

# 1984 Ford Mustang





## At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer—of you—sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.

*Donald E. Petersen*

Donald E. Petersen  
President  
Ford Motor Company

## Mustang SVO

The SVO is the newest entry in the Mustang model lineup. It is a technically advanced high-performance car designed by driving enthusiasts for driving enthusiasts. Available in 3-door models only.



## Mustang GT & Turbo GT

A choice of 5.0 liter High Output V-8 or 2.3 liter turbo-charged power is offered in these performance cars. Available in 3-door and Convertible models (See your Ford Dealer for Turbo GT availability).

Note: The front air dam and fog lamps become standard equipment early in 1984.



## Mustang LX

Designed for the person who wants to drive a performance oriented car that also provides an extra degree of comfort and convenience. Available in 2-door, 3-door and Convertible models.



## Mustang L

The standard Mustang establishes a solid link between practicality and driving fun. It has a high level of standard equipment and an efficient, responsive powertrain.\* Available in 2-door and 3-door models.



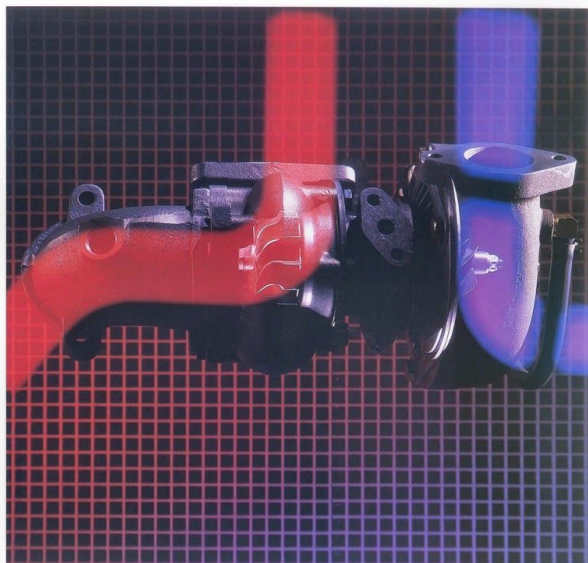
\*See Gas Mileage on page 27.

## A word about this catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.

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## Power & Efficiency EEC-IV: The world's most advanced onboard automotive computer

The new EEC-IV computer control system, used in the Mustang, was designed and built by Ford. It is a fourth generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second. EEC-IV instantly adjusts the air/fuel mixture and ignition timing for quick, cold starts. On the road, it senses by the millisecond what the car is being asked to do, then balances the engine's air/fuel mix-

Ford's new EEC-IV computer provides precise and instantaneous control over vital engine functions.

ture and timing for optimum power, response and efficiency.\*

## MUSTANG ENGINE AVAILABILITY

(See pages 20-21 for 1983 engine information.)

	2.3	L4	5.0	V-8	2.3	L4	5.0	V-8
2.3L OHV L4								
2.3L EFI Turbo								
3.0L EFI V-6								
5.0L EFI V-8								
5.0L EFI V-8 V-8								

(1) 3.0L EFI V-6 standard in LX Convertibles.  
(2) Available with the 5.0L engine package.  
(3) 5.0L EFI V-8 V-8 with Automatic Overdrive transmission optional in place of conventional 5.0L and 5-speed manual transmission 1.

## Turbocharging provides two major benefits

Turbocharging is one answer to the problem of obtaining power and efficiency. It provides two major benefits. Under normal driving circumstances, the turbo efficiently remains at idle, contributing to fuel savings. But when a surge of power is required, say for passing, pressing down on the accelerator brings the turbo into action for instantaneous response.

## Turbocharged power: Mustang Turbo GT\*\*

The Turbo GT's engine is an efficient high-performance, cross-flow head, overhead cam four cylinder. It displaces 2.3 liters and has a compression ratio

of 8.0 to 1. It has five main bearings, forged aluminum pistons, high-temperature alloy valves, oil cooler and tuned intake manifold. The port type fuel-injection system, fed by an electric fuel pump, injects a precisely controlled amount of fuel into the intake port just ahead of the intake valve. A "blow-through" turbocharger is positioned upstream from the injectors and throttle plate. Unlike other turbocharging arrangements, a "blow-through" system pressurizes on demand, to deliver crisp, immediate throttle response.

## More powerful V-8: Standard in Mustang GT

Mustang GT's powertrain consists of an improved version of the 5.0L High Output V-8 engine coupled with a five speed manual transmission. The improved engine design includes refinements that result in a 30-horsepower increase (based on SAE standard J1349) over the prior version.

