

MUSTANG PROJECT

**RESTORE THE INTERIOR ON CLASSIC 65/66 MUSTANG FASTBACK 2+2 —
VOLUME 1
STEP-BY-STEP DETAILED INSTRUCTIONS**



With this Manual you will:

- **Restore the back area panels**
- **Install rear seatbelts**
- **Restore lighting**
- **Re-carpet fold down seats**
- **Enjoy a Concours correct installation!**



What's inside this Manual:



This manual provides detailed information and photographs so your restoration can proceed without a hitch!

Inside you will find detailed instructions on how to restore the rear section of your 1965-66 Mustang fastback.

Mustang Project How-To manuals are different. They provide detailed how to instructions that focus on just one task. Every detail is covered so you save time and money with your restoration.

This manual will tell you every step in disassembling and restoring the rear sections of your fastback.

We will cover in detail

removal of interior panels, restoration of each panel and reassembly.

Your fastback may be all original or perhaps has not been restored in many years. You will find faded carpet especially where carpet is exposed to direct sunlight from the rear window.

Raising and lowering the rear seat naturally causes chips and dings in the quarter panels. Common damage is shown in figures 2.

The fastback's interior panels are a combination of

steel reinforced fiberglass and stamped metal panels. These parts are easily scratched and chipped and tend to show the underling material color.

Often a Mustang which has been previously restored by other owners will show a variety of colors in metal, fiberglass and vinyl finished. Most but not all of these color differences can be cured during a restoration. However, be aware that the original Mustang did not always have perfectly matched materials in its interior.

“Raising and lowering the rear seat naturally causes chips and dings...”



Figure 1 Faded carpet.



Figure 2

A rear section restoration is also a great opportunity to install rear seatbelts.

Many fastbacks especially later date codes have special slots cut into the center seat area for the seat belts to extend through.

Some fastbacks have factory mounted seat belt nuts. If these are not present you will have to drill your own holes.

Be sure and use the correct mounting hardware so that



any seat belts installed will work properly. Normally super large washers will



Figure 3, 4 Seat belt mounting with super large washers.

“A rear section restoration is also a great opportunity to install rear seat belts.”

Tools and Techniques



You should have a complete set of socket and open ended wrenches before starting the project. Few special tools are needed.

“Raising and lowering the rear seat naturally causes chips and dings...”

To complete your restoration standard mechanic's tools are needed. These include socket wrenches, open ended wrenches screw drivers etc.

However, your most important tool may be a full can of rust penetrating spray oil like that pictured here.

Remember you are working on a car that in most cases had its nuts tightened over 38 years ago! Any fasteners exposed to the elements are well rusted and may be seized.

Breaking bolts and rounding off nuts creates more work as part of the installation process which is in large part unnecessary.

BEFORE you loosen any rusted nuts give them a good spray with rust penetrating oil. We recommend you locate all of the rusted fasteners you will need to remove now and soak with the rust penetrator now. Allow 24 hours for the product to work and then spray again at least 30 minutes before you will actually apply pressure.

When removing rusted nuts be sure and use a socket with 5 sides as pictured in the picture on the previous page. Sockets or open ended wrenches with multiple edges are easier to use but more easily round off nuts as the gripping surfaces are so



Tools and Techniques

much smaller.

Prior to painting the interior panels you will need to ensure that the panels are completely grease free and repaired of all damage. Do not excessively sand the plastic panes as you will destroy the "grain". It is better not so sand the grained surfaces at all. Use

a good degrease like "Orange Blast" or "Simple Green" .

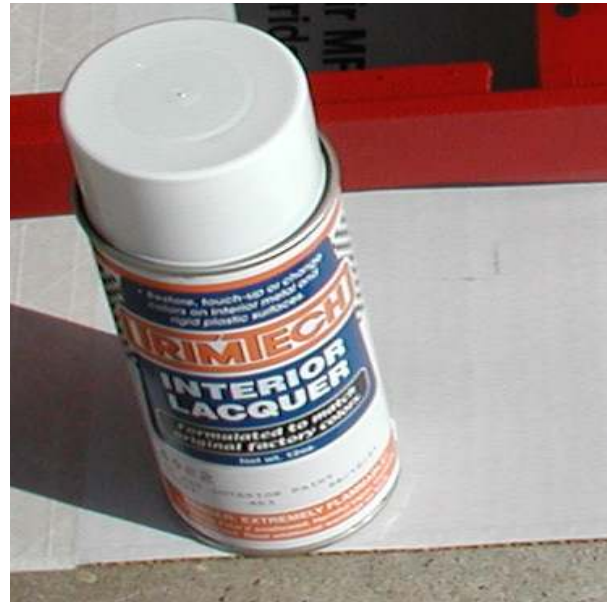
First wash each panel thoroughly with dish soap and water. Then degrease. Finish with a good rinse and allow to air dry.

Chrome polish like "Eagle One Never Dull" should be

used on all chrome parts before reassembly. Have parts re-plated if they are badly corroded or pitted.

Use a small baggie to organize screws and mark

"When removing rusted nuts be sure and use a socket with 5 sides...."



Fastback Interior Restoration: Procedure



Mustang Project is dedicated to continually perfecting our How-To manuals to ensure a easier and more professional installation for you!

Please review the updated assembly procedure here before continuing your installation!

Restoration will proceed in the following order:

Materials Needed:

1. 6 cans of interior lacquer paint matched to existing interior.
2. Chrome polishing compound.
3. 3 piece matched carpet set for rear fold-down seat
4. Two part 5 min epoxy.
5. Spray glue.
6. Degreasing and cleaning supplies.
7. Standard hand tools.

Disassembly:

1. Remove front seats.
2. Open trap door and remove rear carpeted seat assembly panel.
3. Remove rear seat.
4. Remove fold down rear back rest assembly.
5. Remove roof trim.
6. Remove door sill trim left and right sides.
7. Remove quarter panel upper metal trim left and right sides.
8. Remove vent cover left and right sides.
9. Remove quarter panels left and right sides.
10. Remove rear upper metal trim pieces.

11. Remove trap door.
12. Remove rear door trim panel.
13. Remove left and right upper corner panels.
14. Remove left and right lower corner panels.
15. Repaint all panels.

Seat Panel Restoration:

1. Remove chrome trim from flat rear seat panel.
2. Remove carpet.
3. Make new carpet piece using old carpet as a pattern.
4. Polish chrome.
5. Glue new carpet in place.
6. Trim carpet edges.
7. Replace chrome trim.

Restore Carpet on L shaped seat piece.

1. Disassemble two piece fold down rear back rest assembly.
2. Remove chrome trim and hinge from L shaped piece.
3. Remove carpet.
4. Cut new carpet using old piece as a pattern.
5. Glue new carpet into place.
6. Trim carpet edges.
7. Replace chrome trim.

Restore Carpet on seat back seat piece.

1. Remove chrome trim and hinge.
2. Remove carpet.

3. Cut new carpet using old piece as a pattern.
4. Glue new carpet into place.
5. Trim carpet edges.
6. Replace chrome trim.

Reassemble two piece seat back.

1. Attach hinge to seat back piece.
2. Reattach latch socket.

Replace trim panels.

