Sep 12, 2014 | Dearborn, Mich.

All-New Ford Mustang Offers High Performance with Sleek New Design and Innovative Tech

- All-new sophisticated design clearly inspired by 50 years of Mustang heritage evolved to attract wider array of customers and expand global market availability
- The new Mustang is the first car to offer four-, six- and eight-cylinder engines that each produce at least 300 horsepower – a 300-horsepower 3.7-liter V6, a more powerful 435-horsepower 5.0-liter V8, and an all-new 310-horsepower* 2.3-liter EcoBoost® engine
- Mustang sets new performance and dynamics benchmarks for the brand with world-class handling, more precise steering control and enhanced ride comfort

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2015 MUSTANG PRODUCT SHEET

Loaded with innovative technologies and delivering high levels of performance and style, the all-new Mustang is the next chapter in the life of one of the world's most iconic cars.

"Ford Mustang inspires passion like no other car," said Raj Nair, Ford group vice president, Global Product Development. "The visceral look, sound and performance of Mustang resonates with people, even if they've never driven one. Mustang is definitely more than just a car – it is the heart and soul of Ford."

Mustang's impact goes well beyond the 9 million-plus cars sold in its 50 years of continuous production. It has made thousands of appearances in film, television, music and video games, and is the world's most-liked vehicle on Facebook. For the first time ever, Ford will bring Mustang to customers in key parts of Europe and Asia.

The Mustang experience

The way Mustang looks, drives and sounds is key to the visceral experience that makes drivers just want to get in the driver's seat and hit the road. The Mustang is the first car to offer four-, six- and

eight-cylinder engines that each produce at least 300 horsepower. With more powertrain options to choose from, there is a Mustang to fit any lifestyle. The 3.7-liter V6 and upgraded 5.0-liter V8 are joined by an all-new 2.3-liter EcoBoost® engine that brings state-of-the-art technology to Mustang.

The Mustang's EcoBoost engine uses direct injection, variable cam timing and turbocharging to deliver plenty of usable performance across a broad RPM range. A unique intake manifold and turbocharger housing enable it to deliver the performance Mustang drivers expect with 310 horsepower* and 320 lb.-ft. of torque.*

"This EcoBoost engine delivers where a Mustang driver expects it to, with a broad, flat torque curve that pours out when you stand on it for easy passing or hustling down a twisty road," said Dave Pericak, Ford Mustang chief engineer.

Mustang GT continues with the latest edition of the throaty 5.0-liter V8, now featuring an upgraded valvetrain and cylinder heads that help boost output to 435 horsepower* and 400 lb.-ft. of torque*. A new intake manifold features charge motion control valves to partially close off port flow at lower engine speeds. This increases the air charge tumble and swirl for improved air-fuel mixing resulting in improved efficiency and idle stability.

With 300 horsepower and 270 lb.-ft. of torque on tap from the standard 3.7-liter V6, even the most accessible Mustang delivers the performance customers expect. Drivers will appreciate smoother shifts from the updated manual gearbox, while a reworked automatic transmission features new steering wheel-mounted shift paddles for drivers who want the choice between convenience and control.

All-new shape, yet unmistakably Mustang

The clean-sheet design of both Mustang fastback and convertible evokes the essential character of the brand, retaining key design elements – including the long sculpted hood and short rear deck – with contemporary execution.

Several key design features define the all-new Mustang, including:

- A lower, wider stance with a reduction in roof height, and wider rear fenders and track
- The return of Mustang fastback with a sleeker profile enabled by more steeply sloped windshield and rear glass
- Three-dimensional, tri-bar taillamps with sequential turn signals
- Contemporary execution of the signature shark-bite front fascia and trapezoidal grille

The information and controls an active driver needs are all readily accessible in the aviation-inspired cockpit, which is executed with the highest degree of craftsmanship ever found in a Mustang.

Large, clear instrumentation puts vehicle information right in front of the driver in the roomier cabin, while improved ergonomics and tactile switches and knobs provide better control. The added width and a new rear suspension contribute to improved shoulder and hip room for rear-seat passengers, and a more usefully shaped trunk can accommodate two golf bags.

Slipping through the air

Design and performance are two of the essential attributes that have made Mustang appeal to millions of fans for five decades. Performance can be improved by increasing the output of the powerplant or reducing the amount of work it has to do. The sleeker shape helps it slip through the air with less effort.

Each of Mustang's three available engines gets a unique grille that allows in only as much air as that specific powerplant needs. Active grille shutters will help make the Mustang powered by the new 2.3-liter EcoBoost® engine even more fuel efficient by further reducing drag at higher speeds when extra cooling capacity is not needed. The shutters can completely close off the grille, sending air over and around the car instead of through the engine compartment.

Carving up the curves

When life throws drivers a curve, the all-new Mustang sets new handling benchmarks for the brand, delivering world-class dynamics and ride quality.

Mustang features all-new front and rear suspension systems. At the front, a new perimeter subframe helps to stiffen the structure while reducing mass, providing a better foundation for more predictable wheel control that benefits handling, steering and ride.

The new double-ball-joint front MacPherson strut system also enables the use of larger, more powerful brakes. The 2015 Mustang has the most capable brake lineup ever offered on a Mustang.

At the rear is an all-new integral-link independent rear suspension. The geometry, springs, dampers and bushings all have been specifically modified and tuned for this high-performance application. New aluminum rear knuckles help reduce unsprung mass for improved ride and handling.

Smarter than your average pony

The all-new Mustang features a significant amount of innovative technologies providing drivers with enhanced information, control and connectivity when they want it. From Intelligent Access with push-button start to SYNC® and MyKey® in every Mustang built, plus standard Track Apps™, MyColor® gauges and a new Shaker Pro Audio System, drivers will be able to customize their time behind the wheel.

The feeling of freedom and confidence Mustang instills in its drivers is amplified when they can take control of how the car behaves. On a twisty back road or a weekend track day, the driver can tap the toggle switches on the console to quickly adjust steering effort, engine response, and transmission and electronic stability control settings using the available Selectable Drive Modes to create the perfect Mustang at any time.

The advanced new Ford-developed stability control system is tuned to maximize Mustang's dynamic capabilities. When the time comes to turn up the wick at the track, Mustang GT includes standard launch control on manual-transmission models that enables drivers to achieve smooth, consistent starts every time.

When it's time to back off and relax for the drive home, available advanced driver-assist features including Blind Spot Information System (BLIS®) with cross-traffic alert and adaptive cruise control can help ease the load, while SYNC AppLink™ lets drivers control their smartphone apps to listen to their favorite form of entertainment.

Debuting on the 2015 Mustang are enhancements to the SYNC® 911 Assist® feature. The enhancements will provide the ability to deliver information such as the maximum change in velocity during impact, indication of crash type (front, side, rear or rollover), safety belt usage as detected by the vehicle, awareness of whether multiple impacts occurred and whether airbags were deployed.

More airbags, more high-strength steel

An all-new inflatable airbag restraint design provides the front seat passenger with knee airbag protection while significantly reducing system size and weight, enabling a roomier interior for more comfort. This new airbag is part of a standard comprehensive safety system that includes a more robust package of sensors, safety belt anchor pretensioners, improved exterior lighting and double the total number of airbags on the fastback Mustang.

50 years of Mustang

April 17, 2014, marked the 50th anniversary of the introduction of the original Ford Mustang and each 2015 model celebrates the milestone with a badge on the instrument panel that includes the galloping pony logo and the words "Mustang – Since 1964." Mustang will continue to be built in the United States at Flat Rock Assembly Plant.

"From day one, we knew if we were going to build a new Mustang, we had to do it right," said Pericak. "We built a new Mustang from the ground up that is quicker, better-looking, more refined and more efficient, without losing any of the raw appeal that people have associated with Mustang for half a century."

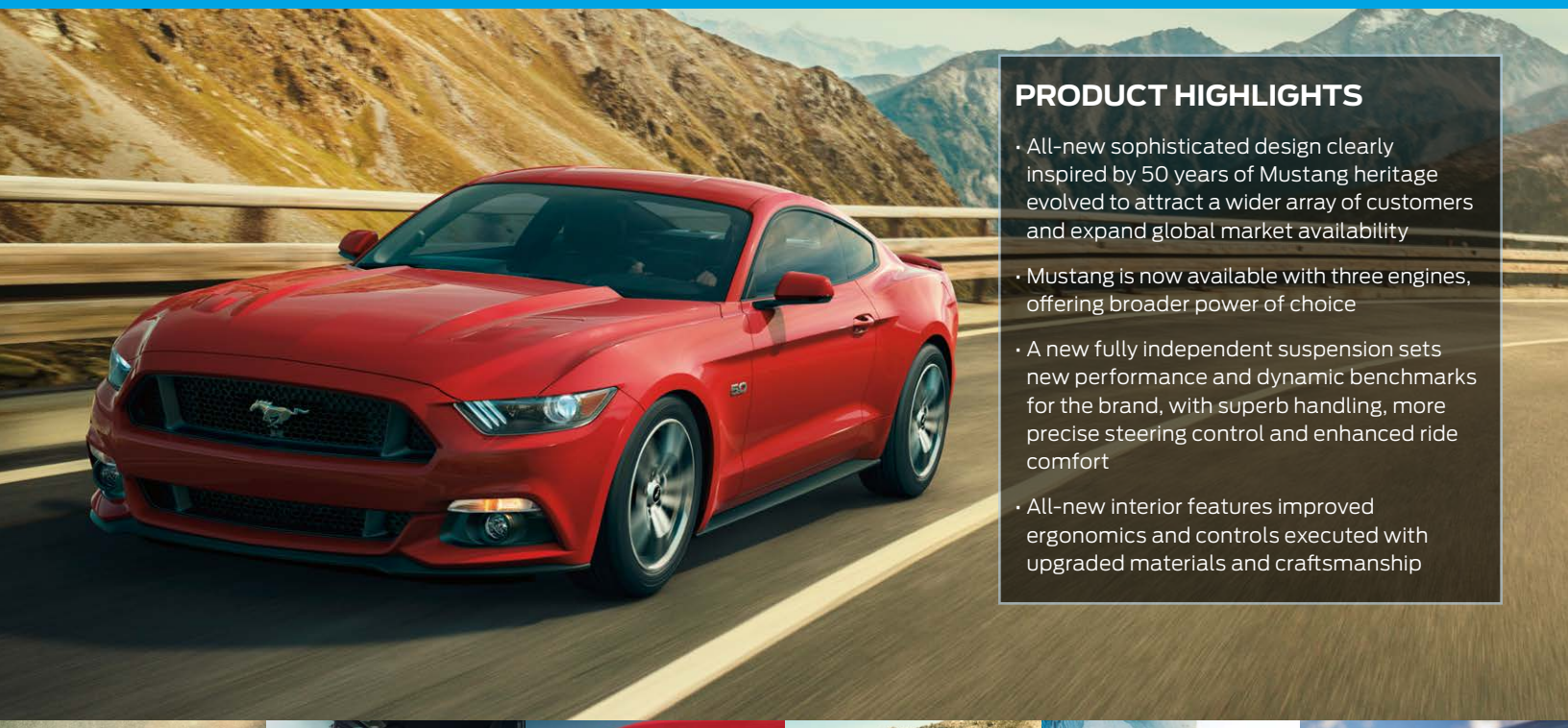
**Using 93-octane fuel*

About Ford Motor Company

Ford Motor Company, a global automotive industry leader based in Dearborn, Mich., manufactures or distributes automobiles across six continents. With about 186,000 employees and 65 plants worldwide, the company's automotive brands include Ford and Lincoln. The company provides financial services through Ford Motor Credit Company. For more information regarding Ford and its products worldwide, please visit corporate.ford.com.

