

2002 FORD THUNDERBIRD

Vehicle type: front-engine, rear-wheel-drive, 2-passenger, 2-door convertible

Price as tested: \$39,867

Price and option breakdown: base Ford Thunderbird (includes \$530 freight), \$35,495; hardtop, \$2500; Premium package (17-inch wheels and traction control), \$1000; interior color trim package, \$800; luxury tax on options, \$72

Major standard accessories: power steering, windows, seats, and locks; A/C; cruise control; tilting and telescoping steering wheel; rear defroster

Sound system: Ford AM/FM-stereo radio/CD changer, 4 speakers

ENGINE

Type V-8, aluminum block and heads
Bore x stroke 3.39 x 3.35 in, 86.0 x 85.0mm
Displacement 241 cu in, 3950cc
Compression ratio 10.6:1
Engine-control system Ford PTEC with port fuel injection
Emissions controls 3-way catalytic converter, feedback air-fuel-ratio control, EGR
Valve gear chain-driven double overhead cams, 4 valves per cylinder
Power (SAE net) 252 bhp @ 6100 rpm
Torque (SAE net) 267 lb-ft @ 4300 rpm

DRIVETRAIN

Transmission 5-speed automatic with lockup torque converter
Final-drive ratio 3.58:1, limited slip
Gear Ratio Mph/1000 rpm Max. test speed
I 3.22 6.6 43 mph (6500 rpm)
II 2.41 8.8 57 mph (6500 rpm)
III 1.55 13.6 89 mph (6500 rpm)
IV 1.00 21.2 137 mph (6500 rpm)
V 0.75 28.2 138 mph (4920 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 107.2 in
Track, F/R 60.5/60.2 in
Length 186.3 in
Width 72.0 in

Height 52.1 in
Frontal area 21.8 sq ft
Curb weight (including 91-pound hard top) 3883 lb
Weight distribution F/R 51.6/48.4%
Fuel capacity 18.0 gal
Oil capacity 6.0 qt
Water capacity 11.9 qt

CHASSIS/BODY

Type unit construction with 1 rubber-isolated subframe
Body material welded steel stampings and molded plastic

INTERIOR

SAE volume, front seat 54 cu ft
luggage space 7 cu ft
Seats bucket
Seat adjustments fore and aft, seatback angle, front height, rear height
Restraint systems manual 3-point belts, driver and passenger front and side airbags
General comfort poor fair **good excellent**
Fore-and-aft support poor fair **good excellent**
Lateral support poor fair **good excellent**

SUSPENSION

F: ind, unequal-length control arms, coil springs, anti-roll bar
R: ind, unequal-length control arms and a toe-control link, coil springs, anti-roll bar

STEERING

Type rack-and-pinion, power-assisted
Turns lock-to-lock 2.9
Turning circle curb-to-curb 37.5 ft

BRAKES

F: 11.8 x 1.2-in vented disc
R: 11.3 x 0.8-in vented disc
Power assist vacuum with anti-lock control

WHEELS AND TIRES

Wheel size 7.5 x 17 in
Wheel type cast aluminum
Tires Michelin Pilot HX MXM4, P235/50VR-17
Test inflation pressures, F/R 34/34 psi

C/D TEST RESULTS

ACCELERATION (hardtop/softtop) Seconds	
Zero to 30 mph	2.5/2.5
40 mph	3.7/3.6
50 mph	5.2/5.0
60 mph	7.0/6.9
70 mph	9.0/8.8
80 mph	11.4/11.1
90 mph	14.3/13.9
100 mph	18.1/17.4
110 mph	22.4/21.5
120 mph	27.9/26.8
Street start, 5-60 mph	7.4
Top-gear acceleration, 30-50 mph	3.6
50-70 mph	4.7
Standing 1/4-mile	15.3/15.2 sec @ 93/94 mph
Top speed (governor limited)	138 mph

BRAKING

70-0 mph @ impending lockup 172 ft
Fade none **light** moderate heavy

HANDLING

Roadholding, 300-ft-dia skidpad 0.80 g
Understeer minimal **moderate** excessive

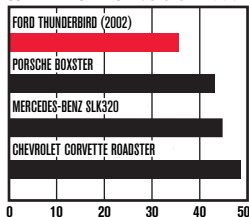
FUEL ECONOMY

EPA city driving 17 mpg
EPA highway driving 23 mpg
C/D-observed fuel economy **17 mpg**

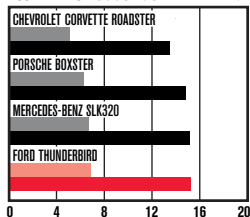
INTERIOR SOUND LEVEL (hardtop/softtop)

Idle 43/45 dBA
Full-throttle acceleration 75/75 dBA
70-mph cruising 70/74 dBA
70-mph coasting 70/73 dBA

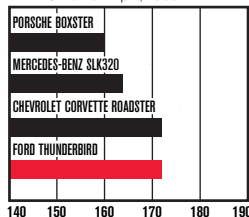
CURRENT BASE PRICE* dollars x 1000



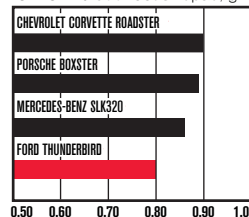
ACCELERATION seconds



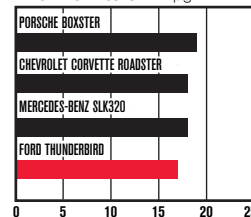
BRAKING 70-0 mph, feet



ROADHOLDING 300-foot skidpad, g



EPA CITY FUEL ECONOMY mpg



*Base price includes freight, any performance options, and all applicable luxury and gas-guzzler taxes.