



2003 FORD SVT MUSTANG COBRA

CORE VALUES

PERFORMANCE INCREASED POWER, REFINED ROAD MANNERS, AND BALANCE AMONG ENGINE, SUSPENSION AND BRAKING SYSTEMS.



An engine that breathes
deeply during a rush
to the redline. A chassis
that balances poise
with predictability. SVT
combines these virtues
with finesse, in vehicles
that deliver exhilarating
driving experiences.



SUBSTANCE CHARACTER THAT IS BUILT IN, NOT ADDED ON.



EXCLUSIVITY LOW-VOLUME, LIMITED PRODUCTION PRODUCTS AVAILABLE ONLY FROM SPECIALLY TRAINED DEALERS.



VALUE A LOT OF PERFORMANCE AND DRIVING PLEASURE FOR THE MONEY.



WORKING ITS MAGIC

SAVOR THE CONNECTION

HOT-BLOODED SPIRIT

set free

The pure passion of driving as it was meant to be

DRIVING

DYNAMIC VITALITY

full-throttle sensory deluge

MUSCLE ... BALANCE ... FINESSE



THERE'S SOMETHING ABOUT IT ... an aggressive edge, drop-dead attitude, pent-up energy just itching to be turned loose.

There are nearly four decades of Mustang tradition expressed in those angular lines. But this one is distinct — one of the few.

Think back to some of the others ... GT350 ... Boss 302 ... Mach I.... They're all here, connected deep in the DNA. You can feel their presence like confident spirits. This car knows what it is ... where it has come from and where it's going.

And it's all right there, waiting for you.

In the driver's seat, you feel snug, fitted. Then, when you cinch up the safety belts and light up the engine, you know you're in a world where performance is a way of life. Sure signs: the engine's low, heavy-metal rumble; the purposeful positioning and feel of the controls; the titanium-faced instruments, including a boost gauge.... We're talking serious driving here ... serious fun.

Grip the beefy leather shifter ... slide it into first ... ease out the clutch. The response is unexpectedly calm. It's easy to be polite, circumspect. Or if you want, the beast is right there under your foot. And if you want to let it go, you can either launch with a no-drama surge of torque, or switch off traction control and lay down a matched pair of straight, smoky, black-rubber stripes.

Savor the sensations as you work it up through the gears. That delicious fusion of V8 reverb and blower whine ... decisive action through the gear selector gates ... effortless bounds up the rev range, with power to spare.

But that's only part of it. There's another dimension ... the one that disciplines all those horses, and allows a driver to really *drive!*

Feel it when the road twists ... when weight transfers, springs load up, and the tires grab some lateral g's. Balance. The kind that sends its messages through your body and into your brain with crystalline clarity. It's the essence of control ... forces you delight in managing with laser-accurate steering ... and brakes that shrug off speed with smooth precision.

You park it, reluctantly, and step out, still feeling its presence ... the fascination of its pure-bred Mustang heritage. It's a distinguished lineage, and this one advances the SVT Mustang Cobra to a new level of ferocious power and refined control. For any driver, it's a compelling combination.



John Coletti, SVT Chief Engineer:
"The 2003 Cobra is the pinnacle in the almost-40-year history of the Mustang brand. It is the fastest, most balanced, and fun-to-drive Mustang ever produced. This is a no-compromise Cobra."

POWER SUPERCHARGED

kinetic rush
WIND IT UP... WAILIN' BLOWER

One Sweet Tune

IT'S A WHOLE NEW POWER GAME. The 4.6-liter DOHC V8 that has powered SVT Mustang Cobras since 1996 now is on steroids ...in the form of a supercharger, and a cast-iron block with the brawn to harness all that extra muscle. Under your right foot lurks 390 horsepower and 390 foot-pounds of torque ...fully 20 percent more than the previous, naturally aspirated engine.

But there's no change in the personal craftsmanship that goes into this powerplant. It's hand built, and each engine is inscribed with the names of the two-person team that assembled it.

Let it flow

Using a supercharger to produce this tremendous power increase results in a package that is remarkably driveable — docile when

desired, with smooth, effortless power on instant demand.

For their installation, SVT engineers chose a Roots-type unit from the Eaton™ Corporation, the same model used



Fully counterweighted
forged steel crankshaft

on the SVT F-150 Lightning. It has a cast-aluminum case, machined aluminum internal rotors, and its own dedicated drive belt.

