

OF ALL LETTERHEADS, I GRABBED A CROOKED ONE



The Wisconsin Early Mustangers

"A FEW TO PRESERVE THE BEST"

THE FEEDBAG October 20, 1985

From the Pres.

Here we are in the pool/lounge area of the Maritime Inn in Sturgeon Bay, Wisc. We just returned from a nice ride up Highway 42 to Egg Harbor, Fish Creek and Ephriam. Some of the gang went shopping and the rest of us climbed Eagles Watch tower in the Peninsula State Park. Some are now in the whirlpool and some are in swimming. I'm just staying dry and scribbling down notes between conversations.

We have had a very good year as a club. We were blessed for the third time with an exceptional Show/Swap in May. We participated in a normal amount of abnormally hot parades. We held a few nice over the road trips of which this is the last for the season. Our participation level was not as good as it had been in previous years. The enthusiasm of those who participated was better than ever. I'm bound and determined to get more of you off your dead differentials and into the mainstream of activity. It's not that you dont help when needed, but it seems like pulling teeth to get you to go out of your way a little bit to join the fun.

Hope the convert can get in to storage within the next week. Hate to see her go again, but time to get at the garage again. Can't wait 'till Spring. Have to do some minor work next year on the doors and in the area of the ehgine compartment. This year we just drove the heck out of her, and enjoyed it!

On the technical side of things. I know that many of you are worried about the consequences of lead-free fuels to your vintage engines. Don't worry too much. If you are rebuilding or having an engine rebuilt I am suggesting the installation of hardened valve seats. Exhaust for sure and intakes won't hurt. To do both on units in my shop it is running approximately \$20 a cylinder extra with a rebuild. If you already have stuck those big bucks in your powerplant, don't panic, just run whatever you have to until compression drops due to exhaust valve erosion then have the heads upgraded.

As the cold weather approaches and the Mustangs go into hibernation make sure you take good care of yourselves. Spring will be upon us before you know it. Yup, it's a vicious cycle. Keep warm. keep in touch and of course " keep on 'stangin' "

Dick Doria

NEXT MEETING MONDAY OCTOBER 28th 7:30 P.M. WAUWATOSA SAVINGS AND LOAN 27th & COLLEGE AVE.

HOPE TO SEE YOU THERE IF I'M IN TOWN.

2511 W. Carrington Ave. • Oak Creek, Wisconsin 53154 • (414) 761-2267

SPEEDOMETER

System Diagnosis

This article is designed to aid you in the servicing of speedometer systems. It is recommended that you use the accompanying diagnostic chart to trace the problem to the correct areas of the system and then use the outlined procedures in servicing the prescribed areas.

Defective Or Broken Cable Core

1. Replace the cable core and repair the speedometer system binding or cable routing that caused the core to break.

2. Routing of the cable housing is particularly important as the cable leaves the speedometer head. The optimum routing would provide that the cable and housing take virtually a straight path for at least a length of 8 inches from the speedometer head.

3. When replacing the cable core, proper routing and careful handling of the core are extremely important. Any severe bend in the cable, even if only for a brief period during installation, can result in permanent damage to the core and recurrence of the complaint that was being corrected in the first place. The best method of installation is to feed the cable from under the vehicle through the floorboard while it is being guided through the correct routing under the panel by another person. Neither end of the cable should be attached until the cable is in place.

4. To check for kinked cable core lay the core out straight on a flat surface and roll it back and forth. Any kinks or damages will be seen. Then take an end in each hand, allowing the core to bend in approximately a 9 inch loop. Rotate both ends to be sure the core turns evenly.

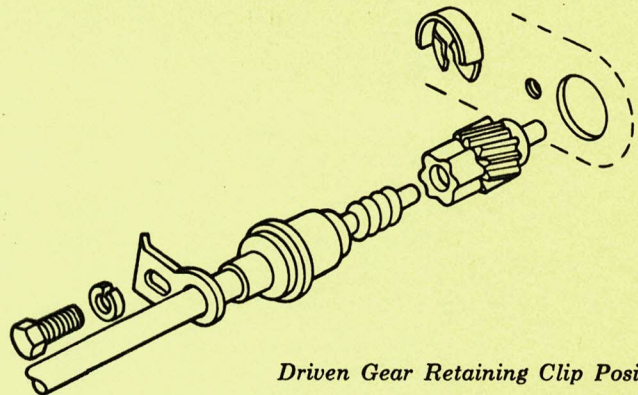
5. Proper lubrication of the cable core is accomplished by a light application of B5A-19581-A lubricant after the cable has been wiped clean. A light film is all that is required.

