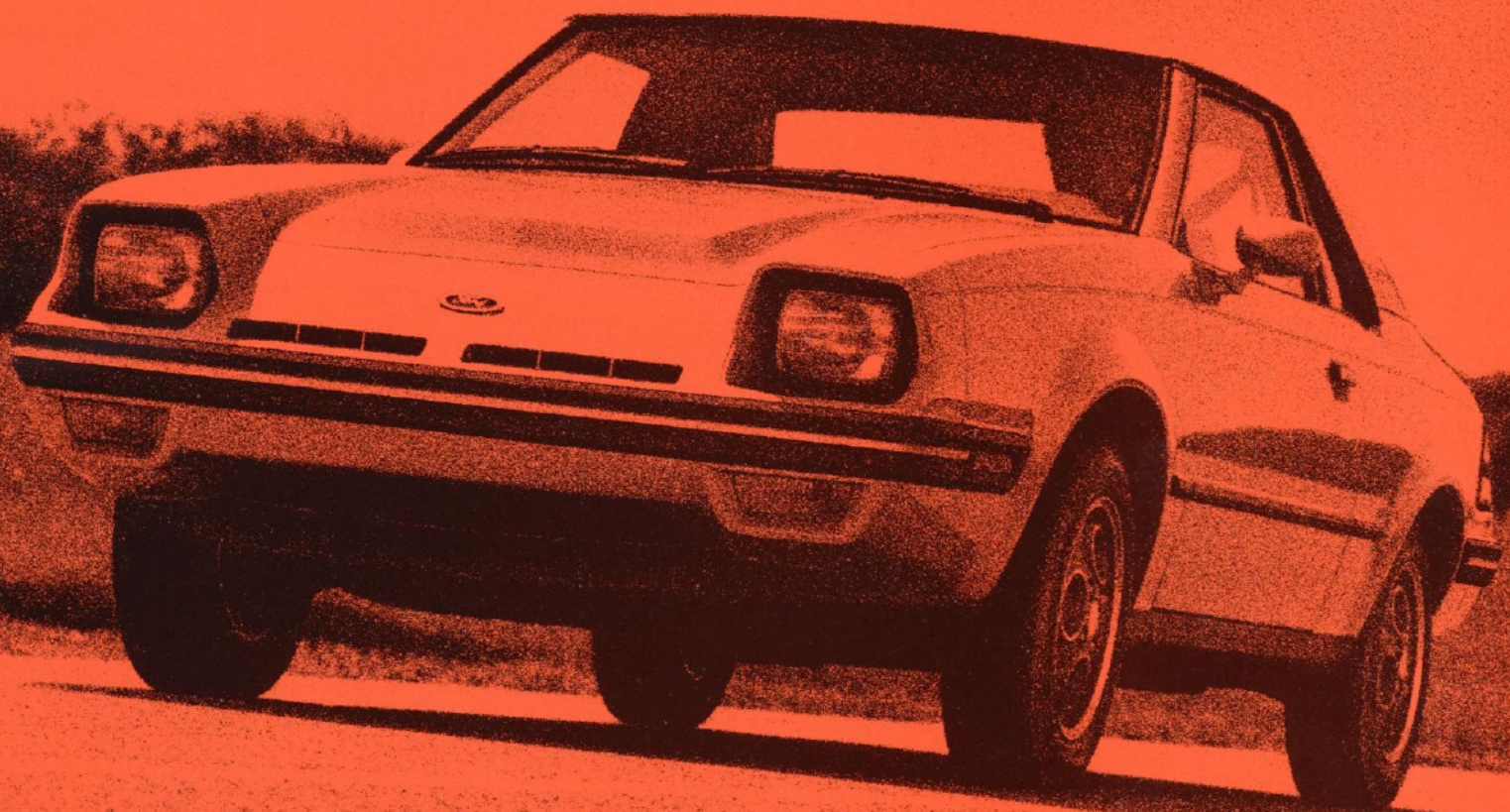


1984 Ford EXP



At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer—of you—sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

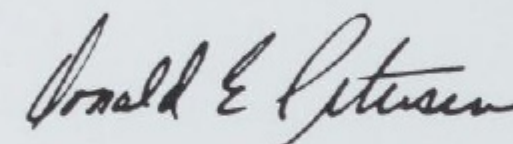
Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.



Donald E. Petersen
President
Ford Motor Company

EXP Turbo Coupe

EXP Turbo Coupe delivers outstanding performance, with the new 1.6 liter EFI turbo-charged engine under the hood and special suspension components engineered for precise handling. These, along with such features as sport performance seats, make Turbo Coupe the most exciting EXP ever built.



EXP Luxury Coupe

Sporty yet elegant — that's EXP Luxury Coupe. Reclining all-cloth low-back bucket seats are standard, plus AM/FM stereo, console, electric rear window defroster, dual remote-control sport mirrors, and much more. Like the standard EXP, the Luxury Coupe provides good power response and excellent economy.*



Ford EXP

EXP for 1984 has a new bubbleback rear hatch design, a new driver-command instrument panel, and is powered by a standard 1.6 liter HO (higher output) engine with 5-speed manual transaxle. There's more 2-seat driving enjoyment in a Ford EXP than ever before.

*See Gas Mileage on page 11.



A word about this catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.

