



QUICK FACTS ABOUT THE BIG **M** FOR '57

THE DRAMATIC NEW MERCURY WITH *DREAM-CAR DESIGN*



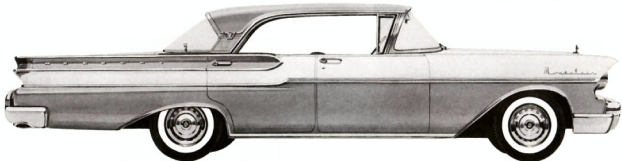
DREAM-CAR STYLING

AMERICA'S FIRST PRODUCTION

DREAM CAR...

Now, you can own and drive America's first and only production dream car . . . the bold and beautiful 1957 Mercury with fabulous Dream-Car Design! This booklet gives you a factual, close-up look at this startling new design that has influenced every important element of the car . . . for the 1957 Mercury has literally been dream-car inspired from the road up. All the

major styling—performance—comfort—safety—and handling ease components have been designed and engineered with only one thought in mind . . . to introduce—in one record-smashing year—a car so advanced that it's straight out of tomorrow in every line and feature. These are Dream-Car innovations you can enjoy today —only with the big 1957 Mercury!



... WILL INFLUENCE THE SHAPE OF CARS FOR YEARS TO COME!

A BOLD NEW LOOK

fleet — clean-lined — dynamic

Mercury's new Dream-Car styling is a complete departure from the past. Gone is any trace of the plump bulging look—or, flat "boxy" shape—still utilized as the basic design element on many of today's cars. The Big M is clean-cut, graceful, fleet in every sweeping line. The

slim but strong roof seems to float above the vast new areas of glass. Every detail is fresh—exciting. The distinctive new projectile-shaped side channel theme says this is Mercury from every angle. Here's styling that will influence the shape of cars for years to come!



NEW JET-FLO BUMPERS

Massive and graceful, these gleaming twin-ovals serve as double bumpers . . . provide both high and low protection. The oval openings—shaped like jet intakes—scoop in air for cooling radiator and engine compartment. Front grille extends full width of car. Rear bumpers repeat the twin-oval design theme.



NEW STRAIGHT-LINE ROOF DESIGN

Mercury's new roof spans the longest, widest, most spacious passenger compartment in Mercury history. Note its lean, straight-line profile . . . how it extends out beyond the rear window. There's no sharp dip or angle to cut down on rear headroom. The total area of the light, airy picture window expanse of glass is over 4000 square inches in most models. The full-wrap windshield and the slim forward-thrust corner posts provide additional safety vision in the areas where it's most vital.



NEW ROOF AND DECK STYLING

Mercury is the first car to treat the roof as an integrated design feature, with a wide, depressed channel on both roof and rear deck. Deck channel even "blews" to and through the rear window—right into the package shelf . . . adding to the new "sweep-along" look of the car. Roof is triple-braced with bow reinforcements for added strength.



NEW V-ANGLE TAIL-LIGHTS

Mercury's distinctive new projectile-shaped side channels are rakishly "capped" by massive new V-angle tail-lights. Visible from both the side and rear, these big, red beacons clearly define and emphasize the new length and breadth of the car.



DREAM-CAR FEATURES

UNIQUE NEW FEATURES OF THE FUTURE
... EXCLUSIVE WITH MERCURY

NEW
KEYBOARD
CONTROL—
FOUND ON NO
OTHER CAR

Keyboard Control is Mercury's exclusive new automatic transmission control. By comparison, makes other push-button transmissions seem old-fashioned, since Keyboard Control does so much more! It starts the engine, releases transmission lock, controls neutral, drive, low and reverse, locks the car in gear for parking, and even releases the parking brake. It's as easy to operate as pointing your finger. Control panel is conveniently mounted on the left side of the instrument panel—out of the way of curious children's hands. Reverse gear can't engage above 10 mph. Letters on keys are illuminated at night—parking brake release control glows red until released.



