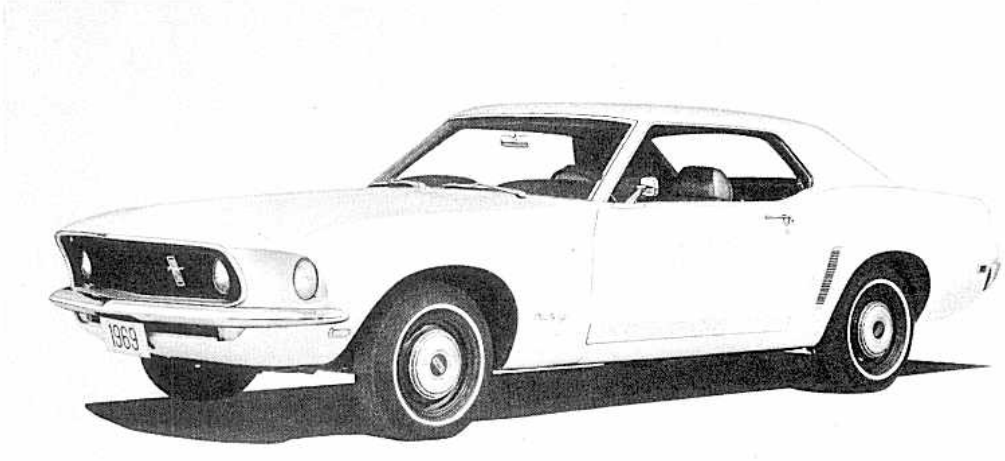


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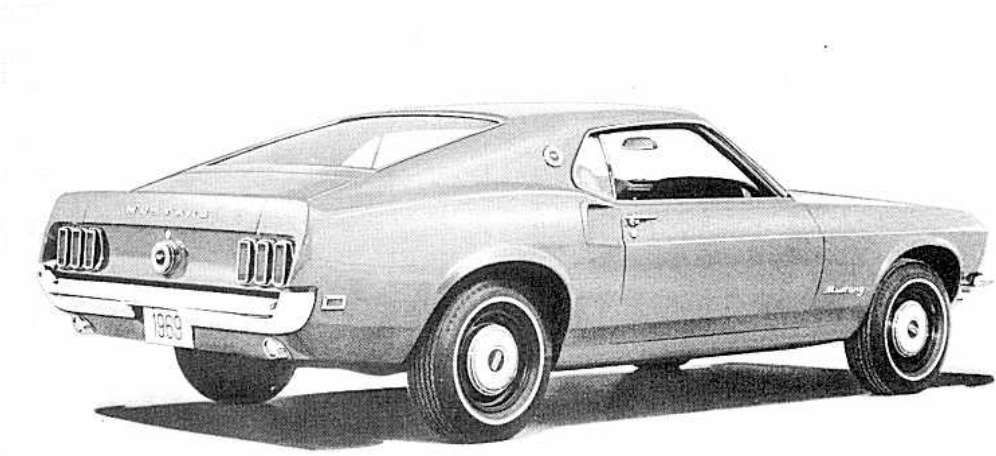
MUSTANG . . . 5 MODELS

	Body Code No.
HARDTOPS (2)	
Hardtop	65A
Grandé	65E



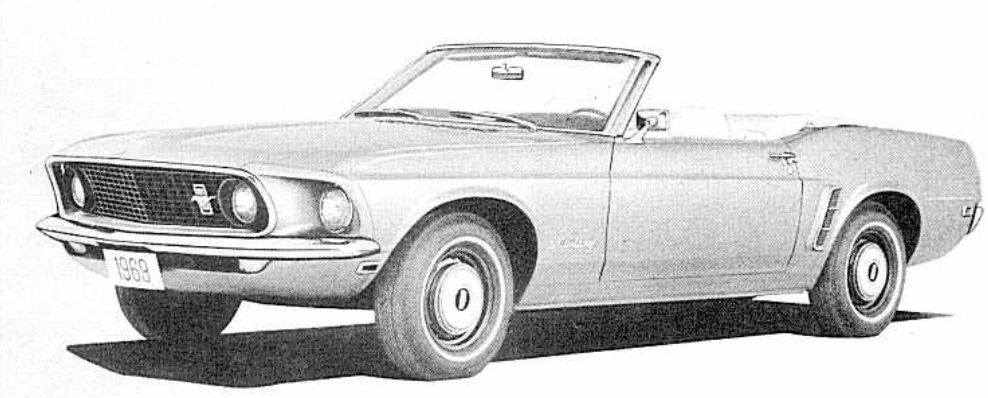
HARDTOP

SPORTSROOF (2)	
SportsRoof	63A
Mach I	63C



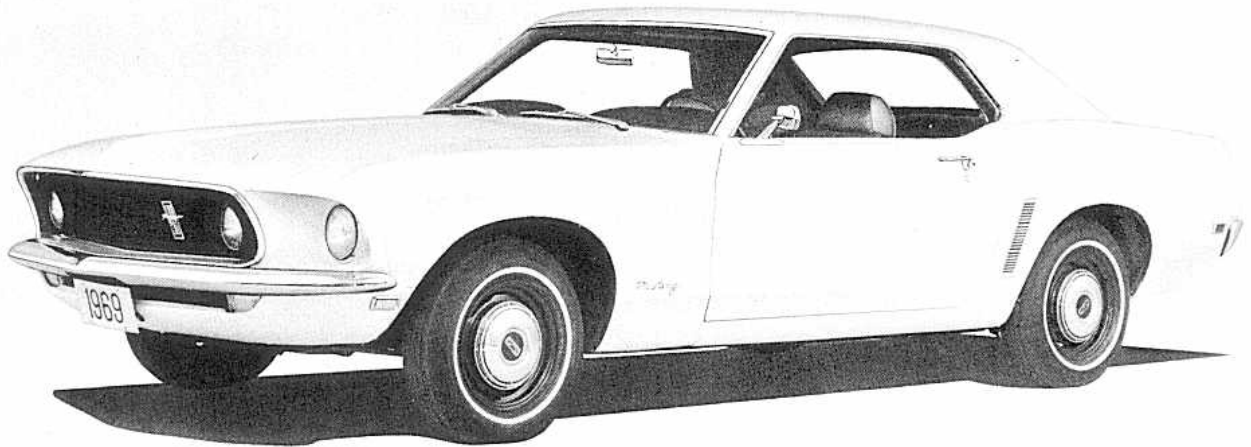
SPORTSROOF

CONVERTIBLE (1)	
Convertible	76A



CONVERTIBLE

MUSTANG HARDTOP



65A HARDTOP

EXTERIOR FEATURES

The Mustang Hardtop features a longer, lower and more exciting exterior design appearance for 1969. New features include:

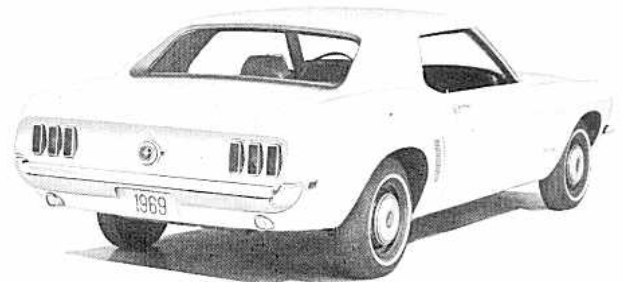
Dual 5-inch horizontal headlights, and a matte black, injection molded plastic "egg-crate" design grille, highlighted by the distinctive tri-color Mustang emblem mounted in an off-center position.

A wider "C" pillar and tunneled backlite combine to create a more formal roofline.

Ventless front side windows for improved appearance and increased driver/passenger visibility.

Simulated air exhausts with a bright metal horizontal bar grille are incorporated into the quarter panels.

Parking lights are recessed into an air slot in the front splash panel below a streamlined front bumper.



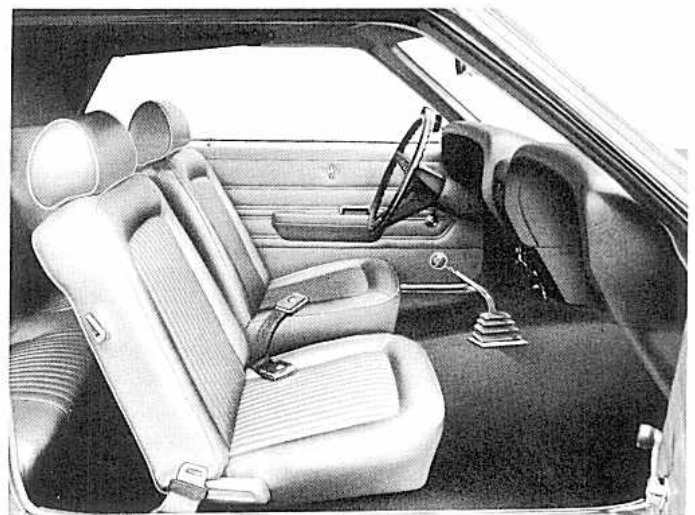
INTERIOR FEATURES

Mustang interior design is highlighted by the new double hood instrument panel which forms an individual type panel area for both the driver and passenger.

New squeeze-type door handles are recessed in the padded energy-absorbing arm rests.

All-vinyl interiors are provided in black, blue, red, ivy gold, nugget gold or white (Deluxe Interior Decor Group only).

Long wearing nylon carpeting is color-keyed to the interior.



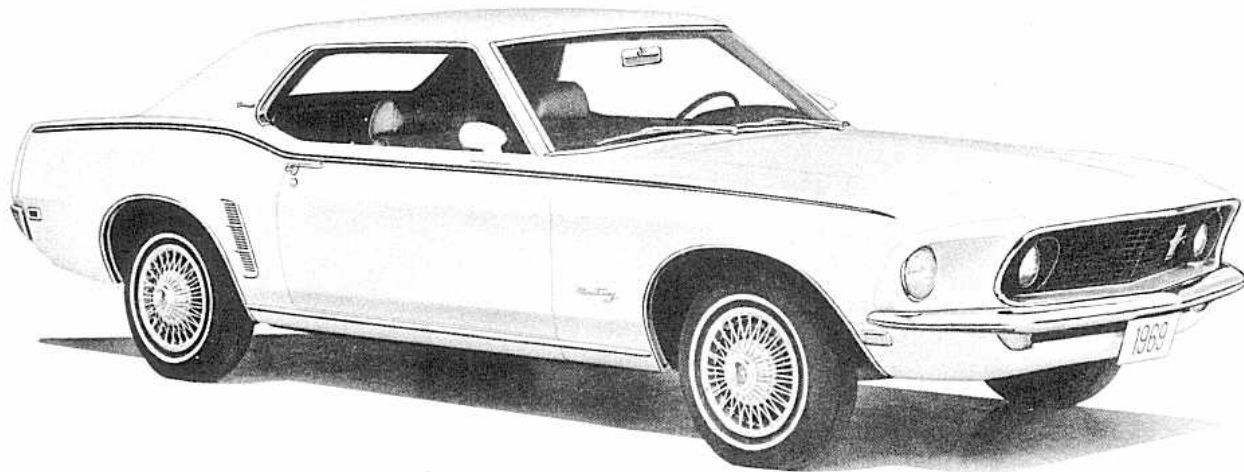
MAJOR SPECIFICATIONS

Wheelbase.....	108
Turning diameter curb-to-curb (ft.).....	37.6
Tread—Front.....	58.5
—Rear.....	58.5
Length—Overall.....	187.4
Width—Overall.....	71.3
Height—Overall.....	51.2
Usable Luggage Capacity (cu. ft.).....	9.8
Luggage Compartment Lift Over Height.....	29.6

Front Compartment Dimensions—	
Effective Head Room.....	37.4
Maximum Effective Leg Room.....	41.1
Hip Room.....	55.6
Shoulder Room.....	56.0
Fuel Tank Capacity (gal.).....	16.7
Curb Weight (lbs.).....	2835*

*With 3-speed manual transmission and 200-c.i.d. engine.

MUSTANG GRANDÉ



65E GRANDÉ

The Mustang Grandé is a super-luxury model option for the car buyer who prefers the handling and feel of a sports car with the bonus features of a high series model with luxury appointments.

Four features in particular distinguish the Grandé model . . . a special insulation package, a modified rear suspension system, elegant interior appointments—including cloth-trimmed seats offered for the first time in a sports-type car—and classic exterior trim. Standard features for the Mustang Grandé include:

CLASSIC EXTERIOR TRIM

Exterior trim items included on the Grandé are Grandé "C" Pillar Script, Dual, Color-Keyed Racing Mirrors (Remote Operation for Driver's Side) Wire-Style Wheel Covers, Bright Wheel Lip, Rocker Panel and Rear Deck Moldings, Special Two-Toned Narrow Paint Stripe Below Fender Line.

ELEGANT INTERIOR APPOINTMENTS

Luxury appointments in the Grandé include Hopsack Cloth and Vinyl Seat Trim, Simulated Teakwood-Grained Instrument Panel and Cluster Applique, Deluxe Three-Spoke "Rim-Blow" Steering Wheel (Include Simulated Teakwood Trim and "Rim-Blow" Horn), Molded Door Panels with Courtesy Lights, Padded Interior Quarter Trim Panels with Armrests, Electric Clock with Sweep Second Hand, Bright-Trimmed Pedal Pads.

SPECIAL INSULATION PACKAGE

This special sound package contains an additional 55 pounds of sound insulation and deadener materials.

UNIQUE REAR SUSPENSION SYSTEM

Grandé's luxury ride characteristics result from the use of voided rubber bushings in the front spring eyes. These bushings permit a slight rearward movement of the springs to absorb impact when the wheels strike a bump. "Iso-Clamp" rubber-cushioned mounts eliminate any metal-to-metal contact between the rear springs and the axle housing.