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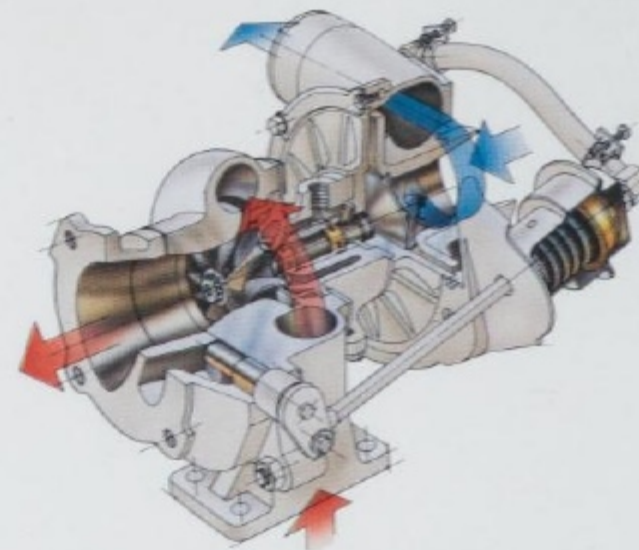
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Power & Efficiency

1.6 liter HO engine

EXP's standard powerplant is designed to deliver responsive performance along with excellent fuel economy.*

The CVH engine has hemispherical (half-round) heads and sculptured piston crowns that produce a "squish" effect on the fuel/air mixture — a turbulence which forces the fuel/air to



Turbocharging: Hot exhaust gases (red) turn the turbine wheel to power the compressor. Outside ambient air (blue) enters the compressor and is blown through the induction system to the combustion chambers.

charger remains at idle, which helps fuel economy. But at the driver's command it delivers a quick surge of power when the accelerator is pressed.

Cubic inch for cubic inch, the 1.6 liter turbo engine is among the most powerful production engines Ford has ever produced. It has an overhead cam design and 8:1 compression ratio, forged aluminum pistons, high-temperature alloy valve materials and an oil cooler. A 5-speed transaxle is standard.

The "blow-through" turbocharger is positioned upstream from the fuel injectors and throttle plate. Unlike other turbocharging units, this "blow-through" system pressurizes on demand, which gives the driver instantaneous throttle response.

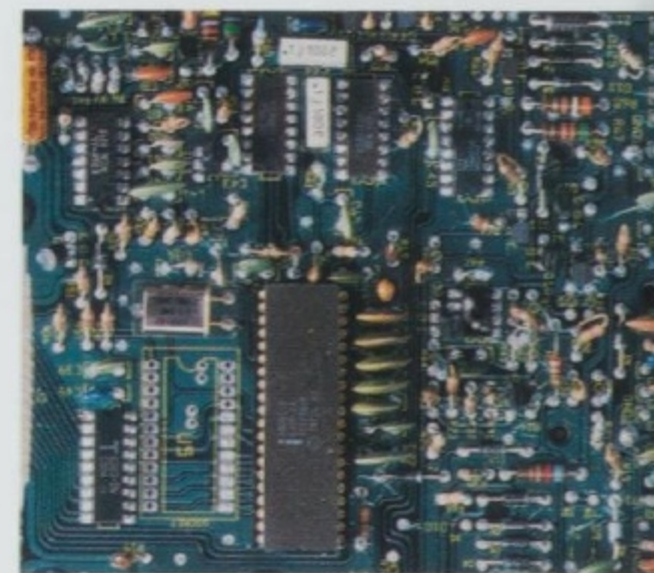
The turbo engine is electronically fuel-injected. EFI provides a number of important advantages over the conventional carburetor. The major advantage is more efficient use of fuel,* accomplished by the precise high-pressure injection of fuel directed in front of each intake valve.

EFI provides improved overall operation: easy starting

and smooth running, even in hot and cold temperatures.

EEC-IV: the world's most advanced onboard automotive computer

The 1.6 liter EFI turbo-charged engine benefits from a computer called EEC-IV — a fourth generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second.



EEC-IV computer

EEC-IV instantly adjusts the air/fuel mixture and ignition timing for a quick cold start. On the road, it senses by the millisecond what the car is being asked to do, then balances the air/fuel mixture and timing for optimum power, response and fuel efficiency.

Fuel economy: a benefit of EXP aerodynamics

Fuel economy is enhanced by EXP's aerodynamic shape. The lower the coefficient of drag (C_D) of a vehicle, the more aerodynamically efficient it is. EXP's aerodynamic shape helps it slip through the air, requiring less power from the engine to overcome resistance. Because the engine isn't working as hard, it uses less fuel.

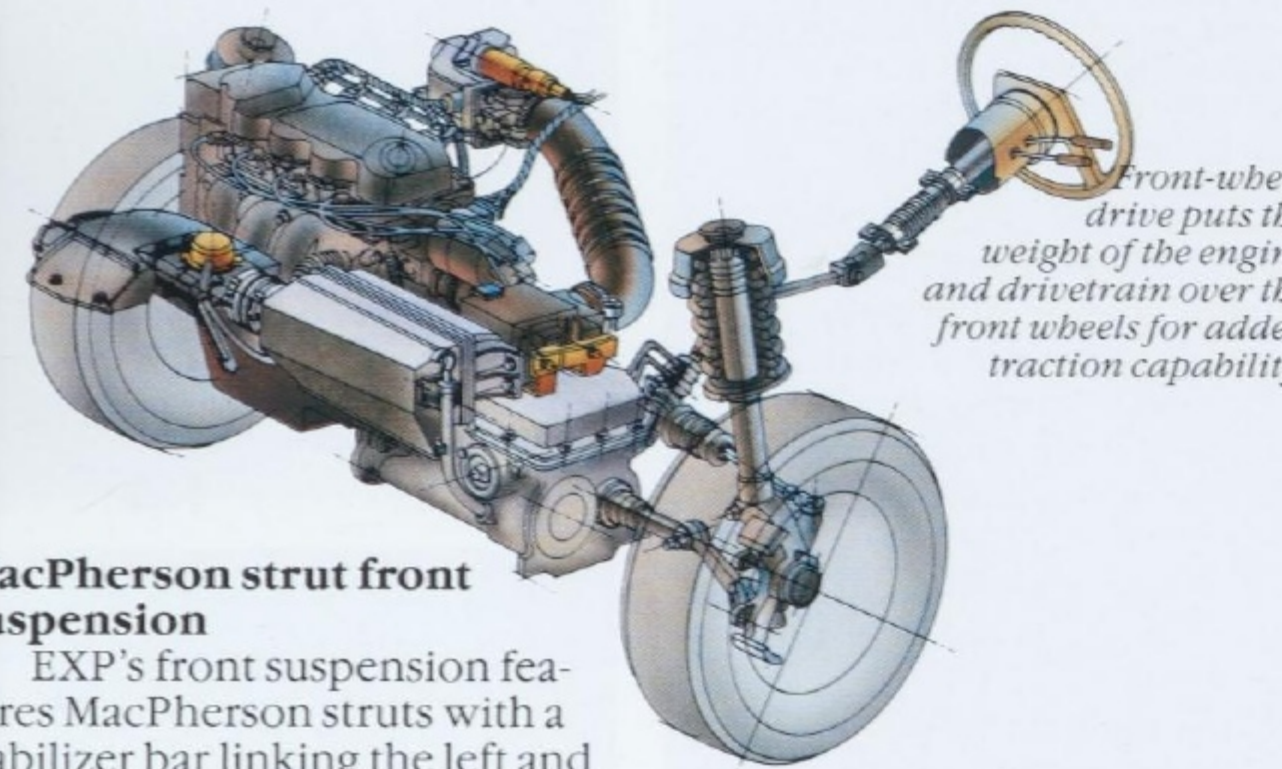
*See Gas Mileage on page 11.

