





## SVT Core Values

**Performance** Increased power, refined road manners, and balance among engine, suspension and braking systems.

**Substance** Character that is built in, not added on.

**Exclusivity** Low-volume, limited-production products available only from specially trained dealers.

**Value** A lot of performance and driving pleasure for the money.



AN ENGINE THAT BREATHES DEEPLY DURING A RUSH TO THE REDLINE. A CHASSIS THAT BALANCES POISE WITH PREDICTABILITY.  
SVT COMBINES THESE VIRTUES WITH FINESSE, IN VEHICLES THAT DELIVER EXHILARATING DRIVING EXPERIENCES.

**The pure passion of driving as it was meant to be.**

SVT Focus 3-door in Screaming Yellow, with optional European Appearance Package



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SVT Focus 3-door in Vermillion Red

## What a BLAST

The SVT Focus is a remarkable achievement by the Ford Special Vehicle team. Following the SVT Contour, it is the team's second exercise in creating a small, front-wheel-drive performance car. This one stands out as the most technologically advanced vehicle SVT has produced so far.

Look at the lineup of systems: dual-stage intake manifold, variable intake cam timing, tuned tubular headers with an underbody-only catalyst, dual-mass flywheel, and a twin-layshaft 6-speed gearbox.

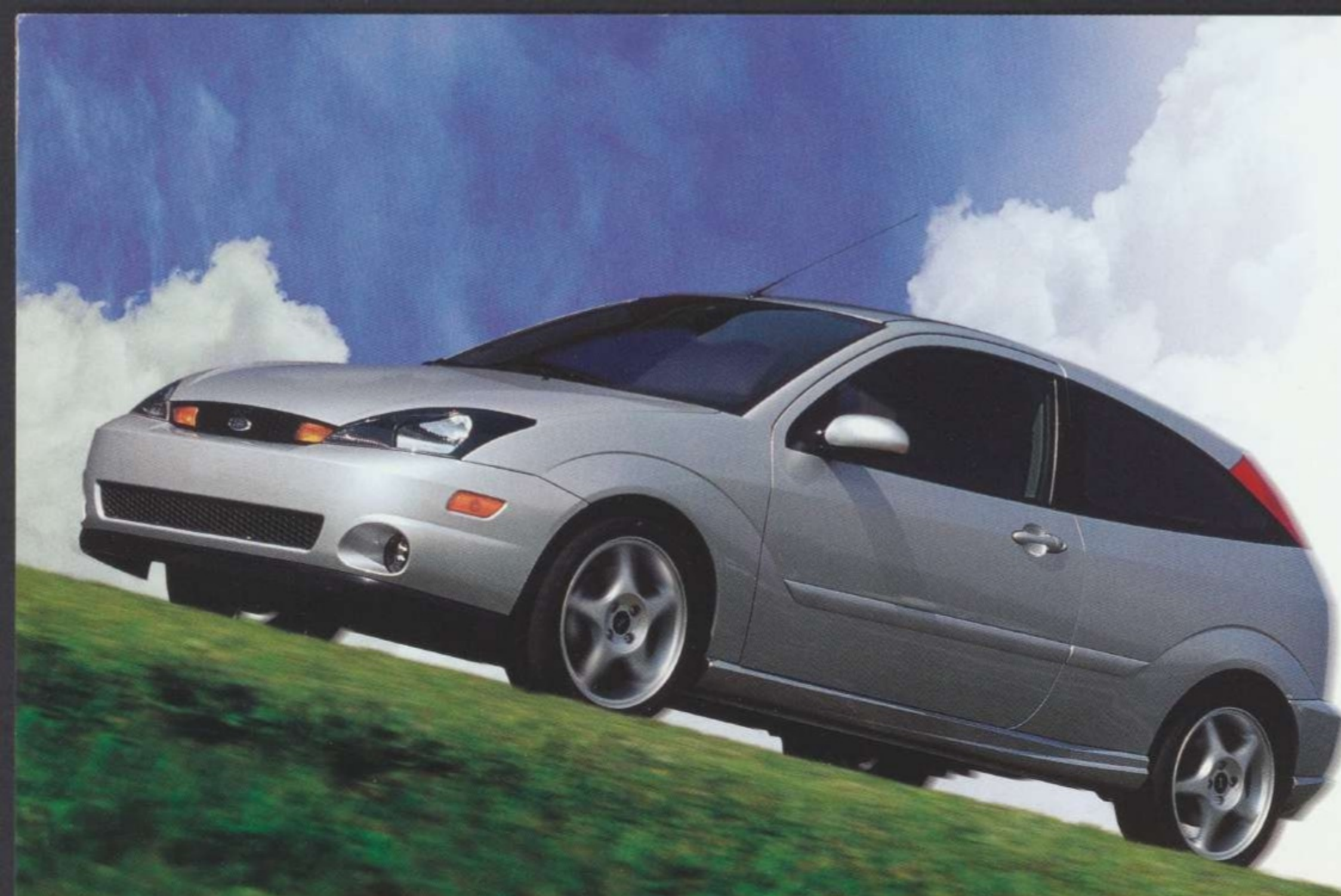
## SVT Focus

This techno content may be impressive, but it's only the means to an end — exhilarating performance that propels the SVT Focus right out to the leading edge of the "hot hatch" pack.

And when you fit yourself into the seat and fire up the engine, you immediately slip the bonds of mundane driving. This car does everything with authority and panache. It's a blast to drive.

THIS CAR LEFT **BORING** IN ITS DUST





A BIG TORQUE-MAKER —THE DUAL-STAGE INTAKE MANIFOLD

# TWIN-CAM Power Low-end torque

**ALL THE Trick Stuff** The SVT Focus is powered by a high-revving, twin-cam, four-cylinder engine with four valves per cylinder and a rare combination of low-end torque, peak power, and smoothness.

The engine is based on Ford's Zetec 2.0L I-4 found in Focus ZX3 and ZX5 models. This powerplant's cast-iron block has the strength, rigidity and durability that SVT engineers needed for the performance levels they were working toward. Inside the block, they added new forged-steel connecting rods with 20mm wrist pins, and new, lightweight, cast-aluminum pistons that increase compression from the Zetec's 9.6:1 ratio to 10.2:1.

