

1995 FORD F-150
LIGHTNING

SVT

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.





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, BRAKES, AND STEERING WHEEL—

AN INSPIRED VEHICLE COMMUNICATES WITH ITS DRIVER ON A VISCERAL, EVEN PRIMAL, LEVEL. WHEN MAN AND MACHINE WORK TOGETHER, WHEN THERE IS A SEAMLESS

INTERACTION BETWEEN THE TWO, A DAY SPENT ON CHALLENGING ROADS WON'T LEAVE A DRIVER FATIGUED, BUT INVIGORATED AND READY FOR MORE.



Left: Standard convertible console offers 2+1 seating. It provides an armrest with storage and cupholders, 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.

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.

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.

SPECIAL PISTONS WITH A HIGH SILICON-ALUMINUM CONTENT ARE FITTED WITH THINNER AND LIGHTER RINGS MADE FROM



Below: Lightning's hyperactive pistons feature a high silicon-aluminum content.

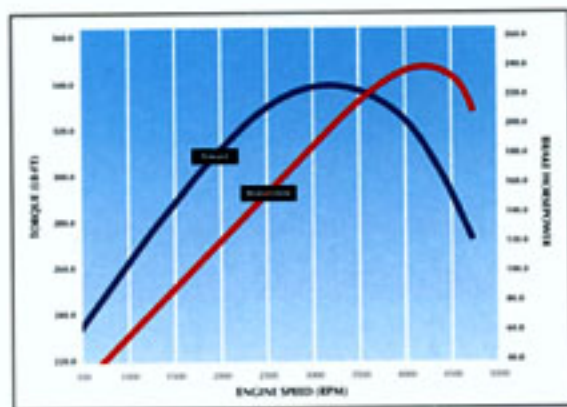
PREMIUM MATERIALS TO IMPROVE CYLINDER-WALL SEALING AND CONFORMITY. THE LIGHTNING'S CAMSHAFT WAS SELECTED SPECIFICALLY TO SUIT THE LARGER VALVES AND FREER-FLOWING CYLINDER HEADS. TO KEEP OIL TEMPERATURE WITHIN ITS OPTIMAL OPERATING RANGE DURING AGGRESSIVE DRIVING, A LIQUID-TO-LIQUID OIL COOLER IS FITTED. THE ENGINE CONTROL COMPUTER HAS BEEN PROGRAMMED FOR AN OPTIMUM BALANCE OF SEVERAL

Below: The Lightning's GT-40 heads feature larger valves to improve breathing and volumetric efficiency.

