

MUSTANG INDEX

1972 MUSTANG MODELS

Complete Model Lineup	2
MUSTANG HARDTOP	5
MUSTANG GRANDE'	6
MUSTANG SPORTSROOF	7
MUSTANG MACH I	8
MUSTANG CONVERTIBLE	9

BODY FEATURES

Body Construction	13
Body Insulation	14
Body Sealing Material	14
Convertible Top	16
DirectAire Ventilation	15
Doors	15
Door Handles	15
FRONT SEAT BELT REMINDER SYSTEM	16
Headlights	16
Heating	14
Hood	16
Luggage Compartment	16
Rust Prevention	13
SEATS	15
Side Marker Lights	16
Six Step Paint Process	14
Uni-Lock Safety Harness	15
Windows	15
Windshield Wipers, Concealed	16

CHASSIS FEATURES

Brakes	13
Front Suspension	11
Locking Steering Column	12
Manual Brakes	13
Manual Steering	12
Parking Brake	13
Platform Construction	11
Power Front Disc Brakes	13
Power Steering	12
Rear Suspension	11
Suspension Specifications	12
Tires	12
Wheels	12

COLOR AND TRIM	23
----------------------	----

MARKET DATA	3
-------------------	---

OPTIONS

COLOR-GLOW FINISHES	17
Complete Listing	19
COMPETITION SUSPENSION	17
Console	18
DECOR GROUP	17
Dual Ram Induction	18
Four-Speed Manual Transmission	16
Instrumentation Group	17
MACH I SPORTS INTERIOR	8
Power Windows	18
Power Steering	17
PROTECTION PACKAGE	17
Rear Window Electric Defrost	16
SelectAire Air Conditioner	17
"Traction-Lok" Differential Axle	17
Wheel Covers	18

PERFORMANCE	20
-------------------	----

ENGINES	20
Maneuverability	20
Transmissions	20

POWER TEAMS	21
-------------------	----

PRODUCT HIGHLIGHTS	4
--------------------------	---

SPECIFICATIONS

BODY DIMENSIONS	22
BRAKE SPECIFICATIONS CHART	22
POWER TEAMS SELECTIONS CHART	21
Steering Specifications	20
TIRE AVAILABILITY CHART	21
Wheel Specifications	20

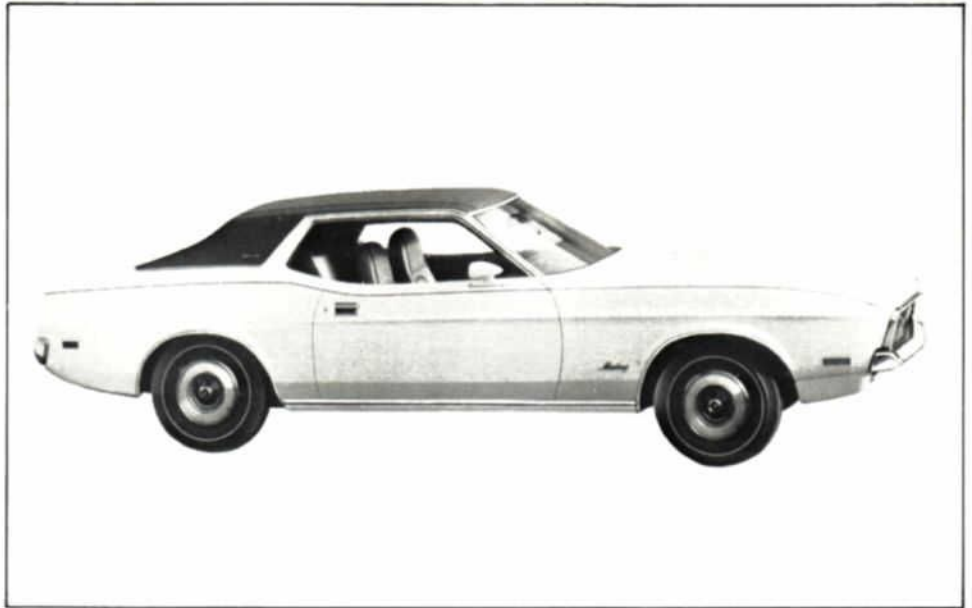
STANDARD EQUIPMENT	10
--------------------------	----

NOTE: New features in bold face type

MUSTANG... 5 MODELS

HARDTOPS (2)

	Sales Code No.	Body Code No.
Hardtop	01	65D
Grandé	04	65F



Grandé

SPORTSROOFS (2)

	Sales Code No.	Body Code No.
SportsRoof	02	63D
Mach I	05	63R



Mach I

CONVERTIBLE (1)

	Sales Code No.	Body Code No.
Convertible	03	76D



Convertible

THE MUSTANG MARKET



Mustang for '72 is a refinement and improvement of the car line which has led the sporty compact league since it was introduced. The addition of numerous items as standard equipment (as noted below and on Page C-10) make the 1972 Mustang one of the best buys ever.

The 1972 Mustang is available in five models on three basic bodies. These models—the Base Hardtop and luxurious Grandé both with the formal roof line and tunnelled backlite, the SportsRoof and Mach I, with the incomparable “flatback” sportsroof styling, and the Convertible—are all designed to meet specific market requirements of the sporty compact market. Mustang is the only car which satisfies the purchase motivations of all areas of this market segment, whether they are sporty economy, sporty luxury, exciting performance appearance or pure performance.

BASE HARDTOP . . . This unit represents the largest share of Mustang sales, accounting for approximately 40% of the total. These buyers want the unique styling which is Mustang and a little more space than the small cars can offer, but still are concerned about price. It offers an excellent new car value in both its moderate initial cost and its low cost of ownership. For 1972, the base Hardtop has been significantly upgraded with the addition of wheelip and rocker panel mouldings, wheel covers, dual racing mirrors and a deluxe two-spoke steering wheel as standard equipment.

GRANDÉ . . . The sophisticated buyer who is interested in this car has this interest because Grandé represents a kind of elegance and sporty personal luxury no other car can offer. He is attracted by the unique exterior with full vinyl roof, two colored tape stripe and deluxe wheel covers,

all standard, and the richness of its beautiful interior and upgraded instrument panel. These and other items of standard equipment combine to make Grandé itself a standard by which others are measured.

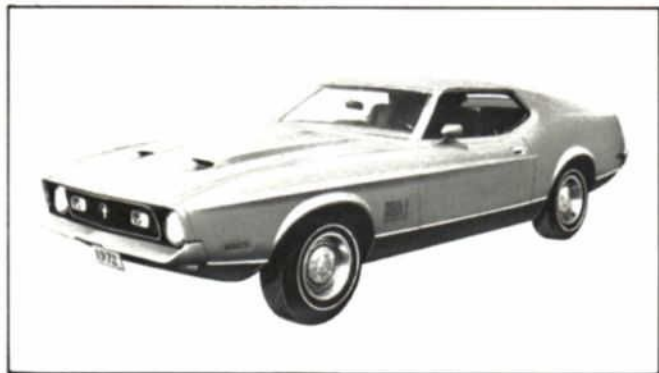
SPORTSROOF . . . The SportsRoof like the base Hardtop is for the buyer who wants the unique Mustang flair but is concerned about price. This buyer may want the look of performance in the “flatback styling” but also desires economical performance. In the SportsRoof model, he gets both because it is powered by the efficient 250 CID 6-cylinder engine and three-speed floor-mounted manual transmission. In addition, all new items made standard on the hardtop series for 1972 will also be included on the SportsRoof model.

MACH I . . . Mach I buyers are the most style conscious of all Mustang owners. In 1972, the car has been only refined from the successful 1971 entry. The blackout grille and road lamps, the long hood with integral air scoops and color-keyed front bumpers are still the heart of Mach I. This car is for the young-at-heart who want their car to build and reinforce their image as one who stands apart from the ordinary.

CONVERTIBLE . . . This year Mustang will be the only car line in the sporty compact segment to offer a convertible model. The 1972 Mustang convertible has been upgraded by offering as standard equipment the same equipment as noted for the Hardtop and SportsRoof, *plus* the inclusion of knitted vinyl trim, molded door panels and a special instrument panel applique in the standard vehicle. Here you have the styling leadership and individuality that puts Mustang in a class by itself.



1972 MUSTANG PRODUCT HIGHLIGHTS



EXTERIOR STYLING

Mustang's dramatic exterior styling, with trend-setting long hood/short deck proportions and sporty roof lines, continue for 1972 and is enhanced by several significant design refinements. Base Mustang models now have as standard equipment the deluxe chrome plated wheel covers, bright wheel lip and rocker panel moldings, bright "Mustang" script on right rear deck lid, and color-keyed racing mirrors with left hand remote control. To add further dash, the Mustang Grandé has a new unique bodyside tape stripe along with specially ornamented deluxe wheel covers standard for '72.



INTERIOR STYLING

Mustang interiors have also been upgraded for '72. Standard is a deluxe two-spoke steering wheel with a simulated wood-tone insert. Mustang's bucket driver's seat is mounted one-half inch further aft (except convertibles) for more leg room. In addition, convertible interiors now feature as standard, attractive highly breathable "Comfortweave" knitted vinyl upholstery for greater seating comfort; unique molded door panels with integral arm rests and door pull handles; plus right and left-hand instrument panel appliques. Front (and rear*) seat belts have retractors at all outboard positions and a special seat belt reminder system(*) with instrument panel-mounted buzzer and reminder light, will also be standard in '72.

Important features continued from 1971 include sports instrument panels and comfortable thin-shell design high back bucket seats. Also continued is a color-keyed vertical console in the center of the panel which houses the heater/ventilator controls along with a "mini" glove box.

* December, 1971 availability.



OTHER STANDARD FEATURES

In addition to distinctive styling, Mustangs have many other key features for outstanding value. A DirectAire ventilation system provides "windows-up" fresh air ventilation through registers in the instrument panel. The floor-mounted console also serves as the base for transmission controls. All Mustangs have a steel "Guard Rail" side impact protection system. This system consists of structural steel beam members inside the door panels to help protect occupants from possible side impact injury. (See features pages for additional information.)



IMPORTANT OPTIONS

For 1972, Mustang offers a wide selection of options designed to allow buyers to add to their driving pleasure. A new Decor Group further enhances the exterior appearance of Mustang hardtop and convertible models. New standard colors along with two new optional Color-Glow metallic finishes add still more attractiveness to all Mustang models. A new "mini" size AM/FM stereo radio option is more powerful, more reliable and takes up less space behind the instrument panel. Other important options available on certain or all models include SelectShift Cruise-O-Matic with higher capacity oil coolers, 4-speed manual transmission, power steering, power brakes, instrumentation group, Mach 1 sports interior package, vinyl roof, air conditioner, convenience group, rear window electric defrost, protection package, dual ram induction, and more.