The aluminum cylinder head comes from a casting made especially for the SVT Focus, with enlarged intake ports and valves for increased flow. Stiffer springs on both the intake and exhaust valves push the redline up to 7,200 rpm from the Zetec's 6,750 limit.

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

A dual-stage intake manifold is the other big torque-maker. This device directs intake air through four long runners below 6,000 rpm. Above 6,000, the manifold switches position to shorten the length of the runners, which improves peak power output.

The exhaust system is an elegant design solution that allowed engineers to achieve their performance targets, and also allow the SVT Focus to comply with California's Low Emission Vehicle (LEV) standard, like its ZX3 Zetec sibling.

For performance, they needed tuned tubular headers, but headers wouldn't fit because the catalytic converter was in the way, only a short

distance downstream from the cylinder head. This position gives the advantage of quick catalyst heat-up times on cold starts – a necessity for low emissions levels – but it also creates power-robbing back pressure in the system.

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



Another feature of the SVT Focus engine is its dual-mass flywheel – a design that divides the flywheel into two sections. The primary section is bolted to the engine, while the clutch, upgraded for the SVT Focus with stiffer springs in the pressure plate, is bolted to the secondary section. The two parts are connected by a spring-and-



4-INTO-2-INTO 1 TUNED TUBULAR HEADERS

damper system. The dual-mass flywheel's principal advantage is a reduction of noise and vibration in the powertrain. It also makes shifting easier, and helps reduce wear on the synchronizers because of the lower mass applied to the transmission.