NS starts engine . . .
controls neutral,
releases
transmission lock,

D drive,

L low,

R reverse,

OFF PULL PARK ON PUSH and park,

PARKING BRAKE RELEASE releases parking brake

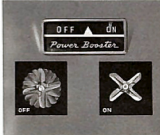


NEW POWER SEAT THAT "REMEMBERS"

Revolutionary, indeed, is Mercury's new power seat with a memory! You select the seat position you prefer from a single control dial on the instrument panel—and the seat moves to the "dialed" setting automatically. Now each driver in the family can "dial" his or her favorite position quickly and easily . . . for the "dial" setting is the seat's "memory"—no more "testing" is ever needed. In addition, this new seat control performs another automatic function. When ignition is turned off the seat moves back to allow more space for entrance and exit. When ignition is turned on seat automatically returns to former position. This "feature-of-the-future" is another 1957 Mercury exclusive. Optional, at extra cost, on all models.

NEW POWER-BOOSTER FAN

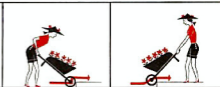
Another standard exclusive feature on Montclair, Colony Park and Voyager Station Wagons with SAFETY-SURGE engine! Automatically controlled, this remarkable new fan operates only when needed for engine cooling—disengages when it isn't needed (30% of the time in normal driving). When off you save up to 17 hp—a usable power bonus other cars waste. Other important benefits are: Far Quieter Operation—because fan never operates at high speed. Fuel Economy—because of reduced load on engine. When fan is not operating an indicator on the instrument panel informs driver that the power-booster is, in effect, "on" and that the bonus power reserve is available.



NEW FLOATING RIDE . . . SMOTHERS BUMPS, VIBRATIONS AND ROAD NOISES—OFFERS YOU DREAM-SMOOTH DRIVING



THE "WHEELBARROW" PRINCIPLE OF SWEEP-BACK SUSPENSION



Mercury's unique new Floating Ride—the result of outstanding Mercury chassis advances—provides smoother, softer riding over all kinds of roads. The features that contribute most to this exclusive new Floating Ride are: 1) New Sweep-Back Ball-Joint Front

Suspension . . . 2) New Full-Cushion Shock Absorbers . . . 3) Improved Springing Action . . . 4) Lower Center of Gravity . . . 5) Scientific Weight Distribution. For the full details of Mercury's exclusive new Floating Ride see the Dream-Car Chassis Section.

It's a fact that it's easier and smoother to "pull" than "push" a wheelbarrow over curbs and, in effect, that's how Mercury's new Sweep-Back Ball-Joint Front Suspension reacts. Lower suspension arms have been swept-back and tilted upward—now front wheels flow smoothly over obstacles without jarring jolts.



DREAM-CAR PERFORMANCE

UP TO 290 HP

... the most spectacular performance in Mercury history

For 1957 The Big M offers 2 sensational, ultra-high compression V-8's . . . the most powerful in Mercury history. The advanced-design, high-performance SAFETY-SURGE engine with 255 horsepower, 9.75 to 1 compression ratio, is standard. Available as an option is the magnificent TURNPIKE CRUISER engine, with 290 horsepower, 368 cu. in. displacement, 9.75 to 1 compression ratio. As a standard exclusive

feature on Montclairs, Colony Park and Voyager station wagons with the SAFETY-SURGE V-8, you get Mercury's unique Power-Booster Fan that saves up to 17 horsepower other cars waste. You find outstanding engineering advances in these great new engines—a number of them described below. Whichever engine you choose, you enjoy the most spectacular performance you've ever known in a Mercury.



SPECIFICATIONS

	Turnpike Cruiser Engine	Safety-Surge Engine
TYPE	Overhead-valve, 90-degree V-8, deep-block construction	
HORSEPOWER RATING	290 @ 4600 rpm	255 @ 4600 rpm
TORQUE RATING	405 lb.-ft. @ 2800 rpm	340 lb.-ft. @ 2600 rpm
COMPRESSION RATIO	9.75 to 1	9.75 to 1
DISPLACEMENT, PISTON	368 cubic inches	312 cubic inches
BORE & STROKE	4.0 x 3.66 in.	3.8 x 3.44 in.
CARBURETOR	Thermo-Matic 4-barrel, downdraft design with dual float chambers	
CARBURETOR AIR INTAKE	Dual intakes, thermostatically controlled for hot or cold air	
SPARK CONTROL	Combination centrifugal-vacuum control	
AIR FILTER	Super-protective paper type filter	
LUBRICATION SYSTEM	Full Pressure	
ELECTRICAL SYSTEM	12-volt	

