

MUSTANG INDEX

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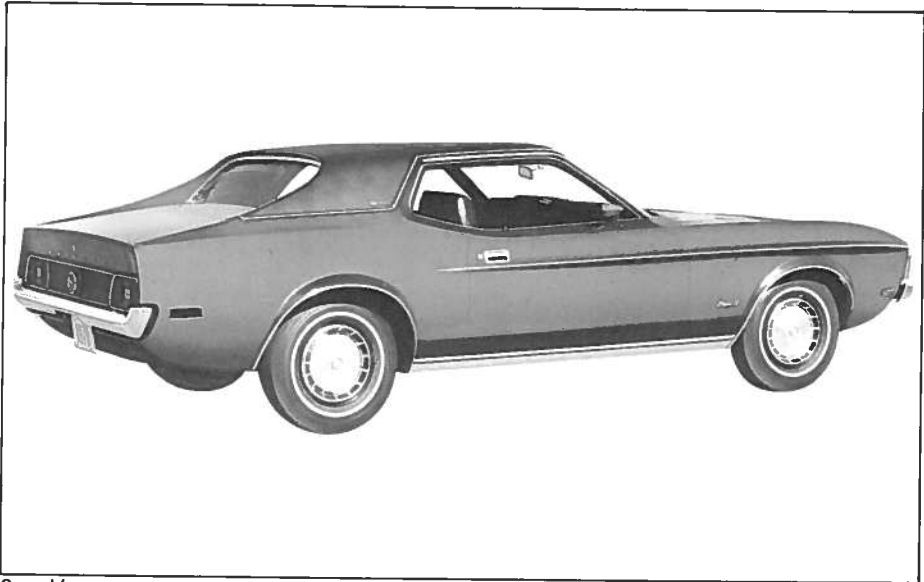
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NOTE: New features in bold face type

MUSTANG... 6 MODELS

HARDTOPS (2)

	Sales Code No.	Body Code No.
Hardtop	01	65D
Grandé	04	65F



Grandé

SPORTSROOFS (3)

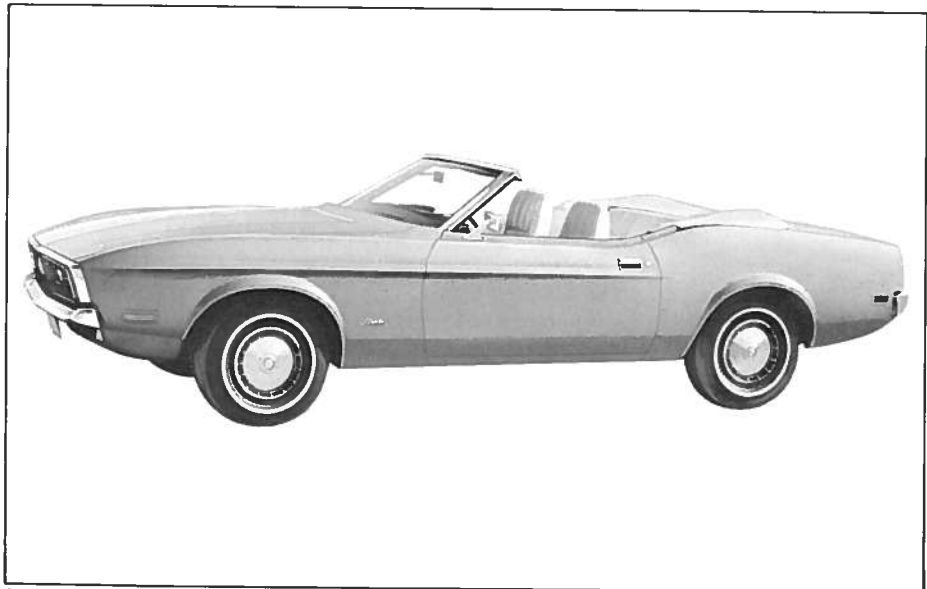
	Sales Code No.	Body Code No.
SportsRoof	02	63D
Mach I	05	63R
Boss 351	02	63D



Mach I

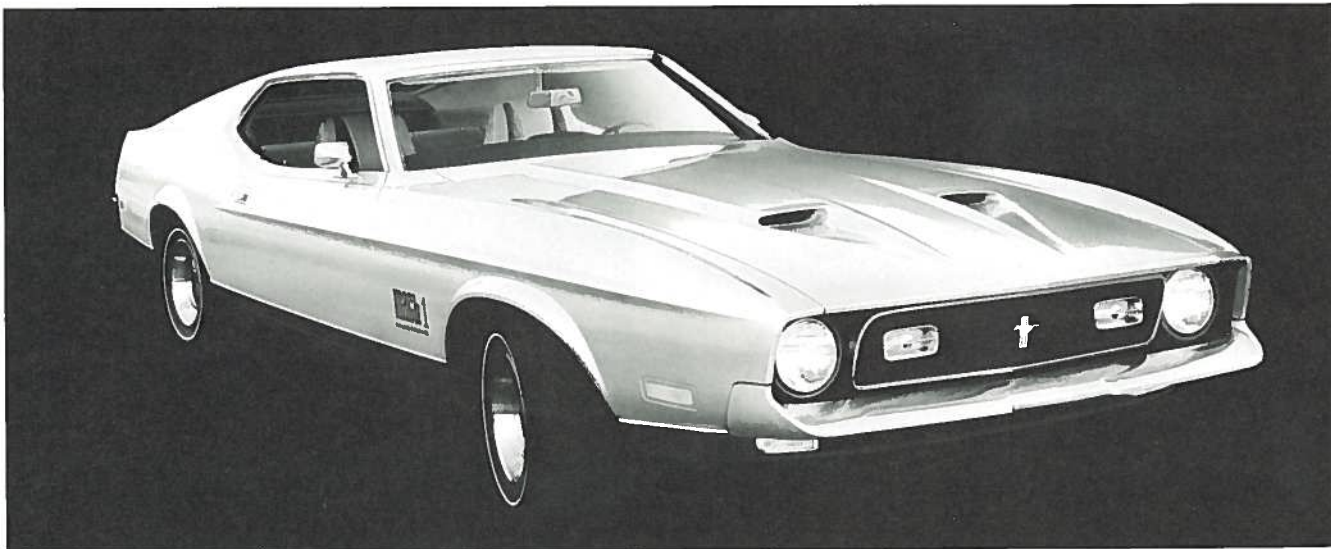
CONVERTIBLE (1)

	Sales Code No.	Body Code No.
Convertible	03	76D



Convertible

THE MUSTANG MARKET



Mustang—America's all-time, best-selling sporty compact car—is even more ideally suited to the special tastes of this market in 1971. The most changed Mustang since the original, the 1971 Mustang is reminiscent of the great European road cars.

The 1971 Mustang is available in six models—the Base Hardtop, SportsRoof, and Convertible—the sporty Mach I, the performance-oriented Boss 351, and the luxurious Grandé. Six models . . . each specifically designed to fit the needs of sporty compact buyers . . . whether their interest is sporty economy, unique styling, luxury, or all-out performance.

BASE HARDTOPS . . . Base Hardtop buyers are interested in styling and fun-to-drive transportation, but they are also concerned with good value, ease of handling, and economical operation. In 1971, Mustang offers them a new, more efficient standard 250 CID engine, added interior and exterior appearance and convenience features, wider tread and longer wheelbase for better cornering and a more comfortable ride, and new safety features including a steel "Guard Rail" side impact protection system.

MACH I . . . Mach I buyers are more styling-conscious than buyers of any other Mustang model. And in 1971, Mach I buyers are going to find more of what they are

looking for—starting with new "flatback" SportsRoof styling . . . a unique front end appearance featuring a color-keyed spoiler-bumper, sports lamps, and space-age NASA-type hood scoops . . . bold new, lower bodyside paint treatment . . . sports-styled rear end with pop-open gas cap. A 302 CID engine is now standard in Mach I . . . to broaden Mach I's potential market appeal.

GRANDÉ . . . The luxury-oriented Grandé buyer is almost as interested in exterior appearance as the Mach I buyer . . . but more interested than the Mach I buyer in interior appearance. For 1971, Grandé offers buyers new exterior refinements including a full vinyl roof and new exterior ornamentation to complement Grandé's new cloth and vinyl trim, molded door trim panels, and new instrument panel with wood-tone accents.

BOSS 351 . . . Boss buyers want all-out performance, durability, and dependability. The 1971 Boss 351 gives them more of what they're looking for . . . with a new 351 cubic inch HO engine . . . full performance instrumentation . . . new standard performance features and ornamentation . . . all wrapped up in SportsRoof styling.

CONVERTIBLE . . . Again in 1971, Mustang is the only major sporty compact car line to offer a convertible model.



1971 MUSTANG PRODUCT HIGHLIGHTS



EXTERIOR STYLING

Mustang's all new exterior styling represents the most dramatic appearance change since this car line's introduction in 1964. New styling features such as concealed windshield wipers, flush door handles, new grille and taillamp designs, plus a longer, lower wider stance, give the '71 Mustangs an even sportier fun-to-drive appearance.

Mustang's trend-setting long hood/short deck proportions have been dramatically accentuated in 1971. The new rooflines for the hardtop and SportsRoof models reflect the influence that the great European road cars have had on the styling of the Mustang.



INTERIOR STYLING

Mustang's new interior features a sporty new instrument panel, new trim styles and fabrics, new thin-shell design high-back bucket seats and new door trim panels. An energy-absorbing padded "hood" runs the full-width of the top of the instrument panel. Instrumentation is grouped in three pods directly in front of the driver. A vertical console in the center of the panel houses heater/ventilation controls and a "mini" glove box that provides extra storage space. The new instrument panel also incorporates DirectAire ventilation registers and a new, larger glove box.

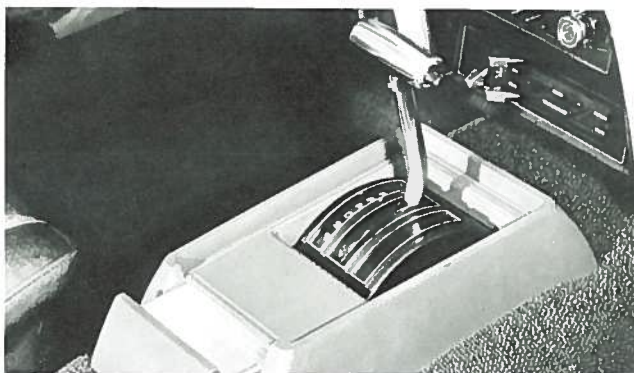
Mustang's standard door panels feature new trim and large, new arm rests, while the Grandé door panels are of a unique molded design featuring an integral arm rest and door pull handle.

(See feature pages for additional information.)

STANDARD FEATURES

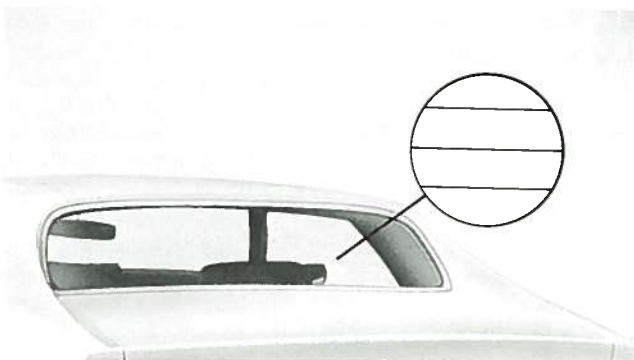
In addition to all new styling, Mustang offers many new features that are standard on all models . . . making Mustang a better all-around value in 1971.

A DirectAire ventilation system provides windows-up fresh air ventilation through registers in the instrument panel. A mini-console mounted on the "tunnel", forward of the front seats, contains a large pull-out ash tray. The console is color-keyed to the interior and also serves as the base



for transmission controls. All Mustangs will have a steel "Guard-Rail" side impact protection system. This system consists of structural steel beam members inside the door panels to help protect occupants from possible injury from side impact. The exterior ornamentation levels of all base Mustangs have been upgraded for 1971 . . . A deluxe gas cap will be standard on all models . . . **SportsRoof**, Hardtop and Convertible models feature a rear applique with bright surround moulding and bright "Mustang" letters. The 250 CID six becomes the standard Mustang engine assuring sportier performance even at the bottom of the Mustang model line-up.

(See feature pages for additional information.)



NEW OPTIONS

For 1971, Mustang offers a wide array of options designed to allow customers to add to their driving pleasure. Power Windows are available for the first time on the Mustang. The driver's control panel includes a lock-out switch to permit the driver to override the entire system for maximum safety. An Electric Rear Window Defrost option is offered for Hardtop and SportsRoof models with V-8 engines (except the SportsRoof with 429-CID engine and air conditioning.)

