



mustang
ninety-nine





The growl was unmistakable. Jack was buffing his '67 GT when he heard it. A sound like that could come from **only one car.**

Jack really wasn't surprised to see his son pull up in a brand-new Mustang GT. Tyler grinned, "Dad, I told you some day I was going to line up next to your Mustang." Jack shook his head, "When you're my age, I hope you hear those very same words."





Mustang GT in Black Clearcoat.

Mustang GT



Mustang GT convertible in Chrome Yellow Clearcoat Metallic. The updated modular 4.6-liter single-overhead-cam V8 makes 260 horsepower with 302 lbs.-ft. of torque.

Thirty-five years have passed since the original “pony car” cast its formidable shadow. Presenting the 1999 Mustang GT, a blend of raw horsepower and technological refinement that stands in bold relief of **the legend**. Its sweeping hood, side scoops and short rear deck recall the past, while its crisp, beveled surfaces invite new interpretation. Should form alone fail to evoke its predecessor, one rev from the **260-horsepower** modular 4.6-liter V8 ought to jog your memory.



The GT's polished stainless steel dual exhaust tips remind other drivers how they wound up behind you.



Dual fog lights give the GT an aggressive disposition.



Contoured rear decklid spoiler (standard on GT).



Mustang in Bright Atlantic Blue Clearcoat Metallic.

Mustang



Mustang convertible in Laser Red Tinted Clearcoat.

Reinterpreting an American icon is a daunting task. The result mustn't merely allude to the past. **A redefinition** of sheet metal, hardware and chassis is paramount. Needless to say, Team Mustang accomplishes this goal. Improved aspiration allows the 3.8-liter V6 engine to boast **190 horsepower**. Revised shock and strut tuning improves ride harshness while providing better steering response. The enthusiast will sense a reinvigorated powerplant and **more feedback from the road**. The Mustang purist will swear it's every bit the original pony.



Second Generation airbags are designed to further enhance protection for driver and front passenger.*



Premium Sound CD/cassette audio system is standard equipment.



Located conveniently in the shifter bezel, the available Traction Control on/off switch puts enhanced traction within easy reach.



Mustang convertible in Laser Red Tinted Clearcoat.

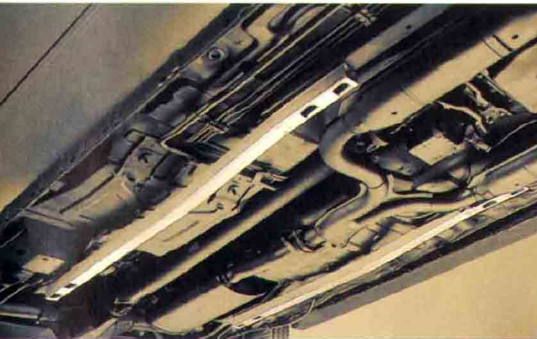
Mustang Convertible



The 1964 Mustang convertible.

From the first day it became available in 1964, the Mustang convertible has had its share of critics. Some find **summer air** breezing through their hair a nuisance. For others it's a matter of not wanting to be on display. And still others shudder at the thought of sunshine, blue sky and an **afternoon free of distractions.**

Fair enough. For those of a different mind, there is the 1999 Mustang convertible. With its improved hydraulically powered retractable top, **the open road is only seconds away.**



New full box-section rail extensions bolt directly to the underbody, joining front and rear rails. These braces increase chassis rigidity and decrease flex from acceleration, braking and cornering.



Revised V8 engine mounts provide increased stiffness, reducing mid-vehicle shake, common to convertible vehicles.



A handy boot fits into place in seconds, neatly covering the convertible top.



Two easy-to-use latches make retracting the convertible top an effortless task.



The hydraulic convertible top is designed to allow approximately 30% faster raising and lowering times than before.

