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The car sports 20" polished forged aluminum Ford Racing rims shod with Nitto 255x35x20 radials. The car is lowered 1 1/2 " with Eibach springs. The stock panhard bar was replaced with a heavier Steeda bar. Steeda camber adjusters were also installed. The strut tower brace was supplied by Steeda. The handling is outstanding while retaining the smooth quiet ride. The stock shifter was replaced with a Steeda Tri-Ax short throw shifter. Additional instrumentation is handled by Auto Meter carbon fiber gauges mounted in a CDC dash pod. (Boost,fuel pressure, and oil pressure).

The rear end is stock with 3.55 gears. Future upgrades include a change to a 4.10 ratio to compensate for the larger rims. The car ran 14.0s @ 106 M.P.H. at L.A.C.R.in Palmdale California with altitude 3200 feet, these numbers were with the factory wheels and Vortech tune. Wheelspin was severe throughout first and second gear.

In the upcoming year I plan to pull the motor and beef up the bottom end with a forged rotating assembly. Reliability will be an issue with the 3-v's powdered connecting rods. I know of a '05 Saleen that blew up with 470 h.p. @ 5800 rpm on the dyno. (He was running 9 psi of boost with the Vortech H.O. setup). I will also install an Anderson Motor sports power intake pipe that will add 1 psi of boost. With these modifications, I will have 500 reliable rear wheel horsepower with 25 mpg+ fuel economy.

External modifications include a Boss 429 hood scoop, ducktail spoiler and rear brake scoops. I also added a CDC sequential tail lamp kit. Gold racing stripes and a new front fascia could also be in the works. A Roush tool kit compliments the Mustangs trunk.

The 2005 GT is far and above the best Mustang ever produced. It is a great balance of style, performance, comfort, safety in a platform that has great fuel economy! I drove this car from L.A. to Seattle this summer. The car turned heads and inspired compliments every time I stopped. Thanks to Ford for the perfect touring Mustang!