

## Insufficient Heat

### —1974 Mustang w/Standard Heater

Insufficient heat may be caused by the heater core case seal retainer improperly located to the left of the temperature blend door, restricting blend door operation in the full heat position.

This condition can be verified by performing an in-car check procedure as outlined below:

- Move the temperature control lever from "Cool" to "Warm" several times to determine if the door is binding or if the cable is kinked or improperly adjusted.
- If the door and the control are operating properly, an audible sound will be heard as the door seats itself at each stop.
- If the door does not seat properly in either position, check the temperature control cable for kinks, binds, improper routing or improper cable adjustment. Replace control cable if necessary and adjust the cable in the "warm" position. Provide 3/16 inch between control lever and right end of slot.
- Recheck door operation again and listen for audible sound that indicates the door is seating properly at each stop.
- If the door still does not seat properly in full heat position:

A. Remove the right vent duct (2 screws) and register air duct (1 screw) as an assembly.

B. Reach through the vent air opening in the heater case and check the location of the blend door with the control in full heat "warm" position. If the door is not seating against the inner front surface or the case, the heater core seal retainer is out of position, as show in Fig. 6, restricting door operation.

1. Refer to the 1974 Car Shop Manual, Part 36-14, disconnect the heater core assembly from the dash panel and instrument panel. Lower the assembly to the floor of the vehicle by carefully pulling the heater hoses rearward through the dash panel.

2. Remove the compression gasket at the cowl air inlet.

3. Remove eleven (11) clips from around the front to rear case flange and remove the rear half of the case.

4. Check the heater core seal retainer and make sure it is positioned properly over the locating tabs in the case as show in Fig. 6 and seal the retainer in position with body caulking.

5. Position the blend door and install the rear case.

6. Install the heater assembly and vent duct assembly.

7. Re-check control operation, blend door operation and perform functional check of heater.

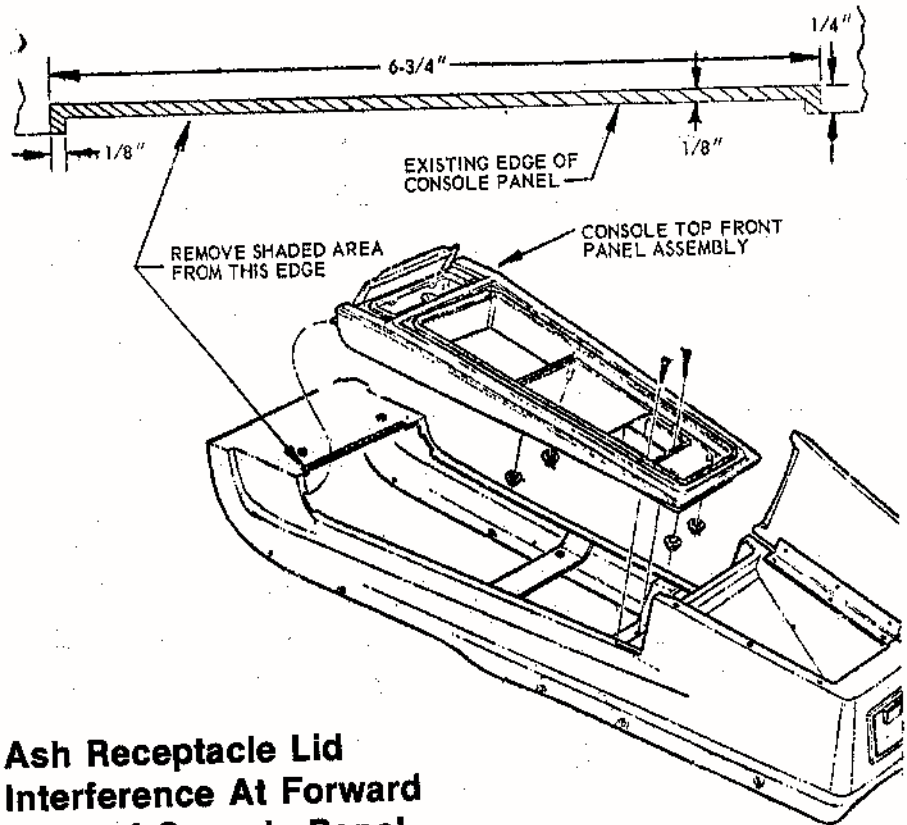


Figure 2 - Ash Receptacle Lid

## Ash Receptacle Lid Interference At Forward Edge of Console Panel

### —1969 Mustang So Equipped

When binding ash receptacle lids are encountered in vehicles built prior to the production correction, the swing clearance can be increased as described below:

