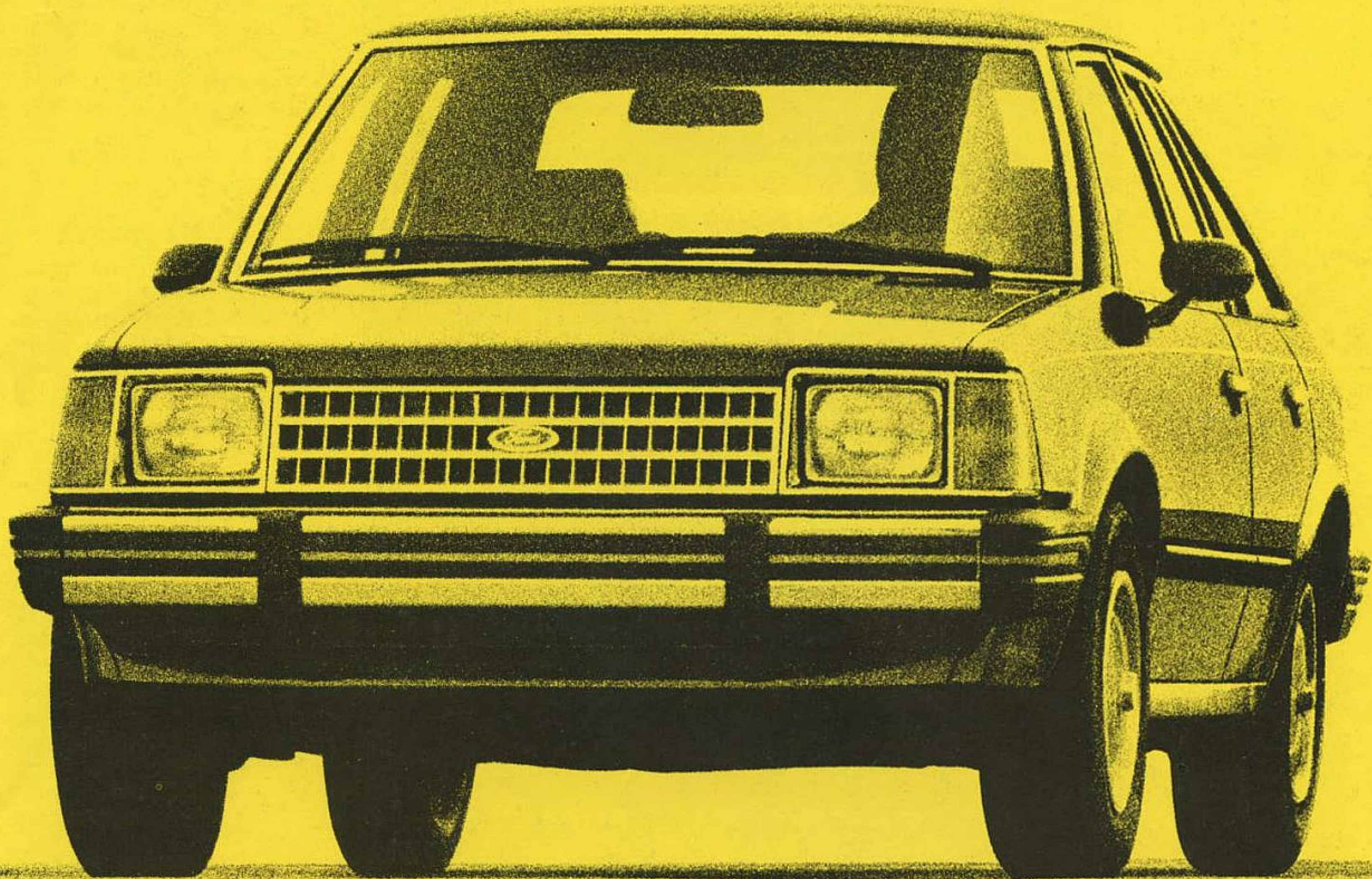


1984 Ford Escort



At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer—of you—sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.

Donald E. Petersen
President
Ford Motor Company

Ford Escort GT & Turbo GT*

These two models are designed to handle the demands of the more "exuberant" driver. Available in 2-Door Hatchback only.

*Available February, 1984.



Ford Escort LX

The LX was created in the touring sedan tradition with comfortable appointments and special handling components. Available in 4-Door Hatchback and Wagon models. (See your Ford Dealer for LX Wagon availability).



Ford Escort GL

Escort GL includes many comfort/convenience items that make driving the World Car a pleasure. Available in 2-Door and 4-Door Hatchback, and Wagon models.



Ford Escort L

The standard Escort is perfect for those buyers seeking a high level of standard equipment without high cost. Available in 2-Door and 4-Door Hatchback, and Wagon models.

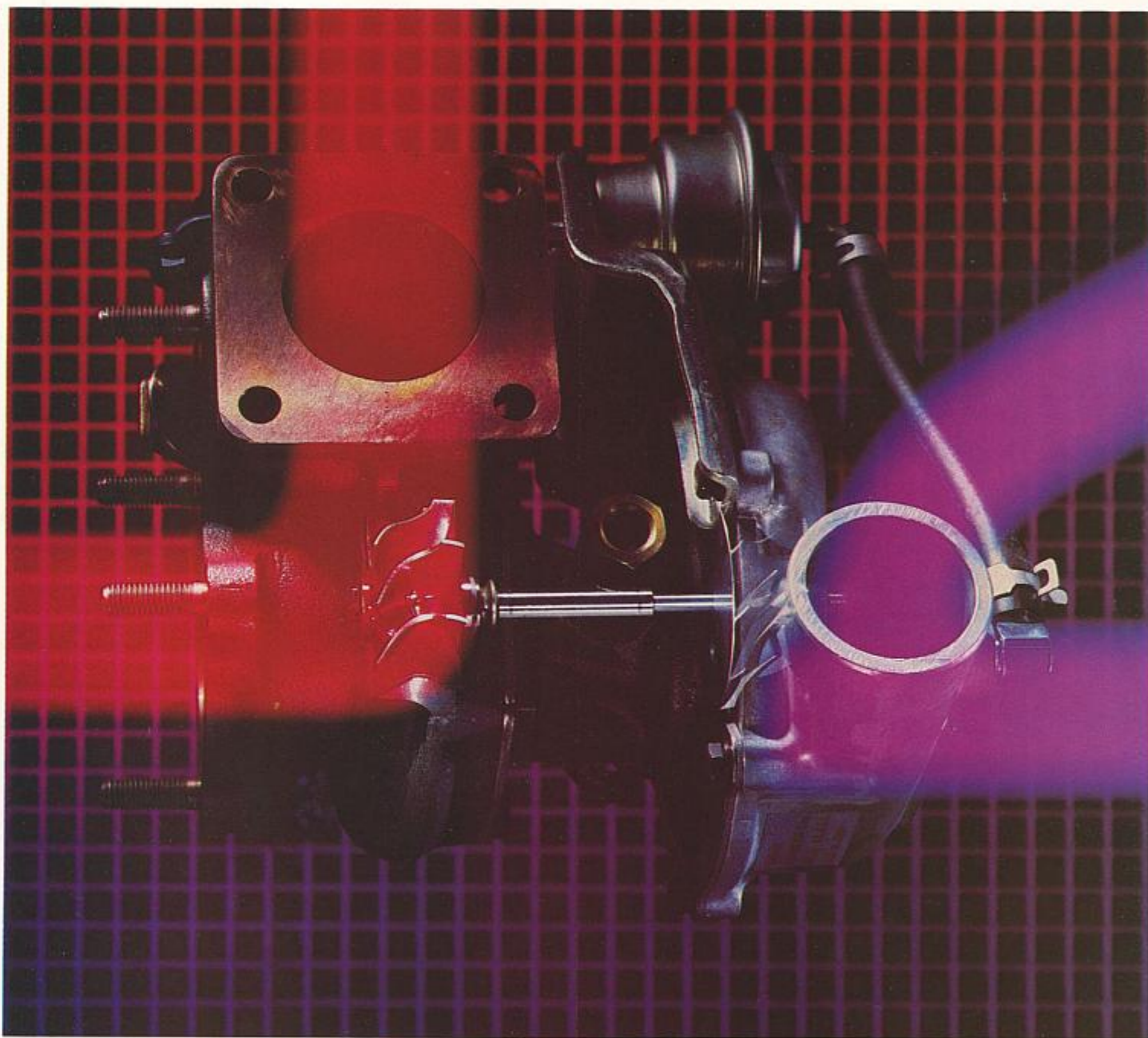


Table of Contents

Power & Efficiency	4-5
Ride & Handling	6-7
The Ford Escort Environment	8-9
Quality & Workmanship	10-11
Finish & Serviceability	12-13
Ford Escort GT & Turbo GT	14-15
Ford Escort LX	16-17
Ford Escort GL & L	18-19
Ford Features, Options & Colors	20-21
Safety Features, Measurements, Powerteams, Scheduled Maintenance & Gas Mileage	22-23

A word about this catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.



