

# 1969-1970 Mustang, Cougar, and Shelby Guide to Original Antennas

M A R C U S   A N G H E L

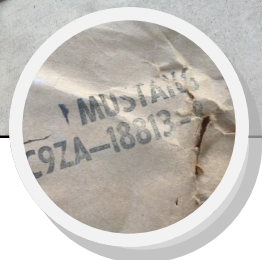
All 1969 and 1970 Mustangs, that were ordered with a radio, had an antenna mounted on the car. The purpose of the antenna is to pick up transmitted radio frequencies and supply it to the tuner (radio). Without the antenna, the radio would not be able to pick up any reception of AM or FM radio stations. Unlike today, it was common for vehicles in the 1960's and 1970's to have an antenna mast mounted, and very visible, on the vehicle. Today this is no longer needed as the antennas are integrated in the vehicle plus the increased popularity of satellite radio and other media sources. During this period the major supplier to Ford was Ward Antennas.

The antennas themselves were actually shipped with the vehicle and placed in the trunk of the car and not installed until it reached the dealership for prep. This was mainly done to prevent damage during transport from the factory to the dealership. The standard location of the Mustang and Cougar antenna would be mounted on the passenger side front fender (as the installation instructions show), however there have been cases where the antenna could have been requested by the customer to be mounted on the rear of the car - however this would be unusual and not be considered correct unless properly documented.

The part number for the Mustang antenna kit was a C9ZZ-18813-B. The Mustang antenna kits sold from the dealership as replacements would include the antenna mast and cable assembly, stainless cap, gasket, screws, template drawing and mounting instructions.

The guide here will show how to identify an original and correct antenna.

## Assembly line packaging, placed in trunk



## Service replacement packaging, sold over the counter



**Original Antenna Details:**

The original Mustang antennas had a round mast and a teardrop base as shown in the pictures below. Ford did have a similar antenna with a teardrop mast and base but this would not be considered correct. Because Ford serviced both styles during the same time, and the antennas were installed at the dealership, sometimes the wrong antenna was installed on a car. Note differences below:



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Click to enlarge



FoMoCo cast into the base of the Mustang antenna.



Original markings on the antenna leads

**Original Caps:**

The antenna caps themselves were designed to be mounted in one direction and were stamped on the underside so they were not installed backwards:



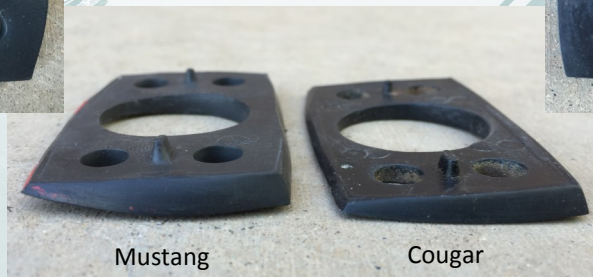
**Original Gaskets—Mustang vs. Cougar** The Mustang had a C9ZA-18898-A engineering number moulded in the gasket and the Cougar was a C9WA-18898-B engineering number moulded in the gasket. This was because of the slight difference in the shape of the fender and antenna.



Mustang



Cougar



Mustang

Cougar



Mustang antenna and gasket installed



Cougar antenna and gasket installed

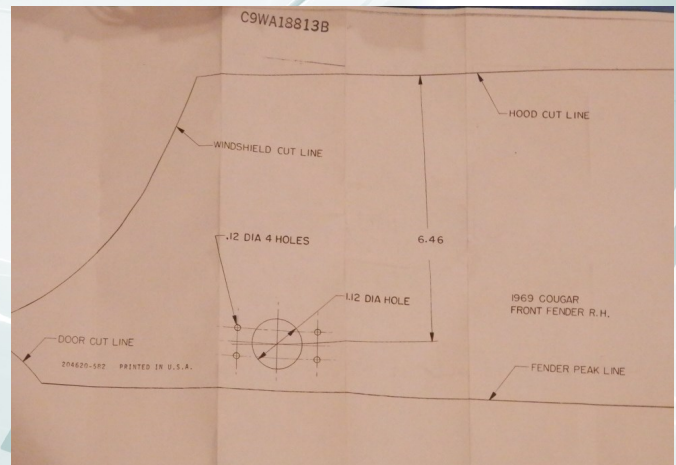
**Mustang vs Cougar original antennas:** The original antennas used on the Mustangs and Cougars are actually different because of the angle of the base to the mounting surface is different. Easier to identify when compared side by side.



