

PRODUCT INFORMATION



2004



SVT

SVT



SVT focus

NEW FOR 2004

- European Appearance Package now available on five-door model
- New 17-inch six-spoke euro-flange wheel design
- Sonic Blue paint color and blue seat inserts available
- 100,000-mile powertrain extended service plan now standard



SVT Focus introduced with 2.0L DOHC Zetec engine featuring 170 horsepower and six-speed manual transmission.

2002

SVT
Ford



The SVT Focus lineup includes three- and five-door models. These cars have the optional high-intensity-discharge headlamps.

OVERVIEW

The Ford SVT Focus is a high-performance version of the dynamic Focus hatchback and is available in three-door and five-door versions. Both build on the inherent competence of the Focus platform with a performance-tuned suspension and 170-horsepower engine.

The 2004 Ford SVT Focus continues with several updates for the new model year. The European Appearance Package is now offered in both three- and five-door models. Sonic Blue also returns with availability for the entire model year. A new six-spoke wheel is standard equipment.

The SVT Focus is built in Hermosillo, Mexico.

DESIGN AND EQUIPMENT

Modifications to the SVT Focus exterior include 17-inch, six-spoke

euro-flange wheels, unique front and rear fascias with honeycomb grilles, distinctive rocker moldings and a small spoiler on top of the hatch.

Optional high-intensity-discharge headlights and a 75 mm bright exhaust tip tucked into the lower rear fascia set the SVT Focus apart. Round, crystalline fog lamps are set in the lower front fascia. SVT Focus exterior color choices for 2004 are Infra-Red, CD



Rocker moldings, hatch spoiler and rear fascia set the SVT Focus apart.

November 2002



The European Appearance Package includes these supportive Recaro seats.

Silver, Pitch Black and Sonic Blue. European Appearance Package-equipped models are available in Competition Orange and Screaming Yellow in addition to the standard colors.

Interior elements unique to the SVT Focus include pedals with metallic covers placed to facilitate heel-and-toe downshifting; a black leather-wrapped steering wheel with perforations in the three- and nine-o'clock grip positions; a black leather-wrapped parking brake lever with a satin aluminum release button; and a black leather-wrapped aluminum shift knob.

All seats are trimmed in black leather, and the front seats have added foam pads and frame wires to increase lateral support. There are two interior color choices to complement the black leather-

trimmed seat bolsters and head restraints. Red or blue cloth is available as an accent in the seat backs, seat cushions and door-trim panels.

European Appearance Package-equipped cars come with black leather-trimmed Recaro seats. The Recaro seats have unique cushions to provide even more support during spirited driving.

Bold, clean, titanium-faced electro-luminescent gauges include a tachometer and 160-mph speedometer. Silver climate control bezels accent the black center stack, and oil temperature and pressure gauges are fitted in place of the regular coin storage compartment.

POWERTRAIN

The SVT Focus engine produces 170 horsepower and 145 foot-pounds of torque. The engine is a 2.0-liter I-4 from the Zetec family and is mated to a six-speed manual

transaxle developed by German manufacturer Getrag.

This engine's innovative design incorporates an input shaft flanked by two layshafts, and each layshaft has its own set of final drive gears. Layshaft number one carries first, second, fifth and sixth gears and a 2.88:1 final drive ratio, while layshaft number two carries third, fourth, reverse, and a 4.25:1 final drive ratio. All six forward gears, plus reverse, are fully synchronized.

SUSPENSION AND BRAKES

For a controlled yet compliant suspension, SVT engineers selected springs that are stiffer by 10 percent on the front and 20 percent on the rear, compared with those on the Focus ZX3. Spring rates on the SVT Focus are 129 pounds per inch on the front and 157 on the rear.

There are solid stabilizer bars front and rear, with a diameter of 21 mm for both. The front bar on the SVT Focus is one millimeter larger in diameter than on the Focus ZX3. The



Screaming Yellow and Competition Orange are new colors for the 2004 model year.

