



## All-New Ford Mustang upshifts its style, performance and digital immersion for the ultimate pony car experience

- All-new Mustang coupe and convertible deliver aspirational styling combined with a revolutionary digital experience, plus greater performance with enhanced track capability
- Immersive digital cockpit is driver-focused with customisable dual-display, SYNC 4 connectivity and entertainment, 3D display Track Apps, upgradeable with Ford Power-Ups
- Mustang Dark Horse is most track-ready naturally-aspirated Mustang ever, with upgraded suspension, aerodynamics and 5.0-litre V8, leading Mustang's return to global motorsport

**COLOGNE, Germany, Sept. 15, 2022** – Ford today revealed the all-new Mustang,<sup>1</sup> transforming the world's best-selling sports coupe with a completely re-designed digital cockpit, an advanced new V8 engine and edgier styling to make this the most fun-to-drive Mustang ever.

“Investing in another generation of Mustang is a big statement at a time when many of our competitors are exiting the business of internal combustion vehicles,” said Jim Farley, CEO of Ford Motor Company. “Ford, however, is turbocharging its ICE growth plan, adding connected technology, opinionated derivatives, and hybrid options to our most profitable and popular cars – all in the Ford Blue family – on top of investing \$50 billion in electric vehicles through 2026.”

Mustang's impact goes well beyond the 10-million-plus cars sold in its 58 years of continuous production. It has made thousands of appearances in film, television, music and video games, and is the world's most-liked vehicle on Facebook.

The world loves Mustang too. Since the last all-new Mustang was introduced in 2014, Mustang has become the world's best-selling sports coupe every year since.

### **Athletic and visceral performance**

The new coupe and convertible take Mustang's athleticism to new heights, including upgraded hardware, software and tuning – plus a new Gen IV 5.0-litre V8 engine providing even greater response and performance.

“This is the most athletic and confidence-inspiring Mustang to drive yet,” said Ed Krenz, Mustang chief nameplate engineer. “Whether driving an automatic or manual transmission, thanks to Drive Modes combined with fine-tuned digital engine, suspension and steering controls, we're now able to give drivers peak performance everywhere, from their favourite roads to their local track.”

The all-new Mustang GT features a new air induction system with a dual air intake and dual throttle body design, minimising induction losses and enabling higher flow rates.

Up to six interactive and customisable Drive Modes optimise performance capabilities across a variety of driving conditions: Normal, Sport, Slippery, Drag, Track <sup>2</sup> and a customisable setting with multiple available profiles, tailored to individual driver preferences. As each mode is selected, high-fidelity graphics in the digital instrument panel bring the mode to life.

Driving responsiveness has been enhanced by reduced compliance from steering wheel to tyre, while a quicker steering ratio enhances the new car's cornering dynamics.

Rev-matching, which holds engine revs when the clutch is engaged to retain peak torque between manual gear changes is standard on GT, delivering even more precision and refinement, in what is the most track-capable Mustang ever.

The GT comes with a choice of Ford's 10-speed automatic transmission or a six-speed manual transmission. A standard Performance Pack includes 19-inch alloy wheels, a sport limited-slip differential for increased traction, 19-inch Brembo brakes and an Active Valve Exhaust that delivers adjustable engine sounds to suit the driving scenario. Optional MagneRide<sup>® 3</sup> active suspension monitors conditions one thousand times per second and uses an electronically-controlled fluid to match damping resistance to the road conditions.

### **Driver-focused immersive digital experiences**

Behind the iconic exterior silhouette of the seventh-generation Mustang lies the most technologically advanced, driver-centric cockpit of any Mustang to date, combining the best of past, present and future.

Most noticeable is the removal of Mustang's traditional double-brow upper dashboard, making way for a flowing, glass-clad open centre stack, packed with technology.

Behind the new, thicker, flat-bottomed steering wheel sits a 12.4-inch digital instrument cluster, which can be customised to display different designs, and new, customisable, Drive Mode-dependent clusters, fresh for the new model.

"We're taking advantage of every pixel," said Craig Sandvig, Ford Mustang interaction design manager. "We can be creative in showing necessary driving information and give the driver control of selecting colours, classic Mustang gauges or even a 'calm' screen where only minimal details are displayed."

This digital instrument cluster flows seamlessly into a 13.2-inch SYNC 4 centre stack <sup>4</sup> behind the same piece of integrated glass, angled towards the driver. The ergonomic positioning of these screens provides clear visual information and easy-to-reach controls, which together create an immersive digital experience.

