

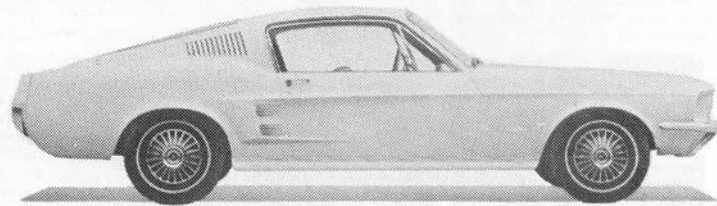
3 MODELS



MUSTANG



MUSTANG HARDTOP

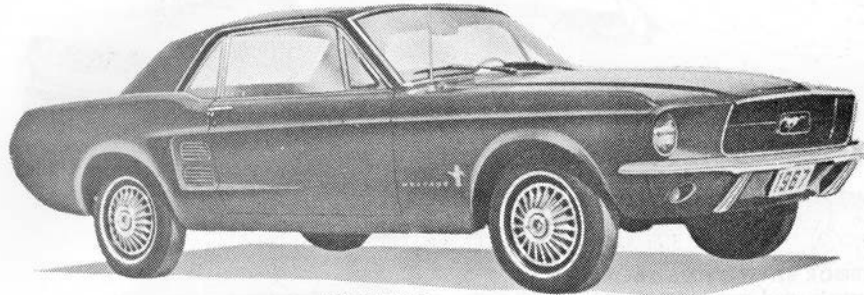


MUSTANG 2+2 FASTBACK



MUSTANG CONVERTIBLE

MUSTANG HARDTOP



65A HARDTOP



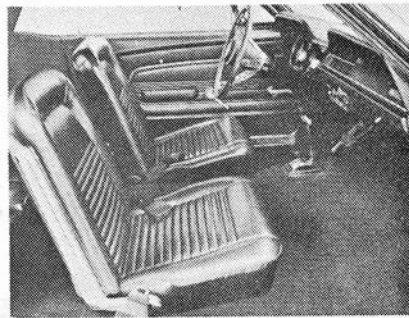
EXTERIOR STYLING AND FEATURES

Mustang — America's foremost "fun-to-drive" car, has all-new body sheetmetal for 1967, imparting a fresh new look to its trend setting styling concept.

- Deeply inset grille with a crisp mesh appearance accentuates the apparent length of the hood. Familiar "corralled" Mustang ornament is positioned at grille center. Entire grille is outlined with bright-metal moldings.
- Highly sculptured body side panels that terminate with twin simulated air scoops add emphasis to the low, long look.
- Remote control outside rearview mirror is standard.
- FORD on the hood leading edge, MUSTANG lettering and emblem on the front fenders, and MUSTANG lettering on the deck lid provide attractive product identification.
- Windshield, recessed rear window, and curved side windows are tastefully outlined with bright-metal trim.
- Three bright-metal trimmed taillights/turn signals are located at either side of the concave rear body panel.
- Standard equipment back-up lights are below the bumper in the lower panel.
- Styled fuel filler cap features three-blade "knock-off" design with a Mustang emblem displayed at center.

INTERIOR STYLING AND FEATURES

- All-new sports styled interior with foam-padded twin bucket seats.
- New door trim panels with horizontal pleated design, trimmed with bright mylar moldings.
- Choice of seven all-vinyl trims — black, blue, red, saddle, ivy gold, aqua and parchment.
- New instrument panel and cluster. Large, easy to read gauges for fuel, oil pressure, amps and temperature.
- Large, pullout ash tray with concealed cigarette lighter.
- All major items, including the headlining, are color-keyed to the interior trim selection.
- Expanded standard safety package. (see page 6)
- New dome-light with door-operated courtesy switches.
- Additional standard equipment features — 16-inch three-spoke steering wheel . . . long wearing nylon-rayon carpeting molded to the floor contour . . . suspended accelerator pedal . . . front seat arm rests.



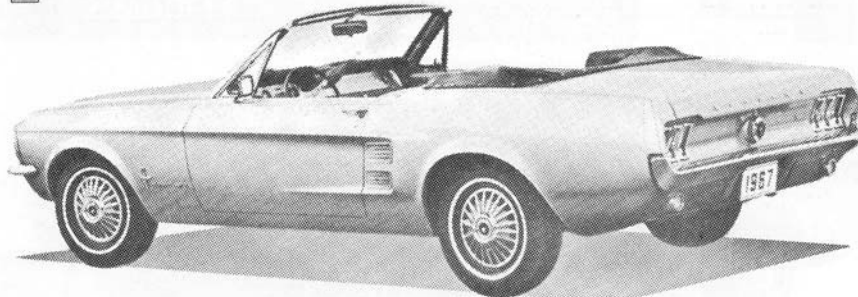
MAJOR SPECIFICATIONS

Wheelbase	108"
Tread — Front	6-Cyl.-57.9" — V-8-58.1"
— Rear	6-Cyl.-57.9" — V-8-58.1"
Length — Overall	183.6"
Width — Overall	70.9"
Height — Overall	51.6"
Usable Luggage Capacity	9.2 cu ft

Front Compartment Dimensions —	
Effective Head Room	37.4"
Maximum Effective Leg Room	41.8"
Hip Room	53.9"
Shoulder Room	53.4"
Curb Weight (6-Cyl. — Std. Transmission)	2696 lbs



MUSTANG CONVERTIBLE



EXTERIOR STYLING AND FEATURES

America's most popular Convertible has all-new body sheetmetal for a bold, fresh new look. Longer and wider, it presents a true sports car appearance.