2003

shock absorbers have been retuned for agile handling, with softened impacts and improved roll damping.

The SVT Focus has standard power four-wheel disc brakes with a four-channel, four-sensor anti-lock system.

SAFETY

SVT Focus has Ford Motor Company's Personal Safety System™ (p. 140) as standard equipment, in addition to standard seat-mounted side air bags. A full list of safety equipment begins on page 140.

MAJOR EQUIPMENT AND OPTIONS

SVT Focus: 170-horsepower high-output 2.0L Zetec I-4, Getrag six-speed manual transmission, remote keyless entry with panic button, power door locks, power

windows, side air bags, electroluminescent-faced gauge cluster with oil pressure and oil temperature gauges, steering column mounted radio controls, leather-trimmed sport bucket seats, stainless steel sport pedals, 60/40 split-folding rear seat with

left, right and center head restraints, variable intermittent wipers and fold-away power heated outside mirrors.

Options include a European Appearance Package, high-intensity-discharge headlamps and sunroof, audiophile package



All SVT Focus models have 17-inch wheels and tires as standard equipment.

SPECIFICATIONS

DIMENSIONS AND CAPACITIES

| | |
|-------------------------|-----------|
| Length | |
| 3-dr | 168.1 |
| 5-dr | 168.1 |
| Width | 66.9 |
| Height | 56.3 |
| Wheelbase | 103.0 |
| Track, f/r | 58.8/58.5 |
| Fuel capacity | 13.2 gal |
| Oil capacity | 4.5 qt |
| Coolant capacity | 6.1 qt |

INTERIOR

| | |
|-----------------------------------|-------------|
| SAE passenger volume | 112.8 cu ft |
| Cargo volume seats up/down | 19/28 |
| Headroom | |
| 1st | 39.3 |
| 2nd | 38.7 |
| Legroom | |
| 1st | 43.1 |
| 2nd | 37.6 |
| Hip room | |
| 1st | 49.4 |
| 2nd | 49.5 |
| Shoulder room | |
| 1st | 53.7 |
| 2nd | 53.5 |

All dimensions are in inches unless otherwise noted.

POWERTRAIN

| | | |
|--------------------------|--|----------------|
| Engine type | I-4, iron block, aluminum head | |
| Bore x stroke | 3.34 x 3.46 in | |
| Displacement | 121 cu in, 1986 cc | |
| Compression ratio | 10.2:1 | |
| Fuel injection | Sequential multi-port electronic | |
| Valvetrain | DOHC, 4 valves per cylinder, Variable Cam Timing on Intake Cam | |
| Power | 170 hp @ 7000 rpm | |
| Torque | 145 lb-ft @ 5500 rpm | |
| Transmission | Getrag 6-speed manual; twin layshaft design | |
| Final drive ratio | | |
| Gears 1,2,5,6 | 2.88:1 | |
| Gears 3,4, reverse | 4.25:1 | |
| Gear ratios | Gear | Overall |
| I | 4.44:1 | 12.7:1 |
| II | 2.67:1 | 7.7:1 |
| III | 1.33:1 | 5.7:1 |
| IV | 1.08:1 | 4.6:1 |
| V | 1.33:1 | 3.8:1 |
| VI | 1.08:1 | 3.1:1 |

SUSPENSION

| | |
|--------------|---|
| Front | MacPherson strut independent, stabilizer bar |
| Rear | Control Blade multilink independent, stabilizer bar |

STEERING

| | |
|-------------------------------------|-----------------------|
| Type | power rack-and-pinion |
| Overall ratio | 16.0:1 |
| Turning circle, curb-to-curb | 39.1 ft |

BRAKES

| | |
|--------------------|---------------------|
| Front | 11.8-in vented disc |
| Rear | 11.7-in disc |
| Assist type | vacuum, ABS |

WHEELS AND TIRES

| | |
|-------------------------|------------------------------|
| Wheels and Tires | 17-inch aluminum, P215/45R17 |
|-------------------------|------------------------------|

WEIGHTS

| | |
|-------------------------|---------|
| Base curb weight | 2750 lb |
|-------------------------|---------|

FOR MORE INFORMATION

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<http://media.ford.com>

SVT



SVT
COBRA

NEW FOR 2004

- Limited-edition Mystichrome Appearance Package
- New exterior colors: Screaming Yellow and Competition Orange
- Dark Charcoal seat inserts



First generation SVT Mustang Cobra introduced as a 1993 model with a 5.0L V-8 producing 235 horsepower.