A new Protection Group option includes an attractive and functional bodyside protective moulding with a color-keyed vinyl insert and bright lower bumper guards with rubber inserts. A new partial vinyl roof option is now available to add even more sportiness to the SportsRoof model. (See page C-17.)

ENGINES . . . PERFORMANCE

Mustang offers a wide selection of engine combinations to suit virtually all performance requirements. There have been a number of important changes made to Mustang's engine line up for 1971. Ford's rugged 250-CID engine replaces the 200-CID Six as the standard engine for all models except the Mach I and Boss 351. The 302-CID V-8 has been made the standard engine in the Mach I to further broaden the market appeal of this model. A new high performance 351 4v HO engine is standard (and available only with) the Boss 351. A new 351-CID 4v CJ high-performance engine that runs on regular fuel is available for all models except the Boss 351. (Available April 1971.) In addition the 429 4v CJ and 429 4v CJ-R (Ram Air) engines have been added as new top-of-the-line high performance engines for Mustang. (See page C-22.)

MUSTANG HARDTOP



MODEL

2-Door Hardtop

SALES NUMBER

01

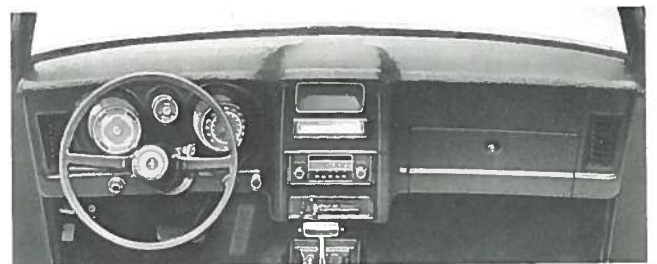
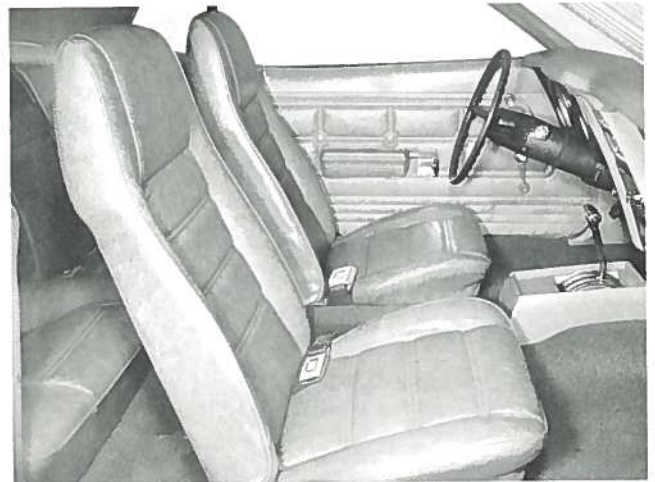
MAJOR STANDARD FEATURES

EXTERIOR

- 109" wheelbase . . . 189.5" overall length . . . 74.1" overall width
- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . . and bright metal "Mustang" emblem.
- Bright front hood and fender moulding . . . bright chrome plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Outside left hand mirror
- Bright stainless steel hub caps
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Rear applique and bright surround mouldings
- Bright "Mustang" block letters across rear deck lid
- Three-coat acrylic enamel paint finish with final coat applied by new Electrostatic paint process (See page C-15)

INTERIOR

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with new door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Two-spoke energy absorbing steering wheel and energy absorbing steering column . . . turn signal with lane change feature . . . locking steering column
- New floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front seat belts are self-adjusting with retractors.
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear

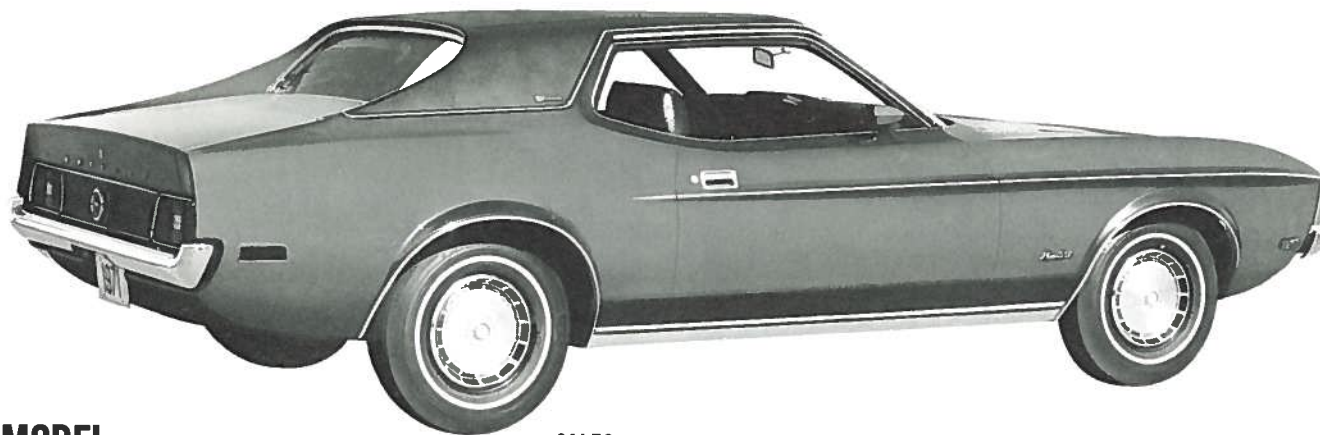


FUNCTIONAL

- 250-c.i.d. 6-cylinder engine
- Floor mounted three-speed, fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-11 for a complete list of standard equipment

MUSTANG GRANDÉ



MODEL

2-Door Grandé Hardtop

SALES
NUMBER

04

MAJOR STANDARD FEATURES

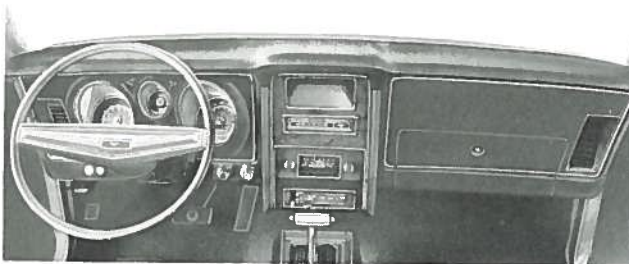
EXTERIOR

The Grandé shares many features with the 2-door hardtop. Mutual features include:

- New grille design with black corrosion resistant ABS plastic insert, and bright ornamentation
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Fully concealed 2-speed electric windshield wipers with washers
- Rear applique and bright surround mouldings

Additional features include:

- Full vinyl roof in black, white, blue, green or brown with bright metal bead moulding
- Bright "Grandé" script on "C" pillar
- Dual accent paint strip on body side
- Color-keyed dual racing mirrors . . . left hand remote control
- Wheel lip and rocker panel mouldings
- Bright chrome-plated wheel covers



INTERIOR

The Grandé shares many features with the 2-door Hardtop. Mutual features include:

- Color-keyed carpeting
- Floor mounted "mini-console"
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front seat belts are self adjusting with retractors .

Additional features include:

- Deluxe two-spoke steering wheel with simulated woodtone insert
- Deluxe instrument panel features black appliques with woodtone applique on center portion
- Unique new molded door trim panel features long 10" arm rest. A separate door-pull handle is an added convenience.
- Deluxe Lambeth cloth seat trim inserts front and rear
- Electric clock
- Rear ash tray in right quarter trim panel
- Bright metal trim on the accelerator, brake, brake release and clutch pads
- Interior identification plaque

- Three-speed fully synchronized manual transmission, floor mounted
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes, with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

FUNCTIONAL

- 250-c.i.d. 6-cylinder engine

See page C-11 for a complete list of standard equipment

MUSTANG SPORTSROOF



MODEL

2-Door SportsRoof

SALES
NUMBER

02

MAJOR STANDARD FEATURES

EXTERIOR

The SportsRoof shares many features with the 2-door Hardtop. Mutual features include:

- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . .
- Bright front hood and fender moulding . . . bright chrome plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Outside left hand mirror
- Bright stainless steel hub caps
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Three-coat acrylic enamel paint finish with final coat applied by new Electrostatic paint process (See page C-15)

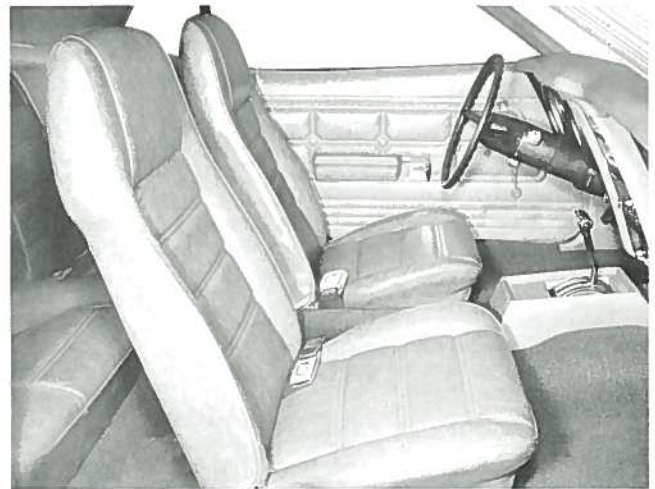
Additional features include:

- Dramatic new "flat-roof" styling
- Rear window is tinted glass
- Rear applique with bright surround moulding and bright "Mustang" letters.

INTERIOR

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with new door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Two-spoke energy absorbing steering wheel and column . . . turn signal with lane change feature . . . locking steering column
- New floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front seat belts are self-adjusting with retractors.
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear



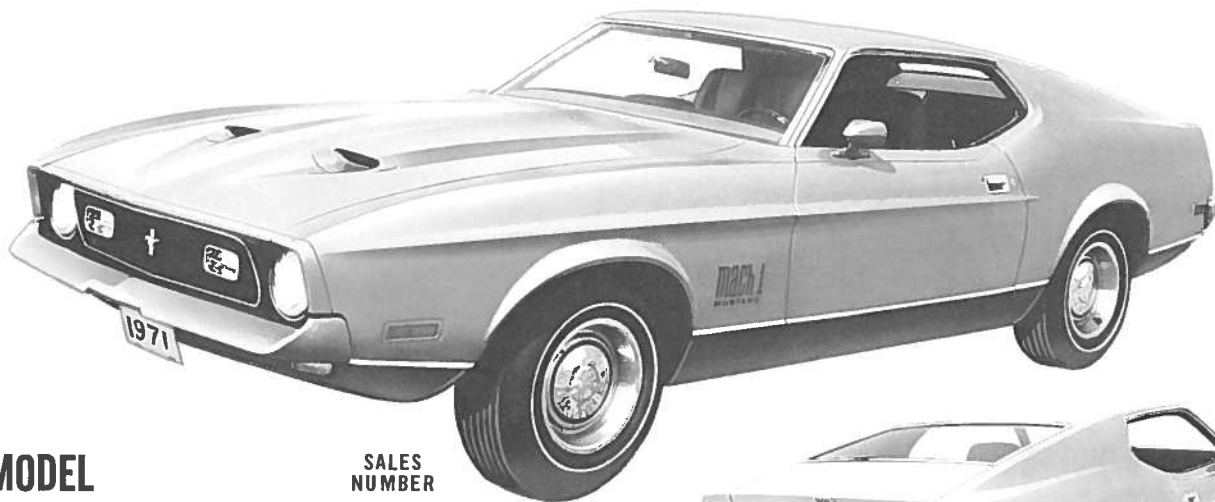
FUNCTIONAL

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- 250-c.i.d. 6-cylinder engine
- Floor mounted three-speed fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-11 for a complete list of standard equipment

MUSTANG MACH I



MODEL

Mach I 2-Door SportsRoof

SALES
NUMBER
05

MAJOR STANDARD FEATURES

EXTERIOR

Unique Mach I exterior features include:

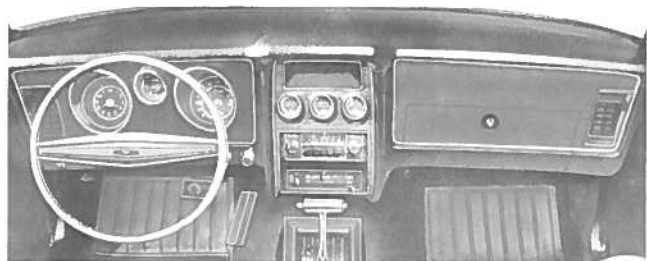
- Unique hood with twin NASA-type hood scoops, optional at no extra cost on Mach I with standard engine
- Front hood and fender mouldings color-keyed to exterior body color
- Black ABS plastic grille insert in honeycomb design with bright Mustang emblem in the center . . . grille includes two sportlamps mounted inboard of the headlights
- Front bumper constructed of molded urethane and doubles as a front air spoiler . . . bumper is color keyed to the exterior body color
- Bright lower body side moulding with lower panel below moulding painted black or argent
- "Mach I" decal on front fenders
- Outside color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome hub caps with bright chrome trim rings
- Black honeycomb lower back panel applique with bright metal mouldings
- Pop-open gas cap
- "Mach I" decal on rear of deck lid
- Deck-lid tape stripes
- Bright metal dual exhaust extensions (on 351 4v and up)



INTERIOR

Standard Mach I interior includes all the features in the base SportsRoof interior. In 1971 a unique Mach I Sports Interior option will be available on all SportsRoof models. This option includes:

- Deluxe instrument panel featuring black appliques with simulated woodtone applique on center console portion
- "OIL", "AMP", and "TEMP" gauges in center console portion of instrument panel
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Knitted vinyl high-back bucket seats with vertical accent stripes
- Color-keyed molded door trim panels with integral pull handle and arm rest. A simulated woodtone applique framed by bright metal on the upper portion of the door. The lower portion of the door is covered with carpet.
- Color-keyed carpet features deep embossed carpet runners in the driver and front passenger area
- Electric clock located in the left instrument cluster pod



MACH I SPORTS INTERIOR OPTION

- Bright metal frame around accelerator, brake, brake release and clutch pedals
- Rear seat ash tray located in right quarter panel

FUNCTIONAL

In addition to or in place of features on the SportsRoof model:

- 302-c.i.d. 2v V-8 engine
- Competition Suspension (Includes extra heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, extra heavy-duty front stabilizer bar (on 351 4v and 429 engines) and rear stabilizer bar)
- E70 x 14 wide oval, belted bias-ply WSW tires

See page C-11 for a complete list of standard equipment.