Power & Efficiency

EEC-IV: the world's most advanced onboard automotive computer

The new EEC-IV computer control module (used on 1.6L EFI and Turbo engines) is a fourth generation, state-of-the-art, micro-processor-based engine control system capable of processing thousands of operations per second. EEC-IV instantly adjusts the air/fuel mixture and ignition timing for quick cold starts. On the road, it senses by the millisecond what the car is being asked to do, then balances the air/fuel mixture and timing for



Ford's new EEC-IV computer provides precise and instantaneous control over vital engine functions.

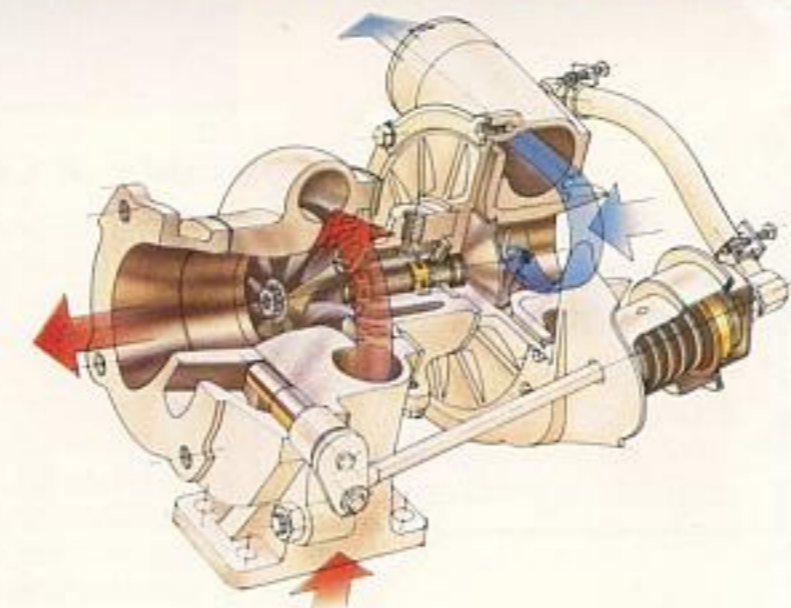
optimum power, response and efficiency.*

Turbocharging provides two major benefits

Turbocharging is one answer to the problem of obtaining power and efficiency and it provides two major benefits. Under normal driving circumstances, the turbo efficiently remains at idle, contributing to fuel savings. But when a surge of power is required, say for passing, pressing down on the accelerator brings the turbo into action for instantaneous response.

Turbocharged power: Escort Turbo GT**

The Turbo GT's engine is an efficient, high-performance, cross-flow head, overhead cam four-cylinder. It displaces 1.6 liters and has a compression ratio of 8.0 to 1. It has five main bearings, forged aluminum pistons, high-temperature alloy valves, oil cooler and tuned intake manifold. The

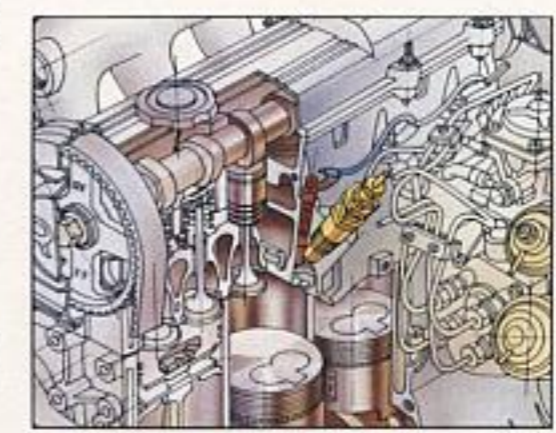


Turbocharging: Hot exhaust gases (red) turn the turbine wheel to power the compressor. Outside ambient air (blue) enters the compressor and is blown through the induction system to the combustion chambers.

port-type fuel injection system, fed by an electric fuel pump, injects a precisely controlled amount of fuel into the intake port just ahead of the intake valve. A "blow-through" turbocharger is positioned upstream from the injectors and throttle plate. Unlike other turbocharging arrangements, a "blow-through" system pressurizes on demand, to deliver crisp, immediate throttle response.

2.0L diesel engine

This new optional engine is a true diesel, not a converted gasoline engine. Because it was designed as a diesel from the outset, a number of design innovations were built in. For instance, the cold start problem normally associated with most diesel engines was eliminated with an advanced glow plug system that provides 3-second wait-to-start capability at 0° F.



An advanced fuel conditioner system features a fine filtration water separator, flashing water level warning light on the instrument panel, and an easily accessible water drain for fast "do-it-yourself" draining. There's also a standard automatic fuel heater to prevent cold weather fuel waxing.

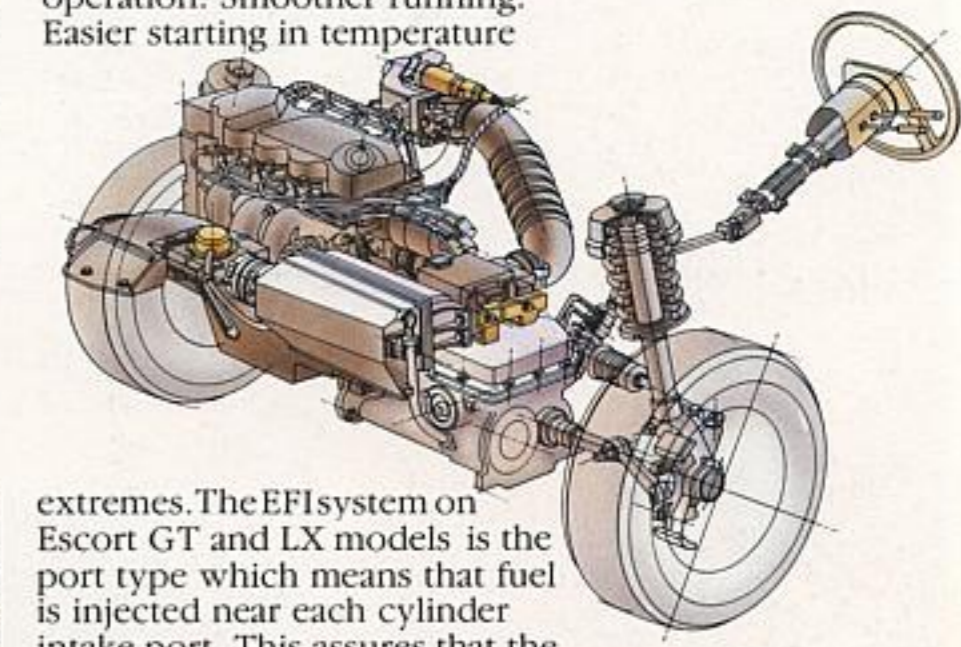
The optional diesel engine package, available on L and GL models, also includes added sound insulation, tachometer, trip odometer and temperature gauge.

And Escort's already high mileage ratings are even higher with the diesel.*

1.6L electronically fuel injected engine

Electronic fuel injection (EFI) provides a number of important advantages over a conventional carburetor, but the major advantage is the more efficient use of fuel.* High-pressure discharge from the fuel injectors also improves fuel distribution.

