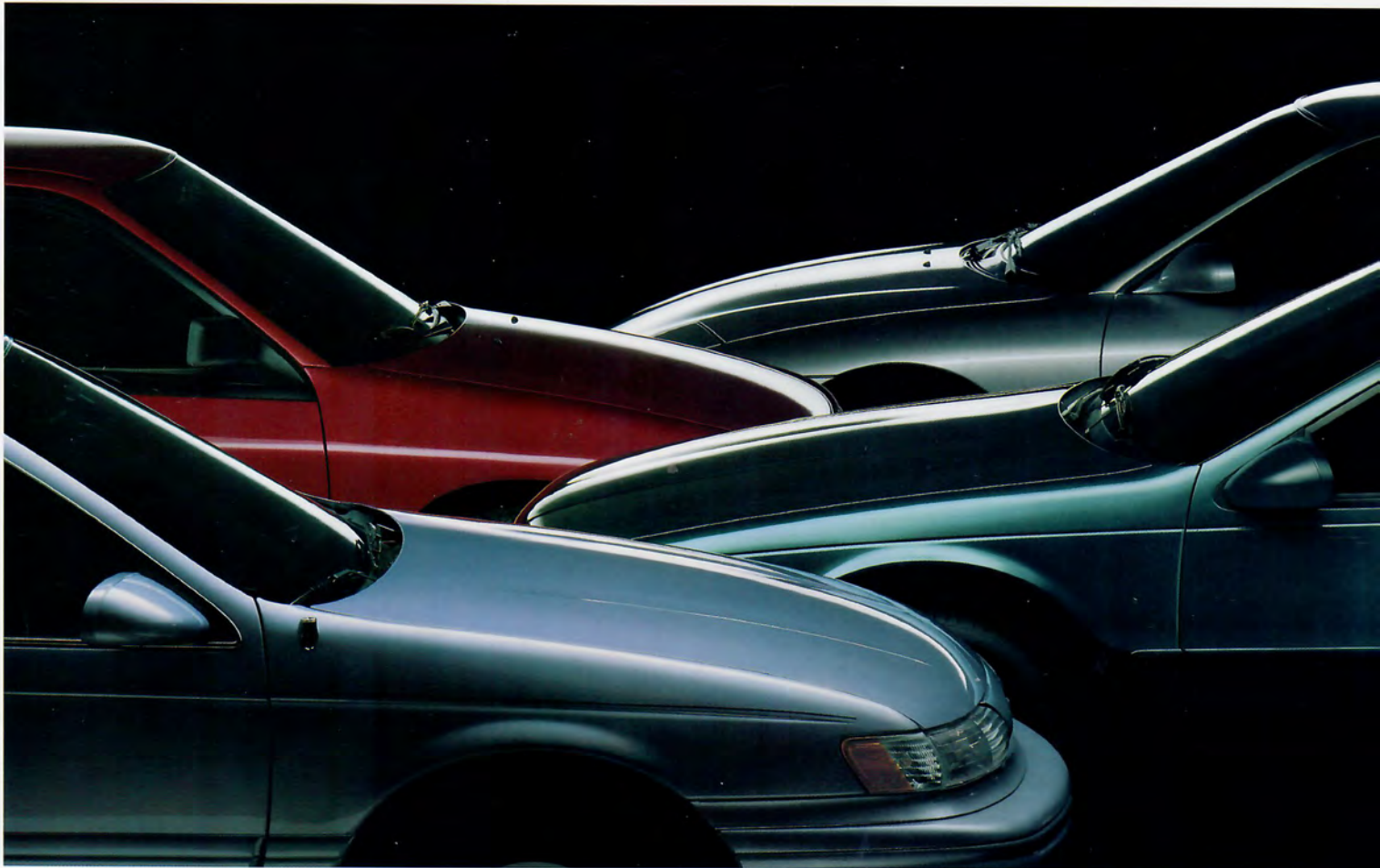


FORD

'93

# FORD CARS





## FORD TAURUS

Ford Taurus. Design leader. Award winner. One of the most successful automotive nameplates in history. That's saying a lot, but it's far from being the end of the story. Taurus, like all Ford products, is an ongoing success story, an evolution driven by the firm Ford commitment to quality.

