

1991

FORD PROBE



PROBE GT

There's only one thing more enjoyable than designing a driving enthusiast's car like the Probe. And that's driving it.

Considering that Probe is one of America's premier sport hatchbacks, it's obvious that many drivers share our enthusiasm. And why not? Probe offers a superb three-model lineup. And among them is one of the world's finest front-wheel-drive performance cars.

Probe GT's turbocharged and inter-cooled 2.2L SOHC I-4 engine has a high ratio of power to displacement — 145 hp at 4300 rpm — more than one horsepower for every cubic inch. And the engine's wide band of torque generates from 167 lbs.-ft. at just 2000 rpm to 190 lbs.-ft. at 3500 rpm.

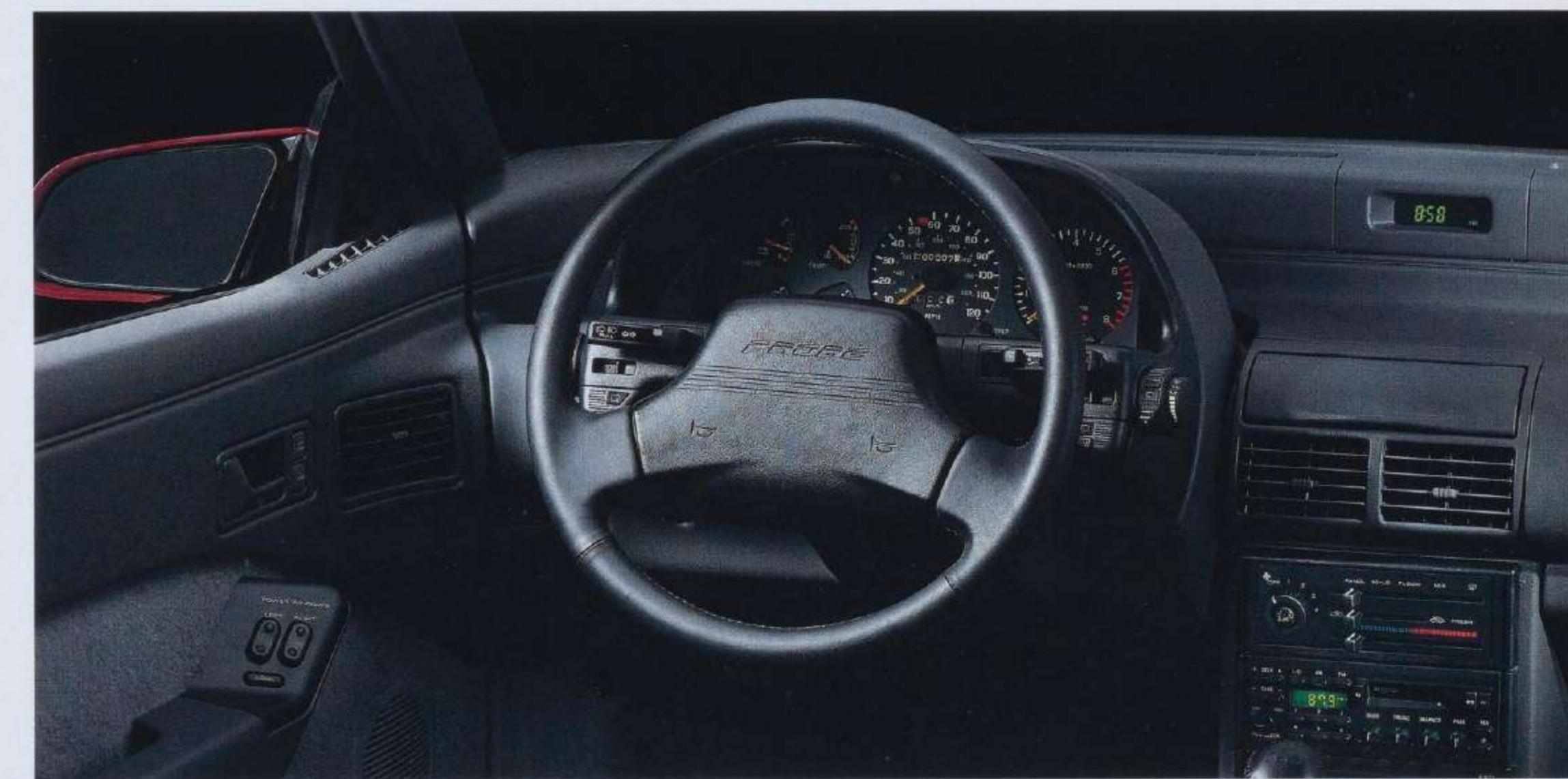
The 4-wheel independent handling suspension combines with speed-rated P205/60VRx15 performance radials to give GT great handling agility. The computer-controlled Automatic Adjusting Suspension system lets you choose one of three ride modes to match exactly the driving situation.

And that's not all. Probe GT is equipped with variable power-assist speed-sensitive steering, which is also a computer-controlled system. And to the standard 4-wheel power disc brakes you can add the world-class stopping performance of the optional anti-lock brake system.

Probe GT in Black. Some equipment shown is optional. Special GT features are fog lamps, rear spoiler, aero-design rocker cladding, and speed-rated performance radials on unique 15-in. aluminum wheels.



PROBE GT INTERIOR



Probe GT interior in Titanium. Some equipment shown is optional.

A turbo boost gauge is added to Probe's standard package of analog gauges.

An excellent complement to GT's outstanding performance is Probe's optional top-of-the-line stereo system. It's an electronic AM/FM unit with cassette tape player, bi-amplified premium sound system with subwoofer speaker and amplifier, compact disc player (shown) and power antenna.

The Probe GT interior features ergonomic instrumentation and computer-controlled speed-sensitive steering.

