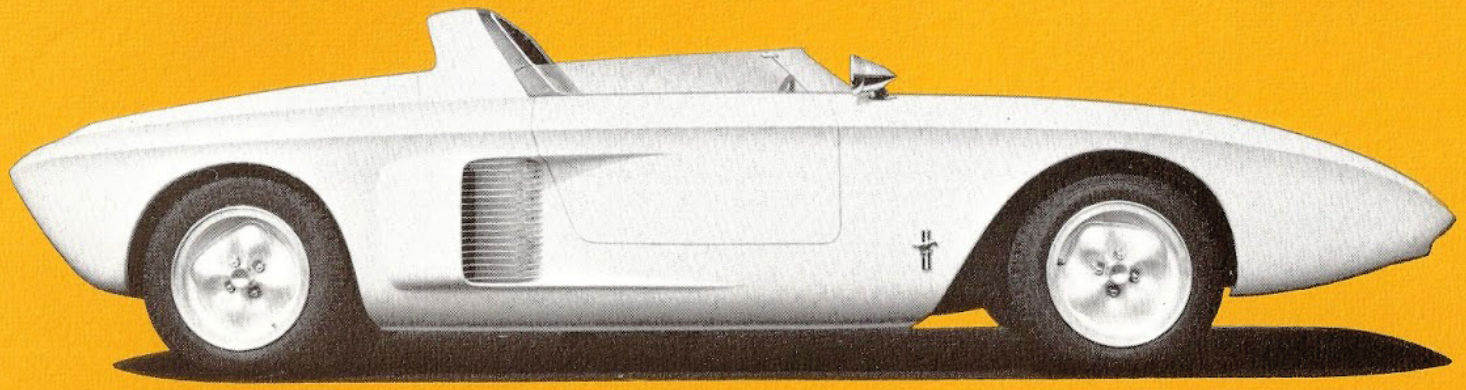
PUBLIC RELATIONS
RESEARCH AND ENGINEERING CENTER
FORD MOTOR COMPANY
20000 ROTUNDA DR. • P.O. BOX 2053 • DEARBORN, MICH.

Mustang

PRESS INFORMATION

PRESENTING THE Mustang

by Ford Engineers and Stylists



PRODUCT OF Ford MOTOR COMPANY

1 BODY AND STYLING

The MUSTANG is the development of Ford Motor Company engineers and stylists— men who have a genuine fondness for motor cars— men who experience each day the excitement and satisfaction of creating, in much of their variety, the cars on the American road. And the particular team which designed this car has a professional interest in sports cars.

In the MUSTANG are represented their best talents— their ideas of what the American sports car should be— the spirit of the wild MUSTANG bred into a fine machine, a car with manners, a superb performer on road or track, a proud possession.

All these, yes, but a great deal more . . .

The MUSTANG body is aerodynamically styled and clean in function. The shape was determined by styling characteristics and wind tunnel tests. The shape design gives the best handling and driving conditions under wind pressures at high speeds with a minimum drag effect.

The windshield has been taken from competition running design. Its aerodynamic shape gives smooth wind flow over the passengers' heads.

The roll bar is a regulation bar that is styled to blend in with the body shape and provides an added safety feature. It is incorporated as part of the frame and body structure.

The interior has been styled to locate the controls, switches and instruments in the most advantageous positions for the driver. There is a forward arm rest console that incorporates easy-to-reach choke and turn signal controls, the horn, the gear shift lever, and the fly-off hand brake.

2 FRAME FEATURES

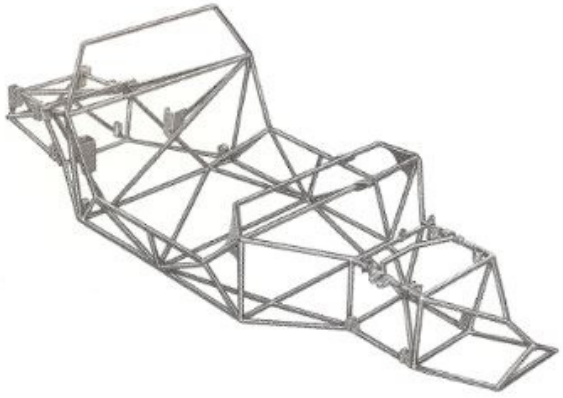
The frame is basically a tubular steel space frame that is reinforced by the aluminum sheet metal body skin.