RUGGED, 200-C.I.D. SIX-CYLINDER ENGINE



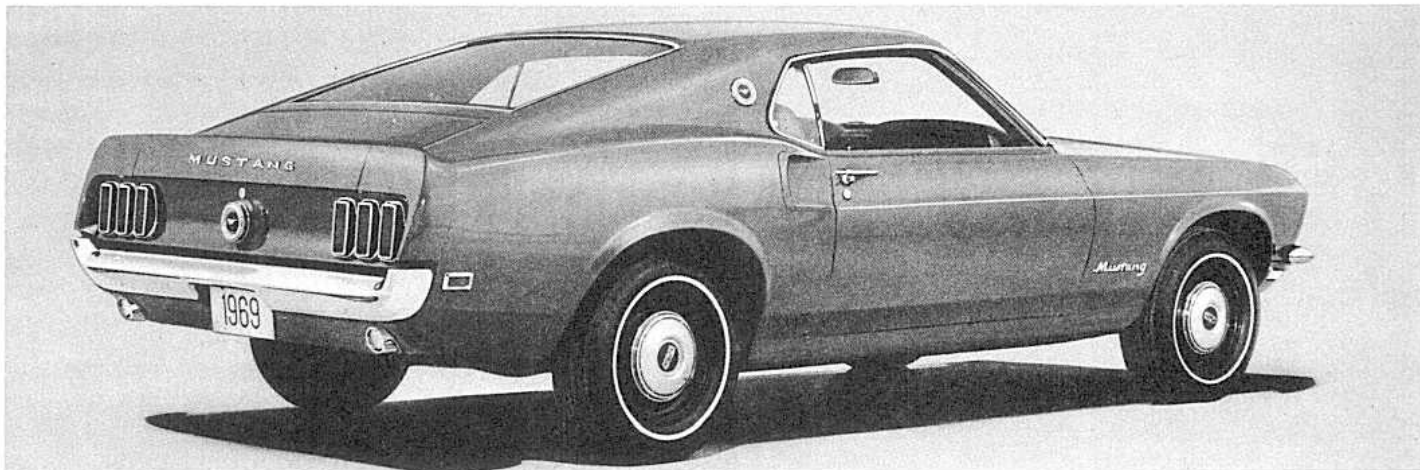
MAJOR SPECIFICATIONS

Wheelbase	108
Turning diameter curb-to-curb (ft.)	37.6
Tread—Front	58.5
—Rear	58.5
Length—Overall	187.4
Width—Overall	71.3
Height—Overall	51.2
Usable Luggage Capacity (cu. ft.)	9.8
Luggage Compartment Lift Over Height	29.6

Front Compartment Dimensions—	
Effective Head Room	37.4
Maximum Effective Leg Room	41.1
Hip Room	55.6
Shoulder Room	56.0
Fuel Tank Capacity (gal.)	16.7
Curb Weight (lbs.)	2890*

*With 3-speed manual transmission and 200-c.i.d. engine.

MUSTANG SPORTSROOF



63A SPORTSROOF

EXTERIOR FEATURES

The Mustang SportsRoof is an all-new design with a low sleek roofline, a built-in rear deck lid spoiler and deep simulated side air scoops. New dimensions (lower than previous models by 1.4 inches and longer by 3.8 inches) add emphasis to Mustang's long hood/short deck proportions. Exterior features include:

Bright dual headlights contrast with the matte-black eggcrate grille design which is highlighted by the off-center Mustang tri-color emblem.

The new greenhouse design includes ventless front side glass, a "flipper-type" quarter window, and is accented by a distinctive Mustang medallion on the "C" pillar.



INTERIOR FEATURES

Mustang interiors have been completely redesigned for added driver and passenger comfort and convenience. New interior features include:

New door and quarter section design provide more shoulder, hip and leg room.

Four-pod-design instrument cluster groups all instruments and controls within easy reach and view of the driver.

Energy-absorbing armrests house the squeeze-type door handles which are recessed for added protection.

Standard bucket seats are thick-padded molded urethane covered in durable vinyls in black, blue, red, ivy gold, nugget gold or white (Deluxe Interior Decor Group only).

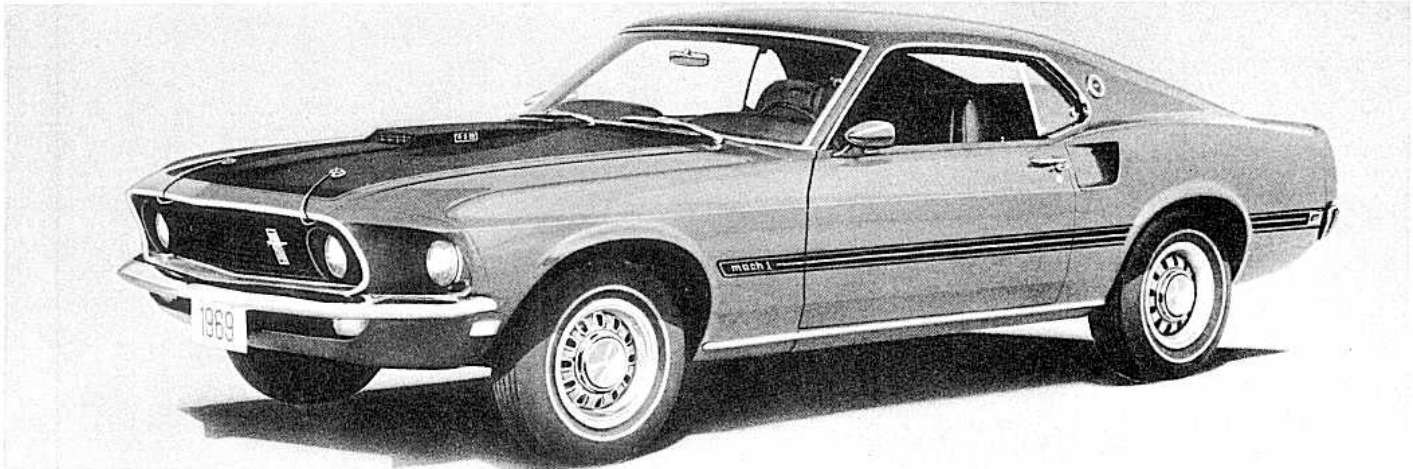


MAJOR SPECIFICATIONS

Wheelbase	108
Turning diameter curb-to-curb (ft.)	37.6
Tread—Front	58.5
—Rear	58.5
Length—Overall	187.4
Width—Overall	71.8
Height—Overall	50.3
Usable Luggage Capacity (cu. ft.)	5.3
Luggage Compartment Lift Over Height	29.6

Front Compartment Dimensions—	
Effective Head Room	37.1
Maximum Effective Leg Room	41.1
Hip Room	55.6
Shoulder Room	56.0
Fuel Tank Capacity (gal.)	16.7
Curb Weight (lbs.)	2860*
*With 3-speed manual transmission and 200-c.i.d. engine.	

MUSTANG MACH I

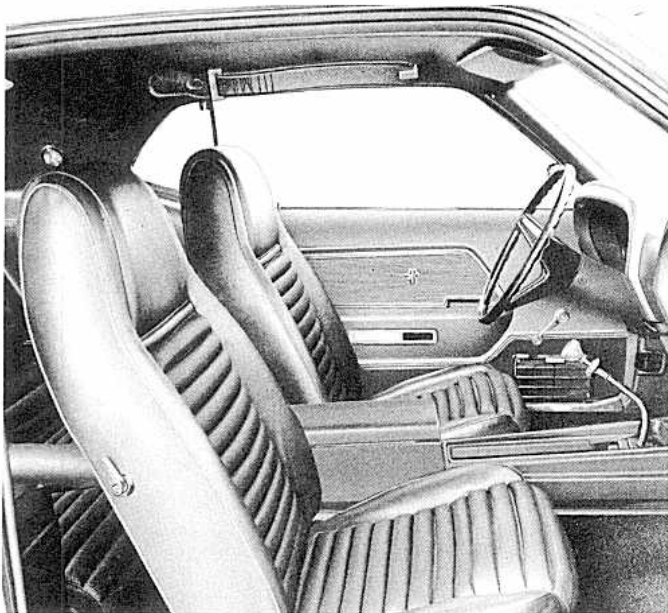


63C MACH I

The Mach I SportsRoof is the performance-oriented model of the Mustang lineup. Traditional SportsRoof styling is combined with an all-new standard V-8 engine, a special suspension system and a unique interior package to distinguish this model as a true performance car.

UNIQUE EXTERIOR DESIGN

The exterior of the Mach I features a special two-tone hood with a simulated air scoop with integral turn signal indicator lights and exposed lock pins, dual, color-keyed racing mirrors, tape stripes on the spoiler and



on the body side, E70 x 14 WSW fiberglass belted tires, pop-open gas cap (without GT emblem), chrome styled steel wheels and dual exhausts with bright extensions (when equipped with 351 4v or larger engines).

SPORTS-STYLED INTERIORS

The interior of the Mach I is accented by all-new high-back bucket seats with "Comfortweave" knitted vinyl inserts, a deluxe 3-spoke "Rim Blow" steering wheel, special carpeting with a red accent stripe on black interior trims, a floor console and simulated teakwood-grain trim on the console, instrument panel and door panels, molded door trim panels with courtesy lamps, an electric clock and bright-trimmed pedal pads.

351 C.I.D. 2v V-8 ENGINE

This new engine is extremely compact and lightweight and provides excellent performance characteristics.

GT HANDLING SUSPENSION

A special suspension with higher-rate front and rear springs, larger diameter front stabilizer bars and high-capacity shock absorbers help provide the performance ride characteristics of the Mach I.

SPECIAL SOUND PACKAGE

This special sound package includes an additional 55 pounds of sound insulation and deadener materials.

MAJOR SPECIFICATIONS

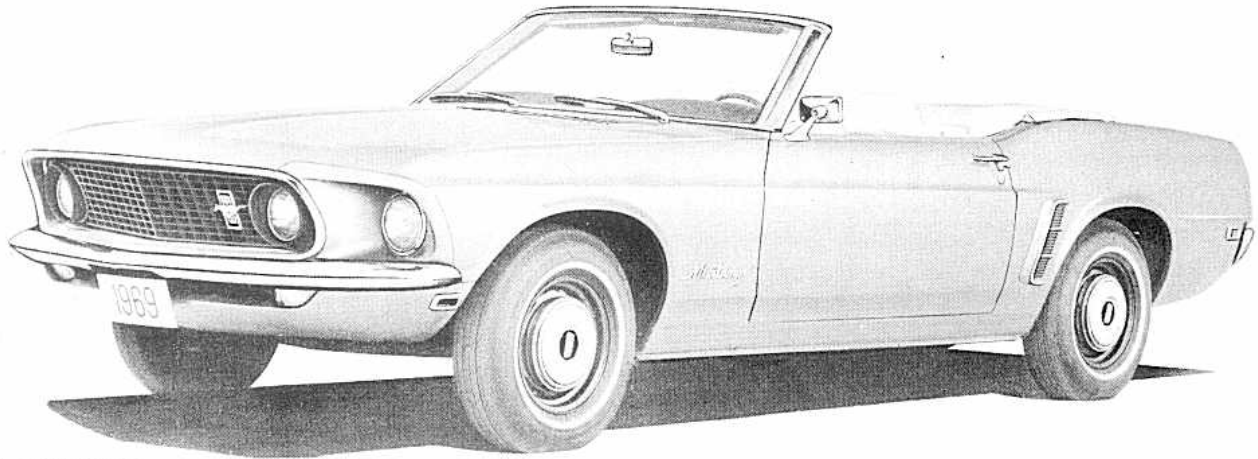
Wheelbase.....	108
Turning diameter curb-to-curb (ft.).....	37.6
Tread—Front.....	58.5
—Rear.....	58.5
Length—Overall.....	187.4
Width—Overall.....	71.8
Height—Overall.....	50.3
Usable Luggage Capacity (cu. ft.).....	5.3
Luggage Compartment Lift Over Height.....	29.6

Front Compartment Dimensions—

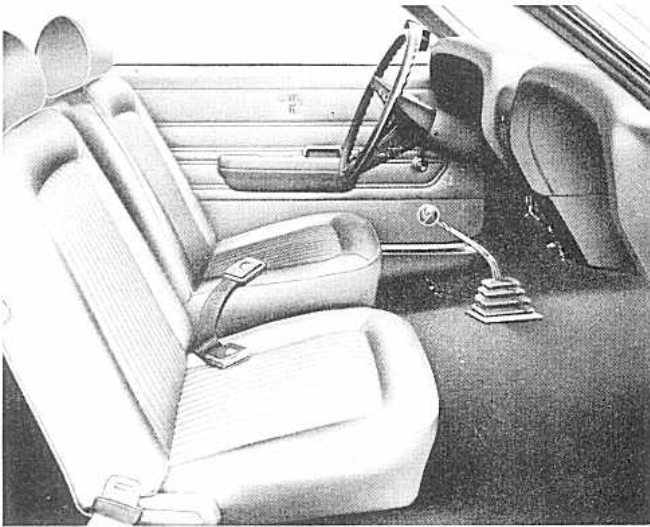
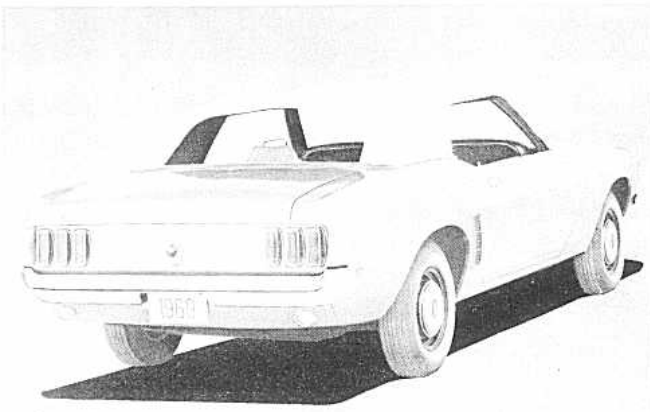
Effective Head Room.....	37.1
Maximum Effective Leg Room.....	41.1
Hip Room.....	55.6
Shoulder Room.....	56.0
Fuel Tank Capacity (gal.).....	16.7
Curb Weight (lbs.).....	3185*

*With 3-speed manual transmission and 351-c.i.d. engine.

MUSTANG CONVERTIBLE



76A CONVERTIBLE



EXTERIOR FEATURES

The Convertible for 1969 maintains Mustang's new long hood/short deck design proportions. Exterior design features include:

Changes in the top folding mechanism provides a larger rear quarter window and allows the top to stack nearly flush with the beltline.

The four-ply vinyl top is available in black or parchment. Hidden fasteners on the top boot add to the attractive top up or top down appearance.

Extra padding is provided under the top fabric along the upper side areas for a smoother exterior appearance.

The top is permanently fastened to the bows to prevent ballooning at highway speeds.

A concave rear panel is flanked by triple taillights with bright metal frames. Backup lights are mounted in the splash shield below the rear bumper.

INTERIOR FEATURES

A new top linkage arrangement that conceals the balance link mechanism provides a neat interior appearance.

All-vinyl interiors are provided in black, blue, red, ivy gold, nugget gold or white (Deluxe Interior Decor Group only) and feature color-keyed wall-to-wall nylon carpeting.