PROBE GT PERFORMANCE

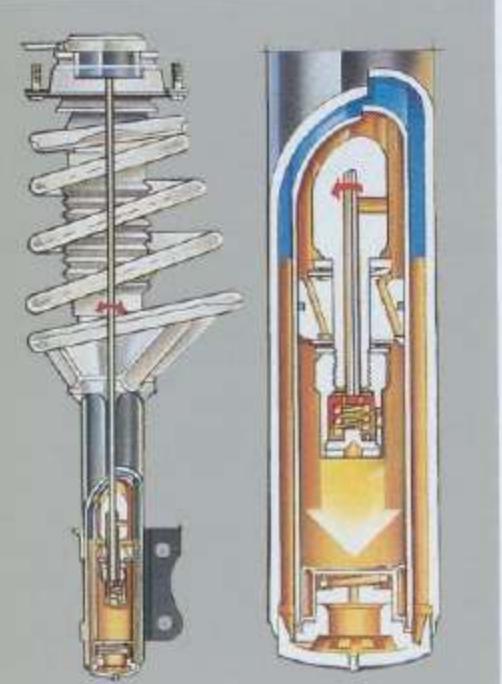
For those who take the fun of driving seriously, there is GT, powered by a 2.2L 12-valve SOHC engine equipped with computer-controlled multi-port electronic fuel-injection and a state-of-the-art turbocharger with air-to-air intercooler.

GT's 145 horses and 190 lbs.-ft. of torque are transmitted to the front driving wheels through a 5-speed manual transaxle. Its close-ratio gearing lets you take full advantage of this power throughout the full performance range, from a standing start to passing at highway speed. An electronic 4-speed automatic overdrive transaxle is also available.

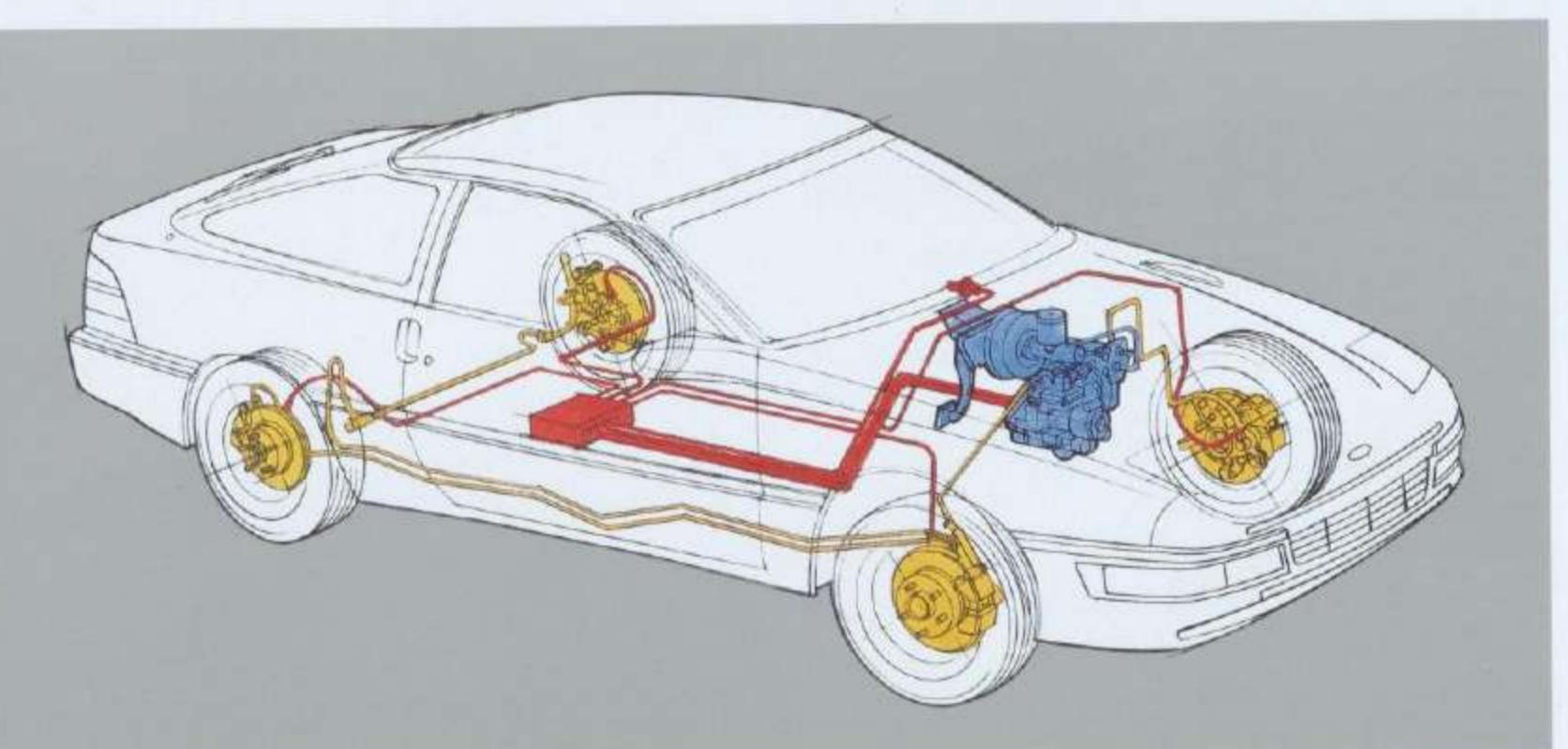
The 4-wheel independent suspension is equipped with sport-tuned handling components: higher-rate coil springs, nitrogen gas-pressurized struts, larger-diameter stabilizer bars, and stiffer bushings.

And GT goes a step further by providing the variable shock damping capability of the Automatic Adjusting Suspension (AAS). Select one of three ride modes at the touch of a switch.

In the Normal-Auto (firm) and Sport-Auto (extra-firm) modes, the AAS computer



The above illustrations show a MacPherson strut tower at left with a circled cutaway of the strut valving, which is enlarged at right. In the auto modes, the AAS's special gas-pressurized struts with direct-drive actuators are automatically adjusted to provide the degree of ride firmness required.



The optional anti-lock brake system (ABS) consists basically of a speed sensor at each wheel and a microprocessor. When braking-induced wheel lock-up is sensed, the system "pumps" the brakes up to 10 times per second. ABS helps the driver come to a straight stop.

analyzes data on vehicle speed, steering wheel angle, acceleration and braking forces, then adjusts the car's handling to changing situations with split-second precision. The Soft mode provides the softest damping for ride comfort.

The perfect complement to the Automatic Adjusting Suspension is Probe GT's variable power-assist speed-sensitive steering system.

Power assist is increased during low-speed maneuvers to provide an easy, fluid feel of the wheel. But as vehicle speed increases, power assist is gradually reduced to provide a progressively firmer feel. It's all done with the amazing precision of advanced computer technology.

