

COBRA



**PARTS
AND
ACCESSORIES**

The extensive race program of Shelby American has assisted our company tremendously in the development of our **COBRA** Performance Line. We firmly believe that after any part is engineered, it must be race tested in actual track conditions before it is acceptable for mass production.

Therefore, every item offered in our **COBRA** Performance Line is competition proven to our exacting standards and our customers can be confident that our parts are developed by the same capable staff that has brought us so many racing wins.

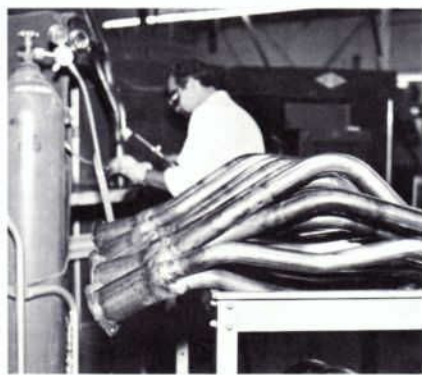
We have been very encouraged by your acceptance of our high performance parts and accessories over the past years, and for this we thank you.

As a result of your acceptance, we have greatly expanded our manufacturing, testing, engineering and general office facilities once again.

We believe this expansion will result in even a greater benefit to you, our customers.



Carroll Shelby



COBRA

Designed exclusively for Fords by Ford experts

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Engine Assemblies



All racing engines are precision built to exact engineering tolerances and specifications in COBRA "clean rooms"; this assures you of the maximum in performance and reliability. Critical rotating and reciprocating parts are magniflued. Each engine is balanced and dynamometer-tested to guarantee that it equals or exceeds published horsepower and torque ratings. Each engine comes complete except for fuel pump, air cleaner, alternator, starter, fan, fan belt, and engine mounts.



Type:.....8-Cylinder, 90° Vee, Overhead Valve
 Displacement:.....289 C.I.D. (4727 cc.)
 Bore and Stroke:.....4.00"x 2.87"
 Cylinder Block Material:.....Precision Cast Iron, milled for flatness and to establish deck-height (.012").
 Cylinder Head Material:.....Precision Cast Iron, milled for flatness and Combustion Chamber displacement.
 Compression Ratio:.....10.8:1
 Firing Order.....1-5-4-2-6-3-7-8
 Oil Filter.....6000 Mile type, full flow
 Fuel:.....Super Premium
 Fuel Pump:.....Mechanical

Type:.....Solid Lifter or Roller, as specified below
 Material:.....Precision cast, special alloy iron.
 Bearings:.....Five (5) steel-back Babbit inserts
 Camshaft Gear Material:.....Cast Iron

Valve Stems are centerless-ground, Chrome Plated, and reground to eliminate excessive Guide wear.

Intake Diameter:.....1.875"
 Exhaust Diameter:.....1.600"
 Angle of Face and Seat (Intake):.....30°
 Angle of Face and Seat (Exhaust):.....45°
 Rocker Arm Ratio:.....1.6:1

Initial Advance on Crankshaft:.....10-12° BTDC
 Distributor Advance Curve is synchronized to provide optimum performance.

Total Advance:.....36-38° (4500 rpm)
 Spark Plugs:.....Autolite BF 601, 18mm.

Material:.....Precision cast alloy iron
 Main Bearings:.....Five (5) steel-back copper-lead alloy

Material:.....Steel-back copper-lead alloy inserts

Material:.....Extruded Aluminum, Cam-Ground

Type:.....Press-fit in Rod
 Diameter:......9122"

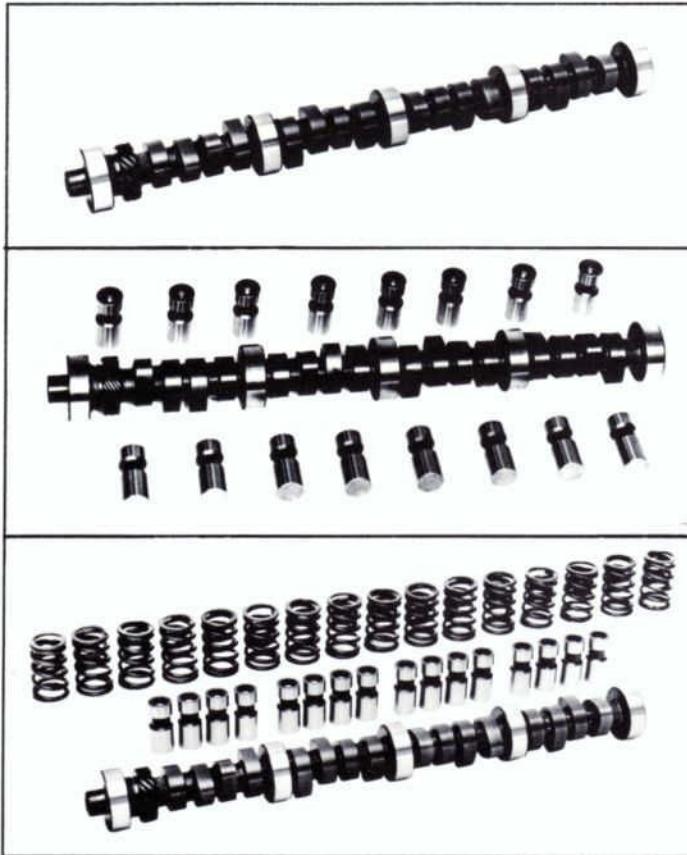
No. 1 Comp:.....Chrome plated
 No. 2 Comp:.....Cast iron alloy, taper face
 No. 3 Oil Control:.....Three-piece; chrome plated ring

Material:.....SAE 1041 forged steel

PART NUMBER & PRICE	HORSEPOWER H.P. @ R.P.M.	TORQUE FT.-LBS @ R.P.M.	WEIGHT LBS.	CARBURETION	CAMSHAFT			
					TAPPET	DURATION AT VALVE		VALVE LIFT
						INTAKE	EXHAUST	
GFJA-6007-C-\$2396.15	350 @ 6750	312 @ 3800	475	4V Holley 715 C.F.M. - Center Pivot Float.	Solid	284°	284°	.445"
GFJA-6007-D-\$2760.50	390 @ 6750	341 @ 4000	530	Four 2V Weber 48-IDA	Solid	289°	289°	.508"
GFJA-6007-E-\$2942.65	395 @ 7000	330 @ 4100	530	Four 2V Weber 48-IDA	Roller	298°	289°	.485"

221 thru 302 CID Engine Kits

HIGH PERFORMANCE CAMSHAFT KITS: All **COBRA** camshaft kits have proven to be winners on race tracks around the world. These camshafts are the finest available for Ford engines; they are manufactured with precision tolerances from the finest materials available to guarantee long life and high reliability.



SPECIFICATIONS

Camshaft timing specifications are valuable only when related to valve action. The specifications shown below reflect actual valve movement and not camshaft lobe readings. Timing is measured at the valve with 0.001" lift.

Although camshafts are sold separately, we strongly recommend the installation of new lifters when installing new camshafts. This prevents lobe scuffing and early cam failure.

TYPE GRIND	ENGINE SIZE	TAPPET	INTAKE				EXHAUST				VALVE LIFT (Inches)
			OPEN BTDC (Degrees)	CLOSE ABDC (Degrees)	DURATION (Degrees)	TAPPET CLEARANCE -HOT (Inches)	OPEN BBDC (Degrees)	CLOSE ATDC (Degrees)	DURATION (Degrees)	TAPPET CLEARANCE -HOT (Inches)	
Street Hydraulic	221,260,289,302	Hydraulic	21	61	262	—	71	11	262	—	.446
High Performance	221,260,289,302	Solid	24	68	272	.018	72	19	272	.018	.450
Road & Drag	221,260,289,302	Solid	29	75	284	.018	75	29	284	.020	.445
Super Road & Drag	221,260,289,302	Solid	37	72	289	.025	76	33	289	.025	.508

STREET HYDRAULIC CAMSHAFT KITS

A revolutionary camshaft design provides optimum performance for street use. Hydraulic lifters operate smoothly and without noise. This camshaft will add 25 horsepower and run to 6000 rpm. High performance valve springs, as furnished in kit, are required for best results.

Description	Part No. & Price
Camshaft only	GFJD-6250-C \$49.95
Camshaft and Lifters	GFJK-6250-E \$81.95
Camshaft, Lifters and Springs	GFJK-6250-F \$98.90

HIGH PERFORMANCE CAMSHAFT KITS

This camshaft provides excellent performance for street use and weekend competitive events. Adds more than 25 horsepower to engine output and affords excellent torque. Solid lifters allow revs to 6500 rpm.

Description	Part No. & Price
Camshaft only	GFJD-6250-J \$26.95
Camshaft and Lifters	GFJK-6250-G \$44.95
Camshaft, Lifters and Springs	GFJK-6250-H \$59.95

ROAD AND DRAG CAMSHAFT KITS

This camshaft is recommended for competition and "hot" street use. Provides excellent torque and increases output by 30 horsepower. This unit is designed specifically for operation between 3000 and 6800 rpm. NOTE: Duration of 284° requires that flycut racing pistons be used with this camshaft.

Description	Part No. & Price
Camshaft only	GFJD-6250-A \$59.50
Camshaft and Lifters	GFJK-6250-D \$79.95
Camshaft, Lifters and Springs	GFJK-6250-A \$95.50

SUPER ROAD & DRAG CAMSHAFT KITS

This camshaft has been a winner on race courses around the world. Designed strictly for competition, it increases engine output by 35 horsepower and operates well from 4000 to 7000 rpm. Operates particularly well with multiple carburetion. NOTE: Valve lift of 0.508" requires that flycut racing pistons be used with this camshaft.

Description	Part No. & Price
Camshaft only	GFJD-6250-B \$64.95
Camshaft and Lifters	GFJK-6250-C \$84.45
Camshaft, Lifters and Springs	GFJK-6250-B \$100.95

Cylinder Heads

COMPRESSION FOR POWER

One commonly accepted method of increasing horsepower and torque values of the internal combustion engine is to increase the Compression Ratio. Higher compression ratios coupled with large, free-breathing valves, polished ports and properly matched valve springs accomplish the purpose of creating greater working pressures and heat-energy, thus producing additional power from the fuel/air charge. Breathing, both intake and exhaust, is substantially improved and creates additional working efficiency of the engine.

The **COBRA**-modified Cylinder Head Assemblies illustrated are designed for 260-289-302 CID engines in Mustang, Fairlane, Falcon and Ford vehicles. If the stock intake manifold is utilized, it must be machined according to the specifications listed below in order to provide a proper fit. **COBRA** high-performance intake manifolds are available which do not require machining (see Induction Systems Section.)

STOCK INTAKE MANIFOLD MILLING CHART

PART NUMBER	DESCRIPTION	MACHINING SPECIFICATIONS	
		Manifold Bottom	Manifold Sides
GFJA-6049-A	Drag Race	.069"	.049"
GFJA-6049-B	Road Race	.086"	.062"

HI PERFORMANCE HEADS

This head is used on the 271 horsepower version of the 289 engine, and although it has no custom port enlarging, it has larger ports than the lower horsepower versions and will interchange. Complete with valve racing springs and retainers.

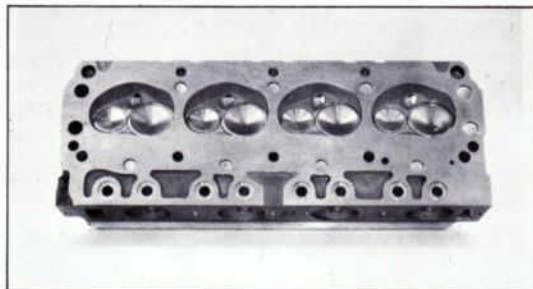
Part Number GFJK-6049-D \$240.00 a pair.

BARE HEAD—Part Number GFJA-6049-A—\$56.65 ea.

