

1965 to 1973

Rear Tie Down Brackets

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

All vehicles Ford manufactured at the different assembly plants were transported to the distribution point, or dealerships, either by rail or by truck. The methods in loading, securing, and shipping assembled vehicles was very important to minimize damage, and Ford specifically had departments that detailed how this was to be done. This was covered by the Ford Traffic Department and the Ford Packaging and Shipping Engineering Section. Details they covered included rail car loading and unloading, tie down chains and T hooks to be used, invoice and shipping documents, and attachment points to the vehicles.

Vehicles needed to be secured for transport and normally were tied down with a chain and T hook using slotted holes directly in the frame. One of the unique features of the Mustang and Cougar was that the assembly plants added a "Vehicle Hold Down Plate" (rear tie down bracket) to these cars during the years of 1964 to 1973 since they did not have a slotted hole in the rear frame that could be used. Today one of the interesting items you may still find on a car is the original rear tie down brackets that Ford added to the Mustangs and Cougars to make them easier to transport. This guide here will show some of the different versions of tie down brackets and the different applications where they were used based on original cars and owners. The tie down brackets were never serviced or sold by Ford.



All Mustang single exhaust cars, and all Mercury Cougars

All single exhaust Ford Mustangs and all Mercury Cougars (regardless of engine option) used the smaller tie down brackets attached to the rear frame rail (**Note exception mentioned on last page). Shown here there is a defined left and right side bracket with two different versions shown. Version A has an indexed notch that was possibly there to avoid the bracket being installed backwards. Version B does not have this indexed notch.



Version A with indexed notch

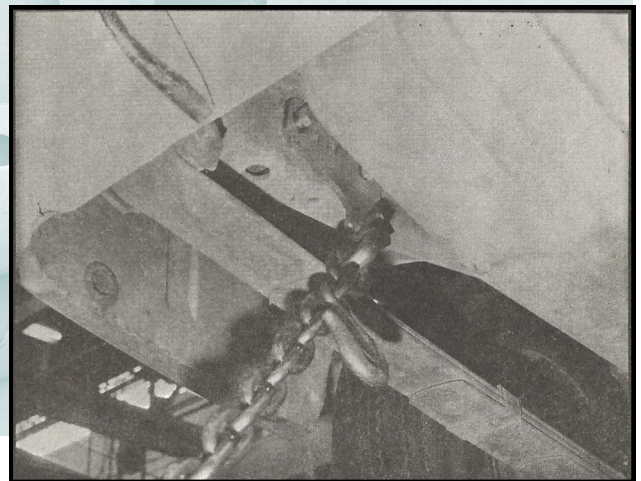


Photo courtesy of Jim Curylo

Version B without indexed notch



Photo courtesy of Dudley Simmons



Picture here shows drivers side rear tie down bracket installed and original tie down procedure in place with T hook and chain.

All Ford Mustang dual exhaust cars

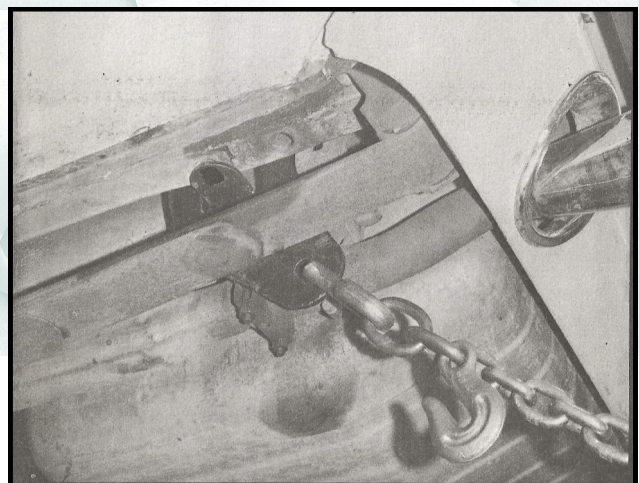
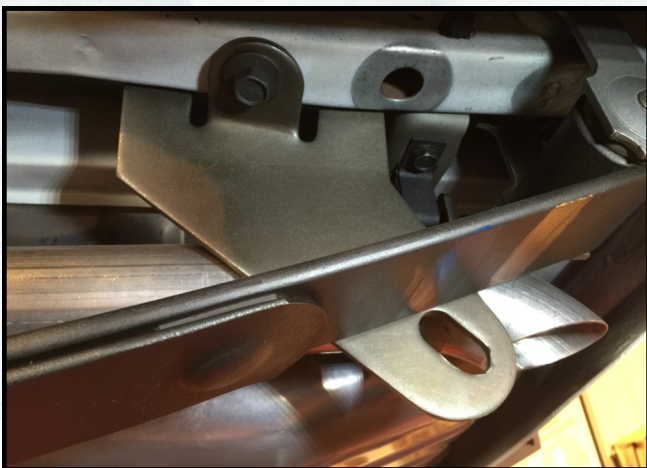
All dual exhaust Ford Mustangs (regardless of engine option) used the larger tie down brackets attached to the rear frame rail (**Note exception mentioned on last page). Shown here are two versions of this bracket.