Long energy-absorbing arm rests house the new squeeze type recessed door handles.

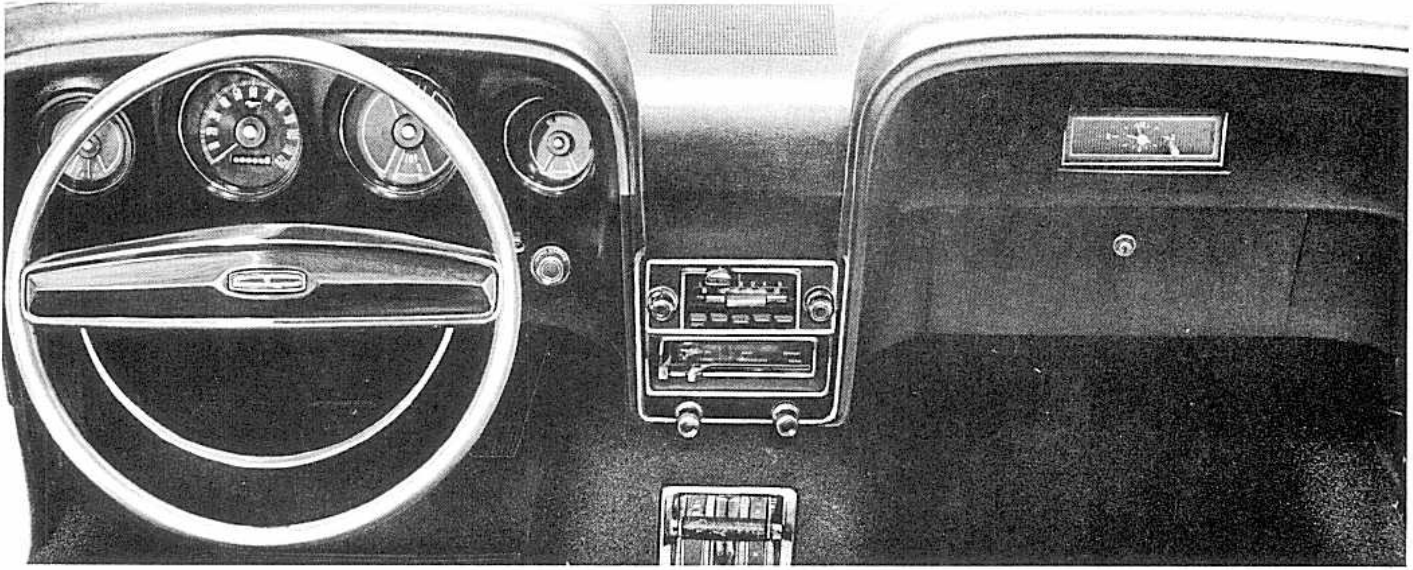
Deep padded bucket seats have molded urethane varying in thickness to provide additional comfort and side support.

MAJOR SPECIFICATIONS

Wheelbase.....	108
Turning diameter curb-to-curb (ft.).....	37.6
Tread—Front.....	58.5
—Rear.....	58.5
Length—Overall.....	187.4
Width—Overall.....	71.3
Height—Overall.....	51.2
Usable Luggage Capacity (cu. ft.).....	8.0
Luggage Compartment Lift Over Height.....	29.6

Front Compartment Dimensions—	
Effective Head Room.....	38.2
Maximum Effective Leg Room.....	41.1
Hip Room.....	55.6
Shoulder Room.....	56.0
Fuel Tank Capacity (gal.).....	16.7
Curb Weight (lbs.).....	2945*
*With 3-speed manual transmission and 200-c.i.d. engine.	

MUSTANG FEATURES



INSTRUMENT PANEL

The Mustang instrument panel design is completely new—with emphasis on convenience and safety. The panel is distinctively styled with swept-away surfaces on the right and left under prominent hoods. The entire panel is padded with energy-absorbing materials and is covered with a durable, color-keyed vinyl.

The instrument cluster design places four pods in direct view of the driver and includes individual oil, tempera-

ture, gas and alternator gauges. A printed electrical circuit replaces up to 100 feet of wiring and 48 connectors, providing greater instrumentation reliability.

The optional clock is located on the right, just above the glove compartment. A new latch, which provides positive locking even with high impact forces, is used on the glove compartment door.

All controls are integrated in the panel. The heater and radio controls are conveniently located in the center and well-lighted for easy operation at night.

Power Team Availability

There are eight engines, three transmissions and nine rear axle ratios available for the 1969 Mustangs. See page D-22 for Mustang engine, transmission and rear axle combinations.

(Refer to the Power Teams section for descriptions of Mustang power team items.)

ENGINES

The popular 200-c.i.d. six-cylinder engine is the standard power plant for all Mustangs except the Mach I model. In offering a maximum choice in total equipment, however, two new engines have been produced for 1969 and are included in the Mustang option lineup.

The 4.1 Litre (250-c.i.d.) six-cylinder engine is designed to develop nearly 35% greater horsepower than the standard six . . . at the same time is almost as economical in fuel consumption.

The 351-c.i.d. 2v V-8 is standard in the Mach I and this displacement is available as an option in either the two-barrel or four-barrel versions on all other Mustangs. It is extremely compact, lightweight and provides excellent performance and handling characteristics. The lower total vehicle weight results in greater acceleration.

The 428-c.i.d. 4v V-8 engine is Mustang's latest entry

for the performance car package. It is also available in a Cobra Jet "Ram-Air" version on all Mustang models. See page D-17 for the optional 428-c.i.d. 4v and Cobra Jet engine packages.

(Refer to Power Teams section for more information.)

TRANSMISSIONS

Ford's proven three-speed manual transmission is standard for all Mustang models. The fully-synchronized, constant-mesh design means dependable performance and easy shifting.

Optional transmissions include:

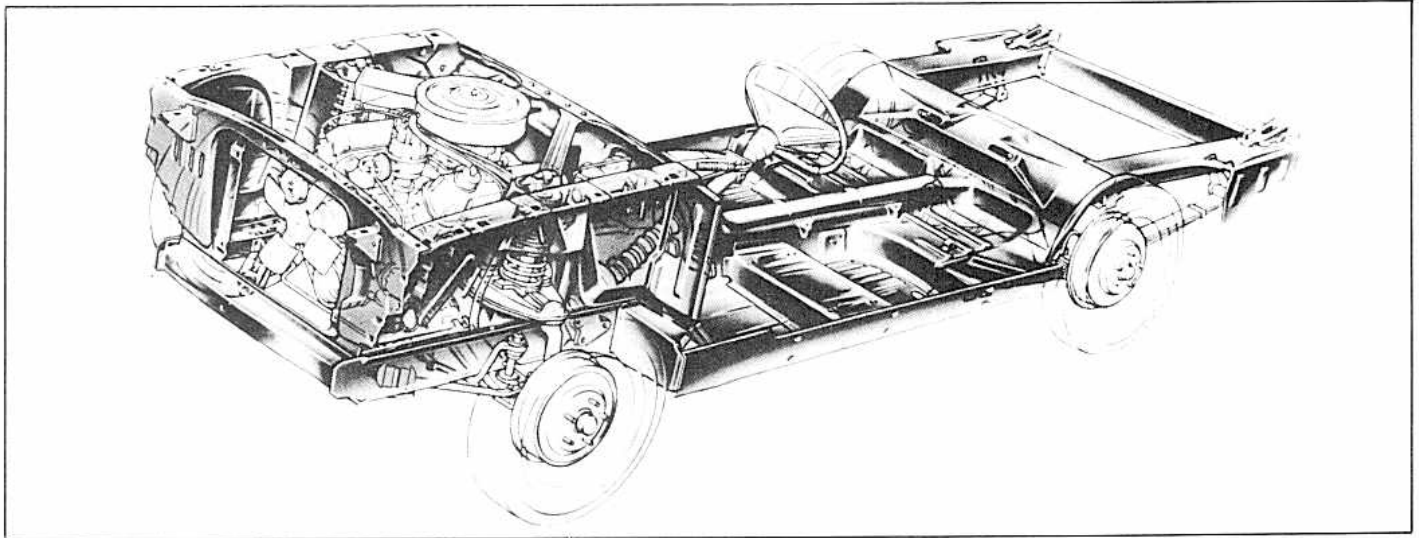
The popular SelectShift Cruise-O-Matic transmission which offers a choice of manual shifting or completely automatic operation. The Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control in adverse road or weather conditions.

The four-speed manual transmission provides "take-off and go" qualities unsurpassed in the industry. Synchronized in all forward gears, this transmission is well-suited to the performance-minded or the competitive driver. It provides fast, positive shifting with constant-mesh gears.

(Refer to Power Teams section for more information.)

MUSTANG FEATURES

Chassis Features



PLATFORM CONSTRUCTION

Mustang's platform constructed chassis provides a strong foundation for the car. It encloses the engine and provides attaching points for the various chassis components. Features of the design include:

BOX SECTION FRONT AND REAR SIDE RAILS ARE TIED IN SECURELY TO THE HEAVY BOXED-IN ROCKER PANELS IN THE PLATFORM. COMPONENTS ARE CONNECTED BY FIVE HEAVY-DUTY CROSSMEMBERS FORMING STRONG LADDER TYPE FRAME.

THE FRONT AND REAR SIDE RAILS EXTEND UNDERNEATH, AND ARE WELDED TO THE FLOOR PAN. A "BACKBONE" FORMED BY THE FULL-LENGTH TUNNEL GIVES THE STRUCTURE MAXIMUM RIGIDITY.

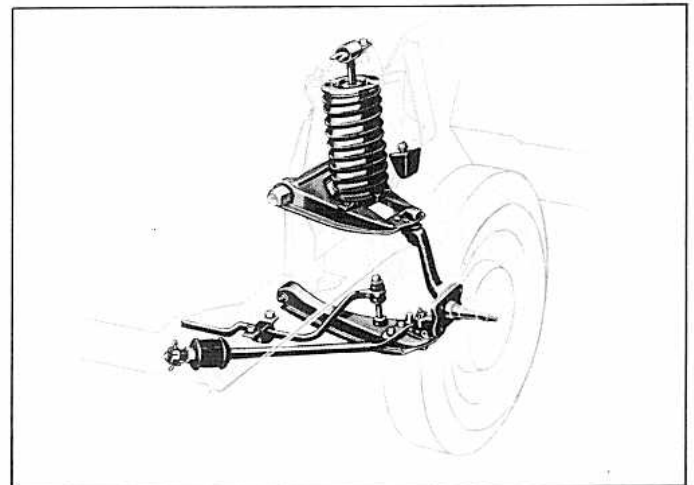
THE SIDE PANELS IN THE ENGINE COMPARTMENT ARE WELDED TO THE FRONT SIDE RAILS AT THE BOTTOM, AND TO THE COWL AT THE REAR, FOR FRONT END RIGIDITY. A ONE-PIECE STAMPING WITH A DEEP CHANNEL SECTION AT THE TOP CONNECTS PANELS ACROSS THE FRONT.

FRONT SUSPENSION

Mustang uses a short and long arm ball joint front suspension. Springs and shock absorbers are calibrated to match the weight/ride requirements of each application, depending on the car model, engine and optional equipment. Front suspension features include:

SINGLE LOWER DRAG STRUT STABILIZER ARM IS MOUNTED TO THE FRAME THROUGH RUBBER BUSHINGS TO ELIMINATE METAL-TO-METAL CONTACT AND REDUCE THE AMOUNT OF VIBRATION AND NOISE TRANSMITTED TO THE PASSENGER AREA.

THE DRAG STRUT IS ANCHORED IN A RUBBER BUSHING WHICH ALLOWS THE WHEELS TO



MOVE SLIGHTLY TOWARD THE REAR WHEN HITTING A BUMP. THIS CONTROLLED REAR MOVEMENT SOAKS UP PART OF THE INITIAL ROAD SHOCK BEFORE IT REACHES THE PASSENGER AREA.

A LINK-TYPE, RUBBER-BUSHED STABILIZER BAR CONNECTS THE RIGHT- AND LEFT-HAND LOWER SUSPENSION ARMS AND PREVENTS EXCESSIVE LEAN WHEN CORNERING.

REAR SUSPENSION

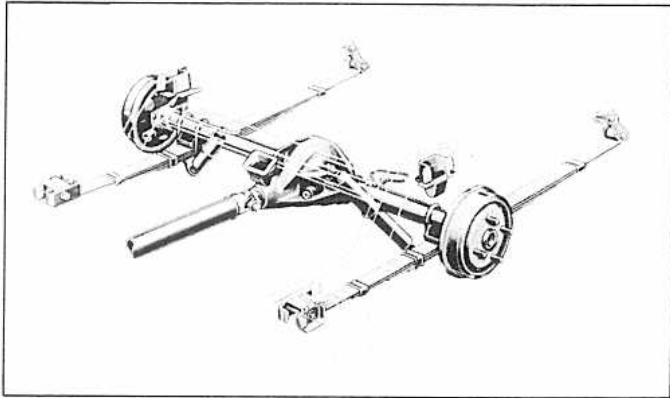
Mustang's Hotchkiss type rear suspension features rubber bushings at connection points to prevent metal-to-metal contact and minimize noise transfer to the passenger compartment. Features of the system include:

LONG 53-INCH MULTI-LEAF-TYPE SPRINGS SMOOTH OUT DRIVING AND BRAKING FORCES TO PROVIDE A COMFORTABLE, CUSHIONED RIDE.

FRONT SPRING MOUNTING EYE INCORPORATES A LARGE RESILIENT RUBBER BUSHING THAT PERMITS SLIGHT HORIZONTAL

MUSTANG FEATURES

Chassis Features (Cont'd)



REAR SUSPENSION (Cont'd)

WHEEL MOVEMENT TO HELP ABSORB SMALL BUMPS AND REDUCE ROAD SHOCK AND NOISE.

REAR SPRING SHACKLE IS A RUBBER-BUSHED COMPRESSION TYPE, ALLOWING EASY FLEXING ON LIGHT IMPACT AND PROVIDING GREATER RESISTANCE TO SEVERE IMPACT.

SHOCK ABSORBERS ARE MOUNTED AT AN ANGLE TO REDUCE SIDE SWAY AND IMPROVE CONTROL. A CONSTANT VISCOSITY FLUID IS USED TO PROVIDE UNIFORM PERFORMANCE UNDER ALL CLIMATE CONDITIONS.

