

# 1993 FORD MUSTANG COBRA

**T***he essential ingredients  
for a memorable driving experience  
are an engine that breathes deeply*



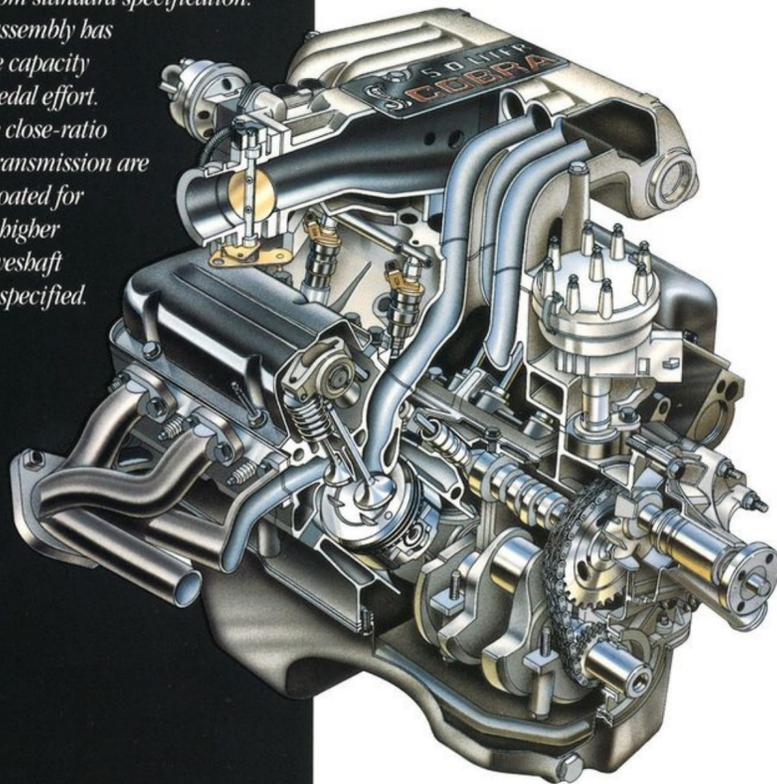
*during a rush to the  
redline and a chassis  
that balances poise  
with predictability.*

*Blend these cardinal  
virtues with finesse and you've  
got a passionate driving machine.*

## POWER, TORQUE, BREATHABILITY.

The heart and soul of any high-performance automobile is the engine. With this in mind, Ford's Special Vehicle Team raised the output of the Mustang GT's HO V-8 with the addition of free-breathing GT-40 cylinder heads, an intake manifold with larger diameter runners, a large-bore throttle body, and valvetrain improvements. Electronic fuel injectors with higher maximum flow ratings were also specified. The Cobra's EEC-IV engine control computer was programmed to deliver 235 horsepower at 4600 rpm with snappy response, respectable fuel economy, and a clean exhaust.

To handle the Cobra's potent strike, several driveline components are upgraded from standard specification. The clutch assembly has more torque capacity and lower pedal effort. Gears in the close-ratio five-speed transmission are phosphate coated for longevity. A higher strength driveshaft yoke is also specified.



SVT's no-compromise approach worked wonders on the Cobra's driveline, so similar techniques were used to improve the chassis. SVT applied a suspension tuning philosophy called "controlled compliance" and tapped Jackie Stewart to help hone a finer balance between ride and handling attributes.

The critical ground contact patch is established with state-of-the-art tires: Goodyear Eagle P245/45ZR-17 rubber mounted to 17 x 7.5-inch cast aluminum wheels. Advanced rubber compounding and tire structure balance wet and dry adhesion, tire wear and rolling resistance (fuel economy).

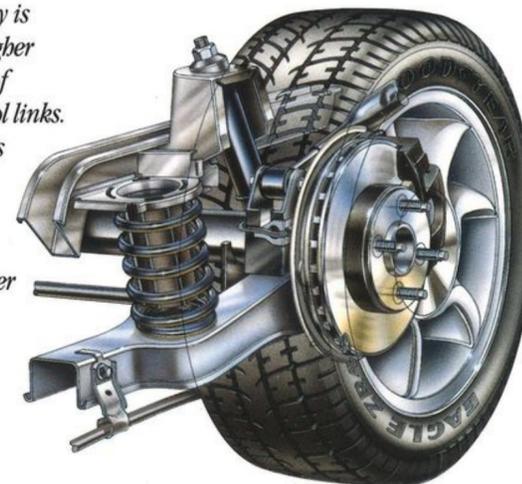
SVT chassis engineers used a systems approach to achieve a superior combination of dynamic responses over a variety of road surfaces. With controlled compliance, the Cobra is thoroughly entertaining on a smooth, dry road but also takes the sting out of bumpy pavement.

