1971
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
FORD MOTOR COMPANY	MUSTANG	
MAILING ADDRESS	MODEL YEAR	ISSUED: Sept. 1970
P. O. Box 2053 Dearborn, Mich. 48121	1971	REVISED (•) April, 1971

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AMA Specifications Form—Passenger Car

TABLE OF CONTENTS

NOTES

1. The General Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer
2. UNLESS OTHERWISE INDICATED
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9-70 REVISED (a)

BODY MODEL	Body type, number of passengers, and style names, use manufacturer's code for series & body style.

SERIES	TYPE	PASSENGERS	MODEL NUMBER
Mustang	2-Door Hardtop	4	65D
	2-Door Fastback	4	63D
	2-Door Convertible	4	76D
Mach 1	2-Door Fastback	4	63R
Grande	2-Door Hardtop	4	65F

AMA Specifications Form—Passenger Car

Page 1A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)4-71

MODEL

	Mustang	Mach I	Grande
Engines			
250-1V Six	Std.	N.A.	Std.
302-2V V8	Opt.	Std.	Opt.
351-2V V8	Opt.	Opt.	Opt.
351-4V V8 All	Opt.	Opt.	Opt.
429-4V V8 All	Opt.	Opt.	Opt.

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 11/70

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	65 D-F Hardtop 2-Door	2-Door Convertible 76D	2-Door Fastback 63 D-R
WIDTH				
Track – Front	W101	61.5		
Track – Rear	W102	61.0		
Maximum overall car width	W103	74.1		
Body width at No. 2 pillar	W117	71.7		
LENGTH				
Body "O" to front of dash	L 30	-1.3		
Wheelbase	L101	109.0		
Overall car length	L103	189.5		
Overhang – front	L104	40.0		
Overhang – rear	L105	40.5		
Body upper structure length	L123	86.3	94.5	102.6
Body "O" line to ℄ of rear wheel	L127	88.5		
Body "O" line to w s cowl point	L130	7.2		
HEIGHT				
Passenger Distribution (front & rear)		2-1		
Trunk/Cargo load (lbs.)		—		
Overall height	H101	50.8	50.5	50.1
Cowl height	H114	36.4		
Deck height	H138	37.2	36.7	39.8
Rocker panel – front: To ground / From front wheel ℄	H112	8.2		
Rocker panel – rear: To ground / From rear wheel ℄	H111	7.5		
Windshield slope angle	H122	60.2°		
GROUND CLEARANCE				
Bumper to ground – front	H102	17.7		
Bumper to ground – rear	H104	16.3		
Angle of approach	H106	24.6°		
Angle of departure	H107	18.4°		
Ramp breakover angle	H147	12.4°		
Min. running clearance (Specify)	H156	4.6 (Exhaust System)		

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 11/70

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Hardtop 65 D-F	2-Door Convertible 76D	2-Door Fastback 63 D-R
FRONT COMPARTMENT				
Effective head room	H61	37.2	37.7	37.0
Max. eff. leg room – accelerator	L34	41.2	41.3	41.2
H Point to Heel point	H30	7.4		6.8
H Point travel	L17	5.4		
Shoulder room	W 3	56.1		
Hip room	W 5	55.7		55.6
Upper body opening to ground	H50	46.3		46.0
REAR COMPARTMENT				
H Point couple distance	L50	27.0	26.9	—
Effective head room	H63	36.0	36.4	—
Min. effective leg room	L51	28.7	28.6	—
H Point to Heel point	H31	9.4		—
Min. knee room	L48	-2.2	-2.3	—
Rear Compartment room	L 3	21.4	21.3	—
Shoulder room	W 4	53.5	43.9	—
Hip room	W 6	50.8	44.2	—
Upper body opening to ground	H51	—		
LUGGAGE COMPARTMENT				
Usable luggage capacity	V 1	9.5	8.1	8.3
Liftover height	H195	29.3		
Position of spare tire storage				
Method of holding lid open				
STATION WAGON – THIRD SEAT				
Shoulder Room	W85			
Hip room	W86			
Effective leg room	L86			
Effective head room	H86			
Seat facing direction				
STATION WAGON – CARGO SPACE				
Cargo length at floor – front seat	L202			
Cargo length at belt – front seat	L204			
Cargo width – Wheelhouse	W201			
Opening width at belt	W204			
Maximum cargo height	H201			
Rear opening height	H202			
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2			

AMA Specifications Form—Passenger Car

Page 4

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

POWER TEAMS

(Indicate whether standard or optional)

(Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		Std.	Opt.	Lock.	A/C
All Except 63R	250	1V	Max. 9.0:1	145 @ 4000	232 @ 1600	3 Spd. Manual (b)	3.00	-	3.00	-
						3 Spd. Auto. (C4)	2.79	3.00	3.00	3.00
All (Base Engine for 63R)	302	2V	9.0:1	210 @ 4600	296 @ 2600	3 Spd. Manual (b)	3.00	-	3.00	3.00
						3 Spd. Auto. (C4)	2.79	3.00	3.00	3.00
All	351	2V	9.0:1	240 @ 4600	350 @ 2600	3 Spd. Manual (c)	2.75	3.00 3.25	3.00 3.25	3.00
						3 Spd. Auto. (FMX)	2.75	3.00 3.25	3.00 3.25	3.00
All (With Ram Air Engine)	351	2V	9.0:1	240 @ 4600	350 @ 2600	3 Spd. Manual (c)	3.00	3.25	3.00 3.25	3.00
						3 Spd. Auto. (FMX)	3.00	3.25	3.00 3.25	3.00
All	351	4V	10.7:1	285 @ 5400	370 @ 3400	4 Spd. Manual (a)	3.25	-	3.25 3.50*	3.25
						3 Spd. Auto. (C6)	3.00	3.25	3.00 3.25 3.50*	3.00
All (With Ram Air Engine)	351	4V	10.7:1	285 @ 5400	370 @ 3400	4 Spd. Manual (a)	3.25	-	3.25 3.50*	3.25
						3 Spd. Auto. (C6)	3.25	-	3.25 3.50*	3.25
All	351 CJ	4V	9.0:1	280 @ 5800	345 @ 3800	4 Spd. Manual (a)	3.50	-	3.50*	3.25
						3 Spd. Auto. (C6)	3.50	-	3.50*	3.25
All (With Ram Air Engine	351 CJ	4V	9.0:1	280 @ 5800	345 @ 3800	4 Spd. Manual (a)	3.50	-	3.50*	3.25
						3 Spd. Auto. (C6)	3.50	-	3.50*	3.25

(a) Low Gear 2.78:1
(b) Low Gear 2.99:1
(c) Low Gear 2.42:1

*Daytona Type

AMA Specifications Form—Passenger Car

Page 4A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

POWER TEAMS

(Indicate whether standard or optional)

(Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP - RPM	Torque RPM		Std.	Opt.	Lock.	A/C
All	429	4V Cobra Jet	Max. 11.3:1	370 @ 5400	450 @ 3400	4 Spd. Manual (d)	3.25*	3.50*	3.25* 3.50*	3.25*
						3 Spd. Auto. (C6)	3.25*	3.50*	3.25* 3.50*	3.25*
All (With Ram Air Engine)	429	4V Cobra Jet	11.3:1	370 @ 5400	450 @ 3400	4 Spd. Manual (d)	3.50*	-	3.50*	3.25*
						3 Spd. Auto. (C6)	3.50*	-	3.50*	3.25*
All (Drag Pack Option)	429 Super	4V Cobra Jet	11.3:1	375 @ 5600	450 @ 3400	4 Spd. Manual	-	-	3.91* 4.11*	- -
						3 Spd. Auto (C6)	-	-	3.91* 4.11*	- -

(d) Low Gear 2.32:1 * Daytona Type

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

ENGINE – GENERAL

MODEL CID		250-1V	302-2V
Type, no. cyls., valve arr.		In-Line 6 Cyl. OHV	90° V-8 Cyl. OHV
Bore and stroke (nominal)		3.682 x 3.910	4.002 x 3.00
Piston displacement, cu. in.		250	302
Bore spacing (℄ to ℄)		4.08	4.38
No. system (front to rear)	L. Bank	—	5-6-7-8
	R. Bank	—	1-2-3-4
Firing order		1-5-3-6-2-4	1-5-4-2-6-3-7-8
Compres. ratio		9.0:1 Max.	9.0:1 Max.
(b) Cylinder Head Combustion Chamber Volume (cc)		59.43-62.43	56.7-59.7
Cylinder Head Material		Cast Iron	
Cylinder Block Material		Cast Iron	
Cyl Sleeve-Wet, dry, none		None	
Number of mtg. points	Front	Two	
	Rear	One	
Engine installation angle		4° 7'	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		32.5	51.2
Recommended fuel regular – premium		Regular (91 Octane)	

ENGINE – PISTONS

Material			Aluminum Alloy with Steel Struts	
Description and finish			Autothermic, Slipper Skirt, Cam Ground, and Tin Plated	
Weight (piston only) oz.			17.42	21.16
Clearance (limits)	Top land		.022-.0308	.0304-.0408
	Skirt	Top (a)	.0012-.0021	.0018-.0026
		Bottom	.0008-.0014	—
Ring groove diameter	No. 1 ring		3.269-3.259	3.548-3.558
	No. 2 ring		3.269-3.259	3.548-3.558
	No. 3 ring		3.269-3.259	3.592-3.602
	No. 4 ring		—	

(a) At Centerline and 90° to Axis of Pin Hole.

(b) Cylinder Block Deck Height
250-1V; 9.456-9.450
302-2V; 8.211-8.201

AMA Specifications Form—Passenger Car

Page 5A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*) 4/71

ENGINE – GENERAL

MODEL CID		351-2V	351-4V	351-4V CJ
Type, no. cyls., valve arr.		90° V-8 Cyl. OHV		
Bore and stroke (nominal)		4.002 x 3.50		
Piston displacement, cu. in.		351		
Bore spacing (℄ to ℄)		4.38		
No. system (front to rear)	L. Bank	5-6-7-8		
	R. Bank	1-2-3-4		
Firing order		1-3-7-2-6-5-4-8		
Compres. ratio		9.0:1 Max.	10.7:1 Max.	9.0:1 Max.
Cylinder Head Combustion Chamber Volume (cc) (b)		76.9-79.9	64.6-67.6	73.9-76.9
Cylinder Head Material		Cast Iron		
Cylinder Block Material		Cast Iron		
Cyl. Sleeve-Wet,dry,none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		4°7'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2		
Recommended fuel regular – premium		Regular (91 Octane)	Premium	Regular (91 Octane)

ENGINE – PISTONS

Material			Aluminum Alloy with Steel Struts	
Description and finish			Cast, Autothermic, Slipper Skirt, Cam Ground, and Tin Plated	
Weight (piston only) oz.			21.51	
Clearance (limits)	Top land		.0222-.0298	.0226-.0302
	Skirt	Top (a)	.0014-.0022	.0018-.0026
		Bottom	—	
Ring groove diameter	No. 1 ring		3.568-3.558	
	No. 2 ring		3.554-3.544	
	No. 3 ring		3.558-3.548	
	No. 4 ring		—	

(a) At Centerline and 90° to Axis of Pin Hole.
(b) Cylinder Block Deck Height
351-2V and 351-4V; 9.201-9.211

AMA Specifications Form—Passenger Car

Page 5B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID 429-4V CJ 429-4V SCJ

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V-8 Cyl. OHV	
Bore and stroke (nominal)		4.362 x 3.590	
Piston displacement, cu. in.		429	
Bore spacing (℄ to ℄)		4.90	
No. system (front to rear)	L. Bank	5-6-7-8	
	R. Bank	1-2-3-4	
Firing order		1-5-4-2-6-3-7-8	
Compres. ratio		11.3:1 Max.	
Cylinder Head Combustion Chamber Volume (cc) (b)		69.7-72.7	
Cylinder Head Material		Cast Iron	
Cylinder Block Material		Cast Iron	
Cyl. Sleeve-Wet, dry, none		None	
Number of mtg. points	Front	Two	
	Rear	One	
Engine installation angle		4°7'	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		60.83	
Recommended fuel regular – premium		Premium	

ENGINE – PISTONS

Material			Aluminum Alloy with Steel Struts	Aluminum Alloy
Description and finish			Cast, Autothermic, Slipper Skirt, Cam Ground, Tin Plated	Extruded, Slipper Skirt, Cam Ground, Tin Plated
Weight (piston only) oz.			28.46	
Clearance (limits)	Top land		.0270-.0346	.026-.0356
	Skirt	Top(a)	.0023-.0030	.0034-.0042
		Bottom	—	—
Ring groove diameter	No. 1 ring		3.868-3.858	
	No. 2 ring		3.868-3.858	
	No. 3 ring		3.936-3.926	3.916-3.906
	No. 4 ring		—	

(a) At Centerline and 90° to axis of pin hole.