MUSTANG BOSS 351



MODEL

Boss 351 2-door SportsRoof

SALES
NUMBER

02

MAJOR STANDARD FEATURES

EXTERIOR

Standard Boss 351 features include:

- Black ABS plastic grille in honeycomb design with bright Mustang emblem in the center . . . grille includes two sportlamps mounted inboard of the headlights (common with Mach I)
- NASA-type hood with functional scoops and hood locking pins . . . "Ram-Air" decal
- Hood painted black or argent
- Front hood and fender mouldings are color-keyed to the exterior body color
- Lower body side paint treatment
- Unique body side tape stripe in black or argent color . . . "Boss 351 Mustang" identification on lower front side panels
- Bright chrome hub caps with bright trim rings
- Outside color-keyed dual racing mirrors . . . left-hand remote control
- Black or argent lower back panel
- "Boss 351" identification centered on back panel of deck lid

Note: The following options are not available with the Boss 351.

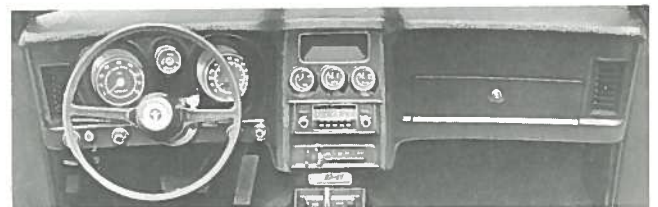
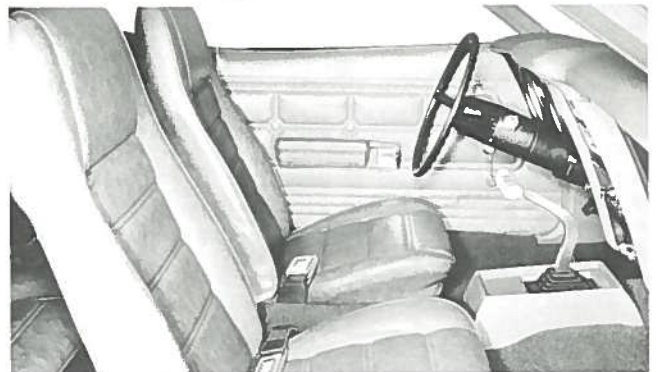
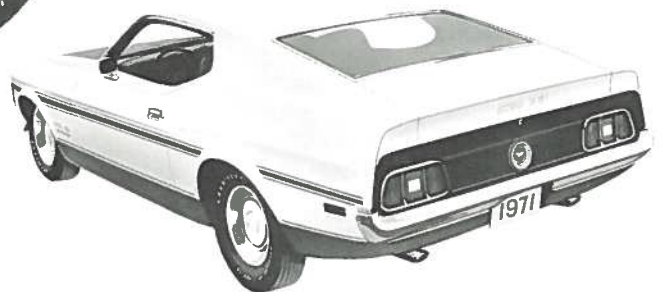
- Any optional engine
- Three-speed manual transmission
- Cruise-O-Matic transmission
- Drag Pack
- Air Conditioner
- Competition suspension
- 70 ampere heavy-duty battery
- Tire options
- Base wheel covers
- Extra-cooling package
- Protection package
- Optional ratio axle

INTERIOR

The Boss 351 includes all of the interior features of the SportsRoof plus an instrument panel instrumentation group that includes tachometer, trip odometer, "OIL", "AMP" and "TEMP" gauges.

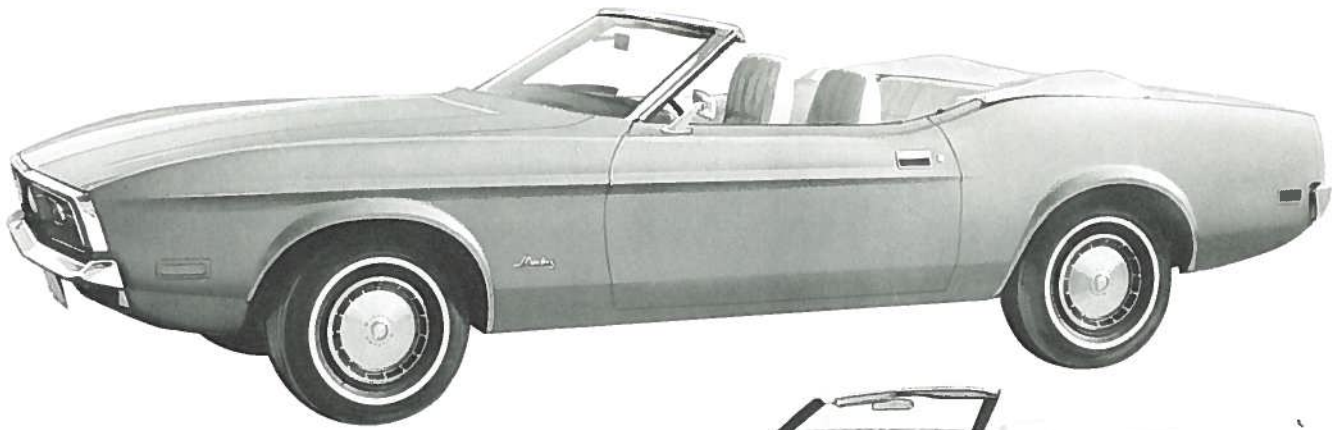
FUNCTIONAL

- 351-c.i.d. 4v H.O. V-8
- Four-speed manual transmission with "Hurst Shifter®"
- Power front disc brakes



- Competition suspension including staggered rear shock absorbers (See page C-12)
 - Special cooling package (Includes extra-cooling radiator, radiator shroud and flex fan)
 - Electronic RPM limiter (Automatically prevents engine from exceeding correct RPM limits)
 - Dual exhaust system with aluminum and stainless steel muffler components
 - Functional black or argent front spoiler (mounted below bumper)
 - 80-ampere battery
 - 3.91 ratio locking axle
 - F60 x 15 belted bias-ply BSW tires with raised white letters
 - Space saver spare tire
- See page C-11 for complete list of standard equipment.

MUSTANG CONVERTIBLE



MODEL

2-Door Convertible

SALES
NUMBER
03



MAJOR STANDARD FEATURES

EXTERIOR

The Mustang Convertible offers all of the exterior features of the hardtop including:

- New grille design with black corrosion resistant ABS plastic insert, and bright ornamentation
- Bright front hood and fender moulding . . . bright chrome-plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- **Bright metal windshield moulding**
- Rear applique and bright surround mouldings
- Front and rear side marker lights
- Outside left hand mirror
- Bright stainless steel hub caps
- **Tinted windshield**

Additional features include:

- 4-ply laminated vinyl top available in white or black . . . top includes full glass back window . . . top may be lowered without first unfastening rear window
- Stretch vinyl boot color-keyed to the interior trim . . . hidden fasteners give the boot a neat appearance.

INTERIOR

The Mustang Convertible includes all of the interior features of the hardtop including:

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with new door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers — "mini-console"

Other convertible interior features include:

- New top linkage system
- Top latches are located in the header panel . . . within easy reach of the driver's seat
- Interior of convertible top material has a black cotton liner
- Courtesy lights are located under the instrument panel, one on each side



FUNCTIONAL

- 250-c.i.d. 6-cylinder engine
- Floor mounted three-speed synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity
- See page C-17 for additional convertible top information.

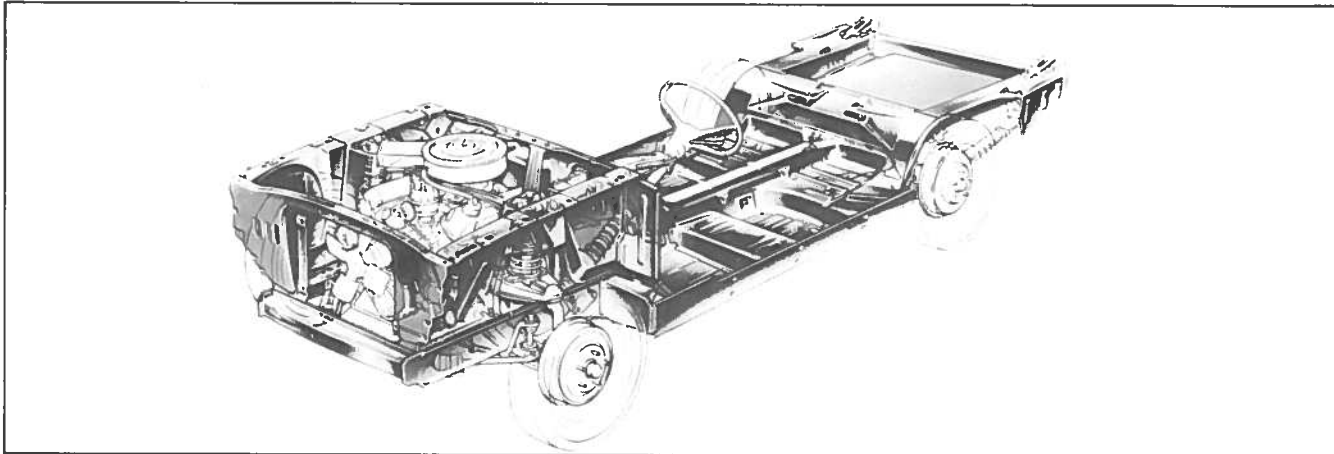
See page C-11 for a complete list of standard equipment.

