

FUEL FOR THOUGHT

- One of the coolest looking Mustangs ever built
- Could have been ordered with a six-cylinder (but who would?)
- Often mistaken for a Shelby
- High fun factor

SPECIFICATIONS

Number built – 4,118 units

Construction – Unibody

Engine – 250 ci six-cylinder, 302 ci V8, 351 ci V8, 429 ci V8.

Power/Torque – 120/190 (200 six-cyl), 230/310 (302 V8), 325/427 (390 V8), 335/440 (428 V8)

Transmission – three-speed manual, four-speed manual, three-speed automatic

Suspension front – independent ball joints, single lower control arm and upper a-type control arm with coil springs

Suspension rear – leaf springs

Steering – recirculating ball and nut

Brakes – front and rear drums standard, optional front disc brakes

Length/width/height – 183.6/70.9/51.6 inches

Wheelbase – 108 inches

Weight – 2,635 lbs shipping weight

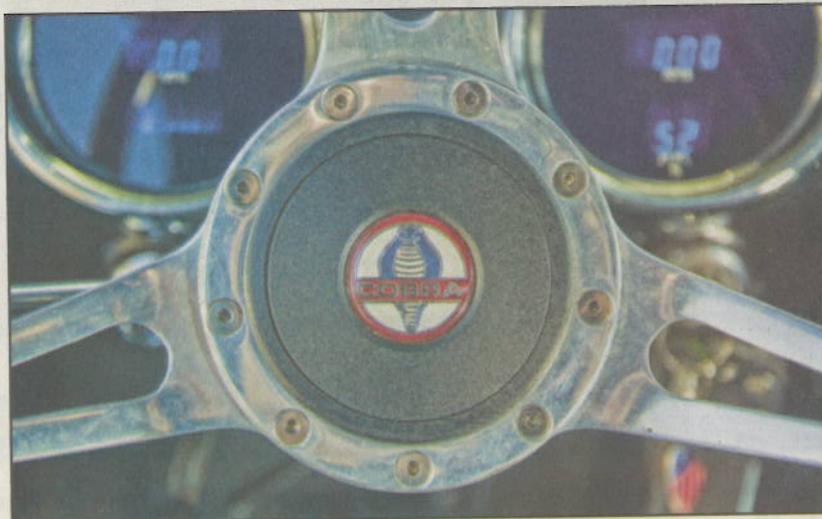
0-60mph/quarter-mile – 9.5 seconds/17.0 seconds @ 81 mph (200 hp V8) (*Motor Trend*, June 1966)

Top speed – 105 mph est.

Mpg – 13–17 mpg est.

Price – \$2,652 (base convertible)

Today – \$31,100 (high)



ENGIN
Ford's small block moderate performance weight front end. Th gave blinding perfc the cost of added 1 and poor cornering were reliable and a rebuild.

HANDL
Handling was cc what better than m cars of its era that longer wheelbase a ter of gravity. Big-t were front heavy a excessively hard in



STRONG
• Highly desirab
• Unique looks
• Affordable
• Aftermarket pa available
• Wide variety o options

WEAK F
• Unrestored ve issues
• With only 4,11 are somewhat
• Unless equippe big-block, not performance c