And for world-class stopping action, add the optional anti-lock braking system (ABS) to GT's 4-wheel disc brakes.

ABS prevents braking-induced wheel lockup by "pumping" the brakes in much the same way a professional driver does, only a great deal faster — up to 10 times per second. In a hard-braking situation, ABS gives you a greater degree of steering control, to help you come to a straight stop.



Probe GT in Oxford White. Some equipment shown is optional.

PROBE LX

The Probe LX is sleek and smooth, a dynamic statement of our design philosophy which says that how a car functions is every bit as important as how it looks.

Consider as proof Probe LX's remarkably low .308 coefficient of drag, the achievement of many functional styling elements working in harmony.

The hood line is low. The halogen headlamps are concealed/retractable. The fenders curve into the hood line, reducing frontal area. The bodysides feature flush glass, unique aero mirror housings, and vertical recessed door handles. The quarter windows have a wraparound design. And wind-cheating glass covers the concealed center and rear pillars.

Beneath this sculpted aero shape is engineering that is likewise smooth and responsive. Experience the power of the 140-hp 3.0L EFI V-6 and the ride and handling of the 4-wheel independent suspension. LX is also equipped with 4-wheel power disc brakes, to which you can add the optional anti-lock brake system.

The design of the rearview mirror housings is a prominent feature of Probe's sleek aerodynamic shape.



Probe LX is powered by a 3.0L EFI V-6 and is equipped with 4-wheel power disc brakes (anti-lock system is optional).



Probe LX in Wild Strawberry Clearcoat Metallic. Some equipment shown is optional.

PROBE LX INTERIOR

We wanted to make the comfort and convenience side of the luxury/sport equation as responsive as the performance side. So we equipped Probe LX with multi-adjustable front bucket seats, the tilt steering column/instrument cluster (illustrated on page 14), dual electric remote-control mirrors, interval windshield wipers and rear window defroster, to name just a few of LX's many standard features.

And to make Probe LX an outstanding value as well, we included such popular features as air conditioning, speed control, power windows and door locks, and an electronic AM/FM stereo/cassette sound system with power antenna in the LX Preferred Equipment Package 253A.

Conveniently located on a single panel are push-button controls for the "speed" alert feature (left), part of the optional electronic instrument cluster, and the optional trip computer (right).



The optional electronic instrument cluster is an exclusive LX feature. Its many functions are detailed on page 19.



Probe LX interior in Titanium. Some equipment shown, such as the leather seating surfaces, is optional.

PROBE GL

The Probe GL proves, no less than the Probe LX and GT models do, that a car that's responsive, comfortable and easy to drive is more enjoyable to drive.

Probe GL combines the power of a high-torque 2.2L SOHC 12-valve EFI engine, the balanced road manners of a 4-wheel independent suspension system, the precision of power rack-and-pinion steering, and the traction of front-wheel drive.

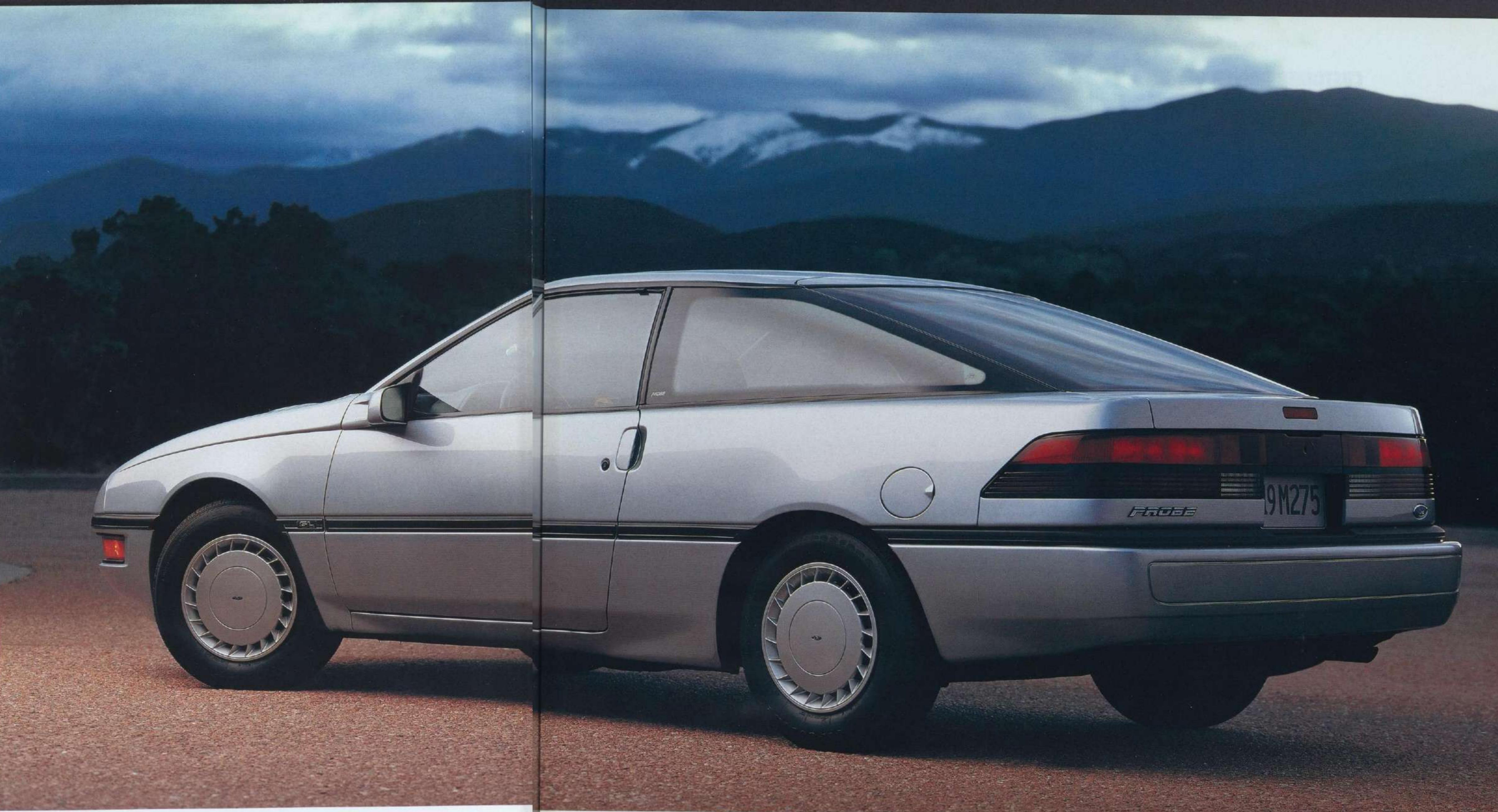
And complementing Probe's fine engineering performance are a functional aerodynamic shape outside and a highly ergonomic design inside.

