



CORE VALUES **PERFORMANCE** INCREASED POWER, REFINED ROAD MANNERS, AND BALANCE AMONG ENGINE, SUSPENSION AND BRAKING SYSTEMS.

An engine that breathes
deeply during a rush
to the redline. A chassis
that balances poise
with predictability. SVT
combines these virtues
with finesse, in vehicles
that deliver exhilarating
driving experiences.

SUBSTANCE CHARACTER THAT IS BUILT IN, NOT ADDED ON.

EXCLUSIVITY LOW VOLUME, LIMITED-PRODUCTION PRODUCTS AVAILABLE ONLY FROM SPECIALLY TRAINED DEALERS.

VALUE A LOT OF PERFORMANCE AND DRIVING PLEASURE FOR THE MONEY.

...AN AURA OF ENERGY BUCKLE IN ... FEELS
RIGHT.

IT WILL DANCE WITH YOU...
A LONG, LONG TIME

LOOK

DRIVING

CHECK IT OUT ...poised there on those big, 17-inch wheels and low, wide tires. What's it saying? Lean and hungry, ready, willing...like it'll grab the road in a bear hug and never let go. But will it deliver on the promise of those edgy, angular looks? It will, because it's an SVT vehicle. There might even be some surprises in store.

Settle into the seat and the first surprise isn't long in coming - the room inside! Even if you are very tall, you likely will be able to find a comfortable driving position. There's both tilt and telescoping adjustments on the steering column, and the seats don't wimp out on the lateral support.

In fact, all the controls come naturally to hand - and foot. Like those aluminum-trimmed pedals. You can tell right away they were designed and positioned by a *driver* ... someone who knows the nuances of matching revs during downshifts under braking.

Twist the ignition key and the engine kicks into a smooth idle. Doesn't sound very threatening ... not yet, anyway.

But then you launch it into motion ... ease down on the throttle pedal and you get the second surprise - the torque! ... right there! No need to wind this engine into the upper ranges before you feel it come alive. Just a grand or so above idle the engine note amplifies into a mean, resonant snarl. Keep the pedal down and the power surge just keeps on flowing. All the while you're surrounded by this delicious, untamed howl. Flick to second... tach dips, then again twists relentlessly toward the redline. Into third... same story. It just never gives up.

Now you're smiling. The car feels solid, tractable, responsive. Every input brings an immediate, precise, anticipated output. Bend it into a turn and you feel the third surprise: taut agility, resolute grip. Signals of fine-tuned balance run in a current up your back and into your brain ... translated easily by your hands and feet into subtle weight transfers. You and the car work through the turn in a seamless flow of complex forces. Unerringly controlled ... like it reads your thoughts ... responds to your will.

Oh yeah, this is *driving*!

LAST SURPRISE - the brakes, when you jump on 'em, *hard*!

Sure, you'd expect those prodigious rotors to pack some serious stopping power. But this little number brakes like you just caught an arrestor hook on a carrier deck - straight, ultra stable ... *awesome*!

STOPPED, breathing slightly quicker than normal, you step out, reluctantly ... memory flashes of sound and motion. The experience leaves you on full charge and wanting more ... a lot more. So buckle up. Why not? There's a lot more out there. And this car was made for it!



Andy Slankard, SVT Focus Program Manager: "It's more than what you feel coming through your foot. It's everything you see, hear, touch... When you're driving, all your senses are involved, and we try to make everything as 'right' as possible for the driver."

PURE PASSION

SQUEEZE THE THROTTLE...GET A RUSH





TWIN-CAM 4 GOT GO

WHERE'D THEY FIND THAT LOW-END TORQUE? It's a high-revving, twin-cam, four-cylinder engine with four valves per cylinder. Typically long on peak power and short on low-down pull off the line, right?

But the SVT Focus engine is *not* a typical DOHC four.

This powerplant is a modified version of Ford's 2.0-liter Zetec engine. The modifications make it the most technologically advanced engine SVT ever has produced. They also give it a rare combination of low-end torque, peak power, and smoothness.