1. Replace left and right lower corner panels.
2. Replace left and right upper corner panels.
3. Replace rear door trim panel.
4. Replace trap door.
5. Replace rear upper metal trim piece.
6. Attach quarter panels right and left side.
7. Replace vent covers left and right sides.
8. Replace door sill trim left and right sides.
9. Replace roof trim.
10. Tape on quarter panel cardboard protectors.
11. Replace fold down rear back rest assembly.
12. Replace rear carpeted seat assembly panel.
13. Replace rear seat.
14. Replace front left and right seats.
15. Step back and admire your work!

Restoration: Remove front seats

The first step in the restoration process is to remove both front seats. This is easily accomplished by removing 4 nuts for each seat through access hole underneath the car. It is often the case that the

rubber seal plugs have already been removed and not replaced. Use a deep socket wrench like those used for spark plugs.

Note that the seat studs may be rusted. Be sure and use

plenty of penetrating spray oil to ensure that a stud is not broken or a nut rounded during removal.

Figure 5 shows a view from under the car looking into the floor opening for one of the seat nuts.



Figure 8



Figure 7



Figure 6



Figure 9



Figure 5

Restoration: Remove rear seat



Remember to place the seats in a safe place with the back leaned forward.

Now remove the rear seat by pushing firmly on the seat edge as shown in figure 11 below.

While pushing on the seat edge lift the front of the seat.

This will disengage the seat lock which is secured by a finger welded into the car flooring shown in Figure 13.

Note that if seat belts are already installed you will have to route the belts through the seat slots while lifting the seat. Be careful to ensure that the seat slots are not torn by the belt ends.

It may be necessary to unbolt the seat belts while

holding the seat aloft.

It is always interesting to find out what is under your Mustang's seats! If the car has never undergone a seat restoration you may find the original build sheet or other factory paper work which will indicate the build progress and possibly repaired

manufacturing errors.

We have heard of antique paraphernalia of all sorts discovered under Mustang seats.

Place the seat cushion in a safe place and recover if necessary.



"It is always interesting to find out what is under your Mustang's seats!..."



Figure 10

Restoration: Remove rear seat



Someone had added carpet under our test car's rear seat as a sound deadener.



Figure 11



Figure 12



Figure 13

Restoration: Remove rear seat flat panel



Please read these instructions carefully before removing the rear panel it's a bit tricky to remove.

Next you will remove the rear seat flat panel. This panel bridges the gap between the folding rear seat and the rear trunk hatch door.

This panel is held in place by 4 screws as shown in figure 15. Removal is simply a matter of removing these screws and lifting the panel out.

The panel is quite heavy since it is made of stamped steel. When removing the panel lift the end closest to the front of the car up first just enough to clear the seat panels and slide the assembly slowly forward before lifting the rear end of the panel.

The panel has a unique fastener system for the rear

screws. These screws pass through the panel and through a bracket in the rear seat area. The screw is actually threaded into a bracket attached to the panel itself. Figure 16 shows the rear most

bracket and the large hole in which the mounting screws pass. Once you have the panel free you can remove it from the car completely.

As an aside this a method



Figure 14

“The panel has a unique fastener system for the rear screws”



Figure 15

Restoration: Remove rear seat flat panel



Figure 16

you can use to access the trunk area of the fast back if you ever lock keys in the trunk or if the trunk becomes jammed for any reason. Once this rear most panel is removed the rear hatch can be easily opened since the rear panel holds the latch mechanism for this door. With the hatch open it is then possible to remove the trunk latch mechanism from inside of the car!

Once the panel is removed inspect this area for rust and clean up any old dust and grime that may be present.

At this point you are able to remove the rear folding seat assembly.



Access to the trunk through the trap door can save you a trip to the lock smith in case of keys locked into the trunk!

“The panel is quite heavy since it is made of stamped steel....”



Figure 17

Restoration: Remove fold down back seat assembly



Remember to keep the E shaped spacers you will find under the fold down seat assembly hinges.

“After the seat assembly is removed you will need to inspect the floor area for rust...”

Once the rear seat panel is removed you will have access to the bolts securing the fold down back seat assembly.

Note that under each hinge

you will possibly find one or more E shaped metal spacers.

Make special note of the location and number per side of these spacers. You

will want to be sure and replace these when you reassemble the fold down back seat assembly.

Figure 20 shows that a longer bolt is used to secure the rear most hinge fastener hole (shown being removed in Figure 18).

Carefully lift the seat assembly being careful not to damage the console if you have one installed. The seat assembly is quite heavy and removing it from the car is best done with two people holding the seat assembly.

After the seat assembly is removed you will need to inspect the floor area for rust and make any repairs needed.



Figure 18



Figure 19

Restoration: Remove fold down back seat assembly



Figure 20



Carefully organize the bolts you remove from the rear seat assembly so that they go back in the same locations.



“Make special note of the location and number of per side of these spacers...”

Figure 21

Restoration: Remove roof



Remove the roof trim using a Philips head screw driver. The roof trim is made entirely of painted metal.

First remove the center trim section as shown in figure 22. You may then remove the left and right sections which meet the upper vent panels on each side of the car.

After the trim is removed be sure and store it in a safe place. An old blanket or other soft cloth is handy for this purpose.

Carefully examine the Philips head screws used to secure the metal trim and replace any that appear rusted.



Figure 22



Figure 23

Restoration: Remove roof



Figure 25



Look carefully for any damage to the panels you remove. Now is the best chance you will have to restore any damaged panels.



Figure 24

“After the trim is removed be sure and store it in a safe place...”

Restoration: Remove door sill trim left and right sides.



Now is a great to replace the entire carpet if needed.

“A ratchet with a Philip’s screw tip will make the job easier...”

Removing the door sill trim is simply a matter of backing out several Philip’s head screws. Some of the screws are driven in from the side of the sill plates. The absence of the front seats will make this job easier.

A ratchet with a Philip’s screw tip will make the job easier. However, be careful that you do not strip the interior sheet metal. This often happens as the result of poor restoration techniques.

Sill plates need to be replaced as part of this restoration process unless they are in unusually good shape.

Once you have the sill plates removed you will need to decide if you need to replace the carpet.

You may also want to

replace the front seat belts or have these restored.

It is possible to restore the seat buckles using conventional techniques but do not dye the belt as the fabric may not retain its original strength and



Figure 26



Figure 27

Restoration: Remove quarter panel upper metal trim left and right sides

Remove the thin metal trim on the left and right sides of the car as shown in the figures below.

Notice that you will have to remove the small end caps on the forward part of each quarter panel first.

The metal trim is secured with Philip's head screws. This trim is quite thin so be careful to prevent it from bending.

You can also now remove the painted metal trim around the seat latch lever which is secured with

painted screws. When you re-install the latch trim plate you may want to apply some epoxy into the screw holes to prevent stripping in the fragile fiberglass panels.



A small dab of epoxy inserted into the seat lever trim screw holes will be required when you remount the quarter panels.



Figure 28

“Notice that you will have to remove the small end caps on the forward part of each quarter panel first.”



Figure 29



Figure 30

Restoration: Remove vent cover panels left and right sides.



Carefully store the vent covers. They are made of fiberglass are very brittle.

