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1967 MUSTANG

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Newly styled for the first time since its introduction in April of 1964, the 1967 Mustang will seek to enhance its already impressive reputation as the most popular new car ever introduced.

"The leadership we've established with the production of 1,285,000 Mustangs through the 1966 model year will be challenged for the first time in 1967," said Donald N. Frey, Ford Motor Company vice president and Ford Division general manager.

"However, with new styling, a wider selection of engines and optional equipment plus new ride and handling qualities, the 1967 Mustang is ready to retain the popular appeal it has achieved in little more than two years."

To insure its phenomenal sales pace, Mustang for 1967 will include such new options as the Select Shift Cruise-O-Matic transmission which allows manual or automatic gear shifting and a line-up of engines that culminates with a 320-horsepower 390 CID V-8.

Such optional features as a custom interior trim group, GT performance equipment, a fingertip speed control system and a Tilt-Away steering wheel present the buyer with even more opportunity to tailor Mustang to his individual taste.

Completely new interior styling adds to Mustang's long list of standard equipment luxury features. Sculptured bucket seats, color-keyed, all vinyl upholstery, molded nylon carpeting, padded instrument panel, glove box and courtesy lights and sporty floor-mounted shift levers are standard on 1967 Mustangs.

In addition to interior and exterior styling changes, ride and handling characteristics have been improved. Tread width, both front and rear, is two inches greater, giving a significantly wider stance for improved ride and cornering ability. Front suspension and steering components have been completely redesigned, producing a smoother, better-controlled ride.

The Mustang name and emblem are located immediately behind the front wheel cutout. A wide, bright finish rocker panel moulding extends full-length from wheel cutout to wheel cutout, adding emphasis to the low, sleek lines.

All Mustang models will be on display in Ford dealer showrooms Friday, September 30.

EXTERIOR STYLING

Mustang's all-new body sheet metal, 2.7 inches wider and 2 inches longer than previous models, creates a lower, sportier appearance. The sculptured body side panels feature tapered windsplits thrusting forward to create a look of fleetness and motion. The upper windsplit runs forward to the headlight bezel, picking up the rakish line of the hood and grille. The lower windsplit terminates in the door panel. Both lines emanate from a deeply-sculptured, simulated, twin intake grille in the rear quarter panel.

The Mustang name and emblem are located immediately behind the front wheel cutout. A wide, bright and argent finish rocker panel moulding extends full-length from wheel cutout to wheel cutout.

Front-end styling is exceptionally clean, featuring a large, racing-type air intake scoop with deeply inset, mesh-like vertical and horizontal grille bars. The familiar Mustang emblem appears to float in the center of the grille area, and is embellished by a thin, bright metal moulding encircling the emblem and extending horizontally on each side.

The air-foil design front bumper extends full width, wrapping around the front fenders and extending rearward for protection. Color-keyed bumper guards, which protect the body sheet metal beneath the bumper, have inserts of functional grey-colored rubber.

Mustang's rear styling for 1967 is dominated by the new, concave, rear panel with a knock-off-hub fuel filler cap design. Rear bumper design affords full-width protection with the outboard bumper ends turning upward to create an integrated body-bumper design. Concave, vertical tail and turn signal lights are grouped in threes, each light rimmed with bright metal trim.

The Mustang 2 + 2 Fastback, sports a new roof line and new rear-end styling. The 1967 roof line has a clean, unbroken, straight sweep which flows downward to join the distinctive, concave, rear panel. Functional air louvers in the roof rear quarters are thinner.

INTERIOR STYLING

The instrument panel controls and trim have been completely re-designed for 1967. Front seats are sports-styled bucket-type with pleated vinyl inserts surrounded by deeply-contoured bolsters. Door trim is matching all-vinyl with attractive mouldings. Rear bench-type seats carry through the bucket seat styling with pleated inserts defining the passenger seating areas. Optional on the 2 + 2 Fastback is a fold-down rear seat which provides an unobstructed load-carrying area.

The new instrument cluster is recessed beneath a protective "dual-eyebrow" design padded instrument panel. The over-hanging "eyebrows" effectively block instrument light reflections in the windshield. The speedometer and odometer are housed in the left instrument pod, with the alternator and oil pressure gages in the right. Three smaller pods enclose the fuel gage, optional electric clock and engine temperature gage.