Because it's the latest, the 1993 version is the best yet, the beneficiary of refinement after refinement. Ford engineers and designers kept asking "how can we make it better?" Customers made suggestions, and they listened. Then they applied what they learned. That's the way it is at Ford. That's what *continuous improvement* is all about.

As a result of this philosophy, Taurus now offers such equipment as a standard driver's side air bag Supplemental Restraint System (for use with safety belts), optional right-front passenger-side air bag, and available anti-lock brake system —



each an important safety-related equipment item.

Choose the Taurus sedan and get world-class design with roominess for up to six and a large 17.9-cubic-foot deep-well trunk. The versatile wagon provides seating for up to eight and cargo space from 38.0 to 81.1 cubic feet.

For the pure enthusiast, there's Taurus SHO, with its 24-valve, dual overhead cam 3.0L V-6, equipped with state-of-the-art sequential electronic fuel injection. Putting out 220 hp @ 6,200 rpm (SAE rating), this Super High Output (SHO) V-6 has one of the highest ratios of power to displacement among normally aspirated engines. And now there's a 4-speed automatic transaxle option with the extra punch of the 3.2L V-6 (see your dealer for date of availability).

Take the time to look over the car that takes its leadership very seriously. The 1993 Ford Taurus.



**Above: Taurus SHO in Crimson Clearcoat with SHO Preferred Equipment Package 211A.**



**Left: The superbly equipped and appointed Taurus SHO interior with sport bucket seats in Black.**

**The luxurious Taurus LX interior in Opal Grey shown with the LX Preferred Equipment Package and optional leather seating surfaces.**



**Major illustration: Taurus LX in Black Clearcoat shown with the LX Preferred Equipment Package.**

**Above: Taurus LX Wagon in Caribbean Green Clearcoat Metallic shown with the LX Preferred Equipment Package.**

**Some equipment shown on these pages may be optional.**



## FORD CROWN VICTORIA



*Above: Crown Victoria LX luxury cloth interior shown in Opal Grey.*

*Top: Crown Victoria LX Sedan in Opal Grey Clearcoat Metallic.*

Today's Crown Victoria is wholly in the tradition of its full-size predecessors, with its smooth ride quality and outstanding comfort. Yet, in a number of important respects, it is quite unlike any 6-passenger Ford that has come before it.

In this Crown Victoria you have an advanced, computer-controlled 4.6-liter overhead-cam V-8 with state-of-the-art sequential EFI, an electronically controlled 4-speed automatic overdrive transmission, and "speed-sensitive" steering. A driver air bag is standard and a right-front passenger air bag optional (for use with safety belts):

## FORD TEMPO

Not just excellent transportation, but a rewarding driving experience. That was the original vision behind the development of Ford Tempo. Tempo's appealing combination of comfort, performance and style is impressive in itself. But when you factor in its reputation for solid value, you really begin to see why it's been such a popular choice through the years by people all over America.

Tempo's computer design helps put available space to efficient use for surprising comfort. The 4-wheel independent suspension with nitrogen gas-pressurized hydraulic struts delivers a pleasing ride. Under the hood is the 2.3L HSC 4-cylinder engine with sequential electronic fuel injection — a fine balance of responsiveness and economy (EPA estimates unavailable at press time). And the smooth power of the 3.0L V-6 is optional (it's included in the LX Preferred Equipment Package).

Ever since its introduction, the Tempo GL has skillfully gone about the business of doing what it was designed to do best: provide more product, comfort and performance for the money than might ordinarily be expected. Tempo LX does likewise, along with providing some of the popular comfort and convenience extras some drivers prefer. The LX is available as a 4-Door Sedan. The GL is available either as a 2- or 4-Door.



*Above: Tempo LX 4-Door Sedan in Silver Clearcoat Metallic shown with the LX Preferred Equipment Package.*



*Left: Tempo LX interior in Opal Grey shown with the LX Preferred Equipment Package.*



*Tempo GL 4-Door shown in Bright Red with Preferred Equipment Package 226A.*

*Some equipment shown on these pages may be optional.*



## FORD ESCORT

It just keeps on getting better. How have we improved a car as well engineered and successful as Escort? With *refinements*. Styling refinements. Trim refinements. And for a greater range of choice, we've added an eye-catching sport appearance group option for the LX 3-door.

