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# **2005 Ford Mustang**

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### **2005 Ford Mustang - Front**

Bill Ford, Jr. proudly introduces the 2005 Ford Mustang. | September 15, 2009 | Source Unknown

Auto Show Article

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## **2005 Ford Mustang**

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**What Is It?**

## 2005 Ford Mustang

### **What's Special About It?**

After years of making the best of an antiquated chassis, the Mustang finally gets all-new hardware underneath for 2005 along with a sleek retro shape and a throwback interior to match. It's rear-wheel drive, of course, and there's still a solid rear axle putting the power to the ground, but virtually every other suspension component has been reengineered to give this Mustang the feel of a sports car without sacrificing its straight-line performance.

There's still a 4.6-liter V8 under the hood of the GT model, but it's all-aluminum and uses three valves-per-cylinder heads to deliver 300 horsepower and 315 pound-feet of torque. The base 4.0-liter V6 uses a new single-overhead cam design that develops 202 hp and 235 lb-ft of torque. New additions to the drivetrain package include a five-speed automatic transmission, electronic throttle control, hydraulic engine mounts and a two-piece driveshaft for smoother power delivery.

Climb inside and you may experience a bout of déjà vu as the '05 Mustang shares numerous design cues with its distant predecessors. An aluminum-trimmed three-spoke steering wheel and chrome air vents give it a distinct retro look and feel. Those who really want to pile on the '60s charm can order the optional interior accent package that drapes everything from the seats to the door panels in bright red leather. As old school as the cabin may look, there are still enough modern amenities to remind you that it's a 21st century pony car. The top-of-the-line audio system boasts MP3 capability and 1,000 watts of total power, while the gauge cluster allows drivers to customize its background color with the flip of a switch.

### **What's Edmunds' Take?**

It would be nice to see the Mustang move in a more original design direction, but it's hard to complain about a car that looks this good. The added suspension refinement should prove to be a welcome change, but without the bulky Camaro to kick around anymore, the Mustang is going to need all the help it can get to stay ahead of new rivals. — *Ed Hellwig*

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