

**SVT**  
**10TH ANNIVERSARY**



**SPECIAL VEHICLE TEAM**



**SVT**  
10TH ANNIVERSARY



*2003 SVT Mustang Cobra 10th Anniversary Package*



# ***Ford SVT: The Dominant Force in Performance***

For the Ford Special Vehicle Team (SVT), 2003 is an important year. Besides being Ford Motor Company's Centennial year, SVT is celebrating its own milestone: 10 years of producing high performance vehicles. SVT has come a long way in 10 years as an organization, from a small "skunkworks" operation to a full-fledged business organization and integral part of the Ford Performance Group. Created to "Polish the Ford Oval," SVT was officially launched with the debut of the 1993 SVT Mustang Cobra and SVT F-150 Lightning at the 1992 Chicago Auto Show. Since then, SVT has produced more than 100,000 performance vehicles, including coupes, convertibles, four-door sport sedans, pickup trucks and now "pocket rockets." Over 100,000 loyal owners and a national car club, the SVT Owner's Association (SVTOA), shows that SVT is the dominant force in the domestic performance market.

But, perhaps the greatest proof of Ford SVT's success can be found by

***As John Coletti, Director of SVT Programs, likes to say, "Ten years and we're just picking up speed."***

looking at the competition. Imitation is the sincerest form of flattery, and new performance vehicle divisions have sprung up in the hopes of achieving what SVT has already done. However, 10 years of experience, a highly trained dealer network and a legacy

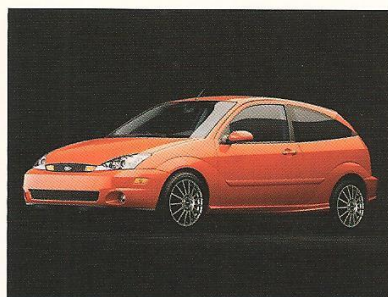
of 100,000 vehicles give Ford SVT a definitive advantage over these new ventures. Plus, SVT engineers are hard at work on the next generation of SVT products.

As John Coletti, director of SVT Programs, likes to say, "Ten years and we're just picking up speed."

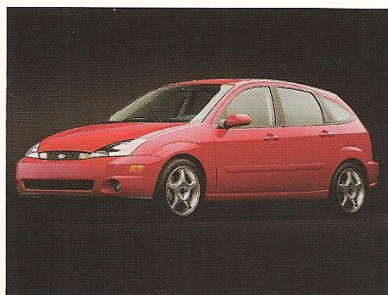
To commemorate this significant year, Ford SVT will offer 2,003 units of a SVT Mustang Cobra "10<sup>th</sup> Anniversary Package." Other product highlights for 2003 include the new five-door SVT Focus, a "European Appearance Package" option for the three-door SVT Focus, and continuous refinement in several areas of the SVT F-150 Lightning.



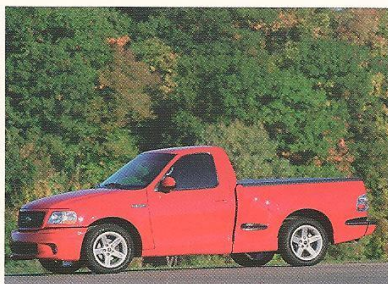
***2003 SVT Mustang Cobra 10th Anniversary Package, available summer 2003***



***SVT Focus European Appearance Package, available spring 2003***



***SVT Focus 5-door***



***SVT F-150 Lightning***





**1994 SVT Mustang Cobra**  
5.0L OHV V-8  
240 horsepower  
285 ft-lbs of torque  
Production: 6,009 units



**1995 SVT Mustang Cobra**  
5.0L OHV V-8  
240 horsepower  
285 ft-lbs of torque  
Production: 5,008 units



**1996-1997 SVT Mustang Cobra**  
4.6L DOHC V-8  
305 horsepower  
300 ft-lbs of torque  
Production: 20,055 units



**1998 SVT Mustang Cobra**  
305 horsepower  
300 ft-lbs. of torque  
Production: 8,654 units

## Ford SVT: A Decade of Delivering Performance

The Ford Special Vehicle Team (SVT) was conceived in 1991, when Ford senior management recognized the corporate advantages of investigating niche vehicle market opportunities. The idea was to assemble Ford's own passionate driving enthusiasts and some of its key suppliers into a small, cross-functional group of engineers, product planners and marketing professionals. Their common mission: Create vehicles to satisfy the desires of knowledgeable, high-performance auto enthusiasts.

SVT was charged to develop and market factory high-performance "halo" vehicles that would add luster to the company's lineup — or "Polish the Ford Oval." To that end, the team focused on creating limited-production cars and trucks with balanced performance attributes — vehicles that stop as well as they

accelerate, ride as well as they handle, and, above all, are fun to drive. All vehicles that wear the SVT badge are designed and developed with four hallmarks in mind: Performance, Substance, Exclusivity and Value.

**SVT**  
**Hallmarks:**  
**Performance**  
**Substance**  
**Exclusivity**  
**Value**



**1999-2001**  
**SVT Mustang Cobra**  
4.6L DOHC V-8  
320 horsepower  
317 ft.-lbs of torque  
Production: 15,346 units





*1993 SVT F-150 Lightning*  
5.8L OHV V-8  
240 horsepower  
340 ft.-lbs of torque  
Production: 5,276 units



*1993 SVT Mustang Cobra*  
5.0L OHV V-8  
235 horsepower  
280 ft.-lbs of torque  
Production: 4,993 units



**SVT Mustang Cobra R**

**1993 SVT Mustang Cobra R**

**5.0L OHV V-8**

**235 horsepower**

**280 ft.-lbs of torque**

**Production: 107 units**

**1995 SVT Mustang Cobra R**

**5.8L OHV V-8**

**300 horsepower**

**365 ft.-lbs of torque**

**Production: 250 units**

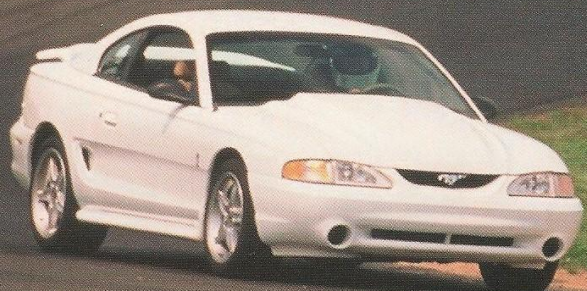
**2000 SVT Mustang Cobra R**

**5.4L DOHC V-8**

**385 horsepower**

**385 ft.-lbs of torque**

**Production: 300 units**





The official launch of SVT came during the 1992 Chicago Auto Show with the unveiling of the 1993 SVT Mustang Cobra and SVT F-150 Lightning. Both went on sale in February of '93. Since that time more than 100,000 SVT vehicles have been produced, including several versions of the Cobra (both coupe and convertible) and Lightning pickup, the SVT Contour sports sedan and both three- and five-door versions of the SVT Focus. SVT has also produced special Cobra 'R' models in 1993, 1995 and 2000.

For 2003, as Ford Motor Company celebrates its Centennial, the Special Vehicle Team has reached another milestone that solidifies its position as the undisputed leader in factory-built performance vehicles. SVT not only marks its 10<sup>th</sup> anniversary this year, but also finds itself bolstered in the marketplace, thanks to a new operational alliance as part of the recently formed Ford Performance Group.

The new group takes a decade of SVT performance car sale successes and combines them with the strengths of the Ford Racing Technology group and the company's Vehicle Personalization organization to create the industry's

largest and most comprehensive performance vehicles, parts and accessories marketing operation.

