



From Racing to Show

Cobra Automotive

*Your complete resource for the Highest Quality
Handling and Performance Parts Available.*

Take a quick tour of our facility...

Cobra Automotive is a lot more than just another parts company!

1. Catalog Department

Unlike many other Mustang and Ford parts businesses, Cobra Automotive offers items that have been developed in-house to meet specific race related and high performance challenges. Today's top finishing Shelby racers rely on our components, many of which cannot be found anywhere else. The racing technologies we have continued to hone over the years are now applied to all Mustang, Shelby and Fords to greatly enhance your cars handling, safety and driving pleasure. This catalog is your direct route to a much more competitive racecar or a quantum leap in the performance of your streetcar. Our catalog department pictured at the right eagerly awaits your call.



2. Race Shop and Service Area

Vintage racecars are our core business, and **we build racecars that win**. We extend that complete service and our vast knowledge to you for either your racecar or streetcar. We will be happy to install any part we sell, or to perform any modification you desire. From basic chassis upgrades to a custom fabricated roll cage. We can even build you an ultra-competitive turnkey racecar, starting with any Mustang or Shelby body that you supply.



3. Engine Room

Whether you're interested in a highly detailed restoration rebuild with all the proper tags and decals, or one of our 500+ h.p. full competition 289's, our Ford high performance experience will ensure you a reliable engine incorporating only the very finest components. We continually strive to refine our proven combinations as well as develop and perfect new technologies through our ongoing racing program. We are experienced at extracting maximum horsepower from Ford powerplants of every description...289's through 427's...we build them all here. The same technology and assembly practices apply to street engines and racing engines alike...and that means winning performance and dependability for you.



4. Paint and Restoration Shop

Cobra Automotive is equipped to handle any type of cosmetic upgrade, from minor repairs to full rotisserie restorations. We pride ourselves on world class metal work and glass smooth paint finishes with attention paid to the smallest details. We are experienced in producing award winning concours restorations as well as show quality custom finishes and anything in between. We can also quickly repair and repaint a damaged racecar to keep you on the track all season. Transportation services for your car to and from our shop are available upon request.

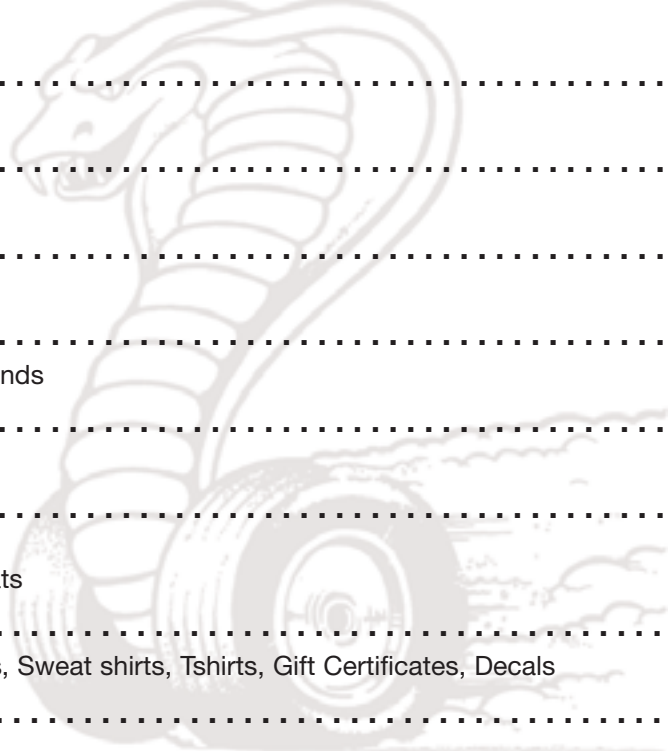
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1965 or Today?

R-Models are not an uncommon sight at Cobra Automotive. We have had as many as four genuine R-Models here at one time. The cars in this picture are some of the fastest vintage racing Shelbys in the country.

Vintage Trans-Am Specialists

Shown below are 3 original Trans-Am race cars developed and campaigned by Cobra Automotive. We have applied our technical knowledge and experience to prepare these vintage Trans-Am racers to be highly competitive and period correct.



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 racing 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 performance. Bearing kit can be purchased separately. Manual steering cars only*

- 100-3100** Complete Kit
- 100-3103** Bearing kit only

* Power steering requires special LH tie rod end and adjusting sleeve.



Billet Aluminum Racing Hub Kit

If you are converting to our 12" racing brakes, you can take it one step further with a set of these CNC machined 7075 T6 Aircraft-grade aluminum hubs. They come with bearing, seals, and wheel studs. The bearing races and studs come already pressed in place. Comes with bearings for big spindle. For use with small spindle, bearings must be replaced with A2 and A6 bearings.

- 100-7075HS** Complete Kit with studs and bearings
- 100-7075H** Hubs with bearings only
- 100-7703** Wheel studs only, 5 per pack



100-3388 Rollerized Coil Spring Pivots for 1965-73

The rollerized spring perches (coil pivots) are one of Cobra Automotive's racing trademarks. Our specially designed perches are fitted with oil-impregnated bronze bushings; which creates a solid pivot and enhances front suspension movement. They are also equipped with snap rings and grease fittings for ease of service and longevity. This is an important part of your front suspension because it handles the full load of the front coil springs. These are fully rebuildable and will contribute to better handling characteristics under the most severe racing conditions.



250-CIN303

Coil Springs

Our road race coil springs are made from high quality tempered steel. These are the springs we use in 90% of our race cars and they will do just the right job for you. (Please specify year of application.) We recommend using the polyurethane spring insulators on all street applications. Custom springs for different applications available upon request.

- 250-C305** 1965-66 600 lbs
- 250-C307** 1967-73 600 lbs
- 250-CIN303** Polyurethane spring insulators



100-800

100-800 Coil Spring Covers for 1965-66

Our custom super duty coil spring covers solve several common problems associated with race-prepared Mustang front ends. They are designed to work in conjunction with lowered racing upper control arms along with race 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. This is our own design and an integral strengthening member of the uni-body.



100-750 Front Strut Rods for 1965-66

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 modification to the original mounting points.)

FRONT SUSPENSION

Koni Front Shocks

These shocks were used as original equipment on all early Sheldbys. We feel they are still the best oil filled performance shock 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 urethane front eye bushings are easy to install and add life to your shock.

264-821388SP3 Front shocks 1965-70

208-98116G Upper urethane eye bushing

For complete urethane kit upper and lower for front shocks see page 5



264-821388SP3 - Koni



261-6367F - Carrera

261-6367F Carrera Gas-filled Front Shocks 65-70

These gas filled racing shocks feature an all aluminum body that stays cool enabling it to resist fading even under the most severe conditions. Three way adjustments allow for different dampening rates. Fully rebuildable and with additional hardware, coil over springs can also be added for increased spring rate and weight transfer. Some chassis modification is required for installation.



265-0065F - Penske

265-0065F Penske Front Racing Shocks 65-70

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 are externally adjustable and can be rebuilt or custom-valved for each specific application. We found more stability at any speed with these shocks, while greatly reducing lap times.



Sway Bars

Sway Bars

There is no question 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, it tends to be easier on the driver while making the vehicle more forgiving. Our large diameter bars are made of the highest quality tempered steel. They come complete with urethane frame mounts and end links. Most vintage organizations do not allow rod end front sway bars on early Mustangs.

If you are looking to save some weight, try our custom made hollow tube sway bar. For example, our 1-1/4" diameter bar is approximately 9 pounds lighter than the equivalent 1-1/8" solid bar.

250-536 1965-66 Solid 1"

250-549C 1965-66 Solid 1- 1/8"

337-1000 1965-66 Hollow 1- 1/4"

250-537 1967-70 Solid 1" Small block only

250-708S 1967-70 Solid 1-1/8" Small block only

337-1010 1967-70 Hollow 1-1/4" Small block only



336-101



336-1010

Competition Cross Members

Developed on the racetrack and fantastic for the street. This cross member ties the lower control arms in with the chassis for more structural support; especially needed for Uni-Body cars. A time-tested improvement incorporated during the Boss 302 Trans Am days.

336-101 1965-66 Mustang

336-1010 1967-70 Mustang and Cougar



Blue Printed Steering Boxes

Blue Printed 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 using the 16:1 quick steering ratio. With original steering box's approaching 40 years of age, these new units are a must for high performance driving while keeping an absolutely stock appearance.

207-FR1497Q 1965-66 Solid long shaft with 1" Sector

207-FR1498-1 Early 67 Solid long shaft with 1-1/8" Sector

207-FR1497-1Q 1965-66 Short shaft box with 1" sector for use with swivel or rag joint.

207-FR1498 1967-70 Short Shaft 1-1/8" Sector Shaft for use with swivel or rag joint

207-FR1498VLV



207-FR1498PWR

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 cars age old steering problems.

207-FR1498PWR Power ram 67-70 All Ford products

207-FR1498VLV Control valve 67-70 All Ford products



FRONT SUSPENSION



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. This 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 Idler arm, pitman arm and frame pin
- 100-3590RR** 1965-66 With the roller bearing kit

299-333 65-66 Mustang Roller Bearing Steering Kit

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



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 it's full range of motion causing erratic steering. This kit completely eliminates your stock tie rod ends by replacing them with heavy duty, race-quality spherical rod ends. Special bushings locating between the spindle arm and tie rod end give you the adjustability needed to correct your cars bump steer problem. We find an average of approximately 1/2"-5/8" of bushing is needed for normal bump steer correction. Manual steering only.

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

Bump Steer Kit



Heavy Duty Tie Rod End Kit

This heavy duty tie rod end kit is a high quality replacement tie rod package for all V-8 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 Complete kit, manual steering only for big spindles
- ES336R** Std. Outer tie rod end 1965-66 manual steering only
- ES360RL** Std. Outer tie rod end 1967-69 except Boss
- ES387R** Outer tie rod end 1970-73 and 69 Boss
- ES713** Inner tie rod end 1965-66 manual steering only
- ES364RL** Inner tie rod end 1967-69 except Boss
- ES387L** Inner tie rod end 1970-73 and 69 Boss
- ES2004S** Adjusting sleeve 1965-70, 8 cylinder manual steering
- K8036** Upper ball joint 1965-73 four bolt style
- K8142** Upper ball joint 1967-73 Three bolt style



Koni Polyurethane Bushings

This urethane bushing kit for Koni shocks provides an alternative to the stock rubber bushings that split and break down over the years. If you want to maximize your shock potential this is the way to go. Easy to install yourself.

- 100-9800** Complete front shock kit 65-73
- 208-98116G** Upper front bushing only 1965-73
- 250-CIN302** Lower front bushing only 1965-73



Urethane Bushings

Urethane 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 urethane bushing for your classic Mustang's front suspension.

- | | |
|--|--|
| 9-8120G End link kit 1965-66 | 4-3101G Low control arm bush 65-66 |
| 9-8117G End link kit 1967-73 | 4-3102G Low control arm bush 67-73 |
| 9-5108G Sway bar bush 7/8 bar | 1-7/16 |
| 9-5109G Sway bar bush 15/16 bar | 4-3106G Low control arm bush early 67 |
| 9-5110G Sway bar bush 1" bar | 1-9/16 |
| 9-5112G Sway bar bush 1-1/8 bar | 4-7111G Strut rod bush 65-66 |
| 9-5113G Sway bar bush 1-1/4 bar | 4-7112G Strut rod bush 67-73 |



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 H.D. 1/2" U-bolts, H.D. spring perches, H.D. 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 Carrera gas shocks and Penske gas shocks. Both being gas filled aluminum bodied shocks and are an improvement over the old 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 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 Rear Suspension Kit

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

- 100-2000-1** 1965-66 with std. 2-3/8" dia. axle tubes
- 100-2001-1** 1965-70 with heavy duty 3" dia. axle tubes
- 100-2002-1** 1967-70 with std. 2-7/8" dia. axle tubes

Stage 2 Rear Suspension 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. rate springs and the racing shackle kit. Both of these components add a stiffer, more positive ride.

