



# 1984 Thunderbird Turbo Coupe

**KEY SCALES FORD**

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904 - 787-3511

"Setting The Pace In The Lake Area"



## **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.

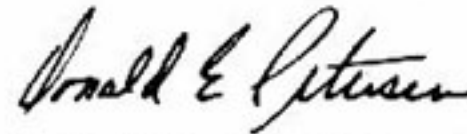
Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

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.

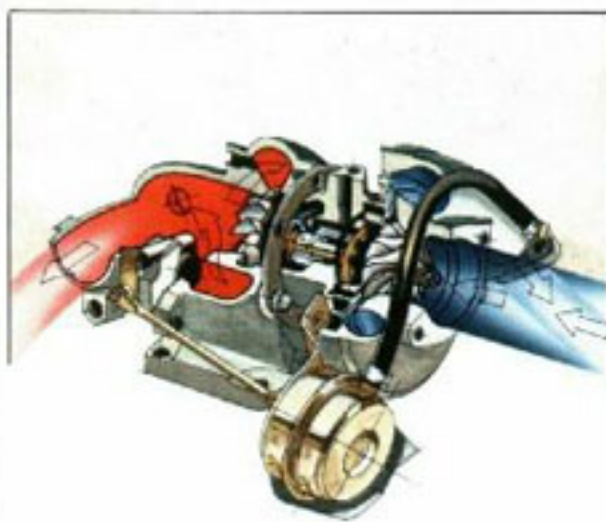


Donald E. Petersen  
President  
Ford Motor Company



## The Turbocharged Thunderbird

Turbocharging is the means by which power and efficiency are combined in one engine. Hot exhaust gasses, which normally pass uselessly from the vehicle, are used to power a compressor. The compressor blows outside ambient air through the induction system to the combustion chambers, increasing horsepower. There are two major advantages to this arrangement. Under normal driving circumstances, the turbo remains efficiently at idle, contributing to fuel savings (see Technical Specifications for fuel economy rating). But when a



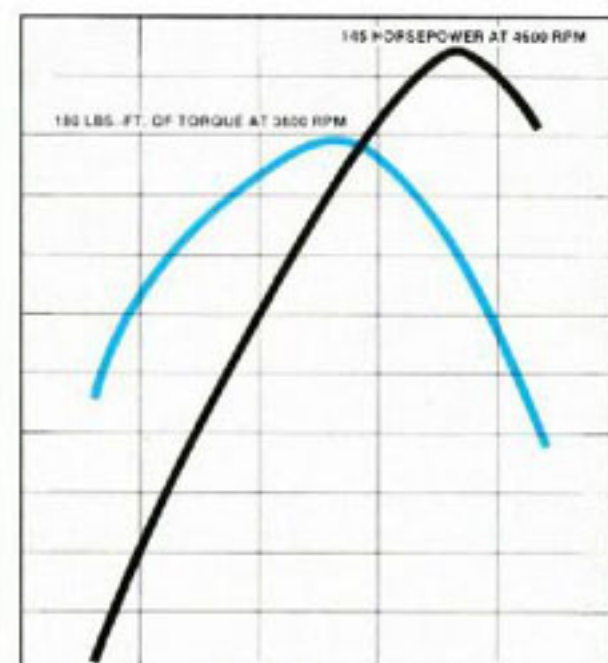
*Turbocharging: Hot exhaust gasses (red) turn the turbine wheel to power the compressor. Outside ambient air (blue) enters the compressor and is blown through the induction system to the combustion chambers.*



5-speed gearbox. The ratios are carefully calibrated so there is a proper gear for any turn, any straightaway. Also available is the SelectShift automatic transmission option.

### Gas-filled shock absorbers

Turbo Coupe's modified MacPherson front suspension and 4-bar link rear suspension employ shock absorbers which contain a low-pressure charge of nitrogen gas. This suppresses foaming of the hydraulic fluid due to rapid bumps or similar agitation. It means the ride is smooth under normal circumstances, yet firm enough for rough conditions.



*Net horsepower and torque as measured by SAE standard J 1349.*

surge of power is required, say for passing, a press on the accelerator brings the turbo into action for instantaneous response.