(b) Cylinder Block Deck Height - 10.315-10.305

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

ENGINE – RINGS

		MODEL CID 250-1V	302-2V
Function (top to bottom)	No. 1, oil or comp.	Compression	
	No. 2, oil or comp.	Compression	
	No. 3, oil or comp.	Oil Control	
	No. 4, oil or comp.	None	
Compression	Description - material, coating, etc. (a) No. 1	(250-1V) Cast Iron Alloy, Straight Face, Inside Bevel, Moly. Filled Groove	
	Description - material, coating, etc. (a) No. 2	(250-1V) Cast Iron Alloy, Straight Face, Scraper Groove, Oxide Coated	
	Width No. 1 & 2	.077-.078	
	Gap	.008-.016	.010-.020
Oil	Description - material, coating, etc.	Multi-Piece: Two Rails and One Spacer-Expander Rails: Steel (SAE 1070) Chrome Plated, Black Oxide Coated Spacer-Expander: Steel (AISI-C-1075) (b)	
	Width	.188	
	Gap	.015-.055 Rails Only	
Expanders		Part of Oil Ring Assembly	

ENGINE – PISTON PINS

Material			Steel (SAE-5015) Heat Treated	
Length			3.040-3.010	
Diameter	(Select Fit)		.9124-.9118	
Type	Locked in rod, in piston, floating, etc.		Press Fit in Rod	
	Bushing	In rod or piston	None	
		Material	—	
Clearance	In piston		.0003-.0005	.0002-.0004
	In rod		Press Fit	
Direction & amount offset in piston			Right .090	Right .0625

ENGINE – CONNECTING RODS

Material		Forged Steel (SAE-1041-H)	
Weight (oz.)		20.88	19.86
Length (center to center)		5.88	5.09
Bearing	Material & Type	Unplated Copper-Lead Alloy on Steel Back (Replaceable)	Plated Copper-Lead Alloy on Steel Back (Replaceable)
	Overall length	.790-.810	.706-.726
	Clearance (limits)	.0008-.0024	.0008-.0026
	End play	.0035-.0105	.010-.020 (Two Rods)

(a) No. 1 (302-2V) Cast Iron Alloy, Barrel Face, Moly. Filled Groove
No. 2 (302-2V) Cast Iron Alloy, Straight Face, Scraper Groove, Phosphate Coated

(b) 302-2V Blued

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL	CID	351-2V	351-4V	351-4V CJ

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc. No. 1	Cast Iron Alloy, Barrel Face, Molybdenum Filled Groove
	Description - material, coating, etc. No. 2	Cast Iron Alloy, Tapered Face, Scraper Groove, Phosphate Coated
	Width No. 1 & 2	.077-.078
	Gap No. 1 & 2	.010-.020
Oil	Description - material, coating, etc.	Multi-Piece: Two Rails and One Spacer-Expander Rails: Steel (SAE-1070) Chrome Plated and Black Oxide Coated Spacer-Expander: Rustless Steel (SAE-30201)
	Width	.1845
	Gap	.015-.055 Rails Only
Expanders		Part of Oil Ring Assembly

ENGINE – PISTON PINS

Material			Steel (SAE-5015, Heat Treated Optional SAE-1016)
Length			3.040-3.010
Diameter			.9124-.9118
Type	Locked in rod, in piston, floating, etc.		Press Fit in Rod
	Bushing	In rod or piston	None
		Material	—
Clearance	In piston		.0003-.0005
	In rod		Press Fit
Direction & amount offset in piston			Right .0625

ENGINE – CONNECTING RODS

Material		Forged Steel (SAE-1041-H)
Weight (oz.)		26.38
Length (center to center)		5.78
Bearing	Material & Type	Plated Copper-Lead Alloy on Steel Back (Replaceable Insert)
	Overall length	.706-.726
	Clearance (limits)	.0008-.0026
	End play	.010-.020 (Two Rods)

AMA Specifications Form—Passenger Car

Page 6B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	CID	429-4V CJ	429-4V SCJ

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc.	#1 Cast Iron Alloy, Inside Bevel, Straight Face, Molybdenum Filled Groove #2 Cast Iron Alloy, Straight Face, Scraper Groove, Phosphate Coated
	Width	#1 and #2 (.078-.077)
	Gap	.010-.020
Oil	Description - material, coating, etc.	#3 Multi-Piece: Two Rails and One Spacer-Expander Rails: Steel (SAE 1070) Chrome Plated, Black Oxide Coated Spacer-Expander: Rustless Steel (SAE-30201)
	Width	.1875
	Gap	.010-.035 Rails Only
Expanders		Part of Oil Ring Assembly

ENGINE – PISTON PINS

Material			Steel SAE-5015 Heat Treated	
Length			3.31-3.29	
Diameter			1.040-1.0403	
Type	Locked in rod, in piston, floating, etc.		Pressed Fit in Rod	
	Bushing	In rod or piston	None	
		Material	—	
Clearance	In piston		.0002-.0004	.0004-.0006
	In rod		Press Fit	
Direction & amount offset in piston			Right .0625	None

ENGINE – CONNECTING RODS

Material		Forged Steel (SAE-1041-H)
Weight (oz.)		27.83
Length (center to center)		6.605
Bearing	Material & Type	Plated Copper-Lead Alloy on Steel Back (Replaceable Inserts)
	Overall length	.861
	Clearance (limits)	.0008-.0026
	End play	.010-.020 Two Rods

AMA Specifications Form—Passenger Car

Page 7

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

ENGINE – CRANKSHAFT

MODEL		CID	250-1V	302-2V
Material			Nodular Cast Iron Alloy, Precision Molded	
Vibration damper type			Tuned, Elastic Suspended, Inertia Member	
End thrust taken by bearing (No.)			Five	Three
Crankshaft end play			.004-.008	
Main bearing	Material & type		SAE-15 Lead Base Babbitt on SAE-1010 Steel Back (Replaceable)	Plated Copper-Lead Alloy on Steel Back (Replaceable Insert)
	Clearance		.0005-.0022	.0005-.0024(a)
	Journal dia. and bearing overall length	No. 1	2.3986 x .965	2.2486 x .880
		No. 2	2.3986 x .965	2.2486 x .880
		No. 3	2.3986 x .965	2.2486 x 1.132
		No. 4	2.3986 x .965	2.2486 x .880
		No. 5	2.3986 x 1.194	2.2486 x .880
		No. 6	2.3986 x .965	—
		No. 7	2.3986 x .965	—
	Dir. & amt. cyl. offset		None	R.B. Leads .84
	No. bolts/main brg. cap		2	
Crankpin journal diameter			2.1232	

ENGINE – CAMSHAFT

Location			In Block	In Block Above Crankshaft
Material			Special Alloy Iron, Precision Molded, Induction Hardened, and Phosphate Coated	
Bearings	Material		SAE-15 Lead Base Babbitt on SAE-1010 Steel Back (Replaceable Insert)	
	Number		Four	Five
Type of Drive	Gear or chain		Chain	
	Crankshaft gear or sprocket material		Sintered Iron (Steel, Optional)	
	Camshaft gear or sprocket material		Cast Iron	Aluminum Die Cast Body with Molded Nylon Teeth
	Timing chain	No. of links	56	58
		Width	1.113 (1.013 Alternate)	.637 (.750 Alternate)
		Pitch	.375	

(a) No. 1 Main Bearing .0001-.0020

AMA Specifications Form—Passenger Car

Page 7A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a) 4/71

ENGINE – CRANKSHAFT

MODEL			CID	351-2V	351-4V	351-4V CJ
Material				Nodular Cast Iron Alloy, Precision Molded		
Vibration damper type				Tuned, Elastic Suspended, Inertia Member		
End thrust taken by bearing (No.)				Three		
Crankshaft end play				.004-.010		
Main bearing	Material & type			Plated Copper-Lead Alloy on Steel Back (Replaceable Insert) (a)		
	Clearance			.0009-.0026	.0011-.0028	
	Journal dia. and bearing overall length	No. 1		2.7488 x .875		
		No. 2		2.7488 x .875		
		No. 3		2.7488 x 1.117		
		No. 4		2.7488 x .875		
		No. 5		2.7488 x .875		
		No. 6		—		
		No. 7		—		
	Dir. & amt. cyl. offset			R. B. Leads .84		
	No. bolts/main brg. cap			2	4	
Crankpin journal diameter				2.3107		

ENGINE – CAMSHAFT

Location			In Block Above Crankshaft
Material			Special Alloy Cast Iron, Precision Molded, Induction Hardened, and Phosphate Coated
Bearings	Material		SAE-15 Lead Base Babbitt on SAE-1010 Steel Back (Replaceable Insert)
	Number		Five
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Sintered Iron (Steel, Optional)
	Camshaft gear or sprocket material		Aluminum Die Cast Body with Molded Nylon Teeth
	Timing chain	No. of links	48
		Width	.762 (.880 Alternate)
		Pitch	.50

(a) Unplated Copper-Lead Alloy for 351-4V

AMA Specifications Form—Passenger Car

Page 7B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID	429-4V CJ	429-4V SCJ

ENGINE – CRANKSHAFT

Material			Nodular Cast Iron Alloy, Precision Molded
Vibration damper type			Tuned, Elastic Suspended, Inertia Member
End thrust taken by bearing (No.)			Three
Crankshaft end play			.004-.008
Main bearing	Material & type		Plated Copper-Lead Alloy On Steel Back (Replaceable Insert)
	Clearance		.0005-.0025
	Journal dia. and bearing overall length	No. 1	2.9998 x .945
		No. 2	2.9998 x .945
		No. 3	2.9998 x 1.119
		No. 4	2.9998 x .945
		No. 5	2.9998 x .945
		No. 6	—
		No. 7	—
	Dir. & amt. cyl. offset		Right Bank Leads 1.000
	No. bolts/main brg. cap		2 4
Crankpin journal diameter			2.4992-2.5000

ENGINE – CAMSHAFT

Location			In Block Above Crankshaft
Material			Special Alloy Cast Iron, Precision Molded, Induction Hardened, Phosphate Coated
Bearings	Material		SAE-15 Lead Base Babbitt on SAE-1010 Steel Back, Replaceable
	Number		Five
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Sintered Iron or Steel
	Camshaft gear or sprocket material		Aluminum Die Cast Body with Molded Nylon Teeth
	Timing chain	No. of links	52
		Width	.885
		Pitch	.50

AMA Specifications Form—Passenger Car

Page 8

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL CID				250-1V	302-2V
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)				Standard	
Valve rotator, type (intake, exhaust)				Ford Free Turn (Intake and Exhaust)	Two-Piece
Rocker ratio				1.50:1	1.61:1
Operating tappet clearance (indicate hot or cold)	Intake (a)			Zero (.095-.195)	Zero (.090-.190)
	Exhaust (a)			Zero (.095-.195)	Zero (.090-.190)
Timing (based on top of ramp points)	Intake	Opens (BTC)		10	16
		Closes (ABC)		62	70
		Duration - deg.		252	266
	Exhaust	Opens (BBC)		40	44
		Closes (ATC)		25	20
		Duration - deg.		254	244
	Valve opening overlap			35	36
Intake	Material			Steel (SAE-1047) Aluminized Head	
	Overall length			4.26	5.05
	Actual overall head dia.			1.660-1.642	1.788-1.773
	Angle of seat & face			Seat 44° 30'/45° 0', Face 45° 30'/45° 45'	
	Seat insert material			None	
	Stem diameter			.3107-.3100	.3423-.3416
	Stem to guide clearance			.0008-.0025	.0010-.0027
	Lift (zero lash)			.368	
	Outer spring press. & length	Valve closed (lb. in.)		51-57 @ 1.59	76-84 @ 1.69
		Valve open (lb. in.)		142-158 @ 1.22	190-210 @ 1.31
	Inner spring press. & length	Valve closed (lb. in.)		None	
		Valve open (lb. in.)		None	
Exhaust	Material			Cast Austenitic Steel, Aluminized Head.	
	Overall length			4.26	4.99 plus .06 Cap
	Actual overall head dia.			1.399-1.381	1.457-1.442
	Angle of seat & face			Seat 44° 30'/45° 0', Face 45° 30'/45° 45'	
	Seat insert material			None	
	Stem diameter			.3105-.3098	.3418-.3411
	Stem to guide clearance			.0010-.0027	.0015-.0032
	Lift (zero lash)			.368	.380
	Outer spring press. & length	Valve closed (lb. in.)		51-57 @ 1.59	76-84 @ 1.69
		Valve open (lb. in.)		142-158 @ 1.22	190-210 @ 1.31
	Inner spring press. & length	Valve closed (lb. in.)		None	
		Valve open (lb. in.)		None	

(a) Tappets Collapsed.

