

1993 FORD MUSTANG COBRA



T*he 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.*

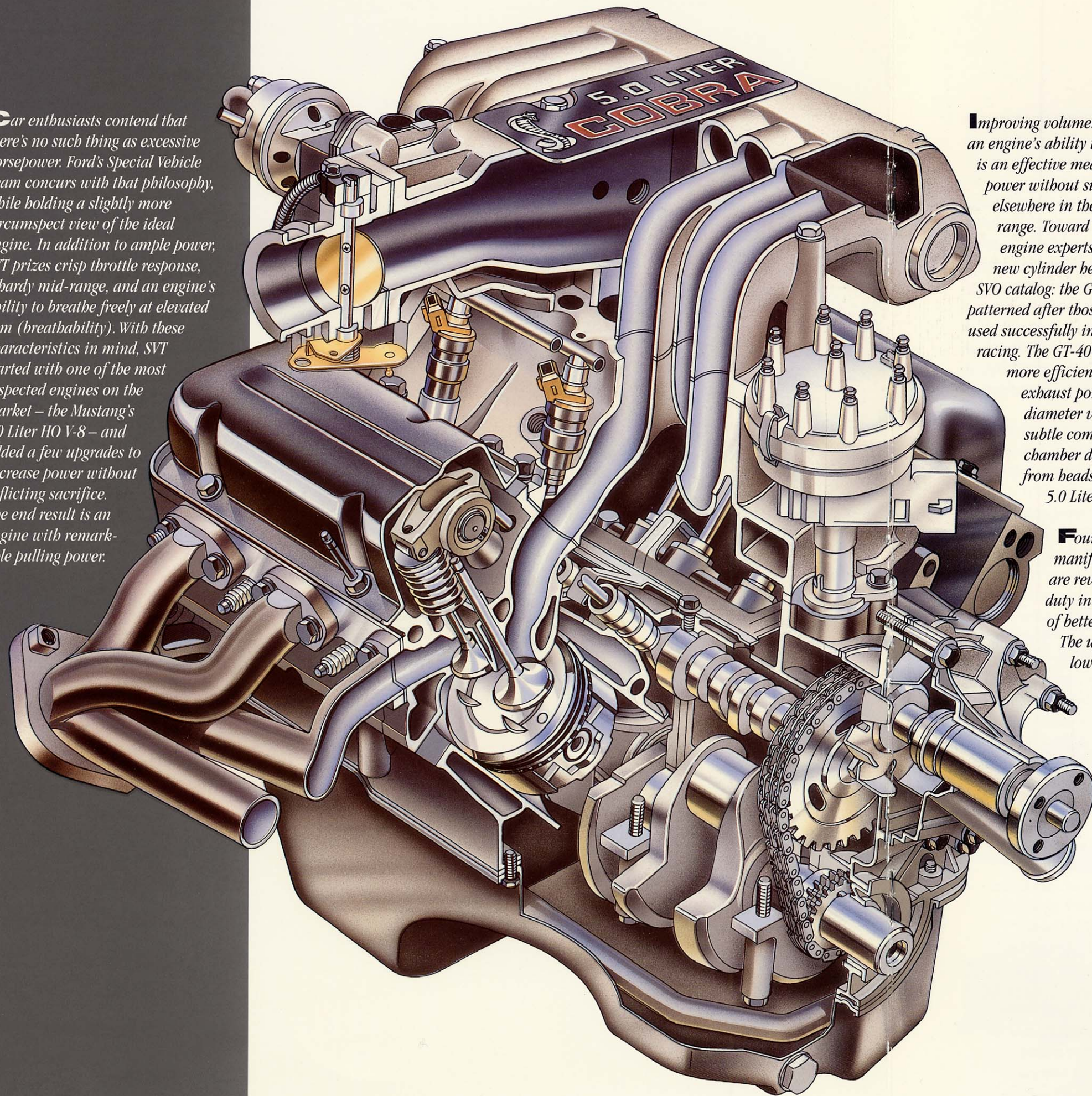
*Blend these cardinal
virtues with finesse and you've
got a passionate driving machine.*





