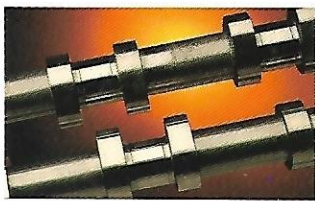


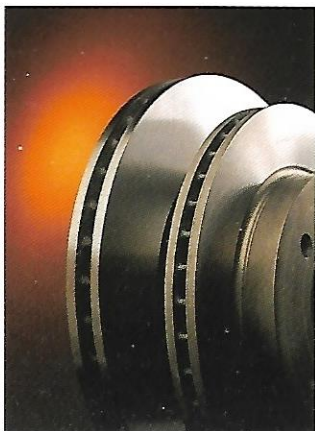




The 1998 SVT Contour features enhanced suspension damping, as well as the Goodyear F1-GS, a new wet-dry performance tire.



Clockwise from top left: Specially designed 10:1 compression pistons; high-lift/high-duration intake and exhaust cams; four-valve heads; 10.94-in. front disc brakes; secondary intake ports are polished by EXTRUDE HONE Powerflow™ process.



When *AutoWeek* magazine said that "for just a little more than the price of the average American car, you get what may be the best American driver's sedan," it came as no surprise. Though few affordably priced performance cars have received the kind of praise the 1998 SVT Contour has, the Ford Special Vehicle Team has made further refinements to the handling performance of this award-winning sports sedan.

The more progressively a car leans and rolls on its suspension when entering a corner or during braking, the more predictable it is when hustling down a twisty road. To enhance this characteristic in the SVT Contour, SVT engineers have developed new shock valving. The result is a sports sedan that leans into a corner more progressively, dips its nose more smoothly under braking, and more clearly communicates with its driver. To ensure that the SVT Contour retains its supple ride, stabilizer bar and spring rates have remained the same.

The other half of this new handling equation is the latest wet/dry performance tire from Goodyear, the Eagle F1-GS. A product of direct technology transfer from Goodyear's

extensive racing program, the F1-GS provides handling in both the wet and dry compared to the Goodyear GS-C. Equipped with GS, the SVT Contour now delivers dry skidpad. Wet handling performance in particular is enhanced.

Those new Goodyears, still measuring 205/55 ZR-16, are wrapped around 16.0-inch cast aluminum-alloy wheels. The design echoes themes seen in the Mustang Cobra R and the 1998 Ford Cobra wheels.

As testimony to the performance of the SVT Contour, in late 1997 it was chosen as the generation instructor car at the Bondurant School of High-Performance Driving. Since the SVT Mustang Cobra is already phased-in as the principal student car, limited modifications made for competition on the track, the SVT Contour has no need for the rigors of life at Bondurant.

Everything the enthusiast press has praised in the SVT Contour has carried forward in its refined 2.5-liter Duratec engine train. The SVT Duratec delivers



"Contour rewards the driver with a small-displacement-oriented engine." —Road & Track

"Sharp, the ride reasonably firm, and the high-speed stability excellent." —Road & Track

"The SVT's growl is the devil on your shoulder, goading you to use the power." —Automobile Magazine

"The most European sedan in America." —Car and Driver

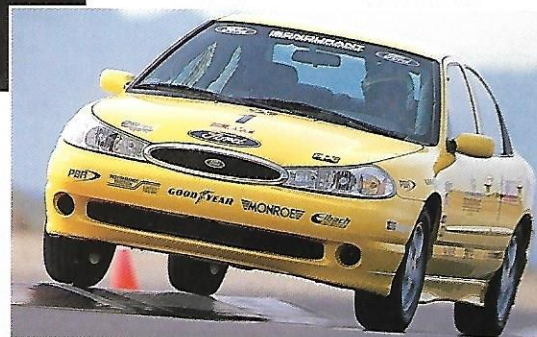
"By far the best American sedan ever built." —Toronto Star

"We've been some good U.S. sedan buyers in recent years, but at this point the SVT is the best." —Minneapolis Star-Tribune

"It will hypnotize." —www.Edmunds.com



**Left:** The SVT Contour features specially designed front sport seats, with increased lateral bolstering and leather trim. **Below:** Beginning in late 1997, the SVT Contour was chosen as the next-generation instructor car at the Bob Bondurant School of High-Performance Driving. **Inset below:** All SVT products feature white-faced gauges. **Bottom:** The SVT Contour now features a new wheel, whose design echoes themes first seen in the 1995 SVT Mustang Cobra R and the 1998 SVT Mustang Cobra.



and has a specific output rating of 195 horsepower per liter, among the best of any naturally aspirated six-cylinder sedan sold in America. *Ward's AutoWorld* has named the SVT Contour Duratec V6 one of the best engines. *AutoWeek* said that "the engine alone is worth the price of the car." *Sports Car International* agreed, saying "this powerplant is hyper-sensitive, and its spine-tingling response is that of no Ford sedan you've

Acceleration and top-speed figures for the SVT Contour remain unchanged, with a top speed of 143 mph and a 0-60 mph acceleration time of 7.9 seconds.

In its review of the 1998 SVT Contour, *Sports Car International* concluded that "as a package, everything about this car is geared to the enthusiast, from the satisfying engine noise and unflappable balance to the slick short-throw cable shifter and leather-wrapped interior perks."

