

MUSTANG MACH 1® STYLE

ENGINEERING

The Mach 1 engineering and design teams worked in tandem to develop a front end unique to the Mach 1 persona that also meets the high aerodynamic demands of the engine, transmission and braking systems. A new two-piece upper grille, lower grille and valance, and new side grilles, all contribute to Mach 1's signature look and more demanding aero and cooling performance requirements.

GRILLE

The Mach 1's grille harkens back to the original with a deep 3-D mesh, shark-nosed section and faux lamp elements. Flanking the fascia are new side grilles below each turn signal lamp. A low-gloss Magnetic pony badge is centered on the grille.

ACCENTS

Low-gloss magnetic and black accents throughout the vehicle provide a premium look while staying true to Mach 1's bold, muscular heritage, including low-gloss Magnetic mirror caps and rear spoiler.

WHEELS

Specific 19-inch x 9.5-inch, and 19-inch x 10-inch five-spoke Tarnished Dark-painted aluminum wheels are a modern version of the classic Magnum 500 style wheels. Handling Package vehicles come standard with unique, wider 19-inch x 10.5-inch front, and 19-inch x 11-inch rear Tarnished Dark-painted aluminum wheels.

INTERIOR

The interior features a unique Dark Spindrift instrument panel with aluminum accents. Ebony seats with an accent stripe hint at Mach 1 heritage in cars equipped with a leather interior. Other interior upgrades include new door sill plates, an updated splash screen on the 12.3-inch all-LCD instrument cluster, a white cue ball shift knob, and engraved badging that displays the vehicle's unique chassis number.



TRACK READY

A front splitter optimized to the fascia shape improves track performance and provides a more aggressive appearance, while a matched rear spoiler works in concert to create ideal lift balance. Mach 1 features 22-percent more downforce than a Mustang GT with Performance Pack Level 1. The downforce improvement jumps to approximately 150-percent with the Handling Package which includes a performance rear spoiler equipped with a Gurney Flap.

To enhance track endurance, the Mach 1 engineering team added two side heat exchangers – one to cool engine oil, the other transmission oil – as well as a rear axle cooling system. A lower rear diffuser from the Shelby GT500 and relating rear under pan virtually eliminate air tumble under the vehicle.

An underbelly pan — the vehicle's most aerodynamically important upgrade — extends 20-inches further rearward than on a Mustang GT Performance Pack to smooth and increase the airflow under the front of the car. Large underwing features in the belly pan increase downforce, while special belly pan airfoils in the brake cooling ramps improve downforce and assist the brake cooling flow – a first for Mustang.

To improve ride and handling, Mach 1 features the latest MagneRide® calibration, a stiffer steering I-shaft, new EPAS calibration, stiffer sway bars and front springs, a brake booster from the Mustang GT Performance Pack Level 2, 9.5-inch/10-inch split fitment wheels with Michelin® PS4 tires, a rear subframe with stiffer bushings and a rear toe-link from Shelby GT500.



North American prototype vehicles depicted. Some options, packages and finishes shown are unavailable in markets outside North America.

CONTEMPORARY MUSCLE

Packing a specially calibrated 5.0L V8 engine that delivers 470 horsepower* at 7,000 rpm and 410 lb.-ft. of torque* at 4,600 rpm, the 2022 Mach 1 is a fitting celebration of a nameplate born more than 50 years ago.