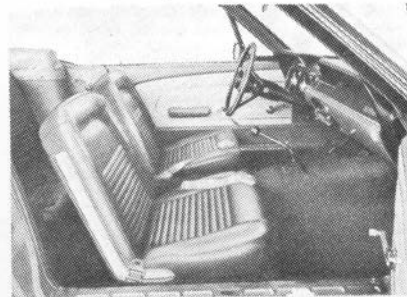
- Deeply inset grille with a crisp mesh appearance accentuates the lengthy appearance of the hood. Familiar "corralled" Mustang ornament is positioned at grille center. Entire grille is outlined with bright-metal moldings.
- Sculptured body side panels that terminate into twin simulated air scoops add emphasis to the low, long look.
- Remote control outside rearview mirror is standard equipment.
- Convertible top is five-ply vinyl available in black or white. Top boot is all-vinyl, color-keyed to interior.
- FORD on the hood, MUSTANG lettering and emblem on the front fenders, and MUSTANG lettering on the deck lid provide attractive product identification.
- Windshield and curved side windows are tastefully outlined with bright-metal trim.
- Three bright-metal trimmed taillights/turn signals are located at either side of the concave rear body panel. Standard equipment back-up lights are below the bumper in the lower panel.
- Style fuel filler cap features "knock-off" design.



- Additional standard equipment features — 16-inch three-spoke steering wheel . . . long wearing nylon-rayon carpeting molded to the floor contour . . . suspended accelerator pedal . . . front seat arm rests . . . instrument-panel-mounted glove box . . . courtesy lights under instrument panel operated by door switches.

INTERIOR STYLING AND FEATURES

- All-new sports styled interior with foam-padded twin bucket seats.
- New door trim panels with horizontal pleated design.
- Choice of seven all-vinyl trims — black, blue, red, saddle, ivy gold, aqua and parchment.
- New instrument panel and cluster. Large, easy to read gauges for fuel, oil pressure, amps and temperature.
- Large, pullout ash tray with concealed cigarette lighter.
- All major items are color-keyed to the interior trim selection.
- Expanded standard safety package. (see page 6)

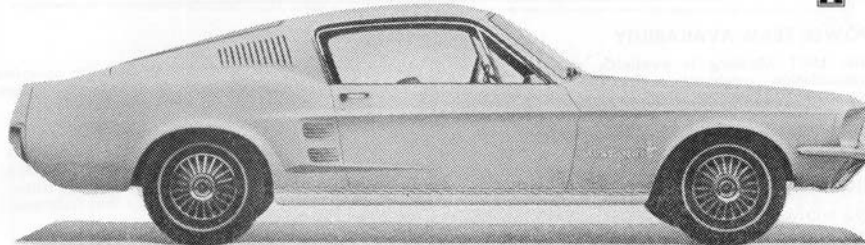


MAJOR SPECIFICATIONS

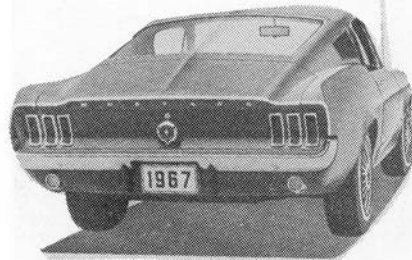
Wheelbase	108"
Tread — Front	6-Cyl. 57.9" — V-8 58.1"
— Rear	6-Cyl. 57.9" — V-8 58.1"
Length — Overall	183.6"
Width — Overall	70.9"
Height — Overall	51.6"
Usable Luggage Capacity	7.7 cu ft

Front Compartment Dimensions —	
Effective Head Room	37.8"
Maximum Effective Leg Room	41.8"
Hip Room	53.9"
Shoulder Room	53.4"
Curb Weight (6-Cyl. — Std. Transmission)	2856 lbs

MUSTANG 2+2 FASTBACK



63A 2 + 2 FASTBACK



EXTERIOR STYLING AND FEATURES

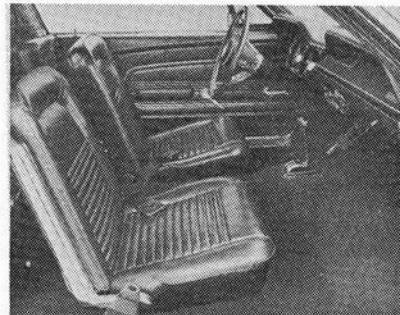
For 1967, the 2 + 2 Fastback has been completely restyled with all-new body sheetmetal and roof, portraying even more of the "Gran Turismo" sports flair. The new roof presents a sleek swept-back appearance with smooth flowing lines. The large rear window and short deck lid are fully integrated into the design, carrying the roofline to the extreme rear of the car. A series of thin air louvers are positioned on the roof rear quarter, and are a part of the functional flow-through ventilation system.

Below the roof, the 2 + 2 Fastback is similar to the Hardtop and Convertible.

