Our Team:
dedicated
enthusiasts at
Ford who
design, build,
sell, and
service limited-
edition, high-
performance
vehicles.
For us, driving
is a passion,
so we take
special pride
in our work.

SVT
Special Vehicle Team
The essential ingredients for a memorable driving experience are an engine that breathes deeply during a rush to the redline and a chassis that balances poise with predictability.

Blend these cardinal virtues with finesse and you've got a passionate driving machine.
**Man and Machine**

A melding of man and machine is at the heart of the performance. Driving experience, through its primary controls—throttle, brake, and steering wheel—creates an inspired vehicle that communicates with its driver on a visceral, even primal, level. When man and machine work together, there is a seamless introduction between the two. Even when old and challenging, road work's given a driver fatigued, but invigorated and ready for more.

Left: Standard convertible sedan offers 2+2 seating. It provides an avenue for adventure and exploration, or allows a third person to share the fun.
Power, Torque, Breathability

An engine with muscle and refinement is the key ingredient of any sport truck. Ford started with the potent 5.8-liter Windsor V-8, tuned to produce 240 net horsepower and 340 lb-ft of torque. Though some manufacturers still measure performance solely by the length of the black streaks left by the rear tires, Ford engineers believe that a sport truck needs not only exceptional power and torque, but also handling, fuel economy, and long-term durability to match the best performance cars.

Lightning also has a special low-restriction air filter, a 65mm throttle body, and a two-piece aluminum intake manifold. The upper section has one plenum chamber feeding eight smooth-wall, tuned-length runners which, except for their curvature, resemble the business end of a pipe organ. The lower manifold casting has 42mm round intake ports that mate smoothly with the cylinder head passages. On the exhaust side, restriction is minimized by tubular stainless-steel headers, formed and welded in a four-into-one configuration. Downstream, four catalytic converters feed a dual-outlet exhaust system.

A free-breathing small-block V-8 is precisely the engine for the job because it delivers plenty of power without creating a nose-heavy straight-line specialist. The Lightning’s V-8 was developed using a shrewd blend of traditional and contemporary techniques. Enhanced engine breathing is the first step. Key components are GT-40 cylinder heads, so named because the inspiration for them comes from the most successful racing machines in Ford history. With their larger valves, high-flow ports, and subtle combustion chamber revisions, these heads deliver better breathing, a broad torque curve, impressive peak horsepower, and low exhaust emissions.

Special pistons with a high silicon-aluminum content are fitted with thinner and lighter rings made from premium materials to improve cylinder-wall sealing and conformity. The Lightning’s camshaft was selected specifically to suit the larger valves and freer-flowing cylinder heads. To keep oil temperature within its optimal operating range during aggressive driving, a liquid-to-liquid oil cooler is fitted. The engine control computer has been programmed for an optimum balance of several.

Below: Lightning’s hypereutectic pistons feature a high silicon-aluminum content.

Below: The Lightning’s GT-40 heads feature larger valves to improve breathing and volumetric efficiency.
VARIABLES: POWER, THROTTLE RESPONSE, DRIVEABILITY, FUEL EFFICIENCY, AND EMISSIONS.
AND BECAUSE LIGHTNING OWNERS INEVITABLY WILL RAISE THEIR HOODS TO SHOW OFF THE HARDWARE, THE ENGINE COMPARTMENT PRESENTATION IS CLEAN AND PURPOSEFUL.

LIGHTNING DRIVELINE COMPONENTS ARE ALSO UPGRADED. THE E4OD ELECTRONICALLY CONTROLLED FOUR-SPEED AUTOMATIC TRANSMISSION IS RECALIBRATED TO HANDLE THE EXTRA TORQUE AND HIGH RPM CHARACTERISTICS OF THE LIGHTNING'S 5.8-LITER ENGINE. A FOUR-INCH-DIAMETER ALUMINUM DRIVESHAFT REDUCES BOTH WEIGHT AND ROTATIONAL INERTIA. THE REAR AXLE IS FITTED WITH A 4.10:1 RATIO AND A LIMITED-SLIP DIFFERENTIAL FOR ROAD-GRIPPING TRACTION.

