

PLATFORM CHASSIS

PLATFORM CONSTRUCTION

One of the many reasons for the smooth riding characteristics and rattle-free body of the Mustang is the platform construction of the chassis. This type of chassis construction is a Ford "first" in the American mass market with the Mustang.

Platform construction has many advantages and is based on sound engineering principles. For a car of Mustang's size it is ideally suited, providing exceptional strength, high resistance to twisting, and permitting the use of lightweight components. The reduction in body shake, twisting, and noise afforded by the platform chassis is readily apparent when driving Mustang on rough roads.

The platform provides the basic structure, or foundation, of the car. It carries the body on the top, encloses the engine, and provides attaching points for the various chassis components. The platform consists of box-section front and rear side rails tied in securely to heavy boxed-in rocker panels. Five heavy-gage crossmembers connect these basic platform components to form a ladder-type framing beneath the car. The front and rear side rails extend partially under, and are welded to, the floor pan. The full-depth, full-length tunnel in the floor pan adds a "backbone" down the center of the structure to give maximum rigidity. In the engine compartment, the full-depth side panels are welded to the front side rails at the bottom and to the cowl at the rear. The tops of the side panels are pressed over to form a wide flange, adding further to front end rigidity. The side panels are connected across the front with a one-piece stamping that has a deep channel section at the top.

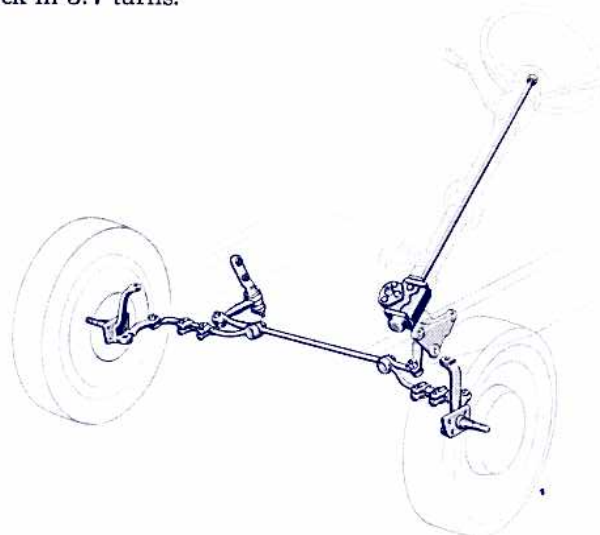
STEERING

The steering system on all Mustangs 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 friction points in the steering linkage are permanently lubricated, and the steering gear is filled with Life-of-Car lubricant.

The Mustang optional power steering is of the proportional type that permits the driver to retain the "feel of the road." The maximum steering effort required for full-power assist is four pounds.

When either the optional special handling package or optional power steering is installed, a faster ratio steering gear is used. This gear provides an overall steering ratio of 21.7 to 1 and will turn from lock-to-lock in 3.7 turns.



MUSTANG MANUAL STEERING

STEERING SPECIFICATIONS

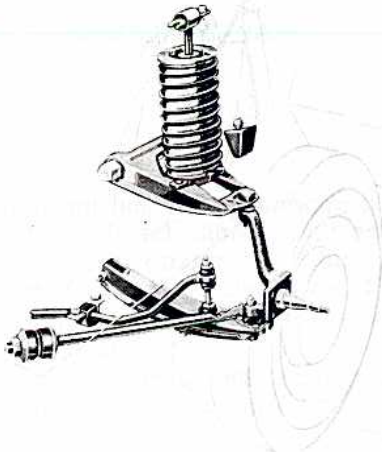
Linkage	Parallelogram with Cross Link and Idler Arm
Gear Type	Magic-Circle Recirculating Ball
Overall Steering Ratio -	
Manual	27 to 1
Power and Handling Package	21.7 to 1
Steering Wheel Diameter	16 inches
Steering Wheel Turns (Lock-to-Lock)	
Manual	4.5
Power and Handling Package	3.7
Turning Diameter (Curb-to-Curb)	38.9 feet



FRONT SUSPENSION

The front suspension is independent ball-joint, with single lower arms and A-frame upper arms. Both upper and lower arms are attached to the body with threaded bushings, lubricated for the life of the car. The coil spring is cushioned in rubber — at the top with a circular rubber mount, and at the bottom with a rubber-bushed pivot.

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



FRONT SUSPENSION

The lower control arm is connected to the chassis platform with a rubber-bushed control strut. The 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 the higher road speeds. A rubber-bushed stabilizer bar provides effective sway control.

One of the unique options available for the Mustang is a special handling package that provides increased roadability and handling. Front suspension components included in this option are increased rate springs, larger and recalibrated shock absorbers, and increased diameter stabilizer bar.

REAR SUSPENSION

The Mustang rear suspension features a Hotchkiss-type design that employs wide, long rear springs. The 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 even the smallest bump.

