

1986

While the SVO was ultimate third the expected for 1984 and 1985 respectively, so would be its last buyer reasoned why



hailed by many as the generation Mustang, it wasn't commercial success. Sales were 4,508 and 1,954 units, management decided 1986 year. The typical Mustang pay extra for the SVO when

similar performance could be found in the High Output 5.0 liter engine with its new for '86 sequential port fuel injection. That addition, however, dropped power to 200hp. The HO was available with either five-speed manual or four-speed automatic transmission.

Other engine modifications included redesigned cylinder heads; a strengthened block, and better water pump. The rear was upgraded to an 8.8-inch integral carrier unit brought over from Ford's full-size cars. Other practical improvements included single-key locking system; more sound deadening materials, and a longer anti-corrosion policy.

The model line-up was simplified -- LX Mustangs could be had in either two-door, three-door or convertible and the GT in either hatchback or convertible. Beside minor trim and color changes, styling remained basically the same. A federally-mandated extra brake light was added to the rear deck, centered just below the spoiler. The GT received ten-hole alloy wheels and, hood graphics, a no-charge option, could be deleted. The rear-wing spoiler for hatchbacks was another no-cost option.

1986 production reached 224,410 units comprised of 83,774 sedans; 22,946 convertibles, and 117,690 three-door hatchbacks. Prices ranged from \$7,420 for the basic two-door, \$7,974 for the base hatchback and \$13,214 for the standard convertible; to \$111,102 for the GT hatchback and \$14,945 for the GT convertible; to \$15,272 for a two-door SVO. In their last year, SVOs accounted for 3,382 cars sold.