

2001
SVT MUSTANG COBRA





PERFORMANCE
Increased power, supple
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.

Every sense alive, in tune

Steering finesses motion ... precise, predictable

Decisive, ultra-stable braking

G forces, finely balanced

Eager surge of power ... an exultant cadenza.

Smooth, supple shift

Feel every nuance of vital dynamics

THE PURE PASSION OF DRIVING AS IT WAS MEANT TO BE.

*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.*



DRIVING



down to a demure, loping idle. Grab the chunky, leather-wrapped shifter and snick it into first. A low, muted snarl fills the cabin in response to your right foot tickling the throttle. **READY AND WILLING** are 4.6 liters of double-overhead-cam, four-valves-per-cylinder, all-aluminum V8—tweaked to 320hp, with a 6,800-rpm redline up top and bags of American-style torque down low. The engine note is a constant presence, goading you on as you work through the gears and up the rev range—a throbbing beat by 3,000 rpm; an insistent, throaty whir at 4000; escalating into a biting, barking, exuberant Gatling-gun blast of exhaust, intake rush, and whirring valves, belts,



cams and gears—a redline scream that would do any supercar proud. Suddenly, the road is being sucked up at a prodigious rate. Your senses strain to keep up. It's a carnival ride in a leather-trimmed bucket and you want it never to end. **THE ROAD FOLLOWS** a river, then cuts away in sharp, thrilling twists and turns. You're into the rhythm. You feed the car into a sweeping S-bend. The thick, leather-covered steering wheel's four spokes are perfectly placed for aggressive driving. Steering is precise and fluid. The firm suspension keeps body roll, dive,

SUNRISE. The early morning mist hangs low over the trees, and a special car awaits in the driveway. Its shape is chiseled, tough. Long hood, short deck and a wide-set, athletic stance — classic proportions. From its narrow grille to its quarter-panel side vents to its triple-lens taillights, it is instantly recognizable, its purpose unmistakable. **YOU KEY THE ENGINE.** White-faced gauges spring to life and the powerplant settles



and squat in magnificent check. You can almost think the car through. A sudden dip in the middle of a sweeper tries to unsettle the vehicle, but it can't—because underneath the rear end of this pony car is something none of its competition packs: an independent rear suspension that takes it to the next level of handling finesse and overall balance. **HARD ON THE BRAKES.** The pedal is firm, responsive, confidence-



become almost supple. This machine is brute force wrapped in velvet. Raw power fused with sophistication that shows in a remarkable balance across the full range of driving situations. Never out of place, never off-guard. It's comfortable enough to drive coast-to-coast. **CIVILIZATION AND LIFE**—with all its complex and mundane responsibilities—is just around the next bend in the highway. Reality is about to close in. But the feel of taut machinery—and that furious sound—are fresh in your mind. This is driving passion at its best. **THIS IS SVT MUSTANG COBRA.**



inspiring. The race-bred, twin-piston PBR™ front calipers and Brembo™ rotors haul the car down with outstanding deceleration and feel like they could do it around the clock. Hairpin turn. Down through the gearbox. Fourth! Third! Second! The tires' grip is phenomenal, unbelievable, unshakable. And then it's over. **YOU EASE ONTO THE HIGHWAY.** The sun is still a big orange ball low on the horizon. You'd expect that any machine capable of such extraordinary performance and handling would be compromised, hard to live with. Not this car. On the highway, it lopes along in fifth, quiet and civilized. The ride that was so firm and controlled on the two-lanes seems to have magically



EXPERIENCE

POWER HEAR IT...FEEL IT.

OPEN THE THROTTLE; CRANK UP A QUAD-CAM SYMPHONY.

THE WAY IT WAS MEANT TO BE HEARD ... AND FELT.

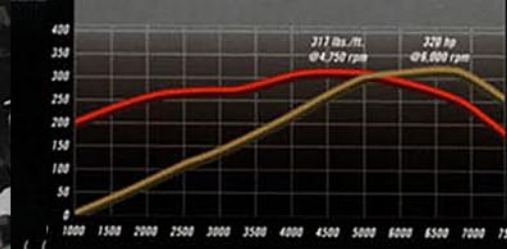
LET IT FLOW THROUGH YOUR SENSES.

