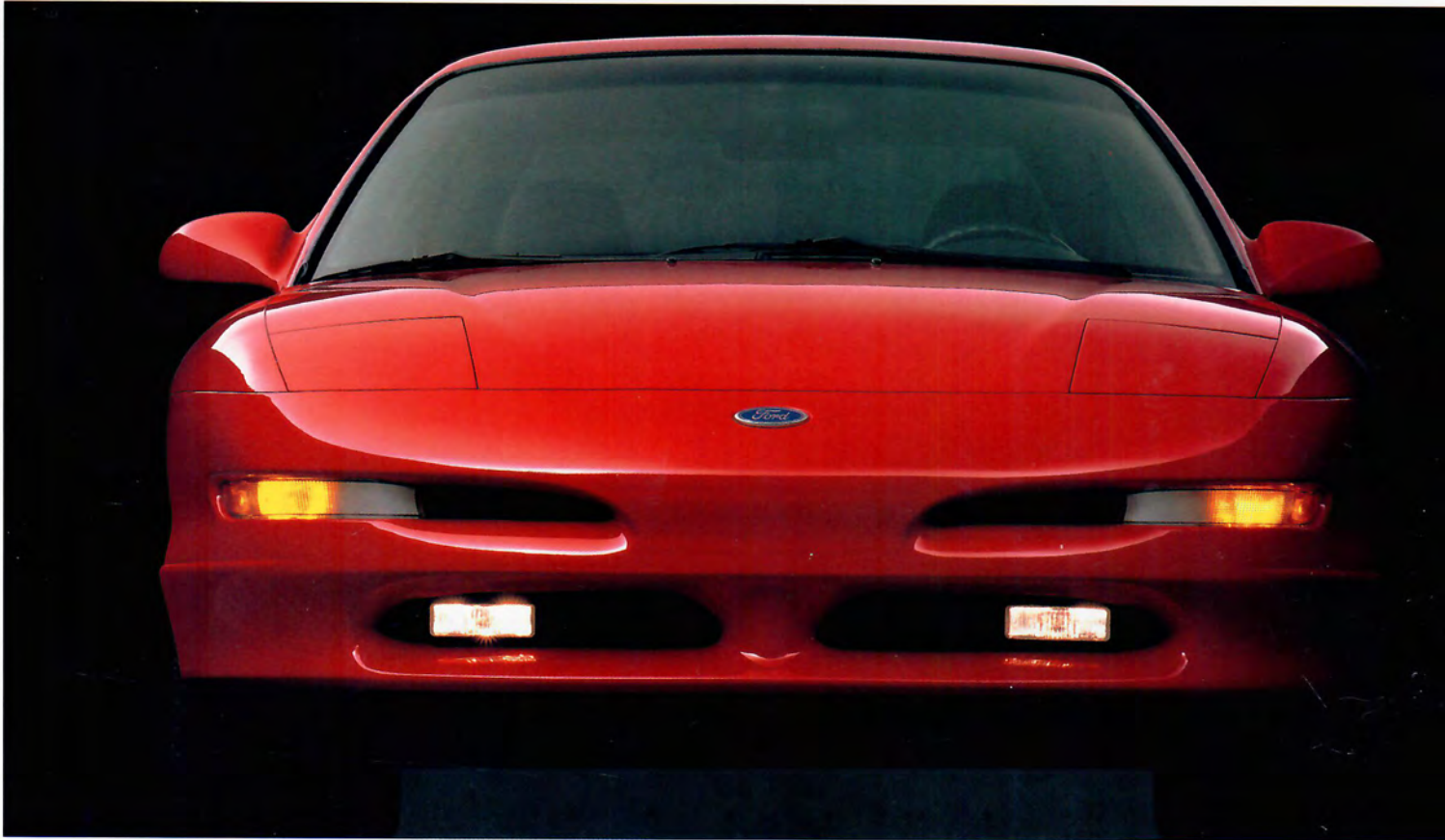


FORD

'93

# PROBE



## PROBE 1993

Create a "pure" sports coupe in the honest sense of the word. A sports coupe in which all that really 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 Ford Probe. A driver's car whose every attribute of style and performance captures the true qualities of the genuine sports coupe.

These qualities are apparent in styling that is purposeful: The fluid contours of the sleek, aerodynamically efficient body. The smoothly integrated design of the instrument and door panels expressing unity of form and function.

It's in the performance, however, that you really feel this new Probe's pure

sports coupe inspiration: The responsive power of a multi-valve, multi-port electronic fuel-injected engine. The tight handling and cornering capability of a finely balanced 4-wheel independent suspension system. And the body-contoured seating and driver-command instruments and controls of a superbly ergonomic cockpit as well.

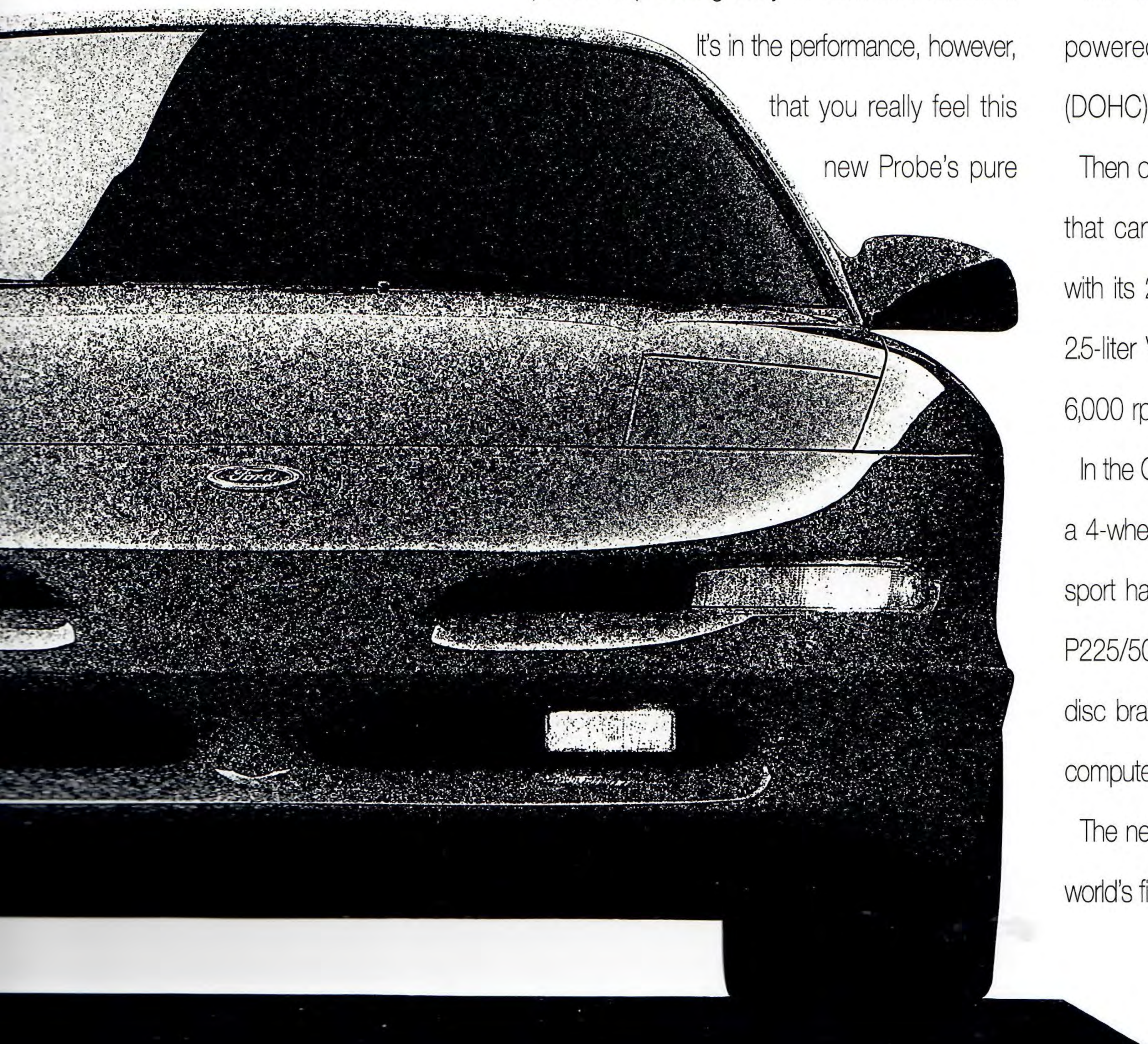
The '93 Ford Probe is available in two exciting models. We've made each unique in both style and performance. And because your safety is so important to us, in their lists of impressive standard features we've included a driver air bag Supplemental Restraint System (SRS) designed for use with your lap and shoulder safety belts.

