

Cochise (Red Warrior) 1989 LX Convertible

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342 cubic inch pro-built small block. A scat forged steel rotating assembly was used. Compression ration is 10.5-1. The camshaft is a custom grind with .550" + lift and more than 225° duration. Small valve Edelbrock performer heads anchor the small block assembly.

The transmission is a modified A.O.D. with 3500-RPM custom-built stall converter. B&M supplied the tranny cooler and deep sump pan. The rear end is an 8.8" traction lock with 4.10 gears.

The exhaust system consists of BBK ceramic-coated shorty headers and off road pipe. The mufflers are Flow master 2-chambers.

The car was lowered 1" with FRPP springs. It has BBK caster camber plates. Rear control arm are Summit Racing unites. The body stiffened with full frame connectors.

Engine management system, this was installed and tuned by Brian Shapiro form B & D Racing in Canoga Park CA.

Rear wheel horse power is in the 300+ range. The engine is fired with an MSD Ignition. The injectors are 30 pound Ford Racing unites. The intake manifold is a 1993 Cobra. (Upper and Lower)

Interior upgrades include Corbeau Racing seats with 5 point simpson harnesses. Sean Mackenzie at On Track Performance built the custom 4-point roll bar. Additional instrumentation was provided by Ford Racing.

This Pony is painted Ford Performance Red and sports a cervini's 2.5" cowl hood. It is sporting with chrome 16" Ford Racing pony rims.