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FORD PROBE



INTRODUCING THE 1989 FORD PROBE

Leadership in automotive design takes root in imagination and vision. Ten years ago, Ford unveiled the experimental Probe Concept Car, at the time the most aerodynamic self-powered passenger car in the world. Not content with this achievement, Ford designers proceeded to develop four more generations of the futuristic Probe prototype.

The Probe Concept Car exemplifies Ford's design philosophy: With an eye toward continuous improvement, Ford looks beyond the present-day frontiers of automotive design to help improve the cars we drive today. This forward thinking is evident, visually and functionally, in the latest statement of Ford's ongoing commitment to design leadership. Introducing the front-wheel-drive Ford Probe.

A coefficient of drag as low as .304 makes Probe remarkably aerodynamic. Along with its high aero efficiency, Probe provides the practical dimension of roomy 4-passenger comfort plus ample luggage space. And with its responsive 2.2 liter multi-port fuel-injected 12-valve engine, advanced 4-wheel independent suspension system and superb driver-command ergonomics, Probe has the feel of balanced performance expected in a serious driver's car.

Above all, Ford Probe is designed and built on a concept of quality which encompasses the total car—from the smallest details of fit and finish to the precision of engineering systems. Probe quality and driving enjoyment are available in three models: The well-equipped Probe GL. The luxurious Probe LX. And the high-performance Probe GT Turbo.



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Probe LX in Deep Titanium Clearcoat Metallic.
Some equipment shown is optional.



*Probe LX interior in Medium Grey.
Some equipment shown is optional.*

FORD PROBE. THE DRIVER COMES FIRST.

Total performance is based on a simple principle: Design complements engineering throughout, to create the sense of fine functional balance that is the mark of a serious driver's car.

The suspension, steering and braking systems satisfy ride, handling and stopping requirements under diverse driving situations.

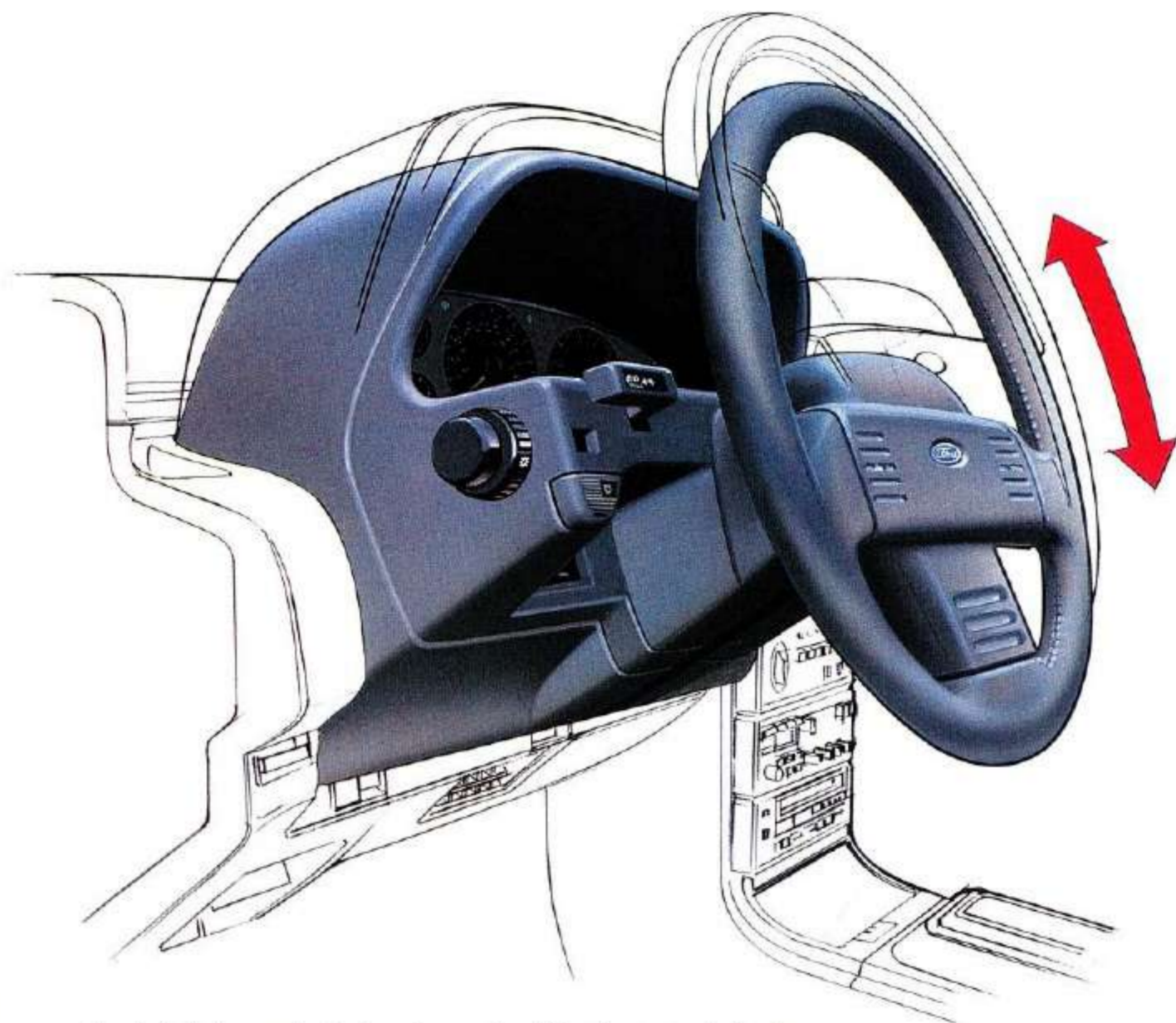
The engine incorporates advanced-design mechanical components and sophisticated electronic systems to run smoothly and powerfully.

Aerodynamic detailing, too, contributes to the car's overall

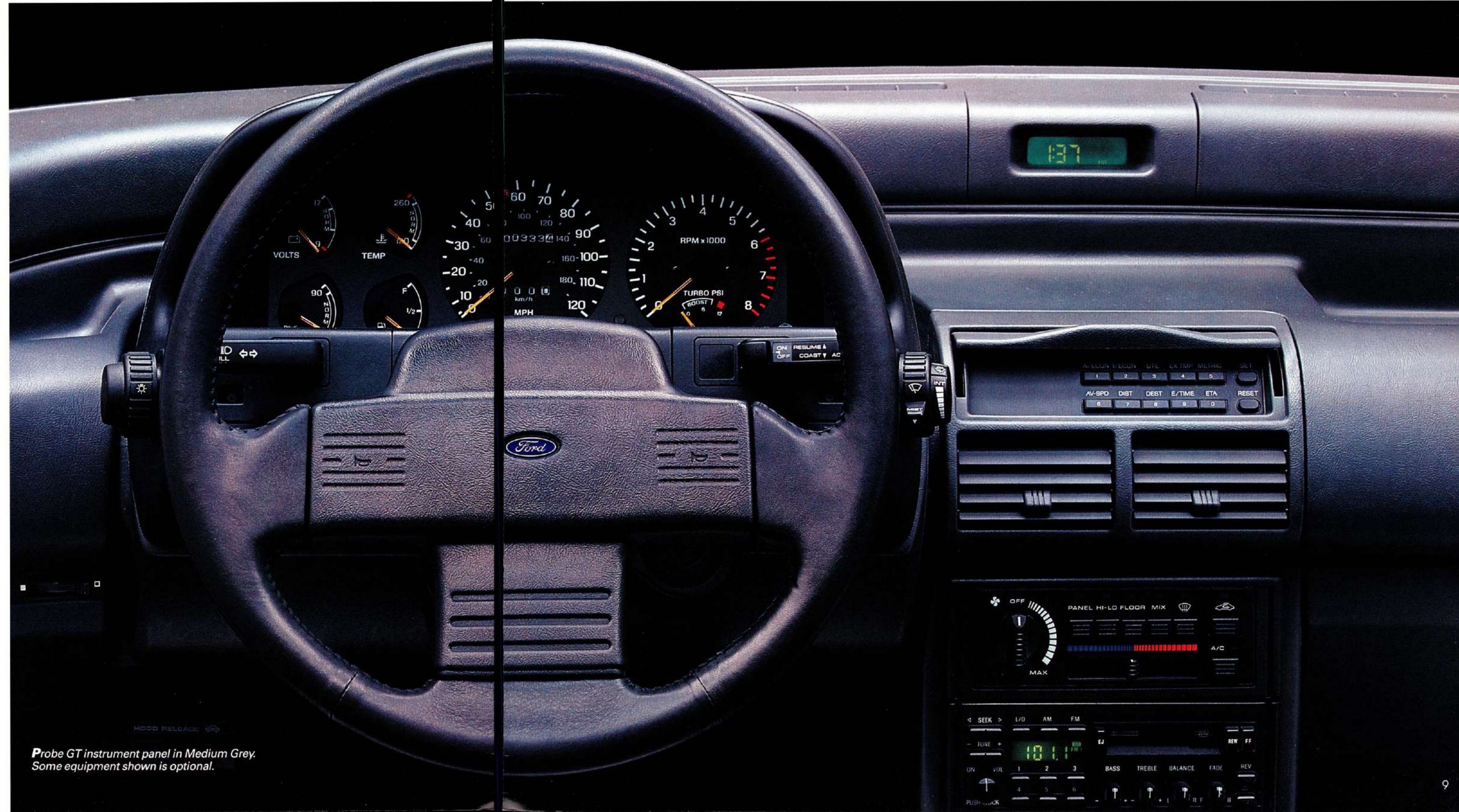
balance of performance. Drag is reduced for increased efficiency, while the air flow is put to work for better directional control. And because the air flows smoothly over the vehicle, wind noise, a potential source of distraction to the driver, is minimized.

Inside, careful ergonomic planning addresses driving posture, placement of controls, legibility of instrumentation, field of vision, hand/eye coordination, and many other factors.