Back when SCCA race cars weren't a far cry from their production counterparts, Ford Motorsport ran the Boss Mustang 302. A car as poised and aggressive as its pilot,

Parnelli Jones. The year was 1970, and all the U.S. automakers were gunning for the Manufacturer's Title, a distinction that would go to Ford. There were setbacks:

a metal shaving lodged in Jones' cornea; a collision at Turn 9 at Riverside; even the disastrous loss of a

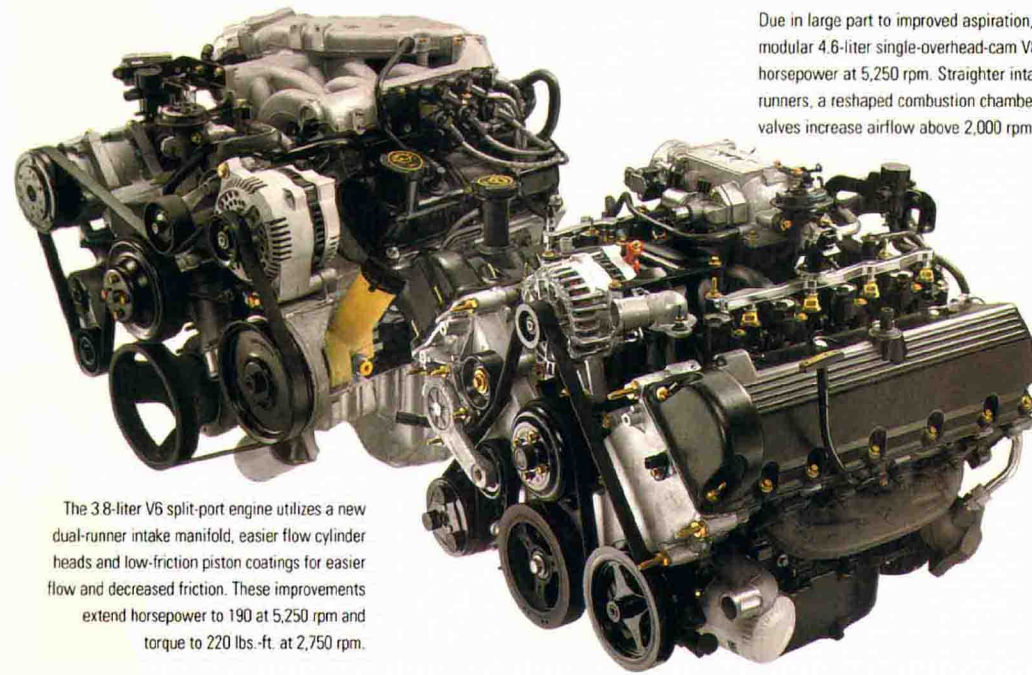
front spoiler. Yet from Laguna Seca to Watkins Glen,

no compromises were made. Only legends.



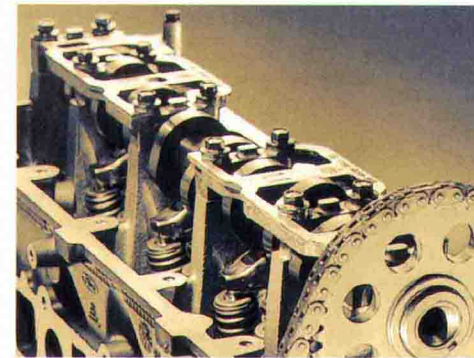
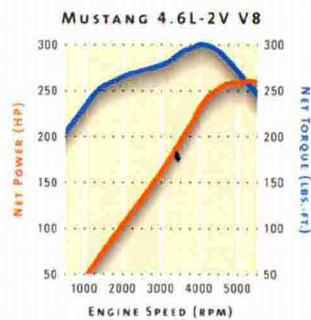
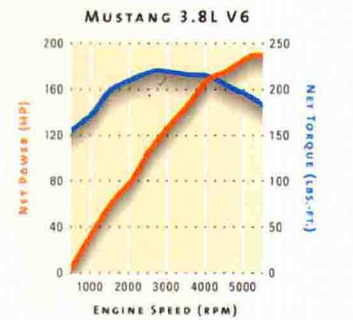


