

1989 FORD CARS



FORD FOR 1989

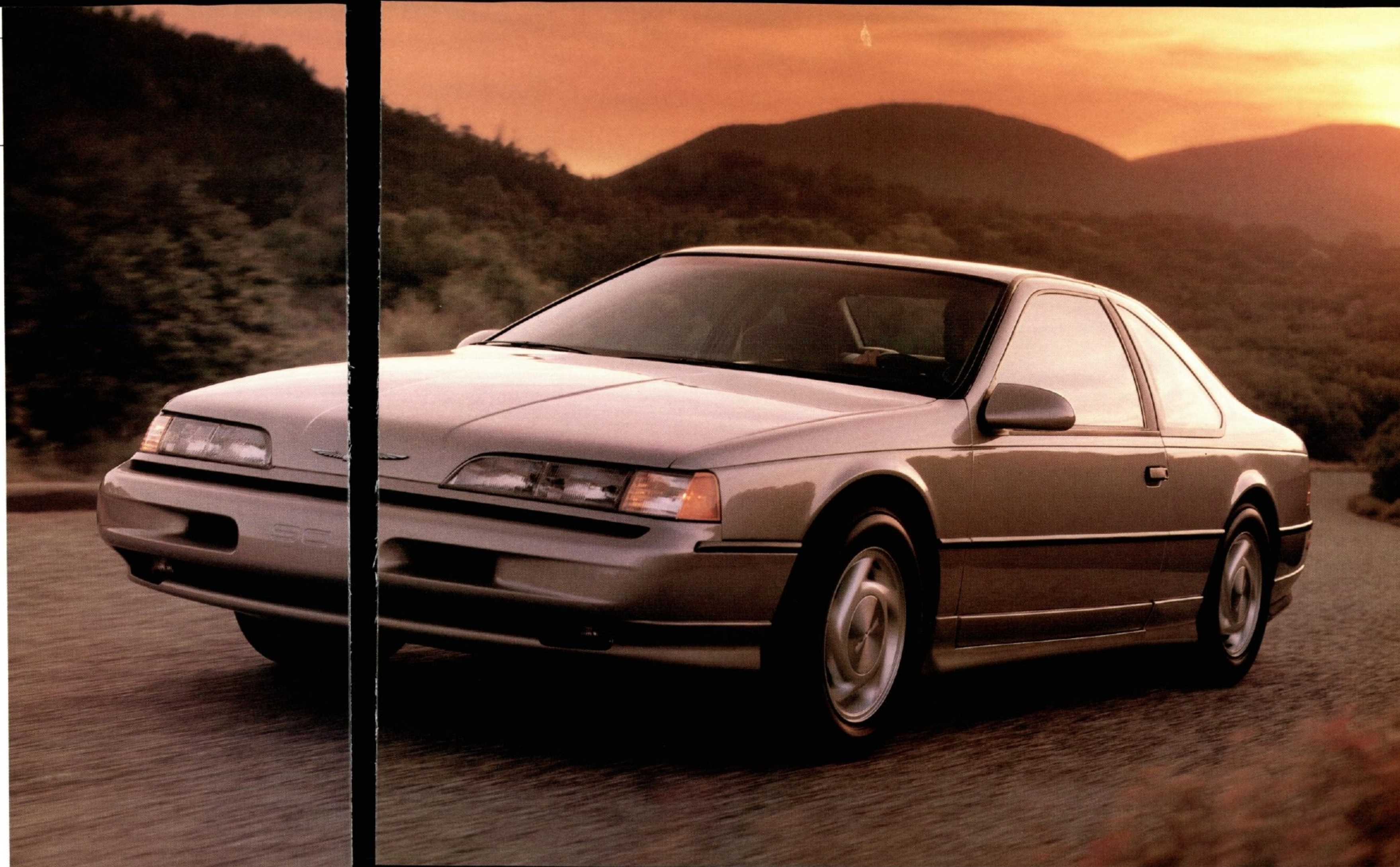
At Ford, we are committed to continual product improvement. It's but a small part of our overall philosophy that places you, the customer, first and makes quality our highest priority.

We think the proof of our commitment is most evident in the cars and trucks we have to offer for 1989. Some of them you can see and read about in this catalog.

Thunderbird, Taurus, Probe, Mustang, Tempo, Escort, LTD Crown Victoria, Aerostar and Festiva.

These are just a few of the reasons why we are winning the world over. Have you driven a Ford...lately?

*Ford Thunderbird SC in
Light Titanium Clearcoat
Metallic. Some equipment
shown is optional.*



FORD THUNDERBIRD

Thunderbird, redefined for the '90s, takes the art and science of design one step further with smooth, clean lines that characterize the Ford approach to styling.

The 1989 Thunderbird features a sleek exterior with low-profile hood and flush glass. The interior is ergonomically designed around the driver and offers five-passenger comfort.

