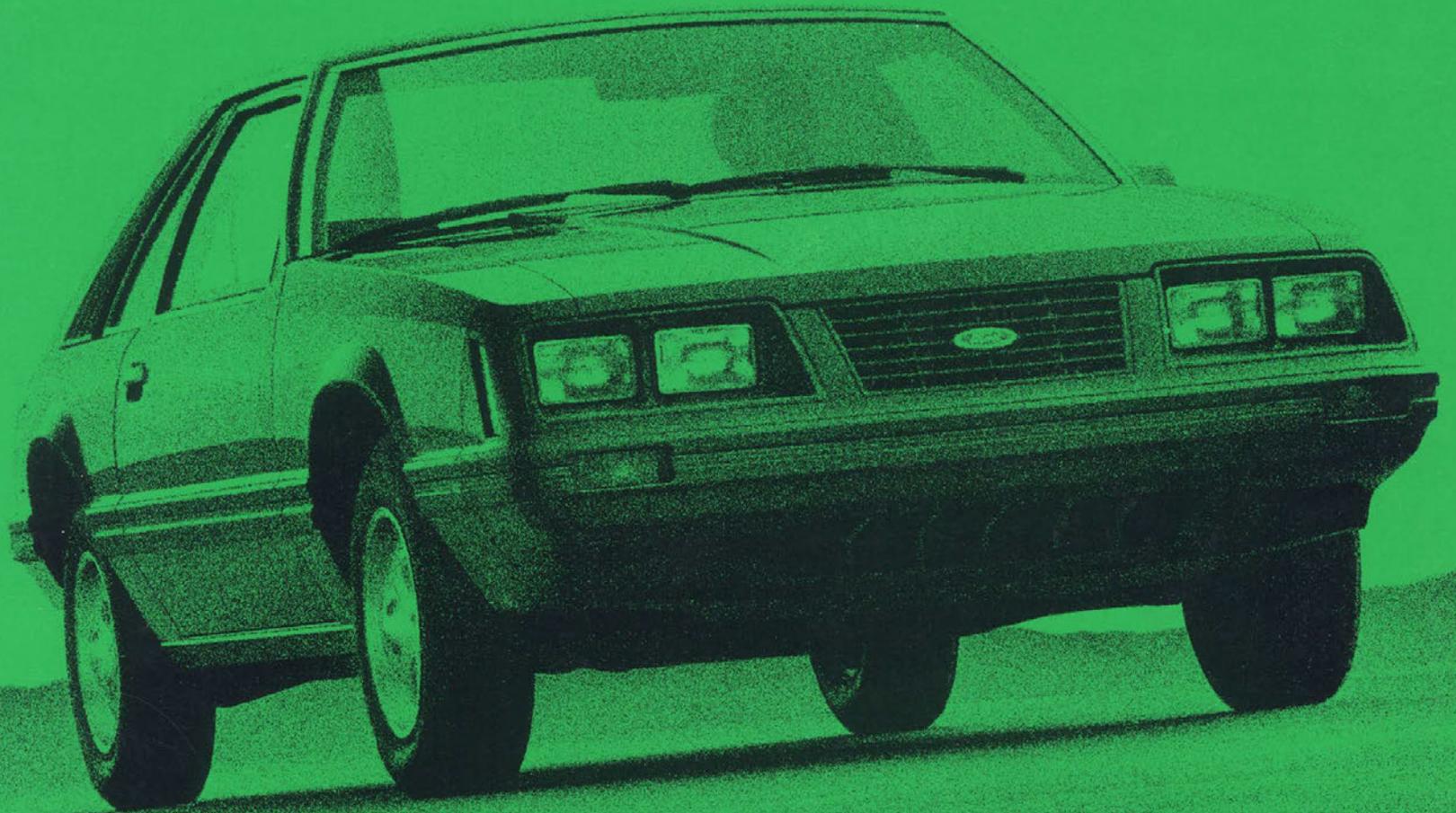


1984 Ford Mustang



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

*See Gas Mileage on page 27.

