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bumps... The out-of-center command response is better, and [is] more neutral handling at the limit. But direct performance was a puzzle. We expected to hit 60 mph flat in about five seconds, Winfield said, but 5.5 was the best we could do -- 0.1 seconds slower than the previous model. The top speed was also low, from 153 to 149 mph.... All of this confirms that our low-mileage prototype test machine wasn't making a full head of steam. After finding several dozen owner complaints, most of the drag racers, Ford recalled all 1993 SVT Cobras on the ground instead of Manifold or ream from the existing one. Ford also has nothing to replace the muffin (found too restrictive), modifying the engine computer, and replacing more durable tension belt accessories. A rig in Motor Bay was affixed for a work certificate when it was done. Though Cobra owners didn't seem to mind its recall or discomfort, the eye part was black for Ford and SVT, enough that they decided to do cobra 2000. As the SVT website advised at the time, fixing the '99s had a first priority. Instead of rushing to produce a limited number of 2000 models -- and lying on production/production issues in a hurry -- we choose to focus our efforts on the timely production of [01] versions. Cobra sales were also down but not mortally injured by the horsepower AWOL flap, and Cobra overstepts the conversion of the coupes for the first time (4,055 vs. 4,040 units). While the SVT was on the wait for 2000, the Mustang Cobra R was unveiled as a race-oriented speed car in 2000. For information about this street-legal racer's dream go to the next page. You want to know even more about the Mustang's legacy? Follow these links to learn all about the original horse car: Saddle for the full story of America Sports car. How the Ford Mustang works chronicles the legend from its in its intai state in the early 1960s to today's all-new Mustang.It's hard to imagine Ford actually putting the Mustang into The Charg rally band than producing a 1994 model. Learn how the Mustang returned from the brink between 1994 and 1998. Learn how the original horse car was reborn in the 2005 Ford Mustang. For a full report on the Ford Mustang 2007, check out the consumer guide reviewing the new car. Here you'll find road test results, photos, specs, and prices for hundreds of cars, trucks, minivans, and SUVs. The Mustang Cobra redirects here. For Shelby Mustang Cobra, see Shelby Mustang. The Ford Cobra redirects here. For the Ford Shelby Cobra, see AC Cobra.Ford SVT Mustang CobraOverviewProduction1993–2004 model years79,958 producedBody and chassisClassMuscle carPony carBody style1993:3-door hatchback1 994–2004:2-door coupe2-door convertibleLayoutFR layoutPlatformFord Fox platformChronologySuccessor2007 Shelby GT500 The Ford SVT Mustang Cobra (also known as SVT Mustang Cobra, The Cobra SVT, or simply as cobra) is a muscle car/horse model car that was built in the model years of 1993 until 2004 by the Ford Motor Company's Special Vehicle Team Division (or SVT, for short). SVT Cobra was a high-performance version of the Ford Mustang, which was considered to be above the line because it was higher than the Mustang GT and Mach 1 models during its production. On three occasions, the SVT Cobra R type prepared to race, the legal street was produced in limited numbers. The Cobra SVT was succeeded by Shelby GT500 2007. 1993: Fox-Body small block Cobra 1993 Mustang SVT CobraOverviewProduction1993 model yearAssemblyDearborn, MichiganDesignerSpecial Vehicle Engineering (SVE) [1]:43Body and chassisBody style3-door hatchbackPowertrainEngine4.9 L small block V8TransmissionModified 5-speed T-5 manualDimensionsWheelbase100.5 in (2,553 mm)Length179.6 in (4,562 mm)Width69.1 in (1,755 mm)Height52.1 in (1,351 mm)Weight1,325 pounds (1,476 kg) Ford Mustang SVT Cobra 1993 was launched during the 1992 Chicago Auto Show. The top car was ford's newly established SVT, designed to showcase the four characteristics of SVT performance, substance, exclusion and value. [2] The exterior of the Cobra SVT in 1993 was similar to that year's GT model with the differences described below. Upgrades were under the fuselage and included 302 cu in (4.9 L) V8 engine, producing 235 bhp (238 ps; 175 kW) at 4,600 rpm and 280 lb·ft (380 N·m) from Turk at 4,000 rpm. [3] According to Road &amp; Track, it can send a cobra through 1/4 miles in 14.5 seconds at a tap speed of 98 mph (158 km/h). Acceleration from zero to 60 mph (97 km/h) lasted 5.9 seconds. [4] Drivetrain receives upgrade transfer, Disc brakes, and first at the Mustang factory, have a 17-inch unidirectional wheel. Cobra models received softer and more consistent rides compared to the GT model. This was done with special model fountains and rocking rods. Ford's episode numbers are listed below. In many cases, Ford has two separate numbers for each section, ford's production number (the fourth character is a Z), and an engineering number. The engineering number is usually what stamps/casts on the episode itself (the fourth character is E for engine parts, F for electronics, and C for chassis). The Short Block SVT Cobra engine was shipped from the GT model in 1993 (cylinder block, lame, rod, and piston). To this, Ford SVT engineers added the following performance:[5] Cylinder heads — GT-40 High Current Cast Iron Head installed. They were milled for 62.5 cc combustion rooms. Lions consume 1.84 (46.7 mm), and measure 1.54 (39.1 mm) of exhaust. The valves are operated by roller rockers of a specific ratio of 1.7 cobras, which are made of aluminum and produced by Crane Comms for Ford. Part numbers: F3ZZ-6049-B (head), F3ZZ-6507-A (incoming valve), F3ZZ-6505-A (exhaust valve), and F3ZE-6529-AB (rocker). The received manifold —the upper cobra manifold was unique to cobra in 1993 and had a 2.75 (70.0mm) round diameter opening throttle body, diverting air to (8) staggering round ports. every 1.64 (41.7 mm) in diameter. The lower manifold was identical to the GT-40 manifold used by Ford Rising; Part numbers: F3ZZ-9424-C (upper twice) and F3ZZ-9424-D (lower). Camshaft - a hydraulic roller type cam (the same as GT). However, cobra cam has a unique specification of 0.479/0.479 (12.2 mm/12.2 mm) receiving/exhaust lift, (209°/209°) duration at 0.050 (1.27 mm), and a lobe separation of 118.3°. Part Number: F3ZE-6250-CA. Air/fuel delivery - Increased airflow and cobra fuel consumption require these upgraded parts: larger (compared to GT) 24 pounds per hour fuel injection, 2.75 (70.0 mm) MAF meters, 2.56 (65.0 mm) throttle bodies, and matching EGR plate handles increased motor breathing. A specially calibrated X3Z EEC-IV engine control unit runs the system. Part numbers: F1TZ-9F593-C (injectors), F1Z-12B579-AA (m), and F3ZF-12A650-CA (ECU). Accessories — The shape diameter of the patella is reduced by 14% (compared to the GT) in order to sub-drive alternating, A/C, and smoke fog pumps, all to increase strength. Also, in order to maintain the pump speed ratio, resulting in cooling flow, the diameter decreased by the same amount. These smaller accessories polks necessitated a shorter serpentine belt. Part numbers: F3ZZ-6A312-A (Lobster Polk), F3ZZ-8509-A (Water Pump Polk), and F3ZZ-8620-A (Belt). Exhaust - for extraction The amount of power from the Cobra power plant, Ford engineers used less restricted cooked muffins (compared to the GT). While factory headers and H-pipe remained the same, the tail tubes were similar to the LX 5.0L (Sport) Mustang model, where it had a straight stainless steel tip (rather than turn-down tips on the GT). This is because Cobra has had the rear fascia revised, allowing (unlike GT) for exposed dual exhaust. Part number: F3ZZ-5230-A, Seal F3CZ-5230-CC (RH muffins) and F3ZZ-5230-A, Seal F3CZ-5232-DC (LH Muffin). Drivetrain with increased engine output from the new Mustang SVT Cobra, the Borg Warner World Class T-5 transmission requires internal upgrades, which allowed it to have higher Turk capacity performance compared to the T-5 world class standard. The upgrade included custom gearizing of 1–3 (which fell by 10% and hardened), 4.5 gear (hardened only) the same standard T-5s found in LX/GTs. The storage capacity of the cobra clutch was increased through a higher clamp force pressure plate using the same 10-inch GT/LX diameter. Shock Suspension/Struts - Cobra outsources shock production and struts to market manufacturer after Tokico. The components used were valved specifically for the new car. Part number: F3ZZ-18124-A (front struts) and F3ZZ-18125-A (rear shock). The exterior design of cobra featured a more induced style than GT. The color and interior of the 1993 Cobra trim were available in four outer color choices.