

Waterleak Repairs For T-Top Mustangs

—1981-82 Mustangs

Water leaks which cannot be stopped for more than short periods of time are caused by a lack of stability in the door and door glass system. To improve the door glass stability and the seal around the edge of the door glass, it is necessary to install or replace the following items:

- 1 Install a door inner panel belt line reinforcement.
- 1 Install reinforced window guides.
- 1 Install vertical stringer reinforcements.

Note: Before attempting the following services, be sure to familiarize yourself with these critical T-Roof adjustment procedures:

- ✓ Hatch adjustments
- ✓ Weatherstrip adjustments
- ✓ Door glass up-stops
- ✓ Window adjustments

The procedures for these adjustments can be found in the T-Roof Diagnosis and Service Manual.

Door Reinforcement Reinforced Window Guide Installation Procedures

1. Lower the window.
2. Remove the door trim panels (See Body Shop Manual, Section 45-03).
3. Remove the door weather shield.
4. If the unit is equipped with power windows, drill out the three top rivets on the door reinforcements. See Figure 1. **Note:** The vertical stringer reinforcements will not be required on the front of units already

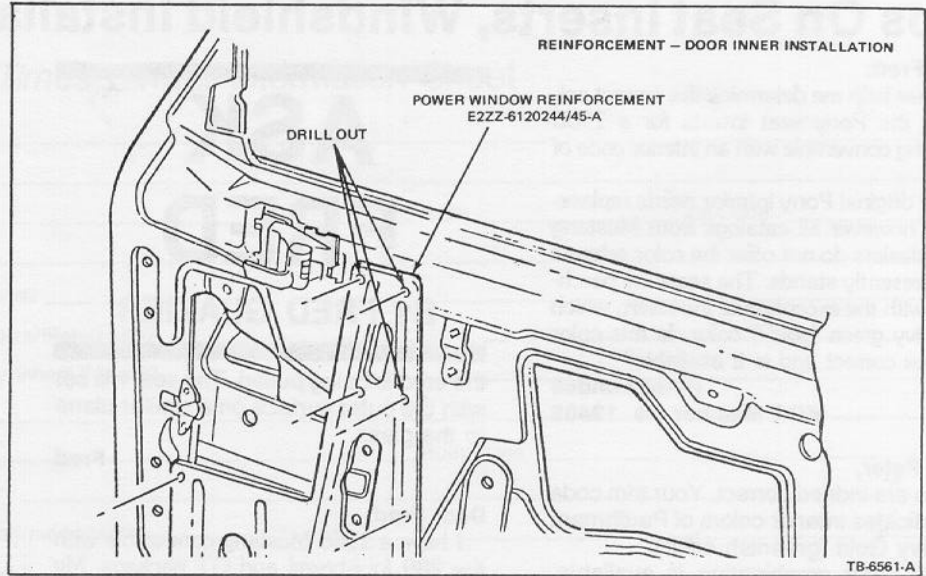


Figure 1 - Article No. 82-15-1

equipped with the power window reinforcements.

5. Remove the door glass upstops. See Figure 2.
6. Remove the bolts holding the door glass tube guides. See Figure 3.
7. Remove the washer nut holding the top of the door glass guide tube. See Figure 3.
8. Remove the nut holding the door glass guide tube at the bottom and slide the tube up to allow the removal of the tube guides. Discard the guides. **Caution:** Be careful not to scratch the glass when removing or reinstalling the tube.
9. Place the new reinforced tube guides

(or use Part Numbers E2ZZ-7622362-A and E2ZZ-76222A92-A) in place and slide the tube into position in the door. Be sure the window tilt guide (slots in and out) is on the bottom with the stop facing the outer skin and the fore and aft guide (slots fore and aft) is on top. See Figure 3.

