

ThunderEnlightening^{T.M.}

Classic Auto Supply Co., Inc.

Thunderbird Specialists



A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

ISSUE NUMBER NINE • NOVEMBER 1996

CASCO NEWS

CASCO earns award

We are proud to report that CASCO was honored this year by the Coshocton County Chamber of Commerce by being presented with the "Small Business of the Year" award.

CASCO was selected from the 37 nominees for this award which is based on business integrity, growth, employment practices, and community involvement.

Restoration facility gets new manager

We were very sorry to lose our long time shop manager Keith Carnes who decided after 15 years in the T-Bird business to pursue other opportunities. We miss Keith and his wealth of knowledge.

The good news is that we have employed Mr. Bill Philips to manage our restoration facility. Bill brings to the position many years of experience in general automotive restoration and each day he is learning more and more of the specifics of our Classic T-Birds.

If you are considering having work done on your Classic T-Bird (or other collectable car) and would like a copy of our restoration capabilities brochure don't hesitate to give Bill a call. Our shop phone number is (614) 622-9700.

New items

CASCO continues to lead our industry in the production of new items for the T-Bird owner. As this newsletter goes to press we have added 22 items which are not in our 1996 catalog. Our pledge to you is to keep investing in new items and to continue to be innovative with new quality parts and accessories.

CTCI CONVENTIONS



The CTCI (Classic Thunderbird Club International) International Convention in Bend Oregon was great fun and we can now look

forward to the 1997 regional events. As this is being written, confirmed regional shows will be held in Des Moines, IA 6/4-8, San Antonio, TX 6/12-15, Clearwater Beach, FL 6/25-29, Albuquerque, NM 7/30-8/3, and San Jose, CA 8/13-17 with the possibility of an additional show in New Jersey. Details are available to CTCI members at the CTCI office and in the club publication, *The Early Bird*. For information on CTCI membership give us a call or simply put the part number **CTCI** on your parts order form. We'll be happy to send along the brochure and application form.

PART PROBLEM — Collapsing flex fuel line

We have found that the flexible fuel line between the frame and the fuel pump that we and possibly others have sold is, we suspect, being softened by the alcohol being blended into the modern gasolines.

They may even soften to the point that suction from the fuel pump will completely collapse this line and when this happens no fuel will flow.

Check your flexible fuel line by giving it a squeeze with your fingers. If it feels soft and mushy you should replace it before it causes you a problem.

In order to eliminate this collapsing we are now installing a stainless steel spring inside each of the flex lines we sell. We are also attempting to locate a source for a replacement flexible fuel line which can tolerate the modern alcohol laced gasolines and we will be offering them for sale as soon as possible.

JUNCTION BLOCK WIRING

If your headlights blink when you put the turn signals on you obviously have a wiring problem. Most likely the problem lies at the junction block(s) mounted on the fender apron(s) or in '55 or '56 with the junction block under the dash. It's all too easy to make a mistake and, fortunately, it's easy to fix if you know how.

Actually, the '57's used only one junction block and it is a double stack block mounted at the front of the left hand (drivers side) apron. The '55 and '56's have a double stack junction block on the left hand apron just forward of the voltage regulator and also a single stack junction block at the front of the right hand apron.

Before you start plugging in wires, notice that some of the openings in the double stack junction blocks are connected to the adjacent opening and some are not. Note also the arrow on the drawings pointing toward the front of the car. These are important since you want to orient the junction block properly when you screw it down to the apron. By the way, when you do screw it down do not over tighten you could crack the plastic. Snug is good 'nuff.