"We created this group to maximize the most passionate and exciting parts of our business," explains Jim O'Connor, Ford group vice president for North America Marketing, Sales and Service. O'Connor sees the group's formation

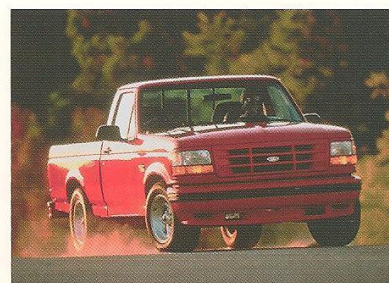
as a key element in Ford's strategy to re-energize the car market while solidifying and expanding the truck segment through the growth of performance-oriented products and accessories.

Mike Zevalkink, formerly executive director of Ford North American Car Product

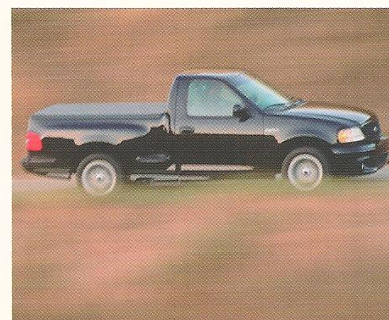
Development, is charged with aligning the business strategies within the Ford Performance Group to deliver even more special enthusiast-oriented vehicles, plus new parts and personalization products – all supported by Ford victories in racing.

"From the excellent driving dynamics built into every Ford Focus, to the sheer strength of the 2003 SVT Mustang Cobra and F-150 Lightning and the excitement brewing with the production of the Ford GT, it's clear that performance and passion is core to Ford's

***"It's clear that performance and passion is core to Ford's business," says Mike Zevalkink, director of the Ford Performance Group.***



**1994-1995 SVT F-150 Lightning**  
5.8L OHV V-8  
240 horsepower  
340 ft-lbs of torque  
Production: 6,287 units

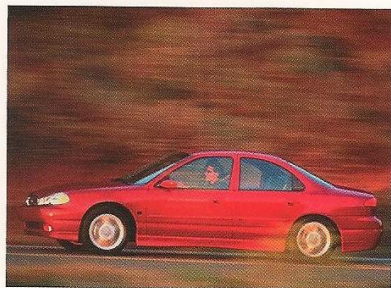


**1999-2000 SVT F-150 Lightning**  
5.4L SOHC supercharged V-8  
360 horsepower  
440 ft-lbs of torque  
Production: 8,966 units



**2001-2002 SVT F-150 Lightning**  
5.4L SOHC supercharged V-8  
380 horsepower  
450 ft-lbs of torque  
Production: 11,107 units





**1998 SVT Contour**  
**2.5L DOHC V-6**  
**195 horsepower**  
**165 ft-lbs of torque**  
**Production: 6,535 units**



**1999-2000 SVT Contour**  
**2.5L DOHC V-6**  
**200 horsepower**  
**169 ft-lbs of torque**  
**Production: 4,910 units**



**2002 SVT Focus**  
**2.0L DOHC I-4**  
**170 horsepower**  
**145 ft-lbs of torque**  
**Production: 4,788 units**

business," Zevalkink says. "The difference between Ford and the competition is that Ford has more than 100,000 SVT vehicles already on the street. What's more, we sell at least as many feature vehicles each year, plus a line of factory-backed performance accessories – and now plan to widen our lead in performance products and services."

To the people at SVT, inclusion in the Ford Performance Group means leveraging the company's best strengths in racing and product development to even better deliver on the team's core values of Performance, Substance, Exclusivity and Value. Performance is defined not just by increased power, but also by improved road dynamics and a balance among engine, suspension and braking systems. Substance means character that is built in, not just added on. And the exclusivity comes from low-volume, limited-production vehicles available only from SVT-trained and certified Ford dealers in North America. SVT dealers have specially trained technicians and staff to satisfy the most serious driving enthusiasts – before, during and after the sale.

***"SVT is an organization staffed by enthusiasts, creating cars and trucks for enthusiasts," explains Tom Scarpello, SVT Sales and Marketing manager.***

Finally, SVT is dedicated to delivering all of this at a tremendous value – value that goes well beyond the vehicle's sticker price. For example, SVT owners get SVT Premium Service (which includes a

free loaner car when in for service at an SVT dealership, plus a free wash and vacuum); membership in the SVT Owner's Association (SVTOA); a factory Certificate of Authenticity; special SVT merchandise; and much more.

"We're a true team with a single-minded focus," says Tom Scarpello, SVT marketing and sales manager. "There are no conflicting priorities

and no capitulating to lowest-common-denominator thinking. This is an organization staffed by enthusiasts from both Ford and some of our key suppliers, creating cars and trucks for enthusiasts."

"Ten years, and we're just picking up speed," adds John Coletti, director of SVT programs. "You haven't seen half of what we can do. SVT has proven to be a differentiator for Ford Motor Company, and support from upper management couldn't be stronger. Even with other companies trying to follow suit, we believe SVT will remain in the forefront of niche vehicle engineering and development."



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*2003 SVT Focus European Appearance Package,  
Exterior colors: Screaming Yellow and Competition Orange*





## 2003 SVT Mustang Cobra

### ***Product Highlights***

- Supercharged and intercooled 4.6L DOHC V-8 engine
- Six-speed manual transmission
- 3.55:1 rear axle ratio
- Independent rear suspension

### ***New for 2003***

- 10<sup>th</sup> Anniversary Package (Summer 2003)
- Chrome wheel option
- New exterior colors: Redfire Clearcoat Metallic and Dark Shadow Grey

### ***Overview***

Beginning with the original in 1993, every generation of the SVT Mustang Cobra has elevated the

standard of performance. The 2003 SVT Mustang Cobra is the most powerful production Mustang ever. The addition of a Roots-type

supercharger and water-to-air intercooler to the Cobra's 4.6-liter, DOHC four-valve V-8 engine pushes output to 390 horsepower and 390 foot-pounds of torque.

The SVT Cobra provides a six-speed manual gearbox as standard equipment. Additional equipment includes unique front and rear fascias, hood, rocker moldings and side scoops, as well as several unique interior appointments, including multi-adjustable front seats trimmed in Nudo Leather and Preferred Suede. The SVT Mustang Cobra is built in Dearborn, Michigan.





## 2003 SVT COBRA: MOST MUSCLE FOR THE MONEY

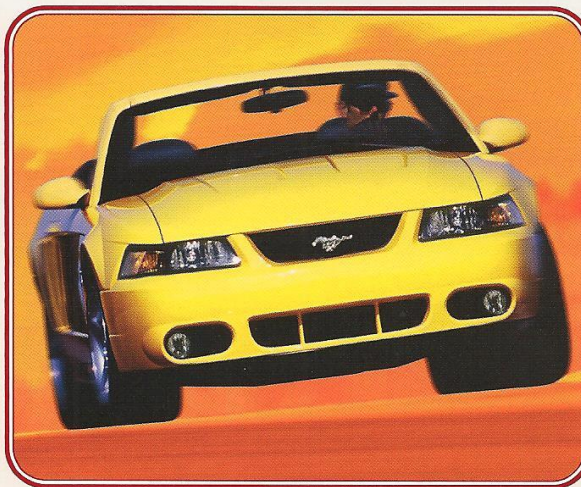
The 2003 SVT Mustang Cobra offers consumers the most horsepower available for the money in the premium sports coupe segment. In this segment, the SVT Mustang Cobra sets the power per dollar benchmark with 390 horsepower and 390 foot-pounds of torque – all available for under \$35,000.

"The 2003 SVT Mustang Cobra is a true performance value," says Tom Scarpello, Ford SVT Sales and Marketing manager. "The next closest competitor to meet or exceed the SVT Cobra's 390 horsepower costs more than \$50,000." Beyond this refined horsepower and torque, the SVT Cobra also delivers the handling, performance, looks and attitude that only a Mustang can provide.

