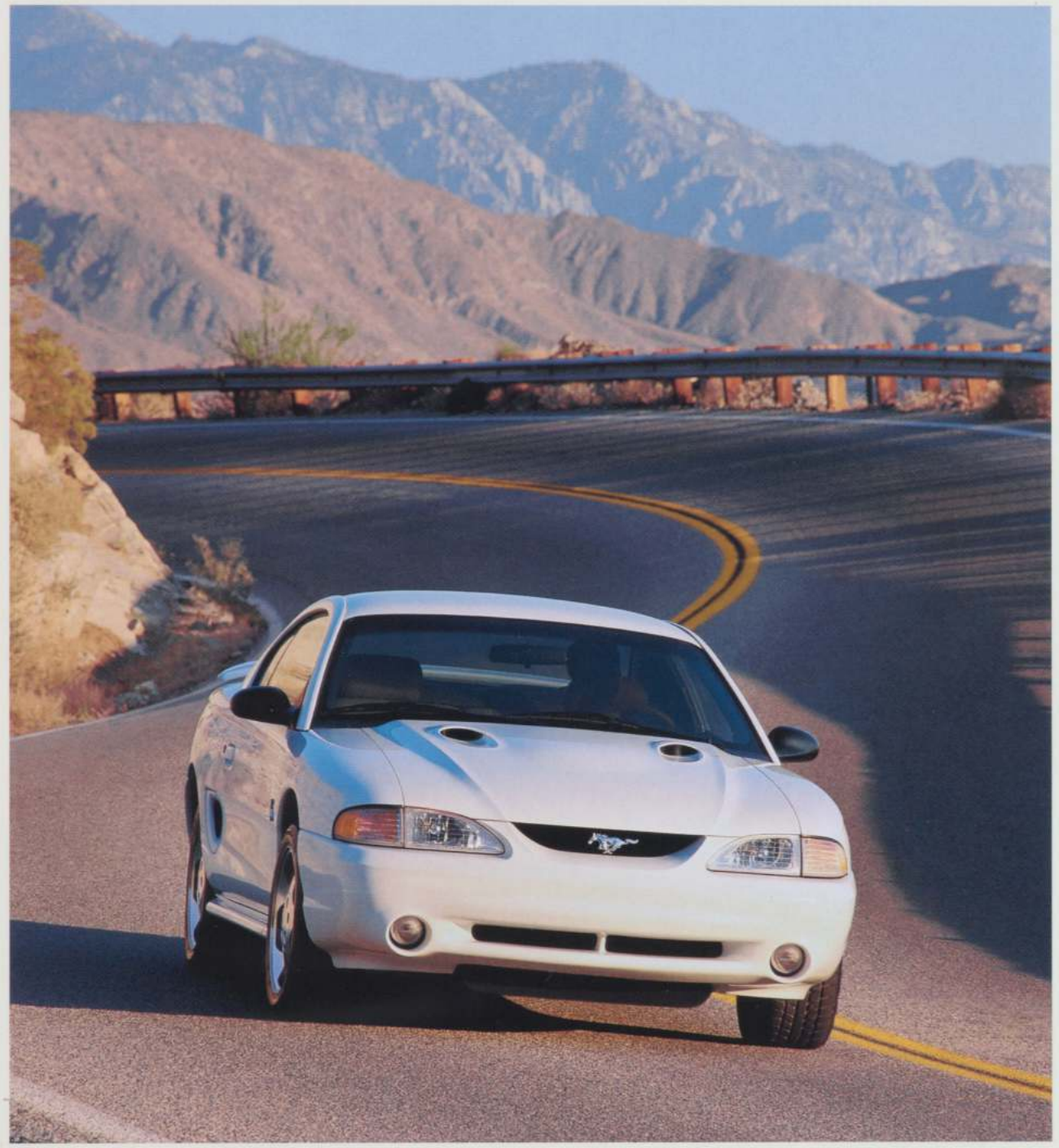
FORD MOTOR COMPANY

# SPECIAL VEHICLE TEAM


# 1997 MUSTANG COBRA



*The essential ingredients for a memorable driving experience are an engine that breathes deeply during a rush to the redline and a chassis that balances poise with predictability. Blend these cardinal virtues with finesse and you have a passionate driving machine.*


L
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MIRRORS
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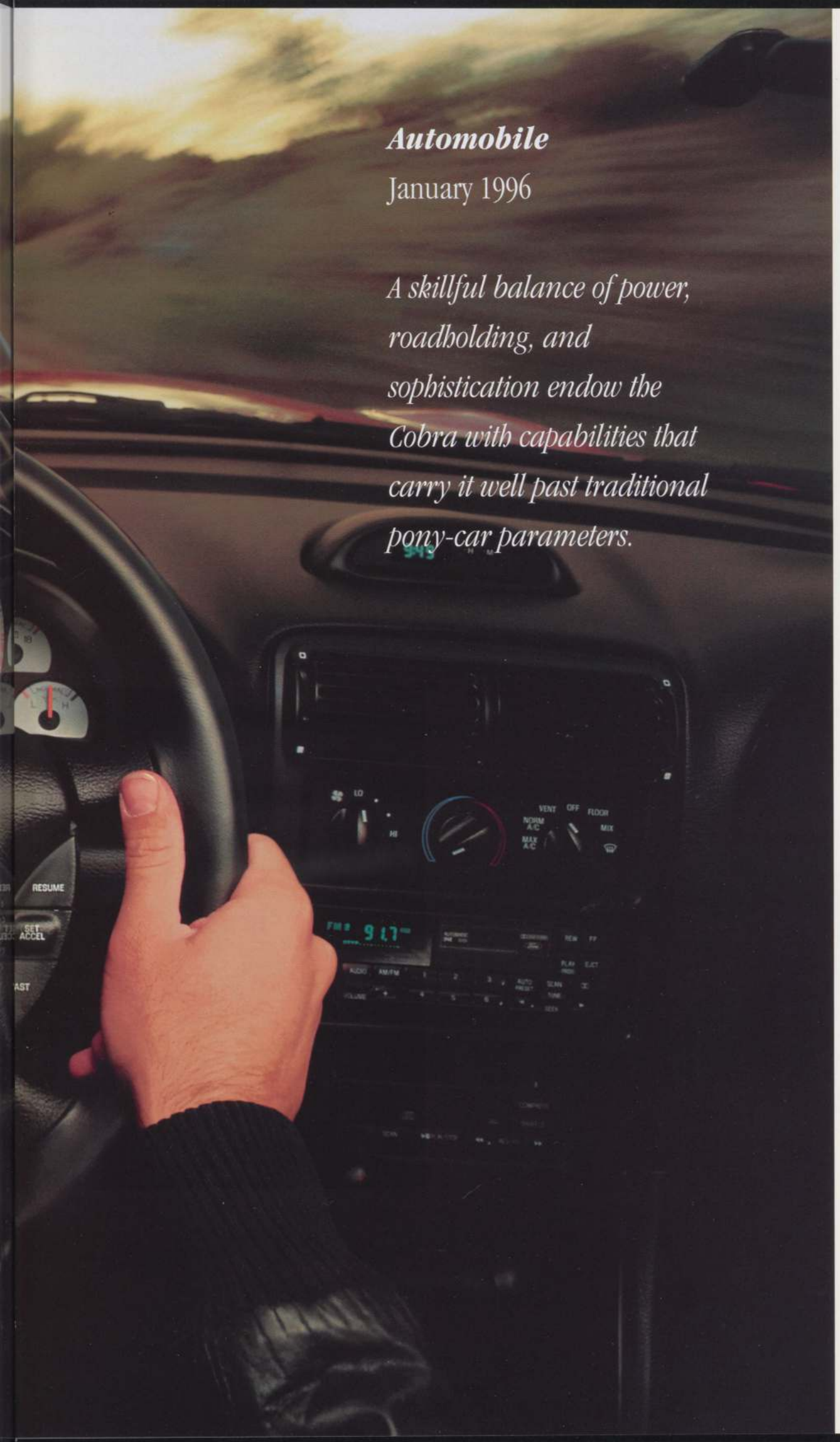
ON
OFF
COBRA
MPH
km/h
PREMIUM
UNLEADED FUEL ONLY




