

# 1990 FORD CARS



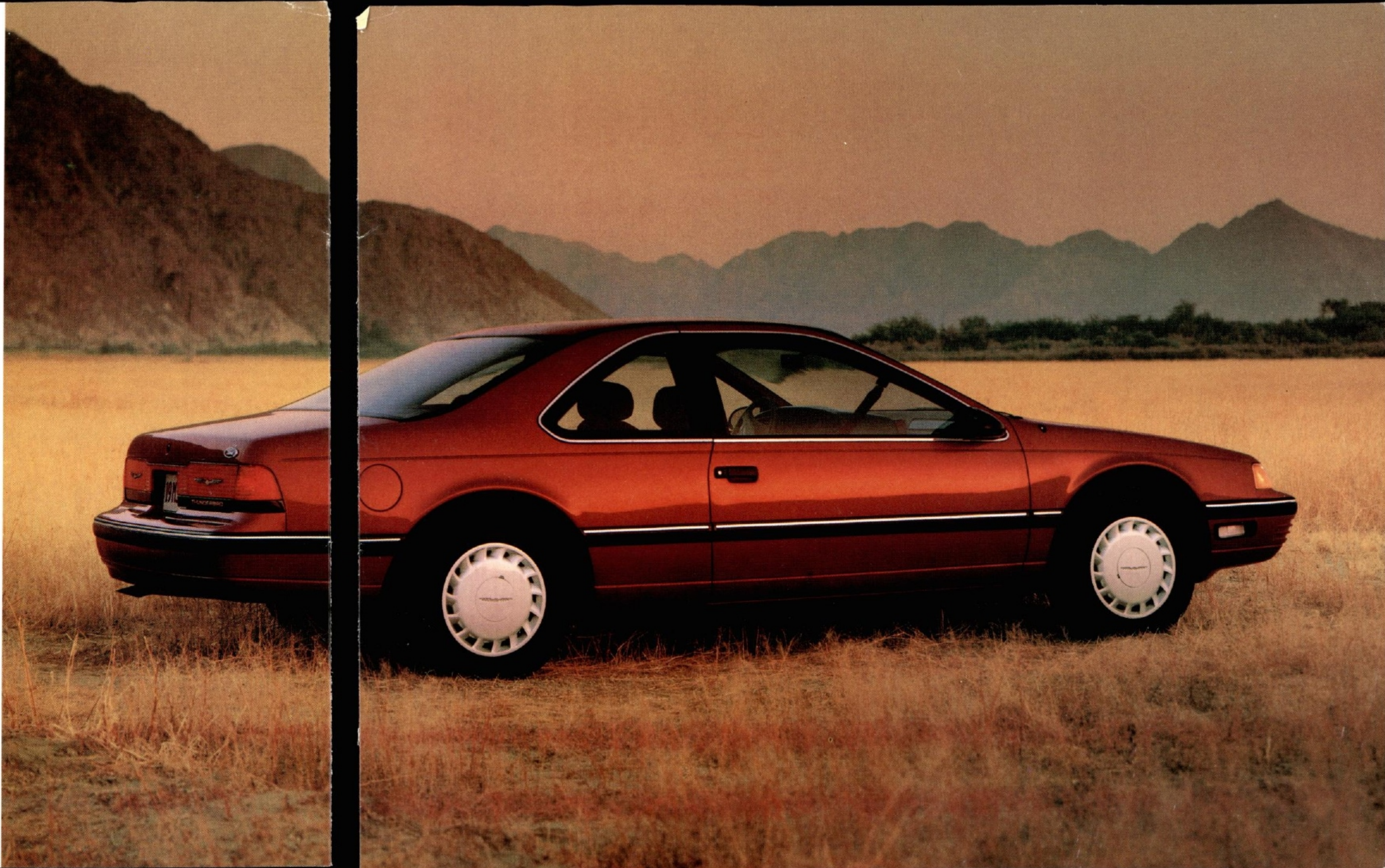
## FORD CARS FOR 1990

**A**t Ford, our goal is to build the highest quality cars and trucks in the world. By making quality our highest priority, we place you, our customer, first in order of importance.

Quality demands that before a vehicle can be built right, it must first be designed and engineered right. As evidence of our commitment to quality, that we are doing things right, we offer you our Ford cars and trucks for 1990.

Thunderbird, Taurus, Probe, Mustang, Tempo, Escort, LTD Crown Victoria, Festiva, and the Aerostar Wagon, presented in this catalog, are some of the reasons why we are winning the world over. Have you driven a Ford...lately?

▶ Thunderbird in Currant Red Clearcoat Metallic. Some equipment shown is optional.



## FORD THUNDERBIRD

**T**ake the road by storm in a Thunderbird for 1990. This latest generation of the T-Bird, so dynamic in style and performance, has been redefined by the driving spirit that has made Ford a recognized leader in automotive design.