CHOICE OF 2 GREAT ENGINES . . . WITH BRILLIANT NEW ENGINEERING ADVANCES

NEW THERMO-MATIC CARBURETOR WITH DUAL AIR INTAKES

Both new V-8's feature a new Thermo-Matic Carburetor with unique dual air intakes that automatically select and deliver either . . . cool, outside air . . . heated, under-the-hood air . . . or, a mixture of both—for top engine efficiency. Compare this "all-weather" system with competitive "compromise" systems which are designed and adjusted to "get-by" by using only the air available under the engine hood. Furthermore, Mercury's system will provide the correct temperature for efficient fuel-air mixing with the higher octane fuels of the future.



ON SUMMER DAYS

When engine compartment air is above 80-degree F., outside air comes in through a "cold air duct" in the grille. Competitive systems pull in hot, thin air from directly under the hood. Mercury's cooler air increases usable power by as much as 11%—improves performance and gas mileage . . . prevents vapor lock and sluggish operation.



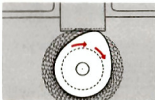
ON WINTER DAYS

When engine compartment air is below 60-degree F., the cold air duct is closed off and all air coming to the carburetor is heated around the exhaust manifold. Prevents pre-warmup icing stalls in traffic . . . and improves gas mileage by as much as 3 miles per gallon during warm-up period. This system is another Mercury exclusive in its field.



SUPER-PROTECTIVE CARBURETOR AIR FILTER

Contains thousands of square inches of special filter paper to remove all foreign matter from incoming air before it reaches the engine. Easy for service men to clean . . . just remove cartridge and shake dust and dirt out. Lasts up to 20,000 miles.



NEW HIGH-LIFT CAMSHAFT

Increases the deep breathing efficiency of Mercury's powerful new V-8's by providing wide openings for the big overhead valves. Contributes to smoother idling, high torque output for normal driving, and high performance at top engine speeds.



NEW HIGH COMPRESSION RATIO

Mercury's two great engines with their ultra-high compression ratios squeeze more power from today's high octane fuels . . . afford reserve to accommodate even higher powered future fuels. High-turbulence combustion chambers afford more complete burning.



IMPROVED MERC-O-MATIC DRIVE

Teamed with Mercury's new Keyboard Control is the most versatile and convenient automatic transmission in its field . . . Merc-O-Matic Drive. Improved for still faster, smoother response, it's standard on Mountaintop, Colony Park and Voyager models.



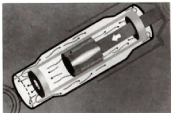
DREAM-CAR CHASSIS

ONLY THE BIG M HAS IT!

A UNIQUE NEW FLOATING RIDE

Mercury's new FLOATING RIDE brings you the most sensational advance in riding comfort to be offered the American motoring public by any car in modern automotive history. The very first time you take to the road in a new big M you'll

discover that here is dream-smooth driving . . . so free of bumps, vibrations and noise that it's like rolling along on a luxurious carpet. And you enjoy this remarkable, cloud-soft Floating Ride in all Big M models.



1 EXCLUSIVE FULL-CUSHION SHOCK ABSORBERS

—The first in the industry to give fully-cushioned control of both up and down movements on rough roads without sacrificing a smooth, pleasant ride on average roads. Special high-speed valves act as "hydraulic cushions" at high speeds or over repeated bumps. Designed to team with Mercury's improved springing action to give a uniform, jolt-free ride under all types of road conditions.



