

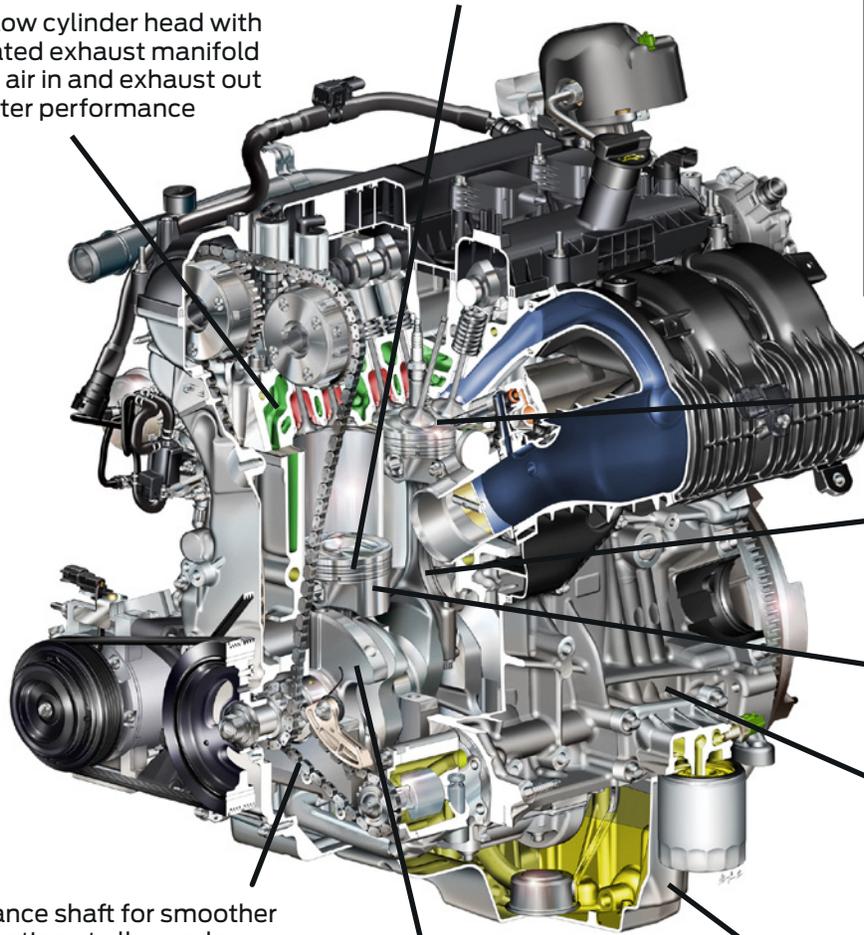


New Ford Mustang: 2.3-Litre EcoBoost

Specifically tuned for use in Mustang, the all-new 2.3-litre EcoBoost engine brings the performance Mustang drivers expect and the ability to deliver strong fuel economy. Turbocharging, direct injection and Twin Independent Variable Camshaft Timing deliver 314 PS and 434 Nm of torque.

Light weight, high-strength pistons with low-friction skirt coating, steel ring carriers and increased compression ratio

High-flow cylinder head with integrated exhaust manifold moves air in and exhaust out for better performance



Balance shaft for smoother operation at all speeds

Forged steel crankshaft with premium bearing materials

NOTEWORTHY

- First use of a twin-scroll turbocharger on a Ford engine for more power and quicker acceleration response
- High-flow cylinder head with integrated exhaust manifold
- Forged steel connecting rods and crankshaft, steel piston ring carriers for durability
- Balance shaft for smooth operation

High-performance valve seat materials

High-strength forged steel connecting rods with full floating pins

Piston cooling jets for durability

High-pressure die-cast aluminium cylinder block and structural ladder frame with integrated main bearing caps

Deep-sump structural die-cast aluminium oil pan with baffles to help maintain oil delivery during spirited driving

VITAL STATS

- Displacement:** 2.3-litre EcoBoost inline-four
Construction: Aluminium block and head with integrated exhaust manifold
Valvetrain: DOHC, four valves per cylinder, Twin Independent Variable Camshaft Timing
Compression ratio: 9.5:1
Output: 314 PS, 434 Nm
Transmissions: Getrag six-speed manual, SelectShift six-speed automatic with steering wheel-mounted shift paddles

DID YOU KNOW?

Delivering two separate exhaust streams to the turbo preserves pulse energy for quicker torque delivery when the driver needs it for passing manoeuvres and similar performance to a twin-turbocharger configuration.