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

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

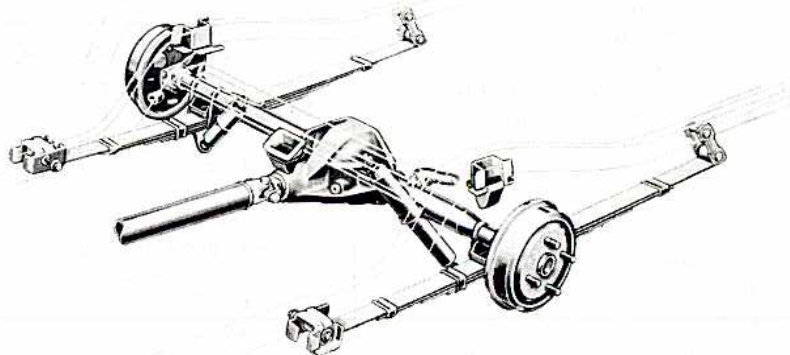
SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints
Springs	4" ID 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 Leaves	4
Leaf Length and Width	53" x 2.5"
Spring Shackles	Compression-Type Rubber-Bushed
Shock Absorbers	Hydraulic, Telescopic, Angle Mount



REAR SUSPENSION



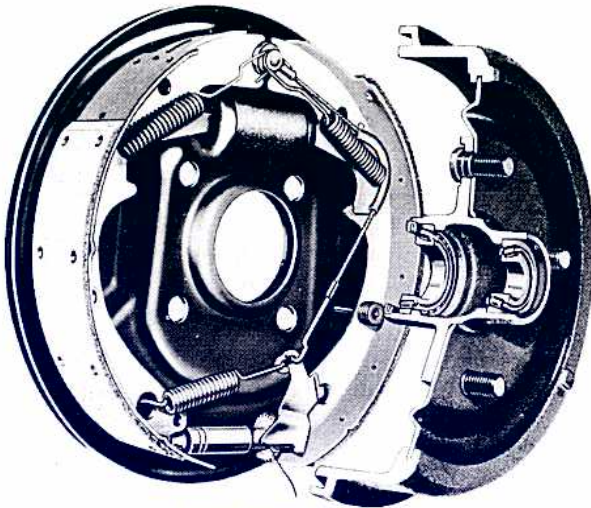
BRAKES

The standard brakes used on the Mustang are of the self-energizing, single anchor, internal expanding, air-cooled type. Special self-adjusters automatically adjust the linings as required when the brakes are applied while the car is moving in reverse.

In addition to keeping the brakes in adjustment with greater accuracy than can be done by hand, the self-adjusters help maintain proper pedal height for easy brake application. The self-adjusters will function for the service life of the brake linings.

The hydraulic system of the Mustang braking system has a jar-type cap on the reservoir for easy access when checking the fluid. The cap features a diaphragm-type gasket that completely seals the system against dirt and moisture.

The rear-wheel parking brakes are operated by cables connected to a convenient twist-release handle under the left side of the instrument panel.

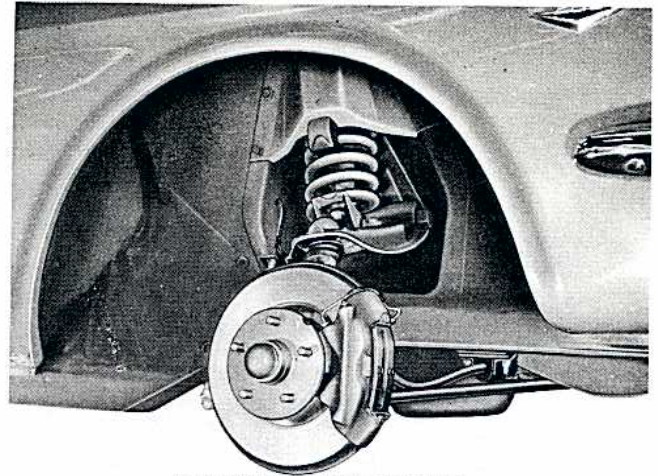


STANDARD BRAKES

BRAKE SPECIFICATIONS		
	6-Cyl.	8-Cyl.
Brake Drum Diameter	9"	10"
Lining Material	Molded Asbestos	
Lining Attachment	Riveted	
Total Lining Area - Gross (Sq. In.)	131.0	154.2

OPTIONAL DISC BRAKES

For unusually severe braking service, front wheel disc brakes are offered on all V-8 Mustangs. The brakes incorporate a cast-iron disc with an oblong brake pad on either side. Each pad is actuated by two brake cylinders, clamping the pads equally on the disc for smoother, more dependable straight-line stops. The disc is a one-piece casting with radial ribs separating the two braking surfaces, permitting air to circulate in between for maximum heat dissipation.



OPTIONAL DISC BRAKES

TIRES AND WHEELS

All Mustangs are equipped with 14-inch tires and wheels for 1966. The tires are of 6.95 x 14 size, and feature the low-profile design that was so successfully introduced on the 1964 Thunderbird and all car lines in 1965. Low-profile tires feature a unique tire shape with a wider cross-section and reduced dimension between the road and rim. This provides a larger tire "footprint" for increased tire life and stopping power, and greater flexibility for a smoother ride and better fuel economy. Other advantages include better stability and handling, and less tire noise.

