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[This Month](#)

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[New Vehicle](#)

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Event Coverage

S197 INVASION! (cont.) Kenwood USA

Kenwood [(800) KENWOOD; www.kenwoodusa.com] is celebrating its 25th Anniversary with a big push dubbed "Listen to the Future." This slogan is the harbinger of some exciting new technologies that should help you more easily integrate all the entertainment possibilities in your home, computer, and portable devices into your mobile entertainment systems. The company displayed a number of cool new products, including some limited edition, 25th Anniversary gear such as the XXV-05V in-dash entertainment center, with a TV, a DVD-Video/DVD-Audio player, and WMA and MP3 music file playback capability. The all-in-one video unit includes a 5.1 channel DSP processor, a TV tuner, and amplifier. The XXV-05V will be available in May with a suggested retail price of \$2,600.



Koul Tools

How many times have you tried to assemble AN fittings and stainless-steel braided hose, and were damn-near brought to tears from the pain and frustration of enduring hundreds of tiny cuts in your fingers and hands, the result of trying to muscle a fitting onto the frayed end of the hose? Well, Dick Raczuk's brainchild--Koul Tools--puts an end to your pain and suffering. Koul Tools [(928) 854-6706; www.koultools.com] are glass-filled, nylon funnel-like devices that can compress slightly, or even wildly frayed braided line, and make installing AN fittings on any size hose (from -4 to -16) literally a piece of cake. When it comes to a "why didn't I think of that?" tool, Koul Tools are it.

KONI Shock Absorbers

Suspension science goes to the next level with KONI's [(800) 922-2616; www.koni-na.com] Drag Racing Shock Controller and Data Acquisition System. This device, which higher-end NMRA or Fun Ford Weekend (Pro or Outlaw) racers would probably benefit more from than Factory Stock competitors or bracket warriors, allows for independent mapping of time-based shock adjustments for optimum traction (based on

track conditions). The programming is done via a laptop computer, and shock data can be downloaded after a run for analysis of suspension motion and speed.

Kurgo

We think this is a neat way to store and protect your winter, spring/summer, or even racing tires. It's the Tire Garage offered by Kurgo Products [(877) 847-3868; www.kurgo.com]. This "garage" allows you to keep tires outside and frees up extra space in the garage, basement, or other storage area. The cover is made from the same weatherproof, durable material used for making boat covers and awnings, and resists mildew throughout years of exposure to the elements. The standard model covers tires up to 27 inches in diameter. An XL Tire Garage is also available, and will protect tires that are up to 32 inches in diameter.



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KW

Now available are KW's [(559) 875-0222; www.kwsuspensions.com] '05 Mustang offerings, which span their sport shock and coilover lines. The Variant 1 dampers are pre-set and yield a daily driver ride. The racy Variant 3 is for weekend track action and feature double-adjustability using variable low- and mid-speed damping along with stock high-speed damping and stiff low-speed action to combat squat. Expect a \$1,300 price tag for the coilovers.



LSD Doors

Not our normal thing, but LSD Doors [(559) 875-0222; www.lsd-doors.com] was one of many offering "Lambo" style up-and-out door hinges at SEMA. Its Mustang offering seems well engineered from massive laser-cut steel plates and high-quality hardware. A gas damper aids opening; safeties help in side impacts.



Magnuson

Welcome Magnuson to the 2005 blower market. At SEMA, Magnuson [805) 642-8833; www.magnusonproducts.com] showed its upgraded Three-Valve Mustang kit, which is built around an Eaton MP112 (112 cubic inches) blower. The interesting jackshaft ("auxiliary drive," in Magnuson parlance) was made from steel at SEMA, but will be carbon fiber in



production. And the eight-rib drive shown will likely be upgraded to 10-rib specification. The system is available intercooled (about \$4,500) and non-intercooled (about \$3,500), includes a bypass, and uses the stock throttle body. Polished or powdercoated finish is available.



March Performance

Long known for its clean, widely popular alternator bracket for 5.0 Mustangs that eliminates the god-awful hunk of cast aluminum the factory used, March Performance [(734) 729-9070; www.marchperformance.com] introduced its Mid-Mount A/C Serpentine Kit at the SEMA show. The new, one-piece bracket setup is compact, and mounts the A/C compressor below the alternator on carbureted or EFI 302s with reverse-rotation water pumps. Each kit comes complete with stainless steel tensioning rods, chrome-moly rod ends, and all of the necessary hardware for easy, bolt-on installation.



Manley

Manley [(732) 905-3366; www.manleyperformance.com] hasn't lost any time tooling up for the Three-Valve Mustang and 5.4 engines, and had pistons, valvesprings, and valves at the SEMA show. These included some of its severe-duty Iconel and more typical stainless steel valves, plus a Three-Valve-specific forged piston and a Pro Series I-beam con rod for 4.6 engines. Using 300M aircraft-grade material, Manley says it is exceptionally light and strong. All of these rods are shot-peened and Magnafluxed, and they're fitted with 7/16-inch ARP capscrews. They carry a 900hp/8,500-rpm rating and a retail price of \$2,000 or more per set.



