

# Door Handle Deformation Complaints On '66 Ponies

Some units may show evidence of a deformed or scored inside door handle escutcheon. Investigation has revealed that the escutcheon locator hole was not positioned correctly in the door trim panels on some models and was omitted entirely on other models. As a result of this, the locator pin on the escutcheon could not be seated correctly on the trim panel, thereby permitting deformation and/or scoring of the escutcheon.

This problem was corrected in production on Nov. 2, 1965 by locating and piercing the escutcheon locator hole in the trim panel to eliminate distortion or scoring.

Units experiencing this problem in the field can be corrected in a similar fashion as follows:

1. Remove the door inside handle and escutcheon.

2. Obtain a new escutcheon and locate it correctly by pressing the escutcheon firmly against the trim panel.

3. Pierce or drill a 3/16-inch diameter hole through the trim panel only at the indentation made by the locator pin on the escutcheon. (See Illustration).

**Note:** In some cases a mislocated hole may already exist in the trim panel. If it interferes with an attempt to locate the new hole, enlarge the existing hole to allow correct escutcheon installation.

4. Position the escutcheon and install the door handle.

**Note:** A 7/8 O.D. flat washer should be added between the trim panel and escutcheon.

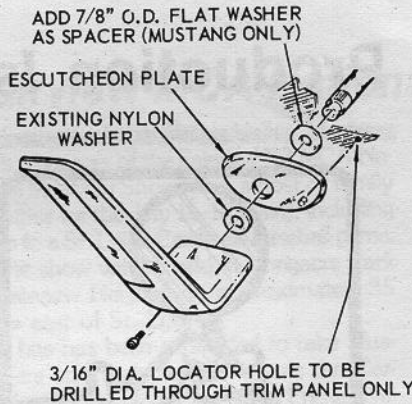


Fig. 10 - Deformation of Inside Door Handle Escutcheon Plate - (Article 559)

tems" it is doubtful that will include classic Mustangs.

Unless the technology is found to adapt your air conditioner to a more environmentally safe refrigerant, your air conditioner is destined to become a mere ornament in your Mustang.

Synthetic refrigerants are now being tested, and it is possible one of these will be available by the time the outright ban on Class 1 refrigerants takes effect.

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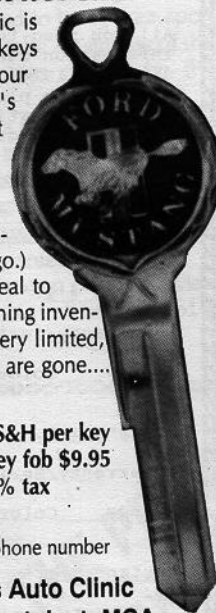


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## Mustang AC Refrigerant Faces New Regulations

### Northwest Arkansas Mustang Club

If you're accustomed to recharging the air conditioner on your early Mustang yourself, you might find you're out of luck when it comes to getting your Pony primed for this coming summer.

You'll have to take your Mustang to a professional. And in about three years, that option will be gone too, leaving you with no one to service it.

EPA regulations under the Clean Air Act which went into effect in November, have stepped up the schedule to ban production of Class I refrigerants. That includes R-12, the type used in auto air conditioners and home refrigerators.

R-12 is no longer available for general purchase in sizes less than 20 pounds and then only to "licensed" individuals. Effective Jan. 1, 1996, the product will be banned altogether, meaning no one can buy it.

Although it is expected that limited production will be allowed for "essential sys-

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