

1995 FORD

MUSTANG



1995 MUSTANG

Like the original pony car of 1964 that inspired it, today's Ford Mustang is unique in all the automotive world.

It's as true now as it has ever been: there's nothing else on the road quite like a Mustang.

There's a Mustang for anyone who takes the fun of driving seriously: the well-equipped and value-packed Mustang; and the exhilarating, high-performance Mustang GT.

Enjoy Mustang driving fun in either the classic hardtop coupe or the free-spirited convertible model.

THE V-6 MUSTANG

You'll find Mustang anything but basic when it comes to performance, with its high-torque, 3.8-liter sequential electronically fuel-injected (SEFI) V-6 and tuned suspension system.

THE V-8 MUSTANG GT

For even greater sport styling and performance, go with the Mustang GT. It's powered by a potent 5.0-liter SEFI

V-8, is equipped with an agile sport-tuned handling suspension, and is outfitted with fog lamps and rear spoiler, a leather-wrapped steering wheel and sport bucket seats.

DRIVING ENJOYMENT— AND PEACE OF MIND

Along with delivering plenty of driving enjoyment, Mustang and Mustang GT come with features such as dual air bags (always be sure to buckle up your safety belts) and high-strength steel door beams. Plus, over the normal warranty period, Ford's no-cost Roadside Assistance Program.



*The Mustang GT coupe in
Opal Frost Clearcoat Metallic.
Fog lamps and rear spoiler
are standard. Some equipment
shown may be optional.*

MUSTANG CONVERTIBLE

There was a free-spirited convertible the very first day the Mustang rolled off the assembly line back in 1964.

Today's Mustang convertible, while capturing all the fun-loving, open-air driving spirit of the original, is far and above the best ever in design and manufacturing. It's equipped with some great convenience features, too.

"IN-HOUSE" ASSEMBLY

The Mustang convertible is built as a convertible from the start.

Unlike convertibles that begin as hardtop coupes and are modified by specialist companies after production, the Mustang convertible is built with the Mustang coupe model right on the same assembly line.

And special reinforcements such as an X-brace under the engine compartment and heavier gauge steel in the rocker panels—these features, too, contribute to the convertible's structural integrity and comfort.

AND OTHER GREAT FEATURES

The "stack height" of the top when lowered is almost flush with the top of the doors, presenting a sleeker look.

To help prevent damage to the top, you can raise or lower it only when the parking brake is set.

The rear window is glass, not plastic; and a defroster is optional.

Cloth headliner is standard, as are power windows and door locks and remote-control decklid release. And an easy-to-install semi-hard boot serves as a cover for the folded top.

The Mustang convertible. There's nothing else like it under the sun.

GT 5.0-liter Mustang
GT convertible in
Black Clearcoat.
Some equipment
shown is optional.





DRIVER'S CAR

With its "dual cockpit" design, the interior of this latest generation of the Mustang recalls styling cues of the original.

But while similar in form, it departs dramatically in the way it's built around the driver.

ADVANCED ERGONOMICS

Mustang is first and foremost a driver's car, carefully designed in harmony with how you function, both mentally and

physically, as the driver. With thoughtfully arranged instrumentation and logically positioned controls. And seating that is designed for firm and supportive comfort.

For your comfort and convenience, standard are a tilt steering wheel, variable-timed interval wipers, dual electric remote-control mirrors, instrument cluster gauges including a tachometer, a multi-function floor console, and much more.

And features like dual air bags and high-strength steel door beams provide another dimension of comfort. Peace of mind.



The clarity of gauges is standard: tachometer, voltmeter, engine temperature, fuel and oil pressure gauges.

GT

The Mustang GT interior in Black. Sport bucket seats and leather-wrapped steering wheel are standard. Some equipment shown may be optional.

MUSTANG GT

The basic idea behind the Ford Mustang GT can be expressed quite nicely in the old saying: the shortest distance between two points is a straight line.

A straightforward, no-nonsense approach to delivering a large infusion of driving excitement over a very short distance, and very quickly—this is what the Mustang GT is all about, pure and simple.

