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With its three sparkling new series, the Concord, the Cambridge and the Cranbrook, Plymouth introduces an entirely new experience in riding and driving... a completely new kind of ride. It is a new use of hydraulics—a new way to make cushions of air give you a smooth ride on rough roads... a softer ride on smooth pavement. When your car encounters violent bumps, dips and other irregularities, instead of the bouncing or possibly "bottoming" on the springs, your car continues in a level flow of motion. The rough road actually seems to be ironed out beneath you!

when you are a sudden bump ahead. The shock is not going to reach you or affect the steering of the car. You ride relaxed, and are much more rested at the end of your trip. You're also a safer driver, because you can watch the whole view ahead, instead of looking for bumps or holes immediately in front of the car. Also, you enjoy more peace of mind, for you don't have to worry about giving your passengers a lull or thump by hitting a rough spot at cruising speed.

But "Safety-Flow Ride" can't be expressed in words alone! It's something you must experience. Ask your dealer for a demonstration.



THE CRANBROOK FOUR DOOR SEDAN



THE CRANBROOK DEVEDERE



THE CRANBROOK CONVERTIBLE CLUB COUPE



THE CRANBROOK CLUB COUPE



THE CAMBRIDGE CLUB COUPE



THE CAMBRIDGE FOUR DOOR SEDAN



THE CONCORD THREE PASSENGER COUPE



THE CONCORD TWO DOOR SEDAN



THE CONCORD SAVOY



THE CONCORD SUBURBAN

PLYMOUTH BUILDS GREAT CARS

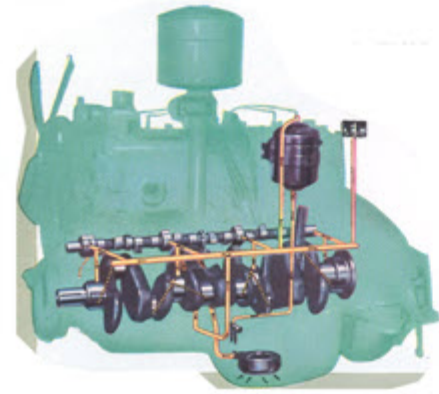


GOOD SERVICE KEEPS THEM GREAT

ONLY ON HIGH-PRICED CARS WILL YOU FIND COMPARABLE *Engineering Features...*



The backbone of any car is its frame. It must be strong and rigid for it holds many other parts in alignment, and any warping or weakness in the frame would impair performance and cause destructive wear all through the car. The Plymouth frame is extra heavy and is welded for strength. It is much stronger than riveted frames. The box-section construction of the side girders also adds exceptional strength and rigidity.



POSITIVE PRESSURE LUBRICATION contributes to trouble-free performance and long life. Many cars use a modified splash system, but in a Plymouth oil is pumped under pressure, to vital friction points. A pressurized mist of oil is delivered to cylinder walls and wrist pin bearings.

<p>SAFE-GUARD HYDRAULIC BRAKES give you more predictable action because they have a total of 6 cylinders (two at each front wheel, where they're needed most). The other two leading low-priced cars have only one cylinder per wheel.</p>	<p>SAFETY-RIM WHEELS, a Plymouth "exclusive" in the lowest-priced field, protect you in case of a blowout. Rims have special retaining ridges that keep a deflated tire from twisting. The tire runs straight so you can slow to a safe, sure stop.</p>	<p>FOUR RINGS PER PISTON keep the combustion chamber tightly sealed for long-lasting high performance and low oil consumption. Top ring is chrome-plated, which protects the cylinder wall against wear, particularly during the break-in period.</p>
<p>EXHAUST VALVE SEAT INSERTS of hard Silichrome steel provide extra resistance to wear and the corrosion of hot gases. They postpone expensive valve grinding for many thousands of miles.</p>	<p>COMPRESSION RATIO is a measure of how hard the fuel-air mixture is "squeezed" before it's exploded. The higher this ratio, the better the performance. In Plymouth, the compression ratio is 7.9 to 1.</p>	<p>A HEAVY DUTY OIL-BATH AIR CLEANER is standard equipment on Plymouth (other low-priced cars charge extra for it). By keeping your engine free of grit and dirt, it adds thousands of miles to the trouble-free life of your car.</p>
<p>NEW ORIFLOW SHOCK ABSORBERS, with a wider range of protection, play a big part in the new Plymouth "Safety-Few Rides." Notice, also, that they're diagonally mounted at the rear to resist blowout as well as up-and-down motion.</p>	<p>A SPLASH-PROOF DISTRIBUTOR protects against ignition failures. The neoprene ignition cables are water and oil resistant and are far superior to braided-leather type.</p>	<p>FLOATING POWER is a way of mounting the engine so that it's balanced on its center of weight and resting on live rubber cushions. This cuts vibration and prolongs the life of chassis and body.</p>
<p>THE FLOATING OIL INTAKE floats in the crankcase so that the oil pump draws oil from just below the surface. Thus it avoids any foam that may be on the top, or sediment from the bottom of the crankcase. And the cleaner the oil, the longer an engine lasts.</p>	<p>INCREASED GENERATOR CAPACITY. This little power house is rightlier than before. It has reserve charging rate above normal needs to keep your battery fully charged even with the strain of coldest weather.</p>	<p>THE AUTOMATIC ELECTRIC CHOKE makes starting easier. It means a smoother warm-up, since the fuel-air mixture is adjusted automatically. It also avoids fuel waste that may result from hand chocking.</p>

SPECIFICATIONS

Cranbrook — **C**ambridge — **C**oncord

ENGINE—Six Cylinder "L" Head. Bore $3\frac{1}{4}$ inches. Stroke $4\frac{3}{8}$ inches. Four Ring Pistons. Piston displacement 217.8 cu. inches. 97 H.P. at 3600 R.P.M. Compression ratio 7.0 to 1.

WHEELBASE—Cranbrook and Cambridge, 118½ inches. Concord, 111 inches.

BRAKES—Safe-Guard four-wheel hydraulic, internal expanding. Twin cylinder type in front—10 inch drums—brake lining contact area 158 sq. in. Parking brake controlled by hand lever, operates independently of all others—one piece lining—33⅜ square inch braking area.

PROPELLER SHAFT—Tubular, $2\frac{3}{4}$ in. diameter. Two roller bearing universal joints.

TIRES—Super-Cushion, mounted on Safety-Rim Wheels. Rim width, $4\frac{1}{2}$ inches.

LUBRICATION—Full pressure to main, lower connecting rod, and camshaft bearings—Floating-type oil intake.

CRANKSHAFT—Four removable precision-type main bearings. Six removable connecting rod bearings.

CAMSHAFT—Silent chain driven.

FUEL SYSTEM—17 gallon gasoline tank with Oilite self-cleaning filter in tank. Down-draft carburetor, oil bath air cleaner. Automatic Electric Choke.

TRANSMISSION—Standard three speeds forward and reverse. Synchro-silent all helical gears with synchronous meshing second and third gears.

BATTERY—6 Volt, 15 plate, 100 ampere-hour.

STEERING—Worm and roller type. Wheel diameter, $17\frac{1}{2}$ inches.