The supercharger needs higher volumes of air to pump through the intake manifold, so a larger mass-air flow sensor feeds the initial stage of the intake system. It is 90mm, instead of 80mm in the previous naturally aspirated engine.

The supercharger squeezes intake air to about eight pounds per square inch, and since this pressurized air gains heat, its next phase on the intake journey is through a water-to-air intercooler

directly under the supercharger. This makes a more dense and powerful air charge. The upper and lower intake manifolds are designed to accommodate the supercharger installation and deliver free-flowing air to the cylinder heads. These 4-valve aluminum heads are unique to the SVT Cobra. They have high flow capabilities commensurate with the supercharged intake, and they are designed to give optimum low-end torque without sacrificing peak horsepower.

Withstanding the stresses

The stresses developed by this high-torque engine demanded a high-strength block, and cast-iron was the answer. Inside, the forged-steel crankshaft is fitted with forged "H-beam" connecting rods from Manley Manufacturing, and on top are forged-aluminum pistons that give a compression ratio of 8.5:1.

A lightweight aluminum flywheel is bolted to the back of the crankshaft. At 11.2 pounds, it is half the weight of the previous steel unit. Clamping forces produced by the 11-inch, single-plate clutch have been increased to handle the engine's power output.





Forged-aluminum pistons on Manley H-beam con rods with ARP bolts



Six speeds forward

This car, along with the 2000 SVT Mustang Cobra R, are the only Mustangs equipped with a six-speed gearbox. Behind this TTC™ T-56 is an aluminum drive shaft with a hardened yoke and high-strength universal joints. The lighter drive shaft and flywheel combine to reduce the drivetrain's rotating mass, which increases the engine's free-revving characteristics due to reduced inertia. The differential's ring-and-pinion gears have a 3.55:1 ratio — a "shorter" final-drive gearset than the previous Cobra's 3.27 unit.

Exhaust note

That throaty growl from those dual three-inch polished exhaust tips is no coincidence. SVT engineers re-tuned the Cobra's 2.25-inch stainless steel exhaust system to make the car sound as great as it performs.



The 2003 Cobra Engineering Team



Tom Bochenek, Cobra Program Manager

(front, second from right): "Our team's obsession with attention to detail means that everything, down to the smallest nut and washer, was addressed during the development process. For the customer, that means an engine that delivers its awesome power reliably, day in and day out; a chassis that balances world class performance capability with outstanding ride quality; and an interior and exterior design that captures the essence of the Cobra."