MUSTANG STANDARD EQUIPMENT

In addition to the standard features listed, Mustang also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page ii.	Hardtop	Convertible	SportsRoof	Grandé	Mach I	Boss 351
EXTERIOR						
BUMPER: wrap-around chrome plated.....	X	X	X	X	—	X
front color-keyed, Spoiler-bumper.....	—	—	—	—	X	—
GRILLE: bright framed, Mustang ornament mounted in center.....	X	X	X	X	—	—
honeycomb texture with tri-color Mustang ornament, and sports lamps.....	—	—	—	—	X	X
HOOD: counterbalanced, front opening.....	X	X	X	X	—	—
HOOD SCOOPS, NASA type.....	—	—	—	—	X	X
Black or argent painted hood.....	—	—	—	—	—	—
LIGHTS: Headlights—single 7 inch diameter.....	X	X	X	X	X	X
Parking lights in front valance panel.....	X	X	X	X	X	X
Sports lights in grille.....	—	—	—	—	X	X
Front and rear side marker lights.....	X	X	X	X	X	X
Taillights: trapezoidal shape, 3 lens.....	X	X	X	X	X	X
Turn signal with lane-change feature.....	X	X	X	X	—	—
MIRRORS: outside; L.H.....	X	X	X	—	—	—
outside, dual racing L.H. remote control.....	—	—	—	X	X	X
MOULDING: Bright rear window reveal mouldings.....	X	—	X	X	X	X
Black lower back panel applique, bright moulding.....	X	X	X	X	—	—
Hood and fender front moulding—bright.....	—	—	—	—	X	X
—color keyed.....	—	—	—	X	—	—
Wheel opening and rocker panel mouldings.....	—	—	—	X	—	—
Windshield reveal mouldings (bright).....	X	X	X	X	X	X
ORNAMENTATION, GENERAL: Black or argent painted lower back panel.....	—	—	—	—	—	—
Black or argent paint on lower body, front & rear valance panels.....	—	—	—	—	X	X
"Boss 351" decals on fenders and rear deck.....	—	—	—	—	—	—
Bright roof drip rail.....	X	—	X	X	X	X
Bright gas filler cap in center of lower back panel.....	X	X	X	X	—	—
Racing style, pop-open fuel cap.....	—	—	—	—	X	—
Chrome hub caps.....	X	X	X	—	—	—
Dual accent paint stripe.....	—	—	—	X	—	—
Wheel covers.....	—	—	—	X	—	—
Hub caps with trim rings.....	—	—	—	—	X	X
Honeycomb texture lower back panel with bright upper and lower moulding.....	—	—	—	—	—	—
Mustang letters across deck lid.....	X	X	X	X	—	—
Rear tape stripe—Mach I with Mach I decal.....	—	—	—	—	X	—
Spoiler, front.....	—	—	—	—	—	X
VINYL ROOF	—	—	—	X	—	—
WINDOWS: Back window: tinted glass.....	—	—	X	—	X	X
Ventless door glass.....	X	X	X	X	X	X
Tinted Windshield.....	—	X	—	—	—	—
Fixed rear quarter windows.....	—	—	X	—	X	X
INTERIOR						
ACCELERATOR PEDAL —suspended design.....	X	X	X	X	X	X
ARMRESTS, energy absorbing type, front.....	X	X	X	X	X	X
ASH TRAY: Front, in console.....	X	X	X	X	X	X
Rear, in right hand armrest.....	—	—	—	X	—	—
CIGARETTE LIGHTER:	X	X	X	X	X	X
CLOCK; ELECTRIC	—	—	—	X	—	—
CARPET —100% nylon, color-keyed.....	X	X	X	X	X	X
DOORS:						
exterior handles, flush-type.....	X	X	X	X	X	X
interior handles, safety designed.....	X	X	X	X	X	X
latches, Safety-Yoke design.....	X	X	X	X	X	X
lock push buttons, keyless locking.....	X	X	X	X	X	X
side impact steel "Guard-Rail" protection structure.....	X	X	X	X	X	X
DOOR TRIM PANELS; molded, integral handle & armrest.....	—	—	—	X	—	—
EMERGENCY FLASHER, column mounted switch.....	X	X	X	X	X	X
GAUGES; oil, alternator, temperature, tachometer and trip odometer.....	—	—	—	—	—	—
INSTRUMENT PANEL; padded design, three dial cluster with printed circuits.....	X	X	X	X	X	X
deluxe black side appliques.....	—	—	—	X	—	—
wood tone center applique.....	—	—	—	X	—	—
LIGHTS: courtesy—2 lights, one each side under instrument panel.....	—	X	—	—	—	—
dome light.....	X	—	X	X	X	X
LOCK; steering column, ignition and transmission.....	X	X	X	X	X	X
MIRROR; inside rearview: Day/Nite safety-type vinyl backed & framed.....	X	X	X	X	X	X
SEAT BACK LOCKS (all folding seats).....	X	X	X	X	X	X
SEAT BELTS: front and rear lap, outboard front belts are self adjusting and retracting with "Uni-lock" shoulder harness (no shoulder harness on Convertible).....	X	X	X	X	X	X
SEATS: front thin-shell adjustable, high back bucket.....	X	X	X	X	X	X
deluxe cloth trim.....	—	—	—	X	—	—
rear—fixed bench type.....	X	X	X	X	X	X
SHIFT LEVER: floor-mounted with all transmissions.....	X	X	X	X	X	X
STEERING WHEEL: 2 spoke, energy absorbing w/energy absorbing column.....	X	X	X	—	X	X
deluxe type.....	—	—	—	X	—	—
SUN VISORS: dual, padded.....	X	X	X	X	X	X
FUNCTIONAL						
BRAKES: self-adjusting w/dual master cylinder.....	X	X	X	X	X	X
parking brake, step-on design.....	X	X	X	X	X	X
power front disc.....	—	—	—	—	—	—
ENGINE —250 CID 6-cylinder.....	X	X	X	X	—	—
302 CID 2v, V-8.....	—	—	—	—	X	—
351 CID 4v, HO, V-8.....	—	—	—	—	—	X
EXHAUST SYSTEM, dual.....	—	—	—	—	—	X
FUEL TANK: 20 gallon capacity.....	X	X	X	X	X	X
HEATER/DEFROSTER, blend-air type 3-speed blower (illuminated controls).....	X	X	X	X	X	X
MUFFLER: aluminized and stainless steel components.....	X	X	X	X	X	X
SHOCK ABSORBERS, staggered rear.....	—	—	—	—	—	X
SUSPENSION, competition.....	—	—	—	—	X	—
TRANSMISSION —3-Speed manual.....	X	X	X	X	X	—
—4-Speed manual w/"Hurst Shifter"®.....	—	—	—	—	—	X
VENTILATION, DirectAire.....	X	X	X	X	X	X
WINDSHIELD WIPERS: parallel-acting, two speed electric, with electric washers, concealed.....	X	X	X	X	X	X

MUSTANG FEATURES

CHASSIS FEATURES



PLATFORM CONSTRUCTION

Mustang's unit-built body design includes a platform chassis assembly. The platform chassis provides a strong base for the body and luggage compartment, enclosure for the engine and underbody attaching points for 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 welded to the underbody forming a strong ladder-type construction.

The front and rear side rails extend underneath, and are also welded to the floor pan. A "Backbone" formed by the full-length tunnel gives the structure maximum rigidity.

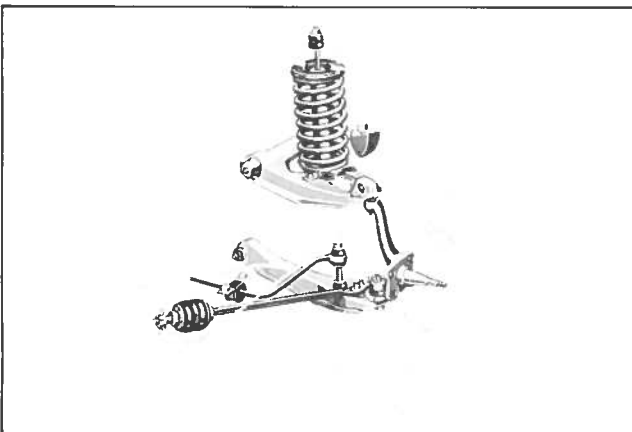
The side panels in the engine compartment are welded to the front side rails at the bottom, and to the cowl at the rear, for front end rigidity. A one-piece stamping with a deep channel section at the top connect panels across the front.

FRONT SUSPENSION

Mustang uses a short and long arm ball joint front suspension. Spring rates, stabilizer bar size, and shock absorbers are calibrated to match the weight/ride requirements of each model produced in accord with the type of engine and optional equipment installed. Front suspension features include:

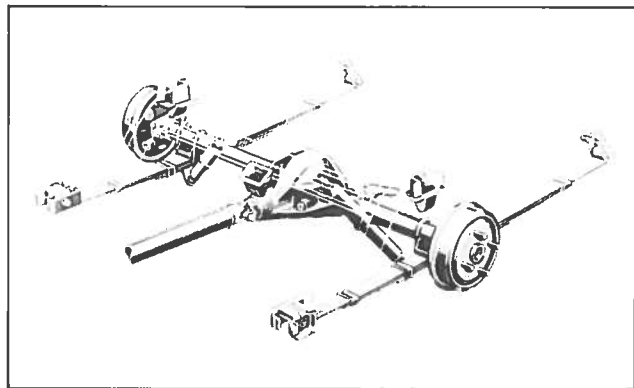
Lower suspension arms are mounted to the front end structure through rubber bushings to eliminate metal-to-metal contact and reduce the amount of vibration and noise transmitted to the passenger area.

The drag struts are anchored in rubber bushings which allow the wheels to move slightly rearward



when the car hits a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger compartment.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms and prevents excessive roll 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 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 in the shock absorber to provide uniform performance under all climate conditions.

An optional COMPETITION SUSPENSION is available with all models except those with the 250-c.i.d. engine. The competition suspension includes heavy-duty front and rear springs, heavy-duty front and rear shock absorbers, heavy-duty front stabilizer bar and rear stabilizer bar with 351-c.i.d. 4v and up. The competition suspension is standard on the Mach I, Boss 351 and with 429-c.i.d. CJ or CJ-R engines.

Mustangs will again be equipped with staggered rear shock absorbers in 1971. Staggered rear shocks (the right

MUSTANG FEATURES

Chassis Features (Cont'd)

is mounted in front of the axle; the left behind it) counter-act wheel hop and increase traction during acceleration and braking. Staggered shocks also provide improved rear axle control with higher output engines and are standard with all 351 4v, 351 4v HO and 429 CJ, CJ-R engines.

SUSPENSION SPECIFICATIONS	
FRONT	
Type	Independent with Ball Joints
Springs	3.88" ID Helical Coil, Rubber-Insulated
Shock Absorbers	Hydraulic, Telescopic, Vertical Mount
Stabilizer	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 Leafs	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 manual steering system include:

Cross-link bar positioned to improve directional stability and reduce oversteer.

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 C-22 for steering specifications.

POWER STEERING

A new power steering system is optional on all 1971 Mustang models. The system utilizes the standard manual steering linkage and Ford's "Better Idea", "Fluidic Control" power steering pump that supplies extra power when you need it and "coasts" at high speeds. Functioning through a unique, patented "fluidic" control, the pump forces the maximum amount of fluid through the system at low speeds for easier parking. At highway speeds, it reduces the fluid flow to provide a good "feel" of the road and save on engine horsepower. Other features of the unit include:

Power unit integral with recirculating ball steering gear.

Integral control valve provides instant response to wheel movement.

A torsion bar element is used in the steering shaft to provide a precise feel of the road.

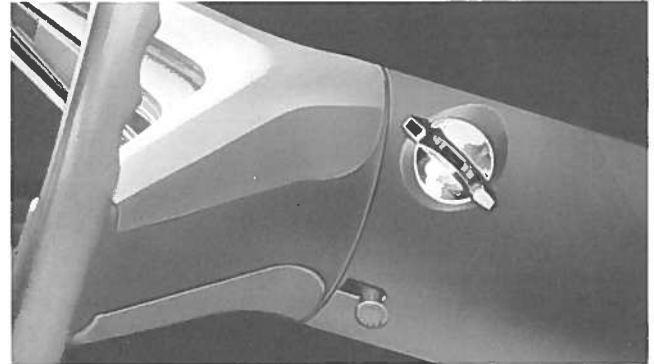
An overall steering ratio of 21.8:1 provides fast responsive steering.

3.9 turns of the steering wheel lock-to-lock is 12% faster than manual steering.

VARIABLE RATIO STEERING GEAR—a variable ratio steering gear is provided when power steering is ordered on a vehicle equipped with the competition

suspension. With variable ratio steering, a special gear is used that gives a rapidly reducing ratio as the wheel is turned beyond center. This gives the driver the benefits of quick-ratio steering without the steering being super-sensitive. Quicker, more responsive steering and handling is a result of this steering/suspension combination.

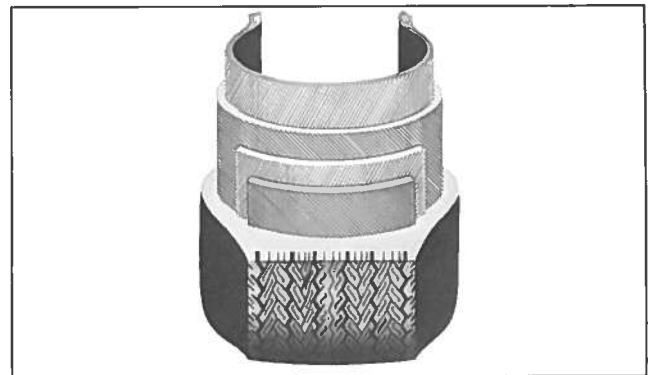
See page C-22 for steering specifications.



LOCKING STEERING COLUMN

An anti-theft steering column is standard equipment on the Mustang.