The SVT Cobra cylinder heads have two intake and two exhaust valves in each combustion chamber. The intake valves measure 37mm and the exhaust valves are 30mm in diameter.

The camshafts run in line-bored journals and are secured from above with aluminum girdles. Roller-finger cam followers incorporate hydraulic valve-lash adjusters.

The forged-steel crankshaft is manufactured by Krupp Gerlach-Werke in the United States. Counterweights, placed opposite every throw of the crankshaft, contribute to the SVT COBRA engine's exceptionally smooth revving characteristics from idle to redline.

The main bearing caps that carry the forged crankshaft are secured to the lightweight aluminum-alloy block with six high-tensile steel bolts, spreading loads over a broad area of the block.



The SVT Cobra is free-revving from idle to its 6,800-rpm redline. It produces 320 horsepower at 6,000 rpm, and 317 lb.-ft. of torque at 4,750 rpm. The SVT Cobra V8 develops 69.55 horsepower per liter, or 1.14 horsepower per cubic inch.



SINCE 1996, THE SVT COBRA has featured a potent, aluminum-alloy V8 with double overhead cams, four valves per cylinder, and a 6,800-rpm redline — a quintessential modern performance engine.

ARCHITECTURE

Carried within the robust structure of the aluminum-alloy SVT Cobra block is a fully counterweighted, forged-steel crankshaft. Each main bearing cap is secured with six high-tensile bolts, spreading loads over a broad area of the block. The eight shallow-skirt, aluminum-alloy pistons provide a compression ratio of 9.85:1.

The aluminum-alloy SVT Cobra cylinder heads follow classic double-overhead-cam design. The camshafts are chain-driven, and the cam lobes activate roller-finger followers that incorporate hydraulic valve-lash adjusters.

BREATHING

The SVT Cobra V8 begins the process of making horsepower with a specially designed conical air cleaner that sits just ahead of an 80mm mass-air flow sensor. Farther downstream, butterfly valves in the twin 57mm throttle body bores open simultaneously, not in stages. This gives the engine exceptional throttle response by quickly yet progressively delivering large volumes of air to the cast-alloy plenum.

The upper intake manifold deploys eight tuned runners that feed into eight pairs of intake valves. The runners, and the intake ports cast within the head, cause the fuel-air charge to "tumble" as it enters the combustion chamber, making the charge more volatile and thus more powerful.

The high-silicon, molybdenum-iron exhaust manifolds feed spent gases into a stainless-steel dual exhaust system, designed to maximize flow through the low-restriction mufflers and 2.25-inch exhaust pipes.

ELECTRONICS

The Ford EEC-V computer system monitors engine functions, including air flow, rpm, crankshaft position and camshaft position. It can make millions of adjustments per second, optimizing the spark and fuel-air mixture to maximize power. And each cylinder is fired by a distributorless, coil-on-plug ignition system, which brings a greater measure of ignition precision and simplicity.

For 2001, the SVT Cobra V8 meets federal Transitional Low Emissions Vehicle (TLEV) standards for tailpipe emissions.

COOLING

Consistent oil temperatures in this high-performance engine are achieved with a water-to-oil cooler mounted between the left side of the block and the oil filter. The engine cooling system is designed to maintain normal-range coolant temperatures, even under high-performance conditions.

DRIVELINE

The SVT Cobra V8 delivers power through an 11-inch clutch plate to the rugged Tremec TR3650 five-speed transmission, and on to the rear wheels through a limited-slip differential and a 3.27:1 axle ratio.



POWER HEAR IT...FEEL IT.

OPEN THE THROTTLE; CRANK UP A QUAD-CAM SYMPHONY.

THE WAY IT WAS MEANT TO BE HEARD ... AND FELT.

LET IT FLOW THROUGH YOUR SENSES.



This special version of the SVT Mustang Cobra engine is cut away to show the internals of the all-alloy V8. Look for this display unit of the quad-cam 4.6-liter powerplant at the Ford exhibit at major auto shows.



