

1967 Mustang 390 GT Fastback

The 1967 Mustang 390 GT was a performance centered option for the 1967-1968 Mustang, and the 1967 model year Mustang was the first significant redesign of the original 1965-1966 model. Ford's designers began drawing up a larger version even as the original was achieving sales success, and while Lee Iacocca later complained about the Mustang's growth, he did oversee the redesign for 1967. This GT Equipment Group S-code Mustang fastback features a meticulously rebuilt original four-barrel 390 cubic inch engine with complete documentation and pictures during the rebuild, Ford 4-speed top loader transmission, Ford 4-speed T handle shifter and original floor console, grill-mounted fog lights, GT racing stripes down the lower sides of the body (rocker panels deleted in this group), an original GT pop-open gas cap, turn signals incorporated into the GT hood, and dual chrome exhaust tips that exited through the rear bumper lower valence. Mechanically this GT received a Handling Package including stiffer springs, uprated Koni performance shocks, wider tires on Ford styled steel wheels, a thicker front sway bar, and front disc brakes. The T code paint color is candy apple red, and this fastback has been professionally painted during the restoration process by Kenny Hawkins Automotive (Raleigh, NC) to a showroom finish.

The styling of the 1967 Mustang was similar to the original in its theme, but everything was larger. While the wheelbase remained the same at 108.0 inches, the V-8's front track increased from 56.0 inches to 58.1 inches, to allow the fitment of the FE Series (Ford Edsel) big block V-8. The overall width was up from 68.2 inches to 70.9 inches. This 1967 big block 390 cubic inch engine is rated at a conservative 325 horsepower, and 427 ft-lb of torque. The optional rear axle is a 3.25:1 gear ratio with limited slip traction.

The 1967 Deluxe Interior Décor Group discontinued the embossed running horse motif on the seatbacks (the source for the "pony interior" nickname) in favor of a new deluxe interior package, including Comfortweave™ deluxe seats front and rear, a deluxe woodgrain steering wheel, brushed aluminum dash, door and console trim, seat buttons, special door panels, and deluxe seat belts. The 1967 deluxe interior included stainless steel-trimmed seat back shells, similar to those in the Thunderbird. Also included within the floor console is the optional AM radio-8 track stereo. This 8 track has been professionally rebuilt, works perfectly, and includes many 8 Track tapes in retro cases common in the late 1960's era. The fastback model offered the option of a rear fold-down seat as in previous years, although the 2+2 nomenclature was eliminated for 1967. Gone was the Rally-Pac, and the new instrument cluster incorporates an optional tachometer and clock. The convenience group with seat belt reminder and parking brake not released is also included.

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