

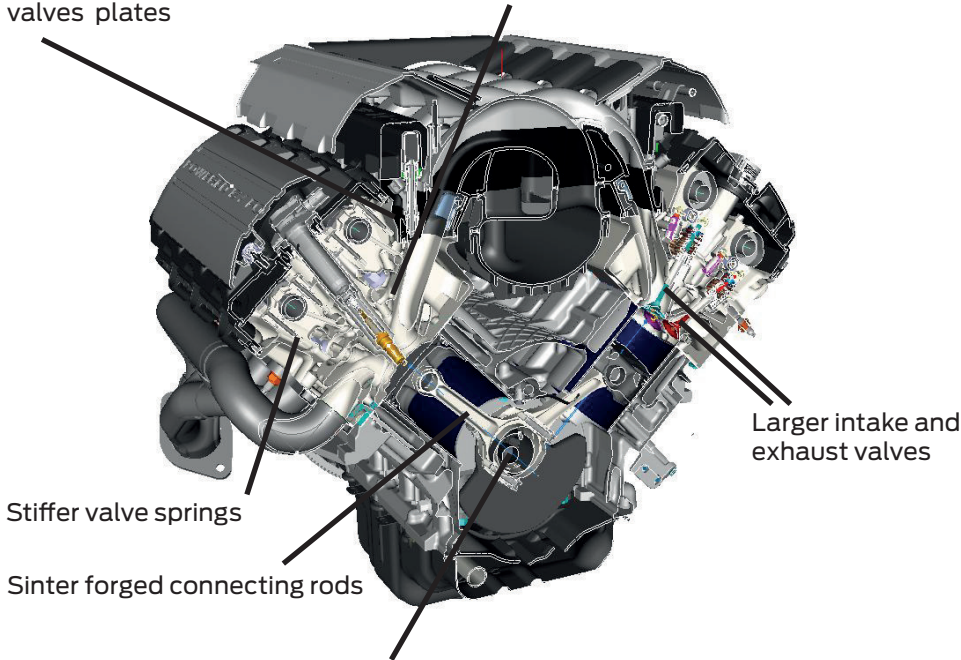


All-New Ford Mustang: 5.0-Liter V8

A great V8 engine is key to the visceral experience of driving Ford Mustang, and the acclaimed 5.0-liter V8 is the ideal powerplant for this driver's car. The new cylinder heads, valvetrain and intake manifold ensure this V8 breathes freely from idle all the way to 7,000 rpm. The all-new Mustang GT generates 435 horsepower and 400 lb.-ft. of torque. Final power and torque ratings will be announced closer to launch.

Charge motion control valves plates

New cylinder head with revised high-flow ports



Stiffer valve springs

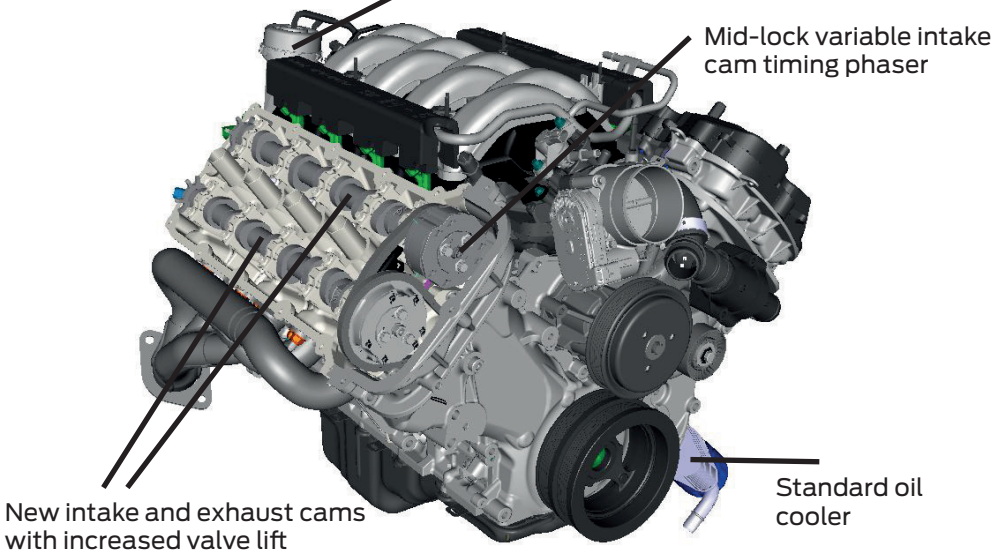
Sinter forged connecting rods

Larger intake and exhaust valves

Rebalanced forged steel crankshaft

Charge motion control valve actuators

Mid-lock variable intake cam timing phaser



New intake and exhaust cams with increased valve lift

Standard oil cooler

NOTEWORTHY

- Straighter intake ports in the cylinder head improve flow for high-rpm breathing
- Forged steel crankshaft balanced to support higher-rpm operation with less vibration
- New intake manifold features charge motion control valves to partially close off port flow at lower engine speeds. This increases the air charge tumble and swirl for improved air-fuel mixing resulting in better fuel economy, idle stability and lower emissions

VITAL STATS

Displacement: 5.0-liter naturally aspirated SPFI V8

Construction: Aluminum block and heads

Valvetrain: DOHC, four valves per cylinder, twin independent variable camshaft timing

Compression ratio: 11:1

Output: 435 horsepower, 400 lb.-ft. of torque

Transmissions: Getrag six-speed manual, SelectShift six-speed automatic with steering wheel-mounted shift paddles

DID YOU KNOW?

The V8 in the new Mustang is the first Ford engine to utilize mid-lock variable camshaft timing phasers on the intake camshaft to provide a greater range of timing adjustment. This enables more optimized control of the valve timing over a broader range of engine speeds and loads for improved fuel economy and emissions.