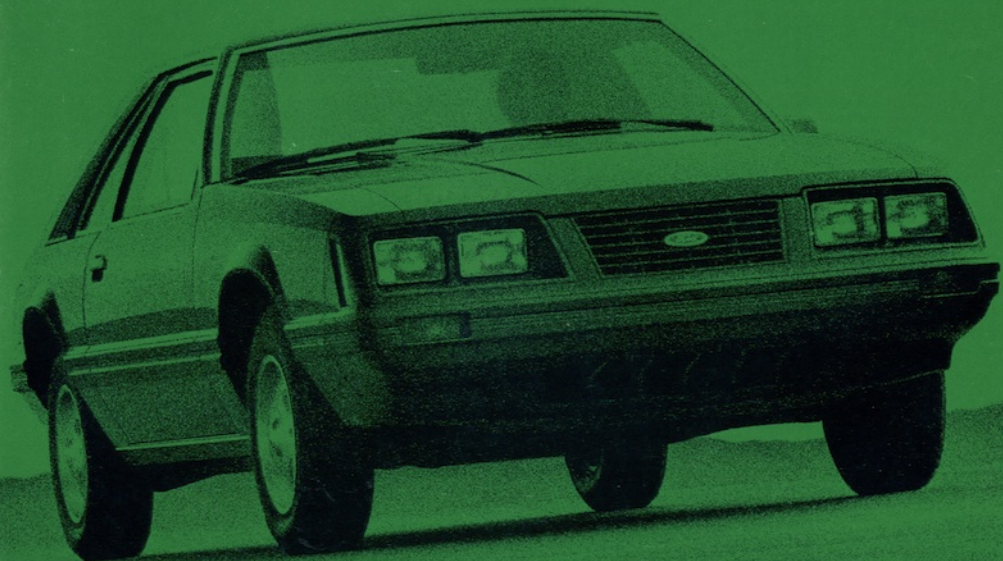


1984 Ford Mustang



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.

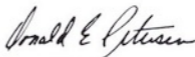
Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

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
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 powerteam.* Available in 2-door and 3-door models.

*See Gas Mileage on page 27.

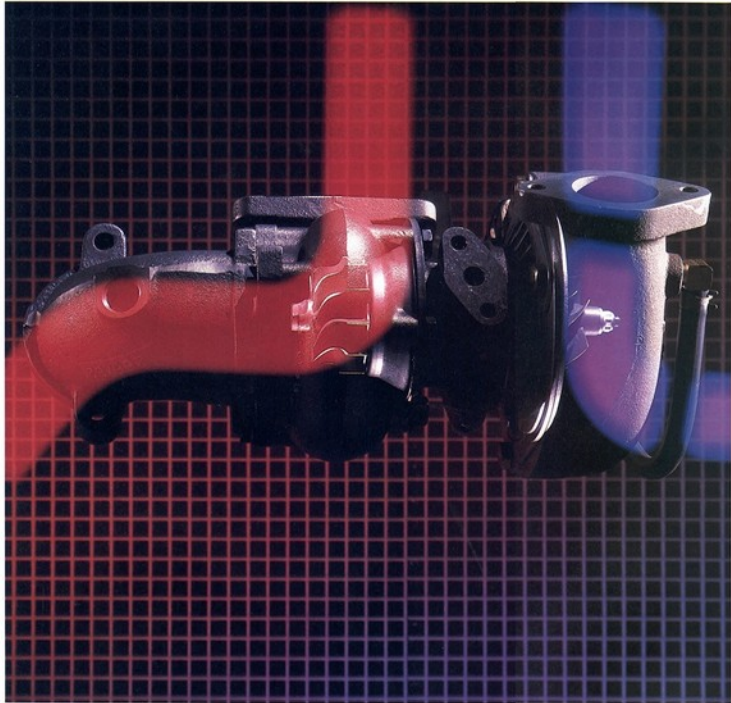


Table of Contents

Power & Efficiency	4-5
Ride & Handling	6-7
The Ford Mustang Environment	8-9
Quality & Workmanship	10-11
Ford Mustang GT & Turbo GT	12-13
Ford Mustang LX	14-15
Ford Mustang L	16-17
Ford Mustang SVO	18-23
Ford Features & Options	24-25
Safety Features, Scheduled Maintenance, Measurements, Powerteams, & Gas Mileage	26-27

