

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Rear Left Lights



Ford Transit

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 113

ASSEMBLY GUIDE

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Indicators, brake light and rear light are fitted to the back left-hand corner of the model.

HISTORY OF THE FORD FALCON

7

The 1965 Transit revolutionised the light commercial vehicle by prioritising comfort and ease of use — a recipe that remains a success. Almost 14 million Ford Transits have been produced over its 60 years in production.

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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UNDER THE AGE OF 14.**
This product is not a toy and is
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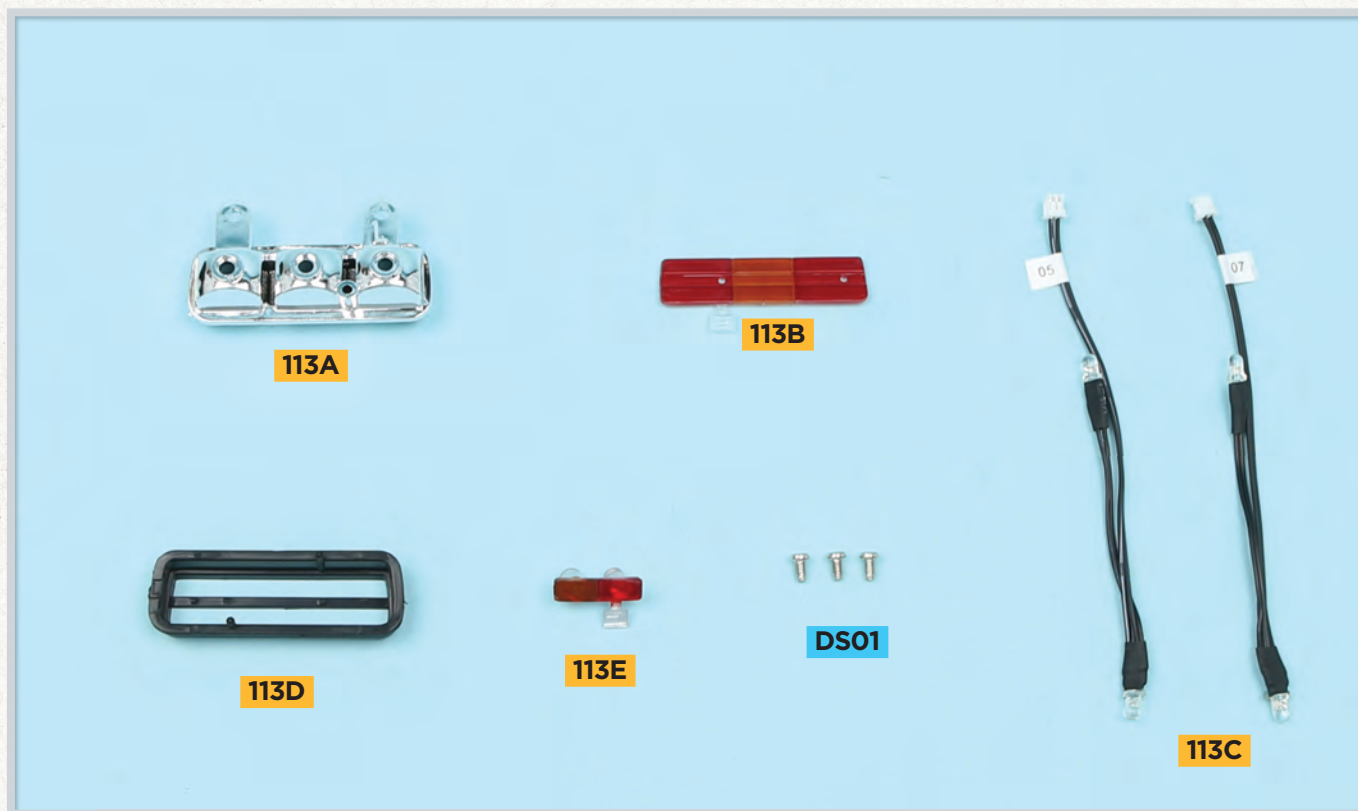
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 113: Rear Left Lights

Lights are fitted to the rear left of the model.