The SVT Focus is equipped with a six speed manual transaxle from the German manufacturer, Getrag. This unit incorporates an input shaft flanked by two output shafts, and each output shaft has its own set of final-drive gears. The lower output shaft carries first, second, fifth and sixth gears, and a 2.88:1 differential ratio, while the upper output shaft carries reverse, third and fourth and a 4.25:1 differential gear set.

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

Solid halfshafts with larger constant velocity joints are the final link in the powertrain. They are about 14 percent stronger than those on a ZX3, to handle the SVT Focus's power output.





**FLAT-OUT FUN,** Beginning in 2003, the SVT Focus is available as  
**AND 5 Doors** a five-door model as well as a three-door. You get  
all the same performance and technology that has won critical acclaim for  
this car, with the extra convenience five doors provide.



SVT Focus 5-door in Vermillion Red



## LIFE FORCE TURNED LOOSE

Excellent driving dynamics are a hallmark of the Ford Focus, and have been right from the time the car was launched in Europe. The basis for this performance

is a highly rigid platform and elegantly engineered independent suspension, which gave the SVT engineers a head start as they created a package that delivers both comfort and superb handling.

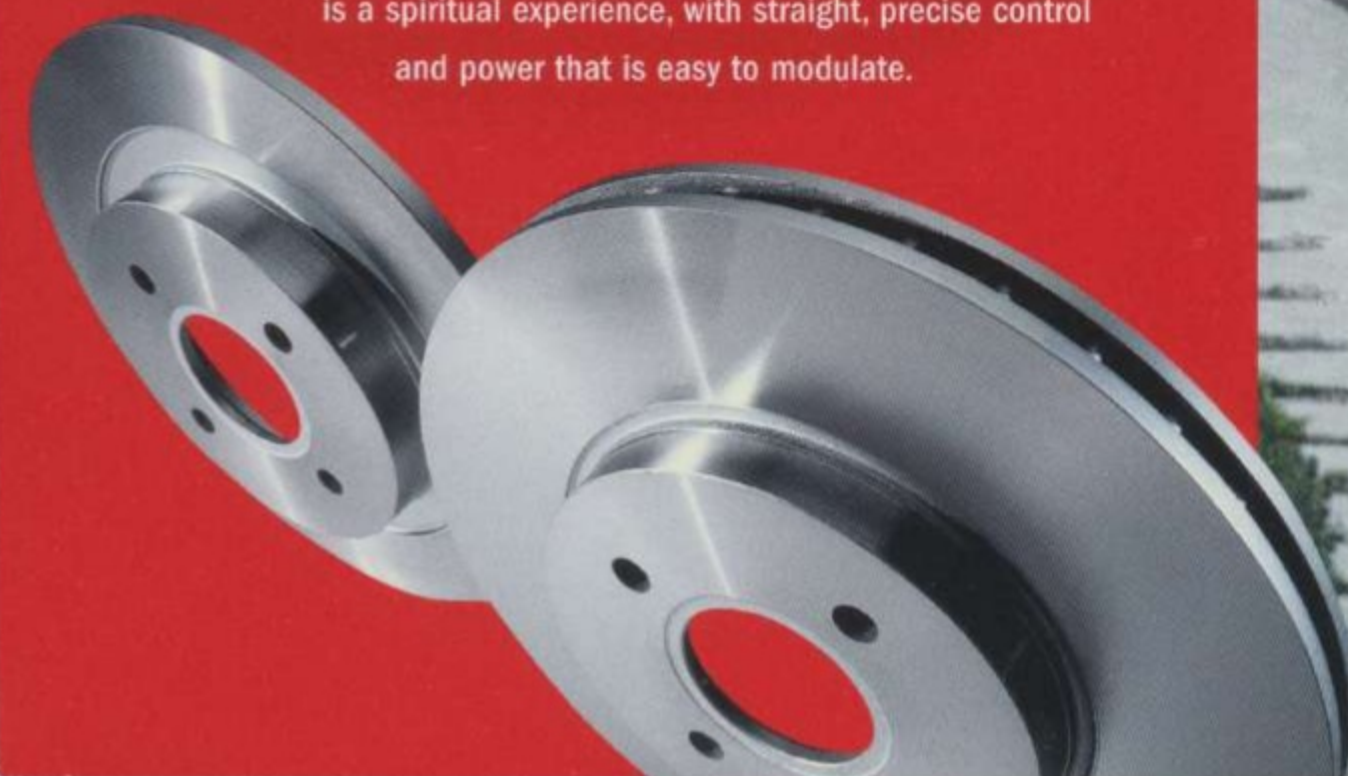
For the firm yet compliant suspension SVT is known for, engineers chose springs that are stiffer by 10 percent on the front and 20 percent on the rear, compared with those on the Focus ZX3. The stabilizer bars also are one millimeter larger in diameter, at 21 mm front and rear. The shock absorbers are retuned, with increased low-speed damping and decreased high-speed damping. The net result is agile handling with softened impact harshness, and also improved control of body lean.

