Page xix

Subhead 3.7 – Build Tag:

REPLACE whole paragraph with:

[At the start of each Mustang's trip down the assembly line, a body-color metal build (body buck) tag is attached (with a staple or screw) to the radiator support behind the left headlamp. Build data is typically stamped into six lines of code, including build date, engine, trans, paint and trim. Special models like the Pace Car, 20th Anniversary, police and Cobra Mustangs carry unique codes and often include an additional tag or tags. After the two-day assembly process, not all "buck tags" survive.]

Page 125

Cobra Brake Parts table:

Revise the table to separate the “Master Cylinder” row and reposition it above the row containing the subhead, “Front.”

Add the following “Power booster” row of data below to the “Master Cylinder” row:

F3ZZ-2005-A	1	Power booster

Page 144

Subhead 0.4 – The SSV Package:

In the left column, REPLACE the second paragraph starting with, “A Mustang's DSO number is imprinted on a metal body buck tag…” with the following paragraph:

[An SSV Mustang's DSO number is stamped on two or three metal body buck tags attached (with screws or staples) to the radiator support behind the left-side headlight. A typical DSO number is shown in the six-digit form "00-0000." The first two digits are the Ford sales district from which the order originated. (Factory office DSO code keys are found in Ford service manuals.) The next four digits represent the specific group of equipment with which the Special Service vehicle (or fleet of vehicles) was ordered.]

Page 186

Subhead 3.2 – 4.6-Liter Modular V8:

In the left column, first paragraph, fifth line, insert the term “16-valve” between the words “single-overhead-cam” “ and the word, “V8“.

In the right column, REPLACE the very last sentence reading, “FRPP offers a complete 305-horsepower 4.6-liter DOHC Cobra V8 engine assembly under part number M-6007-C469.” with the following sentence:

[FRPP offers a complete 412-horsepower 5.0-liter DOHC Coyote V8 crate engine under part number M-6007-M50.]

Page 187

Subhead Modular V8 Performance:

REPLACE all copy under this subhead with the following text:

[When Ford replaced the Mustang's trusty old pushrod V8 with a modular cammer motor for 1996, the changeover was explained as a high-tech upgrade. But the standard new 4.6L V8 didn't offer any horsepower advantages over the old five-oh, and the early base cammer was down on low-end torque. In the heavier-than-a-Fox Fox-4 Mustang bodies, the smallest Mod-8 barely matched the performance of the previous ponycars' pushrod powerplant.

But over ensuing model-years, modular motors grew in displacement to 5.4 and 6.8 liters (for 1997), and to 5.0 and 6.2 liters (for 2011). The Mustang's latest 5.0 V8 is effectively a bored and stroked 4.6, while the 6.8 is a V10 truck motor based on the old 5.4. The 5.4 was replaced by a 16-valve 6.2L truck motor cast with wider, 115 mm bore spacing (other Mods have 100 mm centers), plus a unique 239 mm deck height. Decks on 4.6 blocks measure 227 mm and they're 256 mm on 5.4 and 6.8 castings. In Mustangs, these V8s all carry three- or four-valves per cylinder.

Mod motor production expanded from Romeo, Michigan into Ford's Windsor and Essex Engine Plants in Ontario, Canada. Interchangeability between the different displacements and even between the same size eights from different plants is inconsistent. But Mustang production highlights are reliably regular. The hottest naturally aspirated 4.6L was a 320 horse 32-valve version offered in 1999-2001 Ford Mustang SVT Cobras, (as well as in some non-Ford specialty cars). Supercharged for 2003–04, the Mustang SVT Cobra made 390 horses from its alloy-head, iron-block 4.6.

The naturally-aspirated 5.4L 32-valve DOHC V8 in 2000 Mustang SVT Cobra-R models came rated at 385 horsepower, while the 2007 Cobra DOHC V8 packed 405. (With a Lysholm screw-type supercharger, the 2005–06 Ford GT sportscar's

aluminum-block-and-heads four-cam 5.4 made 550 horses.) For 2011, a torquier version of this earlier 5.4 came fitted to the Ford Shelby Mustang GT500. In the 2011 Mustang GT, the 32-valve five-oh Coyote V8 came rated at 412 naturally aspirated horsepower, thanks, in part, to independent variable cam timing, intake and exhaust (or, TiVCT). In the 2012 Ford Mustang Boss 302, 5.0 output was bumped to 444 horsepower.]

