

MUSTANG II

...THE RIGHT CAR AT THE RIGHT TIME

**YOU'VE GOT
A LOT TO SELL
WITH MUSTANG II**

- New Ride...
like No Other
- Fresh Styling
...with A European Touch
- Exclusive Engineering
Refinements
- Luxury Appointments
in A Small Car



THE SPORTY COMPACT,
WITH BIG-CAR RIDE
AND ELEGANCE!



Yes, Mustang II is the sellable one for '74. Sell its newness, its style, its ride and responsiveness. Sell its quality that compares with the world's finest luxury cars. Sell Mustang II as the one car that fits the needs of America's young and young-at-heart in the seventies. It's everything a small car should be. Restyled and re-engineered to be a trend-setter like the original Mustang proved itself to be in the sixties. The market is ready. Make lightning strike twice with Mustang II... the right car, at the right time.

4 NEW MODELS...2 BODY STYLES ...that's the classy

DISTINCTIVELY DESIGNED FOR THE SPIRIT AND GO OF THE SEVENTIES

Mustang...the car that came thundering out of nowhere in the Sixties to create and dominate the "pony car" market...has inspired an all-new trend setter for the Seventies—Mustang II. It's a whole new concept in motoring. Mustang II is small and economical, yet is a luxurious car with a jewel-like excellence of manufacture comparable to the world's finest cars. In short, it's a classy little car. Four exciting models...in two body styles...each with a youthful, jaunty personality are sure to make Mustang II the "IN" car for '74.

2 sporty hardtop models



TWO-DOOR HARDTOP

This is the basic Mustang II. A totally new, sporty compact that's 19 inches shorter than the '73 Mustang, and nearly 7 inches shorter than the original '65 model. Yet, Mustang II is roomy and comfortable, with head room and front leg room greater than '73 models. And you'll find standard—costly appointments like a tachometer, as well as fuel, ampere and temperature *gauges*, cut-pile carpeting and simulated burled walnut appliqué. Mustang II uses a new single unit, fiber-reinforced, headlamp and grille panel to eliminate separate unattractive fender extensions. And the color-keyed, urethane-covered bumpers are not just added on, but blend into the fully integrated body styling for a clean, neat appearance. Notice also the special high-luster aluminum trim moldings with sleeve connections for smooth precise fits like those used on Thunderbird and Mark IV.



TWO-DOOR "GHIA" HARDTOP

Luxury and elegance, that's Ghia, the hallmark of small car splendor. It has exceptional exterior beauty, including a seamless vinyl roof graciously designed in a raised padded effect and highlighted with the Ghia emblem. Dual color-keyed, remote control mirrors and a stunning pin-striping on the hood, bodyside and rear lower quarter panels, as well as vinyl insert bodyside molding, give Thunderbird-like distinction to Ghia's striking profile. And Ghia's plush interior sets it apart as representing the finest in decor...appointments like super-soft vinyl or deluxe Westminster cloth bucket seats, 25-ounce cut-pile carpeting (like Thunderbird and Mark IV) and a unique digital clock...the only Ford Division car to offer this special feature.

MUSTANG II

2 sleek 3-door models



THREE-DOOR 2+2

The Mustang II, 2+2 has something of a dual personality. The sporty, fastback roofline sweeps down to form a large third door. It easily opens pneumatically, providing convenient access to a spacious, cut-pile carpeted load space . . . and a standard fold-down rear seat. With the seat up you have a nifty four-passenger fastback. Snap down the rear seat and you have an intimate 2-passenger personal car with a long, carpeted cargo area. And to complement the beautiful sweepback styling, styled steel wheels.

THREE-DOOR MACH 1

Mach 1 is a car for the young-at-heart customer who thinks performance. Check its many standard features: a totally new 2.8-liter V-6 engine, dual exhausts, dual, remote control racing mirrors, black rocker panels and Mach 1 identification on lower front quarter, styled steel wheels with chrome trim rings, steel-belted radial ply tires with sporty raised white letters, bright bodyside molding and accent tape on lower back panel. Inside, your customer can have all the standard luxury of "2+2" models, or if they prefer, the optional Luxury Interior Group.

a closer
look at
styling
highlights



The Mustang Look—One-piece front end with integrally styled urethane covered bumper



Touch of European Styling—Traditional Mustang three-bar taillights with center amber turn signal



Distinctive Pinstriping—For Mustang II owners who want elegant color accents in the Thunderbird tradition



Vinyl-Insert Bodyside Molding—Color-keyed and integrated with side marker lights

SEE PAGES 4-5 FOR EXAMPLES OF JEWEL-LIKE FIT AND FINISH.

Demonstrate **MUSTANG II's**

OUTSIDE...INSIDE...UNDER THE

Ford's "The Closer You Look, the Better We Look" ads are sure to result in customers inspecting Mustang II with a "show me" attitude.

So invite your customers to quality check the Mustang II. Begin by going over the exterior fit and finish. Open the doors and point out the beautiful interior. Invite buyers

to drive Mustang II and personally experience its total quality. And during the ride, talk about hidden values, the wide choice of options and unique or exceptional features. See if your customers don't feel that a car that's put together right, in all details . . . will look better, run quieter and ride more comfortably.

Outside Quality Check

A customer's first impression is obviously very important. Begin by pointing out the overall look of precision and neatness . . . how the entire car has been carefully fitted together and smoothly finished.



FIT AND PAINT FINISH—Invite customers to sight down the side of Mustang II and note the precise fit and smooth finish. Explain that the assembly and painting process for Mustang II is completely new. Impress upon them the fact that Mustang II's fit comes from assembling fenders, doors, hood, rear deck, roof and body *completely* before painting. As a result, body panels have closer tolerances and more consistent paint color, depth and lustre. And to top off Mustang II's great exterior fit and finish story, the paint thickness is 33% thicker than in 1973.

TRIM AND MOLDING—Walk around the Mustang II and observe the snug, even fit of bright trim. Explain that the moldings are extra-bright "Class A" aluminum like that used on Thunderbird and Mark IV. They feature "sleeve and lap" connections for a precise fit and smooth finish, without the unsightly buckle joints found on some other cars. If the car has a vinyl top, show how it fits tightly over the entire surface, without normal roof seams.

DOORS—Open and close the doors. Comment on how they latch firmly with a solid "slam." Have your customers repeat this action, and point out to them how the handles are recessed and easy to operate. Point out how the doors fit flush with the surrounding sheet metal. Observe that the "shut lines" or seams between the door and body are uniform, as are those of the hood and trunk.

Inside Quality Check

This is your customers' most personal contact with their car. Thus, interior appearance, comfort and functional operation of controls are important to continuing satisfaction. You'll close many sales with these quality features.



DOOR AND TRIM—Open the door and point out how the soft, color-keyed door panel harmonizes with seat trim. Note the carpeted "scuff" area on the bottom that's easy to clean in order to maintain that new-car look longer. Get inside the car with the customers and have them close the door. Note the accessibility of door locks and latches, and how the doors fit closely to surrounding interior molding. Explain that simulated woodgrain areas have excellent durability because they feature *bonded* panels.

CARPETING AND HEADLINING—Ask your customers to brush their hands over the carpeting. Comment on its thick, luxurious cut-pile texture and how flat and snugly it fits around seat bases, transmission tunnel and door sills. Have them feel the padding under flat areas and note the absence of unsightly raw edges. Invite the customer to touch the headlining and experience its plush, soft-padded feel. Observe how evenly it fits around the edges.

SEATS—Suggest to your customers that they bounce lightly on the seats and observe the comfortable foam cushioning . . . without excessive stiffness. Point out the full-width head restraints . . . and the contoured seat back panel that provides more rear seat knee and leg room. Note how the upholstery has an expensive tailored look. Invite your customers to rub their hands over the fabric, and observe its smooth fit and how all seams are neatly stitched.

Outstanding "fit and finish" SKIN... ON THE ROAD

Under the Skin... Quality Check

Not all of Mustang II's quality is visible or easily experienced. So you'll have to explain how the following examples, plus many others, add comfort, reliability and durability to Mustang II.

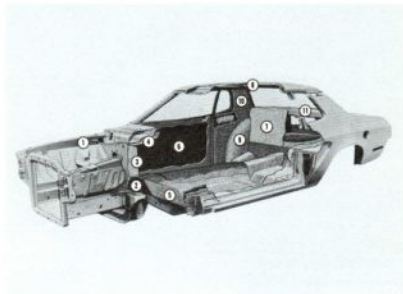


BODY CONSTRUCTION—The Mustang II features an integral all-welded body platform that provides great strength with light weight. Mustang II also has a "halo roof" structure. Unlike conventional roof designs, the halo roof requires fewer inner sheet metal panels... thus giving more head room than would normally be possible in a car of Mustang II's size.

RUST PREVENTION—Improved resistance to corrosion is achieved on Mustang II by *flowing*, rather than spraying, a phosphate coating on the body. This allows a thicker and more complete coverage in corners and pockets. Next, the body receives a high voltage charge in an electroplating tank to deposit an anti-rust epoxy primer. A second control primer is added to improve paint adhesion and resistance to corrosion. Galvanized steel is used in areas particularly susceptible to corrosion, such as rocker panels and front and rear side rails. Zinc-rich primer is applied to key areas, such as door panel interiors and wheel splash panels for added corrosion protection.

BODY SEALER AND INSULATION—A heat-curing vinyl sealing material is applied to the full length of all outer panel seams and joints to effectively seal out dust and moisture. Windshields and rear windows are sealed with special rubber compound moldings that retain their elas-

ticity and a tight seal. Mustang II also incorporates the latest insulation techniques derived from an exhaustive study of sound deadening. Many of them, such as molded fitted insulators, have previously only been used on luxury cars. For a detailed review of insulation materials, see page D-12 in the Mustang section of the Car Facts Book.



On the Road...Quality Check

The appearance of a car is obviously important to buyers, but most often the real clincher is the way it "feels." Now that your customer is acquainted with the Mustang II, suggest a test drive to experience its full measure of quality.

QUIETNESS—A smooth, quiet ride is the hallmark of a car with superior quality. Close all windows and turn off accessories such as heaters or air conditioner, and drive at highway speeds over rough, bumpy roads. Observe the quietness and lack of squeaks or rattles. Note the absence of wind whistling.

COMFORT—Demonstrate to your customer on a rough road of his choice, how Mustang II is designed for comfort! Point out that there's plenty of leg and knee room.

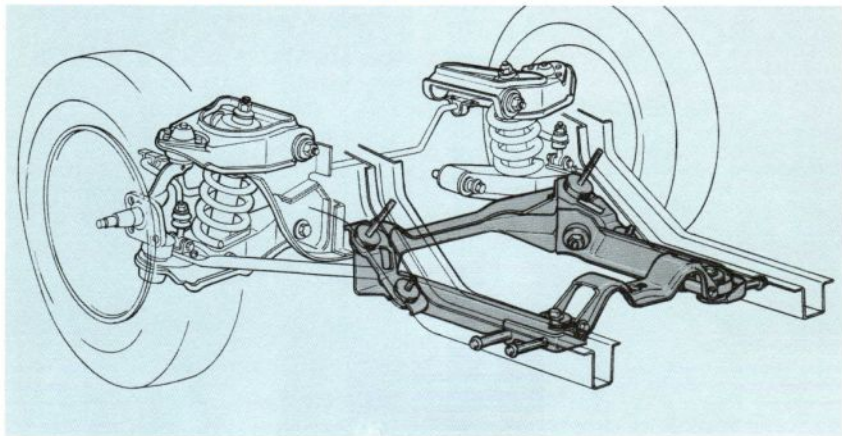
HANDLING—While your customer maneuvers the Mustang II, emphasize the quick, smooth steering response, precise steering and the solid, stable "under control" feel without excessive sway or lean.



MUSTANG II's Ride and Handling..

Nothing will close a sale faster than a ride in the '74 Mustang II. Once your customer buckles up and experiences Mustang II's crisp, precise handling...and smooth, quiet ride...they will know that Mustang II is the way to go in '74.

IT ALL BEGINS WITH NEW "SUB-FRAME" CONCEPT



The new sub-frame was designed specifically for Mustang II, and provides a powerful sales feature and built-in advantage over most small cars. This type of "second-tier isolation" is designed to cushion front-end road disturbances while dampening power train vibrations. The sub-frame of heavy gauge steel is a concept used by many luxury cars. Six rubber mountings separate the sub-frame from the body platform to cushion road disturbances from the front suspension and driveline before they reach the main structure.

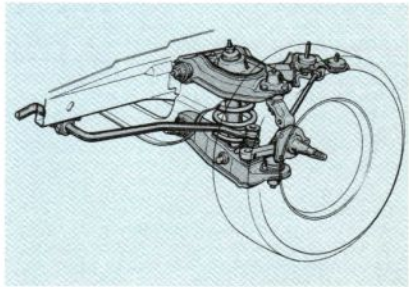
Additionally, the axial strut and rear engine mount are connected to the sub-frame, reducing vibration normally transmitted directly to the passenger compartment.

wheel to roll rearward with the punch, thereby absorbing a portion of the jolt normally passed directly to the passenger compartment of other small cars.

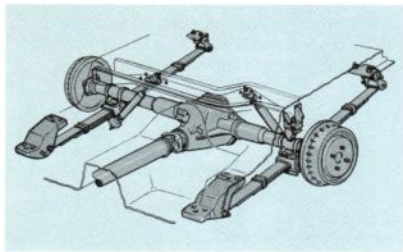
The ball joints and tilted upper control arms combine to reduce "nose diving" that can occur during sudden braking. The stabilizer bar is mounted in rubber and minimizes front end lean when cornering.

