FORD SPECIAL VEHICLE TEAM

1996 MUSTANG COBRA

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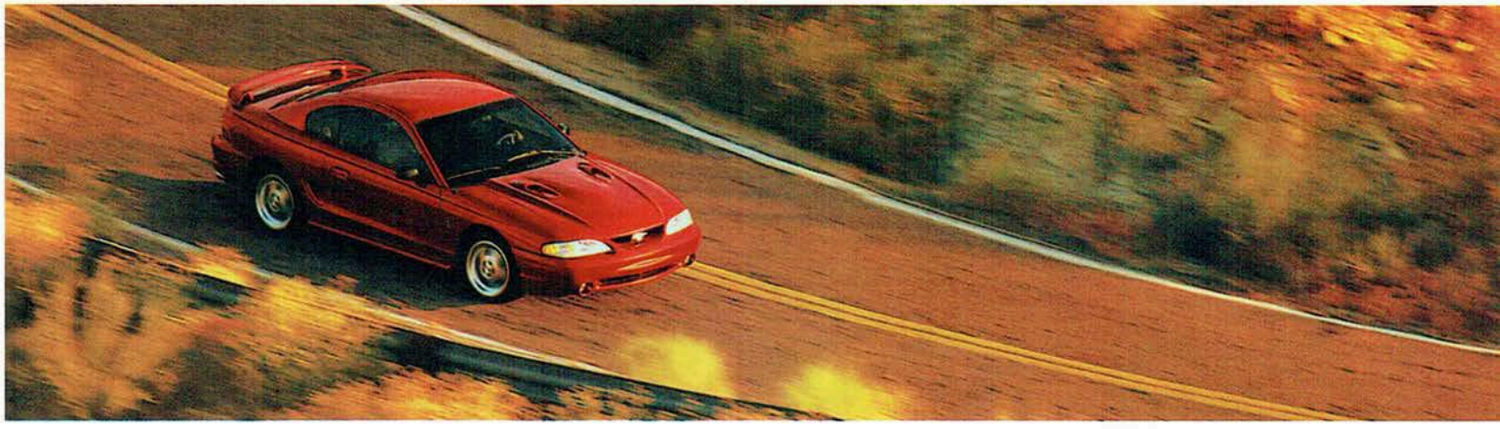


The essential ingredients for a

memorable driving experience are

an engine that breathes deeply

during a rush to the redline and a

chassis that balances poise with

predictability. Blend these cardinal

virtues with finesse and you have a

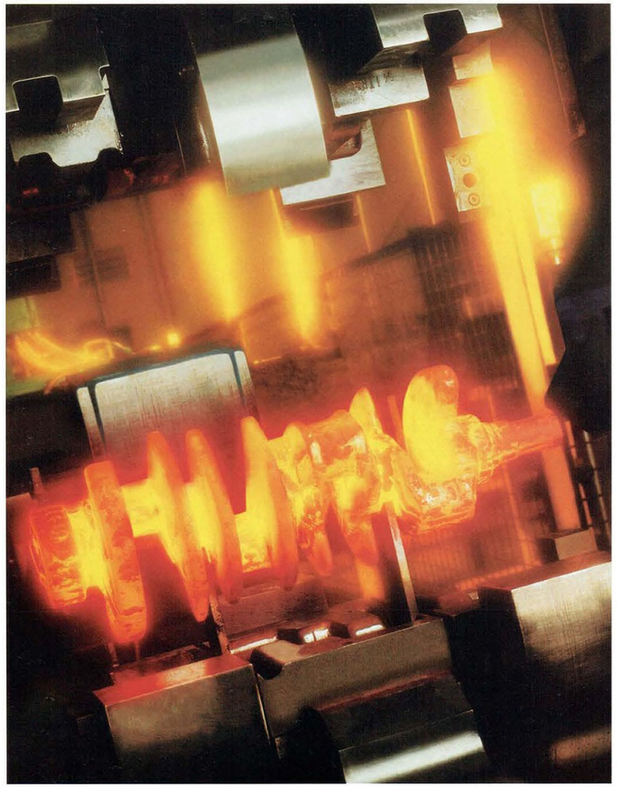
passionate driving machine.