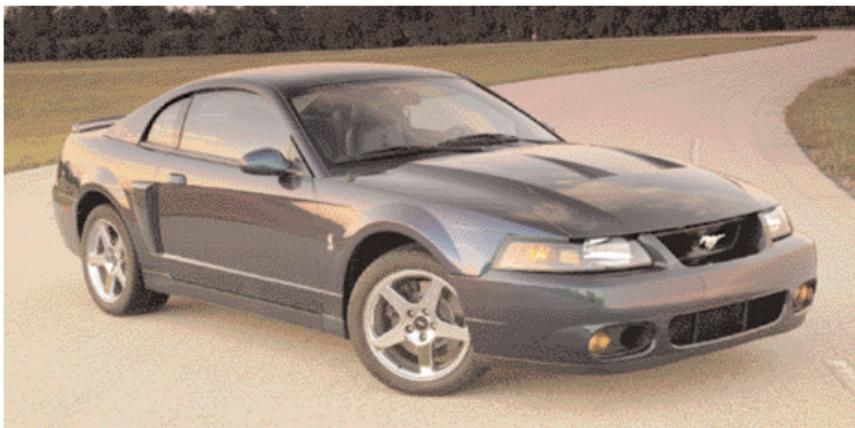


1993

1994 SVT Mustang Cobra featured as the "Official Pace Car" of the Indianapolis 500.

1994

SVT

For 2004, the SVT Mustang Cobra can be ordered with the Mysticchrome Appearance Package, which adds a color-shifting exterior paint scheme that changes from topaz green to cobalt blue to royal purple, and finally to deep onyx black.

OVERVIEW

The 2004 SVT Mustang Cobra, available as either a coupe or convertible, is the most powerful regular-production Mustang ever made. With a Roots-type Eaton™ supercharger and water-to-air intercooler, the Cobra's 4.6-liter, four-valve V-8 engine produces 390 horsepower and 390 foot-pounds of torque.

For 2004, the SVT Mustang Cobra has two new exterior colors, Competition Orange and Screaming Yellow. New Dark Charcoal Preferred Suede seat inserts are now available in addition to the Medium Graphite inserts. Finally, a limited number of SVT Mustang Cobra coupes and convertibles will be available with the new Mysticchrome Appearance Package.

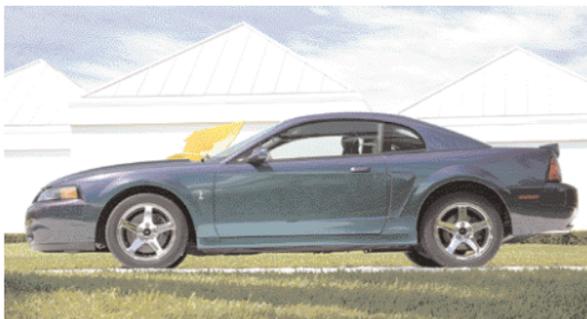
SVT Mustang Cobra is built in Dearborn, Mich.

DESIGN AND EQUIPMENT

Several exterior design cues distinguish the SVT Mustang Cobra from the regular production Mustang GT. The

more aggressive front fascia incorporates signature SVT round fog lights and delivers more air to the engine compartment. In turn, the unique hood features flow-through air extractors that help vent hot air from the engine bay. Both the hood and the rear deck are made of lightweight composite materials.

At the sides, the rocker panels have been shaped with simple, clean vertical surfaces. Color-keyed, foldaway outside mirrors are unique



In profile, the domed hood, cleanly designed rockers and subtle rear spoiler are apparent.

