



1984 Ford Mustang SVO

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

1984 Ford Mustang SVO Built for driving enthusiasts by driving enthusiasts — the Special Vehicle Operations group at Ford.

Mustang SVO is an exceptionally well-balanced, high-performance car offering a blend of tractability and ride that belies its all-out performance capabilities. It is a direct result of Ford's efforts in Motor-sport programs and features many competition-tested components.

Engine

The SVO engine is an efficient*, high-performance, cross-flow head, overhead cam four-cylinder with variable computer controlled electronic turbo boost and air-to-air intercooler. It displaces 2.3 liters

Variable computer-controlled turbo boost

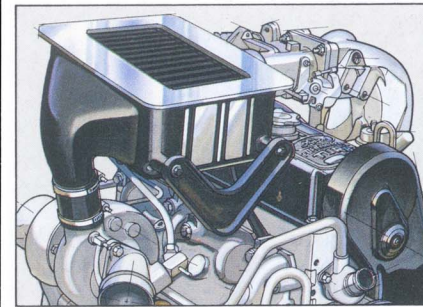
The turbo system also includes variable computer-controlled turbo boost, a feature that sets it apart from conventional turbo systems. Most systems mechanically adjust to maximum boost as quickly as possible. This requires a restriction of their maximum boost to about 10 PSI to avoid engine damage at low RPM. SVO's system, utilizing the capability of the EEC-IV computer, limits low RPM boost to safe levels and permits infinitely variable boost up to 14 PSI.

Intercooler and its influence on power

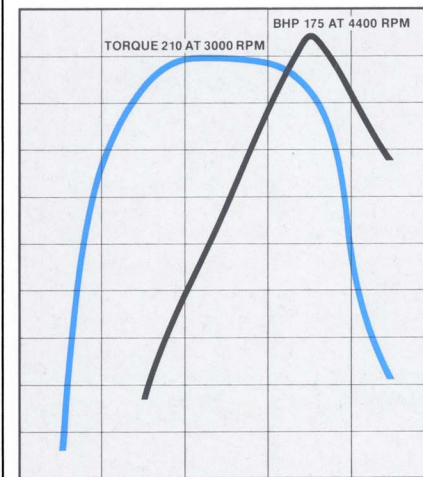
Essentially, a turbocharger draws in outside air, compresses it, then

EEC-IV: The world's most advanced onboard automotive computer

SVO's powerplant further benefits from EEC-IV, a fourth generation, state-of-the-art, microprocessor-



The SVO intercooler is similar in appearance and function to a small radiator.



175 HP @ 4400 RPM and 210 lb.-ft. torque @ 3000 RPM. Based on SAE Standard J1349.

based engine control system capable of processing thousands of operations per second. EEC-IV instantly adjusts the air/fuel 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 air/fuel mixture and timing for optimum power, response and efficiency.*

Transmission

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

The 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 to produce short throws and crisp feel.

Brakes

SVO is equipped with standard power-assisted four-wheel disc brakes. The brakes are the pin slider

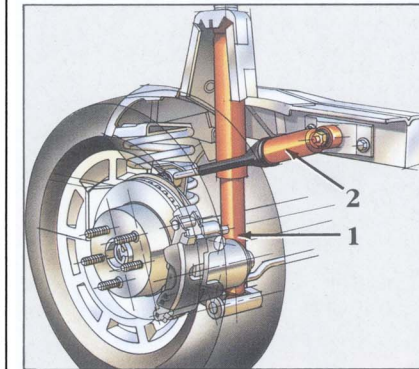
type designed to reduce brake drag. The one-piece hub and rotor castings are internally vented for excellent heat dissipation.

Rear Suspension

SVO features uniquely tuned springs and bushings, a large stabilizer bar and traction bars for excellent control over rough road surfaces and during hard use. The Koni® shocks (1) are gas-filled and adjustable. The low-pressure charge of nitrogen gas in the shocks suppresses foaming of the hydraulic fluid due to rapid bumps or similar agitation. This helps produce a smooth ride under normal circumstances, yet maintains sufficient firmness for rough conditions.

