

1995 FORD MUSTANG
COBRA

SVT

OUR TEAM:
DEDICATED
ENTHUSIASTS AT
FORD WHO
DESIGN, BUILD,
SELL, AND
SERVICE LIMITED-
EDITION, HIGH-
PERFORMANCE
VEHICLES.
FOR US, DRIVING
IS A PASSION,
SO WE TAKE
SPECIAL PRIDE
IN OUR WORK.





THE ESSENTIAL INGREDIENTS FOR A MEMORABLE DRIVING

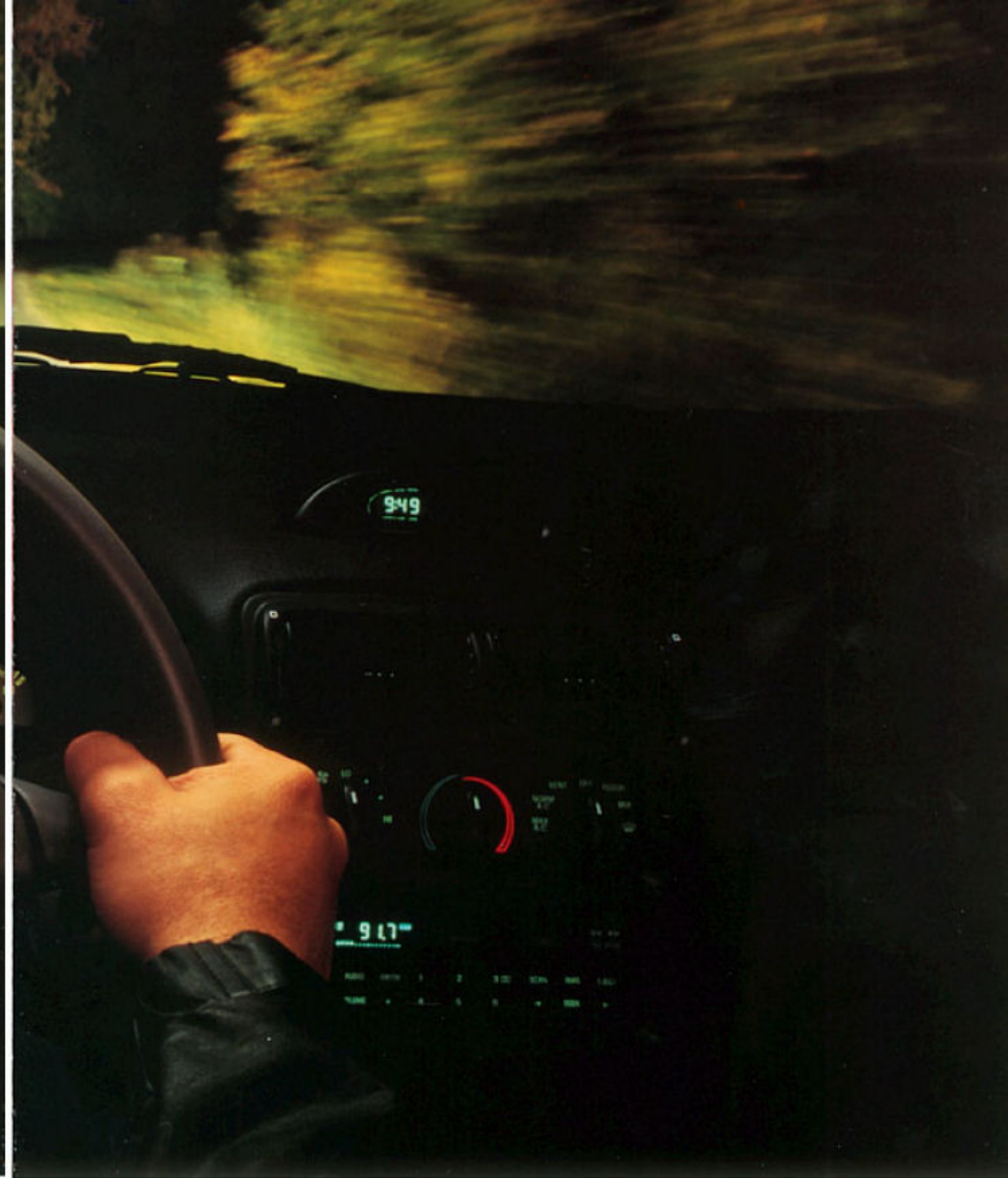
EXPERIENCE ARE AN ENGINE THAT BREATHES DEEPLY

