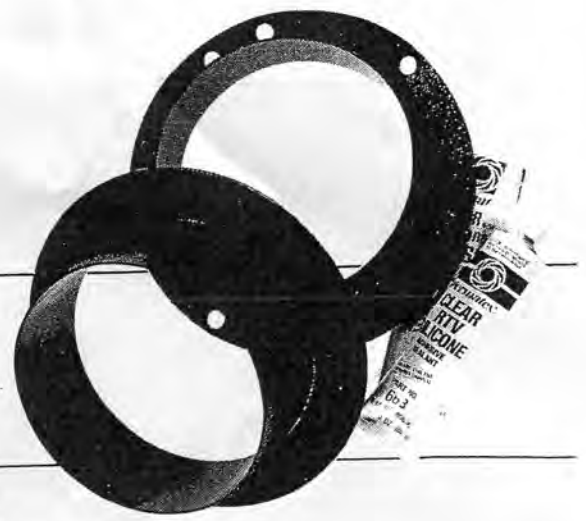


CALIFORNIA
Pony Cars



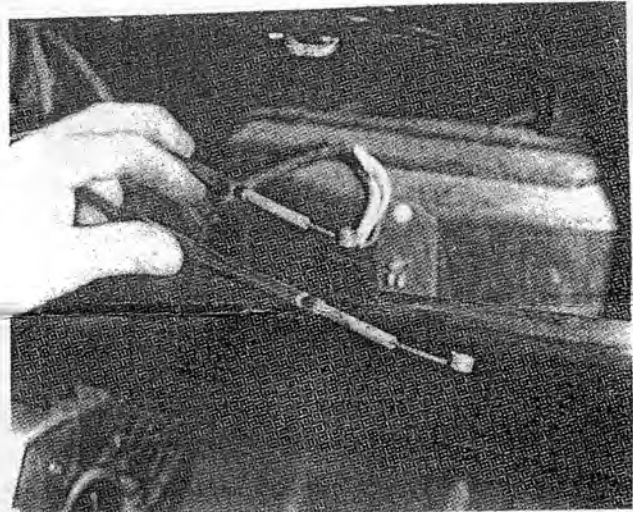
COWL VENT REPAIR KIT



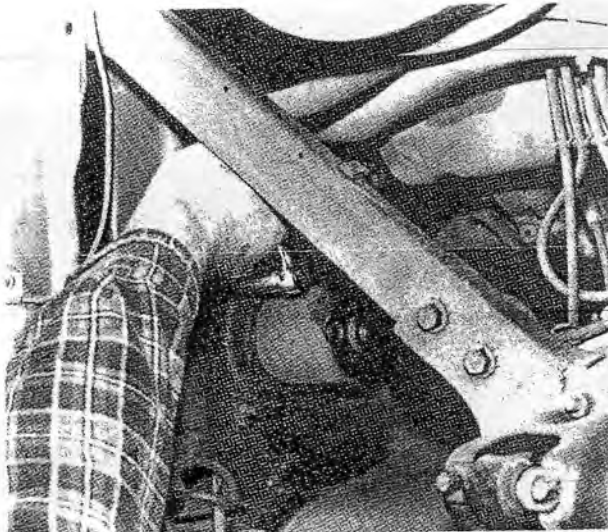
INSTRUCTION SHEET



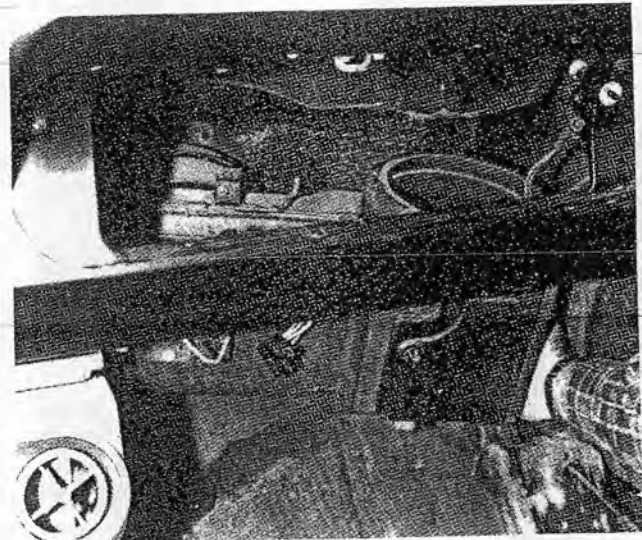
Check the source of cowl vent leakage. Run a garden hose over the cowl vent grille and check the flow of water at the fender bottoms. If flow is minimal at the bottom and excessive through the cowl vent opening under the dash, check the drain hole behind each fender for a stoppage. Factory sealant is many times the cause of plugged drain holes.



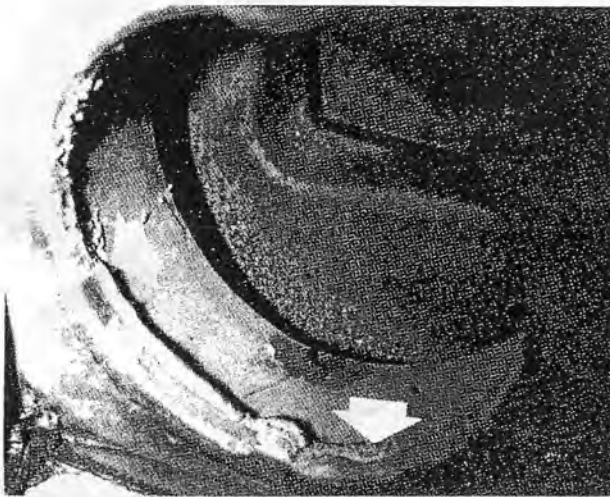
Disconnect the heater control cables and take note of where they were connected. Unplug the variable resistor (three-speed fan models only) on the front of the heater box.