At Ford, our corporate philosophy is *continuous improvement*. There are no qualifications. There are no exceptions. Just because something is good doesn't mean it can't get better. And that goes for every single vehicle we make.

There's bound to be an Escort just right for you. Choose the 3-door, 4-door or 5-door. Or the distinctive wagon bodystyle, with its smooth, sculpted silhouette. It combines 5-passenger roominess with all the utility that makes a wagon a wagon. The Escort and LX series feature the standard 1.9L overhead-cam 4-cylinder engine with sequential electronic fuel injection. LX-E and GT include the 16-valve dual-overhead-cam 1.8L. All Escorts have the traction of front-wheel drive and a 4-wheel independent suspension.

Test drive the 1993 Escort. What you'll experience is, we think, an *improved* car. It's the result of a commitment to customer satisfaction which simply allows nothing less.



**Top: Escort LX 4-Door Sedan in Opal Grey Clearcoat Metallic shown with the LX Preferred Equipment Package 320A.**

**Above: Escort LX interior in Opal Grey shown with the LX Preferred Equipment Package 320A.**

**Left: Escort GT in Bright Red shown with the GT Preferred Equipment Package.**

## FORD FESTIVA

First of all, it's fun. Fun to own and fun to drive. It has pep. It has pizzazz. Second of all, it's a smart buy. Very smart. In short, front-wheel-drive Ford Festiva is one remarkable little car, a pleasingly compelling combination of vitality and value.

Festiva is a lot of transportation for your dollar, both in terms of value for the money and economy of operation. It's the kind of value that stays with you as you drive. Like all Ford Division cars, Festiva's covered by a bumper-to-bumper limited warranty (described on back cover).

Much of what makes Festiva such a satisfying purchase, however, goes well beyond practical considerations. Because in Festiva's case, great utility does not preclude real driving enjoyment.

Festiva makes a terrific around-town car with its excellent maneuverability and ease of parking. It's also very much at home out on the open road with its smooth ride, excellent handling and balance, peppy single-overhead-cam 4-cylinder engine, precise rack-and-pinion steering system and power-assisted front disc/rear drum brakes.

So whether it's a party at the beach, an impromptu picnic at the park, a night on the town, a quiet cruise down some scenic highway, or the daily commute, Ford Festiva takes it all in stride.



**Above: Festiva GL in Brilliant Blue Clearcoat Metallic shown with the Sport Option Package.**

**Left: Festiva GL with sport option package in Medium Grey.**

**Some equipment shown on these pages may be optional.**



**Festiva L shown in Aqua.**



## FORD PROBE

Create a "pure" sports coupe in the honest sense of the word. A sports coupe in which all that matters is the enjoyment that comes with being in direct link with the road. A pure driving experience. Nothing less.

This was the task we gave a team of designers and engineers. And this is what they created. The all-new 1993 Probe — a driver's car whose every attribute of style and performance captures the true qualities of the genuine sports coupe.

These qualities you can see in styling that is purposeful: The fluid contours of the aerodynamic body and the smoothly integrated instrument and door panels, for example.

And you can feel them in the performance: The responsive acceleration of a multi-valve, multi-port electronically fuel-injected engine. The tight handling and cornering capability of a finely balanced 4-wheel independent suspension system. The body-contoured seating and driver-command instrumentation and controls of a superbly ergonomic cockpit as well.

The '93 Probe is available in two exciting models. We've made each unique in both style and performance. And prominent in their lists of standard features you'll find a driver's side air bag Supplemental Restraint System (for use with safety belts).



*Above: Probe's excellent road-handling is the result of many integrated systems components.*

*Left: Probe GT shown in Rio Red (tinted non-metallic) Clearcoat.*

*Some equipment shown on these pages may be optional.*



*Probe GT interior shown in Opal Grey.*



*Probe shown in Silver Clearcoat Metallic.*



## FORD THUNDERBIRD

Only a few automobiles today are so universally recognized that they require but one word of introduction. The name of the car itself.

