1985

Ford Mustang

Donald E. Petersen
President

Ford Motor Company
The American Road
Dearborn, Michigan 48121

Dear New Car Buyer:

Quality is Job 1 at Ford Motor Company. This isn't just a phrase. It's a commitment to total quality.

Total quality begins with the design and engineering of our cars and continues through the life of the product. We plan them with a vision of the customer — of you — sitting behind the wheel of a new car.

Total quality will be apparent to you through functional performance, overall vehicle integrity, the "look and feel" of materials, satisfying aesthetics, safety, serviceability and cost of ownership.

Total quality requires continuous improvement in everything we do. Every employee at Ford Motor Company is involved in the process of meeting your needs and expectations.

I think the 1985 Mustangs and the 1985½ SVO are excellent examples of the quality I'm talking about. Their driver-oriented design and advanced engineering features make them fun to drive. And Mustang's range of models and powertrains make it a versatile performer.

I invite you to look over our new 1985 Ford cars in your dealer's showroom. Test drive them on the road. When you do, I think you'll understand all that's involved in the total quality concept at Ford Motor Company.

Donald E. Petersen
President
Ford Motor Company

Ford Mustang for 1985

Mustang is the spirit that moves you. It is a car for all people and has all the necessary ingredients to satisfy the tastes of the young and the young at heart. Quick, sure handling. Responsive, efficient* power-teams. Contemporary size and shape. Plus comfortable interiors with many extra value features. All things considered, you could be driving a Mustang. Take one for a test drive soon and get in the spirit.

*See EPA gas mileage estimates on page 23.

Contents

Front and back covers: Mustang GT shown with optional rear window defroster.

Mustang LX, in 2-door, 3-door and convertible models, is packed with extra value standard equipment. The 2-door also comes with a very attractive price.

Mustang LX Convertible combines the fine points of the 2-door with a power retractable top for true open air cruising.

Mustang GT 3-door and **GT Convertible** are excellent performers on all fronts. They have quick acceleration and firm suspensions for solid road holding capability.

1985½ Mustang SVO was developed by Ford Special Vehicle Operations group to set a new standard in affordable grand touring cars. Higher performance and aero-designed headlamps head the list of new SVO features. For availability of the 1985½ SVO, see your Ford Dealer.

A word about this catalog: Some of the equipment shown or described throughout the catalog is available at extra cost.

Quality and Workmanship

Ford Motor Company is committed to building vehicles that meet the high quality standards expected by those who drive them.

Behind the quality of every car built by Ford are the dedicated people of Ford who produce it.

Design and engineering, where quality begins.

Quality demands that before a vehicle can be built right, it must first be designed and engineered right.

Today, engineers can measure with amazing accuracy how a vehicle responds to actual on-road conditions long before it

is built. It's done with full-scale vehicles and individual components in action on computer screens.

Vehicles can be driven in computer simulation at various speeds, climb steep grades, run over potholes, just as they would be in real testing at a proving ground. The computer displays in close detail the intricate movements of the suspension and other systems. They're evaluated to high standards of performance, redesigned and retested if necessary.

Even with this advanced technology, however, the art of automotive design and engineering remains in the hands of designers and engineers. The computer is there to assist them.

Withstanding stress. The ultimate test of a vehicle's quality.

Ford vehicles 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.

But even before these road tests, Ford engineers put prototype vehicles through numerous laboratory tests. The Electrodynamic Actuator, for example, drives a vehicle continuously under a variety of road and weather conditions. One objective is to eliminate squeaks and rattles caused by bumps and jolts and the effects of hot and cold temperatures.

Computers, robots and lasers in manufacturing and assembly.

Monitoring engine performance, checking electrical systems for accuracy, helping ensure smooth paint applications for finish quality — these are some of the vital roles that computers play in the assembly of Ford vehicles.

Ford places great importance also on robotics to achieve high quality in fit, finish and function. Robots are programmed to provide consistency and control to an extraordinary degree. They can do the 2,000 welds on a vehicle's body quickly, completely, with the precision the blueprints demand.

The laser, another advanced-technology tool, helps improve quality by providing accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners.

Special quality steps: Corrosion protection.

Ford takes tough measures to protect its vehicles against the damaging effects of corrosion. Galvanized steel is used for important underbody and structural parts. Pre-coated steel, featuring corrosion inhibitors, is also used in major body panels. Special treatments are applied to selected areas of the body structure.

Ingenuity and teamwork. The essential ingredients of high quality.

At Ford, striving for high quality is a team effort. This is nowhere more evident than in the hundreds of recommendations for quality improvements submitted every year by more than 1,100 Employee Involvement (EI) groups in 65 Ford plants across America.

In addition to the EI groups, there are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary responsibility is quality improvement after production gets under way.

With all the technology and resources at work producing quality products, the people at Ford realize that quality is a never-ending preoccupation. This attitude is essential to Ford's total commitment to quality.