- 100-2000-2** 1965-66 with std. 2-3/8" dia. axle tubes
- 100-2001-2** 1965-70 with heavy duty 3" dia. axle tubes
- 100-2002-2** 1967-70 with std. 2-7/8" dia. axle tubes

Stage 3 Rear Suspension Kit

This is our state-of-the-art kit for road racing. It features all of the other heavy duty components included in our stage 2 kit with the addition of Cobra Automotive's own exclusive slider shackles 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.

- 100-2000-3** 1965-66 with std. 2-3/8" dia. axle tubes
- 100-2001-3** 1965-70 with heavy duty 3" dia. axle tubes
- 100-2002-3** 1967-70 with std. 2-7/8" dia. axle tubes

REAR SUSPENSION



297-3315A Race Only



298-20236S Slider



256-CA5230



208-42135G



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 two different ratings; 120 lbs. for street and Hi-Performance applications or 150 lbs. for more of a competition use.

250-42329	1965-66 Standard 120lb rate, pair
250-42437	1967-73 Standard 120lb rate, pair
256-L10	1965-66 Competition 150lb rate, pair
256-L11	1967-73 Competition 150lb rate, pair

Road Race 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. These springs are de-arched 1" to lower the rear of the car. A special front solid eye bushing kit is included. This bushing kit is made of a combination of aluminum and race quality nylon to eliminate body sway while allowing free movement. This race spring can only be used with our slider mounts.

297-3315A	1965-70 Race only leaf spring, pair
297-3315AA	1965-70 Race only leaf spring and slider kit

298-20236S 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 for your rear end.

256-CA5230 Solid Competition Shackle Kit 1965-73

Designed for better control under race conditions, this kit allows for less body roll during lateral loads with smoother suspension movement through out its entire range of motion. It is constructed of heat-treated aluminum, high impact nylon and is also equipped with grease fittings for longevity.

208-42135G Street and High Performance Shackle Kit 1965-73

Urethane compound bushings along with extra thick side plates give a positive feel without compromising the ride characteristics. For high performance street and moderate track use.

208-42101G Polyurethane Bushings 65-73

Replacing your stock rubber bushings with Urethane will provide a great handling improvement. These Urethane bushings will greatly enhance your ride control and out last rubber bushings 2-1.

100-3305 Aluminum Competition Front Leaf Spring Eye Bushing

These bushings are assembled from a combination of steel, aircraft aluminum, and high impact nylon for maximum control and longevity. They fit any standard size front leaf spring eye and come automatically installed in our road race spring.

Another unique race item designed and offered only by Cobra Automotive.

REAR SUSPENSION

100-5795A Leaf Spring Lower Mounting Plates 1965-73

All of our spring plates feature heavy gauge steel construction and are designed to withstand greater torque required by heavier duty 1/2" U-bolts. Will not flex or bend under extreme use or heavy shock loads and is a perfect addition to your street car as well. Plates are slotted to accommodate all year rear end housings, including larger than stock 3" axle tubes. (Comes automatically machined to accept our Heavy-duty 1/2" U bolts.)



100-5795B Spring Plates with the Underride Bracket 1965-73

Same as the above, but with the under ride traction bar brackets automatically welded in place.



298-20250 Carrera Shock Spring Plates

Heavy-duty 3" axle tube plates, for use with racing coil-over mounted aluminum Carrera racing shocks.



Competition U-Bolts

Our 1/2" diameter steel U-bolts allow you to use 65 lbs. of torque when tightening as opposed to the OEM 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.

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



264-821389 Koni Rear Shocks 65-73

Used as original equipment on all early Shelby Mustangs, we feel they are still the best performing oil filled shock on the market for your early Mustang. They are fully adjustable to help with traction control in the rear suspension.



261-6377R Carrera Gas-filled Rear Racing Shocks 65-70

These gas filled racing shocks feature an all aluminum body that stays cool enabling it to resist fading even under the most severe conditions. Three way adjustments allow for different dampening rates. Fully re-buildable and with additional hardware, coil over springs can also be added for increased spring rate and weight transfer. Some modification is required for installation.



265-0066R Penske Rear Shocks

We have worked with the people at Penske to come up with the ultimate shock for early vintage race Mustangs. This is a single adjustable aluminum bodied shock with no external reservoir. These shocks are externally adjustable and can be rebuilt or custom valved for each specific application. We found more stability at any speed with these shocks, while greatly reducing lap times.



REAR SUSPENSION



Center Mounted Torque Links



Over-ride Spring Rods



Under-ride Spring Rods



Shelby Style Under-ride Bars



Caltrac Traction Control



Center Mounted Torque Links

This center-mounted torque link is used as a singular centrally located traction bar for vintage racing. We feel it is the ultimate traction device for your early Mustang. By having only one torque link mounted in the center this allows for fully adjustable traction control while enabling the car to roll or pivot around this traction device. The end result is a car that has more bite in the corners as it does not have to deal with the forces of two traction bars trying to control the car. We install this on any race car built in our shop that intends to be a serious competitor. Chassis modification required.

- 206-20410B** Center mount torque link
- 298-20402** Rear end housing brackets for torque link
- 298-20381** Front mounting bracket for torque link

Over-ride Spring Rods

The override traction bar design has been the standard for years. Most racers have experienced wheel hop that occurs when you combine down shifting with hard braking which can cause a complete loss of rear wheel control 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. Their 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. Available as a direct replacement for your original Shelby or complete as a kit with rear end brackets, floor brackets, and all hardware. Note: Welding is required to install brackets, specify year and axle tube diameter.

- 100-20068A** 1965-70 Complete spring rod kit
- 206-20068-1** 1965-66 Spring rods only with rod ends 22.25" long, pair

100-20068B Under-ride Spring Rods

All the same features as above but made to mount under your car. This kit can fit cars from 1965-70. Complete with leaf spring perches and integral traction bar mounts. Designed to primarily control wheel hop under acceleration. Note: some welding required.

Shelby Style Under-ride Traction Bars

These traction bars can be used on any early Mustang chassis. They are an exact replacement under-ride traction bar as used on Shelby Mustangs. They will control axle wind-up and wheel hop at a very reasonable cost while maintaining that original look.

- 100-TMK1** 1965-66 complete kit
- 100-TMK2** 1967-70 complete kit
- 100-TMK3** 1965-66 with rod end upgrade complete kit
- 100-TMK4** 1967-70 with rod end upgrade complete kit

Caltrac Traction Control

This is another form of traction control device that we have discovered. This unique style of bar offers unequalled control during hard acceleration, without any welding or modification to the car. It is fully adjustable and when 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 which need considerable fabrication to install. Comes complete with all mounting hardware which includes leaf spring perches that will accept both staggered and regular shocks.

- 340-6400** 1965-73 Mustang

100-5570 1" Billet 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 special hardened drill bit for opening up locating pinhole in leaf spring. 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. Custom thickness blocks can be special ordered.

FRONT BRAKES



100-3000 Competition 12" Front Brake Kit

Our giant 12" competition racing front disc brake kit is the largest vintage legal disc brake setup you can run with 15" wheels on any early Mustang. Kit comes with directionally ventilated stress relieved rotors, aluminum hats and our large Kelsey Hayes 4 piston (Lincoln) caliper with billet steel mounting brackets. Many years of development have gone into this brake setup. Available with your choice of street or race compound Carbon Kevlar pads for incredible stopping power. These are the same brakes used on the Trans-Am Boss 302 Mustangs of 1969 & 70 made with today's MFG technology. Will only work with Ford spindles that utilize a standard 4 bolt mounting pattern. 1965-73. May require modification to work with some factory wheels. Call for applications.

Large Four Piston Calipers

These are the largest 4-piston calipers Ford made for the 60's era applications, originally used on the T-birds, Galaxies and Lincolns. 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. Remanufactured to our own specifications. Fitted with new custom pistons, seals, stainless steel bleeders, pad retainers and crossover lines. Finished in a maintenance free thermal barrier coating.

- 100-2812 Pair of calipers
- 100-120 Right caliper only
- 100-121 Left caliper only



FRONT BRAKES



12" Competition Rotors

Cobra Automotives own custom made 12" dia. directionally vented rotor is a full 1-1/4" thick and a big improvement over stock rotors. 36 Directional vanes compliment this rotors ability to dissipate heat and the special stress relieving process reduces the possibility of warping during break in period. Made of the same high quality material used in all forms of professional racing. Also available with Cryogenic treating for extra life and rotor stability. Sold separately.

- 200-DV36L** Left side
- 200-DV36R** Right side
- Cryo-1** Cryogenic treatment process

Brake Rotor Hats

Made of aluminum with the proper 1.59" compatible offset for our caliper and caliper brackets. These hats can be used with stock iron or our own billet aluminum brake hubs for easy slip on and off rotor removal. Buy these once and then simply replace only the rotors when needed for cost reducing efficiency. This makes rotor replacement on the vehicle a snap. Must be used with our racing rotors.

- 298-40049** Rotor hat each
- 298-4049** Rotor hats pair
- 211-0233D** Rotor hat fasteners pair



100-212 Caliper Mounting Brackets (pair)

These brackets are CNC machined of high quality billet steel to our rigid standards and plated for corrosion resistance. Made specifically for the big Lincoln style calipers used with the 12" brakes just like the ones made for Ford's Trans Am program. A direct bolt on for any Ford 4 bolt spindle. Comes with all the necessary mounting hardware and spacers for proper rotor offset and caliper spacing.



Caliper Mounting Brackets

Brake Cooling Kit

These kits are available for the stock 11" front disc brakes or larger 12" road racing brakes. Utilizing a 3" hose these brake duct cooling plates mount directly to the spindle sealing the back of the rotor and forcing air out through the curved vanes. This greatly increases brake cooling while extending rotor and pad life. This all adds up to better braking efficiency and reduced rotor warping. Attractively coated with a thermal barrier coating. Fits 4 bolt spindles only.

- 100-2105** 11" brake duct kit
- 100-2100** 12" brake duct kit
- 100-2105P** 11" brake duct cooling plates only
- 100-2100P** 12" brake duct cooling plates only
- RFH3** 3" cooling hose 4 foot length



Competition Kevlar Pads

We believe Carbon Kevlar to be the best all round compound for competition use. It is very easy on rotors and drums while giving us maximum braking efficiency. It beds in quickly so you can concentrate on driving at speed almost immediately. Size D1 pads for our 12" brakes and size D11 pads for standard 11" brakes always in stock. Now available in a street performance compound as well. Special sizes and applications can be special ordered.

- 201-D1R4** 12" Caliper race compound
- 201-D1R4S** 12" Caliper street compound
- 201-D11R4** 11" Caliper race compound
- 201-D11R4S** 11" Caliper street compound



Kevlar Pads

Dual Reservoir Master Cylinder

When increasing the size of your brakes a larger master cylinder is required to supply a greater volume of brake fluid to the system.

Our large bore aluminum dual reservoir master cylinders come in two sizes, 1" better suited for std. size 11" brake systems and 1 1/8" bore for the larger 12" brakes. These master cylinders are made of lightweight aluminum by the OEM manufacturer and will meet your brake systems needs for more fluid volume. A safe alternative to your single reservoir master cylinder in case of front or rear brake failure. It will fit original master cylinder bolt pattern of all Mustangs and most Ford products. Pre-bent stainless steel lines for Mustangs included with complete kit. Line kits available separately.

- 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



FRONT BRAKES

300-2220 Willwood Adjustable Brake Proportioning Valve

These proportioning valves are made of billet aluminum and provide easy adjustment for setting front brake bias when using disc brakes. 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 stock location or in the drivers compartment within reach for adjustment while driving.



100-A21161 Adjustable 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 take out any play in your brake pedal, therefore reducing reaction time of pressure to the brakes. The end result is an instantly high and hard brake pedal, a great confidence builder when diving deep into a corner. Will fit all years. Recommended for manual brakes only.



Braided Front Brake Lines

These race quality stainless steel braided lines can withstand the high pressures of competition use. Flexible, with extra length for ease of routing. Sold in pairs complete with all necessary fittings.

- 230-171** 1965-66 stock 11" brake calipers, pair
- 230-172** 1967 only with stock 11" brake calipers, pair
- 230-173** For the large 12" brake calipers, pair



652075 Brake Line Junction Block 1965-66

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.



Proportioning Valve Rebuild 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 on the left is for 1965-66. Valve on the right is for 1967-69.