Original Cougar antenna



Original Cougar radio kit with antenna

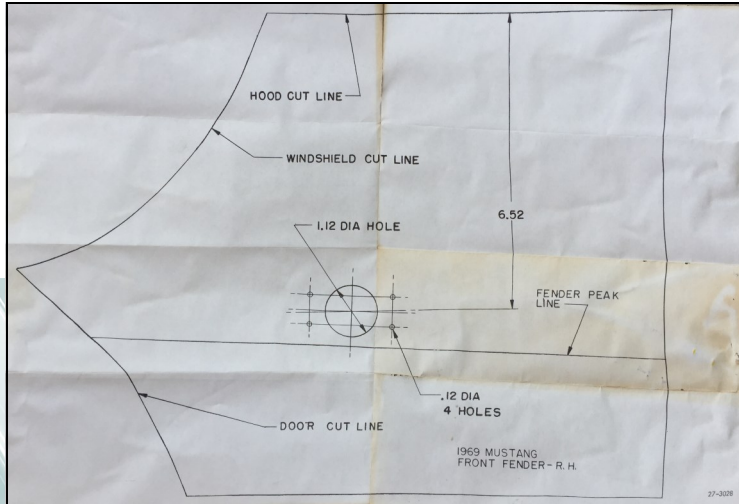


Original Cougar antenna mounting template

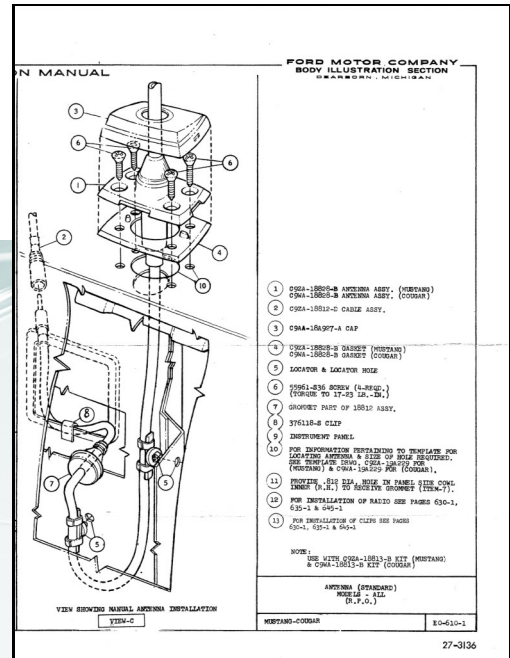
**Putting it all together:** Pictures showing original antennas. Note the tear dropped base at the antenna mast.



**Installation Details:** Original template drawing and mounting instructions for Mustangs shown here for reference.



Original Mustang antenna mounting template



Click to enlarge



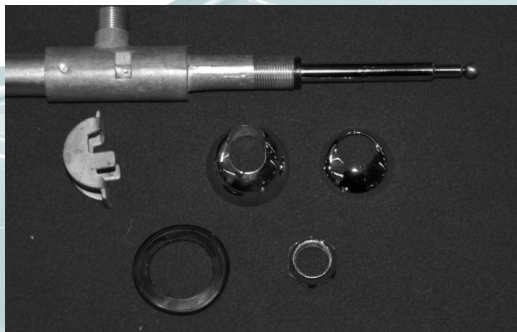
Typical installations and routing of antenna lead from fender thru grommet and into passenger compartment.