NEW FRONT SUSPENSION

The front suspension coil springs are located between the control arms, thus providing more room in the engine compartment by eliminating spring towers and more effectively absorbing vertical movement and vibration of the wheel. The axial strut behind the wheel has a thick rubber bushing that allows slight rearward movement of the front wheel and takes the edge off a shock when the wheel makes contact with an obstruction. It allows the front

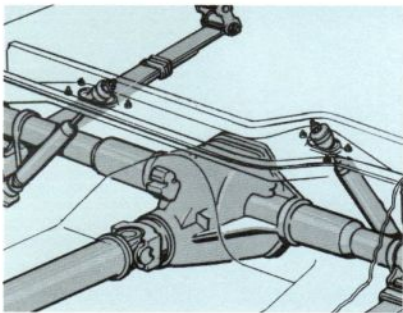


Super-Saleable in '74



REAR SUSPENSION ALSO IMPROVED

More rubber isolates the rear axle and body attaching points. "Iso-clamps" fully wrap the long, 50-inch leaf springs in rubber, reducing shock and vibration normally transmitted to the passenger compartment.

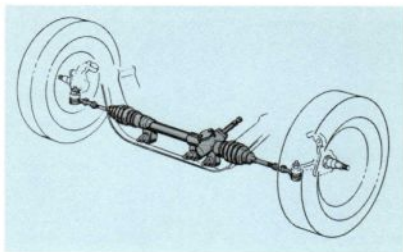


"STAGGERED" REAR SHOCKS NOW STANDARD

Staggered rear shocks are now standard on all Mustang II models, to prevent wheel hop and improve traction during acceleration and braking. A strong selling point to knowledgeable sporty car buyers.

RACK-AND-PINION STEERING

Rack-and-pinion steering . . . a feature on many European Grand Touring cars . . . is standard on all Mustang II models. The steering rack housing is mounted on three large rubber bushings to isolate road shocks from the steering. Many small-car customers are familiar with steering wheel vibration. They will react favorably to the quality feel of Mustang II's rubber-dampened steering. They will like the precise steering response of standard rack-and-pinion steering.



And for customers who want the ultimate in control and ease of steering, especially when parking, there's optional power-assist rack-and-pinion steering. An important feature for some women drivers.



RADIAL TIRES

Steel-belted radial ply tires, are standard equipment on Ghia and Mach 1 models. Radial tires for the Ghia feature white sidewalls, while Mach 1 radials are blackwalls with raised white letters. Either of these radials are optional on all other Mustang II models. In addition, *wide oval*, steel-belted radial ply tires are available as optional equipment on all Mustang II models.

Sell **MUSTANG II's** Interior Luxury

Mustang II's stunning interior styling features built-in functional beauty to help sell your prospects. Invite your customers to operate the controls, adjust the seats and open the no-spill glove box. Be sure to mention the items they just can't see...like approximately 50 pounds of sound deadeners, in addition to full insulation of the passenger compartment.

BEGIN WITH THE SEATS

Point out Mustang II's all-vinyl, low-backed bucket seats with their integrated full-width adjustable headrests, horseshoe bolster, button design upholstery and super-soft vinyl seat covering. Demonstrate how quick and easy it is to adjust the seats with convenient side-mounted seat back release.



THE LUXURY INTERIOR GROUP

The Luxury Interior Group affords you an excellent selling tool for the customer who wants the ultimate interior. It's standard on Ghia models and optional on all other Mustang II's. The Luxury Interior Group includes deluxe seat and door trim with large armrests, deluxe soft rear seat quarter trim, deluxe color-keyed seat belts, 25-oz. color-keyed, cut-pile carpeting (same as used on Thunderbird and Mark IV), bright parking brake with simulated woodgrain handle, large parking brake boot with rear ash tray and a Super Sound Package.



...and Passenger Comfort

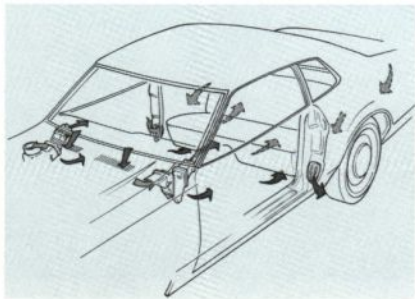
FOLD-DOWN REAR SEAT

Prospects who indicate an occasional need for extra load-carrying capacity should be shown the 3-door Mustang II. This type of car has proven very popular with sportsmen, salesmen, outdoor people and young buyers. The rear seat folds down to reveal a long load floor that features over 27 cubic feet of carrying space plus full-length, color-keyed, cut-pile carpeting.



CHECK THE ALL-NEW INSTRUMENT PANEL

Mustang II's all-new instrument panel is handsomely highlighted with simulated woodgrain appliqué, and includes items that are usually available only as optional equipment. A tachometer, for instance, is standard. So, too, are ammeter, fuel and temperature *gauges*, instead of warning lights.



DIRECT-AIRE VENTILATION

Mustang II's high/low ventilation system provides fresh air flow through the vehicle with the windows rolled up . . . a convenience that helps eliminate wind and traffic noises. Push-pull knobs located just below the air registers control the direction of air flow.

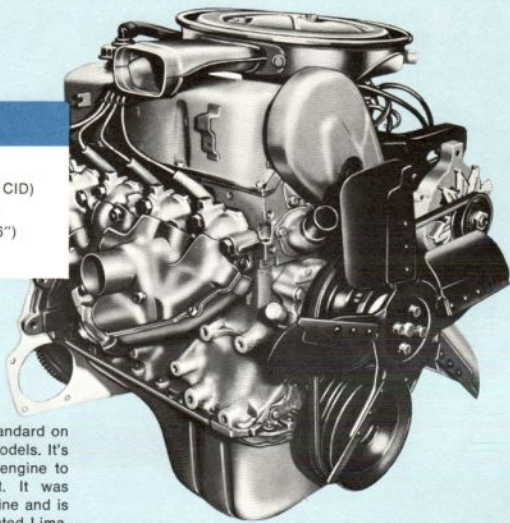
ALL-NEW **MUSTANG II** POWERTRAINS...

Introducing the NEW Engines

2.3-Liter Engine

SPECIFICATIONS

Cylinders	4 In-line
Displacement	2.3-liters (140 CID)
Bore	96mm (3.78")
Stroke	79.4mm (3.126")
Carburetion	2V



The all-new overhead cam engine is standard on all Mustang IIs in '74, except Mach 1 models. It's the first American designed and built engine to use metric measurements throughout. It was based on the German-built 2.0-liter engine and is built in the ultra-modern, highly automated Lima, Ohio engine plant. Design features include:

- A precision-molded, cast-iron block and head for durability and stability.
- A counterweighted crankshaft supported by five main bearings.
- An overhead camshaft supported by four bearings.
- Automatic hydraulic valve adjusters designed to reduce maintenance and noise.
- Two-venturi carburetion.
- Crossflow high-velocity manifold.
- Improved quick-heat air intake for optimum economy and emission control.

- Reduced shaking forces and internal stresses and an improved engine cover design for easier timing.

The non-reciprocating hydraulic valve adjusters are a new Ford feature. Automatic adjustment takes place in the pedestal rest of the valve-operating finger or lever, with the cam operating on the midpoint of the finger.

FOR SPORTY, SPIRITED RESPONSE

2.8-Liter Engine

SPECIFICATIONS

Cylinders	6-60° V
Displacement	2.8-liter (171 CID)
Bore	83mm (3.66")
Stroke	68.5mm (2.70")
Carburetion	2V

The new 2.8-liter V-6 engine is standard on '74 Mach 1 models and optional in all other Mustangs. Design features include:

- Mechanical valve train designed for higher RPM acceleration performance.
- Compact, lightweight V-6 design.
- A cast-iron block designed for durability and stability.
- High velocity/high flow induction system to improve driveability and performance.
- Two-venturi (staged) carburetion engineered for economy.
- Air cleaner hot/cold stove to improve cold starts and driveability.

Mustang II Transmissions

MEET AN ALL-NEW FOUR-SPEED TRANSMISSION

An all-new, floor-mounted, 4-speed manual transmission is standard on all 1974 Mustang IIs for both 4-cylinder and V-6 engines. Design features include:

- Lightweight aluminum housing.
- Optimum spacing between gear ratios for smooth, efficient performance.
- European-style, single-rail, enclosed shift mechanism for a positive shift "feel."

FORD SELECTSHIFT CRUISE-O-MATIC TRANSMISSION

Ford's famous SelectShift Cruise-O-Matic transmission is optional with either 4-cylinder or V-6 engines on all 1974 Mustang IIs.

POWER TEAM SELECTIONS

Engine	Transmission	REAR AXLE RATIOS						
		4-Speed Manual			Cruise-O-Matic			
	4-Speed	Cruise-O-Matic	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok
2.3L	Std.	Opt.	3.55	—	3.55*	3.55	—	3.55*
2.8L	Std.	Opt.	3.55	—	3.55*	3.55	—	3.55*

*All air conditioning axle ratios are 3.55

MUSTANG II's ALL-STAR



THREE NEW METALLIC GLOW EXTERIOR FINISHES

A choice of Green Glow, Ginger Glow and Tan Glow in metallic finishes that mirror the appearance of extra depth due to control and size of reflective metallic aluminum particles in this special paint formula. A distinctive finish that adds distinctive flair to Mustang II's dashing spirit.



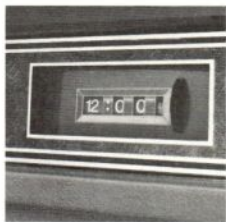
HEATED BACKLITE

Optional on all Mustangs, the heated backlite defogs the glass and melts ice and snow. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible, the unit does not interfere with the driver's rear vision, due to wide spacing between lines. A switch on the instrument panel with an ON "reminder" light operates the unit. A higher output alternator is included with this option.



FLIPPER REAR QUARTER WINDOWS

Available on 3-door models only. Provides a pivoting type window, held in open or closed position by a toggle latch, and produces excellent flow-through ventilation.



DIGITAL CLOCK

Standard on Ghia model and with the new Rallye Package. This new extra accurate quartz crystal regulated digital clock is located in the center of the right-hand side of the instrument panel for easy viewing. Readout appears in Arabic numerals on four rotating

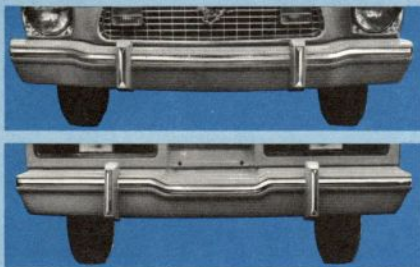
drums in hours and minutes and seconds, similar to household digital clocks.



PINSTripES

Standard on the Ghia, optional on all other models except the Mach I. This pinstripe paint treatment on the hood, bodyside and rear lower quarter adds a distinctive, sporty touch to Mustang IIs.

OPTION LINEUP FOR 1974



BUMPER GUARDS, FRONT AND REAR

This attractive and functional option is designed to offer added protection to Mustang II's new bumpers. Both front and rear bumper guards are covered in color-keyed urethane and include bright stainless steel accent strips.



SUNROOF

A manually operated sunroof is available on Mustang II 2-door models with or without the optional vinyl roof. Drivers enjoy the benefits of a convertible with the security of a hardtop. Opens or closes with just a few turns of a handle. Seals tightly when closed to keep out noise and weather.

OTHER VALUE-RIGHT OPTIONS

- **Power Assist "Rack-and-Pinion" Steering**—exclusive with Mustang II among all American-built cars; a new option that provides added control and ease of steering, especially in parking situations.
- **Appearance Protection Group**—with front floor mats, spare tire lock, door edge guards (except Mach I), license plate frames and locking gas cap.
- **SelectAir® Air Conditioner**—fully integrated into instrument panel and provides temperature and humidity controlled comfort with all windows closed.
- **AM/FM Stereo Radio and Tape Player**—three ways to

musical pleasure for true stereo reproduction with excellent sound, clarity and tonal range.

- **Anti-Theft Alarm System**—this solid-state electronic device senses any intrusion or attempted intrusion to passenger or luggage compartment, armed by locking doors with door key.
- **Bodyside Molding**—standard on Ghia, features a wide vinyl insert bodyside molding with a color-keyed insert and integrated with side marker lights.

See next page (14) for complete list of optional equipment.

MUSTANG II OPTIONS

Appearance/Protection Equipment

Anti-Theft Alarm System
Appearance/Protection Group
Bumper Guards
Rocker Panel Molding
Vinyl-Insert Bodyside Molding
Metallic-Glow Paint
Pinstripe Option
Vinyl Roof
Leather-Wrapped Steering Wheel
Picardy Velour Cloth Trim
Luggage Compartment Trim
Trim Rings
Styled Steel Wheels

Audio Equipment

AM Radio
AM/FM Monaural Radio
AM/FM Stereo Radio
AM/FM Stereo Radio with Tape Player

Comfort/Convenience Equipment

SelectAir Air Conditioner
Automatic Seat Back Release
Deluxe Seat Belts
Digital Clock
Console
Convenience Group
Electric Rear Window Defroster
Tinted Complete Glass
Light Group
Luxury Interior Group
Outside, Dual Color-Keyed Mirrors
Flipper Rear Quarter Windows
Fold-Down Rear Seat
Manually Operated Sunroof
Super Sound Package

Engines/Transmissions

2.8-Liter 6-Cylinder 2V Engine
SelectShift Cruise-O-Matic

Power Assists

Power Rack-and-Pinion Steering
Power Front Disc Brakes

Special/Heavy-Duty Equipment

Axle Traction-Lok Differential
53-Ampere-Hour Battery
Maintenance Group
Rallye Package
Super Sound Package
Competition Suspension
Forged-Aluminum Wheels

Tires

B78 x 13 BSW
B78 x 13 WSW
BR78 x 13 WSW
BR70 x 13 B/WL
CR70 x 13 WSW
CR70 x 13 B/WL

MUSTANG II FOR 1974

... styling, spirit and features
to capture the American heart!