The manufacturer's suggested retail price (MSRP) for the 2003 SVT Mustang Cobra coupe is \$34,750. The convertible is \$38,995. (Both prices exclude tax,

title and license fees.) An optional chrome finish for the wheels is available for \$695 (MSRP). The only other option is a "no charge" delete of the rear spoiler.

The SVT Mustang Cobra produces its 390 hp and 390 foot-pounds of torque with a supercharged and intercooled 4.6-liter DOHC V-8 engine. Along with the new supercharged engine for 2003, the SVT



Cobra features a six-speed manual transmission, unique front and rear fascias, larger wheels and tires and redesigned front seats.

### Design

Exterior design changes distinguish the SVT Mustang Cobra from the regular production Mustang GT. While it retains the SVT-signature round fog lamps, the front fascia is more aggressive. It also helps deliver more air to the engine compartment. The hood has been redesigned and now has flow-through scoops that help vent hot air from the engine compartment. Both the hood and rear deck are made of lightweight composite materials.

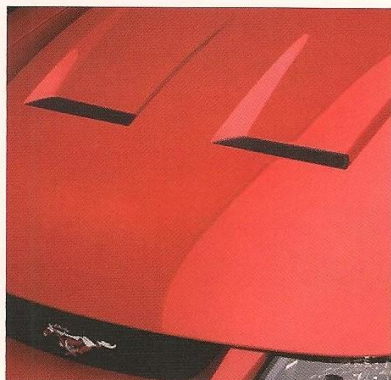
At the sides, the rocker panels have been reshaped with simple, clean, vertical surfaces. Color-keyed, foldaway outside mirrors are unique to Cobra, and the side scoops have horizontal fins to match those in the hood scoops. The rear decklid features an integrated spoiler with a light-emitting diode center high-mounted stop lamp.

The SVT Cobra convertible model has a high-quality cloth top material, which not only adds to the top's durability but also helps provide better sound insulation for the interior.

Inside, front bucket seats are designed to provide enhanced support for both comfortable cruising and spirited driving. Seating surfaces have Nudo Leather trim and Preferred Suede inserts. The driver's seat has standard six-way power, plus new power-adjustable thigh and side bolsters and power lumbar support. Switches for these new controls are in an easy-to-reach location on the right-front corner of the seat.

The instrument cluster, with titanium-color gauge faces, has been redesigned to include a boost gauge and features electroluminescent lighting.

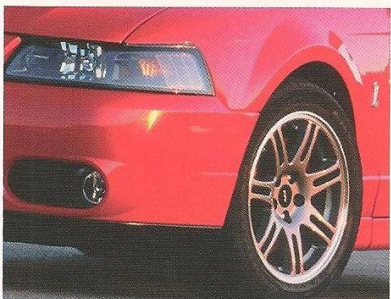




The gear shift knob is leather-wrapped with a brushed-aluminum insert on the top, inscribed with the six-speed pattern.

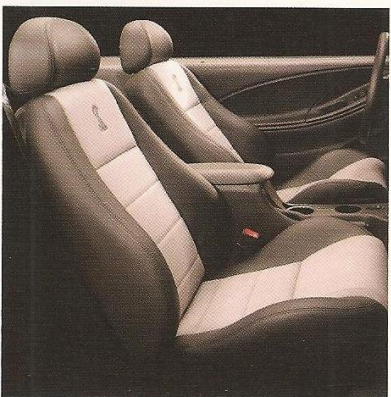
Unique metal-trimmed pedals and dead pedal complete the interior transformation.

Additional SVT Mustang Cobra standard features include a leather-wrapped steering wheel; leather boots for the shift and parking brake levers; tilt steering wheel; power windows, mirrors, door locks and trunk release the SecuriLock™ passive anti-theft system; remote keyless entry; speed control; a MACH 460 audio system with AM/FM stereo; and an in-dash, six-disc CD player.



Exterior color choices for 2003 are Oxford White Clearcoat, Black Clearcoat, Redfire Clearcoat Metallic, Sonic Blue Clearcoat, Silver Metallic, Dark Shadow Gray and Zinc Yellow Clearcoat.

The interior is available in two color schemes; both feature a Dark Charcoal environment with a choice of Medium Parchment or Medium Graphite accents.



### ***Powertrain***

The 2003 SVT Mustang Cobra's 4.6-liter, DOHC V-8 is equipped with a Roots-type Eaton™ supercharger and aluminum alloy cylinder heads with increased flow capabilities. The engine produces 390 horsepower at 6,000 rpm and 390 foot-pounds of torque at 3,500 rpm.

To provide the strength necessary for the substantially increased torque output, the new Cobra engine is built on a cast-iron block. This unit contains the carryover forged-steel crankshaft, which is fitted with new Manley forged "H-beam" connecting rods, and forged pistons similar to those in the SVT F-150 Lightning.

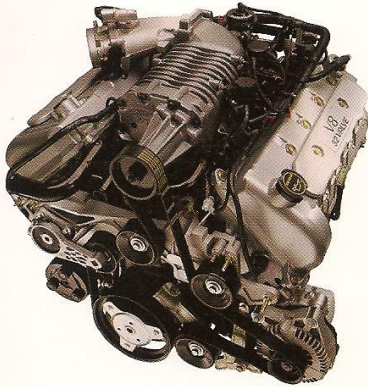
The engine is mated to a TTC T-56 six-speed manual transmission. Behind that, an aluminum drive shaft with upgraded universal joints connects to the rear axle that features a 3.55:1 gear ratio.

### ***Suspension and Brakes***

The SVT Mustang Cobra's independent rear suspension system received upgraded bushings and an additional tubular cross-brace for 2003, necessary for increased loading because of the higher power output and larger tires. The Cobra coupe's springs are 600 pounds per inch at the front and rear. In a departure from past practice, the SVT Cobra convertible receives its own suspension tuning to suit the unique characteristics of its convertible body. The convertible's front spring rates are 500 pounds per inch, and the rear spring's are 470 pounds per inch.

The 2003 SVT Cobra is equipped with gas-charged monotube Bilstein™ dampers at all four corners, and the pad material on the rear brakes has been upgraded for enhanced durability and brake performance.





**The SVT Mustang Cobra 4.6L DOHC supercharged V-8 features a cast-iron block, aluminum cylinder heads and "H-beam" connecting rods with forged pistons.**

## Safety and Security

The 2003 SVT Mustang Cobra is equipped with second-generation driver and passenger air bags, as well as three-point safety belts in all seating positions.

Additional standard safety features on the 2003 Cobra include an emergency release for the rear decklid, located inside the trunk. It has a phosphorescent handle that's easy to find in the dark and allows anyone locked in the trunk to open it from the inside.

Ford's BeltMinder™ system senses whether the driver is wearing the safety belt. If the driver is not buckled up when the vehicle is in motion, a warning chime sounds intermittently and a red light is illuminate on the instrument panel.

## Consumer Info

Assembly Plant	Dearborn, Michigan, USA
Basic Warranty	3-year/36,000-mile bumper-to-bumper SVT Premium Service
Roadside Assist	3-years/36,000-miles
Air bags	Driver and front passenger
<b>EPA MILEAGE RATING</b>	
City	16 mpg
Highway	22 mpg

## 2003 PRICING

Coupe MSRP	\$34,750
Convertible MSRP	\$38,995
(Both prices exclude tax, title and license fees.)	

## OPTIONS

Chrome-finish wheels	\$695
Rear spoiler "delete"	No charge

## Dimensions

	Coupe	Convertible
<b>EXTERIOR</b>		
Wheelbase	101.3	101.3
Track f/r	60.3	60.3
Overall Length	183.5	183.5
Overall Width	73.1	73.1
Overall Height	52.5	52.9
Base Curb Weight (lbs)	3665	3780
Weight % f/r	57/43	57/43
<b>INTERIOR</b>		
Seating Capacity	4	4
Legroom f/r (max/min)	41.8/29.9	41.8/29.9
Shoulder Room f/r	53.6/52.1	53.6/41.4
Hip Room f/r	52.3/47.4	52.3/41.0
Headroom f/r	38.1/35.5	38.0/35.8
Passenger Volume (cu ft)	83.0	NP
Luggage Capacity (cu ft)	10.9	7.7
Total Interior Volume (cu ft)	9.39	NP
Fuel Capacity (gal)	15.7	15.7

All dimensions and capacities are in inches unless otherwise noted.