***Automobile***

January 1996

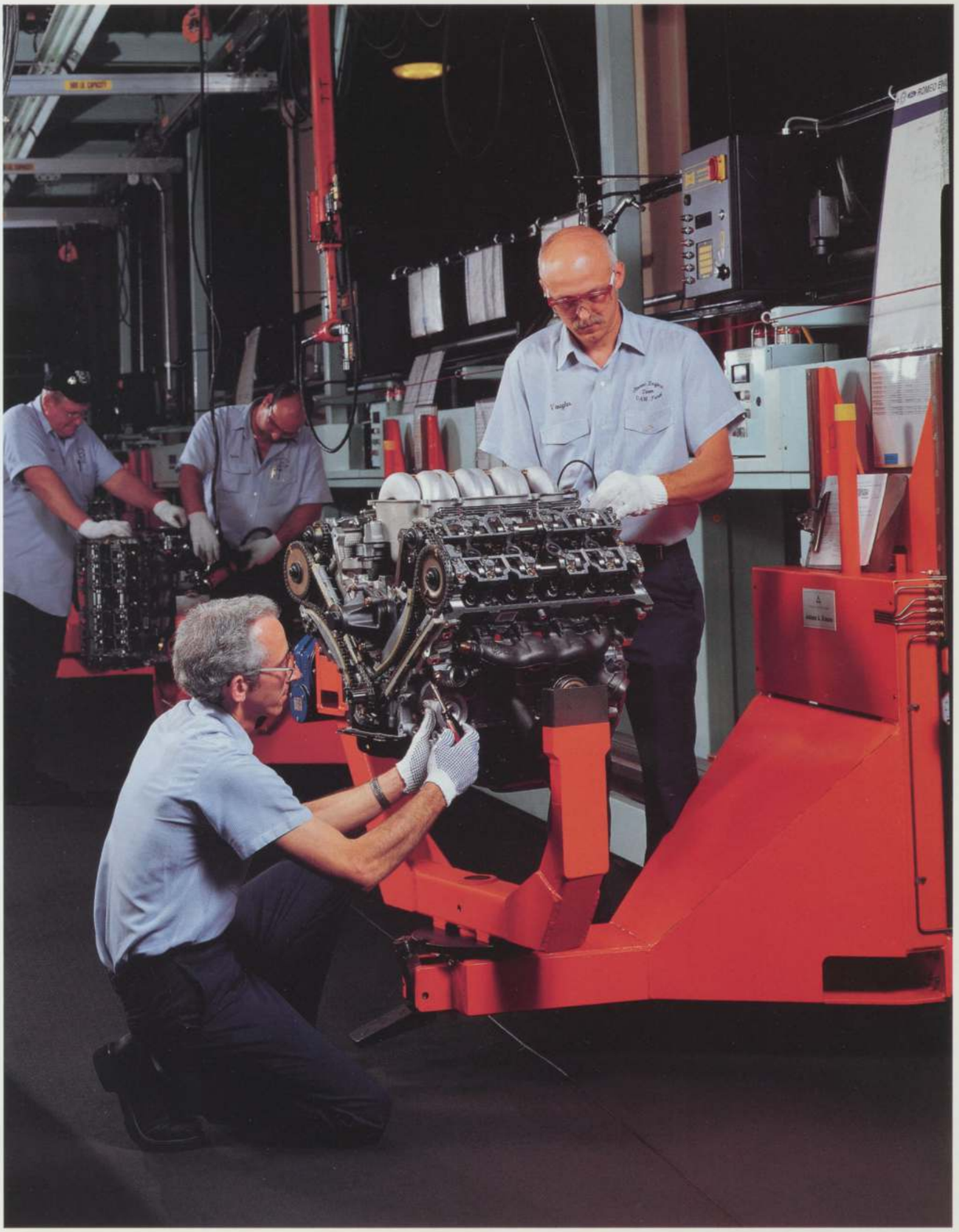
*A skillful balance of power, roadholding, and sophistication endow the Cobra with capabilities that carry it well past traditional pony-car parameters.*

## THE DRIVER'S CAR

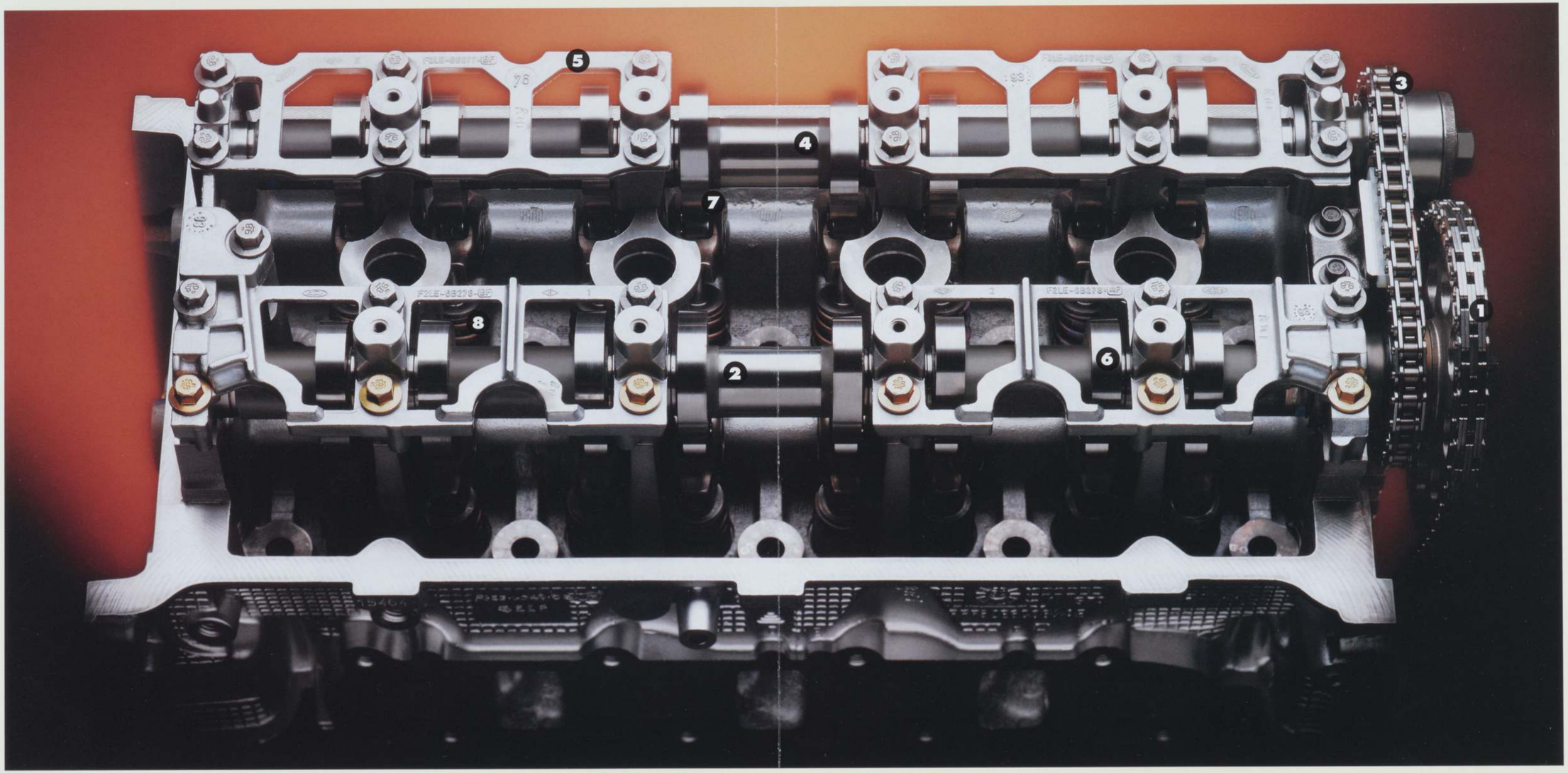
A driver's car is designed around the notion that some people truly enjoy the act of driving. To fulfill its purpose, a driver's car must strike a balance between powertrain and chassis, cornering prowess and long-distance comfort — a balance in which no one system overwhelms any other. By definition, a driver's car should be a lithe and nimble package that performs well under a wide range of driving conditions. Of greatest importance, it must always be a joy to drive.