List of parts:

- 113A** Rear left light reflector
- 113B** Rear left light lens
- 113C** Rear LED lights and cable (x2)
- 113D** Rear left light frame
- 113E** Rear left lateral lens
- DS01** Three* 2.3 x 4mm PM screws

* Including spare

PM = Pan head for metal

Area of assembly



Stage 113: Rear Left Lights



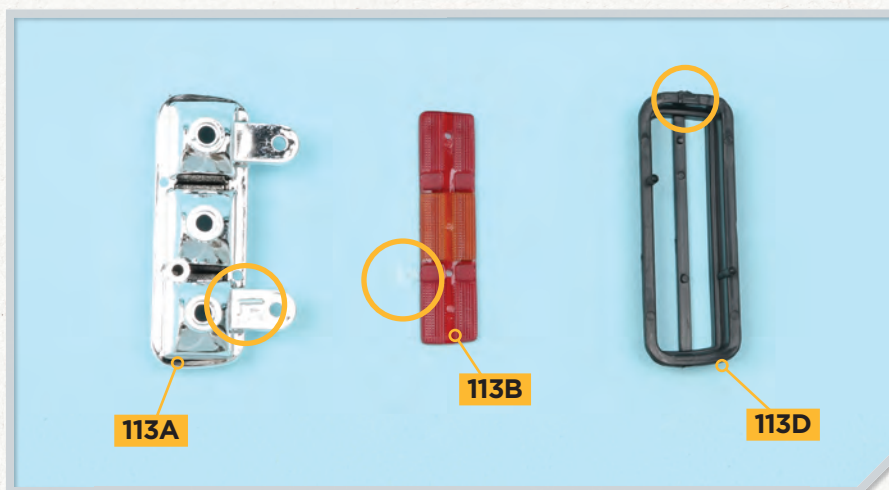
STEP 1

Take the lateral light lens **113E** and note that it has a tab marked L. Use a pair of clippers to remove the tab.



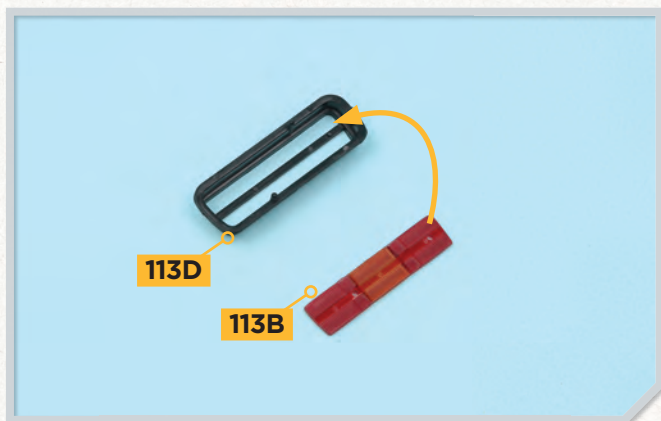
STEP 2

Fit the lens **113E** in the recess on the side of the car, near the tail. The socket with a large opening fits into the larger hole in the car body.