The 1993 model line begins with the Probe, powered by a 16-valve, dual overhead cam (DOHC), multi-port fuel-injected 2.0-liter I-4.

Then comes the Probe GT. A performance car that can get the adrenalin running in a hurry with its 24-valve, DOHC, multi-port fuel-injected 2.5-liter V-6 putting out 164 hp (SAE rating) @ 6,000 rpm and 156 lbs.-ft./torque @ 4,000 rpm.

In the GT formula for driving excitement also are a 4-wheel independent suspension system with sport handling components; low-profile, 16-inch P225/50VR16 91V radials; and 4-wheel power disc brakes to which you can add the optional computer-controlled anti-lock system.

The new Probe GT. Unquestionably one of the world's finest front-wheel-drive performance cars.



PROBE GT



*Unique front and rear fascias, front fog lamps, lower bodyside cladding, and wide-stance 16-inch performance tires on aluminum wheels. The look of Probe GT says driving enjoyment. And exciting power and handling make it happen. The GT featured here is in Rio Red (tinted non-metallic) Clearcoat. Some equipment shown is optional.*

## DRIVER CONTROL

Maximum driver control. It's what every interior designer strives for in a performance-oriented car.

Many ergonomic factors are carefully examined in the effort to achieve it, such as the size and placement of controls, their frequency of use, and the effort required to operate them; the location and legibility of instruments; hand/eye movement; driving posture; and field of vision.

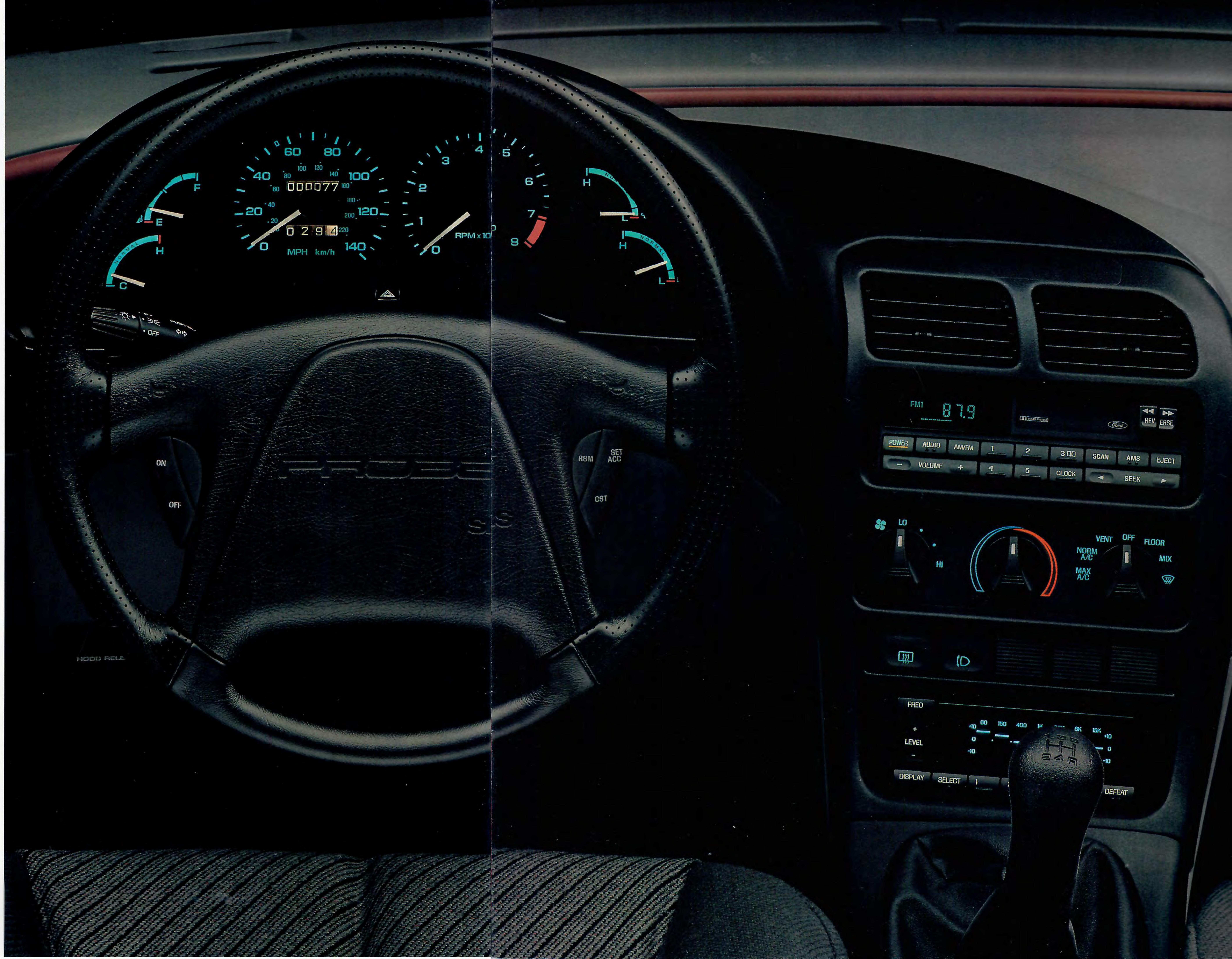
On Probe's driver-oriented instrument panel, you'll find important operating information

**The principle of correct ergonomic design: A car that is more comfortable and easier to drive is more enjoyable to drive.** located directly in your line of sight beneath a low windshield cowl line. The cluster features the clarity of analog gauges, including a tachometer, fuel gauge, engine coolant temperature gauge, oil pressure gauge, and voltmeter. A trip odometer, too.

The controls, some on two steering column levers, are easy to reach and operate so that you can concentrate attention primarily on the road.

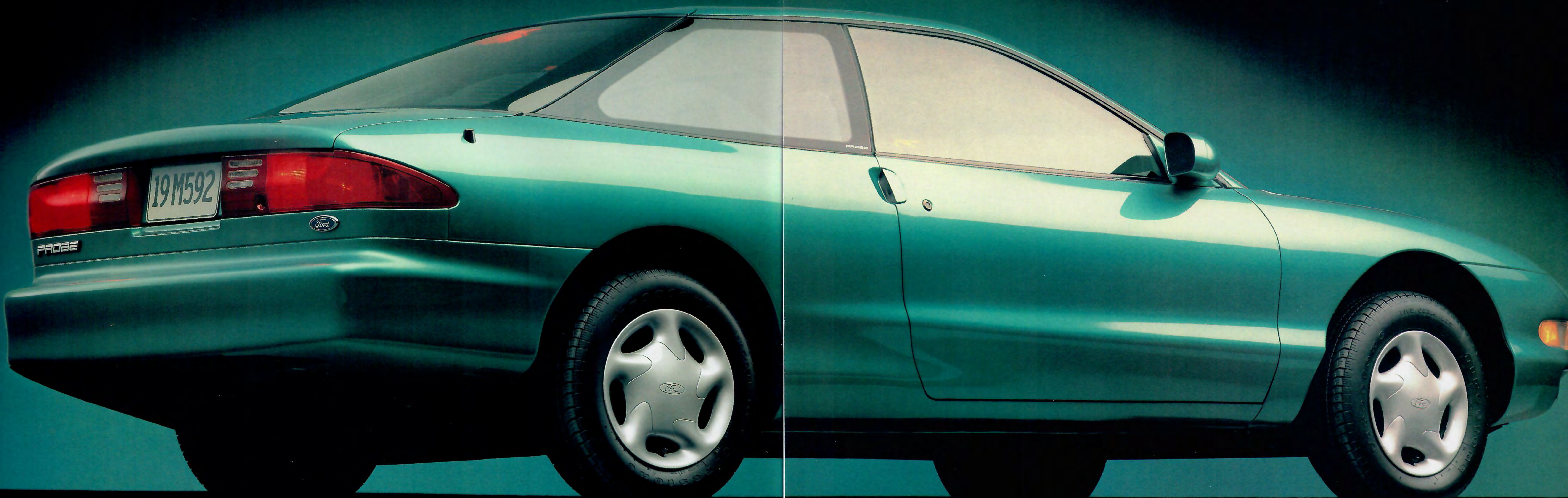
Ergonomic convenience is also evident in the pronounced driver-biased angle of the center panel and console. The shift lever is carefully located in relation to your seating position.

