

Do you have a problem with your Mustang that no one seems able to fix? Are you confused by the various replacement parts that are currently on the market? Do you have a technical or mechanical problem that seems impossible to answer?

Then -

Ask Fred
c/o Glazier's Mustang Barn
531 Wambold Road
Souderton, PA 18964

Dear Fred,

I recently discovered your home page and am very interested in restoring my 1966 Mustang coupe. It has a 200 cubic inch six-cylinder and I am toying with the idea of changing to an 8-cylinder. Now much work would be involved; I know the spoke pattern is four instead of five, brakes should be front disc instead of drum, and might need a change in transmission. What could I do to add horsepower in my six-cylinder during the restoration. How much is a typical restoration, ground up? I know that it might vary greatly, but a rough estimate of engine, interior, and paint and body would be appreciated.

Richard Wheeler

Dear Richard,

This is a very easy popular conversion. That being said, I would have to say that the cost is in the thousands, and the value of the car would decrease (running gear no longer matches serial number). You need to replace the engine, engine mounts, radiator, transmission, drive shaft, rear axle assembly complete, brake lines, fuel lines, steering linkage, front brakes, spindles, and rear brakes. The six cylinder cars run very well, and get good (even by 1997 standards) gas mileage. If you really

want a V8 car, buy one.

Restoration cost is a very common question. The range is extreme. It depends on the condition of what you have and how far you want to go. Cost can range from \$8,000 to \$50,000.

Fred

Dear Fred,

I've got another question for your expertise. My 1967 Mustang has four-wheel drum brakes on it. The front shoe width is 2 1/4" and the rear shoe width 1 3/4". The flat surface inside the drums are 2 1/2" front, 2" brake shoes rear. My questions is, can I move up to 2 1/2" and 2" rear. If so, what other changes are needed? What ill effects will occur? Drums are 10" diameter. Also what is the largest diameter/width tire and rim combo I can put on without rubbing? (e.g., 17 x 8" rim, P245/50R17) Proper back spacing? Will it stay the same for a disc brake swap.

Does anyone sell the windshield cowl panel sheet metal?

Too many questions?
 Tom Batton

Dear Tom,

First about the brakes. Oddly enough, the front drums you have will work with the wider shoe. However, you will need to change the backing plates on all four wheels, get the wider shoes, and replace the wheel cylinders. This will stop a little better, but have higher pedal effort. For about \$100 less, you can convert to power brake, with the booster/master cylinder

and power brake pedal. We have had much success with P225/70R14 on 5 1/2" wheels, but you could probably use 235/60R14 on a wider wheel and get away with it. Just remember, if you use aftermarket wheels, they tend to have positive offset, that is, they protrude farther from the car. This will limit you even more. I recommend you use a wheel with stock offset such as one of the later Styled Steel wheels, Magnum 500 wheels, or the early Styled Steel wheel with custom rim width. Later conversion to stock disc brake would be no problem with any of these wheels.

Questions? No problem! You can never ask too many questions!

Fred



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