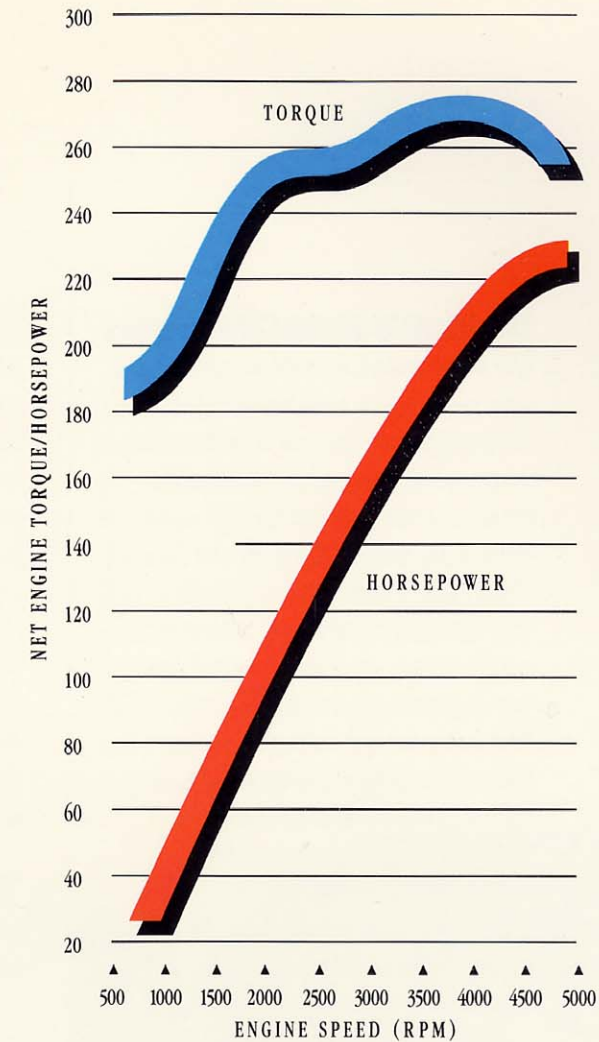
**POWER, TORQUE,
BREATHABILITY.**

Car enthusiasts contend that there's no such thing as excessive horsepower. Ford's Special Vehicle Team concurs with that philosophy, while holding a slightly more circumspect view of the ideal engine. In addition to ample power, SVT prizes crisp throttle response, a bardy mid-range, and an engine's ability to breathe freely at elevated rpm (breathability). With these characteristics in mind, SVT started with one of the most respected engines on the market — the Mustang's 5.0 Liter HO V-8 — and added a few upgrades to increase power without inflicting sacrifice. The end result is an engine with remarkable pulling power.



Improving volumetric efficiency — an engine's ability to pump air — is an effective means of raising power without suffering losses elsewhere in the operating range. Toward this end, SVT engine experts selected new cylinder heads from the SVO catalog: the GT-40 heads patterned after those components used successfully in endurance racing. The GT-40 heads have more efficient intake and exhaust ports, larger-diameter valves, and subtle combustion chamber differences from heads used on the 5.0 Liter HO V-8.

Four intake-manifold components are revised for Cobra duty in the interest of better breathing. The upper and lower manifold



The bottom line is a more potent engine. Throttle response is swift and sure. Torque and horsepower both are elevated substantially over the 5.0 Liter HO engine through the full operating range. The power peak is 235 horsepower at 4600 rpm and the 280 lbs.-ft. torque peak occurs at 4000 rpm. The tach is marked with a 6000 rpm redline. To those of you who appreciate the seductive snarl of a free-breathing, fuel-injected V-8, your Cobra is coiled and ready.