Maxan

Ever wish you had a computer right in your car so you could tune it, slam this magazine on some message board, or even download an MP3? Well what if you had a PC right in your dash? British tech firm Maxan [+82 53 588 4100; www.infill.co.kr] is ready to help with its in-dash Infill multimedia PC. Not only does this system run Windows XP, it also offers navigation, plays movies, stores and plays up to 10,000 digital songs on its 40-gig hard drive, plays television, and even has provisions for satellite radio! And--yes--it can access the Internet wirelessly.



Maximum Motorsports

Maximum Motorsports [(805) 544-8748; www.maximummotorsports.com] took us by surprise with its full, new independent suspension for the S197 Mustang from. The company has had good luck with its IRS race cars and obviously decided to port some of that technology to the latest Mustang. We'll bring you the full



scoop on this system as soon as development is wrapped up.



Moroso

Moroso [(203) 453-6571; www.moroso.com] had oil pans, and this year the company was showing a modular V-8 positively dripping with its parts. These included billet fuel rails, an electric water-pump drive kit, fabbed valve covers, clear jacketed plug wires, a -16 AN water neck, an oil-filter adapter, an oil-pump mounting kit (for external oil pumps), a vacuum-pump mounting kit, and one of Moroso's universal drive mandrels that projects off the front of the harmonic damper. The oil-filter adapter seems a significant part to us; it facilitates remote oil filters, coolers, and plumbing external pumps.



Moser Engineering

S197 Mustang madness continues! Moser [(260) 726-6689; www.moserengineering.com] showed us its beefy new, direct-fit axles for the latest 'Stangs. Made from the same custom alloy that Moser uses for its race axles, these new C-clip pegs are almost 30 percent stronger than the OEM pieces and are ready to take on generous amounts of street/strip fury without failing. Blessed by both NHRA and IHRA for competition use, installing these babies is a wise choice if your Mustang sees a fair share of dragstrip action.



Mr. Gasket

Mr. Gasket, another aftermarket powerhouse, acts as the umbrella for such prestigious brands as ACCEL, Hurst, and Lakewood. Each company had something new to offer for the Mustang crowd, including coil-on-plug coils from ACCEL, a full line of S197 shifters from Hurst (V-8, V-6, and Tremec swap), as well as a bolt-on Lakewood Watts Link for the S197 rear suspension.



MSD Ignition

The guys with the red boxes have been working. We liked the new GMR pickup shift light, which uses an inductive pickup to signal a state-of-the-art LED shift light; it's the easy way with coil-on-plug modulars, modern diesels, and other tough tach-signal customers. Those who put Holleys on their modulars, MSD [(915) 857-5200; www.msdisignition.com] will have a \$399 red box this spring or early summer to control the distributorless ignition. It plugs into the stock wiring, pumps a little more spark energy, allows custom spark tuning, step retards, and advances, along with vacuum advance. For NASCAR and other big-money racers, a new HVC Pro Racing distributor is available with dual



Hall pickups and other goodies to go 9,000 rpm all day long. More down to earth is the Digital E-Curve Pro-Billet distributor, a stand-alone unit with screwdriver-controlled pots for rev-limiting and timing-curve dials. A drop-in and three-wire installation make it a neat and clean unit (no external red box is required). The 302 version is available now, and the 351W is due mid-year. A new gray box--the Smart Switch--is like the old window switches, but now it's for anything with a five-volt signal, such as the TPS and MAF. It will apply either a ground or 12 volts to control the system you wire into it. MSD now has a line of gauges called Lazer Gauges. They are real Doc Raynoid stuff, have no needles, are accurate to 2 rpm out of 10,000 rpm, are fast acting, and use a spinning LED to provide arc sweeps as visual indicators. The line includes tachs, boost, oil pressure, water temp, volts, air/fuel monitor, fuel level, and are best previewed on the Web site. Look for a Gen II fuel-management system, which is a collaboration between MSD and Big Stuff 3.

Nitrous Express

Control of your nitrous system is practically unlimited with Nitrous Express' [(888) GO-FAST-1; www.nitrousexpress.com] new Maximizer 2, a progressive controller that delivers the performance of a nitrous user's dreams. Some of the cool features of this wonder box include: Dual-stage independent output channels (independent profiles for each channel), time-based ramped delivery of nitrous and fuel (unique programmable delay and ramp times for up to eight gears), a throttle-based modifier of nitrous and fuel (reduces nitrous delivery by up to 35 percent based on throttle position), gear detection for manual and automatic transmissions, inputs for the arming switch, bottle-heater enable switch, trigger switches, throttle position, tach signal, nitrous pressure, and air/fuel ratio (narrow or wideband). If you're gonna spray, do it the right way! The company also has a direct-fit plate system for the '05-'06 GT.