Best Built American Cars.

Quality is Job 1. A 1984 survey established that Ford makes the best built American cars. This is based on an average of problems reported by owners in the prior six months on 1981-1983 models designed and built in the United States.

Left: Mustang SVO

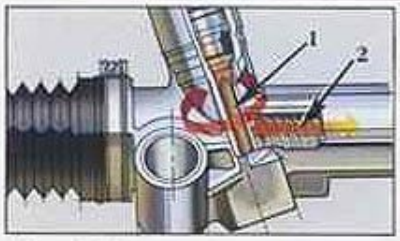
Ride and Handling

Power-assisted rack and pinion steering

Mustang's standard power-assisted rack and pinion steering system has a low friction design. It is smooth, responsive and provides a good feel of the road.

The feel of rack and pinion steering is firm, precise and adds to 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.

Mustang GT and SVO feature power-assisted rack and pinion steering with a constant ratio design (15:1) that provides easier maneuverability and an excellent feel of the road.

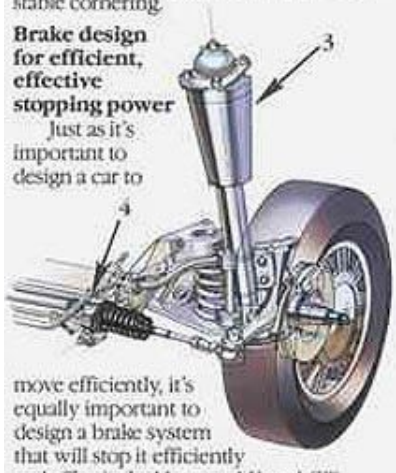


At the end of the steering column is a "pinion gear" (1), which engages a "rack" (2) of gear teeth that's linked to the steering arms.

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.

Brake design for efficient, effective stopping power



Just as it's important to design a car to move efficiently, it's equally important to design a brake system that will stop it efficiently and effectively. Mustang LX and GT use a dual service braking system with standard power 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.

SVO is equipped with power-assisted disc brakes at *all four wheels* for the optimum in high performance braking.

Left: Mustang GT shown with optional rear window defroster.

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.

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, air-flow is directed to reduce front and rear lift for directional stability and cornering agility.

Special VR tires for Mustang GT and SVO

The handling capabilities of Mustang GT and SVO are greatly enhanced by speed-rated, steel-belted radial ply Goodyear Eagle performance tires. The tires, mounted on cast aluminum wheels, feature a new unidirectional "Gatorback" tread design.

Special suspensions for two very special Mustangs — GT and SVO.

The suspension systems included with Mustang GT and SVO are designed to match the characteristics of these higher performance Mustangs.

Mustang GT

The front suspension components include gas-filled struts, upsized stabilizer bar and variable rate springs.

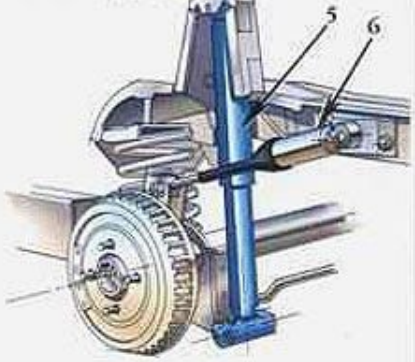
Variable rate springs and a stabilizer bar are also used in the rear Quadra Shock suspension that also features gas-filled shocks (5) mounted vertically between the outer ends of the rear axle and the rear frame. These shocks soften and smooth the rear wheels' vertical travel caused by bumps, pavement breaks, potholes, etc.

Another pair of freon-filled axle dampers (6) are mounted horizontally between the ends of the rear axle and the frame. They, along with the stabilizer bar, help to control the axle's fore-and-aft movement and resist torsional roll. They also help keep the axle in the proper location when cornering.

Mustang SVO

SVO takes this excellent design one step farther with the use of Koni® adjustable gas-filled front struts, rear vertical shocks and horizontal axle dampers. The adjustable feature lets you select the kind of ride you want, whether it be city (soft) or straight competition (firm). See page 21 for more details.

*See EPA gas mileage estimates on page 25.



