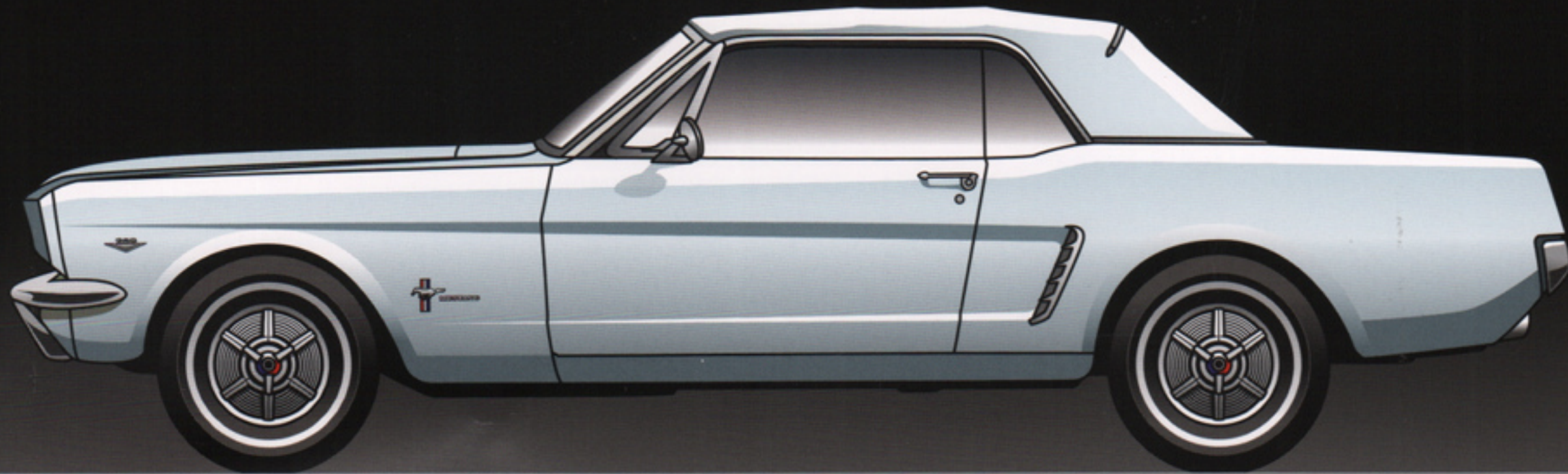




50
YEARS



1964 1/2 MUSTANG CONVERTIBLE



1965 Mustang Hardtop



1965 Shelby GT350



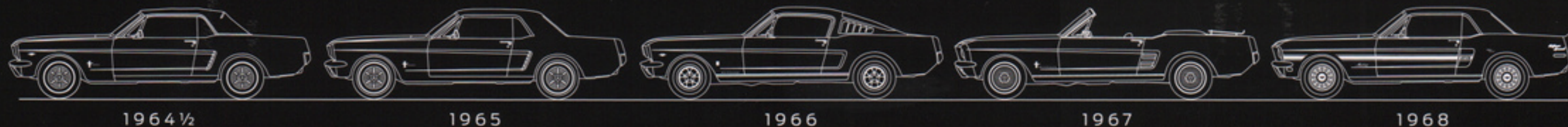
1967 Mustang GT
Convertible



1968 Mustang GT
CJ Fastback

MUSTANG MANIA: 1964½ - 1968

1ST GENERATION, FALCON PLATFORM



Ford Mustang's launch in 1964 now is part of auto industry lore. It was the most successful vehicle launch in automotive history. "Mustang Mania" gripped the nation like nothing before or since. This "American sports car," with its long hood, short rear deck, good performance and handling, reliability, and affordable price, struck a chord among buyers that obliterated even the most optimistic sales forecasts – more than a million sold in less than two years.

With such a hit on their hands, Ford quickly realized that a higher-performance version was necessary – one that would satisfy hard-core performance enthusiasts and also make a competitive race car. So Ford's collaboration with Carroll Shelby was established, which resulted in the original GT350 – today one of the most sought-after collector cars.

By 1967, "pony car wars" among Detroit's Big 3 were in full swing, and Mustang received its first big block – the 390 cid, 320 hp V8. Also, Shelby introduced the GT500 with a 428 V8 that produced 355 hp. Then, in 1968, the 302 small block made its appearance, as did the now-legendary 428 Cobra Jet, developed for drag racing by Ford dealer Bob Tasca in Providence, R.I., and later adapted for series production.

1964½ - 1965 FORD MUSTANG

Platform:	Falcon
Wheelbase:	108 in.
Length:	181.6 in.
Width:	68.2 in.
Height:	51.2 in.
Curb weight: (base hardtop coupe)	2,445 lb.