Each vent cover assembly is covered by triangle shaped fiberglass panels as shown below. You can remove these with a Philip's head screw driver as seen in figure 31. Once you have both panels

removed you will have access to the entire vent assembly. If the vent assembly does not move freely or is badly rusted you will want to remove it and repaint. Be sure and apply lithium grease on key

friction points before you finish.

Be sure and polish all exposed chrome. Polishing the chrome slide handle knob is difficult with the vent cover is installed.



Figure 31

“Be sure and polish all exposed chrome...”



Figure 32

**Restoration: Remove vent cover panels
left and right sides.**



Figure 33

Restoration: Remove quarter panel covers left and right sides.



It is now time to remove the inner quarter panel covers.

Start by removing the thin plastic chrome trim edging as shown in figure 36. This trim is usually secured with some sort adhesive. Pull it slowly off allowing the adhesive to stretch and separate without crimping

the trim. If you do happen to break this trim it is possible to replace it with reproduction trim available at many Mustang restoration supply companies.

You may now remove the lower bolts securing the quarter panel covers as shown in figure 37. Don't be surprised if you see missing bolts here. Ford

did not always carefully inspect unseen trim assemblies on their production lines.

After you remove all of the Philip's screws which secure the panels the panels can be easily lifted from the car.

Be very careful to disconnect the courtesy lamps as you remove these panels as shown in figure



Figure 34



Figure 35



Figure 36

Restoration: Remove quarter panel covers left and right sides.



Figure 37

34.

Once you have the quarter panels removed carefully inspect the lamp wiring to ensure that the lamps will work when re-installed.

We recommend that you replace the courtesy lamps with modern long life lamps before re-installing your restored quarter panels.

Also be sure and carefully clean any corrosion or rust from the lamp sockets which we will disassemble later on in this manual. Corrosion of the lamp assemblies is almost a given in these older Mustangs.



Support the panels as you remove them to guarantee that you don't introduce new chips and damage!



Figure 38

Restoration: Remove rear corner upper metal trim pieces.



Clean as much of the exposed interior as possible in order to identify any damage and expose any

The interior is starting to look bare at this point. Examine the wheel wells and the floor for rust or other damage.

If extensive rust is evident a complete restoration of the floor panels may be in order.

Remove the rear trim pieces as you did the side pieces using a Philips head screw driver.

Again if any of the screws show rust or corrosion replace them. As you remove the left and right sides of the upper metal

trim pieces mark the back of each piece as "left" or "right" this will make reassembly easier.

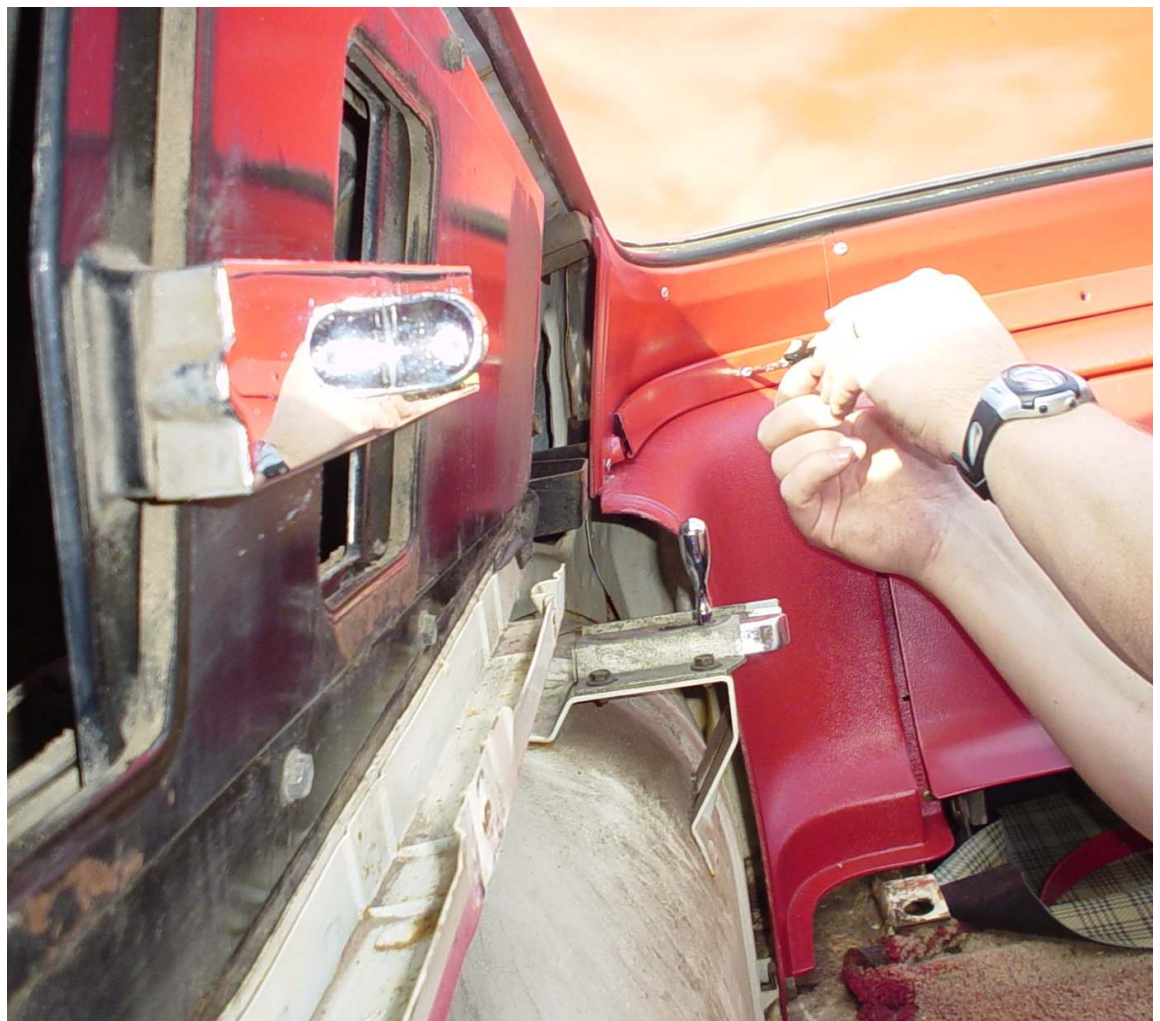


Figure 39

Restoration: Remove rear corner upper metal trim pieces.



“if any of the screws show rust or corrosion replace them...”

Figure 40

Restoration: Remove trap door.



The trap door is secured with 4 screws at two hinges. Additionally it can be held open with a lever that latches open. A small release lever is contained on the supporting lever.

First open and latch the trap door. You can now remove the two bolts in the door as shown in figure 42.

Remove the 4 screws which affix the hinges to the door and lift the door out of place.

Store the door in a safe place. If the support hinge does not work smoothly

lubricate it with a small quantity of lithium grease.



Figure 41

“Remove the 4 screws which affix the hinges to the door and lift the door out of place...”



Figure 42

Restoration: Remove trap door.



Figure 43 release lever



Remove any old sections of carpet or sound deadener.



Figure 44

Restoration: Remove rear door trim panel.



Carefully bag the fasteners so that you can match fasteners with panels when you do re-assembly.

It is now time to remove the rear door trim panel.

This panel is secured by several Philips head screws some of which are shown in figure 45.