SUSPENSION SPECIFICATIONS

FRONT	
Type	Independent with Ball Joints
Springs	3.88" ID Helical Coil, Rubber-Insulated
Shock Absorbers	Hydraulic, Telescopic, Vertical Mount
Stabilizer	Trailing Link Type, Rubber-Bushed
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Opposed Tapered Roller
REAR	
Type	Variable Rate, Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Hangers
Number of Leaves	4
Leaf Length and Width	53" x 2.5"
Spring Shackles	Compression Type, Rubber-Bushed
Shock Absorbers	Hydraulic, Telescopic, Angle Mount

MANUAL STEERING

Mustang's manual steering system is a parallelogram linkage type with a cross link and idler arm. This system offers more positive control of the car under all driving

conditions with a minimum of steering effort. Features of the steering system include:

CROSS-LINK BAR POSITIONED TO IMPROVE DIRECTIONAL STABILITY AND REDUCE OVER-STEER.

THE STEERING SHAFT CONTROL ASSEMBLY IS DRIVEN BY RECIRCULATING BALL BEARINGS IN A CLOSED CHANNEL FOR REDUCED FRICTION. THE "MAGIC-CIRCLE" STEERING GEAR IS FILLED WITH A LIFE-TIME LUBRICANT WHICH NEVER NEEDS CHANGING UNDER NORMAL CIRCUMSTANCES.

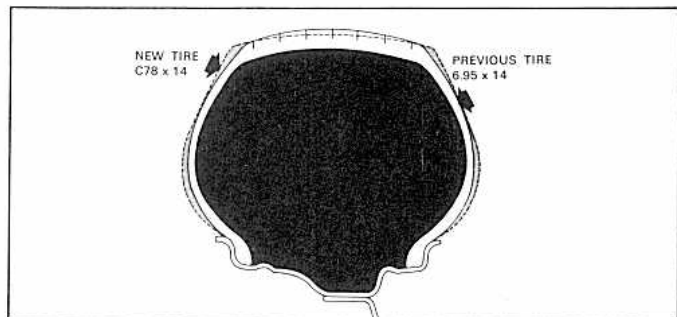
See page D-23 for steering specifications.

POWER STEERING

Power steering is optional for all 1969 Mustang models. The system utilizes the standard manual steering linkage. The cross link has a ball joint stud attachment integral with the power cylinder assembly. Features of the unit include:

A BUILT-IN LOW RESTRICTION FEATURE OF THE CONTROL VALVE WHICH ALLOWS THE WHEELS TO RETURN TO CENTER POSITION AFTER MAKING A TURN. A 20.5 TO 1 OVER-ALL STEERING RATIO PROVIDES RESPONSIVE STEERING AND REDUCED STEERING EFFORT.

See page D-23 for steering specifications.



TIRES AND WHEELS

The new standard tire for Mustang in 1969 is the C78 aspect ratio. This is a wider-profile bias-ply tire designed to improve vehicle traction and cornering. The C78 x 14 tire is standard with six-cylinder engines and the 302-c.i.d. engine. The E78 x 14 is standard with 351-c.i.d. and above engines except the 428-c.i.d.

Mustang wheels are stamped steel with a ventilated disc welded to a safety-type rim. Five large retaining nuts (four on 200-c.i.d. six cylinder models) plus a centering pilot automatically center the wheel on the hub.

See page D-23 for tire and wheel specifications.

BRAKES

The 1969 Mustangs use a dual hydraulic brake system with a dual-chambered master cylinder. Important features of the system are:

EACH MASTER CYLINDER CHAMBER IS INDEPENDENT OF THE OTHER WITH ITS OWN FLUID RESERVOIR AND PUMPING SECTION.

MUSTANG FEATURES

Chassis Features (Cont'd)

BRAKES (Cont'd)

SEPARATE CONNECTIONS FOR THE BRAKE LINES LINK ONE CYLINDER CHAMBER TO THE FRONT BRAKES AND THE OTHER TO THE REAR TO PROVIDE OPERATION IN THE EVENT OF HYDRAULIC PRESSURE LOSS IN EITHER LINE.

AN INSTRUMENT PANEL LIGHT INDICATES HYDRAULIC PRESSURE LOSS IN EITHER BRAKE LINE WHEN BRAKES ARE APPLIED.

IMMEDIATE SERVICING IS REQUIRED IF BRAKE WARNING LIGHT COMES ON.

MANUAL BRAKES

Mustang's standard manual brakes are self-energizing, single anchor, internal expanding drum type on all four wheels. All standard Mustang brakes incorporate self-adjusters, which keep the brakes in proper adjustment. Self-adjustment of the brakes is accomplished each time the brake is applied when the car is moving in reverse. This brake pressure in reverse actuates the "star" wheel on the adjustment screw to keep the brakes in constant adjustment with greater accuracy than if done by hand. This self-adjuster feature also assures satisfactory brake pedal height for easier brake application. The brakes are shielded against dirt and water entry by a curved edge on the brake backing plate which mates with a groove

in the brake drum.

See page D-23 for brake specifications.

POWER FRONT DISC BRAKES

Mustang's front disc brakes consist of a 1-piece cast-iron disc with a floating caliper straddling the disc and an inboard splash shield. The caliper contains a piston, which, when the brakes are applied, forces friction pads against the rotating disc. The ventilated cast-iron disc affords both effective cooling and water dissipation. The stamped-steel inboard splash shield keeps road splash from the disc.

The disc brake option incorporates a dual-diaphragm power brake booster. The booster helps to reduce system reaction time for faster and better braking control.

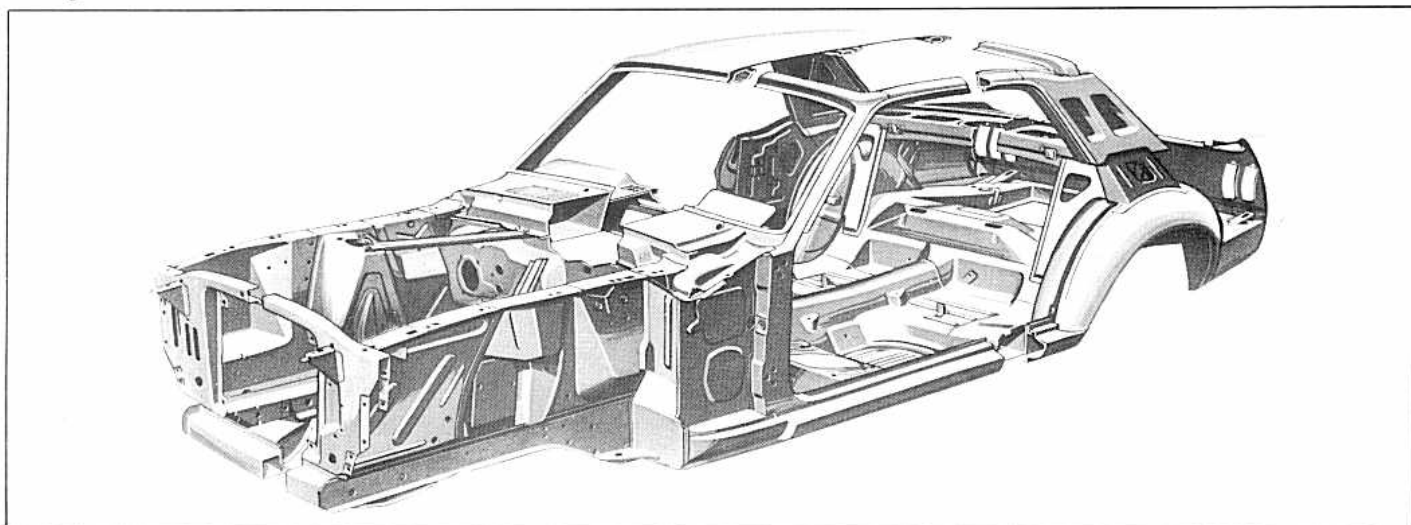
The power front disc/rear drum brake system requires up to 40% less pedal pressure. Increased fade resistance, even after repeated stops, improved recovery from water, and the ease of servicing disc brakes make them ideal for motoring enthusiasts as well as anyone who desires maximum braking power.

See page D-23 for brake specifications.

PARKING BRAKE

Mustang for 1969 incorporates a foot-operated parking brake. Located below the instrument panel near the left side cowl, the new suspended pedal design uses lever-type action and a pull handle release.

Body Features



BODY CONSTRUCTION

The Mustang body assembly is welded to the platform type chassis providing maximum durability. The all-welded body is designed and engineered to provide maximum strength with minimum weight. The instrument panel and extra strong double-walled upper cowl are welded integral with the body structure.

The curved design of the doors provide easy entry and exit while the double panel construction gives added strength. Door hinges are bronze-bushed for long wear and ease of operation.

Roof bracing on the Hardtop and SportsRoof models is double panel construction with box section channel around window and door openings. A roof cross brace adds to the support and rigidity of the upper portion.

MUSTANG FEATURES

Body Features (Cont'd)

RUST PREVENTION

Mustang bodies are given maximum protection to retard rusting. The venting of interior body areas helps to prevent the entrapment of moisture.

Vital underbody parts have been specially processed for resistance to mud, water and road salt with a sprayed on asphalt base sound deadener. Interior surfaces of the door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels, lower body panels, and front and rear side rails use a zinclad steel and rocker panels have one-way drain valves to help prevent moisture accumulation. Exterior trim moldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers.

SIX STEP PAINT PROCESS

Mustang's super diamond lustre paint finish is achieved through a six step process. Before the triple coats of enamel are applied, the body receives allover rust protection and two coats of tough epoxy primer. Each primer application is followed by wet-sanding.

The 3-coat acrylic super enamel is baked-on to form a protective cover over the body sheetmetal while providing the deep-luster beauty of baked-enamel finish.

Phosphate Coating
First Epoxy Primer
Second Epoxy Primer
First Finish Coat
Second Finish Coat
Final Finish Coat

BODY INSULATION

All Mustangs use specially-selected and engineered material to surround the passenger compartment and form a barrier against external noise and temperature extremes.

- (1) Mastic adhesive is spotted between the inner and outer panels of the hood.
- (2) Inner housings of the front fenders, including fender aprons, are sprayed with sound deadener coating.
- (3) The dash panel has a one inch thick molded textile-fiber pad between passengers and engine with heavy plastic (vinyl) coating.
- (4) One-half-inch thick fiber pads are included at cowl sides.

- (5) Toeboard to back of front seat has a combination one pound mastic and 28 gram fiber pad, plus thick jute pad bonded to the carpet.
- (6) The rear floor area has the same material as the front floor area.
- (7) Sound deadener is applied to the inner surface of door outer panels.
- (8) The rear seat area has one pound mastic and one-half-inch fiberglass pad from front of seat to back of axle kickup. Hardtop has seat back covered with one-half-inch thick textile-fiber padding.
- (9) Hardtop SportsRoof has one-quarter-inch waffle felt padding under full width of package tray covering.
- (10) One-half-inch thick fiber pad blanket insulates the entire roof panel, front to rear. Hardtop rear pillars have a quarter-inch fiber pad.
- (11) Mastic adhesive is spotted between the inner and outer panels of the deck lid.
- (12) Rear wheelhousing splash areas are sprayed with sound deadener.
- (13) The luggage compartment in the SportsRoof and Convertible have one pound mastic over the gas tank. The floor area is covered with a textile mat. Hardtop and SportsRoof have one pound mastic over the rear axle.
- (14) The Hardtop has a one-half-inch fiber pad cemented to the quarter trim panel.

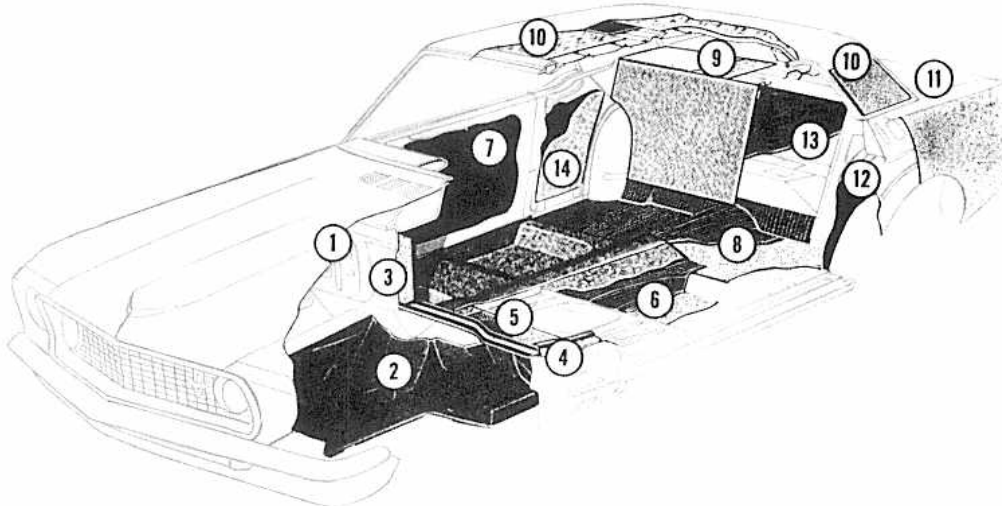
GRANDÉ/MACH I INSULATION PACKAGE

The Grandé and Mach I model options include 55 pounds of additional sound insulation and deadener.

BODY SEALING MATERIAL

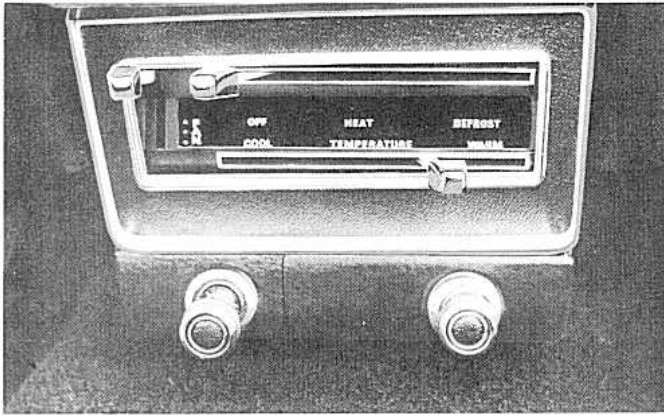
Joint sealers and special anti-squeak and sealing devices are used in the 1969 Mustang to assure a comfortable, quiet ride.

Special plastic sealing material is applied to exposed spot-welded body panel seams and joints. Vinyl plastic sealer is used at the drip rails and rear deck trough. Windshields are sealed with Ford's special butyl tape and a special non-drying plastic compound seals the rear windows. Special pads, grommets, seals and plug buttons guard against water, dust and drafts. Heat-curing sealer is applied to all other panel seams and joints.