In addition to making EXP more fuel efficient, aerodynamics contributes to vehicle stability.



Ride & Handling

An outstanding handling system is a Ford engineering achievement in EXP. The system consists of front-wheel-drive traction, a four-wheel independent suspension, precise rack-and-pinion steering, steel-belted radial tires designed for reduced rolling resistance, and power-assisted front disc/rear drum brakes.



Front-wheel drive puts the weight of the engine and drivetrain over the front wheels for added traction capability.

MacPherson strut front suspension

EXP's front suspension features MacPherson struts with a stabilizer bar linking the left and right forged lower suspension arms. The stabilizer bar reduces body lean in sharp turns and quick lane change maneuvers.

Independent rear suspension (IRS)

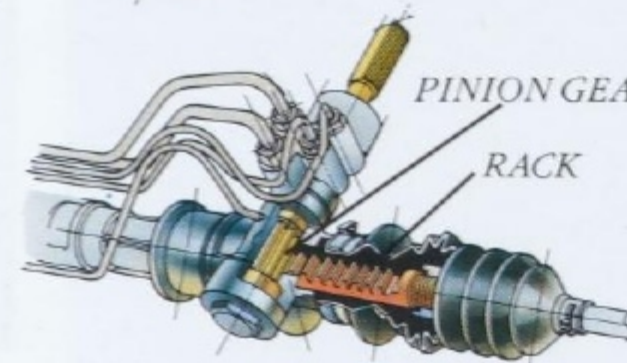
The full independent rear suspension is a system widely recognized for its advanced design characteristics.

In EXP, the transverse suspension arms combine with the tie rods to provide stable lateral and longitudinal control of wheel movements.

To reduce the effects of road shocks transmitted to the body structure, and to help minimize noise transfer to the passenger compartment, compliant rubber bushings are used at all attaching points. And because there is no solid rear axle in the conventional sense, unsprung weight at each wheel is reduced, thereby improving ride quality over rough surfaces.

Airflow as a stabilizing force

EXP's aerodynamic shape does more than help the engine deliver excellent fuel economy. The suspension and steering systems benefit as well. Through careful fine-tuning of selected



design areas, airflow is directed to reduce front and rear lift, which helps improve stability.

Rack-and-pinion steering

EXP has precise rack-and-pinion steering to complement the advanced four-wheel independent suspension system.

The responsiveness of rack-and-pinion steering is directly related to its simple, low-friction design. At the end of the steering column is a "pinion gear" which engages a "rack" of gear teeth that's linked to the steering arms. Just a slight turn of the steering wheel rotates the pinion gear and moves the rack laterally.

The feel of rack-and-pinion steering is firm, precise and adds to EXP's fun-to-drive qualities. Power steering (illustrated above) is standard in EXP Turbo Coupe.

TR-Type suspension

The TR-type suspension is an option available with the EXP Luxury Coupe model. This suspension, engineered for tighter handling, includes P165/70R 365 black sidewall tires mounted on either TR-type cast aluminum or styled steel wheels, and special handling components — larger front stabilizer bar, heavy-duty shocks, plus stiffer front and rear springs.

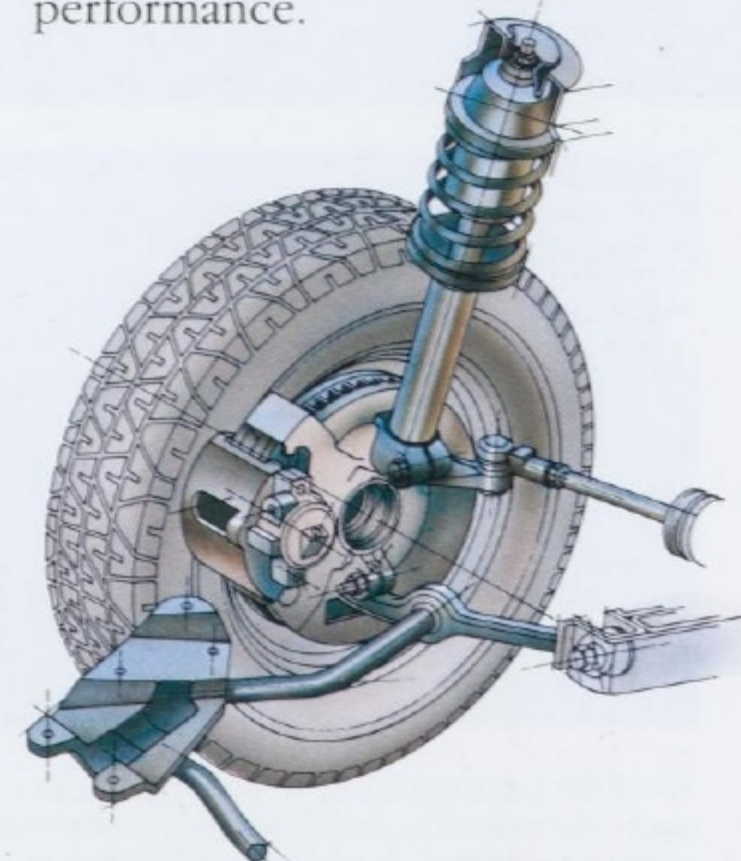


With the independent rear suspension (IRS), each wheel handles rough road conditions individually.

