

## ADD FM TO YOUR AM RADIO

by Rick Mitchell

The Sounds of the Sixties, coming straight at you on your AM dial, have been replaced by the news and talk shows of the Eighties. Whether you prefer the Beach Boys, the Supremes, or Henry Mancini, most older AM listeners have abandoned the AM dial in favor of the easy listening or rock and roll music offered by today's FM stations. That is, by those of us who don't drive our AM equipped early Mustangs regularly! But take heart! For less than \$30 and a spare afternoon, you can put those early sounds back into your 20-year-old Philco radio. The solution? *Add an FM converter.*

After shopping several electronics shops, purchase a 12 volt FM converter small enough to be hidden in your Mustang without being seen. The Sprint 200 non-air conditioning console's forward hatch is a natural location for mounting an FM converter. This means hiding it from potential thieves, as well as show judges, too! It should come with an attaching bracket, as well as an

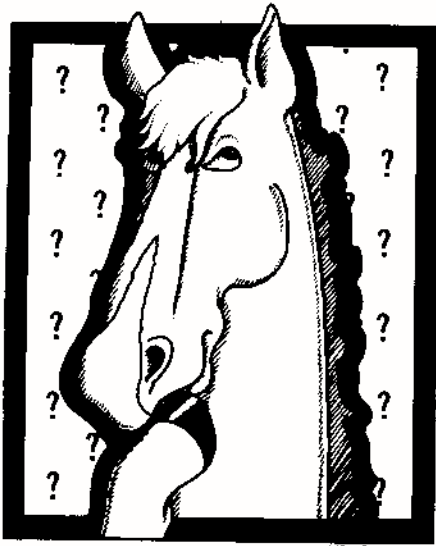


*Rick Mitchell is a long time MCA member and founder of the 1966 Sprint 200 Registry. Rick is also an excellent Technical Writer, as evidenced by his HORSE SENSE articles. Look for more of Rick's common sense approach to Mustang maintenance in future issues of the Times. — Editor*

in-line safety fuse in its power lead. While at the store, consider buying a spare 12" and/or 18" antenna extension to help in the installation (more on this later).

Begin the installation by disconnecting the battery. At no time will it be necessary to disconnect the radio speaker. Now consider where to mount the new converter. The console's forward hatch is an excellent location, but inside the glove box is good, too. Mount the converter and its bracket to the desired location. If you mount the converter inside the console, it may be easier to first pull the console out of the car to align and mount the bracket. But be sure the hatch door opens and shuts without hitting the front of the converter! Now, reinstall the console with the hidden converter inside.

Next comes connecting the power to the converter. Your converter should have instructions on how to do this. Essentially, it is a matter of connecting the FM converter's power lead to the



## SIMPLIFIED WINTER STORAGE

by Rick Mitchell

About this time each year, the major Mustang magazines run indepth articles on how to winterize and store your Mustang over the colder months. Many of these stories go into such tremendous detail, it makes the reader feel like he or she is embalming his car! I have found that with our six cylinder Mustangs, a lot of this preparation is really unnecessary. So, here is my own simplified approach to winter storage for our Mustangs:

1. Plan to store your Mustang in a dry garage. If you don't have your own, locate a rental garage in your area where you can lock the door yourself with your own lock and key. The average rental rate is usually \$35 to \$45 per month. A heated garage isn't necessary.

2. Before storing your Mustang, add a bottle of STP gas treatment to the gas tank, and next fill the tank to between  $\frac{3}{8}$  to "full". This will prevent moisture and condensation from forming in the tank.

3. Clean the car's exterior just before storing it.

4. Park the car in storage with the front facing the garage doors, in the event you have to jump start the car in the spring to get it started.

5. Remove the battery and take it home, storing it at home in an area away from sparks or flame. This way, if the charge bleeds off, the battery will not split open in the cold weather.

6. Remove the wirewheel covers in the event some uninvited individual does get into the garage.

7. Put a lightweight car cover, or old sheets, on the car, and lower your passenger window  $\frac{1}{2}$ " to let the interior "breathe".

8. Lock up the garage doors and you're done!

I used this method last winter, and it worked very well. I checked my Sprint at most once a week, and sometimes every other week. My Mustang was in storage for exactly four months. Several days before I pulled the car out of storage, I ran a slow charge on my bat-

tery, to bring it up to full charge. Later, I reinstalled it, and got in the car, and it started right up after sitting in storage without being run at all in between! I did leave the emergency brake on during storage, and fortunately, none of the brake drums stuck together. If so, hitting them with a hammer from the inside would have released them.

After a long winter storage, my Sprint came home gassed up, and clean and dry. It didn't have to sit through several Maryland ice and snow storms, or the over abundance of calcium chloride used in this state, all of which loves to eat up 20-year-old vintage fenders and quarter panels!

MT

same wire that powers the old AM radio. This can be done using an in-line or parallel splice. Be sure to use a fuse in the power lead! Now, looking forward while inside the car, you will see the old antenna connects to the right side of the AM radio. Pull the antenna out of the AM radio, and plug it into the FM converter's input hole. (A short antenna extension may be needed to do this as recommended earlier.) After this is done, connect the converter's output into the original AM antenna hole. You have now tapped the new FM capability into your old AM radio!

At this point, check your instructions for tuning the AM radio to the converter's output signal. The AM "hears" the FM output at only one spot on the AM dial. This is usually somewhere between 1400 to 1480 kHz. Pull out and set one of the AM buttons. Mentally note this as being your FM tuning button. Now reconnect the battery, and the job is essentially done.

The best antenna length for prolonged FM reception is 28" high. It may be necessary to "peak" the AM antenna to get the maximum converter output. This is a minor adjustment done by tuning the side trimmer on the AM radio.

Now you can get that *blast from the past!*, or that *golden oldie* from the Sixties, right out of your AM radio, with a little help from a friend! MT

## The Boss 302 Engine: Good but not Perfect

by Warren Daniels

One major engine problem was caused by Ford's use of a nylon cam gear. This type cam gear had been installed in the standard 302 for some time in order to quiet engine noise. The nylon gear was barely acceptable in the low power 302, but add a high lift cam and double valve spring and the nylon cam gear just didn't last. The Boss 302 engine has solid lifters, and as the nylon gear wears out, valve timing occurs later and later. Eventually the pistons crash into the valves, bending the valves or breaking the hardened pushrods! The best fix for this problem is to purchase an all-steel cam gear from a speed shop.

Another major problem is piston skirt cracking, which causes scouring of the cylinder walls. This was a common problem on most Boss 302 engines. Ford continued to make Boss 302 blocks and pistons as late as 1972 because of this problem. Many revisions were developed, but the best fix for this problem is to purchase TRW forged pistons or Ford pistons, part number D0ZZ6108A.