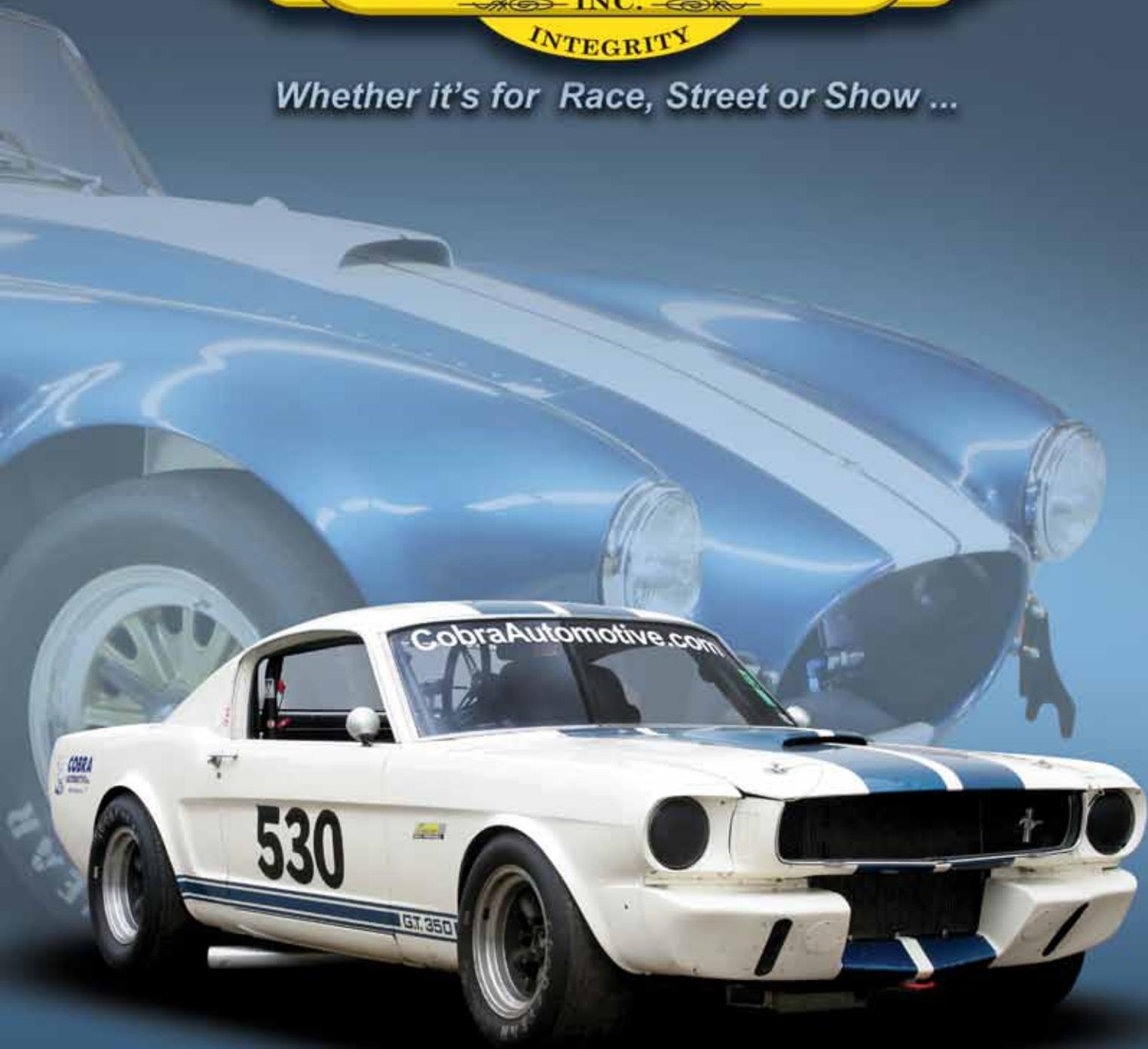




Whether it's for Race, Street or Show ...



Cobra Automotive

... We are your complete resource for the Highest Quality Handling and Performance Parts Available.

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This is 5R333 which was campaigned as an "All Out" vintage racer before we returned it to the period correct "Brown Brothers" livery depicted here.



Ford GT40 P/1037 prepared and crewed by Cobra Automotive for Europe during 2008 at Le Mans, Nürburgring and Spa.

Shelby GT350 R-Models

For decades, Cobra Automotive has specialized in restoring and vintage racing the ultimate race version of Shelby's GT350. Ten of the original 36 R-models have been upgraded or restored here with as many as four on the premises at one time.

Historic Sports Cars and Trans-Am Cars

Cobra Automotive has years of experience developing and providing trackside support for some of the most significant vintage race cars ever campaigned. We have also built, developed and campaigned vintage Trans-Am competition cars including 1967 and 1968 Mustangs, 1970 Boss 302s and 1967 and 1970 Camaros.



1967 Camaro Trans-Am race car # 00 completely re-engineered and restored by Cobra Automotive.

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 ISKENDERIAN RACING CAMS

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 JE PISTONS
 JERICO PERFORMANCE PRODUCTS
 JESEL
 JME ENTERPRISES
 JOE GIBBS PERFORMANCE

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 KING ENGINE BEARINGS
 KIRKHAM MOTORSPORTS
 KIRKEY RACING FABRICATION
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FRONT SUSPENSION

BIG SPINDLE KIT

Similar to the heavy duty Trans-Am variation, our big front spindle kit is the next step for anyone interested in maximum reliability. Smaller stock spindles are known for failure under harsh high performance conditions. Larger bearings increase load capacity and life for competition use. Each spindle goes through a series of checks and procedures, including magna fluxing, so you can rely on its full performance. Utilizes larger 1/2" ES387 outer tie rods for additional steering linkage strength. Accepts four bolt caliper mounting bracket for four piston Kelsey-Hayes fixed calipers. Bearing and seal kit available separately. (1965-66 with power steering require special left hand outer tie rod and adjusting sleeve). Cast iron gray high temperature painted finish.

- 100-3100** Complete spindle kit as pictured
- 100-3103** Bearing and seal kit only
- 100-3102** Hardware kit only



BILLET ALUMINUM RACING HUB KIT

If you are converting to our 12" competition brakes, take it one step further with a set of these CNC machined 7075 T6 aircraft-grade aluminum hubs. They come with bearings, seals and wheel studs. The bearing races for our big spindles and the studs come already pressed in place. (Weight 3.2 lbs. each, hub and bearings only) Bare aluminum finish. (3" competition studs require hollow race style lug nuts; studs can be supplied loose and cut down for use with acorn style lug nuts).

- 100-7075HS** Complete kit with bearings and studs pressed in
- 100-7075H** Hubs with bearings only
- 100-7703** Wheel studs only, five per pack (3" competition type)



BILLET STEEL RACING HUB KIT

For the ultimate in strength and reliability our CNC machined 1018 steel hubs are virtually bullet proof. Like the aluminum kit above, they come with bearings, seals and wheel studs. The bearing races for our big spindles and the studs come already pressed in place. (Weight 6.2 lbs. each, hub and bearings only) Bare steel finish. (3" competition studs require hollow race style lug nuts; studs can be supplied loose and cut down for use with acorn style lug nuts).

- 100-HUBS-S** Complete kit with bearings and studs pressed in
- 100-HUBS** Hubs with bearings only
- 100-7703** Wheel studs only, five per pack (3" competition type)



WHEEL BEARING PRE-LOAD SPACER KIT

Cutting edge NASCAR CUP series technology for your Shelby or Mustang vintage road racer. These specially designed spacers fit solidly between the inner races of the front wheel bearings. Utilizing special shims they eliminate bearing play that can produce unwanted rotor run out which, in turn, can produce caliper piston kick back and a low brake pedal. For use with Cobra Automotive competition hubs equipped with A12 and A13 bearings, not included. Precision machined from 12L14 steel these are primarily designed for all out competition use. Bare steel finish.

- 100-WBS** (pair)



100-WBS INSTALLED



100-WBS

WHEEL BEARINGS, SEALS AND DUST CAPS

Federal-Mogul wheel bearings and their National brand oil seals have been trusted names in the automotive replacement parts business for over 50 years. These are the same premium quality parts we run in our own cars and use in our restorations.

- A2** Outer wheel bearing, 1964-69 (small spindle) V8 excluding 1969 Boss
- A6** Inner wheel bearing, 1964-69 (small spindle) V8 excluding 1969 Boss
- A3** Outer wheel bearing, 1969 Boss, 1969-70 Shelby GT350 and GT500
- A5** Inner wheel bearing, 1969 Boss, 1969-70 Shelby GT350 and GT500
- A12** Outer wheel bearing, 1970-73 (big spindle) excluding 1970 GT350 and GT500
- A13** Inner wheel bearing, 1970-73 (big spindle) excluding 1970 GT350 and GT500
- 6815** Seal, wheel bearing (V8), excluding 1969 Boss, 1970 GT350 and GT500
- 9150S** Seal, wheel bearing, 1969 Boss, 1969-70 Shelby GT350 and GT500
- B5A1131A** Dust cap, wheel bearing (V8), excluding 1969 Boss
- 05194** Spindle nut kit, each 1970-73 (big spindle)



FRONT SUSPENSION



COMPETITION COIL SPRING PIVOTS FOR 1965-1973

Because they handle the full load of the front coil springs, these modified spring perches (pivots) are an important part of your front suspension and one of Cobra Automotive's trademark products. Our specially designed perches are fit with oil-impregnated bronze bushings riding on CNC machined; 3/4" diameter polished 1045 steel shafts, which provides a free moving solid pivot and enhances front suspension motility. To service easily, these pivots are equipped with snap rings and grease fittings and are completely rebuildable to ensure longevity.

100-3388 1965-73



COIL SPRINGS

The experience we gain at the highest levels of competition is directly translated into the development of our products such as these coil springs, manufactured from high quality tempered steel. We consider our springs among the finest and recommend using the polyurethane spring insulators for all street applications. Upon request, custom springs are also available for different applications, although modification is required for final ride height.

250-C305 1965-66
250-C307 1967-73 (1965-66 for full competition)
250-CIN303 Polyurethane spring spacers, 1/8" Pair
250-GT578 Polyurethane spring spacers, 1/4" Pair
250-GT2276 Polyurethane spring spacers, 3/4" Pair

COIL SPRING RUBBERS

These are used as a fine suspension tuning tool when a spring rate needs to be changed in a hurry at the track. Can be inserted or removed quickly for that final ride height or spring rate adjustment. Each spring rubber is grooved on two sides and must be cut to fit between coils.

MRG.1287.130 Front: 5-1/2", 10 lb. rate (red stripe), each
MRG.1287.148 Front: 5-1/2", 15 lb. rate (white stripe), each
MRG.1287.182 Front: 5-1/2", 25 lb. rate (yellow stripe), each



COIL SPRING LOCATORS

Here is a very simple part that eliminates a complicated problem. This bolt-in spring locator eliminates the need for bolting or affixing the coil spring to the top of the spring bucket so that it does not fall out and dislocate under full suspension droop. The locators bolt into the stock three bolt pattern in the upper shock brace by replacing the factory bolts and provides an extended locating sleeve for the coil spring to ride on. Light weight steel construction. 1965-66 application only. Black powder coat finish.

100-CSL 5/16" studs, fits stock holes
100-CSL.375 3/8" studs, holes must be enlarged



COIL SPRING COVERS

Our custom super duty coil spring covers solve several common problems associated with competition prepared Mustang front ends. They are designed to work in conjunction with lowered racing upper control arms, along with competition alignment specs to avoid ball joint and tire interference during maximum suspension travel. This additional tire and suspension clearance allows you to run the proper profile tire along with the alignment specs needed. Our own design, and an integral strengthening member of the unibody. Black powder coat finish.

100-800 1965-66
100-800-67-70 1967-70



COMPETITION FRONT STRUT RODS

Adjustable competition strut rods are a must for maximum performance for high speed braking stability. They eliminate the conventional rubber strut bushings which can flex causing excessive front end movement under heavy braking and extreme driving conditions. They completely eliminate this problem by using much heavier duty solid spherical rod ends in place of the stock bushings. Front end alignment is made easier by a simple turn of the adjusting sleeve for caster changes. Requires minor modification and welding to the original mounting points.

100-750 1965-66



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FRONT SUSPENSION

FRONT STRUT RODS

Here is an alternative to our all out competition front strut rod kit. This adjustable strut rod kit bolts-in without further modification. Provides good front end stability under most competition applications. All hardware included. Gloss black powder coated finish.

- 256-ASR-4** 1964-66 Mustang
- 256-ASR-5** 1967 Mustang
- 256-ASR-6** 1968-70 Mustang



KONI SHOCKS

Used as original equipment on all early Shelby's. We feel they are still one of the best oil filled performance shocks on the market for your early Mustang. Many original shocks are still in service today making them an excellent choice for the money. Adjustable dampening helps you achieve the ride you desire for race or street application. Optional polyurethane front eye bushings are easy to install and add life to your shock.

- 264-821388SP3** Front shocks (pair) 1964-70
- 208-98116G** Polyurethane eye bushing
- 100-9800** Complete polyurethane kit upper and lower for front shocks



KONI SHOCK BOLTS

Our own reproduction of the unique 1965-1966 Shelby upper front Koni shock bolts, 5/16" - 24 X 1.60" long. Features include correct 9/16" hex head with slight dome and unthreaded "bull nose" tip. Includes a separate star washer. It's a perfect finishing touch for that correct restoration or reproduction early Shelby. Silver cadmium plated finish.

- 100-SHOCK-BOLTS** (set of four)

QA1 ADJUSTABLE GAS SHOCKS

Here is a great alternative to the Koni shock without quite the expense of our Penske shocks. These direct bolt-in aluminum shocks are externally adjustable. Simply turn the knob to simultaneously adjust rebound and compression with 12 different settings. Comes with heavy duty nylon incorporated into mounting points already with no need to replace rubber bushings. A completely rebuildable, single adjustable, shock at a very attractive price.

- 256-TC1544P** Front shocks (pair) 1965-70



PENSKE COMPETITION SHOCKS

In working with the engineers at Penske, we've developed the ultimate shock for the early vintage competition Mustang. This is a single adjustable aluminum bodied gas shock with no external reservoir. These shocks can be adjusted externally and can be rebuilt or custom valved for your specific application. The nitrogen charge can be checked with a special gauge available separately. Minor spring rate changes can be made by increasing or decreasing the pressure.

- 265-0065F** Front shocks (Pair) (Specify year) SOME MODIFICATIONS REQUIRED (Instructions included)
- 265-PG** Penske shock pressure gauge tool



SWAY BARS

There's no question that the front sway bar is one of the most important chassis tuning components on a high performance vehicle. We believe in a larger sway bar and a softer spring that tends to be easier on the driver while making the vehicle more forgiving. Made of the finest quality tempered steel, they come complete with polyurethane frame mounts and end links. Most vintage organizations do not allow rod end front sway bars on early Mustangs. These are the very bars we use on our team cars. If you are looking to save some weight, try our custom made hollow tube sway bar. Our 1-1/4" diameter hollow bar is approximately 9 lbs. lighter than the equivalent 1-1/8" solid bar while maintaining the same stiffness. Hollow bars are gloss black powder coated finish.

- 250-536** 1965-66 Solid 1"
- 250-549S** 1965-66 Solid 1-1/8"
- 337-1000** 1965-66 Hollow 1-1/4"
- 250-537** 1967-70 Solid 1"
- 250-708S** 1967-70 Solid 1-1/8"
- 337-1010** 1967-70 Hollow 1-1/4" (Small block only)



336-101 1965-66 MUSTANG

COMPETITION CROSS MEMBER

Developed on the track and fantastic for the street. This cross member ties the lower control arms in with the chassis for more structural rigidity and support. Especially needed for unibody cars. A time tested improvement incorporated during the Boss 302 Trans-Am days. Gloss black powder coated finish.

- 336-101** 1965-66 Mustang
- 336-1010** 1967-70 Mustang and Cougar



336-1010 1967-70 MUSTANG AND COUGAR

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FRONT SUSPENSION



STEERING BOXES

Our steering boxes are a brand new Flaming River product. All new castings, sector gears and shaft with new needle bearings for smoother operation. Most of these boxes use the 16:1 quick steering ratio. With the original steering box turning 45 years of age, these new units are a must for high performance driving while keeping an absolutely stock appearance.

- 207-FR1497Q** 1965-66, Quick ratio, 16:1, long shaft with 1" sector shaft
- 207-FR1497-1Q** 1965-66, Quick ratio, 16:1, short shaft with 1" sector shaft for use with swivel or rag joint
- 207-FR1497-1** 1965-66, Slow ratio, 19:1, short shaft with 1" sector shaft for use with swivel or rag joint
- 207-FR1498** 1967-70, Quick ratio, 16:1, short shaft with 1-1/8" sector shaft for use with swivel or rag joint
- 207-FR1498-1** Early 1967, Quick ratio, 16:1, long shaft with 1-1/8" sector shaft.
- S736X6X2-1/2** Stub shaft, 3" X 3/4" 36 spline, (one end only) regular steel
- 207-FR1711** U-Joint 3/4"-36 Spline (both ends) steering box and steering shaft
- 207-FR1714DD** U-Joint 3/4"-36 Spline (one end) X 1" DD on opposite end



POWER STEERING CONTROL VALVE / CYLINDER

Tired of unreliable power steering parts? Try these brand new power steering control valves and rams from Flaming River. These new components take the guess work out of your car's age old steering problems.

- 207-FR1498PWR** Power ram 1967-70 all Ford products
- 207-FR1498VLV** Control valve 1967-70 all Ford products



POWER STEERING HOSES

These are the highest quality, most accurate, reproduction power steering hoses for the early Mustang that we know of. Manufactured to OE specifications with attention paid to correct bends, crimps and fittings. Perfect for replacing old leaking original lines or incorrect poorly fitting replacement lines. Most popular hoses listed; others available on request.

- PS7U1B** 1967-69 Short line (Ford C60A 3A 717-A)
- PS4U1A** 1967-69 Short line (Ford C60A 3A 714-A)
- PS3U4** 1967-70 Valve to pump (Ford C8ZA 3A 713-A)
- PS4U2** 1967-70 High pressure to valve (Ford C8ZA 3A 713-A)
- PS9C5** Pump/Cobra Jet (Ford C9ZA 3A 719-A)



ROLLERIZED STEERING KIT 299-333

ROLLERIZED STEERING KIT

Our roller bearing kit eliminates the stock pressed in combination rubber and steel idler arm bushing. This stock bushing flexes and eventually wears out, causing loss of steering input. Our roller bearing kit uses a greasable roller bearing for smooth operation and service. An important upgrade and something that will give new life to your original quick steering components.

- 299-333** Roller bearing steering kit with bushing for 1965-66

HEAVY DUTY TIE ROD END KIT

This heavy duty tie rod end kit is a high quality replacement package for all V8 manual steering, 1965-66 Mustangs. We use larger Moog 1/2" outer tie rod ends instead of the stock 3/8" units. This kit must be used with our heavy-duty large spindle kit. These larger tie rods offer much more strength and reliability in a very stressful area. Parts also sold separately.

- 100-1005** 1965-66 Super duty tie rod end kit, for 1965-66 manual steering with 1970-73 spindles
- ES336R** Outer tie rod end, 1965-66
- ES336L** Outer tie rod end left hand 1965-66 power steering
- ES336L-CUSTOM** Outer tie rod end left hand 1965-66 power steering for use with 1970-73 big spindles
- ES360RL** Outer tie rod end, 1967-69
- ES387R** Outer tie rod end, 1970-73
- ES713** Inner tie rod end, 1965-66
- ES714** Inner tie rod end left hand 1965-66 power steering
- ES364RL** Inner tie rod end, 1967-69, Except Boss
- ES387L** Inner tie rod end, 1970-73 and 1969 Boss
- ES2004S** Adjusting sleeve, 1965-70
- ES638S** Adjusting sleeve left hand 1965-66 power steering
- K8036** Upper ball joint 1965-73 four bolt style
- K8142** Upper ball joint 1967-73 three bolt style



HEAVY DUTY TIE ROD END KIT 100-1005

FRONT SUSPENSION

BUMP STEER KIT

Our bump steer kit compensates for toe changes that occur as the front suspension moves up and down. This is extremely important, up to 3/8" of toe change can be experienced when your suspension is moving through its full range of motion causing erratic steering. This kit completely eliminates your stock outer tie rod ends by replacing them with heavy-duty aircraft-quality spherical rod ends. Our rod ends feature a carbon fiber lined race which is self lubricating and maintenance free. Special bushings located between the spindle arm and rod end give you the adjust ability needed to correct your car's bump steer problem. We find an average of approximately 1/2"-5/8" of bushing is needed for normal bump steer correction. Adjusting sleeves are finished in yellow cadmium plating.

- 100-BSK-1** 1965-66 Spindles
- 100-BSK-2** 1967-69 Spindles
- 100-BSK-3** 1970-73 Spindles



COMPETITION REINFORCED CENTER LINKS

Cobra Automotive reinforced competition center link for 1965-70 Mustangs with manual steering. We start with a new reproduction center link that is U.S. made to exceed OE standards. Gussets made of 1/4" thick mild steel are laser cut to fit the contours of the center link then welded in place. These gussets are located in two places, across the back and bottom edges so there are no clearance issues with the oil pan. This greatly reduces any center link flex that could cause unwanted toe changes, alignment or suspension movement. The improved strength of this piece allows the driver to get the full benefit of high performance suspension modifications such as bump steer kits, competition alignments, etc. Cast iron gray high temperature finish.

- 100-25756-G** 1965-66 Manual steering
- 100-25823-G** 1967-69 Manual steering (excluding Boss)
- 100-25824-G** 1969 Manual steering Boss and all 1970 manual steering



QUICK STEER KIT

This road race quick steer kit consists of a high quality forged steel idler arm and pitman arm. These were first introduced on the original Shelby GT350s. This will fit any 1965-66 Mustang steering box with a 1" sector shaft, and will enhance your car's handling with increased road feel and response time while reducing the need for excessive steering input. A must for any early Mustang set up for handling. Optional roller bearing kit reduces steering effort while adding service life to the idler arm.

- 100-3590R** 1965-66 Quick steering kit, idler arm, pitman arm and frame pin
- 100-3590RR** 1965-66 Quick steering kit, idler arm, pitman arm, frame pin and roller bearing kit
- 299-20203** Frame pin only, 1965-66, manual steering
- 273-QS2** Quick steering idler arm only, 1965-66, manual steering
- 273-QS3** Quick steering pitman arm only, 1965-66, manual steering



QUICK STEER KIT

KONI POLYURETHANE SHOCK BUSHINGS

This polyurethane bushing kit for Koni shocks provides an alternative to the stock rubber bushings that split and break down in a short period of time. If you want to maximize your shock potential this is the way to go. Easy to install yourself.

- 100-9800** Complete front shock kit, 1965-73
- 208-98116G** Upper front bushing only, 1965-73
- 250-CIN302** Lower front bushing only, 1965-73



POLYURETHANE BUSHINGS

Polyurethane replacement bushings give a more positive feel while extending suspension life. Replace your new or worn out old rubber bushings and your car will feel like it never has before. We have the right polyurethane bushing for your classic Mustang front suspension.

- 9-8120G** End link kit, 1965-66
- 9-8117G** End link kit, 1967-73
- 9-5108G** Sway bar bushing, 7/8" bar
- 9-5109G** Sway bar bushing, 15/16" bar
- 9-5110G** Sway bar bushing, 1" bar
- 9-5112G** Sway bar bushing, 1-1/8" bar
- 9-5113G** Sway bar bushing, 1-1/4" bar
- 4-3101G** Lower control arm bushing, 1965-66
- 4-3102G** Lower control arm bushing, 1967-73 (1-7/16")
- 4-3106G** Lower control arm bushing, early 1967 (1-9/16")
- 4-7111G** Strut rod bushing, 1965-66
- 4-7112G** Strut rod bushing, 1967-73



REAR SUSPENSION

REAR SUSPENSION KITS

We offer three basic stages of rear suspension kits so that you may select the level of performance needed for your application. From a street performance set-up, to full race, all three kits use only the best components available. Each kit features heavy-duty 1/2" U-bolts, heavy-duty spring perches, heavy-duty shackles, Koni shocks and new leaf springs. Individual component descriptions are featured on the following pages. Select a complete kit or order each item individually.

Kits are shown with Koni shocks as a first choice. Optional shocks include QA1 Stocker Star gas shocks and Penske gas shocks. Both being gas filled aluminum bodied shocks and are an improvement over the tried and true Koni's. Penske shocks being the top on the option chart are fairly easy to install. Some of the kits highlights are heavy-duty spring perch plates that are designed to work on all axle tube sizes and have a thicker shock mounting area for more shock support. 1/2" U-bolts that can be torqued higher for more clamping force and additional length allows for insertion of lowering blocks at a



STAGE 1 KIT



STAGE 2 KIT



STAGE 3 KIT



later date if need be. All variations of shackles have beefier side plates for more lateral support and reduced unwanted body roll. Leaf springs are new and made or selected to our standards for each individual application. Spring eye bushings provided with each kit offer the right combination of materials for the usage each vehicle will see. These kits have a combination of the perfect parts for the job, selected from years of experience with rear suspension tuning. Traction control devices are sold separately due to the wide variety of applications and products available. Please consult a Cobra Automotive representative regarding the proper traction control for your car.

STAGE 1 KIT

This is a great kit for high performance street and open track type events. You will feel a tremendous improvement over your stock components with this kit. It features high quality replacement springs approximately 120 lb. rating, heavy-duty polyurethane shackle kit, Koni shocks, 1/2" U-bolts and our own extra thick spring perches.

- 100-2000-1** 1965-66 with standard 2-3/8" diameter axle tubes with 2-1/2" wide spring pads
- 100-2001-1** 1965-66 with heavy-duty 3" diameter axle tubes
- 100-2002-1** 1967-73 with standard 2-7/8" diameter axle tubes

STAGE 2 KIT

This kit is right at home on the race track while providing borderline usage for the street. The upgrades over the Stage 1 kit are the beefier 150 lb. or 160 lb. rate springs and the racing shackle kit with Del-a-lum bushings. Both of these components add a stiffer more positive ride.

- 100-2000-2** 1965-66 with standard 2-3/8" diameter axle tubes and 2-1/2" spring pads. (Rate: 150 lbs.)
- 100-2001-2** 1965-66 with heavy-duty 3" diameter axle tubes. (Rate: 150 lbs.)
- 100-2002-2** 1967-73 with standard 2-7/8" diameter axle tubes. (Rate: 160 lbs.)

STAGE 3 KIT

Our state-of-the-art Stage 3 kit features the same heavy-duty components as our Stage 2 kit, plus Cobra Automotive's exclusive slider shackles, solid front eye bushings and leaf springs. This kit automatically lowers the car 1" with these de-arched springs while allowing the ultimate in freedom of rear spring movement without any lateral deflection. Welding is required to mount rear sliders. This kit is designed for use on full competition cars.

- 100-2000-3** 1965-66 with standard 2-3/8" diameter axle tubes and 2-1/2" spring pads
- 100-2001-3** 1965-66 with heavy-duty 3" diameter axle tubes
- 100-2002-3** 1967-73 with standard 2-7/8" diameter axle tubes

Chuck Bentley hammering his 1965 Shelby (#137) around Turn 2 at Road America with Curt Vogt (#530) barely visible as he rides Chuck's bumper. Closely followed by Scotty Hackenson (#317) and John Brice (#70), bumper-to-bumper, door handle-to-door handle racing is not uncommon in these state-of-the-art vintage racers.

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

REAR SUSPENSION

REAR LEAF SPRINGS

If you are serious about handling, you'll need to replace your original tired-out rear springs. These conventional-arched rear leaf springs are your best choice. We have a few different ratings, standard 120 lbs. for street and high performance applications or 150 lbs. for more of a competition use. Competition leaf springs with conventional or reverse eyes are designed for a 1-1/4" drop in ride height. Competition leaf springs are also available with a 2" drop. Reverse eye leaf springs greatly reduce spring wrap-up and require larger diameter bushings. Category 5 competition leaf springs (with shackles) are available in reverse eye only and include the highest quality spherical bearings, mounted front and rear in Del-a-lum bushings. These springs allow the rear end to tilt in a corner, keeping both rear tires planted firmly on the ground while providing enhanced rear end control and increased corner exit speed.

250-42437	1967-70	Standard 120 lb. spring rate
256-L10	1964-66	Competition 150 lb. spring rate (1-1/4" drop)
256-L11	1967-73	Competition 160 lb. spring rate (1-1/4" drop)
256-L10R	1964-66	Competition 150 lb. spring rate, reverse eye (1-1/4" drop)
256-L11R	1967-73	Competition 160 lb. spring rate, reverse eye (1-1/4" drop)
256-L10CAT5R	1964-66	Competition 150 lb. spring rate, reverse eye (1-1/4" drop) with shackles
256-L11CAT5R	1967-73	Competition 160 lb. spring rate, reverse eye (1-1/4" drop) with shackles



FULL COMPETITION SPRINGS

COBRA AUTOMOTIVE FULL COMPETITION SPRINGS

Developed by Cobra Automotive and race proven. These springs have several unique features including a smaller eye on one end to accommodate the slider shackle along with de-arching to lower the car automatically. These springs are de-arched 1" to lower the rear of the car and increase the spring rate. A special front solid eye bushing kit is included. These bushings are made of a combination of aluminum and high impact polyethylene to eliminate lateral deflection and body sway while allowing free movement. These race springs can only be used with our slider mounts. Welding is required to mount rear sliders. These springs are designed for use on full competition cars.

297-3315A	1965-70	Leaf springs with front bushings
297-3315AA	1965-70	Leaf springs with front bushings and rear sliders



SLIDER SPRING MOUNTS

SLIDER SPRING MOUNTS

These slider mounts are developed to free up movement of the rear end by preventing suspension bind. The use of these sliders will also improve traction control by working more independently than a conventional shackle. These sliders along with the racing springs, make the ultimate handling package. Only for use with Cobra Automotive de-arched road race springs. Supplied in bare steel, welding is required.

298-20236S	(pair)
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SLIDER MOUNT REPAIR KIT

SLIDER MOUNT REPAIR KIT

Everything you need to rebuild or repair our slider spring mounts. Due to the harsh operating environment and severe loads placed on competition suspension components they should be inspected and lubricated regularly. Free movement without excessive play is key to obtaining the maximum benefit from the rear sliders. Each kit includes: one bolt, nut, steel tube, aluminum tube, two washers and bearings. A wise addition to your race spares package. (two kits required per car)

298-20236S-RK	(each)
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ALUMINUM COMPETITION FRONT EYE BUSHINGS

These bushings are assembled from a combination of 4130 steel, 6061 aircraft aluminum and high impact polyethylene for maximum control and longevity. A simple but very effective part for eliminating unwanted deflection during acceleration, deceleration and cornering. They fit any standard size front leaf spring eye and come automatically installed in our road race springs. Another unique race item designed and offered only by Cobra Automotive. Grade 8 Bolt kit for front spring eye bushings available separately.

100-3305	1965-73 (pair)
100-3306	Grade 8 bolt kit (pair)



ALUMINUM COMPETITION FRONT EYE BUSHINGS

ROLLERIZED ALUMINUM COMPETITION FRONT EYE BUSHINGS

These are the next step up for positively locating the front leaf spring eye while ensuring free spring movement. Manufactured exactly the same as our regular competition bushings, described above, with the addition of two heavy-duty shell needle roller bearings per bushing. These roller bearings are rated for a dynamic load of 4400 lbs each and are retained with snap rings for easy lubrication and/or replacement. Grade 8 Bolt kit for front spring eye bushings available separately.

100-3305-ROLLER	1965-73 (pair)
09017344	Replacement roller bearing (each)
100-3306	Grade 8 bolt kit (pair)



ROLLERIZED ALUMINUM COMPETITION FRONT EYE BUSHINGS

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

REAR SUSPENSION



SOLID COMPETITION SHACKLE KIT

Designed for better control under race conditions, this shackle kit with Del-a-lum bushings allows for less body roll during lateral loads with smoother suspension movement throughout its entire range of motion. This is the best set up to use when slider spring mounts are not allowed. Constructed of heat treated aluminum and high impact nylon also equipped with grease fittings for longevity. Anodized and plated for corrosion resistance.

256-CA5230 1965-73 (Fits stock size spring eyes)

256-CA5230-R 1965-73 (Fits larger size reverse spring eyes)



STREET AND HIGH PERFORMANCE SHACKLE KIT

Polyurethane compound bushings along with extra thick side plates gives a solid positive feel without compromising the ride characteristics. For high performance street and moderate track use. Side plates plated for corrosion resistance.

208-42135G 1965-73 (Fits stock size spring eyes)



POLYURETHANE LEAF SPRING BUSHING KIT

Replacing your stock rubber bushings with polyurethane will provide a great improvement over the stock components. These polyurethane bushings will greatly enhance your ride control and outlast the rubber bushing 2 to 1.

208-42101G 1965-73 (Fits stock size spring eyes)



LEAF SPRING LOWER MOUNTING PLATES FOR STOCK EARLY 9"

Heavy-duty spring plates for stock 1965-66 rear axle housings with 2-3/8" diameter axle tubes and 3" wide spring pads. Drilled to accept our larger 1/2" U-bolts and reinforced to withstand the greater torque rating those bolts can handle. Will not flex or bend under extreme use or heavy shock loads. Satin black powder coat finish.

100-5796 1965-66 (pair)



LEAF SPRING LOWER MOUNTING PLATES

Our spring plates feature heavy gauge steel construction and are designed to withstand greater torque required by extra heavy-duty 1/2" U-bolts. Will not flex or bend under extreme use or heavy shock loads. A perfect addition to your street car as well. Slotted to accommodate all year rear end housings with standard 2-1/2" wide spring pads, including larger than stock 3" diameter axle tubes. Automatically machined to accept our heavy-duty 1/2" U-bolts. **Will NOT** fit staggered shocks. Satin black powder coat finish.

100-5795A 1965-73 (pair)



SPRING PLATES WITH UNDERRIDE BRACKETS

Same as the above, but with the underride traction bar brackets already welded into place. This is the ideal way to mount underride bars without having to sandwich multiple plates together. Results in a less complicated, cleaner look and a stronger installation. Slotted to accommodate all year rear end housings with standard 2-1/2" wide spring pads, including larger than stock 3" diameter axle tubes. **Will NOT** fit staggered shocks. Satin black powder coat finish.

100-5795B 1965-73 (pair)



SPRING PLATES FOR PENSKE SHOCKS

Heavy-duty spring plates for 3" axle tubes, required to mount racing coil-over style shocks or our aluminum Penske racing shocks. Designed for rear end housings with standard 2-1/2" wide spring pads. Plated for corrosion resistance.

298-20250 1965-73 (pair)

REAR SUSPENSION

COMPETITION U-BOLTS

Our 1/2" diameter steel U-bolts allow you to use 65 lbs. of torque when tightening as opposed to the OE 7/16" U-bolts only withstanding 45 lbs. of torque. This significantly increases the clamping force as they are much stronger than the stock units. Automatic increased length also allows use with 1" lowering blocks. Unfinished steel set includes four washers and four nuts.

- 297-400** 1965-66 (2-3/8" axle tubes)
- 297-500** 1967-73 (2-7/8" axle tubes)
- 297-300** 1965-73 (aftermarket 3" axle tubes)

KONI SHOCKS

Used as original equipment on all early Shelby Mustang's. They are still one of the best performing oil filled shocks on the market for your early Mustang. Fully adjustable to help with traction control in the rear suspension. Polyurethane upper bushings sold separately.