The locking mechanism is mounted on the steering column, within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start. By moving the key to "lock" position, the ignition switch, transmission linkage and steering wheel are simultaneously locked to help prevent car thefts. Locking can only be accomplished with a manual transmission in the "reverse" or an automatic transmission in the "park" position. A mechanical lock-out device prevents the ignition key from being turned to "lock" until the transmission selector is located in its correct position.



TIRES AND WHEELS

The standard tire on all 1971 Mustang models is of a belted bias-ply design. This type of tire design features a wide profile and provides improved vehicle braking, traction, cornering and long tread life. Outlined below are some of the principal benefits of this tire design:

- **LONGER WEAR . . .** the tires have a broader "foot-print" on the road and the tread is backed up by belts, it doesn't squirm. (The tread rolls like a belt decreasing internal and surface friction.)

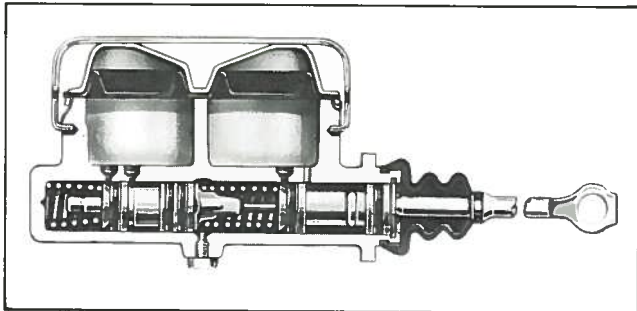
- **IMPROVED TRACTION AND CORNERING . . .** the belts hold the tread flat on the road and provide support to the sidewalls under normal driving conditions.

See "Tire Availability" chart page C-23.

Mustang wheels are stamped steel with a ventilated disc welded to a safety-type rim. Five large retaining nuts plus a centering pilot automatically center the wheel on the hub. See page C-22 for wheel specifications.

MUSTANG FEATURES

Chassis Features (Cont'd)



BRAKES

The 1971 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.

Separate connections for the brake lines link one cylinder chamber to the front brakes and the other to the rear to protect against total loss of braking capability in the event of 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 the brake warning light comes on.

See page C-24 for brake specifications.

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.

Brake shoe clearance at each wheel is automatically adjusted as required when the brake is applied as the car is moving in reverse. The brakes also 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 C-24 for brake specifications.

POWER FRONT DISC BRAKES

Mustang's front disc brakes consist of a 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.

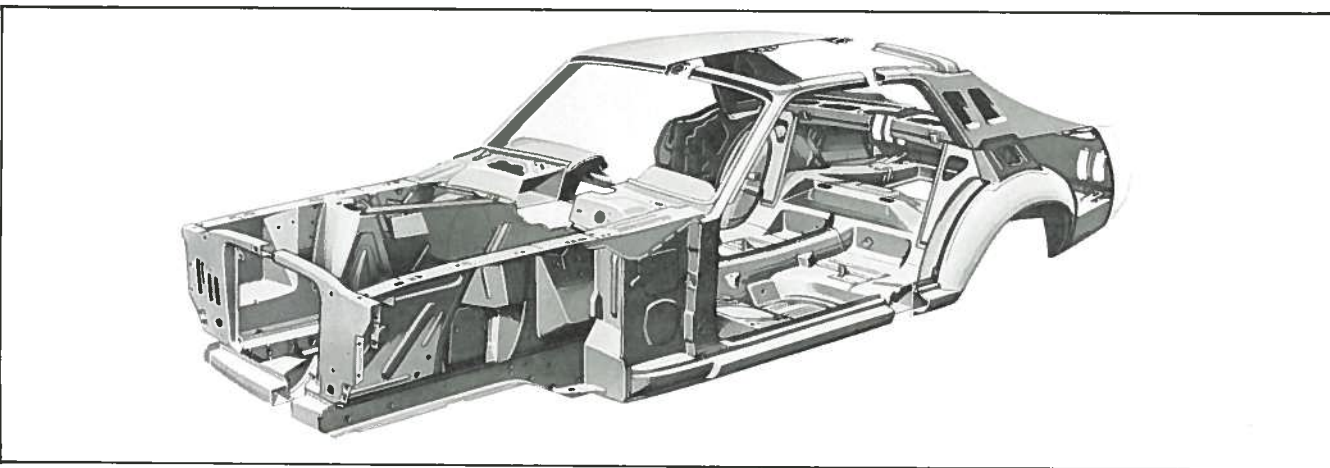
The disc brake option incorporates a single-diaphragm power brake booster. The booster helps to reduce system reaction time for faster and better braking control.

The power front disc/rear drum brake system requires up to 40% less pedal effort. 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. Power front disc brakes are standard on the Boss 351 and are required on all models equipped with 429 CID engines.

PARKING BRAKE

Mustang models are equipped with a foot-operated parking brake. The suspended parking brake pedal is located below the instrument panel near the left side cowl. A pull handle release system is used in conjunction with the parking brake.

BODY FEATURES



BODY CONSTRUCTION

Mustang's all-welded body is designed and engineered to provide maximum strength with minimum weight. The dash panel and extra strong double-walled upper cowl are welded with the front spring towers, fender aprons, radiator support, cowl side panels and torque boxes to form one rigid integral unit.

The front end structure has been engineered to permit energy absorption through better control of sheet metal deflection.

Roof bracing of the Hardtop and SportsRoof models is double panel construction with a box section channel around

window and door openings. A roof cross brace adds support and rigidity.

Convertible models have added and reinforced underbody structural members for increased strength.

The rear underbody features a new full width rear floor pan with a strap-on fuel tank.

RUST PREVENTION

Mustang bodies are given maximum protection to retard rusting. Vital underbody parts have been specially treated for resistance to mud, water and road salt with a sprayed on asphalt base sound deadener. Interior surfaces of the

MUSTANG FEATURES

Body Features (Cont'd)

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 zinclad steel and rocker panels have one-way drain valves to help prevent moisture accumulation. Exterior trim mouldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers.

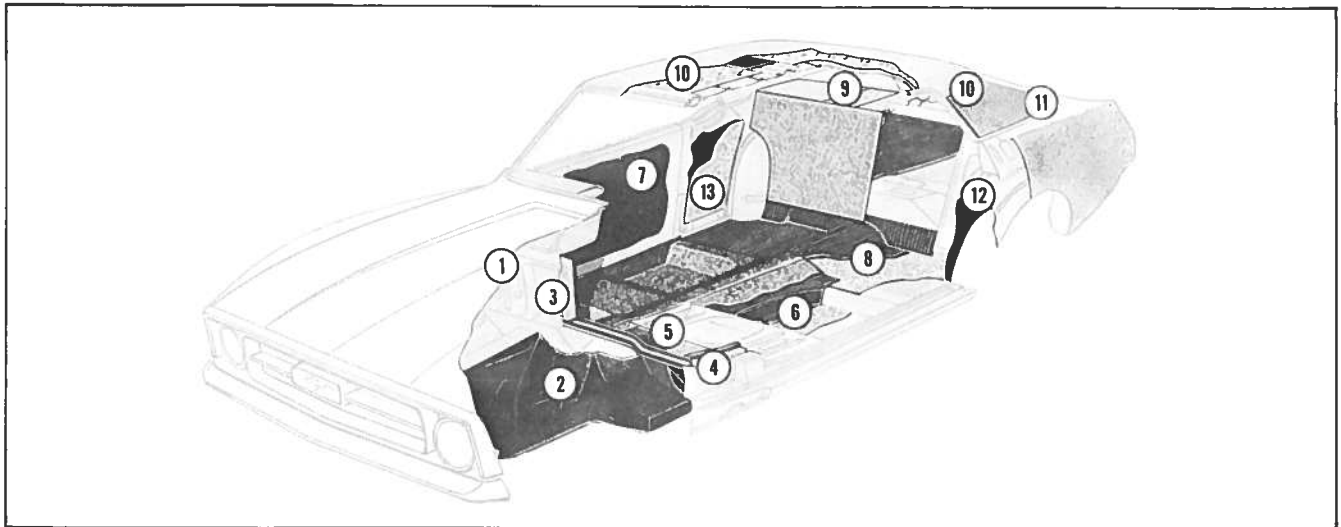
SIX STEP PAINT PROCESS

Mustang's super diamond lustre paint finish is the result of a thorough six step sheet metal preparation and painting process. Before the triple coats of enamel are applied, the body receives all-over rust protection including a coating of zinc phosphate and two coats of tough epoxy primer. Each primer application is followed by wet-

Phosphate Coating
First Primer—Epoxy
Second Primer—Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

sanding. A triple coat of acrylic super enamel is then baked-on.

The final coat of paint on all Mustangs is applied by **ELECTROSTATIC PAINTING**, a new system that produces a better, more uniform paint finish. The system features a paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. The tip of the electrode is located so that air-atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and coat the backside due to the strong electrostatic attraction.



BODY INSULATION

Mustang's body insulation and sound package contribute to greater all-weather comfort and quiet in the passenger compartment.

- (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 a 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) The area from the toeboard to the back of front seat is covered with a combination one pound mastic and 28 gram fiber pad. A thick jute pad is bonded to the carpet.
- (6) The rear floor area is covered with 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 three-eighths-inch fiberglass pad covered with a heavy plastic coating from the front of the seat to the back of the axle kickup.
- (9) The package tray has one-half-inch fiberglass pad with heavy plastic coating under the full width of the package tray covering.

- (10) One-half-inch thick fiber pad blanket insulates the entire roof panel, front and rear. Rear pillars have one-half-inch fiber pad.
- (11) Mastic adhesive is spotted between the inner and outer panels of the deck lid.
- (12) Rear wheel housing splash areas are sprayed with sound deadener.
- (13) A one-half-inch fiber pad is cemented to the quarter trim panel.

BODY SEALING MATERIAL

Joint sealers and special anti-squeak and sealing devices are used in all Mustang models to provide 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.

HEATING

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.

MUSTANG FEATURES

Body Features (Cont'd)

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.

DIRECTAIRE VENTILATION

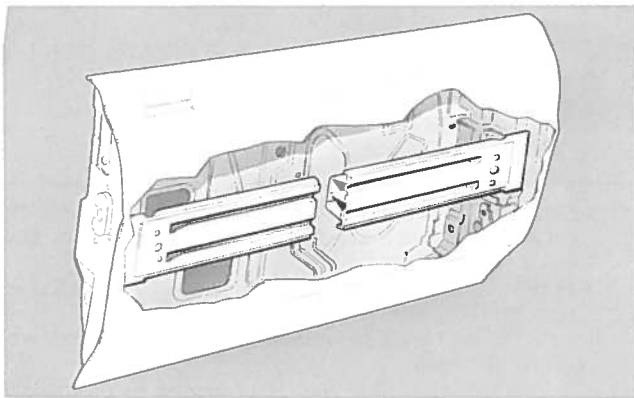
The 1971 Mustangs offer a completely new high-low ventilation system as standard equipment. The system includes four ventilation outlets in the passenger compartment, one on each end of the instrument panel and one on each side under the instrument panel. Adjustable air valves located behind the outlet registers provide control over outside air entering the car.

Push-pull knobs located within easy reach of the driver permit control of the air valves.

- With knobs all the way in—air valves are closed
- With knobs all the way out—air is directed through the “high” registers in the instrument panel
- With knobs halfway out—air flow is directed through both the high and low outlets

The outlet registers in the instrument panel can be adjusted vertically and laterally to control the direction of incoming air.

The new system provides a significant improvement in air flow through the vehicle with the windows rolled up which helps to eliminate traffic and wind noise. With this new system, ventilating air, heated or unheated, can now enter from the front intake . . . circulate throughout the interior . . . and exit through pressure relief valves in the “B” pillar, carrying away stale or smoke-laden air . . . without any need to open a window. The pressure-relief valve has a one-way design to prevent reverse flow of air when the system is not in use.



DOORS

Every 1971 Mustang features a new steel “Guard Rail” side impact protection system. The rugged steel “Guard Rail” combines with new, stronger door hinges and latches to help provide better distribution of forces for greater protection in the event of side impact.

The steel “Guard Rail” side impact system was designed and thoroughly tested to provide maximum strength and impact absorbing qualities with a minimum of additional weight. The beam structure is a flanged, tapered steel channel with a full length partition down the center and closed by a welded-on ribbed plate. The entire assembly is attached to the door end flanges and located directly inside the outer door panel.

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 incorporate assist springs to aid in opening the doors and retard slamming when the doors are closed.

All doors also 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.

DOOR HANDLES

Mustang's new exterior handles are a pull-out type, mounted flush with the bodyside sheetmetal.

One step locking is standard on all doors. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door.

The inside door handle is formed as an integral part of the armrest. The handle actuates the door latch when pulled inward with the fingertips. The design helps provide protection against accidental opening by passengers.