(See options pages for additional information.)

ENGINES — PERFORMANCE

Mustang offers a selection of engine combinations to suit virtually all performance requirements. These range from the economical 250 CID six (standard on most models) to the 351 4v V-8. For 1972, Ford engines run on regular fuel and feature improved emission control. (See page C-20)

MUSTANG HARDTOP



MODEL

2-Door Hardtop

SALES
NUMBER

01

MAJOR STANDARD FEATURES

EXTERIOR

- 109" wheelbase . . . 189.5" overall length . . . 74.1" overall width
- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . . and bright metal "Mustang" emblem.
- Bright front hood and fender moulding . . . bright chrome plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Rear applique and bright surround mouldings
- Bright "Mustang" script on right rear deck lid
- Wheelip and rocker panel mouldings
- Three-coat acrylic enamel paint finish with final coat applied by Electrostatic paint process (See page C-14)

INTERIOR

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with door handles that fit nearly flush with the door panel . . . handles are intergral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Energy absorbing steering wheel and energy absorbing steering column . . . turn signal with lane change feature . . . locking steering column
- Floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors
- Front seat belt reminder system (*)
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear



FUNCTIONAL

- 250 CID 6-cylinder engine
- Floor mounted three-speed, fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment

(*) December, 1971 availability

MUSTANG GRANDÉ



MODEL

2-Door Grandé Hardtop

SALES
NUMBER

04

MAJOR STANDARD FEATURES

EXTERIOR

The Grandé shares many features with the 2-door hardtop. Mutual features include:

- Grille design features black corrosion resistant ABS plastic insert, and bright ornamentation
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Fully concealed 2-speed electric windshield wipers with washers
- Rear applique and bright surround mouldings
- Color-keyed dual racing mirrors . . . left hand remote control
- Wheelip and rocker panel mouldings.

Additional features include:

- Full vinyl roof in black, white, blue, green or brown with bright metal bead moulding
- Bright "Grandé" script on "C" pillar
- New deluxe wheel covers
- Unique tape stripe on bodyside

INTERIOR

The Grandé shares many features with the 2-door Hardtop. Mutual features include:

- Color-keyed carpeting
- Floor mounted "mini-console"
- Seat belts front and rear with "Uni-lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Front seat belt reminder system (*)

Additional features include:

- Deluxe instrument panel features black appliques with woodtone applique on center portion
- Unique molded door trim panel features long 10" arm rest. A separate door-pull handle is an added convenience.
- Deluxe Lambeth cloth seat trim inserts front and rear
- Electric clock
- Rear ash tray in right quarter trim panel
- Bright metal trim on the accelerator, brake, brake release and clutch pads
- Interior identification plaque
- Trunk mat

FUNCTIONAL

- 250 CID 6-cylinder engine



- Three-speed fully synchronized manual transmission, floor mounted
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes, with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment

(*) December, 1971 availability

MUSTANG SPORTSROOF



MODEL

2-Door SportsRoof

SALES
NUMBER

02

MAJOR STANDARD FEATURES

EXTERIOR

The SportsRoof shares many features with the 2-door Hardtop. Mutual features include:

- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . .
- Bright front hood and fender moulding . . . bright chrome-plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders and right rear deck lid
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Wheelip and rocker panel mouldings
- Three-coat acrylic enamel paint finish with final coat applied by Electrostatic paint process (See page C-14)
- Rear applique with bright surround moulding

Additional features include:

- Dramatic "flat-roof" styling
- Rear window is tinted glass

INTERIOR

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Energy absorbing steering wheel and column . . . turn signal with lane change feature . . . locking steering column
- Floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors



- Front seat belt reminder system (*)
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear

FUNCTIONAL

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- 250 CID 6-cylinder engine
- Floor mounted three-speed fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment (*) December, 1971 availability

MUSTANG MACH I



MODEL

Mach I 2-Door SportsRoof

SALES
NUMBER
05

MAJOR STANDARD FEATURES

EXTERIOR

Unique Mach I exterior features include:

- Unique hood with twin NASA-type hood scoops, optional at no extra cost on Mach I with standard engine
- Front hood and fender mouldings color-keyed to exterior body color
- Black ABS plastic grille insert in honeycomb design with bright Mustang emblem in the center . . . grille includes two argent-painted sportlamps mounted in-board of the headlights
- Front bumper constructed of molded urethane and doubles as a front air spoiler . . . bumper is color-keyed to the exterior body color
- Bright lower body side moulding with lower panel below moulding painted black or argent
- "Mach I" decal on front fenders
- Bright chrome hub caps with bright chrome trim rings
- Black honeycomb lower back panel applique with bright metal mouldings
- "Mach I" decal on rear of deck lid
- Deck lid tape stripes
- Bright metal dual exhaust extensions (on 351 4v)

INTERIOR

Standard Mach I interior includes all the features in the base SportsRoof interior. A unique Mach I Sports Interior option is available on all SportsRoof models with V-8 engines. This option includes:

- Deluxe instrument panel featuring black appliques with simulated woodtone applique on center console portion
- "OIL", "AMP", and "TEMP" gauges in center console portion of instrument panel and tachometer and trip odometer
- Knitted vinyl high-back bucket seats with vertical accent stripes
- Color-keyed molded door trim panels with integral pull handle and arm rest. A simulated woodtone applique framed by bright metal on the upper portion of the door. The lower portion of the door is covered with carpet
- Color-keyed carpet features deep embossed carpet runners in the driver and front passenger area



MACH I SPORTS INTERIOR OPTION

- Bright metal frame around accelerator, brake, brake release and clutch pedals
- Rear seat ash tray located in right quarter panel

FUNCTIONAL

In addition to or in place of features on the SportsRoof model:

- 302 CID 2v V-8 engine (N/A in California w/manual transmission)
- Competition Suspension (See Options, page C-19 for description)
- E70 x 14 wide oval, belted bias-ply WSW tires

See page C-10 for a complete list of standard equipment.

MUSTANG CONVERTIBLE



MODEL

2-Door Convertible

SALES
NUMBER

03

MAJOR STANDARD FEATURES

EXTERIOR

The Mustang Convertible offers all of the exterior features of the hardtop including:

- Grille design features black corrosion resistant ABS plastic insert, and bright ornamentation
- Bright front hood and fender moulding . . . bright chrome-plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding
- Rear applique and bright surround mouldings
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Bright wheel lip and rocker mouldings
- Tinted windshield

Additional features include:

- 4-ply laminated vinyl top available in white or black . . . top includes full glass back window . . . top may be lowered without first unfastening rear window
- Stretch vinyl boot color-keyed to the interior trim . . . hidden fasteners give the boot a neat appearance.

INTERIOR

The Mustang Convertible includes all of the interior features of the hardtop including:

- Thin shell, high-back bucket seats
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers—"mini-console"

Other convertible interior features include:

- Power operated convertible top
- Knitted vinyl trim
- Top latches are located in the header panel . . . within easy reach of the driver's seat
- Interior of convertible top material has a black cotton liner
- Courtesy lights are located under the instrument panel, one on each side
- Deluxe left- and right-hand black instrument panel appliques
- Molded door trim panels



FUNCTIONAL

- 250 CID 6-cylinder engine
- Floor mounted three-speed synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity
- See page C-16 for additional convertible top information.

See page C-10 for a complete list of standard equipment.

MUSTANG STANDARD EQUIPMENT

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

EXTERIOR

	Hardtop	Convertible	SportsRoof	Grande	Mach I
BUMPER: wrap-around chrome plated front color-keyed, Spoiler-bumper.	X	X	X	X	—
GRILLE: bright framed, Mustang ornament mounted in center. honeycomb texture with tri-color Mustang ornament, and sports lamps.	X	X	X	X	—
HOOD: counterbalanced, front opening.	X	X	X	X	X
HOOD SCOOPS, NASA type.	—	—	—	—	X ^a
LIGHTS: Headlights—single 7 inch diameter.	X	X	X	X	X
Parking lights in front valance panel.	X	X	X	X	X
Sports lights in grille.	—	—	—	—	X
Front and rear side marker lights.	X	X	X	X	X
Taillights: trapezoidal shape, 3 lens.	X	X	X	X	X
Turn signal with lane-change feature.	X	X	X	X	X
MIRRORS: outside, dual racing L.H. remote control.	X	X	X	X	X
MOULDING: Bright rear window reveal mouldings.	X	—	X	X	X
Black lower back panel applique, bright moulding.	X	X	X	X	—
Hood and fender front moulding—bright.	X	X	X	X	—
—color keyed.	—	—	—	—	X
Wheelip and rocker panel mouldings.	X	X	X	X	—
Windshield reveal mouldings (bright).	X	X	X	X	X
ORNAMENTATION, GENERAL:	—	—	—	—	—
Black or argent paint on lower body, front & rear valance panels.	—	—	—	—	X
Bright roof drip rail.	X	—	X	X	X
Bright gas filler cap in center of lower back panel.	X	X	X	X	X
Deluxe wheel covers.	—	—	—	X	—
Unique tape stripe.	—	—	—	X	—
Bright chrome-plated wheel covers.	X	X	X	—	X
Hub caps with trim rings.	—	—	—	—	X
Honeycomb texture lower back panel with bright upper and lower moulding.	—	—	—	—	X
Bright "Mustang" script on right rear deck lid.	X	X	X	X	—
Rear tape stripe—Mach I with Mach I decal.	—	—	—	—	X
VINYL ROOF	—	—	—	X	—
WINDOWS: Back window: tinted glass.	—	—	X	—	X
Ventless door glass.	X	X	X	X	X
Tinted Windshield.	—	X	—	—	X
Fixed rear quarter windows.	—	—	X	—	X

