

A F s 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 1967 coupe with a 3-speed manual transmission and 3.20 conventional axle. I purchased the car 3 years ago. An earlier owner had installed a 302 4-V in place of the original 200 six. He also added air shocks to the rear. I have read a lot about the above swap not

being possible without changing springs, brakes, spindles, trans, rear axle, etc.

Unfortunately, I worked on the Mustang for two years before I read anything about the swap. My work on the car included completely rebuilding the 302 4-V engine and front suspension. All new front end parts are six cylinder-equipped Mustang parts. The drive train, excepting engine, contains all six cylinder parts.

I have been driving the Mustang for a year now and do not find any problems with the car's ride or handling. The brake pedal requires some pressure but the car has non-power brakes and does stop smoothly. The car sits level and doesn't show any excessive front end dip on braking.

Why is this swap supposed to be so bad? I realize that the transmission and rear end are not as strong as those in V-8 Mustangs and because of this the car shouldn't be driven hard, but I don't drive that way anyhow. I haven't had any

problems yet. Will this engine swap continue to work or will I be in for a lot of problems? Thank you for your advice.

Joseph Bossert
St. Leonard, MD

A. Dear Joe,

The major difference between the 6 cylinder and 8 cylinder suspension is in the spring rates and brake sizes. The 8 cylinder car has heavier springs and 10" brakes instead of 9" brakes.

The 3-speed transmission from the 6 cylinder is the same as the V-8 transmission; however, the differential is the smaller integral carrier type.

I don't suspect you will have any problems with this conversion other than those already experienced, especially brake pedal effort since the swept area of your 6 cylinder brakes are considerably less than the 8 cylinder.

Fred

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