Probe GL offers substantial value as well. Among its standard features are reclining front bucket seats, full analog instrumentation including tachometer, AM/FM stereo, and versatile 50/50 split-folding rear seats. And with the features in Preferred Equipment Package 251A (see page 19), you have Probe value at its very best.

The versatile 50/50 rear seat backs fold down individually, allowing for added luggage/cargo space either with or without a third passenger. Cargo volume with the seat backs up is 11.9 cu. ft. With both seat backs lowered, there are 41.9 cu. ft. in Probe GL and 40.9 cu. ft. in Probe LX and GT.



Probe GL in Light Crystal Blue, one of six standard Clearcoat Metallic colors available. Some equipment shown on these pages is optional.



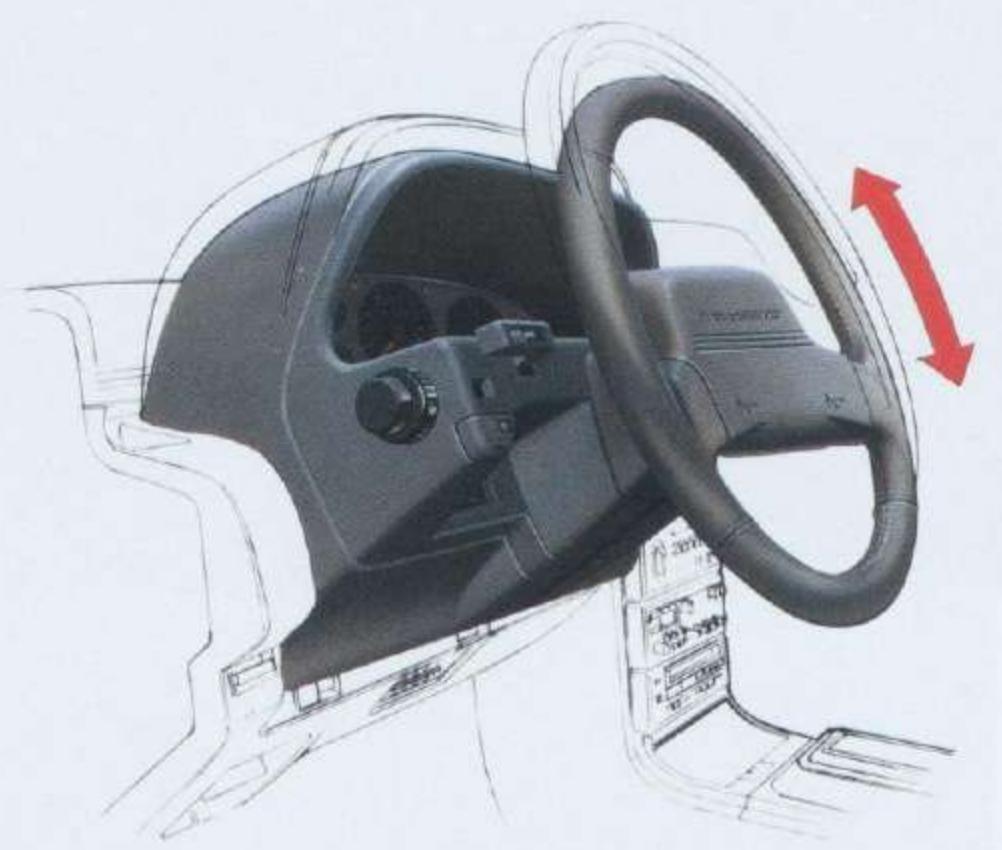
CUSTOMER DRIVEN DESIGN

The shape of Probe is outstanding in both its visual appeal and its functional purpose. With drag coefficient ratings of .308 (GL and LX) and .312 (GT), Probe models rank high among the world's most aerodynamic production cars.

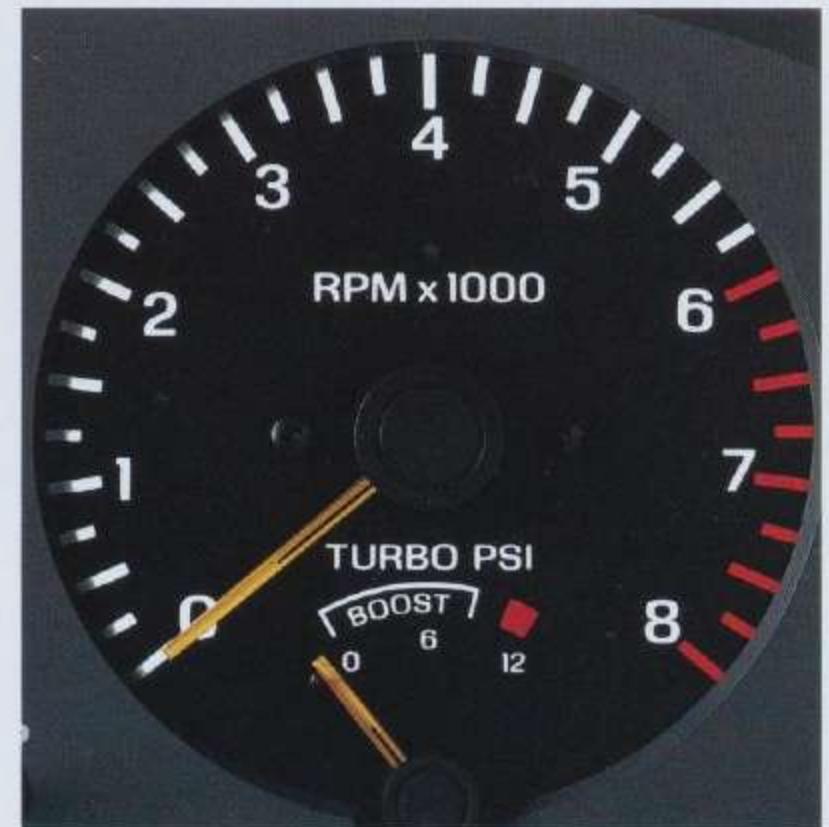
The interior is no less impressive. The contoured bucket seats are firm and supportive. The instrument pod has easy-to-read analog gauges, plus easy-to-operate control levers and rotary knobs.