[6]:150-1 as shown in the table below. The choice of interior color was grey opal fabric, black fabric, and grey opal leather. [1]:146 In the table below, the colors marked with a mark (\*) were non-clearcoat colors. Paint Code Paint Color ES Vibrant Red Clearcoat EY Vibrant Red RD Teal Metallic UA Black Trim Code Interior Color/Material C6 Opal Gray leather D6 Opal Gray cloth DJ Black cloth Deciphering the VIN codes in the table below, the engine code (in bold) is the only unique code that differentiates the SVT Cobra from other Mustangs for the 1993 model year. Note that the Cobra SVT and the Mustang GT Hatchback shared the same opal code for the style/body model number. [7] Also, Street Cobra Profile and Racing Ready Cobra R shared similar codes for body style, model number, and engine. Figure(s) Component Code means 1 Country Production 1 USA 2–3 Manufacturer FA Ford Motor Co. 4 H-seat belt control system activated with driver and front passenger airbag 5 type vehicle P passenger car 6–7 body style / Model No. 42 GT / Cobra Hatchback 8 Engine D 4.9 L V8, OHV EFIHorsepower: 235 hp (175 kW) @ 4600 rpmTorque: 280 lb·ft (380 N·m) @ 40 00 rpm r Check figure 0–9 or X Varies per VIN 10 Model year P 1993 11 F Dearborn assembly plant assembly plant 12–17 successive production number Varying in any 1993 SVT Cobra vehicle the base price of all prices below was added in U.S. dollars when new vehicles were sold at a Ford dealership before any options were available. Model VIN Code MSRP Cobra hatchback P42D \$18,505[8]:342[6]:150 Cobra R hatchback P42D \$25,692[9]:126 1993 SVT Mustang Cobra ROverviewManufacturerSVTProduction1993 model year107 producedAssemblyDearborn, MichiganDesignerSpecial Vehicle Engineering (SVE)[1]:43Body and chassisBody style3-door hatchbackPowertrainEngine5.0 L small block V8TransmissionModified 5-speed T-5 manualDimensionsWheelbase100.5 in (2,553 mm)Length179.6 in (4,562 mm)Width69.1 in (1,755 mm)Height51.1 in (1,298 mm)Curb weight3,125 lb (1,417 kg) The 1993 Cobra R was the first of three Cobra R models produced, and it was an extremely exclusive vehicle. [1]:62 As the R designation stood in its name for race, radio car, speaker, wiring and antennae, air conditioning, foggy lights, sound deadener, rear seat, rear seat belt, rear carpet, and roll-up cargo cover, among other things. [1]:62 There is no power option; The car had power steering, roll-up windows, manual door locks, and handheld adjustable mirrors. [1]:62 Also, hand-adjustable grey opal fabric bucket chairs were lighter than LX Mustangs than GT/Cobra sports chairs, and a piece of thin grey carpet secured by Velcro covered the nude hatch and rear seat area. [1]:64 All these read equipment cuts about 450 pounds, but it was partially offset by the necessary addition of heavy hardware to enable the machine to handle the strictness of the competition. [1]:64 To tighten the chassis, a stroot tower brace was installed to tie The Cowell together, and a pair of V-braces (used in all 1983–1993 Mustang converters) attached in an X-pattern, tied under the frames. [1]:64 Cobra R featured an Eibach Fountain that was a little too stiff for the street, but perfect on the race track. [1]:62 Cobra R also benefited from adjustable shocks and struts, helping cement the car's reputation as a serious driving car. [1]:62 The car also featured a 13-inch Kelsey-Hayes ventilation rotor on the front and a 10.5-inch ventilation rotor on the back. [1]:64 According to Neil W. Rossler, executive director of automotive engineering for Ford Motor Co. at the time and one of the founding fathers of SVT, cobra R brakes in 1993 were the most expensive brakes ever installed into a Mustang [production]. I bought the model R brake from my engineering budget. I wanted big brakes and we didn't have them. Not known to be above the up-on Ford, I spent like \$2,100 per car buying those big brakes. But the last thing I wanted was a fast car that didn't stop. We ended up putting good brakes on all those [Cobra R] vehicles. [1]:64 Same 5.0L V8 was used from Street Cobra Profile Cobra R. However, the radiator was unique to Cobra R, and a clearing tank was installed for improved cooling. A power steering cooler (located behind the fog light bezel on the left) and an oil cooler were the standard engine. [1]:64 Cobra R wheels are actually optional 17x8-inch five-lug-gauge wheels from as soon as 1994's Mustang GT, but they were painted shiny black coated with chrome luggage. The standard tires were Goodyear Gatorblacks. To give the car better front geometry, the lower control arms of the Mustang were installed in 1994. [1]:62 Contrary to SVT's stated demands, many of these Cobra R models were purchased by private collectors and never actually driven, but several races were successfully launched at the International Motorsport Association (MSA) Firestone Grand Sport Series and Sports Car Club of America (SCCA) World Challenge Class B Series. [9]:126 of the three Cobra R models produced, the 1993 model enjoyed the lightest and smallest. [1]:64 Only 107 of these Cobra R models were produced, and all were painted in vibrant red Clearcoat. According to Ford's official announcement on April 7, 1993, Cobra R was produced to pull out the Fox Mustang in large style, a best last model. [9]:126 According to SVT, each can go 0-60 mph in 5.7 seconds and perform a top speed of 140 mph. [1]:152 1993 Precision Production Number[1]:146 Cobra Hatchback Vibrant Black Vibrant Red Clearcoat Teal Metal Total Grey Opal Fabric 327 1 414 368 1,110 Black Fabric 448 1 361 185 995 Grey Leather Opal 1,079 7 1,000 82,888 Total 1,854 9 1,775 1,355 4,993 Cobra R Hatchback Interior Vibrant Red Vibrant Red Vibrant Clearcoat Teal Metallic Totals Opal Gray cloth 0 0 107 0 107 TOTALS 0 0 107 0 107 Total 1993 Production Year Model Production 1993 Cobra Hatchback 4,993 Cobra R Hatchback 107 TOTAL 5,100 199 4–1994 1995: 1 SN-95 Small Block Cobra SN-95 Small Block SVT Mustang Cobra 1995 Cobra R (left) alongside 2000 Cobra R (right)OverviewManufacturerSVTProduction1994–1995 Model of the year11, 267 ProductionAssemblyDearborn , MichiganDesignerSpecial Vehicle Engineering (SVE)[1]:43Body and chassisBody style2-door coupe2-door convertiblePowertrainEngine5.0 L block small V 8Transmission5-speed T-5 manualDimensionsWheelbase101.3 in (2,573 mm)[10]Length181.5 in (4,610 mm)Width71.8 in (1,824 mm)HeightCoupe: 53.4 in (1,356 mm)Convertible: 53.3 in (1,354 mm) Limit weight: 3,35 4 pounds (1,521 kg) Convertible: 3524 pounds (1598 kg) introduced the newly designed Ford Mustang of 1994 in December 1993. [1]:31 It was the first major redesign of fox's third generation Mustang was introduced for 1979. Known as Fox-4 (because it was based on the Fox platform as a model in 1994), the new 1994 Mustang [by whom?] was considered a massive improvement over the 1993 output model. [1]:31 New car ride, handling, style, ergonomics, and And optional equipment had all improved from the previous model. However, the Mustang was considered by some who came in their class under the power [citation requirements] as the Chevrolet Camaro Z/28 and Pontiac Firebird Formula and Trans Am, all redesigned for 1993. Standard with 275 hp (205 kW), [1]:31 while the 1994 Mustang GT engine only put out 215 hp (160 kW). [1]:34 As such, a new Cobra SVT model was introduced to bridge that performance gap. Cobra was introduced midway through the model year with the same beef engine from Cobra 1993. With GT-40 cast iron head and lower consumption and specific upper cobra consumption.[1]:36 Power increasing to 240 hp (180 kW). [1]:34 However, the actual output of the advanced GT-40 Cobra engine was probably higher. [1]:34 Ford claimed 6.3 seconds to hit 60 mph and a top speed of 140 mph (225 km/h). Muscle Mustangs & Fast Fords magazine tested a 1994 Cobra coupe and ran 0-60 mph in 5.7 seconds and the quarter mile in 13.87 seconds at 99.49 mph.[1]:36 Initially, The Cobra SVT was only available as a coupe in 1994, but the first convertible Cobra SVT manufacturing plant was the 1994 Indy 500 pace replica machine. On the same day that the new Cobra Coupe was launched in 1994, SVT announced that it would be building a cobra convertible (the first cobra-produced factory convertible from the Shelby models in 1970) and that the new conversion was chosen for the 500-speed Indianapolis 1994 (see next section). [1]:36 New Cobra convertible, or Indy 500 pace replica machine, became available later in the 1994 model. SVT Cobra vs. Mustang GT Cobra began offering refineries in 1994 that made it different from lower-level trim Mustang models. [1]:10 According to Jim Campisano's book powered by SVT: Celebrating a Decade of Ford's Performance, below is a list of items that set the 1994 SVT Cobra apart from the 1994 Mustang GT 1994:[1]:33 The body and apparent components of the fascia front are uniquely rounded with foggy (versus rectangles in GT). Unique sophisticated-reflective headlights (cobra only). Chrome cobra badges on the front golders (versus GT badges). The unique rear spoiler is integrated with LED stop lamps (in front of non-LED stop lamps integrated into decklid in GT). 