

# COBRA JET TWIN TURBO CONCEPT



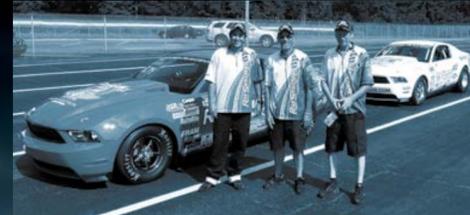
Winning debut: Al Joniec drives the Rice-Holman Cobra Jet to victory in its very first race, the 1968 NHRA Winternationals.



2009 Winternationals return: Painted to commemorate the 1968 winner, Hajek Motorsports' 2008 Cobra Jet, driven by John Calvert, repeats the debut victory.



Cobra Jet Shootout: Carl Tasca vs. Ray Skillman at Milan, Mich. Tasca's consistent 7-second ETs with his Super Stock Cobra Jet created big social media buzz.



Drew Skillman becomes the youngest racer to ever "double up" winning both Stock and Super Stock at the 2012 NHRA Atlanta race in his Cobra Jet!



2010 Northwest Nationals, Seattle: Kevin Cour takes his Cour Family Racing Cobra Jet from the factory to the winners circle in its first time to the race track.



Don Fezell becomes the first NHRA Stock Eliminator racer to produce an 8-second ET. While a handful of racers have followed (all Cobra Jet's), Don continues to set the bar by owning the AA-Stock record with a blistering 8.89sec.

When the original Cobra Jet debuted at the 1968 Winternationals it ushered in a new era of production-based drag racing that grew the sport and led to Bob Tasca coining the phrase "win on Sunday, sell on Monday". This production-based philosophy led to the return of the Cobra Jet in 2008, and has proven successful with 2010, 2012 and 2013 Cobra Jet programs delivering previously unheard of performance at race tracks around the country.

With a robust platform and powertrain, the Mustang is a natural for race-prepared offerings in all forms of racing. And with every improvement in the production Mustang, Ford Racing has been able to achieve greater levels of performance on the track. From road racing one of our Boss 302R or 302S models, to stepping into a Cobra Jet, we are committed to delivering competition-ready vehicles that are capable of winning, right out of the box.

Turbocharged vehicles represent a cornerstone of Ford production vehicles and deliver previously unheard-of performance and efficiency. It is my team's job to take production turbocharger technology to new levels in racing. This includes racing around the world in Fiesta and Focus as well as pushing the envelope in drag racing with the Twin Turbo Cobra Jet.

Wrapped in our global Ford Racing colors, the "Twin Turbo Cobra Jet" Concept mates the capability of the 5.0L TiVCT engine with the technology of Ford's turbocharger programs to create a vehicle capable of championship level performance to give our racers the winning edge. With more NHRA records and wins than any other late-model vehicle, the Cobra Jet is the standard in production drag racing and the Twin Turbo concept provides a glimpse of what the future may hold through Ford Racing.

Others may build racecars, at Ford Racing we engineer a Cobra Jet. Go Ford!

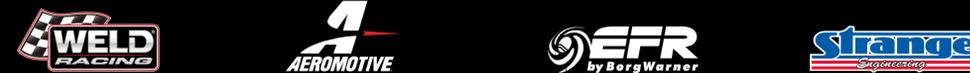
*Laure Allison*



## Cobra Jet Twin Turbo Concept Technical Data



<b>ENGINE</b>		<b>ENGINE CONROLS &amp; IGNITION</b>	
<b>Displacement &amp; type</b>	5.0L V8 with twin independent variable cam timing (TiVCT)		
<b>Block</b>	Ford Racing experimental		
<b>Heads</b>	CNC-ported, 4-valves per cylinder		
<b>Induction</b>	Ford Racing, incl. twin Borg Warner turbochargers with integral wastegate		
<b>Intercooler</b>	Dual 4-in. core		
<b>Camshafts</b>	Custom grind - Ford Racing proprietary		
<b>Crankshaft</b>	Forged		
<b>Rods</b>	Manley H-beam		
<b>Pistons</b>	Mahle forged, Ford Racing spec		
<b>Headers</b>	304 stainless primary tubes with 321 stainless collector		
<b>Inlet pipe</b>	Carbon fiber		
<b>Throttle body</b>	Cobra Jet oval monoblade		
<b>Horsepower</b>	Get used to the win light.		
<b>Torque</b>	Tire-Frying		
<b>CHASSIS</b>			
	• Chrome-moly safety cage, NHRA-certified to 8.50 ET		
<b>REAR SUSPENSION</b>			
	• 3-link with adjustable upper		
	• Adjustable Panhard bar		
	• Double-adjustable Ford Racing shocks		
	• Anti-roll bar		
<b>FRONT SUSPENSION</b>			
	• Adjustable Ford Racing struts		
	• Anti-roll bar removed - lightweight radiator support		
<b>STEERING</b>			
	• Electric power-assist (EPAS)		
<b>BRAKES</b>			
	• Strange Engineering kit featuring: - Lightweight vented rotors - Billet 4-piston lightweight callipers - Lightweight tandem master cylinder - OEM pedal modified to mount master cylinder		
<b>WHEELS</b>			
	• Weld Racing Twin Turbo Cobra Jet • Bead lock rear • 15 x 10" rear, 15 x 3.5" front		
<b>TIRES</b>			
	• Goodyear Cobra Jet • 9 x 30 x 15 rear, 4.5 x 28 x 15 front		
<b>GEARS &amp; AXLES</b>			
	• Strange Engineering 9-inch aluminum center section • Light-weight steel spool • Strange Engineering 9310 alloy 4.88 ring & pinion • Strange Engineering 35-spline axles • Strange Engineering chrome-moly yoke		
<b>TRANSMISSION</b>			
	• C4 automatic, race-prepared by Joel's on Joy		
<b>FUEL SYSTEM</b>			
	• Aeromotive "Eliminator" fuel pump • Aeromotive A1000 pressure regulator • Aeromotive 10-micron high-flow filter • High-impedance 80 lb./hr. fuel injectors		
<b>PERFORMANCE</b>			
	• NHRA Super Stock A • High 8-second ETs at 155mph		
<b>MODERN ERA COBRA JET MILESTONES</b>			
	• Cobra Jet is the first and only NHRA Stocker to break into the 8's. Ten owners have done so lead by Don Fezell who was the first and still the fastest with a blistering 8.89 second ET. • Cobra Jet has more NHRA National Records than any other make and model for 2009-2012 • Cobra Jet has had more #1 qualifiers at NHRA National events than any other make and model for 2009-2012 • Cobra Jet has had at least one NHRA National Event victory each season since its debut at the 2009 Winternationals (Calvert/Hajek - 2009 Winternationals, Kevin Cour - 2010 Seattle, Randy Hopkins - 2011 Brainerd, Drew Skillman - 2012 Atlanta) • Drew Skillman is the youngest racer ever to "double-up", winning multiple classes at an NHRA National Event winning both Stock and Super Stock at the 2012 Atlanta race in his Cobra Jet. • Cobra Jet remains undefeated in ADRL SuperCar Showdown. • The inaugural NHRA Factory Showdown at the 2012 NHRA U.S. Nationals was dominated by Cobra Jet with an all-Cobra Jet final between Bo Butner and Brett Candies.		





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