- Deeply inset grille with a crisp mesh appearance. Familiar Mustang ornament positioned at grille center.
- New radial spoke design wheel covers are standard.
- Highly sculptured body side panels that terminate into twin simulated air scoops. Full-length bright-metal rocker panel molding.
- FORD on the hood leading edge, MUSTANG lettering and emblem on the front fenders, and MUSTANG lettering on the deck lid.
- Bright-metal window trim all-around.
- Three bright-metal trimmed taillights/turn signals at either side of the concave rear panel. Back-up lights in lower rear panel. Fuel filler cap with styled "knock-off" design that displays a Mustang emblem.

INTERIOR STYLING AND FEATURES

- All-new sports styled interior with foam-padded twin bucket seats. Rear seat is fixed in place with sport deck optional.
- New door trim panels with horizontal pleated design, trimmed with bright-metal moldings. Choice of seven all-vinyl trims — black, blue, red, saddle, ivy gold, aqua and parchment.
- New instrument panel and cluster. Large, easy to read gauges for fuel, oil pressure, amps and temperature.
- All major items, including the headlining, are color-keyed to the interior trim selection.
- Expanded standard safety package. (see page 6)
- Additional standard features — 16-inch three-spoke steering wheel . . . long wearing nylon-rayon carpeting molded to the floor contour . . . suspended accelerator pedal . . . front seat arm rests . . . instrument-panel-mounted glove box . . . courtesy lights under instrument panel and quarter trim panels operated by door switches.



MAJOR SPECIFICATIONS

Wheelbase	108"
Tread — Front	6-Cyl.-57.9" — V-8-58.1"
— Rear	6-Cyl.-57.9" — V-8-58.1"
Length — Overall	183.6"
Width — Overall	70.9"
Height — Overall	51.6"
Usable Luggage Capacity	5.1 cu ft

Front Compartment Dimensions —	
Effective Head Room	37.3"
Maximum Effective Leg Room	41.8"
Hip Room	53.9"
Shoulder Room	53.4"
Curb Weight (6-Cyl. — Std. Transmission)	2723 lbs



MUSTANG POWER TEAMS

POWER TEAM AVAILABILITY

The 1967 Mustang is available with 13 engine-transmission combinations — ranging from the economical 200 Six with a three-speed manual transmission to the powerful 390 4v GT V-8 with four-on-the-floor. With this wide selection, buyers can tailor a power team to fit their motoring needs.

ENGINES

The 200-cubic-inch Six with a rating of 120 horsepower is standard equipment with all Mustangs. Where initial cost is the prime requisite, this engine is the logical choice. It provides spirited performance and maximum economy of operation. Features include a seven main bearing crankshaft that provides ultra-smooth operation, a dual element choke for all-weather good starting, and redesigned combustion chambers for maximum efficiency.

The 289-cubic-inch 2v V-8 with a 200-horsepower rating is the base optional engine. The most popular of Ford engines, it provides excellent performance in a car of Mustang's size. Features include the use of regular grade fuel, a new valve train that increases durability, and a new 2-venturi carburetor.

The optional 289-cubic-inch 4v V-8 provides a further increase in performance with a rating of 225 horsepower. Under normal driving conditions, it uses only a small percentage of its horsepower, with a large reserve ready for emergency situations. A new Autolite carburetor has been installed for 1967 that increases efficiency and performance through the entire driving range.

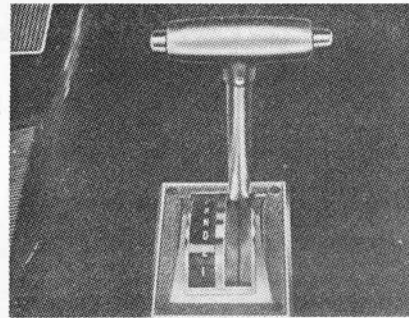
The third optional V-8 engine is the 289-cubic-inch 4v High-Performance V-8 with a rating of 271 horsepower. Proven in thousands of performance events, this engine delivers outstanding performance with the utmost reliability. Included with this engine are special drive line and suspension components and F-70-14 WSW Wide-Oval tires on six-inch rims. Available with GT Equipment Group and either 4-speed manual or Cruise-O-Matic at extra cost.

The top engine for 1967 is the 390-cubic-inch 4v GT V-8. With its 320-horsepower rating, it provides commanding performance in any driving situation. Like the 289 High-Performance V-8, it includes special drive line and suspension components and F-70-14 WSW Wide-Oval tires on six-inch rims. Available with or without GT Equipment Group.

Refer to Section H — Engine Section for complete descriptions and specifications of all Mustang engines.

TRANSMISSIONS

Three-speed manual transmissions are included as standard equipment with all engines except the 289 High-Performance and 390 GT V-8's. These transmissions are the constant-mesh type that fully synchronize in all forward gears.



Available with all engines, the smooth shifting Select Shift Cruise-O-Matic transmission features an extremely versatile shift pattern for 1967. This shifting arrangement permits both manual and fully automatic operation — whichever the driver desires for the immediate road conditions or driving situation. Refer to page 4 of I-Transmission Section for a complete description of the capabilities of this unique transmission.

