TECHNICAL ADVISORS

1965-68 MUSTANG RESTORATION ADVISOR	MUSTANG MECHANICAL ADVISOR	MUSTANG FEATURES & ACCESSORY ADVISOR	1969-73 MUSTANG RESTORATION ADVISOR
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MUSTANG CLUB of AMERICA'S 1972 PROJECT CAR

The Club would like to present its first handling project car. The objectives of the project are threefold;

First- To make a late model Mustang handle relatively well
Second- To keep costs to a minimum
Third- To use all Ford parts it possible

To start the article, let me start with the whys? The 1971 to 1973 Mustang was chosen because it is the least to get any attention and are also the ones that need the most handling work done. The article can also apply to all the Mustangs (even the Boss's and Shelby'sO because the fundamentals never really change.

Before I start the project, let me give you some history on the car. We now have owned the car for a year and a half and it has been put through hell!. The car serves as the family work horse. It is a 302 V-8, loaded with a C-4 and a 300 rear end. During the summer, twice a week, the car hauls a boat and other loads of junk. So with all this time and mileage spent with the car, why shouldn't it handle to my liking? In the following article you will find I broke it down into four parts, Stage I- tires and shocks, Stage II- new front sway bar, Stage III- rear sway bar added and Stage IV- fine tuning tips.

Stage I
Parts; tires and shocks

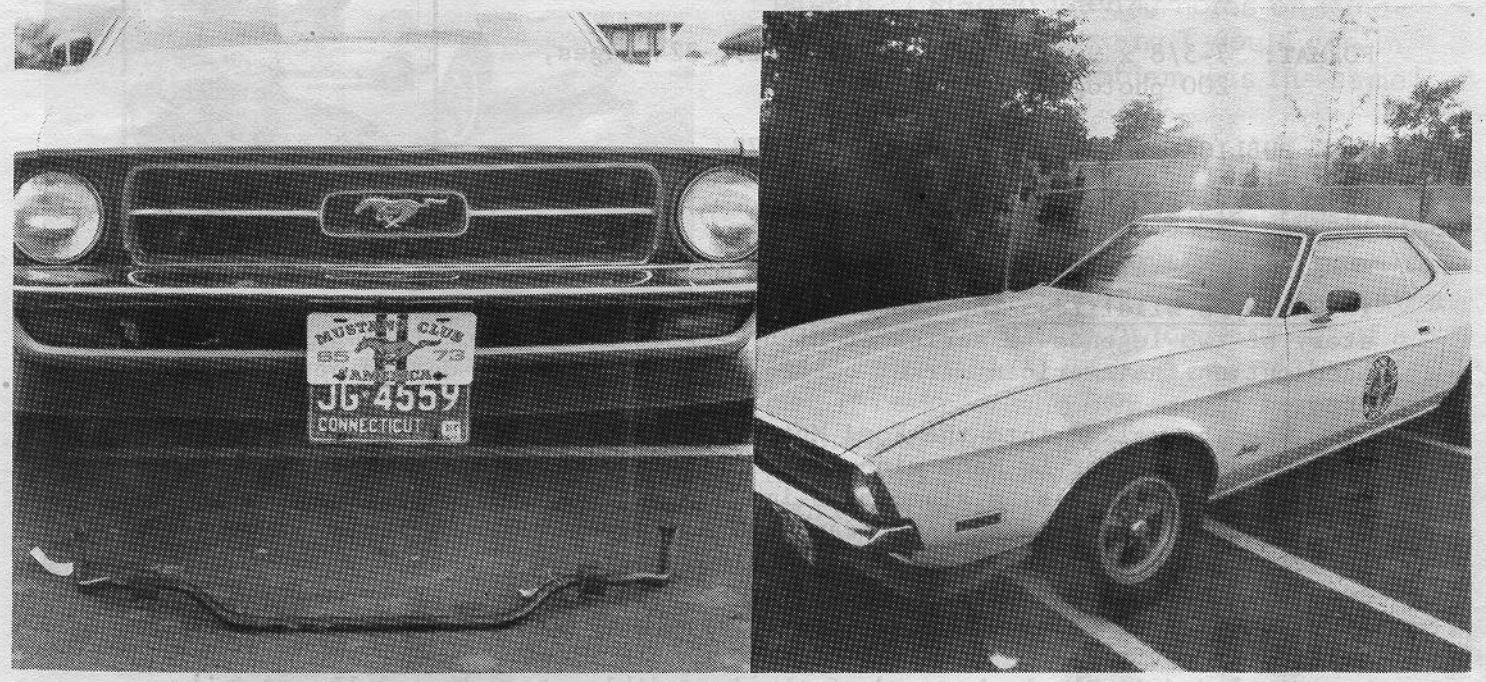
Once I decided to do something about the car, I had to start someplace. So I walked around the car and it was no secret that it needed new tires. Next to tires, shocks wear out. Yes, those too were bad and leaking. The tires were replaced with radials ("series 70") and we have all heard the story about them so I need not drag on.

The next thing to be replaced is, of course, the shocks. My first choise was Kouis, then I took a second look at my wallet and decided differently. My final decision was to go with a national name heavy duty shock. For the rear, because of the towing we do, load levelers were bought. Load leveler shocks are extra heavy duty shocks with a progressively wound spring around them that presents its own handling problem, but more about that later

Once everything was installed it was time for fun. Before you start to road test your car, please take some tips. First, unload your trunk (and I mean everything!). Second, remove the hub caps and clean out the interior, no loose articles can be in the car at all.

Results; Yes, the radials do make a big difference. The first thing I noticed is the lack of noise they make on hard cornering. At all speeds they were worth the money. The next step was shocks. Those, too, made a big difference, adding to the car's handling. The over load shocks, though, cause a new problem. Under hard and very hard corners at any speed it was causing the rear end to do funny things. Because of the spring over the shock it started to lift the inside rear corner. This assured me that a rear sway bar had to be added.

Over all results were good, considering all I really did was put the car back into stock condition, just as it was from the factory.



Stage II
Parts; D1ZZ-5482-D $26.80 list
Sway Bar 7/8" diameter

After looking through the Ford parts books I found that Henry did make more than one sway bar for our car. The front sway bar was stock and small so when I found that the second bar was bigger, I bought it. The new larger bar is 7/8" in diameter and was stock with the Boss 351's and other Mustangs with handling packages. When it comes to sway bars, we all know know bigger is better, but only to a point, so let us try and stay with "Father Ford" parts. The bar even came with the rubber bushings on it (much to my surprise). After 32 minutes I dropped the old bar, and an additional 35 minutes was used to install the new bar The installation is really no hard job at all, the total work is to remove two strut rods and four bolts holding up the bar. Last of all, check everything twice and clean up before you get into the car.

Results; This is the most enjoyable part of the project, testing the car. Driving around at low speeds, little change was noticed and I became a little disappointed. Then I lit up the car and fired it hard and fast into a set of "S" bends. Yes, it works and works well. I felt that the work was justified although it did assure me that a rear sway bar is needed even more now. The front end was doing what I wanted it to now, but the back end has to be taken care of.

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Alec J. Karacsonyi, Technical Advisor
Mustang Features & Accessories

Wait for Stages III and IV to follow in next months issue.