BODY STYLES AT LAUNCH, BASE PRICE (1964½ MUSTANGS):

Hardtop coupe, \$2,368

Convertible, \$2,614

Added August 17, 1964 (1965 Mustangs):
2+2 Fastback, \$2,589

ENGINES AT LAUNCH:

Standard

- 170 cid (2.8L) I6, 1-barrel carb,
- 105 hp @ 4,400 rpm,
- 156 lb-ft torque @ 2,400 rpm

Optional

- 260 cid (4.3L) V8, 2-barrel carb,
- 164 hp @ 4,400 rpm,
- 258 lb-ft torque @ 2,200 rpm
- 289 cid (4.7L) V8, 4-barrel carb,
- 210 hp @ 4,400 rpm,
- 300 lb-ft torque @ 2,800 rpm

Added June 1, 1964:

- 289 cid (4.7L) Hi-Po V8, 4-barrel carb,
- 271 hp @ 6,000 rpm,
- 312 lb-ft torque @ 3,400 rpm

Added August 17, 1964:

- 200 cid (3.3L) I6, 1-barrel carb (standard),
Replaced 170 cid I6
- 120 hp @ 4,400 rpm,
- 190 lb-ft torque @ 2,400 rpm
- 289 cid (4.7L) V8 (1965-1966) 2-barrel carb,
Replaced 260 cid V8
- 200 hp @ 4,400 rpm,
- 282 lb-ft torque @ 2,400 rpm
- 289 cid (4.7L) V8 (1965-1966), 4-bbl carb,
Replaced 289 cid V8
- 225 hp @ 4,800 rpm,
- 305 lb-ft torque @ 3,200 rpm

TRANSMISSIONS:

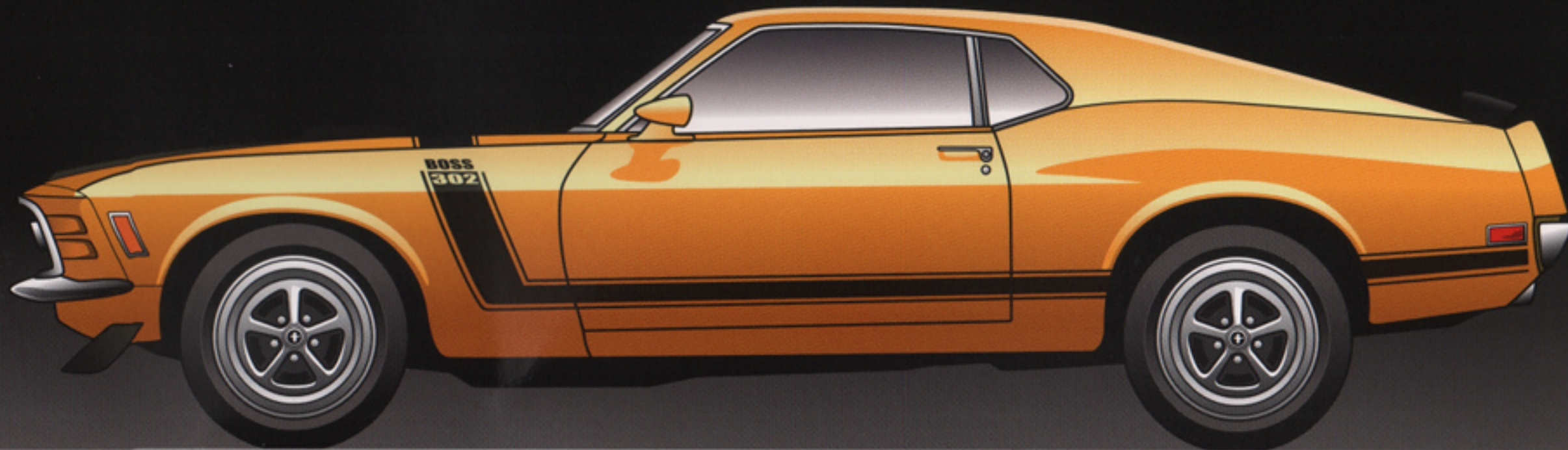
3-speed manual (standard)

3-speed automatic

4-speed manual
(except with 260 V8)



50
YEARS



1970 MUSTANG BOSS 302



1969 Mustang Mach 1



1971 Mustang Boss 351



**1972 Mustang Sprint
SportsRoof**



1973 Mustang Mach 1

MORE (AND MORE) MUSCLE: 1969 - 1973

1ST GENERATION, FALCON PLATFORM



1969

1970

1971

1972

1973

By 1969, Ford was making Mustang bigger and more luxurious, to broaden its appeal to a larger audience. The 1969 models included a new SportsRoof body style that replaced the 2+2 Fastback. They still had the 108-inch wheelbase, but were almost six inches longer overall than the original.

More than 80 percent of buyers were opting for a V8 engine, reinforcing the need for more muscle. The 220 hp 302 was the base V8, and the new 351 "Windsor" V8, the 390 V8, the 428 Cobra Jet and Super Cobra Jet V8s also were available.

Something new was available, too: the "Boss" 302 and 429 engines. The Boss 302's goals were to be the best-handling street car available in America, and to help Ford win the SCCA Trans-Am championship. With a big boost from Parnelli Jones' 1970 Trans-Am championship victory, the Boss 302 became what is arguably the single most iconic Mustang of all time. Indeed, 43 years later, Ford would successfully emulate and update the original Boss 302's exquisite balance of power and handling with a 21st century version.