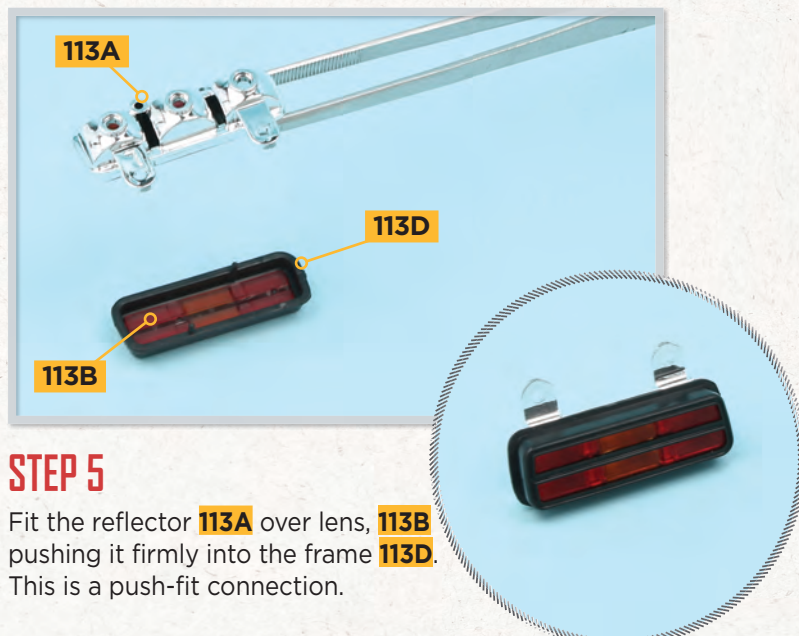
STEP 3

Take the three parts of the rear light, which are all marked with an L. Remove the tab marked L from the lens **113B**.



STEP 4

Fit the lens **113B** into the frame **113D**, as shown. This is a push-fit connection.



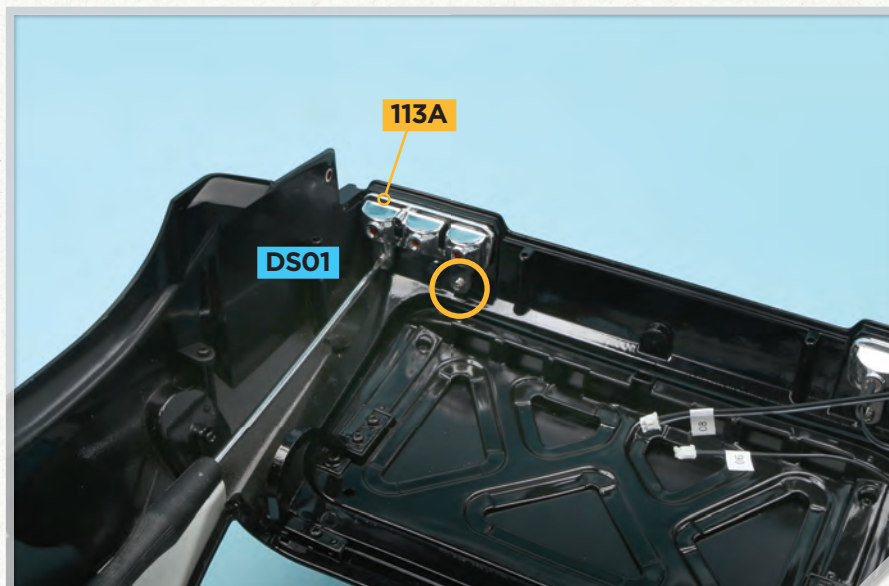
STEP 5

Fit the reflector **113A** over lens, **113B** pushing it firmly into the frame **113D**. This is a push-fit connection.