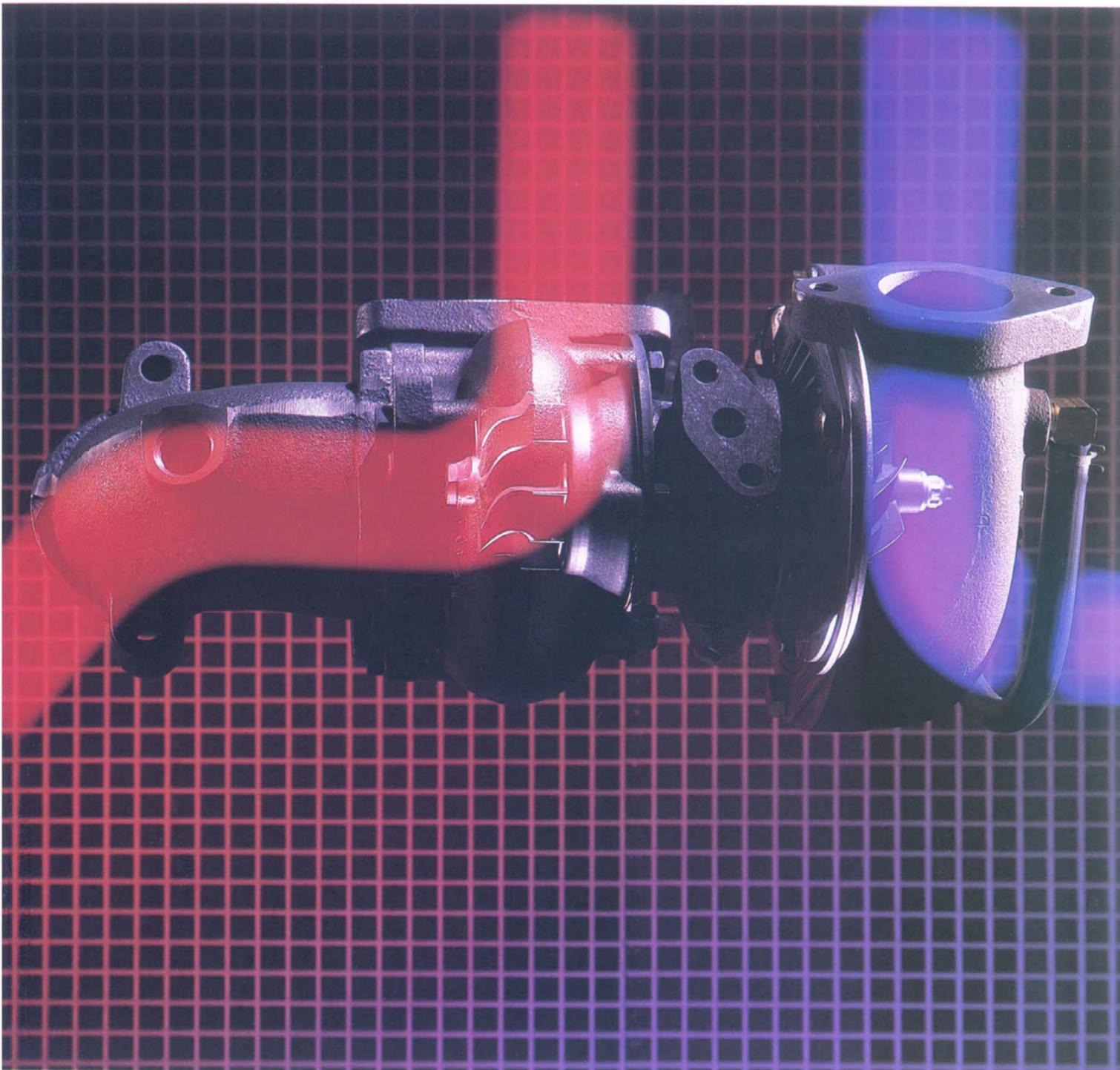


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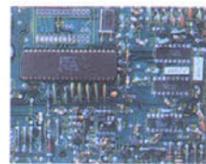
A word about this catalog