STANDARD EQUIPMENT ON ALL MODELS

- Argent eggcrate-style oval grille
- Single sealed beam headlights
- One-piece front end
- Color-keyed front and rear urethane-coated bumpers
- Sporty rectangular parking lights/turn signals
- Chrome outside mirror, left side
- Bright die-cast Mustang II ornaments
- Recessed exterior door handles
- Keyless locking
- Large 3-pod design taillights
- Center lens backup light
- Amber turn signal
- Hatch-type hood with inside release
- Slim, high luster trim moldings
- Bright stainless steel full wheel covers
- Simulated woodgrain instrument panel
- Tachometer, fuel, ammeter and temperature gauges
- Warning lights for oil, seat belt and brakes
- Deluxe 2-spoke steering wheel
- Low-back bucket seats, full-width headrests
- Color-keyed door trim panels
- European-type armrests and integral pull handle
- Headlining in cut-sew design soft vinyl
- 3-point restraint system with ignition interlock and warning buzzer
- Safety-type rearview mirror
- Floor-mounted shift lever with simulated woodgrain knob
- New 2.3-liter OHC 4-cylinder engine, except Mach 1
- New floor-mounted 4-speed manual transmission
- Rack-and-Pinion steering
- New isolated sub-frame
- New Iso-clamp rear suspension
- Front stabilizer bar
- Short and long arm type independent front suspension
- Manual front disc brakes
- Tunnel-mounted parking brake
- Blend-air type heater/defroster
- DirectAir Ventilation
- B78 x 13 BSW tires
- Staggered, soft-mount shock absorbers
- 13-gallon fuel tank

ADDED GHIA STANDARD FEATURES

- Distinctive vinyl roof with "C" pillar appliques and Ghia emblem
- Dual color-keyed remote control mirrors
- Pinstripe paint treatment on hood, bodyside and rear quarter
- Wide vinyl insert color-keyed bodyside molding
- Deluxe simulated spoke wheel covers
- Deluxe low-back bucket seats with full-width headrests
- Digital Clock
- Deluxe color-keyed 3-point restraint belts
- Deluxe soft vinyl quarter trim panels with simulated woodgrain appliqué and armrests
- Color-keyed 25-oz. cut-pile carpeting
- BR78 x 13 WSW Radial Tires
- Super Sound Package

ADDITIONAL EXCLUSIVE MACH 1 STANDARD FEATURES

- Deck lid accent tape with die-cast Mustang II ornament
- Bright bodyside molding with die-cast Mustang II ornament
- BR70 x 13 B/WL Radial Tire
- Black paint on lower bodyside, lower back, lower rear bumper, valance panels and between taillights
- Styled steel wheels with trim rings
- 2.8-liter V-6 engine with dual exhausts

MUSTANG II SPECIFICATIONS

BODY DIMENSIONS		2-DOOR HARDTOP	3-DOOR
All dimensions are in inches unless otherwise specified			
GENERAL			
Wheelbase		96.2	96.2
Tread — Front		55.6	55.6
— Rear		55.8	55.8
Height — Overall		49.9	49.6
Width — Overall		70.2	70.2
Length — Overall		175.0	175.0
ENTRANCE ROOM			
Foot Clearance — Front		14.5	14.5
Entrance Height (seat to windcord "H" point)			
FRONT SEAT ROOM			
Head Room (effective)		37.2	36.9
Maximum Leg Room to Accelerator		41.8	41.8
Hip Room		52.1	52.1
Shoulder Room		51.5	51.5
Cushion Depth		14.7	14.7
Steering Wheel to Thigh Clearance		2.9	2.9
REAR SEAT ROOM			
Head Room (Effective)		35.9	34.1
Minimum Leg Room		27.7	27.6
Hip Room		43.1	52.1
Shoulder Room		51.3	51.5
Cushion Depth		9.7	9.7
LUGGAGE COMPARTMENT			
Usable Luggage Capacity (cu. ft.)		6.7	—
Liftover Height		31.4	—
CARGO COMPARTMENT			
Cargo Volume Index (cu. ft.)		—	28.1
Load Floor Length (closed rear door)		—	58.6
Rear Opening Height — floor to header		—	25.8
Minimum Floor Width (between wheelhousings)		—	40.9
GLASS AREA			
Side Glass Exposed Surface Area (sq. in.)		1057.0	1057.0
Windshield Exposed Surface Area (sq. in.)		1363.0	1363.0
Backlite Exposed Surface Area (sq. in.)		753.8	1159.0
Total Glass Exposed Surface Area (sq. in.)		3173.8	3579.0
CURB WEIGHT			
Standard Vehicle			
2-Door Hardtop* (Lbs.)		2743	
Ghia* (Lbs.)		2809	
3-Door (2+2)* (Lbs.)			2822
Mach 1* (Lbs.)			2916

*Above weights with 2300 cc engine (Mach 1—2800 cc) and automatic transmission. Four-speed transmission is 25 pounds less.

TIRE AVAILABILITY SPECIFICATIONS

Tire Size	Sidewall Color	MODELS		
		2-Door Hardtop 3-Door 2+2	Ghia	Mach 1
B78 x 13	BSW	Std.	N/A	N/A
BR78 x 13	WSW	Opt.	Std.	N/A
BR70 x 13	B/WL	Opt.	Opt.	Std.
CR70 x 13	WSW	Opt.	Opt.	Opt.
CR70 x 13	B/WL	Opt.	Opt.	Opt.

BR, CR—Steel-belted radial ply
B/WL—Black sidewall with raised white letters

At the time of release, specifications and prices contained herein are believed to be correct. Ford Division reserves the right to discontinue models at any time or change specifications, designs or prices without incurring obligation.



Ford Division

'74 car merchandising newsflash

**FORD**

DEARBORN MICHIGAN

October 8, 1973

File in Section C-3
CAR FACTS ORGANIZER

To: All Ford Salesmen

MUSTANG II... RIGHT CAR... RIGHT PRICE...

THE RIGHT CAR...

Mustang II is the right car for many of your small car prospects. Mustang II is a careful blend of American and European styling, luxury, responsive handling, economy and big car ride. Its appeal crosses traditional market segment lines and offers driving satisfaction to a variety of small car buyers.

Mustang II has many faces... it is for the economy minded small car prospect who wants an easy handling car at a sensible price and it is also a luxury small car that will attract those prospects who seek elegance and high style in an automobile. Mustang II is also a sporty car that will excite those prospects who thrill to good handling and all-around performance.

... AT THE RIGHT PRICE

Mustang II is priced to offer value to small car prospects consistent with their requirements and it is competitively priced with competition offering similar product content; both foreign and domestic.

Here's how Mustang II's various appeals and price fit into the small car market.

**\$2,895.00**

MAJOR MUSTANG II STANDARD FEATURES

EXTERIOR

- Precise fit and finish
- Color-keyed front and rear urethane-coated bumpers designed into the body with bright accent strips
- Large 3-pod design taillights with 3-color lens
- Slim, sleeve-connected high-luster aluminum trim moldings
- One-piece fiberglass reinforced front end
- Bright stainless steel full wheel covers
- Black windshield wiper arms that reduce sun glare
- Die-cast side marker light bezels

INTERIOR

- Instrument panel with left- and right-hand burl walnut woodgrain woodtone accents
- Tachometer, speedometer, ammeter, fuel and temperature gauges... warning lights for oil, seat belt and brakes
- Deluxe color-keyed 2-spoke steering wheel
- Low-back, all-vinyl bucket seats with full-width head restraints
- Color-keyed, 14-oz. cut-pile carpeting front and rear and on lower door panel
- Soft, color-keyed door trim panels with European-type armrest and integral pull handle
- Headlining color-keyed in soft vinyl
- New 3-point restraint system with shoulder belt retractor on quarter panel
- Lockable glove box

FUNCTIONAL

- 2.3-liter OHC 4-cylinder engine
- Floor-mounted 4-speed manual transmission
- Rack-and-pinion steering
- New isolated sub-frame and front suspension system
- Manual front disc brakes
- Rubber insulated rear suspension system mounted in Iso-clamps
- Staggered rear shock absorbers
- Large 3½-inch insulated drive shaft

PROSPECTS WHO WANT ECONOMICAL TRANSPORTATION

Most of your small car prospects will be interested in the practical and economical aspects of this car. They will be looking for a small car that offers basic transportation but incorporates the standard luxury touches found in Mustang II. The base Mustang II 2-door will have strong appeal to these prospects. Here's how Mustang II stacks up against typical competition.



OPEL MANTA \$3,028.00

- 1.9-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Hub Caps with Trim Rings

MUSTANG II 2-DOOR \$2,895.00

- 2.3-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Wheel Covers

VW SUPER BEETLE \$2,849.00

- 1.6-Liter Engine
- 4-Speed Manual Transmission
- Front Drum Brakes
- Conventional Steering
- Hub Caps

VEGA GT \$2,695.00

- 140 CID Engine
- 3-Speed Manual Transmission
- Front Disc Brakes
- Conventional Steering
- Hub Caps with Trim Rings

The economical transportation minded prospect has definite priorities when purchasing a car. It must be economical to operate and maintain, dependable and easy handling. Most of all it must represent a good value. And once this is impressed upon him, your selling job will be easy.

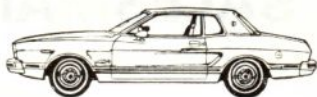
Your value story begins when you compare the Opel Manta to Mustang II 2-door. Opel Manta is priced \$133.00 more than Mustang II 2-door. Both feature 4-speed manual transmission, front disc brakes (Manta power assisted), and rack and pinion steering. Yet, Mustang II is equipped with a 2.3-liter engine, the Opel Manta with a 1.9-liter engine. Mustang II's isolated sub-frame, rubber insulated rear suspension, and staggered rear shock absorbers also put it one up on Manta in the ride and handling department.

Your value story continues when considering the VW Super Beetle priced just \$46.00 below Mustang II 2-door. Mustang II's standard equipment features over that of the Super Beetle are formidable. Consider: 2.3-liter engine; rack and pinion steering; manual front disc brakes; tachometer, odometer, ammeter, and temperature gauges and full stainless steel wheel covers. All of these features have a definite practicality for this prospect. None are available as standard equipment on the Super Beetle. And we think small car prospects will find Mustang II's classic styling more appealing than that of the Super Beetle.

And what about Vega GT; what some GM dealers have called your stiffest domestic competition? Although its priced \$200.00 less than the Mustang II 2-door, emphasize Mustang II's value for the money. Mustang II offers a fully synchromesh 4-speed manual transmission. A 3-speed transmission is standard on Vega GT. Mustang II also includes staggered rear shocks, isolated front suspension, rubber isolated rear springs, and rack and pinion steering as standard equipment. These are important considerations for the prospect concerned with engine efficiency, precise handling and smooth riding. Staggered rear shocks, isolated front suspension, rubber isolated rear springs, and rack and pinion steering are not available on Vega GT at any price. Also ask your prospects to compare Mustang II's soft, color-keyed door trim panels with Vega GT's unadorned panels. There is a real value story here.

PROSPECTS WHO WANT LUXURIOUS STYLING

About three-out-of-ten small car prospects will be interested in buying a small but well styled, luxurious American-built car. The Mustang II Ghia is designed to satisfy this prospect's requirements. Here's how Ghia meets the competition:



CAMARO LT \$3,354.00

- 350 C.I.D. 2V Engine
- 3-Speed Manual Transmission
- Front Disc Brakes
- Conventional Steering
- Bias Ply Belted Tires
- Dual Color-keyed Racing Mirrors
- Conventional Clock

MUSTANG II GHIA \$3,325.00

- 2.3-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Steel-Belted Radial Ply Tires
- Dual Color-keyed Racing Mirrors
- Digital Clock
- Vinyl Roof
- Color-keyed Bodyside Molding

OPEL MANTA LUXUS \$3,251.00

- 1.9-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Bias Ply Belted Tires
- Chrome L.H. Mirror
- Conventional Clock

DATSUN 610 \$3,145.00

- 1.8-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Conventional Steering
- Bias Ply Belted Tires
- Painted L.H. Mirror

TOYOTA CELICA \$3,109.00

- 1.9-Liter Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Steel-Belted Radial Ply Tires
- Chrome L.H. Mirror
- Conventional Clock

This prospect wants luxurious styling appointments and insists the car have the feel of a large automobile, yet be responsive, handle easily and have good passing power. And, he *prefers* American manufactured cars.

The Camaro LT is \$29.00 more than Mustang II Ghia. While almost comparably equipped, Ghia holds the price edge . . . and the value edge for the prospect who wants luxurious styling. A vinyl roof is standard on Ghia; optional on Camaro LT. Mustang II Ghia features a standard 4-speed manual transmission, steel belted radial ply tires and rack and pinion steering to put fun into this prospect's driving. A 4-speed manual transmission and steel belted radial ply tires are optional on Camaro LT. Rack and pinion steering is not available at any price.

Turning to the imports, we find that Opel Manta Luxus is priced just \$74.00 below Mustang II Ghia. Yet, look at what your prospect gets for the money: Steel-belted radial ply tires, dual color-keyed racing mirrors, digital clock, vinyl roof, and color-keyed bodyside molding. Steel-belted radial ply tires, dual color-keyed racing mirrors, digital clock, and color-keyed bodyside molding are not available on Luxus. A vinyl roof is optional at extra cost.

Datsun 610 is priced \$180.00 less than Mustang II Ghia. But once again, value falls with Mustang II. Ghia's standard equipment includes a 2.3-liter engine, rack and pinion steering, steel-belted radial ply tires, dual color-keyed racing mirrors, digital clock, vinyl roof, and color-keyed bodyside molding. You can get an optional vinyl roof on a 610 at extra cost. The balance of Ghia's features are not available on 610.

The Toyota Celica is challenging competition and is priced \$216.00 under Ghia. However, where will the luxurious styling prospect's preference fall? Ghia excels in the fun to drive department with a 2.3-liter engine, rack and pinion steering, and staggered rear shocks. Celica features a 1.9-liter engine. Rack and pinion steering and staggered rear shocks are not available. Luxurious styling? A vinyl roof, dual racing mirrors, and wide, color-keyed vinyl insert bodyside molding standard on Ghia, are not available on Celica. White sidewall tires are standard on Ghia; optional on Celica.