AMA Specifications Form—Passenger Car

Page 8A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID			351-2V	351-4V	351-4V CJ
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)			Standard		
Valve rotator, type (intake, exhaust)			None		
Rocker ratio			1.73:1		
Operating tappet clearance (indicate hot or cold)	Intake (a)		Zero (.100-.200)		
	Exhaust (a)		Zero (.100-.200)		
Timing (based on top of ramp points)	Intake	Opens (BTC)	12	18	
		Closes (ABC)	66	70	72
		Duration - deg.	258	268	270
	Exhaust	Opens (BBC)	66	81	82
		Closes (ATC)	20	19	28
		Duration - deg.	266	280	290
	Valve opening overlap		32	37	46
Intake	Material		No. 1 Sil-Chrome, Aluminized Head (b)		
	Overall length		5.231		
	Actual overall head dia.		2.041	2.190	
	Angle of seat & face		Seat 44° 30'/45° 0', Face 45° 30'/45° 45'		
	Seat insert material		None		
	Stem diameter		.3423-.3416		
	Stem to guide clearance		.0010-.0027		
	Lift (- zero lash)		.400	.430	.480
	Outer spring press. & length	Valve closed (lb. in.)	80 @ 1.82	90 @ 1.82	
		Valve open (lb. in.)	210 @ 1.42	258 @ 1.39	277 @ 1.34
	Inner spring press. & length	Valve closed (lb. in.)	None	Damper Only	
		Valve open (lb. in.)	None	Damper Only	
Exhaust	Material		21-4N Steel, Aluminized Head (b)		
	Overall length		5.05		
	Actual overall head dia.		1.6545	1.7095	
	Angle of seat & face		Seat 44° 30'/45° 0', Face 45° 30'/45° 45'		
	Seat insert material		None		
	Stem diameter		.3418-.3411		
	Stem to guide clearance		.0015-.0032		
	Lift (- zero lash)		.400	.450	.488
	Outer spring press. & length	Valve closed (lb. in.)	80 @ 1.82	90 @ 1.82	
		Valve open (lb. in.)	210 @ 1.42	265 @ 1.37	281 @ 1.33
	Inner spring press. & length	Valve closed (lb. in.)	None	Damper Only	
		Valve open (lb. in.)	None	Damper Only	

(a) Tappets Collapsed
(b) 351-4V includes Chrome Plated Stem

AMA Specifications Form—Passenger Car

Page 8B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL CID				429-4V CJ	429-4V SCJ
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)				Standard	Mechanical
Valve rotator, type (intake, exhaust)				None (One Piece Retainer)	
Rocker ratio				1.73:1	
Operating tappet clearance (indicate hot or cold)	Intake			Zero (.075-.175) (a)	.017-.020 Hot
	Exhaust			Zero (.075-.175) (a)	.017-.020 Hot
Timing (based on top of ramp points)	Intake	Opens (BTC)		32°	40° 30'
		Closes (ABC)		70°	79° 30'
		Duration - deg.		282°	300°
	Exhaust	Opens (BBC)		90°	88° 30'
		Closes (ATC)		26°	31° 30'
		Duration - deg.		296°	300°
	Valve opening overlap			58°	72°
Intake	Material			#1 Sil-Chrome, Hardened Face & Foot, Chrome Plated Stem	
	Overall length			5.275	
	Actual overall head dia.			2.248-2.242	
	Angle of seat & face			Seat 59° 30' to 60°, Face 60° 30' to 60° 45'	
	Seat insert material			None	
	Stem diameter			.3423-.3416	
	Stem to guide clearance			.0010-.0027	
	Lift (zero lash)			.500	.515
	Outer spring press. & length	Valve closed (lb. in.)		87.4-96.6 @ 1.82	
		Valve open (lb. in.)		299.3-330.7 @ 1.32	
	Inner spring press. & length	Valve closed (lb. in.)		None	
		Valve open (lb. in.)		None	
Exhaust	Material			21-4N, Steel Aluminized Head Welded & Hardened Tip, Chrome Plated Stem	
	Overall length			5.068	
	Actual overall head dia.			1.728-1.722	
	Angle of seat & face			Seat 44° 30' to 45°, Face 45° 30' to 45° 45'	
	Seat insert material			None	
	Stem diameter			.3418-.3411	
	Stem to guide clearance			.0015-.0032	
	Lift (zero lash)			.500	.515
	Outer spring press. & length	Valve closed (lb. in.)		87.4-96.6 @ 1.82	
		Valve open (lb. in.)		299.3-330.7 @ 1.32	
	Inner spring press. & length	Valve closed (lb. in.)		None	
		Valve open (lb. in.)		None	

(a) Tappets Collapsed

AMA Specifications Form—Passenger Car

Page 9

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL	CID	250-1V	302-2V	351-4V CJ

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Oil Mist	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Splash	
	Cylinder walls	Pressure Stream, Splash	
Oil pump type		Rotor	
Normal oil pressure (lb. - engine rpm)		35-55 @ 2000	
Oil press. sending unit (elect. or mech.)		Electrical	
Type oil intake (floating, stationary)		Stationary Shrouded Screen in Sump	
Oil filter system (full flow, part., other)		Full Flow	
Filter replacement (element, complete)		Complete	
Capacity of c case, less filter-refill (qt.)		4,0 (add 1 quart for filter)	
Oil grade recommended (SAE viscosity and temperature range)		Multi-Viscosity - or -	Single Viscosity
		+32°F & Above-SAE 20W-40	+90°F & Above — SAE 40
		0° and Above-SAE 10W-40	+32°F to +90°F — SAE 30
		-10°F to +90°F-SAE 10W-30	+10°F to +32°F — SAE 20-20W
		Below -10°F (-32° Max.) SAE 5W-30	-10°F to +10°F — SAE 10-10W
Engine Service Reqmt. (MM, MS, etc.)		MS (Ford Specification M2C-101-B)	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single "Y" Type
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, Reverse Flow	
Exhaust pipe dia. (O.D., wall thick.)	Branch	2,00 x ,084 Laminated	
	Main	2,00 x ,075 Solid	2,25 x ,075 Solid
Tail pipe dia. (O.D. & wall thickness)		2,00 x ,060 Solid	

AMA Specifications Form—Passenger Car

Page 9A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL	CID	351-2V	351-4V	351-4V CJ

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Timed Pressure Stream	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Metered Pressure	
	Cylinder walls	Oil Mist and Splash	
Oil pump type		Rotor	
Normal oil pressure (lb. engine rpm)		50-70 @ 2000	
Oil press. sending unit (elect. or mech.)		Electrical	
Type oil intake (floating, stationary)		Stationary Shrouded Screen in Sump	
Oil filter system (full flow, part., other)		Full Flow	
Filter replacement (element, complete)		Complete	
Capacity of c/case, less filter-refill (qt.)		4.0 (5.0 with Filter)	
Oil grade recommended (SAE viscosity and temperature range)		Multi-Viscosity –or– +32°F & Above-SAE 20W-40 0° & Above-SAE 10W-40 -10°F to +90°F-SAE 10W-30 Below -10°F (-32° Max.) SAE 5W-30	Single Viscosity +90°F & Above-SAE 40 +32°F to +90°F-SAE 30 +10°F to +32°F-SAE 20-20W -10°F to +10°F-SAE 10-10W
Engine Service Reqmt. (MM, MS, etc.)		MS (Ford Specification M2C-101-B)	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single "Y" Type	Dual with Balance Tube
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, Reverse Flow	Two, 2-Pass Reverse Flow
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.00 x .084 Lam.	
	Main	2.25 x .075 Solid	
Tail pipe dia. (O.D. & wall thickness)		2.25 x .060 Solid	

AMA Specifications Form—Passenger Car

Page 9B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	CID	429-4V CJ	429-4V SCJ

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Timed Pressure Stream
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Metered Pressure
	Cylinder walls	Oil Mist, Spray, and Splash
Oil pump type		Gear
Normal oil pressure (lb. - engine rpm)		35-75 @ 2000
Oil press. sending unit (elect. or mech.)		Electrical
Type oil intake (floating, stationary)		Stationary Shrouded Screen in Sump
Oil filter system (full flow, part., other)		Full Flow
Filter replacement (element, complete)		Complete
Capacity of c/case, less filter-refill (qt.)		6 (Add 1 quart with filter replacement)
Oil grade recommended (SAE viscosity and temperature range)		Multi-Viscosity - or - Single Viscosity +32°F & Above-SAE 20W-40 +90°F & Above-SAE 40 0° & Above-SAE 10W-40 +32°F to +90°F-SAE 30 -10°F to +90°F-SAE 10W-30 +10°F to +32°F-SAE 20-20W Below -10°F(-32° Max.) SAE 5W-30 -10°F to +10°F-SAE 10-10W
Engine Service Reqmt. (MM, MS, etc.)		MS (Ford Specification M2C-101-B)

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual with Balance Tube
Muffler No. & type (reverse flow, straight thru, separate resonator)		Two-Reverse Flow
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.25 x .084 Laminated
	Main	2.25 x .075
Tail pipe dia. (O.D. & wall thickness)		2.25 x .060 Solid

AMA Specifications Form—Passenger Car

Page 10

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID 250-1V 302-2V 351-2V 351-4V 351-4VCJ 429-4VCJ 429-4V-SCJ

ENGINE - FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger			Carburetor (Downdraft)						
Fuel Tank	Refill capacity (U.S. gals.)		20 Approx.						
	Filler location		Rear Center of Car						
Fuel Pump	Type (elec. or mech.)		Mechanical						
	Locations		Left Side of Engine						
	Pressure range psi		4.5-5.5		5.5-6.5			6.8-8.8	
Vacuum booster (std., optional, none)			None						
Fuel Filter	Type (2 Req'd.)		#1 Saran Plastic						
	Locations		#1 in Fuel Tank (Permanent)						
Carburetor	Choke type		Automatic						
	Intake manifold heat control (exhaust or water)		Hot and Cold Air Supply Water Heated Carburetor Spacer (302-2V Only)						
	Air cleaner type	Standard	Dry Replaceable Element - Automatic Hot and Cold Air Control						
		Optional	None		Ram Air				
	Idle speed (spec. neutral or drive)	Manual (a)	750*	700	750	825*	1000*	700	800
		Automatic (b)	600*	575	600	600*	650*	650	
		Idle A-F mix.	See Below						

