

2003 Ford Mustang SVT Cobra Convertible

The 2003 Ford Mustang SVT Cobra, nicknamed the Terminator, ushered in a whole new power game. The 4.6-liter DOHC V8 (Double Overhead Cam 4 valve) that has powered the SVT (Special Vehicle Team) Cobras since 1996 is now on steroids...in the form of a supercharger, and a cast-iron block with the brawn to harness all that extra muscle. This Cobra has been specially tuned to provide very desirable street performance, and under your right foot lurks a dynamometer proven 455 horsepower and 470 foot-pounds of torque. There is no change in the personal craftsmanship that goes into its powerplant, as it is hand-built, and each engine is inscribed with the names of the two-person team that assembles it.

This engine sports a Roots-type supercharger unit from the Eaton™ Corporation, the same model used on the SVT F-150 Lightning truck. It has a cast aluminum case, machined aluminum internal rotors, and its own dedicated drive belt. The supercharger needs higher volumes of air to pump through the intake manifold, so a larger mass-air flow sensor feeds the initial stage of the intake system, and this Cobra has a 95mm sensor instead of the 80mm in the previous naturally aspirated engine.

This Cobra is equipped with a 6-speed manual T-56 gearbox transmission, an aluminum drive shaft with a hardened yoke and high-strength universal joints. The lighter drive shaft and flywheel combine to reduce the drivetrain's rotating mass, which increases the engine's free-revving characteristics due to reduced inertia. This Cobra's rear differential ring and pinion gears have a higher performing 3.89:1 ratio. Performance figures for this Cobra show an impressive 0-60 MPH time of 3.9 seconds and a conservative 155 MPH electronically limited top speed. With the top speed limit removed, the Cobra would accelerate up to 180 mph. There was no mistake that this is a serious performance machine; the 6-speed manual was the only option, the suspension provided maximum grip, and the car came with meaty (for the times) 275/40ZR17 Goodyear Eagle F1 performance tires.

Immediately after its release, the SVT Cobra became the favorite street racer's weapon. Although it wasn't particularly light with a 3,200-pound curb weight, the independent suspension made it precise and manageable to drive fast. Of course, as with any Mustang, the aftermarket parts made it even quicker with just a few basic bolt-ons.

With the SN95's life cycle ending in 2004, Ford discontinued the SVT Cobra after making over 13,000 cars in two years. Today, 2003/4 SVT Cobras are sought-after cars and hold their value well, with convertibles being the rarest and collectable. This Redfire Cobra is kept in a temperature-controlled garage, and has a very low documented mileage of 16,000. Ford made only 1896 convertibles in 2003, and only 209 with the desirable Redfire paint color.

For Pricing Please Inquire