

1994 FORD MUSTANG
COBRA



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 MELDING 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, TORQUE, PASSION

A REFINED AND MUSCULAR 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 FREER-BREATHING PORTS AND LARGER DIAMETER VALVES. PRECISE SCULPTING OF THE COBRA'S COMBUSTION CHAMBER IMPROVES THE BURN CHARACTERISTICS OF THE FUEL-AIR CHARGE AND MAINTAINS FUEL EFFICIENCY WHILE STILL PROVIDING THE PERFORMANCE A COBRA OWNER EXPECTS.

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

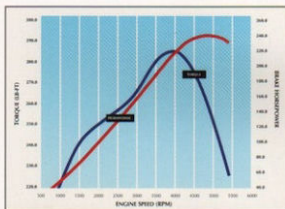
A LARGE PLENUM CHAMBER FEEDS AIR TO THOSE RUNNERS TO SUSTAIN FREE BREATHING AT HIGH RPM. THE COBRA'S SEQUENTIAL FUEL INJECTION DELIVERS MORE FUEL TO EACH INTAKE PORT THAN THE STANDARD MUSTANG'S SYSTEM. SIMPLY STATED, MORE FUEL COMBINED WITH BETTER BREATHING EQUALS MORE POWER. STAINLESS STEEL HEADERS CONNECT WITH DUAL EXHAUST PIPES TUNED FOR MINIMUM RESTRICTION — AND A GLORIOUS 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/Crane ROLLER ROCKER ARMS FURTHER INCREASE VALVE LIFT AND HAVE ROLLER TIPS AND FULCRUMS TO MINIMIZE FRICTION.

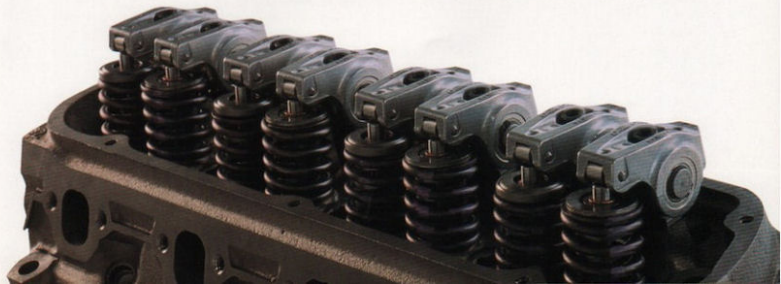
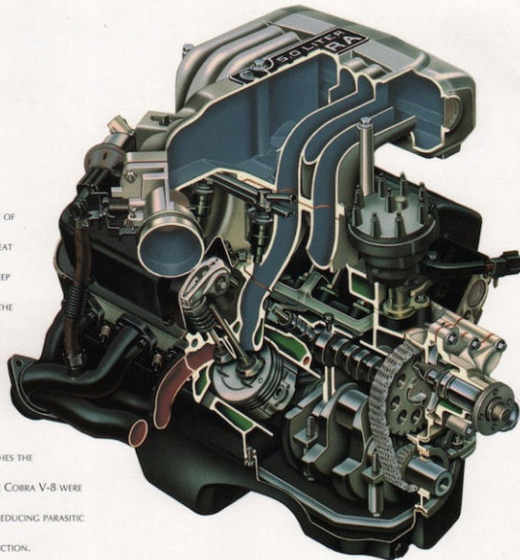
LAMINATED VALVE COVERS — SOUND-DEADENING MATERIAL SANDWICHED BETWEEN TWO SHEETS OF STEEL — ASSIST IN MUFFLING VALVETRAIN NOISE. TO TAKE FULL ADVANTAGE OF THE VALVETRAIN REFINEMENTS AND HELP THE ENGINE GATHER REVS MORE QUICKLY, THE FLYWHEEL WAS LIGHTENED BY 2.7 POUNDS.



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 BELTS CAN STEAL HORSEPOWER BEFORE IT REACHES THE DRIVE WHEELS, THE PULLEYS ON THE COBRA V-8 WERE MODIFIED TO SLOW THAT SYSTEM, REDUCING PARASITIC 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 INPUTS. TORQUE PEAKS AT 285 LB-FT AT 4000 RPM. POWER CRESTS AT 240 HORSEPOWER AT 4800 RPM.





1 9 9 4 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 1994 MUSTANG, WHICH ALLOWS FOR FINER, MORE PRECISE SUSPENSION CALIBRATION. TO THIS SVT ADDED A PROVEN BUT OFTEN FORGOTTEN PHILOSOPHY FOR 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.



