

Ask Fred????????????

Dear Fred,

Three years ago, at the end of the work day, I was leaving my office to go home. Next to my office is a restaurant that was having a car show! So I ventured over to check out the radical paint jobs and stylish muscle cars. Having grown up in the '60's, it was great to see the cars I always wanted to have, but never could afford.

I went home to get my wife and son, and headed back. My son and I, being early model enthusiasts, specifically looked at the muscle cars. Well, I began thinking of the results could achieve if I only had one of these beauties. To make a long story short, approximately two weeks later, we bought and have since restored a 1969 Mach I, 428CJ. It's not complete as yet, but I drive it as often as our weather allows to all local and mid-west shows.

I have a question regarding valve covers that I have purchased. They are finned and have "Cobra Jet" (with the Cobra snake) across the front face. I've been told by some Mustang enthusiasts that these were not put on Mach I's. I've also been told that during the assembly of the 428CJ's, some of these valve covers were put on only a few of the Mach I's. Is there any one truth?

Also, my VIN is 9F02R147786 and the door tag reads 63C 65 3AA 10A 41 A 6. I have not been able to properly decode my door tag. Can you assist?

Morrie Stille; Merrillville, IN; MCA# 28236

Dear Morrie,

According to Ford Muscle Parts book and the Master Parts Catalog, the valve covers that you have are part# C9ZZ-6582-B and are correct for 1969 and 1970 428 Cobra Jet engines.

Your data tag decodes as follows: 63C= Mach I with deluxe interior; 65 = Acapulco Blue with black hood; 3AA = Black with black stripe high back deluxe interior; 10A = January 10, 1969; 41 = Chicago DSO; A = 3.50; Traction-Lok; 6 = 2.32 Toploader 4 speed.

Fred

Dear Fred,

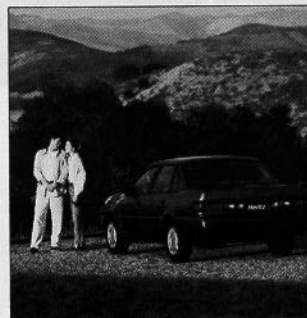
I have a 1968 Mustang, 6 cylinder, with a 3-speed manual transmission. The bushings for the clutch and brake pedals appear to be disintegrating. Are there any illustrations, manuals, etc. available on how to refurbish this pedal assembly? I am only a quasi-fixer and not a qualified mechanic, so is this a task an amateur can handle?

A. Joseph Kraatz, Jr.; Valparaiso, IN 46383; MCA# 34094

Dear Joseph,

The deterioration of the clutch and brake pedal bushings is a common problem and the repair is covered in the *Ford Shop Manual* available from many of the vendors that advertise in *Mustang Times*. The most difficult part of the job is removing and replacing the clutch pedal assist spring from the pedal support to the pedal. In view of this, you may want to enlist the services of a mechanic. You may save a few skinned knuckles.
Fred

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