A word about this catalog

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



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 3V0 engine information)

	L	LX	GT	GT [®]
3.0, OHV I-4	S ⁽¹⁾	S ⁽¹⁾	NA	NA
3.0L EFI Turbo	NA	NA	NA	S
3.8L EFI V-6	D	D ⁽¹⁾	NA	NA
5.0L (HO) V-8	D ⁽¹⁾	D ⁽¹⁾	S	NA
5.0L EFI H.O. V-8	D ⁽¹⁾	D ⁽¹⁾	S ⁽²⁾	NA

(1) 3.8L EFI V-6 standard in LX Convertibles
(2) Available with the GT model engine package
(3) 5.0L EFI H.O. V-8 with Automatic Overdrive Transmission optional in place of carburetor. 5.0L and 5-speed manual transmission †

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 overdrive 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.*

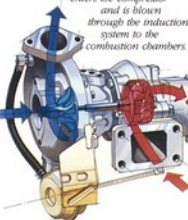
A powertrain with an accent on efficiency

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 linkup between engine and transmission in all three forward gears. This results in considerably less torque converter slippage for more efficient use of the engine's power.

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.*

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 induction systems to the combustion chambers.



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 CFM Holley four barrel carburetor, premium exhaust valve and valve spring

*See Gas Mileage on page 27.

**See your dealer for availability.

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



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

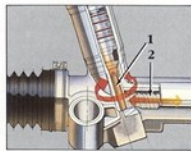
Mustang's rear suspension is a four-bar link design. It features four longitudinal arms that help control the position of the rear axle. Coil springs and shock absorbers, mounted vertically outside the rear rails, contribute to overall ride control. Large rubber bushings are used at all suspension attachment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

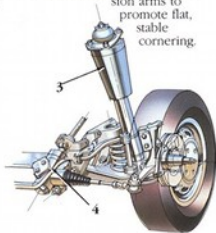


Mustang's tight turning diameter of just over 37 feet, an important factor in overall maneuverability.

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 component 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.

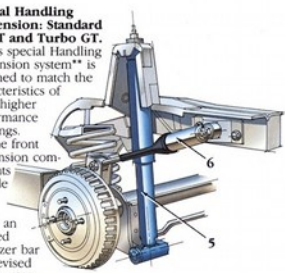
Another pair of hydraulic axle dampers (6) are mounted horizontally between the ends of the rear axle and the frame to dampen the axles fore-and-aft movement. They also help keep the axle in the proper location when cornering.

Special tires for GT and Turbo GT

The handling capabilities are also enhanced by VR-speed-rated P205/70 VR 14 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.

*See Gas Mileage on page 27.

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





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 individual 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 wipers on Mustang SVO).

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's driver command center places controls within easy reach.

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



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's full instrumentation features red illumination for high visibility.

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 EEC-IV microprocessor that monitors and controls engine operations is among the world's most advanced onboard 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 picking, cracking and peeling. Paint

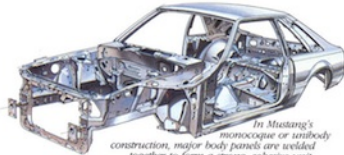


applications are computer-controlled for color match.

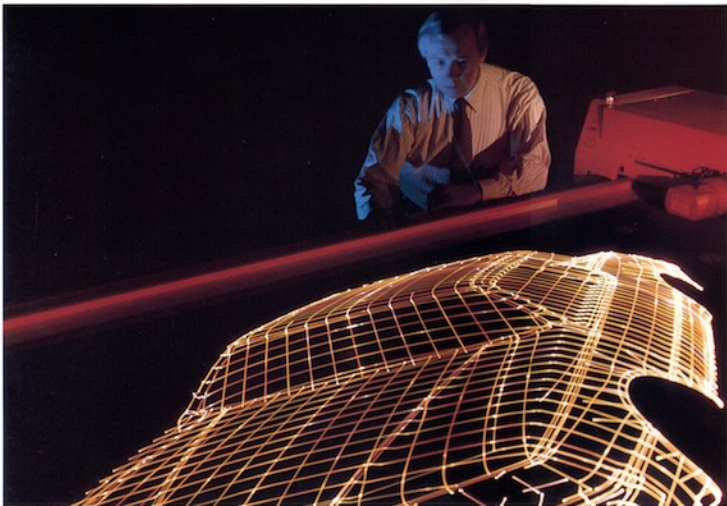
Ford Lifetime Service Guarantee

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 microscope or antibody construction, major body panels are avoided together to form a strong, cohesive sand.