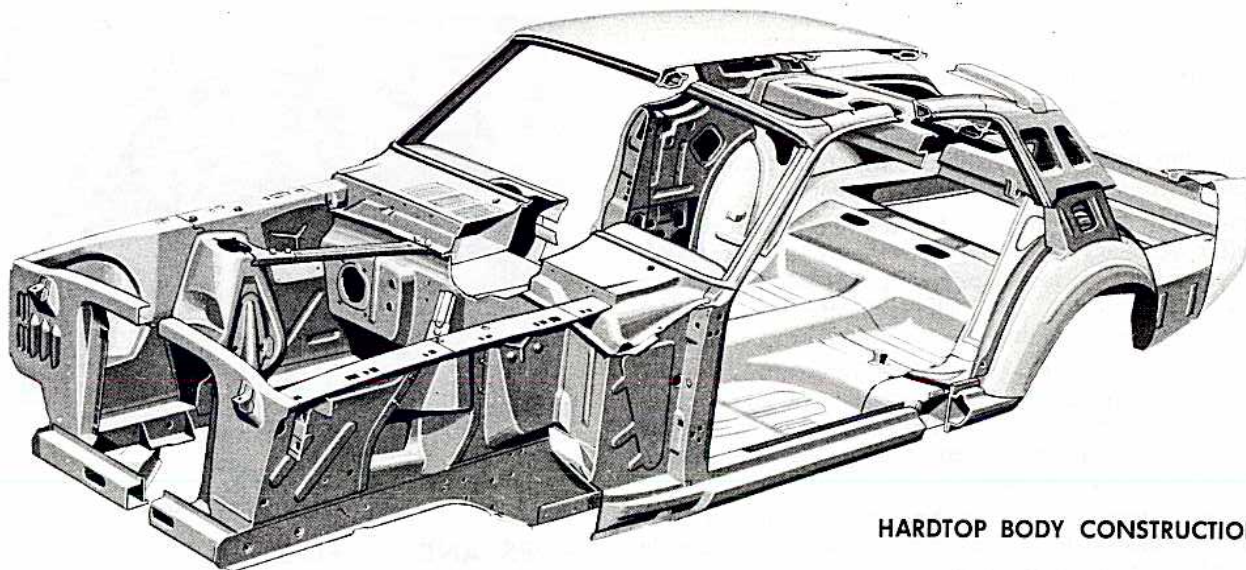
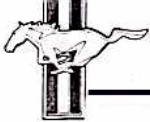
The wheels are of stamped steel construction with the ventilated disc securely welded to the rim. The wheels are retained to the wheel hubs with large nuts that automatically center the wheel for trueness and balance.

TIRE SPECIFICATIONS			
	6.95 x 14 4 PR Rayon	6.95 x 14 4 PR Nylon	6.95 x 14 4 PR Premium Nylon
Six-Cylinder Models	Std.	Opt.	—
"289" 2v and "289" 4v V-8 Model	Std.	Opt.	Opt.
"289" High-Perf.	—	Opt.*	Std.

*No-Cost Option - black or white sidewalls

Note: 6.95 x 14 Premium Nylon tires have dual red-ring sidewalls. All other tires are black sidewall with white sidewalls optional at extra cost.

WHEEL SPECIFICATIONS		
	6-Cyl. Models	V-8 Models
Type	Stamped Steel Ventilated Disc with Safety-Type Rims	
Number of Studs	4	5
Diameter and Rim Size (in.)	14 x 4.5	14 x 5



HARDTOP BODY CONSTRUCTION

BODY CONSTRUCTION

The Mustang body is an all-welded assembly carried on the platform-type chassis. The body and chassis are joined by welding for maximum durability and a solid feel when traveling on rough roads.

All framing around body openings and the roof bracing on the Hardtop and 2+2 models are of either box, channel- or hat-section design. The high-strength, double-walled upper cowl and the instrument panel are welded integral with the body structure, adding extra rigidity and resistance to twisting. The front fenders are bolted-on for easy removal and replacement if ever required. Except for the basic design differences in the roof area, the bodies of all models are essentially the same.

CORROSION PROTECTION

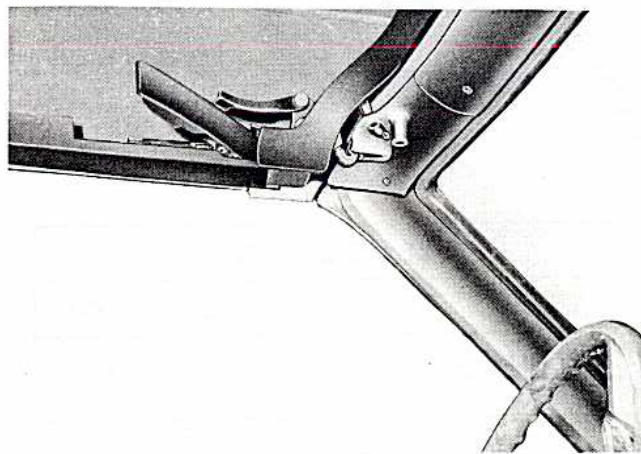
Through careful design and extra manufacturing operations, the Mustang body has been carefully protected to retard rusting from corrosive elements and moisture. All interior body areas are vented to help prevent entrapment of moisture. Where maximum protection is required, Zinclad steel is used for the body and platform members. Zinclad steel is standard steel to which is applied a heavy coating of molten zinc. In all, 26 pieces of the body and platform are of Zinclad steel. Included are the front and rear side rails, rocker panels and the body panels beneath the front and rear bumpers. In addition, zinc-rich primer is applied to lower interior portions of the various body panels, doors, pillars, and to the splash areas of the wheelhousings.