## Begs to be driven

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

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

Add the potent grip of P215/45WR17 Continental SportContact tires and the result is this car's remarkably effective braking. Stopping is a spiritual experience, with straight, precise control and power that is easy to modulate.



SVT Focus 3-door in CD Silver

The European Appearance Package makes the best-equipped SVT Focus you can order, and it's available on 3-door models beginning in the Spring of 2003.

This package combines all the SVT Focus's stand-alone options — high-intensity discharge headlamps, Winter Package, Audiophile Stereo System, power sunroof — and adds some compelling extras for great driving and great looks.

Inside, you get the form-fitting comfort and support of Recaro front bucket seats, trimmed in black leather.

The exterior is distinguished by 15-spoke Dark Argent alloy wheels, and you can choose regular paint colors Pitch Black, CD Silver or Vermillion Red, or one of two new colors exclusive to the European Appearance Package — Competition Orange and Screaming Yellow.

## 2003 SVT Focus European Appearance Package



SVT Focus 3-door in Screaming Yellow, with optional European Appearance Package



EUROPEAN APPEARANCE PACKAGE AVAILABILITY: SPRING, 2003

SVT Focus 3-door in Competition Orange, with optional European Appearance Package





High-intensity discharge headlamps are available on the SVT Focus



SVT Focus exterior features include a rear spoiler and 17-inch cast-aluminum wheels



# Performance TRANSFORMATION

**FORM AND FUNCTION** There's no mistaking it's a Focus, and no mistaking it's an SVT Focus. How did the designers manage that bit of subtlety?

They just followed the Ford Special Vehicle Team's design philosophy, which is to incorporate changes that enhance the vehicle's "look of performance," without resorting to distended add-ons or gaudy stripes. The changes they do make have to pleasingly distinguish the vehicle to the enthusiast's eye, and also improve functionality, such as aerodynamics or driver ergonomics.

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

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

The interior is designed to appeal to serious drivers. Everything the driver touches makes a tactile contribution to the job at hand. The thickset, leather-wrapped steering wheel tilts and telescopes. Metallic pedal covers



SVT Focus 3-door in CD Silver

**SENSES ALIVE AND INTENSE**

and dead pedal facilitate advanced-driving footwork. The leather-and-aluminum shift knob and leather-wrapped handbrake lever feel just right.