(a) Neutral (b) Drive

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make -9510-		Idle F/A Mix (cfm)	No. Used and Type	Throttle Bore
All except 63R (Calif. only)	250	Manual	Carter	D1ZF-HA	.078@12.0	One-1V	1.5625
				D1ZF-LA	.085@9.0		
		Automatic		D1ZF-KA	.082@11.5		
(Calif. only)				D1ZF-NA	.089@9.5		
All	302	Manual	A/lite	D1OF-ABA	.073@16.0	One-2V	1.564
		Automatic		D1DF-DA	.080@13.0		
		Auto. (W/AC)		D1ZF-AA	.080@13.0		
All	351	Manual	A/lite	D1OF-ZA	.076@20.0	One-2V	1.689
		Automatic		D1ZF-UA	.078@15.5		
(Calif. only)		Automatic		D1OF-YA	.074@20.0		
All	351	Manual	A/lite	D1OF-EA	.076@20.0	One-4V	1.565P./1.690S.
		Automatic		D1OF-AAA	.075@23.0		
All (CJ)	351	Manual	A/lite	D1ZF-FA	.070@28.0	One-4V	1.565P./1.690S.
		Automatic		D1ZF-GA	.077@17.0		
All (CJ)	429	Manual	Roch.	D1OF-KA	-	One-4V	1.38P./2.25S.
		Automatic		D1AF-AA			
All (SCJ)	429	Manual	Holley	D1OF-SA	-	One-4V	1.687P./1.687S.
		Automatic		D1OF-TA			

* With Carburetor Electric Solenoid

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 11/70

MODEL CID 250-1V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke — Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		11
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Roller
By-pass recirculation type (inter., ext.)			Internal
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		11.2
	Without heater (qt.)		10.2
	Opt. equipment-specify (qt.)		11.2 with A/C or E/C
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator 1.88 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	

Cooling Package		Man. Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	4 Uneven		5 Uneven
	Diameter	17.50 x 1.80		17.56 x 2.40
	Ratio-fan to crankshaft rev.	1.04:1		1.18:1
	Fan cutout type	None		Flex Blade
	Bearing type	Double Row, Sealed, Ball and Roller (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	~~Fan~~ Arrangement	1 or 2	1 or 2&3	4 3 & 4
	Generator or alternator	A	A	C C
	Water Pump and Fan	A	A	C C
	Power Steering		B	B
	Air Conditioning			C C
	Crankshaft	A	A B	C B C
	Idler			

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

* Drive Belt Dimensions	A	B	#C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°								
Nominal length (SAE)	42.50	45.25	48.50								
Width	15/32	15/32	15/32								

Dual Belts

AMA Specifications Form—Passenger Car

Page 11A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*) 4/71

MODEL CID 302-2V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke — Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		14
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Roller
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		15.1
	Without heater (qt.)		14.1
	Opt. equipment-specify (qt.)		15.5 with Extra Cooling or Air Conditioning
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator 1.75 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50
	By-poss	Number and type (molded, straight)	One, Molded
		Inside diameter	.615

Cooling Package		Man. Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	4 Uneven		5 Uneven
	Diameter	17.5 x 1.8		18.5 x 2.4
	Ratio-fan to crankshaft rev.	0.96:1		1.13:1
	Fan cutout type	None		Flex Blade
	Bearing type	Double Row, Sealed, Ball and Roller (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	~~Xxx~~ Arrangement	1 or 2	1 or 2&3	4 / 3 & 4
	Generator or alternator	A	B	B / B
	Water Pump and Fan	A	C	D / E
	Power Steering		C	E
	Air Conditioning			F / F
	Crankshaft	A	B C	B D F / B E F
	Idler			D F / F

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°					
Nominal length (SAE)	42.50	39.00	51.00	47.25	50.00	55.00					
Width	15/32	15/32	1/2	1/2	1/2	1/2					

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a) 4/71

MODEL CID 351-2V and 351-4V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke — Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		13
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Roller
By-pass recirculation type (inter., ext.)			Internal — Controlled
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		15.7
	Without heater (qt.)		14.7
	Opt. equipment-specify (qt.)		15.7 with Extra Cooling or Air Conditioning
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator 1.75 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	

Cooling Package		Man. Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	4 Uneven		5 Uneven
	Diameter	17.5 x 2.0		18.0 x 2.4
	Ratio-fan to crankshaft rev.	0.96:1		1.13:1
	Fan cutout type	None		Flex Blade
	Bearing type	Double Row, Sealed, Ball and Roller (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	Fan	1 or 2	1 or 2&3	4 3 & 4
	Generator or alternator	A	B	B B
	Water Pump and Fan	A	C	D E
	Power Steering		C	E
	Air Conditioning			F F
	Crankshaft	A	B C	B D F B E F
	Idler			D F F

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°					
Nominal length (SAE)	42.50	39.00	52.25	47.25	51.25	55.00					
Width	15/32	15/32	1/2	1/2	1/2	1/2					

AMA Specifications Form—Passenger Car

Page 11 C

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL CID | 351-4V CJ

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke — Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		13
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Roller
By-pass recirculation type (inter., ext.)			Internal — Controlled
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		16.3
	Without heater (qt.)		15.3
	Opt. equipment-specify (qt.)		16.3 with Extra Cooling or Air Conditioning
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator 1.75 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	

Cooling Package		Man. Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	5 Uneven		
	Diameter	18.5 x 2.4		
	Ratio-fan to crankshaft rev.	0.96:1		1.13:1
	Fan cutout type	Flex Blade		
	Bearing type	Double Row, Sealed, Ball and Roller (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	Fan	1	1 & 3	4 3 & 4
	Generator or alternator	A	B	B B
	Water Pump and Fan	A	C	D E
	Power Steering		C	E
	Air Conditioning			F F
	Crankshaft	A	B C	B D F B E F
	Idler			D F F

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°					
Nominal length (SAE)	43.00	37.50	52.25	47.25	51.25	53.50					
Width	15/32	15/32	1/2	1/2	1/2	1/2					

AMA Specifications Form—Passenger Car

Page 11 D

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL CID 429-4V CJ

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke —Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		23
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		19.4
	Without heater (qt.)		18.4
	Opt. equipment-specify (qt.)		19.4 with A/C or E/C
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator, 2.07 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator
	By-pass	Number and type (molded, straight)	One, Molded
		Inside diameter	.615

Cooling Package		Man. Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	7 Uneven		
	Diameter	19.0 x 2.25		
	Ratio-fan to crankshaft rev.	0.96:1		1.10:1
	Fan cutout type	Flex Blade		Flex Blade
	Bearing type	Double Row, Sealed, Ball and Ball (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	~~Xxx~~ Arrangement	1 or 2	1 or 2&3	3 & 4
	Generator or alternator	A	A	A
	Water Pump	B	C	D
	Power Steering		C	D
	Air Conditioning			E
	Crankshaft	A B	A C	A D E
	Idler	B		E

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°						
Nominal length (SAE)	34.00	45.00	52.00	51.25	54.75						
Width	15/32	1/2	1/2	1/2	1/2						

AMA Specifications Form—Passenger Car

Page 11 E

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID | 429-4V SCJ

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-16 psi
Circulation thermostat	Type (choke, bypass)		Choke — Poppet or Sleeve Valve
	Starts to open at (°F)		188-195 (Full Open 212)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM 1000 pump rpm		23
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Crossflow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		19.4
	Without heater (qt.)		18.4
	Opt. equipment-specify (qt.)		19.4 with Extra Cooling
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator, 2.07 at Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 at Radiator, 2.07 at Water Pump
	By-pass	Number and type (molded, straight)	One, Molded
		Inside diameter	.615
Cooling Package			Man. Trans. / Auto. Trans. / Air Conditioning
Fan	Number of blades & spacing		7 Uneven
	Diameter		19.0 x 2.25
	Ratio-fan to crankshaft rev.		.096:1 / 1.10:1
	Fan cutout type		Flex Blade / Flex Blade
	Bearing type		Double Row, Sealed, Ball and Ball (Water Pump Bearing)
*Drive belts (indicate belt used by letter)	~~xxx~~ Arrangement		1 or 2 / 1 or 2&3 / 3 & 4
	Generator or alternator		A / A / A
	Water Pump and Fan		B D / C D / D
	Power Steering		C / D
	Air Conditioning		E
	Crankshaft		A B / A C / A D E
	Idler (Air Pump)#		B D / D / E

1. Standard Cooling 2. Extra Cooling 3. Power Steering

* Drive Belt Dimensions	A	B	C	D#	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°						
Nominal length (SAE)	34.00	45.00	52.00	35.00	54.75						
Width	15/32	1/2	1/2	3/8	1/2						

AMA Specifications Form—Passenger Car

Page 12

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL

CID	250-1V	302-2V	351-2V	351-4V 351-4V CJ	429-4V CJ

VEHICLE EMISSION CONTROL

Exhaust Emission Control	Type (Air injection, engine modifications, other)			Vehicle and Engine Modifications
	Air Injection Pump	Type		None
		Displacement		
		Drive ratio		
		Drive type		
		Relief valve (type)		
		Filter (describe)		
	Air Injection System	Air distribution (head, manifold, etc.)		None
		Point of entry		
		Injection tube i.d.		
		Check valve type		
		Backfire protection (type)		
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction (Closed) System
			Optional	None
	Control Unit	Make and model		Ford
		Location		Rocker Cover or Oil Fill Cap
		Energy source (manifold vacuum, carburetor, other)		Manifold Vacuum
		Control method (variable orifice, fixed orifice, other)		Variable Orifice
	Complete system	Discharges (to intake manifold, other)		Carburetor Body and/or Carburetor Air Cleaner (a)
		Air inlet (breather cap, other)		Carburetor Air Cleaner
		Flame arrestor (screen, other)		Emission Valve and Air Cleaner Filter
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		20 Approx.
		Thermal expansion volume (cu. ft.)		.27 Approx.
		Pressure relief location (lbs.)		1.25 psi Max. Open Orifice in Tank plus Valve in Filler Cap
		Vacuum relief location (lbs.)		.50 psi Max. Open Orifice in Tank plus Valve in Filler Cap
		Vapor-liquid separator type		Baffled Orifice in Top of Tank
		Vapor vented to (crankcase, canister, other)		Carbon Canister
	Carburetor	Vapor vented to (crankcase, canister, other)		Internally Vented
	Vapor Storage	Storage provision (crankcase, canister, other)		Carbon Canister
		Volume (cu. ft.) or capacity (grams)		300 Grams of Carbon
		Control valve type		None

a) Carburetor Spacer for 250-1V & 302-2V

AMA Specifications Form—Passenger Car

Page 12 A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*)

MODEL CID 429-4V SCJ

VEHICLE EMISSION CONTROL

Exhaust Emission Control	Type (Air injection, engine modifications, other)			Air injection, Engine, Carburetor and Distributor Modifications
	Air Injection Pump	Type		Positive Displacement
		Displacement		19.3 Cu. Inches per Revolution
		Drive ratio		1.04:1
		Drive type		V-Belt and Pulley
		Relief valve (type)		Poppet — Pressure Sensitive
		Filter (describe)		Centrifugal
	Air Injection System	Air distribution (head, manifold, etc.)		Internal Manifold in Head
		Point of entry		Exhaust Ports in Cylinder Heads
		Injection tube i.d.		.281
		Check valve type		Poppet — Spring Loaded
		Backfire protection (type)		By-Pass Valve
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction (Closed) System
			Optional	None
	Control Unit	Make and model		Ford, A.C., Chicago Screw, or Eaton
		Location		Rocker Cover
		Energy source (manifold vacuum, carburetor, other)		Manifold Vacuum
		Control method (variable orifice, fixed orifice, other)		Variable Orifice
	Complete system	Discharges (to intake manifold, other)		Carburetor Throttle Body and/or Carburetor Air Cleaner
		Air inlet (breather cap, other)		Carburetor Air Cleaner
		Flame arrestor (screen, other)		Emission Valve and Air Cleaner Filter
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		20 Approx.
		Thermal expansion volume (cu. ft.)		.27 Approx.
		Pressure relief location (lbs.)		1.25 psi Max. Open Orifice in Tank Plus Valve in Filler Cap
		Vacuum relief location (lbs.)		.50 psi Max. Open Orifice in Tank Plus Valve in Filler Cap
		Vapor-liquid separator type		Baffled Orifice in Top of Tank
		Vapor vented to (crankcase, canister, other)		Carbon Canister
	Carburetor	Vapor vented to (crankcase, canister, other)		Internally Vented
	Vapor Storage	Storage provision (crankcase, canister, other)		Carbon Canister
		Volume (cu. ft.) or capacity (grams)		300 Grams of Carbon
		Control valve type		None

