

A F S R K E D

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.

Q. Dear Fred,

I have a 1972 Mach I with the 351 2-V. This summer I want to do something to the engine to make it more of a performance car. I was wondering if you could change the 351 2-V into the 351 HO built in '72? If not, any suggestions as to building up the engine would help.

Would a tri-power set-up fit a 351?

Tommy Nabors
Columbus, MS

A. Dear Tommy,

You could do modifications to the 351 2-V to increase the output; however, you could not convert it into a 351 HO because of the many differences in internal parts.

The Tri-power from a 406 would not fit a 351.

Fred

Q. Dear Fred,

I have a 1968 GT hardtop and I have to replace the front coil springs. When I used to work for Ford I knew they had a special tool for this.

I no longer have access to this tool. Is there any tool I can purchase for this job? External spring compressors do not seem to work because of limited space, or will they?

Mike Grentus
Towaco, NJ

A. Dear Mike,

We do use an internal spray compressor to remove and replace Mustang coil springs. It is available as OTC Part # and can be obtained through your local parts jobber or you could probably rent one from a local tool rental company.

Fred

Q. Dear Fred,

I own a '66 coupe, 289, with P/S and A/T.

When hitting a dip, there is a clunking noise in the front end as if something is loose. The noise is louder when turning and hitting a dip. At this time it is felt in the steering wheel as a jerk.

While driving, the car wanders.

I have replaced the shocks, tires, upper ball joints, shock saddles, lower arm assembly, strut rod bushings, P/S hydraulic control ball stud, steering column bearing, and stabilizer bar bushings, but the noise is still the same. Also the wheels have been balanced and front end aligned.

When inspecting the car on a rack, everything is tight.

What do you think is causing this problem?

Andy Parrino

A. Dear Andy,

I would check the condition of the motor mounts and the motor mount attaching brackets that attach to the frame. If the bolts are loose this could cause the noise you describe. You might also check the upper and lower control arm bushings for wear.

The worm and sector in the steering box could be worn or out of adjustment to cause the wandering in the steering. You might also check the condition of the rear axle components. Any shifting in the rear can also cause the sensation of steering wandering.

Fred

Q. Dear Fred,

I am a member of the Mustang Club of America, and have a problem finding the difference between

a 351 4-barrel Cleveland and a 351 Cobra Jet engine. The car is a '72 Mustang convertible and the person I bought the car from told me it is a 351 Cobra Jet. Since all 351 4-barrel engines identification numbers for that year is a "Q" except for the 351 high output which is an "R" it has made it difficult for me to justify what engine is really in my car. Your help would be greatly appreciated.

Leonard Wessil
Vernon, NJ

A. Dear Leonard,

The 351 Cleveland has canted valves with multi-groove keepers, hydraulic cam, pedestal-mounted rocker arms with "Sled" fulcrum seats that are retained with cap bolts. Heads for 2-V have "open" chambers with rounded ports while 4-V heads have larger rounded intake & exhaust ports. The 351 Cleveland Cobra Jet has 4-bolt main caps. Hope this clears up some of the confusion.

Fred

Q. Dear Fred,

I have just purchased my second 1967 coupe. When checking it out I realized that it has all the equipment for air conditioning on the engine, but nothing inside. It looks as if it had an underdash air conditioner at one time (i.e., smashed carpeting under dash and a hole in the flooring possibly for a drain hose). Is this original? Could this be a dealer-installed unit? Where can I get this unit?

Any information will be a great help.

Ron Brunson
York, PA

A. Dear Ron,

Ford did offer an underdash dealer-installed air conditioning for your car. This unit is no longer available through Ford but could probably be located through a Mustang vendor or at an automobile flea market.

Fred