### Turbo Coupe's electronically fuel injected 2.3

The Turbo Coupe's engine has an efficient, high-performance cross-flow head, overhead cam four cylinder design. It displaces 2.3 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 port-type fuel injection system, fed by an electric fuel pump, injects a precisely controlled amount of fuel directly into each cylinder.

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. At full boost (10 pounds), around 4,600 rpm, the engine achieves 145 horsepower based on SAE standard J 1349. That's more power than many of today's V-8s.

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

Turbo Coupe's powerplant further benefits from EEC-IV, a fourth-generation, state-of-the-art, microprocessor-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 optimum power, response and fuel efficiency.

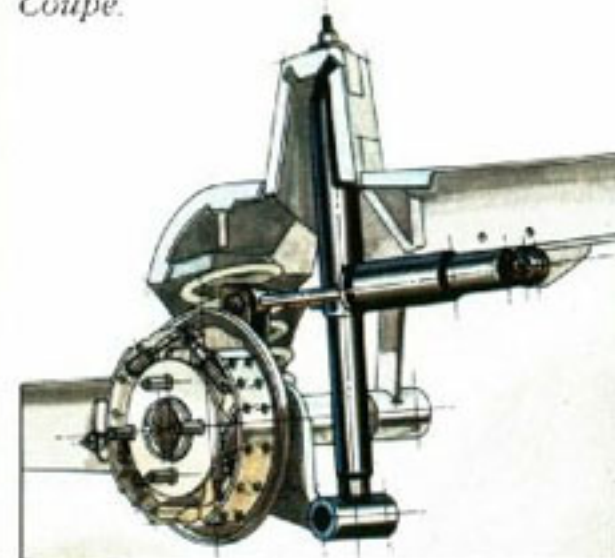
### Turbo Coupe transmissions

The free-revving turbo powerplant is mated to a standard

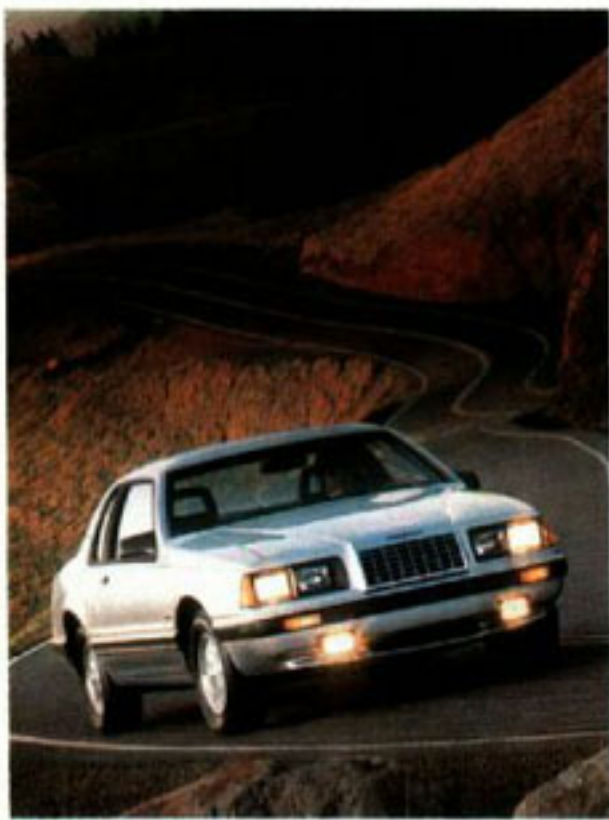
### An additional set of rear shocks just for handling

The rear axle system uses two shock absorbers and two dampers. A pair of gas-filled shocks are mounted vertically between the outer ends of the rear axle and the car's rear body structure. These soften and smooth the rear wheels' vertical

*An extra set of horizontally mounted rear hydraulic dampers means additional stability through turns for Turbo Coupe.*







Coupe's aerodynamic shape. The lower the coefficient of drag ( $C_D$ ) of a vehicle, the more aerodynamically efficient it is. Turbo Coupe's .37  $C_D$  helps it slip through the air, requiring less power from the engine to overcome wind resistance. Because the engine isn't working as hard, it uses less fuel.

