

# 1970 FORD 428 COBRA JET DYNO CHART

	TORQUE			HORSEPOWER			BRAKE SPECIFICS
Test #	Average*	Peak	RPM	Average*	Peak	RPM	
Factory Ratings		440.0	3400		335.0	5400	
Desktop Dyno Predictions	430.7	476.0	3000	341.7	378.0	5000	
1) First baseline run ** (3000-5200 rpm range)	393.7	428.9	3000	304.6	349.8	5100	0.51
2) Final baseline run ** (2500-5400 rpm range)	N/A	433.7	2600	N/A	355.7	4900	0.51
3) Install Pertronix Ignitor II and Flamethrower Coil	402.2	436.4	2900	310.6	365.5	5100	0.50
4) Cut yellow Holley secondary spring	425.7	448.4	3100	329.7	393.5	5200	0.49
5) Change to 68-size front jets (from 70s)	426.5	449.5	3100	330.3	395.0	5200	0.47
6) Advance timing from 36 degrees to 39 degrees	424.5	446.6	3100	328.8	392.5	5100	0.48
7) Tie secondary linkage to primary (override vacuum)	434.4	458.8	3300	336.2	395.3	5200	0.50
8) Retard timing from 39 degrees to 33 degrees	443.0	471.7	3400	342.4	399.0	5200	0.49
9) Switch to 6-inch pipes off of downpipes	449.4	477.3	3500	347.7	405.7	5100	0.48
10) Retard timing from 33 degrees to 30 degrees	451.0	481.2	3500	348.6	406.1	5100	0.48
11) Retard timing from 30 degrees to 28 degrees	450.3	484.2	3400	347.8	404.0	5000	0.49
12) Install air cleaner base, advance timing to 30 degrees	454.5	483.2	3400	351.4	409.0	5000	0.48
13) Cougar Ram Air air cleaner with old paper filter	447.1	474.9	3300	345.8	402.1	5100	0.49
*Average horsepower and torque rpm range on all runs:	2800 to 5400 rpm range used for Tests 3 through 13						
**Set up for baseline runs: 36-degrees timing, 70/76 fr/rr jets, 30W racing oil, standard exhaust manifolds, 2 1/2-inch downpipes, 2 1/2-inch exhaust pipe extensions, 110 octane fuel							

extensions off our 2½-inch exhaust manifold downpipes. These long extensions muffle the exhaust noise

well enough to hear what is going on under the valve covers, or deeper in the engine. The CJ was very quiet, which

was music to our ears.

The Holley carb had 70 jets in the front, and 76s in the rear. Timing was



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**Tech Line:**  
**559-251-6957**  
 Fax: 559-251-1620  
 5515 E. Lamona Avenue  
 Fresno, CA 93727