Mustang GT Convertible shown with optional cast metric aluminum wheels, TRX tires.



Note: rear spoiler appearance may vary.

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.



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*

“Bold 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*

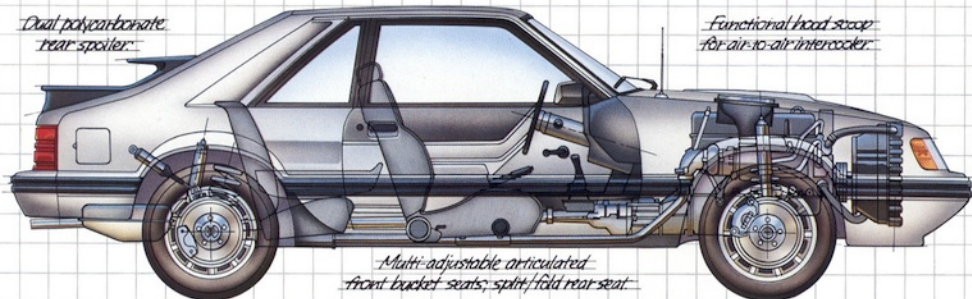
“The appeal of the car is in its balance, which transcends even the outstanding individual characteristics.” *Road & Track*

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

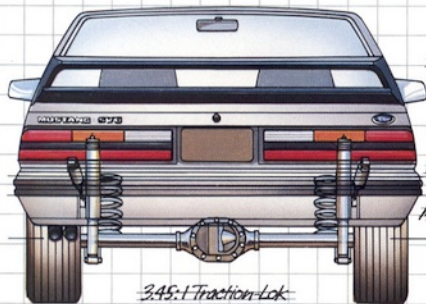


*Dual polycarbonate
rear spoiler.*

*Functional hood scoop
for air-to-air intercooler.*

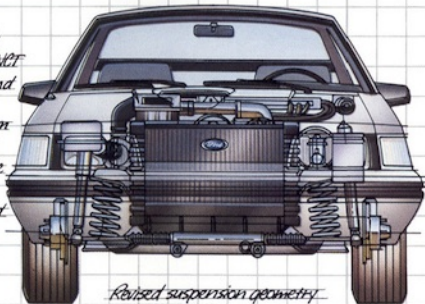


*Multi-adjustable articulated
front bucket seats, split/fold rear seat.*



*3.45:1 Traction-Lok
rear axle.*

*16-inch
Goodyear NRT
radials and
cast
aluminum
wheels;
Adjustable
gas-
pressurized
Koni®
shocks.*



*Revised suspension geometry
for exceptional ride.*



Mustang SVT Specifications

ENGINE

Type	2.3L OHC in-line 4-cylinder
Compression ratio	8.0:1
Induction system	Electronic fuel injected, turbocharged, intercooled
Intercooler	162 cu. in. core volume
Max. power (SAE net)*	175 HP @ 4400 rpm
Max. torque (SAE net)*	210 lb.-ft. @ 3000 rpm

DRIVETRAIN

Transmission	5-speed
Rear axle	Traction-Lok with 3.45:1 final drive ratio.