- 100-1656** for 1965-66
- 100-1679** for 1967-69



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** for front brake disc, 2 PSI
- WIL-260-1876** for rear brake drums, 10 PSI



AP600 AP Super 600 Racing 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 16oz bottles. Larger bottles tend to get contaminated faster by exposure due to constant opening and closing of the container. Do not rely on a lesser fluid when it comes to your brakes. We use AP600 brake fluid in our own race cars.



REAR BRAKES



Competition 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 dia. and will greatly increase your braking capability. This is the largest rear drum brake kit available for a vintage Mustang. Our kit comes in two variations. The racing kit comes with Carbon Kevlar race compound shoes and large 1-1/8" wheel cylinders. The street performance kit comes with OEM street compound shoes and a more street compatible 15/16" wheel cylinder. Our 11" rear drum brake kit works so well it is not unusual to out-perform most cars with 4 wheel disc brakes. If you want awesome stopping power this is definitely the set up to use. This kit must be used with the larger 3.150 dia. Torino axle bearing flanges. Street kit can be upgraded with street compound Carbon Kevlar shoes for an additional charge.

- 100-210S** 11" Street drum brake kit
- 100-210R** 11" Race drum brake kit
- CRYO-1** Cryo treatment of drums



Shelby Style 10" Rear Drum Brake Kit

Just like it's big brother, this kit is a top quality re-issue of the original 65-67 Shelby Mustang 10"x 2 -1/2" rear drum brakes. We offer this kit with competition Carbon Kevlar race shoes and larger wheel cylinders. Emergency brake hardware not included. It will work with conventional 2.835 axle bearing size housing.

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



Competition Rear Brake Drums

These American made drums are the same high quality ones we use in our competition brake kits. Available in 10" x 2-1/2" and 11" x 2-1/4". 11" Version available in finned or non finned. We also offer Cryogenic treatment as an option on all our drums.

- 304-2603** 10" x 2-1/2" Drum
- BD60351** 11" x 2-1/4" Drum non-finned
- 304-60288F** Finned 11" x 2-1/4" racing Drum



Carbon Kevlar Brake Shoes

These direct replacement shoes are lined with Carbon-Kevlar material for maximum braking efficiency. Carbon Kevlar is the best all around compound because of it's superior stopping capability combined with it's drum friendly nature. Bonded and riveted for added strength. They are available in street or race compounds.

- 201-169R4S** 10"x 2-1/2" street compound
- 201-169R4** 10"x 2-1/2" race compound
- 201-263R4S** 11"x 2-1/4" street compound
- 201-263R4** 11"x 2-1/4" race compound

REAR BRAKES

Backing Plates

For those people needing to replace worn out, rusted backing plates or needing 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" are made to fit 2 1/2" shoes and standard Mustang axle flanges. 11" are made to fit 2 1/4" shoes and larger Torino style flanges with 3.150 bearing diameter.

- 100-5001** Left side 10" brake backing plate
- 100-5002** Right side 10" brake backing plate
- E5TZ-2212B** Left side 11" brake backing plate
- E5TZ-2211B** Right side 11" brake backing plate
- 100-1002** Locating Ring - for 10" drums



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.

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



Brake Hardware Kit

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 for 10"x 2 1/2" brakes
- F113826S** RH Adjuster kit only 10" brakes
- F113825S** LH Adjuster kit only 10" brakes
- F78551S** Hardware kit 11"x 2 1/4" brakes
- F98374S** LH adjuster kit only 11" brakes
- F98375S** RH adjuster kit only 11" brakes



100-2500 Rear Drum Brake Cooling Kit 1965-73

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 issues because the air scoop moves 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.



Rear Disc Brake Kit

Imagine the stopping power of 4 wheel disc brakes on your early Mustang! This kit 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. Kit includes late model Mustang 4 piston calipers with built in parking brakes. Please specify year and model of car when ordering to determine axle splines, bearings and housing size for proper kit selection. Please call for assistance. Must use adjustable proportioning valve, sold separately.

- 203-A110** kit for 15" rims



DRIVE TRAIN



220-5000 Jerico Racing Transmission

Jerico transmissions are tops in their field, having set many records in all forms of racing. That is why we choose Jerico transmissions as our first choice when selecting a manual racing transmission. We, at Cobra Automotive, are a factory authorized dealer and service center.

Recognized by America's top professional racers competing in NASCAR, SCCA and NHRA. These lightweight transmissions weigh in at 68 lbs, a full 40 lbs lighter than a stock iron Top loader trans. Known for their reliability and able to withstand hours of continued punishment under the most extreme conditions. Straight cut gears and dog ring type synchronizers 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 effort due to precision cut gears with cage needle bearings reduce temperature while increasing driveline horsepower. Easily fitted into your FORD powered vehicle every Jerico racing transmission is built to order. Call our sales department to have one custom made for you.



100-RRT-1 Ford Toploader Transmission with Jerico Gears

The ultimate in stealth racing transmissions. We take stock Ford toploader cases and fill them with Jerico internal components. The end result is a transmission that looks stock, but has all the benefits of the Jerico transmission. Special machining operations are needed to perform this task. So, if you have strict transmission rules that do not allow the use of a straight cut dog ring style transmission, here's an exclusive solution from Cobra Automotive. We will supply a complete 100% Jerico-built transmission inside a genuine stock appearing Ford case. Virtually undetectable, these transmissions are produced exclusively by us through our dealer arrangement with Jerico Performance Products. Each transmission is built to your specifications to ensure maximum performance.



Competition Super Shifter

If you are looking for a shifter that will give you crisp super fast shifting look no further. Designed to fit both the Toploader or Jerico transmissions. Built with Hurst Super shifter shift head and linkage rods that are made from aircraft quality 5/8" straight aluminum with large 3/8" adjustable rod ends attached to 1/4" thick Jerico side levers. Smooth movement with no flexing helps eliminate missed shifts under racing conditions. Reverse is obtained by pushing down and back for proper gear selection.

220-JH500 Supershifter with rod end linkage for Jerico transmission, does not include lever or ball sold separately below

220-8700 Supershifter with rod end linkage for Jerico transmission in a Ford toploader case, includes lever and ball



Hurst Competition Plus Shifter

Replace that worn-out stock Ford shifter with a Hurst Competition Plus shifter. Enjoy the more positive shifts that a Hurst shifter is famous for. A nice upgrade for your street car.

293-3180 Shift head for 65-73 with integral handle



Hurst Competition Plus Installation Kit

Kit includes rods, levers and mounting plate.

H3737637 1965-73 Small Block Cars w/ toploader transmission

H3735587 1967-69 Big Block Cars

H3327302 Steel replacement bushing kit

H1630103 Hurst black classic shift ball, 3/8 x 16 thread

H1630003 Hurst white classic shift ball, 3/8 x 16 thread

H5380221 Hurst shift handle only (bolt on)



100-BK296 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 roller main case bearings are standard in our kits for those who want to go racing. For both small spline and big spline transmissions. Street or track, this is the best kit on the market!

DRIVE TRAIN

Performance Centerforce Dual Friction Clutches

The Centerforce dual friction pressure plate and clutch disc are sold as a set. 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. Clutches can increase the holding capacity as much as 90% over a stock clutch setup. The diaphragm design gives a nice, easy pedal feel without the need for typical clutch linkage reinforcing. Installs like a stock type unit with out any modifications. Many applications available upon request.

- 279-490030** 10" x 1-1/16" 10 spline Small block Ford engine
- 279-559033** 11" x 1-3/8" 10 spline Big block Ford engine
- 279-DF161057** 10" x 1-1/8" 26 spline for small block Ford with Jerico Racing Transmissions
- 279-N1439** Small block Ford throw out bearing
- 279-N1493** Big block Ford throw out bearing



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 a conventional automatic flywheel and allow you to use your stock bell housing and starter. A mechanical throw out bearing utilizing standard clutch linkage can be used with this Tilton clutch. Or, if you prefer, a more driver-friendly hydraulic throw out bearing can be used as well. The benefits of this clutch assembly are countless. No need for a heavy scatter shield, much quicker throttle response and increased braking capability because of reduced momentum when the throttle is lifted. The end result is more reliability while it feels like you have 50 more HP and bigger brakes! Clutch discs are easy to replace and these setups can be rebuilt at a fraction of the cost of a new one.

- TIL-56282** 7-1/4" dia. double disc clutch, 26 spline for Jerico
- TIL-57281** 5-1/2" dia. triple disc clutch, 26 spline for Jerico
- TIL-56157** 7-1/4" dia. double disc clutch, 10 spline for Ford toloader
- TIL-61-027-2** Mechanical throw out bearing for double disc
- TIL-61-027-3** Mechanical throw out bearing for triple disc



Hydraulic Clutch Kits

A Tilton hydraulic clutch master cylinder kit is required if you are going to run a hydraulic release bearing. These kits come complete with Tilton release bearing, Tilton 3/4" bore clutch master cylinder and billet aluminum fire wall mounting plate as shown in picture. Mounting plate mounts brake master and clutch master cylinder in unison while strengthening 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 dia. racing clutches with solid clutch plates.

- 100-74755** for 7-1/4" Tilton clutch setup
- 100-74760** for 5-1/2" Tilton clutch setup
- 100-74765** for 10-1/2" Stock type diaphragm clutch setup
- 100-74750** Firewall adapter plate only for use with hydraulic clutch kit.



Flywheels

Made from Top quality billet steel or aluminum, properly balanced for the optimum performance you need.

- 293-700220** 25 lb Steel 289-351W 157 tooth ring gear 28 oz balance
- 293-700225** 25 lb Steel 289-351W 157 tooth ring gear zero balance
- 293-900220** 13 lb Aluminum 289-351W 157 tooth ring gear 28 oz balance
- 293-700260** 29 lb Steel 390-427 184 tooth ring gear zero balance
- 293-700270** 29 lb Steel 428 only 184 tooth ring gear external balanced
- 293-900260** 19 lb Aluminum 390-427 184 tooth ring gear zero balance
- 293-900270** 19 lb Aluminum 428 only 184 tooth ring gear externally balanced
- FRA203** 289-302 Automatic Flywheel for Tilton clutch setup
- FRA203M** Modified for zero balance 289-302 automatic flywheel for Tilton clutch setup



Yokes

These drive shaft slip yokes are American made quality parts that we use for racing or street use.

- 285-N239101X** 33 spline for Jerico Transmission
- C7SZ-4841A** Large 31 spline big block
- 34841D** Small 28 spline small block



Competition Driveshafts

If you have ever experienced a driveline vibration at high speed you will appreciate a properly designed driveshaft for the job. The drive shaft 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 drive shaft speed and its affects on your car. Each one of our drive shafts is specially designed for your application, whether it is street, occasional track use or all out competition. Drive shafts are available in steel or aluminum with or with U-joints and slip yokes. Please call and speak to one of our technical people for assistance in selecting the right drive shaft for you.

- 285-ST5** Street 3" steel driveshaft w/yoke
- 285-STC** Racing 3-1/2" steel driveshaft w/Jerico yoke



DRIVE TRAIN



100-RE100N 9" Rear End Housings

Cobra Automotive will fabricate a Ford 9" rear end for any application, either for competition or street use. Our competition rear end housings are made with all new heavy duty components, including 3" axle tubes, housing ends, and spring perches. Options can include internal baffles, jacking bung with drain plug, traction bar brackets, and relocated axle vent. These rear end housings will accommodate 28 or 31-spline axles and can be made to any width needed. By ordering a rear end complete with axles, this will ensure proper length and fit. We can also supply third members, brakes, complete rear end assemblies from drum-to-drum, or with disc brakes ready for installation. We use Moser Engineering axles in all of our rear ends.



218-100 Moser Engineering Heavy Duty Axles

We rely on Moser Engineering axles for all of our needs whether it is 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 OEM-style studs to replace original 35-40 year old units that have been stressed for many years. Do not trust old axles when it comes to high-performance use! All axles come complete with pressed-on bearings, heavy duty flange plates, and competition 3-inch studs. Feel free to call one of our sales staff to order the right axles for your application.



9" Third Member Center Sections

We can supply you with a complete third member for any application ready to plug in. A new unit can be ordered with your choice of: gear ratios, aluminum or iron cases, Detroit lockers, posi-traction, spools, standard or N-cases, aluminum or iron pinion supports, and companion flanges. All of these components are available in any combination to build the perfect 9" center section for your application. Complete units are available to replace your old, noisy, worn-out one in either 28 or 31 spline. Whether it's drag racing, road racing, stock car racing, or just street use, call and we will be happy to discuss specific requirements for you application.

