

## REGIONAL GROUP NEWS

CONT'D.

As beautiful as the weather was for Macungie, that's how stinko it was for New Hope on August 12th. Despite a morning of steady rain, 12 Mustangs showed up at New Hope as the entire show was held on the macadam parking lot. It was just a miserable day, but those from our club who showed up made the best of it.

The following are our members who won trophies:

'65 Open:  
1st: Jack Quay

'65 Closed:  
1st: Ed Lenny

'66 Open:  
2nd: Helen Lang

Best of Show:  
Jody Gilchrist

On August 11th, on all Mustang show was held in Reading by the Mustang Owner's Club of America. This was a day of on and off again rain which probably accounted for the lower attendance as compared to last year. Several of our club members were there and represented our group very well when the final judging results were in.

The following are our members who won trophies at Reading:

'65-'68 Best Overall:  
Jack Quay '66 Convertible

'65-'68:  
1st: Marilyn Quay - '65 Convertible  
2nd: Ed Lenny '65 Fastback

'69-'73 Best Overall:  
Gary Kemmerer '70 Convertible

'69-'73:  
1st: Dick Matthews '72 Convertible

Best of Show: Jack Quay 1966 Convertible

Welcome to our new members: Ronald Pratt, Harry & Sandra Sugden, Jr., Michael Xiques, Paul Gillin, Denise Snyder, Lynn Zettlemoyer, Kandi & Russ Columbo, Vic and Joan Turner, Charlotte & Jean Price and Karl McKeever, Jr.

Ed Lenny, Newsletter Editor

## THE FUSE LINK

### NEW ELECTRICAL FEATURE APPEARS IN 1969-70 FORD-BUILT VEHICLES

A fuse link has been installed in the power circuit wiring of all 1969 passenger cars (except Thunderbird) and light trucks, beginning in April of 1969. The fuse link is used in all 1970 passenger cars and light trucks.

The fuse link is a short length of insulated wire integral with engine compartment wiring harness. It is several wire gauges smaller than the circuit it protects. Production fuse links are all black, and service fuse links are black or green depending on usage. All fuse links have the words FUSE LINK printed in white on the insulation.

To protect the alternator or wiring when heavy current flows—such as when a booster battery is connected incorrectly or a short-to-ground occurs in the wiring harness—the fuse link burns out.

A burned out link may have bare wire ends protruding from the insulation, or it may only have expanded or bubbled insulation with illegible identification. If it is hard to determine if the link is burned out, perform a continuity test as outlined in this article.

#### 1969-70 PASSENGER CAR FUSE LINKS

##### 1969 Passenger Cars Fuse Link Usage

GROUP 1—Fuse Link Failure Affects Charging System Only

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-D	Green; 14 Gauge	Ford, Fairlane, Falcon, Mercury and Montego w/55- or 65-ampere alternator.

GROUP 2—Fuse Link Failure Affects Entire Electrical System

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-E	Black; 16 Gauge	Ford, Maverick, Fairlane, Falcon and Cougar Mercury and Montego w/42-ampere alternator.

##### 1970 Passenger Cars Fuse Link Usage

GROUP 1—Fuse Link Failure Affects Charging System Only

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-D	Green; 14 Gauge	Ford, Mercury, Meteor, Fairlane, Falcon, Montego and Maverick with 55- and 65-ampere alternator.

GROUP 2—Fuse Link Failure Affects Entire Electrical System

Replacement Fuse Link No.	Description	Vehicle Application
C9AZ-14526-E	Black; 16 Gauge	ALL VEHICLES (Those listed under "Group 1" have a second fuse link in the starter relay-to-alternator circuit.)

#### CONTINUITY TEST (1969 CARS)

1. Disconnect the battery ground cable.
2. Disconnect the fuse link from the battery stud of the starter relay.
3. Use an ohmmeter or self-powered test light and check for continuity between the fuse-link eyelet terminal and the BAT terminal on the alternator.

On those vehicles that have two wires connected to the fuse-link eyelet, cut the additional wire from the eyelet before checking the fuse link continuity. Attach a new eyelet to the additional wire before connecting it back on the starter relay terminal.

