FORD TAURUS LX

A car which sets the standards by which others in its class are judged is properly called a break-through car. And judging from the accolades and the popularity its design leadership has earned, Ford Taurus aptly fits the definition.

Taurus was designed and engineered with a "best-in-class" philosophy. Nearly four hundred of the best features of many of the world's finest cars were evaluated with the intent of equalling or surpassing as many as possible.

Striving to improve upon Taurus design continues, with added features for 1990 such as the standard driver air bag supplemental restraint system and the optional 4-wheel power disc anti-lock brake system (ABS).

The Taurus depicted above is the luxurious LX one model in a series of four that includes as well the standard L, the handsomely equipped GL, and the SR0 high-performance sports sedan.

To Taurus world-class, award-winning design, the LX model brings a wealth of comfort and convenience features presented here and also on page 7.

Responsive multi-port fuel-injected V-6 power is standard. And for Taurus LX drivers there's the variable power-assist speed-sensitive steering system. This computer-controlled system provides more power assist for a low-speed maneuver like parking, and a progressively firmer feel as speed increases.

Another LX mark is the lower bodyside cladding. It's designed to help protect against stone chipping, and is slanted at the bottom to reduce wind turbulence enhancing the air flow efficiency of this highly aerodynamic luxury road car.

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The Taurus interior

The roomy, comfortable Taurus can easily serve all the practical needs of a family. And from the driver's special point of view, Taurus is designed to satisfy the emotional needs of those who often drive for the enjoyment of it.

COMFORTABLE PASSENGER CAR

The mid-size Taurus has a passenger volume index of 100 cu. ft. There's plenty of head, shoulder, hip and leg room for six adults (five in SHR). Space, however, is only part of the overall picture.

The front seats underwent more than 100,000 miles of actual on-road development to make them exceptionally comfortable, especially on long trips. Their 6-point design helps make them firm and supportive. The high-density foam padding distributes contact pressure evenly with no hard or soft spots which can cause discomfort. In Taurus, the needs of the rear passengers get special attention. The seat is raised slightly to provide better forward visibility. There's ample space between the front seat tracks and a slanted floor for legroom. Rear occupants even have their own head ducts.

ERGONOMIC DRIVERS CAR

For all its provide in the way of convenience and comfort for up to six, Taurus is a driver's car. The seating is designed to minimize fatigue and provide firm lumbar support. Placement of each control is determined by length of reach and frequency of use.

The amount of effort required to operate the controls is also considered as part of the entire ergonomics equation. So are legibility of instrumentation, hand-eye coordination, field of view, and the many other factors that comprise the science of ergonomics.

DRIVER AIR BAG SUPPLEMENTAL RESTRAINT SYSTEM

Ford Taurus for 1990 features a driver air bag supplemental restraint system.

The air bag, located in a module in the center of the steering wheel, is designed to activate in the event of a moderate to serious frontal impact roughly equivalent to striking a parked car of similar size at 30 miles per hour.

From initial impact to full deployment, the air bag inflates in less than 1/10 of a second. It also begins to deflate within a fraction of a second.

The air bag is designed for one-time use. Once used, the module must be replaced by a qualified service technician. Replacement is covered by the insurance company as part of the collision repair. Many insurance companies are offering a discount on the medical premiums for owners of air bag-equipped cars.

It is important to remember that the air bag is intended to supplement, not replace, the driver's lap and shoulder belt system, which provides protection in all types of impacts. Together, the air bag and safety belts comprise one of the best occupant restraint systems available today.
Start with the appoint-ments the world-class design features of the standard Taurus inte-
not add the amenities of
a luxury road car, and the result is
Taurus LX.
The reclining split bench seats
are equipped with power lumbar
supports and are upholstered in a
special luxury cloth. For the driver's
convenience, seat adjustment is
power-assisted six ways, side-tilt,
up/down, tilt forward/back.

Taurus LX offers the
amenities of a
world-class luxury
road car.

The instrument cluster provides
a tachometer plus alert lights for
door-ear, low washer fluid, low oil
level, low fuel, and headlamps-on.
And for the comfort of everyone,
manual-control air conditioning is
standard.