The focus of Probe design and engineering is clear: A car that is responsive, comfortable and easy to drive is more enjoyable to drive.



Probe's integrated steering wheel/instrument cluster tilts as a unit so that the relationship between the two remains constant. An unobstructed view of the cluster is maintained regardless of the angle of the steering wheel. Standard in Probe LX and GT; available in Probe GL.



Probe GT instrument panel in Medium Grey. Some equipment shown is optional.

INTEGRATION OF FORM AND FUNCTION



The progressive thinking that has made Ford a leader in automotive design is clearly evident in Probe's integration of form and function.

Probe's aerodynamic shape is outstanding in both visual appeal and functional purpose. The low, sleek hood line with concealed/retractable halogen headlamps. The streamlined bodysides with flush glass, unique aero mirror housings integrated into the front fenders, and vertical recessed door handles. The wraparound quarter windows. The wind-cheating effectiveness of glass over the concealed center and rear pillars. Functional styling elements such as these have achieved a low .304 coefficient of drag (slightly higher .309 for Probe GT with its wider tires).

Just as remarkable is that this high aero efficiency was attained without sacrificing spaciousness. Probe seats four in an inte-

rior rated at 102.5 cubic feet (EPA passenger area volume index). And there are 11.9 cu. ft. of cargo space behind the 50/50 split-folding rear seats; 40.7 cu. ft. with the seat backs lowered.

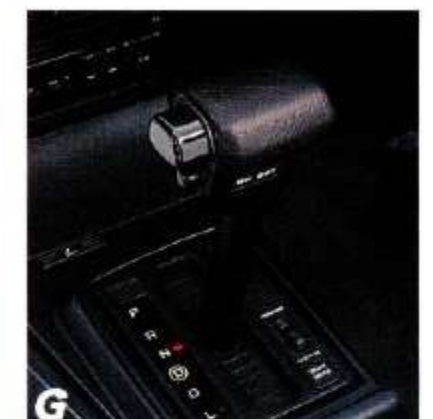
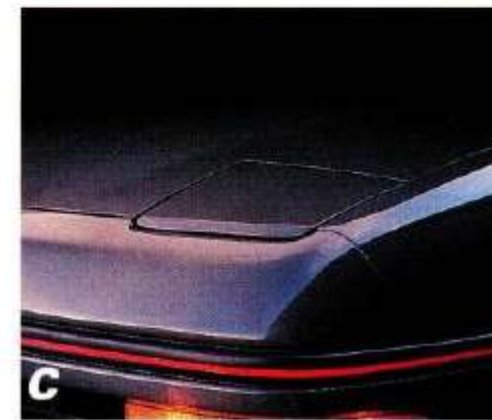
Probe's efficient use of space is matched by the excellence of driver-command ergonomics. The reclining front bucket seats are designed and constructed to provide firm and supportive comfort. Driving posture is complemented by the clarity and careful positioning of analog gauges in Probe's driver-oriented instrument pod. Important operating information — vehicle speed, engine rpm, engine temperature, oil pressure, fuel level, electrical system voltage — is located in your direct path of vision beneath the low windshield cowl line. And

Probe's integrated tilting steering wheel/instrument cluster (illustrated on page 8) provides an unobstructed view of this information regardless of the steering wheel angle.



The driver's seat in all Probe models can be adjusted vertically to suit individual height requirements.

In Probe LX and GT, the driver's seat has adjustment for fore/aft tilt, lumbar and thigh supports.



(A) The Electronic Instrument Cluster is available exclusively in Probe LX.

(B) Center module contains controls for the Vehicle Maintenance Monitor with "speed alert" feature (left) available in LX; and for the Trip Computer (right) available in LX and GT.

(C) The aerodynamic hood line has concealed/retractable halogen headlamps.

(D) Rearview mirror pods, integrated into the fenders, are designed for aerodynamic efficiency.

(E) Vertical door handles are flush with the bodysides for smooth air flow.

(F) Power window controls, available in LX and GT, are located on an armrest-mounted control panel.

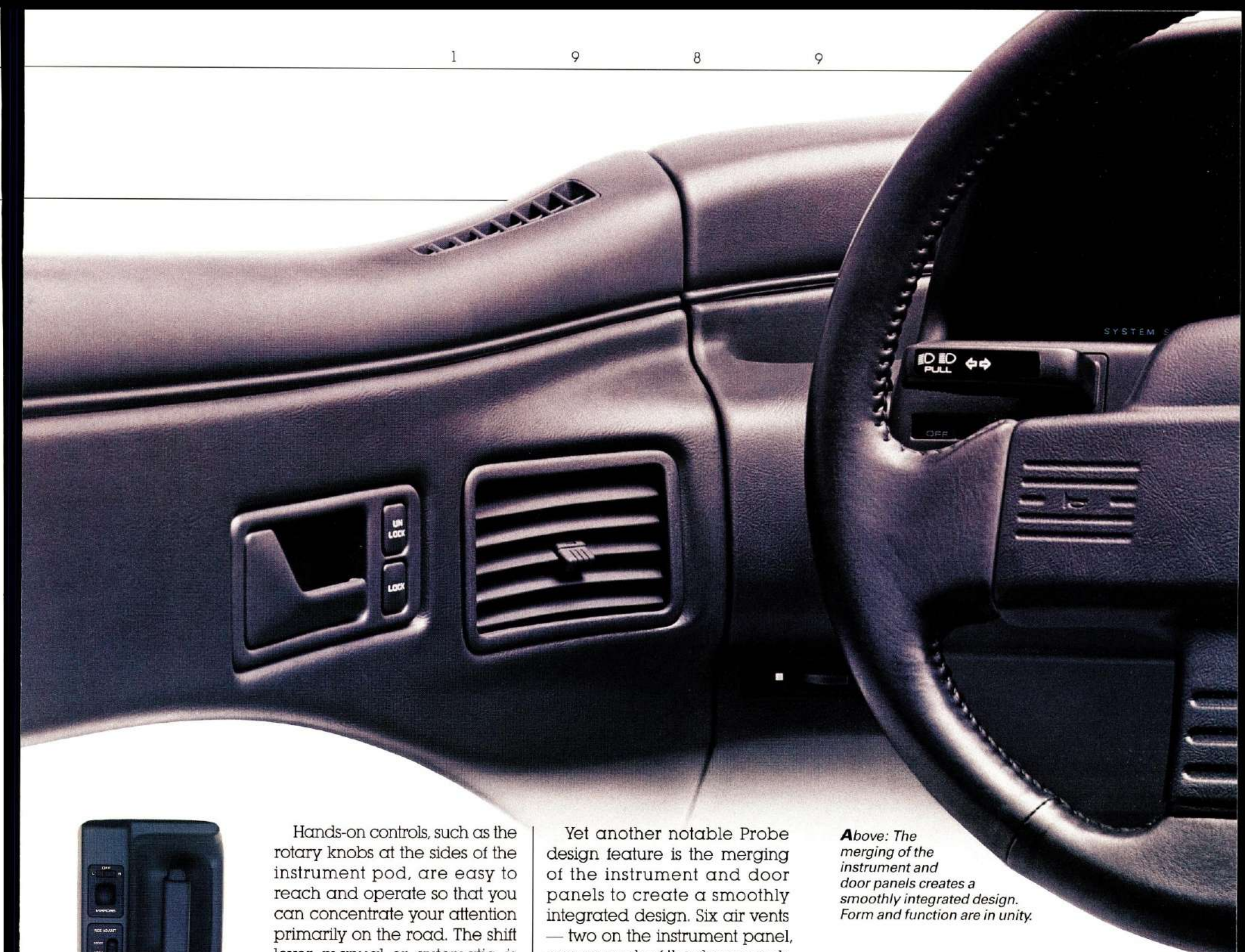
(G) Electronic 4-speed automatic transaxle, optional in GL and LX, has "Normal" and "Power" auto modes plus a Shift Manual mode.

(H) Remote fuel door and rear hatch releases, standard in LX and GT, are conveniently located to the left of the driver's seat.

(I) Overhead console with map lights is standard in Probe LX and GT.

(J) Rotary-type control knobs for windshield wipers and headlamps are positioned for easy operation at the sides of Probe's instrument pod.

(K) 50/50 rear seat backs fold down individually to accommodate luggage/cargo, either with or without a third passenger.



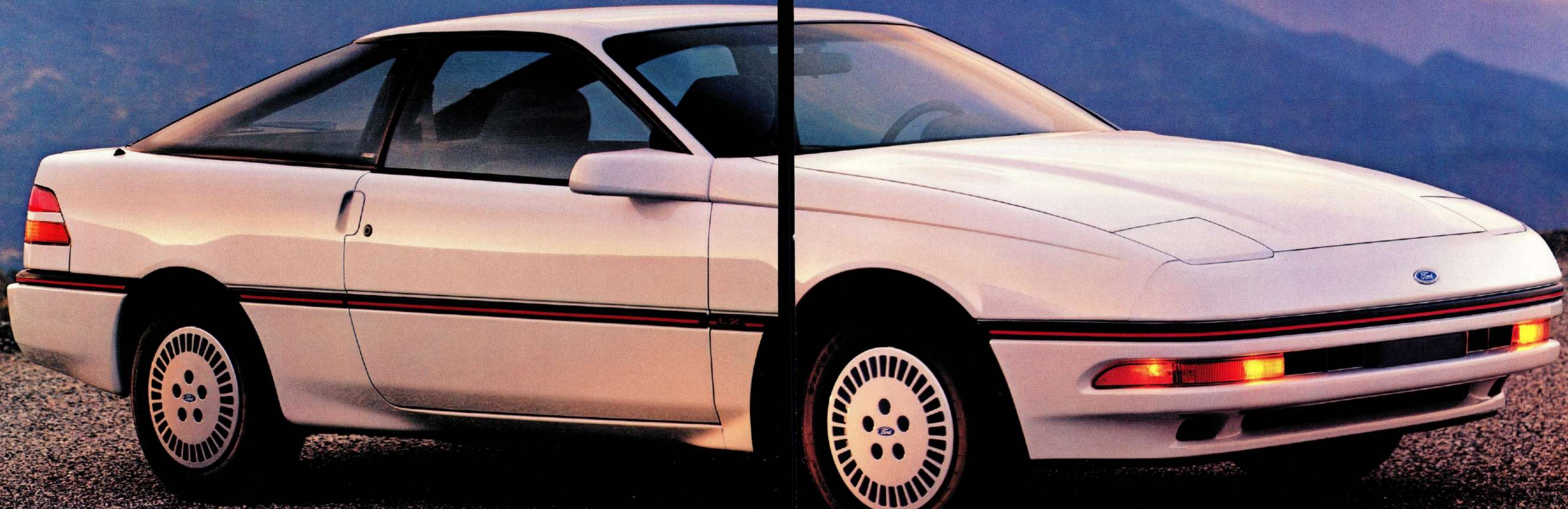
Hands-on controls, such as the rotary knobs at the sides of the instrument pod, are easy to reach and operate so that you can concentrate your attention primarily on the road. The shift lever, manual or automatic, is carefully located in relation to your seating position.