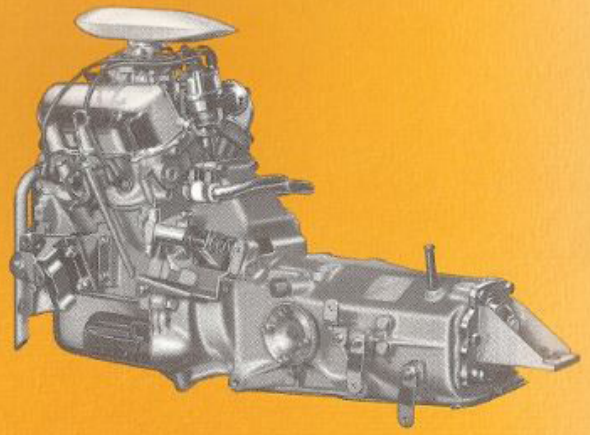
Basic frame tubes are 1.00-inch outside diameter with 0.064-inch wall thickness.

Reinforcing gussets provide greater strength in critical areas.

Sheet metal brackets provide pick-up points for all chassis items.

Unit skin and frame provide great strength with minimum weight.





3 ENGINE

The 60° V-4 Mustang engine, produced by Ford of Germany, is located forward of the rear axle. The three-mount system that supports the engine also supports the transmission and clutch. The engine transaxle unit can be easily removed through the bottom of the space frame by removing one bolt-on crossmember.

A single-venturi carburetor is installed for road driving and is replaced with two double-venturi carburetors for competition driving.

SPECIFICATIONS

Displacement	91.4 cu. in.
Bore and Stroke	3.54 x 2.32
Brake Horsepower	
Road Version	89 at 6600 rpm
Track Version	109 at 6400 rpm
Torque (lbs.-ft.)	
Road Version	89 at 3600 rpm
Track Version	99 at 5200 rpm
Compression Ratio	11.0 to 1.0

4 FRONT SUSPENSION

The S.L.A.-type front suspension is constructed with tubular arms and all parts are fully stressed to minimize weight.

The adjustable pivot axes provide tailoring of the steering geometry to assure best handling conditions on road or track.

Camber and caster is adjustable within a range of ±2°.

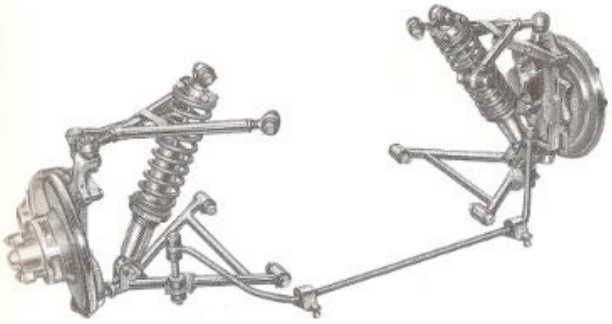
The combined unit coil springs and shock absorbers can be adjusted to vary the riding height up to 1.25 inches.

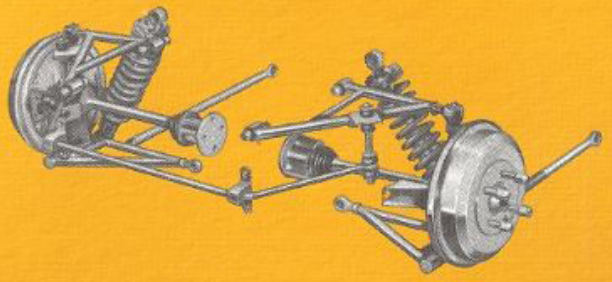
Take-apart-type shock absorbers permit valving changes.

SPECIFICATIONS

Tread	48.0	King Pin Inclination	5.0°
Wheel Travel		Scrub Radius	2.5 in.
Jounce	3.0 in.	Caster Angle (2-pass.)	4.5°-6.5°
Rebound	3.0 in.	Toe Setting (2-pass.)	1/16 in.
Roll Center Height	4.0 in.		

Camber Setting (2-pass.)	1° pos.
Spring Ratio (Wheel vs. Spring Travel)	1.54/1
Spring Rate	118-177 lb./in.
Wheel Rate (less tires)	50-75 lb./in.
Roll Stiffness (less tires)	88-132 ft. lb. per degree
Outer and Inner Hub Bearings	Tapered Roller Bearings





5 REAR SUSPENSION

The tubular rear suspension has an "A" frame upper arm and an inverted lower arm "A" frame with a trailing strut.

Suspension arm adjustable pivot points permit varying the geometry.

Stress on the space frame is minimized by the wide spacing of the suspension attachment points.

The independent rear suspension eliminates torque steer effect.