160 mph speedometer, white-faced instrumentometers, and black letters (versus 150 mph speedometers, black-faced gauges, and white letters in GT). Leather wrapped shift handles, boots, and parking brakes (cobra only). Magnesium front seat frame cushions (cobra only). Unique cobra floor mattresses. Engine and chassis GT-40 style 5.0L Cobra V8 engine (versus high output 5.0L V8 in GT). 13-inch ventilated front disc brakes. 11.65-inch rear discs with two-piston calipers, and standard ABS (versus 10.8 front discs, 10.5-inch rear discs with single piston calyps, and optional ABS on GT). Exclusive 17x8 inch cast aluminum wheel. Goodyear GS-C P255/45ZR17 tires (versus Goodyear Eagle P225/55ZR16 standard on GT, P245/45ZR17 optional on GT). Set a unique chassis. The color and interior trim of the 1994 Cobra was available in three outer colors,[1] as shown in the table below. The choice of interior color was black fabric, saddle fabric, black leather, and saddle leather. [1] In the 1994 Convertible Cobra (see next section about the 1994 Indy 500 pace replica machine), high vinyl was only available in the saddle,[9]:17 and this top was the same convertible as used in regular Mustang conversions. Note: In the table below, the colors marked with (\*) were non-clearcoat colors. Color Code E8 Rio Red Color Clearcoat UA Black Clearcoat ZR Crystal White Trim Interior Code / Material 2J Fabric Black 2S Saddle Fabric 4J Black Leather 4S Saddle Leather Decoding VIN Codes in the table below, Engine Code (in Bold) is the only unique code that will make SVT Cobra different from other Mustangs for the year model 1994. Notice that the Cobra SVT and Mustang GT have shared similar codes for body style/model numbers. [7] Digit(s) component code means 1 Country Manufacturing 1 USA 2–3 Manufacturer FA Ford Motor Co. 4 Active Seat belt control system with driver and front passenger airbags 5 vehicle type P passenger car 6–7 body style / Model No. 4245 GT / Cobra CoupeGT/Cobra Convertible 8 Engine D 5.0 L V8, OHV EFIHorsepower: 240 hp (179 kW) @ 4800 rpmTorque: 4800 rpmTorque: 4800 285 lb·ft (386 N·m) @ 4000 rpm r Check digit 0–9 or X Varies per VIN 10 Model year R 1994 11 Assembly plant F Dearborn Assembly Plant 12–The 17 trail production numbers 100001–999999 per vehicle vary the 1994 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Coupe Cobra P42D 500,765[8]:342[6]:153 Indy 500 Speed Replica Machine P45D \$26,845[8]:342[6]: 153 1994 Indy 500 pace replica car to celebrate the 30-year-old Ford Mustang conversion in 1994, a trio of Turned SVT Cobra served as speed cars for the 78th Indianapolis 500 race on May 29, 1994. The three cars were modified by Jack Roche at his shop in Allen Park, Michigan, for heavy pacing on race day. Speed cars were fitted with heavy four-speed automatic transmission, 15-gallon racing fuel cells, heavier rear springs (to accommodate the weight of television camera equipment), a Hallon fire extinguisher system, a rollover with 50,000 watts of strobe lights built in, and special lights on the rear spoiler. Parnley Jones, a seven-time Indy 500 competitor who won the 1963 race, raced the official Pace car at the event. [9]:15, 17 to commemorate the special occasion, SVT produced 1,000 Indy 500 pace replica machines for general purchase. All 1,000 cars painted Red and fitted with saddle leather interiors and matching vinyl saddle tops. These special editions had the Indy 500 winged tire logo emblazoned as the chrome cloisonné badge decklid on and embroidered in the front seat. A collection of official pace machine decals came with each special version of Cobra. These rigs were not installed in the factory; [9]:15–7 There is a very small difference between decals covered by three official speed cars and replica decals. The tire logo on the official masts was white and gray on replica masts. [6]:153 SVT Mustang Cobra in 1994 was only the third Ford Mustang selected for official vehicle speed duties in the Indianapolis 500 race. The other two Mustangs, who served as official Indy 500 pace cars, were the first Mustang in 1964 and the newly designed Fox Mustang in 1979. [8]:15 1994 Precision Production Number[1]:146[6]:154 Cobra Coupe Inner Crystal Black Rio Red Total Black Fabric 268 331 333 932 Saddle Fabric 123 130 2 08 461 Black Leather 473 776 625 1,874 Leather Saddle 442 558 742 1,742 Total 1,306 1,795 1,908 5,5,5,3 908 909 Indoor Convertible Cobra / White Crystal Ceiling Black Rio Red Total Leather Saddle / Saddle 0 0 1,000 1,000 Total 0 0 1,000 1,000 Total 1994 Production Year Production Model 1 The 994 Cobra Coupe 5,009 Cobra Converted 1,000 total 6,009 1995 Ford Mustang SVT Cobra 5.0 litre in the UK 1995 Cobra 1995 was originally carrying the 1994 model. The Chrome SVT badge was on decklid for all SVT vehicles this new year. A new vertical spit was added to the leading edge of each rocker panel extension to prevent rock damage to the lower body. [8]:283 Convertible Cobra returned this year to run a limited production of 1,003 units, and the all-black was painted and fitted with saddle leather interiors and black convertible tops. Newly available for convertible cobra in 1995 was a removable hardtop option. It was a single one-year option given the price of \$1825 and 90 pounds of extra weight; so, only 499 of the 1,003 cobra conversions made this year had this option. Removing or installing hardtop was a double work, and this hardtop could not easily fit any other convertible Mustang or Cobra from this product due to the locking mechanisms of the fiberglass top and the wiring of dome light. Included with this option, the carrier is suitable when rolling in four casters allowed for easier storage than hardtop when it is not used. This hardtop option was originally supposed to be an option available for the all-new 1994 Convertible Mustang, but it was delayed due to supply problems and quality control concerns. [8]:283 This hardtop option was also available in the 1995 Mustang GT Converter. Biggest news returned for 1995 Race ready SVT Cobra R (see next section). Paint and Interior Trim The 1995 Cobra was available in the same three exterior paint colors from 1994,[12] as shown in the table below. Interior color choices were the same choice in 1994: black fabric, saddle fabric, black leather, and saddle leather. [12] In the 1995 Convertible Cobra, the top of the vinyl was only available in black,[12] and this convertible top was the same as used in regular Mustang conversions. Note: In the table below, the colors marked with (\*) were non-clearcoat colors. Color Code E8 Rio Red Color Clearcoat[10] UA Black Clearcoat ZR Crystal White Trim Internal Code Color / Material 2J Fabric Black 2S Saddle Fabric 4J Black Leather 4S Saddle Leather Decoding VIN Codes at the table below, Engine codes (in bold) Are the only unique codes that make SVT Cobra different from other Mustangs for the year 1995 model. Notice that the Cobra SVT and Mustang GT have shared similar codes for body style/model numbers. [7] Digit(s) component code means 1 country production 1 USA 2–3 MANUFACTURER FA Ford Motor Co. 4 H-seat belt control system active with driver and front passenger airbags 5 type vehicle P passenger car 6–7 body style / Model No. 4245 GT Cobra Coupe GT/Cobra Converter 8 DC Motor 5.0 L V8, OHV EFIHorsepower: 240 hp (179 kW) @ 4800 rpmTorque: 285 lb·ft (386 N·m) @ 4000 rpm5.8 L V8, OHV EFI (Cobra Engine R)Hp: 300 hp (224 kW) @ 4800 rpmTorque: 365 lb·ft (495 N·m) @ 3750 rpm r Check figure 0–9 or x different per VIN 1 0 Model Year S 19 95 11 Assembly Plant F Dearborn Assembly Plant 12–17 Trail Production Number 100001–99999 varies per vehicle 1995 SVT Cobra base price all prices below in US dollars when new vehicles at Ford dealership Sold before any available options were added. Model VIN Code MSRP Cobra coupe P42C \$21,300[8]:343[6]:157 1995 SVT Mustang Cobra ROverviewManufacturerSVTProduction1995 model year250 producedAssemblyDearborn, MichiganDesignerSpecial Vehicle Engineering (SVE)[1]:43Body and chassisBody style2-door coupePowertrainEngine5.8 L Windsor V8 (1995 Cobra R)Transmission5-speed TR-3550 manualDimensionsWheelbase101.3 in (2,573 mm)Length181.5 in (4,610 mm)Width71.8 in (1,824 mm)Height52.7 in (1,339 mm)Curb weight3,326 lb (1,509 kg) In the wake of the '93 R's unexpected success, SVT engineers developed a more powerful R model based on the 1995 Cobra. The first priority became addressing customer requests for a larger, more powerful engine and greater fuel capacity. In response to those requests, the SVT replaced the V8 L 5.0 Cobra with the modified SVT version of the 5.8-liter Ford Windsor V8, re-engineered to produce 300 hp (220 kW), and A 22-gallon fuel cell was installed to handle the more powerful Turk motor, a 5-speed manual transmission of the Tremec 3550. See also the T-5 5-speed manual. Again, weight savings were targeted, so there were no back seats, radios, power windows/chairs, or air conditioning- even fog lights, which were removed to provide ducts to catch cool air on the front disc brake. Heavy duty progressive spring rates, thicker stabilizer bars, and front-strut brace towers helped improve handling on the race track. 