



2002 FORD SVT F-150 LIGHTNING 2002 FORD SVT F-150 LIGHTNING 2002 FORD SVT F-150 LIGHTNING 2002 FORD SVT F-150 LIGHTNING 2002 FORD SVT F-150 LIGHTNING

**CORE VALUES \***

**PERFORMANCE** INCREASED POWER, REFINED ROAD MANNERS, AND BALANCE AMONG ENGINE, SUSPENSION AND BRAKING SYSTEMS.



*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.*



**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.

...SMOOTH ACTION

**GUTS?** ... GOT 'EM  
**PRIMAL FORCES**

... AWESOME IN MOTION



**BIG STICK**

# DRIVING

SMILEMAKER  
SUPERTRUCK  
RAW POWER...CIVILIZED CONTROL



**LOOK AT IT.** Even sitting still it exudes pent-up energy, like it can hardly hold itself back. Low, wide, brawny ... Two sexy-looking exhaust pipes peek out of the lower right-side molding. This is the first clue that what you're stepping into is no ordinary pickup truck.

So get into the seat and buckle up. Okay so far. A lot more lateral support than your average 40/60 split bench. Matter of fact, it doesn't look much like a bench seat, either ... more like two buckets with a smaller seat between them.

Twist the key, light it up ... Hear the deep-bass V8 rumble take on a hint of blower whine as you kick in a few revs.

Oh boy, this is serious.

Put it in drive and go. Even at part throttle you feel that monumental torque ... and you know it's still barely flexing its muscles.

Squeeze down on the throttle pedal and the power surge devours prodigious lengths of road ... on and on. Acceleration like you've never felt it before. The exhaust note amplifies into a throaty, rising bellow, accompanied by a high-pitched shriek from the supercharger.

Are you smiling yet? Can't help it, you say? That's okay. Even professional racing drivers get out of this vehicle wearing irrepressible grins.

Brake, turn-in, balance, ease into power.... Those big Goodyear tires keep a tenacious grip on the road. It feels solid and predictable. It soaks up bumps and undulations with supple control and no-drama poise.

This is a truck? Uh-uh, can't be. But that's a pickup bed you see when you look in the rearview mirror. It makes kind of a curious disconnect between what you see and the feedback you feel through your hands, feet, and the seat of your pants.

You're driving something that makes massive amounts of power, and with the refined combination of chassis systems to give you confident control. This is a couple of tons of pure driving fun.

This is an SVT F-150 Lightning.



**Al Suydam, SVT F-150**

*Lightning Program Manager:  
"This truck has it all - acceleration, braking, and handling. You can take it to the track or to the home improvement store and be totally at home in either place. One drive and you will say 'I love this truck!'"*





# POWER

SUPERCHARGED...A BLAST

380 450  
EXTREME NUMBERS

**IT'S AWESOME** under hard acceleration. That's because the SVT Lightning's supercharged Triton™ V8 engine packs 380 horsepower and 450 foot-pounds of torque. Turn 'em loose and those forces push you into the seatback while they're pasting a smile all over your face.



**Mark Kiesow, SVT Engineering - Powertrain Development:** "The SVT Lightning is all about power, lots of power, wherever you want, whenever you want. You ask for it and the Lightning will deliver."

## Bulletproof Basics

Massive power isn't much good without an equal measure of durability, so SVT powertrain engineers chose the most robust components. The SVT Lightning's cast-iron block is inherently very rigid, thanks to deep skirts that extend below the centerline of its forged-steel crankshaft. Forging is done in America, employing the same advanced methods used to create the crankshaft for the SVT Mustang Cobra.

On top of the cylinder banks, aluminum-alloy heads contain chain-driven, single overhead camshafts that activate roller-finger followers with hydraulic lash adjustment. The SVT forged pistons are specially designed with dished tops to lower the compression ratio to 8.4:1. These rugged pistons withstand the added combustion pressure generated by supercharging.

## Big Gulps of Air

The engine draws intake air through a special, large-capacity air cleaner and intake duct, then through a 90mm mass-air sensor and a dual-bore 57mm throttle body.