A four-speed constant-mesh manual transmission is optional with all engines except the 200 Six. This transmission is fully synchronized in all forward gears, permitting upshifts and downshifts at reasonable car speeds without gear clash or noise. When ordered with 289 4v High-Performance or 390 4v engine it will include tachometer and trip odometer.

Refer to Section I — Transmission and Drive Line for complete descriptions and specifications of all Mustang transmissions.

POWER TEAM SELECTION

ENGINES	TRANSMISSIONS			REAR AXLE RATIOS					
	3-Speed* Manual	4-Speed Manual	Cruise- O-Matic	3-Speed* Manual		4-Speed Manual		Cruise- O-Matic	
	Std.	N/A	Opt.	Std.	Opt.	Std.	Opt.	Std.	Opt.
Std. — 200 Six — 120 HP	Std.	N/A	Opt.	3.20	—	—	—	2.83	3.20
Opt. — 289 2v V-8 — 200 HP	Std.	Opt.	Opt.	2.80	3.00++	2.80	**3.00+	2.80	**3.00+
Opt. — 289 4v V-8 — 225 HP	Std.	Opt.	Opt.	3.00+	—	3.00+	—	3.00+	—
Opt. — 289 4v Hi-Perf. V-8 — 271 HP	N/A	Opt.	Opt.	—	—	3.50	3.89	3.50	3.89
Opt. — 390 4v GT V-8 — 320 HP	#	Opt.	Opt.	3.00	3.25++	3.00	3.25++	3.00	3.25++

* 3-Speed fully synchronized transmission.

** Mandatory ratio with F-70-14 Wide-Oval tires.

+ Also available with optional limited-slip differential.

++ Available only with optional limited-slip differential.

HD 3-Speed Manual req'd. at extra cost.

MUSTANG COLOR AND TRIM



INTERIOR TRIM AND CODE ALL-VINYL	EXTERIOR COLORS AND CODE															
	A Raven Black	B Frost Turquoise	E Beige Mist	I Lime Gold	K Nightmist Blue	M Wimbledon White	Q Brittany Blue	T Candyapple Red	V Burnt Amber	W Clearwater Aqua	X Vintage Burgundy	Y Dark Moss Green	Z Sauterne Gold	4 Silver Frost	6 Pebble Beige	8 Springtime Yellow
STANDARD BUCKET SEATS																
Black	2A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blue	2B	X			X	X	X								X	
Red	2D	X				X	X			X						
Saddle	2F	X		X		X			X		X				X	X
Ivy Gold	2G	X			X	X						X	X			
Aqua	2K	X	X			X			X							
Parchment	2U	X	O	X	O	O	X	O	X	X	O	X	X	O		X
INTERIOR DECOR GROUP OPTION BUCKET SEATS																
Black	6A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blue	6B	X			X	X	X								X	
Red	6D	X				X	X			X					X	
Saddle	6F	X		X		X			X			X			X	X
Ivy Gold	6G	X			X	X						X	X			
Aqua	6K	X	X			X			X							
Parchment	6U	X	O	X	O	O	X	O	X	X	O	X	X	O		X
FULL-WIDTH SEAT OPTION (Hardtop and Convertible)																
Black	4A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Parchment	4U	X	O	X	O	O	X	O	X	X	O	X	X	O		X
STANDARD BUCKET SEATS W/COMFORT-WEAVE OPTION (Hardtop and 2 + 2 Fastback)																
Black	7A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Parchment	7U	X	O	X	O	O	X	O	X	X	O	X	X	O		X
INTERIOR DECOR GROUP OPTION W/COMFORT-WEAVE SEAT OPTION (Hardtop and 2 + 2 Fastback)																
Black	5A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Parchment	5U	X	O	X	O	O	X	O	X	X	O	X	X	O		X
ACCENT PAINT STRIPE OPTION																
Black			X	X	X	X		#X	X				X	X	X	X
White		X			X		X	X		X	X	X				
Red		#X				*X									*X	
STRIPES W/GT OPTION																
Black			X	X	X	X		#X	X				X	X	X	X
White		X			X		X	X		X	X	X				
Red		*X				*X									*X	
Medium Blue						1X										

CONVERTIBLE TOPS—Available in black or white with all exterior colors.
 HARDTOP VINYL ROOF OPTION—Available in black or pastel parchment with all exterior colors.
 TWO-TONE REAR BODY PANEL OPTION—Available in dark gray metallic with all exterior colors.

X—Recommended, O—Also Available, *Red stripe only with red interior.
 ‡Black stripe only with black interior, †Medium blue stripe only with blue interior.



