

NEW HOSE NOW CAN SAVE TOW BILL LATER

The rubber hoses under your car's hood are called upon to perform difficult tasks in a very inhospitable environment.

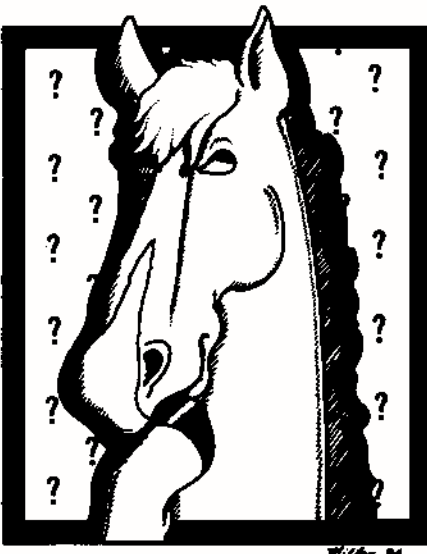
They are subjected to pressure nearing 18 pounds per square inch and at under-hood temperatures often exceeding 280F. On top of all this, the radiator hoses are required to circulate about 7,500 gallons of hot coolant per hour.

Hoses can provide long service life, but they are by no means permanent items. Often, bad hoses exhibit clearly visible signs of wear such as a hardened or cracked cover, swelling at the end(s), swelling and softening of the cover, leaking at the clamp, collapsing, or perhaps a buldge or bubble.

Signs of a failing hose are easy to spot with a careful inspection under the hood. However, a hose can fail internally as well, with little or no external signals.

Deterioration can start from within, causing small particles to flake off and fall into the coolant. These bits of rubber can clog the radiator cooling tubes, hold a thermostat valve open or plug coolant passages.

Reprinted with permission from The Shelby Tale (Shelby Owners of America, Inc.) December 1985 issue.



How To Buy A Mustang

Part One - Cowl
by Warren Daniels

This is part one on the subject of buying a Mustang. In the past few months people have shown me Mustangs that require many thousands of dollars of work. I have decided to try to cover different aspects each time because of the broadness of the subject. I welcome any comments or corrections.

The cowl is located forward of the windshield, and just to the rear of the hood. It is part of the unibody construction. On most late model cars, the vent slots are part of the hood. Open the hood on a late model car, and you will see that the water drains through the hood vent, down along a trough and down the inside of the fender.

On the Mustang that trough is sealed as part of the vent. As time passes, leaves and dirt accumulate inside the cowl. Moisture gets trapped, rust starts and then leaks develop. Unfortunately those rust holes drain water into the interior of the car.

Now that we know how cowl leaks develop, here is a way to determine whether a Mustang has rusted out in that area. Whenever you examine a Mustang that is for sale take along a gallon jug filled with water. If the owner doesn't mind, pour the water down both sides of the vent and then look for water leaking into the interior of the car. If the owner does mind then assume the cowl leaks! If you do see water leaking, you now have more of a bargaining position on the sale price of the car!

Repair of cowl leaks requires removing the fenders and then cutting and folding up a piece of the upper cowl to allow repair of the rusted-out area (usually in the vicinity of the vent (left side) and the heater intake (right side)). This usually is repaired by brazing on a new piece of metal then sealing with undercoat. Of course the cowl top must then be bent back into place and brazed. Remember the cowl is part of the unibody!

Don't be overly concerned about cowl leaks if the Mustang seems "worth the money". This is a very relative term. Most Mustangs require cowl repair.

The bright side of this article is that perhaps only dirt or leaves have built up around the openings leading to the interior of the car. If the cowl leaks on the heater side, open the rectangular door and reach your hand up and over the circular lip up into the cowl. It is fairly easy to remove any dirt accumulation from the area. Next run a garden hose into the vent from the outside of the car. This should flush out any loose dirt. Be sure to check, with a flashlight for rust holes. If you see any holes then you will have to repair the holes properly. The vent side is a little harder to deal with. This requires removal of the vent which is held on by a few nuts. Put penetrating oil on the nuts first and let it sit for a while. Removal of the nuts allows the vent to be dropped down and out. It is a tight fit but snake your hand up and over the rim inside the cowl and then try to remove the accumulated dirt. Remember to run the garden hose down and through the outside vent on that side.

Remember leaky cowl are only a small part of the total picture. Other conditions and rarity of the Mustang must be considered.

MT



U.S. Department of Transportation
National Highway Traffic Safety Administration