10. Reinstall the existing bottom nut holding the door glass tube finger tight.
11. Place the door inner panel belt line reinforcement against the inner door panel.
12. Clamp the belt line reinforcement in place as shown in Figure 2.
13. Install the door glass up-stops using the new stud plates (E2ZZ-6621782-A) and hold the reinforcement stingers

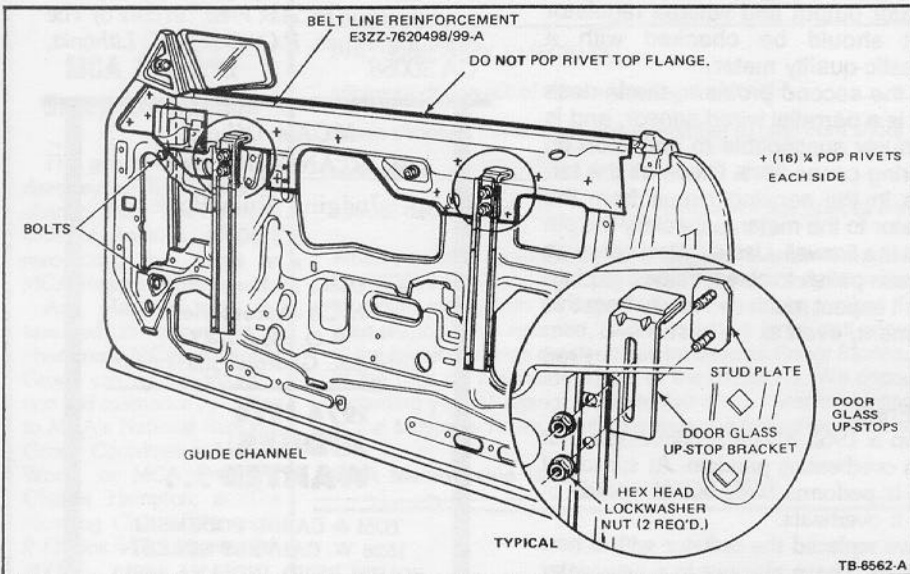
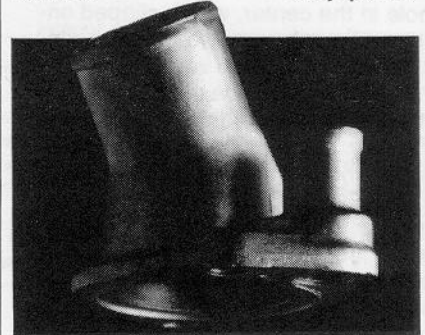


Figure 2 - Article No. 82-15-1

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(E2ZZ-6120244-B) in place.

14. Install the nuts on the stud plates finger tight so you can position the stringers as shown in Figure 2.

15. Drill out the three bottom holes in the inner door panel where the holes in the stringers lay against the door panel. Use a 1/4-inch clearance drill.

16. Install three 3/4-inch pop rivets (385098) through the holes.

17. Complete the attachment of the belt line reinforcement by pop riveting as shown in Figure 3. **Caution:** Pop rivets cannot be used along the top flange due to trim clearance requirements.

18. Place a drop of Loctite Thread Loc on the bolts that hold the door glass guides and install them finger tight.

19. Reinstall door glass guide tube upper retainer nut finger tight. See Figure 3.

Window Up-Stop And Glass Adjustments

20. Close the door and raise the glass up into the proper location in the opening, being sure the rear edge is parallel to the retainer and the top is up to the character line on the weatherstrip along the hatch.

21. With the glass being held in place, and a slight pressure applied to the glass at the top, tighten the bolts on the inner window guide and on the top guide tube retainer nut. See Figure 3.

22. Tighten the door glass up-stop nuts. See Figure 2.

23. Lower the glass approximately six inches and tighten the lower guide bolts.

24. Raise the glass and check to assure proper contact is made and that the glass does not come up inside the weatherstrip. Adjust again if necessary, repeating steps 20-23.

25. Open the door and tighten the bottom guide tube nut.

26. Remove the hatch and lubricate the weatherstrips with silicone lube (COAZ-19553-A).

27. Leak test the vehicle. If a leak should occur, consult the T-Roof Diagnosis and Service Manual to be sure proper weatherstripping, hatch and glass adjustments have been made.

28. Reinstall the door weather shield being sure to place a fresh bead of mastic along the reinforcements.

29. Reinstall the door trim panels.

Information for The Troubleshooter is taken from Technical Service Bulletins issued by for Motor Company for the instruction of factory-trained dealership mechanics.