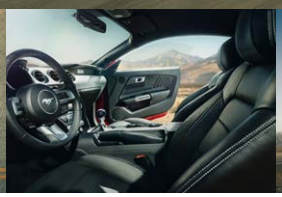
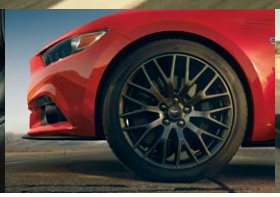
2015 FORD MUSTANG

The next chapter in the life of the iconic sports car begins as the 2015 model debuts with a sleek, modern design that is unmistakably Mustang. Loaded with innovative technologies, the all-new Ford Mustang is ready to take on the world.



PRODUCT HIGHLIGHTS

- All-new sophisticated design clearly inspired by 50 years of Mustang heritage evolved to attract a wider array of customers and expand global market availability
- Mustang is now available with three engines, offering broader power of choice
- A new fully independent suspension sets new performance and dynamic benchmarks for the brand, with superb handling, more precise steering control and enhanced ride comfort
- All-new interior features improved ergonomics and controls executed with upgraded materials and craftsmanship


VITAL STATS [Learn more]

Engines: 3.7-liter V6, 300 hp, 280 lb.-ft. torque; 2.3-liter EcoBoost,® 310 hp,* 320lb.-ft. torque* 5.0-liter V8, 435 hp,*, 400 lb.-ft. torque*

Transmissions: Six-speed SelectShift® Automatic, six-speed manual

Body styles: Fastback, convertible

Assembly location: Flat Rock Assembly Plant, Flat Rock, Michigan

MSRP: Starting at $23,600, plus $825 destination and delivery and taxes

SAFETY

- AdvanceTrac® electronic stability control
- Eight airbags (fast back models), including industry-first passenger knee airbag system packaged inside the glove box door
- MyKey® programmable vehicle key with support for up to four fobs
- Individual tire pressure monitoring system
- Adaptive collapsible steering column

*Using 93-octane fuel.

SELECTABLE DRIVE MODES

On a twisty back road or a weekend track day, the driver can tap the toggle switch on the console to quickly adjust steering effort, engine response, and transmission and electronic stability control settings, using the available selectable drive modes to create the perfect Mustang at any time.

Smart

PERFORMANCE

The all-new fully independent front and rear suspension provides drivers with improved dynamic capabilities, feel and comfort over any road surface. The available performance packages for Mustang EcoBoost and GT adds optimized summer tires for superior grip** and some of the most capable Mustang brakes ever for stopping power to match the upgraded engines.

Did you know? The new electronically driven top on Mustang convertible is quieter, and it raises and lowers in nearly half the time of the previous generation. The top stows into a more compact package for improved visibility and cargo space.

For more information on the 2015 Ford Mustang and other Ford Motor Company products and news, go to media.ford.com.

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2015 FORD MUSTANG – USA
TECHNICAL SPECIFICATIONS

BODY			
Construction	Unitized welded steel body, aluminum hood and front fenders		
Bodystyles	Fastback and Convertible		
Final assembly location	Flat Rock, Mich.		
ENGINE			
	3.7-liter Ti-VCT V6	**2.3-liter EcoBoost I4**	**5.0-liter Ti-VCT V8**
Configuration	Aluminum block and heads	Aluminum block and head	Aluminum block and heads
Intake manifold	Composite shell-welded with runner pack	Composite shell-welded with runner pack	Composite shell-welded with runner pack and charge motion control valves
Exhaust manifold	Cast iron	Three-port integrated into aluminum head	Stainless steel tubular headers
Valvetrain	DOHC, four valves per cylinder, twin independent variable camshaft timing	DOHC, four valves per cylinder, twin independent variable camshaft timing	DOHC, four valves per cylinder, twin independent variable camshaft timing
Valve diameter/lift	Intake 37 mm/10 mm, exhaust 31 mm/9.7 mm	Intake 31 mm/8.31 mm, exhaust 30 mm/7.42 mm	Intake 37.3 mm/13 mm, exhaust 31.8 mm/13 mm
Pistons	Cast aluminum	Cast aluminum	Cast aluminum
Connecting rods	Forged steel	Forged steel	Forged steel
Ignition	Distributor-less with coil-on-plug	Distributor-less with coil-on-plug	Distributor-less with coil-on-plug
Bore x stroke	3.76 x 3.41 in./ 95.5 x 86.7 mm	3.45 x 3.7 in./ 87.55 x 94 mm	3.63 x 3.65 in./ 92.2 x 92.7 mm
Displacement	227 cu. in./3,727 cc	140 cu. in./2,300 cc	302 cu. in./4,951 cc
Compression ratio	10.5:1	9.5:1	11.0:1
Engine control system	PCM	PCM	PCM
Horsepower	300 @ 6,500 rpm (projected)	310 @ 5,500 rpm (projected)	435 @ 6,500 rpm (projected)
Torque	280 lb.-ft. @ 4,000 rpm (projected)	320 lb.-ft. @ 2,500-4,500 rpm (projected)	400 lb.-ft. @ 4,250 rpm (projected)
Recommended fuel	Regular unleaded (87 octane)	Regular unleaded (87 octane)	Regular unleaded (87 minimum)
Fuel capacity	16 gallons	15.5 gallons	16 gallons
Fuel delivery	Sequential multiport electronic	Direct injection	Sequential multiport electronic
Oil capacity	Six quarts 5W-20 with filter (10,000-mile service interval)	Six quarts 5W-30 with filter (10,000-mile service interval)	Eight quarts 5W-20 with filter (10,000-mile service interval)
EPA-estimated fuel economy ratings	19 city /28 highway /22 combined (automatic) 17 city/28 highway/21 combined (manual)	21 city/32 highway/25 combined (automatic) 22 city/31 highway/26 (manual)	16 city/25 highway/19 combined (automatic) 15 city/25 highway/19 combined (manual)

DRIVETRAIN	
Layout	Rear-wheel drive with limited-slip differential
TRANSMISSION	

2015 FORD MUSTANG – USA
TECHNICAL SPECIFICATIONS

	3.7-liter Ti-VCT V6	2.3-liter EcoBoost I4	5.0-liter Ti-VCT V8
Standard	Six-speed manual with Hill Start Assist		
Gear ratios			
First	4.236	4.236	3.657
Second	2.538	2.538	2.430
Third	1.665	1.665	1.686
Fourth	1.2387	1.238	1.315
Fifth	1.00	1.00	1.00
Sixth	0.704	0.704	0.651
Final drive	3.15:1, 3.55:1 (optional)	3.31:1, 3.55:1 (Performance Package)	3.31:1, 3.55:1 (optional), 3.73:1 Torsen (Performance Package)
Optional	Six-speed automatic with paddle shifters		
Gear ratios			
First	4.17		
Second	2.34		
Third	1.52		
Fourth	1.14		
Fifth	0.87		
Sixth	0.69		
Final drive	3.15:1, 3.55:1 (optional)	3.15:1, 3.31:1 (optional), 3.55:1 (Performance Package)	3.15:1, 3.55:1 (optional)

SUSPENSION			
Front	Double-ball-joint independent MacPherson strut and tubular stabilizer bar		
Rear	Integral-link independent with coil springs, solid stabilizer bar, and twin- or mono-tube dampers (application-specific)		
STEERING			
Type	Electric power-assisted steering with rack-and-pinion gear		
Ratio	16:1		
Turning circle, curb-to-curb	36.5 feet/11.1 meters (17-in. wheels), 37.8 feet/11.5 meters (18-in. and 19-in. wheels), 40.0 feet/12.2 meters (Performance Package and 20-in. wheels)		
BRAKES			
	3.7-liter Ti-VCT V6	**2.3-liter EcoBoost I4**	**5.0-liter Ti-VCT V8**
Type	Four-wheel power disc brakes with four-sensor, four-channel anti-lock braking system and AdvanceTrac electronic stability control	Four-wheel power disc brakes with four-sensor, four-channel anti-lock braking system and AdvanceTrac electronic stability control	Four-wheel power disc brakes with four-sensor, four-channel anti-lock braking system and AdvanceTrac electronic stability control
Front	320 (12.6 in.) x 30-mm vented discs, twin-piston 43-mm floating aluminum calipers	320 (12.6 in.) x 30-mm vented discs, twin-piston 43-mm floating aluminum calipers; Performance Package: 352 (13.9 in.) x 32-mm vented discs, four-piston 46-mm fixed aluminum calipers	352 (13.9 in.) x 32-mm vented discs, four-piston 46-mm fixed aluminum calipers; Performance Package: 380 (15.0 in.) x 34-mm vented discs, Brembo six-piston 36-mm fixed aluminum calipers
Rear	320 (12.6 in.) x 12-mm solid discs, single-piston 45-mm floating aluminum calipers, integral parking brake	320 (12.6 in.) x 12-mm solid discs, single-piston 45-mm floating aluminum calipers, integral parking brake;	330 (13.0 in.) x 25-mm vented discs, single-piston 45-mm floating iron calipers, integral parking brake;