In the new Probe for 1993 you have a superb ergonomic design. And what's more, for your added safety, Probe is equipped with a driver air bag Supplemental Restraint System (SRS).



*Probe GT instrument panel (at right) and interior (following pages) in Opal Grey. Some equipment shown is optional.*





The 1993 Probe is designed and engineered for performance, from its aerodynamically sculpted body shell to its ergonomically crafted cockpit; from its 4-wheel independent suspension to its 16-valve, DOHC 2.0-liter I-4 engine.

Probe has a great list of standard features that includes body-contoured bucket seats, analog gauges, an AM/FM stereo sound system, a driver

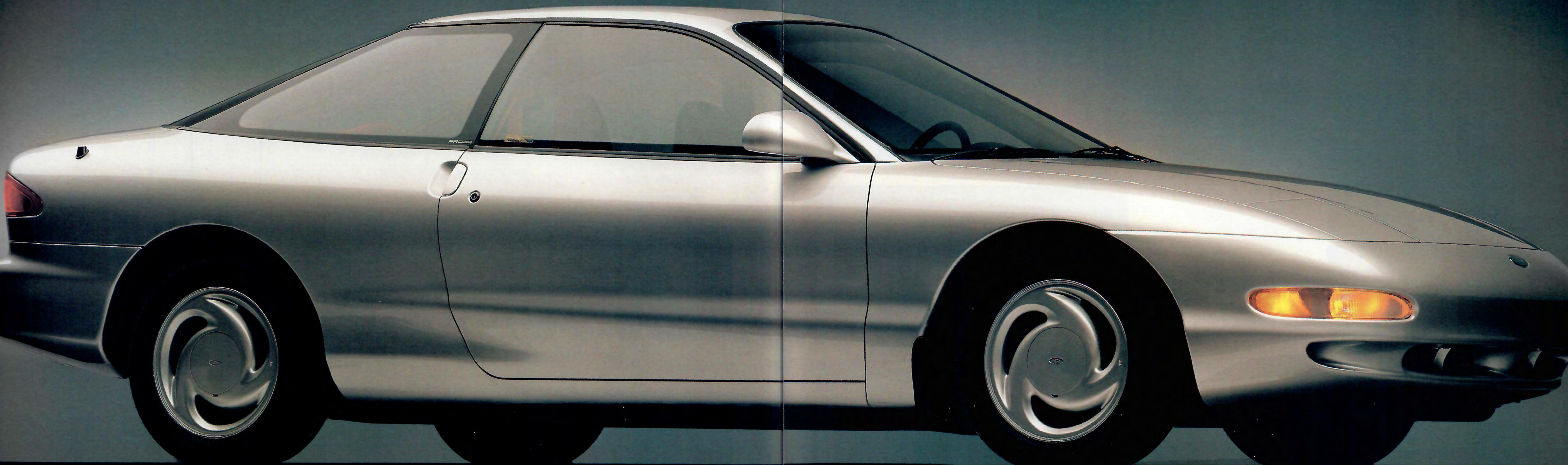
air bag supplemental restraint system, and versatile 50/50 split rear seats, to mention a few. And Probe gives you a lot in the way of choices. Take in hand the smooth-shifting 5-speed manual overdrive transaxle that comes standard. Or go with the optional electronically governed 4-speed automatic transaxle which, capable of sensing the speed at which you

depress the pedal, will downshift one or two gears (within reasonable limits of speed) to generate the degree of acceleration you desire. Personalize your Probe with the optional power sliding roof, GT bucket seats with leather seating surfaces, 4-wheel disc anti-lock brakes with sport suspension, compact disc player and the unique all-electronic 7-band graphic equalizer.



*Above: Probe in Bright Calypso Green Clearcoat Metallic.*

*At left: Probe in Silver Clearcoat Metallic. Some equipment shown is optional.*



Carefully crafted like a piece of fine sculpture, smooth and highly refined, the shape of the all-new 1993 Probe is the result of extensive styling development in our Ford design studios. Shaping a sports coupe possessing stunning visual appeal was, however, only one of our

designers' objectives. By applying the principles of advanced air flow management, they've made the new Probe a functional work of art as well. Probe's efficient aerodynamic design cheats the wind and its performance-robbing effects. So less horsepower from the 16-valve, DOHC,

multi-port EFI 2.0-liter I-4 engine is required to overcome the inhibiting force of air drag.

Not only does the air flow smoothly over, around and under the car; the body surface is fine-tuned so that the air is redirected to increase downforce on the tires for better handling control.

*Fenders curving into a low, smooth hood line, reducing frontal area. The windshield angled at 64 degrees. Flush-mounted glass. Recessed door handles. Wind-cheating glass covering concealed center and rear pillars. Advanced air flow management features such as these make Probe a model of aerodynamic efficiency.*

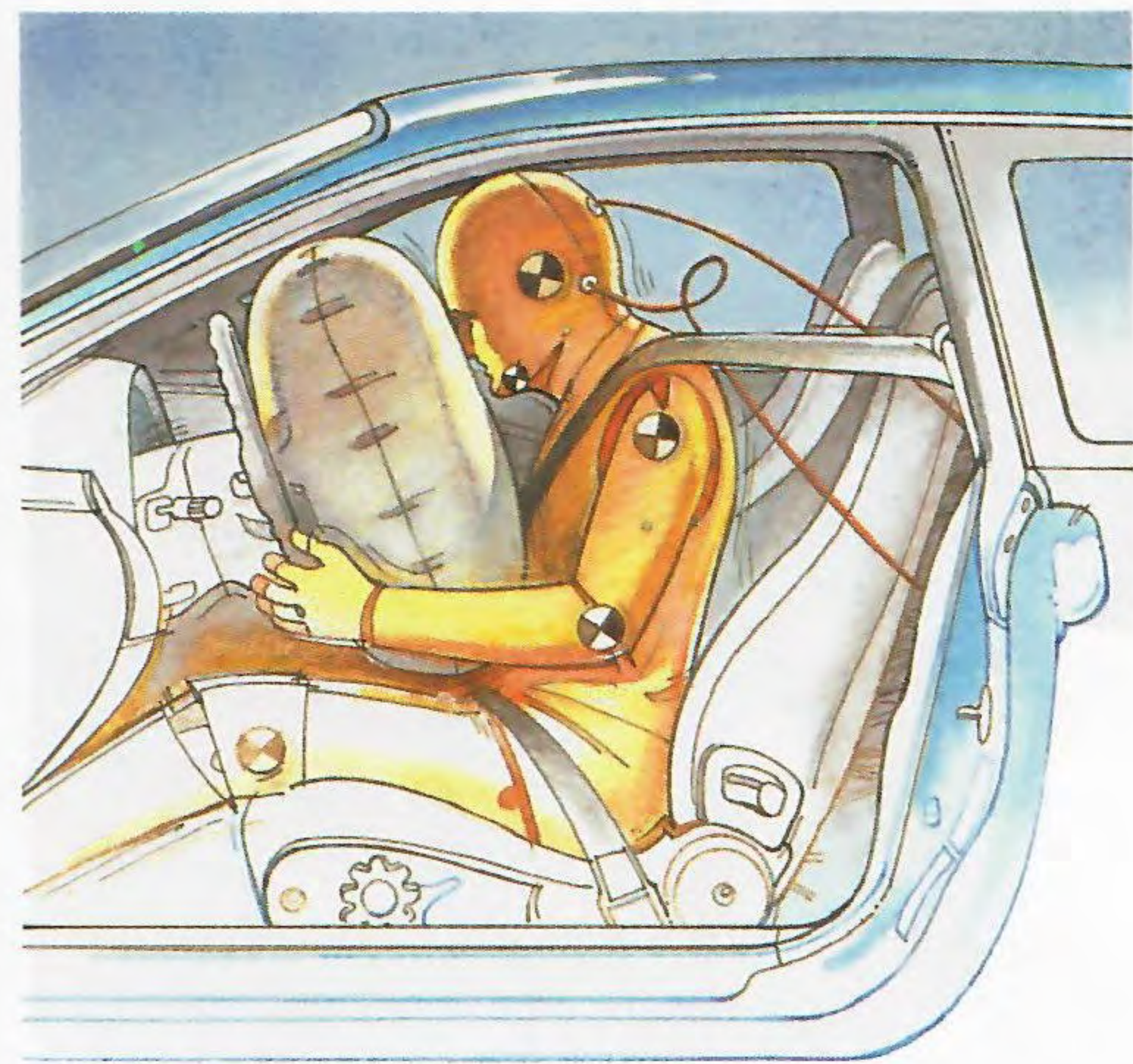
*Above: Probe in Silver Clearcoat Metallic. Some equipment shown is optional.*

