

Cougar Club of America

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TECHNICAL ADVISOR

SMOG SYSTEM FOR THE 428 CJ

In regard to my letter in the last Newsletter, the following article is a sample of ideas that I feel should be shared with other members of the Club.

This is how I put the Thermactor Emission Control System back on my 428 ELIMINATOR (that thing we all threw away way back when):

It all started with a walk through my local wrecking yard. A friend and I came across a '74 Ford Extended-cap pickup truck with a 360 engine. We noticed how strikingly similar the pollution system looked to the 428's, and with the help of our local partsman, we both succeeded in reinstalling this system on our 428's. The air pump, bracket, and "S" tube were used from the 1974 pickup truck with the 360 engine. The following parts are still available from FORD, which I have indicated on the following diagram:

- Item A: The air check valve (part #D4TZ-9B289-A0;
- Item B: The check valves which you will need two of (part #D4DZ-9A487-A);
- Item C: The nut and ferrule--the part which screws into the heads (part #D5TZ-9B471-A). These come in boxes of two--you will need 4 boxes.
- Item D: The air manifold exhaust assembly (part #D5TZ-9B466-A). This is for the left side of the truck that goes on the right side of the 428--the only difference is the ends on the original ones had caps--the new one is crimped. The only catch to this whole project is the left side air manifold assembly, which is currently available as a reproduction item from various sources--I was lucky enough to have one.

The bracket that bolts to the thermostat housing and holds up the air valve can be made from a piece of sheet metal that is cut and filed to a rough configuration or you can purchase a reproduction if you are not handy.

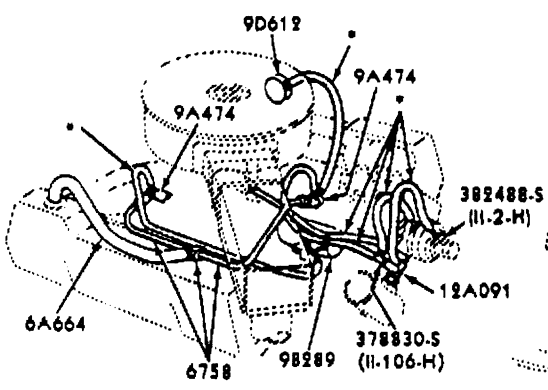
I found the original style clamps for this assembly at my local Central Tractor Farm and Family Center. They are listed as Sprayer Clamps. They are exactly like the originals.

Lastly, if you are unable to find an original pump and use a pump from a newer vehicle, you will have to change the pulley, which is part #D7TZ-9B447-E. That will let you run the same width fan belt as original. You will have to determine the length of the belt you will need after the setup is installed in your car.

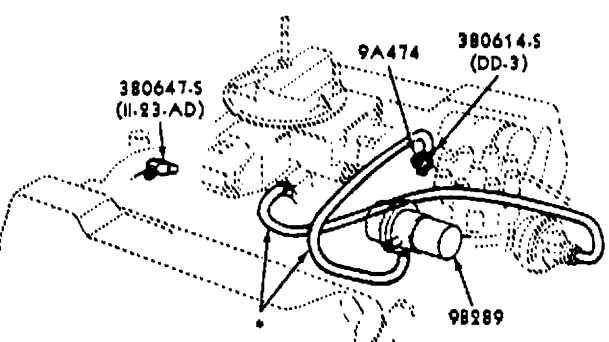
I found this to be a lot cheaper than purchasing a complete set through Hemmings Motor News for between \$1,100 and \$1,500.

I made this setup look identical to the original, even with correct, stamped part numbers and markings. I even replaced the crimped ends on the air manifold with correct end caps as original. I can't explain in detail in this short space all of our short cuts but please feel free to give me a call if you have any more questions or need any help.

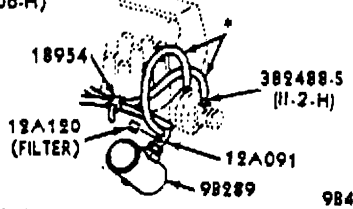
If any fellow members have experienced the same type of situation in restoring your COUGAR, through use of different parts, please write me or phone and tell me how other fellow members can restore their CATS.



