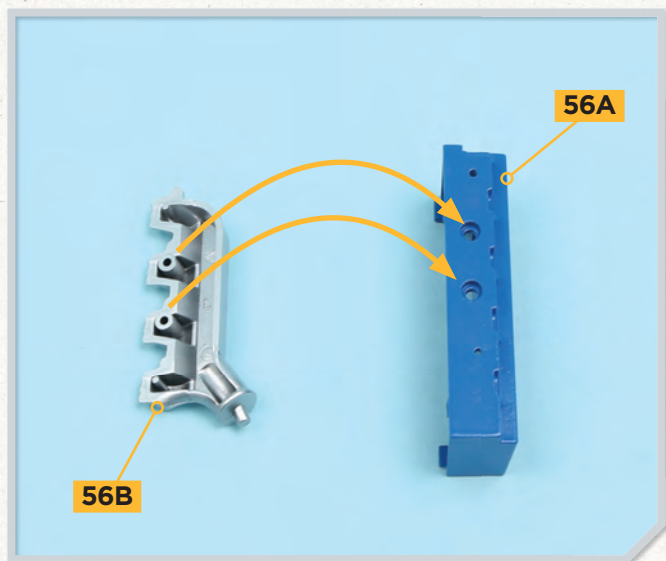


Stage 56: Left Cylinder Head



STEP 1

Take the cylinder head cover assembly from the previous issue and the blower assembly from issue 4. Carefully note the orientation of the parts. Fit the four blower mounts **4C** around the spark plug leads **55E** so that the screw holes in parts **4C** align with screw holes in the cylinder head cover **53A**. Note that on the right side the leads run behind one of the mounts **4C** (circled, below left). On the left side they run in front of the mount (below centre). Fix the blower in place from beneath using four **DS06** screws supplied with the previous issue (below).



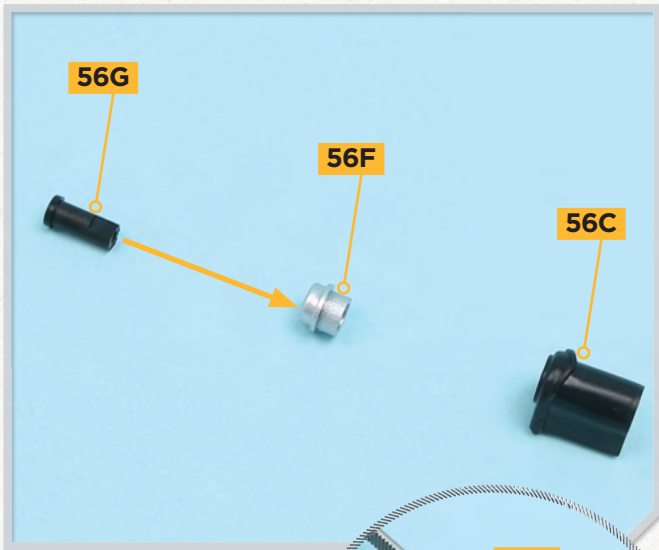
STEP 2

Take the exhaust manifold **56B** and fit it on to the side of the cylinder head **56A**. Raised screw sockets on the manifold fit into sockets in the cylinder head (arrows).



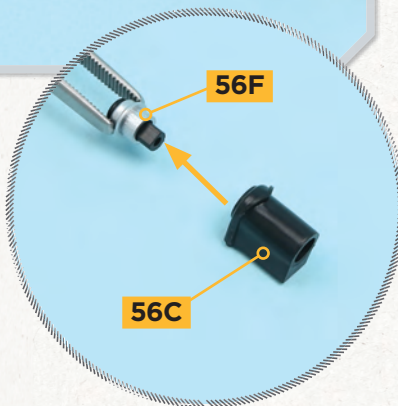
STEP 3

Fix the manifold in place with two **PS05** screws.



STEP 4

Fit the blower motor pin **56G** into the blower motor rotor **56F**, then fit the blower motor **56C** over the other end of part **56F**.