95 R was only available in white with inner fabric saddle, each with a unique long row center fiberglass hood long enough to clear the engine and induction system. Only 250 vehicles were built; Unlike 93 Cobra R, it can only obtain 95 R if they have a valid competition license (or own a racing team). The ruling was added after Ford discovered that most of the 93 R's sold ended in collectors' hands. 1995 Precision Production Number[1]:146[6]:158 Cobra Coupe Interior Crystal Black Rio Red Total Black Fabric 127 137 110 374 Saddle Fabric 66 55 85 206 Black Leather 498 760 535 533 5, 1793 Leather Saddle 434 481 717 1,632 Total 1,125 1,433 1,447 4,005 Cobra R Coupe Inner Crystal White Black Rio Red Total Fabric Saddle 250 0 0 250 Total 250 250 0 0 250 Indoor Convertible Cobra / White Crystal Ceiling Black Rio Red Total Leather Saddle / Black 0 0 1,003 0 1,003 Total 0 1,003 0 1,003 Total 1994–1995 Production Year Production Model 1994 Coup Cobra 5,009 Convertible Cobra 1,000 Total 6,009 1995 Cobra Coupe 4,005 Cobra Coupe 250 Convertible Cobra 1,003 Total 5,258 Total 11,267 1996-1998 : SN-95 Modular Cobra SN-95 Modular Cobra CobraOverviewProduction1996–1998 model years28,705 producedAssemblyDearborn, MichiganDesignerTeam Mustang[1]:43Body and chassisBody style2-door coupe2-door convertiblePowertrainEngine305hp 4.6 L DOHC Modular V8Transmission5-speed T-5 manualDimensionsWheelbase101.3 in (2,573 mm)Length182.5 in (4,636 mm)Width71.8 in (1,824 mm)HeightCoupe: 53.2 in (1,351 mm)Convertible: 53.3 in (1,354 mm)Curb weightCoupe: 3,391 lb (1,538 kg)Convertible: 3,531 lb (1,602 kg) For 1996, Ford finally retired the aging 5.0L V8 in the Mustang GT and SVT Cobra, replacing it with a new aluminum 4.6L DOHC modular unit that was smoother and had slightly better fuel economy. [1]:36, 38 Starting with the 1996 model year, each Cobra engine was assembled by double teams at the Ford Romeo engine plant in Romeo, Michigan, a practice that continued through the remainder of Cobra's SVT production. [1]:37 Each engine had a label (later, a metal plaque on the 2003–2004 Cobra engines) that bears the name and signature of two engines. [8]:288 Romeo engine.[1]:38 as it was called, producing 305 hp (227 kW) and 300 lb·ft From the tour, enables the new Cobra to go 0-60 mph in 5.9 seconds and perform three-month miles in 13.99 seconds at 101.6 mph. [1]:151 However, the car and driver of the magazine were able to hit 60 mph in 5.4 seconds and quarterly miles at 14.00 seconds at 102 mph during a comparison test in their December 1995 issue. [1]:41 Cobra engines turned red at 6,800 rpm in 1996, with fuel shutdowns occurring at 7,000 rpm. [13] Ford's modular V8 was first launched in all the new Ford Crown Victoria as a single cam overhead (SOHC), and then the engine really displayed its power potential with 32 valves, low dual overhead (DOHC), and 285 hp (213 kW) in all of lincoln's new 1993 Mark VIII. [1]:38 Modular motor aluminum blocks were poured in Italy by Tak Sayed, a company that produces parts for Ferrari and Formula One racer. [1]:38 SVT Cobra installed 1996 with a 5-speed Borg Warner T-45 manual transmission, which was also used in the Mustang GT. [9]:73 (Tremec bought the T-45 production rights in late 1998, although the unit remained unchanged in terms of power). [6]:169 Color and interior trim cobra 1996 was available in four outer color colors, as shown in the table below. The choice of interior color was the same as before: black fabric, saddle fabric, black leather, and saddle leather. In cobra converters, the top of the vinyl was available in black, saddle, or white, and this top was convertible the same top used on ordinary Mustang converters. [13] Color Code E9 Laser Red Color Clearcoat LF Mastic Clearcoat Metal UA Black Clearcoat ZR Crystal White Clearcoat Trim Internal Code Color / Material 4J Black Leather 4S Saddle Leather 7 J Black Fabric 7S Saddle Fabric decodes the VIN codes in the table below, bold codes unique to the Cobra SVT for the 1996 model year, and these codes are the difference between the Cobra SVT from the other Mustangs of 1996. [7] Digit(s) component code means 1 country produces 1 USA 2–3 FA Manufacturer Ford Motor Co. 4 Active Seat belt control system with driver and front manned airbags 5 vehicle type P passenger car 6–7 body style / Model No. 4 647 Cobra Converted Coupe Cobra 8 Engine V 4.6 L V8, 32 Valve DOHC EFIHorsepower: 305 hp (227 kW) @ 5800 rpmTorque: 300 lb·ft (410 N·m) @ 4800 rpm 9 digit checks 0–9 or X different per VIN 10 Model Year P 1997 11 Assembly Plant F Dearborn Assembly Factory 12–17 Number The production of trail 100001–999999 varies per vehicle 1996 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Cobra coupe P47V \$25,335[8]:343[6]:163 Cobra convertible P46V \$28,135[8]:343[6]:163 1997 detailed production numbers[1]:147[6]:164 Cobra Coupe Interior Crystal White Black Rio Red Pacific Green Totals Black cloth 20 43 39 0 102 Saddle cloth 47 7 13 27 94 Black leather 817 1,641 1,131 0 3,589 Saddle leather 659 678 811 1,028 3,176 TOTALS 1,442 3,269 1,994 1,055 6,961 Cobra Convertible Interior / Roof Crystal White Black Rio Red Pacific Green Totals Black cloth / Black 2 14 6 0 22 Saddle cloth / Black 1 2 0 0 3 Saddle cloth / Saddle 4 0 7 4 15 Saddle cloth / White 3 0 0 0 3 Black leather / Black 190 840 416 0 1,446 Black leather / Saddle 7 12 0 19 Black leather / White 76 13 0 90 Saddle leather / Black 4 92 15 0 111 Saddle leather / Saddle 258 219 466 365 1,308 Saddle leather / White 61 2 8 71 TOTALS 606 1,180 925 377 3,088 Total 1997 production Year Model Production 1997 Cobra Coupe 6,961 Cobra Convertible 3,088 TOTAL 10,049 1998 The 1998 Cobra continued to remain virtually unchanged from previous model years. One notable change was the wheels, which were similar to the cast-aluminum units used in the 1995 Cobra R.[8]:291 only this time, the wheel cutouts were grey, [6]:166 and the wheel was 17x8 inches, Instead of 17x9 inch versions in the 1995 Cobra R.[1]:151–2 tires are the same as the Goodrich Camp T BF/earlier versions. [1]:151–2 Other minor changes included a redesigned console in which the digital watch pod installed with the dashboard was removed, and then the clock function was integrated into the digital radio screen. [6]:166 Also, the standard premium audio system now includes a single disk CD player. [6]:166 This was also the last year of the return-style fuel system, since it was replaced by a newer no-return system for 1999. The color and interior trim of the 1998 Cobra was available in five outer colors,[16] as shown in the table Yellow chrome was added mid-year in Cobra 1998. [16] [1]:41 The interior choices were the same as before: black fabric, saddle fabric, black leather, and saddle leather. [16] However, the leather pattern changed. [6]:166 In cobra conversion, the top of the vinyl was again available in black, saddle, or white,[16] and this convertible top was the same as used in regular Mustang conversions. Note: In the table below, the colors marked with a sign (\*) were available in the middle of the year. Paint Code Paint Color BZ Chrome Yellow Clearcoat E9 Laser Red Tinted Clearcoat K7 Bright Atlantic Blue Clearcoat Metallic UA Black Clearcoat ZR Crystal Clearcoat Code Interior Color/Material 4J Black leather 4S Saddle leather 7J Saddle cloth 7S Saddle cloth Deciphering the VIN codes in the table below, The codes are boldly unique to the Cobra SVT for the 1998 model year, and these codes are the difference between the Cobra SVT from the other Mustangs of 1998. [7] Digit(s) component code means 