



Technical questions should be addressed to:

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

Dear Fred,

I recently acquired an instrument cluster with tachometer for my 1967 Mustang. The cluster has the original wiring harness, but I have learned that the car's main wiring system (under-dash and under-hood) is different because of the tachometer and idiot light connections.

I have not been able to obtain a tachometer under-dash and under-hood wiring set, and I would like your advice on how I could modify the existing wiring to work the tachometer. Though I would like to have the idiot lights functional, I would be willing to add an aftermarket gauge set to monitor oil pressure and charging.

Thank you for your advice.

Chip Dodge
5537 Durrett Drive
Dunwoody, Ga 30338

Dear Chip,

The tach needs to be wired through the ignition current of your 1967 Mustang. It would be wired in series with the wire from the ignition switch to the coil.

I do not have a wiring diagram that covers the changeover from gauges to idiot lights for a 1967, possible one of our readers can help.

Fred

Dear Fred,

My 1969 Mustang Grande is about 95% completed. My problem is the stripes that go on the fender, door and quarters. The color I need is gold with a white stripe in the center of it. Can you help me? If not, if it's possible, could someone send me a picture of a 1969 Mustang Grande that I can get the measurements then maybe I can have them painted on.

Help please!

Samuel Dean
Rt. 15 Thompson Dr.
Greenville, SC 29607

Dear Sam,

The Grande stripe is not currently available and would probably have to be painted on.

Fred

Dear Fred,

I am writing to you in hope you will be able to supply some information I am seeking. I am on the Eligibility Committee with an organization that runs historic road races for pre-1965 sedan cars. All cars must have been produced pre January 1, 1965 and can be modified to rules that existed in 1964.

We have several 1964 Ford Mustangs racing and my questions concern their engines and gear boxes over which some controversy has arisen.

I understand that there are two types of 289 cu. in. engine blocks. One which derives from the early 260 cu. in. V8 and has 5 bolts on the bell housing. This later block is supposed to be the same as the 302 cu. in. V8 block.

I would like to know if the 1964 Mustang had the later block in its' high performance 289 model and also, if possi-

ble, a date that the later block went into production.

My question on gearboxes is less complicated. Did the 1964 Mustang have available the "Top Loader" gearbox?

I realize I am talking 20 years ago but I wonder if you can either supply me answers to these questions or refer me to someone who could answer them.

Thanking you in anticipation.

David Twigg
49 Dunne Street
Kingsbury, Victoria 3083
Australia

Dear David,

The 5-bolt bell housing block was indeed used for the 221 cu. in. V8, 260 V8, and 289 cu. in. V8 in Ford cars produced through approximately August 1964. After August the 260 V8 was dropped in favor of the 289 cu. in. V8 and the block casting was changed to accommodate a 6-bolt bell housing. Therefore, the 289 cu. in. high performance would have had the later type block from August through January 1, 1965.

The 1964 289 V8 did have the top loader 4-speed available. I hope this answers your questions regarding eligibility.

Fred

Dear Fred,

Please advise if the early engine dress-up kit for non hipo V8's included chrome valve covers. We have a 1964½ convertible dated August 12, 1964 and have had constant judging disputes.

Thank you.

Carol A Wyant
7011 Woodside Drive
Lanham, MD 20706

Dear Carol,

The valve covers indeed would have been chrome for the engine dress-up kit. The kit also would include a chrome dipstick, master cylinder cover (drum brakes only), oil cap, and radiator cap.

Fred