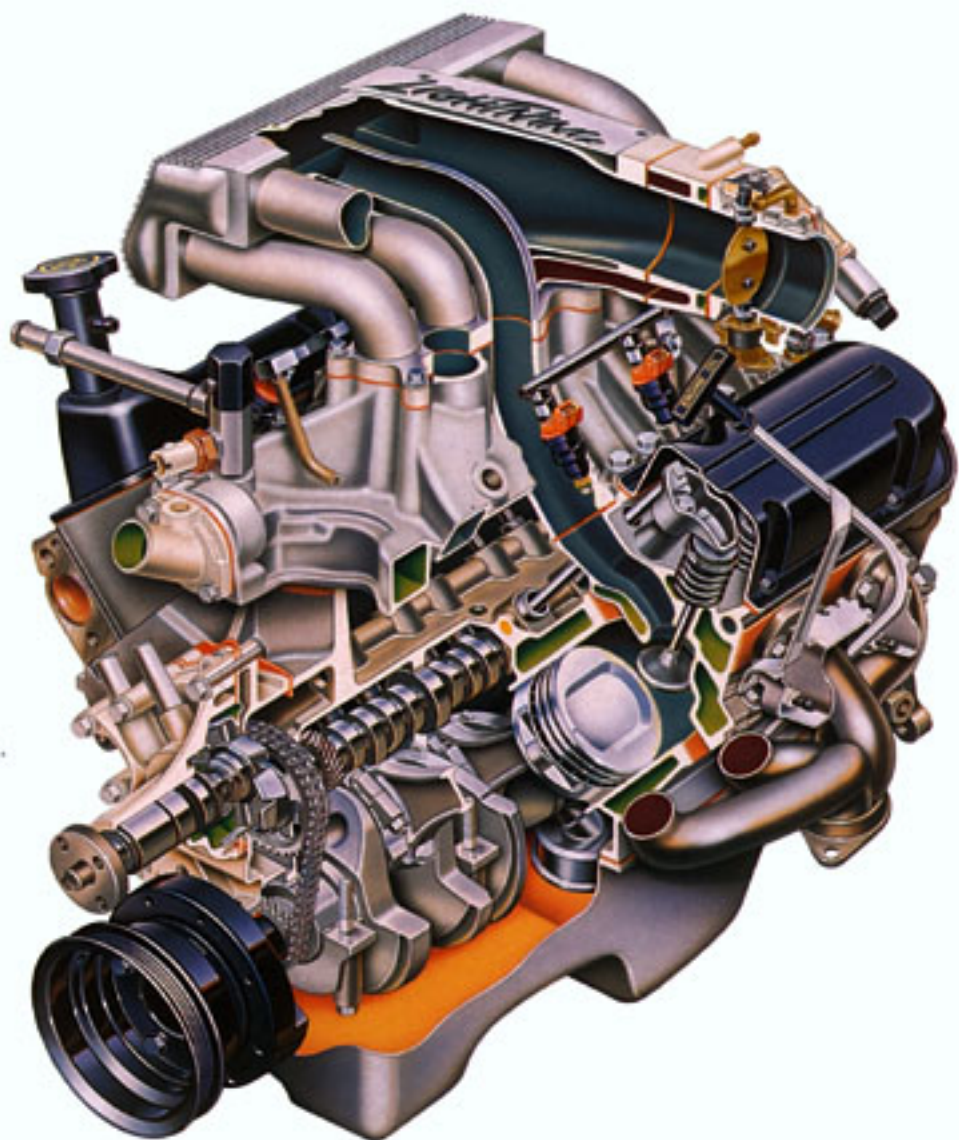


VARIABLES: POWER, THROTTLE
RESPONSE, DRIVEABILITY, FUEL
EFFICIENCY, AND EMISSIONS.
AND BECAUSE LIGHTNING OWNERS
INEVITABLY WILL RAISE THEIR HOODS
TO SHOW OFF THE HARDWARE,
THE ENGINE COMPARTMENT
PRESENTATION IS CLEAN AND PURPOSEFUL.

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.



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



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





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L I G H T N I N G



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 TRANS-

FORMATION 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 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



*Right and Below:
The Lightning's
Monroe Formula GP
shock absorbers
provide exceptional
wheel damping
characteristics.*



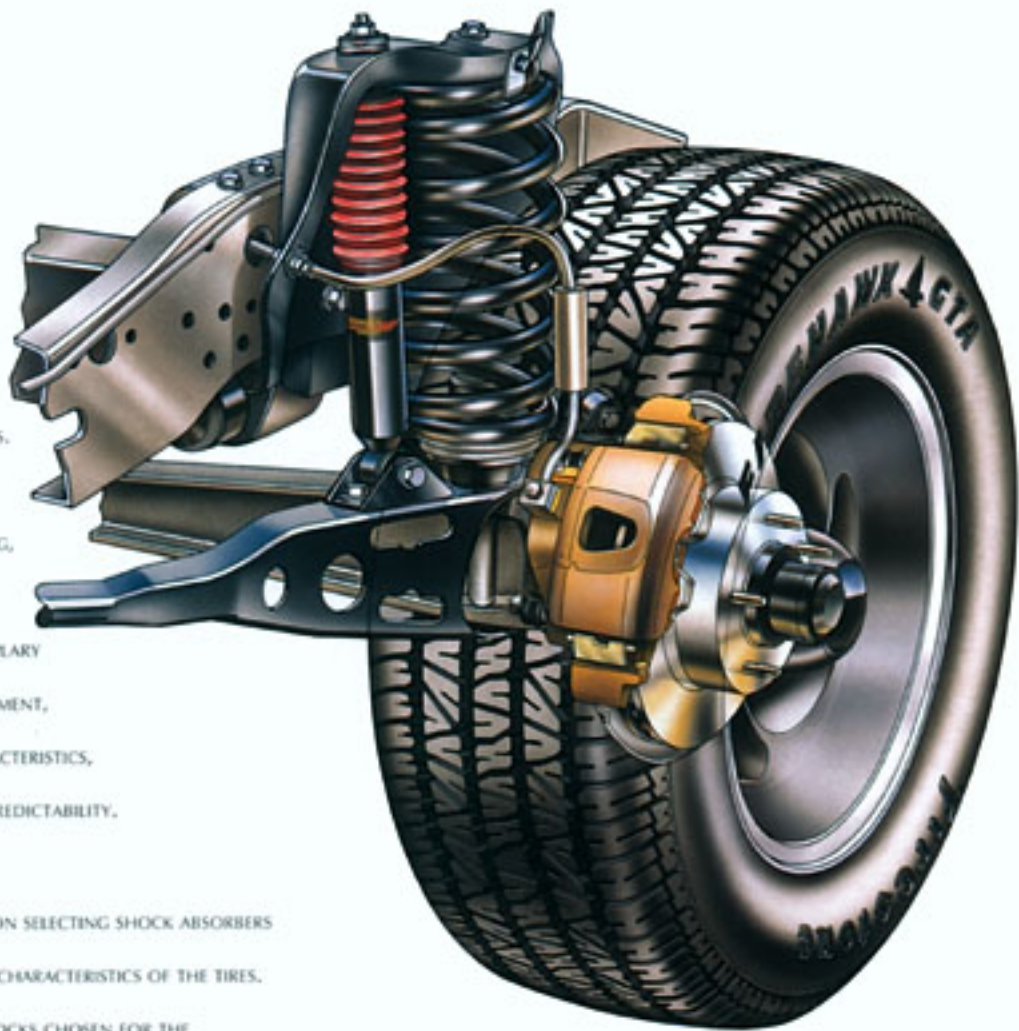
MANUFACTURER — AND MOUNTED THEM ON STYLISH 17x8.0-INCH ALUMINUM WHEELS. PROVEN DURING YEARS OF SHOWROOM STOCK ROAD RACING, THE FIRESTONE RUBBER DEMONSTRATES NOT ONLY EXEMPLARY ADHESION ON WET OR DRY PAVEMENT, BUT ALSO EXCELLENT RIDE CHARACTERISTICS, SHARP MANEUVERABILITY, AND PREDICTABILITY.