The Ford Special Vehicle Team creates driver's cars. Since the introduction of the 1993 SVT Mustang Cobra and SVT F-150 Lightning, all SVT vehicles have been designed to possess poise and predictability, whether they're being driven in everyday situations or through demanding mountain passes. When a driver learns to fully exploit the potential of such a car, when one becomes the harmonious extension of the other, a day spent unwinding canyon roads and country lanes doesn't leave a driver fatigued, but exhilarated and ready for more.

The enthusiast press has lauded the latest SVT Mustang Cobra as a milestone in the U.S. auto industry. In a comparison test between the SVT Mustang Cobra and BMW's M3, *Automobile Magazine* stated "the SVT people have elevated the Mustang into a legitimate GT, a car you can really believe in as a long-distance mile eater rather than a short-haul tire smoker...The Cobra is a car that America can feel proud of and that car enthusiasts are going to adore." In 1996, the SVT Cobra received *MotorWeek*'s Driver's Choice Award and was named by *Automobile Magazine* to its All-Stars list. *Ward's Auto World* heralded the Cobra engine as one of the world's ten best.

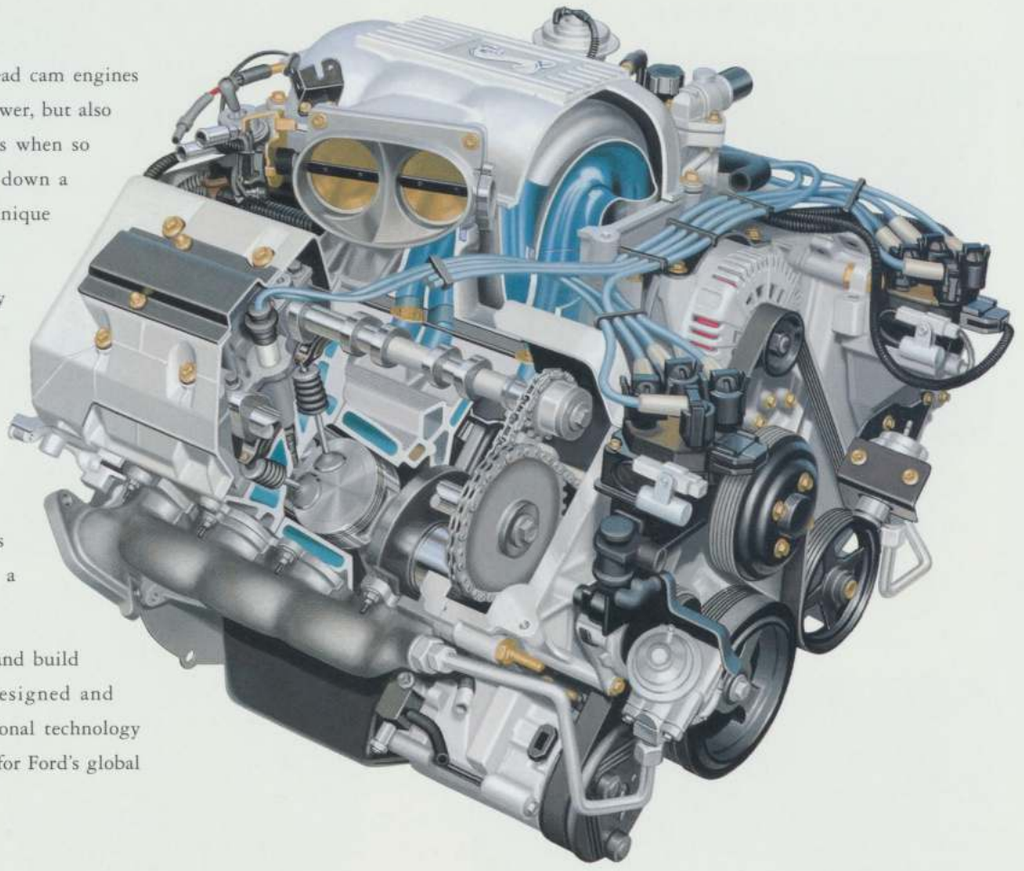


*The SVT Cobra engine is assembled at Ford's Romeo, Michigan, engine plant on a dedicated niche engine line staffed by 12 two-person teams. Using a combination of highly advanced assembly processes and the gentle care of hand craftwork, each team is responsible for carrying an engine through the build process from a "short-block" built on the main assembly line to a complete, running engine. When a team completes an engine, both assemblers initial a label that is then affixed to the right cam cover.*




*Above: In this actual production cylinder head casting and assembly, the entire valvetrain is clearly visible. One random-link silent chain (1) per cylinder bank rises from the front of the crankshaft to meet the exhaust camshaft (2). A secondary roller chain (3) loops from the exhaust to the intake camshaft (4). All four cam chains have hydraulic tensioners to minimize slack and lash. The hollow cams run in line-bored journals in the aluminum head casting and are secured from above with aluminum girdles (5). The cam lobes (6) act upon roller-finger followers (7), which incorporate hydraulic valve-lash adjustment. The roller-finger followers press on the valve tips. Beehive valve springs (8)—wound in Michigan with ovate wire sourced from Japan—control valve movement. Though the engine is redlined at 6,800 rpm, this robust head design could sustain higher engine speeds without valve float or damage to the head itself.*

## ENGINE ARCHITECTURE



Automotive *aficionados* have long revered double overhead cam engines not only for their high-revving character and flexible power, but also for the soul-stirring mechanical symphony that results when so many valves, cams, and pistons are climbing up and down a wide rev band. To power the Cobra, SVT employs a unique 4.6-liter double overhead cam V8.

To develop the Cobra engine, Ford Motor Company extensively modified its 32-valve, double overhead cam V8. This highly evolved derivative incorporates more than 100 unique components that enhance power and torque. Placing such an engine in anything less exotic or costly than an Italian sports car or premium sedan would have been inconceivable ten or even five years ago. Ford drew on manufacturing resources throughout the world to deliver this engine in a reasonably priced sports coupe.

The Cobra's V8 not only meets the highest tolerances and build standards, but can also be produced in volume. Designed and engineered in Dearborn with aid from Ford's international technology partners, the Cobra's aluminum-alloy V8 is a metaphor for Ford's global approach to the business of making automobiles.

### International Manufacturing

Teksid, the Italian company responsible for casting the Cobra's engine block and heads, also casts aluminum components for Ferrari road and Formula One cars, as well as other Italian and European performance cars. The Cobra's block, cast in Carmagnola, Italy, employs considerable ribbing both for structural strength and to attenuate the noise and vibration all engines can produce. Also, to endow the engine's bottom end with great rigidity as well as to provide a superior mating surface with the transmission, the Cobra's block has a "deep skirt," which means that the bottom edge of the block extends well below the crankshaft's centerline. The cylinder bores feature iron liners.

