
X13-VSA PRO Cobra

the interior was one of the few areas that received a minor makeover. a new gauge cluster was installed in the centre console. the same 17-inch wheels were fitted with new cobra tires, wrapped in red and white. the interior of the cobra had a very solid feel and was one of the most comfortable in the 1993 mustang lineup. the seats are large and comfortable and the leather is in great condition. the red, white and blue carpet is a nice touch. if you are lucky you will find an interior source sheet in the glove box with the cobra logo and production number. even the carpets had cobra stamps. the x13 vsa cobra had more power than the gt in the form of a higher redline of 9,500 rpm. a new exhaust system was added to the engine that includes a larger catalytic converter with high-flow air and fuel pipes. the cobra was basically as good as the gt had been in terms of performance and handling. the only real downside was the price. the average cobra was \$42,995, which was \$1,000 more than the gt. weighing in at 37.5 cubic inches of interior space, the cobra was the smallest of the 1993 mustangs. the svo was a completely different mustang from the cobra. the svo was designed by the same people who had created the concept of the svo in the first place. the first svo body was of a somewhat light weight, which was roughly the same weight as the coupe. the new svo body was 7.5 inches longer and wider than the cobra and featured its own unique rear end. its nose was more upright, it had a smaller rear spoiler and the tail lights were slightly different. the svo, however, had the same v8 engine as the cobra. this was a logical development since the svo was based on the same ford svo platform that the cobra was.

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however it was the transmission that put a damper on the cobras reputation and continued to set it apart from other mustangs. the svt cobra transmission would eventually be used in a handful of other vehicles over the years, including the ford svt cobra replica and the ford svt mustang. this time around the transmission was a standard five-speed but its rpm range was set much higher than on other mustangs. this was done for two reasons, firstly the engine was tuned to run at higher rpms and secondly the cobra was intended to be a track car. in fact the engine of the cobra was matched up with the transmission and rear end in order to deliver the kind of power needed to be competitive on the race track. a slight problem with this setup was that the lower rpms were not so well suited for the street, and this is where the "tremec t-56" transmission had its troubles. the t-56 was designed for use in race cars, and was a solid, reliable machine with lots of power and was capable of doing a little bit of everything. however the tremec t-56 was never intended to be used in a street car, and as a result it was very difficult to shift up and down in the lower gears at higher rpms. the transmission was thus not well suited for the street, and combined with the first generation cobra's standard five-speed it caused quite a few problems. the mustangs name was originally spelled mustang mach-1, but when the body was built for a customer, a used shelby gt500 was built instead. the performance version of the mach-1 was called the mach-x, which changed to the cobra name in 1995. the cobra name also changed to cobra mach-1 in 1996. the cobra name was officially used for the only cobra model built by ford. this year is the 40th anniversary of the cobra name and ford celebrated with the release of the special edition cobra mach-1 40th anniversary. each car is unique and is limited to 100 units. 5ec8ef588b

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