Taurus LX also includes: Front
controlling lamps. Power side win-
dows and power door locks.
Remote-control fuel door and
decklid (sedan) releases. Dual
illuminated visor mirrors with sec-
condary sun visors for protection
from bright sunlight. And a cour-
tesy light package with head
lamps on reminder.

Luxury level sound insulation is
standard also, for the extra mea-
sure of quiet comfort expected in a
luxury road car.
Since its introduction, the award-winning Ford Taurus has brought world-class design features to hundreds of thousands of sedan and wagon drivers all across America. Convincing proof that world-class design and affordability can be attributes of a single automobile.

Taurus world-class design features alone would make the L and GL models outstanding values. But they're just a few of the many features of these popular mid-size sedans and wagons. Taurus is convincing proof that world-class design and affordability can be attributes of a single automobile.

Taurus L and GL are equipped with dual electric remote outside mirrors, halogen headlamps, all-season steel-belted radial tires, power steering and brakes.

Standard also are a tilt steering column, reclining split bench front seats, AM-FM stereo sound system, trip odometer, electronic digital clock, variable-speed interval windshield wipers, tinted glass, the newly available driver-side air bag supplemental restraint system, and much more.

To that list the Taurus GL model adds 4-way adjustable headrests and seat back map pockets, dual voice mirrors with armrest-side secondary vane, and an electrified cargo tie-down net. Plus a fold-down center armrest, integral headrests, and a rear window ledge storage bin in the rear compartment of the sedan models. Perhaps the best Taurus value of all is the Taurus GL with Preferred Equipment Package 204A. Air conditioning, speed control, power windows, and door locks, power driver's seat, cassette tape player and alloy wheels are included. These options (see page 20) come with a discount when compared with the options purchased separately.

The Taurus L and GL series also offers a wide range of performance choices: the 2.5L EFI V-6, standard in the sedan; the 3.0L EFI V-6, standard in the wagon, optional in the sedan; and the 3.4L EFI V-8, optional in GL sedan and wagon. And now available for the GL sedan with 3.0L or 3.4L V-6 is the optional anti-lock brake system with 4-wheel power disc brakes.
Ford Taurus Wagon

Design. A mid-size wagon that is both highly aerodynamic and spacious. And it's also the ride and handling masterpiece of a fine touring sedan. This is exactly what Ford has done—and with remarkable success—in the Taurus wagon. The Taurus wagon is the product of careful thinking that examined every design detail affecting cargo space, even the components of the rear suspension. The independent rear system (described on page 12) is specially designed to maximize usable cargo space (68.7 cu. ft.) without compromising ride comfort and handling.

Taurus is also outstanding in the special wagon features it provides such as the versatile 60/40 split second seat, the convenient two-way gate, and the zero-design hood latch. The carpeted load floor has built-in cargo tie-downs. Wagon with the mini space tire and lockable under-floor storage compartment is also included.

And Taurus wagon has standard dual port fuel-injected V-6 power: the 3.0L V-6 in Taurus L and GL, the high-torque 3.8L V-6 in Taurus LX.

6. The 60/40 split second seat folds down flat for maximum cargo-carrying utility. Depending on which seat back is folded, there's room for one or two passengers.

7. Taurus wagon provides additional cargo space in a convenient retractable under-floor storage compartment (comes with optional conventional spare tire).

8. For families, there's the optional rear facing child seat—just right for two children.
TAURUS L, GL, LX ENGINEERING

The customer-driven "best-in-class" philosophy that created Ford Taurus focuses on the highest quality of the driving experience from the feel of a single operating control to the performance of the engine and the ride of the suspension system.

TAURUS ENGINES

The standard engine that powers the Taurus L and GL sedans is a 2.5L 14 with electronic fuel injection, overhead valves (OHV) and high-efficiency combustion (HEC) design. Putting out 130 lbs-ft of torque at 2600 rpm, the 2.5L is engineered to deliver responsive acceleration at the lower end of the performance curve.