power

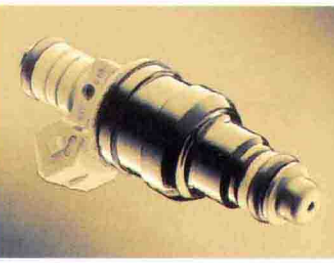


Due in large part to improved aspiration, the deep-skirt modular 4.6-liter single-overhead-cam V8 reaches 260 horsepower at 5,250 rpm. Straighter intake manifold runners, a reshaped combustion chamber and larger valves increase airflow above 2,000 rpm.

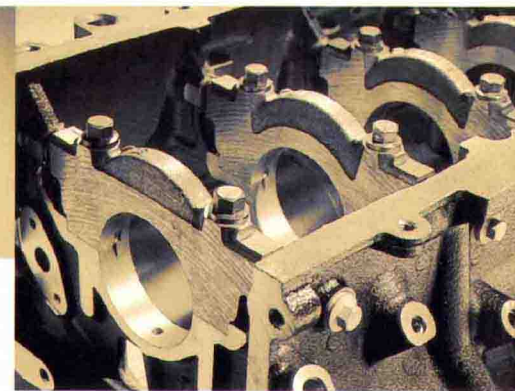
The 3.8-liter V6 split-port engine utilizes a new dual-runner intake manifold, easier flow cylinder heads and low-friction piston coatings for easier flow and decreased friction. These improvements extend horsepower to 190 at 5,250 rpm and torque to 220 lbs.-ft. at 2,750 rpm.



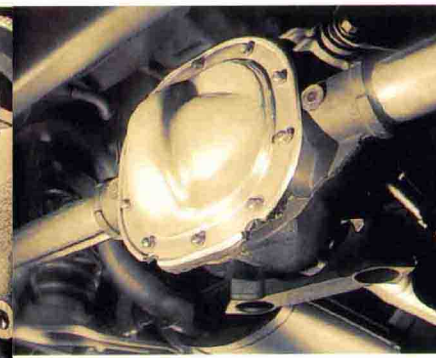
The GT's smooth power delivery can be attributed to a silent chain-driven single-overhead cam, coupled with hydraulically adjusted roller finger followers to maintain optimal valve-lash adjustment.



Both the 3.8-liter V6 and 4.6-liter V8 utilize sequential electronic fuel injection (SEFI), a system that meters precise quantities of fuel to each cylinder.



The 4.6-liter Mustang GT crankshaft features durable four-bolt main bearing caps.



The 3.27 rear axle can be easily adapted to support higher gear ratios for days at the track (please consult your dealer for more information about ordering Ford Motorsport SVD performance equipment).