The performance modifications used to achieve that increase include a revised high-

materials, reduced restriction air filtration system, a double roller timing chain and special sealing head gaskets.

The High Output engine is now available with electronic fuel injection and Automatic Overdrive transmission.†

Electronic fuel injection provides precise fuel delivery for prompt start-up and good cold engine response.

The overdrive transmission automatically shifts into an over-drive fourth gear when the vehicle exceeds 45 mph and the driver eases up on the accelerator pedal. In overdrive fourth, engine speed is reduced by one-third. The result is improved fuel economy.\*

## A powertrain with an accent on efficiency

The 3.8 liter V-6 engine, (standard in Mustang LX Convertibles) with electronic fuel injection, advanced combustion chamber design and valve porting achieves impressive fuel efficiency.\* It's teamed with an automatic transmission designed for efficiency, too. This automatic is different than most. It features a locking torque converter which, unlike conventional automatics, provides a near mechanical linkage between engine and transmission in all three forward gears. This results in considerably less torque converter slip, page for more efficient use of the engine's power.

## A responsive, efficient powertrain

The 2.3 liter overhead cam four-cylinder engine sees a fine all-around standard for Mustang L. The efficient overhead cam design and single venturi carburetor, along with the new EEC-IV computer deliver excellent fuel economy.\*

\*See Gas Mileage on page 27.

\*\*See your dealer for availability.

†Scheduled for incorporation in units produced in early 1984 and thereafter.



performance cam, the addition of stainless steel tubular exhaust headers and a reduced restriction exhaust system that includes dual mufflers and pipes plus an improved efficiency water pump.

The 5.0L H.O. V-8 also features carryover performance components such as forged aluminum pistons, 700 CPM Holley four barrel carburetor, premium exhaust valve and valve spring



## Ride & Handling

**Airflow as a stabilizing force**  
Mustang's aerodynamic shape does more than help the engine deliver excellent economy.\* The steering and suspension systems benefit as well. Through careful fine-tuning of selected design areas, airflow is directed to reduce front end lift for directional stability, and to reduce lift on the rear for cornering agility.

## Brake design for efficient, effective stopping power

It's important to design a car to move efficiently and it's equally important to design a brake system that will stop it efficiently and effectively. Mustang uses a dual service braking system with front disc/rear drum brakes. The front discs are the pin slider type designed to reduce brake drag. The one-piece hub and rotor casting is vented for better heat dissipation than non-vented designs.



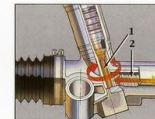
## Rear suspension design

Mustang's rear suspension is a four-bar link design. It features four longitudinal arms that help control the position of the rear axle. Coil springs and shock absorbers, mounted vertically outside the rear rails, contribute to overall ride control. Large rubber bushings are used at all suspension attachment points to minimize transfer of road noise and vibration to the body.

## Rack and pinion steering

Mustang has responsive rack and pinion steering and the responsiveness is directly related to its simple, low-friction design. At the end of the steering column is a "pinion gear" (1), which engages a "rack" (2), of gear teeth that's linked to the steering arms.

The feel of rack and pinion steering is firm, precise, and adds to a Mustang's fun-to-drive qualities. And, it contributes to



Mustang's tight turning diameter of just over 37 feet, an important factor in overall maneuverability. Also available is power rack and pinion steering (standard on GT models) with a unique quick ratio design that provides easier maneuverability in tight parking or turning situations.

**A front suspension system designed for smooth handling**  
A principal contributor to Mustang's smooth and precise handling is the design of the front suspension system. In the Mustang's modified MacPherson strut design, the strut (3), or shock, replaces the upper arm and joint. A simpler design. A stabilizer bar (4) connects the right and left lower suspension arms to promote flat, stable cornering.

## Special Handling Suspension: Standard on GT and Turbo GT.

This special Handling Suspension system\*\* is designed to match the characteristics of these higher performance Mustangs. The front suspension components include gas-filled struts, an upsized stabilizer bar and revised spring rates. The rear suspension includes gas-filled shocks (5) mounted vertically between the outer ends of the rear axle and the rear frame. These shocks soften and smooth the rear wheels' vertical travel caused by bumps, pavement breaks, potholes, etc.

Another pair of hydraulic axle dampers (6) are mounted horizontally between the ends of the rear axle and the frame to dampen the axles fore-and-aft movement. They also help keep the axle in the proper location when cornering.