AUDACIOUS AND ONE OF A KIND

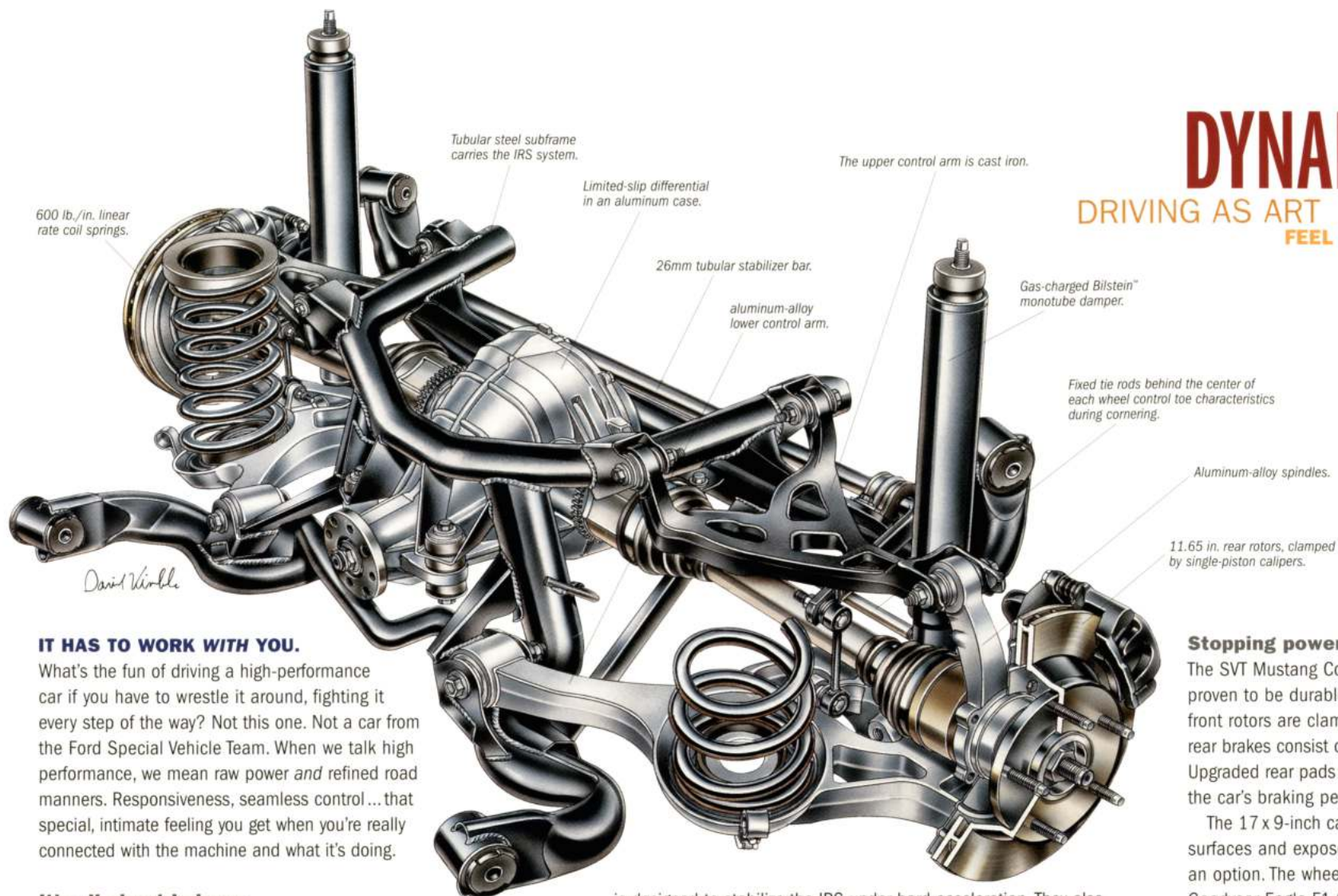




DYNAMICS

DRIVING AS ART

FEEL IT RESPOND... PRECISION, CONTROL



600 lb./in. linear rate coil springs.

Tubular steel subframe carries the IRS system.

Limited-slip differential in an aluminum case.

The upper control arm is cast iron.

26mm tubular stabilizer bar.

aluminum-alloy lower control arm.

Gas-charged Bilstein[™] monotube damper.

Fixed tie rods behind the center of each wheel control toe characteristics during cornering.

Aluminum-alloy spindles.

11.65 in. rear rotors, clamped by single-piston calipers.

IT HAS TO WORK WITH YOU.

What's the fun of driving a high-performance car if you have to wrestle it around, fighting it every step of the way? Not this one. Not a car from the Ford Special Vehicle Team. When we talk high performance, we mean raw power *and* refined road manners. Responsiveness, seamless control... that special, intimate feeling you get when you're really connected with the machine and what it's doing.

It's all about balance

The thing is, with 20 percent more power output, the suspension has to be tuned to match... to give the car well-balanced driveability.

In the SVT Mustang Cobra's independent rear suspension system, revised geometry helps improve roll steer, and revised bushing and mount rates provide the changes in compliance required to manage the higher torque output. Rear spring rate for the Cobra coupe is 600 lb./in., and 470 lb./in. on the convertible, and the rear stabilizer bar is a 26mm tubular unit.

SVT suspension engineers added a tubular cross-brace, attached to the differential, which

is designed to stabilize the IRS under hard acceleration. They also equipped the car with Bilstein monotube dampers front and rear. These gas-charged units improve control characteristics, providing a more effective trade off between ride and handling.

The modified MacPherson strut front suspension has 600 lb./in. linear-rate coil springs on the Cobra coupe and 500 lb./in. on the convertible, with a 29mm tubular stabilizer bar. Steering feels precise and communicative to the driver, and these characteristics are even better in 2003, thanks to a new, low-lash intermediate shaft and a higher-rate steering gear bushing, which reduce play in the system.

Stopping power

The SVT Mustang Cobra's four-wheel vented-disc brakes have proven to be durable and resistant to fade. The 13-inch Brembo[™] front rotors are clamped by PBR[™] twin-piston calipers, and the rear brakes consist of 11.65-inch rotors and single-piston calipers. Upgraded rear pads for 2003 add more durability, and also enhance the car's braking performance.

The 17 x 9-inch cast-aluminum-alloy Cobra wheels have machined surfaces and exposed lug nuts. Chromed wheels are available as an option. The wheels are fitted with unidirectional 275/40ZR-17 Goodyear Eagle F1 tires.