EXP Turbo Coupe suspension

EXP Turbo Coupe rides on larger, low-aspect-ratio P185/65 R 365 Michelin TRX tires. Wheels are TR-type cast aluminum. The turbo suspension features Koni® shocks with unique valving, plus increased front spring rates.

With this specially designed handling system, the excitement of driving an EXP Turbo Coupe goes beyond the thrill of turbo performance.



The Turbo Coupe suspension system is engineered for quick, responsive handling.

The Ford EXP Environment

In the 2-seat EXP, Ford designers have created a total driving environment — which means careful thought and attention have been given to the design of the seats, instrumentation and the arrangement of controls for maximum comfort and convenience.

Seating comfort

When a driver gets behind the wheel of an EXP, the first real experience of quality is provided by the comfort and solid support of the seating.

Bucket seats in EXP are contoured to accommodate the shape of the body comfortably. The deep molded seat cushions rest on a spring mat that is firm yet flexible. High density inserts

are used in the side bolsters for lateral support.

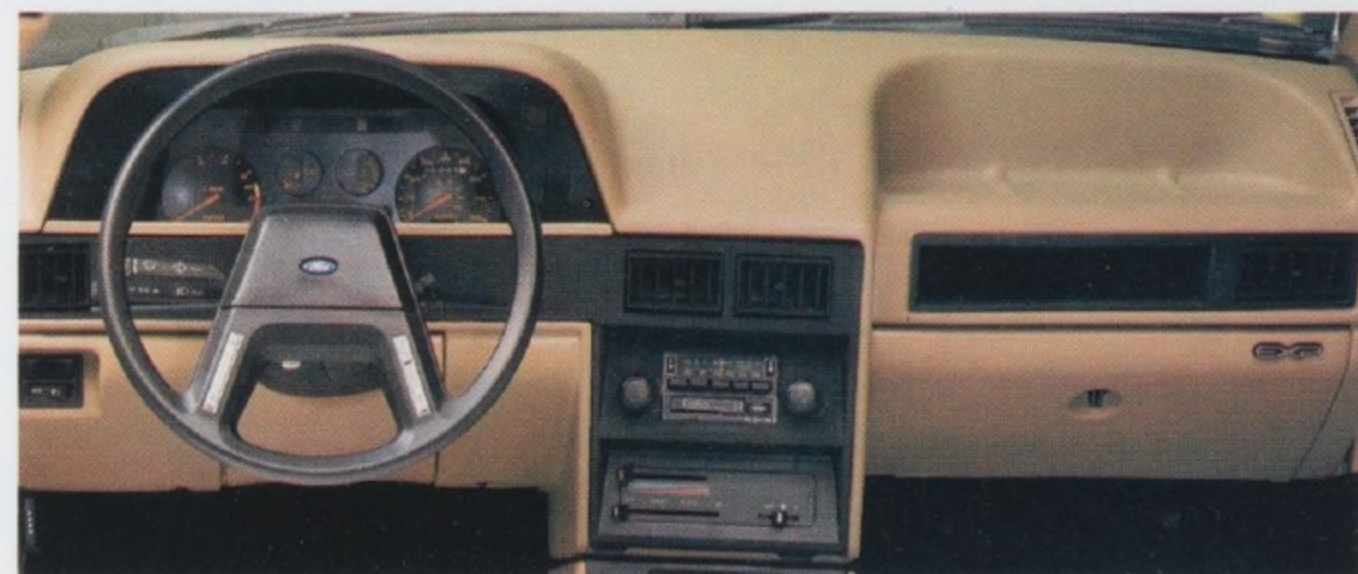
Seat belts have a comfort regulator feature that eliminates pressure on chest and shoulder, allowing greater freedom of movement.

The standard EXP and Luxury Coupe series have low-back buckets with seat back recliners and fold-down center armrest. In the Luxury Coupe,

the driver's seat is equipped with 4-way manual adjustment.

The top-of-the-line sport performance seats are standard in EXP Turbo Coupe. These special seats recline fully and provide additional lateral and lumbar support.

EXP's bucket seats have foam padding over a spring steel base and the individual comfort of reclining seat backs.



The EXP Luxury Coupe interior features reclining all-cloth bucket seats. EXP's new instrument panel design is "driver-biased" for maximum convenience. Some equipment shown may be optional.



The overhead console features an electronic day/date digital clock and courtesy/map lights.

The center console, standard in EXP Luxury Coupe and Turbo Coupe models, includes a graphic display warning module with indicators for front low beams, taillamps, washer fluid level and low fuel.

EXP's rear compartment has 31.1 cu. ft. of cargo space — a practical benefit not all 2-seat cars have.

Ergonomics: the principle

Correct interior design involves application of the science of ergonomics: the close relationship of the driver to the car. Instruments, controls, seating — all must be properly positioned for maximum convenience and efficiency.

