



MUSTANG FIFTY YEARS

50 YEARS OF MUSTANG MILESTONES



Concept: The first Mustang – the 1962 Mustang I concept – is a two seat, mid-engine sports car. It establishes the classic “pony car” proportion: a long, sweeping hood, short rear deck and sharply sculpted flanks.

1964: Ford introduces the Mustang to the world at the World’s Fair in Flushing Meadows, New York, on April 17, 1964. It is named after the legendary P51 Mustang fighter plane from World War II. The price at launch: \$2,368.

1965: The Shelby GT350 is introduced, with its 306-horsepower, 289-cid V-8.

1966: Mustang sales pass the 1 million mark in March.

1967: The 1967 Mustang gains consensus as the high water mark for pony car design in the 1960s. The 2+2 model goes from a semi-notchback to a sweeping full fastback roofline. The Shelby GT500 is introduced, powered by a hefty 428-cid V-8 that produces 355 horsepower.

1968: The 302-cid V-8 replaces the “289” midyear, and a medium-riser version of Ford’s premiere race engine, the 427-cid V-8 (rated at 390 horsepower), is offered as a \$622 option. On April 1, the 428 Cobra Jet engine debuts as part of an option package aimed at enthusiasts.

1969: A “steed for every need” philosophy yields 11 different powertrain combinations. New models added to the lineup include the 290-horsepower Boss 302, the 375-horsepower Boss 429, plus the Mustang Mach 1 and the Grande luxury model.

1970: A ram air “Shaker” hood scoop is offered on any Mustang equipped with a 351-cid or larger V-8.

1971: The biggest Mustangs ever – nearly a foot longer and some 600 pounds heavier than the originals – are introduced. The Boss 351, with its “Cleveland” block and Cobra Jet heads, debuts. The Mach 1 comes with a variety of powertrains, topped by the 429 Super Cobra Jet (SCJ).

1972: Styling is unchanged from 1971, and the only new model offering is the Sprint – a special red, white and blue exterior paint-and-tape package with coordinated interior.

1973: The 1973 model year is the last for the original Falcon-platform Mustang, and it’s also the last time a convertible version is offered for almost a full decade.

1974: The completely redesigned Mustang II is introduced. Compared with the outgoing 1973 model, the all-new Mustang II is 19 inches shorter and 490 pounds lighter. For the first time, there is no V-8 engine and no Mustang convertible.

1975: V-8 power returns to Mustang in the form of the 302 cubic-inch small-block.

1976: The Cobra II package joins the lineup, replete with nonfunctional hood scoop, racing stripes and front and rear spoilers.

1977: To appeal to convertible fans, fastback models now are available with T-Top removable glass panels.

1978: The new King Cobra model is the first Mustang to wear a “5.0” badge – the metric equivalent of 302 cubic inches, in the form of a decal affixed to its rearward-facing hood scoop.

1979: The new “Fox” platform Mustang debuts with a sleek, “Euro” design. It is longer and taller – yet 200 pounds lighter – than Mustang II.

1980: The 302-cid V-8 engine is dropped and replaced by an economy-minded 119-horsepower, 255-cid derivative of the “Windsor” small-block V-8.

1981: The turbo four-cylinder is dropped from the Mustang engine lineup, and new emissions controls reduce the 255-cid V-8’s output to 115 horsepower.

1982: The Mustang GT returns after a 12-year absence. Also back is the 5.0-liter V-8, rated at 157 horsepower. Optional T-Tops return.

1983: After 10 years, Mustang again has a convertible model, complete with power top and a tempered glass back window.

1984: Ford’s Special Vehicle Operations creates the Mustang SVO, which features a turbocharged and intercooled 2.3-liter four-cylinder, bigger tires and brakes and a dual-wing rear spoiler.

1985: Mustang gets a revised 5.0-liter HO (high output) V-8 that makes 210 horsepower when mated to a manual transmission.