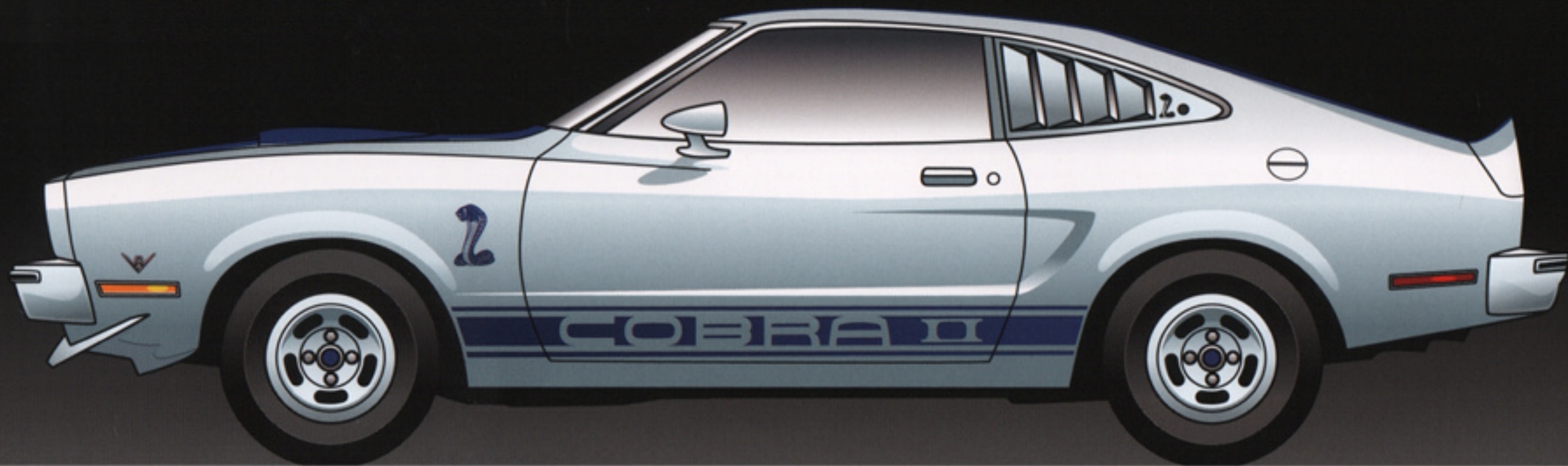
The Falcon platform's wheelbase for the 1971-73 Mustang was stretched one inch, to 109 – necessary because Mustang's growth spurt now made it a full foot longer than the original – and heavier by some 600 pounds. The last year for the big Mustangs – and, for a decade, Mustang convertibles – was 1973. Rising insurance costs and gas prices, federal emissions standards and an OPEC oil embargo on the near horizon, combined to spell the end of the muscle car era.

1970 MUSTANG BOSS 302

Base price:	\$3,720
Body style:	2+2 Fastback
Wheelbase:	108.0 in.
Length:	187.4 in.
Width:	71.3 in.
Track F/R:	58.5 in. / 58.5 in.
Height:	51.3 in.
Curb weight:	3,228 lb.
Engine:	302 cid OHV V8, 780 cfm 4-barrel carb • 290 hp @ 5,800 rpm, • 290 lb-ft torque @ 4,300 rpm
Transmission:	4-speed manual



50
YEARS



1977 MUSTANG II COBRA II



1974 Mustang II Hatchback



1975 Mustang II Ghia



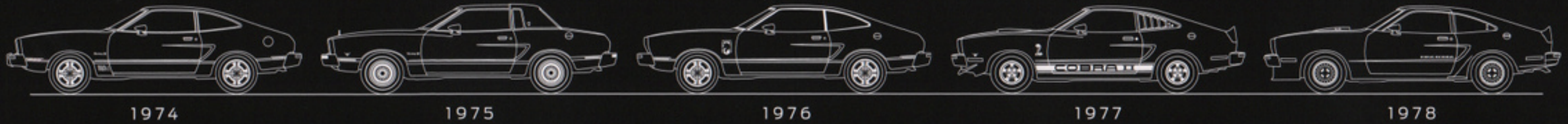
1976 Mustang II Mach 1



1978 Mustang II King Cobra

SMALL WONDER: 1974 - 1978

2ND GENERATION, ARIZONA PLATFORM



Ford met the challenges of high fuel prices and new emissions standards with Mustang II, built on the Arizona platform that also underpinned the Pinto. Lee Iacocca, now president of Ford, championed this new Mustang as "the right car for the right time."

Judging by its sales success, Mustang II was just that. Ford dealers sold more than a million of them during its five years of production. The award-winning 1974 Mustang II also happens to be the only year in Mustang's history to date when a V8 engine was not available. Model lineup was the base Hardtop, the 2+2 Fastback, the more upscale Mach 1 2+2, and the Ghia Hardtop.

V8 power – a 302 – returned in 1975, available in any of the models. It produced 122 hp with a 2-barrel carburetor – just 14 hp lower than the 302 in the vastly bigger and heavier 1973 car.

Ford launched the Cobra II in 1976 to elevate Mustang's power image. Few in the company had high expectations for this limited-edition option package, but Cobra II sold so well it became a regular production option for 1977 and '78. Its 302 V8 produced 139 hp, which was about the same as the 1973 Mach 1's 302.

