

# 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*.

After nearly 6 months we are finally getting a steady response to our tech column. I would welcome suggestions from our readers regarding specific service articles they would like to see in the column — for example, power steering overhaul, brake rebuilding, manual transmission rebuilding, window roller replacement, etc. I'll look forward to hearing from you — Happy 20th birthday to the Mustang.

Fred

Q. Dear Fred:

Please advise me how to clean a convertible top. Mine is white and is developing black splotches which I think are mildew. Ordinary cleaners don't work. Bathroom cleaner containing mildew remover does remove some of it, but it is very difficult.

Edwin L. Hoffman  
Lincoln University, PA

A. Dear Ed,

We use a variety of vinyl cleaners; however, we must sometimes resort to using Westley's Bleach-White Whitewall Cleaner or Comet Cleanser. You must use caution not to allow these two cleaners to remain on painted surfaces, glass or aluminum mouldings.

Fred

Q. Dear Fred:

I am the owner of what I thought was a '65 pony. A lot of people have told me it is a 64½. The plate on the door says 65. How can I tell by sight what year I have?

Lynda Jay  
Euless, TX

A. Dear Lynda,

The easiest method of determining whether your Mustang is a 64½ or 65 is from the serial number. The 5th digit of the serial number would indicate which engine option your car was equipped with. Codes U, F, and D were only used in 64½ while codes T, C, and A were used in 65. For example, U is 170 cu. in. 6 cyl.; F is 260 V-8; D is 289 4-V V-8. These engines were not used after 64. Another way to tell is that the 64½ cars were equipped with a generator rather than an alternator. These are several of the easiest ways to tell. There are many other subtle differences. If you still can't determine the model year, please write back with the serial number and all other code numbers from the warranty plate affixed to the L/H door.

Q. I am in the process of resurrecting a 1967 Fastback with a 289 2 bbl, auto, et al. I am tired of standing on the brakes, as I must admit to having become used to modern "feather touch" power brakes. I have checked with the local Ford dealer, who is sympathetic and helpful to me, but there are no more of the "add on" kits listed. I think a salvage yard could sell me an assembly from a Maverick or Falcon, but before I go through all the fuss and work only to find a "no fit" condition, could you tell me what kind, and the model years of cars that I can use the booster and master cylinder from? . . . My steering seems to have a lot of play, even though the depth of mesh and the bearing end play have been adjusted . . . I would like to consider using a much more "swift" ratio, but don't know where to look for the ones that were offered on the early Mustangs. Is there another series that I can use? The car has power steering, adiit is quite "tight."

Ken Koegler  
Monclova, OH

A. Dear Ken,

Your system could be converted to power brakes using a rebuilt power brake booster available from your local Ford dealer and a master cylinder available from

your local dealer or various after-market sources. However, you would also need to change the pedal support bracket and brake pedal assembly with a used unit from another 67 Mustang as these parts are not available new.

In 1967 Disc brakes were only available with a power booster, so you could conceivably use an entire unit from a 1967 equipped with disc brakes.

The play in your power steering could be caused by a worn ball stud and socket assembly. There are kits available to rebuild this unit from Ford or from many of the vendors who advertise in the *Mustang Times*. The steering box in your car has a 16:1 ratio. The 16:1 steering ratio is the quickest ratio I'm aware of that would fit in your car.

Fred

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Q. Dear Fred,

I want to ask you this, will a V8, 289 high performance motor along with its transmission fit into a six cylinder chassis? I intend to salvage the transmission and V8, 289 motor from the wrecked Mustang and fit them into the chassis of a 1966 Mustang that previously had a six cylinder. I notice that the V8 early Mustangs have five spoles on the brake drums while the early six cylinder Mustangs have four spoles. Would my putting a heavier V8 motor on a six cylinder chassis affect the front and rear suspensions any? And are both suspensions on the V8 early Mustangs and early six cylinder the same? Are these suspensions interchangeable with one another on models of the same year. . . . Can a motor be overhauled twice?

Tomas Garcia  
Benavides, TX 78341

A. A V-8 will indeed fit into a 6 cylinder chassis since the chassis are all the same, however, there are many other things that would have to be changed. For example, the front springs, spindles, backing plates and brake assemblies would need to be changed over to V-8 as would the rear springs, rear brake assemblies, differential and driveshaft. The steering linkage would also have to be changed to V-8 along with the front sway bar.

You would also have to change the radiator.

As you can see, the only thing that remains the same is the chassis.

In answer to your other question, a motor can be overhauled many times as long as the cylinder walls are not worn beyond the tolerances for overboring. For example, a 289 should not be bored more than .060 oversize; once the block cylinder bore exceeds this diameter, it would not be feasible to rebuild it.

Fred



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