## SAFETY AND CONVENIENCE

When we engineered the new Ford Probe sports coupe, we had two important goals in mind: Driving enjoyment. And safety.

Responsive power, handling and braking are certainly essential for driving enjoyment. But they're just as essential for "operating safety" — the term that applies to how well your car is engineered to help you avoid an accident.

Then there are "occupant protection" features designed to protect you if an accident occurs.



Among the many occupant protection features in the 1993 Ford Probe is a standard driver air bag Supplemental Restraint System (SRS).

The SRS is designed to activate in a frontal impact roughly equivalent to striking a parked car of comparable size at 28 miles-per-hour.

From initial impact to full deployment, the air bag inflates in less than 1/10 of a second. And it begins to deflate in just a fraction of a second.

Important as the air bag is, always remember that it's intended to supplement, not replace, your lap and shoulder safety belt system, which provides protection in all types of impacts.

*Dual electric remote mirrors are included in all Preferred Equipment Packages. "Heated" mirrors are included with the optional rear wiper/washer.*



*To suit individual needs, there's an optional driver's seat manual height adjust feature to go along with the standard fore/aft seat track adjustment.*



*A convenient "memory" feature returns your forward-folded seat-back to the exact position you previously set.*



*On the center panel console are the heating/cooling and stereo system controls. As you can see on pages 8-9, this important feature of Probe's ergonomic design is angled toward the driver.*

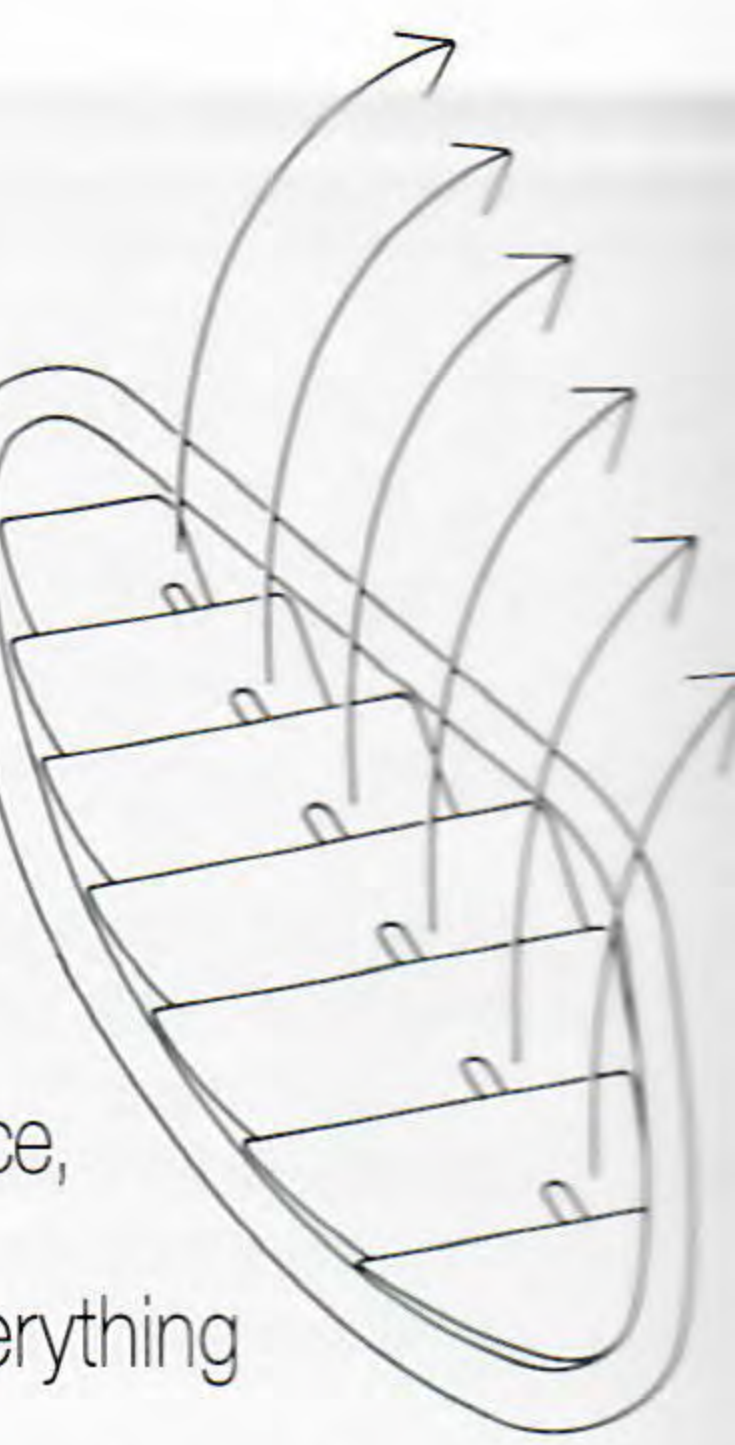


*Several important operating controls (headlamps, turn signals, windshield wipers/washer) are located within easy reach on two steering column-mounted levers.*



*50/50 split rear seat backs can be lowered individually, allowing for added luggage or cargo either with or without a third passenger.*

*Air vents at the end of the instrument panel help keep the side windows clear of fog or mist.*



To get the best picture of Probe's total performance, you have to look at everything that enhances your driving enjoyment.

The clarity of full analog gauges. Heating/cooling and stereo system controls in a driver-biased center panel console. Controls on two column-

**Performance is experienced in a lot of ways, even in the smallest convenience that contributes to your driving enjoyment.** mounted levers (headlamps and turn signals on the left; windshield wipers/washer on the right). Features such as

these, carefully designed and positioned, you'll find in this superbly ergonomic sports coupe.

In Probe you also have in its list of conveniences: a "memory" feature that returns your forward-folded seat-back to the exact position

you set, push-button stereo controls, side window demisters, and the versatile 50/50 split-folding rear seat-backs.

And among the options on page 21: Electric "heated" remote-control mirrors (with the rear wiper/washer). Speed controls on the steering wheel. Plus two new features in the Power

Group — the "express down" design that lets the driver lower either side window at the touch of a button; plus the ability to unlock one or both

doors from the outside with a turn of the key.



## PROBE HANDLING

Handling control plays such an important role in the driver/sports coupe relationship, engineers designed the components of Probe's suspension, steering, and braking systems to perform as a single, integrated handling system.

Probe has a 4-wheel independent suspension with MacPherson struts/coil springs all around. Its stabilizer bars, strut valving, spring rates and bushings are specifically tuned for an excellent

**In a car engineered for the true driving enthusiast, all the individual chassis components work together as a single handling system.** balance of ride quality and tight, solid handling. The front suspension tuning, steering geometry and the half-shafts of

equal length work together to virtually eliminate the condition called "torque steer" — the tendency of the car to turn in a particular direction when hard acceleration is applied.