There are three types of

Thunderbird excitement:

Start with the standard Thunderbird which comes equipped with a V-6 engine, automatic overdrive transmission, independent rear suspension, gas-pressurized shocks, air conditioning, bucket seats, console and more.

Next is the Thunderbird LX which offers truly luxurious touring. LX adds high level interior appointments such as electronic instrument cluster, speed sensi-

tive power steering and speed control, to name just a few.

Thunderbird SC is the ultimate 'Bird. Built for the driving enthusiast, SC includes four wheel anti-lock disc brakes, Automatic Ride Control suspension, speed sensitive power steering and a supercharged, intercooled V-6 engine with 5-speed manual transmission. The interior features multi-adjustable articulated front seats, analog sport instrument cluster and much, much more.

Thunderbird LX interior in Titanium.



Thunderbird LX in Deep Titanium Clearcoat Metallic.

Some equipment shown is optional.



FORD TAURUS

Every year since its introduction, Ford Taurus has brought world-class design and engineering features to sedan and wagon drivers all over America.

Among the many world-class features are these: Outstanding aerodynamic efficiency. Exceptional driver-oriented convenience and spacious 6-passenger comfort. Sophisticated fuel-injected and computer-controlled performance. And 4-wheel independent suspension for balanced ride smoothness and handling capability.

Taurus comes in L, GL and LX sedan, wagon models and the new for '89 Taurus SHO (Super High Output).

The Taurus SHO sedan has the features and luxury appointments that distinguish world-class sport sedans of high-

performance caliber.

Taurus SHO is powered by a 3.0L 24-valve V-6 with 4 cams and sequential electronic port fuel injection.

Low-profile, speed-rated P215/65VRx15" BSW tires on cast aluminum wheels go along with its front-wheel-drive traction, 4-wheel disc brakes and 4-wheel independent handling suspension system. Taurus SHO also features front fog lamps and lower bodyside aero cladding with wheel spats.

SHO's list of standard features also includes manual-control air conditioning. Leather-wrapped steering wheel. Tilting steering column. Speed control. Courtesy light group. The autolamp and illuminated entry systems. Remote fuel door and decklid releases. Power side windows and door locks, and more.



Top: Taurus LX sedan in Light Titanium.

Above: Taurus LX instrument panel in Titanium.



Above: Taurus SHO in Light Titanium Clearcoat Metallic.

Center: Taurus LX wagon in Crystal Blue Clearcoat Metallic.

Taurus SHO engine.

Some equipment shown is optional.

FORD PROBE

The forward thinking at Ford is also evident in the 1989 Probe.

With a coefficient of drag as low as .304, Ford Probe is remarkably aerodynamic. Probe also provides the practical dimension of roomy, 4-passenger comfort plus ample luggage space.

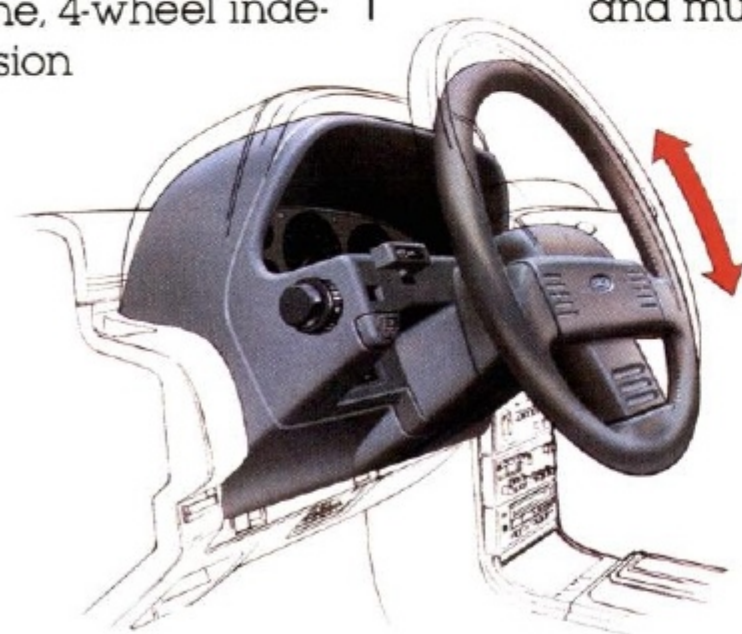
Probe quality and driving enjoyment are available in three models: the well-equipped GL. The luxurious LX. And the high performance GT.