2015 FORD MUSTANG – USA
TECHNICAL SPECIFICATIONS

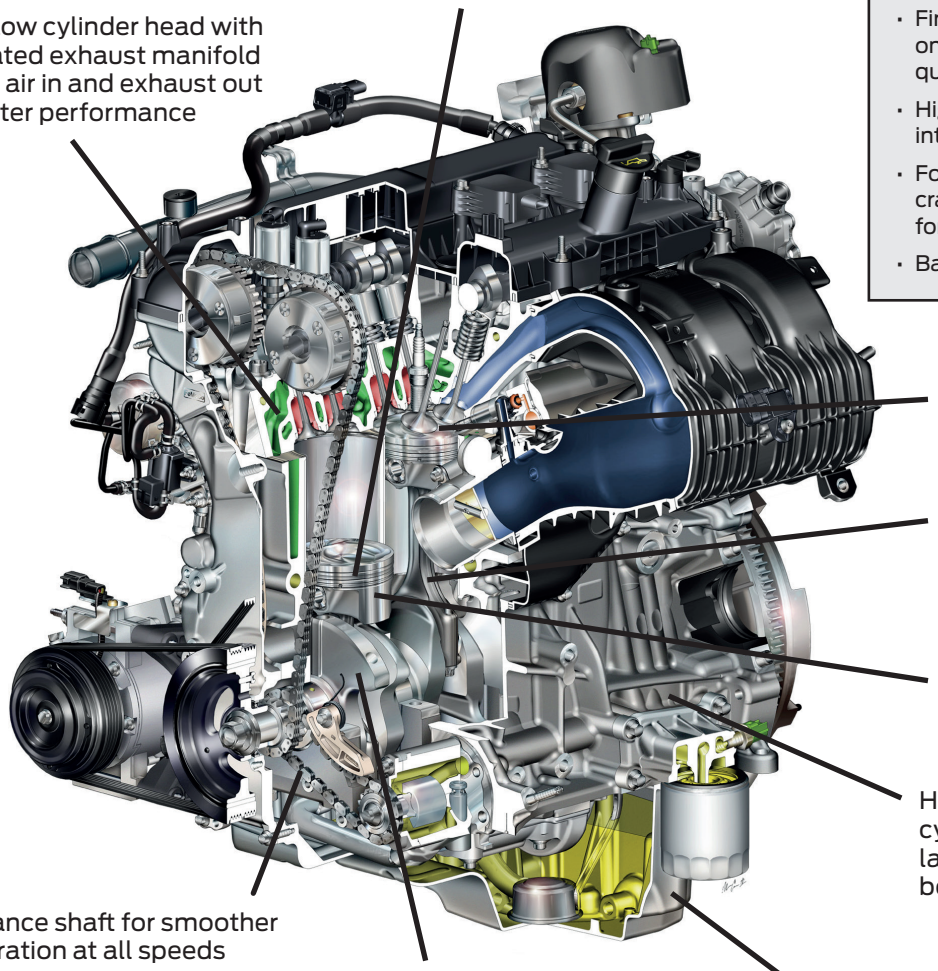
		Performance Package: 330 (13.0 in.) x 25-mm vented discs, single-piston 45-mm floating iron calipers, integral parking brake	Performance Package: 330 (13.0 in.) x 25-mm vented discs, single-piston 45-mm floating iron calipers, integral parking brake
WHEELS AND TIRES (aluminum wheels)			
Standard	17 x 7.5-in. 235/55R H A/S	17 x 7.5-in. 235/55R H A/S	18 x 8.0-in. 235/50R W A/S
Optional	18 x 8.0-in. 235/50R W A/S	18 x 8.0-in. 235/50R W A/S, 19 x 8.5-in. 255/40R W A/S, 20 x 9.0-in. 265/35R W summer; Performance Package: 19 x 9.0-in. 255/40R Y summer	19 x 8.5-in. 255/40R W A/S, 20 x 9.0-in. 265/35R W summer; Performance Package: front, 19 x 9.0-in. 255/40R, rear, 19 x 9.5-in. 275/40R Y summer

DIMENSIONS (inches unless otherwise noted)			
	Fastback	**Convertible**	
EXTERIOR			
Wheelbase	107.1	107.1	
Overall length	188.3	188.3	
Overall width	75.4	75.4	
Overall height	54.4	54.9	
Track, front/rear	62.3/64.9	62.3/64.9	
INTERIOR			
Seating capacity	Four	Four	
Front headroom	37.6	37.6	
Front legroom - maximum	44.5	44.5	
Front shoulder room	56.3	56.3	
Front hip room	54.9	54.9	
Rear headroom	34.8	35.7	
Rear legroom	30.6	30.8	
Rear shoulder room	52.2	44.7	
Rear hip room	47.4	43.7	
BASE CURB WEIGHT			
	3.7-liter Ti-VCT V6	**2.3-liter EcoBoost I-4**	**5.0-liter Ti-VCT V8**
Fastback - manual	3,526	3,532	3,705
Fastback - automatic	3,530	3,524	3,729
CAPACITIES			
Passenger volume	84.5 cu. ft.	80.8 cu. ft.	
Cargo volume	13.5 cu. ft.	11.4 cu. ft.	

Specifications subject to change

All-New Ford Mustang: 2.3-Liter EcoBoost

Specifically tuned for use in Mustang, the all-new 2.3-liter EcoBoost® engine brings the performance Mustang drivers expect and the ability to deliver projected best-in-class fuel economy. Turbocharging, direct injection and twin independent variable camshaft timing deliver 310 horsepower and 320 lb.-ft. of torque.



NOTEWORTHY

- First use of a twin-scroll turbocharger on a Ford engine for more power and quicker acceleration response
- High-flow cylinder head with integrated exhaust manifold
- Forged steel connecting rods and crankshaft, steel piston ring carriers for durability
- Balance shaft for smooth operation

VITAL STATS

Displacement: 2.3-liter EcoBoost inline-four

Construction: Aluminum block and head with integrated exhaust manifold

Valvetrain: DOHC, four valves per cylinder, twin independent variable camshaft timing

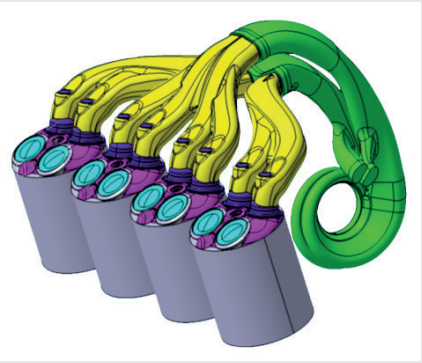
Compression ratio: 9.5:1

Output: 310 horsepower, 320 lb.-ft. of torque

Transmissions: Getrag six-speed manual, SelectShift six-speed automatic with steering wheel-mounted shift paddles

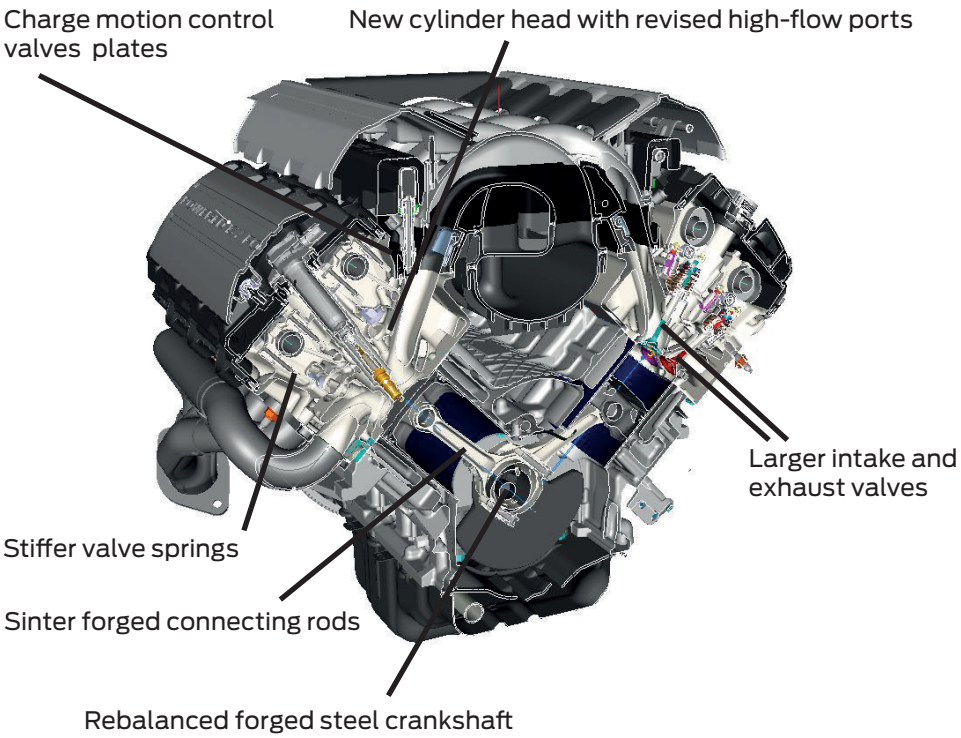
DID YOU KNOW?

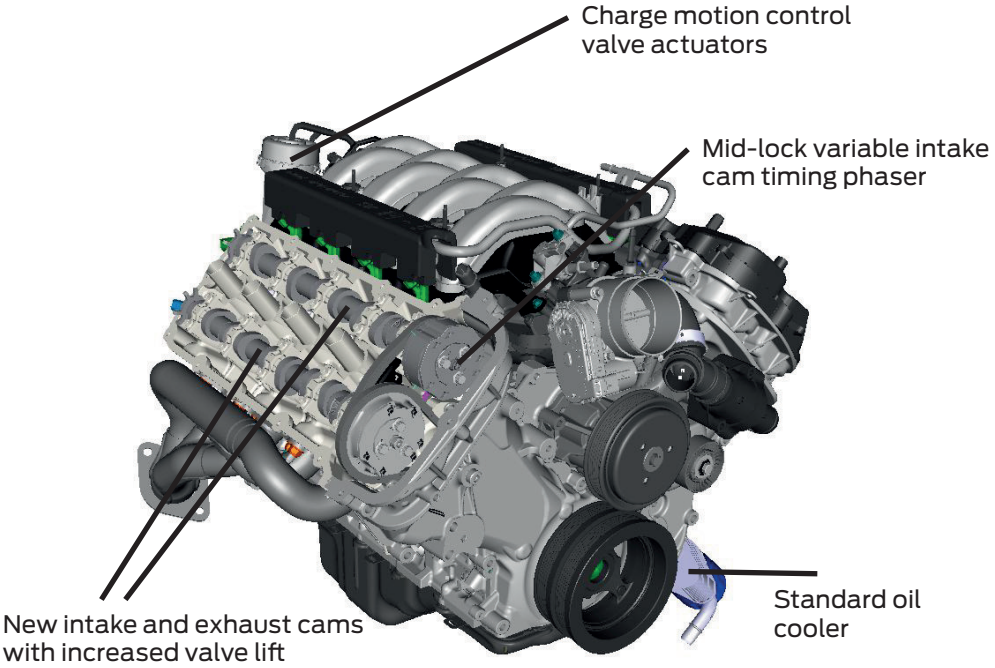
Delivering two separate exhaust streams to the turbo preserves pulse energy for quicker torque delivery when the driver needs it for passing maneuvers and similar performance to a twin-turbocharger configuration.