- 264-821389** 1965-73 Rear shocks (pair)
- 9-8101G** Rear shock bushings, black polyurethane (set of four)

QA1 ADJUSTABLE GAS SHOCKS

Here is a great alternative to the Koni shock without the expense of our Penske shocks. These are a direct bolt in aluminum shock that is externally adjustable. With a simple turn of the knob, these direct bolt-in aluminum shocks can be externally adjusted for rebound and compression through twelve different settings. Includes heavy-duty nylon upper bushings and lower mounting brackets. A completely rebuildable single adjustable, shock at a very attractive price.

- 256-TC2511P** 1965-70 Rear shocks (pair)

PENSKE RACING SHOCKS

We have worked with the people at Penske to come up with the ultimate shock for the early vintage race Mustangs. This is a single adjustable aluminum bodied gas shock with no external reservoir. These shocks can be adjusted externally and can be rebuilt or custom valved for each specific application. The nitrogen charge can be checked with a special gauge available separately. Minor spring rate changes can be made by increasing or decreasing the pressure. These will bolt in with the use of coil-over style rear spring plates, available separately. We have found more stability at any speed with these shocks while greatly reducing lap times.

- 265-0066R** Rear shocks (pair) (specify year)
- 265-PG** Penske shock pressure gauge tool

CENTER MOUNTED TORQUE LINKS

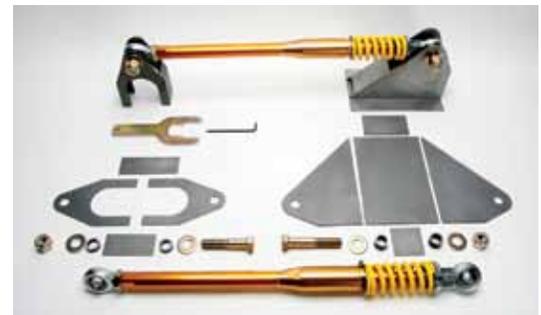
These center-mounted torque links are used as a centrally-located single traction bar for your early Mustang. One torque link in the center of the car allows for adjustable traction control while enabling the car to roll or pivot around this traction device. The result is a car that has more bite in the corners, eliminating the forces of two traction bars trying to control the car. We offer two different links, a Single action link with a 1000 lb "pull" spring acting on acceleration loads, and a rubber bumper to dampen down shifting/braking loads. The other is a Dual action link with a 1050 lb "pull" spring acting on acceleration loads and a 3700 lb spring to dampen down shifting/braking loads. Spring preloads are adjustable and additional spring rates are available for full tuneability. Chassis modifications and welding required. (Dual Spring unit pictured)

- 824-101-10** Single action torque link 25" center to center with 3/4" rod ends
- 206-20408** Dual action torque link 25" center to center with 3/4" rod ends
- 298-20402** Brackets for 9" Ford axle housing
- 298-20381** Brackets (5 hole) for front mount

OVERRIDE SPRING RODS

The override traction bar design has been the standard for years. Most racers have experienced the wheel hop that occurs when you combine down shifting with hard braking. Complete loss of rear wheel control can occur under these conditions. These spring rods have a 900 lb. rated compression spring and are designed to dampen this wheel hop condition while allowing the suspension to move more independently from left to right. The rod end mounting points let the body roll during cornering, creating a more neutral feel while not affecting the roll center of the car. Sturdy aircraft aluminum construction is virtually undetectable once painted in car. Spring preloads are adjustable with additional spring rates available. Available as a direct replacement for your original early Shelby or as a complete kit with rear end and interior floor brackets, includes all hardware. Chassis modifications and welding required, instructions are included.

- 100-20068A-2-3/8** 1965-66 with 2-3/8" axle tubes, complete kit
- 100-20068A-2-7/8** 1967-70 with 2-7/8" axle tubes, complete kit
- 100-20068A-3** 1965-70 with 3" aftermarket axle tubes, complete kit
- 206-20068-1** 1965-70 Spring rods only with rod ends 22-1/4" long



REAR SUSPENSION



UNDERRIDE SPRING RODS

This kit features the same spring rods as our popular override kit, but made to mount under your car. When mounted in the underide position, the 900 lb. rated compression springs dampen wheel hop due to extreme acceleration loads. Spring preloads are adjustable and additional spring rates are available. Aircraft quality rod end mounting points provide further adjust ability and trouble free service. Includes our leaf spring plates with integral traction bar mounts that are slotted to accommodate all year rear end housings with standard 2-1/2" wide spring pads, including larger than stock 3" diameter axle tubes.

100-20068B 1965-70



100-TMK1
100-TMK2

SHELBY STYLE UNDERRIDE TRACTION BARS

These traction bars can be used on any early Mustang chassis. They are an exact replacement underide traction bar as used on 1966 Shelby Mustangs. They will control axle wind-up and wheel hop at a very reasonable cost while maintaining that original vintage correct look. We also offer an upgraded version using heavier wall tubing and aircraft quality rod end mounting points for more positive location and adjustability. For rear end housings with standard 2-1/2" wide spring pads. Welding is required.

- 100-TMK1** 1965-66 with 2-3/8" axle tubes, stock rubber bushings, painted finish
- 100-TMK2** 1967-70 with 2-7/8" axle tubes, stock rubber bushings, painted finish
- 100-TMK3** 1965-66 with 2-3/8" axle tubes, with rod end upgrade, satin black powder coat finish
- 100-TMK4** 1967-70 with 2-7/8" axle tubes, with rod end upgrade, satin black powder coat finish
- 100-TMK5** 1965-66 Stock Override bars Shelby



100-TMK3
100-TMK4

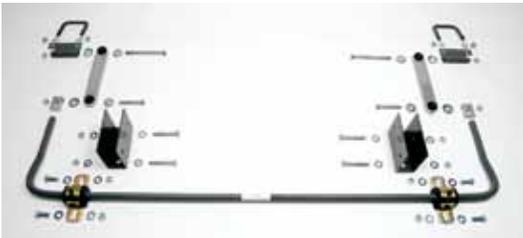


"CALTRAC" TRACTION CONTROL

This is another traction control device that we have discovered. This unique style of bar offers unequaled control during hard acceleration without any welding or modification to the car. Preload is fully adjustable and properly adjusted, can be used successfully in road racing as well. Mostly used for drag racing, a great alternative to other styles of more complicated bars and ladder systems that need considerable fabrication to install. Comes complete with all mounting hardware, which includes leaf spring perches that will accept both staggered and regular shocks. For rear end housings with standard 2-1/2" wide spring pads. Instructions are included. Gloss black powder coat finish

340-6400 1965-73

Must be special ordered for other applications or use with mid eye springs



"STAM-BAR" REAR SWAY BAR KIT

This bolt-on rear sway bar kit features 5160H spring steel sway bar that will not bend or lose it's "memory" like tempered mild steel bars will. Polyurethane mounting bushings give the bar firm support and feature grease fittings to maximize efficiency and reduce wear. The adjustable end links allow you to tailor the bars effect for different driving styles and track conditions. Kit includes all hardware, installation and tuning instructions. Fits OE staggered shock applications.

- 250-3SB** 1965-70 5/8" diameter
- 250-2SB** 1965-70 11/16" diameter
- 250-1SB** 1965-70 3/4" diameter



BILLET 1" LOWERING BLOCKS

These solid billet aluminum rear lowering blocks are machined from 6061 T6 aluminum and will not snap when the U-bolts are tightened like cheap cast lowering blocks will. They come complete with 3/8" oversized grade 8 locating pins, hardware, and a special hardened drill bit for opening up locating pin hole in the leaf springs. This is a great way to get the handling and look you want at a cost that is reasonable. Heavy-duty 1/2" U-bolts can be purchased separately that will work in conjunction with lowering blocks. For use with standard 2-1/2" wide springs.

100-5570 1965-73

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

12" FRONT BRAKES



100-3000 COMPETITION 12" FRONT BRAKE KIT

Our giant 12" competition front disc brake kit is the largest vintage legal disc brake setup you can run with 15" wheels on any early Mustang. Our kit comes with 12" x 1-1/4" directionally ventilated and stress relieved rotors, billet 6061 aluminum hats and our large Kelsey-Hayes cast iron 4 piston (Lincoln) calipers. Also included are billet steel caliper mounting brackets, all necessary grade 8 hardware, braided stainless steel front flex lines and instructions. Many years of development have gone into this state of the art vintage legal brake setup. The rotor/hat assembly is a "slide-on/slide-off" design allowing for easy maintenance. Available with your choice of street or race compound carbon Kevlar pads for incredible stopping power. These are the same brakes used on the Bud Moore Trans-Am Boss 302 Mustangs of 1969 and 70 made with today's manufacturing technology. Can be used with cast iron 1965-67 Mustang disc brake hubs or Cobra Automotive's billet racing hubs. Compatible with Ford spindles that utilize the standard 4 bolt mounting pattern found on 1965-73 drum brake and 1965-67 disc brake Mustang spindles.

(hubs and spindles are Not included, see front suspension section)

100-3000 1965-73 (Specify street or race compound pads)

LARGE FOUR PISTON CALIPERS

These are the largest 4 piston calipers Ford made for the 60's era applications. Originally used on T-birds, Galaxies and Lincolns of the Day. Bud Moore used these same style calipers on his famous Trans-Am race cars that brought Ford the championship. The pistons are large 1.950 diameter for superior braking force, made to our own specs for lighter weight and no groove for stock dust boots. These calipers are machined and remanufactured in-house to our own specifications. Fit with new custom seals, stainless steel bleeders, pad retainers and crossover lines. Finished in a maintenance free, silver High-Temp, thermal barrier coating. (pads are **Not** included)

- 100-2812** Pair of large four piston calipers
- 100-120** Right Hand (pass. side) large four piston caliper only
- 100-121** Left Hand (driver side) large four piston caliper only



sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

12" FRONT BRAKES



COMPETITION 12" DIAMETER ROTORS

Cobra Automotive's own custom made 12" diameter directional vented rotors are a full 1-1/4" thick vs. the stock 13/16" thick 11" ones from the factory. Thirty-six directional cooling vanes compliment this rotors ability to dissipate heat while the special stress relieving process reduces the possibility of warping during the break in period. Made of the same high quality material used in all forms of professional racing. Also available with additional Cryogenic treatment for extra life and rotor stability. Sold individually.

- 200-DV36R** Right Hand (pass. side)
- 200-DV36L** Left Hand (driver side)
- Cryo-Rotor** Each (Cryogenic treat rotor only, no hub)



BRAKE ROTOR HATS

CNC machined from aluminum with the proper 1.59" offset for compatibility with our caliper and caliper mounting brackets. These hats can be used with stock cast iron 1965-67 Mustang disc brake hubs or our own billet disc brake hubs for easy "slide-on/slide-off" rotor removal. Buy these hats once and then simply replace only the rotors when needed for cost reducing efficiency. Makes rotor replacement on the vehicle a snap. Designed with a common 8 on 7" rotor bolt pattern these must be used with our racing rotors. Aluminum finish. (for standard Ford 5 on 4-1/2" wheel stud pattern)

- 100-HAT-1** (each)
- 100-HATS-PAIR-1** (pair)
- 211-0233D** Bolt kit, Grade 8 (pair)



CALIPER MOUNTING BRACKETS

These brackets are CNC machined of high quality billet steel to our rigid standards and specifications to mount our specially machined large four piston calipers. Made specifically for the big Lincoln style calipers used with our 12" brakes just like the ones made for Ford's Trans Am program. Compatible with Ford spindles that utilize the standard 4 bolt mounting pattern found on 1965-73 drum brake and 1965-67 disc brake Mustang spindles. Comes with all the necessary grade 8 mounting hardware and spacers for proper rotor offset and caliper spacing. Finished in yellow cadmium plating.

- 100-212** (pair)



STANDARD 12" FRONT BRAKE COOLING KIT

This kit includes our "industry standard" single piece cooling plates for our large 12" road racing brakes. Utilizing 3" reinforced hoses, these brake duct cooling plates mount directly to the spindle sealing the back of the rotor. This design forces air into the center of the rotor and out through the curved vanes greatly increasing brake cooling while extending rotor and pad life. This all adds up to better braking efficiency and reduced rotor warping. Cooling plates finished in a maintenance free, silver high-temperature thermal barrier coating.

- 100-2100** Complete kit for 12" Competition front brakes
- 100-2100P** 12" Single piece cooling plates only (pair)
- RFH3** Cooling hose, each, black, 3" diameter by foot length, rated to 300* F
- Scat-12** Cooling hose, each, orange, 3" diameter by 11 foot length, rated to 500* F



COMPETITION MULTI PIECE 12" FRONT BRAKE COOLING PLATES

These competition multi piece cooling plates are designed for the absolute maximum cooling effect to our 12" disc brake rotors. Intricately made in two pieces to fit our big spindles like the proverbial glove, these cooling plates also feature a special lip around the outer circumference for a complete 360 degree seal to the rotor. Developed on our own in-house No. 530 competition car as part of our ongoing efforts to provide the finest components possible for the vintage racing Mustang. Finished in a maintenance free, silver high-temperature thermal barrier coating.

- 100-ADSP** 12" multiple piece cooling plates only (pair)

12" FRONT BRAKES

COMPETITION 12" FRONT BRAKE COOLING KIT

We have found this to be the ultimate in state of the art cooling for our competition 12" front brakes. Featuring our competition multi-piece cooling plates, this kit goes yet another step further in answering the problem of cooling the front brakes on a maximum effort vintage road race Mustang. Additional 3" reinforced hoses feed air from twin electric cooling blowers mounted in the high pressure area of the wheel house just behind the front tires. This combined with the ram effect air from the front apron provides maximum cooling to the front brakes at all vehicle speeds. The blowers included are purpose built for racing applications providing 145 CFM of flow each, with five blade fans and low AMP draw motors. Kit includes all hoses, clamps, brackets and hardware for installation. Debris screens are provided to protect the blower fans from damage. Plates are finished in a maintenance free, silver high-temperature, thermal barrier coating.



- 100-ADS-KIT** Complete competition 12" front brake cooling kit
- RFH3** Cooling hose, each, black, 3" diameter by foot length, rated to 300* F
- Scat-12** Cooling hose, each, orange, 3" diameter by 11 foot length, rated to 500* F

BRAKE PADS & SHIMS FOR T-BIRD CALIPERS - D1 SIZE

We believe the Carbon Kevlar R4 compound to be one of the best all round compounds for "Full Race" competition use. This compound "beds-in" quickly so you can concentrate on driving at speed almost immediately. Also available in a R4S compound, great for auto-crossing, driver's schools, solo events, and rallies. We offer a broad selection of compounds based on years of testing & racing at various tracks. Friction coefficients from highest to lowest would be ST47, DTC70, PFC.01, ST43 and R4. Approximate temperature ranges from highest to lowest are: ST47 and DTC70 at 400F to 1600F, PFC.01 and ST43 at 300F to 1400F and R4 at 200F to 1000F. However all peak their performance in the 700F to 900F range. As far as rotor wear goes, from least to most, the order is R4, ST47, ST43, PFC.01 and DTC70. Please call to discuss which compound(s) would suit your driving style or typical race length.



- 201-D1R4** 12" Caliper full race carbon Kevlar compound, .600 thick
- 201-D1R4S** 12" Caliper street and autocross carbon Kevlar compound, .600 thick
- 201-APD1-PFC.01ET** 12" Caliper full race Perf. Friction 01 compound, .600 thick
- 201-HawkDTC70-D1** 12" Caliper full race Hawk DTC70 compound, .600 thick
- 201-D1ST43** 12" Caliper full race Raybestos ST-43 compound, .600 thick
- 201-D1ST47** 12" Caliper full race Raybestos ST-47 compound, .600 thick

Shims are used to offset pad wear on good "bedded in" pads and keep the pistons from cocking or sticking. Quicker and less expensive than replacing pads in enduro races. Laser cut from stainless steel, in 2 thicknesses. Sold individually.

- 100-ERW2681-1** Shim, caliper pad (each) .060" stainless steel, Kelsey/Hays T-bird D-1
- 100-ERW2681-2** Shim, caliper pad (each) .125" stainless steel, Kelsey/Hays T-bird D-1



0215-5-1001

CALIPER PISTONS – ASSOCIATED PARTS

We manufacture our own caliper pistons for the large Kelsey-Hayes 4 piston (Lincoln) calipers. Made of 41L40 cold drawn steel with electrolysis nickel plating for a 32 micron smooth surface and an overall size of 1.945" diameter. The piston's wall thickness has been reduced to .20" for lighter weight and the dust boot groove has been deleted for competition use.

- 0215-5-1001** Piston each for large four piston caliper
- S6858** Bleeder screw each for large four piston caliper
- 100-0001** Pad retainer each stainless steel, for large four piston caliper
- TBD 1001** Transfer tubes pair stainless steel, for large four piston caliper



WK515

CALIPER PISTON SEALS FOR T-BIRD CALIPERS

OE seal kits include 4 seals and 4 dust boots per kit (1 kit per caliper) with an operating range up to 250 F.

- WK515** Seal Kit each OE for 12" Caliper Piston (1 required per caliper)

BRAIDED FRONT BRAKE LINES

These race quality braided stainless steel lines are specially made for the large four piston 12" brake calipers with 3/8" inlets. They can withstand the high pressures of competition use and will not swell like stock rubber lines. Flexible with extra length for ease of routing. Sold in pairs complete with all necessary fittings, copper crush washers and retaining clips.

- 230-173** Lines (pair) for the large four piston calipers



11" FRONT BRAKES



FRONT BRAKE KITS (11")

This period correct 11" disc brake kit features cast iron 4 piston calipers nearly identical to the originals used on 1965 Mustangs except they are fitted with lighter weight pistons made of stainless steel and have 1967 style 7/16" inlet ports. Rotors are one piece cast iron, straight vane ventilated, .8125" thick x 11.25" diameter, suitable for most vintage race applications requiring OE type brakes. This non-power application kit includes everything pictured above with a 1" dual master cylinder, adjustable proportioning valve, OE type pads and rubber flex lines. We also offer a non-vintage style kit featuring aluminum four piston calipers, slotted rotors, high performance pads and stainless braided lines as well as the 1" dual master and adjustable proportioning valve, etc. Both kits fit manual brake applications only. Cryogenic treatment of the rotors is an available upgrade for extra life.



FOUR PISTON CALIPERS 11"

203-A120D

Period correct type kit with cast iron calipers fits four bolt 1964-69 Mustang drum brake spindle or 1964-67 Mustang disc spindle

203-A120-2

Non-vintage style kit with aluminum calipers fits four bolt 1964-69 Mustang drum brake spindle or 1964-67 Mustang disc spindle

Cryo-Rotor+Hub Each (Cryogenic treated rotor-hub assembly)

FOUR PISTON CALIPERS 11"

203-A62-2

Caliper each, period correct cast iron, LH with light weight stainless steel pistons and 3/8" inlet port (D11 size replacement pads)

203-A63-2

Caliper each, period correct cast iron, RH with light weight stainless steel pistons and 3/8" inlet port (D11 size replacement pads)

FRONT 11' DIAMETER ROTORS

BD60208

1965-67 Mustang, one piece, Wagner brand (Use A2 and A6 WB & 6815 Seal)

BD60209

1968-69 Mustang, one piece, Wagner brand Use A2 and A6 WB & 6815 Seal)

BD60210

1970-73 Mustang, one piece, Wagner brand (Use A2 and A6 WB & 6815 Seal)

FBR4

1969-70 Shelby GT350, GT500 and 69 Boss 302, 2pc, USA made (Use A3 and A5 WB and 9150S Seal)

Cryo-Rotor+Hub Each (Cryogenic treat rotor-hub assembly)



FRONT 11' DIAMETER ROTORS

CALIPER MOUNTING BRACKETS 11"

These four bolt caliper mounting brackets fit 1964-73 Mustang drum brake spindle or 1964-67 Mustang disc brake spindle and will mount the calipers listed above. Gloss black powder coat finish.

203-A2400

Caliper mounting bracket, LH

203-A2401

Caliper mounting bracket, RH

B-12700

Bolts pair, caliper mounting 1965-67 (Req. 1 pair / caliper)



CALIPER MOUNTING BRACKETS 11"

FRONT BRAKE COOLING KIT 11"

It's a fact that the smaller the brakes are, the harder they have to work. Stock 11" brakes benefit greatly from our tried and true cooling kit. This kit is designed to fit the stock or repro four piston, fixed caliper 11" disc brakes as found on 1965 to 1967 Ford Mustangs. Works just like our 12" version. Please refer to that description on page 15 for more details. Cooling plates finished in a maintenance free, silver high-temperature, thermal barrier coating.

100-2105

Complete kit 1965-67 11" front brakes

100-2105P

11" Single piece cooling plates only pair 1965-67 11" front brakes

RFH3

Cooling hose, each, black, 3" diameter by foot length, rated to 300* F

Scat-12

Cooling hose, each, orange, 3" diameter by 11 foot length, rated to 500* F



FRONT BRAKE COOLING KIT 11"

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

11" FRONT BRAKES

COMPETITION - HIGH PERFORMANCE BRAKE PADS 11"

These pads are the same premium competition – high performance compounds fully described in the 12" brake section. Please refer to those descriptions on page 16 to see which compound suits your particular driving style or typical race length. Call for other applications not listed.

201-D11R4	1965-67 11" Caliper full race carbon Kevlar compound set
201-D11R4S	1965-67 11" Caliper high performance street and autocross carbon Kevlar compound set
201-D34R4	1968-70 11" Caliper full race carbon Kevlar compound set
201-D34R4S	1968-70 11" Caliper high performance street and autocross carbon Kevlar compound set



CALIPER PISTONS – ASSOCIATED PARTS 11"

These caliper pistons are made of stainless steel to resist corrosion. Machined for lighter weight they retain less heat and retract quicker than stock pistons. The dust boot groove is retained for street use.

203-A0108R	Piston each 1965-67 11" caliper
S6858	Bleeder screw each 1965-67 11" caliper
203-A17	Pad retainer each, stainless steel, 1965-66 11" caliper (one large retainer)
203-A14	Pad retainer each, stainless steel, 1967 11" caliper (two small retainers)
203-C1407	Transfer tube LH each, stainless steel, 1965-67 11" caliper
203-C1408	Transfer tube RH each, stainless steel, 1965-67 11" caliper



203-A0108R

CALIPER PISTON SEALS FOR MUSTANG CALIPERS

OE seal kits include 4 seals and 4 dust boots per kit (1 kit per caliper) with an operating range up to 250 F. Designed to fit the stock or repro 4 piston calipers as found on 1965 to 1967 Ford Mustangs.

WK518	Seal Kit each OE 1965-67 for 11" Caliper Piston (1 required per caliper)
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WK518

DUAL RESERVOIR MASTER CYLINDERS

When preparing your brake system for competition use, the proper master cylinder for your application is all-important. Our large-bore dual reservoir master cylinders come in three piston sizes: 15/16", 1" & 1-1/8". Brake size and line pressure requirements will dictate which is the correct size master cylinder for your application. The 1" and 1-1/8" master cylinders are made of lightweight aluminum and the 15/16" unit is made of iron. The aluminum versions weigh 4 pounds less than the iron ones. Built by the OE manufacture, they are a safe alternative to your single reservoir master cylinder in the event of a front or rear brake circuit failure. Will fit original master cylinder bolt pattern of all Mustangs and most Ford products. Pre-bent stainless steel lines for Mustangs included with complete kits. Line kits also available separately. For manual brakes only. (Note: manual brake pedals have a different pivot point).

100-131602	15/16" bore, cast iron, master cylinder only
100-101518	1" bore master cylinder only
100-101518K	1" bore master with lines for stock proportion valve
100-101518K1	1" bore master with lines for adjustable proportioning valve
100-101897	1-1/8" bore master cylinder only
100-101897K	1-1/8" bore master with lines for adjustable proportioning valve
HELP-42069	Gasket, master cylinder lid, fits 15/16" bore & Mustang disc brake 1967-71
HELP-42080	Gasket, master cylinder lid, fits 1" & 1-1/8" bore
SINGLE RESERVOIR REPRODUCTION OE-TYPE MASTER CYLINDER (see below)	
203-A0404	Master cylinder, 1965-66 Mustang disc brake, non-power, single bowl



BRAKE LINE JUNCTION BLOCK

When replacing your lines or plumbing a new brake system it is nice to start with a new junction block to insure proper seating of lines. Anti-corrosive brass construction.

652075	1965-66 Brake line junction block
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PROPORTIONING VALVE REBUILDING KIT

If your stock proportioning valve has not been rebuilt recently chances are it needs attention. The kits come complete with instructions, special Viton seals and replacement springs if applicable. (Note: The kits do not include the proportioning valves, which are shown here for visual identification only. Valve pictured on the left is for 1965-66, valve on the right is for 1967-69).

100-1656	1965-66 Proportioning valve rebuilding kit
100-1679	1967-69 Proportioning valve rebuilding kit



FRONT BRAKES



ADJUSTABLE BRAKE PROPORTIONING VALVE

These proportioning valves are made of aluminum and provide easy adjustment for setting front to rear brake bias when using a front disc brake system. Whether you have drums or discs in the back you can change bias simply by turning the knob in or out to decrease or increase rear brake line pressure. Easily mounted under the hood in a similar to stock location or in the drivers compartment within reach for adjustment while driving.

300-2220 Adjustable brake proportioning valve



ADJUSTABLE BRAKE PUSH ROD

This adjustable rod replaces your stock non adjustable brake push rod. This rod is located between your brake pedal and master cylinder. When the brake pedal is pushed this rod presses on the back of the master cylinder starting the flow of pressure through the system. By installing this adjustable rod, it will allow you to take out any play in your brake pedal, therefore reducing reaction time of pressure to the brakes. The end result is a more consistently high and hard brake pedal. A great confidence builder when diving deep into a corner. Will fit all years. Recommended for manual brakes only. Some years require fabrication of a pedal up-stop. (Supplied assembled with extra long adjuster for reinforced firewalls, stock adjuster also included).

100-A21161 Adjustable brake push rod



BRAKE RESIDUAL VALVES

These valves are used to maintain a small amount of pressure in the lines so the caliper or wheel cylinder pistons are poised for instant movement. This will help give a more responsive pedal. Please specify drum or disc brakes. Disc brakes use 2 psi valve and drum brakes require 10 psi valve because of extra tension from drum brake return springs.

WIL-260-1874 front 2 psi (Disc brake)

WIL-260-1876 rear 10 psi (Drum brake)



RACING BRAKE FLUID

If you are experiencing brake pedal fade, you may be boiling your brake fluid. When everything else in your brake system is just right you need a good brake fluid. We feel that AP600 brake fluid is one of the finest you can use. It has a minimum dry boiling point of 600 degrees and comes in convenient 16.9 oz bottles. Larger bottles tend to get contaminated faster by exposure, due to constant opening and closing of the container. Don't rely on a second rate fluid when it comes to your brakes. We rely on AP600 brake fluid in our own race cars.

AP600 Racing Brake Fluid, 16.9 US fluid oz (each)

BRAIDED BRAKE LINES

These race quality braided stainless steel lines can withstand the high pressures of competition use and will not swell like stock rubber lines. These kits are a very cost effective way to improve your brake system's performance and reliability. Sold as complete sets (two front lines and one rear) with OE type brackets and fittings for Mustangs originally equipped with front disc & rear drum brakes.

209-SBH6086 1965-66 three piece set GT & Shelby with front disc brake (3/8" caliper fitting)

209-SBH6305 1965-66 three piece set NON GT with front disc brake (3/8" caliper fitting) set

209-SBH6087 1967 three piece set with front disc brake (7/16" caliper fitting)

209-SBH6088 1968-69 three piece set with front disc brake, 28 spline 9" rear end

209-SBH6311 1968-69 three piece set with front disc brake, 31 spline 9" rear end

209-SBH6306 1970 three piece set with front disc brake

FRONT LINES ONLY

203-14325 Front lines Only pair with OE type fittings 1965-66
11" caliper 3/8" inlet fitting

203-14326 Front lines Only pair with OE type fittings 1967
11" caliper 7/16" inlet fitting

230-171 Front lines Only pair NON OE fittings 1965-66
11" caliper 3/8" inlet fitting

230-172 Front lines Only pair NON OE fittings 1967
11" caliper 7/16" inlet fitting

COMPETITION WHEEL STUDS

These race quality extra long wheel studs are 3" long with an unthreaded bull nose tip for quick installation of lug nuts. Made of heat treated 8740 chrome moly steel they have a tensile strength of 200,000 psi. This enables them to handle the shear and lateral loads found in competition applications. Must be used with open end, hollow type, lug nuts or they can be cut down to accommodate standard "Acorn" style lug nuts. Finished in yellow cadmium plating.

100-7707 Studs five piece set 1965-67 rotors



REAR BRAKES

COMPETITION 11" REAR DRUM BRAKE KIT

This kit features top quality new, all American made components. It will increase the size of your existing 10" rear brakes to a full 11" in diam. and will greatly increase your braking capability. This is the largest rear drum brake kit available for a vintage Mustang and requires the use of 15" wheels. Our kit comes in two variations. The Competition kit comes with Carbon Kevlar race compound shoes and large 1-1/8" wheel cylinders. The Street / Performance kit comes with OE compound shoes and 15/16" wheel cylinders. Our Competition 11" rear drum brake kit works so well, it is not unusual to out perform cars with 4 wheel disc brakes. If you want awesome stopping power, this is definitely the set up to use. These kits must be used with the large Torino Style housing flanges with the 3.150" diameter axle bearings. Cryogenic treatment of the drums is an available upgrade for extra life and stability.

- 100-210S** 11" Street/Performance drum brake kit
- 100-210R** 11" Competition drum brake kit



100-210

STREET/PERFORMANCE 11" REAR DRUM BRAKE KIT

This is a complete 11" rear drum brake kit for street / performance applications. Comes with 11" x 2" finned drums and is designed for Ford 8" & 9" small (2.835" diam.) axle bearing housing flanges. Supplied assembled on backing plates with e-brake hardware and high performance shoes. Requires the use of 15" wheels.

- MPB-DR1504K** Drum brake Ford 8" & 9" small bearing housing flanges SPECIAL ORDER NEED MEASUREMENTS

Cryo-Drum Each (Cryogenic treat drum only)



MPB-DR1504K

SHELBY STYLE COMPETITION 10" REAR DRUM BRAKE KIT

Just like it's big brother this competition drum brake kit is a top quality re-issue of the original 1965-67 Shelby Mustang 10"x 2-1/2" rear brakes. Supplied with competition upgrades like Carbon Kevlar race shoes and larger 1" wheel cylinders. **No** e-brake hardware provided, may be used with original emergency brake hardware, if desired. Designed for use with Ford 8" & 9" small (2.835" diam.) axle bearing housing flanges.

- 100-209R** 10"x 2-1/2" Race drum brake kit



100-209R 10" X 2-1/2 RACE DRUM BRAKE KIT

COMPETITION REAR BRAKE DRUMS

These premium quality drums are the same ones we use in our competition brake kits. Available in 10" x 2-1/2" and 11" x 2-1/4" sizes. The 11" drums available in Finned or Non finned configurations. Also available with additional Cryogenic treatment for extra life and drum stability.

- 304-2603** each 10"x 2-1/2" Drum Raybestos Brand **WITH** drum locator ring for OE axles w/ 2.425" locator
- 2603** each 10"x 2-1/2" Drum Raybestos Brand **NO** machining or locator ring included. Must be modified for use
- 100-1002** Locating rings, pair, for 10" X 2-1/2" drum, 2.45" ID x 2.795" OD
- BD60351** each Non finned 11"x 2-1/4" Drum Wagner Brand for axles with 2.77" locator
- 304-60288F** each Finned 11"x 2-1/4" Drum Wagner Brand for axles with 2.77" locator
- Cryo-Drum** Each (Cryogenic treat drum only)



REAR BRAKES

CARBON KEVLAR BRAKE SHOES



These direct replacement shoes are lined with Carbon Kevlar material that is both bonded and riveted for added strength. Carbon Kevlar material provides superior stopping capability combined with a very drum friendly nature. We believe the R4 compound to be one of the best all round compounds for "Full Race" competition use. Optimum operating range is 450F to 1200F. This compound "beds-in" quickly so you can concentrate on driving at speed almost immediately. Also available in a High Performance Street and Autocross R4S compound. The "S" compound is very fade resistant and is good for auto-crossing, some driver's schools, solo events, and rallies.

- 201-169R4** 10"x 2-1/2" Full Race compound set
- 201-169R4S** 10"x 2-1/2" High Performance Street and Autocross compound set
- 201-263R4** 11"x 2-1/4" Full Race compound set
- 201-263R4S** 11"x 2-1/4" High Performance Street and Autocross compound set

BACKING PLATES



For those people needing to replace worn out and rusted backing plates or that need to build a new brake system these will do the job. Factory new Ford stampings made in the USA that are available in 10" or 11". 10" plates are designed for use with Ford 8" & 9 small (2.835" diam.) axle bearing housing flanges and will fit 2 1/2" shoes. 11" plates are designed for use with large (3.150" diam.) axle bearing, Torino Style, housing flanges and will fit 2 1/4" shoes.

- 100-5001** 10" x 2-1/2" LH backing plate (2" x 3.375" bolt pattern)
- 100-5002** 10" x 2-1/2" RH backing plate (2" x 3.375" bolt pattern)
- E5TZ-2212B** 11" x 2-1/4" LH backing plate (2" x 3.5625" bolt pattern)
- E5TZ-2211B** 11" x 2-1/4" RH backing plate (2" x 3.5625" bolt pattern)
- 100-1002** Locating Rings pair, 2.45" ID x 2.795" OD

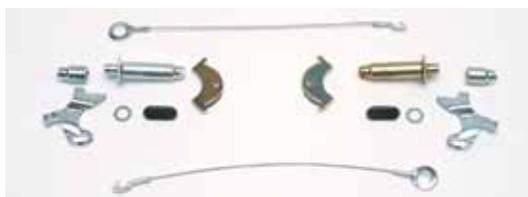
WHEEL CYLINDERS



We are a believer in larger wheel cylinders. Standard size wheel cylinders are not large enough to have sufficient force for severe braking conditions. Larger wheel cylinders will increase the ability to apply more pressure to the shoes and drums. We recommend a 1" wheel cylinder on 10" brakes and a 1-1/8" wheel cylinder on 11" brakes under most conditions. A great upgrade for the street as well. We also recommend our larger master cylinder to compliment the need for more fluid volume with larger wheel cylinders. All wheel cylinders universally fit either brake size.

- WC9025** LH 1" wheel cylinder Raybestos Brand
- WC9026** RH 1" wheel cylinder Raybestos Brand
- WC36057** LH 1-1/8" wheel cylinder Raybestos Brand
- WC36058** RH 1-1/8" wheel cylinder Raybestos Brand

BRAKE HARDWARE KITS



Brake hardware should be replaced often as springs lose their critical tension over a period of time. Weak springs cannot hold the shoes in place for proper seating. All American made hardware guaranteed to fit.

- F78521S** Hardware kit 10" x 2 1/2" brakes Wagner Brand (one per car)
- F113825S** LH Adjuster kit only 10" x 2 1/2" brakes Wagner Brand
- F113826S** RH Adjuster kit only 10" x 2 1/2" brakes Wagner Brand
- F78551S** Hardware kit 11" x 2 1/4" brakes Wagner Brand (one per car)
- F98374S** LH adjuster kit only 11" x 2 1/4" brakes Wagner Brand
- F98375S** RH adjuster kit only 11" x 2 1/4" brakes Wagner Brand
- H1191** Hold Down Cup each 10" & 11"

BRAIDED REAR BRAKE LINE



Race quality braided stainless steel line that is able to withstand the high pressures of competition use. Will not swell like a stock rubber line. Designed for 1965-66 Mustangs with factory 9" rear axle housing and dual exhausts. Complete with 7/16" x 20 vent bolt, brass junction block and frame clip. Hard lines must be made to fit.