An additional set of rear shocks just for handling

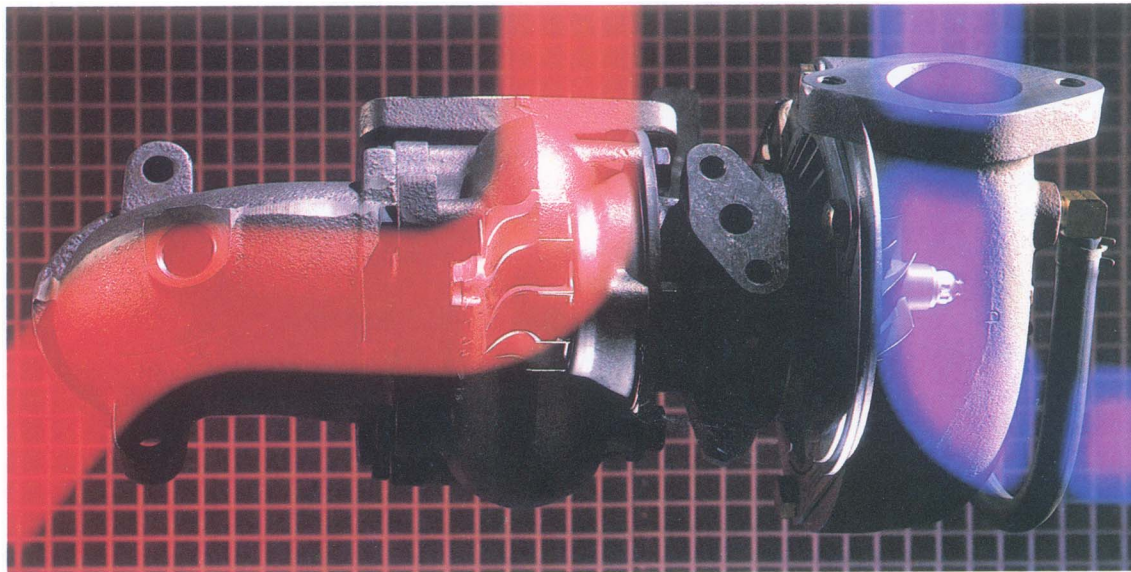
Beginning in late January, 1984, the existing traction bars will be replaced by an additional set of hydraulic dampers (2), mounted



horizontally between the ends of the rear axle and the frame. These help to dampen the axle's fore and aft movement and keep the rear axle in the proper location when cornering.

Tires and wheels

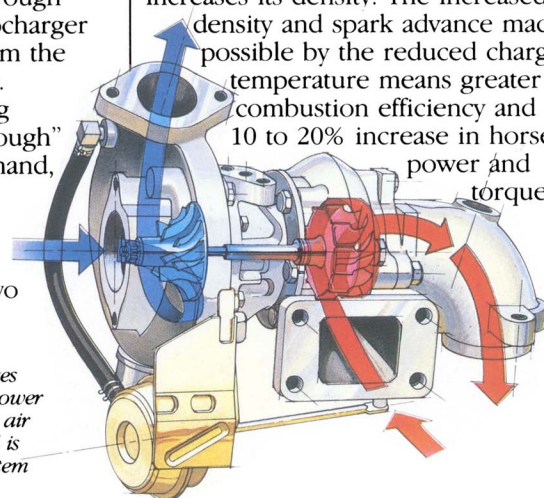
SVO tires are race-proven Goodyear NCT steel-belted radials. They feature an aggressive tread pattern and low profile design for a wide footprint and excellent traction on wet or dry pavement. These special tires are mounted on 16-inch cast aluminum wheels that are seven inches wide and feature a flush, aerodynamic design.



and has a compression ratio of 8.0:1. 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. The "blow-through" computer-controlled turbocharger is positioned upstream from the injectors and throttle plate. Unlike other turbocharging arrangements, a "blow-through" system pressurizes on demand, to deliver crisp, virtually immediate throttle response.

*See Fuel Economy in the Mustang SVO Specifications chart.

Turbocharging: Hot exhaust gasses (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.



forces the densely packed charge of air into the cylinders. The density of the air charge results in a much faster, more powerful burn than in a naturally aspirated engine. The intercooler, positioned between the turbo and the intake manifold, lowers the temperature of the air charge supplied by the turbo which further increases its density. The increased density and spark advance made possible by the reduced charge temperature means greater combustion efficiency and a 10 to 20% increase in horsepower and torque.