INTERIOR

ACCELERATOR PEDAL —suspended design.	X	X	X	X	X
ARMRESTS, energy absorbing type, front.	X	X	X	X	X
ASH TRAY: Front, in mini console.	X	X	X	X	X
Rear, in right hand armrest.	—	—	—	X	—
CIGARETTE LIGHTER:	X	X	X	X	X
CLOCK: ELECTRIC.	—	—	—	X	—
CARPET —100% nylon, color-keyed.	X	X	X	X	X
DOORS: exterior handles, flush-type.	X	X	X	X	X
interior handles, safety designed.	X	X	X	X	X
latches, Safety-Yoke design.	X	X	X	X	X
lock push buttons, keyless locking.	X	X	X	X	X
side impact steel "Guard-Rail" protection structure.	X	X	X	X	X
DOOR TRIM PANELS: moulded, integral handle & armrest.	—	X	—	X	—
HAZARD FLASHER, column mounted switch.	X	X	X	X	X
INSTRUMENT PANEL: padded design, three dial cluster with printed circuits.	X	X	X	X	X
deluxe black side appliques.	—	X	—	X	—
wood tone center applique.	—	—	—	X	—
LIGHTS: courtesy—2 lights, one each side under instrument panel.	—	X	—	—	—
dome light.	X	—	—	X	—
LOCK: steering column.	X	X	X	X	X
MIRROR: inside rearview: Day/Nite safety-type vinyl backed & framed.	X	X	X	X	X
SEAT BACK LOCKS (all folding seats).	X	X	X	X	X
SEAT BELTS: front and rear lap, outboard front and rear(*) belts are self adjusting and retracting with "Uni-lock" shoulder harness (no shoulder harness on Convertible).	X	X	X	X	X
front seat belt reminder system*.	X	X	X	X	X
SEATS: front thin-shell adjustable, high back bucket.	X	X	X	X	X
standard vinyl trim.	X	—	X	—	X
deluxe cloth trim.	—	—	—	X	—
Comfortweave knitted vinyl trim.	—	X	—	—	—
SHIFT LEVER: floor-mounted with all transmissions.	X	X	X	X	X
STEERING WHEEL: 2 spoke, energy absorbing w/energy absorbing column deluxe type.	X	X	X	X	X
SUN VISORS: dual, padded.	X	X	X	X	X

FUNCTIONAL

BRAKES: self-adjusting w/dual master cylinder.	X	X	X	X	X
parking brake, step-on design.	X	X	X	X	X
ENGINE —250 CID 6-cylinder.	X	X	X	X	—
302 CID 2v, V-8.	—	—	—	—	X
FUEL TANK: 20 gallon capacity.	X	X	X	X	X
HEATER/DEFROSTER, blend-air type 3-speed blower (illuminated controls).	X	X	X	X	X
MUFFLER: aluminized and stainless steel components.	X	X	X	X	X
SHOCK ABSORBERS, staggered rear.	—	—	—	—	X ^b
SUSPENSION, competition.	—	—	—	—	X
TRANSMISSION —3-Speed manual.	X	X	X	X	X
VENTILATION, DirectAir.	X	X	X	X	X
WINDSHIELD WIPERS: parallel-acting, two speed electric, with electric washers, concealed.	X	X	X	X	X

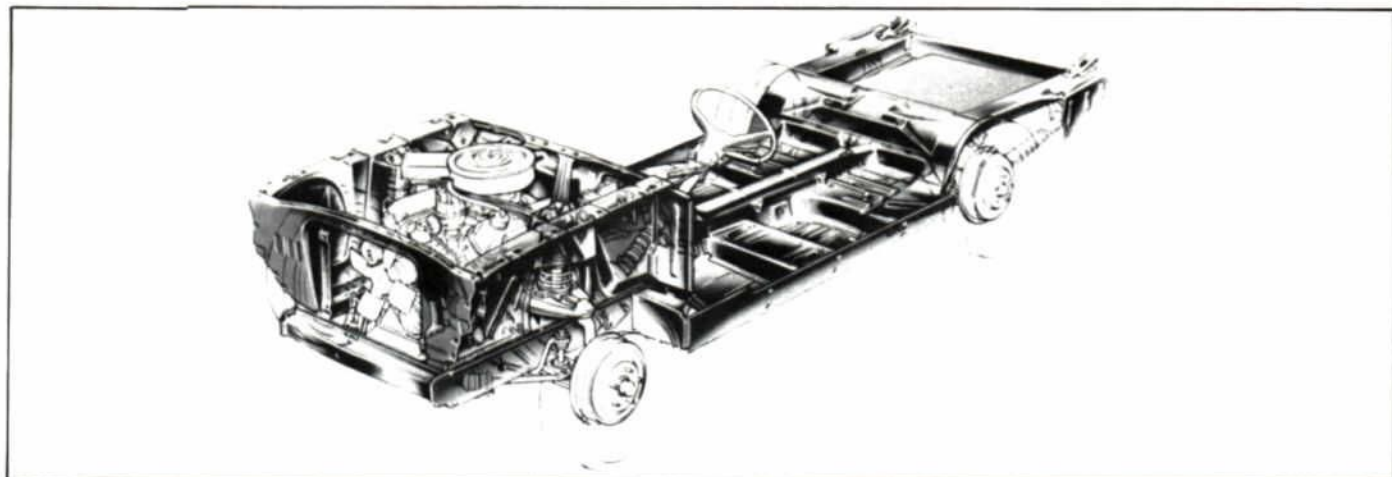
(a) No cost option with 302 CID 2v engine.

(b) With 351 CID 4v engine.

(*) December, 1971 availability.

MUSTANG FEATURES

CHASSIS FEATURES



PLATFORM CONSTRUCTION

Mustang's unit-built body design includes a platform chassis assembly. The platform chassis provides a strong base for the body and luggage compartment, enclosure for the engine and underbody attaching points for chassis components. Features of the design include:

Box section front and rear side rails are tied in securely to the heavy boxed-in rocker panels in the platform. Components are connected by five heavy-duty crossmembers welded to the underbody forming a strong ladder-type construction.

The front and rear side rails extend underneath, and are also welded to the floor pan. A "Backbone" formed by the full-length tunnel gives the structure maximum rigidity.

The side panels in the engine compartment are welded to the front side rails at the bottom, and to the cowl at the rear, for front end rigidity. A one-piece stamping with a deep channel section at the top connect panels across the front.

FRONT SUSPENSION

Mustang uses a short and long arm ball joint front suspension. Spring rates, stabilizer bar size, and shock absorbers are calibrated to match the weight/ride requirements of each model produced in accord with the type of engine and optional equipment installed. Front suspension features include:

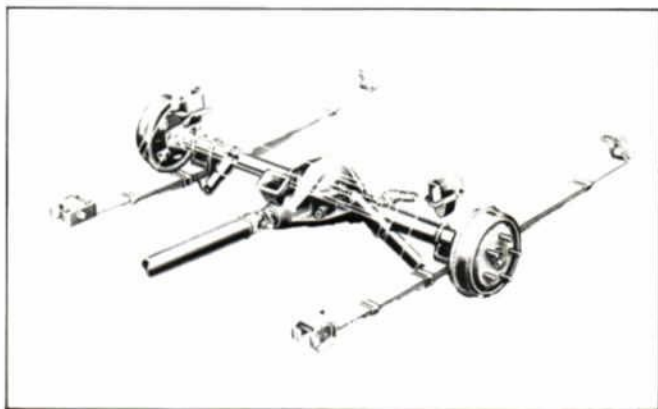
Lower suspension arms are mounted to the front end structure through rubber bushings to eliminate metal-to-metal contact and reduce the amount of vibration and noise transmitted to the passenger area.

The drag struts are anchored in rubber bushings which allow the wheels to move slightly rearward



when the car hits a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger compartment.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms and prevents excessive roll when cornering.



REAR SUSPENSION

Mustang's "Hotchkiss" type rear suspension features rubber bushings at connection points to prevent metal-to-metal contact and minimize noise transfer to the passenger compartment. Features of the system include:

Long 53-inch multi-leaf-type springs smooth out driving and braking forces to provide a comfortable, cushioned ride.

Front spring mounting eye incorporates a large resilient rubber bushing that permits slight horizontal wheel movement to help absorb small bumps and reduce road shock and noise.

Rear spring shackle is a rubber-bushed compression type, allowing easy flexing on light impact and providing greater resistance to severe impact.

Shock absorbers are mounted at an angle to reduce side sway and improve control. A constant viscosity fluid is used in the shock absorber to provide uniform performance under all climate conditions.

A COMPETITION SUSPENSION is standard on the Mach I and is included in the 351 4v engine option. It is also optional with other engines except 250 CID engine. The competition suspension includes heavy-duty front and rear springs, heavy-duty front and rear shock absorbers, heavy-duty front stabilizer bar and rear stabilizer bar.

Mustangs with the Competition Suspension and 351 CID 4v engine will again be equipped with staggered rear shock absorbers in 1972. Staggered rear shocks (the right

MUSTANG FEATURES

Chassis Features (Cont'd)

is mounted in front of the axle; the left behind it) counteract wheel hop and increase traction during acceleration and braking. Staggered shocks also provide improved rear axle control with higher output engines.

SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints
Springs	3.88" ID Helical Coil, Rubber-Insulated
Shock Absorbers	Hydraulic, Telescopic, Vertical Mount
Stabilizer	Link Type, Rubber-Bushed
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Opposed Tapered Roller

REAR

Type	Variable Rate, Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Hangers
Number of Leafs	4
Leaf Length and Width	53" x 2.5"
Spring Shackles	Compression Type, Rubber-Bushed
Shock Absorbers	Hydraulic, Telescopic, Angle Mount

MANUAL STEERING

Mustang's manual steering system is a parallelogram linkage type with a cross link and idler arm. This system offers more positive control of the car under all driving conditions with a minimum of steering effort. Features of the manual steering system include:

Cross-link bar positioned to improve directional stability and reduce oversteer.

The steering shaft control assembly is driven by recirculating ball bearings in a closed channel for reduced friction. The "Magic-Circle" steering gear is filled with a life-time lubricant which never needs changing under normal circumstances. See page C-20 for steering specifications.

POWER STEERING

An outstanding power steering system is optional on all 1972 Mustang models. The system utilizes the standard manual steering linkage and Ford's "Better Idea", "Fluidic Control" power steering pump that supplies extra power when you need it and "coasts" at high speeds. Functioning through a unique, patented "fluidic" control, the pump forces the maximum amount of fluid through the system at low speeds for easier parking. At highway speeds, it reduces the fluid flow to provide a good "feel" of the road and save on engine horsepower. Other features of the unit include:

Power unit integral with recirculating ball steering gear.

Integral control valve provides instant response to wheel movement.

A torsion bar element is used in the steering shaft to provide a precise feel of the road.

