

2000 SVT Mustang Cobra R Powertrain

2000 SVT MUSTANG COBRA R TECHNICAL DATA

ENGINE

Configuration:	Longitudinally mounted, 90-degree V8; cast-iron block; aluminum heads; forged steel crankshaft; billet steel connecting rods; forged aluminum pistons; McLeod aluminum flywheel
Bore x Stroke:	90.2mm x 105.8mm
Displacement:	5,409cc / 330cid
Compression ratio:	9.60:1
Horsepower:	385 bhp @ 6250 rpm
Torque:	385 lb.-ft. @ 4250 rpm
Redline:	6500 rpm (6,800 rpm fuel shut-off; 7000 rpm ignition cut-off)
Valvetrain:	Double overhead camshafts; chain drive to exhaust cams, secondary chains from exhaust to intake cams; roller finger followers with hydraulic lash adjustment; ovate-wire, beehive-shaped valve springs; four valves per cylinder
Intake valves:	2 per cylinder, 37mm head diameter
Exhaust valves:	2 per cylinder, 32mm head diameter
Ignition system:	Distributorless coil-on-plug
Fuel system:	Sequential electronic fuel injection
Intake manifold:	Cast aluminum, tuned equal-length runners
Throttle body:	Single oval bore
Mass-air sensor:	80mm
Air filter:	K&N cylindrical
Exhaust manifolds:	Stainless steel short-tube headers
Exhaust system:	Bassani X-pipe; production '98 Cobra catalyts; Borla mufflers and side-exit exhausts

DRIVETRAIN

Clutch:	11.0 in. single-plate	
Transmission:	Tremec T56 6-speed manual	
Gear	Ratio	MPH @ redline
1st	2.97	47
2nd	2.07	68
3rd	1.43	98
4th	1.00	141
5th	0.80	170+*
6th	0.62	160+*

Reverse 3.28
Driveshaft: 4-inch aluminum
Rear axle: 8.8 in. ring gear with 3.55:1 GerodiscTM hydro-mechanical differential with speed and torque sensitivity; aluminum case; high durometer front differential bushings
Halfshafts: GKN with 31-tooth splines, induction hardened
* limited by aerodynamics