



Technical questions should be addressed to:

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

To all members,

I receive many inquiries asking me to evaluate parts and appraise cars both in the mail and on the phone. There are so many variables that determine value that it is not possible nor is it fair to quote these prices without seeing the merchandise.

I would like to limit questions in this column to those of a technical nature and would welcome suggestions from our readers for any "how to" articles that you might like to see.

Fred

Dear Fred,

I am hoping you can answer a question I have. I recently installed a GT lite bar and grill (fog lights) on my 1966 Mustang convertible. The car is not a GT model so my question is could this equipment be ordered from the factory or could it be dealer installed?

I have heard answers from many people but cannot find any accurate source.

Your help is deeply appreciated.

Salvatore Lorino  
4217 N. Larkin St.  
Shorewood, WI 53211

Dear Salvatore,

The 1966 GT lite bar set-up would have been dealer installed in your particular car. They were advertised by Ford as dealer options along with GT exhaust and rally pacs.

Fred

Dear Fred,

I have a few questions in reference to my 1968 GT 390 4-speed fastback Mustang.

#8T02S172641  
Body-63A Color-X Trim-2AA  
DSO-17 Axle-7 Trans.-5

1. I plan to put a floor console in my car. Are there any problems I may encounter with my shifter? Will a Hurst shifter fit?

2. The 390 came with an open hipo type air cleaner, chrome top, Ford Blue bottom with connections for PCV. (Air filter is exposed in center.) Is this correct?

3. Is the underneath side of the hood and the fender bolts supposed to be painted the same color of the car or black?

4. Is there anywhere I can buy an "H" pipe for the factory exhaust with cast iron headers? Note: I purchased an exhaust system from N.O.S. (less "H" pipe). Will an "H" pipe for a dual exhaust 390 other than a Mustang fit?

5. If I choose to go with two mufflers instead of the transverse muffler: a) how many points will I lose at a show and b) will it give me more power?

6. One of my heads was cracked and I had to buy a new set of GT 390 heads. The pair I found at P.A.W. did not have the Bosses drilled/tapped for the emissions pump. I assume these are from a 1967. Were any of the early 390's in 1968 shipped without air pump and emissions recirculation set up? Note: I had P.A.W. put 428 valves in the heads.

7. I have another 1968 fastback 289 4-speed. It originally had a 289 3-speed. The 289 4-speed came out of a 1965 coupe. I put a Hurst competition

shifter in it when I placed it in my 1968. My question is this: When in second gear the shifter handle is so close to my leg it is almost impossible to apply my brakes without hitting my right knee. I don't recall having this problem. Should I use a different Hurst shifter or try and bend the handle on the one I have?

Thank you,  
Pete Zovath  
3902 Crow Valley  
M.O. City, TX 77459

Dear Pete,

1. There should be no problem installing a console in your car; however, I doubt that a Hurst shifter will fit cleanly in the shifter plate hole.

2. The 335 hp 390-4V came standard with the chrome air cleaner as well as chrome valve covers, dipstick, oil filler cap, and radiator cap.

3. The underside of the hood should be painted body color, the fender bolts are natural finish — black phosphate or "parkerized".

4. The H-pipe is available through several vendors who advertise in the Mustang Times.

5. The MCA judging rules call for up to an 8 point deduction for improper exhaust, depending on the judge's opinion; therefore, you could get up to 8 points taken off.

6. To the best of my knowledge all 1968 390's had the recirculation air pump system.

7. The relative position for the shifter hole in the floor is the same for both 1965 and 1968; therefore, there should be no difference in the position of the shifter relative to your leg. I would suspect a problem with the shifter.

Fred