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the dealership
mechanics to guide
them through repairs

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Ford Mustang
1967
section, this guide will show you how to restore your 1965-70 Mustang to like-new condition.

Packed with dozens of identification charts and more than 450 photos and drawings. the guide covers year-by-year equipment changes and disassembly and assembly. A Mustang suppliers list is a bonus.

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Project Mustang is a complete guide to restoring America's favorite muscle car, written by auto-restoration guru Larry Lyles, a regular contributor to Auto Restorer magazine. In this detailed 23-chapter volume, Lyles walks the car owner from the in-depth inspection of the vehicle and the

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beginning of the
teardown to re-covering
the seats and replacing
the frame rail;and every
step in between. The car
restored for the project
in the book is a 1968
California Special
Mustang. The chapter
titles themselves speak
for what a
straightforward DIY
manual Lyles has
written, as he details the

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step-by-step procedure
of bringing a very cool
rod back to life.

Beginning the teardown,
exterior and interior;
repairing the sheet
metal, door, and deck
up; removing the major
parts (driveshaft,
engine, transmission,
front suspension,
steering system, etc.);
removing old point and
replacing rust floors; no-

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weld rust repair;
perfecting the metal;
working with plastic
body filler; priming and
sanding; refinishing the
components and
underside, the door,
interior, trunk, and
body; wiring the car and
installing the doors;
applying the coatings,
rebuilding the
suspension, and
installing the brake

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lines; installing the vinyl top cover, the headliner, and the glass; rebuilding and installing the engine; installing the front sheet metal, emblems, bumpers, stripes, carpet, and console; re-covering the seats; and replacing the frame rails. Each step in every chapter is photographed as the author progresses along,

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Ford Mustang
1967

with captions to spell out exactly what has to happen. The book offers helpful advice about choice of tools and tips to make even beginners feel confident about tackling the many steps involved. With nearly forty years experience in repairing, rebuilding, and restoring classic cars (and lots of non-classic ones!), Lyles

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emphasizes the reader's need to organize his or her project by determining the course of the project, researching suppliers, making lists of parts and their conditions, creating spreadsheets of estimated and actual costs, and photographing each component as a reference for later in

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case the restoration goes off track. Each chapter ends with a "notes" page for the reader to record his or her progress, making this manual a practical workbook as well. When the reader gets to the final pages of the book and reads the sections "Start the Engine" and "Test Drive the Car," there will be a true sense of

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Ford Mustang
accomplishment. An appendix of part suppliers and an index complete the book.

Every Haynes manual is based on a complete teardown and rebuild, contains hundreds of "hands-on" photos tied to step-by-step instructions, and is thorough enough to help anyone from a do-it-

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your-selfer to a professional.

Since 1991, the popular and highly modifiable Ford 4.6-liter has become a modern-day V-8 phenomenon, powering everything from Ford Mustangs to hand-built hot rods and the 5.4-liter has powered trucks, SUVs, the Shelby GT500, and

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more. The wildly popular 4.6-liter has created an industry unto itself with a huge supply of aftermarket high-performance parts, machine services, and accessories. Its design delivers exceptional potential, flexibility, and reliability. The 4.6-liter can be built to produce 300 hp up to 2,000 hp, and in turn, it has

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1967
Ford Mustang
become a favorite
among rebuilders,
racers, and high-
performance
enthusiasts.

4.6-/5.4-Liter Ford
Engines: How to
Rebuild expertly guides
you through each step of
rebuilding a 4.6-liter as
well as a 5.4-liter
engine, providing
essential information
and insightful detail.

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This volume delivers the complete nuts-and-bolts rebuild story, so the enthusiast can professionally rebuild an engine at home and achieve the desired performance goals. In addition, it contains a retrospective of the engine family, essential identification information, and component differences

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between engines made at Romeo and Windsor factories for identifying your engine and selecting the right parts. It also covers how to properly plan a 4.6-/5.4-liter build-up and choose the best equipment for your engine's particular application. As with all Workbench Series books, this book is

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1967
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packed with detailed photos and comprehensive captions, where you are guided step by step through the disassembly, machine work, assembly, start-up, break-in, and tuning procedures for all iterations of the 4.6-/5.4-liter engines, including 2-valve and 3-valve SOHC and the 4-valve DOHC versions.

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It also includes an easy-to-reference spec chart and suppliers guide so you find the right equipment for your particular build up.

Haynes disassembles every subject vehicle and documents every step with thorough instructions and clear photos. Haynes repair manuals are used by the

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pros, but written for the
do-it-yourselfer.

Provides detailed
instructions for the
examination,
disassembly,
maintenance, repair,
reassembly, and
installation of small-
block Ford eight
cylinder engines

The Complete Book of
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Ford Mustang, 4th Edition details the development, technical specifications, and history of America's original pony car, now updated to cover cars through the 2021 model year.

The Ford 8.8- and 9-inch rear differentials are two of the most popular and best-

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performing differentials on the market. While the 8.8-inch differential is commonly used in late-model Mustangs, the 9-inch is the more popular and arguably the most dominant high-performance differential for muscle cars, hot rods, custom vehicles, and race cars. Built from 1957 to 1986, the 9-inch Ford differential is used

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in a huge range of high-performance Ford and non-Ford vehicles because of its rugged construction, easy-to-set-up design, and large aftermarket support. The 9-inch differential effectively transmits power to the ground for many classic Fords and hot rods of all types, but it is the choice of many GM muscle car owners

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and racers as well.

These differentials have been used extensively and proven their mettle in racing and high-performance

applications. The Ford 8.8- and 9-inch must be rebuilt after extensive use and need a variety of different ratios for top performance and special applications.

This Workbench book

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1987
Ford Mustang
provides detailed step-by-step photos and information for rebuilding the differentials with the best equipment, installing the gear sets, and converting to Posi-Traction for a variety of applications. It describes how to disassemble the rear end, identify worn ring and pinion gears, other damage or wear,

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and shows step-by-step rebuilding of the differential. It also explains how to select the right differential hardware, bearings, seals, and other parts, as well as how to set ring and pinion backlash so that the rear end operates at peak efficiency. Aftermarket 9-inch performance differentials from

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manufacturers including
Currie, Moser and
Strange are reviewed
and you learn how to
rebuild and set up these
high-performance
aftermarket
differentials. In
addition, this book
provides a
comprehensive
identification chart to
ensure readers properly
identify the model and

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Specifics of the 9-inch differential. Chapters include axle identification, inspection, and purchasing axles for rebuilding; differential tear down; ring and pinion gear removal; inspection and reassembly; drive axle choices; and more.

This is a compilation of
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more than 50 restoration
and maintenance
1967
projects for Mustangs
built from 1964 through
1973, the most popular
collectible Mustangs.
Includes how-to projects
on engine and
drivetrain, electrical,
body-work, interior,
chassis and suspension.

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