



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.

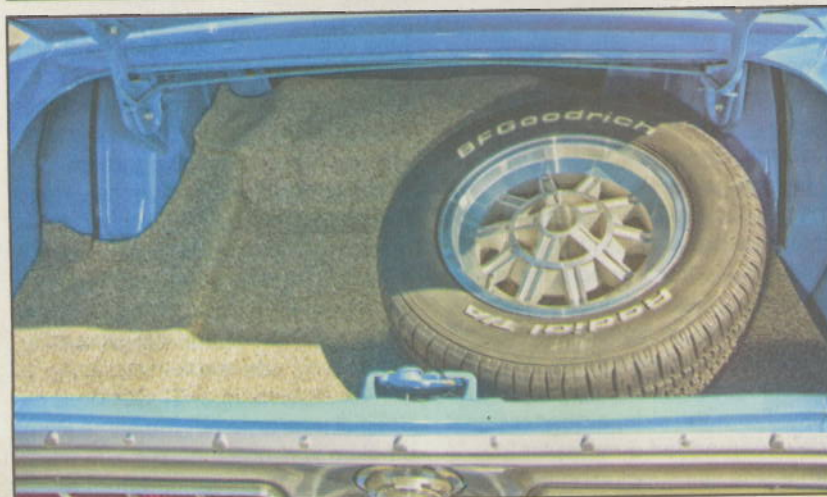
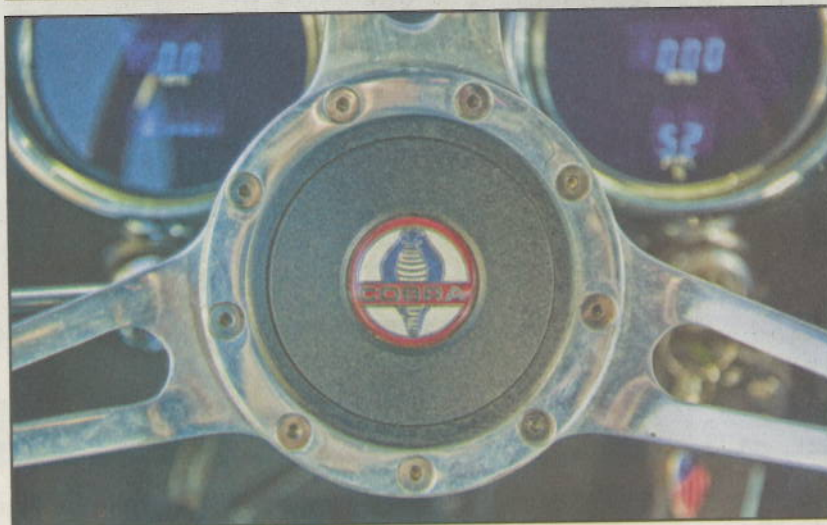
Price – \$2,652 (base convertible)

Today – \$31,100 (high)



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



ENGINE

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

HANDLING

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



STRONG

- Highly desirable
- Unique looks
- Affordable
- Aftermarket parts available
- Wide variety of options

WEAK

- Unrestored vehicles issues
- With only 4,118 are somewhat
- Unless equipped big-block, not performance c