

## TECHNICAL ADVISORS

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### Handling - (Continued)

#### Stage 3- Rear Sway Bar

This is the part of the total modification I was really looking forward to. But Ford let me down, so far. To this date I'm still waiting for Ford to send me this bar, but.....

#### Stage 4- Fine Tuning

When I began writing this article, it was to be aimed at the 1971 to 1973 Mustangs. In this concluding part of the project, I wish to touch on all our Mustangs. These are a few tips I've picked up along the way and are only the easy, fast and simple tricks. In the past I have played with lowering the upper A arms, changing spring rates, quicker steering, lowering entire vehicles, ect. so if an additional problem arises, please write to me,

One of the newest and most exciting handling tips I have just stumbled upon is so simple that I am sorry that I didn't come across it earlier. A lot of talk is always given to sway bars but not so much is discussed about how it works. All Mustang bars are suspended by large rubber bushings and bolted in place using rubber grommets. There is a great efficiency loss in the rubber grommets decreasing greatly the real power of that sway bar. Several companies have made nylon grommets in the past but for some reason they have never become a very well known fact. After finding my source, I quickly purchased enough to do all my cars. There are several people selling these little things but prices range from \$10.00 a set to \$20.00 (if that isn't a crime, I don't know what is). I found the cheapest source to be General Motors. It took a lot of courage for me to walk into the enemy's home but the trip was worth it.

Eight grommets are needed to replace the rubber grommets. The total time it took me was about twenty minutes to undo and replace the end links.

The results were great. Before, the only time I felt the effects of the bigger sway bar was at higher speeds. That is why the factories use rubber grommets to give a comfortable ride at slow speeds. As I turned out of my driveway I felt a difference. These new hard fiber grommets started the sway bar working very early. As slow as five miles an hour I could feel the bigger sway bar working. Even if no new sway bar is added to the car these new grommets will add a big change to your car. I was shocked that such a little thing could do

so much. Next I took the car out to my testing grounds. Over a road covered with potholes, no major comfort was lost but under higher speeds upon a bad surfaced road Be Careful! Around the town all the corners were flatter. Then on to the highway, before changing lanes felt like I was in a boat but now the car jumps lanes while staying flat.

From now on all of my cars are going to get these grommets. The cost is about \$6.00 and although they are not Ford parts, I do recommend this modification.

Another way of making a sway bar more effective is to look closer at the bar. A sway bar connects the suspended part of the car (the body itself) to the unsuspended part of the car (the axles). As the body leans, the sway bar bends, resisting the rolling movements (see drawing). Now, in the last step we replaced the rubber grommets (the weakest link) that connects the bar to the unsuspended part of the car. The other modification is to change the body mounts. This is only recommended for hard core handling. The stock mounts are large rubber bushings attached with a metal strap. A nylon replacement would be ideal but to my knowledge I don't know of any source (as yet). The other type of mount is an aluminum block that comes in two halves to replace the rubber and metal strap. Again a word of warning, these are radical pieces and will take away from comfort but do make the car handle like a big slot car.

These tricks are not only intended for the later model Mustangs but all of them. Some other handling helpers follow.

1965-1966

C7ZZ-18A01F- A list \$4.35 each, this part is a shock tower for Mustangs from 1967 to 1970. These towers are the same as the 1965 and 1966 towers except they are about 3/4" shorter in height. When installing these on the early Mustangs it lowers the top part of the shock causing more fluid to sit on top of the shock piston. This causes the shock to work more efficiently and easier. Remember, a better working shock means a better working suspension.

1965 to 1970

C532-16A052-A An export brace list \$25.35

C502-29432-A Monte-Carlo Bar- not available from Ford

To a Shelby person these two parts are nothing new. In 1965 and 1966 Shelby Mustangs came with both of these items, later the Monte Carlo Bar was deleted. Now to answer the questions what is an Export Brace and a Monte Carlo Bar.

An Export Brace is just that, a brace designed to reinforce the front end for overseas shipment. Shelby used these items because they held the front end together very well. The brace is a heavy stamped piece that replaces both firewall to shock tower braces. Because it is one piece and twice as heavy as its counterpart, it locates the shock towers better. It is no secret that the front end of the Mustang is very weak under and driving conditions. The front end flexes. Even under normal use the cars suffer. I have installed several (two on my own cars) and not one has gone in easy. The first step is to jack up the car taking the weight off of the front end. That is the easiest tip. In one bad case I had to use a Port-A-Power to spread the shock towers. It is up to you but this modification can help save you car from a real problem.