Painless Wiring

New for 2005 from Painless Wiring [(817) 244-6212; www.painlessperformance.com] is the PERFECT (Painless Electronic Reprogrammable Fuel and Engine Control Technology) wiring system for '86-'95 5.0 'Stangs. In a move that directly addresses Mustang enthusiasts' calls for a simple, plug-and-play wiring and processor system that's designed specifically for an EFI 5.0 transplant application (into a stripped 'Stang with no wiring or engine management), Painless has eliminated the need for using costly and complicated aftermarket systems that require elaborate programming just to get the engine to run. In testing, PERFECT scored well when compared with the tried-and-true EEC IV system, producing 15 additional horsepower and a total of 305 lb-ft of torque from a stone stocker that mustered only 293 lb-ft at 3,000 rpm with the factory equipment.



Paxton Superchargers

Paxton[(888) 9-PAXTON; www.paxtonautomotive.com] already had the '05 V-8 Mustang market covered with its



1200-series standard supercharger (\$3,890) and 2200 charge-cooled installations (\$5,260), so the big news at SEMA was the Shelby CS6 in the Paxton booth. A joint venture with Carroll Shelby, the CS6 is an '06 V-6 Mustang fitted with a Paxton intercooled package (the intercooling is a CS6 exclusive) rated at 350 hp. All the usual Shelby logos, restyling, and certifications are present, along with Baer brakes, Borla exhaust, and an upgraded suspension. It's a great-looking car that should perform vigorously, and having Carroll Shelby in the Paxton booth didn't hurt. Paxton is offering the V-6 Mustang kit--sans intercooler--outside of the Shelby agreement. It continues to offer all previous Mustang kits, back to modernized carburetor blow-through systems for '60s Mustangs and its 351W engine-swap cousins. If you have CS6 questions, give Shelby a buzz at (702) 932-6272 or www.shelbyautos.com.



Pennzoil

Now the factory fill lubricant on all new Roush Mustangs Pennzoil Platinum synthetic oil [www.pennzoilplatinum.com] is trying to demystify synthetic oils for the mainstream, while letting us serious performance people know Pennzoil is using an exclusive, higher-quality base stock in its Platinum product. This base stock is set to better reject contaminants, which should better protect your engine.

PerTronix

Talk about range, PerTronix [(909) 599-5955; www.pertronix.com] makes solid-state ignitions for just about everything (the back cover of its catalog shows a drag car, a '65 Mustang, a mega-motor drag boat, a fork lift, and a restored Farmall tractor). Now the company makes a drop-in 351W distributor, CNC-hewn from billet and filled with PerTronix's bulletproof Ignitor II module, which offers adaptive dwell and energetic coil energy. With no ignition box required, this is an affordable way to update worn-out distributors with updated spark and zero maintenance.



Pioneer Electronics

The new AVIC-Z1 is as exciting a mobile audio/video/navigation product as we've seen since Pioneer [www.pioneerelectronics.com] debuted its AVIC line. The big news with the Z1 is an included 30-gig hard drive, which holds all the navigation maps. This means your DVD/CD is free to play whatever you want. And whatever you want is just what the AVIC-Z1 will do. It plays movies, MP3s, connects to your iPod, offers XM or Sirius compatibility, has the aforementioned navigation, and is capable of utilizing XM's helpful NavTraffic service, which tells you the quickest ways around traffic jams. We can't come close to listing all its capabilities, which is what makes the AVIC-Z1 so cool.



Professional Products

Professional Products' [(323) 779-2020; www.professional-products.com] Typhoon intake manifold for 4.6-liter modulares was another teaser. The intake, developed in conjunction with Rick Anderson of Anderson Ford Motorsport, makes a reported 23 additional horsepower over a stock piece at 6,300 rpm. A bolt-in performance intake manifold is something the Two-Valve masses have been demanding for a long time, and this one might be close. Stay tuned, as we're sure we'll have more information on the Typhoon or any other new intakes in the near future.



Progress Group

Another suspension company with a full line of Mustang springs, shocks, and sway bars, Progress Group [(714) 575-1193; www.progressauto.com] had already debuted its '05 Mustang offerings when the SEMA show came around. First seen on the Crazy Horse II show car, Progress Group has coilovers or simple lowering springs and shocks, sway bars, front sway-bar links, and an adjustable tubular Panhard bar for the latest Mustang.

ProParts

Should any proof the new Mustang is a hot item be required, consider that ProParts [(301) 595-5767; www.propods.com] showed all sorts of A-pillar and dash gauge pods for the newest Mustang at SEMA. Furthermore, its line of SPEK instruments are designed to match the stock '05 Mustang's instruments in all respects (including seven lighting colors). This is a full line of instruments (all the way out to EGT, transmission-oil temperature, and other esoterica), and features programmable shift-point lights, a 52mm tach that can be A-pillar-mounted to avoid drilling the dash, plug-and-play installation, chrome, aluminum or black bezels, clear or smoke lenses, and so on.



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