

Mustang Battery Heat Shields 1967—1973

M A R C U S A N G H E L

A battery heat shield is listed by Ford under the basic part number of 10A682. The purpose of the heat shield was to provide an extra layer of protection from the heat created in the engine compartment. It was believed that the constant heat being radiated to the battery case would affect battery life and cranking amps by causing electrolyte to boil over. The heat shield first appeared in the 1967 Mustangs and Cougars with the introduction of larger engine size options within the Ford

product line (Ford, Lincoln, Mercury). In certain applications the air conditioning option triggered the need for a battery heat shield due to the additional underhood heat generated by an air conditioning system. In general, documentation supports the use of the heat shield in most cases for high performance models, or air conditioned cars. The following guide will show what original shields look like, and the differences between them.



Cut to Fit

The early battery heat shields from 1967 to 1969 have two different engineering numbers on the same shield. This is because the same molded part was used for more than one application by cutting and fitting to size. The shields were either installed without any modifications, or were trimmed to fit the model and application that they were being used for. So for different model vehicles the same heat shield could be used by simply cutting to fit. This was done by Ford to create model specific heat shields from one single molded part. The trimming was for different model vehicles and not related to the battery size being used.



Version 1 (late 1966 or early 1967)

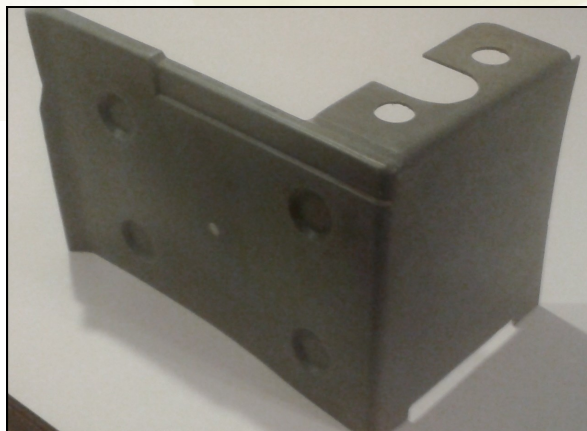
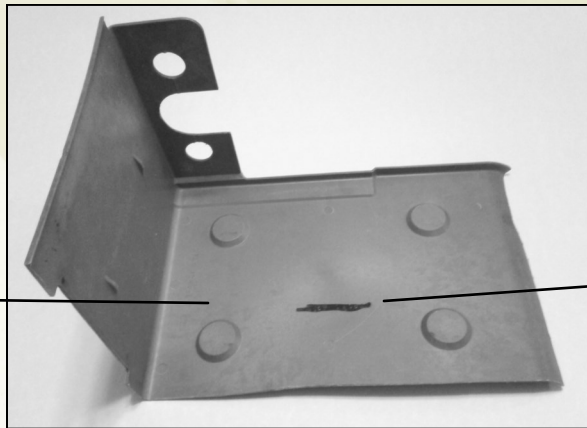
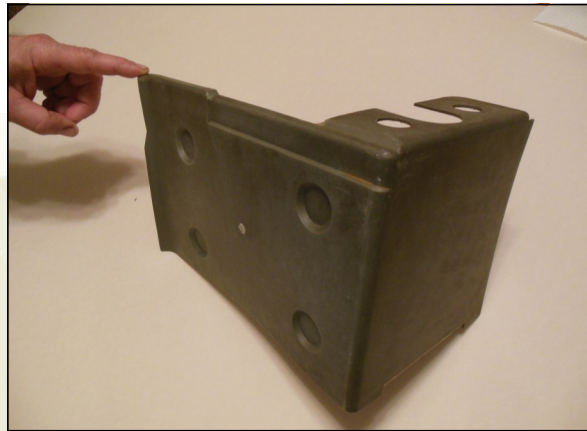
Engineering numbers (molded on shield):

C70B-10A682-A

C7ZB-10A682-A

Length: 11 3/8, Width: 7, Height: 7 3/4

Rarely seen, this first version of the battery heat shield has two engineering numbers molded on the inner face near the FoMoCo logo. This early version was molded in light grey plastic. It is not determined if this was used in production models, but if so, it was only for a very short period.



Version 2 (1967 to very early 1970 production)

Engineering numbers (molded on shield):

C7OB-10A682-B (11 3/8 uncut)

C7ZB-10A682-B (9 inches cut)

C7ZB-10A682-A (still molded, but XXX'ed out)

Width: 7, Height: 8

This version is the most commonly found original battery heat shield in Mustangs. Changes from the first version include a slightly increased height and the elimination of the top molded tab. Early versions seem to be molded in light grey plastic and later versions in a dark grey plastic (shown below).



