

FORD 1992

Probe





WHAT YOU SEE
TELLS YOU ALL YOU
NEED TO KNOW.

PROBE PERFORMS
AS DYNAMICALLY
AS IT LOOKS.

On occasion you come across one of those rare performance cars that need few words of introduction.

The message that comes across in the visual language is striking, immediate, and clear. And it says, all at once: Quality. Precision. Balance. Performance.

The front-wheel-drive Ford Probe is one of the

world's most aerodynamic production cars. This fact is expressed dramatically in the sleek shape of the body shell. A shape whose visual appeal is matched by its strong functional purpose.

Probe is a product of our design philosophy that says: How a car's design works is every bit as important as how it looks. Style and func-

tion work in harmony, with your needs at the centre.

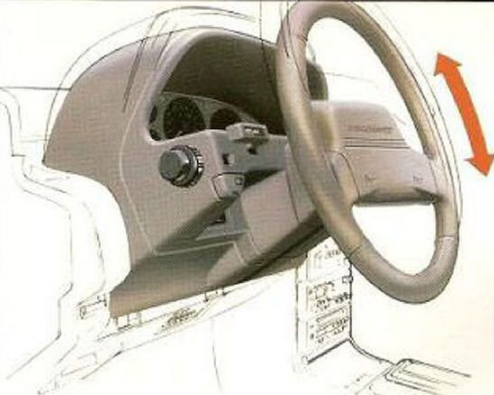
And when a car's design complements the precision of its engineering as closely as Probe's does, you are in for a truly rewarding driving experience. Probe is a car you'll be proud to own, not only because it looks so good but, more importantly, because it performs so well.

Performance. Here's where Probe says it best: on the road where action speaks more powerfully than words.

Enjoy the Probe driving experience in one of three models: The responsive GL. The V-6-powered LX. Or the exciting turbocharged GT.

*Probe GT in Black.
Some equipment
shown is optional.*

NOT MANY CARS
HAVE THE SPIRIT
TO MOVE YOU
LIKE THIS ONE.
THE EXCITING
TURBOCHARGED
FORD PROBE GT.



The tilting steering wheel and instrument cluster is included in Preferred Equipment Package 056A. It tilts as a unit, providing an unobstructed view of the cluster regardless of the angle of the steering wheel.

The mere thought of putting a sports car to the test of your driving skill has the power to create vivid images of the greatest rewards driving can offer.

The Probe GT, one of the world's best front-wheel drive high-performance cars, possesses that unique sports car ability to satisfy every expectation for a thoroughly rewarding experience behind the wheel.

Expectation #1: Power. 145 horsepower and 190 lbs./ft. of torque, produced by a 2.2L 12-valve turbocharged and intercooled I-4 engine, reach pavement by way of a 5-speed manual transaxle with close-ratio gearing (or an optional 4-speed automatic).

Superb aerodynamics (.312 Cd) helps the 2.2L turbo use more of its power to generate performance and less to overcome the inhibiting force of air drag.

Expectation #2: Handling.

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

The suspension's tight handling combines with speed-rated P205/60VR15" performance radials to give the GT great agility.

Expectation #3: Control. The variable power-assist speed-sensitive steering system, controlled by computer, increases power assist during low-speed manoeuvres such as parking for an easy, fluid feel of the wheel; and decreases power assist as speed increases for a progressively firmer feel.

And the GT is equipped with 4-wheel power disc brakes, to which you can add the optional anti-lock system for world-class stopping action.



A turbo boost gauge is added to Probe's standard package of analog gauges. Also a GT feature is a low oil level warning light.



The Probe GT features ergonomic instrumentation. Plus the precision of a computer-controlled, variable power-assist speed-sensitive steering system.

Probe GT interior in Titanium.

Some equipment shown on these pages is optional.



THE PROBE LX.
IT'S POWERED BY
A FUEL-INJECTED

3.0L V-6. AND
YOUR DRIVING
ENTHUSIASM.

