

STREET-LEGAL TURBO! BOLT ON 450 HP & KEEP YOUR 'STANG LEGIT



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MUSTANG & SUPER FORDS

2011 TRACK THRASH!

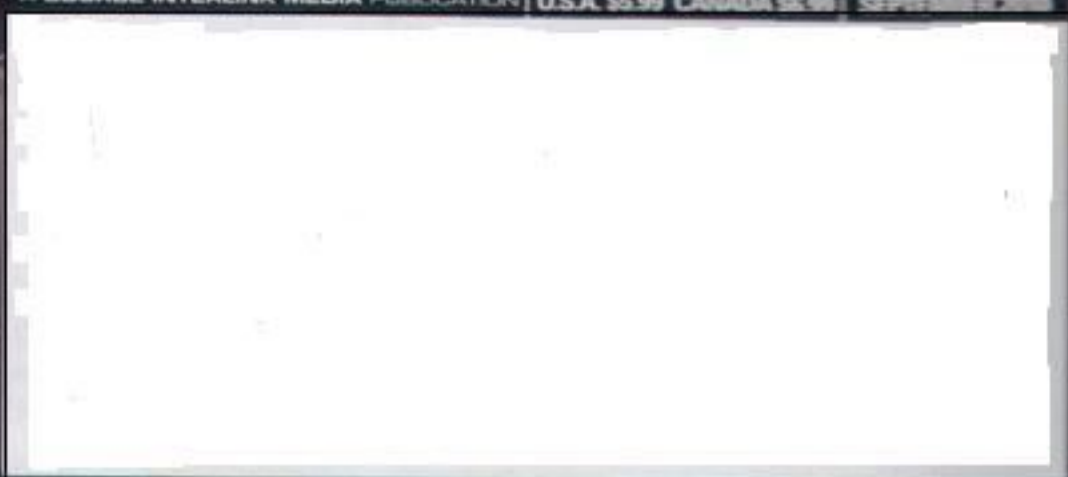
HOW EVOLUTION PERFORMANCE PUT THE NEW GT INTO THE 10s WITH BOLT-ONS



INSIDE! NMRA ATLANTA

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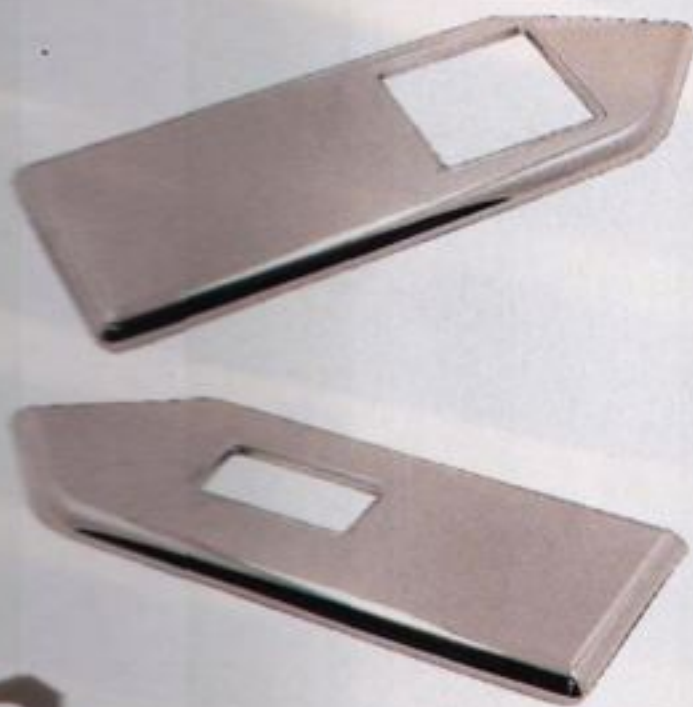
- ▶ **700-RWHP** BOLT-ON GT500
- ▶ **FOX DRAG** SUSPENSION
- ▶ **BIG BLUE!** EXPLORING FORD'S NEW 6.2-LITER



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► BILLET PLATES

You can't say billet interior items without mentioning UPR Products [(561) 588-6630; www.uprproducts.com]. UPR's newest interior upgrade for your '10 Mustang coupe are these billet window-switch plates. They are machined to fit around the factory window switches for both the driver- and passenger-side armrests. Machined from half-inch-thick, solid 6061 billet aluminum, then polished or satin-finished, they deliver bold styling. Moreover, the switch plates install in five minutes or less with the supplied 3M adhesive.



◀ RIGID RAD

To match its radiator offerings, Mishimoto [(877) GO-MISHI; www.mishimoto.com] released aluminum radiator stays (read brackets). Its stays are a smart choice for any Mustang owner looking to install an after-market aluminum radiator, as they are designed to flex with the Mustang's unibody when it is being torqued under hard driving conditions. Mishimoto says the pressure from these forces against the Mustang's rigid upper radiator brackets can cause performance aluminum radiators to crack and leak. The Mishimoto Ford Mustang radiator stays are constructed out of thin-gauge aluminum and use a softer rubber bushing, allowing the bracket to cushion the radiator's movement and prevent damage.



▲ STREAMLINED EFFICIENCIES

Weldon Racing's [(440) 232-2282; www.weldonracing.com] 600-A fuel pump is a mainstay in the Mustang performance segment. Taking advantage of economies of scale by using common end caps and port sizes across its range of flow-through pumps, Weldon realized its existing 600-A pump became more efficient, and the A-600-A fuel pump was born. The company upgraded the 600-A with -10 inlet and outlet ports and fitted it with revised end caps. Its bigger ports allow the pump to draw and deliver more fuel at a reduced amperage. The 600-A was previously equipped with a -8 inlet port and a -6 outlet port, and the end caps were gold. The new A600-A is distinguished by its black end caps. This continuous-duty pump is designed for street-strip Mustangs, road racers, and anything else with up to 600 to 700 hp (fuel-injected) or 800 hp (carbureted). **5.0**