Power and Efficiency

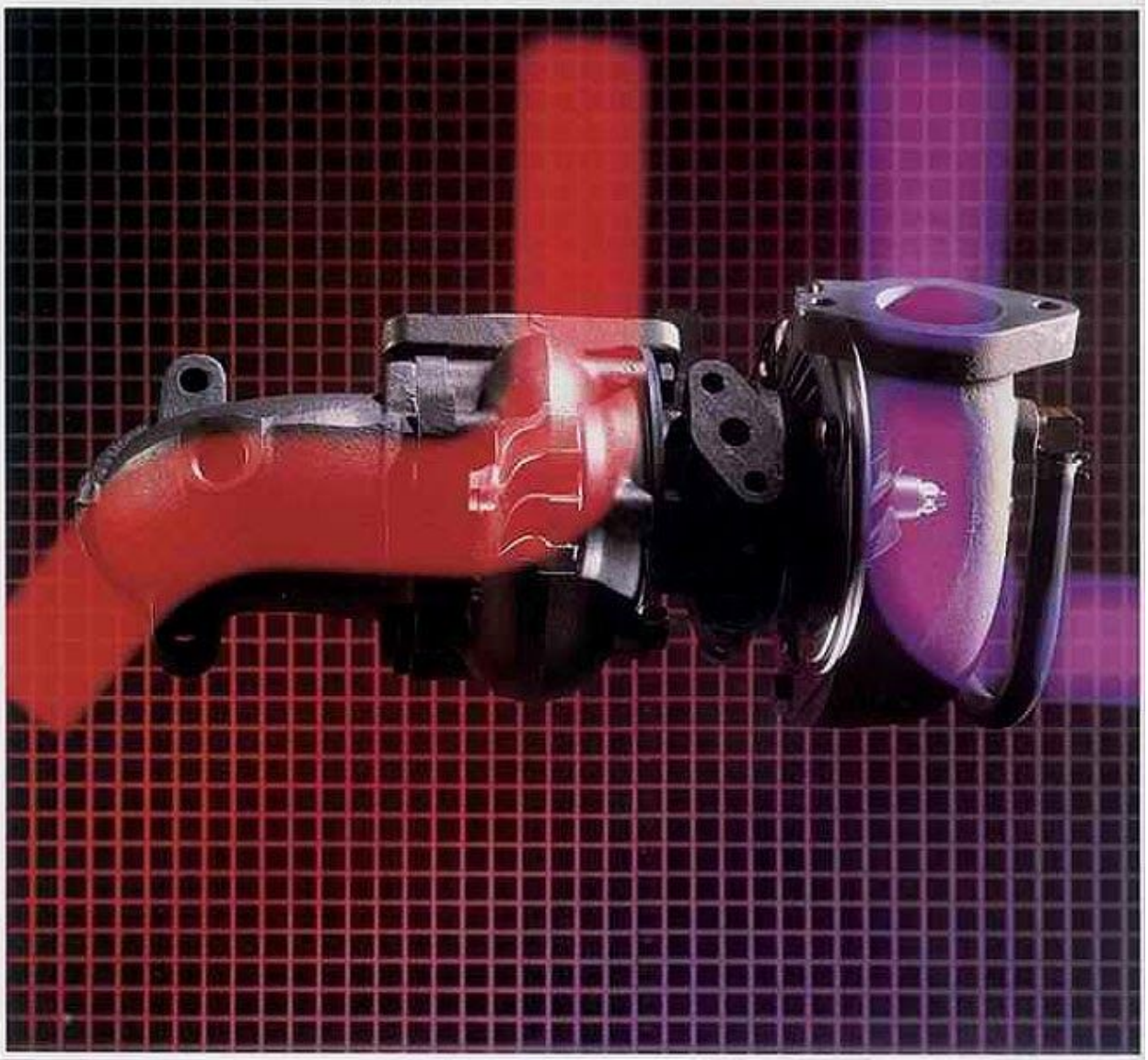
EEC-IV: one of the world's most advanced automotive computers

The EEC-IV computer control system used on most Mustang engines is a fourth generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second. EEC-IV adjusts the air/fuel mixture and ignition timing for quick cold starts. On the road, it constantly senses what the car is being asked to do, then

balances the air/fuel mixture and timing for optimum power, response and efficiency.

Turbocharging: efficient power

Turbocharging is one answer to the challenge of obtaining power *and* efficiency. It provides two major benefits: Under normal driving circumstances, the turbo efficiently remains



inactive, contributing to fuel savings. But when a surge of power is required, such as when passing, pressing down on the accelerator brings the turbo into action.

Turbocharged, intercooled power: Mustang SVO

Mustang SVO's engine is an efficient,* high-performance cross-flow head, overhead cam 4-cylinder. It displaces only 2.3 liters, yet through turbocharging and intercooling, delivers horsepower and torque comparable to much larger V-8 engines. For 1985½, this turbo engine generates 200 horsepower at 5000 rpm, and 240 ft. lb./torque at 3000 rpm (SAE standard J-1349).

Engine design features include five main bearings, forged aluminum pistons, high-temperature alloy valves, auxiliary oil cooler, water-cooled center housing, tuned intake manifold, automatic fuel shut-off, a refined "knock" sensor, and a rev-limiter.

Turbocharging: Hot exhaust gases (red), turn the turbine wheel to power the compressor. Outside ambient air (blue), enters the compressor and is blown through the intercooler to the induction system and into the combustion chambers. The intercooler lowers the temperature of the air charge supplied by the turbo. This allows a denser air/fuel charge for a faster, more complete burn.