THE DRIVER'S CAR

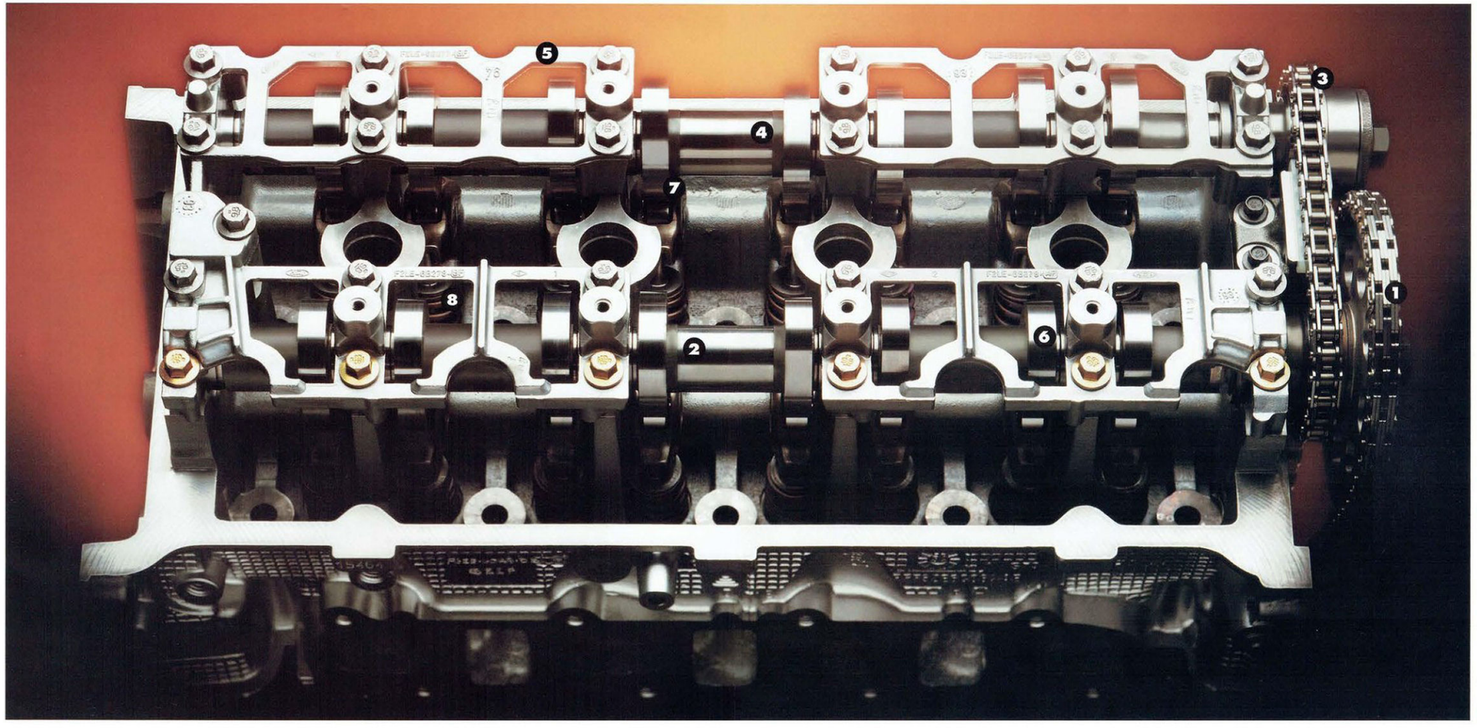
A melding of driver and machine is at the heart of the performance driving experience. Through its primary controls—steering wheel, shifter, throttle, clutch, brakes—an inspired driver's car communicates on an intuitive, subliminal level. When car and driver work in harmony, when one is an extension of the other, a day spent on challenging roads won't leave a driver fatigued, but invigorated and ready for more.

The Ford Special Vehicle Team strives for balance between powertrain and chassis, cornering prowess and long-distance comfort—to build cars in which no one system overwhelms or overshadows any other. An SVT engine must not only be reliable and powerful, but should rev playfully, making sounds that delight the ear when running through the gears. The suspension should be fluid and elastic, striking a compromise between a comfortable ride and exceptional handling. And the brakes should handle an enthusiastic run over a mountain road with a minimum of fade.

Since the introduction of the 1993 Mustang Cobra and F-150 Lightning pickup, SVT has vigorously pursued this philosophy. In the 1996 Cobra, SVT's expression of this time-honored design philosophy is forwarded by use of an all-new powertrain, as well as significant body and chassis refinements.



Above: The Cobra's crankshaft is forged by Gerlach-Werke in Homburg/Saar, Germany. The steel, heated to 1,260 degrees Celsius (2,300 degrees Fahrenheit), is forged under 8,000 metric tons of pressure. Shown here is a Cobra crankshaft near the end of the forging process, immediately after its counterweights have been twisted into position. The counterweights, placed opposite every throw of the crankshaft, "soften" and balance the forces of each power stroke and contribute to the Cobra engine's exceptionally smooth revving characteristics from idle to redline.



Above: In this actual production cylinder head casting and assembly, the entire valvetrain is clearly visible. One random-link silent chain (1) per cylinder bank rises from the front of the crankshaft to meet the exhaust camshaft (2). A secondary roller chain (3) loops from the exhaust to the intake camshaft (4). All four cam chains have hydraulic tensioners to minimize slack and lash. The hollow cams run in line-bored journals in the aluminum head casting and are secured from above with aluminum girdles (5). The cam lobes (6) act upon roller-finger followers (7), which incorporate hydraulic valve-lash adjustment. The roller-finger followers press on the valve tips. Beehive valve springs (8)—wound in Michigan with ovate wire sourced from Japan—control valve movement. Though the engine is redlined at 6,800 rpm, this robust head design could sustain higher engine speeds without valve float or damage to the head itself.

ENGINE ARCHITECTURE

Among aficionados of driver's cars, double overhead cam engines of all displacements and configurations are revered not only for their high-revving character and flexible power, but also for the soul-stirring mechanical symphony that results when so many valves, cams, and pistons are climbing up and down a wide rev band. For 1996, Ford SVT has placed just such an engine in the Mustang Cobra.