SUSPENSION

Front	MacPherson struts, adjustable gas-filled Koni® shocks, coil springs, stabilizer bar
Rear	4 bar link, coil springs, stabilizer bar, adjustable gas-filled Koni® shocks, longitudinally mounted hydraulic dampers**

STEERING

Type	Variable ratio rack and pinion, power assist
Ratio	20:0.1

BRAKES

Front	11.08-in. internally vented discs, power assisted
Rear	11.6-in. internally vented discs, power assisted

WHEELS AND TIRES

Wheels	16 x 7-in. cast aluminum
Tires	225-50VR16

DIMENSIONS

Curb weight	2,987 lb.
Wheelbase	100.4"
Overall length	181.4"
Overall width	68.0"
Overall height	50.5"
Track, F/R	57.8"/58.3"

CALCULATED DATA

Power-to-weight ratio	17.2 lbs/1-HP
-----------------------	---------------

SKIDPAD

Lateral acceleration	0.8g
----------------------	------

BRAKING

60-0 mph	137 ft.
----------	---------

FUEL ECONOMY (mpg)

EPA est. mpg/city/hwy	21/33
-----------------------	-------

Use estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower.

*As measured by SAE standard J1349

Ford Mustang SVO

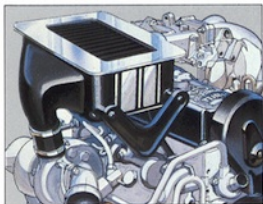
Just the facts

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:

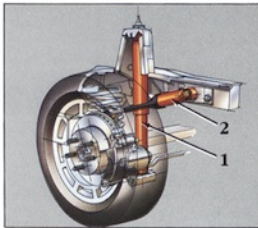
1st	4.03:1
2nd	2.37:1
3rd	1.50:1
4th	1.00:1
5th	.76:1

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



Rear axle

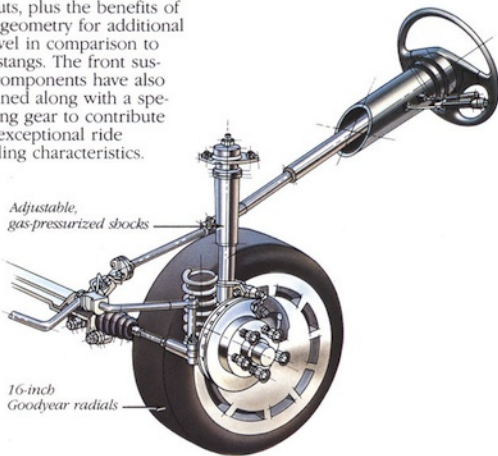
A Traction-Lok rear axle with 3.45:1 final drive ratio is included as standard equipment to handle the demands of hard acceleration. The Traction-Lok axle also incorporates a design that minimizes inside wheelspin under hard cornering and provides better traction under slippery conditions than a non-Traction-Lok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

Front Suspension

The SVO's front suspension also uses gas-filled adjustable 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 along with a special steering gear to contribute to SVO's exceptional ride and handling characteristics.

Adjustable, gas-pressurized shocks

16-inch Goodyear radials



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.

The side bolster shape flares at the base to hold you in place in sharp turns. The seat back reclines. Lumbar support is infinitely adjustable with a pneumatically actuated bladder and hand pump. The under thigh support is adjustable. And the seat cushion side bolsters are also adjustable for a snug, individualized fit.

The all-cloth seat trim material and sew pattern are also unique to SVO. And there is a leather seating surface option that complements the standard leather-wrapped steering wheel, emergency brake handle, shift boot and shift knob.

Instruments and controls

You will benefit from SVO's complete array of accurate, easy to read dials and gauges. These include a coolant temperature gauge, a turbo boost gauge with 0-18 psi face that works in combination with an overboost warning light and buzzer, an 8,000 rpm tachometer reclinable at 6,000 rpm, a specially incremented speedometer with resettable trip odometer and oil pressure gauge. The leather-wrapped steering wheel adjusts to six positions. A column-mounted lever provides fingertip control of interval wipers. And an electric rear window defroster is also standard.

A unique performance pedal package allows heel-and-toe action for simultaneous downshifting and braking. A foot rest is located next to the clutch

pedal for support of the driver's left foot during hard right-hand cornering.

The console incorporates an integral armrest and glovebox. Rocker-type switches for the fog lamps, Premium Sound System and fuel recalibration switch



are located at the front of the console below the standard AM/FM stereo radio.

Premium Sound System

The standard premium sound package provides an added dimension for the audiophile: It includes four upgraded speakers and a remote mounted 25-watt power amplifier for increased listening pleasure.