## 2003 Specifications

### BODY STYLE

Coupe, Convertible

### POWERTRAIN/CHASSIS

EPA Class	Sub-compact
Drivetrain Layout	Rear-wheel drive
Engine Type	4.6L DOHC supercharged V-8, longitudinally mounted, 90-degree V-8, cast iron block, aluminum heads, fully counter weighted forged crankshaft
Valvetrain	Double overhead camshafts, chain drive to exhaust cams, secondary chains from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, four valves per cylinder
Bore/Stroke (in/mm)	3.5 x 3.5/90.2 x 90.0
Displacement (cu in/cc)	280/4601
Compression Ratio	8.5:1
Horsepower @ rpm	390 @ 6000
Torque (lb-ft) @ rpm	390 @ 3500
Redline	6500 rpm
Recommended Fuel	91 octane (premium)
Fuel System	Sequential electronic fuel injection (SEFI)
Oil Capacity with filter (quarts)	6
Coolant Capacity (quarts)	15.2
Transmission	TTC T-56 6-speed manual
Final Drive Ratio	3.55:1
Gear Ratios	
1st	2.66:1
2nd	1.78:1
3rd	1.30:1
4th	1.00:1
5th	0.80:1
6th	0.63:1
Reverse	2.90:1

### SUSPENSION

Front	Modified MacPherson strut system with gas-charged Bilstein™ monotube dampers and separate 600 lb/in coil springs (500 lb/in on convertible), 29 mm tubular stabilizer bar
Rear	Multi-link independent system, cast-iron upper control arms, aluminum lower control arms, fixed toe-control tie rods, aluminum spindles, gas-charged Bilstein™ monotube dampers, 600 lb/in coil springs (470 lb/in on convertible), 26mm tubular stabilizer bar

### STEERING

Type	Rack and pinion, power assist
Ratio	15.0:1
Turns Lock-to-Lock	2.5
Turning Circle, Curb-to-Curb (ft)	41.7

### BRAKES

Brakes (system type)	Front power disc / rear drum
Front (diameter, alloy, machined surface, exposed lugs, optional chrome wheel available)	13.0-in vented Brembo™ disc
Rear	11.6-in vented disc

### WHEELS AND TIRES

Wheels	17 x 9 in., five-spoke, cast aluminum-alloy, machined surface, exposed lugs, optional chrome wheel available
Tires	Goodyear™ Eagle F1, 275/40ZR-17

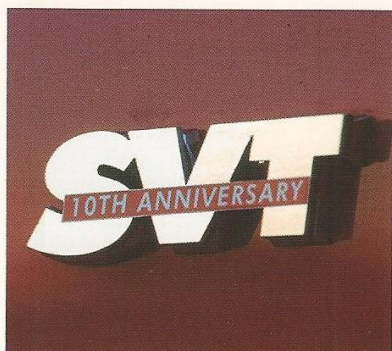




*The 10th Anniversary Package includes full leather seating interior with red seat inserts.*



*The Anniversary wheel and the red-painted caliper are unique to this package.*



*10th Anniversary badging is featured on the rear decklid and floor mats.*

## **SVT Mustang Cobra 10th Anniversary Package**



To commemorate the first decade for both Ford SVT and the flagship SVT Mustang Cobra, a new limited edition, 10<sup>th</sup> Anniversary Package SVT Cobra will be offered during the 2003 calendar year.

"Our SVT Mustang Cobra owners are some of the most loyal customers anywhere, and we are proud to share this anniversary milestone with them," says Tom Scarpello, Sales and Marketing manager for Ford SVT. "The Cobra name has been synonymous with Ford performance for 40 years — and with SVT for the last 10 years. We are proud to carry the torch for this performance icon."

The 10<sup>th</sup> Anniversary Package features unique, dark argon painted anniversary wheels, red painted brake calipers, and SVT 10<sup>th</sup> Anniversary badging on the rear decklid. Inside, the 10<sup>th</sup> Anniversary Package features red leather seating surfaces, front and rear, and black leather trim with carbon-fiber "look" steering wheel, shift boot and parking-brake handle. The package will be offered on both Cobra coupes and convertibles in Black Clearcoat, Silver Metallic or exclusive Torch Red Clearcoat. Just 2,003 vehicles will be built — with production slated to begin in the summer of 2003 — ensuring that 10<sup>th</sup> Anniversary Package Cobras will be coveted collector cars.





**SVT**  
10TH ANNIVERSARY





# 2003 SVT Lightning

## Product Highlights

- Supercharged and intercooled 5.4L SOHC V-8
- SVT-tuned suspension
- 3.73:1 gear axle ratio
- 4-wheel disc brakes
- 5,000 lbs towing capacity
- 1,400 lbs payload rating

## New for 2003

- Redesigned 18 x 9.5-inch five-spoke cast aluminum wheels
- Upgraded and retuned steering
- Standard six-disc in-dash CD AM/FM stereo system
- Brushed aluminum finish on interior door handles
- Exterior colors: Dark Shadow Gray and Sonic Blue

## Overview

As the undisputed champion in the sport truck segment, the third-generation SVT F-150 Lightning carries on with upgrades that continue to up the ante. Setting the standard in acceleration, handling and attitude, the 2003 SVT F-150 Lightning hammers into its eighth year of production as the world's fastest factory-produced pickup. The SVT F-150 Lightning is produced in Oakville, Ontario, Canada.

## Design

The 2003 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 to the unsuspecting. The face is complemented by unique clear taillamp lenses and a light-emitting diode high-mounted stop light. Lower rocker extensions, side-exit exhaust and a unique 18- by 9.5-inch five-spoke wheel and tire package further distance the SVT Lightning from other F-150s.

Inside, the Lightning has a 60/40-split bench front seat with improved side bolsters giving 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. New for 2003 is the

brushed aluminum finish on the interior door handles, a new steering wheel with perforated leather and a unique air bag cover. A new plush high-pile carpet material increases wear resistance and improves sound insulation.

Also new for 2003 is the six-disc in-dash AM/FM/CD stereo with improved equalization for better sound quality and convenient CD changes.

New exterior color choices for 2003 include Dark Shadow Gray and Sonic Blue. Other colors available include Oxford White Clearcoat, Bright Red Clearcoat and Black Clearcoat.

## Powertrain

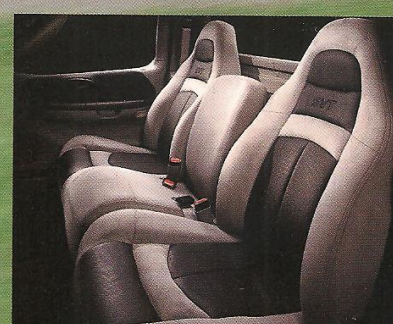
A 5.4-liter SOHC Triton™ V-8 powers the 2003 SVT F-150 Lightning. The Triton™ V-8 is mated with an Eaton™ GEN IV supercharger that breathes through an intercooler, providing 380 horsepower at 4,750 rpm and 450 foot-pounds of torque at 3,250 rpm.

Transferring the power to the wheels is a four-speed automatic transmission, strengthened with the same internals used behind Ford's PowerStroke™ diesel. 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.