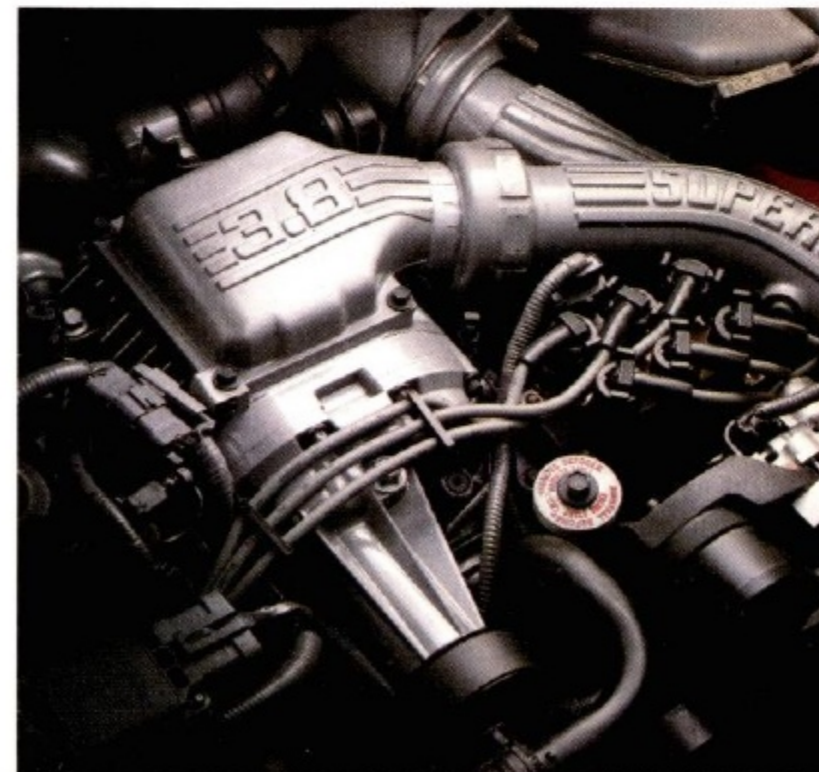
Thunderbird presents the clean, smooth lines of a car virtually shaped in the wind tunnel. And its interior, while providing luxury-level appointments and comfort for five passengers, is designed with emphasis on ergonomic convenience for the driving enthusiast.

There are three Thunderbirds to choose from. The standard Thunderbird comes equipped with a 3.8L sequential port fuel-injected V-6, 4-speed automatic overdrive transmission, and a

4-wheel independent suspension with gas-pressurized shocks. The comfort of air conditioning is a Thunderbird feature, too.

Next is the luxurious Thunderbird LX. Electronic instrumentation, electronic speed-sensitive power steering, trip computer, AM/FM stereo radio/cassette player and speed control are just some of the items in LX's list of features.

And finally, there's the Thunderbird SC with its supercharged and intercooled 210-hp 3.8L SEFI V-6, Automatic Ride Control suspension, variable power-assist speed-sensitive steering, and 4-wheel anti-lock disc brakes. The interior is extraordinary as well, with multi-adjustable front seats, analog sports instrumentation, and a great deal more.



▲ Thunderbird SC in Light Titanium Clearcoat Metallic.

◀ Thunderbird LX in Deep Titanium Clearcoat Metallic.

◀ Thunderbird SC's 3.8L SEFI V-6 is equipped with a Roots-type positive displacement supercharger. Boost at lower compressor rpm is delivered over a broad engine-rpm range.

Some equipment shown is optional.

## FORD TAURUS

A car which sets the standards by which others in its class are judged is properly called a breakthrough car. And judging from the accolades its design leadership has earned, Taurus aptly fits the definition.

This mid-size 6-passenger driver's car is highly aerodynamic, has fuel-injected and computer-controlled performance and a 4-wheel independent suspension.

With their impressive equipment lists, which now include a driver air bag supplemental restraint system, the L and GL sedans and wagons prove that *world-class design* and *affordability* can be attributes of a single automobile.

Take the features of the world-class Taurus design, add the amenities of a luxury road car, and the result is Taurus LX. V-6 power is standard. Plus a long list of luxury

items including air conditioning. And LX offers an optional variable power-assist, speed-sensitive steering system. Four-wheel disc brakes with anti-lock system, too, on the sedan model (available on the GL sedan also).

Then there's the 5-passenger Taurus SHO, which stands appropriately for "super high output." This sophisticated sports sedan is powered by a 220-hp 3.0L V-6 featuring 24 valves, quad overhead cams, a tuned air intake manifold with dual plenum chambers and 12 runners, sequential multi-port fuel injection, and tuned dual exhausts.

What's more, SHO is equipped with a sports handling suspension, specially designed P215/65VR15 Goodyear Eagle GT+4 performance tires, and power 4-wheel disc brakes with a computer-controlled anti-lock system.



▲ Taurus LX sedan in Currant Red Clearcoat Metallic.

◀ The newly designed Taurus instrument panel, shown with optional electronic instrument cluster in the LX model.

◀ Taurus LX wagon in Crystal Blue Clearcoat Metallic.

Some equipment shown is optional.

## FORD PROBE

At Ford, how the design of a car functions is every bit as important as how it looks. Probe, with a drag coefficient as low as .308, is one of the world's most aerodynamic production cars.

Along with its high aero efficiency, Probe features an interior with ample space for four passengers and cargo. And, as a driver's car should be, it's highly ergonomic.

Probe is available in three models, beginning with the substantially equipped GL. Power is delivered by a high-torque 2.2L port fuel-injected 12-valve I-4 engine. The 4-wheel independent suspension is tuned for balanced ride and handling. Standard also are power steering and brakes, reclining front bucket seats, 50/50 split rear seats, AM/FM stereo, and much more.

