

ASK FRED GLAZIER



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*.

Dear Fred,

I would very much appreciate your helping me to determine the correct original parts for my 1964½ 289-4V with generator. What is correct for the following parts:

Spark plug wires, coil, distributor cap, and voltage regulator.

Which is correct, FoMoCo or Autolite? What is the original part number for the voltage regulator?

Thank you very much,
C. R. Nowak
Alameda, CA

Dear Frank,

The correct parts for your '64½ 289 4V would be Autolite except the voltage regulator which would be FoMoCo. The plug wires have Autolite printed on them and each wire is numbered to correspond to the individual cylinder number.

The original voltage regulator part number is C3TZ-10505-B identified on the cover as C3TZ-10505-B. It is a FoMoCo part rather than Autolite.

Fred

..... DSO on the data plate is B2, but my information shows all Ford DSO codes for 1966 as numerical only, from 11 to 99. What does code B2 mean? Do I have a special order car?

Pierre-Yves Guay
6900 Gouin Est #1502
Montréal-Nord
Québec Canada H1G-6L9

Dear Pierre,

I can't find any reference to a DSO code of B2, either. Can any of our members help Pierre?

Fred

Dear Fred,

In response to Pierre-Yves Guay of Montreal, Quebec, Canada in the April 1985 issue, the DSO code of "B2" represents the Canadian DSO coding system utilized after January 1, 1966. Before that date, all Canada-bound Ford and Mercury vehicles received a DSO code of "81" meaning Ford of Canada. After that date, Ford went to an alphanumeric coding system for Canada-bound vehicles.

B1 means Central Canada, B2 means Eastern Canada, B3 means Atlantic Canada, B4 means Midwestern Canada, B6 means Western Canada, and finally B7 means Pacific Canada.

Ford Motor Company vehicles built in Canada for export to other nations received DSO codes of I1 through I7, unlike 90 through 99 on USA assembled and exported vehicles. Of course the Canadian export DSO codes will not apply to Mustangs, but it's interesting just the same. Keep up the good work, Fred!

Jim Smart
P.O. Box 6226
Lakeland, Florida 33807

..... the door glass on both sides and the two quarter windows are coming out of their tracks. I tried re-bonding but that only held up for about 3 months. Do you know if any other Mustang owners have this problem, and if they have had any success fixing it?

Kevin Maney
12 Lonore Avenue
Hicksville, New York 11801

Dear Kevin,

The 1969 Mustang has glue in glass, that is, the glass is glued into the brackets that slide in the window tracks. I use 3M product #08101 structural adhesive with very good success. Be especially careful to have both mating surfaces very clean.

Fred

Dear Fred,

In response to Kevin Maney's letter about 1969 door glass in the April issue of *Mustang Times*, I can help.

Kevin didn't say whether he owns a coupe or fastback. I currently own a '69 fastback in which I had the same problem.

In 1969 Ford used bonded type glass in all Mustangs, but in 1970 they changed to a bolt-in type glass in the doors, which proved to be better.

If you own a fastback your task is fairly simple: Find a bolt-in type glass out of a '70 Mustang and replace yours. All the parts are the same except the glass plates.

If you own a coupe, it's not that simple: In coupes you have to replace both the door glass and the quarter window. The bolt-in glass out of a coupe is a little different in size than the bonded type, requiring the quarter window change.

I hope this helps, and be patient. It took me two years to find a window to fit my Mustang.

Good Luck,
Tracy Stewart
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