

Replace that Worn Out Steering Wheel!

by Rick Mitchell

Chances are your Mustang has had over twenty years of hot sun and thousands of miles of different drivers who have worn out that original steering wheel by now. It may have stress cracks or have split in a few places. Why not replace it? Adding a new steering wheel is not a difficult task at all.

Today Ford only makes the standard steering wheel in black for our '64½ through '66 Mustangs. If your Mustang's interior is another color, you'll have to contact a Mustang parts vendor to specially order a painted or dyed wheel in your original interior color. This is easy to do and the color match is usually good to excellent. Painted wheels, from my own personal experience, really do hold up well. My own painted steering wheel has four coats of silver blue color and three coats of clear on it. After five years of showing my car, the paint has almost no wear!

Having once purchased a new steering wheel, the next step is installing it. First, borrow a steering wheel puller kit. Next, drive your Mustang on a straight piece of highway. Take along two small pieces of masking tape. Drive until you find "top dead center", or where your old steering wheel is centered (your old wheel may be somewhat off center after all these years.) Use the tape to mark the wheel where it makes the car drive in a straight path on the highway. Then drive home. Park your Mustang. Then put the old steering wheel "in position" with the front wheels aimed dead straight ahead.

Prepare to remove your old steering wheel by first disconnecting the battery. Inside the car, remove your chrome three spoke horn ring by gently pushing the center hub in ¼" to ½". Turn the hub counterclockwise 1/8th of a turn, and the springloaded hub should pop off.



Now use the steering wheel puller kit. Screw the two center shafts into the holes in the old hub. Add the cross member and the larger center shaft. Use a large socket ratchet set and pull the old steering wheel from the column. Try not to lose your "top dead center" tape adjustment marks. Off comes the old wheel! Take a few minutes while your turn signal switch is exposed to clean out any grime that has collected in it over the years.

Now comes the installation of your new steering wheel! It should fit very easily onto the center shaft. Put it on and push it down to get the nut back on (the nut's flared ring faces away from the wheel). Make the nut finger tight. Be sure nothing is binding. Then ratchet the nut tightly down. Check the horn for any possible breaks in its inner ring. If none, then put your horn and spring back on. Reconnect the battery and test your horn. Now you're done!

Before you put your tool kit away, test drive your Mustang on that same straight stretch of highway to be sure your new steering wheel is positioned the way you want it.

A new steering wheel is an excellent addition to every restored interior, and it will give you that new car feeling when you're out driving your early Mustang!

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Simplified Windshield Repair

by Rick Mitchell

The worst fear when driving any restored early Mustang is seeing rocks or road debris strike your windshield. The result is often a "half moon" or "bullseye" in the glass. What usually follows is a trip to a glass shop for a new windshield! But take heart, modern glass repair technology has developed a cure for common windshield breaks. Now many smaller damaged areas can instead be repaired.

Novus Windshield Repair has developed a solution for correcting many less severely damaged windshields. Their method repairs the owner's glass without replacing the windshield. It's a low cost alternative and works very well. Here's an example:

Suppose one day your Mustang's beautiful Carlite windshield is cracked by a stone. The glass damage is only moderate, with a minimal amount of chipped glass on the outside. A novus franchised glass repair shop will send a mobile unit to your home or place of business. Their repair begins by first placing an alignment device on the exterior glass held on by suction cups. Then a small battery powered drill is used to make a vertical pinpoint hole in the damaged area. Next a special clear resin is injected into the opening. This resin squeezes into the cracked areas and soon hardens. Then an opaque outer filler is applied. Once this sets up it is soon razored flush to the glass. Then the glass and dashpad are cleaned and the job is done! A day later, both the inner resin and the outer opaque filler completely dry and turn clear.

The final result is impressive! The repaired glass looks about 95% the same as it did before it was hit by the UFO. There is still some minimal glass loss in the initial impact area, but overall the repair is very satisfactory!

What makes this procedure so nice is its relatively low cost (only about \$45) as compared to the cost of a new windshield. And even if your comprehensive coverage on your auto insur-

ance policy has a deductible, many claim departments are waiving that deductible in favor of repairing broken windshields rather than replacing them. The repair from Novus also comes with a lifetime guaranty as long as you own your car! But best of all, you keep your present windshield. This minimizes the chances of a leaking replacement, which may or may not be a Carlite.

Now clearly, this is a bargain!
 Ossi's Windshield Repair
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19 Years or 190,000 Miles?

by Rick Mitchell

Okay, this past spring, you did a tune-up, and an oil change on your Sprint. Last fall, you flushed your radiator, and even changed the automatic transmission fluid. But when did you last change the fluid in your Sprint's rear differential? You don't know?! And you're afraid that what you have in there now may be the original factory stuff?! Oh, no! Okay, okay, don't panic! Here's a good little preventive maintenance idea. On the next free Saturday available, when you don't have a car show, take your Sprint over to the local drive through fast lube shop in town. Have them put your Mustang on their lift. Remove the access plug to the rearend, and drain out all of that dirty, old differential oil. Then put in a few pints of new, clean fluid in there. The differential fluid bathes the gears in the rearend and keeps them lubricated as you drive your car. And for only 10 to 15 minutes, and \$10 to \$15 in cost, the job is done, while you wait. Now you don't have to worry about this area of the car. Simple maintenance? Sure! And now a relatively maintenance free area of your Sprint has been quickly and properly cared for for several years to come.

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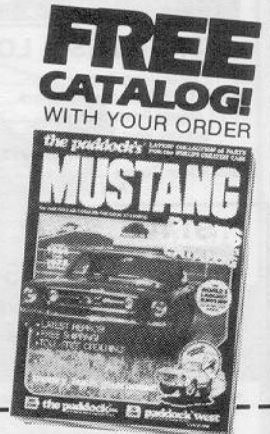
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