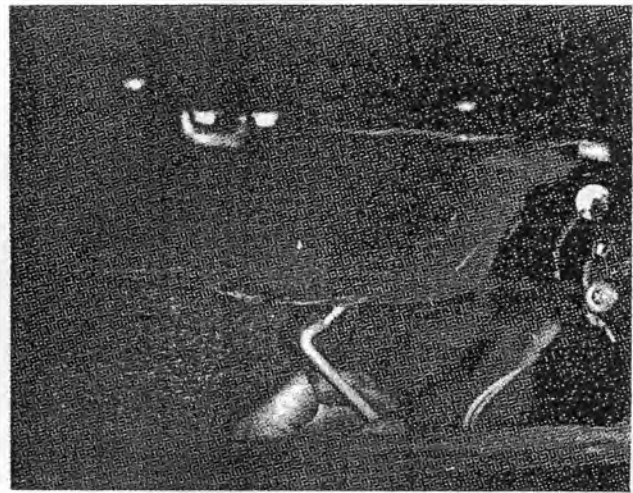
Unbolt the heater assembly from the firewall, unplug the fan motor, disconnect the heater hoses, and unfasten the heater box from the cowl vent attachment point.



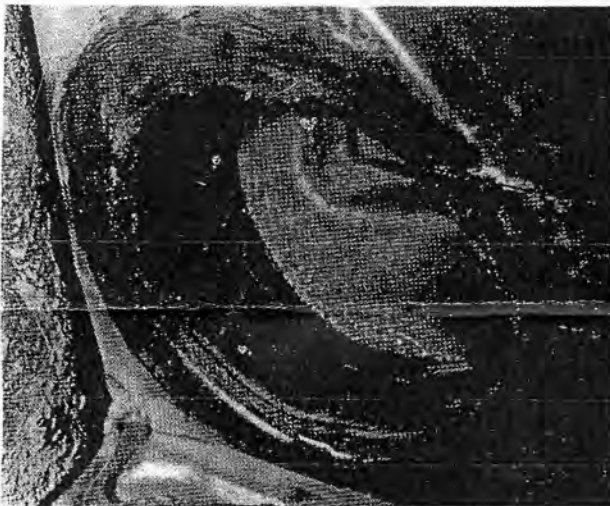
The heater assembly falls into your hands easily.



Not very impressive is it? The circular sheet metal dam is spot welded around its perimeter to the cowl belly. Aging body sealer allows water to leak past and onto your feet.



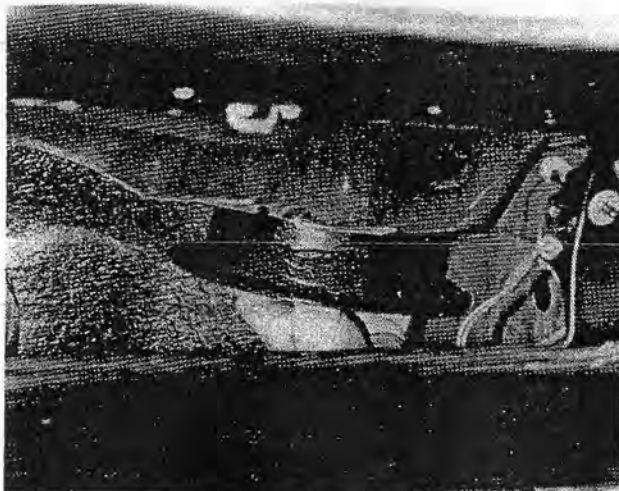
After a generous attack with a wire wheel, Steve applies a coat or two of rust inhibitor.



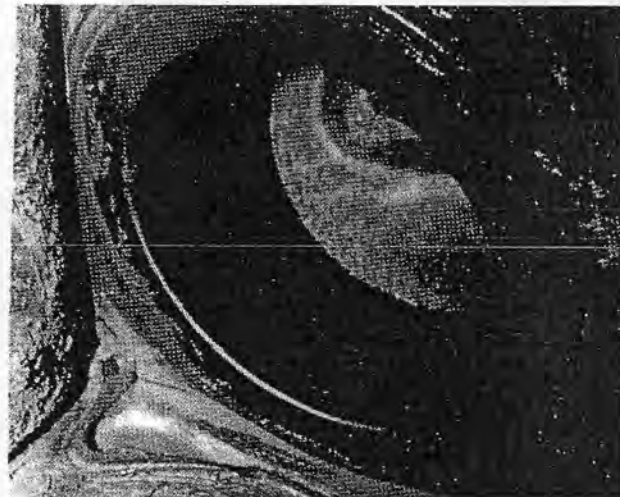
Notice the complete removal of all old body sealant at the gap.



A thorough application of either Marine-Tex or windshield sealant, around the perimeter of the plastic hat assures you of a leak-tight seal. Did you remember to seal the gap between the circular dam and cowl vent lip?



Insert the plastic hat up inside the cowl vent opening and find a way to keep it positioned until the sealer cures. Usually something wedged between the plastic hat and the floor or dash will keep it positioned.



You'll have to admit, this sure beats Henry's design.

**Pictures and text courtesy of MUSTANG MONTHLY.
Reprinted with permission.**