The second-generation SVT Mustang Cobra™ "R" model features a 5.8L V-8 producing 300 horsepower.

1995

SVT Mustang Cobra introduces a modular 4.6L DOHC V-8 engine producing 305 horsepower.

1996



Standard 17-inch Goodyear Eagle F1 tires fill the wheelwells.

to Cobra, and the side scoops have horizontal fins to match those in the hood scoops. The rear decklid features a unique integrated spoiler with a light-emitting-diode center high-mounted stop lamp.

Inside, the front bucket seats are designed to provide enhanced support for both comfortable cruising and spirited driving. The standard Dark Charcoal Nudo leather trim is accented by Preferred Suede seat inserts available in either Medium Graphite or Dark Charcoal. The titanium-color gauges, including a supercharger boost gauge, feature SVT electroluminescent backlighting.

POWERTRAIN

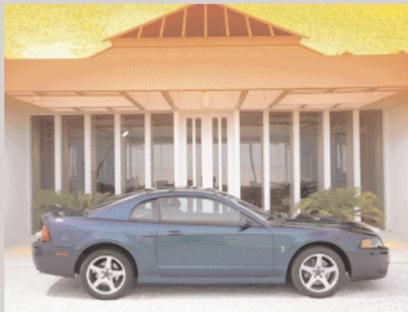
The 2004 SVT Mustang Cobra's 4.6-liter, DOHC V-8 is equipped with a Roots-type Eaton™ supercharger and aluminum alloy cylinder heads with high-flow capacity. The engine produces 390 horsepower at 6,000 rpm and 390 foot-pounds of torque at 3,500 rpm.

The Cobra engine is built on a cast-iron block for strength. Other reinforcements include a forged-steel crankshaft, forged "H-beam" connecting rods and forged pistons.

SVT MUSTANG COBRA MYSTICHROME

For 2004, a total of 1,000 SVT Mustang Cobra coupes and convertibles will be offered with the Mystichrome Appearance Package.

The package includes color-shifting exterior paint that changes from topaz green to cobalt blue to royal purple, and finally to deep onyx black. The color shift is achieved by a high-tech pigment that reflects white light into visible colors. As the viewing angle changes, so does the color. DuPont mixed this pigment with traditional black and green to add depth to the colors and enhance the color blooms.



The color-shifting theme is carried over to the interior, which features matching Mystichrome leather trim on the seat inserts and steering wheel.

Chrome wheels complete the package.

The engine is mated to a TTC T-56 six-speed manual transmission. Behind that, an aluminum driveshaft with upgraded universal joints connects to the 3.55:1 rear axle.

SUSPENSION AND BRAKES

The chassis of the 2004 SVT Mustang Cobra is highlighted by its exclusive independent rear suspension with upper and lower control arms, Bilstein monotube dampers, coil springs and a 26 mm tubular stabilizer bar. The front suspension uses a modified MacPherson strut system, also with Bilstein monotube dampers, coil springs and a 29 mm tubular stabilizer bar. The Cobra coupe's springs are 600 pounds per inch front and rear. The SVT Cobra convertible has unique spring rates of 500 pounds per inch in front, and 470 pounds per inch in the rear.

Both coupe and convertible feature 13-inch Brembo™ ventilated front rotors with PBR™ dual-piston calipers. At the rear, the SVT Mustang Cobra features 11.65-inch ventilated rotors with single-piston calipers. Anti-lock brakes are standard.



Side scoops are a classic Mustang design cue.

SVT Mustang Cobra introduces an independent rear suspension to the Mustang platform.

1999

SVT Mustang Cobra is fitted with 275/40ZR17 Goodyear Eagle F1 tires, mounted on 17- by 9-inch alloy wheels (with optional chrome finish).

SAFETY

Mustang's standard safety and security features include next-generation dual front air bags and safety belt pretensioners and load-limiting retractors, anti-lock brakes and SecuriLock (p. 141).

