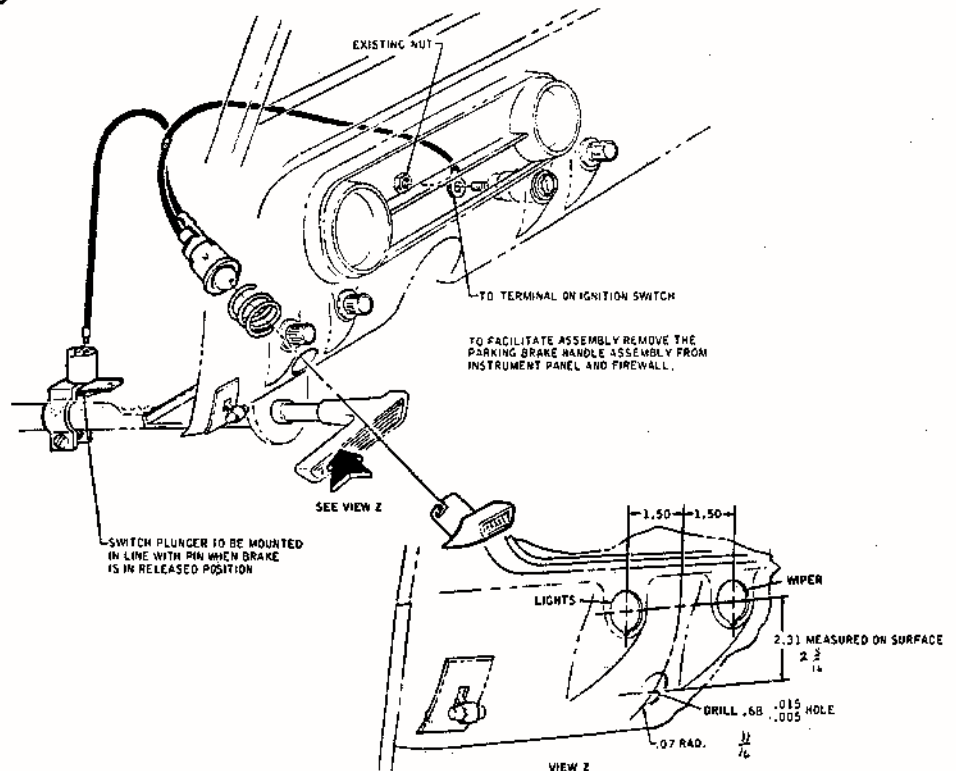


How To Install A Parking Brake Warning Light

by Bob Lyons

Have you ever tried to pull away from a curb in your early Mustang, only to find you haven't released the parking brake? Or, do you appreciate the brake warning lights on newer cars, only to find yourself wishing your pony had one, too? If you answered *yes* to either question, there is an easy solution to your problem. You can still obtain the old optional '64½ through '66 Mustang dealer installed parking brake warning light from Mustang vendors dealing in NOS (new old stock) or used parts for about \$25 to \$35.

Installation is easy and can usually be accomplished in under an hour. First, line up the spot where the hole will be drilled in your dash. (Yes, I said *drilled*, but it's not as bad as it sounds!) The drill mark should be made 2-5/16" below the light and wiper switches, and centered between the two. According to specs, the new hole should be .68" ± .015". Once the hole is made in the dash, slide the brake light body through it and connect the light socket from behind the dash. Then release the parking brake and disconnect it from the dash. Install the parking brake switch assembly onto the parking brake lever casing with the



plunger of the switch centered over the pin that protrudes through the casing. Then connect the light socket wires to the ignition switch and brake light switch assembly. Finally, reinstall

the parking brake lever to the dash and the job is completed.

Now your pony will give you a glowing reminder the next time you forget to release the parking brake! **MT**

Do Your Maintenance!

by Rick Mitchell

This past spring, my Dad and I did the annual tuneup and oil change on my six cylinder Mustang. "Routine Maintenance". That's easy enough on my 200 CID motor! Later we went down my annual checklist to try to "find" any other problems that might be developing. Sure enough, my left rear brake drum had a broken self adjusting brake cable, and pieces were

hanging inside the drum. Everything else looked good! Then Dad told me, "Take it for a run, just to be sure". It ran great! My Dad sure has "the touch" when it comes to great tune-ups! I soon pulled back into my folks' driveway. Then Dad told me, "Gosh, your alternator sounds worse than it did last year. It's really howling now". Then he told me, "Take your Mustang home and yank the alternator out and bring it back over here. Let's rebuild it. If it fails a hundred miles from home, you'll have to tow your Mustang to a dealer". Wow!