Then, an Eaton™ Corporation Generation IV supercharger fitted on top of the intake manifold compresses the air to 8.0 psi. This Roots-type super-

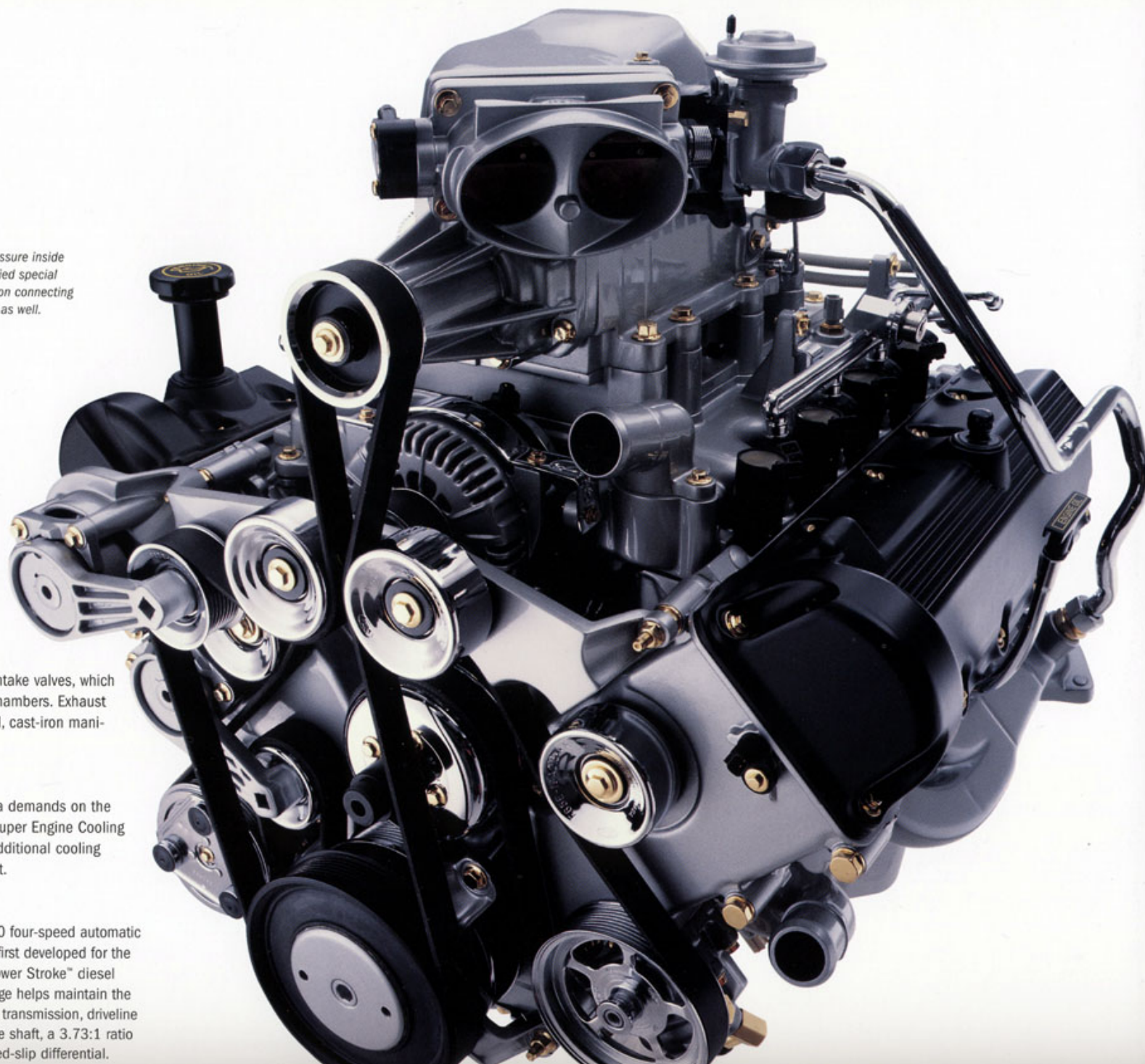


charger has a cast-aluminum case, precisely machined aluminum internal rotors and a dedicated drive belt. Below the supercharger, in the valley between the heads, a water-to-air intercooler removes heat gained during compression, creating a denser, more powerful charge. The supercharger and intercooler are the components most responsible for generating the exceptional horsepower and torque of the SVT Lightning.

