

MUSTANG ENGINEERING

5-speed manual overdrive transmission is standard; all-electronic 4-speed automatic overdrive transmission is optional.

Power rack-and-pinion steering has fast 14.7:1 constant-ratio gearing with a firm on-center feel.

The modified MacPherson strut front suspension delivers ride quality and handling control.

Nitrogen gas-pressurized hydraulic shock absorbers, front and rear, contribute to ride smoothness and control, even over rough roads.

Mustang's standard engine is a responsive 3.8-liter V-6. A 5.0-liter high-output V-8 powers the Mustang GT.

Computer-controlled "sequential" electronic fuel injection provides precise fuel metering and enhances performance.

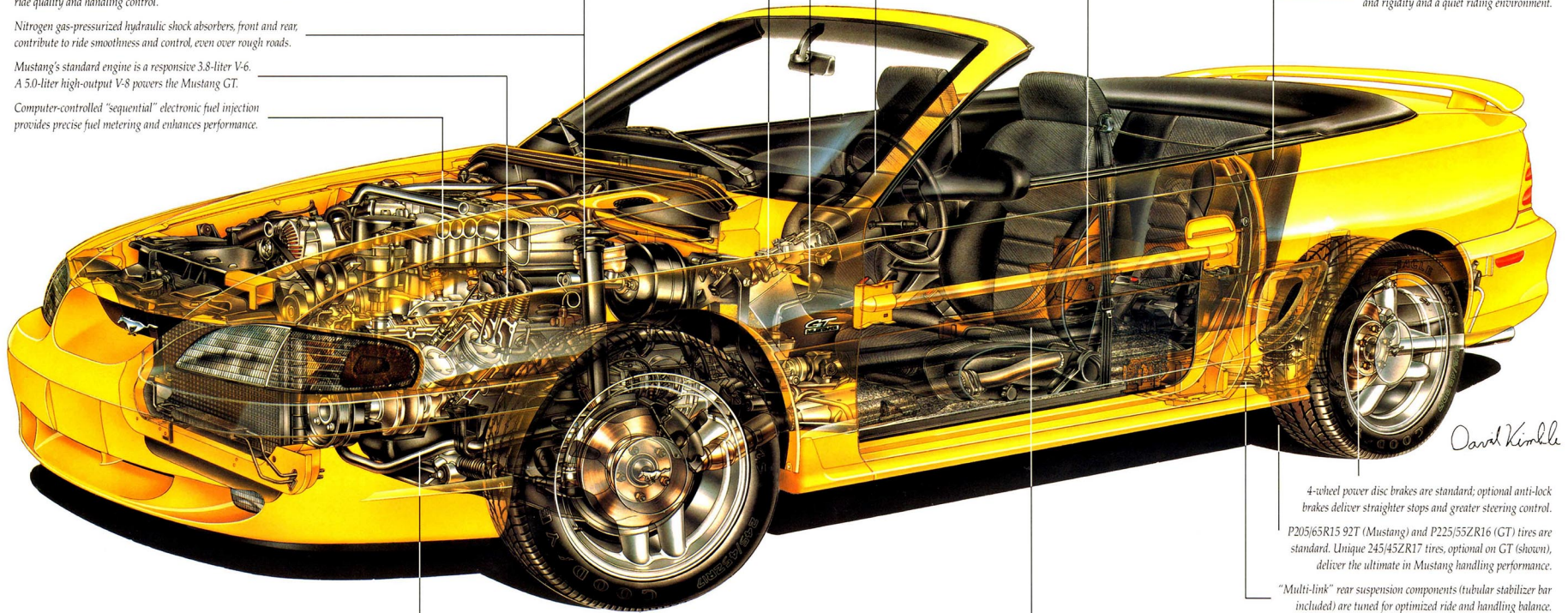
Front anti-sway bar is tubular, a design which improves weight distribution and handling. Rear anti-sway bar is also tubular.

A long 101.3" wheelbase and a wide track enhance ride smoothness and handling control.

Standard dual air bags, for the driver and front passenger, are designed to supplement the lap/shoulder safety belts.

High-strength tubular steel door beams are also among the Mustang's many "occupant safety" features.

The body structure is designed for strength and rigidity and a quiet riding environment.



David Kimble

4-wheel power disc brakes are standard; optional anti-lock brakes deliver straighter stops and greater steering control.

P205/65R15 92T (Mustang) and P225/55ZR16 (GT) tires are standard. Unique 245/45ZR17 tires, optional on GT (shown), deliver the ultimate in Mustang handling performance.

"Multi-link" rear suspension components (tubular stabilizer bar included) are tuned for optimized ride and handling balance.

Rear-wheel drive divides steering control and throttle control between the front and rear wheels for better performance handling, and transfers weight to the rear during acceleration for traction.

Mustang GT has the Traction-Lok axle, which automatically shifts some of the torque to the wheel that has better traction.