EFI means improved overall operation. Smoother running. Easier starting in temperature

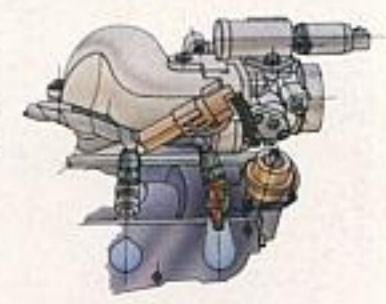


extremes. The EFI system on Escort GT and LX models is the port type which means that fuel is injected near each cylinder intake port. This assures that the fuel spray is evenly dispersed in the air drawn into the cylinder, maximizing the combustion process. The EFI engine is standard in LX and GT models.

1.6L HO and 1.6L Compound Valve Hemispherical Head (CVH) engines

Escort's high mileage* powerplants take advantage of hemispherically designed combustion chambers for high fuel efficiency and low exhaust emissions. By utilizing hemispherically shaped cylinder heads and domed piston crowns, the fuel/air mixture is forced to the center of the combustion chambers resulting in a more complete burn. Additionally, the spark plugs are placed near the center of the domed cylinder heads for efficient combustion.

*See Gas Mileage on page 23.
**Available February, 1984.



Electronic fuel injection provides precise fuel delivery for prompt start-up and good cold engine response.



Ride & Handling

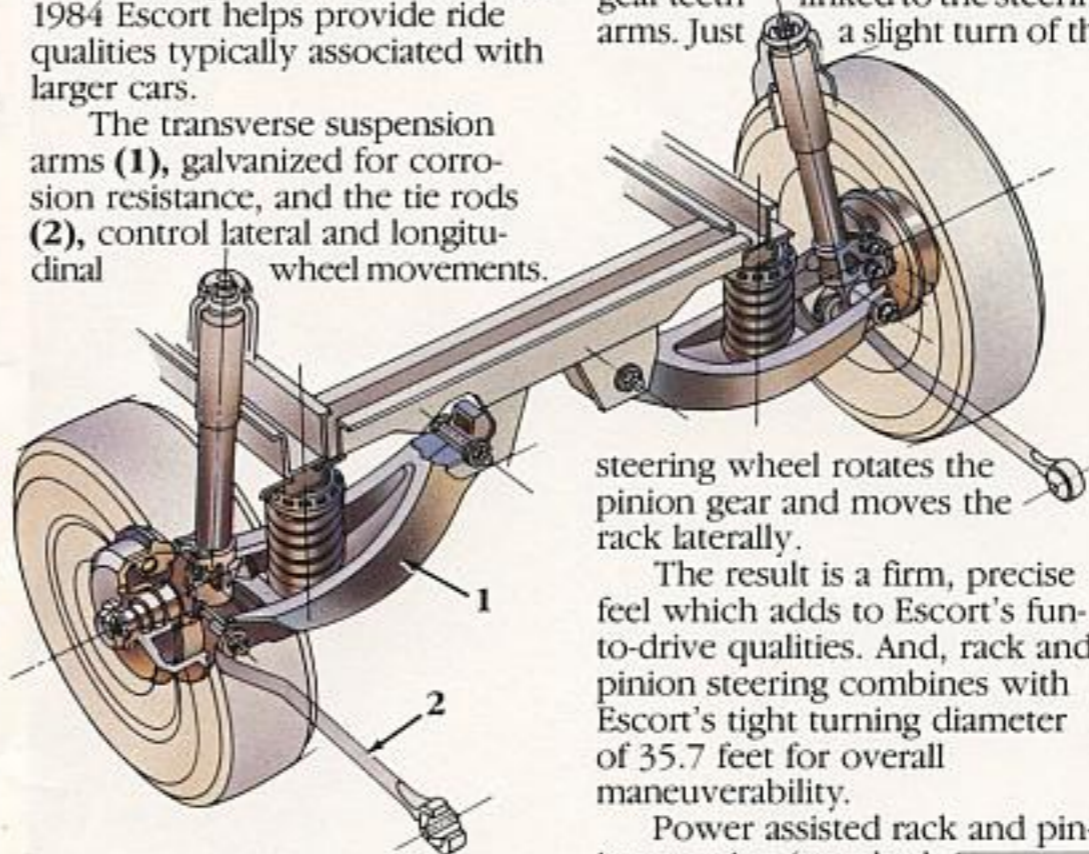
Smooth, comfortable, and precise

Those are the words that describe Escort's ride and handling characteristics. A big part of the credit goes to a four-wheel, fully independent suspension system.

Independent rear suspension (IRS)

The completely independent rear suspension system of the 1984 Escort helps provide ride qualities typically associated with larger cars.

The transverse suspension arms (1), galvanized for corrosion resistance, and the tie rods (2), control lateral and longitudinal wheel movements.



Compliant rubber bushings are used at all attachment points to reduce the effects of road shock transmitted to the body, and to help minimize noise transfer to the passenger compartment. And because there is no solid rear axle, unsprung weight at each wheel is reduced, improving ride and handling over rough surfaces.

MacPherson strut front suspension

The MacPherson design front suspension uses "zero scrub" geometry for the optimum in front wheel tracking. In zero scrub geometry, the strut (3) pivot axis intersects the road at the same point as the tire centerline.

The front suspension includes a stabilizer bar (4), linking the left and right forged lower suspension arms (5), to control body roll in tight turns.

Rack and pinion steering

The responsiveness of the Escort's rack and pinion steering is directly related to its simple, low friction design.

At the end of the steering column is a "pinion gear" (6), which engages a "rack" (7), of gear teeth linked to the steering arms. Just a slight turn of the

steering wheel rotates the pinion gear and moves the rack laterally.

The result is a firm, precise feel which adds to Escort's fun-to-drive qualities. And, rack and pinion steering combines with Escort's tight turning diameter of 35.7 feet for overall maneuverability.

Power assisted rack and pinion steering (standard on the Turbo GT) is available. The power assist provides easier maneuverability in tight parking or turning situations.

Split service diagonal braking system

The Escort's braking system has three major features: front disc/rear drum brakes; split service diagonal brake system; and proportioning valves in the master cylinder. The front discs are the "pin-slider" type designed to reduce brake drag. The split service hydraulic system connects the right front wheel to the left rear wheel and the left front wheel to the right rear wheel. Should one system fail, the other can bring the car to a smooth, even stop. The proportioning

valves sense weight distribution under braking and vary hydraulic pressure to the brakes accordingly.