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

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

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

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

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



SVT Focus standard seats with red cloth inserts



# SVT Focus

## ENGINE

<b>Configuration</b>	Inline 4-cylinder, cast iron block, precision die-cast aluminum head, cast aluminum pistons, forged steel connecting rods, nodular cast-iron crankshaft, dual-mass flywheel
<b>Bore x Stroke</b>	84.8mm x 88.0mm (3.34 in. x 3.46 in.)
<b>Displacement</b>	1,988cc; 121 cu. in.
<b>Compression ratio</b>	10.2:1
<b>Horsepower</b>	170 hp @ 7,000 rpm
<b>Torque</b>	145 lb.-ft. @ 5,500 rpm
<b>Specific output</b>	85 horsepower per liter
<b>Redline</b>	7,300 rpm
<b>Valvetrain</b>	Double overhead camshafts, four valves per cylinder, variable cam timing on intake camshaft
<b>Intake valves</b>	Two per cylinder, 33.5mm head diameter
<b>Exhaust valves</b>	Two per cylinder, 28mm head diameter
<b>Ignition system</b>	Ford Electronic Distributorless
<b>Fuel system</b>	Sequential electronic fuel injection
<b>Intake manifold</b>	Dual-stage with 66mm throttle body
<b>Exhaust manifold</b>	Stainless steel tubular 4-2-1 tuned header
<b>Exhaust system</b>	Under-body-only catalyst, 58mm (2.28-in.) diameter exhaust pipe, with 75mm (2.95-in.) polished chrome exhaust tip

## DRIVETRAIN

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

## SUSPENSION

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

## STEERING

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

## BRAKES

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

## WHEELS & TIRES

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

## COLOR & TRIM

<b>Exterior</b>	Pitch Black, CD Silver, Vermillion Red, Sonic Blue <sup>1</sup>
<b>Interior</b>	Blue or red cloth seating surfaces with black leather trim

## DIMENSIONS, CAPACITIES

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

## SVT FOCUS INCLUDES

- Driver and passenger air bags; front side-impact air bags<sup>2</sup>
- Anti-lock brake system (ABS)
- Front fog lamps
- SecurILock™ passive anti-theft system
- Leather-wrapped, 4-spoke, tilt/telescoping steering wheel
- Aluminum gearshift knob with leather accent
- Metallic pedal covers
- Leather-wrapped parking brake lever
- Leather boots on shift and parking brake levers
- AM/FM stereo, single-disc CD player
- Front bucket seats with rotary lumbar and recliner adjustment. Power up/down adjustment (driver only)
- 60/40 split rear seat with fold-down back and flip-up cushions, three head restraints
- Dual remote control outside heated mirrors
- Power side windows, door locks, deck lid release
- Remote keyless illuminated entry
- Rear window defroster
- Air-conditioning
- Speed control
- Floor mats

## AVAILABLE OPTIONS

- Winter Package: traction control, heated seats, engine block heater
- Audiophile Stereo System: 6-disc in-dash stereo, premium speakers and eight-inch subwoofer with amplifier
- High-intensity discharge headlights
- Power sunroof
- European Appearance Package<sup>3</sup> Includes all above options, plus:
  - All-black leather-trimmed Recaro front bucket seats
  - 15-spoke alloy wheels
  - Exterior color choices: Competition Orange,<sup>4</sup> Screaming Yellow,<sup>4</sup> Pitch Black, CD Silver, Vermillion Red

