Ask Fred

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
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Dear Fred,

I have an alternator gauge that does not work. How can I determine if the gauge is bad or if the connection to the gauge is bad? Also what type of sending unit is used for this gauge and where is it located on the engine?

Thanks,

Alan

Dear Alan,

Except for the 1965 five-gauge cluster, the Mustang does not have a true ammeter, and of course there is no sending unit. The 1966 and later indicator was wired in parallel, not series, with the charging circuit. This means that the slightest bit of corrosion on the connectors will cause the indicator to work poorly, if at all. All connections from the fire wall to the alternator should be cleaned, using a toothbrush, cotton swabs, and brass cleaner. Put some electrical contact grease on the plugs, reassemble, and watch the gauge work!

Fred

Dear Fred,

I have a 1970 with a 302. Upon start up the oil pressure gauge will go up to the mark before the "H" at idle. Once I start driving, the gauge will go all the way on to the "H". After the engine has heated up, it will idle at about the middle of the gauge, and at about 50 mph, it will stay at the mark before the "H". I have heard that it could be the oil pressure sending switch. I got a new one but I don't know where it goes. There is something that looks similar to it near the distributor but it looks smaller. I took the wire off of the switch I suspected it to be, but the gauge still moved.

Curt

Dear Curt,

The sensor by the distributor is the temperature. The oil pressure sensor is next to the fuel pump.

Fred

Dear Fred,

I have a 1966 coupe. The car is a factory GT with an A-code engine (6F07A295913). I am the third owner of the car. When I purchased the car, the second owner was not sure if the engine was the original or not. He told me the original owner (a friend of his family) had some major engine problems with the car. He could not remember if the engine had been replaced or rebuilt. I need some help to determine if the engine I have is an A-code engine. I suspect it is a C-code.

The tag off the intake manifold shows the numbers in this order; 289 C 10 6-C 235-S. The heads are stamped 289 66 with the code 6C14 stamped underneath the 66. The block is stamped C5AE-6015E with 5E7 stamped above it in smaller print. The block also has a stamp on the front of the driver's side. Where the timing chain cover fits, it is stamped twice. By this I mean it had a number then was over-stamped with another number. The number that appears to be the first stamp is 5E20F or E. The over-stamp appears to be 6C14W.

My question is what year is the engine and what code is it? (I think it is a 1965 289 C-code.) My other question is if this is true, would you search for a 1966 A-code with date code similar to the car's date code (23C)? Or would you rebuild this engine and go with it? The car was restored, not for concours, but could easily be made a concours show car.

Ryan

Dear Ryan.

The tag on your intake manifold indicates you have a March 1966-built 289 4V premium fuel A-code engine, and your heads are also marked March 14, 1966. Your block, however, is dated May 7, 1965, so it is not the original. That being said, the only difference between the C- and A-code block was that the 2V version had "dished" pistons for lower compression, and the 4V had the higher compression flat-top pistons. Cam, crank, rods, etc., were the same.

Fred

Dear Fred,

I recently purchased a 1967 convertible that runs well, but of course needs a little work. I was looking under the hood, and noticed holes in the housing below where the shocks are attached (shock cover tower?). Before I purchase the shock cover towers, I was wondering how difficult this job is. Is it a job for a do-it-yourselfer, or should I have my mechanic replace the shock cover towers? Does the engine need to be pulled for the replacement?

Incidentally the VIN on my Mustang is 7T03C272396. Anything you can tell me from the number is appreciated.

Norm

Dear Norm,

The shock towers should be repaired or replaced, depending

on the severity of the problem. Removal of the engine is not required, but you should remove the exhaust manifold. This is not a do-it-yourself project, unless you are a professional welder.

Your VIN tells me you have a 1967 convertible, built in Metuchen, New Jersey, with a 289 2V engine.

Fred

Dear Fred,

In 1965, rear seat belts were an option. In my fastback, the outer belts are bolted to the floor. The inner belts are missing because these were originally bolted to the seat bottom and the original seat was changed. How were the middle belts attached to the seat? Do you have any details on this?

Paul

Dear Paul,

Seat belts should never be attached to the seat, since in a accident you and the seat will go out the window. The inner seat belt bolt should be attached to the floor 2 1/2" up from the floor, 5 1/2" from the center of the car. Use the large washers suppled with aftermarket belts, or welded plates as original.

Fred

Dear Fred,

I am replacing the front inner fender apron on my '67. What is the best type of undercoating to use to duplicate the existing factory application? Also, can the existing undercoating be cleaned up to look presentable? Or is it best to remove and replace? The car is being restored to daily driver status, but I would like to keep it as original as possible.

Pat

Dear Pat,

Any good, sound deadening undercoating will do the job. You can clean the undercoating with any degreaser, which will soften the surface and blacken the appearance. A quick coat of undercoating will do the rest.

Fred

Dear Fred,

I have a 1966 Mustang. I got this number off the differential where the drive shaft goes in - C6OW8E24. What does this mean? I also got this number off the case of the differential - C7OW-4025-A 7. This number came off the transmission - C6AP-7D027-O 3. I got this number off the tag on the transmission - PEE V C8OPGL8. This number came off the intake manifold C8AE-9425-B. The tag on the engine shows 289 E 68 16 6 K 236-J. What do these numbers mean? And can you tell me how much horsepower it had when it was new and the gear ratio?

Brian

Dear Brian,

The differential numbers you gave me are engineering numbers and date codes. Ford does not put part numbers on the parts, but the engineering codes are put on at the time of manufacture.

Your differential has a mixture of 1966 and 1967 engineering codes (C6 and C7) which is possible, and the date en the bearing cap (8E24) is 1968 May 24. The "O" in C7O indicates Fairlane/Torino engineering family, in this case the 8" rear.

C6AP-7D027-O 3 is the 65-71 intermediate band servo cover, from 1965-71. Tag PEE V indicates a '68-69 Torino C-4 column-shift transmission, part number C8OP-7000-G, built November 8.

The engine tag indicates 289 cid, built in Windsor, 1968 model, change level 16, built 68 October, 289 cid 2V "C" 200 horsepower. The intake manifold, C8AE-9425-B, is also a 1968 number, indicating the tag is correct.

The engine and transmission tags have given very specific information, but from the casting numbers, there is no way to even guess at the rear axle ratio.

Fred.

(Follow-up to the above response) --

Dear Fred,

The above information tells me that the engine and transmission are not original. Will the column shift transmission work well in the console shift (same gears)?

What else do you need to find out the rear axle ratio? Is there a tag for the rear axle and where is it located?

Brian

Dear Brian,

Internally, the C-4 transmission was the same, but externally the gear selector and kickdown levers differed. If your transmission has the correct levers, then it was, at least, converted for use in the Mustang. However the shift pattern on the 1964 1/2 - 66 was PRN "dot" "DOT" L, with the big dot in the middle being the normal drive position. 1967 and later transmission have the more common PRND21 pattern.

The rear axle tag was installed under one of the bolts on the center section. For some reason, people feel the need to throw these away. The easiest way to figure differential ratio is directly. Raise both rear wheels off the ground, with the transmission in neutral. Turn both tires at the same time, exactly one turn. Count the number of times the drive shaft turns. If it turns three times, you have a 3.00:1 gear, three and a half, 3.50:1, and so on. You are most likely to have the 2.83, 3.00, or 3.25.

Fred