

Chronology of Events Ford Mustang



in the History of

1964 Generation 1

- The first Mustangs between March and August early 1965 models.
- Least expensive sticker price was \$2,329.96.

appear. Those built 17 are called 1964 1/2 or

1965-70

- Shelby Mustangs were made (562 in 1965; 2,830 in 1966; 3,225 in 1967; 4,450 in 1968; 3,153 in 1969-70).

1967

- Mustang was redesigned, making it longer and wider though still on a 108-inch wheelbase.
- A V-8 engine option was added. It had a 390 cid and produced 320hp.

1969

- The second major restyling was introduced
- Ford produced the Boss
- There were ten engine options, from a 6-cylinder 115hp to a V-8 with 375hp.
- The least expensive Mustang was \$2,618.

1971

- Ford produced the largest, heaviest Mustang yet. It had a 109-inch wheelbase.
- The least expensive Mustang: \$2,911.

1973

- Ford made the last factory-built convertible Mustang for 10 years; the next one appeared in 1983.

1974 Generation 2

- Mustang II appeared and was called "the second generation."
- Wheelbase shrank to 96.2 inches, and a 4-cylinder engine was introduced. The V-8 was dropped; only two engines were available. The larger was a V-6, 171 cubic inch with 105hp
- The least expensive Mustang: \$3,134.

1975

- The V-8 engine returns; it was a 302 cubic inch with 140hp.

1976

- The last year engine displacement was measured in cubic inches; for later models, Ford measures engine displacement in liters.

1979 Generation 3

- The third major redesign was introduced.
- The wheelbase increased to 100.4 inches.
- There were five engine options: a 4-cylinder, two 6-cylinder options, and two versions of the V-8.
- The least expensive Mustang: \$4,494.

1983

- The Mustang convertible was reintroduced.
- The least expensive Mustang: \$6,727.

1988

- The front and back of the Mustang became more rounded.
- Two engines were available: a 4-cylinder, 2.3 liter 88hp; and a V-8 5 liter 225hp.
- The least expensive Mustang: \$8,271.

1990

- Mustang came out with a driver's side air bag.
- The least expensive Mustang: \$9,753.

1993

- The two engines available were a 4-cylinder, 2.3 liter with 105hp, and a V-8 5 liter with 205hp.

1994 Generation 4

- The Fox-4 platform is introduced.
- Retro hood vents and side scoops and layered tri-bar taillights complete a major re-styling themes of the new Mustang.
- A revamped interior is equally inspired. Instruments are surrounded by separate spheres for driver and passenger that originate in the dash and curve downward into the shifter bezel.
- Engines include the 215-horsepower 5.0L V8 with silicone-alloy pistons and a 145-horsepower 3.8-liter V6, which, like the 5.0L, features sequential electronic fuel injection.
- The 1994 240-horsepower 5.0L V8 SVT Mustang Cobra convertible is the Official Pace Car of the 77th Annual Indianapolis 500.
- Graphics are delivered in the trunks of the 1,000 pace car replicas, allowing owners a choice in displaying the "Official Pace Car" designation.

1995

- From SVT (Special Vehicle Team) comes the most intense factory Mustang to date, the 300hp 1995 Cobra R. A competition license from a sanctioned racing body is required to purchase one of 250 white Cobra R models.
- The venerable 5.0L 302 cid V8 bows out of the lineup following the '95 model year, marking the end of Mustang's overhead-valve/pushrod-engine era.
- The SVT badge appears on the Cobra for the first time

1996

- Despite its lowered displacement, the technologically advanced Modular 4.6-liter single-overhead-cam V8 yields 215 horsepower for the GT, the same as '95.
- The SVT Mustang Cobra's aluminum-alloy derivative of the 4.6-liter Modular double-overhead-cam V8 increases output substantially, making 305 horsepower.
- Revised front geometry, castor and camber leads to improved steering precision and feel.
- The GT gets a new badge, designating the advanced technology under the hood.
- Horizontally opposed taillights are shifted to a vertical configuration
- A honeycomb grille appears behind the galloping pony, a good way to distinguish the front of a '96 Mustang from a '95.
- "Cobra" occupies the molded rear bumper of the SVT Mustang Cobra, replacing "Mustang."

1997

- For all intents and purposes, 1997 is a carryover year. The only change is the loss of the honeycomb grille that appeared in 1996.
- With 19.5% share, Mustang is the sales leader in the U.S. small specialty segment.

1998

- The only way to differentiate a '97 from a '98 is to see if a clock pod is mounted to the dash. If not, it's a '98 and the clock is integrated into the audio system.
- Exhaust ports are overhauled, bringing another 10 horsepower to the GT.
- The #1 sales year for the SVT Mustang Cobra, which is now fitted with five-spoke '95 Cobra R-like rims.

1999 Generation 5

- The Mustang is reinvented with redefined sheet metal, hardware and chassis paying tribute to its 35-year heritage.
- Improved aspiration helps the 4.6-liter V8 and the 3.8-liter V6 engines increase horsepower.
- Traction Control System becomes available to help detect and control drive wheel-spin, for improved traction and steering under slippery road conditions.
- Unveiled September 3, 1998.