## ROADSIDE ASSISTANCE PROGRAM

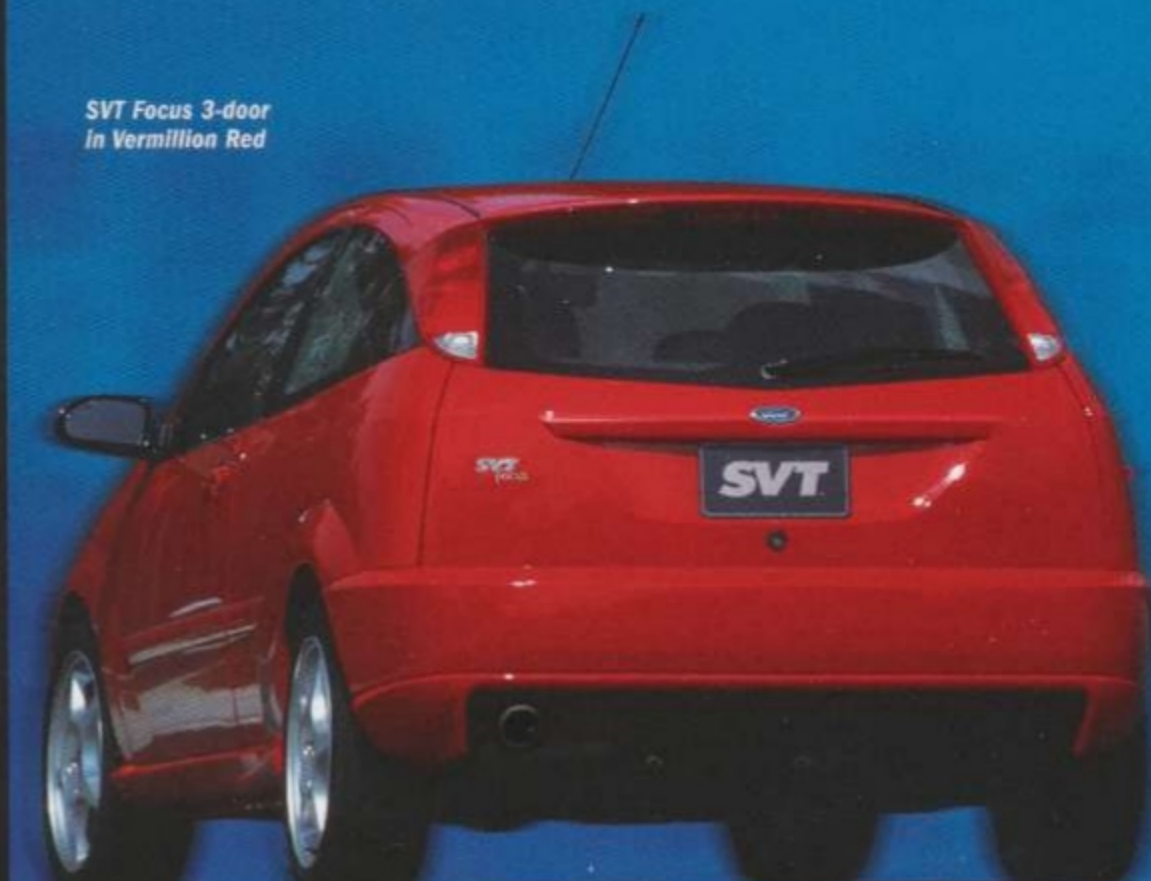
Every new Ford includes the assurance of an emergency Roadside Assistance Program provided by Ford Auto Club, Inc., during the 3-year/36,000-mile limited warranty period.

Help is just a toll-free phone call away, 24 hours a day, anywhere in the 50 United States, should you need any towing assistance, fuel delivery, a tire change, a jump start, or even help when you're locked out of your vehicle. Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the New Vehicle Limited Warranty.

## BUMPER-TO-BUMPER WARRANTY COVERAGE

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

- <sup>1</sup> Early production, see dealer for availability
- <sup>2</sup> Always wear your safety belt and secure children in the rear seat
- <sup>3</sup> Available on 3-door model only, beginning Spring, 2003
- <sup>4</sup> Colors exclusive to European Appearance Package



# Technical Data

## THE SVT FAMILY HERITAGE



**1993 SVT MUSTANG COBRA**  
235 horsepower 5.0-liter ohv V8  
T5 five-speed manual transmission  
Four-wheel disc brakes  
Production: 4,993 units



**1993 SVT MUSTANG COBRA R**  
235 horsepower 5.0-liter ohv V8  
T5 five-speed manual transmission  
Lightweight street-legal racing model  
Production: 107 units



**1993-1995 SVT F-150 LIGHTNING**  
240 horsepower 5.8-liter ohv V8  
E40D four-speed automatic transmission  
Tow rating: 5,000 lbs.; payload: 745 lbs.  
Production: 11,563 units



**1994-1995 SVT MUSTANG COBRA**  
240 horsepower 5.0-liter ohv V8  
T5 five-speed manual transmission  
13-in. front discs, PBR calipers; 11.65-in. rears  
Production: 11,017 units