Once through the intercooler, the fuel-air mixture is delivered through specially tuned, high-flow



*Supercharging increases the pressure inside an engine. That is why SVT specified special pistons for the Lightning. The piston connecting rod pins have been made sturdier as well.*



manifold runners and ports to the 44.5mm intake valves, which swirl the mixture into the eight combustion chambers. Exhaust gases flow with little restriction through tuned, cast-iron manifolds and a dual exhaust system.

#### **Super Cool**

Spirited driving or towing sometimes put extra demands on the SVT Lightning. In those situations, the Ford Super Engine Cooling package, plus an engine oil cooler, provide additional cooling capacity for this high-performance powerplant.

#### **Tough Tranny**

The SVT Lightning's specially developed, 4R100 four-speed automatic transmission contains numerous components first developed for the commercial transmission used with Ford's Power Stroke™ diesel engine. An Auxiliary Transmission Cooler package helps maintain the condition of the transmission fluid. Behind the transmission, driveline components include a 4.5-inch aluminum drive shaft, a 3.73:1 ratio ring-and-pinion gear set in the 9.75-inch limited-slip differential.

MAKE A STATEMENT.  
LOUD & CLEAR







# DYNAMICS

## CONTROLLED AGGRESSION



**Jeff Feit, SVT Engineering - Lightning Powertrain/Chassis:**  
*"The Lightning chassis does whatever you need it to - haul a bed full of cargo, pull a 5000 pound trailer, carve up a twisty road, put 380HP to the ground, or simply cruise in comfort."*

**IT'S A PICKUP TRUCK** with 380 horsepower and 450 foot-pounds of torque. It weighs 2.3 tons, empty. You need to be able to handle it. Not wrestle it, handle it... smoothly, predictably, with agility and finesse. SVT won't compromise on that score, ever.

So SVT suspension engineers developed a system that gives the Lightning remarkably agile handling. It will launch with aggressive assurance at a drag strip, then turn around and carry an 800-pound payload, tow a 5,000-pound trailer, and ride with exceptional aplomb.

### The Essence of Control

The front suspension is an upper and lower A-arm design, with SVT coil springs, gas-charged shock absorbers, and a specially designed 31mm solid stabilizer bar.

The solid rear axle is controlled by gas-charged shock absorbers, an SVT five-leaf spring system, and an SVT 23mm solid stabilizer bar. The right-rear shock is staggered toward the front of the truck, which limits axle tramp under aggressive acceleration.

This suspension setup lowers the truck a half-inch in front and two inches in the rear. Bilstein monotube shock absorbers at all four corners have damping characteristics designed for optimum wheel control, especially on the rebound stroke. The shocks contribute significantly to the smooth, compliant feel of the Lightning's ride.

A power-assisted recirculating ball steering system communicates clearly and precisely with the driver about adhesion and surface conditions.

SVT engineers sourced the four-wheel disc brake system from the much larger F-250 Super Duty truck. SVT Lightning front rotors are 4.0mm thicker than those on the standard F-150. They measure 12.1 inches, with twin-piston calipers for serious clamping power. The rear rotors measure 13.1 inches and have single-piston calipers. A four-wheel, three-sensor anti-lock system prevents control-abating wheel lockup under hard braking.

### Big Grip

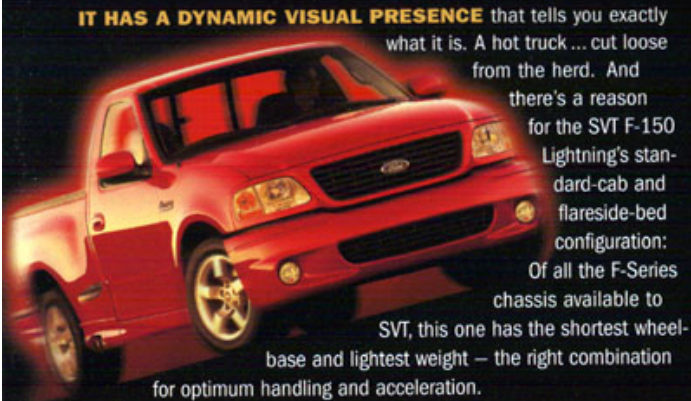
Beefy, 18 x 9.5-inch, five-spoke, cast-aluminum wheels are fitted with 295/45ZR-18 Goodyear® Eagle F1-GS™ unidirectional tires. These tires were specially developed for the SVT Lightning, using much of the same wet/dry high-performance technology introduced with the F1-GS tires on the 1998 SVT Contour. The latest generation F1 GS rubber compound improves both traction and wear characteristics, and the Lightning tires have added sidewall strength for towing.

