

## SVT Cobra Tuning Instructions

**CAUTION: Data log IAT 2, RPM, MAFF volts, load, boost and spark – IAT 2 temps should be kept under 130 degrees. 100 or lower is ideal. At 170 degrees, you will blow up.**

- 1) If your blower starts to make unusual noise, check oil level and add if needed – 15-50 Full Synthetic. Call us at 636-949-2275.
- 2) Diablo box tunes recommended over SCT.
- 3) Fasten after cooler under blower with Ultra Black Silicone and use Red Loctite on bolts. (1) broken bolt is OK. Clean after cooler thoroughly.
- 4) All stage 8 ported plenums are ready to use with either stock throttle body or 65 mm BBK throttle body
- 5) Start with 23-24 degrees of timing **nothing less for 93** + octane boost (16 oz – Royal Purple, Lucas, or Torco Brand), without octane boost start at 19-20 degrees. **STUDY FUEL SHEET REQUIREMENTS. YOUR CAR WILL NOT PRODUCE POWER GAINS EXPECTED WITHOUT THE CORRECT OCTANE. THE GAS PUMP IS MARKED WITH A RESEARCH OCTANE NUMBER (RON). THE ACTUAL MOTOR OCTANE RATING (MON) IS 3 LESS, SO.....93 = 90.**
- 6) 12.0 Air fuel Ratio
- 7) NGK 7317 gap at .032. Above 15# boost gap at .028. Above 18# boost gap at .025
- 8) Make sure intercooler tank is bubbling good
- 9) Go max tension on bypass valve
- 10) Make runs for max dyno number at 150 motor temp. If air fuel is okay make 2 runs back to back
- 11) Do a clutch test on a steep hill, put in 4<sup>th</sup> gear and rev it up, see if clutch slips or engine dies when letting clutch out.
- 12) Make sure you are getting full throttle.
- 13) **If Stiegemeier upsized your injectors, tell tuner to use stock injector file...NOTHING ELSE. If Stiegemeier modified your MAFF, they will match your upsized injectors.**
- 14) Drive car yourself start run at 2500 RPM in 4<sup>th</sup> gear. When the dyno guy gives you the go signal fullymax floor pedal go to 6200 RPM, then let up on the gas fully. The dyno guy has the breaks either way.
- 15) Turn down fan switches 25 degrees, so they come on sooner and run longer for 170 thermostat or thermostat delete
- 16) Have tuner make an intercooler pump run all the time
- 17) SCT Box Tunes are soft on timing (data log). 17 degrees minimum; 23 degrees maximum. Add 2 degrees for E85
- 18) If your idle hangs up 1100 RPMS on the way down to idle, go to idle air under scalers and reduce voltage by 35% on all lines. Seal butterfly with Dry Moly Lube.
- 19) Make sure air filter is clear of any tin around it and out of fender. **NO FENDER WELL CAI's** for max RWHP.
- 20) Crankcase should vent to atmosphere or install a venting system to the PIDs.
- 21) If racing Cobra above 475 RWHP – Fuel system upgrade needed and check valve in fuel hat should be removed. I recommend Deatschwerks pumps & injectors. We offer this fuel hat build. Call for pricing. It is a good system. For gas or E-85, run a stainless fuel filter for E-85 and 95 lb injectors
- 22) 2.4 pulleys with stock idlers run a K080726 gates belt. Recommend a 90mm idler and a K080734 belt size.
- 23) Engine should have 20 inch vacuum at idle and cylinder cranking pressure of 150#. CAM swaps will change this a bit.
- 24) Stage 3 CAMS need 11.1 compression and/or a larger blower. We do offer M122 rotor swap. Call for pricing.
- 25) Blower takes 8-10 oz of oil. When changing, use a 15-50 synthetic oil.
- 26) Run a 5-40 synthetic in engine with a quality filter.
- 27) Stiegemeier offers a liquid cooled front drive – Venom Cooler. Works super well – reduces blower heat in half.
- 28) If possible, delete EGR & circulation tube from bottom of intake.
- 29) Make sure the bypass tube is venting to the atmosphere.
- 30) In 2021 all ported plenums will accept the Accufab 60mm Throttle Body – part #CTB99-01.
- 31) NAPA thermostat #160jv-822
- 32) 2.6 or 2.7 upper, use belt K08073.3
- 33) L&N Valve Cover Breathe #62-1070

**If further help is needed on any of these instructions, please call Bob for clarity – 636-949-2275**