Rally-Pacs were first used on 1964 1/2 Mustang, 1964 Fairlane and 1964 Falcon as well as some of the 1965 Ford model line. Ford introduced these after their European Road Rally Participation like Monte Carlo starting late in 1963, but they had FORD on the Tachometer face. Available as a factory installed performance equipment accessory the cost was $69.30 and may have been the 8000 rpm model only. When added as a dealer installed accessory the cost was $75.95 and it was available for 6-cylinder cars (p/n: C5ZZ10B960-B) or 8-cylinder models (p/n: C5ZZ10B960-C). The 8-cylinder Rally-Pac was available with a 6,000 or 8,000 rpm tachometer. According to pictures of early Ford advertising, the dealer installed Rally-Pac tachometers had FORD on it and the center piece had no script (source: 25 Years of Mustang Advertising, Jerry Heasley, ISBN0-9624908-0-6. Pages 36, 38, & 39.)

Here is a chart and some photographs which should help you fit the correct Rally-Pac to your specific application

### High Profile*
- 6,000 RPM Tach = 6 cyl.
- 6,000 RPM Tach = 8 cyl.
- 8,000 RPM Tach = 8 cyl. 289 Hi-Po

High profile Rally-Pacs were used on 1964 1/2 - 1965 Mustangs with Falcon style gauges (Warning Lights)
Light bulbs used: Clock: 1895; Tach: 1895.

### Low Profile
- 6,000 RPM Tach = 6 cyl.
- 6,000 RPM Tach = 8 cyl.
- 8,000 RPM Tach = 8 cyl. 289 Hi-Po**

Low profile Rally-Pacs were used on late 1965 - 1966 Mustangs with GT Equipment Group or 5-dial gauge cluster.
Light bulbs used: Clock: 1895; Tach: 1895.

Notes: * High Profile Rally-Pac's were manufactured with two different center pieces. One was manufactured with the wording "RALLY-PAC" in silver which were on dealer-installed Rally-Pacs. The center pieces that lack the wording were on factory-installed Rally-Pacs. Either is correct for 64 1/2-65 Mustangs. (I'm looking for facts to back this up. I've seen pictures of NOS with no script and tachs that say either FORD or MUSTANG) High Profile tachs had either MUSTANG or FORD on the face.

** Two different tachometer faces were produced for the Low Profile 8,000 RPM Rally-Pac. One read in increments of 5 the other in 10's. Either is correct for Hi-Po's.

[click here for some Rally-Pac restoration information](http://www.globalfreespirit.com/rallypac/rp.htm)
<table>
<thead>
<tr>
<th>1965 Installation</th>
<th>High Profile-Front View</th>
<th>High Profile-Rear View</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td><img src="image2.png" alt="Image" /></td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td><strong>High Profile Clock</strong></td>
<td><strong>High Profile 8000 rpm Tachometer (Ford)</strong></td>
<td><strong>NOS Rally Pac with Underdash Wires. Note lack of RALLY-PAC on this aftermarket item.</strong></td>
</tr>
</tbody>
</table>

- **Rally Pac Specs**

- **1965 Installation**

- **High Profile-Front View**

- **High Profile-Rear View**

- **High Profile Clock**

- **High Profile 8000 rpm Tachometer (Ford)**

- **NOS Rally Pac with Underdash Wires. Note lack of RALLY-PAC on this aftermarket item.**
<table>
<thead>
<tr>
<th>Correct Lens Hoods</th>
<th>Incorrect Lens Hoods (but better looking!)</th>
<th>NOS 6000 rpm Tachometer</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Correct Lens Hoods" /></td>
<td><img src="image2" alt="Incorrect Lens Hoods" /></td>
<td><img src="image3" alt="NOS 6000 rpm Tachometer" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The Two Types of Center Pieces</th>
<th>Tachometer Showing &quot;8 Cyl&quot; Marking</th>
<th>64 1/2 Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image4" alt="The Two Types of Center Pieces" /></td>
<td><img src="image5" alt="Tachometer Showing &quot;8 Cyl&quot; Marking" /></td>
<td><img src="image6" alt="64 1/2 Installation" /></td>
</tr>
<tr>
<td>Low Profile Installation</td>
<td>Low Profile-Front View</td>
<td>Low Profile-Rear View</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Night-lighted Rally Pac (clock &amp; tach)</td>
<td>6K Tach Face</td>
<td>6K Tach Rear</td>
</tr>
<tr>
<td>6K Tach Face</td>
<td>6K Tach Rear</td>
<td>Tach Circuit Board</td>
</tr>
<tr>
<td>Rear of Tach Case</td>
<td>Tach Light Socket...1865 Bulb</td>
<td>Found on eBay</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------</td>
<td>---------------</td>
</tr>
</tbody>
</table>