MUSTANG FEATURES

STANDARD EQUIPMENT

	Hardtop	Convertible	2 + 2 Fastback		Hardtop	Convertible	2 + 2 Fastback
Air Cleaner Filter*	X	X	X	Heater and Defroster - Fresh Air	X	X	X
Accelerator Pedal - Suspended-Type	X	X	X	Hood Latch - Single-Action	X	X	X
Alternator - 38-Amp	X	X	X	Horns - Dual	X	X	X
Ash Tray - Front	X	X	X	Instrument Panel - Padded	X	X	X
Arm Rests - Front - Energy-Absorbing	X	X	X	Insulated Body	X	X	X
Arm Rests - Ash Trays - Rear	X	X	X	Jack, Scissors-Type - Body Side	X	X	X
Back-Up Lights	X	X	X	Lamps Bulbs - Extended-Life	X	X	X
Battery - "Sta-Ful" Design	X	X	X	Lubrication, Chassis - 36,000-Mile	X	X	X
Body - Rust Resistant	X	X	X	Maintenance - Twice-A-Year	X	X	X
Brakes - Self-Adjusting - Dual System	X	X	X	Mirror - Inside Rearview, Day/Nite	X	X	X
Bucket Seats - Foam-Padded, Adjustable	X	X	X	Mirror - Outside Rearview - Remote Control	X	X	X
Carpets - Nylon-Rayon, Molded	X	X	X	Molding - Rocker Panel	X	X	X
Choke - Automatic	X	X	X	Muffler - Aluminized	X	X	X
Cigarette Lighter	X	X	X	Oil Filter - 6,000-Mile	X	X	X
Coat Hooks	X	X	X	Scaff Plates - Aluminum	X	X	X
Coolant - 2-Year or 36,000-Mile	X	X	X	Seat Belts - Front and Rear	X	X	X
Courtesy Lights - Door Switches	X	X	X	Steering Wheel - Deep-Dish, Safety-Type	X	X	X
Curved Side Glass	X	X	X	Sun Visors - Padded, Color-Keyed	X	X	X
Door Checks - Two-Stage	X	X	X	Thermostat - 195-Degree	X	X	X
Door Hinges - Bronze-Bushed	X	X	X	Transmission Lever - Tunnel-Mounted	X	X	X
Door Latches - Bear-Hug	X	X	X	Transmission - 3-Speed Manual	X	X	X
Door Trim - All-Vinyl	X	X	X	Turn Signals - w/Lane Change	X	X	X
Emergency Flashers, 4-Way	X	X	X	Upholstery - All-Vinyl	X	X	X
Engine - 280 Six	X	X	X	Valve Lifters - Hydraulic	X	X	X
Finish - Super Diamond Lustre Enamel	X	X	X	Ventilation - Cowl-Aire Intakes	X	X	X
Front Feeders - Bolt-On	X	X	X	Ventilation - Cowl-Aire plus Roof Vent Outlets	X	X	X
Fuel Tank - 16-Gallon	X	X	X	Wheel Covers - Full	X	X	X
Glass - Safety	X	X	X	Windshield Washers	X	X	X
Glove Box - Instrument-Panel-Mounted	X	X	X	Windshield Wipers - 15" Electric - 2-Speed	X	X	X
Headlining - Color-Keyed Vinyl	X	X	X				

* 12,000 miles with closed crankcase emission system.

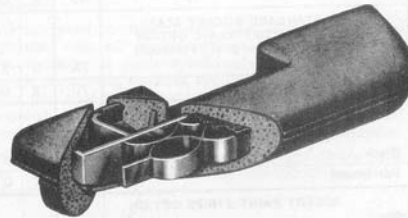
SAFETY FEATURES

A broad range of new and improved safety features will be standard equipment on all 1967 Mustang models. Highlights of these safety features are:

DUAL HYDRAULIC BRAKE SYSTEM WITH WARNING LIGHT - Dual master cylinders control the front brakes and the rear brakes independently. Should there be a fluid loss in the front brakes, the rear brakes will still be operational, and vice versa. If a leak should develop, the driver is alerted by a warning light on the instrument panel that lights when the brakes are applied and signals the need for immediate repairs. (see page 11)

4-WAY EMERGENCY FLASHER - The driver can put all four turn signals into operation simultaneously to warn of an emergency situation. The emergency flasher control switch is located conveniently on the right side of the steering column.

ENERGY-ABSORBING ARM RESTS - The 1967 Mustang's new arm rests have energy-absorbing properties in a lateral plane, yet they provide firm vertical arm support with a soft foam cushion. The new design has a polypropylene honeycomb-type core surrounded and filled with urethane foam and covered with soft vinyl. The honeycomb is positioned

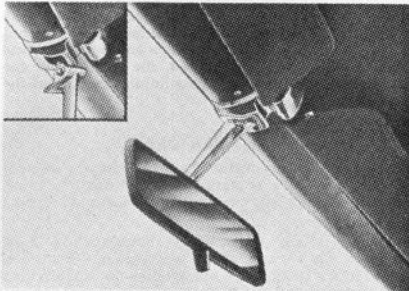


vertically to give the necessary strength, yet will collapse laterally to minimize the possibility of injury during a collision.

IMPACT-ABSORBING STEERING WHEEL WITH DEEP-PADDED HUB - The impact-absorbing deep-dish steering wheel, pioneered by Ford, is now supplemented by the addition of a deep-padded hub designed to progressively collapse on impact. The hub consists of an inner core of molded urethane foam, an outer layer of polyvinylchloride, covered with soft vinyl. The steering wheel also yields on impact, yet gives firm control when driving.

REARVIEW MIRRORS - A day/night inside mirror with shatter resistant flexible backed glass and break-

MUSTANG FEATURES



away or double pivot support and an outside remote control mirror are standard equipment on all 1967 Mustang models.