- 100-GEAR** 9" traction lock w/any stock gear
- 100-GEAR1** 9" Detroit Locker w/any stock gear
- 100-GEAR1-N** 9" Detroit Locker nodular carrier w/any stock gear w/Motorsport flange
- 100-GEAR1-A** 9" Detroit Locker aluminum carrier w/any stock gear w/Motorsport flange
- 83-1011** Small Bearing rebuild kit
- 83-1038** Large Bearing rebuild kit



9" Differentials

We supply new units available for any application from street to all out competition. There are several different styles to choose from. Limited slip or Posi-units are perfect for hot street to moderate competition and incorporate a clutch style mechanism to do the job. The Detroit locker is the choice of many for all out competition and is still perfectly street-able because of its all steel ratchet mechanism construction. Today's new silent Detroit Lockers are far superior to the older models. Both units are available in either 28 or 31 spline. What ever the use we can put you into a differential that will do the job for you.

- 100-LS928** 28 Spline limited slip, 9"
- 100-LS931** 31 Spline limited slip, 9"
- 100-DL928** 28 Spline Detroit locker, 9"
- 100-DL931** 31 Spline Detroit locker, 9"



100-RP9 9" Gears Sets

These USA made ring and pinion gear sets are computer designed, CNC machined and heat-treated to ensure the highest quality. Available in any gear ratio for street or race. Please specify gear ratio and application when ordering.

Racing Lug Nuts and Studs

Lug nuts are made of 12L14 steel and bright nickel-plated for durability. New tapered design for later generation American Racing Torque Thrust wheels with tapered seat. Also available with the shouldered neck for original and older American Racing rims.

- 318-4300G** Tapered seat set of 20 for newer American Racing wheels
- 234-4301G** Shouldered seat set of 20



Studs

- Heavy duty ARP wheel studs
- 100-7703** For Cobra Automotive aluminum front hubs or OEM rear axles with press in studs package of 5
- 100-7707** For stock Mustang hub assembly with press on rotor package of 5

ENGINES

STREET SMALL BLOCK

Here we have pictured a healthy small block Ford from Cobra Automotive for your street Shelby or Ford powered vehicle. We can custom build for you an engine to suit your needs and application or rebuild/restore your existing engine to original specs. These engines can range from a stock displacement of 289 cu.in. or right out to a 347 cu.in. motor that still looks like your original engine. Horsepower can also range from 275 HP to a still street able 500 HP all on pump gas!

Our past test results have shown that a 306 HP rated Shelby engine really produces on our dyno about 275 HP and when each engine is completed it will get tested on the dyno so that you will know the true power output. Only the best components are used in these engines separating them from other attractively priced crate engines that have mid-grade components at best.

Many different trim packages can be obtained whether it be period correct with aluminum Cobra oil pan, valve covers and intake manifold or a more race practical look with modern components. A custom paint job in our paint facility finishes off every one of our motors making them ready for the most scrutinizing eye.

Each engine is designed specifically for your needs.

Prices can range from well under \$10,000.00 up to \$20,000.00. Contact us about an engine built just for you. Hot small blocks are our specialty!



FULL RACE SMALL BLOCK

Our small block Ford race engines are known around the world for their reliability and performance.

With wins on almost every major continent we have developed these engines to be the cutting edge of technology. We can build you a class legal engine to conform with any vintage racing rules. Each component is hand selected for your racing needs then assembled to create a winning combination. Featuring many uniquely designed items available only from Cobra Automotive that are used in our engines such as custom ground camshafts, hand made stainless steel Winston Cup technology headers, special Aviaid oil pans, highly modified Edelbrock manifolds, under drive race pulleys, 4 Bolt main lightweight Motorsport blocks to mention a few. All engines come equipped with their own Cobra Automotive serialized identification tag for reference and safe record keeping. Our 289 Cu. In. race engines can range from 400 -535 HP whether it is intended for F.I.A. European racing or an all out domestic class of competition. Each engine is dyno tested and tuned for optimum performance so that you rest assured you will have that edge you need on the track.

This particular engine is sporting our stainless all out race custom headers.

Prices can vary from \$10,000.00-\$25,000.00 depending on your need for speed.



ENGINES



DUAL CARB BIG BLOCK

There is nothing more graceful looking than a fully trimmed out 427 Ford Wedge engine! When Cobra Automotive was 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 for 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 400HP to 700 HP are common place with our engines. Speak to our engine people for your next FE motor now!

TWIN PAXTON IN CAR

This is what 700 Horsepower on pump gas looks like! Another one of Cobra Automotives own exclusive designs, these setups are for the performance enthusiast who wants the ultimate in stealth performance.

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

Our first one was unleashed on the streets of America in 1985 and it got better as time went on. Here we have 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.

Contact us with your application. Custom built setups can be done for other applications call us for availability.

100-DPK-1000 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 style 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.

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.



ENGINES



M-6010-B50 Motorsports Sportsman Block

This block is an up graded replacement for the standard 302 block. Only 10 lbs heavier this high strength low cost block works in most applications including street, drag, oval track and road racing. Completely finished and ready to use, it will accept all production hardware including hydraulic roller cams. With a 8.200 deck height and a finished bore size of 4.00 it can be bored to 4.030. Main bearing caps are similar to Hi-Po 289 blocks of the 60's and it has thicker main webbing for added strength and or 4 bolt main caps. Later one piece rear main seal is used with a standard 2.248 crank journal diameter and can be stroked to 3.400". This block is rated for 450HP @ 6000RPM, additional 4 bolt steel main caps can increase rating up to 600HP. Made for standard wet sump oil systems.

M-6010-R302 Motorsports 302 Race Block

This heavy duty 4 bolt main iron race block is designed for professional competition use. It comes with 4 bolt main caps on journals 2,3,4, mounted on thick main webbing. A deck height of 8.200" is used and it can be bored to 4.120" producing up to 360 cu. in. Weighing 160lbs this block can handle up to 1200HP @ 8500 RPM. Block uses a one piece rear main seal just like the stock 302. Lifter bores and main saddles need final fitting. Uses standard 2.248" main journal size and cam bearings with the option of roller cam bearings with additional machining. Siamese cylinder bores provide additional strength while the oiling system is wet sump it can be made dry sump.

CS-01002 Shelby 427 FE Aluminum Block

This is the ultimate 427 block! Stronger than the factory cast iron block this aluminum version is 45% lighter weighing 125lbs. A direct replacement for any FE engine application by utilizing factory motor mounts and bell housing bolt patterns. Fully CNC machined from race proven A356-T6 aluminum. Billet steel main caps provide double cross bolting on journals 2,3, and 4 making for an extremely tough block that will handle up to 1500 HP. Finish machined in every way for immediate use, it has a standard deck height of 10.150" and an extra thick .750" deck. Maximum stroke capability of 4.500" can produce as much as 525 cu.in. Will accommodate wet or dry sump oiling systems.

CALLIES-1 Callies Custom Race Crankshafts

These are what we use in our all out small block race motors. Super strong and light weight for those extreme RPM applications. We can provide a race quality custom forged steel crankshaft with virtually any combination of stroke/rod journal width and diameter. Call for price and availability.

Eagle Street/Strip Crankshafts

We have many different Eagle small block Ford crankshaft combinations available for hot street or competition use. Cast and forged steel cranks can be ordered in many stroke combinations depending on desired cu. in. and usage. Forged "ESP" cranks are made from 4130 steel and cast cranks are made from tough cast steel unlike factory cranks that are only cast iron. Complete rotating assemblies are also available including crank, rods, pistons, pins, rings, main and rod bearings for any where from 302-418 cu. in. size kits.

237-103023-250 Cast steel 302 Ford crank 3.250 stroke
237-103023-400 Cast steel 302 Ford crank 3.400 stroke
237-43023000-5090 Forged steel Ford 302 crank 3.00 stroke
237-43023100-5400 Forged steel Ford 302 crank 3.10 stroke

237-43023250-5500 Forged steel Ford 302 crank 3.250 stroke
237-43023400-5400 Forged steel Ford 302 crank 3.400 stroke
237-43023470-5400 Forged steel Ford 302 crank 3.470 stroke

Scat Crankshafts

Scat has a complete line of trick cranks for your application be it small block or big block. New superior quality standard replacement cranks for 351W and 428. Also their own series 9000 cast steel cranks available for most small blocks and finally FE engines including std. 428 or stroker applications. Super trick forged racing cranks that are made of 4340 steel available for most small block applications as well. **All cranks are state of the art in design shape and weights.** Call for application and price.

SCAT-1 Scat small block Ford crank
SCAT-2 Scat big block FE Ford crank

Oliver Custom Connecting Rods

Oliver rods are the choice of our own engine builder when it comes to an all out road race engine. We can provide a rod in any combination of big and small end in any desired length. These lightweight rods are the highest quality and strongest rod we have ever used. Call for price and availability.

OLIVER-1 Oliver race connecting rod set of 8
OLIVER-2 Oliver street connecting rod set of 8

Crower Sportsman Rods

Crower Sportsman connecting rods are a must where budget or rules do not allow the use of a billet rod. Serviceable up to 500HP and 8200 RPM. Made of tough 4340 alloy steel these rods are direct replacement for most small block applications. A sensible choice over stock rods and many times stronger. Also available custom Crower billet rods and Crower maxi-lite rods. Call for price and availability.

SP91225B Crower Sportsman rod 289-302 Ford 5.155 length bushed 2.123 crank pin set of 8
CROWER-1 Crower custom billet connecting rod set of 8

ENGINES



Eagle H-Beam ESP Connecting Rods

This is a great forged steel H-beam competition connecting rod for the money. Many sizes available for small block Ford as well a big block FE rod now available. All rods are made from 4340 steel, they are X-rayed, sonic tested and magnafluxed to insure high quality. We have used these rods in 700 HP street applications! Call for price and availability.

- 237-CRS5315F3D** Eagle H-beam 302 connecting rod 5.315 length 2.100 crank pin .912 pin dia. set of 8
- 237-CRS5400C3D** Eagle H-beam 302 connecting rod 5.400 length 2.100 crank pin .9127 pin dia. set of 8
- 237-CRS5090F3D** Eagle H-beam 302 connecting rod 5.090 length 2.123 crank pin .912 pin dia. set of 8
- 237-CRS5155F3D** Eagle H-beam 302 connecting rod 5.155 length 2.123 crank pin .912 pin dia. set of 8
- 237-CRS5400F3D** Eagle H-beam 302 connecting rod 5.400 length 2.00 crank pin .9127 pin dia. set of 8
- 237-CRS6490F3D** Eagle H-beam 390-428 FE connecting rod std. dimensions set of 8

Custom Pistons, JE Pistons and Ross Racing Pistons

We have available a full line of custom pistons for any motor application. The two major lines we prefer to use are JE and Ross pistons. By offering these manufactures we have the best of all worlds with fast delivery, absolute state of the art design, price, and endless application capability. We also have available high quality over the shelf pistons such as Wiseco, Speed Pro, TRW and Keith Black that can be supplied with matching rings as well. Call for price and availability.

- JE-1** Small block Ford custom piston set of 8
- JE-2** Big block Ford custom piston set of 8
- 18-20** Ross small block Ford custom piston each
- 30-20** Ross big block FE Ford custom piston each

Rings and Bearings



Sealed Power/Speed-Pro and Total Seal Rings

Ring seal is extremely important, without proper ring seal the engine will not feel the full effect of combustion and lose a great deal of power. Different applications require different rings to do the right job. We feel that Sealed Power/ Speed-Pro and Total Sealed piston rings are the best choice for your engine. These are the very rings we use in our own race engines.

We can provide the proper ring selection for your needs. Call for applications.

- 241-R-9343-35** Speed-Pro 289-302 .030 ring set file fit
- 241-R-9221-35** Speed-Pro 428 Ford .030 ring set file fit
- RINGS-2** Total Seal street ring set
- 214-E-261K-30** Sealed Power 428 Ford .030 ring set
- RINGS-1** Total Seal race ring set

Clevite and Federal Mogul Engine Bearings

The bearings in your engine take the most abuse of any component. We carry a full line of Clevite 77 or Federal Mogul bearings for most all Ford Hi-Performance engines. While Federal Mogul offers the widest range of performance bearings that we use, in our engine shop Clevite 77 bearings are our preference for all out competition. A special Teflon coating is offered on most bearings for that extra insurance against bearing failure. Call for price and availability.