**LIGHTNING**



**SVT**  
10TH ANNIVERSARY





## Suspension, Brakes

The 2003 SVT F-150 benefits from improved chassis tuning for outstanding handling. Bilstein™ gas-charged shocks are the damper of choice at all four corners for their excellent control and ride characteristics. Unique chassis 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 steering gear is revalved for 2003 and has better on-center feel and reduced lash.

There have also been some minor tweaks in the chassis tuning for 2003. The changes have increased the Lightning's payload capacity to 1,400 pounds.

The brakes have front rotors that measure 12 inches in diameter with 13-inch rear discs. A four-wheel anti-lock brake system is standard. The SVT Lightning also features unique brake pad material to assist in heat dissipation and improve wear characteristics.

## Safety and Security

The 2003 SVT F-150 Lightning's inherently well-balanced chassis, responsive steering and powerful anti-lock brakes provide the first measure of defense in emergencies: controllability. There also are driver and passenger front air bags with an on/off switch for the passenger-side air bag, and BeltMinder™, which chimes to remind the driver to buckle up.

Providing a sense of security against dead batteries and theft, the Lightning also features SecuriLock™, which requires the use of a coded key to start the vehicle and a battery saver feature that turns off lights and accessories if they are left on for more than 10 minutes.

### Consumer Info

Assembly Plant	Oakville, Ontario, Canada
Basic Warranty	3-year/36,000-mile bumper-to-bumper SVT Premium Service
Roadside Assist	3 years/36,000 miles
Air bags	Standard second-generation dual front air bags

### EPA MILEAGE RATING

City	12 mpg
Highway	16 mpg

### 2003 PRICING

MSRP:	\$33,255
(Price excludes tax, title and license fees.)	

### OPTIONS:

Tonneau cover	\$150
Bedliner:	\$295

### Dimensions

#### EXTERIOR

Wheelbase	119.8
Track f/r	65.3 / 65.3
Overall Length	208
Overall Width	79.1
Overall Height	70.9
Frontal Area (sq ft)	n/a
Base Curb Weight (lbs)	4670
Weight % f/r	57/43
Towing Capacity	
Max (lbs)	5000 lbs

#### INTERIOR

Seating Capacity	3
Legroom f/r (max/min)	40.9
Shoulder Room f/r	63.8
Hip Room f/r	61.0
Headroom f/r	40.8
Fuel Capacity (gal)	25.0

All dimensions and capacities are in inches unless otherwise noted.

### 2003 Specifications

#### BODY STYLE

Pickup

#### POWERTRAIN/CHASSIS

EPA Class	Pickup
Drivetrain Layout	Longitudinally mounted rear-wheel drive
Engine Type	SOHC, 90-degree Triton™ V-8, supercharged/intercooled, cast iron block, aluminum-alloy heads, forged steel crankshaft
Valvetrain	Chain drive, roller finger followers with hydraulic lash adjustment, beehive valve springs, two valves per cylinder
Bore/Stroke (in/mm)	3.5 x 4.1/90.0 x 105.6
Displacement (cu in/cc)	330/5410
Compression Ratio	8.4:1
Horsepower @ rpm	380 @ 4750
Torque (lb-ft) @ rpm	450 @ 3250
Redline	5250 rpm (fuel shut-off @ 5400 rpm)
Recommended Fuel	91 octane (premium)
Fuel System	Sequential multi-port electronic fuel injection (SEFI)
Oil Capacity with filter (quarts)	6
Coolant Capacity (quarts)	25.5
Transaxle	Four-speed automatic (4R100)
Final Drive Ratio	3.73:1
Gear Ratios	
1st	2.71:1
2nd	1.53:1
3rd	1.00:1
4th	0.71:1
Reverse	2.178:1

#### SUSPENSION

Front	Short- and long-arm type, coil springs, tubular gas-charged Bilstein™ shock absorbers, 31mm solid stabilizer bar
Rear	Solid axle, staggered gas-charged Bilstein™ shock absorbers, five-leaf springs, 23mm solid stabilizer bar

#### STEERING

Type	Recirculating ball, power assist
Ratio	14.0:1
Turns Lock-to-Lock	3.3
Turning Circle, Curb-to-Curb (ft)	44.3

#### BRAKES

Brakes (system type)	Four-wheel, three-sensor ABS
Front	12.1-in, vented disc, twin-piston caliper
Rear	13.1-in, vented disc, single-piston caliper

#### WHEELS AND TIRES

Wheels	18- x 9.5-in, five spoke, cast-aluminum alloy, painted surface
Tires	Goodyear™ Eagle F1-GS™, 295/45ZR-18, unidirectional tread; 235/70R-16 spare tire



# Profile:

## O. John Coletti

*Director, Ford Special Vehicle Team Programs*

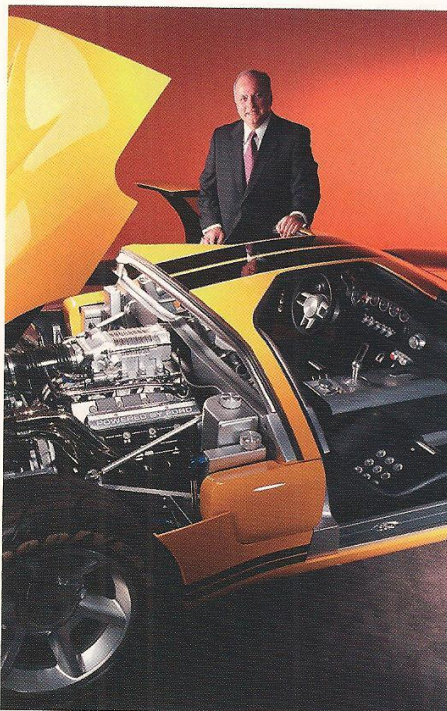
John Coletti cut his teeth as a performance car enthusiast on the streets of east side Detroit where hot rodders and drag racers of the late '60s faced off on blocked streets for bragging rights and an occasional wager.

But when he joined Ford as an excited young engineer in 1972, the muscle car era was already coming to an end and future high-output car plans were shelved in favor of "econo-boxes."

"The final curtain was coming down on one of the greatest eras in automotive history, and I thought I had missed the whole thing," says Coletti, 53, now director of Ford's Special Vehicle Team programs. "For people like me, the '70s were the 'Dark Ages' of automotive history. But by the early '80s, there was restlessness and a few spurious attempts by the automakers to get back in the high-performance game."

It didn't take long for Coletti to get himself into the real game as an engineer on the redesigned Mustang. After several years of championing the return of the V-8 pony car and leading the product's development as chief engineer, Coletti was tapped to lead the newly

established Special Vehicle Team (SVT) in 1994. SVT was formed as an elite group of performance-minded engineers given the dream job of taking the best production products and making them world-



class performers. "Our goal was to please the discriminating driving enthusiast," Coletti says.

Today, after selling more than 100,000 SVT products, Coletti is more than satisfied that the industry has emerged from the '70s and is better off than ever.

What kind of performance cars does Coletti see Ford building if the industry changes from gasoline internal combustion to electric power or hydrogen fuel cells? Coletti confidently responds, "Outstanding ones."

The straight-talking Coletti is known as a man who speaks his mind and prides himself on having a trustworthy team molded by integrity, honesty and enthusiasm; values, he says, that were part of the fiber of being brought up in an Old World Italian family.

Coletti's talent goes far beyond his knowledge under the hood. He holds bachelor's and master's degrees in mechanical engineering and business. Although he hasn't slowed down, Coletti maintains a balance between the passion he has for his job and his dedication to his family. When at home, his time isn't spent in the garage. When his wife, Judy, doesn't have him doing projects, he's usually helping one of their four children with their home improvements. "My hands may get dirty at work," he says, "but they get *really* dirty at home."