1 country produces 1 USA 2–3 fa manufacturer Ford Motor Co. 4 Harness system F active seat belt with driver and front passenger second generation airbag 5 type vehicle P passenger car 6–7 body style / Model No. 7 4647 Cobra Converted Coupe Cobra 8 Engine V 4.6 L V8, 32 Valve DOHC EFIHorsepower: 305 hp (227 kW) @ 5800 rpmTorque: 300 lb·ft (410 N·m) @ 4800 rpm 9 Check digit 0–9 or X Varies per VIN 10 Model year W 1998 11 Plant F Dearborn Assembly Plant 12–1 1 The 7 trail production numbers of 100001–99999 per vehicle vary the 1998 SVT Cobra base price of all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any available options were added. Model VIN Code MSRP Cobra Coupe P47V \$25,710[8]:344[6]:165 Convertible Cobra P46V \$28,510[8]:344[6]:165 1998 Precision Production Numbers[1]:14 7–8[6]:1 66 Cobra Coupe Interior Crystal White Black Laser Red Chrome Bright Yellow Atlantic Blue Fabric Total Black Fabric 8 6 5 10 34 Saddle Fabric 10 2 5 0 17 Black Leather 506 1,334 675 704 553 3,782 Leather Saddle 434 356 551 0 1,341 Total 958 1,708 1,236 709 563 5,174 Cobra Convertible Interior / White Crystal Ceiling Laser Black Red Chrome Bright Yellow Atlantic Blue Fabric Total Fabric Black/Black 0 1 0 1 5 Black Fabric 0 1 0 0 1 2 Saddle Cloth / Saddle 0 0 2 0 2 Saddle Fabric 0 2 Fabric Saddle / White 1 0 0 0 1 Leather Black / Black 218 967 340 542 2291 Black Leather / Saddle 0 1 1 0 0 11 Black / White Leather 46 1 3 8 23 81 Leather Saddle / Black 6 61 12 0 79 Leather Saddle / Saddle 267 215 484 0 0 966 Leather Saddle / White 484 40 0 0 0 0 4 Total 178 1,256 842 555 249 3,480 total 1996–1999 8 year production year 1996 cobra coupe 7,492 convertible cobra 2,510 total 10,002 1997 cobra coupe 6,961 convertible cobra 3,088 Total 10,049 1998 Cobra Coupe 5,174 Convertible Cobra 3,480 Total 8,654 28,705 1999–2002: New Edge Modular Cobra New Edge ModularSVT Mustang CobraOverviewProduction1999, 2001 model years15,346 producedModel years1999-2001AssemblyDearborn, MichiganDesignerTeam Mustang[1]:43Body and chassisBody style2-door coupe2-door convertiblePowertrainEngine320hp 4.6 L DOHC Modular V8Transmission5-speed T-45 manual (1999)5-speed TR-3650 manual (2001)DimensionsWheelbase101.3 in (2,573 mm)Length183.5 in (4,661 mm)Width73.1 in (1,857 mm)HeightCoupe: 53.2 in (1,351 mm)Convertible: 53.5 in (1,359 mm)Curb weightCoupe: 3430 pounds (1556 kg) Convertible: 3560 pounds (1,615 kg) for the 1999 model year, the Ford 4th generation Mustang changed style using ford's new edge design language. [1]:44, 47[8]:293 Facelifted car featuring newly designed body panels that are looking for a new Ford worldwide style direction. In this way, the interior was essentially a transporter from the 1994–1998 Mustangs, and most of the parts were interchangeable. All 1999–2004 SVT Cobra featured independent rear suspensions, unique to only cobras. [17] A fuel system was used without a new return, which helped Ford meet tightening emissions standards. The new 1999 Cobra has upgraded the 4.6L DOHC V8 rated engine at 320 hp (239 kW) and 317 lb·ft (430 N·m) from Turk. [17] However, when the new 1999 Cobra was put through its paces by its new owners, it was determined that 0 to 60 mph times slower than a comparable model equipped per year It's 1998, and Dino experiments suggested that the advertising power output was closer to 285 hp (213 kW), even though Ford claimed a 15-horsepower engine more than the Cobra engine in It has an output in 1998. In light of the protest, on August 6, 1999, Ford stopped selling all unsold cobras on dealership lots in 1999 and recalled all the cobras sold in 1999. Ford replaces manix consumption, specific computer components, and exhaust systems from catalytic transducers to rear pipes to achieve a true 320 hp lame shift. [17]:47[18]:8[8]:294 Color and Interior Trim Cobra 1999 was available in four outer colors, as shown in the table below. The choice of interior color was limited to two offerings: dark charcoal and medium parment. Standard leather seats were the same optional leather units used in the 1999 GT Mustang, but without the embroidered horse logo running on the front seats. Fabric chairs were no longer offered on cobras, as they were never popular with buyers in previous model years. In cobra converters, the top of the vinyl was available in black, parment or white, and this top was convertible to the same top used in regular Mustang converters in 1999. [17] Color Code E8 Rio Red Color Clearcoat SW Electric Green Clearcoat Metal UA Ebony Clearcoat ZR Ultra White Clearcoat Trim Code Interior Color DH Medium Leather Parchamt DW Leather Dark Charcoal Decoding VIN Codes in the table below, Bold codes are unique to the Cobra SVT for the 1999 model year, and these codes make the Cobra SVT different from the other Mustangs of 1999. [7] Digit(s) component code means 1 country produces 1 USA 2–3 fa manufacturer Ford Motor Co. 4 Harness system F active seat belt with driver and front passenger second generation airbag 5 type vehicle P passenger car 6–7 body style / Model No. 7 4647 Cobra Converted Coupe Cobra 8 Engine V 4.6 L V8, 32 Valve DOHC EFIHorsepower: 320 hp (239 kW) @ 6000 rpmTorque: 320 hp (239 kW) @ 6000 rpmTorque 317 lb·ft (430 N·m) @ 4750 rpm 9 Check digit 0–9 or X Varies per VIN 10 Model year X 1999 11 Plant Assembly F Dearborn Assembly Plant 12–1 7 production number trail 100001–99999 different per vehicle 1999 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any available options were added. Model VIN Code MSRP Cobra coupe P47V \$27,470[8]:344[6]:167 Cobra convertible P46V \$31,470[8]:344[6]:167 1999 detailed production numbers[1]:148[6]:167–8 Cobra Coupe Interior Ultra White Ebony Rio Red Electric Green Totals Dark Charcoal 472 1,204 734 185 2,595 Medium Parchment 322 412 478 223 1,435 Other 0 3 7 0 10 TOTALS 794 1,619 1,219 40



designed to be a ready-made, high-performance vehicle in a perfectly legal street package; as such, it lacked much of the comfort that standard cobra enjoyed. [1]:77 This model had no radio/audio equipment, no air conditioning, no cruise control, and no back seat. [19] Each of the 300 production units highlights the outer performance of red and inner dark charcoal with recaro fabric bucket chairs. [19] The 2000 Cobra R has several visual features and distinctive performance that set it apart from the standard 1999 or 2001 Cobra. The power dome hood was taller than the standard Cobra hood and had serenity that could be cut to help reduce the temperature of the engine compartment. [1]:70 The rear spoiler was long and wide, providing much-needed low force at the speed of the track. [1]:77 Cobra R was equipped with lbach Springs, which brought the car down 1.5 inches in front and 1.0 inches from the rear. [1]:78:297 This model also used Bilstein shocks and stroots, the 4-piston front calipers acting on 13-inch rotors cooled by large conduits, along with a racing-style fuel cell that clearly came out under the rear bumper in the Mustang V6 style. [1]:78:296–7 The front fascia was adorned with a low-mounted and removable split. [1]:77 Wheels are also uniquely styled, silver-colored, five-speaking, 18-inch (460 mm) x 9.5-inch (240 mm) alloy with BF Goodrich G-force KD rubber. [1]:78[8]:296–7 Hand-made SVT engine special DOHC cylinder head, manifold-style trumpet, invasive camshafts, short tube header attached to cobra catalyst, an X-busan tube, and a unique Borla dual side exhaust system exit, which was essential by large fuel cells. [1]:72, 77, 78 This model also includes 3.55 gears, Gerodisc hydromechanical dial with turk speed and sensitivity, and Tremec T-56 6 manual transmission speed that is closely geared for drag racing or road course use. [1]:78[8]:296 Despite these close ratios, cobra R 2000 also enjoys a high speed of 177 mph (282 km/h). [1]:153 A number of well-known manufacturers of after-market performance parts for the Mustang participated in the project, including Recaro, Brembo, McLeod, Eibach, BF Goodrich, Tremec, Borla, Dana, Federal Mogul, and K&N (n between Below is a list of parts in 2000 Cobra R, which differs from the 1999 Cobra standard: the exterior is only available as a coupe. Only available in red function (ES color code). V6-style rear bumper without exhaust disconnection. 