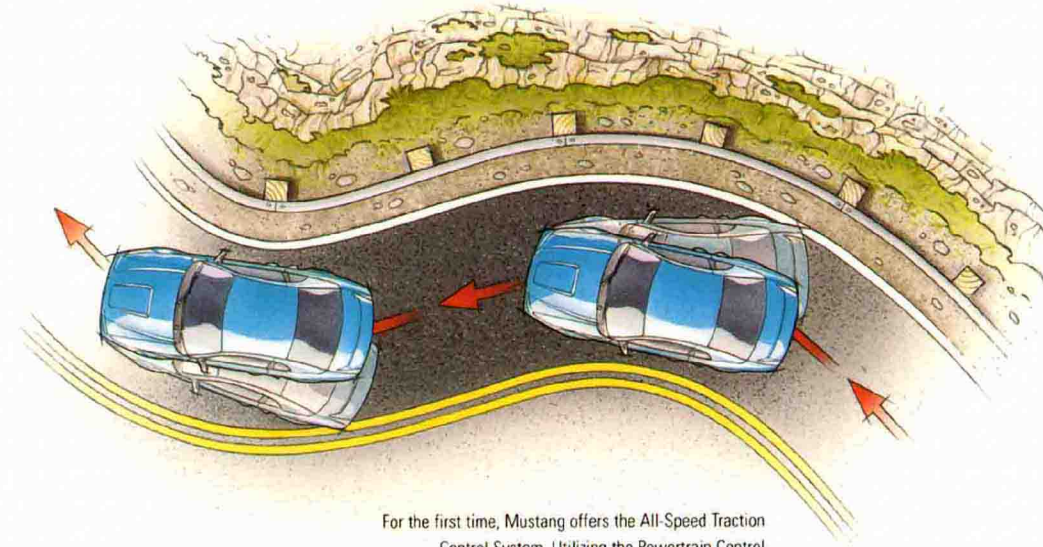


New aluminum twin-piston front calipers reduce weight and provide improved brake pedal feel. Brake modulation is made easier through longer and more linear travel of the pedal.



Performance handling is enhanced by 17" x 8" forged aluminum alloy five-spoke wheels with P245/45ZR17 Goodyear radials (available on GT only).

performance



For the first time, Mustang offers the All-Speed Traction Control System. Utilizing the Powertrain Control Module, engine torque is limited when wheel spin is detected. This helps Mustang maintain traction and steerability on slippery surfaces at all speeds.

Powertrain engineers have responded to the provocatively chiseled 1999

Mustang with a few changes of their own. Though power remains

smooth and deliberate, the modular 4.6-liter V8 and the

3.8-liter V6 benefit from being substantially "opened up." Able to take

deep gulps of air, the 4.6-liter realizes a 35-horsepower

increase by way of new cams with higher lift and longer duration,

bigger valves and revised intake ports. The 3.8-liter sees an additional 40

horsepower, the result of split-port induction, easier flow

cylinder heads and low-friction piston coatings.

The Mustang driving experience is one of balance. Modular

overhead-cam technology, All-Speed Traction Control,*

specially tuned suspension – featuring new front and rear springs

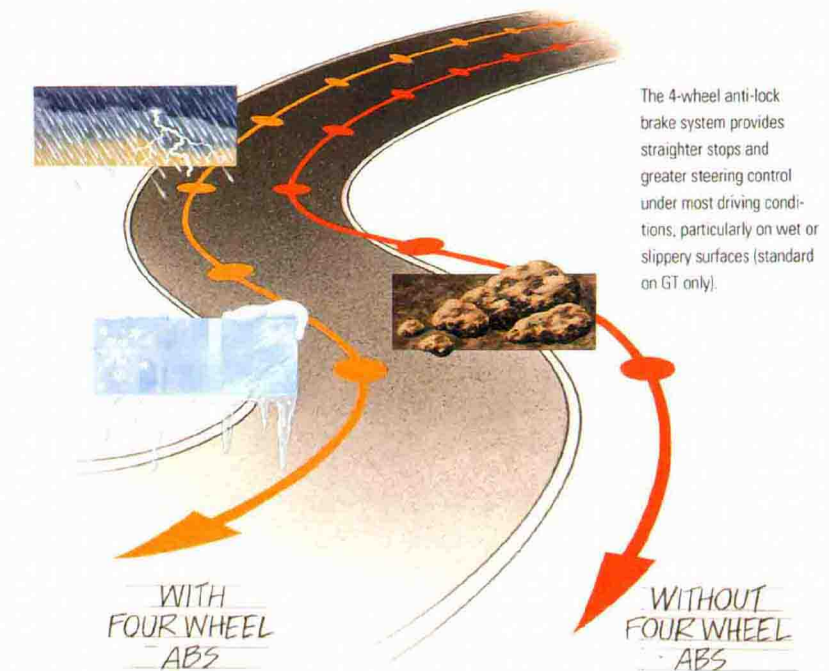
with revised shocks and struts – and new aluminum twin-piston

front brake calipers duly serve those who seek a harmony

of performance attributes. The virtue of such an automobile is that it

rewards the driver who expects more than just a sprint

from Point A to Point B.