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 SVO engine information)

	L	LX	GT	Turbo GT
2.3L OHC I-4	S	S ⁽¹⁾	NA	NA
2.3L EFI Turbo	NA	NA	NA	S
3.8L EFI V-6	O	O ⁽¹⁾	NA	NA
5.0L (4V) H.O. V-8	O ⁽²⁾	O ⁽²⁾	S	NA
5.0L EFI H.O. V-8	O ⁽²⁾	O ⁽²⁾	S ⁽³⁾	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 carburetted 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

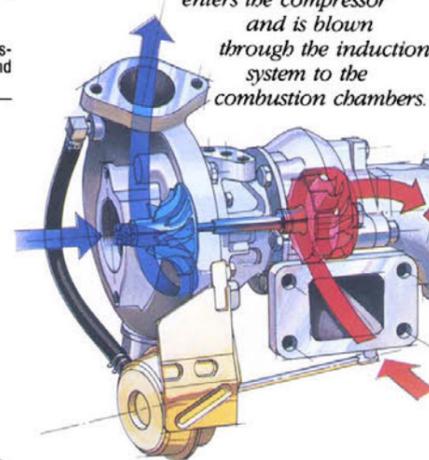
of 8.0 to 1. It has five main bearings, forged aluminum pistons, high-temperature alloy valves, oil cooler and tuned intake manifold. The port type fuel-injection system, fed by an electric fuel pump, injects a precisely controlled amount of fuel into the intake port just ahead of the intake valve. A "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 powerteam 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-

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 system 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

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 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.



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

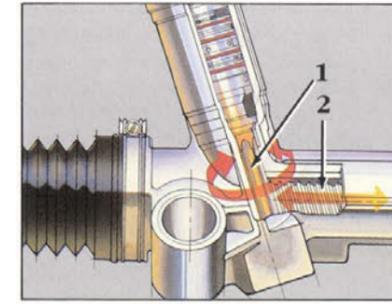
Mustang's rear suspension is a four-bar link design. It features four longitudinal arms that help control the position of the rear axle. Coil springs and shock absorbers, mounted vertically outside the rear rails, contribute to overall ride control. Large rubber bushings are used at all suspension attachment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

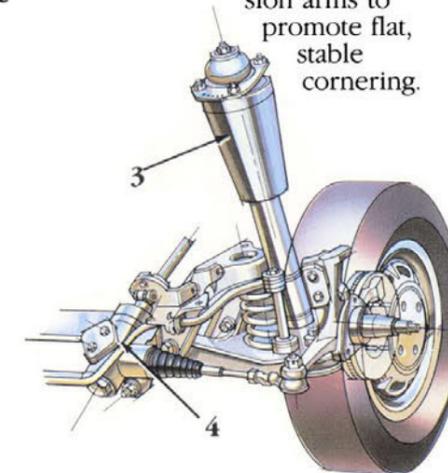


Mustang's tight turning diameter of just over 37 feet, an important factor in overall maneuverability.

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.

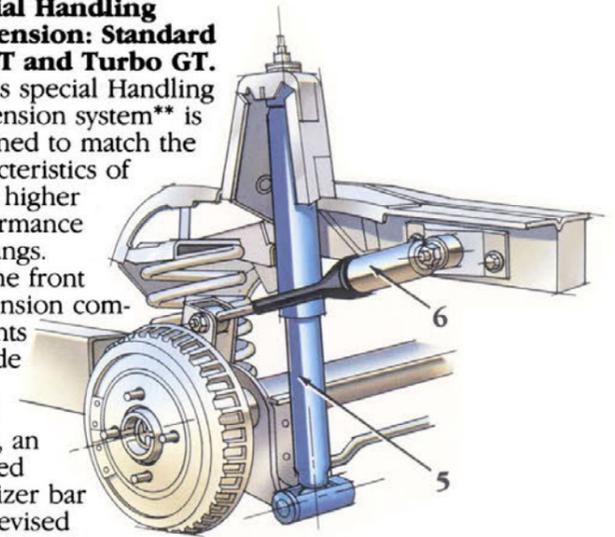
Another pair of hydraulic axle dampers (6) are mounted horizontally between the ends of the rear axle and the frame to dampen the axles fore-and-aft movement. They also help keep the axle in the proper location when cornering.