Located to the left of the parking brake for maximum operating convenience are controls for the electric remote outside rearview mirrors (standard in LX and GT; available in GL), plus a rocker switch for the Soft, Normal-Auto and Sport-Auto ride modes of the computerized Automatic Adjusting Suspension system (standard in GT).

Yet another notable Probe design feature is the merging of the instrument and door panels to create a smoothly integrated design. Six air vents — two on the instrument panel, one on each of the door panels, and two lap vents — provide uniform ventilation through the center and along the sides of the interior. The door panels also have demisters to help keep the side windows clear. This manner of integrating elements of form and function is an example of the unified design concept that characterizes the new Ford Probe.

Above: The merging of the instrument and door panels creates a smoothly integrated design. Form and function are in unity.

FORD PROBE LX



Quality guided every step in the evolution of the Ford Probe. Precision in design and engineering. Exacting fit tolerances and uniformity of

finish. These were achieved with a commitment to quality backed by high-technology design, testing and manufacturing.

You can think, then, of the Probe LX as being, like every Probe, first and foremost a

quality-built car, one which also has the high-level appointments you would expect in a luxury sport coupe.

Probe LX is, indeed, superbly appointed and equipped. Among its impressive standard

features: Plush 16-ounce carpeting. Multi-adjustable bucket seats in all-cloth upholstery. Full console with folding armrest and storage bin. More extensive sound insulation. Plus the integrated tilting steering col-

umn/instrumentation cluster, electric remote sport mirrors, and many others. What's more, the precision of electronic instrumentation is an exclusive LX feature, available in Preferred Equipment Package 253A.

Superb design and engineering, high quality and personal luxury bring to you the complementary rewards of pride and satisfaction that come with owning a car as remarkable as the new Ford Probe LX.

Probe LX in Oxford White. Some equipment shown is optional.

FORD PROBE GL



Bearing the Ford oval, Probe GL naturally places a high premium on performance and value.

Probe GL combines the power of a high-torque 2.2 liter

EFI 12-valve engine, the balanced road manners of a 4-wheel independent suspension, the precision of power rack-and-pinion steering, and the traction of front-wheel drive. And complementing Probe's engi-

neering performance is a highly functional aerodynamic design.

Probe GL offers substantial value as well. Standard features, to name just a few, include ergonomically designed bucket seats, full analog instrumenta-

tion including tachometer, AM/FM stereo, versatile 50/50 split-folding rear seats, and seven Clearcoat metallic paint choices. Preferred Equipment Package 251A, which offers even more features plus a price

discount, makes Probe GL an especially attractive value.

The list of options includes the electronic 4-speed automatic overdrive transaxle which has "Normal" and "Power" auto modes as well as a Shift Man-

ual mode that lets you hold first, second or third gear.

The new Probe GL. It has the essential attributes of performance, value and quality to make it a sport coupe worthy of your confidence.

Probe GL in Black. Some equipment shown is optional.

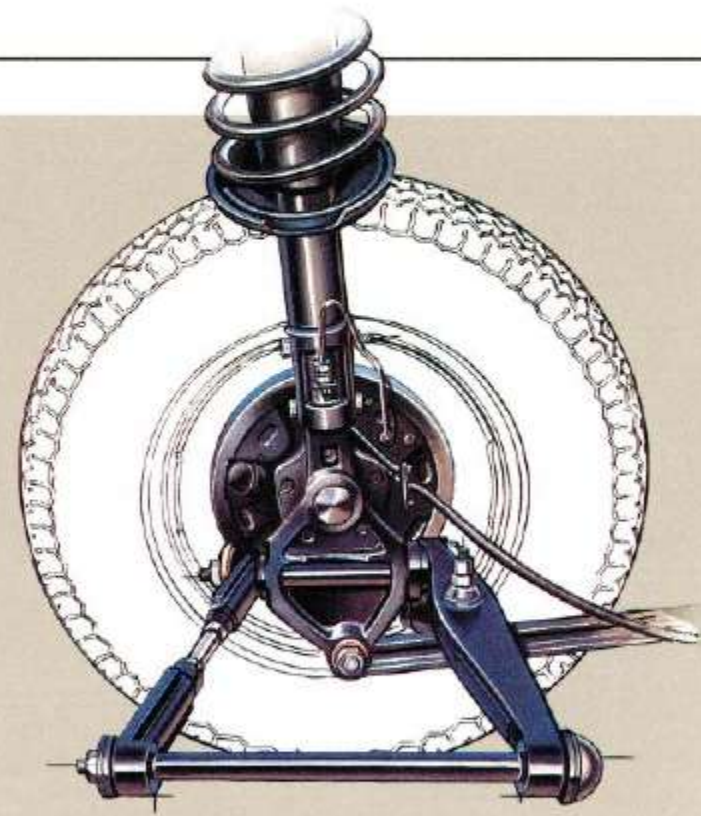
FORD PROBE GL/LX ENGINEERING

Probe's 4-cylinder powerplant has 2.2 liters of displacement, two intake valves and one exhaust valve per cylinder, and a multi-port electronic fuel-injection system controlled by an 8-bit digital microprocessor.

The 2.2L is a long-stroke engine generating 130 lb.-ft. of torque at 3000 rpm, delivering responsive acceleration in the low and mid speed ranges with either the standard 5-speed

manual or the optional electronic 4-speed automatic overdrive transaxle. The automatic features separate Normal and Power driving modes. In the Power mode, the shift points and torque converter lockups occur at higher speeds than in the Normal mode to enhance acceleration.

Satisfying, too, is the performance of Probe's advanced 4-wheel independent suspension system. The stabilizer bars, strut valving, spring rates and sus-



pension bushings are specifically tuned for an excellent balance of ride quality and flat handling capability.

A special bearing design up front creates driveshafts of effectively equal length to minimize torque steer. The rear mounting points of the lower control A-arms are fitted with a fluid-enclosed bushing

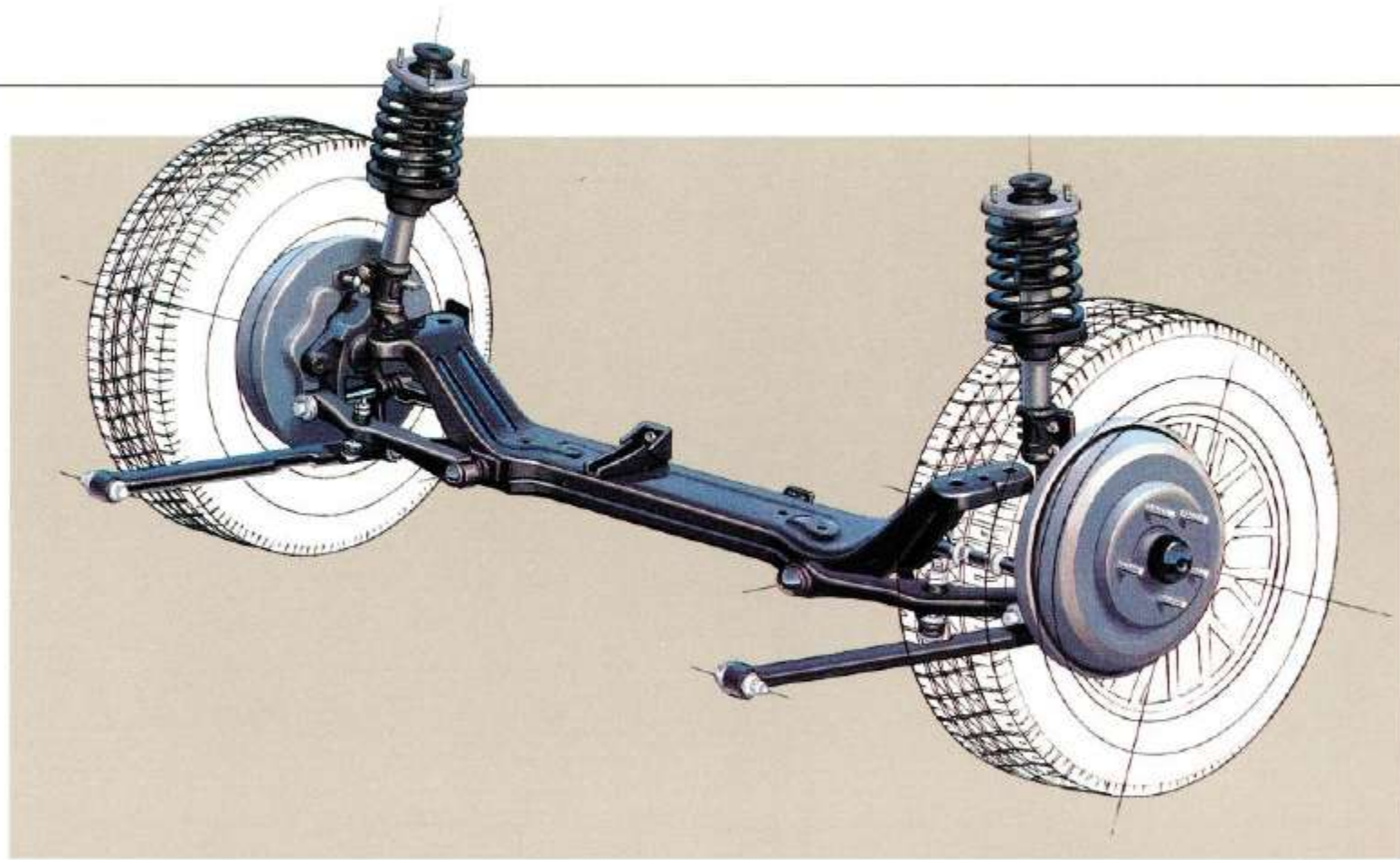
Probe's rear suspension is a 4-bar with single trailing arm design.

designed to help reduce vibration to the vehicle body and the steering wheel.

