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, lightweight hypereutectic pistons with powdered metal connecting rods
Bore x Stroke:	90.2 x 90.0mm
Displacement:	4601cc (280cid)
Static 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
Valves (Intake / Exhaust):	37mm diameter, 2 per cylinder / 30mm diameter, 2 per cylinder
Ignition System:	Coil-on-plug (COP) ignition
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 part)
Max. Supercharger Boost Pressure:	9.5 maximum PSI w/ 3.125" pulley (safe boost limit w/ 9.85 static CR and 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 net 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 HP per 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
Fuel Injectors:	Ford™ Terminator 39-lb high-impedance injectors, 1 per cylinder
Fuel Pump:	Ford™ Terminator PWM-controlled dual in-tank pumps mounted to Terminator fuel hat w/ assist from Kenne Bell™ 20A Boost-A-Pump™ P/N 89067
Max Fuel Delivery Capability:	348 LPH w/ BAP assist, 238 LPH w/o assist
Fuel Tank & Capacity:	Glenn's Performance internally sumped 15.4-gallon tank
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:	Inline billet aluminum canister equipped w/ dip stick and threaded reservoir to remove oil and moisture contaminants from crankcase air recirculated to intake
Exhaust Manifolds:	OEM 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 installed 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 vac. – 15 PSI boost range) w/ 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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Courtesy Lighting:	Dual-function courtesy/map lights located in windshield rear view mirror Trunk lamp located in rear decklid Auxiliary trunk courtesy lamps in forward bulkhead panel Glove box and center console storage bin courtesy lamps Foot well entry/exit lighting in kick panels below dash Underhood courtesy lamp assembly with internal tilt switch (All courtesy lighting power controlled by GEM circuits)
Nav/Media Electronics:	Twin Ford Mach 460 mono-block amplifiers driving OEM mid-bass speakers BOSS™ CW-2500D mono-block amp & CAP8 stiffening capacitor driving Alpine™ SWR-1243D 12" subwoofer in custom trunk enclosure JVC™ KW-NT3HDT in-dash GPS nav/media system w/ satellite radio module driving PowerBass S-275CH tweeter/midrange speakers Metra 44-PW32 mini power antenna
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 radar 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 Gearshift mounted pushbutton for reverse lockout release
Gear Ratio, 1st gear:	2.97
Gear Ratio, 2nd gear:	2.07
Gear Ratio, 3rd gear:	1.43
Gear Ratio, 4th gear:	1.00

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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
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:	Gforce Outlaw™ 1000HP 31-spline billet aerospace alloy halfshafts, anti-wheelhop design.
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 modified 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

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Rear:	OEM multi-link IRS with cast iron upper control arms, cast aluminum lower control arms, and aluminum spindles Eibach tubular steel 29mm stabilizer bar 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
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

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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
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 OEM convertible bolt-on K-member brace Kenny Brown™ Extreme Matrix™ welded-in tubular and box-section chassis reinforcement system forming a supporting steel lattice frame below the unibody
Motor Mounts:	Energy Suspension™ Hyper-Flex™ polyurethane motor mounts
IRS Subframe Bushings:	Prothane™ polyurethane IRS subframe bushings
Wheels & Tires	**Description & Detail**
Wheels:	Front: 18 x 8.5 inch BBS™ RK™ light aluminum-alloy wheels w/ "Plasma Cut" finish, ET 25mm, exposed lugs, 19.0lb each Rear: 18 x 10.0 inch BBS™ RK™ light aluminum-alloy wheels w/ "Plasma Cut" finish, ET 20mm, exposed lugs, 20.5lb each
Tires:	Front: Michelin™ Super Sport™, 255/40 YR18 Rear: Michelin™ Super Sport™, 265/40 YR18

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Overall Tire Diameter:	26.03 inches (F), 26.35 inches (R)
Miscellaneous	**Description & Detail**
Seating:	Front: Recaro™ "Style Topline" beige leather touring seats w/ adjustable headrests & lumbar support and power height / recline + heat and vent controls Recaro™ seat sliders mounted on Wedge Engineering™ seat rails & bases Rear: OEM rear bench covered with beige Recaro leather cut and stitched to match Recaro front seats
Front Harnesses:	Ford OEM 3-point seatbelts Schroth™ "Rallye-3™ ASM" DOT-compliant 3-point front seat safety harnesses w/ pushbutton quick-release buckles
Steering Wheel:	Ford Racing™ FR500 thickly padded wheel with perforated leather grips
Shifter knob:	Momo™ Airmetal™ "Sphere" w/ custom momentary contact pushbutton switch for actuation of T-56 REVERSE solenoid; matching Momo™ leather boot
Emergency Brake Handle:	Momo™ Airmetal™ "Pit Stop" handle w/ matching Momo™ leather boot
Switchgear & Trim:	Auto-Meter™ triple-gauge A-pillar shell and dual-gauge instrument cluster bezel Sullivan Racing™ brushed stainless door threshold scuff plates Miscellaneous MGW™, Sullivan, and UPR™ billet switchgear & trim pieces
Roadside Toolkit:	Custom Roush™ decklid-mounted toolbox with Craftsman™ hand tool assortment, SVT™ mechanic's gloves, and mini 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

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Ground Clearance:	3.5 inches w/ polyurethane upper & lower spring isolators, Steeda™ spring plates, and 26.1" diameter tires
Wheelbase:	101.7 inches
Track, f/r:	60.1 inches / 61.5 inches w/ BBS RK wheels
Curb Weight:	3,753 lbs. w/ subwoofer system installed, 3718 lbs. w/o
Weight Dist, f/r:	52% / 48% top down, est. / 53% / 47% top up, est. (w/ subwoofer installed)
Weight-to-power Ratio:	6.67 lbs/HP w/ subwoofer installed, 6.60 lbs/HP w/o
Fluids & Lubricants	**Specification**
Engine Oil:	Mobil-1™ 5W30 full synthetic
Supercharger Oil:	Red Line™ 50-wt full synthetic racing oil
Engine & Intercooler Coolant:	50/50 solution of Peak™ ethylene glycol formula and distilled water
Transmission Lubricant:	Pennzoil™ Synchromesh™
Differential Gear Lubricant:	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
Brake Fluid:	Motul™ RBF-600 high-temp DOT4+ racing-spec brake fluid

Text Color Legend:

Factory part or specification
Upgrade or non-standard