Version A: Commonly referred to as the Dearborn version with rounded edges it appears this version has mostly been found on Dearborn and Metuchen cars and normally seen as bare steel.



Version B: Commonly referred to as the San Jose version with squared edges this version has mostly been found on San Jose cars and seems to have been painted black from the factory before installation.



Picture here shows drivers side rear tie down bracket installed and original tie down procedure in place with T hook and chain.

Mounting Hardware

As with the different versions of tie downs, two different versions of hardware were used to attach the brackets to the frame. One version had a captive washer and the other had a separate washer. The dual exhaust cars would typically have two extra bolts added to the bottom of the frame.



Bolts with separate washers typically seen on San Jose cars.



Bolts with captive washers typically seen on Dearborn and Metuchen cars.

Removal of Dual Exhaust Tie Down Brackets

As part of the dealer prep the tie down brackets were to be removed from the car prior to delivery to the customer. The factory placed a sticker in the rear license plate area to remind dealers to remove the brackets. Interestingly, these stickers have been found not only on dual exhaust, but also single exhaust cars. There has been discussions that the dealers were given a refund for each bracket removed and returned to Ford, but as of today no documentation has ever been found to support this.



1628 1969 MUSTANG REAR SHIPPING TIE-DOWN PLATE REMOVAL

(1969 Mustang's With Dual Exhaust System)

The large rear shipping tie-down plates, used on 1969 Mustang passenger cars equipped with dual exhaust systems, must be removed from these vehicles before vehicle is delivered to the customer. The shipping plates interfere with the rear spring shackles and exhaust system.

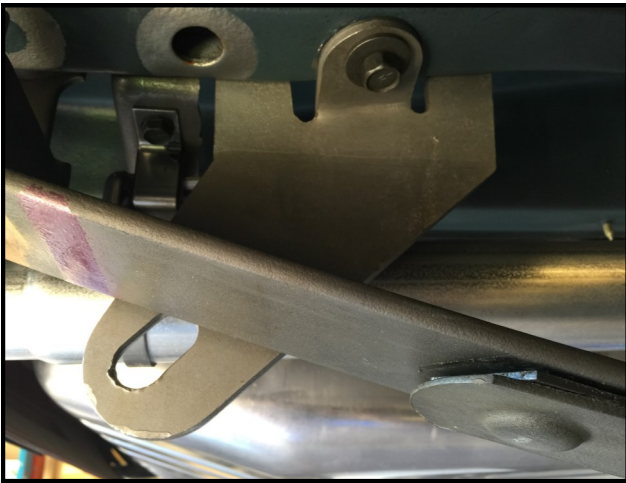
Reminder Stickers are attached and will continue to be attached to the rear of these cars as an additional reminder to assure dealer removal of the shipping plates before the vehicle is placed in operation.