Mustang SVO Specifications

ENGINE

Type	2.3L OHC in-line 4-cylinder
Compression ratio	8.0:1
Induction system	Electronic fuel injected, turbo-charged, 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, traction bars, stabilizer bar, adjustable gas-filled Koni® shocks (longitudinally mounted hydraulic shocks replace traction bars in late January, 1984).

STEERING

Type	Variable ratio rack and pinion, power assist
Ratio	20.0:1

*As measured by SAE standard J1349.

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	2,992 lb.
Wheelbase	100.5"
Overall length	181.0"
Overall width	69.1"
Overall height	51.9"
Track, F/R	57.8"/58.3"

CALCULATED DATA

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

Lateral acceleration	0.8g
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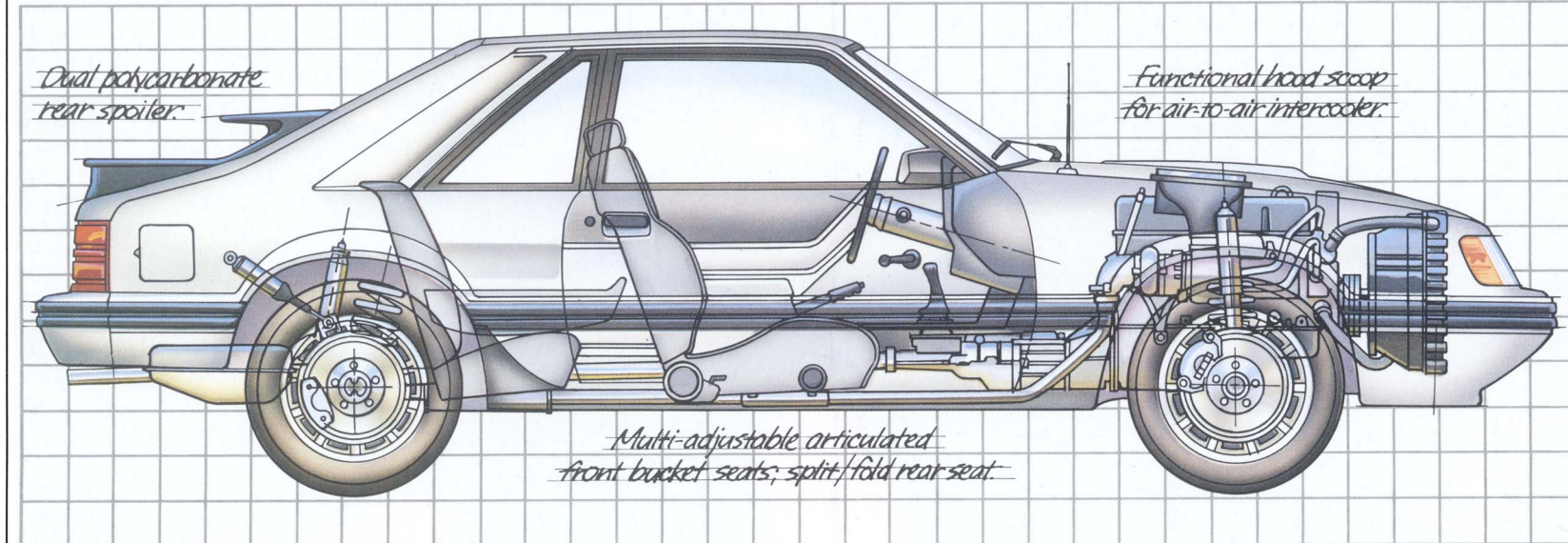
BRAKING

60-0 mph	137 ft.
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FUEL ECONOMY (MPG)