Probe LX is powered by a 3.0L multi-port fuel-injected V-6 engine and is equipped with 4-wheel power disc brakes (anti-lock system is optional). Standard also are multi-adjustable driver's seat, electric remote mirrors, and tilt steering

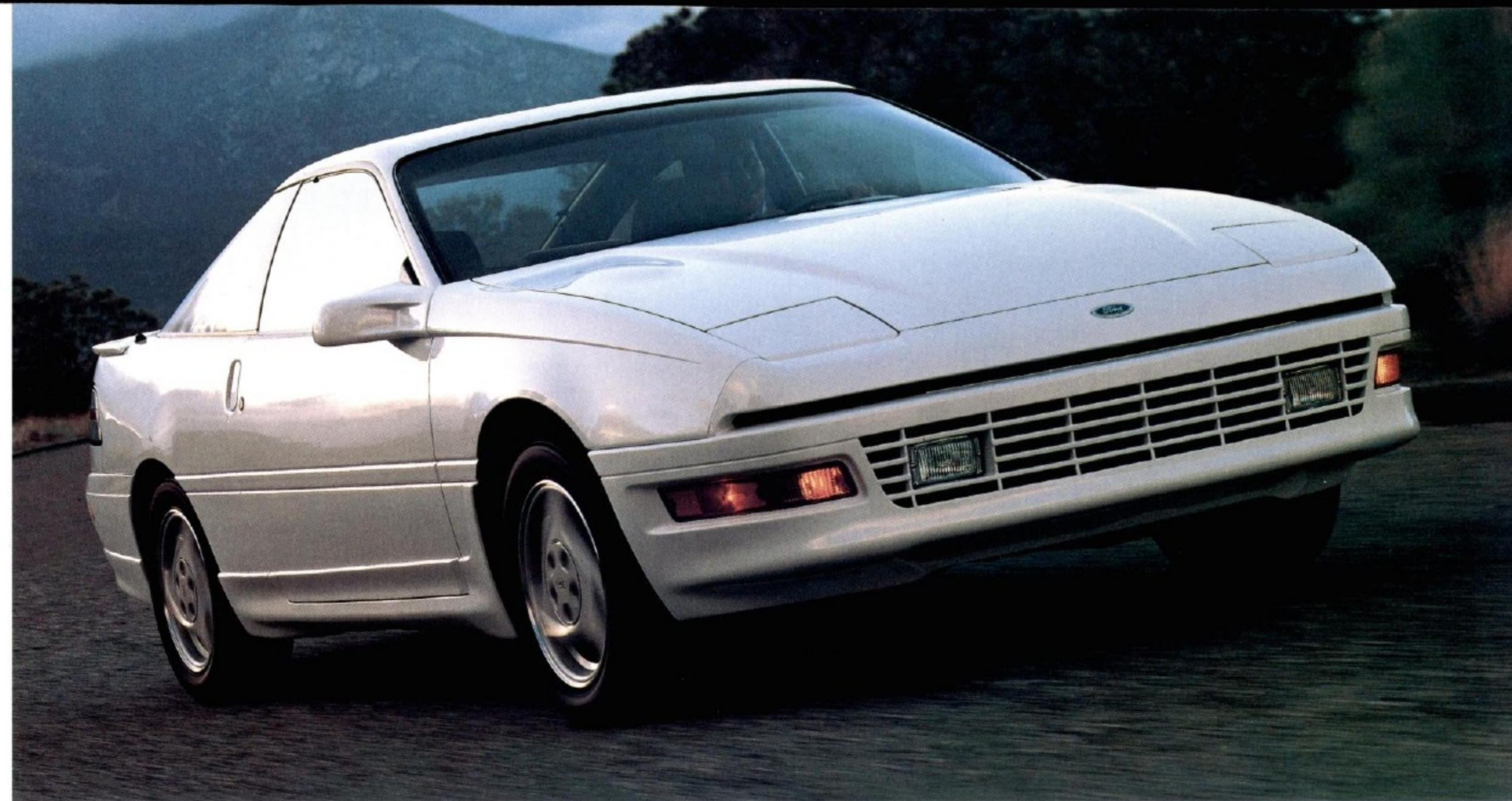
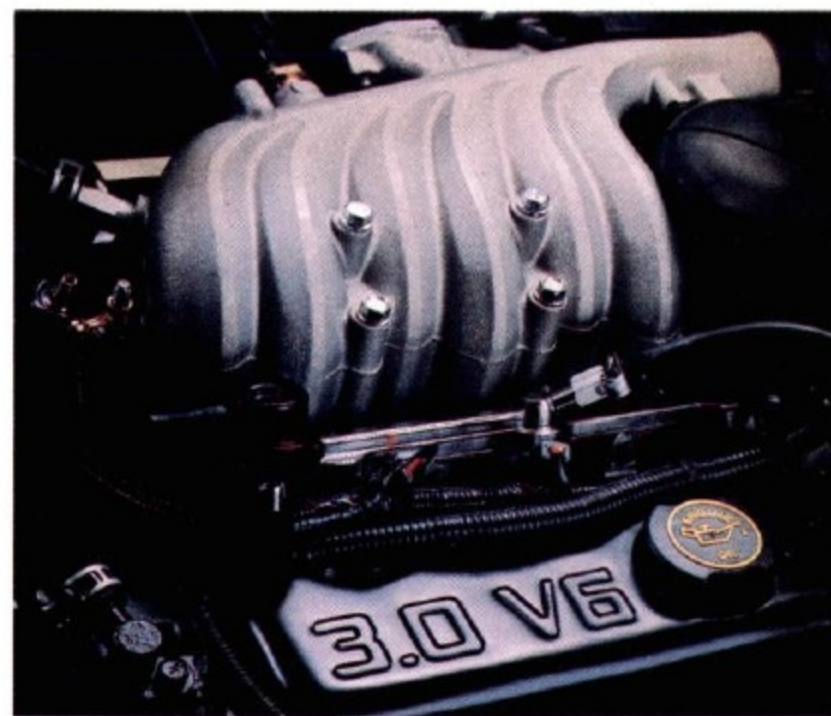
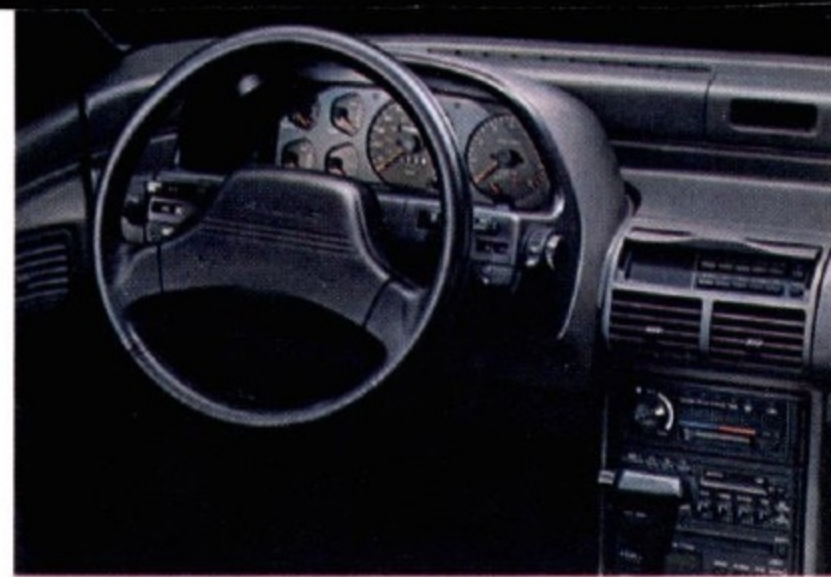
column/instrument cluster, to name just a few. A new leather seating surfaces option is available for both Probe LX and GT.