**SVT**  
10TH ANNIVERSARY





# 2003 SVT Focus

## ***Product Highlights***

- SVT 2.0L DOHC I-4
- Dual-stage intake manifold
- Variable intake cam timing
- 6-speed manual transmission
- Dual-mass flywheel

## ***New for 2003***

- Five-door hatchback version
- European Appearance Package option
- High-intensity-discharge (HID) headlamp option

## ***Overview***

The SVT Focus returns to the SVT lineup for 2003 with the addition of a five-door model. The five-door SVT Focus is based on the Focus ZX5 body style and provides all the performance that has earned the SVT Focus high praise from a number of independent sources.

The SVT Focus made a strong statement last year in the import-dominated compact performance segment and returns this year to attract new customers with the five-door model and wider availability. Minor changes keep the SVT Focus fresh.

## ***Design***

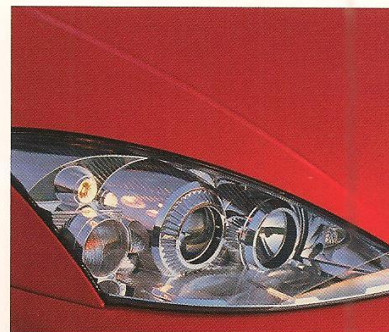
Modifications to the SVT Focus exterior include 17-inch, five-spoke wheels, unique front and rear fascias with honeycomb grilles, distinctive rocker moldings and a small spoiler on the top of the hatch.

The smoked-glass appearance of the headlights also is unique to the SVT Focus, as is a 75mm chromed exhaust tip tucked into the lower rear fascia. Round, crystalline fog lamps are set in the lower front fascia.

SVT Focus exterior color choices for 2003 are Infra-Red, CD Silver, Pitch Black and Sonic Blue.

Interior elements unique to the SVT Focus include metallic-covered pedals placed to facilitate heel-and-toe downshifting; a black leather-wrapped steering wheel with perforations in the 3- and 9-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.



***The SVT Focus features the first application of HID headlamps on a SVT vehicle.***

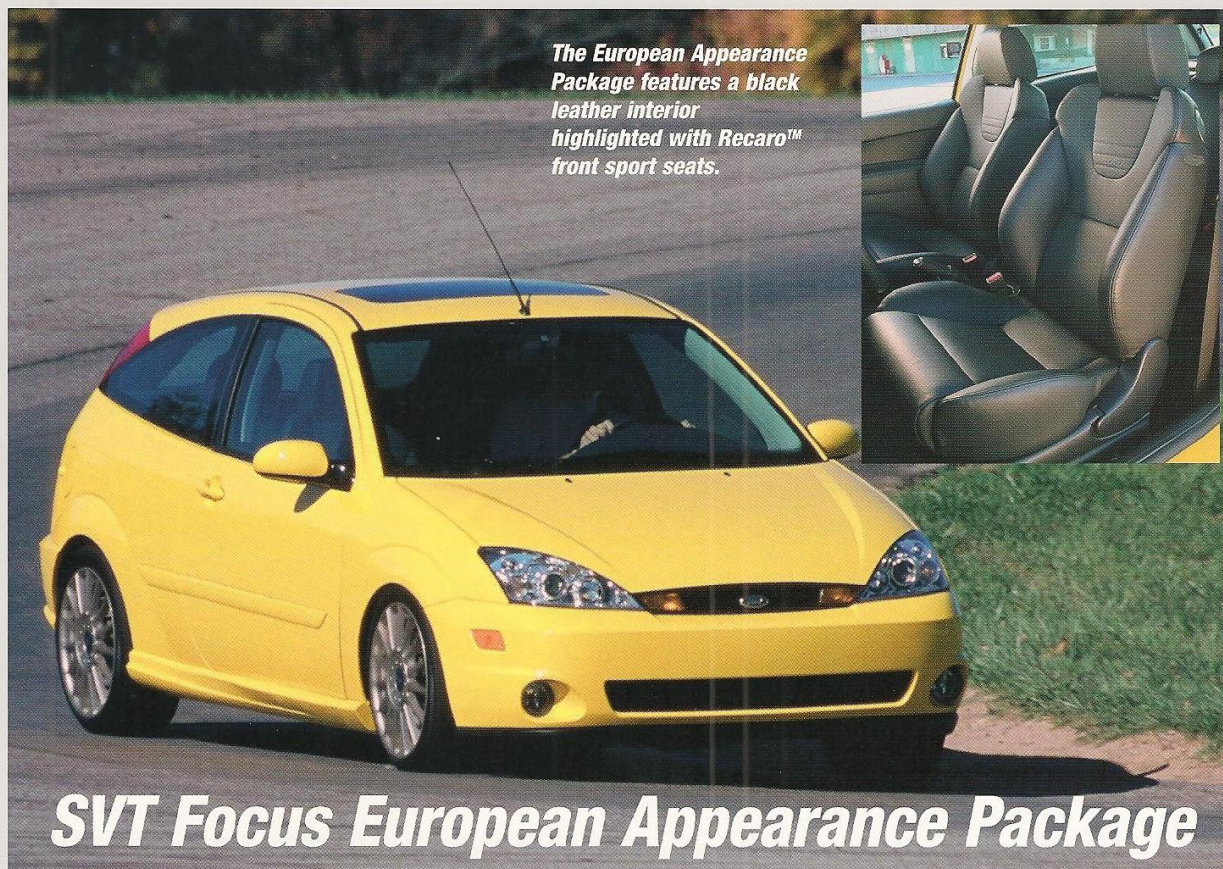


***The SVT Focus interior offering the choice of either blue or red cloth seating surface inserts.***



***Metallic pedals offer a unique look and help facilitate heel-and-toe downshifting.***





*The European Appearance Package features a black leather interior highlighted with Recaro™ front sport seats.*

## ***SVT Focus European Appearance Package***

The SVT Focus showcases both the performance and dynamic capabilities of the entire Focus product line, and now with the European Appearance Package option, the SVT Focus performs in ultimate style.

Tom Scarpello, SVT Sales and Marketing manager, relates the reason behind the package: "The Ford Focus, with its best-in-class driving dynamics, has a very European flavor. The SVT Focus European Appearance Package takes that another step and creates the best equipped, most exciting production Focus yet."

The package features an upscale interior with European flair, including black leather-trimmed front Recaro™ sport seats with matching leather door panel inserts and rear seating surfaces. The exterior is accented by 17x7-inch, multispoke, dark argent "ST170-style" wheels and two new exclusive colors, Screaming Yellow and Competition Orange. The European Appearance Package can also be had with the standard SVT Focus color palette including Vermillion Red, CD Silver and Pitch Black.

The European Appearance Package incorporates all four stand-

alone SVT Focus options: the 290-watt Audiophile Stereo System, which includes a six-disc, in-dash CD player, premium speakers and 8-inch subwoofer; the Winter Package, which includes traction control, heated front seats and an engine block heater; a power sunroof; and high-intensity discharge (HID) headlights. New for 2003, this is the first application of HID technology on a SVT vehicle.

The European Appearance Package will be available only on the SVT Focus three-door model beginning in the spring of 2003.



The driver seat is six-way adjustable, with a rotary recliner mechanism, manual fore/aft movement and a power up/down adjustment system. The passenger front seat is four-way adjustable with recline and fore/aft movement. Both seats feature a manual lumbar control.

