



2010 Saleen S281 Mustang



Saleen introduced their new 2010 S281 Mustang at the 2009 SEMA (Specialty Equipment Market Association) Show in Las Vegas. The S281 follows the 435S introduced in August as the first cars under the new management. In a boom period for US Muscle and Pony cars with a plethora of customised Camaros, Challengers and Mustangs by many of the best after market suppliers and tuners in the country, a Saleen will always stand above most of the crowd, even after the machinations regarding ownership, management and lawsuits.

The S281 has received quite significant but subtle design changes especially at the rear. Saleen have extended rear fascia and trunk lid which has recessed the taillights and combines into a very cohesive design. A small wing is integrated into the extended panels. The front gets a new treatment as well with a balanced grille and front fascia that

is distinctive but not over the top. The whole external refinement of the design is so well executed it does not look like an after-market production - then again Saleen has been more than an after-market customiser for quite some time.

The interior gets a similar treatment of making the changes look factory original but raising the bar. The leather seats get Ultra-Suede inserts featuring chevron-like red tabs in the seatback bolsters. The dash gauges, steering wheel, center console and gear-shift all get the Saleen touch.

The 4.6-liter V8 features the Saleen Series VI.5 twin-screw supercharger with dual-stage intercooler and produces 485 hp and 460 lb.-ft. of torque. The five-speed manual transmission with short throw change. Suspension sees a new Saleen Racecraft layout that includes single-rate front and rear springs; nitrogen-pressurized front struts and rear shocks with multiple damping

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- Rear wheel drive
- Saleen Series VI.5 twin-screw supercharger
- SOHC, 3 Valves
- 4606 cc - 281 cid V8
- 485 hp @ 6000 rpm
- 460 lb.-ft. torque @ 4250 rpm

adjustments and a new front sway bar.

Finishing the package are unique 20-inch, 7-spoke alloy wheels with Pirelli P-Zero Rosso tires plus of course Saleen badging everywhere.

Rod Halligan





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Year 2009
Production tba
Price \$60k approx US

ENGINE

Configuration V8
Layout Front
Induction Saleen Series VI.5 twin-screw supercharger
Valvetrain SOHC, 3 Valves
Fuel feed Fuel injection sequential port
Displacement 4606 cc - 281 cid
Power 485 hp @ 6000 rpm
Torque 460 lb.-ft. torque @ 4250 rpm

BODY

Unitary steel
Weight 3,401 lb.
Wheelbase 107.1 in.
Front track 62.3 in
Rear track 62.9 in
Length 190.1 in.
Width 73.9 in.
Height 53.1 in.

DRIVE

Rear Wheel Drive
Transmission 5-speed, short-throw manual transmission
Diff Saleen 3.73 Maxgrip differential
 8.8-inch limited-slip,
 3.73:1/3.31:1 final drive

SUSPENSION

Saleen Racecraft specific-rate front and rear springs
 Saleen Racecraft nitrogen-pressurized front strut and rear shocks, wide-range adjustable damping
 Saleen Racecraft front sway bar and performance bushings

WHEELS / TYRES / BRAKES

Wheels Saleen 20-inch, 7-spoke Speed Star silver wheels (20x9 front, 20x10 rear)
Front tyres Pirelli P-Zero Rosso 275/35ZR20
Rear tyres Pirelli P-Zero Rosso 275/40ZR20
Brakes Power-assisted, 4-wheel vented disc brakes with ABS and traction control
 14 in. slotted front rotors with 4-piston calipers
Steering Rack & Pinion w/Power Assist

PERFORMANCE

Top speed not quoted
0 - 60 mph not quoted