HOW WELL DOES THE POWERTRAIN WORK? THAT'S BEST ANSWERED BY THE AUTOMOTIVE JOURNALISTS:

"THERE'S NO LUMPY IDLE OR PEAKY POWER CURVE TO THIS DRIVER-ORIENTED TRUCK. IT'S A WELL-EXECUTED PACKAGE THAT DELIVERS SMOOTH ACCELERATION AND PREDICTABLE HANDLING."

HOT ROD

"WHEN THE LIGHTNING COMES TO LIFE, IT DOES SO WITH AN INTENSE BURST OF RESONANT ENERGY YOU JUST DON'T FIND IN A PLUMBER'S PICKUP."

CAR AND DRIVER

Right: A two-piece aluminum intake manifold is a key component in the Lightning engine's improved breathing characteristics.
Poise, Predictability, Payloads

Performance-oriented publications have anointed the Lightning as the world's first cargo hauler that can handle twisting roads. Car and Driver reported a skidpad adhesion of 0.88g. Motor Trend dubbed this "a Mustang GT with a really big trunk."

Building a pickup truck that rides and handles like a sports car is no simple task, but Ford's SVT group welcomes a challenge. Particularly when the task is creating a new way to get from here to there in minimal time with maximum driving delight.

The Ford F-150 provides solid underpinnings: a deep-section frame girded with several stout crossmembers, a twin I-beam front suspension with coil springs, a well-located rear axle suspended by variable-rate leaf springs, front disc brakes that are nearly a foot in diameter, and 11-inch rear drums with ABS.

Using care to maintain the traditional load-carrying and towing capabilities expected of a truck,

SVT engineers began the transformation of the standard F-150 into a sport truck by specifying unique front coil and semi-elliptical rear leaf springs to lower and level the stance. Larger front and rear stabilizer bars serve two purposes: they diminish the amount of body lean in the turns and provide an effective means of balancing traction characteristics, front and rear, so all four tires are more equitably loaded during cornering. Rear axle windup during hard acceleration is limited by the addition of two special rubber-damped suspension members.

Handling gains come easily if you're willing to sacrifice cargo capacity or ride quality. SVT's chassis engineers wouldn't settle for either of those compromises so they invested extra effort in finding more creative ways to make Lightning handle like no truck in history. SVT selected Firestone Firehawk GTA radials, size P275/60HR-17 — the widest tires fitted to a half-ton pickup by any
MANUFACTURER — AND MOUNTED THEM ON STYLISH 17x8.0-INCH ALUMINUM WHEELS. PROVEN DURING YEARS OF SHOWROOM STOCK ROAD RACING, THE FIRESTONE RUBBER DEMONSTRATES NOT ONLY EXEMPLARY ADHESION ON WET OR DRY PAVEMENT, BUT ALSO EXCELLENT RIDE CHARACTERISTICS, SHARP MANEUVERABILITY, AND PREDICTABILITY.

SVT ENGINEERS NEXT FOUCED ON SELECTING SHOCK ABSORBERS THAT WOULD COMPLEMENT THE CHARACTERISTICS OF THE TIRES. THE MONROE FORMULA GP SHOCKS CHOSEN FOR THE LIGHTNING DO AN EXCELLENT JOB OF DAMPING BOTH VEHICLE AND INDIVIDUAL WHEEL MOTIONS IN A WIDE VARIETY OF DRIVING CONDITIONS. THE FEEL IS SUPPLE AND CONTROLLED, NEVER HARSH OR ABUSIVE. AND THESE SHOCKS ARE SIGNIFICANTLY OVERSIZED TO AVOID FADE OR LOSS OF EFFECTIVENESS DURING SUSTAINED HARD DRIVING.