20 gallons of fuel secure fuel cell, visible from the back and sides. Borella side exhaust, since the standard exhaust is not suitable because of the fuel cell. Unique large wings on the rear deck. 18-inch five-inch wheels. Removable spliter in front fascia. Blacked headlights that were standardized in all Mustangs from 2001–2004. Fog lights removed (airways to brake the front instead). Special hood with a large dome to cleanse the big consumption. The antenna is removed (covered with a piece of black plastic). The interior is only available in dark charcoal (DW trim code). Recaro chair upholstered fabric (manually adjustable). Delete on the rear screen. No air conditioning. radioless . No cruise control. The Drivetrain 5.4L DOHC V8 engine is based on Ford's truck engines. Tremec T-56 is a 6-speed transmission. 3.55:1 Gears. hydro mechanical locking diuretic . The 13-inch Brombo ventilated the brake discs with 4 piston calypers on the front. Brake discs ventilated at the rear. Shocks and special fountains of Ebach, bringing down the car 1.5 inches in front and 1.0 inches in the rear. A quick word on the 2000 SVT Cobra that never was... Because of cobra performance decacel in 1999, the 2000 SVT Cobra standard was pulled from production, only to return in 2001 with a real 320 horsepower rating. [1]:47[18]:8[8]:294 SVT Cobra R 2000 (see below) went without issue. Ford was still printing brochures in 2000 Cobra, with a december 1999 print date, four months after the 2000 model was officially cancelled. The reason for this was because these brochures were talking about the future of 2,000 Cobra R. According to the Cobra brochure in 2000, if cobra had been produced in 2000, it would have been available in six outer colors: Clearcoat white crystals, Clearcoat ebony (black), clearcoat red laser, medium atlantic blue metal Clearcoat, silver clearcoat metal, and (most notable) drunken gold. [19] Mostik Gold was supposed to be available in limited numbers later in the model year. After the 1996 Mestic Cobra, the 2000 gold cobra would have been the second time a discolored color was used on cobra. The color of mastic gold was said to have changed color from burnt orange to gold to pale yellow to green. Unfortunately, Ford made changes to the painting process for the 2001 model year, and mystic gold color was incompatible with the new process. [1]:48 As such, the Drunken Gold Cobra never saw the light of day in 2000, but a photo of a prototype painted as a gold mastic will forever be commemorated in the 2000 Cobra brochure. [19] Aside from color, the standard 2000 SVT Cobra almost carried the 1999 model. Even internal. It's supposed to be the same year as 1999. Only two color choices, Dark Charcoal, and Medium Parchment, were to be re-presented. [19] The color and interior trim of 2000 Cobra R was only available in an outer color, as shown in the table below. The only choice was the interior color of dark charcoal. The standard fabric rackaro bucket chairs had a light red R with an intertwined cobra logo embroidered on the front seats. [19] Color Code ES Red Clearcoat Trim Code Interior Color DW Dark Charcoal with Recaro Bucket Seat Fabric Decoding VIN Codes in the table below, codes in bold unique to SVT Cobra R for model year 2000, and these codes differ from other Mustang 2000. [7] Digit(s) component code means 1 country produces 1 USA 2–3 FA Manufacturer Ford Motor Co. 4 F-seat belt control system active with driver and front passenger second generation airbag 5 type vehicle P passenger car 6–7 body style/ Model No. 47 Cobra Coupe 8 Engine H 5.4 L V8. 32 VALVE DOHC EFIHorsepower: 385 hp (287 kW) @ 5700 rpmTorque: 38 38 5 lb ft (522 N.m) @ 4500 rpm 9 check figures 0–9 or X different per VIN 10 Model Year Y 2000 11 Assembly Plant F Dearborn Assembly Plant 12–17 Se production number 100001-999999 varies per vehicle 2000 SVT Cobra R the base price is below in US dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Cobra R Coupe P47H \$54,995[9]:136 backrest of stock 2000 SVT Cobra R Recaro driver seat. The center console of a Cobra R SVT was removed by radio in 2000 and A/C, but modified with aluminum knobs. 2000 SVT Cobra R Engine, modified with MM Custer/camber plates and firewall setting for clutch. While Cobra shared nearly all of the same components as Cobra 1999 in 2001, changes were made, including: a single-block Windsor aluminum factory block engine block from the Texid block to the Windsor Aluminum Factory Block (or WAP). The WAP block is considered weaker than the previous Texad block. Around 2001, Cobra received the Taksid block, whether from the factory or as an alternative engine. In the images on the right, note the extra gear designed to transfer power to WAP is weaker. Also note that hatching in the Texad Valley is square, while WAP has diagonal hatching. Revised cylinder heads. Cobra owners have reported a ticker or ping noise coming from the driver's side of their cars. Due to sufficient cooling around cylinders #6/#7/#8 which causes overheating of valves resulting in incorrect seating, Ford issued a technical service bulletin (TSB#032 56/NHTSA#10008278 and TSB#03164/NHTSA#10003118) were treated for the removal and replacement of affected heads. A version that highlighted the improved cooling flow. Special cobra chairs with a combination of leather reinforcement, Alcantara (suede-like microfiber) inserts, and larger headrests. [20] 1999 Cobra regular Mustang Seat GT. Rear bumper that sings Cobra[20] instead of Mustang-like in Cobra 1999. A rear badge was changed on the trunk door to read SVT[20] instead of cobra-like SVT in 1999. A new command and an upgraded Mach sound system. [20] The wheels were 17x8 ingers for both cobras in 1999 and 2001. Aluminum wheels with silver powder, five talking were available in 1999 and 2001, and chrome wheels with the same design were an option available for cobra in 2001. [20] The Tremec T-45 transfer was replaced in 1999 by the Tremec TR-3650 transfer in 2001. [20] Shaft axle and Die De Die Diale changed from 28 splines in 1999 to 31 splines in 2001. [20] The rear deck wrecker was redesigned. [20] The 1999 two-piece audio unit consisting of a radio with a tape deck and a separate single CD player was upgraded to a larger, single-faced, six-disc unit in 2001. [20] The center console and the trim were redesigned. [20] Buttons for fog lights, rear window dafsters, and anti-brake systems were moved to a panel under the new radio unit. [20] The emergency brake was installed with a leather boot to cover the disconnection in the console. [20] Headlights changed from a chrome background to a black background. [20] Newer headlights are sometimes referred to as smoky or colored, but this only refers to the black background. The actual lenses are clear for every two years. These black headlights were actually first used in the 2000 Cobra R and then throughout the entire Mustang lineup for the 2001 model year. The color of the odometer cultivars and the brightness of the instrument cluster changed slightly. [20] With the top list of changes, Cobra 2001 was able to go 0-60 mph in 4.5 seconds and perform quarter miles in 13.8 seconds at 102 mph. Cars were electronically restricted to speeds above 150 mph. [1]:152 Cobra's interior color and trim were available in 2001 in eight outer colors, as shown in the table below. There are only two choices of interior color: dark charcoal (dark charcoal interior with chair having dark charcoal leather reinforcement with medium alcantara graphite inserts) or medium parchmet (the interior of the parchment was medium, but the chair had chocolate reinforced brown leather with medium-sized alcantara insert parchment). The cobra badge was embroidered on the front seats in a somewhat darker color than the suede insert to provide a subtle contrast. In cobra conversions, the top of the vinyl was available in black, parchment, or white, and this convertible top was the same as used in the regular 2001 Mustang conversion. [20] Paint Code Paint Color B7 Zinc Yellow Clearcoat E9 Laser Red Tinted Clearcoat ES Red Clearcoat L2 True Blue Clearcoat Metallic TK Mineral Grey Clearco Metallicat UA Ebony Clearcoat YN Silver Clearcoat Metalic ZR Crystal Clearcoat Trim Code Interior Color Ch Chocolate Leather Brown with Medium Parchment Alcantara inserts CV Dark Charcoal leather with Medium Graphite Alcantara inserts Deciphering the VIN codes in the table below, The codes are boldly unique to the Cobra SVT for the 2001 model year, and these codes are the difference between the Cobra SVT from the other Mustang 2001. [7] Digit(s) component code means 1 country produces 1 USA 2–3 fa manufacturer Ford Motor Co. 4 Harness system F active seat belt with driver and front passenger second generation airbag 5 type vehicle P passenger car 6–7 body style / Model No. 7 4647 Cobra Converted Coupe Cobra 8 Engine V 4.6 L V8. 