How air passes over and around a car also affects the way it behaves. Turbo Coupe uses the air to help hold the road firmly. Its aerodynamic styling reduces lift on the front and rear for improved handling and stability. And the smooth lines contribute to reduced wind noise. These three elements of aerodynamics combine to become what Ford

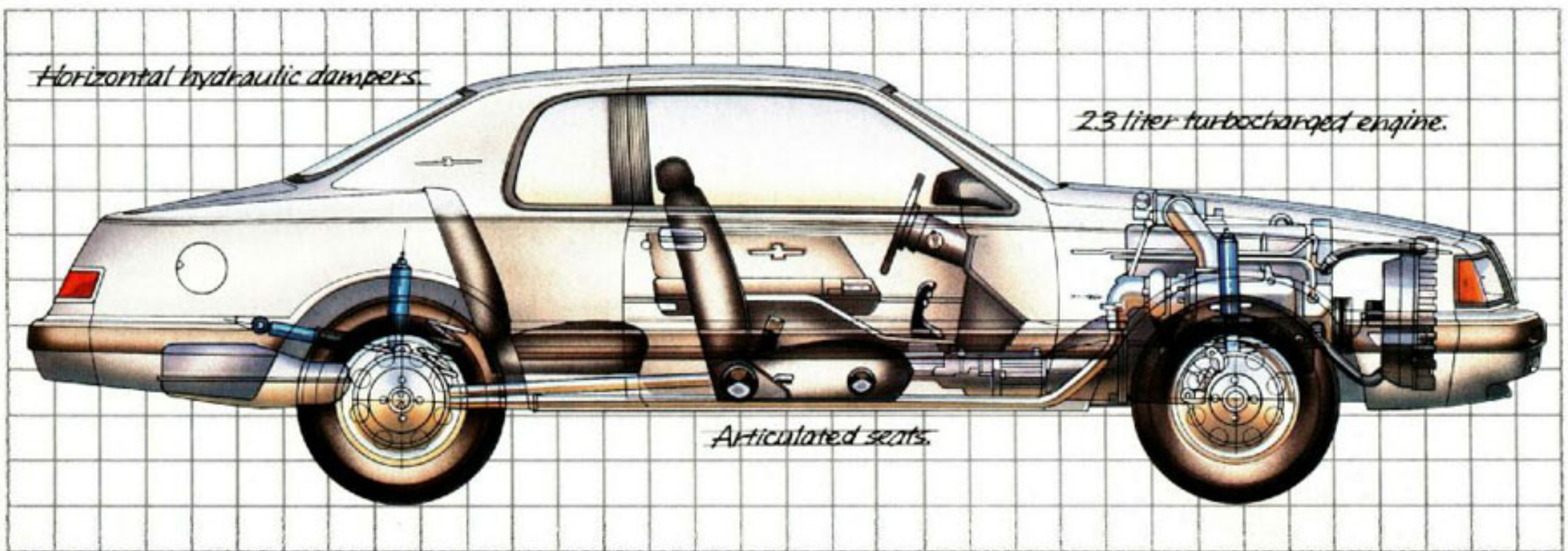
calls "airflow management."

### Performance tires

Goodyear Eagle P205/70HR14 speed-rated performance tires are mounted on lightweight cast aluminum wheels. The tires have an aggressive tread pattern, performance compound rubber and low-profile design for a wide footprint. The result is excellent traction and cornering power on wet or dry pavement.

### A word about this catalog

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



travel caused by bumps, pavement breaks, potholes, etc.

Another pair of hydraulic dampers are mounted horizontally between the ends of the rear axle and the body structure to dampen the axle's fore-and-aft movement. They also help keep the axle in the proper location when cornering.

### Power rack and pinion steering

Rack and pinion steering is synonymous with performance and crisp handling. Turbo Coupe's power rack and pinion steering has a quick 15:1 ratio. This combines a good road feel with fast response. Just 2½ wheel turns are required from full left lock to full right lock, and the curb-to-curb turning circle is 39.4 feet.