5.0-LITER SEFI V-8 POWER

5.0 liters of high-torque V-8 muscle are transmitted to the road by way of a rear-wheel drivetrain with Ford's Traction-Lok axle. Choose the standard 5-speed manual transmission or the optional electronically controlled 4-speed automatic.

Forged steel connecting rods, double roller timing chain, tuned stainless steel tubular headers and dual exhausts are among the many proven high-performance components.

There's plenty of high-tech hardware, too, such as a sequential electronic fuel-injection system that's governed by computer control technology similar to that used in many Ford racing applications.

SPORT-PERFORMANCE HANDLING

The GT excels not only in straight-line performance but in handling as well.

The tuned sports suspension, equipped with tubular anti-sway bars and horizontally mounted rear axle dampers, is engineered to deliver directional stability and tight cornering capability.

What's more, the P225/55ZR16 tires give the GT exciting road-gripping capability to go along with its great handling precision. And for the ultimate in GT handling agility, choose the 245/45ZR17 tires—the lowest-profile design ever fitted to a Mustang.

GT

Mustang GT in Bright Blue Clear-coat Metallic. Some equipment shown may be optional.





Mustang convertible in Teal Clearcoat Metallic. Some equipment shown may be optional.

MUSTANG

Mustang coupe in Rio Red Tinted Clearcoat. Some equipment shown is optional.



Mustang does today what the first pony car did over 30 years ago: capture the imagination with its style and performance.

MUSTANG STYLE AND POWER

There's nothing else on the road quite like Mustang, with its familiar horse emblem on the grille, long hood, short rear deck, bodyside scoops, and "dual cockpit" interior design.

And matching Mustang's unique styling is excellent all-around performance.

The MacPherson strut front and multi-link rear suspensions with stabilizer bars are engineered for balanced ride quality and handling agility.

Plenty of power is supplied by a high-torque, 3.8-liter sequential electronically fuel-injected V-6 controlled by Ford's advanced EEC-V computer—a high-tech engine management system similar to that used in many Ford racing applications.

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.

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.

David Kimble

HANDLING & SAFETY

Ford Mustang delivers mile after mile of driving enjoyment—with suspension, steering and braking systems that provide smooth, responsive and controlled handling and stopping performance.

But while driving enjoyment is important, especially in a car like the Mustang, even more important is driving safety.

Once again, the suspension, steering and braking systems come critically into play, to help you avoid an accident.

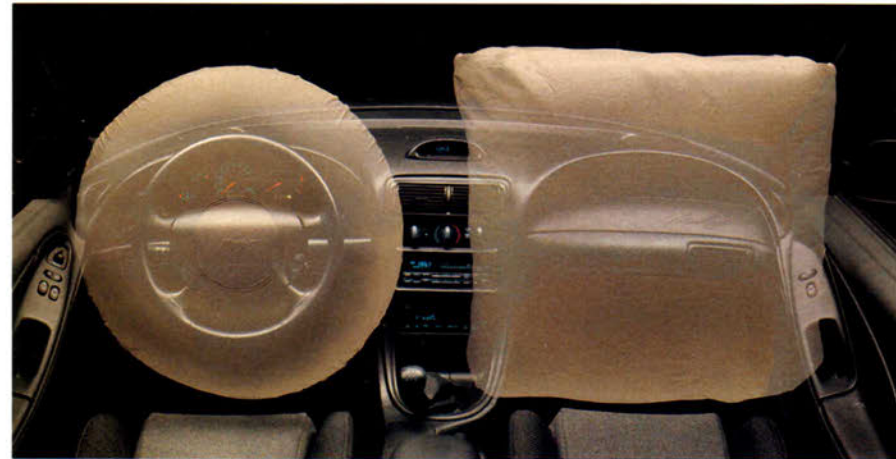
RESPONSIVE STEERING AND SUSPENSION SYSTEMS

The MacPherson-type strut front and "multi-link" rear suspensions deliver balanced ride quality and responsive handling.