SPECIFICATIONS

DESCRIPTION	PART NUMBER & PRICE	OVERSIZE VALVE DIAMETERS		ENLARGED PORT SIZES		COMBUSTION CHAMBER (CC)	MILLED FROM STOCK (inches)	FULL PORT AND POLISH	WELDED WATER PORT
		INTAKE (inches)	EXHAUST (inches)	INTAKE (inches)	EXHAUST (inches)				
DRAG RACE	GFJA-6049-A \$364.60	1.875	1.600	1 $\frac{3}{16}$ x2 $\frac{1}{8}$	1 $\frac{3}{16}$ x1 $\frac{1}{2}$	47.5	.040	NO	NO
ROAD RACE	GFJA-6049-B \$520.85	1.875	1.600	1 $\frac{3}{16}$ x2 $\frac{1}{16}$	1 $\frac{1}{2}$ x1 $\frac{1}{2}$	47.0	.050	YES	YES
TUNNELPORT	GFJK-6049-E	2.01	1.53	*	*	62.0	Not Milled	NO	NO
HIGH PERFORMANCE	GFJK-6049-D \$240.00	1.78	1.45	STOCK	STOCK	47.5	Not Milled	NO	NO

TUNNEL PORT CYLINDER HEADS



These heads have huge 2.01" diameter intake valves, and 1.53" diameter exhaust. The design of the head is such that the push rods run through the center of the intake port, allowing large port size (2.20" diameter intake) and ideal port shape and angle for maximum c.f.m. flow. Exhaust ports are approximately 1.62" by 1.12" and the combustion chambers are 62 c.c.

The latest in head design and a real necessity when absolute maximum horsepower and torque is desired. Must be used with special intake manifold. (See page 8)

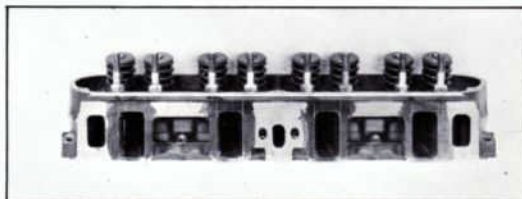
(Available after March 1, 1968).

DRAG RACE CYLINDER HEADS



These machined-modified cylinder heads are manufactured to comply with National Hot Rod Association (NHRA) regulations. A marked increase in breathing efficiency is provided by matched ports and large racing valves. The cylinder heads are furnished completely assembled with valves, valve springs, valve stem seals and spring retainers. Rocker arm studs are threaded for high RPM applications; valve springs operate satisfactorily to 6500 RPM. Flycut Racing Pistons (Set No. GFJK-6108-A) are required to provide clearance for the large valves.

ROAD RACE CYLINDER HEADS



These cylinder heads are identical to those used on victorious **COBRA** competition vehicles raced around the world. Porting, polishing and large valves greatly increase total breathing efficiency and provide an increase in output of 40 to 50 HP. "Banana" water ports are welded closed before milling to provide substantially greater strength and rigidity with no loss of cooling control. Rocker arm studs are threaded for high RPM usage. All components are pre-assembled — including valves, seals, retainers, and valve springs good to 6500 RPM. Flycut Racing Pistons (GFJK-6108-A) are required to provide clearance for the large valves.

221-302 CID Engine Dress Up Kit



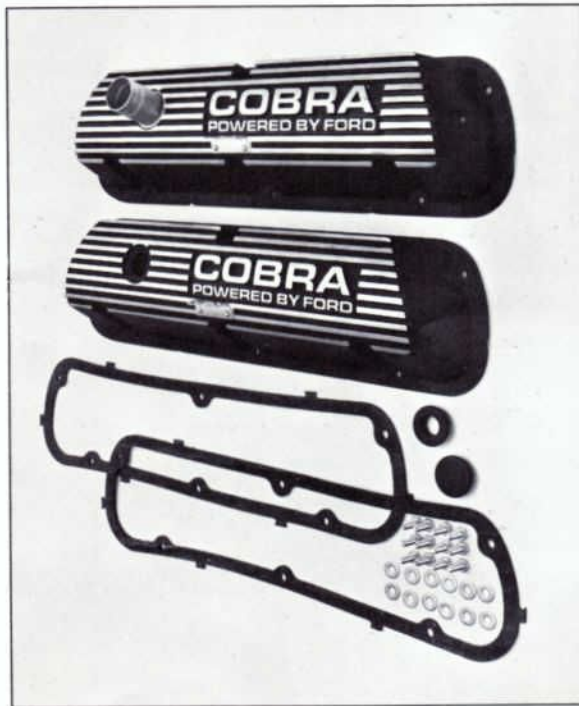
Finned, die-cast aluminum **COBRA** Valve Covers highlight this attractive Kit. Not only is engine compartment appearance greatly enhanced, but the big volume air cleaner is tuned to provide proper air flow to any 4 throat carburetor. All steel parts are finished in triple-plated satin chrome for durability and long-lasting beauty. This Kit fits all 221, 260, 289, 302 engines in Mustangs, Falcons and Fairlanes with or without emission systems. Parts included are Valve Covers, 14" diameter air cleaner, oil breather cap, radiator cap, gaskets and plated bolts.

PART #CFJK-6980-A \$58.95

221-302 CID Valve Cover Kit

Make your engine look like the hot performer it really is. **COBRA** Valve Covers with their finned, die-cast aluminum construction and zinc-coated steel internal baffling not only beautify your engine but also help dissipate heat and muffle tappet noise. Finished in black crackle to contrast with the satin-ground fins, **COBRA** Valve Cover Kits come complete with gaskets, plated bolts and washers and breather tube (when applicable). Kit is available to fit 221-260-389-302 engines in Mustang, Falcon, Ford and Fairlane.

PART #CFJK-6582-B \$29.95



Supercharger Kits

SUPERCHARGER KITS

The volumetric efficiency of your engine depends entirely upon its ability to "breathe". The volume and density of the fuel/air charge determines the amount of heat-energy developed during the combustion cycle and, consequently, the amount of useful work performed by the engine. Supercharging is the simplest, most effective way to improve volumetric efficiency without making major changes in the construction of the engine itself. No matter what performance modifications you have already made to your engine, a **COBRA** Supercharger will increase its present horsepower by at least 46%. Kit includes Supercharger, mounting brackets, carburetor enclosure, drive belt, pulleys and complete Installation Instructions. Can be installed on 225-271-306 H.P. engines (with 4-V Carburetor) in six hours; fits Mustang, Falcon, Fairlane, and Fords.



PART NUMBER & PRICE	ENGINE SIZE	DESCRIPTION
GFJK-9102-D \$435.00	260-289	Supercharger Kit (Complete) for 1965-66 cars without power steering or thermactor.
GFJK-9103-B \$ 25.00	260-289	Power Steering Adapter Kit—1965-1966 (Eaton P.S. Pump).
GFJK-9102-C \$435.00	289-302	Supercharger Kit (Complete) for 1967-68. For cars equipped with power steering use power steering bracket below.
GFJK-9103-A \$ 25.00	289-302	Power Steering Adapter Kit—1967-68 (Saginaw P.S. Pump).
GFJK-17360-A \$ 30.00	—	Gauge Kit, Fuel Pressure and Supercharger pressure).

SUPERCHARGER PARTS

Individual components for **COBRA** Supercharger Kits may be required for replacement and are available as listed below:

PART NUMBER & PRICE	DESCRIPTION
GFJA-9100-B \$200.00	Supercharger Only
GFJA-9100-A \$240.00	Supercharger Competition
GFJD-8620-A \$9.06	Supercharger Belt
GFJA-9102-B \$75.00	Mounting Bracket Complete W/Idler Arm and Spring Assembly
GFJD-9630-A \$5.00	Air Induction Hose 3½x22" Long
GFJD-9652-A \$2.40	Air Discharge Hose 2¾x5"
GFJD-9350-A \$15.00	Fuel Pump for use with Supercharger all 260-289 and 302 Engines
GFJA-9600-F \$25.00	Air Cleaner Assembly 7" Long
GFJA-9600-E \$25.00	Air Cleaner Assembly 9" Long
GFJD-9601-A \$10.00	Air Cleaner Element 7" Long
GFJD-9601-B \$10.00	Air Cleaner Element 9" Long
GFJA-9655-A \$40.00	Supercharger Main Drive Element
GFJD-9632-A \$99.50	Supercharger Carburetor Enclosure
GFJK-17360-A \$30.00	Fuel and Supercharger Pressure Gauge Kit

SUPERCHARGER PULLEYS

PART NUMBER & PRICE	DESCRIPTION
GFJD-9106-H \$30.00	5"x1.78" Overall Length
GFJD-9106-A \$30.00	5"x2.75" Overall Length
GFJD-9106-C \$30.00	4.75"x1.78" Overall Length
GFJD-9106-B \$30.00	4.75"x2.75" Overall Length

CRANKSHAFT PULLEYS

PART NUMBER & PRICE	DESCRIPTION
GFJD-9106-G \$35.00	6.19"x3.95" Overall Length
GFJD-9106-F \$35.00	6.19"x4.95" Overall Length
GFJD-9106-E \$35.00	6.62"x3.95" Overall Length
GFJD-9106-D \$35.00	6.62"x4.95" Overall Length

NOTE: Above pulleys have different overall lengths and this difference should be checked before ordering.

221 thru 302 CID Induction Kits

SINGLE 4-VENTURI INDUCTION

SINGLE HI-RISER SYSTEM

This is the Induction System that started the "Hi-Riser" parade. Developed by **COBRA** to achieve the ultimate in fuel/air distribution through balanced runners to each intake port. The secret is in maintaining proper velocity and complete mixing of fuel and air in the manifold. With the big 600 CFM Holley Carburetor—included in this Kit—an increase of 20-25 horsepower is immediately achieved. This gain is constant across the total RPM range—excellent for both the street and strip. Kit includes Hi-Riser **COBRA** manifold, big 600 CFM Holley carburetor, manifold-to-block seals, all required gaskets, carburetor/manifold studs, emission control fitting and Installation Instructions. Available for both stock cylinder heads and **COBRA** Competition Heads (as listed below).

PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE	CARBURETOR TYPE	CYLINDER HEAD APPLICATION
CFJK-9423-C \$119.50	20	221-260-289	Single 4-V 600 CFM Holley, Std. Bowls	Standard
CFJK-9423-D \$119.50	20-25	302	Single 4-V 600 CFM Holley, Std. Bowls	Milled for Competition

MANIFOLD ONLY

PART NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
CFJK-9424-D \$64.95	Single Quad (4V)	221, 260	Holley 4V	Fits on unaltered cylinder heads with stock head gaskets.
CFJK-9424-C \$64.95		289, 302		Fits on milled cylinder heads with steel shim head gaskets.

8-V STAGE 2 RACE INDUCTION

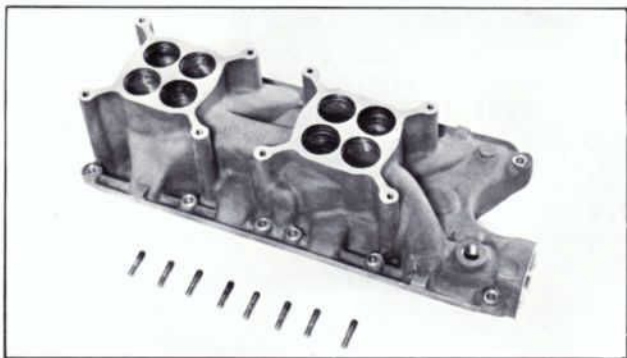
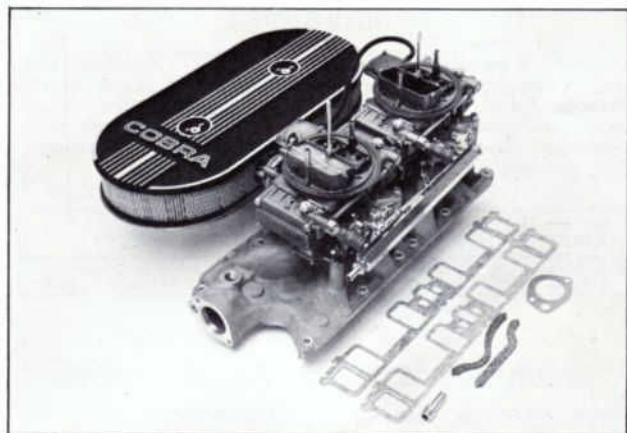
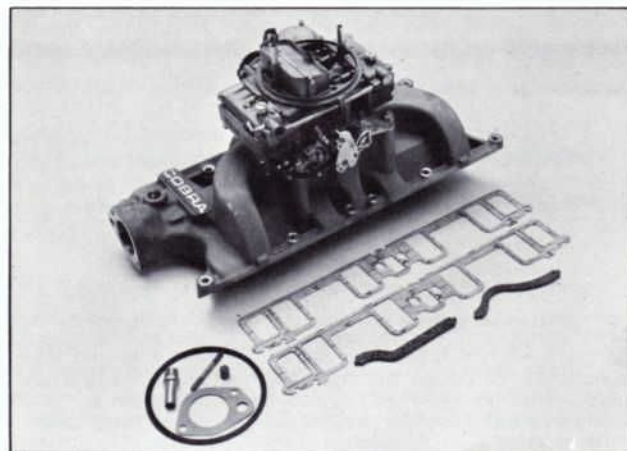
This induction is a very much improved version of our 1967 version and produces approximately 5% more power than last year's model. Will add 45 to 55 H.P. to your engine (depending on camshaft your engine utilizes). This type manifold was used successfully to capture the 1967 Mustang Road Race Championship and is unbeatable.

