

F O R D 1 9 9 4

MUSTANG



THE ALL-NEW 1994 FORD MUSTANG

A lot of automakers build cars designed for genuine driving enthusiasts. But among them all, only one could create a car as unique as the all-new 1994 Mustang. Ford. The company that had the spirit of design innovation to produce the original ponycar back in 1964.

THE ALL-NEW MUSTANG. IT IS WHAT IT WAS.

More than any other car of its time, the original Mustang captured North America's love for freedom and independence.

There was nothing else quite like this uniquely styled and equipped 4-passenger sports car with the long hood, low roof line, "sculpted" bodysides and short rear deck.

Now it's 1994. And there's an all-new Mustang, designed by a specially formed group of dedicated people, with feedback from Mustang enthusiasts, proudly calling themselves *Team Mustang* — designers and engineers, clay modelers, prototype builders, manufacturing experts and suppliers who all worked closely under one roof, day after day, crafting a Mustang that joins together the spirit of the classic '60s with the technology of the '90s.

The Mustang heritage that inspired the designers of this all-new 1994 Mustang is clearly visible, from the familiar horse emblem on the grille, long hood, short rear deck and



bodyside scoops to the "dual cockpit" design of the interior.

It takes only one look to tell you that this is the genuine item, an all-North American Mustang. And there's nothing else like it.

THE ALL-NEW MUSTANG. IT IS WHAT IT WAS, AND MORE.

For *Team Mustang*, designing the all-new car was no mere nostalgia trip. It was a unique challenge: Fashion a shape that's unmistakably "Mustang," even to the critical eye of the most ardent Mustang buff. But make it fresh, up-to-date, advanced. We believe you'll agree, *Team Mustang* met the challenge quite successfully.

The hood and upper body-side character lines, for example, extend together from front to rear, forming an integrated, contemporary appearance — a styling technique that's evident

as well in the wraparound interior design theme.

But if you think the styling is exciting, just wait until you experience the responsiveness of Mustang's standard 3.8-litre V-6 or the Mustang GT's high performance 5.0-litre HO V-8. Both engines are equipped with computer-controlled sequential electronic fuel injection.

Impressive, too, are the carefully balanced ride quality and agile handling capability of the tuned suspension systems, plus the quick responsiveness of the power rack-and-pinion steering.

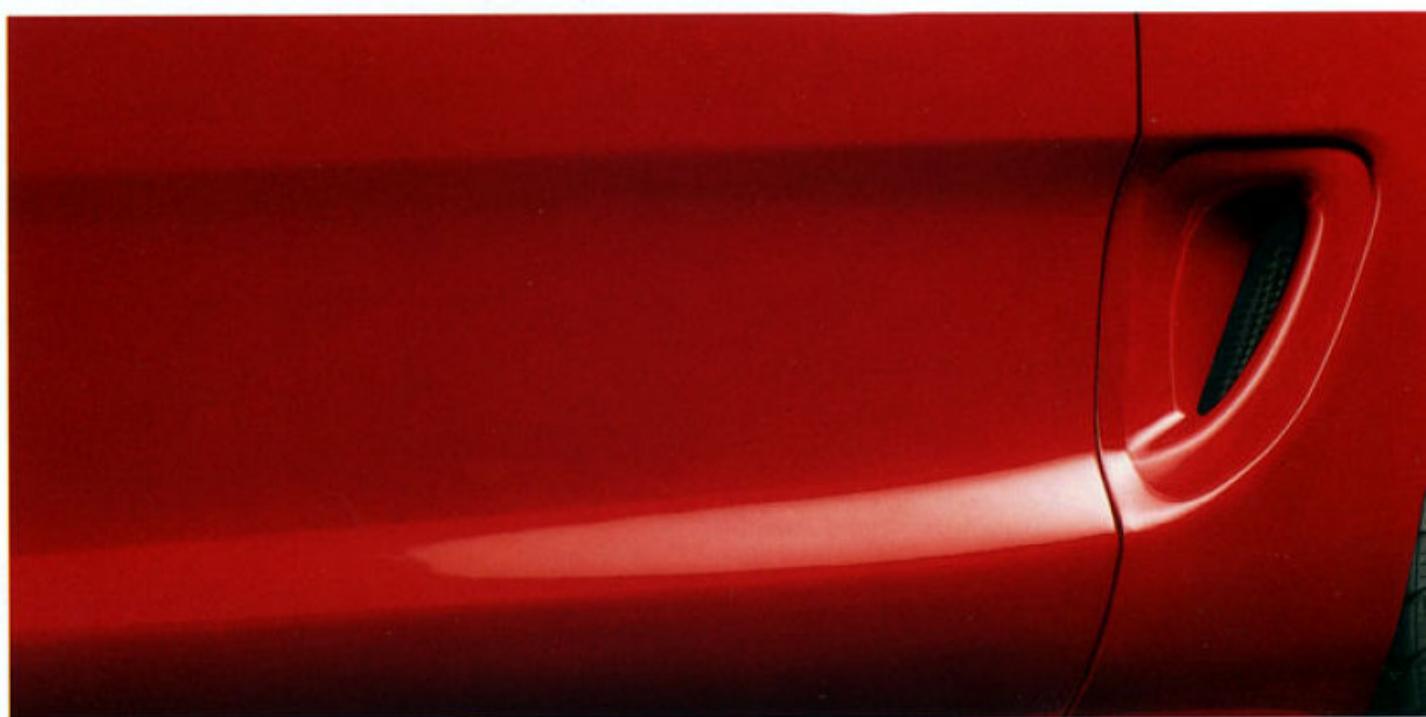
And among the many safety features for your peace of mind are standard dual air bag supplemental restraint systems, high-strength tubular-steel door beams, and 4-wheel disc brakes to which you can add the optional anti-lock system.