For added stability, especially in a sharp cornering or lane changing maneuver, there are tubular anti-sway bars. And for increased ride quality and handling control, the struts are nitrogen gas-pressurized.

Mustang GT is also outfitted with progressive-rate coil springs, larger tubular anti-sway bars, plus horizontally mounted rear axle dampers.

Mustang GT is also outfitted with progressive-rate coil springs, larger tubular anti-sway bars, plus horizontally mounted rear axle dampers.



Mustang's steering system is the proven rack-and-pinion design with fast 14.7:1 constant ratio gearing and increased effort on center for stability.

Together, the suspension and steering systems are engineered so that, when you respond to road conditions, your Mustang will respond quickly and precisely to you.

4-WHEEL DISC BRAKES WITH OPTIONAL ANTI-LOCK SYSTEM

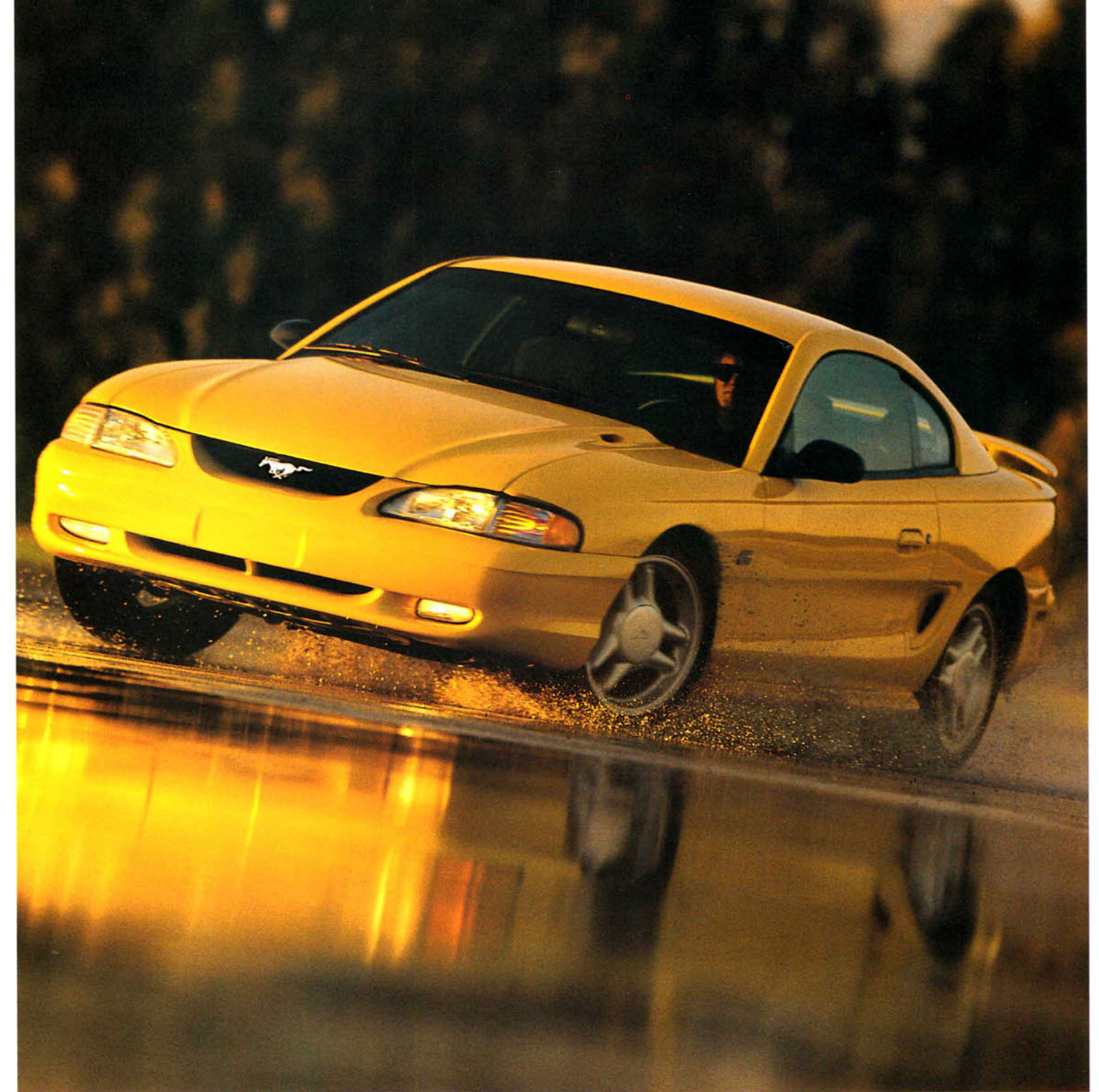
To Mustang's 4-wheel disc brakes you can add the Anti-lock Brake System (ABS).