PBR[™] dual-piston calipers on 13.0-in. front rotors.





Tom Scarpello, SVT Marketing and Sales Manager (right, with SVT Cobra Program Manager Tom Bochenek): "When it comes to power, Cobra owners can never have too much. That's why, for the 2003 Cobra, we went out of our way to really deliver the goods in the power department. There is nothing like the feeling of having 390 horses at your beck and call. It is a feeling that very few people ever get to experience... but SVT Cobra owners can do it every day."

DESIGN

AN ATTITUDE ... **LOUDER THAN WORDS**
POWER AND PASSION

MEANS WHAT IT SAYS



THE LOOK sets it apart. And it should. After all, Cobra is the top of the Mustang line – and Ford's flagship performance car. Its design, exterior and interior, tells you this is something special.

Distinct character — unmistakably Cobra

It has a demeanor of understated aggression, achieved with subtle design cues that distinguish the limited-edition SVT Mustang Cobra from other Mustangs. And yet there is no mistaking its heritage.

The car's distinct character is achieved with a reshaped front fascia – its grille openings designed to move more air into the engine compartment. The rocker panels are shaped with simple, clean vertical surfaces, and the side scoops have horizontal fins to match the functional air scoops in the hood.

The hood and the rear deck lid both are made of lightweight

composite material. The hood design includes flow-through scoops that help to extract hot air from the engine compartment. The rear deck is topped by an integrated spoiler with a built-in LED stop lamp.

On 2003 convertible models, a more rugged top material not only adds durability and good looks, it also contributes better sound insulation for the interior.

Exterior color choices for 2003 are Oxford White Clearcoat, Ebony Clearcoat, Torch Red Clearcoat, Sonic Blue Clearcoat, Satin Silver Clearcoat Metallic, Mineral Grey Clearcoat Metallic, and Zinc Yellow Clearcoat.

Personalized fit

The 2003 SVT Mustang Cobra's bucket seats are designed to give your body secure, comfortable support, whether your route is a twisting mountain road or miles of arrow-straight expressway. The driver's seat has six-way power adjustment for position, plus power-adjustable thigh bolsters, side bolsters and lumbar support. This enables a level of personalized fit never found before in a Mustang. Switches for



the thigh bolsters, side bolsters and lumbar adjustments are in a convenient location for fingertip control, on the right-front corner of the seat.

The titanium-faced instrument cluster includes a boost gauge for 2003. The foot pedals and dead pedal have metal trim, and

the leather-wrapped shift knob has a brushed-aluminum insert on the top, inscribed with the six-speed pattern.

The Cobra's MACH 460 Sound System™ packs 230 watts RMS (460 watts peak), powering four 5.5 x 7.5-inch subwoofers and four 2.5-inch midrange/tweeter speakers. The system has two external amplifiers, and includes an AM/FM stereo radio, integrated clock and a six-disc in-dash CD changer.

The interior color is Dark Charcoal, with a choice of either Medium Parchment or Medium Graphite accents. The seat surfaces are upholstered in Nudo leather and suede.



TECHNICAL DATA

Engine

Configuration	Longitudinally mounted, 90-degree V8, cast iron block with aluminum heads, fully counterweighted forged crankshaft
Bore x Stroke	90.2mm x 90.0mm
Displacement	4,601cc; 280 cu. in.
Compression ratio	8.5:1
Horsepower	390 @ 6,000 rpm
Torque	390 @ 3,500 rpm
Specific output	84.8 horsepower per liter
Redline	6,500 rpm (fuel shut-off occurs at 6,500 rpm)
Valvetrain	Double overhead camshafts, chain drive to exhaust cams, secondary chains from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, oval-wire beehive-shaped valve springs, four valves per cylinder
Intake valves	2 per cylinder, 37mm head diameter
Exhaust valves	2 per cylinder, 30mm head diameter
Ignition system	Distributorless coil-on-plug
Fuel system	Sequential electronic fuel injection
Induction system	Eaton™ Corporation Generation IV Roots-type supercharger with water-to-air intercooler
Boost pressure	8.0 psi maximum
Intake manifold	Cast aluminum, tuned equal length runners
Throttle body	57mm twin bore
Mass-air sensor	90mm diameter
Exhaust manifolds	Cast iron
Exhaust system	Dual, stainless steel, 2.25-inch diameter; 3.0 inch polished exhaust tips