The Ford Zetec I-4 block already has all the strength, rigidity and durability characteristics SVT engineers wanted for their more potent adaptation. For the SVT Focus, engineers specified new forged-steel connecting rods with 20mm wrist pins, and new, lightweight, cast-aluminum pistons that increase compression from the Zetec's 9.6:1 ratio to 10.2:1.

They developed a new casting for the aluminum cylinder head, with enlarged intake ports and valves for increased flow. Stiffer springs on both the intake and exhaust valves push the redline up to 7,200 rpm.

Intake tech

The intake camshaft is electronically controlled and, using speed and load data, its peak lift points can be varied between 85 degrees and 145 degrees after top-dead-center on the intake strokes. This is a significant contributor to the engine's remarkable low-end torque.

The other big torque-maker is the engine's dual-stage intake manifold. This device is designed to direct the intake air through four long runners below 6,000 rpm. Above 6,000 rpm, the manifold switches position to shorten the runners' length, which improves peak power output.

Tuned tubes

The other half of good engine breathing is free-flow through the exhaust system. Engineers would not have come even close to their performance targets for the SVT Focus without an exhaust system to complement the intake side. Tuned tubular headers were the obvious answer, but the catalytic converter was in the way - only a short distance downstream from the cylinder head. This position gives the advantage of quick catalyst heat-up times on cold starts, a



A big torque-maker—the dual-stage intake manifold

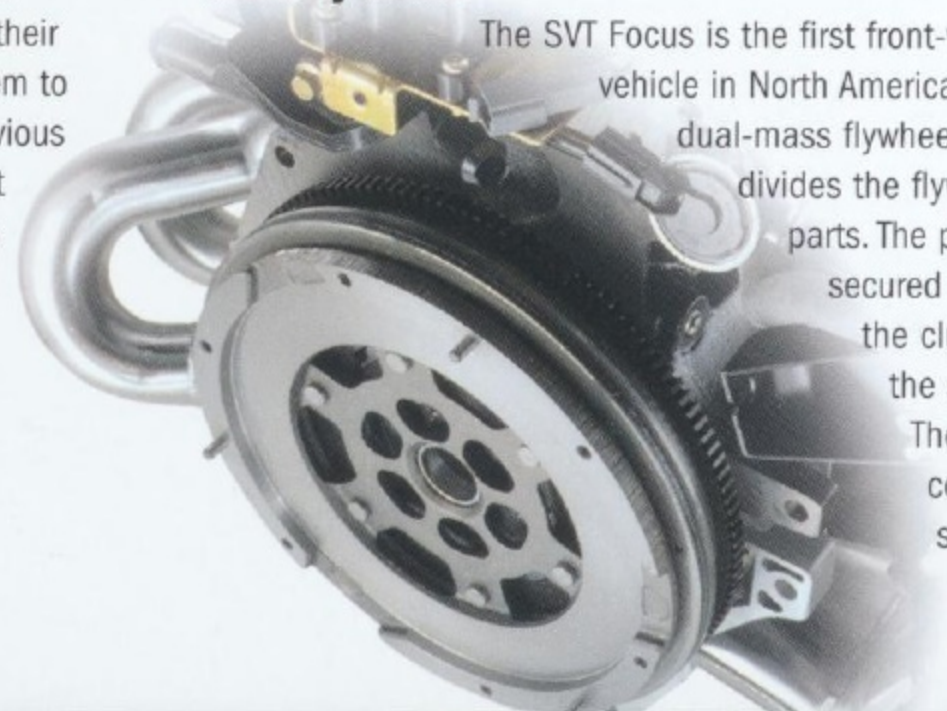
necessity for low emissions levels. But it also creates power-robbing back pressure and makes tuned headers impossible.

The answer was to position the catalyst under the vehicle, far enough downstream in the exhaust system to incorporate tuned four-into-two-into-one tubular headers, then use engine calibration to retard the spark during cold starts, which quickly heats the catalyst for a clean exhaust.

With this system, the engineers achieved both their performance and emissions targets. The SVT Focus, like its ZX3 Zetec sibling, complies with California's Low Emission Vehicle (LEV) standard.

