1972
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
FORD MOTOR COMPANY	MUSTANG	
MAILING ADDRESS	MODEL YEAR	ISSUED
P. O. Box 2053 Dearborn, Michigan 48121	1972	September, 1971 REVISED •

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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.
   c. All dimensions are in inches.

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

BODY MODEL	Body Series, Type and Number. (Use mfgr's. code for identification)		Number of Passengers (Indicate Front/Rear)
65 D	Mustang	2-Door Hardtop	2-2
63 D		2-Door Fastback	2-2
76 D		2-Door Convertible	2-2
65 F	Grande	2-Door Hardtop	2-2
63 R	Mach I	2-Door Fastback	2-2

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MODEL

ENGINE AVAILABILITY

	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	Opt.	Opt.	Opt.

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CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

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		
Max. front doors open	W120	161.3		
Max. rear doors open	W121	–		
LENGTH				
Body "C" 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 "C" line to ℄ of rear wheel	L127	88.5		
Body "C" 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	36.8	39.8
Rocker panel – front: To ground	H112	8.2		
Rocker panel – front: From front wheel ℄	H112			
Bottom of front door to ground	H133	10.7		
Rocker panel – rear: To ground	H111	7.6		
Rocker panel – rear: From rear wheel ℄	H111			
Bottom of rear door to ground	H135	–		
Windshield slope angle	H122	60.2°		
GROUND CLEARANCE				
Bumper to ground – front	H102	17.7		
Bumper to ground – rear	H104	15.8		
Angle of approach	H106	24.6°		
Angle of departure	H107	18.4°		
Ramp breakover angle	H147	12.4°		
Rear axle differential to ground	H153	6.8		
Min. running clearance (Specify)	H156	4.6 (Exhaust System)		

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CAR AND BODY DIMENSIONS

See Pages 27, 29 for SAE Dimension Definitions

MODEL	SAE Ref. No.	2-Door Hardtop 65 D-F	2-Door Convertible 76D	2-Door Fastback 63 D-R
FRONT COMPARTMENT				
H Point to body "O" line	L31	43.6	43.2	43.6
Effective head room	H61	37.2	37.7	36.7
Max. eff. leg room – accelerator	L34	41.8	41.3	41.9
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	26.5	26.9	–
Effective head room	H63	36.0	36.4	–
Min. effective leg room	L51	28.2	28.6	–
H Point to Heel point	H31	9.4		–
Min. knee room	L48	-0.6	-0.2	–
Rear Compartment room	L 3	20.0	20.6	–
Shoulder room	W 4	53.5	43.9	–
Hip room	W 6	47.2	44.2	–
Upper body opening to ground	H51	–		
LUGGAGE COMPARTMENT				
Usable luggage capacity (cu. ft.)	V 1	9.5	8.1	8.3
Lift over height	H195	28.8		
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.) $\frac{W85 \times L204 \times H201}{1728}$	V2			

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POWER TEAMS

(Indicate whether standard or optional)

Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.
Net bhp (brake horsepower) and net torque corrected to 85° F and 29.38 in. Hg atmospheric pressure.

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)	
	Displ. cu. in.	Carb.	Compr. Ratio	Gross @ RPM BHP	Gross @ RPM Torque	Net @ RPM BHP	Net @ RPM Torque			
All Except 63R	250	1V	8.0:1			99 @ 3600	184 @ 1600	3-Spd. Manual (b)	Std.	3.00:1
									Opt.	—
									Lock.	3.00:1
									A/C	—
								3-Spd. Auto.	Std.	2.79:1
									Opt.	3.00:1
									Lock.	2.79:1
										3.00:1
									A/C	3.00:1
All (a)	302	2V	8.5:1			141 @ 4000	242 @ 2000	3-Spd. Manual (b)	Std.	3.00:1
									Opt.	—
									Lock.	3.00:1
									A/C	3.00:1
								3-Spd. Auto.	Std.	2.79:1
									Opt.	3.00:1
									Lock.	2.79:1
										3.00:1
									A/C	3.00:1
All	351	2V	8.6:1			177 @ 4000	284 @ 2000	3-Spd. Manual (b)	Std.	2.75:1
									Opt.	3.25:1
									Lock.	2.75:1
										3.25:1
									A/C	2.75:1
										3.25:1
								3-Spd. Auto.	Std.	2.75:1
									Opt.	3.25:1
									Lock.	2.75:1
										3.25:1
									A/C	2.75:1
										3.25:1
All	351	4V	8.6:1			266 @ 5400	301 @ 3600	4-Spd. Manual	Std.	3.50:1
									Opt.	3.25:1
									Lock.	3.50:1*
										3.25:1
									A/C	3.25:1
								3-Spd. Auto.	Std.	3.25:1
									Opt.	3.50:1*
									Lock.	3.25:1
										3.50:1*
									A/C	3.25:1

(a) Base Engine for 63R.
(b) Not Available in California.