Among GL's many standard features are a responsive 2.2 liter multiple-port fuel-injected, 12-valve I-4 engine, 4-wheel independent suspension

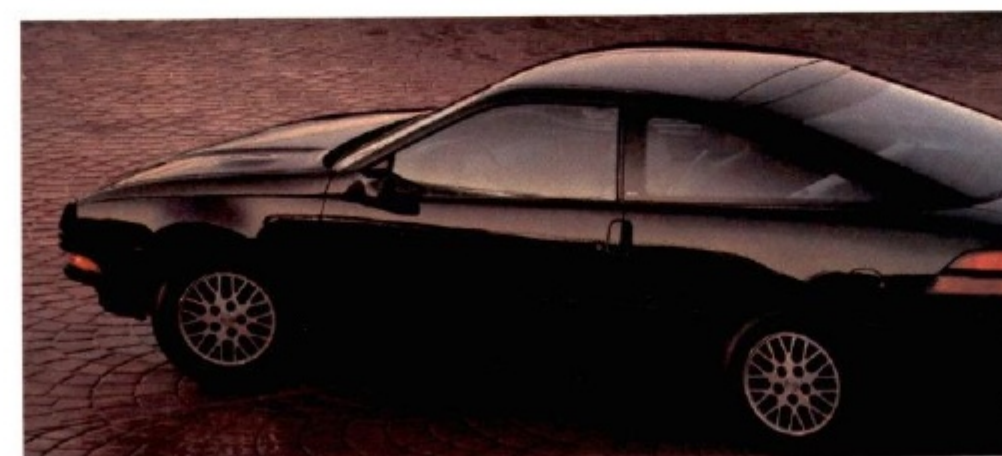
system, reclining front bucket seats with driver's side height adjustment, 50/50 split/fold rear seat, and more.

Probe LX adds standard features such as a multi-adjustable driver's seat, electric remote sport mirrors, console with folding armrest and storage bin, plus the tilt steering column/instrument cluster, to name a few.

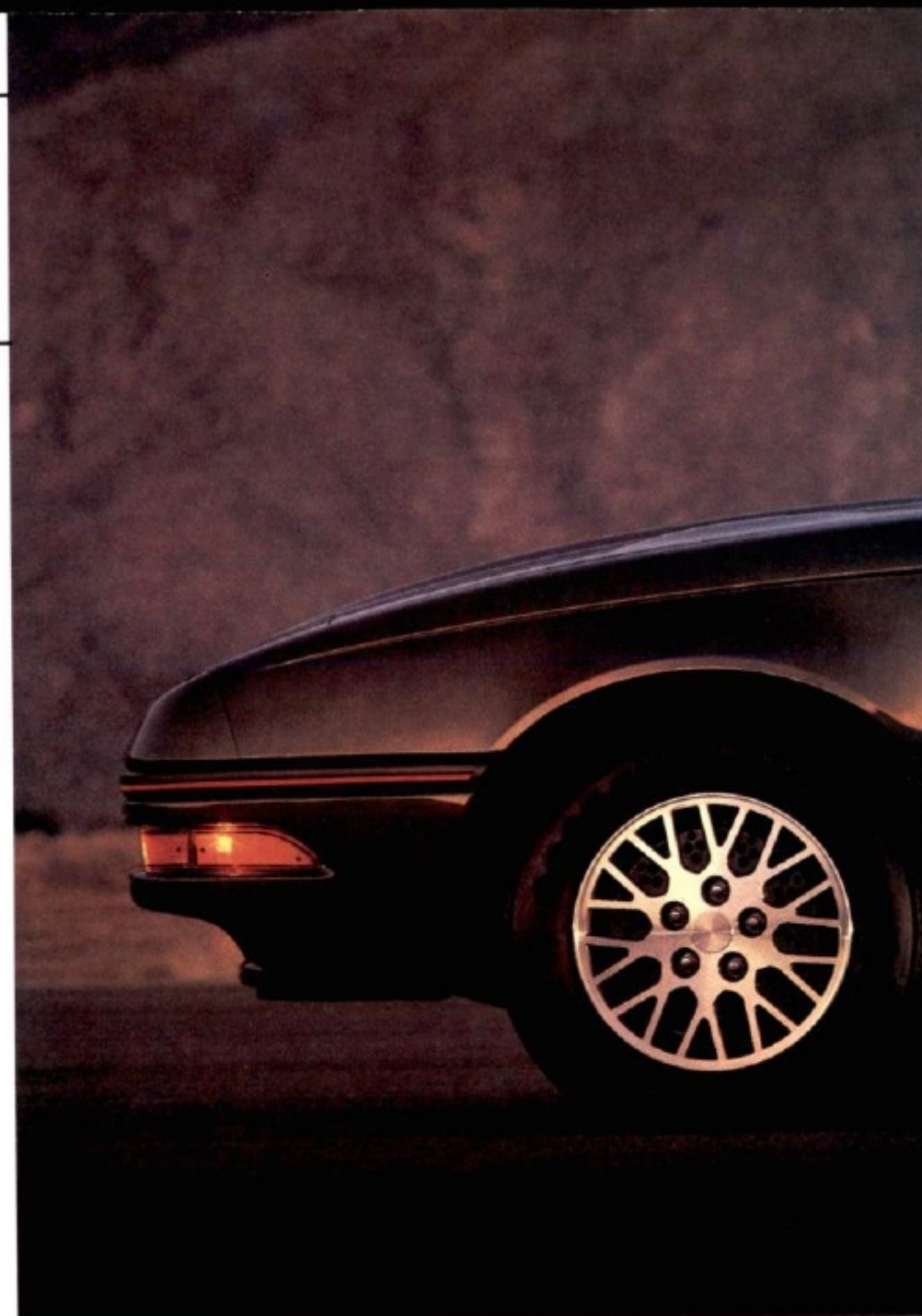
Probe performance reaches its full potential in the GT. It comes complete with a turbo-charger and air-to-air inter-cooler, Automatic Adjusting Suspension, computerized speed sensitive power steering, and much more.