## Special Tires for GT and Turbo GT.

The handling capabilities are also enhanced by V8-speed-rated P205/70 VR H tires\*\* mounted on aluminum wheels, standard equipment on both GT and Turbo GT. The tires are constructed with special performance rubber compound for excellent traction and road holding capability.

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Mustang interiors feature all cloth seats with reclining seat backs.



Mustang Convertibles seat four comfortably.

## The Ford Mustang Environment

Creating a car that is a pleasure to drive goes beyond engines, suspensions and steering components. A great deal of consideration must be given to the total driving environment: seating comfort, luggage capacity, convenience items and the driver command center.



Mustang's front bucket seats combine foam padding over a spring steel base with the warmth of cloth and the multi-tailored comfort of reclining seat backs.

## Interior comfort for four

Mustang's roomy, comfortable interior provides ample space for four passengers, plus the versatility of the new split/fold rear bench seat in LX, GT and SVO models.

The front bucket seats have deep foam padding over a spring steel mat for firm yet comfortable support. The seat back angles are fully adjustable for individual comfort. The seat side bolsters and seat back give good lateral support to hold you in place. The seat trim is all cloth that can "breathe" in warmer weather and provide a measure of warmth in cooler weather.

## A variable passenger/cargo area.

Besides offering passengers a comfortable place to sit, the rear seat of the 3-door LX, GT, Turbo GT and SVO Mustangs is the new split/fold design providing an extra measure of versatile convenience. With both sides folded down, there is room for over 32 cu. ft. of cargo. However, if the load is longer than it is wide, fold down only one side of the seat and there's still room for one rear passenger.

## Attending to personal comfort

The well-equipped Mustang attends to your personal comfort in many ways with standard equipment that helps increase your driving pleasure.

A few examples: Mustang's full instrumentation that includes tachometer, trip odometer, oil pressure, coolant temperature and ammeter gauges, column-mounted, multi-function controls for the turn signals, headlamp dimmer, lane change and flash-to-pass plus an additional lever for the windshield washer/wiper (standard interval).

And of course, as you move up through the Mustang model lineup to LX, the two GT models and SVO, the level of comfort and convenience moves up as well. For a complete listing, refer to page 25.

## Mustang ergonomics

Correct interior design involves the application of the science of ergonomics: the relationship between the passenger environment and its occupants. Instruments, controls, seating—all must be positioned for maximum efficiency and comfort.

## Mustang ergonomics

In Mustang, applied ergonomics creates an environment with sensible, convenient placement of seats, controls, instruments and lights. For example, instrumentation is unobstructed by steering wheel spokes. The steering column mounted levers that control the washers, wipers and signals are at the driver's fingertips as is the steering wheel horn actuation. And the

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Mustang's driver command center places controls within easy reach.

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## Mustang ergonomics

climate control and entertainment centers are placed a comfortable reach away. The driver's hands stay close to the steering wheel where they need to be.

## Mustang ergonomics

Mustang's full instrumentation features red illumination for high visibility.

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## Quality & Workmanship

### The best-built American cars.

When we say "Quality is Job 1," we are talking about more than a commitment. We are talking about results. An independent survey concluded Ford makes the best-built American cars. The survey measured owner-reported problems during the first three months of ownership of 1983 cars designed and built in the U.S. The commitment continues for 1984. Integrity of function is the top priority in the design and engineering of today's new generation of Ford cars.

A quality-built car like the 1984 Mustang performs consistently to its high design and engineering standards. Performance applies to every aspect of the car's functional capability.

Engines and transmissions deliver ample power and excellent fuel efficiency. Advanced front and rear suspension systems balance ride and handling demands. The interior is ergonomically designed for space efficiency, comfort and convenience.

Aerodynamics and electronics contribute to functional quality as well. And Ford is a recognized world leader in both fields. Aerodynamics improves fuel economy and handling stability, while reducing wind noise. The BEC-IV microprocessor that monitors and controls engine operations is among the world's most advanced on-board automotive computers.

### Computer precision from design to assembly

Human ingenuity and computer technology are close partners in the design of Ford cars. Today, engineers are able to study a car's performance on

computer screens, and with precision.

Computer graphics techniques like Finite Structural Analysis and Modal Analysis, for example, allow engineers to construct computerized mathematical models and simulate vehicle and component behavior as if under actual operating conditions.

Another technique is Engine Mapping — a process that uses a computer to plot a graphic representation of an engine's speed, torque, emissions control, and fuel consumption. The objective is to make the engine more responsive in overall performance.