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL	CID	250-1V	302-2V 351-2V	351-4V	351-4V CJ	429-4V CJ 429-4V SCJ

ELECTRICAL – SUPPLY SYSTEM

Battery (a)	Make and Model	-10655-	D1AF-AA	C5AF-B		D1AF-CA
	Voltage Rtg. & Total Plates		12V., 54P.	12V., 66P.		12V., 78P.
	SAE Designation & Amp. Hr. Rtg.		17 MIA, 45 A. H.	17M2B, 55 A. H.		17H3A, 80 A. H.
	Location		Right Front Engine Compartment			
	Terminal grounded		Negative			
Alternator (a)	Make		Autolite Alternator			
	Model	-10300-	D0ZF-B,		D1ZF-AA	
	Type and rating		Three Phase, Full Wave Bridge Rectified, Self Limiting			
	Output at engine idle (neutral)					
	Ratio-Gen. to Cr/s rev.		2.6:1	2.5:1	2.26:1	2.38:1
Regulator	Make		Autolite			
	Model	-10316-	D0AF-A			
	Type		Two Unit, Voltage Control, and Field Relay			
	Field relay	Closing voltage generator rpm	2.5-4.0 Volts at 75°F			
		Reverse current to open	Not Applicable			
	Regulated	Voltage	13.5-15.3 at 50°-125°F. on Lower Contacts (Shorting Stage)			
		Current	Not Applicable			
	Voltage test conditions	Temperature	75°F			
		Load	5 Amps.			
		Other	—			

ELECTRICAL – STARTING SYSTEM

Starting Motor (a)	Make		Autolite			
	Model	-11001-	D0ZF-A	D0AF-C		C9AF-A
	Rotation (drive end view)		Clockwise			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure					
Motor Drive	Engagement type		Positive (Electro-Mechanical)			
	Pinion meshes (front, rear)		Front			
	Number of teeth: Pinion					
	Number of teeth: Flywheel	Manual	157	164		
		Auto.	157	164		
	Flywheel tooth face width	Manual	.365			
		Auto.	.365			

(a) For Other Applications — See Page 13A.

AMA Specifications Form—Passenger Car

Page 13A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL

BATTERY APPLICATIONS (-10655-)

Engine — CID	Transmission	Standard	Alternate	Optional
250 (6)	Man. & Auto.	D1AF-AA (45 AH)	C9AF-A	D0AF-A (70 AH)
302-2V	Man. & Auto.	D1AF-AA	C9AF-A	D0AF-A
351-2V	Man.	D1AF-AA	C9AF-A	D0AF-A
351-2V	Auto.	C5AF-B (55 AH)	C9AF-B	D0AF-A
351-4V & 4VCJ	Man. & Auto.	C5AF-B	C9AF-B	D0AF-A
429-4V	Man. & Auto.	D1AF-CA (80 AH)	C9AF-D	N.A.

Required with A/C and Heated Backlites: 55 AH for Grande; 70 AH for all other models

ALTERNATOR APPLICATIONS (-10300-)

		Ratio Alt. to C/S Rev.		Air Conditioning	
Engine — CID	Standard Alt.	No P/S	With P/S	Standard Alt.	Ratio
250-1V	D0ZF-B(38A)	2.6:1		D0AF-H(55A)	2.6:1
302-2V	D0ZF-B(38A)	2.5:1	3.0:1	D0SF-A(55A)	3.0:1
	*D0SF-A(55A)	3.0:1		*D1AF-AA(61A)	3.0:1
351-2V-4V	D0ZF-B(38A)	2.5:1	3.0:1	D0SF-A(55A)	3.0:1
	**D0AF-G(42A)	2.5:1	3.0:1	*D1AF-AA(61A)	3.0:1
	***D0SF-A(55A)	3.0:1			
	#D1AF-AA(61A)	3.0:1			
429-4V-CJ-SCJ	D1ZF-AA(55A)	2.38:1		D1ZF-AA(55A)	2.38:1
351-4V CJ	D1ZF-AA (55A)	2.26:1		D1ZF-AA (55A)	2.26:1

*Mandatory with Heated Back-Lite
**Mach 1 — Mandatory with Grille Lamps
***Mandatory with Heated Back-Lite — except Mach I
#Mach 1 — Mandatory with Heated Back-Lite

STARTING MOTOR APPLICATIONS (-11001-)

Engine — CID	Manual Trans.	Auto. Trans.
250 (6)	D0ZF-A	D0ZF-A
302-351 (8)	D0AF-C	D0AF-B
429 (8)	C9AF-A	C9AF-A

A/C Not Available with 429-4V SCJ

AMA Specifications Form—Passenger Car

Page 14

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

Transmission	Manual	Automatic	Manual	Automatic
MODEL CID	250-1V	250-1V	302-2V	302-2V

ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR* Throttle Solenoid Positioner

Breaker gap (in.)		.024-.030		.018-.024	
Cam angle (deg.)		33-38		24-29	
Breaker arm tension		17-21			
Distributor	Manual	D1OF-12127-CA (71K48) D12 (a)		D0AF-12127-Y (S70F85) D12	
	Automatic		D1OF-12127-CA (71K48) D12 (b)		D0OF-12127-AC (S71F49) D12
Timing	Manual	6°BTC @750/500*		6°BTC @800/500*	
	Automatic		6°BTC @600/500*		*(600/500/A/C) 6°BTC @ 575 RPM
Vacuum Retard; Crank. Degrees @ Inches of HG		-2 @4.3"-8.3" -8 @7"-11" -(10-14) @12"	-2 @4.3"-8.3" -8 @7"-11" -(10-14) @12"	-2 @4"-8" -8 @6"-10" -(10-14) @11"	-2 @5"-9" -8 @7.5"-11.5" -(10-14) @12.5"

	Distributor Model -12127-	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
		Start	Intermediate	Max.	Start	Max.
	D1OF-CA (71K48) D12	0-4 @ 1050	5.8-9.8 @ 1350 15-19.5 @ 3000	19-24 @ 4000	0-2 @ 5" 0-6 @ 7.5"	8-14 @ 10" 15-20 @ 13"
(a)	D1OF-AB (71K70) SD	0-4 @ 1050	5.8-9.8 @ 1325 15-19.5 @ 3000	19-24 @ 4000	0-3 @ 6.5" 0-6 @ 8"	6.5-12.5 @ 11" 10-15 @ 13.5"
(b)	D1OF-BB (S71K69) SD	0-4 @ 1650	9-13 @ 2100 14-18.5 @ 3000	19.5-24.5 @ 4000	0-3 @ 8" 0-6 @ 9.5"	6-12 @ 12.5" 10-15 @ 15"
	D0AF-Y (S70F85) D12	0-4 @ 1525	12-16 @ 2000 16-20.5 @ 3000	20-25 @ 4000	0-3 @8" 0-6 @ 11" 7-13 @ 15"	14.5-20.5 @ 20' 17-22 @ 22
	D0OF-AC (S71F49) D12	0-4 @ 1525	12-16 @ 2000 14.5-19 @ 3000	16.5-21.5 @ 4000	0-3 @ 5" 0-6 @ 6.5"	5-10 @ 9.5" 5-10 @ 20"

(a) and (b) California Only
(c) Vacuum Disconnected

AMA Specifications Form—Passenger Car

Page 14 A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

Transmission		Manual	Automatic	Manual	Automatic
MODEL	CID	351-2V	351-2V	351-4V	351-4V

ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR * Throttle Solenoid Positioner

Breaker gap (in.)		.018-.024	.014-.020	.018-.024	
Cam angle (deg.)		24-29	27-31	24-29	
Breaker arm tension		17-21			
Distributor	Manual	D0OF-12127-T (70F97) D12		D0OF-12127-V (70F118) D12	
	Automatic		D0OF-12127-U (70F57) SD (a)		D0OF-12127-G (70F30) D12 (b)
Timing (c)	Manual	6°BTC @750/500*		6°BTC @ 825/500*	
	Automatic		6°BTC @625/500*		6°BTC @625/550*
Vacuum Retard Crank. Degrees @ Inches of HG.		-2 @5.5"-9.5" -8 @8"-12" -(10-14) @13"	-2 @3.5"-7.5"(a) -4 @4.5"-8.5" -(4-8) @8.5"	-2 @6"-10" -8 @8"-12" -(10-14) @ 12.5"	-2 @6"-10" -8 @7.8"-11.8" -(10-14) @12.5"

Distributor Model -12127-	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
D0OF-T (70F97) D12	0-4 @ 1100	13-17 @ 2400 15.75-20 @ 3000	20-25 @ 4000	0-3 @ 4.5" 0-6 @ 5.5" 8-14 @ 9"	16-22 @ 13.5" 20-25 @ 17"
D0OF-U (70F57) SD	0-4 @ 900	10-14 @ 1350 16.5-21 @ 3000	20.5-25.5 @ 4000	0-3 @ 7" 0-6 @ 8.3" 10-16 @ 13"	16-22 @17" 20-25 @ 21"
D1OF-GA (71F92) D6	0-4 @ 1175	12.5-16.5 @ 1800 16.5-21 @ 3000	20-25 @ 4000	0-3 @8" 0-6 @ 11.5" 8-14 @ 16"	13-19 @ 20" 17-22 @ 24"
D0OF-V (70F118) D12	0-4 @ 1400	16-20 @ 2700 17-21.3 @ 3000	20.5-25.5 @ 4000	0-3 @ 7" 0-6 @ 8.5" 8-14 @ 13"	12-18 @ 16" 16-21 @ 20"
D0OF-G (70F30) D12	0-4 @ 1200	10-5-14.5 @ 1750 12.5-16.7 @3000	15.5-20.5 @ 4000	0-3 @ 7" 0-6 @ 8.5" 8-14 @ 13"	12-18 @ 16" 16-21 @ 20"
D1OF-LA (S70F173) D12	0-4 @ 1425	10-14 @ 1850 13.5-18 @ 3000	16-5-21.5 @ 4000	0-3 @ 7" 0-6 @ 8.5" 6-12 @ 12"	12-18 @ 16" 16-21 @ 20"
				D1OF-LA Retard	-2 @ 6"-10" -8 @7.75-11.75 -(10-14) @12.5

(a) and (b) California Only
(c) Vacuum Disconnected

AMA Specifications Form—Passenger Car

Page 14B

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID 351-4V CJ

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Manual and Automatic Transmission

Breaker gap (in.)		.018-.024
Cam angle (deg.)		24-29
Breaker arm tension		17-21
Distributor	Manual	D1ZF-12127-EA (71F205) D1Z
	Automatic	(72F69) D1Z
Timing (a)	Manual	10° BTC @ 750
	Automatic	10° BTC @ 600

Vacuum Retard - 2° @ 2-6
Crank Degrees - 8° @ 4-8
At inches of HG - (10-14) @ 9

Distributor Model -12127-	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
D1ZF-EA (71F205)					
(72F69)					

(a) Vacuum Disconnected

AMA Specifications Form—Passenger Car

Page 14 C

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL CID 429-4V-CJ-SCJ

ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR * Both Contacts

		Manual Trans.	Automatic Trans.
Breaker gap (in.)		.018-.022	.018-.022
Cam angle (deg.)		32-35*	27.5-29.5
Breaker arm tension		17-21	17-21
Distributor	Manual	D0OF-12127-AA (70F56) D12	
	Automatic	D1AF-12127-NA (71F117) D12	
Timing (a)	Manual	10°BTC @ 700 RPM	
	Automatic	10°BTC @ 650/500 (Throttle Solenoid Positioner)	
Vacuum Retard Crank Degrees @ Inches of HG		-2 @ 2.5"-6.5" (Man. Trans.) -8° @ 4.5"-8.5" -(10°-14°) @ 9.5"	-2° @ 3"-7" (Auto. Trans.) -8° @ 4.5"-8.5" -(10°-14°) @ 9"

Distributor Model -12127-	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
D0OF-AA (70F56)	0-4 @ 1050	14.5-18.5 @ 1700 20.5-25 @ 3000	25-30 @ 4000	0-3 @ 5.5" 0-6 @ 7" 4-10 @ 9"	9-15 @ 12" 12-17 @ 14.5"
D1AF-NA (71F117)	0-4 @ 1200	18.5-22.5 @ 2100 21-25.5 @ 3000	23-28 @ 4000	0-3 @ 7" 0-6 @ 9" 6-12 @ 12"	9-15 @ 14" 12-17 @ 16.5"