PROSPECTS WHO WANT SPORTS PERFORMANCE

Approximately two-out-of-ten small car prospects will be intensely interested in the exciting, sporty, foreign-looking aspects of a car. Mustang II Mach 1's sporty profile and European-styled appointments will meet this prospect's demand for sports performance. Let's see how Mach 1 fits into this buying segment.



DATSUN 240Z \$4,695.00

- 2.4-Liter 4V Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Steel-Belted Radial Ply Tires
- Single Exhaust
- Wheel Covers
- Chrome L.H. Mirror
- Tachometer, Ammeter, Temperature Gauges

The sports performance prospect is drawn to excitement. He likes foreign type sports cars that are youth oriented and are fun to drive.

Datsun 240Z has experienced great success as a sports car. Now there's Mach 1. And with Datsun's price tag \$1,177 *over* Mach 1 it can become a little difficult to justify the 240Z expenditure. The Datsun has a 2.4-liter 4V engine; the Mach 1 a 2.8-liter 2V. Both meet the sports performance oriented prospects demands with rack and pinion steering, front disc brakes (Datsun's are power assisted), 4-speed fully synchromesh transmission, bucket seats, steel-belted radial ply tires, and full instrumentation. Mach 1 boasts styled steel wheels, bodyside molding, dual racing mirrors, and dual exhausts. None are available on 240Z as standard equipment. In addition, Mach 1 gives your prospect a wide choice of interior color and trim combinations compared to just nine for the 240Z.

CAMARO Z28 \$3,585.00

- 350 C.I.D. 4V Engine
- 3-Speed Manual Transmission
- Front Disc Brakes
- Conventional Steering
- Bias Ply Belted Tires
- Dual Exhausts
- Center Caps with Trim Rings
- Dual Color-keyed Racing Mirrors

The sports performance oriented prospect wants to spend his money as wisely as the next prospect. He can still satisfy his desires for a sporty type car at a good price with Mach 1. And, if he has more to spend, he can zero in on Mustang II's special Rallye Package at \$144.00 and still come out below 240Z's base price.

A look at Camaro Z28 will reveal this competitor is \$67 *more* than Mach 1. However, the Z28 is equipped with a 3-speed manual transmission; the Mach 1 a 4-speed. Both are equipped with dual racing mirrors, dual exhausts, and front disc brakes (Camaro power assisted). Z28 does hold a power advantage with a 350 C.I.D. 4V engine and can boast some performance advantages such as a posi-traction rear axle and sport suspension. But so can Mach 1 with its BR70 x 13 RWL steel belted radial ply tires and the precise handling of rack and pinion steering. Steel belted radial ply tires are optional on Z28 and rack and pinion steering is not available. Also styled steel wheels and tachometer, ammeter, and temperature gauges are standard on Mach 1. They are optional at extra cost on Camaro Z28.

MUSTANG II MACH 1 \$3,518.00

- 2.8-Liter 2V Engine
- 4-Speed Manual Transmission
- Front Disc Brakes
- Rack and Pinion Steering
- Steel-Belted Radial Ply Tires
- Dual Exhausts
- Styled Steel Wheels
- Dual Color-keyed Racing Mirrors
- Tachometer, Ammeter, Temperature Gauges

MUSTANG II's PRICE ADVANTAGES SELL OPTIONS

Mustang II's wide assortment of options provide your prospect with the opportunity to add those extras that will help make their car meet their desires. You can tell your prospects, "The car designed to be designed by you is here." And Mustang II's price advantage over some comparable models can make this job easier. Your prospects can add options and in most cases, still beat the base price on the competition.

As each of the three small car prospect groups had definite priorities in purchasing a car, they also tend towards the purchase of options that are consistent with these priorities.



PRACTICAL AND ECONOMICAL TRANSPORTATION

The economically-minded prospect may spend a little extra on options to make the car fit his precise needs. For example, a Mustang II 2-door buyer can include white sidewall tires, an AM radio, and the protection group and meet the Opel Manta's base price of \$3,028.

LUXURIOUS STYLING

The prospect concerned with luxurious styling will be interested in options that will enhance Mustang II's personality and add to his driving comfort and convenience.

If he's a base 2-door buyer, he can add a 2.8-liter V6 engine, power front disc brakes, power rack and pinion steering, white sidewall tires, and AM radio and come out just \$3.00 over the Camaro LT's \$3,354.00 base price.

SPORTS PERFORMANCE

The sports performance oriented prospect may want options to add even more fun and excitement to his car.

If he longs for a little more in the way of handling and performance, he can equip a Mustang II base 3-door with a 2.8-liter V-6 engine, dual color-keyed racing mirrors, pin stripes, power front disc brakes, power rack and pinion steering, AM radio, Rallye package, and forged aluminum wheels and ring up a total of \$3,941.00, well below Datsun 240Z's base price of \$4,695.00.

And, if he wants more of the sports performance flair, this prospect can have the Mach 1, add power front disc brakes, power rack and pinion steering, the Rallye Package and Selectaire Air Conditioner and come out at \$4,175.00; again, below the 240Z's base price.

READ YOUR MUSTANG II SALESMAN'S SELLING GUIDE



By this time, each Ford salesman should have read the Mustang II Salesman's Selling Guide. If you haven't, you're meeting the small car prospect with less than a full understanding of the Mustang II, its market and the people who will buy it. A careful reading of the Mustang II Salesman's Selling Guide can spell the difference between a

"so-so" year and one that will allow you to realize the sales and commissions that Mustang II can bring.

Also, be certain that every Mustang II prospect has an opportunity to see the Mustang II "Value" tape which will be available in late October.

Competitive prices are manufacturers suggested retail prices for vehicles and optional equipment at the time of printing and are believed to be correct. The prices do not include preparation, state or local taxes and destination charges.

All competitive product data contained herein was obtained from authoritative published sources and is based on the best information available and are believed to be correct. All Ford Division prices are manufacturers suggested retail and do not include preparation, state or local taxes and destination charges. At the time of this release, specifications and prices contained herein are believed to be correct. Ford Division and other automotive manufacturers reserve the right to discontinue models at any time or change specifications, designs, or prices without incurring obligations.



Ford Division



MUSTANG II

The right car at the right time

All-new Mustang II. Ushering in a new line of elegant little cars. With the economy and agility you expect from a unique, small car. And it comes with touches of luxury you'd be hard-pressed to find in most cars regardless of size. Or price.



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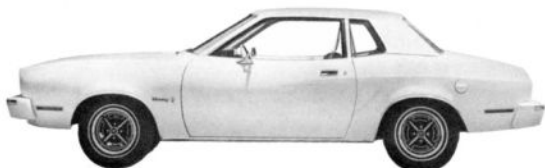
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MUSTANG II ... 4 MODELS

TWO-DOOR MODELS (2)

	Sales Code No.	Body Code No.
Hardtop	02	60F
Ghia	04	60H



Hardtop



Ghia

THREE-DOOR MODELS (2)

	Sales Code No.	Body Code No.
2+2	03	69F
Mach 1	05	69R



2+2



Mach 1



MUSTANG II

**The right car
at the right time**

All-new Mustang II. Ushering in a new line of elegant little cars. With the economy and agility you expect from a unique, small car. And it comes with touches of luxury you'd be hard-pressed to find in most cars regardless of size. Or price.



MUSTANG II HARDTOP



MODEL

2-Door Hardtop

SALES
NUMBER
02

MAJOR STANDARD FEATURES

EXTERIOR

- 96.2" wheelbase . . . 175.0" overall length . . . 70.2" overall width . . . 49.9" overall height
- Bright argent eggcrate-style oval grille . . . bright molding . . . Mustang II ornament in center
- Single sealed beam headlights . . . chrome-plated bezels
- Full, one-piece grille opening panel . . . including fender extensions
- Bright FORD letters front center of hood
- Color-keyed front and rear urethane-coated bumpers with bright stainless-steel accent strips . . . meet 1974 Federal Standards . . . 5 mph front and rear . . . 3 mph corner impacts
- Sporty rectangular parking lights/turn signals, mounted in grille
- Bright die-cast Mustang II ornament on front fenders and rear deck lid
- Recessed exterior door handles . . . keyless locking
- Chrome outside mirror, left-side
- Large 3-pod design taillights with 3-color lens . . . center amber turn signal with inset backup light . . . bright red lens on either side . . . bright chrome bezels
- Hatch hood . . . (inside release lever)
- Slim, high-luster aluminum trim moldings: windshield, backlite, drip rail, rear quarter, door belt, "B" pillar, grille and wheelip
- Bright stainless steel full wheel covers
- Black windshield wiper arms add to European flavor

INTERIOR

- Instrument panel with left- and right-hand simulated burled-walnut woodgrain accents . . . bright periphery highlights, camera black lower panel . . . bright Mustang II nameplate on right side
- Tachometer, speedometer, ammeter, fuel and temperature gauges . . . warning lights for oil, seat belt and brakes . . . three jewels for optional lights
- Deluxe color-keyed 2-spoke steering wheel with Mustang II ornament
- Low-back, all-vinyl bucket seats with full-width head restraints . . . deep-coved seatbacks . . . "U" shaped bolster on seat cushions . . . distinctive button treatment on seat back. Contoured seat back panel provides more rear seat knee and leg room
- Color-keyed, 14-oz. cut-pile carpeting front and rear and on lower door panel
- Soft, color-keyed door trim panels with European-type armrest and integral pull handle . . . bright Mustang II ornament on upper panel
- Headlining color-keyed in soft vinyl . . . cut-and-sew design
- New 3-point restraint system with shoulder belt retractor on quarter panel
- Lockable glove box
- Dual padded sun visors
- Vinyl-coated fiber mat in luggage compartment



FUNCTIONAL

- New 2.3-liter OHC 4-cylinder engine
- Floor-mounted 4-speed manual transmission . . . with simulated woodgrain shift knob
- Rack-and-pinion steering
- New isolated sub-frame
- Manual front disc brakes
- Tunnel-mounted parking brake . . . color-keyed with simulated woodtone handle
- 13-gallon fuel tank
- B78 x 13 BSW non-belted tires

MUSTANG II GHIA



MODEL

2-Door Ghia Hardtop

SALES
NUMBER

04



MAJOR STANDARD FEATURES

EXTERIOR

The luxurious Ghia shares many exterior features with the 2-door hardtop. Some mutual features include:

- 96.2" wheelbase . . . 175.0" overall length . . . 70.2" overall width . . . 49.9" overall height
- Eggcrate-style oval grille in bright argent, bright molding . . . with Mustang II ornament in center
- Color-keyed front and rear urethane-coated bumpers with bright stainless steel accent strips . . . designed to withstand 5 mph impacts
- Sporty rectangular parking lights/turn signals, mounted in grille
- Bright die-cast Mustang II ornament on front fenders
- Bright die-cast Mustang II ornament on deck lid
- Large 3-pod design taillights with 3-color lens . . . center amber turn signal with inset backup light . . . bright red lens on either side . . . bright chrome bezels

The Ghia offers the following exterior features in addition to or in place of those found on the 2-door hardtop:

- Vinyl roof with distinctive "C" pillar appliqué and Ghia emblem
- Dual color-keyed mirrors . . . with right- and left-hand remote control
- Pin stripe treatment on hood, bodyside and rear lower quarter
- Wide, color-keyed, vinyl insert bodyside molding . . . integrated with side marker lights
- Deluxe simulated spoke wheel covers
- BR78 x 13 WSW steel-belted radial ply tires

INTERIOR

The Ghia shares many interior features with the 2-door hardtop. Some mutual features include:

- Simulated burled-walnut woodgrain instrument panel with bright periphery highlights, camera black lower panel . . . left and right high-level ventilation registers
- Instrument cluster with tachometer, speedometer, ammeter, fuel and temperature gauges . . . warning lights for oil, seat belts and brakes . . . three jewels for optional lights
- Right-side instrument panel simulated burled-walnut woodgrain appliqué with bright Mustang II nameplate
- Deluxe 2-spoke color-keyed steering wheel with Mustang II ornament

In addition to or in place of interior features shared with the 2-door hardtop, the Ghia offers the following as standard:

- Deluxe low-back bucket seats in a choice of Westminster cloth or super-soft vinyl . . . full-width head restraints . . . distinctive biscuit-style design.
- Color-keyed, 25-oz. cut-pile carpeting in passenger compartment
- Deluxe soft vinyl quarter trim panels with simulated woodgrain appliqué and armrests



- Deluxe high-level color-keyed door trim panels . . . large armrest . . . simulated woodgrain appliqué and super-soft vinyl with bright Mustang II ornament on upper panel . . . 25-oz. cut-pile carpeting on lower door . . . door light and reflector, and bright molding on lower panel
- Chrome-plated parking brake lever with simulated woodgrain handle
- Deluxe parking brake boot with rear ash tray
- Deluxe shift lever with cut-and-sew styled shift boot
- Deluxe color-keyed seat and shoulder belts
- Digital clock
- Deluxe luggage compartment . . . 10½-oz. gray cut-pile carpeting on floor and quarter panel . . . medium-gray lower back and deck lid trim panels

FUNCTIONAL

In addition to basic features shared with the 2-door hardtop, the Ghia offers:

- Super sound package . . . extra sound-deadening absorbers and mastics throughout the Ghia . . . providing a more quiet ride. See page D-11.

MUSTANG II 2+2



MODEL

2+2

SALES
NUMBER

03

MAJOR STANDARD FEATURES

Mustang II's new 3-door design combines the styling flair of a fastback with the utility of a rear-opening third door.