And, especially important, while ordinarily a car's rear wheels tend to "toe-out" under the forces of acceleration, cornering and braking, reducing stability and control, Probe's rear system offsets the "toe-out" dynamics within the suspension by producing counteracting "toe-in." Thus the rear wheels are able to maintain their effective alignment.

Along with the responsive 2.2 liter EFI 12-valve engine and the well-balanced 4-wheel independent suspension, precise power rack-and-pinion steering and power front disc/rear drum brakes are engineering features that come standard in Ford Probe GL and LX models.

The 4-wheel independent suspension (rear system shown) is engineered with features such as helical coil springs over struts plus stabilizer bars.



Probe GL in Bright Red Clearcoat Metallic. Some equipment shown is optional.

FORD PROBE GT



Probe performance reaches its full potential in the Probe GT model. GT's turbocharger with air-to-air intercooler elevates the power output of the electronic

multi-port fuel-injected 2.2 liter 12-valve engine from respectable to impressive.

The sport-tuned handling suspension is equipped with heavy-duty performance components, as well as the computerized

Automatic Adjusting Suspension system with its three ride modes: Soft, Normal-Auto, and Sport-Auto. Tires are low-profile, speed-rated P195/60VR15" Goodyear Eagle steel-belted radials on aluminum wheels.



The power rack-and-pinion steering system is electronically controlled by a computer which varies the amount of power assist to suit precisely the driving situation. For quick stopping action, GT features disc

brakes at all four wheels, to which you can add the advanced computer technology of an Anti-Lock Brake System, one of the many features included in the GT Preferred Equipment Package 261A.

Behind the wheel of a Probe GT, you are into an entirely different realm of Probe performance — an experience of exciting power and agility in a remarkably aerodynamic front-wheel-drive sport coupe.

Probe GT in Crystal Clearcoat Metallic. Some equipment shown is optional.

PROBE GT TURBO POWER AND DRIVER RESPONSE

Whereas some engines start out on the road as normally aspirated powerplants and become turbos later on by way of conversion, Probe's powertrain engineers developed the 2.2 liter engine with the demands of turbocharging in mind.

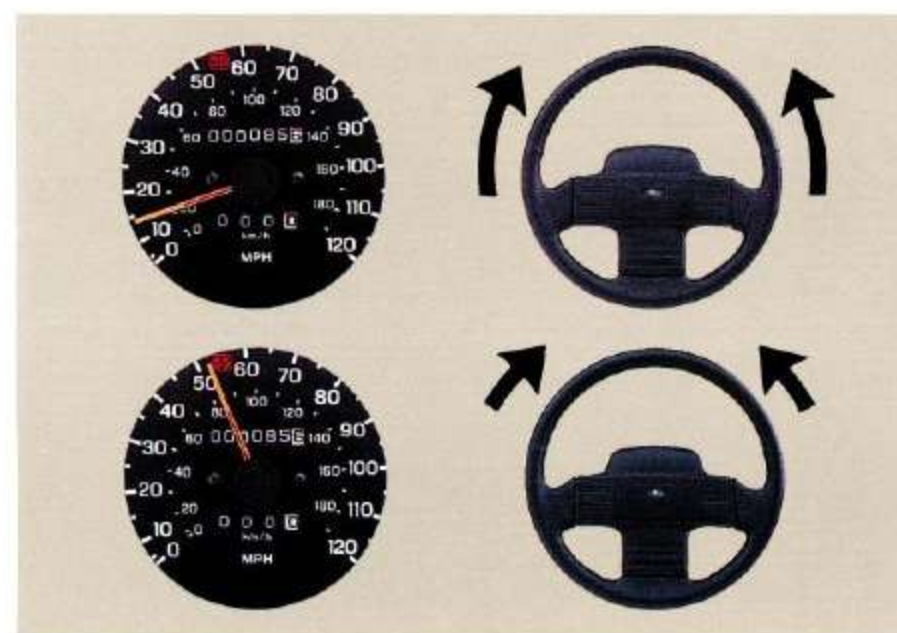
The 2.2 liter Turbo has a high ratio of power to displacement — 145 SAE net horsepower at 4300 rpm for 133 cubic inches — more than one horsepower for every cubic inch. And Probe's sleek aerodynamic shape helps the turbo engine direct more of its power to generate speed and spend less time and energy fighting back the inhibiting force of air drag.

But torque is what provides the main thrust for acceleration. And Probe GT, with 167 lb.-ft. of torque at 2000 rpm increasing to 190 lb.-ft. at 3500 rpm, has the power to deliver driving excitement throughout the performance range — from a quick standing start to responsive passing at highway speed. Unlike some turbos, the Probe turbocharger generates on-demand boost of power with virtually no spool-up lag.

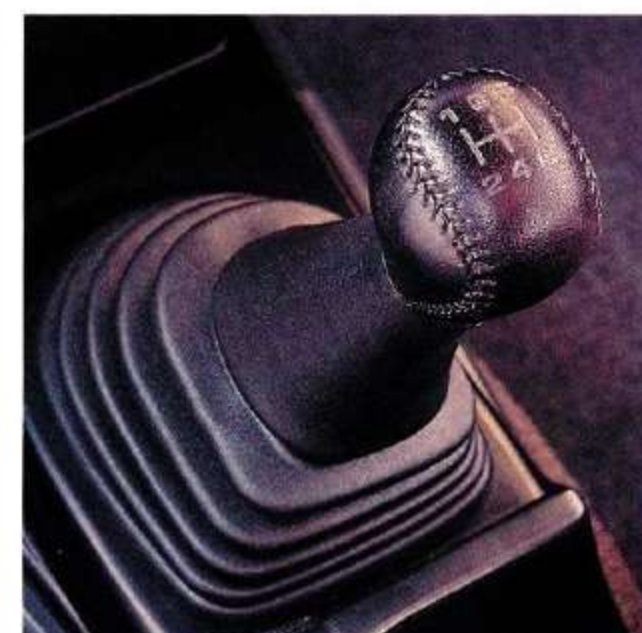
The GT Turbo is equipped with an 8-bit digital microprocessor engine control system, as well as a close-ratio 5-speed manual transaxle with a perfor-



Easy-to-read full analog instrumentation includes tachometer and turbo boost gauge.



Power assist increases for fluid feel during lower-speed maneuvers (above) and decreases for firmer feel at higher speeds (below).



5-speed manual transaxle features close-ratio gearing and performance clutch.

mance hydraulically actuated clutch and other heavy-duty components designed to handle the added torque of the turbo engine.

In the high-performance GT, it is especially easy to appreciate the ergonomic fine-tuning that has gone into the design of the Probe driver-command interior.

Seating provides firm and supportive comfort and is designed to help hold you in place. The driver's seat height, fore/aft tilt, lumbar and thigh supports are all adjustable individually. And aiding your driving responses are Probe's logically arranged instruments and carefully placed controls.

At the wheel, you'll sense the precision of the computer-controlled power steering system. Responding to signals from sensors relaying data on vehicle speed and steering angle, a microprocessor adjusts the amount of power assist to the exact requirements of the driving situation. Smooth, effortless steering in tight lower-speed maneuvers. A progressively firmer feel as speed increases. This exclusive GT feature is but one example of the high-technology engineering that makes GT the ultimate Probe.

Right: Probe GT interior in Medium Grey. Some equipment shown is optional.



PROBE GT HANDLING AND BRAKING

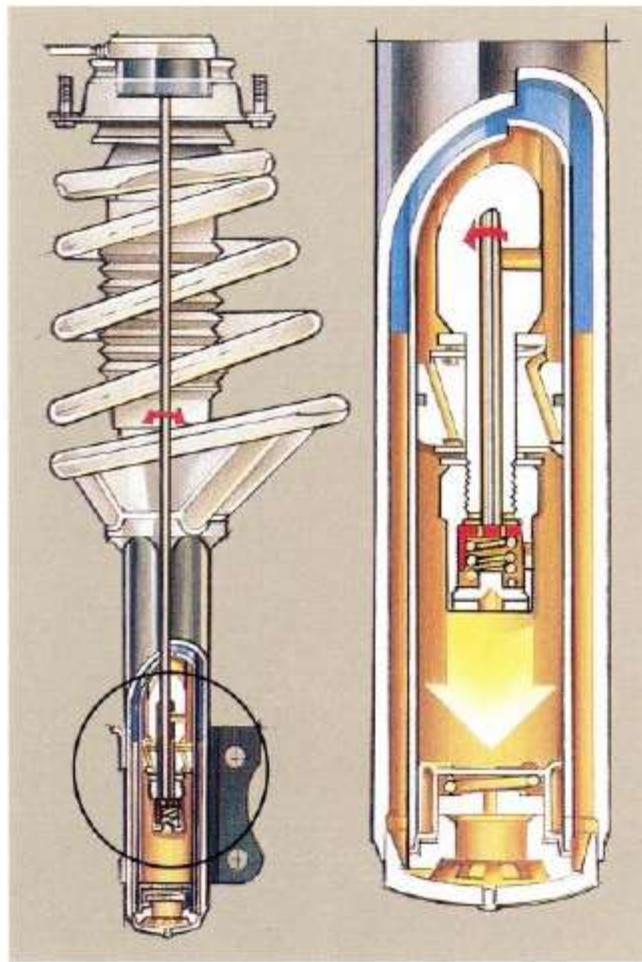
A car engineered in the true spirit of high-performance driving does much more than generate a lot of power. Its ability to handle the forces of cornering and braking is the other half of the total performance equation.