(a) Vacuum Disconnected

AMA Specifications Form—Passenger Car

Page 15

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL _____ CID

			250-1V	302-2V	351-2V	351-4V 351-4V CJ	429-4V CJ	429-4V SCJ
ELECTRICAL – IGNITION SYSTEM								
Type	Conventional – Std., Opt., N.A.		Standard					
	Transistorized – Std., Opt., N.A.		N.A.					
	Other (specify)		None					
Coil	Make		Autolite					
	Model	-12029-	FAC-A					
	Amps	Engine stopped	4.5					
		Engine idling	2.5					
Spark Plug	Make		(BRF-82)	(BRF-42)	(ARF-42)		(ARF-32)	
	Model		C1AF-C	C1AF-B	C9PF-CB		C9PF-CA	
	Thread (mm)		18		14			
	Tightening torque (lb. ft.)		15-25		10-15			
	Gap		.032-.036					
Cable	Conductor type		Resistance Core Cable					
	Insulation type	Sheath	Neoprene Hypalon					
	Spark plug protector	Boot	Neoprene Hypalon Silicone					

ELECTRICAL – SUPPRESSION

Locations & type	Capacitor in Alternator and Voltage Regulator, Resistance Core Ignition Cable, and Hood Ground

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Pointer
	Trip odometer (std. opt., N.A.)	Optional (Part of Instrumentation Group)
Charge indicator – type		Warning Light Standard — Gage Opt.
Temperature indicator – type		Warning Light Standard — Gage Opt.
Oil pressure indicator – type		Warning Light Standard — Gage Opt.
Fuel indicator – type		Electric Gage
Windshield wiper	Type – Standard	Electric Two-Speed
	Type – Optional	Electric — Variable Dwell
Windshield washer	Type – Standard	Electric Pump (Impeller Type)
	Type – Optional	None
Horn	Type	Air-Electric
	Number used	Two
	Amp draw (each)	5.5 Amps. Max.
Other		Headlamp Beam Indicator Light, Directional Signal Lamps, Emergency Flasher Lamps, and Brake System Warning Lamps

Options: Instrumentation Group which consists of: Tachometer, Trip Odometer and Triple Instrument Pod on All Models

Convenience Group includes: Trunk Light, Map Light, Under-Hood Light, Glove Box Light, Headlamp Warning Buzzer, Automatic Seat Back Latch, Parking Brake Warning Light, and Under-Panel Courtesy Lights.
(Note; Courtesy Lights are Standard on Convertibles).

Power Windows
Electric Backlite
Deluxe Seat Belt Warning Lights

Sportaroof Models Option includes Clock, and Oil, Temperature, and Alternator Gages

AMA Specifications Form—Passenger Car

Page 16

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL CID	250-1V	302-2V	351-2V	351-4V 351-4V CJ	429-4V CJ	429-4V SCJ

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Semi-Centrifugal, Single Disc, Dry Plate				
Type pressure plate springs		Coil				
Total spring load (lb.)		1338	1404	1845	2100	
No. of clutch driven discs		One				
Clutch facing	Material	Woven Asbestos				
	Outside & inside dia.	10.0 x 6.75		11.0 x 6.5	11.5 x 7.0	
	Total eff. area (sq. in.)	85.5		123.7	130.0	
	Thickness	.125				
	Engagement cushioning method	Torbend Disc				
Release bearing	Type & method of lubrication	Angular Contact, Prepacked, Sealed				
Torsional damping	Methods: springs, friction material	Springs				

DRIVE UNITS – TRANSMISSIONS

	250-1V	302-2V	351-2V	351-4V 351-4V CJ	429-4V CJ & SCJ
Manual 3-speed (std., opt. N.A.)	Std.			N.A.	
Manual 4-speed (std., opt. N.A.)	N.A.			Std.	
Automatic (std., opt. N.A.)	Opt.			Opt.	

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		Three			Four	
Transmission ratios	In first	2.99:1		2.42:1	2.78:1	2.32:1
	In second	1.75:1		1.61:1	1.93:1	1.69:1
	In third	1.00:1			1.36:1	1.29:1
	In fourth	—		—	1.00:1	
	In reverse	3.17:1		2.33:1	2.78:1	2.32:1
Synchronous meshing, specify gears		1-2-3			1-2-3-4	
Shift lever location		Floor				
Lubricant	Capacity (pt.)	3.5			4.0	
	Type recommended	ESW-M2C83-B				
	SAE viscosity number — Summer	80				
	SAE viscosity number — Winter	80				
	SAE viscosity number — Extreme cold	80				

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*) 4/71

MODEL	CID	250-1V	302-2V	351-2V	351-4V	351-4V CJ	429-4V CJ 429-4V SCJ

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Select-Shift Cruise-O-Matic					
Type describe		Torque Converter with Planetary Gears					
Selector location		Floor Lever					
List gear ratios Selector Pattern and indicate which are used in each selector position		P Park R 2.20:1 N Neutral D 1.00:1 2 1.46:1 1 2.46:1		2.00:1 1.47:1 2.40:1	2.18:1 1.46:1 2.46:1		
Max. upshift speed–drive range		76	78	77	86	87	86
Max. kickdown speed–drive range		71	75	70	77	79	78
Torque convertor	Number of elements	Three					
	Max. ratio at stall	2:10:1		2.05:1		2.16:1	2.05:1
	Type of cooling (air, liquid)	Liquid					
	Nominal diameter	11.25		12.00		10.25	12.00
Lubricant	Capacity–refill (pt.)	18		22	26	21	26
	Type recommended	Transmission M-2C33F (Type "F")					
Special transmission features							

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Shown on Page 17A
Outer diam. x length* x wall thickness	Manual 3-speed trans.	Shown on Page 17A
	Manual 4-speed trans.	Shown on Page 17A
	Overdrive transmission	Not Available
	Automatic transmission	Shown on Page 17A

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

AMA Specifications Form—Passenger Car

Page 17A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL

DRIVE UNITS — PROPELLER SHAFT (Continued)

Usage	Type	O.D.	Length	Wall	U-Joint	Yoke	Spline
250-1V, 302-2V Engines							
Man. Transmission	C/B	2.75	51.77	.065	1310	1.50	28T
Auto. Transmission	T/T	3.00	51.77	.065	1310	1.50	28T
351-2V Engine							
Man. Transmission	C/B	2.75	50.82	.065	1310	1.50	28T
Auto. Transmission	C/B	2.75	51.08	.065	1310	1.69	31T
351-4V Engines (All)							
Man. Transmission							
3.50:1 Axle and over	C/B	3.00	50.65	.065	1330	1.50	28T
3.25:1 Axle and under	C/B	2.75	50.82	.065	1310	1.50	28T
351-4V Engines (All)							
Auto. Transmission							
3.50:1 Axle and over	C/B	3.50	47.22	.065	1330	1.69	31T
3.25:1 Axle and under	C/B	3.00	47.22	.065	1310	1.69	31T
429-4V Engines (All)							
Man. Transmission	C/B	3.00	50.65	.065	1330	1.69	31T
Auto. Transmission	C/B	3.50	47.22	.065	1330	1.69	31T

C/B = Card Board Lined
T/T = Tube-in-Tube

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL	CID	250-1V	302-2V	351-2V	351-4V 351-4V CJ	429-4V CJ 429-4V SCJ

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		None
Slip Yoke	Type		Ford
	Number of teeth		Shown on Page 17A
	Spline O.D.		Shown on Page 17A
Universal joints	Make and Mfg. No.		Shown on Page 17A
	Number used		2
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-Bolt
	Bearing	Type (plain, anti-friction)	Needle Roller
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Rear Springs
Torque taken through (torque tube or arms, springs)			Rear Springs

DRIVE UNITS – AXLE

Type (front, rear)			Rear	
Description			Conventional Semi-Floating, Straddle Mounted Pinion	
Limited Slip differential, type			Traction-Lok	
Drive Pinion Offset			1.50	2.25
No. of differential pinions			2	2 and 4
Pinion adjustment (shim, other)			Shim	
Pinion bearing adj. (shim, other)			Collapsible Spacer	Collapsible Spacer & Solid Spacer
Wheel bearing type			Single Row, Double/Sealed Ball	
Lubricant	Capacity (pt.)		4	5
	Type recommended		M2C119A	
	SAE viscosity number	Summer	90	
		Winter	90	
		Extreme cold	90	

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.75:1	2.79:1	3.00:1	3.25:1	3.50:1	3.91:1	4.11:1
No. of teeth	Pinion	16	14	13	12	10	11	9
	Ring gear	44	39	39	39	35	43	37
Ring Gear O.D.		9.0	8.0	8.0/9.0	8.0/9.0	9.0	9.0	9.0

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL	250-1V	302-2V	351-2V 351-4V & 4V CJ

DRIVE UNITS – WHEELS

Type & material			Stamped Steel-Disc	
Rim (size & flange type)		Std.	14 x 6 JJ (Zero Offset)	
		Opt.	14 x 7 JJ (Zero Offset)	15 x 7 JJ (Zero Offset) (e)
Attachment	Type (bolt or stud)		Stud	
	Circle diameter		4.5	
	Number and size		Five, .50 dia.	

MODEL				

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		E78-14 BSW 2 Ply + 2 Ply, Load Range "B"		
	Type (bias, radial, etc.)		Belted Bias		
	Full rated Inflation Press.	Front	24 (25 for Convertibles)		
		Rear	24 (25 for Convertibles)		
	Rev. Mile at 50 MPH		797		
Optional	Size, ply rating, & ply		E78-14 WSW E70-14 WSW F70-14 WSW F70-14 "Traction"	E70-14 WSW (b) F60-15 "Traction" (c) (d)	E70-14 WSW (b)

Note: "Traction" Tires Feature Raised White Letters.

BRAKES – PARKING

Type of control		Foot-Operated, Step-On, Hand Release
Location of control		Left Side Under Instrument Panel
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

(a) Tire pressure to provide maximum fuel economy:
Load range "B" — inflate to 32 psi maximum.
When using maximum fuel economy inflation pressures, any front and rear pressure differential shown above must be maintained, but must not exceed the maximum pressure.

(b) Standard, with 14x7 wheels, on model 63R.

(c) Competition Suspension required.

(d) An F78-14 collapsible spare tire, mounted on a 14x6 conventional wheel is standard with F60-15 tires on Sport deck models (63D and 63R).

(e) 15 x 7 JJ Chrome Magnum 500 Optional for 351-2V & 4V.

AMA Specifications Form—Passenger Car

Page 19 A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL			429-4V CJ	429-4V SCJ
DRIVE UNITS – WHEELS				
Type & material			Stamped Steel-Disc	
Rim (size & flange type)		Std.	14 x 7 JJ (Zero Offset)	
		Opt.	15 x 7 JJ (Zero Offset) (b)	
Attachment	Type (bolt or stud)		Steel	
	Circle diameter		4.5	
	Number and size		Five, .50 dia.	
MODEL				
DRIVE UNITS – TIRES				
Standard	Size, ply rating, & ply		F70-14 WSW 2 Ply + 2 Ply, Load Range "B"	
	Type (bias, radial, etc.)		Belted Bias	
	Full rated Inflation Press.	Front	28	
		Rear	28	
	Rev./Mile at 50 MPH		784	
Optional	Size, ply rating, & ply		F70-14 "Traction" (c) F60-15 "Traction" (d) Note: "Traction" tires feature raised letters.	
BRAKES – PARKING				
Type of control			Foot-Operated, Step-On, Hand Release	
Location of control			Left Side	
Operates on			Rear Service Brakes	
If separate from service brakes	Type (internal or external)			
	Drum diameter			
	Lining size (length x width x thickness)			

(a) See page 19 for tire pressures to provide maximum fuel economy.
(b) 15 x 7 JJ Chrome Magnum 500, Optional.
(c) Standard for 429-4V CJ "Ram Air", Mach I
(d) An F78-14 collapsible spare tire, mounted on a 14x6 conventional wheel is standard with F60-15 tires on Sport deck model (63D and 63R).