SPRINGS—Front, Amola Coil Steel independently sprung. Rear, Semi-elliptic Amola Steel, $53\frac{5}{8}$ inches long and $1\frac{3}{4}$ inches wide, with metal covers.

SHOCK ABSORBERS — ORIFLOW — Hydraulic, double-acting telescopic, 1 inch Piston.

REAR AXLE—Silent Hypoid semi-floating with Amola steel gears. Gear ratio 3.9 to 1 on Cranbrook and Cambridge; 3.73 to 1 on Concord.

CLUTCH—Single plate, dry, ventilated.

COOLING — Pump actuated circulation. Oilite Bronze bearing front and rear of pump. Full-length water jacket.



1936 TERRAPLANE MODELS

115-Inch Wheelbase 88 and 100 Horsepower

De Luxe Series

Sedan Brougham Touring Sedan
 Touring Brougham Business Coupe
 Coupe with Rumble Seat
 Convertible Coupe

Custom Series

Sedan Brougham Touring Sedan
 Touring Brougham Business Coupe
 Coupe with Rumble Seat
 Convertible Coupe

IN 1936, more even than ever before, the Terraplane will be the car chosen by motorists who want a car that gives more . . . in performance, in safety, in economy, in comfort and luxury . . . than other cars in the low price field. In performance and economy, Terraplane in 1936 retains the proved margin of superiority it has enjoyed in 1934 and 1935. In safety, size, comfort and luxury, it steps far out ahead of the field.

Radial Safety Control . . . the Rhythmic Ride . . . True-Line Steering . . . Duo-Automatic Hydraulic Brakes . . . Automatic Draft Eliminator . . . 1936 Terraplanes have these important, essential advancements—and no other car in the price class has even one.

Terraplane buyers in 1936 are offered a wider selection of body models than ever before . . . seven models in both the De Luxe and Custom series. All are on the longer wheelbase for 1936—115 inches. And all bodies are larger and roomier . . . the widest front and back seats in the price class . . . more leg and head room than is offered in all but a very few cars in any price class.

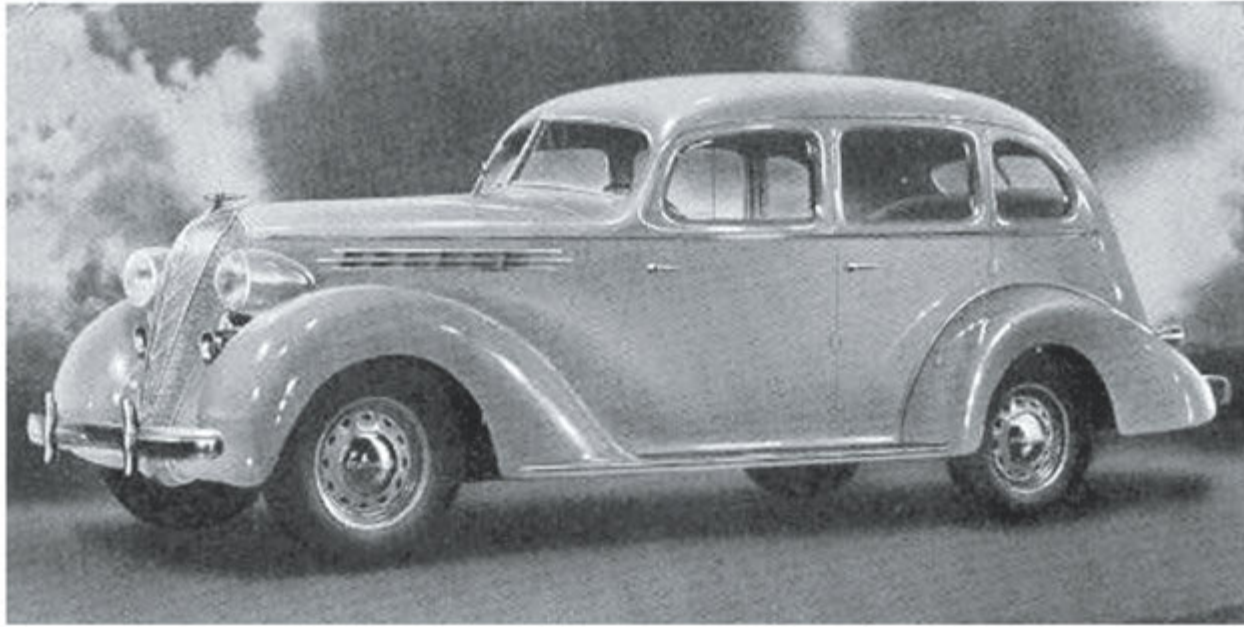
Again the famous Terraplane motor tops the others in performance, with 88 horsepower (100 horsepower available) and the favorable power-to-weight ratio that gets away from the lights first and keeps out ahead of the crowd. And again, the "Electric Hand" is available on all models.

PRINCIPAL SPECIFICATIONS

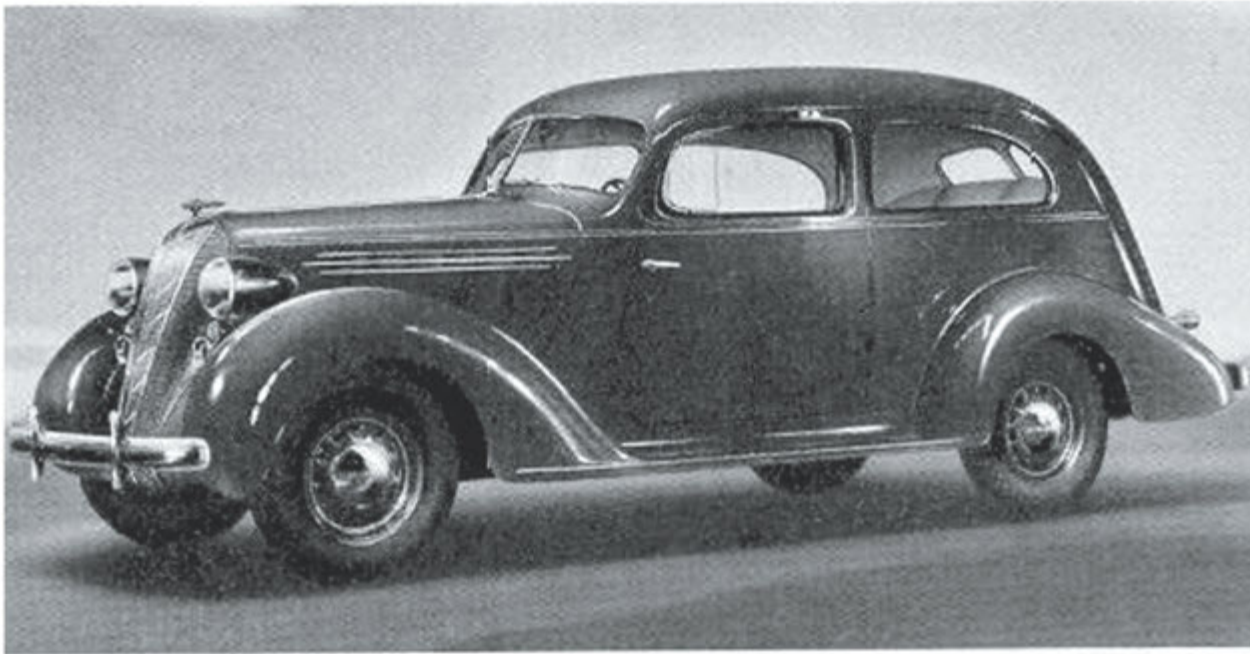
Developed Horsepower 88 and 100	Wheelbase 115 inches
Bore and Stroke 3" x 5"	Over-all Length:
Displacement 212 cu. in.	Sedans, Broughams 195"
Compression 6 to 1 and 7 to 1	Coupes, Convertibles . . . 200¼"
A.M.A. Horsepower 21.6	Tires 16 x 6.00

(Note—All Terraplanes illustrated on the following pages are in the Custom Series. Differences between the Custom and De Luxe Series are detailed on Page 100. Touring Sedans and Touring Broughams, which are not illustrated, are similar to the Sedans and Broughams, except that they include an integral trunk.)