The 4-wheel anti-lock brake system provides straighter stops and greater steering control under most driving conditions, particularly on wet or slippery surfaces (standard on GT only).

*Optional equipment.

power & performance

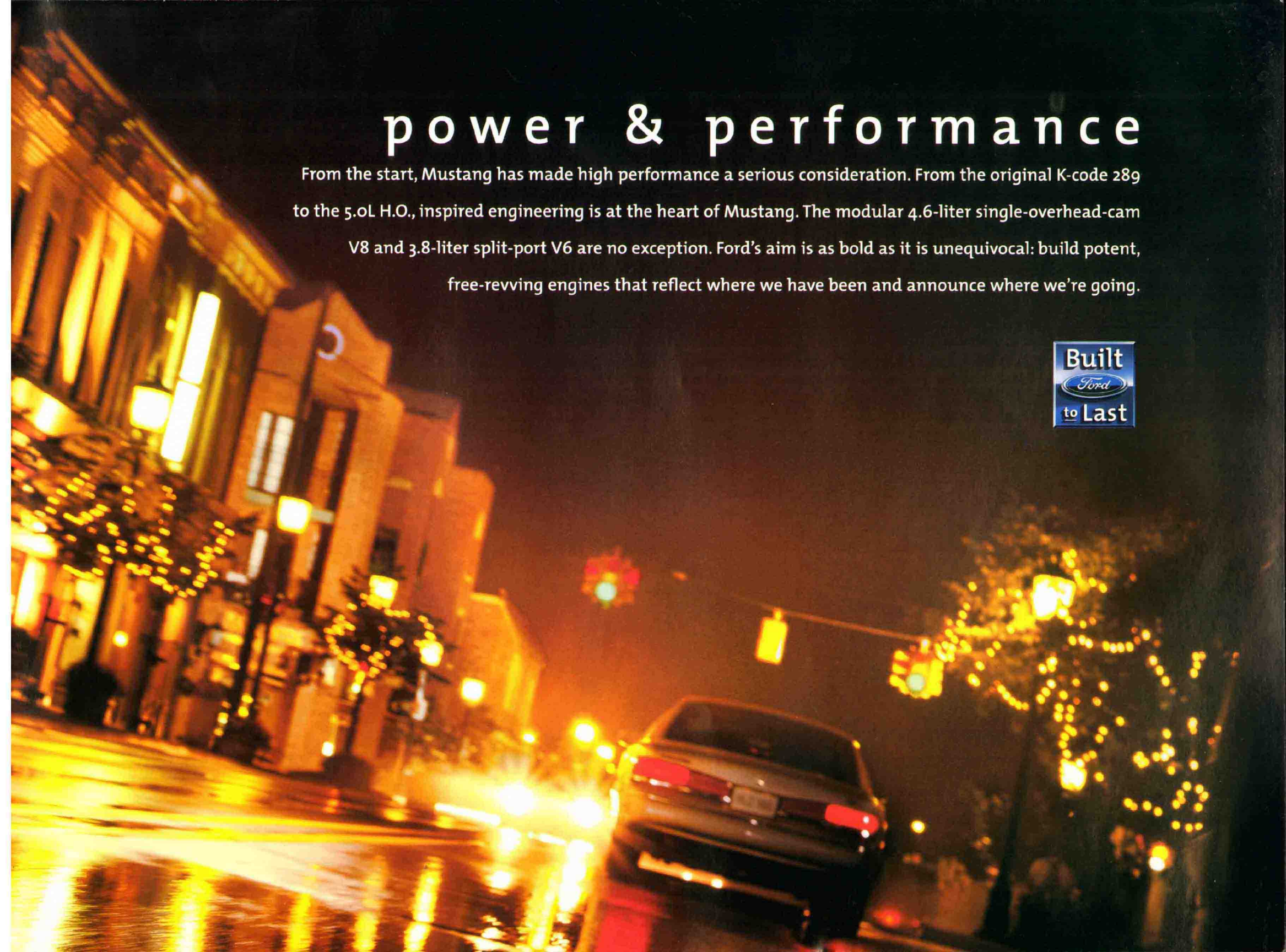
From the start, Mustang has made high performance a serious consideration. From the original K-code 289 to the 5.0L H.O., inspired engineering is at the heart of Mustang. The modular 4.6-liter single-overhead-cam V8 and 3.8-liter split-port V6 are no exception. Ford's aim is as bold as it is unequivocal: build potent, free-revving engines that reflect where we have been and announce where we're going.