DRIVELINE

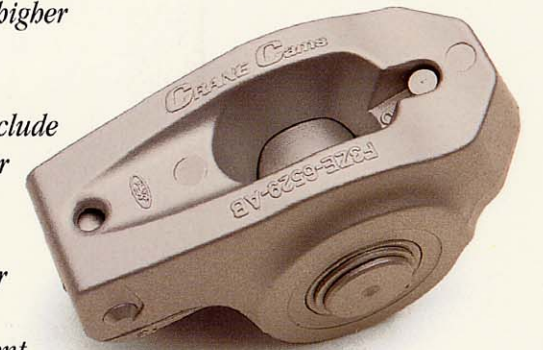
In the interest of longevity, several components downstream of the Cobra's engine have also been upgraded. There's a new clutch assembly to handle the extra torque and this new component also contributes to reduced pedal effort.

castings have larger-diameter intake runners and it supports a large-bore throttle body and an airmeter assembly with a higher flow rate.

Valvetrain alterations include special Crane® roller rocker arms that increase valve lift in conjunction with a new camshaft specified for this application. The rockers have rolling-element tips and fulcrums to minimize friction.

Another step to reduce parasitic friction loss is a crankshaft-mounted accessory-drive pulley and water pump pulley that is 12 percent smaller in diameter.

To take maximum advantage of these changes and to accomplish SVT's goal of increasing horsepower, torque and improving throttle response while meeting emissions and fuel economy standards,* the Cobra's EEC-IV engine control computer has been completely recalibrated.



The five-speed, close-ratio transmission has phosphate-coated gears and improved bearings to upgrade its durability. A higher-strength driveshaft yoke is also specified.

*See Technical Data

CONTROLLED COMPLIANCE

SVT used the development of the Cobra to redirect some of the suspension design concepts that have dominated tuning techniques in the USA. Applying their "no compromise" philosophy that works so well under the hood, SVT aimed for enhanced dynamic performance (cornering and braking) in combination with improved ride characteristics. Team members, like their enthusiast customers, enjoy spending long hours in the saddle and don't believe that punishment is a necessary corollary to performance. The new balance between ride and handling they achieved working with independent experts like Jackie Stewart could well transform the entire approach used to refine automobiles for sporting applications.

SUSPENSION

The most popular method of achieving improved handling during the last decade has been to adapt what worked successfully on early race cars, generally known as the "stiffer is better" theory of chassis design. Stout spring rates, firm shock absorber calibrations, and fat anti-roll bars can improve steering response and increase adhesion in certain circumstances. Unfortunately, this approach also inflicts hardship. Ride harshness over imperfect road surfaces is inevitable. Cars optimized for smooth, dry pavement occasionally demonstrate foul road manners – such as an abrupt loss of grip when they're challenged by bumps in a sweeping turn or when they encounter something as common as rain-slickened pavement.