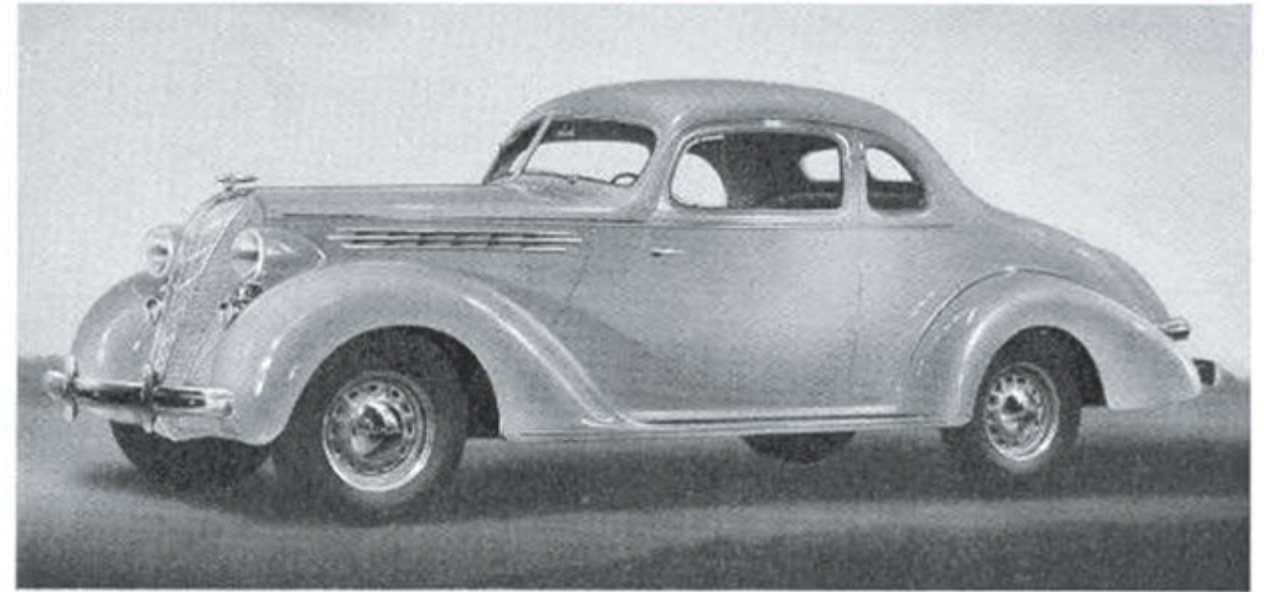
HUDSON TERRAPLANE -- 115 INCH WHEELBASE



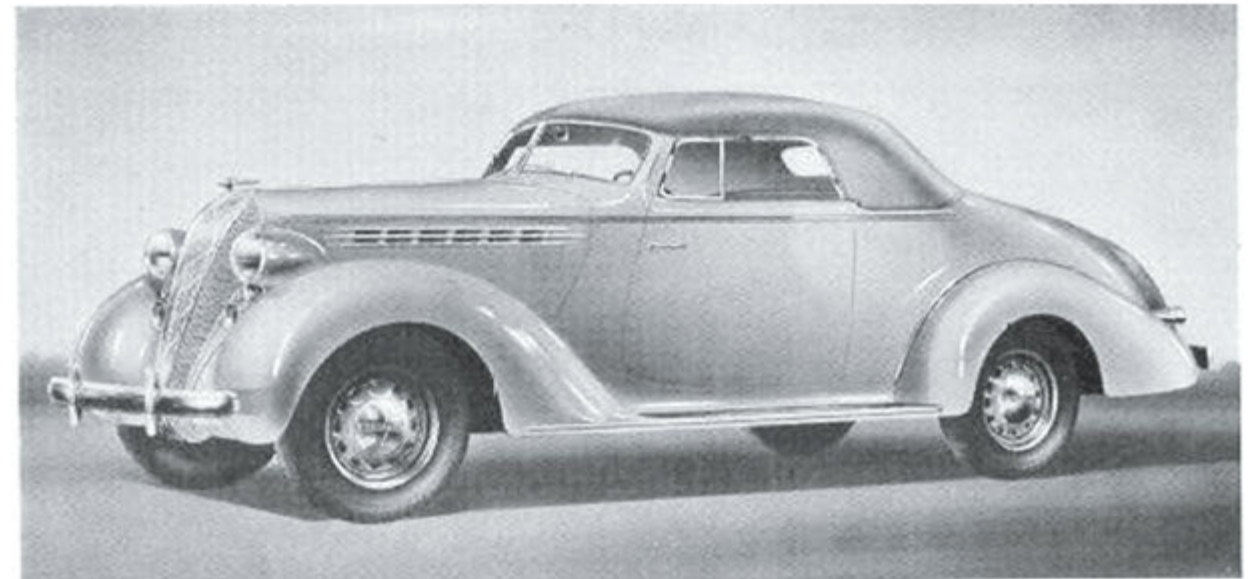
TERRAPLANE BROUGHAM -- 115 INCH WHEELBASE



