

MCA Member Shares Tips On Corrosion Control

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From time to time I meet engineers or government inspectors at work who are involved in vehicle design and/or maintenance.

Recently an engineer with whom I am acquainted attended a seminar entitled "Prevention of Material Deterioration: Corrosion Control" conducted by a U.S. Army Corrosion Specialist.

Listed below are some areas that I believe would benefit all MCA members.

1. **Distributor Caps:** The contacts on the inside and terminals on the outside are made of aluminum. The spark plug wire contacts are brass, as is the rotor in the distributor. This association and electrical interaction of dissimilar metals results in deposits on the terminals, both inside and outside the cap. Also, carbon black used in the cap coloring can be conductive and cause shorting or "carbon tracking."

Corrosion can be one of the worst enemies of any car, be it a classic or a brand new 5.0. These tech tips will help protect your car from corrosion.

Prevention: Distributor caps made of alkaloid and using brass terminals can prevent this condition.

2. **Electrical Contacts:** Many electrical contacts corrode over the years from moisture and dirt build-up, or mating of dissimilar metals (i.e., tail light bulbs).

Prevention: Coating contact areas with a silicone.

3. **Cooling System:** Since cooling systems consist of aluminum, steel, brass and copper, extensive corrosion from the interaction of these metals can result. Always maintain at least a 30 percent solution of antifreeze in the system.

A recently completed test evaluated commercially available antifreeze at the Rock Island Laboratory. Numerous tests were conducted, such as corrosion prevention. All popular brands were tested, and "Peak" was rated superior to all other brands.

The cooling system must be flushed every two years. Every year, add a can of rust inhibitor and water pump lube.

White crust that forms on the inside of the radiator core is called "solder bloom," and can be controlled by adding three teaspoons of baking soda every four months to the solution.

Paint Protection: Never wax the vehicle's paint. Wax does not completely fill the pores of the paint, and can actually hasten the paint's chalking process. Use only polish and only those polishes containing polydimethyl siloxane.

5. **Windshield and Glass:** Heavy rain causes visual distortion and problems with depth perception. A product developed to



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coat aircraft windshields is used by the U.S. Military and is called "Repcon."

The material eliminates distortion and sheds water so quickly from the glass that windshield wipers are not needed at speeds over 40 miles an hour. It also makes the removal of insects and other matter from glass easier.

6. **Vinyl Interior Surfaces:** Do not use commercially marketed vinyl protectants. When these products break down, they generate hydrochloric gas in the vinyl, actually hastening its demise. Good substitutes are Lemon Pledge or Kiwi Shoe Polish (neutral).

7. **Surface Rust on Steel:** To remove rust in order to paint over it, a product called "Rust Transformer" can be used. It changes rust to black iron tannate and effectively stops rust, so it can be painted.

Tech Tips

Try This Tip For A Real Seal

Intake manifold and seal oil leaks are FE and small block traditions. So is the cure: discard the stock cork gasket and use RTV instead.

Dry fit the manifold, eye-balling the gap between manifold and block. Remove the manifold, run a bead of RTV silicone, let set for 10 minutes, then install the manifold. The RTV seals better and lasts longer than cork.

Why Boss Pulleys Are Oversized

Ever wonder why Boss 302s, Boss 429s and Hi-Po 289s have oversized alternator pulleys? It's because the standard size pulley spins the accessory fast enough to destroy it at high rpms. A four-inch aftermarket pulley is good for hot street cars, and five-inch versions are for race engines only.

Watch Lubrication On T-5 Tranny

Watch what you pour into your T-5 gearbox. The late model five speed is designed for AFT lubrication, not 90 weight like most others.

The thicker oil cannot flow through the T-5's narrow holes and passages. Transmission destruction normally results from mis-lubrication.

Sure Cure For Overheating Woes

Both age and small radiators cause vintage Mustangs to overheat.

Four steps will lead to reduced operating temperatures: replace a two-core radiator with a three-core radiator, install a five-blade fan and fan shroud, swap a 160-degree thermostat for the stock 180-degree model and upgrade the distributor drive system to ensure that initial timing is correct.

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'Spark Finder' Locates Fouled Plugs

The Spark Finder ignition tester enables auto owners to verify fouled plugs and dead ignitions quickly. Hand-held and battery operated, the device emits an audible tone burst each time a voltage pulse travels down the ignition wire. No dangerous direct connections are required — just hold the tester near the ignition wire. The tester is available in red, yellow, blue or gray and comes with a nine-volt battery, an eight-page manual and a storage case. The tester retails for \$18.70 plus \$4 shipping and handling. New Jersey residents add 7 percent sales tax. To order send check or money order to Kab Electro Acoustics, Box 2922, Plainfield, NJ 07062-2922.

Solution To Faulty Ignition Switches

In this rotary contact switch, the contact will overheat, which melts the rubber plug from the main wiring harness.

Symptoms include failure of the charging system, engine attempting to start with the key in the "on" position or the engine won't crank. Disconnect the battery, remove and replace the switch and closely inspect the rubber plug.

If the plug shows damage, don't try to fix it. Replace it. To remove the lock, turn the key to "accessory," push a paper clip into the small hole adjacent to the key slot and continue to turn the key left until the lock assembly disengages.

Spring Right Back After Storage

Going into a long term storage? Back off the valve adjustment so no springs are compressed continuously for the duration of storage.

Erratic idling and performance after storage may be due to a few weak valve springs for the same reason.

'Ask Fred' Column Resumes Next Month

"Ask Fred," a technical information column written by long-time MCA member Fred Glazier will resume in the next issue of *The Mustang Times*.

Glazier, who wrote the popular column up until 1989, is the owner of Glazier's Mustang Barn in Souderton, PA. He is also an MCA Gold Card Judge.

Readers are invited to submit questions relating to the maintenance, authenticity and restoration of their Mustangs for Glazier to answer

Readers with questions for Glazier should mail them to: "Ask Fred," C/O *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

Please include your MCA membership number on your correspondence.