DURING A RUSH TO THE REDLINE AND A CHASSIS THAT

BALANCES POISE WITH PREDICTABILITY.

BLEND THESE CARDINAL VIRTUES WITH FINESSE AND

YOU'VE GOT A PASSIONATE DRIVING MACHINE.



MAN AND MACHINE

A MILDING OF MAN AND MACHINE IS AT THE HEART OF THE PERFORMANCE DRIVING EXPERIENCE. THROUGH ITS PRIMARY CONTROLS—THROTTLE, BRAKES, CLUTCH, SHIFTER, AND

STEERING WHEEL—AN INSPIRED CAR COMMUNICATES WITH ITS DRIVER ON A VISCERAL, EVEN PRIMAL, LEVEL. WHEN MAN AND MACHINE WORK TOGETHER, WHEN THERE IS A

SEAMLESS INTERACTION BETWEEN THE TWO, A DAY SPENT ON CHALLENGING ROADS WON'T LEAVE A DRIVER FATIGUED, BUT INVIGORATED AND READY FOR MORE.



POWER AND TORQUE

A REFINED AND POTENT ENGINE IS A KEY INGREDIENT TO THIS KIND OF PERFORMANCE DRIVING. THE POWERPLANT SHOULD RESPOND ENTHUSIASTICALLY WHEN THE DRIVER DIPS INTO THE THROTTLE. IT SHOULD REV EFFORTLESSLY FROM IDLE TO REDLINE, DELIVERING SMOOTH AND ABUNDANT POWER TO THE REAR WHEELS.

THE COBRA'S POWERPLANT IS A CUT ABOVE FORD'S STANDARD 5.0-LITER HO V-8, COMBINING POWER, TORQUE, AND PASSION WITH A PROUD HERITAGE. ITS INSPIRATION COMES STRAIGHT FROM THE ENGINE THAT POWERED FORD GT-40s TO VICTORY TWO YEARS IN A ROW AT THE 24 HOURS OF LE MANS. THE CURRENT GENERATION OF THIS CLASSIC ENGINE, FOUND IN THE COBRA, BENEFITS FROM A LONG LIST OF SPECIAL EQUIPMENT,

PATTERNED AFTER DESIGNS THAT PROVED SUCCESSFUL IN INTERNATIONAL ENDURANCE RACING, THE COBRA'S GT-40 CYLINDER HEADS GIVE ITS V-8 FREE-BREATHING PORTS AND LARGER DIAMETER VALVES. PRECISE SCULPTING OF THE COBRA'S COMBUSTION CHAMBER IMPROVES THE BURN CHARACTERISTICS OF THE FUEL-AIR CHARGE, LOWERS EXHAUST EMISSIONS, AND MAINTAINS FUEL EFFICIENCY WHILE STILL PROVIDING THE PERFORMANCE A COBRA OWNER EXPECTS.

THE COMPACT TWO-PIECE INTAKE MANFOLD ASSEMBLY FEATURES LONG RUNNERS THAT BROADEN THE MID-RANGE TORQUE.