All-New Ford Mustang: 5.0-Liter V8

A great V8 engine is key to the visceral experience of driving Ford Mustang, and the acclaimed 5.0-liter V8 is the ideal powerplant for this driver's car. The new cylinder heads, valvetrain and intake manifold ensure this V8 breathes freely from idle all the way to 7,000 rpm. The all-new Mustang GT generates 435 horsepower and 400 lb.-ft. of torque. Final power and torque ratings will be announced closer to launch.





NOTEWORTHY

- Straighter intake ports in the cylinder head improve flow for high-rpm breathing
- Forged steel crankshaft balanced to support higher-rpm operation with less vibration
- New intake manifold features charge motion control valves to partially close off port flow at lower engine speeds. This increases the air charge tumble and swirl for improved air-fuel mixing resulting in better fuel economy, idle stability and lower emissions

VITAL STATS

Displacement: 5.0-liter naturally aspirated SPFI V8

Construction: Aluminum block and heads

Valvetrain: DOHC, four valves per cylinder, twin independent variable camshaft timing

Compression ratio: 11:1

Output: 435 horsepower, 400 lb.-ft. of torque

Transmissions: Getrag six-speed manual, SelectShift six-speed automatic with steering wheel-mounted shift paddles

DID YOU KNOW?

The V8 in the new Mustang is the first Ford engine to utilize mid-lock variable camshaft timing phasers on the intake camshaft to provide a greater range of timing adjustment. This enables more optimized control of the valve timing over a broader range of engine speeds and loads for improved fuel economy and emissions.

Jul 17, 2014 | Dearborn, Mich.

Horsepower Unleashed – Motivating the All-New Ford Mustang with Improved Power-to-Weight Ratios

- 5.0-liter V8 headlines all-new Ford Mustang lineup with 435 horsepower and 400 lb.-ft. of torque and improved power-to-weight ratio
- New 2.3-liter EcoBoost® brings turbocharging and direct injection to Mustang with 310 horsepower and 320 lb.-ft. of torque – best-ever power density from a Ford engine
- Manual transmission provides smoother shifting than previous Mustangs; automatic transmission features steering wheel-mounted paddle shifters and downshift rev-matching

The all-new 2015 Ford Mustang offers three great engines including a standard 300-horsepower V6, a brand-new 310-horsepower EcoBoost® or an upgraded 435-horsepower V8. Each powerplant is available with either a manual or automatic transmission that makes the pony car a great all-around performer – no matter how the equipment is mixed and matched to suit any individual driving style.

The fewer the pounds a car carries for every unit of horsepower generated by the engine, the quicker and nimbler it feels, making power-to-weight ratio a key measure of performance. A recent study by Autoblog of cars currently available in the U.S. market puts Mustang at the top of the charts in power-to-weight ratio for all three price categories a customer can specify.

Mustang extends its lead further for 2015 with the EcoBoost-powered fastback now carrying fewer than 11.4 pounds per horsepower; Mustang GT has as few as 8.52 pounds per horsepower.

Less is more, EcoBoost comes to Mustang

The addition of a new 2.3-liter EcoBoost engine brings turbocharging to the Mustang powertrain lineup. This engine was designed specifically for Mustang, to meet the needs of drivers looking for outstanding performance and fuel efficiency.

The geometry of the EcoBoost intake manifold and turbocharger housing has been optimized to provide better breathing and higher output in Mustang. Producing 310 horsepower and 320 lb.-ft. of torque, the 2.3-liter EcoBoost engine fits the bill for a true Mustang powerplant – with the highest power density yet from a Ford engine.

"This EcoBoost engine delivers the healthy output Mustang drivers expect, regardless of the car's speed," said Scott Makowski, EcoBoost powertrain engineering manager. "It delivers where a Mustang driver expects it to – with a broad, flat torque curve and great driveability under any conditions."

The newest member of Ford's global EcoBoost engine family, the 2.3-liter continues to take advantage of state-of-the-art technologies including direct fuel injection, twin independent variable camshaft timing and turbocharging to produce big-engine power and torque with improved fuel efficiency.

The 2.3-liter EcoBoost is the first Ford engine to use a low-inertia twin-scroll turbocharger that provides quicker boost response while enabling lower emissions and improved efficiency. The cylinder head features an integrated exhaust manifold that separates the inner and outer pairs of cylinders into each of the two inlet passages to the turbo.

Keeping the exhaust pulses separated from the next cylinder in the firing order virtually eliminates mixing losses and maximizes the pulse energy to the turbine wheel. The result is similar performance to a more complex twin-turbocharger configuration, meaning quicker turbine spin-up and torque delivery when the driver needs it for passing maneuvers.

The separated exhaust ports also enable the exhaust valves to stay open longer for reduced pumping losses that improve specific fuel consumption compared to a single-scroll turbocharger configuration.

With a compact mill generating nearly 135 horsepower per liter and more than 139 lb.-ft. of torque per liter – powering a performance car whose drivers are more inclined to use it – ensuring engine durability was critical. Enhancements to the Mustang EcoBoost engine to withstand the added stresses include:

- Forged-steel crankshaft
- Piston-cooling jets
- Steel piston ring carriers
- Premium bearing materials
- Upgraded valve seat materials
- Forged-steel connecting rods
- High-pressure die-cast aluminum cylinder block with ladder-frame bearing caps
- Deep-sump, die-cast aluminum oil pan

The beating heart of a pony
No Ford Mustang engine lineup would be complete without a great V8 engine at its core. The 5.0-liter V8 powers into a new generation with a host of upgrades that help it breathe better, especially at higher engine speeds. Many of these changes are derived from lessons learned in developing the special-edition 2012 Mustang Boss 302.

Getting air into the cylinders and exhaust out is key to generating more power and torque from any engine. That has been the focus in the development of this V8, which features:

- Larger intake valves
- Larger exhaust valves
- Revised intake camshafts
- Revised exhaust camshafts
- Stiffer valve springs ensure valves close completely at high rpm
- New cylinder head casting – revised ports provide straighter path to the valves for less restrictive intake and exhaust flow; combustion chamber modifications accommodate larger valves
- Sinter forged connecting rods are lighter and more durable for high-rpm operation
- Redesigned piston tops – deeper cutouts clear the new larger valves
- Rebalanced forged crankshaft to support higher-rpm operation

These upgrades have boosted output of the V8 to 435 horsepower and 400 lb.-ft. of torque.

A new intake manifold includes charge motion control valves to partially close off port flow at lower engine speeds. This increases the air charge tumble and swirl for improved air-fuel mixing, resulting in better fuel economy, improved idle stability and lower emissions.

The variable camshaft timing on the intake side now has a greater range of adjustment available thanks to mid-lock phasers. This enables better optimized control of the valve timing over a broader range of engine speeds and loads for improved fuel economy and emissions.

Shifting gears
More than most drivers, Mustang owners like to take control and shift for themselves. Whether they select a fully manual gearbox or the updated automatic transmission, the experience will be better than in any previous pony.

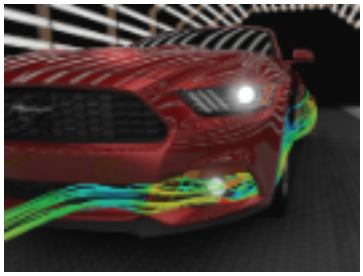
The manual has a new shift linkage design for easier engagement and improved precision. The shift lever is now positioned closer to

the driver and away from the cupholders, creating a clear path for shifting.

Mustang blends outstanding all-around performance and everyday usability. Drivers who prefer to let the car handle the shifting during their daily work run, but who still want to take control when the roads get twisty, will appreciate the new steering wheel-mounted shift paddles with rev-matching downshifts – now standard with the SelectShift® six-speed automatic transmission.

The automatic also features a redesigned case with cast-in ribs that help make it stiffer and reduce weight. Internally, clutches are optimized and operating temperature increased to reduce friction. The output shaft is now supported by a ball bearing that enables a top speed of 155 mph for Mustang GT.

With a choice of powertrains to suit driving preferences and lifestyles, the new Mustang has cutting-edge technology under the hood to match its modern design. Yet regardless of engine choice, the car remains quintessentially Mustang.



Mar 26, 2014 | Dearborn, Mich.

More Aerodynamic Testing Helps the All-New Ford Mustang Slice Through the Air Efficiently and Stay Planted

- All-new Ford Mustang features a sleek, modern and muscular interpretation of the iconic pony car form that is more aerodynamically efficient
- Mustang is first Ford with front-wheel aero curtains that help guide airflow across the front wheels
- Careful shaping of Mustang's front and rear help to keep the car planted on the road for more confident handling and steering at higher speeds

Fact Sheet: Wheel Aero Curtains on All-New Ford Mustang Reduce Aerodynamic Drag

The bold, muscular form of the all-new Ford Mustang reimagines the iconic sports car shape in a way that retains the character that fans expect from the brand while incorporating aerodynamic technology that improves fuel efficiency and performance.

"Even with the classic, forward-leaning shark-bite grille and a more aggressive stance for the new Mustang, the aerodynamics team has made it slice through the air better for increased fuel efficiency while also keeping it planted to the road at higher speeds," said Dave Pericak, Mustang chief engineer. "The best part is that they met the challenge of creating the sleekest Mustang yet without resorting to a characterless teardrop shape."

Design and performance are two of the essential attributes that have made Mustang appeal to millions of fans for five decades. Performance can be improved by increasing the output of the powerplant or reducing the amount of work it has to do. The new Mustang is doing both with improved powertrains and a sleeker shape that slips through the air with less effort.

Aerodynamics plays an increasingly important role in overall vehicle performance as speed increases. The force required to slice

through the air goes up exponentially with the speed, so twice the speed requires eight times the horsepower just to overcome drag. That means small changes can have a big impact on both performance and fuel efficiency.

“With the new Mustang, we spent about twice as much time running aerodynamic simulations and doing wind tunnel tests than the previous Mustang,” said Carl Widmann, aerodynamics engineering manager. “Major advances in our computational fluid dynamics capability let us test the effect of design changes and give feedback to the studio in less than 48 hours so they had more opportunity to try out different styling ideas.”

Using air to manage airflow

It’s not visually obvious, but rotating wheels are a major source of aerodynamic drag. However, enclosing the wheels in skirts to smooth the flow just doesn’t look right, especially on a performance car like Mustang. Widmann and the aerodynamics team adopted a different approach for Mustang, giving it the first Ford application of wheel aero curtains.

Vertical slots in the outer edge of the front fascia channel air from the front of the car to openings in the wheel wells, directing it across the outer surface of the wheel and tire. The wall of high-speed air works much like a skirt to reduce drag while still leaving the beautifully designed alloy wheels fully exposed.

