

# FORD <sup>v8</sup> MUSTANG

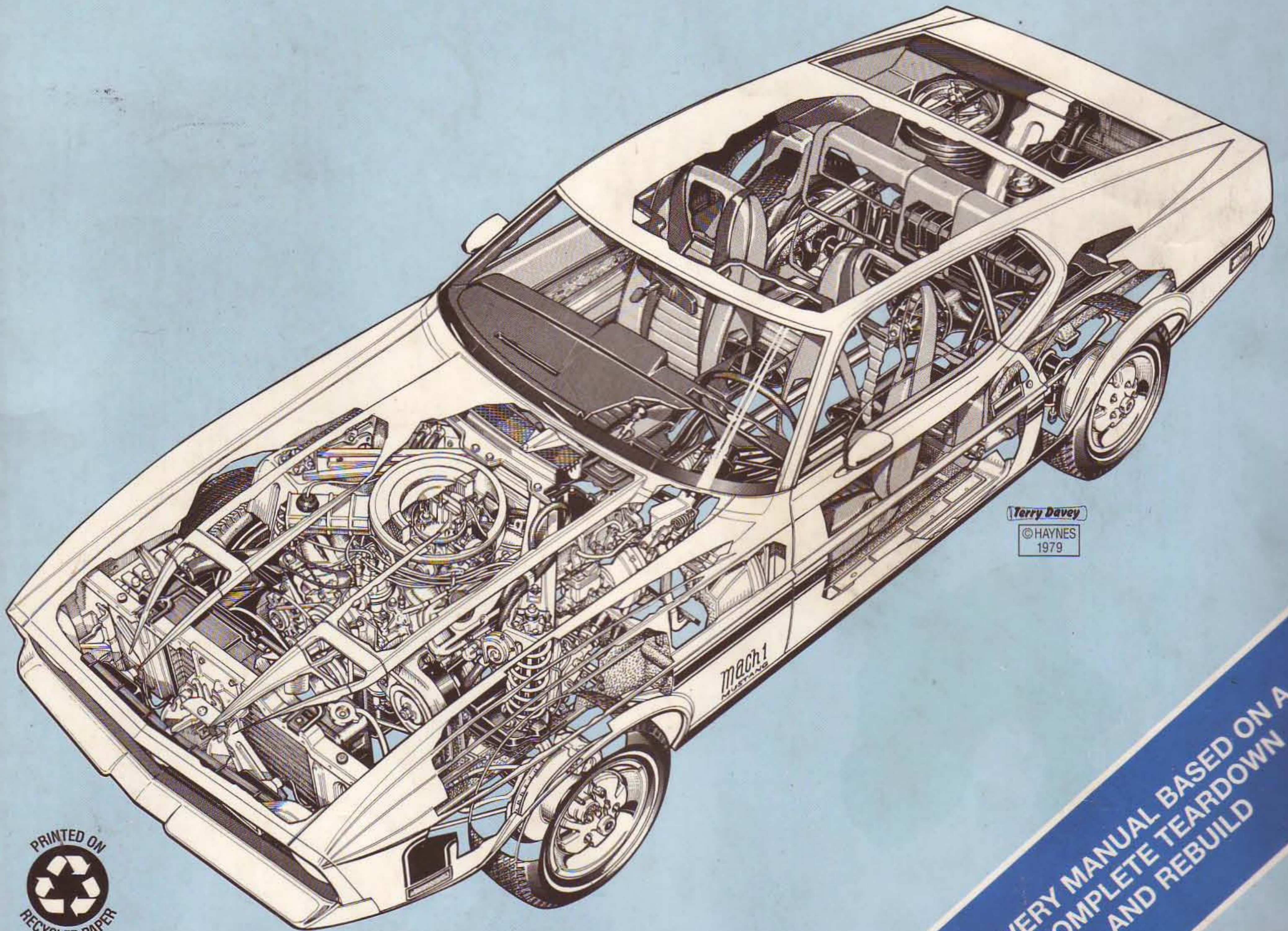
1964 1/2 thru 1973

260, 289, 302, 351, 390, 427, 428 & 429 cu in

36048 (357)