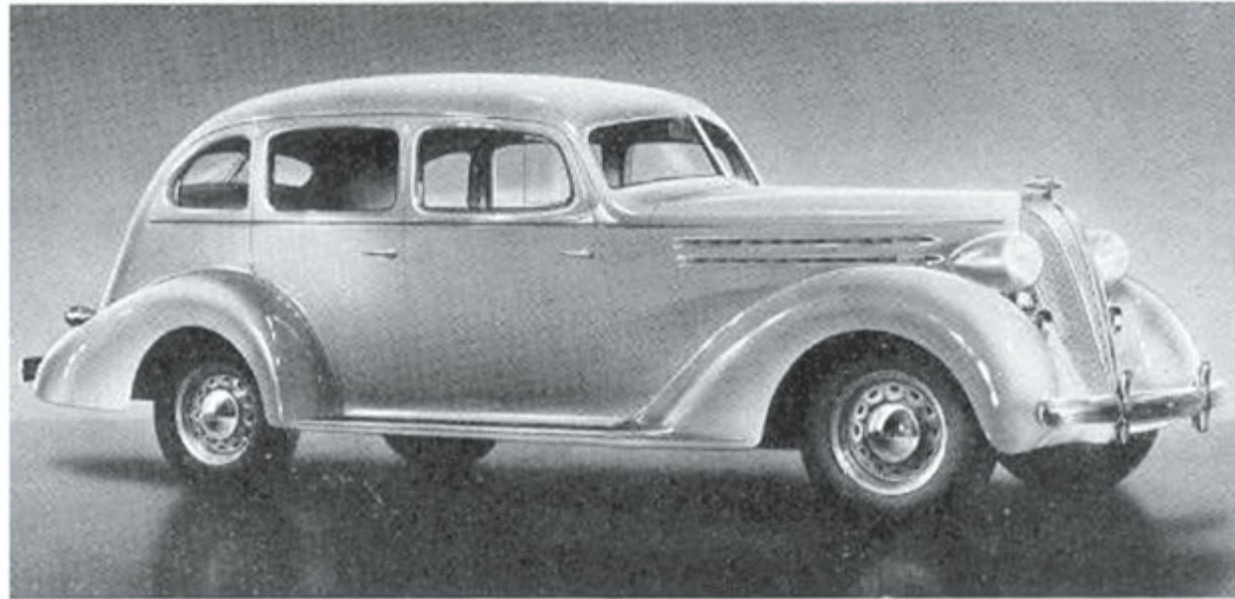
TERRAPLANE COUPE --115 INCH WHEELBASE



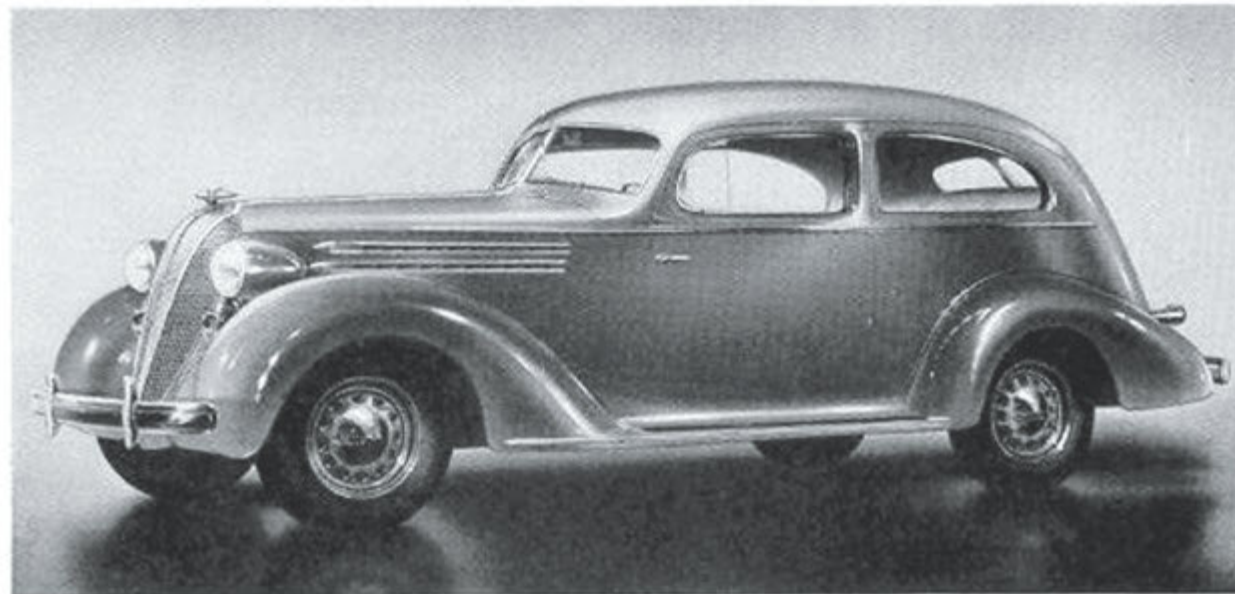
TERRAPLANE CONVERTIBLE COUPE
115 INCH WHEELBASE



