

Taz Cobra's Technical Specifications

Engine	Description & Detail
Engine Type:	Longitudinally mounted, 90° V-8, aluminum block with fully counterweighted forged crankshaft, cast aluminum heads, hypereutectic lightweight pistons with powdered metal connecting rods
Bore x Stroke:	90.2 x 90.0mm
Displacement:	4601cc (280cid)
Compression Ratio:	9.85:1
Redline:	6,800 rpm (fuel shut-off at 7,000 rpm)
Valve Train:	Double overhead camshafts, four valves per cylinder, chain drive from crankshaft to exhaust cams, secondary chains from exhaust to intake cams, roller finger followers with hydraulic lash adjustment, oval-wire beehive profile valve springs
Intake Valves:	37mm diameter, 2 per cylinder
Exhaust Valves:	30mm diameter, 2 per cylinder
Ignition System:	Distributorless coil-on-plug (COP) system
Spark Plugs:	Denso™ IT-22 iridium plugs
Induction system:	Kenne Bell™ supercharger forced induction, 50-state emissions legal 1.7L polished billet aluminum twin-screw type supercharger system w/ billet bypass valve (C.A.R.B. certification number D-271-13)
Supercharger Intercooler System:	Garrett™ water-to-air intercooler and heat exchanger units w/ Johnson™ 12V electric coolant pump and Kenne Bell™ aluminum high capacity reservoir
Supercharger Discharge Manifold:	Cast aluminum (Ford™ Terminator Cobra part)
Max. Supercharger Boost Pressure:	9.5 maximum PSI w/ 3.125" pulley (safe boost limit w/ 9.85 static CR with custom 95-octane fuel mixture)
Horsepower:	Estimated maximum 563 SAE net HP @ 9.5 psi boost (462 SAE corrected RWHP on 95-octane fuel @ 6400 RPM w/ 18% driveline loss)
Torque:	Estimated maximum 505 lb-ft FW torque @ 9.5 psi boost (414 SAE corrected RWTQ on 95-octane fuel @ 4700 RPM w/ 18% driveline loss)
Specific Output:	Approx. 122 SAE net FWHP/Liter (approx. 2.0 HP/CID) on 95-octane fuel

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Fuel System	Description & Detail
System Type:	Returnless sequential electronic port fuel injection system
Fuel Injectors:	Ford™ Terminator Cobra 39-lb high-impedance injectors, 1 per cylinder
Fuel Pump:	Kenne Bell™ model F1050 PWM-controlled 217 LPH in-tank pump w/ Kenne Bell™ 20A Boost-A-Pump™ P/N 89067
Max Fuel Delivery Capability:	317 LPH w/ BAP assist, 217 LPH w/o
Fuel Tank Capacity:	15.7 gallons
Intake & Exhaust Systems	Description & Detail
Air Filter:	K&N™ # RE-0860 fender-mounted 12" reusable high flow filter Kenne Bell™ 4" diameter Big Tube™ Cool Air Induction
Mass-Airflow Meter:	Kenne Bell™ 90mm diameter MAF meter
Throttle Body :	Kenne Bell™ 1700 CFM Big Oval™ throttle body by Accufab™
Intake Manifold:	Kenne Bell™ polished billet aluminum
PCV Oil Separator:	Clear-coated Billet aluminum 1/2-liter canister equipped w/ sight tube and drain plug for removal of oil and moisture contaminants from crankcase air recirculated to intake
Exhaust Manifolds:	Cast iron exhaust manifolds treated w/ silicon-based thermal barrier coating
Mid Pipe:	OEM stainless steel 2.25-inch mid pipe w/ 4-canister catalytic converter system
Catback:	Ford Racing™ model FR500™ stainless steel catback exhaust, 2.50-inch diameter w/ dual-mode mufflers, downstream X-pipe, and polished stainless 3-inch tips