DRIVER AND CAR. FLUID HARMONY.



DESIGN FORM. FUNCTION.

SETTLE IN ...FEEL THE CONNECTION.

EFFICIENT, TACTILE ... THE SENSORY LINK TO CONTROL.

SUPPORT, COMFORT ... AND HEAD-TURNING STYLE.

SUBTLE SIGNALS OF POWER.



THE SVT COBRA is distinguished from other Mustang models by a number of visual signatures. These include a unique hood design, a front fascia incorporating round driving lights and a deep intake that helps force air through the engine cooling system, and Cobra badges on the front fenders.

At the rear, tri-color taillamps, polished three-inch exhaust tips, an SVT badge, the word "COBRA" across the rear fascia, and an optional, low-drag spoiler set the SVT Cobra apart. Both the hood and the rear deck are constructed of lightweight composite materials.

DRIVING ENVIRONMENT

Seats in the 2001 SVT Cobra are constructed with firm bolster padding for exceptional lateral support. Design of the Alcantara seat insert material is unique to Cobra, sporting the Cobra emblem embroidered on the seatback. The driver's seat provides six-way power adjustment, and includes ample rearward travel to accommodate long-legged drivers.

The steering wheel and shift knob are leather-wrapped, and the boots for the shift and parking brake levers also are leather.

SAFETY AND SECURITY

An important standard feature on all SVT products is the Ford SecuriLock™ passive anti-theft system. Each SVT vehicle key carries a radio transponder with a unique code. If the key's code matches its counterpart stored in the car, a signal to the EEC-V computer system enables engine starting.

New safety features for 2001 include an internal emergency release for the rear decklid, Ford's BeltMinder™ safety belt use reminder system, and a child safety seat top-tether anchor in the rear seat.



DRIVING DYNAMICS BALANCE, CONFIDENCE.

CONTROL ... AN EXTENSION OF MIND, HANDS, FEET.

INTO THE ZONE ... ULTIMATE RAPPORT ...

A VECTORED SENSE OF PLACE AND MOTION ...

MILES OF DRIVING DELIGHT.

The SVT Cobra's 17 x 8-inch forged aluminum-alloy wheels are shod with 245/45-17 BFGoodrich™ Comp T/A ZR tires.



PBR™ calipers clamp on 13.0-inch Brembo™ rotors, which deliver excellent stopping power and resistance to fade.

INTIMATE COMMUNICATION between driver and car lies at the heart of the SVT performance philosophy. A sophisticated and athletic suspension is the nexus.

INDEPENDENT REAR SUSPENSION

The IRS system is unique to Cobra in the Mustang model line. A tubular steel subframe, fit neatly under the existing Mustang platform, carries the suspension. The system consists of cast iron upper control arms, aluminum lower control arms

and aluminum spindles. Fixed tie rods behind the center of each wheel control toe characteristics during cornering, acceleration and braking. Other features include a 26mm tubular stabilizer bar, linear-rate coil springs, and a robust limited-slip differential housed inside an aluminum case.

The IRS system greatly reduces the potential for suspension bottoming, and lessens the suspension's sensitivity to road surface imperfections. Excellent body and wheel control help keep the rear tires securely planted during hard braking.

TRACTION CONTROL

A sophisticated, all-speed traction control system, developed specifically for Mustang, works in concert with the rear suspension. When either of the rear pair of shared ABS/traction control sensors detects rear-wheel spin, the system selects one or all of three possible electronic strategies: limiting torque by retarding ignition timing; modulating air/fuel ratio; and cutting off cylinders in conjunction with brake applications. The engine-control strategies work at all speeds, and brake application can occur at one or both driven wheels at speeds up to 62 mph. The traction control system communicates with the engine control module every 64 milliseconds, which means

that the drive wheels are searching for optimum traction several times per second. During a full-power start on dry pavement, the traction control system allows the drive wheels to spin as long as the car is accelerating forward in a straight line.

The sophistication of this system improves the all-weather capabilities of the SVT Cobra without reducing its performance or entertainment value. The driver also can switch off the system entirely.