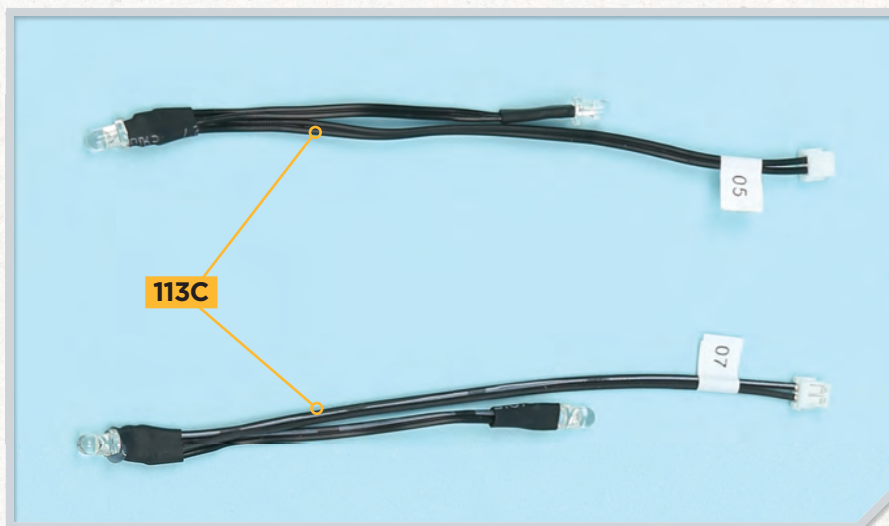
STEP 6

With the car body upside down, fit the light assembly from the previous step into the rear left opening. Note the orientation of the assembly: the two tabs with screw holes in part **113A** align with the sockets in the car body.



STEP 7

Fix the light in place using two **DS01** screws.



STEP 8

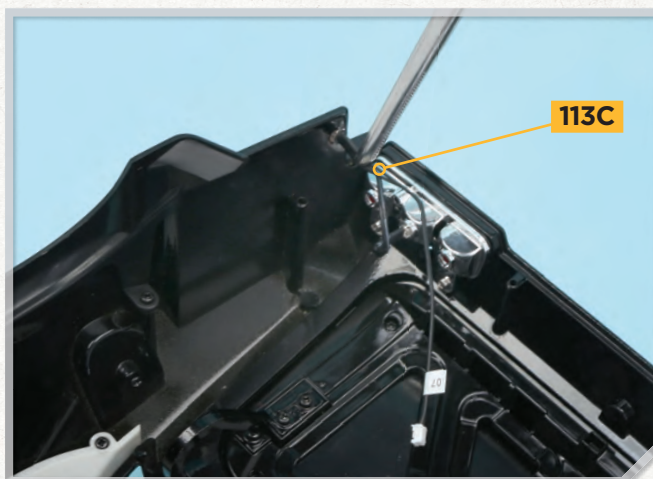
Take the two cables **113C**. One is marked 05 and the other is marked 07. One LED has a single cable connection and the other has two cable connections (to the connector and to the other LED).

Stage 113: Rear Left Lights



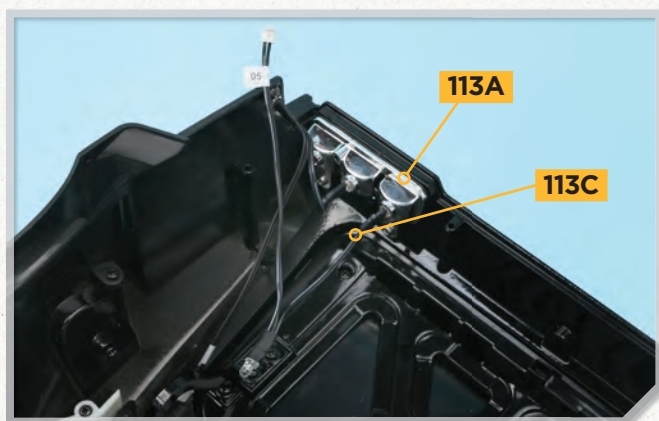
STEP 9

Take the **113C** cable marked 07 and fit the LED with a single cable into the central hole in the reflector **113A**.



STEP 10

Fit the LED with two cables into the hole at the side of the car body; it will illuminate the lateral lens **113E**.



STEP 11

Take the cable **113C** marked 05 and fit the LED with a single cable into the hole on the inner side of the light reflector **113A**.



STEP 12

Fit the LED with two cables into the remaining hole in the reflector **113A**.



COMPLETED ASSEMBLY

Lights have been fitted to the rear left of the assembly.

Ford Transit: SWISS ARMY KNIFE ON WHEELS

The 1965 Transit revolutionised the light commercial vehicle by prioritising comfort and ease of use — a recipe that remains a success. Almost 14 million Ford Transits have been produced over the vehicle's 60 years in production.

