

# 2010 Mustang Steering and Suspension

## 2010 FORD MUSTANG DELIVERS MORE REFINED RIDE

- All 2010 Mustangs benefit from performance enhancements born from the 2008 Mustang Bullitt and Ford Racing Mustangs
- Wide range of performance options available so customers can personalize their 2010 Mustangs

Thanks to Ford's extensive racing and special program initiatives, customers can look forward to a nimbler, more-responsive Ford Mustang.

Extensive improvements to the next-generation Mustang, readily apparent on the exterior design and interior content and material upgrades, will be felt in the ride and handling of the 2010 model. Taking a cue from the successful Mustang Bullitt and Ford Racing vehicles, many of those enhancements are carried through the full Mustang lineup.

Standard on all models is a three-link rear suspension with a panhard bar.

AdvanceTrac®, new for 2010, traction control and anti-lock brakes also are standard. AdvanceTrac uses sensors to detect and measure yaw, or side-to-side skidding conditions, by monitoring the vehicle's speed, throttle position and steering wheel angle. When AdvanceTrac senses wheel slippage, it reduces engine torque and applies the brakes as needed.

AdvanceTrac can be run on or off with the V-6. In the GT, AdvanceTrac, can be run in on, off or Sport mode, which allows drivers to push it more while still retaining control.

"We adjusted the springs, stabilizer bars and shocks to better balance the ride, steering and handling for all models, which results in a more engaging driving experience," said Vehicle Engineering Manager Tom Barnes. "The 2010 Mustangs feel more controlled for steering and handling, yet retain a good ride balance."

Tires are increased by an inch across the Mustang line, with 17-inch tires standard on the V-6 and 18-inch tires standard on the V-8. A 19-inch Pirelli Summer tire is late available as an option for those seeking higher performance.

The proven chassis from the Bullitt series serves as the base for the GT. A tower-to-tower brace pioneered on the Bullitt lends additional torsional and lateral stiffness to the chassis to improve cornering for those selecting the 19-inch tire.

"You're getting the best-handling, best-balanced Mustang ever as the base GT," said Chief Nameplate Engineer Paul Randle.

Design and engineering teams spent a lot of time honing the aerodynamics of the 2010 Mustang, ensuring that both the aerodynamic drag and lift balance were improved for better overall efficiency.

"We've reduced the drag coefficient, which measures the ability of the Mustang to slip through the air, by 4 percent in the V-6 models and 7 percent in the GT models," said Product Design Engineer Steve Parks. "In addition, we reduced the front aerodynamic lift for the 2010 Mustang by 37 percent for V-6 models and 23 percent for GT models, which significantly improves steering feedback and driver confidence at higher speeds."

As always, extensive option packages are available for the 2010 Mustang.

Options include:

**GT Track Package I (manual only)**

Performance front brake pads

3.73 axle ratio

Recalibrated AdvanceTrac®

**GT Track Package II (manual only, late availability)**

Performance front/rear brake pads

GT500 Sta-Bars and rear lower control arms

Retuned struts and shocks

19-inch Pirelli Summer tires

3.73 axle ratio with carbon plates in the differential

Recalibrated AdvanceTrac®, traction control and anti-lock brakes

“With the new tires, the new shock tuning, some new spring setups and new stabilizer bars, 2010 Mustang customers will get an even better driving experience,” Barnes said.