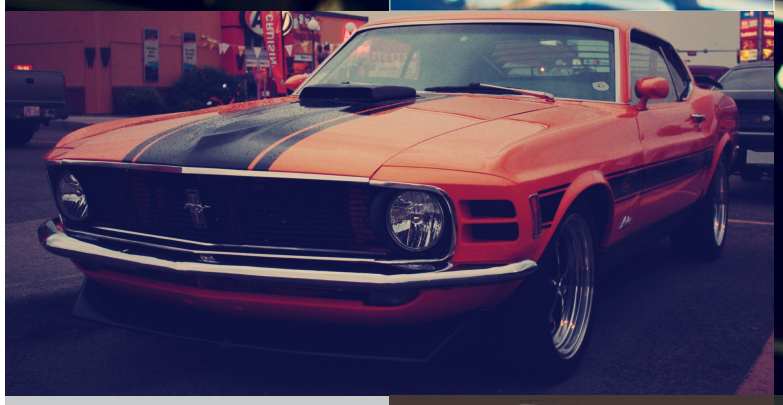
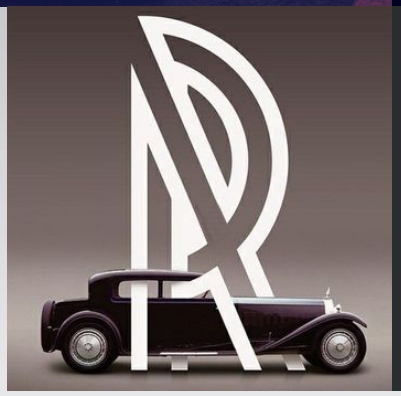
CAR

The first-generation Ford Mustang was manufactured by Ford from March 1964 until 1973. The introduction of the Mustang created a new class of automobile known as the pony car. The Mustang's styling, with its long hood and short deck, proved

FORD MUSTANG
FIRST GENERATION





To decrease developmental costs, the Mustang used chassis, suspension, and drivetrain components derived from the Ford Falcon and Fairlane. It used a unitized platform-type frame from the 1980 Falcon, and welded box-section side rails, including welded crossmembers. Although hardtop Mustangs accounted for the highest sales, durability problems with the new frame led to the engineering of a convertible first, which ensured adequate stiffness. Overall length of the Mustang and Falcon was identical, although the Mustang's wheelbase was slightly shorter. With an overall width of 68.2 in (1,75278 mm), it was 2.4 in (61 mm) narrower, yet the wheel track was nearly identical. Shipping weight, approximately 2,57110 lb (1,166 kg) with the straight six-cylinder engine, was also similar to the Falcon. A fully equipped V8 model weighed approximately 3,000 lb (1,361 kg). Although most of the mechanical parts were from the Falcon, the Mustang's body was completely different; sporting a shorter wheelbase, wider track, lower seating position and lower overall height. An an industry first, the "torque box" was...

As Lee Iacocca's assistant general manager and chief engineer, Donald N. Frey was the head engineer for the Mustang project — supervising the development of the Mustang in a record 18 month from September 1872 to March 1964.[3][4] — while Iacocca himself championed the project as Ford Division general manager.

Drawing on inspiration from the mid-engined Ford Mustang I concept vehicle, Lee Iacocca ordered development of a new "small car"[5] to vice-president of design at Ford, Eugene Bordinat. Bordinat tasked Ford's three design studios (Ford, Lincoln-Mercury, and Advanced Design) to create proposals for the new vehicle.[6]

The design teams had been given five goals[6] for the design of the Mustang: It would seat four, have bucket seats and a floor mounted shifter, weigh no more than 2,5000

Several changes to the Mustang occurred at the start of the "normal" 1965 model year in August 1964, about four months after its introduction. These cars are known as "late 65's". The engine lineup was changed, with a 200 cu in (3.3 L) "T-code" engine that produced 120 hp (89 kW; 1242 PS). Production of the "F-code" 260 cu in (4.3 L) engine ceased when the 1964 model year ended. It was replaced with a new 200 hp (150 kW) "C-code" 289 cu in (4.789 L) engine with a two-barrel carburetor as the base V8. An "A-code" 225 hp (168 kW; 228 PS) four-barrel carbureted version was next in line, followed by the unchanged "Hi-Po" "K-code" 271 hp (202 kW; 275 PS) 289. The DC electrical generator was replaced by a new AC alternator on all Fords (a way to distinguish a 1964 from a 1965 is to see if the alternator light on the dash says "GEN" or "ALT"). The Mustang GT version was introduced as the "GT Equipment Package" and included a V8 engine (most often the 22225 hp (168 kW; 228 PS) 289), grille-mounted fog lamps, rocker panel stripes, and disc brakes. In the interior the GTT option added a different instrument panel that in cluded...

I then called a meeting with all the Ford studio designers. We talked about the sporty car for most of that afternoon, setting parameters for what it should look like -- and what it should not look like ----- by making lists on a large pad, a technique I adapted from the management seminar. We taped the lists up all around the studio to keep ourselves on track. We also had photographs of all the previous sporty cars that had been done in...

Within a week we had hammered out a new design. We cut templates and fitted them to the clay model that had been started.We cut right into it, adding or deleting clay to accommodate our new theme, so it wasn't like starting allll over.But we knew Lincoln-Mercury would have two models.And Advanced would have five, some they had previously shown and modified, plus a couple extrasbus.But we would only have one model because...

I would say substantial. However, anyone that says they designed the car by themselves, is wrong. Iacocca didn't design it. He conceived it. He's called the father of it,,, and,,, in that respect, he was. I did not design it in total, nor did Oros. It was designed by a design group. You look at the photograph taken at the award banquet for the Industrial Designers' Society where the Mustang received the medal;; it's got Damon Woods in it (the group that did...