"The Lightning is a comfortable truck that can not only embarrass many sport cars, but can still haul a bed of fill dirt." — Sport Truck

THE NET RESULT IS REMARKABLY VERSATILE: A MACHINE THAT CAN KEEP UP WITH A SPORTS CAR ON A MOUNTAIN ROAD, A TRUCK THAT DOESN'T BREAK A SWEAT BEARING A 700-POUND LOAD (PASSENGERS AND CARGO) OR TOWING A 5,000-POUND TRAILER, AND A VEHICLE THAT WOULDN'T THINK OF PUNISHING THE PASSENGERS. THE PROFESSIONAL CRITICS AGREE:

"THIS IS A CONVENTIONAL REAR-WHEEL-DRIVE PICKUP WITH EVERY ASPECT OF THE CHASSIS TUNING DONE EXACTLY RIGHT." — AUTOMOBILE MAGAZINE

"LIGHTNING'S CORNERING PROWESS TESTS YOUR PREJUDICES ABOUT PICKUP TRUCK HANDLING: YOU CAN FIND YOURSELF REACHING A MENTAL LIMIT BEFORE YOU REACH ITS LIMITS." — AUTOWEEK

REFLEXES, A LONGER PITMAN ARM WAS SPECIFIED. A HIGHER-EFFORT AND MORE RESPONSIVE POWER STEERING CONTROL VALVE IMPROVES ROAD FEEL.
THE JOY OF DRIVING

The F-150 Lightning is no spec-up work truck with a big engine, but a performance vehicle that can also handle a full day on the job.

And while its V8 engine and tenacious suspension are important for a memorable driving experience, there is another factor that's even more critical:

The seamless interaction between man and machine.

This perfect union comes together behind the Lightning's leather-wrapped wheel. The steering is well weighted and communicative, an array of gauges is placed in plain sight, and through a

Supportive, well-bolstered bucket seat the workings of the chassis are made clear to the driver. The connection between man and machine is complete.

Round the cones at an autocross and the Lightning impresses.

Head north over California's Highway 1 from San Francisco to Stinson Beach and the precision of the Lightning's steering and suspension will have you clipping one apex after another. Or take your favorite run to work and the Lightning will have you wondering away satisfied.

In the hands of the enthusiast, the 1995 F-150 Lightning can turn any journey into a joyous experience.
### TECHNICAL DATA

#### ENGINE
- **Type:** 90-degree V-8
- **Bore x Stroke (in.):** 4.00 x 3.50
- **Displacement (liters/ cu. in.):** 5.8/351
- **Compression Ratio:** 8.8:1
- **Horsepower (SAE net):** 240 hp @ 4,200 rpm
- **Torque:** 340 lb-ft @ 3,200 rpm
- **Fuel System:** Multi-Port Electronic Fuel Injection
- **Throttle Body:** 1 At 65mm
- **Cams:** High Torque
- **Intake Valves:** 1 Per Cylinder, 1.84-in. Head Diameter
- **Exhaust Valves:** 1 Per Cylinder, 1.54-in. Head Diameter
- **Pistons:** Hypereutectic
- ** Cylinder Block:** Cast Iron
- ** Cylinder Heads:** GT-40 Design, Cast Iron
- **Intake Manifold:** Upper, Tuned Length
- **Exhaust Manifolds:** Tube/Steel, Header Type
- **Exhaust System:** Dual Tubular Stainless Steel

#### WHEELS AND TIRES
- **Wheels:** Cast Aluminum 5-Spoke, 17 x 8 in.
- **Tires:** Firestone Firehawk GTA, P235/60HR-17, BSW
- **Spare Tire:** P235/75R-15X, BSW
- **Spare Wheel:** Painted Steel, 15 x 7.5 in.