Under the hood of the high-performance Probe GT is a 2.2L turbocharged and intercooled EFI I-4, teamed with a 5-speed manual or an optional 4-speed electronic automatic overdrive transaxle. GT also has a 3-mode automatic adjusting suspension, variable power-assist speed-sensitive steering, and 4-wheel power disc brakes (anti-lock system is optional) to make this one of the world's finest front-wheel-drive performance cars.

► Top: Probe GT instrument panel in Titanium.

► Center: A multi-port fuel-injected 3.0L V-6 is now standard in Probe LX.

► Bottom: Probe LX with optional leather seating surfaces in Titanium.



▲ Probe GT in Oxford White.

◀ Probe LX in Wild Strawberry.

Some equipment shown is optional.

## FORD MUSTANG

**M**ustang, the first ponycar, brought affordable sporty car performance and styling to every street and highway in America. And what it did the best 25 years ago, it still does the best today. No wonder Mustang is as popular as ever.

There's plenty of driving enjoyment to be had in the standard Mustang LX. It has a responsive 2.3L multi-port fuel-injected I-4 engine with 5-speed manual transmission. It's equipped with sport bucket seats, tachometer, new driver supplemental air bag restraint system, plus much more. And LX 2.3L continues the Mustang tradition of value by offering a Special Value Package of its own.

Then there's Mustang's famed muscular V-8 power. The 5.0L sequential port fuel-injected V-8 in today's Mustang puts out 225 horses @ 4,200 rpm and 300 lbs.-ft./torque at only 3,000 rpm. Power is transmitted to the Traction-Lok rear axle through a Borg-Warner 5-speed manual gearbox.

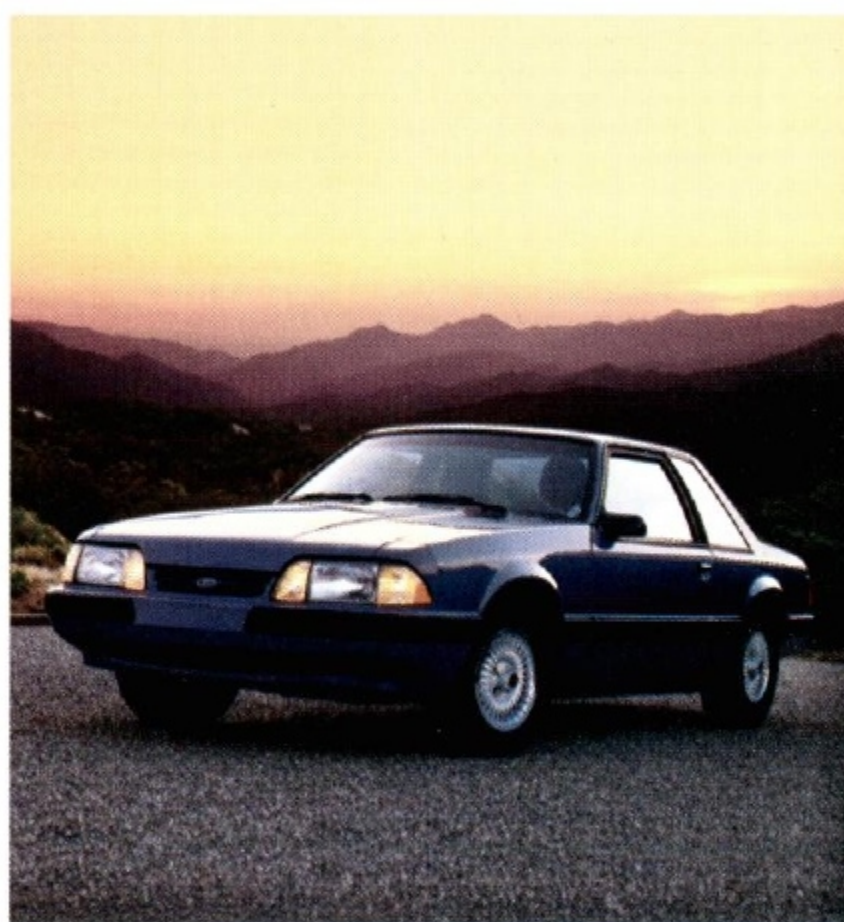
Power, however, is only half of the performance equation. The handling suspension utilizes gas-pressurized struts up front, Ford's Quadra-Shock system at the rear, and progressive-rate coil springs all around. Steering is precise rack-and-pinion with quick 14.7:1 ratio gearing on center. Tires are Goodyear 15-in. VR-rated performance radials.

