

2008 Bullitt



A New Wolf in Sheep's Clothing

text and photos by Mary Jean Wesche

One of, if not the best car-chase scene in movie history, was the seven-minute scene in the movie Bullitt. Released in 1968, this movie has been talked about widely ever since. What Mustang enthusiast hasn't

seen Steve McQueen "flying" over the hills of San Francisco in a 1968 Highland Green Mustang? Much has been written about that scene over the years. Two '68 390 cid Mustang GTs were purchased for the making of Bullitt. Both were modified for the movie with mods to the engines and suspensions, in addition to camera mounts welded in for in-car filming. Many enthusiasts have gone to great lengths to recreate a "Bullitt" Mustang of their own. The only "real" Bullitt Mustangs created by Ford were the two used in the movie. That was until 2001.

In 2001, Ford Motor Company introduced a Ford Mustang GT Bullitt. Projection numbers indicated that 6,500

units would be built. Actual numbers were much less. Ford built 5,582 2001 Bullitt Mustangs, although the numbering goes to 5,601 due to errors on the production line. Included were three prototypes and four Mustangs that were given to the McQueen family. Special stickers that read "McQueen 1, McQueen 2, McQueen 3, and McQueen 4" were applied to those cars. Most produced were Dark Highland Green (3,041), 1,818 were Black, and the remaining 723 were available in True Blue. The 4.6L was beefed up with a new upper intake manifold and under-drive pulleys, dual 57mm throttle bodies, and a tuned exhaust was added. A



Tremec 3650 five-speed replaced the T45. An 11-inch clutch and flywheel were also added; 600-lb springs replaced the standard GT 450-lb springs. Tubular sway bars were utilized. Tokico shocks and struts and 13-inch Brembo brakes rounded out the package, and thus the Bullitt took to the streets. The price then was \$27,000. Fast forward to 2007. Rumors surfaced on the web about a Red Bullitt seen prowling the streets of San Francisco, California. Well, Ford was quick to jump in commenting, "Why would Ford build a Red Bullitt?" Never officially denying the rumor, they put it to rest nonetheless. However, on November 6, 2007, the 2008 Mustang Bullitt made its debut at Ford Mason in San Francisco, CA. Driven (hard) by

professional stunt drivers and some of Ford's proud engineers, a dozen Dark Highland Green Bullitt Mustangs were introduced to the media at a special launch hosted by Ford Motor Company. This year's launch coincided with the 40th anniversary of the Warner Bros. movie after which the car is named. As for a Red Bullitt, well, indeed Ford had produced one Red Bullitt. However, after the launch, that Mustang will be destroyed. The rumors were true as that Mustang was seen being driven, but only the badging on the decklid was covered. Since there is no other badging, no one who saw the Red Bullitt actually knew what it was.

Production numbers for the 2008 model are projected to be 7,700 for the United States and Canada. Surprisingly, the sticker price for the newest offering is a mere \$31,075. When compared to the price of the 2001, it's not a bad deal at all. The best part of this is, of course, driving! We were fortunate to have several hours of seat time behind the wheel of this beauty. Much new design and innovation has gone into producing the 2008 Mustang Bullitt. After considerable driving time, we have no doubt those units will be sold out quickly.

In keeping with the stealth-looking '68 movie car, the 2008 displays no badging with one exception, a replica gas cap on the decklid proclaims "Bullitt" with a gunsight graphic. No pony graces the front grille. The color, Dark Highland Green, will be kept solely for the Mustang Bullitt. The only other color available this go-round is Black. A satin aluminum strip representing the chrome grille on the '68 car accents a new black-mesh grille. The rear fascia is shared with the GT. Everything possible was done to stay true to the original.

The interior is Dark Charcoal Black leather with a hand-machined, aluminum swirl dash panel. The bezels circling the air vents and gauges are also satin aluminum as is the shift ball that replaces the standard leather-wrapped GT shifter. Foot pedals have race-inspired aluminum covers, enhancing the retro appeal. Graphics are minimal with the only identification visible being the Bullitt logo and gunsight graphic mounted in the center of the steering wheel. The seats are extremely comfortable. They resemble those of the GT500 while providing added lumbar and bolster support.

The chassis and suspension were fine-tuned to enhance handling and give the

Bullitt 315 hp and 325 lb-ft torque. The live rear axle uses a unique 3.73:1 gear, which helps launch the Bullitt. The standard shocks and struts were replaced to allow a more aggressive drive, while not making the ride suffer. Paul Randle, chief engineer said, "The 2008 Mustang Bullitt delivers balanced performance. Comfort is not compromised for performance. Performance is on demand. You can easily take Bullitt from the track to the street and back onto the track with confidence."

