

Tech Tip

Mustanger Discovers A Solution For Remote Trunk Release Woes

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A while back I installed an NOS remote trunk release (Part No. C4AZ-62432A00) in my '65 fastback. This is a neat gadget but very few of them have ever functioned properly upon initial assembly.

After becoming very frustrated on several occasions I do believe I have found a cure. I was determined to make that blasted thing work!

The kit as supplied to me was in an unopened NOS box when I purchased it at a swap meet. By the way, I still have the box in fair condition. The "cure" was really quite simple and cost me only about two hours time.

First you must make certain that there is absolutely no movement of the outer housing.

I determined that the kit did not include nearly enough cable holddowns and screws. I had on hand a number of nylon type hold-downs and an assortment of sheetmetal screws. These fasteners are not correct so they were only used behind the inner quarter panels and under the carpeting where they would not be seen. The kit supplied ones were installed wherever they would remain visible. The cable needs to be fastened securely about every six to eight inches. Before fastening, thoroughly lubricate the cable with a graphite-type spray.

Route the cable as per installation instructions, taking care not to make any really sharp bends. Check the cable movement for

binding after each holddown is put into place. When you reach the latch mechanism on the decklid the cable should have as much movement as the lever allows, or about one inch of travel. This is more than adequate. Now mark the position on the latch with masking tape and then remove the latch and perform the following. Inspect the latch tang for total travel, noting that it only springs back about half-way to the opposite side.

Now the "cure." Drill a 1-16th-inch hole in the top edge of the latch. I checked my used spring collection and located one from an old distributor advance. By attaching it between the hole and the tang it will keep full tension on the tang at all times. Now reattach and adjust the latch if necessary.

After completing the above, my wife and I repeatedly tested it for more than half-an-hour. It worked perfectly every time. This cure should work for all bodystyles and best of all the spring and holes are not visible.

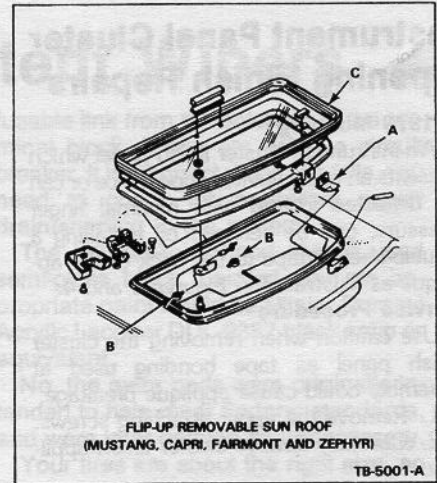
I hope this tip will be of some assistance to others in the hobby.

Times Welcomes Tech Tips

Technical tips from our members are welcomed by *The Mustang Times*.

If you have a tip to share with your fellow MCA members, we encourage you to forward it to "Tech Talk," C/O The Mustang Times, P.O. Box 447, Lithonia, GA 30058.

Please include your membership number on your correspondence.



Sun Roof Adjustments: Flip-Up Removable Tops

—1979 Mustang

Some vehicles equipped with the flip-up sun roof on the 1979 Mustang may have the glass tilted at the right rear corner.

This tilt can be adjusted out in most cases by increasing the height at the left front hinge (Figure 1, Item A). The hinge can be adjusted by loosening one screw, sliding the hinge up and tightening the screw. The rear of the glass can be adjusted by loosening two set screws on the latch assembly to get proper glass alignment to the roof.

If the sun roof glass appears too small for the roof opening, then possibly the wrong weatherstrip was installed on the glass retainer (Figure 1, Item 3). There are two weatherstrips released for production, a smaller bead weatherstrip for units with a vinyl roof (Part No. D9ZZ665002C50-A) and a larger bead strip for painted roofs (Part No. D9ZZ66502C50-B).



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