In manufacturing, computer precision is applied to the designing and machining of tools. In assembly, computers monitor and check engine performance on the line, validate electrical system componentry, and can even help ensure a more constant and consistent paint application for finish quality.

### Robots and lasers

Extensive use of robotics in assembly is integral to the emphasis Ford places on quality. Robots provide consistency and control to an extraordinary degree — a standard of reliability that carries out the intent of the engineers in their design.

Robots do exactly what the engineers specify. A car's numerous spot welds, for example, are done quickly, completely, with the accuracy the blueprints demand.

The laser is another advanced technology tool that improves quality. Lasers provide accurate measurement of everything from engine castings to nuts and bolts and fasteners. They're also used in critical assignments such as welding pins from an engine sensor to wire leads running to the electronic control module.

### The ultimate test of quality

Ford cars are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths.

They run the full course of demanding acceleration, cornering and braking maneuvers. They're also tested under controlled laboratory conditions to detect the slightest problem in a single component.

### Technology provides the means of progress. Dedicated people make it happen.

Quality at Ford is a team effort. Employee Involvement Groups in America alone total more than 1,100. Defect prevention, not merely defect detection, is the primary goal of all quality assurance efforts.

There are "durability, reliability" teams specially trained to carry out extensive

quality control programs before every car line reaches production, and "quality" teams whose primary concern is quality improvement after production gets underway.

From product planning to assembly and beyond, the quality of every Ford car is a continuous concern. It's a commitment to quality that shows in the new Mustang for 1984.

### Mustang's bumper system

Mustang's bumpers are designed to help protect safety-related systems — lamps and exhaust, for example — in the event of a minor impact.

All Mustangs are equipped with bumper systems that meet or exceed federal requirements.

### Corrosion protection

Ford takes tough measures to protect Mustang against the damaging effects of corrosion. Galvanized steel is used in the forming of important underbody and structural parts such as wheelhouses and rocker panels.

Zinc-coated metal or pre-coated steel, featuring corrosion inhibitors, is used primarily in the hood, doors, fenders and quarter panels. And special treatments such as aluminum-filled wax and vinyl sealers are applied to various areas of the body structure.

### Lustrous paint finish

An essential ingredient in a quality paint finish is the proper preparation of body sheet metal to assure adhesion of the primers and paint.

The first step Ford takes to achieve this result is cleaning the entire body in a phosphate bath to remove dirt, grease and oil, and thoroughly prepare the surface for the paint coats to come.

The priming processes applied to Mustang utilize the bonding powers of electricity. It's called Electrocoating.

Electrocoat priming uses opposite electrical charges on the body and primer. As the body is immersed in the primer, the electrical attraction provides a thorough, even coat to all areas of the body. Two coats of primer are applied and heat-cured before the paint coatings.

Four full coats of acrylic enamel are then applied and baked to produce Mustang's deep finish, which resists rick, ing, cracking and peeling. Paint

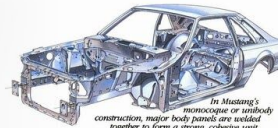


applications are computer-controlled for color match.

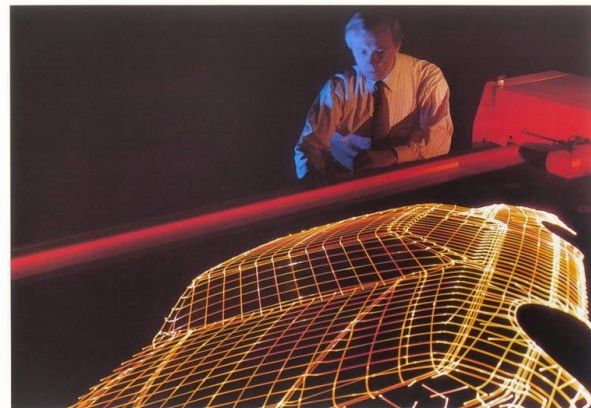
### Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your car. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your car a lifetime. It doesn't matter where you bought your car, or whether it's new or used, the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See a participating Ford Dealer for details.



In Mustang's monocoque or unit-body construction, major body panels are welded together to form a strong, cohesive unit.



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Mustang GT Convertible shown with optional car stereo, aluminum wheels, TRX tires.



Note: rear spoiler appearance may vary.

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## Ford Mustang GT & Turbo GT

For performance-minded drivers.