All this awesome performance makes its presence seen and felt in two great Mustangs. The GT model with its bold, aggressive styling. And the LX 5.0L with its smoothly contoured body style. Choose 2-door hatchback or free-spirited 2-door convertible. LX 5.0L also comes in a 2-door sedan.

▶ *Top: Mustang GT 2-door hatchback in Bright Red.*

▶ *Center: Mustang LX 5.0L 2-door hatchback in Bright Yellow Clearcoat Metallic.*

▶ *Bottom: Mustang LX 2-door sedan in Twilight Blue Clearcoat Metallic.*



▲ *Mustang LX 5.0L convertible in Oxford White. Some equipment shown is optional.*

## FORD TEMPO

The excellence of Tempo's design and engineering performance comes as no surprise. Because Tempo is built by Ford. How a car this good, offering so much for the dollar, can be so affordable—that is surprising.

Tempo provides proven engineering features such as front-wheel drive, a 4-wheel independent suspension with gas-pressurized struts, and computer-controlled multi-port fuel-injected engines.

Inside, Tempo provides ample space for five adult passengers, the achievement of using available space to best advantage. The comfortable front bucket seats are cloth-covered and have reclining seat backs.

Tempo comes in a wide selection of models: the well-equipped GL, top-line deluxe LX, and sporty GLS Tempos. GL and GLS are also available in a 2-door model. And there's the All-Wheel Drive (AWD) Tempo 4-door with its added on-road traction at the touch of a button.

Under the hood of Tempo GL and LX is a 2.3L EFI I-4 with high-swirl combustion (HSC) design. Tempo GLS and AWD are powered by the 2.3L high specific output (HSO) engine.

For even greater value, there are Special Value Packages for all Tempo models. The packages offer popular options at substantial savings when compared with the prices of the options if they were purchased separately.

► Top: Tempo GLS 2-door in Oxford White with Light Titanium Clearcoat Metallic Lower Accent Treatment.

► Center: Tempo All-Wheel Drive in Twilight Blue Clearcoat Metallic with Special Value Package 232A.

► Bottom: Tempo LX interior in Titanium.



▲ Tempo LX 4-door in Light Titanium Clearcoat Metallic.

Some equipment shown is optional.

▲ Tempo LX instrument panel in Titanium.

## FORD ESCORT

For the past seven years, more people around the world have chosen Ford Escort than any other car, based on 1982-1988 calendar year worldwide sales and export data. And no wonder. Escort is a great all-around performer and an outstanding value.

Escort features the traction of front-wheel drive, electronically fuel-injected performance, and a smooth-riding 4-wheel independent suspension.

The roomy Escort is a versatile 4-passenger car with lots of cargo-carrying flexibility. Fold the rear seat down and more than double the available cargo area—from 17.6 (17.7 in 4-door model) to 38.8 cu. ft. in the hatchbacks, and from 28 to 58.8 cu. ft. in the wagon.

With the optional split/fold rear seat (standard in GT), one seat back can be folded down to accommodate cargo and a passenger, or both can be lowered for full cargo capacity.

Escort offers a wide selection of well-equipped models and a choice of hatchback or wagon style. The practical Escort Pony, available in the 2-door hatchback, offers solid transportation value. The deluxe-appointed LX comes in 2-door hatchback, convenient 4-door hatchback, or the more spacious 4-door wagon. Both Pony and LX are powered by a fuel-injected 1.9L I-4 engine.

Then there's the performance-tuned member of the Escort lineup: the 2-door hatchback Escort GT. With its 1.9L high-output, multi-port fuel-injected engine and handling suspension, GT is every bit as quick and agile as it looks.

▶ Top: Escort GT in Bright Red.

▶ Center: Escort GT interior in Medium Grey.

▶ Bottom: Escort LX wagon in Black.

Some equipment shown is optional.



▲ Escort LX 4-door hatchback in Twilight Blue Clearcoat Metallic and Escort LX 2-door hatchback in Silver Clearcoat Metallic with optional lower two-tone paint. Both include an optional LX Special Value Package.

◀ Escort LX interior in Regatta Blue shown with the optional LX Automatic Transaxle Special Value Package and the optional split/fold rear seat (standard removable cargo area cover not shown).



## FORD LTD CROWN VICTORIA

In today's world of smaller cars, driving a full-size LTD Crown Victoria is truly a pleasure. Crown Victoria accommodates six adult passengers in a spacious, relaxing environment. And it's beautifully equipped.

Air conditioning. Electric remote mirrors. Electronic AM/FM stereo. Power windows. Autolamp system. New driver-side air bag supplemental restraint system. These are just a few of the features that comprise Crown Victoria's generous standard equipment list. And there's a wide selection of personal options available—high-level audio system, 6-way power seats, Insta-Clear® heated windshield, and many more.

Not to be overlooked, of course, is Crown Victoria's superb

engineering. A 5.0L V-8 with sequential multi-port fuel injection and 4-speed automatic overdrive is standard. So are solid body-on-frame construction and full coil-spring suspension system.

When the optional heavy-duty trailer towing package is ordered, Crown Victoria can tow up to 5,000 pounds. And there are two optional suspensions, automatic load leveling and heavy-duty/handling, for special needs.