### Aerodynamics and airflow management

Fuel economy and vehicle handling are enhanced by Turbo

## Technical Specifications

### ENGINE

Type	2.3L OHC in-line 4-cylinder
Compression ratio	.8.0:1
Induction system	Electronically fuel injected, turbocharged
Max. power (SAE net) +	145 HP @ 4600 rpm
Max. torque (SAE net) +	180 lb. ft. @ 3600 rpm

### DRIVETRAIN

Transmission	5-speed overdrive
Final drive ratio	3.45 Traction-Lok

### SUSPENSION

Front	.425 lb./in. coil spring Modified MacPherson with gas-filled struts
Rear	4-bar link with 257 lb./in. coil springs on lower control arm, gas-filled shocks and hydraulic dampers

### STEERING

Type	Rack and pinion, power assisted
Ratio	15:1

### BRAKES

Front	10" disc, power assisted
Rear	9" drum, power assisted

### WHEELS AND TIRES

Wheels	14" x 5.5" cast aluminum
Tires	P205/70HR14



### DIMENSIONS

Curb weight	3,073 lbs. (approx.)
Wheelbase	104.0"
Overall length	197.6"
Overall width	71.1"
Overall height	53.2"
Track, F/R	58.1"/58.5"

### FUEL ECONOMY (mpg)

Fuel economy rating (EPA est. mpg/est. hwy.)	21/33
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For comparison. Your mileage may differ depending on speed, trip length and weather. Actual highway mileage will probably be lower.

+ As measured by SAE standard J 1349.







## Thunderbird Turbo Coupe!

The experts have had a lot of nice things to say about Thunderbird. Here are a few examples:

“The new Thunderbird is Detroit's design triumph of the year.”

*Car and Driver*

“Ford had done its homework on this car, and we found it exciting, responsive, and fun to drive.”

*Motor Trend*

“Ford's new Thunderbird Turbo Coupe is pure driving excitement.”

*Popular Mechanics*

“To say that this car is the best new Thunderbird in years is a dramatic understatement.”

*Road & Track*



“The new Turbo Coupe is a most serious effort at returning to the concept of a 'personal car.' An enthusiast's performance GT.”

*AutoWeek*

“We trust the public will know a good thing when it sees one.”

*Car and Driver*





## Turbo Coupe ergonomics

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. In Turbo Coupe, it was.

Ergonomics, simply defined, is the physical relationship between man and machine. In

Turbo Coupe, that relationship has been carefully developed to provide the best possible driving positions and to conveniently locate all controls. The cluster containing the speedometer, tachometer, fuel gauge and turbo boost and overboost lights is squarely in front of the driver and is thus easily read. Two levers, mounted on the left-hand side of the steering column, control windshield wipers and washers,

turn signals, horn and headlamp dimmer with flash-to-pass feature. Located a comfortable reach to the right are the controls for the standard AM/FM stereo radio and climate control system. Controls for standard electric remote-control mirrors, optional power windows and 6-way power driver's seat are conveniently situated on the center console.