MUSTANG FEATURES

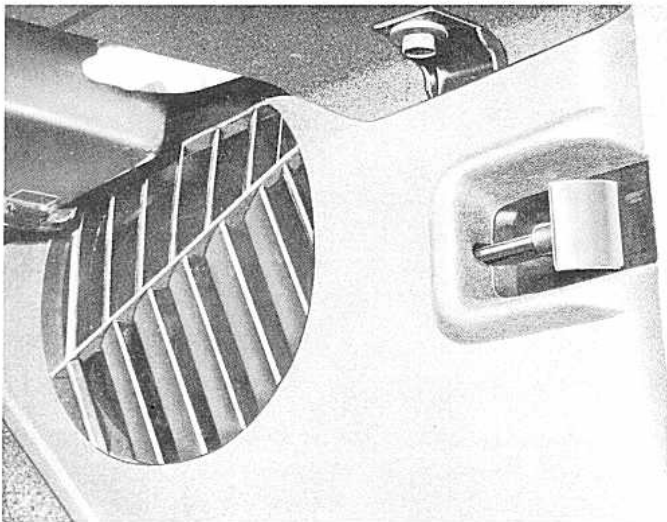
Body Features (Cont'd)



HEATING AND VENTILATION

Mustang's high capacity heater uses the blend air principle of temperature control. Temperature is controlled by regulating the amount of air that passes through the heater core.

Heat, defrost, and temperature controls, and the three-speed blower switch are located in the center of the instrument panel within easy reach of the driver. The defroster lever ducts air to slit type openings to defog windshield.

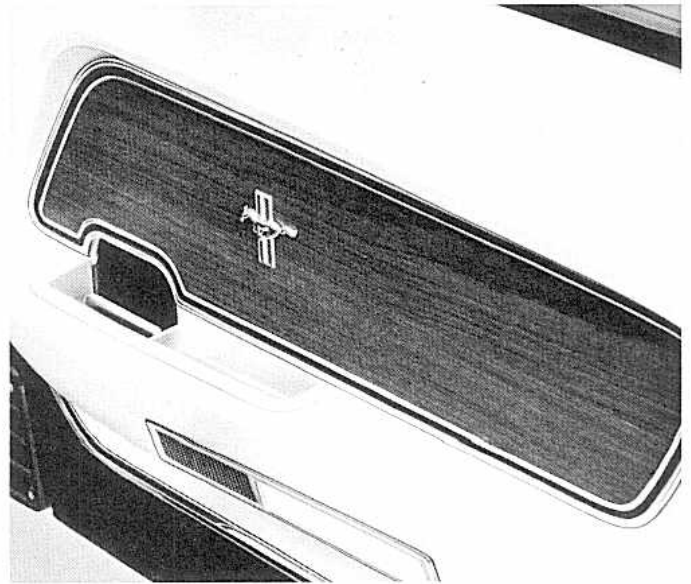


Fresh air ventilation is provided by ducts with openings located on the side cowl panels. The ducts are controlled by slides in the cowl panels within easy reach of the driver and front seat passenger for individual control.

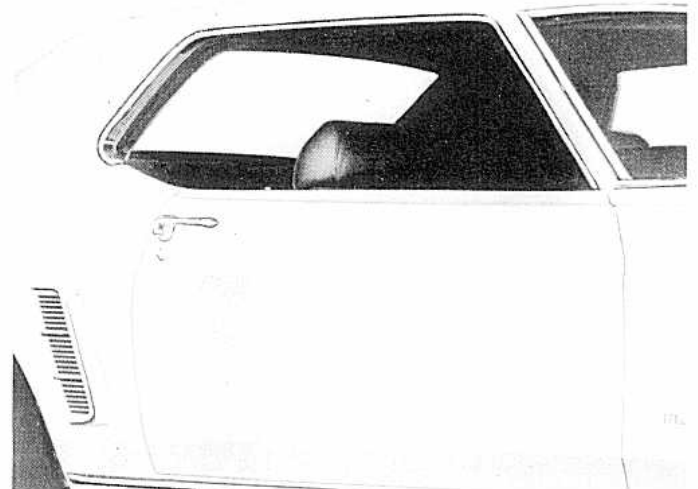
DOORS

Mustang incorporates a new squeeze-type door handle for 1969. The handle is recessed in the long padded energy-absorbing arm rest for added protection. The door lock button retains its non-overriding feature and is moved four inches forward on the door for added convenience.

Mustang doors are formed into a sturdy box unit by using a double panel, welded construction. Bronze-bushed hinges are used for long wear and easy opening



and closing. The lower hinges are provided with assist springs to aid in opening the doors and retard slamming when closing. All doors incorporate check straps to hold the doors in the full open position. The check straps used on the front doors provide an intermediate door check position to aid entry and exit when parked in close quarters. Bear-hug door latches provide secure closing, easy opening, rattle resistance and help protect against accidental opening on impact.



WINDOWS

All Mustang models feature ventless front side glass. This new style window eliminates the vent window, division bar and vent latch and provides an improved appearance with increased driver/passenger visibility.

SportsRoof models include a new flipper-type rear quarter window for added rear passenger visibility and air extraction ventilation.

All windows except windshields are high-strength, impact-resistant, heat-tempered glass. Windshields use two sheets of 1/8-inch glass heat laminated with a 30-mil-thick plastic laminate.

MUSTANG FEATURES

Body Features (Cont'd)

SEATS

Mustang seats are designed to provide firm and comfortable body support.

The sports styled front bucket seats have thick contour padding in both seat and seat back. The wraparound design provides extra side support.

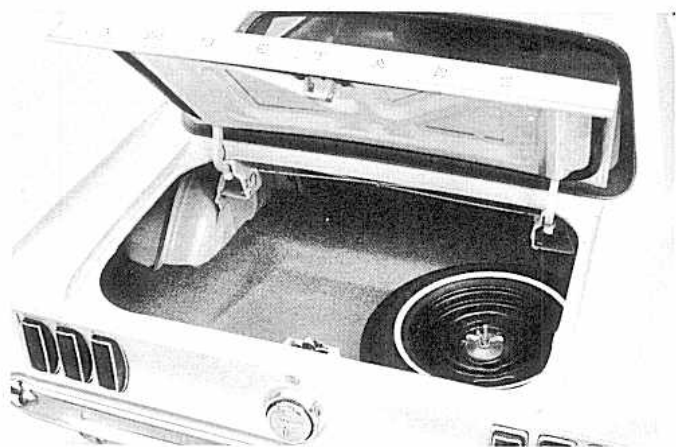
Steel frame members on the bucket seats are formed and welded into one piece. The preformed steel wire springs are covered with a heavy burlap, with interwoven steel wires, to prevent damage to the foam cushioning material. The seats are covered with heavy, cotton backed vinyl. The seat cushion and back insert areas feature foam-filled vertical pleated construction for additional comfort.

The bucket seats are attached to strong roller bearing seat tracks, that have a full five inches of adjustment. Low friction nylon slides and built-in assist springs on the seat tracks make adjustment easy.

Folding front seat backs lock when in a full upright position. A lever on the side of the seat back releases the lock for rear seat passenger entry and exit.

HOOD

Overall strength and rigidity is a feature of the double panel construction of the Mustang hood. The inner panel is formed into bracing, and is bonded to the outer panel with a special mastic. The outer edges are welded. The hood's counterbalanced hinges permit easy opening and closing. Rubber bumpers are placed around the outer edge with the two front bumpers adjustable for hood leveling purposes. Hood release is by a single action lever, located at the top of the grille, under the hood lip. This lever releases both latch and safety catch.



LUGGAGE COMPARTMENT

Interior luggage space in the hardtop model has been boosted 1.1 cubic feet to 9.8 cubic feet, a 13% increase. The Convertible has been increased by 1.8 cubic feet to 8.0 cubic feet for a 29% gain in total luggage capacity. Built-in torsion bars in the lid hinges assist in raising the lid and hold it open. Compression type,

neoprene rubber weather stripping provides protection against dirt and moisture.

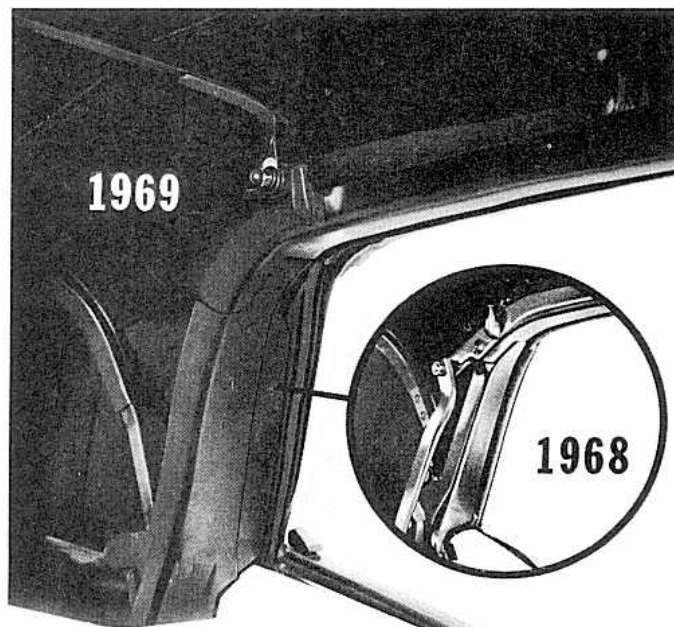
WINDSHIELD WASHERS AND WIPERS

Mustang's two-speed electric windshield wipers are parallel action type with 15-inch blades and are activated by rotating a control knob on the instrument panel.

The dual stream windshield washers are also activated by pulling the wiper knob. Operation of the washers automatically activates the wipers to clean the windshield.

FUEL TANK

The fuel tank capacity for all 1969 Mustangs has been increased by four gallons to a 16.7-gallon capacity.



CONVERTIBLE TOP

The Mustang Convertible top is four-ply laminated vinyl and cotton attached firmly to the bows to prevent ballooning when moving at highway speeds. The standard, manually operated top is specially designed to raise and lower easily, with the assistance of the counterbalanced springs, located in cylinders attached to the floor pan. A power operated top and a unique "all-glass" rear window, which folds horizontally in the center are optional. Several significant design changes have been incorporated in the new Mustang convertible top for 1969. The balance link mechanism has been hidden behind the quarter rail section to improve interior appearance. To gain a smoother exterior appearance, extra padding is provided under the top fabric along the upper side areas. Changes in the top folding mechanism permit the use of a larger quarter window and allow the top to stack nearly flush with the belt line. The top is available in either black or white with a stretch vinyl boot color-keyed to the interior trim. Hidden fasteners on the boot give neat top down appearance.

MUSTANG FEATURES

STANDARD EQUIPMENT

The items below are furnished as standard equipment on the 1969 Mustangs.

ACCELERATOR PEDAL, Suspended Type
ALTERNATOR, 38-Ampere
ASH TRAY, Front
ARMRESTS, Front
BACKUP LIGHTS
BATTERY, Autolite "Sta-Full" Design, 45-Amp.
BODY, Rust-Resistant and Insulated
BUCKET SEATS, Foam-Padded, Adjustable
CARPETS, 100% Nylon, Molded
CHOKE, Automatic
CIGARETTE LIGHTER
COOLANT, Two-Year or 36,000 Mile
COURTESY LIGHTS WITH DOOR SWITCHES
CURVED SIDE GLASS
DOOR CHECKS, Two-Stage
DOOR HINGES, Bronze-Bushed
DOOR TRIM, All-Vinyl
ENGINE, 200-c.i.d. Six
EXHAUST EMISSION CONTROL SYSTEM
FINISH, Super Diamond Lustre Enamel
FRONT FENDERS, Bolt-On
FUEL TANK, 16.7 Gallon
GLASS—Safety, Laminated, Windshield
GLASS—Safety, Solid Tempered, Side and Rear
GLOVE BOX, Instrument Panel Mounted
HEAD RESTRAINTS, Adjustable Front Seat
HEADLIGHTS, Dual
HEADLINING, Color-Keyed Vinyl
HEATER AND DEFROSTER, Fresh Air
HOOD LATCH
HOOD LOUVERS w/turn Signal Reminder Lights
JACK, Scissors Type
LAMP BULBS, Extended Life
LUBRICATION, Chassis, 36,000-Mile/36 Months
MIRROR, Outside Rearview
MUFFLER, Aluminized and Stainless Steel
SCUFF PLATES, Aluminum
THERMOSTAT, 195-Degree
TRANSMISSION LEVER, Tunnel-Mounted
TRANSMISSION, 3-Speed Manual

UPHOLSTERY, All-Vinyl
VALVE LIFTERS, Hydraulic
VENTILATION, Cowl Side
VENTLESS SIDE GLASS
WINDSHIELD WASHERS
WINDSHIELD WIPERS, Two-Speed Electric

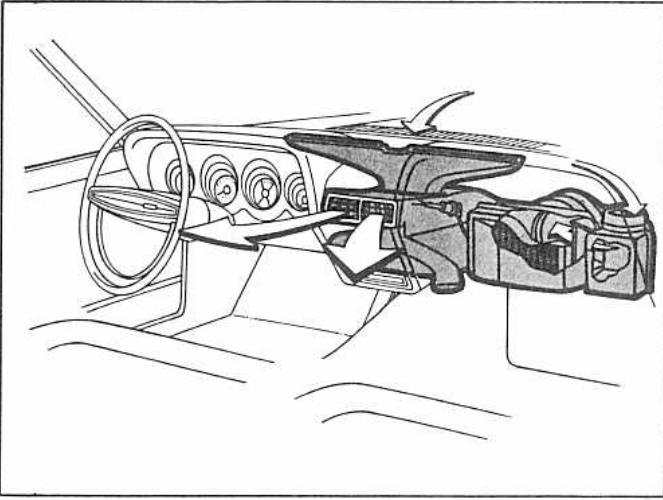
FORD DIVISION SAFETY FEATURES

In addition to the many standard items listed above, the 1969 Mustangs are all equipped with the following lifeguard-design safety features:

Dual Hydraulic Brake System With Warning Light
Glare Reduced Instrument Panel Padding, Windshield
Wiper Arms, Steering Wheel Hub, Horn Ring, Rear-
view Mirror/Mirror Mounting and Windshield Pillars
Energy-Absorbing Steering Column and Steering Wheel
Energy-Absorbing Armrests and Safety-Designed Door
Handles
Front and Rear Lap Belts With Front Outboard Re-
tractors
Turn Indicators With Lane-Changing Signal Feature
Inside Day/Night, Yield-Away Rearview Mirror
Energy-Absorbing Instrument Panel With Padding
Padded Sun Visors
Two Speed Windshield Wipers
Windshield Washers
Double-Thick Laminate Safety Glass Windshield
Double-Yoke Safety Door Latches and Safety Hinges
4-Way Emergency Flasher
Back-Up Light
Side Marker Lights
Energy-Absorbing Front Seat Back Tops With Padding
Self-Locking Folding Front Seat Backs
Shoulder Belts for Outboard Front Seat Passengers
(Except Convertibles)
Safety-Designed Coat Hooks
Safety-Designed Window Regulator Knobs
Safety-Designed Radio Control Knobs and Push
Buttons
Outside Rearview Mirror, Driver's Side
Safety Rim Wheels and Load-Rated Tires
Corrosion-Resistant Brake Lines
Uniform Transmission Shift Quadrant

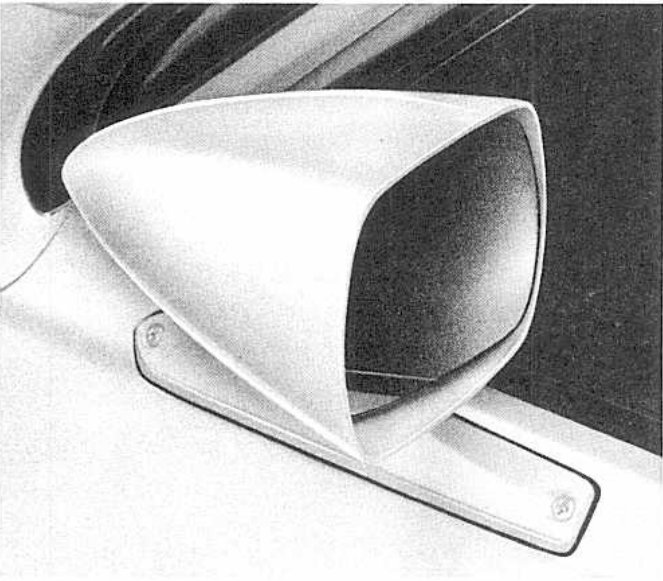
MUSTANG OPTIONS

Mustang offers a wide variety of factory-installed options. Owners can select from these items to equip their car to suit their personal tastes and desires.



POWER VENTILATION SYSTEM

The power ventilation system provides improved ventilation for windows-up comfort and operates equally as well on the move or at a standstill. Utilizing the air inlet and blower provided with the heater, a special duct is added to direct a cooling flow of air out through a high-level, center register. A vacuum-operated valve in the duct opens when the control lever is switched to "Power Vent." The air stream can be directed across the interior as desired by setting the blower speed and adjusting the register vanes. The control for forced ventilation is totally integrated and permits either cool outside air or heated air to be directed out of the high-level center outlet.

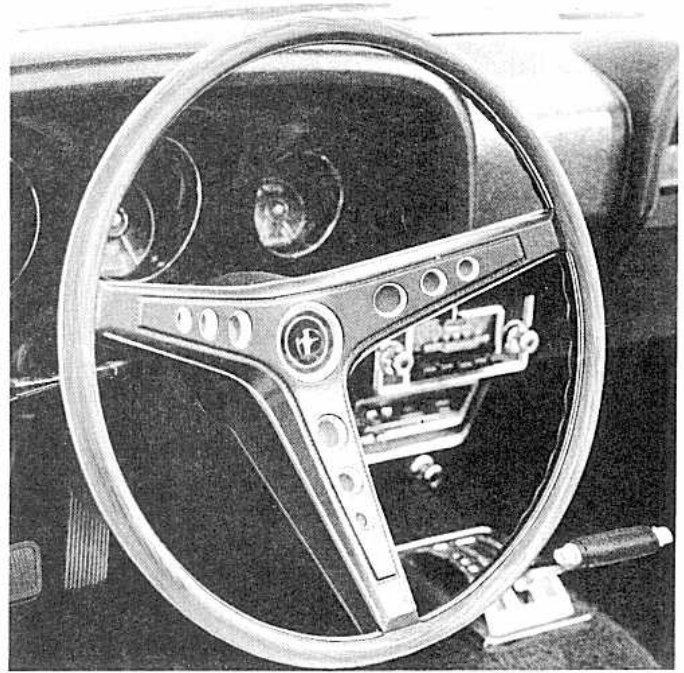


RACING MIRRORS

These dual racing mirrors add a sports flair to the exterior design and complement the overall appearance of the Mustang. Color-keyed to the body color, the driver's mirror has a remote control.

INTERMITTENT WINDSHIELD WIPERS

A new option for 1969, these wipers may be adjusted to provide a pause between each wiping cycle. The length of the pause may be controlled by the driver from two seconds to ten seconds depending on the amount of precipitation, car speed or traffic conditions. Continuous high-speed operation is automatically provided during acceleration. The intermittent feature may be bypassed for regular two-speed operation.



RIM-BLOW STEERING WHEEL

An integral part of the Deluxe Interior Decor Group, and the Mach I and Grandé models, this distinctive option features a "Rim-Blow" horn switch built into the inner rim of the steering wheel. A sporty look is achieved with a simulated teakwood-grained wheel and the unique three-spoke design.

SELECTAIRE AIR CONDITIONING

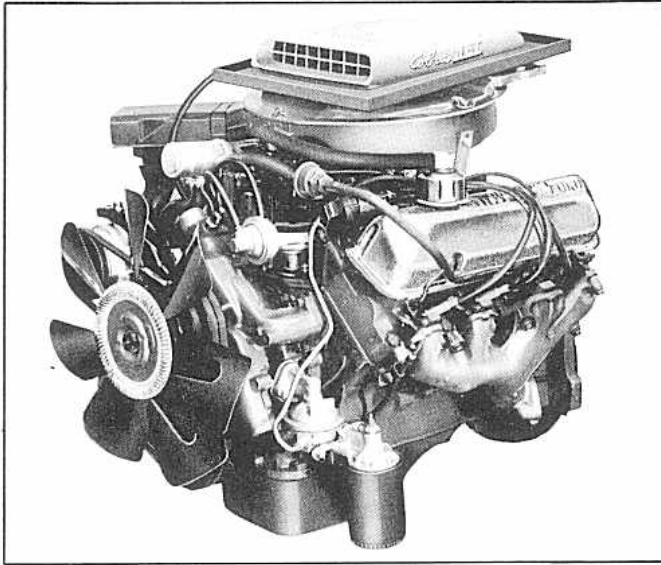
The Mustang SelectAire air conditioning unit, including controls, is fully integrated into the instrument panel and provides temperature and humidity controlled comfort with all windows closed.

The three-speed blower motor and two air conditioning positions give this unit optimum versatility. The "MAX/AC" position cools and recirculates the air within the car, providing maximum cooling. The "FRESH" position draws a supply of fresh air in from the cowl intake and is the position most normally used.

HIGH-BACK BUCKET SEATS

These seats are standard on the Mach I and optional on all other models. They feature Ford's "Comfortweave" knitted vinyl as the standard insert material. The vinyl knit lets air flow through and is cooler in the summer and warmer in the winter. The high back serves as an integral head restraint.

MUSTANG OPTIONS

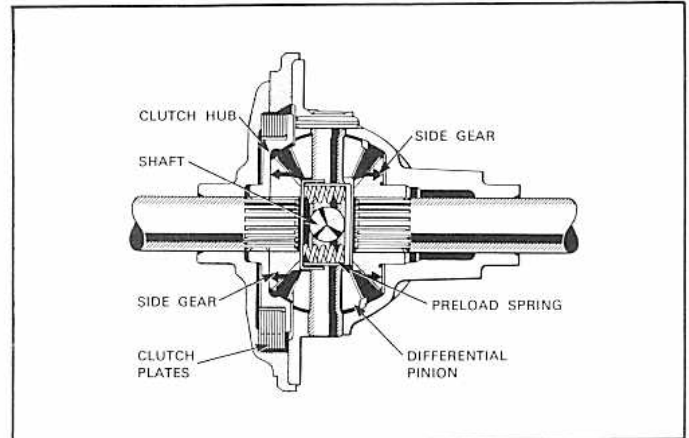
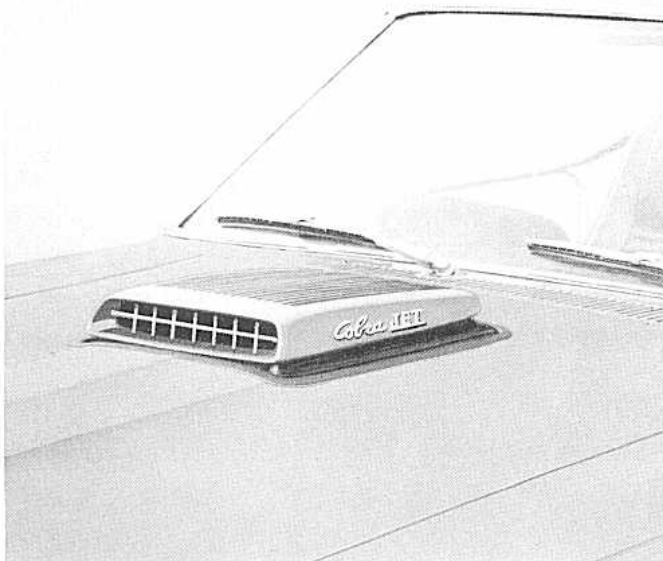


428 COBRA JET "RAM-AIR" ENGINE

This highly competitive performance option includes a "Ram-Air" induction system, dual exhausts, competition suspension, a 3.50 rear axle ratio, extra-cooling package, and bright engine dress-up including cast aluminum rocker covers and "Cobra Jet" hood identification.

The "Ram-Air" feature consists of a functional air scoop integral with the air cleaner and extending through an opening in top of the hood. This special air cleaner assembly has a vacuum-actuated bypass inlet valve mounted in the top cover. When the engine is operated at nearly full-throttle, the vacuum motor opens a large bypass valve and allows additional air to flow directly into the air cleaner assembly, bypassing the manifold intake pipe. This forced flow of cool air into the engine develops additional horsepower.

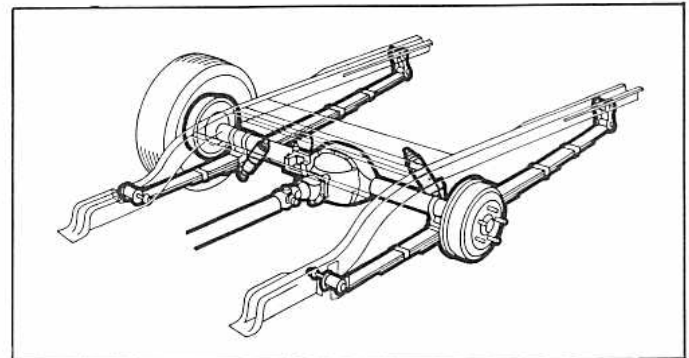
(Refer to the Power Teams section for more information).



"TRACTION-LOK" DIFFERENTIAL

Well suited to performance cars or the suburban driver, the "Traction-Lok" system provides maximum accelerating power by locking the rear wheels together under high torque. This differential offers better performance and increased life expectancy compared to previous systems, mainly due to a decrease in fixed load, and improved clutch and special gear design.

(Refer to Power Teams section for more information.)



STAGGERED SHOCK ABSORBERS

The competition suspension has a staggered shock arrangement, designed to control spring wind up and wheel hop experienced with the tremendous instantaneous torque application of models equipped with a Cobra Jet engine and four-speed manual transmission. The left shock absorber is relocated to the rear of the axle, while the right shock absorber remains ahead of the axle. This arrangement acts directly to restrain and damp out the pitching motions of the axle housing during full-throttle starts.

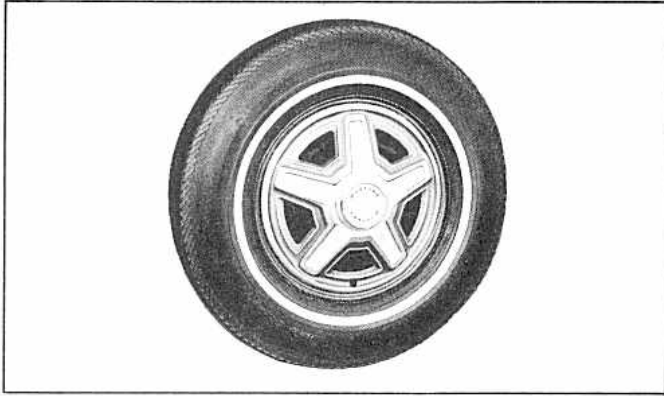
WIDE-OVAL FIBERGLASS BELTED TIRE

This option includes a two-ply fiberglass circumferential belt over two, high-strength polyester bias plies to stabilize the tread and reduce tread wear. These premium tires offer up to 50% improved tread life, puncture resistance, and up to 15% more traction than conventional tires, as well as excellent handling and cornering characteristics.

MUSTANG OPTIONS

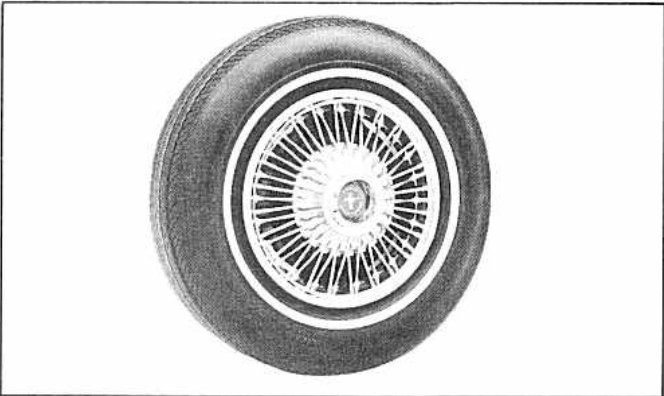
WHEELS AND WHEEL COVERS

Luxurious stainless steel hub caps and full wheel covers, and sports-styled steel wheels are available for all 1969 Mustangs.