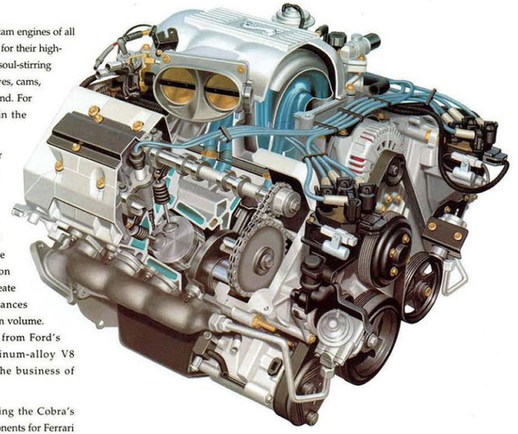
To provide the Cobra with this engine, Ford Motor Company extensively modified its 4.6-liter, double overhead cam, four-valve V8, which debuted in 1993. This highly evolved performance derivative of the 4.6-liter four-valve V8 incorporates more than 100 unique components designed specifically to enhance power and torque. To deliver such an engine in a reasonably priced sports coupe, Ford drew on manufacturing resources throughout the world to create an engine that not only meets the highest tolerances and build standards, but that also can be produced in volume. Designed and engineered in Dearborn with aid from Ford's international technology partners, this aluminum-alloy V8 is a metaphor for Ford's global approach to the business of making automobiles.

Teksid, the Italian company responsible for casting the Cobra's engine blocks and heads, also casts aluminum components for Ferrari road and Formula One cars, as well as other Italian and European high-performance cars. The Cobra's block, cast in Carmagnola, Italy, employs considerable cast-in ribbing both for structural strength and to attenuate the harsh noises and vibrations that all engines can produce. Also, to endow the engine's bottom end with great rigidity as well as to provide a superior mating surface with the transmission, the Cobra's block has a "deep skirt," meaning that the bottom edge of the block extends well below the crankshaft's centerline. The cylinder bores feature iron liners.

The crankshaft is forged by Gerlach-Werke in Homburg/Saar, Germany, and is machined and balanced at Ford's Windsor, Ontario, Canada, engine plant. The counterweights, placed opposite every throw of the crankshaft, contribute to the engine's exceptionally smooth revving characteristics from idle to redline. The Cobra's unique flywheel is made with nodular iron, an especially strong and durable metal.

Mounted beneath the crankshaft is a unique windage tray that wipes excess oil away from the crankshaft and directs it to the Cobra's deep oil sump. Even during dynamometer testing, when the engine is running at sustained maximum revs, the sump contains at least three quarts of oil, providing a significant reserve for this high-revving and powerful engine.

The nodular iron main bearing caps attach to the block with not two or four, but six bolts, spreading tension and load over a greater area of the block. On each side of the cap, two bolts reach upward into the block in conventional fashion, and one bolt runs horizontally into each side of the cap through the skirt of the block.



To handle the considerable torque generated by the Cobra engine, the sinter-forged alloy connecting rods feature big ends more robust than those found in any other Ford 4.6-liter passenger-car engine. Made from powdered metal that is compacted into the rough shape of a connecting rod and then "hot-struck" in a forge, these components are remarkably strong due to the millions of bonds created on the molecular level during the forging process.

After forging, the connecting rod big ends are mechanically fracture-split to create the bearing cap. Due to the irregular, interlocking surfaces along the fracture line, the bearing cap and rod can be reassembled only one way, ensuring an exact fit and making the entire bearing cap assembly especially strong. All main and rod bearings are made from aluminum, and are bored so the surface finish works in unison with that of the crankshaft journals.

The shallow-skirt alloy pistons give a compression ratio of 9.85:1. A friction-reducing coating on the pistons' sliding surfaces allows the engine to gather revs more quickly and also reduces wear on the pistons and bore surfaces.

The Cobra engine is assembled at Ford's Romeo, Michigan, engine plant on a dedicated niche engine line staffed by 12 two-person teams. Using a combination of highly advanced assembly processes and the gentle care of hand craftwork, each team is responsible for carrying an engine through the build process from beginning to end. When a team completes an engine, both assemblers affix their initials to a cam cover.

THE RESULTING POWERTRAIN

Powertrain engineers often refer to modern engines as electronically controlled air pumps. The more effectively an engine pumps air, the more power and torque it can produce. The Cobra engine begins the process of making horsepower behind the front grille, where a conical air cleaner sits ahead of the 80mm air mass sensor. This unique sensor measures the temperature and density of the air and feeds this information to the electronic engine control computer, called EEC-V.

The air then moves further downstream to the twin 57mm bore throttle body. The butterfly valves in the bores open simultaneously, not in stages, giving the engine exceptional throttle response by quickly yet progressively delivering large volumes of air to the cast alloy plenum that sits atop the Cobra engine.

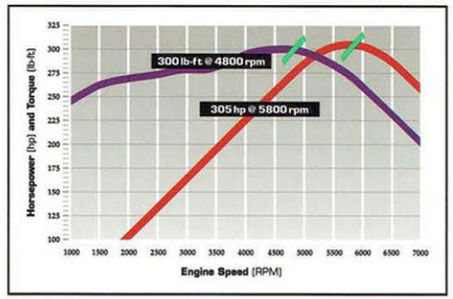
Eight equal-length cast thin-wall runners are placed inside the plenum. One runner feeds each cylinder—there is a Y split in the manifold just above the valves and this directs air to the primary and secondary valves—but only one of the two intake valves is fed at all times. The sequential port fuel injection system features one injector per cylinder. The injectors are placed directly behind the primary valves, and shoot fuel against the backs of the heated valveheads as they open. The fuel vaporizes instantly and is swept into the combustion chambers by the airflow.

Placed above each secondary intake valve is a 34mm butterfly port throttle. Below 3,250 rpm, the port throttles are closed, thus blocking airflow to the secondary valves. With only one valve feeding each combustion chamber at low revs, airflow velocities are higher, and the mixture motion, or "swirl," is faster, resulting in better cylinder filling and quicker, more complete burning of the fuel-air mixture. The curved lip around the inlet of the primary intake valve initiates and directs the swirl of the intake charge in the combustion chamber. The results are improved low-end torque and exhaust emissions.