Equipped with 2-460 C.F.M. Holley Carburetors, Progressive Linkage Fuel Log, Air Cleaner, Emission Fitting and Gaskets.

PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE (CID)	CARBURETOR TYPE	CYLINDER HEAD APPLICATION	PROG. LINKAGE	FUEL LOG
CFJK-9423-A \$223.00	40-50	221, 260,	Two 4-V 460 CFM Holley, Std. Bowls	Standard	YES	YES
CFJK-9423-B \$223.00		289, 302	Two 4-V 460 CFM Holley, Std. Bowls	Milled for Competition		

MANIFOLD ONLY

PART NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
CFJK-9424-A \$79.95	Dual Quad (8V)	221, 260	Holley	Fits on unaltered cylinder heads with stock head gaskets
CFJK-9424-B \$79.95		289, 302		Fits on milled cylinder heads with steel shim head gaskets



TUNNEL PORT 8V MANIFOLD

This manifold is used with the Tunnel Port Cylinder Heads (see page 4). It has matching 2.20" diameter intake ports and carburetor flanges for Holley 4V carburetor. Available after March 1, 1968.

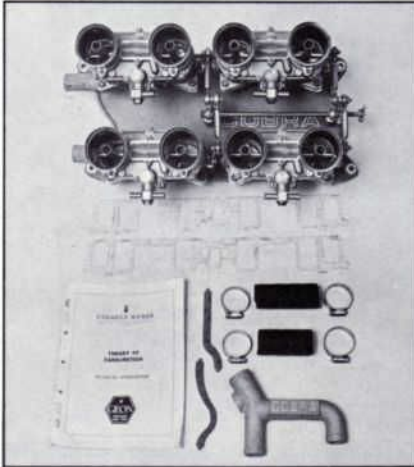
PART NUMBER	TYPE	ENGINE SIZE	CARBURETOR TYPE
CFJK-9424-H	Tunnel Port 8V	221 thru 302	4V Holley



WEBER CARBURETOR INDUCTION SYSTEM

The "perfect" carburetor should supply the engine with a constant air/fuel ratio, regardless of engine RPM and load conditions. To obtain optimum combustibility, the mixture must be as homogeneous as possible, forming an intimate blend of air and fuel to promote fuel vaporization and minimize condensation. The Weber System performs these basic functions perfectly and has been the carburetion choice for competition **COBRA** vehicles the world over. Kit consists of four Weber 48 IDA-1 carburetors (8 venturi, one per cylinder), cast aluminum **COBRA** manifold and water log, synchronous linkage, water hoses and clamps, gaskets, and complete technical data. Ideally suited for high RPM racing engines. Supplies 60-65 additional horsepower but not recommended for street usage.

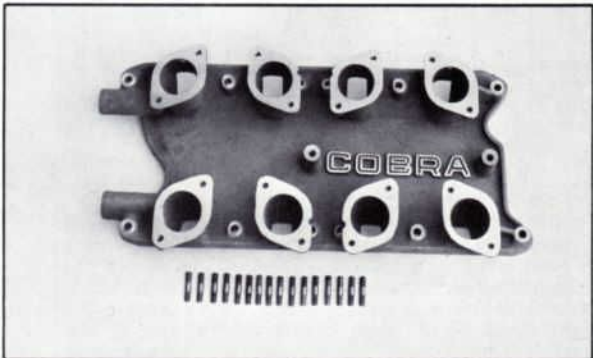
PART NUMBER & PRICE	HORSEPOWER GAIN (h.p.)	ENGINE SIZE	CARBURETOR TYPE
CFJK-9423-E \$595.00	60-65	221 thru 302	Four 2V Weber 48-IDA-1



MANIFOLD ONLY

Engineered exclusively for Weber 48 IDA-1 carburetors, this unit is designed for competition purposes and is not recommended for street use. A 60-65 H.P. increase over stock induction systems makes this unit competitive with fuel-injection systems. Kit includes **COBRA** Weber intake manifold, gaskets, and Installation Instructions.

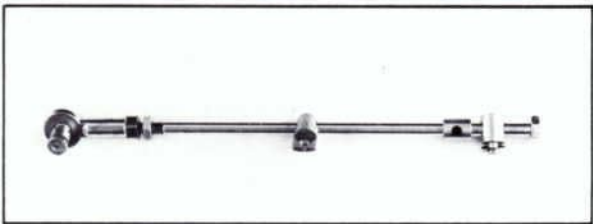
PART NO. & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
CFJA-9424-B \$149.95	Weber	221, 260, 289, 302	Weber 48 IDA-1	Fits on milled cylinder heads with steel shim head gaskets



8V LINKAGE 221 THRU 302 CID ENGINES

Same linkage as used on our 8V 289 Induction Kit. Includes all hardware for installation.

Part Number GFJA-9785-G Price \$4.85



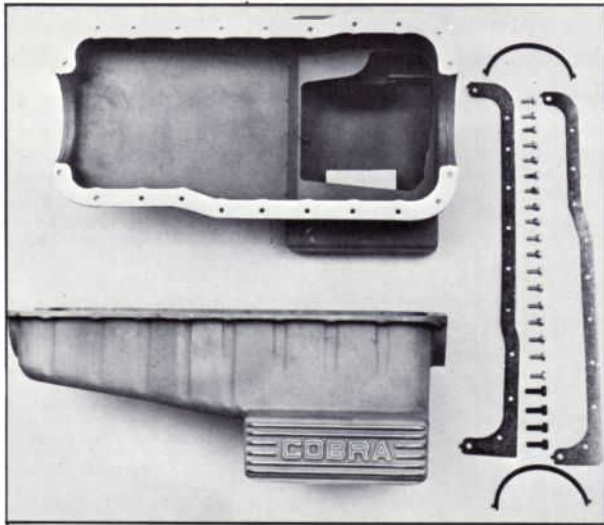
DUAL POINT DISTRIBUTOR 221 THRU 302 CID ENGINES

Features 2 point system which increases point dwell allowing the ignition coil to produce maximum voltage at high r.p.m.'s.

Part Number GFJA-12127-B Price \$35.00



221 thru 302 CID Oil Pans



FINNED ALUMINUM

This 6½-quart capacity Oil Pan is precision cast in aluminum and makes for an unusual and attractive customized effect for your engine. Oil cooling is improved through the extra oil capacity and polished fin design. Internally, the **COBRA** pan has baffles and gates to control oil flow and slosh; oil is provided at the oil pump pickup during even the most extreme driving conditions. Kit consists of pan, gaskets, seals, drain plug and special mounting bolts.

WELDED STEEL

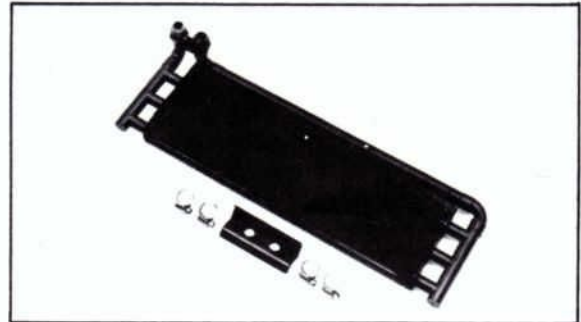
Custom welded steel construction permits greatly increased 8-quart capacity and highly improved oil cooling effectiveness. Internal baffles and gates provide for excellent oil control and pump pickup under the most rugged of racing conditions. While the primary function of the engine oil is to lubricate, it also acts as a cooling agent in high friction areas. Therefore, oil temperature control is an important aspect of high-performance engine design.

PART NUMBER	ENGINE SIZE	CAPACITY (U.S. Quarts)	MATERIAL	WEIGHT (Pounds)	BAFFLES	GATES	KIT CONTAINS
CFJK-6675-A \$81.10	221,260,289,302	6.5	Aluminum	21	YES	YES	Gaskets & Bolts
GFJK-6675-B \$107.70	221,260,289,302	8.0	Steel	13	YES	YES	Pan Only

Oil Cooler Kits

OIL RADIATOR

This specially designed Oil Radiator becomes an integral part of the engine oil system, substantially reducing oil operating temperatures and extending engine life and reliability. In addition, the unit increases the oil system capacity by about one quart. Designed for installation on Mustangs, the radiator can be custom-installed on most vehicles equipped with 260-289-302 engines. Kit includes hose clamps and mounting brackets.









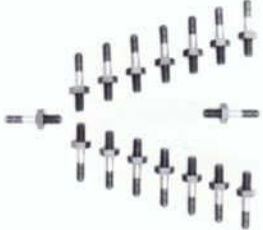
OIL RADIATOR ADAPTOR

This Kit includes the special oil filter mounting adaptor with special fittings for external oil line connection to the Oil Radiator. Comes complete with aircraft aluminum fittings, adaptor bolts, gaskets, oil filter, hoses and nipples.



PART NO. & PRICE	DESCRIPTION	APPLICATION
GFJK-6642-A \$ 99.50	Oil Radiator Adaptor	260-289-302 Mustang
GFJK-6882-A \$ 64.90	Oil Radiator Adaptor Kit	260-289-302 Mustang
GFJK-6641-B \$162.85	Complete Cooler Assembly—Radiator and Adaptor Kit	260-289-302 Mustang

221 thru 302 CID Engine Parts and Accessories

DESCRIPTION	PART NUMBER & PRICE	ENGINE SIZE	BENEFITS
 <p style="text-align: center;">STEEL SHIM HEAD GASKETS</p>	<p style="text-align: center;">GFJK-6051-A \$5.45 (Set of 2)</p>	260 THRU 302	Reduces the combustion chamber height by .030" and increases compression by one-half point. Higher compression adds horsepower.
 <p style="text-align: center;">FLYCUT RACE PISTONS AND PINS</p>	<p style="text-align: center;">GFJD-6108-A \$6.90 ea. GFJK-6108-A \$55.20 (Set of 8)</p>	260 THRU 302	Race pistons are flyout for clearance of large valves and "high lift" camshafts; will also add one point of compression. Extruded aluminum is cam ground to close tolerances. Come in 4.0" diameter only; no oversizes available.
 <p style="text-align: center;">RACING VALVE SPRINGS</p>	<p style="text-align: center;">GFJD-6513-B \$1.20 ea. GFJK-6513-B \$19.20 (Set of 16)</p>	260 THRU 302	These specially designed springs provide good valve action at well above 6500 rpm. A racing camshaft is only as good as the springs used with it. Recommended for road and drag racing camshafts.
 <p style="text-align: center;">DEGREED DAMPER</p>	<p style="text-align: center;">GFJD-6316-A \$28.65</p>	260 THRU 302	Allows for exact engine timing in the shop or at the race track where expensive electronic equipment is not available.
 <p style="text-align: center;">HIGH REV. COMPETITION SPRINGS AND ALUMINUM RETAINERS</p>	<p style="text-align: center;">GFJD-6513-A \$2.50 ea. GFJK-6513-A Set (16) \$40.00</p>	260 THRU 302	These springs are intended for full competition as spring pressures are somewhat higher than the racing springs. Insures valve control up to near 8,000 RPM's. Aluminum alloy retainer for lightness and strength. Two spring systems—one inner and one outer.
 <p style="text-align: center;">RACING VALVES</p>	<p style="text-align: center;">GFJD-6505-A \$5.85 (exhaust—ea.) GFJK-6507-A \$3.95 (intake—ea.)</p>	260 THRU 302	Intake valve is 1.875" diameter, exhaust valve is 1.600" diameter. Stems are chrome plated for long life. Use as replacement valves on Drag Racing and Road Racing cylinder heads.
 <p style="text-align: center;">THREADED ROCKER ARM STUDS</p>	<p style="text-align: center;">GFJD-6527-A \$.83 ea. GFJK-6527-A \$13.20 (Set of 16)</p>	260 THRU 302	Threaded rocker arm studs allow high rpm engine operation; pressed-in studs should be replaced for speeds above 6000 rpm.