Managing temperatures

In addition to helping define the visual identity of a car like Mustang, the grille also has to provide an inlet for air that cools the engine. Allowing air to flow through the engine bay instead of directing it around the sides and over the top of the body increases drag. Each of Mustang’s three available engines gets a unique grille that allows in only as much air as that powerplant needs.

Active grille shutters will help make Mustang powered by the new 2.3-liter EcoBoost® engine even more fuel efficient by further reducing drag at higher speeds when extra cooling capacity is not needed. The shutters can completely close off the grille, sending air over and around the car instead of through the engine compartment. Even the ribs that make up the mesh in the grille have been carefully shaped to reduce air resistance and wind noise.

Keeping the car planted

With a top speed of 155 mph for the V8-powered Mustang GT, ensuring confident and precise handling is crucial. New Mustangs are equipped with splitters and air dams below the front fascia that help to minimize air under the car. Mustang GT also features a pair of vents in the hood that also contribute to keeping the front-end planted on the road.

“We worked closely with the vehicle dynamics engineers that are tuning the chassis to make sure our experimental results for lift correspond to what they feel on the car when driving at the track,”

said Widmann. “They provided us with some great feedback that we incorporated into our efforts in the tunnel, and the results are definitely noticeable when driving at high speeds.”

The overall air resistance is a combination of the frontal area and drag coefficient. Despite the wider rear haunches, the lower roofline contributes to a smaller frontal area. Along with a lower drag coefficient, the overall drag force of the new Mustang is slashed by an impressive 3 percent with better roadholding and less wind noise in the cabin. At highway speeds, three percent less drag will return about one percent better fuel efficiency.

2015 Ford Mustang

The all-new Mustang is the most advanced version yet of the iconic pony car. The sleek new design of Mustang fastback and convertible is backed up by world-class performance from a range of available engines, including a new turbocharged EcoBoost® 2.3-liter and an upgraded 5.0-liter V8 with more than 420 horsepower.

In addition to state-of-the-art connectivity systems, Mustang features available advanced driver-assist systems, track apps, launch control and more.

Jul 17, 2014 | Dearborn, Mich.

Agile Ford Mustang Features All-New Suspension; Performance Pack Raises Bar for Handling and Braking

- 2015 Ford Mustang features new, fully independent front and rear suspension mated with stronger and lighter platform for improved handling and ride quality through better wheel and body control
- Three new brake systems ensure new Mustang stops as well as it accelerates and turns
- Available performance packs for Mustang EcoBoost® fastback and convertible and Mustang GT fastback raise the bar for handling and braking performance on both the road and the track

With new fully independent front and rear suspension systems, the all-new sixth-generation Ford Mustang is expected to be the nimblest and most comfortable example of the breed to date. Mustang EcoBoost® and Mustang GT fastback customers can also add an available performance pack for maximum all-around capability, continuing 50 years of Mustang personalization.

“When we began development of the sixth-generation Mustang, we knew we had a challenge ahead of us to beat ever-increasing customer expectations, as well as new competitors in the marketplace,” said Raj Nair, Ford group vice president, Global Product Development. “We added content where it mattered – including an independent rear suspension for better handling and ride, and bigger brakes for better, shorter and more consistent stops. We also doubled the number of airbags.

“Even with all of that extra hardware, smart engineering throughout every component of this car enabled us to achieve a base curb weight of 3,524 pounds for the new Mustang EcoBoost fastback – just six pounds more than the lightest 2014 Mustang V6, and still the best power-to-weight ratio of any car available in the United States for under $50,000.”

Building on a solid foundation

With an all-new platform and fully independent suspension, the 2015 Ford Mustang sets new handling benchmarks for the brand, achieving world-class performance in both dynamics and ride quality.

“In order to develop precise and predictable handling characteristics, a car needs a solid platform where the suspension mounts don’t move relative to one another,” said Tom Barnes, Mustang vehicle engineering manager. “The structure of the new Mustang is much more resistant to twisting, with 28 percent more torsional stiffness for the fastback and a 15 percent improvement for the convertible.”

Despite being so much stronger, this is a very efficient horse, with a body-in-white that is actually lighter than the previous version. This was achieved through extensive use of advanced technologies and materials including hydroforming, laser welding and high-strength steels. Lightweight aluminum is used for the hood and front fenders to help reduce body mass and improve the weight balance.

Attention to detail throughout the design process yielded significant weight savings that helped to offset the increases from adding performance-enhancing features such as larger, more powerful brakes and independent rear suspension. The result is a vehicle that is more capable than before while remaining significantly lighter overall than key competitors.

The structure of the 2015 Mustang is also designed to meet new, more stringent crash safety standards. Some of the other components now made of aluminum include the rear suspension knuckles, rear axle housing on automatic transmission cars, rear control arms and rear brake calipers. Even parts made of steel and other materials such as the hollow rear stabilizer and the new seats have been intelligently designed to meet performance standards while keeping weight down.

“We added a lot of content to the new Mustang in order to hit our performance targets and meet today’s customer expectations,” said Dave Pericak, Mustang chief engineer. “With a base curb weight of 3,524 pounds for Mustang EcoBoost fastback, and increases ranging from six pounds to 87 pounds for V6 and GT fastbacks, Mustang is still substantially lighter than the competition.”

Mustang EcoBoost fastback has best-ever weight distribution for a Mustang, with 52 percent of its weight over the front axle and 48 percent to the rear, while Mustang GT has 53 percent of its mass on the front wheels. In combination with a lineup of new or upgraded powerplants, Mustang improves on its already leading power-to-weight ratios. Mustang EcoBoost carries fewer than 11.36 pounds per horsepower, while Mustang GT has as little as 8.52 pounds per horsepower.

With a stronger yet lighter structure to build on, the hardware was added to meet aggressive performance targets. Every new Mustang features an all-new integral-link independent rear suspension. The suspension architecture is based on a lower control arm, integral link, upper camber link and a toe link. The geometry, springs, dampers and bushings have all been specifically modified and tuned to deliver improved mechanical grip for this high-performance application.

The new suspension geometry of Mustang now generates twice as much anti-squat and anti-lift force for better pitch control to keep the body level under hard acceleration and braking. New aluminum alloy rear knuckles help reduce unsprung mass to enable the tires to follow the road for better ride and handling.

At the front, a new non-isolated perimeter subframe replaces several individual crossmembers to help stiffen the structure while reducing mass, contributing to a better foundation for more predictable wheel control that benefits handling, steering and ride quality.

The new double-ball-joint front MacPherson strut system enables the use of larger, more powerful brakes without resorting to excessive wheel offsets that would hurt steering feel. Like the rear, the front end contributes to improved pitch stability with additional anti-dive in the geometry.

The total system now does a much better job of keeping the four Mustang tires in contact with the road where they can contribute to improved dynamics while making cruising and daily commutes more comfortable.

This is expected to be the best-stopping Mustang yet. Three brake packages will be available:

- Mustang V6, Mustang EcoBoost: Two-piston, 43-millimeter floating calipers, 320- millimeter rotors, front; single-piston, 45-millimeter calipers, 320-millimeter rotors, rear
- Mustang EcoBoost performance pack, Mustang GT: Four-piston, 46-millimeter fixed calipers, 352-millimeter rotors, front; single-piston, 45-millimeter calipers, 330-millimeter rotors, rear
- Mustang GT performance pack: Six-piston, 36-millimeter Brembo™ calipers, 380-millimeter rotors, front; single-piston, 45-millimeter calipers, 330-millimeter rotors, rear

The standard brake package on Mustang GT is equivalent to the system used for the 2014 Mustang GT track package. The new GT performance package includes the same brake package found on the 662-horsepower 2014 Shelby GT500.

When maximum performance is needed

“We already set a very high standard for Mustang driving dynamics with the 2012 Mustang Boss 302, and our goal was to go above and beyond that with the performance pack on this new car,” said Pericak. “Mustang is all about performance and customization, and the available performance packs give our customers what they are looking for straight from the factory.”

The 2015 model is already the best-handling, best-braking standard Mustang ever right out of the box. Drivers looking to take their cars to even higher levels of capability can add a performance pack to Mustang EcoBoost fastback or convertible or Mustang GT fastback.

Both performance packs get:

- Retuned springs, bushings and monotube rear dampers
- Additional cooling capability for track-day durability
- Thicker rear sway bar
- K-brace connecting strut towers to bulkhead
- Unique tuning for ABS, electronic stability control and electric power-assisted steering
- Center gauge pack

The 2015 Mustang EcoBoost performance package also includes:

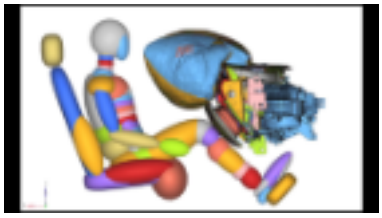
- Front brakes: Four-piston, 46-millimeter fixed aluminum calipers with 352-millimeter rotors
- Rear brakes: Single-piston, 45-millimeter floating iron calipers with 330-millimeter rotors
- Unique 19x9-inch alloy wheels painted Ebony Black with Pirelli 255/40R19 Y-speed-rated tires front and rear
- 3.55:1 final drive ratio

The 2015 Mustang GT performance package includes:

- Front brakes: Brembo six-piston, 36-millimeter fixed aluminum calipers with 380-millimeter rotors
- Rear brakes: Single-piston, 45-millimeter floating iron calipers with 330-millimeter rotors
- Unique 19x9-inch Ebony Black painted alloy wheels with Pirelli 255/40R19 Y-speed-rated tires, front; 19x9.5-inch alloy wheels with Pirelli 275/40R19 Y-speed-rated tires, rear
- Strut tower brace
- 3.73:1 final drive ratio with Torsen differential
- Unique front splitter to channel cooling air to the front brakes

“We set out to create an all-new Mustang that would go, handle and stop better than any previous Mustang, while also being a better all-around daily driver,” said Pericak.

The results speak for themselves – during track testing, the 2015 Mustang GT with performance package consistently beat the lap times of the 2012-2013 Mustang Boss 302.



Jun 19, 2014 | Dearborn, Mich.

Ford Introduces Innovative Airbag Design on New 2015 Mustang

- Ford is introducing an all-new inflatable airbag restraint design that provides the front seat passenger in a Ford Mustang with knee airbag protection while significantly reducing system size and weight, enabling a roomier interior for more comfort

- Ford introduces the first passenger knee airbag system packaged inside the glove box door with 15 patents granted and more pending

- All-new Mustang has twice as many airbags, twice as many peripheral crash sensors and additional pretensioning safety belt technology compared to the outgoing model

A new airbag design debuting on the 2015 Ford Mustang raises the bar for passenger safety by providing inflatable restraint protection in a smaller, lighter package that also enables a roomier interior for more comfort.