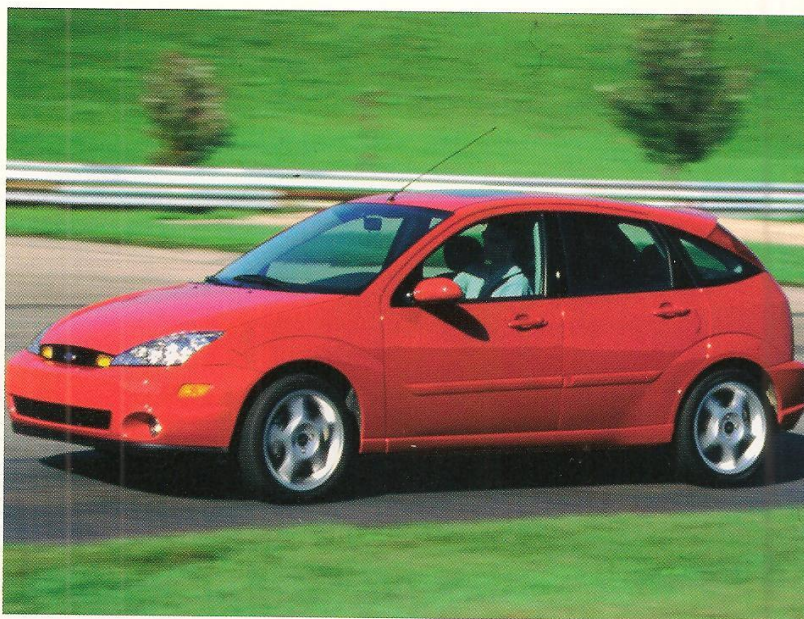
There are two interior color choices to complement the black leather-trimmed seat bolsters and head restraints. Red or blue cloth is available as an accent in the seat backs, seat cushions and door-trim panels.

The unique SVT Focus seat trim continues into the rear seat. The seat is a 60/40 split with folding back, flip-up cushions, as well as left, right and center head restraints.

Bold, clean, titanium-faced electroluminescent 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.

The standard audio system features a 60-watt peak power AM/FM stereo radio and single-disc CD player. The optional Audiophile Sound System is powered by a 290-watt peak power AM/FM stereo radio with upgraded speakers, an 8-inch powered subwoofer and a six-disc, in-dash CD changer.

Both systems have fingertip controls on the steering column for



changing volume, radio stations and CD tracks.

In addition to the Audiophile Sound System, two other options are available: a power sunroof and a Winter Package consisting of traction control, heated front seats and an engine block heater.

### **Powertrain**

The SVT Focus powertrain starts with a 2.0-liter Zetec engine. In standard Focus models it produces 130 hp at 5,300 rpm and 135 foot-pounds of torque at 4,500 rpm. This engine's cast-iron block already had the strength, rigidity and durability necessary for the increased power SVT engineers were developing. The SVT Focus engine has 170 horsepower and 145 foot-pounds of torque.

Component changes in the block include new forged-steel connecting

rods with 20mm wrist pins and lightweight, cast-aluminum pistons. The pistons increase compression from the Zetec's 9.6:1 ratio to 10.2:1 in the SVT Focus.

The aluminum cylinder head has enlarged intake ports for increased flow. The intake valves measure 33.5mm in diameter, 1.5mm larger than those in a standard Zetec.

Intake and exhaust valve springs are stiffer by 27 percent and 19 percent, respectively, compared with the Zetec I-4's. That allows the engine's redline to rise from 6,750 to 7,200 rpm.

The intake camshaft is equipped with an electromechanical control mechanism, which allows the cam's maximum opening point, relative to crankshaft degrees, to be varied between 85 and 145 degrees after top-dead-center on the intake stroke.



The variability is dependent on engine speed and load and is accomplished by changing oil pressure on either side of a piston in a helix between the cam and its drive pulley.

The other significant contributor to low-speed torque is the SVT Focus' 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.

SVT engineers were able to reposition the catalyst under the vehicle, far enough downstream in the exhaust system to incorporate tuned 4-into-2-into-1 tubular headers. Engine calibration retards the spark during cold starts, which quickly heats the catalyst for a clean exhaust. The exhaust pipe diameter is enlarged to 58mm, with a 75mm polished chrome exhaust tip.

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

The standard six-speed manual transaxle was developed by the German manufacturer Getrag™. This unit's innovative design incorporates an input shaft flanked by two layshafts, and each layshaft has its own set of final drive gears. Layshaft No. 1 carries first, second, fifth and sixth gears and a 2.88:1 final drive ratio; layshaft No. 2 carries third, fourth, reverse and a 4.25:1 final drive ratio. All six forward gears, plus reverse, are fully synchronized.

This design gives the SVT Focus 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

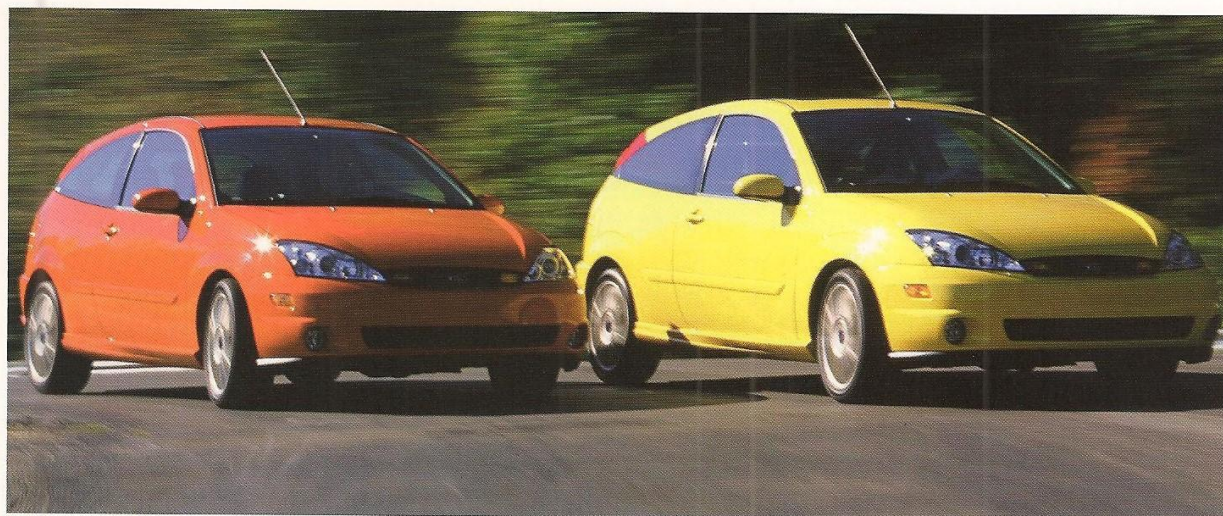
much shorter than a conventional single shaft six-speed, thus occupying the same space as the ZX3's five-speed gearbox.

### ***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 to those on the Focus ZX3. Spring rates on the SVT Focus are 129 lb/in on the front and 157 lb/in for the rear.

There are solid stabilizer bars front and rear, with a diameter of 21mm for both. The front bar is one millimeter larger in diameter than the one on the Focus ZX3. The shock absorbers have been retuned for agile handling, with softened impact harshness and improved roll damping.