**ASPHALT ATHLETE**

...PART SPRINTER, PART GYMNAST

**ALL MUSCLE**





**IT HAS A DYNAMIC VISUAL PRESENCE** that tells you exactly what it is. A hot truck ... cut loose from the herd. And there's a reason for the SVT F-150 Lightning's standard-cab and flareside-bed configuration: Of all the F-Series chassis available to SVT, this one has the shortest wheelbase and lightest weight — the right combination for optimum handling and acceleration.

**Unmistakable**

There's no mistaking the SVT F-150 Lightning on the road. Several exterior design elements distinguish it from other F-150 models. The upper and lower front grilles are a horizontal billet bar design, which strengthens the vehicle's low, wide stance.



The lights also set it apart. Headlights, taillights, side-marker lights, and the Lightning's signature round fog lights all have clear, crystalline lenses. Each of the lens surfaces is marked with very faint horizontal lines, which draw the eye to the light's exterior plane rather than its reflector and bulb.



The cab's center high-mounted stop lamp also is unique to Lightning. It consists of 10 light-emitting diodes, which are flanked by two clear-lens cargo lights.

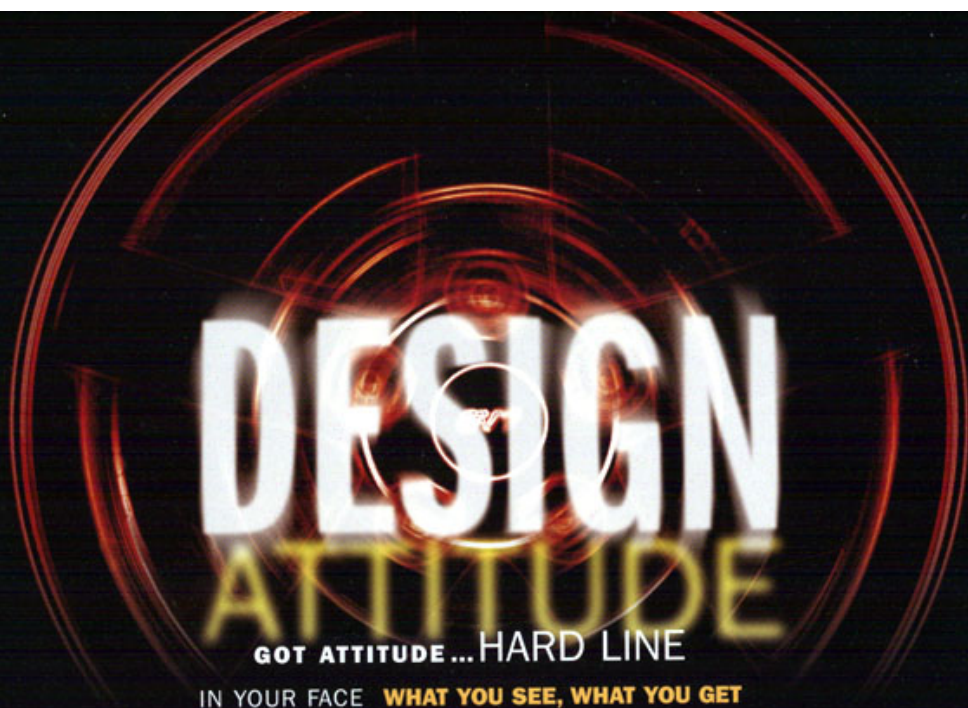
The dual exhaust system's twin three-inch pipe tips are ceramic-coated and tuck under a distinctive scallop in the rocker panel just ahead of the right-rear wheel.

Five-spoke, cast-aluminum-alloy wheels have a bold, sharp-edged design that adds another distinguishing feature to the truck's assertive demeanor.

**Comfort, Function**

Inside, the SVT Lightning is a driving environment that's comfortable and purposeful. The 40/60 split bench seat features enhanced lateral bolstering on the bottoms and backs of the two primary seats, and there is six-way power for the driver's seat. A center jump seat provides room for a third passenger. The interior is trimmed in a combination of Ebony textured leather and Medium Graphite cloth.