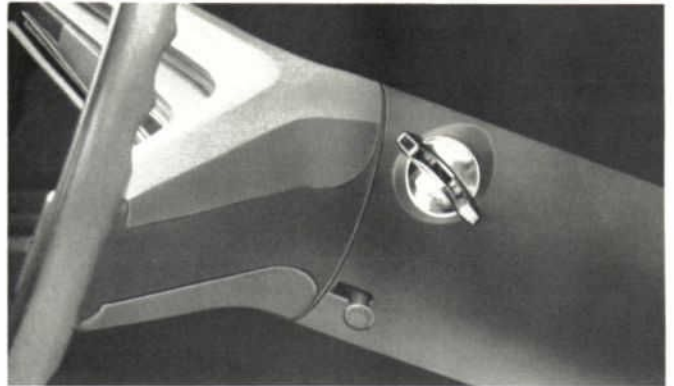
An overall steering ratio of 21.1:1 provides fast responsive steering.

3.7 turns of the steering wheel lock-to-lock is 12% faster than manual steering.

VARIABLE RATIO STEERING GEAR—a variable ratio steering gear is provided when power steering is ordered on a vehicle equipped with the competition

suspension. With variable ratio steering, a special gear is used that gives a rapidly reducing ratio as the wheel is turned beyond center. This gives the driver the benefits of quick-ratio steering without the steering being super-sensitive. Quicker, more responsive steering and handling is a result of this steering/suspension combination.

See page C-20 for steering specifications.



LOCKING STEERING COLUMN

An anti-theft steering column is standard equipment on the Mustang.

The locking mechanism is mounted on the steering column, within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start. By moving the key to "lock" position, the ignition switch, transmission linkage and steering wheel are simultaneously locked to help prevent car thefts. Locking can only be accomplished with a manual transmission in the "reverse" or an automatic transmission in the "park" position. A mechanical lock-out device prevents the ignition key from being turned to "lock" until the transmission selector is located in its correct position.



TIRES AND WHEELS

The standard tire on all 1972 Mustang models is of a belted bias-ply design. This type of tire design features a wide profile and provides improved vehicle braking, traction, cornering and long tread life. Outlined below are some of the principal benefits of this tire design:

● **LONGER WEAR** . . . the tires have a broader "footprint" on the road and the tread is backed up by belts, it doesn't squirm. (The tread rolls like a belt decreasing internal and surface friction.)

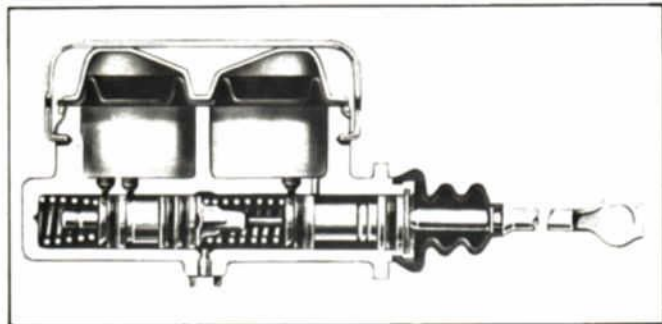
● **IMPROVED TRACTION AND CORNERING** . . . the belts hold the tread flat on the road and provide support to the sidewalls under normal driving conditions.

See "Tire Availability" chart page C-21.

Mustang wheels are stamped steel with a ventilated disc welded to a safety-type rim. Five large retaining nuts plus a centering pilot automatically center the wheel on the hub. See page C-20 for wheel specifications.

MUSTANG FEATURES

Chassis Features (Cont'd)



BRAKES

All Mustangs use a dual hydraulic brake system with a dual-chambered master cylinder. Important features of the system are:

Each master cylinder chamber is independent of the other with its own fluid reservoir and pumping section.

Separate connections for the brake lines link one cylinder chamber to the front brakes and the other to the rear to protect against total loss of braking capability in the event of pressure loss in either line.

An instrument panel light indicates hydraulic pressure loss in either brake line when brakes are applied. Immediate servicing is required if the brake warning light comes on.

See page C-22 for brake specifications.

MANUAL BRAKES

Mustang's standard manual brakes are self-energizing single anchor, internal expanding drum type on all four wheels.

All standard Mustang brakes incorporate self-adjusters, which keep the brakes in proper adjustment.

Brake shoe clearance at each wheel is automatically adjusted as required when the brake is applied as the car is moving in reverse. The brakes also are shielded against dirt and water entry by a curved edge on the brake backing plate which mates with a groove in the brake drum.

See page C-22 for brake specifications.

POWER FRONT DISC BRAKES

Mustang's front disc brakes consist of a cast-iron disc with a floating caliper straddling the disc and an inboard splash shield. The caliper contains a piston, which, when the brakes are applied, forces friction pads against the rotating disc. The ventilated cast-iron disc affords both effective cooling and water dissipation. The stamped-steel inboard splash shield keeps road splash from the disc.

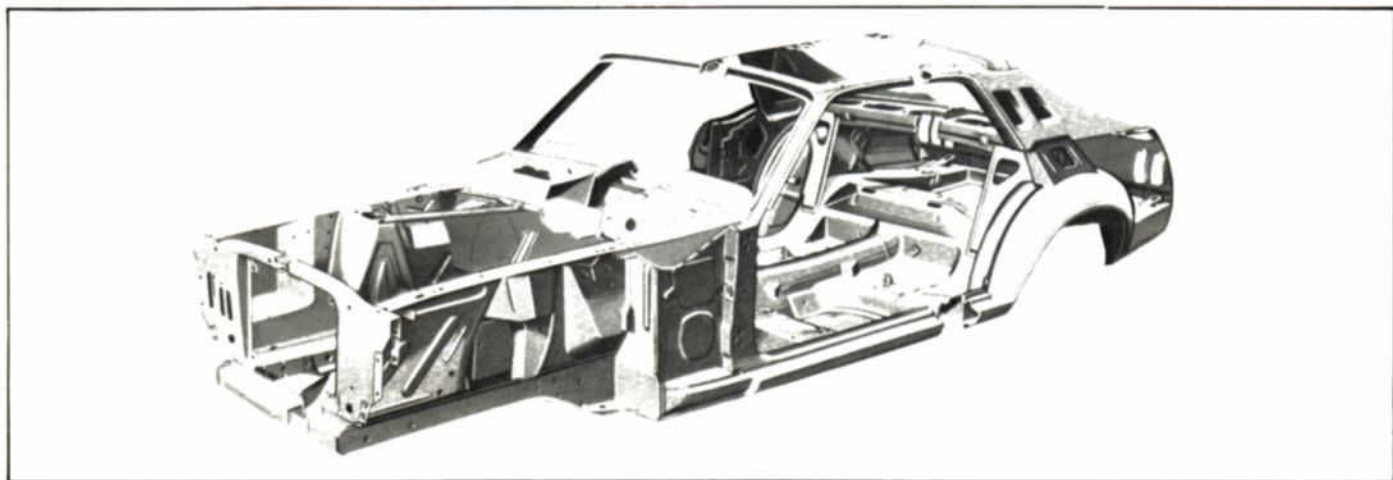
The disc brake option incorporates a single-diaphragm power brake booster. The booster helps to reduce system reaction time for faster and better braking control.

The power front disc/rear drum brake system requires up to 40% less pedal effort. Increased fade resistance, even after repeated stops, improved recovery from water, and the ease of servicing disc brakes make them ideal for motoring enthusiasts as well as anyone who desires maximum braking power.

PARKING BRAKE

Mustang models are equipped with a foot-operated parking brake. The suspended parking brake pedal is located below the instrument panel near the left side cowl. A pull handle release system is used in conjunction with the parking brake.

BODY FEATURES



BODY CONSTRUCTION

Mustang's all-welded body is designed and engineered to provide maximum strength with minimum weight. The dash panel and extra strong double-walled upper cowl are welded with the front spring towers, fender aprons, radiator support, cowl side panels and torque boxes to form one rigid integral unit.

The front end structure has been engineered to permit energy absorption through better control of sheet metal deflection.

Roof bracing of the Hardtop and SportsRoof models is double panel construction with a box section channel around

window and door openings. A roof cross brace adds support and rigidity.

Convertible models have added and reinforced underbody structural members for increased strength.

The rear underbody features a full width rear floor pan with a strap-on fuel tank.

RUST PREVENTION

Mustang bodies are given maximum protection to retard rusting. Vital underbody parts have been specially treated for resistance to mud, water and road salt with a sprayed on asphalt base sound deadener. Interior surfaces of the

MUSTANG FEATURES

Body Features (Cont'd)

door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels, lower body panels, and front and rear side rails use a zinclad steel and rocker panels have one-way drain valves to help prevent moisture accumulation. Exterior trim mouldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers.

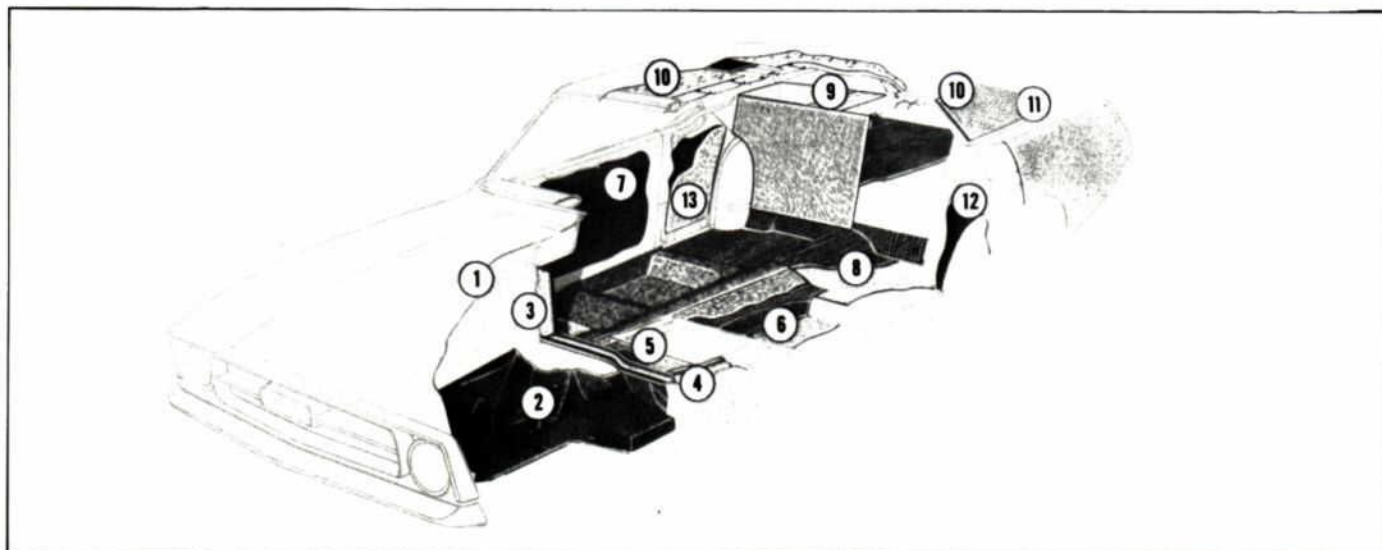
SIX STEP PAINT PROCESS

Mustang's super diamond lustre paint finish is the result of a thorough six step sheet metal preparation and painting process. Before the triple coats of enamel are applied, the body receives all-over rust protection including a coating of zinc phosphate and two coats of tough epoxy primer. Each primer application is followed by wet-

Phosphate Coating
First Primer—Epoxy
Second Primer—Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

sanding. A triple coat of acrylic super enamel is then baked-on.