Mustang powerteams

Engine	Transmission	49-States	Axle Ratio California	High Altitude
		Std	Std	Std
2.3L IV OHC	Manual 4-speed*	3.08:1	3.08:1	3.45:1
2.3L IV OHC	Automatic	3.27:1	3.27:1	3.45:1
2.3L EFI Turbo with intercooler	Manual 5-speed	3.73:1	3.73:1	3.73:1
3.8L EFI	Automatic with locking torque converter	2.73:1	2.73:1	2.73:1
5.0L HO 4V	Manual 5-speed	2.73:1	2.73:1	2.73:1
5.0L EFI HO	Automatic Overdrive	3.27:1	3.27:1	3.27:1

*Includes upshift indicator light.

A high performance 5.0L 4V V-8: Standard in Mustang GT

The performance components in the design of the 5.0 liter High Output 4V V-8 engine result in impressive performance ratings: 210 horsepower at 4400 rpm and 270 ft.-lb. torque at 3200 rpm (based on SAE standard J-1349).

3.8 liter V-6

A powertrain with an accent on efficiency

The 3.8 liter V-6 engine (standard in Mustang LX Convertibles and optional in LX 2- and 3-door models) features electronic fuel injection, advanced combustion chamber and intake valve design. It's teamed with an automatic transmission featuring a locking torque converter that provides a near mechanical linkup between engine and transmission in third gear. This results in considerably less torque converter slippage for more efficient use of power.

The 3.8 liter V-6 also features a low oil level warning light that provides a warning when the oil is 1 to 1½ quarts below the 5-quart capacity. It's standard also with the 2.3 liter turbocharged engine (SVO) and the 5.0 liter HO V-8s.

A responsive, efficient powertrain

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

Fuel economy: a benefit of aerodynamics

Mustang's aerodynamic shape improves fuel economy* because the vehicle slips more easily through the air, requiring less horsepower to overcome air resistance. In addition to the many aerodynamic design features of every Mustang model, the SVO series now has aero-designed headlamps. These headlamps blend smoothly with the sheet metal, have easily removable capsule-type halogen bulbs, and are constructed of high-strength Lexan® plastic lenses that resist breakage.

Among the key components are a high-performance forged camshaft, low-friction roller tappets, 600 CFM Holley 4-barrel carburetor, large free-breathing air intake system, stainless steel tubular headers, large diameter exhausts, and forged aluminum pistons.

Additional performance features include a high-efficiency water pump, premium exhaust valve and valve spring materials, sport-tuned dual exhaust system, double roller timing chain, air conditioner cut-out at wide open throttle.

Standard with the 5.0 liter V-8s are a Borg-Warner 5-speed manual overdrive transmission, handling suspension, and Traction-Lok rear axle.

A 180-hp. version** of this high output engine (SAE standard J-1349) has been tailored for use with Ford's Automatic Overdrive transmission by incorporating

the EEC-IV engine control system and electronic fuel injection. EFI provides precise fuel delivery for prompt start-up and good cold engine response.

*See EPA gas mileage estimates on page 23.

**5.0L EFI V-8 engines produced before November 19, 1984 were rated at 165 hp.

Ford Mustang Environment

Mustang ergonomics

Correct interior design involves the application of the science of ergonomics: the close relationship of the driver to the car. Instruments, controls, seating — all must be positioned for maximum efficiency and comfort.

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, interval wipers and signals are at the driver's fingertips. The parking brake lever is located between the seats in the console (standard equipment on LX 5-door, GT and SVO). The climate control and entertainment centers are placed a comfortable reach away, so the driver's hands can stay close to the steering wheel.

Interior comfort for four

Mustang's roomy, comfortable interior provides ample space for four passengers, plus the versatility of the split/fold rear bench seat in LX, GT and SVO 5-door models.

The front bucket seats of LX models 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.

Inside the GT are articulated sport seats which feature adjustable side bolsters and under thigh support.

Mustang SVO provides the ultimate in driver and passenger comfort with multi-adjustable, articulated front performance seats. Seat adjustments include seat cushion side bolsters, lumbar support, under thigh support and seat back angle.

Top: Standard full instrumentation
Center: Mustang LX interior shown with optional air conditioning, SelectShift automatic transmission (standard in LX convertible) and tilt steering wheel
Left to right: Mustang LX instrument panel shown with optional air conditioning, SelectShift automatic transmission (standard in LX Convertible) and tilt steering wheel. Split fold rear bench seat (standard 5-door models).
Near right: Mustang SVO seat construction

Ford Mustang LX

In Mustang LX, you have a well-appointed sporty car with power rack and pinion steering and power brakes for crisp handling, plus an efficient, responsive powerteam.* The driver-oriented interior is comfortable with well-tailored seating. LX is a *complete* car; no need to add a lot of options to make it live up to your expectations. It's very affordable too. But, the best part is it's a Mustang.