Page 192

Production 5.0L Crankshafts table:

Add the short note that follows to the end of the table's Note 1. (after the words, "…proper assembly" where there's space for 25 characters): [Build-out was common.]

Page: 251-252

Section 3.2 – Sequential Multipoint EFI:

In the right column, REPLACE all the copy under the subhead "Throttle Position Sensor" with the copy that follows:

[Mounted on top of the throttle body, a rotary-potentiometer-based non-adjustable throttle position sensor (TPS) sends voltage signals to the EEC indicating the position (and the rate of change of position) of the throttle shaft. Ford service literature shows that a five-oh's TPS's signals range between .6 and 4.585 volts; the lower number indicating a closed throttle position while the higher number signalling wide-open throttle. Note that an (1986-95) EEC-IV zeros the TPS on startup.

With the engine off and the ignition key switched on, a digital voltmeter connected across the sensor's wires (green is positive, black is negative), should read between .85-1 volt. At idle, a TPS range between .6-1.1 volts is acceptable as a "base" voltage, but it might vary depending on a system's age, operating temperature, battery condition, alternator output, the meter used, and often, the tuner asked for this spec. To simplify, always look for a reading of an easy-to-remember 1-volt. Any voltage setting that's within the proper range simply won't throw a TPS code to activate the MIL. And at WOT, any voltage read will always increase by 2.7 volts above the turn-on (idle) voltage.

In July 1989, Ford issued a Service Bulletin covering hard-to-remove throttle position sensor mounting screws. For reference, the 1994-1995 TPS uses different-color sensor wires. And when replacing a TPS, always be sure to specify Ford OE.]

Page 258

Subhead: Throttle Position Sensor

In the left column, at the end of the very first partial paragraph (the one ending with "…operating conditions."), add the sentence that follows: "The ECM and MAS must match."

Page 361

Section 4 – Axles:

In the left column, the first paragraph's last sentence ends with, "…1993 T-Birds, SN95s and some Lincoln Continentals." REVISE to read: […1993 T-Birds, 1994-98 SN95s and some Lincoln Continentals.]

Page 370

Replacement K-Frames and Upgrades:

REPLACE the first paragraph with the paragraph that follows:

[Lightweight K-frames fabricated from formed plates and steel tubing are offered by aftermarket sources including Griggs Racing, Maximum Motorsports, QA1 and Steeda. At 37 pounds, MM's replacement K has thicker steel, larger tubing sizes and extra triangulated bracing. Weighing more than the others, an MM unit features two control arm mounting positions and extra-duty construction to make it suitable for street or racetrack use.]

Page 372

Fig. 29-2:

In the caption below this figure, add the following after the word "…arms": […fit all Foxes except SVOs.]

Page 372

Text immediately below Fig. 29-2 caption:

Delete first partial paragraph starting with "the control arms' K-frame pivot …" and replace it with the following:

[the control arms' K-frame pivot positions were revised numerous times during these cars' fifteen-year production run, including notable changes for 1987-88 and 1990. All (non-SVO) Fox Mustangs' front control arms measure 12.75 inches (from the bushing centerline to each ball joint's center of articulation, making all except for 1984-86 SVO arms, interchangeable. SVO (and 1987-88 T-Bird) arms measure 14 inches.]

Page 377

Subhead – Replacement Springs:

In the left column, third paragraph, in the third line, delete the names "Kenny Brown Performance" and "Central Coast Mustang" and add, "Maximum Motorsports."