In style and performance...it is what is was, and more. Ford Mustang for 1994.

The Mustang was innovatively styled with a long hood, short rear deck, "sculpted" bodysides, low roofline, and unique 4-passenger sport interior. And it was as superbly equipped as it was styled. So popular was the Mustang that over a million were built by 1966.

1994 Mustang, the hardtop coupe shown at right in Rio Red Tinted Clearcoat, with classic styling cues such as the flow-through hood and rear quarter scoops. Some equipment shown is optional.





MUSTANG CONVERTIBLE

Drivers have enjoyed the free-spirited nature of the convertible from the day the first Mustang came off the assembly line.

For 1994 there's an all-new convertible. And it's better than ever. Built with advanced design features. And equipped with a great list of conveniences, too.

"IN-HOUSE" ASSEMBLY

The new Mustang convertible is a convertible by design. And it's built right on the assembly line with the Mustang coupe. So it's quite unlike convertibles that start out as hardtop coupes and are modified by specialist companies after production.

Also, the convertible's body has an X-brace under the engine compartment plus heavier gauge steel in the rocker panels among its special reinforcement features.

The result is higher structural integrity, quality and comfort... a true convertible.

AND OTHER GREAT FEATURES

The "stack height" of the top when lowered is almost flush with the top of the doors for a sleeker look. An easy-to-install semi-hard boot is provided as a cover for the folded top.

For your safety, you can raise or lower the top only when the parking brake is set.

The rear window is glass, not plastic; a defroster is standard. Cloth headliner and power side windows, door locks and decklid release are standard.

And now, there's a factory-ordered removable hardtop (pages 16-17) for the convertible. See your dealer for availability of this exciting new option.



Mustang convertible in Teal Clearcoat Metallic. Some equipment shown is optional.

MUSTANG GT POWER

The V-8 Mustang. Over the years it has been known by different names, like the Mach 1 and the legendary Boss 302. But to the genuine driving enthusiast, no matter what the name, it's a timeless North American tradition.

EXPERIENCE THE
POWER OF A GREAT
NORTH AMERICAN
TRADITION.

The 1994 Mustang GT, you'll fast discover, is a thoroughbred high-performance machine.

Its power is exhilarating, generated by 5 litres of high-torque V-8 muscle that's transmitted to the road by way of a rear-wheel drivetrain equipped with Ford's Traction-Lok axle.

Forged steel connecting rods, double roller timing chain, tuned stainless steel tubular headers and dual exhausts are among the 5.0-litre V-8's many proven high-performance components.

