

## Input

Two letters published recently in the January 1997 issue of *Mustang Times* caught my interest, and I would like to offer some comments.

Referencing the letter from Doug and Carol Peters and your response on the maximum value of the speedometer in the 1989 Mustangs - mine had a December 1988 build date and it has a 140 mph speedometer in it from the factory. I bought the car new and took delivery of it in January 1989. The car was a 5.0 liter LX, VIN 1FABP41E4KF184564. The switch from the 85 mph speedometer to the 140 mph in the 5.0 liter Mustang was with the '89 model year. Also, for the years 1987-93, I've never seen a 5.0 liter Mustang with a 120 mph speedometer.

I also read with interest the article by Frank McMullan regarding the differences between the 1964 1/2 and 1965 Mustangs. This was a great article and the most comprehensive list of differences I've ever seen published. However, I think he may have missed a difference in the convertible models. The 1964 1/2 did not have what is known as "convertible braces" in the engine compartment. These braces ran from the top center of the cowl to the front of the inner fenders, and were used on the convertible model only. Ford started to use them on the '65 models, but I don't know the exact date they were cut in. My early '65, VIN 5F08A321400 with an October 14, 1964 build date, does not have them, and I've seen other September and October cars without them. The earliest I've seen them was on a '65 convertible, VIN 5F08T371875 with a build date of December 15, 1964. The cut-in date for the braces must have been between October and December of 1964, but again, I've never read an opinion for the

"official" convertible brace cut-in date. Perhaps you folks at the "Times" or Mr. McMullan would know the answer to this one.

Finally, in responding to the Ford survey in the January issue, my wife and I counted six Mustangs we've owned over the years. Currently, our corral consists of the '65 A-code convertible mentioned above and an '89 LX Special Service coupe, VIN 1FABP40EXKF277977. The '89 was a former Florida Highway Patrol car, but it is getting a well deserved and caring rest now. We do take it out occasionally, however, to terrorize Chevy owners, and we drove it to Atlanta last Labor Day for the Club's birthday bash. By the way, we had a great time in Atlanta, and we counted nine Special Service Mustangs at the show.

We also enjoy the Club magazine each month. Keep up the good work.

Tom Gouldy  
Lancaster, Pennsylvania

## Gasket Quandary

I need some help and hope you or one of your readers may have an answer.

I recently purchased a 1995 Mustang Cobra convertible with the removable hard top option (1FLAP45D2SF195827). I've wanted a Mustang with this option ever since it was initially advertised in 1994. After waiting as long as I could for Ford, and as long as I could stand my wife's refrain of no more waiting, I ordered a 1996 GT convertible ... it only served to reinforce my previous desire. When I saw the '95 advertised with only 3,500 miles at a fair price, well, I bought it.

As soon as it was home, I removed the hard top and exercised the soft top. The hard top had never been off the car and, as expected, the soft top had shrunk

significantly. I applied several coats of silicone to the soft top and the hard top rubber window and body seal gaskets. It occurred to me that someday those rubber gaskets will have to be replaced and since only 499 removable hard top options went out Ford's door (according to SVT), finding them now will be easier than later. It seemed prudent to obtain a set, lube them, and put them away until needed. The local Ford dealer indicates the only way to obtain those rubber gaskets is to replace the entire hard top shell at \$1,495. Obviously not a choice. A call to Ford, both SVT and Customer Service, drew a "nope". I even asked Customer Service for the name and location of the company that supplied the hard top to Ford since I knew it to be outsourced... "that's confidential".

I would appreciate any help you or your readers could provide; part numbers, suppliers, etc. I and 498 others would be grateful.

As a new member to MCA I'm impressed. Keep up the excellent work!

Jim Jacobson  
Pratville, Alabama

*We turned to Assistant National Head Judge Randy Church for assistance in this matter. Randy is well-versed in later model Mustangs, plus he has some great sources.*

*The information finally obtained from the parts guys at Ford is that these gaskets are referred to as "weatherstrip side rails". The part number for the left side is F5ZZ7653987A and for the right, F5ZZ7653986A. It appears as if the two pieces meet in the back to cover the entire area. The price we obtained on these pieces is \$182.68 per side.*

*If anyone else has additional information on this subject, please let us know. --Editor*