

1970

The 1970
approaching
was basically a
few styling



Mustang, now
thoroughbred status,
repeat of the '69, with
changes to set it apart.

Two seven-inch headlights (instead of four) were placed inside an enlarged grille cavity and simulated scoops replaced the outboard head lamps in the front fender extensions. New red, white and blue striped bars with galloping pony emblem occupied the grille center.

Along the sides, the front and rear side marker lights were tied into the turn signals and emergency flashers. The convertible and hardtop lost the non-functioning air vents from the rear quarter panel.

Fake scoops on the rear quarter of all models were eliminated. The rear panel was flat, rather than concave, and recessed taillights again featured the three-lens configuration. Rear window louvers, first offered on the '69 Boss 302, became an option on all '70 SportsRoof models, and dual racing mirrors became a required option if the louver package was selected.

In the interior, a new steering wheel (a semi-oval design) allowed for more driver leg room when entering. The tilt-away feature was deleted. The five-position ignition switch was relocated to the steering column. High-back bucket seat became standard. Options consisted of simulated woodgrain appliques on the dash and molded door panels; color-keyed racing mirrors, and rocker panel and wheel lip moldings.

The engine lineup was little changed with the exception of the all new 351ci, four-barrel V-8. Canted valves and larger ports resembled the 429ci V-8.

The Mach 1 received grooved aluminum rocker moldings along with prominent die-cast "Mach 1" marking. 40,970 were built.

On-board air conditioning became the rage, causing convertible sales to shrink by nearly half -- from 14,746 units to 7,673.

Total U.S. production in all three model styles and special configurations was 190,727 -- down significantly from the 299,824 units manufactured in 1969. Competition from domestic ponycar-type manufacturers was continuing to erode Mustang's solid customer base. Sticker prices were \$2,721 for the hardtop; \$2,771 for the SportsRoof; \$3,025 for convertibles; \$2,926 for the Grande; \$3,271 for the Mach I, and \$3,720 for the Boss 302. Boss 429 owners added \$1,208 to the base price in order to get the muscle motor package.

Tagged as 1970 models were 789 Shelys left over from '69 production. Shelys, as a special edition, were bowing out wearing Larry Shinoda's angular Boss 302 front spoiler and black hood stripes.

Ford also offered a unique "Grabber" SportsRoof Mustang with reflective side "C" stripes, flat hub caps and trim ring. A second version featured Boss-style non-reflective stripes with either 302 or 351 engine size designation at the top, forward corner of the stripe.