Further corrosion protection is provided by the asphalt-base sound deadener sprayed on the various body and platform panels such as doors, quarter panels and wheelhousings.

CONVERTIBLE TOP

A specially designed manually operated top is standard on the Mustang Convertible. The top mechanism

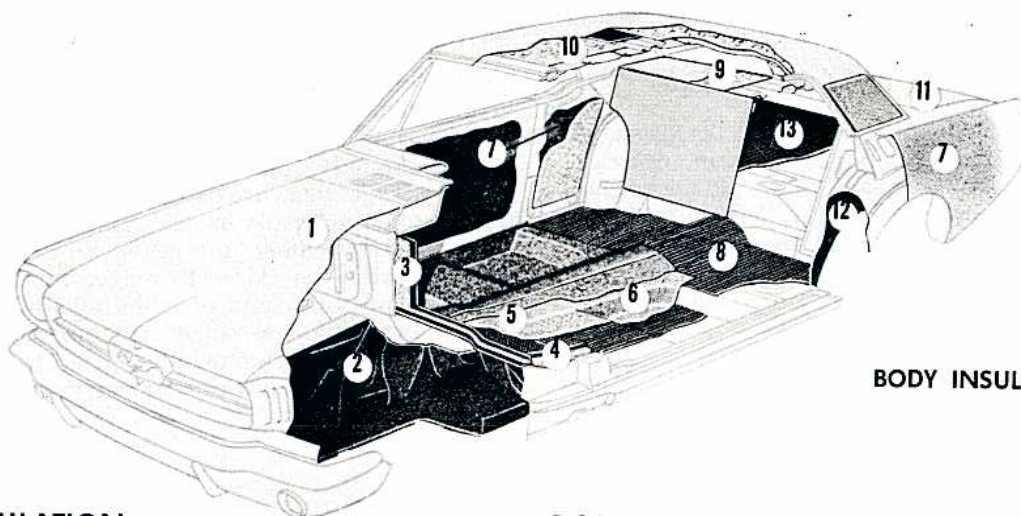
raises and lowers easily and quickly with the assistance of counterbalance springs located in cylinders attached to the floor pan. An electrohydraulic power top is optional. Like all Ford Convertibles, the five-ply vinyl and cotton top material is firmly attached to the roof mechanism, preventing unsightly "ballooning" at highway speeds. The top is available in either black or white with any exterior color, and a stretch-vinyl boot, color-keyed to the interior trim, can be snapped in place over the folded top.



CONVERTIBLE TOP LATCH

The convertible top latches are located on the side rails to prevent interference with the sun visors, and are flush when in the locked position. They feature a high leverage ratio for quick, low-effort operation.

As an extra quality feature, top adjustments are provided at the main pivot bracket attachment, center side rail, top header, side rail weather-stripping, No. 2 bow, header dowel pin, and latch toggle clamp. This variety of adjustments allows the top mechanism to be adjusted for a precise fit, permitting easier raising and lowering, draft-free operation in the winter, and a taut, neat appearance of the top material.



BODY INSULATION

BODY INSULATION

The passenger compartment of all Mustangs is surrounded by a variety of soundproofing and insulating materials, enabling driver and passengers to enjoy to the fullest the smooth ride and comfortable interior. These materials are carefully selected to shield occupants from engine and road noise, and provide excellent protection against weather extremes.

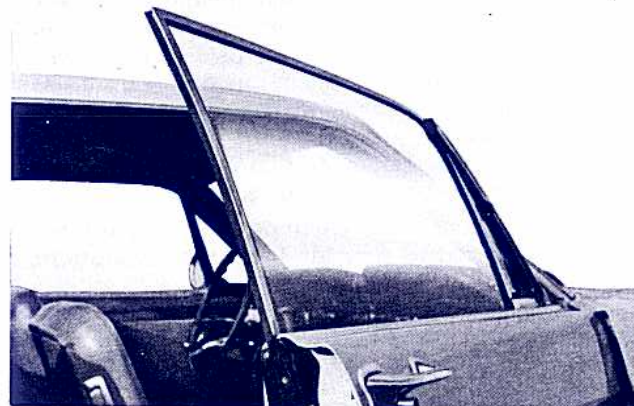
- HOOD (1) – Inner and outer-panel construction. Mastic adhesive spotted between panels.
- FRONT FENDERS (2) – Inner housing, including fender apron, sprayed with sound-deadener coating.
- DASH PANEL (3) – One-inch-thick textile-fiber pad between passengers and engine, with heavy asphalt-impregnated facing-board covering.
- COWL SIDES (4) – One-quarter-inch-thick fiberglass pads at cowl sides.
- FRONT FLOOR AREA (5) – Toeboard to back of front seat has extra-heavy uncured rubber mat sound deadener plus thick jute pad and one-quarter-inch textile-fiber pad bonded to floor mat.
- REAR FLOOR AREA (6) – Heavy uncured rubber mat plus thick jute pad and one-quarter-inch textile-fiber pad bonded to floor mat.
- DOOR AND QUARTER PANELS (7) – Sound deadener applied to inner surface of door outer panels. Hardtop has one-half-inch textile-fiber pad bonded to inner surface of quarter panel.
- REAR SEAT AREA (8) – Heavy uncured rubber mat from front of seat to back of axle kick-up. Hardtop has seat back covered with one-half-inch thick textile-fiber padding.
- PACKAGE TRAY (9) – Hardtop has one-quarter-inch-textile-fiber padding under full width of package tray covering.
- ROOF PANEL (10) – One-half-inch-thick fiberglass blanket insulates entire roof panel front to rear. Hardtop and Fastback only.
- DECK LID (11) – Inner and outer-panel construction. Mastic adhesive spotted between panels.
- REAR WHEELHOUSING (12) – Splash areas are sprayed with sound deadener. Cellulose pads between wheel-housings and quarter panels for extra quietness.
- LUGGAGE COMPARTMENT (13) – Floor area covered with rubber mat. Fastback and Convertible have one-half-inch textile-fiber pad bonded to top of gas tank.

