

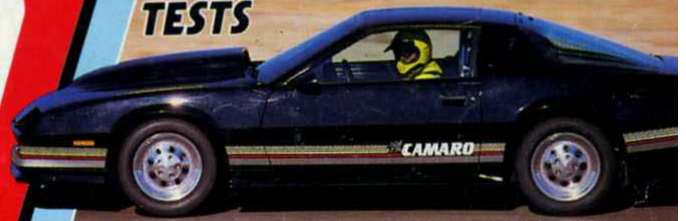
MUSTANG SHOOTOUT!

Canada \$2.95 May 1987

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DOUBLE TROUBLE

**5.0L 1987 MUSTANGS:
GENTLEMEN'S GT OR BARE-KNUCKLED LX**



By John Baechtel

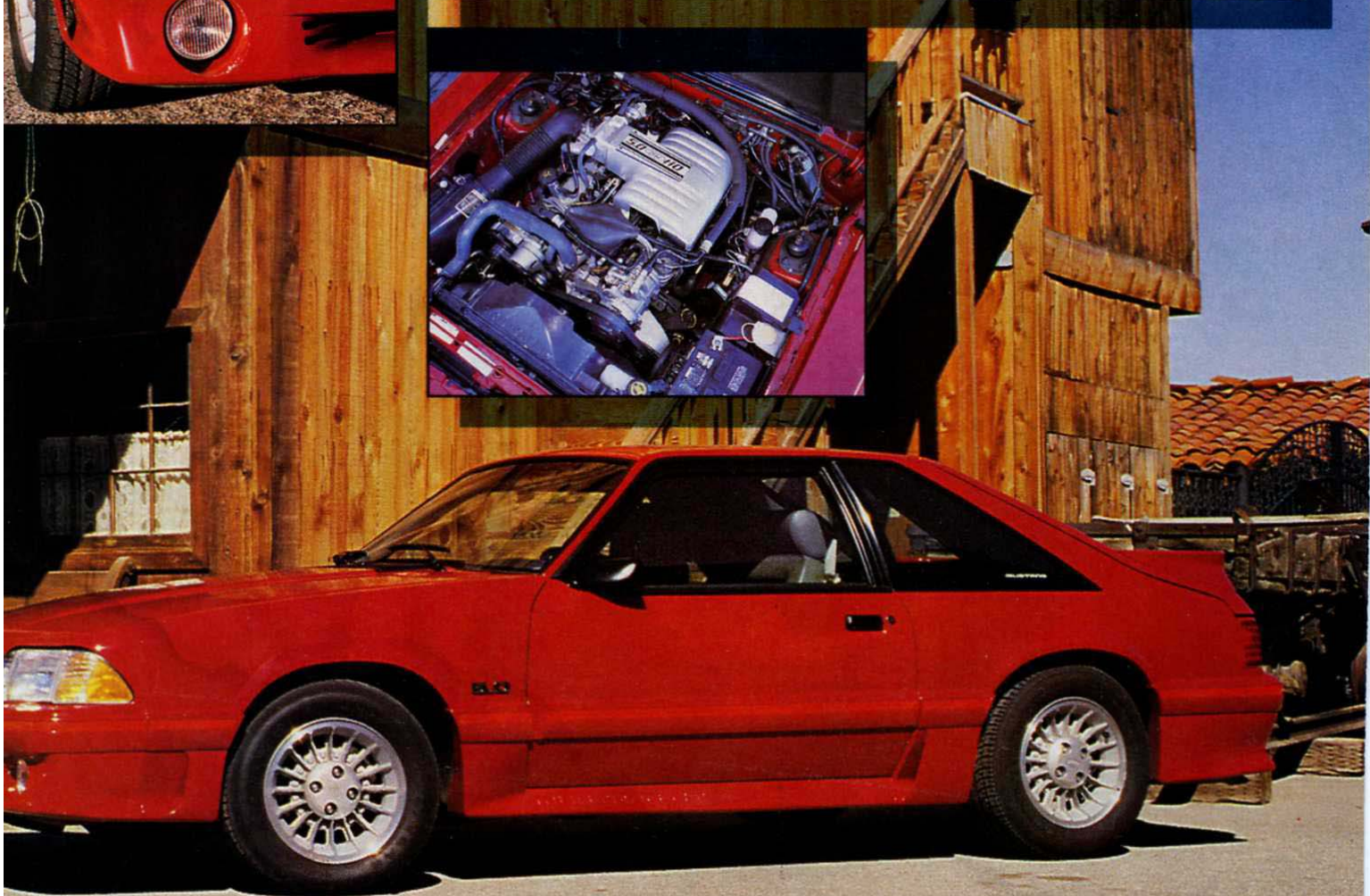
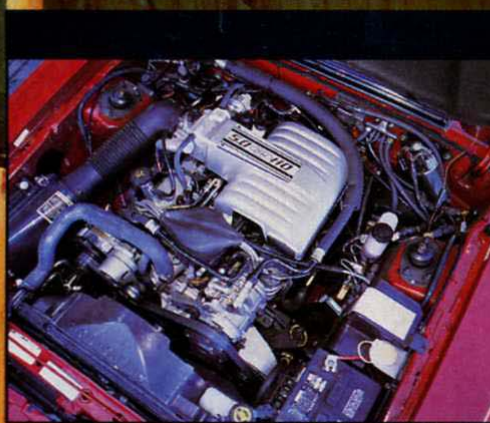
The '82 Mustang GT will surely be remembered as the car that launched the second golden age of muscle cars. It was the first of the new breed of performance cars to show some real speed, and Ford engineers have steadily refined it into one of the most capable performance sedans available. In an era when most automakers are proud to have their top performance car running in the 14's, Ford has two distinctly different Mustangs capable of performing this feat—while matching

more expensive performers corner for corner. Mustang's credentials are worth the price of admission at nearly any performance arena, and Ford continues to fortify its position as a performance leader by developing the car to its maximum potential.