221-302 CID Competition Engine Kits

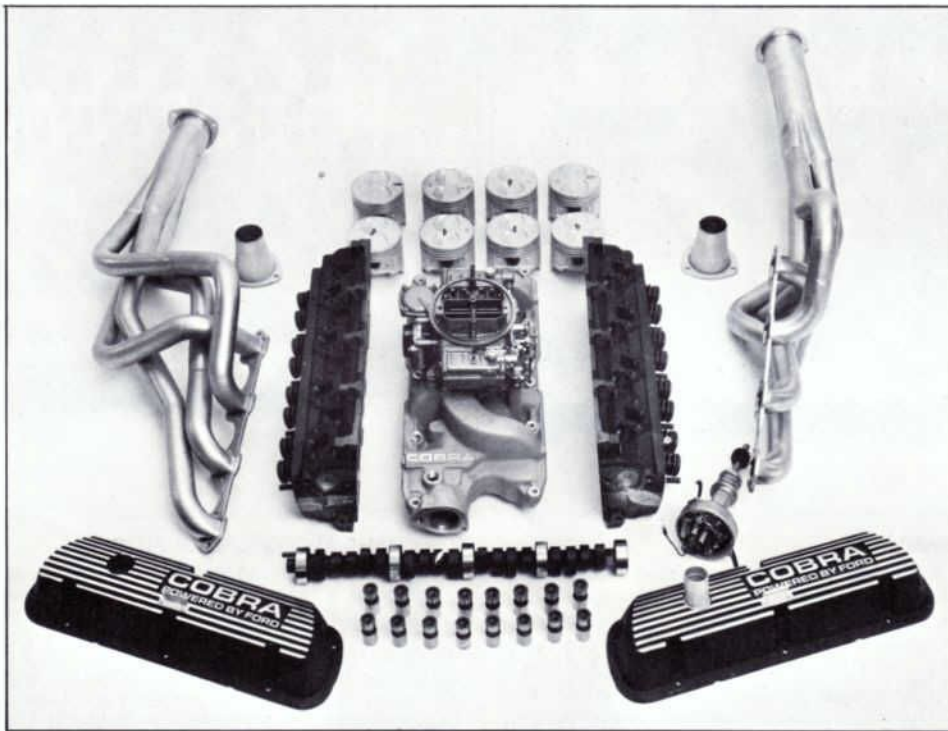
ENGINE PERFORMANCE KITS

Now for the first time you may purchase a complete engine performance package that will be sure to produce the horsepower you need for winning performance on the street or strip.

These engine kits have been dyno proven and the components have been carefully selected to give you the performance you desire. When properly installed and used with the correct ignition timing, carburetor jetting, etc., the guess work is removed and little else need be done other than to

fine tune the engine to your particular drag strip, altitude and climate.

The kits come complete with all gaskets and most of them can be installed in one day with regular hand tools. Specific recommendation as to spark plugs, carburetor jetting, cam timing, ignition timing as well as instructions are included.



289-302 COMPETITION ENGINE KIT

Make your 289-302 a real goer with this coordinated engine performance kit. Enables your 289 to develop 325 H.P. or more.

Part #CFJK-6044-A Price \$813.95

Total Kit:

GFJA-6049-A	Drag Race Cylinder Heads w/racing valve springs
CFJK-9423-D	4-V High Riser Induction w/600 CFM Carburetor
GFJK-6250-D	Road & Drag Camshaft & Lifters
GFJK-6108-A	Flycut Race Pistons
GFJK-9428-D	Tuned Headers w/Extensions
CFJK-6582-B	Valve Covers
GFJK-6051-A	Steel Shim Head Gaskets
GFJA-12127-B	Dual Point Distributor

289-302 HIGH PERFORMANCE ENGINE KIT

Convert your standard 289-302 to a high performance 271 H.P. plus engine with the following parts:

CFJK-6044-B Price \$344.90

Total Kit:

GFJK-6049-D	High Performance Cylinder Heads w/valves & springs assembled
GFJK-6108-A	High Performance Pistons
GFJK-6250-G	High Performance Camshaft & Lifters
GFJK-6051-A	Steel Shim Head Gaskets

352 thru 428 CID Engine Kits

RACING CAMSHAFTS FOR THE LARGE BLOCK 352, 390, 406, 427 & 428 C.I.D.

Available now are two race proven camshafts, one hydraulic and one solid lifter. The hydraulic camshaft is the big brother of the famous 289 **COBRA** hydro and gives results superior to those of any other manufacturer. This camshaft was developed only after extensive computer calculation and dyno running and is a real winner for the serious street strip contender. The solid lifter camshaft was produced after several years of intensive research and the design can be regarded as the current advanced state of the art in camshaft design. Lobe contours and cam phasing are all new here

and represents the new approach to maximum horsepower and torque.

All **COBRA** cams are manufactured from special iron alloy compounded for impact and wear resistance and protected from scuff, and friction by our own composition of phosphate coating.

Although camshafts are sold separately, we strongly recommend the installation of new lifters when installing new camshafts. This prevents lobe scuffing and early cam failure.



HYDRO THRUST CAMSHAFT

This camshaft is designed to produce maximum induction flow when used with a free flowing intake manifold and a 715 C.F.M. carburetor or larger. Equal length headers should be used. Camshaft works best with reworked heads but still very strong without. Some loss of torque below 3,300 but still pulls the heavy cars very well. Use with 4-speed or reworked automatic. Good street strip cam. Slightly lumpy on idle. For '63" and later engines only.

- GFMD-6250-V \$ 60.00 Camshaft Only
- GFMK-6250-S \$ 85.00 Camshaft & Lifters
- GFMK-6250-R \$109.00 Camshaft, Lifters, Springs & Retainers

**NOTE: Early type is identified by the thrust spring and button used on the front of the camshaft. Usually 1962 and earlier. Late type has a thrust plate that bolts into the front of the block.*

LEMANS KINETIC SUPER FLOW

This camshaft will enable a properly equipped engine to produce a fantastic amount of horsepower and torque. For best results this should be used with 780 cfm carburetor or larger 2-4V induction or fuel injection. Equal length headers are a must. High compression ratio 11 or 12:1. Best with reworked heads and large valves. Develops peak horsepower at around 6,800 so gear accordingly. Use racing type ignition system. Use with 4-speed or beefed hydro.

- | | | | | |
|--------------------------------------|----------------------|---|--|--|
| EARLY TYPE '62 & EARLIER* | | LATE TYPE '63 & LATER* | | |
| GFND-6250-A \$70.00 | GFMD-6250-W \$70.00 | Camshaft Only
Camshaft & Lifters
7,000 RPM Camshaft
Kit — Includes cam-
shaft, lifters, springs,
retainers, push rods,
adjustable rocker
arms. | | |
| GFNK-6250-B \$90.00 | GFMK-6250-U \$90.00 | | | |
| GFNK-6250-C \$140.00 | GFMK-6250-T \$140.00 | | | |
| GFNK-6250-D \$165.00 | GFMK-6250-X \$165.00 | Same as above but
with springs that al-
low up to 8,000 RPM. | | |

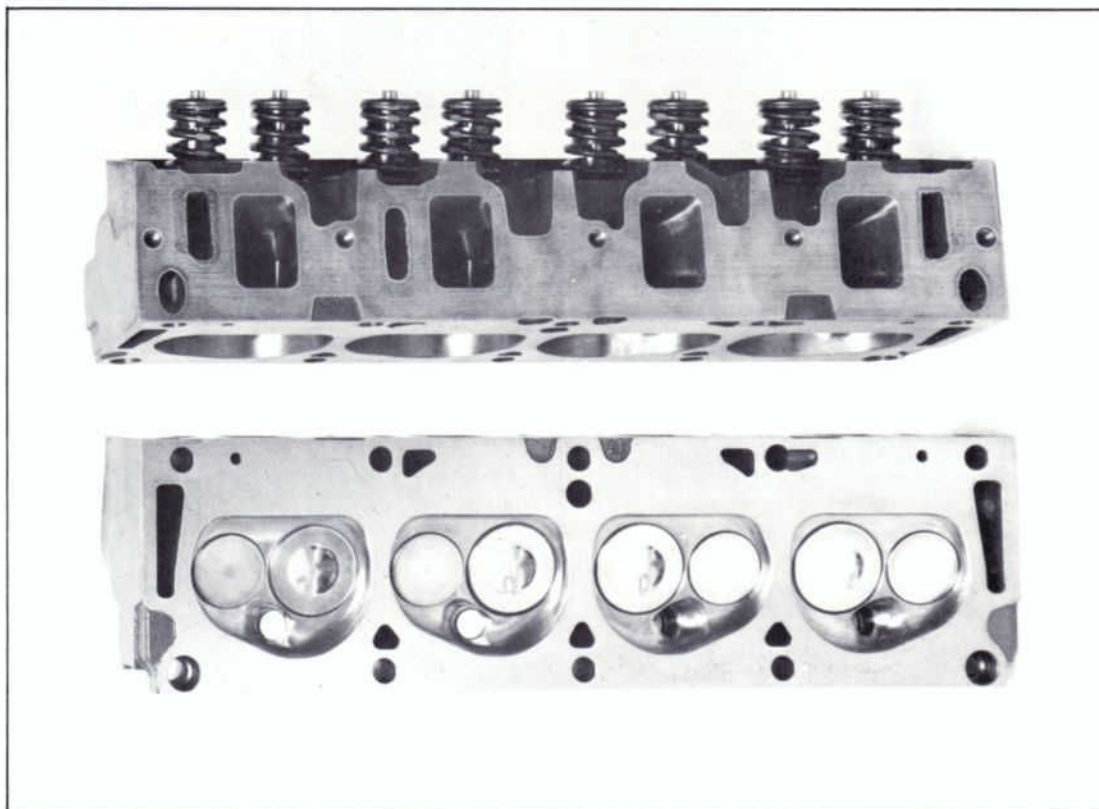
TYPE GRIND	ENGINE SIZE (C.I.D.)	TAPPET	INTAKE				EXHAUST				VALVE LIFT (Inches)
			OPEN BTDC (Degrees)	CLOSE ABDC (Degrees)	DURATION (Degrees)	TAPPET CLEARANCE —HOT (Inches)	OPEN BBDC (Degrees)	CLOSE ATDC (Degrees)	DURATION (Degrees)	TAPPET CLEARANCE —HOT (Inches)	
Hydro Thrust	352 thru 428	Hydraulic	38	82	300	—	82	38	300	—	.515
Le Mans Kinetic	352 thru 428	Solid	51	93	324	.025	89	55	324	.025	.528

NOTE: Above data is theoretical and taken at the cam lobe.



Designed exclusively for Fords by Ford experts

352 thru 428 CID Cylinder Heads



COMPETITION CYLINDER HEADS FOR 352, 390, 406, 427, 428 C.I.D. ENGINES WITH FLAT TOP PISTONS

These heads have been extensively reworked to provide maximum horsepower and free breathing on the 390 CID engine. They feature fully polished combustion chambers enlarged intake and exhaust ports and large intake and exhaust valves fully polished. Intake valve diameter is

2.09 and exhaust diameter is 1.66. They are equipped with our 8,000 RPM valve springs with aluminum alloy retainers. An increase of 40-45 H.P. can be expected when installed on a fully modified engine. Chamber 74cc.

GFNK-6049-A \$550.00

Bare Heads that the above heads are processed from. No porting or polishing. BARE HEAD GFND-6049-A \$56.20 ea.