The final coat of paint on all Mustangs is applied by ELECTROSTATIC PAINTING, a system that produces a better, more uniform paint finish. The system features a paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. The tip of the electrode is located so that air-atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and coat the backside due to the strong electrostatic attraction.



BODY INSULATION

Mustang's body insulation and sound package contribute to greater all-weather comfort and quiet in the passenger compartment.

- (1) Mastic adhesive is spotted between the inner and outer panels of the hood.
- (2) Inner housings of the front fenders, including fender aprons, are sprayed with a sound deadener coating.
- (3) The dash panel has a one inch thick molded textile-fiber pad between passengers and engine with heavy plastic (vinyl) coating.
- (4) One-half-inch thick fiber pads are included at cowl sides.
- (5) The area from the toeboard to the back of front seat is covered with a combination one pound mastic and 28 gram fiber pad. A thick jute pad is bonded to the carpet.
- (6) The rear floor area is covered with the same material as the front floor area.
- (7) Sound deadener is applied to the inner surface of door outer panels.
- (8) The rear seat area has one pound mastic and three-eighths-inch fiberglass pad covered with a heavy plastic coating from the front of the seat to the back of the axle kickup.
- (9) The package tray has one-half-inch fiberglass pad with heavy plastic coating under the full width of the package tray covering.

- (10) One-half-inch thick fiber pad blanket insulates the entire roof panel, front and rear. Rear pillars have one-half-inch fiber pad.
- (11) Mastic adhesive is spotted between the inner and outer panels of the deck lid.
- (12) Rear wheel housing splash areas are sprayed with sound deadener.
- (13) A one-half-inch fiber pad is cemented to the quarter trim panel.

BODY SEALING MATERIAL

Joint sealers and special anti-squeak and sealing devices are used in all Mustang models to provide a comfortable, quiet ride.

Special plastic sealing material is applied to exposed spot-welded body panel seams and joints. Vinyl plastic sealer is used at the drip rails and rear deck trough. Windshields are sealed with Ford's special butyl tape and a special non-drying plastic compound seals the rear windows. Special pads, grommets, seals and plug buttons guard against water, dust and drafts. Heat-curing sealer is applied to all other panel seams and joints.

HEATING

Mustang's high capacity heater uses the blend air principle of temperature control. Temperature is controlled by regulating the amount of air that passes through the heater core.

MUSTANG FEATURES

Body Features (Cont'd)

Heat, defrost, and temperature controls, and the three-speed blower switch are located in the center of the instrument panel within easy reach of the driver. The defroster lever ducts air to slit type openings to defog windshield.

DIRECTAIRE VENTILATION

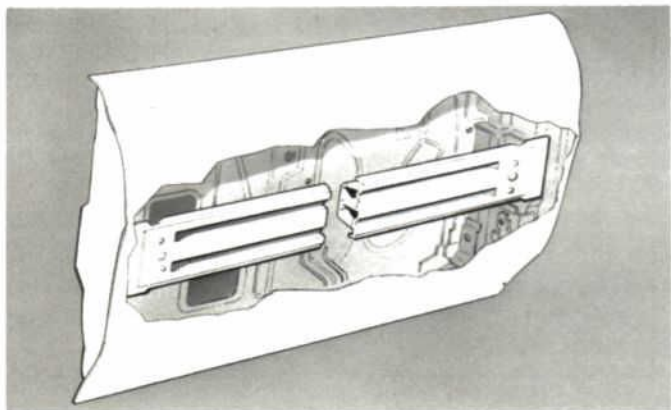
Mustang offers a high-low ventilation system as standard equipment. The system includes four ventilation outlets in the passenger compartment, one on each end of the instrument panel and one on each side under the instrument panel. Adjustable air valves located behind the outlet registers provide control over outside air entering the car.

Push-pull knobs located within easy reach of the driver permit control of the air valves.

- With knobs all the way in—air valves are closed
- With knobs all the way out—air is directed through the "high" registers in the instrument panel
- With knobs halfway out—air flow is directed through both the high and low outlets

The outlet registers in the instrument panel can be adjusted vertically and laterally to control the direction of incoming air.

This system provides a significant improvement in air flow through the vehicle with the windows rolled up which helps to eliminate traffic and wind noise. Ventilating air, heated or unheated, enters from the front intake . . . circulates throughout the interior . . . and exits through pressure relief valves in the "B" pillar, carrying away stale or smoke-laden air . . . without any need to open a window. The pressure-relief valve has a one-way design to prevent reverse flow of air when the system is not in use.



DOORS

Every 1972 Mustang features a steel "Guard Rail" side impact protection system. The rugged steel "Guard Rail" combines with high strength door hinges and latches to help provide better distribution of forces for greater protection in the event of side impact.

The steel "Guard Rail" side impact system was designed and thoroughly tested to provide maximum strength and impact absorbing qualities with a minimum of additional weight. The beam structure is a flanged, tapered steel channel with a full length partition down the center and closed by a welded-on ribbed plate. The entire assembly is attached to the door end flanges and located directly inside the outer door panel.

Mustang doors are formed into a sturdy box unit by using a double panel, welded construction. Bronze-bushed hinges are used for long wear and easy opening and closing. The lower hinges incorporate assist springs to aid in opening the doors and retard slamming when the doors are closed. All doors also incorporate check straps to hold the doors in the full open position. The check straps used on the

front doors provide an intermediate door check position to aid entry and exit when parked in close quarters. Bear-hug door latches provide secure closing, easy opening, rattle resistance and help protect against accidental opening on impact.

DOOR HANDLES

Mustang's exterior door handles are a pull-out type, mounted flush with the bodyside sheetmetal.

One step locking is standard on all doors. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door.

The inside door handle is formed as an integral part of the armrest. The handle actuates the door latch when pulled inward with the fingertips. The design helps provide protection against accidental opening by passengers.

WINDOWS

All Mustang models feature ventless front side glass. This style of window eliminates the vent window, division bar and vent latch providing improved appearance and increased driver/passenger visibility.

All windows except windshields are high-strength, impact-resistant, heat-tempered glass. Windshields are constructed of two sheets of 1/8-inch glass heat laminated to a 30-mil-thick plastic laminate.

SEATS

For 1972, the Mustang bucket driver's seat (except convertible) is mounted one-half inch further aft for more leg room. In addition, Mustang bucket seats have a high-backed thin, trim design resulting from the use of a seat frame. The members of the steel frame are welded into one solid unit. Horizontal zig-zag 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 is used for the one-piece molded cushion with softer foam in the center, and firmer foam for support at the sides.

The seats are attached to strong roller bearing seat tracks that have a full 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 a full upright position. A small knob in the center of the seat back releases the lock for rear seat entry.



"UNI-LOCK" SAFETY HARNESS

All Mustangs include a "Uni-Lock" three-point safety harness for the outboard front seat passengers on all models except the Convertible. This design eliminates the two shoulder harness buckles on the seat and permits easier and faster "buckle up." During use, the driver or outboard front seat passenger pulls the lap belt out of the refractor and "snaps" it into the buckle—the belt length is auto-

MUSTANG FEATURES

matically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary.

All Ford Division Cars for 1972 will include as standard equipment seat belt retractors at the front (and rear*) outboard seating positions. In the front, the retractors form part of the seat belt reminder system. In the rear, the retractors are hidden below the seat and a belt guide is located between the seat and trim panel.

(*) December, 1971 availability

FRONT SEAT BELT REMINDER SYSTEM

New for 1972 is a standard front seat belt reminder system(*). This system includes an instrument panel light and buzzer mounted in the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted.

(*) December, 1971 availability

HEADLIGHTS

The 1972 Mustangs all feature single headlights mounted in the fender extensions. Access holes in the trim rings allow adjustment of the headlight beams without having to remove the trim rings. The parking lights remain lit with the headlights to help provide more positive front-end identification to oncoming drivers.

SIDE MARKER LIGHTS

All Mustang models have standard amber marker lights on the front fenders, and a red light on each rear quarter extension to provide side identification during dusk and nighttime driving.

HOOD

Strength and rigidity have been designed into the double panel construction of the Mustang hood. The inner panel forms a brace, and is bonded to the outer panel with a special mastic. The outer edges are welded. The hood's counterbalanced hinges permit easy opening and closing. Rubber bumpers are placed around the outer edge of the

hood. The two front bumpers are adjustable for leveling the hood with the front fenders. A single-action lever, permits one-hand opening. This lever releases both latch and safety catch.

LUGGAGE COMPARTMENT

Luggage space in the hardtop model is 9.5 cubic feet while the SportsRoof has 8.3 and Convertible 8.1 cubic feet of luggage capacity. Torsion bars to the deck lid hinges assist in raising the lid and holding it open. Compression type, neoprene rubber weatherstripping provides protection against dirt and moisture.

CONCEALED WINDSHIELD WIPERS

The standard windshield wiper system for the Mustang is fully concealed in a recess between the end of the hood and the windshield. The driver's side wiper arm is articulated to clear a greater area of the windshield. The articulated arm causes the wiper to sweep further into the left lower corner of the windshield, closer to the windshield pillar. Longer 18-inch wiper blades help provide a substantially larger cleared area.

The two-speed electric windshield wipers are activated by rotating a control knob on the instrument panel. The windshield washers are activated by pulling out the wiper knob. Operation of the washers automatically activates the wipers.