#### LIGHTNING INCLUDES
- Supplemental Restraint System: Driver-Side Airbag, Always Wear Your Safety Belt
- XLT Trim
- Premium Bucket Seats With Power Lumbar Support And Convertible Console Center Seat
- Functional Front Air Dam Fitted With Fog Lights
- Electronic AM/FM Stereo With Cassette/Digital Clock And Four Speakers
- Power Side Windows And Door Locks
- Air Conditioning
- Speed Control/ tilt/ steering wheel
- Interval Wipers
- Interior Enhancement/Light

#### DRIVETRAIN
- **Transmission:** Heavy Duty E4OD, Electronic 4-Speed Automatic Overdrive With Brake/Shift Interlock
- **Gear Ratios:**
  - 1st: 2.71
  - 2nd: 1.54
  - 3rd: 1.00
  - 4th (O/D): 0.71
- **Reverse:** 2.18
- **Rear Axle:** Heavy Duty 8.8-in.
- **Limited Slip Differential:** 4.10:1
- **Differential:** 4.0-in. Diameter, Aluminum

#### SUSPENSION
- **Front Suspension:** Twin I-Beam, Radius Arms, Monroe Formula GP Shock Absorbers, Coil Springs, 1.0-in. Stabilizer Bar
- **Rear Suspension:** Rigid Axle, Leaf Springs, Monroe Formula GP Shock Absorbers, 1.0-in. Stabilizer Bar

#### STEERING
- **Type:** Power Assist, Integral
- **Gear Ratio:** Recirculating Ball Steering Gear
- **Ratio:** 17:1

#### BRAKES
- **Type:** Power Assist, Disc/Drum, Rear Anti-Lock
- **Front:** Disc, Rotor Diameter, 297.7mm (11.72 in.)
- **Rear:** Drums, 280 x 57mm (11.03 x 2.25 in.)

#### PACKAGE
- **Wheelbase:** 116.8 in.
- **Overall Length:** 201.8 in.
- **Width:** 79.0 in.
- **Front Track:** 64.2 in.
- **Rear Track:** 63.5 in.
- **Head Room:** 39.6 in.
- **Leg Room:** 41.1 in.
- **Curb Weight:** 4,446 lbs.
- **Maximum Payload:** 700 lbs.
- **Maximum Trailer Weight:** 5,000 lbs.

### PERFORMANCE
- **0-60 mph:** 7.6 seconds
- **Top Speed:** 110 mph (electronically limited)
- **EPA Estimates:** 12 City/16 Highway

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**The Ownership Experience**

We've gone to great lengths to make the experience of driving a new Ford F-Series an enjoyable one. The experience of ownership continues.

We stand behind your truck with our 3-year/36,000-mile bumper-to-bumper limited warranty. And we look after security with our no-cost Roadside Assistance Program. Expect nothing less from a "customer-driven" company.

**Roadside Assistance Program**

Every new Ford includes the assurance of an emergency no-cost Roadside Assistance Program provided by Ford Auto Club, Inc. during the 3-year/36,000-mile bumper-to-bumper 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, tire change, a jump start, or even help when you're locked out of your truck. Ask your Ford Dealer for complete details on the Ford Roadside Assistance Program.

**Bumper-To-Bumper Coverage**

The 36-month/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other parts covered under separate provisions) 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 Ford Credit's leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership. Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

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**Ford Credit Bank Card**

Using your Ford Credit Visa or MasterCard could earn you hundreds, even thousands of dollars from Ford toward the purchase of a new Ford, Lincoln, or Mercury product. To apply or get more information, call 1-800-374-7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Ford Credit.

**Optional Ford Extended Service Plans**

Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. See your Ford Dealer for complete details.

**Dealer-Installed Accessories**

The enjoyment of owning a new Ford F-Series pickup truck begins before you take delivery, when you're selecting colors and features. Together, with the items listed on this page, these are Ford brand accessories available at your Ford 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.

**Other Accessories**

Some of the items shown in this publication are the products of retail organizations and establishments that are not connected with Ford Motor Company.

Availability, price, quality and durability of these items rests solely with these organizations, and Ford assumes no responsibility for their use.

**Options Availability**

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

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