From 3,250 to 7,000 rpm, the engine computer commands two things to happen: cables actuated by an electric motor flip open the port throttles, allowing a nearly unrestricted flow of air through all 16 intake valves at mid and high rpm; and the injectors provide more fuel to the cylinders. The port throttle design helps provide ample torque down low, but allows engine designers to fully exploit the high-end advantages of a four-valve head.

The engine electronics computer system that makes such decisions is Ford's most advanced, EEC-V. The EEC-V system monitors engine functions—airflow, rpm, crankshaft position, camshaft position—and can make minute adjustments millions of times a second to deliver the spark and air-fuel mixture at the optimum time to maximize power and fuel economy. Each cylinder bank has a dedicated coil, and ignition is achieved electronically, providing the kind of precision that a distributor and points cannot. Cobra also has a highly sophisticated on-board engine diagnostics system.

The Cobra's unique high-silicon, molybdenum iron exhaust manifolds feed exhaust gases into a stainless steel dual exhaust designed with the fewest possible bends in order to maximize efficiency, and speed exhaust flow. The exhaust pipes are linked by a crossover pipe that balances the pressure pulses through the low-restriction mufflers. The system is visually distinguished by twin 2.75-inch polished exhaust tips.



Horsepower: 305 hp @ 5,800 rpm. Torque: 300 lb./ft. @ 4,800

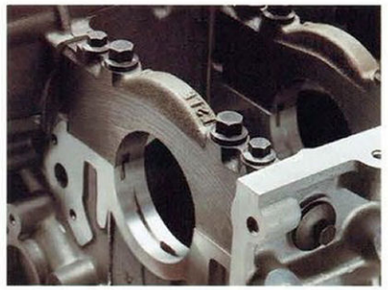
The Cobra's oil cooling system embodies a new design concept developed by Ford. The water-to-oil cooler mounts directly to the left side of the block, with an oil filter mounted on its end. Water returning from the radiator to the engine block first runs through the cooler, reducing oil temperatures significantly, allowing higher sustained revs, and extending potential engine life.

The transmission is the all-new Borg-Warner T45. Compared to the previous T5, the T45 is quieter, smoother, and stronger. The gears are taller and wider, and incorporate revised gear tooth geometry, all of which provide a stronger gearset and reduced gear "whine." First and second gears have large double-cone synchros to smooth engagement and increase durability. The reverse gear is removed from the movement of the geartrain when forward gears are engaged, further reducing noise and wear. The T5's extensive use of needle and roller bearings is continued in the T45, ensuring smooth and quiet operation. Finally, the clutch housing is integrated into the transmission assembly, providing a much stiffer engine/transmission package and reducing powertrain noise and vibration.

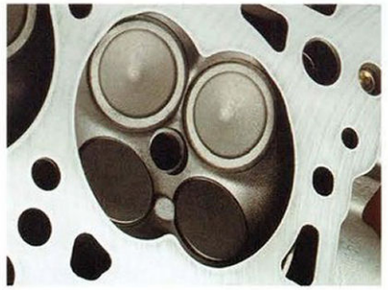
Power is delivered to the rear wheels through a limited-slip differential with a 3.27 axle ratio, which provides strong acceleration in all gears, without sacrificing quiet and comfort in high-speed driving.

The Cobra engine is free-revving from idle to its 6,800-rpm redline (fuel shut-off occurs at 7,000). It produces 305 horsepower at 5,800 rpm, and 300 lb./ft. of torque at 4,800 rpm. Punch that horsepower figure into a calculator, divide by displacement, and you'll discover that even with catalysts and exceptional fuel mileage for a large V8, the Cobra engine matches the old 1960s measure of horsepower: the Cobra generates more than one horsepower per cubic inch, from the factory. In the more contemporary (and more demanding) measure, the Cobra develops a robust 66.30 horsepower per liter. In nearly every way, this engine is superior to the much romanticized American V8s of the 1960s, and clearly rivals contemporary twin-cam V8s from Germany, Japan, and North America.

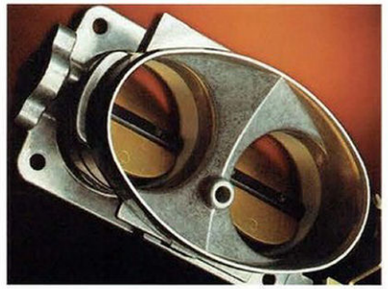
In the end, an engine is intended to place a car in motion, not perform on a dynamometer. The 1996 Cobra accelerates from a standstill to 50 mph in just 4.7 seconds, and reaches the benchmark of 60 mph in 5.9 seconds. The quarter-mile is covered in 13.99 seconds with a terminal speed of 101.6 mph. In closed-course testing, the Cobra achieves a top speed of 152 mph. And like the best twin-cam V8s, the Cobra engine possesses a flexible powerband, refinement, and quick responses, and constitutes a significant advance in the Mustang Cobra's evolution.