Mustang GT comes standard with the increased power of the improved 5.0L High Output V-8 with four venturi carburetion and five-speed manual transmission.\* The functional front air dam and integral fog lamps are also standard.\*

**Automatic Overdrive.** Now you can order the convenience of the Automatic Overdrive transmission teamed with the power of the 5.0L High Output electronic fuel-injected V-8 engine.\*

**Turbo GT\*\*** combines the efficiency of a 2.3L OHC engine with the response of electronic fuel injection (EFI) and the on-demand power of turbocharging.



GT and Turbo GT are both available in 3-door and Convertible models.

\*Scheduled for incorporation in units produced in early 1984 and thereafter.  
\*\*See your Ford Dealer for availability.  
†See Gas Mileage on page 27.



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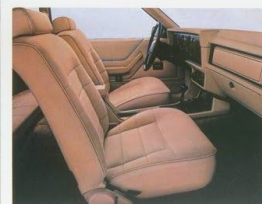
Mustang LX 2-Door shown with optional cast aluminum wheels



### Ford Mustang LX

Select any one of these three well-appointed Mustang models, each equipped to provide excellent performance in handling and comfort. LX 3-Door and 2-Door models use the efficient 2.3L OHC 4-cylinder and 4-speed manual transmission.\* LX Convertibles feature an electronically fuel-injected 3.8L V-6 engine teamed with a SelectShift automatic transmission. Convertible interiors provide room and comfort for four people plus luggage, a power retractable top, roll-down quarter windows and a rear glass window.

\*See Gas Mileage on page 27.



Mustang L shown with optional cast metric aluminum wheels, TRX tires



### Ford Mustang L

For a high level of standard equipment without high cost, consider the basic Mustang. The standard powertrain is the 2.3L OHC 4-cylinder engine and 4-speed manual transmission, an efficient combination with impressive mileage ratings.\* An up-shift indicator light is included that can actually help save fuel by advising you of the optimum shift points. Rack and pinion steering, a proven suspension system and a comfortable well-appointed interior add up to Mustang transportation that is far from basic.

\*See Gas Mileage on page 27.







Mustang SVO

## Ford Mustang SVO

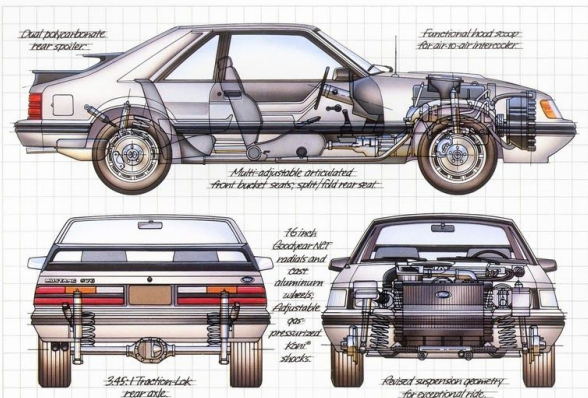
“This may be the best all-around car for the enthusiast driver ever produced by the U.S. industry.” *Road & Track*

“Hold in concept. And intelligent in execution.” *Motor Trend*

“This is an important vehicle, a harbinger of things to come... a Mustang with a mission.” *Car and Driver*

“The appeal of the car is in its balance, which transcends even the outstanding individual characteristics.” *Road & Track*

The experts have spoken. Now there's only one thing left to say. Mustang SVO.



## Mustang SVO Specifications

<b>ENGINE</b>		<b>BRAKES</b>	
Type	2.3L OHV in-line 4-cylinder	Front	11.00-in. internally vented discs, power assisted
Compression ratio	8.0:1	Rear	11.5-in. internally vented discs, power assisted
Induction system	Electronic fuel injected, turbocharged, intercooled	<b>WHEELS AND TIRES</b>	
Intercooler	162 cu. in. core volume	Wheels	16 x 7-in. cast aluminum
Max. power (SAE net)*	175 HP @ 4400 rpm	Tires	225/50VR16
Max. torque (SAE net)*	210 lb.-ft. @ 3000 rpm	<b>DIMENSIONS</b>	
<b>DRIVETRAIN</b>		Curb weight	2,967 lb.
Transmission	5-speed	Wheelbase	108.4"
Rear axle	Traction-Lok with 3.45:1 final drive ratio	Overall length	181.4"
<b>SUSPENSION</b>		Overall width	68.0"
Front	MacPherson strut, adjustable gas-filled Konig® shocks, coil springs, stabilizer bar	Overall height	56.3"
Rear	4 bar link coil springs, stabilizer bar, adjustable gas-filled Konig® shocks, spring-loaded, mounted shock absorbers*	Track, f.r.	57.0/58.3"
<b>STEERING</b>		<b>CALCULATED DATA</b>	
Type	Variable ratio rack and pinion, power assist	Power-to-weight ratio	17.2 hp/1000 lb.
Ratio	20:1	Skidpad	0.76g
<b>FUEL ECONOMY (mpg)</b>		City	23
City and highway		Highway	31
Use estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower.		<b>BRIDGES</b>	
*As measured by SAE standard J1349		Front	11.00-in. internally vented discs, power assisted
		Rear	11.5-in. internally vented discs, power assisted