There's impressive high-tech hardware, too, like a state-of-the-art sequential electronic fuel-injection system governed by computer control technology similar to that used in many Ford racing applications.

Team your Mustang GT with the standard 5-speed manual stick or with the optional electronically controlled 4-speed automatic transmission. And now get ready for kilometer after kilometer of a high-energy infusion of driving excitement.



Mustang GT coupe in Opal Frost Clearcoat Metallic. Some equipment shown is optional.

MUSTANG GT HANDLING

On the street, just as on the race course, there's much more to real high-performance driving than just getting from point A to point B as quickly as possible.

Which is why, in the tradition of Ford Motorsports, engineers have given Mustang GT highly responsive handling that matches the power of the 5.0-litre V-8.

HANDLING A MUSTANG HAS NEVER BEEN MORE FUN.

The 1994 Mustang GT has a longer wheelbase and a wider track, providing a more stable, authoritative stance on the road.

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.

Engineers also outfitted the GT with a "handling brace" similar to those utilized by Ford NASCAR teams. It further stiffens the front end and helps maintain correct suspension geometry.

What's more, the P225/55ZR16 tires give the GT exciting road-gripping capability to go along with its great handling precision. For even greater performance, you can have your GT equipped with the new 245/45ZR17 tires — the lowest-profile design ever fitted to a Mustang.

And that's not all. The sport bucket seats feature adjustable cushion, bolster and lumbar supports. Designed to help hold you in place when cornering, they're what you'd expect in a high-performance car.

The Mustang GT. It's every bit as exciting on a tight winding road as it is on a straightaway.

The Mustang GT convertible in Black Clearcoat. Some equipment shown, such as the 245/45ZR17 tires, is optional.



THE MUSTANG INTERIOR



The interior is pure "Mustang" with its "dual cockpit" style — driver- and passenger-side instrument panel designs of identical contour divided by a centre dash console.

Notice how this distinctively traditional style blends naturally with modern design features: the driver-command ergonomic seating, instrumentation and controls, for example, as well as the fit and finish quality (made possible by advanced design and assembly technology) never seen before in a Mustang.

Your sense of the interior as having been crafted around you is enhanced by the contemporary "wraparound" theme: the extending of the lines of the instrument panel through the doors and into the rear seat area.

There's the feeling of solid, quiet ride quality, too, the result of all that went into creating Mustang's structural strength.

Of course, your comfort and convenience have been well provided for, with power driver's seat adjustment, tilt steering wheel, dual electric remote mirrors and power accessories outlet, to mention just a few.

And with standard dual air bag supplemental restraint systems and optional anti-lock brakes, you can feel assured that this new Mustang for 1994 has been well-engineered for your safety.

The Mustang GT interior in Black. Some equipment shown is optional.



THE HIGH-PERFORMANCE MACH 460 SOUND SYSTEM



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



The new Mach 460 option for Mustang. Think of it as 5.0 litres of V-8 muscle transformed into a high-powered sound system.

It 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 140 mm x 191 mm (5½" x 7½") subwoofer speakers, plus four 64 mm (2½") midrange/tweeters.

The radio system includes an up/down scan function, AM stereo, radio play during fast

forward/rewind of the cassette tape, auto seek/station set that finds the strongest signals and memorizes them automatically.

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

And what's more, there's an optional CD player with auto music search, fast-forward, compression, shuffle and scan functions. It also stores the disc when the radio is being played.

The new Mach 460. It takes listening pleasure to the high end of the performance band.

A TRADITION OF POWER AND STYLE

Mustang for 1994 is designed in the spirit of the original pony-car, with the same enthusiasm for sport style and performance that's made the Ford Mustang nameplate legendary.

While Mustang is all-new in style and design, you may likely find technical sophistication to be one of its most impressive



Mustang comes equipped with analogue gauges: engine temperature, battery charge, fuel level and oil pressure. Plus a tachometer to read the pulse of the standard 3.8-litre V-6.

advancements, especially when you feel the acceleration.

RESPONSIVE V-6 POWER

The new standard engine is a 3.8-litre V-6 generating 145 hp (SAE net) @ 4000 rpm and 215 lbs./ft. of torque @ 2500 rpm.