Be sure and use baggies to store the various fasteners

from each panel you remove. Various lengths are used and it will be important to keep track of which screws were used with which panels.

After the trim is removed you should carefully inspect the all metal

mounting parts for rust.

Store this panel safely for cleaning and repainting it is a difficult panel to replace if damaged.



Figure 45

Restoration: Remove rear door trim panel.



Figure 46

Restoration: Remove left and right rear upper trim panels.



Please review the updated assembly procedure [here](#) before continuing your installation!



Figure 47



Figure 48

The upper left and right rear trim panels are removed once again by removing several Philips head screws.

After you remove these panels you can immediately remove the lower corner panels.

Special plastic fasteners are used for some of these screws as shown in figure 49. Hold these fasteners while unscrewing the Philips screws as they are made of nylon and tend to spin.

Note that overlapping trim panels often share the same fastener. During re-assembly you will have to make sure and replace the panels in the correct order.

Restoration: Remove left and right rear upper trim panels.



Figure 50



Figure 49

Restoration: Remove left and right lower rear trim panels.



Figure 50 shows the location of the key screws for securing the right lower trim panel.

Figure 52 shows the bare rear section with all panels removed.

removed.

Figure 53 shows the removal of small plastic retaining nuts that are behind some of the screws that hold the lower corner

panels in place.



Figure 52

Restoration: Remove left and right lower rear trim panels.



Figure 53



Figure 51

Restoration: Repair fiberglass panels



Please review the updated assembly procedure here before continuing your installation!

“To catch the reader's attention, place an interesting sentence or quote from the story here.”

Almost 40 years of wear and tear will have resulted in dings and chips in your internal panels.

Repair of small areas of damage can be made with quick drying epoxy.

Repair of the textured panels should be done carefully to avoid obscuring the grain. Fill in dents and dings with epoxy sparingly to avoid having to sand excessively.

Panels which are smooth

can be filled and patched with epoxy or even with small pieces of fiberglass matt. You can apply epoxy with a razor blade and smooth with sandpaper after it dries thoroughly.

If large cracks or holes are present it may be necessary to attempt to replace the entire panel with a reproduction part or with original parts from a donor car.

Pay special attention to the mounting holes as these tend to develop stress cracks.

In order to ensure a smooth finish sand any patches with progressively finer sand paper until you have a perfectly smooth surface. Any imperfections in the surfaces will be amplified once the panels are painted.



Figure 54



Figure 55

Restoration: Repair fiberglass panels



Figure 56



Any surface imperfections will be amplified when painted.

“You can apply epoxy with a razor blade and smooth with sandpaper...”



Figure 57



Figure 58

Restoration Prepare quarter panels for painting



Be sure and clean any corrosion or rust from the lamp sockets.

“The lamp housings are held into place with metal ears which allow the housing to snap in and out...”

Each quarter panel houses a courtesy lamp which must be removed prior to painting.

The lamp housings are held into place with metal ears which allow the housing to snap in and out of the quarter panel.

Because of the light guard shown in figure 60 it can be difficult to remove the lamp housing.

Insert a flat headed screw driver into the light guard and gently bend the metal tangs while you pull on the housing.



Figure 59



Figure 60

You should be able to work the housing out of the quarter panel.

Mark the lamp housing and the back of the quarter panel so you can place each lamp housing in its original quarter panel.

You will find that the lamp housings are easier to replace if they go back into their original panels.

A small amount of silicon RTV or other flexible glue may be needed if the lamp housing is loose after removal and replacement.

Never permanently glue these lamp housings in as they must be removed to change out failed lamps.

Always replace the existing lamps with new long life automotive lamps.

Polish the chrome plated lamp housings or replace these with reproductions so that they are ready for installation after painting if finished.

Once the lamp housings are removed the quarter panel should be cleaned thoroughly before painting.

Use a degreaser like “Orange Blast” or “Simple Green” and thoroughly soak the panel.

Use a soft towel to clean off any loose dirt. Rinse with clear water and allow to dry in the sun after drying with a towel before painting.

Wash both the outside and inside surfaces of the panel.

Restoration Prepare quarter panels for painting

Also wash the inside of the lamp housing shield.



Figure 61

Restoration: Tape chrome vent cover panels and prepare for paint



Wash the vent trim panels before masking the chrome.

After cleaning the vent covers polish the chrome vent trim.

The vent chrome is very difficult to remove and replace. So unless the plating is very damaged you may want to avoid this task.

It is possible to easily remove the slide lever trim by bending straight the mounting ears on the back side of the vent cover panel.

Once the vent trim is polished use masking tape to carefully cover the chrome trim.

The vent trim panels are made of reinforced fiberglass. Small nicks or chips can be repaired with epoxy. Pay special attention to any damage to the mounting holes.

“The vent chrome is very difficult to remove...”



Figure 62



Figure 63

Restoration: Tape chrome vent cover panels and prepare for paint

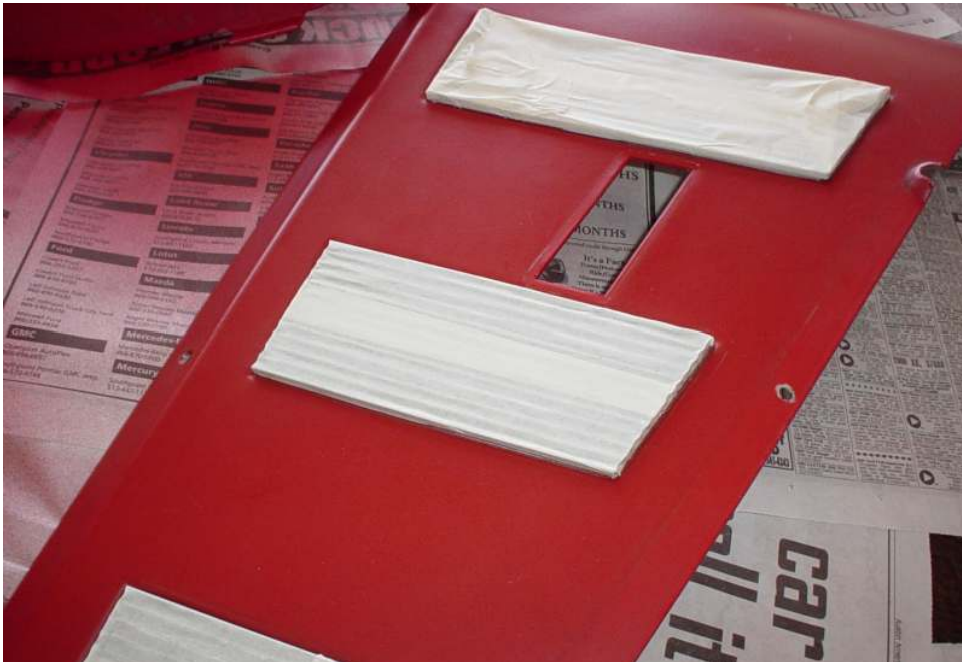


Figure 64



“easily remove the slide lever trim by bending straight the mounting ears...”

Figure 65



Please review the updated assembly procedure here before continuing your installation!

“To catch the reader's attention, place an interesting sentence or quote from the story here.”

