

RESTORATION TIPS

For years now I've seen many magazines, books, etc., with Concours judged, winning '69 and '70 Mustangs. Upon closer inspection of the photos I note the clutch pedal sitting higher than the brake pedal. The caption often says, "A perfect restoration". Did that clutch pedal really sit higher than the brake pedal? Were Ford's standards that low? No way.

I'd like to share with my fellow Mustang restorers, guys and gals alike, of '69 and '70 standard transmission cars this uneven pedal height does not have to exist. The clutch stop on these cars, (usually orange), was a hard solid rubber, which was just pushed into a hole on the support. Over years of use and strong clutch springs; this part fails. Unfortunately, it's not available, yet.

My recommendation for repair, a hood stop from your favorite Mustang mail order company. One to fit the same year car. This hood

stop with a Mustang nut has kept my pedals on my '70 even for years. To install the hood/clutch stop:

- 1) Disconnect the battery cable, negative
- 2) Remove the drivers' seat which makes the installation much easier
- 3) Depress the clutch pedal and locate the old stop and/or stop hole, install hood stop with the rubber facing the clutch pedal stop pad. Lock it down with the nut and that's it!

Providing nothing else is worn, bent, or broken...the pedals now set even...the way Ford designed it. The clutch free play will possibly need to be set to specifications. After all that - the bright side will be when you're letting your clutch out and your knee does not hit your steering wheel. This clutch will also "feel" better.

Hopefully for those select few '69 and '70 Mustang/Shelby owners with standard transmission cars this information will be helpful and provide you with even better photo shots to gaze at.

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The Direct Injection Engine

Deep inside Ford there is a project in the works that revolves around a powerplant called a "direct injection engine".

The idea here is to inject fuel straight into the cylinder without the aid of intake manifolds or cylinder heads. This process allows for a major improvement in the engine's energy efficiencies. Can you say "twice" as efficient?

Word is Ford has over \$100 million invested so far. Will it mean our V-8's will put out 600 horsepower from the factory; or will it mean our 4-bangers are going to be making 300 horsepower? Watch these pages. - Ed.

Mustang Owners!

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