- 230-174** 1965-66

REAR BRAKES

STANDARD REAR DRUM BRAKE COOLING KIT

Keeping the rear brakes cool is very important and has a direct affect on brake shoe life. This simple but very affective kit is easy to install. The air scoops mount to the rear axle housing with clamps and 3" hoses connect to the backing plate with bolt on hose adapters. There is no ground clearance issue because the air scoops move up and down with the suspension. Holes will need to be drilled in the backing plate for cooling and adapter flange mounting. One size fits both 10" and 11" backing plates.

100-2500 1965-73 Standard cooling kit



COMPETITION DUAL DUCT REAR DRUM BRAKE COOLING KIT

When even more cooling is required for the rear drum brakes on a maximum effort Mustang vintage race car, this upgraded kit is the answer. Dual ducts feeding air into two 3" hose adapters on each backing plate yield an immediately noticeable increase in cooling effectiveness. We have seen less pad wear and reduced fade every time this upgrade has been installed on one of our vintage race cars. As with the standard kit there is no ground clearance issue because the air scoops move up and down with the suspension. Twice as many holes will need to be drilled in the backing plate for cooling and adapter flange mounting but it will be worth the effort. One size fits both 10" and 11" backing plates.

100-2700 1965-73 Dual Duct cooling kit



REAR DISC BRAKE KITS

Imagine the stopping power of 4 wheel disc brakes on your early Mustang! These kits will upgrade your Ford 8" or 9" drum brake rear to disc brakes. Manufactured from new high quality parts with all hardware needed to complete the conversion. Most kits include late model Mustang single piston calipers with built in parking brakes. Must use adjustable proportioning valve sold separately. Please specify year and model of car when ordering to determine axle splines and housing size for proper kit selection. Please call for assistance. Note, bolt pattern on Ford large bearing is different than that on Ford Torino large bearing.

- 203-A110-2** Ford 9" large bearing (3.150") rear end 45 mm single-piston cast iron caliper & 10.5" rotor
- 203-A111** Ford 8" and 9" small bearing (2.835") rear end 54 mm SVO caliper & 11.25" rotor
- 203-A111-2** Ford 8" and 9" small bearing (2.835") rear end 45 mm single-piston cast iron caliper & 10.5" rotor
- 203-A111-3** Ford 9" Torino large bearing (3.150") rear end 45 mm single-piston cast iron caliper & 10.5" rotor
- 203-A111-21** Ford 9" Torino large bearing (3.150") rear end 54 mm Force 10 alum single piston caliper & 11.25" slotted & plated rotor



BRAKE PADS FOR REAR DISC BRAKE KITS

Here are some Carbon Kevlar R4 & R4S compound pads to fit the rear disc brake kits above. See below for applications. R4 is a "Full Race" compound with an operating temperature range of 200F to 1000F. The R4S street compound is great for autocross, driver's schools, solo events, and rallies.

- 201-AP347-R4S** Brake pads, street and autocross compound, fits #s 203-A110-2, 203-A111-2 and 203-A111-3
- 201-D204R4S** Brake pads, street and autocross compound, fits #s A111 and A111-21
- 201-D204R4** Brake pads, full race compound, fits #s A111 and A111-21

DRIVE TRAIN



SHOWN WITH OPTIONAL PRO-BILLET SHIFTER

JERICO RACING TRANSMISSION

These lightweight aluminum transmissions weigh 74 lbs (a full 34 lbs lighter than a stock iron toploader). They are best known for their reliability and ability to withstand hours of continued punishment under the most extreme conditions. Straight-cut gears and dog ring type synchros give you the ability to shift these transmissions with lightening speed with or without the clutch. Unlimited gear selection enables you to custom tailor your gear sets for each track and drivers personal preference. Reduced rotating weight and drag due to precision cut gears with fully rollerized mainshaft and tailshaft reduces temperature while increasing driveline horsepower. Every Jerico racing transmission is built to order. Supplied with 26 spline input shaft for Ford pilot bearing; also requires JER-1350YMW slip yoke (see page 26). Pictured with optional Pro-Billet shifter installed.

JER-WC4-4 Jerico racing transmission with low profile top cover, WC4-4

JER-491-0500-0 Hurst Pro-Billet shifter, installed (does not include handle) see page 24 for shifter handles, which are sold separately

FORD TOPLOADER TRANSMISSION WITH JERICO GEARS

The ultimate in stealth racing transmissions. We take stock Ford Toploader cases, specially machine them, and then install Jerico internal components. The end result looks stock, but has a complete 100% Jerico-built, straight cut, dog ring style transmission inside. Virtually undetectable, built to order and available exclusively from Cobra Automotive. Has the same input and output as a regular Jerico. (pictured with optional Pro-Billet shifter installed)

100-RRT-1 Jerico racing transmission in stock Ford iron cases

JER-491-0500-0 Hurst Pro-Billet shifter, installed (does not include handle) see page 24 for shifter handles, which are sold separately

JER-MSTK-AO Additional for Jerico roller main shaft option



FORD TOPLOADER TRANSMISSION

These rebuilt Ford Toploaders are race prepared. The close ratio gears have been honed for more oiling and premium bearings are installed. Pro-Billet shifter, sold separately, can be adapted to fit.

100-RRT-2 Ford Toploader Trans, SB, 1-1/16" 10 sp Input, 28 sp output

100-RRT-3 Ford Toploader Trans, BB, 1-3/8" 10 sp Input, 31 sp output



COMPETITION PRO-BILLET SHIFTERS

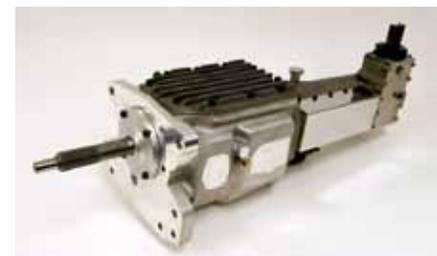
If you are looking for a shifter that will give you crisp super fast shifting, look no further. Fits both Toploader and Jerico transmissions. Includes Hurst Pro-Billet shifter head, aircraft quality 5/8" aluminum rods, 3/8" adjustable rod ends and 1/4" thick Jerico side levers. Provides smooth movement without flexing to help eliminate missed shifts under racing conditions. Features press down reverse lock out, reverse is located over and back. Not a "bolt-on". Must be adapted to each specific application, components available individually. Shift handle must be purchased separately.

JER-491-0500 Hurst Pro-Billet shifter kit ONLY w/shifter rods and heim joints

DIRECT CONNECT SHIFTER FOR JERICO TRANSMISSION

Jerico's Direct Connect internal shifter option is the ultimate in smooth, jam free operation. The rail type, integral linkage, eliminates deflection for more positive shifts. Features press down reverse lockout; reverse is up and to the right. This upgrade includes the roller tailshaft bushing and requires a special slip yoke. Shift handle purchased separately.

JER-HTINTSHL-O Additional for Jerico Direct Connect internal shifter option



JER-HTINTSHL-O SHIFTER PICTURED INSTALLED

ROLTEK T-10 RACING TRANSMISSIONS

We offer 3 different T-10 transmissions. All are built for Chevy applications, so are modified for use with Ford bellhousings. A conversion pilot bearing must be used for Ford cranks. The Stock version has a provision for a speedo. The Modified (racing) version features rollerized 1st, 2nd and 3rd gears, a special mainshaft, hubs, and bearings, but **NO** provision for a speedo. T-10 feature's Dog-ring type design for clutchless operation with lightening speed, using special 9310 nickel alloy gears. These are race-proven for reliability under the most extreme conditions. (Optional gun-drilled mainshaft and REM treatment available)

ROL-TRANS-T10S

ROL-TRANS-T10M

ROL-SYNC-RING

ROL-TRANS-T10R

ROL-RT-WELD-CASE

ROL-SH-LNG-WIN-SH

ROL-SH-HURST-SH

Roltek T-10 Stock Trans, brass synchros, w/speedo

Roltek T-10 Modified Trans, brass synchros, no speedo

Additional for steel banded synchro Option, each, 4 required

Roltek Racing T-10 Trans, dog ring style, clutchless

Additional for modifications to fit Ford bellhousing

Additional for Long shifter, rail type, handle sold separately

Additional for Hurst Super Shifter, handle sold separately

DRIVE TRAIN

HURST COMPETITION PLUS SHIFTER

Replace that worn-out stock Ford shifter with a Hurst Competition Plus shifter. A favorite for over 3 decades these shifters feature heavy duty construction for years of trouble free use. Enjoy the more positive shifts that a Hurst shifter is famous for. A nice upgrade for your street car and very period correct for a restoration that will be driven. Fits w/ or w/ out console.

- 293-3180** 1965-70 Mustang/Shelby Toploader or T-10 SB or BB & 1966-67 Falcon Toploader, shifter w/integral handle
H3918787 1963-65 Falcon 8 cylinder w/T-10, shifter head Only (No handle)
H3918789 1963-65 Falcon 8 cylinder w/T-10, shifter w/integral handle
H2480003 Switch, Back Up Light for Hurst Competition Plus Shifter Assemblies

HURST COMPETITION SHIFTER HANDLE

These chrome plated shifter handles are constructed from high strength steel and stamped with the Hurst name. Supplied with 3/8"-16 threads to attach the shift ball and 2 mounting holes that are 3/8" diameter and 7/8" center to center.

- H5386836** 11.16" tall, 4.12" set-back, .88" offset (fits Jerico or Toploader trans 1965-70 Mustang)
H5387236 11.12" tall, 2.25" set-back, zero offset (fits Jerico or Toploader trans 1965-70 Mustang)
H5387991 9.82" tall, zero set-back, 1.2" offset
H5380015 8" tall, 3" set-back, zero offset
H1540071 Hardware kit for Hurst bolt on handle (stick bolts & stop bolts)

HURST COMPETITION SHIFTER INSTALLATION KIT

Kit includes heat treated linkage rods and arms, all required hardware and mounting plate.

- H3737637** 1965-70 Small Block Mustang / Shelby w/Toploader
H3735587 1967-70 Big Block Mustang / Shelby w/Toploader
H3733164 1963-65 Falcon 8 cylinder w/BW T-10
H3737638 1966-67 Falcon 8 cylinder w/Toploader
H3327302 Steel replacement bushing kit
H1630003 Hurst White classic shift ball 4 sp 3/8"-16
H1630103 Hurst Black classic shift ball 4 sp 3/8"-16
H1630002 Hurst White classic shift ball 4 sp, 3/8-24

TOPLOADER TRANSMISSION REBUILD KIT

We have put together a complete overhaul kit manufactured of the best parts available with everything you need. Kit includes: all synchros, seals, roller bearings, gaskets, small parts kit, snap rings, bushings, needle bearings, springs, thrust washers, etc. Upgraded Jerico style super rolling main case bearings are standard in our kits for those who want to go racing. Fits large and small spline transmissions. For street or track, this is the best kit on the market!

- 100-BK296** Toploader Master Rebuild Kit
239-2307 Gasket, transmission topcover, for 4-speed Toploader

POLYURETHANE REAR TRANSMISSION MOUNT

This nearly indestructible Polyurethane transmission mount is strong like a solid metal mount without the vibration and noise. Designed to limit unwanted movement, control torque and transmit as much power as possible to the wheels where it belongs. Molded in black with corrosion resistant plated finish.

- PRO6-1605** 1965-73 Mustang w/Toploader & 1966-68 Falcon w/Toploader

POLYURETHANE ENGINE MOUNT SET

These nearly indestructible Polyurethane engine mounts are strong like solid metal mounts but will not transmit as much vibration and noise. Designed to limit unwanted movement, control torque and transmit as much power as possible to the wheels where it belongs. The heavy duty construction of these mounts prevents damaging engine movement and reduces the possibility of breakage. Polyurethane is resistant to oil and chemicals and will not deteriorate like rubber mounts. Molded in black with a corrosion resistant plated finish. (Requires the use of 1966-70 frame brackets, **Will Not** Fit Factory Type Hi-Po Exhaust Manifolds)

- PRO6-6503** Motor Mount set, Steel-Poly OE type, 289-302-351W, Mustang 1965-'70, Falcon 1966-'68 (pictured)
100-2286 Motor Mount set, Race Prepped OE type, through-bolted rubber, 289-302-351W, Mustang, Nov.'65 to 1970
TCP1 Motor Mount set, Steel-Poly, adjustable race type, 289-302-351W, Mustang 1965-70, Cougar 1967-'70
TCP2 Motor Mount set, Steel-Poly, adjustable race type, 390-427-428, Mustang & Cougar 1967-'70



HURST COMPETITION SHIFTER HANDLE #H5386836



HURST COMPETITION SHIFTER INSTALLATION KIT



TOPLOADER TRANSMISSION REBUILD KIT



PRO6-6503

DRIVE TRAIN



QUARTERMASTER RACING BELLHOUSING

This new, cast aluminum, bellhousing is just the thing for replacing that tired 40 year old stock part. Precision CNC machined to the close tolerances required in racing applications and checked for concentricity and parallel mounting surfaces. Accepts 157 tooth flywheels and will work with stock or mini starters. Acceptable for competition use when combined with our Tilton button style racing clutches. Must be machined to mount Tilton hydraulic release bearing and can be adapted to use stock type mechanical release arm for OE type clutches. Use in conjunction with our laser cut replacement block plate.

110302 Bell Housing, SB Ford
CA7007 Block Plate, SB Ford, 157 tooth application, laser cut



FLYWHEELS

Made from Top quality billet steel or aluminum, properly balanced for the optimum performance you need. SFI Approved (164 tooth SB also available).

293-700220 25 lb Steel, 289-302-351W, 157 tooth ring gear, 28 oz balance
293-700225 25 lb Steel, 289-302-351W, 157 tooth ring gear, zero balance - 10.4" bolt pattern
293-900220 12 lb Aluminum, 289-302-351W, 157 tooth ring gear, 28 oz balance
293-900232 13 lb Aluminum, 289-302-351W, 157 tooth ring gear, zero balance
293-700260 30 lb Steel, 390-427, 184 tooth ring gear, zero balance
293-700270 29 lb Steel, 428, 184 tooth ring gear, 28 oz balance
293-900260 18 lb Aluminum, 390-427, 184 tooth ring gear, zero balance
293-900270 18 lb Aluminum, 428, 184 tooth ring gear, 28 oz balance



PERFORMANCE CENTERFORCE DUAL FRICTION CLUTCHES

These diaphragm style pressure plate and clutch disc sets are designed with a dual purpose in mind. The clutch disc is lined with two different compounds. One side gives smooth clutch engagement for ease of performance street driving while the other side has a more aggressive compound and will withstand the abuse of competition. These clutches can increase the holding capacity as much as 90% over a stock clutch setup. The diaphragm design gives a nice, easy pedal feel with out the need for typical clutch linkage reinforcing. Installs like a stock type unit with out any modifications.

279-490030 10" x 1-1/16" 10 spline 1965-73 289-302 SB Ford
279-700000 11" x 1-1/16" 10 spline 1969-73 351 SB Ford
279-226033 1" x 1-1/16" 10 spline 1967-69 390 BB Ford (use SB T/O brg)
279-559033 11" x 1-3/8" 10 spline 1968-70 427- 428 & 1971 429 BB Ford
279-161057 10" x 1-1/8" 26 spline for SB Ford w/ Jerico or Roltek racing Trans
279-N1439 SB Ford throw out bearing
279-N1493 BB Ford throw out bearing



FLEXPLATES

FRA203 Flexplate, Ford 289-302, 28 oz balance, 157 tooth
529615 Flexplate, TCI, SBF, SFI Approved, zero balance, 157 Tooth
529618 Flexplate, TCI, SBF, SFI Approved, 28 oz balance, 157 Tooth
FRA224 Flexplate, Ford 428 CJ Only, 184 tooth

TILTON RACING CLUTCHES

These small multi-disc clutch setups greatly reduce rotating weight and offer instant lock up with metallic lined solid clutch discs. Easy to maintain and almost indestructible, these Tilton button flywheel style clutches mount to an automatic flexplate and allow you to use your stock bell housing and starter. A mechanical throw out bearing utilizing standard clutch linkage can be used or a more driver-friendly hydraulic throw out bearing. No need for a heavy scatter shield, much quicker throttle response and increased braking capability due to reduced momentum when the throttle is lifted. (Full race applications only)

TIL-56157 7 1/4" double disc clutch for Toploader 10 spline (S/O)
TIL-56281 7 1/4" triple disc racing clutch for Jerico 26 spline (S/O)
TIL-56282 7 1/4" double disc racing clutch for Jerico 26 spline (8 Rivet)
TIL-57281 5-1/2" triple disc racing clutch for Jerico 26 spline (S/O)
TIL-61-027-2 Release Bearing, mechanical, double or triple disc (S/O)
TIL-61-401 Release Bearing, Hydraulic, Std. 10-1/2" clutch
TIL-61-402 Release Bearing, Hydraulic, 7-1/4" clutch, double disc
TIL-61-403 Release Bearing, Hydraulic, 5-1/2" clutch, triple disc (S/O)

10,000 RPM STOCK APPEARING 10-1/2" RACING CLUTCHES

These "Stock Appearing" racing clutches are for use when the rules prohibit small multi-disc clutch setups. We offer two versions; both come complete with pressure plate, clutch disc for 1-1/8" x 26 spline input and a 9 lb flywheel with 157 ring gear teeth. The Lightweight version tips the scales at just 22.5 lbs total. The Ultra-Lite version weighs even less at 21 lbs total. Strictly for race use, they are custom built to order and can not be returned therefore exact specs must be given to assure the unit is built correctly for your application.

RPM-9311-10.5 Clutch, 10-1/2" Lightweight 22.5 lbs
RPM-9411C-10.5 Clutch 10-1/2" Ultra-Lite 21 lbs w/Kevlar Disc



DRIVE TRAIN

HYDRAULIC CLUTCH KIT

Our hydraulic clutch kit includes a Tilton release bearing, 3/4" bore clutch master cylinder and billet aluminum firewall adapter plate as pictured. The adapter plate mounts brake and clutch master cylinders side by side while strengthening the critical firewall area. You will get a much smoother, driver friendly, clutch pedal feel when installing a hydraulic throw out bearing. Reduces the harshness of the instant lock up smaller diameter racing clutches. We can also machine your OE or Quartermaster bellhousing to mount the Tilton hydraulic release bearing for an additional charge.

- 100-74755** for 7 1/2" Tilton dual disc clutch
- 100-74760** for 5 1/2" Tilton triple disc clutch
- 100-74765** for 10 1/2" OE type diaphragm clutch
- 100-74750** Firewall adapter plate only fits 1965-66, requires adjustable brake push rod



MECHANICAL CLUTCH LINKAGE KIT

This high performance clutch linkage uses the stock pivot points and retains the OE appearance with greatly improved strength and operation. The TIG welded Z-bar features a CNC machined pivot tube with spherical bearings and the linkage rods are fully adjustable with high quality 3/8" rod ends. For FIA spec cars we offer the 1965 rollerized Z-bar only with bronze bushings to accept factory linkage rods, **will not** fit Hi-Po cast iron exhaust manifolds.

- MB-2001** 1965-66 289-302 Mustang except Hi-Po
- MB-2002** 1967-70 289-302-351W Mustang & Cougar
- MB-2003** 1967-70 390-427-428 Mustang & Cougar
- MB-200X** 1965-66 FIA spec rollerized Z bar only



COMPETITION DRIVESHAFTS

If you have ever experienced a driveline vibration at high speed you will appreciate a properly designed driveshaft for the job. The driveshaft is a very important part of the driveline and the only thing connecting the power plant to the rear wheels of the car. Here, at Cobra Automotive, we know about critical driveshaft speed and its affects on your car. Every driveshaft is custom made to order in steel, complete with U-joints and slip yoke to fit your application. Aluminum units are also available. Please call and speak to a Cobra Automotive representative for assistance.

- 285-ST5** Street driveshaft 3" diameter steel
- 285-STC** Race driveshaft 3-1/2" diameter steel



COMPETITION DRIVESHAFTS



TRANSMISSION YOKES

TRANSMISSION YOKES

These driveshaft slip yokes are the same, high quality, American made parts that we use for racing and/or street use.

- 285-2-3-10791X** 32 spl, Jerico trans, fits 1330 U-joint
- JER-1350YMW** 32 spl, Billet, Jerico Roller tailshaft trans, fits 1350 U-joint
- 285-3-3-4261X** 32 spl, Jerico trans, fits 1350 U-joint
- 285-2-3-10831X** 32 spl, Tex/Roltek trans, fits 1330 U-joint
- 285-F681330M** 31spl, BB Toploader & C6 trans, fits 1330 U-joint
- 285-2-3-5981X** 28 spl, SB Toploader& T5 trans, fits 1330 U-joint
- 285-2-3-4271X** 28 spl, SB Toploader, fits 1310 U-joint



DRIVESHAFT SAFETY LOOP

DRIVESHAFT SAFETY LOOP

Driveshaft safety loops are required by most competition sanctioning bodies and are a good idea for any high performance application including street use. This one piece unit is designed to fit the floor pan of the 1965-67 Mustang. The ring is made from seamless DOM steel in an oversize dimension to accommodate lowered vehicles and aftermarket driveshafts. The flanges are laser-cut from heavy-duty steel and the assembly is precision welded in a fixture. Instructions and Grade 8 hardware included. Finished in black powder coat. We also offer a universal, adjustable, 4 piece loop to fit most vehicles. Includes hardware and finished in Zinc plating.

- MDL-6000** 1965-67 Mustang, one piece, pictured
- 18000** Universal style, multi piece

PINION YOKES

This is the same heavy duty forged pinion yoke we use on our own race cars. It has 28 splines and accepts a 1330 series U-joint. Direct replacement for the discontinued Ford Motorsports part # M-4851-A.

- DTS-EY1330-9010** Ford 9", fits 1330 U-joint



DRIVE TRAIN



DANA 44 COBRA CENTER SECTION



100-DL931



100-TT931



REM TREATMENT SHOWN

COMPETITION U-JOINTS AND U-BOLTS

We carry the Spicer brand SDO solid racing U-Joints, which are also used in our racing driveshafts. By deleting the grease fitting hole, an inherent weak point is eliminated in the "cross" of the U-joint. Precision machined to very high tolerances to remove vibration causing play. Note # 285-5-648X is **NOT** solid.

- 285-5-785X** U-Joint 1310, 3-1/4" spread X 1-1/16" cap
- 285-1-0134BF** U-Joint 1310 to 1330 conv, spreads 3-5/8" & 3-1/4" caps 1-1/16"
- 285-5-790X** U-Joint 1330, 3-5/8" spread X 1-1/16" cap
- 285-5-792X** U-Joint 1330SP conv, 3-5/8" spread, caps 1-1/16" & 1-1/8"
- 285-5-648X** U-Joint, 1330 to 1350 conv, 3-5/8" spread, caps 1-1/16" & 1-3/16"
- 285-5-799X** U-Joint 1350, 3-5/8" spread X 1-3/16" cap
- 285-2-94-28X** U-Bolt kit, 1310 & 1330 caps 1-1/16"
- 285-2-94-58X** U-Bolt kit, 1330SP caps 1-1/8"
- 285-3-94-18X** U-Bolt kit, 1350 caps 1-3/16"

9" FORD CENTER SECTIONS

We offer custom-built "bolt in" units, with your choice of gear ratios, aluminum or iron cases, Detroit Lockers, various posi units and spools for 28 or 31 spline axles, single or double ribbed nodular iron case, aluminum or iron pinion supports and companion flanges. Listed below are several complete assemblies with gears, all of which can be upgraded with the NASCAR pinion bearing, safety wired ring gear bolts and lightened and/or REM treated gears. NOTE: Tru-Tracs require specific axle lengths, so please call and speak to a Cobra representative for assistance.

- 100-GEAR-TL** Trac-Lock, 31 spl. S casting single ribbed carrier & pinion sup, 1330 U-joint
- 100-GEAR-TT** True-Trac, 31 spl. S casting single ribbed carrier & pinion sup, 1330 U-joint
- 100-GEAR-DL** Detroit Locker, 31 spl. S casting single ribbed carrier & pinion sup, 1330 U-joint
- 100-GEAR-N-TL** Trac-Lock, 31 spl. double ribbed carrier w/Daytona pinion sup, 1330 U-joint
- 100-GEAR-N-TT** True-Trac, 31 spl. double ribbed carrier w/Daytona pinion sup, 1330 U-joint
- 100-GEAR-N-DL** Detroit Locker, 31 spl. double ribbed carrier w/Daytona pinion sup, 1330 U-joint
- 100-GEAR-A-TT** True-Trac, 31 spl. Aluminum carrier and pinion sup, 1330 U-joint
- 100-GEAR-A-DL** Detroit Locker, 31 spl. Aluminum carrier and pinion sup, 1330 U-joint
- F-598** Differential mtg. nut kit, OE style nuts w/copper washers (10 ea)
- RDS-55074** Gasket, Rear End Carrier, 9" Ford
- 83-1011** Bearing & seal kit (small bearing housing)
- 83-1038** Bearing & seal kit (large bearing housing)

DANA 44 COBRA CENTER SECTIONS

These new aluminum Cobra rear end assemblies come with a True-Trac unit. Weighing about 30 lbs less than an original unit, they are supplied with upgraded 30 spline axles. Just like the original units, they will fit both 289 and 427 Cobras. Light weight billet aluminum mounting brackets are available separately.

- KIR-Alum-CS** Rear end assembly w/True-Trac
- KIR-ALUM-CS-B** Mounting brackets, 3 pc. set (2 upper & 1 lower)

9" DIFFERENTIALS

Differentials are available from Cobra Automotive in several types to suit any application. Trac-Lock posi-units are perfect for hot street to moderate competition use and incorporate a clutch style mechanism to do the job. True-Trac units can be used for all out competition or street use, their helical gears distribute torque to both rear wheels constantly without freewheeling and ratcheting, for example 20% to the inside tire & 80% to the outside tire while in a turn. The Detroit Locker is still the choice of many for all out racing because of its all steel locking ratchet mechanism. Today's new Detroit Lockers are far quieter and more streetable than the older models. All differentials are available in either 28 or 31 spline.

- | | | | |
|------------------|----------------------|------------------|---------------------------|
| 100-TL928 | Trac-Lock, 28 spline | 100-TT931 | True-Trac, 31 spline |
| 100-TL931 | Trac-Lock, 31 spline | 100-DL928 | Detroit Locker, 28 spline |
| 100-TT928 | True-Trac, 28 spline | 100-DL931 | Detroit Locker, 31 spline |

RING & PINION GEAR SETS

These ring and pinion gear sets are computer designed, precision CNC machined and heat-treated to ensure the highest quality possible. We offer the quietest aftermarket gear sets on the market. Available in any gear ratio for street or race. Please specify gear ratio and application when ordering. Optional REM treatment and/or lightening available.

- 100-RP9** Ford 9" (Base part #, please specify ratio)
- 100-RP8** Ford 8" (Base part #, please specify ratio)
- DTS-REM** REM treatment, ring & pinion, upgrade
- DTS-Lighten** Lighten ring & pinion, upgrade

DRIVE TRAIN

9" REAR END HOUSINGS

Cobra Automotive will fabricate a Ford 9" rear end for any application, either for competition or street use. These are made with all new heavy duty components, including 3" axle tubes, 7/16-20 vent hole, Torino style ends with 3.150" tapered roller bearings, and spring perches. Options can include internal baffles, jacking bung, drain plug, fill plug, traction bar brackets, and relocated axle vent. For 28 or 31 spline axles, made to any width needed. We can also supply complete axle assemblies with your choice of gears and brakes; ordering a rear end complete with axles will ensure proper length and fit. You may specify 3" race studs or stock length studs. All axles are by Moser Engineering. NOTE: True-Tracs require specific axle lengths, so please call and speak to a Cobra Automotive representative for assistance.

- 100-RE100N-OEM** Housing w/31 spl. axles, Std Duty OE round banjo, Torino ends, 3.150" roller bearings
- 100-RE100N-HVY** Housing w/31 spl. axles, HD reinforced banjo, Torino ends, 3.150" roller bearings
- 100-REH-OEM** Housing Only, Std Duty OE round banjo, Torino ends, with perches
- 100-REH-HVY** Housing Only, HD reinforced banjo, Torino ends, with perches
- 100-RE-DRAIN** Drain plug, flush mount
- 100-RE-FILL** Fill plug



MOSER ENGINEERING HEAVY DUTY AXLES

We rely on Moser Engineering axles, whether for high-performance street or all-out racing. These axles are made of forged alloy steel, then induction heat treated and magnafluxed. Custom axles are made for any application, length, or bearing size. Axles can be ordered with standard OE-style studs to replace original 35-40 year old units that have been stressed for many years. All axles come complete with pressed-on bearings, heavy duty flange plates and competition 3 inch studs. Please specify 28 or 31 spline axles. NOTE: True-Tracs require specific axle lengths, so please call and speak to a Cobra representative for assistance.

- 218-100-C** Axles, Ford 9", Custom length w/3.150 tapered bearings, 3" studs
- 218-100-S** Axles, Ford 9", Stock length (specify year) 2.835 bearings, stock studs
- 218-8000** Wheel stud, ea, screw-in w/lock washer, 1/2"-20 x 3"



AXLE BEARINGS & SEALS

Federal-Mogul Axle Bearings and their National brand Oil Seals have been trusted names in the automotive replacement parts business for over 50 years. These are the same premium quality parts we run in our own race cars as well as used in our restorations.

- RW207CCRA** Bearing, 2.835" OD, 1.387" ID for stock 65-73 Ford axles
- RW902R2834-1.531"** Bearing, 2.835" OD, 1.531" ID (Green Bearing)
- RW902R2834-1.562"** Bearing, 2.835" OD, 1.562" ID (Green Bearing)
- A20** Bearing, 3.150" OD, 1.562" ID tapered roller for Torino flange
- NAT51098** Seal, Ford old style large bearing
- NAT51322** Seal, 64-66 Mustang w/8 cyl
- NAT9161** Seal, 67-70 Mustang ALL w/WCY
- NAT3195** Seal, for A20 tapered roller bearing, Torino flange
- NAT9363S** Seal, 69-73 Mustang ALL w/1-1/2" shaft, 31 spl ex WCY
- NAT9569S** Seal, 67-73 Mustang ALL w/1-3/8" shaft, 28 spl ex WCY



318-4300G

RACING LUG NUTS

Our open style, competition, lug nuts measure 2-1/2" long with 1/2" x 20 threads and are made of 12L14 steel and bright nickel-plated for durability. The tapered design fits later generation American Racing Torque Thrust wheels with tapered seat. Also available with the shouldered neck and washer for original and older American Racing rims.

- 318-4300G** Tapered seat set of 20 (pictured)
- 234-4301G** Shouldered seat set of 20 w/washers



234-4301G

COMPETITION WHEEL STUDS

These race quality extra long wheel studs are 3" long with an unthreaded "bull nose" tip for quick installation of lug nuts. Made of heat treated 8740 chrome moly steel they have a tensile strength of 200,000 psi. This enables them to handle the shear and lateral loads found in competition applications. Must be used with open style lug nuts or they can be cut down to accommodate standard "Acorn" style lug nuts. Yellow cadmium plated.

- 100-7703** Studs (5 pc set) for OE rear axles with press in studs or Cobra Automotive billet front hubs



ENGINES



THE COBRA AUTOMOTIVE I.D. TAG

Every Cobra Automotive engine is meticulously documented. Accurate records are kept that record the details of every component used in its assembly. In addition to identifying the engine with its serial number, each tag provides the valve lash data.



COBRA AUTOMOTIVE ROAD RACE ENGINE

There's nothing like being behind the wheel of a car powered by a maximum-horsepower road race engine. The Cobra Automotive Road Race Engine pictured here starts with a Dart block that is specially CNC-lightened using our own proprietary program. We then bore the cam tunnel for 55 mm rollerized cam bearings and the entire inside of the block is deburred. We use only the best custom-forged racing crankshafts, made especially for road racing, and smaller low-friction Honda rod pins, while retaining the standard small block Ford main bearing diameters and widths. Custom steel billet Oliver connecting rods are mated with JE dome pistons using special tight-tolerance stainless steel rings. Our cylinder head CNC porting program is very aggressive, and we finish off the porting operation with a thorough hand polishing to assure we get every last CFM of airflow from the intake and exhaust ports. Jesel split-ratio Pro Series shaft-mounted rockers finish the valve train to keep the engine pulling hard all the way to its 8500 rpm redline. We have both dual and single plane intake manifolds available for these engines, featuring more porting than anyone can imagine. On an engine this sophisticated, the stainless steel "stepped" headers are an absolute must if you want to squeeze every last bit of horse power out of this engine and stay in front of the competition. Every Cobra Automotive Road Race Engine is built with the latest technology in wet sump oiling including, specially modified oil pumps and custom-built aluminum oil pans. Naturally, we use only the best ARP hardware and Race Series Fel-Pro gaskets. In full competition trim, this engine makes 580 horsepower.



BOSS 302 331" STROKER ENGINE

The BOSS 302 engine is still as desirable today as it was in the late 60's and early 70's. Pictured here is a Boss 302 based engine with Cobra Automotive upgrades. It's built with a new Ford Racing Boss 302 block and Scat forged steel crank, for 331 cu. in. We balance the rotating assembly and degree the solid roller camshaft to complete the shortblock. The original Boss heads are ported and modified for maximum flow. We install Jesel rocker shaft assemblies and Comp Cams valve springs & hardware for the best possible valve train control and overall reliability. The entire motor is assembled with ARP hardware and to provide the best spark, we use a billet MSD distributor and MSD 8.5 mm ignition wires. We also fit a Bud Moore oil pan to give it a trans am racing look. To complete this street-drivable engine, we fit it with a custom set of stainless steel "flat four" Bud Moore headers like the ones used in his original race cars. On the dyno, this engine produces 475 horsepower on pump gas. It can be dropped right into your high performance street car as soon as it arrives. Shipped complete and ready to run.

The engine at left was built with four Weber 48 IDA carburetors on a manifold supplied by the customer. Our standard Boss stroker is equipped with a Holley four barrel, unless otherwise specified.

ENGINES

289 FIA COBRA ENGINE

Finishing first in a vintage FIA race starts with a Cobra Automotive 289 FIA-legal road race engine like the one pictured here. Using a magnafluxed and correctly date-coded C5AE original Ford block as our foundation, we build the highest-quality Cobra race engine available anywhere.

The block is cryogenically treated for added strength, and is fitted with Cobra Automotive's FIA race-quality repro Hi-Po iron main caps. The rotating assembly consists of a custom forged race crank with hollow small rod journals and undercut & lightened counterweights. Linking the crankshaft to the custom JE pistons is a set of custom-machined, forged steel Oliver connecting rods fitted with tool steel lightweight wrist pins. Finally, neutral-balancing of the entire rotating assembly ensures maximum smoothness and high-rpm reliability. We port-and-polish an original set of '65 289 heads to our own exacting standards, which are completely prepped for racing. There is a custom-ground, fast-ramped camshaft, and tool steel lifters with bottom oiling holes to operate titanium intake and exhaust valves with 8 mm stems. "Beehive" springs and titanium retainers, working with the race-prepared stock-style rockers, will keep the valve train working without failure.

A race-ported Weber intake with four fully-prepped 48IDA carburetors provide maximum power and reliability for our dyno session. If squeezing every last bit of horse power out of this winning combination is what you're looking for, then adding a set of Cobra Automotive's custom stainless steel tri-y headers is an absolute must.



