

Judges' Corner

by Jeff Speegle, Assistant National Head Judge

This month let's talk about some Technical Service Bulletins that included changes made in the engine compartment area. One subject worth mentioning is exhaust manifold cracking. The majority of these cracks seem to appear towards the middle of the manifold. They seem to be caused for a number of reasons.

After years of problems, Ford redesigned the 302 exhaust manifold during 1969 by including a series of ribs that ran the length of both the left and right side. The new part numbers representing these changes are DOOZ-9431-D for the left side, and number DOAZ-9431-D for the right. These new manifolds were installed on production units starting in January 1970, according to TBS #2169.

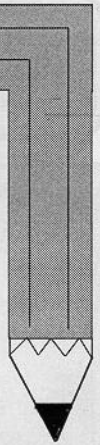
The change over from the use of an aluminum water pump to a cast iron one on the '65 and '66 Mustangs has been the source of discussion in some circles for quite some time. Some speculate this was done with the change of production from the '65 to '66 model change. Others say it was a running change. TSB #517 documents that Mustangs and other Fords began using the new cast water pump during May 1965 at all assembly plants. The bulletin does not give any reason for the change.

The benefits of stamping major drivetrain components

such as the engine block and transmission became evident during the late Sixties. The stamping proved, for warranty purposes, whether the parts actually belong to a particular car. These stampings were first seen mostly on performance engines. It is speculated that more failures were anticipated on these types of vehicles due to possible misuse.

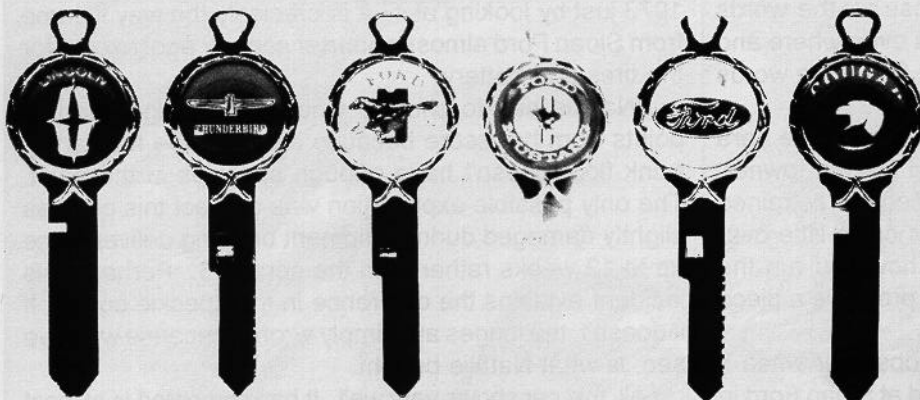
TSB #1757 refers to the stamping of 390, 427, and 428 blocks. According to the text, engines built before February 12, 1969 were stamped with an indentifying number on a machined pad located on the left, front side of the engine block. After that date, blocks were stamped on the right front of the block adjacent to the cylinder head.

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