

Silicone Shouldn't's

The silicone gasket-making material which comes in tubes is a real convenience when cut-out gaskets aren't available. However, there are a few instances in which it shouldn't be used. First, avoid using it on aluminum parts, especially if they are exposed to moisture. The gasket compound contains acetic acid, which can cause severe corrosion of aluminum under some conditions. More importantly, don't use it on any cooling system parts. In contact with antifreeze, the silicone slowly expands to a gooey, jelly-like material which can plug radiators, heater cores, and even hoses. Finally, the silicone gasket material is also affected by gasoline, and shouldn't be used in the fuel system. Exposure to oil, hypoid gear lube, and transmission fluid is OK.

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Panel Pattern Patch


The doors and some of the interior trim panels in the Mustang are metal with a stamped-in simulated vinyl grain. Repairing rust damage or dents without destroying this pattern is a problem. If you have severe rust on the door window sills or other areas, the best removal procedure is sandblasting with no. 4 or finer sand. This won't destroy the vinyl texture like sanding or wire brushing may. An alternative method that will work, but is somewhat tedious, is repeated application of a commercial rust removal jelly, using fine (000 or 0000 grade) steel wool to remove each coat. After either of these methods, treat the cleaned areas with DuPont metal conditioner or similar Cr/phosphate metal conditioning solution before painting.

If a dent or hole must be filled with plastic body filler, there is a way to restore the vinyl texture. This is done using a repair kit for vinyl tops, sold in

most auto parts stores. This kit contains vinyl pastes of various colors and some "graining" paper or plastic which has a reverse vinyl pattern embossed into it. Repair the dent with the plastic filler in the usual manner, sand it smooth but slightly lower than the surrounding metal, then apply a thin layer of vinyl paste. Press the graining paper into the

vinyl according to the kit instructions. Try to find a repair kit with a grain pattern similar to the Mustang pattern. Finish by painting the entire panel. The result will be much less noticeable than a smooth, flat repair.

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 <p>TECHNICAL SERVICE BULLETIN SERVICE DEPARTMENT FORD DIVISION</p>	<p>SPARE TIRE RATTLE</p>	<p>3001 SUSPENSION MAINT. & DIAG. MUSTANG Article No. 56</p> <p>AUGUST 10, 1964</p>
	<p>SUBJECT</p> <p>REINFORCE TIE DOWN BOLT SLOT WITH A FLAT WASHER</p>	
	<p>SUMMARY</p> <p>1965 MUSTANG - ALL MODELS</p> <p>MODELS AFFECTED</p>	

The spare tire hold down bracket can distort, allowing the tie down bolt and mounting plate to loosen and cause an objectionable rattle.

This problem was corrected on vehicles built after July 2, 1964 by adding a reinforcement to the mounting plate on the floor pan.

Dealers encountering customer complaints relative to rattles in the luggage compartment area due to unstable spare wheel stowage, are requested to perform the following corrective procedure:

1. Remove the spare wheel, jack and associated attaching parts.
2. Procure a flat steel washer 351405-S7 or equivalent (13/321 D. x 1-1/2 O.D. x 5/64 thick) and rework as shown in Figure 1 by squaring up the hole and cutting off two sides.
3. Add the reworked washer to the tie down bolt and slide the bolt assembly forward into the spare wheel hold down bracket. See Figure 2 and 3.
4. Install the jack assembly, the spare wheel and associated attaching parts as shown in Figure 2.
5. Tighten the wing nut securely and check for looseness. Reposition the spare wheel and retighten the wing nut if required.

The suggested labor time to perform this operation is:

Oper. SP-1007-A-64

Spare Tire Rattle - correct
1965 Mustang 0.4 hrs.

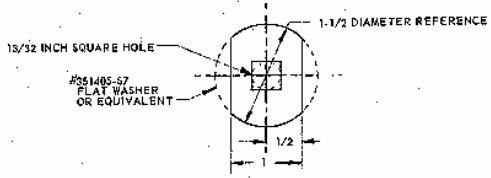


Fig. 1 - Reworked Washer (OVER)

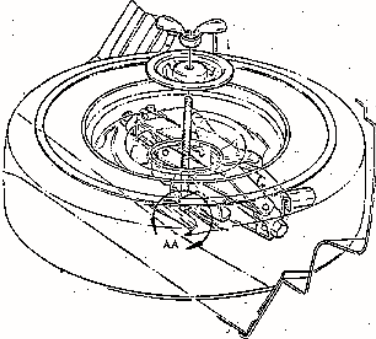


Fig. 2 - Spare Tire Stowage

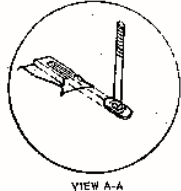


Fig. 3 - Reworked Washer and Tie-Down Bolt Assembly