The new airbag will be introduced later this year as part of a standard comprehensive safety system that includes a more robust package of sensors, safety belt anchor pretensioners, improved exterior lighting and double the total number of airbags on the all-new Mustang.

In the initial application of this technology, an inflatable plastic bladder is integrated into the glove box door and provides front passenger knee protection similar to a conventional knee airbag mounted under the instrument panel. Other applications for this unique and patented technology – which allows airbags to be placed in new locations inside the vehicle and provides more freedom to vehicle designers – are being considered.

“We provide a high level of safety, quality and design for our customers and their passengers,” said Sean West, Ford restraints manager. “With this innovative airbag design, we have developed technology that provides protection for vehicle occupants while also reducing weight and enabling greater design flexibility.”

To make the new knee airbag possible, Ford engineers developed and tested innovative materials and construction techniques.

Unlike a traditional fabric airbag, the new system consists of a pliable, injection-molded plastic bladder sandwiched between the inner and outer glove box door panels. After an applicable vehicle impact is detected by the crash sensor system and classified, an inflator fills the bladder, extending the entire glove box outer door panel toward the front passenger's legs. Once deployed, the outer door helps to provide cushioning in a manner similar to a traditional knee airbag.

Since the glove box-integrated airbag extends straight out from the instrument panel, it doesn't have to travel as far as a conventional airbag, which deploys toward the floor before curving upward. Since the glovebox door distributes the impact load over a larger area than a traditional airbag, it is able to operate at a lower inflation pressure.

The resulting design is 65 percent lighter with an inflator that is approximately 75 percent smaller than a conventional knee airbag inflator, while providing comparable protection to the passenger. The improved packaging of the system is more discreet, with no visible seams or airbag cover. This has given designers more flexibility to move the dashboard closer to the windshield, enhancing the feeling of roominess in the cabin.

In developing the new Mustang passenger knee airbag, Ford has been granted 15 U.S. patents already, with more patents filed.

The active glove box knee airbag is among a number of technology features on the all-new Mustang, including:

- Eight airbags, twice as many as the current model. Along with the glove box knee airbag for front passenger, the new Mustang fastback and convertible have driver and passenger front and seat-mounted side airbags, as well as a driver knee airbag. The fastback adds two side curtain airbags, while the convertible gets a seat-mounted head airbag on each side
- Additional crash sensors are located on the front, sides and center of the car to control the deployment of airbags and safety belt pretensioners. The new Mustang now has two front sensors – two per side – and a roll rate sensor in the restraint control module, all of which contribute to a more adaptive safety system to protect occupants in different types of crashes
- Also new to Mustang are safety belt pretensioners added to the belt anchor side that further tighten the belt around front seat occupants, keeping them in a more secure spot early in the event of a crash
- Tri-bar signature lighting and high-intensity-discharge headlamps for improved visibility of the road ahead during nighttime driving

- Industry-exclusive Ford MyKey® allows parents to limit top speed and audio system volume, and to set limits to prevent the disabling of driver-assist features

"The new Mustang has increased ability to adapt safety systems to a variety of potential situations," said Jeff Rupp, Mustang safety systems manager. "For example, we've added new anchor-side safety belt pretensioning capability and a steering column that can adapt stiffness properties."

2015 Ford Mustang

The all-new Mustang is the most advanced version yet of the pony car. The sleek new design of Mustang fastback and convertible is backed up by world-class performance from a range of available engines, including a new turbocharged EcoBoost® 2.3-liter and an upgraded 5.0-liter V8 with more than 420 horsepower.

In addition to state-of-the-art connectivity systems, Mustang makes advanced driver-assist systems available – including track apps, launch control and more.

Apr 21, 2014 | Dearborn, Mich.

Innovative Software Gives Racers Industry-Exclusive Performance Feature for All-New 2015 Ford Mustang GT

- Ford leverages advanced controls technology to give drag racers electronic line-lock – an industry-first performance feature standard on the all-new Ford Mustang GT
- Electronic line-lock will give drag racers the benefit of a mechanical system without having to modify the brakes of 2015 Mustang GT
- Electronic line-lock along with standard launch control should help bracket racers achieve more consistent performance at the drag strip

Ford engineers are leveraging state-of-the-art controls software technology to give some of the most avid Mustang customers an industry-first feature – electronic line-lock.

"Competition has been an integral part of the Ford Mustang lifestyle since its earliest days 50 years ago," said Steve Ling, Ford car marketing manager. "We know our customers, and we wanted to provide a unique feature for those wishing to take full advantage of the increased capability offered by this new Mustang GT at the drag strip."

Mustang has run everything from rally to stock car racing, but with drag racing a particularly popular venue for grassroots competitors, electronic line-lock on every 2015 Ford Mustang GT should be a real benefit for customers who like to compete one-quarter mile at a time.

"We're using advanced controls technology for the all-new Mustang to provide some of our most dedicated fans with an industry-first feature they can use when they go to the track," said Dave Pericak, Mustang chief engineer. "With electronic line-lock, customers who drive their Mustangs to work all week and then compete on the weekends will appreciate not having to modify

their brake systems to be able to do effective tire prep at the drag strip."

The flexibility of track apps, launch control and selectable drive modes makes it easy for Mustang drivers to get the right capabilities for any situation.

As one of the most exciting and accessible forms of motorsport, drag racing – in particular, bracket racing – has always been a great fit for the powerful, rear-wheel-drive Mustang. Drag strips are often open during warm weather weekends for amateur competitors to bring out their factory stock or modified cars to run against the clock.

Consistency pays off in bracket racing, where competitors try to get as close as possible to their predicted quarter-mile times without going faster. Electronic line-lock and launch control – also standard on Mustang GT with manual transmission – can help drivers achieve more consistent performance from run to run.

With the electronic line-lock feature enabled, when a driver releases the brake pedal, the hydraulic control unit for the stability control system will keep the front brakes locked while releasing the rear brakes. When Mustang is sitting in the burnout box of a drag strip, the driver can apply the accelerator to spin up the rear wheels to warm the tires for maximum grip. This can all be done without having to balance one foot on the brake and the other on the gas, or install a mechanical line-lock.

With the tires properly warmed up, drivers can pull up to the staging line, engage launch control, and get a perfect catapult as soon as the lights go green.

"Whether a customer wants to take weekend road trips, go road racing or compete in grassroots drag racing, we aim to maximize the driving experience for everyone," said Pericak. "Mustang offers selectable drive modes for those who prefer to compete on road courses or in autocross events, so when we realized we could provide a really cool feature like electronic line-lock that no one else offers, the decision was easy – 'Let's do it!'"

Electronic line-lock for 2015 Mustang GT is intended for use only on racetracks. Racing your vehicle will void your warranty.

Mar 26, 2014 | Dearborn, Mich.

All-New Ford Mustang Convertible – Specifically Designed for Maximum Top-Down Enjoyment

- All-new Ford Mustang convertible gets a unique design with a clean, cohesive shape that stands on its own
- 2015 Mustang convertible roof uses a new electromechanical drive and single-handle center latch to lower in half the time of the current car
- Roof features a standard fabric outer layer and is fully lined and insulated for quieter ride
- More compact roof and independent suspension contribute to segment-leading trunk space that can hold two golf bags - even with the premium audio system

Fact Sheet: All-New Ford Mustang Convertible

Designed from the wheels up to deliver maximum drop-top enjoyment, the all-new Ford Mustang convertible is a fantastic way to escape the daily grind of life and hit the open road. With its distinct style and a completely redesigned top system, drivers can enjoy the shining sun or sparkling stars quicker with all of the performance and character expected of Mustang.

“Convertible tops and iconic sports cars like Mustang have always been a great pairing,” said Dave Pericak, Mustang chief engineer. “This is the best convertible we’ve ever built with a one-of-a-kind design that is instantly recognizable as Mustang and an outstanding all-around driving experience.”

Creating the new Mustang convertible involved far more than just slicing the top off the fastback. The two cars were designed and engineered from the ground up, incorporating an array of visually subtle, but important, changes to make sure each stood on its own while meeting increased standards of quality, performance and refinement.

“From the start, we committed to giving Mustang convertible a unique look from the fastback with the clean, cohesive design it

deserved ," said Joel Piaskowski, exterior design director. "From the raised and straightened muscle line on the rear haunches to the recontoured trunklid, the new Mustang convertible has a more linear quality whether the top is up or down, giving the car its own distinct presence on the road."

For the first time on Mustang, every convertible roof gets a full fabric outer layer for the roof plus a full inner headliner to enclose the five-bow structure. Sandwiched in between these layers is a full 10-millimeter thick insulation pad that makes the convertible nearly as quiet inside with the top up as the fastback.

"A great deal of effort went into details such as the shape of the rear quarter windows so that they could drop completely out of sight when the top is down," said Piaskowski. "The top system was carefully refined to prevent unsightly folds or 'ears' at the rear corners of the roof when it's up."

Lowering the roof is easier than ever. A new center-mounted single latch offers quick one-handed operation right from the driver's seat. The new electromechanical drive system raises or lowers the roof in half the time required previously with just a press of a button on the center console. The electric drive system is also much quieter than the previous electro-hydraulic design.

"When you're sitting in the driveway or at a traffic light and you decide you want to enjoy some sunshine, you shouldn't have to wait around for the top to lower," said Pericak. "Our team worked to engineer a retractable roof that gets out of the way or closes up quickly and quietly."

The combination of a more compact mechanism and lower beltline for the new Mustang means the Z-fold roof is flatter and tucked further out of the way than before. The highest point of the folded stack is now 6.7 inches lower than the outgoing Mustang, contributing to the sleeker and more sophisticated looking profile and better rear visibility for the driver.

A well-engineered top and dramatically upgraded cabin are just part of making a great convertible sports car. Like the fastback, Mustang convertible features significantly increased use of high-strength and ultra-high-strength steels throughout the body structure.

Torsional stiffness of the convertible body has been increased by 13 percent to produce a more stable platform to better take advantage of the new fully independent suspension. The result is more refined ride quality over any road surface and significantly improved handling when pressed into the curves.

Mustang convertible inspires drivers to put the top down and hit the road, so having usable cargo space is a big plus. The more compact roof and flat load floor enabled by the new suspension boost trunk volume by 19 percent to a class-leading 11.4 cubic feet, big enough

to swallow two large golf bags, even with the available premium audio subwoofer. The lower liftover height also makes it easier load up the trunk.