- | | |
|---|--|
| <ul style="list-style-type: none"> MS590H 289-302 Clevite std. main bearing set MS590H10 289-302 Clevite .010 main bearing set CB634H 289-302 Clevite std. rod bearing each 8 required CB634H10 289-302 Clevite .010 rod bearing each 8 required CB663H 289-302 Clevite std.2.100 rod bearing each 8 required CB663H10 289-302 Clevite .010 2.100 rod bearing each 8 required CB745H 289-302 Clevite std. 2.00 rod bearing each 8 required CB745H10 289-302 Clevite .010 2.00 rod bearing each 8 required CA590H 289-302 Clevite std. coated main bearing set CA590H10 289-302 Clevite .010 coated main bearing set | <ul style="list-style-type: none"> CA634H 289-302 Clevite std. coated rod bearing each 8 required CA634H10 289-302 Clevite .010 coated rod bearing each 8 required CA663H 289-302 Clevite std. 2.100 coated rod bearing each 8 required CA663H10 289-302 Clevite .010 2.100 coated rod bearing each 8 required CA745H 289-302 Clevite std. 2.00 coated rod bearing each 8 required CA745H10 289-302 Clevite .010 2.00 coated rod bearing each 8 required CB952P 390-428 Clevite std. rod bearing each 8 required CB952P10 390-428 Clevite .010 rod bearing each 8 required MS863P 390-428 Clevite std. main bearing set MS863P10 390-428 Clevite .010 main bearing set |
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ENGINES

Competition Cylinder Heads

The cylinder heads are the most important component in an engine for making power no matter what the application. From a high performance street engine to an all out road racing engine a well engineered set of heads can make all the difference. Cobra Automotive has chosen these state of the art bare cylinder heads based on our vast experience building high performance "Ford Power Plants". We can also custom assemble heads with high quality components to suit your application. Custom porting is also available to any degree from mild to wild. Cobra Automotive can fully race prep OEM cylinder heads for rules requiring "stock" heads. Call to discuss your application.



053030 World Products Windsor, Jr. - 289/302/351W

These cast iron heads have 180cc intake runners and can accept 1.94" intake and 1.60" exhaust valves. With very efficient, high swirl, 58cc combustion chambers with hardened exhaust seats for racing or unleaded street use and dual bolt pattern to accommodate large tube headers.

053040 World Products Roush 200 – 289/303/351W

These cast iron heads are designed by Roush Racing with state of the art technology. They have 200cc intake runners and can accept 2.02" intake and 1.60" exhaust valves. Roush designed 64 cc combustion chambers with hardened exhaust seats for racing or unleaded street use and dual bolt pattern to accommodate large tube headers.

023030 World Products Windsor, Jr. Lite – 289/302/351W

All the same features as the Windsor, Jr. but in lightweight aluminum, saving approximately 50lbs of weight. Features steel intake valve seats, hardened steel exhaust valve seats for use with unleaded fuel and bronze valve guides.

023020 World Products Windsor, Sr. Lite – 289/302/351W

These lightweight aluminum heads save approximately 50lbs of weight. They have 200cc intake runners and can accept 2.02" intake and 1.60" exhaust valves. With very efficient 64cc combustion chambers and dual bolt pattern to accommodate large tube headers. Features steel intake valve seats, hardened steel exhaust valve seats for use with unleaded fuel and bronze valve guides.

60219 Edelbrock Performer RPM (1.90" intake) – 289/302/351W

60249 Edelbrock Performer RPM (2.02" intake) – 289/302/351W

These lightweight aluminum non-emission heads are designed to operate in the 1500 – 6500 RPM high performance street range. The 289 and 302 require the use of head bolt bushings *. Features hardened valve seats, bronze valve guides and threaded inserts in rocker stud bolts and exhaust manifold holes, with hand blended valve pockets, 60cc combustion chambers and 5/8" thick deck surface. Not for late model rail rockers. 2.02" intake valve version best suited for larger cubic inches.

* 9680 Head bolt bushings

60059 Edelbrock Performance RPM FE (72cc) – 390/428CJ

60089 Edelbrock Performance RPM FE (76cc) – 427LR/MR

These lightweight aluminum heads save approximately 36lbs of weight. 76cc heads have vertical exhaust manifold bolt pattern only. 72cc heads can be used with multi bolt pattern headers and most factory exhaust manifolds. Accepts 390/427LR/428 style 2.09" intake and 1.66" exhaust valves. #60089 can be machined for 427 MR/HR style 2.19" intake and 1.73" exhaust valves. Featuring 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.

CSE-FE-HEAD Shelby FE Aluminum (82cc) – 427

These lightweight aluminum heads have vertical exhaust manifold bolt pattern only. Equipped with bronze valve guides and multi angle unleaded fuel compatible valve seats. Accepting 2.250" intake and 1.750" exhaust valves these heads are only suitable for factory 427 cast iron blocks or Shelby 427 Alloy FE blocks. Modified intake ports, raised exhaust port floors and modified valve pockets for improved flow. Stainless steel threaded inserts in rocker shaft holes and exhaust manifold holes. Exact copy of original 1965 427MR head with improved flow and strength characteristics.

ENGINES



Camshafts and Cam Kits

Cobra Automotive camshafts, cam kits and components are all selected based on years experience, research and hundreds of hours on the dyno. Components are selected from manufacturers such as Comp Cams, Crower, Lunati and Isky. Complete kits include cam, lifters, springs, retainers, locks seals and timing chains. Camshafts listed as "Race Only" can be custom ground to suit your 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	833-16 Pre 69 Use 831-16	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 comp	CA6250-1Kit	CA6250-1	833-16 Pre 69 Use 831-16	930-16 Must Machine Heads	732-16	613-16	503-16 Must Machine Heads	CA6268-1
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 comp	CA6250-2Kit	CA6250-2	66215	9945REM Must Machine Heads	975-TI	VL700	503-16 Must Machine Heads	CA6268-1
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	504-16	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 comp	CA6250-3Kit	CA6250-3	837-16	950-16	730-16	612-16	505-16	CA6268-2
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 comp	CA6250-4Kit	CA6250-4	66216	947-16	739-16	612-16	505-16	CA6268-2

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

sales: 203-284-3863

email: info@cobraautomotive.com

www.cobraautomotive.com

ENGINES

Small Block Ford Roller Rockers

We have many different styles of roller rockers for your small block Ford to choose from. We carry Crane, Competition Cams, Crower, T & D and Rocker Arm Specialists. We have stock replacement roller tipped rockers for street applications, heavy duty endurance roller rockers for more severe use and shaft mounted rockers for 8000 plus rpm competition use. Rockers available for 3/8" or 7/16" studs come with adjusting nuts. All rockers are 1.6 ratio unless specified. Individual rocker arms can be ordered. Please call to specify your application.

- 1442-16** Comp Cams roller tipped rocker arms 3/8" stud.
- CRN36757-16** Crane Gold race roller rocker arms 7/16" stud
- CRW73612-16** Crower stainless endurance roller rocker arms 7/16" stud.
- TD7302** T & D shaft style rocker arm setup with stands
- TD03000** Small parts kit for T&D rocker arms



Vintage Legal Rocker Arms

These are special 289 rockers arms made by Cobra Automotive specifically for certain vintage rules that insist on a cast non roller tip rocker arm to be used in race engines. We have taken a roller tipped rocker and replaced it with a fixed pad. Several operations are needed to create these rockers including blue printing, heat treating, a REM process for surface durability and an additional oil deflector added above the push rod area for improved oil delivery to the pivot point. We have several sets of these rockers successfully running well over 7000 rpm in race engines all over the world.

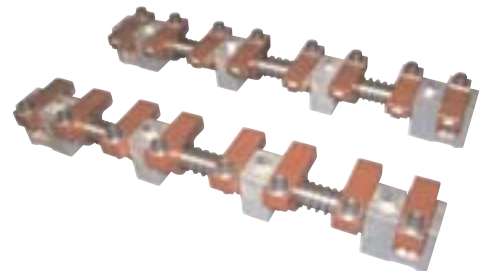
- 100-Rocker** set of 16 3/8" stud



Big Block FE Roller Rocker Arm Assemblies

This is a complete high RPM assembly for your big block Ford. Harland Sharp aluminum roller rockers with precision needle bearing rollers compliment the billet aluminum 6 stand style rocker stands on this super duty assembly. The end rocker stands offer extra support with a cradle design that reduces shaft flex at the tip. Available for 390-428 and 427 Medium Riser engines. All components available separately.

- 100-1050C** 390-427-428 FE engines complete rocker shaft assemblies
- S-4006B** Harland Sharp rockers only set of 16
- 341-1001** Billet aluminum rocker shaft spacers
- 341-1002** 390-427-428 Billet aluminum rocker stands set
- RS-668-C** Rocker shafts pair
- 341-1003** Optional hardened extra strength rocker shafts pair



Aluminum Pulleys

Manufactured by March Performance these pulleys offer precision alignment and strength that stock stamped pulleys cannot offer. Special under driven, complete pulley sets turn accessories at a slower rpm creating more available horse power while increasing bearing life. No more thrown belts because of misalignment or fatigued original pulleys. All sets unless noted come with water pump, crank and alternator pulleys.

- 100-1561/1932** 289-302 2 groove 2 pulley race 20% under drive
- 312-1932** 289-302 2 groove race water pump 6"
- 312-1561** 289-302 2 groove crank pulley
- 312-1560** 289-302 2 groove high performance pulley set 10% under drive
- 312-1562** 289-302 2 groove high performance water pump pulley 6"
- 312-1910** 390-427-428 Single groove pulley set
- 312-1911** 390-427-428 Single groove crank pulley
- 312-1912** 390-427 -428 Single groove water pump pulley
- 312-1930** 390-427-428 2 groove pulley set



Harmonic Balancers

We offer a complete line of billet steel SFI approved balancers to fill your needs that are CNC machined and feature a captured snap ring construction between the hub and outer ring. These balancers are a direct bolt on and have no fitting issues with your stock pulleys, accessories or timing covers. We use these on our own 8000 rpm race engines. Please specify application when ordering for proper balance application. All 289-302 balancers come with 3 and 4 bolt pulley bolt patterns

- 303-ED0209** 289-302 early with 28oz external balance
- 303-ED0210** 289-302 early with zero balance
- 303-ED0210-SA** 289-302 early with zero balance and aluminum center hub
- 303-ED427** 427 balancer with detachable single groove factory style pulley
- 303-ED0250** 427 balancer only
- 303-ED0250P** 427 single groove factory style pulley only
- 303-ED0250-SA** 427 balancer only with aluminum hub



ENGINES



Intake Manifolds

Selecting the right manifold for the job is very important. Many people neglect the intake manifold and put all their effort into the cylinder heads when without a good intake manifold you can never achieve proper cylinder balancing. We offer what we feel is the best choice of intakes for your combination. Here are a few that we have selected with help from years of testing and success on the street or racetrack.

Edelbrock Performer RPM

This manifold is available for both big and small block engines. Because it is legal for most all vintage-racing venues we have done extensive development on this manifold. It is one of the best manifolds for all round use and when modified a great all out race piece as well.

293-7121	289-302 small block Ford
293-7181	351 W small block Ford
293-7105	390-427-428 FE big block Ford



Cobra Dual Plane Intake

This is a high quality reissue by Blue Thunder Products of the original Cobra intake that came as OEM equipment for most Shelby's. A superior casting to the originals in more ways than one, this manifold boasts a much improved port design for big power gains. A perfect combination of performance and originality are present in this Cobra intake manifold. No more hassles with old castings that have outlived their useful days.

273-302C4V	289-302 small block Cobra intake
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Edelbrock Victor Junior

A high RPM manifold designed for the racer who needs upper end performance. This manifold commonly produces 15-30 more horse power on a well prepared race engine without sacrificing much 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 Ford
293-2980	351 W small block Ford



Big Block Medium Riser Dual Plane Manifold

This is an exact copy of the original Ford Medium Riser 427/428 Interceptor dual plane manifold. Another beautiful intake done by Blue Thunder Products sporting greatly improved flow characteristics. While this manifold resembles the original 60's Ford item it will outperform it's older counter part substantially. 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 427 Medium Riser engine. Excellent performance thru out the entire RPM range including top end as well.

