







A Tourns LX in Iris Frost Clearcoat Metallic.

- Far left: Tourns GL Wagon in Light Saddle Clearcoat Metallic.
- **◄ Tourns LX interior in Soddle** with optional leather seats.

Other equipment shaves an three pages may be aptioned.

Engine

GL 3.0.1.4-6 with sequential multiple-port EFI, EEC-V engine control computer. LX 3.0.24-waive DOHC Duratec V-6 with sequential multiple-port EFI, EEC-V engine control: 100.000-mile tune-up interval (both engines).

Transaxle

Electronic 4-speed automatic overdrive Front Suspension

Independent MacPherson strut-type with gas-pressurized hydraulic struts and stabilizer bar

Rear Suspension Quadralink with gas-pressurized struts/stabilizer bar (sedan), independent SLA type with gas-pressurized shocks/stabilizer bar (wagon)

Steering

Variable power-assist, speed-sensitive

Brakes

Sedan: Power front disc/rear drum; Wagon: 4-wheel disc; anti-lock brakes optional

Safety

Driver and right-front passenger air bag supplemental restraint system; safety cell structural design; stamped steel side door intrusion beams: passive anti-fheft system (LX); childproof rear *Under normal driving conditions with mutine fluid filter chances.

Contour performance and handling





- ▲ The superbly equipped Contour LX in Midnight Red Clearcoat Metallic.
- ◀ Far left: Contour SE sport sedan
- shown in Toreader Red Georgeat.
- ◀ The sporty 5-passenger SE interior in Pumice with optional leather seating surfaces.

Other equipment shows on these pages may be optional.

FORD CONTOUR

Engine

Zetec 2.0L.16-valve DOHC 4-cylinder with sequential electronic fuel injection/EEC-V computer, SE. Duratec 2.5L.24-valve DOHC V-6 (opt. w/GL, LX) Transaxle

5-speed manual overdrive (electronic 4-speed automatic overdrive optional)

Front Suspension Independent strut-type with lower A-arms, strut-mounted coil springs and stabilizer bar; sport

Rear Suspension

Independent quadralink rear system with stabilizer bar, sport tuning in SE

Steering

Power rack-and-pinion Brakes

Power front disc/rear drum (4-wheel disc with V-6 engine or SE); optional 4-wheel anti-lock system

Safety

Dual air bag supplemental restraint system; manual lap/shoulder belts for front/rear outboard positions; lap belt for center rear; "safety cell"







▲ Mustang GT Convertible in Crystal White Clearcoat.

◀ Far left: The Mustana GT in Deep Violet Clearcoat Metallic.

◀ The Mustana GT interior in Black.

Some equipment abosen on these pages may be optional.

FORD MUSTANG

3.8L OHV V-6 with sequential multiple-port EFI: GT: 4.6L V-8 with sequential multiple-port EFI Transmission

5-speed manual overdrive (electronic 4-speed automatic overdrive optional)

automatic overtrow-points)

Front Suspension
Modified MacPheson strut-type, stabilizer tube, intropen gas-pressured hybraulic shocks;
GT-trandling components
Aear Guspension

4-bar link coll spring system, stabilizer tube, intropen gas-pressured hybraulic shocks, office of the proposed price of the price of t

Steering

Power rack-and-pinion Brakes

Power 4-wheel disc; anti-lock brake system optional

Driver and front passenger air bag supple-mental restraint system; 3-point lap/shoulder belts front and rear







▲ Thunderbird LX in Pacific Green Clearcoat Metallic.

■ Far loft: Thunderbird LX in Lauer Red Tinted Clearcost

◀ The luxurious Thunderbird LX interior in Saddle, shown with aptional leather seating surfaces.

Other equipment shows as those pages may be eptianal.

FORD THUNDERBIRD Engine

3.8L V-6 engine with sequential multi-port electronic fuel injection (4.6L V-8 optional)

Transmission 4-speed electronically controlled automatic overdrive with overdrive lockout.

Front Suspension

SLA with double isolated tension struts, variable-rate coil springs, nitrogen gas-pressurized hydraulic dual dampening shocks and stabilizer bar Rear Suspension

Independent and attached to isolated sub-frame, with stabilizer bar and variable-rate springs

Power rack-and-pinion (variable-assist, speed-sensitive with 4.6L, V-8)

Brakes

Power-assisted front disc/rear drum (4-wheel disc anti-lock braking system optional)

Safety

Driver and front passenger air bag supplemental restraint system, manual tap/shoulder belts, rear seat outboard lap/shoulder belts; lap belt for center rear seating position







▲ The sporty Probe SE

shown in Black Clearcoat. ◀ For left: Probe GT in Laser

Red Tinted Courceat Metallic.

◀ Probe GT interior in Saddle with optional leather seating surfaces.

Other equipment shown on these pages may be optional.

