

Hi Fred,

I am restoring a 1969 Mach 1 with a 351 4V, 4-speed. I am trying to figure out which are the correct center hub caps for the Mustang—with or without the GT emblem?

I have gone to some car shows and seen some in Mustang magazines. Some are with emblems and some without the GT emblem.

So, how do I figure out which are the correct ones for my Mustang!

Thanks
Don

Dear Don,

The 7 1/2-inch center cap used on the Styled Steel wheel in 1968 and 1969 was available with or without the "GT" emblem.

Unless the car was a legitimate GT it would have used the plain center cap.

Fred

Hello Fred,

Can you get a car battery from an AutoZone-type parts store for a "driver quality" 1965 inline-6 Mustang?

Does it require a certain battery that would be special and not sold at an autoparts store?

We are new to ownership and not sure...

Thanks,
Dee

Dear Dee,

Welcome to the fraternity of Mustang Owners.

The original correct battery for your 6-cylinder Mustang would have been a group 22F. Unfortunately, 22F batteries are no longer available, but they have been replaced by the Group 24F battery. This battery is still available thru many local parts stores.

To properly install this battery in the original battery tray, it would need to have a "foot" on both ends of the battery to grip the tray and hold-down plate. Make sure that you purchase a battery with this special foot.

I know that Excide does make this battery.

Fred

Hi Fred,

I have a 1968 Mustang with an S code which is 390 GT. It is a late '68 production and the motor is equipped with the thermactor exhaust emission control system and power steering. I restore the car to concours condition and I left the motor as stock as possible. I have all the original accessories, even the engine hook lifts. But, I have a problem in removing the spark plugs.

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THE EARLY PRODUCTION V8
MANUAL TRANSMISSION CARS
HAD 160-TEETH FLYWHEELS,
THESE WERE LATER REPLACED
BY THE 157T FLYWHEEL AS
WERE THE "SERVICE REPLACEMENTS,"
WITH THE SAME OD/ID
AS THE "160."

THIS WOULD MEAN THE RE-
PLACEMENT "157" GEAR WOULD
FIT JUST FINE.

”

Is there a special tool to remove the spark plugs and install new ones, and how I can put the spark plug wire boot in place because there no room for my fingers? I think the problem is the emission smog pump tubes.

Can you tell me what can I do to remove the spark plugs?

If there is any special tool for the

plugs and wire boots please tell me the tool brand and part number.

Thanks you for you help,
Adrian Lee Farrugia

Dear Adrian,

When our shop gets a big-block car in for service, I'm usually the one who gets the job.

I understand your frustration with spark plug removal but unfortunately there is no easy solution.

On cars equipped with power brakes, I remove the master cylinder and left valve cover the allow easier access to the plugs on the left side.

The spark plugs require a 13/16-inch socket and I suggest purchasing a special spark plug socket available from most tool retailers or Sears. The wall thickness of the socket is thinner and allows easier access to the plug.

I also use a long extension with a universal joint to get into the narrow areas. I don't know of any specially made tools for the job other than patience, perseverance, and several hours of spare time.

Fred

Fred,

I brought my flywheel in for resurfacing and the machinist counted 160 teeth. The car is a '65 fastback 4-speed toploader V8.

Will a 157-tooth ring gear fit? The existing ring gear is worn quite a bit.

Thanks for your help.
Bill Meyers

Bill,

The early production V8 manual transmission cars had 160-teeth flywheels,

These were later replaced by the 157T flywheel as were the "Service Replacements," with the same OD/ID as the "160."

This would mean the replacement "157" gear would fit just fine.

Oddly enough, the Ford plate for automatic transmissions used the same gear as the manual, except that it was tack-welded in place to avoid coming loose from the stamped auto plate.

Fred

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