

## 1987

Ford decided it Mustang's Fox all, improved the country, a drop about by an oil glut generation of sons and daughters of baby boomers) were generating demand for "hot" cars.



was time to give the platform a facelift. After economic conditions in in gas prices brought and a whole new prospective buyers (the

The GT acquired a "ground effect" skirt or air dam up front that wrapped around the rocker panels to the rear end. The addition tended to give the car a lower look. The rounded, aerodynamic front adopted the SVO's flush-mounted halogen headlights inboard of wraparound parking/turn indicator lights. There was no grille, but a large air scoop under the front bumper provided air to the radiator. Round fog lights were incorporated into the front air dam and simulated scoops were added in front of all wheel openings. At the rear was a large wing and restyled, multi-louvered "cheese grater" taillights. Rear side glass on sedans and hatchbacks was pulled out flush with surrounding metal surfaces and most exterior brightwork included a black accent strip. "Mustang GT" was molded into the rocker panel extensions and rear bumper cover.

The LX was somewhat more restrained with a shallow slot grille offset with a horizontal bar bearing the blue Ford oval logo. The color-keyed bumper, with integrated spoiler and black rub strips flanking the license plate, wrapped around to the front wheel wells, then rearward as lower body protection molding to the color-keyed rear bumper.

The re-designed dash took on a more modern look. Instrumentation employed legible black-on-white numbers on a panel directly in front of the driver. Readouts covered fuel, water temperature, oil pressure, voltmeter, tachometer and an 85-mph speedometer. Rocker switches on each side of the pod controlled lights, hazard lights and rear window defroster; steering column stalks controlled wipers, washers and turn signals, and cruise control buttons remained on steering wheel spokes. The center console had rotary controls for heater/air conditioning, fan speed and air distribution above the radio. GT's were equipped with articulated seats with power lumbar support and adjustable thigh support, and tilt-wheel capability

The standard engine on LX models remained the 2.3 liter, four-cylinder. With fuel injection replacing the one-barrel carburetor on the four-cylinder for '87, power increased insignificantly to 90hp. The 3.8 liter V-6 was dropped from the engine lineup in 1987. The only option was the 5.0 liter V-8 HO which, thanks to a larger throttle body and better flowing cylinder heads, was capable of 225 horses. Suspension was also improved with the use of SVO technology, notably plastic ball joints, caster changes to reduce camber, better rear stabilizer bar and modified McPherson struts. Increased wheel travel gave the car a better feel. Front disc brakes were increased to 10.9 inches while rear brakes remained 9-inch drum-type. GTs came with a new aluminum turbine wheel and the ten-hole aluminum alloy wheels used on the '86 GT became standard on all Mustangs equipped with the 5.0 engine.

As with 1986, Mustang came in three basic models with either LX or GT configuration. Hatchbacks production reached 94,441 units; two-door sedans - 43,257, and convertibles - 32,074 for a total production run of 159,145 cars. Prices inched upward to \$8,271 for the basic two-door LX; to \$12,106 for the hatchback GT, and \$15,852 for the GT convertible