EXTERIOR

The 3-door 2+2 model shares many exterior features with the 2-door hardtop. Mutual features include:

- 96.2" wheelbase . . . 175.0" overall length . . . 70.2" overall width, 49.6" overall height for 3-door models
- Bright argent eggcrate-style oval grille with bright molding and Mustang II ornament in center
- Single sealed-beam headlights . . . chrome-plated doors
- Full-width, one-piece grille opening panel
- Bright FORD letters front center of hood
- Color-keyed front and rear urethane-coated bumpers with bright stainless steel strips . . .
- Sporty rectangular parking lights/turn signals, mounted in grille
- Bright die-cast Mustang II ornament on front fenders and third door
- Large 3-pod design taillights with 3-color lens . . . center amber turn signal with inset backup light . . . bright red lens on either side . . . bright bezels
- Hatch hood . . . (inside release lever)
- Slim, high-luster aluminum trim moldings: windshield, backlite, drip rail, rear quarter, door belt, "B" pillar, grille and wheelip
- Black windshield wiper arms

Unique 3-door model features:

- Rear-operating third door . . . lift-up type . . . gas cylinders hold-open design . . . narrow frames with large fixed backlite
- Styled steel wheels

INTERIOR

The 3-door 2+2 model shares many interior features with the 2-door hardtop. Mutual features include:

- Instrument panel with simulated burled-walnut woodgrain accents . . . bright periphery highlights, camera black lower panel . . . bright Mustang II nameplate on right side
- Tachometer, speedometer, ammeter, fuel and temperature gauges . . . warning lights for oil, seat belt and brakes . . .
- Deluxe color-keyed 2-spoke steering wheel with Mustang II ornament
- Low-back, all-vinyl bucket seats with full-width head restraints . . . distinctive button treatment. Contoured seat back panel provides more rear-seat knee and leg room
- Color-keyed, 14-oz. cut-pile carpeting front and rear and on lower door panel
- Soft color-keyed door trim panels with European-type armrest and integral pull handle . . . bright Mustang II ornament on upper panel
- Headlining color-keyed in soft vinyl . . . cut-and-sew design
- New 3-point restraint system with shoulder belt retractor on quarter panel



- Lockable glove box
- Dual padded sun visors

Unique 3-door model features:

- The 2+2 model has a fold-down rear seat to accommodate additional passengers or cargo
- 10½-oz., color-keyed, cut-pile carpeting on rear seat back and rear load floor

FUNCTIONAL

The 2+2 shares the following functional features with the 3-door 2-passenger model:

- New 2.3-liter OHC 4-cylinder engine
- Floor-mounted, synchronized, 4-speed manual transmission . . . with simulated woodgrain shift knob
- Precision rack-and-pinion steering
- New isolated sub-frame
- Manual front disc brakes
- Tunnel-mounted parking brake . . . color-keyed with simulated woodtone handle
- Blend-air type heater/defroster with 3-speed blower and illuminated controls
- 13-gallon fuel tank
- B78 x 13 BSW non-belted tires

MUSTANG II MACH 1



MODEL

3-Door Mach 1

SALES
NUMBER

05



MAJOR STANDARD FEATURES

EXTERIOR

The Mach 1 model shares a number of basic exterior features with the 3-door 2 + 2 model. Mutual features include:

- 96.2" wheelbase . . . 175.0" overall length . . . 70.2" overall width . . . 49.6" overall height
- Eggcrate-style oval grille in bright argent, bright molding . . . with Mustang II ornament in center
- Color-keyed front and rear urethane-coated bumpers with bright stainless steel accent strips . . . meet 1974 Federal Standards . . . 5 mph front and rear . . . 3 mph corner impacts
- Sporty rectangular parking lights/turn signals, mounted in grille
- Bright die-cast Mustang II ornament on front fenders and third door
- Large 3-pod design taillights with 3-color lens . . . center amber turn signal with inset backup light . . . bright red lens on either side . . . bright bezels
- Bright FORD letters centered over grille and between taillights

Additional exterior features include:

- Dual color-keyed mirrors with right- and left-hand remote control
- Black paint on lower bodyside, lower back, lower rear bumper, valance panels and between taillights
- Accent tape on lower back
- Bright bodyside molding
- Mach 1 decal on lower front quarter . . . driver and passenger side
- Styled steel wheels with chrome-plated trim rings

INTERIOR

The Mach 1 model shares the luxurious interior features of the 3-door 2+2 model. Features include:

- Simulated burled-walnut woodgrain instrument panel with bright periphery highlights, camera black lower panel . . . left and right high-level ventilation registers
- Instrument cluster with tachometer, speedometer, ammeter, fuel and temperature gauges . . . warning lights for oil, seat belts and brakes . . . three jewels for optional lights
- Right-side instrument panel simulated burled-walnut woodgrain appliqué with bright Mustang II nameplate
- Deluxe color-keyed 2-spoke steering wheel with Mustang II ornament
- Low-back, all-vinyl bucket seats with full-width head restraints . . . distinctive button treatment on seat back



- Fold-down rear seat to accommodate additional passengers or cargo
- Color-keyed, 14-oz., cut-pile carpeting in passenger compartment . . . 10½-oz., color-keyed, cut-pile carpet on rear load floor and rear seat back
- Color-keyed door trim panels with European-type armrest and integral pull handle . . . upper door in soft vinyl with chrome-plated die-cast Mustang II ornament . . . lower door in 14-oz., cut-pile carpeting with bright mylar molding

FUNCTIONAL

In addition to the basic functional features shared by the 3-door 2-passenger and 2 + 2 models, the Mach 1 offers the following:

- New 2.8-liter V-6 engine
- Dual exhausts
- BR70 x 13 R/WL steel-belted radial tires

MUSTANG II STANDARD EQUIPMENT

In addition to the standard features listed, Mustang II includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page i.

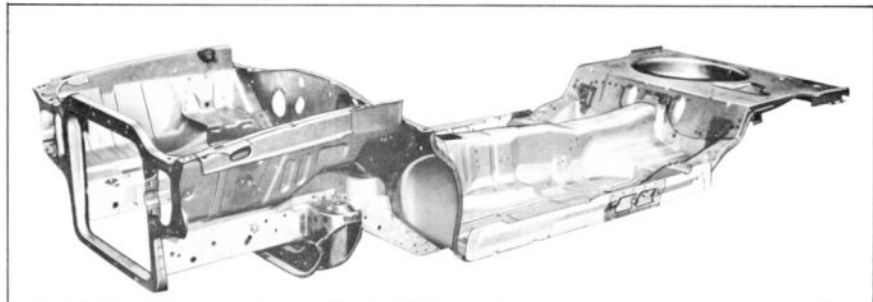
EXTERIOR	2-Door Hardtop	2-Door Ghia	3-Door 2+2	3-Door Mach 1
BUMPERS: Color-keyed urethane front and rear, with bright stainless steel accent strips	X	X	X	X
GRILLE: Oval eggcrate design with bright ornamentation and Mustang II emblem	X	X	X	X
HOOD: Hatch-type hood with inside hood release	X	X	X	X
LIGHTS: Headlights—single sealed-beams with chrome-plated doors	X	X	X	X
Parking lights/turn signals mounted in grille	X	X	X	X
Side marker lights—front and rear with chrome-plated bezels	X	X	X	X
Taillights—3-pod design with center amber turn signal with inset backup light . . . bright red lens on either side . . . chrome bezels	X	X	X	X
MIRRORS: Chrome, left-side	X	X	X	X
Dual color-keyed mirrors with left-hand and right-hand remote control	—	—	—	—
MOLDINGS: Bright trim moldings—windshield, backlite, drip rail, rear quarter, door belt, "8" pillar, grille and wheel lip	X	X	X	X
ORNAMENTATION: Bright FORD letters centered over grille and between taillights	X	X	X	X
Bright die-cast Mustang II ornament on front fenders	X	X	X	X
Bright die-cast Mustang II ornament on decklid/third door	X	X	X	X
Pin stripe paint on hood, bodyside and rear lower quarter	—	—	—	—
Wide vinyl-insert bodyside molding	—	X	—	—
Black paint on lower bodyside, lower back, lower rear bumper, and rear valance panel	—	—	—	X
WHEELS: Styled steel wheels	—	—	X	—
Styled steel wheels with chrome-plated trim rings	—	—	—	—
WHEEL COVERS: Bright stainless steel full wheel covers	X	—	—	—
Deluxe wheel covers	—	X	—	—
WINDSHIELD WIPERS: Black parallel-acting wiper arms	X	X	X	X
VINYL ROOF: Seamless lavant grain with "C" pillar appliqué and Ghia emblem	—	X	—	—
WINDOWS: Ventless with curved side glass	X	X	X	X
Fixed backlite with large glass area on hinged 3rd door	—	—	X	X
DOORS: Recessed exterior handles, keyless locking	X	X	X	X
Third door, lift-up, with fixed backlite and gas cylinder hold-open design	—	—	X	X

INTERIOR	2-Door Hardtop	2-Door Ghia	3-Door 2+2	3-Door Mach 1
ACCELERATOR PEDAL: Suspended-type	X	X	X	X
ARMRESTS: Front, energy-absorbing European-type	X	X	X	X
Rear	X	X	X	X
ASH TRAY: Front	—	X	X	X
Rear, in deluxe parking brake boot	—	X	X	X
CIGAR LIGHTER:	X	—	—	—
CLOCK: Electric digital, mounted in instrument panel	—	X	—	—
CARPET: 25-oz. color-keyed in passenger compartment and on lower door	—	X	—	—
14-oz. color-keyed in passenger compartment and on lower door	X	—	X	X
10½-oz. color-keyed on rear load floor	—	—	X	X
DOORS: Interior pushbuttons, keyless locking	X	X	X	X
DOOR TRIM PANELS: Upper in soft vinyl with bright Mustang II ornament; lower in color-keyed 14-oz. carpeting with bright mylar molding	X	—	X	X
Upper in super-soft vinyl with simulated woodgrain appliqué, bright Mustang II ornament; lower in color-keyed 25-oz. carpeting, bright molding, light and reflector	—	X	—	—
GLOVE BOX: Lockable	—	X	X	—
HAZARD FLASHER: Mounted on steering column	X	X	X	X
HEADLINING: Soft vinyl, color-keyed, cut-and-sew design	X	X	X	X
INSTRUMENT PANEL: Simulated burled-walnut woodgrain with left and right ventilation registers	X	X	X	X
Tachometer, ammeter, fuel and temperature gauges	X	X	X	X
Warning lights for oil, seat belts and brakes	X	X	X	X
R/H simulated burled-walnut woodgrain appliqué with bright Mustang II nameplate	X	X	X	X
LIGHTS: Courtesy light switch	X	X	X	X
Dome light	X	X	X	X
LUGGAGE COMPARTMENT: Vinyl-coated fiber mat	—	X	—	—
10½-oz. gray carpeting on floor and trim panels	—	X	—	—
MIRROR: Rearview, Day/Nite safety-type, vinyl backed and framed	X	X	X	X
PARKING BRAKE: Color-keyed with simulated woodgrain handle	X	—	X	X
Chrome with simulated woodgrain handle	—	X	—	—
SEATS: Bucket with full-width headrest	X	X	X	X
Fold-down rear seat	—	X	X	X
SEAT BELTS: 3-point restraint belts with ignition interlock (front); lap belts (rear)	X	X	X	X
Deluxe color-keyed seat and shoulder belts	X	X	X	X
SHIFT LEVER: Floor-mounted with simulated woodgrain knob	X	X	X	X
STEERING WHEEL: Deluxe 2-spoke steering wheel with Mustang II ornament	X	X	X	X
SUN VISOR: Dual padded	X	X	X	X

FUNCTIONAL	2-Door Hardtop	2-Door Ghia	3-Door 2+2	3-Door Mach 1
BRAKES: Self-adjusting manual—front disc, rear drum	X	X	X	X
Parking brake, tunnel-mounted	X	X	X	X
ENGINES: 2.3-liter 4-cylinder	X	X	X	X
2.8-liter 6-cylinder	—	X	—	—
FUEL TANK: 13-gallon	X	X	X	X
TACHOMETER:	X	X	X	X
HEATER/DEFROSTER: Blend-air type, 3-speed blower, illuminated controls	X	X	X	X
STEERING: Rack-and-pinion	X	X	X	X
SUSPENSION: Front springs on lower arms	X	X	X	X
Front stabilizer bar	X	X	X	X
Rear staggered shocks, multiple-leaf springs/tip liners	X	X	X	X
SUPER SOUND PACKAGE:	—	X	—	—
TRANSMISSION: 4-speed manual	X	X	X	X
VENTILATION: DirectAir	X	X	X	X
WINDSHIELD WIPERS: Electric 2-speed, parallel-acting, with electric washers	X	X	X	X

MUSTANG II FEATURES

CHASSIS FEATURES



PLATFORM CONSTRUCTION

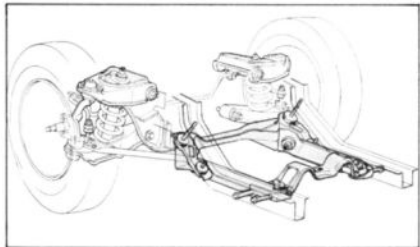
Mustang II's unit-built body design incorporates a platform-type chassis which provides a structural base for the body, as well as an enclosure for the engine. The platform structure also provides a base for the new sub-frame and other underbody chassis component attachments. Features of the design:

- The boxed side rails and stiffening crossmembers are made of sheet steel and are welded to the floor pan to form a strong basic foundation for the body.
- The front and rear side rails are also welded to the floor pan. A "backbone" formed by the full-length tunnel gives the structure substantial rigidity.
- The fender apron panels in the engine compartment are welded to the front side rails at the bottom, and to the dash and cowl at the rear, for front-end rigidity. A one-piece radiator support stamping with a flange at the top connects the apron panels across the front.

SUB-FRAME

The Mustang II uses an isolated sub-frame. No other American car uses this type of "second-tier isolation"—designed to cushion front-end road disturbances while dampening powertrain vibrations. (European luxury cars have long used the sub-frame principle.) The sub-frame, constructed of heavy-gauge pressed steel, is isolated from the body platform front structure by six rubber mountings. These rubber mountings cushion the input of road disturbance from the front suspension and the driveline before they reach the main structure. Major design features:

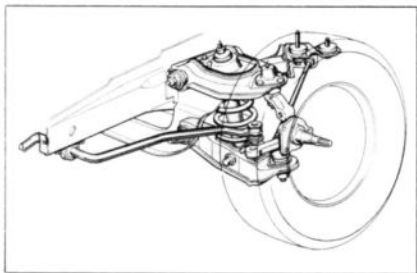
- The front-suspension lower arm axial struts are mounted to



the sub-frame rather than directly to the body platform or chassis frame, thus providing second-tier isolation from front suspension input loads.