Powerful low-end performance, preferred by many drivers, is also a major feature of the 3.0L V6 engine. It has multipoint electronic fuel injection, overhead valves, and 12-on-air intake runners that are carefully tuned to balance high and low power and low-end torque. The 3.0L generates 80 percent of its 160 lbs-ft of torque at 1000 rpm.

More powerful yet is the 3.8L, overhead valve V6 engine that reaches its peak 235 lbs-ft of torque at 5200 rpm. The 3.8L features a sequential multi-point electronic fuel injection system and a tuned air intake manifold. It also has a special counter-rotating balance shaft which helps control vibration, contributing to the engine's smooth performance.

Every Taurus powerplant is equipped with Ford EEC-IV computer. Fuel-air mixture, ignition timing and numerous other engine functions are precisely controlled by this highly sophisticated system. EEC-IV instantaneously "fine tunes" the operation of the engine to the requirements of the moment.

TAURUS SUSPENSIONS

Ford Taurus sedan and wagon models are engineered with a 4-wheel independent suspension system.

The Taurus sedan features the highly efficient MacPherson spring-over-strut design of the front and the rear is tuned to deliver precise handling balance while also providing the kind of smooth ride quality most drivers are accustomed to.

The struts are nitrogen gas-pressure sealed to maintain consistent hydraulic fluid pressure. The result is a smooth and controlled ride, especially over rough road surfaces.

While sharing the sedan's MacPherson strut front suspension system, the Taurus wagon has a four-link (SLA) independent rear suspension designed to satisfy its special space and load requirements.

The SLA setup uses separate springs and shock absorbers mounted on lower control arms to allow for a lower and wider load floor and more cargo space. And equipped with components such as variable-rate coil springs, gas-pressurized shocks and stabilizer bar, Taurus wagon's independent rear suspension provides sedanlike ride smoothness and handling, whether it's supporting a full cargo load or none at all.

- Front-wheel drive places the weight of the engine and transaxle over the driving wheels for traction.
- Independent rear suspension with gas-pressurized shock absorbers and stabilizer bar in Taurus wagon incorporates a "shortening arm" (SLA) setup designed to maximize usable cargo space and provide smooth ride and quality handling.
- Taurus engines are equipped with electronic fuel injection (multiple port type with V6 engine and Ford's EEC IV computer).
- Front suspension system in sedan and wagon models is the MacPherson strut design with gas-pressurized shock absorbers and stabilizer bar. Front end alignment needs no periodic adjustment.
- P-metric steel-belted radial tires deliver all-season traction in all weather conditions.
- Power rack-and-pinion steering features a 15:1 steering gear ratio for quick responsiveness. A variable power-assist, speed-sensitive system is standard in Taurus LX.
- Front-wheel drive eliminates the under-rod drive shaft for added flexibility.
- Resilient 5-mph polycarbonate bumpers help provide protection and also contribute to Taurus' excellent aerodynamics.
- Independent rear suspension on the Taurus sedan is the MacPherson strut design with gas-pressurized shock absorbers. V6-powered models have a stabilizer bar.
CUSTOMER-DRIVEN DESIGN

Consider for example, just a few of the many details of Taurus aerodynamic design. The hood curls into the low hood line to reduce frontal area and lower wind resistance. The polypropylene bumpers are shaped to help manage the flow of air around and under the car. A technique known as "shelving"—merging the doors into the hood line—conceals the drip rails which are a source of drag on the car.

How Taurus' design works is every bit as important as how it looks. And it works, remarkably well, to help move the car smoothly and efficiently through the air and to manage the air flow to reduce wind noise and better handling.

The same careful attention to details can be seen inside. Taurus the well-constructed, contoured seating; the ergonomically designed instrument panel and controls; the spacious comfort for passengers and other features presented on page 4.

And, of course, there is Taurus' advanced engineering. Which is even more impressive with the addition of the new standard driver air bag supplemental restraint system.

Also new in Taurus for 1993 is the computer-controlled power 4-wheel disc anti-lock brake system. (ABS) optional in V-6 powered Taurus GL, and standard in Taurus SHO.

All prevents braking-induced wheel lock-up by modulating the hydraulic pressure to each wheel up to 10 times per second. When impending lock-up is detected, the brakes are applied and released repeatedly in much the same way as a professional driver "pumps" the brakes, only a great deal faster.

