

Grabber Lives

Last year we showed you one of Lincoln, Nebraska-based Auto Kraft's first Grabber GT prototypes. This year we've got the real deal, a paying customer's car, and one loaded to the gunwales at that.

Car owner George Barber checked off just about all the good stuff when he ordered his Grabber. The Grabber's retro Grabber Blue paint is distinctive enough when applied on a late-model Mustang, but Auto Kraft's Grabber conversion is a lot more than paint deep. Fenders and quarter panels have been widened two inches, with appropriately modified ground effects. A Cervini's ram air hood has been fitted, along with LX taillights and "SAAC style" stripes and various identification decals.

Underhood there's been some stretching and pulling as well. A Paxton supercharger

blows through a 77mm mass air meter, 77mm throttle body, GT-40 upper and lower intake manifold and port-matched polished heads. Motorsport 1 5/8-inch headers and a Borla stainless steel exhaust handle the flow at the other end, although all that most people will see are the Hedman exhaust tips and trim. Naturally, there's been plenty of chassis and safety modifications done to handle the extra power. All told, Auto Kraft's Grabber GT window sticker indicates a doubling of the price of George's '91 GT — a pretty big chunk of change, but then limited-production exclusivity has never been sold at cookie-cutter prices.

Wild
5.0s

photography by Tom Corcoran

