

## Explorer Throttle Body fix

By Lars Pedersen

I've got an Explorer intake assembly on my SEFI 5.0. When I installed it a couple of years ago I had already obtained a Mustang 5.0 throttle body but I wanted to use the Explorer part because among other things, it had a bigger bore- 65mm vs. 60mm for the Mustang part. The problem was that the bell crank for the throttle cable was completely different on the Explorer t/b and so it wouldn't work with the Mustang cable setup that I already had.

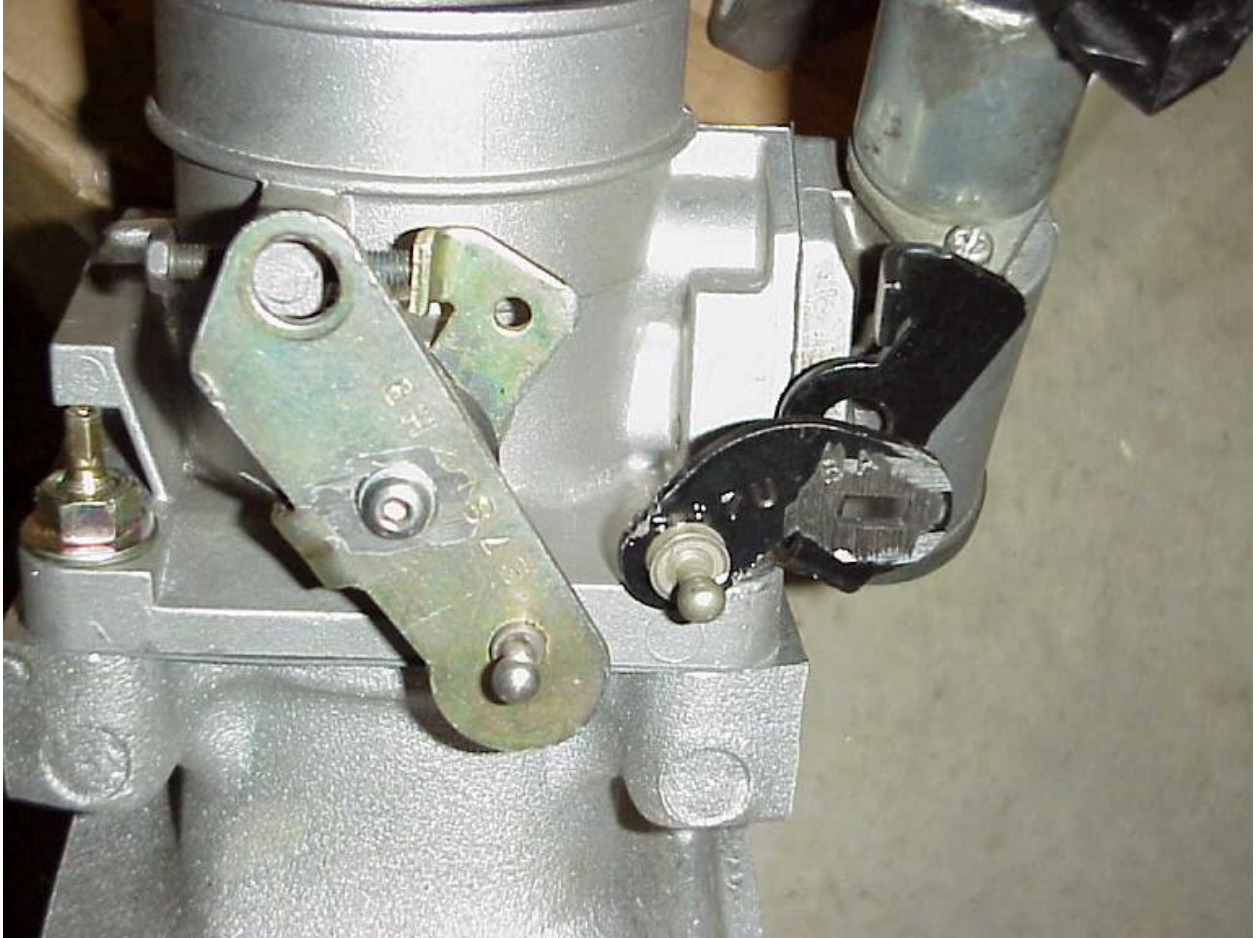
I realized that the t/b castings were externally very similar, and it looked like I could use the bell crank from the Mustang t/b on the Explorer t/b, if I could swap them. I used my trust Makita grinder to take off the peened-over end of the butterfly shaft so I could pry the bellcranks off both t/b's. Sure enough, I tapped the Mustang bellcrank onto the Explorer shaft and it worked perfectly. How to secure it, since there was no shaft left to peen over? I centerpunched the end of the Explorer butterfly shaft, then drilled straight into it with a no. 25 (.1495" dia.) drill, then ran a 10-24 tap into it. I scrounged a button head screw and a flat washer from one of my trusty coffee cans, put a couple of drops of Loctite on the threads, and tightened it in place. Done. Since the bellcrank is now in the exact same location as it would be with a Mustang t/b, the cable hooked right up. Half hour job, but you do need a junk t/b as a donor.

The following photos document the mods. For anyone interested in doing the mod, the photos should be of help identifying a potential donor t/b in a junkyard.



This one shows the Explorer t/b and the donor Mustang t/b, after its bellcrank was removed. The Explorer bellcrank is sitting next to the grafted on Mustang bellcrank

A closer view, you can see the grind marks on the bellcranks.



Another one, even closer.