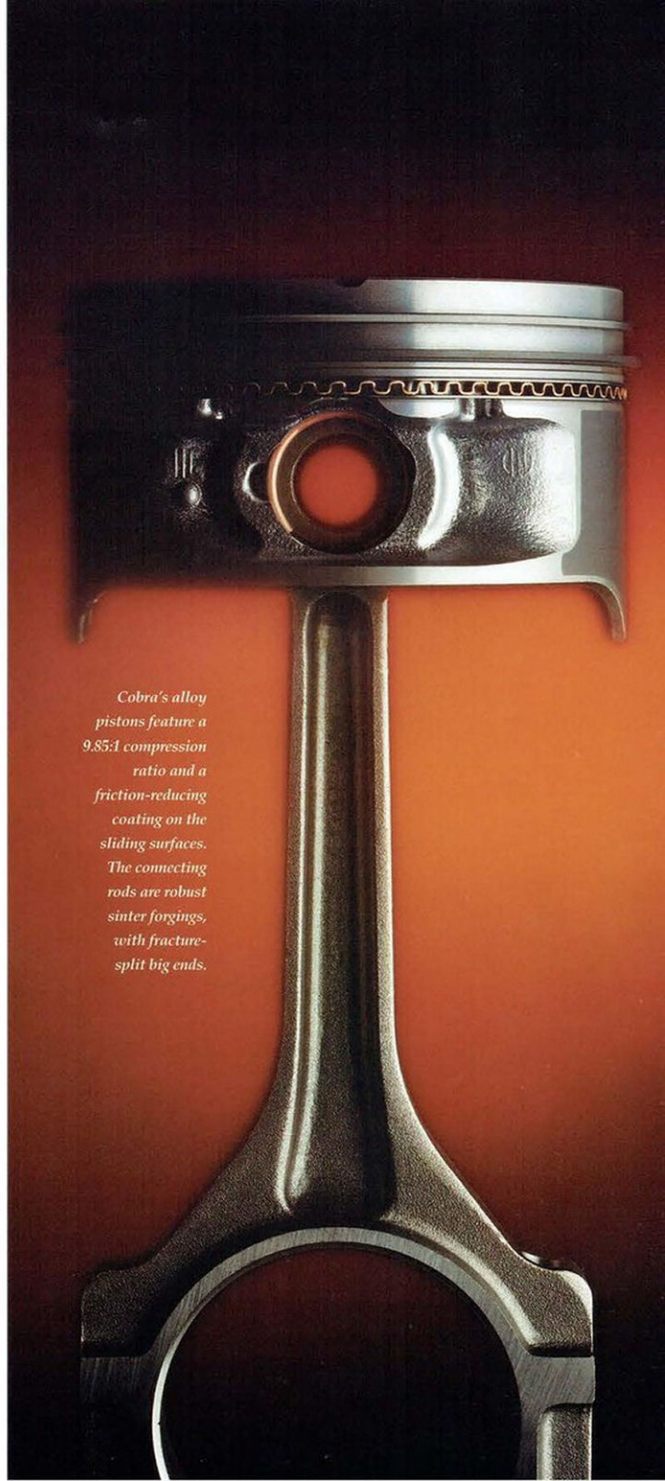
The nodular iron main bearing caps attach to the block with not two or four, but six bolts, spreading tension and load over a greater area of the block, endowing the bottom end with tremendous strength.



The curved lip around the inlet for the primary intake valve directs the fuel-air mixture as it enters the combustion chamber, causing it to swirl.



Unique to Cobra is a throttle body with twin 57mm bores. The bores open simultaneously, not in stages, giving the engine exceptional throttle response by quickly yet progressively delivering large volumes of air to the cast alloy plenum that sits atop the Cobra engine.



Cobra's alloy pistons feature a 9.85:1 compression ratio and a friction-reducing coating on the sliding surfaces. The connecting rods are robust sinter forgings, with fracture-split big ends.

THE SVT PHILOSOPHY

The suspension of a driver's car possesses a fluid, imperturbable character. Unlike the stiffly sprung suspensions of less sophisticated performance cars—suspensions that can provoke agitated and unsettled handling over mid-corner bumps, broken pavement, and frost heaves—the suspension of a driver's car has an elastic quality that keeps all four contact patches firmly married to the road under most conditions.

Rather than simply stiffen the Cobra's suspension with heavier springs and shock absorbers with severe damping characteristics, Ford SVT engineers tuned the suspension to easily soak up dips and bumps while maintaining solid contact and communication with the road. Like Grand Touring cars of the past and the best driver's cars of today, SVT chassis are designed to blend the seemingly contradictory qualities of long-distance comfort with exceptional grip and handling poise.

Other key elements in the concept of a driver's car are strong braking and precise steering. A car designed to cross mountain ranges at speed must have powerful brakes that can be easily modulated through a firm but communicative pedal. Just such brakes have been a hallmark of every Cobra built since 1993. And the Cobra's steering has smooth, progressive action, and it "talks" intelligently with the driver.

SVT creates cars that can not only post respectable numbers on a race track or drag strip, but that also exhibit poise and predictability over every twist and turn, rise and dip of a journey through the Rocky Mountains from Las Vegas to Denver, along the Blue Ridge from Asheville to Greenville, or over the highly crowned back roads of New England. In the Cobra, the driver can fully exploit the engine and chassis on a full day's drive without growing fatigued.