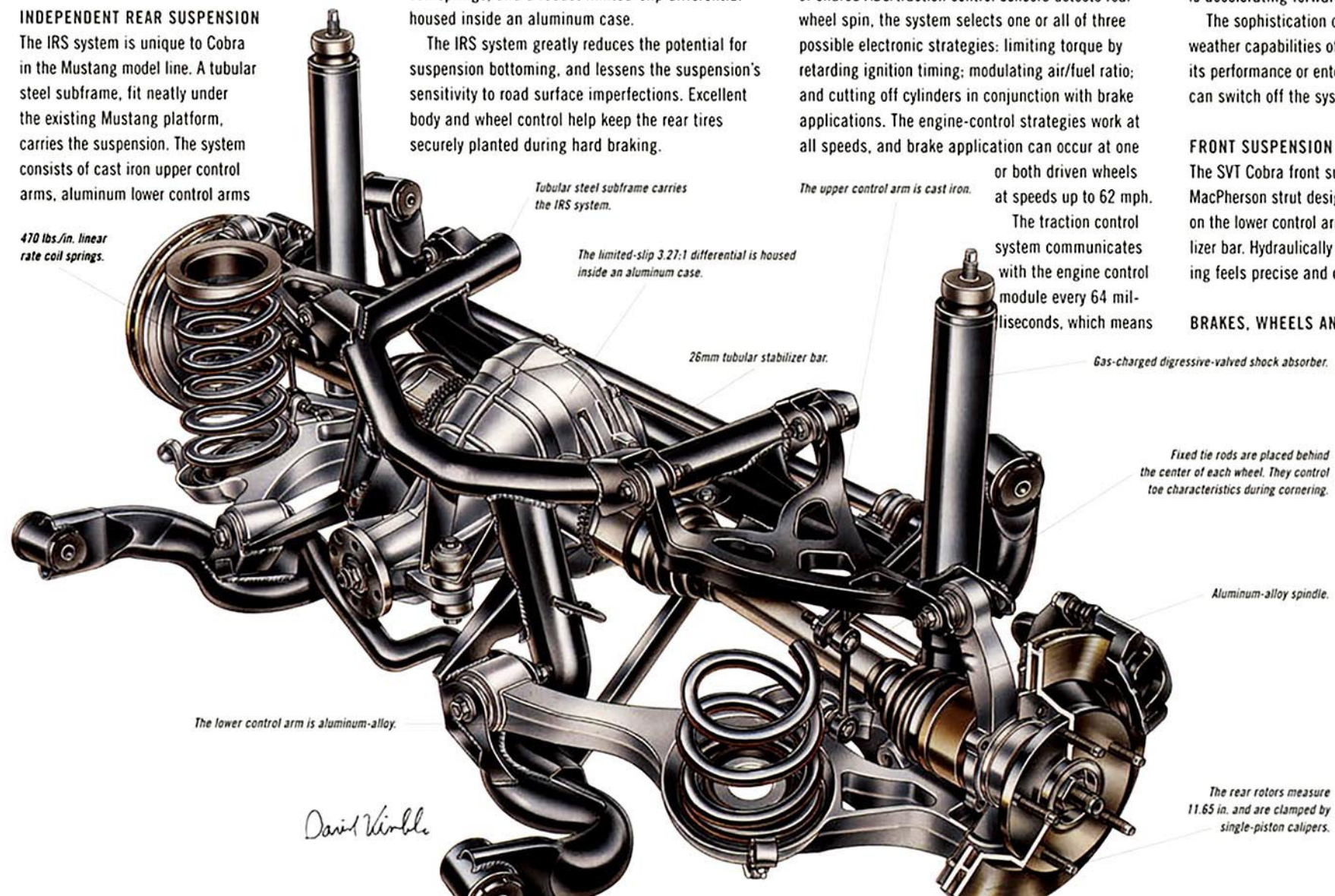
FRONT SUSPENSION

The SVT Cobra front suspension is a modified MacPherson strut design with linear-rate coil springs on the lower control arms, and a 28mm tubular stabilizer bar. Hydraulically assisted rack-and-pinion steering feels precise and communicative to the driver.