331 CU. IN. GURNEY-WESLAKE ENGINE

There are not many engines as impressive looking and sounding as a Gurney-Weslake engine. The engine pictured here was built for a SuperFormance GT40. We started with a new Ford Racing BOSS 302 block and added a Scat forged steel crankshaft with a set of Scat forged steel H-beam connecting rods, then fitted SRP aluminum pistons that were modified for use with the Gurney-Weslake cylinder heads. The rotating assembly was balanced and an aggressive mechanical camshaft was selected and degreed, to achieve maximum performance and reliability for street use. Custom port work with a customized Gurney-Weslake valve train complete the cylinder heads, which are bolted to the block with very special, custom-stepped ARP head studs. We fitted a one-piece intake valley cover with water lines to eliminate the 3 piece system that was always problematic. The Weber induction system helps give this engine the look and power they are famous for. This engine makes over 480 horsepower on the dyno...imagine it in *your* car.



ENGINES



DUAL CARB BIG BLOCK

There is nothing more graceful looking than a fully trimmed out 427 Ford Wedge engine! When Cobra Automotive first started, we were all about the FE Ford power plant. This was our first love. Pictured here is a nicely done 427 Sideoiler with Edelbrock aluminum heads and water pump, Canton oil pan, Billet SFI approved 427 balancer, Blue Thunder 2 x 4 bbl Medium Riser intake, Cobra Automotive chrome Pent Roof valve covers and topped off with a pair of Holley 660 cfm carburetors.

Whether the application is for a killer Cobra or for a show winning Shelby Mustang we can fill your engine compartment with just the right combination to meet your desires.

More good components are available today for these engines than ever before and this means we can provide the best engines available since this flagship Ford High Performance engine was introduced in 1958.

From a single 4 bbl 428 cu. in. engine, to a fire breathing twin Paxton supercharged 427, we have many years of experience to offer you when it is time for you to pick one for your car. Horsepower numbers from 400 HP to 700 HP are common place with our engines. Speak to our engine department for one of these engines!



TWIN PAXTON SUPERCHARGERS IN YOUR CAR

This is what 700 Horsepower on pump gas looks like. A Cobra Automotive exclusive installation, this setup is for the performance enthusiast who wants the ultimate in stealth performance.

These kits are made to fit under the hood and are available for most replica Cobras, Shelby Mustangs and even original Cobras.

Our first one was unleashed on the streets of America in 1985 and over the years, continuous development has refined the installation as well as its performance. Pictured here is a 427 Medium Riser in a 1967 Shelby GT500 that made 705 HP on the dyno (thru the mufflers) on pump gas. Imagine all that hardware under the hood of your car, with docile street manners.

Contact us with your application. Custom-built setups can be designed for other applications as well.



TWIN PAXTON KIT

Pictured here is a typical Mustang setup with polished superchargers and carburetor caps. Kits are available in various configurations that include original blue Cobra-labeled superchargers and black wrinkle carburetor caps or polished superchargers and caps. Any combination of available finishes can be supplied as well. Custom setups can be built on request. Here are a few typical applications:

- Twin setup for Mustang body style and FE big block.
- Twin setup for Cobra body style and under hood use with FE big block. Fits most Cobra replica's as well.
- Original high mounted style twin Cobra setup for use with special hood and FE big block. This is a copy of the original twin supercharger setup Shelby American built for the AC Cobra in the 60's.

100-DPK-1000 Twin Paxton Kit

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

ENGINES - SERVICES

A COMPLETE ENGINE CENTER

Block Machining: Cobra Automotive can machine your block and work with you to maximize your engine combination. We are fully experienced with all categories of engines, from stock restorations to competitive racing engines. We offer a wide variety of machining options for blocks, heads, intakes, and internal engine parts. Advanced machining techniques can not only increase engine power through reduced frictional losses, but also add to component life as well. We specialize in balanced-and-blueprinted engines and all associated services.

Component Lightening: We offer machining on engine blocks and components, including the main caps. This provides weight savings while keeping material where it is needed for structural integrity, rigidity, and strength. Weight reduction of between 15-20 lbs. on a fully machined small block and main cap assembly is typical. We also offer specialty crankshaft machining, such as stroking / de-stroking, lightening, and 'knife edging' of counterweights for reduced drag and oil windage.

Cryo Treating: The cryo treatment process uses sub-zero temperatures down to -300° F to modify and promote a more uniform micro-structure of the material. Benefits include: Longer life due to reduced wear, less failures due to cracking of stress lines, and a reduced coefficient of friction on polished metals.

The following components are commonly cryo treated:

Camshaft: Increases wear resistance of the cam lobes and reduces the tendency of camshaft breakage

Connecting Rods: As with all treated parts, increases fatigue life and equalizes hardness.

Crankshaft: Reduces wear on journals, and stabilizes the crankshaft to prevent distortion and breakage due to heat and vibration.

Cylinder Head: Strengthens the head and reduces wear on valve seats and guides, and helps prevent warping of the head due to heat and vibration. Heads become more resistant to detonation.

Engine Block: Reduces cylinder wear and distortion caused by vibration and heat, stabilizes the block, and equalizes material hardness. This makes better machined surfaces. Ideally, treatment should be done before final machining.

Valve Springs: Greatly increases the spring life and reduces the loss of spring pressure. Racing customers report over seven-times the life.

Rocker Arms: Reduces breakage, flex, and wear.

Ring and Pinion Gears: Reduces wear and tooth breakage, greatly increases life.

Brake Rotors and Drums: Equalized hardness prevents distortion and wear, and helps prevent cracking.

Mag and Sonic Testing: Magnetic particle inspection is the most definitive method of detecting cracks and imperfections in any ferrous engine part. We can magnaflux your block, heads, crank and camshafts for cracks and flaws. If a crack or flaw is present, we can identify and repair it, or suggest replacement if necessary.

Pressure Testing: We can pressure test blocks and heads to double check for pin holes after magnafluxing has been completed. Cracks and defects not detected by magnafluxing are found at this time. The second process ensures integrity of the parts used in your engine. These testing procedures reduce costs related to breakage or failure by identifying sub-par components prior to performing expensive machining procedures.

High Tech Coatings: Special coatings provide added performance and protection and greatly extend service-life by reducing engine damage from heat and lubrication-related failures. That translates directly into cost savings. Another benefit from the use of coated parts is the performance gain from reduced friction and optimized heat management. Coatings can be used for heat dissipation or heat containment; examples of benefits are cooler intake temperatures, reduced oil temperatures, and reduced under hood temperatures.

Oil-shedding coatings can be used on crankshafts, rods, blocks, windage trays and oil pans to aid the return of oil to the sump and reduce drag on the rotating assembly. Intake charge temperatures can be reduced to increase power by applying a black heat dissipating coating to the outside of an intake manifold and a white heat reflecting coating to the underside.

Friction-reducing coatings are used on "wear" surfaces such as crank and rod bearings, piston skirts, and oil pump internals. Other special coatings can be applied to piston crowns for more efficient combustion, and inside and outside of exhaust headers for better flow and heat management.



sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

ENGINES - BLOCKS



DART 302 BLOCK

Dart Iron Eagle Sportsman engine blocks are Cobra Automotive's choice for our vintage road race engines which are currently making just under 580 horse power and are being shifted at 8,000 RPM. These blocks can take the punishment, make the power, and are totally reliable under the most extreme conditions. Siamesed cylinders with ductile iron sleeves prevent cracking and offer excellent ring seal. Includes ductile iron main caps, 2 bolt front and rear with 4 bolt interior caps. The rear main cap uses a standard one-piece seal. Other features include an upgraded oiling system, reinforced blind-tapped head stud bosses, and extra thick decks. Options include CNC machine lightening of the entire block and machining for optional 55 mm roller cam bearings.

DART-31354175 Cylinder block, Dart Iron Eagle Ford Sportsman, 302 mains, 8.2" deck, 4.000" bore

DART-lighten block Machine block to lighten (custom special order item)

DART-cam55roller Machine block for 55 mm roller cam bearings (custom special order item)

DART-32220042-5 Cam bearings, set of 5, coated, 55 mm roller bearing

CA-31354175 Cylinder block, race prepped Dart Iron Eagle Ford, lightened & machined for 55 mm roller cam bearings



FORD RACING BOSS 302 BLOCK

Ford Racing's BOSS 302 engine blocks are an affordable alternative to the Dart block above and capable of excellent performance and reliability. Engineered to be machined to a 4.125" bore and accept up to a 3.400" stroke, these blocks are capable of 363 cubic inches. Siamesed cylinders with drilled coolant crossover holes along with an upgraded oiling system are just some of the features of this block. Includes 2 bolt front and rear main caps with splayed 4 bolt interior caps. The rear main cap uses a standard one piece seal. Machined with a clutch cross shaft pivot hole this block can be used in applications requiring stock type clutch linkages.

M-6010-BOSS302 Ford Racing Boss 302, 8.2" deck, 3.995" bore



GENESIS 427 FE BLOCKS IN CAST IRON OR ALUMINUM

Genesis 427 FE engine blocks retain the original appearance of the Ford OE 427 side oiler and are capable of excellent performance and reliability. Iron blocks can be machined from 4.120" to 4.440" bore, the aluminum version can be machined from 4.223" to 4.310" and either block will accept up to a 4.500" stroke. The Iron block weighs 230 lbs while the aluminum version is just 118 lbs. Siamesed cylinders with .600" thick decks and extra material added to the crank saddles, pan rails, and cylinder walls are some of the upgrades to this tried & true design. Includes 2 bolt front and rear main caps with cross-bolted interior caps. Castings have the 1965 casting number "CSAE-H" in the OE position and will accept original timing covers, engine mounts and accessory brackets for that period correct look.

GEN427-IC-4.240 Cast iron Genesis 427 FE w/cast iron main caps, 10.170" deck, 4.240" bore

GEN427-IC-4.370 Cast iron Genesis 427 FE w/cast iron main caps, 10.170" deck, 4.370" bore

GEN427-IB-4.120 Cast iron Genesis 427 FE w/billet steel main caps, 10.170" deck, 4.120" bore

GEN427-IB-4.240 Cast iron Genesis 427 FE w/billet steel main caps, 10.170" deck, 4.240" bore

GEN427-AB-4.240 Aluminum Genesis 427 FE w/billet steel main caps, 10.170" deck, 4.240" bore

ENGINES - MAIN CAPS AND CRANKSHAFTS

289 FORD HI-PO MAIN CAPS

Cobra Automotive's reproduction 289 Hi-Po main caps are exact repros, cast and machined right here in the USA from the original Ford blueprints. A set consists of caps numbered 1-4 with the proper style numbers and the arrow facing forward just like the originals. The rear main cap is not included because it is almost identical to the non Hi-Po cap and not cost-effective to machine. Our caps are cast from the highest quality Nodular iron and will fit any 289 block. Bearing bore is .020 undersize and the side registers are .010 oversize on each side for adjustment prior to line-boring. These beautiful caps convert a standard 289 block to a Hi-Po block.

100-289-MAIN CAPS (set of 4)



PRO-GRAM ENGINEERING BILLET MAIN CAPS

Pro-Gram is the world's largest manufacturer of aftermarket Billet main bearing caps, providing a superior part in design, manufacture, and material. Made entirely in the USA, these parts are used by all facets of the automotive racing industry, including NASCAR. Adds superior strength and reliability to all 289-302 blocks; adaptable to 2-bolt blocks.

F302F 289-302 Front cap only, 2 bolt
F302C 289-302 Center caps, set of 3, 2 bolt
F302CBoss 289-302-BOSS Center caps, set of 3, 4 bolt
F302R Rear cap, 2-bolt early style, fits all 289 and 302 blocks w/2pc. rear main seal

EAGLE STREET/STRIP CRANKSHAFTS

Cast and forged steel cranks in many stroke combinations, depending on desired cu. in. and usage. Cast cranks are recommended in applications up to 500 HP and are made from tough cast steel unlike factory cranks that are only cast iron. Forged cranks are made from 4340 steel, shot peened and nitrided for use in applications up to 1500 HP. Complete rotating assemblies are also available including crank, rods, pistons, pins, rings, main and rod bearings for anywhere from 302 to 418 cu. in. size kits. Here are a few of the many crankshafts available (please speak to our engine shop to discuss your application).

237-430232505400 Forged 302 3.250" stroke/5.400" rod, 2.100 rod journal
237-430234005400 Forged 302 3.400" stroke/5.400" rod, 2.100 rod journal
237-430234705400 Forged 302 3.470" stroke/5.400 rod, 2.100 rod journal
237-104283980 Cast BB Ford FE, 3.980 stroke, stock rod journal



SCAT CRANKSHAFTS

These are the cranks we use in all of our full-race motors. Scat offers a stroker crank for virtually any application. The new superior quality Series 9000 cast "standard" and stroker cranks are available for most small blocks and FE engines. Super trick racing cranks made of 4340 steel are available for small block and big block applications in 7-Series Custom Forged or 8-Series Pro Stock Billet configurations. Call our engine shop to discuss the many options that are available such as Aero-wing counter weights, lightening holes, and more. Listed below are just a few of the crankshafts available. The SCAT-1 & SCAT-2 part numbers are for custom cranks that are special-ordered to your specification.

4-302-3000-5090-2123 Standard weight, forged 302/3.000 stroke, 5.090 rod, 2.123 rod journal
7-302-2870-SL-69 Super Light Custom forged Ford SB race, 2.870 stroke, 2.250 mains, 2.123 (Ford) rod journal
7-302X-2870-SL-93 Super Light Custom Forged Ford SB race, 2.870 stroke, 2.250 mains, 1.888 (Honda) rod journal
7-302-2870-SL-94 Super Light Custom Forged Ford SB race, 2.870 stroke, 2.250 mains, 2.000 (Chevy) rod journal
SCAT-1 Scat small block Ford crank, (custom, special order)
SCAT-2 Scat big block FE Ford crank, (custom, special order)



ENGINES - PISTONS, RODS AND BEARINGS



OLIVER CONNECTING RODS

Oliver lightweight billet rods are the highest-quality and strongest rod we have ever used, and that's why we use them in every one of our all-out road race engines. They're available in any desired length and journal size.

C5155SVO-SMUL8-SP Custom forged steel, set of 8, light weight, SB Ford, 5.155 long, .912 pin, 1.888 (Honda) big end

OLIVER-1 Connecting rods, set of 8, race, custom forged steel, (special ordered)

OLIVER-2 Connecting rods, set of 8, street, custom forged steel, (special ordered)



CROWER CONNECTING RODS

Crower Sportsman connecting rods are the best choice whenever budget or rules won't allow a billet rod. Made of tough 4340 alloy steel; direct replacement for most small block applications, and reliable up to 500HP/8200 RPM. We also handle Crower custom billet rods and Crower maxi-lite rods.

SP91225PF-8 Ford 302 Sportsman, set of 8, 5.155 long, press fit, .912 pin, 2.123 (Ford) big end

SP91225B-8 Ford 302 Sportsman, set of 8, 5.155 long, bushed, .912 pin, 2.123 (Ford) big end

CROWER-1 Connecting rods, set of 8, race, Custom Billet Steel, (special ordered)

CROWER-2 Connecting rods, set of 8, race, Custom Maxi-Light Billet Steel, (special ordered)



EAGLE H-BEAM ESP CONNECTING RODS

This is a fabulous competition forged-steel connecting rod for the money. All rods are X-rayed, sonic tested and magnafluxed to insure maximum reliability. We've used these rods in 700 HP applications.

237-CRS5155F3D Eagle H-Beam 302, set of 8, 5.155 long, .912 pin, 2.123 (Ford) big end

237-CRS5315C3D Eagle H-Beam 302, set of 8, 5.315 long, .927 pin, 2.100 big end

2-428-6490-2438-975 SCAT H-Beam 390-428 FE, set of 8, 6.490 long, standard dimensions



CUSTOM JE & DIAMOND PISTONS

We offer a full line of custom pistons for any engine application. These two manufactures provide the best of all worlds with fast delivery, absolute state of the art design, price, and endless applications. We also offer high quality off-the-shelf pistons such as Wiseco, Speed Pro, TRW and Keith Black, all with matching rings. Call for price and availability of custom special order pistons.

JE-1 Custom piston, each, (special ordered)

DIAMOND-1 Diamond custom piston, each, (special ordered)



SEALED POWER/SPEED-PRO & TOTAL SEAL RINGS

Ring seal is extremely important, because without proper ring seal the engine will not produce full cylinder pressures and not develop full power. Different applications require different rings to do the right job. We have found that Sealed Power/Speed-Pro and Total Sealed piston rings are the best choice for these engines, and that's why they're the rings we use in our race engines. We have a full ring selection for all your needs.

RINGS-1 Piston ring set, race quality, (special ordered)

RINGS-2 Piston ring set, street/strip, (special ordered)

RINGS-3 Piston ring set, gapless top ring, (special ordered)



CLEVITE AND ACL PERFORMANCE ENGINE BEARINGS

The bearings in your engine take the most abuse of any component. We offer both Clevite 77 and ACL performance bearings for most all Ford Hi-Performance engines because of their proven reliability. It would take pages to list all the applications, so **please call with your needs.**

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

ENGINES - HEADS

COMPETITION CYLINDER HEADS

The cylinder heads are the most important component in an engine for making power, no matter what the application. Cobra Automotive has extensive experience with race-prepping OE cylinder heads for rules requiring "stock" heads, and we also use these state-of-the-art heads, based on our vast experience building high performance Ford engines. From a high performance street engine to an all-out road racing engine, a well engineered set of heads can make ALL the difference. For a maximum-effort race engine, custom porting is also available.

RHS PRO ACTION HEADS FOR 289-302-351W

These small block Ford heads from Racing Head Service are the ones we use on our all-out vintage road race engines that make 560+ horsepower at 8200 RPM; a superb choice for racing classes requiring iron heads only. Excellent casting quality with smooth port-to-chamber transitions for less restricted air flow, modified water jacket dimensions for cooler operation, premium bronze valve guides, and a dual exhaust bolt pattern to accommodate stock manifolds or large tube headers.

- RHS-35304** Cylinder head, each, SB Ford, iron, bare, 2.020" int. & 1.60" exh. 180 cc runner, 58 cc chamber
- RHS-35305** Cylinder head, each, SB Ford, iron, bare, 2.020" int. & 1.60" exh. 200 cc runner, 58 cc chamber
- RHS-35306** Cylinder head, each, SB Ford, iron, bare, 2.080" int. & 1.60" exh. 215 cc runner, 58 cc chamber



EDELBROCK "PERFORMER RPM" FORD 289-302-351W

These lightweight aluminum non-emission heads are designed to operate in the 1500-6500 RPM high performance "street" range. These heads feature hardened valve seats, bronze valve guides, and threaded inserts in rocker stud and exhaust manifold holes, with hand blended valve pockets, 60 cc combustion chambers, and 5/8" thick deck surface (not for late model rail rockers). A 2.02" intake valve version is available; best suited for larger cubic inch engines and requires notched pistons for valve clearance.

- 60219** Cylinder Head, each, SB Ford, aluminum, bare, 1.90" int. & 1.60" exh. 170 cc runner, 60 cc chamber
- 60249** Cylinder Head, each, SB Ford, aluminum, bare, 2.02" int. & 1.60" exh. 170 cc runner, 60 cc chamber



EDELBROCK "PERFORMER RPM" FORD FE 390 & 428CJ

These lightweight aluminum heads save approximately 36 lbs of weight. The 76cc heads have a vertical exhaust manifold bolt pattern only; the 72 cc heads can be used with multi bolt pattern headers and most factory exhaust manifolds. These heads accept 390/427LR/428 style 2.09" intake and 1.66" exhaust valves. The 76 cc heads can be machined for MR/HR style 2.19" intakes and 1.73" exhaust valves. Features include hand-blended valve pockets, hardened valve seats for use with unleaded fuel, bronze valve guides, threaded inserts in rocker shaft holes and exhaust manifold holes.

- 60059** Cylinder Head, each, BB Ford, 390 & 428CJ, aluminum, bare, 2.09" int. & 1.66" exh. 170 cc runner, 72 cc chamber
- 60089** Cylinder Head, each, BB Ford, 427 LR & MR, aluminum, bare, 2.09" int. & 1.66" exh. 170 cc runner, 76 cc chamber
- 215-6009** Rocker shaft stud kit for above heads (provides better rocker shaft retention)



ENGINES - CAMS AND KITS

COMPLETE CAM KITS, CAMS AND COMPONENTS

It is often said that the cam is the "heart of the engine" because it determines the engine's "personality". The torque curve, ultimate horsepower figures, and rpm range of the effective power band are all determined by the cam. Cobra Automotive's complete cam kits, camshafts, and components are all selected based on many years of experience, research, and hundreds of hours of Dyno testing. The components listed below have been selected from the premier manufacturers in valve train technology such as Comp Cams (the official camshaft of NASCAR), Crower, Lunati and Isky.

Complete kits include cam, lifters, springs, retainers, locks, seals, and timing chains. Camshafts listed as "Race Only" are ground to our own specs, or can be custom-ground to suit your specific application. Please call or e-mail to discuss a custom camshaft or cam kit.



Ford 289-302 C.I. 8 Cyl. 1963 - 1995	Complete Kit	Cam Only	Lifters	Springs	Retainers	Locks	Seals	Timing Chains
Hydraulic Street Intake .520 Lift - 230° Duration @ .050 Exhst .523 Lift - 236° Duration @ .050 110° Lobe Separation Very strong torque and response, 2500 + Stall	K31-246-3	31-246-3	832-16	986-16 Must Machine Heads	740-16	611-16	503-16 Must Machine Heads	2120 Pre 72 use 3220
Mechanical Street Intake .560 Lift - 248° Duration @ .050 Exhst .560 Lift - 248° Duration @ .050 110° Lobe Separation 4 spd or Auto w/3500 Stall, intake, headers, 10 to 1 comp, low gears, very rough idle	K31-335-4	31-335-4	817-16	986-16 Must Machine Heads	740-16	611-16	503-16 Must Machine Heads	2120 Pre 72 use 3220
Mechanical Roller Street Intake .586 Lift - 246° Duration @ .050 Exhst .586 Lift - 246° Duration @ .050 110° Lobe Separation Broad power band, 2500 stall, headers, low gears, rough idle	K31-760-8	31-760-8	838-16	914-16 Must Machine Heads	741-16	611-16	503-16 Must Machine Heads	2120 Pre 72 use 3220
Mechanical Race Only* Intake .565 Lift - 248° Duration @ .050 Exhst .565 Lift - 248° Duration @ .050 106° Lobe Separation Intake, porting, headers, low gears, rough idle, manual trans, high compression	CA6250-1Kit	CA6250-1	817-16	930-16 Must Machine Heads	732-16	613-16	503-16 Must Machine Heads	78520T-9G
Mechanical Roller Race Only* Intake .706 Lift - 255° Duration @ .050 Exhst .643 Lift - 253° Duration @ .050 106° Lobe Separation Intake, porting, headers, low gears, rough idle, manual trans, high compression	CA6250-2Kit	CA6250-2	66215-16	ISK9945 Must Machine Heads	975-TI	VL-700	503-16 Must Machine Heads	78520T-9G

Ford FE, 390, 427, 428 C.I. 1963 - 1976	Complete Kit	Cam Only	Lifters	Springs	Retainers	Locks	Seals	Timing Chains
Hydraulic Street Intake .584 Lift - 240° Duration @ .050 Exhst .588 Lift - 246° Duration @ .050 110° Lobe Separation Headers, low gears, rough idle, 9.5 to 1 comp, 2800+ stall	K33-250-4	33-250-4	834-16	924-16 Must Machine Heads	741-16	612-16	505-16 Must Machine Heads	2108
Mechanical Street Intake .571 Lift - 236° Duration @ .050 Exhst .571 Lift - 236° Duration @ .050 110° Lobe Separation Headers, low gears, rough idle, 9.0 to 1 comp, mild converter	K33-245-4	33-245-4	835-16	972-16	747-16	612-16	505-16 Must Machine Heads	2108
Mechanical Roller Street Intake .645 Lift - 248° Duration @ .050 Exhst .645 Lift - 248° Duration @ .050 110° Lobe Separation Headers, low gears, rough idle, 9.5 to 1 comp, converter	K33-781-9	33-781-9	839-16	929-16 Must Machine Heads	741-16	612-16	505-16 Must Machine Heads	2108
Mechanical Race Only* Intake .652 Lift - 251° Duration @ .050 Exhst .652 Lift - 251° Duration @ .050 108° Lobe Separation Intake, porting, headers, low gears, rough idle, manual trans, high compression	CA6250-3Kit	CA6250-3	837-16	950-16	730-16	612-16	505-16	78508T-9
Mechanical Roller Race Only* Intake .730 Lift - 259° Duration @ .050 Exhst .730 Lift - 259° Duration @ .050 108° Lobe Separation Intake, porting, headers, low gears, rough idle, manual trans, high compression	CA6250-4Kit	CA6250-4	66216-16	947-16	739-16	612-16	505-16	78508T-9

* Race Only can be custom ground to suit your application - Call for information and availability

sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

ENGINES - VALVE TRAIN

SMALL BLOCK ROLLER ROCKERS

The valve train is one of the most critical parts of a high performance engine and the rocker arms are a key component on that list. We offer many different styles of roller rockers for your small block Ford from brands such as Competition Cams, Crane, Crower, Jesel, and Scorpion Performance. Our selection covers stock replacement roller rockers for street applications, heavy duty endurance roller rockers for more severe use and the ultimate choice is shaft mounted rockers for all out 8000 plus rpm competition use. Most rockers available for use with 3/8" or 7/16" studs and come with adjusting nuts. Individual rocker arms and service parts can also be ordered. Please call to speak with one of our technician's for guidance in selecting the best rockers for your application. The part numbers listed here are for complete sets of 16 rocker arms.

- 1431-16** Comp Cams, Magnum, rail type Ford 65-68 289 Hi-Po (3/8 stud 1.6 ratio)
- 1442-16** Comp Cams, Magnum, Ford 289-351W (3/8 stud 1.6 ratio)
- 1631-16** Comp Cams, Ultra Pro Magnum, Ford 289-351W (3/8 stud 1.6 ratio)
- 1632-16** Comp Cams, Ultra Pro Magnum, Ford 289-351W (7/16 stud 1.6 ratio)
- CRN86757-16** Crane, Gold Race, Ford 289-351W (7/16 stud 1.6 ratio)
- CRN36757-16** Crane, Gold Race, Ford 289-351W (7/16 stud 1.7 ratio)
- CRW73612-16** Crower, Enduro SS, Ford 289-351W (7/16 stud 1.6 ratio)
- CRW73614-16** Crower, Enduro SS, Ford 289-351W (7/16 stud 1.7 ratio)
- KSS-536060** Jesel, shaft mount, Sportsman, SB Ford, WP Windsor JR/SR (1.6 ratio)
- KSS-537070** Jesel, shaft mount, Sportsman, SB Ford, WP Windsor JR/SR (1.7 ratio)
- KPS-310116-S** Jesel, shaft mount, Pro Series, Standard Slot, SB Ford, RHS/AFR Windsor (specify ratios)
- KPS-310116-M** Jesel, shaft mount, Pro Series, Mohawk cut, SB Ford, RHS/AFR Windsor (specify ratios)
- SCP1018** Scorpion Performance, Ford 289-351W (7/16 stud 1.6 ratio)



COMP CAMS ULTRA PRO MAGNUM



JESEL SPORTSMAN SERIES

JESEL PRO SERIES STANDARD SLOT

JESEL PRO SERIES MOHAWK CUT

VINTAGE LEGAL ROCKER ARMS

Cobra Automotive has a unique offering for the vintage racer competing under strict FIA rules requiring the use of OE type rocker arms. We begin by hand selecting sets of stock style, cast steel rockers. Next, we grind oil slots in the push rod cups, and then the rockers and balls are "lapped" for smooth operation. If required: the rockers and balls are machined for 7/16 studs. Finally they are cryogenically treated for strength and durability. Sold in sets of 18 so you automatically have 2 for spares.

- CA-36800-18-3/8** Rocker arms, set of 18, Ford 289-351W (3/8 stud 1.6 ratio)
- CA-36800-18-7/16** Rocker arms, set of 18, Ford 289-351W (7/16 stud 1.6 ratio)



VINTAGE LEGAL COMPETITION ROCKER ARM BALLS

Here is a truly unique offering from Cobra Automotive. These OE style rocker balls are made from 8620 alloy steel, machined with oil grooves, heat treated to Rockwell 68 hardness and finally, a special friction reducing treatment is applied. All in an effort to extract the most reliability out of stock style valve train components used with modern cams and valve spring pressures.

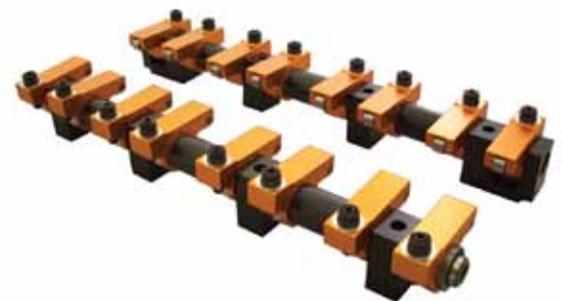
- CA-8620-rocker ball** Rocker balls, set of 16, 7/16 stud



BIG BLOCK FE ROLLER ROCKER ARM ASSEMBLIES

These complete Harland Sharp assemblies represent the ultimate in valve train components for high performance use in your big block FE Ford. CNC machined aluminum rockers with precision roller tips, oilite bronze bushings and heavy duty adjusters compliment the billet steel rocker stands and spacers on this super duty assembly. For engines with spring pressures exceeding 350 lbs open, we recommend the kit with end supports which provide extra stability with a cradle design that surrounds the end rocker reducing shaft flex at the tip. For maximum effort FE engines utilizing high lift cams & high valve spring pressures to turn higher RPMs, we offer a set with needle bearing rockers on heavy duty .875" shafts that is supplied standard with end supports. Available for 390-428 and 427 Medium Riser engines. All components available separately.

- S4006B** Rocker arms, set of 16 w/ bronze bushings, Ford FE, (1.76 ratio, fits .841 shafts)
- S4006BK** Rocker arm & shaft set w/ bronze bushings, Ford FE (.841 shaft 1.76 ratio)
- S4006BKE** Rocker arm & shaft set w/ bronze bushings & end supports, Ford FE (.841 shaft 1.76 ratio)
- S4006NBK** Rocker arm & shaft set w/ needle bearings, end supports & heavy duty shafts, Ford FE (.875 shaft 1.76 ratio)



END SUPPORTS SHOWN ON ASSEMBLY TO REAR

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ENGINES - VALVE TRAIN

VALVES

Cobra Automotive uses Ferrea valves in our own racing engines because of their reputation as the industry's most reliable extreme-duty valve. Results from extensive internal R&D are utilized to ensure the absolute best valves on the market. The comprehensive selection includes the 5000 Series, 6000 Series, Competition Plus Series, Hollow Stem Competition Plus Series and Titanium Valves. Our extensive experience building state-of-the-art vintage racing engines enables us to recommend the best valves for your engine based on the application and performance requirements. Speak to our engine staff for custom valves for your application.

F1653	Valve, intake, ea. Titanium 2.080 x 11/32 x 5.240 L with hard tip
F1149PQ	Valve, exhaust, ea. Comp. Plus 1.600 x 11/32 x 5.30 L
F5015	Valve, exhaust, ea. SS, 1.600 x 11/32 x 5.030 L for 289-302-351 W
F5018	Valve, intake, ea. SS, 1.940 x 11/32 x 5.030 L for 289-302-351 W
F6215	Valve, intake, ea. SS, 2.190 x 3/8 x 5.450 L for 390-427-428 FE
F6216	Valve, exhaust, ea. SS, 1.750 x 3/8 x 5.435 L for 390-427-428 FE



VALVE SPRINGS

Selecting the correct valve springs for your application is critical to both performance and reliability. Preventing spring bind and valve "float" requires careful matching of all components. Beehive springs reduce spring and retainer weight, Nitride treatment increases surface strength and heat treating helps resist load loss. We offer springs manufactured by Comp Cams, Ferrea, Isky and PSI, the most trusted names in the industry. Spring pressures listed below are rated at both "seat" height (S) and "open" height (O). Here are just a few of our listings, please confer with our engine staff for further information.

924-16	Comp Cams, set 16, BB Ford, dual w/ damper, 112 lbs (S) 355 lbs (O)
929-16	Comp Cams, set 16, BB Ford, dual w/ damper, 148 lbs (S) 432 lbs (O)
930-16	Comp Cams, set 16, SB Ford, dual w/ damper, 153 lbs (S) 383 lbs (O)
950-16	Comp Cams, set 16, BB Ford, dual w/ damper, 133 lbs (S) 332 lbs (O)
972-16	Comp Cams, set 16, BB Ford, single w/ damper, 124 lbs (S) 293 lbs (O)
ISK-9915	Isky, set 16, SB Ford, dual w/ damper, 195 lbs (S) 540 lbs (O)
CT1573DML-16	PSI, set 16, SB Ford, dual nitrided w/ damper, 220 lbs (S) 730 lbs (O)
S2002	Ferrea, set 16, SB Ford, beehive, PAC alloy nitrided, 130 lbs (S) 337 lbs (O)



VALVE SPRING RETAINERS, LOCKS AND SEALS

Valve springs require retainers of the correct design, dimensions and materials to work properly, whether it be 4140 chrome moly steel, light weight tool steel, or Titanium. For double or triple springs and 7 or 10 degree locks, we can supply the correct retainers for you. Correctly matching the locks to the valve stems is essential for the locks to function. The tang on the locks only temporarily holds the valve stem until the lock seats in it's taper, retaining the valve by it's "collet" effect. The final detail is the valve seals. Seals are available in stock umbrella style or positive-stop style, in either Teflon or Viton materials. Our engine staff will be glad to assist you in selecting these components.

740-16	Comp Cams Retainers, set 16, Steel, double valve spring, 10 degree
743-16	Comp Cams Retainers, set 16, Steel, double valve spring, 7 degree
730-16	Comp Cams Retainers, set, Titanium, double valve spring, 10 degree
ISK-92TI	Isky Retainers, set 16, Titanium, double valve spring, 7 degree
CV-XRE573-S-16	Xceldyne Retainers, set 16, Light weight steel for PSI springs, 8 degree
611-16	Comp Cams Locks, set 32, Steel, 11/32", 10 degree (lash cap app.)
612-16	Comp Cams Locks, set 32, Steel, 3/8", 10 degree (lash cap app.)
VL-700	Isky Locks, set 32, Super 7, Steel, 11/32", 7 degree
XL0690	Xceldyne Lock (per valve) Titanium, 11/32", 8 degree
XL0693-C	Xceldyne Lock (per valve) Titanium, 5/16", 8 degree, Radius Groove
502-16	Comp Cams Seals, Valve, set 16, Umbrella, 11/32" (stock 289 Hi-Po)
503-16	Comp Cams Seals, Valve, set 16, Teflon, 11/32" .530" Guide
505-16	Comp Cams Seals, Valve, set 16, Teflon, 3/8" .530" Guide



PUSHRODS

The correct-length pushrod, made of the right material, is an important part of proper valve train control. We carry a full line of pushrods, made by manufacturers that have been individually selected by our engine staff. Whether it is a stock replacement or a one-piece, swagged and tempered steel racing pushrod, we can supply the correct components for any application. We are dealers for Competition Cams, Crower, Ferrea, Isky, Manton & Xceldyne, and many others, depending on your specific need.