MAJOR EQUIPMENT AND OPTIONS

The 2004 SVT Mustang Cobra has a 4.6-liter, supercharged DOHC V-8, six-speed manual transmission, anti-lock four-wheel disc

SVT Mustang Cobra "R" model is fastest Mustang ever produced with a 5.4L DOHC V-8 producing 385 horsepower (until the 2003 model).

2000

brakes, tilt steering wheel, speed control, six-way power adjustable driver's seat with power-adjustable thigh and side bolsters and lumbar support, Nudo leather seating surfaces with Preferred Suede seat inserts, power mirrors, windows and door locks, keyless entry, AM/FM/cassette/CD stereo, intermittent wipers, rear defogger, map lights and cargo-management system.

Options are limited to chrome-finish wheels, no-charge rear spoiler delete and the limited-edition Mystichrome Appearance Package.



Mystichrome leather trim complements the color-shifting paint with the new Mystichrome Appearance Package.

SPECIFICATIONS

DIMENSIONS AND CAPACITIES

| | |
|------------------|-----------|
| Length | 183.5 |
| Width | 73.1 |
| Height | |
| coupe | 52.5 |
| convertible | 52.9 |
| Wheelbase | 101.3 |
| Track, f/r | 60.3/60.3 |
| Fuel capacity | 15.7 |
| Oil capacity | 6.0 qt |
| Coolant capacity | 15.2 qt |

INTERIOR

| | |
|----------------------|------------|
| SAE passenger volume | 83.0 cu ft |
| Cargo volume | |
| coupe | 10.9 cu ft |
| convertible | 7.7 cu ft |
| Headroom | |
| coupe | |
| 1st | 38.1 |
| 2nd | 35.5 |
| convertible | |
| 1st | 38.0 |
| 2nd | 35.8 |
| Legroom | |
| 1st | 41.8 |
| 2nd | 29.9 |
| Hip room | |
| 1st | 52.3 |
| 2nd | 47.4 |

Shoulder room

| | |
|-------------|------|
| coupe | |
| 1st | 53.6 |
| 2nd | 52.1 |
| convertible | |
| 1st | 53.6 |
| 2nd | 41.4 |

POWERTRAIN

| | |
|-------------------|--|
| Engine type | Supercharged V-8, iron block, aluminum heads |
| Bore x stroke | 3.55 x 3.54 in |
| Displacement | 280 cu 4601 cc |
| Compression ratio | 8.5:1 |
| Fuel injection | Sequential multi-port electronic |
| Valvetrain | DOHC, 4 valves per cylinder |
| Power | 390 hp @ 6000 rpm |
| Torque | 390 lb-ft @ 3500 rpm |
| Transmission | 6-speed manual |
| Final drive ratio | 3.55:1 |
| Gear ratios | |
| I | 2.66:1 |
| II | 1.78:1 |
| III | 1.20:1 |
| IV | 1.00:1 |
| V | 0.80:1 |
| VI | 0.63:1 |

SUSPENSION

| | |
|-------|--|
| Front | Modified MacPherson strut independent, stabilizer bar |
| Rear | Multi-link independent, stabilizer bar, upper and lower control arms |

STEERING

| | |
|------------------------------|-----------------------|
| Type | power rack-and-pinion |
| Overall ratio | 15.0:1 |
| Turning circle, curb-to-curb | 41.7 ft |

BRAKES

| | |
|-------------|-----------------------|
| Front | 13.0-in vented disc |
| Rear | 11.65-in vented disc |
| Assist type | hydraulic assist, ABS |

WHEELS AND TIRES

| | |
|------------------|---------------------------------|
| Wheels and Tires | 17- x 9-in aluminum, P275/40R17 |
|------------------|---------------------------------|

WEIGHTS

| | |
|------------------|---------|
| Base curb weight | |
| coupe | 3665 lb |
| convertible | 3780 lb |

FOR MORE INFORMATION

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All dimensions are in inches unless otherwise noted.