A LARGE PLENUM CHAMBER FEEDS AIR TO THOSE RUNNERS TO SUSTAIN FREE BREATHING AT HIGH RPM. THE COBRA'S SEQUENTIAL FUEL INJECTION DELIVERS MORE FUEL TO EACH INTAKE PORT THAN THE STANDARD MUSTANG'S SYSTEM. SIMPLY STATED, MORE FUEL COMBINED WITH BETTER BREATHING EQUALS MORE POWER. STAINLESS STEEL HEADERS CONNECT WITH DUAL EXHAUST PIPES TUNED FOR MINIMUM RESTRICTION—AND A GLOUBIOUS SOUND. AN EEC-IV ENGINE CONTROL COMPUTER, CALIBRATED EXCLUSIVELY FOR THE COBRA, IS THE BRAINS BEHIND FUEL DELIVERY, IGNITION, AND EXHAUST EMISSION CONTROL FUNCTIONS.

TO IMPROVE BREATHING AND ENHANCE MECHANICAL EFFICIENCY EVEN MORE, THE COBRA V-8 ALSO USES A SPECIALLY REVISED CAMSHAFT, AND LARGER AND HIGHER-RATE SPRINGS TO MAKE THE VALVES OPEN AND SHUT MORE PRECISELY. FORD/CRASE ROLLER ROCKER ARMS FURTHER INCREASE VALVE LIFT AND HAVE ROLLER TIPS AND FULCRUMS TO MINIMIZE FRICTION.

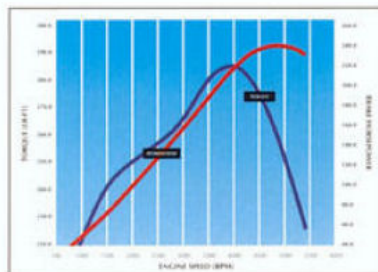
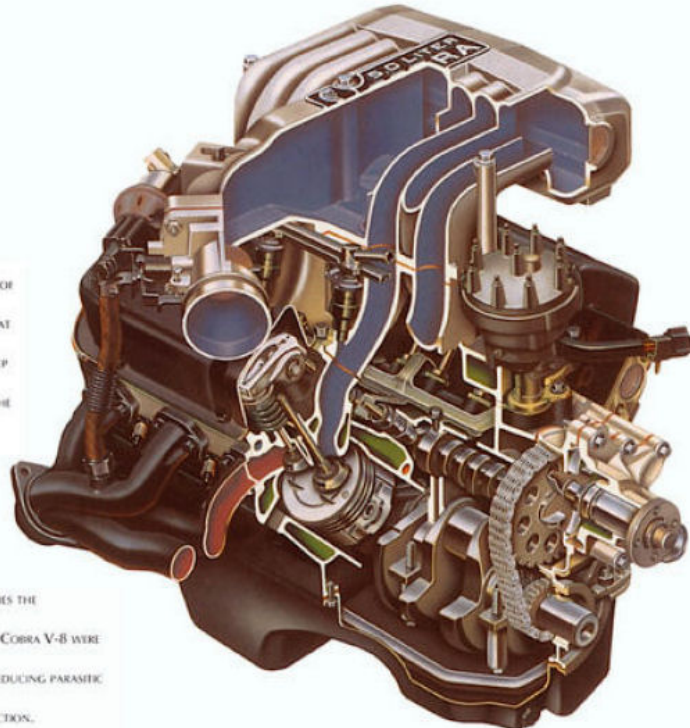
LAMINATED VALVE COVERS—SOUND-DEADENING MATERIAL IS SANDWICHED BETWEEN TWO SHEETS OF STEEL—ASSIST IN MUFFLING VALVETRAIN NOISE. TO TAKE FULL ADVANTAGE OF THE VALVETRAIN REFINEMENTS AND HELP THE ENGINE GATHER REVS MORE QUICKLY, THE FLYWHEEL IS LIGHTENED BY 2.7 POUNDS.



Above: Ford/Crase roller rockers.

Left: A two-piece aluminum intake manifold is a key component in the Cobra engine's improved breathing characteristics.