32 Valve DOHC EFIHorsepower: 320 hp (239 kW) @ 6000 rpmTorque: 3 17 lb.ft (430 N.m) @ 4750 rpm 9 Check digit 0–9 or X Varies per VIN 10 Model year 1 2001 11 Plant Assembly F Dearborn Assembly Plant 12–1 1 The 7 trail production numbers 100001–999999 differ per vehicle 2001 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Cobra coupe P47V \$28,605[8]:344 Cobra convertible P46V \$32,605[8]:344 2001 detailed production numbers[1]:149 Cobra Coupe Interior Crystal White Ebony Performance Red Laser Red Zinc Yellow True Blue Silver Mineral Grey Totals Dark Charcoal 227 827 226 330 347 229 556 459 3,201 Medium Parchment 146 152 0 226 0 87 0 55 666 TOTALS 373 979 226 556 347 316 556 514 3,867 Cobra Convertible Interior / Roof Crystal White Ebony Performance Red Laser Red Zinc Yellow True Blue Silver Mineral Grey Totals Charcoal / Black 125 759 130 238 316 163 431 356 2,518 Charcoal / White 32 0 0 0 0 0 0 0 32 Parchment / Black 6 52 0 13 0 12 0 26 109 Parchment / Parchment 180 131 0 297 0 117 0 0 725 TOTALS 343 942 130 548 316 292 431 382 3,384 Total 2001 production Year Model Production 2001 Cobra Coupe 3,867 Cobra Convertible 3,384 TOTAL 7,251 In 2002, about 100 cars were partially built in the U.S. and shipped to Australia to transform the right hand and the final assembly by the Ford Tiford Experience (FTE). The cars were based on the 2001 Cobra SVT. [8]:299 Other changes included additional driving lights in the lower front fascia to meet Australia's lighting specifications, and the steering wheel was moved to the right of the vehicle. It was part of a \$4 million program by Ford Australia to fight rival Holden Monaro, which ultimately formed the basis for the 2004–2006 Pontiac GTO in the United States. For more information on Australia Cobra 2002, look at the 2002 Mustang Cobra. Total 1999–2002 Production Year Model 1999 Cobra Coupe 4,040 Cobra 4,055 Total 8,095 2000 Cobra R Coupe 300 Total 3001 Cobra Coupe 3,867 Convertible Cobra 3,384 Total 7,251 2002 Total 100 Total 1 5,384 2003–2004: Terminator Cobra Terminator (Supercharged)Modular SVT Mustang CobraOverviewManufacturersVTProduction2003–2004 Model Year 19,140 ProductionAssemblyDearborn, MichiganDesignerSVT Engineering[1]:43Body and chassisBody style2-door coupe2-door convertiblePowertrainEngine390hp 4.6 L 32V Supercharged DOHC Modular V8Transmission6-speed T-32V 56 manualDimensionsWheelbase101.3 in (2,573 mm)Length183.5 in (4,661 mm)Width73.1 in (1,857 mm)HeightCouper : 52.5 in (1,334 mm)Convertible : 52.9 in (1,344 mm)Limit cope weight: 3,665 pounds (1,662 kg) Convertible: 3,780 pounds (1,715 kg)ChronologySuccessor2007 Shelby GT500 first came in spring 2002. Cobra 2003 came with a supercharged, The 32 DOHC valves, a 4.6-liter V8 engine are rated at 390 hp (291 kW) and 390 lb-ft (530 N.m) from Turk. [22] Code-named Terminator by the SVT development crew led by John Coletti.[18]:22 numerous improvements were made to the powertrain and driveline to handle the power increase from the previous model's set-up. A cast iron block was used, rather than the previous aluminum unit of tekoid, with stronger interiors including Zolner pistons and Manley's H-beam binding rods modified by SVT engineers with wrist pin lubrication holes. [22] This upgrade was vital in order to support an 8 psi (0.55 bar) boost delivered from the Atton M-112 root supercharger type. [22] Other improvements included the use of a lightweight aluminum flyvil attached to the six-speed Tremec T-56 transmission, a rear axle ratio of 3.55:1, and stronger 31 splins with revised upper and lower control arms. [22] These changes enabled Cobra to go 0-60 mph in 4.5 seconds and perform three-month miles in 12.67 seconds at 110.11 mph. [1]:152 Although electronically governing to a top speed of 153 mph, the Cobra Terminator stock factory could reach a top speed of just under 180 mph if the governor is removed. Cobra boasted visual and functional improvements designed by Camillo Pardo, chief designer of the 2005–2005 Ford GT supercar. [18]:24–5 These external differences include a new front fascia with integrated spoiler and front air duct brake, a new rear fascia with black inserts that visually integrated exhaust pipe, composite hood with dual functional heat extraction, newly designed side scoops, and folding side mirrors painted in matching body paint. [18]:26–30 Side skirt was designed specifically for terminator cobra body kits, featuring a smooth bodyline from the door to the bottom of the car. As a visual departure from 1999, 2000, and 2001 Cobra (there were no Cobra models in 2002), which featured Canadian Mustang taillights with separate amber turns The 2003–2004 Cobras used standard red Mustang taillights with integrated turn signals. The SVT also introduced new five-talked 17x9-inch wheels, which are available in standard aluminum machine-ahead with metallic pockets of painted arjent or optional chrome. Eventually, Terminator Cobra sported a new decked spoiler with integrated LED brake light, versus a wing-type spoiler seen on previous cobras and standard Mustang V6 and GT models. Spoiler removal was optional and then brake light was merged into the deck using conventional lamps. [22] Color and interior trim by the end of the model year, Cobra 2003 was presented in ten outer colors, but at first, it was available in seven colors. In early 2003, cobras made between May and September 2002 coincided with the Mustang V6 and GT 2002 models. Since Sutton Silver and Mineral Grey were the colors of 2002, at the beginning of regular production of the Mustang on September 29, 2002, they were replaced with silver metallic and dark shades of metallic grey, respectively. Metallic Redfier was rejected only because it was a new color for the 2003 model year; however, the red torch returned at the end of the model year in the 10th anniversary edition (see next section). All cobras had dark charcoal interiors in 2003. The chairs were upholstered with nudo dark charcoal leather reinforcement and suede inserts in either medium graphite (light grey) or medium parment (tanning). The cobra badge was embroidered on the front seat in a color that matched the suede insert; However, in the 10th anniversary edition, this same badge was embroidered in a dark-colored charcoal theme to contrast with special red leather inserts. In cobra conversion, the canvas convertible top was either black or parchment selected depending on the color of the suede chair insert, and on the 10th anniversary conversion version, the top convertible canvas was only available in black. [22] [18]:162, 166 NOTE: In the table below, the colors marked with a sign (^) were available at the start of regular Mustang production in 2003 on September 29, 2002. Paint Code Paint Color B7 Zinc Yellow Clearcoat CX Dark Shadow Grey Clearco Metalat D3 Torch Red Clearcoat G2 Redfire Clearcoat Metallic SN Sonic Blue Clearcoat Metal TK Mineral Grey Clearcoat Metallic TL Satin Silver Clearcoat Metallic UA Ebony Clearcoat YN Silver Clearcoat Metallic Z1 Oxford White Clearcoat Trim Code Interior Color M2 Dark Charcoal Nudo leather with Medium Graphite suede inserts MH Dark Nud Nudo leather with Medium Parchment suede inserts MR Dark Charcoal Nudo leather with Colorado Red Leather inserts decoding VIN codes in the table below, codes are in bold unique to the Cobra SVT for the model year 2003, and these codes make the Cobra SVT different from the other Mustangs of 2003. [7] Digit(s) component code 1 Country Production 1 USA 2–3 Manufacturer FA Ford Motor Co. 4 F Seat Belt Control System Active with Driver and Front Passenger Second Generation AirBags 5 Type Vehicle P Passenger Car 6–7 Body Style / Model No. 4849 Coupe Cobra Convertible 8 Engine Y Supercharged 4.6 L V8. 