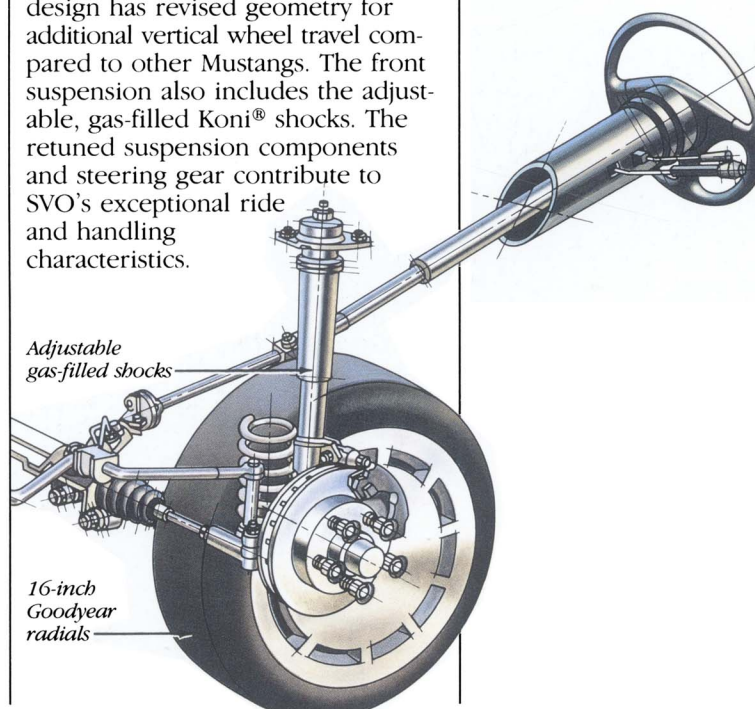
EPA est. mpg/est. hwy.	21/33
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Use estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower.



Front suspension

SVO's new front suspension design has revised geometry for additional vertical wheel travel compared to other Mustangs. The front suspension also includes the adjustable, gas-filled Koni® shocks. The retuned suspension components and steering gear contribute to SVO's exceptional ride and handling characteristics.





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. 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 had a lot to say about the new Mustang SVO.



SVO Interior Engineered for driver control and occupant comfort.

The ergonomically designed driver command center of SVO helps the car and driver act and react as one. From the multi-adjustable, articulated seat to the placement of instruments and controls, the accent is on function.

Seating

The SVO interior provides room and comfort for four with all-cloth front bucket seats (leather seating surfaces optional) and a split/fold rear seat.

The front seats are multi-adjustable and articulated with high density foam pads in the seat cushion and seat back side bolsters for firm lateral support. The side bolster shape flares at the base to help hold you in place through

the turns. Lumbar support is infinitely adjustable with a small, hand operated air pump located at the front corner of the seat and an inflatable sac built into the base of the reclining seat back.

The seat cushion side bolsters and under thigh support are also adjustable for a snug, individualized fit.

The rear seat of the SVO, besides offering a comfortable place to sit, provides the versatility of a

Instruments and Controls

SVO instrumentation includes a complete array of accurate, easy to read dials and gauges. For high visibility when driving at night, the instruments are backlit with an optically pleasing red-orange glow. Instrumentation includes a specially incremented speedometer with resettable trip odometer, an 8,000 RPM tachometer redlined at 6,000 RPM, a turbo boost gauge with 0-18 PSI face that works in combin-

flash-to-pass features. An electric rear window defroster is also standard.

A unique performance pedal package allows heel-and-toe action for simultaneous downshifting and braking. The package also includes a foot rest located next to the clutch pedal for support of the driver's left foot during right hand cornering.

The center console incorporates an integral armrest and

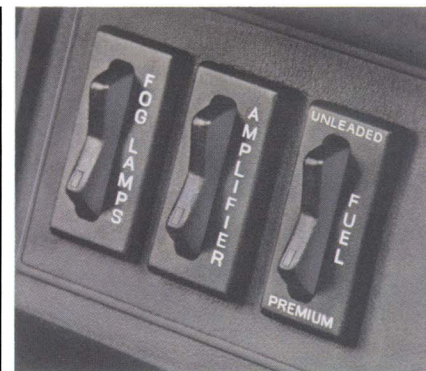
Premium Sound System

The standard Premium Sound System provides an added dimension for the audiophile. It includes four upgraded speakers and a remote mounted 25-watt power amplifier for increased listening enjoyment.

