

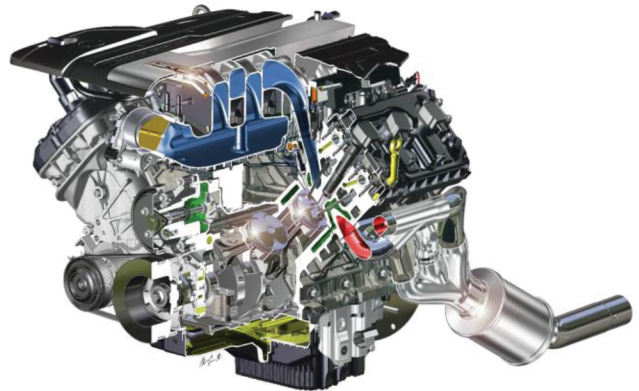


Fact Sheet: 2018 Ford Mustang Engines & Transmissions

Engines

5.0-liter V8 Engine

- Re-tuned to deliver 460 horsepower and 420 lb.-ft. of torque
- Bore size increases from 92.2 mm to 93.0 mm
- Dual fuel injection, including new direct fuel injectors and optimized port fuel injectors
- All-new cylinder head design
- Addition of two knock sensors for more precise cylinder spark control
- New crankshaft and connecting rod bearings
- Composite oil pan reduces weight by 1 kg



2.3-liter EcoBoost I-4 Engine

- Improves to 350 lb.-ft. of torque courtesy of recalibrations that take advantage of increased hardware capabilities
- Recalibrations coordinated with the new 10-speed automatic transmission, and the upgraded clutch and flywheel of the manual transmission
- Increased torque delivery accompanied by extensive dynamometer durability testing

10-Speed SelectShift® Automatic Transmission

- Quicker, smoother shifting helps give Mustang drivers higher average power for better acceleration, improving responsiveness and handling
- Wide-ratio span and optimized gear spacing help make this the best automatic transmission ever offered on a Mustang
- Available with EcoBoost-equipped and V8-equipped engines

Six-Speed Manual Transmission Upgrades

V8

- New Dual Mass Flywheel for improved NVH
- New Twin Disc Clutch for increased torque capacity and reduced inertia
- New MT82-D4 (direct 4th) Transmission: Upsized synchronizers 1st through 4th gears, revised synchronizer cone angles and tooth geometry, new power flow architecture and shift inertia (mass) for reduced shift effort and improved shift feel
- Featuring a Ford-patented power-flow and Ford-patented directing-acting hydraulic controls

EcoBoost

- Dual Mass Flywheel, with new three-tang inner damper, for improved NVH and higher torque capacity
- Clutch, with new diaphragm spring and cover, for increased torque capacity and flattened pedal force curve for improved feel