Mustang's fully customisable cockpit clusters and interior ambiance start up in copper and dark colours, in a similar theme used for the Mustang Mach-E SUV, and can be entirely user-configurable. Cluster displays and ambient interior lighting can be configured in the customer's chosen tones, while instrument clusters adapt to the Drive Mode selected. When choosing personalised Drive Mode settings, a visualisation of the car's setup is displayed on the centre stack using Unreal Engine 3D software, a computer gaming engine that produces real-time renderings. By interacting with the touch screen, the vehicle settings can be adjusted, swiping the graphic to rotate the car virtually.

“We knew what customers wanted and designed the most digital Mustang ever while retaining the all-important driver-focused cockpit,” said Ricardo Garcia, Ford interior design manager. “Removing some of these physical buttons, such as radio and climate control, and integrating them into a digital display was popular in research with Millennials, Gen-Z and traditional Mustang drivers alike.”

The next-generation Mustang gains a fresh interior grain pattern developed especially for the brand in what is the most driver-centric Mustang cockpit ever. Mustang features leather seats and soft-touch plastics across the instrument panel and door cards, with a full leather steering wheel.

Higher series models benefit from a choice of steering wheel colour accent stitching and a unique upholstery perforation pattern across the centre console, complemented by a colour-coordinated, asymmetric accent striping on the seatbelts.

The centre console can also incorporate a wireless mobile phone charging pad with the additional space granted by moving more functions into the touch screen.

Ford’s latest SYNC 4 system is fully compatible with Apple CarPlay and Android Auto,<sup>5</sup> which integrates seamlessly with the FordPass app.<sup>6</sup> Like the all-electric Mustang Mach-E SUV, the all-new Mustang features Ford Power-Up wireless update capability.

Behind the wheel, overhead USB ports installed above the cockpit are conveniently placed for track camera devices, preventing wires from draping across the cabin.

The latest B&O<sup>7</sup> sound system provides crisp audio through 12 speakers and a subwoofer, including the use of Ford’s Electronic Sound Enhancement technology to amplify engine sounds directly into the cabin.

### **Edgier head-turning design with timeless Mustang cues, plus more customisation**

The seventh-generation adds a modern edginess to a heritage-inspired design, which sets out to appeal to the broadest Mustang customer demographic yet.

The low, horizontal brow across the front of the signature three-section bonnet aligns with new LED headlamps to create a more impactful front-end, influenced by the original 1960s design and is optimised for pedestrian protection. Its sleek roofline, broad sprinting stance and shortened rear overhang are also true to the authentic proportions of the first-generation, while the widened rear haunches point to the power over the wheels in true Mustang style.

At the rear, an extended deck houses a new, edgy, signature tri-bar lighting and redesigned diffuser for improved aerodynamic balance.

For the first time, each model in the all-new Mustang line up carries its own unique front end, allowing customers to choose the look that best suits their own personalities. GT, the heart of the Mustang brand, features larger grill openings engineered to allow increased airflow, reflecting the increase in power and performance. The car’s aerodynamics are optimised further with the addition of new bonnet vents and redesigned front splitter.

“The GT has unique styling cues that deliver on their promise of Mustang Performance,” said Christopher Walter, Ford Mustang design manager. “The new Mustang is more chiselled and edgier, leaning into Mustang’s classic brawniness and timelessness.”

Mustang convertible continues its legacy of offering maximum open-air freedom. A simple, one-touch activation with a single-handle centre latch opens and closes the fully-lined and insulated fabric roof. The compact roof design and independent rear suspension also contribute toward substantial boot space that can accommodate up to two golf bags.

Under the bonnet a new engine cover, black tower-to-tower strut brace, redesigned badging and neater wire, fuel, and brake line routings all contribute towards an improved aesthetic around the heart of the Mustang. Animated welcome lighting and Mustang-unique welcome screens also greet the customer on approach to the vehicle.

The all-new Mustang launches with 12 colour options including three new shades – eye-catching Blue Ember, Vapor Blue and Yellow Splash. Customers can also choose from Black or Red Brembo brake calliper colour options, all featuring the Mustang logo, plus a choice of two new 19-inch alloy wheel designs.