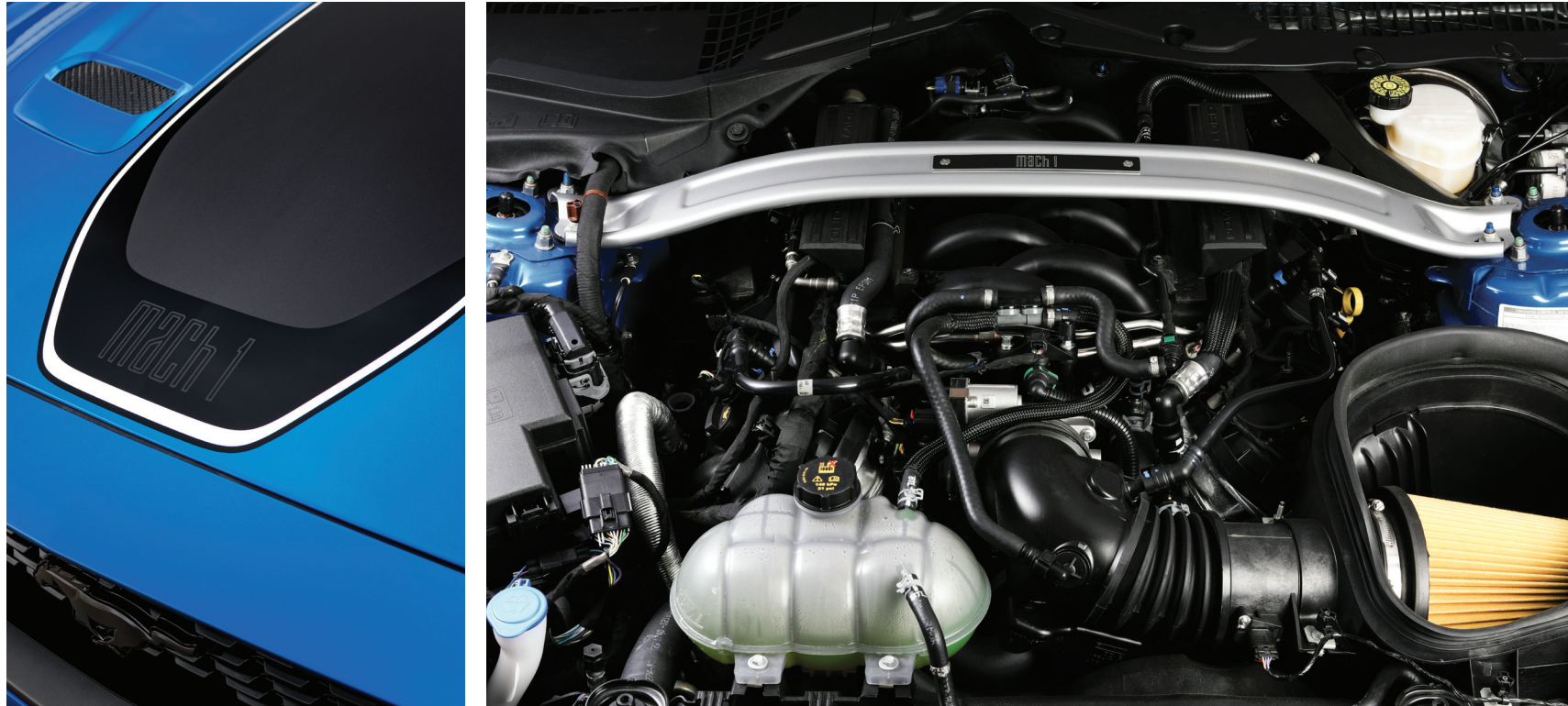
Integrated into the Mach 1 engine are revised Shelby GT350 components including the intake manifold, oil filter adapter and engine oil cooler, increasing engine oil cooling capability by 50-percent.

Also borrowed from the GT350 is a larger 87-mm throttle body and 97-mm performance air intake – both key enablers to the 5.0L V8’s increased power output.

The Mach 1’s TREMEC® 3160 6-speed manual transmission comes from the Shelby GT350. For the first time, Ford has outfitted the system with rev-matching and the transmission is paired with the GT350 oil cooler system and Mustang GT’s twin-disc clutch and short-throw shifter.

The optional 10-speed SelectShift® automatic transmission carries an upgraded torque converter and unique calibration that enables optimizing torque capability, shift character and overall enhanced performance. A second air-to-oil cooler increases cooling capacity by 75-percent.

