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1967 Ford Mustang Eleanor Restoration

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1967 Mustang “Eleanor” Tribute Build Guide

MODEL YEAR 1967

Building a *Gone in 60 Seconds*–style fastback the right way: base-car selection, the tribute body package, drivetrain options, and what separates a quality build from a cheap clone.

Key Specifications at a Glance

Base car	1967–68 Ford Mustang fastback (body code 63 in 1967)
Movie car	2000 film <i>Gone in 60 Seconds</i> ; built by Cinema Vehicle Services (11 cars)
Design	Sketches by Steve Stanford, refined by Chip Foose
Paint scheme	DuPont Pepper Gray Metallic with twin black center stripes
Film drivetrain	351W V8 with aluminum heads, roller cam, 5-speed manual
Hero-car sale	\$1,000,000 at Mecum Indianapolis, May 2013 (CVS car #9)
Key rule	There is no factory Eleanor — every Eleanor is a custom tribute build

Every specification in this guide was verified against published references before printing. This is a tribute/restomod build guide, not a factory restoration manual: Eleanor was a movie prop built from ordinary 1967 fastbacks, and no Eleanor part was ever factory equipment. Use correct jack stands, disconnect the battery before electrical work, and never get under a car supported only by a jack.

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How to use this guide. Chapters 1 and 2 give you the history that drives collector value. Chapter 3 explains exactly what makes this variant different from every other Mustang of its year. The technical chapters are written to be used at the car: decoding tags, checking castings, and planning the restoration in the right order. Keep a notebook with this guide and verify every number against the car in front of you.

1. Ford and the Mustang Era

The Eleanor story starts not in Hollywood but in Dearborn, Michigan, in the early 1960s. Ford Motor Company, founded in 1903, had spent the 1950s rebuilding its performance image after the flathead era, and by 1961 the company was run by men who believed racing and youth marketing were the same business. Lee Iacocca, then general manager of the Ford Division, pushed the idea of a small, stylish, affordable sporty car aimed at the postwar baby-boom generation. The result, the Ford Mustang, went on sale on April 17, 1964, and took roughly 22,000 orders on its first day. It was an instant cultural phenomenon and it permanently changed what an American car could be.

Ford's "Total Performance" program of the 1960s put the company on race tracks everywhere: NASCAR, drag strips, Indianapolis, Le Mans, and SCCA road racing. That racing investment is why a humble family coupe platform could spawn machines like the Shelby GT350 and GT500, the Boss 302, and the Boss 429. The Mustang was always two cars at once: a mass-market commuter for secretaries and salesmen, and a homologation platform for Ford's racing ambitions. Eleanor belongs to the second tradition, just not in the way most people assume. She was not a factory homologation car. She was a movie car — but she was built on top of one of the most important American cars ever made, and understanding that foundation is what separates a good tribute from a bad one.

By 1967 the Mustang was in its third model year and facing real competition for the first time: the Chevrolet Camaro and Pontiac Firebird had arrived for 1967. Ford responded with the first major Mustang redesign. The 1967 car was wider, longer, and heavier than the 1965–66 cars, with a larger engine bay designed from the start to accept a big-block V8. That decision — making room for the 390 — is one of the reasons the 1967–68 fastback is such a good tribute platform today: the chassis comfortably accepts everything from a mild 289 to a modern Coyote 5.0.

2. The 1967 Mustang and the Fastback

The 1967 Mustang kept the 108-inch wheelbase of the original but stretched about two inches in length and added roughly two and a half inches of width. The grille grew larger and more aggressive, the side sculpting became more pronounced, and the fastback roofline — introduced in 1965 — was refined into one of the most beautiful rooflines of the decade. Three body styles were offered: hardtop coupe, convertible, and the 2+2 fastback. Total 1967 Mustang production reached 472,121 cars, broken down as 356,271 hardtops, 44,808 convertibles, and 71,042 fastbacks. The fastback is the rarest of the three, and it is the only correct starting point for an Eleanor tribute.

Five engines were available in 1967. The base engine was the 200-cubic-inch inline six. The V8 ladder ran from the 289 two-barrel through the 289 four-barrel, the 271-horsepower 289 High Performance (K-code), and — new for 1967 — the 390-cubic-inch big-block (S-code), rated at 320 horsepower. The GT Equipment Group, which required a V8, added front disc