The steel crankshaft is forged by Gerlach-Werke in Homburg/Saar, Germany. The counterweights, placed opposite every throw of the crankshaft, contribute to the engine's exceptionally smooth revving characteristics from idle to redline. The Cobra's unique flywheel is made with nodular iron, an especially strong and durable metal.

Mounted beneath the crankshaft is a unique windage tray that wipes excess oil away from the crankshaft and directs it to the Cobra's deep oil sump. Even during dynamometer testing, when the engine is running at sustained maximum revs, the sump contains at least three quarts of oil, providing a significant reserve for this high-revving, powerful engine.

### Major Engine Componentry

The nodular iron main bearing caps attach to the block with not two or four, but six bolts, spreading tension and load over a greater area of the block. On each side of the bearing cap, two bolts reach upward into the block in conventional fashion, and one bolt runs horizontally into the side of the cap through the skirt of the block.

To handle the considerable torque generated by the Cobra engine, the sinter-forged alloy connecting rods feature big ends more robust than those found in any Ford 4.6-liter passenger-car engine. Made from powdered metal that is compacted into the rough shape of a connecting rod and then "hot-struck" in a forge, these components are remarkably strong due to the millions of bonds created on the molecular level during the forging process.

After forging, the rod big ends are mechanically fracture-split to create the bearing cap. Due to the irregular, interlocking surfaces along the fracture line, the bearing cap and rod can be reassembled only one way, ensuring an exact fit and making the entire bearing cap assembly especially strong. All main and rod bearings are made from aluminum, and are bored so the surface finish works in unison with the surface of the crankshaft journals.

The shallow-skirt alloy pistons give a compression ratio of 9.85:1. A friction-reducing coating on the pistons' sliding surfaces allows the engine to gather revs more quickly and also reduces wear on the piston and bore surfaces. The Cobra features fully floating piston pins.

## THE COBRA POWERTRAIN

Powertrain engineers often refer to modern engines as electronically controlled air pumps. The more effectively an engine pumps air, the more power and torque it can produce.

### Air Intake

The SVT Cobra engine begins the process of making horsepower behind the front grille, where a conical air cleaner sits ahead of the 80mm air mass sensor. This unique sensor measures the temperature and density of the air and feeds this information to the electronic engine control computer, called EEC-V.

The air then moves further downstream to the twin 57mm bore throttle body. The butterfly valves in the bores open simultaneously, not in stages, giving the engine exceptional throttle response by quickly yet progressively delivering large volumes of air to the cast alloy plenum that sits atop the Cobra engine.

Eight tuned-length cast thin-wall runners are placed inside the plenum. One runner feeds each cylinder—there is a Y split in the manifold just above the valves and this directs air to the primary and secondary valves—but only one of the two intake valves is fed at all times. The sequential port fuel injection system features one 24 lb./hr. injector per cylinder.

Placed above each secondary intake valve is a 34mm butterfly port throttle. Below 3,250 rpm, the port throttles are closed, thus blocking airflow to the secondary valves. With only one valve feeding each combustion chamber at low revs, airflow velocities are higher, and the resulting "swirl" of the fuel-air mixture is faster, producing better cylinder filling and quicker, more complete burning. The curved lip around the inlet for the primary intake valve initiates and directs the swirl of the intake charge in the combustion chamber. This results in improved low-end torque and exhaust emissions.

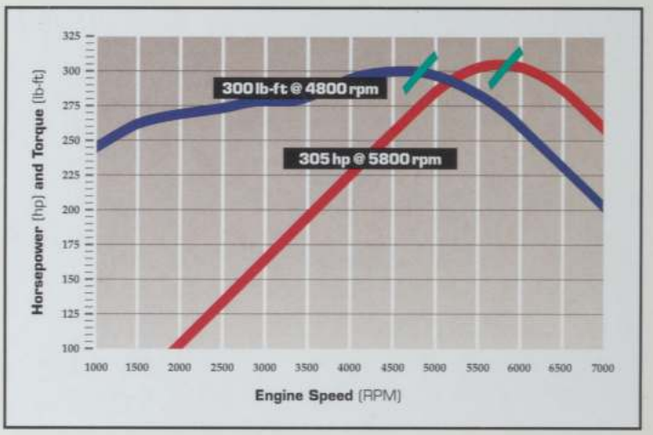
Between 3,250 and 7,000 rpm, the engine computer makes two key adjustments: the port throttles are opened, allowing a nearly unrestricted flow of air through all 16 intake valves at mid and high rpm; and the injectors deliver more fuel to the cylinders. The port throttle design helps create ample low-end torque, while providing the high-end horsepower advantages of a four-valve design.

### Engine Computer, Exhaust

The engine computer system, EEC-V, is Ford's most advanced. The system monitors engine functions—airflow, rpm, crankshaft position, camshaft position—and can make minute adjustments millions of times per second to deliver the spark and fuel-air mixture at the optimum time to maximize power and fuel economy. The SVT Cobra also has a highly sophisticated on-board engine diagnostics system.

The SVT Cobra's unique high-silicon, molybdenum iron exhaust manifolds feed exhaust gases into a stainless steel dual exhaust designed with the fewest possible bends in order to maximize efficiency and speed exhaust flow. The 2.25-inch exhaust pipes are linked by a crossover pipe that balances the pressure pulses through the low-restriction mufflers. The system is visually distinguished by twin 2.75-inch polished exhaust tips.

The oil cooling system uses a design developed by Ford. The water-to-oil cooler mounts directly to the left side of the block, with an oil filter mounted on its end. Water returning from the radiator to the engine block first runs through the cooler, reducing oil temperatures significantly, allowing higher sustained revs, and extending potential engine life.




*Horsepower: 305hp @ 5,800 rpm.*
*Torque: 300 lb./ft. @ 4,800 rpm.*

### Transmission, Differential

The Cobra's transmission is the Borg-Warner T45. Compared to its T5 predecessor, the T45 is quieter, smoother, and stronger. The gears are taller and wider, and incorporate revised gear tooth geometry, all of which provides a stronger gearset and reduced gear "whine." First and second gears have large double-cone synchros to smooth engagement and increase durability. Reverse gear is removed from the movement of the geartrain when forward gears are engaged, further reducing noise and wear. The T5's extensive use of needle and roller bearings is continued in the T45, ensuring smooth and quiet operation. Finally, the clutch housing is integrated into the transmission assembly, providing a much stiffer engine/transmission package and reducing powertrain noise and vibration.

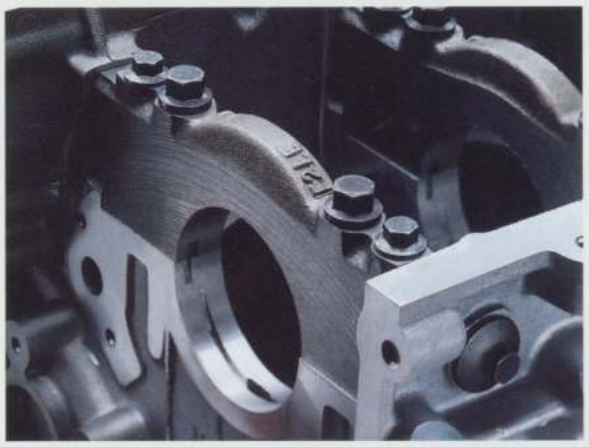
Power is delivered to the rear wheels through a limited-slip differential with a 3.27 axle ratio, which provides strong acceleration in all gears, without sacrificing quiet and comfort in high-speed driving.