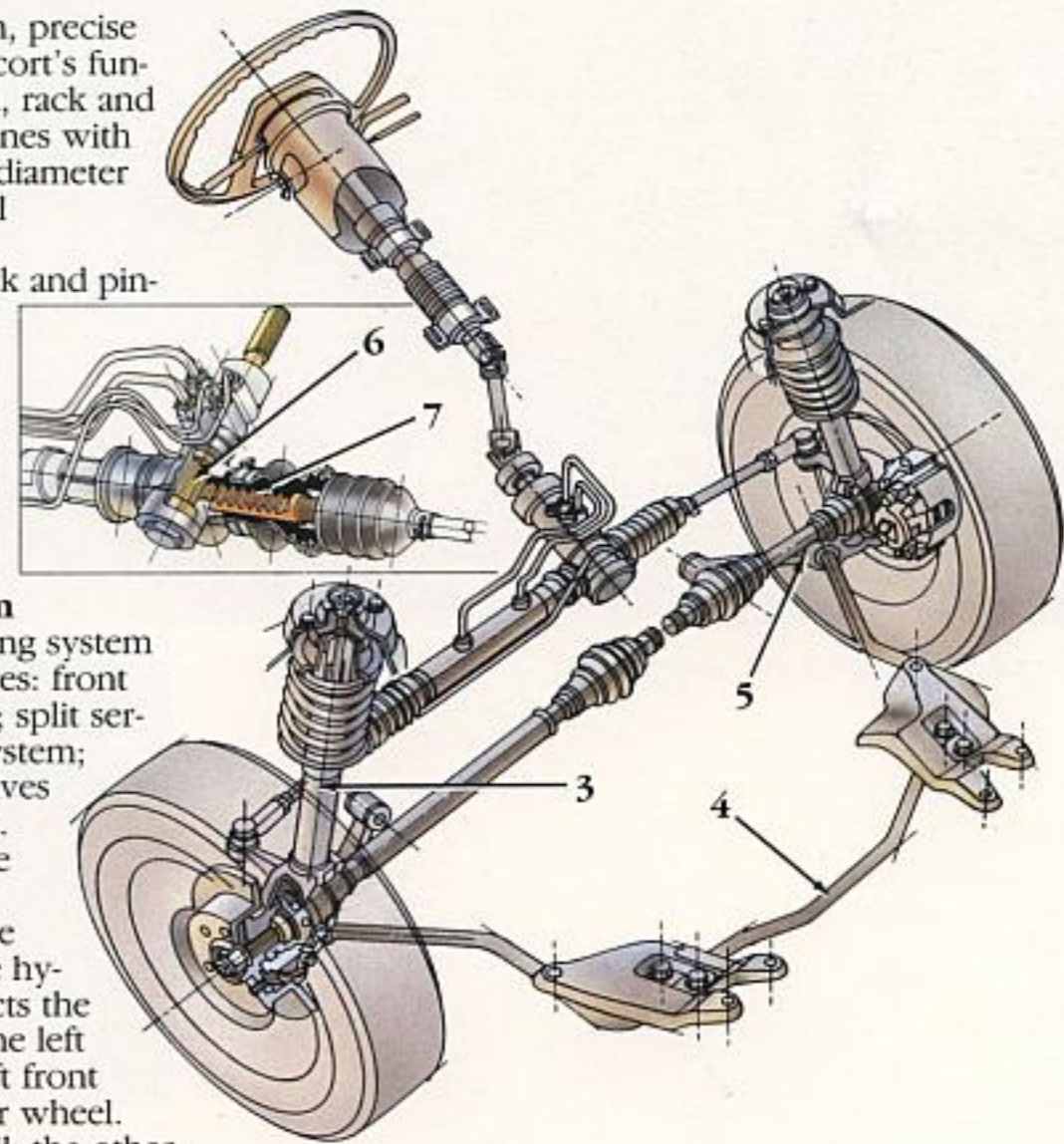
Reduced rolling resistance tires

Rolling resistance affects fuel economy. By reducing tire weight, increasing tire pressure and altering tread design and tire body compounds, rolling resistance can be substantially reduced for an overall improvement in fuel economy* and handling.

Airflow as a stabilizing force

Escort's aerodynamic shape does more than help the engine deliver excellent fuel economy. The steering and suspension systems benefit as well. Through careful fine-tuning of selected design areas, airflow is directed to reduce front-end lift for directional stability, and to reduce lift on the rear for cornering agility.

*See Gas Mileage on page 23.





Escort LX features all cloth bucket seats.



Escort Wagons provide a generous 58 cu. ft. of cargo space.



Fold one side down for longer loads and a rear passenger. Or, fold both sides and use all the cargo area. Escort's new dual fold split rear seat gives you a new kind of versatile convenience.

The Ford Escort Environment

Creating a car that is a pleasure to drive goes beyond engines, suspensions and steering components. A great deal of consideration must be given to the total driving environment.

Room and comfort for four

The Escort's roomy interior provides comfortable room for four passengers with the added



Escort's front bucket seats combine foam padding over a spring steel base with the warmth of cloth and the individual comfort of reclining seat backs.

convenience of a versatile passenger/cargo area.

The front bucket seats are body-contoured for comfortable support. The deep molded foam seat cushions ride on a sprung mat for flexible, yet solid support. High density inserts are used in the side bolsters for lateral support in sharp turns. Escort seats have all-cloth seating surfaces which breathe in

warmer weather and provide a measure of warmth in cooler weather. And the seat backs recline in all Escort models.

Variable passenger/cargo area

Another attribute of Escort interior design is versatility. With the rear seat up, the Escort provides room for four with more than 16 cu. ft. of cargo space. Fold down the rear seat and there's room for 26 cu. ft. of cargo. GL, LX, GT and Turbo GT have even more versatility with a dual fold split rear seat. Fold one side down for long cargo and still have room for a rear passenger. Or fold both sides down when maximum load space is required.

Attending to personal comfort

The well-equipped Escort attends to your personal comfort in many ways.

The electronic digital clock, standard in LX, GT and Turbo GT, is housed in a new overhead console that also contains the map and overhead lights, all within easy reach of driver and passenger. The side window demisters are built into either end of the new instrument panel.



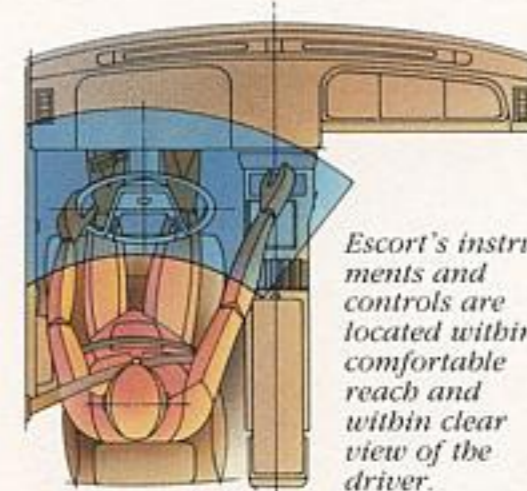
The newly incorporated side window demisters help keep the side windows free of condensation.

The remote locking fuel filler door has a tethered gas cap. An AM radio* with dual front speakers is standard in the GL, LX, GT and Turbo GT.

*May be deleted for credit.

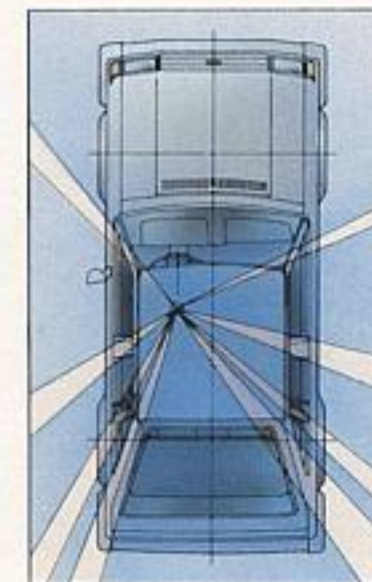
Ergonomics and the driver command center

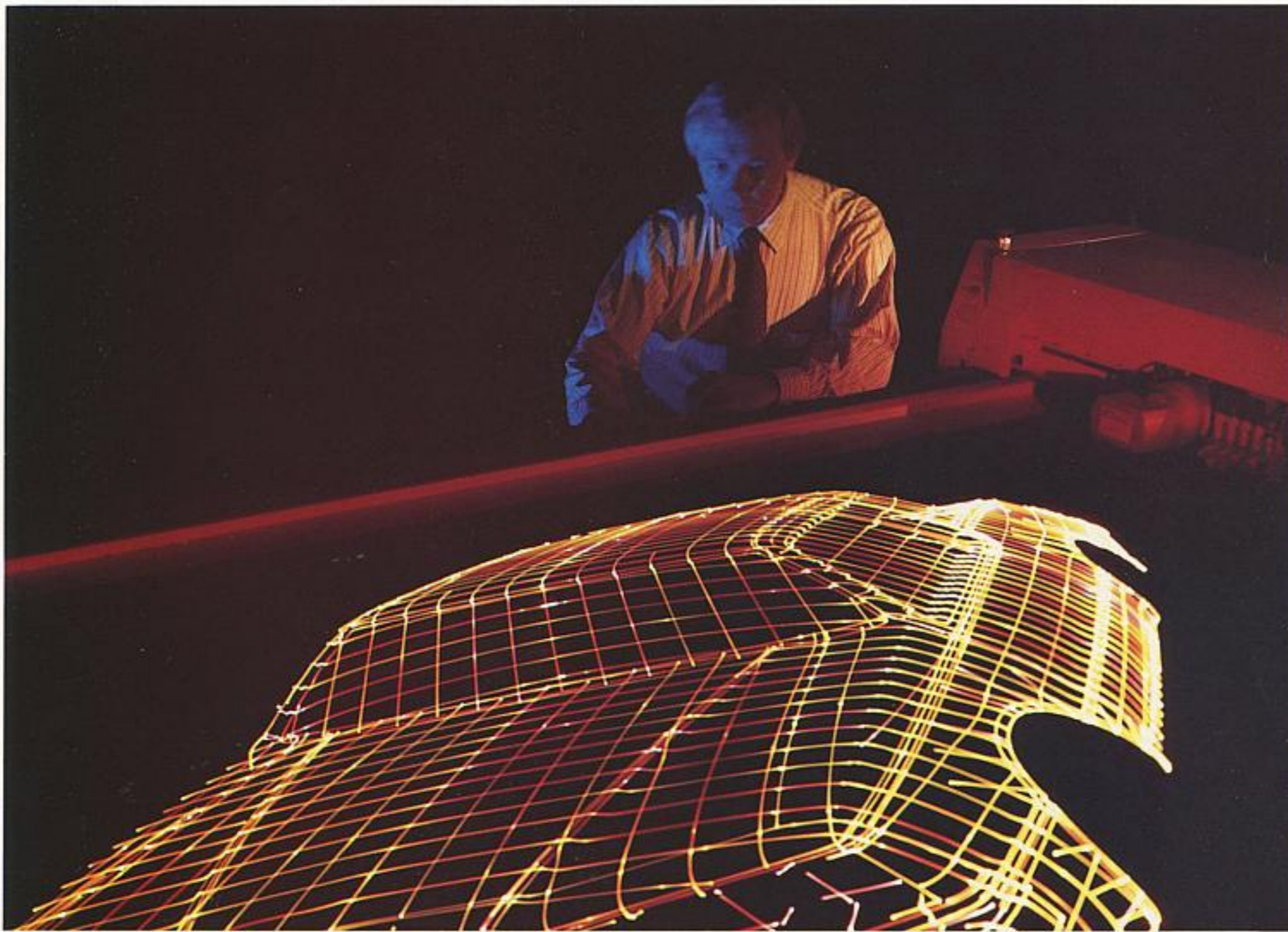
Ergonomics, simply defined, is the relationship of man to machine. In the Escort that relationship has been carefully developed to provide the best possible driving positions and to conveniently locate all controls. Instruments and warning lights are designed for optimum visibility and clarity. The new



