

Power Steering Oil Cooler Rattle Noise Corrected

—1974 Mustang with Power Steering

A noise coming from the front area of the car may be caused by a loose and/or broken power steering oil cooler mounting bracket.

If an inspection reveals a loose and/or broken cooler mounting bracket, perform the necessary corrective procedures as listed below:

COOLER ASSEMBLY BRACKET(S) LOOSE

- ✓ If the condition is caused by under torqued attaching screws, retorqued to 12-20 lbs.-ft.
- ✓ If the condition is caused by stripped out screw threads in the radiator support, perform the following corrective procedure:

1. Open the hood and remove the two (2) parking light bulb and socket assemblies from the parking lights by rotating the socket counterclockwise and pulling them out of the light body. (See Fig. 6).
2. Remove the six (6) grille attaching screw and remove the grille. (See Fig. 6).
3. Remove the stripped out self-tapping screws from the cooler assembly brackets.
4. Using a 3/8" diameter drill bit, drill through the stripped out mounting hole(s) in the cooler bracket and radiator support. Remove all burrs.
5. Install a 384672-S2 screw and 379930-S2 nut in each drilled hole. Torque the nuts to 14-18 lbs.-ft. (See Fig. 7).
6. Install the radiator support-hood latch and torque the two (2) bolts to 12-20 ft.-lbs.
7. Install the grille using the six (6) attaching screws and torque them to 8-20 in.-lbs.
8. Install the two (2) parking light bulb and socket assemblies by inserting them into the light bodies and rotating the bulb sockets clockwise.

COOLER ASSEMBLY BRACKET(S) BROKEN

1. Open the hood and remove the two (2) parking light bulb and socket assemblies from the parking lights by rotating the socket counterclockwise and pulling them out of the light body. (See Fig. 6).
2. Remove the six (6) grille attaching screws and remove the grille. (See Fig. 6).
3. Remove the two (2) top bolts from the radiator support-hood latch but do not remove the support bracket entirely. (See Fig. 7).
4. Remove the hoses from the cooler assembly and plug both lines to prevent fluid leakage.
5. Remove the two (2) mounting screws from the cooler brackets. Drain the power steering fluid from the cooler assembly.
6. Remove the cooler assembly by carefully prying open the hood latch support bracket. Using a 3/8" diameter drill bit, drill through the existing cooler mounting holes in the radiator support. Remove all burrs.
7. Install the new cooler assembly (Part No. D4ZZ-3D746-A) using a 384676-S2 screw and 379930-S2 nut for each bracket. Attach the right hand cooler assembly bracket to the radiator support first, and torque the nuts to 14-18 lbs.-ft.
8. Install the hoses on the cooler. Torque the hose clamps to 12-24 lbs.-in.
9. Install the radiator support-hood latch and torque the two (2) bolts to 12-20 ft.-lbs.
10. Install the grille using the six (6) attaching screws and torque them to 8-20 lbs.-in.