The 3.8L, designed to optimize low-end torque, delivers responsive acceleration at the lower end of the power band with either the manual or the automatic transmission.

And enhancing the engine's balanced power and efficiency is the sequential electronic fuel-injection system (SEFI).

SEFI releases fuel to each cylinder in "sequence" with the

engine's spark firing order. It provides precise fuel and air metering and delivers excellent overall performance, even at temperature extremes.

What makes it possible for the SEFI and numerous other engine systems to operate so precisely and efficiently is Ford's sophisticated EEC-V computer, which constantly fine-tunes the engine to the requirements of the moment.

This is similar to the EEC-V high technology which provides precise systems management capabilities for the engines that power Ford racing applications, such as the IMSA Mustang Cobras, Formula 1 and Ford-Cosworth Indy cars.

A STYLE TO MATCH YOURS

Mustang comes in two bodystyles: the classic hardtop coupe; and the superbly designed convertible featured on pages 6-7.

Mustang choices also include the list of personalizing options on page 24.

Of particular interest is the new factory-ordered removable hardtop that's available for the convertible (see your dealer for date of availability and the selection of colours). For convenience, it comes with a rolling stand and storage cover.

With Mustang for 1994, you can have your hardtop coupe — and your convertible, too.

At right: Mustang convertible in Crystal White. It's shown with the optional factory-ordered removable hardtop (see your dealer for availability), which is easy to put on and take off and comes with a rolling stand and storage cover. Some other equipment shown is also optional.



AGILE HANDLING FOR FUN AND SAFETY



1994 Mustang comes equipped with 4-wheel power disc brakes as standard equipment. Available is a computer-controlled anti-lock brake system (ABS), optional.

Handling is essential to the fun of driving, especially in a car like Mustang. The better the car handles, with agility and ease, the more enjoyable it is to drive.

But even more important than driving enjoyment is driving control, the most critical element in "operating safety" — the term that applies to how

well your car is engineered to help you avoid an accident.

Engineering can't do it all, however. Even in today's most technologically advanced automobiles, a driver's alertness and skill remain the most effective of all accident-avoidance features.

Team Mustang had both objectives in mind — fun and

and handling capability.

And Mustang's precise rack-and-pinion steering has fast 14.7:1 constant-ratio gearing with a firm on-centre steering feel for stability and control.

So as you respond to road conditions, Mustang responds quickly and precisely to you.

4-WHEEL DISC BRAKES WITH OPTIONAL ANTI-LOCK SYSTEM

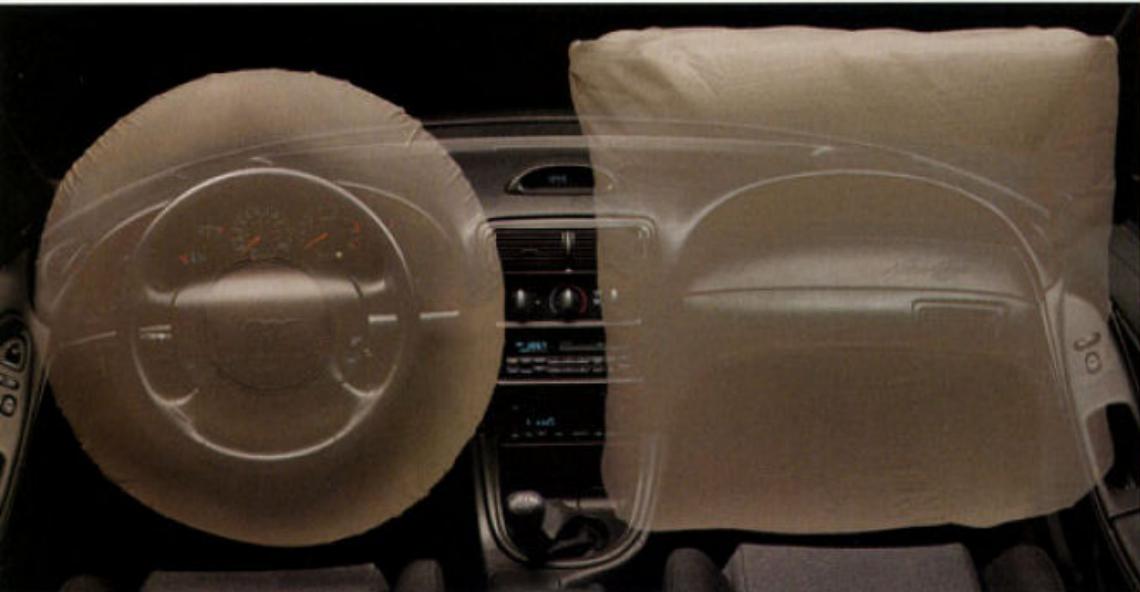
Mustangs are equipped with 4-wheel power disc brakes. And available is an optional anti-lock brake system (ABS).