Among the few is Thunderbird. A name that over the years has come to be synonymous with excellence in personal luxury and performance.

Thunderbird would indeed be a fine car to own even if it were not as luxuriously equipped as it is. Because as important as personal appointments are in this class of car, more significant still is quality of design and engineering.

In striving to be the best in overall design quality, we employ a "Best-in-Class" philosophy, the principles of which guided Thunderbird's design. In areas ranging all the way from vehicle dynamics and mechanical operation to comfort and aesthetics, we evaluated over 350 Thunderbird features against fine automobiles the likes of the Mercedes 190E and BMW 6-Series.

Our goal was to be "Best-in-Class" in as many features as possible or necessary, with our sights always on the ultimate customer benefit of each.

An example: Whether you choose the luxurious LX or the sophisticated, supercharged SC, the quiet comfort and solid feel over the road you'll experience is a result of this "Best-in-Class" approach to design. That's the 1993 Thunderbird.



**Top: Thunderbird LX in Midnight Opal Clearcoat Metallic.**

**Above: Thunderbird LX interior in Opal Grey.**

**Left: Thunderbird Super Coupe in Crimson Clearcoat Metallic.**

**Some equipment shown on these pages may be optional.**

## FORD MUSTANG

If you're really serious about the fun of driving, for you there's Ford Mustang, the car that puts sporty car styling and performance on virtually every street, highway and byway in America.

Add up the combinations of models and body-styles and you have eight great Mustangs in all. Choose the personal 2-door sedan style, or the versatile hatchback design with split fold-down rear seat backs and 30 cubic feet of cargo space (with the seat backs lowered).

And there's the convertible, the style that captures Mustang's free-spirited nature. It comes with a power-retractable top with glass rear window, decklid luggage rack, power windows and locks, and electric remote mirrors.

Now pick the model that best suits your style of driving. Mustang V-8 performance is legendary, and it's yours to enjoy in the Mustang GT with its bold "ground effects" styling, or in the Mustang LX 5.0L model with smooth, clean lines that belie the high power and torque under its hood.

The Mustang LX combines sporty styling with the spirited yet economical performance of a 2.3-liter I-4 engine, equipped with two spark plugs per cylinder and the precise fuel delivery of a multi-port electronic fuel injection system (EPA estimates were unavailable at time of printing).



**Top: Mustang LX 5.0L Convertible in Bright Calypso Green Clearcoat Metallic.**

**Above: Mustang GT in Bright Red.**

**Left: Articulated sport bucket seats, standard in both the GT and the LX 5.0L, shown with available leather trim in Opal Grey.**



## FORD EXPLORER

Since its introduction two years ago, Ford Explorer has been America's best-selling compact utility. Given its performance, versatility and best-in-class room and comfort, there's certainly little wonder.

Contemporary in style, aerodynamic in function, Explorer is powered by a multi-port electronically fuel-injected 4.0L V-6 engine. The handling is responsive and the steering is precise. A 4-wheel anti-lock brake system is standard equipment. The independent front suspension and long wheelbase help smooth the ride.

The 4-wheel-drive model features a dash-mounted Touch Drive transfer case control that lets you shift "on the fly" from 2WD to 4WD-high and back at normal road speeds once the hubs are engaged (manual locking front hubs are optional). If you don't need the extra 4x4 traction, choose Explorer 4x2.

There are four trim levels: XL, Sport, XLT and the top-of-the-line Eddie Bauer. And whether your preference is the 4-Door or the 2-Door, you'll be driving a vehicle best in its class in overall spaciousness for passenger comfort and cargo-carrying utility.



*Above: The top-of-the-line Explorer Eddie Bauer 4-Door model is outfitted with a unique two-tone paint treatment, shown here in Cayman Green Clearcoat Metallic over Mocha, one of eight available combinations.*

*Left: The Eddie Bauer 4-Door interior with reclining sport bucket seats and leather seating surfaces.*

*Above: Explorer's ergonomic instrument cluster includes a full gauge package including tachometer.*

*Left: Explorer 2-Door Sport in Vibrant Red with unique Black lower two-tone treatment.*

*Some equipment shown on these pages may be optional.*

## FORD AEROSTAR

Our Ford Aerostar Wagon does so many things so well, we call it the King of Capability.

