



Technical questions should be addressed to:

Ask Fred Glazier
Mustang Club of America
P.O. Box 447
Lithonia, GA 30058

Dear Fred,

I have a 1965 Mustang equipped with a 289 HP motor. When the motor was rebuilt I had the engine balanced and blue-printed. The crank was balanced as a unit with the harmonic balancer and the fly-wheel. The fly-wheel I used was an eleven inch unit with a competition clutch. I am now wanting to change the clutch back to the 289 HP stock clutch. If I change to the stock 10½ inch stock fly-wheel and clutch will I affect my engine's balance? If so, and you recommend that I keep the 11 inch set-up, what stock clutch do you recommend. I want a good clutch set-up for my car but am tired of the stiffness of the competition clutch set-up.

I am also having trouble with the instrument lights on my dash and rally-pac. The lights all illuminate dimly, like the light switch adjuster is only turned half way. Is the problem in my light switch? How much voltage should be going to the instrument lights?

Also, my car is equipped with the deluxe seat-belt option with the warning light. The relay that activates the warning light has burned out. The number on the relay is #673, which is no longer available from Ford. There

must be another relay from a Ford that will work as a substitute since this type of warning light still appears on many cars. Your help would be greatly appreciated.

Thank You!
Mike Murphree
1321 Ida Street
Glenkirk Apts. K-2
Tupelo, MS 38801

Dear Mike,

I don't think that changing your fly-wheel to a 10½ inch unit will adversely affect the engine balance. To achieve the results from a clutch that you desire, I would recommend using a 289 HiPo clutch disc (C7ZZ-7550-B) and pressure plate (C7ZZ-7563-B).

The problem with the dash lights is probably caused by the resistance unit in the headlight switch. I think replacing the headlight switch should solve the problem.

The relay is obsolete, but you could possibly use a relay for a 1967 and later year warning lamp. They are not available new but would probably be easier to find used.

Sincerely,
Fred

Dear Fred,

For some time I have been worrying about those funny bars that seem to keep the classic Mustang front wheels, or the entire front wheel support mechanism from turning kattywampus. I have never been able to free up the darn nuts to adjust them, or to install new rubber donuts. Can you tell me what they do aside from the obvious, and if they should have the darn rubber donuts replaced and what happens when they get less than firm as most of them are.

I suppose a torch and big wrench will help, but then the temper of the rods will be lost, and lots of other problems created. They do, as you know, get all rusty even more so than the rest of our beloved "rustangs". There must be a practical and relatively simple way to take care of the problem, if it is a

problem. Your sound advice will be most welcome.

No name given

The funny bars you refer to are commonly referred to as strut rods. In your 1967 Mustang, besides the obvious purpose, the strut rods are used to adjust front end alignment. When the bushings wear out, the alignment changes and excessive tire wear results.

The best way we have found to remove these is to use a 1/2" impact drive wrench. If all else fails, they can be cut off and replaced since they are not overly costly.

Sincerely,
Fred

Dear Fred,

I recently purchased my second classic Mustang. This one is a 1967 Mustang convertible which contains the following data plate information: Serial #7F03C153921, Body-76A, Color-4, Trim-2A, Date-27A, DSO-330538, Azle-O, Tran.-M.

Could you please tell me what the transmission code means. The ID plate decoder book does not list code M for 1967. Any help would be greatly appreciated.

Sincerely,
Robert A. Eles
Mayport, FL

Dear Robert,

The DSO number 33-0538 indicates that the car was ordered from the Detroit district (33) and indeed was a special order (0538). However, what it does not tell us is what was special ordered. I suspect it was the transmission since the letter M for transmission code is not in any of my source material. Maybe one of our readers can help us out.

Sincerely,
Fred