

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Oil Filter



Ford Falcon Mk3 1966-1970

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THE ICONIC FORD FALCON XB GT

ISSUE 57

ASSEMBLY GUIDE

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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

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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.

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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This product is not a toy and is
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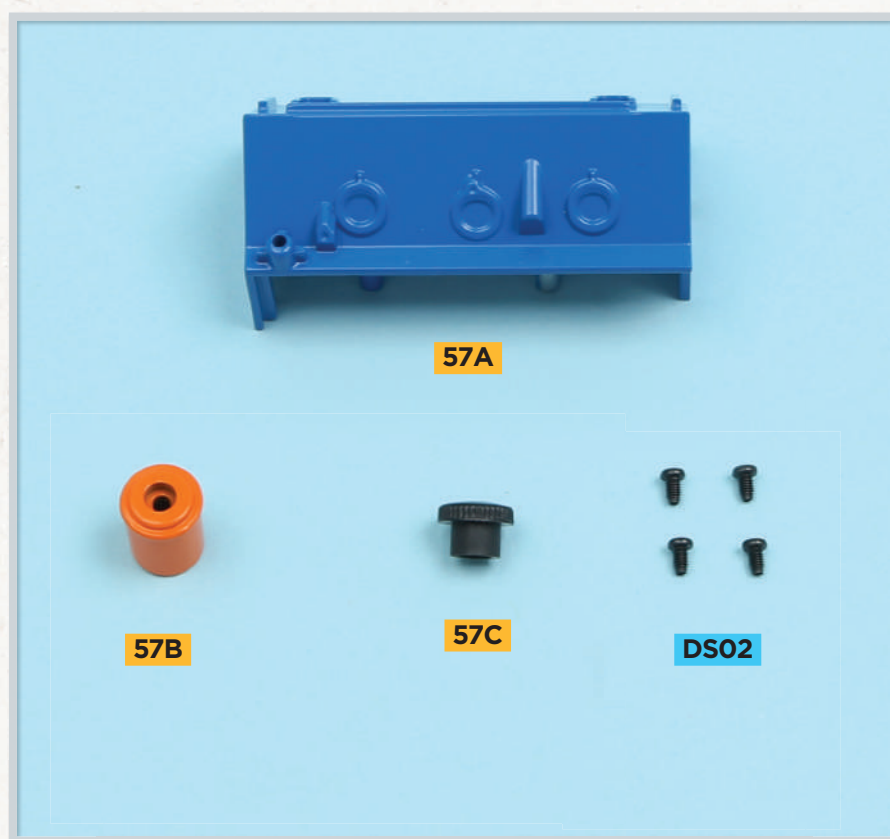
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Stage 57: Oil Filter

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



List of parts:

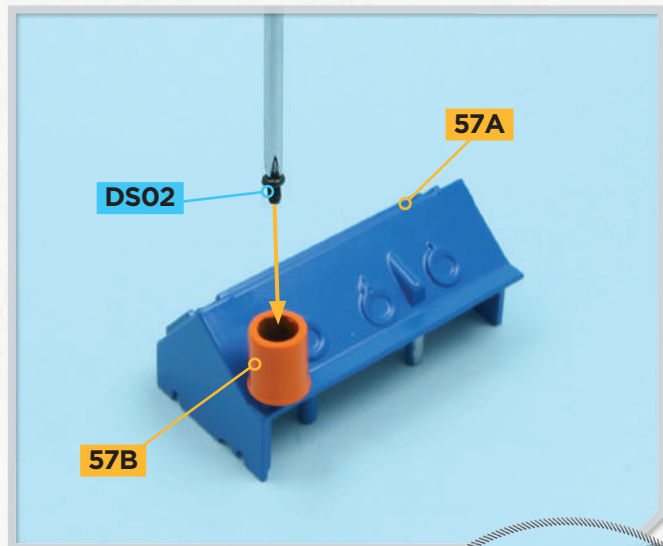
- 57A** Engine block (left)
- 57B** Oil filter
- 57C** Oil filter cap
- DS02** Four* 2.3 x 4mm PM screws