CONVERTIBLE TOP

The Mustang Convertible features a specially designed top that provides a neat appearance and extra rear seat room.

The linkage mechanism of the power operated convertible top is designed so that the stack is wide and the linkage simplified, similar to the advanced design developed for the Ford Convertible. In the down position the stack is positioned further rearward and lower in the well, resulting in additional rear seat shoulder and elbow room.

In the up position, the linkage provides a trim appearance in the roof area adjacent to the rear seat. The tempered semi-flexible rear window is a one-piece (replacing the two-piece folding glass window) design. The top may be lowered without first unfastening the window.

The flush-design top latches are located on the windshield header permitting easy operation of both latches from the driver's position.

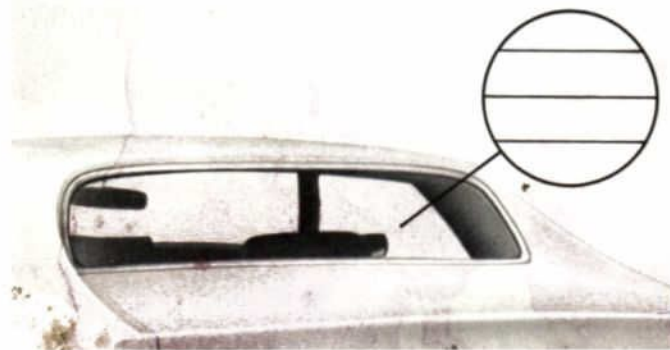
The convertible top is constructed of 4-ply laminated vinyl and cotton and is attached firmly to the bows to prevent ballooning at highway speeds. The top is available in either black or white with a stretch vinyl boot, color-keyed to the interior trim. Hidden fasteners on the boot give a neat top-down appearance.

MUSTANG OPTIONS

Mustang offers a wide variety of factory installed options. Owners can select from these items to equip their car to suit their personal tastes and desires.

REAR WINDOW ELECTRIC DEFROST

This "Better Idea" helps keep the backlite frost-free and



will remove snow, frost, and up to 1/8-inch of ice in minutes. 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." Available with V-8 engines only. Not available on convertible.

4-SPEED TRANSMISSION

Ford's fully-synchronized four-speed manual transmission is designed to provide the ultimate in driving flexibility and performance. This transmission's four ratios are properly spaced to fit the power curves found in the Mustang engine lineup. Its rugged construction allows extended operation in any ratio, such as using third gear for cruising on hilly, winding roads. The floor-mounted "Hurst Shifter"® is indexed for fast, sure shifting, lending itself to competition

MUSTANG OPTIONS

events. Fully-synchronized gears permit positive, split-second upshifts and downshifts at all reasonable engine speeds.

"TRACTION-LOK" DIFFERENTIAL

Beneficial to family and performance car alike, Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied.

The "Traction-Lok" option provides extra traction on ice, mud or snow, and maximum accelerating power.

(See the Power Teams section for more information.)

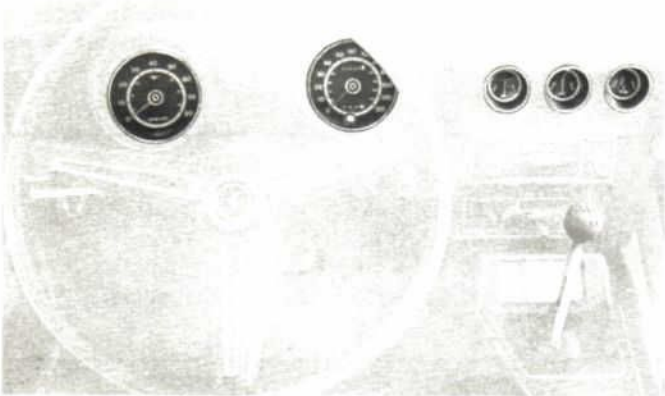
COMPETITION SUSPENSION

The competition suspension is standard on the Mach 1. The option includes heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, extra heavy-duty front stabilizer bar and rear stabilizer bar. (See page C-11 for additional details.)

POWER STEERING

A power steering system is optional on all Mustang models. The system utilizes Ford's "Better Idea," "Fluidic Control" power steering pump that supplies extra power when you need it for parking, and reduces power flow at highway speeds to provide a good "feel" of the road and save on engine horsepower.

The power steering option includes a variable ratio gear on models equipped with competition suspension. (See page C-12 for additional details.)



INSTRUMENTATION GROUP

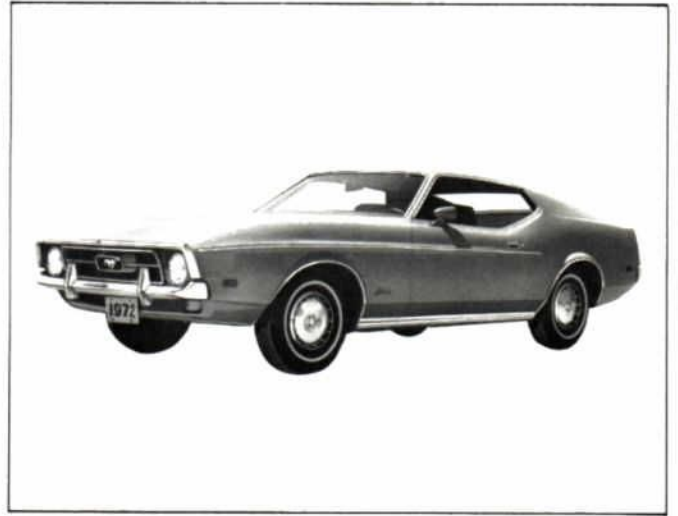
The instrumentation group is ideally suited for the driver who wishes a full complement of gauges. The group includes tachometer, trip odometer and "OIL," "AMP" and "TEMP" gauges. The option is not available with 250 CID engines and is standard with the Mach 1 Sports Interior option.

SELECTAIRE AIR CONDITIONING

Mustang's air conditioning system incorporates a large size condenser and evaporator designed to provide a fast cool-down rate for improved passenger comfort.

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

The three-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 three 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.



PROTECTION PACKAGE

Attractive and functional, this option includes bright body side mouldings, new front bumper guards and rear bumper guards. The side mouldings help protect the bodyside sheet metal while the bumper guards help prevent damage during minor collisions. The bumper guards are chrome-plated with vertical rubber inserts for durability and scratch resistance. The body side moulding includes a vinyl insert for protection against scratches and dents. The protection package is not available on Mach 1.

COLOR-GLOW FINISHES

Two new optional Color-Glow metallic finishes, Ivy Glow and Gold Glow, are available on 1972 Mustangs. These new colors 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 contributes to the distinctive characteristics of these glamorous new finishes.

DECOR GROUP

In 1972 there will be a new Decor Group to further enhance the appearance and appeal of the Mustang Hardtop and Convertible models. Included in this option package are lower bodyside paint treatment with bright chrome

MUSTANG OPTIONS

upper moulding, unique black honeycomb grille and sports-lamps, color-keyed front bumper, color-keyed hood and fender mouldings plus trim ring/hub caps.

POWER WINDOWS

Power windows are also available on the Mustang. The option includes a movable quarter window on the Sports-Roof models. The driver can control all windows from a single control panel located on the door trim panel. There are also individual switches at each of the other seating locations. A master lock-out switch permits the driver to override the entire system for added safety.



DUAL RAM INDUCTION

This high performance option features a Mach I hood with two-tone paint treatment and functional air scoops, hood lock pins and "ram-air" engine decals. The ram air hood

scoops incorporate two vacuum operated air control valves mounted directly behind the inlet castings to prevent air flow except when high power output is required. The hood inner panel is shaped to form the upper half of the ducting which directs air to the air cleaner. High-speed, high rpm operation results in a ram- or forced-air effect which helps to develop added horsepower.



CONSOLE

This convenience option is available on all Mustang models. The console contains a large-size storage compartment with a padded lid which also serves as a center armrest. It also houses a large ash tray and an electric clock. The console is constructed of molded plastic and is color-keyed to the interior.

WHEELS AND WHEEL COVERS

Distinctive full wheel covers, and sports-styled steel wheels are available as standard or optional on all 1972 Mustangs.

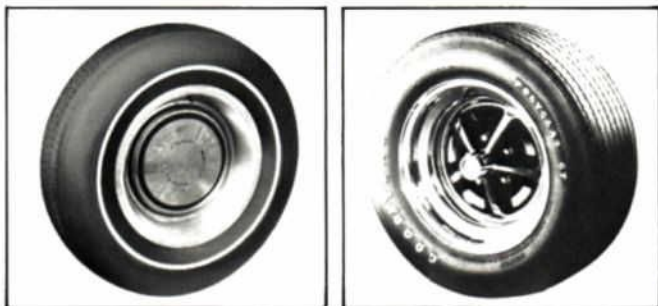


SPORTS WHEEL COVER

This sports-styled wheel cover is optional on all models.

TRIM RING/HUB CAP

The "action-styled" trim ring/hub cap combination is standard on the Mach I and optional on all other models.



MAGNUM 500 STEEL WHEEL

This high-performance, chrome-plated steel wheel includes an F78 x 14 space saver spare and requires F60 x 15 tires and competition suspension at extra cost. (See page C-21 for F-60 tire availability.)

