





Saleen Away

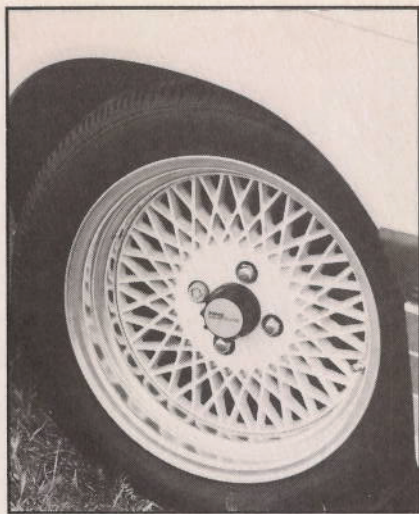
A Good Thing Gets Even Better

So, you're suffering through a dilemma, Fords are your passion, no big surprise there. And the Mustang G.T. is one of the objects of those desires.

But you've got to admit, the IROC

Z-28 is a tempting piece. Great styling, outrageous handling, but with a price tag that's also difficult to justify. Sure the Stock G.T. costs less, and will beat it in a straight line, but when the road begins to twist, you've got to





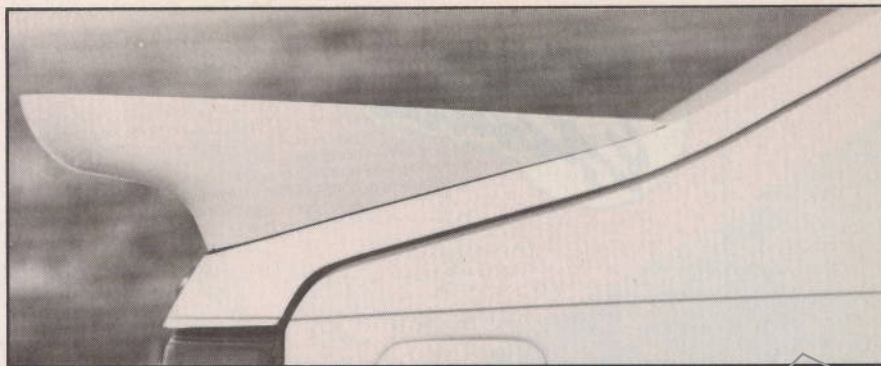
tip your hat to the Chevy guys. And, maybe you feel the Mustang's styling is getting a little dated. Maybe.

So, do you give in? Cross over? Bite your tongue.

After his experience in Trans Am racing with Ford, Steve Saleen decided to take what he'd learned to the streets. Surprisingly, with Ford's corporate blessing. Obviously, Ford's seen the success of the IROC Camaro and needed a specialty G.T. of their own. (The SVO doesn't equate in this "muscle car" conversation.) And, since he has the factory's blessing, all of the warranty still applies.

First, Saleen Autosport begins with a new Mustang LX that is specially built on the assembly line with the 5.0-liter V8, five-speed transmission, and a 3.08:1 limited slip differential. The LX is used rather than the G.T. as the base because many of the G.T. parts are replaced anyway.

These cars are delivered to Saleen's facility, (313 N. Lake St., Burbank, CA 91502, 213/849-1017), where the conversions begin. Racecraft suspension components are installed



which greatly improve handling and lower the car 1 1/2 inches. The front spring rates are increased from 450 pound stock, to 700 pound, while those in the rear at 180 pound stock are replaced with 220 pound springs. Bilstein gas pressurized shocks and front struts are also installed. Urethane bushings are used on a front sway bar of 1.31-inch diameter and a 5/8-inch rear. An additional chassis front cross-member is added to further stiffen things up. Hayashi Race Design alloy wheels are used to lessen unsprung weight, and wrapped with P225/60 UR16 Fulda tires.

These changes mark a dramatic increase in cornering ability (and ride stiffness, though still well within the range of comfortable ride quality). The skid pad numbers show just how successful these changes are. With consistent .89g recorded, these cars are not only bettering the IROC, but are also right there with the highly acclaimed (and very expensive) Corvette.

Due to these same suspension modifications, there is also a .3-.4 second decrease in 1/4 mile times over a stock G.T. (the car locks up much faster) and a decrease in stopping distance from 60 mph of 154 feet stock to 149 feet modified, and from 42 feet to 38 feet at 30 mph.

Engine modifications are kept to cosmetics to maintain warranty requirements, but with 210 factory hp there's plenty to entertain your right foot. If you still want more, how about a 370 hp supercharged engine. Saleen's done it, at extra cost of course.

The Saleen package also looks as good as it performs, bringing the Mustang's styling right up to date. Available as a 3-door fastback (as many as 1000 units per year in 1986) or a convertible (50 units this year). All cars receive a urethane front air dam, rocker panels, and a wind tunnel tested rear spoiler. To this is added headlight covers, graphics, a 170-mph speedometer, and electronic tach, Saleen production serial number plaques, a leather-wrapped steering wheel and shift knob, a Kenwood stereo system, and an Escort Radar Detector (to keep you reminded while you're playing with all these goodies.)

All of this in one package tends to get a little flashy, but we all like a little attention. And for a sticker price under \$15,000, maybe you'll be getting the notice that's costing a lot more elsewhere.

So, if this sounds as if Saleen's got the solution to you (and it should), lead yourself to your dealer, or contact Steve Saleen direct.

And then go lead an IROC (or maybe even a "Vette") into a winding road, and show 'em what the "solution" is.

