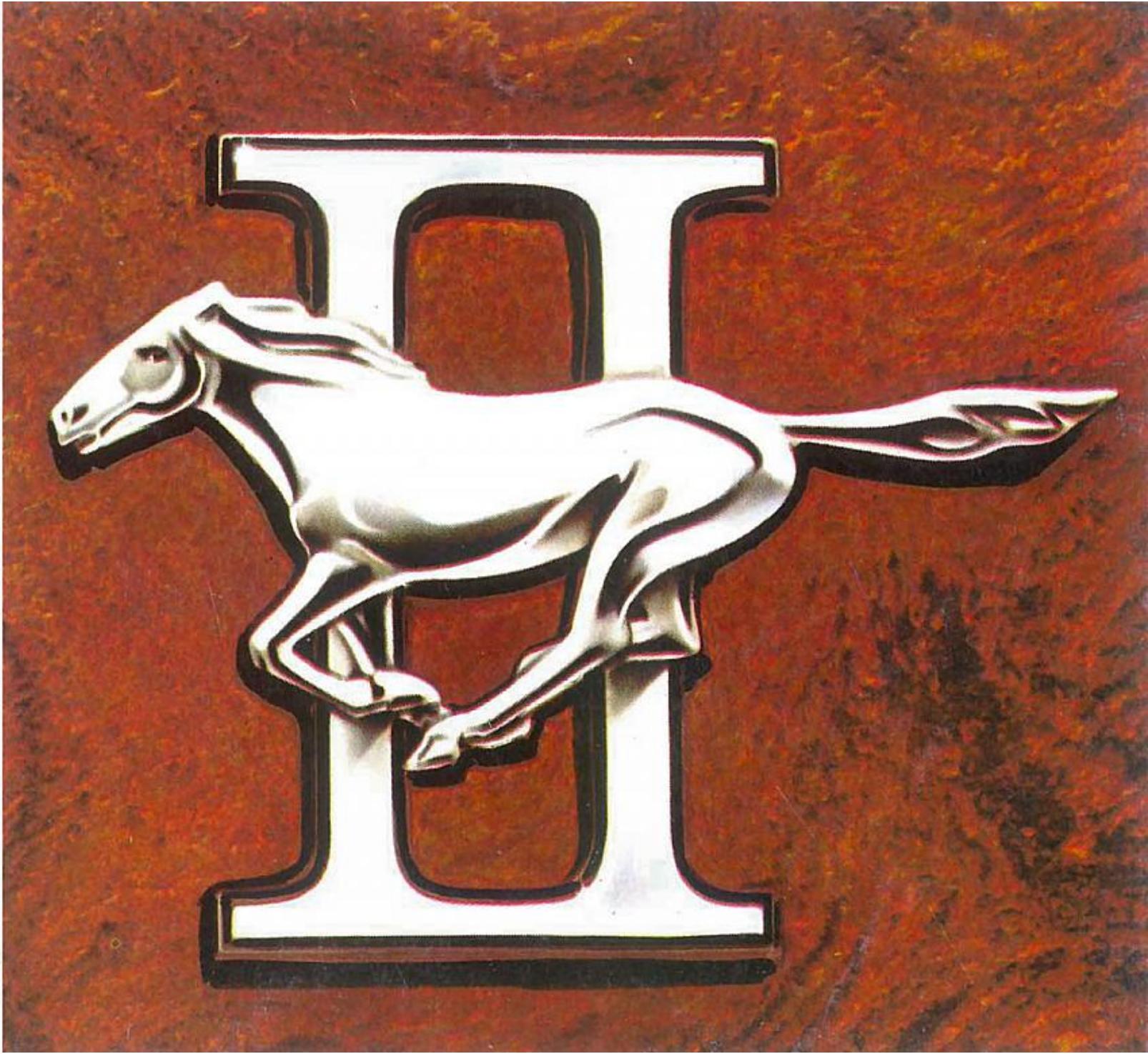


'74 Ford Mustang II

HARDTOP • GHIA • 2+2 • MACH 1



FORD MUSTANG II...introducing the right car at the right time.

Every once in a long while, the right new car comes along at exactly the right time. We think Mustang II is that kind of car today. It's more than 18 inches shorter than last year's Mustang, and takes on a level of quality unique in small cars today.