THE CHASSIS

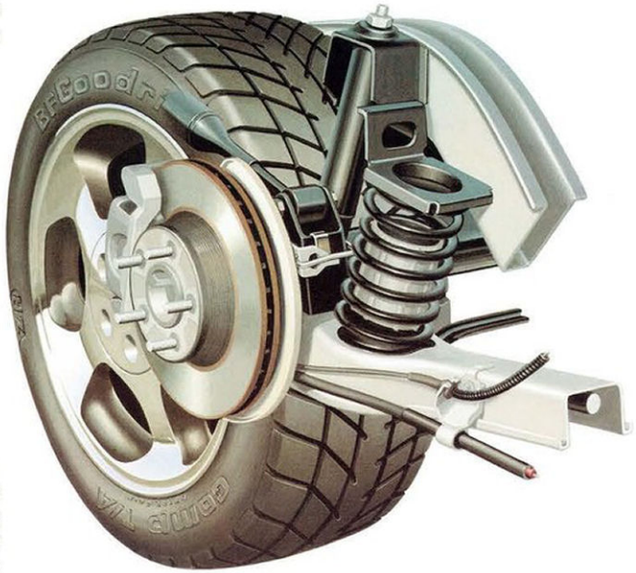
In creating the Cobra, Ford engineers started with the most rigid body structure of any Mustang built. To both enhance that strength and rigidity and accommodate the deep oil sump of the new engine, for 1996 the No. 3 front crossmember has been redesigned to increase the body's torsional rigidity and provide clearance for the engine. Because the platform is so strong, the engineers were able to tune the suspension to be supple yet tenacious.

The front suspension is a modified MacPherson-type design, with a lower control arm, strut, and a unique 29mm stabilizer bar. For 1996, its geometry has been revised, resulting in improved anti-dive characteristics, better turn-in, and more accurate communication through the steering wheel. The hydraulically assisted rack-and-pinion steering now uses helically cut steering gears, improving precision, feel, and communication. The steering system now runs in bearings rather than bushings, enhancing reliability and reducing friction.

The rear suspension follows Ford's Quadra-Link principles. An outboard lower trailing arm carries the spring near its midpoint and the axle near its end. A 27mm stabilizer bar links the two lower trailing arms, running behind and below the rear axle. Inboard upper trailing arms extend from the body structure to attachment points next to the differential housing. The shock absorbers stand vertically behind the axle assembly. Horizontally mounted hydraulic leading links help locate the axle, limiting both its fore-aft movement and wheel hop during aggressive acceleration from a standstill and out of corners. The Cobra's unique springs serve two purposes: they give the car a smooth ride over broken surfaces, and as the springs compress, they grow stiffer, limiting roll, squat, and dive. The front and rear stabilizer bars limit body roll, and help modulate understeer in the vehicle. Shock and strut valving is tuned to damp the wheels without making the suspension harsh or uncompliant.

The Cobra's unique 17.0 x 8.0 inch cast alloy wheels are shod with 245/45-17 BFGoodrich Comp T/A ZR radials, which are derived directly from the Comp T/As fitted to the 1995 Mustang Cobra R race car. When compared to the tires fitted to previous SVT Cobras, the T/As provide a contact patch of equal size, but weigh less, reducing unsprung weight. These tires also improve steering response and wet handling.

Motion is an expression of energy. To slow a vehicle, that energy must be converted into heat by pads squeezing on spinning brake rotors. The Cobra's 13.0-inch vented front discs feature twin-piston calipers sourced from PBR, an Australian manufacturer famous for its race-proven brake components. The iron rotors feature curved internal vanes that allow for effective and rapid dissipation of the heat that builds up under hard braking. The four-wheel vented disc brakes on the Cobra are capable of smooth and effective deceleration—corner after corner, on race track or back road—without significant fade.

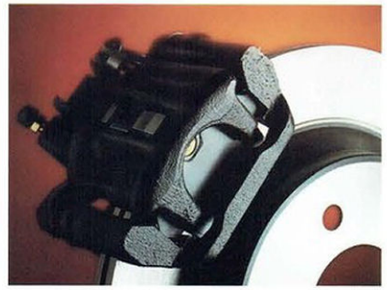


The Cobra's brakes are monitored and controlled by a three-channel, four-sensor Bosch ABS system that can modulate and adjust each of the four calipers every 10 milliseconds. The system gives the Cobra short braking distances (60-0 mph in 127 feet) with excellent pedal modulation and limited pedal kickback under ABS braking, without wheel lock-up.

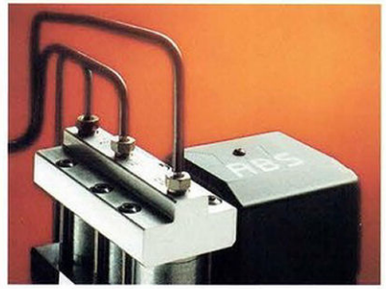
To complement the significant powertrain and chassis development, the 1996 Cobra is visually distinguished by numerous other refinements. The tail lamps, rocker sill panels, hood, rear valance panel, rear spoiler, and polished exhaust tips are new for 1996, and the front fascia with round fog lamps remains unique to Cobra. Two thousand Cobra coupes will wear Mystic paint, a Cobra exclusive for 1996 that represents several breakthroughs in paint technology, including light-refractive pigments which create differing color accents across the body's surface.

To protect your 1996 Cobra, Ford has designed an all-new Passive Anti-Theft System (PATS). Each Cobra key carries a radio transponder that contains a unique code selected from a potential of four quadrillion combinations. An antenna located in the steering column "interrogates" the key, then the key code is transmitted to a control module, where it is compared to the codes stored in the control module. If the key's code matches, a signal is sent to the EEC-V system to "enable" the engine to run. If the key code does not match or if no encoded key is detected, the EEC-V system will not allow the engine to run. Up to 16 additional keys can be programmed to operate the vehicle provided an original key is available at the same time.