And, much like the aerodynamic styling cues outside, the instrument and door panels merge to create a smoothly integrated design.

When a car's design closely complements the quality and precision of its engineering, you have all the elements of a great driver's car. You have a Ford Probe. It's the kind of total performance that can be achieved only with "customer-driven" commitment to driving satisfaction.



The integrated steering wheel/instrument cluster tilts as a unit, providing an unobstructed view of the cluster regardless of the angle of the wheel.



The optional electronic 4-speed automatic transaxle includes a versatile Manual Shift mode that permits selective shifting in first, second and third gears. All the flexibility of a manual transaxle, but without the clutch.

Among Probe's many aerodynamic features are flush glass, wraparound quarter windows, glass-covered concealed center and rear pillars.

Concealed/retractable halogen headlamps are part of Probe's dynamic front end design.

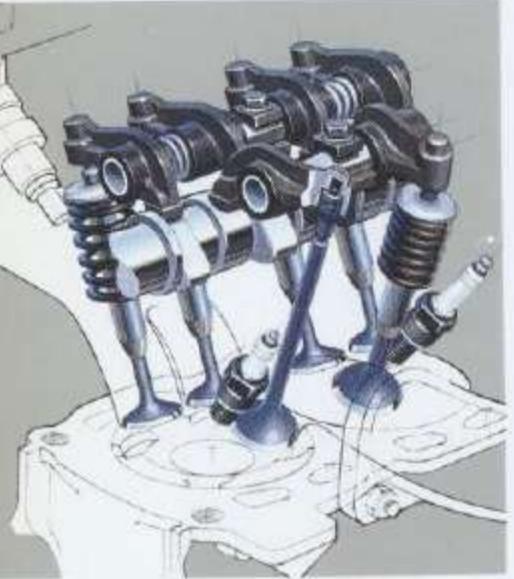
The driver and front seat passenger have an automatic shoulder belt restraint system with manual lap belts. Rear seat passengers have a lap/shoulder belt system.



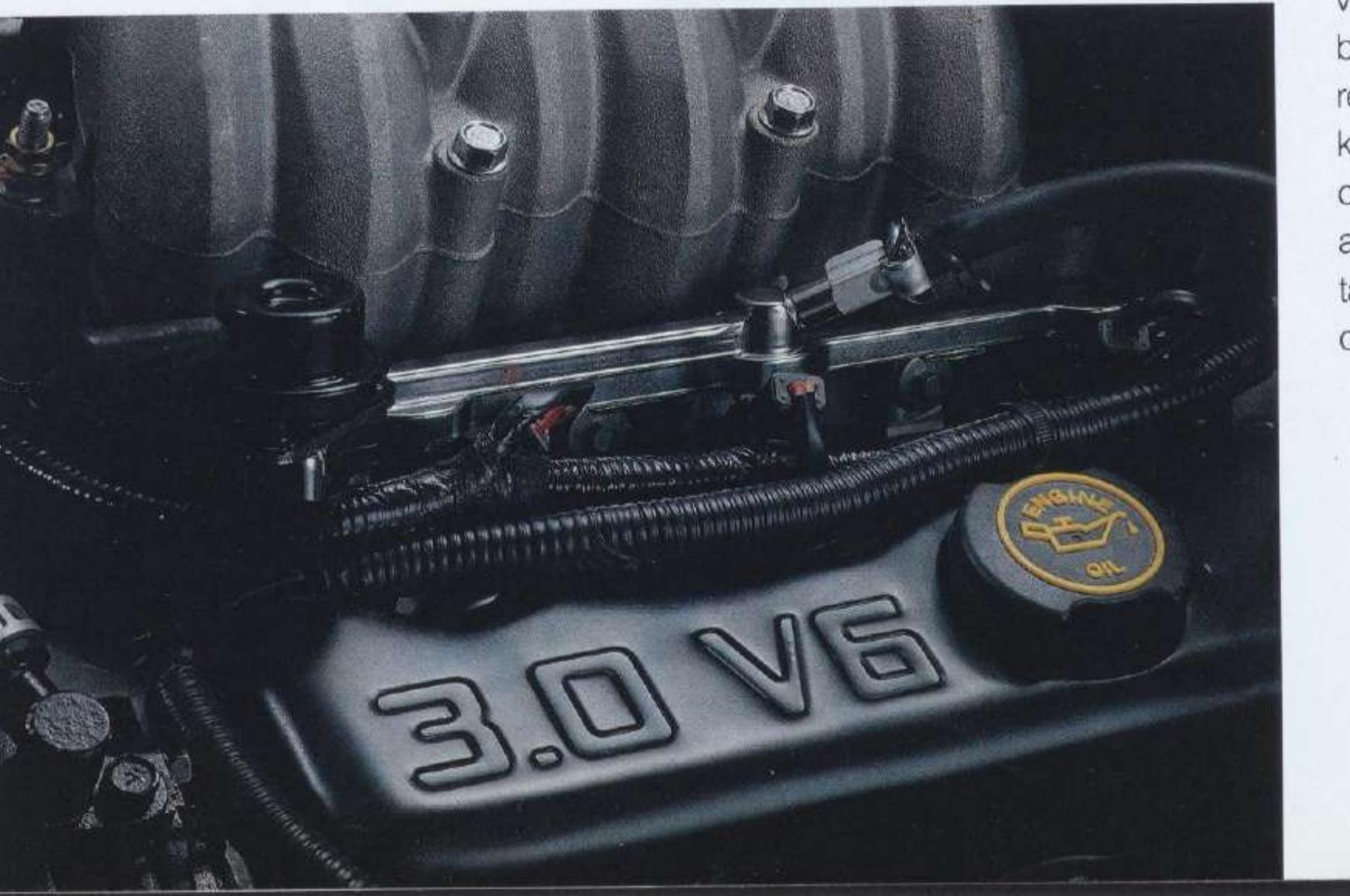
Probe features analog instrumentation: speedometer, tachometer, voltmeter, engine temperature, oil pressure and fuel level gauges. Plus a turbo boost gauge in the GT model.