427 HIGH PERFORMANCE HEADS

These are high performance heads that our part #GFPK-6049-B heads are processed from. They are not ported or polished but have large passages and the same large diameter valves intake 2.19, exhaust 1.72. They have fully machined combustion chambers and are equipped

with high performance springs that will allow operation to 7,000 RPM. A good value in cylinder heads that will produce good results in everything but an all out competition engine. Chamber 91cc.

GFPK-6049-C \$485.00

BARE HEAD GFPD-6049-C \$142.75 ea.

COMPETITION CYLINDER HEADS FOR 427 CID

These 427 CID heads are reworked from Ford "F" suffix heads and are the finest and freest breathing wedge heads available. They are completely ported and polished and the fully machined combustion chambers have been opened up for full flow around the valves. Valves are

Ford high rev. fully polished with hollow stems. Valve springs are full competition with aluminum retainers and will operate to 8,000 RPM. For maximum benefit use in an engine equipped with long duration camshaft, headers and full flow induction. Chamber 91cc.

GFPK-6049-B \$575.00

NOTE: All parts used in our heads are new highest quality, including new head castings.

352 thru 428 CID Induction Kits

COBRA "SIDEWINDER"

4V INDUCTION SYSTEM:

This induction system was developed after an intensive testing program to establish optimum port shape and riser size. The testing indicated the carburetor should be offset along the center line of the engine to establish maximum flow and fuel equalization. This manifold features this offset position which results in equal carburetor jetting and along with the riser design, it will flow more fuel air mixture than any other 4V manifold in use. Kit includes Holley carburetor, gaskets emission control and heater fitting. For 352 thru 428 CID engines.

CFMK-9423-D \$230.00

Induction W/715 Holley
Center Pivot Carburetor

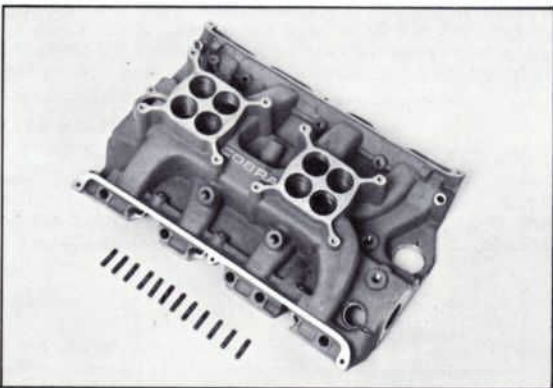
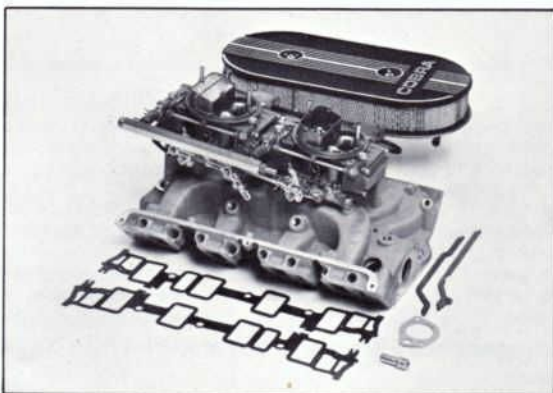
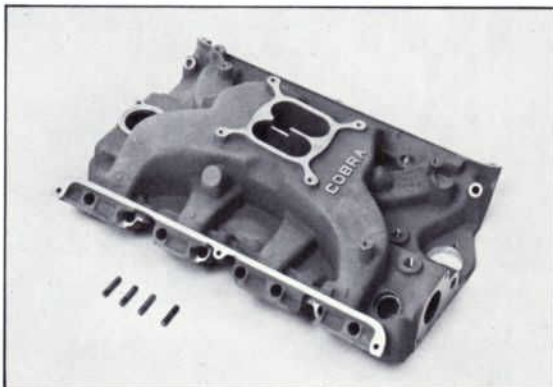
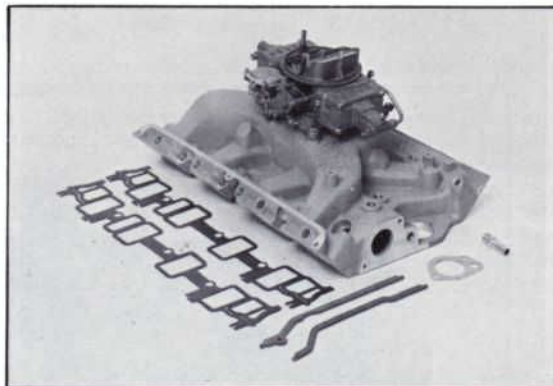
CFMK-9423-E \$320.00

Same As Above But With
Holley 3 Barrel Carburetor

MANIFOLD ONLY

CFMK-9424-C \$145.00

Manifold Only, Will Accept
Holley 3 or 4 Barrel Carburetor



COBRA 8V INDUCTION

This race proven induction system takes over where the 4V leaves off. Gives that extra bit of power needed for winning at high RPM's. Can be used on mild tune street engines but works best with full race equipment at high RPM ranges. Progressive linkage on rear carburetor primaries. Equipped W/2-600 CFM Holley Carburetors, Linkage, Fuel Log, Air Cleaner Element and Gaskets. Fits all 352 thru 428 CID engines.

As Above

CFMK-9423-G \$320.00

MANIFOLD ONLY

CFMK-9424-F \$145.00

352 thru 428 CID Engine Parts and Accessories



**RACING
VALVE
SPRINGS**

GFMD-6513-D
Each \$1.50
GFMK-6513-D
Set (16) \$24.00

These valve springs will maintain valve control up to 7,000 RPM's with a solid lifter cam. They feature a large diameter spring with a reverse dampener for harmonic control. A good spring where 7,000 RPM's maximum and long valve gear life is required. Work with stock 352 through 428 retainers.



**HIGH REV.
COMPETITION
SPRINGS AND
ALUMINUM
RETAINERS**

GFMD-6513-E
Each \$2.50
GFMK-6513-E
Set (16) \$40.00

These springs are intended for full competition as spring pressures are somewhat higher than the racing springs. In-sure valve control up to near 8,000 RPM's. Aluminum alloy retainer for lightness and strength. Two spring systems —one inner and one outer.



**STEEL
SHIM HEAD
GASKETS
FOR
352-390
406-427-428**

GFMK-6051-A
\$3.95
(Set of 2)

This gasket will accommodate large valves.



**HIGH
VOLUME
FUEL PUMP**

GFMD-9350-B
\$20.00

We strongly recommend the use of this fuel pump when high performance equipment has been added to an engine and the engine will be run at high RPM's. Should be used with a 3/8" diameter fuel line from pump to carburetor.



**8V-LINKAGE
"390"**

GFMA-9785-H
\$18.00

Same progressive linkage as used on our 390 Induction Kit. Includes all hardware for installation.

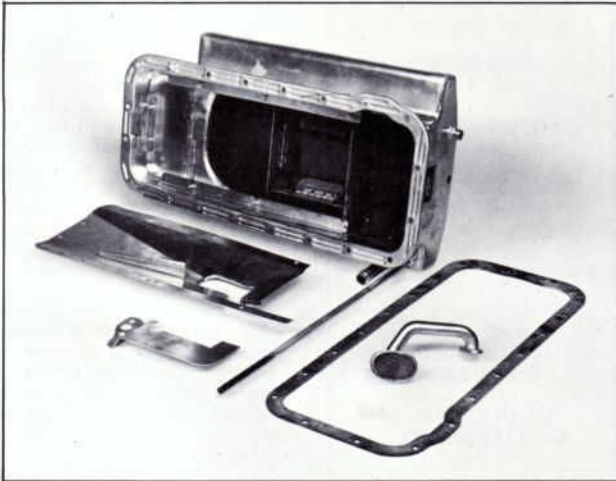


**DUAL
POINT
DISTRIBUTOR**

CFQA-12127-A
\$35.00

Features 2 point system which increases point dwell allowing the ignition coil to produce maximum voltage at high r.p.m.'s.

352 thru 428 Oil Pans



WELDED STEEL

Custom welded steel construction permits greatly increased 10-quart capacity and highly improved oil cooling effectiveness. Internal baffles and gates provide for excellent oil control and pump pickup under the most rugged of racing conditions. While the primary function of the engine oil is to lubricate, it also acts as a cooling agent in high friction areas. Therefore, oil temperature control is an important aspect of high-performance engine design.

PART NUMBER & PRICE	ENGINE SIZE	CAPACITY (U.S. Quarts)	MATERIAL	WEIGHT (Pounds)	BAFFLES	GATES	KIT CONTAINS
GFMK-6675-A \$218.50	352-390-427, 428	10.0	Steel	15	YES	YES	Oil pick-up, gaskets and bolts

352 thru 428 Valve Cover Kit

352 thru 428 CID ENGINES

Make your engine look like the hot performer it really is. **COBRA** Valve Covers with their finned, die-cast aluminum construction and zinc-coated steel internal baffling not only beautify your engine but also help dissipate heat and muffle tappet noise. Finished in black crackle to contrast with the satin-ground fins, **COBRA** Valve Cover Kits come complete with gaskets, plated bolts and washers.

CFMK-6582-M \$37.95



Weber Carburetors

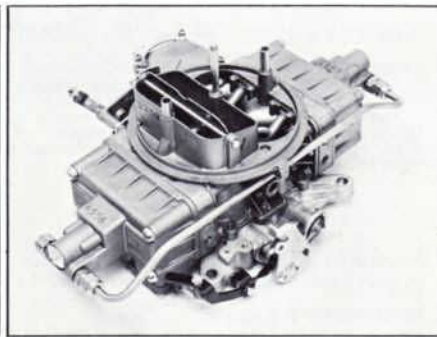
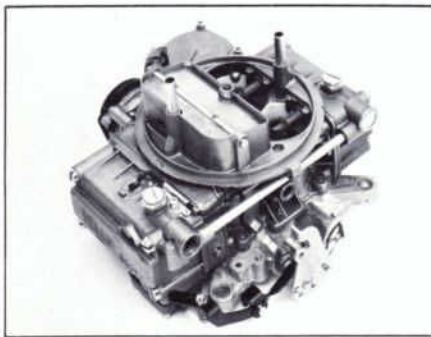
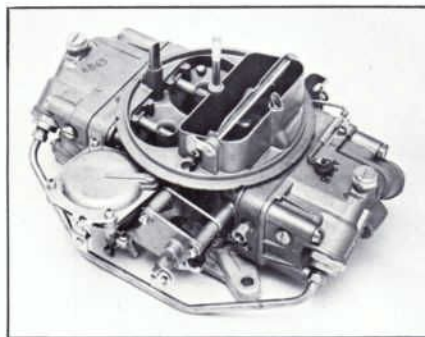


WEBER 48 IDA-1

Acknowledged as the most effective carburetion device available, the Weber 48 IDA-1 is ideally suited for engines from 250 to 400 C.I.D. Each carburetor embodies an idle speed and progression circuit, a main feed system, including air corrector jets, a strangler throttle (choke), accelerator pump and a full-power secondary circuit. Design and quality of workmanship are second to none throughout the automotive world. These Weber carburetors perform in a manner equivalent to fuel-injection units. Not recommended for street usage.

PART NO. & PRICE	TYPE	DESCRIPTION
GIMA-9510-A—\$100.00	Dual Throat, Downdraft	Carburetor, Weber 48 IDA-1

Holley Carburetors



HOLLEY - CENTER-PIVOT CATHEDRAL FLOAT BOWLS

Available in three various cubic-feet-per-minute ratings, there is a high-performance Holley 4-Venturi Carburetor available for every modern automobile. All units listed include the following operating systems: controlled and balanced fuel inlet system with nitrophyl solid floats, inverted "U" idle system, mechanical accelerating pump system, a main metering system controlled by primary venturi air flow, a power enrichment system controlled by manifold vacuum, and a secondary venturi system controlled by airflow through the primary venturis. Excellent for both street and racing events.

HOLLEY— STANDARD FLOAT BOWL

These carburetors have the same body as used on the center-pivot models but have shorter float bowls that allow them to be used on dual installations slightly lower in cost.