The small rear shipping tie-down plates used on Mustang passenger cars with single exhaust systems provide no interference and do not need to be removed from these ve-

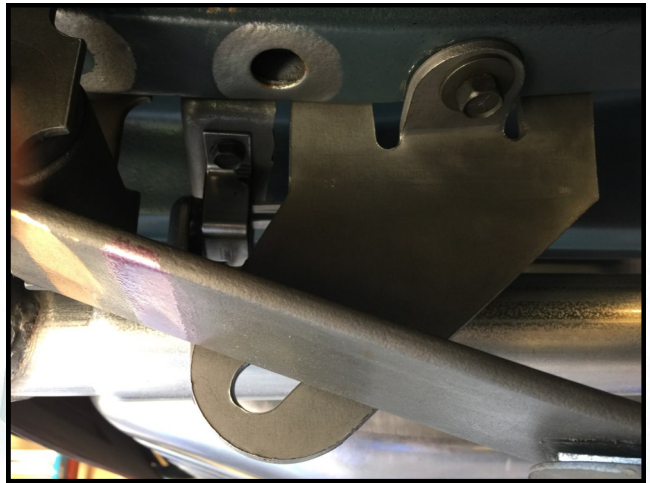
Jan 1969 Technical Service Bulletin
courtesy of Jeff Speegle

Additional Notes:

Length: The “Dearborn” and San Jose” dual exhaust brackets are actually slightly different lengths. Pictures here show the difference when installed on the same car on the passenger side for comparison.

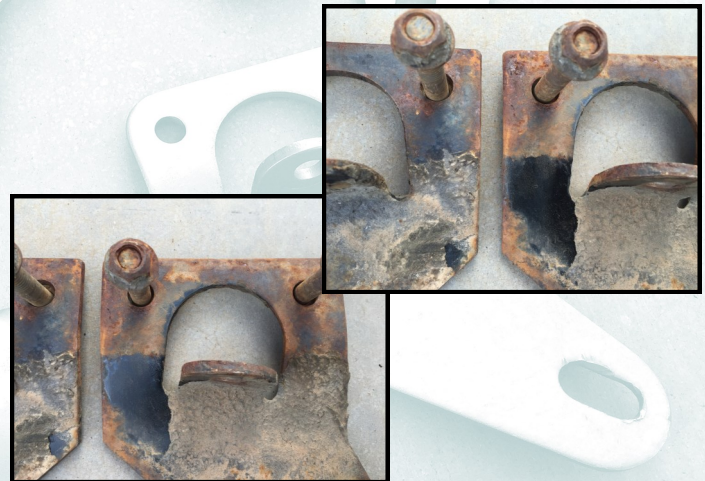


Dearborn style



San Jose style

Black Paint: The original tie down brackets used in San Jose appear to have been painted black before installation. Here you can see an original pair that has been pulled off a car with black paint underneath.



Interference Issues: Here you can see potential interference issues with dual exhaust tie down brackets and the rear springs, shackles and the exhaust system when installed. The main reason for the recommended removal.

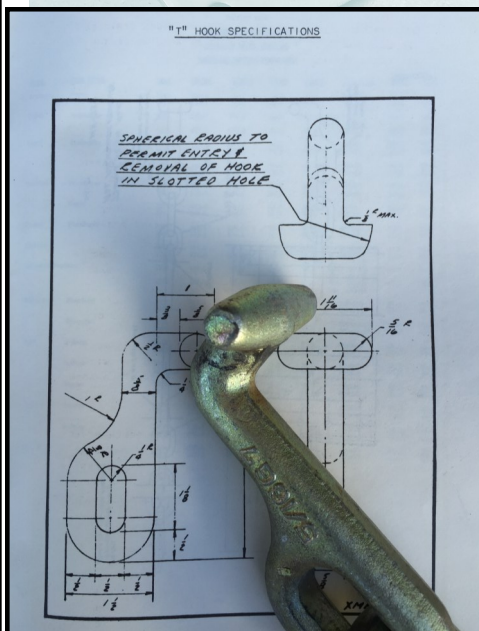


Additional Notes:

Ford Maverick and Mercury Comet:** The only other tie down bracket that looks similar to the Mustang dual exhaust brackets, but with a slightly different shape. These are often mistakenly sold as Mustang tie down brackets.



T Hooks: Pictures here of the T hooks that were originally used in the tie down bracket slots and as would be installed during transport.



****Exceptions:** Starting into the 1973 model year, for dual exhaust cars, the single exhaust bracket and the dual exhaust brackets were mixed and matched on the same cars. The assembly manual refers to this and also the use of the Ford Maverick style brackets.

ANGHEL RESTORATIONS

Marcus Anghel
Scottsdale Arizona

Phone: 602 628 2522

Website: www.anghelrestorations.com

E-mail: marcus@anghelrestorations.com