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Mustang

**NEW: 2007 SHELBY GT500!**

*For details on product features and availability, see page 31.*

## WHAT'S NEW

### This page is about:

- Overview
- Model/Series Availability
- Exterior Changes
- Audio Changes
- Interior Changes
- Functional Changes

# 2007 Mustang

## What's New

## What's New

### Overview

#### MUSTANG



- Over 40 years of muscle car heritage
- Clean, contemporary interpretation of Mustang design cues
- Balanced performance combining power, nimble handling and smooth ride

### Model/Series Availability

- V-6 Standard array no longer available

### Exterior Changes

- Colors added:
  - Alloy (G5)
  - Grabber Orange (U3)
- 17-inch wheels on V-6 Premium are stand-alone option
- Black cloth convertible top

### Audio Changes

- All audio systems have an auxiliary audio input jack to connect a portable MP3 player
- SIRIUS satellite radio

### Interior Changes

- Heated driver and front passenger seats are a stand-alone option (not available on V-6 Deluxe Coupe)

### Functional Changes

- 3.55:1 rear axle ratio now optional on GT with manual transmission
- Anti-lock Braking System (ABS) with Traction Control no longer part of Pony Package
- Side airbags are now a stand-alone option (no longer require Interior Upgrade Package)
- Tire Pressure Monitoring System (TPMS)

### Package Changes

- Comfort Package
  - Heated driver and front passenger seats
  - 6-way power passenger seat
  - Electrochromic rearview mirror with compass
- GT Appearance Package
  - Hood scoop
  - Bright rolled exhaust tips
  - Pony emblem engine cover
- GT California Special
  - Black leather-trimmed seats with unique California Special Dove or Parchment color contrast inserts
  - Black with contrasting Dove or Black with contrasting Parchment interior
  - California Special badged floor mats
  - Distinct front and rear fascias
  - 18-inch polished aluminum wheels
  - Side scoops
  - Unique tape stripes
  - Bright rolled exhaust tips

- Premier Trim with Color Accent Package
  - Wrapped and stitched instrument panel brow, console lid, upgraded door armrests
  - Satin-aluminum-plated shift lever with automatic transmission
  - Bright shift knob with manual transmission
  - Aluminum pedal covers
  - Dark Charcoal interior with Dark Charcoal carpet
  - Chamois, Red, Dark Charcoal, Dove or Parchment sport bucket leather-trimmed front and rear seats with matching color front door trim inserts and floor mats
- Sport Appearance Package with color accent
  - Leather-wrapped steering wheel with satin aluminum spokes
  - Satin-aluminum-plated shift lever with automatic transmission
  - Bright shift knob with manual transmission
  - Aluminum pedal covers
  - Black interior components providing contrast with Graphite or Parchment interiors

### Key Competitors

#### vs. Mustang V-6 (Price/Value Competitors)

- **Chrysler Sebring Convertible** — Marketed as an athletic convertible that appeals to "independent individuals who love a feature-filled vehicle that offers performance, handling and comfort"
- **Hyundai Tiburon** — Targets the price-conscious and practical performance car buyer who wants a handsome, well-appointed sports car
- **Mitsubishi Eclipse** — All-new for 2006. Appeals to the image-conscious customer who wants performance and many features in a sporty package

#### vs. Mustang GT (Performance Competitors)

- **Pontiac GTO** — Aimed at the high-performance muscle car fan, the 400-horsepower GTO is focused on "reigniting the legend" with a modern, V-8-powered rear-wheel-drive premium coupe
- **Nissan 350Z** — Is designed to appeal to the high-performance sports car purist, with its claimed "F1 car styling and agility, and powered by a 300-horsepower high-tech V-6 engine"
- **Mazda RX-8** — With 232 horsepower targets the price-conscious who want real sports car bang for their buck, and they want it in a car that's both technologically advanced and different

# 2007 Mustang

## What's Important

### WHAT'S IMPORTANT

This page is about:

Product Highlights

Key Features

## Product Highlights

HERE ARE THE MOST IMPORTANT 2007 MUSTANG FEATURES TO MENTION TO YOUR CUSTOMERS:

**Unmistakable  
"Mustang" styling**  
(pgs. 18, 19, 20, 21)

**V-6 and V-8 power**  
(pgs. 8, 9, 10)

**Industry-first MyColor™  
instrument cluster**  
(pg. 20)

**Large four-wheel  
disc brakes**  
(pgs. 8, 13, 16)

**5-speed  
transmission**  
(pg. 11)



**Auxiliary audio  
input jack**  
(pgs. 15, 24)

**Rear-wheel drive with solid rear axle for true off-line performance**  
(pgs. 8, 11)

Mustang

## Key Features

### Performance/Handling

- 4.0L SOHC (Single Overhead Cam) V-6 engine
- 4.6L 3-valve SOHC aluminum V-8 engine
- V-6 and V-8 power
- 5-speed transmission
- MacPherson strut front suspension
- Rear-wheel drive with solid rear axle for true off-line performance
- Solid-axle 3-link rear suspension with Panhard rod
- Rear-wheel drive
- 17-inch wheels with Z-rated performance tires
- Large four-wheel disc brakes

### Comfort/Convenience

- Auxiliary audio input jack
- 1000-watt Shaker Audiophile System with 6-disc in-dash CD player with MP3 capability
- SIRIUS satellite radio capability
- Spring-assisted front seatbacks
- Split-folding rear seatbacks (Coupe)
- Battery Saver
- Remote Keyless Entry System
- Tilt steering wheel with electronic speed control

### Safety/Security

- Five-star frontal crash test ratings in 2006
- Personal Safety System®
- Four-channel Anti-lock Braking System (ABS)
- Stiff body structure
- SecuriLock® passive anti-theft system
- Fail-safe cooling system (GT)
- All-Speed Traction Control — includes ABS
- Active anti-theft system
- LATCH system (Lower Anchors and Tethers for Children)

### **Mustang Accolades**

- Won the 2005 Grand-Am Cup Series driver, team and manufacturer championships
- *Motor Trend's* "Best Muscle Car"
- One of *Motor Trend's* "Five Coolest Performance Cars for Under \$30,000"
- *Car and Driver* "10Best" Award (2005, 2006)
- Canadian Car of the Year

### Design/Styling

- Mustang Convertible (V-6 or GT)
- Unmistakable "Mustang" styling
- Contemporary design with classic Mustang cues
- V-6 Pony Package
- GT California Special
- Exterior Sport Appearance Package
- Sport Appearance Package with color accent
- Industry-first MyColor™ instrument cluster
- Classic long hood with short decklid
- Rear decklid spoiler
- Instrument panel with standard 4-gauge cluster
- Short-drop side glass
- Clean center stack design
- Side C-scoops and rear quarter glass
- Heritage 3-spoke steering wheel

### Quality/Reliability/Durability

- Roadside Assistance
- Stainless steel exhaust system
- 100,000-mile scheduled tune-up interval<sup>(1)</sup>

(1) Under normal driving conditions with regular fluid and filter changes. See vehicle Owner's Guide.

**NOTE:** Feature availability: Latest Dealer Ordering Guide.

## MODEL LINEUP

This page is about:

— Standard Equipment

# 2007 Mustang Model Lineup

## Standard Equipment

### Performance/Handling

- Brakes — power vented 4-wheel disc
- Transmission — 5-speed manual

### Comfort/Convenience

- Air conditioning — manual
- Auxiliary audio input jack
- Console — center w/full armrest & storage
- Cup holders (2)
- Floor mats — color-keyed carpeted front w/driver retention hook
- Fold-flat rear seats (Coupe only)
- Footrest — driver
- Lamps:
  - Header-mounted dome
  - Lighted bezel (Convertible)

- Locks — power, windows & doors
- Map pockets — front doors
- Mirrors — dual power side-mounted
- Power points (2)
- Rear window defroster
- Remote keyless entry
- Seats:
  - Manual 2-way adjustable passenger
  - Split-fold 50/50 rear (Coupe only)
- Speed control
- Steering wheel — tilt
- Windows — one-touch down/up driver window
- Windshield wipers — variable interval

### Safety/Security

- Personal Safety System®

- Belt-Minder®
- Illuminated entry
- LATCH system (Lower Anchors and Tethers for Children)
- Safety belt restraint system — manual 3-point shoulder & lap safety belt system on all seating positions, incl. center seating position
- SecuriLock® passive anti-theft system
- Side door intrusion beams
- Tire Pressure Monitoring System (TPMS)

### Design/Styling

- Headlamps — complex reflector halogen
- Instrument cluster — chromed accent four-gauge instrument cluster & air registers
- Moldings — color-keyed rocker on GT and black on V-6

**NOTE:** The above information is an excerpt from page 2 of the 01/05/06 Mustang Dealer Ordering Guide. Latest Dealer Ordering Guide: [fmcdealer.com](http://fmcdealer.com)

## Optional Equipment

See pages 6 & 7 for charts.



# 2007 Mustang Model Lineup

**MODEL LINEUP**

**This page is about:**

Major Product Summary

## Major Product Summary

The chart below highlights the standard features that you may want to share with your customers.