Just ask any real driving enthusiast. It takes more than just what's under the hood to bring out a car's performance potential. What's behind the wheel is every bit as important. You. And the driving enthusiasm you bring to the road.

The Probe LX's ability to make driving a rewarding

experience is bred right into its design and engineering.

This is a real driver's car. It is evident in the ergonomic instruments and controls, in the multi-adjustable driver seat, and especially in its performance.

The engine that powers Probe LX is a high-torque 3.0L V-6, equipped with a

state-of-the-art electronic fuel injection system controlled by Ford's EEC-IV computer, which also governs numerous other engine operations affecting overall performance and efficiency.

The 5-speed manual transaxle's close-ratio gearing enables you to get the most out of the engine's 145 horse-

power and 165 lbs./ft. of torque throughout the full performance range.

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

Probe LX in Rio Red Tinted Clearcoat Metallic. Some equipment shown is optional.

THIS IS THE WAY
A "LUXURY-SPORT"
CAR SHOULD BE
ENGINEERED
AND EQUIPPED.

Probe LX delivers responsive V-6 performance. And the MacPherson 4-wheel independent suspension delivers responsive handling to go with it.

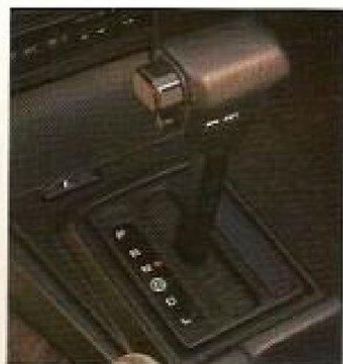
And Probe LX, like the high-performance Probe GT, can be equipped with the computer-controlled 4-wheel anti-lock brake system.

Probe LX's driver-biased attitude can be seen and felt as well in the ergonomic and well-appointed interior. The reclining driver's seat, for example, provides adjustment for height, tilt, lumbar support and side bolsters. The instrument pod

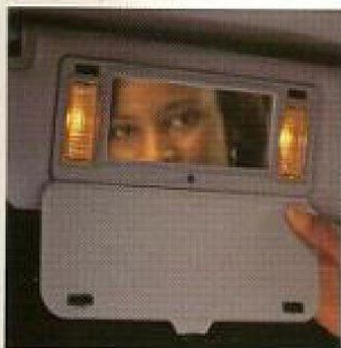
has easy-to-read gauges, a tachometer included, plus control levers and rotary knobs that are easy to reach and operate.

Among the many features in the Preferred Equipment Package 051A are the Sport Option (rear spoiler plus aluminum wheels with P205/60HR15 tires); the tilting steering column and cluster (shown on page 4); electronic AM/FM stereo with cassette player, premium sound system and power antenna; and the comfort of air conditioning.

Optional power window and lock controls are located for maximum convenience on a door-mounted panel.



Electronically controlled, the optional 4-speed automatic transaxle is smooth and precise. The flexible Manual Shift mode permits selective shifting in first, second and third gears.



Dual illuminated visor vanity mirrors are among the many features included in the Probe LX Preferred Equipment Package 051A.

Probe LX in Deep Titanium Clearcoat Metallic equipped with the Sport Option: rear deck spoiler and P205/60HRx15 radials on aluminum wheels.





PAYING A GOOD
DEAL MORE FOR A
SPORT COUPE IS
NOT OUR IDEA OF
A GOOD DEAL.

The Probe GL nameplate, and the advanced design and engineering it represents, is just a few years old. But its tradition of value goes back many more years.

You need only think of the legendary Mustang to get a sense of how serious we have been about putting sporty car styling and performance within reach of practically anyone to enjoy.

This "driver-oriented" tradition is indelibly imprinted on Probe GL's design and engineering blueprint.

The 2.2L EFI 12-valve I-4 generates responsive power and torque. The 4-wheel independent suspension delivers balanced ride and handling. And a low .308 Cd ranks Probe among the world's most aerodynamic production cars.

Reclining front bucket seats, analog gauges, electronic AM/FM stereo, 50/50 split rear seats and many other features are standard.