*Daytona Type

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MODEL		250 CID-1V	302 CID-2V
ENGINE – GENERAL			
Type, no. cyls., valve arr.		In-Line 6 Cyl. OHV	90° V8 Cyl. OHV.
Bore and stroke (nominal)		3.682 x 3.910	4.002 x 3.000
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
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'	4°
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		32.5	51.2
Recommended fuel regular - premium		Regular (91 Octane)	
Cylinder Head Volume (cc)		59.43-62.43	56.7-59.7
Head Gasket Thickness (Compressed)		.027	.047
Head Gasket Volume (cc)		4.99	10.10
Deck Clearance (minimum) (above or below block) (b)		.130 (9.450-9.456)	.0235 Below (8.201-8.211)
Minimum Combustion Chamber Volume (cc) (c)		93.85	77.54
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
	Skirt 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.
(c) Clearance Volume.

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MODEL		351 CID-2V	351 CID-4V
ENGINE – GENERAL			
Type, no. cyls., valve arr.		90° V8 Cyl. OHV	
Bore and stroke (nominal)		4.002 x 3.500	
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	
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°	
Taxable horsepower	$\frac{D.^2 \times No.\ Cyl.}{2.5}$	51.2	
Recommended fuel (regular or premium)		Regular (91 Octane)	
Cylinder Head Volume (cc)		76.9-79.9	74.3-77.3
Head Gasket Thickness (Compressed)		.038	.047
Head Gasket Volume (cc)		8.31	10.29
Deck Clearance (minimum) (above or below block) (b)		.0155 9.201-9.211	
Minimum Combustion Chamber Volume (cc) (c)		90.95	90.36
ENGINE – PISTONS			
Material		Aluminum Alloy with Steel Struts	
Description and finish		Cast, Autothermic, Slipper Skirt, Cam Ground, and Tin Plated	
As set (piston only) oz.		21.51	
Clearance in bore	Top land	.0222-.0298	.0226-.0302
	Skirt Top (a)	.0014-.0022	.0018-.0026
	Skirt Bottom	.0008-.0014	
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.

(c) Clearance Volume.

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

MODEL		250 CID-1V	302 CID-2V

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 - No. 1 material, coating, etc. (a) No. 2	(250-1V) Cast Iron Alloy, Straight Face, Inside Bevel, Moly. Filled Groove (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	
	Bushing: 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

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MODEL		351 CID-2V	351 CID-4V
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	
	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, Heated 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	
	Bushing Material	-	
Clearance	In piston	.0003-.0005	
	In rod	Press Fit	
Location & 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	.0011-.0026
	End play	.010-.020 (Two Rods)	

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ENGINE – CRANKSHAFT

MODEL			250 CID-1V	302 CID-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		Lead Base Babbitt on 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			2.1236	2.1232

ENGINE – CAMSHAFT

Location			In Block	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		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

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ENGINE – CRANKSHAFT

MODEL			351 CID-2V	351 CID-4V
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		Lead Base Babbitt 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	-	
	D.r. & 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) Plated Copper-Lead Alloy for 351-4V

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MODEL				250 CID-1V	302 CID-2V
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)				Standard	
Valve rotator, type (intake, exhaust)				Ford Free Turn Intake and Positive 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 tap of ramp points)	Intake	Opens (BTC)		10 16 (b)	16
		Closes (ABC)		62 68 (b)	70
		Duration (deg.)		252 264 (b)	266
	Exhaust	Opens (BBC)		49 27 (b)	44
		Closes (ATC)		25 27 (b)	20
		Duration (deg.)		254 234 (b)	244
	Valve open overlap (deg.)			35 43 (b)	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 (deg.)			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 .380 (b)	
	Outer spring press. & length	Valve closed (lb. in.)		54-60 @ 1.58	76-84 @ 1.69
		Valve open (lb. in.)		142-158 @ 1.22 139-153 @ 1.20 (b)	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 (deg.)			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 .348 (b)	.390
	Outer spring press. & length	Valve closed (lb. in.)		61-67 @ 1.55	76-84 @ 1.69
		Valve open (lb. in.)		142-158 @ 1.22 137-153 @ 1.20 (b)	190-210 @ 1.31
	Inner spring press. & length	Valve closed (lb. in.)		None	
		Valve open (lb. in.)		None	

(a) Tappets Collapsed.
(b) California only.