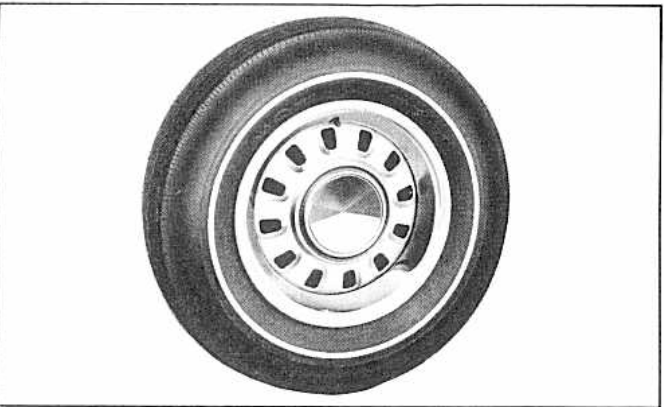
STANDARD WHEEL COVER

This rust-resistant full wheel cover is optional on all models except the Grandé and Mach I.



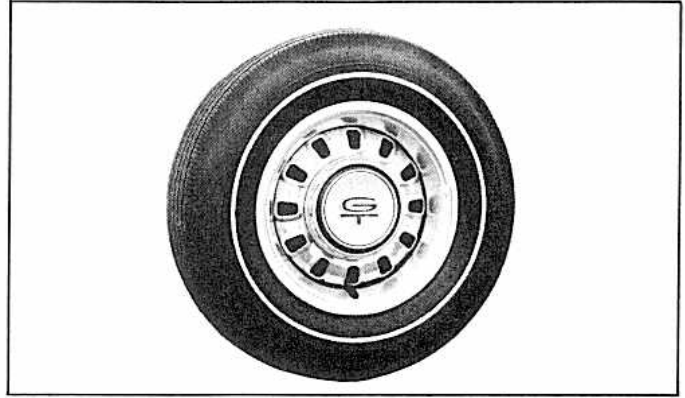
WIRE WHEEL COVER

This luxurious wire wheel cover is standard on the Grandé and available as an option on all other models except the Mach I.



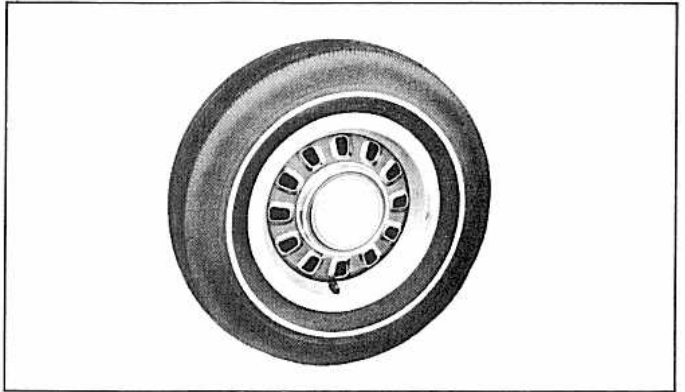
ARGENT STYLED STEEL WHEEL

This racing-style steel wheel has an argent finish, bright hub cap and chrome trim ring. It is included in the GT Equipment Group and optional on all other models. When furnished on the GT, a "GT" identification is included on the hub cap.



CHROME STYLED STEEL WHEEL

This chrome-plated styled steel wheel and hub cap is standard on the Mach I and optional on all models except the Grandé. When purchased for GT Equipment Group models, "GT" identification is included on the hub.



COLOR-KEYED STYLED STEEL WHEEL

This styled steel wheel is color-matched to the body color. Bright trim rings surround the ventilation slots. It is available as an option on all models except the Grandé. The hub cap is chrome and, when purchased with the GT Equipment Group models, "GT" identification is included.

MUSTANG OPTIONS AND ACCESSORIES

DESCRIPTION	AVAILABILITY*			DESCRIPTION	AVAILABILITY*		
	R P O	L P O	D L R		R P O	L P O	D L R
APPEARANCE EQUIPMENT				ENGINES			
Console	X			4.1 Litre (250-c.i.d.) 1v Six-Cylinder	X		
Door Edge Guards			X	302-c.i.d. 2v V-8	X		
Exterior Decor Group (Includes wheel lip moldings, rocker panel moldings, rear end moldings and base wheel covers; N/A with Mach I or Grandé.)	X			351-c.i.d. 2v V-8 (Includes 55-ampere battery and E78 x 14 BSW rayon tires.)	X		
Floor Mats			X	351-c.i.d. 4v V-8 (Includes 55-ampere battery, dual exhausts and E78 x 14 BSW rayon tires.)	X		
Front Bumper Guards	X			390-c.i.d. 4v V-8 (Includes 55-ampere battery, dual exhausts, bright engine dress-up, and E78 tires.)	X		
Interior Decor Group (Includes remote mirror, deluxe seat trim with "Comfortweave" knitted vinyl inserts, molded front door trim panels with door courtesy lights and deluxe three-spoke steering wheel; N/A on Mach I or Grandé.)	X			428-c.i.d. 4v V-8 Non-Ram-Air (Includes dual exhausts, competition suspension, E70 x 14 wide oval belted WSW tires, 3.25 non-locking axle, 80-ampere battery, extra-cooling package, bright engine dress-up, chrome rocker covers, and 428 4v decal on the air cleaner.)	X		
Interior Decor Group, Deluxe (Includes items in regular Interior Decor Group plus simulated wood-grain instrument panel appliques and clock; SportsRoof and Convertible only; N/A on Mach I.)	X			428-c.i.d. 4v V-8 Cobra Jet "Ram-Air" (Includes dual exhausts, competition suspension—includes staggered shocks when combined with four-speed manual transmission—functional "shaker-type" through-the-hood scoop, 3.50 non-locking axle, 80-ampere battery, extra-cooling package, bright engine dress-up, cast aluminum rocker covers; N/A with Grandé.)	X		
Molding, Rear End			X	PERFORMANCE EQUIPMENT			
Paint, Two-Tone-Low-Gloss Black (top of hood and cowl)	X			Battery, Heavy-Duty, 55-Ampere (Std. on 351-c.i.d., 390 c.i.d. 4v, with Cruise-O-Matic)	X		X
Reflective Group (Includes reflective tape and specially painted reflective argent styled steel wheels.)	X			Battery, Heavy-Duty, 80-Ampere (Std. on 428-c.i.d.)	X		X
Rocker Panel Moldings	X			Battery, Heavy-Duty, 85-Ampere, Trunk Mount (428 Engine only.)		X	
Steering Wheel, Rim-Blow Deluxe, Three-Spoke	X			GT Equipment Group (Includes GT handling suspension, E70 x 14 WSW belted tires, argent styled steel wheels with six-inch rims, dual exhaust system, bright exhaust extensions, GT racing stripe, pop-open GT gas cap, non-functional hood scoop with integral turn signal indicator lights and pin-type hood latches.)	X		
Vinyl Roof (Hardtop only)	X			High Ratio Rear Axle (N/A on 6-Cylinder engine and 3-speed transmission)	X		
Wheel Covers (N/A with GT Equipment Group)	X	X		Improved Handling Package	X		
Wheel Covers, Wire (N/A with GT Equipment Group)	X	X		Limited-Slip Differential (250-c.i.d. or 302-c.i.d.)	X		
Wheels, Argent Styled Steel	X	X		"Traction-Lok" Differential (N/A 200-c.i.d., 250-c.i.d., 302-c.i.d. 2v)	X		
Wheels, Chrome Styled Steel	X	X		Tachometer and Trip Odometer	X		X
Wheels, Color-Keyed Styled Steel	X	X		POWER ASSISTS			
AUDIO EQUIPMENT				Power Convertible Top	X		X
Radio, AM	X		X	Power Drum Brakes	X		
Radio, AM/FM-Stereo (Includes two, front-door-mounted speakers)	X		X	Power Front Disc Brakes	X		
Rear-Seat Speaker (Hardtop model only, AM Radio only.)	X		X	Power Steering	X		
Stereosonic Tape/AM Radio Combination (Includes two, front-door-mounted speakers.)	X		X	TIRES			
COMFORT-CONVENIENCE EQUIPMENT				C78 x 14 4 pr WSW	X		X
Air Conditioner-SelectAire (N/A with 200-c.i.d.)	X			E78 x 14 4 pr BSW	X		X
Air Conditioner (All models)			X	E78 x 14 4 pr WSW	X		X
Clock, Electric (Std. on Mach I and Grandé.)	X			E78 x 14 4 pr Fiberglass Belted WSW	X		X
Defogger, Rear Window			X	F70 x 14 Wide Oval Fiberglass Belted WSW	X		X
Dual Racing Mirrors	X		X	F70 x 14 Fiberglass Belted BSW with Raised White Lettering	X		X
Fingertip Speed Control	X			FR70 x 14 Wide Oval Radial Ply WSW	X		X
Front Seat, Full Width with Arm Rest	X			TRAILER TOWING AND HEAVY-DUTY EQUIPMENT			
Glass, Tinted, Full	X			Alternator, Heavy-Duty 55-Ampere	X		
High Back Bucket Seat (Std. with Mach I, N/A with Grandé.)	X			Extra Cooling Package (Standard with SelectAire)	X		
Horn, Air			X	Heavy-Duty Suspension	X		
Intermittent Windshield Wipers	X			TRANSMISSIONS			
Light, Engine Compartment			X	SelectShift Cruise-O-Matic	X		
"Lights-On" Warning Buzzer			X	Four-Speed Manual (Close and Wide Ratio)	X		
Mirror, Outside-Left-Hand Remote Control	X		X	*RPO—Regular Production Option LPO—Limited Production Option DLR—Dealer Installed Accessory			
Mirror, Outside-Right-Hand Manual			X				
"Parking Brake On" Warning Light			X				
Power Ventilation (N/A with Air Conditioning.)	X						
Remote Control Deck Lid Release			X				
Seat and Shoulder Belts, Deluxe (Includes reminder lights.)	X						
Sport Deck Rear Seat (SportsRoof only)	X						
Spotlight			X				
Tilt-Away Steering Wheel	X						
Visibility Group—(Includes left-hand remote mirror, glove box lock and lights in the luggage compartment, glove box and ashtray. Also includes parking brake warning light, underdash courtesy light on hardtops and lighted ignition switch.)	X						

MUSTANG COLOR AND TRIM SELECTIONS

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Colors and codes referenced are the same as those shown in your Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
Raven Black	A	Winter Blue	P
Royal Maroon	B	Champagne Gold	S
Black Jade	C	Candyapple Red	T
Acapulco Blue	D	Meadowlark Yellow	W
Aztec Aqua	E	Indian Fire	Y
Gulfstream Aqua	F	New Lime	2
Lime Gold	I	Silver Jade	4
Wimbledon White	M	Pastel Gray	6

HARDTOP, SPORTSROOF AND CONVERTIBLE		
ALL-VINYL BUCKET SEAT		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	2A	All
Blue	2B	A D M P 6
Red	2D	A B M T 6
Ivy Gold	2G	A C I M W 2 6
Nugget Gold	2Y	A C M S W

HARDTOP, SPORTSROOF AND CONVERTIBLE			
COMFORTWEAVE KNITTED VINYL OPTIONAL HI-BACK BUCKET SEAT			
Interior Trims			Exterior Color Availability Codes
Color	Code	Code*	
Black	4A	DA	All
Red	4D	DD	A B M T 6
White	—	DW	All (except 6)

*RPO seat with Interior Decor Group option.

HARDTOP AND SPORTSROOF		
COMFORTWEAVE KNITTED VINYL DELUXE BUCKET SEAT		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	5A	All
Blue	5B	A D M P 6
Red	5D	A B M T 6
Ivy Gold	5G	A C I M W 2 6
White	5W	All (except 6)
Nugget Gold	5Y	A C M S W

HARDTOP			
COMFORTWEAVE KNITTED VINYL BENCH SEAT			
Interior Trims			Exterior Color Availability Codes
Color	Code	Code*	
Black	8A	9A	All
Blue	8B	9B	A D M P 6
Red	8D	9D	A B M T 6
Nugget Gold	8Y	9Y	A C M S W

*RPO seat with Interior Decor Group option.

CONVERTIBLE		
DELUXE ALL-VINYL BUCKET SEAT		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	7A	All
Blue	7B	A D M P 6
Red	7D	A B M T 6
Ivy Gold	7G	A C I M W 2 6
White	7W	All (except 6)
Nugget Gold	7Y	A C M S W

GRANDÉ HARDTOP		
LUXURY CLOTH AND VINYL		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	1A	All
Blue	1B	A D M P 6
Ivy Gold	1G	A C I M W 2 6
Nugget Gold	1Y	A C M S W

MACH I SPORTSROOF		
COMFORTWEAVE KNITTED VINYL MACH I BUCKET SEAT		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	3A	All
Red	3D	A B M T 6
White	3W	All (except 6)

TAPE STRIPE CODES/AVAILABILITY						
Color	Code					
Black*	1					
White	2					
Red	3					
Gold*	8					
EXTERIOR COLOR **	INTERIOR TRIM COLOR					
	Black	Blue	Red	Ivy Gold	Nugget Gold	White
Raven Black (Grandé)	8	2	3	8	8	2
(Mach I)	3	8				
Royal Maroon (Mach I)	8		8			2
Black Jade (Mach I)	8			8	8	2
Acapulco Blue (Grandé)	1	2				2
(Mach I)		1				1
Aztec Aqua	1					1
Gulfstream Aqua (Mach I)	2					2
(Mach I)	1					1
Lime Gold	1			1		1
Wimbledon White	1	1	3	8	8	1
Winter Blue (Mach I)	1	2				2
(Mach I)						1
Champagne Gold	1				1	1
Candyapple Red (Grandé)	1		6			2
(Mach I)			8			8
Meadowlark Yellow	1			8	8	1
Indian Fire (Mach I)	1					2
(Mach I)						8
New Lime	1			1		1
Silver Jade	1					1
Pastel Grey	1	1	3	1		

*On Grandé, tape stripes are two-tone. Black is with Gold; Gold is with White.

