

Tips On Seat Inserts, Windshield Installation, Overheating

Dear Fred:

Please help me determine the correct color for the Pony seat inserts for a 1966 Mustang convertible with an interior code of F8.

The original Pony interior needs replacement, however all catalogs from Mustang parts dealers do not offer the color scheme as it presently stands. The seats are parchment with the exception of the insert, which is an ivy green (gold?) color. Is this color scheme correct and is it available?

Peter Lundell
MCA Member No. 19409

Dear Peter,

You are indeed correct. Your trim code F8 indicates interior colors of Parchment with Ivy Gold (greenish color).

This color combination is available, and is an excellent accent to either the Ivy Green or Sauterne Gold exterior.

Fred

Dear Fred:

I am presently working on a 1964½ convertible and a '66 fastback GT.

My request refers to the installation of windshields and back glass ('66 only, of course).

Which type of molding clip is used in each case? What is the proper placement and type of sealer for the weatherstripping? What is the condition and slant of the pinchweld?

Walter W. Orwig
MCA Member No. 23939

Dear Walter:

The 1964½-'65 windshield molding clip is the screw-on type, with a small hole in the center. The 1966 and later used a push on type, with an open-ended keyhole in the center, which clipped onto a small "mushroom" weld to the window frame.

The 1965 type can be used to replace the 1966 type, should the "mushroom" be missing. Sealing can be accomplished with a moderate amount of 3M Bedding and Glazing Compound. I am uncertain what you are referring to as the "pinchweld," however, the body flange that mounts the glass should be on a parallel plane to the glass at its edge.

Install the weatherstrip on the glass and place a 1/8-inch cord in the outer (body) slot, with a 6-inch overlap at the ends. Lay the glass in place, and from the inside pull the cord out while a helper gently presses down on the glass where

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ASK FRED

By FRED GLAZIER

the cord is being pulled. The seal will set with the outer surface on a similar plane to the glass.

Fred

Dear Fred:

I have a 1966 Mustang convertible with the 289 four-barrel and GT package. My problem is that I cannot get it to give a good charge.

When running it shows a very small charge on the meter and when the headlights are on it shows a small discharge on the meter.

I have installed a new battery, new alternator, new voltage regulator, new starter solenoid and new under-hood wiring harness. Can you help?

John Stegeman
MCA Member No. 21897

Dear John:

You did not specify whether the battery runs down or the meter does not indicate a charge.

However, for the first problem, the alternator output and voltage regulator output should be checked with a diagnostic-quality meter.

For the second problem, the in-dash meter is a parallel wired sensor, and is notoriously susceptible to corrosion on the wiring connectors. Clean all the terminals in the sensing circuit from the alternator to the meter, especially the pin plug at the firewall. Use a cotton ear swab and brass polish to clean inside this plug.

Don't expect much sensitivity from this instrument, even at its best.

Fred

Dear Fred:

I own a 1965 Mustang convertible that has an overheating problem. At speeds of 35-50 it performs well, but at speeds of 55-65 it overheats.

I have replaced the radiator with a new three-tube. I have also put in a new water pump, new head gaskets, new hoses, new

thermostat (tried three), new belts, new distributor, and also rebuilt the transmission.

The car burns no oil. The head was checked for a crack or warp, but all is OK. The radiator shop said the engine has a good flow of water. I need help!

Richard F. Gagliardi
MCA Member No. 21861

Dear Richard:

I have several questions, so I will try to fill in the blanks. Does the car have air conditioning? If so, the condenser core should be at least 1-inch in front of the radiator. Of course, an auxiliary oil cooler in front of the radiator requires similar separation.

Do you have the standard fan, or the clutch type? An inoperative fan clutch would cause problems, although this would be more likely to appear in city driving.

Have the distributor advance checked. If the distributor is advancing excessively at highway speed, overheating could result.

Is the distributor vacuum advance line connected to the proper vacuum source? Make certain the advance port is used, as manifold vacuum will cause excessive advance at cruising speeds.

Has the engine ever been rebuilt? If so, an overbore, especially an .060 overbore, can cause overheating at high engine speeds.

Got a question about your Mustang? Long-time MCA member and Gold Card Judge Fred Glazier will be happy to help. Just send your question to "Ask Fred," in care of The Mustang Times, P.O. Box 447, Lithonia, GA 30058.

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