HOLLEY - CENTER-PIVOT FLOAT BOWLS

Designed exclusively for **COBRA**, "Center-Pivot Float" Holleys are available in the 715 and 780 CFM rating for both competition and street use. The primary and secondary fuel bowls are connected by a large transfer tube and have center pivot non-sinkable nitrophyl floats and central fuel inlets to prevent flat spots and starvation during hard cornering. Special controlled-compression gaskets between the metering bodies and the fuel bowls prevent heat transfer to fuel in the bowls. Carburetor Kits include carburetor, fuel line tube, manifold gasket, air cleaner stud and air cleaner gasket.

PART NUMBER & PRICE	RATED FLOW RATE (CFM)	BOWL TYPE	VENTURI SIZE		THROTTLE BORE— BOTH (Inches)	ENGINE SIZE	RECOMMENDED USE
			PRIMARY (Inches)	SECONDARY (Inches)			
GIMD-9510-E \$53.00	460	Standard	1 $\frac{3}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{2}$	221, 260, 289, 302	Replacement Carb for Dual Quad High Riser Induction (SFK-9424-A)
GIMD-9510-D \$53.00	600	Standard	1 $\frac{1}{4}$	1 $\frac{5}{16}$	1 $\frac{9}{16}$	221, 260, 289	Street—Use with Hydraulic or Solid Lifter Camshaft.
GIMD-9510-B \$75.00	715	Center-Pivot Float	1 $\frac{5}{16}$	1 $\frac{3}{8}$	1 $\frac{11}{16}$	260, 428	Road Race—Use with Solid Lifter Camshaft.
GIMD-9510-F \$75.00	715	Center-Pivot Float Cathedral	1 $\frac{5}{16}$	1 $\frac{3}{8}$	1 $\frac{11}{16}$		
GIMD-9510-R \$150.00	950	Center-Pivot Float Cathedral	1 $\frac{9}{16}$	1 $\frac{9}{16}$ x 3 $\frac{7}{16}$ 3 Barrel Type	1 $\frac{3}{4}$	390, 428	Street and Drag Race—Use with Hydraulic or Solid Lifter Camshaft.
GIMD-9510-A \$75.00	780	Center-Pivot Float Cathedral	1 $\frac{3}{8}$	1 $\frac{7}{16}$	1 $\frac{11}{16}$	390, 427, 428	Road Race—Use with Solid Lifter Camshaft.

CARBURETOR PARTS, JETS, GASKET SETS

Both Holley and Weber carburetion parts are available for jetting for all engine conditions. If parts are required which are not listed, contact your COBRA Wholesaler for complete parts availability information.

PART NUMBER & PRICE	DESCRIPTION	USED ON	QTY. PER CARB.
GIMK-9590-A \$11.95	Repair Kit, Carb.	All Holley 4V Carbs.	1
GIMD-9533-A thru GIMD-9533-Z \$.25 ea.	Jet, Primary: Specify Jet Size	All Holley 4V Carbs.	2
GIMD-9534-A thru GIMD-9534-Z \$1.02 ea.	Jet, Main: Specify Jet Size	Weber 48 IDA-1	2
GIMD-9612-A thru GIMD-9612-Z \$.75 ea.	Jet, Air Correction: Specify Jet Size	Weber 48 IDA-1	2

PART NUMBER & PRICE	DESCRIPTION	USED ON	QTY. PER CARB.
GIMD-9610-A thru GIMD-9610-N \$2.25	Emulsion Tube. Specify Size	Weber 48 IDA-1	2
GIMD-9514-A thru GIMD-9514-E \$.60	Choke—Specify Size	Weber 48 IDA-1	2
GIMD-9502-A \$2.00	Gasket Set, Complete	Weber 48 IDA-1	1
GIMD-9447-B \$.69	Gasket, Heat Insulator (Set of 8)	Weber 48 IDA-1	1
GIMD-9447-A \$.08 ea.	Gasket, .003 Paper (Set of 16)	Weber 48 IDA-1	2

AIR CLEANERS, PLENUM CHAMBER

COBRA Air Cleaners are tuned for low-restriction, high-volume operation and efficiency. Beautifully chrome plated, air cleaners are available for both Holley and Carter AFB carburetors as listed below. The Plenum Chamber, when used with a hood air scoop, permits induction of cool, fresh air from outside of engine compartment. Cold, dense air gives a richer oxygen charge to fuel/air mixture and provides better performance and power.

PART NO. & PRICE	DESCRIPTION	USED ON
GIMD-9600-B \$21.95	Air Cleaner Assy.—14" dia.	All Holley 4V Carbs.
GIMD-9600-A \$ 6.65	Air Cleaner Assy.—6½" dia.	All Carter AFB Carbs.
GIMD-9600-C \$ 8.65	Air Cleaner Assy.—8½" dia. (No tube outlet)	All Holley 4V Carbs.
GIMD-9600-D \$12.62	Air Cleaner Assy.—8½" dia. (With tube outlet)	All Holley 4V Carbs.
GIMK-9480-A \$17.50	Plenum Chamber	Holley 4V Carb. in car with hood scoop.



FULL-FLOW AIR CLEANER

This air cleaner was developed specifically for use on the Holley 3-Barrel Carburetor and will allow the carburetor to breath and flow at it's best.

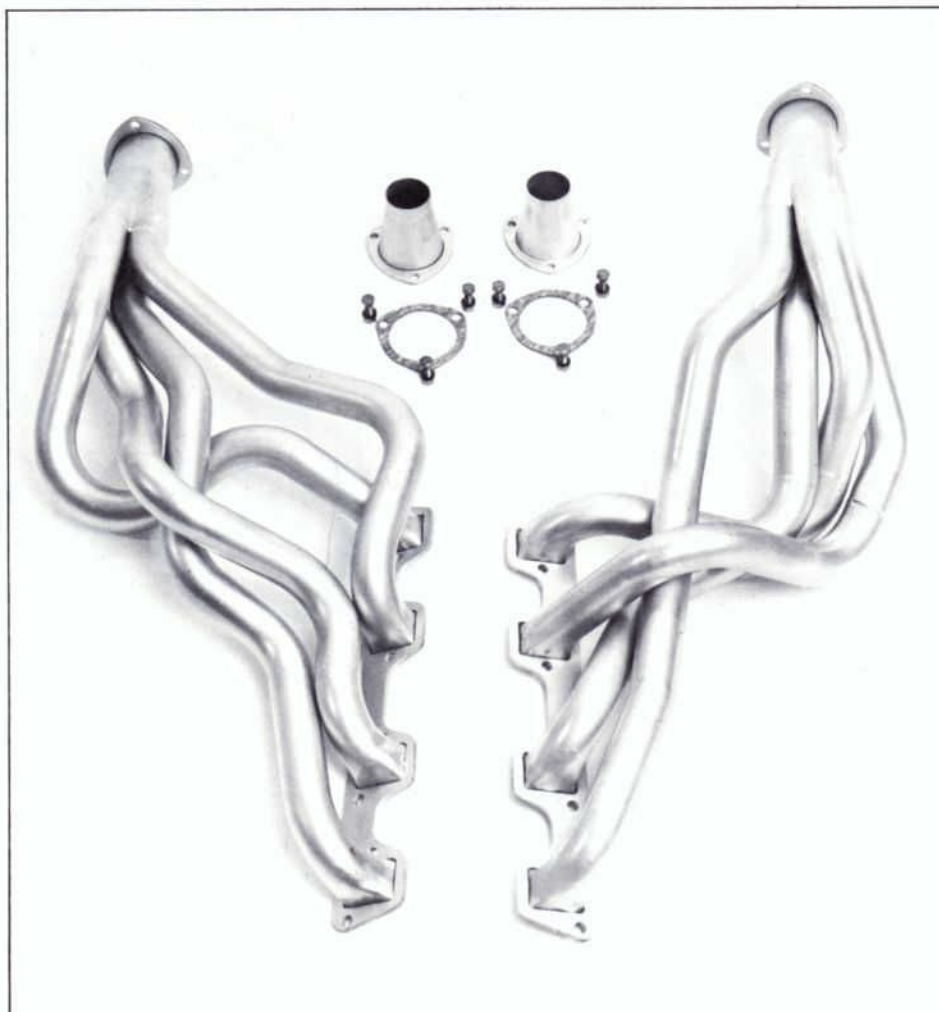
GFMD-9600-G \$19.50

8V - AIR CLEANER

Same air as used on our 289 & 390 2 - 4V Induction Kits designed for Holley Carburetors on 8½" centers.

CFMK-9600-C \$28.00

Exhaust Headers



COBRA TUNED HEADERS WITH EXTENSIONS

These headers are manufactured in our new header plant and feature tube diameter and routing for maximum horsepower and torque. Thoroughly tested on the dynos that developed the famous Cobra race engines, these headers will add maximum horse-

power to your street engine and are a must for maximum output when our other high performance equipment is used. Complete with extensions, gaskets and bolts.

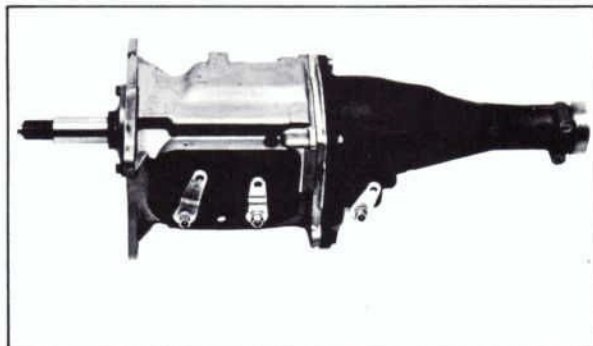
FORD PRODUCTS		
GFJK-9428-E \$125.00	Mustang - Cougar	67-68 289 *
GFMK-9428-A \$140.00	Mustang - Cougar	67-68 390 *
GFPK-9428-A \$140.00	Mustang - Cougar	68 427 *
GFJK-9428-D \$125.00	Mustang	64-66 269 289 *
GFMK-9428-B \$140.00	Fairlane - Comet	66 390 *
GFJK-9428-F \$125.00	Falcon Fairlane	63-66 260-289 *
GFJK-9428-G \$125.00	Comet	63-66 260-289 *
GFMK-9428-C \$140.00	Ford	60-64 332-352-390 406-427 *
*For power steering order power steering bracket #GFMD-3351-A. \$3.75		

Power Train

TRANSMISSION, CLOSE RATIO 4 SPEED

Kit includes complete transmission ready for installation. This is the answer for the driver that wants more than shifting gears. Computer designed and race proven, this transmission offers the best combination of gear ratios available for Mustangs. The new cast iron case and tail housing offer performance and durability never before available. All forward speeds are fully synchronized for easy shifting.

PART NO. & PRICE	DESCRIPTION	RATIOS				USED ON	
		1	2	3	4	CAR	ENGINE SIZE
GFJA-7003-A \$284.95	Fully synchronized close Ratio 4-Speed Transmission	2.36	1.62	1.20	1.00	Mustang	260 & 289



DRAG RACING CLUTCH AND PRESSURE PLATE ASSEMBLY

Kit includes heavy duty 10½" clutch disc with special matched pressure plate. Designed to release easily at high RPM yet retains excellent characteristics for good street operation. Race tested and approved, this unit is built to take the high temperature and rpm of racing. Fits all 260 and 289 Ford engines.

PART NO. & PRICE	DESCRIPTION	ENGINE SIZE (C.I.D)
GFJK-7537-A \$73.00	Clutch and Pressure Plate Assembly, Drag Racing	260, 289 & 302
GFJD-7563-A \$53.25	Cover and Pressure Plate Assy. (only) — Drag Racing	260, 289 & 302



"NO-SPIN DIFFERENTIAL UNIT"

Kit includes complete carrier assembly unit. The advanced design and construction of this unit provides the ultimate in rear wheel traction. Specially suited for road racing and drag racing. This unit takes immediate response to the slightest loss of power on either wheel.