And Preferred Equipment Package 046A offers many popular features at savings worth hundreds of dollars.

The Probe GL. Designed, engineered and equipped to put sport driving enjoyment well within your reach.



Above: Probe GL in Calypso Green Clearcoat Metallic.

At left: The 50/50 rear seat backs fold down separately for added luggage/cargo space either with or without a third passenger. Cargo volume with the seat backs up is 336L (11.9 cu. ft.), 314L (11.1 cu. ft.) in LX and GT. With both seat backs lowered, space increases to 1158L (40.9 cu. ft.).

Some equipment shown on these pages is optional.

A DRIVER'S CAR THIS DYNAMIC HAS TO MEASURE UP TO HIGH STANDARDS OF PERFORMANCE.

Responsive performance and handling are features you expect, and rightfully so, in a sports-oriented car.

Once you've experienced Probe's fine all-around performance, we're confident that you will find this to be a car that measures up to your expectations.

PROBE GL: 2.2L EFI I-4

The 2.2L engine in Probe GL uses three valves per cylinder, two for intake and one for exhaust, to promote high combustion efficiency and increase power output. The multi-port electronic fuel-injection (EFI) system, governed by an 8-bit digital microprocessor, provides precise fuel metering and smooth running.

The 2.2L is a long-stroke engine that generates 130 lbs./ft. of torque @ 3,000 rpm, delivering responsive acceleration in the low and mid speed ranges with either the standard 5-speed manual or the optional electronic 4-speed automatic overdrive transaxle.

PROBE LX: 3.0L EFI V-6

The smooth, powerful 3.0L V-6 generates nearly 80 percent of its 165 lbs./ft. of torque at only 1,000 rpm.

The patented combustion chamber design with centre-mounted spark plugs produces a clean, rapid burn of the fuel-air mixture.

The air intake runners are tuned for balanced high-end power and low-end torque. The fuel, precisely metered by a multi-port fuel-injection system, is mixed with the air just millimetres away from the intake ports to help maximize efficiency.

The fuel-air mixture and ignition timing are among the many functions controlled by Ford's EEC-IV computer, which constantly "fine-tunes" the engine to the performance requirements of the moment.

Right: The 2.2L multi-port fuel-injected I-4 engine has three valves per cylinder—two for intake, one for exhaust. This arrangement provides for more efficient combustion and higher power output. It's naturally aspirated in the Probe GL and turbocharged in the Probe GT.

PROBE GT: 2.2L EFI TURBO I-4

Probe GT's turbocharger with air-to-air intercooler elevates the power of the 2.2L EFI 12-valve I-4 from respectable to impressive.

The 2.2L Turbo has a high ratio of power to displacement—145 horsepower @ 4,300 rpm for 133 cubic inches—more than one horsepower per cubic inch.

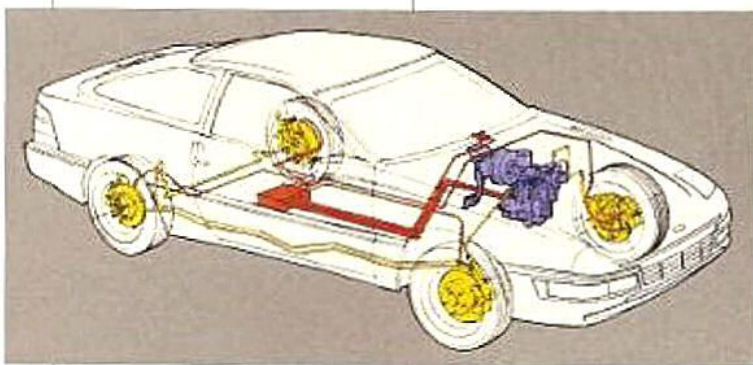
And with 167 lbs./ft. of torque @ 2,000 rpm increasing to 190 lbs./ft. @ 3,500 rpm, GT has the power to deliver plenty of driving excitement throughout the performance range, from a quick standing start to passing at highway speed.