ABS prevents the wheels from locking up during hard braking or on slippery roads by applying and releasing the brakes up to 10 times per second. It's much like a professional driver who skillfully "pumps" the brakes, only a great deal faster. ABS provides straighter stops as well as greater steering control.

DUAL AIR BAGS STANDARD

Features such as ABS can help you avoid an accident. But in the event that one does occur, Mustang's "occupant safety" features are there to provide protection. Among them are dual air bag supplemental restraint systems, for the driver and front seat passenger.

Important as the air bag is, always remember that it's intended only to supplement your lap/shoulder safety belts, so be sure always to buckle up.



Standard dual air bag restraint systems, 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.

safety — when they designed the Mustang's chassis systems.

LONGER, WIDER, AND BETTER

Engineers have given the new 1994 Mustang a longer wheelbase and a wider track, as well as improved suspension components (including tubular front and rear anti-sway bars). By doing so, they've given Mustang increased ride stability

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-centre feel.

Modified MacPherson strut front suspension with tubular stabilizer bar 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.

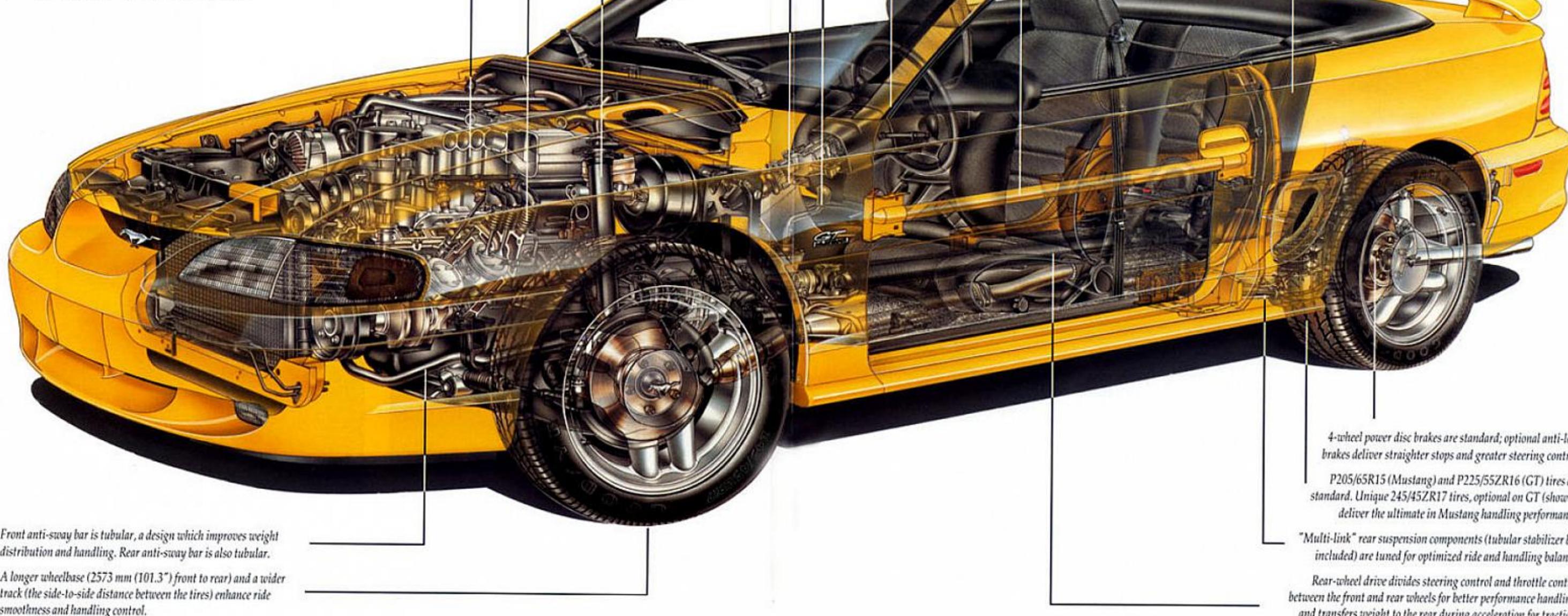
Mustang's standard engine for 1994 is a responsive 3.8-litre V-6. A 5.0-litre high-output V-8 powers the Mustang GT.