Trick flywheel

The SVT Focus is the first front-wheel-drive Ford vehicle in North America equipped with a dual-mass flywheel. This technology divides the flywheel into two parts. The primary section is secured to the engine and the clutch is bolted to the secondary section. The two parts are connected by a spring/damper



4-into-2-into 1 tuned tubular headers

system. The primary advantage of this system is a reduction of noise and vibration in the powertrain. It also makes shifting easier, and reduces wear on the synchronizers because of the lower mass applied to the transmission.

To handle the engine's extra torque, the clutch is upgraded with stiffer springs in the pressure plate.

Serious 6-speed

The SVT Focus is equipped with a six speed manual transaxle from the German manufacturer, Getrag.

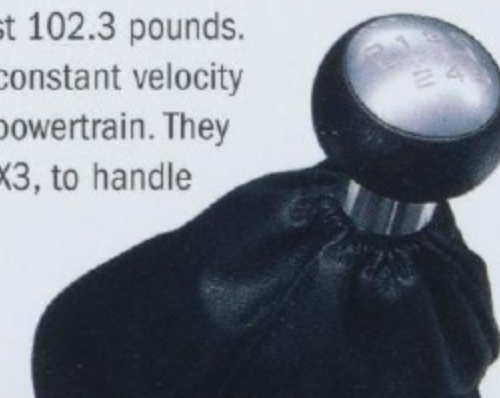
This unit's innovative design incorporates an input shaft flanked by two output shafts, and each output shaft has its own set of final-drive gears. The lower output shaft carries first, second, fifth and sixth gears, and a 2.88:1 differential ratio, while the upper output shaft carries reverse, third and fourth and a 4.25:1 differential gear set.

This design gives the performance advantages of a close-ratio six-speed gearbox in a remarkably compact and lightweight package. Dividing the output shaft into two allows the transaxle to be much shorter and its dry weight is just 102.3 pounds.

Solid halfshafts with larger constant velocity joints are the final link in the powertrain. They are stronger than those on a ZX3, to handle the SVT Focus's power output.



Bill Lane SVT Focus Powertrain Systems Supervisor: "It's going to be a big 'fun factor' in many young people's days. Heck, not just young people, some of us 'oldsters' get pretty excited about it too!"