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL CID 250-1V 302-2V 351-2V 351-4V 351-4V CJ 429-4V CJ 429-4V SCJ

BRAKES – SERVICE (Drum — Front and Rear)

Type (drum) or (disc & no. of pistons)			Duo-Servo Drum		
Self adjusting (std., opt., N.A.)			Standard		
Special Valving	Type (proportion, delay, metering, other)		Pressure Differential		
Power brake make & type (remote, int., etc.)	Std.		—		
	Opt. (a)		Disc Front — Drum Rear		
Effective area (sq. in.) *			127.7	144.5	
Gross lining area (sq. in.) **			154.0	173.3	
Swept area (sq. in.) ***			251.2	282.8(b)	
Front to Rear Effectiveness Relationship			62.3/37.7	60.6/39.4	
Drum	Diameter (nominal)	Front	10.0		
		Rear	10.0		
	Type and material		Front — Cast Iron, Flared and Finned Rear — Composite Iron and Steel		
Rotor	Outer working diameter		—		
	Inner working diameter		—		
	Working width		—		
	Material & type (vented/solid)		—		
Wheel cylinder bore	Front		1.125		
	Rear		.875	.906	
Master Cylinder	Bore		1.0		
	Stroke		1.016		
Pedal arc ratio			6.22:1		
Line pressure at 100 lb. pedal load			795		
Shoe Clearance	Front		.015		
	Rear		.015		
Anti-skid device type (std., opt., N.A.)			N.A.		
Brake lining	Bonded or riveted		Riveted		
	Front Wheel	Material	Molded Asbestos		
		Size (length x width x thickness) Prim. or outboard	8.46 x 2.25 x .184	8.46 x 2.50 x .184	
		Size (length x width x thickness) Second. or inboard	10.88 x 2.25 x .239	10.88 x 2.50 x .239	
		Segments per shoe	One		
	Rear Wheel	Material	Molded Asbestos		
		Size (length x width x thickness) Prim. or outboard	8.46 x 1.75 x .184	8.46 x 2.00 x .184	
		Size (length x width x thickness) Second. or inboard	10.88 x 1.75 x .239	10.88 x 2.00 x .239	
		Segments per shoe	One		

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) See Page 20A for Disc Brake Data.

(b) Front Drum Brakes 157.0 sq. in.
Rear Drum Brakes 125.8 sq. in.

AMA Specifications Form—Passenger Car

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

MODEL							351-4V	429-4V CJ
			CID	250-1V	302-2V	351-2V	351-4V CJ	429-4V SCJ
BRAKES – SERVICE (Disc Front — Option)								
Type (drum) or (disc & no. of pistons)				Caliper Disc				
Self adjusting (std., opt., N.A.)				Standard				
Special Valving	Type (proportion, delay, metering, other)			Pressure Differential and Proportioning (Rear)				
Power brake make & type (remote, int., etc.)		Std.		— Single Diaphragm				
		Opt.		Bendix, Integral Dual Master Cylinder				
Effective area (sq. in.) *				40.6				
Gross lining area (sq. in.) **				40.6				
Swept area (sq. in.) ***				231.0 (Disc brakes only)				
Front to Rear Effectiveness Relationship				Controlled by valving				
Drum	Diameter (nominal)	Front		See Page 20				
		Rear						
	Type and material							
Rotor	Outer working diameter			11.3				
	Inner working diameter			7.35				
	Working width			.940				
	Material & type (vented/solid)			Cast Iron, Vented				
Wheel cylinder bore	Front			2.38				
	Rear			See Page 20				
Master Cylinder	Bore			1.0				
	Stroke			1.172				
Pedal arc ratio				3.5:1				
Line pressure at 100 lb. pedal load				1120 at 20 Hg.				
Shoe Clearance	Front			0				
	Rear			See Page 20				
Anti-skid device type (std., opt., N.A.)				N.A.				
Brake lining	Bonded or riveted			Riveted				
	Front Wheel	Material		Molded Asbestos				
		Size (length x width x thickness)	Prim. or outboard	6.82 x 1.81 x .333				
			Second. or inboard	4.95 x 1.84 x .362				
		Segments per shoe		One Each Side of Disc				
	Rear Wheel	Material		See Page 20				
		Size (length x width x thickness)	Prim. or outboard					
			Second. or inboard					
		Segments per shoe						

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

AMA Specifications Form—Passenger Car

Page 21

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 11/70

MODEL All

STEERING

Manual (std., opt., NA)				Standard
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt — 5 Position
		(std., opt., NA)		Optional
Wheel diameter		Manual		15.0
		Power		15.0
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		42.0
		Curb to curb (l. & r.)		39.8
	Inside rear	Wall to wall (l. & r.)		23.2
		Curb to curb (l. & r.)		23.6
Outside Wheel Angle				17.8° (With Inside Wheel Angle at 20.0°)
Manual	Gear	Type		Recirculating Ball and Nut
		Make		Ford
		Ratios	Gear	24.0:1
			Overall	30.2:1
	No. wheel turns (stop to stop)			5.1
Power	Type (coaxial, linkage, etc.)			Integral Gear
	Make			Saginaw
	Gear	Type		Recirculating Ball and Nut
		Ratios (a)	Gear	17.5:1 (Constant)
			Overall	22.1:1 (Constant)
	Pump driven by			Belt Off Crankshaft Pulley
	No. wheel turns (stop to stop)			3.72 (3.40 for Variable Ratio)
Linkage	Type			Parallelogram with Cross Link
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			Transverse
	Tie rods (one or two)			Two
Steering Axis	Inclination or camber (deg.)			6° 45' Theoretical Non-Adjustable
	Bearings (type)	Upper		Ball Joint
		Lower		Ball Joint
		Thrust		Washer in Upper Ball Joint
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			0° ± 1°
	Camber (deg.)			3/4° + 1-1/2° -0°
	Toe-in (outside track inches)			.18 + .31 -.06
Steering spindle & joint type				Integral with Wheel Spindle; Ball Socket Joints
Wheel Spindle	Diameter	Inner bearing		1.38 I.D.
		Outer bearing		.86 I.D.
	Thread size			13/16-20 UNEF-2A R.H. Thread
	Bearing type			Tapered Roller

(a) Constant Ratio Power Steering Gear Except for Vehicles with Competition Suspension Package. Variable Ratio Gear Included with Power Steering Option on Vehicles with Competition Suspension Package. (Gear Ratio 16.0:1; Overall Ratio 20.2:1 On Center).

AMA Specifications Form—Passenger Car

Page 22

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	CID	250-1V	302-2V	351-2V	351-4V

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		None	
Provision for brake dip control		Tilted Upper Control Arm Anti-Dive Front Suspension	
Provision for acc. squat control		Asymmetrical Type Rear Spring Mounting	
Special provisions for car jacking		Special Notched Rocker Panel Positions, Front and Rear on Each Side of Vehicle	
Shock absorber front & rear	Type	Direct Acting (Rebound Stop Front Only)	
	Make	Autolite	
	Piston dia.	1.0	
Other special features		Standard Installation	Staggered Rear Shock Installation

SUSPENSION – FRONT

Type and description		Independent S. L. A. with Drag Strut, Ball Joints, Coil Springs, and Shock Absorbers Mounted over Upper Arm	
Spring	Type	Coil	
	Material	Steel (SAE-5160 or SAE 10B62)	
	Size (coil design height & I.D., bar length x dia.)	10.04 x 3.87 134.0 x 0.60	
	Spring rate (lb. per in.)	245	260
	Rate at wheel (lb. per in.)	85	89
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	Steel (SAE-1090) 0.75	

SUSPENSION – REAR

Type and description		Hotchkiss Drive	
Drive and torque taken through		Rear Springs	
Spring	Type	Semi-Elliptical	
	Material	Spring Steel (SAE-5160, 5147, 5155)	
	Size (length x width, coil design height & I.D., bar length & dia.)	53.00 x 2.50	
	Spring rate (lb. per in.)	109	
	Rate at wheel (lb. per in.)	101	
	Mounting insulation type	Silent Block (Front) Split Type Rubber Bushing (Rear)	
	If leaf: No. of leaves	Four	
	If leaf: Shackle (comp. or tens.)	Compression	
Stabilizer	Type (link, linkless, frameless)	None	
	Material	None	
Track bar type		None	

Competition Suspension Package (See Page 22A) is Standard on Mach I
Optional for 302-2V, 351-2V, and 351-4V and Not Available for 250-1V.

AMA Specifications Form—Passenger Car

Page 22 A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 4/71

MODEL	CID	351-4V CJ 429-4V CJ	429-4V SCJ

SUSPENSION – GENERAL (a)

(See Supplement page for details on Air Suspension)

Provision for car leveling		None
Provision for brake dip control		Tilted Upper Control Arm Anti-Dive Front Suspension
Provision for acc. squat control		Asymmetrical Type Rear Spring Mounting
Special provisions for car jacking		Special Notched Rocker Panel Positions Front and Rear on Each Side of Vehicle
Shock absorber front & rear	Type	Direct Acting
	Make	Gabriel
	Piston dia.	1.18
Other special features		Staggered Rear Shock Absorber Installation

SUSPENSION – FRONT (a)

Type and description		Independent S. L. A. with Drag Strut, Ball Joints, Coil Springs, and Shock Absorbers Mounted over Upper Arm
Spring	Type	Coil
	Material	Steel (SAE-5160 or SAE 10B62)
	Size (coil design height & I.D., bar length x dia.)	10.04 x 3.87 123.2 x 0.65
	Spring rate (lb. per in.)	400
	Rate at wheel (lb. per in.)	130
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel (SAE-1090) 0.85

SUSPENSION – REAR (a)

Type and description			Hotchkiss Drive
Drive and torque taken through			Rear Springs
Spring	Type		Semi-Elliptical
	Material		Spring Steel (SAE-5160, 5147, 5155)
	Size (length x width, coil design height & I.D., bar length & dia.)		53.00 x 2.50
	Spring rate (lb. per in.)		135
	Rate at wheel (lb. per in.)		134
	Mounting insulation type		Silent Block (Front) Split Type Rubber Bushing (Rear)
	If leaf	No. of leaves	Four
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		Link
	Material		Steel (SAE-5160) 0.62 Dia. (b)
Track bar type			None

(a) Competition Suspension Package standard with 351-4V CJ and 429-4V engines.

(b) 0.50 diameter for 351-4V engines.

AMA Specifications Form—Passenger Car

Page 23

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	Hardtop 65	Fastback 63	Convertible 76

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Unitized Construction

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors		Front	
	Rear doors		—	
Type of finish (lacquer, enamel, other)			Enamel	
Hood counterbalanced (yes, no)			Yes	
Hood release control (internal, external)			External	
Vehicle Indent. No. location			Top of instrument panel on drivers side inboard of "A" pillar Lock face of left door	
Engine No. location			Boss on front left side of cylinder block	
Theft protection - type			Door locks, ignition key start, theft retarder steering column locks steering and powertrain	
Vent window control method (crank, friction pivot)	Front		None	
	Rear		Models 65-76 (Crank Type) Flipper Qtr. Model 63 (Friction Type Pivot)	
Seat cushion type	Front		Formed Wire	
	Rear		Formed Wire	
	3rd seat		None	
Seat back type	Front		Formed Wire	
	Rear		Formed Wire	
	3rd seat		None	
Windshield glass type (i.e., single curved - laminated plate)			Compound Curved, One Piece Laminated Plate	
Side glass type (i.e., curved - tempered plate)			Curved, Tempered Sheet	
Backlight glass type (i.e., compound curved - tempered plate, three piece)			Compound Curved, Tempered Plate, One Piece	
Windshield glass exposed surface area			1183.0	1138	1183.0
Side glass exposed surface area			1113.4	1113.4	1060.0
Backlight glass exposed surface area			520.0	1224.6	534.4
Total glass exposed surface area			2816.4	3476.0	2777.4

AMA Specifications Form—Passenger Car

Page 24

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL	Hardtop 65	Fastback 63	Convertible 76

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	Opt. Door Only
	Vent windows	—
	Backlight or tailgate	—
Power seats (specify type as well as availability)		N.A.
Reclining front seat back (R-L or both)		N.A.
Front seat head restrainer (R-L or both)		Std.
Radios (specify type as well as availability)		Opt. Push Button AM, Opt. Push Button AM/FM Opt. AM Radio Stereosonic Tape System
Rear seat speaker		N.A.
Power antenna		N.A.
Clock		Optional
Air conditioner (specify type and availability)		Optional — Integrated Reheat Type (a)
Speed warning device		N.A.
Speed control device		N.A.
Ignition lock lamp		N.A.
Dome lamp		Std. Model 65, N.A. Model 76 — Dual Qtr. Pillar on Model 63 (Opt.)
Glove compartment lamp		Opt.
Luggage compartment lamp		Opt.
Underhood lamp		N.A.
Courtesy lamp		Opt. Model 65, Std. on Models 63, 76
Map lamp		Opt. on Model 65, 63
Auto. trans. quad. lamp		Std. W/Optional Auto. Trans.
Cornering light lamp		N.A.
Tilt Steering Wheel		Opt.
Low Fuel Warning Lamp		N.A.
Door Ajar Warning Lamp		N.A.
Seat Belt Warning Lamp		Opt. with Deluxe Seat Belts
Quarter Flipper Window		Std. Model 63
Stg. Wheel Rim Horn Blow		Opt.