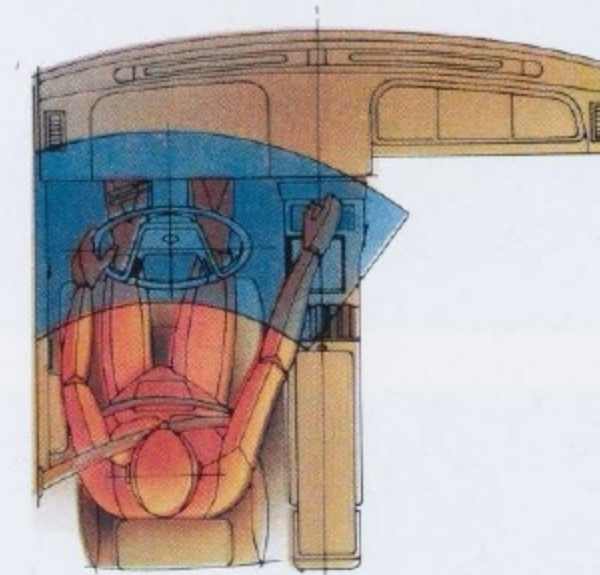
Ford EXP ergonomics

In EXP, applied ergonomics is evident in the new "driver-biased" instrument panel, which is curved so that controls and instruments are angled toward the driver. Side window demisters are part of the new design as well. The instrument cluster includes a tachometer, trip odometer, fuel and temperature gauges, warning lights for the ammeter and oil pressure.

Frequently used controls are within easy reach on two column-mounted levers: turn signals and headlamp high beam on the front lever; windshield wipers and dual fluidic washer system on the rear lever. The horn is located in the hub of the soft-feel sport steering wheel.

The new overhead console places the electronic digital day/date clock and courtesy/map lights within easy reach of both driver and passenger.

EXP's instruments and controls are located within convenient reach and within clear view of the driver.

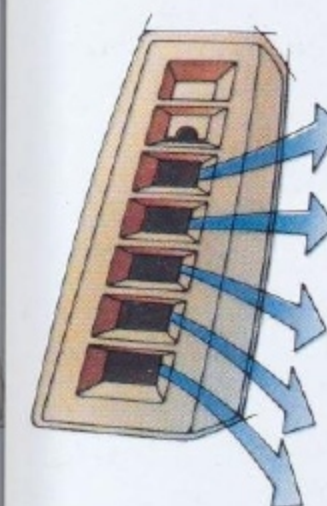


The seat tracks provide seven inches of travel to place the driver comfortably in relation to the steering wheel and controls. The reclining seat backs also assist in adjusting the driver to the most comfortable position.

Sport performance seats, standard in EXP Turbo Coupe. Some equipment shown may be optional.



EXP Turbo Coupe instrument panel with padded sport steering wheel. Some equipment shown may be optional.



The new instrument panel design has side window demisters to help keep the windows free of condensation.

Three new personal sport coupes.

Ford EXP

A superbly designed and equipped 2-seat coupe. That's Ford EXP, with a new bubble-back rear hatch window, styled steel wheels, bright dual exhaust extensions. Plus halogen headlamps, bodyside moldings and left-hand remote-control mirror on the outside.

The standard EXP interior features low-back buckets with cloth seating surfaces and seat back recliners. Floor carpeting is a luxury weight cut pile.

The list of conveniences in EXP is quite impressive: The new overhead console with electronic day/date cloth and courtesy/map lights. New "driver-biased" instrument cluster that includes a tachome-

ter and trip odometer. Courtesy lights in the ashtray, glove box, cargo area. A buzzer that signals a warning if the headlamps have been left on. Plus adjustable day/night rearview mirror, door map pockets, and remote-control locking fuel filler door. An AM radio with dual speakers is also standard.*

*May be deleted for credit.

Right: Ford EXP



Below: EXP Turbo Coupe



EXP Luxury Coupe and Turbo Coupe

For the driver who wants an elegantly appointed sport coupe, there's EXP Luxury Coupe. And for the performance-minded driver, the exhilarating EXP Turbo Coupe.

Both models have these fine features in common: Dual remote-control sport mirrors. A center console with graphic display warning module.

Windshield wipers that can be adjusted to variable wet weather conditions. Electric rear window defroster. Remote-control liftgate release. Plus a cargo area cover for security.

Luxury Coupe and Turbo Coupe come with special equipment all their own.

Luxury Coupe. The reclining low-back bucket seats have all-cloth upholstery. The driver's seat has 4-way manual adjustment. The sound system is AM/FM stereo.