1986: Mustang’s V-8 trades its carburetor for new sequential multi-port fuel injection.

1987: Mustang undergoes a restyle and gains a new “aero” body.

1988: More than half of the 211,225 Mustangs sold for 1988 were powered by the 5.0-liter V-8.



1989: For Mustang’s 25th anniversary, all cars produced between April 17, 1989, and April 17, 1990, sport the familiar running horse on the dashboard with “25 Years” inscribed underneath.

1990: Mustang now sports a driver’s-side airbag as standard equipment.

1991: Entry-level Mustangs receive an improved 105-horsepower, twin-plug 2.3-liter four-cylinder engine with distributor-less ignition.

1992: The stealthy Mustang LX 5.0 develops a cult following and outsells all other models combined.

1993: In the last year for the “Fox Body,” Ford’s new Special Vehicle Team (SVT) introduces the limited-production Mustang Cobra with subtle but distinctive styling cues and performance upgrades. A racing “Cobra R” model – with just 107 units built – sells out prior to production.

1994: For its 30th anniversary, Mustang is dramatically restyled to evoke the car’s heritage and performance tradition. Fully 1,330 of the vehicle’s 1,850 parts are changed.

1995: The venerable 5.0-liter V-8 spends its final model year in the Mustang. SVT produces 250 Cobra R models powered by a 300-horsepower, 351 cid V-8.

1996: For the first time, Mustang GTs and SVT Mustang Cobras are equipped with Ford’s new 4.6-liter “modular” V-8 engine, which uses overhead cams to open the intake and exhaust valves.

1997: Ford’s Passive Anti-Theft System (PATS) becomes standard on all models.

1998: Output of the Mustang GT’s 4.6-liter V-8 increases to 225 horsepower.

1999: A redesign gives Mustang sharply creased lines and pronounced wheel arch flares, plus a new hood, grille, fascias and lamps.

2000: The third SVT Mustang Cobra R is produced. This version has a 385-horsepower, 5.4-liter DOHC V-8 and features the first six-speed manual transmission ever offered in a Mustang.

2001: Inspired by the 1968 Mustang 390 GT driven by Steve McQueen in the movie classic Bullitt, the Mustang Bullitt GT makes its debut.

2002: Ford produces its 300 millionth car – a 004 Mustang GT convertible 40th anniversary edition. The 2004 Mustangs are the last cars built at Ford’s fabled Dearborn Assembly Plant, which had produced every model Mustang year since the car’s inception.

2003: The Mustang Mach 1 model returns with a 305-horsepower V-8 engine and the signature ram-air “Shaker” hood scoop.

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2005: Production of the all-new 2005 Ford Mustang begins in fall, 2004, at the AAI assembly plant in Flat Rock, Mich.

2006: A V-6 “Pony Package” debuts. Mustang GT models get 18-inch wheels. Owners can configure instrument panel lighting in 125 different colors, an industry-first.

2007: A special “Warriors in Pink” Mustang is introduced to help raise funds for Susan G. Komen Race for the Cure breast cancer research. The SVT-engineered Shelby GT500 is introduced.

2008: The 9 millionth Mustang – a GT convertible – is sold to an Iowa farmer.

2009: Ford Mustang’s 45th anniversary is celebrated on April 17, 2009, in Birmingham, Ala.

2010: Mustang gets new, more muscular styling with features such as a power-dome hood and sequential turn signals.

2011: The 5.0 badge returns to Mustang with the introduction of the all-new 5.0-liter “Coyote” V8.

2012: The best handling Mustang ever, the 2012 Boss 302 returns to the lineup for the first time in more than 40 years.

2013: At 662 horsepower, the supercharged 5.8-liter V8 in the 2013 Shelby GT500 is the most powerful production V8 in the world.

2014: Flat Rock Assembly Plant celebrates the production of 1 million Mustangs.

2015: All-new Ford Mustang debuts.



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