POWER TEAM

For 1967, Mustang offers the widest selection of engine-transmission combinations in its history. Buyers may select from five different engines, starting with the improved, 120 horsepower 200 CID Six.

Optional Mustang engines are the 200 and 225-horsepower 289 CID V-8's; the 271-horsepower 289 CID high-performance V-8, and the new 320-horsepower 390 CID V-8. Mustang's new engine line-up enables the buyer to tailor his power to his individual driving needs.

Transmission selections for 1967 include the standard fully synchronized 3-speed manual shift, the sporty 4-speed manual, or the new Select Shift Cruise-O-Matic. The Select Shift feature now gives Mustang buyers the choice of fully automatic operation or manual control.

OTHER FEATURES

Steering has been made easier and more precise through the use of new polyethylene-filled ball-joint sockets. Steering effort has been reduced and the turning circle diameter cut from 42 to 37.1 feet. The new steering linkage also permits a

reduction in overall steering ratios. Manual steering is now 25.3 to 1 compared to the 27 to 1 of previous models, while 1967 models equipped with power steering have a ratio of 20.3 to 1 instead of 21.4 to 1.

In addition to new suspension and steering improvements, 1967 Mustangs offer a number of significant improvements designed to increase passenger comfort, safety and convenience.

New for 1967 is an optional all-glass rear window for convertibles. This feature, introduced by Ford in 1964, now brings the clarity and scratch resistance of glass to the Mustang convertible. The rear window has a unique translucent, silicone-rubber hinge dividing the window horizontally, to permit it to fold within the top well.

Other new Mustang features for 1967 include Ford's exclusive, reversible key and keyless locking system. Keys may be inserted into all locks regardless of which edge is in the "up" position. Doors may now be locked from the outside by simply depressing the inside lock button and shutting the door while holding down the outside push button. Windshield washers, standard on all Mustangs, are now foot-operated for driver convenience.

New side window and door seals for 1967 reduce wind noise significantly. One-piece vent window seals mate with a new vent window casting. A new flap-type seal is used between rear quarter windows and doors and weatherstripping of new design now seals the roof rail and door front. New window regulators reduce cranking effort approximately 25 per cent while increasing window stability.

Mustang tires for 1967 will be of the standard pressure type that need no adjustment for varying loads or road conditions. A high performance wide oval tire is used on all 390 CID-equipped models and is optional with other engines.

SAFETY FEATURES

The lengthy list of safety features on all 1967 Mustangs is headed by a dual hydraulic brake system. Operated by the conventional single pedal, the new system uses twin master cylinders, each with its own pumping section and fluid reservoir. One cylinder actuates the front wheel brakes and the other the rear. In the unusual case of a failure in either half of the system, braking is provided by the second system. Any loss of hydraulic pressure energizes a safety warning light on the instrument panel when the brake pedal is depressed.

Also new are energy-absorbing arm rests and an impact-absorbing steering wheel with deep-padded hub. Arm rests are designed to collapse on lateral impact, yet offer comfortable support in normal use by means of a unique honeycomb-core design encased in energy-absorbent urethane foam. Steering wheels are of the Ford-pioneered deep-dish type with a deep-padded hub designed to collapse progressively on impact. An inner core of multi-density foam is trimmed in soft vinyl for maximum protection.

A new turn signal design offers a lane-changing feature. When a driver is about to change lanes, he applies slight pressure to the turn signal lever, immediately activating the signal. When pressure is released, the lever returns to the start position. For normal turn use, additional pressure moves the lever past a detent, where it functions in the usual manner.

Other standard equipment safety items on the 1967 Mustang are:

- Non-overriding door locks.
- Padded windshield pillars.

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- Day/night non-glare inside rear view mirror encased in a vinyl frame and attached with a breakaway or double pivot mounting.
- Remotely-controlled outside rear view mirror.
- Seat belt reminder light.
- Front seat belt retractors.
- Push button release seat belt buckles.
- Padded instrument panel.
- Emergency flashers.
- Thick laminate safety glass windshield.
- Safety door latches and hinges.
- Padded sun visors.
- Windshield washers.
- Two-speed windshield wipers.
- Passenger-guard door locks.
- Back-up lights.
- Front seat shoulder harness anchors.
- Tire safety rims
- Corrosion resistant brake lines.
- Uniform shift quadrant.
- Reduced glare instrument panel and wiper arms and blades.
- Folding seat back latches (station wagons).

