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"Celebrate America's premier performance car! From the original Shelby Mustang GT350 to today's 700-plus horsepower GT500, Carroll Shelby and Ford Motor Co. have defined

high-performance with their Shelby Mustangs. Shelby built his Mustangs from 1965 until 1970, at a time when it seemed that the muscle car was a dying breed. Then an odd thing happened-- people began to realize the classic nature of the car almost as soon as Shelby stopped building them and prices began to climb. By the end of the decade, the Shelby Mustang had

become one of the first muscle cars to attain classic status, along with the price hike that went along with that recognition. Prices continued to rise into the next century; a 1967 Shelby Mustang GT500 fetched \$451,000 at auction in 2006, at which time production of new Shelby Mustangs began for the first time in 36 years. Since then prices have cooled a bit, but not nearly as much as they

have for other muscle cars; Shelby Mustangs still occupy the top slot at most auctions and Shelby continues to build the popular modern versions of the Mustang today. [This book] tells the story of these amazing cars, from the initial collaboration with Ford to today's record-setting high-tech muscle cars." -Publisher description.
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This book chronicles the reconstruction

of a 1967 Mustang Coupe. The Coupe started as a plain, low value coupe. Time, gravity, weather, and use eventually caught up with the Coupe and it needed a serious make-over. The Coupe was converted from its existing 289 cubic inch, carbureted motor to a 5.0 fuel injected engine. At the same time, it was converted from an automatic to manual transmission (T-5) with overdrive. The

reconstruction took 7 years (working on a part-time basis).

Information is provided for reference only.

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Jones & Bartlett Learning The first-generation Mustang is an enduring classic but it was built using 50-year-old technology.

These cars use antiquated equipment that includes drum brakes, breaker points ignition systems, and 14-inch steel wheels. The OEM running gear is obsolete by today's standards but all of these Mustangs can turn into high-performance street machines that can compete with late-model Mustangs. While certain special-build and high-performance models should be preserved,

many common V-8 Mustangs can be transformed into high-performance cars that rival the new cars of today. The Mustang can be upgraded and modified into a true driving machine by installing aftermarket suspension, steering, and driveline technology. Mustang expert and former Ford engineer Frank Bohanan explains how to perform simple and important

bolt-on upgrades that radically increase performance. He explains the rationale and process of installing a crate engine, big high-performance brake kits, coil-over shocks, tubular A-arms, multi-link rear suspension, and many other projects that increase performance by leaps and bounds. From mild to wild, you are shown how to upgrade each component group in the car by stages

according to budget and difficulty. These components include engine, transmission, rear differential, front suspension, rear suspension, steering, chassis, electrics, interior, tires, wheels, and more. By completing these procedures and product installs, you can complete an improved street car, a high-performance street car, or a street/track-

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Popular Mechanics This fully illustrated, highly detailed restoration guide illustrates how

to make your Mustang as original as it can be. Popular Mechanics Popular Mechanics inspires, instructs and influences readers to help them master the modern world. Whether it's practical DIY home-improvement tips, gadgets and digital technology, information on the newest cars or the latest breakthroughs in science -- PM is the ultimate guide to our high-tech lifestyle.

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