PROBE POWER

The 2.2L SOHC I-4 engine features three valves per cylinder.



The 3.0L V-6, standard in Probe LX, features 12-in. tuned air intake runners and a multi-port electronic fuel-injection system controlled by the EEC-IV computer.



Each Probe model has its own engine and power ratings contributing to its unique personality.

2.2L SOHC EFI I-4

From its mechanical componentry to its electronic systems, the 2.2L SOHC I-4 engine that powers the Probe GL is the product of advanced engineering.

Three valves per cylinder (two for intake, one for exhaust) promote freer breathing and higher power output. Multispherical-shaped combustion chambers and centrally positioned spark plugs contribute to excellent thermodynamic efficiency.

Multi-port electronic fuel injection (EFI) provides precise fuel metering and smooth running. And the 8-bit digital microprocessor that governs the EFI system can control fuel-air distribution and combustion in response to a wide variety of factors affecting performance.

Another feature is a special resonance chamber which uses the pumping action

of the intake valves in each cylinder to force additional air into the other cylinders. This resonance ram-air effect adds significantly to the 2.2L engine's broad band of torque.

3.0L EFI V-6

Probe LX's standard V-6 is smooth and powerful. This superbly designed engine generates nearly 80 percent of its 160 lbs.-ft. of torque at only 1000 rpm.

The 3.0L's high 9.3:1 compression ratio is due in large part to the efficient breathing of a patented combustion chamber design with center-mounted spark plugs, created with the aid of computers to produce a clean, rapid burn of the fuel-air mixture.

The 12-in. air intake runners are carefully tuned to balance high-end power and low-end torque. The fuel, precisely metered by a multi-port electronic fuel-injection system, is mixed with the air just millimeters away from the intake ports to help maximize combustion efficiency.

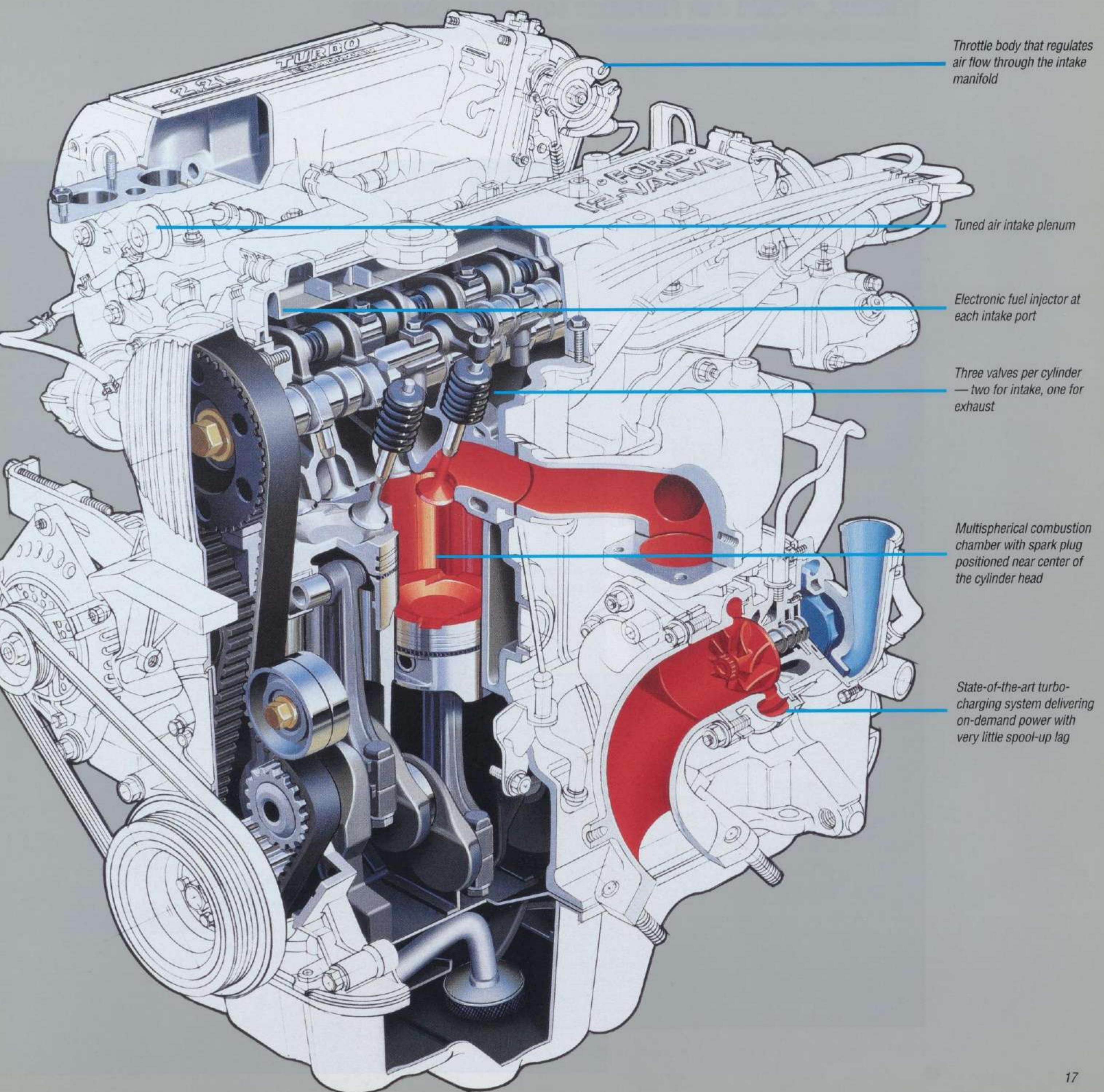
Fuel-air mixture control and ignition timing are among the many functions governed by the advanced EEC-IV computer. EEC-IV constantly "fine-tunes" the engine to the requirements of the moment.