PART NO. & PRICE	DESCRIPTION	USED ON			CARRIER ASSEMBLY DIMENSIONS	
		YEAR	MAKE	ENGINE SIZE	OVERALL LENGTH (approx.)	CARRIER BEARING I.D.
GFMD-4880-B \$169.50	"No Spin" Differential Unit Standard rear-end	1965-67	Mustang	260,289	6½"	1.64"
GFMD-4880-A \$169.50	"No Spin" Differential Unit High Performance rear-end	1965-67	Mustang	289	7¼"	1.64"
GFMD-4880-C \$169.50	"No Spin" Differential Unit High Performance with Large Bearings	1965-67	Mustang	289	7¼"	1.78"



TRANSAXLE, 5-SPEED MANUAL

A fully synchronized five-speed and reverse transmission/rear-axle unit designed for up to 425 H.P. and 375 ft./lbs.-torque input. Limited-slip differential is integral in unit; lightweight aluminum casings contribute to cooling and efficiency. Design permits complete unit to become part of chassis' sprung weight, adding to handling capability of vehicle. This is the famous ZF-5DS-25 Transaxle incorporated in winning Shelby race cars internationally. Bellhousing adaptors are available to fit the unit to all popular engines. Optional gear ratios are available as listed below.

PART NO. & PRICE	DESCRIPTION	RATIOS					MAXIMUM INPUT		
		1	2	3	4	5	HORSEPOWER (hp)	TORQUE (ft-lbs)	
GIMA-7003-A \$1245.00	ZF Transaxle 5 Speed Type 5DS-25	10.21	6.20	4.60	4.05	3.59	425	375	
		OPTIONAL RATIOS							
		10.21	6.20	4.81	4.22	3.88			
		8.32	5.06	3.75	3.30	2.92			
		9.02	6.07	4.64	3.77	3.18			
GFJD-6394-B \$80.00	Adapter, ZF Transaxle to Trans-Dapt #4 Adapter (any engine to 32-48 Ford Trans.)								



Suspension / Handling

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-18124-A \$50.00	65-68 Mustang	Koni Shock Absorbers Front (pair)
GFMD-18124-A \$25.00	65-68 Mustang	Koni Shock Absorbers Front (each)
GFMK-18125-A \$50.00	65-68 Mustang	Koni Shock Absorbers Rear (pair)
GFMD-18125-A \$25.00	65-68 Mustang	Koni Shock Absorbers Rear (each)

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-5482-A \$44.75	65-66 Mustang	Stabilizer Bar, Front

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-3590-A \$26.90	65-66 Mustang equipped with V8 Engine	Quick Steering Kit — Idler and Pitman Arm

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-29432-A \$12.95	65-66 Mustang	Front Fender Support

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-18127-B \$35.95	64-66 Mustang	Traction Bar Kit
GFMK-18127-A \$35.95	67-68 Mustang	

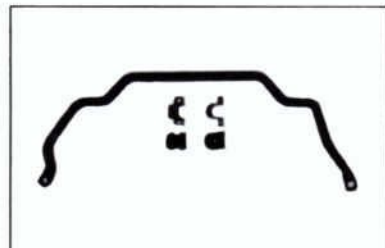
KONI SHOCK ABSORBER KITS

Here's the answer for those that are tired of just average handling. Competition proven by the best, fully adjustable koni shocks can be set for any type of handling you want. Will last 60,000 to 80,000 miles under normal driving conditions. No special work required to fit any 1965-66 Mustang.



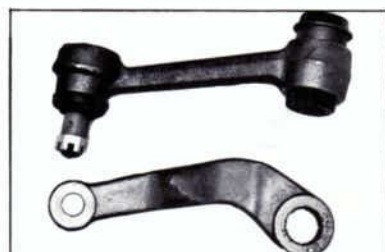
FRONT STABILIZER BAR

Kit includes 1" diameter steel bar, rubber grommet and mounting brackets. Heavy duty stabilizer bar improves handling, cornering, and reduces sway. Used for both street and track. Fits all 1965-66 Mustangs with easy installation.



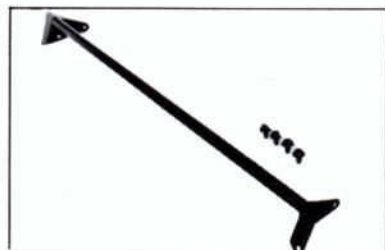
QUICK STEERING KIT

Kit includes special idler arm and pitman arm. Provides 19:1 steering ratio with 3½ turns lock-to-lock. Gives any 1965-66 High Performance Mustang that "true sports car handling" (normal Mustang ratio is 27:1; "handling package" ratio 22:1). No special work required for installation.



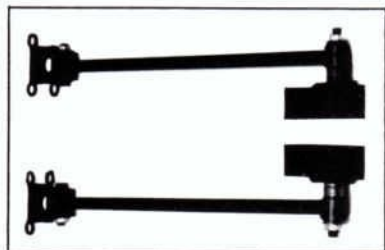
FRONT FENDER SUPPORT

Kit includes front fender support and bolts. Designed for the GT350, this bar helps improve handling and roadability by stiffening front end. Tuned 14" diameter air cleaner should be used for adequate clearance. Easy to install.



REAR TRACTION BAR KIT

Kit includes two complete bars ready for easy installation. Reduces rear end "hop", spring "wind up", and improves handling. Fits all Mustangs.



Customized Wheels



SHELBY MAG "350"

The new look in wheel design—backed by engineering skill you have learned to trust. Die cast aluminum center welded to a steel rim provides strength, eye appeal and durability. Guaranteed to run tube or tubeless. Available in 14" and 15" wheel sizes. See Warranty on page 24.

FORD PRODUCTS*			
MAKE	YEAR	RIM	PART NO.
Falcon	1965-1968	14	WFS5-4450
Fairlane	1964-1968	14	WFS5-4450
Mustang	1965-1968	14	WFS5-4450
Ford	1949-1956	15	WFS5-5450
Ford	1957-1964	14	WFS5-4450
Ford	1965-1968	15	WFS5-5450
Torino	1968	14	WFS5-4450
Thunderbird	1955-1956	15	WFS5-5450
Thunderbird	1957-1963	14	WFS5-4450
Thunderbird	1964-1968	15	WFS5-5450
Thunderbird	1965-1967	(No Application)	
Comet	1963-1968	14	WFS5-4450
Cougar	1967-1968	14	WFS5-4450
Lincoln	1961-1963	14	WBS5-4500
Lincoln	1964-1965	15	WBS5-5500
Mercury	1952-1954	15	WFS5-5450
Mercury	1955-1956	15	WBS5-5500
Mercury	1957-1960	14	WBS5-4500
Mercury	1961-1964	14	WFS5-4450
Mercury	1965-1968	15	WFS5-5450

*Shelby Mag "350" fits all Ford products with disc brakes (except 66-67 Thunderbird, 66-67 Country Squire Station Wagon and "7 Litre" Ford.)

Customized Wheels



COBRA CHROME REVERSE WHEELS

A rare combination of beauty and ruggedness make-up this newly designed and engineered wheel from **COBRA**. An extra thickness of nickel-chrome insures a lasting brightness and durability. Guaranteed to run tube or tubeless. Available in all sizes, 13", 14" and 15". See warranty on page 24.

FORD PRODUCTS							
PART NO.			MAKE	YEAR			
WFC5-4450	14x6	Ford	Comet	1964-1968			
			Cougar	1967-1968			
			Falcon	1965-1968			
			Ford	1957-1964			
			Mustang	1965-1968			
			Mercury	1961-1964			
			Thunderbird	1957-1963			
			Torino	1968			
			WFC5-5450	15x5½	Ford	Ford	1949-1968
						Mercury	1965-1968
Rambler	1958-1960						
WFC5-5550	15x5½	Ford Pickup	Thunderbird	1955-1956			
			Ford	1948			
			Ford Pickup	1948-1968			
			Mercury	1949-1951			

EXTRA DEEP REVERSE WHEELS Ford Semi Special (14x6 Pontiac outer rim, 14" Ford center. No additional charge.

Customized Wheels (Cont)

CAST ALUMINUM WHEELS—7.0 x 15"

Includes wheel, chrome lug nuts, and center cap. All new design with machined finish on outer surface, this wheel is a real "Show Item" built to the highest standards. One piece centrifugally cast aluminum construction provides maximum in strength and cooling for street or racing. Workmanship and quality are finest available. New 7" width offers wide range of application for the latest in high performance tires. Will fit any car having five 1/2" lug bolts with a 4 1/2" diameter circle.



PART NUMBER & PRICE	DESCRIPTION	RIM WIDTH (INCHES)	DIAMETER (INCHES)	BOLT CIRCLE	FINISH	TIRE SIZE
WFA5-5450-A	Shelby Cast Aluminum Wheel	7.0	15	Five 1/2" lugs on 4 1/2" dia. circle.	As cast and Machined	7.35 x 15 thru 9.15 x 15

WARRANTY

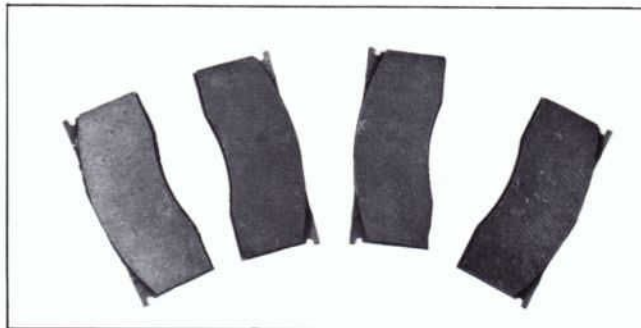
Shelby wheels are guaranteed against defects in materials and workmanship for a period of one year from date of purchase. This warranty applies to original purchaser only. If the wheel or wheels are believed to be defective, return prepaid to manufacturer, Shelby Parts Co., Inc., 4320 190th Street, Torrance, California 90504, where, if our inspection confirms that they are at fault, we will repair or replace at our option.

Racing Brake Pads

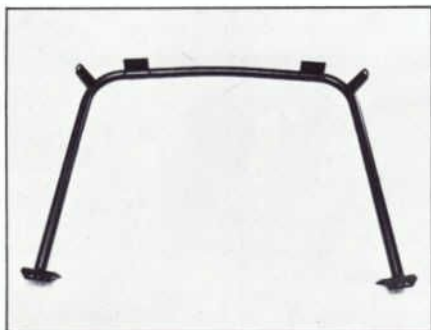
DISC BRAKE PAD KIT

Kit includes 4 front disc brake pads. Composed of special DS-11 sintered metallic linings for longer life and heat resistance. These pads are designed to provide positive braking action under extreme racing conditions. For normal conditions, the pads will last 80,000 to 100,000 miles. Easy to install on any Mustang with disc brakes.

PART NO. & PRICE	USED ON	DESCRIPTION
GFMK-2018-A \$33.50	Mustang, Falcon, Fairlane or Ford with front disc brakes	Disc Brake Pad Kit (set of 4)
GFMD-2018-A \$8.50	Mustang, Falcon, Fairlane or Ford with front disc brakes	Disc Brake Pad (one)



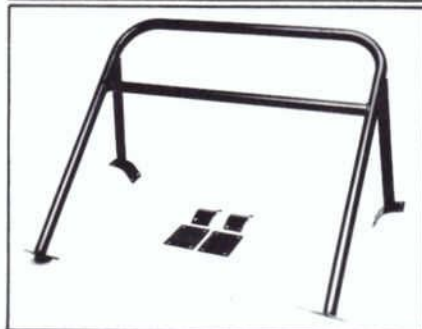
Safety



MUSTANG ROLL BAR

Kit includes complete welded roll bar ready to install. Competition approved, bar is of heavy gauge tubular steel construction. Designed for maximum safety on street or track. Available for Mustang Fastback or Sedan. Shipping weight 30 pounds.

PART NO. & PRICE	DESCRIPTION	FITS	INSTALLATION
GNMK-61202-B \$76.95	Roll Bar Kit	1967-68 Mustang Fastback	Weld-on
GNMK-61202-A \$96.00	Roll Bar Kit	1964 thru 68 Mustang Sedan	Bolt-on
GNMK-61202-C \$76.95	Roll Bar Kit	1965 thru 66 Fastback Only	Weld-on



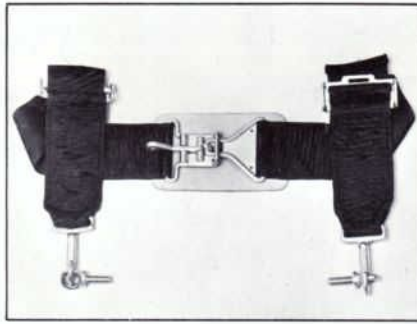
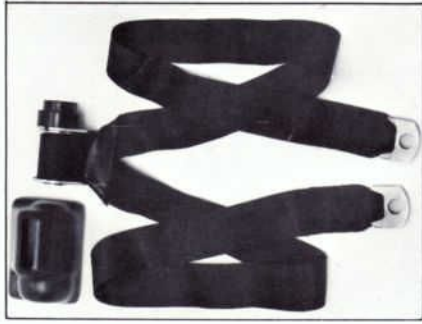
SHELBY COBRA HELMET

The Shelby-Cobra Helmet meets the highest standards of materials, craftsmanship and safety. Compare our helmet to those of other manufacturers. You'll find that a helmet of comparable quality, produced by other manufacturers, costs around fifty dollars. So take advantage of this savings now!