Page 393

Subhead – Bump Steer:

REPLACE all copy under this subhead, including Section 2.4 on Lowered Mustangs, with the following text:

[**Bumpsteer**

Bumpsteer is the undesirable behavior of a vehicle when, rather than being completely under a driver's directional control, it actually steers itself to some degree. As the suspension travels vertically, any change in the toe angle components of the front wheels' alignment settings produces bumpsteer. Regardless of whether the up and down suspension motion is precipitated by body roll, brake dive or bumps in the road, all cars experience it. Just how much of the phenomenon a particular vehicle

exhibits is a function of the relative geometry of its steering and suspension systems. The dynamic interaction between the front control arms, spindles/knuckles, tie rods and the upper strut mount pivots is what produces bumpsteer. Reduced bumpsteer makes a car “nicer” to drive.

Automakers design suspension and steering system geometry to increase toe-out angles as the suspension rises, and to add more toe-in as the suspension falls. Through the range of wheel travel, toe change typically measures less than 0.08-degree of per one-inch of suspension travel. Friendly angles between all these articulated parts help to insure against a car’s tendency to oversteer, and to make it easier to drive throughout a wide range of motoring conditions. Any bumpsteer that does result can be adjusted by relocating any of these component’s pivot points to more optimized positions. Some key component relationships were fixed at the factory where unitbody and frame structure mounting and pivot points were firmly established by the manufacturer. Although this limits adjustability somewhat, some bumpsteer tuning is still possible.

Optimizing suspension and steering pivot locations is typically handled with offset steering rack bushings and outer tie rod kits. Bundled with selective spacers and shims, these parts packages are referred to as bumpsteer kits. A tie-rod-based bumpsteer kit is required to make finer degrees of adjustment because steering rack bushings have a significant design limitation that makes them effective only for larger gross adjustments of the inner tie rod pivots’ height. Tuning aid in this area may also be provided by swapping to 1990 (and-later) Mustangs' tie-rods as

they feature vertically extended threaded sections on their spindle/knuckle ends.

To maintain proper rack-to-spindle geometry, eccentric (offset) steering rack mounting bushings are installed between the rack and the K-frame to relocate the rack upwards. Blank (undrilled) bushings allow custom positioning of the steering rack on the front of the K-member. On installation, the hole in an offset bushing should be oriented in the six-o'clock position and the bushings must fit snugly enough in the rack so they won't rotate in service. An offset bushing package for use on 1986-93 Mustangs is available from FRPP under part number M-3716-G1. Bushings are also offered by aftermarket sources like Flaming River Industries and Prothane. Note that fitting offset steering rack bushings to a lowered Mustang having otherwise stock suspension, steering gear and geometry will effect too-large an adjustment that typically increases bumpsteer.

Because it is impossible to either adjust or set bumpsteer by visually looking at a Mustang's suspension, dedicated tools are used to develop a graphed bumpsteer curve. In it, suspension travel is plotted along one axis while wheel toe (in inches or in degrees at the tire) is plotted on the other axis. Adjustments are made as described (mainly to the height of the outer tie rods), to alter the curve and minimize bumpsteer. Another approach calls for duplicating the suspension parts, alignment and spacer stacks from another Mustang with a known good bumpsteer curve.

Bumpsteer behavior is generally unaffected when a Mustang is lowered slightly because each front wheel's lower control arm remains nearly parallel to the tie rod on that side. But radical lowering upsets this

relationship, increasing both angularity and bumpsteer. Correcting it calls for a small change in the vertical position of one of the pivot points (at the outer tie rods, or at the steering rack, for example). On Mustangs fitted with adjustable caster/camber plates, sliding the strut top slightly forward will reduce caster and dial-out bumpsteer.

Note that drivers might confuse a bumpsteer condition with an effect known as tramlining. Manifested as the steering wheel being jerked left and right as the car darts side to side, even at times when there is zero vertical travel movement in the suspension, tramlining occurs when a vehicle's tires try to follow road surface irregularities (with diamond-cut rain grooves being the most common cause). Although due mainly to tire construction, tramlining will be intensified by too much negative camber and/or excessive toe-out.

Page 395

Section 1– Front Disc Brakes:

In the right column, REPLACE the second paragraph's last sentence, starting with "The same OE front calipers used on…" with the following sentences: [All 1987-93 Mustangs' 10.84-in. front brakes share 60 mm caliper bores with 1987-88 Turbo Thunderbirds. All SVO Mustangs and most 1979-later Lincoln Mark VII models came with 72.9 mm front calipers.]