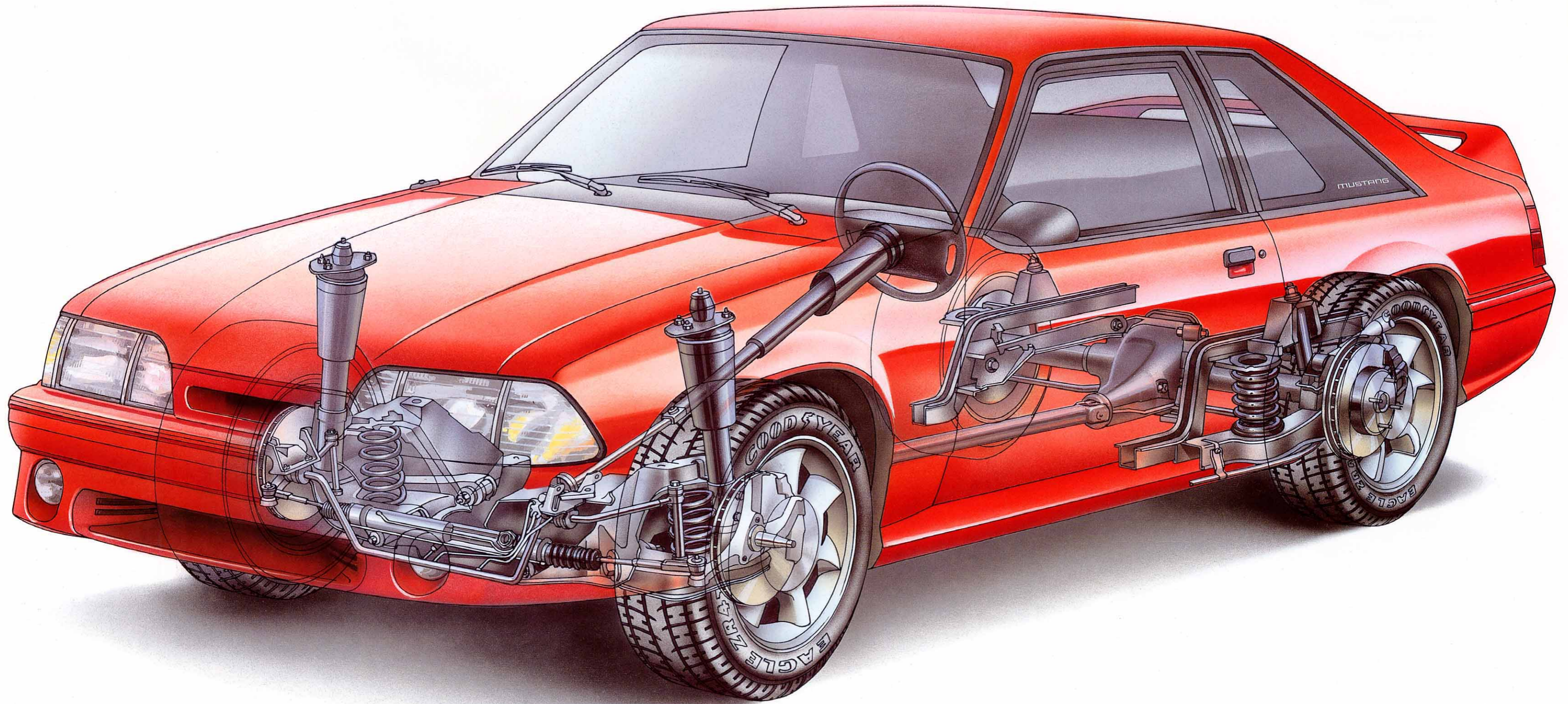


Ford's SVT was not prepared to settle for any pain with the handling gains they sought, so the Cobra's chassis was tuned according to a new philosophy called controlled compliance. The critical ground contact is established with state-of-the-art tires: Goodyear Eagle P245/45ZR 17 rubber mounted to 17 x 7.5-inch aluminum wheels. This is the widest tread size and the lowest profile ever fitted to the Mustang

platform by Ford Motor Company. Advanced rubber compounding and tire construction adroitly balance a host of variables above and beyond dry adhesion: cornering and braking traction on wet surfaces, rolling resistance, and tread wear to name three. SVT chassis development engineers thoroughly evaluated performance tires and finally selected this Goodyear design which delivers the well-rounded performance expected of a modern sports-touring machine.

The chassis tuning process is a matter of refinement: beginning with the much-admired Mustang 5.0 GT, SVT engineers used a comprehensive systems approach to achieve a genuinely superior combination of dynamic responses over the full spectrum of road conditions that a Cobra owner is likely to experience. In other words, this is not a car dialed in for peak skid-pad performance with no regard for the warp and woof of real-world byways. The Cobra has the controlled compliance it needs to entertain over smooth pavement and also the capacity to take bumps and dips in stride.

To make sure that the wide tires maintain consistent contact with the road, several suspension variables are actually softer and more compliant. The Cobra's front anti-roll bar is smaller in diameter and rear springs have a lower rate. These deviations from proven Mustang GT calibrations improve both ride quality and the rough-road adhesion without disturbing that car's admirable near-neutral handling balance. Tire loadings are more constant as a result of the new suspension