Take our top-of-the-line Ghia, shown below. It's a true small luxury car and comes with vinyl roof, matching bodyside moldings, spoke-style wheel covers, digital clock, rich interiors, and more.



Mustang II Ghia . . .
a new word for small car luxury.

Ford Mustang II Hardtop... the size you need, the luxury you want.



NOTE: See Notable Standard Features on page 8.
Other items illustrated are optional.

Today, more people are looking for economy, luxury and convenience in a small car. And the Mustang II Hardtop delivers. With thrifty 2.3 Liter overhead-cam engine, 4-speed floor-mounted manual transmission, and lots more.

But a small car need not be plain. So we've added a long list of luxury standard features including a soft all-vinyl interior, thick cut-pile carpeting, burled walnut tone accents, tachometer, to name a few.

Ford Mustang II 2+2

...the fun comes standard, too.



Check out our versatile 2+2. It's a 3-door with a big rear door that swings up . . . a rear seat that folds down . . . and space to carry overnight camping gear.

Mustang II is just plain fun to drive with responsive rack-and-pinion steering, a new isolated front sub-frame that separates you from front-end shocks, and dependable manual front disc brakes. And they're all standard on every Mustang II.

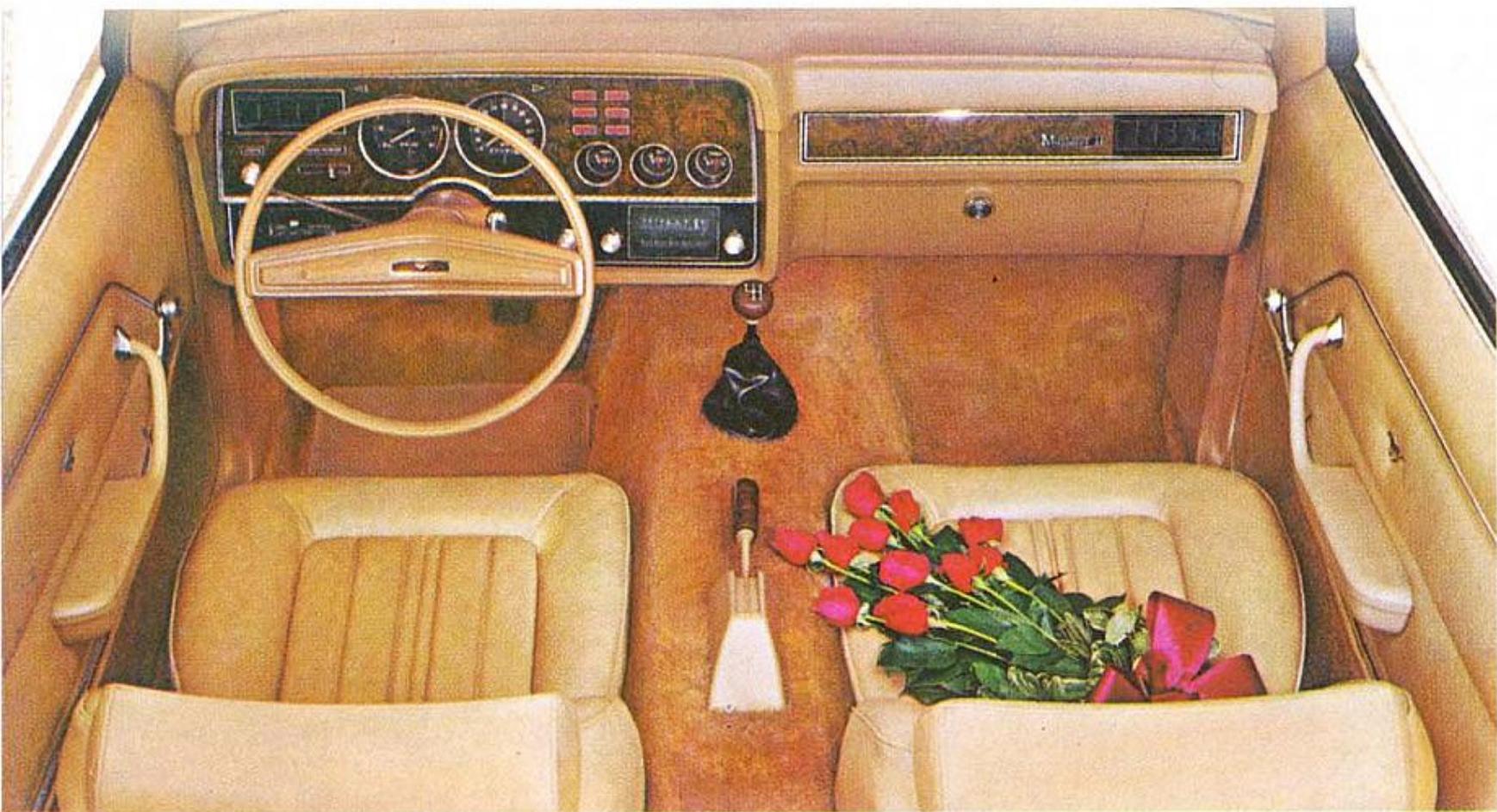
Ford Mustang II Mach 1...the fun way to go First Class.