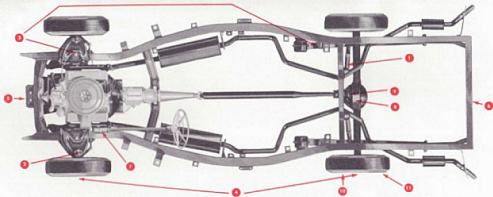
2 SWEPT-BACK BALL-JOINT FRONT SUSPENSION

—Mercury—first to offer ball-joint front suspension—introduces a new and improved version of this famous suspension. Because of the new swept-back design, the front wheels, in effect, are pulled over, rather than pushed into bumps. A lower center of gravity and scientific weight distribution also contribute to the Big M's better ride, easier handling, more responsive steering,



3 NEW IMPROVED SPRINGING ACTION

— Both the longer front coil springs and rear leaf springs have been made more flexible. And action of the front and rear suspensions has been scientifically balanced so they work harmoniously as a team under all road conditions. Operating with Mercury's Full-Cushion shock absorbers they give uniform ride smoothness regardless of number of passengers.



... PLUS ALL THESE DREAM-CAR CHASSIS ADVANCES THAT ADD TO STABILITY—HANDLING EASE—COMFORT!

4 LONGER 122-INCH WHEELBASE . . . improves weight distribution—putting more weight on the rear wheels for better braking, riding, handling, and traction on acceleration. Permits bigger passenger compartment area.

5 LOW-LEVEL CENTER OF GRAVITY . . . advanced chassis and body features bring weight center closer to the ground. Helps improve "road-bugging" stability—especially on curves.

6 NEW BOW-SHAPED FRAME . . . permits the lowering of the floor and center of gravity. Provides wider base for passenger compartment area. Welded box-section side rails and 3 cross-members. Increased torsional rigidity.

7 NEW BALL-ACTION STEERING . . . 54 recirculating friction reducing balls replace conventional mechanism, making steering easier. Rubber-insulated steering column helps soak up road noise, vibrations.

8 STRADDLE-MOUNTED REAR AXLE . . . an advanced design that permits a lower drive shaft and lower floor tunnel—helping to reduce overall car height. Runs quieter and lasts longer. Greater support for drive gear.

9 LOWER REAR-AXLE RATIOS . . . new engines permit lower rear-axle ratios—means lower engine speed for a given car speed. Reduces wear on engine, decreases noise and vibrations, improves fuel economy.

10 BIG FADE-RESISTANT BRAKES . . . Larger braking area—more effective and more efficient under all driving conditions. The larger braking surfaces aid cooling to reduce "fading" caused by fast, repeated use.

11 NEW-DESIGN 14-INCH WHEELS . . . mean more effective braking. Extra-low pressure tires (22-pounds), mounted on wide-shouldered 6-inch rims, contribute to improved riding qualities.

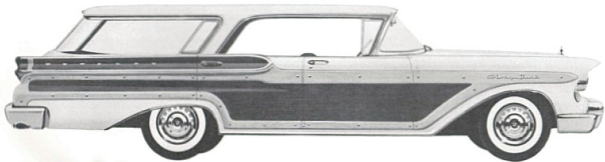


DREAM-CAR STATION WAGONS

DREAM-CAR DESIGNED **STATION WAGONS** *hardtop styling . . . passenger-car comfort with New Floating Ride*

Here is dramatic hardtop-station wagon styling—a brilliant dream-car “fashion-first” by Mercury! Never have these versatile cars been so beautiful—so low, wide and long—so spacious and luxurious. You’ll find exclusive new functional innovations that outdate all other station wagons—the retractable rear window

that improves ventilation and eliminates the old-fashioned liftgate—the “all-clear” loading platform—the “through-level” tailgate floor. The widest selection in Mercury history, too—six big models—2-doors and 4-doors, 6- or 9-passengers big. Here are the finest, most advanced station wagons you can buy at any price.



DREAM-CAR FEATURES—BIGGER IN EVERY DIMENSION—NEW LUXURY AND LOAD-SPACE



SLEEK, AIRY HARDTOP STYLING

In one bold, trend-setting advance Mercury has completely revolutionized the station wagon—with the long, low lines and wide-open viewing of hardtop styling. With Big M Dream-Car Design, there's only one gracefully-canted roof

support instead of the 3 view-cramping pillars found on so many station wagons. With the smart, convertible-type windows down you have an expansive "pillar-free" outlook. Rearward is the wide "wrap-around" picture window area.