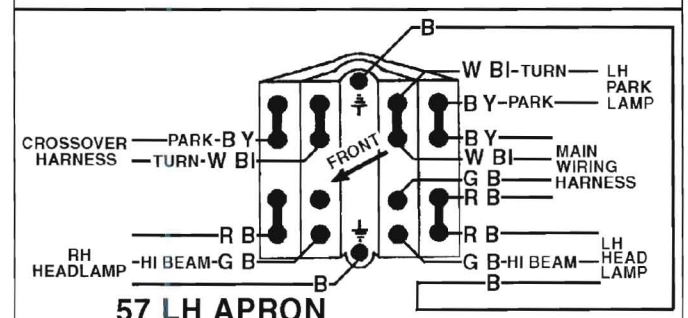
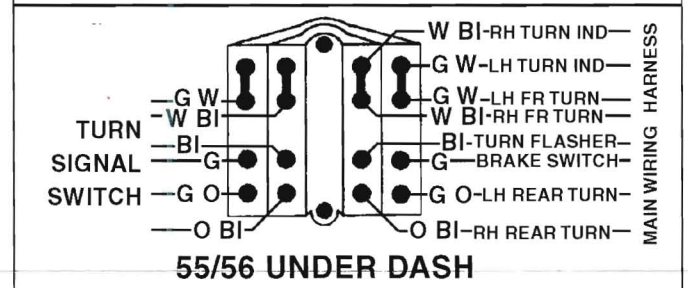
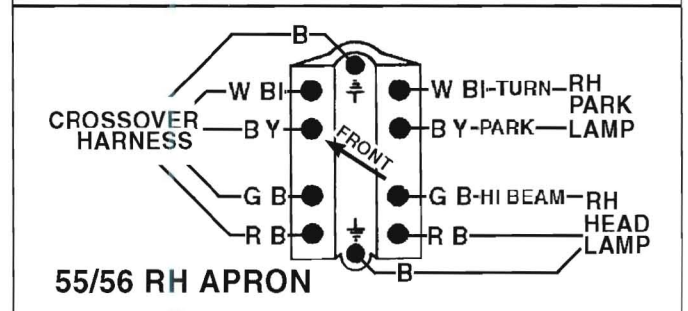
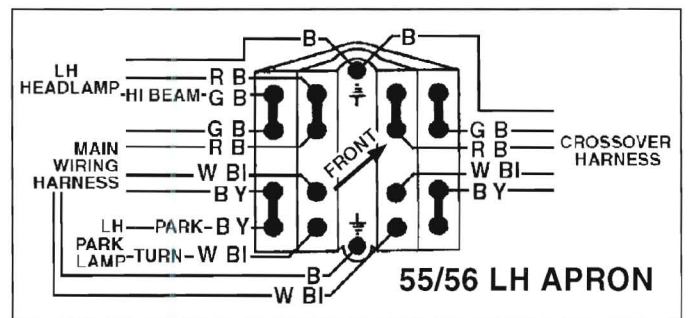
The colors shown on the drawings are "standard" as per original observations and/or information from the electrical manual. Since there have been many suppliers of replacement wiring over the years, your colors may not match. In this case you will just have to follow the wires and assure yourself that they go to, or come from, the proper place.

STORAGE TIP

If you are like us and live where it is impractical to drive your T-Bird all year you should give serious consideration to adding fuel stabilizer to your gas tank when you put her into storage.

Today's fuels oxidize a lot more rapidly than they did years ago and when fuel oxidizes it turns to varnish. This varnish ends up being everywhere there is gasoline - in the tank, in the lines and in the carburetor. Not only can this varnish gum things up but when new fuel is added next spring the varnish can break free and clog your fuel filter.

The FUEL FRESH fuel stabilizer that we sell is a product which retards the oxidation process and helps keep your gasoline fresh and varnish free for up to 24 months. It is safe for every type of vehicle and power equipment - 2 or 4 cycle. **GASSTAB-32** is the 32 oz size, treats 96 gallons, has a convenient built in measuring cup, and sells for \$14.95. **GASSTAB-4** treats 12 gallons and sells for \$2.95.

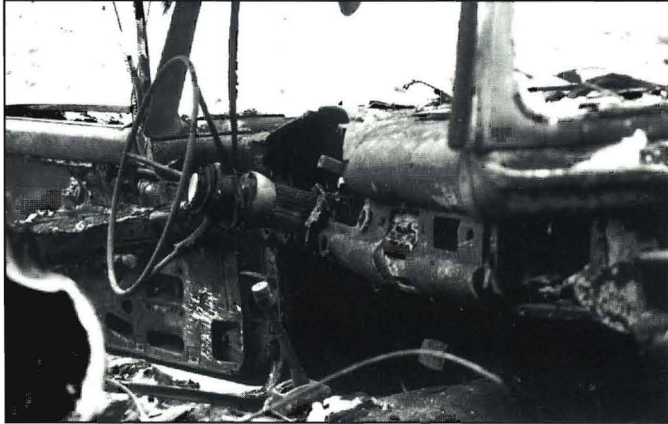


Junction block wiring diagrams
Color key: B-Black, BI-Blue, G-Green, O-Orange, R-Red, W-White, Y-Yellow,

THE 2000 THUNDERBIRD?

Could it possibly be true? The September 9 issue of Autoweek states "It's back to the future for the Ford Thunderbird...Ford insiders say the car is in line for a model year 2000 restyling that is more retro than futuristic. The year 2000 marks the 45th anniversary of the Thunderbird, and insiders say that the new look will borrow from the 1955 T-Bird."

At this time this is only a reported rumor, of course, but we find the prospect very exciting!



