

# 2005 Ford Mustang GT Deluxe

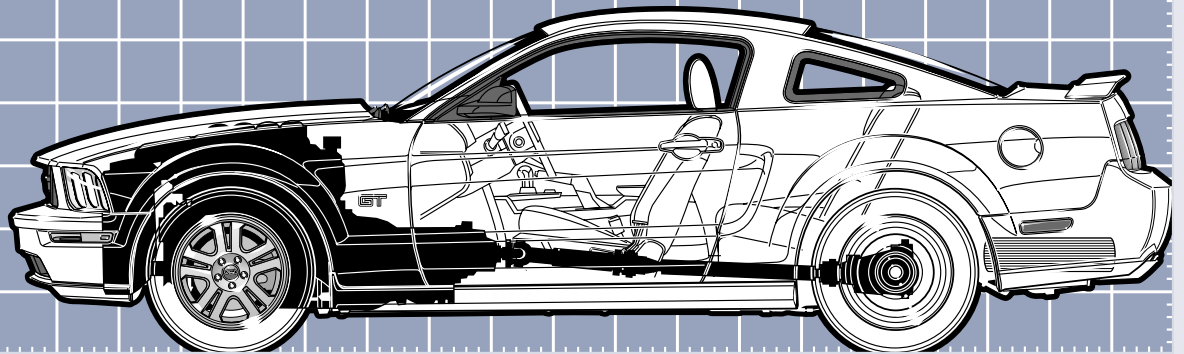
Ford Motor Company, P.O. Box 49, Dearborn, Mich. 48121; www.ford.com

## At a Glance

0-60 mph	5.3 sec
0-1/4 mile	13.9 sec
Top speed	est 143 mph
Skidpad	0.84g
Slalom	64.9 mph
Brake rating	very good

**List Price: \$24,370**  
**Price as Tested: \$26,675**

Price as tested incl std equip. (ABS, dual front airbags, traction control, air conditioning, tilt steering wheel, rear spoiler, stainless-steel dual exhaust, foglamps, keyless entry; pwr windows, mirrors and door locks), Shaker 500 AM/FM/6-disc changer w/MP3 (\$665), interior upgrade pkg (\$450), seat-mounted side airbags (\$370), 17-in. wheels (\$195), dest charge (\$625).



SCALE: 10 IN./254mm DIVISIONS  
DRAWING BY TIM BARKER

© HACHETTE FILIPACCHI MEDIA U.S., INC./ROAD & TRACK

## SPECIFICATIONS

### Engine

Type	aluminum block & heads, V-8
Valvetrain	sohc 3-valve/cyl
Displacement	281 cu in./4605 cc
Bore x stroke	3.55 x 3.54 in./90.2 x 90.0 mm
Compression ratio	9.8:1
Horsepower (SAE)	300 bhp @ 6000 rpm
Bhp/liter	65.1
Torque	315 lb-ft @ 4500 rpm
Redline	6000 rpm
Fuel injection	elect. sequential port
Fuel	unleaded, 87 pump octane

### Warranty

Basic warranty	3 years/36,000 miles
Powertrain	3 years/36,000 miles
Rust-through	5 years/50,000 miles

### Chassis & Body

Layout	front engine/rear drive
Body/frame	unit steel, alum. hood
Brakes: Front	12.4-in. vented discs
Rear	11.8-in. vented discs
Assist type	vacuum, ABS
Total swept area	495 sq in.
Swept area/ton	288 sq in.
Wheels	cast alloy, 17 x 8
Tires	Pirelli P Zero Nero M+S, P235/55ZR-17 98W
Steering	rack & pinion, pwr asst
Overall ratio	15.7:1
Turns, lock to lock	2.8
Turning circle	36.0 ft
Suspension	
Front	modified MacPherson struts, coil springs, tube shocks, anti-roll bar
Rear	live axle, 3-link, Panhard rod, coil springs, tube shocks, anti-roll bar

### General Data

Curb weight	3510 lb
Test weight	3690 lb
Weight dist (with driver), f/r, %	54/46
Wheelbase	107.1 in.
Track, f/r	62.3 in./62.5 in.
Length	187.6 in.
Width	73.9 in.
Height	54.5 in.
Ground clearance	5.7 in.
Trunk space	12.3 cu ft

### Accommodations

Seating capacity	4
Head room: Front	38.0 in.
Rear	33.5 in.
Seat width: Front	2 x 18.0 in.
Rear	2 x 19.5 in.
Front-seat leg room	43.5 in.
Seatback adjustment	45 deg
Seat travel	9.0 in.
Rear-seat knee room	20.5 in.

### Drivetrain

Transmission:	5-speed manual		
Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.38:1	12.00:1	(6000) 39
2nd	2.00:1	7.10:1	(6000) 65
3rd	1.32:1	4.69:1	(6000) 99
4th	1.00:1	3.55:1	(6000) 143
5th	0.68:1	2.41:1	est (4500) 140
Final drive ratio	3.55:1		
Engine rpm @ 60 mph in top gear	1900		

### Instrumentation

140-mph speedometer, 8000-rpm tachometer, coolant temp, fuel level, volts, oil pressure

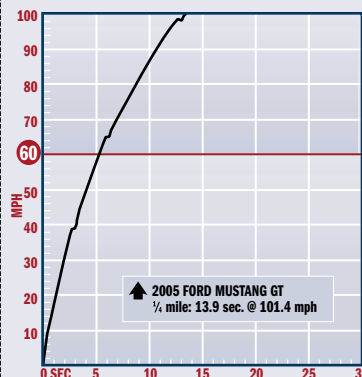
### Safety

dual front airbags  
anti-lock braking  
traction control  
(all standard equip.)  
side airbags (optional)

## PERFORMANCE

### Acceleration

Time to speed	Seconds
0-30 mph	2.0
0-40 mph	3.2
0-50 mph	4.2
0-60 mph	5.3
0-70 mph	7.0
0-80 mph	8.8
0-90 mph	10.8
0-100 mph	13.5
Time to distance	
0-100 ft	3.0
0-500 ft	7.6
0-900 ft	10.9
0-1320 ft (1/4 mile)	13.9 @ 101.4 mph



### Braking

Minimum stopping distance	
From 60 mph	131 ft
From 80 mph	233 ft
Control	excellent
Brake feel	very good
Overall brake rating	very good

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

### Fuel Economy

Our driving	est 18.0 mpg
EPA city/highway	17/25 mpg
Cruise range	est 270 miles
Fuel capacity	16.0 gal.

### Handling

Lateral acceleration (200-ft skidpad)	0.84g
Balance	moderate understeer
Speed through	
700-ft slalom	64.9 mph
Balance	moderate understeer
Lateral seat support	good

### Interior Noise

Idle in neutral	55 dBA
Maximum in 1st gear	81 dBA
Constant 50 mph	72 dBA
70 mph	76 dBA

### Test Notes:

The Mustang is easy to launch off the line, with smooth and positive clutch engagement. Only 2000 rpm is needed for drop-clutch standing starts to generate modest wheelspin and the best acceleration runs. • Through the slalom, the

Mustang is tossable and the steering is nicely weighted for quick inputs. • Around the skidpad, the new Mustang exhibits moderate understeer though it's quite easily controlled with throttle modulation.

### Test Conditions:

Temperature	Humidity	Elevation	Wind
91° F	35%	350 ft	light