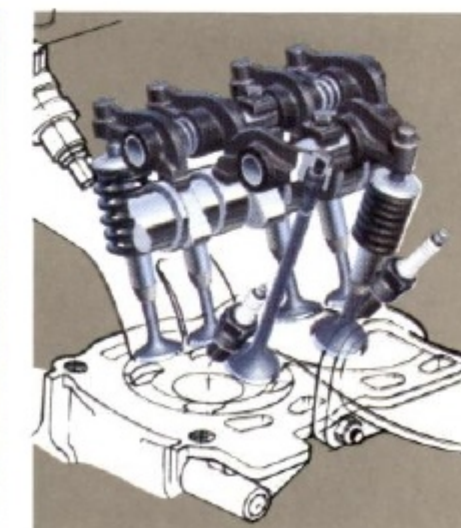
Probe's integrated steering wheel/instrument cluster tilts as a unit so the relationship between the two remains constant. Standard in LX and GT.



Probe GL in Black.



Probe GT in Crystal Clearcoat Metallic.



Probe LX in Deep Titanium Clearcoat Metallic.

Some equipment shown is optional.

Probe's advanced engine design utilizes three valves per cylinder to enhance power and efficiency.

FORD MUSTANG

Mustang is the remedy for dull, boring driving. If you don't believe that, you haven't driven one...lately.

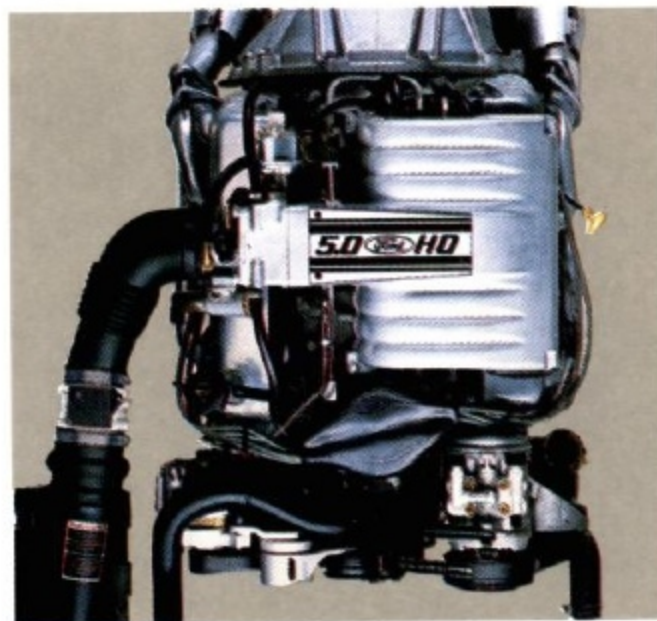
The 1989 Mustang brings new excitement with the LX 5.0L model combining the power and performance attributes of the GT with the smooth body-style of the LX.

One look at Mustang GT leaves no doubt about this car's design intentions. But there's more than just the awesome 225 horsepower 5.0L V-8.

There's a performance-oriented interior. A 5-speed manual transmission with overdrive fifth gear. Rack-and-pinion

power steering has a 14.7:1 ratio. A taut handling suspension system. Unidirectional Goodyear Eagle 15-inch performance radials. Cast aluminum wheels. And bold, aggressive styling.

But you don't have to drive a GT or LX 5.0L to have fun. Mustang LX provides plenty of that. It has a responsive 2.3 liter engine, 5-speed manual transmission. Comfortable interiors with cloth reclining buckets. And with the optional Special Value Group, available at no charge with every 2.3L equipped LX, you get power locks, dual electric mirrors, electronic AM/FM stereo with cassette tape player, and more.



Mustang 5.0L HO EFI V-8.