- The rear engine mount also attaches to the sub-frame, thus dampening powertrain vibrations, while allowing attenuation of front-suspension input loads over the engine/transmission mass.

The use of a sub-frame and the liberal use of rubber for isolation and insulation are largely responsible for giving the 1974 Mustang II an unusually quiet, comfortable ride—a ride not expected in a car of Mustang II's size.



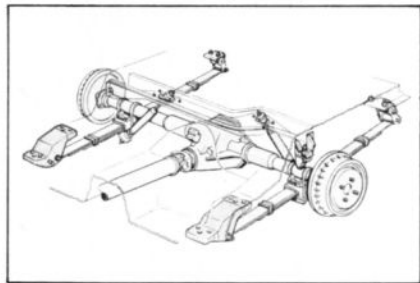
FRONT SUSPENSION

Mustang II uses a short- and long-arm type of independent front suspension, with suspension components isolated from the body platform structure by large rubber bushings. A link-type, rubber-bushed stabilizer bar—standard on all 1974 Mustang II's—connects the lower control arms to prevent excessive lean during cornering. Other design features:

- Coil springs are mounted on the lower arms. This design eliminates the need for high spring towers providing more room in the engine compartment.
- Rubber-mounted struts, attached to the lower control arms and anchored to the isolated sub-frame, allow the front wheels to recoil slightly to lessen road shock.
- Suspension geometry has been designed to minimize toe-in change during front wheel turning to prevent tire scuffing.
- Ball joints and tilted upper control arms combine to minimize "nose diving" that can occur upon sudden braking.

MUSTANG II FEATURES

CHASSIS FEATURES (Cont'd)



REAR SUSPENSION

For 1974, Mustang II's Hotchkiss-type rear suspension features additional rubber insulation at rear axle, spring and body shackle points and at shock absorber mounting points. The liberal use of rubber eliminates metal-to-metal contact, which minimizes noise transfer to the passenger compartment. Important rear suspension features:

- Long, 50-inch, multi-leaf, semi-elliptical springs soak up driving and braking forces to provide a comfortable cushioned ride.
- Spring mounting eyes incorporate extra-large resilient rubber bushings that permit slight rearward wheel movement to help reduce road shock and noise.
- Springs are completely wrapped in rubber at axle housing attachment points, minimizing noise transfer and contributing to "big-car" ride.
- Extra-large resilient rubber bushings in the shock-absorber mounting eyes absorb minor road irregularities, help reduce rolling harshness.
- Rear shocks are positioned at an angle to minimize side sway.
- Rear shocks are staggered (the right is mounted in front of the axle; the left behind it) to help prevent wheel hop and improve traction during acceleration and braking.

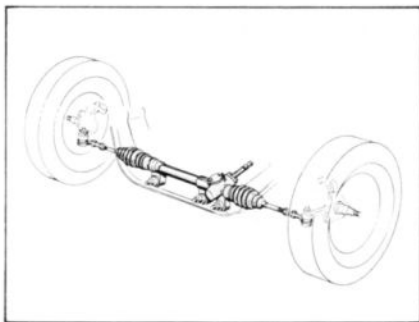
SUSPENSION SPECIFICATIONS

FRONT

Type.....	Independent with Ball Joints
Springs.....	3.5" ID Coil
Shock Absorbers.....	Direct Acting, Integral Rebound Stop-and-Jounce Bumper
Steering Knuckle.....	Integral Spindle and Steering Arm
Wheel Bearings.....	Tapered Roller

REAR

Type.....	Semi-Elliptical Springs
Number of Leaves.....	4
Leaf Length and Width.....	50" x 2.5"
Spring Shackles.....	Compression
Shock Absorbers (Direct Acting)	
Wheel Bearings.....	Single-Row, Double-Sealed Ball



RACK-AND-PINION STEERING

Mustang II's rack-and-pinion steering—a feature found on many European Grand Touring cars—provides precise steering response with minimum effort. In this system a pinion, mounted directly to the steering shaft, engages a linear-toothed section (the rack) of the center tie rod. This is a simple, direct and low-friction system which eliminates the pitman arm, drag link and conventional gear box. Other design features:

- Universal joint at forward-end of steering gear shaft permits shaft to deflect in the event of collision, minimizes transmittal of road vibrations to steering wheel.
- Steering rack housing is mounted on three rubber bushings to reduce road shock and noise.
- Tie rods are short and mounted directly to the spindle arms.

See page D-18 for steering specifications.

POWER RACK-AND-PINION STEERING

Mustang II offers optional power rack-and-pinion steering—a first for a domestic automobile. This type of steering system, used by Jaguar, Aston-Martin and other European high-performance luxury cars, combines the precise control of rack-and-pinion steering with the low effort of domestic systems. Ford's Fluidic Control steering pump supplies the extra power needed for parking, and reduces power flow at highway speeds to provide desirable road "feel."

See page D-18 for steering specifications.

MANUAL BRAKES

All 1974 Mustang IIs are equipped with self-adjusting manual front disc brakes and self-adjusting manual rear drum brakes. Design features include:

- Sliding-caliper disc brakes are of simplified design. (See page 2, General Product Features.) Disc brakes are designed to resist fade, help eliminate braking pulls and dissipate heat more effectively.
- Drum brakes have finned 9 x 1.75-inch drums for improved dissipation of heat. Brake shoes are self-energizing and have riveted linings. Brake shoe clearances are adjusted when the brake is applied as the car is moving in reverse.

MUSTANG II FEATURES

CHASSIS FEATURES (Cont'd)

The parking brake, which operates on the rear wheel brakes, is controlled by a pull lever conveniently mounted on the tunnel between the two front bucket seats.

See page D-19 for brake specifications.

4-CYLINDER, 2V 2.3-LITER ENGINE

Displacement: 2300 cc (140 CID)

Bore: 96 mm (3.78")

Stroke: 79.4 mm (3.126")

This all-new overhead cam engine, standard in all 1974 Mustang IIs except Mach 1, is the first American designed and built engine using metric measurements throughout. Design features include:

- A precision-molded, cast-iron block and head for durability and stability.
- A counterweighted crankshaft supported by five main bearings.
- An overhead camshaft supported by four bearings.
- Automatic hydraulic valve adjusters for reduced maintenance and noise.
- Two-Venturi carburetion.
- Crossflow high-velocity manifolding.
- Improved quick-heat air intake for optimum economy and emission.
- Reduced shaking forces and internal stresses.

The nonreciprocating hydraulic valve adjusters are an exclusive Ford feature. Automatic adjustment takes place in the pedestal rest of the valve-operating finger or lever, with the cam operating on the midpoint of the finger. This design eliminates conventional pivotal-operating rocker arms.

6-CYLINDER 2V 2.8-LITER ENGINE

Displacement: 2800 cc (171 CID)

Bore: 83 mm (3.66")

Stroke: 68.5 mm (2.70")

This new engine, standard in the Mustang II Mach 1 and optional in all other models, is a slightly larger version of the very popular Ford of Europe 2.6-liter V-6. Design features include:

- A compact, lightweight V-6 design.
- A cast-iron block for durability and stability.
- A high-velocity/high-flow induction system for improved driveability and performance.
- Two-Venturi (staged) carburetion for optimum economy.
- Mechanical valve train operation for higher RPM acceleration performance.
- An improved air cleaner hot/cold stove for better cold starts and driveability.

Uniform alternate cylinder firing and 60-degree cylinder bank spacing permit a straightforward induction manifold with very short runners between carburetor and cylinders. The 6-throw, 4-bearing crankshaft is short and stiff, making it less susceptible to torsional vibration than an in-line six crankshaft. The high-center location of the camshaft permits a short-pushrod, lightweight valve train. Inherent in this engine design, which follows the classic Lancia V-6 configuration, is a smooth-running operation characteristic of domestic V-8s.

MANUAL TRANSMISSION

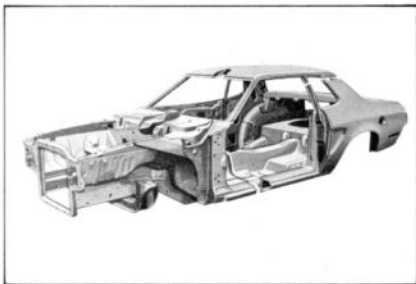
A new, floor-mounted, 4-speed manual transmission, standard on all 1974 Mustang IIs, is used with either the 4-cylinder or 6-cylinder engine. Design features include:

- A lightweight aluminum housing.
- Optimum spacing between gear ratios for smooth, efficient performance.
- A European-type, single-rail, enclosed shift mechanism for a more positive shift "feel."

SELECTSHIFT CRUISE-O-MATIC TRANSMISSION

Ford's famous SelectShift Cruise-O-Matic transmission is available as an option with either the 4-cylinder or 6-cylinder Mustang II engine. This versatile 3-speed transmission is fully automatic, or can be manually controlled. (Some competitive "automatics" for small cars are either not fully automatic or have only two forward speeds.) See Power Teams section for additional information.

BODY FEATURES



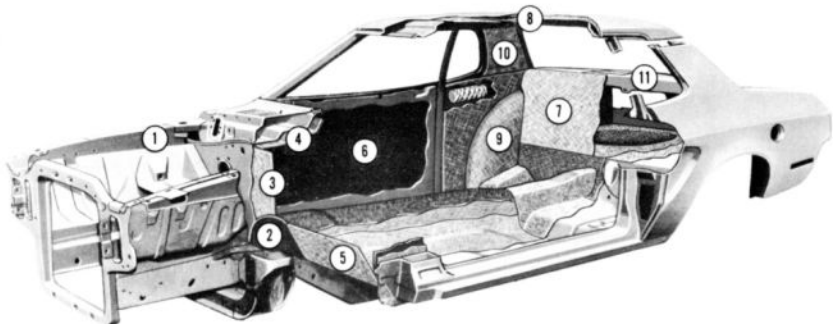
BODY CONSTRUCTION

The integral all-welded construction of the Mustang II body platform provides strength with light weight. The body sheet metal and structural members are all solidly welded to the rigid underbody platform to form a completely unitized construction. The newest techniques in precision automated tooling are used throughout. This type of body construction lends itself to good door, hood and deck lid alignment, because the body structure is framed on the assembly line in a precision welding fixture. Strong reinforcing members are used at critical locations, such as roof pillars, roof and bodyside rails, and around the windshield and rear window. Mustang II features "halo roof" structure. Unlike conventional roof designs, the "halo roof" does not require separate windshield and backlite headers, inner roof rails, or roof reinforcements. Strong and lightweight, the "halo roof" design permits more head room than would be possible in a car of Mustang II's height, but with a conventionally designed roof.

BODY INSULATION

A very intensive review has been made of the theory and principles on sound-deadening. The 1974 Mustang II incorporates the latest techniques, and in a number of applications uses molded, fitted insulators, such as used only in the very top

MUSTANG II FEATURES



Ford Motor car lines. A new technique, used for the first time, is the heat-flow mastic floor-deadener. This is a one-pound-per-square-foot sheet extending from the toe board to the trunk. The deadener is placed in the body just prior to painting, and in the process of going through the paint oven is bonded to the floor pan, forming an extraordinarily effective sound barrier. Other numerous acoustical pads, sound-insulators and spray-on deadeners are used to reduce sound from engine and road.

- (1) The hood has mastic adhesive spotted between the inner and outer panel. On the Ghia, 3-door 2+2 and Mach 1, a glass fiber hood absorber is used.
- (2) Front fenders have a sound-deadening coating sprayed on inner housings, including fender openings.
- (3) The dash panel has a one-inch textile pad coated with vinyl (145-gram).
- (4) The inner cowl top is covered with a ½-inch textile fiber-pad absorber. Cowl sides are insulated with the same type material.
- (5) Floor-deadener. One-pound-per-square-foot, heat-flow mastic covers floor pan from dash panel to back panel in 3-dr. models and to kickup in 2-dr. models.
- (6) Door panels have spray-on sound-deadeners on the inner surface of the outer panels.
- (7) The rear-seat area has a ½-inch cotton pad absorber behind the rear seat, forming a barrier between luggage compartment and passengers.
- (8) Roofs (fixed and sunroof (2-door)) are lined with .125-inch dry felt and .25-inch, 38-gram cotton laminate bonded to roof.
- (9) Quarter trim panels are lined with .50-inch, 56-gram cotton absorber. Quarter window drain troughs have a 3.0-inch diameter, 17.0-inch long batt absorber sealed in a plastic bag. Ghia has an added .25-inch, 38-gram cotton absorber with .75-pound-per-square-foot plastisol front quarter inner wheelhouse aft of package tray quarter inner panels.
pillars are lined with .50-inch, 56-gram cotton
ghia has .125-inch dry felt, .25-inch, 38-gram
nate.
e tray is lined with ¾-inch, 42-gram cotton
poly film on the sheet-metal side. Package
tray strainer is lined with .50-inch, 56-gram cotton. The
2-door has an additional ¾-inch foam laminate seal
between the seat back and wheelhouse. Ghia has 1.5-
pound-per-square-foot molded plastic on rear wheelhouse
ahead of package tray.

RUST PREVENTION

To improve the 1974 Mustang II's resistance to corrosion, the base phosphate coating is *flowed* on the body—rather than sprayed—using special high-pressure nozzles. The process results in a heavier coating than that in the prior spray-on method. The process also provides more complete coverage in corners and pockets. Following the phosphate coating, the body is immersed in an electrocoating tank, where a high-voltage charge is used to deposit an anti-rust epoxy primer uniformly over all surfaces. Then, a second control primer is applied. The overall result of these processes is improved resistance to corrosion and better paint adhesion. Both body and front-end sheet metal are painted as a unit to assure a perfect color match.