FORD PROBE

Engine

SF: 2.0; 16-valve DOHC 4-cylinder with multi-port electronic fuel injection (EFI) GT: 24-valve 2.5; DOHC V-6 with multi-port electronic fuel injection and dual overhead cams

5-speed manual overdrive (electronic 4-speed automatic optional)

Suspension

4-wheel MacPherson strut-type independent suspension system with gas-pressurized hydraulic shocks; includes special handling components on GT

Steering

Power-assisted rack-and-pinion system

Power-assisted front disc/rear drum (ABS with 4-wheel disc brakes optional): GT: 4-wheel power disc (ABS optional)

Driver and front passenger air bag supplemental restraint system: 3-point lap/shoulder safety belts front and rear; child rear seat tether anchor

Escort A choice of well-equipped 3-, 4- or 5-door LX Sport or Wagon models for the same low price FORD ESCORT* Engine Base/LX: 1.9L OHC I-4 with sequential multiple-port EFI: GT: 1.8L DOHC 16-valve 4-cylinder with multiple-port EFI: 100,000-mile tune-up interval Steering (1.9L engine)† Brakes

A Major photo: The LX Sport 3-Door shown in Bright Calypsa Green Clearcoat Metallic

A Above: Escert Wagen shown in Torondor Red Clearcoat Metallic.

▲ Escort LX Sport 4-Door in Silver Frost Clearcoat Metallic and LX Sport 5-Door in Toreador Red Clearcoat Metallic.

Some equipment shows on these pages may be aptional.

A Escort LX Interior in Opel Grey.

Transaxle

5-speed manual overdrive (4-speed ADD optional) Front Suspension

Base and LX: Strut-type independent with upper strut-mounted coil springs and stabilizer tube: GT: Handling suspension with stabilizer bar

Rear Suspension

Base and LX: Strut-type independent twin trapezoidal links and trailing links with upper strut-mounted coil springs and stabilizer tube (bar with wagon);

GT: Handling suspension with stabilizer bar

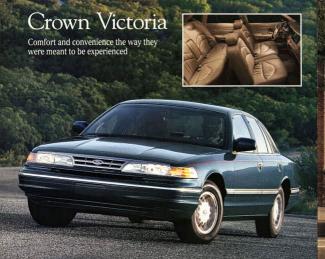
Base and LX: Manual rack-and-pinion; GT: Power rack-and-pinion

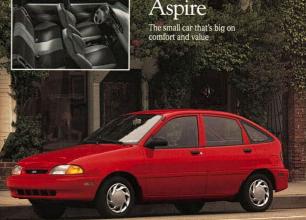
Base and LX: Power front disc/rear drum; GT: 4-wheel power disc brakes (ABS optional)

Safety Driver/passenger air bags; automatic front shoulder belt restraints with manual lap belts; rear outboard lap/shoulder belts/center lap belt; childproof rear door locks; optional inte-

gral child seat in rear seat "Available in November, 1995, 1Under normal driving

conditions with routine fluid filter changes.





FORD CROWN VICTORIA Engine

4.6L overhead cam V-8 with multiple-port sequential electronic fuel injection (also available

Transmission Electronically controlled automatic overdrive with

Front Suspension Coll spring with nitrogen gas-pressurized hydraulic shock absorbers and stabilizer bar

Rear Suspension

4-bar link coil spring with nitropen gas-pressurized hydraulic shock absorbers and stabilizer bar

Steering

Variable power-assist, speed-sensitive

4-wheel power disc: optional anti-lock braking system (ABS) with Electronic Traction Assist

Safety

Driver and right front passenger air bag supple-mental restraint system; lap/shoulder belts for center positions, childproof rear door locks

A Crown Victoria LX in Medium Wedgewood Blue Gearcoat Metallic

A Inset: The Crown Victoria LX

interior with optional leather seating surfaces in Soddle.

Some equipment shown may be aptional.

▲ Ford Aspire 5-Door in Hot Red.

A laset: Aspire's Opal Grey interior. Aspire was the first car in its class to offer standard driver and passenger

air boas as standard equipment.

Same equipment shown more be particular.

FORD ASPIRE Engine

1.3L in-line 4-cylinder with electronic multiple-port fuel injection Transaxle

5-speed manual overdrive (3-speed automatic

Front Suspension

Independent MacPherson strut-type with strut-mounted coil springs; track control arm and stabilizer bar

Rear Suspension

Torsion beam with strut-mounted coil springs

Steering

Manual tack-and-pinion, 22:1 ratio Brakes

Power front disc/rear drum; anti-lock brake system optional

Driver and front passenger air bag supplemental restraint system: 3-point lan/shoulder belts front and rear, childproof rear door locks (5-door models)

ROADSIDE ASSISTANCE PROGRAM

Every new Ford includes the assurance of a nocost. 24-hour emergency Roadside Assistance Program provided during the 3-year/36,000-mile bumper-to-bumper warranty. Ask your dealer for 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 car.



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