Page 395

Section 1– Front Disc Brakes:

In the right column, REPLACE the third paragraph's last sentence, starting with "The Mustang SVO's…" with the following sentence:

[The 11.35-inch SVO rear discs were used on the 1984-90 Lincoln Mark VII LSC. Later Marks differed.]

Page 396

Brake System History and Highlights Sidebar, Subhead 1979:

REPLACE the third and fourth sentences, starting with "The 1979 Mustang's brake rotors…" and ending with "…models did not." with the following two sentences:

[The 1979 Mustang's rotors and calipers are based on a common spindle design used as OE through 1993, but only on four-cylinder models for 1987-93. During these cars' fifteen-year-long model run, the front disc brakes system saw numerous revisions. But aside from the 1993 Cobra, all others retained their Ford Pinto/Mustang II-based rear drums.]

Page 397

Brake System History and Highlights Sidebar, Subhead: 1987:

REPLACE the entire paragraph starting with "Spindle revisions prompted changes…" with the following:

[Spindle revisions to 5-liter Mustangs dictated larger brake rotors, revised calipers and struts. With a clear plastic reservoir cover and a screw-on cap, a new "fast-fill" master cylinder pumped more fluid volume on initial brake application to put pads and shoes against rotors and drums quicker, and to stiffen pedal feel. The proportioning valve was also redesigned.]

Page 397

Brake System History and Highlights Sidebar, Subhead: 1996-2000:

REVISE the second sentence starting with, "To suit the relatively crowded engine bays …" to read as follows:

[To suit the relatively crowded engine bays in these V8 cars, a compact hydraulic brake booster (called Hydra-Boost and operated by the power steering pump) is used. V6s used vacuum boost.]

Page 397

Brake System Hydraulic Components table:

Replace the existing table, the table head and Note 1. with the new table and two Notes that follow:

1979-93 Brake System Basic Hydraulic Components

	Master cylinder bore diameter		**Caliper cylinder bore diameter**	
YEARS	**(inches)**	**(mm)**	**(inches)**	**(mm)**
1979-81 (4.2L, 5L)	.875	22.23	2.36	60.0
1982-86 (5L, 2.3L non-power)	.8268	21.00	2.36	60.0
1984 1/2-86 (SVO)	1.125	28.58	2.87 Front 2.12 Rear	73.0 Front 54.0 Rear
1987-93 (All) (1)	.8268	21.00	2.36	60.0
1993 (Cobra and Cobra-R) (2)	1.00	25.40	2.36 Front 1.789 Rear	60.0 Front 45.44 Rear

1. Although 1987-93 masters and calipers retain the same bore sizes as earlier versions, they were both redesigned.

2. Cobra-R models have dual piston ribbed-aluminum PBR front calipers.

Page 398

In the left column, replace the first paragraph's last sentence, starting with "It also uses specific steering…" with the following sentence:

[It also uses 1994 Fox-4 Mustang spindles to accept that car's larger front disc brake rotors.]

Page 398

Section 5 – Brake System Upgrades:

In the left column, under this subhead, replace the first paragraph's last two sentences with the following new paragraph:

[The 72.9 mm front calipers will bolt onto 1987-93 V8 cars' spindles, but for proper system balance in operation, the 1984-90 Lincoln Mark VII/1984-86 SVO's 11.35-inch 5-lug rear rotors, 54 mm rear calipers and 1.125-inch-bore master cylinder must be used. Simplest fix: fit the entire brake system from a Mustang SVO.]

Page 398

Section 5 – Brake System Upgrades:

In the right column, at the very end of the first partial paragraph ending with the words, "…and a five-lug wheel attaching pattern," add the sentence that follows:

[Note that all Mustang SVOs share 11.35-inch, five-lug rear rotors with the 1984-90 Lincoln Mark VII LSC.]