power & performance

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Mustang GT in Medium Parchment with optional leather trim.

Interior



Mustang interior in Medium Graphite.

Steal a glimpse of Mustang's **strongly contoured**

dual cockpit interior. Follow the color-coordinated dash as it

curves past an ergonomic arrangement of instruments. Scan the shifter

bezel, and a convenient traction control switch no doubt arouses

interest.* Observe the **new six-way power driver's**

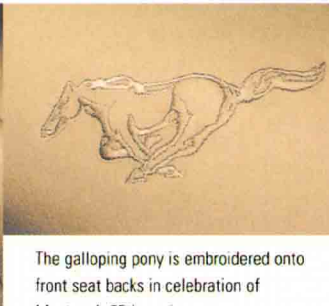
seat, how it tracks back farther than before. If further enticing is

called for, an available **MACH 460 Sound System**[®]

provides 460 watts of lush, responsive sound.



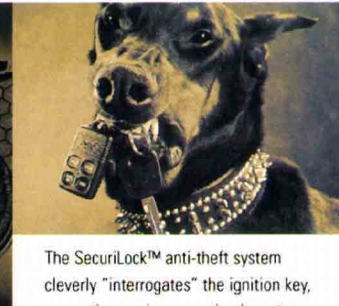
Updated seat fabrics feature a traditional cut-and-sew design. The GT offers perforated leather or two-tone cloth seating surfaces.



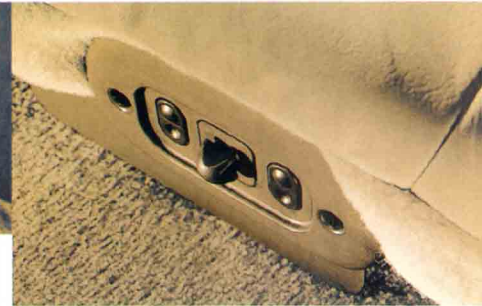
The galloping pony is embroidered onto front seat backs in celebration of Mustang's 35th anniversary.



The optional eight-speaker MACH 460 Sound System[®] with AM/FM stereo/cassette/CD/clock radio combines four powerful subwoofers with four mid-range tweeters.



The Securilock[™] anti-theft system cleverly "interrogates" the ignition key, preventing engine operation by potential thieves.



New six-way power adjustable driver's seat benefits from improved hand controls and increased rear travel.



Stuart removed the cover and ran his finger along the

finish. "I wouldn't do that if I were you," Bart advised,

"My brother's taking Dad's Mustang to the prom

tonight, **and he wants it** spotless."

Stuart shrugged, "What's a prom?" Bart considered

the question: "Prom's a time when you pretend you

like girls, but really you go out driving all night."

Stuart was ecstatic, "Cool!"



Paint Colors



Laser Red Tinted Clearcoat



Chrome Yellow Clearcoat Metallic



Atlantic Blue Clearcoat Metallic



Electric Green Clearcoat Metallic



Dark Green Satin Clearcoat Metallic



Bright Atlantic Blue Clearcoat Metallic



Silver Clearcoat Metallic



Rio Red Tinted Clearcoat



Black Clearcoat



Crystal White Clearcoat

EXTERIOR PAINT COLORS

INTERIOR TRIM COLORS

	Medium Parchment*	Medium Graphite*	Dark Charcoal*	Oxford White**
Laser Red Tinted Clearcoat	•	•	•	•
Chrome Yellow Clearcoat Metallic			•	•
Rio Red Tinted Clearcoat	•	•	•	•
Electric Green Clearcoat Metallic	•	•	•	•
Dark Green Satin Clearcoat Metallic	•	•		•
Atlantic Blue Clearcoat Metallic		•		
Bright Atlantic Blue Clearcoat Metallic		•	•	•
Silver Clearcoat Metallic		•	•	•
Black Clearcoat	•	•	•	•
Crystal White Clearcoat	•	•	•	•

*Cloth or leather **Convertible and leather only.

