

FREE SAMPLE

The opening pages of

1967 Ford Mustang Restoration Guide

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Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

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RESTORATION ESSENTIALS

1967 Ford Mustang Restoration Guide

1967 Model Year — Hardtop • Fastback • Convertible

Factory-correct data for the hands-on restorer: VIN and warranty-plate decoding, engine and driveline specifications, paint and trim codes, production figures, casting numbers, torque values, and a step-by-step restoration sequence — all specific to the 1967 Mustang.

Key Specifications at a Glance

Total production	472,121
Body styles	Hardtop (65A/B/C), Fastback (63A/B/C), Convertible (76A/B/C)
Engine lineup	200 six; 289 V8 (200/225/271 hp); new 390 big block (320 hp)
K-code HiPo	Final year — verify with VIN, stampings, and castings
GTA	New for 1967 only — the GT with automatic transmission
Assembly plants	Dearborn, Michigan • Metuchen, New Jersey • San Jose, California

Restoration work involves fuel systems, high-voltage ignition, and several thousand pounds of steel overhead. Disconnect the battery before electrical work, support the car on rated jack stands (never a jack alone), and keep a fire extinguisher within reach when fuel or welding is involved.

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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 Motor Company: The Manufacturer Behind the Mustang

By 1967 Ford Motor Company was deep into the most successful product run in its history. Founded in 1903 by Henry Ford and Detroit investors, the company had invented the affordable automobile with the Model T (1908–1927), reinvented it with the Model A, and made the V8 a working man's engine with the 1932 flathead. After the war, the 1949 Ford, the 1955 Thunderbird, and the 1960 Falcon rebuilt Ford into a full-line giant — and the Mustang, launched April 17, 1964, turned the company's Total Performance marketing push into showroom reality.

The 1967 model year arrived at a hinge point for the American auto industry. Washington had passed the National Traffic and Motor Vehicle Safety Act in 1966, and the first federal motor vehicle safety standards were phasing in — changes you can see directly on the 1967 Mustang, from its dual-reservoir master cylinder to its revised interior controls. At the same time, the performance wars were escalating: Chevrolet's big-block Camaro had arrived for 1967, and Ford answered by giving the Mustang its first big-block V8. For the restorer, this context explains why the 1967 car is both familiar and fundamentally different underneath — it is the year the Mustang grew up to meet new rules and new rivals.

Ford's racing programs in 1967 were at full cry. The GT40 had just begun its Le Mans assault, NASCAR teams were running Ford's big-block stock cars, and drag strips across America were full of dealer-built and factory-supported Fords. That racing halo washed directly over the Mustang: the GT/GTA Equipment Group, the final-year K-code High Performance 289, and the new S-code 390 big block gave showroom buyers a genuine connection to the track.

Corporate Ford in 1967 was run by Henry Ford II with Lee Iacocca rising fast — the executive who had championed the Mustang and would soon run the company. The 1967 redesign — bigger body, big-block engine bay, new safety equipment — shows a company spending confidently: new stampings, new interiors, and the engineering to put a 390 where a 289 had been. A 1967 Mustang is a snapshot of Ford investing its Mustang profits back into the product.

2. The Mustang Model Line: 1964½ to 1967

The Mustang's first two model years were a phenomenon: 559,451 cars for 1965 and 607,568 for 1966 — the latter still the highest single-year Mustang total ever. But by late 1966 the original body was three years old, the Camaro and Firebird were coming, and Ford knew the pony car needed room to grow — literally. The answer was the 1967 redesign: a longer, wider, taller Mustang with a bigger engine bay that could swallow a big-block V8.

The 1967 Mustang kept the long-hood/short-deck formula and the three body styles — hardtop, fastback, and convertible — but nearly every panel was new. The grille, side sculpting, and concave rear deck with its tri-bar taillamps gave the car a more muscular