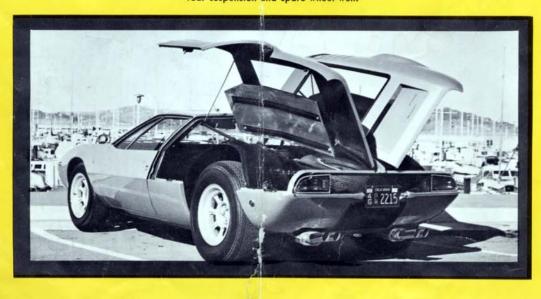






The lines of the Mangusta are easily identified from any viewpoint.

Rear section opens up for easy access to the engine, gearbox units, rear suspension and spare wheel well.





Mangusta

A distinctive car for dynamic people — for the motorist who has yearned for that something special in an automobile we are proud to offer DeTomaso Mangusta.

From Modena, Italy, the auto fashion center of the world where performance and master coachwork have become a standard for motoring quality, the designing genius and custom manufacturing techniques of Ghia and DeTomaso have combined to present the ultimate in sports car luxury.

The freshness in design of the Mangusta marks it as the first daring sports car to come to the American market in more than a decade. Low and slim in appearance, Mangusta is a sports car that tells all who see it that it is quick and capable. Under the hood is a Ford 302 cubic inch engine delivering 230 horespower at 4500 revolutions per minute.

The Ford engine assures you, the owner, of years of dependable driving and easy parts replacement should the unexpected occur.

From the tiniest latch up front to the stylish gull wing rear luggage compartment, Mangusta has been designed for a selective sports car market. A richly decorated interior with contour seats, a sweeping selection of new bold, brave colors never before seen on automobiles and engineering refinements that include double circuit disc brakes in front and rear — place Mangusta in a sports car class of its awn.

Once you've experienced the smcothness and power of Mangusta; once you've experienced the excitement of sliding through five synchromesh gears or pacing this nimble thoroughbred around the tightest of turns with ease and sureness, you will decide this is your year to step out from just driving to the exhilaration of owning a sports car that pales other cars of nearly twice the price.

Find out about Mangusta today . . . truly a distinctive car for dynamic people.



Richly decorated interior; ZF gearbox; electric windows; airline-type instruments; adjustable bucket seats and air conditioning.





ENGINE 8-cylinders V 90°. Crankshaft on 5 main bearings. Overhead valves. Bore 4.00 in. Stroke 3.00 in. Total displacement: 302 cu. in. (4990 cc.). Compression ratio 9.85:1. Max horsepower 230 HP (DIN) at 4500 rp.m. One four throat carburetor. Watercooled. Electric fan.

TRANSMISSION Hydraulically controlled dry single plate clutch. ZF five-speed synchromesh gearbox. Transmission ratios: 1/2.42 - II/1.47 - III/1.091 - IV/0.958 - V/0.846 - Rev./3.75. Final drive gearing 4.22:1 Trans axle.

CHASSIS Backbone frame. Front deformable quadrilateral suspension, telescopic oleo-pneumatic shock absorbers. Rear suspension with two swinging arms and reactions rods, telescopic oleo-pneumatic shock absorbers. Rack-and-pinion steering. Double circuit disc brakes front and rear: Ø front 11.49 in. (292 mm.), Ø rear 11.02 in. (280 mm.). Gas tank: 19.8 U.S. gals. (90 ltrs.). Magnesium wheels: Ø front 15", Ø rear 15". Tires: Dunlop SP front 185 HR 15, rear 225 HR 15.

ELECTRICAL EQUIPMENT Battery: 12 V, 48 Ah. Alternator: 15 V, 55 Ah.

BODY 2-door, 2-seater sports Coupe. Electrical control window glasses. Adjustable bucket seats. Complete instrument panel. Gearshift lever on tunnel. Padded dash and sunvisors. Air conditioning.

DIMENSIONS AND WEIGHTS Wheelbase 98.42 in. (2500 mm.). Track: front 54.92 in. (1395 mm.), rear 57.08 in. (1450 mm.). Length 168.30 in. (4275 mm.). Width 72.04 in. (1830 mm.). Height 43.30 in. (1100 mm.). Overhang: front 36.02 in. (915 mm.), rear 33.85 in. (860 mm.). Curb weight 2612.45 lbs. (1185 kgs.). Distribution of load on the axles: front 44%, rear 56%.

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