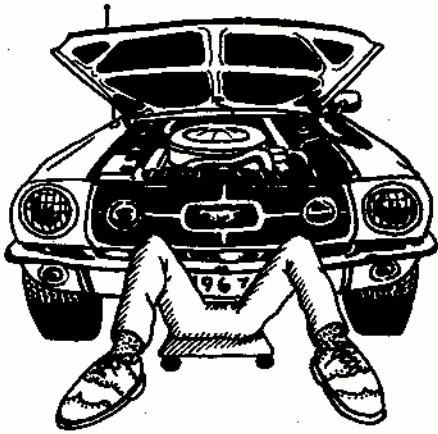


ASK FRED GLAZIER



Dear Fred,

The correct paint color for my 1966 on every book I check is Medium Sage Metallic, however the color on my 1966 is Sauterne Gold, proper color for 1967. I still have the original manufacturer's window sticker which shows the color of Sauterne Gold. The serial number on the manufacturer's window sticker matches the Patent Plate number. What is the answer?

Harry Garrett
3738 Redland
Baton Rouge, LA 70814

Dear Harry,

Color Code Z that should appear on your warranty plate was used on other Ford models as well. For Ford it is called Sauterne Gold; however, it is Sage Gold for Mercury and Florentine Gold for Lincoln. Even though the names are different, the colors are the same.

Fred

Dear Fred,

In 1964½ engine compartment detailing, regarding original equipment, which is correct — Autolite or FoMoCo? Specifically sparkplugs and wires, battery distributor cap, coil, radiator cap, voltage regulator, etc.

I would welcome a reply in the *Mustang Times* as this may be helpful to other members. Thank you.

C. R. Nowak
3139 Bali Lane
Alameda, CA 94501

Dear Mr. Nowak,

The original equipment that is correct for your 1964 1/2 Mustang is Autolite. The FoMoCo Brand was used through about 1962. For show purposes, the replacement products carrying the Motorcraft brand are acceptable now.

Fred

Dear Fred,

I have a 1966 Mustang convertible 289-4V. I replaced the 3-speed transmission with a 4-speed and would like to change the complete rear end housing to a 9-inch, like the 289 HiPo's. Mine now has an 8-inch rear end. Could you tell me what year Mustang or any other Ford car rear end would fit? Also, a question on Rally-Pac's. Why, on the wire loom of the Rally-Pac inside the tach, are some marked 6 cylinder and some 8 cylinder? I thought as long as it was 12 volt system either would work. I also replaced all brake linings and wheel cylinders, yet it is hard to stop. Any information would be greatly appreciated.

James G. DeGori
715 California Avenue
Rochester, PA 15074

Dear James

The 1964 1/2-66 Mustang 9" rear is the only rear that will fit properly in your car; however, I believe that an early 9" from a '57 or '58 full-size Ford will fit with some modifications.

The tach operates on pulses from the coil and since the number of pulses per revolution for a 6 cylinder and 8 cylinder are different they require different tachometers.

Excessive brake pedal pressure can be caused by many things; however, a frequent cause is very hard brake linings. You should replace your linings with a good quality riveted lining which more nearly duplicates the original type linings. When replacing linings, you should also have the brake drums resurfaced.

Fred

Dear Fred,

I am the owner of a black 1967 Mustang Coupe and am presently planning a restoration. I would like to know how difficult it is to convert a 289 2V engine into a 289 HiPo. Please send information on the conversion.

Any advice is appreciated. I anxiously await your reply.

J. W. Hatch
Ray Road
Henniker, NH 03242

Dear Jonathan,

It would not be possible to accurately convert a 289 2-V to a 289 HiPo because of differences in the block castings. The main bearing caps & bolts are larger in the "K" motor; however, these larger caps can be installed on a 289 block if they are align-bored.

The vibration damper is approximately 2" thick on a HiPo vs. the 1" version on the standard 289. The HiPo has an internal counter balance weight behind the timing chain sprocket. The pistons are flat top aluminum pistons with valve reliefs. You would also need to add the HiPo exhaust manifolds, cast iron 4bbl intake manifold and HiPo or Boss 302 connecting rods.

Modification would need to be done to the heads since the HiPo had screw in rocker studs and reliefs cut in the heads to anchor the bottom of the valve springs. The HiPo also has a dual point mechanical advance distributor. Chrome valve covers, and air cleaner add the finishing touch.

As you can see, it would probably be easier to buy a real HiPo and rebuild it.

Fred

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*.
