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were done by 1970, Ford dusted off its Shelby relationship in 2006 and has been producing high-

same formula that had made his Cobra sports cars such devastating performers both on and off the

lacked. Beginning with a 1965 "K-Code" 289-cubic-inch-powered Mustang fastback, Shelby applied the

successful new Mustang, they approached Carroll Shelby to give it the performance image it so sorely

track: more horsepower, less weight, balanced handling. The GT350 quickly established itself as a

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addition to this, each engine's strong points and areas of concern are described in detail. Written with

each engine, along with tips for identifying both design differences and casting number(s) are shown. In

specific engines are shared. With the influx of aftermarket parts, especially excellent cylinder heads, the

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How to Rebuild & Modify
University of Chicago Press

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 The OEM running gear is obsolete by today's standards but all of these Mustangs can turn into high-performance street machines that can compete with late-model Mustangs.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-day car. No other book provides the same level of information and instruction for transforming the first-generation Mustang into a car that performs with the best on the road today.