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Fred

I tried to remove an instrument cluster, with the tach option, from my 1967 Mustang yesterday. I removed the three chrome screws on the top, the two chrome screws on the bottom, the one black screw on the left, and the nut on the right, but it doesn't feel like it wants to easily come out. What do I need to do that I have not done?

I'm assuming that the cluster should come out a few inches to give me the space necessary to disconnect the cluster harness from the main harness. Is this assumption correct?

Thanks in advance for your help!
Tom

Tom-

Often the '67-'68 dash pad has sagged down somewhat and put pressure on the cluster. It will just require a bit of extra pull. You haven't missed any fasteners.

Don't forget the tach has it's own wiring to unplug, and you'll have to plug the two tach wires in the dash together if you need to run the engine while the cluster is out. Lay a towel on the column to prevent scratching.

You may need to reach behind the cluster as soon as there is a gap to unscrew the speedo cable, before you can reach the cannon plugs connecting the cluster.

Fred

Hello Fred,

I just read an article that stated that due to the "Ackerman" angle of the front spindles of a 1965/66 Mustang, the Granada spindles and discs will cause difficulty in proper front end alignment. The '67 and newer spindles are much closer to the Granada configuration and thus the Granada spindles will work fine on those cars.

This information came from a Tech Article in the May issue of *Mustang and Ford Trader*. What help can you give me as I have two '65s on which I am in the process of putting on the Granada front disc brakes?

Also, what proportioning valve should I use in this arrangement?

Rich Wunder

Rich-

We have never been big fans of the

"Granada" conversion based on the angle of the steering arm, and the mis-location of the limit stops, especially in '65-'66 conversions. However, many people have done this conversion without drastic ill effects. Most of the difficulty in '65-'66 wheel alignment is due to the caster/camber being adjusted via spacers between the upper control arm and the suspension tower.

It's hard to find someone old enough or dedicated enough to understand this system. Ideally, we like to use brake mounting systems which utilize the standard spindles you have now, which does not disturb the original geometry or even the wheel alignment, if no other repairs are made.

If you have power steering, you'll also have to use a special "65-66 conversion" outer tie rod end on the left side. Otherwise, regular Granada outer tie rods apply, due to the much larger tapered pins used on these spindles.

There are two choices for a proportioning valve, either the aftermarket type adjustable, or the 1970-'73 factory type, which includes the divider block to distribute the brake lines.

We stock both types.

Fred

Fred

I brought my fly wheel in for resurfacing and the machinist counted 160 teeth. The car is a 1965 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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