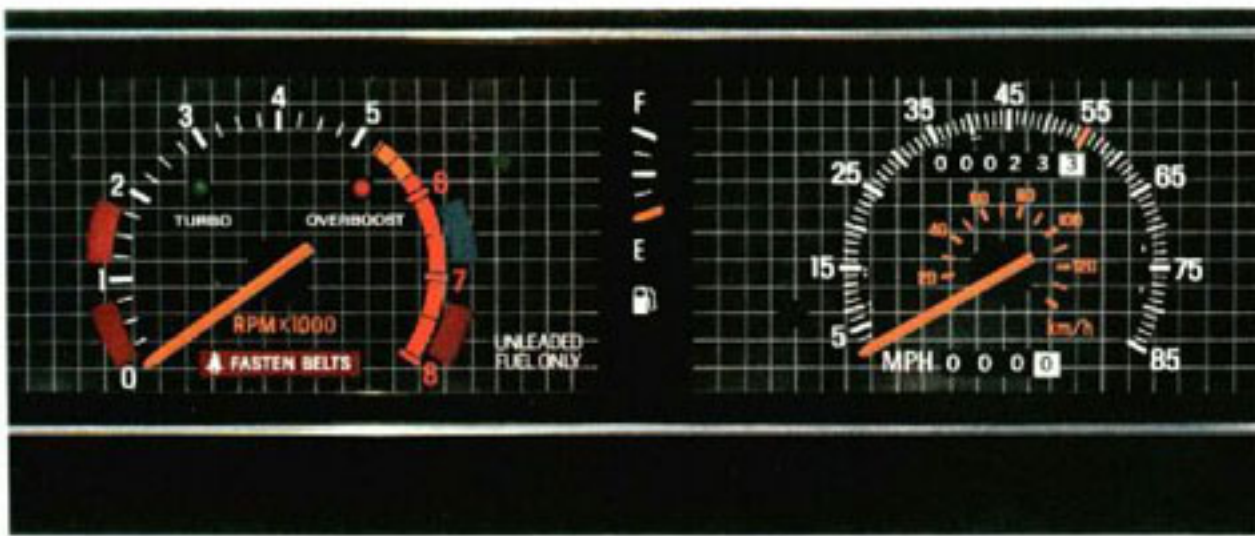


*The Turbo Coupe interior shown with optional leather seating surfaces.*

*The tunnel-mounted 5-speed gearshift lever features a leather-wrapped knob.*







**Articulated seats**

Turbo Coupe's articulated front seats reward the demanding driver. They're extraordinarily adaptable to individual physiques and comfort requirements. The under-thigh support adjusts. The side-thigh support adjusts. The seat back angle adjusts. The lumbar support adjusts with an infinitely adjustable pneumatic actuating pump. In addition, the firm side supports help hold you in place. Considering that a Turbo Coupe is capable of .81 G in a turn, seats that support laterally as well as up and down are essential. In the rear, a deeply contoured bench seat accommodates two.

*Turbo Coupe controls are placed for maximum convenience. Instrumentation is positioned to be easily read*





## Thunderbird Turbo Coupe

### 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.

### Notable Standard Features Engineering

- 2.3 liter OHC turbocharged engine with Electronic Fuel Injection (EFI)
- 5-speed manual overdrive transmission
- Power front disc/rear drum brakes
- Power rack and pinion steering with 15:1 ratio
- Modified MacPherson strut front suspension with gas-filled struts
- Special Handling Package (with 2 rear shock absorbers and 2 rear dampers)
- Tachometer with boost and overboost lights
- Traction-Lok axle
- P205/70HR14 Goodyear HR BSW performance tires
- DuraSpark electronic ignition
- Electronic voltage regulator
- 54 amp.-hr. maintenance-free battery
- Dual fluidic windshield washer system

### Exterior

- Concealed drip moldings
- Depressed park windshield wipers
- Quad rectangular halogen headlamps
- Dual electric remote-control mirrors
- Charcoal and/or black accents
- Bumper rub strip extensions
- Wide bodyside moldings
- Bodyside and decklid stripes
- Unique front fascia with air dam and Marchal fog lamps
- 14" cast aluminum wheels

### Interior

- Articulated seats
- Tunnel-mounted shift with leather-wrapped knob

- Luxury carpet group
- Leather-wrapped sports steering wheel (leather-wrapped "A-frame" luxury wheel with optional fingertip speed control)
- Electronic digital clock
- AM/FM stereo radio
- Diagnostic warning lights
- Light group

### These notable items of optional equipment can be ordered

- Electronic AM/FM stereo search radio with cassette tape player and Dolby™ noise reduction
- Premium sound system
- Clearcoat metallic paint
- Pivoting front vent windows
- Ultrasoft leather trim
- TR-type aluminum wheels and Michelin TRX tires
- SelectShift automatic transmission
- Traveler's assistance kit
- Flip-up open-air roof
- SelectAire conditioner with manual temperature control
- Tinted glass, complete
- Antitheft system
- 6-way power driver's seat

(NOTE: For a complete list of standard and optional equipment, see the 1984 Thunderbird catalog.)

### Exterior Colors

Black, Oxford White, Bright Canyon Red, Silver Metallic,\* Dark Charcoal Metallic,\* Medium Red Metallic,\* Light Desert Tan Metallic,\* Pastel Academy Blue Metallic.\*

\*Optional Clearcoat Metallic paint colors.

### Charcoal lower accent treatment

A special Turbo Coupe paint scheme features Dark Charcoal accent paint below the bodyside moldings and bumper rub strips. It's available with Oxford White, Bright Canyon Red, Silver Metallic, Medium Red Metallic, Light Desert Tan Metallic and Pastel Academy Blue Metallic paint.

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.

### Extended Service Plan

Ask your Ford Dealer for all the details on our Extended Service Plan.

### 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:

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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.



Get it together — Buckle up.

THUNDERBIRD  
TURBO COUPE

