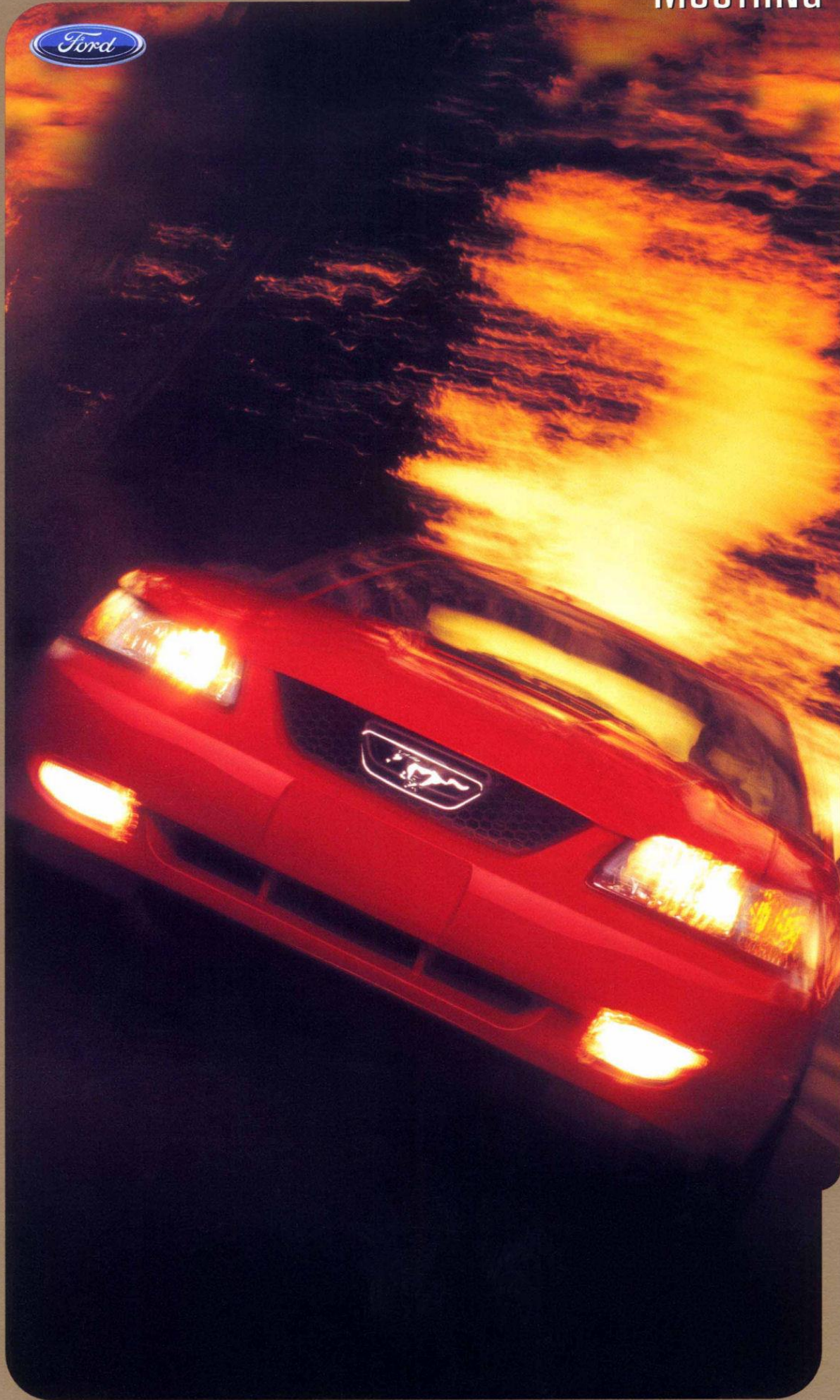
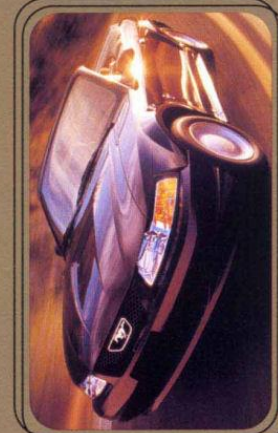


MUSTANG



SPECIFICATIONS

BODY/CHASSIS

Drivetrain	Rear-wheel drive
Body type	Unitized
Front suspension	Modified MacPherson strut type, new linear rate front springs, gas-pressurized shock absorbers (higher-rate handling components in GT) and tubular stabilizer bar
Rear suspension	4-bar link coil spring suspension system, new linear rate rear springs, stabilizer bar, 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.

Not many car companies can say they build a legend. Ours, of course, is Mustang. It begins with a surefooted performance setup. A specially tuned suspension, aluminum twin-piston brake calipers and All-Speed Traction Control.* Of course, we didn't hold back on the engines. Popping the hood or punching the perfect downshift is one of the many joys of ownership. Mustang. All you need now is some open road.

*Optional equipment.

WHEELS

- 15" x 7" 6-spoke cast aluminum alloy with bright argent paint (V6 coupe and V6 convertible)
- 16" x 7.5" 5-spoke forged aluminum alloy with bright argent paint (GT coupe and GT convertible)
- 16" x 7.5" 5-spoke bright machine-forged aluminum alloy (V6 Sport Appearance Group)
- 15" x 7" 6-spoke bright machined cast aluminum alloy (V6 Sport Appearance Group)
- 17" x 8" 5-spoke forged aluminum alloy with grooved spokes (optional on GT coupe and GT convertible)

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	9.35:1
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



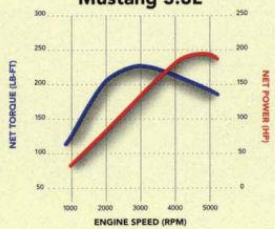
TORQUE/HORSEPOWER CURVES

- Mustang 3.8L** The 3.8-liter V6 split-port engine makes 190 horsepower at 5,250 rpm and produces 220 lbs.-ft. of torque at 2,750 rpm. You can see that torque and horsepower curves are relatively "flat." This demonstrates smooth, consistent acceleration throughout the rpm range.
- Mustang 4.6L** The deep-skirt modular 4.6-liter single-overhead-cam V8 delivers 260 horsepower at 5,000 rpm and 302 lbs.-ft. of torque at 4,000 rpm. It's the engine that likes to perform at higher rpm. Note all the torque you get at the higher end.

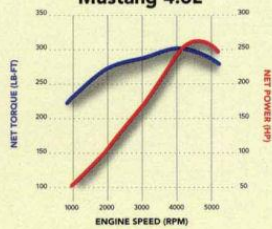
MUSTANG GT ENGINE

Type	V8
Valves	16, SOHC
Displacement	4.6 liters/281 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

Mustang 3.8L



Mustang 4.6L



TRANSMISSION

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



Product Changes and Options Availability: Following publication, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in this page. 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.