Restoration: Repaint all panels

Layout each cleaned and repaired panel on a large flat surface. Group the panels so that you can spray all of the panels together and therefore take advantage of over-spray.

The lacquer used is quite thin. Several companies like www.dallasmustang.com, www.johnsmustang.com and many others offer exact paint matches for original Mustang colors in aerosol spray cans.

In order to re-paint all of the interior panels in the rear section of the fastback we recommend that you

obtain at least 6 cans of lacquer in the appropriate color.

The lacquer is usually quite thin and several light coats will be required to cover the panels. It is possible to repaint the panels at any time.

Mustang Project recommends that between 7 and 8 light coats be used with drying time of 10 to 20 minutes between coats be allowed.

Do not coat the

panels too heavily or the grain will be obscured. Be sure and repaint the seat leaver trim piece.

After the painting is finished allow all of the pieces to dry overnight before handling and beginning replacement.



Figure 66



Figure 67

Restoration: Repaint all panels



Figure 70



Group all of the small metal trim pieces together to ensure a consistent finish.



Figure 68

“Mustang Project recommends that between 7 and 8 light coats be used ...



Figure 69

Restoration: Remove chrome from rear flat seat panel



The rear flat seat panel is trimmed with chrome and contains several stops and latch parts.

These must be removed in order to replace the carpet sections. Use a Philips head screw driver and remove the side sections as

shown in the figures below.

The old carpet may be glued down to the panel but it can be easily removed by pulling the carpet up from one corner and peeling it off.

Save the old carpet piece as it will become your

pattern for trimming the new carpet section.

Polish the chrome parts and store in a safe place while you proceed with the rest of the restoration process.



Figure 71

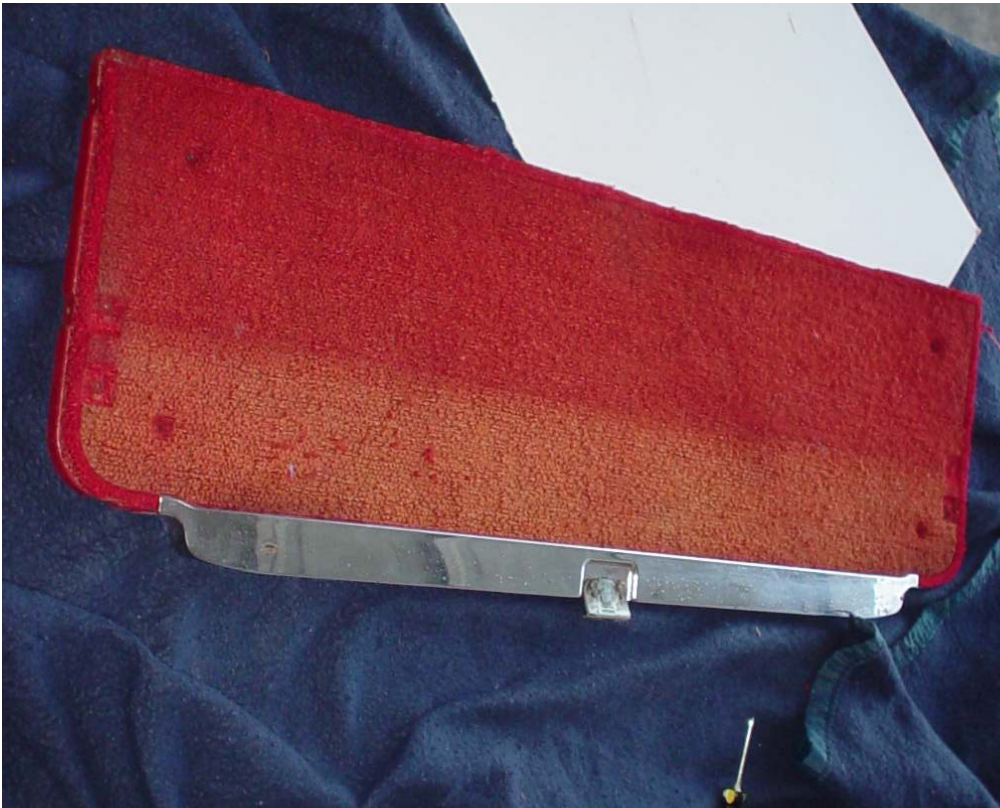
Restoration: Remove chrome from rear flat seat panel



Figure 72



Many of the Philips head screws will be corroded. Replace with new stainless steel screws.



“Polish the chrome trim parts and store in a safe place while you proceed with the rest of the restoration...”

Figure 73

Restoration: Replace rear flat seat panel carpet and replace chrome trim



Please review the assembly procedure here before continuing your installation!

It will probably not be necessary to clean all of the old glue from the rear flat seat panel. However, if this is needed paint remover will do the job nicely.

Using the old carpet as a template cut your new piece using scissors after marking the back of the new carpet with marker as shown below.

After the carpet is trimmed use a spray adhesive like 3M Super Spray adhesive and secure the carpet.

After the carpet is mounted trim the edges of the carpet flush with the seat panel using a carpet knife as shown in figure 77.

After the carpet is trimmed replace the chrome parts and all stop/latch mechanisms.



Figure 74



Figure 75

Restoration: Replace rear flat seat panel carpet and replace chrome trim



Figure 76



Line up the old carpet and the new panel to mark for trimming.



“After the carpet is trimmed use a spray adhesive like 3M Super Spray adhesive...”

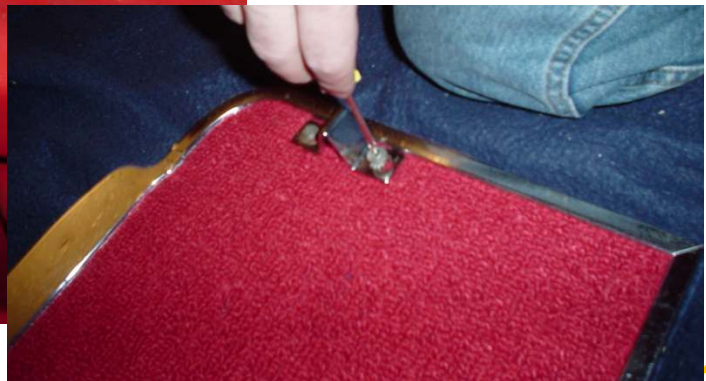


Figure 77, Figure 78

Restoration: Remove seat back from L shaped panel and all chrome



Do your disassembly on a soft carpet or a piece of old blanket to avoid tearing or marking the seat back.

“remove the plastic catch receiver as shown in figure 82...”

The actual rear seat back is hinged with a L shaped piece. These parts must be separated so that the L shaped piece can be repainted and the carpet on this piece replaced.

Remove the hinge from both parts of this assembly to free the L shaped piece from the seat back. Remove all chrome trim

from each piece.

Thought the L shaped piece is usually in good shape it is a good idea to repaint this piece with the same paint you used for all of the other panels to ensure a perfect color match.

Also remove the plastic catch receiver as shown in figure 82 and all chrome

from both pieces.

The figures on this page and the following demonstrate some of the various details of disassembly. Use this opportunity to polish all chrome and replace or replate any that is damaged.