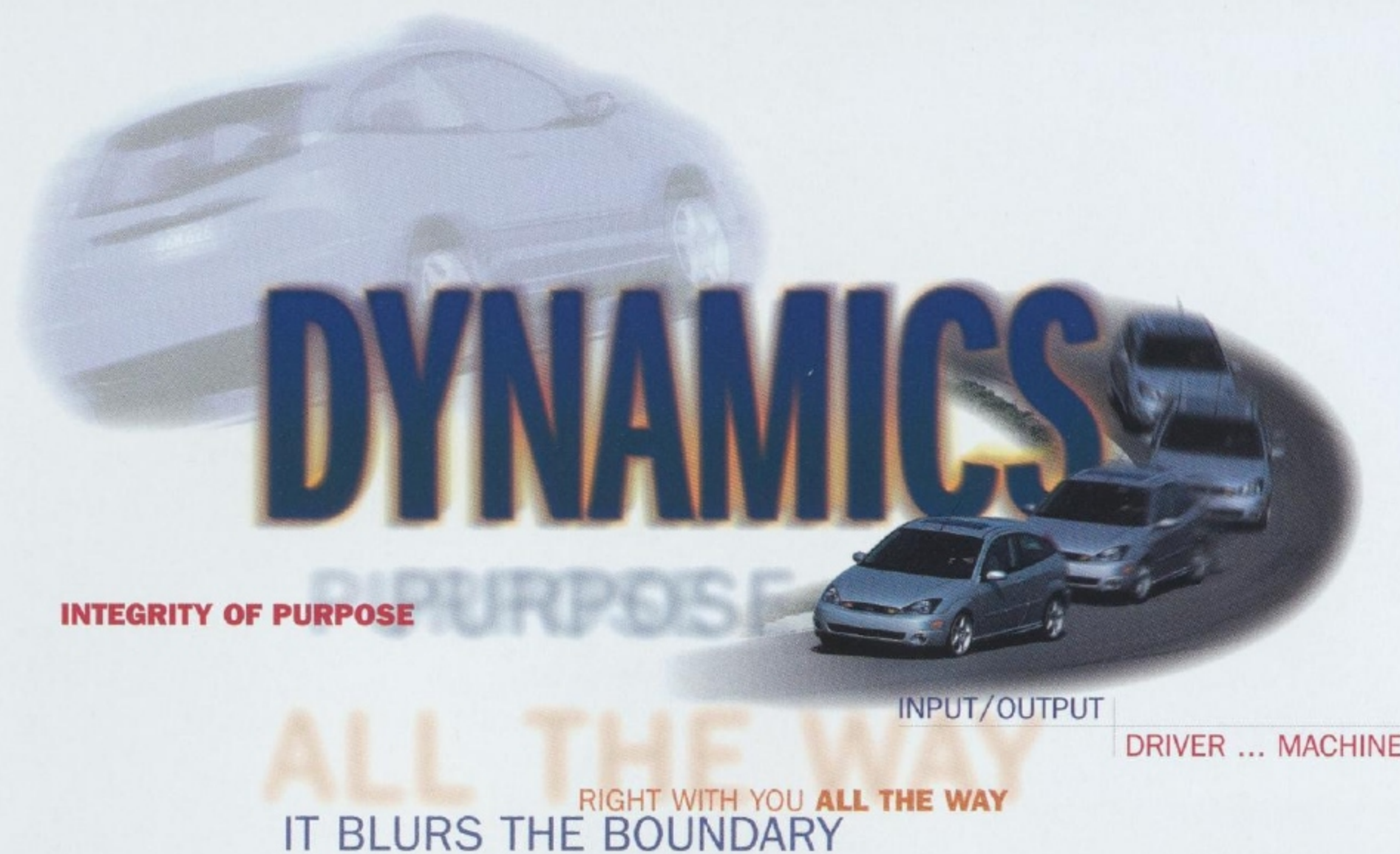


...LOW-DOWN, HAUL-ASS GO-POWER

THEN, JUST
MUSIC AND MOTION

TOUCH A NERVE.
OUT THERE.





FROM THE TIME THE FORD FOCUS first appeared in Europe, the car has been acclaimed for its outstanding driving dynamics. The basis for this performance is a highly rigid platform and elegantly engineered independent suspension front and rear. This meant that SVT engineers had a head start in fine tuning a package that delivers both outstanding handling and comfort.



Tom Chapman SVT Focus Chassis Systems Supervisor: "For me, it's all about driving dynamics. Control. Precision. Confidence. Fun! I'm sure you'll agree, we delivered!"

To create the kind of firm yet compliant suspension SVT is renowned for, engineers chose springs that are stiffer by 10 percent on the front and 20 percent on the rear, compared with those on the Focus ZX3. The anti-roll bars also are one millimeter larger in diameter, at 21mm front and rear. The shock absorbers are retuned, with increased low-speed

damping and decreased high-speed damping. The net result is agile handling with softened impact harshness, and also improved roll control.

The boost curve on the power rack-and-pinion steering system has been tuned to give the driver heightened feel and control precision.

Monster brakes

The car's braking system hardware is impressive, as are the resulting capabilities. The SVT Focus is the only North American Focus with standard 4-wheel disc brakes, and the only one with ABS as standard equipment. The 300mm vented front rotors are 42mm (1.65 inches) larger in diameter than those on the ZX3, and have correspondingly larger calipers. The rear discs measure 280mm.

This system, combined with the grippy Continental P215/45R-17 ContiSportContact tires, produces remarkably effective braking, with straight, precise control and power that is easy to modulate.



THE FORD SPECIAL VEHICLE TEAM'S design philosophy is to incorporate subtle changes that enhance the vehicle's "look of performance," distinguish it to the enthusiast's eye, and improve driver ergonomics.