UNIQUE NEW TAILGATE WITH RETRACTABLE REAR WINDOW

With Mercury's new retractable rear window the sorry, old-fashioned liftgate, still found on most station wagons, is eliminated completely. Window rolls down neatly into the tailgate—providing a new source of ventilation. With the liftgate gone, the tailgate becomes a convenient "all-clear" loading platform—there's nothing to get in your way. Tailgate is lower and designed to be flat—is "through-level" with exterior floor.



LONGER—LOWER—WIDER . . . SPACIOUS NEW DIMENSIONS INSIDE AND OUT . . . UP TO 49 SQ. FT. OF LOAD-SPACE

Mercury Station Wagons feature an exclusive new all-steel body that's far bigger inside and out—for new load-carrying capacity—new ease and convenience. All dimensions shown apply to both 6- and 9-passenger models.

Wheelbase	127.0"	Rear of 2nd seat to rear of floor	
Over all length	213.3"	Tailgate opened	84.8"
Over all height	58.3"	Tailgate closed	58.8"
Over all width	(at front fenders) 74.38"	Rear of 2nd seat to rear of floor	
	(at body molding) 71.2"	Tailgate opened	53.0"
Tailgate extension	26.0"	Tailgate closed	27.0"
Rear opening height	39.0"	Floor to roof behind front seat	34.6"
Rear opening width	49.4"	Floor to roof behind 2nd seat	34.4"
Tailgate to ground	24.8"	Total floor area behind front seat	
Rear of front seat to rear of floor		Tailgate opened	49.0 sq. ft.
Tailgate opened	119.3"	Tailgate closed	38.2 sq. ft.
Tailgate closed	93.3"	Total cargo capacity behind front seat	37.4 cu. ft.
		Total cargo capacity behind 2nd seat	48.0 cu. ft.
		Total cargo capacity behind 3rd seat	4.8 cu. ft.



DREAM-CAR SAFETY FEATURES



STANDARD FEATURES



OPTIONAL FEATURES

BUILT-IN SAFETY

all around you

Mercury continues to lead its field in Safety-Engineered advancements for new and greater driver-passenger safety. Developed after intensive research, these new safeguards serve a dual purpose . . . to help prevent accidents . . . and to reduce the severity of accidents when they do occur. All of these outstanding features are illustrated and described below.

24 OUTSTANDING FEATURES—ENGINEERED FOR YOUR MOTORING SECURITY



1 **FRONT-HINGED HOOD**—helps prevent hood from accidentally popping open at high speeds. Hood releases inside car.



5 **SAFETY REARVIEW MIRROR**—full-swivel with ball-and-socket bracket . . . moves easily in one direction upon impact.



9 **ANTI-STALL CARBURATION**—temperature-controlled carburetor air intakes prevent carburetor icing and vapor lock.



13 **14-INCH WHEELS**—increased braking effectiveness with small wheels. Help to lower the center of gravity for greater stability.



17 **KEYBOARD CONTROL**—for safer, easier driving . . . with built-in safeguards. (Std. with Merc-Drive-in both engines).



21 **PADDED INSTRUMENT PANEL**—a special safety cushion of expanded vinyl protects against head and body injuries.



2 SAFETY DOOR LOCK—improved interlocking design affords greater protection against doors opening upon impact.



6 REAR SEAT ATTACHMENTS—special brackets help hold rear seat cushion and seat back in place in case of sudden stop.



10 GREATER BRAKING POWER—increased braking area . . . as much as 17% on some models . . . better cooling, fade-resistant.



14 BALL-ACTION STEERING—provides easier handling and fast-action control . . . less steering effort . . . fast return.



18 LOWER CENTER OF GRAVITY—increases stability . . . on straightaway or curves. Improves handling characteristics.



22 PADDED SUN VISORS—made of the same shock-absorbent material as the padded instrument panel—protect head.



3 SAFETY STEERING WHEEL—new 4-spoke wheel designed to cushion driver's forward motion in case of sudden stop or collision.