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

Area of assembly

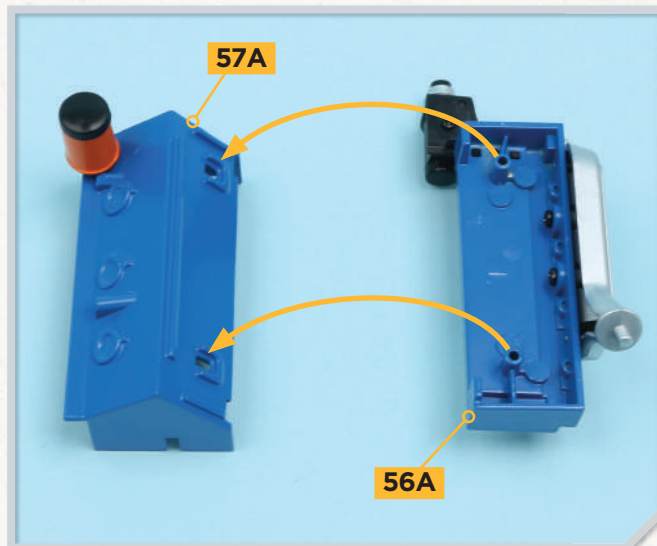
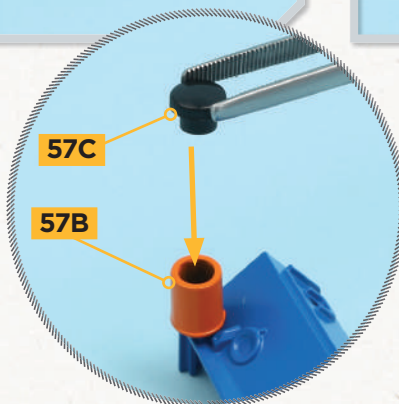


Stage 57: Oil Filter



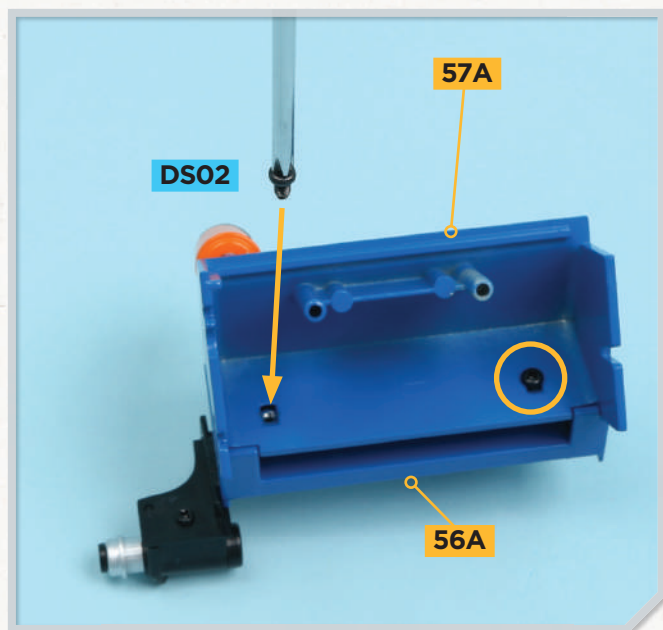
STEP 1

Fit the oil filter **57B** to the end of the engine block **57A**. Fix in place with a **DS02** screw. Fit the cap **57C** to the end of the filter (inset, right).



STEP 2

Take the cylinder head **56A** from the previous issue and check how it fits to the engine block **57A**. Raised screw sockets on the cylinder head fit into recesses in the engine block.



STEP 3

Fix parts **57A** and **56A** together with two **DS02** screws.

COMPLETED ASSEMBLY

The oil filter has been fitted and the cylinder head has been attached to the engine block.



Ford Falcon Mk3 1966-1970

US FALCON MK3: THE FINAL FLING

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 finally ceased in 1970.



The core problem of the compact car is that when a manufacturer asks a focus group what they would like to improve, they invariably say "more space please". As a result the manufacturer provides more space, which leads to a bigger car, which costs more money to buy and run, making it less attractive to the purchaser. Those same consumers go off and buy a smaller car again, because the new larger 'small car' is too expensive and difficult to park.

The irony is that when Ford introduced its 1966 Falcon it was deliberately styled to look larger than it was in order to attract

buyers. The margins were small. The Mk3 Falcon was just over three inches wider and longer than the Mk1, but it looked larger, and perception is important in car purchasing. Having provided the underpinnings for its glamorous cousin, the 1964 Mustang, the no-nonsense, elegant-economy vibe that Robert McNamara had suffused into the original Falcon was diluted to some extent with the 1964 Mk2, and largely missing from the Mk3.

McNamara had left Ford to join the US Government in early 1961, leaving the car that had grown from his sophisticated utilitarian vision without a real champion in the boardroom. The result was that

Smaller than it looked: the American Mk3 Falcon was an economic rival to the smart and speedy Ford Mustang.

the all-new 1966 Falcon abandoned the unibody underpinnings of the original, despite the fact they were being used worldwide on other Fords. Instead, it was given a shortened unibody Ford Fairlane. Its 110.9 inch wheelbase was short of the Fairlane's 116 inch (and the Ranchero pick-up's 113 inch) but it had neither the refined restraint of the Mk1 or the lantern-jawed handsomeness of the Mk2. It was, instead, just a little bland.

