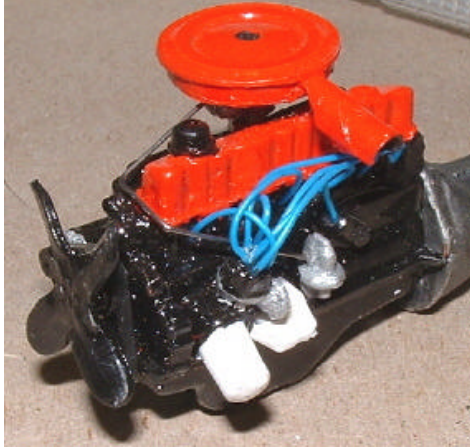


BUILDING THE RANCHERO PART 3

By Warren Moffatt

Well, I missed an issue and with the best laid plans of mice and men...Minor things like my washer catching fire and falling through the shed floor have kept me busy. Anyway... on with the show.

I went ahead with the motor mounts and using the KISS principle (keep it simple stupid) I made a simple angle bracket for the left and right side of the motor. I purposely made them long until I set the rear axle, drive shaft, and motor in place. From there it was a matter of taking the Dremel and grinding the ends off the motor mounts to the correct length. I also just flattened the top of the mounts on the chassis so centering the motor is simple. Also, by using the Mustang chassis there is a transmission mount with a locator pin. You will have to determine what size drill you will need (approx. 1/16 to 3/32") and where to drill at this part of the assembly.



These are the left and right mounts in their raw form. More filing is required to shape them.

Once I was happy with where the engine sat, I painted the mounts on the engine Model Master Steel (there is no number on the bottle I have.)

A couple of things to note; When making the mounts make sure you file down the vertical leg of the angle so as to clear the vacuum advance on the distributor. Also, the mount on the left side of the motor will be very close the oil filter but it has to be to line up with the chassis mounts.



This is the top of the chassis mounts.



This is the mockup of the chassis, motor, and suspension.

Getting a bit ahead of myself, when I set the wheels and suspension up, I set the body on and found the wheels extended well beyond the wheel wells. You will have to shorten the wheel pins on the rear axle and the front spindles as well as remove some of the back side of the wheels to correct this. Depending on the wheel and tire combo you use it will be a trial and error type of fit.

As you can see in the mockup, I used the front coils from the Mustang kit and all I had to do was add a couple of drill holes to the underside of the fender wells. Just don't break through.

Well that's it for now. Next I hope to have the interior and under hood stuff done. Keep on building.