Choose the LTD Crown Victoria 4-door sedan, or an LTD Crown Victoria or County Squire wagon, and be assured of enjoying the big-car ride and comfort that so few of today's cars provide. Select the Crown Victoria LX series for top-of-the-line luxury and convenience.



▲ LTD Crown Victoria features a new instrument panel design. Shown here in Shadow Blue.



▲ LTD Crown Victoria LX sedan in Light Titanium Clearcoat Metallic.

◀ LTD Country Squire LX wagon in Oxford White.

Some equipment shown is optional.

## FORD AEROSTAR WAGON

**A** roomy passenger wagon that converts easily to a spacious cargo-hauling van. For a lot of people, it's the combination of comfort and versatility that makes Aerostar an attractive alternative to the passenger car.

For 1990, Aerostar is even more versatile, with the new electronic 4-wheel-drive (E-4WD) wagon\* joining the rear-wheel-drive regular-length and extended-length models.

Aerostar comes with a comfortable 5- or 7-passenger seating arrangement. When maximum space is needed for carrying cargo, the rear bench seat design has a "quick-release" feature for easy removal.

With the spare tire located under the body (except in the 4WD regular wagon), there are 139.3 cu. ft. of usable space in the regular wagon and 167.7 cu. ft. in the extended-length wagon with the rear seat(s) removed.

Aerostar's standard engine is a 145-hp multi-port fuel-injected

3.0L V-6. And the extended-length wagon can be powered by the new optional 4.0L EFI V-6 (standard in E-4WD Aerostar)\*

The suspension is a computer-designed 4-corner coil spring system with gas-pressurized shocks. Steering and braking systems are power-assisted. And the new rear anti-lock brake system is standard equipment across the line.

Aerostar Wagon comes in a wide variety of models. The top-of-the-line Eddie Bauer. Two deluxe XLT series: XLT and XLT Plus. And two XL series: XL and XL Plus.

*\*Late availability. See your dealer.*

► *Top: Properly equipped, the rear-wheel-drive, V-6-powered Aerostar can tow over 2¼ tons (weight reduced by passenger and cargo weight in the towing vehicle).*

► *Center: Aerostar XLT Extended Wagon in optional two-tone Silver Clearcoat Metallic with Crystal Blue Clearcoat Metallic accent.*

► *Bottom: Eddie Bauer Aerostar interior in Light Sandalwood.*



▲ *Eddie Bauer Aerostar in two-tone Raven Black and Light Sandalwood Clearcoat Metallic.*

◀ *The extended-length wagon's load area is an impressive 167.7 cu. ft. with the rear seats removed.*

*Some equipment shown is optional.*

## FORD FESTIVA



Considering how well designed and equipped it is, Ford Festiva is a great value for the dollar. For a lot of people today, that makes the front-wheel-drive Festiva perfect personal transportation.

Festiva is a small car whose design performance belies its trim dimensions. A wide stance on the road not only provides road balance, but also contributes to Festiva's most remarkable and unexpected feature. Roominess.

To be expected, of course, are the benefits of owning a Festiva. Outstanding economy achieved by a fuel-squeezing 1.3L fuel-injected I-4 engine with 5-speed manual gearbox.\* Excellent maneuverability through congested traffic and ease of parking in tight spaces. The people-moving/cargo-carrying versatility of the hatchback design.

Choose the standard Festiva L, the more highly equipped Festiva L Plus, or the top-line Festiva LX.

\*See Fuel Economy statement on page 21.



▲ Festiva L Plus in Bright Blue Clearcoat Metallic.

▲ Festiva LX in Hot Red.

◀ Festiva LX interior in Medium Grey.

Some equipment shown is optional.

## SAFETY AND OWNER BENEFITS

Ford Motor Company strongly encourages all passengers to use their safety belts.

Ford cars for 1990 have as standard equipment for front outboard seat occupants either a motorized automatic shoulder belt restraint system (with manual lap belts) or a driver air bag supplemental restraint system with manual lap/shoulder belts. Forward-facing rear outboard passengers have lap/shoulder belts. And three-passenger seats have lap belts for center seat positions.

Aerostar Wagon continues to provide lap/shoulder belts for front seat passengers and lap belts for rear seat passengers.

Ford also urges the use of child and infant restraints. Ford's easy-to-install Tot-Guard (for children 20 to 50 pounds) is available at all Ford Dealers. If a child restraint requires a top-tether, Ford cars provide for attachment of an anchor at each rear outboard seating position (except Mustang convertible). Aerostar Wagon also provides special anchorages.

Specific information on safety features pertaining to the Ford product of interest to you is provided in its respective car or light truck model line catalog.

### 6-YEAR/60,000-MILE POWERTRAIN WARRANTY

Covers you and future owners with no transfer cost for 6 years or 60,000 miles, whichever comes first. This limited warranty covers major powertrain components. Ask your dealer for a copy.

### 6-YEAR/100,000-MILE CORROSION WARRANTY

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.

### LIFETIME SERVICE GUARANTEE

Participating Ford Dealers offer the Lifetime Service Guarantee, which guarantees their customer-paid work on your new or used 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 a copy when you visit your participating dealer.

### FUEL ECONOMY

1990 EPA fuel economy estimates were not available when this catalog was approved for printing. As soon as EPA figures are released, your Ford Dealer will be happy to pass it along to you.

### FORD DEALER QUALITY COMMITMENT

The Ford Quality Commitment extends beyond the factory to every facility where Ford products are sold worldwide. Your dealer knows that making your satisfaction his top priority is part of the total team effort. To him, "Quality is Job 1" means putting the customer first.