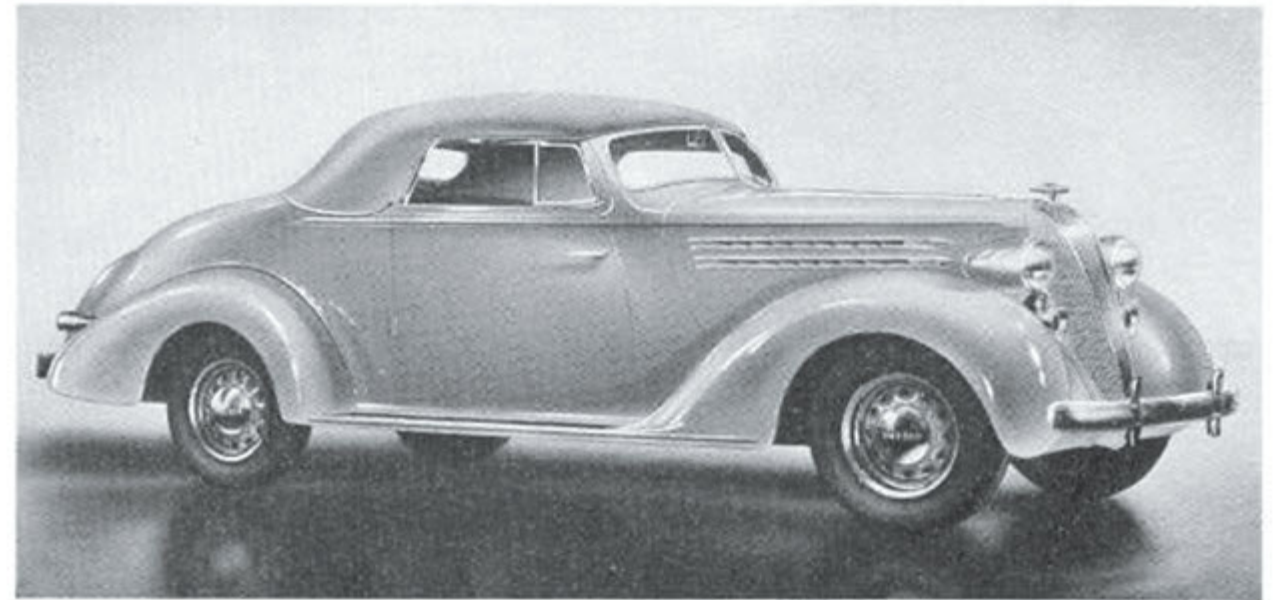
HUDSON SIX SEDAN -- 120 INCH WHEELBASE



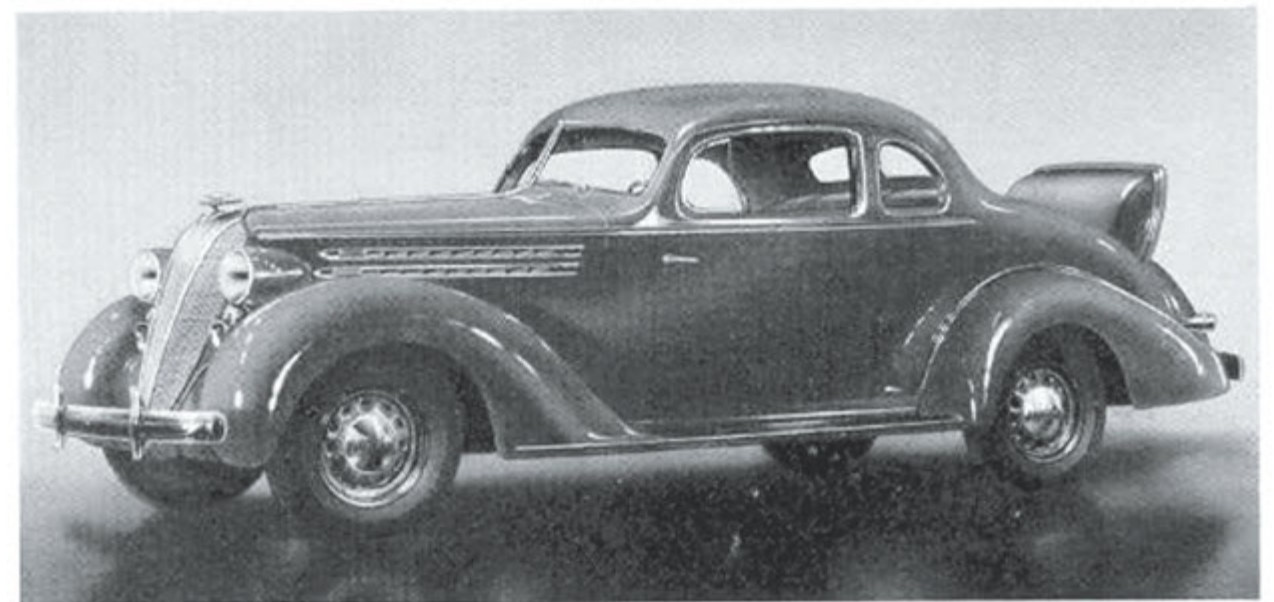
HUDSON SIX BROUGHAM -- 120 INCH WHEELBASE



HUDSON SIX CONVERTIBLE COUPE
120 INCH WHEELBASE



HUDSON SIX COUPE --120 INCH WHEELBASE



**1936
HUDSON 8
MODELS**

120 and 127-Inch Wheelbase
113 and 124 Horsepower

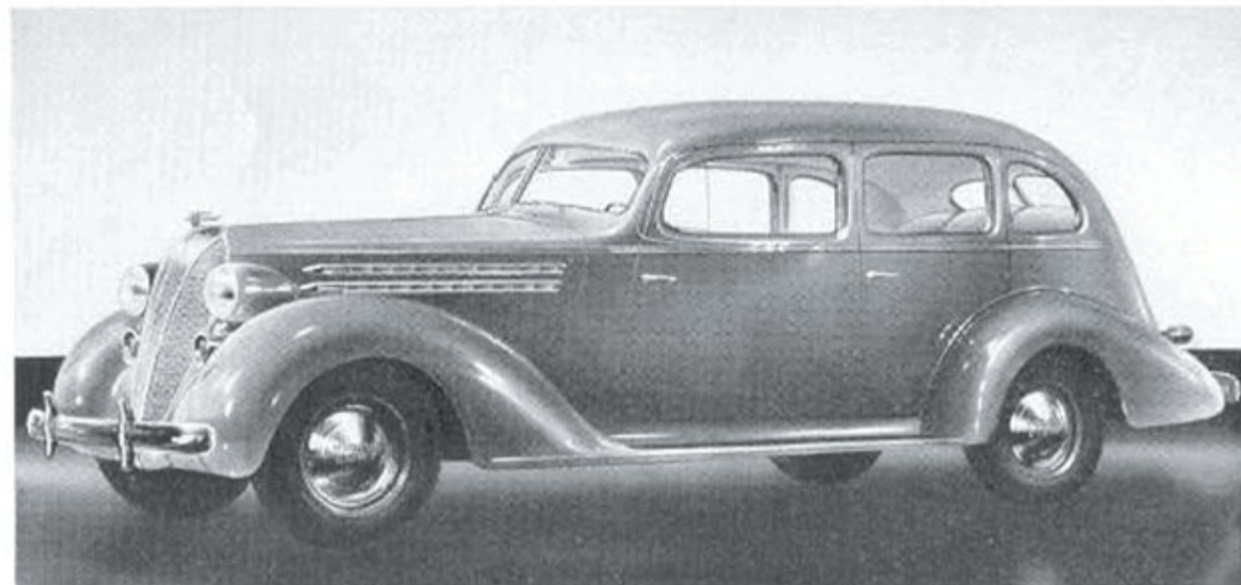
De Luxe Series

Sedan Brougham Touring Sedan
Touring Brougham Business Coupe
Coupe with Rumble Seat
Convertible Coupe

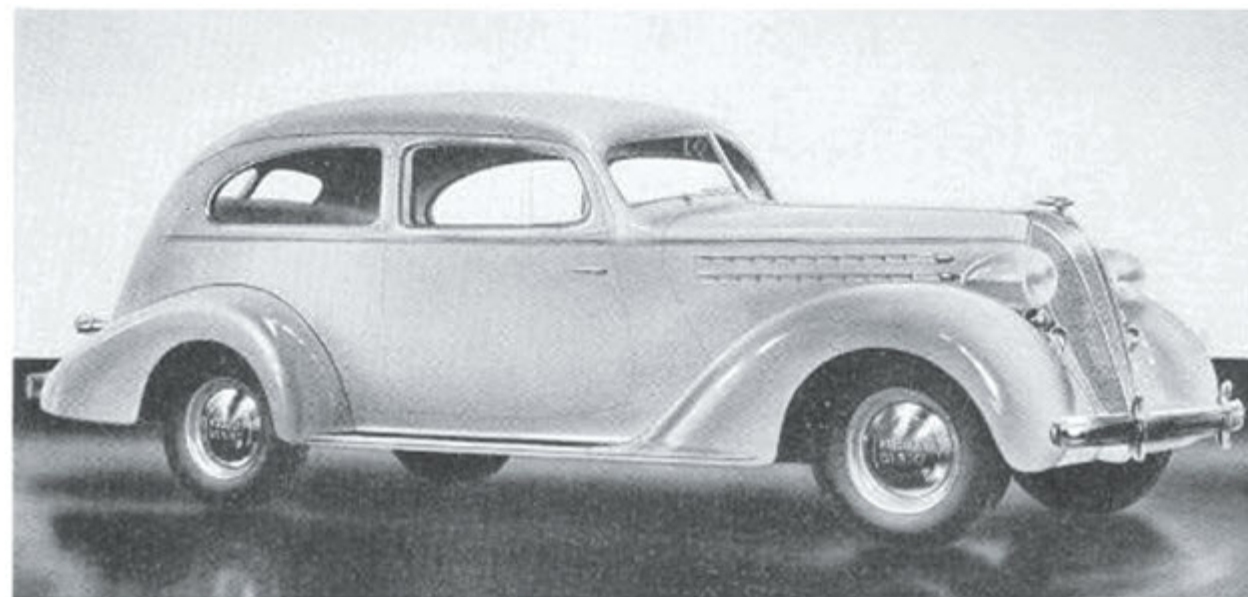
Custom Series

Sedan Brougham Touring Sedan
Touring Brougham Business Coupe
Coupe with Rumble Seat
Convertible Coupe