Transit has become synonymous with light commercial vehicles in Britain. This is a rare accolade in automotive culture, and as a model name (and now a sub-brand within Ford) it has outlived initial contemporaries such as Cortina. It was advertised using the phrase 'Transit, the Backbone of Britain' (Ford produced T-shirts with the slogan written vertically down the spine), and it remains just that, the default working vehicle.

The original Transit was more 'car-like' than any previous van, had a good heater, a decent turning circle, a comfortable seat and enough power to keep up with traffic. Consequently, it was a van people actually wanted to drive and, because it was reliable, fleet managers wanted to buy it. The vehicle is now in its ninth incarnation, although there have only been four distinct generations.

As well as being regular delivery vans, Transits are routinely used in a variety of roles — as ambulances, motor sport tenders, mountain rescue vehicles, campers, minibuses, police vehicles and ice cream vans.



EUROPEAN COMPETITION

The Transit project started in an unusual way. In 1957, Henry Ford II noted that Ford of Britain and Ford Germany were making similar but competing vans with no common components: the UK-built Ford Thames and the German Taunus Transit. HFII was keen to profit from Europe's new-found political unity, and in late 1957 proposed a joint project. A new 'common van' was instigated — the first product to bridge Ford's two independent European outposts, just 12 years after the end of World War II.

In reality, it became competitive. UK Van Product Planning Manager, Arthur Molyneux, was briefed and advised by his boss, Sir Patrick Hennessey, "If you use a single component produced by Ford Germany, there will be trouble." The two proposals were presented at a board meeting with HFII in January 1960. The German plan

In 2002, Ford (Germany) presented the changing face of the Mark I-IV range of Transits, originally a UK design.

was a slim volume with low-cost improvements to their existing design. The UK offering was a 50-page document, starting at first principles; what do van drivers need? Molyneux had begun his research at a builders' merchant and watched construction workers struggling to get 8 x 4 plasterboard sheets into vans. He also saw that long hours at the wheel led to back problems. Fleet managers told Molyneux about the need for suspension rebuilds caused by drivers bumping up curbs in attempts to park in tight spaces; sliding side doors for easier access were also requested. Molyneux's proposals won easily.

In October 1965 the Ford Transit was announced. It was an immediate success: 22,667 units were sold in 1966 in Britain alone. The Transit is now Ford's bestselling vehicle, being bought in greater numbers than any of its car ranges. ■



Transit Van Club Chairman Peter Lee with his 1965 pre-production prototype, one of the oldest surviving Transits.

COMING IN ISSUE 114

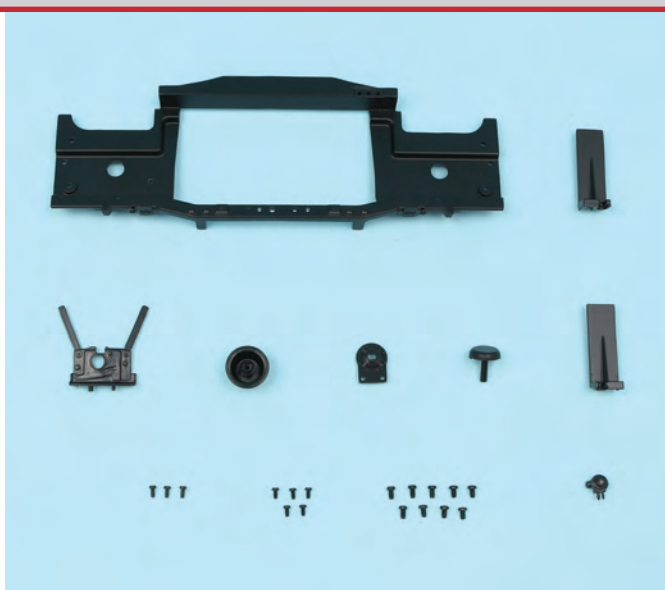


• ASSEMBLY GUIDE

The horn, engine bay panel supports, bonnet lock and a detail are fitted to the engine bay panel.

NEW PARTS

Engine bay panels, bonnet lock, horn parts, other details and screws.



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