Figure 79, Figure 80



Restoration: Remove seat back from L shaped panel and all chrome

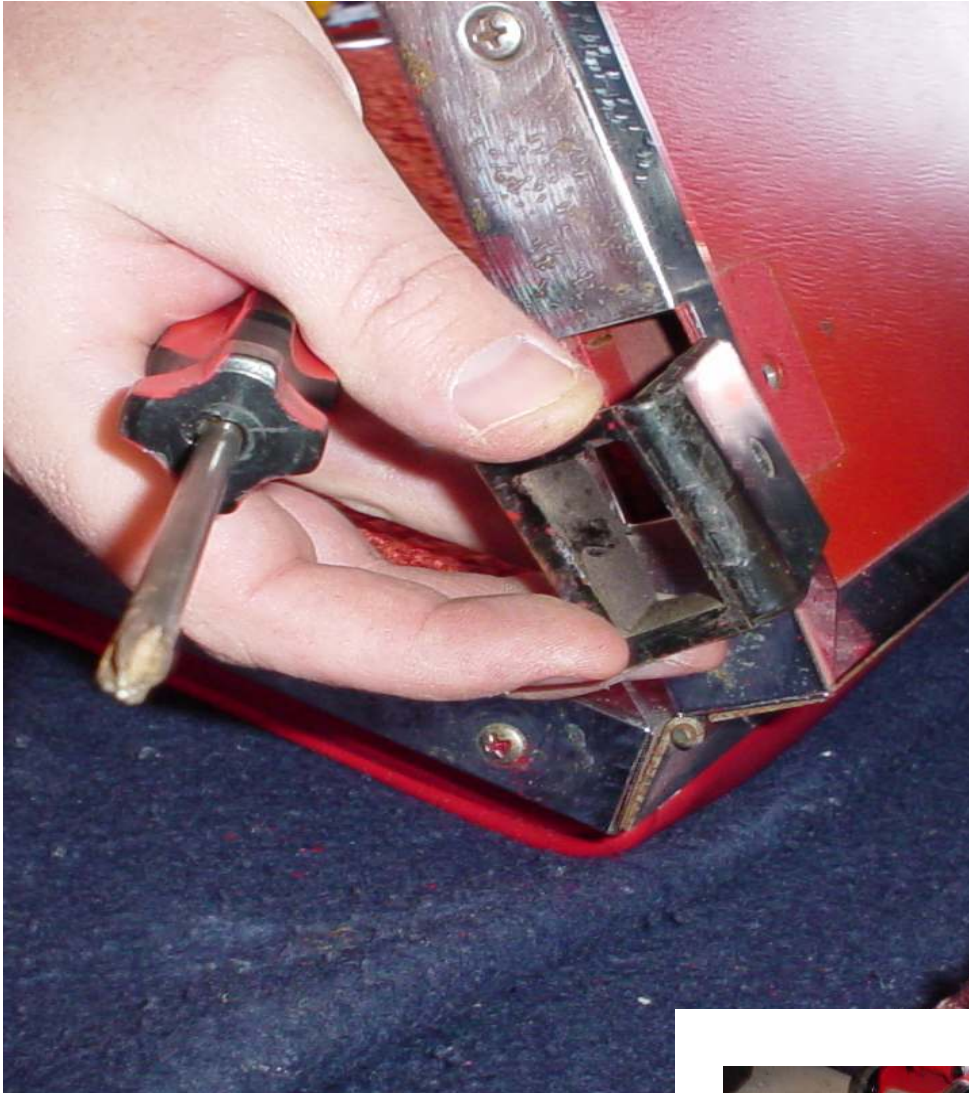


Figure 82



Figure 81

Figure 83



Old chrome will need re-plating or polishing!

“remove the plastic catch receiver as shown in figure 82...”

Restoration: Remove carpet from L shaped piece and polish chrome



Just as you did for the flat panel peel away the old carpet from the L shaped piece and polish up all of the old chrome.

Mustang Project recommends "Eagle One" never dull chrome polish. It comes with saturated cotton strips which are used to apply the solvent

along with a mild abrasive. Chrome will polish right up with this material though it will not of course eliminate deep scratches. Removal

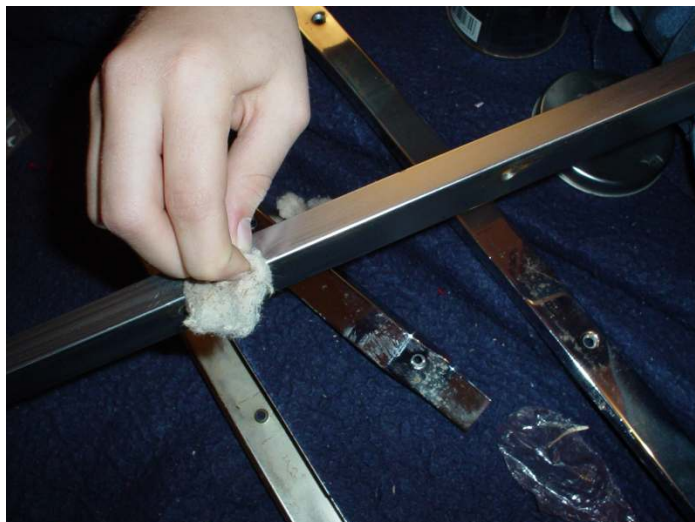


Figure 84,85,86

Restoration: Remove chrome and old seat padding from seat back panel

of the rear seat back cushion is probably not necessary . However, if needed is can be easily done as shown below once

all of the chrome trim and fasteners are removed.



Peel the old carpet away carefully and keep the remnant as a template for the new piece you will apply later.

“It is probably not necessary to remove the rear seat cushion...”



Figure 87

Restoration: Replace carpet on L shaped panel



Please review the assembly procedure here before continuing your installation!

Mark the new carpet from the back using the old carpet piece as a template.

Spray the back of the carpet with adhesive and carefully fit on to the L shaped panel.

Smooth down the carpet with your hands and attempting to ensure that there are no ripples or bulges in the carpet. \

Once the glue has dried you will need to trim the carpet edges so that they

are exactly flush with the panel edges.

The chrome trim will not fit properly if the carpet overhangs the panel by very much.

“Once the glue has dried you will need to trim the carpet edges so that they are exactly flush...”