BECAUSE HEAT CAN ROB AN ENGINE OF LIFE, AN EFFICIENT OIL-TO-WATER HEAT EXCHANGER HAS BEEN ADDED TO KEEP ENGINE OIL TEMPERATURES WITHIN THE OPTIMAL RANGE EVEN DURING SUSTAINED HARD RUNNING. AND BECAUSE AN ENGINE'S ACCESSORY DRIVE BELT CAN STEAL HORSEPOWER BEFORE IT REACHES THE DRIVE WHEELS, THE PULLEYS ON THE COBRA V-8 WERE MODIFIED TO SLOW THAT SYSTEM, REDUCING PARAMETRIC HORSEPOWER LOSSES CAUSED BY FRICTION.



THE ENGINE AND BORG-WARNER FIVE-SPEED MATE THROUGH A CLUTCH THAT'S SMOOTH AND PROGRESSIVE IN ACTION YET STOUT ENOUGH TO HANDLE THE COBRA'S AMPLE TORQUE. TRANSMISSION BEARINGS ARE UPGRADED AND THE GEARS ARE PHOSPHATE-COATED FOR GREATER LONGEVITY. THE TRANSFER OF POWER TO THE PAVEMENT IS COMPLETED THROUGH A LIMITED-SLIP DIFFERENTIAL AND A 3.08:1 FINAL DRIVE. THE END RESULT IS A WELL-TUNED POWERTRAIN THAT RESPONDS QUICKLY AND ACCURATELY TO THE DRIVER'S INPUT. TORQUE PEAKS AT 285 LB-FT AT 4000 RPM. POWER CRESTS AT 240 HORSEPOWER AT 4800 RPM.

Below: The Cobra's GT-40 heads feature larger valves to improve breathing and volumetric efficiency.





1 9 9 5 M U S T

A N G C O B R A



CONTROLLED COMPLIANCE

CONSTRUCTING AN OLD-SCHOOL SUSPENSION THAT ONLY PERFORMS WELL ON BILLIARD-SMOOTH ROADS WAS NOT PART OF SVT'S MISSION. AS THE FIRST BUILDING BLOCK IN A GREAT CHASSIS, SVT TOOK FULL ADVANTAGE

OF THE IMMENSELY RIGID

BODY STRUCTURE

OF THE MUSTANG

GT, WHICH

ALLOWS FOR FINER,

MORE PRECISE SUS-

PENSION CALIBRA-

TION. TO THIS SVT

ADDED A PROVEN

BUT OFTEN

IGNORED PHILOS-

OPHY OF CHASSIS TUNING:

DELIVER CRISP HANDLING AND

A CIVILIZED RIDE. RATHER THAN SIMPLY STIFFEN THE SPRINGS AND

SHOCKS, SVT TOOK A MORE COMPREHENSIVE APPROACH.

THE ENGINEERS TUNED THE SUSPENSION TO EASILY SOAK UP DIPS

AND BUMPS WHILE KEEPING THE TIRES IN SOLID CONTACT WITH

THE ROAD. IN THE COBRA, THE DRIVER CAN FULLY EXPLOIT THE

ENGINE AND CHASSIS WITHOUT FEELING PUNISHED.