**1995 SVT MUSTANG COBRA R**  
300 horsepower 5.8-liter ohv V8  
Tremec five-speed manual transmission  
Lightweight street-legal racing model  
Production: 250 units



**1996-1998 SVT MUSTANG COBRA**  
305 horsepower 4.6-liter dohc V8  
T45 five-speed manual transmission  
13-in. front discs, PBR calipers; 11.65-in. rears  
Production: 28,709 units



**1998-2000 SVT CONTOUR**  
195 hp ('98), 200 hp ('99-'00) High Output 2.5L Duratec V6 MTX-75 five-speed manual transaxle  
Front-drive, five-passenger sports sedan  
Production: 11,445 units



**1999/2001 SVT MUSTANG COBRA**  
320 horsepower 4.6-liter dohc V8  
Independent rear suspension introduced  
Traction control introduced  
Production: 8,095 units



**2000 SVT MUSTANG COBRA R**  
385 horsepower 5.4-liter dohc V8  
Tremec six-speed manual transmission  
Lightweight street-legal racing model  
Production: 300 units



**1999-2002 SVT F-150 LIGHTNING**  
360 hp ('99-'00) 380 hp ('01-'02)  
Supercharged 5.4L Triton™ V8  
Four-wheel disc brakes introduced  
5,000-pound tow rating  
Production: 20,073 units



**2002 SVT FOCUS**  
170 horsepower dohc I-4 engine  
Dual-stage intake manifold  
Twin-layshaft 6-speed transaxle  
Production: 4,788 units



**2003 SVT MUSTANG COBRA**  
390 horsepower supercharged 4.6-liter dohc V8  
Traction control standard  
Production: 20,500 units (est.)

## FORD SVT DESIGNS AND DEVELOPS PERFORMANCE VEHICLES THAT CAN DELIVER YEARS OF DRIVING PLEASURE AND VALUE FOR THE AUTOMOTIVE ENTHUSIAST.

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

**Roadside Assistance Program**  
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**Ford Credit**  
Ford Credit is a full-service company that makes a wide variety of financing and leasing programs available to qualified buyers through the Ford Dealer of your choice. Through Ford Credit's financing or Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership.

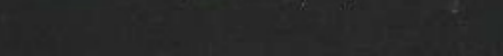
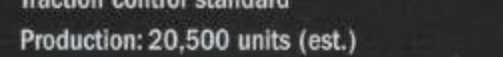
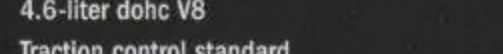
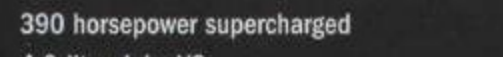
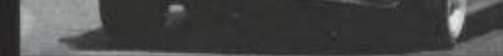
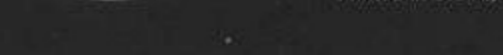
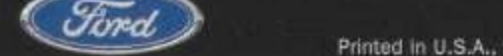
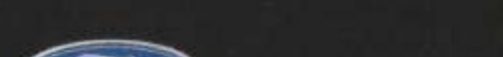
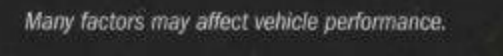
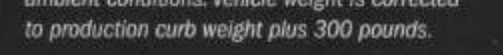
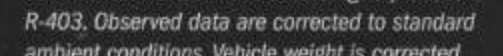
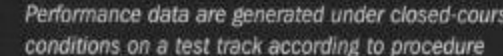
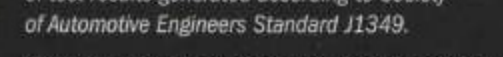
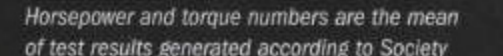
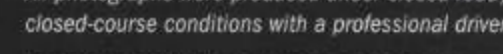
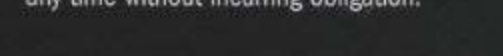
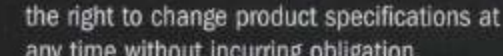
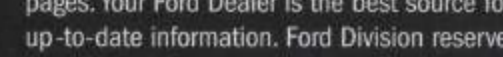
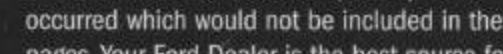
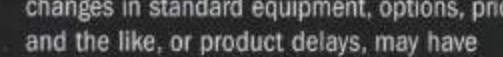
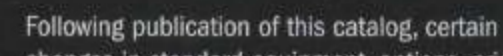
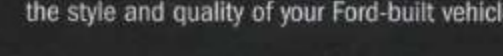
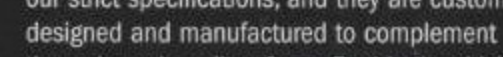
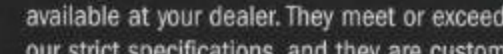
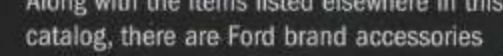
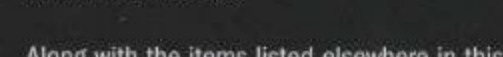
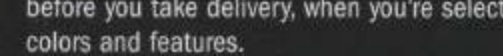
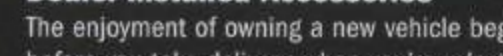
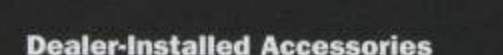
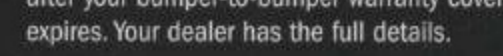
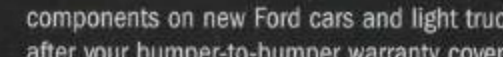
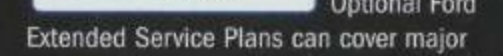
**Extended Service Plan**  
Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks after your bumper-to-bumper warranty coverage expires. Your dealer has the full details.