303-428CJ4V	ALL 390-428 FE big blocks
303-427MR4V	427 Medium Riser



Big and Small Block Dual Quad Manifolds

Nothing looks as good as multiple carburetion. Here are perfect reproductions of the original Ford 427 Medium Riser and 289 style dual quad intake manifolds. The 390-428 intake is the same one that would have come on any 427 Medium Riser powered vehicle as well as 1967 Shelby GT500's and the 289 intake is exactly as Ford sold through their High Performance parts catalogs. Both have Holley carburetor bolts patterns and improved port designs that show significant power increases over original stock units. A direct replacement without the worry of old castings that have been overworked or repaired. Also available as a complete unit with carburetors, linkage, fuel log and air cleaner.

303-IM427-8V	for 390-428 dual quad intake manifold only
100-AIM9	Complete 390-428 dual quad intake setup
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

ENGINES

Performance Blueprinted Carburetors

Dyno testing results show under a load the dramatic differences between a good and bad carburetor. Just because a carburetor is new does not guarantee positive results, this is why we offer a line of blueprinted units for your engine. Carburetors come in a Stage 2, 3 or 4 for different levels of competition performance. Stage 2 includes entire disassembly of carb for inspection and rework of all fuel calibration. Stage 3 takes it to the next step with air flow modification by milling the choke housing and adding streamlined throttle shafts. Stage 4 has in addition to all the other modifications venturi and booster work to make an all out effort carburetor. Enjoy improved throttle response along with added power on the street or race track. We also offer multiple carburetion for dual quad setups. Matched pairs of Holley carbs for your big or small block engine are our specialty.

Please specify application so that correct carb can be selected.

287-4778-2 Stage 2 Single carburetor only

287-4778-3 Stage 3 Single carburetor only

287-4778-4 Stage 4 Single carburetor only

100-2X4CARBS Pair dual quad carburetors



Fuel Pumps

We found today's mechanical fuel pumps to be more reliable than electric pumps so we prefer them on our performance vehicles. These fuel pumps are quality manufactured by CARTER one of Fords OEM suppliers. Our street pumps are rated for 120 gallons per hour while putting out 6 psi of fuel pressure. Race pump will pump 172 gallons per hour while maintaining 8 psi of fuel pressure. No restrictive fuel pressure regulator is required for these pumps.

232-M60968 289-351W race application pump

232-M6904 289-351W street application pump

232-M6905 390-428 Big block street application pump

232-M60965 390-428 Big Block race and super charger application special order only



Exhaust Headers

Headers are one the most inexpensive ways to improve your vehicles performance. Whatever goes in must be able to come out regardless of how trick your induction system is. With anti-rust thermal barrier coatings, stainless header bolts and metal composition gaskets we do not experience the unpleasant rusted header or blown out gasket's like we use to.

We carry both Hooker and JBA headers because we feel for the money they are the best value to replace your restrictive exhaust manifolds. They deliver very respectable horsepower and torque numbers. We also offer an aircraft quality anti-rust thermal barrier coating. Available in a discrete black or attractive polished aluminum finish.

293-6901 289-351 W 64-73 Mustang header small block 1 5/8" primary

293-6208 289-351 W 64-73 Mustang header small block 1 3/4" primary

293-6114 390-428 Mustang 67-70 1 7/8" primary

6656SJS 390 GT and 67 GT500 Shelby only, JBA silver ceramic header

100-COAT Optional anti-rust thermal barrier coating



Competition Stainless Headers

Cobra Automotives 304 stainless steel competition headers have been derived from years of testing and development. These Winston Cup technology headers offer the superior thermal barrier and longevity of stainless steel while providing ground clearance that is un-obtainable with a production header. A multiple step primary tube mated with the Merge style collectors is the secret of this header design. In back to back dyno tests, these headers consistently show as much as a 30 HP increase over the leading race headers with as much of an increase in torque as well. The more potential a race engine has the more our headers will compliment your combination. They are an absolute must on a 500+ horsepower 289-302 road race engine. Each set is hand-made to order. Please specify body style, mechanical or hydraulic clutch, engine size and exhaust bolt pattern. We now offer a stainless header for FE big blocks that will give all out performance and extra ground clearance by keeping pipes above the steering linkage unlike other brands.

100-GH1 289-302 Mustang for use with wider World Products exhaust bolt pattern and hydraulic clutch 3 1/2" collector

100-GH2 289-302 Mustang for use with standard bolt pattern and mechanical clutch 3" collector

100-GH3 390-428 67-70 Mustang 3 1/2" collector



ENGINES



Oil Pans

Oil pan design can determine the difference between making or losing a significant amount of horsepower and reliability. We have the right oil pan for your vehicles application. For the street we offer a faithful reproduction of the original Shelby GT350 Cobra-lettered aluminum T-pan. These are available complete with internal baffles for both big and small block Mustangs.

For our racing oil pans Aviad is the brand of our choice. They were the original oil pan manufacturer for the Shelby competition cars in the 60's and they still make a great pan today. Oil pans for the R-Model Shelby and 427 Cobra are still available today with respectable track performance on tap. Our own 289-302 road race pan made exclusively for Cobra Automotive features a complex baffling system along with a special kick out for better oil control. All Aviad oil pans come complete with oil pump pickup, drain plug with safety wire provisions, and temperature sending unit bung. It is not uncommon to see an extra 5-10 HP and cooler oil temperatures with one of our road race oil pans.

- 212-AV1** 289-302 Aviad competition road race pan 9 qt capacity
- 212-AV2** 289-302 Aviad reproduction of original Shelby R-Model pan 7.5 qt capacity
- 212-AV3** Reproduction of original competition 427 Cobra Aviad oil pan 12 qt capacity
- 273-OP5** Cobra big block street aluminum T-pan
- 273-OP2** Cobra small block Mustang street aluminum T-pan

Oil Pumps and Pump Drives

The oil pump is the heart of the engine, supplying precious lubricating oil to all of the moving parts. We use high quality Mellings oil pumps. For competition we offer a specially prepared pump. These pumps are blue printed from the factory and have an adjustable oil pressure relief that is easily adjusted with an Allen wrench. This is an important feature as too much oil pressure can be as destructive as not enough. Competition pumps are available in standard and high volume. In an attempt to reduce parasitic drag from too much pressure we use a standard volume pump on our own race engines. In order to drive the oil pump under these harsh conditions a heavy duty oil drive is needed. We offer ARP oil pump drives because they are the best out there. Machined and heat treated from the right material these drives get the job done.

- 307-M68HV** 289-302 HV pump
- 307-M57HV** 390-428 HV pump
- M-10687** 289-302 STD.V comp. pump, race
- M-10688** 289-302 HV comp. pump, race
- 229-7904** 289-302 ARP HD oil pump drive
- 229-7902** 390-428 ARP HD oil pump drive

Oil Cooler Line Kits

Here we offer an updated version of the original R-model oil cooler line kit. This kit is used to connect the oil cooler to the engine. It includes a brand new Cobra oil cooler adapter just like the originals with all necessary fittings and #12 stainless braided line to make the connection. Some cutting and assembly of lines is required, extra long lines are supplied for multiple applications. Oil coolers sold separately call for details.

- 100-6500** Complete kit as shown
- 313-RADPT** Cobra oil cooler adapter only

Distributors

MSD electronic distributors have consistently given us the kind of reliability we look for on and off the racetrack. Capable of delivering consistent ignition performance at extremely high RPM's. No more points to adjust or condensers to burn out. Rugged billet aluminum construction, fully rollerized needle bearing main shaft and completely adjustable timing curve make this the perfect choice for reliability.

- 233-8582** 289-302 Billet small block dist
- 233-8594** 390-428 Billet big block dist
- 233-8408** Replacement cap 289-302
- 233-8423** Replacement rotor 289-302
- 233-8433** Replacement cap 390-428
- 233-8467** Replacement rotor 390-428
- 233-8583** 282-302 Bronze gear for roller cam
- 233-8581** 390-428 Bronze gear for roller cam

Ignition Coil

The MSD blaster is the recommended coil for most racing application ignitions. With a maximum output of 45,000 volts this coil really delivers the spark. This unit has a special construction to insure against failure from excessive vibration. A must for high energy ignition systems.

- 233-8222**

Ignition Box

The MSD 6-AL box is the standard of the industry. A MSD high energy ignition box will give better throttle response, easier starting, better fuel economy and quicker elapsed times by burning more fuel efficiently. The 6AL ignition box comes standard with a built in rev limiter. Simply remove the plug in module and change RPM limits in a few seconds. Rev limiting modules come in 100 RPM increments with 3000, 6000, 7000 and 8000 supplied with box. Perfect for street or race use, it will compliment your high performance engine. Some tachometers will need an MSD tach adapter for ignition box compatibility.

- 233-6420** MSD 6AL ignition box
- 233-8920** Tach adapter

ENGINES

Spark Plug Wire Sets

MSD 8.5 mm super conductor wire sets are the finest in the industry. They offer an extremely low resistance of less than 50 ohm's per foot enabling them to deliver 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 and race use. For performance street use we prefer the Moroso line of spark plugs wires. These wires offer excellent performance while maintaining a more original look with factory appearing black plug wires.

- 233-3119** Universal straight boot kit
- 233-3123** Universal 90 degree boot kit
- 249-73232** Moroso straight boot universal kit
- 249-73233** Moroso 135 degree boot universal kit



High Torque Starters

Designed for use where high compression, lack of oil pan and header clearance along with excessive heat take their toll on regular starters. These light- weight units will save weight and add reliability needed when starting a hot high output engine. Big block starter has multiple rotation possibilities.

- 244-MA50** 289-351 small block engines starter
- 244-PSL101** 390-428 big block engines starter



Valve Covers

Cobra Automotive started years ago by making valve covers. Here we offer several attractive styles of valve covers for your classic Ford engine with quality and originality in mind. All valve covers are sold in pairs.

Cobra 427 Aluminum Valve Covers

These are an exact copy of the optional aluminum valve cover that came on the 427 Cobra. Very high quality cast aluminum with highlighted fins just like the originals. Will fit 390-427-428 engines.

- 273-VC427**



Cobra Small Block Valve Covers

Here we have two different styles of the Cobra small block valve covers. The first is an exact copy of the original open letter Cobra valve covers used on the 1965 and early 1966 Shelby GT350's .Cast aluminum with highly polished fins. For the vintage look but for use with more modern high RPM valve train components we have a taller version of the Cobra valve cover. This unique cover looks similar to the classic Cobra valve cover of the 60's but will clear roller rockers and poly locks required for today's high RPM usage. The same tall valve cover is available for 5.0 engines with proper breather tube for closed emissions.

- 100-VC1** Original Cobra open letter version for 289-351 W engines
- 100-VC2** Taller style Cobra valve cover for use with roller rockers 289-351 W
- 100-VC50** Cobra late model valve cover for 5.0 engines



427 Pent-Roof Valve Covers

This popular chrome valve cover came on many 427 engines in the 60's. One of the most attractive covers to come on an FE engine because of it's smooth lines and chrome finish. Faithfully reproduced with triple chrome plating. This is a favorite with Cobra owners today.

- 273-VC19** 390-428 engines with out holes
- 273-VC20** 390-428 engines with breather holes



ENGINES



Competition K&N Air Cleaners

Proper air filtration is critical to the breathing requirements of a high output engine. Minimal hood clearance with the use of free breathing intake manifolds creates air cleaner fitting issues. We have the solution for both of these problems with the help of K & N Engineering. K & N air cleaners are the standard of the industry. Special 1" drop-base air cleaners allows the use of a full 3" tall air cleaner element and a very important 1" spacer plate. 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, when washed and maintained correctly they will last for ever.