<b>Acura NSX</b>	3,179cc - 290hp - 91.22 hp/liter
<b>Porsche 911</b>	3,307cc - 296hp - 87.39 hp/liter
<b>Porsche Boxster</b>	2,480cc - 201hp - 81.04 hp/liter
<b>SVT Contour</b>	2,544cc - 195hp - 76.60 hp/liter
<b>BMW M3</b>	3,152cc - 240hp - 76.14 hp/liter
<b>Audi A6</b>	2,771cc - 200hp - 72.17 hp/liter
<b>Audi A4 2.8</b>	2,771cc - 190hp - 68.56 hp/liter

Power per Liter 0 10 20 30 40 50 60 70 80 90

(Acura is a trademark of Honda Motor Co. Ltd.; Audi is a trademark of Audi AG; BMW is a trademark of Bayerische Motoren Werke AG; Porsche, Carrera, and Boxster are



## Contour Technical Data

Apply to all SVT Contour models produced after 2/9/98.)

Transversely mounted, 60-degree V6, cast aluminum block and heads, fully counterweighted forged crankshaft

82.4mm x 79.0mm

2,544cc/155cid

10.0:1

195 hp @ 6,625 rpm

165 lb/ft @ 5,625 rpm

6,750 rpm  
(fuel shut-off occurs at 7,000 rpm)

76.6 hp/liter

Double overhead cams (hollow camshafts), chain drive, roller finger followers with hydraulic lash adjustment, beehive valve springs, four valves per cylinder, EXTRUDE HONE Powerflow™ process applied to secondary intake ports

2 per cylinder, 32mm head diameter

2 per cylinder, 26mm head diameter

Sequential electronic fuel injection

Airflow-tuned upper intake, cast aluminum plenum chamber, EXTRUDE HONE Powerflow™ process applied to internal surfaces

60mm bore throttle body

70mm diameter

Electronically actuated 34mm butterfly port throttles open to secondary intake valves at 3,400 rpm

Steel tube (clamshell design)

2.25-in. (57mm), stainless steel,  
2.5-in. (63.5mm) polished stainless steel tips

Five-speed manual, short-throw shifter

Ratio	Speed
3.42	35 mph (56 kph)
2.14	56 (90)
1.45	82 (132)
1.05	117 (188)
0.77	143 (230)
3.42	
4.06:1	

## SUSPENSION

Front	MacPherson strut, lower A-arm, coil spring, 19mm stabilizer bar
Rear	Strut, with one lower trailing arm, two transverse links, coil spring, 18mm stabilizer bar

## STEERING

Type	Power assist, rack and pinion
Gear ratio	14.5:1 (on center)
Turns, lock to lock	2.7
Turning diameter	40.0 ft. (12.1 meters)

## BRAKES

Front	10.94 in. (278mm) vented disc, single-piston caliper
Rear	9.88 in. (251mm) vented disc, single-piston caliper
ABS	Four-channel, four-sensor system

## WHEELS & TIRES

Wheels	Cast aluminum, painted surface, five-spoke, 16 x 6.5 in. (406mm x 165mm)
Tires	Goodyear Eagle F1-GS, 205/55ZR-16, unidirectional tread pattern

## CONTOUR INCLUDES

Supplemental restraint system: Driver- and passenger-side (air bag). Always wear your safety belt, and secure children in the rear seat

Anti-lock brake system

SecuriLock™ passive anti-theft system

Articulated sport seats (10-way power for driver) with leather/vinyl trim, vinyl head restraint, and power lumbar support

White-faced gauge cluster

SVT suspension tuning

Air-conditioning/manual control

Premium electronic AM/FM stereo cassette

Power Equipment Group: Dual electric remote control mirrors, power side windows, power door locks, power antenna, rear window defroster, speed control, front floor mats, dual illuminated visor mirrors, remote keyless illuminated entry

## AVAILABLE OPTIONS

Electronic AM/FM stereo with compact disc player

Power moonroof with sliding sunshade

## COLOR & TRIM

Exterior	Black Clearcoat, Silver Frost Clearcoat Metallic, Toreador Red Clearcoat Metallic
Interior	Perforated leather seating surfaces

## DIMENSIONS & CAPACITIES

Wheelbase	106.5 in. (2,705mm)
Length	183.9 in. (4,671mm)
Height	54.5 in. (1,384mm)
Width	69.1 in. (1,755mm)
Track, F/R	59.2 in./58.5 in. (1,504mm/1,486mm)
Head Room, F/R	39.0in./35.0in (991mm/889mm)
Leg Room, F/R	43.0 in./25.0 in. (1,092mm/635mm)
Curb Weight	3,126 lbs. (1,419 kg)
Fuel Tank	14.5 gal. (54.8 liters)
Weight Distrib., F/R	63/37%

## PERFORMANCE

0-60 mph	7.9 seconds
0-100 mph	21.2 seconds
0-100 kph	8.28 seconds
Quarter mile	15.7 seconds @ 88 mph
Top speed	143 mph (230 kph)
Braking, 60-0 mph	134 ft.
Braking, 100-0 mph	369 ft.
Slalom, 100 ft. gates	64.3 mph
200 ft. skidpad	0.89g

All performance numbers were generated under closed-course conditions on a test track.

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



**1 (800) FORD SVT**

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

**French Language:  
(905) 845-2511 (ext. 1517)**

<http://www.ford.com/vehicles/SVT>