

FORD MUSTANG GT

Vehicle type: front-engine, rear-wheel-drive, 4-passenger, 2-door coupe

Price as tested: \$27,570

Price and option breakdown: base Ford Mustang GT (includes \$625 freight), \$24,995; Premium package (includes Shaker 500 audio system with 6-CD changer), \$1335; interior aluminum trim, \$450; side airbags, \$370; chrome wheels, \$195; MyColor gauge enhancement, \$175; wheel locks, \$50

Major standard accessories: power windows, driver seat, and locks; remote locking; A/C; cruise control; tilting steering wheel; rear defroster

Sound system: Shaker 500 AM-FM radio/CD changer, 6 speakers

ENGINE

Type V-8, aluminum block and heads
 Bore x stroke 3.55 x 3.54 in, 90.2 x 90.0mm
 Displacement 281 cu in, 4601cc
 Compression ratio 9.8:1
 Fuel-delivery system port injection
 Valve gear chain-driven single overhead cams, 3 valves per cylinder, hydraulic lifters
 Power (SAE net) 300 bhp @ 5750 rpm
 Torque (SAE net) 320 lb-ft @ 4500 rpm
 Redline 6000 rpm

DRIVETRAIN

Transmission 5-speed manual
 Final-drive ratio 3.55:1, limited slip

Gear	Ratio	Mph/1000 rpm	Max test speed
I	3.34	6.6	40 mph (6000 rpm)
II	2.00	11.0	66 mph (6000 rpm)
III	1.32	16.7	100 mph (6000 rpm)
IV	1.00	22.0	132 mph (6000 rpm)
V	0.67	32.8	149 mph (4550 rpm)

DIMENSIONS

Wheelbase 107.1 in
 Track, front/rear 62.3/62.5 in
 Length/width/height 188/73.9/55.4 in
 Ground clearance 5.7 in
 Curb weight 3523 lb
 Weight distribution, F/R 53.6/46.4%
 Curb weight per horsepower 11.7 lb
 Fuel capacity 16.0 gal

CHASSIS/BODY

Type unit construction
 Body material welded steel and aluminum stampings

INTERIOR

SAE volume, front seat 53 cu ft
 rear seat 30 cu ft
 Luggage 13 cu ft
 Front-seat adjustments fore-and-aft, seatback angle;
 driver only: front height, rear height,
 lumbar support
 Restraint systems, front manual 3-point belts, driver and
 passenger front and side airbags
 rear manual 3-point belts

SUSPENSION

Front ind, strut located by a control arm, coil springs,
 anti-roll bar
 Rear rigid axle located by 2 lower trailing links,
 1 upper trailing link, and a Panhard rod;
 coil springs; anti-roll bar

STEERING

Type rack-and-pinion with hydraulic power assist
 Steering ratio 15.7:1
 Turns lock-to-lock 2.8
 Turning circle curb-to-curb 38.0 ft

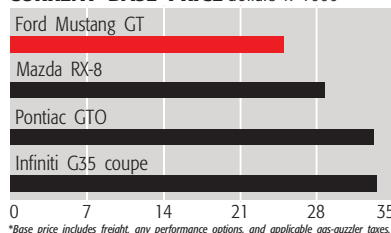
BRAKES

Type hydraulic with vacuum power assist and
 anti-lock control
 Front 12.4 x 1.2-in vented disc
 Rear 11.8 x 0.8-in vented disc

WHEELS AND TIRES

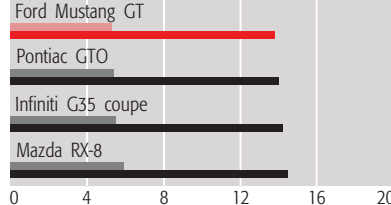
Wheel size/type 8.0 x 17 in/cast aluminum
 Tires Pirelli P Zero Nero, P235/55R17 98W M+S
 Test inflation pressures, F/R 32/32 psi
 Spare high-pressure compact

CURRENT BASE PRICE* dollars x 1000

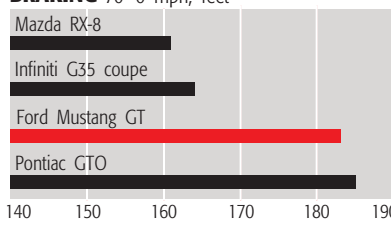


*Base price includes freight, any performance options, and applicable gas-guzzler taxes.

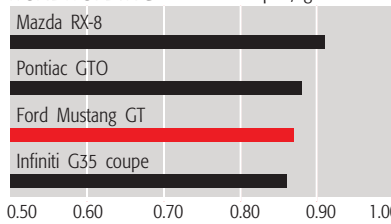
ACCELERATION seconds 0-60 mph 1/4-mile



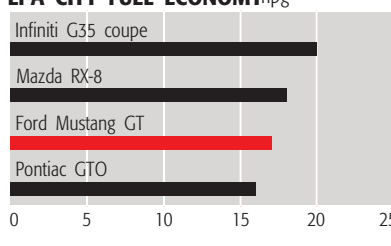
BRAKING 70-0 mph, feet



ROADHOLDING 300-foot skidpad, g



EPA CITY FUEL ECONOMY mpg



C/D TEST RESULTS

ACCELERATION	Seconds
Zero to 30 mph	1.9
40 mph	2.9
50 mph	4.0
60 mph	5.2
70 mph	6.8
80 mph	8.7
90 mph	10.6
100 mph	13.2
110 mph	16.5
120 mph	20.1
130 mph	26.1
Street start, 5-60 mph	5.9
Top-gear acceleration, 30-50 mph	10.2
50-70 mph	9.5
Standing 1/4-mile	13.8 sec @ 102 mph
Top speed (governor limited)	149 mph

BRAKING	70-0 mph @ impending lockup
	183 ft

HANDLING	300-ft-dia skidpad	Understeer
Roadholding	0.87 g	minimal moderate excessive

FUEL ECONOMY	EPA city driving	EPA highway driving	C/D-observed
	17 mpg	25 mpg	16 mpg

INTERIOR SOUND LEVEL	dB
Idle	53
Full-throttle acceleration	82
70-mph cruising	73