

## Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

### 1988: Last Year for the Optional 5.0L

Since a totally redesigned Mustang had been unveiled in 1987, few noticeable changes were on hand for 1988.

Under the hood remained the same with the exception of the 5.0L-equipped cars that were shipped to California. These West

Coast Mustangs received a new mass-air system. A part of the air intake, this system measures the outside air density into the air cleaner. This feature would later be used as standard equipment on 1989 through 1993 models.

1988 would prove to be the last year that the 5.0L engine was available as an option. Up until this point, a Mustang could be built to suit any taste just by using the extensive options list. However, the winds of change were beginning to stir and the standard equipment list would begin increasing as the options list would decrease in deference to Preferred Equipment Package (PEP) options.

Once again the Mustang appeared in both LX and GT form. The LX, with a sales slogan of "The free spirit of expression", came with the standard 2.3 EFI OHC four-cylinder engine mated to a five-speed manual overdrive transmission. Body styles available were a two-door sedan as well as hatchback and convertible versions. The GT was available as a three-door hatchback or convertible.

The flip-up sunroof was still an option for both the LX and GT. However, if the sunroof was not enough air, and the convertible proved to be too much, then the removable T-roof (T-tops) was the answer. (This would be the last year for that particular option.)



1988 hatchback owned by Carolyn Hanzely.

The interior of the 1988 Mustang was virtually unchanged. The radio now featured an integrated digital clock with the AM/FM stereo cassette. The seven-band graphic equalizer was available as an option. This was also the last year for the 85 mph speedometer (which had remained unchanged since 1982).

Part way through the production year, the convertible received a long awaited change - the side view mirrors were relocated. Since 1983 they were positioned in the upper front of the door with paddle-style trim. Now they were placed just below the upper molding, a few inches from the front of the door.

1988 was a year of small changes producing a larger future.

### Did You Know? Topic: 1988 Mustang

1. The last year that the 5.0L H.O. was an option of the Mustang.
2. The last year for the 85 mph speedometer.
3. The last year for the removable T-roof (T-tops).
4. The graphic equalizer was deleted the following year, but would return in 1991 and 1992.
5. The first year that a Mustang would see mass-air (in California 5.0L models).

### TEST YOUR KNOWLEDGE

Answers from last month's issue.

1. 1983 was the first year that the Blue Oval appeared on Mustang's deck lid.
2. 1984 was the last year for the TRX rims.
3. The taillights used on the 1993 Cobra were first seen on the 1984 SVO and were used for that model through 1986.
4. 16-inch rims were first used on the 1984-86 SVOs which also used a five-bolt wheel pattern.
5. The 1993 Canary Yellow Limited Edition LX 5.0L convertible received chrome rims.

Would you like to see your third generation pony featured in this column? If so, send photos, along with your name, address, MCA number, VIN, and build date to  
Stewart Jones, 923 Raleigh Rd., Palm Bay, FL 32909.