7709-1	Comp Cams Adjustable, 6.800-7.800, checker w/ 5/16" cup end, Hi-Tech
7929-16	Comp Cams, set 16, 260-302 Std. Length, 1962-69, 5/16" x 6.800" Hi-Tech
7930-16	Comp Cams, set 16, 260-302 +.050" Long, 1962-69, 5/16" x 6.850" Hi-Tech
7933-16	Comp Cams, set 16, 260-302 +.100" Long, 1962-69, 5/16" x 6.900" Hi-Tech
7533-16	Comp Cams, set 16, FE big block, 65-76 w/ Adj. Rockers, 11/32" x 9.157"
Manton	Manton Pushrod, single, custom made, race-quality (made to order).



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PRODUCTION NUMBERS

SHELBY PRODUCTION

1965	Shelby	
	Street Prototype	1
	Street Cars	520
	1966 Prototype	1
	Drag Cars	4
	Competition Prototype	2
	Competition Production Cars	34
1965	Shelby Total	562
1966	Shelby	
	Street Cars	1,368
	Paxton Prototype	1
	Hertz Prototype	2
	Hertz Cars	999
	Drag Cars	4
	Convertibles	4
1966	Shelby Total	2,378
1966	Shelby-Built Notchback	
	Notchback Prototype	1
	Notchback Production Racer	20
1966	Shelby-Built Notchback Total	21
1967	Shelby	
	GT350	1,175
	GT500	2,048
	GT 500 Notchback Prototype	1
	GT 500 Convertible Prototype	1
1967	Shelby Total	3,225
1967	Shelby-Built Notchback	
	Notchback Prototype	1
	Notchback Production Racer	25
1967	Shelby-Built Notchback Total	26
1968	Shelby	
	GT500 Notchback Prototype	1
	GT350 Fastback	803
	GT350 Fastback Hertz	224
	GT350 Convertible	404
	GT 500 Fastback	1,044
	GT500 Fastback Hertz	2
	GT500 Convertible	402
	GT500 KR Fastback	1,053
	GT500 KR Convertible	517
	GT500 KR Convertible Hertz	1
1968	Shelby Total	4,451
1968	Shelby-Built Notchback Total	5
1968	Lone Star	1
1969-70	Shelby*	
	Barrier Test car & Prototype	3
	GT350 Fastback	935
	GT350 Fastback Hertz	152
	GT350 Convertible	194
	GT500 Fastback	1,534
	GT500 Convertible	335
1969-70	Shelby Total	3,153
	*2361 Titled as 1969 Models, 789 as 1970	
1969	Boss 302 Fastback Racers	5

FORD GT PRODUCTION

Prototype; Coupe	7
Prototype; Roadster (includes X-1 Can-Am car)	5
Lightweight Chassis (includes 2 427 cars)	4
Production Race Coupe	48
Production Road Coupe	33
MK I	11
Lightweight Mirage	3
MK III	7
Post Production Chassis	7
Alan Mann Lightweight MK I	2
Alan Mann Lightweight MK II	3
J Car Chassis (includes 2 Can-Am)	12
TOTAL FORD GT CHASSIS	142
TOTAL MK II HOLMAN	16
TOTAL KAR-KRAFT MK IV REPRODUCTIONS	7
TOTAL SAFIR/JWA MK V	41
<u>COBRA PRODUCTION</u>	
Leaf Spring Small Block 260 Engine	
260 Engine Street Car	62
260 Factory Team Car	4
260 Factory-Prepared Competition Car	1
260 Independently-Prepared Race Car	7
260 Dragonsnake	1
TOTAL LEAF SPRING 260 COBRA	75
Small Block 289 Engine	
289 Engine Street Car	453
Factory Team:	
289 Standard Competition	2
289 Sebring Car	3
289 Lemans Car	5
289 / 427 Prototype "Flip-Top"	1
289 FIA Roadster	5
289 Daytona Coupe	6
289 USRRRC Roadster	6
Factory – Prepared competition Car	11
Independently-Prepared Competition Car	21
Dragonsnake	4
Bare Chassis (Mercer Cobra)	1
Willment Coupe	1
COB/COX Street Car	1
COB/COX Race Car	59
TOTAL LEAF SPRING 289 COBRA	579
TOTAL LEAF SPRING COBRA	654
Coil Spring Cobra - Big Block Engine	
Street Car	260
Prototype Competition Roadster	2
Production Competition Roadster	23
Semi-Competition Roadster	27
Daytona Super Coupe	1
Chassis Only	3
COB/COX Cars	27
TOTAL COIL SPRING COBRA	343

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PRODUCTION NUMBERS & ENGINE SPECIFICATIONS

HIGH PERFORMANCE MUSTANGS 1964 -1973

GT	
1965 GT	15,079
1966 GT	25,517
1967 GT	24,079
1968 GT	17,458
1969 GT	4,973
TOTAL GT	87,106

MACH 1	
1969 MACH 1	72,458
1970 MACH 1	40,970
1971 MACH 1	36,499
1972 MACH 1	27,675
1973 MACH 1	35,440
TOTAL MACH 1	213,042

SELECTED PERFORMANCE ENGINE SPECS

289 HIGH PERFORMANCE 271 HP

VIN letter code	K
BHP @ RPM	271 @ 6000
Torque @ RPM	312 @ 3400
Bore. Inch	4.00
Stroke. Inch	2.87
Cubic Displacement	289
Compression Ratio	10.5 to 1
Fuel Required	Premium
Carburetor	Autolite 4V
CFM Rating	480
Intake port inches	1.05x1.94
Exhaust port inches	96x1.24
Camshaft Type	Mechanical
Valve lift; Intake/Exhaust	.460/.460
Duration; Intake/Exhaust –degrees	310/310
Normal Oil Pressure	35-55 psi @ 2000
Used on	1965-67 Mustang GT

SELECTED PERFORMANCE ENGINE SPECS

BOSS 302 4V 290 HP

VIN letter code	G
BHP @ RPM	290 @ 5800
Torque @ RPM	290 @ 4300
Bore. Inch	4.03
Stroke. Inch	3.00
Cubic Displacement	302
Compression Ratio	10.5 to 1
Fuel Required	Premium
Carburetor	Holley 4V
CFM Rating	780
Intake port inches	1.75x2.50
Exhaust port inches	1.74x2.00
Camshaft Type	Mechanical
Valve lift; Intake/Exhaust	.477/.477
Duration; Intake/Exhaust –degrees	290/290
Normal Oil Pressure	35-60 psi @ 2000
Used on	1969-70 Boss 302 Mustang

HIGH PERFORMANCE MUSTANGS 1964 -1973

BOSS	
1969 BOSS 302	1,628
1969 BOSS 429	857
1970 BOSS 302	7,013
1970 BOSS 429	499
1971 BOSS 351	1,806
TOTAL BOSS	11,803

428 COBRA JET	
1968 COBRA JET	1,299
1969 COBRA JET	13,261
1970 COBRA JET	3,489
TOTAL 428 COBRA JET	18,049

SELECTED PERFORMANCE ENGINE SPECS

428 CJ RAM AIR 4V 335 HP

VIN letter code	R, Q for non-ram air
BHP @ RPM	335 @ 5200
Torque @ RPM	440 @ 3400
Bore. Inch	4.13
Stroke. Inch	3.98
Cubic Displacement	428
Compression Ratio	10.6 to 1
Fuel Required	Premium
Carburetor	Holley 4V
CFM Rating	735
Intake port inches	1.34x2.34
Exhaust port inches	1.28x1.84
Camshaft Type	Hydraulic
Valve lift; Intake/Exhaust	.481/.490
Duration; Intake/Exhaust –degrees	270/290
Normal Oil Pressure	35-60 psi @ 2000
Used on	1968 GT, 1969-70 Mach I, 1968 Shelby GT500 KR & 1969-70 GT500

SELECTED PERFORMANCE ENGINE SPECS

427 Medium Riser 4V 425 HP

VIN letter code	N/A
BHP @ RPM	425 @ 6000
Torque @ RPM	480 @ 3700
Bore. Inch	4.23
Stroke. Inch	3.78
Cubic Displacement	427
Compression Ratio	11.6 to 1
Fuel Required	Premium
Carburetor	Holley 2 x 4V
CFM Rating	1304
Intake port inches	1.34x2.34
Exhaust port inches	1.28x1.84
Camshaft Type	Mechanical
Valve lift; Intake/Exhaust	.500 /.500
Duration; Intake/Exhaust –degrees	306/306
Normal Oil Pressure	35-65 psi @ 2000
Used on	1967 Shelby GT500

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ENGINES - CARBURETION AND FUEL SYSTEMS

The importance of installing the right manifold for your application cannot be overstressed. Install the wrong one, and you'll sacrifice precious horsepower. Without a good manifold, you can never achieve proper cylinder balancing, no matter how much attention is focused on the rest of the engine. We offer what our R&D has proven to be the best manifold choices for achieving maximum horsepower from our engines. The selections below reflect many years of dyno testing, as well as success on the street and racetrack. We also offer custom intake manifold porting that can range from a mild to maximum effort. Please consult our engine department to discuss options available for your specific application.

COBRA DUAL PLANE MANIFOLD

This is a high-quality reissue of the original Cobra intake that came as original equipment on the early Shelbys, made by Blue Thunder Products. A superior casting to the originals in every way, this manifold boasts a much-improved port design for a significant power gain over the original piece. The perfect combination of increased performance with visual originality make this intake manifold a great choice. No more hassles with old castings that have outlived their useful days.

273-302C4V 289-302 small block



EDELBROCK PERFORMER RPM MANIFOLD

This dual-plane manifold is available for both big and small block engines. It is capable of excellent high rpm power while still delivering good throttle response. Because it is legal for most all vintage-racing venues, we've done extensive development on this particular manifold. It is absolutely one of the best manifolds for all around use, and when modified, it's a great all-out race piece as well.

293-7121 289-302 small block

293-7181 351 W small block

293-7105 390-427-428 FE big block w/low or medium rise heads



EDELBROCK VICTOR JUNIOR

A high rpm single-plane manifold, designed for the racer who is looking for horsepower on the high end. This manifold typically produces 15-30 more horsepower on a well-prepared race engine without sacrificing much of its valuable midrange power. For use where rules allow the use of a single-plane intake manifold. Will increase air cleaner height approximately 1/2".

293-2921 289-302 small block

293-2980 351W small block, SVO block w/ 9.2" deck

293-2981 351W small block, standard 351W block w/ 9.5" deck



EDELBROCK SUPER VICTOR MANIFOLD

This single-plane manifold is capable of even higher rpm than the Victor Junior. Designed for all-out racing, it's well-suited for competition 289-302 engines with an 8.2" deck height and aftermarket Windsor-style racing cylinder heads. This is an excellent manifold for large-displacement drag racing engines, delivering huge power gains from 4500 to 8500 rpm. Carburetor pad is 3/4" taller than the Victor junior manifold.

293-2928 289-302 small block w/ 8.2" deck

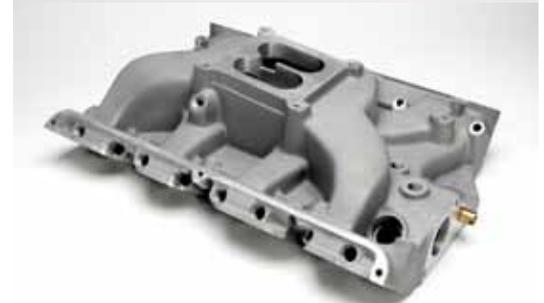


FORD FE-SERIES BIG BLOCK MEDIUM RISER MANIFOLD

Another beautiful intake recreated by Blue Thunder Products. This is an exact copy of the original Ford Medium Riser 427-428 Interceptor dual-plane manifold. Like all Blue Thunder reproductions, this manifold offers greatly improved flow characteristics over the original; while it resembles the original 60's Ford item, it will outperform its older counterpart by a wide margin. This is a direct bolt-on replacement for your 428 Cobra Jet, 427 Medium Riser, or 390 cu. in. engine. Offered with two different port configurations for 390-428 engines and the 427 Medium Riser engine. Delivers excellent performance throughout the entire RPM range, all the way to the very top-end.

303-428CJ4V ALL 390-428 FE big blocks w/low or Cobra Jet heads

303-427MR4V 427 Medium Riser



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ENGINES - CARBURETION AND FUEL SYSTEMS



390/427/428 FE 2X4 MANIFOLD

DUAL QUAD MANIFOLDS

Nothing looks as good as multiple carburetion on a Ford V8. We offer perfect reproductions of the original Ford 427 Medium Riser and 289 dual quad intake manifolds. These are our specialty.

This 390-428 intake at the left is the same one that would have come on any 427 Medium Riser-powered vehicle, as well as 1967 Shelby GT500's. The 289 2X4V intake manifold pictured at the bottom of this page is exactly as sold by Ford through its original High Performance Parts catalog. Both have Holley carburetor bolt patterns and improved port designs to deliver significant power increases over original stock units. These are direct replacements without worrying about old castings that have cracked, been overworked, or repaired. Also available as a complete unit with carburetors, linkage, fuel log and air cleaner.

- 303-IM427-8V** Intake Manifold, 2x4 BBL, 427 Medium riser
- 303-L427M** 427 Medium Riser 2x4 bbl linkage
- 303-FL427M** 427 Medium Riser 2x4 bbl fuel log
- 303-IM289-8V** 289-302 dual quad intake manifold only



CUSTOM HOLLEY RACING CARBURETOR

BLUEPRINTED AND REPRODUCTION CARBURETORS

Blueprinted carburetors work great on the street as well as on the track, providing improved throttle response along with added power. We also offer blueprinted multiple carburetion for our dual quad setups with matched pairs of Holley carbs for your big or small block engine. Please specify the application so the correct CFM and level of modification can be selected.

- BLP-650** BLP 650HP Weekend Warrior, Pro-Street/Strip & Open Track carburetor
- BLP-650PF** BLP 650HP Pro Flow, Road Race carburetor
- BLP-650NASCAR** BLP 650HP NASCAR Version, Road Race carburetor
- 273-HC1** Holley 715 CFM, New Repro, center pivot float, Manual choke, 65 Shelby GT-350 "S2MS Style"
- 273-600-BJBK** Pair, Holley Dual Quad, 600 CFM repro BJ/BK vac. secondary
- 273-450M** Pair, Holley Dual Quad, 450 CFM chokeless mech. secondary
- 273-465V** Pair, Holley Dual Quad, 465 CFM auto choke vac. secondary



HOLLEY 715 CFM REPRODUCTION



READY-TO-RUN 289-302 2X4V SYSTEM

COMPLETE DUAL QUAD CARBURETION SYSTEMS

Our dual quad intake manifolds are also available as 100% complete kits with carburetors, fuel logs, linkage, and air cleaners (Note: all complete kits are shipped un-assembled). Shown here is our small block Ford unit, fully equipped, less air cleaner. A variety of air cleaner assemblies are available to suit your taste. Please consult one of our engine specialists for assistance.

- 100-2x4-427MR** Complete 2x4 BBL system, 390/427/428 incl. manifold, (2) 600 CFM repro BJ/BK carbs, linkage, fuel log, and studs
- 100-2x4-SB390M** Complete 2x4 BBL system, 289-302 incl manifold, (2) 390 CFM Holleys carbs, linkage, fuel log, and studs

Note: Complete dual quad kits **do not** include air cleaners

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ENGINES - CARBURETION AND AND FUEL SYSTEMS

289/302/351W WEBER CARBURETION SYSTEM

Since the mid 60's, Weber 481DA's have been the ultimate carburetion system, and they're still at home on small block Ford engines in GT350's and Cobras. It would take an entire book to describe how they work and why they are still the best all-around carburetion system available for the street or road racing. The secret is perfect fuel distribution. Four twin-throat carburetors dedicate one barrel to each cylinder on an independent runner (IR) manifold. The bottom line is that nothing can match them for throttle response and torque throughout the entire rpm range, and they are STILL virtually unmatched for all-around performance. Each Weber carburetion system is custom-built to order, based on your engine's specifications.

Please call to discuss engine details.



289 COBRA FIA WATERNECK

The FIA waterneck on the competition Cobras was a completely unique piece, and is fabricated entirely from steel tubing, with a fuel log mounted on top for the four Weber carburetors. The one seen here has been outfitted with -AN fittings for braided s.s. fuel lines, but they are also available with original-style nipple fittings for the neoprene fuel lines. These waternecks gave the fuel hoses the nickname "octopus fuel lines".

100-FuelLog-WaterNeck Fuel Log / Water Neck, 289 Cobra, Weber application w/ AN fittings

100-FuelLog-WaterNeck-N Fuel Log / Water Neck, 289 Cobra, Weber application w/Nipples



HOLLEY LOW PRESSURE REGULATOR FOR WEBER CARBS

Unlike four barrel carburetors, Weber carburetors are designed to flow a lot of fuel at a much lower pressure. The maximum recommended fuel pressure is 3.5 psi, and this regulator is the correct one. It looks identical to Holley's standard 4-9 psi regulator, but it is for applications requiring 0-4 psi. This regulator is the right choice for use with all Weber carburetion systems.

HOL-12-804 Fuel pressure regulator, 1-4 PSI, 3/8 NPT



FUEL PUMPS

More reliable than electric fuel pumps, these pumps are highly preferred over the electric pumps for our performance and competition cars. Manufactured by CARTER, one of Fords OE suppliers, these street pumps are rated at 120 gallons per hour with 6 psi of fuel pressure. The competition pumps deliver 172 gallons per hour at a constant 8 psi of fuel pressure. No regulator is required with single or dual four barrels.

232-M7904G 289-351W race application

232-M60454 289-351W street application

232-M6905 390-428 big block street application

CV2522 289-351W billet competition only fuel pump



FOUR BARREL RETURN SPRING KIT

If you're running a typical Holley 4150/4160 series four-barrel carburetor, this bracket kit will cure your throttle linkage return problems. It comes with dual return springs and it's built rugged enough for competition. Chrome bracket is suitable for any show car. Includes one set of heavy springs and one set of light springs.

MOR64927 Return spring and bracket kit



HOLLEY 715 CARBURETOR REBUILD KIT

The 1965-67 Shelby GT350's came with a very special 715 CFM Holley carburetor. Here is a complete rebuild kit for the 715 CFM Holley. These carburetors are quite unique, with special NASCAR-style float bowls that were only used on the 1965-67 GT350 Shelby Mustangs. The kits include special needles & seats for these carburetors, and all the components you'll need to completely rebuild your carburetor, including a new secondary vacuum diaphragm. These kits are no longer available from Holley, so we had them specially reproduced. Obviously, they will not last forever, so order one for your carburetor now, either for a rebuild or to have as a spare, while the components are still available.

333-442 (each)



ENGINES - CARBURETION AND FUEL SYSTEMS



SINGLE INLET

DUAL INLET

EARL'S FUEL LINE KITS FOR DUAL FEED HOLLEYS

Earl's fuel kits are offered in MIL SPEC TYPE III hard anodizing, "Ano-Tuff" (AT) for superior wear and corrosion resistance. Bowl fittings are contoured for improved flow. The dual inlet line has a -8 threaded opening on both ends for applications where a pressure gauge is desired in the line.

EARAT101295 Fuel Log, -8, Pro-Lite line, single inlet for Holley 4150 Carb.

EARAT101296 Fuel Log, -8, Pro-Lite line, dual inlet for Holley 4150 Carb.



427/428 DUAL QUAD FUEL LOG

427/428 FACTORY REPRO 2X4 FUEL LOG

This is an exact replica of the factory fuel log that was supplied on the original dual quad FE engines from Ford, original factory linkage supplied on the dual quad 289 and 427/428 Ford FE engines. Beautifully replicated with factory-correct plating.

303-FL427M Reproduction 2x4 bbl linkage kit, 390/427/428



427/428 DUAL QUAD LINKAGE KIT

427/428 2X4 BARREL LINKAGE KIT

Our dual quad linkage kit is an exact copy of the original factory linkage supplied on the dual quad 289 and 427/428 Ford FE engines. Beautifully replicated with factory-correct plating.

303-L427M Reproduction 2x4 bbl linkage kit, 390/427/428

303-L289 Reproduction 2x4 bbl linkage kit 289/302 OE style (not pictured)



14" 289 HI-PO/428 CJ

COMPETITION K&N AIR CLEANERS

Proper air filtration is critical, and so is the breathing requirement of a high-output engine. Minimal hood clearance with the use of free-breathing intake manifolds will often create air cleaner interference issues. In many cases, there is very little room. K&N Engineering offers solutions, with air cleaners that have become the standard of the industry. Special 1" drop-base air cleaners allow the use of a full 3" tall air cleaner element and a very important 1" spacer plate under the carburetor. For additional breathing, K&N's Extreme Air Cleaner Cover is the way to go. This cover allows additional air to be forced into the engine without critical carburetor signal disturbance. K&N air cleaner elements are reusable, and when washed and maintained correctly, they will last forever.

217-601280 Air cleaner assembly, K&N, drop-base, 14" x 3"

217-601170 Air cleaner assembly, K&N, standard base, 11" x 2-1/8"

ELEMENTS ONLY:

217-661401 Air Filter Top, K&N X-Stream Airflow, 14" Hi-Flow

217-661101 Air Filter Top, K&N X-Stream, 11" Hi-Flow

217-E1560 Air filter element, K&N, 13.25" X 2.1875"

217-E1650 Air filter element, K&N, 14" X 3"

217-E3740 Air filter element, K&N, 14" x 2-5/16" for CJ and 289 Hi-Po

217-E2600 Air filter element for Stelling & Hellings Cobra air cleaner (Special Order)

AF7 Air filter element, oval, 2-1/4" tall, washable and reusable



"X-STREAM" AIR CLEANER TOP



2-1/4" TALL OVAL AIR CLEANER ELEMENT

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ENGINES - IGNITION

DISTRIBUTORS AND IGNITION PARTS

MSD electronic distributors have consistently given us the kind of reliability we look for on or off the racetrack because they deliver consistent ignition performance at extremely high RPM's. Fully rollerized needle-bearing main shaft, and a completely adjustable advance curve make this the perfect choice for reliability.

- 233-8582** 289-302 small block MSD billet distributor
- 233-8579** 289-302 small block MSD billet distributor, small diameter version
- 233-8594** 390-428 FE big block MSD billet distributor
- CA-30-2809** Our 289-302 FIA race-modified Ford dual point distributor
- CA-30-2899** Our (street) 289-302 distributor, modified to trigger MSD box
- CA-30-2897** Our (street) 390-427-428 distributor, modified to trigger MSD box

SERVICE PARTS

Cobra Automotive Heavy Duty Replacement Points, condensers, rotor & cap for Ford distributors specially selected by Cobra Automotive for this application.

- ACC110223** Points, Dual Point, Ford V8, 2 required. We tested several makes on our Sun distributor tester and found these able to resist point bounce to 7,000 rpm plus. We use these exclusively in our modified FIA race distributors and cars.
- ACC100211** Condenser for Ford dual point distributor
- ACC8222** Distributor Cap & Rotor, Ford V8 (black cap)
- 233-8408** MSD distributor cap for 289-302, red
- 233-8431** MSD distributor cap for small diameter Ford 289-302, Red
- 233-84313** MSD distributor cap for small diameter Ford 289-302, Black
- 233-8433** MSD distributor cap for 390-428 distributor, red
- 233-8423** MSD Rotor for billet 289-302 distributor
- 233-8467** MSD Rotor for 289-302 small diameter distributor
- 233-8583** MSD 282-302 Bronze gear for roller cam use, .466" ID
- 233-8581** MSD 390-428 Bronze gear for roller cam use, .530" ID
- 35200** MSD Composite Carbon Ultra Poly gear, 289-351W, .467" shaft
- 233-HDW11075** Roll Pin, Heavy Duty for distributor gear
- C3AZ12270A** Distributor Hold Down, Small Block Ford
- 233-8464** Advance Kit, MSD, for all billet & Pro-Billet distributor
- 233-84661** Magnetic Pickup, MSD, for all billet & Pro-Billet distributor
- 233-8860** MSD replacement distributor lead, 2 wire mag trigger, 6' long



IGNITION COIL

The MSD Blaster Coil is the recommended coil for most racing application ignitions. Max output is 45,000 volts. This unit has a special construction to insure against failure from excessive vibration. A must for high energy ignition systems.

- 233-8202** MSD Blaster 2 coil
- 233-8222** Coil, MSD Blaster, High Vibration, Black. Requires ballast resistor sold separately to work w/points
- 233-8214** Ballast, MSD for points application, 0.8 ohm
- 233-8200** Coil, MSD Blaster 2, Chrome with ballast for points
- M-12044-A2** Coil Bracket, Chrome, 1965-73



IGNITION BOX

This box is the standard of the industry. The new 233-6425 has 2 rotary dials to set the limit in 100 RPM increments and incorporates a sealed connector for all the wiring. Additional rev modules for the 233-6420 are still available separately. Comes with a built-in rev limiter and plug-in module to change the RPM limits in seconds. Rev-limiting modules in 100 RPM increments with 3000, 6000, 7000, and 8000 rpm modules supplied in the box. Some tachometers need MSD tach adapter for ignition box compatibility.

- 233-6420** Ignition Box, MSD 6AL with plug in rev limiter modules
- 233-6425** Ignition Box, MSD Next Generation Digital 6AL Ignition Control w/Soft Touch Rev. Control, includes wire harness
- 233-6430** Ignition Box, MSD 6ALN (NASCAR) with 6 Pin Connector & plug in rev limiter modules
- 233-8920** Tach Adapter, MSD, for magnetic trigger
- 233-8830** Noise Filter, MSD, w/cover. Reduces interference w/in-car camera systems



ENGINES - IGNITION / ALTERNATOR / STARTER



SPARK PLUG WIRE SETS

MSD 8.5 mm super-conductor wire sets are the finest in the industry and we recommend them for race or street. They offer an extremely low resistance of less than 50 ohm's per foot, for more spark energy to your plugs. Copper alloy conductors wrapped in a series of silicone and synthetic materials make this wire an excellent choice for street-friendly suppression or competition use. Multi-angle MSD wires sets are bend-to-fit. MOROSO sets for Street/performance. Our own wire kit uses MOROSO Ultra-40 wire and is for any all-out racing application.

- CA-WIRE KIT** Wire Kit, competition for V8, 135 degree, 8.65 mm w/blue insulated sleeve material, wire # markers & self vulcanizing tape
- 233-31199** Wire Set, MSD, Multi-Angle, 8.5 mm, Red, for Early or HEI dist cap
- 233-31193** Wire Set, MSD, Multi-Angle, 8.5 mm, Black, for Early or HEI dist cap
- 233-31239** Wire Set, MSD, 90 deg, 8.5 mm, Red, for Early or HEI dist cap
- 233-31233** Wire Set, MSD, 90 deg, 8.5 mm, Black, for Early or HEI dist cap
- 249-73232** Wire Set, MOROSO, Straight, 8 mm, Black
- 249-73233** Wire Set, MOROSO, 135 Degree, 8 mm, Black



VOLTAGE REGULATORS AND STARTER SOLENOIDS

- 103164** Voltage regulator, Black/Silver w/Autolite C5AF, 1965-67, 65 Amp
- 100-316A** Voltage regulator, "Solid State" Conversion, Black/Silver w/Autolite C5AF, 1965-67
- 11450** Starter solenoid w/FoMoCo oval logo, 1965
- 11450A** Starter solenoid w/FoMoCo, late 1965-66

SPARK PLUGS

- ATL45** Spark plug, ea, Autolite resistor, 18 mm, tapered, 13/16 hex, replaces BF42
- CH-668** Spark plug, ea, Champion racing V55C, 14 mm, tapered, 5/8 hex (equal to Autolite AR131, pictured)
- AR132** Spark plug, ea, Autolite racing, 14 mm, tapered, 5/8 hex
- AR133** Spark plug, ea, Autolite racing, 14 mm, tapered, 5/8 hex
- AR3932** Spark plug, ea, Autolite racing, 14 mm, gasket, 5/8 hex
- NGK3442** Spark Plug, ea, NGK Racing, 14mm, tapered, 5/8 hex, R5673-9 (equivalent to Autolite 132)
- NGK4050** Spark Plug, ea, NGK Racing, 14mm, tapered, 5/8 hex, R5673-10 (equivalent to Autolite AR131)



HIGH TORQUE ALTERNATORS

- 7058-100AMP-HD** Alternator, Ford 100 amp, racing, one wire w/HD rectifier (OE body w/ regulator)
- C5AF-10A352-H** Pulley, 3.87", gold zinc finish, 1965-67, 289 Hi-Po, 1969-70 Boss 302 & Boss 429
- C5AZ-10A310-B** Fan, 13 blade, gold zinc finish, 1965-67, 289 Hi-Po (must paint black for 1965)
- 7127-1** Alternator, Delco Race, 1 wire, 85 amp, must drill long boss to 7/16 hole & make spacer (PICTURED)
- MOR64800** Pulley, Race, 5" diam, Ford & GM 21/32" shaft, aluminum, deep groove
- KRC-POW8162** Alternator, Powermaster, race, 1 Wire, 138 mm Denso, 50 AMP, 12 volt, heavy duty
- KRC-40140300** Pulley, race, Powermaster alternator, 2.5" diam, aluminum, single 3 groove



HIGH TORQUE STARTERS

Designed for use where space is at a premium or where extra torque is required to crank a high-compression engine. These starters are also excellent for solving oil pan and header clearance problems, and if you're still not convinced you need one, excessive heat takes its toll on regular starters, but these lightweight units are made to take it. They add reliability for any hot-running high output engine. Big block starter has multiple rotation possibilities; can be indexed to where it works best for you.

- 244-MA49** 289-302 Lightweight, standard trans w/large 164 tooth flywheel & bellhousing, high torque, includes solenoid lead
- 244-MA50** 289-302 Lightweight, FLEXPLATE application, high torque, includes solenoid lead
- 244-MA55** 289-302 Lightweight, FLYWHEEL application, high torque, includes solenoid lead
- 244-PSL101** 390-427-428 FE Lightweight, FLEXPLATE or FLYWHEEL application, high torque, includes solenoid lead

ENGINES - VALVE COVERS

COBRA OPEN LETTER ORIGINAL STYLE VALVE COVERS

1965-66 valve covers. These are an exact reproduction of the sand-cast version of the Cobra valve cover that was used in 1965 through early 1966 Shelby Mustang GT350. After that, the die-cast black wrinkle finish covers were used from mid-1966 to the end of the Shelby Mustang run in 1970. These covers were used on the 289 Cobras as well. They fit all 260-289-302 and 351 Windsor engines, and are virtually impossible to tell from the originals. They feature the same polished fins, inner baffles, and all proper hardware and trim. The perfect touch for any restored Shelby or small block Ford powered car.

100-VC1 Original style (pair)



COBRA OPEN LETTER "TALL STYLE" VALVE COVERS

These Cobra valve covers are similar to those used on the 1965 and early 1966 Shelby GT350's but are engineered for use with more modern high RPM valve train components. Fits all 260-289-302 and 351 Windsor engines. They are taller than the original type, with a flat top to clear the roller rockers and the poly-locks required for today's high RPM usage. Cast aluminum with highlighted fins.

100-VC2 Tall style (pair)



COBRA OPEN LETTER "TALL STYLE" 5.0 VALVE COVERS

These are same tall valve covers described above, except they are configured for 5.0 engines with the proper breather tube for closed emissions. They are taller than the original type with a flat top to clear the roller rockers and the poly locks required for today's high RPM usage. Cast aluminum with highlighted fins.

100-VC50 Tall style for 5.0 engines (pair)



SHELBY R-MODEL EXACT REPRODUCTION VALVE COVERS

These are highly accurate reproductions of the steel valve covers used on the original 1965 Shelby GT 350 R-Model race cars as well as the 1967 Mustang group 2 Trans Am race cars. Equipped with breather tubes that are positioned towards the front of the engine; fits all 260-289-302 and 351 Windsor engines. (For use with roller rocker arms, they require spacers, which are sold separately). Supplied in bare steel.

100-VC65R (pair)

303-VCS-302 7/8" thick valve cover spacers, pair, cast aluminum, 289/302/351W



COBRA COMPETITION MODIFIED FORD RACING VALVE COVERS

We modify these polished die cast Ford Racing valve covers for competition use, with a machining operation that allows press-in breather tubes that are positioned towards the front of the engine. They are 3.75" tall and will clear most stud girdles and roller rocker arms and will fit all 260-289-302 and 351 Windsor engines. Supplied with a pair of push-on chrome breather caps with hose barbs for vent hoses for a breather/overflow tank. The supplied breather caps (#250-6766A) are pictured on page 48.

100-M6582-E302 (pair)



ENGINES - VALVE COVERS



428 FORD SUPER COBRA JET "SNAKE" DIE CAST VALVE COVERS

These are exact copies of the original 1969-70 valve covers that came on Super 428 Cobra Jet powered vehicles and the '69-'70 GT500 Shelby Mustangs and Mach 1's. They were factory supplied on Super Cobra Jet engines and are on the accessory list above the plain finned Cobra Jet valve covers (the Ford part number in the Muscle parts catalog was C9ZZ-6582-B). They are perfect in every way, including the right die cast aluminum factory finish, just like the originals. Perfect for most all applications, as they have excellent valve train clearance and are low-profile enough so that you can still get to your spark plugs without master cylinder interference. Complete with internal baffles and spark plug loom brackets. Fits all 352-390-406-427-428 engines.

273-VC31 (pair)



428 FORD COBRA JET DIE CAST VALVE COVERS

Exact reproductions of the original 1969-70 valve covers that came on many 428 Cobra Jet powered vehicles including '69-'70 GT500 Shelby Mustangs. Perfect in every way, including factory finish, these are die cast aluminum just like the originals, and easily one of the most attractive valve covers offered during the heyday of the 428 CJ engine. Like the Snake covers above, these have excellent valve train clearance and are low profile enough so that you can still get to your spark plugs without master cylinder interference. Complete with internal baffles and spark plug loom brackets. They will fit all 352-390-406-427-428 engines.

273-VC32 (pair)



COBRA 427 ALUMINUM VALVE COVERS

These are an exact copy of the optional aluminum valve covers that came on the 427 Cobras. Very high quality cast aluminum covers with highlighted fins, just like the originals. They will fit all 352-390-406-427-428 engines. Complete with internal baffles and spark plug loom brackets.

273-VC427 (pair)



1963-64 FORD 427 GALAXIE "BALDY" CHROME VALVE COVERS

Exact reproduction of the famous 427 valve covers on the 1963-64 427 Galaxies. They were also used on 1964 Thunderbolt race cars along with 63-64 Lightweight Galaxies and the first big block GT40's. Plating is not quite show chrome, but will make a nice addition to your classic 427 Ford engine. Unlike anyone else, our valve covers come complete with the proper 427 Bird decal installed on them.

100-VC35 (pair) with 427 Thunderbird decals

273-VC35 (pair) NO decals

STK-427BIRD Decal (each) Ford 427 Thunderbird



427 PENT-ROOF VALVE COVER

This popular chrome valve cover came on many 427 engines in the 60's, including most 427 and 428 powered cars that included the 427 Cobras, 7 liter Galaxies, R-code 427 Fairlanes, and numerous racing vehicles of the day. These will fit all 352-390-406-427 and 428 engines, and will clear most all aftermarket roller rocker setups. They are outfitted with no breather holes, just like the originals, so a fill tube in the intake manifold and or a working PCV system will be required. Original valve covers are very hard to find and re-chroming them today will cost between \$200.00-300.00.

273-VC19E Pair, valve covers as pictured with emblems installed.

273-VC19 Pair, 390-428 engines without holes; no emblems

273-VC20 Pair, 390-428 engines with staggered breather holes, no emblems.