BODY SEALING MATERIALS

- JOINT SEALERS – Exposed spot-welded seams and joints are protected by special plastic sealing material. Vinyl-plastic sealing compound is used at roof drip rails and rear deck trough. Heat-curing sealer material is applied full length to all other panel seams and joints.
- SPECIAL ANTISQUEAK AND SEALING DEVICES – Special pads, grommets, seals and plug buttons guard against friction, water, dust and drafts. Windshields and rear window are sealed with special nondrying plastic compound that retains its elasticity and keeps a tight seal. Plastic shields cover inside surfaces of door trim panels to prevent water damage.

WINDOWS

The window glass in Mustang meets or exceeds the safety requirements of the American Standards Association and the motor vehicle safety regulations of the individual states. The windshield is manufactured from laminated plate glass, and the curvature of the glass is held to a minimum for a more distortion-free view of the road ahead. For 1966, the laminate in the glass has been almost doubled in thickness. All back and side windows are manufactured from solid tempered glass, except for the Convertible rear window which is clear, all-vinyl. The large rear window of the 2+2 Fastback model is tinted as standard equipment. All side glass in the Mustang is curved to blend the roofline into the body side panels, and the quarter panel windows are fully retractable for a trim appearance in the "windows down" position.

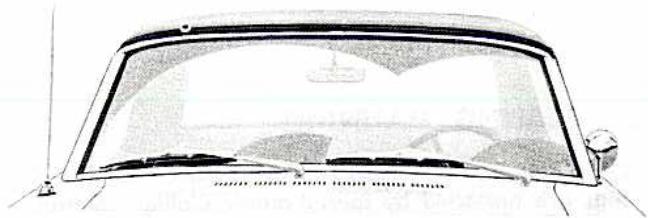


CURVED SIDE GLASS



WINDSHIELD WIPERS AND WASHERS

The excellent windshield wiper pattern on the Mustang is created by the 15-inch, parallel-action, electric-powered wipers. The blades sweep far into the corner area at the driver's side front pillar, helping to eliminate the typical blind spot in this area.



WINDSHIELD WIPER PATTERN

Single-speed wipers and washers are standard, with two-speed wipers available with the visibility group or as a separate option. For 1966, a new high velocity washer mechanism is used, and when washer action is desired the switch on the instrument panel turns on both the washers and wipers simultaneously.

HEATING AND VENTILATION

Standard equipment on all Mustangs is a high-capacity heater than can maintain comfortable passenger compartment temperatures even in below-zero weather. The heater incorporates defroster ducts that direct a high volume of heated air through registers on either side of the radio speaker grille at the top of the instrument panel.

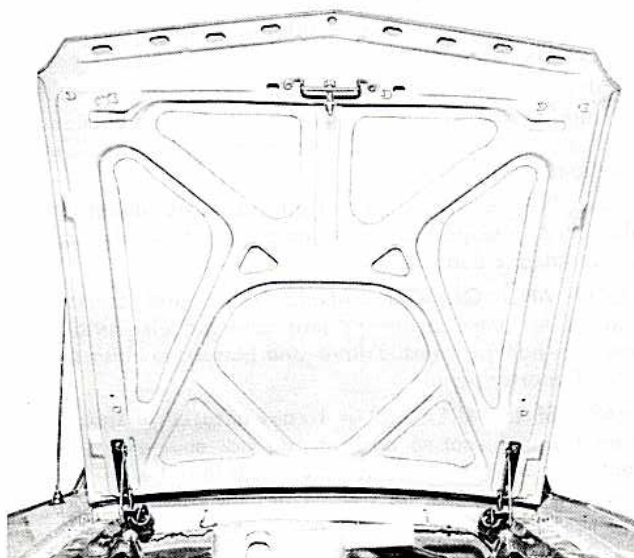
The 195-degree thermostat used on all Mustang engines provides faster warm-up and extra heater capacity. All air for the heating system enters through the outside vent on top of the cowl, and temperature control is maintained by directing part of the air through the heater core and part around it. The heated and unheated air is then mixed together in the plenum chamber and directed out the defroster for efficient windshield defogging. When extra defogging is required, moving the defroster lever to "Defrost" directs all the heater output through the defroster. The blower is ordinarily used only to speed up the heat output or to maintain the interior temperature in slow-moving traffic. At moderate to fast road speeds sufficient air is forced into the system to maintain comfortable passenger compartment temperature.