### Power, Torque, Performance

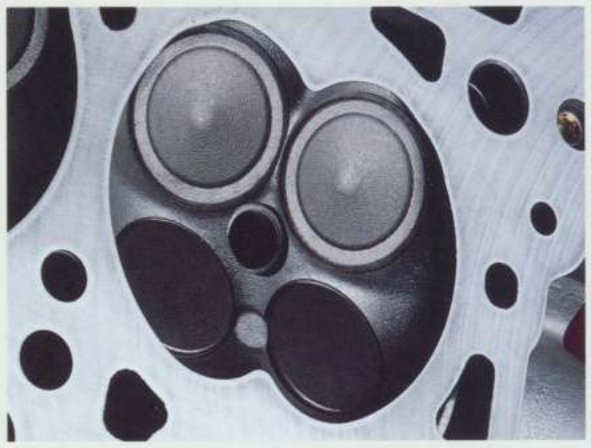
The SVT Cobra engine is free-revving from idle to its 6,800-rpm redline (fuel shut-off occurs at 7,000). It produces 305 horsepower at 5,800 rpm, and 300 lb./ft. of torque at 4,800 rpm. The Cobra engine matches the traditional 1960s measure of horsepower: the Cobra engine generates more than one horsepower per cubic inch. In the more contemporary (and more demanding) measure, the Cobra develops 66.30 horsepower per liter. In nearly every way, this engine is superior to the much romanticized American V8s of the 1960s, and clearly rivals contemporary twin-cam V8s from Germany, Japan, and North America.

In the end, an engine is intended to place a car in motion, not perform on a dynamometer. The 1997 SVT Mustang Cobra accelerates from a standstill to 60 mph in 5.9 seconds. The quarter-mile is covered in 13.99 seconds with a terminal speed of 101.6 mph. In closed-course testing, the SVT Cobra achieves a top speed of 152 mph. And like the best twin-cam V8s, the SVT Cobra engine possesses a flexible powerband, refinement, and quick responses, and constitutes a significant advance in the Cobra's evolution.

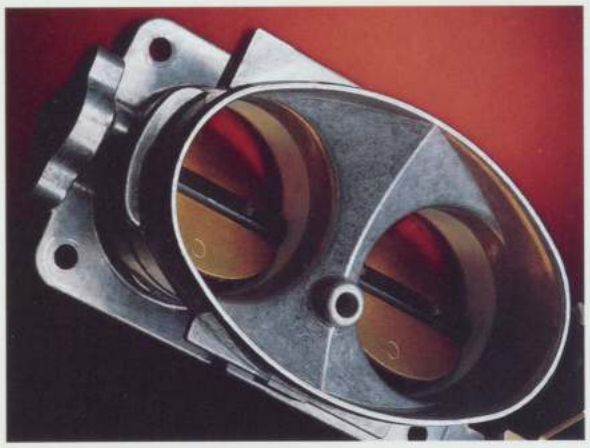
*Cobra's alloy pistons feature a 9.85:1 compression ratio and a friction-reducing coating on the sliding surfaces. The connecting rods are robust sinter forgings, with fracture-split big ends.*



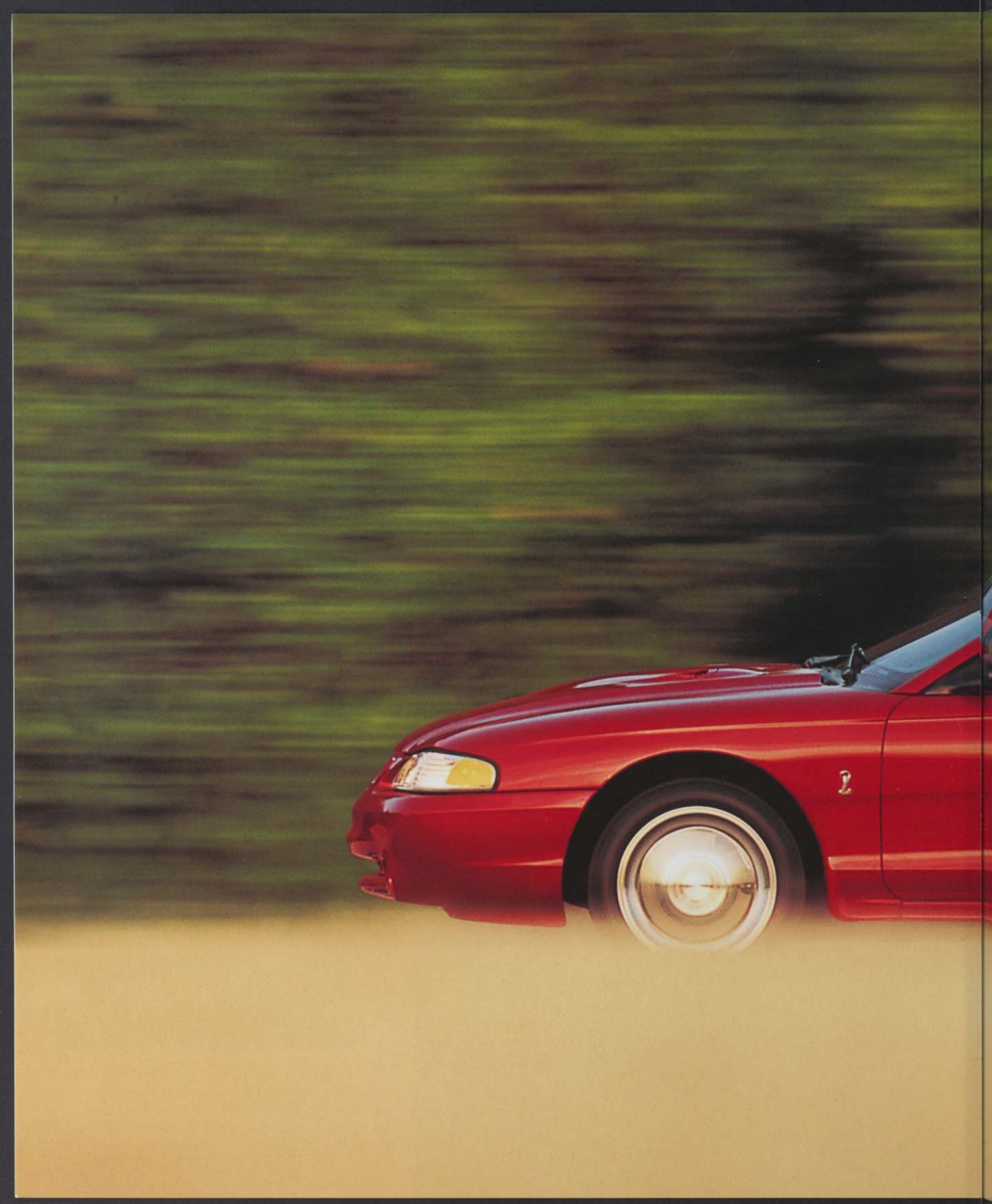
*The nodular iron main bearing caps attach to the block with not two or four, but six bolts, spreading tension and load over a greater area of the block, endowing the bottom end with tremendous strength.*



*The curved lip around the inlet for the primary intake valve directs the fuel-air mixture as it enters the combustion chamber, causing it to swirl.*



*Unique to Cobra is a throttle body with twin 57mm bores. The bores open simultaneously, not in stages, giving the engine exceptional throttle response by quickly yet progressively delivering large volumes of air to the cast alloy plenum that sits atop the Cobra engine.*



***Car and Driver***
December 1995

*. . .the pony from Dearborn was judged to possess the best overall handling in our sweaty roadcourse microcosm. It managed cornering transitions with aplomb from apex to exit. The throttle could be used to push the nose out or draw it in as needed without upsetting its admirable overall balance.*

## SUSPENSION, CHASSIS, AND APPOINTMENTS

The suspension of a driver's car possesses a fluid, imperturbable character. Unlike the stiffly sprung suspensions of less sophisticated performance cars, the suspension of a driver's car has an elastic quality that keeps all four contact patches firmly married to the road under most conditions. Like Grand Touring cars of the past and the best driver's cars of today, the SVT Cobra is designed to blend the seemingly contradictory qualities of long-distance comfort with exceptional grip and handling poise.