Computer-controlled "sequential" electronic fuel injection provides precise fuel metering and enhances performance.

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.

Mustang's body structure has been upgraded for added strength and rigidity and a quieter riding environment.



Front anti-sway bar is tubular, a design which improves weight distribution and handling. Rear anti-sway bar is also tubular.

A longer wheelbase (2573 mm (101.3") front to rear) and a wider track (the side-to-side distance between the tires) enhance ride smoothness and handling control.

4-wheel power disc brakes are standard; optional anti-lock brakes deliver straighter stops and greater steering control.

P205/65R15 (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.



STANDARD EQUIPMENT

There's more to consider than power, ride and handling when appraising a car's performance.

Understood in the broadest sense of the word, performance takes into account every feature that contributes to the quality of your driving experience.

That's why the 1994 Mustang has been given a list of standard features that makes it as comfortable and convenient to drive as it is fun to drive.

All things considered, Mustang for 1994 is a great performance.



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



C



A



D



B

MAJOR MUSTANG STANDARD FEATURES

	Mustang	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" wheel covers	•	
16" 5-spoke cast aluminum wheels with locking lug nuts		•
Fog lamps		•
Single-wing rear spoiler		•
Interior		
Driver and front passenger air bag supplemental restraint systems	•	•
3-point lap/shoulder safety restraints	•	•
Reclining cloth front bucket seats with cloth head restraints; 4-way power driver seat adjustment		•
GT cloth front bucket seats with cloth 4-way head restraints, adjustable cushion/lateral supports and power lumbar supports; 4-way power driver seat adjustment		•
Leather-wrapped steering wheel	•	•
Tilt steering wheel	•	•
Driver's footrest	•	•
454 g (16-oz.) carpeting	•	•
Front floor mats	•	•
Integrated wraparound instrument panel and door trim design with side window demisters	•	•
Digital clock on centre of dash panel	•	•
Centre 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	•	•
Rear window defroster	•	•
Power door locks, decklid release and side windows	• ⁽¹⁾	•
12-volt auxiliary power outlet for operating small electrical 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)	•	•
Tinted glass — complete	•	•
Electronic AM/FM stereo radio with four speakers and 24 watts	•	•
Engine block heater	•	•

(1) Convertible only.

PAINT AND TRIM COLOURS, PREFERRED EQUIPMENT PACKAGES AND OPTIONS



PAINT AND TRIM COLOURS

Exterior Paint Colours	Interior Trim Colours				
	Bright Red	Saddle	Opal Grey	Black	White*
Canary Yellow Clearcoat (GT only)					
Canary Yellow Clearcoat**			■	■	■
Vibrant Red Clearcoat**		■	■	■	■
Rio Red Tinted Clearcoat	■	■	■	■	■
Laser Red Tinted Clearcoat Metallic	■	■	■	■	■
Iris Clearcoat Metallic			■	■	■
Bright Blue Clearcoat Metallic		■	■	■	■
Deep Forest Green Clearcoat Metallic	■	■			
Teal Clearcoat Metallic		■	■	■	■
Black Clearcoat	■	■	■	■	■
Opal Frost Clearcoat Metallic	■	■	■	■	■
Crystal White	■	■	■	■	■

