

Seat Socket Solution

Here is a little tip that can save you a lot of headaches, as well as a little face. As most of the members know, one has to detach the seats from a Mustang by working underneath the car. The seat mounting studs project through the flooring and are held on by nuts on the underside. The flooring is two panels thick, with a couple of inches between the panels. That is why it takes a socket with a six-inch extension to run off the seat mounting nuts. Unfortunately, if one is not careful, when removing the socket from the seat stud well the edge will catch and the socket will fall into the dark recesses of the two-ply flooring. About the only way to retrieve it is to beg your small-armed wife or child to snake an arm into the confines to get the socket. The smart solution? Tape your socket and extension onto the ratchet handle with electrical tape. It isn't pretty but it sure beats having your wife rib you for weeks on end! The same tip applies to the arm rest bolts on the door panels.

Gus Winchester
Lithonia, Georgia

Simple Swap

The 351 cid Cleveland engine will bolt right into a 1967 or later Mustang which had a 289 cid or 302 cid engine as original equipment. The only major change that has to be made is to have the top outlet connection on the radiator moved to the other side. This is an operation that will probably have to be done by a radiator shop.

Copperstate Mustang Club

Trim Glue

Clear silicone sealer is an excellent glue for holding on small trim pieces such as emblems, hood letters, etc., when the retaining clips are missing or the retaining posts broken off. The sealer is available like some adhesives,

and will flex rather than break on impact. This makes it ideal for trim pieces which are often bumped or caught with polishing rags, sponges, and the like. I have had some trim pieces glued onto one of my Mustangs for over four years now with no problems.

Peter De Groot
Corpus Christi, Texas

Axle Alert

When shopping in your local recycling yard (also known as junk yard) for a late Mustang rear end, one should be very careful to look to see if either of the axles has been welded to its bearing. It seems that the inner bearings would fail and the axles would "walk" outward. In looking for an axle for my 1971


Mach I, I found several welded like this. The problem seems confined to 1971-72 models.

Brent E. Walker
APO New York

Carpet Installation

When installing carpeting, lubricate screws which go through the carpet. Stick lubricant, Vaseline, or even soap works well for this. This will prevent the screw from catching a carpet thread, winding it up, and pulling out a whole row of carpet loops. It is also a good idea to punch a hole through the carpet with an ice pick or similar tool before putting in the screw.

Peter De Groot
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 <p>Ford TECHNICAL SERVICE BULLETIN SERVICE DEPARTMENT FORD DIVISION</p>	EXHAUST SYSTEM GROUNDING	<p>5002 EXHAUST SYSTEM MUSTANG Article No. 16 JUNE 22, 1964</p>
	SUBJECT	
	REALIGN EXHAUST SYSTEM	
	SUMMARY	
	1966 MUSTANG - ALL MODELS	
	MODELS AFFECTED	

Complaints of exhaust system grounding have been received on some of the subject vehicles. This problem was corrected in production on April 13, 1964 by the incorporation of a revised hanger assembly which provides additional clearance.

When complaints of this nature are encountered the following procedure should be applied:

1. Place the vehicle on a hoist. Loosen all "U" bolts, clamp and retaining nuts.
2. On convertible models, place a 1-1/8 inch block of wood between the bottom of the inlet pipe or inlet pipe extension and the top of the front floor lower crossmember to hold the pipe in proper position. On hardtop models the inlet pipe or inlet extension must be held up in position by hand. Tighten the exhaust manifold to inlet pipe retaining nuts snug, but not tight.
3. The inlet pipe extension must be fully engaged onto the inlet pipe. The "U" bolt must not contact the locating tab on the inlet pipe or an exhaust leak will result. Tighten the "U" bolt snug, but not tight.
4. The inlet pipe or inlet pipe extension must be fully engaged onto the muffler. The "U" bolt is to be installed with the nuts facing forward and it must not contact the locating tab on the inlet pipe or inlet pipe extension or an exhaust leak will result. Tighten the "U" bolt snug, but not tight.
5. Adjust the exhaust system so the muffler support bracket assembly is hanging vertical with no distortion. Tighten the bolts snug, but not tight.
6. Hold the right end of the muffler slightly higher than the left end and position the intermediate hanger bracket to the inlet pipe or inlet pipe extension.

The bracket must be positioned so the rubber loop forms an approximate square with the bottom favoring the front of the vehicle when the pipe is cold. Tighten the "U" bolt snug, but not tight. When released the muffler will hang in a horizontal plane.

7. Starting from the rear of the vehicle torque all bolts, clamp "U" bolts and retaining nuts to specifications.
8. If the inlet pipe or inlet pipe extension contacts the rubber loop on the intermediate hanger bracket the top of the loop is to be rotated approximately 15° in a clockwise direction.
9. If the inlet pipe or inlet pipe extension remains in contact with the rubber loop the location of the loop on the bracket is to be changed. Remove the clamp attaching the inlet pipe or inlet pipe extension to the bracket. Remove the bolt holding the rubber loop to

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the bracket. Drill a 5/16 inch diameter hole 3/4 inch to the rear of the original hole. Bolt the rubber loop to the bracket. The rectangular plate inside the rubber loop must be installed with the outer edges flaring away from the rubber or it will cut the rubber when the bolt is tightened. Refer to step no. 6 for installation of the "U" bolt attaching the intermediate hanger bracket assembly to the inlet pipe or inlet pipe extension. The suggested labor time for this operation is:

Oper. SP-5230-B-64
Mustang Exhaust System Alignment 0.5 hrs.