The 0.88-inch diameter axle shafts have single cardan joints at the out-board end and pot joints at the in-board end.

SPECIFICATIONS

Tread	49.0 in.
Wheel Travel	
Jounce	4.0 in.
Rebound	3.0 in.
Roll Center Height	5.0 in.
Camber Setting (2-pass.)	2° neg.
Toe Setting	0 in.
Inner Joint Angle (2-pass.)	1°20'
Outer Joint Angle (2-pass.)	0°40'
Spring Ratio (Wheel vs. Spring Travel)	137:1
Spring Rate	142-208 lb./in.
Wheel Rate (less tires)	75-110 lb./in.
Hub Bearing	Double Row Ball Bearing

6 TRANSMISSION & AXLE

The unit is a transaxle type and is attached directly to the engine.

The four-speed, fully synchronized transmission has the following ratios:

(1) Gear 4.02:1 (2) Gear 2.33:1 (3) Gear 1.48:1 (4) Gear 1.00:1

The overall ratios are as follows:

Std. (3.30:1 Ring and Pinion)	Opt. (3.56:1 Ring and Pinion)
(1) Gear 13.30:1	(4) Gear 3.30:1
(2) Gear 7.70:1	Reverse 13.10:1
(3) Gear 4.90:1	

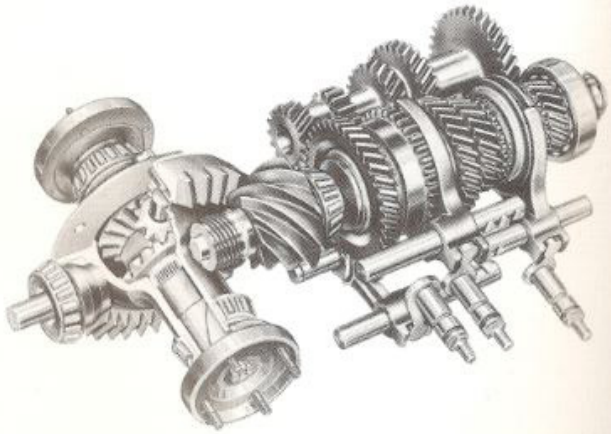
(1) Gear 14.30:1	(4) Gear 3.56:1
(2) Gear 8.30:1	Reverse 14.10:1
(3) Gear 5.30:1	

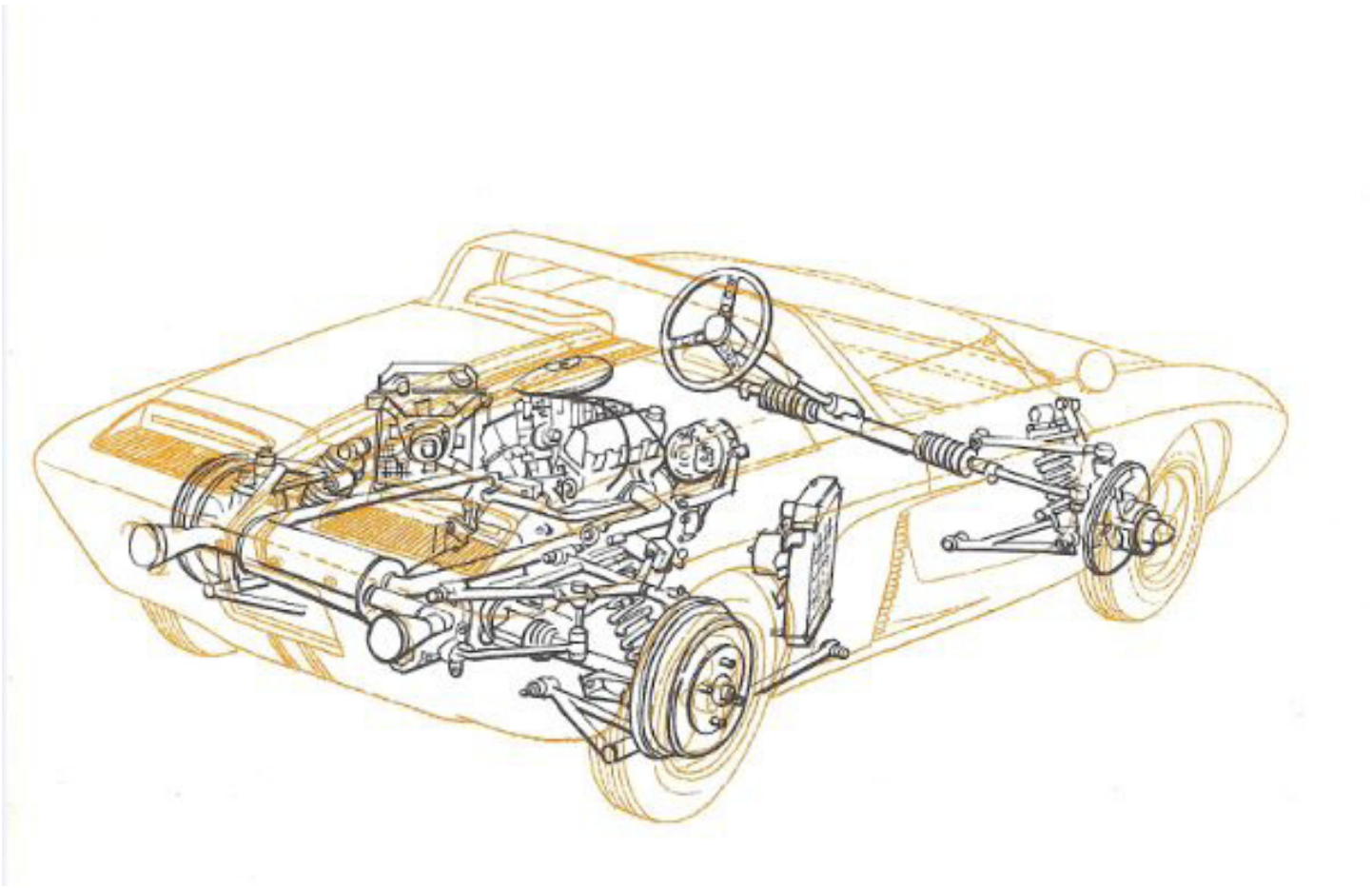
The following table shows MPH per 1000 engine rpm in each gear:

Standard		Optional	
(1) Gear 4.85	(3) Gear 13.1	(1) Gear 4.48	(3) Gear 12.1
(2) Gear 8.3	(4) Gear 19.6	(2) Gear 7.8	(4) Gear 18.0

The transmission is shifted by a short shift lever, located in the console, and operated by push-pull cables.

The clutch is a hydraulically actuated 7.5-inch diameter, single dry-plate unit.





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MUSTANG SPECIFICATIONS

OVERALL DIMENSIONS

Wheelbase	90 in.
Length	154.3 in.
Height (at cowl)	28.8 in.
(at roll bar)	39.4 in.
Width	61.0 in.
Tread (Front)	48 in.
(Rear)	49 in.
Curb Weight	1544 lbs. (46.87% Front) with 13 Gals. Fuel

ENGINE

Position	Midship
Type	60° V-4
Displacement	91.4 cu. in.
	1500.0 cu. in.
Bore	3.54 in.
Stroke	2.32 in.
Horsepower (Road Version)	89 at 6600 rpm
(Track Version)	109 at 6400 rpm
Torque (Road Version)	89 at 3600 rpm
(Track Version)	99 at 5200 rpm
Compression Ratio	11.0 to 1
Axle Ratio (Std.)	3.30 to 1

Mustang

For further information, write:

Vice President, Engineering
Ford Motor Company
P.O. Box 2053
Dearborn, Michigan

RELEASE SUNDAY, OCTOBER 7, 1962

Coming or going, Ford Motor Company's new experimental sports car, the Mustang, is all new. Looking it over are the two Ford executives responsible for its development, H. L. Misch, vice president-engineering and research staff (left) and Gene Bordinat, vice president-styling. The front and rear view is shown by the real car at left and a fiberglass show model at right. The Mustang is the first car built by a major American manufacturer which fits into the European-dominated popular sports car class. It has a V-4 engine, located midship, which delivers 106 horsepower and a top speed of 117 miles an hour. It's only 28.8 inches to the top of its hood. Wheelbase is 90 inches with an over-all length of 154 inches. The Mustang made its debut prior to the running of the U.S. Grand Prix today at Watkins Glen, NY.