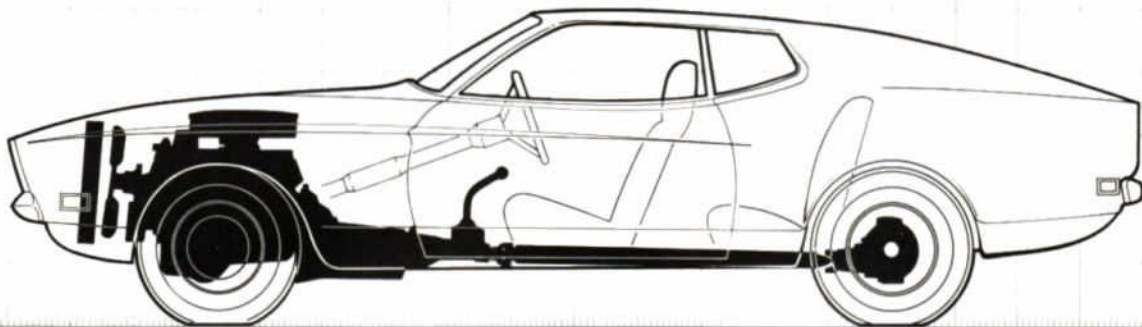
MUSTANG OPTIONS AVAILABILITY

DESCRIPTION	AVAILABILITY*	
	R P O	D L R
APPEARANCE EQUIPMENT		
Body Side Tape Stripe (Argent or Black. Available on Mach I, Hardtop or Convertible in conjunction with the Decor Group Option.)	X	
Color-Glow Finishes (Special metallic paint available in Ivy Glow and Gold Glow.)	X	
Console, includes electric clock.	X	
Decor Group (Includes lower bodyside paint treatment with bright chrome upper moulding, unique black honeycomb grille and sportslamps, color-keyed front bumper, color-keyed hood and fender mouldings, plus trim ring/hub caps. Available on base hardtop and convertible only.)	X	
Door Edge Guards	X	X
Floor Mats, color-keyed vinyl	X	X
Instrumentation Group (Includes tachometer, trip odometer, and triple instrument pod (OIL, AMP, TEMP); Standard on Mach I Sports Interior Option; N/A with 250 CID IV engine.)	X	
Mach I Sports Interior Option (Includes knitted vinyl high back bucket seats with accent stripes, tachometer, trip odometer, triple instrument pod gauges (OIL, AMP, TEMP), bright pedal pads, molded door trim panels with integral pull handle and arm rest, color accented deep embossed carpet runners, deluxe instrument panel black applique with woodtone center section, and rear seat ash tray. Available only on SportsRoof models equipped with 8-cylinder engine.)	X	
Roof, Vinyl (Includes "C" pillar Mustang tri-color ornament on models other than Grandé. Available only on 2-door hardtop.)	X	
Spoiler, Rear Deck (Available only on SportsRoof and Mach I.)	X	
Trim Rings/Hub Caps (Standard on Mach I.)	X	X
Wheel Covers, Sport	X	X
Wheels, Magnum 500 Chrome (Includes F78 x 14 Space Saver Spare; Requires competition suspension and F60 x 15 B/WL tires at extra cost.)	X	
AUDIO EQUIPMENT		
Radio, AM	X	X
Radio, AM/FM Stereo (Includes two front-door mounted speakers.)	X	X
Stereosonic Tape System (Includes two front-door mounted speakers; N/A with AM/FM stereo radio; Requires AM radio at extra cost.)	X	X
COMFORT—CONVENIENCE EQUIPMENT		
Air Conditioner—SelectAire (Includes 55-ampere alternator and extra-cooling package. N/A with 250 CID IV in combination with three-speed manual transmission. Tinted glass recommended.)	X	
Bumper Guards, Front and Rear; Chrome plated front and rear bumper guards with rubber inserts. (N/A on Mach I or Decor Group.)	X	X
Convenience Group (Includes trunk light, glove compartment light, map light, under hood light, front "lights-on" warning buzzer, automatic seat back release, under instrument panel courtesy lights (standard on Convertible), parking brake warning light, and glove box lock.)	X	
Electric Defrost, Rear Window (Includes 61-ampere alternator on Mach I with any 351 CID 8-cylinder engine in combination with air conditioner; 55-ampere alternator on all other models.) Not available on convertible or with 250 CID IV engine.	X	
Glass, Tinted—Complete (Recommended with air conditioner. Tinted windshield standard on Convertible. Complete tinted glass available on Convertible and all other models.)	X	
Protection Package (Includes body side protective moulding with color-keyed vinyl insert and front and rear bumper guards. Unique tape stripe deleted on Grandé when this option is ordered.)	X	
Seat Belts, Deluxe (Standard on Convertible)	X	X

DESCRIPTION	AVAILABILITY*	
	R P O	D L R
Seat, Rear Sport Deck (Includes F78 x 14 Space Saver Spare; Folding rear seat and loadfloor; Available only on SportsRoof and Mach I.)	X	
Steering Wheel, Rim Blow—Deluxe Three-Spoke	X	
Steering Wheel, Tilt (Requires power steering at extra cost.)	X	
Windshield Wipers, Intermittent	X	
ENGINES		
302 CID 2V 8-Cylinder (Standard with Mach I.)	X	
351 CID 2V 8-Cylinder (N/A with four-speed manual transmission.)	X	
351 CID 4V 8-Cylinder (Includes NASA hood scoops, special intake manifold, special valve springs, large capacity 4300-D carburetor, 2½" exhaust outlets, modified cam, 4-bolt main bearing caps and non-locking axle and 55-ampere battery. Requires Cruise-O-Matic or four-speed manual transmission and competition suspension.)	X	
PERFORMANCE EQUIPMENT		
Axle, Optional Ratio	X	
Axle, "Traction-Lok" Differential	X	
Battery, Heavy-Duty (70-Ampere)	X	X
Dual Ram Induction (Includes functional Mach I hood with black or argent two-tone paint, hood lock pins, and "ram air" engine decals. Available only with 351 CID 2V or 4V engines.)	X	
Extra-Cooling Package (Included with air-conditioner.)	X	
Suspension, Competition (Includes extra heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, plus front and rear stabilizer bars. Standard on Mach I and with 351 CID 4V engines. Not available with 250 CID IV engine. Models ordered with F60 x 15 B/WL tires require this option. See Page C-11).	X	
POWER ASSISTS		
Power Front Disc Brakes.	X	
Power Steering (Includes variable ratio gear on models equipped with competition suspension.)	X	
Power Side Windows	X	
TIRES		
See page C-21 for model availability.		
E70 x 14 Belted WSW	X	X
F60 x 15 B/WL (Includes F78 x 14 space saver spare. Not available with 250 CID IV engine, base wheel covers, or standard hub caps. Requires competition suspension at extra cost.)	X	X
F70 x 14 Belted WSW	X	X
F70 x 14 Belted With Raised White Letters	X	X
EMISSION CONTROL		
Emission Control System, Nitrous Oxide (Required in State of California, available elsewhere.) Unique equipment and/or carburetor or distributor calibrations to meet Nitrous Oxide Control standards are incorporated.	X	
TRANSMISSIONS		
SelectShift Cruise-O-Matic	X	
Four-Speed Manual with Hurst® Shifter (Requires 351 4V V-8 option.)	X	

*RPO—Regular Production Option
DLR—Dealer Installed Option

MUSTANG PERFORMANCE



Engineering and product features which provide maximum performance and versatility for ease of handling and driving as well as maximum economy of operation headline Mustang's performance for 1972. There is a choice of four engines, three transmissions and six rear axle ratios available in combinations to suit virtually all driving requirements.

ENGINES

For 1972, all Ford engines are designed to run on regular fuel. Ford's rugged 250 CID 1v six-cylinder engine is the base engine for Mustang. The "250" provides good performance and exceptional economy and is standard in all models except the Mach I.

The economical 302 2v is the base V-8 engine for the Mustang and is standard on the Mach I. The 351 V-8 is also available as an option in either a two-barrel (2v) or the four-barrel (4v) version on all models. (The 302 CID 2v and 351 CID 2v engines with three-speed manual transmission are not available in California.)

TRANSMISSIONS

Ford's proven three-speed manual transmission is standard on all models. The fully-synchronized, constant-mesh design of this transmission means dependable performance and easy shifting.

Optional transmissions include:

The popular SelectShift Cruise-O-Matic transmission which offers a choice of manual shifting or completely automatic operation. The Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control under adverse road or weather conditions.

The four-speed manual transmission provides "take-off and go" qualities unsurpassed in the industry. Synchronized in all forward gears, this transmission is well-suited to the performance-oriented driver, and is optional with 351 4v engine models. It provides fast, positive shifting with constant-mesh gears and features a "Hurst Shifter."[®]

(Refer to Power Teams section for more information.)

MANEUVERABILITY

Mustang's 109" wheelbase and wide track (61.5" front, 61.0" rear) and road-hugging suspension are designed to give all models outstanding ride, handling, and maneuverability. Two completely unique suspension systems are used on the 1972 Mustangs. The base suspension and competition suspension, with each calibrated in relation to engine size. In conjunction with the suspension systems, Mustang offers an integral power steering option with a normal ratio for standard suspension equipped vehicles and a variable ratio gear on vehicles equipped with the competition suspension.

(Refer to pages C-11-12 for more information.)

MUSTANG GENERAL SPECIFICATIONS

STEERING SPECIFICATIONS

Linkage	Parallelogram with cross-link
Gear Type	Recirculating Ball and Nut
Overall Steering Ratio	
- Manual	27.7:1
- Power*	22.1:1
Steering Wheel Turns (lock to lock)	
- Manual	4.60
- Power	3.68
- Power Variable Ratio	3.17
Turning Diameter (curb to curb)	39.8
Steering Wheel Diameter	15.0

*Constant Ratio Power Steering except with competition suspension. Variable Ratio included with competition suspension @ 20.2:1 overall steering ratio on center.

WHEEL SPECIFICATIONS

Type	Stamped Steel
Number of studs	5 @ .50 dia.
Diameter and Rim Size (Inches)	14" x 6"*

*14" x 7" wheels included with E70 tires on SportsRoof and Hardtop models.
15" x 7" wheels with F60 x 15 tires.

MUSTANG GENERAL SPECIFICATIONS

MUSTANG POWER TEAM SELECTIONS												
Engine	TRANSMISSION			REAR AXLE RATIOS								
				3-Speed Manual			4-Speed Manual			Cruise-O-Matic		
	3-Speed	4-Speed	Cruise-O-Matic	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok
250 CID 1v Six Std.	Std.	N/A	Opt.	3.00	N/A	3.00	N/A	N/A	N/A	2.79	3.00*	3.00* 2.79
302 CID 2v (2) V-8 Opt. (1)	Std.	N/A	Opt.	3.00*	N/A	3.00*	N/A	N/A	N/A	2.79 3.00**	3.00*	3.00* 2.79
351 CID 2v V-8 Opt.	Std.	N/A	Opt.	2.75*	3.25*	2.75* 3.25*	N/A	N/A	N/A	2.75	3.25*	2.75* 3.25*
351 CID 2v (2) w/Ram Air Opt.	Std.	N/A	Opt.	3.25*	N/A	3.25*	N/A	N/A	N/A	3.25*	N/A	3.25*
351 CID 4v V-8 Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.50	3.25*	3.50 3.25*	3.25*	3.50	3.50 3.25*

(1) Standard on Mach I

(2) 3-speed manual N/A in California

*Mandatory ratio with air conditioning

**Standard Ratio for California.

N/A—Not Available

TIRE AVAILABILITY SPECIFICATIONS

Belted Tire Size	Sidewall Color	ENGINE				
		All Models Except Mach I			Mach I	
		250 Six	302 V8	351 V8	302 V8	351 V8
E78 x 14	BSW	Std.	Std.	Std.	N/A	N/A
E70 x 14	WSW	Opt.	Opt.	Opt.	Std.	Std.
F70 x 14	WSW	Opt.	Opt.	Opt.	Opt.	Opt.
F70 x 14	B/WL	Opt.	Opt.	Opt.	Opt.	Opt.
F60 x 15	B/WL	N/A	Opt.	Opt.	Opt.	Opt.