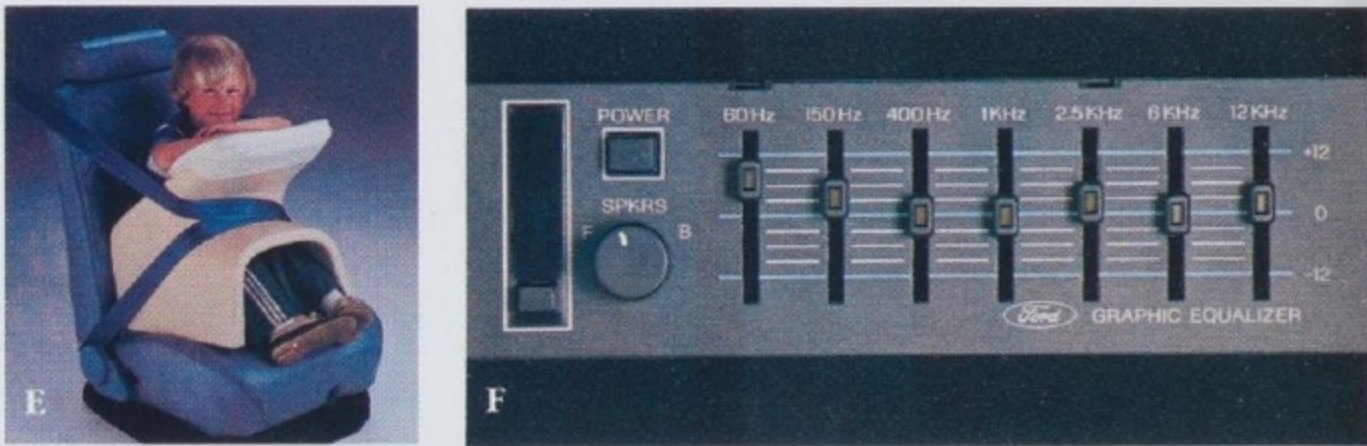
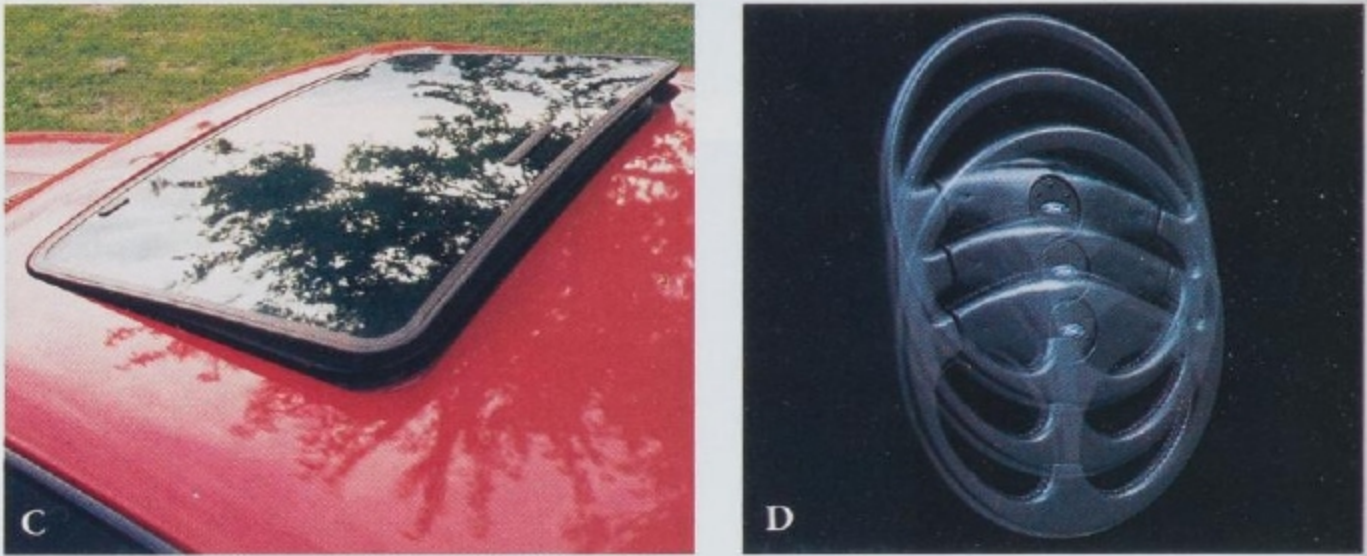
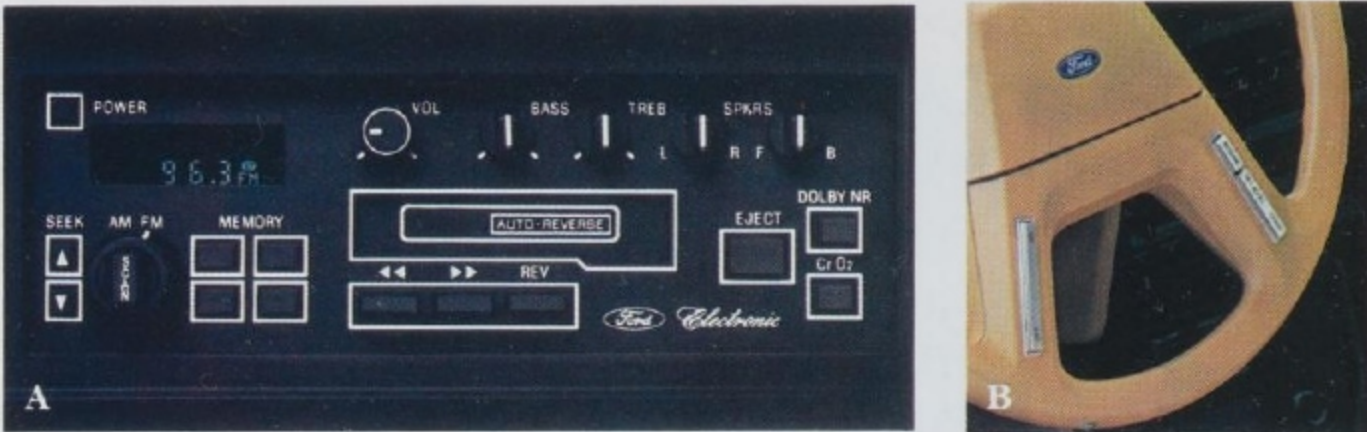
Turbo Coupe. This EXP has a black lower tu-tone paint treatment, air dam up front, spoiler

in the rear. Plus low-aspect-ratio Michelin TRX tires on TR-type aluminum wheels. Inside, Turbo Coupe has all-cloth sport performance seats and AM/FM stereo with cassette tape player. The rack-and-pinion steering system is power-assisted. The suspension is equipped with unique Turbo Coupe components. But the real difference lies under the hood: the new 1.6 liter electronically fuel-injected turbocharged engine.

Left: EXP Luxury Coupe shown with optional P165/70R 365 black sidewall tires on TR-type aluminum wheels.