The quadra-link rear system is designed to offset the wheels' natural inclination to "toe-out" under the forces of acceleration, cornering and braking (which can reduce stability and control) by eliminating toe change. This enables the wheels to maintain their effective alignment for excellent sensitivity to directional changes.

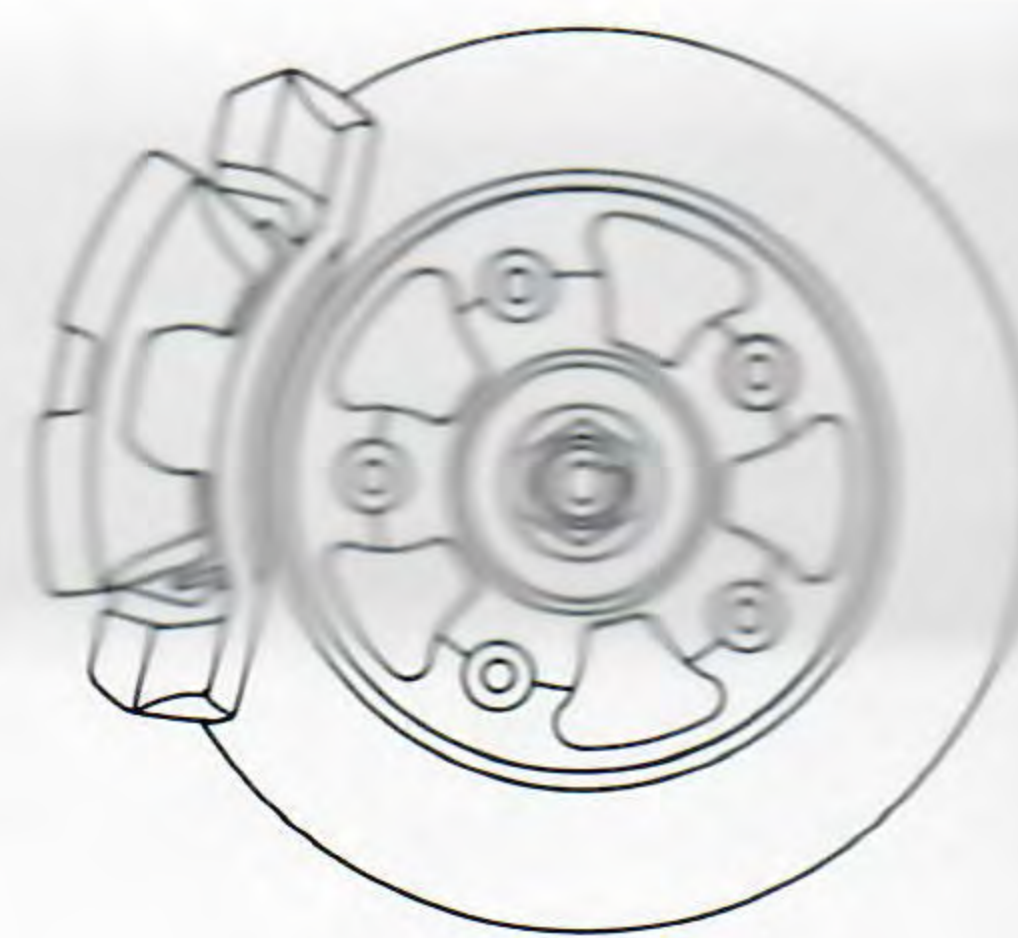
In Probe you have the traction of front-wheel drive. The rack-and-pinion power steering system is precise, with a firm on-center feel. The power brakes are responsive and resistant to fade. And for world-class stopping capability, there's the optional 4-wheel disc anti-lock brake system.

*Virtually eliminated is the tendency to turn in a particular direction when hard acceleration is applied — a condition called "torque steer."*

*Probe responds precisely to driver inputs in highway-speed maneuvering as well as in lower-speed cornering. The quadra-link rear suspension system, for example, is designed to offset the car's tendency to "toe-out" under the forces of acceleration, cornering and braking by eliminating toe change.*

*Excellent roadholding is the result of many integrated systems components: Tuned strut valving, spring rates, bushings, and stabilizer bars. Quadra-link rear suspension design that helps keep the wheels in proper alignment for stability and control. Plus low aspect-ratio radial tires.*

*With its sport-tuned suspension components and low-profile 16-inch performance radials, the GT takes Probe's excellent handling capability to even greater heights of high-performance driving enjoyment.*

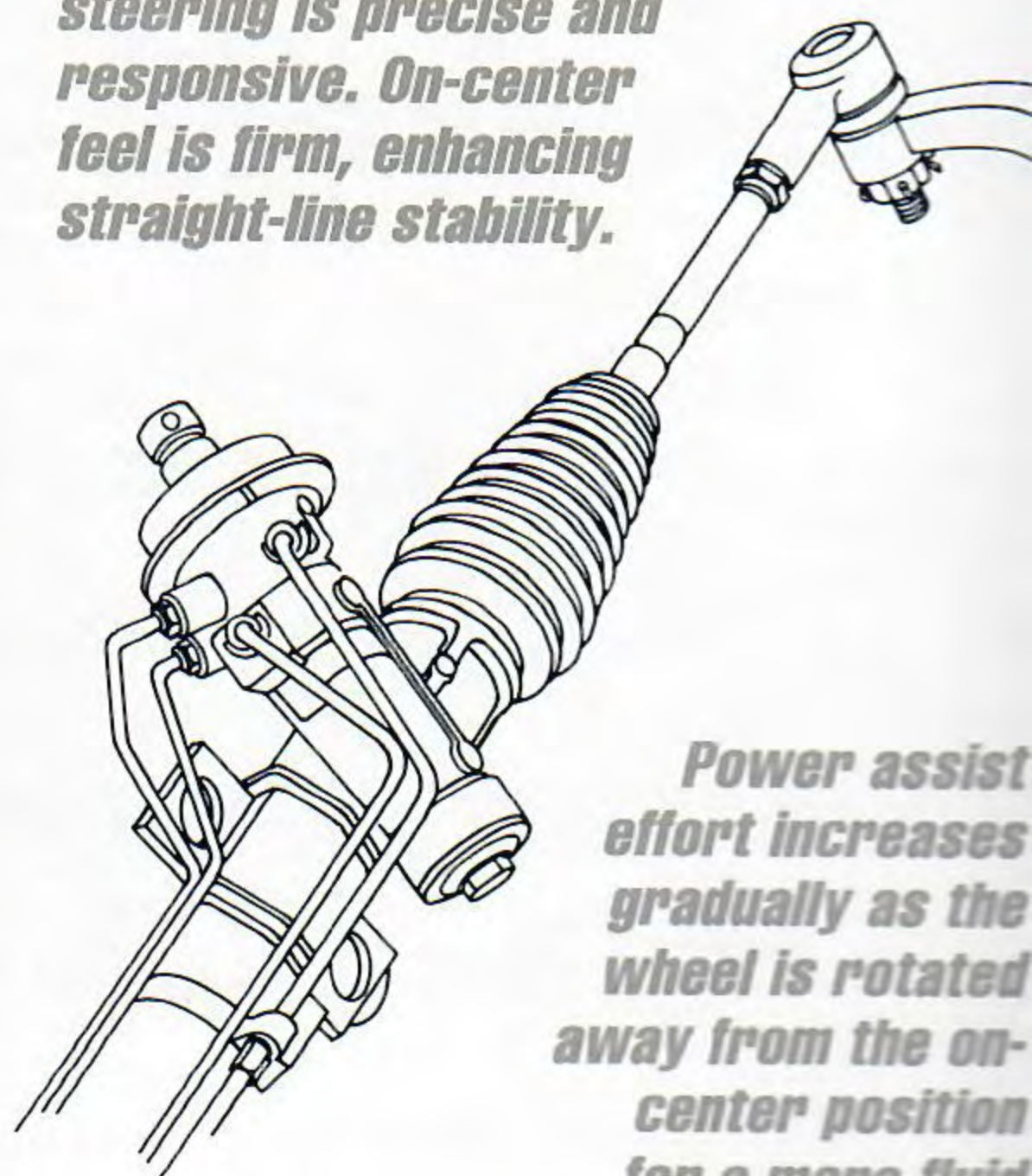


*The standard Probe has power-assisted front disc/rear drum brakes. The GT comes with 4-wheel discs. A computer-controlled anti-lock system is available in both models.*

The computer-modulated anti-lock brake system prevents the wheels from locking up in a hard braking situation by applying and releasing the brakes at a rate of speed far exceeding that of human capability — up to 10 times per second. It's much like a professional driver who skillfully "pumps" the brakes, only a great deal faster.