- 217-601280** 14" x 3" Complete drop-base assembly
- 217-E1650** 3" Tall element only
- 217-E1560** 2" Tall element only
- 217-E3740** Exact replacement for 14" Hi-Po 289/428 CJ
- 217-661401** 14" Extreme airflow top only



SB

Hi Performance Small Block Water Pumps

We have selected the most suited water pumps for the job. Pumps made by Edelbrock and Stewart Components are high on our list. Approved by NASCAR both brand pumps offer improved impellor design for increased water flow as well as over sized bearings for extended impellor shaft life. Aluminum construction reduces weight while dissipating heat better than OEM iron pumps. All pumps are competition proven. Direct bolt on application with no pulley alignment issues. Stewart pump is used in more original appearance applications.

- 231-16103** Stewart Components 289-302 pump with no back plate for use with early 289 timing cover
- 215-8842** Edelbrock 289-302 pump with no back plate for use with early 289 timing cover.
- 215-8841** Edelbrock pump 289-351 W 1965-69 for use with post 1965 timing cover



BB

Big Block FE Water Pump

This EDELBROCK aluminum water pump is an excellent choice to replace your old iron pump. Aluminum construction sheds approximately 7 lbs and dissipates heat far better than cast iron pumps do. Improved impellor design has heavy duty 3/4" bearings and helps circulate water for a more efficient cooling system.

- 215-8805** 390-428 engines water pump



Light Weight Cooling Fans

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

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

Aluminum Griffin Radiators

More horsepower always means more heat. An efficient radiator is the way to keep this heat under control. Griffin Thermal Products makes radiators for all forms of racing including most of your top NASCAR teams. It is a known fact that an aluminum radiator dissipates heat faster than one made of conventional brass.

Our special race radiator is built solely for Cobra Automotive with a stock fit and appearance in mind. It utilizes factory radiator hoses, original R-model mounting points and radiator cap location for ease of installation and maintenance. For standard applications an aluminum replacement radiator is available for early Mustangs. An aluminum radiator will greatly increase cooling capacity of your existing system. All radiators can be ordered with a built in oil cooler or heat exchanger that uses lower water temperature to scrub off excessive oil temp. We have seen as much as a 20-30 degree drop in oil temperature when using a heat exchanger type oil cooler/radiator.

- 260-001** Larger race radiator with oil cooler
- 260-002** Larger race radiator without oil cooler
- 260-003** Stock configuration radiator with oil cooler 65-66
- 260-004** Stock configuration radiator without oil cooler 65-66
- STA10229** Radiator Cap 13lb
- ALL30134** Race Radiator Cap 19-21lb



GASKETS



Cylinder Head Gasket

- 239-1011-2 High-performance 289/302 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 with large overbore pre-flattened steel wire/steel core laminate RH 4.150 bore/.041 thickness compressed volume 9.5 cc
- 239-1020 390/427/428FE big-block head gaskets pre-flattened steel wire steel core laminate 4.400bore/.041 thickness compressed volume 10.1 cc

Intake Manifold Gasket

- 239-1250 260/289/302 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
- 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 260/302 /351W stock or small race port, port size 1.25 x 1.48,
- 239-1487 302 dart and TFS, E351 dual bolt pattern stock Ford and inline spread bolt, port size 1.42 x 1.62
- 239-1416 Boss 302 port size 1.89 x 2.19
- 239-1442 390/428FE big block with 16 bolt holes in gasket port size 1.40 x 2.40
- 239-1485 390/427/428FE 14 bolt cylinder heads, medium riser and 66-67 428 Thunderbird with 10 bolt hole, port size 1.43 x 2.12
- 239-1427 289/302 " N" head, trick flow "R", port size 1.65x1.60

Valve Cover Gasket

- 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-VS13049C 390/427/428FE standard thickness, standard cork
- 239-1632 390/427/428FE all thickness 3/16, cork-rubber

Oil Pan Gasket

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

Rear Main Seal

- 239-2901 289/302/302SVO/Boss 302 1962 through 11/82 production 2-piece premium
- 239-2902 351W 2-piece premium 1969-07/10/83
- 239-2922RS 30212/01/82 - 2001 production 1-piece premium
- 239-BS40042 351C/351W 2-piece premium rubber
- 239-BS30138 390/427/428FE 2 -piece premium rubber w/ side rails
- 239-BS30136 289/302 early/302 Boss 2-piece rubber

Timing Cover Gasket

- 239-TCS45008 289/302/Boss 302 premium without seal saver
- 239-TCS45449 302 late model 1985/95 without seal saver
- 239-TCS13075-1 390/427/428FE without seal saver premium

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

Oil Filter Adapter Gasket

- 239-70135 390/428FE Big Block housing

FASTENERS



Connecting Rod Bolts

289-302 standard 5/16	154-6002
Boss 302&351w	150-6004
FE390-428	155-6002
428 Cobra Jet	155-6001

Main bolt Kit

289-302 2-bolt main	154-5001
289-302 with windage main	154-5201
351w 4-bolt main	154-5203
351w 2-bolt main	154-5003
390-428 FE	155-5201

Main Stud Kit

289-302 2 bolt main	154-5401
289-302 with windage tray 2 bolt main	254-5501
Boss 302 4 bolt main	154-5602
351W 2-bolt main	154-5403
351W 4-bolt main	154-5606
390-428 FE	155-5401

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 7/16-14 cylinder block thread hex nut w/ 1/2"-7/16" washer	154-4005
289-302 with 351w heads 7/16-14 cylinder block thread 12-point nuts w/ 1/2"-7/16" washer	154-4205
Boss 302 with Hex nuts	154-4002
Boss 302 with 12-point nuts	154-4202
351W with factory, svo high port edelbrock aluminum, iron dart heads with 1/2-13 cylinder block threads 12-point	154-4203
As Above with undercut studs	254-4703
390-428 FE with hex nut	155-4001
390-428 FE with 12-point nut	155-4201
427 SOHC with hex nuts	155-4002
427 SOHC with 12-point nuts	155-4202

Head Bolt Kits

289-302 STD with hex nuts	154-3601
289-302 STD with 12-point nuts	154-3701
302 with Windsor heads 1/2"-7/16" stepped washer, 1/2"-7/16" bolt hex	154-3605
302 with Windsor heads 1/2"-7/16" stepped washer 1/2"-7/16" bolt 12-point	154-3705
351W with hex nuts	154-3603
390-427-428 with hex nuts	155-3601
427 SOHC with hex nuts	155-3602

Rocker arm stud kits

3/8 Typical small block application	134-7101
7/16 Typical small block application	134-7103
3/8 Typical small block application with roller rocker	134-7104
7/16 Typical small block application with roller rocker& girdles	100-7101

Rocker Arm Adjusters (Perma-loc)

3/8-24 Stamped steel rocker	300-8241
7/16-20 Stamped steel rocker	300-8242
3/8-24 Aluminum rocker	300-8243
7/16-20 Aluminum rocker	300-8245

Valve Cover bolt kits with studs

Small Block Aluminum Black Oxide Hex nuts	200-7604
Small Block Aluminum Black Oxide 12-point nuts	200-7614

Header Bolt Kits

3/8 Black Oxide Hex, 16 pcs	100-1102
3/8 Black Oxide 12-point, 16 pcs	100-1202
3/8 Stainless Steel Hex, 16 pcs	400-1102
3/8 Stainless Steel 12-point, 16 pcs	400-1202
3/8 Stainless Steel Hex, 16 pcs, large flange for open slot headers	400-1211

Oil Pan Bolt & Stud Kit

289-302, 351c & 351W small block black oxide hex studs	254-1901
289-302, 351c & 351W small block black oxide 12-point studs	254-1902
289-302, 351c & 351W small block stainless steel hex studs	454-1901
390-428 FE Big block black oxide hex bolts	255-1802
390-428 FE Big block black oxide 12-point bolts	255-1801
390-428 FE Big block stainless steel hex bolts	455-1802



Oil Pan Bolt Kits

289-302 small block black oxide hex ,8 pcs	254-1804
289-302 small block black oxide 12-point, 8 pcs	254-1803
390-428 FE big block black oxide hex	255-1802
390-428 FE big block black oxide 12-point	255-1801

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 steel 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 steel 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 steel hex	454-2001
390-428 FE big block black oxide hex	155-2002
390-428 FE big block black oxide 12-point	155-2102
390-428 FE big block Stainless steel 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 12point	150-2501
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Cam bolt kit

260-351W small block 3/8-16	154-1001
390-427-428 FE big block 7/16-14	155-1002

Oil Pump Drive Shaft (Heat treated chrome molly steel)

289-302 and boss302	154-7904
351W	154-7901
360-427-428 FE	154-7902

Flywheel Bolt kit

7/16 X 1.00" black oxide, ALL	100-2801
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Flex Plate Kit

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

1/2" Head Size 5/16-18	150-2201
9/16" Head Size 3/8-16	130-2201

OIL SEALS

Inner Front Wheel Seal

64-73 Mustang withV8 Disc & Drum Brakes except 69 Boss	214-6815
69-70 Boss 302	214-9150S

Rear Axle Seals

64-66 Mustang w/8 cyl	214-51322
67-68 Mustang ALL except WCY axle	214-9569S
69-73 Mustang ALL with 1-1/2" shaft except WCY axle	214-9363S
69-73 Mustang ALL with 1-3/8" shaft except WCY axle	214-9569S
67-70 Mustang ALL with WCY axle	214-9161

Pinion Seal

64-73 Mustang ALL with 8 cyl,	214-7044NA
64-73 Mustang ALL with 8 cyl. O ring for above	214-248

Transmission Input Seal

64-73 Mustang All with 8 cyl factory Transmission small spline 1-1/16"	214-482208
65-73 Mustang 427-428-429 factory transmission big spline 1-3/8"	214-330663

Transmission Tail Shaft Seal

64-73 Mustang 260-351W-390 ALL 28 spline	214-410059
64-73 Mustang 427-428-429 31 spline	214-473234
64-73 Seal & Bushing kit 260-351-390 28 spline	214-5201
All Jerico Transmission	214-9449
64-66 BW T-10 Transmission	214-7692S

Automatic Tail Shaft Seal

64-70 Mustang 289-351W small block C4 Transmission	214-7692S
67-70 Mustang 390-428 big block C6-FMX Transmission	214-7300S
64-70 Mustang 289-351W Seal & Bushing kit C4 Transmission	214-5202
67-70 Mustang 390-428 Seal & Bushing kit C6-FMX Transmission.	214-5203

BODY - EXTERIOR

100-RMA 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 have to wait months for. High quality fiberglass made here in Conn. with Cobra Automotives own distinct black gel coat 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. Guaranteed a perfect fit when used with factory nose components. Enables you to save weight and provide more fresh air to the radiator. When shipped UPS additional charge for oversized carton.

100-RMA67 1967-68 R Model Style Apron

This is the hottest new product! Here is our own version of a 65 R-model apron for your 67-68 Mustang. It took us months of prototype styling to come up with the perfect look for your 67-68 Mustang. Replaces factory headlight doors, lower valance, bumper, bumper brackets, this apron brings the style and function of the 1965 Shelby GT350R to the 1967-68 cars. Made with parking light holes, functional brake duct scoop and integral headlight buckets that eliminate the awkward lip where the front bumper used to be. Everything blends in smoothly with no corners cut to sacrifice styling. Total weight saving is 24.6lbs accomplished by the removal of the bumper, stock headlight buckets, hood latch & lower valance. Designed for hood pins, but can be adapted to retain the stock hood latch. For use with standard Mustang length hood. Complete with studs that bolt on using the stock mounting points. Must be shipped truck freight.

100-997 Debris Screen

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. Loose race rubber and debris on the race track act like projectiles at high speed 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 stainless mesh used in NASCAR. Cut to fit the opening of your early Mustang radiator support then folded over on the edges to form a bead that will not unravel. Complete with mounting instructions and special rivets.

288-VDK R Model Quarter Vent Delete (1965-66 Fastback pair left and right)

Give your car than competition look and save weight at the same time. Exact copy of the original R-model quarter vent delete panels. These super precise aluminum panels are laser cut for superior fit and finish. Comes pre bent for body contour and complete with pop rivets for mounting. Quick and easy installation.

65-66 Shelby GT Fiberglass Hood

If you want a top quality GT 350 hood either for racing or restoration we have what you need. Our lightweight racing hood is made with aircraft technology for superior strength and weight. For restoration purposes we have a more practical solution with a faithful reproduction of the original GT350 hood. Both hoods come gel coated ready for final finish work. Must be shipped truck freight.