The GT is the headliner in this performance duet, but the LX model steals the show if you're going strictly by the numbers. By virtue of its lighter weight (approximately 300 pounds), the LX emerges as the 0-to-60 and quarter-mile sprint king, lacking only a bit

more traction to make it a true 13-second factory piece capable of running 0 to 60 in under 6 seconds. Bolt on a pair of slicks and the Mustang LX is a guaranteed 13-second street fighter.

LX models can be ordered as hatchbacks or sedans, either looking as docile as the day is long—until you spy the 5.0L emblems and the fat rubber under the fenders. Without air conditioning, the LX is a real lightweight that qualifies as the best street sleeper you can buy today. It carries the same underpinnings as the GT, thereby matching





GT ENGINE



GT INTERIOR



its more sophisticated brother in cornering and handling capacity. Both cars are offered with the 5-speed manual overdrive transmission or a 4-speed automatic with overdrive.

The GT's strong suit is its smart new appearance, thanks to aero refinements that follow Ford's current aerodynamic trend. To some extent the LX also benefits from this treatment, but the GT is boldly enhanced with new air dams, side skirts, and a new rear wing. The GT gets newly styled "Turbine Wheels," while the LX is equipped with the snappy styled aluminum wheels that formerly graced GT models.

The LX interior is functional and comfortable. The absence of electric windows and door locks isn't annoying; but the unfinished-looking, two-tone dash treatment is, depending on color combination. In contrast, the GT inter-

rior is fully upholstered and richly finished with all the amenities desirable in a true GT-class car.

Both cars have the 5.0L H.O. engine with new modifications to enhance power for 1987. The tuned runner sequential port fuel-injection system has revised intake runners for higher flow and a new 60mm throttle body rated at 622-cfm, replacing last year's 58mm, 541-cfm unit. Standard 5.0L injectors deliver 14 pounds of fuel per hour, while the H.O. engine is fitted with injectors that deliver 19 pounds per hour. The standard 5.0L passenger car cylinder head (E6SE-6049-AA) has been replaced with a higher-flowing truck cylinder head (E5TE-6049-AB), and the compression ratio has been reduced from 9.2:1 to 9.0:1. The 1986 engine used a forged, flat-top piston, while the 1987 version features a forging with a

GT TURBINE WHEEL



.030-inch dish.

The cylinder block is a carryover from 1986, when cylinder wall and deck thicknesses were increased and the bores were siamesed to ensure perfectly round cylinders. The block

LX ENGINE



LX INTERIOR



Spec Sheet	1987 Mustang GT	1987 Mustang LX
RETAIL:		
Base Price	\$12,106	\$8271
Price as Tested	\$14,158	\$10,581
ENGINE:		
Type	OHV 90-degree V8	OHV 90-degree V8
Bore & Stroke	4.00 x 3.00-inch 101.6 x 76.2mm	4.00 x 3.00-inch 101.6 x 76.2mm
Displacement	302-cid, 5.0L	302-cid, 5.0L
Compression Ratio	9.0:1	9.0:1
Bhp @ rpm	225 @ 4400, MT 220 @ 4000, AT	225 @ 4400, MT 220 @ 4000, AT
Torque @ rpm	300 @ 3000	300 @ 3000
Induction System	Sequential Port Fuel-injection	Sequential Port Fuel-injection
DRIVETRAIN:		
Transmission	5-speed manual with overdrive	5-speed manual with overdrive
Axle Ratio	2.73:1	3.08:1
CHASSIS:		
Front Suspension	Nitrogen-filled gas struts, 1.3-inch stabilizer bar	Nitrogen-filled gas gas struts, 1.3-inch stabilizer bar
Rear Suspension	4-bar link with coil springs, gas shocks with horizontal axle damper and .82-inch stabilizer bar	4-bar link with coil springs, gas shocks with horizontal axle damper and .82-inch stabilizer bar
Steering Ratio	15:1	15:1
Brakes	Front: 11-inch vented discs Rear: 9 x 1.73-inch drums	Front: 11-inch vented discs Rear: 9 x 1.73-inch drums
Wheels	15 x 7 Turbine Wheel	15 x 7 styled aluminum
Tires	P225/60VR15 Goodyear Gatorbacks	P225/60VR15 Goodyear Gatorbacks
GENERAL:		
Curb Weight	3351 pounds	3046 pounds
Wheelbase	100.5 inches	100.5 inches
Fuel Capacity	15.4 gallons	15.4 gallons
PERFORMANCE:		
Quarter-mile	14.60 @ 96	14.17 @ 99
Power-to-weight	14.88 lbs./hp	13.09 lbs./hp
0-60 mph	6.3 seconds	6.1 seconds
Skidpad	.83g	.83g

weighs 126 pounds with the added material.

Ford's tubular exhaust headers were revised to achieve commonality with the engine as installed in a Mark VII LSC Lincoln. This required minor re-shaping of the tubes. The new part numbers are E6ZE-9428-BA (left hand) and E6ZE-9429-BA (right hand). Both the GT and the LX are equipped with the 2.25-inch dual exhaust system with dual catalyts and H-pipe.

Major suspension changes include increased travel on the front struts and 11-inch vented brake discs. Earlier models were fitted with 10-inch front disc brakes.

Both cars handle similarly, but the lighter LX exhibits better balance due to some 300 pounds less weight. The LX is the real nightstalker, but the GT is still the ticket if you're into high-visibility profilin'. In either case, the 1987 Mustang GT and Mustang LX still retain their "best buy" status for performance car shoppers. **HR**