Ford Taurus
made the Car
and Driver list of
"Ten Best Cars"
years ago.

Ford designers and engineers took the same careful approach, from the customer's point of view, when they created Taurus. They examined the fine points of numerous functional features before selecting and assembling their best for Taurus.

And the critics from Car and Driver magazine, having recognized these customer-driven efforts, placed Taurus on their list of "Ten Best Cars" four years in a row.

The optional Insta Clear heated windshield can remove 1/10 of an inch of frost at 0 degrees Fahrenheit in just two to three minutes.

Six-way power driver seat adjustment (forward/back, up/down, tilt forward/back) is standard in LX and SHO, optional in L and GL. Six-way power for the passenger seat is available. Latchable remote fuel door and child-locking release standard in LX and SHO, optional in L and GL.

Computer-controlled anti-lock brake technology, coupled with 4-wheel power disc brakes, is optional in L, standard in LX and standard in SHO.
Power by its port fuel-injected 24-valve V-6 and equipped with its sport-tuned handling suspension and 4-wheel anti-lock disc brakes, the Taurus SHO (Super High Output) travels easily and confidently in the world of sophisticated high-performance sport sedans.

Displacing 3.0 liters and putting out 220 hp @ 6200 rpm, the SHO engine has one of the highest ratios of power to displacement (73.6 hp per liter) among normally aspirated engines. And it generates 200 lbs-ft of torque @ 4800 rpm for responsive low- and mid-range acceleration.

Each cylinder of the SHO V-6 has two 35mm intake and two 30mm exhaust valves promoting high-flow/velocity breathing and rapidburn combustion. Quad high-lift overhead camshafts — two for each bank of cylinders — contribute as well to the engine's super high-output performance.

The intake manifold incorporates a dual plenum chamber design with 12 runners below 4000 rpm, the engine takes in air through six long small-diameter runners that are tuned for low-rpm breathing. Above 4000 rpm, where the engine needs more air, butterfly valves open to allow added intake air through six short long-bore runners.

In a world-class sport sedan, power output is only half of the performance equation. Handling the forces of cornering and braking is the other half.

Putting the power of 220 horses under the hood of the front-driving SHO called for modifications in suspension tuning. Accordingly, the spring rates and the diameter of the stabilizers were increased to reduce vertical motions and body roll. And the front trailing and interior links got stiffer bushings to reduce tire/wheel motions, as did the rear inboard links to create toe-in during hard cornering.

To complement the sophistication of this 4-wheel independent handling suspension, Taurus SHO's 4-wheel power disc brakes now possess the world-class stopping capability of the computer-controlled anti-lock brake system.
Turbo SHO is simply equipped to every respect to engorge anyone in the full measure of driving enjoyment, this world-class sports sedan brings to the road.

SPORT SEDAN FEATURES

The power and torque of the 3.0L DOHC 24-valve V6 are transmitted to Turbo SHO's specially designed P255/50R15 VEF Good-year Eagle GT 4 tires through a 5-speed manual gearbox.

The driver sits in a multi-function console between the ergonomic reclining bucket seats, which have 4-way adjustable headrests, adjustable lumber and side bolster supports. The driver's seat has 3-way power adjustment as well.

The new SHO instrument cluster is special too. It has an 8,000-rpm tach. Plus diagnostic alert lights for low oil level, low engine coolant, low washer fluid, door ajar, and headlight out.

LUXURY-LEVEL COMFORTS

Turbo SHO's extensive standard equipment list includes manual climate control air conditioning, a leather-wrapped steering wheel, speed control, courtesy light group, remote fuel door and decklid releases, power side windows and door locks, and more.

And in Turbo SHO's Preferred Equipment Packages are the multi-lamp and illuminated entry systems. The optional High-Level Audio System is standard as well, to which can be added the outstanding performance and quality of the Ford JL Audio System. Also available is a new digital audio disc player.
## PREFERRED EQUIPMENT PACKAGES AND OPTIONS

Prefered Equipment Packages make it easy to order a well-equipped Ford Taurus. Simply select the package with the features you want from the chart on page 26. Listed are also options available separately following new descriptions of features which may be of interest to you.