Two fresh air inlets, one each on the right and left side, can be opened to provide fresh air ventilation. The right side vent is controlled by opening a door on the heater housing, while the left side inlet is controlled by a knob under the left side of the instrument

panel. On the 2+2 Fastback, a "Silent-Flo" ventilation system is standard equipment. This system is used in conjunction with the front air inlets, and features manually operated vents on the roof rear quarters. The vents are designed to draw out stale air and smoke and assist in defogging the rear window. In moderate weather, the vents can be fully opened with the windows closed to reduce wind noise, keep out rain and dust, and provide quiet air circulation throughout the passenger compartment. In cold weather, they can be partially opened to promote increased circulation of heated air to the rear compartment.

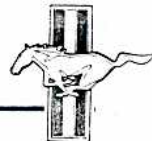
HOOD

The extra-long hood on the Mustang is of double-panel construction with the inner panel formed into bracing to add to overall strength and rigidity. The inner and outer panels are welded around the outside, and the bracing is bonded to the outer panel with a special mastic. Counterbalanced double-link hinges permit easy opening and closing, and the hood will remain in the open position for ease of service. To prevent squeaks and rattles, the hood rests on rubber bumpers located around the outer edge. The two front bumpers are adjustable for alignment purposes.



HOOD CONSTRUCTION

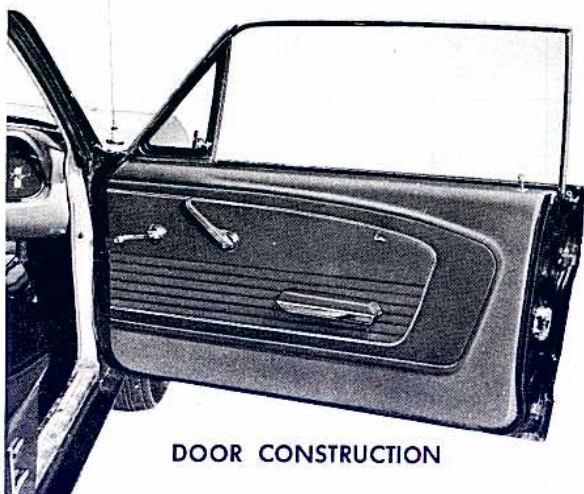
A single-action hood release is used on all Mustangs. The release lever, located under the center of the grille, releases both the hood latch and safety catch, and the hood pops open for easy raising. The safety catch still protects against accidental hood opening, the same as with a conventional latch.



DOORS

The doors are of inner and outer panel construction, welded together with double-lap outer edges. The doors are extra-long and wide-opening to permit easy entrance and exit to both front and rear seats.

The upper, lower and rear portions of the door inner panel also serve as door moldings, and are stamped with a textured surface that simulates vinyl. The panels are painted with a low-gloss enamel, color-keyed to the interior trim selection. The door trim panel is all-vinyl and accented with bright moldings. The back of the trim panel is covered with plastic to protect against moisture. The trim panel used with the interior decor option features molded construction with an integral armrest and door closing handgrip.



DOOR CONSTRUCTION

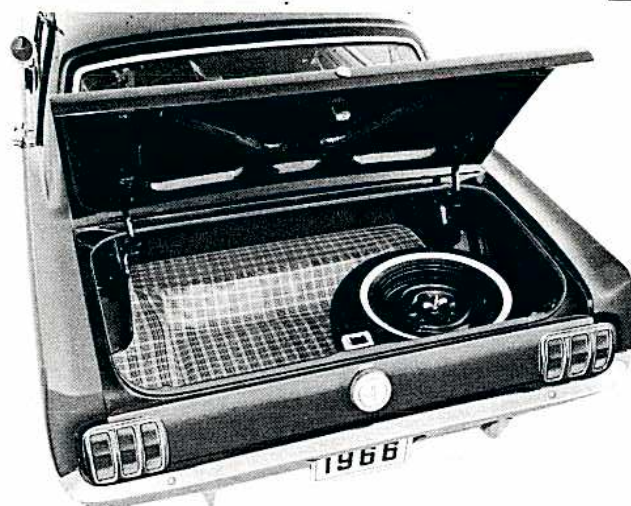
Bear-Hug door latches — exclusive with Ford products — make the doors easy to open and close, and are designed to reduce the chance of opening on impact. In addition, the latches are designed to resist movement both laterally and vertically, providing a third anchoring point that helps to hold the doors securely in position for more rattle-free service.

Oil-impregnated bronze bushings are used in the strap-type door hinges for long-life operation and more effortless opening and closing. The lower hinges feature a two-stage door check to hold the doors in the full open position for normal operation, and the partially open position to aid entry and exit in cramped quarters.

LUGGAGE COMPARTMENT

The Hardtop luggage compartment has 9.0 cubic feet of usable luggage capacity, with 7.7 cubic feet in the Convertible. Due to its unique arrangement with a swing-out partition at the front that opens into the passenger area, the usable luggage capacity on the 2+2 Fastback is not calculated. The luggage compartment floor in all models is covered with an attractive patterned rubber mat.

The spare tire is located at the right rear and, together with the scissors-type jack and wheel lug wrench, is held in place with a large wing nut.



HARDTOP LUGGAGE COMPARTMENT

SEATS

Twin bucket seats are used in the front and a bucket-styled bench seat in the rear. The front bucket seats are unique and distinctive with the Mustang. Included among their many desirable features are the generous use of molded foam for superb comfort and a wrap-around design to help hold the driver in position when cornering. Front and rear color-keyed seat belts with metal-to-metal attachment are installed as standard equipment.