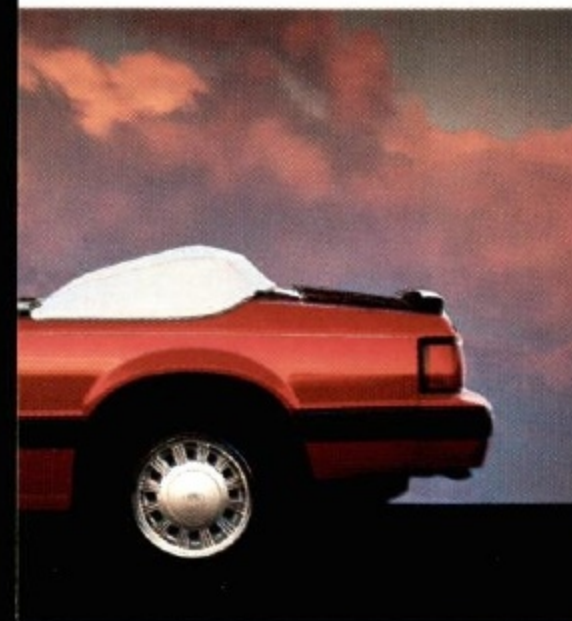
Above center: Mustang GT 2-door hatchback in Dark Grey Metallic.

Above: Mustang LX 5.0L Sport in Black.

Bottom center: Mustang LX convertible in Bright Red.

Left: Mustang LX 2-door sedan in Medium Shadow Blue Metallic.

Some equipment shown is optional.



FORD TEMPO

If you happen to be in the new car market looking for contemporary style and image, you should take a close look at the 1989 Ford Tempo.

Tempo offers proven engineering features like four-wheel independent suspension with gas-pressurized hydraulic struts, fuel injected engines, front-wheel drive or the All-Wheel-Drive (AWD) Tempo model.

Inside Tempo's interior has room and comfort for five passengers. The front bucket seats are cloth covered and have

reclining seat backs.

There are four models to choose from. Start with the Tempo GL, available in 2- and 4-door models. Move up to the luxury of the 4-door LX. Go sporty with the flair of the GLS in 2- or 4-door models. Or get the touch-of-a-button added traction of the 4-door Tempo AWD.

For even greater value, there are Special Value Packages for all Tempo models. The packages include popular options at substantial savings when compared to the price of the options purchased separately.



Tempo GLS interior in Scarlet Red.



Tempo LX in Silver Clearcoat Metallic.



Tempo GLS in Black.
Shown with optional Sport Appearance Package (delayed availability, see your Dealer for details).



Tempo AWD in Twilight Blue Clearcoat Metallic.



Tempo LX interior in Medium Grey.

Some equipment shown is optional.

FORD ESCORT

Escort has built its reputation for excellence on being a versatile all-around performer and providing outstanding value.

Escort features front-wheel drive, electronic fuel-injected performance, 4-wheel independent suspension and an interior environment designed to be both comfortable and practical.

Escort also offers a wide selection of well-equipped models in hatchback and wagon styles.

The LX and Pony models are equipped for outstanding value. Escort Pony is available in the 2-door hatchback. Escort LX is yours in 2- or 4-door hatchback, or the surprisingly roomy wagon.

Escort Wagon is a perfect blend of small car value and big space. The wagon offers the same LX extra value features plus over 58 cubic feet of cargo area with the rear seat back folded down.

Bold performance and bold looks distinguish Escort GT as the performance-tuned member of the 4-passenger Escort family.



Clockwise from center:
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.

Escort LX Wagon in Black.

Escort GT in Oxford White.

Escort LX instrument panel.

Escort LX interior in Regatta Blue.

Some equipment shown is optional.

FORD LTD CROWN VICTORIA

Very few cars available in today's marketplace have advantages so readily apparent — full-size room and comfort.

The spacious LTD Crown Victoria interior compartment accommodates six adults (there's seating for eight in wagons equipped with optional dual facing rear seats).

LTD Crown Victoria's ride-oriented suspension design and gas-pressurized shock absorbers combined with a 114.3" wheel-

base help give Crown Victoria the exceptionally smooth ride it's noted for.

Standard equipment like power steering, power front disc brakes, air conditioning and a high level of sound insulation also contribute to driving pleasure.

Crown Victoria's 5.0 liter V-8 engine is sequentially fuel injected. In addition to its reassuring response in everyday driving situations, it provides the kind of power required for many kinds of towing chores.



LTD Crown Victoria LX
interior in Medium Grey.



Above: LTD Crown Victoria LX sedan in Silver Metallic.

Center: LTD Country Squire LX wagon in Oxford White.

Left: LTD Crown Victoria sedan in Deep Shadow Blue Metallic.

Some equipment shown is optional.

FORD AEROSTAR

One look at the Ford line-up and you can tell Aerostar is a completely different type of vehicle.

Of course, Aerostar does have smooth aerodynamic contours exhibited in the sleek designs of Ford cars. Yet it has the truck-like engineering features and capability of Ford trucks.