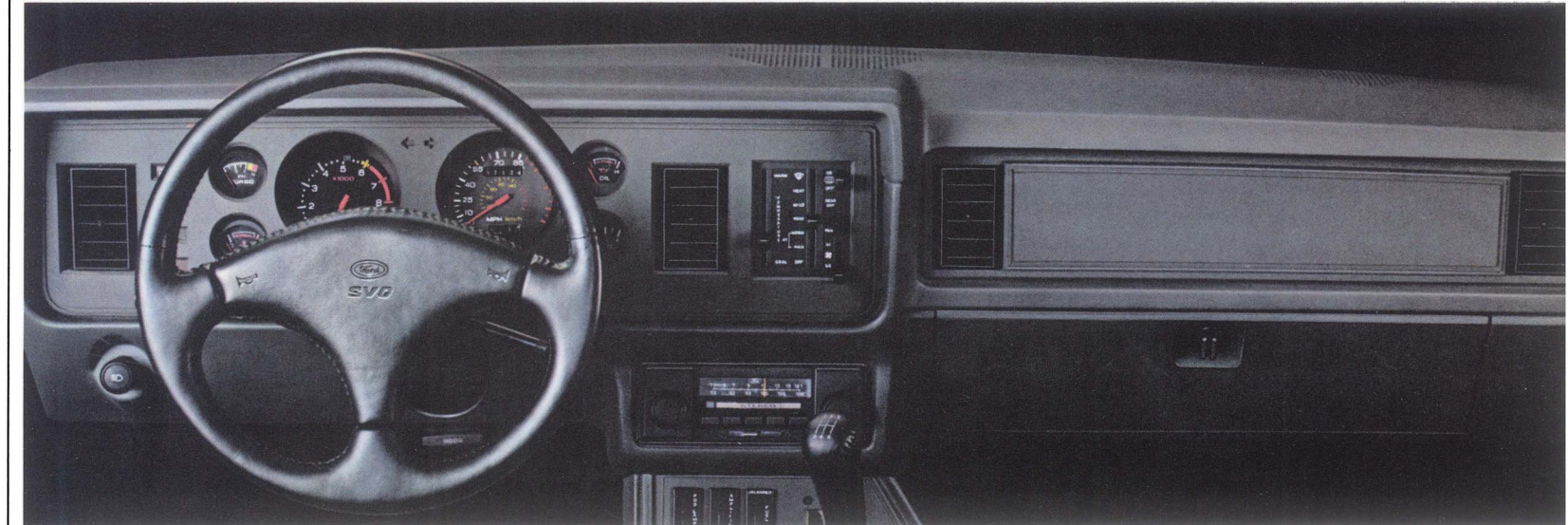


SVO's all cloth front bucket seats are multi-adjustable and articulated. Shown with optional power lock group.

Fuel recalibration from premium to regular unleaded is easily accomplished by a flick of the rocker switch at the front of the console. Also grouped with the fuel switch are switches for the fog lamps and Premium Sound power amplifier.



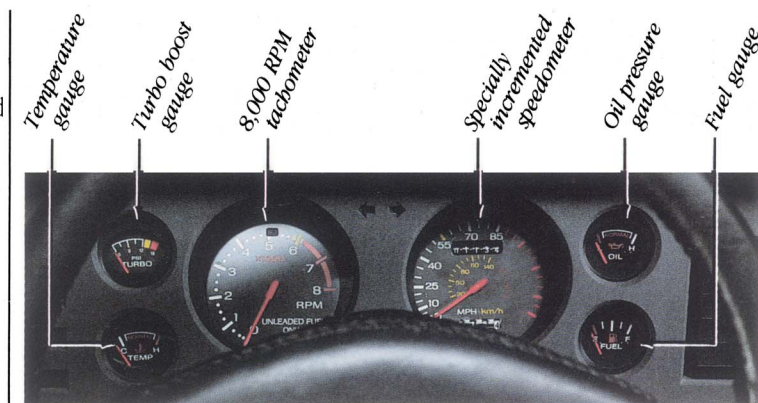
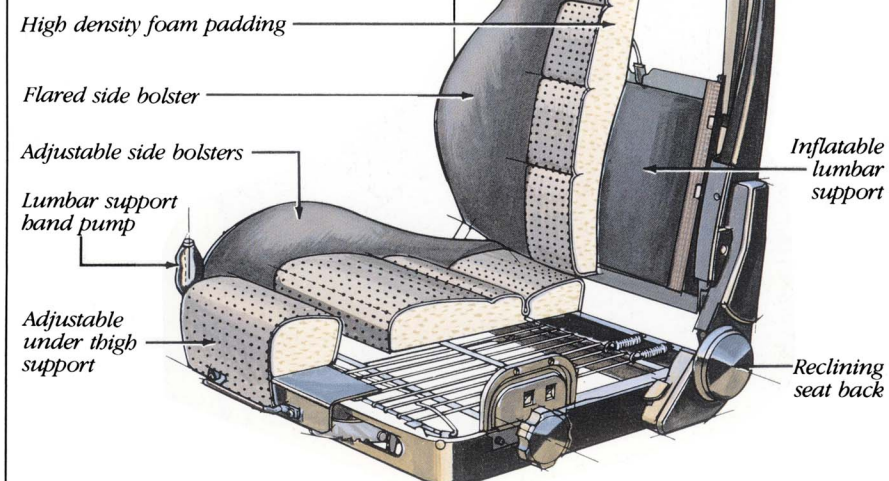
new split/fold design. Fold both rear seat backs down and there is room for over 32 cu. ft. of cargo. Or, for longer loads such as skis, fold down only one seat back and room remains for one rear passenger.