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MODEL			351 CID-2V	351 CID-4V
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	14
		Closes (ABC)	66	76
		Duration (deg.)	258	270
	Exhaust	Opens (BBC)	66	78
		Closes (ATC)	20	32
		Duration (deg.)	266	290
	Valve open overlap (deg.)		32	46
Intake	Material		No. 1 Sil-Chrome, Aluminized Head (b) (c)	
	Overall length		5.231	
	Actual overall head dia.		2.041	2.190
	Angle of seat & face (deg.)		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	.480
	Outer spring press. & length	Valve closed (lb. in.)	80@ 1.82	90 @ 1.82
		Valve open (lb. in.)	210 @ 1.42	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 (deg.)		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	.488
	Outer spring press. & length	Valve closed (lb. in.)	80 @ 1.82	90 @ 1.82
		Valve open (lb. in.)	210 @ 1.42	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
(c) 351-2V, Steel (SAE-1047), Aluminized Head

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MODEL		250 CID-1V	302 CID-2V
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	

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL		351 CID-2V	351 CID-4V
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.	2.25 x .084
	Main	2.25 x .075 Solid	
Tail pipe dia. (O.D. & wall thickness)		2.25 x .060 Solid	

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MODEL			250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
ENGINE – FUEL SYSTEM			(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)			
Induction type: Carbureter, fuel injection, supercharger			Carburetor (Downdraft)			
Fuel Tank	Refill capacity (U.S. gals.)		19.5 Gallons Approximately			
	Filler location		Left Hand Rear Quarter Panel			
Fuel Pump	Type (elec. or mech.)		Mechanical			
	Location		Left Side of Engine			
	Pressure range		4.5-5.5		5.5-6.5	
Vacuum booster (std., optional, none)			None			
Fuel Filter	Type (2 Req'd.)		#1 Saran Plastic		#2 Nylon and Monel Cloth	
	Locations		#1 In Fuel Tank (Permanent)		#2 In-Line at Carburetor	
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Water Heated Carburetor Spacer (250) Hot and Cold Air Supply			
	Air cleaner type	Standard	Dry Replaceable Element			
		Optional	None		Ram Air	
	Idle speed (spec. neutral or drive)	Manual *	750	800	750	900
		Automatic #	625	625	625	700
		Idle A/F mix.	See Below			

*In Neutral #In Drive

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	-9510-	F/A Mix (CFM)	No. Used and Type	Barrel Size
All (49 States)	250	Manual	(c)	D2OF-LA	.078@12.0	One-1V	1.562
All (49 States)	250	Automatic	(c)	D2OF-MA	.082@11.5	One-1V	1.562
All (Calif. Only)	250	Automatic	(c)	D2OF-SA		One-1V	1.562
All (49 States)	302	Manual	(d)	D2OF-KB	.073@16.0	One-2V	1.564
No A/C (49 States)	302	Automatic	(d)	D2AF-HC	.080@13.0	One-2V	1.564
A/C (49 States)	302	Automatic	(d)	D2ZF-MB		One-2V	1.564
All (Cal. Only)	302	Automatic	(d)	D2ZF-FB		One-2V	1.564
All (49 States)	351	Manual	(d)	D2ZF-LC	.074@20	One-2V	1.689
All (49 States)	351	Automatic	(d)	D2WF-CB		One-2V	1.689
All (Cal. Only)	351	Automatic	(d)	D2OF-UC		One-2V	1.689
All (49 States)	351	Manual	(d)	D2ZF-AA	.070@28	One-4V	1.565 PRI.
All (49 States)	351	Automatic	(d)	D2ZF-BB		One-4V	1.690 SEC.
All (Cal. Only)	351	Manual	(d)	D2ZF-CA		One-4V	1.565 PRI.
All (Cal. Only)	351	Automatic	(d)	D2ZF-DA		One-4V	1.690 SEC.

(c) Carter Carburetor. (d) Rawsonville.

