

# Cut It Out!

We like our exhaust tucked into the rear valance, here's how

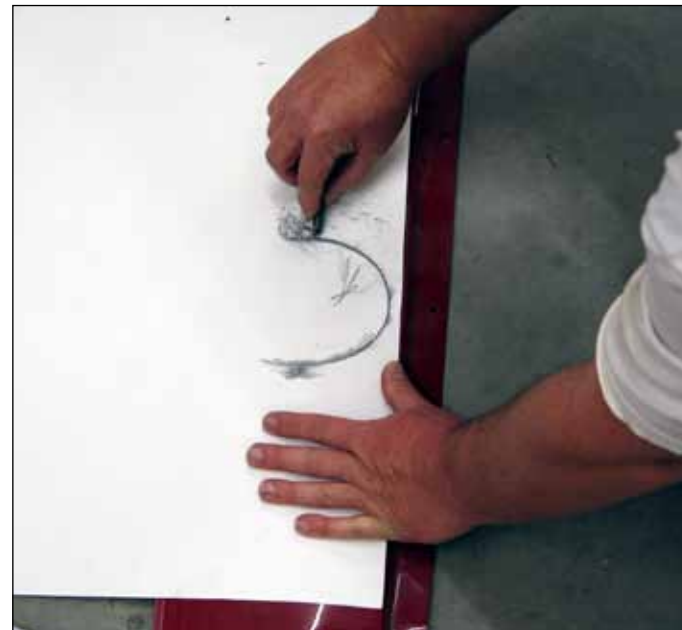


Text and photography by Jeff Ford

We ran into a conundrum. We're using the excellent, pre-bent, stainless JBA exhaust system on our '67 Mustang Fastback. The slip fit system is a high quality aftermarket setup that will work well with our 428 horse 351 Windsor. The problem is that the system terminates in slash cut round tips and the '67 GT valance was designed for quads. What to do? What to do indeed. We spent a couple of hours mulling it over. We didn't want to just hang the system under the stock valance, nor did we want to use the quad tip GT valance. Then it hit us, Ol' Carroll used a slash cut system in the 1967 Shelys, and so did the folks over at Mercury with the Cougar XR7-G. But how? We called the folks at Perogie and quizzed Steve Probenski. "They hacked the non-dual valance and used the '65-'66 GT Trumpet Surrounds—which they also hacked," said Steve. We asked for a trashy pair of the surrounds and went to Oswald's Mustangs to get a stock non-GT valance. We had no intentions of doing anything rash until we figured out if Steve was wrong—which he wasn't.

Turns out that the trick valance on the Shelby and XR7-G was just what Steve said it was. The neat thing is, if your car has a valance that is deep enough ('69-'72 Maverick, '71-'72 Comet and '70-'73 Torino 1967-70 Cougar and of course, the '65-'70 Mustang) you can add this to your car too. Cool. Now, how do we do that? Well, follow along and we'll show you.

Our big JBA exhaust tips, our Oswald's Classic Mustangs valance (black) and a Candy Apple Red original GT valance are all nestled in with an original set of exhaust trumpet surrounds from Perogie Enterprises. The surrounds are on loan from Perogie for test fitting on the new "Shelby" valance we're building.



We borrowed an original GT valance from Bob "local parts guy" Oswald at Oswald's Classic Mustang in Batesburg, South Carolina. We used this to get a rubbing from for our template.



Measure. BUT don't do like we did and measure from the "center" mounting hole in the top of the valance or the tag mount. The can both be off a bit. Like ours was. Yeaahh we were pretty pumped about that too. Imagine our fun when we discovered that the center wasn't. So after we trashed our Oswald's Classic Mustang valance, we called National Parts Depot up and ordered a new one. Sorry we broke your valance Bob.



The correct way to measure is in from the center of the back up light mounting hole (arrow). On cars without back up lights you'll have to form a point of reference on your own. It is just easier to use the backup lights as they are always in the same spot relative to the exhaust exit point. By the way, on the Mustang that is 5 1/4 inches from centerline of the inner mounting hole to center of the cutout.



Plasmas are FUN! You can do this with an Eastwood Souercoup NRI Nibblers (28191) <http://www.eastwood.com/souercoup-nri-nibbler-shears.html> and actually be a lot more accurate than we were. But we like cutting things with the plasmaaaaah!



Note that we have a bit of a missed cut. Not uncommon with a plasma cutter and a complex curve as well as a novice user.

IWe just whipped out the cutoff wheel and relieved the section. No problem. We also used the cutoff to neaten up the edges. We test fit the surround a number of times before we were finally satisfied.





# Cut It Out!



We used the surround studs and a paint marker to mark the holes for the surround. We used a small drill bit to form a guide hole then a larger bit to drill the final hole on either side of the surround.



We kept test fitting the surround until they slid in-to place with ease. This can take some time as you are making custom holes.



Though you can't see it here, the outer edge of the new National Parts Depot surround is gapping at the intersection of the lip and the curve of the panel. The yellow dots are there to remind us what needs to be removed with the cutoff wheel so the panel will seat.