They achieved these objectives in the SVT Focus with exterior modifications that augment its low, wide, road-hugging appearance: front and rear fascias with honeycomb grilles, distinctive rocker moldings, and a small spoiler on the top of the hatch. These work together with the car's most distinctive exterior feature, 17-inch, five-spoke wheels, to produce this transformation.

SVT-signature cues include round, crystalline fog lamps in lower front fascia, and a purposeful 75mm chromed exhaust tip tucked into the lower rear fascia.

The headlights also have a unique appearance, with a smoked glass look and color-key changes on the chrome accents at the outside corners.

Sensory imperative

The interior makes a clear statement of what SVT is all about: It's not just what you feel coming through your foot; it's also everything you see, hear and touch. It's designed to appeal to serious drivers, both in looks and functionality.

Everything the driver touches makes a tactile contribution to the job at hand. The thickset, leather-wrapped steering wheel tilts and telescopes. Metallic pedal covers and dead pedal facilitate advanced-driving footwork. The leather-and-aluminum shift knob and leather-wrapped handbrake lever feel just right.

Black leather-trimmed front bucket seats have extra bolstering to increase lateral support. They have standard power up-down adjustment, and rotary recliner mechanisms. The rear seat is a 60/40 split with a fold-down back, flip-up cushion, and three head restraints.

SVT genes also are evident in the instrument cluster. The driver sees bold, clean, titanium-faced electro-luminescent gauges, which include a tachometer and 160 mph speedometer.

The standard audio system includes a 60-watt AM/FM stereo radio with four speakers and single-disc CD player. The optional audiophile system is powered by a 290-watt amplifier, with upgraded speakers, an eight-inch powered subwoofer, and a six-disc, in-dash CD changer.

Both systems have fingertip controls on the steering column, for easy, low-distraction changing of volume, radio stations and CD tracks.

Other equipment available includes a power sunroof and a winter package consisting of traction control, heated seats and an engine block heater.

DESIGN

A KEEN EDGE

IT LOOKS THE PART ... LOW, WIDE, ANGULAR

A STRONG FEELING OF CONNECTION

YOU ... THE CAR

DYNAMIC UNITY



TECHNICAL DATA

Engine

Configuration	In-line 4-cylinder, cast iron block, precision die-cast aluminum head, cast aluminum pistons, forged steel connecting rods, nodular cast-iron crankshaft, dual-mass flywheel
Bore x Stroke	84.8mm x 88.0mm (3.34 in. x 3.46 in.)
Displacement	1,988cc; 121 cu. in.
Compression ratio	10.2:1
Horsepower	170 hp @ 7,000 rpm
Torque	145 lb.-ft. @ 5,500 rpm
Specific output	85 horsepower per liter
Redline	7,200 rpm
Valvetrain	Double overhead camshafts, four valves per cylinder, variable cam timing on intake camshaft
Intake valves	Two per cylinder, 33.5mm head diameter
Exhaust valves	Two per cylinder, 28mm head diameter
Ignition system	Ford Electronic Distributorless
Fuel system	Sequential electronic fuel injection
Intake manifold	Dual-stage with 66mm throttle body
Exhaust manifold	Stainless steel tubular 4-2-1 tuned header
Exhaust system	Under-body-only catalyst, 58mm (2.28-in.) diameter exhaust pipe, with 75mm (2.95-in.) polished chrome exhaust tip

Drivetrain

Clutch	Hydraulic actuation with dual-mass flywheel			
Transaxle	Getrag™ 6-speed manual, twin-shaft design			
Gear	Gear Ratio	Output Shaft	Differential Ratio	Overall Ratio
1st	4.44:1	1	2.88:1	12.7:1
2nd	2.67:1	1	2.88:1	7.7:1
3rd	1.33:1	2	4.25:1	5.7:1
4th	1.08:1	2	4.25:1	4.6:1
5th	1.33:1	1	2.88:1	3.8:1
6th	1.08:1	1	2.88:1	3.1:1
Reverse	2.82:1	2	4.25:1	12.0:1
Driveshafts	High strength, solid output shafts			

Suspension

Front	SVT-tuned independent MacPherson struts with angled coil spring/damper units and lower A-arms in optimized double horizontal bushings mounted on separate front subframe; 21mm anti-roll bar
Rear	SVT-tuned independent SLA system with one upper and two lower arms plus additional twist-plate longitudinal link, separate vertical damper units; 21mm anti-roll bar



Steering

Type	Rack and pinion, power assist
Turns, lock to lock	2.6
Turning diameter	39.1 ft.