### 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.

### 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.

## SPECIFICATIONS

### Thunderbird and Thunderbird LX

**Drivetrain**  
Rear-wheel drive

**Engine type**  
3.8L SEFI V-6

**Transmission**  
4-speed automatic overdrive

**Front suspension**  
Long spindle, "short/long arm" (SLA), variable-rate coil springs, gas-pressurized shock absorbers, 1.1" stabilizer bar

**Rear suspension**  
Independent "short/long arm" (SLA), variable-rate coil springs, gas-pressurized shock absorbers, .98" stabilizer bar

**Steering**  
Power rack-and-pinion, 14:1 (Standard model). Variable power-assist, speed-sensitive, 14:1 (LX)

**Brakes**  
Power front disc/rear drum. Opt. 4-wheel disc with anti-lock system

**Wheels**  
Stamped steel 15" x 6.0"

**Tires**  
P205/70R15 BSW

### Thunderbird SC

**Engine type**  
3.8L SEFI supercharged V-6

**Transmission**  
5-speed manual

**Front suspension**  
Automatic ride control suspension, variable-rate coil springs, larger 1.2" stabilizer bar

**Rear suspension**  
Automatic ride control suspension, variable-rate coil springs

**Steering**  
Variable power-assist, speed-sensitive, 14.1:1

**Brakes**  
Power 4-wheel disc with anti-lock system

**Wheels**  
Cast aluminum 16" x 7.0

**Tires**  
Goodyear Eagle P225/60VR16

### Taurus L, GL, LX

**Drivetrain**  
Front-wheel drive

**Engine types**  
2.5L EFI I-4 (L, GL sedans), 3.0L EFI V-6 (LX sedan; L, GL wagons), 3.8L SEFI V-6 (LX wagon)

**Transaxle**  
5-speed manual overdrive

**Front suspension**  
3-speed fluid-linked converter automatic (I-4 engine), 4-speed automatic overdrive (V-6 engine)

**Rear suspension**  
Independent MacPherson-type, gas-pressurized struts with coil springs, stabilizer bar (.81"—sedan; .87"—wagon)

**Rear suspension (sedan)**  
Independent MacPherson-type, gas-pressurized struts with coil springs, .79" stabilizer bar (with V-6 engine)

**Rear suspension (wagon)**  
Independent "short/long arm" (SLA) type, gas-pressurized shock absorbers, conical coil springs, .59" stabilizer bar

**Steering**  
Power rack-and-pinion, 15.25:1. Opt. variable power-assist, speed-sensitive, 15.25:1 (LX)

**Brakes**  
Power front disc/rear drum. Opt. 4-wheel disc with anti-lock system (GL, LX sedans)

**Wheels**  
Deluxe wheel covers (L, GL). Fined wheel covers (LX)

**Tires**  
P205/70R14 all-season BSW

### Taurus SHO

**Drivetrain**  
Front-wheel drive

**Engine type**  
3.0L SEFI 24-valve DOHC V-6

**Transaxle**  
5-speed manual overdrive

**Front suspension**  
Independent MacPherson-type with performance handling components: higher-rate strut valving, stiffer bushings, larger .94" stabilizer bar

**Rear suspension**  
Independent MacPherson-type with performance handling components: higher-rate strut valving, stiffer bushings, 1.05" stabilizer bar

**Steering**  
Power rack-and-pinion, 15.25:1

**Brakes**  
Power 4-wheel disc with anti-lock system

**Wheels**  
Cast aluminum 15x6.0"

**Tires**  
P215/65VR15 BSW

### Probe GL and LX

**Drivetrain**  
Front-wheel drive

**Engine types**  
2.2L EFI I-4 (GL), 3.0L EFI V-6 (LX)

**Transaxle**  
5-speed manual overdrive

**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

**Brakes**  
Power front disc/rear drum (GL). Power 4-wheel disc; opt. anti-lock system (LX)

**Wheels**  
Deluxe (GL). Luxury (LX)

**Tires**  
P185/70R14 BSW (GL). P195/70R14 (LX)

### Probe GT

**Drivetrain**  
Front-wheel drive

**Engine type**  
2.2L EFI turbo I-4

**Transaxle**  
5-speed manual overdrive

**Opt. 4-speed automatic overdrive**

**Front suspension**  
Independent MacPherson-type with higher-rate springs, stiffer bushings, larger stabilizer bar, automatic adjusting gas-pressurized struts

**Rear suspension**  
Independent MacPherson-type with higher-rate springs, stiffer bushings, larger stabilizer bar, automatic adjusting gas-pressurized struts

**Steering**  
Variable power-assist, speed-sensitive, 17.1:1

**Brakes**  
Power 4-wheel disc. Opt. anti-lock system

**Wheels**  
Aluminum alloy 15"

**Tires**  
Goodyear Eagle P205/60VR15

### Tempo GL, LX, AWD, GLS

**Drivetrain**  
Front-wheel drive (GL, LX, GLS). "On demand" all-wheel drive (AWD)

**Engine type**  
2.3L HSC (high swirl combustion) EFI I-4 (GL, LX), 2.3L HSO (high specific output) EFI I-4 (GLS, AWD)

**Transaxles**  
5-speed manual; opt. 3-speed automatic (GL, LX, GLS). 3-speed automatic (AWD)

**Front suspension**  
Independent MacPherson strut front drive with strut-mounted coil springs, forged lower control arms and cast steering knuckles

**Rear suspension**  
Independent MacPherson strut with coil springs offset on shock strut, parallel 4-bar suspension arms and tension struts