Standard interior features include AM/FM stereo radio,** dual-covered visor mirrors, interval wipers, deep 16-ounce carpeting and low back reclining bucket seats that are cloth-trimmed. The rear seat of the 5-door LX is a split/fold design to give you a more versatile passenger/cargo area. A center console that houses a digital clock and a graphic display warning module is standard in LX 5-door models and optional in 2-door models. The instrumentation, like the car, is complete. It includes oil pressure, coolant temperature and ammeter gauges plus a resettable trip odometer and tachometer. LX 2-door models also include a completely trimmed trunk.

Left: Mustang LX 2-door

* See EPA gas mileage estimates on page 23.
** May be deleted for credit.

Ford Mustang LX Convertible

The Mustang tradition lives on in a Convertible model complete with power retractable top and room for four passengers. The rear window is glass and can be left in place when the top is lowered or zipped down with the top up for added ventilation. A lively 3.8L fuel-injected V-6 with automatic transmission under the hood provides the power.

The same attention is given to the interior as in the LX 2-Door, which includes, among other items: Covered visor mirrors. Multi-function column-mounted controls. Interval wipers. Dual remote-control styled mirrors. A power ventilation system with integral dash-mounted registers. Plus P-metric steel-belted radials, turbine wheel covers and charcoal exterior accents. There is also a leather articulated seat option available in your choice of white or charcoal.

Left: Mustang LX Convertible shown with optional leather seating surfaces and styled road wheels.

Ford Mustang GT

There's a certain reputation and respect that have followed Mustang GT since its introduction 20 years ago. A respect for balance and, of course, quickness, that adds to GT's reputation year after year.

Mustang GT will undoubtedly add to its reputation in 1985 and garner more than its fair share of respectful nods.

In GT you have 210 horses* under the hood and a lot to grab onto with the short, accurate throws of the 5-speed manual transmission. And, you'll also find a new kind of ride sophistication with the refined Quadra-Shock suspension system which includes variable rate springs, gas-filled struts and shocks, and new VR-rated Goodyear Eagle performance "Gator-back" tires with unidirectional tread. There's also new 15x7 cast aluminum wheels standard on GT.

Inside, there are new cloth articulated sport seats with adjustable side bolsters and under thigh support, available in three colors. Other standard amenities include AM/FM stereo radio.** Quick ratio power steering. Tilt steering wheel and power front disc/rear drum brakes.

Mustang GT performance also comes in a Convertible model, complete with power top, glass rear window and room for four.

Take a Mustang GT 3-Door or Convertible for a test drive. See how well the GT has lived up to its reputation.

*210 horsepower at 4400 rpm. Based on SAE standard J-1349.

**May be deleted for credit.

Left: Mustang GT shown with optional rear window defroster.

1985½ Ford Mustang SVO

Mustang SVO* is automotive sports sophistication at its best. Nowhere is this more evident than on the inside.

The articulated front bucket seats can be adjusted for a snug, individualized fit. The seats, including Ford's rear split/fold bench, are tailored in cloth with an available option of leather seating surfaces. Adjustable front seat features include seat back angle, lumbar support, side bolsters and under-thigh support.

The complete instrument grouping is made up of accurate, easy-to-read dials and gauges.

SVO also features these desirable standard items: Air conditioning. Power windows. Power locks. Tilt steering wheel. Interval wipers. Rear window defroster. Electronic AM/FM stereo radio with cassette player. Premium sound system. Dual illuminated visor mirrors. A console that incorporates an integral armrest and storage box and houses

switches for the fog lamps and fuel recalibration. The fuel recalibration switch lets you go from premium unleaded to regular unleaded fuels to optimize engine performance regardless of the fuel in use. There's also a standard performance pedal package that allows for simultaneous downshifting and braking.

And now for the real SVO story — the engineering features on the following pages.

**See your Ford Dealer for 1985½ SVO availability.*

Left: Mustang SVO.