FORD EXP FEATURES

	Ford EXP	EXP Luxury Coupe	EXP Turbo Coupe
ENGINEERING			
Front-wheel drive	S	S	S
1.6 liter HO (higher output) CVH engine	S	S	NA
1.6 liter EFI Turbo engine	NA	NA	S
EEC-IV (Electronic Engine Control System)	NA	NA	S
5-speed manual transaxle; self-adjusting clutch linkage	S	S	S
Sport-tuned exhaust (manual transaxle only)	S	S	S
Upshift indicator light (manual transaxle only)	S	S	NA
45-amp. maintenance-free battery (48-amp. in Turbo Coupe)	S	S	S
DuraSpark electronic ignition	S	S	S
Electronic voltage regulator	S	S	S
Four-wheel independent suspension system; front stabilizer bar	S	S	S
Turbo suspension package	NA	NA	S
Manual rack-and-pinion steering	S	S	NA
Power rack-and-pinion steering	NA	O	S
Power front disc/rear drum brakes	S	S	S
Power ventilation system; 4-speed blower	S	S	S
P165/80R 13" BSW steel belted radial tires	S	S	NA
P185/65R 365 Michelin TRX BSW steel belted radial tires	NA	NA	S
Deluxe sound insulation	S	S	S
EXTERIOR			
Bubbleback rear hatch window	S	S	S
Tu-Tone paint treatment	O	O	S
Paint/tape stripes (may be deleted for credit on EXP and EXP Luxury Coupe)	S	S	S
Bumper rub strips	S	S	S
Front air dam	NA	NA	S
Rear spoiler	NA	NA	S
Halogen headlamps	S	S	S
Left-hand remote-control sport mirror	S	S	S
Right-hand remote-control convex sport mirror	NA	S	S
Black rocker panel moldings	NA	NA	S
Bodyside moldings	S	S	O
Dual exhaust extensions	S	S	S
Styled steel wheels with bright trim rings	S	S	NA
Turbo TR-type aluminum wheels	NA	NA	S
Electric rear window defroster	NA	S	S
INTERIOR			
Low-back reclining bucket seats with fold-down center armrest	S	S	NA
4-way manually adjustable driver's seat	O	S	NA
Sport performance bucket seats	NA	O	S
Cloth seating surfaces	S	NA	NA
All-cloth seating	NA	S	S
Deluxe seat belts with comfort regulator feature	S	S	S
Wrapover door trim panels with map pocket; anti-theft door lock buttons	S	S	S
Luxury weight floor carpeting	S	S	S
Steering column-mounted controls for turn signals, headlamp high-beams, flash-to-pass feature, windshield wipers and dual fluidic washer system	S	S	S
Interval windshield wipers	NA	S	S
Mini-console	S	NA	NA
Console (1)	NA	S	S
Soft-feel instrument panel with integral open storage area and side window demisters	S	S	S
Instrumentation group (2)	S	S	S
AM radio (may be deleted for credit)	S	NA	NA
AM/FM stereo radio	O	S	NA
AM/FM stereo radio with cassette player	O	O	S
Overhead console (3)	S	S	S
Courtesy lights (4)	S	S	S
Lockable glove box	S	S	S
Roof-mounted passenger assist handle	S	S	S
Visor vanity mirrors	NA	S	S
Inside hood release	S	S	S
Day/night rearview mirror	S	S	S
Cargo area carpeting with floor rub strips	S	S	S
Cargo restraining bar	S	S	S
Cargo area cover	NA	S	S
Remote-control liftgate release	NA	S	S
Remote-control locking fuel filler door	S	S	S
(1) Includes integral ashtray with cover, cigarette lighter, graphic display warning module with indicators for tailamps, front low beams, washer fluid level and low fuel.			
(2) Tachometer, temperature and fuel gauges, oil pressure and ammeter warning lights, trip odometer, and turbo over-boost light (Turbo Coupe).			
(3) Includes courtesy/map lights and electronic day/date digital clock with stop watch feature.			
(4) Glove box, ashtray, cargo compartment with light switch, and headlamps-on warning buzzer.			
S = Standard O = Optional NA = Not Available			



Options shown: (A) Electronic AM/FM Stereo Search Radio with Cassette Player; (B) Fingertip Speed Control; (C) Flip-Up Open Air Roof; (D) Tilt Steering Wheel (EXP Turbo Coupe sport steering wheel shown); (E) Tot Guard for children 20 to 50 pounds (available at Ford dealers); (F) Graphic Equalizer; (G) Wheels, 11 to rt.: Turbo TR-Type Aluminum (standard on EXP Turbo Coupe), Sport Styled Steel with Trim Rings (standard on EXP and EXP Luxury Coupe), TR-Type Aluminum, TR-Type Styled Steel and Cast Aluminum (optional on Luxury Coupe only); (H) Lower Tu-Tone Paint/Tape Treatment.

FORD EXP OPTIONS

	Ford EXP	EXP Luxury Coupe	EXP Turbo Coupe
ENTERTAINMENT SYSTEMS			
AM/FM Stereo Radio	O	S	NA
AM/FM Stereo Radio with Cassette Player	O	O	S
AM/FM Electronic Stereo Search Radio	O	O	O
AM/FM Electronic Stereo Search Radio with Cassette Player	O	O	O
Premium Sound System*	O	O	O
Graphic Equalizer	NA	O	O
APPEARANCE AND PROTECTION			
Clearcoat Paint	O	O	O
Lower Tu-Tone Paint/Tape Treatment	O	O	S
Knit Vinyl Seats	O	NA	NA
Lower Bodyside Protection. Vinyl coating under the paint to guard against stone pecking and road salt.	O	O	O
Bodyside Moldings	S	S	O
Front Floor Mats	O	O	O
COMFORT AND CONVENIENCE			
Air Conditioner	NA	O	O
Sport Performance Seats	NA	O	S
4-Way Manual Driver's Seat	O	S	NA
Flip-Up Open Air Roof	O	O	O
Fingertip Speed Control	O	O	NA
Tilt Steering Wheel	O	O	O
Tinted Glass — Complete. Recommended with air conditioning.	O	S	S
RH Illuminated Visor Vanity Mirror	NA	O	O
PERFORMANCE AND POWER ASSISTS			
TR-Type Suspension	NA	O	S
Power Steering	NA	O	S
Automatic Transaxle	NA	O	NA
Heavy-Duty Maintenance-Free Battery (54 amp.)	O	O	NA
California Emissions System	O	O	O
TIRES			
P165/80R 13" RWL with Thin White Band	O	O	NA
P165/70R 365 BSW (TR-Type Suspension)	NA	O	NA
WHEELS			
Cast Aluminum Wheels	NA	O	NA
TR-Type Aluminum Wheels (TR-Type Suspension)	NA	O	NA
TR-Type Styled Steel Wheels (TR-Type Suspension)	NA	O	NA
Turbo TR-Type Aluminum Wheels	NA	NA	S**

*Includes separate rocker-type "on/off" switch, power amplifier and four upgraded stereo speakers in quarter panel and front doors.
**With P185/65R 365 Michelin TRX tires and unique Turbo suspension components.
S = Standard O = Optional NA = Not Available

EXP Sound Systems
Electronic AM/FM stereo search radio/cassette player

For 1984, EXP's audio system selection has been expanded to include a new computer-designed electronic AM/FM stereo search radio with or without cassette tape player. Some of the finer features of this state-of-the-art quality sound system are: Dolby® Noise Reduction; seek tuning that selects the next listenable station either up or down scale; scan tuning that auditions stations for 8 seconds; selectable tape equalization for improved performance with CrO₂ bias tapes; 8-station memory (4 FM/4 AM); digital display; and precision tuning. The cassette player also features auto reverse; locking fast forward and reverse.