EMB52 Emblem (each)

ENGINES - VALVE COVERS / BREATHERS / OIL PANS

“POWERED BY FORD” 390 GT/428 COBRA JET VALVE COVERS

These are extremely high quality reproductions of the original 390 GT and 1968-69 428 Cobra Jet valve covers. They are triple chrome plated to an even nicer finish than the originals. They are correct for 390 GT Mustangs from 67-70 and 1967-1969 428 Cobra Jet powered cars, including Mach 1's. They will fit all FE engines, including 352-390-406-427 and 428's. Complete with original baffling inside and provisions for factory PCV grommet and twist on breather. An officially Ford licensed product. No more searching for old originals that will fit your needs.

273-VC33 (Pair)



COMPETITION VALVE COVERS

Cobra Automotive's competition valve covers are made exclusively for us by MOROSO and are not available anywhere else. They come with integral breather tubes with 12 AN male fittings, fill bung and cap with steel inserts. These covers will work great in conjunction with our 100-OFT-WB over flow tank.

100-VC-COMP (Pair)



MOROSO OVER FLOW TANK

Cobra Automotive's overflow tank is made exclusively for us by MOROSO. It's designed for a custom fit for mounting on the driver's side fender apron, just behind the radiator support. Beautifully fabricated with all-aluminum construction, it comes fitted with two -12 AN inlet bungs and a 3/8" NPT return bung. This is the exact same tank we use to handle the crankcase ventilation on our own 580 horse power vintage road race cars. Fits 1965 to 1970 Mustangs.

100-OFT-WB Overflow tank with twin breathers

100-OFT-Line Kit Braided Line Kit, for Cobra Automotive Overflow Tank, w/-12 "Pro-Lite" black nylon hose & fittings



100-OFT-WB

AUTHENTIC BREATHER CAPS

OFB2 Chrome Cap, FoMoCo logo, push on, open emission, 65-66 V8

EC564 Chrome, Motorcraft logo, twist-on for open emission, 1967-68 V8

250-6766A Chrome cap, FoMoCo logo, push-on for closed emission w/nipple for hose 1967 V8



OFB2

EC564

250-6766A

COBRA AUTOMOTIVE SMALL BLOCK FORD COMPETITION OIL PAN

Oil pan design can determine the difference between making or losing a significant amount of horsepower and reliability. When a 289 cubic inch race engine makes 560 horsepower, oiling is a serious matter, so COBRA AUTOMOTIVE enlisted Moroso to design its special Road Race Oil Pan, which is now standard equipment on every one of our race engines. Utilizing heavy duty aluminum construction with integrated "sump bash" guard, this pan is fabricated with billet CNC-machined front and rear main seals as well as billet rails for a leak-free fit. Inside, there is a removable solid windage tray above 4 trap doors with internal baffle to keep the 9 quarts of oil around the supplied specially braced pick-up. It has a 9-1/2" deep, 10" long front sump with Pro Style kick-outs and two 1/2" NPT sender bungs, one at the front and one on the left side. The 1/2" drain bung is at the left rear. Designed to fit 2-bolt or 4-bolt Dart and Ford 289-302 blocks, this oil pan will accommodate Ford early-style, late-style, and 5.0 style timing covers. By special arrangement, this pan is exclusively available from COBRA AUTOMOTIVE, and **IS NOT** available through Moroso or any of its dealers.

100-OIL PAN-COMP Oil pan and pick up



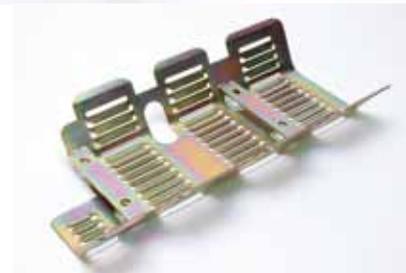
WINDAGE TRAY

Cobra Automotive uses the Canton Pro Louvered windage tray in our own vintage road race engines to keep "windage" around the crankshaft away from the oil in the sump while allowing oil coming off the crank to easily enter the sump. The one-way design keeps oil from the sump from getting into the rotating assembly during hard cornering, braking and accelerating. The benefits of using this windage tray are both horsepower savings and improved oil control. This 289-302 Ford windage tray for a front sump is designed to fit into stock and aftermarket oil pans. Mounting hardware sold separately.

20-931P Windage tray, Pro Louvered type, 289-302 small block, front sump

254-5501 ARP main stud kit, 2 bolt mains, Ford 289 and 302 blocks w/windage tray

154-5602 ARP main stud kit, 4 bolt mains, Ford Boss 302 and Dart Iron Eagle Ford Sportsman blocks w/windage tray



sales: 203-284-3863

email: sales@cobraautomotive.com

www.cobraautomotive.com

ENGINES - OIL PANS



212-AV2

AVIAD SHELBY GT350 R-MODEL & COMPETITION COBRA OIL PANS

Aviad oil pans were standard equipment on Shelby competition cars, such as GT350 R-models and the 289 and 427 competition Cobras. Those very same oil pans are offered today, and they deliver excellent track performance as well as vintage-correct appearance. All Aviad oil pans are full road race pans with custom oil pickups.

- 212-AV2** Oil pan, 289-302 R-Model, w/pickup, 7-1/2" deep x 12" wide x 10" long, 6 qt.
- 212-AV4** Oil pan, 289 Cobra road race w/pickup, 7-1/2" deep x 12" wide x 15" long, 8 qt.
- 212-AV3** Oil pan, 427 Cobra road race w/pickup, 6" deep x 12-1/2" wide x 18" long, 9 qt.



AVIAD BUD MOORE BOSS 302 TRANS-AM OIL PAN

Aviad oil pans were standard equipment on Shelby competition cars, such as GT350 R-models and the 289 and 427 competition Cobras. Those very same oil pans are offered today, and they deliver excellent track performance as well as vintage-correct appearance. All Aviad oil pans are full road race pans with custom oil pickups.

- 212-AV5** Oil Pan, 289-302, Boss 302/Bud Moore T/A type Road Race w/pickup 8.5 deep x 13.5 wide x 12 long, 8 qt.



AVIAD SMALL BLOCK ORIGINAL DESIGN GT-40 OIL PAN

Aviad oil pans were used on the small block Ford GT40s, and this pan is exactly like the pans used on the 5 liter GT40s that won Le Mans in 1968 and 1969, defeating Ferrari and Porsche prototypes. This is a full road race pan, made to fit with the 142 tooth ring gear style bell housing, and comes complete with custom oil pickup.

- 212-AV6** Oil pan w/pickup for 142 tooth ring gear, 6-1/2" deep x 11-1/2" wide x 14" long, 8 qt.



15-820 SHOWN WITH 15-821 PICKUP

CANTON STREET/STRIP & ROAD RACE OIL PAN PANS

Canton Racing Products offers a selection of Street/Strip pans for high performance street applications as well as Road Race pans, with proven oil control systems for competition use. Canton pans are fully Tig-welded from .059" steel with Gold Iridite plating for durability. Pickups are sold separately.

- 15-610** Oil pan, 289-302, street/strip, 8" deep x 13-1/2" wide x 8-1/2" long, 7 qt.
- 15-630** Oil pan, 289-302, road race, 8" deep x 13-1/2" wide x 10-1/2" long, 9 qt.
- 15-810** Oil pan, 390-428 FE big block, road race, 6" deep x 13" wide x 10" long, 8 qt.
- 15-820** Oil pan, 390-428 FE big block, road race, 6" deep x 13: wide x 10" long, 8 qt.



SHELBY COBRA LETTERED CAST ALUMINUM T-PAN

A beautiful reproduction of the original cast aluminum pan that came on the original Shelby Mustangs. Beautifully reproduced, complete with the original hinged "trap door" baffles to control oil slosh. The fins and lettering are also highlighted as original. Available for big and smallblock engines. Uses stock dipstick. Pickups sold separately.

- 273-OP2** Oil pan, 289-302, Shelby GT350, Cobra lettered, finned aluminum T type, 7.5 qt.
- 273-OP5** Oil pan, 390-428 FE Big Block, Cobra lettered, finned aluminum T type, 6.5 qt.



390 GT 428 FORD COBRA JET OIL PAN

Our reproduction Ford 390-428 Cobra Jet oil pan is an exact duplicate of the stock C6OZ-6675-A oil pan on the 390 GT and 428 Cobra Jet engines. Perfectly made with factory lines and stamping detail, including the FoMoCo logo with production stamping date. Correct for 1966-69 Fairlanes, 1968-69 Torinos, 1967-70 Mustangs, 1967-70 Cougars, 1967-70 Shelbys, and 1966-69 Comets. It retains the factory capacity of 5 quarts, with duplicate internal factory baffling. Supplied in virgin bare metal finish, this is a Ford licensed product reproduced from original Ford blue prints. Fits all 390-427-428 engines. Pickup sold separately.

- C6OZ-6675-A** Oil Pan, 390 GT- 428CJ, OE Style

ENGINES - OIL SYSTEM

OIL PUMPS AND OIL PUMP DRIVES

Melling has been the leading manufacturer of performance and racing oil pumps for over 65 years. These racing pumps feature extended drive shafts to prevent deflection at higher RPM and the high volume pumps flow 25% more due to their larger volume bodies. Our race-prepared version of the small block racing pump is a standard-volume unit for less parasitic drag, and the body and internal parts are Cryo treated and Teflon coated, then hand-assembled with a high pressure spring. A heavy duty oil pump drive is necessary, and we have found the ARP oil pump drives are the very best.

- 307-M68HV** 289-302 high volume oil pump
- M-10687** Melling 289-302 race oil pump, std. volume
- CA-M10687** Melling 289-302 race pump, Cobra Auto race prepared, std. volume
- 307-68-S** Oil pickup, 289-302, for OE-type pan
- 154-7904** Oil pump drive shaft, 289, 302, Boss 302, chrome moly
- 307-M57** Oil pump, 390-428, standard volume
- 307-M57HV** Oil pump, 390-428 high volume
- 307-57S1** Oil pickup, 390-428 FE big block, for OE type pan
- 154-7902** Oil pump drive shaft, 390-428 FE big block, chrome moly



SHELBY GT350 R-MODEL REPRODUCTION OIL COOLER KIT

This is an exact reproduction oil cooler kit as used on the original Shelby GT350 R-model race cars and Group 2 Mustang coup race cars. Accurate reproductions of the Cobra oil cooler adapter, oil cooler, mounting brackets, attaching clamps, and black cloth-covered oil lines with correct style fittings. Individual components available separately. Availability is limited.

- 100-8500** Oil cooler kit, complete, R-model, reproduction, 289-302
- 100-8500-BRACKETS** Brackets (pair) for R-model oil cooler, reproduction
- 100-8500-COOLER** Oil cooler only, R-model, reproduction
- 313-RADPT** Oil cooler adapter, COBRA 289-302, reproduction



SHELBY GT350 R-MODEL REPRODUCTION OIL COOLER LINES

These are the same lines supplied in the above kit, 5/8" black cloth-wrapped, re-enforced with fiber & steel braids and fittings that have the correct zinc dichromate plating. Meets SAE J1402 standards with a burst rating of 3,000 psi.

- 100-77-500** Line kit For OE style R-model oil coolers



COMPETITION LIGHT WEIGHT OIL COOLER ADAPTER KIT

This complete kit is specifically designed for use with our proprietary Griffin radiator with internal heat exchanger oil cooler. Comes with pre-assembled lines for early Mustang or Shelby race cars. Utilizes our reproduction aluminum Cobra oil cooler adapter for 289-302 engines.

- 100-7500** Oil cooler adapter kit for Griffin radiator with heat exchanger
- 313-RADPT** Cobra oil cooler adapter only



1965 SHELBY GT350 REPRODUCTION OIL PRESSURE LINE

Exact reproduction oil pressure line for the factory 1965 Shelby GT 350 Mustang, pre-assembled with proper Hexavalent-plated (chromium free) steel fittings. Black cloth-wrapped high pressure hydraulic line, 67" long and re-enforced with fiber & steel braids. Meets SAE 100R5 standards with a burst rating of 12,000 psi and a working pressure of 3000 psi. Don't take chances with a line that's over 40 years old. Perfect for replacing old original or incorrect lines on a 1965 Shelby or as a finishing touch on a restoration or "clone" project. Includes sending unit extension.

- 100-OPL65** Reproduction '65 GT350 Oil Pressure Line
- S1MS9B339R** Sending unit extension only



DIPSTICKS AND TUBES

(Please call for applications not listed here).

- C5AZ-6750-BC** Repro dipstick only, 1965-67, stainless handle, 289
- C5AZ-6754-A** Repro tube only, 1965, black, 289
- M-6750-A302** Dip stick & tube, Chrome, Ford Racing, 289-351W
- Dip Stick+Tube CJ** Repro chrome CJ dipstick w/steel tube, 428CJ, 66-67 390 GT



ENGINES - COOLING SYSTEM

GRIFFIN ALUMINUM SHELBY/MUSTANG COMPETITION RADIATORS



COMPETITION MUSTANG RADIATOR #260-001R

Griffin supplies radiators to many of the NASCAR teams. These special competition radiators are built by Griffin exclusively for Cobra Automotive. With 580 hp on tap, our vintage road race cars require the most efficient radiator we can fit into an early Mustang or Shelby. These radiators are made by Griffin to our exact specifications for a bolt-in fit, while retaining a stock-type appearance. These special aluminum radiators utilize factory radiator hoses, original R-model type mounting points and radiator cap location for ease of installation and maintenance. They can be ordered with a built-in Delphi heat exchanger, which uses lower water temperature to scrub off excessive oil temperature. We have seen as much as a 20-30 degree drop in oil temperature when using a heat exchanger type oil cooler. Our ultimate competition version, pictured here, also uses a reversed inlet hose position to ensure that coolant flows across the entire width of the oversize core. These units require the radiator support opening to be enlarged to fit the 23" wide by 16" tall double row core of 1-1/4" tubes.

- 260-001R** Radiator with heat exchanger (pass. side fill neck w/ no recess; driver side inlet) rated for 600 hp
- 260-001** Radiator with heat exchanger (driver side fill neck; pass. side inlet) rated for 600 hp
- 260-002** Radiator, no heat exchanger (driver side fill neck; pass. side inlet) rated for 600 hp



289 COBRA RADIATOR #260-010

GRIFFIN ALUMINUM 289 COBRA COMPETITION RADIATOR

This aluminum 289 Cobra competition radiator is also exclusively made for us by Griffin and is rated to handle 400 to 500 hp, depending on the air flow characteristics of your car. Our many seasons of successful experience campaigning 289 Cobras in vintage road racing has proven the performance and reliability of this unit. While designed to fit original 289 Cobras, this radiator can be adapted to fit replicas as well.

- 260-010** Competition radiator, 1963-65 289 Cobras, rated for up to 500 hp



CUSTOM GRIFFIN MUSTANG RADIATOR
WITH BOTH OUTLETS ON SAME SIDE
#260-003

GRIFFIN ALUMINUM SHELBY/MUSTANG PERFORMANCE RADIATORS

If you don't want to modify the radiator support in your car but still need the extra cooling capacity for a high horsepower engine, here are some offerings that will do the job. The two 600 hp rated radiators feature a double-row core of 1-1/4" tubes which will fit the stock radiator support without having to enlarge the opening. The two units rated for 400 hp have a double row of 1" tubes and will also fit without the need to modify the radiator support opening.

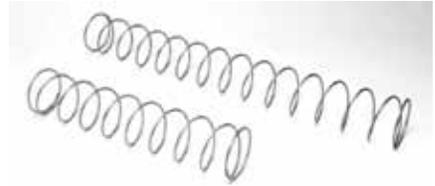
- 260-003** Radiator for stock application, 1965-66, w/oil cooler, manual trans., rated for 600 hp
- 260-005** Radiator for stock application, 1965-66, no cooler, manual trans. rated for 600 hp
- 260-004-A** Radiator for stock application, 1965-66 w/auto trans. rated for 400 hp
- 260-004-M** Radiator for stock application, 1965-66, manual trans. rated for 400 hp

ENGINES - COOLING SYSTEM

LOWER RADIATOR HOSE SPRINGS FOR '65-'70 MUSTANG

Stainless springs made just for us, to keep your lower hose from collapsing and prevent overheating. Replace your rusty ones; these are an absolute MUST.

- 100-RHS-SB** Small block Mustang 1965 – 70, 13" long x 1.625" O.D.
100-RHS-BB Big block Mustang 1967 – 70, 8" long x 1.625" O.D.



RADIATOR CAPS AND HOSES

These high pressure radiator caps are what we use on our vintage road race cars. We also carry thermostats, water restrictor kits and Concours MCA-approved radiator caps and hose sets.

- ALL-30134** Radiator cap, Stant racing, 19-22 lb
STA10229 Radiator cap, Stant, 13 lbs
GAT21953 Radiator hose, Gates, upper, 1965-70 Mustang, 289-302
GAT20475 Radiator hose, Gates, lower, 1965-70 Mustang, 289-302
GAT20573 Radiator hose, Gates, upper, 1967-70 Mustang, 390-428
GAT20615 Radiator hose, Gates, lower, 1967-70 Mustang, 390-428



HI PERFORMANCE ALUMINUM WATER PUMPS

Water pumps made by Edelbrock and Stewart Components are both approved by NASCAR. They offer improved impeller design for more flow, and oversized bearings for extended impeller shaft life. Aluminum construction reduces weight while dissipating heat better than OE iron pumps (Stewart pump has the most original appearance).

- 231-16103** Stewart pump, early 289-351W, open back, for early timing cover
215-8842 Edelbrock pump, early 289-351W, open back, for early timing cover
215-8841 Edelbrock pump, later 289-351W, closed back
215-8805 Edelbrock pump, 390-428 engines



SMALL BLOCK



BIG BLOCK

LIGHTWEIGHT COOLING FANS

Light weight and inexpensive, these fans work very well on the street or for competition use. Plastic flex-blade design produces minimal drag, yet still provides maximum cooling. No electric fans to fail, also very easy on water pump bearings.

- FLX415** 15" Competition
FLX416 16" Semi competition
FLX417 17" Street



FORD 289 HI-PO FAN FOR 1965-66 SHELBY GT350 MUSTANG

Our 289 Hi-Po fan looks correct on any 289 Hi-Po engine. Correctly riveted to match the original and high speed balanced. It is also correctly marked just like the original, with S-C3A0-C. These fans were unavailable for some time, so if you've been waiting for one to use on your car, the good news is that we have them.

- 273-FAN1** Reproduction factory 289 high performance fan



ENGINES - PULLEYS / BALANCERS



ALUMINUM PULLEYS

CNC machined billet aluminum pulleys for precision alignment. These are specially underdriven to turn water pumps and alternators slower and free-up more horse power.

- 100-1561/1932** Set, 20% underdrive, 2 groove, 289 (3 bolt crank pulley, RH pump)
- 100-1631/1632** Set, 20% underdrive, 2 groove, 289 (4 bolt crank pulley, LH pump)
- 312-1545** Pulley, crank, 5-3/4", 2 groove, 4 bolt, 289-351W
- 312-1560** Set w/alt pulley, 10% underdrive, 2 groove, 289-351W (3 bolt crank pulley, RH water pump)
- 312-1561** Pulley, crank, 5-1/2", 2 groove, 3 bolt, 289-351W
- 312-1562** Pulley, water pump, 6", 2 groove, 289-351W
- 312-1910** Pulley set w/alt pulley, 10% under drive, 1 groove, 390-428 FE
- 312-1911** Pulley, crank, 5-1/2", 1 groove, 390-428 FE
- 312-1912** Pulley, water pump, 6-3/4", 1 groove, 390-428 FE
- 312-1930** Pulley set w/alt pulley, 10% under drive, 2 groove, 390-428 FE
- 312-1931** Pulley, crank, 5-1/2", 2 groove, 390-428 FE
- 312-1932** Pulley, water pump, 6-3/4", 2 groove, 390-428 FE



ATI-917660AK

SFI APPROVED HARMONIC BALANCERS

Harmonic balancers are extremely important to the performance and reliability of any high performance or competition engine. Torsional vibrations will loosen or break bolts, allow main caps to move around on blocks and cause crankshafts to break. Crank twist is detrimental to cam timing and will cause power loss as well as promote crank failure. Premium Elastomer harmonic balancers offer outstanding durability and superior high frequency dampening. For all out competition use, we recommend ATI Super Balancers and BHJ balancers which are available in all-steel or aluminum and steel configurations. Please consult with our engine department for the best SFI approved balancer for your application and to ensure correct fit to pulleys and timing location.

- ATI-917660AK** ATI 289-302, zero balance, steel hub w/aluminum outer, early 289 timing location, for 3 bolt pulley, 6.325"
- FO-IB289-7** BHJ 289-302, zero balance, steel, early 289 timing location, for 3 bolt pulley, 6.2"
- 90006** Professional Products, '63-'69 289-302, 28 oz. ext. balance, fits 3 or 4 bolt pulley, 6.4"
- 80009** Professional Products, BB Ford FE, w/ removable single groove pulley, 7.5"



289 HI-PO BALANCER

289 FORD HI-PO HARMONIC BALANCER

This is a high-quality, exact reproduction of the original 289 Hi-Po harmonic balancer, made from the original Ford blueprints and identical in every manner with the exception of the Ford markings. Cast from high quality iron, fully-balanced and packaged in a box with the part number of C6OE-6316-A on it. This balancer is correct in appearance and will bolt onto any 289 Hi-Po engine from 1963-67. It will also fit any 289 with a standard 28 oz external balance to give it the 289 Hi-Po look. Will accept 3 bolt crank pulleys.

- 289-Hi-Po Balancer** Harmonic balancer, '63-'67 289 Hi-Po, 28 oz. external balance for 3 bolt crank pulley



428 FORD SUPER COBRA JET HARMONIC BALANCER

This is a high-quality reproduction of the original 428 SCJ harmonic balancer (original part number C8AE-6316-C). It's made from the original Ford blueprints and is identical in every manner with the exception of the Ford markings. A fully balanced, new replacement unit that will eliminate the old balancer with dried out rubber which allows the timing marks to move. The 428 SCJ balancer was unique to this engine because of the heavy duty connecting rods used in the rotating assembly. This will be correct and will bolt onto any 428 SCJ engine from 1969-70.

- 428-SCJ Balancer** Balancer and counter weight, 428 Super Cobra Jet only, 1969-70

ENGINES - EXHAUST SYSTEMS

STREET/STRIP EXHAUST HEADERS

Internal combustion engines are big air pumps, volumetric and thermal efficiency are keys to power and reliability. For street/strip applications we offer headers from Hooker and Stan's Headers. Hooker uses the 4-into-1 design with long transition collectors for reduced back pressure and increased flow. The Stan's Tri-Y headers are the best fitting Tri-Y's we've ever found. They offer nice spark plug clearance on small bolt-pattern heads with the 351W plug placement and provide an excellent overall fit. Optional silver ceramic high-temp coating inside & out is available, and we can also apply an additional "period correct" looking flat black top coating. Street/Strip headers will work with mechanical clutch linkages.

- 260Y-RAW** 65-70 Mustang, Tri-Y, 289-302 w/351W or aftermarket head, small bolt pattern, exc. Edelbrock
- 293-6901** Hooker Comp, 65-70 Mustang, 289-302, Std. 289 head bolt pattern, 1-5/8" primary & 3" collector
- 293-6208** Hooker Super Comp, 65-70 Mustang w/351W, Dart head wide bolt pattern, 1-3/4" primary & 3" collector
- 293-6114** Hooker Super Comp, 67-70 Mustang, 390-428 FE exc. 67 390 GT-GT500, 1-3/4" primary & 3" collector
- 100-COAT** High temp silver ceramic coat single piece headers inside & out
- 100-COAT-ADDBLK** Additional for flat black coating on outside only of headers



COMPETITION ROAD RACE EXHAUST HEADERS

Competition engines move so much air at high RPM that proper application of header design theory is crucial. With racers spending large sums of money on modified induction systems, it is only logical that an equal amount of attention be given to the exhaust "exit" side of the equation. Our competition road race headers are built exclusively for us under a proprietary arrangement with one of the cutting-edge manufacturers in the industry. It's all about gas particle movement and pressure wave activity. Our designer spent over 17 years in NASCAR Cup Racing, pioneering several advancements in exhaust technology in that field. The result is that these headers are the ultimate small block Ford road race headers available. Multiple step primary tubes mated with special merge-style collector is the secret to our header design. In back-to-back Dyno tests, these headers consistently show as much as a 30 HP increase over the leading race headers. An absolute must on all 500+ horsepower 289-302 road race engines. All competition headers are built to order. Headers for Mustangs must be specified for hydraulic or mechanical clutch applications. Cobra headers are sold without side pipes which must be specified separately.

- 100-EE-A100** 65-66 Mustang, Tri-Y, s.s. stepped, S.B. Ford, std. 289 head bolt pattern, 3" collector (specify hyd. or mech. clutch)
- 100-EE-A200** 65-66 Mustang, Tri-Y, s.s. stepped, S.B. Ford, RHS, World, Dart head, wide bolt pattern, 3" collector, (specify hyd. or mech. clutch)
- 100-EE-B100** 67-70 Mustang, Tri-Y, s.s. stepped, S.B. Ford, Std 289 head bolt pattern, 3" collector, (specify hyd. or mech. clutch)
- 100-EE-B200** 67-70 Mustang, Tri-Y, s.s. stepped, S.B. Ford, RHS, World, Dart head, wide bolt pattern, 3" collector, (specify hyd. or mech. clutch)
- 100-EE-B300** 67-70 Mustang, Tri-Y, s.s. stepped, Boss 302 Cleveland head bolt pattern, 3" collector, (specify hyd. or mech. clutch)
- 100-EE-Custom** Custom built to order, custom s.s. S.B. Ford, specifications & pricing subject to review
- 100-EE-G100** 289 Cobra, Tri-Y, s.s. stepped, S.B. Ford, std 289 head bolt pattern, 3" collector, for hyd. clutch linkage
- 100-EE-G200** 289 Cobra, Tri-Y, s.s. stepped, S.B. Ford, RHS, World, Dart head, wide bolt pattern, 3" collector, for hyd. clutch
- 100-EE-G300** 289 Cobra, 4-into-1, s.s. stepped, S.B. Ford, std 289 head bolt pattern, 3" collector, for hyd. clutch linkage
- 100-EE-G400** 289 Cobra, 4 into 1, s.s. stepped, S.B. Ford, RHS, World, Dart head, wide bolt pattern, 3" collector, for hyd. Clutch
- 100-EE-Sidepipe** 289 Cobra side pipes, s.s. 3" diameter, specify length, type of brackets & angle of cut



ENGINES - EXHAUST SYSTEMS

'65 SHELBY SIDE EXHAUST

This is the classic 1965 Shelby side exhaust system, faithfully reproduced in the original 2" diameter, compression bent just like the originals, but from longer lasting aluminized tubing. Ready to install, this complete system includes 2 each of the following: intermediate pipes, glasspacks, and tailpipes that exit in front of the rear wheels. The additional hanger kit is almost identical to the original that was used on the early production 1965 Shelys. Collectors are also listed as an additional item if needed (see below). The 2-1/2" version is recommended for semi-competition or high-horsepower engines, and will be noticeably louder than the 2" system. This exhaust system is perfect for a restoration or "re-creation" project. Not street legal in some states.



C5ZZ5257SSE Dual side exhaust system, 1965 Shelby style, original 2" size w/ glasspacks, for use w/headers

C5ZZ5257STH Dual side exhaust system, 1965 Shelby style, oversize 2-1/2" w glasspacks, for use w/headers

MHCC1 Collectors (pair) for use w/Tri-Y headers, 2" Shelby-style side exhaust

MHCC3 Collectors (pair) for use w/Tri-Y headers, 2-1/2", Shelby-style side exhaust

MHK09 Hanger kit for 1965 Shelby 2" side exhaust

MHK10A Hanger kit for 1965 Shelby 2-1/2" side exhaust

COMPETITION 3" OPEN SIDE EXHAUST SYSTEMS

Cobra Automotive's 3" diameter aluminized "open" side exhaust system is as simple, lightweight, and free-flowing as an exhaust system can get. All "slip fit" for easy assembly, includes four straight sections 36" long, two 45 degree elbows and 2 heavy duty hangers. Welding is required for installation, and requires 3" header collectors. The final installed length is 66" to the exit point in front of the rear wheels. This kit is also available with an "H" pipe which is supplied as two un-assembled "fish mouthed" sections to be final slip-fit and welded together. The advantage to running an "H" pipe is added horsepower through the RPM range due to equalization of the pressure waves. Fully adjustable to accommodate your headers; holes must be put into the intermediate pipes at the proper point and then the "H" must be cut-to-fit and welded into position. Additional flange kit will be required if bolt-on type header collectors are used.



100-EXOS-3 Side exhaust, open, 3" aluminized, all slip fit, 66" long, trim to fit

100-EXOS-3H Side Exhaust, Open, w/H-pipe, 3" Aluminized, all slip to fit, 66" long, trim to fit

COMPETITION 3' MUFFLED, DOWN TURNED EXHAUST SYSTEMS

Cobra Automotive's 3" diameter aluminized muffled, down-turned exhaust system is designed for race venues with sound restrictions. Low back-pressure Moroso Spiral Flow race mufflers cut noise by 5 to 7 decibels on their own. In total, this system can bring the overall decibels down from the 112-115 level to 100 decibels or less. Check your track's decibel limits and the location of the meters around the track. All "slip fit" for easy assembly; includes four straight sections, two mufflers, two down-turned tips and two heavy duty hangers. Welding is required for installation and requires 3" header collectors. The final installed length is 79" to the exit point in front of the rear wheels. This kit is also available with an "H" pipe which is supplied as un-assembled "fish mouthed" sections to be final slip-fit and welded together. The advantage to running an "H" pipe is added horsepower throughout the entire RPM range through equalization of the pressure waves. Fully adjustable to accommodate your headers, holes must be made in the intermediate pipes at the proper point, and then the "H" must be cut-to-fit and welded into position. Additional flange kit will be required if bolt-on type header collectors are used.



100-EXMD-3 Under car exhaust, muffled, 3" aluminized, w/downturns, all slip fit, 79" long, trim to fit

100-EXMD-3H Under car exhaust, muffled, w/H-pipe, 3" aluminized, w/downturns, all slip fit, 79" long, trim to fit

ENGINES - EXHAUST SYSTEMS

MUFFLERS, EXHAUST TURN DOWNS & FLANGES

We offer a full selection of items to install or complete your exhaust system.

For example, the Moroso Spiral Flow mufflers (pictured at right) are the same low restriction all-steel mufflers we use on our vintage race cars. Much more than low restriction mufflers, they feature specially engineered spiral baffles that cancel noise with minimal back pressure. These are the next-best thing to running an open exhaust for an absolute maximum free-flow. They will also effectively lower the decibel level by 5-7 decibels over open collectors.

Also listed below is the classic Cherry Bomb street glasspack for true, vintage sound, and two Dynomax muffler styles that we frequently use on restorations. One of the Dynomax mufflers features is the inlet and outlet at the same end, for building special application exhaust systems. Please call for items you need that are not listed here.

- 87516** Street muffler, Cherry Bomb glasspack, 29-1/2" long, 2-1/2" in & out
- DMX-17733** Street muffler, Dynomax, Super Turbo 14" body 18.5" length, openings are in center on one end and offset on opposite end. 2-1/2" in & out; fully reversible for ease of installation
- DMX-17676** Street muffler, Dynomax, Super Turbo 14" body 15.5" overall, 4-1/4" X 9-3/4", 2-1/2" inlet and outlet are on same end
- MOR94051** Race muffler, Moroso Spiral Flow, 3" in & out, 12" overall
- MOR94052** Race muffler, Moroso Spiral Flow, 3-1/2" in & out, 12" overall
- SPN-344DSC** Race muffler, Spin Tech Racing, 4" x 10" x 13", 3" in & out
- DMX-42448** Exhaust turn down, Dynomax, 3" ID (slip-fit) x 12" overall
- HOK11425** Exhaust flanges (3 bolt) w/gaskets, 2-1/2"
- HOK11430** Exhaust flanges (3 bolt) w/gaskets, 3"
- HOK11435** Exhaust flanges (3 bolt) w/gaskets, 3-1/2"



EXHAUST SPACERS FOR BIG BLOCK FORD FE

These are reproductions of the cast iron spacers used on the passenger side between the exhaust manifold and factory H-pipe on big block Ford FE engines. They are patterned after the Ford originals but have no butterfly or hardware. The smaller spacer is for the 390 GT or 428 Police Interceptor engines and replaces the heat riser valve which is often no longer functioning or even leaking. The larger spacer is for the 428 Cobra Jet engine, again fitting between the exhaust manifold and factory H-pipe. We also offer the correct "doughnut" gasket for either application. These pieces are next to impossible to find elsewhere, so we make them right here.