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Cooling System	Description & Detail
Radiator:	Ford Racing™ model M8005-C03 2-row aluminum radiator
Thermostat:	Motorad™ # 2028-160 160F degree high-flow racing thermostat
Hose Clamps:	Ideal brand stainless worm gear clamps at all hose ends
Electrical & Electronics	Description & Detail
Engine Management:	OBD II, Ford EEC-V PCM Kenne Bell™ daughter card with performance tune connected at PCM maintenance port Zone-5™ MAFterburner Plus™ multi-programmable fuel trim adjustment unit w/ console-mounted A/B program selector switch and tune selection LED's
Traction Control:	All-speed traction control with defeat button Black Box II™ "previous setting" memory power-up initialization unit
Headlight System:	Smoked Lexan headlight housings w/ integrated park & turn lights Hella™ ECE-spec bi-xenon projector headlamp assemblies Philips™ # LVQ212 ballasts and 4300K degree HID light sources
Main Instrument Cluster:	OEM 160 MPH speedometer, 8000 RPM tachometer w/ 6800 RPM redline indication, 2" fuel gauge, 2" coolant temp gauge, 2" battery voltmeter, 2" oil pressure indicator
Supplemental Instrumentation:	Auto-Meter™ Phantom™ 2" elect. fuel pressure gauge (0 – 100 PSI range) w/ memory module for min/max pressure recall; Auto-Meter™ Phantom™ 2" elect. vacuum/boost gauge (30 in-Hg – 15 PSI range) w/ max boost recall and programmable over-boost warning LED; Auto-Meter™ Phantom™ 2" elect. short sweep oil temperature gauge; Auto-Meter™ Phantom™ 2" elect. short sweep coolant temperature gauge for intercooler fluid; Dynojet™ 2" elect. wideband A/F ratio gauge w/ data-logging processor & programmable warning LED; VDO™ multi-LED billet shift light tied to MB+ programmable window switch circuit

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Nav/Media Electronics:	Ford Mach 460 amplifiers driving OEM mid-bass speakers JVC™ KW-NT3HDT in-dash GPS navigation/media system w/ optional satellite radio module driving OEM tweeter/midrange speakers BOSS™ CW-2500D & CAP8 subwoofer electronics driving a single Alpine™ SWR-1243D 12" subwoofer in custom trunk enclosure
Miscellaneous Electronics:	Ford Racing™ M-9731-T99 "Recalibrator" speedometer-odometer calibration unit; hardwired Escort™ 9500ix GPS-enabled radar detector w/ updateable onboard stationary camera database; Escort™ ZR4 front/rear laser transceiver set w/ interface module for integration with detector
Drivetrain	Description & Detail
Flywheel:	Ford Racing™ billet aluminum flywheel w/ steel friction insert
Clutch & Pressure Plate:	Ford Racing™ 11-inch heavy duty single plate mechanical clutch and pressure plate
Clutch Cable Take-up & Adjustment:	Maximum Motorsports™ billet aluminum quadrant and firewall adjuster
Pilot & Release Bearings:	Ford OEM bearings
Transmission:	Ford Racing™ 00R-spec T-56 6-speed manual w/ fully synchronized reverse
Gear Ratio, 1st gear:	2.97
Gear Ratio, 2nd gear:	2.07
Gear Ratio, 3rd gear:	1.43
Gear Ratio, 4th gear:	1.00
Gear Ratio, 5th gear:	0.80
Gear Ratio, 6th gear:	0.62
Gear Ratio, Reverse gear:	3.28
Shifter:	MGW™ billet short-throw shifter w/ optional silver race handle
Driveshaft:	PST™ Critical Link™ carbon fiber shaft w/ 7075 billet aluminum end caps