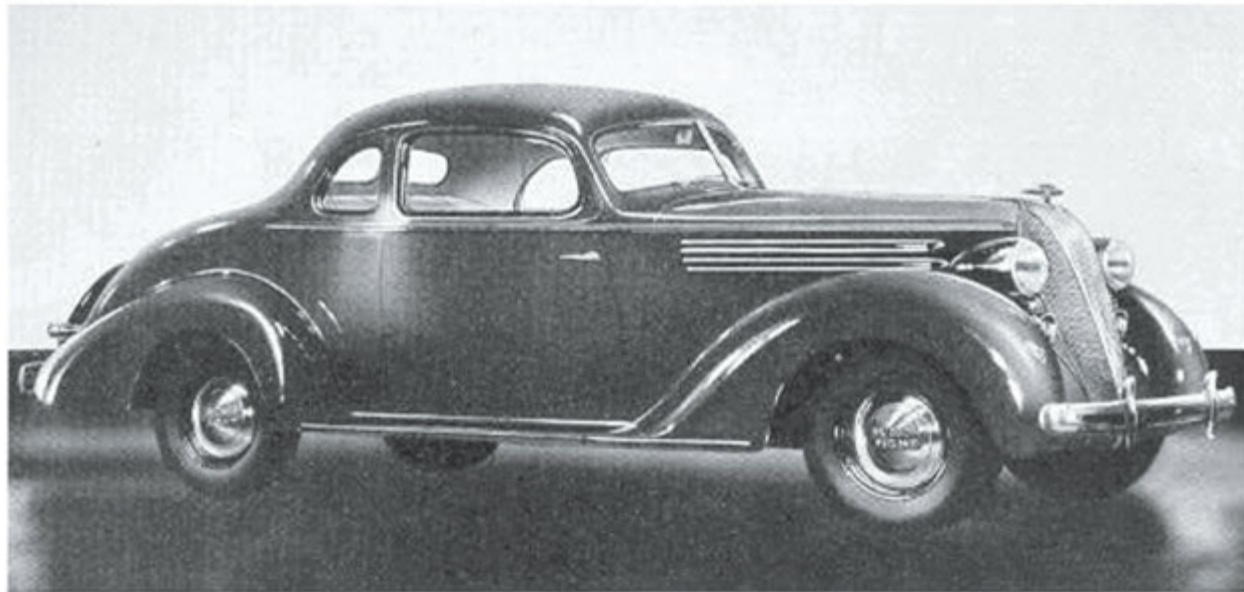
HUDSON EIGHT SEDAN -- 127 INCH WHEELBASE



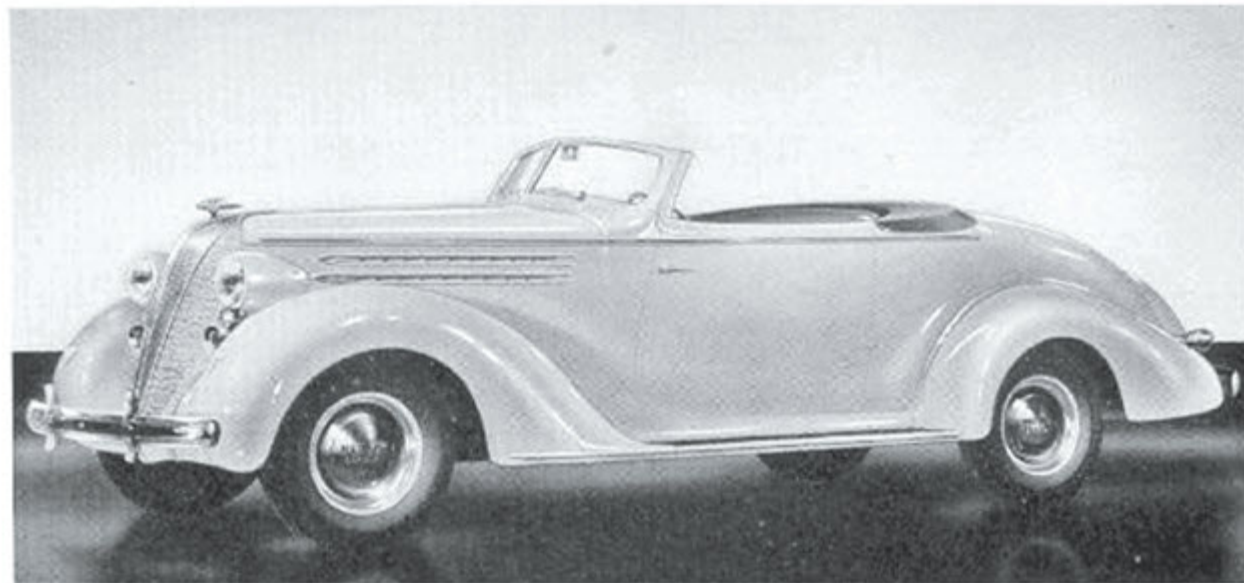
HUDSON EIGHT BROUGHAM -- 120 INCH WHEELBASE



HUDSON EIGHT COUPE -- 120 INCH WHEELBASE



HUDSON EIGHT CONVERTIBLE COUPE
120 INCH WHEELBASE



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MUSTANG!**



America's Favorite Fun Car



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

For '66, we did the nicest thing we could think of—we changed Mustang very carefully. There's some new ornamentation all around, as you probably noticed on the Mustang Hardtop (cover), Convertible and Fastback 2+2 (opposite). Also new (and standard) are a 5-dial instrument cluster, 14-inch low-profile tires and full wheel covers. But the standard features that give Mustang so much of its potent charm are a here. Push bucket seats, pleated vinyl trim, sport steering wheel, 3-speed floor shift, frisky 200-cu. in. Six padded instrument panel and sun visors, full carpeting heater-defroster*, front and rear seat belts. Plus outside rearview mirror, windshield washers and electric wipers, backup lights, emergency flasher and courtesy lights. And, of course, Ford's Twice-a-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 7 of them—are here for '66 . . . with great new ones like the AM Radio/Stereo-sonic Tape System (details on page 5). And nearly all these options are available on all Mustangs. 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 418,000 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 be content to just talk about Mustang. From the following pages pick your model, pick your option then head for your Ford Dealer!

Now more than ever designed to be designed by you

Mustang Hardtop

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

The Hardtop is the one most often chosen as the family Mustang. Standard 120-hp, 200-cu. in. Six and 3-speed manual floor shift give a thrifty accounting of themselves, as do Ford's Twice-a-Year Maintenance and service-savers (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 see what a few options will do. Add the new AM Radio/Stereo-sonic 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.

Or you may want one of the three lively V-8 options (200, 225 and 271 hp) . . . T-bar Cruise-O-Matic Drive . . . Ford Air Conditioner . . . the richly paneled and appointed Interior Decor Group (pages 6 and 7).

And if you want a fiery 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 Covering (also available on white); Accent Stripes (rocker panel moldings are standard on all '66 Mustangs); Deluxe Wheel Covers (with simulated knock-off hubs). Others include: Choice of Three V-8's (up to 271 hp!) • 4-Speed Manual Transmission • Power Steering • Power Brakes • plus options shown here and on following pages.



Mustang's deep-foam bucket seats and pleated vinyl trim come in your choice of five colors



Mustang's new panel groups instruments in five easy-to-read dials



T-bar 3-speed Cruise-O-Matic Drive*



Ford Air Conditioner**—cool driving comfort



Full-Width Front Seat with folding arm rest!