Aerostar comes with 5- or 7-passenger seating depending on which series you choose (XL, XL Plus, XLT, XLT Plus or Eddie Bauer). Remove the "quick-release" rear bench seat(s) and you have a flat, unobstructed load floor. And with the spare tire located under the body, there are over 139.3 cu. ft. of cargo volume.

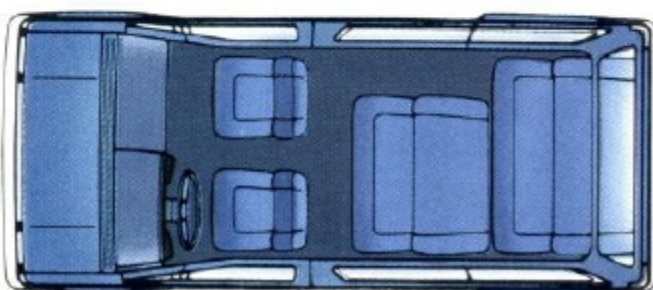
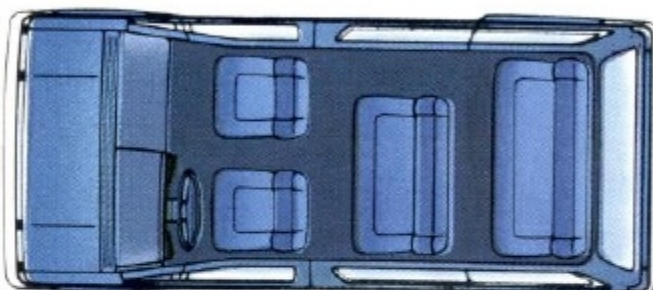
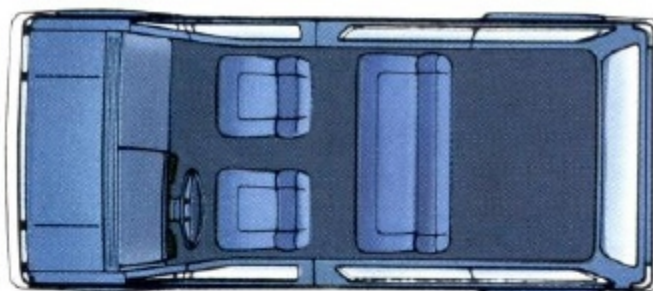
Aerostar XL 5-passenger seating: front bucket seats, rear bench seat.

Aerostar XL Plus/XLT/XLT Plus 7-passenger seating: front Captain's Chairs, rear bench seats.

Eddie Bauer Aerostar 7-passenger seating: front Captain's Chairs, rear seat/bed.

You'll like the feeling of the multiple-port fuel injected 3.0L V-6 engine and the excellent ride quality provided by a computer designed 4-corner coil spring suspension system.

And this year there's a new extended-length Aerostar (late availability) that increases cargo volume from 139.3 cubic feet to over 167 cubic feet.



With rear-wheel drive and standard V-6 power, a properly equipped Aerostar is capable of towing a trailer weighing up to 4,800 pounds. (Reduced by passenger and cargo weight in the towing vehicle.)

Eddie Bauer Aerostar Wagon in Deep Shadow Blue Clearcoat Metallic over Light Chestnut Clearcoat Metallic.



FORD FESTIVA



Front-wheel-drive Festiva is a great choice in a small car because it offers so much transportation for the dollar.

Festiva's interior is surprisingly roomy and comfortable. The front bucket seats recline and the rear seat is a flip/fold type for added cargo room.

Festiva's power front disc brakes, MacPherson strut front suspension and torsion beam rear suspension, 1.3 liter over-

head-cam 4-cylinder engine and manual overdrive trans-axle make it a lot of fun to drive (an automatic transaxle is optional with L Plus and LX).

Festiva also provides the small car benefits that are expected: a 4-cylinder power-plant, excellent maneuverability and ease of parking.

Choose Festiva L, L Plus or the substantially appointed LX and find transportation value that doesn't look (or feel) the part.



Festiva LX in Brilliant Red.

Festiva L-Plus in White.

When you order Festiva's automatic transaxle, optional on the L-Plus and LX models, the engine comes equipped with electronic fuel injection.

Some equipment shown is optional.

OWNER INFORMATION

Ford's powertrain warranty covers all 1989 cars and light trucks for 6 years or 60,000 miles, whichever comes first. This limited warranty covers major powertrain components. Certain restrictions and deductible apply. Ask to see a copy of this warranty when you visit your Ford Dealer.

Ford-paid repair programs after the warranty period

Sometimes Ford Motor Company offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls.

Ford Leasing and Ford Credit

The leasing alternative is available through your Ford Dealer. A participating dealer can arrange financing terms or a Red Carpet Lease® tailored to your circumstances through Ford Credit.