Based on the fuel used, the innovative spark ignition system adapts, sensing the grade of fuel and adjusting spark to provide maximum torque—upwards of 10 lb-ft more between 1,000 to 4,000 rpm. A Ford Racing Power Pack provides a cold air induction system. The underhood blanket is custom-fit to the Bullitt, sealing that cold air system well.

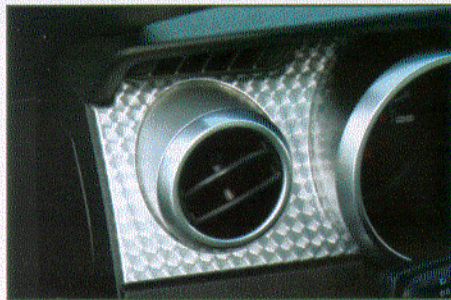
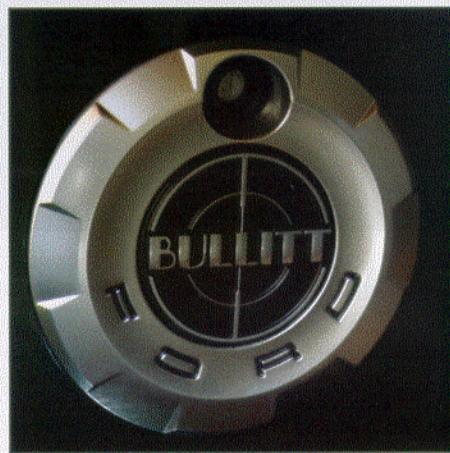
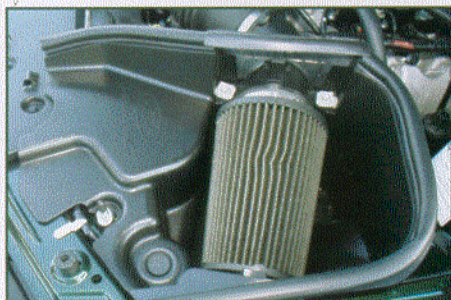
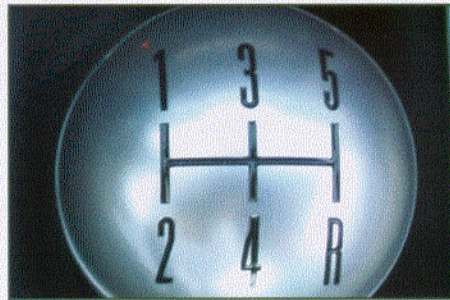
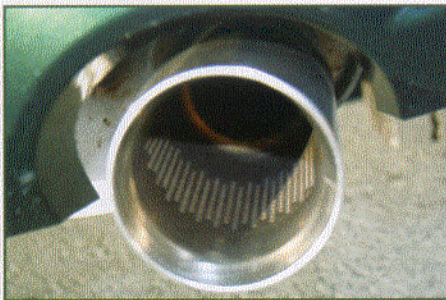
The wheels are unique cast-aluminum Euroflange wheels with Dark Argent Gray spokes featuring a satin finish with a bright machined lip. The wheels are shod in the same P235/50ZR18 BF Goodrich g-Force T/A KDWS tires used on Mustangs at the Ford Racing High Performance Driving School at Miller Motorsports Park. More aggressive front brake pads were developed for the Bullitt to improve fade resistance. The brake calipers are painted Dark Argent Gray to closely match the wheel spokes.

The Mustang Bullitt is peppy, extremely comfortable, nimble, and just plain fun to drive. The interior changes are unique to the Bullitt, and the brakes and clutch were easy on the legs and feet. The handling is better than expected, and then, there's the exhaust. To describe the sound is nearly impossible. Ford explains it best:

"The custom-designed exhaust system continues Mustang's traditional use of a true dual-exhaust system with a new H-pipe specifically developed for Bullitt. The all-new mufflers, featuring larger 3.5-inch chrome tips (versus the 3-inch tips on the standard Mustang GT) are tuned to minimize back-pressure, maximize horsepower and provide the Bullitt with its powerful exhaust note."

"We wanted to get the exhaust note as close to the original movie car as possible, so we based it on a digitally mastered DVD," said Paul Randle. "We wanted something that would rumble your heart, literally buzz you—and the team delivered."