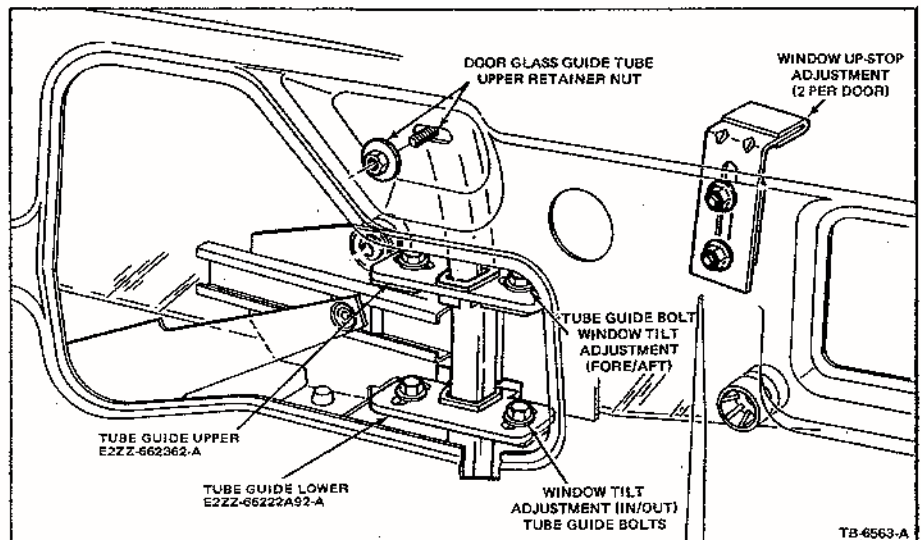


Figure 3 - Article No. 82-15-1

Robbins Seat Belts Exhibit Erratic Locking Action On 1970 Mustangs

—1970 Mustangs

An erratic and intermittent locking action was found in some retractors incorporated in the Robbins seat belts, used in some early production 1970 Mustangs. To correct this condition, a change was made in the Robbins seat belt retractor mechanism. This later Robbins retractor is identified by a blue dot on the mounting bracket.

Each dealership was originally furnished with an IBM listing identifying those units which were delivered or sold by the dealership and required inspection and/or replacement of the seat belts under this program.

1. Verify the complaint.
2. Inspect seat belts for determination of manufacturer by pulling the belt out of the retractor and noting the identification tag on the reverse side of the belt.
3. If the seat belt was produced by a manufacturer other than the Jim Robbins Seat Belt Company, no further action is required.
4. Seat belt sets having a Jim Robbins Seat Belt Company label must be inspected for the latest type retractor which is identified by a blue dot on the floor attachment bracket.
5. If the blue dot is present, no further action is necessary. If no blue dot is visible, the complete set of belts must be replaced (a complete set includes both sides of the lap belt and the shoulder harness for one occupant). Refer to your parts book for seat belt color application, part number, etc.

6. Replace the seat belts as required by referring to the 1970 Car Shop Manual, Volume 4, Page 41-02-05.

Transmission Buzzing Noise In Reverse Gear

—1974 Mustang w/C3 AT

A high pitched buzzing noise when the transmission is in reverse gear is the result of the converter pressure relief valve vibrating in the valve body and may be corrected by the following procedure:

1. Follow the procedure in the 1974 Car Shop Manual, Volume 1, Second Edition, Section 17-03 for the removal and installation of the valve body from the transmission.
2. Remove the existing converter pressure relief valve and spring.
3. Install the converter pressure relief valve and spring kit (D4ZZ-7E368-A).
4. Reinstall valve body in the transmission.

'Clicking' Noise Behind Mustang Instrument Panel

—1982 Mustang

A "clicking" noise heard whenever the air conditioning or defroster is used on 1982 Mustangs can be serviced by installing a cooling fan relay (E2BZ-8B658-B) which has an internal sound absorber.

Refer to the appropriate 1982 Electrical Vacuum Trouble Shooting Manual (EVTM) for relay location.