In a hard braking situation or on a slippery surface, while you're firmly holding the brake pedal, ABS prevents wheel lock-up by applying and releasing the brakes at a rate up to 10 times per second.

ABS helps you come to straighter stops and provides greater steering control.

Standard dual air bags, for the driver and front seat passenger, provide an added measure of protection against head and chest injuries in the event of certain frontal accidents. But please buckle up, because the air bag is designed only to supplement your lap/shoulder safety belts.

Ford Mustang comes equipped with 4-wheel power disc brakes as standard equipment. A computer-controlled Anti-lock Brake System (ABS) is optional.



DESIGNED TO PROTECT YOU IF AN ACCIDENT OCCURS

Mustang's body structure was designed with the aid of computers for rigidity and strength. The doors, for instance, have high-impact tubular steel beams. Front and rear crush zones are specially engineered to absorb impact in a controlled manner.

Mustang, in fact, meets or exceeds current federal safety

requirements. For example, federal regulations call for occupant protection in 30-mph front and rear collisions, but Ford's standard exceeds this at 35 mph.

Among Mustang's many other "occupant protection" features are standard dual front air bags designed to provide added protection against head and chest injuries in certain frontal impacts.

Important as the air bag is, though, its effectiveness depends on the use of your manual safety belts. So always buckle up.

The Mustang GT features a tuned sport suspension consisting of tubular anti-sway bars, nitrogen gas-pressurized hydraulic struts, plus horizontally mounted rear axle dampers for directional stability and tight cornering capability. What's more, GT delivers excellent road-gripping capability with its P225/55ZR16 tires. For even greater handling, the GT can be equipped with 245/45ZR17 tires, the lowest profile design ever fitted to a Mustang.



More often than not, safe driving comes down to being in control of the driving situation, whether it be an emergency braking maneuver or a routine changing of a lane. Mustang's suspension, steering and braking systems, combined with your awareness and driving skill, can help you avoid an accident when the situation arises.

SOUND SYSTEMS



Ford Mustang. It's as unique in the automotive world today as the first Ford pony car was when it debuted back in 1964.

Credit goes not only to its distinctively thoroughbred

sport style, its responsive power and handling. Features such as the MACH 460 Sound System option, too, put the Mustang experience in a class by itself.

MACH 460 SOUND SYSTEM

In real Mustang terms, think of the MACH 460 as 5.0 liters of V-8 power transformed into a high-powered sound system.

The MACH 460 puts out 230 watts RMS (460 watts peak power), has a 60-watt parametrically equalized amplifier for precise fine-tuning (individual equalization in coupe and convertible), two 85-watt subwoofer amplifiers, four 5½" x 7½" subwoofer speakers, plus four 2½" midrange/tweeters.

"In the car audio industry, the new Mustang is a milestone. The first application of factory MiniDisc technology supported by the superb MACH 460 system is a tough combination to beat."
—PETERSEN'S AUTOTRONICS

The radio system features up/down scan function, AM stereo, radio play during fast forward/rewind of the cassette tape, plus auto seek/station set that finds the strongest signals and memorizes them automatically.

The cassette player has auto Dolby® Noise Reduction, automatic adjustment for CrO₂, and auto scan which finds and plays the next music track.