Drivetrain

Rear axle	8.8-in. ring gear with 3.55:1 limited-slip differential, aluminum case
Driveshaft	Aluminum, with hardened yoke and U-Joints
Transmission	TTC™ T-56 6-speed manual
Clutch	11.0-in. single-plate
Half-Shafts	31-spline with increased capacity
Gear	Ratio
1st	2.66
2nd	1.78
3rd	1.30
4th	1.00
5th	0.80
6th	0.63
Reverse	2.90
Final drive	3.55

Suspension

Front	Modified MacPherson strut system with gas-charged Bilstein™ monotube dampers and separate 600 lb./in. coil springs (500 lb./in. on convertible), 29mm tubular stabilizer bar
Rear	Multi-link independent system, cast iron upper control arm, aluminum lower control arm, fixed toe-control tie rod, aluminum spindle, gas-charged Bilstein™ monotube dampers, 600 lb./in. coil springs (470 lb./in. on convertible), 26mm tubular stabilizer bar



Steering

Type	Rack and pinion, power assist
Gear ratio	15.0:1
Turns, lock-to-lock	2.5
Turning diameter	41.7 ft.

Brakes

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

Wheels & Tires

Wheels	17 x 9 in., five-spoke, cast aluminum-alloy, machined surface, exposed lugs, optional chrome wheels available
Tires	Goodyear™ Eagle F1, 275/40ZR-17

Dimensions, Capacities

Wheelbase	101.3 in. (2,573mm)
Length	183.5 in. (4,661mm)
Height	coupe 52.5 in. (1,336mm) convertible 52.9 in. (1,344mm)
Width	73.1 in. (1,857mm)
Track (front and rear)	60.3 in. (1,530mm)
Head room, f/r	38.1 in./35.5 in. (968mm/901mm)
Leg room, f/r	41.8 in./29.9 in. (1,062mm/759mm)
Curb weight	coupe 3,665 lb. (1,662 kg) convertible 3,780 lb. (1,715 kg)
Fuel capacity	15.7 gallons (59.4 liters)
Weight distribution, f/r	57%/43%

Color & Trim

Exterior	Oxford White Clearcoat, Ebony Clearcoat, Torch Red Clearcoat, Sonic Blue Clearcoat, Satin Silver Clearcoat Metallic, Mineral Grey Clearcoat Metallic, Zinc Yellow Clearcoat
Interior	Dark Charcoal with choice of Medium Parchment or Medium Graphite accents

Cobra Includes

- Driver and passenger airbags. Always wear your safety belt and secure children in the rear seat
- Independent rear suspension (IRS)
- Anti-lock brake system (ABS)
- SecuriLock™ passive anti-theft system
- Articulated front sport seats (standard six-way power for driver) with suede and leather seating surfaces; power lumbar support and adjustable bolsters for the driver
- Tilt steering wheel
- MACH® 460 electronic AM/FM stereo and in-dash six-disc CD player
- Power Equipment Group: Dual electric remote control mirrors, power side windows, power door locks, power deck lid release
- Rear window defroster
- Air-conditioning
- Speed control
- Front floor mats
- Dual illuminated visor mirrors
- Remote keyless illuminated entry
- Rear spoiler with LED stop lamp

1993-2002 THE SVT FAMILY HERITAGE



1993 SVT Mustang Cobra

235 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
Four-wheel disc brakes
Production: 4,993 units



1993 SVT Mustang Cobra R

235 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
Lightweight street-legal racing model
Production: 107 units



1993-1995 SVT F-150 Lightning

240 horsepower 5.8-liter ohv V8
E40D four-speed automatic transmission
Tow rating: 5,000 lbs.; payload: 745 lbs.
Production: 11,563 units



1994-1995 SVT Mustang Cobra

240 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
13-in. front discs, PBR calipers; 11.65-in. rears
Production: 11,017 units



1995 SVT Mustang Cobra R

300 horsepower 5.8-liter ohv V8
Tremec five-speed manual transmission
Lightweight street-legal racing model
Production: 250 units



1996-1998 SVT Mustang Cobra

305 horsepower 4.6-liter dohc V8
T45 five-speed manual transmission
13-in. front discs, PBR calipers; 11.65-in. rears
Production: 28,709 units



1998-2000 SVT Contour

195 hp ('98), 200 hp ('99-'00) High Output 2.5L
Duratec V6 MTX-75 five-speed manual transaxle
Front-drive, five-passenger sports sedan
Production: 11,445 units



1999 SVT Mustang Cobra

320 horsepower 4.6-liter dohc V8
Independent rear suspension introduced
Traction control introduced
Production: 8,095 units



2000 SVT Mustang Cobra R

385 horsepower 5.4-liter dohc V8
Tremec six-speed manual transmission
Lightweight street-legal racing model
Production: 300 units



1999-2002 SVT F-150 Lightning

360 hp ('99-'00) 380 hp ('01-'02) supercharged 5.4-liter Triton™ V8
Four-wheel disc brakes introduced
5,000-pound tow rating
Production: '99-'01 - 15,347 units, '02 - 4500 units (est.)