High density foam padding

Flared side bolster

Adjustable side bolsters

Lumbar support hand pump

Adjustable under thigh support

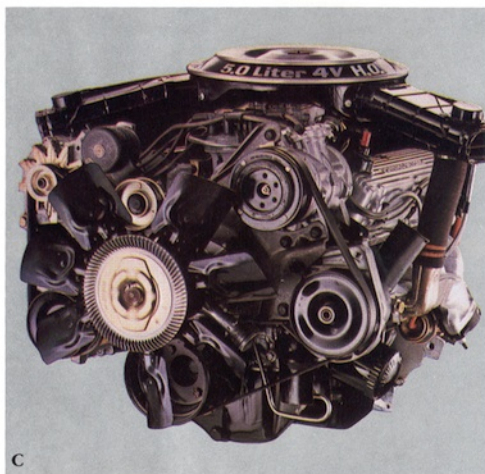
Inflatable lumbar support

Reclining seat back

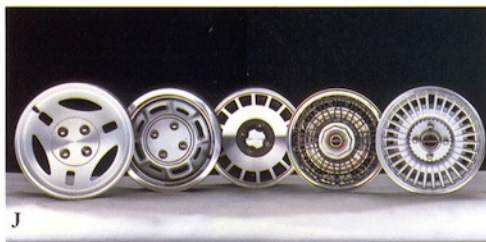
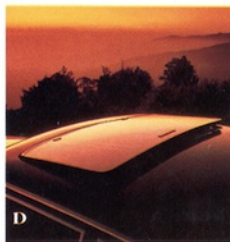


Options Availability

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) 5.0L 11.0 4V engine (D) Flip-up open air roof (E) Air conditioning (F) SelectShift automatic transmission (G) Fingertip speed control (H) Rear window defroster (I) Tot-Guard (available at your Ford Dealer) (J) Wheels/Wheel Covers: left to right, Cast metric aluminum wheels, Spyled steel wheels with trim rings, Cast aluminum wheels, Wire style wheel covers, Turbine wheel covers (now standard on L and LX models)



FORD MUSTANG FEATURES

ENGINEERING	L	LX	GT	Turbo GT ¹	SVO
2.3L OHV 4-cyl.	S	NA	NA	NA	NA
2.3L EFI Turbo	NA	NA	NA	S	NA
2.3L EFI Turbo with Intercooler and unique Premium/Regular fuel octane selector switch	NA	NA	NA	NA	S
3.8L EFI V-6	0	S ²	NA	NA	NA
5.0L H.O. 4-V V-8 ³	0	0	S	NA	NA
4-speed manual transmission	S	S	NA	NA	NA
5-speed manual transmission	NA	NA	S	S	S
SelectShift automatic transmission with locking torque converter	0	S ²	NA	NA	NA
Front stabilizer bar	S	S	S	S	S
Front disc/rear drum brakes	S	S	S	S	NA
Power four-wheel disc brakes	NA	NA	NA	NA	S
Gas-filled shocks	NA	NA	S	S	S
Handling suspension package ¹	0	0	S	S	S
Rack and pinion steering	S	S	S ⁴	S ⁴	S ⁴
Retractable power top (convertibles)	NA	S	S	S	NA
Full roll-down quarter windows (convertibles)	NA	S	S	S	NA
Rear glass window (convertibles)	NA	S	S	S	NA
P185/75R 14 BSW steel-belted radial ply tires	S	S	NA	NA	NA
P205/70VR 14 BSW steel-belted radial ply tires ¹	0	0	S	S	NA
P225/50VR 16 Goodyear handling tires	NA	NA	NA	NA	S
Mini-spare tire	S	S	S	S	S

EXTERIOR

Single rectangular halogen headlamps	NA	NA	NA	NA	S
Dual rectangular halogen headlamps	S	S	S	S	NA
Full wraparound body-side protection molding system	S	S	S	S	S
LH remote controlled mirror	S	NA	NA	NA	NA
Dual remote controlled mirrors	0	S	S	S	S
Front air dam with integral fog lamps	NA	NA	S ²	S ²	S
Dual wing rear spoiler	NA	NA	NA	NA	S
Single wing rear spoiler ²	NA	NA	S	S	NA
Functional hood scoop	NA	NA	NA	NA	S
Rear wheel opening spats	NA	NA	NA	NA	S
Turbine wheel covers	S	S	NA	NA	NA
Cast aluminum wheels	0	0	S	S	S ¹