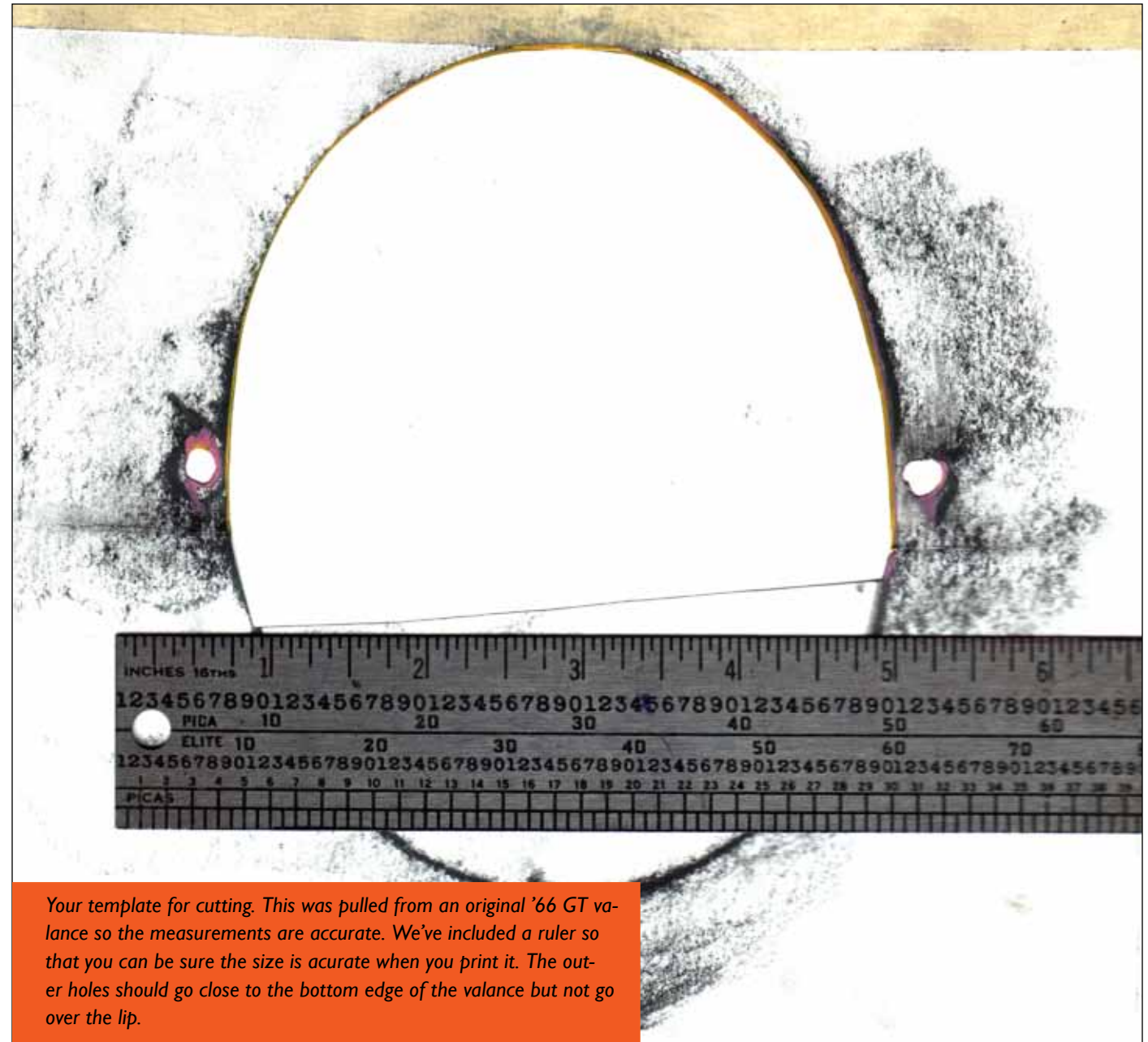


We used a speed square (all we needed was a straight edge and it was handy) to set our line on the surrounds relative to the bottom edge of the valance. Be sure to do this after the surrounds are in place. If you do it first you are sure to cut them wrong.



We used our paint pen to mark the edge of the new NPD surround so we can notch the panel. Make sure if you do this to notch jut inside the mark not on the line.

<http://www.autoestomod.com>



Your template for cutting. This was pulled from an original '66 GT valance so the measurements are accurate. We've included a ruler so that you can be sure the size is accurate when you print it. The outer holes should go close to the bottom edge of the valance but not go over the lip.

We then installed the panel and eyeballed the angle needed for the surround's inside cuts. Had we done this off of the car we would have badly misjudged the cut.







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Gulp. We make the big cut. This was nerve wracking if not overly expensive (the Stainless surrounds are around \$15 each from National Parts Depot) when compared to our colossal mistake on the Oswalt valance.

After we mounted the surrounds we noticed that they were gapping at the top so we just added a hole top center. Not an uncommon problem with the Shelby valance and probably why they abandoned the slash cut tips and surrounds in production. Shelby started using the stock GT Valance at some point during the '67 run. Note the gouge in the primer (arrow). That happened even with our smaller guide bit and a dimple. Now you know why we do things like this in primer and not final paint.



Awaiting some minor body work to hide the spot welds for the mounting tabs and a coat of primer and paint. Looks sweet!



We couldn't resist a test fit. Some bailing wire and bungie cord are all that is holding that pretty JBA tip in place. Looks right though huh?



We cut the tab bolt off of the discarded bottom section of the surround and used some panel adhesive to mount the tab to the top center. Now it sits right.



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**Sources:**

- |   |   |
|---|---|
| <b>National Parts Depot</b><br>900 S.W. 38th Ave<br>Ocala, FL 34474<br>352-861-8700<br>Toll Free: 800-874-7595<br>Fax: 352-861-8706 | <b>California</b><br>805-654-0468<br>Toll Free: 800-235-3445<br>www.npdlink.com   |
| <b>North Carolina</b><br>704-331-0900<br>Toll Free: 800-368-6451  | <b>Oswalt's Classic Mustang</b><br>701 East Church Street<br>Leesville, SC 29070<br>803-532-1011<br>FAX 803-532-0470<br>www.oswaltsmustangs.com |
| <b>Michigan</b><br>734-397-4569<br>Toll Free: 800-521-6104  |   |