Probe GT has exciting turbo power, as well as a sophisticated sport-tuned suspension, Goodyear Eagle speed-rated tires on 15-in. aluminum wheels, and 4-wheel disc brakes.

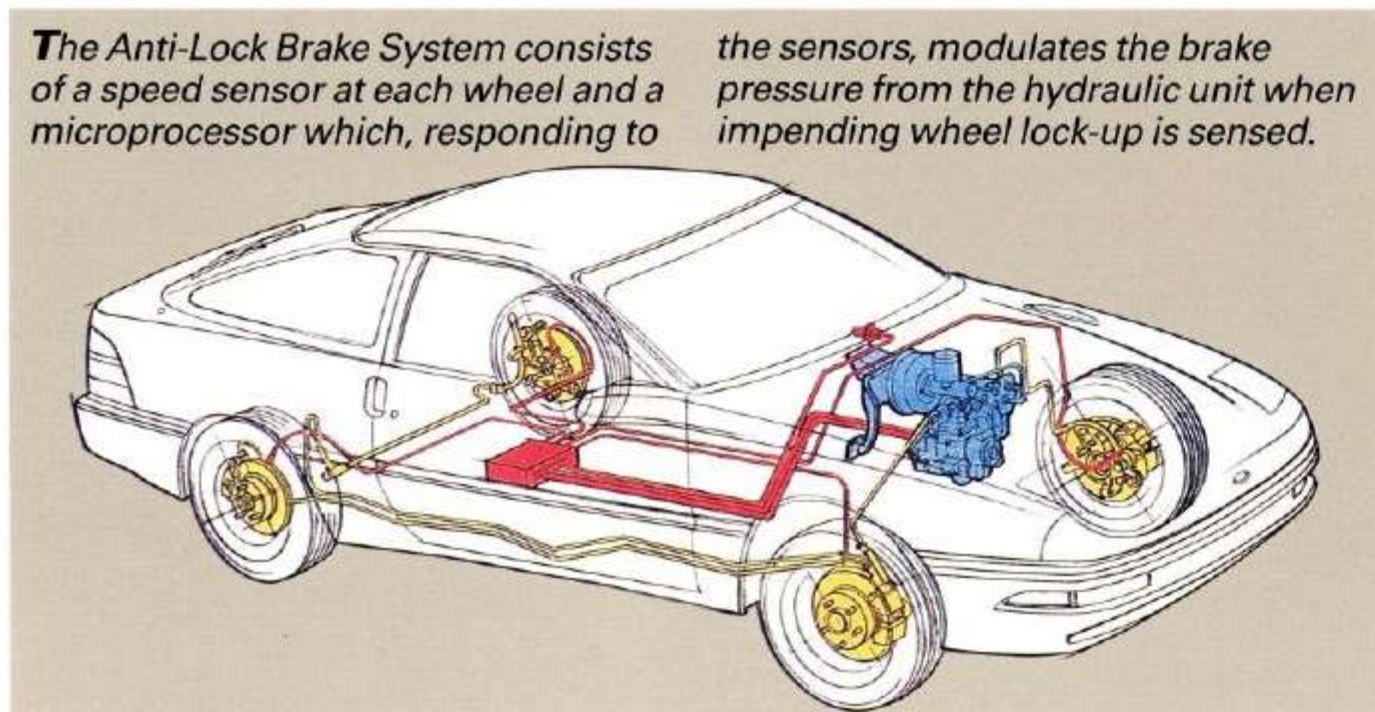
GT's 4-wheel independent suspension is equipped with high-rate coil springs, larger-diameter stabilizer bars, stiffer bushings, plus the variable shock-damping capability of the Automatic Adjusting Suspension (AAS) with its special computer-controlled struts.

You can choose one of three AAS modes: Soft, when you want smooth ride comfort over rough roads; Normal-Auto, when you need a firmer ride under most driving conditions; and Sport-Auto, when hard acceleration, cornering and braking require even tighter handling.

In the Normal-Auto and Sport-Auto modes, AAS automatically adjusts the car's handling to changing situations with split-second precision, complementing GT's electronic speed-sensitive power steering system. The computer constantly analyzes data on vehicle speed, steering wheel angle, acceleration and braking forces, then adjusts instantaneously the damping action of the gas-



At left is a MacPherson strut tower with a circled cutaway of the strut valving, which is enlarged at right. In the auto modes, the AAS's special gas-pressurized struts with direct-drive actuators are automatically adjusted to provide the degree of ride firmness required.



The Anti-Lock Brake System consists of a speed sensor at each wheel and a microprocessor which, responding to

the sensors, modulates the brake pressure from the hydraulic unit when impending wheel lock-up is sensed.

pressurized struts in 1/50 of a second. The result: Front dive, rear squat and body roll tendencies are reduced.

A car that can accelerate as quickly as Probe GT requires not only great handling capa-

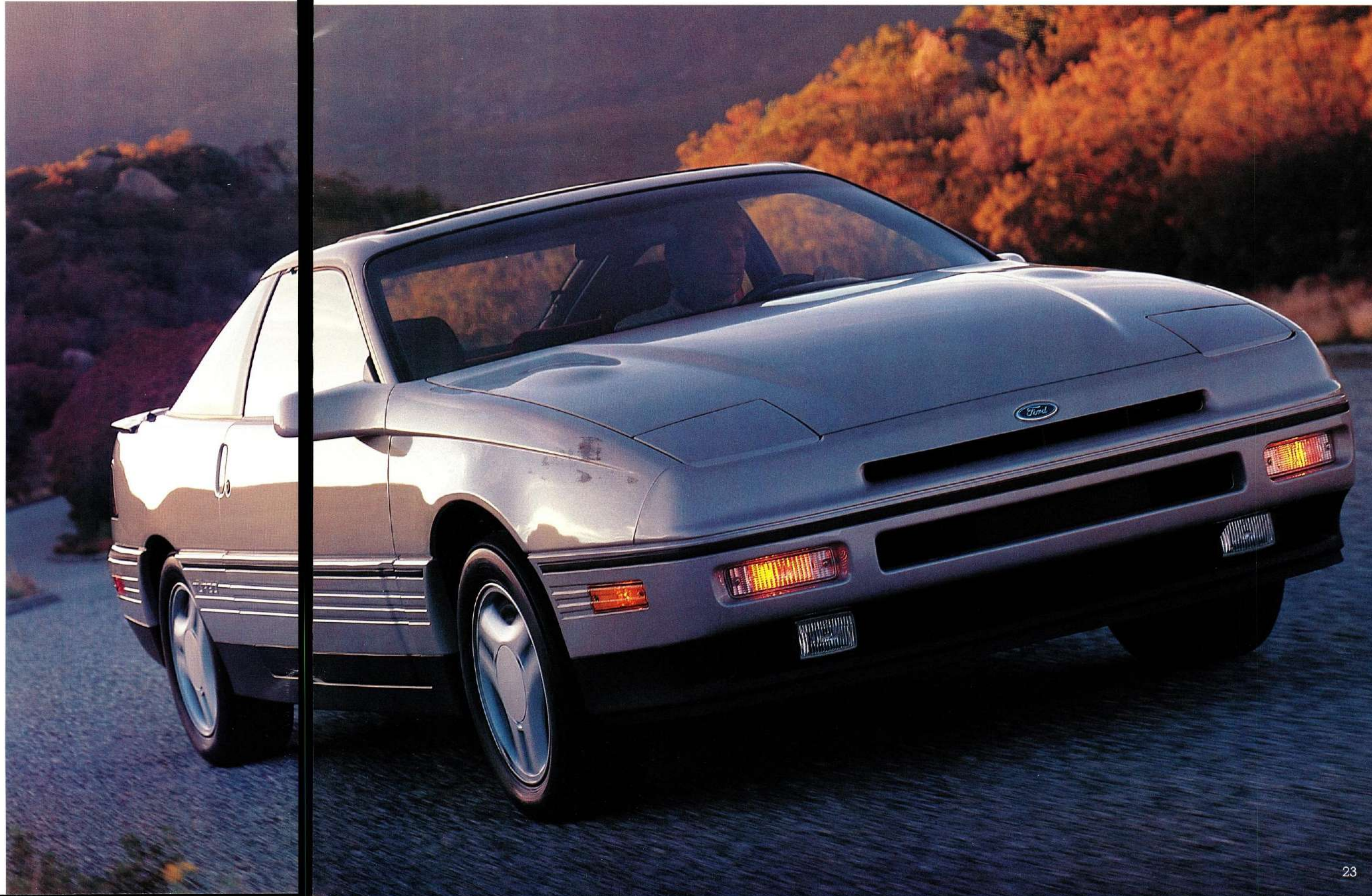
bility, but quick stopping action as well. Probe GT delivers it with a braking system featuring power-assisted ventilated front discs and solid rear discs. And you can have GT's 4-wheel disc brakes equipped with an available Anti-Lock Brake System (ABS).

Hard braking can cause wheel lock-up — and reduced driver control, especially on a slippery surface. But the ABS's computer technology virtually eliminates this condition.

Electromagnetic sensors monitor the speed of each wheel during braking and transmit the data to a microprocessor. When impending wheel lock-up is detected, the brake pressure from the hydraulic unit to each wheel is modulated up to 10 times per second. The brakes are applied and released repeatedly at a

rate of speed far exceeding that of human capability, providing the driver a much greater degree of steering control.

Right: Probe GT in Crystal Clearcoat Metallic. Some equipment shown is optional.