POSITIVE DOOR LOCK BUTTONS — To prevent inadvertent opening of car doors from the inside, all Mustang inside lock buttons are of the non-overriding type. Once the lock button is depressed, the door handle will not override and unlock the door. The driver or passenger must first lift the button, then open the door with the handle.

TURN INDICATORS WITH LANE-CHANGING SIGNAL FEATURE — This new feature, when used properly, will eliminate driving with the turn signals operating after a lane change maneuver has been completed. The driver holds the turn indicator lever in an intermediate position to signal his intention to change lanes to either right or left. When the lever is released, a spring returns it to the straightaway posi-

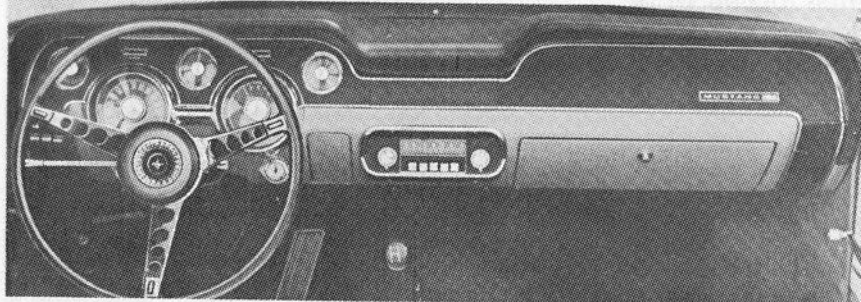
tion, cancelling the signal. Turn signals operate in the conventional way.

PADDED INSTRUMENT PANEL — Safety padding used on the Mustang instrument panel contains extra energy-absorbing properties. The padding is formed to the contour of the instrument panel providing a convenient hood over the instruments to minimize glare and reflection. It is covered with a low-gloss vinyl.

TWO-SPEED WINDSHIELD WIPERS AND WINDSHIELD WASHERS — Electric powered two-speed windshield wipers give more reliable, consistent action under all driving conditions. Windshield washers, when put into operation, automatically energize the wipers. Both washers and wipers feature easy operation and positive action.

ADDITIONAL STANDARD SAFETY FEATURES—

- Front and rear seat belts.
- Front seat belt retractors.
- Padded sun visors.
- Padded windshield pillars.
- Thick laminate safety plate glass windshield.
- Safety designed instrument panel and controls.
- Reduced glare instrument panel and wiper arms and blades.
- Double-yoke safety door latches and safety hinges.
- Back-up lights.
- Uniform shift quadrant with automatic transmission.
- Front seat shoulder harness anchors.
- Tire safety rims.
- Corrosion-resistant brake lines.



INSTRUMENT PANEL

The instrument panel and cluster are all-new for 1967. The cluster features full instrumentation contained in two large and three small pods directly in front of the driver, recessed under a large safety padded hood.

- The 120-mph speedometer and odometer are located in the large left-hand cluster pod. The large right-hand pod contains the alternator and oil pressure gauges.
- The small left-hand pod houses the fuel gauge and the right-hand pod houses the temperature gauge. The center pod houses the optional electric clock.
- The windshield wiper switch is directly above the large

left-hand pod, and the brake system warning light is directly above the right pod.

- The heater controls are at the extreme left below the cluster. The light switch is to the left of the steering column and the four-position ignition switch is to the right.
- The left air vent control is attached to the right side of the steering column — the right vent is controlled by opening a door in the heater housing.
- The pullout ash tray with concealed cigarette lighter is directly to the right of the ignition switch. The large swing-down glove box is located at the right of the panel.
- An optional AM radio or AM Radio/StereoSonic tape system may be installed at the center of the panel.



MUSTANG FEATURES

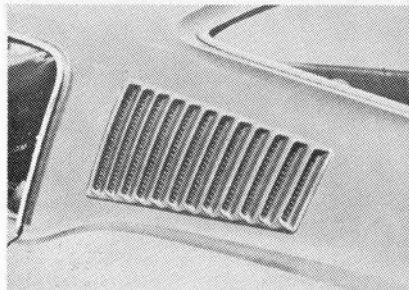
RIDING COMFORT

Outstanding characteristics of the Mustang since its introduction have been a smooth, comfortable ride, easy, responsive steering and excellent road handling ability. For 1967, improvements have been made in the suspension, steering and tread to further improve on these characteristics.

- **FRONT SUSPENSION** — the '67 front suspension is all-new and embodies many of the design improvements of the larger cars. Major changes include a two-and-one-half inch longer lower arm and a lower inner pivot on the upper arm. This results in a better wheel attitude under all road conditions for a smoother ride and better control. (refer to page 10)
- **WIDER TREAD** — Both the front and rear treads have been increased approximately two inches — front and rear tread are now a nominal 58 inches. This new wide stance increases roadability and driver control.
- **STEERING LINKAGE** — The steering linkage is all-new for '67 to accommodate the new suspension and tread width increase. In addition, several improvements have been made in the system design. The tie rod ball joints feature polyethylene filled sockets that have low friction characteristics, offering a significant decrease in turning efforts. The polyethylene also has excellent damping characteristics to help prevent feedback of road shock through the steering system. Other advances include a reduction in the turning diameter and a decrease in the overall steering ratio with both the manual and power systems. These changes offer better maneuverability when parking and easier, more responsive steering on the open road. (refer to page 9)

REVERSIBLE KEYS AND KEYLESS LOCKING SYSTEM

Ford's unique design reversible keys and a keyless locking system are used on all Mustangs. The reversible keys have two identical sides and may be inserted conveniently into the lock with either side up. They are used on all locks, including the ignition switch. The keyless locking system offers extra convenience by permitting the doors to be locked by depressing the inside lock button, then holding the outside push-button in as the door is closed.