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Rear Housing:	OEM cast aluminum housing and cover Paul's High Performance™ & Maximum Motorsports™ polyurethane front & rear housing support bushings Paul's High Performance™ heavy duty box-section steel pinion brace Billet-Flow™ 1018 steel housing cover girdle
Differential:	Torsen™ T2R Racemaster™ clutchless, torque-sensing racing differential Ford Terminator Cobra pinion flange
Final Drive Ratio:	Ford Racing™ 8.8-inch Face Hob Process 3.73 ring and pinion gear set
Rear Axles:	DSS™ Level-5™ 900HP 300M steel 31-spline halfshafts w/ oversized outboard stubs and custom billet steel wheel hubs Moser wheel studs.
Suspension System	Description & Detail
Front:	Modified MacPherson strut system with tubular steel 28mm stabilizer bar Maximum Motorsports™ polyurethane sway bar bracket bushings & end links Ford Racing™ lower control arms w/ high-rate bushings and improved geometry Steeda™ bumpsteer adjustable tie rod ends and X2 greaseable balljoints Bilstein™ HD™ monotube gas-charged struts Maximum Motorsports™ 4-bolt billet caster-camber plates Engineered Performance™ (aka Kenny Brown™) 720 lb/in linear rate coil springs w/ Max Motorsports polyurethane upper & lower spring isolators
Rear:	OEM multi-link IRS with tubular steel 25mm stabilizer bar, cast iron upper control arms, cast aluminum lower control arms, and aluminum spindles Maximum Motorsports™ polyurethane sway bar bushings and upper & lower control arm bushings Maximum Motorsports™ rollsteer adjustable tie rod ends and billet aluminum adjustable sway bar end links w/ Heim joints Bilstein™ '00R-spec gas-charged monotube shocks Engineered Performance™ (aka Kenny Brown™) 825 lb/in linear rate coil springs w/ Maximum Motorsports™ polyurethane spring isolators

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Steering System	Description & Detail
Type:	Hydraulic power-assisted rack & pinion steering
Intermediate Shaft:	Borgeson Universal™ double U-joint steel collapsible intermediate shaft
Rack Bushings:	Maximum Motorsports™ center-drilled billet aluminum bushings w/ spherical washer upgrade kit
Steering Ratio:	15:1
Turns Lock-to-Lock:	2.5
Turning Circle:	37.9 ft
Brake System	Description & Detail
Front:	OEM PBR™ twin-piston calipers Brembo™ Sport FM-1000 high-performance brake pads Baer Eradispeed+™ vented, slotted, cross-drilled 2-piece 13.0 in. (330mm) discs w/ billet aluminum hubs – 16.2 lbs each Quantum Motorsports™ brake cooling kit w/ 3" diameter 600-degree hoses Russell™ braided stainless steel brake lines Russell™ Speed-bleed™ caliper bleed valves
Rear:	OEM Varga™ single-piston calipers Satisfied Motorsport™ Gran Sport GS6 high-performance brake pads Baer Eradispeed+™ vented, slotted, cross-drilled 2-piece 11.65 in. (296mm) discs w/ billet aluminum hubs – 13.4 lbs each Maximum Motorsports™ braided stainless steel brake lines Russell™ Speed-bleed™ caliper bleed valves
ABS:	Four-channel, 4-sensor anti-lock system