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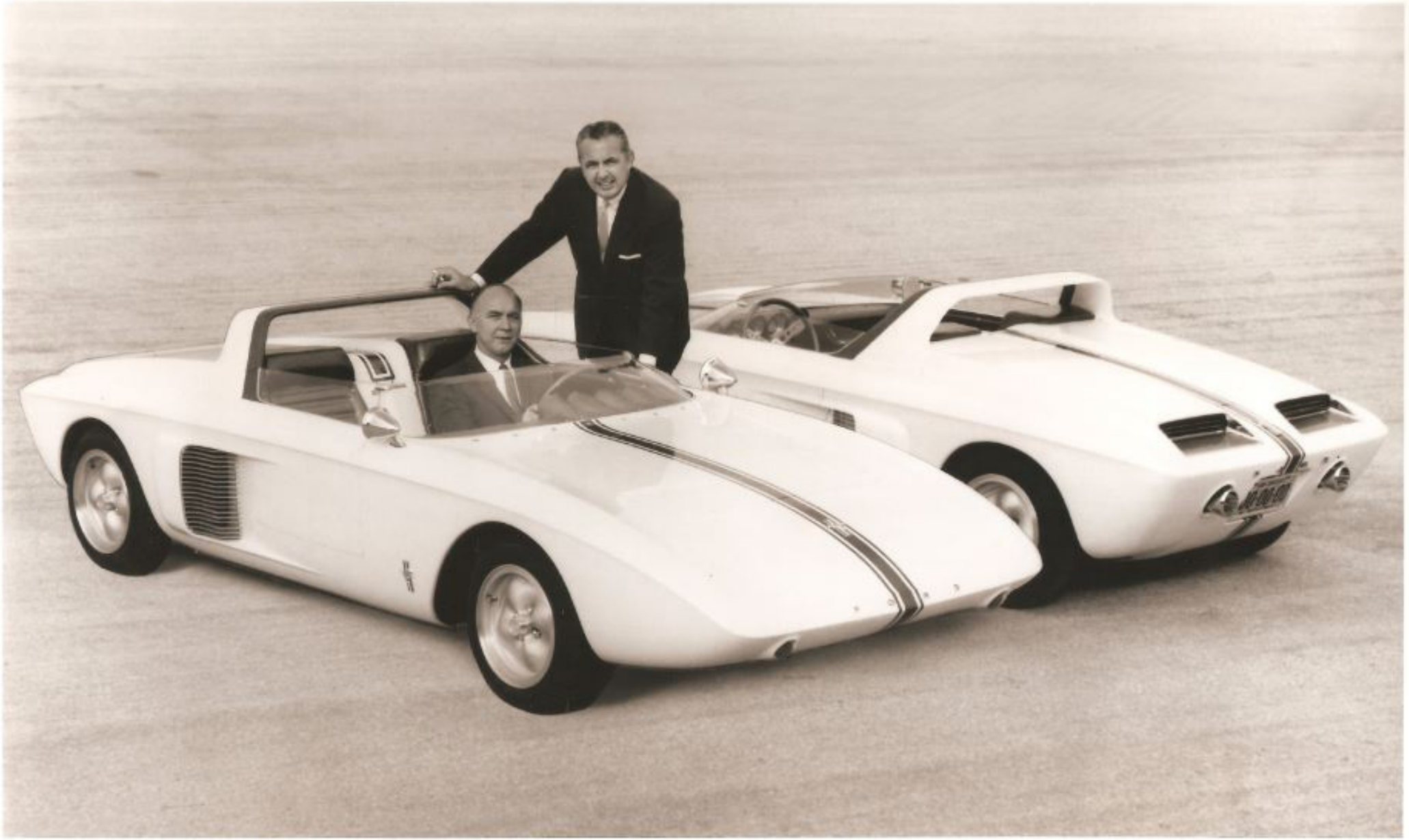

