

Welcome Letter

Certificate of  
Authenticity

Performance  
Documentation

Specialty  
Endpapers

Photographs

Press Releases







VIN: 1FAFP47H2YF223308

BUILD#: 269/300



**SVT**





Dear 2000 Cobra R Owner,

Congratulations on your decision to acquire a 2000 SVT Cobra R, and welcome to the SVT family. We trust that your Cobra R will provide you with many years of enjoyment, and create many wonderful memories.

The Cobra R is the latest specialty product from the Ford Special Vehicle Team, a dedicated group of automobile enthusiasts who are responsible for the development and marketing of limited edition, high-performance Ford vehicles. Ford launched SVT in 1991, staffing it with a core group of dedicated enthusiasts. Its mission is simple, but very ambitious:

- Create a line of high performance vehicles that satisfy the most demanding driving enthusiasts
- Back those products up with a group of Ford dealers who understand the special requirements of performance customers.

Nine years later, SVT has grown to become a comprehensive high performance vehicle development and marketing organization. Our products have graced the covers of the leading automotive magazines, and are coveted by the most discriminating automobile enthusiasts. But SVT is about more than great cars and trucks; it's really about a philosophy. From design to engineering, manufacturing to marketing, all the way to the service departments at SVT dealerships, SVT strives to do things better. Because we are building cars and trucks for people who love to drive great automobiles – just like us.

I'd like to share with you the SVT philosophy—which I think is clearly expressed through the “hallmarks” which guide us in bringing SVT vehicles from concepts to reality:

- |                    |   |
|--------------------|---|
| <b>Performance</b> | All SVT products comprise significant performance enhancement over mainstream production models, with more power from exclusive engines, upgraded brakes, and taut yet supple suspensions. All components are developed to work together in harmony, to achieve a balance of performance and real-world driveability that is truly world-class. |
| <b>Substance</b>   | SVT believes that form follows function. SVT products are tastefully styled, with subtle performance cues that speak to the sophisticated enthusiast.   |
| <b>Exclusivity</b> | SVT vehicles are limited-edition products available only at a select group of specially trained Ford SVT-certified dealers. We believe a unique product requires a unique sales and service network to support it.  |
| <b>Value</b>       | SVT delivers high standard feature content and excellent value. (In plain English, that's known as “a lot of bang for the buck”).   |

As SVT continues to grow, we will not lose our “small business” orientation to our customers; in fact, it's just the opposite. We're redoubling our efforts to get to know our customers better by offering unique, personalized services that enhance the experience of owning an SVT product.

These unique services/programs include:

- **The SVT Info Center** Have a question or want information about your SVT vehicle, or any of our new products? Please call the SVT Info Center at 1-800-FORD-SVT. Our specially trained staff is here to help you.
- **A Year's Subscription To SVT ENTHUSIAST** You'll receive this quarterly magazine dedicated to enhancing the enjoyment of your SVT ownership experience. (Your first issue is enclosed.)





## 2000 SVT MUSTANG COBRA R TECHNICAL DATA

### ENGINE

Configuration: Longitudinally mounted, 90-degree V8; cast-iron block; aluminum heads; forged steel crankshaft; billet steel connecting rods; forged aluminum pistons; McLeod aluminum flywheel

Bore x Stroke: 90.2mm x 105.8mm

Displacement: 5,409cc / 330cid

Compression ratio: 9.60:1

Horsepower: 385 bhp @ 6250 rpm ♦

Torque: 385 lb.-ft. @ 4250 rpm ♦

Redline: 6500 rpm (6,800 rpm fuel shut-off; 7000 rpm ignition cut-off)

Valvetrain: Double overhead camshafts; chain drive to exhaust cams, secondary chains from exhaust to intake cams; roller finger followers with hydraulic lash adjustment; ovate-wire, beehive-shaped valve springs; four valves per cylinder

Intake valves: 2 per cylinder, 37mm head diameter

Exhaust valves: 2 per cylinder, 32mm head diameter

Ignition system: Distributorless coil-on-plug

Fuel system: Sequential electronic fuel injection

Intake manifold: Cast aluminum, tuned equal-length runners

Throttle body: Single oval bore

Mass-air sensor: 80mm

Air filter: K&N cylindrical

Exhaust manifolds: Stainless steel short-tube headers

Exhaust system: Bassani X-pipe; production '98 Cobra catalysts; Borla mufflers and side-exit exhausts

### DRIVETRAIN

Clutch: 11.0-in. single-plate

Transmission: Tremec T56 6-speed manual

<u>Gear</u>	<u>Ratio</u>	<u>MPH @ redline</u>
1st	2.97	47
2nd	2.07	68
3rd	1.43	98
4th	1.00	141
5th	0.80	170+ *
6th	0.62	160+ *
Reverse	3.28	

\* limited by aerodynamics

Driveshaft: 4-inch aluminum

Rear axle: 8.8 in. ring gear with 3.55:1 ratio Hydro-mechanical differential with speed and torque sensitivity

Halfshafts: GKN induction hardened with 31-tooth inner splines

### SUSPENSION

Front: Modified MacPherson strut with gas-charged, monotube Bilstein strut; 800 lb./in. Eibach spring; 28mm tubular stabilizer bar; high durometer lower control arm bushings

Rear: Dual A-arm independent gascharged Bilstein monotube shock absorber; 750 lb./in. Eibach coil spring; 26mm tubular stabilizer bar. High durometer bushings on suspension mounts.





## Special Vehicle Team Supervisor KERRY BALDORI



Title	Manager – Volvo Car Corp. Complete Vehicle Department. Was the SVE Chassis Systems Section Supervisor up to March 1, 1999
Key Responsibilities for 2000 Cobra R	<ul style="list-style-type: none"><li>• Supervisor Chassis Systems</li><li>• All suspension, wheels, tires, etc. design</li><li>• All Vehicle Dynamics (ride, handling, steering, and brake) NVH, and aerodynamics development.</li></ul>
Career Highlights and Previous Positions Held	<ul style="list-style-type: none"><li>• Started an international assignment with Volvo in Göteborg, Sweden during the 1<sup>st</sup> Quarter 2000. Assigned to the Complete Vehicle department and working with the Volvo R-line performance team.</li><li>• Team Mustang Vehicle Dynamics and NVH Supervisor March 1, 1999 – March 1, 2000.</li><li>• Four years in SVE as the Chassis Systems Supervisor April 1995 – March 1, 1999.</li><li>• Two years with the Newman/Haas Racing team as a Ford engineer working on chassis setup, full vehicle ADAMS modeling, damper tuning and modeling.</li><li>• Spent 3 years working in AVT Advanced Chassis (had design and release and chassis tuning responsibility for the 1994 Mustang Cobra with some similar responsibility for the 1993 Cobra).</li></ul>
Hobbies and Interests	Snowmobiling, Muscle Cars, Racing, Hunting.
Favorite Car of All Time	2000 Cobra "R" or 1969 Camaro ZL-1
First Car	1969 Camaro RS (Still have it)