(a) F60 x 15 B/WL tires with F78 x 14 space saver spare

B/WL—black sidewall tires with raised white letters

MUSTANG GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

	250 & 302 2v V-8	351 V-8	Power Front Disc Option	
			Rear Drum	Front Disc
Brake Drum Diameter	10"	10"	10"	—
Brake Rotor Diameter (Disc)	—	—	—	11.3
Lining Material	Molded Asbestos			
Lining Attachment	Riveted			
Lining Width—Front	2.25"	2.50"	—	1.84" x 4.95" Inboard
Lining Width—Rear	1.75"	2.00"	2.00"	1.81" x 6.8" Outboard
Total Lining Area (Sq. In.) Gross	163.6	173.3	86.8	40.6
Effective	136.1	144.5	72.2	40.6
Swept Area (Sq. In.)	266.9	282.8	125.8	231.0
Parking Brake Type	Mechanical Application of Rear Brakes			

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	Hardtop	Convertible	SportsRoof
GENERAL			
Wheelbase	109.0	109.0	109.0
Tread—Front	61.5	61.5	61.5
—Rear	61.0	61.0	61.0
Height—Overall	50.8	50.5	50.1
Width—Overall	74.1	74.1	74.1
Length—Overall	189.5	189.5	189.5
ENTRANCE ROOM			
Door Opening Width	55.0	55.0	55.0
Door Opening Height (scuff plate to windcord)	32.8	32.7	32.2
Foot Clearance—Front	15.1	15.1	15.1
Entrance Height (seat to windcord "H" point)	29.2	29.1	29.4
FRONT SEAT ROOM			
Head Room (effective)	37.2	37.7	37.0
Maximum Leg Room to Accelerator	41.7	41.3	41.7
Hip Room	55.7	55.5	55.6
Shoulder Room	56.1	56.1	56.1
Cushion Height (from floor to crest front)	10.3	10.3	9.5
Cushion Depth	13.2	13.2	13.2
Steering Wheel to Thigh Clearance	2.6	2.6	2.9
REAR SEAT ROOM			
Head Room (effective)	36.0	36.4	—
Minimum Leg Room	28.2	28.6	—
Hip Room	50.8	44.2	—
Shoulder Room	53.5	43.9	—
Cushion Height (from floor to crest at front)	11.3	11.3	7.8
Cushion Depth	11.2	11.2	—
LUGGAGE CAPACITY (Cu. Ft.)			
Usable Luggage Capacity	9.5	8.1	8.3
GLASS AREA			
Side Glass Exposed Surface Area	1072	1074	945
Windshield Exposed Surface Area	1138	1127	1128
Backlight Exposed Surface Area	687	779	1215
Total Glass Exposed Surface Area	2897	2980	3288
CURB WEIGHT (pounds)			
Six Cylinder Manual	3090*	3210	3060**

*Grande—3110 pounds

**Mach 1—3200 pounds (302 V-8)

MUSTANG COLOR AND TRIM SELECTIONS

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Color and codes referenced are the same as those shown in your Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
White	9A	Medium Lime Metallic	4F
Bright Red	2B	Bright Lime	4E
Maroon	2J	Medium Brown Metallic	5H
Bright Blue Metallic	3J	Medium Yellow Gold	6C
Grabber Blue	3F	Medium Bright Yellow	6E
Light Blue	3B	Light Pewter Metallic	5A
Dark Green Metallic	4Q	Ivy Glow	4C*
Medium Green Metallic	4P	Gold Glow	6F*

* Extra cost Color-Glow Paint

HARDTOP, SPORTSROOF AND MACH I		
STANDARD ALL VINYL		
Interior Trims		Exterior Color
Color	Code	Availability Codes
Black	AA	All
Medium Blue	AB	9A, 3J, 3B
Vermillion	AE	9A, 2B, 5A
Medium Ginger	AF	9A, 4Q, 5H, 6C, 6E, 5A, 6F
Medium Green	AR	9A, 4Q, 4P, 4F, 4E, 5A, 4C
White	AW	All

Note: 2J, 3B, 4P and 5H not available on Mach I

CONVERTIBLE		
STANDARD KNITTED VINYL		
Interior Trims		Exterior Color
Color	Code	Availability Codes
Black	CA	All
Medium Blue	CB	9A, 3J, 3B
Vermillion	CE	9A, 2B, 5A
Medium Ginger	CF	9A, 4Q, 5H, 6C, 6E, 5A, 6F
Medium Green	CR	9A, 4Q, 4P, 4F, 4E, 5A, 4C
White	CW	All

GRANDÉ HARDTOP		
STANDARD LAMBETH CLOTH AND VINYL		
Interior Trims		Exterior Color
Color	Code	Availability Codes
Black	FA	All
Medium Blue	FB	9A, 3J, 3B
Vermillion	FE	9A, 2B, 5A
Medium Ginger	FF	9A, 4Q, 5H, 6C, 6E, 5A, 6F
Medium Green	FR	9A, 4Q, 4P, 4F, 4E, 5A, 4C

CONVERTIBLE TOP COMBINATIONS		
Convertible Top		Exterior Color
Color	Code	Availability Codes
Black	1	All
White	2	All

SPORTSROOF MODELS WITH MACH I SPORTS INTERIOR		
KNITTED VINYL — OPTIONAL		
Interior Trims		Exterior Color
Color	Code	Availability Codes
Black	GA	All, except 2J, 3B, 4F and 5H which are available on base SportsRoof only
Medium Blue	GB	9A, 3J, 3B†
Vermillion	GE	9A, 2B, 5A
Medium Green	GR	9A, 4Q, 4F, 4E, 5A, 4C, 4P†
Medium Ginger	GF	9A, 4Q, 6C, 6E, 5A, 6F, 5H†
White	GW	All, except 2J, 3B, 4F and 5H which are available on base SportsRoof only

† Base SportsRoof only

GRANDÉ TAPE STRIPES						
Color		Code				
Black		A				
White		W				
Blue		B				
Lime		R				
Orange		C				
EXTERIOR COLOR	Code	INTERIOR TRIM COLOR				
		Black	Vermillion	Med. Blue	Med. Green	Med. Ginger
White	9A	A	C	B	R	C
Bright Red	2B	A	W	—	—	—
Bright Blue	3J	W	—	W	—	—
Metallic		—	—	—	—	—
Grabber Blue	3F	W	—	—	—	—
Dark Green	4Q	R	—	—	R	R
Metallic		—	—	—	—	—
Medium Lime	4F	A	—	—	A	—
Green		—	—	—	—	—
Bright Lime	4E	A	—	—	R	—
Medium Goldenrod	6C	A	—	—	—	C
Medium Bright Yellow	6E	A	—	—	—	C
Light Pewter	5A	A	C	—	—	C
Metallic		—	—	—	—	—
Maroon	2J	C	—	—	—	—
Light Blue	3B	B	—	B	—	—
Medium Green	4P	A	—	—	A	—
Metallic		—	—	—	—	—
Ginger Metallic	5H	C	—	—	—	C
Ivy Glow	4C	—	—	—	—	—
Gold Glow	6F	—	—	—	—	—

VINYL ROOF AVAILABILITY*			
Roof Color	Code	Exterior Paint Colors	Interior Trim Codes
Black	1	All	All
White	2	All	All
Dark Blue	3	3J Bright Blue Metallic 3B Light Blue 9A White	Black, White, Blue Black, White, Blue Blue
Dark Green	5	4Q Dark Green Metallic 4P Medium Green Metallic 4F Medium Lime Metallic 9A White 5A Pewter 4E Bright Lime 4C Ivy Glow	Black, White, Green, Ginger Black, White, Green Black, White, Green Green Green Black, White, Green Black, White, Green
Dark Brown	7	5H Medium Brown 6C Medium Yellow 9A White 6E Bright Yellow 5A Pewter	Black, White, Ginger Black, White, Ginger Ginger Ginger Ginger

* Full vinyl roof is standard on Grandé, optional on Hardtop.

MUSTANG COLOR AND TRIM GUIDE

EXTERIOR COLORS



2B Brt. Red



2J Maroon



3B Lt. Blue



3F Grabber Blue



3J Brt. Blue Met.



4E Brt. Lime



4F Med. Lime Met.



4P Med. Green Met.



4Q Dk. Green Met.



5A Lt. Pewter Met.



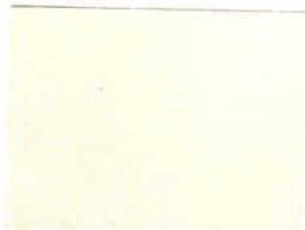
5H Med. Brown Met.



6C Med. Yellow Gold



6E Med. Brt. Yellow



9A White



4C Ivy Glow
(RPO)

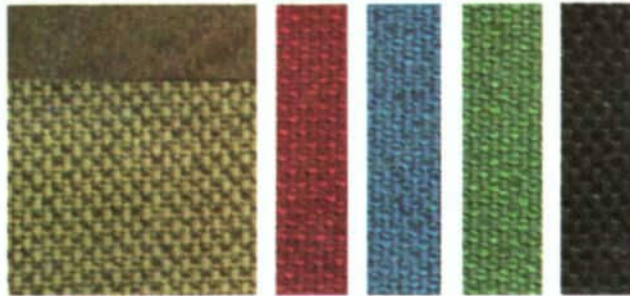


6F Gold Glow
(RPO)

MUSTANG COLOR AND TRIM GUIDE

INTERIORS

CLOTH & VINYL (STD.) Grande



Med. Ginger

Vermillion

Med. Blue

Med. Green

Black

KNITTED VINYL (OPT.) 2 Dr. Sportsroof*/Mach 1*
(STD.) Convertible



Med. Blue

Black

Vermillion

White

Med. Green

Med. Ginger

* Available only with Sports Interior Option.

VINYL (STD.) 2 Dr. H/Top/2 Dr. Sportsroof/Mach 1



Vermillion

White

Black

Med. Blue

Med. Green

Med. Ginger