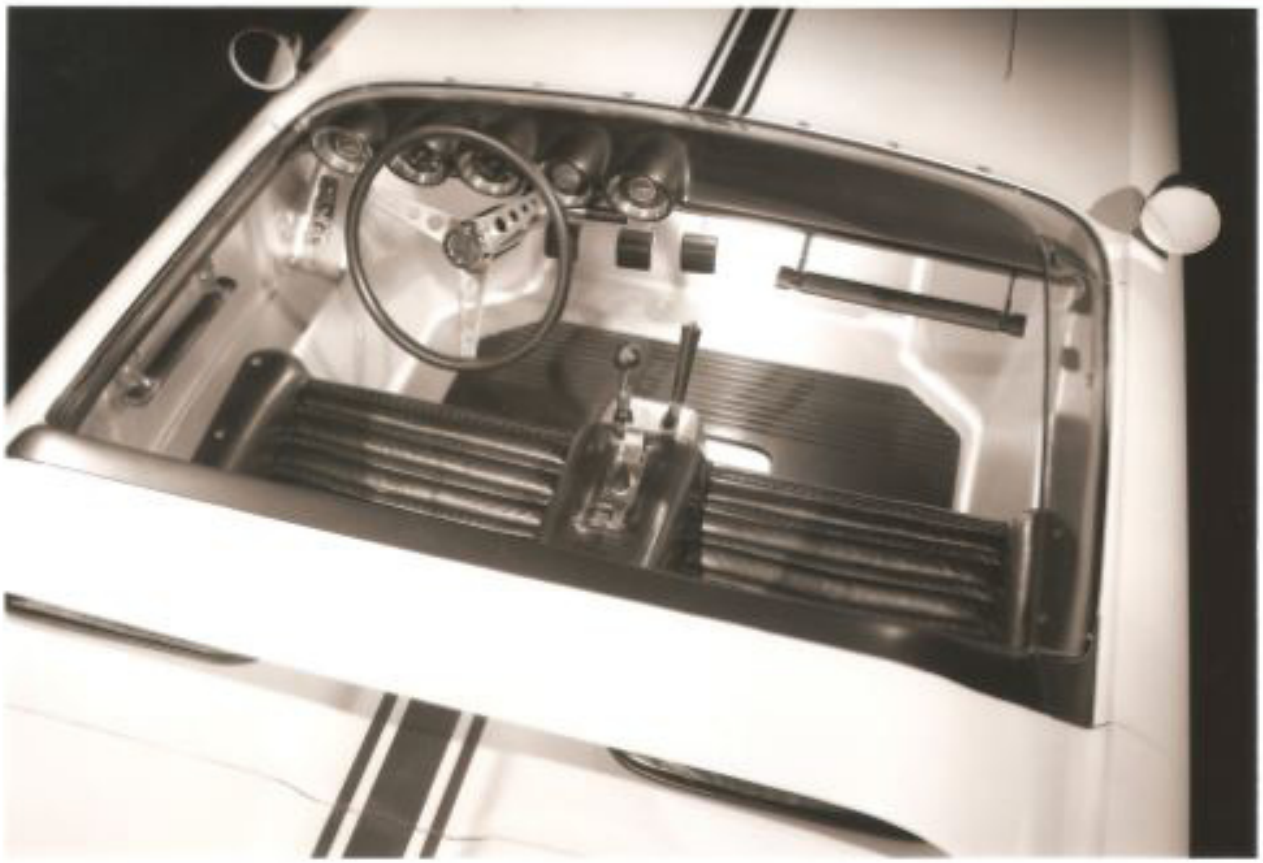

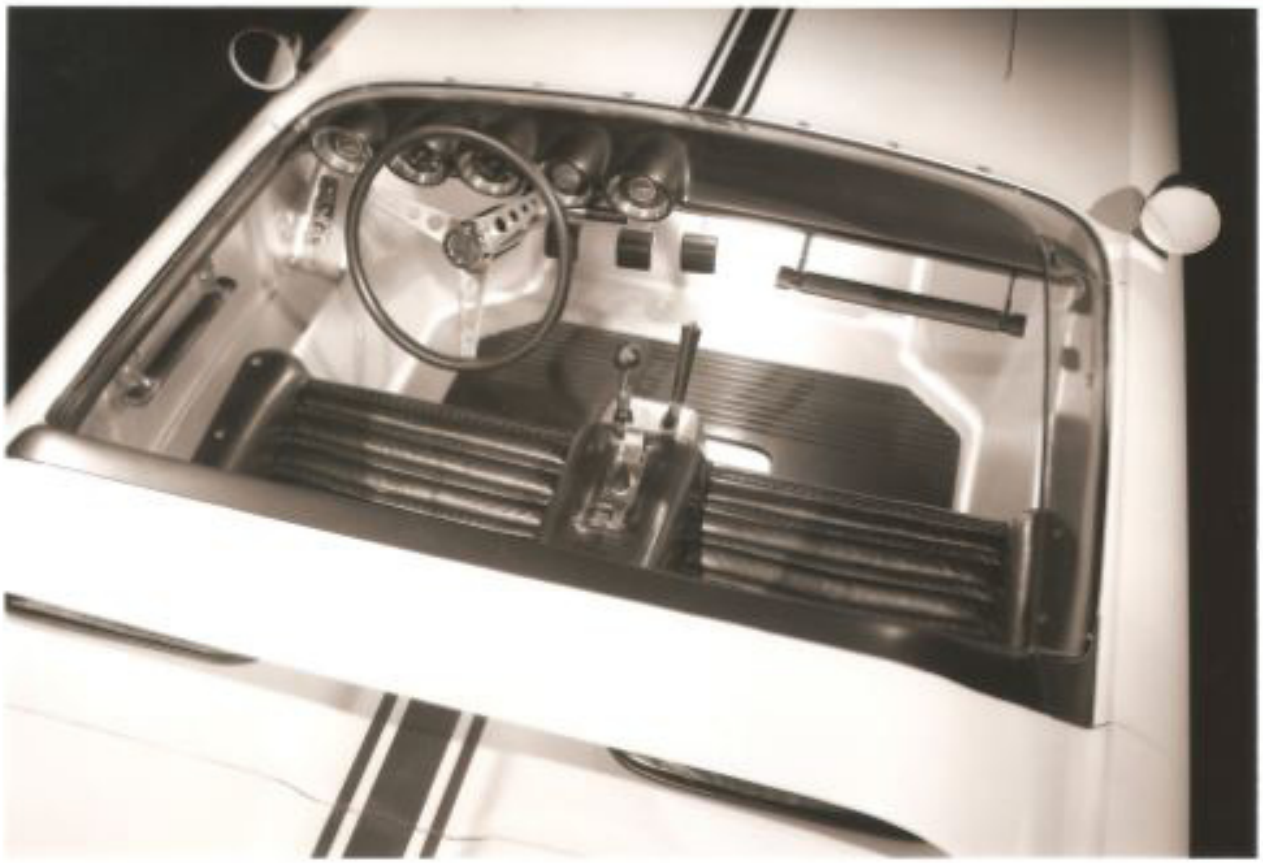

RELEASE SUNDAY, OCTOBER 7, 1962

The cockpit of the Mustang, Ford Motor Company's new experimental sports car is like the exterior -- beautiful and functional. The ignition and light control switches are at the driver's left. The instrument panel consists of five round gauges. From the left are the fuel-ampere gauge, speedometer, tachometer, oil pressure and water temperature gauges. On the console between the two seats are the fly-off brake