Four polished 4.5-inch exhaust tips leave no doubts about the Mach 1’s V8 performance mission.



2022 MUSTANG MACH 1 PRIMARY SPECIFICATIONS

POWERTRAIN

Engine Type	5.0L TI-VCT V8 Engine
Displacement	5.0L (302 cu.in.)
Horsepower* (SAE net @ RPM)	470 @ 7,000 (93-octane fuel)
Torque* (lb.-ft. @ RPM)	410 @ 4,600rpm (93-octane fuel)
Compression Ratio	11.0:2
Bore/Stroke	92.2 x 92.7 mm
Main Bearings	5
Valve Lifters	Roller Finger Followers
Fuel Delivery	Sequential Multi-port Electronic Fuel Injection
Exhaust	Active Valve Performance Exhaust System w/Specific Tuning and Bright 4.5" Exhaust Tip Finish
Std. Transmission/Rear Axle	6-speed manual (TREMEC® 3160) with Rev Matching and short-throw shifter. TORSEN® Limited-Slip Differential with 3.73 Rear-Axle Ratio
Opt. Transmission/Rear Axle	10-speed SelectShift® Automatic with Paddle Shifters. TORSEN® Limited-Slip Differential with 3.55 Rear-Axle Ratio

CHASSIS

Front Suspension	Double-ball-joint MacPherson strut with stabilizer bar
Rear Suspension	Integral-link independent with coil springs and stabilizer bar with MagneRide® Damping System
Brakes	Power 4-Wheel Disc; Anti-Lock System with Traction Control
Stability Control	Electronic Stability Control
Steering	Selectable-Effort Electric Power Assisted (EPAS)
Standard Wheels	19" x 9.5" front, 19" x 10" rear
Handling Package Wheels	19" x 10.5" front, 19" x 11" rear
Standard Tires	255/40R19 (F); 275/40R19 (R)
Handling Package Tires	305/30R19 (F); 315/30R19 (R)
Fuel (gal.)	16

*Horsepower and torque ratings based on premium fuel per SAE J1349® standard. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. North American prototype vehicles depicted. Some options, packages and finishes shown are unavailable in markets outside North America. Shelby, GT350 and GT500 are registered trademarks of the Carroll Shelby Hall Trust. © 2022 Ford Motor Company.



GET READY FOR TAKE OFF ...

Welcome to ownership of the Blue Oval’s latest definition of exhilaration – the 2022 Ford Mustang Mach 1.

Based on the sixth-generation Mustang architecture, your new Mach 1 comes from the same stable that’s produced the thoroughbred-likes of the latest-offering Mustang GT, Shelby® GT350®, and Shelby GT500®. It is a product of Ford Performance’s shared learnings, best practices, and mission-driven engineering.

In the case of the Mach 1, that mission is all about pure, naturally aspirated 5.0L V8 power, style, performance and heritage. It’s been crafted to strike the visceral chords



of Mustang enthusiasts (whether they own one or not) and add to the culture they’ve (you) created. It is, after all, a limited-edition.

And well it should be, because your Mach 1 is the latest generation (fifth) of a Mustang muscle machine and nameplate that are simply iconic. Dave Pericak, director of Ford Icons, says this Mach 1 “claims the top spot in our 5.0L V8 performance lineup and rewards our most hardcore Mustang enthusiasts who demand that next level of power, precision, and collectability.”

Sounds like he’s talking about you.

So welcome to owning the modern pinnacle of style, handling and 5.0L V8 pony car performance. Welcome to owning the most track capable, 5.0L engine equipped Mustang ever. Welcome to owning a genuine piece of muscle car heritage.

And most importantly, welcome to owning an icon. Your certificate of ownership is respectfully enclosed – please know your purchase decision is greatly appreciated and truly valued.

So, get ready for takeoff . . . and be ready to be envied.