1. Remove the console assembly from the vehicle. (Removal and replacement procedure outlined in the 1969 Car Shop Manual, Volume IV, Group 18, Part 18-1).

2. Remove the console top front panel assembly to gain access to the front edge of the console panel as shown in Fig. 2.

3. Increase the size of the existing ash receptacle opening in the console panel by 1/8" as shown by the shaded area on Fig. 2.

4. Reassemble the console assembly and reinstall into the vehicle.

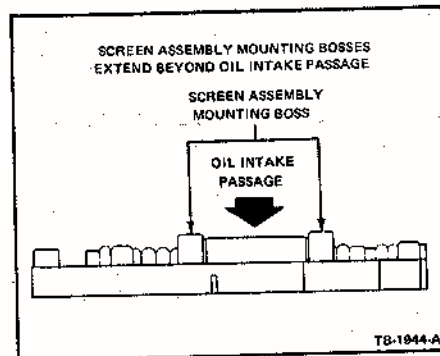


Fig. 7 - Article 671

## Elimination Of Spacers Between Screen Assembly And Main Body Control

### —1974 Mustang II w/C3 AT

The main control body casting has been revised to eliminate the need for the three spacers between the screen assembly and main body control. When removing the main control, inspect the screen assembly mounting bosses and the part number cast in the control body.

If the part number cast into the control body is 74DT-7A101-BB (early design), the screen assembly mounting bosses are the same height as the oil intake passage. Spacers **must be used** between the screen assembly and the control body on these assemblies. If the part number cast into the control body is 74DT-7A101-BC (later design), the oil screen mounting bosses extend beyond the oil intake passage (See Fig. 7). Spacers **must not be used** on this assembly. If the three spacers are omitted between the screen assembly and control body on the early design, or if the three spacers are used with the revised design, the pump will cavitate resulting in low control pressure and transmission malfunction.