100-350GTHS 1965-66 Original style GT350 hood

100-350GTHR 1965-66 Lightweight race hood

Plexiglass Windows

We carry a full line of our own Plexiglas front and rear windows. These aircraft quality windows offer large weight savings along with added safety and strength. Accurately formed with the same process used to make Winston 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. Trackside debris can claim many broken glass windshields in a race season but not with one of our windscreens. These windshields have been known to run for many years with just periodic polishing. Save up to 20 crucial lbs on the high side of your car with these top quality replacements. Rear R-model windows are an exact duplicate of the originals. Plexiglass windshields are not recommended for street use.

289-RW2 R model rear window

289-RWHP R model rear window Installation kit

320-RW65 Rear window coupe 1965-68

320-FB65-66 Rear window fastback 1965-66

320-FB67-68 Rear window fastback 1967-68

320-FB69-70 Rear window fastback 1969-70

320-S322 Racing front windshield 1965-68 All

320-S323 Racing front windshield 1969-70 Fastback



BODY - EXTERIOR



R-Model Side Window Frames

For that correct R model look, reproductions of the original 1965-66 extruded aluminum side window frames. Some fitting required. Plexiglass side windows not included, sold separately.

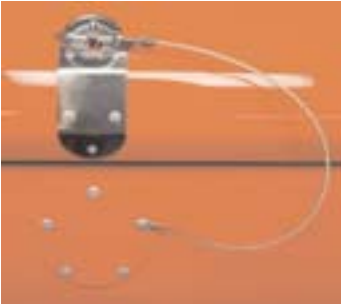
288-5500 Window frames
100-350SWPG Side Plexi-glass

Fuel Cells

A fuel cell is 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 Mustang fuel cell. 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, Sportsman-series with a 3-year warrantee and the Pro-series with a 10-year warrantee on the bladders. Both Fuel Cells come with full foam baffling, aircraft nut ring, gaskets, pick-up assembly and 3" standard fill plate with rollover check valve. Approved by for use by all major race organizations. all sanction racing bodies. Options include gas gauge sending units, street filler neck, road race surge tank and collector.

245-SA111B Pro-cell 1965-70
245-SA112B Sportsman- Cell 1965-70



288-069 Competition Trunk Latch Kit (1964-66 Fastback only)

Designed like the original R model latch assembly for deleting the key and fuel filler hole. Made of high quality stainless components and complete with pin, clip, lanyard, lock cover plate, fuel filler cover with rivets. A must for eliminating street gas cap on your race car or give that street car the competition look.

Stainless Hood Pin Kits

Used on all 65-67 Shelby Mustang's. These are the best kits available, made with stainless steel components just like Shelby used in the 60's. Accurately made with proper hardware for those extra show points. Will not deteriorate from exposure to weather and so strong we use them to hold down our race car hoods at 160 mph.

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



273-SS12 1966 GT350 Side Scoops (1964-66 Mustang all models)

These are an excellent reproduction of the 1966 Shelby side scoop so popular on these early cars. Will fit 1965 as well for that 1966 appearance. Functional scoops that pop rivet on like the originals for easy installation.

Side View Mirrors

These three different types of mirrors we offered on the early street and competition Shelby Mustangs. The Raydot, Talbot, and the Rotunda style mirrors. All three are high quality reissues of the originals.

273-MIR12 Aluminum Raydot mirror for Cobra and R-model Shelby's
273-MIR16 Talbot mirror for 1965-66 Shelby Mustangs
273-MIR14 Rotunda mirror for 1965-66 Shelby Mustangs



BODY - INTERIOR

291-101M Mahogany Wood Steering Wheel Kit

These steering wheels are hand crafted by Moto-Lita in England who was the original manufacturer for Shelby American in the 60's. Measuring 15" in dia. 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.



Leather Steering Wheel Kit

Same as 15" wheel but hard rubber coated with a 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 Steering wheel only



Cobra 16" Wood Steering Wheel Kit

Now you can get a perfect copy of the famous 16" dia. 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 16" Complete kit
- 291-101C Steering wheel only



100-QRH Quick Release Hub

This is our own quick-release steering wheel hub designed to fit any 1965-68 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.



S1MS3511R 1965-68 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.



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, complete panel
- 273-RGS1 Replica Shelby R-model Gauges, complete panel
- 100-LIGHTS Set of 3 indicator lights only



BODY - INTERIOR



273-RGP1 R-Model Dash Panel

This is the same panel we use in our R-model dash kit. Precision bent steel and then black wrinkle painted, this is ready to install in place of your stock instrument cluster. Purchase panel alone if you want to install your own gauges.

100-191 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.



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 4" for perfect fit.

- STW-550BPD** 160MPH Speedometer 4"
- STW-82170B** 8000RPM Tachometer 4"
- STW-82333** 0-10 psi Fuel Pressure gauge 2 1/16"
- STW-82504F** Fuel Pressure sender
- STW-82327-72** 140-325 Degree mechanical oil temp gauge 2 1/16"
- STW-82326-72** 140-260 Degree water temp gauge 2 1/16"
- STW-82322** Oil pressure gauge 2 1/16"

Autometer Racing Gauges

For the more modern racecar 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* Oil Pressure gauge
- ATM-3431** 140-280* Water temp gauge
- ATM-3441** 140-280* Oil temp gauge
- ATM-6809** 9000 rpm Tachometer with recall
- ATM-3240** Oil Pressure warning light
- ATM-3242** 30psi Pressure switch



273-DP1 R-Model Competition Door Panel (Fits 1964-66)

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.



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 a 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.

- 290-410** Aluminum racing seat only
- 290-415** Seat cover only

BODY - INTERIOR

Five Point Racing Safety Belts

An approved harness restraint system is required by all race organizations for safety purposes. Recent rules changes state that seat belts and window nets must be replaced every 2 years. The 5 point seat belt systems we sell are SFI-16.1 approved with 3" webbing. A variety of mounting and latching mechanisms 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



100-RDK1 Radio Delete Plate

All factory built race cars had a heater delete option and this delete plate is one of the major components of that setup. Virtually undetectable from the originals, this radio delete plate nicely fills the hole where the factory radio would be. Reduces weight and give your interior a sanitary competition look. A hand poured plastic part made right here at Cobra Automotive.



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



34000 12" Rear View Racing Mirror

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.



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



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



ACCESSORIES



American Racing Wheels

These popular American Racing torque 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 get fitted with these wheels, they are the best value for the dollar. Available in multiple sizes we have selected the two most popular ones for you to choose from. Comes with a gray painted center and machine finished outer rim. See our drive train section for competition lugs nut to go with these rims. Available with outer polished rim.

- 292-RM7** Ford bolt pattern 15 x 7" Torque Thrust D rim 3-3/4" backspacing
- 292-RM8** Ford bolt pattern 15 x 8.5" Torque Thrust D rim 3-3/4" back spacing
- POLISH-1** Wheel polish option

American Torque Thrust II Two Piece Polished wheel

Same as the above, but with the updated look of a completely polished wheel.

- 505-RM7** 15 x 7" Ford bolt pattern two piece rim
- 505-RM8** 15 x 8.5" Ford bolt pattern two piece rim



288-RWC Billet Center Caps

Precision machined from billet aluminum these attractive dust caps fit the Torque thrust wheels. Keeps dust and debris from getting into your wheels bearings while adding a touch of class to your wheels appearance. Caps have raised relief for spindle nut clearance.

Mustang Tie-Down Kit

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 power 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. A must for any race or show car.

- 100-999** 1964-66 Mustang kit
- 100-999A** 1967-68 Mustang kit



Halon 1211 Fire Systems

Safety is a priority for most racers. This fire suppression system can help insure a drivers well being in case of fire in the car. Firebottle brand systems are what we prefer in our own racecars because of their state of the art technology with the new Halon 1211 extinguishing materials. Halon 1211 is the standard for fire suppression at most racetracks around the world. These kits come with everything needed to plumb a complete fire system in your vehicle 10 lb fire bottle, mounting bracket, engine and cockpit nozzles, Stainless steel PVC-lined cable, and anodized actuating head.

- 324-SAFRC502** Push Activation 2 nozzle kit
- 324-SAFRC503** Pull Activation 2 nozzle kit
- 324-SAFRC504** Optional third nozzle for trunk



Power Kill Switch

Another item required by most all racing organizations. This switch allows the main power supply to be cut off incase 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** Complete switch assembly
- 82065** ON-OFF Face Plate



ACCESSORIES

100-998 Headlight Covers

Anytime you compete on a racetrack some sort of head light covering is required to keep broken glass from getting on the track.

Our competition headlight covers are made of light-weight plastic and are held on by the stock outer trim ring for an easy installation. They slip right over so you can use them with or without headlights. Gives any car a racier appearance. Not for use on the street where headlights are required. Sold in pairs



Halogen Headlights

These high powered Halogen headlights will provide the extra lighting needed for today's high speed driving conditions. If you are tired of old dim headlights that cause a visibility issue then you should consider a pair these lights. Offered as a direct replacement these lights will allow you to retain a stock appearance with the benefit of a quartz beam. Bulbs are replaceable with out the need of a entirely new unit. Different wattage bulbs can be purchased separately. Headlights sold individually

NEO-910C Headlight only sold individually

NEO-H4 Replacement Bulb only



334-101 Battery Tray

Our Competition aluminum battery tray was designed to securely mount the battery in the trunk. Moving the battery to the trunk can take as much as 50lbs of weight off the front end. A top of the line look with function built in. For use with standard Group 24 battery



100-BATCAP Cobra Battery Caps

A Cobra Automotive Exclusive. These are a perfect reproduction of the original battery caps for trunk mounted battery 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 you early Shelby Mustang. Comes complete with vent tubes. Sold as a set.



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 racetrack. A simple bolt in installation makes this bar one of cheapest and easiest handling improvements you can make.

65602 Standard replacement straight bar

65603 Curved bar for use with oval air cleaner and larger dia. electronic distributors



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 concourse 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.

S1MS-16A052E 1965-66 Mustang

C5ZZ-16A052E 1967-70 Mustang



ACCESSORIES



Cobra Automotive Decal

Bring your car up to speed with our own racing decals. Our windshield banner is 4" high by 44" long in white only. Our quarter panel decals are 7" tall by 16" long

- 100-558 Windshield Banner 44" x 4"
- 100-557-W Quarter panel decal in white, pair
- 100-557-B Quarter panel decal in blue, pair



Vintage Racing Decals

Beautiful reproductions of the same decals used on racecars 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-Castrol | STK- Koni | STK-Autolite |
| STK-Champion | STK-VHT | STK- Holman-Moody |
| STK-Goodyear | STK-Esso | STK- Pure |
| STK-Daytona | STK-Wynn's | STK-Terlingua |

100-PW 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 detail to make this item a great conversation piece. It measures 5 3/4" long, and sports highlighted fins just like it's big brother. A must have for Ford enthusiasts.



Cobra Automotive Merchandise

Our own original design T-shirts give you a choice of two. Drive Hard or Stay Home or the Race to Win with #530 car on it. Available in sweat shirts as well. Show off your hobby and Cobra Automotive with one of these shirts. State size and color when ordering.

- 100-TS1 Drive hard or stay home T- shirt
- 100-TS2 Race to Win T- shirt
- 100-SW1 Drive hard or stay home Sweat shirt
- 100-SW2 Race to win Sweat Shirt



Cobra Automotive Racing Video

In car footage of our own GT350 racing at these events. Great sound affects will have you grabbing at the wheel.

- 100-video-1 SAAC Trans Am Race July 2002 (30 minutes)
- 100-video-2 Lime Rock Vintage Festival Sept. 2002 (60 minutes)

100-Gift Cobra Automotive Gift Certificates

If you don't know what to get that special car person. Let them know how you feel with a Cobra Automotive Gift Certificate.

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 info@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 through out 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. Our system will not accept debit cards. Personal checks must clear prior to shipment. Wire transfers must be in U.S. funds, and please add \$18.00 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 ten-percent restocking charge will be assessed unless Cobra Automotive has shipped the incorrect part. 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. 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. Foreign shipments will need to provide the name of the customs broker if necessary. All shipments should be inspected upon arrival. Any damage(s) should be immediately reported to the carrier as they are responsible for any damage during shipment. 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.





Experience Does Count!

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