BRAKES, WHEELS AND TIRES

The SVT Cobra is equipped with PBR™ twin-piston front calipers on 13.0-inch Brembo™ rotors, which have proven both durable and resistant to fade. At the rear are 11.65-inch rotors and single-piston calipers. The SVT Cobra four-wheel vented discs are controlled by a four-channel, four-sensor anti-lock system.

The forged aluminum-alloy wheels measure 17 x 8 inches. They are fitted with the proven 245/45-17 BFGoodrich™ Comp T/A ZR tires, which evolved from those first used by SVT on the 1995 SVT Mustang Cobra R race car.



TECHNICAL DATA

ESSENTIAL FACTS AND NUMBERS.

HIDDEN WITHIN, THEY EXIST

AS FINE POINTS OF PERFORMANCE

| ENGINE | |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Configuration | Longitudinally mounted, 90-degree V8, cast aluminum block and heads, iron cylinder liners, fully counterweighted forged crankshaft |
| Bore x Stroke | 90.2 x 90.0mm |
| Displacement | 4,601cc / 280cid |
| Compression ratio | 9.85:1 |
| Horsepower | 320 hp @ 6,000 rpm |
| Torque | 317 lb.-ft. @ 4,750 rpm |
| Redline | 6,800 rpm (fuel shut-off occurs at 7,000 rpm) |
| Valvetrain | Double overhead camshafts, chain drive to exhaust cams, secondary chains from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, oval-wire beehive-shaped valve springs, four valves per cylinder |
| Intake valves | 2 per cylinder, 37mm head diameter |
| Exhaust valves | 2 per cylinder, 30mm head diameter |
| Ignition system | Distributorless coil-on-plug |
| Fuel system | Sequential electronic fuel injection |
| Intake manifold | Cast aluminum, tuned equal-length runners |
| Throttle body | 57mm twin bore |
| Mass-air sensor | 80mm diameter |
| Exhaust manifolds | Cast iron |
| Exhaust system | Dual, stainless steel, 2.25-in. diameter, 3.0-in. polished exhaust tips |

| DRIVETRAIN | | | |
|-------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------|--|
| Rear axle | | 8.8-in. ring gear with 3.27:1 limited-slip differential, aluminum case | |
| Driveshaft | | Steel, with hardened yoke | |
| Transmission | | Tremec™ 3650 5-speed manual | |
| Clutch | | 11.0-in. single-plate | |
| Gear | Ratio | Speed | |
| 1st | 3.37 | 45 mph / 72 km/h | |
| 2nd | 1.99 | 77 mph / 124 km/h | |
| 3rd | 1.33 | 115 mph / 185 km/h | |
| 4th | 1.00 | 150 mph / 241 km/h | |
| 5th | 0.67 | | |
| Reverse | 3.22 | | |
| Final drive | 3.27 | | |
| Traction Control | | Accomplished by a combination of ignition timing, cylinder cut-off and brake application. Driver-controlled on-off switch | |

| SUSPENSION | |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front | Modified gas-charged MacPherson strut with separate 500 lb./in. spring on lower arm, 28mm tubular stabilizer bar |
| Rear | Multi-link independent, steel upper control arm, aluminum lower control arm, fixed toe-control tie rod, aluminum spindle, gas-charged tubular shock absorber, 470 lb./in. coil spring, 26mm tubular stabilizer bar |

| STEERING | |
|----------------------------|-------------------------------|
| Type | Rack and pinion, power assist |
| Gear ratio | 15.0:1 |
| Turns, lock to lock | 2.5 |
| Turning diameter | 37.9 ft. |

| BRAKES | |
|--------------|------------------------------------------------------------------------|
| Front | 13.0-in. / 330mm vented Brembo™ disc, PBR™ twin-piston caliper |
| Rear | 11.65-in. / 296mm vented disc, single-piston caliper |
| ABS | Four-channel, four-sensor system. Linked to all-speed traction control |

| WHEELS & TIRES | |
|----------------|------------------------------------------------------------------------------|
| Wheels | 17 x 8 in., five-spoke, forged aluminum-alloy, painted surface, exposed lugs |
| Tires | BFGoodrich™ Comp T/A, 245/45ZR-17 |

