

# No Two Mustangs Are Exactly Alike

by Frank W. McMullan  
photos from the VTC & Co. archives

Having taken apart and put together several early Mustangs over the years, this list of differences between 1964 1/2 and 1965 models has been compiled with the help of long-time friends Bob Hotchkiss and Wally Short. As we all know there are no two Mustang alike, and no doubt there is an unrestored '64 1/2 out there somewhere with something different. However, the items listed here are a good representation of things that are unique to the first Mustangs.



Passenger Seats. Some early '64 1/2s have passenger seats that do not adjust. There are no tracks, it's simply bolted down.

Cutouts. Some have a large oblong cutout in the sheet metal under the front seats. The dimensions are approximately 9 x 11 inches.

Lock Knobs. Door lock knobs were color coded to the interior trim prior to June 1964.

Electrical. Since these early cars used a generator, the entire electrical system is different from the later versions.

--Wiring harnesses are unique to the '64 1/2. Each wiring harness, from the two in the engine compartment, to under the dash, to the one for the rear lights is different from later years.

--Taillight connections to the wiring harness have electrical wire pigtails instead of the plugs on later models.

--The voltage regulator is of a different design and has a plastic clip covering the external wiring connections.

--The horn relay is located below the voltage regulator.

--The master cylinder has a screw-in plug with wiring pigtails for the brake light switch.

--The steering wheel design where the electrical horn contacts are located is

different and not interchangeable with later models.

--As a result of the above, the chrome horn ring is also unique.

--Heater fan motors have a three wire connection to them.\*

--The fan switch on the dash is off in the center position.\*

Door Sill Plates. Aluminum plates have square corners, not rounded.

Front Seat Track Plates. These are the skinny two inch steel plates with a slot in them to go between the seat and carpet. The '64 1/2s are one-half inch longer.

Seat Belt Hardware. There are a couple of unique styles including the shot-peened metal style. The clips at the other end are open hook type and are held together with a plastic pin. The tie-down bolts are unique in that they stick up and have a square look with a hole in the middle.

Air Knob. The air knob under the dash has a white "A" on it.

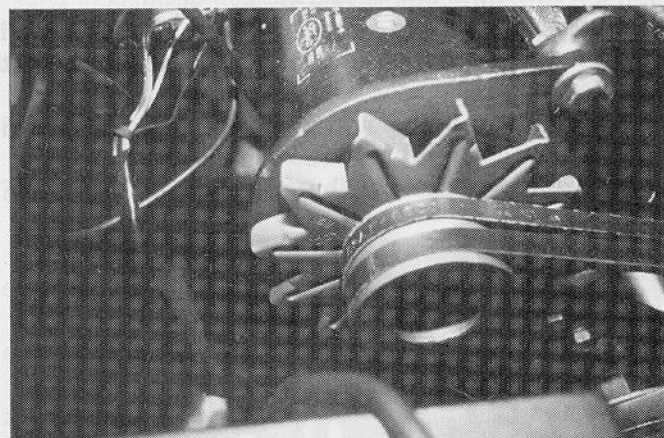
Generator Warning Light. The dash warning light has "GEN" on it.

Window Stopper. There is no rubber window stopper in the bottom of the doors.

Beltline Weatherstripping. Plastic top edge is black not chrome on beltline window weatherstripping.

Kick Panels. Kick panels are secured with three screws not two.\*\*

Inside Mirror. Day/night mirror is push type.

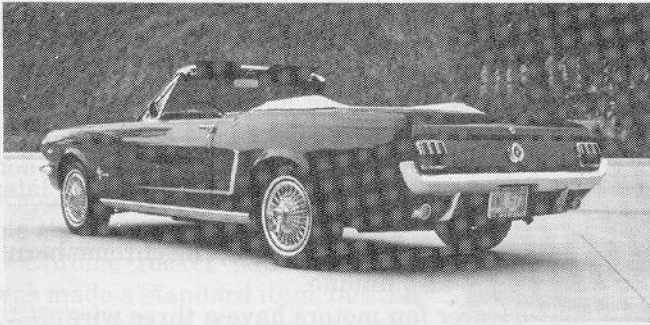


Console. The console has two differences:

--Rear light assembly is pot metal not plastic.\*

--Light bulb for front compartment is mounted in the front not the top.