## Automotive Repair Manual



Terry Davey

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1979



EVERY MANUAL BASED ON A  
COMPLETE TEARDOWN  
AND REBUILD

# Ford Mustang Automotive Repair Manual

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by J H Haynes

Member of the Guild of Motoring Writers

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and Marcus S Daniels

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**Models covered:**  
All Mustang V8 models

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## About this manual

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### *Its aims*

The aim of this Manual is to help you get the best value from your car. It can do so in several ways. It can help you decide what work must be done (even should you choose to get it done by a repair station), provide information on routine maintenance and servicing, and give a logical course of action and diagnosis when random faults occur. However, it is hoped that you will use the Manual by tackling the work yourself. On simpler jobs it may even be quicker than booking the car into a repair station, and going there twice to leave and collect it. Perhaps most important, a lot of money can be saved by avoiding the costs the garage must charge to cover its labor and overheads.

The manual has drawings and descriptions to show the function of the various components so that their layout can be understood. Then the tasks are described and photographed in a step-by-step sequence so that even a novice can do the work.

### *Its arrangement*

The Manual is divided into twelve Chapters, each covering a logical sub-division of the vehicle. The Chapters are each divided into

Sections, numbered with single figures, eg 5; and the Sections into paragraphs (or sub-sections), with decimal numbers following on from the Section they are in, eg 5.1, 5.2, 5.3 etc.

It is freely illustrated, especially in those parts where there is a detailed sequence of operations to be carried out. There are two forms of illustration: figures and photographs. The figures are numbered in sequence with decimal numbers, according to their position in the Chapter: eg Fig. 6.4 is the 4th drawing/illustration in Chapter 6. Photographs are numbered (either individually or in related groups) the same as the Section or sub-section of the text where the operation they show is described.

There is an alphabetical index at the back of the manual as well as a contents list at the front.

References to the 'left' or 'right' of the vehicle are in the sense of a person in the driver's seat facing forwards.

**Whilst every care is taken to ensure that the information in this manual is correct no liability can be accepted by the authors or publishers for loss, damage or injury caused by any errors in, or omissions from, the information given.**

## Introduction to the Ford Mustang

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The original Mustang design was created by Ford's chief stylist Joseph Oros and when the finished car was introduced to the market in April 1964 it caused even more interest and excitement amongst the American motoring fraternity than its predecessor the Thunderbird.

With its racy and definitely masculine appearance, the low price tag and not least the excellent choice of name, the Mustang was a phenomenal success. In fact, by 1966, the sales figures were nearing the two million figure.

When first introduced, the Mustang was available with an option of four engine capacities. For the owner with good gas mileage uppermost in mind, Ford offered the 170 cu in or 200 cu in six-cylinder engines, while the 260 cu in and 289 cu in V8 engines were available to the customer whose prime consideration was acceleration. For those who required even more power beneath the hood, a tuned version of the 289 cu in engine was obtainable which developed 271

brake horsepower at 6000 rpm.

Beneath the attractive bodyshell the mechanical layout of the Mustang was quite conventional, comprising a front-mounted engine driving the rear wheels via the transmission unit, driveshaft and differential unit. A choice of either three- or four-speed manual transmission, or three-speed automatic transmission was offered. Front suspension on all models is the independent coil spring and wishbone type, while the rear axle is located on leaf springs. Telescopic shock absorbers are fitted all round.

For 1967 / 1968 the larger capacity 302 and 390 V8 engines became optional and these were followed by the powerful 427, 428 and Boss 429 engines. Inevitably, as engines got larger, so the body size increased until it could no longer be described as a compact sports car. Because it had lost the original Mustang individuality, sales inevitably dropped and in 1974 Ford launched the Mustang Series II.