Because the body structure of the current Mustang is so rigid—the more rigid the body structure, the more accurately a suspension can be tuned—Ford engineers were able to create a chassis that is both supple and tenacious. Rather than simply stiffen the Cobra's suspension with heavier springs and severely-damped shock absorbers, Ford engineers tuned the suspension to easily soak up dips and bumps while maintaining solid contact and communication with the road.

### Suspension Design and Tuning

The front suspension is a modified MacPherson-type design, with a lower control arm, strut, and a unique 29mm stabilizer bar. Its geometry results in excellent anti-dive characteristics and turn-in. The hydraulically assisted rack-and-pinion steering uses helically cut steering gears, which deliver greater precision and immediate communication. The steering system runs in bearings rather than bushings, enhancing reliability and reducing friction.

The rear suspension follows Ford's QuadraLink principles. An outboard lower trailing arm carries the spring near its midpoint and the axle near its end. A 27mm stabilizer bar links the two lower trailing arms, running behind and below the rear axle. Inboard upper trailing arms extend from the body structure to attachment points next to the differential housing. The shock absorbers stand vertically behind the axle assembly. Horizontally mounted hydraulic leading links help locate the axle, limiting both its fore-aft movement and wheel hop during aggressive acceleration from a standstill and out of corners.

The SVT Cobra's unique springs serve two purposes: they give the car a smooth ride over broken surfaces; and as the springs compress, they grow stiffer, limiting roll, squat, and dive. The front and rear stabilizer bars limit body roll, and help modulate understeer in the vehicle. Shock and strut valving is tuned to damp the wheels without making the suspension harsh or uncompliant.

### Wheels, Tires, Brakes

The SVT Cobra's unique 17.0 x 8.0 in. cast alloy wheels are shod with 245/45-17 BFGoodrich Comp T/A ZR radials, which are derived directly from the Comp T/As fitted to the 1995 SVT Cobra R race car.

Motion is an expression of energy. To slow a vehicle, that energy must be converted into heat by pads squeezing on spinning brake rotors. The SVT Cobra's 13.0-inch vented front discs feature twin-piston calipers sourced from PBR, an Australian manufacturer famous for its race-proven brake components. The iron rotors feature curved internal vanes that effectively and rapidly dissipate the heat that builds up under hard braking. The four-wheel vented discs on the Cobra are capable of smooth and effective deceleration—corner after corner, on race track or road—without significant fade.

The SVT Cobra's brakes are monitored and controlled by a three-channel,


four-sensor Bosch ABS system that can modulate and adjust each of the four calipers every 10 milliseconds. The system gives the Cobra short braking distances (60-0 mph in 127 feet) with excellent pedal modulation and limited pedal kickback under ABS braking.

### Exterior, Anti-Theft System

To complement the significant powertrain and chassis attributes, the SVT Cobra is visually distinguished by a number of unique refinements, including a special hood, "COBRA" rear valance panel, and polished exhaust tips. A front fascia incorporating round fog lamps remains unique to the SVT Cobra.

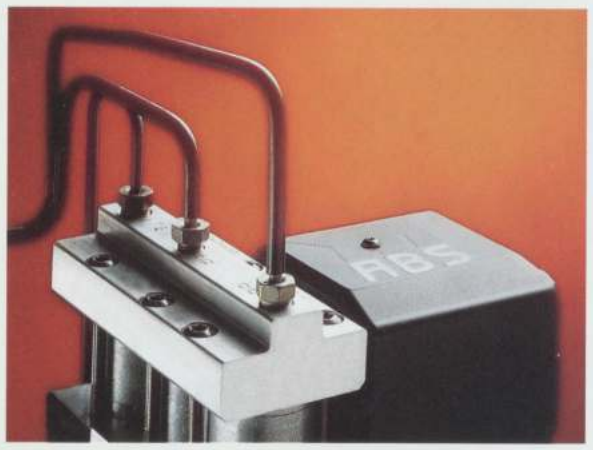
To protect your 1997 SVT Cobra, Ford has developed a Passive Anti-Theft System (PATS). Each SVT Cobra key carries a radio transponder that contains a unique code selected from a potential of four quadrillion combinations. An antenna located in the steering column "interrogates" the key, then the key code is transmitted to a control module, where it is compared to the codes stored in the control module. If the key's code matches, a signal is sent to the EEC-V system to "enable" the engine to run. If the key code does not match or if no encoded key is detected, the EEC-V system will not allow the engine to run. Up to 16 additional keys can be programmed to operate the vehicle provided an original key is available at the same time. The PATS system proved its effectiveness in 1996, as the theft rate for 1996 Mustang GTs and Cobras dropped by 77 percent compared to rates for 1995 Mustang GTs and Cobras.*

Finally, as in 1994, '95, and '96, SVT will produce a limited edition of Cobra convertibles. For 1997, the SVT Cobra convertible will be available in all four exterior colors: Rio Red Tinted Clearcoat, Black Clearcoat, Crystal White Clearcoat, and Pacific Green Clearcoat Metallic.

*The 13.0-inch vented front discs feature curved internal vanes to dissipate heat quickly. The PBR front calipers are a twin-piston design.*


*The Cobra's 17.0-inch five-spoke alloy wheels are wrapped with BFGoodrich Comp T/A ZR radials, which are derived from the Comp T/As fitted to SVT's 1995 Mustang Cobra R race car.*

*The 11.65-inch rear brakes are clamped by single-piston calipers. The rotors feature internal cooling vanes.*




*The Cobra's brakes are monitored and controlled by a three-channel, four-sensor Bosch ABS system that can modulate and adjust each of the four calipers every 10 milliseconds.*

## THE ULTIMATE GOAL

The nucleus of Ford SVT is a small close-knit group of engineers, product planners, and marketing people who meet on a weekly basis. In creating its vehicles, SVT interacts with and draws heavily on the talents and knowledge of other driving enthusiasts at Ford and its key suppliers who work in the key disciplines of design, product development, manufacturing, and marketing.

Of the nearly 5,000 Ford dealers in the U.S. and Canada, fewer than 730 are certified to represent SVT. The annual commitment of these dealers to SVT includes in-depth technical seminars, training in customer-care techniques specific to the enthusiast driver, and instruction in car-control and performance driving. SVT-certified Ford dealers are dedicated to creating a culture within their dealerships that is friendly to the knowledgeable driving enthusiast.