Brakes

Front	300mm (11.8 in.) vented disc, single-piston caliper
Rear	280mm (11.0 in.) solid disc, single-piston caliper
ABS	Four-channel, four-sensor system.

Wheels & Tires

Wheels	17 x 7 in., five-spoke, aluminum alloy
Tires	Continental P215/45R-17 ContiSportContact

Color & Trim

Exterior	Sonic Blue, Infra-Red, CD Silver, Pitch Black
Interior	Blue or red cloth seating surfaces with black leather trim

SVT Focus Includes

- Driver and passenger air bags; front side-impact air bags
- Anti-lock brake system (ABS)
- Front fog lamps
- SecurILock™ passive anti-theft system
- Leather-wrapped, 4-spoke, tilt/telescoping steering wheel
- Aluminum gearshift knob with leather accent
- Metallic pedal covers
- Leather-wrapped parking brake lever
- Leather boots on shift and parking brake levers
- AM/FM stereo, single-disc CD player
- Front bucket seats with rotary lumbar and recliner adjustment. Power up/down adjustment (driver only)
- 60/40 split rear seat with fold-down back and flip-up cushions, three head restraints
- Dual remote control outside heated mirrors
- Power side windows, door locks, deck lid release
- Remote keyless illuminated entry
- Rear window defroster
- Air-conditioning
- Speed control
- Floor mats

Available Options

- Winter Package: traction control, heated seats, engine block heater
- Audiophile Stereo System: 6-disc in-dash stereo, premium speakers and eight-inch subwoofer with amplifier
- Power sunroof

Dimensions, Capacities

Wheelbase	103.0 in. (2,615mm)
Length	168.1 in. (4,270mm)
Height	56.3 in. (1,430mm)
Width	66.9 in. (1,699mm)
Track, f/r	58.8 in. (1,494mm) / 58.5 in. (1,486mm)
Head room, f/r	39.3 in. (998mm) / 38.7 in. (983mm)
Front leg room	43.1 in. (1,095mm)
Curb weight	2750 lb.
Fuel capacity	13.2 gallons (50 liters)
Weight distribution, f/r	61/39



1993 SVT Mustang Cobra

235 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
Four-wheel disc brakes
Production: 4,993 units



1994-1995 SVT Mustang Cobra

240 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
13-in. front discs, PBR calipers; 11.65-in. rears
Production: 11,017 units



1996-1998 SVT Mustang Cobra

305 horsepower 4.6-liter dohc V8
T45 five-speed manual transmission
13-in. front discs, PBR calipers; 11.65-in. rears
Production: 28,709 units



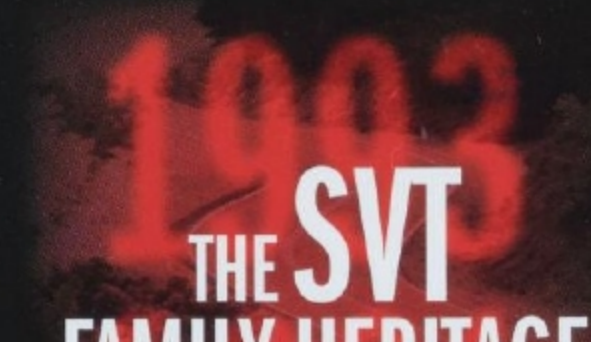
2000 SVT Mustang Cobra R

385 horsepower 5.4-liter dohc V8
Tremec six-speed manual transmission
Lightweight street-legal racing model
Production: 300 units



1993 SVT Mustang Cobra R

235 horsepower 5.0-liter ohv V8
T5 five-speed manual transmission
Lightweight street-legal racing model
Production: 107 units



1998-2000 SVT Contour

195 hp ('98), 200 hp ('99-'00) High Output 2.5L Duratec V6 MTX-75 five-speed manual transaxle
Front-drive, five-passenger sports sedan
Production: 11,445 units



1999-2001 SVT F-150 Lightning

360 hp ('99-'00) 380 hp ('01) supercharged 5.4-liter Triton™ V8
Four-wheel disc brakes introduced
5,000-pound tow rating
Production: 15,346 units (est.)