The advanced technology of anti-lock braking helps provide greater steering control and smooth, straight stops under most conditions, even on wet and slippery roads.

*Rack-and-pinion power steering is precise and responsive. On-center feel is firm, enhancing straight-line stability.*



*Power assist effort increases gradually as the wheel is rotated away from the on-center position for a more fluid feel of the wheel.*

## PROBE POWER

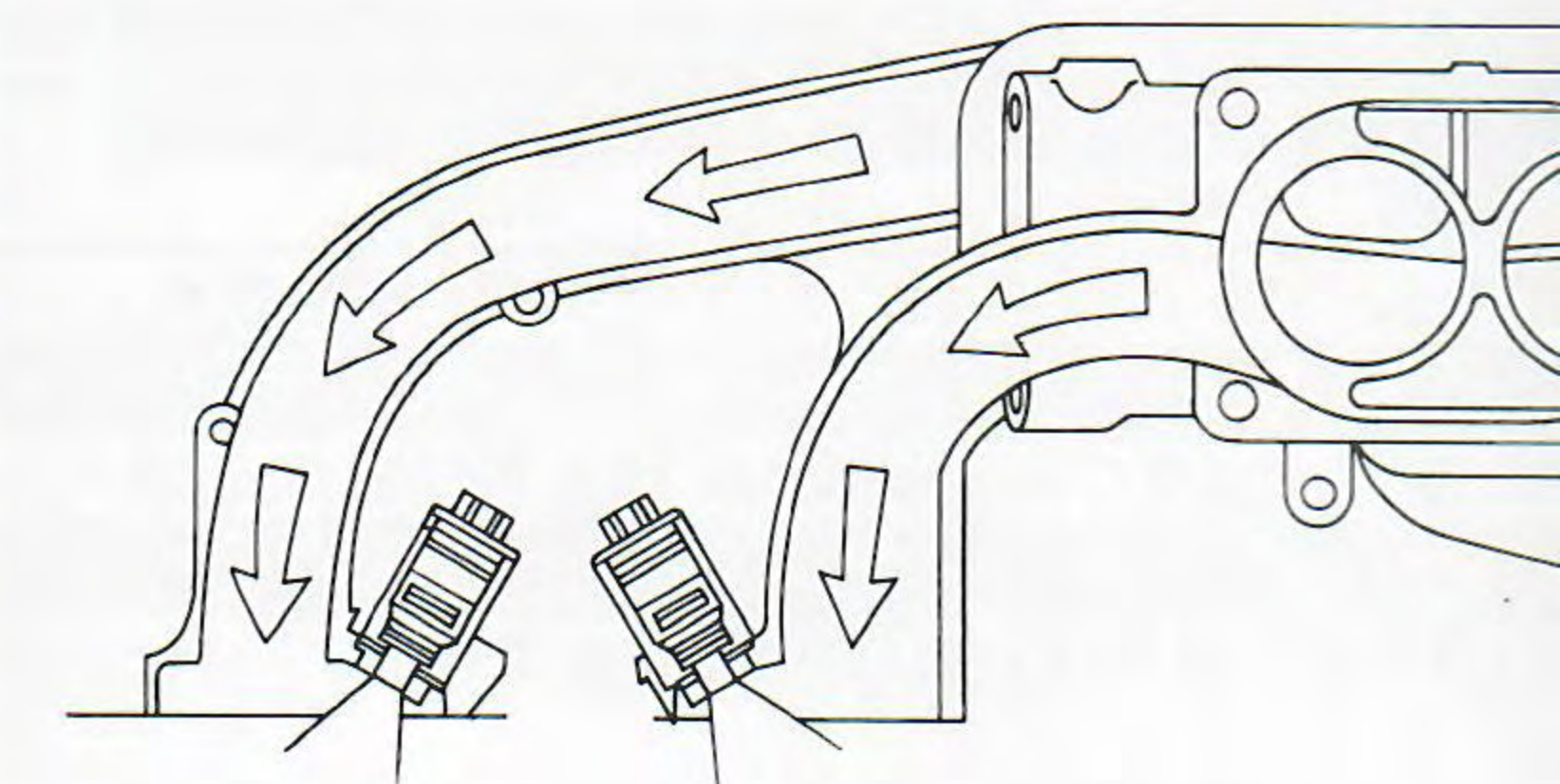
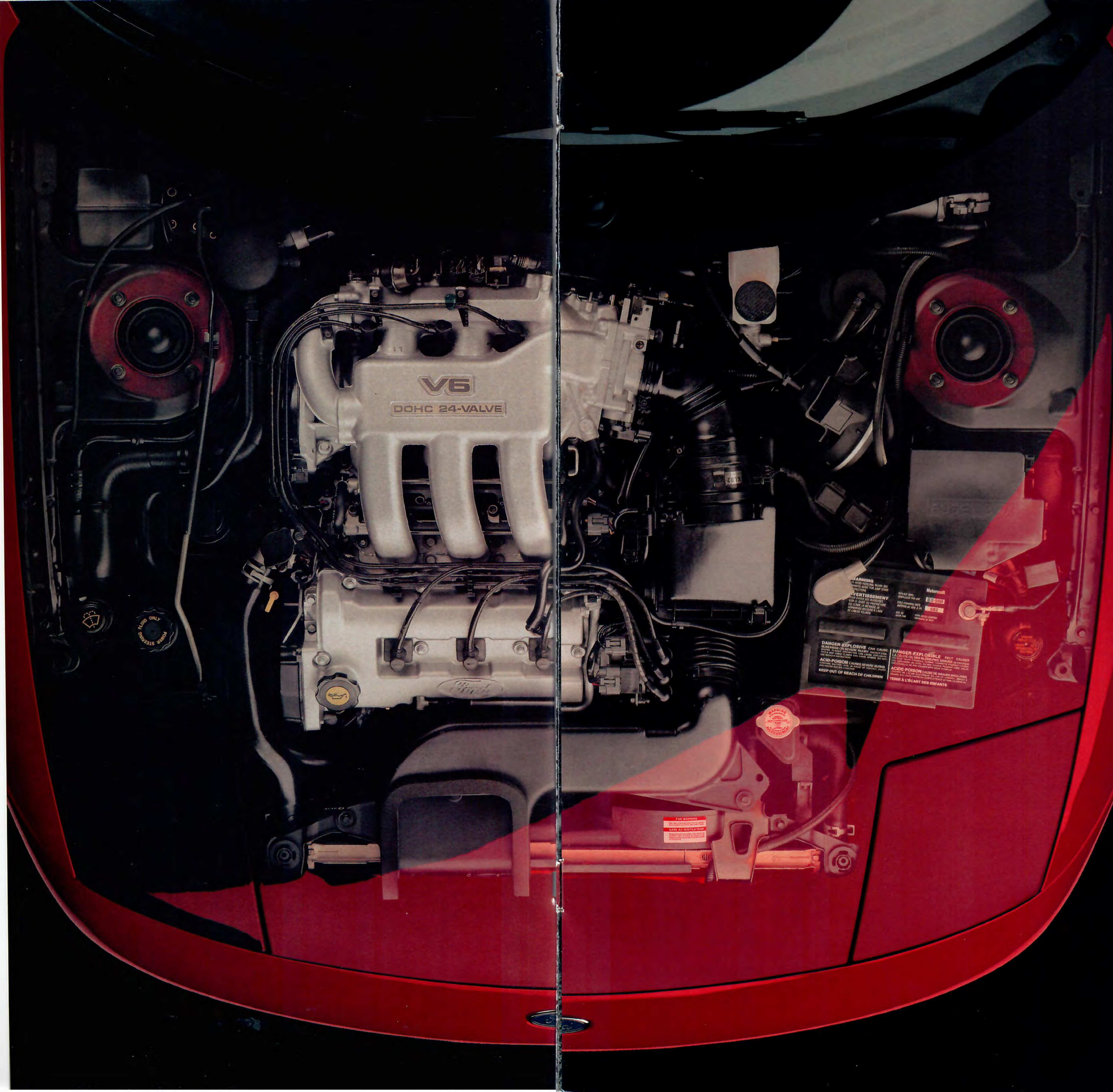
You can tell a great sports coupe by the way it covers the bases, all four of them. Aerodynamic styling. Driver-control ergonomics. Agile handling. Responsive power.

