

SCALE: 1/10 IN. (25.4mm) DIMENSIONS DRAWING BY TOM BARKER

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SPECIFICATIONS

PRICING

List price est \$58,000
Price as tested est \$67,365
 Price as tested incl std equip. (ABS; dual front, side & knee airbags, front & rear side-curtain airbags, yaw & traction control, tire pressure monitoring, AM/FM/CD, aux audio input, dual-zone climate control, cruise control, 10-way pwr & heated front seats, heated mirrors, pwr tilt & telescope wheel, rain-sensing wipers, adaptive xenon headlights; pwr windows, mirrors & door locks), Navigation/Mark Levinson Surround Sound Pkg (est \$4000), Pre-Collision Sys/Dynamic Radar Cruise Control (est \$2850), sunroof (est \$1000), Park Assist (est \$500), headlamp washers (est \$300), dest charge (est \$715).

GENERAL DATA

Curb weight 3825 lb
Test weight 3985 lb
Weight dist (with driver), f/r %

Wheelbase 107.5 in.
Track, f/r 61.4 in./59.6 in.
Length 183.5 in.
Width 71.5 in.
Height 55.7 in.
Ground clearance 5.3 in.
Trunk space 13.3 cu ft

ACCOMMODATIONS

Seating capacity 4
Headroom Front: 36.5 in.
Rear: 35.0 in.
Seat width Front: 2 x 17.0 in.
Rear: 2 x 17.0 in.
Front-seat leg room 45.5 in.
Rear-seat knee room 22.8 in.
Seatback adjustment 70 deg
Seat travel 9.0 in.

INSTRUMENTATION

190-mph speedometer, 9000-rpm tachometer, coolant temp, fuel level, oil temp, battery voltage

SAFETY

front, side, curtain & front-seat knee airbags, traction & yaw control, seatbelt pretensioners & force limiters (all standard equip.)

WARRANTY

Basic warranty 4 years/50,000 miles
Powertrain 6 years/70,000 miles
Rust-through 8 years/100,000 miles

ENGINE

Type/layout aluminum block and heads, V-8/longitudinal
Valvetrain dohc 4-valves/cyl, variable timing, chain drive
Displacement 303 cu in./4969 cc
Bore x stroke 3.70 x 3.52 in./94.0 x 89.4 mm
Compression ratio 11.8:1
Horsepower (SAE) 416 bhp @ 6600 rpm
Bhp/liter 83.7
Torque 371 lb-ft @ 5200 rpm
Redline/limiter 6800/6800 rpm
Fuel injection direct & port
Recommended fuel premium unleaded

DRIVETRAIN

Transmission: 8-speed automatic

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	4.60:1	13.50:1	(6800) 39
2nd	2.72:1	8.00:1	(6800) 66
3rd	1.86:1	5.47:1	(6800) 96
4th	1.46:1	4.30:1	(6800) 122
5th	1.23:1	3.62:1	(6800) 146
6th	1.00:1	2.94:1	est (6450) 170*
7th	0.82:1	2.42:1	est (5300) 170*
8th	0.69:1	2.01:1	est (4400) 170*

Final drive ratio 2.94:1
Engine rpm @ 60 mph in top gear 1550
 *Electronically limited.

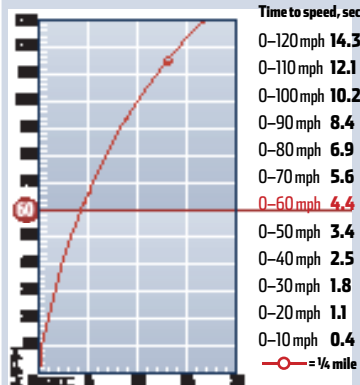
CHASSIS & BODY

Layout front engine/rear drive unit steel
Body/frame
Brakes Front: 14.2-in. cross-drilled & vented discs/6-piston fixed calipers
Rear: 13.6-in. cross-drilled & vented discs/2-piston fixed calipers
Assist type vacuum, ABS
Wheels Front: forged alloy, 19 x 8
Rear: forged alloy, 19 x 9
Tires Michelin Pilot Sport PS2
Front: 225/40R-19 93Y
Rear: 255/35R-19 96Y
Spare tire space-saver
Steering rack & pinion, electric power assist
Steering ratio 15.4:1
Steering-wheel diameter 14.6 in.
Turns, lock to lock 2.8
Turning circle 33.5 ft
Suspension
Front: upper & lower A-arms, coil springs, tube shocks, anti-roll bar
Rear: multilink, coil springs, tube shocks, anti-roll bar

PERFORMANCE

ACCELERATION

Time to distance seconds
0-100 ft 2.8
0-500 ft 7.1
0-900 ft 10.1
0-1320 ft (1/4 mile) 12.8 @ 113.3 mph



BRAKING

Minimum stopping distance
From 60 mph 120 ft
From 80 mph 210 ft
Total swept area 606 sq in.
Swept area/ton 317 sq in.

HANDLING

Lateral acceleration* 0.91g
Balance mild understeer
Slalom speed** 71.2 mph
Balance mild understeer
Lateral seat support very good
 *200-ft skidpad; **700-ft slalom, 100-ft spacing.

FUEL ECONOMY

Our driving 16.5 mpg
EPA city/highway est 16/23 mpg
Cruise range 262 miles
Fuel capacity 16.9 gal.

INTERIOR NOISE

Idle in neutral 52 dBA
Maximum in 1st gear 82 dBA
Constant 50 mph 69 dBA
Constant 70 mph 70 dBA

TEST CONDITIONS

Temperature 81° F
Humidity 41%
Elevation 350 ft
Wind calm
Location Irvine, California

AT A GLANCE

0-60 mph 4.4 sec
0-1/4 mile 12.8 sec
Top speed 170 mph*
Skidpad 0.91g
Slalom 71.2 mph
 *Electronically limited.

Test Notes:
ACCELERATION
 Completely disable VSC, select Sport Mode and slide the gear selector over to manual mode. Make sure you're in 1st, preload the torque converter slightly, floor the throttle and upshift when you hear the beep.

Test Notes:
BRAKING
 Good tires result in above-average brake performance for a luxury sedan. The grip affords easy control and allows the ABS to work efficiently, although pedal feel is a bit numb. Overall brake power is strong with zero fade.

Test Notes:
HANDLING
 Lightning-quick transient response and amazing grip earn the IS F the fastest 4-door slalom speed. Understeer is mild with predictable steering, and narrow gear spacing allows operation in the optimal rpm range at all times.