2 + 2 FASTBACK VENTILATION SYSTEM

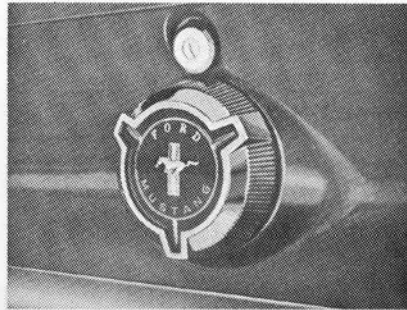
Standard equipment on the 2+2 Fastback is a "Silent-Flo" ventilation system that incorporates functional

louvers styled into the roof rear quarters. The vents are manually controlled from the inside — from full closed to full open. With the vents and front air inlets open, and the windows closed, the speed of the car promotes quiet, fresh air circulation throughout the passenger compartment.

STANDARD LUXURY FEATURES

The 1967 Mustang includes a host of luxury features and appointments as standard equipment, providing extra sports appeal, comfort, convenience and pride of ownership.

FULL WHEEL COVERS — Standard on 2+2 Fastback the cleanly styled wheel covers feature a radial spoke design that emphasizes the full circular wheel cutouts and sports styling of the exterior sheet-metal. The center hub is slightly depressed and contains an insert with a Mustang emblem.

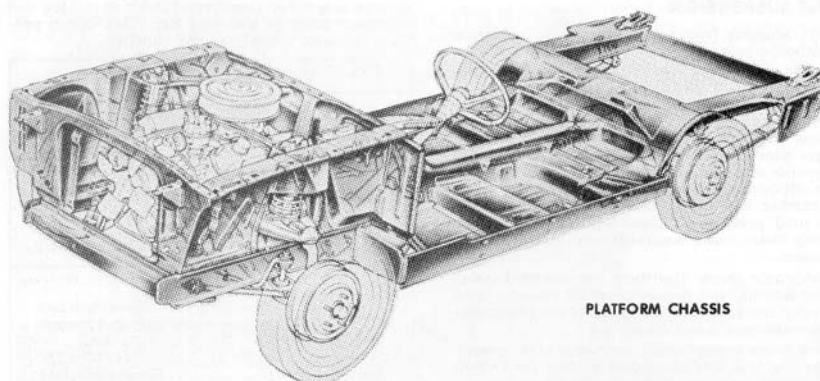


STYLED FUEL FILLER CAP — The convenient center located fuel filler cap features a three-blade simulated "knock-off" design that adds to the sports decor of the rear styling. The center of the cap contains a plastic insert with Ford and Mustang lettering plus the attractive red, white and blue Mustang emblem. For theft protection, the cap is attached to the body with a firmly anchored hidden cable.

ADDITIONAL LUXURY FEATURES include —

- Nylon-rayon carpeting molded to the floor contour.
- All-vinyl upholstery in seven rich and durable colors.
- Twin front bucket seats that are sculptured and foam-padded for maximum comfort and tastefully trimmed in bright metal.
- Color-keyed all-vinyl headlining in Hardtop and 2+2 Fastback models.
- Gauges for fuel level, engine temperature, alternator, and oil pressure.
- Suspended accelerator pedal that gives smooth, responsive action and permits easy cleaning of the front floor area.
- Courtesy lights with door-operated switches. Hardtop has dome-light; Fastback and Convertible have under-instrument panel lights.
- 14-inch low-profile tires that offer a smooth ride and excellent stability.

MUSTANG CHASSIS



PLATFORM CHASSIS

PLATFORM CONSTRUCTION

The platform construction of the Mustang chassis is a Ford "first" in the American mass market. Based on sound engineering principles, this type of construction has many advantages and is one of the main reasons for the smooth riding characteristics and the rattle-free body of the Mustang.

The platform carries the body on the top, encloses the engine, and provides attaching points for the various chassis components. It also provides the strong basic structure, or foundation, of the car. The platform is made up of box-section front and rear side rails tied in securely to heavy boxed-in rocker panels. These components are connected by five heavy-gauge crossmembers to form an extra strong ladder-type framing under the car. The front and rear side rails extend partially under, and are welded to, the floor pan. The full-depth, full-length tunnel down the center of the floor pan adds a "backbone," giving the structure maximum rigidity. The full-depth side panels, in the engine compartment, are welded to the front side rails at the bottom and to the cowl at the rear. The tops of these panels are pressed over forming a wide flange, increasing front end rigidity. A one-piece stamping with a deep channel section at the top connects the side panels across the front.

