



### The Good Stuff

- Teskid Aluminum Block .010
- CP Pistons, Stock Heads and Cams, SVT Cobra Rods and Crank
- Kenne Bell 2.6H Twin Screw Supercharger W/ 3.5" pulley
- Upgraded Blue Valve Covers
- SVT Performance Plug Covers
- JLT CAI – Painted to Match CO
- Upgraded TB with "Terminator" engraved
- Aluminum SuperCharger Coolant Tank (Painted Black)
- Steel/Aluminum Radiator Cover With orange "terminator" decal
- SPEC Twin Disc Clutch, Trans has a 26 Spline Upgrade, MGW shifter
- Built SRA with Welded Tunes and CHE Braces, Under the Car, and in Trunk going to each Shock Mount
- Magnaflo X pipe w/ Magnapack catback.
- 3:55 Gears
- Fuel System - Fore Hat, Twin GT Pumps, Dual FPDM w/ Wire Upgrade, KB BOOST a Pump
- -8an Feed Line to Stock Rails @ 60lb Injectors
- Tuner SCT XCAL2
- Lean Protection Module Wired in with Gauge
- Boost and Analog Air Fuel Gauge on A Pillar SOS POD
- F14 Forgestar Wheels, 17x9 Front 15x10 Rear with MT STREET R w/ 275-65/15
- Slotted/Drilled Rotors
- HyperCoil Coilover suspension
- MM Caster Camber Plates
- LED Tail Light Bulb Kit
- LED Front Parking Light SwitchBack (with EP27 flasher relay)

Cobra currently has 48K miles on the Body, 28K miles on the motor. About 90% of it, when I purchased it was installed. It is a Turn Key, Ready to go beauty, pushing 650hp at 16-17PSI with Stock Lower pulley. Drove it maybe 10-12 times or so, and only put less than 6K miles on it since purchase. Has been garage kept, never driven in Rain. I am selling due to personal reasons, but also never have time to enjoy her. I am sure that I am forgetting more of what has been done. I am looking for \$28,000. She comes with an extra belt, another Pulley, the Pulley tool, and Tuner.