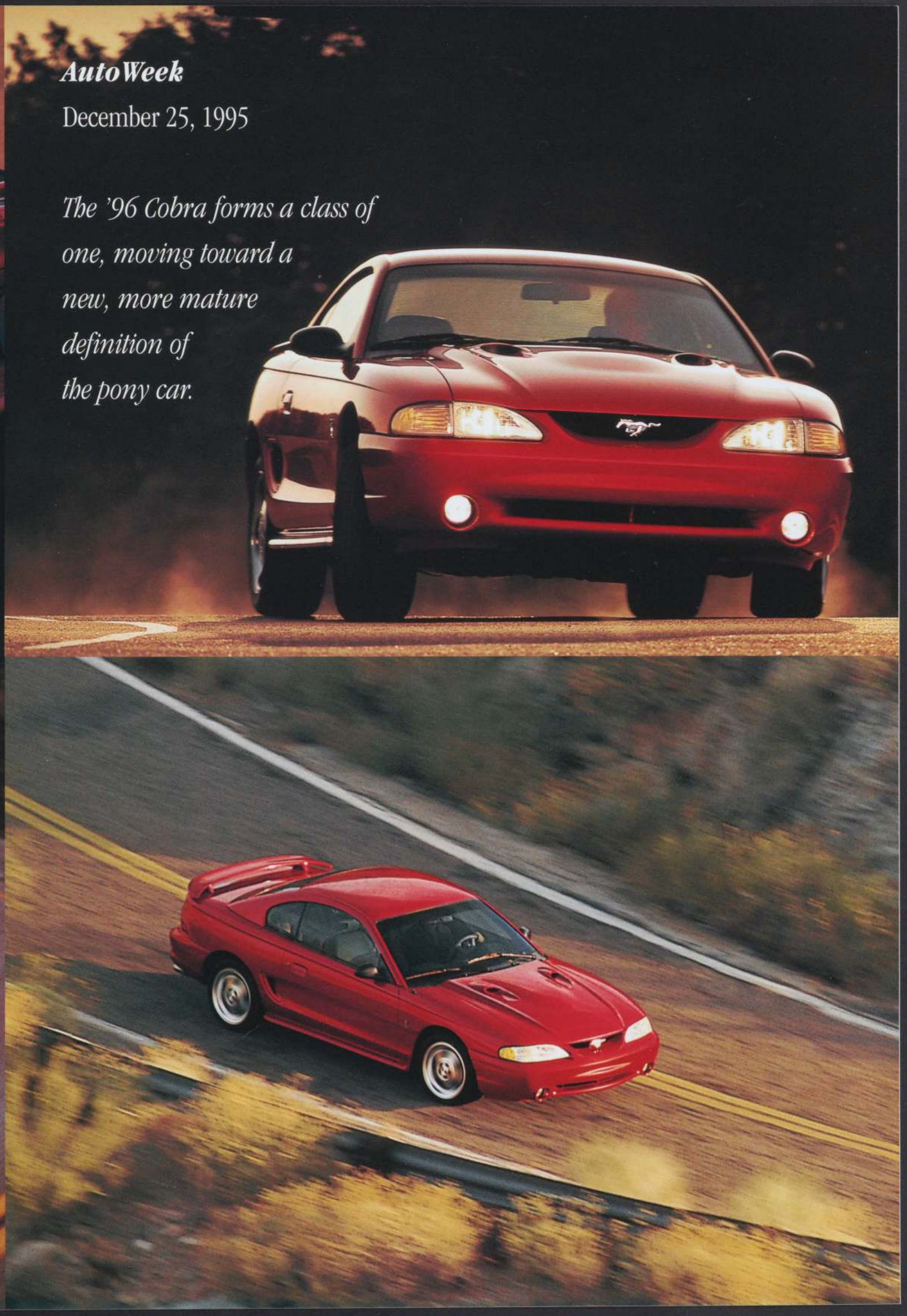
At the heart of the SVT philosophy is a deep commitment to skillful and enthusiastic driving. Every driver should be competent and responsible behind the wheel of a car, but SVT and its dealers believe drivers of performance cars like the SVT Cobra should possess exemplary car-control skills. To foster that ethic, SVT offers new SVT owners a special discount at the Bob Bondurant School of High-Performance Driving. It's the desire of everyone at the factory and at SVT-certified Ford dealerships that SVT owners take advantage of this opportunity to hone their car-control skills, not only to become better and safer drivers, but also because such training will enhance the driving experience. And in 1997 the Bondurant school will begin a transition to the SVT Mustang Cobra as its primary training vehicle.

The ultimate goal for Ford SVT and SVT dealers is to provide enthusiasts with many years of enjoyable driving.


***AutoWeek***

December 25, 1995

*The '96 Cobra forms a class of one, moving toward a new, more mature definition of the pony car.*



# FORD SVT MUSTANG COBRA TECHNICAL DATA

## THE SVT FAMILY

*1993 SVT Mustang Cobra*

*1993-95 SVT Ford F-150 Lightning*

*1993 SVT Mustang Cobra R*

*1994-96 SVT Mustang Cobra*

*1994 SVT Mustang Cobra Indy Pace Car*

*1995 SVT Mustang Cobra R*

*1998 SVT Contour (Spring 1997 Introduction)*

## ENGINE

| | |
|---|---|
| Configuration | Longitudinally mounted, 90-degree V8, cast aluminum block and heads, iron cylinder liners, fully counterweighted forged crankshaft |
| Bore x Stroke | 90.2mm x 90.0mm |
| Displacement | 4,601cc/280cid |
| Compression ratio | 9.85:1 |
| Horsepower (SAE net) | 305 hp @ 5,800 rpm |
| Torque | 300 lb./ft. @ 4,800 rpm |
| Redline | 6,800 rpm (fuel shut-off at 7,000 rpm) |
| Valvetrain | Double overhead cams (hollow camshafts), chain drive to exhaust cams, secondary chain from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, ovate-wire beehive valve springs, four valves per cylinder |
| Intake valves | 2 per cylinder, 37mm head diameter |
| Exhaust valves | 2 per cylinder, 30mm head diameter |
| Fuel system | Sequential electronic fuel injection |
| Intake manifold | Tuned length thin-wall cast aluminum runners, cast aluminum plenum chamber |
| Throttle body | Twin 57mm bore throttle body, simultaneously opening |
| Air-mass sensor | 80mm diameter |
| Port throttles | Electronically actuated 34mm port throttles open to secondary intake valves at 3,250 rpm |
| Exhaust manifolds | Cast high-silicon, molybdenum iron, manifold type, stud and nut attachment |
| Exhaust system | Dual, stainless steel, 2.25 in. diameter tubes |

## DRIVETRAIN

| | | |
|---|---|---|
| Rear axle | 8.8 in. limited-slip differential | |
| Driveshaft | Steel, with hardened yoke | |
| Transmission | Borg-Warner T45 5-speed manual; integral clutch housing | |
| Gear | Ratio | Speed |
| 1st | 3.37 | 45 mph (72 kph ) |
| 2nd | 1.99 | 77 (124) |
| 3rd | 1.33 | 115 (185) |
| 4th | 1.00 | 152 (245) |
| 5th | 0.67 | |
| Reverse | 3.22 | |
| Final drive | 3.27 | |

## SUSPENSION

| | |
|---|---|
| Front | Modified MacPherson strut, with separate spring on lower arm, 400/505 lbs./in.variable-rate coil springs, 29mm stabilizer bar |
| Rear | Rigid axle, upper and lower trailing arms, two leading hydraulic links, 165-265 lbs./in. variable-rate coil springs, shock absorbers, 27mm stabilizer bar |

## STEERING

| | |
|---|---|
| Type | Power assist, rack and pinion |
| Gear ratio | 14.7:1 (on center) |
| Turns, lock to lock | 2.38 |
| Turning diameter | 40.8 feet |

## BRAKES

| | |
|---|---|
| Front | 13.0 in. (330mm) vented disc PBR twin-piston caliper |
| Rear | 11.65 in. (296mm) vented disc, single-piston caliper |
| ABS | Bosch, three-channel, four-sensor system |

## WHEELS AND TIRES

| | |
|---|---|
| Wheels | Cast aluminum, diamond-cut surface, five-spoke, 17 x 8 in. |
| Tires | BFGoodrich Comp T/A ZR, 245/45ZR-17, unidirectional tread pattern |

## COBRA INCLUDES

Supplemental restraint system: Driver- and passenger-side (air bag) Always wear your safety belt.