Escort's instruments and controls are located within comfortable reach and within clear view of the driver.

driver-biased instrument panel is curved to angle controls and instruments toward the driver. Seat tracks with more than seven inches of travel and reclining seat backs mean a driver can find that "just right" position.





Quality & Workmanship

The best-built American cars

When we say "Quality is Job 1," we are talking about more than a commitment. We are talking about results. An independent survey concluded Ford makes the best-built American cars. The survey measured owner-reported problems during the first three months of ownership of 1983 cars designed and built in the U.S. The commitment continues for 1984.

Integrity of function is the top priority in the design and engineering of today's new generation of Ford cars.

A quality-built car like the 1984 Escort performs consistently to its high design and engineering standards.

Engines and transaxles deliver ample power and excellent fuel efficiency. Advanced front and rear suspension systems balance ride and handling demands. The interior is ergonomically designed for space-efficiency, comfort and convenience.

Aerodynamics and electronics contribute to functional quality as well. And Ford is a recognized world leader in both fields. Aerodynamics improves fuel economy and handling stability, while reducing wind noise. The EEC-IV microprocessor that monitors and controls engine operations is the world's most advanced onboard automotive computer.

Computer precision from design to assembly

Human ingenuity and computer technology are close partners in the design of Ford cars. Today, engineers are able to study a car's performance on computer screens, and with precision.

Computer graphics techniques like Finite Structural Analysis and Modal Analysis, for example, allow engineers to construct computerized mathematical models and simulate vehicle and component behavior as if under actual operating conditions.

In manufacturing, computer precision is applied to the designing and machining of tools. In assembly, computers

monitor and check engine performance on the line, validate electrical system componentry, and help ensure a more consistent paint application for finish quality.

Robots and lasers

Ford places great importance on the use of robotics to achieve high quality in manufacturing and assembly. Robots are programmed to provide



consistency and control to an extraordinary degree. Robots do exactly what the engineers specify. A car's numerous spot welds, for example, are done quickly, completely, with the accuracy the blueprints demand.

The laser is another advanced-technology tool that improves quality. Lasers provide accurate measurement of everything from engine castings to nuts and bolts and fasteners. They're also used in critical applications such as welding pins from an engine sensor to wire leads running to the electronic control module.

The ultimate test of quality

Ford cars are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades,



through corrosive salt baths.

They run the full course of demanding acceleration, cornering and braking maneuvers. They're also tested under controlled laboratory conditions to verify the quality of each component tested.

A bumper system that exceeds the requirements

Escort's bumpers are designed to help protect safety related systems — lamps and exhaust, for example — in the event of minor impact.

All Escorts are equipped with bumper systems that meet or exceed federal requirements.

Technology provides the means of progress. Dedicated people make it happen.

Quality at Ford is a team effort. Employee Involvement Groups in America alone total more than 1,100. Defect prevention, not merely defect detection, is the primary goal of all quality assurance efforts.

There are "durability--reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary concern is quality improvement after production gets under way.

From product planning to assembly and beyond, the quality of every Ford car is a



continuous concern. It's a commitment to quality that shows in the new Escort for 1984.



Finish & Serviceability

Corrosion protection

Ford takes tough measures to protect Escort against the damaging effects of corrosion. Galvanized steel is used in the forming of important underbody and structural parts such as wheelhousings and rocker panels.

Zinc-coated metal or pre-coated steel, featuring corrosion inhibitors, is used primarily in the hood, doors, fenders and quarter panels. And special treatments such as aluminum-filled wax and vinyl sealers are applied to selected areas of the body structure.

Lustrous paint finish

An essential ingredient in a quality final paint finish is the proper preparation of body sheet metal to assure adhesion of the primers.

The first step Ford takes to achieve this result is cleaning the entire body in a phosphate bath to remove dirt, grease and oil, and thoroughly prepare the surface for the paint coats to come.

The priming processes applied to Escort is called Electrocoating. It uses the bonding powers of electricity.

Electrocoat priming uses opposite electrical charges on the body and primer. As the body is immersed in the primer, the electrical attraction provides a thorough, even coat to all areas of the body. Two coats of primer are applied and heat-cured before the final paint coatings. The actual final finish consists of four full coats of enamel, applied and baked to produce Escort's deep lustrous finish. And all paint is computer-controlled for color match.

Reducing the cost of ownership

When it comes to reduced maintenance and low cost of ownership, Ford Escort is an outstanding example.

Scheduled maintenance on Escort will average less than one hour a year. And maintenance costs are among the lowest of any competitive car, foreign or domestic.

Escort is engineered so that many of its components never have to be checked or adjusted. For example, the front-wheel bearings are lubricated for the life of the car. So are the front suspension and steering linkage.

In addition, there is a long list of maintenance-free and reduced maintenance items. These include: **(A)** self-adjusting clutch cable mechanism in the manual transaxle; **(B)** fluid in the automatic transaxle never has to be changed in normal use; **(C)** no band adjustments needed on the automatic transaxle in normal use; **(D)** self-adjusting brakes, front and rear; **(E)** front end caster and camber do not need adjustment during normal service; **(F)** carburetor choke and idle fuel mixture settings are set at the factory; **(G)** the engine's hydraulic valve lifters require no periodic adjustment; **(H)** maintenance-free battery.

Ease of service

In the era of self-service gas stations and do-it-yourselfers, Escort owners can smile. The reason is that when Escort does require servicing, it is more often than not a very simple matter. For instance, checking the engine oil, transaxle fluid,

power steering fluid, brake fluid, windshield washer fluid, and radiator coolant are made easy with color-coded check-and-fill location indicators.

Front brake pad wear can be examined by removing a front wheel, and the rear brake lining can be checked simply by removing a rubber plug in the brake backing plate.

Other do-it-yourself work can be handled with no tools or, at most, very simple tools. Easily replaced are fuses, engine oil, oil filter, air filter, spark plugs, engine coolant, windshield wipers, exterior light bulbs, and headlamps. The battery also is easy to get at, and even the exhaust system presents no problem to remove when the time comes to replace it.

Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your car. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your car a lifetime. It doesn't matter where you bought your car, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See a participating Ford Dealer for details.



Escort is designed for ease of service. In fact, many of the scheduled maintenance procedures can be accomplished with a basic set of tools.





Escort GT shown with optional TR-type aluminum wheels and pivoting front vent windows.