Technical service bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues technical service bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later.

For more information...

Ask Ford Motor Company or your Ford or Lincoln-Mercury, Scorpio or XR4Ti dealer about Ford-paid repair programs and/or TSBs relating to your vehicle.

To get copies of any materials for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:

Ford Customer
Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address; year, make, model and vehicle identification number, as well as engine size.

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
3.8 liter SEFI V-6
Transmission
Automatic overdrive
Front suspension
Long spindle, "short/long arm" (SLA), helical coil springs, double-acting gas-pressurized shock absorbers, stabilizer bar
Rear suspension
Independent, coil springs, double-acting gas-pressurized shock absorbers, stabilizer bar
Steering
Std. Power rack-and-pinion, ratio 15:1, LX: Speed-sensitive power, ratio 15:1
Brakes
Power front disc/rear drum
Optional: Power four-wheel disc, anti-lock braking
Wheels
Stamped steel 15"x6.0"
Tires
P205/70R15 BSW
Thunderbird SC
Engine type
3.8 liter supercharged, intercooled V-6 with EFI and dual exhausts
Transmission
5-speed manual
Front suspension
Automatic adjustable handling suspension, larger front stabilizer bar
Rear suspension
Automatic adjustable handling suspension, Quadra-Shock
Steering
Speed-sensitive power, ratio 15:1
Brakes
Power four-wheel disc, anti-lock braking
Wheels
Cast aluminum 16"x7.0"
Tires
P225/60VR16 performance

Taurus L, GL, LX

Drivetrain
Front-wheel drive
Engine type
Std. 2.5L EFI I-4 (L, GL sedans)
Std. 3.0L EFI V-6 (LX sedan; L, GL wagons)
Std. 3.8L SEFI V-6 (LX wagon)
Transaxles
3-speed fluid linked converter (FLC) automatic (I-4 engine)
4-speed automatic overdrive (V-6 engines)
Front suspension (sedan/wagon)
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 engines)
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 ratio
Brakes
Power-assisted front discs/rear drums
Wheels
Deluxe wheel covers (L, GL)
Cast aluminum wheels (LX)
Tires
P205/70R14 BSW all-season, standard (L, GL)
P205/65R15 BSW all-season, standard (LX)

Taurus SHO

Drivetrain
Front-wheel drive
Engine type
3.0L DOHC 24-valve SEFI V-6
Transaxle
5-speed manual overdrive
Front suspension
Independent MacPherson type with performance handling components including higher-rate strut valving, stiffer suspension bushings, and larger .94" stabilizer bar
Rear suspension
Independent MacPherson type with performance handling components including higher-rate strut valving, stiffer suspension bushings 1.05" stabilizer bar
Steering
Power rack-and-pinion, 15.25:1 ratio
Brakes
Power-assisted 4-wheel discs
Wheels
Cast aluminum wheels, 15"
Tires
P215/65VR15 BSW

Probe GL and LX

Drivetrain
Front-wheel drive
Engine type
2.2 liter EFI 12-valve in-line 4-cylinder
Transaxle
Std. 5-speed manual overdrive
Front suspension
Independent, MacPherson struts/coil springs, asymmetrical control arms, stabilizer bar
Rear suspension
Independent, struts/coil springs, 4-bar with single trailing arm, stabilizer bar
Steering
Power rack-and-pinion, 17.1:1 ratio
Brakes
Power front disc/rear drum
Wheel covers
Std. deluxe (GL); luxury (LX)
Tires
P185/70SR14 BSW steel-belted
Probe GT
Drivetrain
Front-wheel drive
Engine type
2.2L 12-valve in-line 4-cyl. EFI, turbo, intercooler
Transaxle
Standard 5-speed manual overdrive
Front suspension
Independent MacPherson type with higher rate springs, stiffer bushings, larger stabilizer bar; computerized automatic-adjusting nitrogen gas-pressurized struts
Rear suspension
Independent MacPherson type with higher rate springs, stiffer bushings, larger stabilizer bar; computerized automatic-adjusting nitrogen gas-pressurized struts
Steering
Computerized speed-sensitive, variable-assist power rack-and-pinion, 17.1:1 ratio
Brakes
Power 4-wheel discs standard
Wheels
15-in. aluminum
Tires
P195/60VR15 BSW Goodyear Eagle speed-rated performance

