

# Reader Asks Help Decoding '69 GT 390 Build Tag

**Dear Fred:**

I own a 1969 Mustang GT 390 "deluxe" convertible. I bought it in 1990 from the original owner. It has 72,000 miles on it and is in very good shape. I am trying to find out what all of these letters under the hood mean:

AC PB GT PS DE TT CL LP MC TC PT.

All of this information is on a tag on the passenger side fender under the hood. If you could help me find out this information I would appreciate your time. Also, how many were made and is this car worth putting big money into?

**Fred Westphalen**  
MCA No. 23086

**Dear Fred:**

The build tag information is not very well known, but probably decodes as follows:

AC — air conditioning; PB — power brakes; GT — GT suspension; PS — power steering; DE — dual exhaust; TT — unknown (may indicate black hood); CL — clock; LP — unknown; MC — 390 equipment (details unknown); TC — tilt steering; PT — power top.

As to how many of these cars were made, 3,439 of this body style were produced and one can speculate that very few were 390 GT cars, and even fewer would have been as heavily optioned as yours.

**Fred**

**Dear Fred:**

I have written to you before about a front-end problem, and you were so helpful that I decided to write to you about another problem.

I own a 1966 coupe with a 289-2V, which seems to be suffering from an electrical problem. When the car is turned off, the headlights, tail lights, courtesy lights, etc. are fine, but when the engine is running all of the lights flicker from bright to dim. The car has a new battery, a new alternator (the belt tension is correct), a new voltage regulator, and all connections seem to be tight.

I thank you in advance for any help that you can offer.

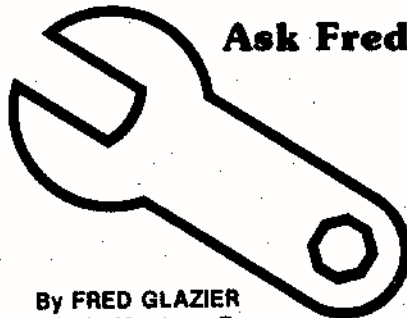
I feel "Ask Fred" is an important part of *The Mustang Times* and attracts many to MCA. Keep up the good work.

**Vic Perisco**  
MCA No. 25268

**Dear Vic:**

I am glad to hear your suspension pro-

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By **FRED GLAZIER**  
Glazier's Mustang Barn

blem is squared away.

To solve this electrical problem you must check alternator and voltage regulator output. Even though your parts are new, they are not necessarily working properly.

**Fred**

**Dear Fred:**

I am writing to you and other Gold Card Judges to get as much information as possible about the 1969 coupe that my wife and I own.

I am in the process of a complete restoration of this car. Thanks in advance for your help.

The most important information I am searching for is related to the build tag, which is stamped "CARD RED." The door tag has paint code "T." Most everyone I mention this to says it means Cardinal Red. The car is completely disassembled and was never painted anything other than red.

Was there a paint option like this? Is this the way special paint was ordered?

The build tag is marked: 65B, 5W, 9T01-F196448, T, CARD, RED, LP, CL, 3S, T5. The door tag is marked: 9T01F196448, 65B, T, 5WA, 01E, 93, 3, 1.

The engine block is stamped 9T02 6448, with the "9T02" inverted. Is there any significance to this stamp? What is the significance of the 9T02 compared to the 9T01 on the door?

Should the rear window moldings and quarter panel "E's" be gloss or semi-gloss?

MCA says T5 transmissions should be red oxide or green. What is your experience or opinion?

**Hugh Preacher**  
MCA No. 25221

**Dear Hugh:**

Whew!

First, your color is Candyapple Red.

The build tag should be marked "Special Color" and the door tag would probably list no color code at all, if it were a special color.

Your build tag decodes: 65B — coupe with interior decor group; 5W — white Comfortweave; T — Candyapple Red; CARD RED — unknown, although body color was often stamped here; LP — unknown; CL — clock (the clock itself may not be installed, but a rectangular recess and wiring may be in place); 3S — three-speed manual transmission, T5 — unknown.

Your door tag decodes as: 5WA — white Interior Decor Group (not the Deluxe Interior Decor Group); 01E — 1 May 1969; 93 — export; 3 — 2.79:1 conventional axle; 1 — three-speed manual transmission. The two different optional interiors were basically the same, but the Interior Decor group did not include the "woodgrain" dash, and the Deluxe did.

The engine blocks were occasionally stamped, although no consensus has been reached on why. The difference in stamp is most likely an error. Most known "E" models were fastbacks, which the engine stamp indicates.

The rear window molding was semi-gloss. We would like to see a nice original "E" model to answer your other question.

The T5 transmissions we have seen here were all bare aluminum.

**Fred**

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