SVO instrument panel shown with optional air conditioning.

ation with an overboost warning light and buzzer, oil pressure and coolant temperature gauges. The steering wheel tilts to six positions and is leather-wrapped as are the gear shift knob, shift lever boot and emergency brake handle. Levers mounted on the steering column provide fingertip control over interval windshield wipers, turn signals, lane change and

glove box. Rocker switches for the fog lamps, Premium Sound System and regular/premium unleaded fuel recalibration switch are located a comfortable reach away at the front of the console just below the standard AM/FM stereo radio.



Ford Mustang SVO A Commitment to Safety

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

Notable Standard Features Engineering

- ☐ 2.3L EFI Turbo engine with air-to-air intercooler and fuel octane selection capability
- ☐ 5-speed manual transmission with Hurst® developed linkage
- ☐ MacPherson strut front suspension/four-bar link rear with Koni® adjustable gas-filled struts/shocks. (Later production units will include a unique four-shock rear suspension arrangement).*
- ☐ Traction-Lok axle with 3.45:1 final drive ratio
- ☐ 225/50VR16 Goodyear NCT handling tires
- ☐ 4-wheel power disc brakes
- ☐ Power rack and pinion steering
- ☐ 54 amp-hour heavy-duty maintenance-free battery

Exterior

- ☐ Functional hood scoop for air-to-air intercooler
- ☐ Front air dam with integral fog lamps
- ☐ Single rectangular halogen headlamps
- ☐ Tinted glass
- ☐ Dual remote control rearview mirrors
- ☐ Black functional dual wing rear spoiler
- ☐ 16" x 7" low-pressure cast aluminum wheels with flush aerodynamic design and locking lug nuts
- ☐ Rear wheel opening spats
- ☐ Lower bodyside protection

Interior

- ☐ Articulated, multi-adjustable sport performance front bucket seats, all cloth
- ☐ Rear split/fold bench seat, all cloth

*Available late January, 1984.

- ☐ Center console with integral armrest and glove box plus rocker switches for Premium Sound, fog lamps and fuel recalibration
- ☐ Full instrumentation including: specially incremented speedometer; 8,000 RPM tachometer; turbo boost, oil pressure and temperature gauges plus resettable trip odometer
- ☐ Light/convenience group
- ☐ Tilt/sport steering wheel, leather-wrapped, three-spoke
- ☐ Leather-wrapped gearshift handle, emergency brake handle and shift boot
- ☐ Interval windshield wipers
- ☐ Electric rear window defroster
- ☐ AM/FM stereo radio
- ☐ Premium Sound system
- ☐ Remote control locking fuel filler door
- ☐ LH/RH enclosed visor vanity mirrors

Optional Equipment

- ☐ Air conditioning
- ☐ AM/FM stereo radio with cassette tape player
- ☐ Power lock group
- ☐ Power front side windows
- ☐ Flip-up open air roof
- ☐ Leather seats
- ☐ Front color-keyed, carpeted floor mats

Colors and Trim

Mustang SVO's interior trim color is Charcoal. The seats are standard in all-cloth or available with optional leather seating surfaces.

Available exterior colors are: Black; Silver Metallic; Dark Charcoal Metallic; or extra-cost Medium Canyon Red Glow.

Extended Service Plan

Ask your Ford Dealer for all the details on our Extended Service Plan.

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.

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