2.2L SOHC EFI TURBO I-4

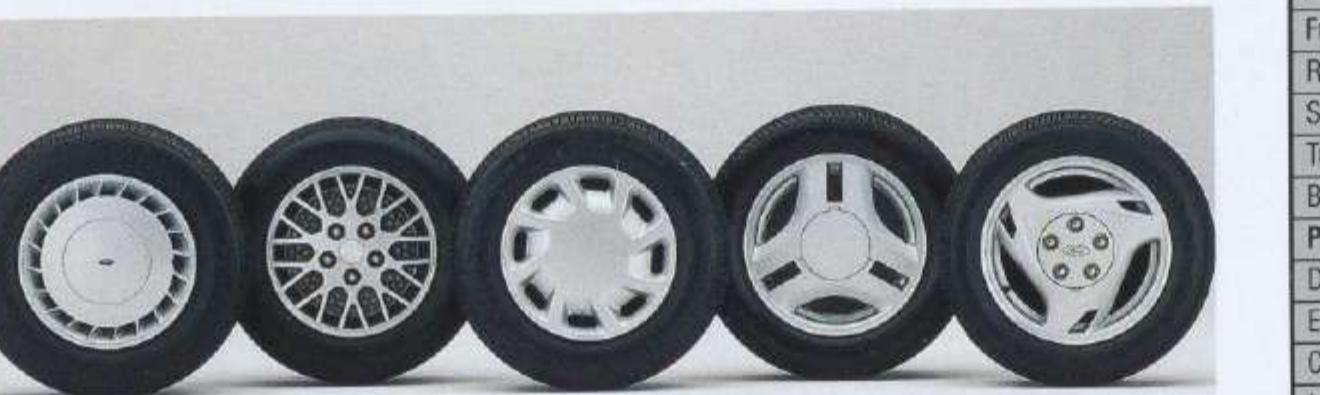
Probe GT's advanced turbocharging system creates responsive, high-speed pressurizing of the intake air. GT's turbocharger is capable of delivering on-demand power with very little of the spool-up lag that's typical of many turbos.

The air-to-air intercooler, a feature not all turbo engines have, lowers the high induction temperature of the pressurized air from the turbocharger. The cooler, denser air, containing more oxygen, can be mixed with a larger amount of fuel to generate more horsepower.

The computer is another major component in the turbo system. It regulates the amount of turbo boost under widely varying conditions, and even allows for brief bursts of overboost for more responsive acceleration. The electronic knock sensor in the ignition system controls fuel-air detonation. The computer also automatically calibrates the engine to take advantage of premium fuel's higher octane for improved performance.



FEATURES, OPTIONS AND PREFERRED EQUIPMENT PACKAGES



(A) Electronic AM/FM stereo radio with cassette tape player, premium sound system and power antenna.

(B) From left to right: deluxe wheel covers (standard on GL); cast aluminum wheels (optional on GL); luxury wheel covers (standard on LX); cast aluminum wheels (optional on LX); and cast aluminum wheels (standard on GT).

COLORS & TRIMS				
Exterior Paint Colors				
	Crystal Blue	Scarlet Red	Titanium	Sandalwood
PROBE GL AND LX				
Black		X	X	X
Oxford White	X	X	X	X
Bright Red		X	X	
Wild Strawberry Clearcoat Metallic		X	X	
Light Titanium Clearcoat Metallic	X	X	X	
Deep Titanium Clearcoat Metallic	X	X	X	
Light Sandalwood Clearcoat Metallic*				X
Medium Sandalwood Clearcoat Metallic*				X
Ultra Blue Clearcoat Metallic			X	
Twilight Blue Clearcoat Metallic	X		X	
Light Crystal Blue Clearcoat Metallic	X		X	
PROBE GT				
Black		X	X	
Oxford White		X	X	
Bright Red		X	X	
Light Titanium Clearcoat Metallic		X		
Deep Titanium Clearcoat Metallic	X	X		
Twilight Blue Clearcoat Metallic			X	

*Not available on Probe GL.

SPECIFICATIONS

PROBE GL

Drivetrain	Front-wheel drive
Engine type	2.2L 12-valve SOHC I-4
Compression ratio	8.6:1
Induction system	Multi-port electronic fuel injection
Horsepower, SAE net	110 @ 4700 rpm
Torque, SAE net	130 lbs./ft. @ 3000 rpm
Coefficient of drag (Cd)	0.308
Transaxles	Std. 5-speed manual overdrive; opt. 4-speed electronic automatic overdrive
Clutch	Single plate
Front suspension	Independent, MacPherson struts/coil springs, asymmetrical control arms, stabilizer bar
Rear suspension	Independent, MacPherson struts/coil springs, 4-bar with single trailing arm, stabilizer bar
Steering	Power rack-and-pinion, 17.1:1 ratio
Turning diameter (curb-to-curb)	37.4 ft.
Brakes	10.4" vented front discs/9.0" rear drums, power-assisted

PROBE LX

Drivetrain	Front-wheel drive
Engine type	3.0 liter V-6
Compression ratio	9.3:1
Induction system	Multi-port electronic fuel injection
Horsepower, SAE net	140 @ 4800 rpm
Torque, SAE net	160 lbs./ft. @ 3400 rpm
Coefficient of drag (Cd)	0.308
Transaxles	Std. 5-speed manual overdrive; opt. 4-speed electronic automatic overdrive
Clutch	Single plate
Front suspension	Independent, MacPherson struts/coil springs, asymmetrical control arms, stabilizer bar
Rear suspension	Independent, MacPherson struts/coil springs, 4-bar with single trailing arm, stabilizer bar
Steering	Power rack-and-pinion, 17.1:1 ratio
Turning diameter (curb-to-curb)	37.4 ft.
Brakes	Std. 10.4" vented front discs/10.2" rear discs power-assisted Opt. computer-controlled anti-lock brake system

