1965 to 1973 Mustang Fuel Filler Neck Splash-Out Eliminator / Unleaded Insert Kit August 2025 Price list

(fits all but 1970 California Emissions necks)

Adding this insert kit into a '65-73 Mustang or '67-70 Cougar fuel filler neck reduces / eliminates fuel overflow - spillage while filling up with gas using modern unleaded fuel nozzles. With the wide open neck on a classic Mustang, unleaded nozzles don't shut off like they do on a modern car (or like old leaded fuel nozzles did) so you can get Splash-Out every time you fill up. This mod fixes that, and it also helps hold the nozzle in place so you might be able to pump hands free.

Complete Mustang (& Cougar) Necks with Insert Installed (Staked and JB Welded in place per my instructions):

- **1964.5-66 stock 16 Gallon Zinc Plated Neck ...** (common '65-70 gas cap clocking) **..... $119.00 + shipping**
- **1964.5-66 stock 16 Gallon Powder-Coated Neck ..... $98.00 + "**
- **1964.5-66 Zinc Plated Conversion Neck for 22 Gallon (1970) Tank* ..... $198.00 + "**
  *** Also works w/ 1969 20 Gallon size Tank in '65-66 (use Daniel Carpenter Hose C8ZA-9047)**
- **1967-68 stock 16 Gallon Zinc Plated Neck ..... $122.00 + "**
- **1967-68 stock 16 Gallon Powder-Coated Neck ..... $98.00 + "**
- **1967-68 Zinc Plated Cut & Re-Beaded Neck for 22 Gallon (1970) Tank ** ..... $149.00 + "**
  **** Also works w/ 1969 20 Gallon size Tank in '67-68 (use Daniel Carpenter Hose C8ZA-9047)**
- **1969 stock 20 Gallon Powder-Coated Neck (use w/ 20 Gal Tank in '69 or '70 only) ..... $98.00 + "**
- **1970 stock 22 Gallon Powder-Coated Neck (use w/ 22 Gal Tank in '69 or '70 only) ..... $98.00 + "**
- **1971-73 stock 20 Gallon Powder-Coated Neck (stock vent baffle removed to accept insert) .... $198.00 + "**
- **Mercury Cougar 1967-68 stock 16 Gallon Powder-Coated Neck ..... $148.00 + "**
- **Mercury Cougar 1969 stock 20 Gallon Powder-Coated Neck ..... $148.00 + "**
- **Mercury Cougar 1970 stock 22 Gallon Powder-Coated Neck ..... $159.00 + "**
- **Modify your 1965-70 Mustang or Cougar Neck ...** (ship PPD to me: 1 week LT) **..... $67.00 + "**
- **USPS Priority Mail Shipping anywhere in USA: 1 to 3 Necks (1 to 2 with all options) ... $16.00**
- **Outside USA or higher quantities than listed above..... Request Quote**

Insert Kits for your installation (recommend using newer reproduction neck, instructions included):

- **739-7.80, Standard Insert Kit for 2-1/4" OD x 0.049" Wall tubing ..... $32.00 + shipping**
  Fits all 1967-70 O.E. Mustang & Cougar Necks, 1965-66 Painted reproductions (LG IFN91 & ACP FM-EG008), and '67-68 & '69 Zinc reproductions (CF028B & CF028C). Will NOT fit O.E. Ford '65-66 necks (funky wrinkle will not allow an insert past).
- **720-5.80, Optional Insert Kit for 2-1/4" OD x 0.065" Wall tubing ..... $34.00 + shipping**
  Fits all 1967-73 Powder Coated reproduction necks (LG IFN92, IFN93, IFN94, & IFN5021 and ACP FM-EG009, FM-EG010, & FM-EG011), AAA MA74199 & MA74070 '65-66 & '67-68 22 Gal Conv Necks (CJPP FFP11 & FFP12), and ACP FW-EG001 & 002 '67-68 & 69 Cougar.
- **720-3.05, Optional Insert Kit for 2-1/8" OD x 0.049" Wall tubing ..... $37.00 + shipping**
  Fits mfr # CF028A (Scott Drake C5ZZ-9034-B & others) Zinc Plated Reproduction Neck only.
- **USPS Ground Advantage Shipping anywhere in USA: 1 or 2 Insert Kits & Gaskets(s) ... $6.00**
  Outside USA or 3+ Insert Kits or Kit(s) with Hose and/or Clamps ..... Request Quote