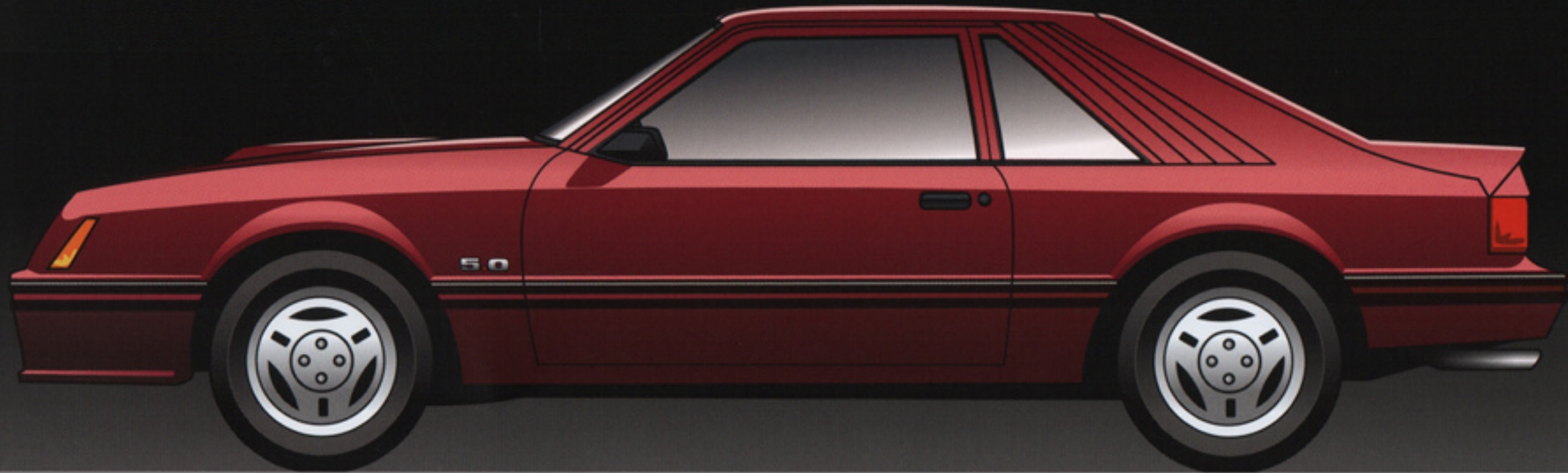
The last hurrah for Mustang II was 1978's King Cobra –the first Mustang to sport the "5.0" designation for the 302's metric displacement.

1977 MUSTANG II COBRA II

Base price:	\$4,183
Body style:	2+2 Fastback
Wheelbase:	96.2 in.
Length:	175.0 in.
Width:	70.2 in.
Track F/R:	55.6 in. / 55.8 in.
Height:	50.0 in.
Curb weight:	3,062 lb.
Engine:	302 cid OHV V8, 2-barrel carb • 139 hp @ 3,600 rpm, • 242 lb-ft torque @ 2,000 rpm
Transmission:	4-speed manual



50
YEARS



1982 MUSTANG GT



1980 Mustang LX Coupe



1983 Mustang GLX Convertible



1984 Mustang SVO



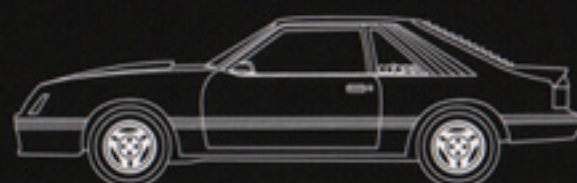
1985 Mustang GT

THE FOX, PART 1 – A NEW DIRECTION: 1979 - 1986

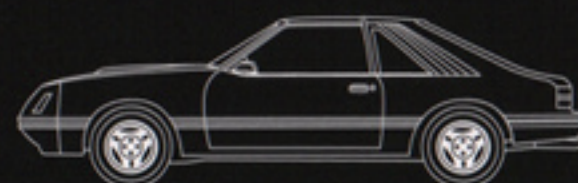
3RD GENERATION, FOX PLATFORM



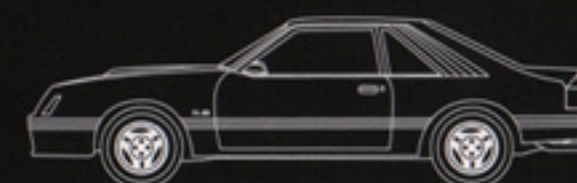
1979



1980



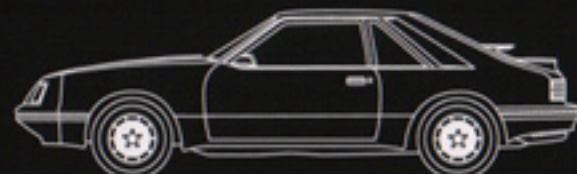
1981



1982



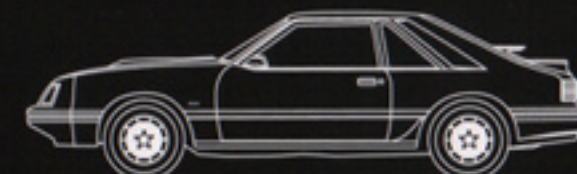
1983



1984



1985



1986

On the new Fox platform, the 1979 Mustang was four inches longer than a Mustang II, but some 200 pounds lighter. Its angular, wedge-shaped design was in no way reminiscent of the original; it was a new Mustang and a new direction.

The array of engines included an inline 4, a V6, an inline 6, and the 5.0-liter V8 with 140 hp. A more fuel efficient, 4.2-liter version of the 5.0, with 120 hp, became the V8 option for 1980 and '81.

Mustang's real performance revival began in 1982 with the new Mustang GT. Its "High Output" 5.0 V8 produced 157 hp, the most of any Mustang since 1971. V8 sales soared. The next year, Mustang became available as a convertible model for the first time in a decade. That same year a 4-barrel carburetor helped raise the 5.0 V8's output to 175 hp.

Ford's new performance division, Special Vehicle Operations, launched the Mustang SVO in 1984. This true "driver's car" had a 2.3-liter turbo engine with 175 hp, 210 lb.-ft. of torque, 4-wheel disc brakes, racing-engineered suspension, and some functional and distinctive aero treatments. It received critical acclaim, but lack of success in the showroom ended the Mustang SVO's run in 1986.

Another era ended in 1985, when the last Mustangs with carburetors were produced. Sequential port fuel injection was available for the 5.0 V8, which also got a roller-cam valvetrain, and its output went up to 210 hp.