#### **More safety features; more technology**

The seventh-generation coupe and convertible come equipped with next-generation Ford driver assistance features, like the Mustang Mach-E SUV, including Speed Sign Recognition, Intelligent Adaptive Cruise Control with Stop & Go functionality, Lane Centring Assist, Evasive Steer Assist and Reverse Brake Assist.<sup>8</sup> Another key feature is Active Pothole Mitigation, which continually monitors suspension, body, steering and braking input and adjusts suspension response accordingly. Stolen Vehicle Services<sup>9</sup> – a FordPass<sup>6</sup> function providing 24-hour support in the event of theft – is also new to Mustang.

Owners can stay connected with their Mustang via the FordPass app in other ways, utilising remote features such as remote vehicle start and stop, door locking and unlocking, scheduling a start time, locating the vehicle, and vehicle health and status checks.<sup>10</sup> The FordPass app readily has important vehicle information available to users, including fuel and oil levels, service history and warranty information.

#### **New Mustang Dark Horse delivers ultimate track capability**

Debuting alongside the new Mustang GT is the Mustang Dark Horse, the ultimate expression of track capability and the foundation for the brand’s motorsport efforts.

Building on the athleticism, edgier design and digital experiences of the seventh-generation Mustang, the Dark Horse series delivers the most track-focussed precision of any Mustang to date.

“We’ve taken the all-new Mustang, the best of our new 5.0-litre V8 performance, and added power, improved the aero, tyres, steering and provided an interactive cockpit to create a Mustang that goes beyond any 5.0-litre Mustang before it,” Krenz said.

At the heart of this new Mustang is a higher output version of the all-new Gen IV V8 engine with new camshafts and unique Dark Horse tuning, with a dual throttle-body intake design for twice as much fresh air into the engine for maximum performance. Dark Horse comes as standard

with a unique six-speed TREMEC manual transmission with 3D-printed titanium shift ball, available exclusively for this model, or Ford's 10-speed automatic transmission with paddle shifters.

Mustang Dark Horse comes as standard with the Performance Package enabling the brand's "Track Sprint" capability requirements. A key enabler of this added capability includes an auxiliary engine oil cooler, transmission oil cooler (with automatic transmission) a unique and lighter weight radiator with greater heat soak rejection, plus more powerful cooling fans to improve endurance and recovery, and rear axle cooler. A standard Torsen limited-slip differential maximises the available traction for improved acceleration and cornering balance.

This package also includes unique chassis tuning, larger rear anti-roll bars and heavy-duty front dampers, 19-inch Brembo front fixed-piston brakes with larger rotors, strut tower brace, rear K-brace, staggered fitting wheels (19 x 9-inch front and 19 x 9.5-inch rear wheels), plus Pirelli P Zero PZ4 tires. MagneRide®<sup>3</sup> active suspension comes as standard for optimised performance in road and track conditions.

An electronic drift brake<sup>2</sup> brings new technology to the racetrack, unlocking the rear-wheel drive drifting capability of Mustang with the visual appeal and functionality of a traditional, mechanical handbrake. The Performance Electronic Parking Brake is engineered for both novice drivers to learn and improve their drift skills and providing expert drivers with a competition-ready system.

Mustang Dark Horse also features visual upgrades designed to reflect its position as the pinnacle of the seventh-generation and increase track capability.

"It's more than a new name. Dark Horse brings a new design language to Mustang that is refined yet perfectly suited to its dual purpose of street and track performance," said Joel Piaskowski, global director, Ford Design. "The visual changes, both inside and out, message that Dark Horse has a directed performance focus. The mechanical changes reinforce the purpose of Dark Horse, providing the driver with increased confidence and competence."

At the front, a bold shadow graphic surrounds the darkened LED headlamps, which compliments a unique gloss black grille with trapezoidal nostrils and redesigned lower front bumper with high gloss "fangs". Lower side skirts and a fixed rear wing, unique race-inspired diffuser and darkened quad exhaust tips demonstrate the car's track-focused design cues.

Traditional Mustang badges are replaced with a new Dark Horse logo on the front wheel arches, tailgate and door sills, while a Dark Tarnish anodised version of the famous pony stays on the front. Inside, unique Dark Horse badging replaces the standard Mustang pony logo on the instrument panel and digital display screens, and each car features an individual chassis number.

"This is the first time for Mustang that we've ever had a forward-facing horse," Piaskowski said. "It's aggressive, a bit sinister and it's coming from the shadows head-on to win."

Unique to Mustang Dark Horse is Blue Ember metallic paint – a cool, dark shade that emits a warm glow when it catches the light, setting the tone for the car's overall purposeful look. A choice of applied or painted feature graphics along the roof and down the hood are also

available in a variety of colours and styles. The optional Appearance Package includes dark Notorious Blue Brembo brake callipers with a brighter Grabber Blue logo.