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MODEL 250 CID-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		12
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
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
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 Ball (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	~~Fan~~ Arrangement	1	1 & 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

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MODEL 302 CID-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		16
	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.)		15.2
	Without heater (qt.)		14.2
	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-pass	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 3.18
	Ratio-fan to crankshaft rev.	0.96:1		1.13:1
	Fan cutout type	None		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	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					

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MODEL 351 CID-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		16
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
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.)		15.8
	Without heater (qt.)		14.8
	Opt. equipment-specify (qt.)		15.8 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
Fan: Diameter	17.5 x 1.8		18.5 x 3.18
Fan: Ratio-fan to crankshaft rev.	0.96:1		1.13:1
Fan: Fan cutout type	None		Flex Blade
Fan: Bearing type	Double Row, Sealed, Ball and Ball (Water Pump Bearing)		

*Drive belts (indicate belt used by letter)	1 or 2	1 or 2 & 3	4	3 & 4
Arrangement				
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	51.25	47.25	51.25	55.00					
Width	15/32	15/32	1/2	1/2	1/2	1/2					

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MODEL 351 CID-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		16
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
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
	Lower – Inside diameter		1.50 at Radiator 1.75 at Water Pump
	Upper – Number and type (molded, straight)		One, Molded
	Upper – Inside diameter		1.50
	By-pass – Number and type (molded, straight)		None
	By-pass – Inside diameter		

Cooling Package		Manual Trans.	Auto. Trans.	Air Conditioning
Fan	Number of blades & spacing	5 Uneven		
	Diameter	18.5 x 3.18		
	Ratio-fan to crankshaft rev.	0.96:1		1.13:1
	Fan cutout type	Flex Blade		
	Bearing type	Double Row, Sealed, Ball and Ball (Water Pump)		
*Drive belts (indicate belt used by letter)	~~xxx~~ Arrangement	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	BC	BDF / BEF
	Idler			DF / 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	52.75	47.25	51.25	53.50					
Width	15/32	15/32	1/2	1/2	1/2	1/2					

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MODEL All Engines

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)		19.5 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, cannister, other)		Carbon Canister
	Carburetor	Vapor vented to (crankcase, cannister, other)		Internally Vented for 1V and 4V
				Externally Vented to Carbon Canister for 2V
	Vapor Storage	Storage provision (crankcase, cannister, other)		Carbon Canister
		Volume (cu. ft.) or capacity (grams)		300 Grams of Carbon
		Control valve type		None

(a) Carburetor Spacer for 250 and 302 Engines

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MODEL			250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
ELECTRICAL – SUPPLY SYSTEM						
Battery (a)	Make and Model -10655-		D2AF-GA			D2AF-KA
	Voltage Rtg. & Total Plates		12V., 54P.			12V., 66P.
	SAE Designation & Amp. Hr. Rtg.		17 MIA, 45 A. H.			17 M2B, 55 A. H.
	Location		Right Front Engine Compartment			
	Terminal grounded		Negative			
Generator or Alternator (a)	Make		Motorcraft			
	Model -10300-		D2ZF-AA			D2ZF-BA
	Type and rating		Three Phase, Full Wave Bridge Rectified, Self Limiting			
	Output at engine idle (neutral)					
	Ratio-Gen. to Crankshaft rev.		2.6:1	2.5:1 (3.0:1/P.S.)		2.26:1
Regulator	Make		Motorcraft			
	Model -10316-		D2AF-AA			
	Type		Two Unit, Voltage Control, and Field Relay			
	Field Cutout 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	Make		Motorcraft			
	Model -11001-		D2ZF-AA	D2AF-DA		
	Rotation (drive end view)		Clockwise			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure		Turn Ignition Key to Start			
Motor Drive	Engagement type		Positive (Electro-Mechanical)			
	Pinion meshes (front, rear)		Front			
	Number of teeth (+) Pinion		9			
	Flywheel	Manual	157	164		
		Auto.	157	157		
	Flywheel tooth face width	Manual	.365			
		Auto.	.365			

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

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 8/71 REVISED (e)

MODEL

Battery Applications: (-10655-)

Engine	Transmission	Standard	Alternate	Optional
250-1V	Man. & Auto.	D2AF-GA (45AH)	D2AF-JA or HA	D2AF-MAorPA(70AH)
302-2V	Man. & Auto.	D2AF-GA (45AH) (a)	D2AF-JA or HA	D2AF-MAorPA(70AH)
351-2V	Manual	D2AF-GA (45AH) (a) #	D2AF-JA or HA	D2AF-MAorPA(70AH)
351-2V	Automatic	D2AF-KA (55AH) #	D2AF-LA or SA	D2AF-MAorPA(70AH)
351-4V	Man. & Auto.	D2AF-KA (55AH) *	D2AF-LA or SA	D2AF-MAorPA(70AH)

(a) 55AH — Mach I with Grille Lamps (Less P/S, Less A/C)
\# 70AH — A/C and Heated Backlite (Mach I only)
* 70AH — A/C and Heated Backlite

Alternator Applications: (-10300-)