This story emphasizes a point I frequently dwell on: *Do Your Maintenance!* To repeat an appropriate cliché: "An ounce of prevention is worth a pound of cure". *Don't ever forget* you are driving a car that might look brand new, but unless you did a total \$18,000 restoration from the ground up, then much of your Mustang is a least 21 years old. There is plenty on that beautiful Mustang that can fail and leave you stranded a long way from home. Find the problem before it finds you!

After we rebuilt my alternator, my folks later asked me what I wanted for my upcoming birthday? I told them that having my original vintage '66 alternator rebuilt and running smoothly was the best birthday present I could ever want. It would be one less thing to worry about failing while at a Mustang show. And besides, what other present could they give me that was that rare and would last for another 20 years?!!

MT

Two Speed Wiper Conversion

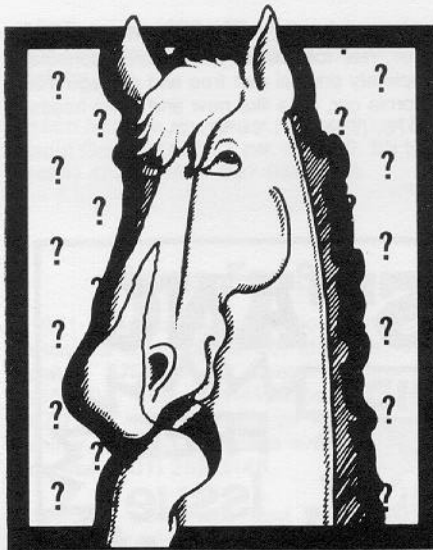
by Bob Lyons

Two speed wipers were only a \$13 option on early Mustangs. Yet despite this low price, many 1965 and 1966 models were equipped with single speed wipers only. However, with a little patience, a free weekend, and about \$70, you can upgrade your pony to two speed wipers.

To do this conversion, you will need a two speed wiper motor with its special mounting bracket (which was different from the ones used on one speed wipers). You must also acquire a two speed switch, a two speed wiper wire harness, a two speed washer pump with harness (they, too, are different), as well as an extra linkage clip from a used parts vendor. Be sure to have available both 1/4" and a 3/8" ratchet set as well as a hex wrench set.

Before getting started, test all parts to be certain they work properly. Then return the wiper motor to its "rest" position. Disconnect both battery cables. Remove the driver's seat, and if so equipped, remove the center console.

Disconnect the washer harness from the washer pump. Push it through the firewall. Remove the three bolts holding the washer pump. Inside the car, use a hex wrench to remove the wiper switch knob and the wiper bezel retaining nut. Remove the wiper switch from under the dash. Disconnect the power line and harness from the old switch. Next, connect the



Miller '84

power line and two speed harness to the two speed switch and reinstall it. Unless you plan to disassemble the dashboard, it is a good idea to leave the old harness in place and run the new harness along side it. Connect the ground line to the dash ground bolt.

Now comes the wiper motor removal. Four bolts hold its bracket on. Two are readily accessible, one can be reached by feel with a 1/4" ratchet, and the fourth is nearly impossible to get at! Luckily, by removing the first two and loosening the third, the bracket will slide out. Now that the motor and bracket are free, reach around the motor to the wiper arm linkage. The clip holding it comes off by pulling up on the top piece and pushing the clip to one side. Disconnect the harness from the motor and pull the old motor out.

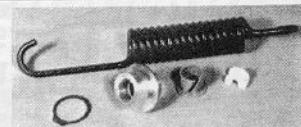
Before installing the two speed motor and bracket, loosen the fourth retaining bolt by one half to one full turn. This will put sufficient tension on the bolt to keep it from coming loose while making the motor that much easier to slide back in. Now slide the motor itself back in. Replace the two retaining bolts that were removed. Tighten the third bolt, and the fourth if you can reach it. Connect the harness to the motor. Reconnect the battery cables and test the new motor. Connect the wiper linkage arms to the

motor. On two speed motors, the linkage arms connect to separate pegs on the motor, while both arms are connected to the one peg on the old single speed motor. Use the clip from the old motor and the extra clip you bought to secure the arms to the pegs.

To finish the conversion, push the washer section of the wiper harness through the firewall, and route it to the pump. Attach the new pump to the inner fender. Connect the harness and washer reservoir to the pump.

At this point, you can pat yourself on the back! You have successfully installed two speed wipers in your early Mustang!

MT



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