Galvanized steel is used in areas particularly susceptible to corrosion, such as rocker panels and front and rear side rails. Zinc-rich primer is applied to key areas, such as door panel interiors and wheel splash areas, for added corrosion protection.

BODY SEALING MATERIAL

A heat-curing vinyl-sealing material is applied to the full-length of all outer panel seams and joints to effectively seal out dust and moisture.

Windshields and rear windows are sealed with special rubber compound moldings that retain their elasticity and keep a tight seal without becoming brittle or cracking.

HEATING

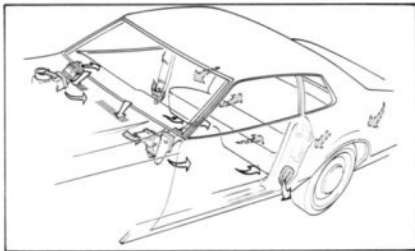
Mustang II uses a high-capacity, "blend air"-type heater/de-froster with a 3-speed blower. Passenger comfort is maintained by regulating the amount of outside air that flows through the heater core. Illuminated heat, temperature, defrost and blower controls are conveniently located within easy reach. The defrost lever directs air through slots at the top of the dashboard to defog or defrost the windshield.

DIRECTAIRE VENTILATION

Mustang II's high/low ventilation system provides fresh air flow through the vehicle with the windows rolled up—a convenience which helps eliminate wind and traffic noises.

Adjustable air valves located behind the registers at either end of the instrument panel control the direction of incoming air. The valves are operated by push-pull knobs located below the registers.

MUSTANG II FEATURES



- With knobs all the way in—air valves are closed.
- With knobs all the way out—air is directed upward toward driver and passenger.
- With knobs half-way out—air flow is divided so that three-fourths of the flow is directed towards the floor, while the remainder is directed upward towards driver and passenger.



URETHANE-COVERED BUMPERS

Color-keyed urethane-coated bumpers, front and rear, are standard on all Mustang IIs. In addition, Mustang II's energy-absorbing system meets the more stringent 1974 damageability requirements by absorbing 5 mph impacts front and rear.

See Section A, pages 2, 3.

DOORS

Mustang II doors are formed into a sturdy box unit by using a double-panel, welded construction. Bronze-bushed hinges are oil-impregnated for long wear and easy opening and closing. The lower hinges are provided with assist springs to aid in opening the doors and to retard slamming when closing. The doors incorporate a check feature to hold the doors in the full open position and at an intermediate door-opening position.

"Bear-hug" door latches provide secure closing, easy opening, rattle resistance and help to prevent door opening in the event of a collision. Weatherstripping is mechanically retained by plastic retaining pins rather than adhesive alone, to maintain more positive door sealing against dirt and moisture. Keyless door locking and reversible keys for door and trunk locks are additional Mustang II convenience features. Doors also feature side-impact protection.

See Section A, page 6.

DOOR TRIM

Mustang II's color-keyed door trim panels (on all models except Ghia) feature a European-type armrest with an integral pull handle. The upper panel is finished in soft vinyl with a bright "Mustang II" ornament. The lower panel is finished in 14-oz. cut-pile carpeting with a bright mylar molding. The Ghia features simulated woodgrain appliqué, super-soft vinyl and a larger armrest. The lower door includes 25-oz. cut-pile carpeting, door light, reflector, and bright molding.

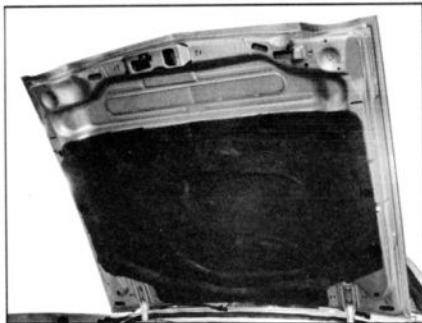
THIRD DOOR

Mustang II's new 3-door models feature a European-style, lift-up rear door with narrow frames and a large glass area. Positive-acting gas cylinders hold the door in a near-vertical position for convenient loading and unloading. The door opening is a generous 25.8 inches in height and 47.5 inches in width. With the rear seat folded down (2 + 2 models), front-to-back cargo space measures 58.6 inches.

WINDOWS

Mustang II's one-piece windshield is set at a 60° angle to emphasize the car's aerodynamic styling. The windshield is made of two sheets of glass sandwiched to a 30-mil thick plastic sheet and head laminated together. This windshield has exceptional strength and resists injury-producing penetration in the event of collision.

The Mustang II also features ventless front side glass. This window design eliminates the vent window division bar and vent latch, and provides improved appearance and increased driver/passenger visibility. All windows are high-strength, impact-resistant, heat-tempered safety glass.



HOOD

Mustang II's hatch-type hood is held open by a conveniently located prop rod and can be opened a full 90° for added convenience in reaching components in the engine compartment.

Rubber bumpers provide cushioning against squeaks and rattles. The bumpers can be adjusted to level the hood with the front fenders and sheet metal over the grille. As an anti-theft measure, an inside hood release is standard on all Mustang IIs.

The release handle is below the left side of the instrument panel. Pulling the handle partially opens the hood, which then permits access to an outside safety latch that must be released before the hood can be fully opened.

MUSTANG II FEATURES

HEADLIGHTS

Mustang II's single sealed-beam headlights can be adjusted easily without removing the headlight doors. Adjustments are made by simply inserting a screwdriver into access slots below the headlights. The parking lights are turned on automatically with the headlights. In the event a headlight burns out, the parking lights remain lit to help provide front identification for oncoming drivers.



LUGGAGE COMPARTMENT

The interior of Mustang II's luggage compartment for the base 2-door hardtop model includes a vinyl-coated fiber floor mat and body color paint on the quarter/wheelhouse panels and inside lower back panel. The Ghia features luggage compartment trim that gives the luggage area a tailored look and adds scuff protection for luggage. Included in the luggage compartment trim is 10½-oz., medium-gray, cut-pile carpeting on the floor and on the quarter/wheelhouse panels. Also included is a lower back trim panel. The luggage compartment trim is also available on the base 2-door hardtop, as an option. The trunk lid has built-in torsion bars in the hinges to assist in raising the lid and holding it open. Compression-type, neoprene rubber weatherstripping provides protection against dirt and moisture. The spare is stored in a well in the floor.

SEATS

Mustang II bucket seats are low-backed, with a full-width adjustable head restraint. Horizontal zigzag springs frame the seating area, and include extensions on either side for the side bolsters. The contour-molded seat pad features a steel-wire and cotton-net support pad molded into the foam. A dual-density foam, used for the one-piece molded cushion, provides softness in the center and firmer support at the sides.

The seats are attached to strong roller bearing tracks that have five inches of adjustment. Low-friction nylon slides and built-in assist springs on the seat tracks make adjustment easy.



Folding front seat backs self-lock when in full upright position. A seat back release handle, located near the top of the seat back, releases the lock for rear-seat entry.



INSTRUMENT PANEL

Highlighting the interior of the 1974 Mustang II is an all-new instrument panel with standard features normally available only as optional equipment. The cluster panel, in simulated burled-walnut woodgrain with bright periphery molding, includes as standard equipment a tachometer, speedometer, ammeter, fuel gauge and temperature gauge. Also standard are warning lights for oil pressure, restraint belts and brakes.

The headlight switch is located at the far left of the cluster panel, below the left ventilation register. Immediately to the right and also below the register is a lever-type windshield washer switch. The wiper switch incorporates a push control to activate the wiper-mounted washer jets.

A "camera black" lower panel, located below the cluster panel, contains heating/cooling controls.

On the right-hand side of the instrument panel is a simulated burled-walnut appliqué with a bright Mustang II nameplate. A large, lockable glove box is located below.

MUSTANG II OPTIONS

Mustang II offers a wide variety of factory-installed options. Owners can select from these items to equip their cars to suit their own personal preferences and needs.

SELECTAIRE AIR CONDITIONING

Mustang II's air conditioning system incorporates a large size condenser, suction throttling valve and evaporator designed to provide a fast cool-down rate for improved passenger comfort. When the air conditioner is in operation, the suction throttling valve keeps the compressor running constantly, and, therefore, the evaporator which cools the incoming air is always cold.

SelectAire air conditioning unit, including controls, is fully integrated into the instrument panel and provides temperature and humidity controlled comfort.

The 4-speed blower motor and two air conditioning positions give this unit optimum versatility. The "MAX/AC" position cools and recirculates the air within the car, providing maximum cooling. The "FRESH" position draws a supply of fresh air in from the cowl intake and is the position most used after initially cooling the car with "MAX/AC." Air flow is directed into the passenger compartment through registers in the instrument panel. The registers have adjustable louvers for directional control of the air flow. The air may be shut off in any of the registers by closing the louvers.

METALLIC GLOW PAINT

Three new optional Metallic-Glow finishes are available on 1974 Mustang IIs: Green Glow, Ginger Glow, and Tan Glow. These metallic finishes create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contribute to the distinctiveness of these finishes.



LUXURY INTERIOR GROUP

This option, standard on the Ghia, adds an extra measure of luxury to the Mustang II. The package includes deluxe seat and door trim with large armrest, deluxe soft rear seat quarter trim, deluxe color-keyed belts, 25-oz., color-keyed, cut-pile carpeting, bright parking brake with simulated, woodgrain handle, large parking brake boot with rear ash tray, and a Super Sound Package.

RALLYE PACKAGE

The Rallye Package Option, available for all models except the Ghia, requires the optional 2.8-liter V-6 engine. The package includes competition suspension, extra cooling package,

sport exhaust with dual bright tips, CR70 x 13 B/WL tires, Traction-Lok differential, digital clock, dual remote control mirrors, styled steel wheels with trim rings, and a leather-wrapped steering wheel.

AM/FM STEREO RADIO WITH TAPE PLAYER

A complete entertainment/sound system, the new AM/FM stereo radio with tape player, offers three modes of operation, AM, FM and tape. Two speakers provide true stereo reproduction and excellent sound, clarity and tonal range.

The tape segment of the unit accepts the popular 8-track cartridges. Insertion of the tape cartridge automatically shuts off the radio. Controls are provided for manual tuning, front-to-rear balance, volume, tone, and pushbutton radio selection. Also available are an AM radio and AM/FM monaural radio and AM/FM stereo.

ANTI-THEFT ALARM SYSTEM

A deterrent to theft of the vehicle or its contents is the Anti-Theft Alarm System, optional on all Mustangs. The system utilizes a Solid-State electronic device which, when armed, senses any door or trunk lid opening. The system is armed by locking either door with the door key. (Keyless locking does not arm the system.)

Once the system has been armed, any intrusion—even through an inadvertently unlocked door—will activate the alarm. When the alarm has been triggered, the horn will sound intermittently for several minutes or until the system is deactivated. The system can be deactivated by inserting the key in either front door and turning to the unlock position, or by turning the ignition key to the "on" or "accessory" position. For convenience, there is a time delay of approximately 10 seconds after arming until the system operates. This allows sufficient time for all occupants to exit from the vehicle.



HEATED BACKLITE

Optional on all Mustang IIs, the heated backlite quickly defogs the glass and melts ice and snow. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide, horizontal lines across the backlite, the unit does not interfere with the driver's rear vision due to the wide spacing between the lines.

A switch for operating the unit is integral with the heater controls on the instrument panel. The option includes a "reminder" light which indicates when the unit is "on." A heavy-duty, higher output alternator is also included.

MUSTANG II OPTIONS



FLIPPER REAR QUARTER WINDOWS

The rear quarter window, available as an option only on 3-door models, provides excellent flow-through ventilation. The window is a pivoting type, held in an open or closed position by a toggle latch.

DIGITAL CLOCK

Standard on the Ghia model and with the Rallye Package is a new digital clock. Located in the center of the right-hand side of the instrument panel for easy viewing, the clock has large Arabic numerals on three rotating drums. Readout is in hours and minutes, similar to a household digital clock.



BODYSIDE MOLDING

The Mustang II's exterior is enhanced by the addition of a wide vinyl-insert bodyside molding (standard on the Ghia model and included in the Appearance/Protection Group). Integrated with the side marker lights, the molding features a color-keyed insert.



PIN STRIPE OPTION

Pin stripe paint treatment on the hood, bodyside and rear lower quarter adds a sporty look to the Mustang II. This option is standard on the Ghia model and available on all models except Mach 1.

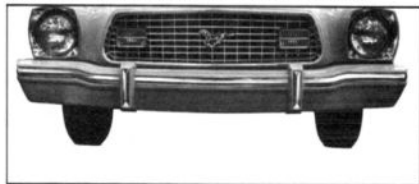
VINYL ROOF

This attractive option provides an added touch of elegance to the base hardtop model. The stylish vinyl roof, without seams, includes a distinctive "C" pillar appliqué. Available colors are Black, White, Medium Blue, Avocado, Tan and Silver.



SUNROOF

A manually operated sunroof is available on Mustang II 2-door models with or without the optional vinyl roof. This option adds the open-air advantages of a convertible to the styling and security of a hardtop. With the turn of a latch handle, the roof slides back out of sight above the headliner. When closed, the sunroof matches the roofline and seals tightly in position, keeping weather and noise outside.



BUMPER GUARDS

This attractive and functional option offers added protection to Mustang II's new bumpers. Both front and rear bumper guards are covered in color-keyed urethane and include bright stainless steel accent strips.

COMPETITION SUSPENSION

The Competition Suspension is available for all 1974 Mustang IIs. Designed for performance-minded drivers, this option includes heavy-duty springs, adjustable shock absorbers and a rear stabilizer bar. CR70 steel-belted radial ply B/WL tires are required with this option. Included in the Rallye Package.

MUSTANG II OPTIONS

FORGED ALUMINUM WHEELS (1)

This "action-styled" option is available on all Mustang IIs. Forged aluminum wheels are lighter and the important finish dimensions are machined, resulting in a more accurate wheel designed to run truer.

STYLED STEEL WHEELS (2)

Styled steel wheels add a customized look to the 2-door hardtop. This option is standard on the 3-door, 2+2 and Mach 1 models.



