



Technical questions should be addressed to:

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

Dear Fred,

I would appreciate it if you could help me to keep my 1966 Mustang dry. The rain and wash water come into the cowl grill, go behind the dash on the upper section of the floor, and follow the floor pans under the carpets. My underlayments are always wet. What do you recommend about this problem? I have seen in the August 1986 issue a cowl vent repair kit, but I don't know if these parts are really what I need and I don't know how I can go under the grill to fix them.

Thank you for your help.

Pierre-Yves Quay
Montreal, Canada

Dear Pierre,

The water problem that you describe is very common in early Mustangs. To install the cowl inserts it is necessary to remove the fresh air vent and the heater to gain access to the rusted area. The area around the opening must be cleaned before the silicone sealer is applied. In the most extreme cases the cowl would have to be cut open from the side to gain access to the rusted area for welding.

Dear Fred,

I have a few questions on accessories on a 1969 Mustang. First off is the rear bumper guards; I have a set that say 1969 Mustang rear but they also say Made in England. My question is are they factory? Everyone I ask says they are including Ford but I can't find any real proof.

Also I would like to locate a rear deck luggage carrier part #C9AZ-6255100-A and a luggage rack cover part #C6AZ19B507-A that I am told says Ford on the back. Any help from you or your readers would be greatly appreciated.

Thank you,
James Wichert
667 Brent Lane
Pensacola, FL 32503

Dear James,

The bumper guards that you describe appear to be an after market accessory since Ford does not list a part number for them. The rear luggage carrier and luggage rack carrier cover was available, however, there is not a reproduction currently available.

Dear Fred,

I am 17 and only an amateur when it comes to restoring Mustangs, but that does not stop me from loving them.

I presently have a 1965 Mustang which my dad and I, with the help of a couple of local mechanics, are trying to restore. The passenger door of my coupe, however, is rusting away at the bottom. I was told that I will have to find a door in a junkyard to replace it. With all the parts being reproduced, why aren't the interior metal door panels available from parts dealers?

Shannon O'Hara
6113 E. Hannibal
Mesa, AZ 85205

Dear Shannon,

It is indeed a problem with the early Mustang doors. Unfortunately because of the textured nature of the metal used on the inside of the door,

reproductions would be very expensive to make. However, maybe some enterprising company will soon overcome this problem. Continue reading the ads in this magazine and others and perhaps you will be surprised some day.

Dear Fred,

I really enjoy the *Mustang Times* and I'm glad to be in such a great club. I own a 1967 fastback and have recently been modifying it slightly.

I changed from a 289 automatic to a 302 with a four-speed manual transmission. I would now like to change to an even larger engine. I have a couple of questions to ask about my car.

First of all, concerning the engine, will either a 390 or a 351 easily bolt into my engine compartment? I do not wish to do any welding what so ever.

Secondly, not connected with the engine, I am in need of a pitman arm. There are two sizes a 1 inch and a 1-1/8 inch of which I need the 1 inch. Do you know of any source for this part?

Any information you can provide would be appreciated.

Clark Felker
103 Colt Way
Peachtree City, GA 30269

Dear Clark,

The 1967 Mustang was available with a 390 c.i.d. engine, therefore, you should have no problem installing a larger engine. However, in order to withstand the weight of the larger engine your front suspension will need some changes. Have you considered modifying your present drivetrain to increase performance?

Your pitman arm is Ford part number C5ZZ-3590-A and is still available and may be purchased from most vendors in this publication.

Dear Fred,

I am the proud owner of a 1969 Mustang sportsroof that has been in my family since it was new. My wife has recently purchased for me a shaker hood scoop as a present. The problem is that I must cut a hole in the existing hood to accommodate the scoop.

I would like to know if anyone has a template or makes a template that will work. I used to work at a Ford dealership and some of the body men said that Ford used to have templates for cutting the hole in the hood, but as far as they knew at that time it only came with the hood.

I would appreciate any help in this matter so I can keep the car in its original condition.

Thank you for all your efforts.

Douglas A. Jones
6109 N. Kings Highway
Alexandria, VA 22303

Dear Doug,

My advice in your case is to contact a Mustang vendor and purchase a used hood already cut for the shaker assembly. This way you can remove your original hood and store it in the event you ever have the desire to remove the shaker.

Dear Fred,

I have a 1974 Mustang II. It has a V6 and 4-speed. The transmission is shot and the engine is well on the way. How hard would it be to put a 289 engine and cruise-o-matic transmission in a 1974 Mustang II?

I realize that '74 had no V8 from the factory. By the way, the 289 engine and transmission came out of a 1961 Ford Galaxie 500. I was just wondering about things like suspension, mounts, and other major things I would have to change in order to make it fit.

If you could give me a few tips on this it would be helpful. Thanks!

Larry Wheeler
P.O. Box 52
Keene, VA 22946

Dear Larry,

It is true that the 1974 Mustang did not offer the V8 engine, however, the 1975 models did offer the 302 engine. Perhaps searching some local junkyards would yield the required motor mounts and reveal other things that need to be changed, i.e. radiator, clutch, or shifter linkages, etc.

Dear Fred,

I have a 1966 convertible, 289 with automatic transmission. It has a vibration that I have been unable to correct because I have not been able to identify a cause.

I have tried all of the suggestions of several local auto mechanics and so called "experts". These include: spin balanced tires (twice), tires from my 1966 coupe which doesn't vibrate, tire rims from my 1966 coupe, 4 of 8 tire rims with least amount of "wobble", installed all new shocks, new universal joints, driveshaft from my 1966 coupe, alignment, and tried those hard plastic/rubber blocks between coils of front springs.

The vibration occurs between 53-58 m.p.h. (it seems to vary depending on which combination of tires and rims are installed.) Car seems smooth below 53 m.p.h. and above 58 m.p.h. though it may start to vibrate again at approximately 65 m.p.h. but not as severe as at 53-58 m.p.h.

I cannot tell if the vibration is from the front or back. It seems as though the whole car shakes. The vibration is also noticeable if I coast down through 53-58 m.p.h. with shifter in neutral though it is not as severe as when driving at 53-58 m.p.h. with power to wheels.

There are no unusual drive train noises. Sometimes when going over a bump it feels like I have a bad shock though they are brand new and the ones I took off didn't seem bad. The rear leaf springs have what appears to be an aftermarket help spring installed (by previous owner).

Help! Can you or someone with a

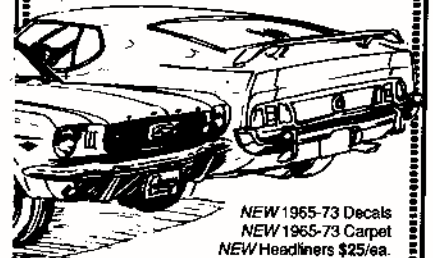
similar experience tell me what is causing this vibration?

Dick White
300 Palmcrest Road
N. Syracuse, NY 13212

Dear Dick,

It appears as if you have tried all the "easy" things, now it appears that some professional help may be in order. I would check for loose or broken bolts on the torque convertor, excessive play in the u-joints, defective rear transmission mount, tailshaft bushing and seal or a bent rear axle.

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