PROBE GT

Drivetrain	Front-wheel drive
Engine type	2.2L 12-valve SOHC turbocharged and intercooled I-4
Compression ratio	7.8:1
Induction system	Multi-port electronic fuel injection
Horsepower, SAE net	145 @ 4300 rpm
Torque, SAE net	190 lbs./ft. @ 3500 rpm
Coefficient of drag (Cd)	0.312
Transaxles	Std. 5-speed manual overdrive; opt. 4-speed electronic automatic overdrive
Clutch	Single plate
Front suspension	Independent, MacPherson type with handling components package including higher-rate springs, stiffer bushings, larger stabilizer bar; computerized automatic-adjusting nitrogen gas-pressurized struts
Rear suspension	Independent, MacPherson type with handling components package including higher-rate springs, stiffer bushings, larger stabilizer bar; computerized automatic-adjusting nitrogen gas-pressurized struts
Steering	Computer-controlled variable power-assist, speed sensitive, 17.1:1 ratio
Turning diameter (curb-to-curb)	38.7 ft.
Brakes	Std. 10.4" vented front discs/10.2" rear discs, power-assisted Opt. computer-controlled anti-lock brake system

PREFERRED EQUIPMENT PACKAGES

Note: Package content is subject to change.
X = Included in package S = Standard O = Optional

	GL 251A	LX 253A	GT 261A
Tinted glass	X	S	S
Tilt steering column and cluster	X	S	S
Rear window defroster	X	S	S
Convenience Group I: dual electric remote-control mirrors; interval windshield wipers; glove box and underhood lights; fade-to-off dome lamp, and headlamps-on warning light			
Convenience Group II: walk-in (to rear seat) passenger seat; rear washer/wiper; cargo tie-down net		X	X
Electronics Group: illuminated entry system; illuminated visor vanity mirror (standard in LX)		X	X
Air conditioning, manual	O	X	X
Power windows		X	X
Speed control	O	X	X
Power door locks	O	X	X
Electronic AM/FM stereo radio/cassette player, premium sound system, power antenna	S		
2.2L SOHC EFI I-4/5-speed manual	O		
2.2L SOHC EFI I-4/4-speed automatic		O	
3.0L EFI V-6/5-speed manual		S	
3.0L EFI V-6/4-speed automatic	O		
2.2L SOHC EFI I-4 Turbo/5-speed manual		S	
2.2L SOHC EFI I-4 Turbo/4-speed automatic		O	
P185/70R14 BSW tires	S		
P195/70R14 BSW tires		S	
P205/60VR15 BSW performance tires		S	
Cloth/vinyl bucket seats	S		
Cloth bucket seats		S	S
Bucket seats with leather seating surfaces	O	O	
Anti-lock braking system	O		
Electronic instrument cluster: digital readouts for speedometer, odometer, and trip odometer; and analog readouts for tachometer, engine temperature, oil pressure, voltmeter, and fuel level. Includes vehicle maintenance monitor items plus "speed alert" feature		O	
Flip-up open air roof		O	O
Aluminum wheels with P195/70HR14 BSW tires	O		
Aluminum wheels with P205/60HR15 BSW tires		O	
Electronic AM/FM stereo radio with cassette tape player, premium sound system, compact disc player, and power antenna	O	O	O
Radio credit option	O		
Vehicle maintenance monitor: signals when oil, fuel, engine coolant or washer fluid level is low; provides service interval information; indicates when driver's door is ajar and when a headlamp, taillamp or stoplamp is out		O	
Power driver's seat		O	O
Trip computer: displays average fuel economy, instantaneous fuel economy, distance to empty, average speed, elapsed travel time, distance to destination, time to destination, and English/metric conversion		O	O

MEASUREMENTS

Wheelbase	99.0'
Length	177.0'
Height (design load weight)	51.8'
Width	67.9"
Front tread	57.3"
Rear tread	57.7"
Cargo volume (cu. ft.) Rear seat backs up	11.9
Rear seat backs down	41.9**
Fuel capacity (gal.)	15.1
Passengers	4

Based on MVMA passenger car specifications. *68.3' for GT. **41.9 cu. ft. in GL model; 40.9 cu. ft. in LX and GT.

MAJOR STANDARD FEATURES

Exterior

Concealed/retractable halogen headlamps
Tinted rear window and quarter window glass (GL); tinted glass, complete (LX and GT)
Wraparound quarter windows with flush glass over concealed center and rear pillars
Dual outside mirrors (LH manual remote on GL; electric remote on LX and GT)
Protective bodyside moldings (GL and LX)
Aero-design protective cladding with integral rocker panel moldings/spats and bodyside moldings (GT)
Unique front fascia with fog lamps (GT)
Unique rear end treatment with spoiler (GT)
Wheel trim: deluxe covers (GL); luxury covers (LX); aluminum alloy wheels (GT)

Interior

Reclining front bucket seats with cloth headrests
Seat trim: standard (GL); luxury (LX); sport (GT)
Driver's seat vertical height adjustment
Driver's seat manual adjustment for tilt, lumbar support and side bolsters (LX and GT)
Door trim: all vinyl (GL); cloth inserts and map pockets (LX); carpeted lower sections and map pockets (GT)
Leather-wrapped steering wheel and shift knob (LX and GT)
Automatic front shoulder belt restraint system and manual lap belts
50/50 split fold-down rear seats with lap/shoulder belts
Electronic AM/FM stereo radio with digital clock and four speakers
Driver-oriented instrument cluster with tachometer, fuel gauge, engine temperature gauge, ammeter, turbo boost gauge (GT only), oil pressure gauge, low oil light (LX and GT only), and trip odometer
Side window demistors on door panels
Cargo area cover (hinged and removable)

6-YEAR/100,000-MILE CORROSION PROTECTION

Probe's corrosion warranty coverage for outer body panel rust-through is 6 years or 100,000 miles, whichever comes first. See your Ford Dealer for a copy of this limited warranty.

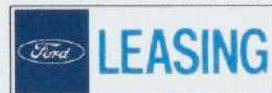


Participating Ford Dealers offer the Lifetime Service Guarantee, which guarantees their customer-paid work on your Ford vehicle for as long as you own it. A covered repair is paid for once. If it ever has to be fixed again, the repairing dealer will fix it free. Ask to see the Lifetime Service Guarantee when you visit your participating Ford Dealer.

Genuine Ford and Motorcraft original equipment replacement parts meet the same high standards as those installed in production.

OPTIONS AVAILABILITY

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



The leasing alternative is available to qualified lessees through your participating Ford Dealer, who can arrange a Red Carpet Lease® tailored to your circumstances through Ford Credit. A wide variety of financing plans are also available.

PRODUCT CHANGES

Ford Division reserves the right to change product specifications at any time without incurring obligations.

"ASK YOUR FORD DEALER"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