PROBE HANDLING

There's more, of course, to the Probe driving experience than responsive power and torque. Equally satisfying is the performance of the MacPherson strut 4-wheel independent suspension.

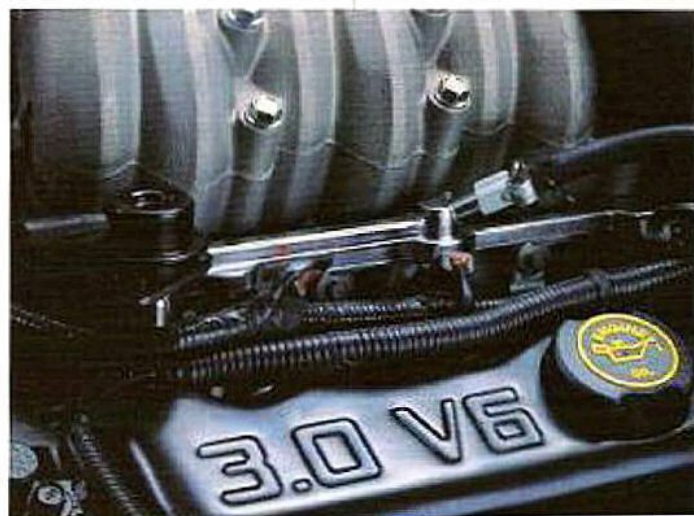
The stabilizer bars, strut valving, spring rates and suspension bushings are tuned for an excellent balance of smooth ride quality and flat handling.

And when you add the higher-rated components of the Probe GT's sport suspension system, the result is an already highly capable handling package raised to even greater heights of high-performance driving enjoyment.



Above: The optional anti-lock brake system (ABS) consists basically of a speed sensor at each wheel and a microprocessor. When braking-induced wheel lock-up is detected, the system "pumps" the brakes up to 10 times per second. In a hard braking situation, ABS gives you a greater degree of steering control, to help you come to a straight stop.

Right: The 3.0L V-6, included in the Probe LX, features 304 mm (12 in.) tuned air intake runners and computer-controlled, multi-port electronic fuel injection.