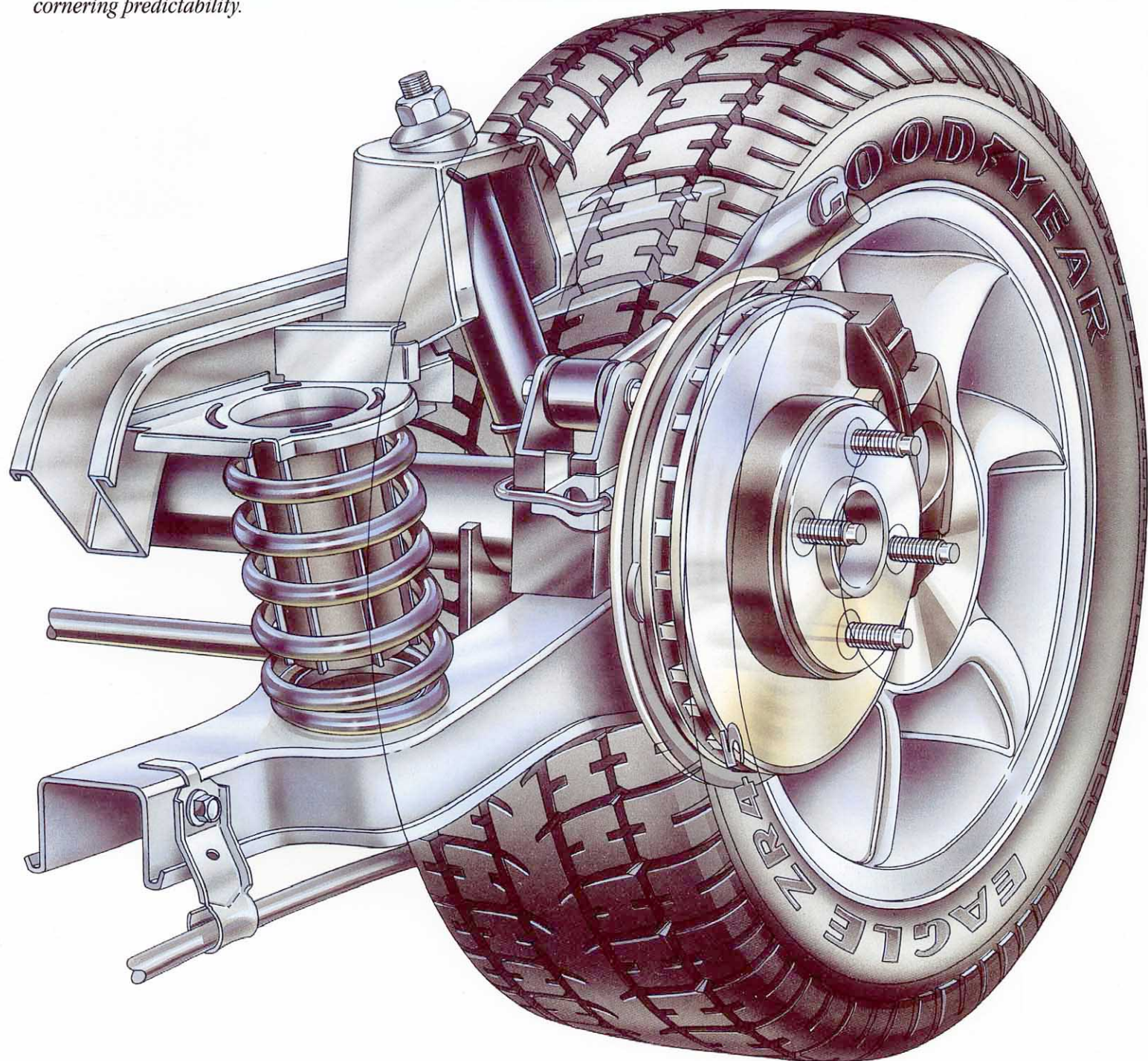
settings so the Cobra stays tightly in touch with the road at all times. Shock-absorber valving is subtly changed in the same vein to suit the needs of the 17-inch wheels and tires and to give the suspension improved suppleness and resilience. One area where higher-rate bushings have been introduced is at the forward end of the rear suspension's upper control links to enhance high speed cornering predictability.