| DIMENSIONS, CAPACITIES | |
|----------------------------------|---------------------------------------------|
| Wheelbase | 101.3 in. / 2,573mm |
| Length | 183.5 in. / 4,661mm |
| Height | 53.2 in. (53.5 in.) / 1,351mm (1,359mm) |
| Width | 73.1 in. / 1,857mm |
| Track, f: r | 59.9 in.: 59.9 in. / 1,521mm: 1,521mm |
| Head room, f: r | 38.1 in.: 35.5 in. / 968mm: 901mm |
| Leg room, f: r | 41.8 in.: 29.9 in. / 1,062mm: 759mm |
| Curb weight | 3,430 lb. (3,560 lb.) / 1,557 kg (1,617 kg) |
| Fuel capacity | 15.7 gal. / 59.4 liters |
| Weight Distribution, f: r | 55.5%: 44.5% |

| PERFORMANCE | |
|--------------------------|------------------------|
| 0-60 mph | 5.4 seconds |
| 0-100 km/h | 5.6 seconds |
| Quarter-mile | 13.8 seconds @ 102 mph |
| Top speed | 150 mph |
| Braking, 60-0 mph | 127 ft. |
| 100-ft. skidpad | 0.90g |

| COLOR & TRIM | |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Exterior | Crystal White Clearcoat, Ebony Clearcoat, Laser Red Tinted Clearcoat, Performance Red Clearcoat, True Blue Clearcoat, Silver Clearcoat Metallic, Mineral Grey Clearcoat, Zinc Yellow Clearcoat |
| Interior | Dark Charcoal, Medium Parchment |

| COBRA INCLUDES | |
|----------------------------------------------------------------------------------------------------------------------------------|--|
| • Supplemental restraint system: driver and passenger airbags. Always wear your safety belt and secure children in the rear seat | |
| • Independent rear suspension (IRS) | |
| • Anti-lock brake system (ABS) | |
| • All-speed traction control | |
| • SecurILock™ passive anti-theft system | |
| • Leather-trimmed front sport seats with Alcantara inserts; power lumbar support; standard six-way power for driver | |
| • Tilt steering wheel | |
| • MACH® 460 electronic AM/FM stereo with in-dash 6-disc CD player | |
| • 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 | |
| • Dual illuminated visor mirrors | |
| • Remote keyless illuminated entry | |

| COBRA OPTIONS | |
|-------------------|--|
| • Floor mats | |
| • Polished wheels | |
| • Rear spoiler | |

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 2.5-liter Duratec V6 MTX-75 five-speed manual transaxle
Front-drive, five-passenger sports sedan
Production: 11,445 units



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



1999-2000 SVT F-150 LIGHTNING
360 horsepower supercharged 5.4-liter Triton™ V8
Four-wheel disc brakes introduced
5,000-pound tow rating
Production: 8,966 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

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

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.

All photographs were produced under closed-road/closed-course conditions with a professional driver.

OWNERSHIP EXPERIENCE

We've gone to great lengths to make the experience of driving a new SVT Mustang Cobra 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

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 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.



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.



FORD 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.



THE ULTIMATE GOAL

At the heart of the SVT Mustang Cobra and the SVT philosophy is a deep commitment to skillful and enthusiastic driving. Everyone at SVT – engineers, designers, product planners, and marketers – is an enthusiast, someone who loves to drive quickly and well. They are fluent in the language of performance driving. To help SVT owners speak that language more fluently, SVT offers new SVT owners a discount at the Bob Bondurant School of High-Performance Driving, where skills can be honed that can improve driving in all conditions, from performance driving to the everyday commute. The SVT Cobra has served as the principal student car at the Bondurant School since 1997 for advanced courses. Great test results published by a magazine are not enough. It is equally important how a performance vehicle achieves those numbers, and how it engages its driver. The intelligent performance vehicle entertains with brilliant conversation. Excellent communication lies at the heart of the SVT performance philosophy. In the design of our vehicles and the performance of our dealers, our ultimate goal is to provide the enthusiast many years of enjoyable performance driving.