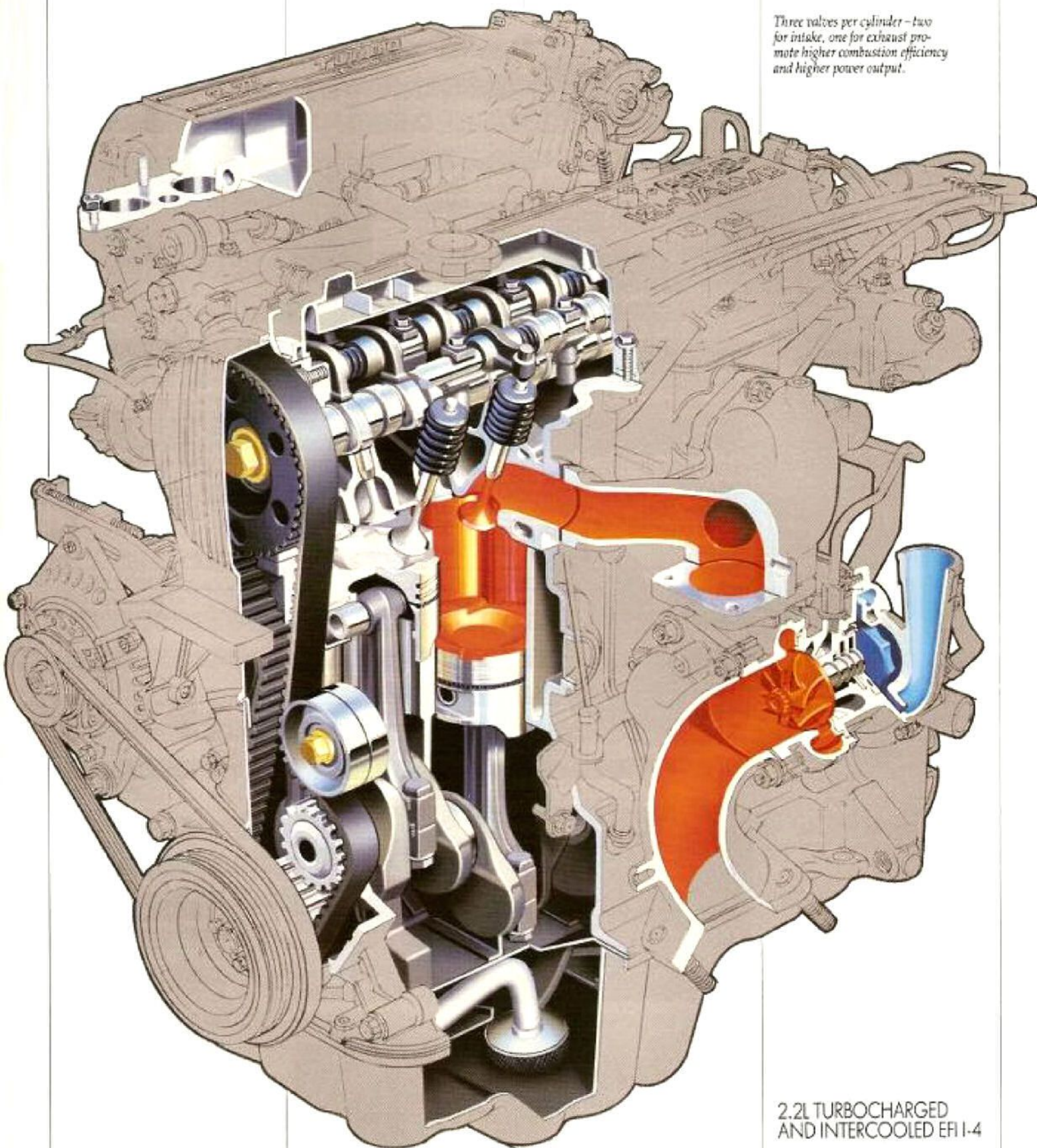
Computer-controlled multi-port electronic fuel-injection, with a fuel injector at each intake port for precise fuel metering.

The dual-valve throttle body precisely regulates the air flow through the tuned air intake plenum.

A multispherical combustion chamber design with the spark plug near the centre of the cylinder head contributes to excellent thermodynamic efficiency.

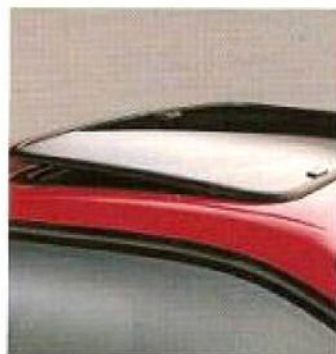
A state-of-the-art turbocharging system with air-to-air intercooler delivers on-demand power with very little spool-up lag.

Three valves per cylinder – two for intake, one for exhaust – promote higher combustion efficiency and higher power output.



2.2L TURBOCHARGED
AND INTERCOOLED EFI I-4

THREE EXCITING PROBE MODELS. AND A LOT OF GREAT WAYS TO EQUIP THE ONE THAT MATCHES YOUR STYLE.



Flip-up open air roof, an attractive appearance as well as comfort feature.

Personal driving enjoyment is what Probe is about. And there are a lot of ways to enjoy the Probe driving experience. It's just a matter of choosing and equipping the Probe that expresses your personal style.

There are three Probes to choose from, each with its own list of standard features and a Preferred Equipment Package. These packages, detailed in the chart on the next page, make it easy to order a well-equipped Probe. And they offer savings on select features. Compared with the



The power driver's seat, optional in LX and GT, provides forward/back and vertical height adjustment at the touch of a button.

prices of the items if they were purchased separately, the discounts are the equivalent to getting certain equipment at no extra charge.

To further personalize your Probe, choose from the great selection of appearance, comfort and convenience options that are available separately, some of which are shown here.

Package features are subject to change over the course of the year. So for the latest information on package contents, see your Ford Dealer.