The Cobra's 17.0-inch five-spoke alloy wheels are wrapped with BFGoodrich Comp T/A ZR radials, which are derived from the Comp T/As fitted to SVT's 1995 Mustang Cobra R race car.



The 11.65-inch rear brakes are clamped by single-piston calipers. The rotors feature internal cooling vanes.



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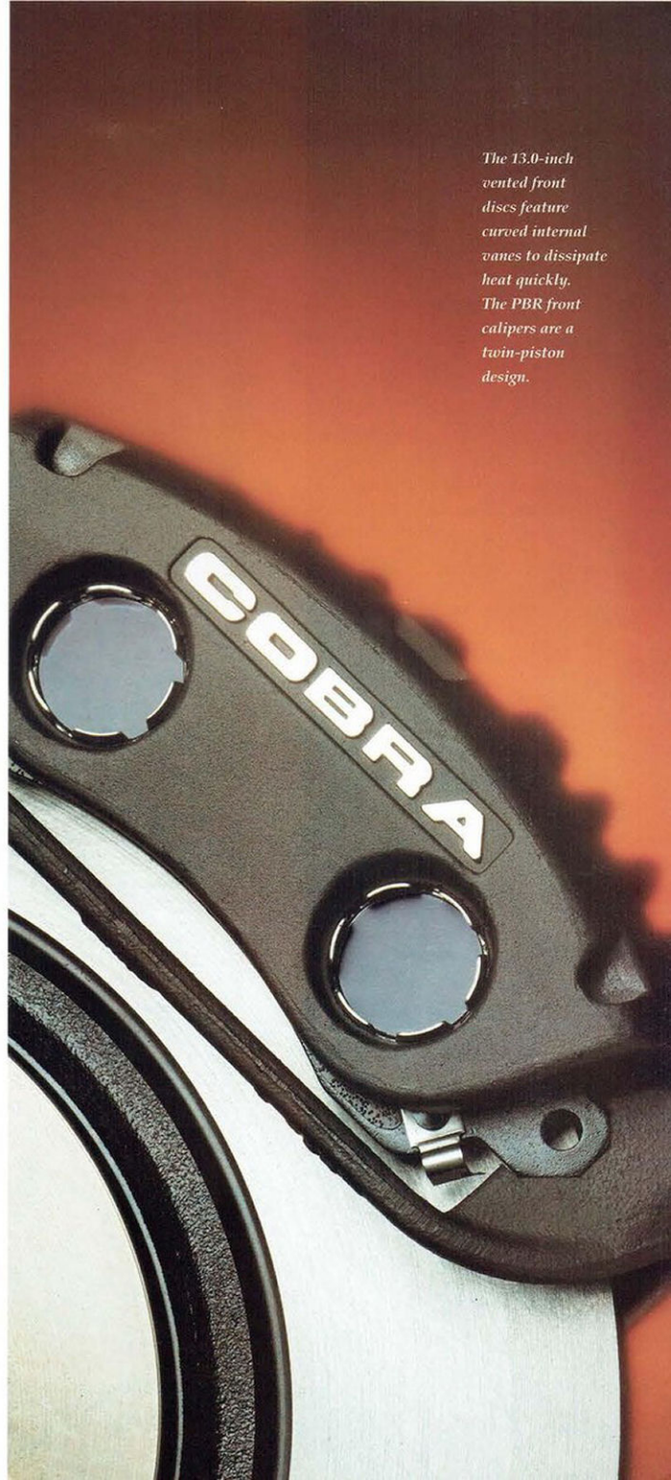

The 13.0-inch vented front discs feature curved internal vanes to dissipate heat quickly. The PBR front calipers are a twin-piston design.

THE ULTIMATE GOAL

At the factory, the nucleus of Ford SVT is a small cross-functional group of engineers, product planners, and marketing people who meet on a weekly basis. In creating its vehicles, SVT interacts with and draws heavily on the talents and knowledge of other driving enthusiasts at Ford who work in the key disciplines of design, product development, manufacturing, and marketing.

Of the 4,800 Ford dealers in the U.S. and Canada, fewer than 720 are certified to represent SVT. The annual commitment of these dealers to SVT includes in-depth technical seminars, training in customer-care techniques specific to the enthusiast driver, and instruction in car-control and performance driving. SVT dealers are dedicated to creating a culture within their dealerships that is friendly to the knowledgeable driving enthusiast.

At the heart of the SVT philosophy is a deep commitment to skillful and enthusiastic driving. Every driver should be competent and responsible behind the wheel of a car, but SVT and SVT dealers believe that drivers of performance cars like the Mustang Cobra should possess exemplary car-control skills. To foster that ethic, SVT offers new SVT owners a special discount at the Bob Bondurant School of High-Performance Driving. It's the desire of everyone at the factory and at SVT dealerships that SVT owners take advantage of this opportunity to hone their skills and knowledge of car control, not only because it will make them better and safer drivers, but also because it will enhance their driving experience.

The ultimate goal of all efforts at the factory and at SVT dealerships is to provide the enthusiast many years of enjoyable driving.