Graphic equalizer
Ford EXP's new optional 7-band graphic equalizer provides the ability to fine-tune the stereo's sound to fit the individual requirements of the listener and the contours of the interior. It features 7-band tone control with detent, ± 12db boost/cut at 60, 150, 400, 1K, 2.5K, 6K and 12KHz; LED lighted tone knobs; dual LED bar graph meter; frequency response from 20 Hz—20KHz. Lower power dissipation at the equalizer. High power amplifier at remote location.

COLORS AND TRIMS

Black

Bright Canyon Red

Midnight Canyon Red

Oxford White

Light Oxford Grey

Pastel Desert Tan

Clearcoat Silver Met.

Clearcoat Medium Red Met.

Clearcoat Light Desert Tan Met.

Interior Trim Colors			
Charcoal	Canyon Red	Academy Blue	Desert Tan
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•
•	•	•	•

Exterior Colors	
Black*	•
Bright Canyon Red	•
Midnight Canyon Red	•
Oxford White	•
Light Oxford Grey	•
Pastel Desert Tan	•
Optional Clearcoat Paint	
Silver Met.	•
Medium Red Met.	•
Light Desert Tan Met.	•
Optional Tu-Tone Paint	
Bright Canyon Red/Black	•
Oxford White/Black	•
Silver Clearcoat Met./Black	•
Light Desert Tan Clearcoat Met./Black**	•

* Available on Turbo Coupe.
** Not available on Turbo Coupe.

Some of these paint and trim colors are shown in this catalog. On the printed page, of course, colors are at best only representative of the originals. Your Ford Dealer can show you actual samples of the paint colors and trim materials presented above as well as Tu-Tone Paint/Tape combinations.

Also well worth considering...

EXTENDED SERVICE PLAN

Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

Gas mileage		Est. Hwy.	EPA Est. MPG
49 States			
1.6L HO	5-speed	41	27
	Automatic	37	27
1.6L Turbo	5-speed	42	26
California			
1.6L HO	5-speed	44	27
	Automatic	36	26
1.6L Turbo	5-speed	42	26

Estimates for comparison. Your mileage may differ depending on speed, distance and weather.

Measurements	2-Door Coupe
Wheelbase	94.2"
Length	170.3"
Height	50.5"
Width	65.9"
Front Tread	54.7"
Rear Tread	56.0"
Cargo Capacity (cu. ft.)	31.1
Fuel Capacity (gal.)	13.0
Curb Weight (lbs.)	2,212
Passengers	2

Scheduled Maintenance
Ford wants to reduce the frequency and cost of scheduled maintenance on its cars to an absolute minimum. Here are some examples of scheduled maintenance intervals for the 1984 Ford EXP. For complete maintenance recommendations, refer to the EXP Owner's Guide.

HO engine oil change	each 7,500 miles
Turbo engine	each 5,000 miles
HO engine spark plug change	each 30,000 miles
Turbo engine	each 15,000 miles
Air filter replacement	each 30,000 miles
HO engine coolant replacement	each 30,000 miles or 3 years
Turbo engine	annually

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

Have you driven a Ford...lately?

Ford EXP Lifeguard Design Safety Features

Vehicle Operation

☐ Safety rim wheels and load-rated tires ☐ Split service hydraulic brake system with warning light ☐ Corrosion-resistant brake lines ☐ Turn indicator lever with lane-changing signal feature ☐ Hazard warning flasher ☐ Back-up lights ☐ Side marker lights ☐ Parking lights coupled with headlamps ☐ Two-speed or variable speed windshield wipers ☐ Windshield washers ☐ Outside rearview mirror, driver's side ☐ Glare reduced instrument panel, windshield wiper arms, and windshield pillars ☐ Uniform transaxle shift quadrant with safety starting switch with optional automatic transaxle ☐ Continuously variable control illumination intensity (instrument panel lighting) ☐ Safety hood latch system ☐ Function-rated windshield defroster system ☐ Impact-resistant front and rear bumper systems

Occupant Protection

☐ Safety-designed front end structure ☐ Safety-designed roof structure ☐ Steel guard rails in side doors ☐ Double yoke safety door latches and safety hinges ☐ Integral lap and shoulder belts with automatic retractors ☐ Fastening reminder warning light and buzzer for the driver ☐ Energy-absorbing steering column and steering wheel ☐ Energy-absorbing armrests and safety-designed door handles

☐ Energy-absorbing instrument panel with padding for right passenger ☐ Padded sun visors ☐ Self-locking seat back latches ☐ Head restraints ☐ Safety glove box latch ☐ Inside yield-away rear-view mirror ☐ Impact-absorbing laminated safety glass windshield ☐ Flame-resistant interior materials ☐ Safety-designed coat hooks ☐ Safety-designed radio control knobs and push buttons ☐ Child restraint tether anchorage

Anti-Theft

☐ Locking steering column with key warning buzzer reminder (with push button key release) ☐ Bullet-shaped door lock knobs ☐ Visible vehicle identification number ☐ Separate keys for ignition and door entry

Ford Paid Repair Programs After the Warranty Period

Sometimes Ford 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. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program 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 and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

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. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations 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.

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"Ask Your Ford Dealer"

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

Get it together — Buckle up.

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