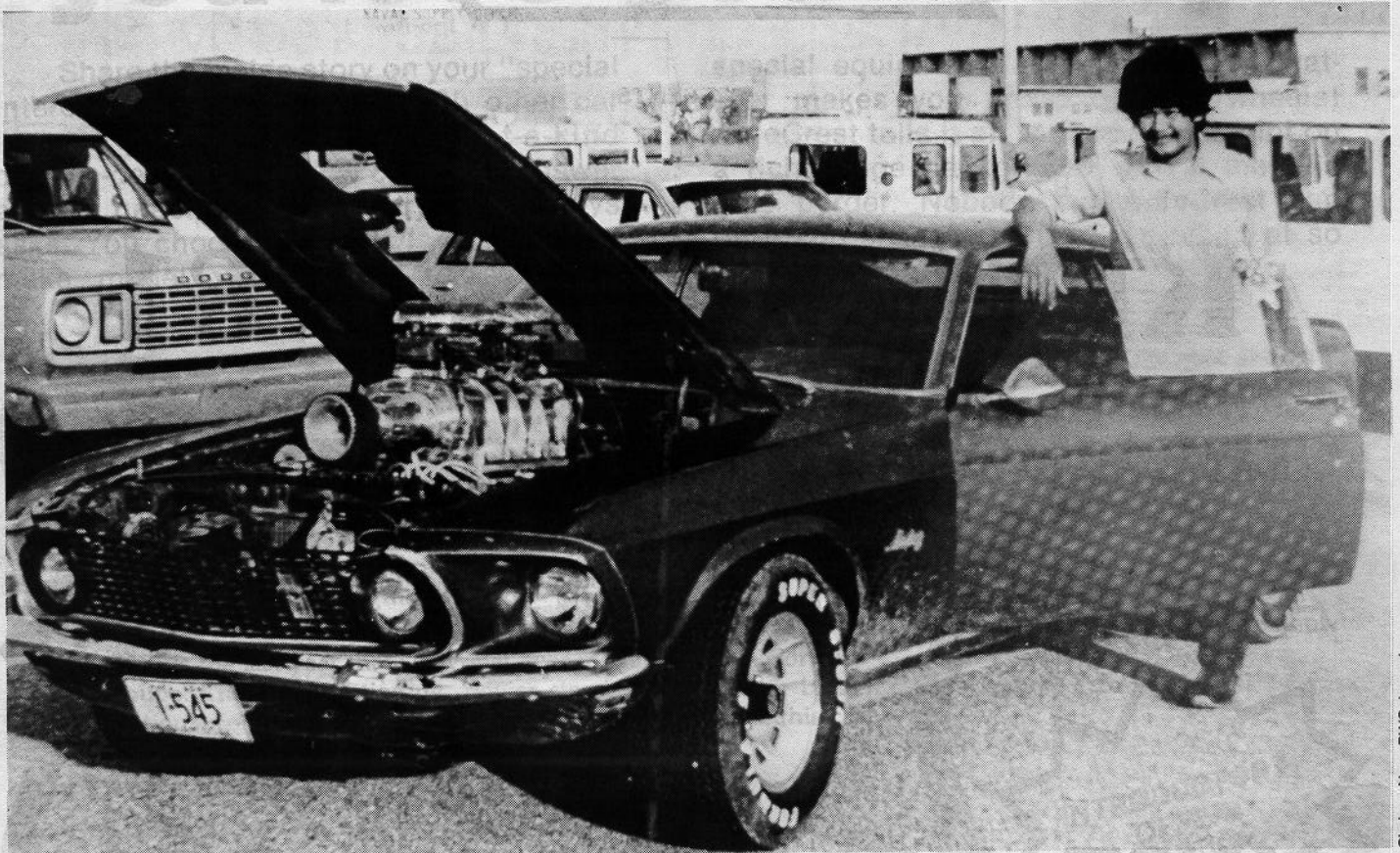


HUFF & PUFF



Clark — Navy PWC Journal

PONY

Originally, my 1969 Mustang 428 Cobra Jet was to be used as my parts car "helping" to fit a '63 425 hp/427 Ford into a 1970 Mustang. It was not in running condition and it cost \$500. However, I did not have the heart to strip it and ended up pulling the vines and plants from the body and towing it into the garage. The brakes were rebuilt, clutch replaced, oil changed, and the starter repaired. I borrowed my wife's mag wheels from her '72 Maverick (which is being modified to accept a turbocharged 351 Cobra Jet) and drove the Mustang for the first time. I was impressed with its acceleration and was amazed the way it handled in the curves.

