

PREPPED FOR POWER

Getting Car Craft's Ford Coyote Crate Engine Ready to Swap

By Jeff Huneycutt / Photos: Jeff Huneycutt

Ford's Coyote crate engine is a great power package that's becoming very popular among the Blue Oval crowd for dropping into everything from Mustangs to classic pickups, and that makes complete sense. Ford's latest 5.0L makes great power, it's dependable, and it absolutely loves boost.

We've got big plans for ours in **Car Craft's Fake Snake**

project Mustang—the 1999 Mustang GT we picked up for \$1,500—but before we can drop it in place of the stock 4.6 Modular, we need to make a few additions and upgrades. The Coyote crate is a nearly complete engine, but it requires a few items like an alternator, power-steering pump (if you plan to run a conventional hydraulic power-steering system), air-conditioning compressor (if you plan to run A/C), and potentially

a few other items.

We'll cover the full install in some upcoming **Car Craft** stories, but there's so much involved that a pre-installation "prep" story is warranted here—including the front-runner accessory drive system from Vintage Air. This unit features all-billet brackets and an efficient layout that makes fitting the big Coyote into tight engine bays a lot easier.

Thanks to the totally sano Vintage Air front-runner system, a Powermaster alternator, and new high-capacity road-racing oil pan from Moroso, the third-generation 5.0L Coyote crate engine is finally ready to drop into **Car Craft's Fake Snake** project Mustang.