1982 MUSTANG GT 5.0 H.O.

Base price:	\$8,308	Height:	51.4 in.
Body style:	Hatchback	Curb weight:	2,751 lb.
Wheelbase:	100.4 in.	Engine:	302 cid OHV V8, 2-barrel carb
Length:	179.1 in.		• 157 hp @ 4,200 rpm,
Width:	67.4 in.		• 240 lb-ft torque @ 2,400 rpm
Track F/R:	56.6 in. / 57.0 in.	Transmission:	4-speed manual



50
YEARS



1993 SVT MUSTANG COBRA



1987 Mustang GT



1989 Mustang Convertible



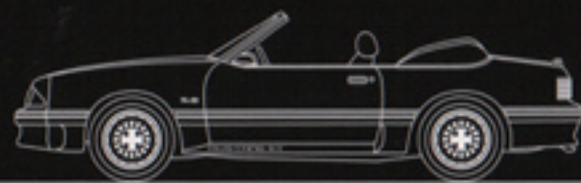
1990 Mustang GT
Convertible



1992 Mustang GT

THE FOX, PART 2 – MUSTANG GOES AERO: 1987 - 1993

3RD GENERATION, FOX PLATFORM



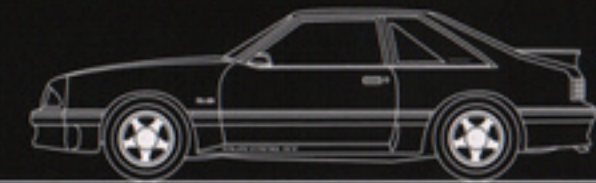
1987



1988



1989



1990



1991



1992



1993

For the final years of Fox platform production, Mustang went through turbulent, and for its fans, troubling times. Word spread that the legendary car would be discontinued. Even worse – at least for Mustang enthusiasts – the name might be used for a front-wheel-drive compact car, built by Mazda.

All that came to a head in 1987, when Mustang's redesign produced a much smoother and more aerodynamic look. Unfortunately, sales figures that had been seeing encouraging increases since 1983, dropped again.

Several things saved the day: Thousands of Mustang fans made known their feelings about either scrapping the car or giving its name to a front-drive Mazda, and Ford got the message. Executives Bob Rewey and Neil Ressler were two who took the enthusiasts' uproar to heart. Rewey helped repeal the front-drive Mazda-Mustang program, then he and Ressler put Ford back in the niche performance vehicle market with the non-mainstream Special Vehicle Team. SVT's first creation was the 1993 SVT Mustang Cobra. The success of this limited edition car, and many more cars and trucks to follow, made SVT a model for niche vehicle engineering and marketing in the industry.

Meanwhile, another passionate team, led by John Coletti, was working hard on a new, fourth generation Mustang, to be launched for model year 1994. The new car's success (or lack of it) would make or break the Mustang nameplate.

1993 SVT MUSTANG COBRA

Base price: \$18,505

Body style: Hatchback coupe

Wheelbase: 100.5 in.

Length: 179.6 in.

Width: 68.3 in.

Track F/R: 56.6 in. / 57 in.

Height: 52.1 in.

Curb weight: 3,225 lb.