AM Radio Stereo-sonic Tape System*



Mustang Convertible

Lots 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 5-ply vinyl for durability. Easy-action side clamps make latching and unlatching child's play. The top goes up or down smoothly, easily . . . stacks low, neatly. Comes in your choice of black or white.

Then there are Mustang's trigger-quick reflexes, trim handling, glued-to-the-road stability. More reasons are inside Mustang: deep-foam, vinyl-covered bucket seats that adjust individually; a suspended accelerator pedal that adjusts to your foot. Wall-to-wall carpeting. Padded instrument panel and sun visors. Courtesy lighting. Heater-defroster and front and rear seat belts—all standard on all Mustangs.

Plenty of "optional" reasons, too. Mustang's new AM Radio/Stereo-sonic Tape System—up to 80 uninterrupted minutes of your favorite music in "living sound"! Luxurious Interior Decor Group (opposite page) in seven color choices. Power top. Tonneau cover. Power steering. Power brakes. The list seems endless—the variety of Mustang Convertibles, Hardtops or 2+2's you can "design" with it!

Mustang Options

More suggestions to help you make a Mustang yours! Optional Wire-Style Wheel Covers as shown at right (rocker moldings standard on all '66 Mustangs). Other options include: Power Top • Convertible Tonneau Cover • Front Disc Brakes (with V-8's) • Special Handling Package (heavy-duty suspension, 22 to 1 overall steering ratio) • AM Radio • Red Band Sidewall Tires • plus options shown here and on following pages.



Rich Interior Decor Group* offers unique embossed seat inserts, door panels with pistol-grip door handles, built-in arm rests, safety-courtesy lights and more (below)



Sports Console* and sporty 4-Speed Man. Transmission* Woodlike Deluxe Steering Wheel†, instrument panel and glove box trim are part of Interior Decor Group*



Mustang's trunk is surprisingly spacious and well-planned for easy loading



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 Conveniences: GT badges on front fenders. GT stripe (like Ford's GT racing car) running front to rear along the lower body. A pair of 4-inch fog lamps (clear lenses) mounted in the grille.

Distinctive GT Power: You can have either the hot 225-hp Challenger Special V-8† (10 to 1 comp. ratio, 4-barrel carb., hydraulic lifters) or a real scorcher, the 271-hp Cobra V-8† (10.5 to 1 comp. ratio, 4-barrel carb., solid lifters). Both engines in Mustang GT's come equipped with special low-restriction dual exhaust systems. And chrome flared tailpipe extensions tell the onlookers what's under the hood!

Distinctive GT Performance: Special Handling Package (tauter suspension, faster steering) plus fade-resisting front disc brakes give you a kind of precise control you 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, styled steel wheels . . . and nearly all the Mustang options described in preceding pages!

Mustang Options

Additional options for all Mustangs: Remote-Control Outside Mirror • Day/Night Inside Mirror • 2-Speed Electric Wipers • Tinted Windshield • Tinted Glass All Around • Rear Seat Radio Speaker (Hardtop, 2+2) • Limited-Slip Differential • White Sidewall Tires • Compass • Spotlight • Racing Mirrors • Removable Luggage Rack • Brake Warning Light • Heavy-Duty Battery • Remote-Control Deck Lid Release • Door Edge Guards • plus many, many more—over 70 Mustang options in all!

*Available also as separate option †Separate option, not included in GT Group

**With V-8 only

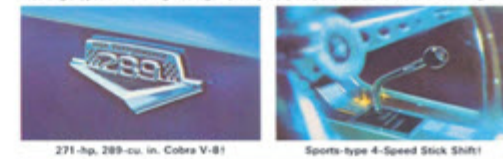


Distinctive GT Fender Badges

Fade-resistant Front Disc Brakes**



Mustang's Special Handling Package* (heavy-duty suspension, 22 to 1 overall steering ratio)



271-hp, 289-cu. in. Cobra V-8†

Sports-type 4-Speed Stick Shift†



Special GT Low-Restriction Exhaust and Chrome Tailpipe Extensions

1966 MUSTANG Specifications

11 MUSTANG POWER TEAMS

ENGINES	TRANSMISSIONS
200-cu. in. Six*	A†, C, D
Challenger V-8	B†, C, D
Challenger Special V-8	B†, C, D
Cobra V-8	C, D

STANDARD EQUIPMENT KEY:

*Engine (all models); †Transmissions (as indicated)

A—3-Speed Manual	D—4-Speed Manual
B—Synchro-Smooth Drive (fully synchronized 3-speed manual)	
C—Cruise-O-Matic Drive	

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 trims for the Hardtop, 2+2 and Convertible. Your Ford Dealer will be happy to show you actual samples of new Mustang colors and upholstery.

ENGINES: 120-hp Six (std.)—200-cu. in. displ.; 3.68" bore x 3.13" stroke; 9.2 to 1 comp. ratio; 7 main bearings; reg. fuel; single-barrel carb.; auto. choke; self-adj. valves with hydraulic lifters.

200-hp Challenger V-8 (opt.)—289-cu. in. displ.; 4.00" bore x 2.87" stroke; 9.3 to 1 comp. ratio; reg. fuel; 2-barrel carb.; auto. choke; self-adj. valves with hydraulic lifters.

225-hp Challenger Special V-8 (opt.)—289-cu. in. displ.; 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.)—289-cu. in. displ.; 4.00" bore x 2.87" stroke; 10.5 to 1 comp. ratio; super prem. fuel; 4-barrel carb.; manual choke; solid valve lifters; dual exhaust.

ENGINE FEATURES: 6000-mile (or 6-month) full-flow disposable-type oil filter; replaceable dry element air cleaner; 190° thermostat; 12-volt electrical system with 38-amp. alternator; 42-amp. alternator on High Performance V-8; 54-plate, 45 amp-hr battery; weatherproof ignition; positive-engagement starter; fully aluminized muffler and tailpipe. All engines are electronically mass-balanced for long-lived smoothness.

Own a trailer? Planning to buy one? Your Ford Dealer can help you equip your new Mustang for many of the popular sizes. The Mustang optional equipment suggestions listed here can add a great deal to smooth-sailing trailer trips with your Mustang.

MUSTANG TRAILER TOWING RECOMMENDATIONS: Class I (gross trailer weight up to 2,000 lb.; static tongue load up to 200 lb.)—200-hp V-8 or 225-hp V-8; Cruise-O-Matic Drive; extra cooling package; 6.95 x 14 4-ply rating tires; power steering and brakes; heavy-duty battery. For additional information, ask your Ford Dealer for a copy of the "1966 Ford Cars & Trucks for Recreation" brochure.

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).** Synchronized manual shifting in all three forward gears; clutch-free downshifting to low while under way. Floor-mounted 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 starting in low for all normal driving; 2-speed range starting in intermediate for more surefooted driving on slippery surfaces. Floor-mounted T-bar selector with sequence: P-R-N-DRIVE-L.

FRONT SUSPENSION: Angle-Poised Ball-Joint type with coil springs mounted on upper arms. 36,000-mile (or 3-year) lube intervals. Strut-stabilized lower arms. Link-type, rubber-bushed ride stabilizer.

