

## 1975



Mustang's lineup for hardtop, hatchback, 302ci, V-8, rated at

under the hood to give Mustang II needed impetus and was an option on all models. The 2.3 liter four-cylinder was the standard block and 2.8 liter V-6 with four-speed transmission was the other option.

1975 reprised the Ghia and Mach I. A 140hp, was squeezed

The luxury Ghia sported opera windows in the roof pillars and full or half vinyl roof. Other Ghia options included silver metallic paint; stand-up hood ornament, and full length bodyside tape stripes. Two sunroofs were available, either the standard or silver glass version, both manually operated.

A Rallye Package for the 2.8 liter V-6 or 302 V-8 meant better handling. It included Traction-Lok differential; competition suspension; extra cooling package; bright metal exhaust tips, and leather-wrapped steering wheel, among others. California-bound 302s got catalytic converters and all engines benefited from electronic ignition. Steel-belted tires were standard equipment.

In terms of sales, however, 1975 was a tough one for the entire industry. In defense of all auto makers, unemployment, inflation, regulations for fuel economy, the 55 mph national speed limit, and emissions and safety considerations were severe sales deterrents.

Mustang production for 1975 was reduced by more than half compared with 1974 -- 188,575 units. Hardtops accounted for 85,155 cars; hatchbacks - 30,038; Ghias 52,320, and Mach 1 hatchbacks were numbered at 21,062. Prices were also creeping up, with the hardtop selling for \$3,529; the hatchback for \$3,818 and the Ghia for \$3,938. The six-cylinder Mach 1 retailed for \$4,188 and the 302ci V-8 engine option cost an additional \$217.