Version 2 (continued)

When used in the Mustang or Cougar applications a shield was cut shorter to an overall length of 9 inches (regardless of battery size) and the bottom edge of the shorter side was cut.



Short shield placed on top of longer shield



Here you can see where the bottom of the shield was cut for better clearance of the battery case lower edge.



Version 3 (Very early 1970 production to 1973)

Engineering number (molded on shield):

DOOB-10A682-A

Length: 9 3/4, Width: 7, Height: 8

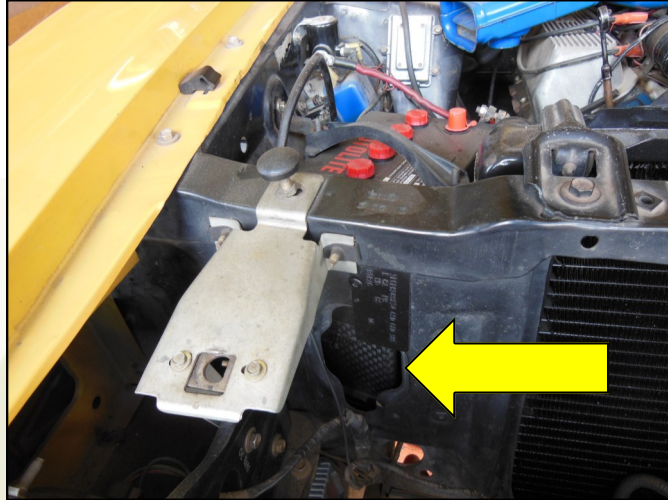
Ford now manufactured a one-size-fits-all heat shield for the next version. This eliminated the need to cut and fit per application and instead used the same shield for all applications. The 1970 Ford Mustang assembly manual drawing dated August 29 1969 shows this shield replacing the previous version.



DOOB-10A682-A

1971 to 1973 battery heat shield:

Changes in the design of the front radiator support area of the Mustang and Cougar now had a much larger cut out that allowed increased air flow. This can be seen in the picture below. It appears air conditioned and some high performance Mustangs used a battery heat shield in this time frame.

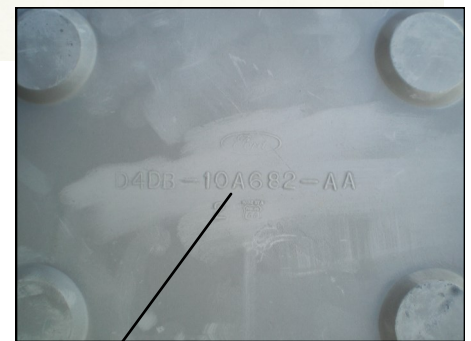
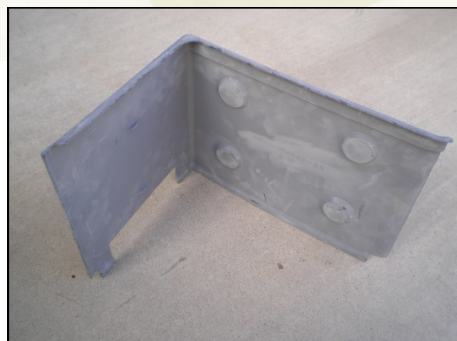
**Other Versions:**

Engineering number (molded on shield):

D4DB-10A682-AA

Length: 9 3/4, Width: 7, Height: 7 1/2

This is the most common version that is a **FAKE** for a real DOOB shield, as it is almost identical in its measurements except it is about 1/2 inch shorter in height. It is very common for the D4DB molded prefix to be ground off as people try to sell this version as an original DOOB shield.



D4DB-10A682-AA

Current Reproductions:

Engineering numbers (molded on shield) without any FoMoCo logos:

C7OB-10A682-B

C7ZB-10A682-B

Length: 11 3/8, Width: 7, Height: 8

The only reproduction to date that has been made is a copy of the second version. It is molded in a black plastic.

The quick way to identify the reproduction when installed in a car is by the mold injection point. The original has



the injection point in the center as shown in the photos below, and the reproduction is off center.



Original



Reproduction

Some Other Non-Mustang Shields:

There were many other battery heat shields used in different Ford models besides Mustang which included C6SB-A, C6SB-B, C7SB-A, C8SB-B, C8VB-A, DOVB-A, D2VB-A and D2VB-B.

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