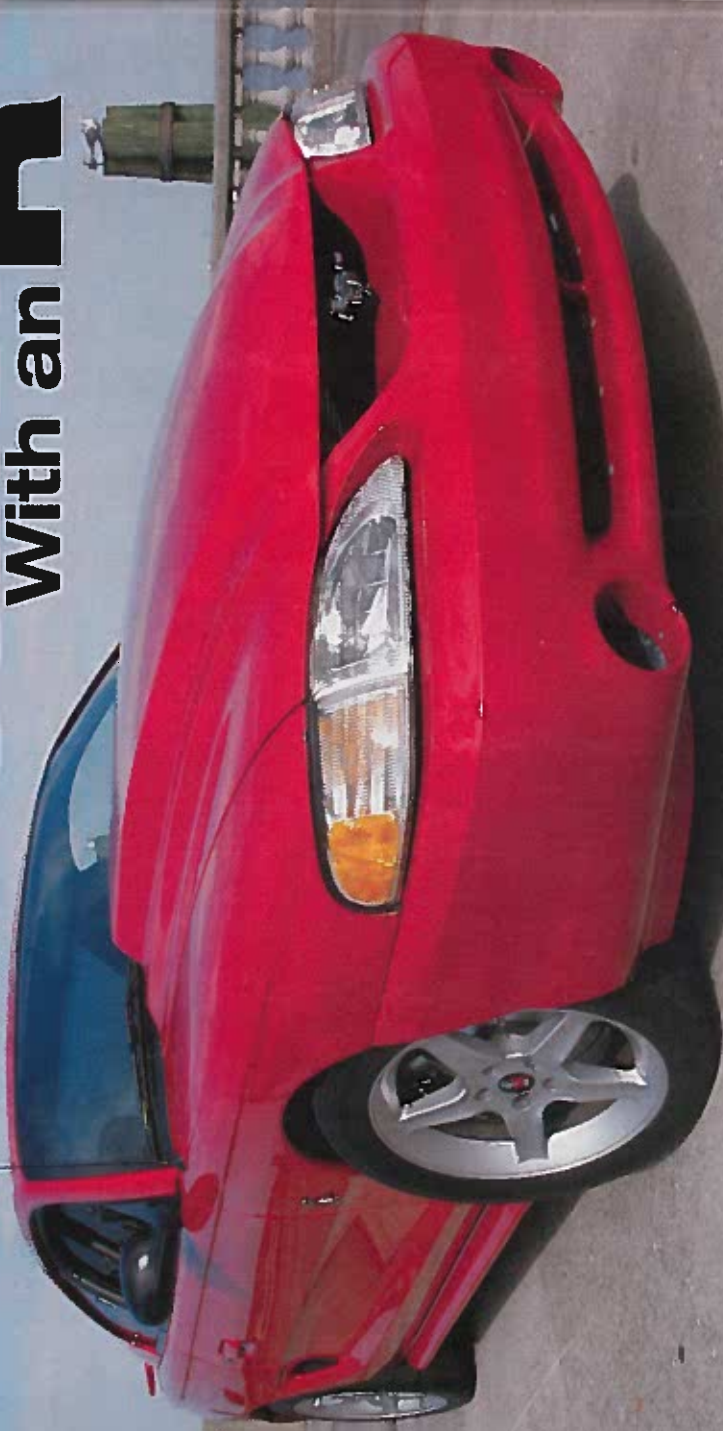


COBRA R

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In 1995, Ford SVT built 250 Cobra Rs, all white and all equipped with a 5.8L drivetrain and special performance equipment to make them nearly race-ready from the factory. To make it easier for race teams, the cars were delivered without air conditioning, radio, or insulation. A few actually saw race duty, many as part of IMSA's Endurance Championship Series, but most ended up in the hands of collectors who grappled for the chance to own a brand-new, limited-edition, factory 351 Mustang.

Barker told Jimmy the '94 Cobra was originally owned by a Roush intern, who sold the car to Barker when he left for an overseas job. When Barker got his hands on the last Cobra R drivetrain at Ford, the Cobra's original 5.0 engine and drivetrain was yanked and replaced by the Cobra R version of the 351 and its Tremec 3550 five-speed. To complete the R transition, Barker added Cobra R wheels, suspension, oil and power-steering coolers, and a battery relocation kit. The computer is actually the prototype unit used during the Cobra R development, tweaked for better performance with a BBK 75mm throttle body, an Extrude Hone Cobra intake, and 30-pound fuel

injectors. If the hood appears taller than a stock Cobra R, that's because it's one of the factory prototypes.

Most sane people would be content to own a Mustang with the best of both Cobra worlds: Cobra street features like leather seats and air-conditioning, combined with Cobra R performance, and all assembled by Roush Performance. But not Jimmy, who first added a Crower cam, AFR

heads, and a nitrous system for 340 rear-wheel horsepower. Searching for even more power, Jimmy replaced the nitrous setup with a Vortech S-

trim supercharger tuned by an AEM stand-alone computer system. Currently, Jimmy estimates power in the 520hp range, something he plans to verify as soon as he can find a clutch that can handle the torque on a chassis dyno.



Understanding the significance of his Cobra, Jimmy made other mods with an eye toward returning the car to its original Roush-modified condition. Other performance enhancements include a Stainless Steel Brakes' multi-piston braking system, a Kenny Brown Street Cage, DynoMax mufflers, a brake-cooling system designed by Roush for the Bondurant Driving School Mustangs, and a Modular Motorsport rear-seat delete kit. The R-model Tremec five-speed

has also been tucked away for safe-keeping, replaced by a T56 six-speed from a Saleen S351.

The Cobra's factory Mach 460 sound system was removed to make way for a Polk Audio sound system with trunk-mounted sub-woofers and amps mounted in the rear-seat area. For a touch of high-tech, Jimmy installed a "carputer" with a Celeron processor, a flexible keyboard (so it can be rolled up and stored in the console when not in use), and a

VGA 7-inch touch-screen mounted in a '99 radio bezel for a factory appearance. It has all the features of home, plus more, with DVD, MP3, GPS, TV tuner, wireless networking, and most importantly to Jimmy, the ability to tweak the AEM engine-management computer without hooking up a laptop.

Roush provided the Cobra with its R personality, but Jimmy has taken the car's performance to a whole new level.