The engineer's objective in designing a dynamic sports coupe's engine is clear: Inject as much of a precisely metered mixture of fuel/air as possible, and as quickly as possible, into each cylinder. Burn it evenly and rapidly. Then

**Probe's multi-port fuel-injected I-4 and V-6 engines feature the free-breathing 4-valve-per-cylinder design with dual overhead cams.** release the exhaust with comparable efficiency. The whole idea here is to extract optimum power from every drop of fuel, and to deliver responsive power and torque over the complete performance range — from accelerating off the line to passing at highway speed.

The design that puts this idea into motion is the one long embraced by designers of racing engines: four valves per cylinder (two for intake and two for exhaust) and belt-driven twin overhead camshafts (one activating the intake valves and the other the exhaust valves).

The freer-breathing four valves (versus two) deliver a higher flow and velocity of fuel/air into and out of the cylinder and promote greater rapid-burn combustion, resulting in higher power output. And the valves, each smaller and lighter, permit the use of low-tension springs, enabling the engine to reach higher rpm more quickly.



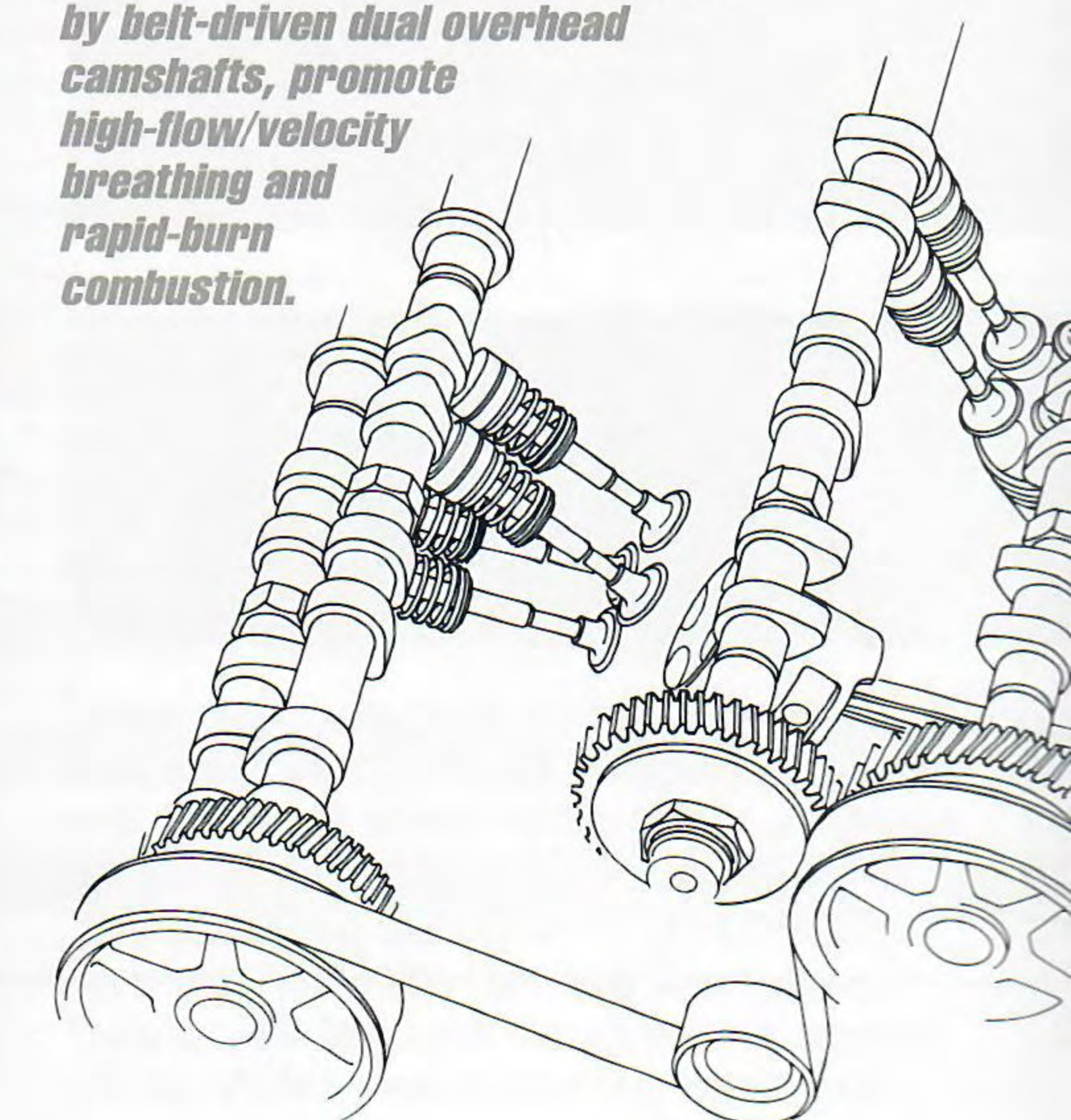
**Computer-controlled, multi-port electronic fuel injection provides precise fuel metering for efficiency and smooth running.**

Equipped with multi-valve technology, plus the precision of a computer-controlled multi-port electronic fuel injection system, Probe engines deliver excellent power-efficiency.

Enjoy sport performance with the responsive 2.0-liter I-4 in Probe or the higher-performance 2.5-liter V-6 under the hood of the Probe GT.

Especially impressive is the GT's high ratio of power (164 SAE net hp) to displacement (153 cu. in.). That's more than one horsepower per cubic inch. Note also its turbine-like sound, a quality prized by driving enthusiasts who really appreciate quality-engineered performance.

**Four valves per cylinder (two for intake, two for exhaust), actuated by belt-driven dual overhead camshafts, promote high-flow/velocity breathing and rapid-burn combustion.**



## PROBE EQUIPMENT

The all-new Probe is designed and equipped for pure driving enjoyment. But that's not all. You'll find that Probe is great value, too.

In addition to Probe's standard features, there are Preferred Equipment Packages which offer a savings on the popular options included.

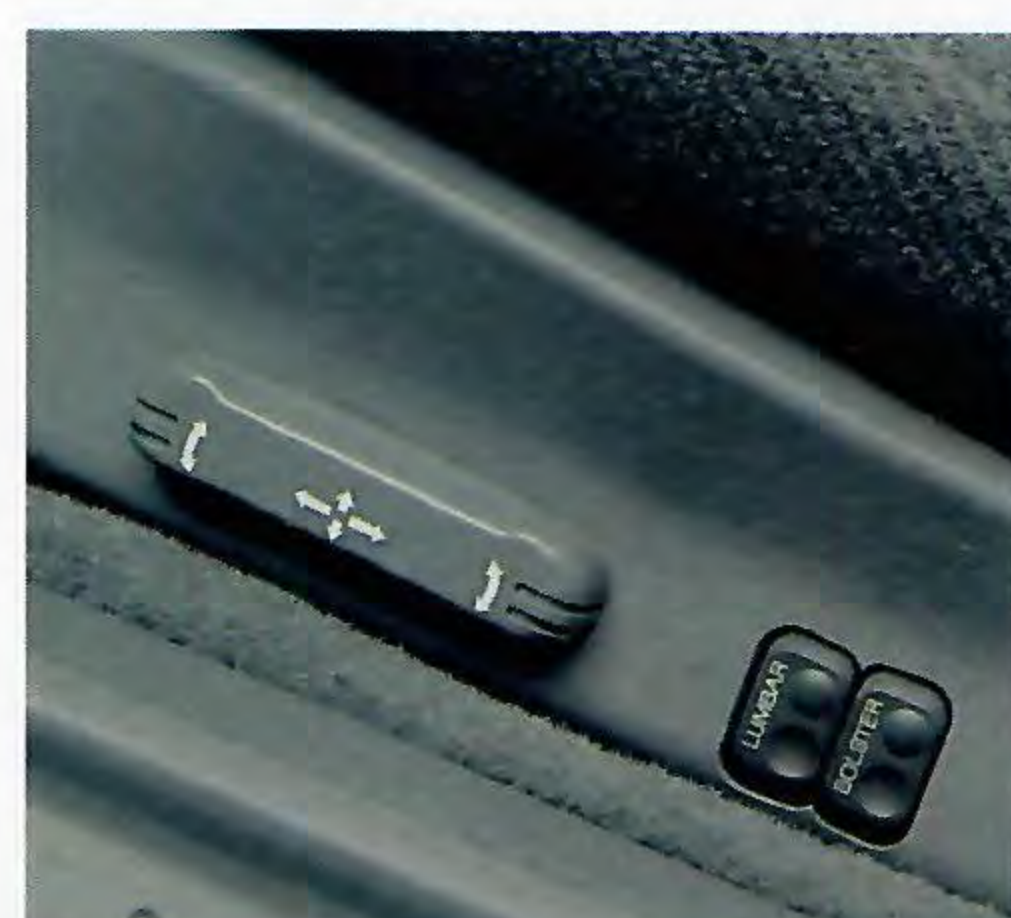
Compared with the prices of the features if they were purchased separately, the discounts are the equivalent to getting certain equipment at no extra charge.