Several suspension variables are softer and more compliant to assure that the wide tires maintain consistent contact with the road. In comparison with the Mustang GT, the Cobra's front anti-roll

bar is smaller in diameter and the rear springs have a lower rate. Shock-absorber valving is subtly changed in the same vein to achieve a supple ride. High speed cornering predictability is enhanced by the application of higher rate bushings at the forward end of the rear suspension's upper control links. A near-neutral handling balance is maintained with significantly improved rough-road adhesion.

In keeping with the Cobra's quicker acceleration and superior handling attributes, the brake

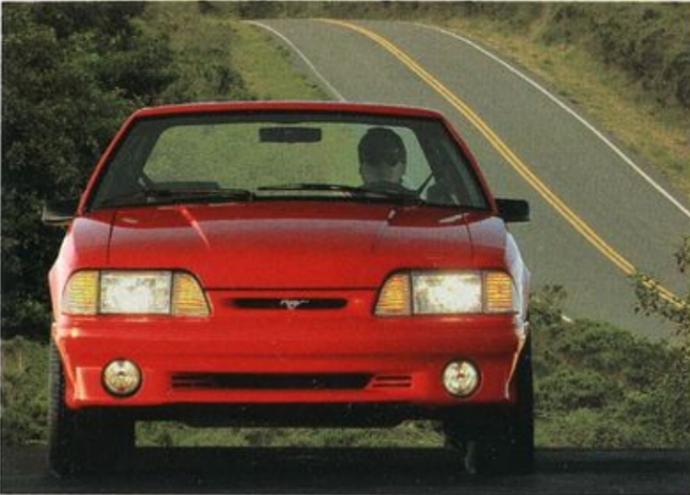
system has been upgraded with four-wheel vented discs. The key gains are improved pedal feel and superior brake modulation.



The Mustang Cobra is a supremely versatile sports-touring machine with an endearing personality. The driveline is quick and eager to please. Wheel motions are limber and the chassis is sure-footed. Steering and brake response are linear and confidence inspiring. The brakes are there when you need them.

Engineered specifically for driving enthusiasts by a team of knowledgeable Ford zealots, the Cobra is a car to enjoy day in and day out, mile after mile.





**ENGINE**

Type	90° V-8
Bore x stroke	4.0 in. x 3.0 in.
Displacement	5.0 liters/302 cu. in.
Compression ratio	9.0 :1
Valve gear	High-lift camshaft, roller lifters, roller rocker arms
Induction	Tuned-length intake manifold, sequential electronic fuel injection, high-flow-capacity pump and injectors
Horsepower (SAE net)	235 @ 4600 rpm
Torque (SAE net)	280 lbs.-ft. @ 4000 rpm
Redline	6000 rpm

**DRIVETRAIN**

Transmission	Heavy-duty Borg-Warner T-5 five-speed			
Final drive	3.08:1, limited slip			
Gear ratios:	Ratio		Ratio	
	1st	3.35	4th	1.00
	2nd	1.99	5th	0.68
	3rd	1.33	Reverse	3.15

**SUSPENSION**

Front suspension	Independent, modified MacPherson strut type, coil springs, anti-roll bar
Rear suspension	Rigid axle located by four trailing links, coil springs, anti-roll bar

**STEERING**

Type	Power-assisted rack and pinion, constant ratio
Turns lock-to-lock	2.22
Turning circle	40.8 ft.

**BRAKES**

Front	10.84" vented disc
Rear	10.07" vented disc
Power assist	Vacuum booster with calibration optimized for modulation

**WHEELS & TIRES**

Wheels	17 x 7.5"/Cast aluminum alloy
Tires	Goodyear P245/45ZR17 BSW
Recommended cold inflation pressure	Front/rear: 30 psi/30 psi

**STANDARD/PREFERRED EQUIPMENT PACKAGE**

Supplemental restraint system-driver only (Air Bag)  
 Articulated sport seats with cloth/vinyl trim, cloth headrests, power lumbar support  
 Premium electronic AM/FM cassette with integral clock and six speakers  
 Power Equipment Group Includes: Dual Electric Remote Control Mirrors; Power Side Windows; Power Lock Group  
 Air Conditioning/Manual Control  
 Front Floor Mats

**AVAILABLE OPTIONS**

Leather Seating Surfaces  
 Rear Window Defroster  
 Flip-Up Open Air Roof  
 4-Way Power Driver's Seat  
 AM/FM Stereo/CD Player  
 Super Sound System

**SPECIAL EXTERIOR COMPONENTS**

Open front fascia panel  
 Integrated rocker-panel extension moldings  
 Rear bumper fascia  
 Decklid airfoil  
 Mustang Cobra identification badges

**PERFORMANCE**

Acceleration	0-60 mph: 5.7 seconds
Top speed	140 mph
EPA estimates	17 mpg city/24 mpg highway

**PACKAGE**

Wheelbase	100.5"	Headroom	37.0"
Overall length	179.6"	Legroom	41.7"
Front tread width	57.9"	Curb weight	3,255 lb.
Rear tread width	57.0"		

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**COBRA**