

Table of contents

Introduction	2
SVT Contour specific features	4
Engine/Transmission	7
Drivetrain	9
Chassis	10
Performance	11
Options, color and trim	12
Maintenance	13
Jacking points	14
Towing	15
A word about warranty coverage	16

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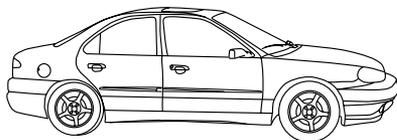
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Introduction

INTRODUCTION

Welcome to the Ford Special Vehicle Team family and thank you for purchasing the Ford SVT Contour. We trust that our tremendous dedication to the automotive enthusiast's total ownership experience will provide you with many miles of exhilarating, safe, and comfortable driving in your new SVT Contour.

SVT strives for balance between powertrain and chassis, cornering prowess and long-distance comfort, always working to build cars in which no one system overwhelms or overshadows any other. In the SVT Contour, that philosophy is carried forward through a sophisticated powertrain as well as significant interior, exterior, suspension, and braking system components.



This supplement complements your Contour Owner's Guide and provides information specific to SVT and the SVT Contour. By referring to the pages listed in this supplement, you can identify those features, recommendations, and specifications unique to your new SVT Contour.

If you have any questions, please call us at the Ford Special Vehicle Team hotline from 8:30 a.m. to 6:00 p.m. EST at 1-800-FORD-SVT (1-800-367-3788).

SVT HISTORY

The Ford Special Vehicle Team (SVT) was established in 1991. SVT was commissioned to create factory-produced driver's cars and trucks; vehicles that possess a balance between engine and chassis, roadholding and a supple ride, refinement and performance capability. These qualities are the core of the SVT product development philosophy.

To support SVT, Ford Motor Company created a dedicated product development group, Ford Special Vehicle Engineering (SVE). The nucleus of the Ford SVT and SVE is a small, cross-functional group of engineers, product planners, and marketing people who meet on a weekly basis to ensure SVT vehicles and their mission remain focused. In addition to Ford SVE, SVT 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. The heart

Introduction

of the SVT philosophy is a deep commitment to skillful and enthusiastic driving. The ultimate goal of everyone at SVT and SVE is to create vehicles that speak to the needs and desires of the knowledgeable driving enthusiast.

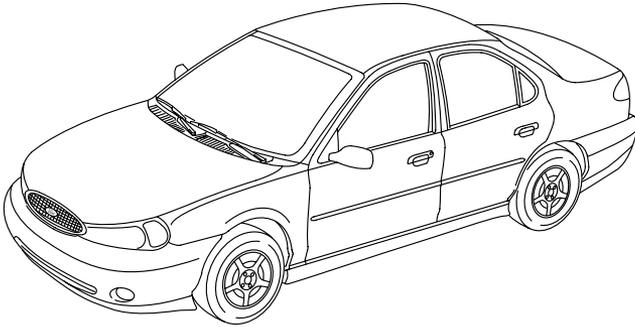
Every SVT vehicle produced has been designed and developed with four key virtues in mind: Performance, Substance, Exclusivity, and Value. These hallmarks have driven the SVT Mustang Cobra since 1993, the original SVT Lightning from 1993 to 1995, the SVT Contour introduced in early 1997 as a 1998 model, and the 1999 SVT F-150 Lightning.

SVT OWNERSHIP BENEFITS

- Dealer body of approximately 600 specially trained and certified SVT dealers who are dedicated to a culture within their dealerships that is friendly to the knowledgeable driving enthusiast.
- On-going commitment from SVT to provide its dealers with constant support from the SVT Information Center at 1-800-FORD-SVT, in-depth technical seminars, and training in SVT Owner/Enthusiast care techniques to assure outstanding quality throughout the entire SVT ownership experience.
- A Certificate of Authenticity is provided to the owner or lessee of every SVT vehicle. It includes the Vehicle Identification Number, production sequence number out of the total number of vehicles built, and the date of manufacture. These certificates are printed at the end of the vehicle's model-year production run.
- SVT-specific line of apparel and accessories available through your SVT dealer. Contact the SVT team leader at the dealership for details and ordering information or call 1-800-FORD-SVT. To order direct, call 1-888-490-6837.
- The *SVT Enthusiast*, written and published by SVT Headquarters. The *SVT Enthusiast* contains information of interest to SVT owners and prospective buyers, with the latest technical information available from SVT, interviews with members of SVT and SVE, and suggested drive routes across the United States and Canada designed to maximize your enjoyment of your SVT vehicle.
- SVT, in conjunction with The Bob Bondurant School of High Performance Driving in Phoenix, AZ, gives the owner the opportunity to attend the school at a 20% discount. The school can be contacted directly at 1-800-842-7223.