The SVT-signature white-faced gauges are electroluminescent; at night they change to a blue-green color with brilliant orange needles. The instrument cluster also includes a supercharger boost gauge.



**DESIGN ATTITUDE**  
**GOT ATTITUDE ... HARD LINE**  
 IN YOUR FACE **WHAT YOU SEE, WHAT YOU GET**





**TECHNICAL DATA****Engine**

<b>Configuration</b>	Longitudinally mounted, single overhead cam, 90-degree Triton™ V8, supercharged/intercooled, cast iron block, aluminum-alloy heads, forged steel crankshaft	
<b>Bore x Stroke</b>	90mm x 105.6mm	
<b>Displacement</b>	5,410cc (330cid)	
<b>Compression ratio</b>	8.4:1	
<b>Horsepower</b>	380 hp @ 4,750 rpm	
<b>Torque</b>	450 lb.-ft. @ 3,250 rpm	
<b>Specific output</b>	70.2 horsepower per liter	
<b>Redline</b>	5,250 rpm (fuel shut-off occurs at 5,400 rpm)	
<b>Valvetrain</b>	Single overhead camshafts, chain drive, roller finger followers with hydraulic lash adjustment, beehive valve springs, two valves per cylinder	
<b>Intake valves</b>	1 per cylinder, 44.5mm head diameter	
<b>Exhaust valves</b>	1 per cylinder, 36mm head diameter	
<b>Fuel system</b>	Sequential electronic fuel injection, Premium calibration	
<b>Induction system</b>	Pressure-charged. Eaton™ Corporation Generation IV Roots-type supercharger, water-to-air intercooler in vee	
<b>Supercharger</b>	8.0 psi pressure	
<b>Throttle body</b>	Dual-bore 57mm	
<b>Mass-air sensor</b>	90mm diameter	
<b>Exhaust manifolds</b>	Cast-iron tuned header-style manifold	
<b>Exhaust system</b>	Tuned dual exhaust, ceramic-coated dual exhaust tips	

**Drivetrain**

<b>Transmission</b>	Four-speed automatic (4R100)	
<b>Drive shaft</b>	4.5-in. aluminum	
<b>Final drive</b>	3.73:1	
<b>Rear axle</b>	9.75-inch ring gear with limited-slip differential	
<b>Gear</b>	<b>Ratio</b>	<b>Maximum Speed In Gear</b>
1st	2.71	43 mph (68 km/h)
2nd	1.53	76 mph (123 km/h)
3rd	1.00	119 mph (191 km/h)
4th	0.71	142 mph (228 km/h)
Reverse	2.176	

**Suspension**

<b>Front</b>	Short- and long-arm type, coil springs, tubular gas-charged Bilstein shock absorbers, 31mm solid stabilizer bar
<b>Rear</b>	Solid axle, staggered gas-charged Bilstein shock absorbers, five-leaf springs, 23mm solid stabilizer bar

**Steering**

<b>Type</b>	Recirculating ball, power assist
<b>Gear ratio</b>	14.0:1
<b>Turns, lock to lock</b>	3.3
<b>Turning diameter</b>	44.3 ft.

**Brakes**

<b>Front</b>	12.1-in. (308mm) vented disc, twin-piston caliper
<b>Rear</b>	13.1-in. (334mm) vented disc, single-piston caliper
<b>ABS</b>	Four-wheel, three-sensor system

**Wheels & Tires**

<b>Wheels</b>	18 x 9.5-in., five-spoke cast aluminum-alloy, painted surface with locking lug nuts
<b>Tires</b>	Goodyear™ Eagle F1-GS™, 295/45ZR-18, unidirectional tread; 235/70R-16 spare tire