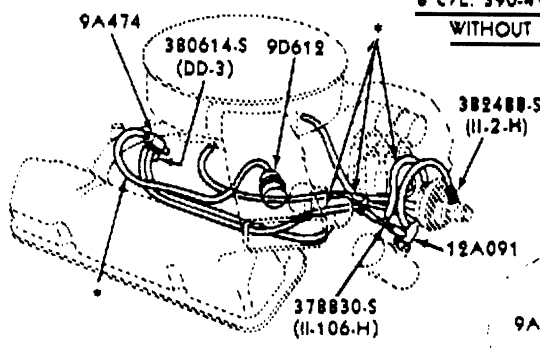
8 CYL. 390-4V "GT" ENGINE WITH AIR COND.



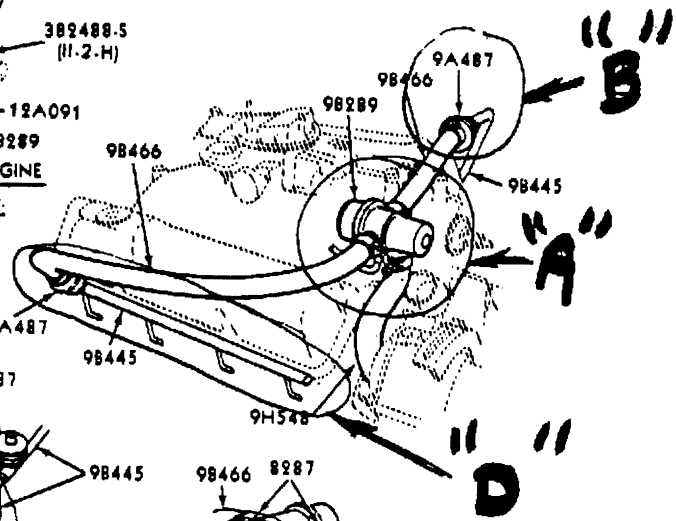
8 CYL. 427-4V ENGINE



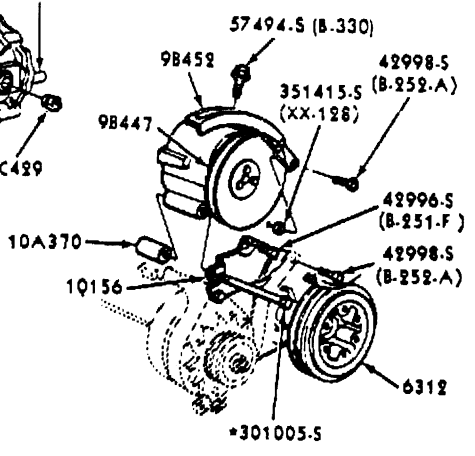
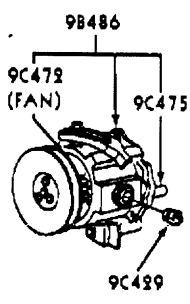
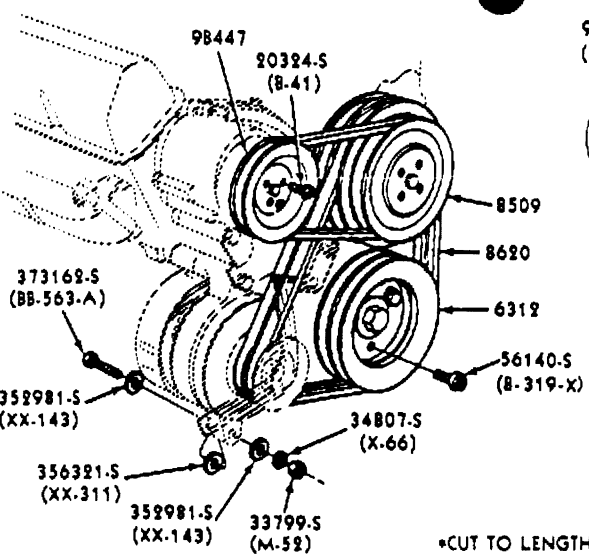
8 CYL. 390-4V "GT" ENGINE WITHOUT AIR COND.



8 CYL. 390-2V, 390-4V, AND 428-4V ENGINES WITH AND WITHOUT AIR COND.



"C"



*CUT TO LENGTH FROM C8AZ-12226-A BULK HOSE

P-6432

THERMACTOR EMISSION CONTROL SYSTEM and RELATED PARTS
1968 MERCURY, COMET/MONTEGO and COUGAR - 8 CYLINDER 390,427,428
1969 COMET/MONTEGO and COUGAR - 8 CYLINDER 428