LAMP HEIGHT AND SPACING

Curb Weight

Height above ground to center of bulb or marker	Headlamp	Highest *	25.4 Single
		Lowest	—
	Tail	Highest	24.9
		Lowest	—
	Sidemarker	Front	21.9
		Rear	22.3
Distance from C/L of car to center of bulb	Headlamp	Inside	—
		Outside *	24.0
	Tail	Inside	—
		Outside	27.2
	Directional	Front	24.0
		Rear	27.0

* If single headlamps are used enter here.

(a) Not Available With 250-1V Engine With 3-Spd. Manual Transmission or With 429-4V SCJ Engine.

AMA Specifications Form—Passenger Car

Page 25

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

VEHICLE WEIGHTS

302-2V Engine with Automatic Transmission	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
Model	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
65D 2-Dr. Hardtop	1797	1354	3151	42	58	17	83	120	
Decor Group	1799	1357	3156						
65F Grande	1811	1366	3177	42	58	17	83	120	
429-CJ & SCJ with F70-14 x 7 Tires	+ 8	+ 11	+ 19						
76D Convertible	1866	1407	3273	42	58	17	83	120	
Decor Group	1877	1416	3293						
351 & 429 CJ & SCJ with F70-14 x 7 Tires	+ 8	+ 12	+ 20						
63D 2-Dr. Fastback	1779	1342	3121	42	58	17	83	120	
Decor Group	1782	1344	3126						
429 CJ & SCJ with F70-14 x 7 Tires	+ 8	+ 11	+ 19						
63R MACH I	1814	1358	3172	42	58	18	82	120	
429 CJ & SCJ with F70-14 x 7 Tires	0	+ 1	+ 1						

Coolant	
250-1V	27.3
302-2V	34.3
351-2V	34.3
351-4V	34.3
429-4V	30.7

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

AMA Specifications Form—Passenger Car

Page 26

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 4/71

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT POUNDS Front	Rear	Total	Remarks
Engines with Auto. Trans.:				
250-1V under 302-2V	- 78	- 14	- 92	
351-2V over 302-2V	+126	+ 37	+163	(FMX)
351-4V over 302-2V	+160	+ 60	+220	
429-4V CJ over 302-2V	+333	+ 88	+421	Includes 80 Amp., Battery & Rear Stabilizer(a)
429-4V SCJ over 302-2V	+370	+ 86	+456	Includes same as CJ
351-4V CJ over 302-2V	+203	+ 78	+281	
Transmission:				
250-1V 3-Spd. Manual	- 7	- 1	- 8	Under 3-Spd. Automatic
302-2V 3-Spd. Manual	- 6	- 1	- 7	Under 3-Spd. Automatic
351-2V 3-Spd. Manual	- 19	- 5	- 24	Under 3-Spd. Automatic
351-4V 4-Spd. Manual	- 3	0	- 3	Under 3-Spd. Automatic
429-4V CJ 4-Spd. Manual	- 7	- 1	- 8	Under 3-Spd. Automatic
429-4V SCJ 4-Spd. Manual	- 7	- 1	- 8	Under 3-Spd. Automatic
Radio — AM	+ 5	+ 2	+ 7	
— AM/FM	+ 7	+ 2	+ 9	
Radio & Stereo Tape Player	+ 11	+ 5	+ 16	
Air Conditioning	+ 90	- 3	+ 87	(Aluminum Compressor) N/A with 250-1V engine
Locking Differential	0	+ 3	+ 3	
Power Steering	+ 35	- 0	+ 35	
Power Disc Brakes	+ 11	+ 1	+ 12	
Competition Suspension	+ 6	+ 3	+ 9	302-2V & 351-2V Engines
	+ 6	+ 8	+ 14	351-4V Engine
Wheel Covers over Hub Caps	+ 1	+ 1	+ 2	
White Side Wall Tires	+ 1	+ 2	+ 3	
Tires: (5)				
E70-14 Belted over E78-14	+ 6	+ 8	+ 14	
F70-14 Belted over E78-14	+ 6	+ 9	+ 15	Standard with 429-4V Engines — All
F60-15	+ 14	+ 21	+ 35	
Wheels: (5)				
14x7 over 14x6	+ 2	+ 3	+ 5	Standard with 429-4V CJ & 429-4V SCJ Engines
15x7 over 14x6	+ 2	+ 4	+ 6	
15x7 Magnum over 14x6	+ 6	+ 8	+ 14	

(a) Power Brakes not included.

AMA Specifications Form—Passenger Car

Page 26A

MAKE OF CAR MUSTANG MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 11/70

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT POUNDS Front	Rear	Total	Remarks
Batteries:				
55 AH over 45 AH	+ 4	- 0	+ 4	
70 AH over 45 AH	+ 15	- 1	+ 14	Standard with 351-4V Engines and With 351-2V Engine with Automatic Transmission
80 AH over 45 AH	+ 21	- 3	+ 18	Standard with 429-4V CJ & 429-4V SCJ Engines
Protection Package	+ 3	0	+ 3	(Bumper Guards and Body Side Moldings)
Full Console	+ 6	+ 6	+ 12	
Vinyl Roof	+ 2	+ 3	+ 5	
Tilt Wheel	+ 4	+ 2	+ 6	
Engine Oil Cooler	+ 22	- 4	+ 18	
Decor Group	+ 9	+ 9	+ 18	
Convenience Group	+ 3	+ 2	+ 5	
Heater Delete Opt.	- 18	- 4	- 22	
Spoiler (Rear)	- 2	+ 17	+ 15	
Heated Backlite	+ 1	+ 2	+ 3	
Power Window	+ 9	+ 12	+ 21	
Ram Air	+ 7	0	+ 7	
Deluxe Wheel Covers	+ 7	+ 7	+ 14	Over Hub Caps
Racing Mirrors	+ 2	+ 1	+ 3	
Sport Deck	+ 15	+ 25	+ 40	With F60-15 Tires Only
Sport Deck	+ 16	+ 17	+ 33	With Collapsible Spare Tire (Less F60-15 Tires)
Mach I (Model 63R)				
over 302-2V:				
351-2V	+ 92	+ 9	+101	
351-4V	+160	+ 65	+225	
429-4V CJ	+327	+ 85	+412	
429-4V SCJ	+364	+ 83	+447	

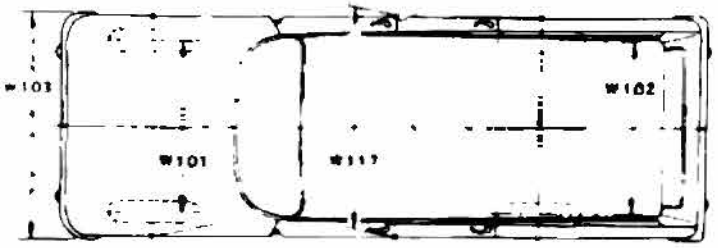
AMA Specifications Form—Passenger Car

Page 27

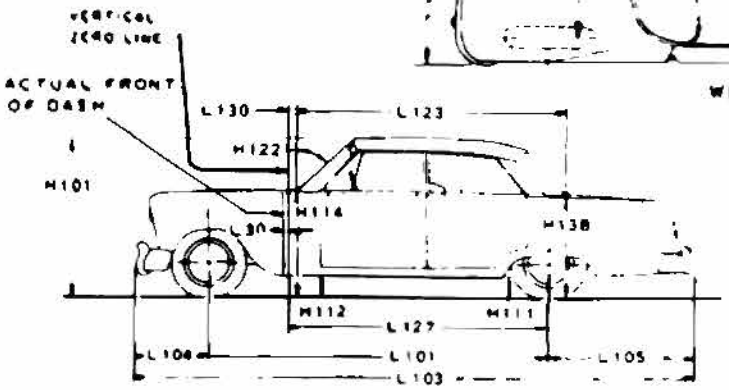
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



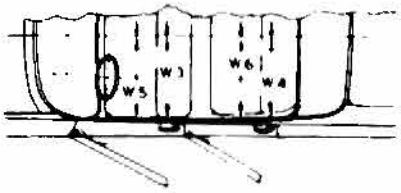
WIDTH



LENGTH & HEIGHT

GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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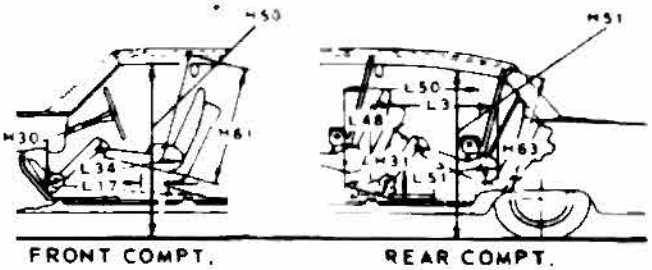
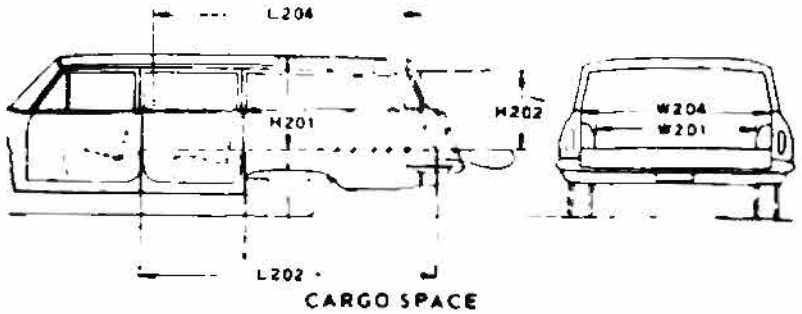


FRONT COMPT. REAR COMPT.

THIRD SEAT



CARGO SPACE

AMA Specifications Form—Passenger Car

Page 28

EXTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

WIDTH DIMENSIONS.

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN is measured to outside of sheet metal with front doors in maximum hold-open position.

W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN is measured in same manner as W120.

LENGTH DIMENSIONS.

L30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H133 BOTTOM OF DOOR TO GROUND, CLOSED – FRONT is the same point on the door as H132 dimension, with door closed.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H135 BOTTOM OF DOOR TO GROUND, CLOSED – REAR is measured in same manner as H133.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

H125 HEADLAMP CENTERLINE TO GROUND is measured vertically to the center of the upper lamp.

H126 TAILLAMP CENTERLINE is measured vertically from ground to the centerline of the upper bulb.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND is a minimum clearance.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

AMA Specifications Form—Passenger Car

Page 29

INTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

FRONT COMPARTMENT DIMENSIONS

L31 H POINT TO VERTICAL ZERO LINE – FRONT is a horizontal dimension.

H61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L34 MAXIMUM EFFECTIVE LEG ROOM–ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

W3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured from the top of the floor covering to the headlining, on the car centerline.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail and liftgates fully open.

V2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

AMA Specifications Form—Passenger Car

Page 30