OPTIONS for all '65-73 Mustang and Cougar Necks & Insert Kits (from Daniel Carpenter)**:**

- **C5ZZ-9076, Filler Neck to Taillight Panel Cork Gasket (all but '67-68 Cougar)..... $3.00 Each**
- **C7WY-9076, '67-68 Cougar (only) Filler Neck to Taillight Panel Gasket ..... $7.00 Each**
- **C8ZA-9047, '65-70 2.25"ID x 4.75"L Fuel Tank to Filler Neck Hose ..... $14.00 Each**
- **C5ZZ-9040, '65-70 Pair of 2.25"ID Dual Wire Hose Clamps ..... $12.00 Pair**
- **D1ZZ-9032, '71-73 Mustang Neck to Tank Grommet / Seal ..... $24.00 Each**
- **"15", Insert Opening expanded to accept 15/16" dia. LEADED Fuel Nozzle ..... $5.00 ADDER**

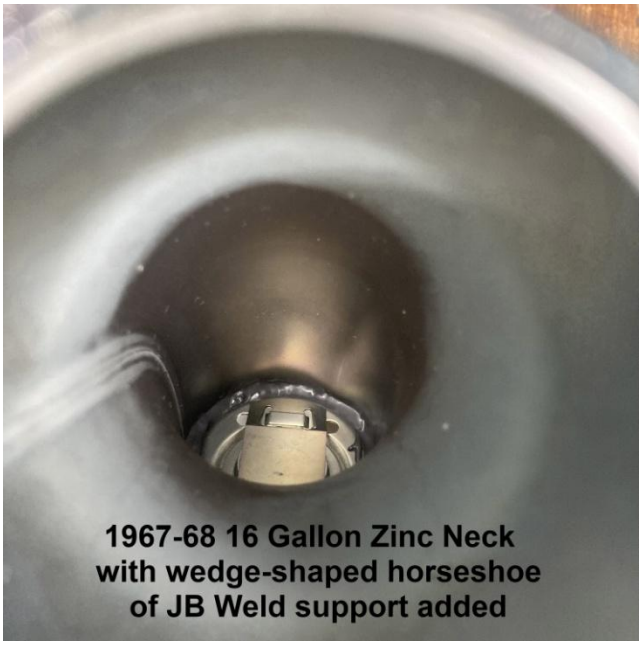
E-mail to ... stangs.r.me@gmail.com ... Doug MacMillin ... Two Rivers, WI. (920) 973-7610

Inserts are securely held in place with 3 stake indents in front & 7 behind the insert. Insert is tipped in the neck towards the bottom and the area around the top is filled with a horseshoe shaped wedge of gasoline resistant JB Weld which adds further support to permanently retain insert inside the neck. See Pg 3 for more info.

NOTE: The finish on these complete neck assemblies (both plated and powder coated) can vary in quality as they come from various mfr's. and suppliers. Powder Coated necks can also have blistering around the indent marks and severity of the disturbed coating can vary. I do use a heat gun prior to staking to minimize blistering, chip away loose coating around the indents, then use silver touch up paint to protect the bare steel from corrosion (not an exact match). Other than the indent locations, the finish of your neck will be as I received it from the supplier so I can't offer any finish quality guarantee.


