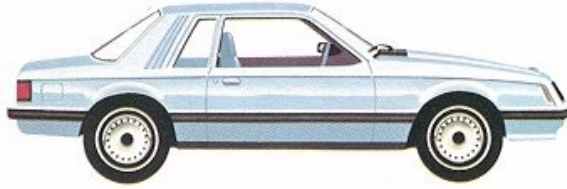


1982



Ford heralded... **The** was, except it was Mustang GT --

return after 13 years and replacing the Cobra and the Ghia. The GT's 302ci V-8, called the 5.0 liter "High Output" (HO) engine, was re-introduced bringing with it 157 horses. While available as an option on any Mustang, it was standard issue for the GT.

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Performance was up, thanks to a higher lift camshaft; double-roller timing chain; a larger two-barrel carburetor; four speed manual overdrive transmission; a Traction-Lok rear end; power brakes and steering; a "handling suspension" that included traction bars, plus 14-inch cast aluminum alloy wheels. TRX wheels, tires and suspension were an option. The remainder of the engine lineup was a carryover from preceding years, with the exception of the 4.2 liter V-8 with automatic transmission that got a fuel-saving lockup torque converter in all three forward gears.

In keeping with its "Euro" look, management decided to likewise revise the nomenclature and classify Mustang models with the initials "L," "GL," "GLX" and, of course the old standby "GT," in upwardly pricey and option-rich order. The GLX was equal to the Ghia and the GT was the equivalent of the Cobra.

The GT also came with a redesigned grille; forward facing non-functional hood scoop; the Pace Car's lowered air dam with a pair of fog lights, and a rear spoiler. Exterior color choice was limited to black, red or metallic silver with red or black interiors. Black paint or trim and blacked-out treatment inside and out, coupled with optional Recaro seats, heightened the appearance and feel of performance and sportiness. A larger gas tank (15.4 gallons), wider wheels and tires, and a remote control left-hand mirror were standard items.

The sales slump that battered Detroit since 1979 bottomed out in 1982 and Mustang held it own with 130,418 units manufactured. Six models with their new suffixes presented a varied selection in terms of prices, also. The two-door L sedan retailed for \$6,345; the two-door GL for \$6,844; the GL hatchback for \$6,979; the two-door GLX for \$6,980; the GLX hatchback for \$7,101, and the GT hatchback for \$8,397. Toss in the T-roof option at \$1,021 as well as other accessories and the price was knocking at the \$10K level, almost four times the ponycar's original price nearly two decades before.