The optional CD player features auto music search, fast-forward, compression, shuffle and scan functions; and stores the disc when the radio is being played.

MACH 460 Sound System. It takes listening pleasure to the high end of the performance band. And it's yours to enjoy only in a Ford Mustang.

NEW MINIDISC PLAYER

The new MiniDisc player is a dealer-installed option available with either the electronic radio/cassette player or the MACH 460 Sound System.

It combines the digital sound quality of compact discs with the portability and recordability of cassettes. And even though it's just 1/3 the size of a CD, the MiniDisc holds the same amount of digital audio—up to 74 minutes.

Among the MiniDisc's features is a 12-character display that shows the disc and track titles of pre-recorded discs.



The new dealer-installed MiniDisc player features the digital sound quality of compact discs plus the portability and recordability of cassettes.



The optional high-performance MACH 460 electronic AM/FM stereo sound system with cassette tape player is available with an optional compact disc player.



An electronic AM/FM stereo radio with four speakers and 24 watts is standard. The cassette tape player (shown above) is included in Preferred Equipment Packages.

OWNERSHIP EXPERIENCE

We've gone to great lengths to make the experience of driving a new Mustang enjoyable. The experience of ownership, too.

We stand behind your car with our 3-year/36,000-mile bumper-to-bumper limited warranty. And we look after your security with our no-cost Roadside Assistance Program. Expect nothing less from a "customer-driven" company.

ROADSIDE ASSISTANCE PROGRAM

Every new Ford includes the assurance of an emergency no-cost Roadside Assistance Program provided by Ford Auto Club, Inc. during the 3-year/36,000-mile bumper-to-bumper warranty period.

Help is just a toll-free phone call away, 24 hours a day, anywhere in the 50 United States, should you need any towing assistance, fuel delivery, tire change, a jump start, or even help when you're locked out of your car.

Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the limited warranty.

BUMPER-TO-BUMPER COVERAGE

The 36-month/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.



Ford Credit is a full service company that makes a wide variety of financing and leasing programs available to qualified buyers through the Ford Dealer of your choice. Through Ford Credit's financing or Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership.

Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

FORD CITIBANK CREDIT CARD

Using your Ford Citibank Visa® or MasterCard® could

earn you hundreds, even thousands of dollars from Ford toward the purchase or lease of a new Ford, Lincoln or Mercury product.

To apply or get more information, call 1-800-374-7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Citibank.



Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

DEALER-INSTALLED ACCESSORIES

The enjoyment of owning a new car begins before you take delivery, when you're selecting colors and features.

Along with the items listed on pages 21-23, there are Ford-brand accessories available at your dealer.

They meet or exceed our strict specifications, and they are custom designed and manufactured to complement the style and quality of your Ford-built vehicle.



STANDARD EQUIPMENT

Mustang is a great all-around performer. But there's much more to performance than just power and handling.

Consider also Mustang's other fine comfort, convenience and safety features.

These, too, contribute to Mustang's highly rewarding driving experience.

PHYSICAL COMFORT

Comfort was foremost in the minds of Ford designers when they crafted the interior of this latest generation of the Ford Mustang.

The seating is designed to be firm and supportive and to minimize fatigue, especially over long trips. Instruments and controls are carefully designed and logical arranged to make them easy to use.

And every Mustang model comes well equipped with an impressive list of

convenience features, a few of which are shown here.

PEACE OF MIND

Mustang provides not only for your comfort and convenience.

Dual air bags, high-strength steel door beams, front and rear crush zones—these are but a few of the many ways Mustang provides for your safety.

Because just as important as your physical comfort is your peace of mind.



Standard Mustang cloth reclining front buckets with full center console in Opal Grey, one of five available colors.



auxiliary outlet
all electrical
ie of the new
y conveniences.

(B) Mustang comes with a tilt steering wheel for individualized comfort (leather-wrapped wheel shown is standard only with GT).



(C) Fold down either one or both of the rear seat backs if you're carrying long items (coupe only). A versatile feature.