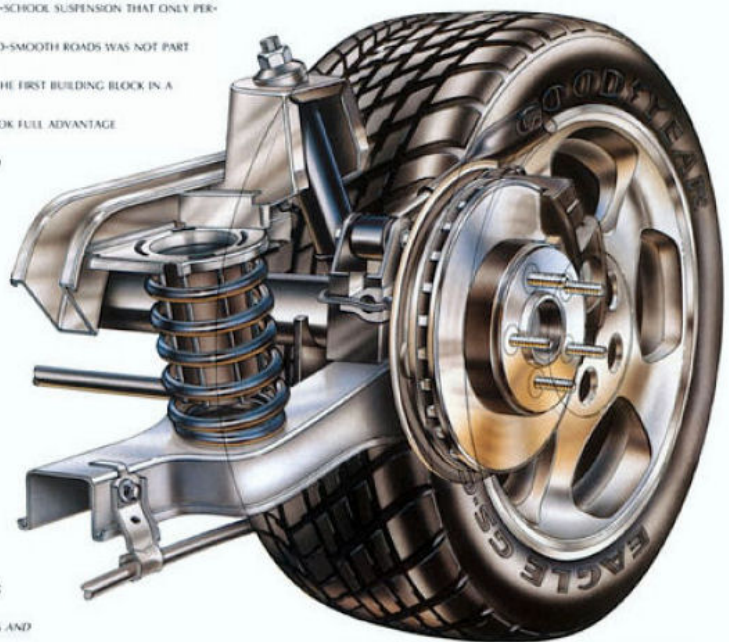
A SUSPENSION IS NO BETTER THAN ITS TIRES, SO THE COBRA'S

FIVE-BOLT ALUMINUM WHEELS WEAR GOODYEAR'S LATEST AND

BEST, THE Z-RATED EAGLE GS-C RADIAL. THE NINE-INCH FOOT-

PRINT OF THIS COMPETITION-BRED P255/45ZR-17 TIRE PROVIDES

EXCELLENT DRY-ROAD CORNERING AND BRAKING ADHESION.



THE GS-C'S LOW-PROFILE SIDEWALLS AND THE 8.0-INCH-WIDE WHEEL RIMS KEEP THE TREAD IN STABLE CONTACT WITH THE PAVEMENT EVEN DURING AGGRESSIVE CORNERING.

THE GS-C ALSO OFFERS EXCELLENT YEAR-ROUND TRACTION, NOT SURPRISING FOR A TIRE WHOSE TECHNOLOGY IS DERIVED DIRECTLY FROM GOODYEAR'S UNPARALLELED EXPERIENCE IN CONSTRUCTING FORMULA ONE RAIN TIRES. THE INNOVATIVE TREAD DESIGN CHANNELS WATER FROM UNDER THE TIRE NOT ONLY DURING STRAIGHT-LINE DRIVING, BUT ALSO WHEN CORNERING, A CRITICALLY IMPORTANT

ASSET FOR ANY TRUE PERFORMANCE TIRE. IN KEEPING WITH SVT'S NO-COMPROMISE PHILOSOPHY, THE GS-C ALSO PROVIDES SHARP STEERING RESPONSE AS WELL AS SMOOTH, QUIET RIDE CHARACTERISTICS.

WORKING IN CONCORD WITH THE TIRES AND SUSPENSION ARE FOUR-WHEEL VENTED DISC BRAKES, THE FRONT ROTORS

MEASURING A FULL

13 INCHES IN DIAMETER,

AND THE REARS

11.65 INCHES.

THE DISCS FEATURE

CURVED INTERNAL

VANES, WHICH

DISSIPATE THE

ENORMOUS HEAT

THAT CAN BE GENER-

ATED BY SEVERE

"The Cobra is attractive in its delicate balance of power, handling, and price, a balance that seems awfully smart."

Automobile Magazine



BRAKING CONDITIONS. AT THE FRONT, THEY ARE CLAMPED

BY LIGHTWEIGHT ALUMINUM DUAL-PISTON CALIPERS.