## Ford Mustang SVO Just the facts

This exceptionally well-balanced, high-performance machine is a direct result of Ford's efforts in motorsports programs. SVO features many competition-tested components and offers a blend of tractability and ride that belie its all-out performance capabilities.

### Engine

SVO's 2.3 liter in-line 4-cylinder engine has electronic port-type fuel injection and turbocharger with air-to-air intercooler.

The turbo system includes variable computer controlled, electronic turbo boost, a feature that sets it apart from conventional turbo units. Most systems mechanically adjust to maximum boost as quickly as possible. This requires a restriction of maximum boost to about 10 psi.



**Intercooling and its influence on power:** As air travels from the turbo on its way to the cylinder head, it passes through the intercooler. This cools the air charge supplied by the turbo and increases its density. The increased density means greater combustion efficiency and a 10-20% increase in horsepower and torque.

to avoid engine damage at low rpm. SVO's system, using the capability of the EEC-IV computer, limits low rpm boost to safe levels and permits infinitely variable boost up to 14 psi.

### Transmission

SVO's transmission is a five-speed manual with overdrive mode in fifth gear.

Gear ratios are as follows:

1st	4.03:1
2nd	2.37:1
3rd	1.50:1
4th	1.00:1
5th	.76:1

The shift linkage is Hurst® developed and features revised geometry to produce short throws and crisp feel.

### Rear Suspension

The SVO features uniquely tuned springs and bushings and is equipped with a large stabilizer bar for excellent control over rough surfaces and during hard use.

In the rear are gas-filled/adjustable, Konig® shocks (1) plus the additional two hydraulic dampers\*\* (2), mounted horizontally between the axle and frame.



### Rear axle

A Traction-Lok rear axle with 3.45:1 final drive ratio is included as standard equipment to handle the demands of hard acceleration. The Traction-Lok axle also incorporates a design that minimizes inside wheelspin under hard cornering and provides better traction under slippery conditions than a non-Traction-Lok axle.

### Front Suspension

The SVO's front suspension also uses gas-filled adjustable Konig® struts, plus the benefits of a revised geometry for additional wheel travel in comparison to other Mustangs. The front suspension components have also been retuned along with a special steering gear to contribute to SVO's exceptional ride and handling characteristics.



### Tires and wheels

SVO tires are race-proven Goodyear NCT steel-belted radials. They're VR-rated, feature an aggressive tread pattern and low profile design for a wide footprint and excellent traction on wet or dry pavement. Built of performance rubber compound, these special tires are mounted on 16-inch cast aluminum wheels that are 7-inches wide. The wheels are low pressure cast to minimize structural porosity and feature a flush aerodynamic design.

### Brakes

Ample braking reserve is provided by standard power-assisted disc brakes at all four wheels. Hub and rotor castings are one piece and rotors are internally vented for heat dissipation.



\*\*Scheduled for incorporation in units produced in early 1984 and thereafter. Early production models included traction bars in place of hydraulic dampers.





**Mustang SVO Interior:**  
**Comfort with a purpose**  
Mustang SVO's interior has been designed to complement its total performance attitude. In the area of ergonomics, SVO's interior design places instruments and controls within easy reach of the driver. The multi-adjustable seat, tilt steering wheel and pedal positioning allow the driver to concentrate on driving. And the instruments and controls placed at the driver's disposal are as complete as one would expect in a car of SVO's caliber.

