Performance

* Stage 1 Tune
* Borg Wagner Turbo
* GX High Pressure Fuel Pump
* Wide Throttle Body
* Havior Strut’s
* F35-R Suspension
* K&N Cold Air Intake
* TC-High Series Pressure Control Valve
* Limited Slip Differential
* Brembo Brakes
* EDC Rotors
* ZZP Short Throw Shifter

Exterior

* Spyder G Headlights
* Carbon Creations Stingray Hood
* Artarics Hood Pins
* Fast FC Rims
* Duraflex High Rise Spoiler

Interior

* Tiny Bots Carbon Fiber Wrap Trim
* Hydro Corvette G5 Steering Wheel
* Glow Shift Dash Gauges
* Recaro SS Seats
* Boss Head Unit
* JL Speakers
* Dual JL 12’ Subwoofers
* Pioneer 7 Chan 2000w Amp
* LRF Interior Lightning
* Custom Suede Headliner

Features

* Launch Control
* Competition Mode
* No Lift Shift

Has many more features and upgrades, but I don’t think it’s not worthy

Thank you to:

DustBustors for bodywork

PVC for bodywork

Scotts180Collion for bodywork

Red Deer Car Repair for Mechanical Work

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Only 3,168 Cobalt SS Turbo coupes were ever manufactured. This makes Cobalt SS/TC one of the rarest vehicles every produced.

                This was GM's first foray into the tuner market. The Cobalt SS switched from supercharged LSJ to turbocharged LNF in 2007.

                Also adding 24 mm front stabilizer bar, 22 mm rear stabilizer bar, F35 tuned suspension and a limited slip differential.

                Due to this switch, the Chevrolet Cobalt SS/TC holds the record for the fastest lap time for a front-wheel

                drive production car at the Nürburgring Nordschleife, with a time of 8:22.85 minutes. This vehicle boasted extreme performance over appearance.

                The downside to this was the lack of appeal to the general consumers. Production then ended in 2010.

                These cars are favorited by racers today due to the low cost for track ready performance.