

# MY COBRA MAINTENANCE SCHEDULE

THIS SCHEDULE IS FOR PEAK PERFORMANCE AND RELIABILITY

## EVERY DRIVE

FLUID LEVELS.

CHECK TIRE CONDITION AND PSI - 10 PSI PER 1000# IS A GOOD RULE OF THUMB.

I LIKE 26 PSI F&R.

LIGHT BULB CHECK.

IS THERE ANYTHING LOOSE? DOOR, TRUNK, HOOD HARDWARE. SIDE PIPES.

## EVERY YEAR

CHANGE OIL - PREFERABLY AT THE END OF THE SEASON SO THE ENGINE DOES NOT SIT ALL WINTER WITH ACIDIC OR WATERED DOWN OIL.

REPLACE OR CLEAN THE AIR FILTER. K&N TYPE FILTERS CAN BE CLEANED. IF YOU RUN A MASS AIR EFI **DO NOT** OIL THE FILTER. IT WILL FOUL AND SKEW THE MASS AIR SENSOR.

REPLACE THE FUEL FILTER.

INSPECT AND GREASE SUSPENSION AND STEERING COMPONENTS. LIFT THE CAR UP BY THE LOWER CONTROL ARM AND SHAKE THE WHEEL. DO THIS TO ALL 4 WHEELS. - LOOK FOR ANYTHING LOOSE.

INSPECT BRAKES.

INSPECT THE BELTS.

TEST BATTERY AND CHARGING SYSTEM. DO A PROPER TEST, NOT JUST VOLTAGE. IT SEEMS TO ME MOST BATTERY'S NOT USED IN DAILY SERVICE BECOME UNRELIABLE AT AROUND 5 YEARS OLD.

INSPECT THE U-JOINTS. LOOK FOR ANY ROTATIONAL PLAY OR STICKING.

INSPECT THE COOLING SYSTEM AND HOSES. CLEAN THE RADIATOR AND STRAIGHTEN ANY BENT FINS. TEST THE ANTIFREEZE PROTECTION LEVEL.

INSPECT THE WIPER SYSTEM. A COMMON POINT OF TROUBLE IS THE WHEEL BOX MOUNT TO THE BODY. "THE BIG NUT JUST BELOW THE WIPER ARM" MAKE SURE THIS IS TIGHT.

IT IS ALSO A GOOD PRACTICE TO LOG AND MAKE NOTE OF YOUR OIL PSI. AT IDLE AND 2000 RPM WITH THE ENGINE AT OPERATING TEMP. THIS INFORMATION CAN HELP WITH DIAGNOSING PROBLEMS IN THE FUTURE.

## EVERY OTHER YEAR

REPLACE SPARK PLUGS, DISTRIBUTOR CAP AND ROTOR. SET TIMING.

YOU SHOULD RUN COPPER PLUGS. NOT THE FANCY IRRIDIUM OR PLATINUM PLUGS AS THEY ARE PRIMARILY DESIGNED FOR HIGH MILEAGE AND COST 10X MORE.

TRASMISSION OIL

DIFFERENTIAL OIL

REPLACE THE BELTS - ALTERNATOR / WATERPUMP/SUPERCHARGER

EVERY 4<sup>TH</sup> YEAR

CHANGE PLUG WIRES

CHANGE COOLANT

REPACK WHEEL BEARINGS

## TIRES

TIRES HAVE A 10 YEAR LIFE SPAN. THE DATE IS CODED IN TO THE DOT #. LOOK IT UP ONLINE OR GOOGLE IT.

IF YOUR TIRES ARE OVER 10 YEARS OLD OR ARE SHOWING SIGNS OF WEATHER CRACKING IN THE SIDEWALLS THEY SHOULD BE REPLACED.

TIRES ARE EXPENSIVE BUT, YOU HAVE A FAST CAR AND YOUR LIFE IS WORTH IT.

## LUG NUTS

ANYTIME A WHEEL IS REMOVED. YOU SHOULD HAND TORQUE THE LUG NUTS. AFTER 50-75 MILES THEY SHOULD BE RETORQUED. THIS IS VERY IMPORTANT IF YOU HAVE ALUMINUM WHEELS.

## ADDITIONAL THOUGHTS

YOU SHOULD KEEP A LOGBOOK OR A FILE ON YOUR COMPUTER FOR YOUR MAINTENANCE HISTORY. THIS IS ALSO A GREAT PLACE TO MAKE NOTES OF ANY ADJUSTMENTS. ALIGNMENT, PINION ANGLE, IDLE SPEED OR WHATEVER. IF YOU MAKE A NOTE OF WHAT IT WAS SET AT YOU WONT HAVE TO GUESS NEXT TIME YOU MAKE AN ADJUSTMENT.