BRAKE SYSTEM

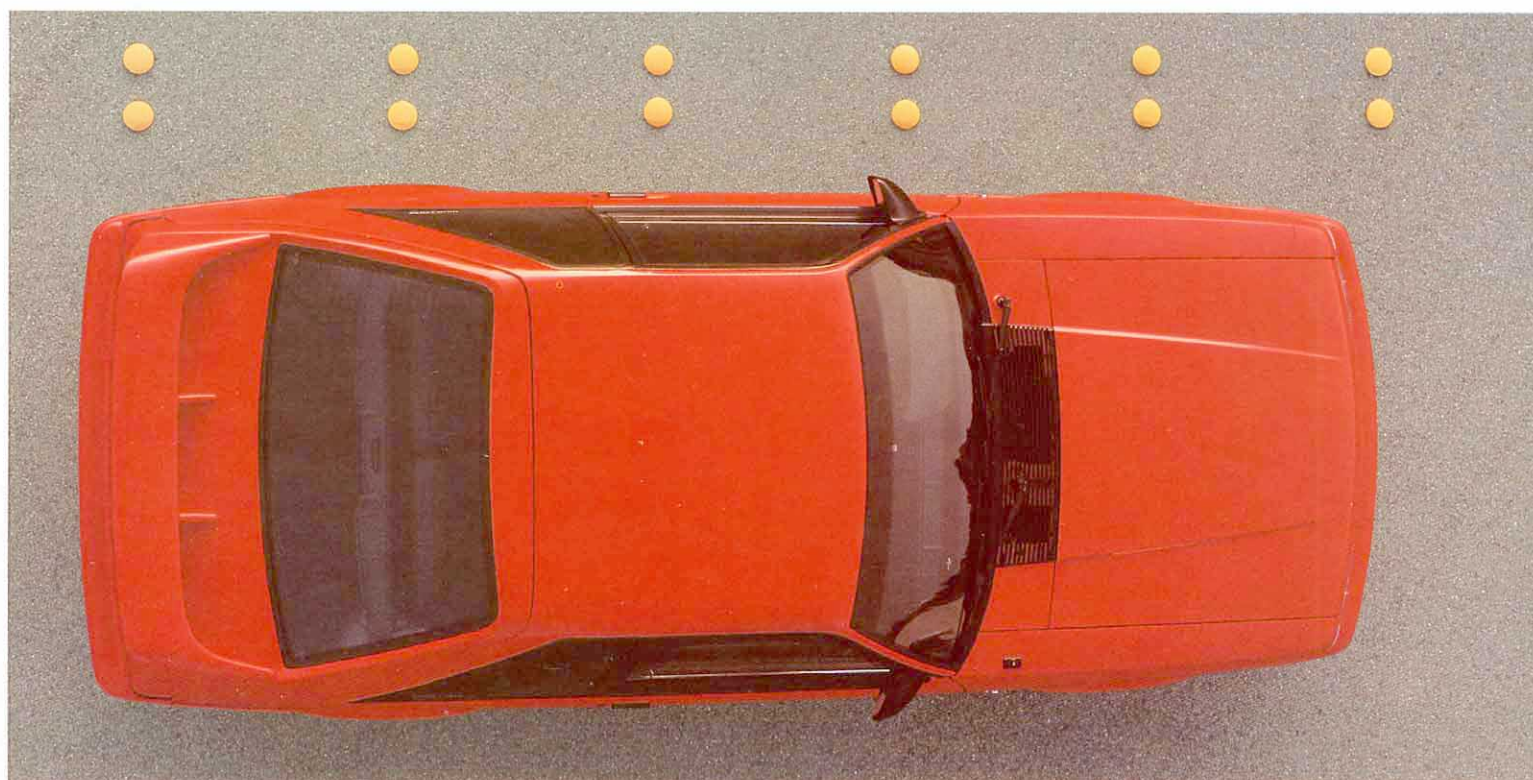
To match the Cobra's superior handling and quicker acceleration capabilities, SVT also stretched the performance envelope with the addition of four-wheel vented disc brakes. The major benefits with this system are improved pedal feel and superior brake modulation.