Tempo GL, LX, AWD, GLS

Drivetrain
Front-wheel drive (GL, LX, GLS)
All-Wheel-Drive (AWD) "on demand"
Engine type
2.3L HSC EFI overhead valve in-line 4-cylinder (HSO engine in GLS)
Transaxle
5-speed manual (3-speed FLC automatic in AWD)
Front suspension
Independent MacPherson strut front drive with dual path strut-mounted coil springs, forged lower control arms and cast steering knuckles
Rear suspension
Parallel 4-bar fully independent MacPherson strut with coil spring offset on shock strut; parallel suspension arms and tie bar
Steering
Power rack-and-pinion, 18.4:1 ratio
Brakes
Power front disc/rear drum, dual hydraulic split diagonal, pinslider-type
Wheels
Deluxe wheel covers on GL models
Polycast on LX and AWD models
7-spoke aluminum with locking lug nuts on GLS models
Tires
P185/70R14 BSW all-season on GL models
P185/70R14 BSW performance/all-season on LX, AWD and GLS models

Mustang LX 2-door sedan/2-door hatchback/convertible

Drivetrain
Rear-wheel drive
Engine type
2.3L OHC EFI 4-cylinder
Transmission
Standard: 5-speed manual
Front suspension
Modified MacPherson, gas-pressurized hydraulic struts, coil springs, stabilizer bar
Rear suspension
Four-bar link, gas-pressurized hydraulic shocks, coil springs
Steering
Power rack-and-pinion, 20:1 ratio
Brakes
Power front disc/rear drum
Wheels
Styled road wheels
Tires
Standard: P195/75R14 BSW steel-belted radials
Mustang GT 2-door hatchback/convertible
Drivetrain
Rear-wheel drive
Engine type
5.0L HO overhead valve EFI V-8
Transmission
Standard: 5-speed manual
Front suspension
Modified MacPherson, gas-pressurized hydraulic struts, variable rate coil springs, stabilizer bar
Rear suspension
Variable rate coil springs, Quadra-Shock with vertically-mounted gas-pressurized shocks, horizontally-mounted freon-filled axle dampers, stabilizer bar
Steering
Power rack-and-pinion, 15:1 ratio
Brakes
Power front disc/rear drum
Wheels
16-spoke cast aluminum, 15-inch
Tires
P225/60VR15 unidirectional Goodyear performance radials

Escort LX

Drivetrain
Front-wheel drive
Engine type
1.9 liter I-Line OHC EFI 4-cylinder
Transaxle
4-speed manual
5-speed manual transaxle standard with wagon and high altitude, optional with LX
Front suspension
MacPherson strut, independent, stabilizer bar, track control arm
Rear suspension
Modified MacPherson strut, independent, tie bar, control arm, forged spindle
Steering
Manual rack-and-pinion, 21.2:1 ratio
Brakes
Four-wheel hydraulic, power front disc/rear drum
Wheels
Semi-styled steel stamped
Tires
P175/70R14 BSW
Escort GT
Drivetrain
Front-wheel drive
Engine type
1.9 liter, OHC hemi-head, high output, EFI, 4-cylinder
Transaxle
5-speed manual
Front suspension
Handling suspension, larger front stabilizer bar
Rear suspension
Handling suspension, variable rate springs, stabilizer bar
Steering
Power rack-and-pinion, 18.3:1 ratio
Brakes
Four-wheel hydraulic, power front disc/rear drum
Wheels
8-spoke cast aluminum
Tires
P195/60HR15 performance

LTD Crown Victoria

Drivetrain
Rear-wheel drive
Engine type
5.0L SEFI V-8, overhead valves and modified wedge combustion chambers
Transmission
Automatic overdrive
Front suspension
Independent short and long arm with ball joints and coil spring; stabilizer bar; direct double-acting gas-pressurized shock absorbers
Rear suspension
4-bar link with coil spring; direct double-acting gas-pressurized shock absorbers
Steering
Constant ratio recirculating ball with power assist
Brakes
Power front disc/rear drum (heavy-duty rear in wagons)
Wheels
Stamped steel disc
Tires
P215/70R15 WSW all-season steel-belted radials (mini-spare tire)

Festiva

Drivetrain
Front-wheel drive
Engine type
1.3 liter in-line OHC 4-cylinder
2V carburetor
EFI with optional automatic transaxle
Transaxle
4-speed manual overdrive (L and L Plus)
5-speed manual overdrive (LX)
Front suspension
Independent MacPherson strut; strut-mounted coil springs, track control arm and stabilizer bar
Rear suspension
Torsion beam type with strut-mounted coil springs
Steering
Manual rack-and-pinion, 20:1 ratio
Brakes
Power front disc/rear drum
Wheels
4.0" semi-styled steel (L and L Plus); 4.5" semi-styled steel (LX)
Tires
145/SR12 steel-belted radial (L and L Plus)
165/70SR12 steel-belted radial (LX)

Aerostar

Drivetrain
Rear-wheel drive
Engine type
3.0L EFI V-6
Transmission
5-speed manual overdrive
Front suspension
Independent "short/long arm" (SLA) design; springs computer-selected; 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
Wheels
5.5 J.J. 5-hole; (forged aluminum optional)
Tires
P215/70R14 steel-belted radials; all-season tread design