### V-6 Deluxe



#### Performance/Handling

- Brakes — power vented 4-wheel disc
- Engine — 4.0L SOHC V-6
- Tires — P215/65R16 A/S
- Transmission — 5-speed manual

#### Comfort/Convenience

- Air conditioning — manual

- Audio — premium AM/FM stereo w/single CD & clock
- Auxiliary audio input jack
- Console — center w/full armrest & storage
- Cup holders (2)
- Floor mats — front, color-keyed w/driver retention hook
- Footrest — driver
- Lamps:
  - Header-mounted dome
  - Lighted bezel (Convertible)
- Map pockets — front door
- Mirrors — dual power side-mounted
- Power points (2)
- Rear window defroster
- Remote keyless entry
- Seats:
  - Cloth buckets w/50/50 split-fold rear (Coupe only)
  - Manual 4-way adjustable driver w/height adjust
  - Manual 2-way adjustable passenger
- Speed control — steering-wheel-mounted
- Steering wheel — tilt w/speed control
- Tire Pressure Monitoring System
- Window/door locks — power

#### Safety/Security

- Illuminated entry

- LATCH system (Lower Anchors and Tethers for CHildren)
- Personal Safety System®
- SecuriLock® passive anti-theft system
- Spare wheel/tire — mini

#### Design/Styling

- Headlamps — complex reflector halogen
- Instrument cluster — chromed accent four-gauge instrument cluster & air registers
- Wheels — 16" painted aluminum w/bright machined face

#### Quality/Reliability/Durability

- Exhaust — stainless steel single

### V-6 Premium — All V-6 Deluxe content, plus:



#### Comfort/Convenience

- Audio — Shaker 500 Audio System (AM/FM stereo w/CDx6, 8 speakers & MP3)

- Seats — 6-way power adjustable driver w/2-way adjustable head restraint & power lumbar

#### Design/Styling

- Wheels — 16" painted aluminum w/bright machined face w/chromed spinner

### GT Deluxe



#### Performance/Handling

- Brakes — power vented 4-wheel disc
- Engine — 4.6L 3V V-8 engine
- Tires — P235/55ZR17 performance A/S
- Transmission — 5-speed manual

#### Comfort/Convenience

- Air conditioning — manual

- Audio — premium AM/FM stereo w/single CD & clock
- Auxiliary audio input jack
- Console — center w/full armrest & storage
- Cup holders (2)
- Floor mats — front, color keyed w/driver retention hook
- Lamps:
  - Header-mounted dome
  - Lighted bezel (Convertible)
- Map pockets — front door
- Mirrors — dual power side-mounted
- Power points (2)
- Rear window defroster
- Remote keyless entry
- Seats:
  - 6-way power adjustable driver w/2-way adjustable head restraint & power lumbar
  - Cloth buckets w/50/50 split-fold rear (Coupe only)
  - Manual 2-way adjustable passenger
- Steering wheel — tilt w/speed control
- Window/door locks — power

#### Safety/Security

- Brakes — Anti-lock Braking System (ABS) w/Traction Control
- Illuminated entry
- LATCH system (Lower Anchors and Tethers for CHildren)

- Personal Safety System®
- SecuriLock® passive anti-theft system
- Spare tire/wheel — mini

#### Design/Styling

- Front fog lamps — in grille
- Headlamps — complex reflector halogen
- Instrument cluster — chromed accent four-gauge instrument cluster & air registers
- Spoiler — rear
- Wheels — 17" premium painted cast aluminum

#### Quality/Reliability/Durability

- Exhaust — stainless steel dual

### GT Premium — All GT Deluxe content, plus:



#### Comfort/Convenience

- Audio — Shaker 500 Audio System (AM/FM stereo w/CDx6, 8 speakers & MP3)
- Seats — leather sport buckets

**NOTE:** The above information is an excerpt from page 2 of the 01/05/06 Mustang Dealer Ordering Guide.  
Latest Dealer Ordering Guide: [fmcdealer.com](http://fmcdealer.com)

**MODEL LINEUP****This page is about:**

— Optional Equipment

# 2007 Mustang Model Lineup

## Optional Equipment

**Mustang Coupe**

	V-6 Deluxe	V-6 Premium	GT Deluxe	GT Premium
<b>Performance/Handling</b>				
Transmissions:				
T5 5-Speed Manual Transmission	S	S	—	—
TR3650 5-Speed Manual Transmission	—	—	S	S
5-Speed Automatic Transmission	O	O	O	O
3.55 Rear Axle Ratio (Manual Transmission Only)	—	—	O	O
<b>Comfort/Convenience</b>				
Audio:				
Shaker 500 Audio System — AM/FM Stereo w/In-Dash CDx6, MP3 & 8 Speakers	O	S	O	S
Shaker 1000 Audio System — AM/FM Stereo w/In-Dash CDx6, MP3 & 10 Audiophile Speakers	—	O	O	O
SIRIUS Satellite Radio	O	O	O	O
Seats:				
6-Way Power Adjustable Driver Seat w/2-Way Adjustable Head Restraint & Power Lumbar	O	S	S	S
Leather Seating Surfaces — Buckets	—	O	—	—
Leather Seating Surfaces — Sport Buckets	O	O	O	S
Heated Driver and Passenger Seats	O	O	O	O
<b>Safety/Security</b>				
Active Anti-Theft System (incl. perimeter inclination & intrusion alarms)	O	O	O	O
Anti-lock Brakes w/Traction Control	O	O	S	S
Front Seat Side-Mounted Airbags	O	O	O	O
Wheel Locking Kits	O	O	O	O
<b>Design/Styling</b>				
Exterior Sport Appearance Package	O	O	—	—
Sport Appearance Package with Color Accent	O	O	O	O
Satin Aluminum Instrument Panel Appliqué (requires Interior Upgrade Package)	O	O	O	O
Charcoal Aluminum Instrument Panel Appliqué with Ribbed Pattern (requires Interior Upgrade Package)	O	O	O	O
Premier Trim with Color Accent Package	O	O	O	O
V-6 Pony Package	—	O	—	—
GT California Special	—	—	—	O
GT Appearance Package	—	—	O	O
Comfort Package	O	O	O	O
Interior Upgrade Package	O	O	O	O
Spoiler Delete Option	S	S	O	O
Tape Stripe Delete (available on V-6 Pony Package 54P and Exterior Sport Appearance Package 54V)	O	O	—	—
Wheels:				
16" Painted Aluminum w/Bright Machined Face	S	O	—	—
16" Painted Aluminum w/Bright Machined Face w/Chromed Spinner	O	S	—	—
17" Premium Painted Cast Aluminum	—	—	S	S
17" Premium Machined Cast Aluminum	—	O	O	O
18" Premium Aluminum (includes P235/50/ZR18 A/S Tire)	—	—	O	O
18" Polished Aluminum (includes P235/50/ZR18 A/S Tire)	—	—	O	O

S = Standard    O = Optional    — = Not Available

**NOTE:** The above information is an excerpt from page 5 of the 01/05/06 Mustang Dealer Ordering Guide. Restriction information and Latest Dealer Ordering Guide: [fmcdealer.com](http://fmcdealer.com)

# 2007 Mustang Model Lineup

**MODEL LINEUP**

**This page is about:**

Optional Equipment cont'd

## Optional Equipment cont'd

### Mustang Convertible

	V-6 Deluxe	V-6 Premium	GT Deluxe	GT Premium
<b>Performance/Handling</b>				
Transmissions:				
T5 5-Speed Manual Transmission	S	S	—	—
TR3650 5-Speed Manual Transmission	—	—	S	S
5-Speed Automatic Transmission	O	O	O	O
3.55 Rear Axle Ratio (Manual Transmission Only)	—	—	O	O
<b>Comfort/Convenience</b>				
Audio:				
Shaker 500 Audio System – AM/FM Stereo w/In-Dash CDx6, MP3 & 8 Speakers	O	S	O	S
Shaker 1000 Audio System – AM/FM Stereo w/In-Dash CDx6, MP3 & 10 Audiophile Speakers	—	O	O	O
SIRIUS Satellite Radio	O	O	O	O
Seats:				
6-Way Power Adjustable Driver Seat w/2-Way Adjustable Head Restraint & Power Lumbar (21A)	O	S	S	S
Leather Seating Surfaces – Buckets	—	O	—	—
Leather Seating Surfaces – Sport Buckets	O	O	O	S
Heated Driver and Passenger Seats	O	O	O	O
<b>Safety/Security</b>				
Active Anti-Theft System (incl. perimeter inclination & intrusion alarms)	O	O	O	O
Anti-lock Brakes w/Traction Control	O	O	S	S
Front Seat Side-Mounted Airbags	O	O	O	O
Wheel Locking Kits	O	O	O	O
<b>Design/Styling</b>				
Convertible Soft Boot	O	O	O	O
Exterior Sport Appearance Package	O	O	—	—
Sport Appearance Package with Color Accent	O	O	O	O
Interior Upgrade Package	O	O	O	O
Satin Aluminum Instrument Panel Appliqué (requires Interior Upgrade Package)	O	O	O	O
Charcoal Aluminum Instrument Panel Appliqué with Ribbed Pattern (requires Interior Upgrade Package)	O	O	O	O
Premier Trim with Color Accent Package	O	O	O	O
V-6 Pony Package	—	O	—	—
GT California Special	—	—	—	O
GT Appearance Package	—	—	O	O
Comfort Package	O	O	O	O
Spoiler Delete Option	S	S	O	O
Tape Stripe Delete (available on V-6 Pony Package 54P and Exterior Sport Appearance Package 54V)	O	O	—	—
Wheels:				
16" Painted Aluminum w/Bright Machined Face	S	—	—	—
16" Painted Aluminum w/Bright Machined Face w/Chromed Spinner	O	S	—	—
17" Premium Painted Cast Aluminum	—	—	S	S
17" Bright Machined Cast Aluminum	—	—	O	O
18" Premium Aluminum (includes P235/50/ZR18 A/S Tire)	—	—	O	O
18" Polished Aluminum (includes P235/50/ZR18 A/S Tire)	—	—	O	O

S = Standard      O = Optional      — = Not Available

**NOTE:** The above information is an excerpt from page 6 of the 01/05/06 Mustang Dealer Ordering Guide.  
Restriction information and Latest Dealer Ordering Guide: [fmcdealer.com](http://fmcdealer.com)

**PERFORMANCE/HANDLING****This page is about:**

- Rear-wheel Drive
- True Dual Exhaust
- 5-speed Automatic Transmission
- Audio Listening Laboratory
- Large Four-wheel Disc Brakes
- Solid-axle 3-link Rear Suspension with Panhard Rod

# 2007 Mustang

## Performance/Handling

**Key Features****Performance/Handling****MUSTANG**

- Performance reputation
- Coolness factor
- Traditional rear-wheel-drive performance

**Rear-wheel Drive** — good off-line performance and good weight distribution for exceptional handling.

**True Dual Exhaust** — 2.5-inch stainless steel mandrel-bent exhaust with crossover balance tube to help reduce back pressure. Helps the engine breathe while gently sounding its presence.

**5-speed Automatic Transmission** — closely spaced ratios keep the engine in its power band for optimum acceleration under wide-open throttle. Wide overall ratio gives remarkably good fuel economy. Mustang has a short first gear for better off-the-line performance.

**ENGINEERING INSIGHT****Audio Listening Laboratory**

Mustang GT is known for the signature growl of its V-8 engine. Powertrain and sound engineers worked in a sound laboratory to test and tune the exhaust note

of the Mustang GT. The lab is used to conduct "blind studies" with engineers and customers to ensure the V-8 has that specially tuned GT exhaust note.

**Large Four-wheel Disc Brakes** — vented front and rear rotors help keep brakes cool. Disc brakes are more resistant to fade than drum brakes and help provide low effort stopping power. Dual-piston front brake calipers help provide good pedal feel with little effort.

