

Fig. 9 - Insufficient Clearance Between the Steering Wheel and Driver's Seat - 1964 1/2-65 Mustang - All Models - (Article 269)

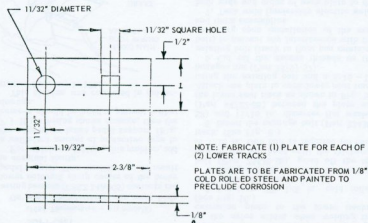
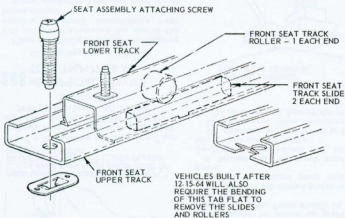


Fig. 10 - Insufficient Clearance Between the Steering Wheel and Driver's Seat - 1964 1/2-65 Mustang - All Models - (Article 269)

270 WATER LEAKS AT WINDSHIELD OR BACKLIGHT ON UNITS WITH SERVICE REPLACEMENT GLASS

(1965 Ford - All Models)

Water leaks may occur at the windshield or backlight on vehicles in which a replacement glass has been installed with polysulfide adhesive. This occurs when the original butyl tape is not completely removed from the window flange prior to installation of the polysulfide adhesive. The butyl tape is chemically unstable when used with polysulfide adhesive and may result in a water leak within a few weeks after installation of the new glass.

When installing a replacement glass with polysulfide adhesive, it is necessary to remove all the old butyl tape from the window flange prior to installation of the polysulfide material.

WARRANTY STATUS - INFORMATION ONLY

271 REAR DOOR LOCK PROBLEMS

(1964-1965 Fairlane)

A survey of Fairlane rear door lock problems undertaken because of an unusual increase in warranty costs indicates that the increased costs are due primarily to improper diagnosis and improper repair procedures.

The primary causes of Fairlane rear door lock problems are binding door outside handle lock release levers and/or maladjusted rear door lock actuating rods.

The procedure for correcting binding of lock release levers is outlined in TSB #72, dated December 7, 1964. (The Fairlane rear door was mistakenly omitted from reference on that bulletin).

Lock rod adjustment as well as overall diagnosis and repair procedures are outlined on Technical Service Bulletin 20101-55, dated November 21, 1963.

WARRANTY STATUS - INFORMATION ONLY

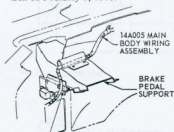
267 CHAFING OF THE MAIN BODY WIRING HARNESS IN THE AREA OF THE BRAKE PEDAL SUPPORT

(1965 Thunderbird - All Models)

On some Thunderbirds, the main body wiring harness (CSSZ-14A005) contacts the lower outboard sharp corner of the brake pedal support. This condition could result in eventual shorts.

For vehicles exhibiting this problem, add a sufficient amount of protective tape to the edge of the brake pedal support. (Fig. 7.) If the wiring shows damage, then the harness should be taped to prevent further damage.

This problem was corrected in production on February 1, 1965.



FROM UNDER INSTRUMENT PANEL, APPLY CLOTH BACK TAPE OVER SHARP EDGE OF BRAKE PEDAL SUPPORT LOWER FLANGE TO PROTECT WIRING

Fig. 7 - Installation of Protective Tape to Brake Pedal Support to Prevent Chafing of the Main Body Wiring Assembly - 1965 Thunderbird - All Models - (Article 267)

268 NEW SPECIAL SERVICE TOOL T56P-77370-A

(Mustang Beginning 1965)

Floor pan configuration in the Mustang will not allow clearance for use of the existing automatic transmission band torque wrench.

A new ratcheting head rear band torque wrench has recently been released for N.P.D. stock. It is similar to the existing band wrench T59P-77370-B except utilizes a shorter socket for clearance between the pan and the adjustment screw.

This tool may be ordered after June 15 from N.P.D. Livonia, Michigan on Form 419-L. The new tool number is T65P-77370-A.