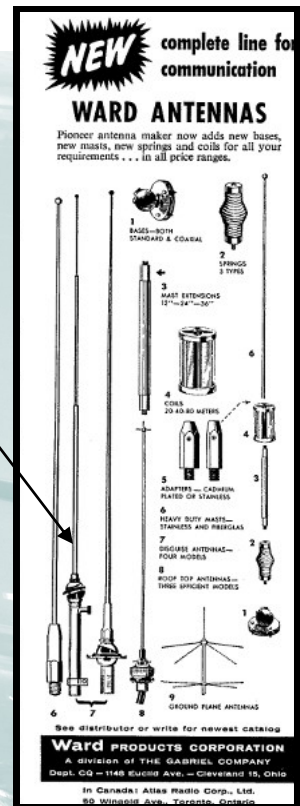
**1969/1970 Shelby Antenna (C9ZZ-18813-C):** The antenna, location, and mounting on the Shelby's was unique because they were installed on the drivers side rear of the car. This was done because the Shelby front fiberglass fenders could not provide the necessary grounding for the antenna and also to solve the problem of interference caused by the ignition system with a fiberglass hood and fenders that was not present on regular production Mustangs with steel fenders and hood.

A. O. Smith used a non-Ford design manual retractable antenna that was supplied by Ward Antenna Company, and actually based on a design originally used by GM in the 1950's. Installed on the rear drivers side quarter panel it used a 200 inch antenna lead wire that was routed to the front passenger side of the car to the radio lead.

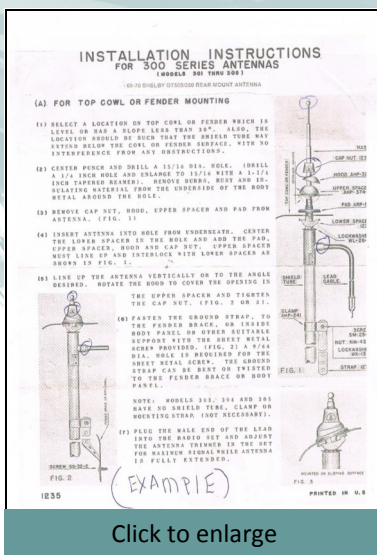
Typically the original antennas were marked on the mast with a PM-300 number which was part of Ward's part numbering system. Later when Ford service replacements were available they were not the same style and did not fit in the same diameter hole and the mast did not retract completely, making correct antennas very hard to find today.



Original advertisement from Ward Antennas that shows the Shelby style antenna.

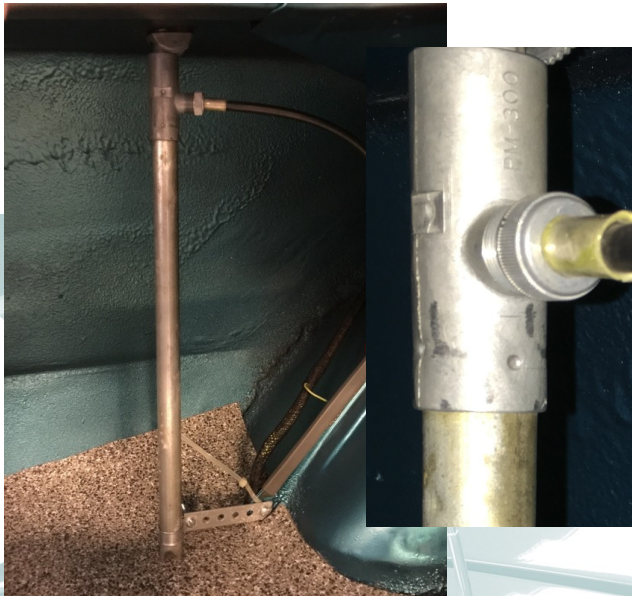


Ink stamp markings on the original 200 inch antenna lead wire.



Click to enlarge

**Trunk installation.** Some typical installations showing the trunk view keeping in mind that there were several variations on how it was dealership mounted and the attachment point that was used. Shows a perforated metal strip with a small clamp to hold the antenna at the base, and the tube that the antenna would retract into.



Original Shelby antennas could have a spear shaped or round ball on the tip of the antenna mast as shown here.



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