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

PREFERRED EQUIPMENT PACKAGES AND OPTIONS

	Mustang	GT	
	070A	075A	081A
Group 1: power side windows, door locks and decklid release (standard in convertible and GT)	O	P	S
Group 2: speed control; dual illuminated visor mirrors (standard in convertible and GT); electronic AM/FM stereo radio with cassette player and premium sound system; 15" cast aluminum wheels (16" wheels standard on GT)	O	P	P
Group 3: remote keyless/illuminated entry system and cargo net	-	P	O
CFC-free manual-control air conditioning	O	P	P
Electronic AM/FM stereo sound system with cassette player	O	-	O
Anti-lock brake system	O	O	P
Anti-theft system	O	O	O
Removable hardtop roof*	O	O	O
Bodyside mouldings	O	O	O
Electronic 4-speed automatic overdrive transmission	O	O	O
Optional axle ratio	-	-	O
15" cast aluminum wheels	O	P	-
17" cast aluminum wheels with 245/45ZR17 BSW performance tires	-	-	O
Mach 460 electronic AM/FM stereo sound system with cassette player	O	O	O
Compact disc player**	O	O	O
Leather seating surfaces (white upholstery only in convertible)	-	-	O
Leather seating surfaces (white upholstery only in convertible)	-	O	-
Power driver's seat credit (deletes standard power driver's seat)	O	O	O

*Must be factory-ordered. See your dealer for date of availability and selection of colours. **Requires electronic AM/FM stereo/cassette premium sound 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); 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.)

Body/Chassis

Drivetrain type	Rear-wheel drive
Body type	Unitized
Front suspension	Modified MacPherson strut-type, tubular stabilizer bar, nitrogen gas-pressurized hydraulic shocks (higher-rate handling components in GT)

Body/Chassis, cont'd

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-centre constant ratio
Brakes	Power 4-wheel disc (std.) Anti-lock brake system (opt.)
Tires	Std. P205/65R15 BSW all-season (Mustang) Std. P225/55ZR16 BSW all-season (GT) Opt. 245/45ZR17 BSW (GT)
Fuel capacity	58 litres (12.8 imp. gal.)

Dimensions mm (in.)

Coupe	Convertible
Wheelbase	2573 (101.3)
Length	4610 (181.5)
Height	1344 (52.9)
Width	1823 (71.8)
Front tread*	1539 (60.6)
Rear tread**	1501 (59.1)
Front head room	970 (38.2)
Rear head room	912 (35.9)
Front leg room (max.)	1082 (42.6)
Rear leg room (min.)	770 (30.3)
Front shoulder room	1361 (53.6)
Rear shoulder room	1323 (52.1)
Trunk volume [litres (cu. ft.)]*	305 (10.8)
Passenger capacity	4

*1527 (60.1) with GT. **1490 (58.7) with GT. *With rear seat backs up.

WARRANTY COVERS

Ford of Canada's vehicles are backed by:

- 36 month/60,000 km bumper-to-bumper no deductible warranty
- Corrosion perforation protection warranty on all sheet metal for 6 years/160,000 km (whichever comes first)

ROADSIDE ASSISTANCE PROGRAM

Every new Ford of Canada car and light truck now includes the assurance of an emergency Roadside Assistance Program during the 3-year/60,000 km bumper-to-bumper warranty period. Help is a toll-free phone call away 24 hours a day — anywhere in Canada or the continental United States — should you ever need any towing assistance, fuel delivery, tire change, a jump start or even help when you're locked out of your vehicle. Ask your Ford of Canada Dealer for complete details on this outstanding Program.



Ford of Canada encourages the use of safety belts and child/infant restraints.

CUSTOMER SERVICES

Ford of Canada is proud to offer a wide range of customer services including vehicle financing and leasing, replacement parts and after-sale services. See your Dealer for more details.



Motorcraft



QUALITY REPLACEMENT PARTS
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ASK YOUR DEALER

Following the publication of this catalogue, certain product changes may have occurred. Ford Motor Company of Canada, Limited reserves the right to make these changes without incurring obligations. Your Dealer is your best source for up-to-date information.

Please Note: Selected photographs in this catalogue depict vehicles with passive restraint motorized systems that are used in U.S. vehicles only. All Ford of Canada vehicles, with the exception of Villager, are equipped with 3-point manual lap and shoulder belt safety restraint systems for outboard passengers.



Quality is Job 1. It's working.