Mustang Wheels

A



B



C



- A** 15" x 6.5" 6-spoke cast aluminum with bright argenta paint (V6 coupe and V6 convertible)
- B** 16" x 7" 5-spoke forged aluminum alloy with bright argenta paint (GT coupe and GT convertible)
- C** 17" x 8" 5-spoke forged aluminum alloy with bright argenta paint (optional on GT coupe and GT convertible)

Ford Motorsport SVO Performance Equipment



Hi-flo 70mm throttle body bolts to stock intake manifold for increased power.



Hi-flo stainless steel shorty headers are designed by SVO engineers for improved scavenging and exhaust flow.



Underdrive pulley kit aids acceleration by reducing accessory speed compared to crankshaft.



Front/rear spring kit is designed to lower your Mustang and improve handling.*
*There will be some deterioration in ride quality.

NO PARTS WARRANTY

Competition parts are sold "as is" without any warranty whatsoever. Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded. The entire risk as to the quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer, and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Ford Motor Company vehicle and parts warranties are voided if the vehicle or part is used for competition or if they fail as a result of modification.

Please consult your dealer for more information about ordering Ford Motorsport SVO Performance Equipment.

Major Standard Features

Exterior	Mustang	GT
Aerodynamic halogen headlamps	•	•
Side quarter scoops	•	•
Dual electric remote-control mirrors	•	•
Convertible top with semi-hard boot, power retractable	•	•
15" painted cast aluminum wheels	•	
16" painted forged aluminum wheels		•
Fog lamps		•
Single-wing rear spoiler		•

Interior

Reclining cloth front bucket seats	•	
Reclining cloth sport front bucket seats		•
Split/fold-down rear seat backs (coupe)	•	•
Air conditioning	•	•
Console with armrest, integral storage bin, dual cupholders with drop-in ashtray, auxiliary powerpoint and CD/cassette storage	•	•
80-watt Premium Sound AM/FM stereo with cassette and CD player	•	•
Leather-wrapped steering wheel		•
Tilt steering wheel	•	•
Driver's footrest	•	•
Gauges: tachometer, voltmeter, engine temperature, fuel and oil pressure	•	•
Steering-column-mounted controls for turn signals, wipers/washer, high beams, and flash-to-pass features	•	•
Courtesy lamps: dome with side-door ajar switches (dome lamp integrated with rearview mirror in convertible) and luggage compartment	•	•
Power door locks, side windows and decklid release	•	•
Tinted glass – complete	•	•

Safety/Security

Second Generation driver and front passenger airbags*	•	•
3-point lap/shoulder safety belts	•	•
High-strength side door intrusion beams	•	•
Interval windshield wipers	•	•
Securilock™ passive anti-theft system	•	•
Remote Keyless Entry system	•	•

Options

	Mustang	GT
4-speed automatic overdrive transmission	O	O
Anti-lock braking system	O	S
Engine block immersion heater	O	O
Leather seating surfaces – front bucket seats only	O	–
Leather seating surfaces – front sport bucket seats only	–	O
Dual illuminated visor mirrors (standard in convertible)	O	O
Rear window defroster	O	O
Rear spoiler	O	S
Convenience Group: floor mats, speed control, rear window defroster, and 6-way power driver's seat	O	O
17" forged aluminum wheels with P245/45ZR17 BSW performance tires	–	O
MACH 460 Sound System®	O	O
All-Speed Traction Control	O	O

S = Standard O = Optional

*Always wear your safety belt and secure children in the rear seat.