INTERIOR

Full instrumentation ⁶	S	S	S	S	S
Steering column mounted controls for headlamp dimmer, flash-to-pass, turn signals, fluidic washer/wiper system	S	S	S	S	S
AM/FM stereo radio	0	0	0	0	S
AM radio with dual front speakers ⁷	S	S	S	S	NA
Premium sound system	0	0	0	0	S
High-back reclining bucket seats	S	NA	NA	NA	NA
Low-back reclining bucket seats	NA	S	S	S	NA
Sport performance bucket seats, multi-adjustable, articulated (plus lumbar adjustment in SVO) ³	0	0	0	0	S
Split fold rear seat (3-door)	NA	S	S	S	S
Console includes electronic digital clock with day/date, elapsed time and stop-watch features and graphic warning display module (except in SVO where rocker switches replace the display module.)	0	0	S	S	S
Interval windshield wipers	0	0	0	0	S
Tilt steering wheel	0	0	0	0	S
Sport steering wheel, leather-wrapped	NA	NA	NA	NA	S
Leather-wrapped gear shift handle and emergency brake handle	NA	NA	NA	NA	S
Electric rear window defogger	0	0	0	0	S
Remote control fuel filler door release	0	S	S	S	S
Cargo area cover (3-door)	S	S	S	S	S
Carpeted luggage compartment (Convertible models only)	NA	S	S	S	NA
Dual visor vanity mirrors with covers	NA	S	S	S	S
Light/Convenience Group ⁸	0	0	0	0	S

(1) See your Ford Dealer for availability. (2) Standard with LX Convertible models. (3) Scheduled for incorporation as applicable standard or optional equipment in units produced in early 1984 and thereafter. (4) Power-assisted with unique ratio. (5) 16x7 cast aluminum wheels. (6) Includes tachometer, trip odometer, oil pressure, ammeter and temperature gauges. Turbo boost gauge replaces ammeter gauge on SVO models. (7) May be deleted for credit or upgraded at extra cost. (8) See Options Selector for contents.

0 = Optional S = Standard NA = Not Available

FORD MUSTANG OPTIONS

ENTERTAINMENT SYSTEMS	L	LX	GT	Turbo GT ¹	SVO
AM/FM stereo radio ²	0	0	0	0	S
AM/FM stereo radio with cassette tape ²	0	0	0	0	0
Premium sound with upgraded speakers and 4-channel power amplifier ²	0	0	0	0	S
APPEARANCE	L	LX	GT	Turbo GT ¹	SVO
Flip-up open air roof	0	0	0	0	0
T-roof ²	0	0	0	0	NA
Lower black Tu-Tone paint ²	NA	NA	0	0	NA
Special Tu-Tone paint 2-door only ²	0	0	NA	NA	NA
COMFORT	L	LX	GT	Turbo GT ¹	SVO
Sport performance bucket seats, articulated ^{1,7}	0	0	0	0	NA
Air Conditioning (Intel glass recommended)	0	0	0	0	0
Tinted-glass, complete	0	0	0	0	S
CONVENIENCE	L	LX	GT	Turbo GT ¹	SVO
Electric rear window defogger ²	0	0	0	0	S
Interval windshield wipers	0	0	0	0	S
Fingerlip speed control ²	0	0	0	NA	NA
Tilt steering wheel	0	0	0	0	S
Light/Convenience Group ⁸	0	0	0	0	S
Console ⁸	0	0	S	S	S
PERFORMANCE	L	LX	GT	Turbo GT ¹	SVO
3.8L V-6 Engine ²	0	0 ⁴	NA	NA	NA
5.0L H.O. 4V engine ²	0	0	S	NA	NA
5.0L H.O. EFI engine package ²	0	0	0	NA	NA
SelectShift automatic transmission	0	0 ⁵	NA	NA	NA
Automatic Overdrive Transmission ⁸	0	0	0	NA	NA
5-speed manual transmission ¹⁰	0	0	S	S	S
Uphill indicator light ¹⁰	S	S	NA	NA	NA
Heavy-duty maintenance-free battery (54 amp-hr.) ¹¹	0	0	0	S	S
Single rear spoiler	NA	NA	NA	NA	0
Handling suspension package ²	0	0	S	S	NA
Higher axle ratios, Traction-Lok axles ¹²	0	0	S	S	S
California Emissions System ²	0	0	0	0	0
POWER ASSISTS	L	LX	GT	Turbo GT ¹	SVO
Power-assisted front disc brakes ²	0	0	S	S	S
Power front side windows	0	0	0	0	0
Power door locks and trunk/liftgate release	0	0	0	0	0
Power steering ²	0	0	S	S	S
PROTECTION	L	LX	GT	Turbo GT ¹	SVO
Lower body-side protection ¹³	0	0	0	0	0
Floor mats, carpeted and color-keyed, front only	0	0	0	0	0
Rocker panel moldings	0	0	0	0	0
TIRES	L	LX	GT	Turbo GT ¹	SVO
P195/75R 14 WSW	0	0	NA	NA	NA
P205/70VR 14 ¹	0	0	S	S	NA
TRX 220/55VR 390 BSW ¹	0	0	0	0	NA
WHEEL COVERS/WHEELS	L	LX	GT	Turbo GT ¹	SVO
Wre style wheel covers	0	0	NA	NA	NA
Cast aluminum wheels	0	0	S	S	S
Styl steel wheels with trim rings	0	0	NA	NA	NA
Cast aluminum metric wheels	0	0	0	0	NA