For 50 years, Mustang has combined sports-car performance with the ability to bring some friends along for the ride, and the new convertible makes this even easier. The wider rear of the new Mustang and the new top design contribute to more shoulder and hip room for rear-seat passengers.

2015 Ford Mustang

The all-new Mustang is the most advanced version yet of the iconic pony car. The sleek new design of Mustang fastback and convertible is backed up by world-class performance from a range of available engines including a new turbocharged EcoBoost® 2.3-liter and an upgraded 5.0-liter V8 with more than 420 horsepower and manual or automatic six-speed transmissions.

In addition to state-of-the-art connectivity systems, Mustang features available advanced driver-assist systems, track apps, launch control and more.

Jun 25, 2014 | Dearborn, Mich.

Ford SYNC 911 Assist Enhancements to Debut on 2015 Ford Mustang

- 911 Assist™ is a subscription-free emergency feature included in more than 7 million Ford vehicles equipped with SYNC® technology; with the customer's consent, it helps connect vehicle occupants directly to a local 911 operator following an airbag deployment or if the fuel supply shuts off
- Enhancements to 911 Assist, debuting on the 2015 Ford Mustang, will provide dispatchers with additional information beyond available GPS coordinates, including a crash description and safety belt usage
- When introduced in 2008, 911 Assist was the industry's first automotive technology to call 911 directly following a crash instead of relaying calls through a third party, saving valuable time

New Ford SYNC® 911 Assist™ features debuting on the 2015 Ford Mustang will offer emergency dispatchers more potentially vital information to better inform first responders en route to an accident.

"911 Assist uses a mobile phone connected to SYNC to call 911 directly when needed," said David Hatton, global product leader and electrical engineer, Ford Connected Services. "With enhanced data, the system will provide even more detail about a crash to aid in the dispatch of the appropriate resources."

For example, if a dispatcher knows that both front safety belts were fastened at the time of a high-speed collision, he or she may decide to send an additional ambulance directly to the scene. Safety belt monitoring varies based on the airbag systems in the vehicle.

911 Assist requires customer consent to enable the feature when initially pairing a cellphone to SYNC, and the customer has the option to cancel the call before it is placed. In the event of an airbag deployment or fuel shutoff, a direct 911 call is placed using an occupant's SYNC-connected phone. The operator then receives a brief, prerecorded message that a Ford vehicle has been in a crash and has the option to retrieve vehicle GPS information.

The enhancements will provide the ability to deliver information such as the maximum change in velocity during impact, indication of crash type (front, side, rear or rollover), safety belt usage as detected by the vehicle, awareness of whether multiple impacts occurred and whether airbags were deployed.

"SYNC will only broadcast relevant information to save time, and it constructs a very efficient message for the operator," said Hatton. "After the introductory message, the voice line opens automatically and occupants can speak directly with the operator via SYNC's hands-free functionality."

Ford worked with the National Emergency Number Association to gather input from members, including Eaton County Central Dispatch in Michigan, and to educate emergency responders about the technology.

"We are pleased to continue working with Ford to prolong our vision of any device, anywhere, anytime to provide help needed in the event of an emergency," said Ty Wooten, education and operations director, National Emergency Number Association. "This new data provided by 911 Assist will be useful in deciding the proper level of the initial response, and will give call takers an indication as to the severity of the incident."

Staying engaged with the needs and desires of customers, as well as the emergency services community, Ford continues to work with nonprofit agencies such as the National Emergency Number Association as the company develops enhancements to 911 Assist.

Mar 6, 2014 | Dearborn, Mich.

Ford Celebrates International Women's Day, Women's History Month Spotlighting Women Behind All-New Mustang

- Ford celebrates International Women's Day and National Women's History Month by highlighting the accomplishments of some of the many women who have helped bring the all-new 2015 Ford Mustang to life
- For 50 years, women have been integral to the Ford Mustang story as engineers, designers, executives and influential customers
- Mustang is the soul of Ford Motor Company, inspiring passion among team members to create something special for the legions of fans of the iconic pony car

When people think Mustang, what often comes to mind are qualities like sportiness and "masculine cool," right? So it may be a surprise to learn some key players in bringing Mustang to life over the past 50 years have been women.

Ford is marking International Women's Day, March 8, 2014, and National Women's History Month this March with a look at some of the women who have played an important role in creating the all-new Ford Mustang, as well as women who have influenced the pony car over the past 50 years.

Throughout the course of this American icon's life, women have made contributions to the Mustang story in many ways; in fact, the first person to buy a Mustang was a woman. In 1964, a Chicago schoolteacher, Gail Brown, made history when she became the first Mustang owner in America. She still owns the car, and what makes her story all the more special is that Brown bought her Mustang on April 15 – two days *before* the car was set to go on sale.

Today, women hold key positions at Ford Motor Company in the development of the all-new Mustang, in roles ranging from engineering the customer drive experience, to picking the car's colors and materials, to continuing the Mustang legacy of being a household name.

Marcy Fisher, vehicle line director
As vehicle line director for the program, Marcy Fisher oversees every detail of the all-new Ford Mustang as it comes together – from the planning process to when the car hits dealer showrooms.

Fisher is excited to have this once-in-a-lifetime opportunity to help develop and launch the all-new pony car in its 50th year.

In addition to her Mustang responsibilities, Fisher serves as vehicle line director for Ford Explorer, Taurus, Police Interceptor, Flex and Escape development.

She has 28 years' engineering expertise in manufacturing and product development, having joined Ford in 1986 as an engineer. Since then, Fisher has held a number of positions with the company, including several engineering jobs at assembly plants where the vehicles come together on the line; she has also served as director of design engineering in product development.

Fisher has had a passion for people development throughout her career with Ford Motor Company. In addition to her core responsibilities, she serves as co-chair of the vehicle operations diversity council, as a board member for Ford Design Institute and as vehicle operations co-chair for the Ford College Graduate Program. Fisher has worked as a mentor in the manufacturing leadership program, and is a member of the personnel development committee.

She has twice been named to the 100 Leading Women in the Automotive Industry list by Automotive News.

Michele Lubin Henney, vehicle integration supervisor
When customers get behind the wheel of the all-new Mustang this fall, they will get a world-class driving experience thanks in part to the tireless efforts of vehicle integration supervisor Michele Lubin Henney. A lifelong motorsports enthusiast, Henney's passion was sparked in her grandfather's auto body shop, and during weekends spent at the track watching her father race motocross. Today, she has her own collection of motorcycles, and loves to hit the road with her husband.

While many engineers are responsible for specific systems and components of a car, Henney is responsible for the integration of vehicle attributes – how the car sounds, how it feels when it drives, fuel economy, and driver and passenger comfort, to name just a few. Her goal is to provide the best holistic experience for the customer.

"Mustang attracts a variety of customers, all of whom are looking for the ultimate Mustang driving experience," says Henney. "As a female engineer on the program, I can offer a different perspective from the men on the team. I believe the end result is the most refined total driving experience we've ever offered our customers. I

can't wait to see their reactions when they drive the new Mustang for the first time."

For Henney, the best part of the job is the time spent behind the wheel evaluating all aspects of the driving experience as she works to help create the ultimate vehicle to satisfy customers.

"Customer expectations for Mustang are different from other cars," she explains. "People love their Mustangs. From our involvement with racing, owner groups and enthusiast events, I've had the opportunity to get to know the Mustang customer at a level I have not experienced on other programs. Every engineer at Ford is passionate about the work they do, but the performance, style and sound of Mustang inspire a personal connection to the car that makes us want to take it to new levels.

"I'm so proud to be a part of this team," she adds.

Susan Lampinen, chief color and materials designer
As a car that first prided itself as the car "designed to be designed by you," Mustang has always offered customers an incredibly diverse array of colors, packages and special editions to make each vehicle a personal creation. For the past decade, Ford chief color and materials designer Susan Lampinen has guided the process of selecting those often iconic exterior paint colors, along with colors and materials for the Mustang cabin.

"Mustang paint colors need to denote performance, sportiness and power," says Lampinen. "I'm looking at authentic, expressive materials that need to be more premium, with a relentless attention to detail. With Mustang, I'm not afraid to take a risk."

Lampinen has many favorite Mustang colors from throughout the car's history, but a current hue, Race Red, stands out among the rest. It is a color that captures the athleticism, power and passion of the pony car – and what Mustang doesn't look good in bold, expressive red?

Melanie Banker, U.S. marketing manager
As Mustang marketing manager for the United States, Melanie Banker plays a critical role – first in bringing the car to customers in the marketplace, then in monitoring its performance.

A member of the Mustang team for several years, Banker works in both research and development of the new car, as well as in the consumer marketing process.

"Men and women use their cars and the features of their vehicles differently, so having both involved in research and development is extremely important," Banker explains. "Everyone loves Mustang, so it is important for us to keep all customer groups in mind when making vehicle decisions.

"I hear from customers every day sharing the things they love about the car, and people send me pictures of themselves with their Mustangs," says Banker. "I get requests from 7-year-olds asking me why we make certain vehicle decisions."

A Missouri native, Banker has lived all over the country. She now resides in Michigan with her two dogs.

"The dedication of the team as a whole is amazing, because everyone here knows how much Mustang means to its fans and to Ford," says Banker. "Working on the product side has given me a whole new appreciation for how a company works to put a vehicle together. This has been exceptionally rewarding, and I'm very excited for what's to come."

BIOGRAPHY

Joel T. Piaskowski

Title: Director of Design, Ford Motor Company

With more than 22 years of internationally acclaimed automotive design experience, Joel Piaskowski oversees the design team responsible for developing new products in the Asia Pacific region and runs Ford's global advanced design studios.

Piaskowski joined the company in 2010 as Ford's Exterior Design director, The Americas, reporting to Moray Callum, Executive Design director, The Americas. Piaskowski led the exterior design team in the creation of several vehicles, including the Ford Atlas Concept, shown at the 2013 North American International Auto Show.

He has worked in Asia, Europe, North America and now Australia, and is credited with leading international design teams responsible for the creation of several highly-acclaimed vehicles.

Born and raised in Michigan, Piaskowski graduated from the College for Creative Studies in 1990, where he earned a Bachelor of Fine Arts, specializing in Transportation Design.

After graduation he started his design career with General Motors, based in Warren, Mich. While there, he worked on multiple production-based interior and exterior designs as well as advanced concept and brand character programs.

After more than 12 years at GM, Piaskowski joined Hyundai/Kia North America in 2003 in Irvine, Calif., where as chief designer he was responsible for several concept and production models. In 2009 he headed up the Mercedes-Benz Research and Development Advanced Design Studio in Carlsbad, Calif.

Piaskowski's affinity for automotive design began early as he was drawing and sketching cars in his youth. During his downtime, Piaskowski enjoys spending time with his wife and their two sons.