Engine: 5.0-liter SEFI OHV V8

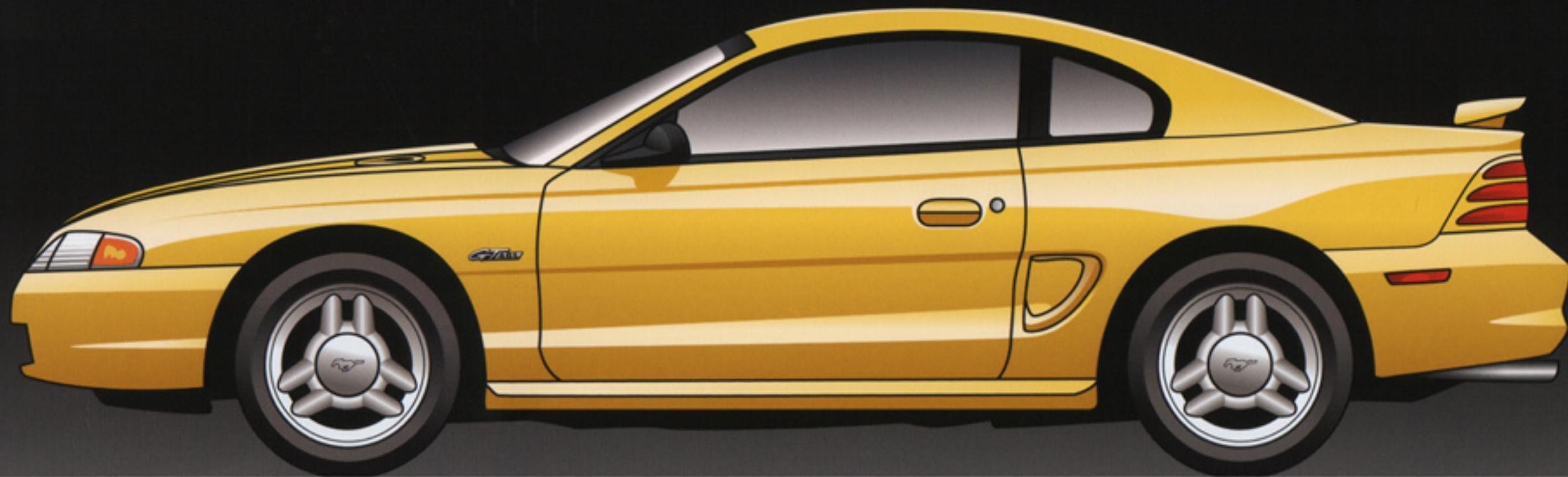
• 235 hp @ 4,600 rpm,

• 280 lb-ft torque @ 4,000 rpm

Transmission: 5-speed manual



50
YEARS



1994 MUSTANG GT



1996 SVT Mustang Cobra



1999 Mustang 35th
Anniversary GT Convertible



2001 Mustang Bullitt GT



2003 SVT Mustang Cobra

EVOKING THE PEDIGREE: 1994 - 2004

4TH GENERATION, SN95 PLATFORM



1994



1995



1996



1997



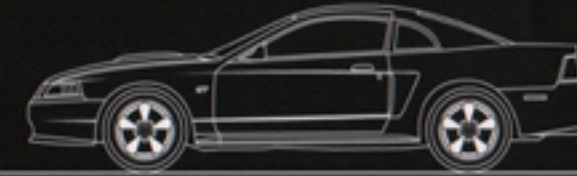
1998



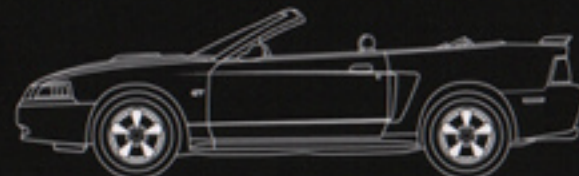
1999



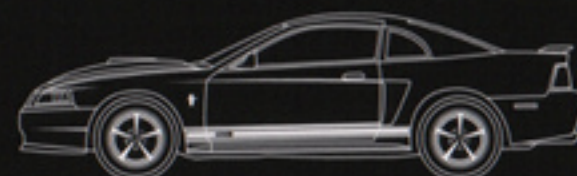
2000



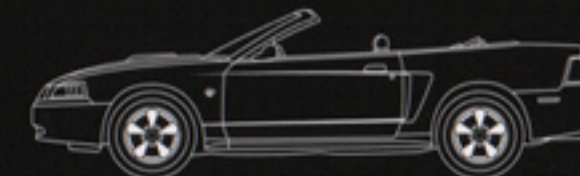
2001



2002



2003



2004

Launched in Mustang's 30th anniversary year, the fourth-generation Mustang got it right, and gave Mustang a new lease on life. The design successfully gave Mustang a stylish, contemporary look and also evoked earlier generations of Mustangs. There was a 2-door fastback coupe and a convertible, each one powered either by a base 3.8-liter V6 (145 hp), or a 5.0-liter V8 (215 hp) in GT trim. Also that year, SVT wasted no time launching their high-performance version, the 1994 SVT Mustang Cobra whose 5.0 V8 produced 240 hp.

The single-overhead-cam, 4.6-liter "Modular" V8 became the GT's powerplant in 1996, with the same 215 hp as the pushrod 5.0. SVT produced a new Mustang Cobra, also with the 4.6-liter V8, but sporting all-aluminum construction and dual overhead cams. This version produced 305 hp.

Mustang received refreshed, more aggressive styling in 1999, and also more power – 195 hp for the V6 and 260 for the GT's SOHC V8. The new '99 SVT Cobra boasted 320 hp, but its most notable claim to fame was its independent rear suspension system – the first ever on a Mustang.

The new millennium brought SVT's third (and last) racing version of the Cobra, the 2000 Cobra R. This one used a 5.4-liter DOHC V8 to produce 385 hp, and was the first Mustang with a 6-speed transmission. It was the fastest Mustang ever (so far) and also the most expensive (msrp \$55,845).

In 2003, Ford paid tribute to a famous Mustang of the past – the Mach 1 with the 1996 Cobra's 305 hp DOHC V8.

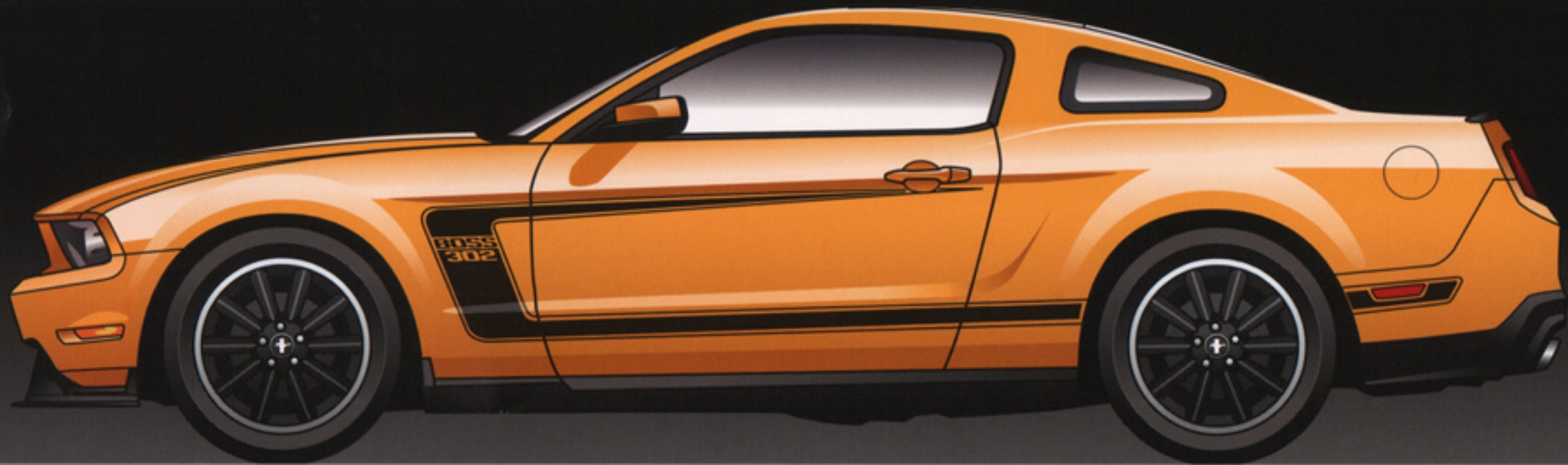
With a 5th-generation coming, SVT decided to send the current Mustang out with a bang. It was code named "Terminator," and became the 2003 SVT Cobra. Power – all 390 hp and 390 lb.-ft. – came from a supercharged 4.6-liter V8 and made the '03 Cobra the most powerful production Mustang ever.