(1) See your Ford Dealer for availability. (2) All stereo radios include 4 speakers. (3) Includes adjustable high and side bolsters. (4) Includes lights for luggage compartment/cargo area, ashtray, glove box, engine compartment, dual beam dome/map light, headlamps on warning buzzer, remote release fuel filler door. (5) Includes electronic digital clock with day/date, elapsed time and stopwatch features, graphic display warning module, built-in ashtray, cigarette lighter and map/glove box. (6) On SVO, graphic warning display module is replaced by switches for fog lamps. Premium Sound and premium/regular fuel octane selector. (7) Standard in LX Convertible. (8) Scheduled for incorporation as applicable standard or optional equipment in units produced in early 1984 and thereafter. (9) NA with 2.3L and 3.8L engines. (10) 2.3L engine and manual transmission only. (11) Standard with Convertible models. (12) See Powertrains, page 27 and your dealer for available ratios. (13) Provides an application of vinyl under the paint along the lower body-sides. Important on gravel or heavily salted roads.

0 = Optional S = Standard NA = Not Available



Black



Silver Metallic



Bright Canyon Red



Dark Academy Blue Metallic



Light Desert Tan



Oxford White



Dark Charcoal Metallic



Medium Canyon Red



Bright Copper



Light Academy Blue



Bright Copper



Desert Tan

COLORS AND TRIMS

Interior Trim Colors



Exterior Paint Colors

•••••	Black
•••••	Silver Metallic
•••••	Bright Canyon Red
•••••	Dark Academy Blue Metallic
•••••	Light Desert Tan
•••••	Oxford White
•••••	Dark Charcoal Metallic

Optional Glow Colors

•••••	Medium Canyon Red Glow
•••••	Light Academy Blue Glow
•••••	Dark Charcoal Metallic Glow
•••••	Bright Copper Tan Glow

GT/Turbo GT

•••••	Black
•••••	Silver Metallic
•••••	Bright Canyon Red
•••••	Light Desert Tan
•••••	Oxford White
•••••	Dark Charcoal Metallic
•••••	Medium Canyon Red Glow
•••••	Bright Copper Glow

SVO

•••••	Black
•••••	Silver Metallic
•••••	Dark Charcoal Metallic
•••••	Medium Canyon Red Glow

Convertible color and trim availability may differ slightly.

Some of these paint and trim colors are shown in this catalog. On the printed page, of course, colors are at best only representative of the originals. Your Ford Dealer can show you actual samples of the paint colors and trim materials presented above as well as View-Tu-Tone/Paint-Combos combinations. See him for available Tu-Tone paint schemes.



Get it together — Buckle up.

031-Rev 12/83

Litho in U.S.A.

FORD MUSTANG

FORD DIVISION