### High-Level Audio System
- Electronic volume control
- Separate power control
- Pop-out controls for bass, treble, balance and fade
- Motorized cassette tape rear memory for six AM and six FM stations
- FM muting bi-directional seekout tuning for radio
- Automatic music search using seek and scan for cassette tape auto-reverse cassette player

### Electronic Climate Control Air Conditioning
- Provides automatic temperature control
- Digital display of both inside and outside temperatures
- Sabbath compensation
- Electronic push-button control for desired temperature and mode selection
- Full manual override capability for blower speed and mode selection
- Variable rotary blower speed control

### Deluxe Wheel Cover (Steer with 4 and DLX) Front wheel cover (Stir with DLX). Split radius wheel (Stir with SHC)

### Optional Equipment Packages

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### Exterior
- Single- or dual-design halogen headlamps
- Fixed or variable-vane radiator
- Electrically operated retractable mirrors
- Integrated rear door windows with concealed trim molding
- Electric braking proportioning
- Aluminum alloy wheel covers with reel grips

### Interior
- Black or tan chenille bench seat (CL, GL, DLX)
- Black or tan side air seat (CL, GL, DLX)
- Black or tan seat covers (CL, GL, DLX)
- Black or tan seat cushions (CL, GL, DLX)
- Black or tan seat bars (CL, GL, DLX)
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- Black or tan seat bars (CL, GL, DLX)
- Black or tan seat belts (CL, GL, DLX)
## SAFETY AND OWNER'S MANUALS

**SERVICE AND SAFETY FEATURES**

- **Vehicle operation**
  - Dual independent hydraulic brake system
  - Warning light
  - Combination parking/brake lights

- **Traction control**
  - With forward-going and reverse-acting system

- **Power steering**
  - Independent: Manual

- **Air suspension**
  - Manual

### OCCUPANT PROTECTION

- **Seated**
  - Driver and passenger

### SCHEDULED MAINTENANCE

Here are some examples of normal scheduled maintenance intervals for your 1990 Taurus:

- **Air filter change**
  - Every 12,000 miles

- **Engine oil change**
  - Every 30,000 miles

### DAMAGE RESISTANCE

Ford equips Taurus with important features such as:

- **Fender anti-rust**
  - Front

### FORD DEALER QUALITY COMMITMENT

The Ford Quality Control Program extends beyond the factory to every facility where Ford products are sold worldwide.

### OPTIONS AVAILABILITY

Options shown or described on this page may be optional or standard if available in your area.

### PRODUCT CHANGES

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

### ASK YOUR FORD DEALER

For further information or to obtain the latest version of this manual, contact your nearby Ford dealership.

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### TAURUS SHO MEASUREMENTS

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<td>Engine Power</td>
<td>200 HP</td>
<td>200 HP</td>
</tr>
</tbody>
</table>

---

### COLORS & TRIMS

- **Interior Trim Colors**
  - Dark Blue
  - Medium Gray

---

### Taurus SHO SPECIFICATIONS

- **Engine Type**
  - 3.0L DOHC V6

- **Powertrain Options**
  - Automatic Transmission
  - Manual Transmission

---

### TAURUS L, GL, LX SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Unit 1</th>
<th>Unit 2</th>
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<tbody>
<tr>
<td>Wheelbase</td>
<td>106.0</td>
<td>106.0</td>
</tr>
<tr>
<td>Length</td>
<td>183.0</td>
<td>183.0</td>
</tr>
<tr>
<td>Width</td>
<td>174.0</td>
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</tr>
<tr>
<td>Roof Type</td>
<td>Hardtop</td>
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### TAURUS L, GL, LX MEASUREMENTS

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<td>Wheelbase</td>
<td>106.0</td>
<td>106.0</td>
</tr>
<tr>
<td>Curb Weight</td>
<td>3,390</td>
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Best-Built American Cars.

This is based on an average of consumer-reported problems in a series of surveys of '81-'89 models designed and built in North America.