**Solid-axle 3-link Rear Suspension with Panhard Rod** — provides precise control of the rear axle. The central upper control arm that's fastened to the differential front end gives leverage against windup for smooth, consistent launches.



**MacPherson Strut Front Suspension** — uses friction-reducing geometry that allows precise tuning of the shock absorber valves for remarkable ride and handling.

**3.55:1 Rear Axle Ratio** — offers excellent off-the-line acceleration for the high-performance driver.

**17-inch Wheels with Z-rated Performance Tires** — Wide tires provide a large contact patch for precise handling.

**Engines****4.0L SOHC V-6 Engine**

- 210 horsepower @ 5300 rpm
- 240 lb.-ft. of torque @ 3500 rpm

- 60° design
- Electronic Throttle Control (ETC)
- Aluminum cylinder heads and block

**4.6L 3-valve SOHC V-8 Engine**

- 300 horsepower @ 5750 rpm
- 320 lb.-ft. of torque @ 4500 rpm
- Aluminum cylinder heads and block

- 3 valves per cylinder
- Coil-on-plug ignition
- Variable cam timing
- Low profile 55mm dual-bore throttle body

**NOTE:** Feature availability: Latest Dealer Ordering Guide.



# 2007 Mustang

## Performance/Handling

### PERFORMANCE/HANDLING

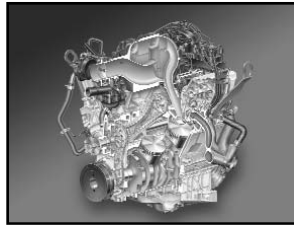
#### This page is about:

- 4.0L SOHC V-6 Engine
- 4.6L 3-valve SOHC V-8 Engine
- Shared Engine Technology
- Powertrain Combinations

## Two Available Engines

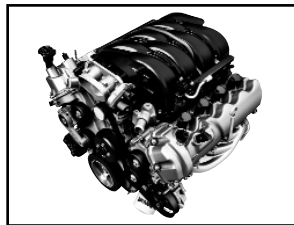
### 4.0L SOHC (Single Overhead Cam) V-6 Engine

- The 4.0L SOHC V-6 engine is only five horsepower shy of a 1996 Mustang GT V-8
- The 60° V-6 engine is a naturally balanced V design that is built to be smooth
- There's also a unique camshaft grind, enhanced fuel-injection system and reduced evaporative linkage — all designed to make this engine a powerful, reliable, yet economical alternative to the V-8
- The girdled crankcase is designed to provide increased strength and durability while contributing to the quiet ride
- The lightweight design of the V-6 engine helps the vehicle maintain a near 50/50 weight distribution front to rear



### 4.6L 3-valve SOHC V-8 Engine

- At 65 horsepower per liter, this engine is designed for performance-minded customers
- Features a lightweight, deep-skirt aluminum block for optimum stiffness and strength. It's 75 pounds lighter than a comparable cast iron design. Key areas are reinforced to add rigidity without adding weight
- 3-valves-per-cylinder design — 2 intake, 1 exhaust — substantially improves engine breathing. It has a more direct, ported-style path to the valves for better airflow at peak engine speeds
- Center-mounted spark plugs help ensure complete, more efficient combustion
- Coil-on-plug configuration allows more precise spark control while freeing valuable underhood space
- Charge Motion Control Valves (CMCV) help improve combustion. At low engine speeds the valves are closed to induce a tumbling effect for thorough mixing and more efficient burn. At higher speeds the valves open for maximum flow into the combustion chambers at wide-open throttle
- Variable Cam Timing (VCT) allows valves to operate at optimum points in the combustion cycle, tailored to the engine's load and speed
- The intake has tuned runners. It incorporates a low-profile 55mm dual bore throttle body connected to an intake tube that draws cold air from outside the engine compartment
- A combination of technologies allows the engine to run a high compression ratio (9.8:1) with regular, 87-octane fuel



### Shared Engine Technology

The following features are common to both the V-6 and V-8 engines:

- These engines have a composite intake manifold specifically built for Mustang. They have the right balance of maximum airflow with the sound characteristics of a classic Mustang
- The engines breathe better, thanks to the tuned-length cast iron exhaust manifolds and 2.5-inch exhaust pipes for optimized exhaust flow
- Torque-based electronic throttle control gives excellent response and efficiency over a wide range of operating conditions. It also eliminates a pathway into the cabin that mechanical linkage requires, reducing noise and vibration
- Hydromount liquid-filled engine mounts absorb engine vibrations. The composite cam covers, dual-mode crankshaft damper and coated pistons all work to produce a smooth, quiet ride

## Powertrain Combinations

Powertrain Engine/Transmission	Horsepower (SAE net @ rpm)	Torque (lb.-ft. @ rpm)
4.0L SOHC V-6 5-speed Manual	210 @ 5300	240 @ 3500
4.0L SOHC V-6 5-speed Automatic	210 @ 5300	240 @ 3500
4.6L 3-valve SOHC V-8 5-speed Manual	300 @ 5750	320 @ 4500
4.6L 3-valve SOHC V-8 5-speed Automatic	300 @ 5750	320 @ 4500

**NOTE:** Feature availability: Latest Dealer Ordering Guide.

# 2007 Mustang

## Performance/Handling

**This page is about:**

- Horsepower-to-weight Ratio
- Torque-to-weight Ratio
- Emissions
- Neutral Towing

### More on Performance

#### Horsepower-to-weight Ratio<sup>(1)</sup>

Shows the benefits of Mustang's power and performance. It's not just how much power the engine produces, but how much weight that power is expected to move.

- V-6 Coupe curb weight is 3352 lbs. (210 horsepower). V-6 Coupe models with a manual transmission have a horsepower-to-weight ratio of 15.9:1. This means it takes one horsepower to move 15.9 lbs. of vehicle weight
- GT Coupe curb weight is 3356 lbs. (300 horsepower). GT Coupe models with a manual transmission have a horsepower-to-weight ratio of 11.1:1. This means it takes one unit of horsepower to move 11.1 lbs. of vehicle weight

The less weight each unit of horsepower has to move, the faster it can get the vehicle moving.

#### Torque-to-weight Ratio<sup>(1)</sup>

Torque measures the engine's ability to do work, and work includes getting a load moving. Torque is a good way to tell how well a vehicle will accelerate from a standstill.

- V-6 Coupe curb weight is 3352 lbs. (240 lb.-ft. of torque). V-6 Coupe models with a manual transmission have a torque-to-weight ratio of 13.9:1. This means it takes one lb.-ft. of torque to start moving 13.9 lbs. of Mustang V-6
- GT Coupe curb weight is 3356 lbs. (320 lb.-ft. of torque). GT Coupe models with a manual transmission have a torque-to-weight ratio of 10.4:1. This means it takes one lb.-ft. of torque to start moving 10.4 lbs. of Mustang GT

The less weight each unit of torque has to move, the faster it can get the vehicle moving.



#### A CLOSER LOOK: Horsepower-to-weight/ Torque-to-weight Ratios

When comparing these numbers with other vehicles, the lower the first number (weight) the better. A vehicle with a ratio of 12:1 is better than a vehicle with a 15:1 ratio, because it has less weight to move with one horsepower. The same applies to torque. A vehicle with a 15:1 ratio is better than a vehicle with a 19:1 ratio because it has less weight to move with one unit of torque.

#### A CLOSER LOOK: Emissions

All Mustangs have a catalytic converter that helps reduce vehicle emissions. All Mustangs are certified to either federal Tier 2 Bin 5 or are certified as ULEV II or LEV II in California, Maine, Massachusetts, Vermont and New York.

Mustang has an Electronic Returnless Fuel System, which uses a high-pressure pump to deliver fuel to the injectors at variable pressure, depending on demand. The system does not require a fuel return line from the engine to the fuel tank, thus reducing the amount of fuel tank vapor. This system helps lower evaporative emissions.

#### A CLOSER LOOK: Neutral Towing

Flat tow Mustang only in an emergency and only at speeds of 35 mph or less, for no more than 50 miles. For recreational towing, use a wheel lift or flatbed equipment, or disconnect the driveshaft.

(1) Based on 2006 model year specifications.

# 2007 Mustang

## Performance/Handling

### PERFORMANCE/HANDLING

#### This page is about:

- 5-speed Manual Transmission —
- 5-speed Automatic Transmission —
- Rear-wheel Drive Advantages —
- Solid Rear Axle Advantages —
- Differential —
- Traction-Lok Rear Differential —

## Two Transmissions

### 5-speed Manual Transmission

- Performance-oriented shifting for the driving enthusiast
- The V-6 gets the Tremec T5 while the GT gets the Tremec TR3650 — each is tuned to the powertrain, offering improved shift quality and efficiency
- Offers remote shift linkage that has quick gear engagement and a solid feel without “notchiness”
- Hydraulic clutch improves clutch engagement and reduces pedal effort while still offering a performance feel
- V-8 clutch is designed to handle 300 horsepower and 320 lb.-ft. of torque
- Both transmissions use a flange coupling to the driveshaft instead of a splined connection. The flange coupling gives excellent balance and reduced lash
- Fifth gear overdrive reduces engine rpm at highway speeds for increased fuel economy and quiet operation

### 5-speed Automatic Transmission

- Features closely spaced ratios to keep the engine in its powerband to produce better acceleration, especially under wide-open throttle
- Mustang’s low first gear provides quick off-the-line acceleration and the wide ratio span helps keep the engine in its “sweet spot,” the optimal range for maintaining its highest output. This transmission also has a tall overdrive gear, which benefits highway fuel economy
- Powertrain control computer precisely controls shift duration and timing based on throttle position, engine speed, load, environmental factors and a host of other parameters

## Rear-wheel Drive Specifics

### Rear-wheel Drive Advantages

- Excellent handling and balanced performance, especially through turns, thanks to a more even front-to-rear weight distribution compared to front-wheel-drive systems
- Better steering and handling by spreading tire loads to all four tires, compared to a front-wheel-drive system where both steering loads and acceleration loads are on the two front tires only
- Eliminates torque steer — the annoying pulling to the left or right during hard acceleration in a front-wheel-drive vehicle, which is caused by the imbalance of driving force between the front wheels

