

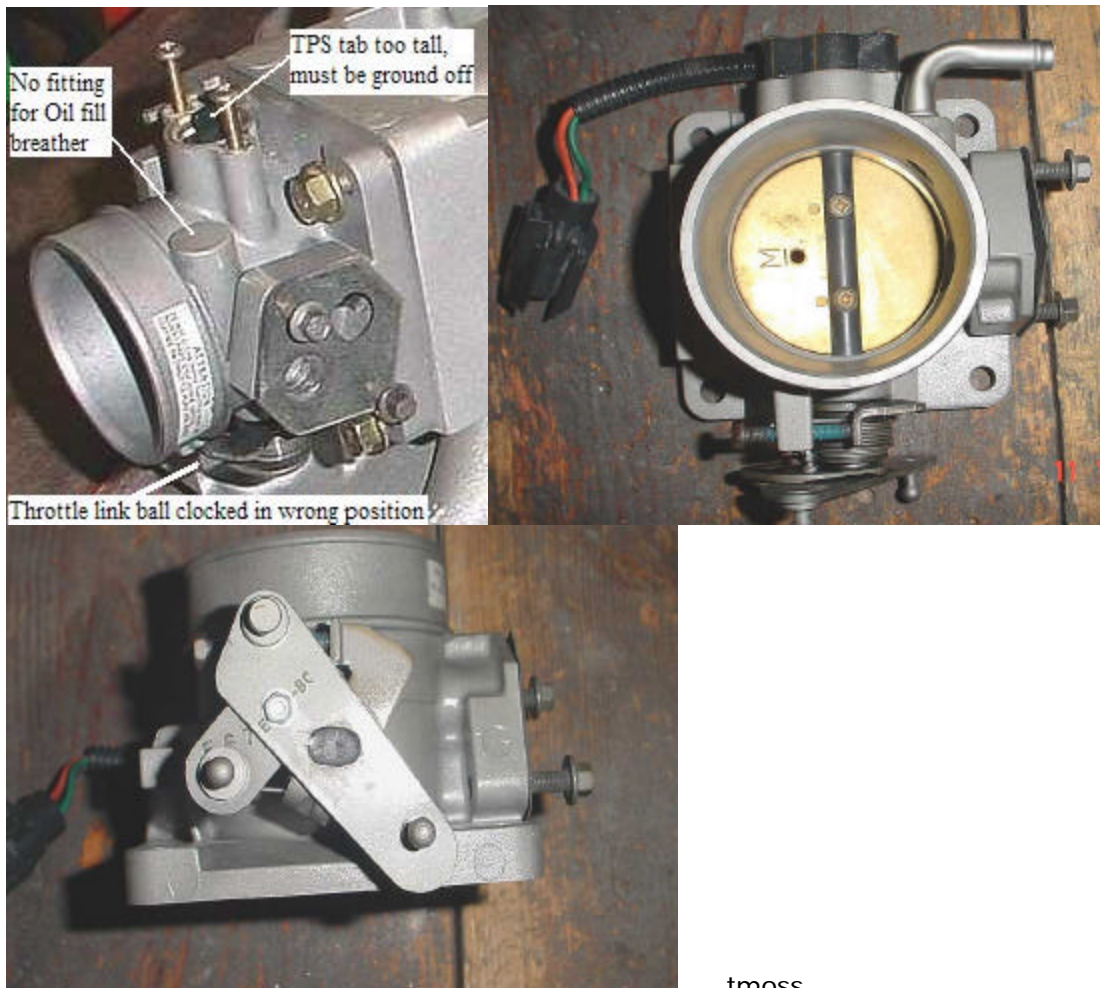
# Converting an Explorer 65mm Throttle Body for Use on Mustang

The Explorer TPS is not the same as the Mustang. It uses a different resistance range and has the two bolt holes set slightly wider apart - you'll have to drill the stock Mustang bolt holes larger to get them over the 65mm TB mounting holes.

The tab at the end of the TB shaft that slips into the TPS is also a little too long for the stock TPS - it needs to be ground down to the same height as the stock tab.

The 65mm TB has the boss for the 90° hard line elbow line that runs from the oil fill neck to the stock TB but it is not drilled nor does it have the elbow. I cut the boss that the stock one is pressed into deep enough with a thin cut-off abrasive blade so that I could crack the side of the boss away, making removal of the 90° elbow easy. I then used a uni-bit step drill with 1/4" long step sections to drill the new hole in the 65mm TB boss to accept the elbow. I then inserted it with epoxy.

The throttle linkage ball is also "clocked" in the wrong position for the Mustang. I cut the linkage off an old 60mm TB and used it. The shaft is split at the end and when the factory slides the throttle bracket and return spring on it during assembly, they press the split end of the shaft and crush it onto the slot in the throttle bracket. You'll see what I mean. I took a small abrasive wheel and ground the pressed halves of the shaft off so I could pry the throttle bracket off. I then saw that the slot in the bracket when laid over the 65mm TB pressing set the throttle ball in the correct clock position. If you don't grind the stock bracket too bad and the slot is intact, it will slide over the Explorer pressed shaft halves and create an alignment that is correct. I used a combination of a VERY good epoxy and a tech screw to hold the cut off 60mm bracket onto the 65mm bracket. I now have both throttle balls on the 65mm TB. Here is a picture of a converted 65mm TB that will bolt on to replace the stock 60mm.



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