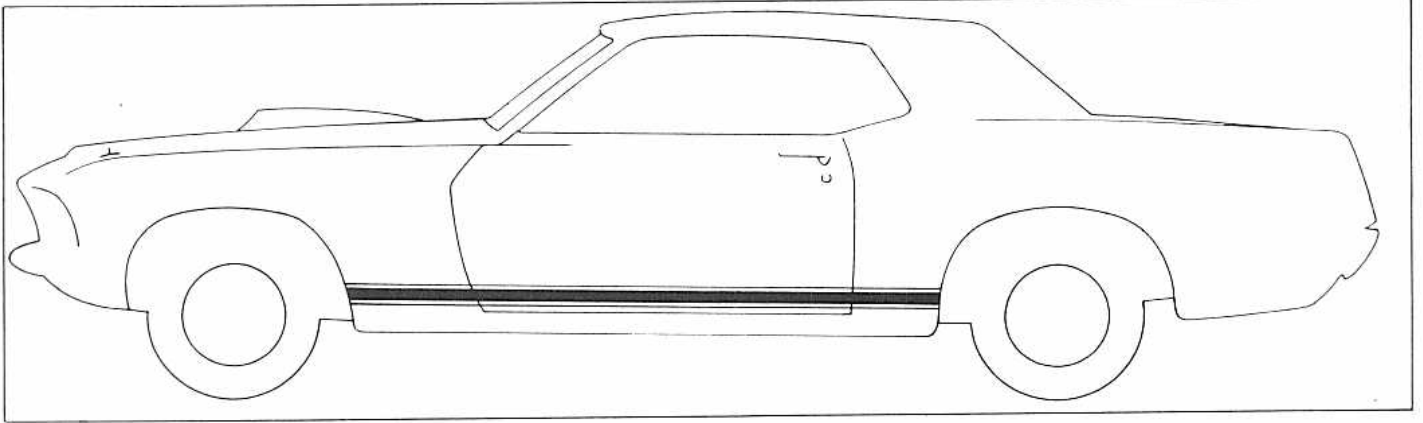
**Grandé and Mach I availability is shown in () only when different from general availability.

CONVERTIBLE TOP COLOR COMBINATIONS		
CONVERTIBLE TOP		Exterior Color Availability
Color	Code	
Black	1	All
White	2	All

VINYL ROOF COVERING

Vinyl roofs are available in black (Code 2) or white (Code 4) on all hardtops.

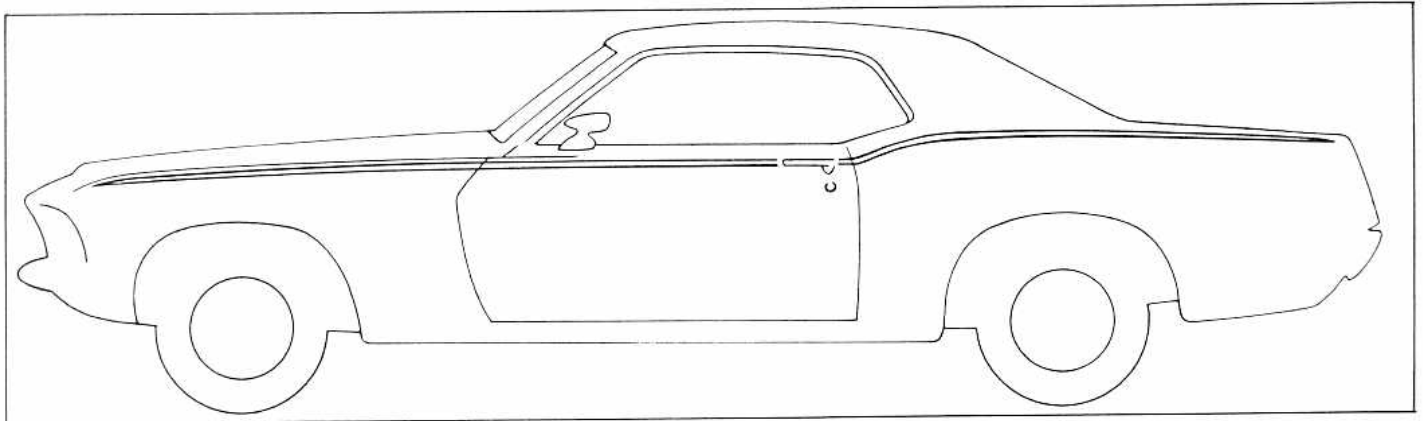
MUSTANG TAPE STRIPES



GT STRIPE

This GT rocker tape stripe is included as part of the GT Equipment Group option. It is available on all models except the Mach I and the Grandé. It is available in black, white, red or gold, as determined by the

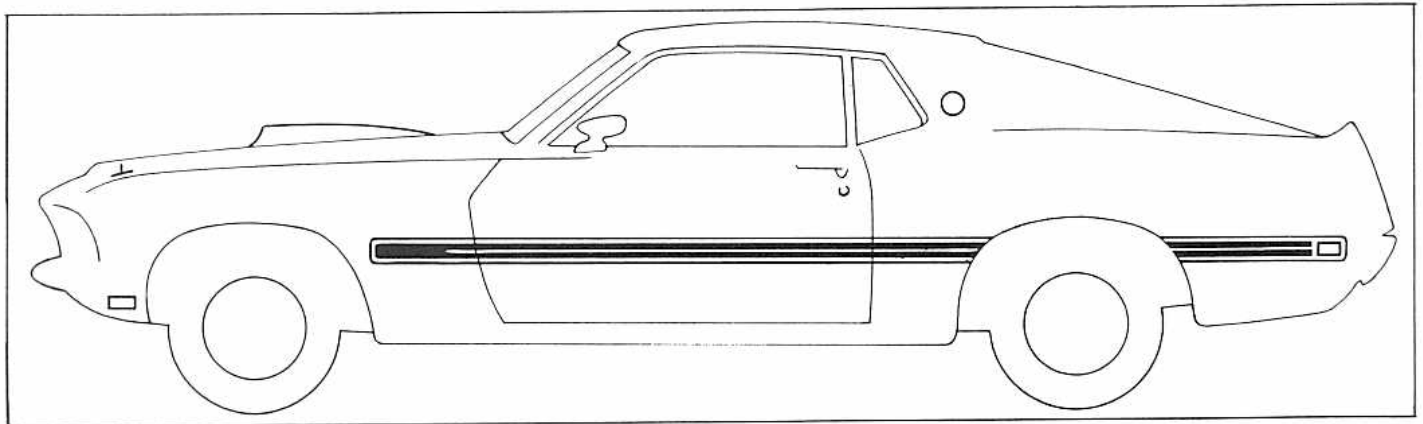
exterior/interior color combination of the model. See page D-20 for complete interior and exterior color combinations.



GRANDE ACCENT STRIPE

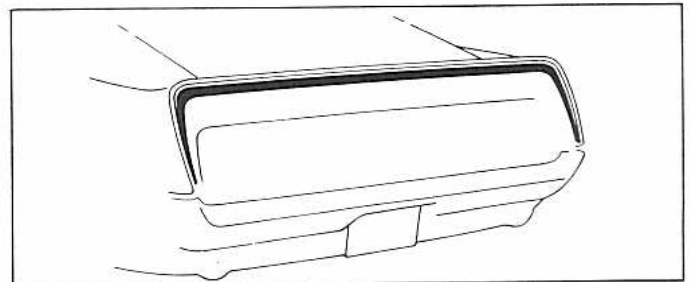
This unique two-tone tape stripe is included with the Grandé model option and is not available on any other models. It is available in gold and black or white and

gold, as determined by the exterior/interior color combination of the model. See page D-20 for complete interior and exterior color combinations.



MACH I TAPE STRIPE

The Mach I model option includes a dual rear end tape stripe on the deck lid and quarter extension and a body side tape stripe with Mach I identification at the front portion of the stripe. It is available in black, red, or gold, as determined by the exterior/interior color combination of the model. See page D-20 for complete interior and exterior color combinations.



MUSTANG GENERAL SPECIFICATIONS

POWER TEAM SELECTIONS

HARDTOP, SPORTSROOF AND CONVERTIBLE

ENGINES	TRANSMISSIONS			REAR AXLE RATIOS					
				3-Speed Manual		4-Speed Manual		Cruise-O-Matic	
				Std.	Option	Std.	Option	Std.	Option
Std. 200 Six	Std.	N.A.**	Option	3.08	N.A.**	N.A.**	N.A.**	2.83	3.08
Opt. 250 Six	Std.	N.A.**	Option	3.00+	2.79	N.A.**	N.A.**	2.79	3.00+
Opt. 302 2v V-8	Std.	Option	Option	2.79	3.00+	3.00+	2.79	2.79	3.00+
Opt. 351 2v V-8	Std.	Option	Option	2.75	3.00 3.25+	3.00	3.25+	2.75	3.00 3.25+
Opt. 351 4v V-8	Std.	Option	Option	3.00	3.25+	3.00	3.25+ 3.50* 3.91* 4.30*	3.00	3.25+
Opt. 390 4v V-8	N.A.**	Option	Option	N.A.**	N.A.**	3.00	3.25+ 3.50* 3.91* 4.30*	2.75	3.00 3.25+ 3.50* 3.91*
Opt. 428 4v V-8 (Non-Ram-Air)	N.A.**	Option	Option	N.A.**	N.A.**	3.25	3.50+ 3.91* 4.30*	3.25	3.50 3.91* 4.30*
428 4v V-8 CJ (Ram-Air)	N.A.**	Option	Option	N.A.**	N.A.**	3.50+	3.25+ 3.91* 4.30*	3.50+	3.25+ 3.91* 4.30*

HARDTOP, SPORTSROOF AND CONVERTIBLE WITH GT EQUIPMENT GROUP OPTION

Opt. 351 2v V-8	Std.	Option	Option	3.00	3.25+	3.00	3.25+ 3.50* 3.91* 4.30*	3.00	2.75 3.25+
Opt. 351 4v V-8	Std.	Option	Option	3.25+	3.00	3.25+	3.00 3.50* 3.91* 4.30*	3.25+	3.00
Opt. 390 4v V-8	N.A.**	Option	Option	N.A.**	N.A.**	3.25+	3.00 3.50* 3.91* 4.30*	3.25+	3.00 3.50* 3.91* 4.30*
Opt. 428 4v V-8 (Non-Ram-Air)	N.A.**	Option	Option	N.A.**	N.A.**	3.25	3.50* 3.91* 4.30*	3.25	3.50* 3.91* 4.30*
428 4v V-8 CJ (Ram-Air)	N.A.**	Option	Option	N.A.**	N.A.**	3.50+	3.25+ 3.91* 4.30*	3.50+	3.25+ 3.91* 4.30*

+ Also available with optional limited-slip differential.

* Available only with limited-slip differential.

** N.A.—Not available.

MUSTANG GENERAL SPECIFICATIONS

TIRE SPECIFICATIONS

	C78 x 14	E78 x 14	E70-14 Wide-Oval Fiberglass- Belted, WSW	F70-14 Wide-Oval Fiberglass- Belted, WSW	FR70-14 Wide-Oval Radial Ply	F70-14 Fiberglass- Belted
Six-Cylinder Models	Std.	Opt.	—	Opt.*	—	—
302 V-8 Models	Std.	Opt.	—	Opt.	Opt.	—
351 & 390 V-8	—	Std.	—	Opt.	Opt.	—
428 V-8	—	—	Std.	Opt.	Opt.	—
GT Equipment Group	—	—	Std.	Opt.	Opt.	—
428 Cobra Jet	—	—	—	—	—	Mandatory Option

*Except 200-c.i.d. engines — (with white letters are optional on all models, except with 200-c.i.d. engine.)

BRAKE SPECIFICATIONS

	6-Cyl.	302 2v V-8	351 & 390 V-8	Power Front Disc Option	
				Rear Drum	Front Disc
Brake Drum Diameter	9"	10"	10"	10"	—
Brake Rotor Diameter (Disc)	—	—	—	—	11.29"
Lining Material	Molded Asbestos				
Lining Attachment	Riveted			Bonded	
Lining Width—Front	2¼"	2¼"	2½"	—	2.07" x 4.90"
Lining Width—Rear	1½"	1¾"	2.0"	*	—
Total Lining Area (Sq. In.) Gross	130.4	154.0	179.3	—	—
Effective	106.0	127.7	144.5	—	—
Swept Area (Sq. In.)	212.0	251.4	282.8	—	214.0**
Parking Brake Type	Mechanical Application of Rear Brakes				

*Size of rear brakes same as with drum brakes, but vary with model options.

**Front only

STEERING SPECIFICATIONS

Linkage.....	Parallelogram with Cross-Link and Idler Arm
Gear Type.....	Magic-Circle Recirculating Ball
Overall Steering Ratio	
—Manual.....	25.4 to 1
—Power.....	20.5 to 1
Steering Wheel Turns (lock-to-lock)	
—Manual.....	4.6
—Power.....	3.6
Turning Diameter (curb-to-curb).....	37.6 feet
Steering Wheel Diameter.....	16 inches

WHEEL SPECIFICATIONS

	200-C.I.D.	250, 302, 351 & 390-C.I.D.	428-C.I.D.
TYPE	Stamped Steel Ventilated Disc with Safety Type Rims		
Number of Studs	4	5	5
Diameter and Rim Size (In.)	14" x 5"	14" x 5"	14" x 6"

MUSTANG GENERAL SPECIFICATIONS

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	Hardtop	Convertible	SportsRoof
GENERAL			
Wheelbase	108	108	108
Tread—Front	58.5	58.5	58.5
—Rear	58.5	58.5	58.5
Height—Overall	51.2	51.2	50.3
Width—Overall	71.3	71.3	71.8
Length—Overall	187.4	187.4	187.4
ENTRANCE ROOM			
Door Opening Width	55.0	55.0	55.0
Door Opening Height (scuff plate to windcord)	32.8	32.8	32.2
Foot Clearance—Front	15.1	15.1	15.2
Entrance Height (seat to windcord “H” point)	29.2	29.1	29.3
FRONT SEAT ROOM			
Head Room (effective)	37.4	38.2	37.1
Maximum Leg Room to Accelerator	41.1	41.1	41.1
Hip Room	55.6	55.6	55.6
Shoulder Room	56.0	56.0	56.0
Cushion Height (from floor to crest front)	10.3	10.3	9.5
Cushion Depth	13.2	13.2	13.1
Steering Wheel to Thigh Clearance	2.9	2.9	2.7
REAR SEAT ROOM			
Head Room (effective)	35.8	35.9	—
Minimum Leg Room	29.5	29.5	—
Hip Room	51.3	43.6	—
Shoulder Room	54.7	43.2	—
Cushion Height (from floor to crest at front)	11.3	11.3	7.8
Cushion Depth	11.2	11.2	—
LUGGAGE CAPACITY (CU. FT.)			
Usable Luggage Capacity	9.8	8.0	5.3
GLASS AREA			
Side Glass Exposed Surface Area	1072	1074	(N.A.)
Windshield Exposed Surface Area	1138	1127	(N.A.)
Backlight Exposed Surface Area	678	779	(N.A.)
Total Glass Exposed Surface Area	2888	2980	(N.A.)
CURB WEIGHT (pounds)			
Six Cylinder Manual	2835*	2945	2860**

*Grandé—2890 pounds

**Mach I—3185 pounds (with 3-speed manual transmission and 351 V-8)