The boost curve on the power rack-and-pinion steering system has been retuned to give the driver







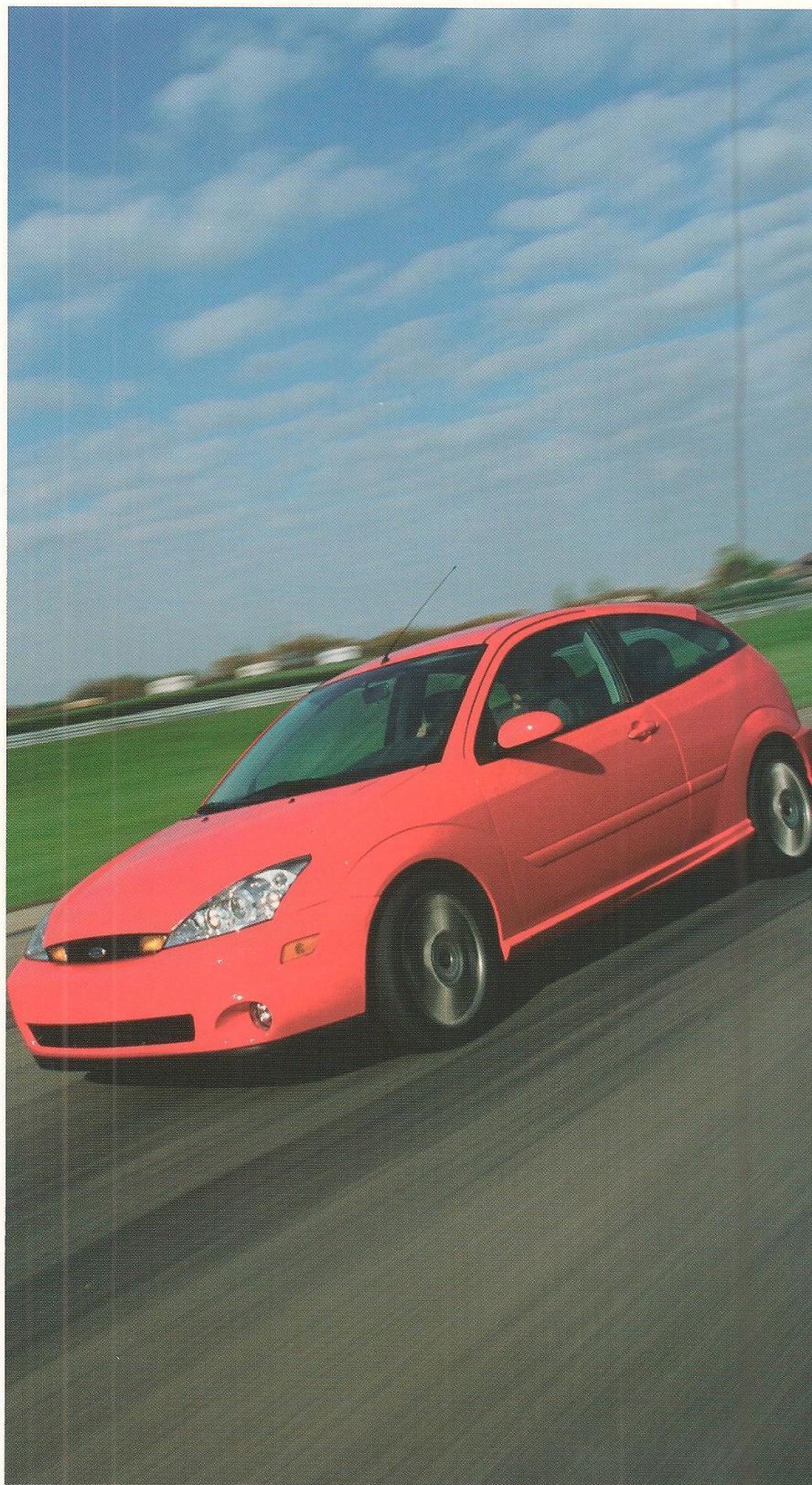
***The SVT Focus engine produces high-end horsepower, but not at the sacrifice of low-end torque.***

heightened feel and precision control.

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

The car's impressive braking capabilities are the result of increased swept area under the 17-inch wheels. The 300mm (11.8-inches) vented front rotors are 42mm (1.65 inches) larger in diameter than those on the ZX3, but use the same single-piston caliper positioned to take advantage of the increased diameter rotor. These brakes are specially made for the SVT Focus and require a special steering knuckle.

Solid rear rotors measure 280mm (11.0 inches) in diameter and also have single-piston calipers.





## Consumer Info

Assembly Plant	Hermosillo, Mexico
Basic Warranty	3-year/36,000-mile bumper-to-bumper
	Powertrain ESP 5-year/100,000-mile
	SVT Premium Service
Roadside Assist	3 years/36,000 miles
Air bags	Driver and front passenger air bags
	Front side-impact air bags

## EPA MILEAGE RATING

City	21 mpg
Highway	25 mpg

## 2003 PRICING

3-door MSRP	\$19,100
5-door MSRP	\$19,500
(Price excludes tax, title and license fees)	

## OPTIONS

HID headlamps	\$450
Moonroof	\$595
Audiophile Stereo System	\$675
Cold Weather Package	\$395

## Dimensions

### EXTERIOR

Wheelbase	103.0
Track f/r	58.8/58.5
Overall Length	168.1
Overall Width	66.9
Overall Height	56.3
Frontal Area (sq ft)	26.33
Base Curb Weight (lbs)	2,750
Weight % f/r	61/39

All dimensions and capacities are in inches unless otherwise noted.

### INTERIOR

Seating Capacity	5
Legroom f/r	43.1/37.6
Shoulder Room f/r	53.7/53.5
Hip Room f/r	49.4/49.5
Headroom f/r	39.3/38.7
Passenger Volume (cu ft)	93.8
Luggage Capacity (cu ft)	18.6
Total Interior Volume (cu ft)	112.8
Fuel Capacity (gal)	13.2

## 2003 Specifications

### BODY STYLES

3-door, 5-door

### POWERTRAIN/CHASSIS

EPA Class	Small car
Drivetrain Layout	Front-wheel drive
Engine Type	Inline 4-cylinder, cast-iron block, precision die-cast aluminum head, cast aluminum pistons, forged steel connecting rods, nodular cast-iron crankshaft
Valvetrain	Double overhead camshafts, four valves per cylinder, variable cam timing on intake camshaft
Bore/Stroke (in/mm)	3.34 x 3.46/84.8 x 88.0
Displacement (cu in/cc)	121/1988
Compression Ratio	10.2 :1
Horsepower @ rpm	170 @ 7,000
Torque (lb-ft) @ rpm	145 @ 5,500
Redline	7,200
Recommended Fuel	91 octane (premium)
Fuel System	Sequential multi-port electronic fuel injection (SEFI)
Oil Capacity with filter (quarts)	4.5
Coolant Capacity (quarts)	6.1
Transaxle	Getrag™ 6-speed manual; twin layshaft design

### FINAL DRIVE RATIO

Gears 1, 2, 5, 6	2.88:1 (layshaft 1)
Gears 3, 4, reverse	4.25:1 (layshaft 2)
Gear Ratios	
1st	4.44:1 / 12.7:1
2nd	2.67:1 / 7.7:1
3rd	1.33:1 / 5.7:1
4th	1.08:1 / 4.6:1
5th	1.33:1 / 3.8:1
6th	1.08:1 / 3.1:1
Reverse	2.82:1 / 12.0:1

### SUSPENSION

Front	Tuned MacPherson struts with angled coil spring/damper units and lower A-arms in optimized double horizontal bushings mounted on separate front subframe; anti-roll bar
Rear	Tuned independent control blade multi-link design with separate vertical damper units; anti-roll bar

### STEERING

Type	Power rack-and-pinion; tuned boost curve
Turns Lock-to-Lock	2.6
Turning Circle, Curb-to-Curb (ft)	39.1

### BRAKES

Brakes (system type)	Four-channel, four sensor ABS
Front	11.8-in vented disc, single-piston caliper
Rear	11.65-in solid disc, single-piston caliper
Traction Control	optional

### WHEELS AND TIRES

Wheels	17" x 7-in, five-spoke, aluminum alloy
Tires	Continental 215/45R-17 ContiSportContact

The wheels are fitted with Continental 215/45R-17 ContiSportContact tires that provide a high level of grip and directional stability, making the braking system remarkably effective.

## Safety and Security

SVT Focus has Ford Motor Company's Personal Safety System™ as standard equipment. The Personal Safety System™ is actually a number of different features working together to help protect the driver and right front passenger in the event of a collision. It does this with the help of several components:

- Electronic crash severity sensor
- Personal Safety System™ restraint control module
- Dual-stage driver and right front passenger air bags
- Driver's seat position sensor
- Front safety belt energy management retractors
- Front safety belt pretensioners
- Front safety belt usage sensors





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