

“
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 FIT EXACTLY AS ORIGINAL.
 ”

DEAR FRED,

I need to replace the back sealing material that seals and sets the glass into the stainless steel trim. Do you sell this material? How much is it?

Thanks
 Mike

Dear Mike,

We use 3M Glazing and Bedding Compound between the windshield rubber and the body. (3M product #08509) When reinstalling the moldings around the windshield frame we use 3M Strip Caulk (3M product #08578). This is especially important on the top moldings to prevent water from blowing thru while driving in the rain.

Fred

HELLO FRED,

I have a replacement 1966 dash pad and am having problems installing it. The primary problem is none of the original holes for fasteners line up with this replacement pad. The slots at the windshield edge are about 1/4-inch offset from the pad to the existing original holes that attach the pad and hold the trim in place. On the front portion under the leading edge there are eight screws that attach to the dash metal. None of these line up and I can't find the original holes even by probing through the pad to the metal support.

Can you advise me?
 Thank you,
 George

Dear George,

Since every car is just a little bit different, it's not unusual for reproduction parts not to fit exactly as original. I use an exacto knife to cut small semi-circular notches along the edge of the dash pad at the windshield to allow easier installation of the molding screws. The bottom edge above the glove box and instrument panel is secured by drill point Phillips head screws. Simply install them thru the dimpled area in the new pad and they will drill themselves into the metal dash.

Fred

HI FRED,

I have a '64 1/2 Rangoon Red coupe with the original 260 V8. The motor in the car was originally ford blue. I was wondering if it was possible for a 260 in '64 1/2 to come from the factory painted black with gold valve covers and air cleaner?

I've heard many different answers.
 Thanks
 Charlie

Dear Charlie,

It appears that somewhere along the line someone painted your engine the wrong color. The correct color would be black engine assembly (block, pan, heads, water pump) with Ford light blue valve covers and air cleaner.

The air cleaner snout and heat tube were painted semi-gloss black. The black block with gold combination was used in '64 1/2 and '65 on the 289 only.

Fred

DEAR FRED,

My '66 Mustang runs hot. It overheats after driving it for a while. I changed the thermostat and hoses and had the cooling system flushed. That helped a little but it still runs hot. After a long drive, if I stop for gas when I start the Mustang again the temperature gauge will stay at hot and then go back to normal.

Can you tell me what the problem is and what I should do?
 Jim

Dear Jim,

It isn't uncommon for the temperature gauge to peg on hot after shutting the engine off for short periods of time. However, in addition to what you've already done, I suggest replacing the radiator. Even though it's been flushed already, there probably are some tubs that aren't completely cleaned out. Even a small amount of corrosion will restrict the flow and reduce efficiency.

Fred

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