REAR SUSPENSION: Longitudinal, 4-leaf springs with rubber-bushed front mounts, compression-type shackles at rear. Asymmetrical, variable-rate design 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.

STEERING: Recirculating ball-type steering gear provides easy handling. Permanently lubricated steering linkage joints. Overall steering ratio 27 to 1 (power steering 22 to 1). Turning diameter 38 ft.

BRAKES: Self-adjusting, self-energizing design. Composite drums grooved for extra cooling: 9" (Six), 10" (V-8's). Total lining areas: 131 sq. in. (Six), 154 sq. in. (V-8's). Front disc brakes optional.

TIRES: Tubeless, blackwall with Tyrex rayon cord, 4-ply rating. Safety-type rims. Tire size—6.95 x 14.

DIMENSIONS AND CAPACITIES: Overall length 181.6"; height 51.1"; width 69.2"; wheelbase 108"; treads—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 qt. (Six), 14.5 qt. (V-8's); trunk luggage volume (cu. ft.): Hardtop 9, Convertible 7.7 (top down), Fastback 5 (18.5 trunk plus rear seat down).

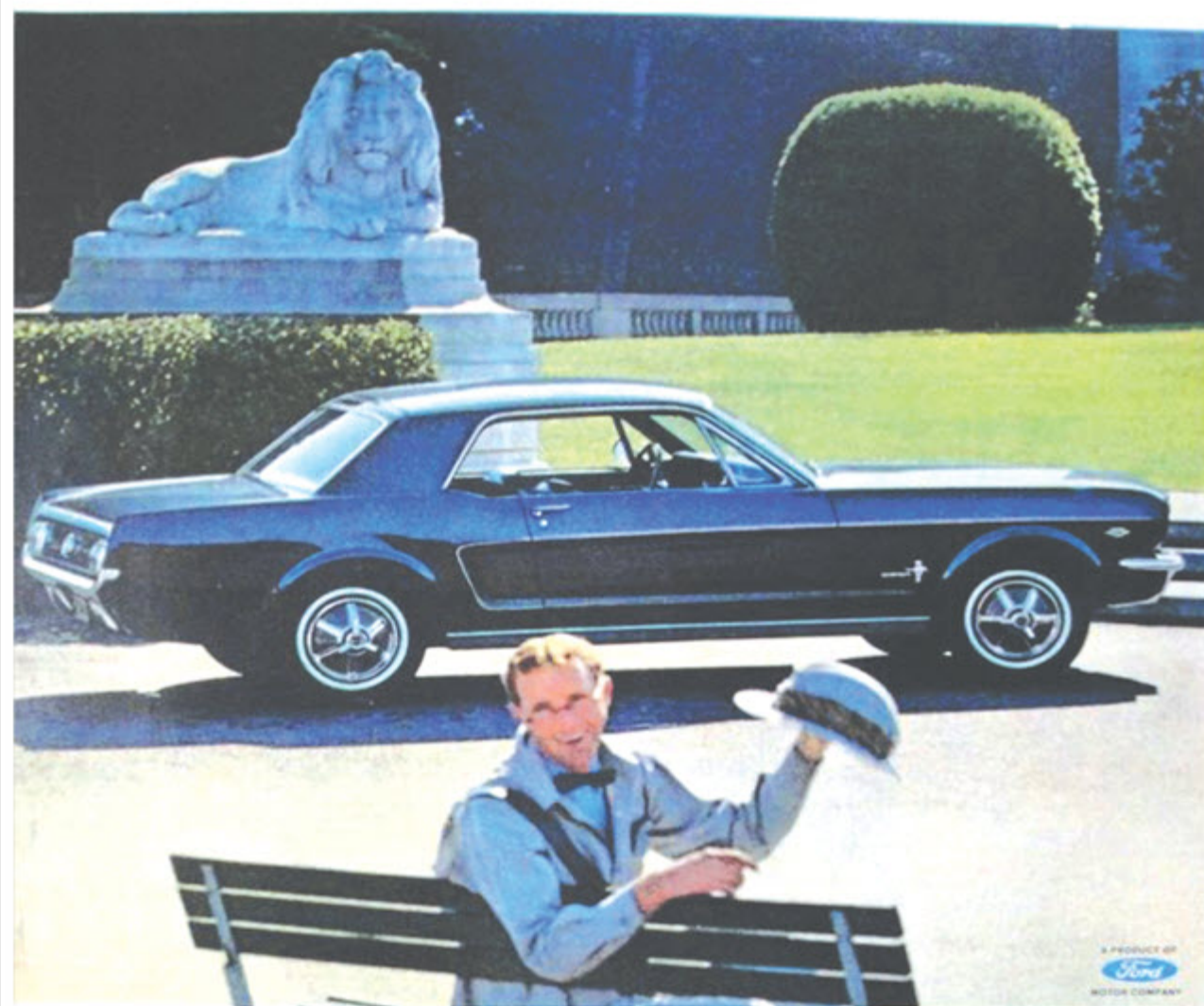
PRICES: Mustang includes heater-defroster as standard equipment. However heater-defroster may be deleted on car order if desired at an appropriate price reduction. All optional equipment and accessories, illustrated or referred to as options, optional or available are at extra cost. For the price of 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 others which will make the 1966 Mustang you buy now more rewarding 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, parallel-action electric windshield wipers, curved side glass, suspended accelerator, brake and clutch pedals, deep-dish design 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.

TWICE-A-YEAR MAINTENANCE: '66 Mustangs are designed to go 6,000 miles (or 6 months) between oil changes and minor chassis lubrications; 36,000 miles (or 3 years, whichever comes first) between major chassis lubs. Other Mustang service savings: 36,000-mile (or 2-year) engine coolant-antifreeze, self-adjusting brakes; long-life Sta-Ful battery, shielded alternator, rust- and corrosion-resistant aluminized muffler; galvanized vital underbody parts. Mustang needs so little service it's just good sense to see that it gets the best—at your Ford Dealer's. His factory-trained mechanics and special tools add up to the greatest service combination you'll ever find for your Mustang!

NEW CAR WARRANTY: Throughout Mustang is total-car quality which makes possible this warranty; Ford Motor Company warrants to owners as follows: That for 24 months or for 24,000 miles (3 months or 4,000 miles on Cobra V-8 engine and related power train components), whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts, such as filters, spark plugs, ignition points, wiper blades, brake and clutch linings, and normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in the U.S.A. and in certain neighboring areas.

The illustrations and product information contained herein were current at the time this publication was approved for printing. However, in order to continue to offer the finest automotive products available, Ford Motor Company reserves the right to change specifications, designs, models or prices without notice and without liability for such changes.



Desmond was afraid to let the cat out...until he got his Mustang. Mustang! A car to make weak men strong, strong men invincible. Mustang! Equipped with bucket seats, floor shift, vinyl interior, padded dash, full carpeting, more. Mustang! A challenge to your imagination with options like front disc brakes, 4-on-the-floor, big 289 cu. in. V-8, you name it. Desmond traded in his Persian kitten for an heiress named Olga. He had to. She followed him home. (It's inevitable...Mustangers have more fun.)

Best year yet to go Ford
MUSTANG!
MUSTANG!
MUSTANG!