WINDOWS

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

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

SEATS

The high-back bucket seat for the 1971 Mustang is a completely new design. The seat is thinner and trimmer than the previous high-back bucket seat resulting from the use of a seat frame. The members of the new steel frame are welded into one solid unit. Horizontal zig-zag springs frame the seating area, and include extensions on either side for the side bolsters. The contour-molded seat pad features a steel wire and cotton net support pad molded into the foam. A dual density foam is used for the one-piece molded cushion with softer foam in the center, and firmer foam for support at the sides.

The 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 self-lock when in a full upright position. A small knob in the center of the seat back releases the lock for rear seat entry.



“UNI-LOCK” SAFETY HARNESS

The 1971 Mustangs include a “Uni-Lock” three-point safety harness for the outboard front seat passengers on all models except the Convertible. This design eliminates the two shoulder harness buckles on the seat and permits easier and faster “buckle up.” During use, the driver or outboard front seat passenger pulls the lap belt out of the retractor and “snaps” it into the buckle—the belt length is auto-

MUSTANG FEATURES

matically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary. A new, smaller retractor provides a neater side appearance.



HEADLIGHTS

The 1971 Mustangs all feature single headlights mounted in the fender extensions. Access holes in the trim rings allow adjustment of the headlight beams without having to remove the trim rings. The parking lights remain lit with the headlights to help provide more positive front-end identification to oncoming drivers.

SIDE MARKER LIGHTS

All Mustang models have standard amber marker lights on the front fenders, and a red light on each rear quarter extension to provide side identification during dusk and nighttime driving.

HOOD

Strength and rigidity have been designed into the double panel construction of the Mustang hood. The inner panel forms a brace, 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 of the hood. The two front bumpers are adjustable for leveling the hood with the front fenders. A single-action lever, permits one-hand opening. This lever releases both latch and safety catch.

LUGGAGE COMPARTMENT

Luggage space in the hardtop model is 9.5 cubic feet while the SportsRoof has 8.3 and Convertible 8.1 cubic feet of luggage capacity. Torsion bars to the deck lid hinges assist in raising the lid and holding it open. Compression type, neoprene rubber weather stripping provides protection against dirt and moisture.

CONCEALED WINDSHIELD WIPERS

The standard windshield wiper system for the 1971 Mustang is a completely new concealed design. The wipers are fully concealed in a recess between the end of the hood and the windshield. The driver's side wiper arm is articulated to clear a greater area of the windshield. The articulated arm causes the wiper to sweep further into the left lower corner of the windshield, closer to the windshield pillar. Longer 18-inch wiper blades help provide a substantially larger cleared area.

The two-speed electric windshield wipers are activated by rotating a control knob on the instrument panel. The windshield washers are activated by pulling out the wiper knob. Operation of the washers automatically activates the wipers.

CONVERTIBLE TOP

The 1971 Mustang Convertible features an all new top that provides a neater appearance and more rear seat room.

The linkage mechanism of the power operated convertible top is designed so that the stack is wider and the linkage simplified, similar to the improved design developed for the Ford car. In the down position the stack is positioned further rearward and lower in the well, resulting in an increase in rear seat shoulder and elbow room.

In the up position, the linkage provides a much neater appearance in the roof area adjacent to the rear seat. The tempered semi-flexible rear window is a one-piece (replacing the two-piece folding glass window) design. The top may be lowered without first unfastening the window.

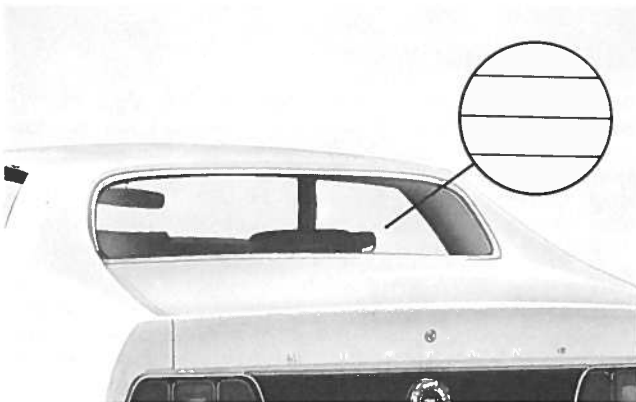
The flush-design top latches are located on the windshield header permitting easy operation of both latches from the driver's position.

The convertible top is constructed of 4-ply laminated vinyl and cotton and is attached firmly to the bows to prevent ballooning at highway speeds. 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 a neat top-down appearance.

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.

REAR WINDOW ELECTRIC DEFROST



This "Better Idea" helps keep the backlite frost-free and will remove snow, frost, and up to 1/8-inch of ice in minutes. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide horizontal lines across the backlite, the unit does not interfere with the driver's rear vision due to the wide spacing between the lines. A switch for operating the unit is integral with the heater controls on the instrument panel. The option includes a "reminder" light which indicates when the unit is "on." Available with V-8 engines only. Not available on convertible.

4-SPEED TRANSMISSION

Ford's fully-synchronized four-speed manual transmission is designed to provide the ultimate in driving flexibility and performance. This transmission's four ratios are properly spaced to fit the power curves found in the Mustang engine lineup. Its rugged construction allows extended operation in any ratio, such as using third gear for cruising on hilly, winding roads. The floor-mounted "Hurst Shifter"® is indexed for fast, sure shifting, lending itself to competition

MUSTANG OPTIONS

events. Fully-synchronized gears permit positive, split-second upshifts and downshifts at all reasonable engine speeds.

"TRACTION-LOK" DIFFERENTIAL

Beneficial to family and performance cars alike, Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied.

The "Traction-Lok" option provides extra traction on ice, mud or snow, and maximum accelerating power.

(See the Power Teams section for more information.)

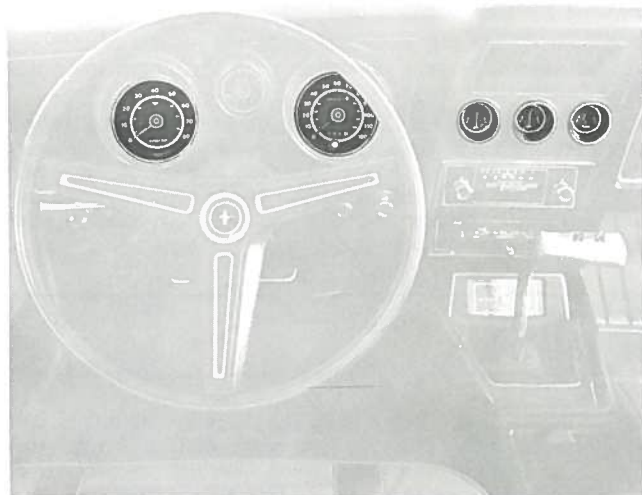
COMPETITION SUSPENSION

The competition suspension is available on all models except those equipped with the 250-c.i.d. engine. The option includes heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, extra heavy-duty front stabilizer bar and rear stabilizer bar. The competition suspension is standard on the Mach I, Boss 351 and with the 429-c.i.d. CJ or CJ-R engines. (See page C-12 for additional details.)

POWER STEERING

A new power steering system is optional on all 1971 Mustang models. The system utilizes Ford's "Better Idea," "Fluidic Control" power steering pump that supplies extra power when you need it for parking, and reduces power flow at highway speeds to provide a good "feel" of the road and save on engine horsepower.

The power steering option includes a variable ratio gear on models equipped with competition suspension. (See page C-13 for additional details.)



INSTRUMENTATION GROUP

The instrumentation group is ideally suited for the driver who wishes a full complement of gauges. The group includes tachometer, trip odometer and "OIL," "AMP" and "TEMP" gauges. The option is not available with 250-c.i.d. engines and is standard on the Boss 351.

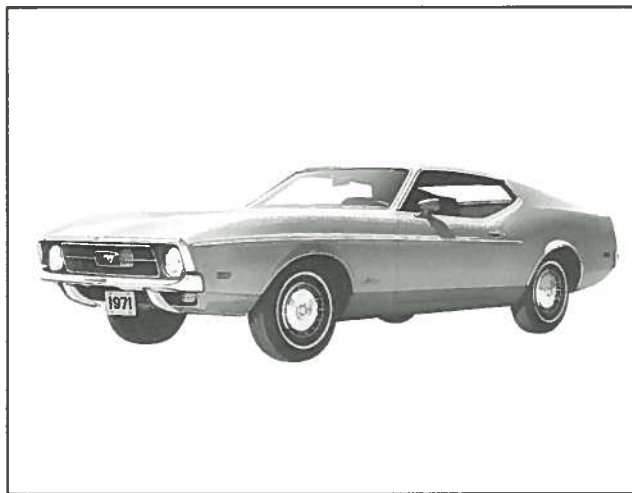
SELECTAIRE AIR CONDITIONING

Mustang's air conditioning system incorporates new engineering design refinements in 1971, including a larger condenser and a new evaporator design to provide faster cool-down rates for improved passenger comfort.

The 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 used after initially cooling the car with "MAX/AC." Air flow is directed into the passenger compartment through three registers in the instrument panel. The registers have adjustable louvers for directional control of the air flow. The air may be shut off in any of the registers by closing the louvers.



PROTECTION PACKAGE

Attractive and functional, this new option includes bright body side mouldings and lower front bumper guards. The side mouldings help protect the bodyside sheet metal while the bumper guards help prevent damage during minor collisions. The bumper guards are chrome-plated with vertical rubber inserts for durability and scratch resistance. The body side moulding includes a vinyl insert for protection against scratches and dents. The protection package is not available on Mach I or Boss 351.

DECOR GROUP

The Decor Group includes: a choice of knitted vinyl or cloth and vinyl high back bucket seats, rear ash tray in right quarter trim panel, deluxe left and right hand textured black instrument panel appliques, deluxe two-spoke steering wheel, and molded door trim panels on the convertible and Boss 351. (Knitted vinyl required with convertible.)

Exterior features of the Decor Group include: manual outside color-keyed dual racing mirrors, rocker panel moulding, and wheel lip moulding.

POWER WINDOWS

Power windows are available for the first time on the Mustang. The option includes a movable quarter window on the SportsRoof models. The driver can control all windows from a single control panel located on the door trim panel. There are also individual switches at each of the other seating locations. A master lock-out switch permits the driver to override the entire system for added safety.

429-C.I.D. ENGINES

Mustang offers two new 429-c.i.d. high-performance engines, the 429 CJ and 429 CJ-R (Ram Air). The 429-c.i.d. 4v V-8 CJ includes Mach I hood, competition suspension,

MUSTANG OPTIONS

80-ampere heavy-duty battery, 55-ampere alternator, dual exhausts, extra-cooling package, bright engine dress-up with cast aluminum rocker covers, and 3.25 ratio non-locking axle.

The engine is not available with air conditioning in combination with Drag-Pack axle, or Dual Ram Induction option and requires Cruise-O-Matic or close-ratio four-speed manual transmission at extra cost.

The 429-c.i.d. 4v V-8 CJ-R (Ram Air) includes competition suspension, 80-ampere heavy-duty battery, 55-ampere alternator, dual exhausts, extra-cooling package, Mach I NASA type hood with functional air scoop, hood lock pins, "ram air" engine decal, bright engine dress-up with cast aluminum rocker covers, and 3.50 ratio non-locking axle.

The engine is not available with air conditioner in combination with Drag-Pack axle and requires Cruise-O-Matic or close ratio four-speed manual transmission at extra cost.

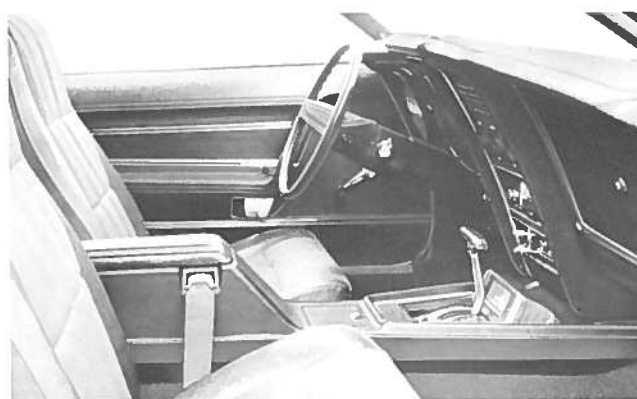


DUAL RAM INDUCTION

This high performance option features a Mach I hood with two-tone paint treatment and functional air scoops, hood lock pins and "ram-air" engine decals. The ram air hood scoops incorporate two vacuum operated air control valves mounted directly behind the inlet castings to prevent air flow except when high power output is required. The hood inner panel is shaped to form the upper half of the ducting which directs air to the air cleaner. High-speed, high rpm operation results in a ram- or forced-air effect which helps to develop added horsepower.

