



SALSTRIP

Ultimate Vehicles





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No new car in the
has excited Ford fans
Mustang. It promises
glory days of the
car, with the kind of
performance that



last 25 years
like the all-new
a return to the
original pony
style and
made so many

of us fall in love with the Mustang. But can it really be that good ? This is the best conversion we have seen, and infact it is the only full mirror image conversion in Australia with all of the niggly little touches completed including the wipers sweeping up to the right hand pillar and the instrument cluster actually facing the driver, no area has been left out in this awesome conversion to right hand drive.

This new thoroughbred is built on an all-new, longer, more muscular chassis. Derived from the DEW98 platform used on the Lincoln LS and Jaguar S-Type, it's 31% stiffer than before. Wheelbase grows to 107.1 inches, a gain of almost 6. But suspensions are all new. Up front a straightforward MacPherson strut design. And to keep Mustang purists happy, rather than an independent rear, Ford designed a new 3-link solid axle. It's probably the most sophisticated coil spring solid axle out there, with a Panhard rod for lateral control and a control arm atop the differential to reduce axle wind up

The 4-wheel discs are the biggest standard brakes ever fitted to a Mustang. They're clamped by lightweight aluminum calipers with twin front pistons, and linked to optional, and highly recommended, ABS and traction control. All covered with great looking wheels. 17-inchers on the GT.

This pony GT gets its power from the 4.6-liter single-cam V8 with a healthy 300 horsepower and 315 pound-feet of torque, the V8 is a better breathing version of Ford's proven all-aluminum design.

The engine sits on new hydraulic engine mounts, to reduce NVH. And the V8 exhales through a 2 -inch stainless steel dual exhaust. Transmissions are all 5-speeds. Tremec manuals, or the automatic used in the Thunderbird and Lincoln LS.

All told, it's a very progressive Mustang. The GT is the natural choice to ride, and will immediately impress with the instantaneous throttle response and the fat, flat V-8 power band. With new 3-valve cylinder heads and variable cam timing, the latest 4.6 is much more refined. It also revs a lot faster and exhibits a hearty rumble that pony car fans will love.

The 5-speed manual gearbox is firm and positive, while the automatic is crisp and refined. But to the numbers, **V-8 0-100km in 5.0 seconds flat**. And the chassis is just as impressive, with a tight, solid feel that makes the old Mustang feel like rubber.

The new Mustang turns in quicker, and holds its line through fast corners with minimal effort. There's also much less tendency for the tail to break loose if you give it too much gas mid-corner, and expansion joints are far less upsetting.

In every respect, the reaction of the new chassis is light years ahead of the old car, and finally brings the American pony car into the 21st century. But the new Mustang isn't just about modern performance. It's also about classic Mustang style. The long hood, short rear deck are golden cues of the original Mustang. There's a wide-mouth, tough-guy front end, fish gills around the lights, C-scoops in the doors, and big B-pillar quarter-windows. And the tail's classic badging and tri-bar lights are straight off some of the greatest Mustangs ever, the 65 through 67 Shelby GT350 and GT500.

The new Mustang's interior is well-equipped, with 60s-era twin-hood dash and 3, 6, and 9 o'clock spoked steering wheel. And while the gauges are retro, a very modern MyColor option allows you to change the backlighting color to one of 125 hues. With more wheelbase comes more room, especially front leg room, and an expanded feel to the cabin. The seats are retro shaped too, but now properly supportive, and put you in easy reach of familiar Ford controls for climate and music, the highlight of which is the optional 1000-watt Shaker audio system.

As with all Mustangs, the rear seat remains 2+2 tight. The 13-cubic foot trunk which is also larger than last year, though you do lose some space to the Shaker stereo's large subwoofer.

And with higher performance editions still to come, this new Mustang is also serious about reminding today's car buyers that there is more to life than driving an SUV or minivan, and that having power to only the rear wheels can be a lot of fun. The Ford Mustang is a galloping tonic that screams "loosen up Australia"! The only thing left to do now is jump in and drive.



SALSTRIP MUSTANG STANDARD EQUIPMENT

POWERTRAIN/FUNCTIONAL

- Brakes – power vented 4-wheel disc
- Rear window defroster
- Remote keyless entry
- Transmission – 5-speed manual OR AUTO

EXTERIOR

- Headlamps – complex reflector halogen headlamps w/integral park/turn lamps
- Mirrors – dual power side-mounted
- Moldings – color keyed rocker on GT
- Windshield wipers – variable interval RH SWEEP

INTERIOR

- Air conditioning – manual
- Console – center w/full armrest & storage
- Cupholders (2)
- Footrest – driver
- Floor mats – color keyed carpeted front
- Instrument cluster – chrome accent four-gauge instrument cluster & air registers
- Lamps

INTERIOR (Continued)

- Locks – power, windows & doors
- Map pockets – front door
- Power points (2)
- Seats
Manual 2-way adjustable passenger
- Speed control
- Steering wheel – tilt
- Windows – one touch down/up front window

SAFETY/SECURITY

- Belt-Minder®
- Illuminated entry
- LATCH system (Lower Anchors & Tethers for Children) on rear outboard seat locations
- Personal Safety System® for driver and front passenger
- Safety belt restraint system – manual 3-point shoulder & lap safety belt system on all seating positions, incl. center seating position
- SecuriLock® Passive Anti-Theft System
- Side intrusion door beams

The following features are standard on Salstrip new MUSTANG vehicles

Engine

4.6L OHC 3V V8 300HP

Exhaust System

Stainless steel dual exhaust

Transmission

5-speed auto

optional

TR3650 5-speed manual

Fog lamps

Spoiler – rear

Tires

P215/65R16 A/S

P235/55ZR17 Z-branded performance A/S OPTIONAL

Audio

Shaker 500 Audio System – AM/FM stereo w/CDx6, 8-speakers & MP3

Seats

Power adjustable 6-way driver seat w/2-way head restraint & power lumbar

Brakes – Anti-Lock w/Traction Control