



Technical questions should be addressed to:

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

Dear Fred,

I own a 1968 coupe with a body code 65D, color D, and trim code 9B. It has a 289 2V and automatic transmission. The car has 148,000 plus miles and I am hoping to restore it soon, but I want to fix some other things first.

The car has a bench seat and the armrest in the middle is broken. The interior support was replaced with a piece of wood by the previous owner and is now broken to pieces. Is there any way I can fix it? I haven't seen any parts catalogs that sell parts for it. I definitely want to keep the bench seat since there were only 853 Mustangs made in '68 with the bench seat and deluxe interior.

Next problem, my passenger door window will not lock in any position. I can roll it up and down with the window crank easily and can also pull it up and down by hand. I pulled the door panel and everything seems okay inside. None of the plastic rollers are broken and they are all in their respective tracks. I really need to fix this because it makes it extremely easy to break into the car.

I also have a problem with the way my car sits. The driver's side rear wheel area sits lower than the rest of

the car. I changed the leaf spring with one another '68 coupe with a V6. It seemed to improve the problem some. Some people have told me that it could be the shocks and that I should test them by bouncing the car. I did this and it bounced just like the other side. Is there any other method of testing shocks on or off the car? I have another set from my parts car. How can I determine if they are good?

The last item is the paint. I am going to have it painted Acapulco Blue (original color) and it will see a lot of street driving. Do you recommend that I have the paint clear coated? If so, how many coats? Should I have it lacquered? Any recommendations you can give will be appreciated.

Jeff McGee
Hattiesburg, MS

Dear Jeff,

I would suggest that you contact one of the advertisers in this publication in order to obtain the necessary used parts to repair your bench seat.

The door window problem can best be solved by the installation of a new window regulator mechanism part #C7ZZ-6523200-A which can be purchased through many of our advertisers.

The shocks (unless they are load-leveler type or air shocks) would not make the car sit uneven. I suspect that you need to replace both rear springs with new ones of equal load ratings. You might also check the tire sizes (all four should be equal diameter).

We generally recommend acrylic enamel with clear coat, especially for a street driven car. The clear coat helps retard acid rain spotting and gives a much nicer final finish.

Fred

Dear Fred,

My 1966 Mustang is equipped with a 200 c.i. 6-cylinder with a 3-speed manual transmission.

I'm interested in finding a 4-speed with synchro 1st gear that can be used with my engine. Some friends tell me that the old Falcons and Fairlanes

used such a transmission that I could use.

Would you please give me any information that you can on a 4-speed for my car.

Thank you.

Pete D. Politis
Fayetteville, AR

Dear Pete,

The 4-speed transmission that was originally available for your car was a "dagenham". They are hard to find in good condition and equally difficult to rebuild since parts are almost non-existent.

You could convert your car to the later model 1967-70 6-cylinder bell housing setup and use a 1965-68 small block top loader 4-speed. The easiest way to accomplish this is to purchase a 1967-68 manual transmission parts car and transfer the necessary components to your car.

Fred

'64 thru '68 Mustangs: New repair part for clutch/brake pedal support bracket. Replace one or both pot metal spacers with 6061-T6 aluminum for 1/4 the cost of a new support bracket. You can repair even a severely damaged bracket. Complete with retainer ring and instructions.

C/B Support Spacer
C4BB-1508 \$6.49 ea.

C/B Support Bushing
B7AZ-2471-A 1.05 ea.

Spring Insulator
C10Z-7A630-A 1.10 ea.

Clutch Rod Bushing
COAZ-7526-B 1.05 ea.

MCA Special: two support spacers, four support bushings, two spring insulators and one clutch rod bushing . . . please give MCA member #.

C/B Kit
C4BB-1508-KA \$18.50

Alabama residents add 5% sales tax. Add 10%, minimum \$2.00, for shipping. Please send check or money order to:

BART'S BARN
RT. 1, BOX 1285
FOLEY, AL 36535