### Solid Rear Axle Advantages

- Maintains constant track, toe-in and camber relative to the road surface and keeps body roll well under control
- Offers better off-the-line performance
- Differential-mounted central upper control arm helps prevent axle windup
- Solid rear axles are typically more robust than an independent rear suspension
  - They can more effectively handle large amounts of torque to the rear wheels
- Rear axle ratio is more easily changed by racing enthusiasts seeking more performance
- A rear-wheel-drive/solid rear axle configuration is a key purchase motivator for enthusiast Mustang buyers

### Differential

- 3.31:1 rear differential is standard on all Mustang models
- 3.55:1 limited-slip rear differential is optional on Mustang GT with a manual transmission
  - Especially suited to the high-performance needs of the GT
  - Gives excellent off-the-line acceleration

### Traction-Lok Rear Differential

- Mustang GT models with a manual transmission come standard with a Traction-Lok 8.8-inch rear differential that improves traction and performance on slippery or uneven surfaces
- Often referred to as “limited-slip,” the Traction-Lok differential transfers driving force to the rear wheel with the best traction
- Great for customers who live in rainy or cool climates, or for customers who are prone to spirited acceleration or competitive driving

**NOTE:** Feature availability: Latest Dealer Ordering Guide.

March 2006

- MacPherson Strut Front Suspension
- Performance Packs

# 2007 Mustang

## Performance/Handling

### MacPherson Strut Front Suspension

**FAST FACTS**

**Suspension Design**

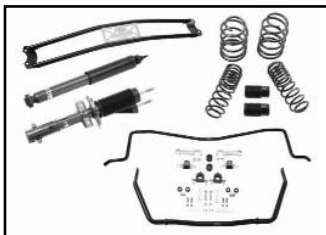
- Combines ride comfort and control in a compact package
- Suspension components are designed to take full advantage of Mustang's power
- MacPherson strut front suspension gives precision handling, incredible responsiveness and a smooth, comfortable ride
- By mounting the springs in a coil-over-shock configuration on the strut, the shock absorbers damp forces in the same vector as the spring, for low friction and precise shock valve tuning
- High-strength steel combined with coil-over-shock design allows the use of lightweight springs
- Advanced technologies include a manufacturing technique that produces Reverse-L steel lower control arms that actually weigh less than some comparable cast aluminum designs

- The L-shaped lower control arm offers a number of advantages over classic A-arm or wishbone suspension components
  - The system uses a firm bushing to control lateral (side-to-side) motion for quick steering response. Lateral motion travels through the shorter, lower leg of the L arm where it connects to the chassis
  - A softer, more compliant bushing is used to control longitudinal (front and back) motion and help dampen road shocks. Longitudinal movements travel through the longer, rear leg of the L arm
- GT models include a large front stabilizer bar to help reduce body roll during hard-cornering maneuvers



### Performance Packs<sup>(1)</sup>

Ford Racing Performance Parts created Performance Packs for enthusiasts to customize their Mustang GT.



**Handling Pack**

- Dampers
- Lowering springs
- Stabilizer bars
- Strut tower brace



**Power Pack**

- 90mm Cold Air Kit
- Muffler Kit
- Performance oil filter
- Pro-Cal tool with official Ford Racing calibration
- Requires premium fuel



**Drag Pack<sup>(2)</sup>**

- 90mm Cold Air Kit
- 4.10:1 ratio ring and pinion
- Gear installation kit
- Shorty headers

- Super short throw shifter designed by Ford Racing and Hurst
- Pro-Cal tool with official Ford Racing calibration
- Requires premium fuel

(1) Ford Motor Company recommends that vehicles equipped with parts designated "for off-highway use" not be operated on public roads, and offers such parts only for track or off-highway competitive or performance use.

(2) Drag racing should be conducted at enclosed, dedicated facilities only.

# 2007 Mustang

## Performance/Handling

### PERFORMANCE/HANDLING

#### This page is about:

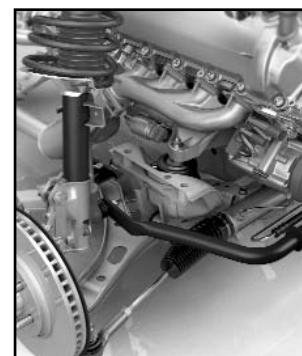
- Solid-axle 3-link Rear Suspension with Panhard Rod
- Spotlight on Suspension Features
- Power Rack-and-pinion Steering
- Large Four-wheel Disc Brakes
- V-6 Disc Brakes

## Solid-axle 3-link Rear Suspension with Panhard Rod

- Central upper control arm fastened to the upper front end of the differential provides more leverage against axle windup
- Trailing arms located near each end of the axle are designed to further help eliminate axle windup
- Tubular Panhard rod connects to the axle at one end and the body at the other
  - The rod stabilizes the axle side-to-side as the wheels move through jounce and rebound
  - It firmly controls the axle during hard cornering
  - The Panhard rod allowed designers to tighten the tire-to-fender gaps, lowering the body and making the wheel wells look “full of tire”
- Shock absorbers are mounted outside the rear structural rails near the wheels. This design has the following benefits:
  - Reduces the axle’s lever effect
  - Allows more precise, slightly softer shock valve tuning
  - Provides a smooth, comfortable ride with no loss of road “feel” or feedback
- Improves wheel control and durability
- Rear suspension design offers excellent lateral control to further reduce lateral skate on uneven surfaces like railroad tracks
- GT models include a 22mm rear stabilizer bar to help further reduce body roll during aggressive cornering
- The rear stabilizer bar uses a body-mounted swing link design that reduces unsprung weight for improved ride and handling

## Spotlight on Suspension Features

- Platform is 31 percent stiffer than the previous generation and provides a solid foundation for suspension components
- Advanced technologies give significantly improved ride and handling compared to the previous design
- Hydraulic control arm bushing reduces impact harshness
- Front stabilizer bar with outboard mounting improves roll control and steering responsiveness
- Rear axle jounce bumpers use a separate, microcellular urethane design that allows advanced shock tuning for a better ride



Front stabilizer bar helps improve roll control.

## Adding to Mustang Handling

### Power Rack-and-pinion Steering

- Rack-and-pinion linkage provides crisp turn-in and excellent response, with a turning circle 3 feet smaller than the previous generation — impressive when you recall that the 2007 model’s wheelbase is 6 inches longer
- Low 15.7:1 steering ratio for low-effort parking or U-turns

### Presentation Tip: V-6 Disc Brakes

Mustang V-6 models have four-wheel disc brakes. Some of Mustang’s competitors have front disc/rear drum brakes. Disc brakes have low-effort stopping power and resist fade better than drum brakes.

### Large Four-wheel Disc Brakes (V-6 and GT)

- Dual-piston front calipers provide better pedal feel with low effort
- Mustang GT vented front discs are 12.4 inches in diameter
- The discs are 30mm thick and ventilated to aid cooling and provide consistent stopping power
- Mustang V-6 vented front discs are 11.5 inches in diameter and are 30mm thick
- V-6 and GT use single-piston rear calipers clamping down on 11.8-inch vented discs that are 19mm thick
- Disc brakes provide low-effort stopping power and are more resistant to fade than drum brakes

## COMFORT/CONVENIENCE

### This page is about:

- Large Trunk
- Leather Seating Surfaces
- Available 6-way Power Driver's Seat
- Tilt Steering Wheel with Electronic Speed Control
- Decklid Assist Struts
- Spring-assisted Front Seatbacks

# 2007 Mustang

## Comfort/Convenience

## Key Features

### Comfort/Convenience

#### MUSTANG



- Comfort/convenience features add to the joy of driving Mustang
- The sound systems make you feel you're in the front row of your favorite concert
- The driver's seat adjusts to the the most comfortable position
- Plentiful storage space
- Passengers can easily get in and out of the rear seat

**Large Trunk** — 13.1 cubic feet of storage space (Coupe).

**Decklid Assist Struts** — do not intrude into the cargo area, increasing usable space. Traditional decklid hinges take up space or crush items when the decklid is closed. The assist struts also help make the decklid easier to open.

**Spring-assisted Front Seatbacks** — make getting in and out of the rear seat much easier. Pulling a small lever at the top of the seatback — at the perfect height for someone standing next to the car — releases the front seatback, so the person folding the seat forward doesn't have to bend down to release the seatback. Once seated, the same lever repositions the seat so the front passenger doesn't have to hunch over to get in.

**Leather Seating Surfaces** — add a luxurious look and feel to the interior.

**Available 6-way Power Driver's Seat** — increases comfort and reduces fatigue by adjusting the driving position.

**Tilt Steering Wheel with Electronic Speed Control** — makes it easier for the driver to find the perfect seating position. Speed control helps reduce driver fatigue on long trips.



**Large Overall Interior** — the driver has a half-inch more head room and almost two inches more shoulder room, while the sculpted rear bucket seats give passengers more than an inch of additional shoulder room over the previous generation Mustang.

**Split-folding Rear Seatbacks** (Coupe) — offer extra cargo utility by allowing one seatback to be folded flat to accommodate longer cargo like skis, while still providing additional room for a rear-seat passenger.

**Plenty of Interior Storage** — the center floor console provides handy storage for small items, with dual cup holders and power points. Doors have deep pockets for more storage.

**Two Power Points** — for powering items like a laptop computer or recharging a cell phone.

**Heated Driver and Front Passenger Seats** — added comfort in cold weather.

# 2007 Mustang

## Comfort/Convenience


### COMFORT/CONVENIENCE

This page is about:

- Make It My Mustang —
- Spotlight on Features —
- Three Audio Systems Available —

## Make It My Mustang

Comfort Package
Combines high-demand features for all Mustang buyers, including:
<ul style="list-style-type: none"> <li>• Electrochromic rearview mirror with compass</li> <li>• Driver and front passenger heated seats</li> <li>• 6-way power passenger seat</li> </ul>

	MyColor™	4-gauge instrument cluster (6-gauge with Interior Upgrade Pkg.)	Large circular speedometer and tachometer
<p><b>More interior room than the previous generation Mustang:</b></p> <ul style="list-style-type: none"> <li>• 0.5 inch more front head room</li> <li>• 1.8 inches more front shoulder room</li> <li>• 0.4 inch more rear leg room</li> <li>• 1.3 inches more rear shoulder room</li> </ul>			
	Black steering wheel center with Pony and tri-color bars logo	Chromed-ringed air vents are in line with gauges	

Mustang

## Spotlight on Features

Feature	Benefit
<b>Air Conditioning</b>	Optimum occupant comfort in warm weather conditions
<b>Tilt Steering Wheel with Electronic Speed Control</b>	Reduces driver fatigue and maximizes fuel efficiency by automatically maintaining a set vehicle speed
<b>Battery Saver</b>	Automatically turns off interior lights after a short time to help prevent battery power drainage and save enough power to restart the vehicle
<b>Power Windows and Door Locks</b>	Lock and unlock all doors, and power windows up and down with the touch of a button. Includes driver's one-touch-down feature
<b>Remote Keyless Entry System</b>	Locks and unlocks doors and opens decklid with the push of a button on the remote key fob. Includes panic button alarm

## Three Audio Systems Available<sup>(1)</sup>

- **160-watt Standard System** — AM/FM stereo with a single-disc CD player with MP3 capability and 4 speakers
- **500-watt Shaker System** — has two 8-inch subwoofers mounted in the front doors, two 90-watt subwoofer amplifier drivers, two full-range speakers in the rear and a 6-disc in-dash CD changer with MP3 capability
- **1,000-watt Shaker Audiophile System with 6-disc in-dash CD player with MP3 capability** — adds two 10-inch subwoofers in the trunk powered by four 85-watt amplifiers. Ported enclosure takes up little space

### Presentation Tip: Auxiliary Input Jack

All Mustang audio systems include an auxiliary input jack which allows a portable MP3 player to be connected and played through the vehicle speakers. The jack is located in the floor console next to the auxiliary power point.