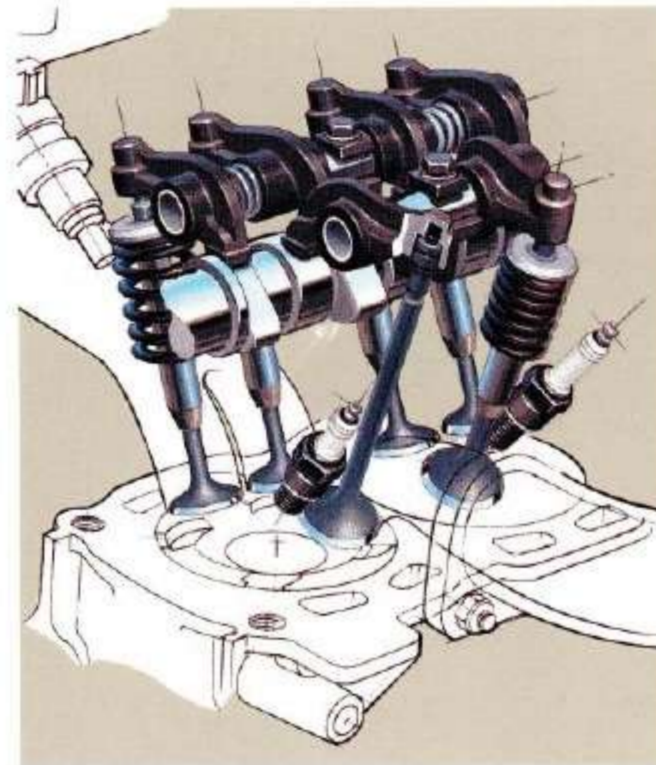
3-VALVE INDUCTION AND TURBOCHARGING

The 2.2 liter engine that powers Ford Probe is no ordinary 4-cylinder engine. This advanced - design powerplant utilizes three valves per cylinder — two for intake, one for exhaust — to enhance power and efficiency.

The intake and exhaust valves are positioned oppositely in a free-breathing crossflow cylinder head and operated by an overhead camshaft. The fuel/air mixture, compressed in a multispherical combustion chamber, is ignited by a spark plug located near the center of the cylinder head to optimize the combustion process.

The two intake valves, with a combined area larger than one bigger valve, provide higher fuel/air intake efficiency and higher power output. And because each valve is lighter, valve inertia is lower, allowing for faster reaction to the overhead camshaft to produce engine rpm more quickly.

The 2.2 liter engine is equipped with multi-port electronic fuel injection (EFI) for precise fuel metering and smooth running. The EFI system is governed by an 8-bit digital microprocessor. This computer,



with its high input capability and memory, can control fuel/air distribution and combustion in response to a wide variety of factors affecting performance, instantaneously fine-tuning the engine to the requirements of the moment under all operating conditions.

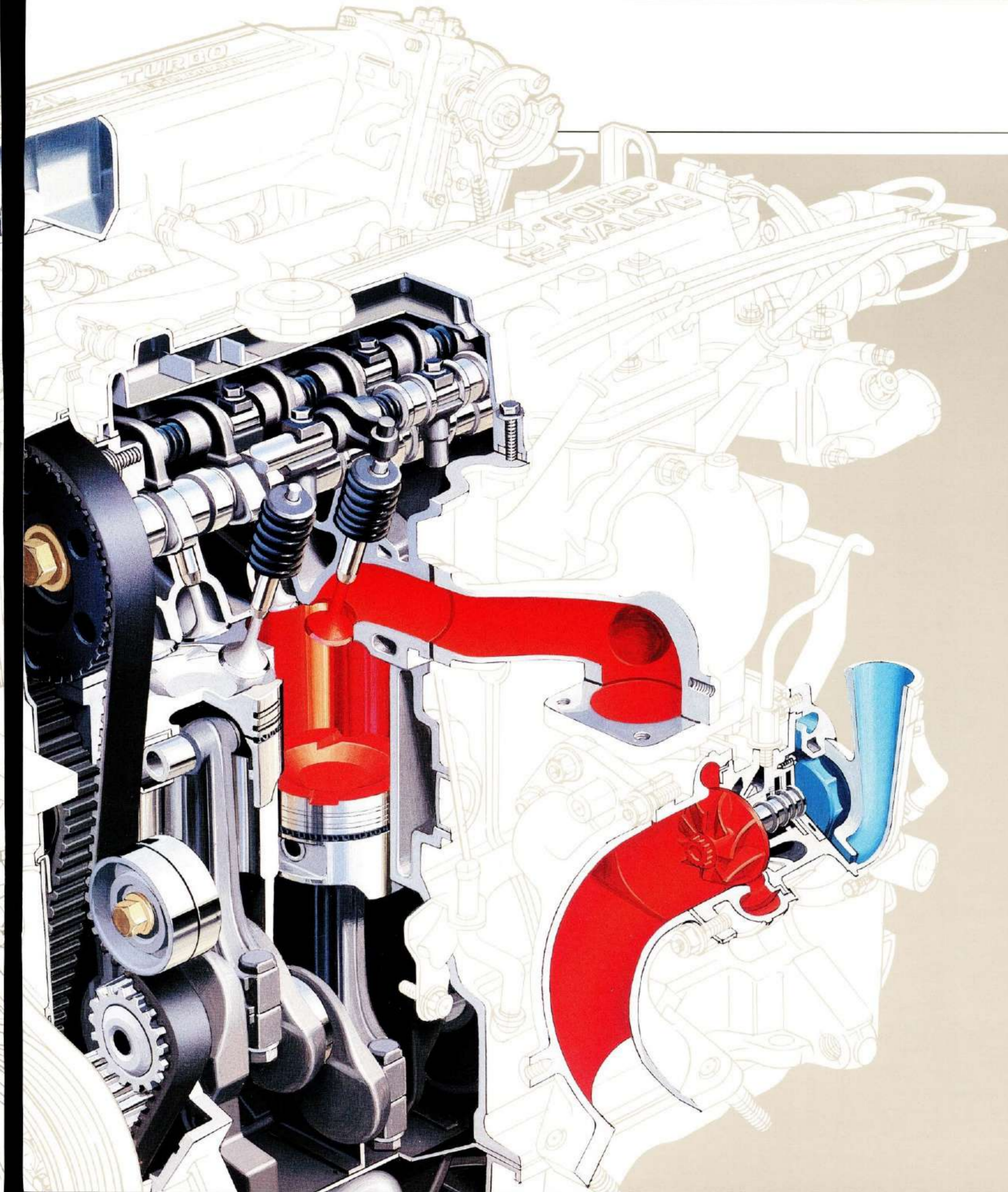
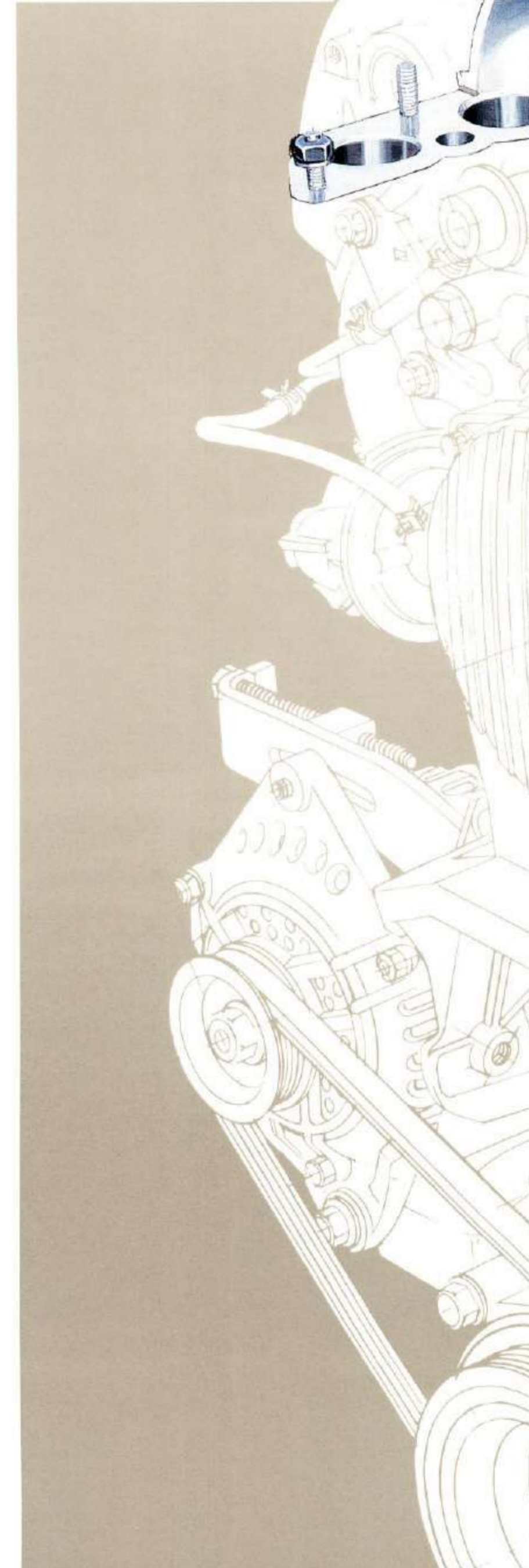
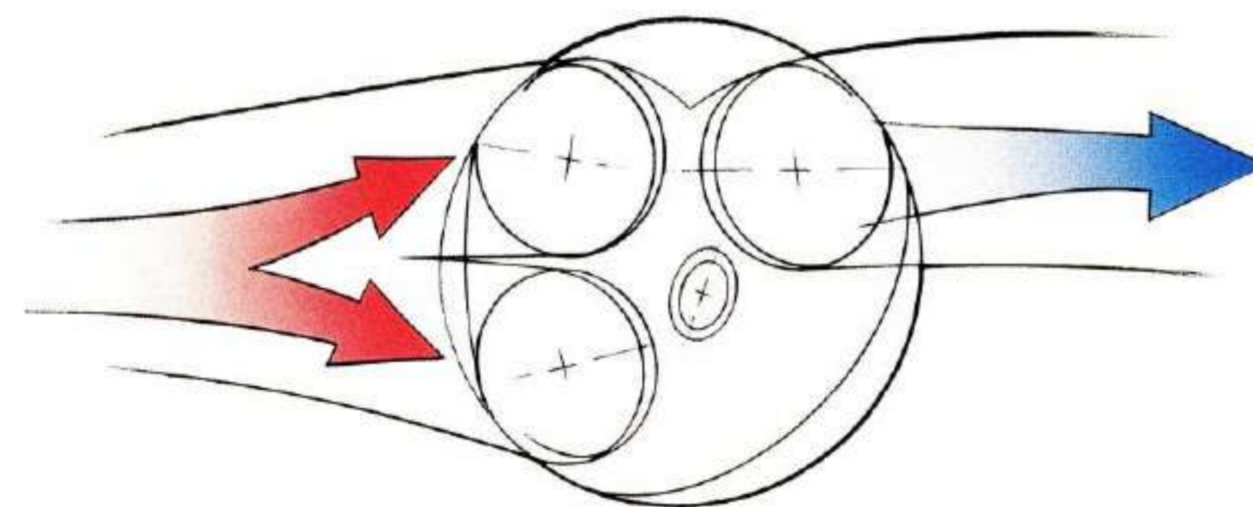
Turbocharged air induction in Probe GT takes the 2.2 liter 12-valve engine into the arena of high-performance motoring. The turbocharger is basically an air pump. Exhaust gas spins the turbine wheel, which is connected to the compressor that increases the pressure and volume of the air intake.

