

JLT's Cold Air Kit - How Did It Do?

By Tony Sorrentino- Rock Hill, SC

The weather was great, the dyno was a dyno jet Dyno-meter and we had eighteen cars to put to the test at our Young Ford dyno day in Charlotte, NC.

Before we give you the results, let me say that I had really anticipated this day to see what my new Mystichrome True Cold Air kit by JLT would do on the dyno-meter.

I had heard a lot of good things about this kit and it was very reasonably priced. I got my kit painted in Mystichrome for under \$250.00 delivered to my door. I want to say that it was delivered in a timely manner and every piece was in the box, making installation a breeze. Jay Tucker, the owner of JLT, was very conscientious about customer service and truthful in his business dealings. The directions were included in the box, and with the help of fellow SCMC member, Robbie Helton, we got it installed in under an hour.



(This is what the stock set up looks like in a 2004 Mystichrome Cobra.)

When we removed the stock air filter housing, I thought the air inlet tube would never quit coming out. It was even longer than the one on my stock 99 Cobra when I changed it to a WMS kit.

One thing to take note is that the air filter hangs all the way down to just above the inner wheel well plastic shield. I definitely

would not recommend running through extremely deep water with this system. I hope to have some sort of plastic protection shield installed in the very near future.



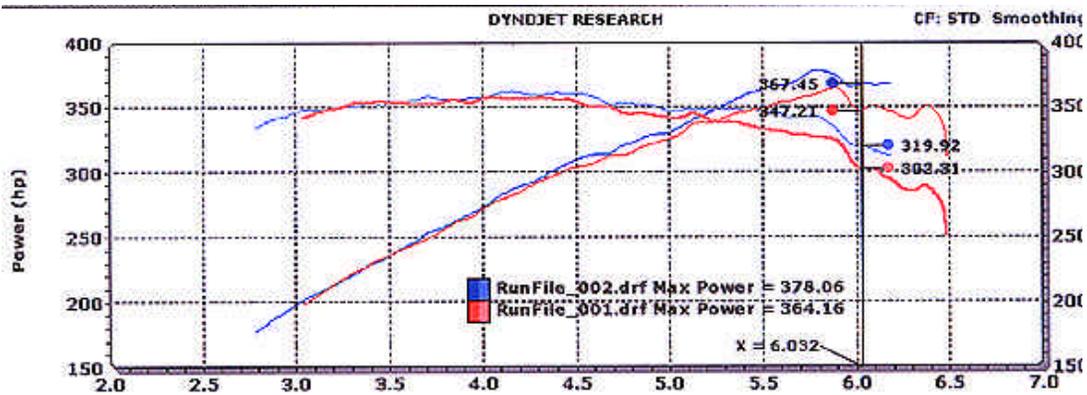
(All of the parts were there when the kit arrived at my door.)

For the record, the results are given in STD format so you can correct them to SAE if you so wish.



(My 2004 Mystichrome gained 21 rwhp with the JLT True Cold Air kit.)

When we first hit the dyno, my stock 2004 Cobra produced 364.17 horsepower at 5900 rpms and 357.64 foot-pounds of torque at 4062 rpms. After installing the kit the numbers went to 378.06 horsepower at 5800 rpms and 361.78 foot-pounds of torque at 4165 rpms. The difference in "max power" was 13.89 horsepower gain and a 4.14 foot-pounds of torque. My first reaction was "oh no, what happened?" I thought for sure that my gains would be much greater than that. I was having visions of 20 to 35 rwhp and that was not to happen or was it?



As I learned more about my car and reading the dyno graphs, I realized that the horsepower gains don't necessarily have to come at peak power or peak torque. With the assistance of fellow SCMC member, Tom Crews, he explained that my 2004 produced a 20.94 horsepower gain at 6180 rpms, which is the "sweet spot" for all 2003-2004 owners. This speed is just before the shifting point when you need the extra horsepower going into the next gear. It also produced 17.61 additional foot-pounds of torque at 6031 rpms. What this means is that just before you shift into a higher gear, you will be at a point where you have maximum torque difference being produced from your stock numbers to your new mod numbers. It's still not maximum torque over all, but it is 17.61 foot-pounds of more torque over your stock engine output at that rpm. Something else I noticed was that supercharger now had an even louder whine to it during hard acceleration. This sounded really cool.

Check out the graph on this page to see the differences in torque and horsepower numbers from the JLT kit. If we had gone through the entire rpm range to 6500 rpms, then it looks as if the number may have even been greater. Needless to say, after seeing a 21 rwhp and 18 rwtq increase from my stock configuration, I was very pleased. Take note that the horsepower curve has smoothed out during its gradual increase on the chart.

When adding the Magnaflow exhaust after the CAI installation, the output increased even more.

There are a host of other CAI kits out there and ultimately you must decide which one to purchase. What most people like about the JLT kit was the fact that it was painted your cars' body color, in my case, Mystichrome!

You can learn more about the JLT cold air kit by going to Jay's website at www.jltrucoldair.com or call (757) 335-1940 or e-mail Jay directly at jay@jltrucoldair.com SN



(No matter what angle you look at it, Mystichrome is in a class by itself.)

You can see the dyno run here:

http://www.svtcobraclub.com/movies/08-07-04_Dyno_Day.mpg