(1) For Details, see Audio, page 24.

NOTE: Feature availability: Latest Dealer Ordering Guide.

## SAFETY/SECURITY

### This page is about:

- Personal Safety System®
- SecuriLock®
- Fail-safe Cooling System
- Front-seat Side-impact Airbags
- All-Speed Traction Control

# 2007 Mustang

## Safety/Security

### Key Features

#### Safety/Security

#### MUSTANG



- Although most Mustang customers are interested in its performance, every customer wants the peace of mind they get from safety features
- Mustang helps protect occupants with a stiff body structure and the Personal Safety System®
- Mustang helps drivers avoid accidents with the Anti-lock Braking System (ABS) and All-Speed Traction Control

**Personal Safety System® with Front Passenger Sensing System (FPSS)** — a comprehensive safety technology package, the Personal Safety System provides protection in many types of frontal crashes by analyzing impact factors and determining proper front airbag deployment.

**SecuriLock® Passive Anti-theft System** — helps protect against drive-away theft through an electronically coded ignition key. The system is designed to help prevent the engine from being started unless a coded key programmed to the vehicle is used. Not compatible with non-Ford aftermarket remote start systems. Also, attaching large metallic objects like a Mobil Speedpass® on the same key ring may cause starting problems.

**Fail-safe Cooling System** — on GT models, is designed to help protect the engine from potential damage due to coolant loss. If the engine overheats, it automatically switches from 8-cylinder operation to alternating 4-cylinder operation. The vehicle operates at limited engine power, allowing the driver to travel a short distance to a service facility. The distance the vehicle can travel depends on load, outside temperature and road conditions.

**Front-seat Side-impact Airbags** — designed to protect both the head and chest of front-seat occupants, the airbags are mounted in the front seatbacks so they are always in the optimal deployment position no matter where the front seats are located. Optional on all models and no longer requires the Interior Upgrade Package.

**All-Speed Traction Control** — available only with Anti-lock Braking System (ABS), it helps improve traction on slippery or low-friction surfaces.

**Stiff Body Structure** — creates a passenger "safety cage" that helps protect the cabin from deformation and intrusion.



**High-strength Side-door Intrusion Beams** — add structural stability and absorb energy to help protect against intrusions into the passenger compartment.

#### Available Active Anti-theft System

- Engages when locking and arming the vehicle with the remote transmitter or power door lock switch with a door open
- When all doors are closed, the system monitors doors, hood, trunk, interior motion and vehicle inclination
- Inclination sensor helps prevent tow-away thefts
- Interior motion sensor helps prevent "smash and grab" break-ins
- Includes a separate alarm sounder plus the vehicle horn
- Also has a 60-amp-hour battery to sound the alarm longer
- Locking the vehicle with the ignition key in the driver's door arms the doors, hood and trunk, but blocks the motion and inclination sensors
- Use this method if interior motion is expected, during vehicle transport or when hoisting
- All windows must be closed for proper motion sensing performance

#### Four-channel Anti-lock Braking System (ABS)

- Standard on GT, available on V-6
- Packaged with All-Speed Traction Control
- Helps improve steering control in hard-braking situations, especially when the road is slippery
- Enhances braking by helping prevent wheel lockup
- Electronic Brake Force Distribution (EBD) automatically distributes braking power to the wheels where it will be most effective
- The four-channel system has more accurate wheel control because each wheel is controlled separately
- When the sensors show wheel lockup, ABS electronically "pumps" the brakes several times per second



# 2007 Mustang

## Safety/Security

### SAFETY/SECURITY

This page is about:

Personal Safety System®

All-Speed Traction Control

Mustang

## Personal Safety System®

### FAST FACTS

#### Personal Safety System®

- Uses various sensors to decide if the dual-stage front airbags deploy in one of two stages or not at all
- Depends on the severity of the frontal crash
- Ensures that the right level of airbag inflation is used to give the best possible protection to front-seat occupants
- Safety belts are still the best defense for occupants

- **Dual-stage driver and front passenger airbags** — can deploy at full or partial power. In less severe frontal crashes, the airbags inflate with less force or not at all, helping to reduce the risk of injury by airbag inflation
- **Restraint Control Module (RCM)** — analyzes impact factors and determines proper airbag and safety belt pretensioner response in milliseconds
- **Electronic front crash severity sensors** — provide increased protection by providing information to the RCM
- **Driver's-seat position sensor** — tells the RCM where the driver's seat is in relation to the steering wheel; the RCM can then determine the appropriate airbag inflation pressure in milliseconds
- **Safety belt pretensioners** — tighten the front safety belts in the first milliseconds of a crash
- **Energy management retractors** — gradually loosen the belts to reduce forces across the occupants' chests during impact

## Front Passenger Sensing System (FPSS)

- Designed to sense the weight of the person or object sitting in the front passenger's seat, and then activate or deactivate the front passenger airbag
- Reading the pressure on the seat bladder can determine if the seat is empty, is holding an object like a briefcase, is occupied by a small person, or is occupied by an average-size adult
- The system also uses a safety belt tension sensor that measures belt load. There will be more load on the belt, for example, if a child safety seat is cinched down in the seat. This information is sent to the Restraint Control Module (RCM), which recognizes a child seat is in use and disables the airbag if the seat is occupied by a small person or is empty. If the front seat is empty during an accident, the airbag will be deactivated to avoid unnecessary deployment and replacement
- Ford recommends that children under 12 always ride in the rear seat, properly secured by a safety belt or a child safety seat

## Five-star Frontal Crash Test Rating

- The 2006 Mustang Coupe earned a five-star frontal crash test rating for the driver and right front passenger
- Five stars is the highest rating in federal government crash tests
- A five-star rating indicates a 10 percent or less chance of serious injury in a frontal impact
- It is anticipated that Mustang will again achieve these ratings for 2007

## All-Speed Traction Control

All-Speed Traction Control uses the ABS computer and sensors to monitor wheel slip at any speed:

- Helps improve traction on slippery or loose driving surfaces by using brake and/or engine controls:
  - Braking at one or both drive wheels
  - Fuel injection cutoff
  - Ignition spark retard
  - Air/fuel ratio
- Helps give drivers confidence under poor road conditions — improving vehicle traction and steering control — without sacrificing dry pavement performance:
  - When the lane is slippery on one or both sides
  - As the vehicle pulls out from icy parking lots or highway shoulders
  - During acceleration when cornering

### Power Start

Unique to Mustang, the Power Start feature allows optimum wheel spin from a standing start. The All-Speed Traction Control system is designed to recognize when the driver is accelerating hard, then it goes into a performance programming mode. As long as the vehicle accelerates forward, the Power Start feature stays engaged.

## Presentation Tip: All-Speed Traction Control

The driver can turn off All-Speed Traction Control using a button located on the instrument panel center stack. Why would anyone want to turn off their All-Speed Traction Control system?

- To allow enough wheel spin to dig out the vehicle if it's stuck in the snow or on a slippery surface, and to enable a successful "rocking" maneuver
- When using tire chains

Remind your customers that once the system is switched to Off, it defaults to On when the vehicle is restarted or when the On/Off button is pressed again.

NOTE: Feature availability: Latest Dealer Ordering Guide.

## DESIGN/STYLING

## This page is about:

- Forward-leaning Grille
- Body
- Short-drop Side Glass
- Overall Ground-hugging Appearance
- Classic Long Hood
- A Classic Accent Line

# 2007 Mustang

## Design/Styling

### Key Features

#### Design/Styling

##### MUSTANG



- Bold, powerful American design
- Styling reflects Mustang's 40 plus years of muscle car heritage
- Modern interpretation of a classic design
- Unmistakably Mustang

**Forward-leaning Grille** — works with timeless exterior cues to ensure that Mustang is instantly recognizable.

**Body** — an all-American design that is bold, powerful, aggressive and unmistakably Mustang.

**Short-drop Side Glass** — the side windows in Mustang have a short-drop glass feature that automatically drops the window slightly when the door is opened and raises it back up once the door is closed. This helps make closing the door easier, due to not closing the door on a pressurized cabin.



**Overall Ground-hugging Appearance** — emphasizes agile, aggressive stance and a low, sleek performance-ready attitude.

**Classic Long Hood** — combines with the short rear decklid and front wheels that are pushed forward to enhance the rear-wheel-drive look.

**A Classic Accent Line** — runs the length of the body and ends in a "C-scoop" just beyond the door cutline.

**Interior** — offers distinct design themes, with 4-gauge instrument cluster and a heritage 3-spoke steering wheel in a classic design.



**Tri-bar Taillamps** — highlight the rear end with a circular Pony (V-6) or GT (V-8) faux "gas cap" badge centered in the decklid's rear face for a classic look.



**Large Tires and Wheels** — draw attention to Mustang's powerful stance.



**Rear Quarter Glass** — is a modern interpretation of the classic Mustang tradition of louvers or scoops; the window actually aids the driver's rearward vision.



**Front End** — the aggressive, forward-leaning grille and jeweled-round headlamps in trapezoidal housings are striking touches that give Mustang a 21st century flair.

