2013 FORD MUSTANG GT

SPECIFICATIONS

VEHICLE TYPE: front-engine, rear-wheel-drive, 4-passenger, 2-door coupe
PRICE AS TESTED $39,185
BASE PRICE $31,095
ENGINE TYPE: DOHC 32-valve V-8, aluminum block and heads, port fuel injection
DISPLACEMENT ..... 302 cu in, 4951 cc
POWER ..... 420 hp @ 6500 rpm
TORQUE ..... 390 lb-ft @ 4250 rpm
TRANSMISSION ..... 6-speed manual
WHEELBASE ..... 107.1 in
LENGTH ..... 188.5 in
WIDTH ..... 73.9 in
HEIGHT ..... 55.8 in
CURB WEIGHT ..... 3650 lb

WARRANTY

3 years/36,000 miles bumper to bumper
5 years/60,000 miles powertrain
5 years/unlimited miles corrosion protection
5 years/60,000 miles roadside assistance

MODEL-YEAR CHANGES

2014: In the final model year for this generation, the Stang received minor aesthetic changes, including an instrument cluster that's easier to read.

C/D TEST RESULTS

PERFORMANCE	NEW	40,000
ZERO TO 60 MPH	**4.5 sec**	**4.5 sec**
ZERO TO 100 MPH	10.6 sec	10.8 sec
ZERO TO 130 MPH	18.8 sec	18.8 sec
ROLLING START, 5-60 MPH	4.8 sec	4.8 sec
1/4-MILE	**13.0 sec @ 111 mph**	**13.1 sec @ 109 mph**
BRAKING, 70-0 MPH	169 ft	166 ft
ROADHOLDING, 300-FT-DIA SKIDPAD	0.89 g	0.94 g
TOP SPEED *(GOVERNOR LIMITED)*		147 mph
EPA FUEL ECONOMY, CITY/HWY		15/26 mpg
***C/D*-OBSERVED FUEL ECONOMY**		**19 mpg**
UNSCHEDULED OIL ADDITIONS		0 qt

OPERATING COSTS *(FOR 40,000 MILES)*

SERVICE *(4 SCHEDULED, 4 UNSCHEDULED)*	$362
NORMAL WEAR	$1444
REPAIR	$0
GASOLINE *(@ $3.86 PER GALLON)*	$8126

DAMAGE AND DESTRUCTION

Repair chipped windshield	$30
Replace driver's-side mirror	$285

LIFE EXPECTANCIES *(ESTIMATED FROM 40,000-MILE TEST)*

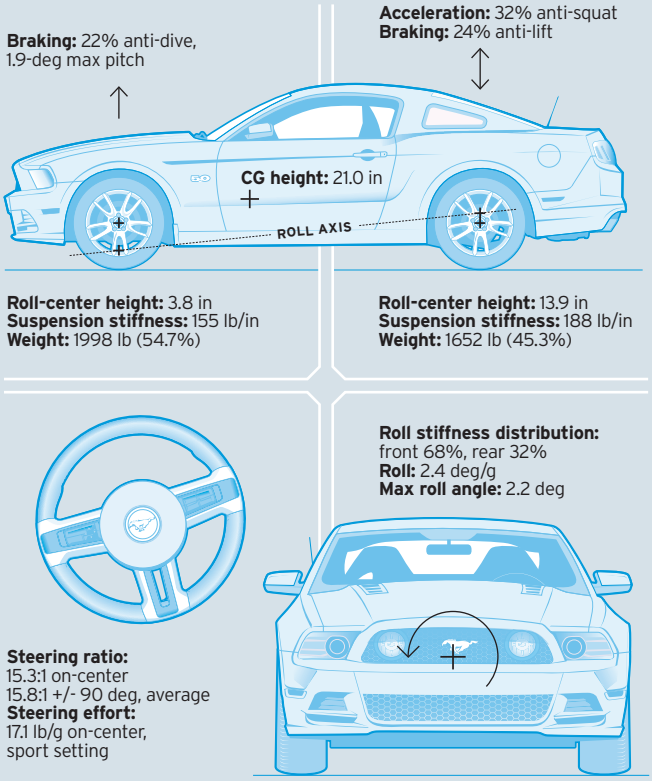
TIRES	25,000 miles
FRONT BRAKE PADS	75,000 miles
REAR BRAKE PADS	more than 100,000 miles

WHAT BITS AND PIECES COST

HEADLAMP	$957
ENGINE AIR FILTER	$20
OIL FILTER	$10
WHEEL	$878
TIRE	$326
WIPER BLADES *(LEFT/RIGHT)*	$12/$17
FRONT BRAKE PADS	$228

MUSTANG SECRETS

MORSE MEASUREMENTS OF SALISBURY, NORTH CAROLINA, REVERSE-ENGINEERED OUR MUSTANG'S CHASSIS WITH A FANCY KINEMATICS AND COMPLIANCE (K&C) TEST RIG.



K&C GLOSSARY

Anti-dive, -lift, -squat: Terms that describe how suspension geometry can be configured to counter body movement during acceleration and braking.

Suspension stiffness: The force from acceleration, braking, cornering, or bumps required to deflect each wheel one inch.

Roll center: The hypothetical point around which the body rolls in corners.

Roll axis: The line connecting front- and rear-suspension roll centers.

Steering ratio: Degrees of steering-wheel movement required to change the front wheels' angle one degree.

Steering effort: The force at the steering-wheel rim required to corner at 1.0 g.

Roll stiffness: A car body's resistance to roll in corners—suspension springs, anti-roll bars, and tire sidewalls all contribute to this metric. How this resistance is distributed between the front and rear axles is a major understeer determinant.

ILLUSTRATIONS BY PETE SUCHESKI