

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
clo Glazier's Mustang Barn
531 Wambold Road
Souderton, PA 18964

Dear Fred,

I am in the process of restoring a 1965 fastback powered by a 1966 289 HiPo engine.

The engine wiring is cracked and the insulation is falling apart. I would like to replace the engine wiring with a new harness. The Mustang is equipped with warning lights. What type of harness should I use for replacement and is there a harness that can be used if in the future I want to add a fog lamp kit?

Ed

Dear Ed,

For a 1965 V8 with warning lamps, you would need G09188 alternator wiring harness, G09148 engine feed wiring harness, and G09183 headlamp wiring harness. The fog lamp wiring follows the headlamp wiring, but is separate and can therefore be added later.

Fred

Hey Fred,

I've been a Mustang fan since seventh grade. I'm now 23 and able to afford the car of my dreams. I've been shopping for Mustangs for a few months and am considering purchasing a 1965 with a rebuilt 302. It has a four-speed that doesn't stay in third gear unless you hold the stick. Do you have any ideas of what the problem might be? How much should I expect to pay for a rebuild? I've also pondered swapping the four-speed for a T-5 from a late model 5.0. Any recommendations on that? How difficult

and spendy would it be?

Jeff

Dear Jeff,

The 302 is, of course, not the original engine. The transmission may be the T-10 which is prone to "popping out". Even a Ford can do that. The synchro assembly in question needs to be replaced. In the case of the T-10, there is a modified type available that stays in gear much better. Rebuild will vary depending on whether the other synchro, gears, etc., need replacing. This could vary several hundred dollars.

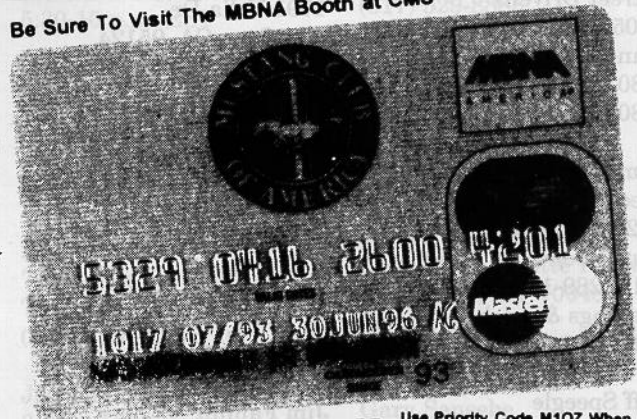
The T-5 five-speed can be installed in an evening, with no modification to the car. You will need an adapter plate, crossmember, shift lever, and speedometer cable and gear. Your clutch will not be disturbed. Cost is under \$400 for the conversion, plus the transmission. Use 1986-93, they were stronger. Motorsport sells them new (\$1,000+).

Fred

Mustang Savy.

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