THE SVT FAMILY

1993 Mustang Cobra

1993-95 Ford F-150 Lightning

1993 Mustang Cobra R

1994-95 Mustang Cobra

1994 Mustang Cobra Indy Pace Car

1995 Mustang Cobra R

FORD MUSTANG COBRA TECHNICAL DATA

ENGINE

Configuration	Longitudinally mounted, 90-degree V8, cast aluminum block and heads, iron cylinder liners, fully counterweighted forged crankshaft
Bore x Stroke	90.2mm x 90.0mm
Displacement	4,601cc/280cid
Compression ratio	9.85:1
Horsepower (SAE net)	305 hp @ 5,800 rpm
Torque	300 lb./ft. @ 4,800 rpm
Redline	6,800 rpm (fuel shut-off at 7,000 rpm)
Valvetrain	Double overhead cams, chain drive to exhaust cams, secondary chain from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, ovate-wire beehive valve springs, four valves per cylinder
Intake valves	2 per cylinder, 37mm head diameter
Exhaust valves	2 per cylinder, 30mm head diameter
Fuel system	Sequential electronic fuel injection
Intake manifold	Equal length thin-wall cast aluminum runners, cast aluminum plenum chamber
Throttle body	Twin 57mm bore throttle body, simultaneously opening
Air-mass sensor	80mm diameter
Port throttles	Electronically actuated 34mm port throttles open to secondary intake valves at 3,250 rpm
Exhaust manifolds	Cast high-silicon, molybdenum iron, manifold type, stud and nut attachment
Exhaust system	Dual, stainless steel, 2.25 in. diameter tubes

DRIVETRAIN

Rear axle	8.8 in. limited-slip differential
Driveshaft	Steel, with hardened yoke
Transmission	Borg-Warner T45 5-speed manual; integral clutch housing

Gear	Ratio	Speed
1st	3.37	45
2nd	1.99	77
3rd	1.33	115
4th	1.00	152
5th	0.67	
Reverse	3.22	
Final drive	3.27	

SUSPENSION

Front	Modified MacPherson strut, with separate spring on lower arm, 400/505 lbs./in.variable-rate coil springs, 29mm stabilizer bar
Rear	Rigid axle, upper and lower trailing arms, two leading hydraulic links, 165-265 lbs./in. variable-rate coil springs, shock absorbers, 27mm stabilizer bar

STEERING

Type	Power assist, rack and pinion
Gear ratio	14.7:1 (on center)
Turns, lock to lock	2.38
Turning diameter	40.8 feet

BRAKES

Front	13.0 in. (330mm) vented disc PBR twin-piston caliper
Rear	11.65 in. (296mm) vented disc, single-piston caliper
ABS	Bosch, three-channel, four-sensor system

WHEELS AND TIRES

Wheels	Cast aluminum, diamond-cut surface, five-spoke, 17 x 8 in.
Tires	BFGoodrich Comp T/A ZR, 245/45ZR-17, unidirectional tread pattern

COBRA INCLUDES

Supplemental restraint system: Driver- and passenger-side (air bag). Always wear your safety belt

Anti-Lock Brake System

Articulated sport seats (four-way power for driver) with cloth/vinyl trim, cloth head restraint, and power lumbar support

Premium electronic AM/FM stereo cassette

Power Equipment Group: Dual electric remote control mirrors, power side windows, power door locks, power deck lid release

Rear window defroster

Air-conditioning/manual control

Speed control

Front floor mats

Dual illuminated visor mirrors

Remote keyless illuminated entry

AVAILABLE OPTIONS

Preferred Equipment Package, consisting of: Leather seating surfaces; Mach 460 electronic AM/FM stereo/cassette; Compact disc player; Total Anti-Theft System (TATS)

California emissions system

High-altitude principal use

COLOR & TRIM

Exterior	Crystal White, Black Clearcoat, Laser Red Tinted Clearcoat, Mystic
Interior	Black Cloth, Saddle Cloth, Black Leather, Saddle Leather

DIMENSIONS, CAPACITIES

Wheelbase	101.3 in.
Length	181.5 in.
Height	53.4 in.
Width	71.8 in.
Track f/r	60.0 in./58.7 in.
Head room	38.2 in.
Leg room	42.5 in.
Curb weight	3,446 lbs.
Fuel tank	15.4 gal.
Weight distribution f/r, %	57/43

PERFORMANCE

0-50	4.7 seconds
0-55	5.4 seconds
0-60	5.9 seconds
Quarter mile	13.99 seconds @ 101.6 mph
Top speed	152 mph
Braking, 60-0 mph	127 ft.
Braking, 80-0 mph	227 ft.
80 ft. slalom	52.1 mph
100 ft. skidpad	0.89g

** Cobra convertible will not be available at 1996 model introduction. See your dealer for details.*

Ownership Experience

We've gone to great lengths to make the experience of driving a new Mustang enjoyable. The experience of ownership, too.

We stand behind your car with our 3-year/36,000-mile bumper-to-bumper limited warranty. And we look after your security with our no-cost Roadside Assistance Program. Expect nothing less from a "customer-driven" company.

Roadside Assistance Program

Every new Ford includes the assurance of an emergency no-cost Roadside Assistance Program provided by Ford Auto Club, Inc. during the 3-year/36,000-mile bumper-to-bumper 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, tire change, a jump start, or even help when you're locked out of your car.

Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program and also for a copy of the limited warranty.

Bumper-To-Bumper Coverage

The 3-year/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.

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.

Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

Ford Citibank Credit Card

Using your Ford Citibank Visa or MasterCard could earn you hundreds, even thousands of dollars from Ford toward the purchase or lease of a new Ford, Lincoln or Mercury product.

To apply or get more information, call 1-800-374-7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Citibank.

Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

Dealer-Installed Accessories

The enjoyment of owning a new car 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 your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

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