Engine	Standard Alternator	Ratio Alt. to C/S Rev. No P/S	Ratio Alt. to C/S Rev. With P/S	Air Conditioning Standard Alt.	Air Conditioning Ratio
250-1V	D2ZF-CA (38A)	2.6:1		D2OF-BA (55A)	2.6:1
302-2V	D2ZF-CA (38A)	2.5:1	3.0:1	D2OF-EA (55A)	3.0:1
351-2V	D2OF-DA (42A) (b)	2.5:1	3.0:1	D2OF-CA (61A) (c)	3.0:1
	D2OF-EA (55A) (d)	3.0:1			
	D2OF-CA (61A) (e)	3.0:1			
351-4V	D2OF-FA (55A) Hi-Temp.	2.26:1		D2OF-FA (55A) Hi-Temp	2.26:1

(b) Mandatory Mach I
(c) All Models with Heated Backlite and A/C
(d) All Models with Heated Backlite except Mach I
(e) Mach I with Heated Backlite

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MODEL	250 CID-1V (Except Cal.)	250 CID-1V (Cal.)	302 CID-2V (Except Cal.)	302 CID-2V (Cal.)

ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR

Breaker gap (in.)		.024-.030		.014-.020	
Cam angle (deg.)		35-39		26-30	
Brkr. arm tension (oz.)		17-21			
-12127- Distributor	Manual	D2OF-PA		D2ZF-LA	
	Automatic	D2OF-DA	D2OF-EA	D2OF-HA	D2OF-JA
Timing	Manual	6°BTC @ 750		6°BTC @ 800	
	Automatic	6°BTC @ 600		6°BTC @ 625	

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
-12127-	Start	Intermediate	Max.	Start	Max.
D2OF-PA	0-4 @ 940	12-16.5 @ 1450 20-25 @ 3000	25.5-30 @ 4000	0-2 @ 5	13.5-18.5 @ 12
D2OF-DA	0-4 @ 1050	10-12 @ 1500 11-15 @ 3000	14-18 @ 4000	0-2 @ 4	13.5-18.5 @ 9.5
D2OF-EA	0-4 @ 1150	12-16 @ 2350 14-18 @ 3000	17-21 @ 4000	0-2 @ 4	13.5-18.5 @ 9.5
D2ZF-LA	0-4 @ 1550	15-19 @ 2800 19-23 @ 3400	22.5-27.5 @ 4000 29-34.5 @ 5000	0-2 @ 4	21.5-26.5 @ 15
D2OF-HA	0-4 @ 1520	12-16 @ 2000 14.5-19 @ 3000	16.6-21.6 @ 4000	0-2 @ 4	5.5-10.5 @ 9
D2OF-JA	0-4 @ 1520	12-16 @ 2000 14.5-19 @ 3000	16.6-21.6 @ 4000	0-2 @ 4	5.5-10.5 @ 9

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MODEL	351 CID-2V (Except Cal.)	351 CID-2V (Cal.)	351 CID-4V (Except Cal.)	351 CID-4V (Cal.)

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.014-.020			
Cam angle (deg.)		26-30			
Brkr. arm tension (oz.)		17-21			
-12127- Distributor	Manual	D2ZF-AA	N.A.	D2ZF-EA	D2ZF-FA
	Automatic	D2AF-KA	D2ZF-CA	D2ZF-GC	D2ZF-HA
Timing	Manual	6°BTC @ 750		12°BTC @ 900	
	Automatic	6°BTC @ 625		6°BTC @ 700	

Distributor Model -12127-	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
D2ZF-AA	0-4 @ 1000	13-17 @ 2400 16-20 @ 3000	20-25 @ 4000	0-2 @ 4	21.5-26.5 @ 16
D2AF-KA	0-4 @ 900	10-14.5 @ 1320 16.8-21.2 @ 3000	20.5-25.5 @ 4000	0-2 @ 5	11.5-16.5 @ 21
D2ZF-CA	0-4 @ 1150	12.7-16.7 @ 1800 17-21 @ 3000	20-25 @ 4000	0-2 @ 5.5	17.5-28.5 @ 23
D2ZF-EA	0-4 @ 1750	12-16 @ 3000	23-28 @ 4200	0-2 @ 4	5.5-10.5 @ 7
D2ZF-GC	0-4 @ 2050	8-13 @ 3000 17-22 @ 4000	27-33.5 @ 5000	0-2 @ 4	12.5-18.5 @ 10
D2ZF-FA	0-4 @ 1750	12-16 @ 3000	23-28 @ 4000	0-2 @ 4	5.5-10.5 @ 7
D2ZF-HA	0-4 @ 1260	9-12.8 @ 2000 20-24 @ 3000	24-29 @ 4000	0-2 @ 4	13.5-18.5 @ 10