The Shelby Cobra Helmet is available in Red, Blue, White and Silver Gray. **\$34.95.** Includes visor.

Snap on bubble face shield. **\$4.95**





INERTIA TYPE SHOULDER HARNESS KIT

This is the type harness used in the Shelby GT cars. Goes over the shoulder "suspended style" and will permit freedom to reach controls but upon impact, inertia reel locks up tight. Customer must provide a mounting location for the reel on a roll bar or other suitable mount. **GMRX-60230-B \$36.25**

COMPETITION TYPE 3" SAFETY BELT & SHOULDER HARNESS

Black 3" Wide Belt
Shoulder Harness

GIMA-61200-A \$23.00
GKMD-61201-A \$15.00

Instruments

0-9000 RPM TACHOMETER

Kit includes fully transistorized tachometer and mounting screws. No sending unit or additional equipment necessary. A must for the driver that can't afford to guess. Track tested and approved for maximum accuracy and reliability. Dial has 250° sweep, 0-9000 action, and is fully illuminated. Used on all V8 Ford cars with 12 volt systems; fit other makes with minor rewiring.

PART NO. & PRICE	DESCRIPTION	DIAL FACE	SWEEP	RANGE	USED ON
		(in.)	(degrees)	(r.p.m.)	
CIMD-17362-A \$34.56	TACHOMETER— ELECTRICAL	3	250	0-9000	All 8-cyl. Cars



RACING GAUGE BEZEL KIT

Kit includes dashboard assembly, 0-8000 transistorized electrical tachometer, oil pressure gauge, wiring assembly, oil pressure sending unit, grommets and hardware for installation. Mounts in the center of all 65-66 Mustang dash boards. Mounting location provides an easy-to-read, "built in" installation. High quality black finish bezel gives the dash a real custom look. Both gauges race tested and provide the maximum in accuracy and reliability.

PART NO. & PRICE	DESCRIPTION	TACHOMETER				OIL GAUGE	USED ON
		DIAL FACE	SWEEP	RANGE	TYPE	PRESSURE (p.s.i.)	
		(in.)	(degrees)	(r.p.m.)			
GFMK-17362-A \$97.50	Racing Gauges Bezel Kit	4	270	0-8000	Electrical	0-80	1965-66 Mustang All Models



RALLYE PACK

Unique twin-pod design features lighted 100 P.S.I. oil pressure gauge with connecting tube and amp. gauge. Mounts under dash.

GFRD-10969-A \$60.00



Vehicle Customizing

WOOD RIMMED STEERING WHEEL

Kit includes steering wheel with complete horn mechanism. European made wood rimmed steering wheel improves appearance of any automobile. Real wood is permanently attached to welded stainless steel hub and spokes. Horn mechanism is complete and operates from center button. Installs in minutes with removal of one nut; no alterations or other changes necessary.

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-3600-A \$49.95	Wood Rimmed Steering Wheel	1965-66 Mustangs with Alternator.— All Models
GFMK-3600-B \$49.95	Wood Rimmed Steering Wheel	1967-68 Mustang— All Models



REAR QUARTER WINDOW KIT

Kit includes 2 plexiglass windows, two external mounting frames, internal moulding, all necessary hardware, adhesive, and instructions. Equipment is identical to that used in producing the 1966 Shelby GT350. Provides excellent rearward vision and eliminates the "blind spot". Complete instructions allow easy installation with shop tools.

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-29960-A \$59.95	Rear Quarter Window Kit-Complete	1965-66 Mustang Fastback



SIDE SCOOP KIT

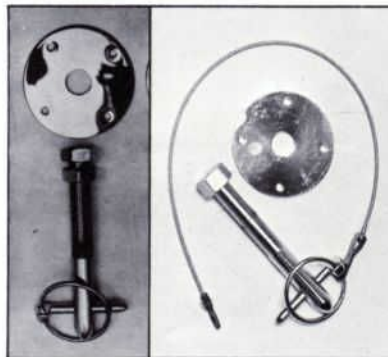
Kit includes two side scoops, 3" diameter air duct, four nozzles, necessary hardware, and installation instructions. Advanced styling of side scoops allows refined customizing of your Mustang. Scoops provide pick up for cool air which is ducted to rear wheel well. Identical to equipment used on the 1966 Shelby GT350. A must for your individualized Mustang.

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-29705-A \$27.95	Side Scoop Kit—Complete	1965-66 Mustang— All Models

HOOD PIN KIT

Kit includes two chrome klik pins, two chrome washers, two mounting rods and required nuts. Gives positive lock on all hoods by firmly attaching the front end; hood cannot loosen at high speeds. Also adds distinguished customized effect to any race or show car. Fits all Mustangs without modification. Can be fitted to any other car with slight alterations; installed with pop rivets, metal screws or epoxy (not furnished in kit).

PART NO. & PRICE	DESCRIPTION	FITS ON
GIMK-16929-A \$6.95	Hood Pin Kit—Complete	All Mustangs— Other Cars with Slight Modification
GIND-16929-B \$11.00	Hood Pin Kit with Cable—Complete	



FIBERGLASS HOOD SCOOP

Kit includes custom designed fiberglass scoop. Adds fresh air intake to any car. Scoop is designed for race cars and individual customizing. Scoop is easily installed with pop rivets or epoxy (not included in kit).

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMZ-16025-N \$15.85	Hood Scoop—Fiberglass	Any Automobile— Installed with Pop Rivets.



CUSTOMIZED SPOILER KIT

PART NO. & PRICE	DESCRIPTION	FITS ON
GFRX-40110-B \$160.00	Spoiler and Spoiler End Caps	1967 Fastback
GFRX-40110-C \$160.00	Spoiler and Spoiler End Caps	1967 Notch Back & Convertible
GFRX-40110-D \$160.00	Spoiler and Spoiler End Caps	1965-66 Fastback
GFRX-40110-E \$160.00	Spoiler and Spoiler End Caps	1965-66 Notch Back & Convertible

This spoiler kit fits all Mustangs (Fastback, Notch-back and Convertibles) '65-'67. Kit includes spoiler and spoiler end caps.



GT350 & 500 RACING HOOD KIT

Stylish scoop distinguishes car from others, adds customized touch. Air Scoop formed as part of the hood. Kits include locking pins and nuts.

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-16612-B \$156.85	Racing Hood Kit Complete	1965-1966 Mustangs All Models
GFMK-16612-C \$150.00	Racing Hood Kit— Does not include hood pins.	1967 Mustangs All Models



SIDE SCOOP KITS

This Side Scoop Kit will give your Mustang real GT Spirit. Identical to those used on the Shelby GT 350 and 500. Kit complete with attaching hardware.

AIR EXTRACTOR KIT

These units are designed to fit over the existing ventilation louvers. When the car is in motion the extractors will produce a reduced cabin pressure, aiding in ventilation of the interior. Complete with attaching hardware.

PART NO. & PRICE	DESCRIPTION	FITS ON
GMRK-29705-B \$48.50	Side Scoop Kit Complete	1967 Mustangs All Models
GMRK-29705-C \$74.00	Air Extractor Kit Complete	1967 Mustangs Fastbacks Only



Terms and Conditions

Cobra Parts Sales Policies

WARRANTY

All Shelby Parts Co., Inc. products are fully guaranteed against defects in workmanship and/or material. Defective and/or inoperative products should be returned, within thirty (30) days, freight prepaid, to Shelby Parts Co., Inc. for inspection and evaluation. Full credit will be issued, or replacement made, for products classified as "defective" by Shelby Parts Co., Inc. Field sales personnel and/or representatives are authorized to evaluate and/or make dispositions binding upon Shelby Parts Co., Inc. for products claimed to be defective.

This guarantee shall not apply to any product which has been subjected to abnormal use, misuse, negligence or accident, nor does it cover labor charges, other materials, and/or any other claim incidental to the use and replacement of a defective product.

Products used in Racing Competition are specifically excluded from any Warranty or Guarantee, expressed or implied. Such products are 100% inspected, prior to shipment, for quality of workmanship, material and conformance to design and engineering specifications. Products utilized for Racing Competition shall be deemed "subjected to abnormal use" and do not qualify for Warranty protection. There are no warranties or guarantees, expressed or implied, other than expressly stated herein.

BACK ORDERS

Orders or portions of orders for merchandise temporarily out of supply will be held on Back Order and shipped immediately when available. Back Ordered merchandise which originally qualified for freight prepayment will be shipped freight prepaid on the basis of lowest surface Tariff Rates. When method of shipment specified is more costly than lowest surface Tariff Rates, the difference will be charged to the Buyer.

RETURN GOODS POLICY

All sales are final and no merchandise can be returned for credit or partial credit without prior written approval in each specific case. Any merchandise accepted for return must be in the original carton, with original invoice, shipped to Shelby Parts Co., Inc. freight prepaid. Merchandise accepted for return will be credited at the purchase price or at prices in effect at the time of the return (whichever is lower), less 10% handling charge, less any necessary reconditioning charges, and less freight originally prepaid.

GENERAL

Possession of this Price Schedule or its Catalogue is not to be construed as an offer to sell the products listed therein at the prices shown. Because of Shelby Parts Co., Inc.'s policy of continuous product improvement, prices, product specifications, terms and conditions are subject to change without notice. Shelby Parts Co., Inc. reserves the right to withdraw this Price Schedule and/or its Catalogue at any time without notice.



Designed exclusively for Fords by Ford experts

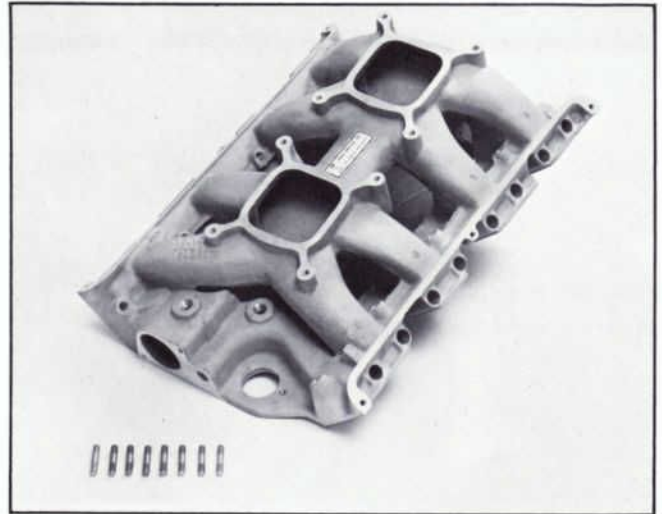
352 thru 428 CID Tunnel Port Manifold

TUNNEL PORT STYLE MANIFOLD

This manifold is designed for drag racing and high RPM operation. Fits on regular 352 through 428 rectangular port engines. Has extremely large round runners giving a ram effect at high RPM and gives practically no restriction from the carburetor into the valve area. The port routing is so straight and clean that when viewed from the carburetor mounting flange, the intake valve stems can be seen. Should be used with long duration racing camshaft and headers.

GFPK-9424-A

\$145.00



Dealer Sales Aids



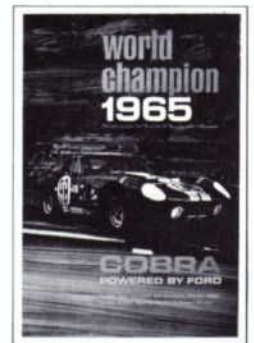
Display Racks



Counter Displays



Mailers



Decals



Posters

SHELBY PARTS CO., INC.
4320 190th Street
Torrance, California 90504

