

2005 Mustang Convertible



"We weren't just redesigning a car, we were adding another chapter to an epic. The new Mustang's modern design speaks to its technical advancement - without losing the classic Mustang image. We compromised coupe-derived convertibles in the past. That mandate has been realized handsomely.

structure with less added weight, the 2005 Mustang Convertible All of this comes in a more solid, quieter package that gives a nod to formal roof-up profile.

The folded convertible top stack has been the bane of designers and engineers since the origination of the cloth top. It's as much a challenge to find a pleasing solution for how the top looks fully retracted as how it looks when the roof's up and in place. Separate snap-on boots or soft tonneau covers have long been used to address this situation, but Ford engineers looked to the stack itself for a solution customers are going to love: the 2005 Mustang convertible's all-new "floating" five-bow power top with z-fold construction provides a more finished, tidy, top-down appearance.

Another issue for convertible owners is wind noise and buffeting when the top is down. Again, rather than looking at added-on airfoils or deflectors, the solution was engineered in. The windshield header panel is raked slightly backward to assist in airflow management. The end result is less buffeting in the interior - meaning customers receive a quieter, more comfortable ride with the top down.

INTENTIONALLY BOLD, UNIQUELY HONEST, PURELY AMERICAN

Convertible cruising is often considered more genteel than spirited driving in a coupe, because, when manufacturers re-engineer a hardtop into a ragtop, too often some of the car's road personality is lost in the translation. The 2005 Mustang convertible loses none of the Mustang character in soft-top form. The timeless design cues and fun-to-drive dynamics that have made the 2005 Mustang coupe an instant success story are not diminished in the 2005 Mustang convertible. Both Mustang coupe and convertible share close-cropped greenhouses and strong aggressive shoulders, lending them a powerful stance.



A more aggressive face is a prominent design feature of the 2005 Mustang convertible. Both V-6 and GT models feature the classic galloping pony Mustang logo up front.

is available in V-6 as well as V-8-powered GT models. Up front, the V-8 Mustang fog lamps in the grille directly in line with the headlamps. The lower fascia is upright, a swept-back lower fascia that incorporates horizontal vents. Both grilles feature the books planted, low and aggressive, thanks to its body-color lower rocker extension. Diff fascia panels are driven by performance considerations. The GT features semi-circular cut the car's large tail pipe tips.

Both the V-6 and GT boast tri-bar taillamps and a circular chrome Mustang badge centered in the rear face of the decklid. Edges

of the large badge are knurled with generous, square-shouldered cutouts, adding to the car's powerful, machined-billet image. On V-6 models, the Mustang pony logo is centered on a black field; GT versions get a specific GT badge.

A NOD TO THE PAST – LOOKING TOWARD THE FUTURE

There is no mistaking the new Mustang convertible as the latest evolution of the nameplate's long line of intentionally bold, uniquely honest, purely American sports cars. Its signature long hood and short rear deck play on 40 years of history, as does its classic "notchback" roof design – cues that have helped define Mustangs since the 1960s.

"The new Mustang is pure American muscle," says Mays. "But rest assured, we're not insisting on history at the expense of our future."



"This is a premium interior in an attainable car. The functional, contemporary look of this interior and its precise execution set a new standard."

– Larry Erickson, Mustang Chief Designer

The new Ford Mustang convertible makes a design statement inside and out, but occupant comfort makes a resounding statement all its own.

A SOLID FOUNDATION

Cowl shake, rattles and quivers are enemies of convertible models based on coupe platforms. It is the harsh reality of taking a car and removing the roof structure. Engineers spend time and money adding reinforcements to increase structural integrity, but rarely does this eliminate the wiggles inherent to a coupe that loses its roof. The 2005 Mustang convertible, on the other hand, left the drawing board as a convertible engineered to convey true solidity with the top down.

Engineers developed the Mustang convertible with an eye toward torsional rigidity, weight savings and cost containment. They succeeded with a convertible that has more than twice the rigidity as its predecessor, and they did it using fewer added structural pieces. This stiffer platform offers a convertible with far fewer squeaks and rattles and the quietest Mustang drop top ever.



"The four-seat, 2005 Mustang convertible features more interior room for all passengers and a wide rear glass backlite for improved rearward visibility."

...e, does more than provide a classic Mustang look while keeping the elements out of the ...h defroster, full quarter windows and a trim C-pillar for improved rearward visibility.

...r overall size of the new Mustang, all four occupants enjoy more room. The 2005 ...n and nearly two inches more shoulder room than the previous Mustang. Rear ...e benefit from the formal roofline with an additional 1.3 inches of headroom over the

2005 coupe.

MAKE FRIENDS WITH THE WIND

The 2005 Mustang convertible employs unique A-pillars that allow a flatter slope to the windshield header. While smartly using the same glass as the coupe, the header rake angle effectively re-channels air to better bypass occupants, making normal conversation possible even with the top down at highway speeds. The rear seatback is also optimized to better manage the flow of air. The end result is less buffeting and a more comfortable ride without the need for additional wind blocker devices.

AUTHENTICITY AND ATTENTION TO DETAIL

Mustang looks every bit as good from behind the wheel, with a passenger compartment few would expect from a muscle car.



Genie's thanks to asymmetric instrument panel with square "eyebrows" convertible: bucket seats provide superb support and include optional leather seating surfaces.

The interior is finished in charcoal with red leather seating surfaces, red door inserts and red floor mats – is as acclaimed concept vehicle that inspired it. The cabin is accented with genuine aluminum hardware for the look and feel of technical precision.

The center stack is clean and uncluttered for easy use of the radio, climate control and other switchgear. The short-throw, five-speed manual shifter is topped with a substantial knob to deliver a solid feel. The automatic shifter is beefy, with a classic T-handle top.

The base Mustang convertible features supportive, cloth bucket seats that are comfortable on even the longest drives. Options include leather seating surfaces, six-way power seat adjustment and a tilt steering wheel.

A DASH OF PERSONALIZATION

The centerpieces of the cockpit are the large, circular, chrome-ringed speedometer and tachometer with radial numeric markers in classic Mustang style. The barrel-like gauges are located on either side of a panel that offers vital information on fuel level, battery voltage, coolant temperature and oil pressure. But Mustang's instrumentation has a unique advantage: it can be customized at the push of a button.



Classic steering wheel design and large, circular, chrome-ringed speedometer and tachometer set the 2005 Mustang convertible apart.

Instrument panel offers the ultimate in personalization. Mustang owners can mix and match backgrounds to suit their personality, mood, outfit or whim. The system consists of light projected through "light pipe" fittings on the sides of the speedometer, tachometer and

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The fit and finish of the Mustang convertible's interior was refined with the use of computer-aided engineering. Every interior component was constructed digitally in three dimensions to ensure precise, uniform tolerances along critical shut lines. The result is a precise-looking finish and an interior that's easier to assemble, with reduced potential for noise, vibration and harshness. The extensive use of sound insulation in key areas and sound damping under the floor also contribute to a quiet environment.