



Technical questions should be addressed to:

Ask Fred Glazier
Mustang Club of America
P.O. Box 447
Lithonia, GA 30058

Fred Glazier of Glazier's Mustang Barn will answer your question in an upcoming issue of the *Mustang Times*.

Dear Fred,

I own a '69 Mach I with tilt wheel and the "tilt away" option, both of which I like very much. However with the wheel in the down position there is $\frac{3}{8}$ of an inch free play in the direction of one o'clock where the wheel points when in tilt away. I do not like this at all. Any leads in on this problem would be greatly appreciated.

Stuart Myers
Box 261
Richfield, OH 44286

Dear Stuart,

The "free play" in the tilt-away column is probably caused by wear in the paw that releases the wheel. Since this part is no longer available new, you would have to try to find a used assembly that is not worn through one of the many Mustang parts vendors.

Fred

Dear Fred,

I have a 1966 Mustang convertible with a 6 cylinder 200 CID engine, 3-speed transmission. When I start off in 1st gear, as I let the clutch out a terrible vibration and chatter is present. I had this problem before and had the clutch replaced. I have the same problem with this new clutch. Could you advise me what the problem is?

Warren Gibson
8 Viewmont Drive
Greenville, SC 29609

Dear Warren,

There are several reasons that the clutch may vibrate or chatter in first gear. Frequently replacement clutch assemblies that are not supplied by Ford Motor Company do seem to have this symptom.

If your clutch is a Ford unit then the cause could be a warped or severely heat stressed flywheel. It is also possible that the input shaft bearing and/or the bearings between the input and output shafts are worn causing lateral movement of the clutch disc. Also, when replacing clutch assemblies, I would suggest replacement of the clutch disc and pressure plate.

Fred

Dear Fred,

I recently came across a Mustang with a specially built steel sun visor to shade the top window from the outside.

I very much would appreciate your help in locating the name of the manufacturer, or, if Ford dealers carry this item informing me as to where in the San Francisco Bay area I might be able to purchase this sun visor.

Henry Steigner
2950 Curtis Avenue
Redwood City, CA 94063

Dear Henry,

I have looked in every old accessory book I could find without success. I even dug up an old J. C. Whitney catalog without success. Any reader that can help Henry, please contact him.

Fred

Dear Fred,

What is the difference in weighted and non-weighted flexplates? Can these be balanced, or the weight removed?

I have a C-4 from a 1965 Cougar and am installing it in a 1967 289. The flexplate came from a 302 and fits the converter, oil drain plugs (2) etc., but has a weight. Will this have to be balanced with the dampner, or do I need one without the weight?

John Goetz
1708 Charles St.
Lafayette, IN 47904

Dear John:

The Ford parts books indicate that the flywheel assembly that you have is the same for the 65-68 289 and the 68 302; therefore, there should be no problem in the changeover.

Fred

Dear Fred,

I own a 1967 Shelby GT-500 with an original 427 engine, but now I have a 428 CJ in it. I wonder how I can be sure it was a 427 in its original form. I have a big Z before my serial number.

Sylvain Provencal
180 St-Antoine
Levis, Quebec Canada, G6V-5Y8

Dear Sylvain,

The only way to determine that your Shelby was factory equipped with a 427 engine is through documentation from Shelby American. There is nothing in the serial # to indicate the 427 cu.in. engine.

The Z preceding the V.I.N. Number is thought to designate the placement of the headlights in the outboard position for cars being shipped to states that do not allow the inboard placement, although this has not been documented by Shelby American. It is thought that only 48 or 49 units were originally produced with the factory installed 427.

Fred