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From Miami Vice to Ford Mustang: Doyle Letson, Transcending Design Mediums

Doyle Letson, Mustang chief interior designer, designed premium boats early in his career in Sarasota, Fla. But, a trip to the North American International Auto Show in 1994 sent his career sailing in a different direction.

“I came to the auto show with a co-worker, who was formerly at Ford, to look at concepts for our boats,” Letson recalled. “The moment I walked in the door, I fell in love with designing cars. It was like, ‘Wow. This is what I’ve been looking for my whole life.’”

That life-changing moment motivated him to pack his bags, leave a career that included working with mega TV stars like Don Johnson during his Miami Vice heyday and come to Detroit.

It takes something pretty special to walk away from creating 65-foot luxury yachts for one of Hollywood’s biggest stars. That something special for Doyle was another star – an American icon, Ford Mustang.

The Purdue University graduate gave himself a crash course, so to speak, on car design.

“I basically learned how to sketch cars on my own by trial and error, put together a portfolio and came to Detroit,” said Letson.

Letson’s adoration for auto design and the Ford Mustang helped him propel up the ladder very quickly. And nearly 20 years later, he is helping lead the design team at Ford Motor Company, ushering in the company’s new design language.

When he isn’t in the Ford design studio, Letson is playing with his band.

“It’s a great bunch of guys,” said Letson. “Like me, they all have careers and play music on the side. Our original goal was to play maybe one show a month, but it’s grown to double or even triple that amount.”

Although design and music are very important parts of Letson’s life, his family is his primary passion.

Letson and his wife of 28 years have two adult daughters.

“No matter where we were living at the time or what I was designing, my family has always been the number one priority in my life,” said Letson. “I consider my two girls my greatest success.”

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Kemal Curic: Drawing a Pony Car for the Next 50 Years

It's not often designers get the chance to reimagine an iconic product in any industry, so when the time arrived to rework the Ford Mustang, Kemal Curic seized the opportunity. Among the hundreds of theme sketches submitted by designers from Ford studios around the world, one of Curic's pieces was selected as the basis for the sixth-generation Mustang that goes on sale in 2014.

Bosnian-born Curic began his career at Ford of Europe in 2003 after studying in Germany to earn a bachelor's degree in industrial design and a master's in transportation design. The early years of his career were spent creating interiors for cars like the European-market Fiesta and Kuga, before he transitioned to the exterior design team.

Throughout his first decade with Ford, Curic has had a hand in a number of production vehicles including the current-generation Focus, Escape and Fusion. Along the way, Curic was also part of the team that created the 2006 Iosis X and the 2011 Evos concepts – both of which helped to define the design language of the contemporary Ford lineup.

In 2010, Curic moved his young family from Germany to the United States, where he is now an exterior design manager in Ford Dearborn design studio.

Dave Pericak: Clearing Roadblocks and Paving the Way to the All-New Mustang

If you reverse engineered the characteristics of the Ford Mustang to help define the person who should lead the team who creates the car, few people would be a better fit than Dave Pericak.

As chief nameplate engineer for Mustang since mid-2008, Pericak has led the ongoing development of the fifth-generation model as well as the creation of the all-new sixth-generation Mustang that launches in 2014.

As a car, Mustang has always been about putting drivers in control and keeping them involved. As an engineer and a manager, Pericak also believes in being hands-on and involved. After earning a mechanical engineering degree from Purdue University and a master's in engineering from Lawrence Technological University, he joined Ford as a manufacturing engineer in 1994. Pericak has gained experience in all aspects of vehicle development - from initial feasibility studies to sorting issues on the assembly line during launch.

Pericak is not the type of manager to just sit in the office and go to meetings all day long. He prefers to be in the garage, laboratory, driving on the test track or out on the factory floor where he can be aware of what's happening on the program and help keep it moving forward.

"What I think is unique about me is knowing how to motivate the team and set the visions, be accessible and involved without micromanaging - that's a great balance and it's what makes our team so successful," said Pericak. "I don't accept no for an answer, I'm the 'we will do it, this is how we're going to get it done kind of guy.'

"I don't just bark orders and won't ask someone to do something I don't know how to do myself, and if I don't know how to do it I'll roll my sleeves up and help them do it."

Pericak sees his role as doing what is necessary to enable all of the smart people on his team to keep moving forward toward their goal of meeting and exceeding their targets and creating the best car they can.

"My job is to blow through the roadblocks and pave the ground and then say 'drive baby' and then they do it.

"Mustang always had my attention from the first time I laid my eyes on one," added Pericak. "My 2000 GT convertible was the first new car I ever bought after driving a long series of older cars."

Away from work

- In addition to the 2000 Mustang GT convertible, Pericak owns a 1968 Mustang and a 2012 Mustang Boss 302 Laguna Seca
- Pericak is married with two young children
- Pericak likes to relax by getting outdoors and fishing

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Prakash Patel: The Chef Who Seasons the Mustang Recipe

As the program manager for the all-new sixth-generation Ford Mustang, Prakash Patel is like the master chef who knows all the ingredients in the pantry, and knows how to blend them to get just the right taste for any dish.

The basic recipe for producing a car has been well known for more than 125 years. However, like macaroni and cheese or spaghetti and meatballs, if you just follow that recipe verbatim, everything will taste the same, and that just wouldn't do for Mustang.

Patel has been part of the team developing the new Mustang longer than almost anyone. He started as the product planner in February 2009, just as the 2010 Mustang was going into production. The highly disciplined and methodical Patel earned his bachelor's degree in mechanical engineering in his native India before attending the University of Michigan, where he earned a master's in industrial and operations engineering.

"I came to the Mustang with a unique perspective from many members of the team after having worked mainly on a series of SUV programs during my career at Ford," said Patel. "I began this assignment by immersing myself in Mustang and learning what has made the car special over its first five decades and in the process becoming a fan of Mustang."

On the wall in Patel's office is a chart showing every powertrain and other major option that has ever been available on Mustang. After helping to define what the next Mustang would be as a product planner, he took the lead of the program management team.

As program manager, Patel's task is to ensure the project is always moving forward while balancing often-competing priorities to bring customers a new Mustang with best performance, design, quality and value.

Even when following the recipe to the letter, the best chefs always taste the dish as it's cooking and make adjustments. Similarly, the program manager works with the teams creating a new car to provide the combination of attributes that will matter most to the customer.

"I like to think as program management as the fuel that keeps the whole program moving forward," added Patel. "A new product program has many moving parts, and by having a 30,000-foot view of what is going on in design, engineering, manufacturing and finance we help to make sure that no one goes off on a tangent."

While Patel's approach to his job is analytical, he understands that even a perfectly cooked meal won't be appealing if the flavor is too bland.

When he's not seasoning the recipe that will be the next Mustang and making sure that it doesn't boil over, Patel spends time with his wife and two sons.

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Tom Barnes: Ford Mustang Vehicle Engineering Manager Makes Sure That It Is More than the Sum of Its Parts

When customers go into a Ford showroom to buy a new Mustang, they are looking for a single vehicle, not a bucket of parts and systems. As vehicle engineering manager, it's Tom Barnes' job to ensure that customers get a cohesive vehicle where all of those thousands of parts work in harmony.

It takes a team of hundreds of people to design, develop and test an all-new car like the Ford Mustang from the ground up, and most of them are focused on only a single system or function. Modern vehicles are packed with interdependent systems that share sensor data over networks. Even more traditional mechanical systems like engines, transmissions, suspension and brakes have interactions that affect how the whole car feels.

Barnes and his team take a high-level view, testing dozens of prototypes on the track, road and in the lab over more than three years before the first car is delivered to a customer.

"A sports car always has to be fun to drive and put a smile on the driver's face," said Barnes. "Our team strives to make the car both fun and functional for our customers."

Background
Barnes has been immersed in car culture from an early age and continues to devour all things automotive. As a child he was into the vehicles he saw on television such as Speed Racer's Mach 5, the Batmobile, Magnum P.I.'s Ferrari 308GTS and the self-driving and smart-talking K.I.T.T. from Knight Rider.

Barnes' father worked for an automotive supplier, and family vacations were always road trips where counting car brands from the car window was a favorite way to pass the time. After earning master's degrees from both Michigan State and the University of Michigan, Barnes followed his passion into the auto industry, starting his Ford career in research before moving into chassis engineering and vehicle integration.

Barnes now has been part of the Mustang team for more than 10 years, helping to bring both the current-generation Mustang to market in 2004 and the all-new model in 2014.

"My vision for the new Mustang was to create a car that transforms the world to a better place for the driver," added Barnes.

His life and passion
- He likes to get outside for fun, with bird watching, gardening, fishing and running among his interests
- Barnes owns a 2012 Mustang Boss 302 Laguna Seca that fittingly has seen plenty of miles on the track as well as the street

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Marcy Fisher, vehicle line director, Ford Mustang

Marcy Fisher is vehicle line director, responsible for Ford Mustang, Explorer, Taurus, Police Interceptor, Flex and Escape/Kuga product development.

Before assuming this role, Fisher was director, global body interior engineering, responsible for interior trim, instrument panels, seats, restraints and climate control engineering for all vehicles globally.

Fisher has 28 years' engineering expertise in manufacturing and product development. She joined Ford Motor Company in 1986 as a process engineer for vehicle operations. Since then, she has held a number of positions at Ford, including chief engineer for final assembly, vehicle operations; and director of design engineering, product development.

Fisher earned both a bachelor's degree in mechanical engineering and an MBA from University of Michigan.

In addition to her core responsibilities, Fisher has been active in multiple aspects of people development at Ford Motor Company. She has served as co-chair of the vehicle operations diversity council, as a board member of the Ford Design Institute and as co-chair of vehicle operations' Ford College Graduate Program. Fisher has also worked as a mentor in the Manufacturing Leadership Program, and is a member of the personnel development committee.

Fisher currently chairs the global personal development committee for product development, and is the Ford executive champion for University of Michigan.

She has twice been named to the 100 Leading Women in the Automotive Industry list by Automotive News.

Fisher has a long-term passion for Mustang, and is excited to have this once-in-a-lifetime opportunity to develop and launch the all-new Ford Mustang in its 50th year.

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Carl Kristoff

As the product development launch leader for the all-new Ford Mustang, Carl Kristoff oversees activities related to the construction of prototype and pre-production cars and the production ramp-up of the all-new model. Prior to moving into his current role, Kristoff was the studio lead for the Mustang program management team.

Earlier in his Ford career, Kristoff has held program management, program planning, finance and engineering roles on a wide array of Ford and Lincoln cars and trucks. The Detroit Native earned a Bachelor's degree in electrical engineering from Wayne State University and an MBA from the University of Detroit.