- 100-ES1311** Exhaust spacer, Ford 390 GT & 428 PI big block engine, 2"
- 100-ES1242** Exhaust spacer, Ford 428 Cobra Jet big block engine 2-7/16"
- 239-60985** Doughnut gasket, 390 & 428 except CJ, 2" cast steel
- C89450A** Doughnut gasket, 428CJ & Boss 429, 2-1/8" cast steel
- 239-60025** Gasket, exhaust spacer, 428 Cobra Jet w/manifold spacer
- F-524** Studs, exhaust pipe to manifolds, 390 & 428



ENGINES - FASTENERS



Connecting Rod Bolt Kits

289-302 standard 5/16	154-6002
Boss 302 & 351W.....	150-6004
FE 390-428.....	155-6002
428 Cobra Jet.....	155-6001

Main Bolt Kits

289-302 2 bolt main.....	154-5001
289-302 4-bolt main.....	154-5201
351W 2-bolt main.....	154-5003
351W 4-bolt main.....	154-5203
351C 4-bolt main.....	154-5204
390-428 FE.....	155-5201

Main Stud Kits

289-302 2 bolt main.....	154-5401
289-302 with windage tray 2 bolt main.....	254-5501
Boss 302 with windage tray 4 bolt main.....	154-5602
351W 2-bolt main.....	154-5403
351W 4-bolt main.....	154-5606
390-428 FE, Hex nuts.....	155-5401
390-428 FE, 12 point nuts.....	155-5421

Head Bolt Kits

289-302 with factory heads, Hex.....	154-3601
289-302 with factory heads, 12 point.....	154-3701
302 with 351W heads, 1/2 to 7/16 insert washer w/ 7/16 bolts, Hex.....	154-3605
302 with 351W heads, 1/2 to 7/16 insert washer w/ 7/16 bolts, 12 point.....	154-3705
351W with factory heads, Hex.....	154-3603
390-428 FE with factory heads, Hex.....	155-3601
390-428 FE with Blue Thunder heads, Hex.....	155-3604
427 SOHC, Hex.....	155-3602

Head Stud Kits

289-302 with factory heads, 7/16, Hex nuts.....	154-4001
289-302 with factory heads, 7/16, 12 point nuts.....	154-4201
289-302 with 351W heads, 1/2 to 7/16 insert washer w/7/16-14 cyl. block thread, Hex nuts.....	154-4005
289-302 with 351W heads, 1/2 to 7/16 insert washer w/7/16-14 cyl. block thread, 12 point nuts.....	154-4205
Boss 302, Hex nuts.....	154-4002
Boss 302, 12 point nuts.....	154-4202
351W with factory, SVO high port, Edelbrock aluminum, iron Dart heads w/ 1/2-13 cyl. block thread, 12 point nuts.....	154-4203
As Above with Undercut Studs.....	254-4703
390-428 FE with factory heads, Hex nuts.....	155-4001
390-428 FE with factory heads, 12 point nuts.....	155-4201
390-428 FE with Blue Thunder heads, 12 point nuts.....	155-4204
427 SOHC, Hex nuts.....	155-4002
427 SOHC, 12 point nuts.....	155-4202

Rocker Arm Stud Kits

3/8-24 x 1.750", Typical small block application.....	134-7101
3/8-24 x 1.895", Typical small block application w/ roller rockers.....	134-7104
7/16-20 x 1.770", Typical small block application.....	134-7103
7/16-20 x 1.900", Typical small block application w/ roller rockers & girdles.....	100-7101

Rocker Arm Adjusters - Perma-Loc

3/8-24 x .620 diam. Stamped steel rockers.....	300-8241
7/16-20 x .640 diam. Stamped steel rockers.....	300-8242
3/8-24 x .550 diam. Aluminum rockers.....	300-8243
7/16-20 x .550 diam. Aluminum rockers.....	300-8245

Valve Cover Stud Kits

Small Block, Aluminum, 1/4-20 x 1.500", black oxide, Hex nuts.....	200-7604
Small Block, Aluminum, 1/4-20 x 1.500", black oxide, 12 point nuts.....	200-7614
Small Block, Aluminum, 1/4-20 x 1.500", Stainless, Hex nuts.....	400-7604

Header Bolts & Kits

3/8-16 x 3/4", black oxide, Hex, 16 pcs.....	100-1102
3/8-16 x 3/4", black oxide, 12 point, 16 pcs.....	100-1202
3/8-16 x 3/4", Stainless, Hex, 16 pcs.....	400-1102
3/8-16 x 3/4", Stainless, 12 point, 16 pcs.....	400-1202
3/8-16 x 3/4" .53" flange, Stainless, Hex, EACH.....	TS-2-0830
3/8-16 x 3/4" .63" flange, Stainless, Hex, EACH.....	TS-2-0880

Oil Pan Bolt Kits

289-302-351C & 351W (early) black oxide, Hex.....	254-1802
289-302-351C & 351W (early) black oxide, 12 point.....	254-1801
289-302-351C & 351W (early) Stainless, Hex.....	454-1802
390-428 FE, black oxide, Hex.....	255-1802
390-428 FE, black oxide, 12-point.....	255-1801
390-428 FE, Stainless, Hex.....	455-1802

Oil Pan Stud kits

289-302-351C & 351W (early) black oxide, Hex nuts.....	254-1901
289-302-351C & 351W (early) black oxide, 12 point nuts.....	254-1902
289-302-351C & 351W (early) Stainless, Hex nuts.....	454-1901

Timing Cover & Water Pump Bolts

289-302 timing cover & cast-iron water pump, black oxide, Hex.....	154-1502
289-302 timing cover & cast-iron water pump, black oxide, 12 point.....	154-1501
289-302 timing cover & cast-iron water pump, Stainless, Hex.....	454-1502
289-302 timing cover & aluminum water pump, black oxide, Hex.....	154-1504
289-302 timing cover & aluminum water pump, black oxide, 12 point.....	154-1503
289-302 timing cover & aluminum water pump, Stainless, Hex.....	454-1504

Intake Manifold Bolt Kits

260-351W, uses 3/8 socket, black oxide, Hex.....	154-2001
260-351W, uses 3/8 socket, black oxide, 12 point.....	154-2101
260-351W, uses 3/8 socket, Stainless, Hex.....	454-2001
390-428 FE, black oxide, Hex.....	155-2002
390-428 FE, black oxide, 12 point.....	155-2102
390-428 FE, Stainless, Hex.....	455-2002

Carb Stud Kit

Standard 5/16 X 1.7" black oxide.....	200-2401
1" Spacer 5/16 X 2.7" black oxide.....	200-2402
2" Spacer 5/16 X 3.7" black oxide.....	200-2404

Harmonic Balancer Bolt Kit

260-428, black oxide, 12 point.....	150-2501
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Cam bolt kit

260-302, 1965-68, 3/8-16 x 1.460".....	154-1001
302-351W, 1969 & later, 3/8-16 x 1.580".....	155-1001
390-428 FE, 7/16-14 x 1.750".....	155-1002

Oil Pump Drive Shaft (Heat treated chrome molly steel)

289-302 and Boss302.....	154-7904
351W.....	154-7901
390-428 FE.....	154-7902

Flywheel Bolt kit

7/16 X 1.00" black oxide, 289-428.....	100-2801
7/16-20 x .950" black oxide, Tilton flywheel.....	350-2801

Flex Plate kit

7/16 X .680" black oxide, 289-428.....	100-2901
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Pressure plate bolt kits

5/16-18 w/ 1/2" head size, 289-460 1985 & earlier.....	150-2201
Metric 8 x 1.25, 302-351W 1986-95.....	150-2202
3/8-16 w/ 9/16" head size, 265-502 Chevy.....	130-2201

OIL SEALS

Inner Front Wheel Bearing Seal

64-73 Mustang w/ V8 Disc & Drum except 69 Boss, 70 GT350 & GT500.....	6815
69 Boss 302 Mustang & 70 Shelby GT350 & GT500.....	9150S

Rear Axle Seals

64-66 Mustang w/ V8 (fits # RW-207-CCRA bearing).....	NAT51322
67-73 Mustang ALL w/ 1-3/8" shaft (28 spline) except WCY axle (fits # RW-207-CCRA bearing).....	NAT9569S
69-73 Mustang ALL w/ 1-1/2" shaft (31 spline) except WCY axle (fits # RW-207-CCRA bearing).....	NAT9363S
67-70 Mustang ALL with WCY axle (fits # RWF-34-R bearing).....	NAT9161
57-72 old Ford large bearing (fits # 514003 bearing).....	NAT51098
74-79 new Ford large bearing (fits # A-20 tapered roller bearing).....	NAT3195

Pinion Seal

66-73 Mustang w/ Ford 9".....	NAT7044NA
66-73 Mustang w/ Ford 9", O-Ring for pinion seal above.....	248PKG
64-79 Mustang w/ Ford 8".....	NAT8181NA

Manual Transmission Input Shaft Seal

64-73 Mustang, Borg Warner T-10 & Ford toploader, small spline 1-1/16.....	NAT482208
67-73 Mustang, 390-429 w/ Ford toploader, big spline 1-3/8".....	NAT330663
Jerico 4 speed.....	JER-N11123

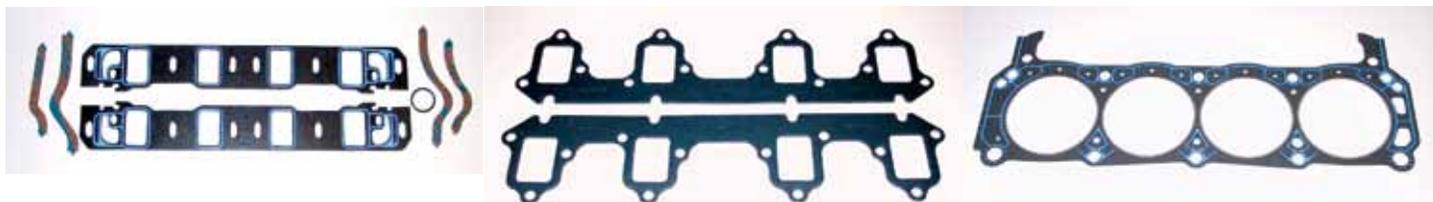
Manual Transmission Tail Shaft Seal

64-73 Mustang, 260-351W & 390 w/ Ford toploader, 28 spline-1.500" shaft.....	NAT470059
64-73 Seal & Bushing kit for above.....	NAT5201
64-73 Mustang, 390-429 w/ Ford toploader, 31 spline-1.690" shaft.....	NAT473234
64-66 Borg Warner T-10 Transmission.....	NAT7692S
64-66 Seal & Bushing kit for above.....	NAT5202
Jerico 4 speed.....	NAT9449

Automatic Transmission Tail Shaft Seal

67-70 Mustang 289-351W small block C4 Transmission.....	NAT7692S
67-70 Mustang 289-351W Seal & Bushing kit C4 Transmission.....	NAT5202
67-70 Mustang 390-428 big block C6-FMX Transmission.....	NAT7300S
67-70 Mustang 390-428 Seal & Bushing kit C6-FMX Transmission.....	NAT5203

ENGINES - RACE-PROVEN GASKETS



CYLINDER HEAD GASKET

- 239-1011-1** High-performance 260/289/302, 1962-82, pre flattened copper wire, steel core laminate, 4.100 bore/.041 thickness, compressed volume 9.0 cc
- 239-1011-2** High-performance Dart 289-302 head & 302 1983-95, pre-flattened copper wire, steel core laminate, 4.100 bore/.039 thickness, compressed volume 8.5 cc
- 239-1021** Boss 302 pre-flattened steel wire/steel core laminate 4.100 bore/.041 thickness compressed volume 9.2 cc
- 239-1022** 302 SVO/351W SVO w/large overbore pre-flattened steel wire/steel core laminate LH 4.150 bore/.041 thickness, compressed volume 9.5 cc
- 239-1023** 302 SVO/351W SVO w/large overbore pre-flattened steel wire/steel core laminate RH 4.150 bore/.041 thickness, compressed volume 9.5 cc
- 239-1133** Competition 289/302 PermaTorque multi layered steel, 4.100 bore/.041 thickness, compressed volume 8.8 cc
- 239-1020** 390/427/428FE big-block head gaskets pre-flattened steel/wire steel core laminate 4.400 bore/.041 thickness, compressed volume 10.1 cc

INTAKE MANIFOLD GASKET

- 239-1250** 260/289/302/351W all stock and small race-port heads port size 1.20 x 2.00, thickness .060
- 239-1262** 260/289/302/351W large race-port / World Products, "N" heads and GT40, port size 1.28 x 2.10, thickness .060
- 239-1248** Boss 302, all, port size 1.88 x 2.65, thickness .060
- BLP8085-047** 289-302, Competition .047 thick
- BLP8085-062** 289-302, Competition .062 thick
- BLP8085-095** 289-302, Competition .095 thick
- BLP8085-120** 289-302, Competition .120 thick
- 239-1246** 428CJ/428SCJ / standard and low-riser 427, port size 1.40 x 2.34
- 239-1247** 390/428 medium riser 427 port size 1.40 x 2.10

EXHAUST HEADER GASKET

W / PERFORATED STEEL CORE ANTI-STICK COATING

- 239-1415** 260/289/302/ stock or small race port, port size 1.25 x 1.48
- 239-1416** Boss 302 port size 1.89 x 2.19
- 239-1427** 289/302 " N" head, trick flow "R", port size 1.65 x 1.60
- 239-1487** 302 dart and TFS, E351 dual bolt pattern stock Ford and inline spread bolt, port size 1.42 x 1.62
- 239-1442** 390/427/428FE, except 14 bolt head, medium riser, 16 bolt holes in gasket, port size 1.40 x 2.04, thickness .060
- 239-1485** 390/427/428FE 1966-69 14 bolt cylinder heads, 1966-69 390 GT and 1966-67 428 T-Bird, 10 bolt holes in gasket, port size 1.43 x 2.12, thickness .060

VALVE COVER GASKET

- 239-1613** 260/289/302/351W, thickness 3/16, cork-rubber
- 239-1645** 260/289/302/351W, thickness 5/16, cork-rubber with steel core

- 239-VS13264C** 260/289/302/351W, standard thickness, standard cork
- 239-1636** Boss 302, thickness 1/4, cork-rubber with steel core
- 239-VS13264T** 260/289/302/351W, PermaDry Plus, High Temp w/ compression stops
- 239-VS13049C** 390/427/428FE, standard thickness, standard cork
- 239-1632** 390/427/428FE, thickness 3/16, cork-rubber

OIL PAN GASKET

- 239-OS13260C** 260/289/302, standard cork
- 239-OS30214C** 351W, standard cork
- 239-OS11701C** 390/427/428FE, standard cork
- 239-1809** 260/289/302/Boss 302/302 SVO, thickness 3/32, rubber-coated fiber (Except 351W)
- 239-1810** 1969-93 351W, thickness 3/32, rubber-coated fiber
- 239-1817** 390/427/428FE, thickness 3/32, 2 sets required for engines with windage tray, rubber coated fiber

OIL FILTER ADAPTER GASKET

- 239-70135** 390/428FE Big Block housing

REAR MAIN SEAL

- 239-2901** 260/289/302/302 SVO/Boss 302, 1962-11/82, 2 piece, premium
- 239-2902** 351W, 1969-07/10/83, 2 piece, premium
- 239-2922RS** 302/ 302 SVO 12/01/82 - 2001, 1 piece, premium
- 239-2942RS** 351W/351W SVO 7/10/83 - 1998, 1 piece, premium
- 239-BS30136** 289/302 early/302 Boss 2 piece, rubber
- 239-BS40042** 351C/351W 2 piece, premium rubber
- 239-BS30138** 390/427/428FE 2 piece, premium rubber w/side rails

TIMING COVER GASKET

- 239-TCS45008** 289/302/Boss 302, without seal saver
- 239-TCS45449** 302 late model, 1985-95, without seal saver
- 239-TCS13075-1** 390/427/428FE, without seal saver
- 239-2707-1** 260/289/302, 1962-11/30/82, without seal saver
- 239-2709-1** 351W, 1969-7/10/83, without seal saver
- 239-2720** 390/427/428FE, without seal saver

THERMOSTAT GASKET

- 239-35067** 260/289/302/351W thermostat housing neck gasket
- 239-35063** 390/427/428 after 12/01/66 thermostat housing neck gasket
- 239-35004** 390/427/428 before 12/01/66 thermostat housing gasket

WATER PUMP GASKET

- 239-13267** 260, Early 289, open back pump
- 239-35211** later 289, 302, 351W, closed back pump
- 239-11760** 390/427/428FE, 2 required

COMPLETE ENGINE GASKET

- 239-2804** 260/289/302 1962-11/30/82 w/open or blocked crossover (Inc'l (2) 1011-1, 1250, 1415, 1613, 1809, 2707-1)

BODY: EXTERIOR

1965-66 R-MODEL APRON



This is an exact replica of the original 1965 R-model apron, developed in our own restoration shop for fit and finish, so you know it's "right on the money". No more poor fitting parts (that you waited months for). High quality fiberglass made right here in Connecticut with Cobra Automotive's own distinct black gelcoat finish. We feel the black finish enables body work to be better-performed because of it's ability to show flaws during final preparation. Fully functional with turn signal holes and brake ducts, just like the originals. Perfect fit when used with factory nose components, and held closely to a weight of just under 8 lbs. Enables you to save weight and provide more fresh air to the radiator. When shipped UPS, additional charge applies for oversized carton.

100-RMA 1965-66 Apron

LICENCE PLATE BRACKET FOR 1965-66 R-MODEL APRON



This cool item is perfect for meeting the law in states requiring front and rear license plates on street vehicles. Specifically made to compliment the R-model valance (racing apron) which does not have a provision for the stock bracket. The bracket is easy to install to the underside of the lower radiator support. Powder coated Black for long lasting good looks. This piece includes the hardware for the license plate and the seal to the bottom of the valance.

100-LPB 1965-66 Shelby – Mustang w/ R-model valance

1967-68 R-MODEL STYLE APRON



This is our own version of a 1965 R-model apron for your 1967-68 Mustang. It took us months of prototype styling to come up with the perfect look. Replaces factory headlight doors, lower valance, bumper and bumper brackets; this apron brings the style and function of the 1965 Shelby GT350 R-model to the 1967-68 cars. Made with parking light holes, functional brake duct scoops and integral headlight buckets that eliminate the awkward lip where the front bumper used to be. Everything blends smoothly with no corners cut to sacrifice styling. Held closely to a weight of approximately 14 lbs, the total weight savings is 24.6 lbs. Designed for hood pins, but can be adapted to retain the stock hood latch. Made to be used with the standard Mustang length hood and finished in black gelcoat. Complete with studs that bolt on using the stock mounting points. When shipped UPS, additional charges apply for oversized carton.

100-RMA67 1967-68

DEBRIS SCREENS



Protect that valuable oil cooler and radiator with our tough stainless debris screen. This is a must when running at race speeds on the track (or when tooling down the interstate, for that matter). Loose race rubber and debris on the race track or highway act like projectiles at high speeds and can cause major damage to your radiator. Not just any wire mesh will withstand the punishment of flying debris; this is why we make our screens out of the same tempered .035" stainless 1/4" mesh used in NASCAR. Cut to fit the opening of your early Mustang radiator support, then folded over on the edges to form a hem that will not unravel. Mounts approximately 2" in front of the radiator. Complete with mounting instructions and special rivets.

100-997 Debris screen 1965-66 25" wide x 17" tall

100-997-67 Debris screen 1967-68 28" wide x 18" tall

COMPETITION HEADLIGHT COVERS



Cobra Automotive's ABS Plastic Competition Headlight covers are a trick accessory for your race car or will give your streetcar the look of a race car. They are held on by the outer trim ring and don't even require the use of a headlight (saving even more weight). They fit the 7" round headlights on the 1965 thru 1968 Mustangs and also fit 1970 Mustangs. They are made of lightweight black textured ABS plastic and can be painted if desired (these also look great with a racing decal in the center). With additional trimming, they can easily be held on by Velcro for fast removal when used on the street.

100-998 Headlight covers, (pair) 1965-68 and 1970

BODY: EXTERIOR

65-66 SHELBY GT350 FIBERGLASS HOODS

If you want a top-quality Shelby GT350 hood, either for racing or restoration, we have them all. We started with an original Ford steel hood for our "master" from which we made our own molds for the outer shell and inner framework. Our extreme lightweight racing hood is specially hand-laid with "Coremat" reinforcement for superior strength and lightness. For restoration purposes, we have a more practical solution with a faithful reproduction of the original GT350 hood. We also offer a lightweight but mid-priced version of our racing hood for the budget-conscious competitor. Our hoods come finished in black gelcoat, ready for final finish work. Must be shipped truck freight.

- 100-350GTHS** Hood, 1965-66, street, fiberglass, approx. 23 lb
- 100-350GTHR** Hood, 1965-66 lightweight, race, fiberglass, approx. 20 lbs
- 100-350GTHXR** Hood, 1965-66 extreme lightweight, race, fiberglass w/Coremat reinforcement, approx. 17 lbs



STAINLESS HOOD PIN KITS

Hood pins were used on all 1965-'67 Shelby Mustangs. These are the best reproduction kits available, made with stainless steel components just like Shelby used in the 60's. Accurately made with proper hardware for every last show point. Each kit includes two 1/2" diameter x 4-3/8" long stainless pins, nuts, plastic coated stainless lanyards and chrome plated lynch pin. The 1967 version features the proper swivel end on the lanyard. Will not deteriorate from exposure to weather, and so strong we use them to hold down our race car hoods at 170 mph.

- 273-HPK1** 1965-66 Shelby GT350
- 273-HPK4** 1967 Shelby GT350-500



PLEXIGLASS COMPETITION WINDOWS

We carry a full line of our own Plexiglas front and rear windows for Shelybs and Mustangs. These aircraft quality windows offer large weight savings along with added safety and strength. Accurately thermoformed by the same process used to make NASCAR Cup racing windows. Not just a piece of flat material these windows have all the compound curves of a piece of factory glass for an almost undetectable look. Made slightly oversize for a "Trim to fit" installation. At 1/4" thick they use the stock gasket, moldings and clips. These windows have been known to run for many years with just periodic polishing. Save up to 25.5 crucial lbs from the top of the car for a lower center of gravity. Rear R-model windows are an exact reproduction of the originals with the "iconic" dip down 2" opening at the top. This was a Pete Brock innovation claimed to add 5 MPH to a car's top speed. The R-model rear window installation kit is a reproduction of the original set-up and includes 2 spacer channels, 4 hold down tabs and the front center support bracket all made of aluminum. Plexiglass windows **are not** DOT approved for street use.

- 320-S322** Front windshield 1965-68 all body styles, save 8.5 lbs
- 320-S323** Front windshield 1969-70 fastback only, save 9.5 lbs
- 320-RW65** Rear window, 1965-68 coupe, save 8.5 lbs
- 320-FB65-66** Rear window, 1965-66 fastback, save 17 lbs
- 320-FB67-68** Rear window, 1967-68 fastback, save 14.8 lbs
- 320-FB69-70** Rear window, 1969-70 fastback, save 12.2 lbs
- 289-RW2** Rear window, R-model, 1965-66 fastback, save 15 lbs (requires 289-RWHP inst. kit)
- 289-RWHP** Installation kit, R-model rear window, 1965-66 fastback



289-RW2

R-MODEL SIDE WINDOW FRAMES

For that correct R-model look, we offer these reproductions of the original extruded aluminum side window frames as installed on the original 1965 Shelby GT350 R-model race cars. Fits 1965-66 fastback bodies only, updated to fit better than the originals but will still rattle and whistle. Designed for the vent window to be fixed in place, while the side window can be lowered via a 2" web strap. Some fitting required. Plexiglass side windows are sold separately as 2 vent windows & 2 side windows, 1/8" thick, ready to install. (may need slight trimming) Combined; these side windows and frames weigh about 25 lbs less than the stock components.

- 288-5500** R-Model side window frames, (pair) 1965-66 Shelby/Mustang fastback, Plexiglass **NOT** included
- 100-350SWPG** R-Model side windows, set 4, Plexiglass (fits repro frames #288-5500, will not fit original frames)



BODY: EXTERIOR



R-MODEL QUARTER VENT DELETE PANELS

Give your car a competition look and save weight at the same time. Replacing the factory vents with these exact copies of the original R-model quarter vent delete panels will save about 14 lbs from above the belt-line of your car. These super precise aluminum panels are laser-cut and pre-bent for body contour for a superior fit and finish. Supplied in bare aluminum and complete with pop rivets for mounting. Quick and easy installation. See # 288-RINT for interior upper quarter panels for quarter vent delete.

288-VDK R-Model quarter vent delete kit, 1965-66 Shelby / Mustang fastback



1966 SHELBY GT350 SIDE SCOOPS

These are an excellent reproduction of the 1966 Shelby GT350 side scoop so popular on these early cars. Will fit 1965 cars as well for a 1966 appearance. Functional fiberglass scoops that pop rivet on like the originals for easy installation. Flanges and ducting not included (ducting is available upon request).

273-SS12 Side scoops, pair, 1965-66 Shelby/Mustang all models



R-MODEL COMPETITION TRUNK LATCH KIT

Cobra Automotive offers an exact Concours reproduction of the competition trunk latch & gas cap delete used on the original 1965 Shelby GT350 R-Model race cars. Correct in every detail, the kit includes a 1/2" diameter x 4-3/8" long stainless pin and nuts, a plastic coated stainless lanyard with proper swivel end and chrome plated lynch pin. The polished stainless deck lid plate is laser cut and formed to the exact size & shape as the originals, as is the circular aluminum fuel filler cover. Supplied with the correct size rivets, this kit will fit all 1964 thru 1966 Mustang Fastback and Notchback models. This high quality kit is the perfect final detail for your Shelby R-Model clone, vintage race car or street car.

100-RTDK 1965-66 Shelby or Mustang fastback only



COMPETITION FRONT TOW HOOK

Cobra Automotive's competition front tow hook is designed for easy access by corner workers to quickly and securely tow your race car out of harms way in the event of a spin out or mechanical issue. Custom made of .120" thick steel with a 1/2" diameter tow loop that projects forward 6-1/4" from the rear edge of the 2" x 6" mounting plate. An integral "Jack Bung" 2-1/8" tall x 1-3/4" diameter is welded on for quick & safe jacking in the pits. Supplied in bare steel as this is designed to be welded to the underside of the lower radiator support crossmember on 1965 thru 1970 Mustangs and Shelybs.

100-FTH Front tow hook, 1965-70 Shelby/Mustang, weld-on



COMPETITION REAR TOW HOOK

Cobra Automotive's Competition Rear Tow Hook is engineered for a custom fit, easy access and strength for quickly towing your race car to safety in the event of a spin out or mechanical issue. Comprised of two aluminum plates .1875" thick x 2-1/2" x 5-1/2" that sandwich the steel rear taillight panel and bolt thru the stock bumper mounting holes into the steel tow loop. There is no cutting, drilling or welding required. The aluminum plates are supplied bare to be painted to match the car if desired and the tow loop is powder coated gloss Red. Designed specifically to bolt-on to 1965 and 1966 Mustangs and Shelybs with supplied grade 8 bolts.

100-RTH Rear tow hook, 1965-66 Shelby/Mustang, bolt-on

BODY: EXTERIOR

AMERICAN RACING TORQ THRUST "D" R-MODEL WHEELS

These popular American Racing Torq Thrust D wheels are the same wheels used in the 60's on the original Shelby GT350 R-Models. Made with today's casting technology and more reliable high strength aluminum, these wheels are the standard of the vintage racing industry. Everyone one of our race cars gets fitted with these wheels as they are the best value for the dollar. Available in multiple sizes, we have selected the three most popular ones for you to choose from. Requires the use of tapered seat lug nuts. Comes with a gray painted center and machine finished outer rim in 5 hole on 4-1/2" Ford pattern. We also offer a competition prepared version in 7" and 8-1/2" widths that have our own steel lug nut seat inserts installed. This prevents wear & tear on the aluminum seats from repeated removal & installation of lug nuts during competition use.

- 292-RM6** Wheel, 15x6" R-Model, Torq Thrust D, .175" pos. offset
- 292-RM7** Wheel, 15x7" R-Model, Torq Thrust D, .200" neg. offset
- 292-RM8** Wheel, 15x8.5" R-Model, Torq Thrust D, .950" neg. offset
- 292-RM7-INSERT** Wheel, 15x7" w/steel lug nut seats, R-Model, Torq Thrust D
- 292-RM8-INSERT** Wheel, 15x8.5" w/steel lug nut seats, R-Model, Torq Thrust D

NOTE: Cobra wheels available on request, reproduction, magnesium fronts and rears



AMERICAN RACING TORQ THRUST "D" CHROME WHEELS

American Racing also offers Torq Thrust D wheels in a Chrome finish for that show look. Made with the same high strength aluminum and available in two popular sizes in a 5 hole on 4-1/2" Ford pattern. Requires the use of tapered seat lug nuts.

- 292-CHRM7** Wheel, 15x7" Torq Thrust D, Chrome, .250" neg. offset
- 292-CHRM8** Wheel, 15x8.5" Torq Thrust D, Chrome, .950" neg. offset

GOODYEAR AND HOOSIER RACE TIRES

Here is a selection of race tires that we have found to perform very well on vintage road race Shelybs, Mustangs, Camaros & Corvettes. Choosing tire brand and compound is a matter of driver preference, car set-up and track surface, both Hoosiers and Goodyears are excellent tires. The Hoosier Street TD is a less expensive race tire with a DOT label for marking and performance only and is available in three sizes for 15" wheels. Hoosier also makes an "S" version with a stiffer construction that is favored by some of our Cobra racers. We find that, on our Shelybs, the Goodyear "Blue Streak" racing tires exhibit better traction and maintain that traction longest. The Goodyears have the classic G-7 pattern and are also available in three sizes for 15" wheels allowing for matching front & rear sets in R655 and firm compounds. **Racing tires are NOT INTENDED FOR HIGHWAY USE.**

- 225-60-15** Tire, Hoosier, Racing, 225-60-15, Street TD, bias ply, 25.8" dia.
- 245-60-15** Tire, Hoosier, Racing, 245-60-15, Street TD, bias ply, 26.4" dia.
- 275-60-15** Tire, Hoosier, Racing, 275-60-15, Street TD, bias ply, 27.6" dia.
- 25.5X8.5X15** Tire, Hoosier, Racing, 25.5x8.5-15, TD-S, stiff construction, 25.5" dia.
- 26.5X9.5X15** Tire, Hoosier, Racing, 26.5x9.5-15, TD-S, stiff construction, 26.5" dia.
- GY-1724** Tire, Goodyear, Racing, 6.00-15, R655 compound, bias ply, 25.5" dia.
- GY-1725** Tire, Goodyear, Racing, 6.00-15, firm compound, bias ply, 25.5" dia.
- GY-1756** Tire, Goodyear, Racing, 7.00-15, R655 compound, bias ply, 26.8" dia.
- GY-1757** Tire, Goodyear, Racing, 7.00-15, firm compound, bias ply, 26.8" dia.
- GY-1758** Tire, Goodyear, Racing, 8.00-15, R655 compound, bias ply, 26.8" dia.
- GY-1759** Tire, Goodyear, Racing, 8.00-15, firm compound, bias ply, 26.8" dia.



SIDE VIEW MIRRORS

These mirrors were offered on the early street and competition Shelby Mustangs. The Raydot mirror is a light weight spun aluminum racing mirror that was used on competition Cobras and the Shelby R-models. The Rotunda mirror is an exact repro of the original Ford chrome door mirror used on the 1965-66 Shelby GT350 street cars. The Talbot mirror was the most commonly used mirror on 1965-66 Shelby Mustangs. All three mirrors are high quality reissues of the originals.

- 273-MIR12** Mirror, Raydot Race type, 3-1/2" flat lens
- 273-MIR14** Mirror, Rotunda Repro, 3-1/4" lens, Chrome
- 273-MIR16** Mirror, Talbot mirror for 1965-66 Shelby Mustangs



273-MIR12



273-MIR14



273-MIR16

1967 SHELBY TAILLIGHT BOX HOUSINGS

These are reproductions of the steel taillight box housings as originally used on the 1967 Shelybs. Sold in pairs, left and right hand, they are laser cut and stamped steel with 3 large holes in each. The taillight bodies bolt through these and they also support the taillight panel. This is the shallow version that was used with the later, raised lip, taillight panel.

- 100-TLB67S** Taillight box housings, pair (L&R) 1967 Shelby



BODY: EXTERIOR

FUEL SAFE FUEL CELLS

A fuel cell is a very important part of safety on the race track and is required by all racing organizations. Fuel Safe is one of the leading manufacturers of fuel cells in the country. Available from Fuel Safe is this drop in early model Mustang fuel cell with a fully TIG welded aluminum container. It mounts directly in the trunk of your Mustang with no modifications or special brackets needed. It even has a tapered shape to it just like the factory tank so it is not noticeable from the rear of the car. This is a nice feature for discrete street use. Available in two versions, Pro bladder is the most durable and is for use with all hydrocarbon fuels, e.g. gasoline as well as E10 & E85. Sportsman bladder for use with all hydrocarbon fuels only. Both fuel cells come with full foam baffling, aircraft nut ring, gaskets, top plate pick-up assembly and 3" standard (in trunk) fill plate with rollover check valve. Approved for use by all major race organizations and all race sanctioning bodies, cells are FIA-FT3 certified, manufacturers warranty is 2 years. Options include road race surge tank, dip stick or fuel level gauge sending unit and street filler neck for use with stock gas cap. Also stock location bottom front fuel line pickup may be specified. Replacement bladders are also available.



- 245-SA111B** Pro cell, 1965-70 Shelby/Mustang, top fill, -8 top pick-up, no dipstick, no surge tank, no sending unit
- 245-SA112B** Sportsman cell, 1965-70 Shelby/Mustang, top fill, -8 top pick-up, no dipstick, no surge tank, no sending unit
- 245-ST100-8** Surge tank, installed, road race, -8 pick-up
- 245-FL08** Dip stick, fuel cell, 24", -8 fitting
- 245-SUP12-0-90-OHM** Fuel level sending unit 12", programmable for Fuel Safe gauge 0-90 OHM
- 245-SUP12-76-6-OHM** Fuel level sending unit 12", programmable for stock Ford gauge 76-6 OHM
- 245-RFK6566** Filler kit, 1965-66 for stock gas cap, specify # of gal. tank
- 245-RFK6768** Filler kit, 1967-68 for stock gas cap, specify # of gal. tank
- 245-RFK69** Filler kit, 1969 for stock gas cap, specify # of gal. tank
- 245-RFK70** Filler kit, 1970 for stock gas cap, specify # of gal. tank



BODY: INTERIOR

WOOD STEERING WHEEL KITS

These steering wheels are hand crafted by Moto-Lita in England who were the original manufacturer for Shelby American in the 60's. Measuring 15" in diam. for a positive feel and driving comfort. Billet aluminum steering wheel hubs are CNC machined for a precise fit while retaining an authentic look. One of these beautiful period correct wheels would compliment any Cobra, Shelby or Mustang. Kit comes with Mahogany wheel, center cap, hub and mounting screws.

291-101M Steering Wheel Kit, 15" Mahogany wheel w/hub, screws & cap

291-15DOE-W Steering Wheel, 15", Mahogany Rim, 6 Bolt, Polished (Instructions included)



LEATHER STEERING WHEEL KITS

Same as 15" wheel but hard rubber coated with Black leather wrap. These wheels are customarily used for competition where filling the hand with a firm grip is important.

291-100 Complete kit

291-101 Wheel only



COBRA 16" WOOD STEERING WHEEL KIT

Now you can get a perfect copy of the famous 16" diam. wheel. This wheel came standard on AC Cobra's and the first batch of 1965 GT350 Shelby's. Larger in dia. for more leverage along with the unique look of laminated plywood. A classic English wheel with that true sports car look.

291-100C Steering Wheel & Ring, 16" AC Cobra, Mahogany Rim, 6 Bolt, Polished

291-SPLIT16 Steering Wheel, 16" AC Cobra, Mahogany Rim, 6 Bolt, Polished

OEM-RING Center Ring only for 16" split Cobra wheel



QUICK RELEASE HUB

This is our own quick-release steering wheel hub designed to fit any 1965-70 Mustang. It is made to adapt to any of the 6 bolt pattern Moto-Lita 15" steering wheels without any modification to your existing Mustang steering column. Spring loaded billet aluminum hub works in conjunction with hardened steel splined adapter for safe positive fit. Makes getting in and out of your car a snap. A must for competition use.

100-QRH Quick release hub

100-QRH QUICK RELEASE HUB



ALUMINUM STEERING WHEEL HUB

Designed for use in your early Mustang as an exact copy of the 1965 GT350 hub. Meant to be used with original style Cobra steering wheel. CNC machined from billet aluminum and hand broached for a perfect fit. Can be polished for that same chromed appearance the originals had.

S1MS3511R 1965-68 aluminum steering wheel hub

S1MS3511R

COMPETITION COLLAPSIBLE STEERING COLUMN

Fully adjustable, billet aluminum construction, professional quality as used in NASCAR. 1965-'66 Mustang/Shelby (must specify column "drop" 7", 8" or 9")

100-Collapsible Column Woodward



BODY: INTERIOR



R-MODEL DASH KITS

This dash kit will give you that authentic R-model look. Great for race cars or a competition street car. Eliminates unreliable stock gauge cluster by replacing it with more precise instrumentation. Can be supplied with your choice of exact replica R-model gauges or period looking Stewart Warner gauges for all out competition. Comes complete with period correct indicator lights.

273-GP1 Original size Stewart Warner Gauges

273-RGS1 Replica Shelby R-model Gauges

100-LIGHTS Set of 3 indicator lights only



R-MODEL DASH PANEL ONLY

This is the same panel we use in our R-model dash kit but with out gauges. Precision bent steel, black wrinkle finish.

273-RGP1 R-Model dash panel only



RACING DASH PANEL

Here is another version of the R-model gauge panel except it is designed to use four gauges only. The four gauge panel allows you to use larger more visible competition gauges without the extra expense of unnecessary speedometer and tachometer. With this gauge panel a larger more purpose built tachometer is mounted to the steering column for better visibility. Accepts larger 2-5/8" gauges. Comes in Black wrinkle finished.

100-191 Racing dash panel



STEWART-WARNER GAUGES

These Stewart Warner black faced gauges are a great period correct option to reproduction R-model gauges. Increased reliability and accuracy make these gauges our first choice when building an R-model clone or race car. Smaller gauges are standard 2 1/16" size and larger gauges are 3-3/8" for perfect fit.

