**1973 Ford Mustang   
Mach1 SportsRoof**

VIN#: 3F05Q206477

* Re-Built & Beefed Up 351 4V Cleveland
* Q Code 351-Cobra-Jet Motor
* 4 Bolt Main
* Flat Head Forged Pistons
* Comp Cam, Lifters, Push Rods, & Springs
* Crane Gold Race Roller Rockers 27-1.73 G-07 (1.73 Ratio, 7/16 Stud)
* Open Chamber Heads (2.19"/ 1.71" Valves) (stock 73’s are 2.04" Intake / 1.65" Exhaust)
* MSD Pro Billet Distributor 8350
* MSD Blaster 2 Coil 8202
* Weiand X-CELerator Intake Manifold 7517 (Single Plane, RPM Range 1500 – 7000)
* Quick Fuel Slayer 750 Carburetor (Vacuum Secondary’s, Electric Choke)
* Hooker Headers
* 3” Exhaust
* Flow Master Single Chamber Mufflers
* Beefed Up C6 Transmission
* TCI 3500 Converter
* 9” Rear (Traction-Lok Differential) with 3.25 Axle Ratio
* Weld ProStar Wheels (Rear 15x8) / (Front 15x6)
* Cooper Cobra Radial GT P275/60R15 Rear Tires
* Firestone Winterforce Front Tires
* ~~Cragar SS Wheels (Rear 15x8) / (Front 14x6) 5x4.5~~
* ~~Brand New Hoosier Quick Time Pro (28x11.50/15LT)~~
* ~~Brand New Master Craft Strategy Front Tires (175/70R14)~~
* Moroso Drag Springs
* Lakewood Shocks, 50/50 Rear, 90/10 Front
* Global West Sub-Frame Connectors
* Traction Bars
* Roll Cage
* 5 point racing harnesses (as well as brand new stock seat belts)
* Rear Spoiler
* Pioneer DEH-P6900UB AM FM CD (useless with car running, lol)
* All lights work
* All Gauges work except Gas Gauge (I have replacement sending unit)
* **3530 lbs**

Gunmetal Gray with Silver Metallic Flake “Satin Finish”

67,070 Miles

Autolite 25 spark plugs

According to Mustangs Monthly, 25,274 Coupes produced in 1973, 548 were Q Codes

Q code 351 Cobra Jet V8 code D2AE CA

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**05** = **Mach1  
Q** = QCode 351-Cobra-Jet Motor

**Note:** Beginning in 1973 and extending through the end of the 1974 model year, many 4V head castings were fitted with smaller valves (2.04" / 1.65") - the same as those used in the 351C-2V.  There's some debate as to whether Ford made this change across the board in 1973 or if some 1973 engines were built with full-size (2.19"/ 1.71") valves.  The 1973 & 1974 Q-code Version (351-Cobra-Jet) was essentially the same as the 1972 351CJ though with two important differences: \***Camshaft timing was retarded by four degrees  
\*Same Large 4V Port Heads but fitted with 2.04" Intake / 1.65" Exhaust**  
D0, D1, D2 = 2.04" Intake / 1.65" Exhaust

D3, D3ZE = 2.19"/ 1.71" , same as used in 351C-2V.

Hoosiers QT Pro 28x11.50/15LT

Master Craft Strategy 175/70R14

Original Mach1 Wheels (4) 14x7 BF 225/70R14

Louvers

I'd say you are safe with 17x8's, 245/45/17, 5" BS rear, 4-5" BS front.

If it helps im running 17x8's all around with 4.5 backspacing i think(im sure) with 245-45's up front and 275-50's out back i like em

The car runs great. It is fast and obscenely loud. It is set up for racing, but is a blast to cruise around town. It draws a lot of attention. You’ll love this mean machine.

The fuel gauge is not functioning; however it comes with new sending unit, which only needs to be installed.

The head liner has a small 4” section where the seam is coming loose. Easy repair.

The driver’s side door panel needs replaced. The passenger mirror is missing.

Very little rust. I photographed the only spots that I am aware of, which are on the rear bumper, almost completely hidden.

You are welcome to bring your mechanic. The car is in Satellite Beach, FL.

Call with any questions, 321-576-2717

John Paul