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Body & Chassis	Description & Detail
Body Panels:	Doors & Fenders: stamped steel Trunk Lid: fiberglass reinforced plastic lid w/ FRP rear wing for rear downforce Fuel Filler Door: Ford Racing™ brushed aluminum alloy door Side Scoops: Ford Racing™ Shelby-style urethane scoops Fender Flares: EGR™ ABS fender flares for rocker panel protection Hood: NPI™ 00R-style carbon fiber/fiberglass (outer skin/inner shell) 25-lb hood w/ functional heat extracting louvers and removable fiberglass rain pan
Chassis:	Welded steel unit chassis construction Kenny Brown™ Extreme Matrix™ welded-in tubular and box-section chassis reinforcement system forming a supporting steel lattice frame beneath the OEM unibody
Motor Mounts:	Energy Suspension™ Hyper-Flex™ polyurethane motor mounts
IRS Subframe Bushings:	Prothane™ polyurethane IRS cradle bushings
Wheels & Tires	Description & Detail
Wheels:	Front: 18 x 8.5 inch BBS™ RK™ light aluminum-alloy wheels w/ "Plasma Cut" finish, exposed lugs, 19.0lb each Rear: 18 x 10.0 inch BBS™ RK™ light aluminum-alloy wheels w/ "Plasma Cut" finish, exposed lugs, 20.5lb each
Tires:	Front: Dunlop™ SP Sport Maxx™, 245/45 YR18 Rear: Dunlop™ SP Sport Maxx™, 275/40 YR18
Overall Tire Diameter:	26.7 inches (F), 26.7 inches (R)
Miscellaneous	Description & Detail
Seating:	Front: Recaro™ "Style Topline" beige leather touring seats w/ adjustable lumbar support and power adjust, vent and heat controls mounted on Recaro™ sliders and Wedge Engineering™ seat rails & bases Rear: OEM bench covered with beige Recaro leather to cut and stitched to match front seats

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Front Harnesses:	Ford OEM 3-point harnesses Schroth™ "Rallye-3™ ASM" DOT-compliant 3-point front seat safety harnesses w/ quick release
Steering Wheel:	Ford Racing™ FR500 padded wheel covered in perforated black leather
Shifter knob:	Momo™ Airmetal™ "Sphere" customized w/ momentary contact switch for REVERSE solenoid actuation; matching Momo™ leather boot
Emergency Brake Handle:	Momo™ Airmetal™ "Pit Stop" handle w/ matching Momo™ leather boot
Switchgear & Trim:	Selected MGW™, and UPR™ billet switchgear and trim pieces; Sullivan Racing™ stainless threshold scuff plates; Auto-Meter™ triple-gauge A-pillar shell and dual-gauge instrument cluster bezel
Roadside Toolkit:	Roush™ decklid-mounted hard case tool box with assorted Craftsman™ hand tools, gloves, and Maglite™ flashlight
Weight & Dimensions	Specification
Overall Length:	183.5 inches
Overall Width:	73.1 inches
Overall Height:	52.6 inches (on polyurethane spring isolators & 26.7" diameter tires)
Head Room, f/r:	38.1 inches / 35.5 inches
Leg Room:	41.8 inches / 29.9 inches
Ground Clearance:	3.5 inches w/ polyurethane upper & lower spring isolators and 26.7" diameter tires
Wheelbase:	102.1 inches
Track, f/r:	59.8 inches / 61.2 inches w/ BBS RK wheels
Curb Weight:	3,775 lbs. w/ subwoofer system installed 3740 lbs. w/o
Weight Dist, f/r:	52% / 48% top down, est. / 53% / 47% top up, est. (w/ subwoofer installed)
Weight-to-power Ratio:	6.71 lbs/HP w/ subwoofer installed 6.64 lbs/HP w/o

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Fluids & Lubricants	Specification
Supercharger Oil:	Red Line™ 50-wt full synthetic racing oil
Transmission Fluid:	Pennzoil™ Synchronesh™
Differential Gear Lube:	Red Line™ Lightweight Shockproof™ 75/140 equivalent advanced formula full synthetic w/ graphite Bucky balls in colloidal suspension
Axle CV Grease:	Red Line™ CV-2 full synthetic high-pressure grease
Front Control Arm Balljoint Grease:	Mobil-1™ synthetic grease
Engine Oil:	Mobil-1™ 5W/30 full synthetic
Engine & Intercooler Coolant:	50/50 solution of Peak™ ethylene glycol formula and distilled water
Brake Fluid:	Motul™ RBF-600 high-temp DOT4+ racing-spec brake fluid

Text Color Legend:

Factory part or specification
 Upgrade or non-standard