Page 398

Section 5 – Brake System Upgrades:

In the right column, replace the entire first full paragraph starting with, "One practical and popular swap to a five-lug wheel pattern . . ." with the paragraph that follows:

[One practical and popular swap to a five-lug wheel pattern for front disc/rear drum 1987-93 Mustangs follows a salvage yard route. It calls for two (29.16-inch-long) driver's side axles (E3TZ-4234-C) from the 8.8-inch rear ends in 1983-92 Ranger RWD pick-up trucks, 1983-92 Bronco II 4WD SUVS, and 1986-97 Aerostar vans, plus the 11-inch front rotors from a pre-1992 Lincoln Mark VII. This bolt-on conversion retains the Mustang's other OE brake system parts.]

Page 398

Section 5 – Brake System Upgrades:

In the last paragraph on this page, DELETE the name "Kenny Brown" and add the names, "Brembo, Maximum Motorsports, Steeda and StopTech."

Page 399

Section 5.1– Conversion Kit:

REPLACE the entire last paragraph, starting with "Note that the Fox Mustang master…" with the following new paragraph:

[Note that 1987-93 Fox Mustang master cylinders have three fluid outlet ports; two feed the front brakes and one is plumbed to the rears. Located nearest the firewall, the front brake outlets and lines measure 10 mm. The

single rear brake port and line closest to the radiator measure 12 mm. All three of these ports have bubble-type flares. These cars' proportioning valve inlets and outlets and corresponding fittings are specified in U.S. customary (non-metric) notation with conventionally flared ends. The same nomenclature is also used for earlier (1979-86) ports, lines and fittings.]

Page 399

Add the following subhead, copy, and three brake-system charts:

Mustang-Related Brake System Components

Although these detailed master cylinder and disc brake rotor and caliper data charts cover some models and model-years beyond the normal scope of this text, they are included here to help simplify comparisons, interchangeability and upgrades. These data are based on extensive research by Jack Hidley, Tech Support manager at Maximum Motorsports (maximumotorsports.com; (800) 839-0928).

Master cylinders

Application	Part number	Master cylinder				Port thread size/form type		Notes
		Bore diameter			Area	Front brakes	Rear brakes	
		Inches	mm	Fractional size	mm^2	Primary port (1,15)	Secondary port (2,15)	
1979-81 Manual	D8BZ-2140-B	0.8750	22.23	14/16	388	1/2-20 SAE	7/16-24 SAE	3,7,11
1979-81 Power	D8BZ-2140-A	0.8750	22.23	14/16	388	1/2-20 SAE	7/16-24 SAE	3,8,11
1982-86 Manual	E4ZZ-2140-A	0.8268	21.00	53/64	346	9/16-18 SAE	1/2-20 SAE	4,8,11
1982-84 Power	E1BZ-2140-A	0.8268	21.00	53/64	346	9/16-18 SAE	1/2-20 SAE	4,9,11
1984-86 Power	E4DZ-2140-A	0.8268	21.00	53/64	346	9/16-18 SAE	1/2-20 SAE	8,11,
1984-86 SVO	E25Y-2140-A	1.1250	28.58	18/16	641	9/16-18 SAE	7/16-24 SAE	11,
1987-93 All	F0ZZ-2140-A	0.8268	21.00	53/64	346	10mm-1.0 ISO x 2	12mm-1.0 ISO	5,8, 10,12
1993 Cobra, Cobra-R	F3ZZ-2140-A	1.0000	25.40	16/16	507	10mm-1.0 ISO	12mm-1.0 ISO	6,12
1994-95 Cobra	F4ZZ-2140-B	0.9375	23.81	15/16	445	12mm-1.0 ISO	10mm-1.0 ISO	12
1995 Cobra-R	--	1.0000	25.40	16/16	507	--	--	12
1994-95 GT/V6	F4ZZ-2140-A	1.0630	27.00	17/16	573	10mm-1.0 ISO	12mm-1.0 ISO	12
1996-98 V6	F6ZZ-2140-A	1.0630	27.00	17/16	573	10mm-1.0 ISO	12mm-1.0 ISO	12
1999-04 V6 w/o ABS	F9ZZ-2140-CA	1.0000	25.40	16/16	507	10mm-1.0 ISO	10mm-1.0 ISO	12
1999-04 V6 w/ABS	F9ZZ-2140-DA	1.0000	25.40	16/16	507	10mm-1.0 ISO	12mm-1.0 ISO	12
Other OE application	D9AZ-2140-A	1.0000	25.40	16/16	507	1/2-20 SAE	7/16-24 SAE	11,13
Other OE application	E0TC-2140-C	1.0000	25.40	16/16	507	9/16-18 SAE	7/16-24 SAE	11,14