handle and four-speed shift lever. To the rear on the console is the horn pedal, operated with the heel of the hand, a toggle-switch turn indicator and the choke lever. The bucket seats, shown below, are built as a fixed part of the body structure. The steering column and foot pedals are adjustable to fit drivers of different sizes.

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FORD MOTOR COMPANY
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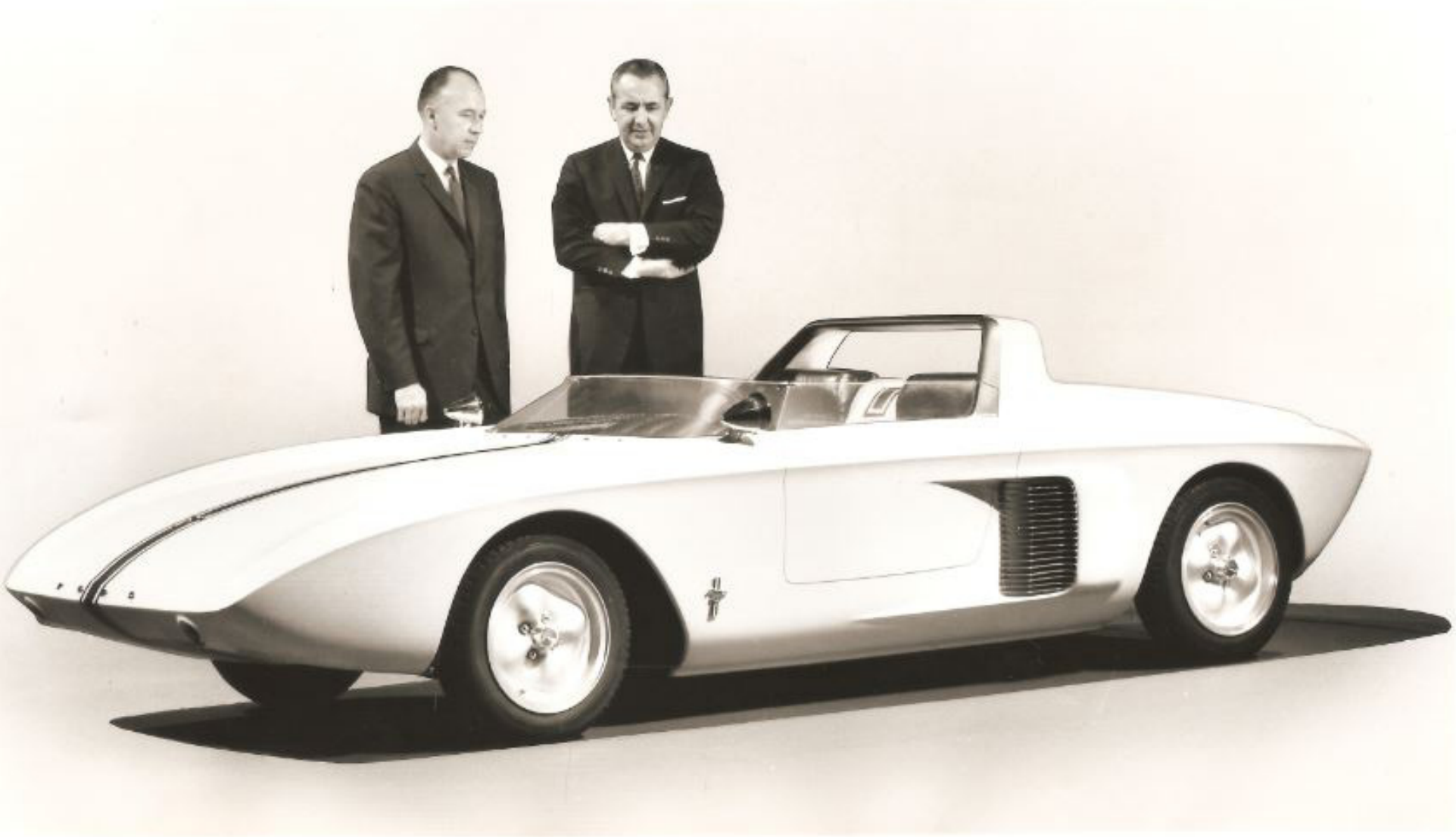
COMPARISON VEHICLE SPECIFICATIONS

