

Some Tech Tips

Ever wish you could just move your car over in the corner while working on it but there just seems to be no way without a big hassle? Well try the Car Dolly. A set of 4 "Roll Master" all steel constructed plates under each wheel. These are GREAT! The complete set runs about \$180 bucks and you can get them from NMW Products, 35 Orlando Drive, Raritan NJ 08869. Give them a call at 908-526-3800 and tell them that the Ford Galaxie Club sent you.

For the folks that want to put headers on your 302 or 289 in a 65-68 body style, I have heard that 302 headers for a 90-95 F 150 Pickup will work.

Before cold weather sets in, give your Galaxie heater a performance check if you drive it at all during the winter. Remove any left over summer items from the trunk, extra weight cuts into fuel economy and performance. Don't park over any piles of leaves in the streets. Catalytic converters can get hot enough to start them on fire!

Need to paint some bolts? Use that old distributor cap and you can paint nine at a time without missing a lick. It will allow you to get all the angles and the threads are protected and won't get paint all over them.

Just because it is new, doesn't mean it is good! About a year ago I replaced both the universals on our 1972 Ranch Wagon. Anyhow, at about 70mph I noticed a vibration that new tires, balanced tires, new rims and rotating seemed to do nothing to help. I had the front end checked and looked for a bad idler arm or SOMETHING that would be a reason for the vibration. Well guess what? The brand new rear universal joint managed to have a cracked cap under the u-bolt. I FINALLY figured out what it was when it became darn obvious it was a driveline vibration. It had reached the point where if you let off the gas at 70mph you wouldn't feel the vibration. Anyhow that one is fixed.

Here was another one! I had been having a problem with my headlight switch in our Galaxie. That was before I realized the problem was being caused by the halogen headlights and the relay box remedy. I went to O'Reilly's and purchased a brand new switch made by Borg Warner and lo and behold now

I had a new problem. Seemed like whenever I would hit a hard bump somewhere in the road the brake lights and dash lights would go out. Sure enough the fuse was blown time and again. What could be wrong? Finally I gave in and bought an NOS switch from Mark Miller. And that was the end of THAT problem. O'Reilly gave me a refund and I wasn't blowing fuses all the time.

And now with the relay box, there has been no problems at all using the Halogens. I even upgraded them to some H-4 Types.

Whatever you do, if you replace a drive shaft yoke, DON'T put one in that has any rough spots on it. It will make your seal leak, for sure.

We had changed the rear end axle seals recently on our 1964 Galaxie. One reason I buy lifetime parts from the parts store is so that if there is a problem I can get a replacement for free. After three months I noticed the seals were leaking on both sides. I figured I just had a bad pair. WRONG . . . don't ever install the axle seals without adding a little grease to them. They need to be lubricated or else can you say melted seal?

We recently I purchased a 1979 (Oh No!) Ranchero for our 16 year old. It has the same engine a number of us have in our Galaxies (just made this Galaxie related) and was only getting 11 MPG! It seemed to run pretty well, and have reasonable power, but we figured we would go ahead and do a tune-up. Sure enough the mileage increased to 13.5, which is still sort of pitiful. But then I noticed it had Catalytic converters on it and single exhaust. Now it has dual exhausts. The moral to the story . . . BE SURE you are tuned up and if you can afford to get rid of single exhaust, do it! I still haven't found out what the new exhaust has done. But boy does it have pickup.

Did you know that stainless steel bolts and fasteners aren't as strong as steel ones? Yes, that is true. If you are going to replace steel bolts be sure that unless it is just holding on a fender or something you get ARP stainless bolts which are designed with 170,000 psi of tensile strength. Great for exhaust, intake, and all those engine applications. Even with powdercoating, I still stick with steel on the suspension.