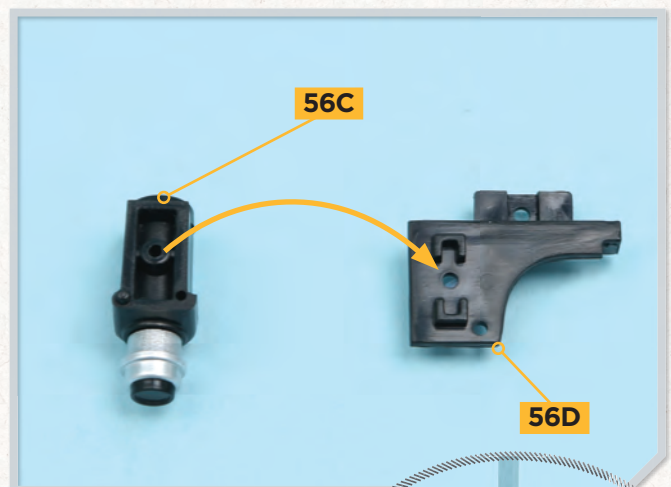
STEP 5

Fix the blower motor in place with a **PS05** screw.



STEP 6

Fit the blower motor cap **56E** to the end of the blower motor **56C**.



STEP 7

Take the blower motor and fit it to the support **56D**. A raised screw socket on part **56C** aligns with a screw hole in part **56D**. Fix in place with a **PS14** screw.

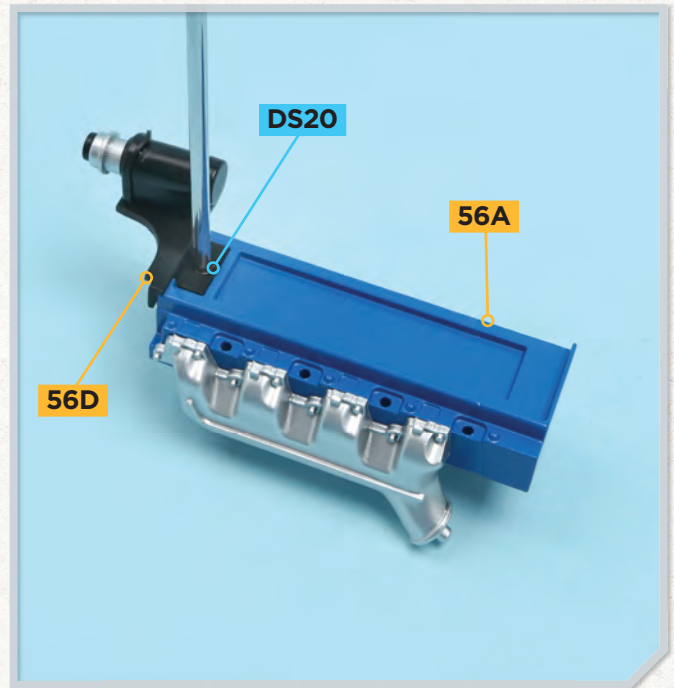


Stage 56: Left Cylinder Head



STEP 8

Identify the fixing point for the blower motor support **56D** on the end of the left cylinder head **56A**.