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LIGHTNING

NEW FOR 2004

• New exterior color: Silver metallic



SVT F-150 Lightning introduced, featuring a 5.8L V-8 producing 240 horsepower.

1993



SVT F-150 Lightning is the "Official Truck" of the Indianapolis 500.

1994

SVT
Ford



The SVT F-150 Lightning is a pickup that packs the performance of an American muscle car.

OVERVIEW

The SVT F-150 Lightning is a high-performance pickup truck with a supercharged V-8 engine and performance-tuned suspension.

Introduced as a 1993 model, the original SVT F-150 Lightning helped define the four hallmarks of a Special Vehicle Team product: performance, substance, exclusivity and value. Eleven years and two generations later, those same hallmarks make the 2004 SVT F-150 Lightning the best sport truck on the market. No other truck can match its combination of 380 horsepower and acceleration from zero to 60 mph in 5.2 seconds for under \$35,000.

Lightning is built in Oakville, Ontario, Canada.

DESIGN AND EQUIPMENT

The 2004 SVT Lightning has several distinct exterior features that set it apart from the rest of the F-150 lineup. Crystalline headlamps, clear turn signal lenses and SVT-signature round fog lamps in the vehicle's unique front fascia project the Lightning's attitude.

Complementing the face are unique clear taillamp lenses and a light-emitting-diode high-mounted stoplight. Lower rocker extensions, side-exit exhaust and unique 18-inch wheels and low-profile tires round out the exterior.

Inside, Lightning has a 60/40 split bench front seat. More aggressive side bolsters give better lateral support for spirited driving. Seating surfaces have Preferred Suede trim with textured Nudo leather inserts; the SVT logo is embroidered on the backrest. Other high-performance cues include SVT-signature electroluminescent gauges, brushed aluminum finish on the interior door handles and perforated-leather wrap on the steering wheel.



The 5.4L SOHC V-8 is supercharged to make 380 horsepower.

Second-generation SVT F-150 Lightning introduced featuring a supercharged 5.4L SOHC V-8 engine.

1999



18-inch aluminum wheels are standard equipment.

POWERTRAIN AND CHASSIS

A 5.4-liter SOHC Triton™ V-8 powers the 2004 SVT F-150 Lightning. The Triton™ V-8 is paired with an Eaton™ supercharger and water-to-air intercooler, providing 380 horsepower at 4,750 rpm and 450 foot-pounds of torque at 3,250 rpm.

Transferring the power to the wheels is a four-speed automatic transmission, strengthened with the same internals used behind Ford's heavy-duty truck engines. Routed through an aluminum driveshaft for increased strength, power is then transformed into acceleration by a 9-inch traction-lock differential with a 3.73:1 gear ratio.

SUSPENSION AND BRAKES

The 2004 SVT F-150 Lightning also benefits from performance-oriented chassis modifications. Bilstein gas-charged shocks are fitted at all four corners for their excellent control and ride characteristics. Unique suspension tuning also lowers the Lightning 2 inches in the rear and 1.5 inches in the front to improve the handling and give a more aggressive appearance.

The 12.1-inch, vented front rotors work with twin-piston calipers while the 13.1-inch, vented rear rotors are pinched by single-piston calipers. Both front and rear brake assemblies use a Lightning-exclusive pad for

FORD'S VISION TO EXTEND SPORT TRUCK LEADERSHIP

Ford's bold vision for a third-generation SVT F-150 Lightning sport truck was a surprise during Ford's unveiling of the all-new 2004 F-150 at the 2003 North American

International Auto Show. Launching a "Whole New Era of Built Ford Tough," the new F-150 is an all-new full-size pickup architecture designed for more power, refinement and unprecedented driving dynamics capability. It is the start of Ford Motor Company's biggest-ever wave of new-product introductions at the dawn of its Centennial year.

The SVT F-150 Lightning concept features a six-speed manual transmission, independent rear suspension and a 500-horsepower supercharged V-8. It is a powerful combination aimed at extending SVT Lightning's supremacy into the future.

improved wear and heat dissipation. Four-wheel anti-lock brakes are standard.