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MODEL			250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
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)	
	Model		C1AF-C	C1AF-B	C9PF-CB	
	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

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MODEL		250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
DRIVE UNITS – CLUTCH (Manual Transmission)					
Make & type		Semi-Centrifugal, Single Disc, Dry Plate			
Type pressure plate springs		Coil			
Total spring load (lb.)		1521		1845	1981
No. of clutch driven discs		One			
Clutch facing	Material	Woven Asbestos			
	Outside & inside dia.	10.0 x 6.25	10.0 x 6.75	11.0 x 6.5	
	Total eff. area (sq.in.)	95.4	85.4	124.6	
	Thickness	.125			
	Engagement cushioning method	Torbend Disc			
Release bearing	Type & method of lubrication	Angular Contact, Prepacked, Sealed			
Torsional damping	Methods: springs, friction material	Steel Coil Springs			

DRIVE UNITS – TRANSMISSIONS	250-1V	302-2V	351-2V	351-4V
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
	In second	1.75:1		1.61:1	1.93:1
	In third	1.00:1			1.36:1
	In fourth				1.00:1
	In reverse	3.17:1		2.57:1	2.78:1
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			

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MODEL	250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
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		(a) 2.00:1 1.47:1 2.40:1	(b) 2.18:1 1.46:1 2.46:1
Max. upshift speed–drive range	76	78	77	85
Max. kickdown speed–drive range	71	75	70	70
Torque converter: Number of elements	Three			
Torque converter: Max. ratio at stall	2.10:1		2.09:1	2.16:1
Torque converter: Type of cooling (air, liquid)	Liquid			
Torque converter: Nominal diameter	11.25		12.00	10.25
Lubricant: Capacity–refill (pt.)	18		22	21
Lubricant: 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			
Outer diam. x length* x wall thickness: Manual 4-speed trans.	Shown on Page 17A			
Outer diam. x length* x wall thickness: Overdrive transmission	Not Available			
Outer diam. x length* x wall thickness: Automatic transmission	Shown on Page 17A			

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

(Continued)

(a) Optional for 250-1V and 302-2V.

(b) Optional for 351-2V.

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

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 (C4)	T/T	3.00	51.77	.065	1310	1.50	28T
302-2V	Auto. Transmission (FMX)	T/T	3.00	52.20	.065	1310	1.69	31T
351-2V	Engine							
	Man. Transmission	C/B	2.75	50.82	.065	1310	1.50	28T
	Auto. Transmission (FMX)	C/B	2.75	51.08	.065	1310	1.69	31T
	Auto. Transmission (C6)	C/B	3.00	47.22	.065	1310	1.69	31T
351-4V	Engine							
	Man. Transmission							
	3.25:1 Axle	C/B	2.75	50.82	.065	1310	1.50	28T
	3.50:1 Axle	C/B	3.00	50.65	.065	1330	1.50	28T
351-4V	Engine							
	Auto. Transmission (C6)							
	3.25:1 Axle	C/B	3.00	47.22	.065	1310	1.69	31T
	3.50:1 Axle	C/B	3.50	47.22	.065	1330	1.69	31T

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

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

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. Ford		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 for Traction-Lok		M2C105A for Conventional	
	SAE viscosity number	Summer	90			
		Winter	90			
		Extreme cold	90			

AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

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

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL

DRIVE UNITS — TIRES AND WHEELS (STANDARD) All Models Except Mach I

TIRES	Size, load range, ply		E-78-14 BSW, Load Range "B", 2 Ply + 2 Ply
	Type (bias, radial, etc.)		Belted Bias
	Normal max. load inflation pressure (cold)	Front	26 Pounds
		Rear	26 Pounds
	Rev. mile 45 mph		797
WHEELS	Type & material		Disc — Stamped Steel
	Rim (size & flange type)		14 x 6 JJ (Zero Offset)
	Attachment	Type (bolt or stud)	Stud
		Circle diameter	4.5
		Number & size	Five, .50 Dia.
	Spare wheel (same or other)		Same

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL) All Models. Standard on Mach I

Size, load range, ply		E70-14 WSW, Load Range "B", 2 Ply + 2 Ply
Type (bias, radial, etc.)		Belted Bias
Normal max. load inflation pressure (cold)	Front	26 Pounds
	Rear	26 Pounds
Rev. mile 45 mph		817
Wheel type & material		Standard
Rim (size & flange type)		—

