



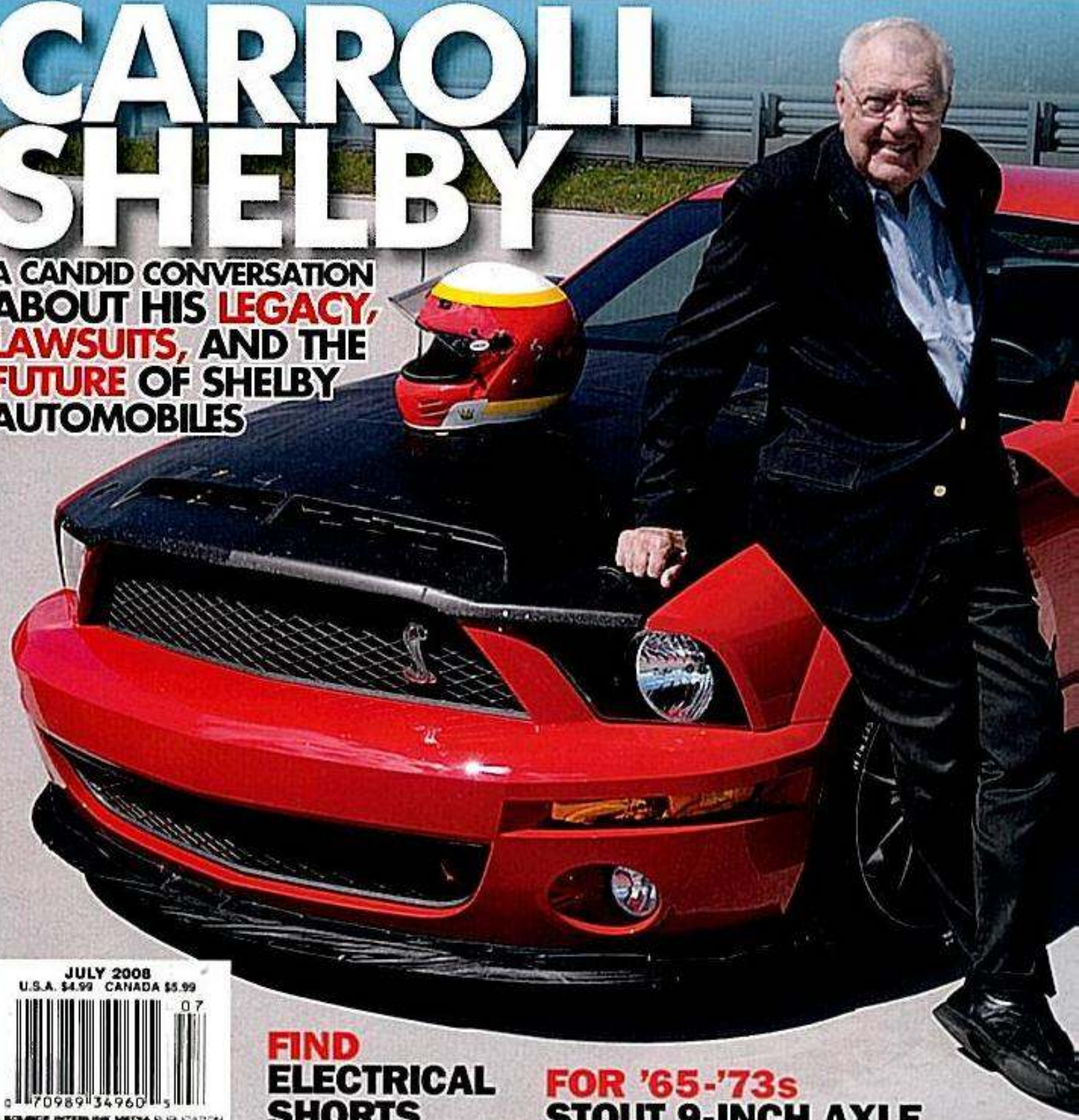
# Mustang Monthly



FROM THE ASHES  
**HOT GT500K**

# CARROLL SHELBY

A CANDID CONVERSATION  
ABOUT HIS **LEGACY,**  
**LAWSUITS,** AND THE  
**FUTURE OF SHELBY**  
**AUTOMOBILES**



JULY 2008  
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**FIND  
ELECTRICAL  
SHORTS**