Although it provides an American hot-rod driving experience, the SVT F-150 Lightning still retains the Built Ford Tough capabilities of the standard F-150. Accordingly, the Lightning is capable of pulling a 5,000-pound



The concept's 5.4-liter DOHC supercharged and intercooled V-8 – conservatively rated at 500 horsepower – uses Ford's patented SuperCooler technology. With the SuperCooler system, the vehicle's air conditioning system is used to chill a small storage tank of coolant to about 30 degrees Fahrenheit.

On demand, the SuperCooler system switches the intercooler flow from its normal circulation and dumps the chilled coolant into the engine's intercooler. In turn, the intercooler dissipates up to 20 percent more heat from the charge air – resulting in a denser air charge and more power.

trailer or hauling nearly 1,400 pounds of payload.

SAFETY

The SVT F-150 Lightning has as standard safety and security equipment dual front air bags, BeltMinder™ (p. 140), SecuriLock™

1999

2001

(p. 141), a battery saver feature (p. 141) and anti-lock brakes.

MAJOR EQUIPMENT AND OPTIONS

Lightning standard features include: 5.4L supercharged V-8 engine, four-speed automatic transmission, anti-lock four-wheel disc brakes, tilt steering wheel, cruise control, 40/60 split-bench seat, Preferred Suede trim with Nudo leather seat inserts, power mirrors, windows and door locks, keyless entry, AM/FM/cassette/CD stereo and variable intermittent wipers.

Options are limited to a soft tonneau cover and a bed liner.



Side-mounted exhaust pipes hint at Lightning's performance.

SPECIFICATIONS

DIMENSIONS AND CAPACITIES

| | |
|------------------|-----------|
| Length | 208.0 |
| Width | 79.1 |
| Height | 70.9 |
| Wheelbase | 119.8 |
| Track, f/r | 65.3/65.3 |
| Ground clearance | 8.75 |
| Fuel capacity | 25.0 gal |
| Oil capacity | 6.0 qt |
| Coolant capacity | 25.5 qt |

INTERIOR

| | |
|---------------|------|
| Headroom | 40.8 |
| Legroom | 40.9 |
| Hip room | 61.0 |
| Shoulder room | 63.8 |

POWERTRAIN

| | |
|-------------------|---------------------------------|
| Engine type | V-8, iron block, aluminum heads |
| Bore x stroke | 3.55 x 4.16 in |
| Displacement | 330 cu 5410 cc |
| Compression ratio | 8.4:1 |

Fuel injection

Sequential multi-port electronic

Valvetrain

SOHC, 2 valves per cylinder

Power

380 hp @ 4750 rpm

Torque

450 lb-ft @ 3250 rpm

Transmission

4-speed automatic

Final drive ratio

3.73:1

Gear ratios

| | |
|-----|--------|
| I | 2.71:1 |
| II | 1.53:1 |
| III | 1.00:1 |
| IV | 0.71:1 |

SUSPENSION

Front

SLA independent, coil-over-shock, anti-roll bar

Rear

Solid axle, staggered gas-charged Bilstein™ shock absorbers, five-leaf springs, stabilizer bar

STEERING

| | |
|------------------------------|--------------------------|
| Type | power recirculating ball |
| Overall ratio | 14.0:1 |
| Turning circle, curb-to-curb | 44.3 ft |

BRAKES

| | |
|-------------|---------------------|
| Front | 12.1-in vented disc |
| Rear | 13.1-in vented disc |
| Assist type | vacuum, ABS |

WHEELS AND TIRES

| | |
|------------------|----------------------------------|
| Wheels and Tires | 18 - x 9-in aluminum, 295/45ZR18 |
|------------------|----------------------------------|

WEIGHTS

| | |
|--|-----------|
| Base curb weight | 4670 lb |
| Max towing capacity, properly equipped | 5000 lb |
| GVWR | 6050 lb |
| GCWR | 10,350 lb |

FOR MORE INFORMATION

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