1993-1995 SVT F-150 Lightning

240 horsepower 5.8-liter ohv V8
E40D four-speed automatic transmission
Tow rating: 5,000 lbs.; payload: 745 lbs.
Production: 11,563 units



1995 SVT Mustang Cobra R

300 horsepower 5.8-liter ohv V8
Tremec five-speed manual transmission
Lightweight street-legal racing model
Production: 250 units



1999 SVT Mustang Cobra

320 horsepower 4.6-liter dohc V8
Independent rear suspension introduced
Traction control introduced
Production: 8,095 units



2001 SVT Mustang Cobra

4.6-liter dohc V8, 320 hp @ 6,000 rpm
317 lb.-ft. torque @ 4,750 rpm.
Traction control standard
Production: 7251 units (est.)

Ford SVT designs and develops performance vehicles that can deliver years of driving pleasure and value for the automotive enthusiast.

Ownership Experience

We've gone to great lengths to make the experience of driving a new SVT Focus enjoyable. We've done the same for the ownership experience, too. We stand behind your car with our New Vehicle Limited Warranty, and we look after your security with our Roadside Assistance Program. SVT owners also receive Premium Service at their dealer, which includes a loaner vehicle and complimentary wash and vacuum. Expect nothing less from a "customer-driven" company.

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/36,000-mile limited 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, a tire change, a jump start, or even help when you're locked out of your vehicle. Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the New Vehicle Limited Warranty.

Bumper-to-Bumper Warranty Coverage

The 3-year/36,000-mile bumper-to-bumper coverage of the Ford New Vehicle Limited Warranty covers all vehicle parts including tires (except certain items as described in the Vehicle Warranty Guide) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.



Ford Credit

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 Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership.



Ford Extended Service Plan

Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks after your bumper-to-bumper warranty coverage expires. Your dealer has the full details.

Dealer-Installed Accessories

The enjoyment of owning a new vehicle begins before you take delivery, when you're selecting colors and features.

Along with the items listed elsewhere in this catalog, 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.

Following publication of this catalog, certain changes in standard equipment, options, prices, and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is the best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligation.

All photographs were produced under closed-road/closed-course conditions with a professional driver. Horsepower and torque numbers are the mean of test results generated according to Society of Automotive Engineers Standard J1349.

Performance data are generated under closed-course conditions on a test track according to procedure R-403. Observed data are corrected to standard ambient conditions. Vehicle weight is corrected to production curb weight plus 300 pounds.

Many factors may affect vehicle performance.





THE ULTIMATE GOAL

At the heart of the SVT Focus and the SVT philosophy is a deep commitment to skillful and enthusiastic driving. Everyone at SVT – engineers, designers, product planners, and marketers – is an enthusiast, someone who loves to drive quickly and well. They are fluent in the language of performance driving. To help SVT owners speak that language more fluently, SVT offers new SVT owners a discount at the Bob Bondurant School of High-Performance Driving, where skills can be honed that can improve driving in all conditions, from performance driving to the everyday commute. The SVT Cobra has served as the principal student car at the Bondurant School since 1997 for advanced courses. Great test results published by a magazine are not enough. It is equally important how a performance vehicle achieves those numbers, and how it engages its driver. The intelligent performance vehicle entertains with brilliant conversation. Excellent communication lies at the heart of the SVT performance philosophy. In the design of our vehicles and the performance of our dealers, our ultimate goal is to provide the enthusiast many years of enjoyable performance driving.

1-800-FORD-SVT

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

<http://www.svt.ford.com>

French Customer Service: 1-800-563-3673



SVT