THOUGH THE COBRA'S BASIC SUSPENSION LAYOUT IS FAMILIAR TO STUDENTS OF THE MUSTANG, SEVERAL SIGNIFICANT DETAIL CHANGES TO THE 1994 CHASSIS HAVE IMPROVED THE HANDLING. THE WHEELS ARE MOVED TOWARD THE CORNERS BY MEANS OF A 0.8-INCH LONGER WHEEL-BASE AND GREATER TRACK WIDTH AT

THE FRONT (UP BY 2.1 INCHES) AND AT THE REAR (1.7 INCHES GREATER). CASTER ANGLE OF THE FRONT SUSPENSION INCREASES FROM 1.9 DEGREES TO 3.6 DEGREES TO HELP PROVIDE BETTER DIRECTIONAL STABILITY. THAT, COMBINED WITH A NEW DOUBLE-JOINTED INTERMEDIATE STEERING SHAFT FIRMLY ANCHORED BY THE DASH PANEL, FURTHER AIDS STEERING PRECISION. TO SAVE WEIGHT, ANTI-ROLL BARS ARE NOW TUBULAR.

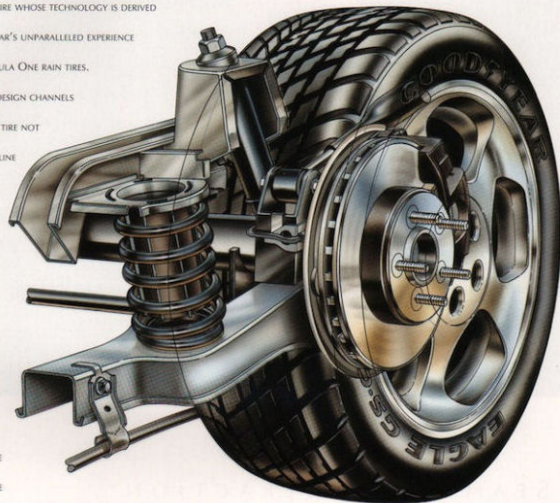
A SUSPENSION IS NO BETTER THAN ITS TIRES, SO THE COBRA'S FIVE-BOLT ALUMINUM WHEELS WEAR GOODYEAR'S LATEST AND BEST, THE Z-RATED EAGLE GS-C RADIAL.

THE NINE-INCH FOOTPRINT 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 WHEELS' 8.0-INCH-WIDE 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 AND SMOOTH, QUIET RIDE CHARACTERISTICS.



WORKING IN CONCERT 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 GENERATED BY SEVERE BRAKING CONDITIONS. AT THE FRONT, THEY ARE CLAMPED BY LIGHTWEIGHT ALUMINUM TWIN-PISTON CALIPERS. RESISTANCE TO FADE AS WELL AS SUPERIOR PEDAL FEEL AND MODULATION ARE THE PRIME BENEFITS. BOSCH ANTI-LOCK TECHNOLOGY KEEPS THE WHEELS ROLLING DURING EMERGENCY BRAKING, THEREBY MAINTAINING DIRECTIONAL CONTROL.





SEAMLESS INTERACTION

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.

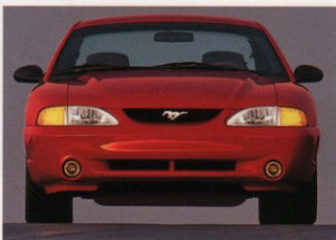
THIS PERFECT UNION COMES
TOGETHER BEHIND THE COBRA'S
LEATHER-WRAPPED WHEEL.
THE STEERING IS WELL-WEIGHTED
AND COMMUNICATIVE WITH NO
HARSHNESS OR KICKBACK,
THE SHIFTER IS PRECISELY
GATED AND POSITIVE, AND
THROUGH A SUPPORTIVE,

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
ANGELES 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 1994 MUSTANG COBRA
CAN TURN ANY JOURNEY INTO
A JOYOUS EXPERIENCE.