Ford Escort GT & Turbo GT

The GT and Turbo GT* are equipped with special suspension packages that increase their handling capability.

At the heart of the GT's interior comfort are the unique sport performance bucket seats that hold driver and passenger snugly in place with additional lateral and lumbar support.

The Turbo GT is equipped with the 1.6L electronically fuel-injected turbocharged 4-cylinder engine and 5-speed manual transaxle. The GT is powered by a 1.6 EFI 4-cylinder with 5-speed manual transaxle.

*Available February, 1984.





Ford Escort LX

The Escort LX is what a touring automobile should be. It's equipped with special TR-touring suspension, special TRX tires and TR-type styled steel wheels. A 1.6L EFI 4-cylinder and 5-speed manual transaxle make up the powerteam.

Inside, numerous comfort/convenience items include: low back reclining bucket seats with luxurious cloth trim, electronic digital clock with overhead console, remote liftgate release, remote locking fuel filler door, and more. See your Ford Dealer for LX Wagon availability.



Escort LX 4-Door shown with optional TR-type aluminum wheels.





Escort GL 4-Door shown with optional dual sport mirrors.

Ford Escort GL

Escort GL provides a choice for buyers who desire that "something extra" in their car.

In front are low back reclining bucket seats with the split dual/fold bench seat in the rear. Visor vanity mirrors with covers are also included. The AM radio (may be deleted for credit), has dual front speakers. There is a remote control locking fuel filler door, and a remote liftgate release. Plus a number of additional appearance and comfort/convenience items.



Escort L 2-Door

Ford Escort L

Escort L is the standard from which all Escorts are derived. And it's well-equipped.

On the list of the Escort L's extra-value features are: 1.6L CVH 4-cylinder engine and 4-speed manual transaxle with overdrive fourth gear. Standard P-metric steel-belted radials. Halogen headlamps. Maintenance-free battery.

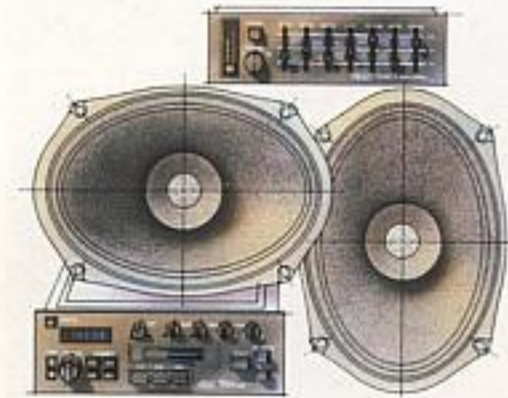
For interior comfort/convenience, there are reclining high back bucket seats with more than seven inches of seat travel. Deluxe belts with comfort regulators. Full-length color-keyed passenger compartment carpeting and color-keyed removable package tray.



Ford Escort Sound Systems

Electronic AM/FM stereo search radio/cassette player

For 1984, Escort's audio system selection has been expanded to include a new computer-designed electronic AM/FM stereo search radio with or without cassette tape player. Some of the features of this state-of-the-art quality sound system are: Dolby® Noise Reduction; seek tuning that selects the next listenable station either up or down scale; scan tuning that auditions stations for 8 seconds; selectable tape equalization for improved performance with CrO₂ bias tapes; 8-station memory (4 FM/4 AM); digital display; and precision tuning. The cassette player also features auto reverse; locking fast forward and reverse.

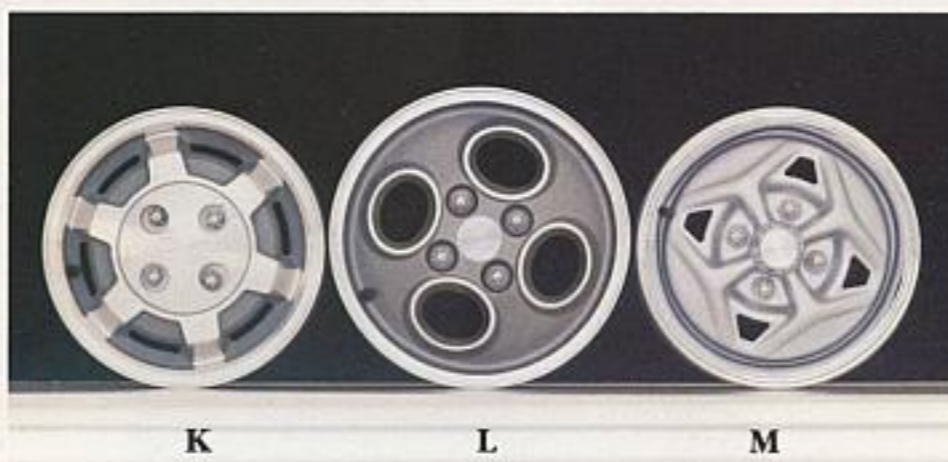
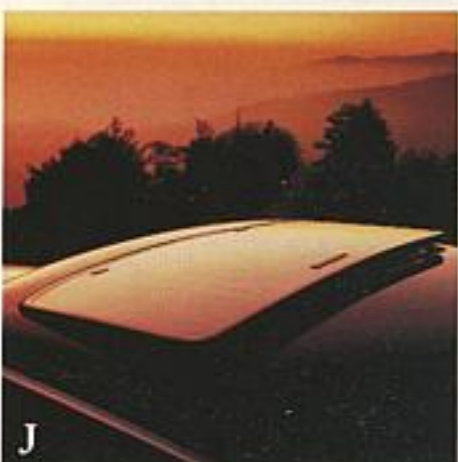
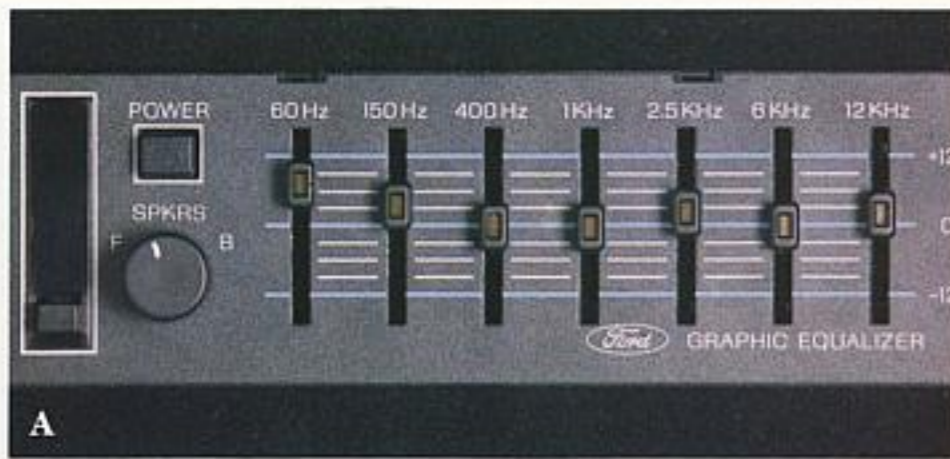


Graphic equalizer

With the Ford Escort's new optional 7-band graphic equalizer,** the stereo can be fine-tuned to fit the individual requirements of the listener and the contours of the interior. It features 7-band tone control with detent, ± 12db boost/cut at 60, 150, 400, 1K, 2.5K, 6K and 12KHz; LED lighted tone knobs; dual LED bar graph power meter; frequency response from 20 Hz-20KHz. Low power dissipation at the equalizer. High power amplifier at remote location.

**See your Ford Dealer for availability.

Options shown: (A) 7-band graphic equalizer; (B) Fingertip speed control; (C) SelectShift automatic transmission; (D) Pivoting front vent windows; (E) Power door locks; (F) Tot Guard (available at your Ford Dealer); (G) Electronic AM/FM stereo search radio/cassette player; (H) Air conditioning; (I) Rear window washer/wiper; Electric rear window defroster; (J) Flip-up open air roof; (K) Cast aluminum wheels; (L) TR-type aluminum wheels; (M) Styled steel wheels with bright trim rings (available with Handling suspension option only).



