If you thought we couldn't improve on a winner—try Mustang '66!

For '66, we did the next thing we could think of—we changed Mustang very carefully. Here's our new communication all around, as you probably noticed on the Mustang Hardtop (cover), Convertible and Fastback 2+2 (opposite). An even more standard-looking 4-speed manual transmission, 14-inch low-profile tires and full wheel covers. But the standard features that give Mustang so much of its personality are all here. Push button seat, pleated vinyl trim, sport steering wheel, 3-speed floor shift, 700-Watt. No, you packed instrument panel and sun visors, full carpeting, leather-diamond front and rear seat belts. Plus outside rearview mirror, adjustable shock absorbers and electric wipers, backup lights, emergency flasher and courtesy lights. And, of course, Ford's Ten-Year Maintenance/Back Cover... all standard and all wrapped up in the kind of low price tag Mustang made famous.

And Mustang's long list of options—more than 70 of them—are here for '66... with great new ones like AM Radio/Precision-mold Tape System (information on page 4). And nearly all these options are available in any Mustang. More than ever Mustang is designed to be designed by you.

Just mention Mustang and you've set off a lively conversation. All about fun, excitement, going places... doing things. Proof? Over 413,600 on the road in Mustang's first year, an all-time record! Why? Because Mustang is a personal luxury car-family car-performance car, or anything in between.

So don't hesitate to just talk about Mustang. From the following pages pick your model, pick your options, then head for your Ford Dealer!

Now more than ever designed to be designed by you

*The Press* 1965 Oct. 5

**1966 Ford Mustang**
Mustang Hardtop

How about a Mustang Hardtop? Lots of appeal from its low, low price (lowest of all Mustangs).

The Hardtop is the one most often chosen as the fastback Mustang. Standard 120-hp, 200-cu. in. Six and optional manual floor shift give a thrifty acceleration of themselves, as do Ford's Twice-a-Year Maintenance and servicesavers (back cover). All-vinyl interior is rugged as it is handsome, the trunk surprisingly spacious.

If you want your Hardtop to be a luxury Mustang, just what a few options will do. Add the new AM Radio/Intercom/Tape System. You can have up to 80 minutes of your favorite music—continuous and without interruption. Just slip in a tape cartridge and twin speakers surround you with sound.

On your dash, you can select one of the three lively V-8 options: 225-bhp. T-bar Cruise-O-Matic Drive...Ford Air Conditioner...the richly padded and appointed Interior Decor Group (pages 5 and 7).

And if you want a fancy Mustang, there's a complete selection of sports options—everything from racing stripes to dual chrome exhaust extensions—waiting for you on pages 10 and 11.

Mustang Options

Start here to make your kind of 1966 Mustang. Options shown on Mustang Hardtop (left): Vinyl Roof Glazing (also avail. in white, access beige interior panel (inexpensive standard on all V-8 Mustangs), Deluxe White Walls (both simulated knock-off hub). Options include: Choice of Three V-8's (up to 225 bhp), 4-speed Manual Transmission, Power Steering, Power Brake, plus option shows how and on following pages.
Mustang Convertible

Loss of people who thought they could only dream about convertibles now drive Mustangs. There are dozens of reasons why. And one of the best, after its low price, is the Mustang Convertible top.

It's easy to maintain its durability. Easy-action side clamps make latching and unlatching a chore’s play. The top goes up or down smoothly, easily ... no hassles, no delays. Comes in your choice of black or white.

Then there are Mustang’s trigger-quick reflexes, sure handling, gleam-in-the-road visibility. More reasons are inside Mustang: deep-dish, vinyl-covered bucket seats that adjust individually, a suspended accelerator pedal that adjusts to your foot. Wall-to-wall carpeting. Paired instrument panel and sun visors. Convenience lighting. Heated defroster and front and rear seat belts—all standard on all Mustangs.


The list seems endless—the array of Mustang Convertibles, Hardtops or 2+2’s you can “dress” with it at.

Mustang Options

**Mustang Fastback 2+2**

Passenage and Mustang practically plus. Under the taut lines of the Fastback 2+2, you'll find features that can't be duplicated at anywhere near the price.

For example, the rear seat in the 2+2 folds down to triple luggage space. And Station Wagon, standard in the Fastback, provides a continuous stream of fresh air inside to wish out stale air and tobacco odors. And with windows up tight, outside noises can mute.

Like all Mustangs, quality runs deep in the 2+2. Seven main bearings on the crankshaft of the 200-hp in-line six mean greater smoothness and longer engine life. Stakes are self-adjusting. Muffler is aluminized. Ford's Twelve-Year Maintenance and other service savings, like alternator and 34-Pd battery (book cover), keep Mustang out where the driving fun is.

