

### Carb Conundrums

Solutions to two carburetor problems I have encountered with 1- and 2-barrel Mustang carburetors are given below. These are problems that couldn't be solved by the usual carburetor overhaul or gasket kit installation, and seem to be common to a lot of old Fords.

The more serious problem is with the venturi assembly in 1965-66 Mustang 289-2V carburetors. I found it in three Mustangs I've had recently, so I assume it is quite common. The symptoms are very rough idle and poor low speed running which are unaffected by the usual turning and idle mixture adjustments.

The venturi assembly consists of two cylindrical nozzles which are positioned in the middle of each carburetor barrel. They are at the ends of two short arms through which the gasoline is drawn as air rushes past the nozzles. The whole assembly is fastened to the carburetor body by a single hollow screw at the base of the two arms.

The problem occurs when the ends of the assembly warp upward, as shown in the accompanying figure. This allows air to leak in around the gasket between the venturi assembly and the carburetor body. For slight warpage, putting two gaskets in rather than one may solve the problem. Cutting a new gasket from a thicker, softer material such as 1/16 inch thick neo-

prene or Viton works better. As a last (expensive) resort, Ford still has replacement venturi assemblies for a few of the early Mustang carburetors.

The other problem, which is even more common, concerns warpage of the little square covers which hold the accelerator pump and dashpot diaphragms to the carburetor body. These bow out in the middle and in at the corners, allowing fuel to leak out. The fix for this condition is quite simple. Remove the cover, and sand the sealing face flat by pushing it back and forth across a piece of sandpaper held down (or glued) on a flat, hard surface. Start with about 180 grit paper and finish with 400. This procedure removes the small sealing ridge cast into the face of the part, but it seals perfectly well without it. Don't overtighten the screws when re-installing the cover, as this will cause the corners to bend in again. Be sure to readjust the linkage for the accelerator pump or dashpot.

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### Rear and Center

Emblems and centerpieces from wire wheelcovers easily can be made to look like new with little effort and expense. Here's how:

Clean and repaint emblems and gas caps using matching model car enamels and small brushes. One readily obtainable brand of paint is Testors.

Check your local hobby shop or toy department for colors to match those on the emblem you are refinishing.

Wire wheelcover center emblems must first be removed from the cover. Then scrape off any remaining paint and sand off the residue from the back of the plastic disc. Repaint on the back side with model car paint as recommended above. Two or three coats will cover best and give a uniform color from the front side.

These fixes are quick, easy, inexpensive, and really make a difference in your car.

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### HiPo Head How-To

This tip came my way some time ago and although I have never had good confirmation of it, it does seem to work in practice. This is a way to identify 289 HiPo heads from the outside. If one faces the exhaust manifold flange, there is a 1/4 inch high casting number to be found on the left upper edge. If the head is off a HiPo, this number will be 19, 20, or 21. Since I have never been able to verify this tip, please consider it a fallible method of identification. If any member can shed any light on this, they are urged to do so. I know that it seems to have held true for the many HiPos I have viewed personally.

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