269 ADDITIONAL LEG ROOM OR CLEARANCE BETWEEN STEERING WHEEL & DRIVER'S SEAT

(Mustang - All Models)

Under unusual conditions, additional leg room or additional clearance may be required between the steering wheel and driver's seat when the customer's physical size is in excess of the present design parameters. Due to the low percentage of complaints for additional clearance, no production corrections are being contemplated. To satisfy customer requests, the driver's seat can be moved 1 1/4 inch rearward to provide increased clearance and comfort. The following procedure should be used to move the seat rearward:

1. Remove the driver's seat and seat track assemblies from the vehicle and remove the tracks from the seat.

2. Disassemble the right hand and left hand track assemblies by removing the seat attaching screws from the upper track and then remove rollers and slides from both ends. This will prevent damage to the nylon slides when welding the extension plate to the lower tracks. (See Fig. 10.)

3. Fabricate (2) 1/8 in. cold rolled steel plate as shown in Fig. 10.

4. Using a 5/16 in. - 18 x 1 1/4 carriage bolt (Part 23438-S8), grind off the top part of the bolt head until the thickness is 1/16 in. One bolt is required for each track. (See Fig. 8.)

5. Insert the carriage bolt (Part 23438-S8) and 11/16 in. diameter flat washer (Part 44722-S8) between the plate and the lower seat track as shown in Fig. 8. Attach one plate to each lower seat track using the existing bolt and a 5/16 - 18 hexagon nut (Part 33797-S7).

6. Cut off the excess threads on the existing bolt (track to floor pan retaining bolt) to prevent any interference with the carpeting upon installation of the seat and track assemblies.

7. Tack weld (preferably electric weld) both ends and sides of each plate to the lower seat track (See Fig. 9, View A). Care should be taken to prevent any damage to track. Welds should be a minimum of 1/2 inch.

8. Paint the fabricated plates and miscellaneous unpainted parts with black paint.

9. Re-assemble the track assemblies. Re-lubricate the rollers and insure the assemblies operate freely.

10. Assemble the seat tracks to the seat.

11. Drill new front attaching holes (11/32 in. diameter) through the carpeting

and floor pan, 1 1/4 in. rearward of the existing holes. (See Fig. 9, View B.)

NOTE: It is mandatory that the new retaining holes in the floor pan are in line with the existing holes to prevent the seat track from binding.

12. From beneath the vehicle, drill new 7/8 in. access holes through both sub floors. These holes also are to be located 1 1/4 in. rearward of the existing access holes.

13. Replace the track and seat assembly, attaching it to the floor as shown in Fig. 9, Views A and B.

NOTE: On some vehicles there will be carpet retainers between the seat track and the carpeting, located at both the front and rear attaching bolts. When located at the front of the track, the retainers should be replaced as part of the track assembly after relocating the seat. However, when located at the rear of the track, the retainers should be removed since the fabricated steel plates will retain the carpeting sufficiently.

14. Test the seat assembly to be sure it is operating correctly.

15. Plug and seal each 7/8 in. diameter access hole with steel plugs (Part 356984-S100) and sealer (Part AB-19560-A). (See Fig. 9, View B.)

Parts required to perform this correction:

Part Number	Part Name	Class	Quantity
23438-S8	bolt	S	1
33797-S7	nut	S	1
356984-S100	steel plug	S	1
44722-S8	flat washer	S	1

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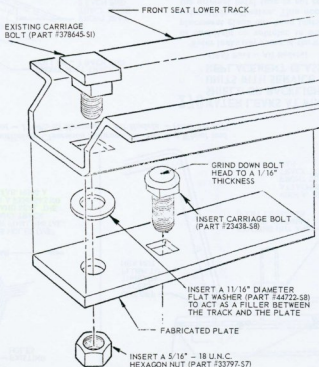


Fig. 8 - Insufficient Clearance Between the Steering Wheel and Driver's Seat - 1964 1/2-65 Mustang - All Models (Article 269)