The aerodynamic shape is unmistakably Ford, designed along air flow management principles to reduce wind resistance and enhance handling.

The interior is a model of ergonomic comfort and convenience for driver and passengers.

Especially important are the safety features. There's a standard driver air bag that supplements your safety belts, rear anti-lock brakes, and new optional integrated child safety seats.

Then there's Aerostar performance: V-6 power coupled with rear-wheel drive allows towing capability of up to 4,900 pounds (properly equipped). Smooth ride quality. Confident handling.

You have a wide range of choices with Aerostar: Seating arrangements for 5 or 7 passengers. Regular-length or extended-length body styles. 2-wheel-drive or optional electronic 4-wheel-drive. And there's an available 4.0L V-6 engine with heavy-duty automatic overdrive transmission.

There are four appealing trim levels in the Aerostar lineup, beginning with the XL and followed by the XL Plus, the fully appointed XLT, and the top-of-the-line Eddie Bauer, which may be the finest, most luxurious mini-van you can buy.



*Aerostar now offers optional integrated child safety seats. See your dealer for date of availability.*



*The versatile rear seat/bed option (standard in Eddie Bauer) is the kind of feature you would find in a luxurious van conversion.*

*Above: The extended-length Eddie Bauer Aerostar in Electric Red Clearcoat Metallic and unique Mocha Frost Metallic lower accent treatment.*

*Left: The luxurious Eddie Bauer leather interior with quad captain's chairs (power lumbar adjustment and map pockets); and 3-passenger seat bed.*



## NOTABLE STANDARD FEATURES

### FORD TAURUS

#### ENGINE

3.0L V-6 (3.8L V-6 with LX Wagon) with sequential multiple-port EFI; EEC-IV engine control computer; SHO: 3.0L DOHC SEFI V-6 with 24 valves; EEC-IV computer (3.2L V-6 optional)

#### TRANSAXLE

Automatic overdrive; SHO: 5-speed manual (auto. OD with 3.2L V-6)

#### FRONT SUSPENSION

Independent MacPherson struts with gas-pressurized hydraulic struts, coil springs and stabilizer bar

#### REAR SUSPENSION

Sedan: Independent MacPherson strut with gas pressurized shocks, coil springs and stabilizer bar; Wagon: Independent short/long arm (SLA) with gas-pressurized shocks and coil springs; SHO: 4-wheel independent MacPherson strut type with special handling components

#### STEERING

GL: power rack-and-pinion; LX, SHO: variable power-assist speed-sensitive rack-and-pinion

#### BRAKES

Power front disc/rear drum; SHO: 4-wheel disc anti-lock brakes

#### SAFETY

Driver's side air bag Supplemental Restraint System; Optional right-front passenger SRS; Childproof rear door locks

### FORD CROWN VICTORIA

#### ENGINE

4.6L overhead cam V-8 with multiple-port sequential electronic fuel injection

#### TRANSMISSION

Electronically controlled automatic overdrive with overdrive lockout

#### FRONT SUSPENSION

Coil spring with gas-pressurized shock absorbers and stabilizer bar

#### REAR SUSPENSION

4-bar link coil spring with gas-pressurized hydraulic shocks and stabilizer bar

#### STEERING

Variable-power assist speed-sensitive

#### BRAKES

Four wheel power disc; Optional anti-lock braking system (ABS) with Traction Assist

#### SAFETY

Driver's side air bag Supplemental Restraint System; 3-point manual safety belts for front and rear outboard occupants; lap belt for center positions

### FORD TEMPO

#### ENGINE

2.3L HSC (high swirl combustion) 4-cylinder with sequential multiple-port electronic fuel injection; (3.0L V-6 with sequential multiple-port electronic fuel injection optional)

#### TRANSAXLE

5-speed manual (3-speed automatic optional)

#### FRONT SUSPENSION

Four-wheel independent MacPherson with gas-pressurized hydraulic struts and stabilizer bar

#### REAR SUSPENSION

Strut-type independent tension strut with parallel control arms with upper strut-mounted coil springs (stabilizer bar included with optional 3.0L engine)

