

Technical questions should be addressed to:

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

Dear Fred,

I'm trying to get some information about the date codes on my two 1966 convertibles.

One car is a 6-cylinder with the full length console and Sprint 200 air cleaner, serial number 6F08T724153. The other car is an air conditioned GT that calls for a 1965 style interior (code 25A). The GT's serial number is 6F08A741193.

The date code on the Sprint is 23G and the GT's code is 10V. The way I understand my data plate decoder book, the 6-cylinder would be the earlier car and could not be a Sprint and the GT would be a late model year car with a seemingly unusual interior. Since the V code is correct for the last production month of the 1965 model car, it seems more logical to me that the GT is the earlier car. I would appreciate it if you could clarify this for me.

I would also like to know why the consecutive unit numbers on these 2 cars are so close together when the cars were built so far apart in the model year.

Mary Helen Beach  
1804 Euclid Road  
Durham, NC 27713

Dear Mary,

The 6-cylinder car was built on July 23, 1966 while the GT was built on August 10, 1966. According to the Ford parts books 25A Trim Code is 1966 Standard Interior is Red Vinyl. The difference in the consecutive unit number based on those dates is consistent.

Fred

Dear Fred,

What would have to be changed to install a 289 V8 into a 6 cylinder 1966 convertible. It is an automatic.

Sincerely,  
David Turner  
Ellaville, GA 31806

Dear David,

To change to a V8 from a 6 cylinder other than the obvious engine parts, you would need to change the front springs, spindles, backing plates and brake drums, wheels and steering components but not the steering box.

The radiator would have to be changed and the fuel line from the tank to the engine compartment would need to be rerouted. If you are converting with a standard transmission you would need to change the bell housing, flywheel, clutch, clutch Z-bar, transmission and driveshaft.

If you are converting an automatic you would need to change the bell housing, torque converter, transmission and driveshaft. You would also need to change the accelerator linkage for the V8. The rear would have to be changed as well as the wheels and rear emergency brake cables.

Probably the easiest way to handle the conversion is to buy a parts car so that you would have all the parts available.

Sincerely,  
Fred

Dear Fred,

I'm in the process of restoring a 1968 fastback equipped with a 390 Thunderbird Special. Production date is December 16. At this time the car does not have a sculptured hood. Did all 1968's come equipped with the feature or safety option?

Sincerely,  
Ken Thompson  
Lexington Park, MD

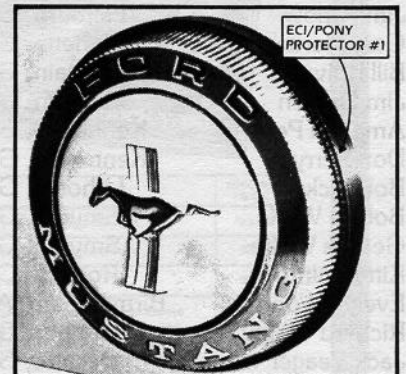
Dear Ken,

The lowered hood was available as an option on all 1968 Mustangs.

Sincerely,  
Fred

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