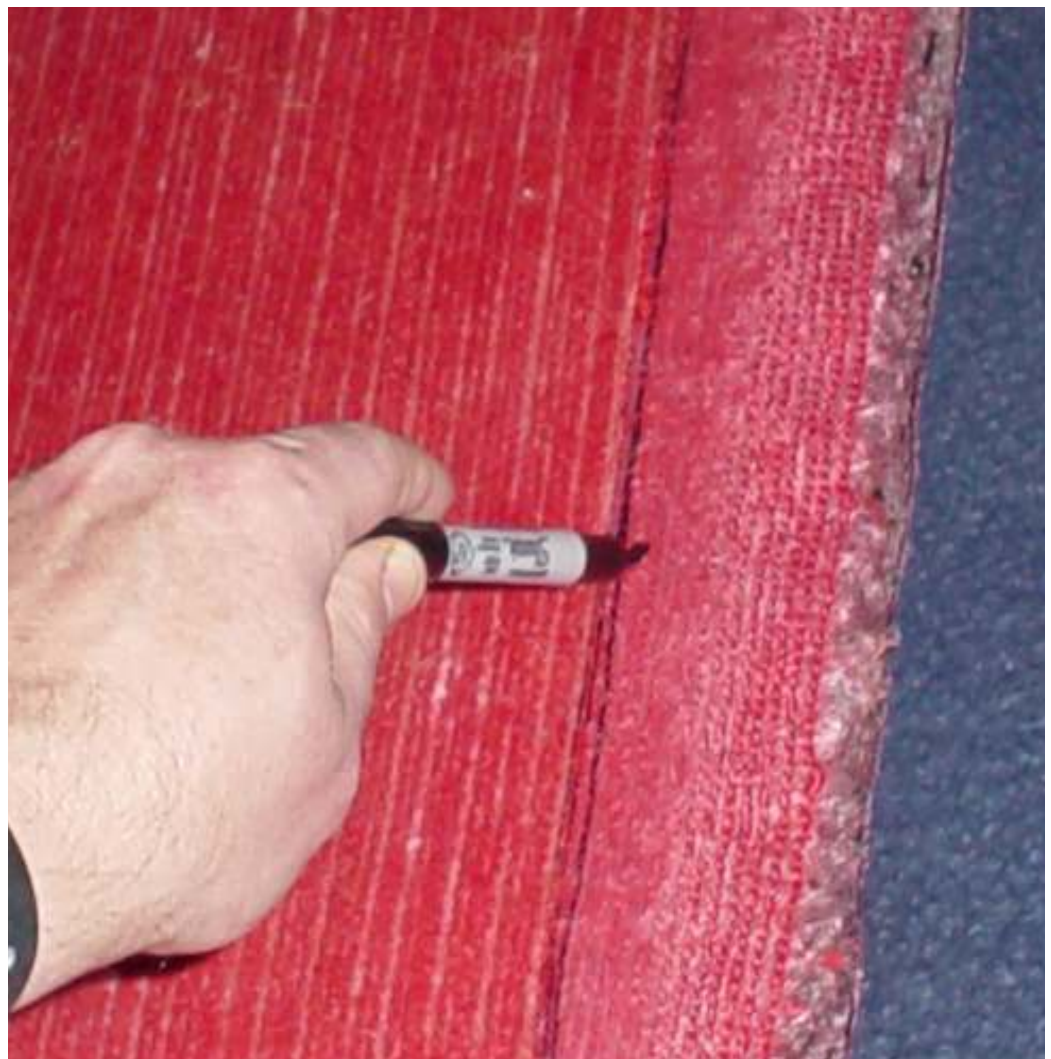


Figure 88

Restoration: Replace carpet on L shaped panel



Cut very close to the pane edge to make sure the chrome trim will fit.

Figure 90



Figure 89

Restoration: Replace old carpet on seat back



The process for removing and replacing the carpet is the same as for the other pieces.

Cut the new piece using the old as a pattern and trim any excess after gluing down the new carpet as shown in the attached

photos.

The seat back is normally in good enough shape so that painting is unnecessary .

Replace the chrome trim (be sure and polish before replacing) and secure all fasteners.



Figure 91 Use the old carpet as pattern

Restoration: Replace chrome trim on seat back



Figure 92 Replace all chrome after the carpet in is place and trimmed.



Figure 93 Carpet glued down

Restoration: Reassemble seat back and L shaped piece



Attach the hinge to the seat back and re-attach the L shaped piece to complete the assembly.

Note the direction of the hinge. The carpeted surfaces must be on the same side of the assembly

when the hinge is in the closed position.



Figure 93

Restoration: Reassemble seat back and L shaped piece



The stainless steel piano hinge closes with the carpeted surfaces on the same side.



Figure 94

Reassembly: Replace right and left lower trim panels



After all of the panels have dried adequately reassembly can begin.

Start reassembly with the right and left lower trim panels.

Replace the plastic nuts as shown in the figure below.

Since many of these panels overlap and share mounting screws look ahead in the manual to

anticipate when a screw will be shared between two panels.

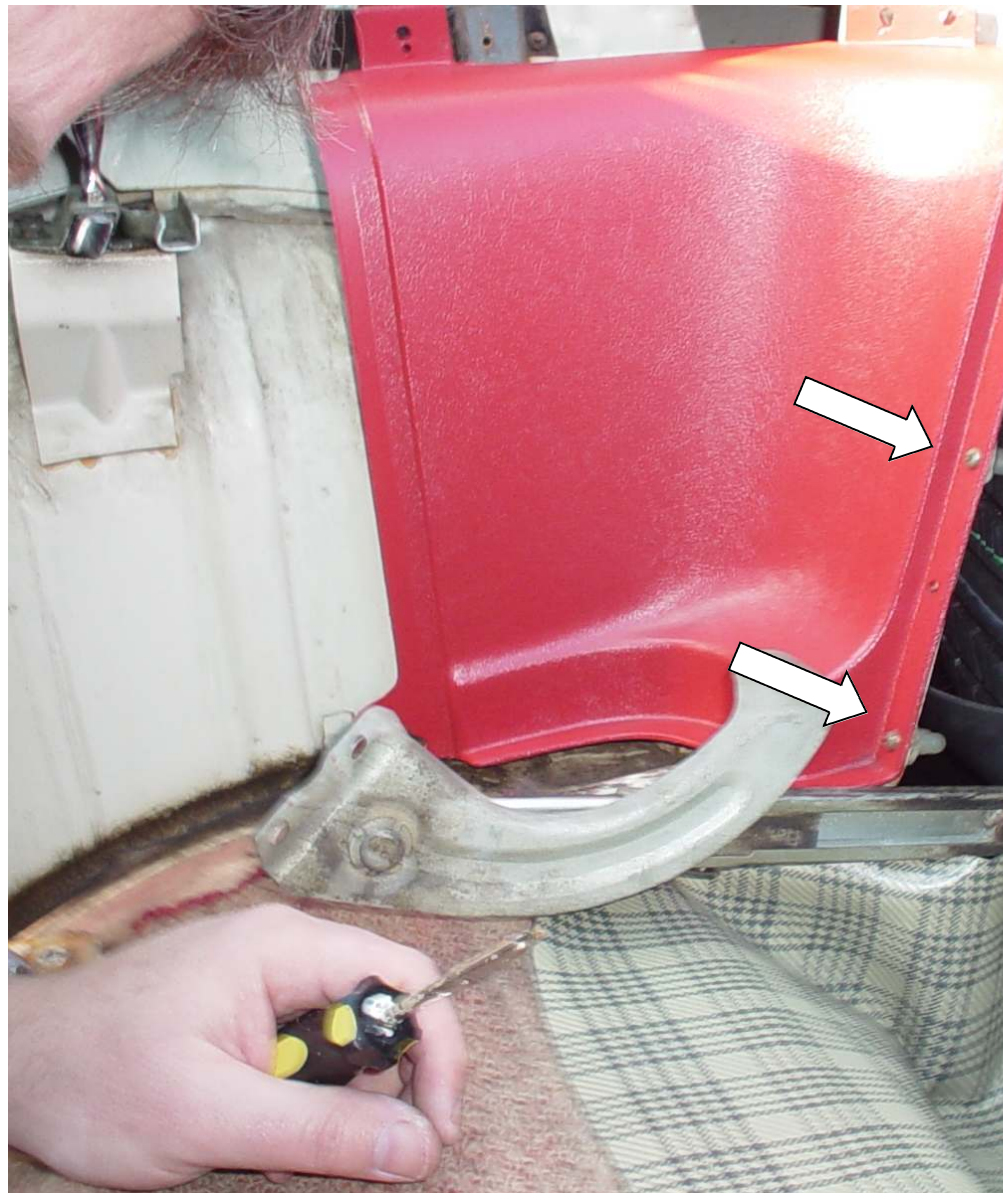


Figure 95

Reassembly: Replace right and left upper trim panels and rear door trim panel

Now replace the upper trim panels. These share mounting point with the lower trim panels.