Probe's water-cooled turbocharger, one of the most advanced in design, features an innovative turbine wheel

shape and lightweight compressor blades for responsive high-speed pressurizing of the intake air. The result is on-demand boost of power with virtually none of the spool-up lag typical of some turbos.

The air-to-air intercooler, a major performance component which not all turbo engines have, takes the pressurized air from the turbocharger and cools it, thereby increasing the density of the incoming charge. This denser air, containing more oxygen, can be mixed with a larger amount of fuel to generate more horsepower.

In a turbo engine, the turbocharging pressure must be carefully controlled to help maintain proper combustion pressure and prevent engine "knock." So the GT Turbo is equipped with an electronically controlled wastegate to vent excess boost, as well as an ignition system incorporating a knock sensor to control detonation of the fuel/air mixture. The engine's computer adjusts the ignition timing in accordance with the signal received from the knock sensor. Also, the engine's sophisticated electronics automatically compensates for the use of low- or high-octane fuel.



The 2.2L, a long-stroke engine, delivers responsive low- and mid-range torque.

3 valves per cylinder — 2 for intake, 1 for exhaust — improve fuel/air flow and power.

Crossflow design of intake and exhaust valves provides efficient path for fuel/air flow.

The cylinder design is multispherical with the spark plug located near the center of the dome. Aluminum pistons are steel-reinforced for strength.

Multi-port electronic fuel-injection system, controlled by an 8-bit digital microprocessor, provides precise fuel metering and smooth running.

The 2.2 liter turbocharged engine features innovative turbine wheel shape and lightweight compressor blades for virtually on-demand boost of power.

The turbo engine is equipped with a turbo boost wastegate and a knock sensor, both controlled by computer.

The intercooler, which not all turbo engines have, is a major performance component in Probe GT's turbocharging system.

FORD STEREO SYSTEMS

The quality of Ford audio technology comes through with clear stereophonic fidelity for your listening enjoyment in the new Probe sport coupe.

The Ford Electronic AM/FM Stereo Radio is standard in every Probe series. It delivers 20 watts of power and has full electronic tuning, including the Seek feature (with local/distance control) in which the tuner automatically selects and holds the next listenable station up or down the broadcast frequency band.

Eighteen preset station memory settings (6 AM/12 FM) provide personal programming with instant recall. Other features include separate bass and treble controls, front/rear fader control, left/right balance control, and stereo/mono blend.

To this standard stereo unit you can add the optional Premium Sound System, which has a power amplifier with up to 80 watts of power, premium speakers, internal power amplifier equalization, and a dynamic range of 70 dB.

The optional Electronic AM/FM Stereo Radio with Cassette Tape Player includes all the features of the standard stereo radio and the Premium Sound



System. Plus the auto-reverse cassette player with Dolby® B noise reduction and locking fast/forward and rewind. A power antenna is also included.

Available with the stereo radio/cassette player is the Ford Compact Disc Player with its outstanding clarity and dynamic range. Direct automatic loading, a locking door that prevents the accidental loading of a second disc, automatic and manual search modes, a digital display showing track number or elapsed playing time, and a fifth speaker with a specially designed enclosure chamber sub-woofer for improved bass response — these are some of the features of this state-of-the-art sound system from Ford.

Dolby® is a registered trademark of Dolby Laboratories Licensing Corp.

Top: Electronic AM/FM Stereo Radio with four speakers, standard in all Probe series (may be deleted for credit in Probe GL). Optional Premium Sound System available.

Center: Electronic AM/FM Stereo Radio with Cassette Tape Player, Premium Sound System and Power Antenna.

Bottom: Electronic AM/FM Stereo Radio with Cassette Tape Player, Bi-amplified Premium Sound System with Sub-woofer Speaker and Amplifier, Compact Disc Player, and Power Antenna.

SAFETY AND OWNER BENEFITS

Ford Motor Company strongly encourages all passengers to use their safety belts. Ford urges the use of child and infant restraints. Ford's easy-to-install Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. If a child restraint requires a top- tether, Probe provides for attachment of an anchor at each rear seating position.



FORD LIFEGUARD DESIGN SAFETY FEATURES

Vehicle operation

- Split service hydraulic brake system with warning light
- Corrosion-resistant brake lines
- Flash-to-pass headlamps
- Turn indicator lever with lane-changing signal feature
- Hazard warning flasher
- Backup lamps
- Side marker lamps
- Parking lamps coupled with headlamps
- High-mount stop lamp
- Two-speed or variable-speed windshield wipers
- Fluidic windshield washers
- Dual outside rearview mirrors
- Glare-reduced instrument panel, windshield wiper arms and windshield pillars
- Uniform transaxle shift quadrant with safety starting switch (on all cars equipped with automatic transaxle)
- Continuously variable control illumination intensity (instrument cluster lighting)
- Safety hood latch system
- Responsive windshield de-icer system
- Tamper-resistant (non-reversing) odometer
- 55-mph highlighted speedometer (on cars with analog speedometer)
- Inertia shut-off switch for electric fuel pumps

Occupant protection

- Safety-designed front end structure
- Safety-designed roof structure
- Steel-guard rails in side doors
- Safety-designed door hinges
- Integral front lap and shoulder belts with automatic retractors
- Visual and audible safety belt fastening reminders for the driver's seat
- Lap belts with retractors for rear seat occupants
- Energy-absorbing steering column and steering wheel

- Energy-absorbing armrests and safety-designed door handles
- Energy-absorbing instrument panel with padding
- Energy-absorbing sun visors
- Energy-absorbing front seat back tops
- Self-locking front seat back latches
- Head restraints for front occupants
- Safety glove box latch
- Impact-absorbing laminated safety glass windshield
- Flame resistant interior materials
- Safety-designed coat hooks
- Safety-designed radio control knobs and push buttons

5 MILE-PER-HOUR BUMPERS

Ford Probe has impact-resistant front and rear bumpers that meet the damageability requirements of the Federal Bumper Standard at 5 mph (exceeding the Standard's 2.5 mph requirement).

6-YEAR/60,000-MILE POWERTRAIN WARRANTY

Ford's powertrain warranty covers all cars for 6 years or 60,000 miles, whichever comes first. This limited warranty covers major powertrain components. Certain restrictions and deductibles apply. Ask your dealer for a copy.

6-YEAR/100,000-MILE CORROSION WARRANTY

Probe's corrosion warranty coverage for body panel rust-through is 6 years or 100,000 miles, whichever comes first. See your Ford Dealer for details and a copy of this limited warranty.

SCHEDULED MAINTENANCE

Here are some examples of scheduled maintenance intervals for the 1989 Probe. For complete maintenance recommendations, refer to the Maintenance Schedule and Record Log.

Engine oil change	each 7,500 miles or 6 months (5,000 miles or 6 months for turbo engine)
Spark plug change	each 30,000 miles
Air filter replacement	each 30,000 miles
Engine coolant replacement	each 30,000 miles or 3 years



Participating Ford Dealers offer the Lifetime Service Guarantee, which guarantees their customer-paid work on your new or used Ford vehicle for as long as you own it. A covered repair is paid for once. If it ever has to be fixed again, the repairing dealer will fix it free. Ask to see this limited warranty when you visit your participating Ford Dealer.



Optional Ford Extended Service Plans cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your Ford Dealer has full details.



Genuine Ford and Motorcraft original equipment replacement parts meet the same high standards as those installed in production.



Ford Motor Credit Company is interested in helping to fill the transportation needs of every qualified buyer of a Ford product. A participating dealer can arrange financing terms or a Red Carpet Lease® tailored to your circumstances.

Ford-paid repair programs after the warranty period

Sometimes Ford Motor Company offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls.

Technical service bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues technical service bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later.

For more information...

Ask Ford Motor Company or your Ford or Lincoln Mercury-Merkur Dealer about Ford-paid repair programs and/or TSBs relating to your vehicle.

To get copies of these materials for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:

Ford Customer Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address, year, make, model and vehicle identification number, as well as engine size.

Options availability

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

Product changes

Ford Division reserves the right to change product specifications at any time without incurring obligations.

"Ask your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. See your dealer for up-to-date information.