Special tires for GT and Turbo GT

The handling capabilities are also enhanced by 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.

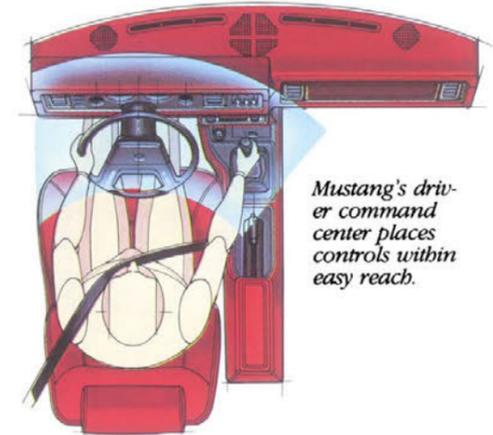
A few examples: Mustang's full instrumentation that includes tachometer, trip odometer, oil pressure, coolant temperature and ammeter gauges; column-mounted, multi-function controls for the turn signals, headlamp dimmer, lane change and flash-to-pass plus an additional lever for the windshield washer/wiper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



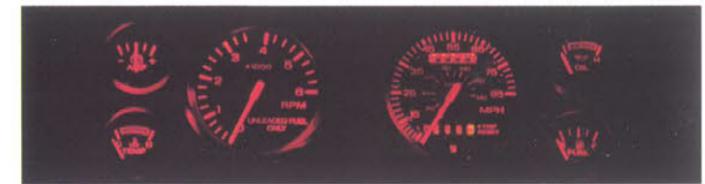
Mustang ergonomics

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

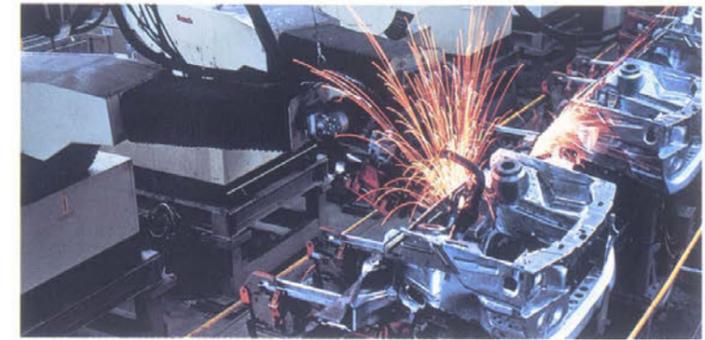
An essential ingredient in a quality paint finish is the proper preparation of body sheet metal to assure adhesion of the primers and paint.

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 nicking, cracking and peeling. Paint

