

1978 Mustang King Cobra

Engine:

Displacement: 310 cu. in.

Bore and Stroke: 4.06 x 3.00

Crankshaft: Stock cast iron

Connecting rods: Eagle forged steel

Pistons: TRW cast aluminum

Compression ratio: 10.5:1

Camshaft: Comp Cams XE274H hydraulic flat-tappet 230/236 degrees @ 0.050" 0.520/0.523"

Valve Train: Crane Cams 1.6:1 roller rockers, Manley pushrods, Comp Cams springs

Cylinder heads: 1972 302 closed-chamber (58cc) cast iron, ported and polished

Intake system: Edelbrock Performer RPM

Carburetor: Holley Street Avenger 570cfm

Headers: Hooker Competition 1 5/8", Patriot 3" side exhaust

Ignition: MSD distributor, MSD-6A module, Accel 300+ wires, NGK Iridium plugs

Oiling: Melling

Fueling: Holley mechanical 110gpm

Pulleys: March Performance under-drive kit

Transmission:

Ford Racing T-5 Heavy Duty (330 ft/lbs)

1st: 2.95, 2nd: 1.94, 3rd: 1.34, 4th: 1.00, 5th: 0.63

1978 Mustang CenterForce Clutch/Pressure Plate

1988 Mustang Bell Housing/Inspection Plate

1992 Mustang 5.0L Mini-Starter

Ford Racing Aluminum Driveshaft

Hurst Shifter

Rear End:

Auburn 8" Posi

Richmond 3.80 Gears

Custom Traction Bars

Wheels:

Ford Racing 1995 Cobra R 17"x8" Rims

Cooper Zeon 215/40ZR17 (front)

Cooper Zeon 235/45ZR17 (rear)