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While the factory headers and Hpipe remained the same, the tailpipes were similar to that of a Mustang LX 5.0L Sport model in that they had straight stainless steel tips instead of turndown tips on the GT. This is because the Cobra had a revised rear fascia, allowing unlike the GT for an exposed dual exhaust. Part Numbers F3ZZ5230A, stamped F3ZC5230CC RH muffler and F3ZZ5230A, stamped F3ZC5232DC LH muffler. Part Numbers F3ZZ18124A front struts and F3ZZ18125A rear shocks. I wanted big brakes, and we didnt have them. The program couldnt afford it. But the last thing I wanted was a fast car that didnt stop. The wheels were wrapped with Goodyear Gatorbacks, which were the standard Cobra tires. As a demonstration of this renewed enthusiasm, a trio of SVT Cobra convertibles served as pace cars for the 78th Indianapolis 500 race on May 29, 1994. The three cars were modified by Jack Roush at his shop in Allen Park, Michigan, for heavyduty pacing on race day. The pace cars were installed with heavyduty fourspeed automatic transmissions, 15gallon racing fuel cells, heavier rear springs to accommodate the weight of television camera equipment, a Halon fireextinguisher system, a rollbar with 50,000watt strobe lights built in, and special lights in the rear spoiler. All 1,000 cars were painted Rio Red and fitted with Saddle leather interiors and matching Saddle vinyl tops. These special editions had the Indy 500 wingedtire logo emblazoned as a chrome cloisonne badge on the decklid and embroidered on the front seatbacks. The chrome SVT badge on the decklid was new for all SVT vehicles this year. Newly available for the 1995 Cobra convertible was a removable hardtop option. Removing or installing the hardtop was a twoperson job, and this hardtop could not easily fit any other Mustang or Cobra convertible from this vintage due to the latching mechanisms of the fiberglass top and the dome light wiring.

Included with this option, a convenient carrier that rolled on four casters allowed for easier storage of the hardtop when it was not being used. Top priority became addressing customer requests for a larger, more powerful engine and more fuel capacity. In response to those requests, SVT replaced the Cobras 5.0 L V8 with an SVT modified version of Fords 5.8 liter Windsor V8, reengineered to produce 300 horsepower 220 kW and installed a 22gallon fuel cell. To handle the torque of the more powerful engine, a Tremec 3550 5speed manual transmission was installed. See also 5speed T5 manual. Heavyduty progressiverate springs, thicker stabilizer bars and a front strut tower brace helped improve handling on the racetrack. The 95 R was available only in white with saddle cloth interior, each with a unique centertiered fiberglass hood tall enough to clear the engine and

induction system. Only 250 vehicles were built; Ford kept 18 examples for its press and engineering fleets. This provision was added after Ford discovered that most of the 93 Rs that were sold ended up in the hands of collectors. Nevertheless, several 95 Rs found their way into collectors hands. Interior color choices were the same as before Black cloth, Saddle cloth, Black leather, and Saddle leather. The 1997 Cobra was available in four exterior colors, as shown in the table below. The interior choices were the same as what was offered in 1996 Black cloth, Saddle cloth, Black leather, and Saddle leather. Interior color choices were limited to two offerings Dark Charcoal and Medium Parchment. The standard leather seats were the same optional leather units used in the 1999 Mustang GT, but without the embroidered running pony logo on the front seatbacks. Cloth seats were no longer offered on the Cobra, as they were never popular with buyers in previous model years. Note the original chrome headlights and wheels. Note the modified steering wheel and seats.

Ford still printed brochures for the 2000 Cobra, with a print date of December 1999, four months after the 2000 model was officially cancelled. The reason for this was because these brochures talked about the upcoming 2000 Cobra R. It was said that the Mystic Gold paint had a color shift from burnt orange to gold to yellow to pale green. Even the interior was supposed to be the same as in 1999. The sole interior color choice was Dark Charcoal. The WAP block is regarded to be weaker than the previous Teksid block. Some 2001 Cobras received the Teksid block, either from the factory or as a replacement motor. In the pictures at right, note the extra ribs designed to impart strength to the weaker WAP. Also, note that the hatching in the valley of the Teksid is square, while the WAP has diagonal hatching. The actual lenses are clear for both years. These blacked out headlights were actually first used on the 2000 Cobra R and then across the entire Mustang lineup for the 2001 model year. There were only two interior color choices Dark Charcoal the interior environment was Dark Charcoal, and the seats had Dark Charcoal leather bolsters with Medium Graphite Alcantara inserts or Medium Parchment the interior environment was Medium Parchment, but the seats had Chocolate Brown leather bolsters with Medium Parchment Alcantara inserts. In keeping with SVTs attention to detail, the Cobra emblem on the front seatbacks was embroidered in a somewhat darker color than the suede inserts to provide a subtle contrast. Early 2003 Cobras built between May and September 2002 were produced concurrently with the 2002 Mustang V6 and GT models. Since Satin Silver and Mineral Grey were 2002 colors, they were replaced with Silver Metallic and Dark Shadow Grey Metallic, respectively, at the start of regular 2003 Mustang production on September 29, 2002.

Redfire Metallic replaced Torch Red only because it was a new color for the 2003 model year; however, Torch Red would make a comeback at the end of the model year on the 10th Anniversary Edition see the next section. All 2003 Cobras had Dark Charcoal interiors. The seats were upholstered with Dark Charcoal Nudo leather bolsters and suede inserts in either Medium Graphite light gray or Medium Parchment tan. The Cobra emblem on the front seatbacks was embroidered in a color that matched the suede inserts; however, on the 10th Anniversary Edition, this same emblem was embroidered in dark charcoal colored thread to contrast with the special red leather inserts. It was a short model year for the 2004 Terminator Cobra, as well as the entire 2004 Mustang lineup, due to a number of reasons. The 2004 Mustangs and Cobras were the last Mustangs to be built at Fords historic Dearborn Assembly Plant in Dearborn, Michigan, and Ford Motor Company had made the decision to end Mustang production there rather than updating the plant for the 2005 models. Thus, 2004 production was scheduled to wrap up by May 2004. The damaged car must be verified that it is a factorybuilt Mystichrome Cobra. Once the body shop is finished using the Mystichrome paint, all unused paint must be put back in the can and sealed, and the supervising Ford employee returns to Dearborn with the unused paint. Dearborn, MI Ford Motor Company. Iola, WI Krause Publications. Lincoln, NE IUniverse. Retrieved 9 Aug 2013. By using this site, you agree to the Terms of Use and Privacy Policy.

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