What is a Monte Carlo Bar? Shelby used this along with the Expert Brace to add even more support. This bar connects from just in front of the shock towers with each other. This retards the shock towers from seperating under hard cornering. Although Ford no longer stocks this bar, many other suppliers carry it. (Total Performance, and Tony Brands are just two of them, price- about \$20.00).

Just for an added note the reason it is called a Monte Carlo Bar is because that is where it came from. Ford used this type of body support when racing their Falcons in ( you guessed it) Monte Carlo. (see photos)

That's it. In conclusion I wish to leave with making two more points. The first is a list that follows including the Ford Mustang Sway Bars.

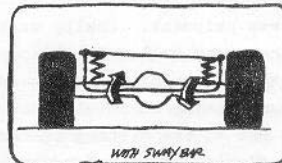
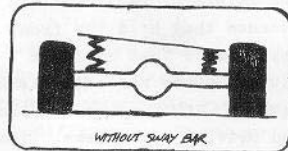
Ford Stock Sway Bars

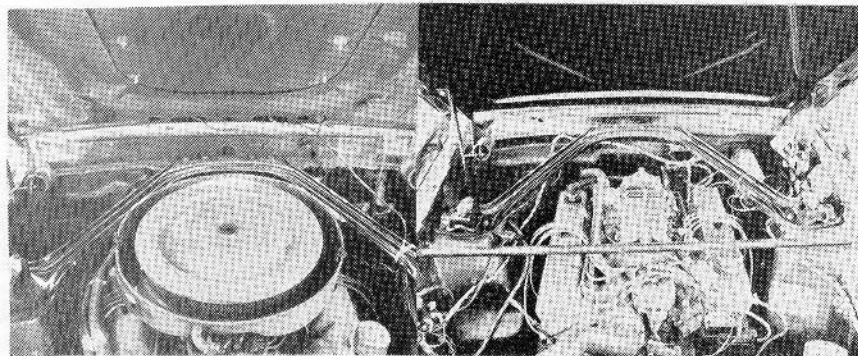
	part number	size	application	status
1965/66	C5Z2-5482-B		standard	N/a
	C5Z2-5482-A	13/16"	H.D.	N/a
	SIMS-5482-A	1"	GT350	\$63.60
1967/70	C7WY-5482-A	3/4"	standard	\$29.10
	C7Z2-5482-C	7/8"	H.H. & G.T.	N/a
	C9Z2-5482-E	.95"	Boss	\$34.95
	C9Z2-5482-D	7/8"	H.D.	N/a
	C9Z2-5482-B	3/4"	standard	\$29.40
1971/73	D1Z2-5482-D	7/8"	H.D.	\$28.95
	D2Z2-5482-A	3/4"	standard	\$27.05

The last point is just as important. To increase membership involvement in the Mustang Club of America your ideas and suggestions are invited. You do not have to be any one special and all ideas or articles are invited. So to make your time worth something, the person (or persons) sending in the best handling modification shall receive an Official Club Lined Jacket ( also state your size). So grab a pen and start writing, anything goes from lowering the car to new geometry for the frontend.

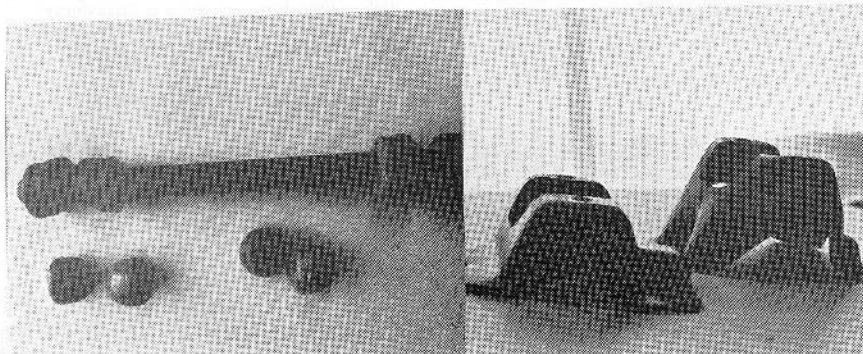
Thank you.

Alec Karacsonyi





HOMEMADE MONTE CARLO  
BAR & EXPORT BRACE.  
ALSO NOTE '67 SHOCK  
TOWERS.



NYLON BUSHINGS USED  
ON END LINKS

SHOCK TOWERS

Left: 1967-1970  
Right: 1965-1966

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