2001 SVT Mustang Cobra

4.6-liter dohc V8, 320 hp @ 6,000 rpm
317 lb.-ft. torque @ 4,750 rpm.
Traction control standard
Production: 7,251 units



2002 SVT Focus

170 horsepower dohc I-4 engine
Dual-stage intake manifold
Twin-layshaft 6-speed transaxle
Production: 7,500 (est.)

Ford SVT designs and develops performance vehicles that can deliver years of driving pleasure and value for the automotive enthusiast.

Ownership Experience

We've gone to great lengths to make the experience of driving a new SVT Mustang Cobra enjoyable. We've done the same for the ownership experience, too. We stand behind your car with our New Vehicle Limited Warranty, and we look after your security with our Roadside Assistance Program. SVT owners also receive Premium Service at their dealer, which includes a loaner vehicle and complimentary wash and vacuum. Expect nothing less from a "customer-driven" company.

Roadside Assistance Program

Every new Ford includes the assurance of an emergency Roadside Assistance Program provided by Ford Auto Club, Inc., during the 3-year/36,000-mile limited 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, a tire change, a jump start, or even help when you're locked out of your vehicle. Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the New Vehicle Limited Warranty.

Bumper-to-Bumper Coverage

The 3-year/36,000-mile bumper-to-bumper coverage of the Ford New Vehicle Limited Warranty covers all vehicle parts including tires (except certain items as described in the Vehicle Warranty Guide) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.



Ford Credit

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.



Ford Extended Service Plan

Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks after your bumper-to-bumper warranty coverage expires. Your dealer has the full details.

Dealer-Installed Accessories

The enjoyment of owning a new vehicle 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 the best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligation.

All photographs were produced under closed-road/closed-course conditions with a professional driver.

Horsepower and torque numbers are the mean of test results generated according to Society of Automotive Engineers Standard J1349.

Performance data are generated under closed-course conditions on a test track according to procedure R-403. Observed data are corrected to standard ambient conditions. Vehicle weight is corrected to production curb weight plus 300 pounds.

Many factors may affect vehicle performance.





Chances are, if you currently own an SVT vehicle, you're already quite knowledgeable about automobiles. For you, driving is more than just getting from point A to B; it is something that provides great pleasure. Your vehicle is always clean and well maintained, because you take pride in how it looks and performs. At SVT, we know how you feel — that's why we formed the Special Vehicle Team Owners' Association (SVTOA), a club designed specifically for SVT owners.

"Drive Safe and Have Fun" is the mission statement of SVTOA, and the association focuses primarily on three things:

- Providing fun opportunities to get out and drive (road trips, cruise nights, track days, etc.) with other SVT owners
- Promoting learning and education about automobiles and good driving
- Making new friends and sharing common experiences with other like-minded people

If you currently own an SVT vehicle then you're already a member of an exclusive club — you are an enthusiast who wants a vehicle with performance, substance, exclusivity and value. And, for exactly those reasons, we've developed the SVTOA — to share our common obsession with SVT vehicles and maximize the fun we can have with them.

SVTOA exclusive member benefits include:

- SVTOA member-only web site
- Member subscription to the SVT Enthusiast magazine (6 issues per year)
- Invitations to SVTOA regional and national events
- SVTOA membership directory
- Assistance in planning local chapter-organized events
- Vehicle registry
- Discounts from SVTOA partner companies
- Team Ford Racing discount
- Access to local SVTOA chapters

Every new SVT vehicle buyer or lessee automatically receives a complimentary one-year subscription to SVTOA. For more info, contact SVTOA National HQ at (866) 377-8862 or visit their website at www.svtoa.com.

1-800-FORD-SVT

Hearing Impaired (TDD): 1-800-438-4007

<http://www.svt.ford.com>

French Customer Service: 1-800-563-3673



SVT