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL) All Models

Size, load range, ply		F70-14 WSW, Load Range "B", 2 Ply + 2 Ply
Type (bias, radial, etc.)		Belted Bias
Normal max. load inflation pressure (cold)	Front	26 Pounds
	Rear	26 Pounds
Rev. mile 45 mph		784
Wheel type & material		Standard
Rim (size & flange type)		—

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)	

BSW = Black Side Walls
WSW = White Side Walls

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL

DRIVE UNITS — TIRES AND WHEELS (STANDARD) See Page 19

TIRES	Size, load range, ply		
	Type (bias, radial, etc.)		
	Normal max. load inflation pressure (cold)	Front	
		Rear	
	Rev. mile - 45 mph		
WHEELS	Type & material		
	Rim (size & flange type)		
	Attachment	Type (bolt or stud)	
		Circle diameter	
		Number & size	
	Spare wheel (same or other)		

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL) All Models

Size, load range, ply		F70-14 RWL, Load Range "B", 2 Ply + 2 Ply
Type (bias, radial, etc.)		Belted Bias
Normal max. load inflation pressure (cold)	Front	26 Pounds
	Rear	26 Pounds
Rev. mile - 45 mph		784
Wheel type & material		Standard
Rim (size & flange type)		—

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL) All Models Except with 250-1V Engines (a)

Size, load range, ply		F60-15 RWL, Load Range "B",2 Ply + 2 Ply (b)
Type (bias, radial, etc.)		Belted Bias
Normal max. load inflation pressure (cold)	Front	26 Pounds
	Rear	26 Pounds
Rev. mile - 45 mph		780
Wheel type & material		Disc — Stamped Steel
Rim (size & flange type)		15 x 7 JJ (Zero Offset)

BRAKES — PARKING See Page 19

Type of control		
Location of control		
Operates on		
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

(a) Competition Suspension Required

(b) An F78-14 Collapsible Spare Tire Mounted on a 14 x 6 Conventional Wheel is Standard on Models 63D and 63R.

RWL = Raised White Letters

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL				250 CID-1V	302 CID-2V	351 CID-2V	351 CID-4V
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.) *				136.1		144.5	
Gross lining area (sq. in.) **				162.8		173.3	
Swept area (sq. in.) ***				267.2		282.8 (b)	
Effectiveness		Front		62.3/37.7		60.6/39.4	
		Rear					
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			—			
	Thickness			—			
	Material & type (vented/solid)			—			
Wheel cylinder bore	Front			1.125			
	Rear			.875		.906	
Master Cylinder	Bore			1.0			
	Stroke			1.016			
Pedal arc ratio				6.23:1			
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	8.43 x 2.50			
				x .184			
			Second. or inboard	10.82 x 2.50			
				x .239			
		Segments per shoe		One			
	Rear Wheel	Material		Molded Asbestos			
		Size (length x width x thickness)	Prim. or outboard	8.43 x 1.75		8.43 x 2.00	
				x .184		x .184	
			Second. or inboard	10.82 x 1.75		10.82 x 2.00	
				x .239		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.

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MAKE OF CAR MUSTANG MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

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

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.				Bendix Single Diaphragm, Integral Dual Master Cylinder
	Opt.				
Effective area (sq. in.) *					36.4
Gross lining area (sq. in.) **					40.6
Swept area (sq. in.) ***					210.0 (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
	Thickness				.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			Each Side of Disc - One
	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.)

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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)			4.6
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 (Lube M-2C33-F)
	No. wheel turns (stop to stop)			3.68 (3.17 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
Wht. Align. (range at curb wt. & preferred)	Caster (deg.)			0° + 2°
	Camber (deg.)			3/4 ± 1°
	Toe-in (outside track inches)			.18 + .18 - .13
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).

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MODEL		250 CID-1V	302 CID-2V	351 CID-2V
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	Motorcraft		
	Piston dia.	1.0		
Other special features		Standard Installation		
SUSPENSION – FRONT				
Type and description		Independent Short/Long Arm Suspension with Drag Strut and 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 3.88 134.0 x 0.60	10.04 x 3.88 127.4 x 0.60	
	Spring rate (lb. per in.)	245	260	
	Rate at wheel (lb. per in.)	89 (85 with Tires)	95 (89 with Tires)	
Stabilizer	Type (link, linkless, frameless)	Link		
	Material & bar diameter	Steel (SAE-1090) 0.72		
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.)	95		
	Rate at wheel (lb. per in.)	113 (105 with Tires) (Clamped and Shackled)		
	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 & bar diameter	None		
Track bar type		None		

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

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MODEL	351-CID-4V

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	Motorcraft
	Piston dia	1.00
Other special features		Staggered Rear Shock Absorber Installation

SUSPENSION – FRONT (a)

Type and description		Independent Short/Long Arm Suspension 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.)	365
	Rate at wheel (lb. per in.)	130 (119 with Tires)
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.)		156 (141 with Tires) (Clamped and Shackled)
	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 & bar diameter		Steel (SAE-5160 or 1090) 0.50 Dia.
Track bar type			None

(a) Competition Suspension Package Standard on Mach I Models.
Competition Suspension Package Optional for 302 CID-2V and 351 CID-2V All Other Models.