From the sporty 3-door design to the styled steel wheels, the look is one of action. The feel is all action, too, with the big 2.8 Liter V-6 engine together with Mustang II's 4-speed manual gearbox, rack-and-pinion steering and manual front disc brakes.

Inside, you're seated in cushy low-back buckets amid cut-pile carpeting, soft vinyl interior with tachometer and separate gauges. And for extra fun, remember the fold-down rear seat.

NOTE: See Notable Standard Features on page 8. Other items illustrated are optional.



Illustrations and information presented were correct when approved for printing. Ford Division reserves the right to discontinue or change at any time, specifications or design without incurring obligations.

Some features shown or described are optional at extra cost. Most options are offered on all models. Some options are required in combination with other options. Availability of some models and features described may be subject to a slight delay. Always consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.

A new class of small car: First Class.

Nowhere is the first class label more justified than in the standard Mustang II interior. Contoured low-back all-vinyl seats are standard. In fact, you're virtually surrounded by soft, plush vinyl. And thick cut-pile carpeting runs wall to wall and part way up the door panels.

An unusually well-instrumented dash includes a 6000-rpm tachometer, separate fuel, ammeter and temperature gauges, and burled walnut tone accents throughout. All the luxury you want, and at a level of quality you never expected.

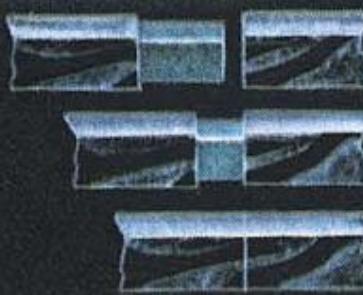
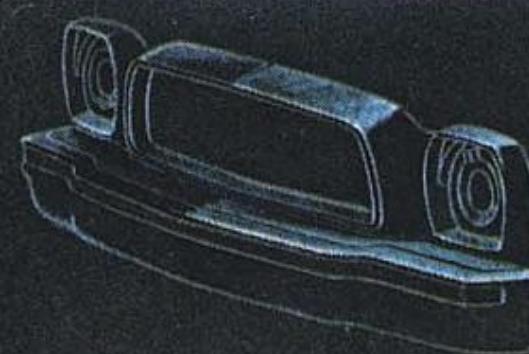
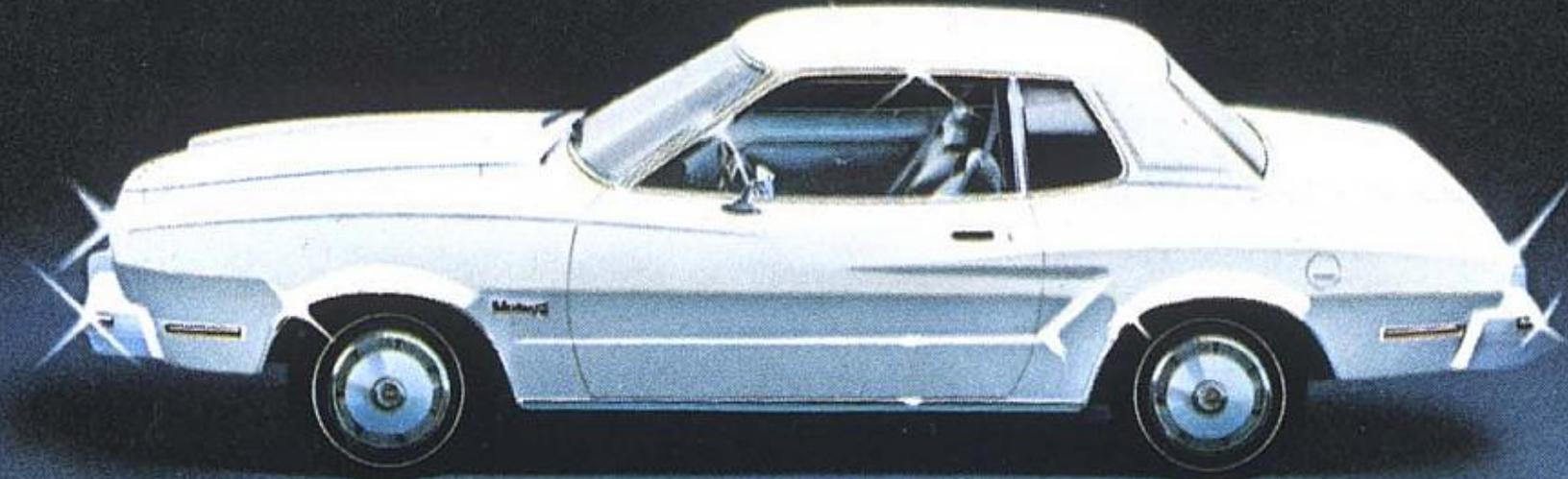
FORD MUSTANG II