1985½ Ford Mustang SVO

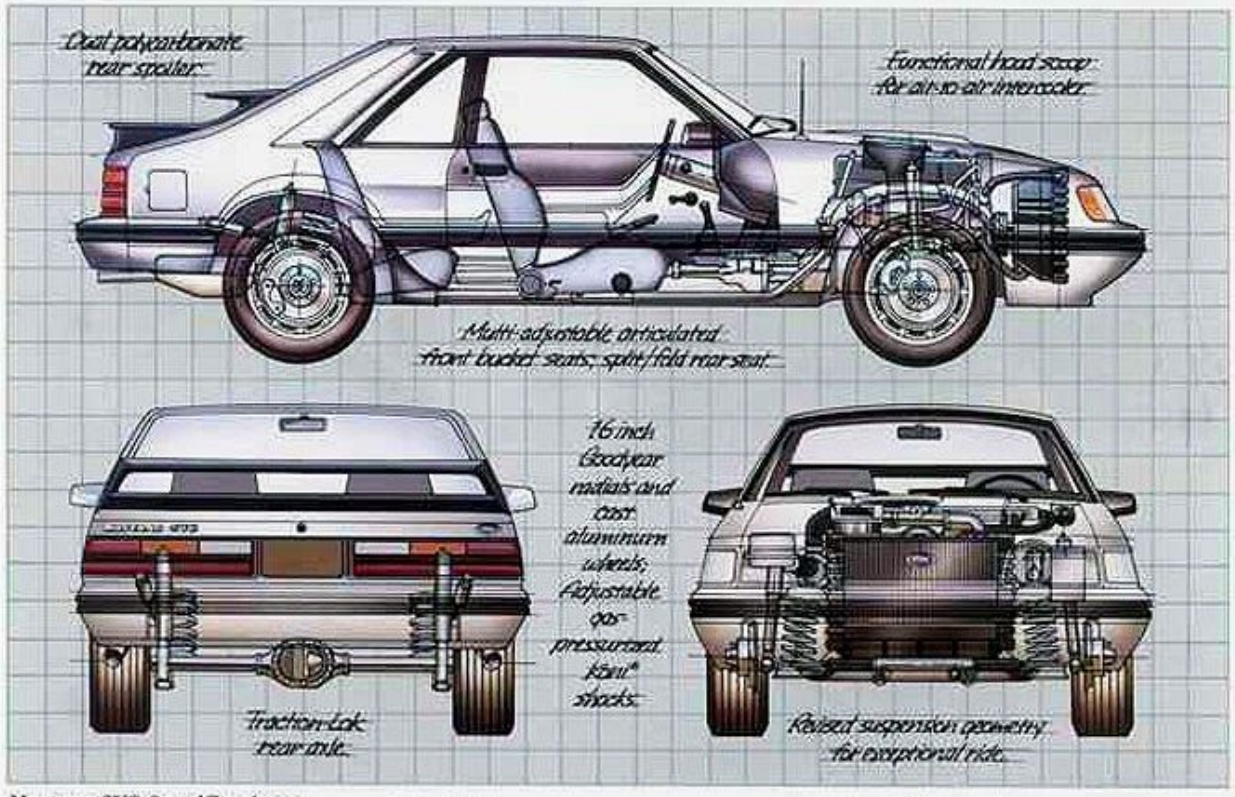
Competition-tested components remove all doubt.

Engine — SVO's 2.3 liter in-line 4-cylinder engine has electronic port-type fuel injection, turbocharger with air-to-air intercooler, and a new low restriction dual exhaust system. The SVO turbo engine for 1985½ delivers more overall performance.

The turbo system includes variable, EEC-IV computer-controlled electronic turbo boost that allows infinitely variable boost up to 15 psi.

The intercooler lowers the temperature of the air charge supplied by the turbo, increasing its density. Increased density means greater combustion efficiency and an increase in both horsepower and torque.

SVO's turbo engine also features viscous-damped mounts which absorb more effectively the force resulting from high-output acceleration.

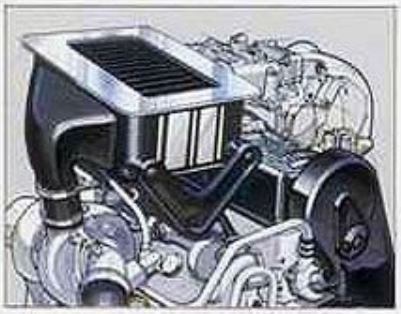


Mustang SVO Specifications

ENGINE	
Type	2.3L OHC in-line 4-cylinder
Piston compression ratio	8.0:1
Induction system	Electronic fuel injected, turbocharged, intercooled
Max. power (SAE Standard J1349)	200 hp @ 5000 rpm
Max. torque (SAE Standard J1349)	240 ft.-lb. @ 3000 rpm
DRIVETRAIN	
Transmission	5-speed
Gear ratios:	
1st	3.50:1
2nd	2.14:1
3rd	1.36:1
4th	1.00:1
5th	.78:1
Shift linkage	Hurst® developed
Traction-Lok rear axle	3.73:1

SUSPENSION	
Front	Modified MacPherson struts, adjustable gas-filled Koni® shocks, coil springs, stabilizer bar (1.12-in. dia.)
Rear	4 bar link, coil springs, stabilizer bar (.67-in. dia.), adjustable gas-filled Koni® shocks, longitudinally mounted hydraulic dampers
STEERING	
Type	Precision tuned rack and pinion, power assisted
Ratio	15:1
BRAKES	
Front	11.08-in. internally vented discs, power assisted
Rear	11.6-in. internally vented discs, power assisted
HEADLAMPS	
Type	Halogen, with new aerodynamic design

WHEELS AND TIRES	
Wheels	16 x 7-in. cast aluminum
Tires	P225/50VR16 Goodyear Eagle, Unidirectional "Tatortrack" tread
DIMENSIONS	
Curb weight	3,247 lb.
Wheelbase	100.5"
Overall length	180.6"
Overall width	69.1"
Overall height	52.1"
Track, F/R	57.8"/58.3"
SKIDPAD	
Lateral acceleration	0.9g
BRAKING	
60-0 mph	137 ft.