SVT ENGINEERS NEXT FOCUSED ON SELECTING SHOCK ABSORBERS THAT WOULD COMPLEMENT THE CHARACTERISTICS OF THE TIRES. THE MONROI 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.

TO GIVE THE LIGHTNING QUICKER STEERING

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



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."

AUTO WEEK

"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 JOY OF DRIVING



THE F-150 LIGHTNING IS NO SPRUCED-UP WORK TRUCK WITH A BIG ENGINE, BUT A PERFORMANCE VEHICLE THAT CAN ALSO HANDLE A FULL DAY ON THE JOB. AND WHILE ITS WILLING 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 UNISON 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 WALKING AWAY SATISFIED. IN THE HANDS OF THE ENTHUSIAST, THE 1995 F-150 LIGHTNING CAN TURN ANY JOURNEY INTO A JOYOUS EXPERIENCE.



FORD F-150 LIGHTNING



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 lbs./ft. @ 3,200 rpm
Fuel System:	Multi-Port Electronic Fuel Injection
Throttle Body:	1 At 65mm
Camshaft:	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 Tubular Aluminum; Lower, Cast Aluminum
Exhaust Manifolds:	Tubular Stainless Steel, Header Type
Exhaust System:	Dual Tubular Stainless Steel

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 (OD): 0.71 Reverse: 2.18
Rear Axle:	Heavy Duty 8.8-in. Limited Slip Differential, 4.10:1
Driveshaft:	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 Recirculating Ball Steering Gear
Gear Ratio:	17:1

BRAKES

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

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, too.

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 assistance 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 items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your dealer.



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. Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.

WHEELS AND TIRES

Wheels:	Cast Aluminum 5-Spoke, 17 x 8 in.
Tires:	Firestone Firehawk GTA, P275/60HR-17, BSW
Spare Tire:	P235/75R-15XL, BSW
Spare Wheel:	Painted Steel, 15 x 7.5 in.

LIGHTING 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

AVAILABLE OPTIONS

- Tubular Rear Bumper
- Electric Side Mirrors, Black
- Trailer Towing Package
- Sliding Rear Window
- Remote Keyless Entry/Anti-Theft System
- Compact Disc Player
- Light And Convenience Group A

COLOR & TRIM

Exterior:	Oxford White Clearcoat, Black Clearcoat, Bright Red Clearcoat, Opal Grey
Interior:	

PACKAGE

Wheelbase:	116.8 in.
Overall Length:	
With Step Bumper:	201.8
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

Ford Citibank Credit Card

Using your Ford Citibank 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 Citibank.



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.

Along with the items listed on this page, there 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 those 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.



SVT

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