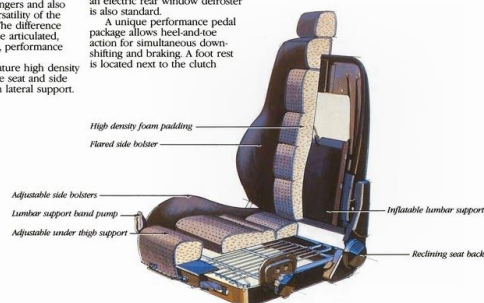


**Fuel recalibration** from premium to regular unleaded is accomplished by a flick of a switch on the console.

**Seating**

SVO, like all Mustang 3-Doors, seats four passengers and also provides the versatility of the split rear seat. The difference is up front in the articulated, multi-adjustable, performance buckets.

The seats feature high density foam pads in the seat and side bolsters for firm lateral support

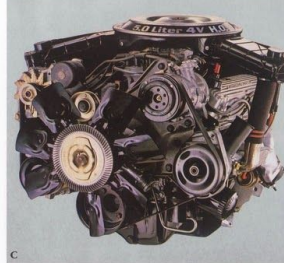


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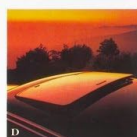
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**Options Availability**  
Mustang options are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Options designated by an asterisk (\*) are offered either in combination with other options or are subject to additional ordering requirements or limitations. Availability of some features may be subject to delay.



**Options shown:** (A) AM/FM Stereo radio with cassette tape player (B) T-RooF (C) 5.0 H.O. 4V engine (D) Flip-up open air roof (E) Air conditioning (F) SelectShift automatic transmission (G) Fingerprint speed control (H) Rear window defogger (I) Tot-Guard (available at your Ford Dealer) (J) Wheels/Wheel Covers: left to right: Cast metric aluminum wheels; Styled steel wheels with trim rings; Cast aluminum wheels; Wire style wheel covers; Turbine wheel covers (now standard on L and LX models)

[illegible][illegible]

VO			
S			
O			Black
S			
NA			
NA			Silver Metallic
NA			
NA			Bright Canyon Red
S			
NA			Dark Ascent Blue Metallic
S			
S			Light Desert Tan
NA			
NA			Oxford White
NA			
O			Dark Charcoal Blue Glow
S			
S			Medium Canyon Red Glow
O			
S			
NA			Light Ascent Blue Glow
NA			
NA			

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25



## A Commitment to Safety

Cars built with a concern for safety are designed and engineered by people who are committed to safety. Safety, like quality, begins as an attitude, a way of thinking that's instrumental in the shaping of a vehicle's structure and components from the drawing board to assembly.

**Occupant safety**  
To help protect passengers in the event of an accident, Ford cars are equipped with numerous safety-design features, including those listed here under the category "Occupant protection."

Ford commits enormous resources every year to the development and testing of all car lines and their occupant protection features.

Body structures — front and rear end assemblies, roof and doors — are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

The Crash Barrier Building has highly sophisticated equipment designed to analyze the impact of crash testing on the prototypes, and to measure the effects of the force on mannequins representing the

driver and passengers. As many as 350 crash tests involving cars and trucks are conducted annually.

**Operating safety**  
This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. The performance of these systems is vital to accident avoidance should the driver have to take evasive maneuvers in an emergency.

Ford cars and trucks are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance. Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the steel-belted radial tires at recommended inflation pressures (to keep them at safe temperatures).

**Get it together — Buckle up.**  
Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford cars, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts with retractors.

Ford also urges the use of child and infant restraints, even in states where they are not required by law.

Ford's Tot Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford cars, with the exception of Mustang Convertibles, provide a special anchorage at each rear outboard seating position.

**Ford Mustang Lifeguard Design Safety Features**  
**Vehicle operation**  
□ Safety rim wheels and load rated tires □ Dual service hydraulic brake system with warning light □ Corrosion-resistant brake lines □ Turn indicator lever with lane-changing signal feature □ Hazard warning flasher □ Backup lights □ Side marker lights □ Parking lights coupled with headlamps □ Two-speed windshield wipers □ Windshield

washer □ Outside rearview mirror, driver's side □ Glare reduced instrument panel, windshield wiper, arms and windshield pillars □ Uniform transmission shift quadrant (on all cars equipped with optional automatic transmission) □ Continuously variable control illumination intensity (instrument panel lighting) □ Safety hood latch system □ Function rated windshield defroster system □ Impact-resistant front and rear bumper systems