1994 MUSTANG GT

Base price:	\$17,280
Body style:	Fastback coupe
Wheelbase:	101.3 in.
Length:	181.5 in.
Width:	71.8 in.
Track F/R:	60.6 in. / 59.1 in.
Height (in.):	52.1 in.
Curb weight:	3,258 lb.
Engine:	5.0-liter SEFI OHV V8 • 215 hp @ 4,200 rpm, • 285 lb-ft torque @ 3,400 rpm
Transmission:	5-speed manual



50
YEARS



2012 MUSTANG BOSS 302



2005 Mustang GT



**2008 Mustang GT
California Special**



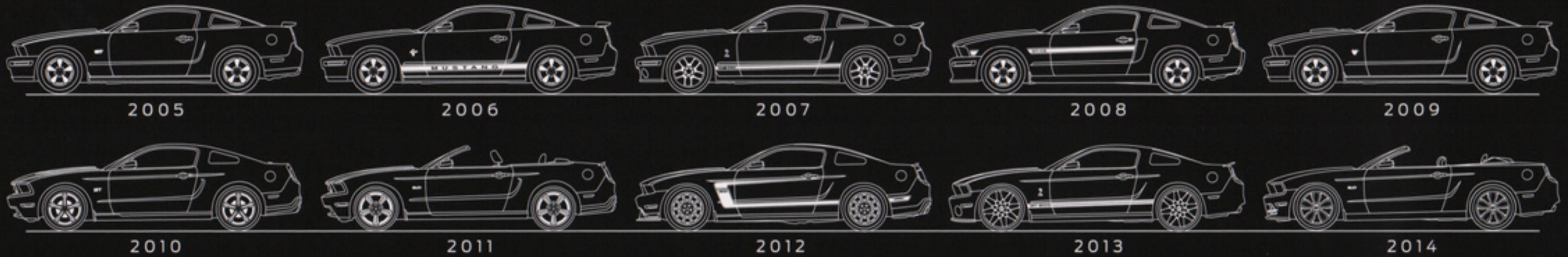
**2011 Mustang GT
Convertible**



2013 Shelby GT500

FULL CIRCLE: 2005 - 2014

5TH GENERATION, S197 PLATFORM



This generation, on a new, state-of-the-art platform, was a true return to the original's roots, with unmistakable cues from Mustang's early glory days.

The 2005 Mustang's base 4.0-liter V6 produced 210 hp, while the GT's 4.6-liter V8 packed 300 hp. And those numbers just went up, even though it took a while for the V6 and GT.

The big news of 2007 was the new Shelby GT500, with its supercharged, 500 hp 5.4-liter V8, race-tuned suspension, and Brembo brakes with 4-piston calipers.

By 2010, Chevrolet had re-launched the Camaro, with a 300 hp V6 engine – almost as much as the Mustang GT. The Camaro 6.2-liter V8 had 422 hp. Mustang had to respond, and did.

Two completely new powertrains arrived in 2011, both with 6-speed transmissions. The 3.7-liter V6, with twin independent variable cam timing (Ti-VCT), produced 305 hp and 289 lb.-ft. of torque, yet had an estimated EPA mileage of 19 city and 31 highway.*

For the GT, a legendary name returned – a new 5.0. This DOHC V8 produced 412 hp and 390 lb.-ft. of torque, and could launch from 0 to 60 slightly quicker than the Camaro V8. The GT's estimated EPA mileage was 17 city and 26 highway.* Like the V6, it was a lot more power combined with better gas mileage.

Another legend returned in 2012 – the Boss 302 – one of those cars whose legendary status has actually grown over the years, even though the name was not in use. Reviving such a car is risky because it has to live up to the legend. The new Boss 302 did, and a lot more.

Then, along came the 2013 Shelby GT500 – the fastest, most powerful Mustang yet: 662 hp, 631 lb.-ft. of torque, and a top speed in excess of 200 mph. It added a whole new meaning to the saying, "You can never have too much horsepower."

And for model year 2015, the 6th generation of this American icon takes Mustang into its second 50 years.