#### STEERING

Power rack-and-pinion

#### BRAKES

Power front disc/rear drum, dual hydraulic split diagonal

#### SAFETY

Automatic front shoulder belt restraint system with manual lap belts; rear seat outboard lap/shoulder belts with center lap belt; Optional driver's side air bag Supplemental Restraint System; Childproof rear door locks (4-door)

### FORD ESCORT

#### ENGINE

Standard and LX: 1.9 liter overhead-cam I-4 engine with sequential multiple-port electronic fuel injection; LX-E and GT: 1.8 liter dual-overhead-cam 16-valve 4-cylinder engine with multiple-port EFI

#### TRANSAXLE

5-speed manual overdrive (4-speed electronic automatic overdrive optional)

#### FRONT SUSPENSION

Standard and LX: Strut-type independent with upper strut-mounted coil springs and stabilizer bar; LX-E and GT: Handling suspension

#### REAR SUSPENSION

Standard and LX: Strut-type independent twin trapezoidal links and trailing links with upper strut-mounted coil springs and stabilizer bar; LX-E and GT: Handling suspension

#### STEERING

Standard and LX: Manual rack-and-pinion; LX-E and GT: Power rack-and-pinion

#### BRAKES

Standard and LX: Power front disc/rear drum; LX-E and GT: Four-wheel power disc brakes

#### SAFETY

Automatic front shoulder belt restraint system with manual lap belts; rear seat outboard lap/shoulder belts with center lap belt; Childproof rear door locks

### FORD FESTIVA

#### ENGINE

1.3L single-overhead-cam 4-cylinder with multiple-port electronic fuel injection

#### TRANSAXLE

5-speed manual overdrive (3-speed automatic optional with GL)

#### FRONT SUSPENSION

Independent MacPherson strut with strut-mounted coil springs, track control arm and stabilizer bar

#### REAR SUSPENSION

Torsion-beam-type rear suspension with strut-mounted coil springs

#### STEERING

Manual rack-and-pinion

#### BRAKES

Power front disc/rear drum brakes

#### SAFETY

Automatic front shoulder belt restraint system with manual lap belts; manual 3-point rear shoulder/lap belts

### FORD PROBE

#### ENGINE

2.0L 16-valve DOHC 4-cylinder with multiple-port electronic fuel injection (EFI); GT: 24-valve 2.5L V-6 with multiple-port electronic fuel injection and dual overhead cam shafts per cylinder head

#### TRANSAXLE

5-speed manual overdrive (electronic 4-speed automatic optional)

#### SUSPENSION

4-wheel MacPherson strut independent suspension system with gas-pressurized hydraulic shocks; includes special handling components on GT

#### STEERING

Power-assisted rack-and-pinion system

#### BRAKES

Power-assisted front disc/rear drum; GT: Four-wheel power disc

#### SAFETY

Driver's side air bag Supplemental Restraint System; 3-point lap/shoulder safety belts front/rear

### FORD THUNDERBIRD

#### ENGINE

LX: 3.8L V-6 engine with sequential multiple-port electronic fuel injection (5.0L HO V-8 optional); Super Coupe: 3.8L supercharged, intercooled V-6 with sequential multiple-port electronic fuel injection

#### TRANSMISSION

LX: Automatic overdrive;

Super Coupe: 5-speed manual (automatic overdrive optional)

#### FRONT SUSPENSION

Long-spindle SLA with variable-rate coil springs, double-acting gas-pressurized shocks and a 1.06" stabilizer bar;

Super Coupe: Automatic ride control suspension in addition to standard suspension, 1.10" diameter solid front stabilizer bar, .90" solid rear stabilizer bar

#### STEERING

Variable power-assist speed-sensitive

#### BRAKES

Power-assisted front disc/rear drum Super Coupe: Four-wheel power disc brakes with anti-lock braking system

#### SAFETY

Automatic front shoulder belt restraint system with manual lap belts; rear seat outboard lap/shoulder belts with center lap belt