**Occupant protection**  
□ Safety-designed front end structure □ Steel guard rails in side doors □ Double yoke safety door latches and safety hinges □ Integral lap and shoulder belts with automatic retractors for occupants of front seats □ Positive seat belt fastening reminder warning light and buzzer or chime for the driver □ Lap belts with mini buckles and retractors for rear seat □ Two child restraint tether anchorages (except Mustang Convertible) □ Energy-absorbing steering column and steering wheel □ Energy-absorbing armrests and safety-designed door handles □ Energy-absorbing instrument panel with padding for front passenger □ Energy-absorbing sun visors □ Energy-absorbing front seat back tops □ Self-locking front seat backs on two-door vehicles □ Head restraints or high back seats for occupants of the front seats □ Safety glove box latch □ Inside yieldaway rearview mirror □ Impact-absorbing laminated safety glass windshield □ Flame-resistant interior materials □ Safety-designed coat hooks □ Safety-designed radio control knobs and push buttons

**Anti-theft**  
□ Locking steering column with key warning buzzer (or chime) reminder □ Visible vehicle identification number □ Separate keys for ignition and door entry.

**Ford Paid Repair Programs**  
**After the Warranty Period**  
Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you, Call Ford toll-free at 1-800-241-5673. Alaska/Hawaii call 1-800-241-5711 and in Georgia call 1-800-282-0959. Or write Ford at:

Ford Customer Information System  
Post Office Box 95427  
Atlanta, Georgia 30347

We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

**Technical Service Bulletins**  
All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you, Call Ford toll-free at 1-800-241-5673. Alaska/Hawaii call 1-800-241-5711 and in Georgia call 1-800-282-0959. Or write Ford at:

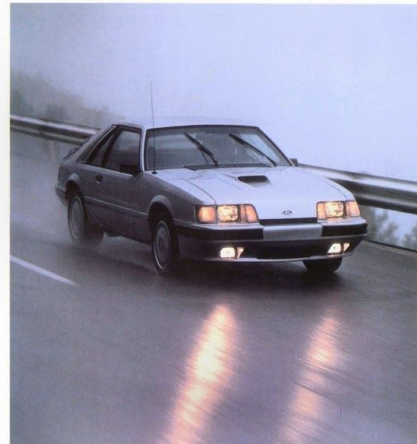
Ford Customer Information System  
Post Office Box 95427  
Atlanta, Georgia 30347  
We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

**Also well worth considering . . .**

**Extended Service Plan**  
Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford Dealers nationwide and in Canada.

**SCHEDULED MAINTENANCE**  
Ford wants to reduce both the frequency and cost of normal scheduled maintenance on its cars to an absolute minimum. Here are some examples of scheduled maintenance intervals for the new Mustang. For complete maintenance recommendations, refer to the Mustang Owner Guide.

Engine Oil Change	each 7,500 miles	each 5,000 miles	each 30,000 miles
Tune-Up	each 30,000 miles	each 30,000 miles	each 15,000 miles
Spark Plug Change	each 30,000 miles	each 30,000 miles	each 30,000 miles
Timing Belt	each 30,000 miles	each 30,000 miles	each 30,000 miles
Engine Coolant Replacement	each 32,500 miles	each 32,500 miles	each 32,500 miles
Brake Fluid	each 30,000 miles	each 30,000 miles	each 30,000 miles
Power Steering Fluid	each 30,000 miles	each 30,000 miles	each 30,000 miles
Transmission Fluid	each 30,000 miles	each 30,000 miles	each 30,000 miles



MEASUREMENTS	2,000cc 3.000L
Wheelbase	106.1"
Length	175.1"
Height	55.1"
Width	68.1"
Front Track	58.1"
Rear Track	58.1"
Front Overhang	38.1"
Rear Overhang	38.1"
Front Suspension	MacPherson
Rear Suspension	MacPherson
Steering	Power
Brakes	Disc
Clutch	Manual
Transmission	Manual
Drive	Front
Weight	3,000 lbs.
Capacity	100 lbs.
Storage	100 lbs.
Trunk	100 lbs.
Passenger Capacity	5
Weight	3,000 lbs.
Capacity	100 lbs.
Storage	100 lbs.
Trunk	100 lbs.
Passenger Capacity	5

**Gas Mileage**  
Mustang LX standard powertrain, the 2.3L OHC 4-cylinder and 4-speed manual transmission achieves EPA estimated mpg ratings of 23 and estimated highway ratings of 35. Use estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage and California estimates will probably be lower.

**"Ask Your Ford Dealer"**

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

**Product Changes**  
Ford Division reserves the right to change product specifications at any time without incurring obligations.

**Have you driven a Ford... lately?**





Get it together — Buckle up.

031-Rev 12/83

Litho in U.S.A.

FORD MUSTANG

FORD DIVISION

