

The Ford Mustang

The Mustang I appeared in exercise for a race car aluminum chassis, whose 4 cylinder engine

The Mustang II produced in 1963 closer to the definitive production this project encouraged Ford to The Ford Falcon, still in components bank for the panel).



1962. It was a styling based on a tubular weighting 1200 lb. and allowed it to go to 120 Mph.

to test public reactions, was Mustang. Positive reactions to carry on the way of this prototype. production in 1964 was used as Mustang (i.e.: the instrument

The Mustang, as we know it, was introduced in 1964 by the Ford Motor Company and Lee Iacocca. This original "Pony Car" combined style and performance in a vehicle that was affordable to the average American. The car was less than 180 inches in length, had four seats and weighed around 2,500 pounds. The basic list price for the coupe was \$2,320.96. The Mustang was actually named after the World War II Fighter Plane and not the horse.

The sporty look (long hood and a short deck) of the Mustang was targeted at the 15-29 age group. The Mustang was originally scheduled to sell 100,000 units, but sold 680,969 which was a record for sales of a new car. One million Mustangs were sold between 1964 and 1966. The success of the Mustang inspired General Motors to create the Camaro and Firebird vehicles to compete with it.

On the racing scene, the GT's and Shelby Cobra Mustangs were experiencing great success. The production Mustangs bore strong resemblance to the racing models thereby contributing to their appeal.

During the 1970's the Boss 302, Boss 351, Boss 429, Mach I, Mach II and many other Mustangs were introduced. The Mustangs of the very early 70's were "Muscle Cars" with large powerful V-8s generating up to 375hp.

Due to the Arab oil embargoes of the early 70's, Ford cut back on the performance and style that Mustang enthusiasts loved. The Second Generation Mustangs were introduced in 1974 and lasted up to 1978. The had Mustang lost some of it's appeal, and sales dropped. In the early 80's, in an attempt to recuperate, Ford brought back many of the characteristics of the original Mustang. These became known as the Third Generation Mustangs or Fox-Body Mustangs. This new generation of Mustangs was one of the longest ever. It lasted from 1979 to 1993. Throughout the early 80's, the Mustang went under many changes. In 1980, the Mustang's performance was once again downsized, and sales continued to drop. The Ford SVO (Special Vehicle Operations) was formed in 1980. 1981 showed few changes. 1982 marked the introduction of the fast 5.0-liter HO (High Output) small block engine for the Mustang GT. This Mustang brought the horsepower up to 157. It moved ahead of the Camaro in power. In 1983, the Mustang convertible returned after a 10-year hiatus. Ford offered a Mustang Coupe, Convertible, T-top, and Hatchback. Performance continued to improve. The 1983 was increased to 175hp with 245 lb./ft. 1984 was the 20th anniversary of the Mustang. Ford offered a 2.3L 20th Anniversary Special Edition Mustang as well as the 5.0L V-8. 1985 brought minor interior modifications and another power boost. 1986 marked another turning point for the Mustang. While few exterior changes were made, Ford improved the Mustang's 5.0L V-8. Horsepower increased to 200hp and torque went up to 285 lb./ft. In 1987, the interior was re-designed, and power continued to increase. The Mustang received new body styling and wheels as well. The Mustang continued to exceed the Camaros and Firebirds in quarter-mile and 0-60 times. These Mustang GT's and LX's were so successful that the Mustang was virtually unchanged in '88 and '89, and major changes weren't made until 1994. In 1990 an airbag was added. The 16" 5-spoke Star rims were introduced in 1991. The only changes in 1992 were minor improvements to the interior. 1993

marked the last year of the Third Generation Mustang. Highlighting this year was the introduction of the 1993 Mustang SVT (Special Vehicle Team) Cobra.

In 1993, Ford unveiled the new re-designed Fourth Generation 1994 Mustang with a 215hp, 285 lb./ft. of torque 302 HO 5.0L V-8. The body was made smoother, with a long sloped hood and short deck with a rear spoiler. Ford also brought back the original Mustang horse emblem on the grill. The headlights were similar to those of the '93 Mustang, but were made rounder and smoother. The taillights were modified to three-section horizontal lights that wrap around the body like the headlights. The car was given large 17" tires and new Cast Aluminum wheels. The interior was also upgraded, and made more comfortable. In 1995, and 1996, a few minor changes were made. The wheels were changed, and the taillights modified to vertical 3-section lights similar to those of the original Mustang. The engine was changed to a 4.6L V-8 in GT's. Ford currently offers a Mustang with a 3.8L SEFI OHV V-6, a Mustang GT with a 4.6L SOHC V-8, and a SVT Cobra with a 4.6L DOHC V-8. The Mustang and Mustang GT offer a wide variety of options, and the Cobra has all of the GT's options as standard features. The Mustang GT yields 215hp and 285 lb./ft. of torque, while the Cobra sports 305hp and 300 lb./ft. of torque.

Today, the Mustang's success continues on the racetracks and drag strips. The popularity of the 5.0's of the late 80's is growing. They have small powerful engines and are easy to modify. The classic Mustangs of the 60's are still very popular and are on the roads all over the country. The Mustang legend continues.