**ENGINE**

| | |
|----------------------|---|
| Type | 90degree V-8 |
| Bore x Stroke | 4.00 x 3.00 in. |
| Displacement | 5.0L/302 cu. in. |
| Compression Ratio | 9.0:1 |
| Horsepower (SAE net) | 240 hp @ 4800 RPM |
| Torque | 285 lbs./ft. @ 4000 RPM |
| Fuel System | Sequential Electronic Fuel Injection |
| Throttle Body | Single Bore, Large Diameter-60mm |
| Camshaft | Revised |
| Intake Valves | 1 per Cylinder, Diameter-1.84 in. |
| Exhaust Valves | 1 per Cylinder, Diameter-1.54 in. |
| Pistons | Cast Aluminum Alloy |
| Cylinder Block | Cast Iron |
| Cylinder Heads | GT-40 Design, Cast Iron |
| Intake Manifold | Cast Aluminum (upper) |
| Exhaust Headers | Cast Aluminum (lower) |
| Exhaust System | Tubular Stainless Steel Dual Stainless Steel |

DRIVETRAIN

| | |
|---------------------|--|
| Transmission | Manual, T50D |
| Gear Ratios | 1st: 3.35 2nd: 1.99 3rd: 1.33 4th: 1.00 5th: 0.68 Reverse: 3.15 |
| Synchronous Meshing | All Forward Gears |
| Rear Axle | Limited Slip Differential, 3.08:1 |

SUSPENSION

| | |
|------------------|---|
| Front Suspension | Modified MacPherson Strut Type, 400 lbs./in. Linear Rate Coil Springs, 25 mm Anti-Roll Bar |
| Rear Suspension | Rigid Axle Four Bar Links, 160 lbs./in. Linear Rate Coil Springs, 27 mm Anti- Roll Bar; Vertical Shock Absorbers and Horizontal Axle Dampers |

STEERING

| | |
|------------|---|
| Type | Power, Rack and Pinion, Constant Ratio |
| Gear Ratio | 14.7:1 |

BRAKES

| | |
|-------|--|
| Type | Power Four Wheel Discs With Anti-Lock |
| Front | Vented Disc, 330 mm (13.0 in.) Rotor Diameter |
| Rear | Vented Disc, 296 mm (11.6 in.) Rotor Diameter |

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.

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.

Ford Citibank Credit Card

Using your Ford Citibank Visa or

MasterCard could earn you hundreds, even thousands of dollars from Ford Dealer's cash purchase or lease of a new Ford, Lincoln, or Mercury product. To apply or get more information, call 1-800-374-7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Citibank.

Roadside Assistance Program

Every new Ford includes the assurance of an emergency Roadside Assistance Program provided by Ford Auto Club, Inc., during the 3-year/50,000-mile bumper-to-bumper warranty period. Help is a toll-free phone call away, 24 hours a day, anywhere in the continental 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

WHEELS AND TIRES

| | |
|--------|-----------------------------------|
| Wheels | Cast Aluminum 5-Spoke, 17 x 8 in. |
| Tires | Goodyear Eagle GS-C P255/45ZR-17 |

COBRA WITH FPP 2.0A INCLUDES

- Supplemental Restraint System: Driver and Passenger Side Airbag
- Articulated Sport Seats (Four-Way Power for Driver) with Cloth/Vinyl Trim, Cloth Headrest, Power Lumbar Support, and Magnesium Frame
- Premium Electronic AM/FM Stereo Cassette
- Power Equipment Group: Dual Electric Remote Control Mirrors, Power Side Windows, Door Locks, Deck Lid Release
- Rear Window Defroster
- Air Conditioning/Manual Control
- Speed Control/Tilt Wheel
- Floor Mats With Cobra Name
- 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)

COLOR AND TRIM

| | |
|-----------|---|
| Exterior: | Crystal White, Black Clearcoat, Rio Red Tinted Clearcoat |
| Interior: | Black Saddle |

PACKAGE

| | |
|--------------------|---------------------------------------|
| Wheelbase | 101.3 in. |
| Overall Length | 181.5 in. |
| Height | 53.4 in. (Coupe)/53.3 in. (Conv.) |
| Width | 71.8 in. |
| Track (Front/Rear) | 60.0 in./58.7 in. |
| Front Head Room | 38.2 in. (Coupe)/38.1 in. (Conv.) |
| Front Leg Room | 42.6 in. |
| Curb Weight | 3,365 lbs. (Coupe)/3,567 lbs. (Conv.) |
| Fuel Tank | 15.4 gal. |

PERFORMANCE

| | |
|-----------|---------------------------------|
| 0-60 mph | 6.3 seconds (Coupe)/6.7 (Conv.) |
| Top speed | 140 mph |

Dealer for complete details on the Ford Roadside Assistance Program and a copy of this limited warranty.

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 of Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership. Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

Product Changes

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or

product delays, may have occurred that would not be included. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligation.

Options Availability

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





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