Mustang Engine

Type	V6
Valves	12, OHV
Displacement	3.8 liters/232 cu. in.
Bore x Stroke (in.)	3.81 x 3.40
Compression ratio	9.36:1
Horsepower (SAE net)	190 @ 5,250 rpm
Torque (SAE net)	220 @ 2,750 rpm
Fuel system	Sequential electronic fuel injection
Engine management	EEC-V electronic engine controls
Exhaust system	Single, stainless steel

Mustang GT Engine

Type	V8
Valves	16, SOHC
Displacement	4.6 liters/280 cu. in.
Bore x Stroke (in.)	3.60 x 3.60
Compression ratio	9.0:1
Horsepower (SAE net)	260 @ 5,250 rpm
Torque (SAE net)	302 @ 4,000 rpm
Fuel system	Sequential electronic fuel injection
Engine management	EEC-V electronic engine controls
Exhaust system	Dual, stainless steel

Transmission

Type	5-speed manual overdrive (std.) 4-speed electronic automatic overdrive (opt.)
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Body/Chassis

Drivetrain	Rear-wheel drive
Body type	Unitized
Front suspension	Modified MacPherson strut type, new linear rate front springs, tubular stabilizer bar, nitrogen gas-pressurized shock absorbers (higher-rate handling components in GT)
Rear suspension	4-bar link coil suspension system, new linear rate rear springs, stabilizer bar, nitrogen gas-pressurized shock absorbers (higher-rate handling components plus horizontally mounted axle dampers in GT)
Steering	Power rack-and-pinion, 15.0:1 on-center constant ratio
Brakes	Power 4-wheel disc (std.), anti-lock brake system (opt.)*
Tires	P205/65R15 BSW all-season (std. Mustang) P225/55HR16 BSW all-season (std. GT) P245/45ZR17 BSW performance (opt. GT)
Fuel capacity	15.7 gallons

* Standard on GT.

Wheels

15" x 6.5" 6-spoke cast aluminum with bright argent paint (V6 coupe and V6 convertible)
16" x 7" 5-spoke forged aluminum alloy with bright argent paint (GT coupe and GT convertible)
17" x 8" 5-spoke forged aluminum alloy with bright argent paint (optional on GT coupe and GT convertible)

Dimensions

	Coupe	Convertible
Wheelbase	101.3"	101.3"
Length	183.2"	183.2"
Height	53.1"	53.2"
Width	73.1"	73.1"
Front track*	60.4"	60.4"
Rear track**	60.6"	60.6"
Front head room	38.1"	38.1"
Rear head room	35.5"	35.8"
Front leg room [†]	42.6"	42.6"
Rear leg room	29.9"	29.9"
Front shoulder room	53.6"	53.6"
Rear shoulder room	52.1"	41.4"
Rear volume (cu. ft.) [†]	10.9	7.7
Passenger capacity	4	4

*59.9" with GT. **60.1" with GT. †41.8" on GT with manual transmission. ††Rear seat backs up.

Product Changes and Options Availability

Following publication of the catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations. Options shown or described are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

Roadside Assistance

Every new Ford includes the assurance of a 24-hour emergency Roadside Assistance Program provided during the 3-year/36,000-mile New Vehicle Limited Warranty. Ask your Ford Dealer for a copy of the limited warranty and complete details on this program which includes such services as fuel delivery, tire change, jump start, or even help when you're locked out of your vehicle.

A Response to the Need for a Cleaner Environment

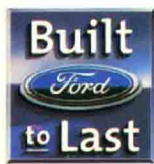
All Ford vehicles are manufactured with a concern for environmental impact. An environmentally responsible flexible-lub version of Mustang is also available. See your dealer for details.



Race For The Cure

As part of our ongoing commitment to breast cancer research and public awareness, Ford Division is proud to continue its national sponsorship of the Susan G. Komen Foundation's Race For The Cure.





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or www.fordheritage.com/Mustang