32 DOHC EFIHorsepower Valve: 390 hp (291 kW) @ 6000 rpmTorque: 3 90lb.ft (530 N.m) @ 3500 rpm 9 Check digit 0–9 or X Varies per VIN 10 Model year 3 2003 11 Assembly plant F Dearborn Assembly Plant 12–17 Issue The production trail 100001–999999 varies per vehicle 2003 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Coupe Cobra P48Y \$33,460[8]:344 Cobra Convertible P49Y \$37,835[8]:344 2003 10th Anniversary Edition for 2003, SVT offered a limited edition 10th anniversary cobra to commemorate the first ten years of the SVT Mustang Cobra in 1993. [1]:61[9]:89–91 The car featured a unique seven-talking, dark-colored arjent, 17-inch alloy wheel; Dark charcoal interior with colorado red leather inserted on the chair; Red inserts on the door panel; Red brake caliper. And special 10th anniversary badges on decklid and floor mats. [22] [1]:61 Also includes a special carbon fiber leather pattern wrapped around the shifter; Emergency brake handle; and on the steering wheel in positions 10, 2, and 6 hours. [22] [1]:60 The anniversary model was the first cobra to feature a steering wheel with humps taking positions at 10 o'clock and 2 o'clock. At the end of the model year, SVT produced 2,003 units (the same number of model years) during June and July 2003, with a total of 1,003 compartments and 1,000 convertibles. [23] The 10th anniversary models were available only in three black exterior colors (775 models), Torch Red (734 models), and Metallic Silver (494 models). [18]:163–4 The tenth anniversary version package (order code 375A) was an option of \$1,495. [9]:89[8]:344 2003 detailed production numbers[18]:163–4 Cobra Coupe Interior Oxford White Ebony Torch Red Redfire Zinc Yellow Sonic Blue Satin Silver Mineral Grey Silver Dark Shadow Grey Totals Graphite suede 451 1,618 214 758 490 1,029 242 302 735 851 6,690 Parchment suede 170 252 59 197 0 23 0 0 0 701 Red leather 0 381 365 0 0 0 0 0 257 0 1,003 TOTALS 621 2,251 638 955 490 1,052 242 302 992 851 8,394 Cobra Convertible Interior Oxford White Ebony Torch Red Redfire Zinc Yellow Sonic Blue Satin Silver Mineral Grey Silver Dark Shadow Grey Totals Graphite suede 171 1,095 157 414 319 340 81 154 311 446 3,488 Parchment suede 137 190 56 196 0 15 0 0 0 594 Red leather 0 394 369 0 0 0 0 0 237 0 1,000 TOTALS 308 1,679 582 610 319 355 81 154 548 446 5,082 Total 2003 production 2003 Cobra Coupe 8,394 Cobra Production Year 5,082 TOTAL 13,476 2004 2004 SVT Cobra coupe The 2004 Cobra was a carryover of the 2003 Cobra but with a few minor updates, including a slightly updated exhaust system and rumors of a 20+ horsepower increase over the 2003 model. [24] The addition of a newly integrated shift light queered the \$1,000 gozler gas tax charged on the 2003 models. One notable new option was available throughout the entire ford combination of Sirius satellite radio. The distinctive feature between the 2003 to 2004 factory sound systems was the SAT button on the 2004 system. [25] Cobra 2004 was produced between November 2003 [26] and March 2004. The year was a short model for the Cobra Terminator in 2004, as well as the entire Mustang lineup in 2004 for a number of reasons. The 2004 Mustangs and Cobras were the last Mustangs built at Dearborn Ford's historic assembly plant in Dearborn, Michigan, where Ford Motor Co. decided to end production of the Mustang there while updating the plant for the 2005 models. Production in 2004 was supposed to be packed by May 2004. Another reason for the hype over the all-new Mustang was 2005, which meant That Ford needed to start production as soon as possible at the newly updated Flat rock assembly plant in Flat Rock, Michigan, which at the time became known as AutoAlliance International. [18]:247–9, 166 colors and interiors of the 2004 Cobra trim were available in eight outer color colors.[27] as shown in the table below. Yellow zinc was replaced by yellow screams[25] throughout the Mustang compound for 2004; However, metallic blue sonic and dark metallic grey shades were still available in the regular Mustang in 2004. [25] Seats were upholstered with dark nudo-boosting leather charcoal and suede inserts in either dark charcoal or medium graphite. [27] Other medium-sized pitchers were presented. The cobra badge was embroidered on the front seat in a medium-colored graphite yam regardless of the color of the suede chair insert; However, in the Cobra mystic (see next section), this same badge was embroidered in dark-colored charcoal yam to contrast with special mystic leather inserts. In all cobra converters in 2004, the canvas convertible top was only available in black and white, regardless of the color and material of the seat insertion. [27] Color Color Competition CY Orange Clearcoat D3 Red Torch Clearcoat D6 Scream Yellow Clearcoat G2 Redfire Clearcoat Metal G6 Mystic Clearcoat Metal UA Ebony Clearcoat YN Silver Clearcoat Metal Z1 Aford White Clearcoat Trim Internal Code Color M2 Dark Charcoal Leather Nudity with Medium Graphite Suede Inserts Dark MD Charcoal Nudity with Mystic Leather Insert MW Dark Charcoal Leather Nudity with Dark Charcoal Suede Insert Decoding VIN Codes in the table below, Bold codes unique to cobra SVT for model year 2004, and Codes make cobra SVT different from other Mustangs of 2004. [7] Digit(s) component code means 1 country produces 1 USA 2–3 FA Manufacturer Ford Motor Co. 4 F-seat belt control system active with driver and front passenger second generation airbag 5 type vehicle P passenger car 6–7 body style / Model No. 484 9 Convertible Cobra Coupe 8 Engine Y Supercharged 4.6 L V8. 32 VALVE DOHC EFIHorsepower: 390 hp (291 kW) @ 6000 ppmTorque: 39 0 lb.ft (530 N'm) @ 3500 rpm 9 Check digit 0–9 or X Varies per VIN 10 Model year 4 2004 11 Plant Assembly F Dearborn Assembly Plant 12–12–1 2 17 trail production numbers 100001–999999 different per vehicle 2004 SVT Cobra base price all prices below in U.S. dollars when new vehicles were sold at a Ford dealership before any options were added available. Model VIN Code MSRP Coupe Cobra P48Y \$34,575[8]:345 Convertible Cobra P49Y \$38,950[8]:345 20 My Star Cobra Limited Edition 2004 Mystic Cobra first appeared in the 2003 New York International Auto Show[28] alongside the 2004 40th anniversary Mustang GT and model V6. According to the SVT press release, Mystic Cobra was produced to help commemorate the Mustang's 40th anniversary. [26] SVT recognized the importance of this milestone, and shortly after Mystic Cobra's success in 1996, SVT worked with Ford product planners and outside vendors to build the final special edition of Cobra. DuPont was ordered to work on an improved color-changing formulation, which will make it easier to use and match. The resulting mystic paint, sold to BASF, which eventually supplied the color to Ford, contained chromaflier pigments that offered a shift from a bright topaz green to cobalt blue, then to royal purple, and eventually to a deep black onyx. [28] A high amount of metal aluminum polks were added to give the mystic color some shine. The color is called Ford Mustang Cobra Misty Korum Metallic 2004 and costs about \$150 per pint at the time. [29] As mystrum paint is still very expensive, any external damage to the car is financially problematic. If a damaged Cobra mystic needs to be re-painted in ford's prestigious dealer body shop, a Ford employee from Dearborn's headquarters is required to bring paint individually and monitor the use of special paint. The damaged car must be confirmed when it is made factory Mystichrome Cobra. When the body shop is finished using myschrome paint, all the color used should be placed in and sealed, and the Ford employee monitors back to Dearborn with an unacroused paint. SVT worked with Garden State Tanning to produce mystic leather, which was found on car seat inserts and steering wheels at 10, 2 and 6 o'clock. Production process for mysticum Include tanning and death black leather jets, mystic paint spray directly on the leather, and seal it with a clear layer to protect and prevent damage to painted mystic leather. [28] Like Cobra Anniversary 10 2003, Cobra Mystic highlights steering with humps taking positions at 10 o'clock and 2 o'clock. The standard Cobra mystic came with five-talked chrome wheels of 17 while. [27] The Mystichrome Cobra was produced between December 2003 and January 2004. A total of 1,010 cobra mystics, 515 compartments and 495 converters were produced. [30] The Mystic appearance package (order code 68th), as officially called by Ford, was only a \$3,650 option. [26] A definitive history of Operation S. Viti Terminator Cobra and John Colty was recorded in Frank Moriarty's nonfiction book Iron Fist. In front of a Cobra mystic compartment in 2004. Chairs of a Cobra Mystic Coupe in 2004. The rear of a Cobra mystic compartment in 2004. 2004 Precision Production Number[18]:165-6 Cobra Coupe Inner Aford White Ebony Torch Redfire Racing Orange Scream Silver Silver Torch Total Charcoal Complaint 196 610 313 318 281 299 324 0 2,341 Graphite Complaint 120 210 16 4 4 191 0 0 227 0 912 Mystic Leather 0 0 0 0 0 0 0 515 515 Total 316 820 477 509 281 299 551 515 3,768 Cobra Convertible Inner Aford Ebony White Red Torch Racing Orange Scream Yellow Silver Mystichrome Totals Charcoal suede 94 308 132 159 72 167 172 0 1 104 Graphite suede 34 84 35 50 0 0 94 0 297 Mystic Leather 0 0 0 0 0 0 0 495 495 Total 128 392 167 209 72 167 2 66 495 1,896 2003–2004 Cobra SVT Engine Total 2003–2004 Production Year Production Model 20 03 Cobra Coupe 8,394 Convertible Cobra 2003 5,082 Total 13,476 2004 Cobra Coupe 3,768 Cobra Convertible 1,896 total 5,664 total 19,140 Wikimedia Commons references have media related to the Ford Mustang SVT Cobra. 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