

# ASK FRED GLAZIER



Dear Fred,

I own a 1968 Mustang GT hardtop with a 302. At times when I turn off the key, the engine will keep running. I have to remove both of the small wires from the starter solenoid for the engine to stop. If I hook the wires back up the engine would start cranking.

I smacked the top of the solenoid with a wrench, and the problem stopped, so I replaced the solenoid. Could anything else cause this problem?

Mike Grentus  
32 Clifford Drive  
Towaco, New Jersey 07082

Dear Mike,

The only other cause for this problem that I can think of would be a short in the ignition switch or the wiring from the switch to the solenoid. Most likely the cause is a faulty solenoid.

Fred

Dear Fred,

I have a 1964½ convertible, manufactured 6-6-64. I have a NOS plaid rubber mat in the luggage compartment. I have been told that it should be a speckled mat. Which is correct?

I would appreciate an answer in the *Mustang Times*.

Harry Renker  
4216 Medina Way  
Sebring, Florida 33870

Dear Harry,

The Ford parts books list the speckled Burtex mat prior to 8-17-64.

Fred

Dear Fred,

I own a 1972 Mach I Mustang (Vehicle I.D. 2F05R 218904) which I have recently restored to almost original condition.

I have an inquiry concerning the engine in my Mustang. It is a 351HO. Although this is a stock Ford engine, many Ford "experts" have never heard of it and even go so far as to deny its existence. They claim that it is either a 351C or a Boss 351. But of course it is neither. It is a 351HO. Could you please tell me how many Mach I's were produced with this engine? Also, since I'm going to have to rebuild the engine someday (it still runs great), where can I get the parts that are specific to this engine (camshaft, lifters, pistons, etc...).

Ivars Lacis  
1530 Klamath River Drive  
Rancho Cordova, CA 95670

Dear Ivars,

The 351 HO 4-V solid lifter engine is described in Ford literature as like the Boss 351 but low compression. Most parts would be available through Ford and those that aren't could be obtained through a speed shop.

Fred

Dear Fred,

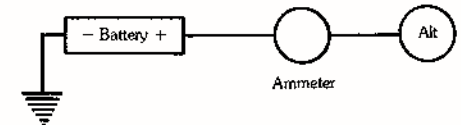
I have a 1967 Mustang, and it seems to be impossible to get the ammeter needle to work. I installed a new meter and what is called a constant resistance unit, but still no results.

How can I get this gauge to work?

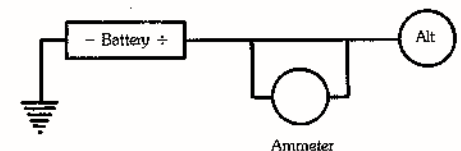
James Daniels  
2040 Leona Street  
Longview, Texas 75601

Dear James,

In a conventional ammeter circuit, the ammeter is designed to carry the full load of the cars electrical system and is wired in series with battery. If the ammeter were to be disconnected the whole electrical system will go dead.



In the Mustang the ammeter is wired in parallel to the wiring connecting the battery to the alternator.



The current to and from the battery will tend to follow the course of least resistance. If the shunt circuit to the ammeter has any excess resistance caused by corroded connections or faulty wiring, the ammeter will not register.

I would check all the electrical connections in the ammeter circuits, especially the connection at the solenoid and on the instrument cluster.

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*.