Braking system — 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.

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 Koni®

shocks (1), plus the additional two Koni® hydraulic dampers (2), mounted horizontally between the axle and frame.

A Traction-Lok rear axle with 3.73:1 final drive ratio is included as standard equipment to handle the demands of hard acceleration and for good traction through turns.

Tires and wheels — SVO tires are race-proven Goodyear steel-belted radials. They're VR-rated, feature an aggressive, unidirectional "Gatorback" 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.

Front suspension — SVO's front suspension also uses gas-filled adjustable Koni® 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 to contribute to SVO's ride and handling characteristics.

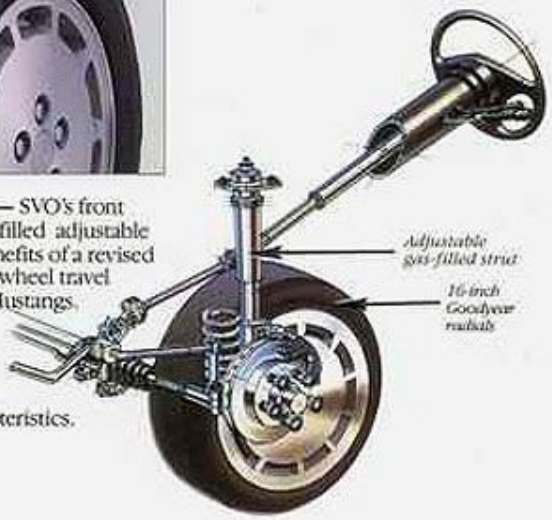
New aero headlamps for SVO

The 1985½ SVO has new aero headlamps in addition to the many aerodynamic features that are integral to the design of every Ford Mustang. Aero headlamps blend smoothly with the sheet-metal, have capsule-type halogen bulbs that are easily removable, and are constructed of high-strength Lexan® plastic to resist breakage.

Competition Prep option

Your SVO is nearly race-ready as produced. When you order the Competition Prep option the following items will be deleted:

Air Conditioning
Power Windows
Power Locks
Electronic AM/FM Stereo
Search Radio



Note: See your Ford Dealer for 1985½ SVO availability.

Ford Mustang Features and Options

Electronic AM/FM stereo search radio/cassette player

Some of the features of this state-of-the-art quality sound system are: Dolby® Noise Reduction; seek tuning that selects the next listenable station either up or down the scale; scan tuning that auditions stations for 8 seconds; and a "music search" feature that locates the beginning of the next or previous song on the cassette tape.

Illustrated options

(A) Electronic AM/FM Stereo Search Radio; (B) Automatic Transmission; (shown with console, optional in LX 2-door models); (C) T-Roof; (D) 5.0L HO V-8 engine; (E) Tot-Guard for children 20 to 50 pounds (available at Ford Dealers); (F) Cast aluminum 15x7 wheels; (G) Styled road wheels; (H) Wire style wheel covers.

A


B


C


D


E


F


G


H

A word about Ford options

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

Safety Features

A commitment to safety

Safety, like quality, begins as an attitude, a way of thinking that's fundamental in shaping a vehicle's structure and components from the drawing board to assembly.

Occupant safety

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

Body structures 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 crash testing.

Operating safety

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

Ford cars are engineered to do their part — provide suspension and steering systems designed for control, as well as a brake system that is designed to provide fast stopping action and fade resistance.

Of course, it's up to the driver to make the best use of accident-avoidance equipment. This involves driving defensively, reacting in time, and such seemingly small things as properly regulating the ventilation system (to help the driver stay alert).

5-mile-an-hour bumpers

Bumpers on Mustang are designed to protect lamps, cooling system, exhaust and other body components in the event of a minor impact. While some manufacturers have replaced the 5-mile-an-hour bumper system with a 2½-mile-an-hour system, Ford offers you the protection of 5-mile-an-hour bumpers, front and rear.

Get it together — buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford cars, outboard front seat lap and shoulder belts have automatic retractors and comfort regulators. Outboard rear seat positions also have lap belts with retractors.

Ford urges the use of child and infant restraints, even in states where they are not required by law. Ford's easy-to-install Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. If a child restraint requires a top-tether, Ford cars provide for attachment of an anchor at each rear outboard seating position (except Mustang Convertible).