Inside a thicker, flat-bottomed steering wheel incorporates anodised silver paddle shifters and a dedicated drive mode button at thumb's reach, finished with unique Indigo Blue accent stitching against a performance suede inner lining. This sits in front of a 12.4-inch digital instrument cluster with customisable screens and Drive Mode-dependent clusters.

Contrasting blue stitching across the door panels and seats, gear shift gaiter and centre console lifts the ambience of the cabin, enhanced further by unique blue seatbelts. The Dark Horse Appearance Pack adds Deep Indigo Blue seats with a unique seat perforation, emitting further hints of blue below the surface.

Interior trim, bezels and vents are finished in Black Alley – a dark metallic gloss replacing the familiar bright silver shades of other Mustang trim levels. At the centre of the Dark Horse cockpit on cars fitted with the six-speed TREMEC manual transmission is an anodised blue titanium gear shifter, cored out to prevent it from retaining heat.

Dark Horse also comes with the latest B&O <sup>7</sup> sound system, providing crisp audio through 12 speakers and a subwoofer.

### **Dark Horse leads Mustang return to global motorsport**

The introduction of Dark Horse sets the foundation for Mustangs that will compete globally in a variety of series, including GT3, GT4 and NASCAR.

“We’re taking this all-new Mustang to competition racing and the very definition of a Dark Horse is the perfect fit to introduce this vehicle to the Mustang brand,” said Mark Rushbrook, global director, Ford Performance Motorsports. “With our race program development underway, we’re confident we have the right car for success.”

Dark Horse S is built uniquely for motorsports as a stripped-down version of the street-legal Dark Horse production vehicle. All non-essential parts and trim pieces have been removed, inside is a full FIA-certified safety cage, safety nets, a race seat with safety belts and a race steering wheel with quick disconnect. Other safety items include electrical disconnects and a fire suppression system.

Ford is returning to factory-backed GT3 racing with an all-new Mustang GT3 IMSA race car that will also be available for customers, starting with 24 Hours of Daytona in 2024. Created by Ford Performance and Multimatic, the Ford Mustang GT3 powered by a 5.4-litre V8 engine will deliver the full endurance racing potential of a Ford Mustang for customers globally.

A new Mustang GT4 available for customers will also debut in the 2023 season and will be available for global GT4 classes in IMSA, SRO and FIA GT. A new version of the Mustang will also debut next season in the Australian Supercars series, and in coming years newly designed models will debut in the NASCAR Cup series and NHRA Factory X racing.

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<sup>1</sup> Mustang 5.0-litre V8 anticipated CO<sub>2</sub> emissions 260-275 g/km and anticipated fuel efficiency 11.1-11.8 l/100 km WLTP. CO<sub>2</sub> emission and fuel efficiency ranges may vary according to vehicle variants offered by individual markets. Officially homologated fuel efficiency and CO<sub>2</sub> emissions figures will be published closer to on-sale date.

The declared WLTP fuel/energy consumptions, CO<sub>2</sub>-Emissions and electric range are determined according to the technical requirements and specifications of the European Regulations (EC) 715/2007 and (EU) 2017/1151 as last amended. The applied standard test procedures enable comparison between different vehicle types and different manufacturers.

<sup>2</sup> Track use only.

<sup>3</sup> MagneRide® is a trademark of BWI Group.

<sup>4</sup> Don't drive while distracted. Use voice-operated systems when possible; don't use handheld devices while driving. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones.

<sup>5</sup> Requires phone with active data service and compatible software. SYNC 4 does not control 3rd party products while in use. 3rd Parties are solely responsible for their respective functionality.

<sup>6</sup> FordPass app, compatible with selected smartphone platforms, is available via download. Message and data rates apply. FordPass Connect, the FordPass app and complimentary Connected Service are required for remote features (see FordPass terms for details). Connected Service and features depend on Vodafone or Vodafone partner mobile network availability. Evolving technology/mobile networks/vehicle capability may limit functionality and prevent operation of connected features. Connected Service excludes Wi-Fi hotspot.

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<sup>8</sup> Driver-assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

<sup>9</sup> Features may require activation.

<sup>10</sup> In regions permitted by law.

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Ford Lommel Proving Ground offers high end Drive Training for external companies, associations and private individuals.

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