FORD ESCORT FEATURES

	L	GL	LX	GT(1)	Turbo GT(2)
ENGINEERING					
Front-wheel drive	S	S	S	S	S
Four-wheel independent suspension with MacPherson strut front system and stabilizer bar, rear parallel bar axles with coil springs	S	S	NA	NA	NA
1.6 liter CVH engine	NA	NA	S	S	NA
1.6 liter EFI engine	NA	NA	NA	NA	S
1.6 Turbo EFI engine	NA	NA	NA	NA	S
ECC-IV computer control	NA	NA	S	S	S
4-speed manual transaxle with overdrive fourth gear	S	S	NA	NA	NA
5-speed manual transaxle	O	O	S	S	S
Maintenance-free battery	S	S	S	S	S
Front disc/rear drum brakes (3)	S	S	S	S	S
Rack and pinion steering	S	S	S	S	NA
Power rack and pinion steering	O	O	O	O	S
TR performance suspension system	NA	NA	NA	S	NA
TR touring suspension	NA	NA	S	NA	NA
TR Turbo performance suspension	NA	NA	NA	NA	S
P165/80R 13 BSW steel belted radials	S	S	NA	NA	NA
P165/70R 365 TRX radials	NA	NA	S	S	NA
P185/65R 365 TRX radials	NA	NA	NA	NA	S
13-gal. fuel tank	S	S	S	S	S
EXTERIOR					
Halogen headlamps	S	S	S	S	S
Dual fog lamps	NA	NA	S	S	S
Bright bumpers, front and rear	S	S	S	NA	NA
Bumper end caps, black, front and rear	S	NA	NA	NA	NA
Deluxe bumper end caps, front and rear	NA	S	S	NA	NA
Deluxe bumper rub strips, front and rear	NA	S	S	NA	NA
Bumper guards, black, front and rear	O	O	S	S	S
Polycarbonate bumpers, black with integral rub strips and argent stripes, front and rear	NA	NA	NA	S	S
Front air dam	NA	S	S	NA	NA
Front lower spoiler, black	NA	NA	NA	S	S
Rear spoiler, black	NA	NA	NA	S	S
Wheel spats, black	NA	NA	NA	S	S
Dual accent bodyside paint stripes	O	S	NA	NA	NA
Unique tape stripe treatment	NA	NA	S	NA	NA
LH rearview mirror, black	S	NA	NA	NA	NA
LH rearview mirror, bright	NA	S	NA	NA	NA
Dual remote control racing mirrors, RH convex	O	O	S	S	S
Semi styled steel wheels, 13 in. with argent wheel hub cover, black wheel nut covers	S	NA	NA	NA	NA
Full styled steel wheel	NA	S	NA	NA	NA
TR-type styled steel wheels with bright trim rings	NA	NA	S	S	NA
TR-type aluminum wheels	NA	NA	O	O	S
INTERIOR					
High-back reclining cloth bucket seats	S	NA	NA	NA	NA
Low-back reclining cloth bucket seats	NA	S	S	NA	NA
Sport bucket seats	NA	NA	NA	S	S
Dualfold rear seat	S	NA	NA	NA	NA
Split dualfold down rear seat	NA	S	S	S	S
Deluxe belts with comfort regulators, color-keyed	S	S	S	S	S
Fold-down front center armrest	NA	S	S	S	S
Console with integral coin tray	S	S	NA	NA	NA
Console with graphic display warning module and integral fold-down center armrest	NA	O	S	S	S
Digital clock with overhead console, courtesy lights and map lights	O	O	S	S	S
Passenger assist handle (4)	NA	NA	S	S	S
Visor vanity mirrors with covers	NA	S	S	S	S
Removable package tray/tronau cover	S	S	S	S	S
Stalk-mounted wiper/washer controls	S	S	S	S	S
"Flash-to-pass" feature	S	S	S	S	S
Instrumentation Group	NA	O	S	S	S
Tailgate "ajar" warning light (Wagons)	S	S	S	NA	NA
AM monaural radio with dual front speakers (may be deleted for credit)	O	S	S	S	S
Remote-control locking fuel filler door	NA	S	S	S	S
Remote liftgate release (Hatchback only)	NA	S	S	S	S
Sport steering wheel, black (5)	NA	NA	S	S	S
Side window demisters	S	S	S	S	S
Carpeted load floor	NA	S	S	S	S

- Available in 2-door only.
- Available in 2-door only, February, 1984.
- Power front disc brakes on SW, LX, GT and Turbo GT. Optional on other models.
- LX includes one front passenger assist handle and two in rear. GT and Turbo GT include one front assist handle only.
- Replaced by Luxury A-frame wheel when Fingertip speed control is ordered.

FORD ESCORT OPTIONS

	L	GL	LX	GT(1)	Turbo GT(2)
ENTERTAINMENT SYSTEMS					
AM monaural radio with dual front speakers	O	S	S	S	S
AM/FM monaural radio	O	O	O	O	O
AM/FM stereo radio	O	O	O	O	O
AM/FM stereo radio with cassette tape player	O	O	O	O	O
AM/FM electronic stereo search radio	O	O	O	O	O
AM/FM electronic stereo search radio with cassette tape player	O	O	O	O	O
Graphic equalizer, (7-band) (3)	NA	O	O	O	O
Premium sound system (4)*	O	O	O	O	O
APPEARANCE					
Dual Sport mirrors remote controlled (LH)	O	O	S	S	S
Tu-Tone paint/tape treatment* (see colors and trim)	O	O	NA	NA	NA
Dual accent bodyside paint stripes	O	S	NA	NA	NA
Squire wagon option*	NA	O	NA	NA	NA
COMFORT					
Air conditioner	O	O	O	O	O
Tinted glass	O	O	O	O	O
Flip-up open air roof	NA	NA	O	O	O
Pivoting front vent windows	NA	O	O	O	O
CONVENIENCE					
Fingertip speed control*	O	O	O	O	NA
Tilt steering wheel*	O	O	O	O	O
Console	NA	O	S	S	S
Electronic rear window defroster	O	O	O	O	O
Rear window wiper/washer	O	O	O	NA	NA
Instrumentation group (5) (std. with diesel)	NA	O	S	S	S
Electronic digital clock with overhead console	O	O	S	S	S
Remote control liftgate release (hatchbacks)	NA	S	S	S	S
Light group (6)	NA	O	O	O	O
Interval windshield wipers	O	O	O	O	O
PERFORMANCE					
1.6 liter EFI ATX (automatic transaxle)*	NA	NA	O	O	NA
1.6 liter HO MTX (manual transaxle) (7)	O	O	NA	NA	NA
1.6 liter HO ATX	O	O	NA	NA	NA
1.6 liter "fuel saver" MTX (7)	O	O	NA	NA	NA
2.0 liter diesel MTX	O	O	NA	NA	NA
2.0 liter diesel "fuel saver" MTX (1)	O	O	NA	NA	NA
Heavy-duty battery	O	O	S	S	S
Handling suspension (8)	O	O	NA	NA	NA
Engine block immersion heater	O	O	O	O	O
California emissions system*	O	O	O	O	O
High altitude emissions system*	O	O	O	O	O
POWER ASSISTS					
Power front disc brakes (std. on wagons)	O	O	S	S	S
Power steering	O	O	O	O	S
Power door locks	NA	O	O	O	O
PROTECTION					
Lower bodyside protection (9)	O	O	O	O	O
Bodyside moldings	O	S	S	S	S
Front license plate bracket	O	O	O	O	O
Bumper rub strips	O	S	S	S	S
Bumper guards	O	O	S	NA	NA
Floor mats, front	NA	O	O	O	O
TIRES/WHEELS					
P165/80R 13 WSW	O	O	NA	NA	NA
Bright trim rings	O	O	S	S	NA
Cast aluminum wheels	NA	O	NA	NA	NA
TR-type aluminum wheels*	NA	NA	O	O	S

- Available in 2-door only.
- Available in 2-door only, February, 1984.
- See your Ford Dealer for availability.
- Includes power amplifier, four upgraded speakers and separate on/off switch.
- Includes tachometer (for gasoline or diesel engines), temperature gauge and resettable trip odometer.
- Includes lights for ashtray, glovebox, engine compartment, cargo compartment with local switch, rear door courtesy light switch (NA on 2-door), headlamps on warning buzzer, combination dome/map light and a passenger side illuminated visor vanity mirror.
- Includes upshift indicator light.
- Includes upsized front stabilizer bar, heavy-duty shock absorbers, stiffer front and rear springs, styled steel wheels with bright trim rings.
- Includes vinyl coating under the paint along the lower bodysides to help protect against stone pecking and road salt.