NOTES:
1: Nearest the firewall
2: Nearest the radiator
3: In production up to 11/1981

4: In production after 11/1981
5: This master has one secondary port and two primary ports. One primary is plumbed to the left front caliper while the other is plumbed to the proportioning valve, which has an outlet plumbed to the right front caliper.
6: Included in FRPP M-2300-K Cobra-R brake kit
7: Cylinder with 1.37-inch stroke
8: Cylinder with 1.40-inch stroke
9: Cylinder with 1.47-inch stroke
10: Fast-fill-type with 1.176-inch bore diameter
11: With cast-iron reservoir
12: With plastic reservoir
13: 1980-87 Ford Crown Victoria; also included in FRPP M-2300-C and M-2300-F disc brake kits
14: 1984 Ford Extended Cab F-150 1/2-ton pickup truck
15: Type refers to tubing with SAE inverted flares. ISO refers to tubing with a non-inverted bubble flares.

Front Rotors

Application	**Part number** (1,2)	**Thickness (inches)**	**Diameter (inches)**	**Effective diameter (inches)** (3)	**Notes**
1979 2.3L and 1980-81	D9ZZ-1102-A	0.870	9.30	7.76	4,6,8
1979 except 2.3L 1982-86 and 1987-93 2.3L	F1ZZ-1102-B	0.875	10.06	8.14	5,6,8
1987-93 5L	F1ZZ-1102-A	1.035	10.84	9.00	4,6,8
1993 Cobra	F3ZZ-1102-A	1.035	10.84	9.00	4,6,8
1994-2004	F4ZZ-1125-A	1.025	10.86	8.91	7,8
2000 Cobra-R Brembo/Baer 1994-04 Cobra/1993 Cobra R	XR3Z-1125-BC	1.100	13.00	11.30	7,8
1984-86 SVO/ 1984-90 Lincoln Mark VII	E45Y-1102-A	1.025	10.84	9.00	7,8

NOTES:
1: Part numbers shown are right side front rotors. Left side rotors carry part numbers with the succeeding base number. Ex: D9ZZ-1102-A in the chart specifies a right side rotor; the corresponding left side rotor would carry part number, D9ZZ-1103-A.
2: Note that all Ford front rotor part numbers containing “1102” or “1103” as the base number are for a one-piece rotor-and-hub assembly while part numbers with a base number of “1125” cover rotors separate from their hubs.
3: Effective (working) diameter is measured across the center of a rotor’s machined face, halfway between the outer edge and inner edge of the pad contact wear path.
4: Estimated production run up to 11/1981
5: Estimated production run after 11/1981
6: With four lugs/rotor
7: With five lugs/rotor
8: Vented rotor

Rear Rotors

Application	**Part number** (1,2)	**Thickness (inches)**	**Diameter (inches)**	**Effective diameter (inches)** (3)	**Notes**
1993 Cobra-R	F1LY-2C026-A	0.945	10.53	9.03	4,7,8
1994-04 V6, GT	F8ZZ-2C026-AA	0.550	10.51	8.82	~~5,~~7,9
1994-04 Cobra	F4ZZ-2C026-B	0.709	11.65	9.96	7,8
1993 Cobra 1987-88 Thunderbird Turbo Coupe	E7SZ-2C026-A	0.945	10.07	8.57	6,8,10
1984-86 SVO/Lincoln Mark VII LSC	E8LY-2C026-A	0.945	11.25	9.45	5,7,8
Baer	--	0.795	12.00	10.65	7,8