Ford Mustang Lifeguard Design Safety Features

Vehicle operation

☐ Safety rim wheels and load-rated tires ☐ Split hydraulic brake system with warning light ☐ Corrosion-resistant brake lines ☐ Flash-to-pass headlamps ☐ Turn indicator lever with lane changing signal feature ☐ Hazard warning flasher ☐ Backup lights ☐ Side marker lights ☐ Parking lights coupled with headlamps ☐ Variable speed windshield wipers ☐ Windshield washers ☐ Dual outside rearview mirrors ☐ Glare-reduced instrument panel, windshield wiper arms and windshield pillars ☐ Uniform transmission shift quadrant with safety starting switch (on all cars equipped with automatic transmission) ☐ Continuously variable control illumination intensity (instrument cluster lighting) ☐ Safety hood latch system ☐ Function-rated windshield defroster system

Occupant protection

☐ Safety-designed front end structure ☐ Safety-designed roof structure (except Convertibles) ☐ 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 for the driver's seat ☐ Lap belts for rear seat occupants ☐ Energy-absorbing steering column and steering wheel system ☐ Energy-absorbing armrests and safety designed door handles ☐ Energy-absorbing instrument panel with padding for right front passenger ☐ Energy-absorbing sun visors ☐ Energy- absorbing front seat back tops with padding ☐ Self-locking front seat backs ☐ Head restraints for front outboard occupants ☐ 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 reminder buzzer and push button key release ☐ Visible vehicle identification number

Damage resistance

☐ Impact resistant front and rear bumper systems

Owner Information

Measurements

	2-Door/3-Door
Wheelbase	100.5"
Length	179.3"
Height	52.1"
Width	69.1"
Tread: front*	56.6"
Tread: rear*	57.0"
Trunk or cargo volume (cu. ft.)**	10/30.0
Fuel capacity	15.4 gal.
Curb weight (lb.)†	2,604/2,745
Passenger capacity	4

*SVO tread widths: 57.8" front; 58.3" rear.
**With rear seat down.
†Convertible curb weight 3,984 lb.

LIFETIME SERVICE GUARANTEE

As part of Ford Motor Company's commitment to your total satisfaction, participating Ford Dealers offer the Free Lifetime Service Guarantee. They stand behind their work, in writing, for as long as you own your car. This guarantee covers virtually every repair you pay for after your new vehicle warranty expires. Now when you pay for a covered repair once, you never have to pay for the same repair again. Ever. The dealer who did the work will fix it free. Free parts. Free labor.

While it doesn't cover routine maintenance parts, belts, hoses, sheet metal or upholstery, this limited warranty does cover thousands of parts in normal use.

No other car company's dealers, foreign or domestic, offer this kind of security. Nobody.

See your participating Ford Dealer for details.

Ford 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 6,100 Ford and Lincoln-Mercury dealers nationwide and in Canada.

Motorcraft

QUALITY REPLACEMENT PARTS FROM FORD

Genuine Ford and Motorcraft original equipment replacement parts are precision engineered and manufactured to Ford specifications to deliver top-level performance in all Ford-built cars and trucks. The Ford and Motorcraft brand names are your best assurance of quality and long-term satisfaction because these replacement parts meet the same high standards as those installed in production, and at Ford, "Quality is Job 1."

Scheduled maintenance

Ford wants to reduce the frequency and cost of scheduled maintenance on its cars to an absolute minimum. Here are some examples of scheduled maintenance intervals for the 1985 Ford Mustang. For complete maintenance recommendations, refer to the Mustang Owner Guide.

Engine oil change	each 7,500 miles
Turbo	each 5,000 miles
Spark plug change	each 30,000 miles
Turbo	each 15,000 miles
Air filter replacement	each 30,000 miles
Engine coolant replacement	each 52,500 miles or 3 years on 2.3L non Turbo, 3.8L V-6 and 5.0L V-8 engines; Each 50,000 miles or 3 years on 2.3L Turbo engines.

The commitment to quality by Ford and its dealers can save you money on repairs, too.

In addition to the Lifetime Service Guarantee, the Extended Service Plan and Ford and Motorcraft original equipment parts already described, Ford and Ford Dealers are working in other ways to save you money on repairs and help ensure your satisfaction.

Nationwide dealer network ready to assist you

Should your Ford car or truck need repair while you're traveling or away from home, the nearest servicing dealer can be located simply by calling one of the toll-free numbers listed under "Ford-paid repair programs."

Specialized tools and equipment

The latest in diagnostic and service equipment designed especially for use in the repair of Ford Motor Company products is available. This equipment helps the technician make the repair properly so you won't have to come back a second time.

Continued service technician training

Dealership technicians are continuously updated on the latest techniques and procedures to help them keep your Ford car or truck running at its best.

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 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 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 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

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Options availability

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product changes

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

"Ask your Ford Dealer"

Following publication of this 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.

Have you driven
a Ford...lately?

FORD MUSTANG

Ford

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