

MUSTANG FEATURES

Body Features (Cont'd)

RUST PREVENTION

Mustang bodies are given maximum protection to retard rusting. The venting of interior body areas helps to prevent the entrapment of moisture.

Vital underbody parts have been specially processed for resistance to mud, water and road salt with a sprayed on asphalt base sound deadener. Interior surfaces of the door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels, lower body panels, and front and rear side rails use a zinclad steel and rocker panels have one-way drain valves to help prevent moisture accumulation. Exterior trim moldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers.

SIX STEP PAINT PROCESS

Mustang's super diamond lustre paint finish is achieved through a six step process. Before the triple coats of enamel are applied, the body receives all over rust protection and two coats of tough epoxy primer. Each primer application is followed by wet-sanding.

The 3-coat acrylic super enamel is baked-on to form a protective cover over the body sheetmetal while providing the deep-luster beauty of baked-enamel finish.

Phosphate Coating
First Epoxy Primer
Second Epoxy Primer
First Finish Coat
Second Finish Coat
Final Finish Coat

BODY INSULATION

All Mustangs use specially-selected and engineered material to surround the passenger compartment and form a barrier against external noise and temperature extremes.

- (1) Mastic adhesive is spotted between the inner and outer panels of the hood.
- (2) Inner housings of the front fenders, including fender aprons, are sprayed with sound deadener coating.
- (3) The dash panel has a one inch thick molded textile-fiber pad between passengers and engine with heavy plastic (vinyl) coating.
- (4) One-half-inch thick fiber pads are included at cowl sides.

- (5) Toeboard to back of front seat has a combination one pound mastic and 28 gram fiber pad, plus thick jute pad bonded to the carpet.
- (6) The rear floor area has the same material as the front floor area.
- (7) Sound deadener is applied to the inner surface of door outer panels.
- (8) The rear seat area has one pound mastic and one-half-inch fiberglass pad from front of seat to back of axle kickup. Hardtop has seat back covered with one-half-inch thick textile-fiber padding.
- (9) Hardtop SportsRoof has one-quarter-inch waffle felt padding under full width of package tray covering.
- (10) One-half-inch thick fiber pad blanket insulates the entire roof panel, front to rear. Hardtop rear pillars have a quarter-inch fiber pad.
- (11) Mastic adhesive is spotted between the inner and outer panels of the deck lid.
- (12) Rear wheelhousing splash areas are sprayed with sound deadener.
- (13) The luggage compartment in the SportsRoof and Convertible have one pound mastic over the gas tank. The floor area is covered with a textile mat. Hardtop and SportsRoof have one pound mastic over the rear axle.
- (14) The Hardtop has a one-half-inch fiber pad cemented to the quarter trim panel.

GRANDÉ/MACH I INSULATION PACKAGE

The Grandé and Mach I model options include 55 pounds of additional sound insulation and deadener.

BODY SEALING MATERIAL

Joint sealers and special anti-squeak and sealing devices are used in the 1969 Mustang to assure a comfortable, quiet ride.

Special plastic sealing material is applied to exposed spot-welded body panel seams and joints. Vinyl plastic sealer is used at the drip rails and rear deck trough. Windshields are sealed with Ford's special butyl tape and a special non-drying plastic compound seals the rear windows. Special pads, grommets, seals and plug buttons guard against water, dust and drafts. Heat-curing sealer is applied to all other panel seams and joints.