Defective Speedometer Head

Before removing the speedometer head, disconnect the cable at the head and insert a short section of cable in the head. Rotate the short section of core to check for inoperative speedometer head.

Defective Drive and Driven Gears

1. A scored, nicked, or gouged driven gear could indicate a defective drive gear. On those vehicles that have the drive gear integral with the transmission output shaft; the output shaft should be carefully inspected for imperfections and replaced if necessary.



Driven Gear Retaining Clip Position

2. Whenever a drive gear is replaced, a new driven gear should also be installed.

Interfering Gear Retaining Clip

When diagnosing speedometer noise complaints that indicate a gear problem, the driven gear retaining clip position should be examined to confirm proper orientation. See illustration.

Loose Speedometer Head Cable Attaching Nuts

1. The cable should be tightened with pliers to approximately 18 to 25 in. lbs. (finger tight plus 1/4 turn).

2. Cable nuts should start and run up freely by hand for at least three or four turns.

3. A loose cable nut can cause a bent cable core. Tightening will not always correct the problem.

Excessive Lubrication In Speedometer Head

1. Clean excessive lubricant out of instrument cluster.

2. If "right spiral" speedometer core is causing transmission lubricant to be pumped into the speedometer head, replace it with the "left spiral" speedometer core B9AZ-17262-A.

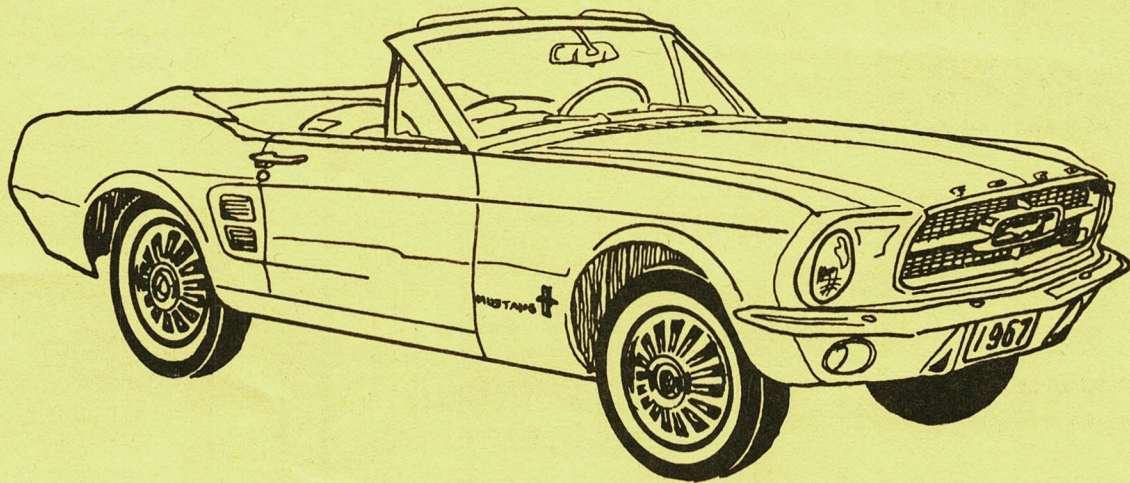
Cable Needs Lubrication

Proper lubrication of the cable core is accomplished by a light application of B5A-19581-A lubricant after the cable has been wiped clean. A light film is all that is required.

CAUSES	BROKEN OR DEFECTIVE CABLE CORE & HOUSING	DEFECTIVE SPEEDOMETER HEAD	DEFECTIVE DRIVE & DRIVEN GEARS	INTERFERING GEAR RETAINER CLIP	LOOSE SPEEDOMETER CABLE ATTACHING NUTS	EXCESSIVE LUBRICATION IN SPEEDOMETER HEAD	CABLE NEEDS LUBRICATION
SPEEDOMETER INOPERATIVE	X	X	X				
SLIGHT NEEDLE FLUCTUATION		X			X		
SEVERE NEEDLE FLUCTUATION	X	X			X	X	
CLICKING OR TICKING NOISE		X	X	X	X		
GRINDING NOISE			X				X
RINGING NOISE		X					

The Feedbag

Publication of The Wisconsin Early Mustangers



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