RELEASE OCTOE

Make Model	Alfa Romeo Giulietta Spyder	Fiat 1500 Cabriolet	MG 1600 Mark II	Porsche 1600N	Sunbeam Alpine Mark II	Triumph TR4	
Dimensions (Inches)							
Wheelbase	86.6	92.1	94.0	82.7	86.0	88	
Tread, Front	50.6	48.5	47.5	51.5	51.2	49.0	
Tread, Rear	50.0	47.9	48.8	49.3	48.7	48.0	
Length	152	158.7	156.0	158.0	155.2	156.0	
Width	62	59.8	58.0	65.6	60.5	57.5	
Height	52	51.2	50.0	52.4	51.7	50.0	
Engine							
Position	Front	Front	Front	Behind Rear Axle	Front	Front	Fw
Type	4-Cyl. In-Line Water Cooled DOHC	4-Cyl. In-Line Water Cooled DOHC	4-Cyl. In-Line Water Cooled OHV	4-Cyl. Hor. Opp. Air Cooled OHV	4-Cyl. In-Line Water Cooled OHV	4-Cyl. In-Line Water Cooled OHV	Wa
Displacement	1290 cc	1491 cc	1622 cc	1582 cc	1592 cc	2138 cc	15
Gross HP/RPM	92/6000	90/6000	93/5600	70/4500	85/5000	105/4750	89,
Torque/RPM	79.6/4000	77/4000	97/4000	82/2800	94/3800	128/3350	89,
Transmission							
Number of Speeds	4	4	4	4	4	4	
Number of Synchro	4	3	3	4	3	4	
Tire Size	155-15	155-15	5.60-15	5.60-15	5.90-13	5.50-15	
Seating Capacity	2	2	2	2+2	2	2	
Curb Weight	2040	2200	2050	1980	2150	2240	
P.O.E. Price	3150	3650	2444	4195	2595	2849	
Top Speed	100	105	105	100	100	110	10
Standing $\frac{1}{4}$ Mile	19.2 sec.	18.5 sec.	18.7 sec.	19.4 sec.	19.3 sec.	17.8 sec.	NA



RELEASE SUNDAY, OCTOBER 7, 1962

The only one of its kind -- that's the Mustang, experimental sports car introduced today by the Ford Motor Company. The two Ford executives responsible for its development are H. L. Misch, vice president-engineering and research staff (left) and Gene Bordinat, vice-president-styling. The Mustang is powered by a V-4 engine, has 106 horsepower and a top speed of 117 miles an hour. Engine location is midship. The Mustang is only 28.8 inches high at the peak of its hood. Wheelbase is 90 inches and over all length, 154 inches. The car is the first built by an American manufacturer which fits into the European-dominated popular sports car class. Ford introduced it to the public prior to the running of the U.S. Grand Prix at Watkins Glen, N.Y.

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