STW-550BPD 160 MPH Speedometer 3-3/8"

STW-82170 8000 RPM Tachometer 3-3/8"

STW-82333 0-16 psi Fuel Pressure gauge 2-1/16"

STW-82504F Fuel Pressure sender, electric

STW-82327-72 140-325 Degree mechanical oil temp gauge 2-1/16"

STW-82326-72 100-265 Degree water temp gauge 2-1/16"

STW-82322 5-80 psi mechanical Oil pressure gauge 2-1/16"



AUTOMETER RACING GAUGES

For the more modern race car look. Known for their accuracy and reliability these Autometer gauges fit the bill. The four primary gauges come in the larger 2-5/8" for better visibility and the 9000 rpm tach usually mounts on the steering column for ease of access. Associated pressure and warning light switches available for that extra safety margin of error. All gauges fit nicely into our four gauge panel.

ATM-3411 0-15 psi. Fuel Pressure gauge

ATM-3421 0-100 psi. Oil Pressure gauge

ATM-3431 140-280 Degree water temp gauge

ATM-3441 140-280 Degree oil temp gauge

ATM-6809 9000 rpm Tachometer with recall

ATM-3240 Oil Pressure warning light

ATM-3242 30 psi Pressure switch



RADIO DELETE PLATE

All factory built race cars had a competition heater delete kit and this radio delete was one of the key components. The purpose was to reduce weight and give the interior a sanitary competition look. This is an exact replica which nicely fills the factory radio hole and is virtually undetectable from an original except there is no FoMoCo or part number on the back. The originals were used in the 1965 Shelby R-Model race cars and the AFX Mustang drag race cars. Precision molded exclusively for Cobra Automotive in Black ABS plastic with solid posts threaded 3/8-24 and supplied with the proper "Pal" nuts. This piece will add an authentic finishing touch to your '65 - '66 Mustang race car or streetcar.

100-RDK1 Radio delete plate

BODY: INTERIOR

HEATER DELETE BLOCK OFF PLATES

Here are the other 2 major components that make up a competition heater delete kit. One plate is stamped aluminum and covers the hole where the heater box motor protruded through the firewall. The other plate is plastic just like the originals for covering the hole where the heater controls would be. These plates will complete your heater delete kit with a nice finishing touch.

- 100-HCD1** Heater control delete plate
- 100-HFD1** Heater firewall delete plate



REAR VIEW RACING MIRRORS

This mirror is a nice size to replace your stock unit. It is slightly oversize with a mild curve for a wider panoramic view. This is what we prefer in our own race cars because of it's ease of installation and superior visibility. Mounts in a snap with clips that go over existing mirror.

- 34000** 12" Race mirror



R-MODEL COMPETITION DOOR PANELS

These R-model competition door panels are exact copies of the originals. With all door handle access and mounting holes drilled, these snap in door panels are an easy installation. Sold as a pair they come complete with all the hardware ready to install. Made of lightweight aluminum these door panels can be painted to match any interior color.

- 273-DP1** Fits 1965-66 complete with mounting snaps



COMPETITION UNIVERSAL WINDOW NET AND INSTALL KIT

- 317-80120-10** Window net rectangular 25" W X 20"H
- 317-80122-22** Window net install kit, top & bottom bars (seat belt release type)



COMPETITION SHIFT BOOT

This competition shift boot and frame is engineered with the racer in mind. The light weight aluminum frame has a 4" x 6" opening and can be riveted or screwed to the transmission tunnel. The black fire retardant boot has a heat reflective and oil resistant liner and can be easily removed by unsnapping it from the frame. This feature allows easy access to the handle and linkage bolts for adjustments or repairs. Details like this can make your race car that much more "user friendly" both at the track and in the shop.

- 16500** Competition shift boot



SHIFT BOOTS

These are factory style replacement shift boots that give you that original look. A direct bolt in for your old ripped boot. These boots help keep road noise and dust from the interior on the street or track. Frequent shift boot replacement is needed on most race cars due to aggressive shifting.

- C5ZZ7277BR** 1965-68 Boot
- 273-SLB4** Cobra boot



C5ZZ7277BR



273-SLB4

CHROME BEZEL

Replacement chrome bezel that fits around the shift boot. An easy to replace part that brings new life to your interior. Exact copy of originals.

- C5ZZ7262C** 1965-68 4 speed Mustang
- 273-SBR4** Cobra bezel



C5ZZ7262C



273-SBR4

BODY: INTERIOR



47 SERIES



53 SERIES
WITH HEAD AND SHOULDER
UNITS

RACING SEATS

A driver has to feel comfortable and safe in order to perform up to his maximum capabilities. We prefer Kirkey seats because of their strong lightweight design and the way they comfortably secure the driver. This top of the line NASCAR style road race seat is primarily the only seat we suggest using for versatility of sizes and safety reasons. Constructed of double wall aluminum. This seat will give the driver the confidence needed to turn those fast lap times. Comes in 1" size increments. Please talk to one of our sale staff to specify size needed for your application.

- 290-47500** Seat, Kirkey 47 Series - Intermediate Road Race (must specify size)
- 290-47341** Seat Cover 47 Series - Intermediate Road Race, Black (must specify size)
- 290-53300** Seat, Kirkey 53 Series - Full Containment Layback (must specify size)
- 290-53541** Seat Cover 53 Series - Full Containment Layback, Black Air Knit (must specify size)



VINTAGE R-MODEL SEATS

Modern aluminum construction with that period correct look and providing a look used in many 1960's race cars including Cobras, R-models and Trans-Am cars.

- 290-41300V** Seat, Kirkey Vintage racing R-model style (must specify size)
- 290-41301V** Seat Cover, Vintage R model racing seat (must specify size)



FIVE POINT RACING SAFETY BELTS

An approved harness restraint system is required by all race organizations for safety purposes. Rules state that seat belts and window nets must be replaced every 5 years. The 5 point seat belt systems we sell are SFI-16.1 approved with 3" webbing. A variety of mounting and latching mechanism systems are available. We are familiar with seat belt regulations and can order the proper system for your needs. Specify Color and cam lock or latch type release.

- 317-29073** 5 point harness
- 317-2900** Sternum strap
- 317-94599** Eye bolt kit for seat belts



R-MODEL INTERIOR UPPER QUARTER PANELS

R-Model interior upper quarter panels, pair L&R, for quarter vent delete, 1965-66 Shelby/ Mustang fastback, fiberglass repro.

- 288-RINT** R-Model interior upper quarter panels



1965 R-MODEL PACKAGE TRAY

This is an exact replica of the original 1965 R-model package tray. This replaces the rear seat & trap door to the trunk on a 1965 or 66 Mustang fastback. The tray has a recess that allows the spare tire to be mounted inside the car. Some form of fabricated support is required if a spare is to be mounted on the tray. Made from a mold taken from an original part, this has the exact texture on the inside surface and on the back side where it is visible inside the trunk. The quality and availability are excellent as these are made exclusively for Cobra Automotive by the same supplier that makes our R-Model front aprons. Finished in black gelcoat with the shock access and tire hold down holes pre-cut these are ready to install in a Shelby restoration, vintage racer or Shelby clone project. We also offer a special light weight race version that weighs in at approximately 9 lbs.

- 100-PT65S** Package tray, '65 Shelby repro, standard weight, approx 20 lbs
- 100-PT65S-LTWT** Package tray, '65 Shelby repro, light weight, approx 9 lbs

ACCESSORIES

REAR AXLE TRAVEL LIMITING CABLE KIT 1965 SHELBY

These were used on all original 1965-66 Shelby GT350's that had override traction bars to keep the rear suspension from over extending.

100-65CABLES Rear Axle Travel Limiting Cable Kit 1965 Shelby



MUSTANG TIE DOWN KITS

This is one of our favorite products. This neat kit bolts directly up to your Mustang suspension so that the car can be tied down for towing purposes. Heavy steel construction with durable powder coating finish make this tie down kit a long term value. Universal fitting rear end eyelets clamp around the axle housing and can be positioned in multiple places. Compact front end eyelets securely fasten through factory holes in lower control arm for ease of access. No cutting, welding or holes needed to be drilled for installation. Tie down hooks snap into place allowing proper towing angle of straps.

100-999 Tie-Down Kit, 1965-66 Mustang, front & rear (**will not fit 8" axles**) (Instructions included)

100-999A Tie-Down Kit, 1967-70 Mustang, front & rear (**will not fit 8" axles**) (Instructions included)



BATTERY TRAY

Heavy duty aluminum construction, these are made specifically for these batteries in a competition environment.

100-BAT-TRAY Battery Tray, fits # BAT-ETX30L Dry Cell race battery 6.625 L x 5.1875 W x 6.875 H. Battery **NOT** included.

100-BAT-TRAY



BATTERY TRAY FOR GROUP 24 BATTERIES

Cobra Automotive's exclusive Battery Tray, is designed to mount a Group 24 size battery in the passenger side of a 1965 thru 1973 Mustang trunk but can also be adapted to a variety of applications. This tray measures 12.75" long x 7.5" wide x 8.5" high and weighs just under 2.5 lbs. Features a side bracket and a hold down that can be mounted two ways to accommodate different style battery tops. Fabricated from laser cut, CNC formed .090" thick aluminum and finished in Silver powder coat for long lasting attractive appearance. Battery **NOT** included.

100-BAT-TRAY-24 Battery Tray, fits group 24 battery, 11" L x 6.875" W x 8.75" H (No holes, Silver powder coat .090 Aluminum w/2 rivets in corner)



100-BAT-TRAY-24

COBRA BATTERY CAPS

A Cobra Automotive Exclusive. These are a perfect reproduction of the original battery caps for the trunk mounted battery in a 1965 Shelby GT350's. Made to work with newer Autolite reproduction batteries. Originals are rare and can fetch as much as 1500.00 for a set. This is the ultimate Concours touch for your early Shelby Mustang. Comes complete with vent tubes. Sold as a set.

100-BATCAP-M Battery Caps, 1965 Shelby "COBRA" battery caps set, for modern battery - both nipples toward center of battery

100-BATCAP-O Battery Caps, 1965 Shelby "COBRA" battery caps set, for original battery - both nipples forward



BATTERY BOX

Battery Box with hold down and hardware, NHRA Approved, Fits group 24 battery, 13.5" L x 9.5" W x 10" H

293-48100 Battery Box



ACCESSORIES



BATTERIES

A leader in the latest battery technology, East Penn, makers of Deka brand batteries, has designed an (AGM) absorbed glass mat battery that reduces size and weight. Completely spill proof and leak proof; frequent replacement and high maintenance are over.

BAT-9A34 Battery, "Deka" Dry Cell, Intimidator Non-Spillable Race battery, 785 cold cranking amps, Grp 34, 10.75 L x 6.875 W x 8 H

BAT-ETX30L Battery, "Deka" Dry Cell, Non-Spillable Race battery, 365 cold cranking amps, 21.7 lbs, 6.625 L x 5.1875 W x 6.875 H

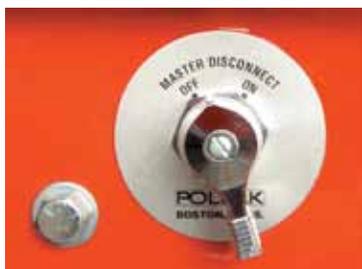


SPA TECHNIQUE FIRE SUPPRESSION SYSTEMS

The fire suppression systems have been rigorously tested in conjunction with the BSI and MSA and fully conform to the latest FIA regulations for competition vehicles. They are FIA approved steel bottle MFM 400 S suppression systems that now offer the competitor a cost effective alternative while still giving all the performance of our more expensive alloy and carbon fiber fire extinguishers. Utilizing SPA "Lite" AFFF (Aqueous Film Forming Foam) these non-toxic ozone friendly suppression systems give the competitor the same level of protection whether driving Formula 1, WRC or Clubmans Saloon.

MFM400-A Fire Suppression System, Aluminum bottle, 4 Liter pull actuated w/6 nozzles

MFM400-S Fire Suppression System, Steel bottle, 4 Liter pull actuated w/6 nozzles



MASTER POWER KILL SWITCH

Another item required by most all racing organizations. This switch allows the main power supply to be cut off in case of an emergency. Heavy-duty metal construction instead of plastic like some other brands, these switches are handy for anti-theft and long term storage as well. Usually externally mounted or within reach of the driver and safety crew.

M-284 Kill Switch, Battery w/face plate, 2 post type, 15/16" panel thickness



EXPORT BRACE

These were originally installed on all Mustangs that were exported out of the country. Due to possible rough travel during shipping overseas and on European roads these braces were installed to reduce chassis flex. This is a Concours reproduction with correctly spaced mounting holes of the original export brace used on Shelby Mustangs. Stamped from heavy-gauge steel one of these braces will compliment your cars handling and greatly reduce chassis flex. You will not find a more faithfully reproduced part.

C5ZZ-16A052-E Export brace, 1965-70 Mustang with un-evenly spaced cowl holes, Concours reproduction



MONTE CARLO BARS

The Monte Carlo bar was first developed for use on the Monte Carlo Falcons that were sent to Europe to compete. Shelby added these to the GT350 Mustang for extra chassis stiffness in 1965-1966. Now an automatic must have part for every hot Mustang on the street and race track. A simple bolt in installation makes this bar one of cheapest and easiest handling improvements you can make.

C5ZZ-16A052-ARB 1964-66 Straight Monte Carlo Bar, Black

C5ZZ-16A052-BRB 1965-66 Monte Carlo Bar, Curved, Black, for aftermarket distributor clearance



RADIATOR OVERFLOW TANK

Light weight plastic design holds full quart capacity. Vented tank includes hose fitting and drain cock. Dimensions 10-1/2" high (overall) 3" tank diam.

MOR63657 Catch Can, Radiator Overflow Breather Tank

ACCESSORIES

DRY SUMP BREATHER TANK

Use as remote breather/oil separator on engine crankcase, rear differential, transmissions and dry sump tanks. Designed to be panel-mounted and comes complete with filtered breather and drain pet cock. 3/8" NPT inlet, 3-1/8 dia, 6-1/2" tank without filter.

MOR85470 Catch Can, Rear End Breather-Aluminum



HALOGEN HEADLIGHTS

These high powered Halogen headlights will provide the extra lighting needed for today's high speed driving conditions. Offered as a direct replacement for 7" diameter headlight applications, these lights will allow you to retain a stock appearance with the benefit of a quartz beam. Bulbs are replaceable without the need of an entirely new unit. Different wattage bulbs can be purchased separately. Headlights sold individually.

NEO-910C Complete headlight assembly, Each, 7" Halogen 60 watt high & 55 watt low w/replaceable bulbs

NEO-H4 Headlight bulb, halogen



COBRA STEERING WHEEL CENTER CAPS

Same as in our steering wheel kits. Replacements for original caps.

273-SWC1A Red, silver, and blue COBRA logo center cap

273-SWC2A Shelby Black and Silver GT350 center cap



TIE DOWN STRAPS

Used for holding down your vehicle during transportation.

317-80810-14 Tie-Down straps, 1", Black, utility, 16' long

317-83350-33B Tie Down Straps, 2", snap Hooks, Black, 6' long

317-83350-33R Tie Down Straps, 2", snap Hooks, Red, 6' long

317-83350-45S Tie Down Straps, Combo Ratchet/Axle, 2", Snap hooks, Black, 6' long



1/4 SCALE COBRA VALVE COVER PAPER WEIGHT

This is a neat little trinket for your desk or showcase. Cast out of solid aluminum this little 1/4 scale valve cover has some heft to it. Every attention has been paid to the detail to make this item a great conversation piece. It measures 5 3/4" long and sports highlighted fins just like its big brother. A must have for Ford enthusiasts.

100-PW Paper Weight, Cobra valve cover 1/4 scale



PEN NOT INCLUDED

DVD MOVIE

Cobra Automotive latest "in car" camera DVD, approximate 60 min. Mid Ohio, Road America, Watkins Glen, Sebring, etc.

100-DVD2 each



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ACCESSORIES



100-557-B



COBRA AUTOMOTIVE DECALS

Bring your car up to speed with our own racing decals.

- 100-556-B** Decal, "Equipped by Cobra Automotive", each, Blue, 2" X 4-1/2"
- 100-556-W** Decal, "Equipped by Cobra Automotive", each, White, 2" X 4-1/2"
- 100-557-B** Decal, Quarter panel decals, pair, blue 7" x 16"
- 100-557-W** Decal, Quarter panel decals, pair, white 7" x 16"
- 100-558** Decal, Windshield decal "CobraAutomotive.com" 4" X 44" white

SIDE STRIPES

Side stripes give your car that correct factory look. Finish off your restoration with the correct stripe kit. Made of the highest quality material from the original manufacturer for a proper installation.

- 273-SK2** 1965 "GT350" LOGO ONLY (pair) Blue (*STRIPES MUST BE PAINTED AS PER ORIGINAL CARS*)
- 273-SK3** Stripe Kit, side, 1966 & 68 GT350, Blue
- 273-SK4** Stripe Kit, side, 1966 & 68 GT350, White
- 273-SK5** Stripe Kit, side, 1966 GT350H, Metallic Gold
- 273-SK3B** Stripe Kit, side, 1967 GT350, Blue
- 273-SK4B** Stripe Kit, side, 1967 GT350, White
- 273-SK7B** Stripe Kit, side, 1967 GT500, Blue
- 273-SK8B** Stripe Kit, side, 1967 GT500, White
- 273-SK6A** Stripe Kit, side, 1967 & 68 GT350, Black
- 273-SK6B** Stripe Kit, side, 1967 & 68 GT500, Black
- 273-SK7** Stripe Kit, side, 1968 GT500, Blue
- 273-SK8** Stripe Kit, side, 1968 GT500, White
- 273-SK9** Stripe Kit, side, 1968 GT500 KR, Blue
- 273-SK10** Stripe Kit, side, 1968 GT500 KR, White
- 273-SK6C** Stripe Kit, side, 1968 GT500 KR, Black
- 273-SK11C** Stripe Kit, side, 1969 & 70 GT350/GT500 Convertible, White
- 273-SK11F** Stripe Kit, side, 1969 & 70 GT350/GT500 Fastback, White
- 273-SK12C** Stripe Kit, side, 1969 & 70 GT350/GT500 Convertible, Blue
- 273-SK12F** Stripe Kit, side, 1969 & 70 GT350/GT500 Fastback, Blue
- 273-SK13C** Stripe Kit, side, 1969 & 70 GT350/GT500 Convertible, Black
- 273-SK13F** Stripe Kit, side, 1969 & 70 GT350/GT500 Fastback, Black
- 273-SK14C** Stripe Kit, side, 1969 & 70 GT350/GT500 Convertible, Gold
- 273-SK14F** Stripe Kit, side, 1969 & 70 GT350/GT500 Fastback, Gold
- 273-SK45** Stripe Kit, side, rear, fender-hood, 1970 Boss 302, Reflective Black

VINTAGE RACING DECALS

Beautiful reproductions of the same decals used on race cars in the 1960's. These were some of the major company's that were involved in racing back then. Give your car that vintage race look.

- STK-427BIRD** Sticker, Ford 427 Thunderbird valve cover, black & gold
- STK-AUTOLITE** Sticker, Autolite, 5" diam.
- STK-CASTROL** Sticker, Castrol, 5" diam.
- STK-DAYTONA** Sticker, Daytona, 8" wide
- STK-ESSO** Sticker, Esso, 6.25" wide
- STK-EXTINGUISHER** Sticker, "E" Extinguisher
- STK-FERODO** Sticker, Ferodo, 4.5" wide
- STK-GOODYEAR** Sticker, Goodyear, 10" wide
- STK-KONI** Sticker, Koni, 5.25" wide
- STK-KONI-WING-D** Decal, Koni "Wing"
- STK-PURE** Sticker, Pure, 5" diam.
- STK-SHELBY-RACE** Sticker, "Shelby Race Prepared", Shelby Team 2" X 8.75"
- STK-SWITCH** Sticker, Master Switch Cut Off
- STK-TERLINGUA** Sticker, Terlingua Racing Team, 5" tall
- STK-TOW POINT** Sticker, Tow Point
- STK-VHT** Sticker, VHT, 4.5" tall

HOLMAN MOODY DECALS

- STK-H/MCOMPGOLD** Decal, Holman Moody Competition Proven Gold bird 5" X 1.5"
- STK-H/MCOMPWHITE** Decal, Holman Moody Competition Proven white bird, Window Sticker, 5" X 1.5"
- STK-HOLMAN** Decal, Holman & Moody, Round, 6" dia
- PATCH-H/MTEAM** Holman Moody Team Patch



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ACCESSORIES

JOE GIBBS RACING PRODUCTS

We carry the full line of Joe Gibbs Racing products.

- JGP-AL** Assembly Lube, 1 lb Tub, Joe Gibbs Racing
- JGP-BR** Break-In oil, 15W-50, Quart, Joe Gibbs Racing MicroZol BR
- JGP-BR30** Break-In oil, 5W-30, Quart, Joe Gibbs Racing MicroZol BR
- JGP-GEAR OIL** Gear Lube, Joe Gibbs Racing, 75w110 Synthetic, Qt bottle, Rear end
- JGP-XP0** Race Oil, Quart, 0W-5, Joe Gibbs Racing MicroZol XP0 (Full Synthetic)
- JGP-XP1** Race Oil, Quart, 5W-20, Joe Gibbs Racing MicroZol XP1 (Full Synthetic)
- JGP-XP2** Race Oil, Quart, 0W-20, Joe Gibbs Racing MicroZol XP2 (Full Synthetic)
- JGP-XP3** Race Oil, Quart, 10W-30, Joe Gibbs Racing MicroZol XP3 (Full Synthetic)
- JGP-XP4** Race/Flat Tappet Oil, Quart, 15W-50, Joe Gibbs Racing MicroZol XP4 (Petroleum)
- JGP-XP5** Race Oil, Quart, 20W-50, Joe Gibbs Racing MicroZol XP5 (Semi Synthetic)
- JGP-XP6** Race Oil, Quart, 15W-50, Joe Gibbs Racing MicroZol XP6 (Full Synthetic)
- JGP-XP7** Race Oil, Quart, 10W-40, Joe Gibbs Racing MicroZol XP7 (Semi Synthetic)
- JGP-HR10W30** Street/Flat Tappet Oil, Quart, 10W-30 Joe Gibbs Hot Rod HR 10W-30 (Full Synthetic)
- JGP-HR15W50** Street/Flat Tappet Oil, Quart, 15W-50 Joe Gibbs Hot Rod HR 15W-50 (Full Synthetic)
- JGP-HR10W30CONV** Street/Flat Tappet Oil, Quart, 10W-30 Joe Gibbs Hot Rod HR 10W-30 (CONVENTIONAL)
- JGP-HR15W50CONV** Street/Flat Tappet Oil, Quart, 15W-50 Joe Gibbs Hot Rod HR 15W-50 (CONVENTIONAL)
- JGP-TRANSMISSION FLUID** Manual transmission fluid, Joe Gibbs Racing, Qt bottle (Full Synthetic)



MOBIL 1 SYNTHETIC GEAR LUBE

- 75W-90** Gear Lube, Mobil 1 LS Synthetic 75w90, Qt bottle, for use in Jerico transmissions



FRICION MODIFIER

Specially formulated additive to provide smooth operation of clutch-type limited slip differentials.

- M19546A** Friction modifier, additive for Ford Trac-Lock Posi rear ends, 4 oz. bottle



COOLANT ADDITIVES

Cooling system additives designed to improve the efficiency of any water cooled engine.

- MOTORMAX** Motor Max, coolant additive, ea, Qt bottle
- WW12Z** Water Wetter, coolant additive, ea, 12 fl oz bottle



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ACCESSORIES



SPRAY PAINT

100-PAINT-KONI Paint, Spray Paint, Koni Shock (12 oz can). Matches the original burnt orange tone of the 1960's Koni Shocks.
(UPS GROUND ONLY NO INTERNATIONAL)



MOLECULE - CARE PRODUCTS FOR NOMEX® RACING SUITS

- MLPR-16** Molecule Protector, 16 oz, Bonds to Nomex® fabric to help repel flammable stains. Maintains breathability. Helps keep colors vibrant by shielding UV rays.
- MLRE-16** Molecule Refresh 16 oz, Keeps suits and helmets fresh over long racing weekends and between washings. Contains an anti-microbial agent to inhibit the growth of bacterial odors.
- MLSP-16** Molecule Spot Cleaner 16 oz, Penetrates deeply into Nomex® fabric to dissolve and suspend tough spots and stains that can create combustible hot spots.
- MLWA-16** Molecule Wash 16 oz, Effectively cleans Nomex® fabric in standard washing machines. Removes contaminants that can degrade fabric performance. Antimicrobial agent inhibits the growth of bacterial odors.



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APPAREL

The original Cobra Automotive T-Shirt with our Snake logo and “Drive hard or stay home” copy, silk screened on 100% Pre-shrunk cotton “Hanes Beefy-T” shirts. A time tested favorite with just a touch of attitude.



COBRA AUTOMOTIVE “DRIVE HARD OR STAY HOME” T-SHIRT

101-TS1M-BLACK	T-shirt Black, Cobra Snake Logo, Medium	101-TS1M-GREEN	T-shirt Green, Cobra Snake Logo, Medium
101-TS1L-BLACK	T-shirt Black, Cobra Snake Logo, Large	101-TS1L-GREEN	T-shirt Green, Cobra Snake Logo, Large
101-TS1XL-BLACK	T-shirt Black, Cobra Snake Logo, X-Large	101-TS1XL-GREEN	T-shirt Green, Cobra Snake Logo, X-Large
101-TS1XXL-BLACK	T-shirt Black, Cobra Snake Logo, XX-Large	101-TS1XXL-GREEN	T-shirt Green, Cobra Snake Logo, XX-Large
101-TS1M-BLUE	T-shirt Blue, Cobra Snake Logo, Medium	101-TS1M-RED	T-shirt Red, Cobra Snake Logo, Medium
101-TS1L-BLUE	T-shirt Blue, Cobra Snake Logo, Large	101-TS1L-RED	T-shirt Red, Cobra Snake Logo, Large
101-TS1XL-BLUE	T-shirt Blue, Cobra Snake Logo, X-Large	101-TS1XL-RED	T-shirt Red, Cobra Snake Logo, X-Large
101-TS1XXL-BLUE	T-shirt Blue, Cobra Snake Logo, XX-Large	101-TS1XXL-RED	T-shirt Red, Cobra Snake Logo, XX-Large

Another Cobra Automotive favorite. A Grey T-Shirt with our checkered flag “wing” logo and Bill Neale line art of our “house” race car # 530. Silk screened on 100% Pre-shrunk cotton “Hanes Beefy-T” shirts.



COBRA AUTOMOTIVE “RACE TO WIN” T-SHIRT

101-TS2-M	T-shirt Gray, Medium
101-TS2-L	T-shirt Gray, Large
101-TS2-XL	T-shirt Gray, X-Large
101-TS2-XXL	T-shirt Gray, XX-Large

These Cobra Automotive Polo Shirts are 100% cotton with Cobra Automotive’s name and our Snake logo embroidered just above the pocket. The casual design and soft, breathable fabric make this a great shirt for any occasion.



COBRA AUTOMOTIVE POLO SHIRT, SHORT SLEEVE WITH POCKET

101-POLOS-BL-L	Black, Cobra Snake Logo, Large	101-POLOS-R-L	Red, Cobra Snake Logo, Large
101-POLOS-BL-XL	Black, Cobra Snake Logo, X-Large	101-POLOS-R-XL	Red, Cobra Snake Logo, X-Large
101-POLOS-NB-L	Navy Blue, Cobra Snake Logo, Large	101-POLOS-W-L	White, Cobra Snake Logo, Large
101-POLOS-NB-XL	Navy Blue, Cobra Snake Logo, X-Large	101-POLOS-W-XL	White, Cobra Snake Logo, X-Large
101-POLOS-GR-L	Gray, Cobra Snake Logo, Large		
101-POLOS-GR-XL	Gray, Cobra Snake Logo, X-Large		

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APPAREL

This version of Cobra Automotive's Polo Shirt is a 50/50 cotton/poly blend fabric with our checkered flag "wing" logo embroidered just above the pocket.



COBRA AUTOMOTIVE POLO SHIRT, SHORT SLEEVE WITH POCKET

101-POLFLG-GR-L Gray, Checkered Flag Logo, Medium
101-POLFLG-GR-XL Gray, Checkered Flag Logo, Large

Cobra Automotive "Sandwich Bill" Caps are 100% garment-washed cotton twill with sewn vent eyelets and self-fabric backstrap with buckle adjustment. Embroidered with Cobra Automotive's name and our Snake logo on the front.



COTTON-TWILL SANDWICH BILL HAT WITH SNAKE LOGO & COBRA AUTO NAME.

101-HTSNKN-BL Black
101-HTSNKN-NB Navy Blue
101-HTSNKN-EW Elmwood

You can also get our Hats embroidered with Cobra Automotive's classic Checkered Flag "Wing" Logo on the front.



COTTON-TWILL SANDWICH BILL HAT WITH CHECKERED FLAG LOGO

101-HTCFG-BL Black
101-HTCFG-NB Navy Blue
101-HTCFG-EW Elmwood

APPAREL

Our long sleeve Denim Shirts are made of pre-washed 100% cotton and feature an oversized cut for a comfortable fit.

Available in light blue or dark blue they are embroidered with Cobra Automotive's classic Checkered Flag "Wing" Logo just above the pocket.



DENIM LONG SLEEVE DRESS SHIRT, LIGHT BLUE

101-DENS-LB-M Medium
 101-DENS-LB-L Large
 101-DENS-LB-XL X-Large

DENIM LONG SLEEVE DRESS SHIRT, DARK BLUE

101-DENS-DB-M Medium
 101-DENS-DB-L Large
 101-DENS-DB-XL X-Large

For something more formal we offer our long sleeve Performance Twill Dress Shirts. Made of 100% combed cotton twill treated with a Du-Pont Teflon finish that prevents wrinkles and repels stains. Machine washable they are embroidered with Cobra Automotive's classic Checkered Flag "Wing" Logo just above the pocket.



DRESS SHIRT, PERFORMANCE TWILL, LONG SLEEVE, BLACK

101-PTWDS-B-L Large
 101-PTWDS-B-XL X-Large

Cobra Automotive's Three Season Jacket is made with a 100% Nylon shell, a full polyester fleece lining and quilted sleeve lining for outstanding protection and comfort from autumn through spring. Features include a drawcord with toggles at the waist and adjustable elastic cuffs with Velcro tabs. They are embroidered with Cobra Automotive's classic Checkered Flag "Wing" Logo on the front.



THREE SEASON JACKET WITH CHECKERED FLAG LOGO

101-JKT-BL-L Large Black
 101-JKT-BL-XL X-Large Black
 101-JKT-NB-L Large Navy Blue
 101-JKT-NB-XL X-Large Navy Blue
 101-JKT-KH-L Large Khaki
 101-JKT-KH-XL X-Large Khaki

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POLICIES

Cobra Automotive Company Policies and Order Information

Our Commitment to you:

Our knowledgeable staff is committed to giving you the best service possible. If you need assistance or have a question please feel free to call us at (203) 284-3863 or e-mail us at sales@cobraautomotive.com. Our business hours are Monday-Friday, 8:30 AM -5:00 PM EST. Your business is extremely important to us, thank you for giving us the opportunity to serve you.

General Policies:

We have made every effort to have accurate photographs and information throughout this catalog and current prices on our price list, however specifications and prices are subject to change without notice. Any order placed is subject to these changes. We accept Visa, MasterCard, Discover and American Express as well as a bank money order, wire transfer or cashiers check. Personal checks must clear prior to shipment, and include a valid driver's license number on the check. Wire transfers must be in U.S. funds, and please add \$30.00 for wire transfer charges.

Ordering Information:

Orders may be placed by telephone, mail or fax. You may be required to fill out a credit card approval form which can be e-mailed or faxed to you. This is to give us authorization to charge your card for your order. When placing a fax or mail order you must use our order form and it must be completely filled out. Forms that are not filled out completely may result in your order being delayed. The price of the catalog will be credited on your first order over fifty dollars.

Canadian and Foreign Orders:

These orders may be placed as above, however in addition the customer will be required to fill out a credit card approval form, which we may fax or e-mail to you. This is merely a formality authorizing Cobra Automotive to charge the credit card for the order. All customs, duty and taxes will be the responsibility of the customer. Please make payment in U.S. funds.

Special Orders and Back Orders:

Special orders, parts that Cobra Automotive orders specifically for a customer's order or that Cobra Automotive must custom build or modify specific to a customer's order will be charged a non-refundable fifty percent deposit and the balance due upon shipment. Back orders, we will try to notify you at the time of your order if any part is out of stock. If a part is out of stock and unavailable we will notify you as soon as possible as to that parts availability.

Returns and Exchanges:

To return or exchange a part you must call to obtain a return authorization number. Please have your invoice available when calling. Any part returned or exchanged is subject to inspection

and must be unused and unaltered. Please check all parts for test fit prior to assembly. All return shipping charges are the responsibility of the customer. A 15% restocking charge will be assessed unless Cobra Automotive has shipped the incorrect part or it is a manufacturing defect. Please insure your return for it's proper value to protect yourself against loss or damage. All returns must be accompanied with a copy of the original sales invoice. The following items may not be returned:

special orders, electrical parts of any kind, used parts of any kind, any new parts that have been installed or attempted to be installed or not in their original box or wrapper or any parts that have been altered in any way. Literature, clothing and videotapes may not be returned for any reason.

Shipping and Handling:

Cobra Automotive ships via UPS ground. The customer may request another level of service (i.e.) UPS three day, two day or overnight. We require a signature on all UPS shipments unless otherwise specified. US Postal Service or Federal Express can be used on special request. US Postal Service available to the lower 48 states only, no insurance is available for shipments outside the US or to Alaska and Hawaii. Oversized items need to be shipped common carrier. We ship these items freight pre-paid, the most economical way possible which means either ground or ocean. If you need them quickly please let us know, we can ship them air freight. All shipping costs are billed to the customer. Handling charges will include packaging and crating as necessary depending on the items to be shipped. We reserve the right to charge a handling fee, subject to review, for orders shipping on a customer's freight account. Foreign shipments will need to provide the name of the customs broker if necessary. All shipments should be inspected immediately upon arrival for damage(s) or shortages. Any damage(s) or shortages should be immediately reported to the carrier as they are responsible for any damage during shipment. All claims must be made within 30 days. Shipping and handling estimates are available upon request but they will only be approximations.

Warranties and Liabilities:

All manufacturer warranties' are passed on to the customer. Products manufactured by Cobra Automotive are high performance or racing components and are warranted to be free of defects in material and workmanship only at the time of shipment. Cobra Automotive's liability on all products is limited to replacement of defective parts only. Labor and any monetary expense regarding any part sold is the responsibility of the customer. Some of the components sold by Cobra Automotive are not DOT approved and are specifically intended for off road use only. The customer assumes all responsibility for compliance with any applicable federal, state or local laws or regulations. Due to the inherent danger in racing and high performance driving, the customer accepts all risk and responsibility concerning the installation and use of these products. Cobra Automotive accepts no responsibility and offers no guarantee expressed or implied regarding the safety of any of these products.

Lime Rock Park • Sears Point / Infineon Raceway
California Motor Speedway • Laguna Seca
Watkins Glen • V.I.R. • Mid-Ohio
Thunderbolt • BeaveRun
I.R.P. • Road America



Road Atlanta • Willow Springs
Sebring International Raceway
Miller Motorsports Park • Daytona International Speedway
Summit Point • Mont-Tremblant / Saint Jovite • Le Mans
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