We wholeheartedly agree: The Bullitt team did indeed deliver! **MT**



TECHNICAL SPECIFICATIONS

Exterior

- * Highland Green (unique to Bullitt) or Black exterior paint
- * Modified 18-inch micro machined Euro-flange Bullitt wheels and unique satin finish; c/o tri-bar pony wheel cap
- * Dark gray painted calipers
- * Modified badging with unique satin finish and Bullitt nomenclature
- * Unique 3.5-inch stainless steel packed exhaust tips

Interior

- * Unique aluminum I/P finish panels with unique gunmetal engine turn pattern
- * Aluminum accents – c/o IUP door handles and premier trim pedal covers and shifter trim ring
- * Aluminum shifter ball unique to Bullitt
- * Revised cluster with gunsight graphics and unique font
- * Shelby GT500-style sport front seats and Shelby GT500-style steering wheel with Bullitt logo
- * Unique aluminum sill plate (scuff plate) with Bullitt logo
- * Serialization plate on strut tower brace

Powertrain

- * 4.6-liter, 3-valve SOHC V-8
- * Tremec TR-3650 5-speed manual transmission
- * Signature Bullitt exhaust sound
- * New open-element cold air induction system & hood blanket with AIS seal
- * High-performance calibration
 - o Dual knock strategy enabling the vehicle to run on either regular unleaded or premium (for improved performance)
 - o Crisper throttle response
 - o Revised cam timing at peak power
- * Redline increased by 250 RPM to 6500 RPM
- * 3.73:1 axle ratio

Chassis

- * New unique strut tower brace
- * New Unique shock and strut tuning
- * Rear spring change that lowers Vehicle Ride Height by approximately 6 mm
- * Carbon metallic front brake pads

Quick Specifications

Horsepower	315 hp @ 6,000 rpm
Torque	325 lb-ft @ 4,250 rpm
Fuel Economy	15/23 mpg (city/highway)

Chassis (inches)

Wheelbase	107.1
Height	55.3
Length	188.0
Width	73.9
Brakes	4 wheel power disc (ABS) w/Traction Control

Suspension

Front	Reverse L Independent MacPherson strut
Rear	Three link solid axle with coil springs

Interior Dimensions (inches)

Head Room	
1st Row	38.6
2nd Row	34.7

Shoulder Room

1st Row	55.4
2nd Row	53.3

Leg Room Maximum Extension

1st Row	42.7
2nd Row	30.3

SAE Interior Volume

97.9 (cu. ft.)

Cargo Volume

13.1 (cu. ft.)

Availability

Early 2008

Final Assembly

Flat Rock, Michigan

Bullitt Pushes Beyond

The Bullitt package enhances the Mustang GT Premium package with the following:

- * 3.73:1 Limited Slip Rear Axle
- * Ford Racing Power Pack (cold air induction system)
- * High Performance Calibration
- * Performance Friction Carbon Metallic® front brake pads
- * Ford Racing Strut Tower Brace
- * Sport –tuned suspension (shocks/springs/stabilizer bar)
- * Modified "H" Pipe
- * Dark Grey Brake Calipers
- * 18-inch Euro-Flange Bullitt Wheels with Charcoal Satin Finish
- * 3.5-inch Packed Exhaust Tips
- * Distinct Upper Grille
- * Bullitt emblem on faux fuel cap
- * Black interior with upgraded steering wheel
- * Charcoal Black sport leather seats
- * Unique IP finish (hand-machined aluminum swirl)
- * Satin Aluminum interior accents (ball shifter/sill plate/pedal covers)

Standard content also includes:

- * 4.6-liter 3-valve V-8 engine
- * 5-speed manual transmission
- * Auxiliary audio input jack
- * One-touch up-down power windows
- * Power mirrors and door locks
- * Keyless entry
- * Air conditioning
- * Tilt steering wheel
- * Speed control
- * Rear window defroster
- * Four-wheel power disc brakes
- * Anti-lock Braking System (ABS) with Traction Control
- * Seat-mounted side air bags
- * LATCH
- * Personal Safety System®
- * SecuriLock®
- * Tire Pressure Monitoring System
- * Shaker 500 Audio System with six-disc CD player, MP3 and eight speakers

Available options include:

- * HID headlamps
- * Shaker 1000 Audio System six-disc CD player, MP3 and 10 speakers
- * SIRIUS satellite radio
- * Ambient Lighting
- * Active Anti-Theft System
- * Wheel locking kits