**FOR '65-'73s  
STOUT 9-INCH AXLE**



## CARBON-FIBER TAILLIGHTS



Owners of '94-'98 Mustangs can now upgrade their rear panels with the new three-light carbon-fiber taillights from American Muscle. The high-quality taillights are direct replacements for the factory versions to give the SN-95 Mustangs a more modern look. Offered in pairs, the taillights retail for \$139.99.

## CAT4WARD HEADERS



With JBA Performance Exhaust's Cat4ward headers for the 4.6L engines in '96-'04 Fox-body Mustangs, you can bolt on a significant increase in horsepower and torque. Engineered as a performance replacement for the restrictive factory manifolds, JBA's dyno-proven header design features 1 1/4-inch mandrel-bent stainless steel primary tubes, 3/4-inch CNC laser-cut flanges, and JBA's sealing dome technology. Each kit comes with the necessary hardware, gaskets, and instructions for a professional, no-leak installation. High-temperature ceramic coating is also available.

## TOPSIDE ADJUSTER



Ford Racing's Topside Clutch Adjuster (PN M-7554-A) allows you to adjust the clutch cable without climbing underneath the car.

The adjuster mounts in the firewall, where the forward wheel can be turned in or out to adjust the cable. The adjuster also eliminates the factory rubber bushing to provide more precise clutch action.

## 87 OCTANE CRATE ENGINE



For anyone who wants to make big power and still drive on the street, the crate engines from Ford Performance Solutions are the answer. The 347ci version made 440 hp and 425 lb-ft of torque with 87 octane gas on the engine dyno. Each crate motor comes with an application-specific 7-quart high-performance oil pan, ported-aluminum Avenger cylinder heads, an SFI balancer, a Demon or PC carburetor, and a billet distributor. Other features include a forged crankshaft, 4340 forged H-beam rods, forged pistons with a moly coating, roller rockers, and an aluminum water pump. Hydraulic roller camshafts come standard but may be changed per application requirements. An aluminum intake manifold is also included and matched to your combination.

## PRO-ACTION HEADS



It's a simple fact: Factory configuration small-block Ford engines are severely limited by cylinder-head airflow efficiency. Racing Head Service has changed all that with the introduction of its new Pro-Action Windsor and 5.0L cylinder heads, available in either aluminum or cast iron. Compatible with all original equipment and aftermarket performance parts, the Pro-Action cylinder heads offer several unique features, such as high-volume exhaust ports, a dual bolt pattern, and superior port-to-chamber transitions. Available in 180cc, 200cc, and 215cc intake runner volumes, the Pro-Action heads use 2.020-inch and 2.080-inch diameter intake valve sizes, depending on runner volume. Exhaust valves have a 1.600-inch diameter.

**RHS**  
RACING HEAD SERVICE

## WATER INJECTED



For more than 80 years, water-methanol injection has been proven to add power to everything from the P51 Mustang fighter planes to diesel land speed record holders. For naturally aspirated '79-'04 Mustangs, Snow Performance's high-pressure/high-volume injection system allows for maximized torque and safe power by adding octane rating and intake charge air cooling in gasoline engines. The new Stage-2 boost cooler water/methanol injection system uses a new Digital Variable Controller that varies the quantity injected with vacuum and rpm. The kit allows for the use of full timing with pump gas for race-gas power all the time. Because the correct amount is injected at all rpm/load states, power and driveability is improved compared to the typical on-off systems. The kit comes with everything needed for installation, including a high-pressure/high-volume pump and specially designed nozzles to atomize the mixture completely.