MUSTANG II OPTIONS AVAILABILITY

APPEARANCE/PROTECTION EQUIPMENT

Alarm System, Anti-Theft (Includes locking inside hood release.)

Appearance/Protection Group (Includes door edge guards, front color-keyed floor mats, spare tire lock, license plate frames, and locking gas cap.) (Door edge guards deleted when ordered on Mach 1 model.)

Bumper Guards (Color-keyed urethane-covered with stainless steel strips, front and rear.)

Molding, Rocker Panel (N.A. on Ghia or Mach 1 models or with vinyl-insert bodyside molding.)

Molding, Vinyl-Insert Bodyside (Standard on Ghia model.)

Paint, Metallic-Glow (Available colors: Green Glow, Ginger Glow, Tan Glow.)

Pin Stripe Option (Standard on Ghia model; N.A. on Mach 1 model.)

Roof, Vinyl (Standard on Ghia model; N.A. on 3-door models.)

Steering Wheel, Leather-Wrapped (Standard with Rallye Package.)

Trim, Picardy Velour Cloth (Available only on Ghia model.)

Trim, Luggage Compartment (Includes 10½-oz., medium-gray, cut-pile carpet on floor and quarter panels, medium-gray lower back panels.) (Standard on Ghia; available only on 2-door hardtop model.)

Trim Rings, Chrome (Standard on Mach 1 model and with Rallye Package.)

Wheels, Styled Steel (Standard on 3-door, 2+2 and Mach 1 models and with Rallye Package.) (Four wheels.)

AUDIO EQUIPMENT

Radio, AM

Radio, AM/FM Monaural

Radio, AM/FM Stereo

Radio with Tape Player, AM/FM Stereo

COMFORT/CONVENIENCE EQUIPMENT

Air Conditioner, SelectAire (Tinted glass complete recommended.)

Automatic Seat Back Release.

Belts, Deluxe Seat Color-Keyed (Standard on Ghia, Luxury Interior Group and Convenience Group.)

Clock, Digital (Standard on Ghia model and with Rallye Package.)

Console.

Convenience Group (Includes dual remote control mirrors, LH and RH vanity visor mirrors, inside day/night mirror, parking brake boot with ash tray and color-keyed deluxe seat belts.)

Electric Rear Window Defroster.

Glass, Tinted Complete (Recommended with air conditioner.) Light Group (Includes lights under hood, glove box, ash tray, luggage compartment (on hardtop models), instrument panel, courtesy—LH and RH, 3rd door courtesy (on 3-door models). Also includes parking brake warning light,

dual overhead map lights, "door ajar" warning light, and "lights on" warning light and buzzer.)

Luxury Interior Group (Includes deluxe seat and door trim and large armrest, deluxe rear seat quarter trim, deluxe color-keyed seat belts, door courtesy light switches, 25-oz. cut-pile carpeting, parking brake boot with rear ash tray, and Super Sound Package.) (Standard on Ghia model.)

Mirrors, Outside, Dual Color-Keyed (Includes LH and RH remote control.) (Standard on Ghia and Mach 1 models, and with Convenience Group and Rallye Package.)

Rear Quarter Windows, Flipper (Available only on 3-door models.)

Rear Seat, Fold-Down (Standard on 3-door 2+2 and Mach 1 model.)

Sunroof, Manually Operated (Available only on 2-door models.)

Super Sound Package (Standard on the Ghia model and with Luxury Interior Group.)

ENGINES/TRANSMISSIONS

2.8 Liter 6-Cylinder 2V Engine (Standard on Mach 1 model; required with Rallye Package.)

SelectShift Cruise-O-Matic.

POWER ASSISTS

Power Rack-and-Pinion Steering.

Power Front Disc Brakes.

SPECIAL/HEAVY-DUTY EQUIPMENT

Axle Traction-Lok Differential (Standard with Rallye Package.)

Battery, Heavy-Duty 53-Ampere-Hour.

Maintenance Group

Rallye Package (Includes Traction-Lok differential, CR70 B/WL tires, extra cooling package, digital clock, competition suspension, dual, color-keyed, remote control mirrors,

leather-wrapped steering wheel, styled steel wheels with trim rings, and sport exhaust with dual bright tips.) (Requires 2.8 liter engine at extra cost.) (NA Ghia model.)

Sound and Ride Package (Includes Ghia level sound package.) (Standard on Ghia model.)

Suspension, Competition (Includes heavy-duty springs, adjustable shock absorbers and stabilizer bar.) (Requires CR70 x 13 B/WL tires at extra cost.)

Wheels, Forged-Aluminum. (Four wheels.)

TIRES

B78 x 13 BSW

B78 x 13 WSW

BR78 x 13 WSW

BR70 x 13 B/WL

CR70 x 13 WSW

CR70 x 13 B/WL

MUSTANG II GENERAL SPECIFICATIONS

STEERING SPECIFICATIONS

Linkage	Rack-and-Pinion Type
Gear Type	Rack-and-Pinion
Overall Steering Ratio	
Manual	24.2
Power	19.0
Steering wheel turns (Lock-to-Lock)	
Manual	4.2
Power	3.3
Turning Diameter (Curb-to-Curb)	
Manual	33.72'
Power	33.64'
Steering Wheel Diameter	15.0"

WHEEL SPECIFICATIONS

Type	Stamped-Steel Disc
Number of Studs	Four @ ½ x 20
Diameter and Rim Size	13" x 5"

POWER TEAM SELECTIONS

Engine	TRANSMISSION		REAR AXLE RATIOS					
			4-Speed Manual			Cruise-O-Matic		
	4-Speed	Cruise-O-Matic	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok
2.3 Liter 4-Cyl 2V	Std.	Opt.	3.55	—	3.55	3.55	—	3.55
2.8 Liter V-6 2V	Std.	Opt.	3.55	—	3.55	3.55	—	3.55

TIRE AVAILABILITY SPECIFICATIONS

Tire Size	Sidewall Color	MODELS		
		2-Door Hardtop 3-Door 2+2	Ghia	Mach 1
B78 x 13*	BSW	Std.	N/A	N/A
BR78 x 13*	WSW	Opt.	Std.	N/A
BR70 x 13*	B/WL	Opt.	Opt.	Std.
CR70 x 13	WSW	Opt.	Opt.	Opt.
CR70 x 13	B/WL	Opt.	Opt.	Opt.

*CR70 x 13 wide-oval, steel-belted radial ply tires required with air conditioner and automatic transmission.

BR, CR—Steel-belted radial ply

B/WL —Black sidewall with raised white letters

MUSTANG II GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

FRONT DISC/REAR DRUM	ALL MODELS
Front Disc Rotor Diameter	9.3"
Outer Working Surface Diameter	9.3"
Inner Working Surface Diameter	6.24"
Front Swept Area*	145.6 sq. in.
Rear Drum Diameter/Width	9" x 1.50"
Lining Material and Attachment	Molded-Asbestos, Riveted
Rear Swept Area*	99.0 sq. in.
Total Front and Rear Swept Area*	244.6 sq. in.
Parking Brake (type)	Mechanical Application of Rear Brakes

*Swept Area is the effective working surface.

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	2-Door Hardtop	3-Door
GENERAL		
Wheelbase	96.2	96.2
Tread—Front	55.5	55.5
—Rear	55.6	55.6
Height—Overall	49.9	49.6
Width—Overall	70.2	70.2
Length—Overall	175.0	175.0
ENTRANCE ROOM		
Foot Clearance—Front	14.5	14.5
Entrance Height (seat to windcord "H" point)		
FRONT SEAT ROOM		
Head Room (effective)	37.3/37.1	37.0
Maximum Leg Room to Accelerator	41.8	41.8
Hip Room	52.1	52.1
Shoulder Room	52.5/51.9	52.5/51.9
Cushion Depth	14.7	14.7
Steering Wheel to Thigh Clearance	2.9	2.9
REAR SEAT ROOM		
Head Room (Effective)	36.4/36.2	34.8
Minimum Leg Room	27.6/27.4	27.6
Hip Room	42.8	42.8
Shoulder Room	51.4/51.0	51.4/51.0
Cushion Depth	9.7	9.7
LUGGAGE COMPARTMENT		
Usable Luggage Capacity (cu. ft.)	6.7	—
Liftover Height	31.4	—
CARGO COMPARTMENT		
Cargo Volume Index (cu. ft.)	—	27.2
Load Floor Length (closed rear door)	—	58.6
Rear Opening Height—floor to header	—	25.8
Minimum Floor Width (between wheelhousings)	—	40.9
GLASS AREA		
Side Glass Exposed Surface Area (sq. in.)	1057.0	1057.0
Windshield Exposed Surface Area (sq. in.)	1363.0	1363.0
Backlite Exposed Surface Area (sq. in.)	753.8	1159.0
Total Glass Exposed Surface Area (sq. in.)	3173.8	3579.0
CURB WEIGHT (pounds)		
Standard Vehicle		
2-Door Hardtop*	2743	
Ghia*	2809	
3-Door (2+2)*		2822
Mach 1*		2916

*Above weights with 2.3 liter engine (Mach 1—2.8 liter) and automatic transmission. Four-speed transmission is 25 pounds less.

MUSTANG II COLOR AND TRIM SELECTIONS

The charts shown here reflect the many interior and exterior color and trim combinations available for 1974, including Mustang II's new Metallic Glow paints. Colors and codes referenced are the same as those shown in the 1974 Color and Trim Book.

EXTERIOR COLORS AND CODES

Pearl White	9C	Medium Lime Yellow	4W
Silver Metallic	1G	Medium Copper	
Bright Red	2B	Metallic	5M
Dark Red	2M	Saddle Bronze	
Light Blue	3B	Metallic	5T
Medium Bright Blue		Medium Yellow Gold	6C
Metallic	3N	Green Glow	4T*
Bright Green Gold		Ginger Glow	5J*
Metallic	4B	Tan Glow	5U*

*Extra Cost Metallic Glow Paint

ALL MODELS EXCEPT GHIA STANDARD ALL-VINYL

Interior Trim		Exterior Color Availability Code
Color	Code	
Black	AA	9C, 1G, 2B, 2M, 3N, 4B, 4T, 4V, 4W, 5M, 6C
Medium Blue	AB	9C, 1G, 3B, 3E, 3N
Light Avocado	AG	9C, 4B, 4T, 4V, 4W
Light Tan	AU	9C, 4V, 5J, 5M, 5T, 5U
White with Black	AW	9C, 2B
White with Blue	AQ	9C, 3B, 3E, 3N
White with Tan	AM	9C, 5J, 5M, 5T, 5U, 6C
White with Avocado	A6	9C, 4B, 4T, 4V, 4W
White with Red	AN	9C, 2M

STANDARD GHIA RPO DECOR LUXURY INTERIOR ALL-VINYL

Interior Trim		Exterior Color Availability Code
Color	Code	
Black	BA	9C, 1G, 2B, 2M, 3N, 4B, 4T, 4V, 4W, 5W, 6C
Medium Blue	BB	9C, 1G, 3B, 3E, 3N
Dark Red	BD	9C, 1G, 2M
Light Avocado	BG	9C, 4B, 4T, 4V, 4W
Light Silver	BP*	1G, 2B, 2M
Light Tan	BU	9C, 4V, 5J, 5M, 5T, 5U
White with Black	BW	9C, 2B
White with Blue	BQ	9C, 3B, 3E, 3N
White with Tan	BM	9C, 5J, 5M, 5T, 5U, 6C
White with Red	BN	9C, 2M
White with Avocado	B6	9C, 4B, 4T, 4V, 4W
Black with Vermillion Strap	EA	9C, 1G, 2M

*Mateo Vinyl Insert

GHIA ALTERNATIVE CLOTH-AND-VINYL

Interior Trim		Exterior Color Availability Code
Color	Code	
Black	DA	9C, 1G, 2B, 2M, 3N, 4B, 4T, 4V, 4W, 5M, 6C
Medium Blue	DB	9C, 1G, 3B, 3E, 3N
Dark Red	DD	9C, 1G, 2M
Light Avocado	DG	9C, 4B, 4T, 4V, 4W
Light Tan	DU	9C, 4V, 5J, 5M, 5T, 5U

Continued

MUSTANG II COLOR AND TRIM SELECTIONS

GHIA RPO CLOTH-AND-VINYL

Interior Trim		Exterior Color Availability Code
Color	Code	
Medium Blue	CB	9C, 1G, 3B, 3E, 3N
Dark Red	CD	9C, 1G, 2M
Light Avocado	CG	9C, 4B, 4T, 4V, 4W
Light Tan	CU	9C, 4V, 5J, 5M, 5T, 5U

VINYL ROOFS—LEVANT GRAIN

Roof Color	Code	Exterior Color Codes
Black	A	9C, 1G, 2B, 2M, 3N, 4B, 4T, 4V, 4W, 5M, 6C
White	W	9C, 2B, 2M, 3B, 3E, 3N, 4B, 4T, 4V, 4W, 5J, 5M, 5T, 5U
Blue	B	9C, 1G, 3B, 3E, 3N
Avocado	G	9C, 4B, 4T, 4V, 4W
Tan	L	9C, 4V, 5J, 5M, 5T, 5U
Silver	P	1G, 2M
Copper	C	5M

STANDARD GHIA DUAL PIN STRIPE OPTION

Pin Stripe		Exterior Paint Availability Codes
Color	Code	
Black	BLK.	9C, 1G, 2B, 4B, 4T, 4W, 5M, 6C
White	WHT.	2M, 3B, 3E, 3N, 4B, 4W, 5T, 6C
Light Blue	LT. BLU.	3E, 3N
Yellow	YLW.	4B, 4T, 4V, 4W
Silver	SIL.	2M, 3N
Dark Red	DK. RED	9C, 1G
Orange	ORN.	9C, 5T, 5U
Gold	GLD.	9C, 4V
Tan	TAN	9C, 4V, 5J, 5M, 5T
Dark Blue	DK. BLU.	9C, 3B
Bright Red	BRT. RED	9C, 1G, 2M