

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

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

Dear Fred,

I have a 1966 Mustang. How can you tell if the engine is a 289 engine? I got this number off the manifold - C8AE-9425-B. What does that tell you? Every time I hit the brakes the car pulls hard right and sometimes left, too. I put new wheel cylinders on it and it still pulls.

Brian

Dear Brian,

I cannot find a listing for engineering number C8AE-9425-B, but I can tell you that "C8" means 1968. See if you can find a similar number on the block.

If the wheel cylinders were new and the brakes were bled and adjusted properly, then check the wheel alignment. Also check the condition of the front end components, such as ball joints and strut bushings.

Fred

Dear Fred,

What is the difference between a Mach 1 and a SportsRoof? Are they the same? I looked up the VIN for my car and body series is #2, and it said SportsRoof. The dash inside the car has a Mach symbol. Confused???

Gerrit

Dear Gerrit,

You did not say what year your

car is.

Mach 1 standard equipment included:

1969: 3512V engine, black hood, nonfunctional hood scoop, hood pins, dual racing mirrors, Mach 1 stripes, pop-open gas cap, Styled Steel wheels, E70 x 14 WSW tires, rocker panel moldings, Mach 1 Comfortweave seats, Rim-Blow steering wheel, special carpet, console, molded door panels, woodgrain interior appliques, handling suspension, extra soundproofing.

1970: 351 2V engine, hood stripe, nonfunctional hood scoop, hood locks, special grill with sport lamps, dual racing mirrors, Mach 1 rocker panel moldings, pop-open gas cap, honeycomb rear panel, sports wheel covers on 14" x 7" wheels, E70-14 belted tires, Mach 1 Comfortweave seats, Rim-Blow steering wheel, special carpet, console, molded door panels, woodgrain interior appliques, handling suspension with rear stabilizer bar.

1971: 302 2V engine, color-keyed front hood and fender molding, color-keyed urethane front bumper, honeycomb grill with sport lamps, dual racing mirrors, lower body side moldings, black or argent lower body paint, pop-open gas cap, honeycomb rear panel, sports wheel covers on 14" x 7" wheels, E70-14 WSW tires, Competition Suspension with rear stabilizer bar.

1972: same as 1971, with pop-open gas cap deleted.

1973: 302 2V engine, honeycomb grill, dual racing mirrors, Mach 1 stripes, honeycomb rear panel, sports wheel covers on 14" x 7" wheels, E70-14 WSW tires, Competition Suspension with rear stabilizer bar.

SportsRoof models included as standard equipment the fastback-style roof.

The "Body Style Code" for Mach 1 was 63C for 1969-70 and

63R for 1971-73. The SportsRoof "Body Style Code" was 63A or 63B for 1969-70, and 63D for 1971-73. VIN code 02 for 1969 meant that the fastback-style body was used. The VIN code 05 for 1970-73 specifically designates Mach 1.

Fred

Dear Fred,

I have what appears to be a 1966 Sprint convertible. Can you give me any background on this car, i.e., how many were made? I thought that Sprints were 1966 coupes with extra options and a chrome air cleaner. Were there any other tell-tale signs to confirm this is a Sprint other than the air cleaner?

Mark

Dear Mark,

The 1966 Sprint was a sales promotion from January through July 1966. It featured the 200 cid six-cylinder engine since Ford was having trouble keeping up with V8 orders. The Sprint could be ordered in any color, any body style, and any transmission, although the vast majority were Nightmist blue hardtops. The Sprint included body side stripe (chrome ornament delete), wire wheel covers, center console, and special chrome air cleaner with "Sprint 200" decal. No special model codes were involved since the only special item was the air cleaner.

For additional information, contact Rick Mitchell at Mustang Six Club, 730 White Oaks Ave., Baltimore, MD 21228.

Fred

Dear Fred,

I'm having a hard time trying to figure out what the correct cooling fan is for my car.

I have a 1965 Metuchen-built GT fastback (A-code). Build date

is April 22. It has factory AC, power steering, and automatic transmission.

I was told that the correct fan is a six-blade with no clutch like the 1966 seven-blade style.

Is the six-blade correct?

Charles

Dear Charles,

The 1965 and 1966 289 factory AC used a seven-blade clutch fan C4OZ-8600-D, and the 1965 and 1966 dealer-installed AC used a five-blade conventional fan C5AZ-8600-A. Either would be equipped with a fan shroud. The three-row radiator was used in factory AC 1966 cars, but all others used a two-row.

Fred

Dear Fred,

I just bought a 1968 Mustang coupe and in the spring would like to make a modification in the roof - more specifically cut it off and make it into a convertible top. Drastic I know. Do you know of anyone how does this type work? I live in Maryland.

L.Z.

Dear L.Z.,

The 1968 convertible Mustang was a very different car than the hardtop. The convertible added inner rocker panels, lower seat platforms with connecting center plate, a rigid upper seat platform running all the way across the car, a special windshield frame, special wheelhouses, special bracing panels behind and around the rear seat, and an additional rear crossmember, plus the folding top. A 1968 coupe with the roof cut off could collapse in the middle while parked.

We have performed every conceivable repair to convertibles, and even converted a coupe once. To do this conversion with proper original-style construction, should

cost not less than \$12,000. I have seen conversion kits, but I have not seen one that looked safe and reliable. And in any case, such a conversion car would have virtually no resale value. If you want a convertible, buy one.

Fred

Dear Fred,

I have a 1968 six-cylinder coupe partially converted to five-lugs using the Granada/Monarch front disc swap. I have no interest in changing the six to an eight-cylinder but am upgrading in the interest of improving braking ability. I am currently looking for a rear end and would like to know if the Granada/Monarch eight-inch (drum setup) will fit. I have MasterPower's power brake kit which is not yet installed. These are my other questions:

1. Will I have to modify the Mustang spring plates or get Mustang V8 shock plates?
2. Is a proportioning valve necessary for this configuration?
3. Will the six-cylinder drive shaft fit? (Other than changing U-joints.)
4. Is there anything that I am forgetting?

Alan

Dear Alan

1. No, the ones on the car now should do.

2. Disc/drum always requires a proportioning valve due to the different pressure requirements of the two types of brake.

3. No, it will probably need to be shortened.

4. Yes. The 1967-70 Mustang 8" rear axle assembly will bolt right in with no modification (other than the drive shaft change - shorten or replace) and replacement of the hand brake cable. These are still in plentiful supply at reasonable prices.

Fred

Dear Fred,

Recently I bought a used console for my non-AC, automatic 1965 convertible. There was not a console originally. Should the console be flush with the hump entirely? It has been installed, but is not flush under the dash. It is around 3" off the hump at this point only (both sides of the console). The Mustang shop I bought from said this is normal and the way it is supposed to be. Let me know what you think.

Rick

Dear Rick,

The 1964-68 consoles had a "flare" on both sides above the transmission, under the dash. This left an inch or more clearance between the lower edge and the carpet. Most likely this was to allow air from the heater to circulate. Does your console have the four "cutouts" to clear the ribs of the convertible seat platform?

Fred

Dear Fred,

I have recently been given three three-speed Ford transmissions. I have the tag information was wondering if you could tell me what they were used in and the ratios. Maybe there is someone who could use these in a Mustang or other. The tag information is (1) RAN T, (2) RAN CE, and (3) RAT CJ2.

Ernie

Dear Ernie,

The RAN-T is a 1967 Fairlane 200-289 cid 3.03. The only listing I could find for any type of RAT-C in the Master Parts Catalog was for a Fairlane 390 cid 3.03. I could find no listing for a RAN-CE.

Fred