7 INTERNALLY-BRACED FRAME—rigid new construction with outward curving side rails around passenger area.



11 TOE-SET PARKING BRAKE—easier operation by foot-pedal. Eliminates projecting handle under instrument panel.



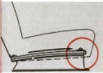
15 BALL-JOINT FRONT SUSPENSION—easier handling and steering. New swept-back design affords smoother riding.



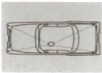
19 SHROUDED CIGAR LIGHTER—helps to keep sparks or hot ashes from falling by retaining burned particles in lighter.



23 SEAT BELTS—unusually strong nylon mesh . . . with improved floor anchorage. Quick-release type buckle.



4 FRONT SEAT TRACK STOP—helps to keep front seat from breaking loose from seat track in case of sudden stop or impact.



8 INCREASED SAFETY VISION—glass area increased as much as 81.8 sq. inches . . . improved vision in all directions.



12 HI-LEVEL FRESH AIR INTAKES—cool vents bring in cleaner, fresher air . . . are above exhaust outlets of car ahead.



16 LARGER TAIL-LIGHTS—show clearly from both sides and rear. Define both the length and width of the car.



20 TURN SIGNAL INDICATORS—flashing lights, front and rear, tell others your intention of turning either right or left.



24 FAST-ACTION WINDSHIELD WASHERS—just press the button and the water jets and wipers operate simultaneously.



DREAM-CAR POWER OPTIONS

the widest selection of

POWER FEATURES

in the field

POWER STEERING

Hydraulic power reduces steering effort by 85% . . . yet you retain the full, confident "feel" of responsive control. Easier parking and turning, pleasanter motoring, greater safety.

POWER BRAKES

Smooth, straight-line stops are twice as easy with vacuum power doing the hard work for you. Low-pedal design lets you heel-pivot from accelerator to brake pedal without having to lift your foot.

POWER WINDOWS

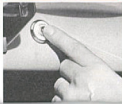
Windows raise or lower at the touch of a button. Driver can regulate all windows from master control panel—individual controls for passengers. Safety feature prevents operation unless ignition is on.

POWER LUBRICATION

Provides proper chassis lubrication at the touch of a button on the instrument panel. Saves time, reduces wear, improves riding qualities. Economical to use—less than 1¢ cost per lubrication.

POWER SEAT THAT "REMEMBERS"

Dial-controlled power seat adjusts automatically (up or down, forward or back) to selected position. Dial always gives the same position with the one adjustment, no more "feeling" ever needed.

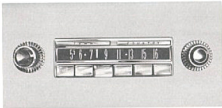
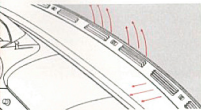




DREAM-CAR ACCESSORIES

smart new custom-designed
ACCESSORIES

for every model



**NEW CLIMATE-MASTER
AIR-CONDITIONER AND HEATER**

Air conditioner, heater and defroster are all combined in this one compact, front-end system. Designed especially for the new Mercury bodies with cool ventilation, all parts are located under the hood and instrument panel. Simple to operate—with all controls integrated into the regular Mercury control center. This system can be installed in all 1957 Mercurys—INCLUDING CONVERTIBLES AND STATION WAGONS.

NEW TRAVEL-TUNER RADIO

More powerful and versatile than ever, Mercury's new Travel-Tuner radio completely eliminates the need for manual tuning. For city driving a touch of the TOWN bar automatically picks up the most powerful local stations—for out-of-town a COUNTRY bar selects the nearest stations above minimum strength. A new remote-control foot switch, for convenience and safety, permits you to control the signal-seeking mechanism without taking eyes off the road or hands from the steering wheel. Also has push-buttons for manual tuning.

**NEW DREAM-CAR
SPARE TIRE CARRIER**

The new Dream-Car Designed Mercury takes on an even longer, lower, more elegant look with this distinctive spare tire carrier. Expressly designed for the 1957 Mercury, this spare tire carrier is a dramatic complement to the overall styling theme. Tire is easily protected inside for opening the trunk. Means added storage space in the trunk. Painted to match your car color. Available for all models except station wagons.