The net result is a very versatile automobile with fun-to-drive forged deep within its soul.

Wheel motions are supple and sure-footed. Adhesion is exemplary – whether the pavement is freshly rolled asphalt or riddled by truck-tire torture. Steering response is linear and confidence inspiring. This is a machine to be driven and savored day in and day out, mile after mile.



*Some equipment shown is optional



TECHNICAL DATA

ENGINE

Type	90° V-8
Bore x stroke	4.0 in. x 3.0 in.
Displacement	5.0 liters/302 cu. in.
Compression ratio	9.0 :1
Valve gear	High-lift camshaft, roller lifters, roller rocker arms
Induction	Tuned-length intake manifold, sequential electronic fuel injection, high-flow-capacity pump and injectors
Horsepower (SAE net)	235 @ 4600 rpm
Torque (SAE net)	280 lbs.-ft. @ 4000 rpm
Redline	6000 rpm

DRIVETRAIN

Transmission	Heavy-duty Borg-Warner T-5 five-speed
Final drive	3.08:1, limited slip
Gear ratios:	Ratio
1st	3.35
2nd	1.99
3rd	1.33
4th	1.00
5th	0.68
Reverse	3.15

SUSPENSION

Front suspension	Independent, modified MacPherson strut type, coil springs, anti-roll bar
Rear suspension	Rigid axle located by four trailing links, coil springs, anti-roll bar

STEERING

Type	Power-assisted rack and pinion, constant ratio
Turns lock-to-lock	2.22
Turning circle	40.8 ft.

BRAKES

Front	10.84" vented disc
Rear	10.07" vented disc
Power assist	Vacuum booster with calibration optimized for modulation

WHEELS & TIRES

Wheel size	17 x 7.5"
Wheel type	Cast aluminum alloy
Tires	Goodyear P245/45ZR17 BSW
Recommended cold inflation pressure	Front/rear: 30 psi/30 psi

STANDARD/PREFERRED EQUIPMENT PACKAGE FEATURES

Supplemental Restraint System: driver side only (Air bag)

Articulated sport seats with cloth/vinyl trim, cloth headrest, power lumbar support

Premium electronic AM/FM cassette with integral clock and six speakers

Power Equipment Group includes: Dual electric remote control mirrors; Power side windows; Power lock group

Air conditioning/Manual control

Front floor mats

AVAILABLE OPTIONS

Leather seating surfaces

Rear window defroster

Flip-up open air roof

4-Way power driver's seat

AM/FM Stereo/CD player

Super Sound System

SPECIAL EXTERIOR COMPONENTS

Open front fascia panel

Integrated rocker-panel extension moldings

Rear bumper fascia

Decklid airfoil

Mustang Cobra identification badges

PERFORMANCE

Acceleration	0-60 mph: 5.7 seconds
Top speed	140 mph
EPA estimates:	17 mpg city/24 mpg highway

PACKAGE

Wheelbase	100.5"
Overall length	179.6"
Front tread width	57.9"
Rear tread width	57.0"
Headroom	37.0"
Legroom	41.7"
Curb weight	3,255 lb.

BUMPER-TO-BUMPER COVERAGE

The 36-month/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 Ford Dealer.



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.

SPECIFY GENUINE FORD COLLISION REPAIR PARTS

Genuine Ford sheet metal and plastic replacement collision parts, such as hood, doors, fenders and bumper components, are the right choice — and for all the right reasons. Genuine Ford parts are equal to original parts in fit, finish, structural integrity and corrosion protection. Ford parts are the same as those used on new vehicles which are certified to meet all Federal Motor Vehicle Safety Standards. And all Ford sheet metal parts are covered by the exclusive Ford Lifelong Sheet Metal Guarantee. Ask your dealer to see a copy of this limited warranty. Don't settle for imitations. Ask your insurer to authorize genuine Ford collision parts.



Ford Credit offers advantageous financing and leasing arrangements for qualified customers, plus the convenience of making

them right where you buy or lease your car — at your Ford Dealer.

OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

PRODUCT CHANGES

Following publication of the 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 SVT 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.