Tilt steering wheel

Anti-Lock Brake System

Articulated sport seats (four-way power for driver) with cloth/vinyl trim, cloth head restraint, and power lumbar support

Premium electronic AM/FM stereo cassette

Power Equipment Group: Dual electric remote control mirrors, power side windows, power door locks, power deck lid release

Rear window defroster

Air-conditioning/manual control

Speed control

Front floor mats

Dual illuminated visor mirrors

Remote keyless illuminated entry

Passive Anti-Theft System (PATS)

## AVAILABLE OPTIONS

Preferred Equipment Package, consisting of: Leather seating surfaces; Mach 460 electronic AM/FM stereo/cassette; Compact disc player; Total Anti-Theft System (TATS)

Rear deck spoiler

California emissions system

High-altitude principal use

## COLOR & TRIM

| | |
|---|---|
| Exterior | Crystal White, Black Clearcoat, Rio Red Tinted Clearcoat, Pacific Green Clearcoat Metallic |
| Interior | Black Cloth, Saddle Cloth, Black Leather, Saddle Leather |

## DIMENSIONS, CAPACITIES

| | |
|---|---|
| Wheelbase | 101.3 in./2,573mm |
| Length | 182.5 in./4,636mm |
| Height | 53.2 in. (53.3 in.)/1,351mm (1,354mm) |
| Width | 71.8 in./1,824mm |
| Track, F/R | 60.0 in., 58.7 in./1,524mm, 1,491mm |
| Head Room | 38.2 in. (38.1 in.)/970mm (968mm) |
| Leg Room | 41.9 in./1,064mm |
| Curb Weight | 3,391 lbs. (3,531 lbs.)/1,541kg (1,605kg) |
| Fuel Tank | 15.4 gal./58 liters |
| Weight Distribution, f/r, % | 57/43 |

(Numbers in parentheses are for Convertible)

## PERFORMANCE

| | |
|---|---|
| 0-60 mph | 5.9 seconds |
| Quarter mile | 13.99 seconds @ 101.6 mph |
| Top speed | 152 mph |
| Braking, 60-0 mph | 127 ft. |
| Braking, 80-0 mph | 227 ft. |
| 80 ft. slalom | 52.1 mph |
| 100 ft. skidpad | 0.89g |

*For 1997, the rear deck spoiler is optional.*


**Ownership Experience**

We've gone to great lengths to make the experience of driving a new Mustang enjoyable. The experience of ownership, too.

We stand behind your car with our 3-year/36,000-mile bumper-to-bumper limited warranty. And we look after your security with our no-cost Roadside Assistance Program. Expect nothing less from a "customer-driven" company.

**Roadside Assistance Program**

Every new Ford includes the assurance of an emergency no-cost Roadside Assistance Program provided by Ford Auto Club, Inc. during the 3-year/36,000-mile bumper-to-bumper warranty period.

Help is just a toll-free phone call away, 24 hours a day, anywhere in the 50 United States, should you need any towing assistance, fuel delivery, tire change, a jump start, or even help when you're locked out of your car.

Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the limited warranty.

**Bumper-To-Bumper Coverage**

The 3-year/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.

Ford Credit is a full service company that makes a wide variety of financing and leasing programs available to qualified buyers through the Ford Dealer of your choice. Through Ford Credit's financing or Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership.

Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

**Ford Citibank Credit Card**

Using your Ford Citibank Visa or MasterCard could earn you hundreds, even thousands of dollars from Ford toward the purchase or lease of a new Ford, Lincoln or Mercury product.

To apply or get more information, call 1-800-374-7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Citibank.

Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

**Dealer-Installed Accessories**

The enjoyment of owning a new car begins before you take delivery, when you're selecting colors and features.

Along with the items listed elsewhere in this catalog, there are Ford-brand accessories available at your dealer. They meet or exceed our strict specifications, and they are custom designed and manufactured to complement the style and quality of your Ford-built vehicle.

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

*Theft-rate data courtesy of the National Insurance Crime Bureau (NICB). NICB data compares theft rates of 1995 Mustang GTs to 1996 PATS-equipped Mustang GTs.

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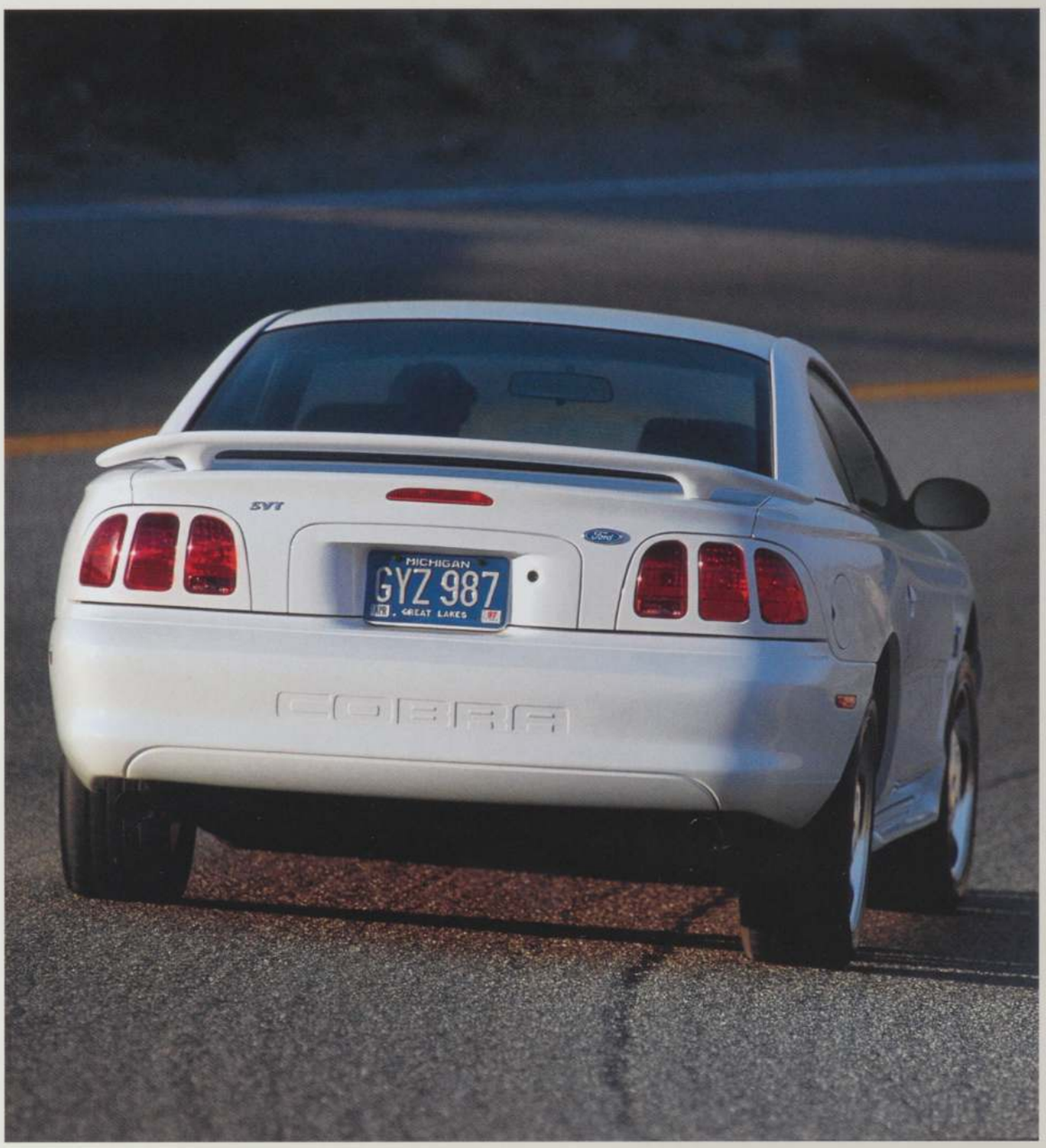


*Sports Car International*

June/July 1996

*This Modular V8 must be the smoothest, sweetest musclecar mill of all time. Taken on balance, this is one impressive package. The 1996 Cobra is not only the best Mustang ever, it's far and away the sweetest V8 sports coupe you can buy for the money. It looks and feels comparatively sedate, but is also heart-stoppingly fast and incredibly competent when taken flat-out. Better yet, it's comfortable enough to live with every day.*

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INTERNET: http://www.ford.com/vehicles/SVT