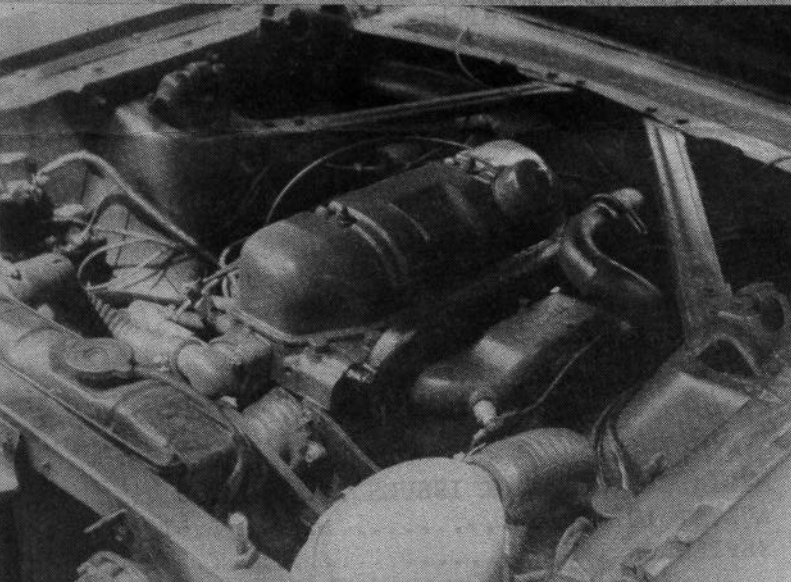


## CAR OF THE MONTH



This Car of the Month is different from most Mustangs: It gets 38-40 MPG on the highway, and it has a Ford Diesel engine.

Being a pump manufacturer, we use the Ford 172 cu.in. four-cylinder Diesel engine manufactured in Detroit. The idea of installing this engine in a Mustang has interested me for a long time, but the fuel crisis of several years back prodded action.

Measurements of the engine compartment indicated it was possible with some steering linkage rework. A run-through of the Ford computer also came up with an engine to 3-speed transmission bellhousing which, promised a 72 MPH top speed at maximum engine RPM of 2400.

Work started in the fall of 1975 and one year later, and much gnashing of teeth, we were done. Some machining was necessary on the bellhousing to adapt it to the transmission, but finally they went together and installation started.

Diesel weighed about 100 lbs. more than 289-V8, so a new set of heavier coil springs were installed. Ford offered the springs on air conditioned cars and they were still available. As the engine was lowered into the car, our suspected linkage problem was evident. New, lower linkage was fabricated. New front engine mounts were necessary, made, and welded in place. Our next problem was clutch throw-out lever. On the new bellhousing it was on the right, 180 degrees from the old. A hydraulic clutch solved this and has worked very well.

Skip Wilson's Auto Repair of Mansfield, Ohio did the installation and did it well. The Ford Diesel looks as if it were made for a Mustang. As Skip remarked, "This project took a year - we could do another in four weeks."

Results: Everything we hoped for and then some. Now, 8000 miles later, top speed is 73 MPH at 2400 RPM. Ford has since advised 2500 RPM would be OK but there is no need for this, as the Ohio Highway Patrol will pull you over at 63 MPH. Highway mileage: 38-40 MPG; city driving: 32-34 MPG. Cruising range is over 500 miles on one tankful. Total cost (engine and installation): \$3,500. 0 to 60 MPH, 28 seconds. Engine starts easily down to 30 degrees F. without manifold heater. Started at -15 degrees F. with heater on 1½ minutes.

Problems: Only two: First, trying to convince a truck stop attendant to put #2 Diesel Fuel in a Mustang. Second, slow warming-up in winter. In fact, during cold weather, we run with a piece of cardboard covering the entire front of the radiator. Fan is not installed unless outside temperature exceeds 90 degrees F.

Let Oldsmobile introduce their Diesel - We beat them by a year.

1965 MUSTANG COUPE "DIESEL POWERED"

OWNED BY: JAMES C. GORMAN; MANSFIELD, OHIO

Editor's Note: I would like to thank Mr. Gorman for giving us the privilege of featuring his fine automobile as this month's car of the month.