

Mustang Repair & Refresh

Article by Lucien Boutin

Bob Azukas 1978 Mustang II Coupe

Back in June you read an article on the beginning of a heater core replacement in Bob's '78 Mustang II. This month I will finish the installation minus the aftermarket AC unit as it no longer works and Bob wishes to leave it out. With the heater box removed from the car, access to the core is easy.



You need to remove nine clips from the heater box that hold the two halves together. Once the box is split the core can be removed.



Most early Mustang heater hoses were not easily replaced, as the heater core side was always located inside the car and the hoses passed through the firewall and out to the engine compartment. If you had to change the hoses you needed to remove the heater box for replacement.

As you can see from the pictures this core has been leaking for a long time. The inside of the box is wet from the leaking coolant and out side debris that has collected in the heater over time. Before installing the new core assembly, the inside of the box was thoroughly cleaned as were all air ducts. Carefully place core in the box making sure all blend doors are in place and working freely, then install the other half of the box and secure with the clips that were removed earlier.

Next reattach heater hoses to the core and you are ready to reinstall the heater in the car. Work hoses through firewall opening and set unit in place, then reinstall the four bolts in engine compartment that hold the unit in place. Reinstall the two blend door cables and check for proper function. Also make sure the wire harness for the blower motor is reconnected to the resistor.

Next reinstall all duct work for defroster and out side vents. On Bob's car I noticed that the outside air vent ducts were missing. These had apparently been removed so the AC unit could be installed. With parts hard to find for these cars, it is good to know people who have the same ones. I acquired a parts car from a friend and luck would have it that the pieces for the vents can be replaced. With that being done the top of the dash can now be installed to complete the job.

This procedure can be used on all early Mustang heaters and is not really the nightmare we were lead to believe in the early years. A little common sense can get any job done with ease.

The total time for this project including removing the inoperable AC unit was about three hours. With out having to deal with the aftermarket AC, the job only takes about two hours.

Next time I will cover the replacement of the original steering wheel to a factory sport wheel and check dash lights for operation.



This wheel

for



this wheel