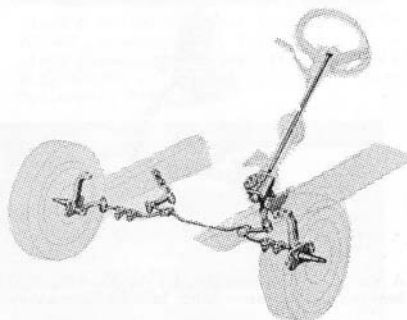
STEERING

The Mustang steering system is of the parallelogram linkage-type with a cross link and idler arm. The steering gear used is Ford's Magic-Circle recirculating ball-and-nut type. All-new components are used to accommodate the new front suspension and increased tread width.

Incorporation of polyethylene filled sockets in all the ball joints provides lower friction characteristics and reduces overall steering effort. In addition, the polyethylene provides better damping to help reduce shock feedback through the steering system.

The manual steering ratio is 25.3 to 1, compared to the previous 27 to 1, offering faster, more responsive steering with less effort.

A faster ratio steering gear is used when either the optional competition handling package or optional power steering is installed. This gear provides an overall steering ratio of 20.3 to 1 and will turn from lock-to-lock in 3.6 turns.



MUSTANG MANUAL STEERING

STEERING SPECIFICATIONS

Linkage	Parallelogram with Cross Link and Idler Arm
Gear Type	Magic-Circle Recirculating Ball
Overall Steering Ratio	
— Manual	25.3 to 1
— Power	20.3 to 1
Steering Wheel Diameter	16 inches
Steering Wheel Turns (lock-to-lock)	
— Manual	4.6
— Power	3.6
Turning Diameter (curb-to-curb)	37.2 feet



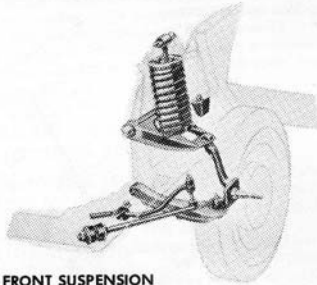
MUSTANG CHASSIS

FRONT SUSPENSION

The '67 Mustang front suspension system is all-new and embodies many design improvements. All attaching points of the single lower arms and A-frame upper arms, to the body, are through rubber bushings to keep inherent friction to a minimum. The new lower arm is two- and -one-half inches longer and the upper A-frame arm pivot has been lowered. These two changes provide a more uniform wheel attitude on both jounce and rebound. A special service feature is the incorporation of separate cam adjustments for both camber and caster, eliminating the adjustment shims used previously. These adjustments can now be made faster, more accurately and independent of each other.

The telescopic shock absorbers are mounted inside the coil springs, and feature constant-viscosity fluid to provide more uniform damping of the suspension system under all climatic conditions.

The new lower control arm is connected to the chassis platform with a rubber-bushed control strut. Two large resilient bushings at the front of the strut permit a slight, controlled, horizontal wheel movement that helps the tires cushion small road irregularities, especially at high speeds. A rubber-bushed stabilizer bar provides effective sway control.



FRONT SUSPENSION

A unique option available on the Mustang is the heavy-duty suspension which includes increased rate

springs, larger and recalibrated shock absorbers, and increased diameter stabilizer bar. This option provides increased roadability and handling.

SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints
Springs	Helical Coil, Rubber-Insulated
Shock Absorbers	Hydraulic, Telescopic, Vertical-Mount
Stabilizer	Link-Type, Rubber-Bushed
Steering Knuckle	Integral Spindle and Spindle Support
Wheel Bearings	Opposed Tapered Roller

REAR

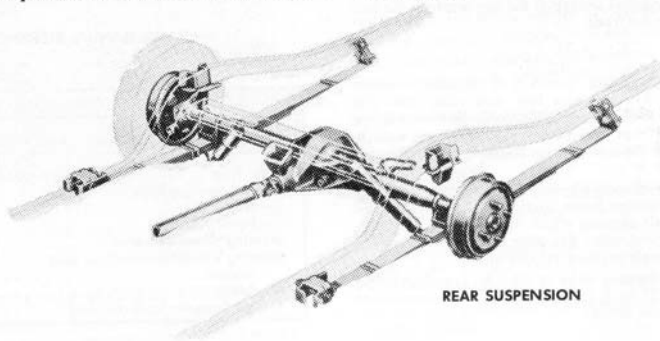
Type	Variable Rate, Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Hangers
Number of Leafs	4
Leaf Length and Width	53" x 2.5"
Spring Shackles	Compression-Type Rubber-Bushed
Shock Absorbers	Hydraulic, Telescopic, Angle-Mount

REAR SUSPENSION

All Mustangs employ wide, long rear springs in the Hotchkiss-type design rear suspension. These four leaf springs effectively cushion bumps and road irregularities while absorbing the twisting action of the rear axle as it reacts to acceleration and braking forces. Special plastic liners are used at the spring tips to reduce friction and help absorb the smallest bump.

A large, resilient rubber bushing at the front mounting eye reduces road shock and noise and permits slight horizontal wheel movement which helps absorb small irregularities. At the rear, the spring is held in a rubber-bushed, compression-type shackle, allowing easy flexing on light impact and providing greater resistance to severe impact. Shock absorbers are angle-mounted to help reduce side sway to a minimum, and use constant-viscosity fluid for more uniform snubbing action in any weather.

When the optional heavy-duty suspension is installed, the rear suspension includes heavy-duty springs and shock absorbers.



REAR SUSPENSION