updated: 09/28/05
This question is right up my alley since I used to restore them.

Onto your question.

First remove the four screws from the back of the Rally-Pac. Gently pull the clock and tach forward. The face on the tachs remove easily, so be careful. Once they are pulled forward you can see a ground screw. Remove the screw and pull the tach/clock out from the housing and the wires will follow. Remove the plastic center piece. Some say "Rally-Pac" and some do not.

Now, you can strip the paint from the housing. Remove the Rally-PAC "eyebrows" and place them aside. I strip the paint from each piece separately. Use Jasco Paint remover or your favorite brand. You can either get this in a spray can or in a brush on. I prefer the spray can. Please use the paint remover in a well ventilated area and use proper gloves to protect your hands. Most likely you will need two coats of the Jasco to completely remove the old paint. Once all the paint is removed wash the housing and eyebrows in cold water to remove all the paint remover. Now dry everything. The eyebrows will be chrome. Some people like to leave them chrome and not painted. But, the correct way is to paint them with the Rally-PAC Now you have to make sure the wrinkle paint will stay on the housing. I scuff them up a bit with NicSand Non-Woven Medium Scuff Pads. This is a 3 pack of red pads that you should be able to find in most auto parts stores. I am sure 3M has something similar. Place the housing and eyebrows in a oven at 350 degrees for 5-7 minutes to get them hot. Please be careful and do not burn yourself when removing them. Now you can paint them. While they are still hot spray 3 light coats on the housing and eyebrows. Wait about 2 minutes between each coat. I usually get 3 clothes hangers and hang the housing and eyebrows somewhere so I can get completely around everything instead of painting, letting it dry, and then painting the other side. Also be aware! For the paint to wrinkle chortle it has to be warm outside. So I would paint these outside on a warm day and place the items in the direct sunlight. Or you may also use a heat lamp. I do not recommend placing the pieces in a oven after they are painted because of the fumes they will release. Next Thanksgiving you do not want to eat Turkey that tastes and smells like paint. That is why I recommend doing this on a hot day or under a heat lamp.

Now for the paints. The best possible paint you can use is from Seymour. If you can not find that than VHT will do.

Seymour of Sycamore Inc.
917 Crosby Avenue
Sycamore, Il 60178
(815) 895-9101
(800) 435-4482
Part# 16-2448 Wrinkle Finish Black

Now if you want to restore the plastic center piece: Clean the plastic with rubbing alcohol. If you have the chrome lettering you can use a marker to restore it. I use a Sanford Silver Coat Slim Tip Metallic Marker that I get at Target stores. Carefully go over the letters outline one by one. If you mess up you can clean it with paint thinner. Once it is completely dry. I wait 24 hrs. You can lightly go over the plastic with your favorite plastic restorer/cleaner to bring back the shine.

Sorry for any spelling mistakes. I just did this quick for you guys. Also I might as well plug myself. Mustang Monthly did a article on Mustangs, Etc. in the January issue, which sells the quartz conversions for the
Restoring a Rally Pac

clock. They charge $79.95 just for the kit. I charge $85 to actually do the conversion. Clean your face and paint your hands.

Hope this helps.

--------------------

...Marco

Ford Inline Performance

MustangIndex-The Classic Mustang Search Engine

Return to Rally Pac Home