COLORS AND TRIMS



	Interior Trim Colors				Exterior Paint Colors
	Charcoal (1)	Canyon Red	Academy Blue	Desert Tan (1)	
Medium Charcoal Metallic	•	•	•	•	Medium Charcoal Metallic
Back	•	•	•	•	Black (1)
Silver Metallic	•	•	•	•	Silver Metallic
Bright Canyon Red	•	•	•	•	Bright Canyon Red (1)
Dark Academy Blue Metallic	•	•	•	•	Dark Academy Blue Metallic
Pastel Desert Tan	•	•	•	•	Pastel Desert Tan
Oxford White	•	•	•	•	Oxford White (1)
Desert Tan	•	•	•	•	Desert Tan
Light Oxford Grey	•	•	•	•	Light Oxford Grey
Light Academy Blue Glow	•	•	•	•	Light Academy Blue Glow
Desert Tan Glow	•	•	•	•	Desert Tan Glow
Medium Canyon Red Glow	•	•	•	•	Medium Canyon Red Glow
Silver Clearcoat Metallic	•	•	•	•	Silver Clearcoat Metallic (1)
Medium Red Clearcoat Metallic	•	•	•	•	Medium Red Clearcoat Metallic (1)
Pastel Desert Tan/Desert Tan	•	•	•	•	Light Desert Tan Clearcoat Metallic (1)
Pastel Academy Blue Clearcoat Metallic	•	•	•	•	Pastel Academy Blue Clearcoat Metallic
Black/Silver Metallic	•	•	•	•	Black/Silver Metallic
Silver Metallic/Medium Charcoal Metallic	•	•	•	•	Silver Metallic/Medium Charcoal Metallic
Pastel Desert Tan/Desert Tan	•	•	•	•	Pastel Desert Tan/Desert Tan
Black/Medium Charcoal Metallic	•	•	•	•	Black/Medium Charcoal Metallic

(1) Available with GT and Turbo GT models.
*Clearcoat paint is a no extra charge option on LX, GT and Turbo GT models. This special finish is achieved by applying two coats of highly pigmented low gloss polyester enamel over the primer. Then, final "clear" coats of acrylic enamel are applied for a deep glossy finish.
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 paint colors and trim materials presented above as well as Tu-Tone Paint/Tape combinations. See him for available Tu-Tone paint schemes.

Options availability

Escort options are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Options designated by an asterisk (*) are offered either in combination with other options or are subject to additional ordering requirements or limitations. Availability of some features may be subject to delay.



A Commitment to Safety

Cars built with a concern for safety are designed and engineered by people who are committed to safety. Safety, like quality, begins as an attitude, a way of thinking that's instrumental in the shaping of a vehicle's structure and components from the drawing board to assembly.

Occupant safety

To help protect passengers in the event of an accident, Ford cars are equipped with numerous safety-design features, including those listed under the category "Occupant Protection."

Ford commits enormous resources every year to the development and testing of occupant protection features in all car lines.

Body structures — front and rear end assemblies, roof and doors — are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

The Crash Barrier Building has highly sophisticated equipment designed to analyze the impact of crash testing on the prototypes, and to measure the effects of the

force on mannequins representing the driver and passengers. As many as 350 crash tests involving cars and trucks are conducted annually.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. The performance of these systems is vital to accident avoidance should the driver have to take evasive maneuvers in an emergency.

Ford cars are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the steel-belted radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford cars, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts with retractors.

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford cars provide a special anchorage at each rear outboard seating position.

Ford Escort Lifeguard Design Safety Features Vehicle operation

Safety rim wheels and load-rated tires □ Split Diagonal service hydraulic brake system with warning light □ Corrosion-resistant brake lines □ Turn indicator lever with lane-changing signal feature □ Hazard warning flasher □ Back-up lights □ Parking lights (which also serve as side marker lights) coupled with headlamps □ Two-

speed windshield wipers □ Windshield washers □ Outside rearview mirror, driver's side □ Glare-reduced instrument panel, windshield wiper arms, and windshield pillars □ Uniform shift quadrant (on all cars equipped with optional automatic transaxle) □ Continuously variable control illumination intensity (instrument panel lighting) □ Safety hood latch system □ Impact-resistant front and rear bumper systems.

Occupant protection

Safety-designed front end structure □ Safety-designed roof structure □ Steel guard rails in side doors □ Double yoke safety door latches and safety hinges □ Integral lap and shoulder belts with automatic retractors for occupants of front seats □ Positive seat belt fastening reminder warning light and buzzer or chime for the driver □ Lap belts with mini-buckles and retractors for rear seat occupants □ Two child restraint tether anchorages □ Energy-absorbing steering column and steering wheel □ Energy-absorbing armrests and safety-designed door handles □ Energy-absorbing instrument panel with padding for the front passengers □ Energy-absorbing sun visors □ Energy-absorbing front seat back tops with padding □ Head restraints or high back seats for occupants of the front seats □ Safety glove box latch □ Inside yield-away rearview mirror □ Impact-absorbing laminated safety glass windshield □ Flame-resistant interior materials □ Safety-designed coat hooks □ Safety-designed radio control knobs and push buttons.

Anti-theft

Locking steering column with key warning buzzer (or chime) reminder □ Visible vehicle identification number □ Separate keys for ignition and door entry.

Ford-paid repair programs after the warranty period.

Sometimes Ford 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. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program 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 and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

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. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations 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 and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

Also well worth considering...



Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

Gas mileage

1984 EPA mileage estimates were not available at the time this catalog was approved for printing. However, the new Ford Escort is expected to post good mileage ratings as it did last year. As soon as EPA mileage figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

Diesel mileage

Ford Escort Diesel Fuel Saver: 66 estimated highway and 45 estimated mpg. These are projected Ford ratings based on Ford Engineering data, and are expected



to be very close to official EPA ratings. Fuel Saver models are not available with power steering or air conditioning. Use for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage and California ratings will probably be lower.

MEASUREMENTS	2-Door/ 4-Door	Wagon
Wheelbase	94.2"	94.2"
Length	163.9"	165.0"
Height	53.3"	53.3"
Width	63.0"	63.0"
Front Tread	54.7"	54.7"
Rear Tread	56.0"	56.0"
Cargo Capacity (cu. ft.)	17/26	28/58
Curb Weight**	2080	2176
Passengers	4	4

*First figure—rear seat up. Second figure—rear seat down.
**Escort L, 2-Door and Wagon with 4-speed manual transaxle. Other models vary slightly.

POWERTEAMS

Engine	Transaxle	Final Drive Ratio		
		49-States	Hi-Altitude	Calif.
1.6L 2V FS*	4-spd. Man**	3.04	—	—
1.6L 2V	4-spd. Man**	3.59	—	3.59
1.6L 2V HD	5-spd. Man**	3.73	3.73	3.73
1.6L 2V HD	ATX	3.31	3.31	3.31
1.6L EFI	5-spd. Man**	3.73	3.73	3.73
1.6L EFI	ATX	3.31	3.31	3.31
1.6L EFI Turbo	5-spd. Man	3.73	3.73	3.73
2.0L Diesel FS	5-spd. Man	3.52	3.52	—
2.0L Diesel	5-spd. Man	3.52	3.52	3.52

*Fuel Saver engine.
**Includes upshift indicator light.

SCHEDULED MAINTENANCE

Ford wants to reduce the frequency and cost of scheduled maintenance on its cars to an absolute minimum. Here are some examples of scheduled maintenance intervals for the 1984 Ford Escort. For complete maintenance recommendations, refer to the Escort Owner Guide.

Engine oil change	each 7,500 miles
Diesel	each 7,500 miles
Turbo	each 5,000 miles
Spark plug change	each 30,000 miles
Air filter replacement	each 30,000 miles
Engine coolant replacement	each 30,000 miles or 3 years
Diesel	each 30,000 miles

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

Product changes

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

Have you driven a Ford...lately?



Get it together—Buckle up.

012-Ann.

8/83

Litho in U.S.A.

FORD ESCORT

FORD DIVISION