**Dimensions & Capacities**

<b>Wheelbase</b>	119.8 in. (3,043mm)
<b>Length</b>	208 in. (5,283mm)
<b>Height</b>	70.9 in. (1,801mm)
<b>Width</b>	79.1 in. (2,009mm)
<b>Track, f/r</b>	65.3 in./65.3 in. (1,661mm/1,661mm)
<b>Head room</b>	40.8 in. (1,036mm)
<b>Leg room</b>	40.9 in. (1,039mm)
<b>Shoulder room</b>	63.8 in. (1,621mm)
<b>Hip room</b>	61.0 in. (1,549mm)
<b>Curb weight</b>	4,670 lb. (2,120 kg)
<b>Fuel capacity</b>	25 gal. (94.62 liters)
<b>Weight dist., f/r</b>	57%/43%
<b>Payload</b>	800 lb. (363kg)
<b>Towing capacity</b>	5,000 lb. (2,270kg)
<b>Fuel economy (est.)</b>	13 mpg city, 17 mpg highway

**Color & Trim**

<b>Exterior</b>	Bright Red Clearcoat, Black Clearcoat, True Blue Clearcoat Metallic, Silver Clearcoat Metallic, Oxford White Clearcoat
<b>Interior</b>	Medium Graphite cloth with textured leather Ebony accents, leather door trim

**F-150 Lightning Includes:**

- Supplemental restraint system: Driver and passenger airbags with passenger-side deactivation switch. Always wear your safety belt and deactivate passenger airbag when using a rear-facing child safety seat.
  - SecuriLock™ passive anti-theft system
  - Anti-lock brake system (ABS)
  - SVT suspension tuning, with lowered ride height
  - 40/60 bench seating. Six-way power for driver's seat, with cloth/leather trim and specially designed lateral bolstering
  - Premium electronic AM/FM stereo cassette; remote 6-disc CD changer
  - Power Equipment Group: Dual electric remote control mirrors, power side windows, power door locks
  - Leather-wrapped four-spoke tilt steering wheel
  - Super Engine Cooling and Auxiliary Transmission Cooler packages
  - Engine oil cooler
  - Air conditioning (manual control)
  - Electroluminescent SVT white-faced gauge pack, including supercharger boost gauge
  - Dark tint sliding rear window
  - Speed control
  - Floor mats
  - SVT and Lightning badging
  - Remote keyless illuminated entry with touch key pad
  - Towing Group, Class III
  - SVT-unique headlight, taillight, side marker, and fog lights with clear, crystalline lenses
- Available Option**
- Tonneau cover (soft)



**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

**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

# 1993 THE SVT FAMILY HERITAGE 2001

**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 2.5L  
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

**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

**1999-2001 SVT F-150 Lightning**

360 hp ('99-'00) 380 hp ('01) supercharged 5.4-liter Triton™ V8  
Four-wheel disc brakes introduced  
5,000-pound tow rating  
Production: 15,346 units (est.)

**2001 SVT Mustang Cobra**

4.6-liter dohc V8, 320 hp @ 6,000 rpm  
317 lb.-ft. torque @ 4,750 rpm.  
Traction control standard  
Production: 7251 units (est.)

Ford SVT designs and develops performance vehicles that can deliver years of driving pleasure and value for the automotive enthusiast.

**Ownership Experience**

We've gone to great lengths to make the experience of driving a new Ford SVT F-150 Lightning enjoyable. We've done the same for the ownership experience, too. We stand behind your truck 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.

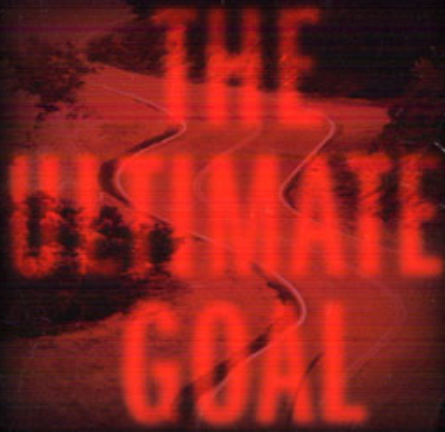
Along with the items listed elsewhere in this catalog, there are Ford brand accessories available at your dealer. They meet or exceed our strict specifications, and they are custom designed and manufactured to complement the style and quality of your Ford-built vehicle.

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.

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

Horsepower and torque numbers are the mean of test results generated according to Society of Automotive Engineers Standard J1349.





THE  
ULTIMATE  
GOAL

*At the heart of the SVT F-150 Lightning 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.*

1-800-FORD-SVT

Hearing Impaired (TDD): 1-800-438-4007

<http://www.svt.ford.com>

French Customer Service: 1-800-563-3673



**SVT**