CHECK YOUR WIRING

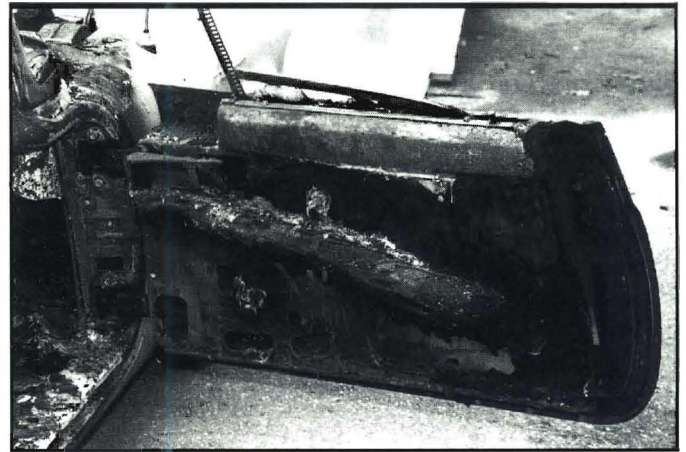
There is probably little that can happen to your Bird that will match the devastation of a fire. One of the major causes of fire in our T-Birds is faulty wiring. The other is leaking fuel.

One problem with faulty wiring is that it can short when you aren't even around and because of this it can take even more than your T-Bird with it when it goes. Not a pleasant thought.

Shown here are some photos of a '57 that was brought to our shop. The fire was caused, we are quite sure, by faulty insulation on the wiring under the dash. As you can see the destruction to the interior and hardtop was quite complete. In fact this car had to be totaled. Fortunately this time the owner was around and there was no damage to his home.

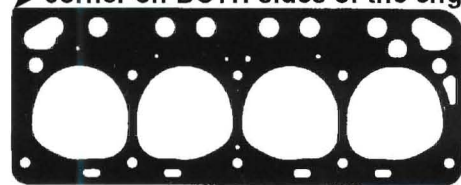
Leaking fuel will most likely occur when you are driving your car and most of the time the quick use of a good fire extinguisher will put it out. This is why we should all carry a readily accessible fire extinguisher in each of our cars.

Our point in bringing this to your attention is not to scare you but to suggest that you take a good look at the wiring in your T-Bird and if you see brittle and cracking insulation it should be replaced.



WORTH REPEATING

This corner **MUST** be at the top front corner on **BOTH** sides of the engine



Head Gaskets If your engine has been rebuilt lately and it seems to be running hot you should check to see if the head gaskets were installed properly. All Y-block head gaskets are made with three rounded corners and one square corner. The square corner *must* be placed at the upper front of the engine on both sides for proper coolant flow. This squared off corner will stick out beyond the cylinder head and is readily visible.

IGNITION TUNE-UP SPECS

Here are a few basic specifications are necessary to know before one starts working on the ignition circuit

- Cylinder Firing Order..... 1-5-4-8-6-3-7-2
- Rotor Rotation..... Counterclockwise
- Distributor Point Gap..... 0.014 - 0.016 inch
- Distributor Dwell Angle..... 26 - 28.5
- Breaker Arm Spring Tension..... 17 - 20 ounces
- Ignition Timing (Marks on Crankshaft Pulley)
- Standard & Overdrive..... 3 B.T.D.C.
- Fordomatic Transmission..... 6 B.T.D.C.
- Spark plug gap..... 0.032 - 0.036 inch

Happy Holidays from all of us at CASCO

THE CLASSIC T-BIRD MAILBOX

You've seen them advertised. They're nice but wow at close to \$300.00 are they ever expensive! But wait! You can easily build your own, save money and have one that is custom designed to *your* specifications.

Basically the process is to select the emblems that you want to put on the mail box, drill the holes to mount the emblems, paint the mailbox in your favorite Classic T-Bird color, install the emblems and Presto - you have yourself an elegant Custom Designed Classic T-Bird Mailbox.

You know where to get the emblems. Your #1 T-Bird parts house CASCO. The only tricky part of the entire process is determining where to drill the holes and we have just made that easier for you. We have produced a full size template sheet with hole spacing and diameters for all of the emblems that you might consider putting on a mailbox. To get this template sheet for only \$1.00 just order part # EMBLTEMP.



CASCO'S Holiday Gift to You **SPECIAL SAVINGS ON SHIPPING**

Between November 15 and December 31, 1996
CASCO will have a flat shipping charge of **only**
\$3.50

for any order* shipped via UPS *surface*

*Except: Used Parts, Tires, Brake Drums & Rear Springs

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795 High Street, P.O. Box 850 Coshocton, Ohio 43812

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This publication is prepared and published by Classic Auto Supply Co. Inc. for the owners of 1955, 1956, & 1957 Ford Thunderbird automobiles. It is provided without cost to its current active customers.

Readers are encouraged to submit shop tips and articles for publication. Each submission printed will earn for its author the gratitude of Classic T-Bird owners around the world and a \$30.00 gift certificate from Classic Auto Supply Co. We reserve the right to edit any submission.

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William W. Brown - Editor
Phone: (614) 622-8561
Fax: (614) 622-5151

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