

ASK FRED

Do you have a question of a technical nature, and you're just not sure about the answer? Ask us. Fred Glazier of Glazier's Mustang Barn is now assisting us with the technical information portion of our publication. Please send all questions directly to National Headquarters. Your answer will appear in an upcoming issue of *Mustang Times*.

The serial #7T02A124330 indicates the following:

7 — 1967
T — Metuchen Assembly Plant
02 — Fastback
A — 289 cubic inch — 4 BBL — V-8
124330 — Consecutive Unit Number
63B — Fastback Deluxe Interior
Y — Dark Moss Green (Body Color)
6G — Light & Medium Ivy Gold Vinyl
K9 — Production Date October 9th

The meanings of D211, 30, ET, P10 and DB are unknown. More information can be obtained from the warranty plate attached to the rear of the L/H door.

Q. I have a 1970 Mach I, and my wife has a 1970 fastback. Both of these cars have the typical front fender apron rust. I know that the front sections and the shock towers are replaceable, but what about the rear sections that are attached to the firewall? Are they available or can they be replaced?

Greg and Bonnie Dengler
Barto, PA

A. The rear sections of the aprons for 1969 and 1970 are not available new or reproduced at this time. The only source for these items would be from a parts car.

Q. I was told you could answer any question about Mustangs. Well, I have a 1967 GT fastback with a 289, wide ratio top-loader 4 speed. The problem is it has a code plate a mile long that no one knows anything about. Some say only California Mustangs have this code, some say differently. Please set me straight.

Code Plate: D211, 30, K9, 7T02A124330 63 B Y 6G ET 4 Speed P10 DB

Brian Roy
Greenwell Springs, LA

A. The code plate you are referring to is the stamped plate that is attached to the inner fender under the hood.

Q. I have a problem which results in steering wheel "Play" or slack in my 1966 power-steering-equipped hard top. It's not terrible — just enough to be annoying.

The steering sector is properly adjusted, and all mechanical ends in the system are new, including idle arm and tie rod ends, etc. My mechanic says that the power steering control valve — which he recently completely rebuilt with all new Ford parts — is where the problem is. He staunchly contends that, by its very design, the Mustang's control valve ball stud connection causes the problem and it cannot be eliminated.

Is he correct? If not, what can I do to eliminate this problem?

Fletcher Moore
Dothan, AL

A. Rebuilding the control valve will not eliminate play in the ball stud and socket since these are actually separate from the control valve. It would probably be necessary to replace the ball stud and socket and properly adjust the travel regulator stop to eliminate the "play."

There may also be wear in the steering box. To pinpoint the problem, have someone move the steering wheel slightly from left to right while you observe the movement in the steering mechanism at the junction of the pitman arm and the control valve. If the ball stud moves within the valve assembly, it

needs repair. If the steering wheel moves several inches before the pitman arm moves, then the problem lies in the steering box.

Fred Glazier

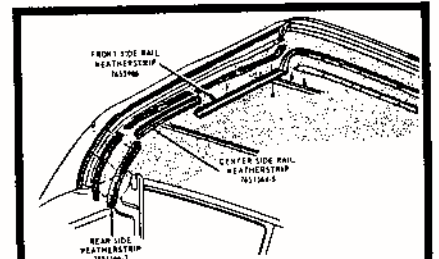
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