DRAG PACK

Mustang's Drag Pack option is ideally suited for the performance enthusiast planning to use his car on a drag strip or rally course. Available with the 429-c.i.d. CJ or CJ-R (Ram Air) engines only, the option includes the "Traction-Lok" differential with a 3.91 ratio axle or the "Detroit Locker" differential with a 4.11 ratio axle. The Drag Pack option also includes engine modifications to improve durability and to allow the engine to function efficiently at high r.p.m.'s. Because of this high r.p.m. potential, special high-performance connecting rods with cap screws are used in place of the conventional bolts. The crankshaft, along with the flywheel and heavier front end damper combination is finely balanced at a higher r.p.m. range. Four bolt main bearings and forged pistons are also used. The "locking" differentials provide the greater stability required for fast, high r.p.m. starts. The differentials lock tighter in proportion to the driving torque applied to help eliminate time and power consuming wheel-spin.

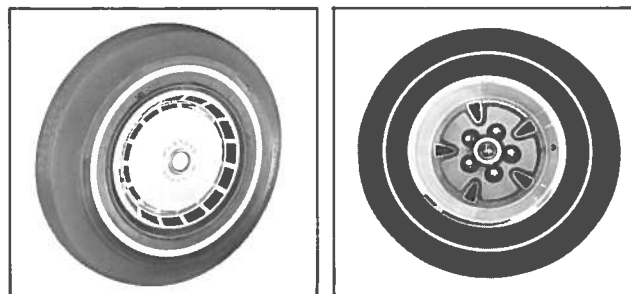


CONSOLE

This convenience option is available on all Mustang models. The console contains a large-size storage compartment with a padded lid which also serves as a center armrest. It also houses a large ash tray and an electric clock. The console is constructed of molded plastic and is color-keyed to the interior.

WHEELS AND WHEEL COVERS

Stainless steel hub caps and distinctive full wheel covers, and sports-styled steel wheels are available as standard or optional equipment on all 1971 Mustangs.

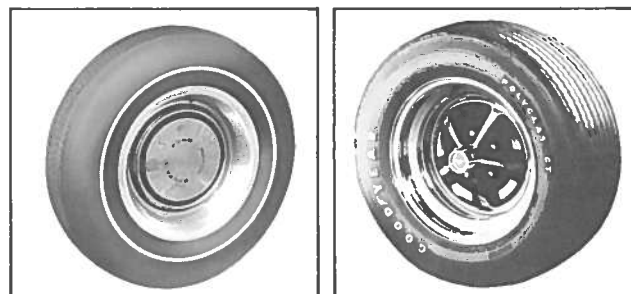


STANDARD WHEEL COVERS

This rust-resistant full wheel cover is standard with Grandé. It is also available as an option on all other models except Boss 351 and Mach I.

SPORTS WHEEL COVER

This sports-styled wheel cover is optional on all models.



TRIM RING/HUB CAP

The "action-styled" trim ring/hub cap combination is standard on the Boss 351 and Mach I and optional on all other models.

MAGNUM 500 STEEL WHEEL

This high-performance, chrome-plated steel wheel includes an F78 x 14 space saver spare and requires F60 x 15 tires and competition suspension at extra cost. (See page C-23 for F-60 tire availability.)

MUSTANG OPTIONS AND ACCESSORIES

DESCRIPTION	AVAILABILITY*		DESCRIPTION	AVAILABILITY*	
	R P O	D L R		R P O X	D L R X
APPEARANCE EQUIPMENT			APPEARANCE EQUIPMENT		
Bumper Guards, Front and Rear; styled bright front lower bumper guards with rubber inserts. (N/A on Mach I.)	X		Protection Package (Includes body side protective moulding with color-keyed vinyl insert and styled bright front bumper guards with rubber inserts; N/A on Mach I or Boss 351.)	X	
Console, includes electric clock.	X		Seat, Rear Sport Deck (Includes F78 x 14 Space Saver Spare; Available only on SportsRoof, Mach I, or Boss 351.)	X	
Decor Group (Interior includes: choice of knitted vinyl or cloth and vinyl high back bucket seats, rear ash tray in right quarter trim, deluxe left and right hand black instrument panel appliques, deluxe two-spoke steering wheel, and molded door trim panels on the convertible and Boss 351; Knitted vinyl required with convertible. Exterior includes: manual outside color-keyed dual racing mirrors (standard on Boss 351), rocker panel moulding, and wheel lip moulding; Rocker panel moulding and wheel lip moulding deleted on Boss 351; N/A on Mach I or Grandé.)	X		Steering Wheel, Rim Blow-Deluxe Three-Spoke Steering Wheel, Tilt (Requires power steering at extra cost.)	X	
Door Edge Guards		X	Windshield Wipers, Intermittent	X	
Floor Mats		X	ENGINES		
Instrumentation Group (Includes tachometer, trip odometer, and triple instrument pod (OIL, AMP, TEMP); Standard on Boss 351; N/A with 250 CID 1v engine.)	X		302 C.I.D. 2V V-8 (Standard with Mach I.)	X	
Mach I Sports Interior (Includes knitted vinyl high back bucket seats with accent stripes; Deluxe two-spoke steering wheel with woodtone insert; Electric Clock; Bright pedal pads; Molded door trim panels with integral pull handles and arm rest; Color accented deep embossed carpet runners; Deluxe instrument panel black applique with woodtone center section; OIL, AMP, and TEMP gauges; Rear Seat Ash Tray; Available on all SportsRoof models.)	X		351 C.I.D. 2V 8-Cylinder	X	
Mirrors, Outside Color-Keyed Dual Racing (Includes left-hand remote control; Standard on Grandé, Mach I, Boss 351, and models with Decor Group.)	X	X	351 C.I.D. 4V 8-Cylinder (Includes dual exhausts, staggered rear shock absorbers, and 55-ampere heavy-duty battery.)	X	
Roof, Vinyl (Available only on 2-door hardtop; Standard on Grandé.)	X		351 C.I.D. 4V CJ 8-Cylinder (Includes dual exhausts, staggered rear shock absorbers, and 55 ampere heavy-duty battery). Avail. April 1971. (N/A w/ Boss 351.)	X	
Spoiler, Rear Deck (Available only on SportsRoof, Mach I, or Boss 351.)	X		429 C.I.D. 4V CJ 8-Cylinder, Non-Ram Air Induction (includes Mach I hood, competition suspension, 80 ampere heavy-duty battery, 55-ampere alternator, dual exhausts, extra-cooling package, bright engine dress-up with cast aluminum rocker covers, and 3.25 ratio non-locking axle.) Power disc brakes are mandatory at extra cost.	X	
Tape Stripe, Black or Argent Body Side (Standard on Boss 351; Available only on Mach I.)	X	X	429 C.I.D. 4V CJ-R 8-Cylinder, Ram Air Induction (Includes competition suspension, 80-ampere heavy-duty battery, 55-ampere alternator, dual exhausts, Dual Ram Induction option, extra-cooling package, bright engine dress-up with cast aluminum rocker covers, and 3.50 ratio non-locking axle.) Power disc brakes are mandatory at extra cost.	X	
Trim Rings/Hub Caps (Standard on Boss 351 and Mach I.)	X		PERFORMANCE EQUIPMENT		
Wheel Covers (Standard on Grandé; N/A on Boss 351 or Mach I.)	X	X	Axle, Drag-Pack (429 CJ or 429 CJ-R) (Includes "Traction-Lok" differential with 3.91 ratio axle or "Detroit Locker" differential with 4.11 ratio axle, and the following 429 CID 4V engine modifications: cap screw connecting rods, four-bolt main bearing, forged pistons and modified crankshaft, fly-wheel, and damper; Available only with 429 CID 4V CJ or CJ-R engine.)	X	
Wheel Covers, Sport	X		Axle, Optional Ratio	X	
Wheels, Magnum 500 Chrome (Includes F78 x 14 Space Saver Spare; Requires competition suspension and F60 x 15 B/WL tires at extra cost.)	X	X	Axle, "Traction-Lok" Differential	X	
	X		Battery, Heavy-Duty (70-ampere)	X	X
			Dual Ram Induction (Includes functional Mach I hood with black or argent two-tone paint, hood lock pins, and "ram air" engine decals.)	X	
			Suspension, Competition (Includes extra heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, extra heavy-duty front stabilizer bar, and rear stabilizer bar.) (See page C-12)	X	
			Tachometer		X
AUDIO EQUIPMENT			POWER ASSISTS		
Radio, AM	X	X	Power Front Disc Brakes (Standard on Boss 351.)	X	
Radio, AM/FM Stereo (Includes two front-door mounted speakers.)	X	X	Power Steering (Includes variable ratio gear on models equipped with competition suspension.)	X	
Stereosonic Tape System (Includes two front-door mounted speakers; N/A with AM/FM stereo radio; Requires AM radio at extra cost.)	X	X	Power Side Windows	X	
COMFORT-CONVENIENCE EQUIPMENT			TIRES		
Air Conditioner-SelectAire (Includes 55-ampere alternator; Tinted glass recommended.)	X		See page C-23 for model availability		
Belts with Warning Light, Deluxe (Deluxe lap belts with warning light standard on convertible.)	X	X	E70 x 14 Wide Oval Belted WSW	X	X
Convenience Group (Includes trunk light, glove compartment light, map light, under hood light, front "lights-on" warning buzzer, automatic seat back release, under instrument panel courtesy lights (standard on Convertible), parking brake warning light, and glove box lock.)	X		F60 x 15 Wide Oval Belted With Raised White Letters	X	X
Electric Defrost, Rear Window (N/A on convertible or with 250 CID 1v engine.)	X		F70 x 14 Wide Oval Belted WSW	X	X
Glass, Tinted-Complete (Recommended with air conditioner.)	X		F70 x 14 Belted With Raised White Letters	X	X
Horn, Air		X	HEAVY-DUTY EQUIPMENT		
Light, Engine Compartment		X	Emission Control System, Nitrous Oxide (Required in State of California.)	X	
Mirror, Outside Right Hand Manual		X	Extra-Cooling Package-includes extra fin-density radiator (Standard with Air Conditioning and 429 CJ or CJ-R; N/A with Boss 351)	X	
			TRANSMISSIONS		
			SelectShift Cruise-O-Matic (N/A with Boss 351.)	X	
			Four-Speed Manual with Hurst® Shifter (Standard on Boss 351.)	X	
			*RPO-Regular Production Option		
			DLR-Dealer Accessory		

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. Color and codes referenced are the same as those shown in your Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
Black	A	Dark Green Metallic	C
White	M	Medium Brown Metallic	5*
Bright Red	3	Grabber Lime	I
Maroon Metallic	B	Light Gold	8*
Light Pewter Metallic	V	Grabber Yellow	D
Bright Blue Metallic	6	Medium Yellow Gold	E
Pastel Blue	N*	Grabber Green Metallic	Z
Medium Green Metallic	P*	Grabber Blue	J

*N.A. on Boss 351 or Mach I

HARDTOP, SPORTSROOF, BOSS 351, MACH I AND CONVERTIBLE		
ALL VINYL		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	1A	All
Medium Blue	1B	A M 6 N†
Vermilion	1E	A M 3 V
Medium Ginger	1F*	A M V C 5† 8† E
Medium Green	1R	A M V P† C I 8†
White	1W	All

*N.A. on Convertible

†N.A. on Boss 351

HARDTOP AND SPORTSROOF		
KNITTED VINYL*		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	3A	All
White	3W	All

*With optional Decor Group—N.A. on Mach I or Grandé

HARDTOP, SPORTSROOF AND BOSS 351		
CLOTH AND VINYL†		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Vermilion	2E	A M 3 V
Medium Ginger	2F	A M V C 5* 8* E
Medium Blue	2B	A M 6 N*
Medium Green	2R	A M V P* C I 8*

*N.A. on Boss

†With Optional Decor Group

MACH I SPORTS INTERIOR		
KNITTED VINYL—OPTIONAL		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	5A	All
White	5W	All
Vermilion	5E	A M 3 V
Medium Blue	5B	A M 6
Medium Green	5R	A M V C I
Medium Ginger	5F	A M V C E

CONVERTIBLE		
KNITTED VINYL†		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	CA	All
White	CW	All
Vermilion	CE	A M 3 V
Medium Blue	CB	A M 6 N
Medium Green	CR	A M V P C I 8
Medium Ginger	CF	A M V C 5 8 E

†With optional Decor Group

GRANDÉ HARDTOP		
CLOTH AND VINYL		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	4A	All
Medium Blue	4B	A M 6 N
Vermilion	4E	A M 3 V
Medium Ginger	4F	A M V C 5 8 E
Medium Green	4R	A M V P C I 8