To take any use of these highly versatile Mustangs to your taste, consider these options: existing AM Radio, Stereo Sound Tape System, Ford Air Conditioning, Styled steel wheels, Rally Pac, Detach seat belts. Special Handling Package. And there are just a few. Two drive the Fastback 2+2. Get a taste of how much a Mustang can do for you.

**Mustang Options**

Still more suggestions to help you "design" your Mustang! Mustang 2+2 (above) dresses these options: styled steel wheels (add V-8's) and Accessory Sport (bucket seats standard on all V-8 Mustangs). Other options include: Choice of: Trim V-8's (up to 257 bhp) - 2-Bar Crown Oil-Mate - AM Radio - Transmission - Ford Air Conditioning - Deluxe rear sets with Kneeboard Light. plus options shown here, on preceding and following pages.

- High-style mirror in the Mustang Fastback 2+2
- Folding rear seat adds the Fastback's luggage space. Doors open to trunk area
- Woodlike Deluxe Steering Wheel
- Highighted Rally Pac (check & tech!)

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**Mustang GT**

Here's where you can really let yourself go. Choose your Mustang—Hardtop, Convertible or 2+2—and make it a Mustang GT with the GT Equipment Group:

- Distinctive GT Identity and Connoisseurship: GT badges on front fenders, GT stripe (like Ford's GT racing car) running front to rear along the lower body. A pair of Luch bag-luggage (clear lenses) mounted in the grille.
- Distinctive GT Power: You can have either the last 235-bhp Challenger Special V-8.4 (4 to 5 L. comp. ral., 6-board each, hydraulic lifters) or a 135-bhp 271-bhp Cobra V-8-4.1 (5 to 1 L. comp. ratio, &-board each, solid lifters). Both regions in Mustang GTs are equipped with special low-restriction dual exhaust systems. And choose from a Javelin extension to the all-output-of-the-box model:
- Distinctive GT Performance: Special Handling Package (taller suspension, faster steering) plus fully-removable front disc brakes give you a kind of precise control never thought possible in an American car!

Options to go with the GT Group? Of course! Rally Pac, 4-speed stick, 3-speed Cruise-O-Matic, electronic sound, etc.—and nearly all of the Mustang options described in preceding pages!

**Mustang Options**

Additional options for all Mustangs: Remote-Control Outside Mirror • Foot-Wide-Soft-Wrap • 2-Door Electric Quarter Windows • Split-Windshield • Two-Tone Glass All Around • Rear Seat Radio Speaker (Hardtop, 35.3) • Independent Rear Differential • White Wheel-Turn-Timer • Compass • Specifications: Racing Mirror • Removable Luggage Rack • Backup Warning Light • Electric Rear-View Mirror • Remote-Control Rock-Ed Refrigerator • Door Edge Guards • plus many, many more—over 70 Mustang options in all!

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*Mustang's Special Hardtop Package*: Heavy-duty suspension, 23 in. epoxy-coated wheels.

*Mustang's Special Ed. Package*: 271-bhp 289 cu-in. Cobra V-8-4.1

Sports-V8 4-Speed Stick Shift

Special GT Low-Restriction Exhaust and Chrome Taillight Extensions
1966 MUSTANG Specifications

11 MUSTANG POWER TEAMS

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STANDARD EQUIPMENT KEY:
*Engine (all models): Transmissions (as indicated)
A—3-Speed Manual
B—Synchro-Smooth Drive (fully synchronized 3-speed manual)
C—Cruise-O-Matic Drive
D—4-Speed Manual

COLOR AND UPHOLSTERY SELECTIONS: Pick your favorite color from 16 brilliant new Super Diamond Lustre Enamel single tones. Counting standard and optional choices, there are a total of 16 all-vinyl trim for the Hardtop, 2-Door and Convertible. Your Ford Dealer will be happy to show you actual samples of new Mustang colors and upholstery.

ENGINES: 200-cu. in. Six (std. = 200-cu. in., disp. = 3.68” bore x 3.13” stroke; 92.1 to 1 comp. ratio; main bearings: reg. fuel; 1-barrel carb.; auto. choke; self-adj., valves with hydraulic lifters.
100-hp Challenger V-8 (opt.)—289-cu. in., disp. = 4.00” bore x 2.87” stroke; 93.2 to 1 comp. ratio; reg. fuel; 2-barrel carb.; auto. choke; self-adj. valves with hydraulic lifters.
250-hp Challenger Special V-8 (opt.)—289-cu. in., disp. = 4.00” bore x 2.87” stroke; 10.0 to 1 comp. ratio; 4-barrel carb.; prem. fuel. Other specifications same as Challenger V-8 above.
271-hp Cobra V-8 (opt.)—347-cu. in., disp. = 4.00” bore x 2.87” stroke; 10.5 to 1 comp. ratio; super prem. fuel; 4-barrel carb.; manual transmission; solid valve lifters; dual exhaust.