(D) The full center floor console includes an armrest, storage bin, cupholder, plus storage for compact discs and cassette tapes.

MAJOR MUSTANG STANDARD FEATURES

	Mustang	GT
EXTERIOR		
Aerodynamic halogen headlamps	•	•
Flow-through hood and side quarter scoops	•	•
Dual electric remote-control mirrors (convex right-hand mirror)	•	•
Convertible top with semi-hard boot, power retractable (convertible)	•	•
15" steel wheels with wheel covers	•	
16" 5-spoke cast aluminum wheels with locking lug nuts		•
Fog lamps	•	•
Single-wing rear spoiler		•
INTERIOR		
Driver- and front passenger-side air bag supplemental restraint systems	•	•
3-point lap/shoulder safety belts	•	•
Reclining cloth front bucket seats with cloth head restraints	•	
Front cloth sport bucket seats with cloth 4-way head restraints, adjustable cushion/lateral supports (driver side) and power lumbar supports		•
Leather-wrapped steering wheel		•
Tilt steering wheel	•	•
Driver's footrest	•	•
16-oz. carpeting	•	•
Integrated wraparound instrument panel and door trim design with side window demisters	•	•
Digital clock in center of dash panel	•	•
Center floor console with armrest, storage bin, cupholder and CD/cassette storage	•	•
Gauges: tachometer, voltmeter, engine temperature, fuel and oil pressure	•	•
Steering column-mounted controls for turn signals, wipers/washer, high beams, and flash-to-pass feature	•	•
Interval windshield wipers	•	•
Power door locks, windows and decklid release (Mustang convertible; GT coupe and convertible)	•	•
Auxiliary power outlet for small accessories	•	•
Courtesy lamps: dome with side door switches (dome lamp integrated with rearview mirror in convertible), engine compartment, glove box, front ashtray, and luggage compartment	•	•
Visor vanity mirrors with covers (illuminated in convertible and GT)	•	•
Split/fold-down rear seat backs (coupe)	•	•
Fixed rear seat back (convertible)	•	•
Tinted glass—complete	•	•
Electronic AM/FM stereo radio with four speakers and 24 watts	•	•

PAINT & TRIM COLORS, PREFERRED EQUIPMENT PACKAGES & OPTIONS

PAINT AND TRIM COLORS

Exterior Paint Colors

	Bright Red	Saddle	Opal Grey	Black	White*
Canary Yellow Clearcoat**			•	•	•
Sapphire Blue Clearcoat Metallic**			•	•	•
Rio Red Tinted Clearcoat	•	•	•	•	•
Laser Red Tinted Clearcoat Metallic		•	•	•	•
Vibrant Red Clearcoat		•	•	•	•
Bright Blue Clearcoat Metallic			•	•	•
Deep Forest Green Clearcoat Metallic		•	•		•
Teal Clearcoat Metallic			•	•	•
Opal Frost Clearcoat Metallic	•		•	•	•
Black Clearcoat	•	•	•	•	•
Crystal White Clearcoat	•	•	•	•	

*Convertible model only. **Exclusive Mustang GT color. Note: the convertible top is available in White, Black, and Saddle.

PREFERRED EQUIPMENT PACKAGES AND OPTIONS

P = Package feature (content subject to change)
O = Optional feature S = Standard feature

	Mustang 241A	243A	GT 249A
Group 1: power side windows, door locks and decklid release (standard in convertible model and in GT)	-	P	S
Group 2: speed control; dual illuminated visor mirrors (standard in convertible model and in GT); electronic AM/FM stereo radio with cassette player and premium audio system; 15" cast aluminum wheels (16" cast aluminum wheels standard on GT)	-	P	P
Group 3: remote keyless/illuminated entry system and cargo net	-	P	O
Power driver's seat	O	P	P
Speed control	-	P	P
CFC-free manual-control air conditioning	P	P	P
Anti-lock Brake System (ABS)	O	O	P
Electronic AM/FM stereo sound system with cassette player (24 watts)	P	-	-
MACH 460 Sound System with cassette player (230 watts)	-	O	O
Compact disc player*	-	O	O
MiniDisc player (dealer installed)	-	O	O
Leather seating surfaces-sport bucket seats	-	-	O
Leather seating surfaces-sport bucket seats (convertible only)	-	O	-
Front floor mats	-	O	O
Rear window defroster	O	O	O
Bodyside moldings	-	O	O
Electronic 4-speed automatic overdrive transmission	O	O	O
Engine block immersion heater	O	O	O
Optional axle ratio	-	-	O
15" cast aluminum wheels	O	P	-
17" cast aluminum wheels with 245/45ZR17 BSW performance tires	-	-	O