# 2007 Mustang

## Design/Styling

### DESIGN/STYLING

#### This page is about:

- Exterior Design —
- V-6 Design Specifics —
- GT Design Specifics —

## Exterior Design

- Mustang communicates motion even when it's standing still, with a close-coupled greenhouse, strong shoulders and aggressive flares — all adding to its powerful stance
- Long hood and short rear deck, combined with the front wheels pushed forward, give it an unmistakable rear-wheel-drive look. Pushing the wheels to the corners also increased the wheelbase by 6 inches over the previous generation and opened up the interior length and width, giving the driver and front passenger more room
- Overall, the current Mustang is over 4 inches longer, over an inch taller and almost an inch wider than the previous generation model
- This Mustang has a clean, all-business look about it. The C-scoop's angled, hard-creased appearance behind the door cut gives a look of precise, technical integration. This theme is reinforced by a soft body crease that runs through the filler cap door



### V-6 Design Specifics

- Up front, there's a uniform egg-crate grille design with the galloping Pony logo and a swept back lower front fascia that incorporates horizontal vents
- Black lower rocker moldings accent the side
- In back, there's a single exhaust and the Mustang Pony logo centered on faux "gas cap" badge
- Available V-6 Exterior Sport Package and V-6 Pony Package add sporty touches to the V-6 and include unique rear spoilers
- 16-inch aluminum wheels



### GT Design Specifics

- Definite muscle car appearance
- Front end has an aggressive nose with circular fog lamps located in the grille and in line with the headlamps
- An upright lower front fascia has an "air dam" performance look
- From the side, the body-color lower rocker panel extensions give a lowered, planted appearance
- The rear fascia has a wraparound lower rocker panel extension, and semi-circular cutouts behind each wheel make room for the car's large dual exhaust pipe tips
- There's also a rear decklid spoiler, special GT badging and dual exhaust
- 17-inch and two available 18-inch wheels



## This page is about:

- Interior Design
- Distinct Design Themes
- MyColor

# 2007 Mustang

## Design/Styling

### Interior Design

- The symmetrical instrument panels and square-arched “eyebrows” on each side of the center stack reflect Mustang’s heritage in this classic yet modern interpretation of instrument panel design
- The standard 4-gauge instrument cluster features a large speedometer and tachometer, fuel gauge and engine coolant temperature gauge
- An available 6-gauge cluster, which is included in the Interior Upgrade Package, includes the MyColor™ feature message center, chromed-ringed speedometer and tachometer, and barrel-like performance gauges for fuel level, battery, oil pressure and temperature
- Available MyColor color-configurable instrument cluster, which is included in the Interior Upgrade Package, lets the driver select from 125 different, unique cluster light colors. The system allows Mustang owners to choose from six preset color options or to blend the three colors — green, blue and red — to create more personalized instrumentation
- The center stack is clean and uncluttered for easy use of the radio, climate control, and other controls. The short-throw 5-speed manual gearshift lever is topped with a substantial knob to give a feel of precision and control, while the automatic has a classic T-handle top



### Distinct Design Themes

#### Base Interior

- See Interior Design Specifics above

#### Comfort Package

- Heated driver and front passenger seats
- 6-way power passenger seat
- Electrochromic rearview mirror with compass

#### Exterior Sport Appearance Package

- Unique rear decklid spoiler
- Sport tape stripe on lower rocker

#### GT Appearance Package

- Hood scoop
- Bright rolled exhaust tips
- Pony emblem engine cover

#### GT California Special

- Black with Dove or Black with Parchment interior
- Black leather-trimmed seats with unique California Special Dove or Parchment color contrast inserts
- California Special badged floor mats
- Distinct front and rear fascias
- 18-inch polished aluminum wheels
- Side scoops
- Unique tape stripes
- Bright rolled exhaust tips

#### Interior Upgrade Package with MyColor Instrument Cluster

- Choice of satin aluminum or charcoal aluminum finish instrument panel appliqué
- Leather-wrapped steering wheel with satin aluminum finish spokes
- Satin aluminum door handles
- Bright polished register rings and bright shift knob (manual transmission only)
- Satin-aluminum-plated gearshift lever (automatic transmission only)
- Special bright polished 6-gauge cluster with MyColor feature and message center
- Satin aluminum doorsill scuff plates with bright Mustang lettering insert
- Dark Charcoal Aberdeen pattern front door panel inserts

#### Premier Trim with Color Accent Package

- Wrapped and stitched instrument panel brow, console lid and upgraded door armrests
- Satin-aluminum-plated shift lever (automatic transmission)
- Bright shift knob (manual transmission)
- Aluminum pedal covers
- Dark Charcoal interior with Dark Charcoal carpet
- Chamois, Red, Dark Charcoal, Dove or Parchment sport bucket leather-trimmed front and rear seats with matching color front door trim inserts and floor mats

#### Sport Appearance Package with Color Accent

- Leather-wrapped steering wheel with satin aluminum spokes
- Satin-aluminum-plated shift lever (automatic transmission)
- Bright shift knob (manual transmission)
- Aluminum pedal covers
- Black interior components to contrast Graphite or Parchment interiors

#### V-6 Pony Package (V-6 Premium models only)

- Unique Pony grille with chromed bezel and fog lamps
- Unique rear decklid spoiler
- 17-inch painted cast aluminum wheels with bright machined rim and tri-bar Pony center caps
- Pony front fender badges
- Sport tape stripe on lower rocker with “Mustang” script
- Tape stripe colors are Black, White and Pearl Gold
- A tape stripe delete option is also available (no credit)
- Z-rated all-season tires
- Carpeted front floor mats with unique brushed chromed “Mustang” badge in all interior colors
- Rear stabilizer bar from GT

#### Presentation Tip: MyColor

The MyColor backlighting feature’s unique impact on the interior isn’t fully appreciated until customers see it for themselves. You adjust MyColor through the message center. The car must be stationary.

1. To enter the ADJUST mode, take the message center to the ADJUST menu.
2. Hold the RESET button for 3 seconds, or press SETUP to scroll through the display colors.

3. While in the ADJUST mode, press RESET to step through the three primary colors of red, green and blue and the EXIT option.
4. You change the proportion of each color by pressing SETUP until the color is at the desired intensity.
5. Tell customers to try many combinations and record their favorites. There are 125 possible combinations.

6. To exit the ADJUST mode, hold the RESET button for 3 seconds when prompted.
7. Tell customers that pressing RESET for less than 3 seconds will cycle back through the color components.
8. To access MyColor, the headlamps/parklamps or “Nighttime” mode must be on.

# 2007 Mustang

## Design/Styling

### DESIGN/STYLING

This page is about:

- Convertible Features
- Torsional Rigidity
- Lean and Mean

## Convertible Features

### Fixed Rear Seatbacks

- Allow secure storage of the top
- 50/50 split-folding seatbacks are not available

### Convertible Top Colors

- Black, Parchment and Black Cloth
- Top color choice depends on body color and interior color

### Header-mounted Dome Lights

- Provided in precisely the same arrangement as in the coupe
- The convertible adds a switch that is used to control the top

### Glass Rear Window

- Includes rear defrost to help clear frost and snow from the rear window
- Real glass will not discolor, scratch or stain like a plastic rear window

### Convertible Soft Boot

- Available only in Black
- Helps protect the top once it is fully retracted

### Convertible Top

- Features a "floating" five-bow design
- Z-fold construction "stacks" itself neatly as the top is retracted
- Provides a more finished, tidy, top-down appearance
- Can be raised or lowered in less than 13 seconds
- Two handles along windshield header are used to secure the top
- Top sealing has 12 percent less wind noise and a 25 percent improvement in air leakage than previous generation Mustang Convertible

### Leak-free – Every Time

- Rigorous design, development and manufacturing process used to achieve zero water leaks into interior or luggage compartment
- Design features such as robotic sealer application, short-drop door glass for improved glass-to-seal penetration, double seals for redundancy, and floating-five-bow top assembly for optimum fit of top to vehicle ensure weather-tight sealing
- Every vehicle subjected to a stringent water leak verification test at the assembly plant

### Mustang Convertible Platform

- Chassis torsional rigidity is over 100 percent stiffer than previous generation
- Torsional rigidity is a measure of chassis resistance to twisting forces
- Current convertible takes just over 6000 pounds of twisting force to deflect the chassis one degree
- Previous generation chassis would deflect one degree with slightly more than 3000 pounds of force
- Due to a stiffer, more rigid chassis, fewer reinforcements need to be added to the chassis to make it stiffer
- Less additional bracing helps reduce vehicle weight
- Less overall vehicle weight helps add to acceleration, braking and handling performance
- A Mustang GT Convertible with a manual transmission weighs only 256 pounds<sup>(1)</sup> more than a GT Coupe with a manual transmission

### Trunk Space

- Mustang Convertible provides 9.7 cubic feet of cargo capacity
- Current convertible has two more cubic feet of cargo space compared to previous generation convertible, thanks in part to the Z-fold top design

### Step-by-Step: Convertible Top

#### Lowering the Top

1. Bring the car to a stop and set the parking brake. It's recommended that the engine be running to avoid draining the battery. If the engine is off, place the ignition in the ON position.
2. Check the top's storage compartment behind the rear seat to make sure it's empty, then check the top's outer surface to make sure it's dry and free of leaves and debris.
3. Unclamp the top from the windshield header at the right and left sides by pulling each handle down and to the rear until the handle clears the header. (The handles are flush with the header when closed.)
4. If the top hasn't been lowered for some time, gently push the front edge up to make sure it isn't sticking to the header. If it is sticking, this will usually free it.
5. The convertible top switch is located in the overhead console. Push and hold it until the windows are completely down and the top completely stored.
6. Disengage the parking brake.

#### Raising the Top

1. Bring the car to a complete stop and leave the engine running to avoid draining the battery. Engage the parking brake. If the engine is off, turn the ignition to the ON position.
2. Push and hold the convertible top switch until the windows lower completely (if up) and the top unfolds and moves forward toward the windshield header.
3. You can release the convertible top switch to open both handles before the top meets the windshield header.
4. Continue to use the switch to raise the top until it has reached the fully closed position, flush with the header.
5. The two pins under the forward top edge should seat themselves in the matching header holes.
6. To fasten the handles securely, rotate them into the top's header until they reach the full forward position, and then push them up to be flush with the header. Pulling down on the header at the center grip will usually make it easier to fasten the top.
7. Raise the side windows.
8. Disengage the parking brake.