PREFERRED EQUIPMENT PACKAGES*

	GL		LX		GT	
	250A	251A	252A	253A	260A	261A
S = Standard in Package O = Separate Option						
LH remote mirror, RH manual adjustable convex mirror	S					
Deluxe cloth seat trim	S	S				
All-vinyl door trim	S	S				
Protective bodyside moldings (accent stripe in LX)	S	S	S	S		
Concealed/retractable halogen headlamps	S	S	S	S	S	S
Reclining front bucket seats	S	S	S	S	S	S
Driver-side vertical height adjustment	S	S	S	S	S	S
50/50 split fold-down rear seats	S	S	S	S	S	S
Electronic digital clock (integral with radio)	S	S	S	S	S	S
Cargo area cover (hinged and removable)	S	S	S	S	S	S
Side window demisters	S	S	S	S	S	S
Heavy-duty maintenance-free battery	S	S	S	S	S	S
Sports analog instrumentation: tachometer; engine temperature, oil pressure, fuel level and ammeter gauges; turbo boost gauge (GT only); odometer and trip odometer	S	S	S	S	S	S
Electronic AM/FM stereo radio (may be deleted for credit in GL)	S	S	S	S	S	S
Dual electric remote mirrors		S	S	S	S	S
Tilt steering column/instrument cluster		S	S	S	S	S
Interval windshield wipers and mist function		S	S	S	S	S
Light group: glove box light, under-hood light, fade-to-off dome lamp, headlamps-on alert		S	S	S	S	S
Luxury cloth seat trim			S	S		
Vinyl door trim with cloth inserts, map pockets			S	S		
Driver seat adjustment for tilt, lumbar support, side bolsters, articulated headrest			S	S	S	S
Passenger seat lumbar support, articulated headrest, under-seat storage			S	S	S	S
Plusher luxury floor carpeting			S	S	S	S
Map light in overhead console			S	S	S	S
Full console with folding armrest, storage bin, lighted ashtray, and rear footwell illumination			S	S	S	S
Remote liftgate release			S	S	S	S
Remote inside fuel filler door release			S	S	S	S
Electronic instrument cluster: digital readouts for speedometer, odometer, trip odometer; graphic analog readouts for tachometer, engine temperature, oil pressure, ammeter, fuel level				S		
Vehicle maintenance monitor with "speed alert" feature (readouts in electronic instrument cluster)				S		
Electronic control air conditioner with pushbutton controls				S		S
Passenger side "walk-in" feature (to rear compartment)				S		S
Power driver seat adjustment (6-way)				S		S
Leather-wrapped steering wheel and shift knob				S		S
Rear wiper/washer				S		S
Illuminated entry system				S		S
Power windows				S		S
Trip computer: displays for average fuel economy, instantaneous fuel economy, distance to empty, average speed, elapsed travel time, distance to destination, time to destination, English/metric conversion				S		S
Aero design protective cladding with integral rocker panel moldings/spats and bodyside moldings					S	S
Unique front fascia with fog lamps					S	S
Unique rear end treatment with two-tone spoiler					S	S
Sport cloth seat trim					S	S
Vinyl door trim with carpeted lower sections, map pockets					S	S
Anti-Lock Brake System (ABS)						S
Vehicle maintenance monitor without "speed alert" feature (lighted display in overhead console)						S
Tinted glass — complete	O	S	S	S	S	S
Rear window defroster	O	S	S	S	S	S
Aluminum wheels with 14-in. Goodyear Eagle GT + 4 handling tires	O	O	O	O		
Electronically controlled 4-speed automatic overdrive transaxle	O	O	O	O		
Air conditioner with manual controls	O	O	O		O	
Electronic AM/FM stereo radio with premium sound system	O	O	O		O	
Electronic AM/FM stereo radio with cassette tape player, premium sound system, power antenna	O	O	O	S	O	S
Electronic AM/FM stereo radio with cassette tape player, premium sound system, digital compact disc player, 5th subwoofer speaker, power antenna		O	O	O	O	O
Speed control		O	O	S	O	S
Power door locks		O	O	S	O	S
Flip-up open air roof			O	O	O	O

*Each of Probe's three series offers two Preferred Equipment Packages. Select the package which contains the features you want; add separate options of your choice. See SPECIFICATIONS charts on page 29 for other standard features.

SPECIFICATIONS

Probe GL and LX

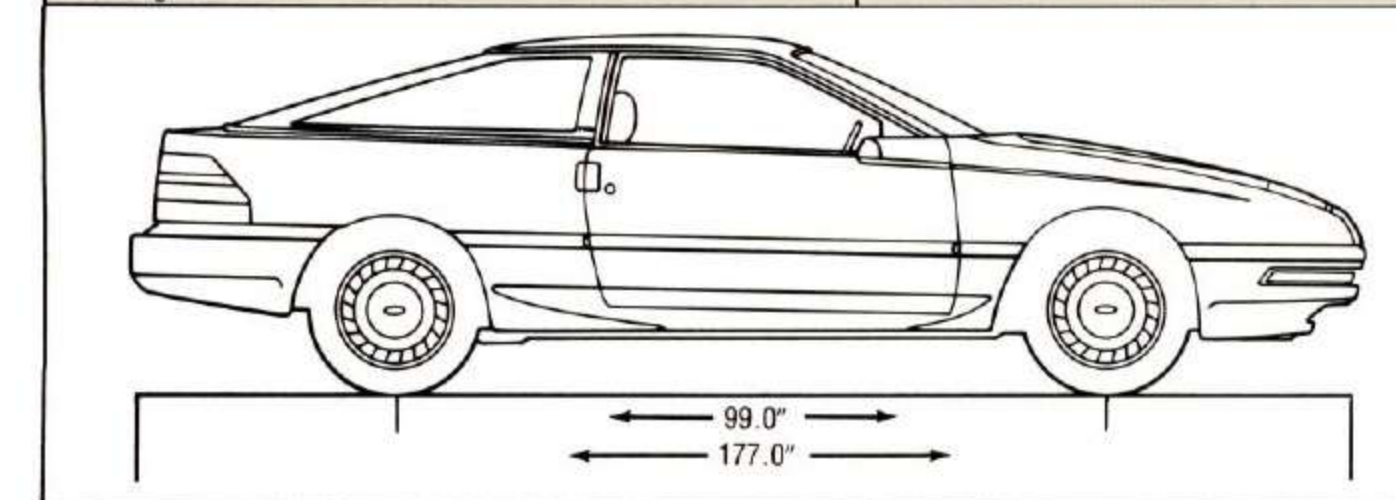
Drivetrain	Front-wheel drive
Engine type	2.2 liter 12-valve in-line 4-cylinder
Compression ratio	8.6:1
Induction system	Multi-port electronic fuel injection
Horsepower, SAE net	110 @ 4700 rpm
Torque, SAE net	130 @ 3000 rpm
Coefficient of drag (Cd)	0.304
Transaxle	Standard 5-speed manual overdrive Optional electronically controlled 4-speed automatic overdrive
Clutch	Single plate
Front suspension	Independent, MacPherson strut/coil springs, asymmetrical lower control arms, stabilizer bar
Rear suspension	Independent, strut/coil springs, 4-bar with single trailing arm, stabilizer bar
Steering	Power rack-and-pinion, 17.1:1 ratio
Turning diameter (curb-to-curb)	34.2 ft.
Brakes	Power front disc/rear drum
Wheel covers	Standard deluxe (GL); luxury (LX)
Wheels/Tires	Standard steel wheels with P185/70SR14 BSW steel-belted radials Optional aluminum wheels with P185/70HR14 BSW Goodyear Eagle GT + 4 steel-belted radials

Probe GT

Drivetrain	Front-wheel drive
Engine type	2.2 liter 12-valve in-line 4-cylinder with turbocharger and intercooler
Compression ratio	7.8:1
Induction system	Multi-port electronic fuel injection
Horsepower, SAE net	145 @ 4300 rpm
Torque, SAE net	190 @ 3500 rpm
Coefficient of drag (Cd)	0.309
Transaxle	5-speed manual overdrive
Clutch	Single plate, performance
Front suspension	Independent, MacPherson type with handling components package including higher-rate springs, stiffer bushings, larger stabilizer bar; computerized automatic adjusting nitrogen gas-pressurized struts
Rear suspension	Independent, strut/coil springs with handling components package including higher-rate springs, stiffer bushings, larger stabilizer bar; computerized automatic adjusting nitrogen gas-pressurized struts
Steering	Computerized speed-sensitive, variable-assist power rack-and-pinion, 17.1:1 ratio
Turning diameter (curb-to-curb)	34.2 ft.
Brakes	Power 4-wheel discs standard; Anti-Lock Brake System available
Wheels	15-in. aluminum
Tires	P195/60VR15 BSW Goodyear Eagle speed-rated performance steel-belted radials

Measurements

Wheelbase	99.0"
Length	177.0"
Height (design load weight)	51.8"
Width	67.9"
Front tread	57.3"
Rear tread	57.7"
Cargo volume (cu. ft.)	Rear seat up: 11.9 Rear seat down: 40.7
Fuel capacity (gal.)	15.1
Passengers	4



COLORS AND TRIMS

Probe GL and LX

Interior Trim Colors	Exterior Paint Colors			
	Regatta Blue	Scarlet Red	Medium Grey	Sandalwood
X	X	X	X	Black
X	X	X	X	Oxford White
X	X	X		Signal Red
X	X	X		Bright Red Clearcoat Metallic
X	X	X		Deep Titanium Clearcoat Metallic
X	X	X		Silver Clearcoat Metallic
X			X	Medium Sandalwood Clearcoat Metallic
X			X	Light Sandalwood Clearcoat Metallic
X		X		Dark Shadow Blue Clearcoat Metallic
X				Bright Blue Clearcoat Metallic

Probe GT

Interior Trim Colors	Exterior Paint Colors		
	Scarlet Red	Medium Grey	Sandalwood
X	X	X	Black
X	X	X	Oxford White
X	X		Signal Red
X	X		Crystal Clearcoat Metallic
X	X		Deep Titanium Clearcoat Metallic
X	X		Midnight Garnet Clearcoat Metallic

Some of these paint and trim colors are shown in this catalog. On the printed page, of course, colors are at best only representative of the originals. Your Ford Dealer can show you actual samples of the exterior paint and interior trim colors presented above.



P R O B E