MUSTANG BUCKET SEAT

Bucket seat frame members are of tubular steel, formed and welded into one piece. The springs are of preformed steel wire, and a heavy burlap covering, with interwoven steel wires, is placed over the springs to prevent damaging the foam cushioning material. The seat is covered with heavy, cotton-backed, vinyl upholstery material, and is trimmed with bright-metal shields on the outboard sides of the cushion and seat back. For extra comfort, the seat cushion and back insert areas feature foam-filled pleated construction. The seats used with the interior decor group option have wider pleats and an attractive embossed area at the top of the seat back displaying several Mustangs at full gallop.

Both front seats are solidly attached to sturdy roller-bearing seat tracks that are fully adjustable through five inches of travel. The seat tracks have low-friction nylon slides and built-in assist springs for easy seat adjustment.



MUSTANG BODIES

1966

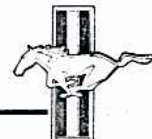
BODY SPECIFICATIONS

All dimensions are in inches unless otherwise specified.	Hardtop	Convertible	2 + 2 Fastback
GENERAL			
Wheelbase	108	108	108
Tread — Front	55.4 (56.0)	55.4 (56.0)	55.4 (56.0)
— Rear	56.0	56.0	56.0
Height — Overall	51.1	51.0	51.2
Width — Overall	68.2	68.2	68.2
Length — Overall	181.6	181.6	181.6
ENTRANCE ROOM			
Door Opening Width	55.0	55.0	55.0
Door Opening Height (scuff plate to windcord)	31.6	31.2	31.5
Foot Clearance — Front	14.5	14.5	14.5
Entrance Height (seat to windcord)	29.2	28.7	29.0
FRONT SEAT ROOM			
Head Room (effective)	37.4	37.8	37.3
Maximum Leg Room to Accelerator	41.8	41.8	41.8
Hip Room	54.7	54.7	54.7
Shoulder Room	53.8	53.8	53.8
Cushion Height (from floor to crest at front)	9.2	9.2	9.2
Cushion Depth	17.1	17.1	17.1
Steering Wheel to Cushion Clearance	6.2	6.2	6.2
REAR SEAT ROOM			
Head Room (effective)	35.6	35.9	*
Minimum Leg Room	28.8	28.8	*
Cushion Height (from floor to crest at front)	11.1	11.1	*
Cushion Depth	15.2	15.2	*
LUGGAGE CAPACITY (CU. FT.)			
Usable Luggage Capacity	9.0	7.7	*
GLASS AREA (SQ. IN.)			
Side Glass Exposed Surface Area	1116.6	1087.9	955.4
Windshield Exposed Surface Area	1070.4	1070.4	1070.4
Backlight Exposed Surface Area	803.0	779.1	1453.6
Total Glass Exposed Surface Area	2990.0	2937.4	3479.4

() V-8 Models

* Not Applicable

MUSTANG OPTIONS AND ACCESSORIES



A review of the 1965 model run indicates that Mustang owners have purchased options and accessories at a record pace, "personalizing" their purchase to suit individual desires and driving habits. For 1966, the Mustang continues to be offered with a host of options and accessories to permit owners to tailor the base vehicle into a luxurious personal car, a high performance sports car, or a young family car with just the right amount of "fun-to-drive" convenience features. In the following list, availability of the various items is designated by RPO (Regular Production Option), LPO (Limited Production Option), or DLR (Dealer Installed Accessories).