SVT Contour specific features

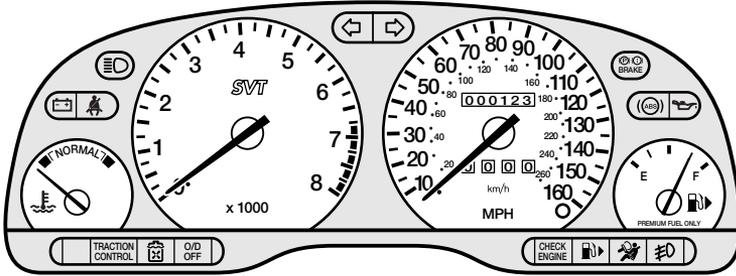
SVT CONTOUR SPECIFIC FEATURES



- 2.5L DOHC 24V V-6 Engine — 200 horsepower/167 lb/ft torque
- 10.94” vented front brake rotors
- Bosch 4-channel, 4-sensor anti-lock braking system
- Heavy duty radiator core
- Extrude Hone™ polished upper intake manifold and cylinder heads
- Enhanced suspension tuning
- Unique front fascia with ducting to improve cooling system performance
- Round fog lamps
- Unique upper and lower mesh grilles
- Unique rear valance panel, rocker sill extensions, mesh grille, stainless steel exhaust tips
- Unique wheels and tires

SVT Contour specific features

- SVT-signature white-faced gauges

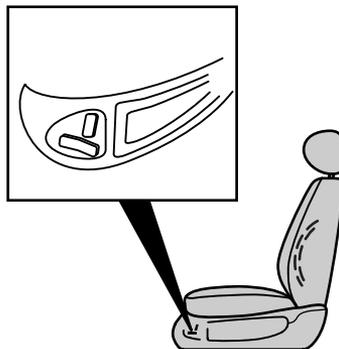


- Standard power 10-way driver's seat with unique perforated leather
- Accentuated seat back and bottom lateral bolstering
- Additional rear seat bottom bolstering
- Standard leather: seating surfaces, steering wheel, shifter knob, shifter boot, parking brake boot
- Unique texture door trim inserts
- SVT logo floormats, color-keyed

SVT Contour specific features

ADJUSTING THE POWER DRIVER'S SEAT

Move the relevant control in the respective direction to adjust the seat, seatback and lumbar as follows:



Seat

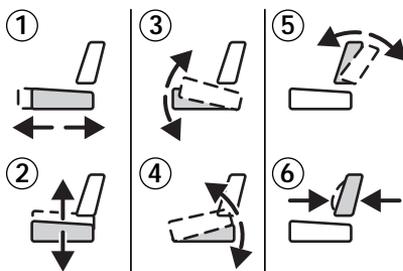
1. Forward and backward
2. Height of the entire seat
3. Height of the front of the seat
4. Height of the rear of the seat

Seatback

5. Seatback inclination

Lumbar support

6. Lumbar support



Engine/Transmission

ENGINE/TRANSMISSION

- Horsepower — 200 hp @ 6 600 rpm
- Torque — 167 lb/ft at 5 500 rpm
- Redline — 6 750 rpm (fuel shut-off 7 000 rpm)
- Compression ratio — 10.0:1
- Throttle body — 60 mm
- Mass air sensor — 70 mm
- Air filter assembly — large capacity, conical
- Upper intake manifold and cylinder heads — Extrude Hone[™] polished
- Lower intake manifold — 32 mm
- Pistons — Unique design, aluminum-alloy
- Camshafts — special design intake and exhaust cams
- Flywheel weight — 18 lbs
- Fuel injectors — 19 lbs/hour
- Oil cooler — block mounted, water-to-oil cooler
- Engine cooling — heavy duty radiator core
- Exhaust — Quasi-dual exhaust
- Transaxle — MTX-75 5-speed with high performance clutch