To further personalize your new Probe, choose from the great list of optional features available separately, some of which are shown here.

*Optional speed controls are located on the steering wheel for fingertip convenience.*



*Let in more sunshine and fresh air with the new power sliding roof option.*



*With a single control, you can adjust the optional power driver's seat forward/back, up/down, and tilt forward/back.*



*Enhance rearview vision year-round with the optional rear wiper/washer and electric "heated" remote mirrors.*



*For added security, available in the '93 Probe is the new remote keyless entry system.*

*The optional 4-speed automatic transaxle is electronically governed for smooth and precise shifts. Includes driver-activated 4th gear overdrive lockout feature.*



*Above: The optional 4-wheel disc anti-lock brake system helps provide more steering control and shorter, straighter stops under most driving conditions.*



*From left to right: 14" wheel cover (standard in Probe); 15" 3-spoke aluminum wheel (optional in Probe), and 16" 5-spoke aluminum wheel (standard in Probe GT).*

## MAJOR STANDARD FEATURES

### Probe

- Concealed halogen headlamps
- Manual-adjustable outside mirrors (driver-side remote)
- Flush door handles
- Wraparound quarter windows with concealed center and rear pillars and flush glass
- Tinted rear window and quarter window glass
- Functional roof drip molding
- Wheel covers
- Driver air bag Supplemental Restraint System (SRS)
- 3-point lap/shoulder safety belts front and rear
- Electronic AM/FM stereo radio, digital clock, 4 speakers
- Center console with rear ashtray
- Side window demisters
- Performance instrument cluster with tachometer, fuel gauge, temperature gauge, oil pressure gauge, voltmeter, and trip odometer
- Urethane soft-feel steering wheel
- Cloth bucket seats with integral headrests; recliners with memory feature
- Door trim panels with integral armrests
- 50/50 fold-down rear seats
- Cargo compartment light

### Probe GT (in addition to or in place of standard features listed above)

- Unique front and rear fascias
- Rectangular fog lamps
- Lower bodyside cladding
- 16" 5-spoke aluminum wheels
- Full center console with folding armrest, cup holder
- Leather-wrapped steering wheel and manual transaxle shift knob
- Driver seat power lumbar/seat back side bolster adjust
- Seat back stowage compartment
- Cargo area net

## SPECIFICATIONS

### Probe

16-valve, DOHC 2.0L I-4 with multi-port electronic fuel injection; 9.0:1 compression ratio; 5-speed manual overdrive transaxle (4.10:1 axle ratio)

115 horsepower (SAE net) @ 5500 rpm;  
124 lbs./ft. of torque (SAE net) @ 3500 rpm

Front-wheel drive

MacPherson strut 4-wheel independent suspension with stabilizer bars

Power rack-and-pinion steering, 17.0:1 ratio overall

Power front disc/rear drum brakes

Unitized body construction with separate front subframe

P195/65R14 89S black sidewall all-season radial tires

Fuel capacity: 15.5 gallons

### Probe GT (in addition to or in place of standard features listed above)

24-valve, DOHC 2.5L V-6 with multi-port electronic fuel injection; 9.2:1 compression ratio; 5-speed manual overdrive transaxle (4.39:1 axle ratio)

164 horsepower (SAE net) @ 6000 rpm;  
156 lbs./ft. of torque (SAE net) @ 4000 rpm

Upated unique GT sport suspension

Power 4-wheel disc brakes

P225/50VR16 91V black sidewall performance radials

## PREFERRED EQUIPMENT PACKAGES AND OPTIONS

P = Package feature (content subject to change)  
O = Optional feature S = Standard feature

### Appearance/Comfort/Convenience

	Probe		Probe GT	
	251A	253A	261A	263A
Dual electric remote-control mirrors	P	P	P	P
Rear window defroster	P	P	P	P
Tilt steering column	P	P	P	P
Convenience Group: tinted glass; variable-timed interval wipers; remote-control fuel door and liftgate releases; battery saver; convenience lights for door/liftgate ajar, low fuel, low washer fluid, glove box, engine compartment; plus fade-to-off dome lamp and headlamp warning chime	P	P	P	P
Manual air conditioning	O	P	P	P
Remote keyless entry system	O	P	O	P
Power Group: power windows with driver-side "express down" feature; power door locks; and door map pockets	O	P	O	P
Light Group: illuminated entry system; dual illuminated visor mirrors; fade-to-off dome lamp with map lights	O	P	O	P
Color-keyed bodyside moldings	O	P	O	P
Speed control	O	P	O	P
Rear wiper/washer and heated electric remote mirrors	O	O	O	P
Console with storage bin, armrest, and cupholder	O	O	S	S
Manual driver's seat height adjustment	O	O	O	O
6-way power driver's seat adjustment	O	O	O	O
Color-keyed front floor mats	O	O	O	O
Anti-theft system	O	O	O	O
Power sliding roof (includes map lights in an overhead console)	O	O	O	O
15" aluminum wheels and P205/55R15 radial tires	O	O	-	-

### Seats

GT cloth bucket seats, GT door trim and instrument panel accent stripe, and cargo net	O	O	S	S
Leather seating surfaces (on Probe model, requires optional GT bucket seats and 6-way power driver's seat adjustment)	O	O	O	O

### Stereo Systems

Electronic AM/FM stereo radio with cassette player and premium sound system	O	P	P	P
Compact disc player with electronic AM/FM stereo radio	O	O	O	O
Graphic equalizer	O	O	O	O
Power antenna	O	O	O	O
Radio credit option (deletes standard AM/FM stereo radio)	O	-	-	-

### Performance

Electronic 4-speed automatic transaxle	O	O	O	O
Engine block immersion heater	O	O	O	O
Anti-lock brake system (includes 4-wheel disc brakes and sport suspension in Probe model)	O	O	O	P

## PROBE PAINT AND TRIM COLORS

### Exterior Paint Colors

	Interior Trim Colors			
	Opal Grey	Royal Blue	Ruby Red	Black
Vibrant White	■	■	■	■
Black	■	■	■	■
Rio Red (tinted non-metallic) Clearcoat	■	■	■	■
Electric Red Clearcoat Metallic	■	■	■	■
Bimini Blue Clearcoat Metallic	■	■	■	■
Steel Blue Frost Clearcoat Metallic	■	■	■	■
Electric Blue Clearcoat Metallic	■	■	■	■
Bright Yellow (tinted non-metallic) Clearcoat	■	■	■	■
Bright Calypso Green Clearcoat Metallic	■	■	■	■
Silver Clearcoat Metallic	■	■	■	■

## PRODUCT CHANGES

Following publication of the catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

## 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.

## 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.

