

QUICK-TEST

1991 Ford Taurus Cop Car



1991 FORD TAURUS POLICE PACKAGE

DRIVETRAIN

Engine	V-6
Displacement	3.8 liters (232 cid)
Compression	9.0:1
Bore x Stroke	3.80 x 3.40
Horsepower	155 @ 4000 rpm
Torque (lb-ft)	220 @ 2200 rpm
Transmission	Four-speed automatic

GENERAL

Body Type	Four-door sedan
Length (in.)	188.4
Height (in.)	54.1
Width (in.)	70.8
Wheelbase (in.)	106.0
Track f/r (in.)	61.6/60.5
Tires	P215/70R14
Steering Type	Rack and pinion
Turning Diameter (ft.)	38.6
Curb Weight (lbs.)	3049
EPA Fuel Mileage (City/Hwy)	19/28
Base price	\$14,815

PERFORMANCE

(From Michigan State Police Tests)	
0-60 (sec.)	9.9
Quarter Mile	17.6 at 79.7 mph
Top Speed (mph)	129.4



During the 10 days we had a Ford Taurus cop car, no one ate a doughnut in it. So our impressions are sorely lacking—at least from a law enforcement perspective. But it has a nice beverage holder.

The Cop Taurus is our favorite new four-door sedan; a car each of us would own. It's got rubber floor mats, seats that don't do anything without occupant-power, manual door locks, and steel wheels hidden behind chintzy plastic covers that look like leftovers from the *Lost In Space* props department. The Cop Taurus was a refreshing change from over-gizmoed new cars, reminding us of cars from the Sixties. To our "the-best-were-built-before-'72" mentality, that's an extremely high compliment.

The Cop Taurus starts as a 3.8-liter V-6-powered, low-line Taurus L—the Taurus public utility fleets prefer most. To turn it into a cop car, Ford adds a 130 amp alternator, "police-level" cooling with a special slotted grille, an engine oil cooler, a "quasi-dual" exhaust system, steel fuel lines, a "certified" 140-mph speedometer, a power steering cooler, a 3.37:1 axle ratio, a transaxle cooler, P215/70HR14 General XP2000H tires (as wide as the 16-inchers on the SHO), four-wheel ABS disc brakes, deletes the underhood insulation, and strengthens the rear crossmember and suspension brackets. The result is 15 more horsepower (155), and better handling than the SHO.

The quick steering is perfectly weighted, the car remains neutral even as the body teeters around corners, and the extra power is perfectly placed in the powerband. This isn't a monster-motored cruiser, but it's tough to outrun a Motorola radio anyhow.

There are nits to pick—and Losee improved its looks instantly when he pulled off the wheel covers to make it look more "cop"—but the biggest is that you'll have to hunt for a Ford dealer that has one in stock or knows how to order one. But this Taurus has character, and is the Taurus every Taurus should be.