'65-66PCN2
Powder-Coated
1965 - 1966 16 Gal
LG IFN91 / ACP FM-EG008
(C5ZZ-9034-B)
'65-66ZCN2R
Zinc-Plated
1965 - 1966 16 Gal
CF028A (C5ZZ-9034-B)
'67-68PCN2
Powder-Coated
1967 - 1968 16 Gal
LG IFN92 / ACP FM-EG009
(C7ZZ-9034-A)
'67-68ZCN2
Zinc-Plated
1967 - 1968 16 Gal
CF028B (C7ZZ-9034-A)
'69PCN2
Powder-Coated
1969 20 Gal
LG IFN93 / ACP FM-EG010
(C9ZZ-9034-A)
'70PCN2
Powder-Coated
1970 22 Gal
LG IFN94 / ACP FM-EG011
(D0ZZ-9034-A)
'71-73PCN2
Powder-Coated
1971 - 1973 20 Gal
LG IFN5021/ ACP FM-EG007
(D1ZZ-9034-A)
'65-66ZCCN2
Zinc Plated
1965 - 1966
20-22 Gal Conv
AAA MA74199
'67-68ZCCRBN2
Zinc Plated
1967 - 1968
Cut & Re-Beaded
for 20-22 Gal
'67-68COUGPCN
Powder-Coated
1967-1968 Cougar
ACP FW-EG001
(C7WY-9034-A)
'69COUGPCN
Powder-Coated
1969 Cougar
ACP FW-EG002
(C9WY-9034-A)
'70COUGPCN
Powder-Coated
1970 Cougar
ACP FW-EG003
(D0WY-9034-A)
C8ZA-9047
MUSTANG
C5ZZ-9040
MUSTANG
1 73.9-7.80
1 720-5.80
1 720-3.05


1967-68 16 Gallon Zinc Neck
Insert Installation
before JB Weld


1967-68 16 Gallon Zinc Neck
with wedge-shaped horseshoe
of JB Weld support added

Many people have asked ... why are the inserts not just "welded" into place ??

Some of the DIY "Insert Kits" I've sold have been welded in by the buyer and that was their choice. I do have a MIG welder, but my welding is more functional than pretty ... TIG welding would also be more suited for the application. Welding will also burn off the plating / powder coating from the neck.

The 10 punch indents as seen on the necks on page 2 ... 3 in front and 7 behind the crimped flanged lip of the insert (see RH pic below), are what hold the insert securely in place. I honestly feel my method is better than welding since you can "see" the retention (with welding you can't see how the weld has penetrated or how good the retention is). The insert is tipped down in the neck and the JB Weld goes around the top 3/4 on the back side and when cured becomes a wedge shaped horseshoe between the insert and the top inside surface of the neck. This adds extra stability to the installation as well as sealing off the top 3/4 of the insert to the neck wall. The insert is not a tight fit and can't be because it has to go around a bend (2 on '65-66), to get where it needs to be located. JB Weld is really tough stuff and the inner surface of the tubing is rough enough for it to grab onto, plus it is completely resistant to gasoline (up to 15% ethanol) once fully cured. This wedge of JB Weld on the back side helps guarantee that the insert will never move or shift, plus it seals off the top area of the neck from possible splash-out sneaking between the insert & tubing. Since you can't see the JB weld on the back side when installed, 3 daubs of JB Weld are added to the front of the insert at 12:00, 3:00-5:30, & 6:30-9:00 (see LH pic below) which are a way to see that the insert has not moved, putting the liability and peace of mind on the owner to periodically inspect that the daubs are still intact. The extended lower front JB Weld further seals the insert to the inside of the neck leaving just a 1/2" wide gap at 6:00. The insert has slots & holes in it to allow tank to breathe through the gas cap, so small amounts of gas can get past insert upon hard acceleration. This is why the lower 1/2" wide area is not sealed off with JB Weld, this unsealed area allows fuel to drain back into the tank.

When I first did this to my own neck, I just put 3 indents in front and 3 in back with no JB Weld and would have been perfectly content with it never moving on my own vehicle. But the unknown in the outside world made me add the extra retention ... the 4 more indents behind the insert and the JB-Weld 2-Part Steel Reinforced Epoxy; plus a LIABILITY WAIVER to go along with it. This was my biggest fear in sharing my idea and either making complete necks myself for others or selling inserts to others and supplying the instructions to do so themselves.

So YES, I do require everyone to sign a Liability Waiver before I will ship a completed neck or insert kit to anyone.

Thanks, Doug MacMillin





ORIGINAL INSERT vs. CRIMPED FLANGE INSERT

(as purchased from supplier) (modified to fit up filler neck)

1965 thru 1970 Mustang Fuel Tanks ... how to identify