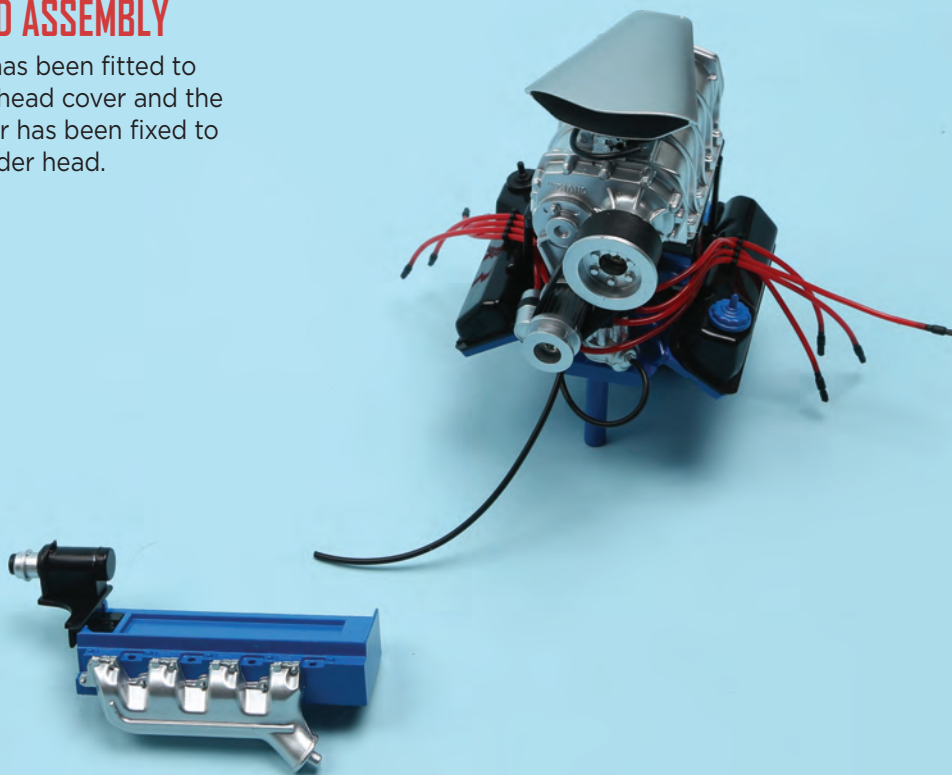


STEP 9

Fix the blower motor support **56D** in place with a **DS20** screw.

COMPLETED ASSEMBLY

The blower has been fitted to the cylinder head cover and the blower motor has been fixed to the left cylinder head.



Ghostbusters (1984)

This smash hit comedy featured amazing special effects, a witty script and a catchy theme song. To top all that, one of the starring roles was played by a distinctive white and red 1959 Cadillac ambulance.

When Dr Ray Stantz (Dan Akroyd) and Dr Peter Venkman (Bill Murray) lose their tenure at Columbia University, they establish a business hunting and capturing ghosts. Fortunately, this coincides with a massive surge in paranormal activity across the city. Along with colleagues Egon Spengler (Harold Ramis, who helped rewrite Akroyd's original script) and Winston Zeddemore (Ernie Hudson) the Ghostbusters save the world!

One of the most recognised symbols of the film is their car, the Ecto-1 or Ectomobile. It is a 1959 Cadillac series 75 ambulance with Miller Meteor Futura Sentinel bodywork. Ray buys it for \$4,800, despite its long list of mechanical faults, and converts it into Ecto-1. Originally conceived as a blue and white 1975 Cadillac, Ecto-1 became a 1959 ambulance painted all black with purple strobe lights. Since this wouldn't show up in the night-time scenes and dark cars reflect virtually everything, including cameras and crew, it was decided to paint it white with a red insert along the sides and tailfins.

ON FILM

The Cadillac initially seen is black with grey primer and depicted as a 'combination' car. These were popular in small towns where, as a money-saving measure, the local hearse and ambulance was often the same vehicle. Despite 1959 being a good year for Cadillac sales, surviving hearses were



Dr Stantz and Egon Spengler prepare for action as they emerge from Ecto-1.

rare, even in 1984. This 1959 was borrowed from its owner, who was a Chicago paramedic. He was alarmed to find that the film company painted it black without his permission. Columbia Pictures later had to pay for a re-paint back to its original colours — which, ironically, were red and white. It was later sold and was last seen in a private collection.

The red and white Ecto-1 hero car was a second 1959 Cadillac Miller Meteor, this one bought from a Hollywood Cadillac dealer. Its final appearance was conceived by set designer Stephen Dane. Ecto-1 had a roof rack filled with gear: radio and GPS equipment,

tanks, lights and EMF sensors. Black-tinted film was fitted to the windows and a siren based on an edited leopard snarl was created.

The top-heavy Caddy — already close to 6,000lb empty — proved to have poor-handling on New York's streets, often lifting a front wheel during hard cornering. The ambulance broke down numerous times on set, before finally expiring on the Manhattan Bridge.

Once filming ended, the car was used for promotion, including being driven around New York by the cast, then returned to the studio. After briefly appearing in the 1989 sequel, Ecto-1 sat rusting until it was extensively restored in 2009 to promote the Ghostbusters video game and was retained by Sony Pictures. ■

COMING IN ISSUE 57



• ASSEMBLY GUIDE

The oil filter is attached to the cylinder head from the previous issue, and the cylinder head is fixed to the left engine block.

• HISTORY OF THE FORD FALCON

The US Falcon matured in 1966 when the Mk3 was announced, but slow sales resulted in the end of the Falcon name in North America when production ceased in 1970.

NEW PARTS

Left engine block, oil filter, oil filter cap and screws.



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