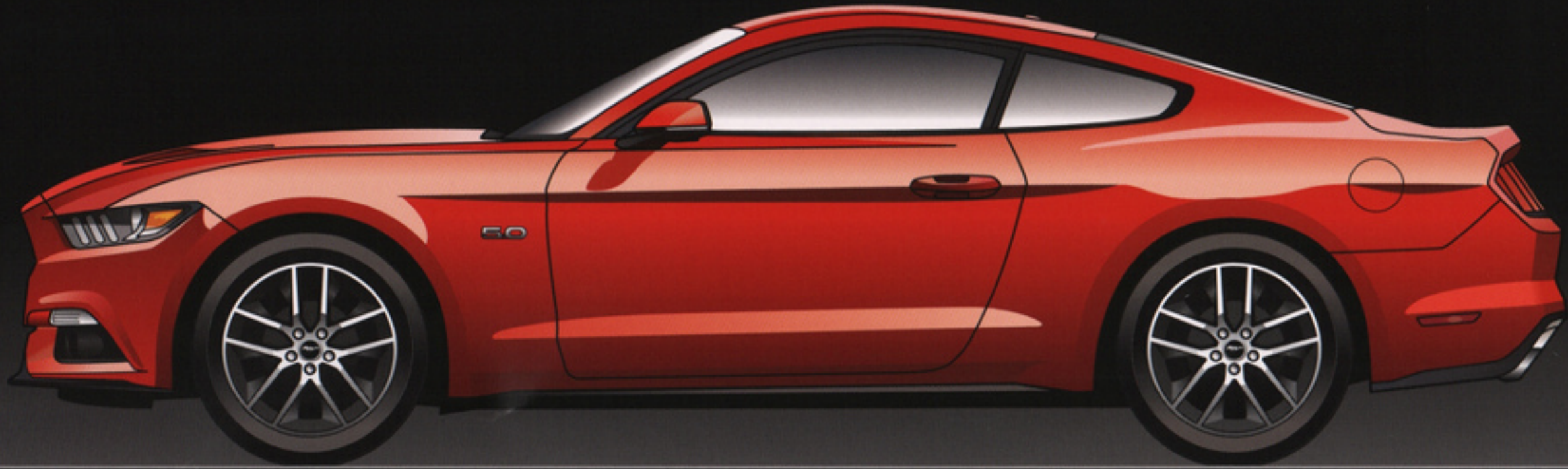
2012 MUSTANG BOSS 302

Base price:	\$40,995
Body style:	Fastback coupe
Wheelbase:	107.1 in.
Length:	188.1 in.
Width:	73.9 in.
Track F/R:	61.9 in. / 62.5 in.
Height:	55.1 in.
Curb weight:	3,631 lb.
Engine:	5.0-liter Ti-VCT DOHC V8 • 444 hp @ 7,400 rpm, • 380 lb-ft torque @ 4,500 rpm
Transmission:	6-speed manual

* Actual mileage will vary.



50
YEARS

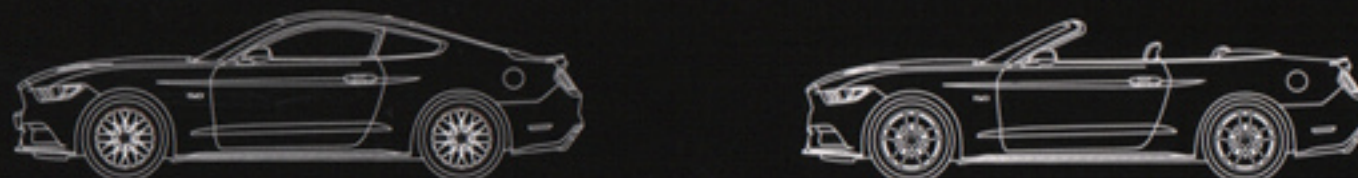


2015 MUSTANG GT



It looks like a Mustang from any angle, in an entirely new way. The flow and sweep of its lines evoke speed, even standing still.

A NEW BEGINNING: 2015 6TH GENERATION



2015

Mustang begins its second half-century as another new-from-the-ground-up car. In all aspects, the first of the sixth generation is true to its roots: It looks like a Mustang, especially those of its golden years in the late-1960s. It has the iconic long hood, short rear deck, and low, wide stance. It is rear-wheel drive. From there, though, the "new" aspects kick into high gear. It may evoke the golden era, but its design is very much 21st century, and under its skin, the new Mustang benefits from state-of-the-art engineering and technology.

This is the first mainstream Mustang with independent rear suspension, engineered specifically for this new platform and the car that's built on it. The all new front suspension is a perimeter subframe and double ball joint architecture.

Three engines are available, two of them familiar. There's the 3.7-liter Ti-VCT V6 and the GT's 5.0-liter Ti-VCT V8, both with new tweaks and upgrades. Then there's an entirely new engine – a 2.3-liter EcoBoost® inline 4 with a twin-scroll turbocharger.

This is Mustang's first 4-cylinder engine since the Mustang SVO's 2.3-liter turbo 4 of 1984-86. That engine produced 175 hp and 210 lb.-ft. of torque. But 30 years on, advancements in engineering and technology, like direct injection and twin independent variable cam timing, mean that this new 2.3-liter EcoBoost produces power that surpasses Mustang's V8 engines of the early 1980s.

All told, everything about this next-generation Mustang is at once new, but without breaking from tradition. So Mustang can gallop into the future following the legacy of its predecessors, but leading the pack.

2015 MUSTANG GT

Body style:	Fastback coupe or convertible	Engine:	5.0-liter Ti-VCT DOHC V8
Wheelbase:	107.1 in.		• 420+ hp @ 6,500 rpm (projected)
Length:	188.3 in.		• 390+ lb-ft torque @ 4,250 rpm (projected)
Width:	75.4 in.	Transmission:	6-speed manual with hill start assist
Track F/R:	62.3 in. / 64.9 in.		• Optional 6-speed automatic with paddle shifters
Height:	54.4 in.		