GRANDÉ PAINT STRIPE*					
COLOR		CODE			
Black		A			
White		W			
Blue		B			
Lime		R			
Yellow		U			
EXTERIOR COLOR	INTERIOR TRIM COLOR				
	Black	Med Blue	Vermilion	Med Ginger	Med Green
Black	W	B	W	U	R
White	A	B	A	U	R
Bright Red	A	—	A	—	—
Maroon Metallic	W	—	—	—	—
Light Pewter Metallic	A	—	A	A	R
Bright Blue Metallic	W	W	—	—	—
Pastel Blue	B	B	—	—	—
Medium Green Metallic	A	—	—	—	A
Dark Green Metallic	R	—	—	U	R
Medium Brown Metallic	U	—	—	U	—
Grabber Lime	A	—	—	—	A
Light Gold	U	—	—	U	R
Grabber Yellow	A	—	—	—	—
Medium Yellow Gold	W	—	—	W	—
Grabber Green Metallic	W	—	—	—	—
Grabber Blue	W	—	—	—	—

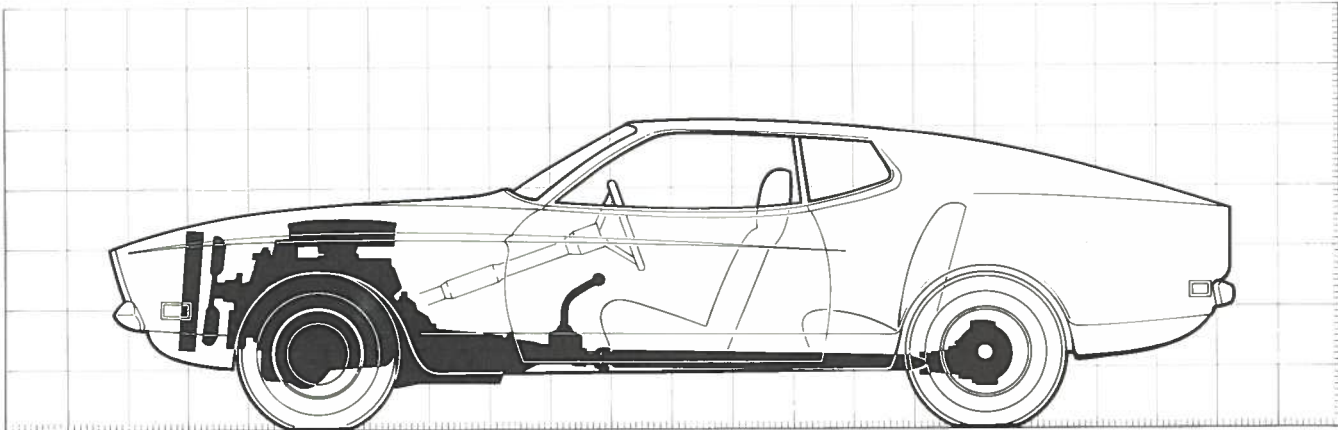
*Standard Paint Stripes deleted when optional Protection Group ordered

VINYL ROOF AVAILABILITY*			
Roof Color	Code	Interior Trim Codes	Exterior Paint Colors
Black	1	All	All
White	2	All	All except Pastel Blue
Blue	3	Blue	M
Blue	3	All	6 N
Green	5	Green	M V 8
Green	5	All	P C I
Brown	7	Ginger	M 8
Brown	7	Black, White, Ginger	V 5 E

*Full vinyl roof is standard on Grandé, optional on Hardtop.

CONVERTIBLE TOP COMBINATIONS		
Convertible Top		Exterior Color Availability Codes
Color	Code	
Black	1	All
White	2	All

MUSTANG PERFORMANCE



Engineering and product features which provide maximum performance and versatility for ease of handling and driving as well as maximum economy of operation headline Mustang's performance for 1971. There is a choice of seven engines, three transmissions and seven rear axle ratios available in combinations to suit virtually all driving requirements.

ENGINES

Ford's rugged 250-c.i.d. six-cylinder engine replaces the 200-c.i.d. six as the base engine for Mustang. The "250" provides 30 more horsepower for improved performance and is standard in all models except the Boss 351 and Mach I.

The economical 302-2v is the base Mustang V-8 engine and is standard on the Mach I. The 351V-8 is also available as an option in either a two-barrel or the four-barrel version on all models except the Boss 351.

A new high-performance 351-4v HO engine is standard on (and available only with) the Boss 351.

A new high-performance 351 4v CJ engine that operates on regular fuel is available on all models except the Boss 351. (Available April 1971).

New 429-4v CJ and 429 4-v CJ-R (Ram Air) engines have been added as new top-of-the-line high-performance engines for Mustang. (Refer to Power Teams section for more information.)

A "Drag-Pack" option for the 429-c.i.d. series engines is also available for the all-out performance enthusiast. (See page C-23).

TRANSMISSIONS

Ford's proven three-speed manual transmission is standard on all models except the Boss 351. The fully-synchronized,

constant-mesh design of this transmission means dependable performance and easy shifting. The Boss 351 has a four-speed manual transmission with "Hurst Shifter"[®] as standard equipment.

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 under 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-oriented driver and is standard with the Boss 351. It provides fast, positive shifting with constant-mesh gears and features a "Hurst Shifter."[®]

(Refer to Power Teams section for more information.)

MANEUVERABILITY

Mustang's new 109" wheelbase and new wide track (61.5" front, 61.0" rear) and road-hugging suspension are designed to give all models outstanding ride, handling, and maneuverability. Two completely unique suspension systems are used on the 1971 Mustangs. The base suspension and competition suspension, with each calibrated in relation to engine size. In conjunction with the suspension systems, Mustang offers an integral power steering option with a normal ratio for standard suspension equipped vehicles and a variable ratio gear on vehicles equipped with the competition suspension.

(Refer to pages C-12 -13 for more information.)

MUSTANG GENERAL SPECIFICATIONS

STEERING SPECIFICATIONS

Linkage	Parallelogram with cross-link
Gear Type	Recirculating Ball and Nut
Overall Steering Ratio	
- Manual	27.7:1
- Power*	22.1:1
Steering Wheel Turns (lock to lock)	
- Manual	4.46
- Power	3.94
- Power Variable Ratio	3.17
Turning Diameter (curb to curb)	39.8
Steering Wheel Diameter	15.0

*Constant Ratio Power Steering except with competition suspension. Variable Ratio included with competition suspension @ 15.7:1 overall steering ratio.

WHEEL SPECIFICATIONS

Type	Stamped Steel
Number of studs	5 @ .50 dia.
Diameter and Rim	
Size (Inches)	14" x 6"*

*14" x 7" wheels standard for models with 429-c.i.d. engines. 15" x 7" wheels standard with F60 x 15 tires.

MUSTANG GENERAL SPECIFICATIONS

MUSTANG POWER TEAM SELECTIONS												
Engine	TRANSMISSION			REAR AXLE RATIOS								
				3-Speed Manual			4-Speed Manual			Cruise-O-Matic		
	3-Speed	4-Speed	Cruise-O-Matic	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok
250-c.i.d. 1v Six Std.	Std.	N/A	Opt.	3.00	N/A	3.00	N/A	N/A	N/A	2.79	3.00*	3.00*
302-c.i.d. 2v V-8 Opt. (1)	Std.	N/A	Opt.	3.00	3.00*	3.00*	N/A	N/A	N/A	2.79	3.00*	3.00*
351-c.i.d. 2v V-8 Opt.	Std.	N/A	Opt.	2.75	3.00* 3.25	3.00* 3.25	N/A	N/A	N/A	2.75	3.00* 3.25	3.00* 3.25
351-c.i.d. 2v w/Ram Air Opt.	Std.	N/A	Opt.	3.00*	3.25	3.00* 3.25	N/A	N/A	N/A	3.00*	3.25	3.00* 3.25
351-c.i.d. 4v V-8 Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.25*	N/A	3.25* 3.50	3.00*	3.25	3.00* 3.25 3.50
351-c.i.d. 4v CJ V-8 Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.50 3.25*	N/A	3.50 3.25*	3.50 3.25*	N/A	3.50 3.25*
351-c.i.d. 4v w/Ram Air Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.25*	N/A	3.25* 3.50	3.25*	N/A	3.25* 3.50
351-c.i.d. 4v HO V-8 (3)†	N/A	Std.	N/A	N/A	N/A	N/A	N/A	N/A	3.91	N/A	N/A	N/A
429-c.i.d. 4v V-8 CJ Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.25*	3.50	3.25* 3.50	3.25*	3.50	3.25* 3.50
429-c.i.d. 4v V-8 CJ-R Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.50 (2)	N/A	3.50 (2)	3.50 (2)	N/A	3.50 (2)
429-c.i.d. 4v V-8 (Drag Pack) Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	N/A	N/A	3.91 4.11	N/A	N/A	3.91 4.11

- (1) Standard on Mach I
- (2) 3.25 used when air conditioning ordered
- (3) Available on Boss 351 only
- (†) Ram Air with 351-4v HO

*Mandatory ratio with air conditioning
N/A Not Available

TIRE AVAILABILITY SPECIFICATIONS											
Belted Tire Size	Sidewall Color	ENGINE									
		All Models Except Mach I						Mach I			
		250 Six	302 V8	351 V8	429 CJ	429 CJ-R	351 HO	302 V8	351 V8	429 CJ	429 CJ-R
E78 x 14	BSW	Std.	Std.	Std.	Std. (a)	Std. (a)					
E70 x 14	WSW	Opt.	Opt.	Opt.				Std.	Std.		
F70 x 14	WSW	Opt.	Opt.	Opt.	Opt.	Opt.		Opt.	Opt.	Std.	
F70 x 14	B/WL	Opt.	Opt.	Opt.	Opt.	Opt.		Opt.	Opt.	Opt.	Std.
F60 x 15	B/WL		Opt.	Opt.	Opt.	Opt.	Std. (b)	Opt.	Opt.	Opt.	Opt.

- (a) F70 WSW required at extra cost
- (b) F60 x 15 B/WL tires with F78 x 14 space saver spare
B/WL—black sidewall tires with raised white letters

MUSTANG GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

	250 & 302 2v V-8	351 & 429 V-8	Boss 351 and Power Front Disc Option	
			Rear Drum	Front Disc
Brake Drum Diameter	10"	10"	10"	—
Brake Rotor Diameter (Disc)	—	—	—	11.3
Lining Material	Molded Asbestos			
Lining Attachment	Riveted			
Lining Width—Front	2.25"	2.50"	—	2.07" x 4.95" Inboard
Lining Width—Rear	1.75"	2.00"	3.00	2.2" x 6.8" Outboard
Total Lining Area (Sq. In.) Gross	154.0	173.3	77.4	40.6
Effective	127.7	144.5	61.0	40.6
Swept Area (Sq. In.)	251.2	282.8	125.6	231.0
Parking Brake Type	Mechanical Application of Rear Brakes			

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	Hardtop	Convertible	SportsRoof
GENERAL			
Wheelbase	109.0	109.0	109.0
Tread—Front	61.5	61.5	61.5
—Rear	61.0	61.0	61.0
Height—Overall	50.8	50.5	50.1
Width—Overall	74.1	74.1	74.1
Length—Overall	189.5	189.5	189.5
ENTRANCE ROOM			
Door Opening Width	55.0	55.0	55.0
Door Opening Height (scuff plate to windcord)	32.8	32.7	32.2
Foot Clearance—Front	15.1	15.1	15.1
Entrance Height (seat to windcord "H" point)	29.2	29.1	29.4
FRONT SEAT ROOM			
Head Room (effective)	37.2	37.7	37.0
Maximum Leg Room to Accelerator	41.2	41.3	41.2
Hip Room	55.5	55.5	55.5
Shoulder Room	56.1	56.1	56.1
Cushion Height (from floor to crest front)	10.3	10.3	9.5
Cushion Depth	13.2	13.2	13.2
Steering Wheel to Thigh Clearance	2.6	2.6	2.9
REAR SEAT ROOM			
Head Room (effective)	36.0	36.4	—
Minimum Leg Room	28.7	28.6	—
Hip Room	50.8	44.2	—
Shoulder Room	53.5	43.9	—
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	9.5	8.1	8.3
GLASS AREA			
Side Glass Exposed Surface Area	1072	1074	945
Windshield Exposed Surface Area	1138	1127	1128
Backlight Exposed Surface Area	687	779	1215
Total Glass Exposed Surface Area	2897	2980	3288
CURB WEIGHT (pounds)			
Six Cylinder Manual	3080*	3200	3050**

*Grande—3110 pounds

**Mach 1—3180 pounds

**Boss 351—3370 pounds