

RACE MANIA KONI & WORLD FORD CHALLENGE



MODIFIED

Mustangs

THE PERFORMANCE MAGAZINE FOR MUSTANG ENTHUSIASTS

WILD FRONTIER

ROUSH
KICKS ON



RAD RIDES

DEADLY '96 COBRA
551 HP STREET FOX



SPEEDING BULLITT
CORNER CARVING '86 TRIBUTE

COOL TECH

S197 LONG TUBE INSTALL
BFG R-1 FULL-TIRE TEST

SEPT. 2007 \$5.99 U.S., \$6.99 CAN



A PRIMEDIA PUBLICATION Printed in the USA



Story by Don Roy Photos by Keith Upton

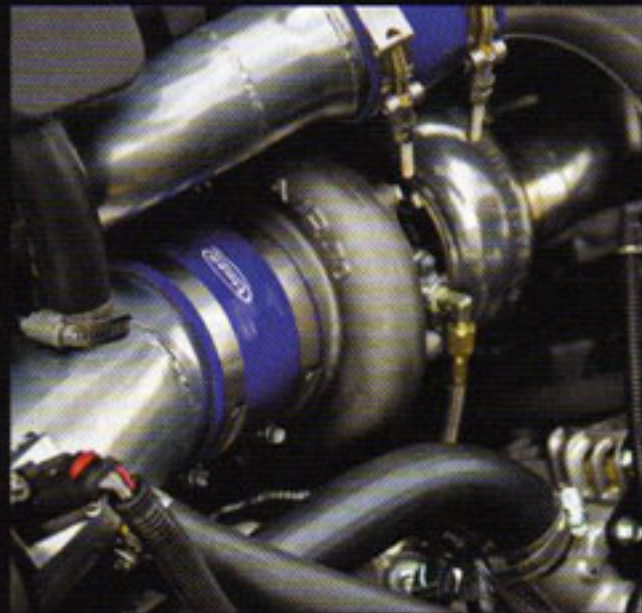
He built a product line **to tame performance engine detonation**. Then he built a car to showcase it. **He's ...**

COOL RUNNING



COOL RUNNING

MATT SNOW'S 2005 MUSTANG GT



The 2005-2006 Mustang has strong visual cues to the 1969 BOSS 302 and I wanted to develop this concept.

This BOSS was going to demonstrate its authority based on a Garrett 62-1 turbocharger. An external wastegate would limit the non-intercooled power adder to 8 psi of boost. Appropriate tuning, in conjunction with the company's Boost Cooler product would do the rest.


For the installation and dyno tuning, Matt hooked up with Revolutions Tuning in Colorado Springs. Matt supplied them with the Boost Cooler Kit, a Stage-2 MAF and seven quart reservoir for the water/methanol mixture. In conjunction with a Diablo Sport Predator flash tuner, they were able to coax a reliable 530 RWHP out of the car. That's some dose of authority, especially on 91-octane fuel!

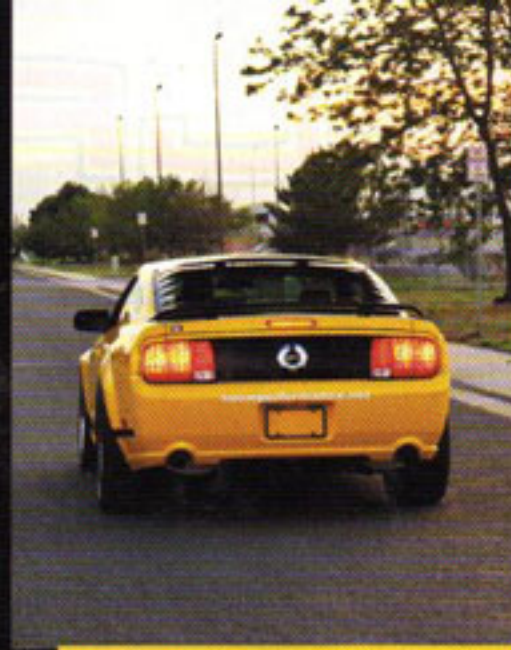
The way these Boost Cooler products work is to inject a water and methanol mixture - which could be as simple as windshield washer fluid - into the air intake system. Evaporation of the water and methanol requires heat, which comes from the intake charge and it gets cooled as a result. With cooler air

going into the engine, more fuel can be added, which delivers more power. Of course, once you have detonation under control, you can investigate changes in timing, fuel mixture and boost pressure, to meet your power objectives. The interior remains decidedly original, save for the installation of critical information delivery, courtesy of Auto Meter-supplied boost pressure and air/fuel ratio gauges.

While supercharging has been historically popular within the Mustang community, Boost Cooler products apply equally well to turbocharged engines, or diesels for that matter. Matt chose to take the turbocharging route with this Pony. While he has told us before that methanol injection can allow a non-intercooled car to run as high as 12 psi, he chose to keep things at a sane 8 psi level during the car's development.

Even at that level, the Garrett 62-1 turbo unit digs in early, providing lots of low-end torque. "It just keeps pulling," Matt told us, explaining that he's had far more powerful cars, but as a daily driver, this one is a lot more fun. The overall presentation of this Mustang is certainly enhanced by the rolling stock. Diablo Wheels supplied the 20 x 9-inch Delta Force rims, which are shod with 255/35-20 Goodyears in front and 295/40-20 versions out back. The BOSS has been to three different car shows and came home with either Best in Class or People's Choice awards from every one.

Modifying Mustangs is certainly an exercise in personal expression. For some, wild, over-the-top customization is the name of the game. For others, there is a particular delight in building a capable, fun, daily driver that still drops jaws wherever it goes. Matt Snow's BOSS tribute car does all of these things - quickly and well. You will be able to check it out yourself if you're going to the 2007 SEMA Show in Las Vegas this year. After that, it's hard to say what plans might emerge. One possibility is that this BOSS might make a short trip to the 2008 Barrett-Jackson Auction. After all, for many Mustang owners, modifications are the journey, not the destination. It may be that this BOSS will just be continuing its journey. 



SPECIFICATIONS

Matt Snow's 2005 Mustang GT

ENGINE

Ford 4.6-liter SOHC aluminum V8

ENGINE MODIFICATIONS

DiabloSport Predator flash tuner, Garrett 62-1 turbocharger with external wastegate, Snow Performance Boost Cooler water/methanol injection system, Stage 2 MAF kit, 7 qt. reservoir, Safe Injection controller

EXTERIOR

Classic Design Concepts' chin spoiler, MRT rear window louvers, custom 'BOSS 302' stripes and blackout paint treatment

INTERIOR

Auto Meter boost pressure and air/fuel ratio gauges

WHEELS AND TIRES

Diablo Delta Force 20 x 9" wheels with Goodyear 255/35-20 front tires and 295/40-20 rear

NUMBERS

455 RWHP @ 8 psi

ACKNOWLEDGEMENTS

Installation and dyno work was done by Revolutions Tuning LLC, Colorado Springs, CO. Tuning gear and expertise was supplied by DiabloSport of DelRay Beach, FL. Vehicle acquisition support was provided by Phil Long Ford, Colorado Springs, CO.

