

Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

25 Years and Still Going Strong

After 25 years of building a legend, Ford assured the world that their marriage with Mustang was still intact. For some time Ford had planned to replace the rear wheel drive Mustang with a front-wheel drive version. The public outcry was so enormous that even this automotive giant could not overlook it. The front-wheel drive version was dubbed Probe. Time has proven that the decision was correct and the efforts in bringing Mustang enthusiasts true performance has been sincere.

1989 was the 25th anniversary for the Mustang. Ford had only produced one special anniversary model and that was in 1984 to celebrate

Did You Know? Topic: 1989 Mustang

1. 1989 was the first year for the 140 mph speedometer within the third generation models.
2. The 5.0L engine was no longer available as an option. It became standard equipment with the GT and LX 5.0L Sport.
3. This was the last year for the pillow-like headrests.
4. All the 5.0L engines now had the mass air system.
5. This was the last year for tilt steering during the 1979-93 years.
6. 1989 was the 25th anniversary of Mustang. An anniversary model to commemorate this milestone was never built.



1989 GT convertible owned by Harry Dunmire

the line's 20th birthday. Rather than producing one special model to commemorate the silver anniversary, all 1989 models received special treatment by way of a 25th year badge on the dash. This badge was the familiar tri-bar/running horse emblem with the wording "25 Years" at the bottom. These badges were installed on cars produced from May 1989 through April 1990; however, some badges were placed in the glove boxes of cars built before May 19, 1989. The window stickers also carried a 25-year logo. Several Ford dealerships within the various regions created their own version of a 25-year special package. This usually consisted of some stripes, and perhaps a special emblem.

More changes were made in 1989 than some might think. The biggest news was the addition of a new model line. The LX 5.0L Sport series made its debut. All the 5.0Ls were equipped with the mass-air system. Speedometers were increased to 140 mph on the 5.0L. The T-roof option was discontin-

TEST YOUR KNOWLEDGE

Answers in next month's issue.

1. What was the last year for the Ghia Mustang?
2. What was the first year for Halogen headlights?
3. What was the last year for the 7-band equalizer?
4. When did convertibles first have an insulator pad?
5. What was the last year for 16-spoke cast aluminum wheels?

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. Or phone (407) 984-1125 (phone/fax).

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ued in 1989 as was the 7-band equalizer. The biggest deletion, as far as optional equipment is concerned, was the 5.0L. This engine was now standard in the GT and the new 5.0L LX Sport. The base LX was outfitted with the 2.3L OHC four-cylinder engine.

This year also saw the end of several items such as the large pillow-style headrests, and tilt steering (thanks to the introduction of air bags in 1990).

Since 1985, the tilt steering wheel had been standard on the GT. This was also the last year that the rear speakers were hidden in the convertibles.

In the years to follow, Ford's dedication to the Mustang would provide an exhilarating performance rush. We can only hope that the legend will still be around in the year 2014 when we celebrate 50 years of Mustang excitement.

For 1989, Mustang LX Has An Added Twist... The LX 5.0L Sport

For 1989, Ford introduced the new Mustang LX 5.0L Sport. This model came with the awesome performance of the GT by way of the same engine and GT suspension all wrapped up in the smooth styling of the LX.

Available in two-door hatchback, two-door sedan (fewest made), and convertible configuration the 5.0L Sport was equipped with the same 14.7:1 rack-and-pinion steering, Traction-Lok rear axle, and optional rear axle ratios as the GT. Goodyear Gatorback 225/60VR15 performance radials shod on 15" x 7" cast aluminum ten-hole wheels as seen on the 1985-86 GT were used. Also first introduced on the 1985 GT and used on the new 5.0L Sport were stainless steel exhaust pipes.

Hatchbacks and convertibles received articulated front bucket seats which featured side bolsters, under-thigh support, and power lumbar support. The LX 5.0L Sport sedan received only the low-back buckets in cloth.

With the exception of 1989 and 1992 (when production was nearly even) and 1993, Ford produced more LX 5.0L models than GTs.

The 25th anniversary of Mustang was great timing to introduce the LX 5.0L Sport model line as a part of the Mustang line-up for 1989. This line proved to be

very successful over the next four years.

Ford engineers had fun with the LX 5.0L Sport. It was the only model line series (1979-93) to spawn limited edition models. All of the limited editions (known as Feature Cars) were from the LX 5.0L Sport convertible line. All of these Feature Cars were produced with a white convertible top and white leather interior (with the exception of the 1993 Canary Yellow/black interior/black top combination). All had unique wheels and paint to complement the Feature Car package.

Just a few short months following the introduction of the Sport convertible in May of 1989, the first limited edition LX 5.0L convertible Feature Car was introduced. This was the 1990 Emerald Green convertible which began production December 1, 1989. The response was greater than Ford expected causing the original production order to increase to a total of 4,103 units. Ford recognized this new trend of collectibility and capitalized on the opportunity with limited production runs of other models.

Some of the most collectible Mustangs built are based on the LX 5.0L Sport convertible. With this

new twist on an established product, Ford transformed the LX 5.0L Mustang into a true performer during the last years of the third generation Mustangs.

1989 LX 5.0L Sport convertible owned by Stewart Jones.



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