



Technical questions should be addressed to:

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

Dear Fred,

I was hoping and would appreciate it very much if you could help me. I own a 1967 fastback Mustang with a 200 c.i. 6 cylinder engine. When I bought the car, I was intrigued by its condition (the main problem being the undercarriage is kind of rusty).

After driving the car about a year, I realized I wanted a V8. So the question I have for you is, would it be possible, without too much trouble, to put a 302 in my car.

Some people tell me it would be no problem at all and other people tell me it would be more work than it is worth. That's why I'm hoping for an experts opinion. Could you please answer these questions:

Would I have to change the motor mounts?

Since it has a 4 lug rear end, what would be the rear end ratio I would need for a 5 lug?

How much more would I have to beef up the suspension?

The car has a 3-speed now, but I would like a 4-speed. What kind of 4-speed would you recommend?

Those are my main concerns, but if I'm leaving anything out could you

please inform me of them.

Thank you very much.

Paul Minniecheske
Tigerton, WI

Dear Paul,

It would probably be more trouble than it's worth to convert your car to a V8, but I'll try to answer each of your questions.

Yes, the motor mounts and the motor mount brackets would have to be changed.

The rear should be a 3.00 ratio or better to go with a 4-speed transmission. The rear would need to be changed to a 5 lug and the front suspension, spindles, and brakes would have to be also changed.

Additionally, you would have to change the radiator, clutch linkage, bell housing, and exhaust system.

So, Paul as you can see, it's rather an involved project from a labor aspect as well as from an economic aspect. Good luck!

Sincerely,
Fred

Dear Fred,

I've had some difficulty finding a 1969 shop manual. Are they out of print, will they eventually print them again, or is there a chance one of the major, or in this case, minor Ford dealers in the Intermountain area have one collecting dust on some back shelf?

I'm trying to get most of the body work completed on my 1969 Grande so the car can be rust-proofed. Are there any complete rear quarter panels available? I was trying to avoid buying three separate pieces, (wheel flair, rear quarter corner panel, rear corner panel just in front of rear wheel). What I've seen in the parts catalog only covers 1965-68 and 1970-72. They seem to skip around 1969. Is there a reason for that?

Sincerely,
James L. Chard
Fillmore, Utah

Dear James,

The shop manuals were printed by Helm Publications in Michigan and I'm told that they will not be reprinted by them again; but, they will be printed by someone else in the near future. Check the advertisers in the Times.

There is a replacement quarter panel available through our advertisers to fit your Grande.

Sincerely,
Fred

Dear Fred,

I am in the process of restoring the interior of my Wimbledon White 1966 6 cylinder pride and joy. I have many questions about the authenticity of some of the parts. For instance, I have been told that the 6 cylinder standard interior coupe would not have a console. Mine does! It looks as though it has been there for quite some time, maybe always. But as most Mustang owners feel, I want my Mustang to be as original as possible. If this console is incorrect it will be removed. If the serial number could help it is as follows: 65A M 25 150-22 31. If you can give me information on this it would be much appreciated.

Sincerely,
Elaine B. Putnam
Charlestown, NH

Dear Elaine,

The console in your 1966 coupe is indeed correct. It was offered as an option and was available in all models except those supplied with a bench seat.

The number you have supplied is not the serial number but it does offer other information as follows: 65 A — standard interior coupe; M — Wimbledon White; 25 — red vinyl interior; 15? — (possibly D) April 15th production date; 22 — district special order, Charlotte; 3 — 3.20:1 axle ratio; 1 — 2.77 3-speed transmission.

Sincerely,
Fred