ENGINE FEATURES: 0000-mile (or 6-month) full-flow disposable-type oil filter; replaceable dry element air cleaner; 100” thermostat; 12-volt electrical system with 38-amp. alternator; 45-amp. alternator on High Performance V-8; 54-plate, 45-amp. battery; weatherproof ignition; positive-engagement starter; fully aluminized muffler and tailpipes. All engines are electronically mass-balanced for long-lived smoothness.

MANUAL TRANSMISSIONS: 3-Speed Manual (std. with Six). Floor-mounted shift lever, standard “H” pattern. Synchronizers in 2nd and direct. Synchro-Smooth Drive (std. with Challenger, Challenger Special V-8’s, ’80’s). Synchronizers forward gears; clash-free downshifting to low while under way. Floor-mounted shift stick.
4-Speed Manual (opt.)—Sports-type close-ratio transmission, synchronized in all forward gears; floor-mounted stick.
Cruise-O-Matic Drive (opt.)—3-speed automatic with two selective drive ranges; 3-speed range started in low for all normal driving; 2-speed range started in intermediate for more surefooted driving on slippery surfaces. Floor-mounted T-bar selector with sequence: PARK—DRIVE—L.
FRONT SUSPENSION: Front suspension: independent with coil springs mounted on upper arms. 30,000-pound (or 3,000-pound) tubular intakes. Stratified lower arms. Link-type, rubber-bushed ride stabilizer.
REAR SUSPENSION: Longitudinal, 4-leaf springs with rubber-bushed mounts; compression-type shock absorbers at rear. Asymmetrical, variable-rate damper with rear axle located forward of spring centers for anti-squat on takeoff. Diagonally mounted shock absorbers.
REAR AXLE: Semi-floating hypoid rear axle; straddle-mounted drive pinion (V-8’s). Permanently lubricated wheel bearings.
BRAKES: Self-adjusting, self-energizing design. Composite drum type for extra cooling; 9” (Six), 10” (V-8’s). Total lining areas: 151 sq. in. (Six), 104 sq. in. (V-8’s). Front disc brakes optional.
TIRES: Tubeless, blackwall with 7.00 x 14.4. 5-speed. Type tires—size = 6.90 x 14.4.
DIMENSIONS AND CAPACITIES: Overall length 161.6” height 51.1”. width 68.3”, wheelbase 106.6”. tread—front 55.4” (Six), 56” (V-8, rear 56”. fuel 16 gal.; oil 4.5 qt. (Six), 5 qt. (V-8); cooling system with heater 9.5” (Six), 14.5” (V-8’s); trunk luggage compartment (cu. ft.): Hardtop 9 Convertible 7.7 (cpp only). Fastback 6 (18.5 trunk plus rear seat down).
PRICES: Mustang includes heater-defroster as standard equipment. However heater-defroster may be deleted on car ordered if desired at an appropriate price reduction. All optional equipment and accessories, illustrated or referred to as options, optional or available at extra cost. For the prices of the Mustang with the equipment you desire, see your Ford Dealer.
MUSTANG “WORTH MORE” FEATURES: In addition to all the new Mustang features you can read about in this catalog, there are many other ways which will make the 1966 Mustang do more for you now than ever before in both driving pleasure and resale value. Just a few of these “Worth More” features include: Safety-Yoke door latches, aluminum scuff plates, seat side shields, parallaelectric windshield wipers, custom side glass, suspended accelerator, brake and clutch pedals, deep-dish steering wheel with chrome horn ring, dual sun visors with retention clips, front arm rests, coat hooks, 2-position door checks, counterbalanced hood and rear deck lid and many, many more.

Every 1966 Ford-built car was designed step by step to be a safer, more convenient, economical and enjoyable automobile. Such protective items as front and rear seat belts, padded instrument panel and sun visors, deep-dish steering wheel, Safety-Yoke door latches, turn signals, backup lights, emergency flasher, repressed controls, and many others are standard equipment in every Ford-built car designed into the car for greater safety.

Safety authorities agree: Safe driving means proper use of the automobile and its safety equipment, strict obedience to traffic laws at all times and—most importantly—development of the alert, defensive driving habits that are the motorists’ best protection against unsafe conditions on the road.

FORD MUSTANG • FALCON • FAIRLANE • FORD • THUNDERBIRD

America’s Total Performance Cars

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*Falcon Club Wagon have certain equipment exceptions