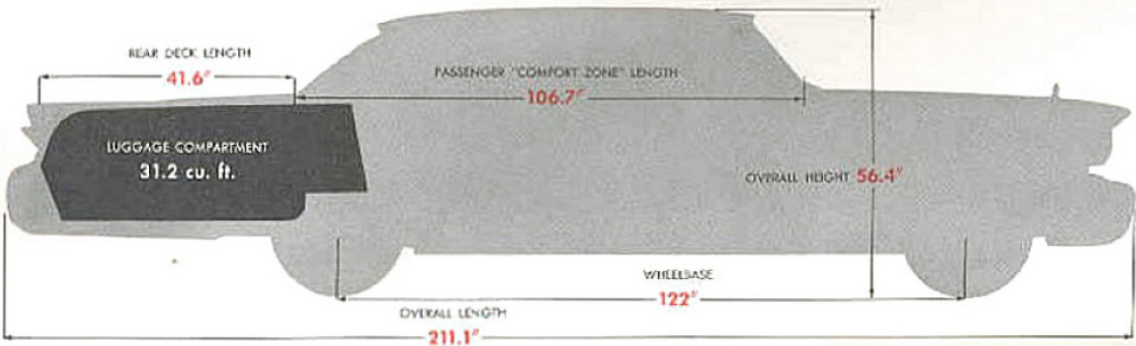
Other Mercury Accessories: Full-Disc Hubcaps . . . Road Lamps . . . Rear Seat Speaker . . . Door Edge Guards . . . Fender Shields . . . Signal Viewer . . . Non-Glare Rearview Mirror . . . Spotlight with Integral Mirror.

DREAM-CAR DIMENSIONS

M

... most impressive features of Big M Dream-Car Design ... for this is, by far, the biggest Mercury ever built, it's completely "all over" new ... with a big, luxury-sized body. Only a sleek 4 1/4 feet high, the Big M is over 17 1/2 feet long and more than 6 1/2 feet wide. The luggage compart-

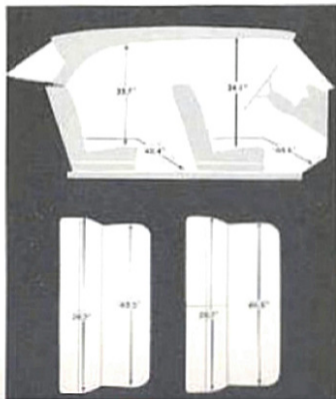
... 10 cubic feet more space than many other cars! As for weight—the Big M is close to two-tons big—as much as 225 lbs. heavier than last year's Mercury. Scientifically distributed, this increased weight is one factor contributing to Mercury's big-car comfort and stability.



BIGGER IN EVERY DIMENSION - MORE THAN 17½ FEET LONG - MORE THAN 6½ FEET WIDE!

SPACIOUS *oversized luxury interiors*

In creating an exclusive new body for the 1957 Mercury, increased passenger compartment spaciousness was of prime importance! The length of the passenger "comfort-zone" is increased 6 inches over even last year's Big M. There's more legroom—more hiproom—more shoulder room than ever before. These all-important extra inches provide the Big M with a decided comfort advantage over many of the cars in Mercury's price field that share body shells with their smaller "cousins" in the low-price field. And, with Mercury's new straight-back roof design, there's no sharp dip or angle to cut down on rear headroom as in so many other cars. The Big M for '57 gives you true dream-car luxury dimensions in every direction.



BIG M DIMENSIONS FOR 1957

EXTERIOR DIMENSIONS

LENGTH, OVER-ALL (with bumper guards)	211.1 in.
WIDTH, OVER-ALL	76.9 in.
HEIGHT, OVER-ALL	56.4 in.
GLASS AREA (total)	4027 sq. in.
TRUNK CAPACITY (total)	31.2 cu. ft.
CURB WEIGHT (approx.)	3946 lbs.

INTERIOR DIMENSIONS

FRONT SEAT

Width	63.5 in.
Legroom	44.4 in.
Hiproom	34.1 in.
Shoulder Room	59.7 in.

REAR SEAT

Width	63.5 in.
Legroom	43.4 in.
Headroom	33.7 in.
Shoulder Room	59.7 in.

(All dimensions shown are for the Mustang 4-door Sedan.)