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

Along with the items listed elsewhere in this catalog, there are Ford brand accessories available at your dealer. They meet or exceed our strict specifications, and they are custom designed and manufactured to complement the style and quality of your Ford-built vehicle.

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

All photographs were produced under closed-road/closed-course conditions with a professional driver. Horsepower and torque numbers are the mean of test results generated according to Society of Automotive Engineers Standard J1349. Performance data are generated under closed-course conditions on a test track according to procedure R-403. Observed data are corrected to standard ambient conditions. Vehicle weight is corrected to production curb weight plus 300 pounds. Many factors may affect vehicle performance.







Chances are, if you currently own an SVT vehicle, you're already quite knowledgeable about automobiles. For you, driving is more than just getting from point A to B; it is something that provides great pleasure. Your vehicle is always clean and well maintained, because you take pride in how it looks and performs. At SVT, we know how you feel — that's why we formed the Special Vehicle Team Owners' Association (SVTOA), a club designed specifically for SVT owners.

"Drive Safe and Have Fun" is the mission statement of SVTOA, and the association focuses primarily on three things:

- Providing fun opportunities to get out and drive (road trips, cruise nights, track days, etc.) with other SVT owners
- Promoting learning and education about automobiles and good driving
- Making new friends and sharing common experiences with other like-minded people

If you currently own an SVT vehicle then you're already a member of an exclusive club — you are an enthusiast who wants a vehicle with performance, substance, exclusivity and value. And, for exactly those reasons, we've developed the SVTOA — to share our common obsession with SVT vehicles and maximize the fun we can have with them.

SVTOA exclusive member benefits include:

- SVTOA member-only web site
- Member subscription to the SVT Enthusiast magazine (6 issues per year)
- Invitations to SVTOA regional and national events
- SVTOA membership directory
- Assistance in planning local chapter-organized events
- Vehicle registry
- Discounts from SVTOA partner companies
- Team Ford Racing discount
- Access to local SVTOA chapters

Every new SVT vehicle buyer or lessee automatically receives a complimentary one-year subscription to SVTOA. For more info, contact SVTOA National HQ at (866) 377-8862 or visit their website at [www.svtoa.com](http://www.svtoa.com).

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