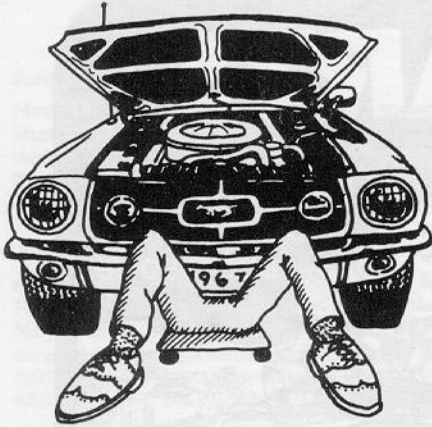


ASK FRED



Dear Fred,

I own a 1966 GT. I have replaced the original exhaust manifold with some headers made by Cyclone. I have encountered problems with the fit. I would like to know if you could suggest any other brand or type, such as Tri-Y, that might be a better fit. They seem to say that their headers fit, but I now find that hard to believe. If it is any help I don't have power steering and have an automatic transmission.

Thanks,
David Osgood
Tulsa, Oklahoma

Dear David,

Your problem with headers is one we hear of quite often. My suggestion to you is to use the Tri-Y type headers. However, as with many other parts, quality may vary among manufacturers so be sure to make your purchase from a reputable supplier. I have used these headers on many vehicles in the past ten years including early Falcon V8s and they have always fit.

Fred

Dear Fred,

I am enclosing a copy of an advertisement from Dura-Glo as it appeared in J. C. Whitney's catalog #94J. I am in the process of restoring my 1973 coupe which is to include a new paint job.

Have you read or heard any good or bad points concerning this product? One thing which comes to mind is what happens if you want to patch a minor dent? Do you need to bring a whole section down to bare metal?

Your comments would be greatly appreciated.

Sincerely,
Carole Cabrera
Islein, New Jersey

Dear Carole,

Having never used the product in question I cannot give you any answer other than to say "if it sounds too good to be true, it probably is". As to patching a minor dent with modern techniques, it is not always necessary to strip the entire panel; however, with an older car it is sometimes difficult to blend the repair so it becomes necessary to repaint the entire panel.

Fred

Dear Fred,

I have a 1966 convertible with a 289 and automatic transmission. Occasionally when I put the transmission in reverse the car does not move at all; then after a minute in reverse, the car glides smoothly backward. What goes? All forward gears work fine.

Thank you for your assistance.

Sincerely,
Barry Scher
Rockville, Maryland

Dear Barry,

The problem with your transmission may be a low fluid level. The C-4 in your car is especially sensitive to this condition. My advice is to drain the transmission and replace the filter and gasket, refill with fresh fluid, and keep an eye on the fluid level.

Fred

Dear Fred,

I own a 1967 coupe equipped with a 200 six cylinder, 3-speed standard transmission. The pinion seal on the Spicer rearend was leaking at the time I purchased it and there was a loud howling noise especially in high gear. Could this be a problem with the bearings or is it worn ring gears and/or pinion gear? Would it be more practical to replace the complete rearend assembly? If so, what Ford rearends have the correct width for mounting on the 1967? I have a 1970 Maverick six cylinder pop-out rearend, but was told that this rearend is too wide to mount between the 1967 leaf springs. Is this true? I would also like to find out the gear ratio of the original 1967 rearend and the allowable limits on the gear ratio for a replacement rearend.

Is there a way to identify the original type of transmission from the vehicle identification number? My 1970 fastback (0F02F-114589) is equipped with a 302 and 4-speed. However, it appears that at one time there was some type of vacuum modulator pipe from the intake to the transmission. Wasn't this type of vacuum line installed only with automatic transmissions in

California? I am trying to determine whether this 1970 originally had an automatic or 4-speed transmission.

I would greatly appreciate answers to my questions in an upcoming issue of Mustang Times.

Sincerely,
Stephen Cirafice
28 Desert Villa #7
Edwards AFB, CA 93523

Dear Stephen,

The howling noise you hear may not be from the rear. I would also look at the input bearing on your transmission. The original rearend ratio for the six-cylinder car was probably 3:20 to 1. Any changes in the rear suspension set-up may lead to improper handling. Therefore, I recommend that you use a rear from a 1967 or 1968 Mustang.

Fred

MT

NEW & USED MUSTANG PARTS



- NEW 1965-73 Decals
- NEW 1965-73 Carpet
- NEW Headliners \$25/ea.
- NEW Trunk Mats \$16/ea.
- NEW Gadget bag \$11/ea.
- NEW 1965-68 Kick Panels
- NEW 1965-68 Door Panels
- NEW Jack Pack plaid \$3.50/ea.
- NEW Weatherstripping Kits
- NEW Owner's Manuals \$5/ea.
- NEW 1965-73 Upholstery Kits
- NEW Wiring Diagrams \$5/ea.
- NEW Tire Jack Cover plaid \$7.50/ea
- NEW 1965-66 Armrest Pads \$10/ea
- NEW 1965-66 Armrest Bases \$7.50/ea.
- NEW 1965-66 Window Regulators \$44/ea.
- 1965-73 Rechromed Bumpers

"Arm Rest Deal"
2/65-66 Bases.
2/65-66 Pads
\$30.00

"Trunk Deal"
Trunk Mats
Tire Cover, Jack-Pack
\$23.50

Add 10% for Shipping and
Handling

FREE CATALOG

**MUSTANG PARTS
CORRAL OF TEXAS**

P.O. Box 210524, Dallas, TX. 75211

(214) 296-5130