The electronic AM/FM stereo with cassette player is optional. It comes with premium sound speakers, amplifier and power antenna.

Want information on speed, fuel economy, distance, and travel time? Whatever you'd like to know, it's likely to be available in the optional Trip computer.



Left to right: deluxe wheel cover (GL, LX); 14" cast aluminum wheel (optional on GL); 15" cast aluminum wheel (optional on LX); and unique-design cast aluminum wheel (GT).



PREFERRED EQUIPMENT PACKAGES AND OPTIONS

Note: Package content is subject to change.

X = Included in package S = Standard O = Optional U = Upgraded equipment in package

APPEARANCE/COMFORT/CONVENIENCE	GL 046A	LX 051A	GT 056A
2.2L EFI engine	S	U	U
3.0L EFI V-6 engine	-	S	U
2.2L EFI Turbo engine	-	-	S
5-speed manual transaxle	S	S	S
Dual illuminated visor vanity mirrors	X	X	X
Air conditioning (includes tinted glass)	X	X	X
Aluminum wheels with P195/70HR14 BSW tires	X	U	U
Convenience Group I: light group; dual electric remote control mirrors; interval wipers	X	X	X
Tilt steering column and cluster	X	X	X
Electronic AM/FM radio with cassette player (includes premium sound, clock and power antenna)	X	X	X
Sport option (includes rear spoiler and aluminum wheels with P205/60HR15 BSW tires)	-	X	-
P205/60VR15 BSW tires with aluminum wheels	-	-	S
Anti-lock braking system	-	O	X
Automatic overdrive transaxle	O	O	O
Convenience Group II: walk-in passenger seat (to rear seat); rear washer/wipers; cargo tie-down net; remote liftgate/fuel door release	O	O	O
Convenience Group III: speed control; aluminum wheels with P195/70HR14 BSW tires (wheels not available on LX or GT)	O	O	O
Convenience Group IV: electronic instrument cluster (not available on GT); trip computer; vehicle maintenance monitor	-	O	O
Convenience Group V: power door locks/windows; flip-up open air roof; power driver's seat; illuminated entry system	-	O	O
Radio credit option	O	-	-
Bucket seats with leather seating surfaces	-	O	O

COLOURS AND TRIMS

Exterior Paint Colours	Interior Trim Colours			
Probe GL and LX	Titanium	Crystal Blue	Scarlet Red	Sandalwood*
Black	■		■	■
Oxford White	■	■	■	■
Calypso Green Clearcoat Metallic*	■			
Bimini Blue Clearcoat Metallic*	■			
Wild Strawberry (GL only)	■		■	
Rio Red Tinted (Non-metallic)	■		■	
Ultra Blue (GL only)	■			
Twilight Blue	■	■		
Light Titanium	■	■	■	
Deep Titanium	■	■	■	
Probe GT				
Black	■		■	
Oxford White	■		■	
Rio Red Tinted (Non-metallic)	■		■	
Bimini Blue*	■			
Twilight Blue	■			
Calypso Green*	■			
Light Titanium	■		■	
Deep Titanium	■		■	

*TNA on GL *New for 1992

MAJOR STANDARD FEATURES

Exterior

Concealed/retractable halogen headlamps
Tinted rear window and quarter window glass
Wraparound quarter windows with flush glass over concealed centre and rear pillars
Protective body-colour bodyside mouldings (GL, LX)
Aero-design protective cladding with integral rocker panel mouldings/spats and bodyside mouldings (GT)
Unique front fascia with fog lamps and unique rear end with spoiler (GT)
Wheel trim: deluxe covers (GL, LX); unique-design aluminum wheels (GT)