Engine/Transmission

Item	Description
Configuration	Transversely mounted, 60-degree V6, cast aluminum block and heads, iron cylinder liners, fully counterweighted forged crankshaft, crankshaft windage tray, lightened flywheel, structural aluminum-alloy oil pan
Bore x Stroke	82.4 x 79.0 mm (3.24 x 3.11 in)
Displacement	2 544 cc/155 cid
Compression ratio	10.0:1
Horsepower (SAE net)	149 kW (200 hp) @ 6 600 rpm
Torque	226 Nm (167 lb/ft @ 5 500 rpm)
Redline	6 750 rpm (fuel shut-off at 7 000 rpm)
Specific output	78.6 hp per liter
Valvetrain	Dual overhead chain-driven cams, roller finger followers with hydraulic lash adjustment, ovate-wire valve springs, four valves per cylinder. The Extrude Hone [™] process is used on the primary and secondary ports
Fuel system	Sequential electronic fuel injection, 19 lb/hr injectors, 379 kPa (55 psi)
Mass air sensor	70 mm (2.76 in) diameter
Throttle body	60 mm (2.36 in) diameter bore
Port throttles	Electronically actuated 32 mm (1.26 in) diameter bore-open at 3 250 rpm
Exhaust manifolds	Steel tube clamshell design
Exhaust system	57 mm (2.25 in) diameter with 63.5 mm (2.50 in) polished stainless steel tips

DRIVETRAIN

The SVT Contour uses the MTX-75 5-speed manual transaxle with a short-throw shifter. This includes a shift-link design that offers smooth and accurate shifting. The clutch is a high performance special design. All transaxle gears and shafts run in needle bearings to reduce drivetrain friction.

Item	Description		
Transaxle	5-speed manual (MTX-75)		
Final drive ratio	4.06:1		
Gear ratios	<i>Gear</i>	<i>Ratio</i>	<i>Speed</i>
	1st	3.42	56 km/h (35 mph)
	2nd	2.14	90 km/h (56 mph)
	3rd	1.45	132 km/h (82 mph)
	4th	1.03	188 km/h (117 mph)
	5th	0.77	230 km/h (143 mph)
	Reverse	3.42	-

Chassis

SUSPENSION

- Front suspension: modified MacPherson strut design, lower A-arms, coil springs, tube shock dampers, special 19 mm front stabilizer bar
- Rear suspension: independent, one lower trailing arm, two transverse links, strut, coil spring, 18 mm rear stabilizer bar
- Passive rear-wheel steer: small amount designed into rear suspension

STEERING

Type	Power assist, rack and pinion
Gear ratio	14.5:1
Turns, lock to lock	2.7
Turning diameter	12.2 m (40 ft)

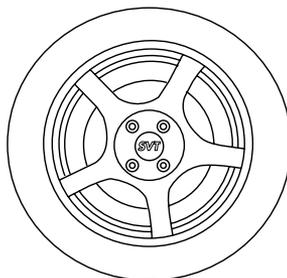
BRAKES

- The braking system on the SVT Contour is upgraded from the Contour SE, providing improved performance and fade resistance to meet the demands of the driving enthusiast.
- Swept area is 18% larger on front rotors.

Front	27.79 cm (10.94 in) vented discs, single-piston calipers
Rear	25.10 cm (9.88 in) vented discs, single-piston calipers
ABS	Bosch 4-channel, 4-sensor system

WHEELS AND TIRES

The SVT Contour uses a unique 5-spoke wheel that is now the SVT-signature design for our family of vehicles.



Tires	215/50ZR16 BFG G-Force T/A KDW
Wheels	SVT-Signature style, 16 in x 6.5 in cast aluminum 5-spoke wheels

Performance

PERFORMANCE

Item	Description
0-100 km/h (0-60 mph)	7.9 seconds
400 meters (quarter mile)	15.7 seconds @ 141.6 km/h (88 mph)
Top speed	230 km/h (143 mph)
Braking, 100-0 km/h (60-0 mph)	40.8 meters (134 ft.)
Slalom, 30.5 meter (100 ft.) gates	105.9 km/h (65.8 mph)
Skid pad, 61 meter (200 ft.)	0.92 g

Options, color and trim

OPTIONS, COLOR AND TRIM

- Power moon roof
- CD player
- Smoker's package
- Engine block heater

Exterior:

- Black Clearcoat
- Silver Frost Clearcoat Metallic
- Toreador Red Clearcoat Metallic
- Amazon Green Clearcoat Metallic

Interior:

- Midnight Blue Leather
- Medium Prairie Tan Leather

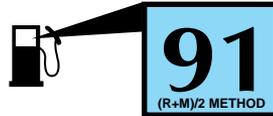
FLUID RECOMMENDATIONS

Fluid capacities:

Please refer to your Contour Owner's Guide.

