

New Life for Styled Steel Wheels

by Wes Moyer

If you own a '65-'67 Mustang with a V8 you have probably wanted, at one time or another, to add styled steel wheels to your pony. Some of you did, but some of you couldn't afford the reproductions and had to settle for the best used set you could find within your budget.

After a little shopping around, you can usually find a set for a reasonable price. Prices vary according to the condition of the wheels and accessories. If the '66 set has good chrome but is missing the trim rings and center caps, pay accordingly. On the other hand, if the set has trim rings and caps but they are in terrible condition, don't pay extra for parts you will have to replace.

Be careful of the condition of the rims. Some used sets are off of wrecked cars and are bent. A styled steel wheel is still a wheel and must be useable. Don't let the flashy chrome cloud your vision. A bent styled steel wheel may be pretty, but is useless!

Don't worry about the paint as much as the chrome and the rust. For \$6.50 you can purchase a can of styled steel wheel paint and repaint the rims yourself. This is exactly what I did

and the finished product turned out great. Here is how I refinished my wheels to look like new —

First, wash the wheels thoroughly and let them dry. When dry, inspect the painted areas for multiple layers of paint and/or flaking and peeling paint. You must first strip off the old paint before you can put on the new. If the factory paint is the only layer and is not peeling, there is no need to remove it. Factory paint adhesion is the best.

In order to strip off the old layers of paint your best bet is to use a lacquer thinner. Do NOT scrape the area with a putty knife or similar object since there is a protective coating under the paint that should not be removed. This coating covers the chrome and gives the paint something to adhere to.

My suggestion is to use carburetor cleaner in the spray can. Most carburetor cleaners contain methanol, ethanol, and petroleum distillates (lacquer thinners). If you read the can you will see a warning that the solvent will damage paint, and it will. (I recommend the removal of the tires from the wheels since the solvents in the carburetor cleaner will attack the rubber.) I prefer the spray can because the aerosol jet nozzle blasts away the flak-

ing paint. Be sure to strip off all the old paint, otherwise you will end up with an uneven paint finish.

After stripping, clean the wheel again to remove any greasy residue from the painted areas as well as dirt and debris from stripping. Remember, the cleaner the surface, the better the paint job.

The next step is to mask off the chrome areas. Obviously, due to the shape and curves, tape is extremely difficult to work with. Try using a petroleum jelly product (Vaseline) to mask it. By applying a generous coating of Vaseline to the chrome, you can effectively mask it off for painting. (Be careful to keep the Vaseline off the areas to be painted.) After painting, the Vaseline is easily removed leaving bright chrome.

Patience is the key word during the painting process. Don't try to put on too much paint at once. Try using several thin coats rather than a few heavy coats of paint. Make sure you keep the spray can approximately 10" from the surface to be painted. Styled steel wheel paint contains a great deal of lacquer thinner. Any build-up during painting will penetrate to the base coat of paint causing the paint to blister.



After the final coat has dried completely, remove the Vaseline and any overspray. Be sure to wax the wheel to protect it and keep it from rusting. The final step is to sit back and admire your new sparkling styled steel wheels.

This sort of procedure can also be used on hubcaps or later model wheels such as the Magnum 500s. The only difference is the type paint needed.

By repainting your styled steel wheels, you can add them to your car for very little. Adding styled steel wheels to your pony can add value to it and greatly improve the looks. Even a beat up Mustang looks better with styled steels!

Contact your favorite Mustang parts dealer for information on the styled steel wheel paint. **MT**

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Install an Ashtray Light!

by Bob Lyons

A nice little option for our early Mustangs is the ashtray light, part number FEK-18918-A. It is available through many parts vendors and sells for about \$13. It is useful even for non-smokers who use the ashtray for storing small items. The light can be installed in less than a half hour.

To install an ashtray light, first remove the ashtray along with the screws that hold the ashtray bracket, and finally the bracket itself. Next decide when you want the light to turn on. If you want it to go on with the dashboard lights, then connect it to the auxiliary dash light connector. This piece is red and is located near the ignition switch, and, depending upon your car's accessories, will either have no wires, one wire, or two wires connected to its three outlets. On the other hand, if you want the light to come on with the courtesy lights, you'll have to make a splice off one of

the courtesy light power lines. Once the hookup is made, snap the light into the space provided on the ashtray bracket. Then reattach the bracket to the dash and slide the tray in.

Now you'll be able to illuminate your ashtray when looking for that stray quarter you hid in there for the toll! **MT**

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Motorcraft Carburetors

by Bob Lyons

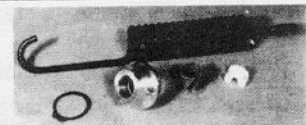
Not long after I purchased a rebuilt Ford carburetor for my six cylinder 1966 Mustang, I began to experience a high speed "surge" problem. In discussing this with other six cylinder owners, I soon discovered that about 40% to 50% of them had the same problem. By eliminating other possible alternatives, I became convinced the sixes suffered from gas vaporization due to today's sub-standard gasoline. I rigged temporary heat shields and rubber gas lines to reduce the problem, but to no avail.

In total frustration I turned to my local Mustang parts vendor for help. I was told that a carburetor rebuild kit rarely, if ever, cured this. My two choices were to either take a chance that another rebuilt carburetor would not develop this problem later on, or to try Motorcraft's replacement carburetor, part number CA-308-A/DOPZ-9510-A. Of owners reporting carburetor problems similar to the one I was experiencing, about 50% reported good results with rebuilding their carburetor. But *everyone* who bought the Motorcraft replacement carburetor was thrilled!

After finally developing a total hatred of my own original one barrel, I handed over the \$120 and bought the expensive replacement unit. And I'm pleased to report I have never spent a better \$120! The new carburetor makes my engine perform better than I

ever expected while supplying a few extra miles per gallon! The Motorcraft unit bolts on with no modifications. Its adjustments are fewer and easier to make than the original's. And the icing on the cake is that because it is from Motorcraft, it is acceptable on show cars.

So, if you are pleased with the performance of your original one barrel carburetor, then by all means keep using it on your six cylinder Mustang. However, if you're tired of a poorly performing original, then the Motorcraft replacement one barrel carburetor is a high quality, excellent performing alternative. **MT**



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