	R P O	L P O	D L R	R P O	L P O	D L R
ACCENT PAINT STRIPE – All models* (Simulated air scoop on quarter panel deleted on Hardtop and Convertible)	X					
AIR CONDITIONER – All models*	X		X			
AIR HORNS – All models			X			
ALTERNATOR – 42 AMP – All models	X					
AM RADIO/STEREOSONIC TAPE SYSTEM – All models	X					
ARM RESTS – Rear – Hardtop			X			
AXLE RATIO OPTIONS – All models (See Power Team Selection Chart – Page 8)	X					
BATTERY – HEAVY DUTY – 55 ampere-hour – All models	X		X			
BRAKES – DISC – FRONT WHEELS – All V-8 models*	X					
BRAKES – POWER – All models*	X		X			
CIGARETTE LITE-LIGHTER – All models			X			
CLOTHES ROD – All models			X			
COMPASS – All models			X			
CONSOLE – All models*	X					
CONVERTIBLE TOP – POWER	X					
CRANKCASE EMISSION SYSTEM – Closed-type – All models	X					
DOOR EDGE GUARDS – All models			X			
DOOR SILL PLATE – All models			X			
DOOR STORAGE COMPARTMENT – All models (black only)			X			
ENGINE COOLANT HEATER – 550 or 1000 watt – All models			X			
ENGINE OPTIONS – All models (See Power Team Selection Chart on page 8)	X					
ENGINE PERFORMANCE AND DRESS-UP KITS – COBRA – All V-8 engines			X			
EXHAUST EMISSION SYSTEM – All models	X					
EXTRA-COOLING PACKAGE – All models – Includes fan and radiator		X				
FIRE EXTINGUISHER – 2-3/4 or 5 pound dry chemical – All models						X
FLOOR MATS – Rubber or vinyl – Front or Rear – All models						X
FRAME – LICENSE PLATE – All models						X
GAS CAP – LOCKING – All models						X
GLASS – TINTED – ALL WINDOWS – All models	X					
GLASS – TINTED – WINDSHIELD ONLY – All models	X					
GLOVE COMPARTMENT AND CONSOLE DOOR LOCK – All models						X
GT EQUIPMENT GROUP – *All models with optional 225 or 271 horsepower V-8 engines. Includes dual exhausts with bright extension through rear panel, fog lamps, grille bar, disc brakes, special handling package, GT stripes, GT plaques and GT fuel filler cap.	X					
HEATER – FRESH AIR – All models (delete option)				X		
INTERIOR DECOR GROUP – All models* Includes luxury trim, deluxe steering wheel, and courtesy/warning lights in door.	X					
LAKE PIPES – All models						X
LIGHT – ENGINE/TRUNK COMPARTMENT – All models						X
LIGHT – REAR SEAT – Hardtop and Convertible						X
LIGHT – PARKING BRAKE WARNING – All models						X
LIMITED-SLIP DIFFERENTIAL – All models (See Power Team Selection Chart on Page 8 for available ratios)	X					X
LITE-LIGHTER – 12-volt map light – All models						X
LITTER BASKET – All models						X
LUGGAGE RACK KIT – REAR DECK MOUNT – Hardtop and Convertible	X					X
LUGGAGE RACK KIT – ROOF MOUNT – Hardtop						X
MIRRORS – All models – – INSIDE NON-GLARE – Day/Nite – OUTSIDE REAR VIEW – Circular – OUTSIDE REAR VIEW – Remote Control (Matching RH non-remote mirror also available)						X X X
RACING STRIPES – Red, White, Blue – All models						X
RADIATOR INSECT SCREEN – All models						X
RADIO – TRANSISTORIZED – AM – PUSH-BUTTON (Antenna included) – All models	X					X

MUSTANG OPTIONS AND ACCESSORIES



	R P O	L P O	D L R		R P O	L P O	D L R
RADIOS AND ANTENNAS – TWO-WAY CITIZEN'S BAND – All models			X	TRUNK RELEASE – REMOTE – All models			X
RADIO SPEAKER – REAR – CONVEN- TIONAL AND STUDIOSONIC – Hardtop			X	TURN SIGNALS – FENDER-MOUNTED – All models			X
RALLY-PAC – CLOCK/TACHOMETER COMBINATION – All models	X		X	VACUUM CLEANER – 12-VOLT – All models			X
REFLECTOR FLARE KIT – All models			X	VINYL ROOF COVERING – Hardtop (black or white)	X		
SEAT BELTS – All models – – FRONT AND REAR – Deluxe metal-to-metal with front seat retractors and reminder light	X			VISIBILITY GROUP – All models Includes inside non-glare Day/Nite mirror, remote outside mirror, and two-speed windshield wipers.	X		
SEAT BELT RETRACTORS – All models			X	WHEEL COVERS – All models – – DELUXE with "knock-off" hubs – WIRE	X		X
SEAT, CHILD, SAFETY – All models			X		X		X
SEAT CUSHION – VENTILATED – All models			X	WHEELS – STYLED STEEL – All V-8 models	X		X
SEAT – FULL-WIDTH – WITH CENTER ARM REST – FRONT – *Hardtop and Convertible	X			WHEEL TRIM RINGS – All models			X
SKI RACK KITS – Hardtop and Convertible			X	WINDSHIELD WIPERS – TWO-SPEED – All models	X		
SPECIAL HANDLING PACKAGE – All V-8 models (Std. with "289" High-Performance engine.) Includes heavy-duty front springs, rear springs, shock absorbers and stabilizer bar, and 21.7 to 1 steering ratio.	X			RECOMMENDED PRODUCTION OPTIONS FOR TOWING TRAILERS WITH GROSS WEIGHTS FROM 1000 TO 2000 POUNDS.			
SPOTLIGHT – All models			X	Cruise-O-Matic Transmission			
STEERING – POWER – All models*	X		X	Engine "289" 2v V-8			
STEERING WHEEL – DELUXE – All models	X		X	Limited Slip Differential			
STEREOSONIC TAPE SYSTEM – Under Panel Mount – All models			X	Extra Cooling Package			
TACHOMETERS – 6000 and 9000 rpm – All models*			X	Power Brakes or Disc Brakes			
TIRE CHAINS – All models			X	Power Steering			
TIRE OPTIONS – All models (See Tire Chart on page 11 for model applications)	X		X	Battery Heavy-Duty			
TISSUE DISPENSER – All models			X				
TONNEAU COVER – Convertible			X				
TOOL KIT – All models			X				
TRANSMISSION OPTIONS – All models (See Power Team Selection Chart on page 8)	X						

* All Mustang Regular Production Options are available with the High Performance Engine except the following: Air Conditioning, 3-Speed Manual Transmission, Power Steering, and Rayon Tires. All regular Production Options are available with the GT Equipment Group except Power Brakes and Accent Paint Stripe. Rear bumper guards or rocker panel moldings are not included on GT Equipment Group Vehicles. Full Width Seat with Center Armrest is not available with Interior Decor Group or Console Options. Power brakes are not available with the Front Disc Brake Option.