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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

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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/MPX Stereo Radio Opt. Push Button AM Radio and 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.
Quarter Flipper Window		Std. Model 63
Stg. Wheel Rim Horn		Opt.
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

LAMP HEIGHT AND SPACING

			Curb Weight
Height above ground to center of bulb or marker	Headlamp (H125)	Highest *	25.4 Single
		Lowest	—
	Tail (H126)	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.

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VEHICLE WEIGHTS

302-2V Engine with Automatic Transmission Model		CURB WEIGHT* (Pounds)			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT** (Pounds) (a)
					Pass. In Front		Pass. In Rear		
		Front	Rear	Total	Front	Rear	Front	Rear	
2-Dr. Hardtop	65D	1780	1363	3143	42	58	17	83	2990
Decor Group		1783	1365	3148	42	58	17	83	2995
Grande	65F	1774	1367	3140	42	58	17	83	2987
Convertible	76D	1849	1416	3265	42	58	17	83	3112
Decor Group		1852	1418	3270	42	58	17	83	3117
2-Dr. Fastback	63D	1772	1378	3150	42	58	18	82	2997
Decor Group		1775	1380	3155	42	58	18	82	3002
Mach I	63R	1773	1384	3157	42	58	18	82	3004

*Reference – SAE Aerospace Automotive drawing standards Section E 1.02 (a)

**Shipping weight definition –

(a) Curb Weight Less 153 Pounds for Gasoline and Coolant.

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OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Engines:				With 3-Speed Automatic Transmission
250-1V Under 302-2V	- 78	- 14	- 92	
351-2V Over 302-2V	+126	+ 37	+163	
351-4V Over 302-2V	+203	+ 78	+281	
For Mach I Only:				
351-2V Over 302-2V	+126	+ 42	+168	
351-4V	+203	+ 78	+281	
Transmissions:				Under 3-Speed Automatic Transmission
3-Spd. Man.: 250-1V	- 7	- 1	- 8	
302-2V	- 6	- 1	- 7	
351-2V	- 19	- 5	- 24	
4-Spd. Man.: 351-4V	- 3	- 1	- 4	
Radio — AM	+ 4	+ 2	+ 6	
Radio — AM/FM	+ 6	+ 4	+ 10	
Radio & Stereo Tape Player	+ 8	+ 5	+ 13	
Air Conditioning	+ 97	- 3	+ 94	6 Cyl. Engine
	+104	- 4	+100	8 Cyl. Engine
Power Steering	+ 33	0	+ 33	
Power Disc Brakes	+ 10	+ 2	+ 12	
Competition Suspension	+ 6	+ 3	+ 9	351-2V Engine
	+ 6	+ 8	+ 14	351-4V Engine
Tires (5): (E78-14 Std.)*				
White Side Walls	+ 1	+ 2	+ 3	
F70-14 Over E78-14	+ 3	+ 5	+ 8	
F60-15 Over E78-14	+ 9	+ 28	+ 37	
F70-14 RWL over E78-14	+ 4	+ 8	+ 12	

* E70-14 Std. 63R.

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OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Wheels (5):				
15 x 7 over 14 x 6	+10	+16	+26	
14 x 7 over 14 x 6	+10	+18	+28	Styled
14 x 7 over 14 x 6	+ 4	+ 6	+10	
Wheel Covers	+ 1	+.5	+.5	Over Hub Caps or Trim Rings
Wheel Covers - Sports	+6.5	+6.5	+13	Over Hub Caps
Battery 70 AH over 45 AH	+11	- 1	+10	
Protection Package	+ 3	+ 3	+ 6	
Full Console	+ 6	+ 6	+12	
Vinyl Roof	+ 2	+ 3	+ 5	
Tilt Steering	+ 1	0.0	+ 1	
Decor Group	+ 3	+ 2	+ 5	
Convenience Group	+ 3	+ 2	+ 5	
Power Windows	+ 9	+12	+21	
Sport Deck	+16	+17	+33	Use Only with FG0 x 15 Tires
Ram Air	+ 7	0	+ 7	
Heated Backlite	+ 1	+ 2	+ 3	