FACTORY INSTALLED OPTIONS

For 1967, the list of Mustang options has been expanded to make it easier than ever for the buyer to 'custom design' his own Mustang. Leading the list of new options is a simplified Fingertip Speed Control system which automatically maintains cruising speed on turnpikes and expressways.

The new system has its primary control button built into the turn signal lever, allowing the driver to actuate the system at the touch of a finger. The new speed control system will hold the car at any desired speed between 25 and 80 miles per hour. The slightest pressure on the brake pedal instantly releases the control.

By rotating a sleeve on the turn signal lever to the "resume" position, the speed control system automatically will bring the car to the speed previously selected. The new system provides relaxed turnpike cruising, affording the driver fewer distractions.

A new Tilt-Away Steering Wheel also is offered for 1967. By pushing the turn signal lever forward, the driver has a choice of nine different steering wheel tilt positions. He can select the position most comfortable for him and change it at will to help reduce fatigue on long drives. When the car and engine are stopped and the shift lever placed in "Park", the steering wheel swings upward and to the right automatically as the driver's door is opened. This provides maximum room to enter or leave the driver's seat. The steering wheel locks into its previous location when returned to its normal position by the driver upon re-entering the car.

Other new options for 1967 include a custom exterior trim group, GT performance equipment option, a special interior decor option, a new Convenience Control light panel, and a deluxe, fully-integrated Selectaire air conditioning-heating system. These new options are only a few of the multitude of options available to 1967 Mustang buyers.

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1967 MUSTANG MODEL AVAILABILITY

<u>Series</u>	<u>2-Door Hardtop</u>	<u>Convertible</u>	<u>2 + 2 Fastback</u>
Mustang	X	X	X

1967 MUSTANG GENERAL SPECIFICATIONS

	<u>2-Door Hardtop</u>	<u>2-Door Convertible</u>	<u>2+2 Fastback</u>
<u>General Dimensions (Inches)</u>			
Length - Overall	183.6	183.6	183.6
Width - Overall	70.9	70.9	70.9
Height - Overall	51.6	51.6	51.8
Wheelbase	108.0	108.0	108.0
Tread - Front	58.0	58.0	58.0
Rear	58.0	58.0	58.0
<u>Curb Weight (Basic Vehicle)</u>			
200 CID Six - Standard Transmission	2696	2856	2723
<u>Interior Dimensions (Inches)</u>			
Front Compartment			
Effective Head Room	37.4	37.8	37.3
Max. Eff. Leg Room	41.8	41.8	41.8
Shoulder Room	53.4	53.4	53.4
Hip Room	53.9	53.9	53.9
Rear Compartment			
Effective Head Room	35.9	35.9	*
Max. Eff. Leg Room	28.8	28.8	*
Shoulder Room	53.9	43.5	*
Hip Room	50.9	43.5	*
<u>Luggage Compartment</u>			
Lift Over Height (Inches)	29.2	29.2	29.2
Usable Luggage Capacity (Cu. Ft.)	9.2	7.7	5.1

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ENGINE/TRANSMISSION CHART

Engine	Cu. In. Disp.	Carb.	Horsepower @ RPM	Torque @ RPM	Comp. Ratio (to 1)	Bore & Stroke	Exhaust System	Fuel	Trans. Avail.
200 Six	200	1-V	120 @ 4400	190 @ 2400	9.2	3.68 x 3.13	S	Reg.	3-C
289 V-8	289	2-V	200 @ 4400	282 @ 2400	9.3	4.00 x 2.87	S	Reg.	3-4-C
289 V-8	289	4-V	225 @ 4800	305 @ 3200	9.8	4.00 x 2.87	S	Prem.	3-4-C
289 V-8	289	4-V	271 @ 6000	312 @ 3400	10.0	4.00 x 2.87	D	Prem.	4-C
390 V-8	390	4-V	320 @ 4800	427 @ 3200	10.5	4.05 x 3.78	D	Prem.	3-4-C

SYMBOLS:

- 3 - 3-speed manual, fully synchronized
- 4 - 4-speed manual
- C - Cruise-O-Matic (3-speed automatic)