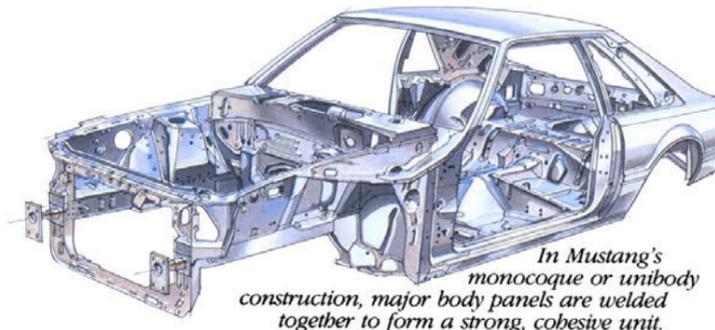
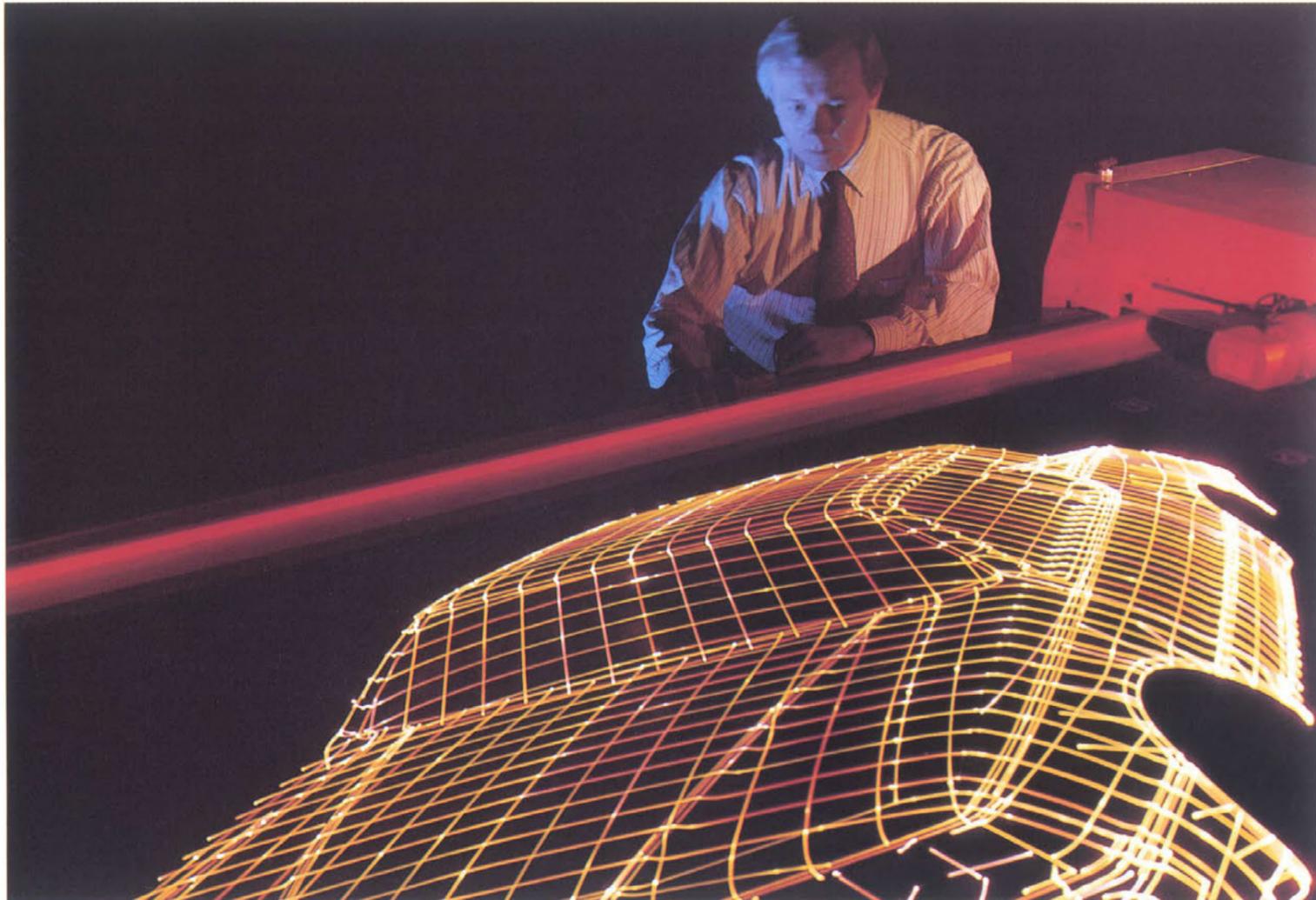


applications are computer-controlled for color match.

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 unibody construction, major body panels are welded together to form a strong, cohesive unit.



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.