Spinners. Spinner centers are red, white, and blue.



Trunk Mat. Trunk mat is mottled not checkered.  
Gas Cap. Gas cap has no locking strap on early '64 1/2s.

Emblem. "Mustang" emblem on fenders is 4 3/8 inches long.

Generator Brackets. These brackets are different from those used for alternators. Also the tapped hole in the engine head for the upper generator bracket bolt is a smaller diameter hole than for the alternator bolt. Thus the heads are not easily interchanged.

Battery Cable Clip. All V8s have a battery ground strap clip on the flat spot just behind the battery tray. It keeps the strap away from the generator fan.

Radiator Support. The radiator support has added vents on the right side. This is for added cooling for the generator and battery.

Intake Manifolds. The eight cylinder intake manifold has a hole in the top rear for the long vent tube.

Vent Tube. A vent tube goes from the back of the intake manifold down past the bell housing.

Air Cleaner. San Jose cars with the 260 engine had the short fat air cleaners on them. The standard downspout to the exhaust manifold does not fit. The correct downspout has a beveled inner side to clear the side of the engine. In addition, the air cleaner should only have one decal, the 260 decal.

Accelerator Spring Clip. There is a small metal clip fastened to the center valve cover bolt that secures the accelerator return spring.

Coil. The coil is mounted on the intake manifold only when the oil fill is in the timing cover.

Distributor. The distributor has an oil lubrication port.

Oil Fill. Oil fill is in the timing cover on most V8s. For some it is in the left valve cover. Otherwise the valve covers are closed.

Clips. Clips for fuel and transmission lines are post type.

Air Conditioning. The air conditioner for eight cylinders has a special bracket and stud that holds the generator and air conditioner pulley to the engine. Also the two main engine pulleys are cast iron whenever air conditioning is installed.

Fan. All fans for cars with air conditioning were six-bladed and had no clutch.

Power Steering. Power steering setup is unique; two Eaton versions were used. One has the reservoir

on the power steering pump while the other has the reservoir on the left inner fender.

Bell Housing. Bell housing to engine connection has five bolts.

Horns. Horns are larger and mounted behind the radiator.

Decals. Decal on left shock tower is unique. No jack instructions on trunk lid. No tire pressure decal in the glove box.

Carpeting. Carpeting has no toe pad. Coupes and fastbacks have plastic liner instead of carpet along side lip inside doors. Convertibles have carpet up the sides.\*

Handles. Interior door and window handles are clip-on type.\*

Brake Cables. Emergency brake cables go through an indentation in the floor pan to the outside of the frame rails in front of the rear axle.\*

Plastic Strap With Bolt. On the outside of the frame rail behind the area where the emergency brake cable comes through, there should be a bolt with a broken piece of plastic strap attached. This strap was used to hold the emergency brake cable in place during assembly until it could be connected. Assemblers pulled on the cable, broke the strap, and then connected the cable.\*

Spare Tire. Tie-down for spare tire is a carriage bolt that rides in a metal slot.\*

Motor Mounts. Motor mounts are single stud type.\*

Hood. Hood has no holes for hood trim. Hood lips left/right front are not folded flat.\*

Headlight Buckets. Headlight buckets have a beveled top.\*

Wiper Arms. Wiper arm studs have a chrome sleeve under a chrome nut. Wiper arm is of a simpler design at the base and the short bottom section is chrome.\*

Hood Bumpers. Rubber adjustable hood bumpers have a Phillips-head screw in the center.\*

Retainer. Rear retainer for front parking lights has no slotted opening.\*

Washer Nozzles. Windshield washer nozzles have rubber tips.\*

\* May also be found on early 1965 model cars.

\*\* This can be discussed until the cows come home!

*We appreciate Mr. McMullan and his friends taking the time to compile this long list of information. As time marches on we learn more and more about the 1964 1/2 Mustangs as well as the unique features of other Mustangs.*

*As Mr. McMullan points out, no two cars are exactly alike. There always seems to be an exception to every rule. If anyone has additional data on this subject, please let us know. -- Editor*