Interior

Reclining front cloth bucket seats with driver-side vertical height adjustment (GL), plus driver-side adjustment for tilt, lumbar support, and side bolsters (GL, GT)
Seat trim: deluxe (GL); luxury (LX); sport (GT)
Door trim: all-vinyl (GL); cloth inserts and map pockets (LX); carpeted lower sections and map pockets (GT)
Leather-wrapped steering wheel and shift knob (GT)
50/50 split fold-down rear seats with lap/shoulder belts
Electronic AM/FM stereo radio with digital clock and four speakers
Tachometer, fuel gauge, engine temperature gauge, ammeter, oil pressure gauge, low oil light (GT), turbo boost gauge (GT), and trip odometer
Side window demisters on door panels
Cargo area cover (removable)
Functional
Aerodynamic coefficient of drag (Cd): 0.308 (LX); 0.312 (GT)
Engines: 2.2L 12-valve I-4 (GL); 3.0L V-6 (LX); 2.2L 12-valve turbocharged and intercooled I-4 (GT)
Multi-port electronic fuel injection
5-speed manual transaxle
Front-wheel drive
4-wheel MacPherson strut independent suspension system; includes special handling components on GT
Tires: P195/70R14 BSW (GL, LX); P205/60VR15 BSW performance (GT)
Steering: power rack-and-pinion (GL, LX); computer-controlled variable power-assist, speed sensitive (GT)
Brakes: power front disc/rear drum (GL); power 4-wheel disc (LX, GT)
Engine block heater
Electric rear window defrost



Ford Motor Company encourages the use of safety belts and child/infant restraints. If a top tether is needed for a child restraint, an anchor is provided at each rear outboard seating position.

FORD SAFETY DESIGN FEATURES

Each car is designed with the following safety features for vehicle operation and occupant protection:

- Daytime running lights
- High mount stop lamp
- Two speed or variable speed windshield wipers
- Safety hood latch system
- Glare reduced instrument panel, windshield wiper arms and windshield pillars
- Corrosion resistant brake lines
- Visual and audible safety belt fastening reminders for the driver's seat
- Inside yieldaway rearview mirror
- Impact absorbing laminated safety-glass windshield
- Flame resistant interior materials
- Safety designed coat hooks
- Integral lap and shoulder belts with retractors for outboard occupants of front and rear seats
- Lap belts for centre front and rear occupants
- Inertia shut-off switch for electric fuel pumps

36 MONTH/60,000 KM WARRANTY

A new 36 month/60,000 km bumper-to-bumper warranty comes standard on every new Ford and Mercury. No deductible. See your dealer for a copy of this limited warranty.



As part of a commitment to the environment, Ford has chosen to print this catalogue on 50% recycled paper including 10% post-consumer material. And to use vegetable inks—which are more environmentally friendly.

FORD QUALITY CORROSION PROTECTION AND WARRANTY

Each passenger car is protected with the corrosion protection DuraGuard system. This system is built in at the factory to provide the following corrosion protection:

- Precoated steel on doors, quarter panels, hoods and other selected areas
- Galvanized steel on rocker panels, selected cowl tops and underbody parts
- Vinyl sealer on underside of rear wheel-houses
- Super cleaning process followed by phosphate coating on entire car body
- Electrocoat process to apply corrosion resistant primer paint on entire body
- Aluminized wax sprayed in hard to reach places and door surfaces
- Protective vinyl or urethane coating behind wheel openings and along lower bodyside area.

Ford corrosion warranty covers against corrosion perforation on body sheet metal panels for 6 years or 160,000 km (100,000 miles) whichever comes first. See dealer for details.



Optional Ford extended service plans cover major components on new passenger cars for longer than the vehicles basic warranty. See dealer for details.

Motorcraft QUALITY REPLACEMENT PARTS FROM FORD

These parts meet the same high standards as those installed in production.



The leasing alternative is available through your dealer. A participating dealer can arrange a lease term, and payments tailored to your personal needs.

Ford Credit

Is available to every qualified buyer. Offices located throughout Canada.

ASK YOUR DEALER

Following the publication of this catalogue, certain changes in standard equipment, options, prices or product delays may have occurred which would not be included in these pages. Ford Motor Company of Canada, Limited, reserves the right to make these changes without incurring obligations of any kind. Your dealer is your best source for up-to-date information.



Quality is Job 1.