After the corner panels are installed re-attach the rear door trim panel as shown below.



Many of the trim panels share fasteners



Figure 96



Figure 97

Reassembly: Replace trap door



Replace the rear trap door. Start by securing hinges as

shown in figure 98. After you have tightened these

fasteners re-attach the prop lever as shown in figure 99.



Figure 98



Figure 99

Reassembly: Replace upper metal trim pieces right and left sides

The metal trim can now go on over the rear door on both sides of the car. Since the screws that secure this trim are so visible use new screws if any corrosion is

visible at all. You will be glad you did as the overall appearance will be much improved by this effort.

Figure 101 shows the car interior starting to take

shape again.



The car is starting to take shape now. You should see a marked difference in appearance!



Figure 100



Figure 101

Reassembly: Replace quarter panels left and right sides



Be sure to reconnect the courtesy lamps in the quarter panels and test before bolting the panels in!

Reconnect the quarter panel courtesy lamps as shown in figure 103 below.

Make sure these lamps function properly (they should be ON if any door is

open) before mounting the quarter panels.

The three main bolts that hold the quarter panels in place normally have washers to more evenly

distribute the mounting force and prevent cracking of the brittle fiberglass panel. If these are missing you will want to add your own. Be sure and replace the chrome trim edge.

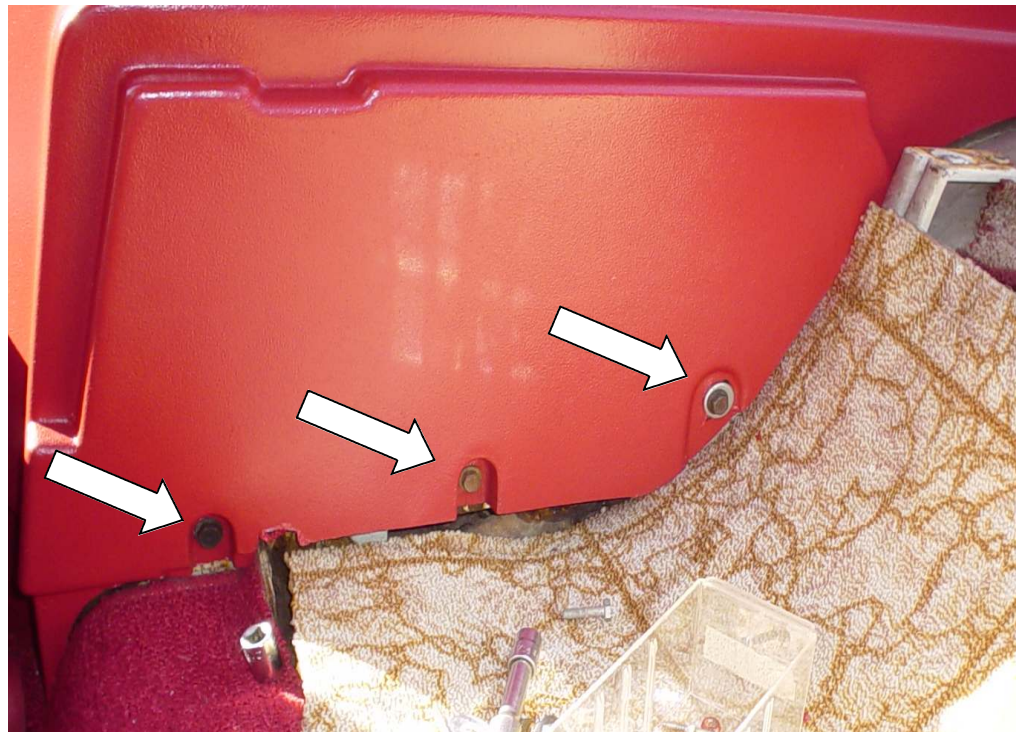


Figure 102



Figure 103, Figure 104



Reassembly: Replace upper vent covers left and right sides, replace metal trim left and right sides

The upper vent covers both left and right sides should now be installed. The quarter panel and the vent covers share screws so be careful to install these in the proper order to avoid removing the panels again just to get the shared

screws in place.

The metal trim can now be replaces on both sides of the car as well as the roof.

The interior is now complete with the exception of remounting the seat and seat back

assembly.

Remounting the folding seat assembly can be tricky so read the following instructions carefully before proceeding.



After the vent covers are in place all of the metal trim can be re-installed.

“Go ahead and install the upper roof metal trim now.”



Figure 105



Figure 106

Reassembly: Replace seat back assembly



Please review the assembly procedure here before continuing your installation!

Since the folding seat back assembly is quite unwieldy it is likely that you will scratch and dent the freshly installed quarter panels when inserting it back into the car.

To prevent this from happening securely tape two pieces of plain poster board over the quarter panels as shown in the

figure below. Poster-board is just the right thickness (cardboard may be too thick) to allow insertion of the seat and free movement of the seat assembly while protection the quarter panels.

A helper can be a great aid in placing the seat assembly into the car without scratching any of

your newly finished panels so try to get someone to hold one end of the seat assembly while you maneuver it in place.

Once the seat is in place secure the hinges as shown with the previously removed bolts. The longer bolt is installed into the rear-most hinge hole.



Figure 107

Reassembly: Replace seat back assembly, replace rear flat panel

Carefully align the seat assembly before tightening down the hinge bolts. It should move freely and not scrape either quarter panel as it moves up and down.

Do not remove the poster-board until you are satisfied that the quarter panels will not be damaged.

The clearances are tight and if you remove the

poster-boards before properly aligning the seat assembly you will quickly get several ugly scratches in the quarter panels!



Remember to re-place the E shaped spacers before you position the seat assembly!



Figure 108

“Do not remove the poster-board until you are satisfied...”



Figure 109



Figure 110

Reassembly: Replace seat bottom



Route the seatbelts if present through the slots in the seat bottom.

These slots are fragile so do not force the metal ends through. Rather slowly work them up through the slots.

A little Armor-All may ease installation and prevent damage to the vinyl.

Once belts (if present) are in place secure the seat bottom by pushing it back towards the rear of the car while pressing down on the front edges of the seat.

Again a helper may be useful to make sure the seat is secure on both the left and right side latches.

Now replace the front seats.

Be sure and secure new seat access hole plugs if yours are missing.

After the front seats are in place you are ready to go to the show!



Figure 111

Reassembly: Replace seat bottom



Make sure the rear seat is secure and latch on both sides!



Figure 112

Before!



These photos show the dramatic improvement after the restoration process is complete.

It is possible to obtain a like new appearance if you just pay attention to the details and follow these instructions!



After!



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