Fuel recommendation:

91 Octane or higher



Regular fuel can be used in the SVT Contour without damaging engine components. The knock sensor will adjust the engine calibration to accommodate regular unleaded fuel. This may result in a degradation of engine performance.

SYNTHETIC FLUIDS

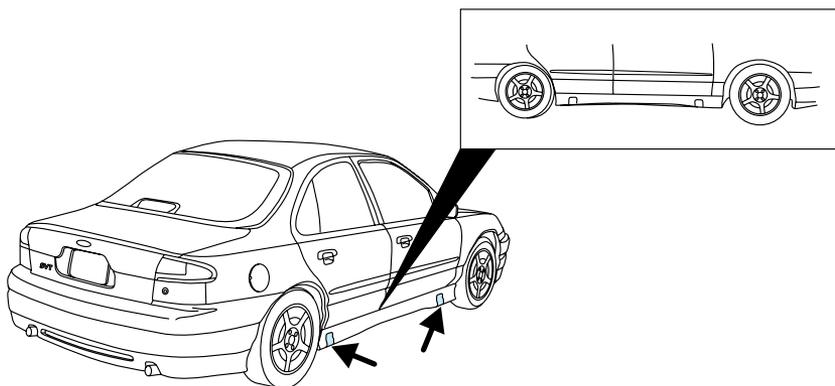
There are no synthetic fluids or break-in fluids in your SVT Contour when it leaves the factory. Note that SVT does not make recommendations about the use of synthetic oils in your vehicle. Should you decide to use synthetic engine oil, we recommend you allow 4 000 to 6 000 miles (6 500 km to 9 600 km) in order to assure complete break-in before switching to synthetic oil.

MAINTENANCE AND BREAK-IN

For complete maintenance and break-in procedure information, please refer to your Contour Owner's Guide.

Jacking points

JACKING POINTS (FOR USING SPARE TIRE)



The SVT Contour has two jacking points on each side of the car to be utilized if it is necessary to change to your spare tire.

To access the jacking points:

1. Squeeze inside and outside of the highlighted covers.
2. Pull the cover down to remove.

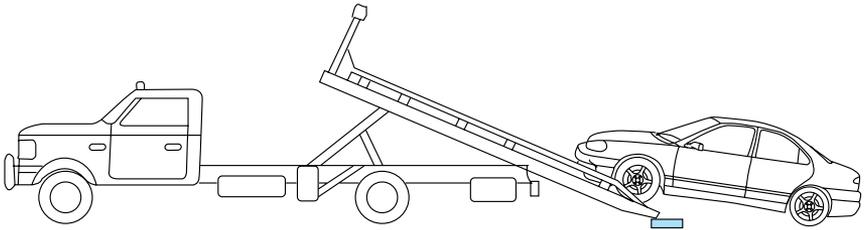
WRECKER TOWING

If you need to have your vehicle towed, contact a professional towing service or, if you are a member, your roadside assistance center.

It is recommended that your vehicle be towed with a wheel lift or flatbed equipment. Do not tow with a slingbelt. Ford Motor Company has not approved a slingbelt towing procedure.

If the vehicle is towed by other means or incorrectly, vehicle damage may occur.

When towing your SVT Contour with a wheel lift, follow the procedure described in your Owner's Guide.



When towing your SVT Contour with flatbed equipment, you must place a block under the tongue of the inclined flatbed to decrease the angle of ascent and descent.

Failure to follow these instructions may result in damage to the vehicle's front fascia and tailpipes.

A word about warranty coverage

A WORD ABOUT WARRANTY COVERAGE

The SVT Contour carries the same warranty coverage as other Ford Contour models. This information is covered in its entirety in the Ford Motor Company Warranty Guide.

The SVT Contour or any SVT can be serviced under warranty at any Ford-Lincoln-Mercury dealer nationwide.

SVT does not recommend modifying or racing our vehicles, as they are designed and built to be driven as delivered from the factory. The Ford Motor Company Warranty Guide discusses the installation of aftermarket parts and their effect on warranty coverage as follows:

Repairs are not reimbursable under warranty when:

- “The repairs are required because of abuse, misuse, racing, fire, negligence, accident, modification or a natural disaster.”
- “The repairs are required due to installation of a non-Ford part.”