RESISTANCE TO FADE AS WELL AS SUPERIOR PEDAL FEEL

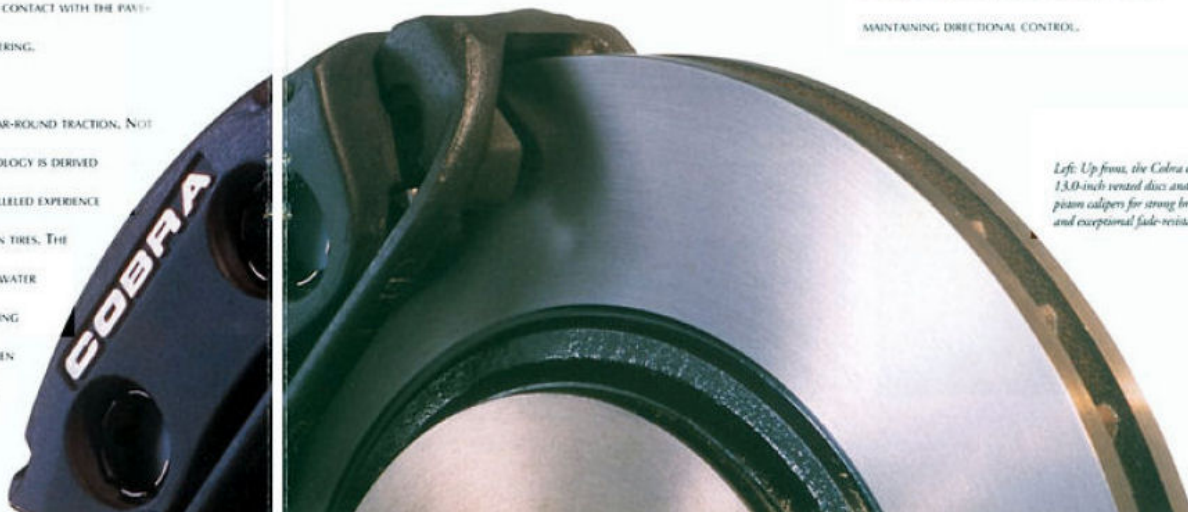
AND MODULATION ARE THE PRIME BENEFITS.

BOSCH ABS TECHNOLOGY KEEPS THE WHEELS FROM

LOCKING UP DURING EMERGENCY BRAKING, THEREBY

MAINTAINING DIRECTIONAL CONTROL.

Left: Up front, the Cobra employs 13.0-inch vented discs and dual-piston calipers for strong braking and exceptional fade-resistance.





THE JOY OF DRIVING

WHILE A WILLING ENGINE AND
TENACIOUS SUSPENSION ARE
IMPORTANT FOR A MEMORABLE
DRIVING EXPERIENCE,

THERE IS ANOTHER FACTOR
THAT'S EVEN MORE CRITICAL:
THE SEAMLESS INTERACTION
BETWEEN MAN AND MACHINE.



THIS PERFECT UNION COMES
TOGETHER BEHIND THE COBRA'S
LEATHER-WRAPPED WHEEL.
THE STEERING IS WELL-WEIGHTED
AND COMMUNICATIVE WITH NO
HARSHNESS OR KICKBACK, THE
SHIFTER IS PRECISELY GATED
AND POSITIVE, AND THROUGH
A SUPPORTIVE,

WELL-BOLSTERED SEAT THE
WORKINGS OF THE CHASSIS ARE
MADE CLEAR TO THE DRIVER.
THE CONNECTION BETWEEN
MAN AND MACHINE
IS COMPLETE.

ARC THROUGH A BOWLED
CORNER ON CALIFORNIA'S
ANGELUS CREST HIGHWAY
AND THE COBRA'S ABILITY TO
PUT POWER TO THE ROAD WILL
IMPRESS. UNRAVEL A COUNTRY
ROAD IN UPSTATE NEW YORK'S
DUTCHESS COUNTY AND THE
PRECISION OF THE COBRA'S
STEERING AND SUSPENSION
WILL HAVE YOU CLIPPING
ONE APEX AFTER ANOTHER.

OR CLIMB OVER THE BLUE
RIDGE PARKWAY THROUGH
NORTH CAROLINA AND THE
COBRA WILL WORK IN CON-
CERT WITH YOU. IN THE
HANDS OF THE ENTHUSIAST,
THE 1995 MUSTANG COBRA
CAN TURN ANY JOURNEY INTO
A JOYOUS EXPERIENCE.