4. A good fuse link will light the test light or show zero resistance on the ohmmeter.
5. Connect all wires and the battery ground cable if the fuse link is OK.

#### CONTINUITY TEST (1970 CARS)

1. On the Cougar, Mustang, Thunderbird, Lincoln Continental and Continental Mark III, make certain first that the battery is OK, then turn on the headlights or any accessory. If the headlights or accessory do not operate, the fuse link is probably burned out.
2. On the Ford, Mercury, Meteor, Fairlane, Falcon, Montego and Maverick, there are two fuse links. Use the same procedure as in step 1 to test the fuse link that protects the vehicle equipment.

To test the fuse link that protects the alternator, make certain that the battery is OK then check with a voltmeter for voltage at the BAT terminal of the alternator. No voltage indicates that the fuse link is probably burned out.

CONT'D. ON PG. 36



MUSTANG  
1965 Thru 1970



WE STOCK NEW, ORIGINAL... Fenders, Grilles, Bumpers, Splash Pans, Radiators, Rocker Panels, Quarter Panels, Hoods, Doors, Door Skins, Deck Lids, Hinges, Weatherstripping, Wheel Covers, Body Mouldings, Name Plates, Ornaments, Interior Trim, Dash Pads, Soft Trim, Gauges, Accessories, Literature, Interior Paint, Mechanical Parts, etc. We have the largest stock of new, genuine Ford parts for 1965-1970 Mustangs in the U.S. Send for FREE Mustang Parts Catalog. Ask for Catalog "F."

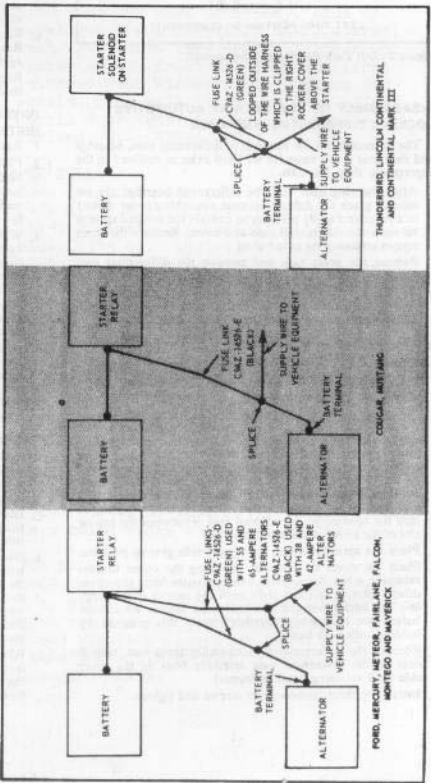
Call Us: 1-912-686-2470  
We Are Open 8 AM-5 PM Mon. thru Fri.,  
8 AM-Noon Sat.

The Original  
**Obsolete Ford Parts Co., Inc.**  
Division Of Ford, Inc.  
311 E. WASHINGTON AVE.  
NASHVILLE, GEORGIA 31639  
Ford Parts Specialists Since 1950

CONT'D. FROM PG. 11

**FUSE LINK REPLACEMENT (ALL CARS)**

1. Procure the proper service fuse link for the vehicle being repaired. The two fuse links shown have an eyelet terminal for a 5/16-inch stud on one end. When the terminal is not required, cut off the fuse link as close to the terminal as possible and strip approximately 3/8-inch of insulation from the cut end.
2. Disconnect the battery ground cable.
3. Disconnect the fuse link and/or fuse-link eyelet terminal from the battery terminal of the starter relay. On the Thunderbird, Lincoln Continental and the Continental Mark III, the fuse link is looped outside of the wire harness behind the point at which the harness is clipped to the right rocker cover above the starter.
4. Cut the fuse link and the splice(s) from the wire(s) to which it is attached.
5. Splice and solder the new fuse link to the wire(s) from which the old link was cut. Use rosin core solder. Wrap the splice(s) completely with vinyl electrician's tape.
6. Securely connect the eyelet terminals (if any) to the battery stud on the starter relay.
7. Install the repaired wiring as before using existing clips if provided.
8. Connect the battery ground cable.



1970 Fuse Link Applications (Passenger Car Only)