NOTES:
1: Part numbers shown are right side rear rotors. Left side rotors carry part numbers with the succeeding base number. Ex: E7SZ-2C026-A in the chart specifies a right side rotor; the corresponding left side rotor would carry part number, E7SZ-2C027-A.
2: Note that all Ford rear rotor part numbers containing "2C026" or "2C027" cover rotors that are separate from their hubs.
3: Effective (working) diameter is measured across the center of a rotor's machined face, halfway between the outer edge and inner edge of the pad contact wear path.
4: OE on 1991-92 Lincoln Mark VII (also used with 45 mm Varga calipers)
5: OE on 1984-90 Lincoln Mark VII LSC (rear)
6: With four lugs/rotor
7: With five lugs/rotor
8: Vented rotor
9: Solid rotor
10: The 1988 Thunderbird rear rotors (F3ZZ-2C026-A and F3ZZ-2C027-A), and the 1993 Cobra rear rotors are dimensionally and functionally interchangeable.

Front calipers

	1987-93 5.0 1993 Cobra	**1984-86 SVO**	**1994-98**	**1999-2004** (4)	**2000 Cobra- R Brembo**	**1994-98 Cobra 93-R, 95-R Baer** (5)	**1999-2004 Cobra** (5)
Part number Left/Right (1,2)	E7SZ-2B121-A E7SZ-2B120-A	E4LY-2B121-A E4LY-2B120-A	F3SZ-2B121-A F3SZ-2B120-A	XR3Z-2B121-AA XR3Z-2B120-AA	(6)	F4ZZ-2B121-A F4ZZ-2B120-A	XR3Z-2B121-BB XR3Z-2B120-BB
FMSI pad number (3)	D200	D199	D600	D804	D592/D372	D412	D412
Piston diameters (mm)	60	73	66	44 / 44	36 / 40	38 / 38	40.4 / 40.4
Total piston area (mm^2)	2,827	4,185	3,421	3,041	2,274	2,267	2,561

NOTES:

1: All Ford left side front calipers have a base part number of 2B121

2: All Ford right side front calipers have a base part number of 2B120

3: FMSI; Friction Materials Standards Institute

4: PBR dual piston aluminum pin drive caliper (PDC), different than the dual piston aluminum calipers on 1994-98 Cobra caliper and the 1999-2004 Cobra caliper

5: PBR caliper (imported by Baer) is a pad-guided caliper (PGC)

6: Front calipers used on the 2000 Cobra-R are included in the FRPP brake kit (with rotors and hoses), under part number M-2300-X

Rear calipers

	1987-88 T-Bird **1993 Cobra/Cobra-R** (4)	**1984-86 SVO** **1984-90** **Lincoln LSC** (5)	**1994-2004 GT/V6** (6)	**1994-2004 Cobra** (6)	**Baer** (7)
Part number Left/Right (1,2)	F3ZZ-2553-A F3ZZ-2552-A	E4LY-2553-A E4LY-2552-A	F4ZZ-2553-A F4ZZ-2552-A	F4ZZ-2553-B F4ZZ-2552-B	--
FMSI pad number (3)	D347 (5)	D204	D627	D627A	D413 (9)
Piston diameters (mm)	45.44	54	38	38	40.4
Total piston area (mm^2)	1,590	2,290	1,134	1,134	1,281

NOTES:
1: All Ford left side rear calipers have a base part number of 2553
2: All Ford right side rear calipers have a base part number of 2552
3: FMSI; Friction Materials Standards Institute
4: Varga caliper-
5: Kelsey-Hayes caliper
6: Varga caliper
7: OE PBR caliper; also sold by Baer (A similar version was also used on Corvettes and Camaros, but with specific parking brake cable routing different than Mustangs'.

Pg 420

Delete this table's 13th row up from the bottom.

[This extraneous row's cell labels read, "Year," "Base price ($)," etc.]

Pages 421-422

Insert the following in the appropriate alphabetized positions in the "Key to Abbreviations":

FMSI Friction Materials Standards Institute assigns alphanumeric designations to all manufacturers' brake pads to simplify interchangeability and cross-referencing.

ISO International Organization for Standardization, a group that establishes quality and other standards for manufacturers worldwide.

Page 441-442

Add three names to this alphabetical listing:

Jim Cronin

Jack Hidley

Chuck Schwynoch