*Requires the electronic AM/FM stereo radio with cassette player and premium audio system or the MACH 460 Sound System.



Left to right: 15" wheel covers (standard on Mustang); 15" cast aluminum wheels (optional on Mustang); 16" cast aluminum wheels (standard on Mustang GT); and 17" cast aluminum wheels (optional on Mustang GT).



SPECIFICATIONS

MUSTANG ENGINE

Type	V-6
Valves	12, OHV
Displacement	3.8L (232 cu. in.)
Bore x stroke (in.)	3.81 x 3.40
Compression ratio	9.0:1
Horsepower (SAE net)	145 @ 4,000 rpm
Torque (SAE net lbs./ft.)	215 @ 2,500 rpm
Fuel system	Sequential multi-port electronic fuel injection
Exhaust system	Single, stainless steel

MUSTANG GT ENGINE

Type	V-8
Valves	16, OHV
Displacement	5.0L High-Output (302 cu. in.)
Bore x stroke (in.)	4.0 x 3.0
Compression ratio	9.0:1
Horsepower (SAE net)	215 @ 4,200 rpm
Torque (SAE net lbs./ft.)	285 @ 3,400 rpm
Fuel system	Sequential multi-port electronic fuel injection
Exhaust system	Dual, stainless steel

TRANSMISSIONS

Type	5-speed manual overdrive (std.) Electronic 4-speed automatic overdrive (opt.)
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BODY/CHASSIS

Drivetrain type	Rear-wheel drive; plus Traction-Lok axle with GT
Body type	Unitized
Front suspension	Modified MacPherson strut-type, tubular stabilizer bar, nitrogen gas-pressurized hydraulic shocks (higher-rate handling components in GT)
Rear suspension	4-bar link coil spring system, tubular stabilizer bar, nitrogen gas-pressurized hydraulic shocks (higher-rate handling components plus horizontally mounted axle dampers in GT)
Steering	Power rack-and-pinion, 14.7:1 on-center constant ratio
Brakes	Power 4-wheel disc (std.) Anti-lock brake system (opt.)
Tires	Std. P205/65R15 92T BSW all-season (Mustang) Std. P225/55ZR16 BSW all-season (GT) Opt. 245/45ZR17 BSW performance (GT)
Fuel capacity	15.4 gallons

DIMENSIONS

	Mustang		Mustang GT	
	Coupe	Convertible	Coupe	Convertible
Wheelbase	101.3"	101.3"	101.3"	101.3"
Length	181.5"	181.5"	181.5"	181.5"
Height	53.0"	53.2"	53.4"	53.3"
Width	71.8"	71.8"	71.8"	71.8"
Front tread	60.5"	60.5"	60.1"	60.1"
Rear tread	59.2"	59.2"	58.7"	58.7"
Front head room	38.2"	38.1"	38.2"	38.1"
Rear head room	35.9"	35.7"	35.9"	35.7"
Front leg room	42.5"	42.5"	42.5"	42.5"
Rear leg room	30.3"	30.3"	30.3"	30.3"
Front shoulder room	53.6"	53.6"	53.6"	53.6"
Rear shoulder room	52.1"	41.2"	52.1"	41.2"
Trunk volume (cu. ft.)	10.9*	8.5	10.9*	8.5
Passenger capacity	4	4	4	4

*Rear seat backs in up position.

PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred that would not be included. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

OPTIONS AVAILABILITY

Options shown or described are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.



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