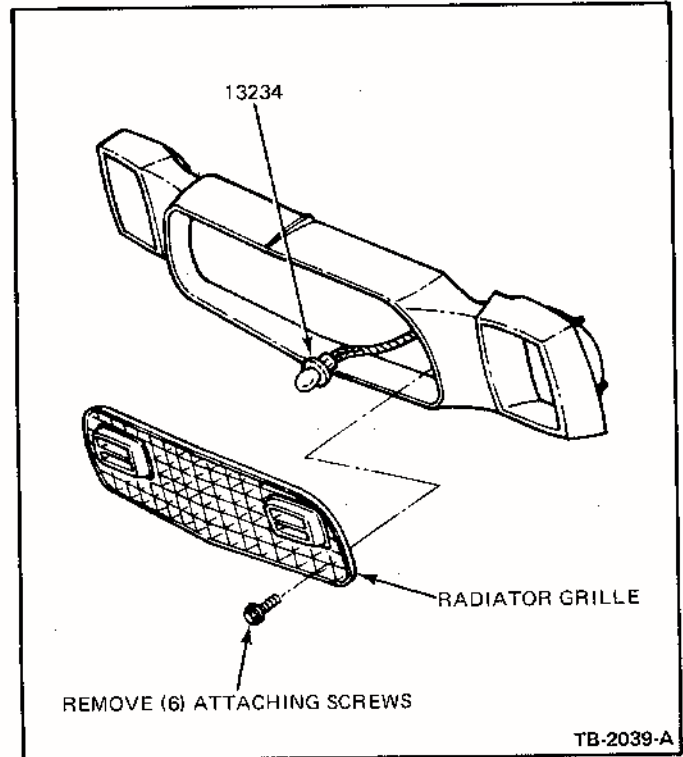


Fig. 6 – Article 756

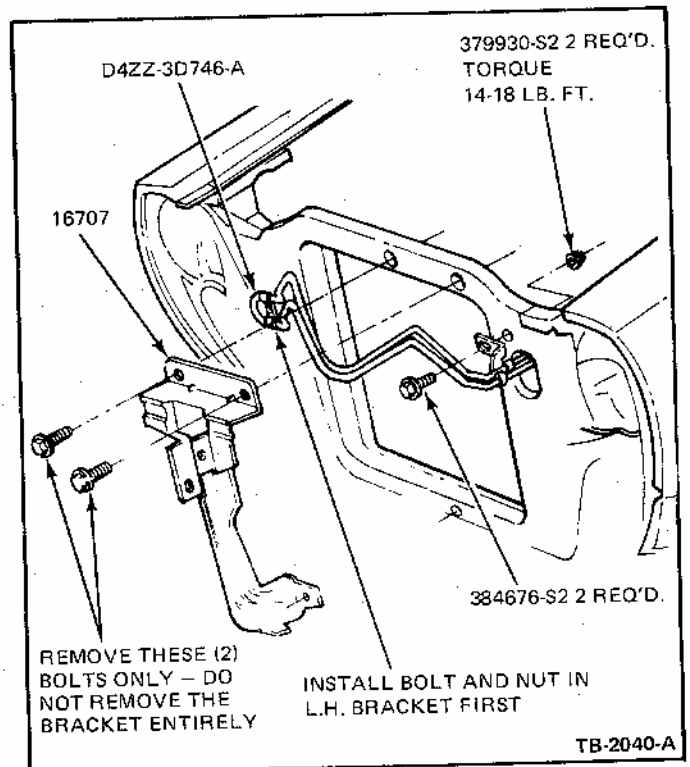


Fig. 7 – Article 756

11. Install the two (2) parking light bulb and socket assemblies by inserting the assemblies into the light bodies and rotating the bulb sockets clockwise.

Upon completion of cooler installation, the following procedure should be performed to prevent any possible aeration of the power steering fluid.

1. Disconnect the coil wire.
2. Crank the engine with the starter and add power steering fluid (Part No. D2AZ-19582-A) until the fluid level in the power steering pump remains constant.
3. Rotate the steering wheel approximately 30 degrees each side of the center, while continuing to crank the engine.
4. Recheck the power steering pump fluid level and fill as required.
5. Reconnect the coil wire.
6. Start the engine and allow to run for several minutes.
7. Rotate the steering wheel stop to stop.
8. Shut off the engine and recheck the fluid level. Add as required.

'74 C3 Automatic Transmission Reverse Band Servo Adjustment

(This article supplements the information contained in the 1974 Car Shop Manual, Section 17-03-16, Step 26, second printing).

The reverse band does not require periodic adjustment; however, when replacing transmission components such as transmission case, rear band, or servo piston and rod, the following procedure should be used to determine the correct length servo rod position.

1. Follow the C3 automatic transmission assembly procedure as outlined in the 1974 Car Shop Manual, Volume One, Section 17-03-13, Steps 1-25, second printing.
2. Select a green color coded servo piston rod and assemble it to the servo piston.
3. Install the rear servo piston assembly and spring into the rear servo bore making sure the piston rod is correctly seated in the band apply end.
4. Install Tool No. T74P-77190-A with a new servo cover gasket and tighten the 3 attaching bolts.
5. Tighten the servo tool center adjusting screw to 36 in.-lb. torque.
6. Install a dial indicator on the transmission case and position the indicator on one of the three servo piston pads accessible through the cutout on the tool. Set the indicator dial at zero.
7. Back out the servo adjusting screw until the servo piston bottoms out on the tool. Record the indicator reading to determine the distance the servo piston traveled.
8. If piston travel is between .120 and .220 inches, it is within specifications. If piston travel is greater than .220 inches, replace the green servo rod with a longer red color coded rod. If piston travel is less than .120, replace the green servo rod with a shorter yellow color coded rod.
9. Check the piston travel with the new rod installed to make certain it is within specification.
10. Remove the servo adjusting tool and install the servo cover and gasket. Tighten the (4) attaching bolts 7-10 ft.-lbs. torque.

Information for The Troubleshooter is taken directly from Ford Motor Company Service Bulletins. These bulletins were provided to factory-authorized service departments for informational purposes.

North Charleston Mustang

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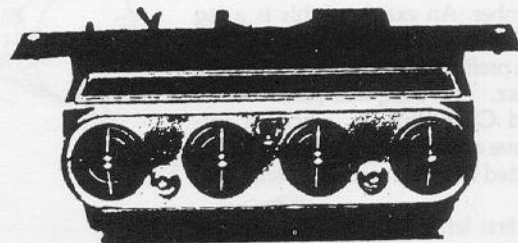
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