### FORD MUSTANG

#### ENGINE

LX: 2.3L EFI twin-plug 4-cylinder with electronic multiple-port fuel injection; LX 5.0L and GT: 5.0L High Output V-8 with sequential multiple-port electronic fuel injection

#### TRANSMISSION

5-speed manual overdrive (automatic overdrive optional)

#### FRONT SUSPENSION

LX: Modified MacPherson front suspension with coil springs, nitrogen gas-pressurized hydraulic struts and stabilizer bar; LX 5.0L and GT: The addition of variable-rate coil springs and a larger diameter stabilizer bar

#### REAR SUSPENSION

LX: Four-bar link rear suspension with coil springs and nitrogen gas-pressurized hydraulic shocks; LX 5.0L and GT: Quadra-shock rear suspension with

vertically mounted shocks, horizontally mounted hydraulic axle dampers with freon-filled bag, .83" stabilizer bar, and variable-rate coil springs

#### STEERING

Power rack-and-pinion

#### BRAKES

Power front disc/rear drum brakes

#### SAFETY

Driver's side air bag Supplemental Restraint System and 3-point active lap/shoulder belts (all occupants)

### FORD EXPLORER

#### ENGINE

4.0L V-6 with multiple-port electronic fuel injection

#### TRANSMISSION

5-speed manual overdrive

#### TRANSFER CASE (4x4)

Touch Drive Electric Shift with skid plate; manual-locking hubs available

#### FRONT SUSPENSION

4x2: Twin-I-Beam independent with coil springs, heavy-duty nitrogen gas-pressurized hydraulic shocks and stabilizer bar;

4x4: Twin Traction Beam independent with coil springs, heavy-duty nitrogen gas-pressurized hydraulic shocks and stabilizer bar

#### REAR SUSPENSION

Leaf springs, heavy-duty nitrogen gas-pressurized hydraulic shocks and stabilizer bar

#### STEERING

Power assisted

#### BRAKES

Power front disc/rear drum brakes with 4-wheel anti-lock system

#### SAFETY

Lap/shoulder belts with automatic retractors for front and rear outboard seating positions; manual lap belts for center positions; Child-proof rear door locks (4-Door); Guard beams in doors

### FORD AEROSTAR

#### ENGINE

3.0L V-6 with multiple-port electronic fuel injection; 4.0L V-6 with multiple-port electronic fuel injection standard with 4WD and Eddie Bauer extended wagons (opt. with extended-length 2WD models)

#### TRANSMISSION

5-speed manual overdrive; Automatic overdrive optional (standard with XLT and Eddie Bauer regular-length wagons; Heavy-duty automatic overdrive (with 4.0L V-6)

#### SUSPENSION

4-Corner coil spring, nitrogen gas-pressurized hydraulic shocks, front stabilizer bar and variable-rate rear coil springs

#### STEERING

Power assisted

#### BRAKES

Power front disc/rear drum brakes with rear anti-lock

#### SAFETY

Driver's side air bag to supplement the safety belts and color-keyed integral lap/shoulder belts for all outboard occupants, rear center lap belt; Optional integrated child safety seats



## BUMPER-TO-BUMPER COVERAGE

The 36-month/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your Ford Dealer.



Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

## SPECIFY GENUINE FORD COLLISION REPAIR PARTS

Genuine Ford sheet metal and plastic replacement collision parts, such as hood, doors, fenders and bumper components, are the right choice — and for all the right reasons. Genuine Ford parts are equal to original parts in fit, finish, structural integrity and corrosion protection. Ford parts are the same as those used on new vehicles which are certified to meet all Federal Motor Vehicle Safety Standards. And all Ford sheet metal parts are covered by the exclusive Ford Lifelong Sheet Metal Guarantee. Ask your dealer to see a copy of this limited warranty. Don't settle for imitations. Ask your insurer to authorize genuine Ford collision parts.



Ford Credit offers advantageous financing and leasing arrangements for qualified customers, plus the convenience of making them right where you buy or lease your car — at your Ford Dealer.



"Tread Lightly" is an educational program designed to increase public awareness of land-use regulations and responsibilities in our nation's wilderness areas. Ford joins the U.S. Bureau of Land Management in encouraging you to help preserve our national forests and other public and private lands by "treading lightly."

## OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