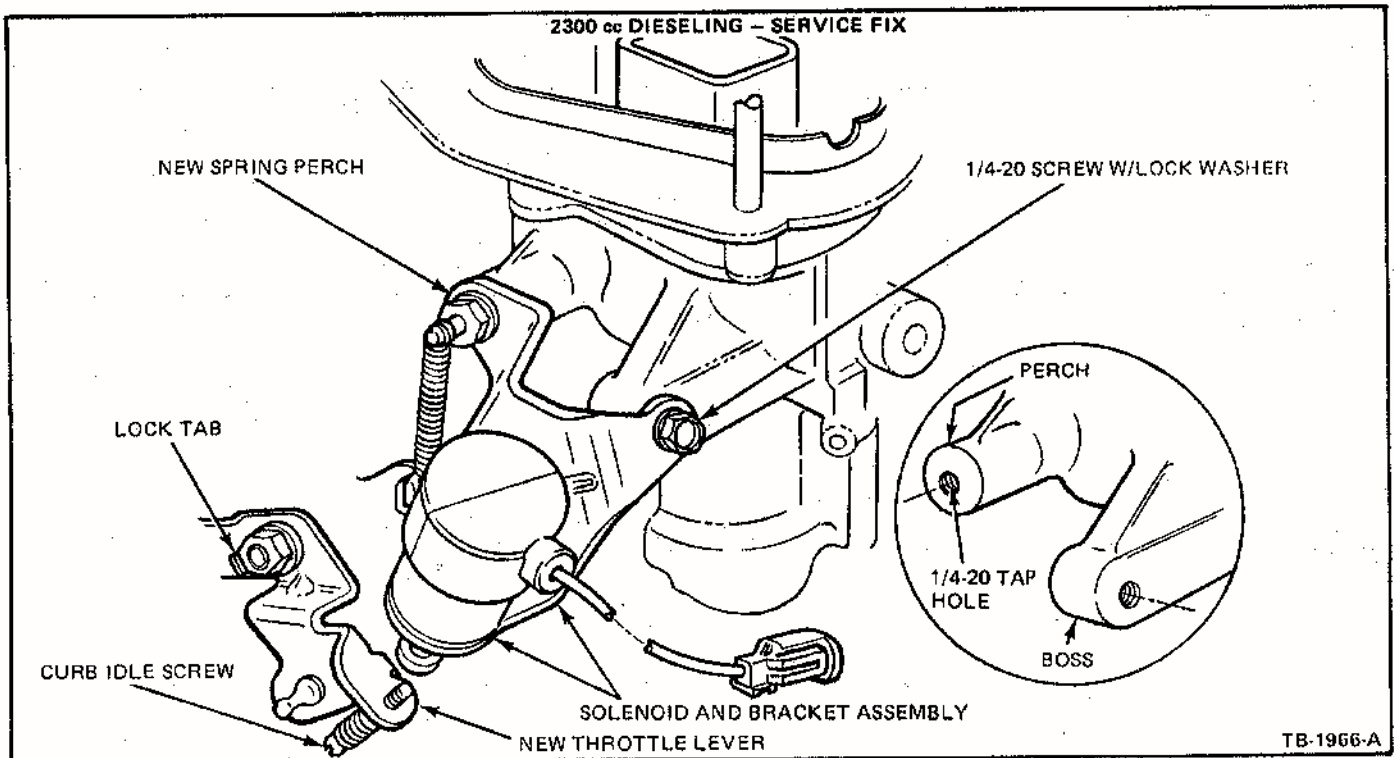


Fig. 54 - Article 722

## Engine Dieseling And/Or Run-On After Ignition Key Is Turned Off

—1974 Mustang II w/2300 cc Engine

Engine dieseling can be corrected by installing a carburetor electrical throttle solenoid positioner kit (See Fig. 54) as follows:

**NOTE:** Some late production carburetors will have the two 1/4-20 holes tapped and the screw type spring perch installed. On these carburetors, remove the spring perch and discard the existing spacer (flat washer) before installing the solenoid bracket.

1. Remove the carburetor.
2. Remove the secondary throttle return spring.
3. Bend the locking tab away from the primary throttle lever retaining nut and remove the nut and throttle lever. Discard the throttle lever.
4. Pull the secondary throttle spring perch out of the casting, then drill the existing hole to 13/64" and tap the hole with a 1/4-20 tap.
5. Temporarily mount the solenoid and bracket assembly using one 1/4"-20 screw so that the bracket can be used as a template to locate the hole on the second mounting boss. (Center punch the hole location. Do not use the bracket as a drill pilot). Remove the assembly before drilling.

6. Drill a 13/64" hole through the mounting boss and tap the hole with a 1/4"-20 tap.

7. Install the new throttle lever using the new locking tab and the existing nut. Tighten the nut to 25 in. lbs. and bend the locking tab against a flat on the nut to prevent backing off.

8. Install the solenoid and bracket assembly using the new spring perch with a lock washer and the 1/4"-20 screw and washer assembly. Tighten both screws to 60 in. lbs.

9. Install the existing secondary throttle return spring.

10. Rotate the throttle lever to check for binding and proper closure.

11. Install the carburetor.

12. Install jumper wire, between the con-

necter on the solenoid and the double molded single wire connector on the red wire with yellow hash marks located at the left rear of the cylinder block, coming out of the main 14290 loom on the dash panel. Route the jumper wire along the manifold runner and suitably secure to hold it free of other surrounding components.

### ADJUSTMENTS:

(A.) Adjust idle speed to 550 RPM with transmission in neutral and solenoid de-energized by turning the throttle adjusting screw on the main body.

(B.) With the solenoid energized, adjust the new curb idle screw on the new throttle lever to obtain the speed specified on the emission decal.

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