The next step was done out of curiosity. I had a Dyer Meyer Street Charger set-up for the '63 425 hp/427 Ford sitting in the closet since 1977 and it seemed like it would take another two years to complete the 1970 Mustang project. Instead of letting it sit and deteriorate, it was decided to be used on the 428 Cobra Jet Motor to answer some questions, Like: Under

what conditions can you operate a supercharged 428 Cobra Jet motor with stock specs, 10.4:1 compression, and 67,000 miles? Will it overheat? Will it hurt fuel economy? Will the maintenance rate increase? Will the motor bog, detonate, or blow up under acceleration? At what rpm will it idle? Since the 428 pulley damper cannot be used with the Dyer set up, can the 427 damper be used without vibration on the 428 crank/flywheel assembly?

The blown Mustang was first driven in June, 1980. It idled at 2,500 rpm. The carbs used were the original dual quads on the '63 427 Ford adjusted to let a dual quad 390 Ford idle at 600 rpm. The carbs were readjusted to let it idle at 1,000 rpm. At lower setting the motor would idle erratically when it was cold.

The cooling system had no fan and fan shroud to make room for the 3" belt for the blower. Minimum clearance between the belt and the radiator is about 1/4 inch. The

system however, proved inadequate. The 180 degree thermostat had to be removed and the dual fans from J. C. Whitney were installed in front of the radiator. The car now can be driven in stop and go traffic at rush hour without overheating.

Fuel economy went from 11 mpg (at best) to 5.9 mpg. The car has a 3.25 posi-rear, H50 x 14 tires, stock exhaust manifold, 3 inch exhaust pipes with 2 inch balance tube, 2 1/4 inch turbo mufflers, 2 1/2 inch tail pipes, and a four-speed transmission. The carburetor was set up to use two barrels up to 45 mph on fourth gear, but it's very hard to drive the car on two barrels.

Maintenance so far is nil.

Vibration due to the mismatched 427 damper on the 428 crank/flywheel assembly is negligible for street operation below the maximum legal speed limit of 45 mph on 4th gear. Vibration is a problem above 4,000 rpm. When the motor was zapped to 5,000 rpm, the vibration would move the idler pulley causing the belt to run very loose.

Acceleration is best described as a slap in the back when the pavement is free from dust and water. The pedal was never fully depressed long enough to open up all eight barrels. The tachometer and speedometer needles would move too fast for the eyes to register and I have never had the courage to find out where the needles would stop. It felt like the motor might be in pieces if I did. Driven within limits, the car still has a tendency to lose traction easily and the rear will easily veer to the left. The amount depends on how far the pedal is depressed. It has enough power below 2,000 rpm to parallel park the car by driving the front end into the parking space and power sliding the rear into place. With the four barrels open, the car felt more than over powered.

The car was entered in the Second Annual Guam Car Show in November, 1980, and won first place overall.

The car show was the first event held in Guam that included customs, hot rods, and restored cars of all makes. Last year's car show was limited to Toyotas only. This year seventeen entrants participated, due to the short notice of the event. Among the entrants are a Chevy 350-powered 1940 Ford, a 1947 Ford Woody still undergoing restoration, (which was displayed disassembled), a 1952 BMW motorcycle with side car used in war movies, a 1979 Trans Am, a 1976 280 Z, a Toyota Celica, a 1980 ZX (second place winner), a custom VW (the owner spent \$3,500 on his motor alone!), a Monte Carlo, a host of Baja-style VW racers, and lots of 4 x 4 Datsuns and Toyotas with custom paint jobs.

The show was advertised on a Monday to be held on Friday and Saturday of the same week. I did not sleep Thursday night after trying to wash the oxidized paint off and trying to clean the engine compartment with Tide soap and water (twice). It's kind of discouraging after all that work and it still looks the same. The car did look better, however, after lots of rubbing compound and Turtle Wax.

I entered as exhibit only to show off the blown engine. This Mustang is the first blown car on Guam. The body had holes in it due to rust and the car was entered with the color described as oxidized maroon, orange trunk with black stripes, and green trunk end caps. The other cars entered had mirror-like custom paint jobs. The judges were left on their own to judge the winner. They felt that the Mustang was so unusual they declared it a winner. Funny thing is that everyone agreed.

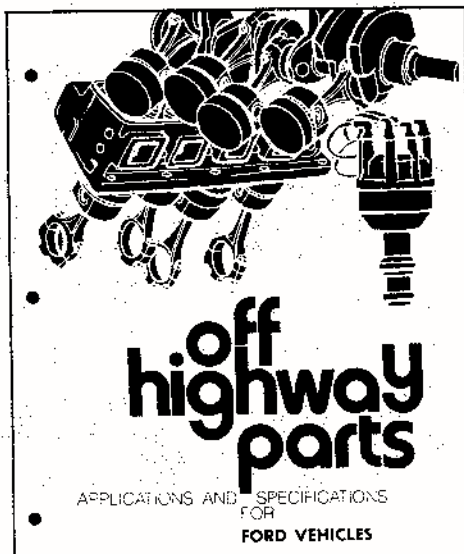
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