The new range was also substantially limited. There was

Ford Falcon Mk3



no pillarless hardtop coupé, and no convertible, but it could be ordered as a two-door hardtop with a B-pillar, a 4-door saloon or a 4-door station wagon. There were only three engine options, two-sixes and a V8, and Futura remained the top trim level. It was one of the first cars in the US to be fitted with what are now called hazard lights, which were operated via a switch hidden in the glove box. The base 6-cylinder car was priced at \$2,058,

which was competitive with imports, and cheaper than a Mustang, the silhouette of which it certainly more than hinted at, and with which it shared many components, small and large.

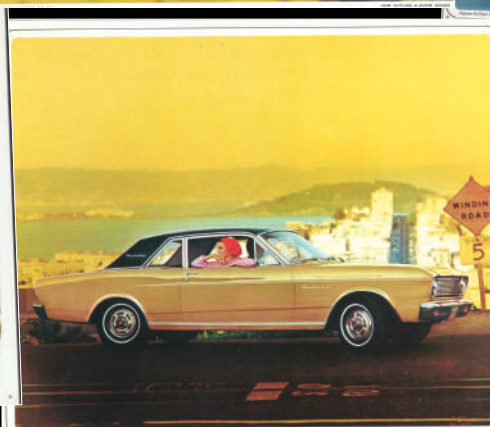
When launched, The Mk3 was praised by motoring magazines as being a bargain. *Road Test* magazine tested a 2-door Futura 289 V8 that, depending on options, would have easily cost \$600 more than a base model, and said, "This

The four-door saloon was more appealing to families.

year's car is notably quieter and smoother than the preceding model. Added soundproofing and, presumably, body alterations have taken away the resonance which made the road surface character quite apparent to the occupants. This really classifies it as a small luxury car rather than a Farmer's Friend." The total 1966 model year production was 182,669 cars, a respectable and, crucially, profitable amount, but a far cry from the numbers achieved by its forebears.

Ford persisted and to give hints of Mustang, added two 'dummy cowl indentations' behind the front wheels for the 1967 model. Oddly, however, these were just pressings

The 1966 Falcon brochure presented style, economy and practicality in equal measure.





A facelift in 1968 brought a new grille; the size, performance and safety of the car were highlighted in the brochure.

in the panel and made no attempt to look like real hot air extractors. It was as if Ford had intended to add extractors, but then forgotten. There were also new taillights, a handsome chrome line that faded out just above the rear wheel arch, a powerful version of the ubiquitous 289ci OHV V8 and a new radiator grille. The Falcon could also be optioned with an 8-track cartridge player. But total production fell to just 64,335 examples in 1967.

Sensibly, the dummy extractors disappeared in the 1968 facelift, but disc brakes were added on the V8s. The marketing slogan became even less snappy: "Even though it looks and rides like a short limousine, it's still America's cost and economy champ." Ford offered this in seven models, which was the largest of any compact range. Production went up to 131,389 during 1968.

LAST OF THE LINE

The Mk3 remained on the market in 1969 with new side marker lights or reflectors, front outboard shoulder seatbelts, and headrests for cars built after 1 January 1969. The final Falcon came off the line in early

Marketing the Mk3: Had the moment passed?

The TV ad Ford made to launch the new car featured a falcon (the bird not the car) landing on a man's arm while he is parked near a mountain. As he drives off, a dramatic voice proclaims a number of phrases, "More muscle in the suspension" being the most puzzling. Our heroic falcon catcher later draws up beside a woman waiting at the top of the mountain beside an estate or "sleek tough new wagon" and, as the falcon is placed into a box in the estate's ample trunk, the voiceover announces, "Falcon: America's whole time economy champ." This was 1966, an era when the USA was richer than it had ever been, or ever would be again. Gas was cheap, and people wanted to look cool and feel free. But attempting to sell a car on the basis that a pair of thrifty falconers owned two may have missed the mark.



Advertisements for the car played on the image of a majestic bird.

1970 but only 15,694 were made in that year. The final decision to drop the range, and name, was prompted by the expense of engineering a locking steering column for the car, a feature that became mandatory during 1970.

Confusingly, Ford then used the Falcon name on the base-model 1970 mid-year model Torino, but

that just bewildered buyers and so the reference was quickly dropped. Ford, however, reused the original Falcon's underpinnings yet again to create a whole new compact car for the 1970s, the Maverick. This once again caught the zeitgeist perfectly and was profitable. So, in a way, the Falcon lived on into the 1970s. ■

COMING IN ISSUE 58



• ASSEMBLY GUIDE

The fan, housing, pulley and support for the alternator are assembled and the front fan pulley and fixing plate are fixed together.

• DESIGNS FOR A NEW ERA

Although the Mini proved to be a stunning success, Morris was aware that there was a need for a more sedate family car.

NEW PARTS

Front fan pulley, alternator fan, holder, fixing plates and housing, front fan pulley fixing plate, alternator pulley and screws.



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