FORD DIVISION



Ford Mustang II is one little jewel of a car...deep down where it counts.

Take a good close look. You'll be surprised at the close attention to detail. In the fit. In the finish. In the way it rides — smooth, solid, quiet. And in the way it handles — easy, quick, fun. It's really a whole new class of small cars. Smart. Spirited. Built and finished like a fine jewel.

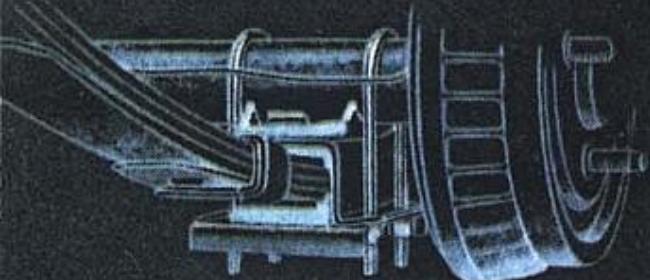


A Better Fit — This full front-end assembly is typical of Mustang II's close tolerances, and fine detailing.

Turn on a Dime—Rack-and-pinion steering comes standard. Helps make cornering and parking a breeze.

Talk About Detail—Mustang II's high-luster trim moldings have fewer joints. Use neat fitting butt joints.

Notable Standard Features - All Mustang II Models



Something New in Smoothness—The rear leaf springs are sandwiched between thick layers of rubber to give a smoother ride.



Vibration's Out—A new isolated front sub-frame uses thick rubber "biscuits" to help keep out vibration.

Functional: 2.3 Liter, 4-cylinder engine □ 2.8 Liter, V-6 (Mach 1) □ Full-sync 4-speed floor-mounted transmission □ Manual front disc brakes □ Isolated front sub-frame □ Tachometer, fuel, ammeter and temperature gauges □ 3-color taillights □ Impact Resistant Front and Rear Bumper Systems □ Front Outboard Retractable Lap/Shoulder Belts with Starter Interlock □ BSW tires (WSW steel-belted radial ply on Ghia, Raised White Letters on Mach 1).

Appearance & Comfort: Low-back vinyl bucket seats (super-soft vinyl or Westminster Cloth on Ghia) □ Color-keyed cut-pile carpeting □ Color-keyed urethane-coated bumpers □ Wheel covers (Hardtop), Spoke-style wheel covers (Ghia), Styled steel wheels (3-door models) plus trim rings on Mach 1.

Measurements:

Wheelbase	96.2"	Legroom (front)	41.8"
Overall length	175.0"	Shoulder room (front)	52.6"
Overall height	49.2"	Fuel capacity and grade..	13 gal., Reg.
Overall width	70.2"	Passenger capacity	4
Headroom (front)	37.6"	(See Mustang II catalog for complete details.)	

NOTE: See Notable Standard Features above. Other items illustrated are optional.

All 1974 cars must meet Federal Emission Standards before sale. See your dealer for details.

All 1974 Mustang II engines are designed to operate on regular gasoline with octane rating of at least 91 (Research Method) when the engine is adjusted to factory recommended specifications.