**Steering**  
Power rack-and-pinion, 18.3:1

**Brakes**  
Power front disc/rear drum

**Wheels**  
Deluxe wheel covers (GL). Polycast wheels (LX, AWD). 7-spoke aluminum wheels with locking lug nuts (GLS)

**Tires**  
P185/70R14 BSW all-season (GL). P185/70R14 all-season performance (LX, AWD, GLS)

### Mustang LX 2.3L

**Drivetrain**  
Rear-wheel drive

**Engine types**  
2.3L EFI I-4

**Transmissions**  
5-speed manual overdrive

**Opt. 4-speed automatic overdrive**

**Front suspension**  
Modified MacPherson, gas-pressurized struts, coil springs, .94" stabilizer bar

**Rear suspension**  
4-bar link, gas-pressurized shocks, coil springs

**Steering**  
Power rack-and-pinion, 14.7:1

**Brakes**  
Power front disc/rear drum

**Wheels**  
Stamped steel, 14x5.0"

**Wheel covers**  
Turbine wheel covers

**Tires**  
P195/75R14 BSW

### Mustang GT and LX 5.0L

**Drivetrain**  
Rear-wheel drive

**Engine type**  
5.0L HO SEFI V-8

**Transmissions**  
5-speed manual overdrive

**Opt. 4-speed automatic overdrive**

**Front suspension**  
Modified MacPherson, gas-pressurized struts, variable-rate coil springs, 1.3" stabilizer bar

**Rear suspension**  
Variable-rate coil springs, Quadra-Shock with vertically-mounted gas-pressurized shocks and horizontally-mounted hydraulic with freon-filled bag axle dampers, .79" stabilizer bar

**Steering**  
Power rack-and-pinion, 14.7:1

**Brakes**  
Power front disc/rear drum

**Wheels**  
Cast aluminum 15x7.0"

**Tires**  
Goodyear P225/60VR15 performance

### Escort Pony and LX

**Drivetrain**  
Rear-wheel drive

**Engine type**  
1.9L EFI I-4

**Transaxles**  
4-speed manual (5-speed manual with wagon and high altitude). Opt. 5-speed manual (with LX hatchbacks).

**Front suspension**  
MacPherson strut, independent, track control arm, stabilizer bar

**Rear suspension**  
Modified MacPherson strut, independent, control arm, forged spindle

**Steering**  
Manual rack-and-pinion. Opt. power-assist

**Brakes**  
Power front disc/rear drum

**Wheels**  
Semi-styled stamped steel, 14x5.0"

**Tires**  
P175/70R14 BSW

### Escort GT

**Drivetrain**  
Front-wheel drive

**Engine type**  
1.9L HO hemi-head EFI I-4

**Transaxle**  
5-speed manual

**Front suspension**  
MacPherson strut with handling suspension components, larger 1.1" stabilizer bar

**Rear suspension**  
Modified MacPherson strut with handling suspension components, variable-rate springs, .47" stabilizer bar

**Steering**  
Power rack-and-pinion, 18.3:1

**Brakes**  
Power front disc/rear drum

**Wheels**  
8-spoke cast aluminum, 15x6.0"

**Tires**  
P195/60HR15 performance

### LTD Crown Victoria

**Drivetrain**  
Front-wheel drive

**Engine type**  
5.0L SEFI V-8

**Transmission**  
4-speed automatic overdrive

**Front suspension**  
Independent short and long arm with ball joints and coil springs, direct-acting gas-pressurized shock absorbers, stabilizer bar

**Rear suspension**  
4-bar link with coil springs, direct-acting gas-pressurized shock absorbers

**Steering**  
Constant-ratio (16.4:1) recirculating ball-type, power-assisted

**Brakes**  
Power front disc/rear drum (heavy-duty rear system in wagon)

**Wheels**  
Stamped steel, 15x6.0", with deluxe wheel covers

**Tires**  
P215/70R15 WSW all-season

### Festiva

**Drivetrain**  
Rear-wheel drive

**Engine type**  
1.3L EFI I-4

**Transaxles**  
5-speed manual overdrive. Opt. automatic (L Plus and LX)

**Front suspension**  
MacPherson strut-mounted coil springs, track control arm, stabilizer bar

**Rear suspension**  
Torsion beam-type with strut-mounted coil springs

**Steering**  
Manual rack-and-pinion, 20:1. Opt. power-assist (L Plus, LX)

**Brakes**  
Power front disc/rear drum

**Wheels**  
12x4.0" semi-styled steel (L), 12x4.5" semi-styled steel with trim rings (L Plus, LX)

**Tires**  
145/SR12 all-season steel-belted (L), 165/70SR12 all-season steel-belted (L Plus, LX)

### Aerostar Wagon

**Drivetrain**  
Rear-wheel drive. Opt. electronic 4-wheel drive\*

**Engine type**  
3.0L EFI V-6 (2WD models), 4.0L EFI V-6 (std. on 4WD models, opt. on 2WD extended-length models)\*

**Transmissions**  
Std. 5-speed manual overdrive with 3.0L engine. Opt. 4-speed automatic overdrive for 3.0L engine (std. with 4.0L engine)

**Front suspension**  
"Short/long arm" (SLA) design, computer-selected springs, twin-tube gas-pressurized shock absorbers

**Rear suspension**  
Semi-floating coil-link design, variable-rate tapered coil springs, twin-tube gas-pressurized shock absorbers

**Steering**  
Power rack-and-pinion

**Brakes**  
Power front disc/rear drum with rear anti-lock system

**Wheels**  
Std. 5-hole, 5.5JJ (6.0JJ with rear-wheel-drive extended-length model). Opt. forged aluminum

**Tires**  
P215/70R14 SL all-season

\*Late availability. See your dealer for information.

## **Best-Built American Cars and Trucks.**



**This is based on an average of consumer-reported problems in a series of surveys of '81-'89 models designed and built in North America.**