### Presentation Tip: Torsional Rigidity

A simple way to explain torsional rigidity to your customers is to use a shoebox analogy. A shoebox with the lid on top is not easy to twist or bend. This is like a hardtop coupe or sedan. But when you take the lid off, the shoebox becomes flimsy. It is easy to twist or bend it. In the same way, a convertible loses some torsional rigidity when you take the top off. But when you put the lid on the bottom of the shoebox, it regains some of the stiffness it had before. In a similar way, Mustang Convertible engineers used firmer body joints and rocker panels to add stiffness without extra weight.

(1) Based on 2006 model year specifications.

### ENGINEERING INSIGHT

#### Lean and Mean

Mustang engineers were able to design body joints and rocker panels that give the Convertible outstanding stiffness without adding extra braces that would have added weight and cost. An additional benefit is a quiet and smooth ride. Because the Convertible models are similar in weight to the Coupe, suspension engineers only needed to make subtle changes in the suspension tuning and geometry. The customer benefit is a Convertible driving experience that is far closer to the Coupe's than ever before.

## QUALITY/RELIABILITY/DURABILITY

### This page is about:

- Electronic Returnless Fuel System
- 5-mph Bumpers
- Platinum-tipped Spark Plugs
- 100,000-mile Scheduled Tune-up Interval
- Durability Testing

# 2007 Mustang

## Quality/Reliability/Durability

## Key Features

### Quality/Reliability/Durability

#### MUSTANG



- Popular, stylish and classic, but still affordable for young buyers
- Built with quality, reliability and durability in mind
- Designed to keep maintenance and repair costs affordable

**Electronic Returnless Fuel System** — doesn't require a fuel return line, helping to lower evaporative emissions.

**5-mph Bumpers** — rated at twice the federal standards for added protection.

**Platinum-tipped Spark Plugs** — keep conductive properties longer than traditional spark plugs and require less maintenance — platinum-tipped plugs can run as long as 100,000 miles<sup>(1)</sup>.

**100,000-mile Scheduled Tune-up Interval<sup>(1)</sup>** — less time and money spent on routine tune-ups under normal driving conditions with regular fluid and filter changes.



## ENGINEERING INSIGHT

### Durability Testing

1. Mustang is sold in a multitude of countries. That's one reason it's tested at the extremes of climate and endurance — from corrosion testing with Arizona salt spray booths to snow ingestion testing in Minnesota.
2. Mustang testing includes water spray jets that seek out water leaks and water ingestion testing that measures the engine's ability to resist stalling in extreme situations.
3. Selected Mustang vehicles coming off the assembly line go through a comprehensive 30-mile test-drive, which includes a water test and a review of sheet metal, paint, interior trim and functional items.
4. Hill-climbing test includes a 20 percent test grade for 30 feet up and down. A more severe test grade runs the vehicle on a 30 percent incline for 36 feet up and down. In comparison, the grade standard for highways is 6 percent. In naturally occurring terrain, even the steepest of ski slopes is only about a 37 percent incline.
5. The chuckhole testing road is 240 feet long with potholes that vary in shape and depth from 1 to 4 inches. The holes are strategically placed 20 feet apart and run 90° to the direction of travel — much worse than your customers' typical commute.

(1) Under normal driving conditions with regular fluid and filter changes. See vehicle Owner's Guide.

# 2007 Mustang

## Quality/Reliability/Durability

### QUALITY/RELIABILITY/DURABILITY

#### This page is about:

- Body-color 5-mph Front and Rear Bumpers
- Stainless Steel Exhaust System
- New Vehicle Limited Warranty
- Roadside Assistance

## Durability Specifics

### Body-color 5-mph Front and Rear Bumpers

- Impact-absorbing front and rear 5-mph bumpers
- Rated at twice the federal requirement to help resist major sheet metal damage from minor front or rear impacts
- Help keep repair costs lower if your customer is involved in a minor fender bender

### Stainless Steel Exhaust System

- V-6 models have a 2.5-inch-diameter single exhaust system; GT has a true dual stainless steel exhaust system with crossover balance tube that helps reduce back pressure
- GT has a large, 2.5-inch-diameter dual exhaust that helps move spent exhaust gases out of the system while providing that ever-so-satisfying and recognizable exhaust sound
- Stainless steel construction helps resist corrosion



## Reliability Specifics

### New Vehicle Limited Warranty includes:

- 3-year/36,000-mile Bumper-to-Bumper coverage
- No deductible
- 5-year/unlimited-mileage Corrosion Perforation coverage

### Roadside Assistance includes:

- Available during the Bumper-to-Bumper warranty period
- Toll-free number (1-800-241-FORD) is operational 24 hours a day, every day
- Customers can request services to change a flat tire, jump-start a battery, unlock or tow the vehicle, or deliver fuel

## AUDIO

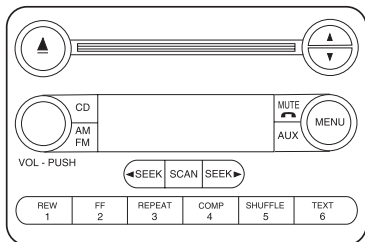
### This page is about:

- AM/FM Stereo/Single-disc CD/MP3 Capability
- Shaker 500 AM/FM Stereo/6-disc In-dash CD/MP3 Capability
- Shaker 1000 AM/FM Stereo/6-disc In-dash CD/MP3 Capability
- SIRIUS Satellite Radio

# 2007 Mustang

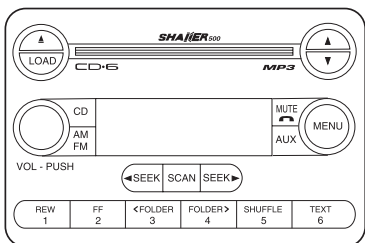
## Audio

### AM/FM Stereo/Single-disc CD/MP3 Capability



- Plays MP3 discs (up to 255 songs per disc) in flat mode or folder mode
- 4 full-range speakers
- 160 watts of peak power
- Auxiliary audio input jack
- Speed-sensitive volume control
- Shuffle tracks
- Repeat track
- Autoset (AST) — automatically locates the six strongest AM or FM station signals

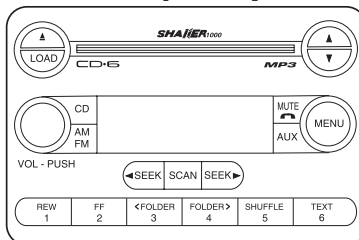
### Shaker 500 AM/FM Stereo/6-disc In-dash CD/MP3 Capability



*Includes or replaces features of AM/FM stereo/single-disc CD/MP3 capability plus:*

- 6-disc in-dash CD player with MP3 capability
- RDS feature (displays radio call letters/type, seek by music type)
- Occupancy modes (all seats, driver's seat, rear seat) allow the user to tailor the acoustics of the audio system to the occupants in the vehicle
- 8-speaker system — 240 watts of average power, 480 watts of peak power
  - One 1-inch tweeter in each door
  - One 5½ x 7½-inch midrange in each door
  - One 8-inch subwoofer in each door
  - Two full-range speakers in the back
  - Two subwoofer amplifiers mounted in the instrument panel

### Shaker 1000 AM/FM Stereo/6-disc In-dash CD/MP3 Capability



*Includes or replaces features of Shaker 500 AM/FM stereo/6-disc in-dash CD/MP3 capability plus:*

- “Shaker” mode for enhanced bass performance
- 10-speaker system — 580 watts of average power, 1160 watts of peak power
  - One 1-inch tweeter in each door
  - One 5½ x 7½-inch midrange in each door
  - One 8-inch subwoofer in each door
  - Two full-range speakers in the back
  - Two 10-inch subwoofers in the trunk
  - Two subwoofer amplifiers mounted in the instrument panel
  - Four subwoofer amplifiers mounted in the trunk panel

### SIRIUS Satellite Radio

- Requires Shaker 500 or Shaker 1000 audio system
- Order Code 50S must be specified. This will equip the vehicle with the necessary vehicle-to-radio interface and antenna
- Includes a free 6-month subscription to SIRIUS (from date of sale)
- Can be accessed using existing radio head controls:
  - Aux button — press and release to enter satellite radio mode
  - Seek/Scan — use these buttons to change channels
- Key benefits include:
  - 120 channels of music, talk, news and information (65 music channels)
  - 100 percent commercial-free music
  - Seamless coverage anywhere in the contiguous United States (not equipped to operate in Alaska or Hawaii)
- More information on the features and benefits of SIRIUS Satellite Radio is available online at [sirius.com](http://sirius.com) or toll-free at (888) 539-SIRIUS (7474)

### For More Audio Information

- Audio availability: Latest Dealer Ordering Guide
- Operating information: Vehicle Owner's Guide










# 2007 Mustang Wheels

## WHEELS

This page is about:

- 16" Wheels —
- 17" Wheels —
- 18" Wheels —

Wheel	V-6		GT	
	Deluxe	Premium	Deluxe	Premium
16" Painted Aluminum Wheel with Bright Machined Face 	Standard	—	—	—
16" Painted Aluminum Wheel with Chromed Spinner 	Optional	Standard	—	—
17" Premium Painted Cast Aluminum Wheel with Tri-bar Pony Center Cap 	—	Included in Pony Package	—	—
17" Premium Painted Cast Aluminum Wheel 	—	—	Standard	Standard
17" Bright Machined Cast Aluminum Wheel with Tri-bar Pony Center Cap 	—	Optional	Optional	Optional
18" Premium Aluminum Wheel 	—	—	Optional	Optional
18" Polished Aluminum Wheel with Tri-bar Pony Center Cap 	—	—	Optional	Optional

— = Not available.

**NOTE:** Wheel availability: Latest Dealer Ordering Guide.

March 2006

**SEATS****This page is about:**

- Mustang V-6
- Mustang GT
- Premier Trim w/Color Accents
- GT California Special Package

# 2007 Mustang

## Seats

### Seats

**Mustang**

	Interior Trim Colors						
	Medium Parchment	Light Graphite	Dark Charcoal	Black/ Parchment Color Accent	Black/ Dove Color Accent	Black/ Red Color Accent	Black/ Chamois Color Accent
<b>Mustang V-6</b> "Mustang" Logo Fabric Bucket Seats Verona Grain Leather- trimmed Bucket Seats	PH JH	P2 J2	PW JW				
<b>Mustang GT</b> "Stampeding Horse" Logo Fabric Sport Bucket Seats Aberdeen Embossed Leather-trimmed Sport Bucket Seats	5H KH	52 K2	5W KW				
<b>Premier Trim w/Color Accents</b> Aberdeen Embossed Leather- trimmed Sport Bucket Seats			KW	KC	KD	KR	K4
<b>GT California Special Package</b> California Special Dark Charcoal Interior Color Only Leather-trimmed Seats w/Contrasting Environment				FC <sup>(1)</sup>	FD <sup>(1)</sup>		

(1) California Special only available with Black tape stripe.