FORD MUSTANG COBRA



TECHNICAL DATA

ENGINE

Type:	90-degree V-8
Bore x Stroke (in.):	4.00 x 3.00
Displacement (liters/cu. in.):	5.0/302
Compression Ratio:	9.0:1
Horsepower (SAE net):	240 hp @ 4,800 rpm
Torque:	285 lbs./ft. @ 4,000 rpm
Maximum Governed Engine Speed:	6,250 rpm (Fuel Shut-Off)
Fuel System:	Sequential Electronic Fuel Injection
Throttle Body:	Single Bore, Large Diameter, 60mm
Camshaft:	High Torque
Intake Valves:	1 Per Cylinder, 1.54-in. Head Diameter
Exhaust Valves:	1 Per Cylinder, 1.54-in. Head Diameter
Cylinder Blocks:	Cast Iron
Cylinder Heads:	GT-40 Design, Cast Iron
Intake Manifold:	Two-Piece, Upper, Tuned Length Cast Aluminum; Lower, Cast Aluminum
Exhaust Manifolds:	Tubular Stainless Steel, Header Type
Exhaust System:	Dual Stainless Steel

DRIVETRAIN

Transmission:	Borg-Warner T50D 5-Speed Manual
Gear Ratios:	1st: 3.35 2nd: 1.99
	3rd: 1.33 4th: 1.00
	5th: 0.68 Reverse: 3.15
	Final Drive: 3.08
Rear Axle:	8.8-in. Limited Slip Differential
Driveshaft:	Steel, With Hardened Yoke

SUSPENSION

Front Suspension:	Modified MacPherson Strut With Separate Spring On Lower Arm, 400 lbs./in. Linear-Rate Coil Springs, 25mm Stabilizer Bar
Rear Suspension:	Rigid Axle, Four Trailing Links, Two Leading Hydraulic Links, 160 lbs./in. Linear-Rate Coil Springs, 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:	38.3 ft.

BRAKES

Type:	Power Assist Four-Wheel Brakes, With Anti-Lock
Front:	Vented Disc, Rotor Diameter, 13.0 in. (330mm)
Rear:	Vented Disc, Rotor Diameter, 11.65 in. (296mm)

Ownership Experience

We're here to go the length 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 assistance of an emergency, no-cost, Roadside Assistance Program provided by Ford Auto CDA, 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 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 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 Rent Carper leasing, arrangements suited to

WHEELS AND TIRES

Wheels:	Cast Aluminum, 17 x 8 in.
Tires:	Goodyear Eagle GS-C, P255/45ZR-17

COBRA INCLUDES

- Supplemental Restraint System: Driver- And Passenger-Side (Air Bag), Always Wear Your Safety Belt
- 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

AVAILABLE OPTIONS

- California Emissions System
- High-Altitude Principal Use
- Leather Seating Surfaces
- Remote Keyless Illuminated Entry
- Mach 460 Electronic AM/FM Stereo/Cassette
- Compact Disc Player (Requires Mach 460 Cassette/Radio)
- Removable Hardtop

COLOR & TRIM

Exterior:	Crystal White, Black Clearcoat, Rio Red Tinted Clearcoat
Interior:	Black Cloth, Saddle Cloth, Black Leather, Saddle Leather

PACKAGE

Wheelbase:	101.3 in.
Overall Length:	181.5 in.
Height:	53.4 in. (53.3 in.)
Width:	71.8 in.
Front Track:	60.0 in.
Rear Track:	58.7 in.
Head Room:	38.2 in. (38.1 in.)
Leg Room:	42.5 in.
Curb Weight:	3,354 lbs. (3,524 lbs.)
Fuel Tank:	15.4 gal.

PERFORMANCE

0-60 mph:	6.3 seconds (6.7 sec.)
Top Speed:	140 mph

(Convertible specifications in parentheses where different)

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 on this page, 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.



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.