**NOTE:** Illustrations of the available seating choices: 2007 Color and Upholstery Book or the Specifications section of eSourceBook ([esourcebook.dealerconnection.com](http://esourcebook.dealerconnection.com)).

# 2007 Mustang

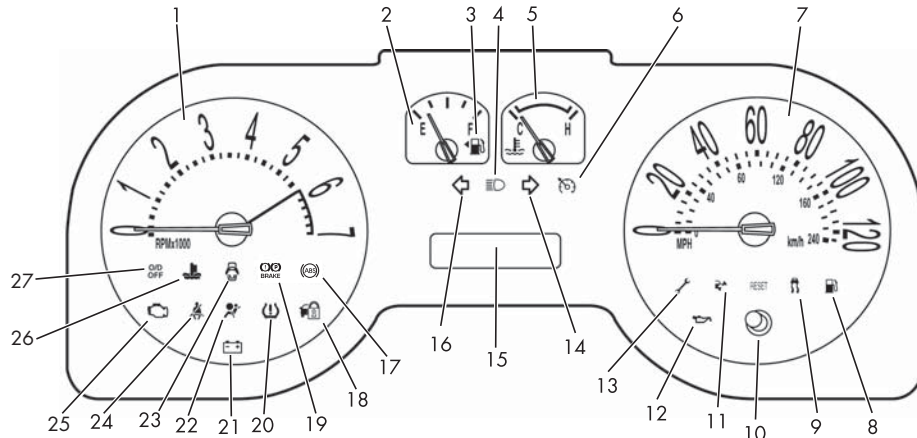
## Instrument Clusters

### INSTRUMENT CLUSTERS

This page is about:

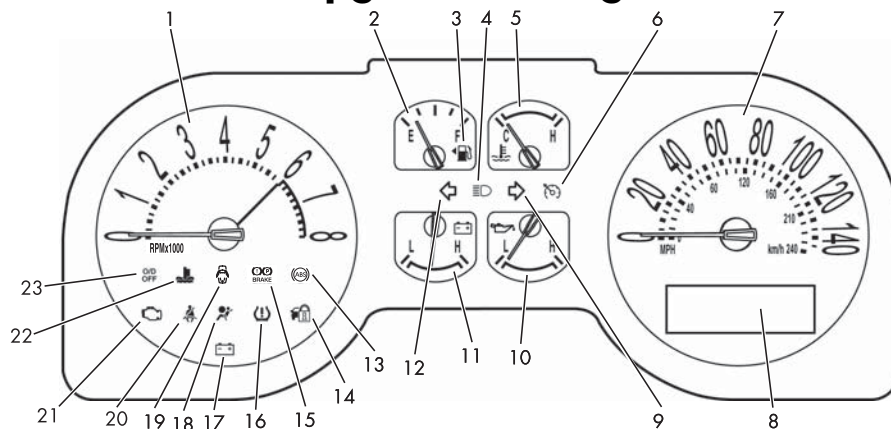
- Standard Cluster
- Interior Upgrade Package Cluster

### Standard Cluster



- |   |   |  |
|---|---|--|
| 1. Tachometer   | 12. Low engine oil pressure warning light                           | 20. Low tire pressure warning light              |
| 2. Fuel gauge   | 13. Throttle control/transmission warning light                     | 21. Charging system warning light                |
| 3. Fuel filler door location indicator                    | 14. Right turn signal indicator                                     | 22. Airbag readiness indicator/warning light     |
| 4. High-beam indicator                                    | 15. Odometer/trip odometer display                                  | 23. Door ajar warning light                      |
| 5. Engine coolant temperature gauge                       | 16. Left turn signal indicator                                      | 24. Fasten safety belt warning light             |
| 6. Speed control active indicator light                   | 17. Anti-lock Braking System readiness/warning light <sup>(1)</sup> | 25. Check engine warning light                   |
| 7. Speedometer  | 18. Anti-theft system active indicator light                        | 26. Engine coolant temperature warning light     |
| 8. Low fuel warning light                                 | 19. Brake system warning light/parking brake indicator light        | 27. Overdrive off indicator light <sup>(1)</sup> |
| 9. Traction control active indicator light <sup>(1)</sup> |   |  |
| 10. Trip odometer reset button                            |   |  |
| 11. Loose fuel cap warning light                          |   |  |

### Interior Upgrade Package Cluster



- |   |   |  |
|---|---|--|
| 1. Tachometer                           | 10. Engine oil pressure gauge                                       | 17. Charging system warning light                |
| 2. Fuel gauge                           | 11. Voltmeter   | 18. Airbag readiness indicator/warning light     |
| 3. Fuel filler door location indicator  | 12. Left turn signal indicator                                      | 19. Door ajar warning light                      |
| 4. High-beam indicator                  | 13. Anti-lock Braking System readiness/warning light <sup>(1)</sup> | 20. Fasten safety belt warning light             |
| 5. Engine coolant temperature gauge     | 14. Anti-theft system active indicator light                        | 21. Check engine warning light                   |
| 6. Speed control active indicator light | 15. Brake system warning light/parking brake indicator light        | 22. Engine coolant temperature warning light     |
| 7. Speedometer                          | 16. Low tire pressure warning light                                 | 23. Overdrive off indicator light <sup>(1)</sup> |
| 8. Message center                       |   |  |
| 9. Right turn signal indicator          |   |  |

(1) If equipped.

# 2007 Mustang

## Key Product Specifications<sup>(1)</sup>

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Overall Length	187.6 (V-6) 188.0 (GT)	187.6 (V-6) 188.0 (GT)
Overall Height	55.4	55.7
Overall Width (w/o mirrors)	73.9	73.9
Tread Width (front/rear)	62.8/63.0 (V-6) 62.3/62.5 (GT)	62.8/63.0 (V-6) 62.3/62.5 (GT)
Base Model Curb Weight (approx. lbs.)		
– Manual Transmission	3352 (V-6) 3356 (GT)	3477 (V-6) 3612 (GT)
– Automatic Transmission	3345 (V-6) 3540 (GT)	3526 (V-6) 3657 (GT)

Front/Rear Seating		
Seating Capacity	4	4
Head Room (front/rear)	38.6/34.7	38.8/36.3
Shoulder Room (front/rear)	55.4/53.4	55.4/45.0
Hip Room (front/rear)	53.6/46.8	53.6/45.2
Leg Room (front max./rear min.)	42.7/30.3	42.7/30.3

Passenger/Luggage/Fuel Capacity		
Passenger Volume (cu. ft.)	97.9	91.3
Trunk Volume (cu. ft.)	13.1	9.7
EPA Interior Volume (cu. ft.)	97.8	91.3
Fuel Tank Capacity (gal.)	16.0	16.0

Engine		
Driveline Layout	Rear-wheel drive	
Engine Type	4.0L SOHC V-6/4.6L SOHC V-8	
Displacement (liters/cu. in.)	4.0/244 (V-6) 4.6/281 (GT)	
Horsepower @ rpm	210 @ 5300/300 @ 5750	
Torque (lb.-ft.) @ rpm	240 @ 3500/320 @ 4500	
Compression Ratio	9.7:1/9.8:1	
Bore and Stroke	3.95 x 3.32 in./100.4 x 84.4mm (V-6) 3.55 x 3.54 in./90.2 x 90.0mm (GT)	
Fuel Injection	Electronic returnless sequential	
Recommended Fuel	87 octane (minimum)	
Fuel Economy <sup>(2)</sup> (city/hwy. mpg)	19/28 V-6 Manual 17/25 V-8 Manual	19/25 V-6 Automatic 17/23 V-8 Automatic
Exhaust System	Single stainless steel with catalytic converter (V-6) Dual stainless steel with catalytic converters (GT)	

Transmission		
Type	5-speed manual Tremec T5 (V-6) 5-speed manual Tremec TR3650 (GT) 5-speed automatic 5R55S (V-6 and GT)	
Final Drive Ratio	3.31:1 (V-6 and GT with automatic transmission) 3.55:1 (GT with manual transmission)	

Gear Ratios						
Gears	1st	2nd	3rd	4th	5th	Rev.
Mustang V-6 Manual	3.75:1	2.19:1	1.41:1	1.00:1	0.72:1	3.53:1
Mustang GT Manual	3.38:1	2.00:1	1.32:1	1.00:1	0.68:1	3.38:1
Mustang V-6 Automatic	3.22:1	2.29:1	1.55:1	1.00:1	0.71:1	3.07:1
Mustang GT Automatic	3.22:1	2.29:1	1.55:1	1.00:1	0.71:1	3.07:1

Front Suspension	
Type	Reverse-L independent MacPherson strut
Springs	Coil
Shock Absorbers	Twin tube, gas-charged
Stabilizer Bar Diameter	28.6mm (V-6)/34.0mm (GT)

Rear Suspension	
Type	Solid-axle 3-link with Panhard rod
Springs	Coil
Shock Absorbers	Twin tube, gas-charged
Stabilizer Bar Diameter	22mm (GT)

Steering	
Type	Rack-and-pinion with power assist
Overall Ratio	15.7:1
Turning Diameter, Curb-to-Curb (ft.)	33.4 (V-6) 37.7 (GT)

Brakes	
Standard	Vented disc, twin-piston aluminum calipers

Trailer Towing <sup>(3)</sup>	
Towing Class	Light Duty Class I
Gross Trailer Weight	1000 lbs. max.
Maximum Tongue Load	100 lbs. max.
Hitch Design	Load-carrying type

Neutral Towing	
Emergency Towing	It is recommended that Mustang be towed with a wheel lift or with flatbed equipment. However, if towing in an emergency only, Mustang may be neutral towed behind another vehicle, but only at a maximum speed of 35 mph and for a distance of no greater than 50 miles
Recreational Towing	When towing Mustang behind another vehicle such as an RV, a wheel lift or a flatbed trailer must be used or the driveshaft must be removed

(1) Based on official 2006 MVMS Passenger Vehicle Specifications. Dimensions and capacities are in inches unless otherwise specified.

(2) 2006 EPA data.

(3) Towing information: 2007 RV &amp; Trailer Towing Guide or the vehicle Owner's Guide.