



**SHELBY AMERICAN
PARTS AND ACCESSORIES CATALOG**

AUGUST 1, 1966



HI-RISER INTAKE MANIFOLD

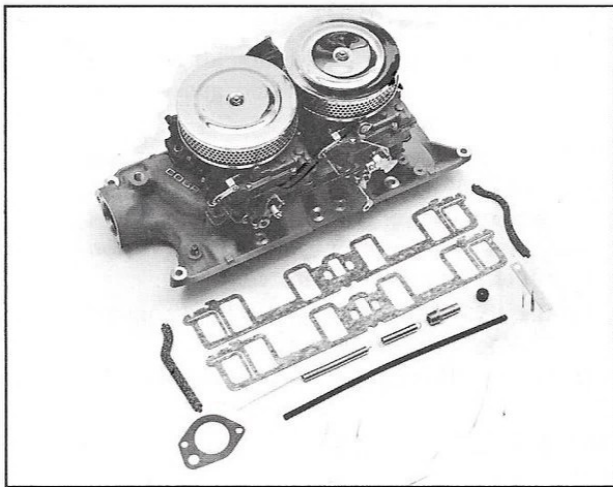
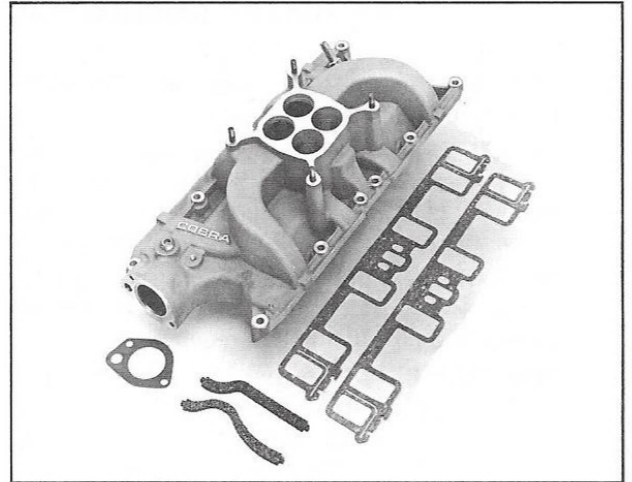
Kit includes Cobra cast aluminum 4-V Hi-Riser manifold, front and rear manifold-to-block seals, manifold-to-head gasket, carburetor-to-manifold stud, emission to control fitting, nuts, water outlet gasket and instructions.

BENEFITS: 20-25 hp increase. Output gain is constant across r.p.m. range, giving excellent street as well as high-r.p.m. performance.

USED ON: 221, 260, 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1MK-9423-A
S1MK-9423-B (use on milled heads with steel gaskets)

SHIPPING WEIGHT: 19 lbs.



DUAL 4-V INDUCTION SYSTEM

Kit includes Cobra cast aluminum dual 4-V manifold, two AFB Carter carburetors, two chrome air cleaners, carb linkage, front and rear seal (manifold to block), manifold-to-head gaskets, emission control fitting, water outlet gasket.

BENEFITS: Approx. 25-30 hp output increase at maximum r.p.m. with excellent performance through mid-r.p.m. range. Excellent for drag racing. Mechanical linkage allows utilization of one carb at low r.p.m. for economy; second carb cuts in as increased power is required.

USED ON: 221, 260, 289 CID Ford engines.

PART NUMBER: C40Z-6B068-E

SHIPPING WEIGHT: 35 lbs.

WEBER INDUCTION SYSTEM

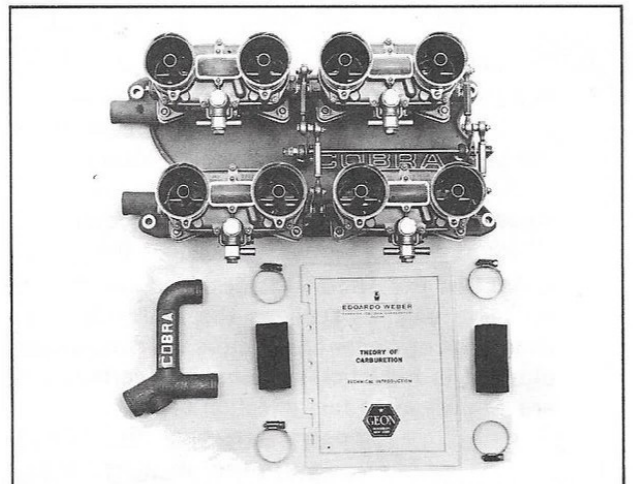
Each of the four Weber 48 I.D.A. carburetors has two separate venturis, affording one venturi per cylinder. Kit includes Cobra cast aluminum manifold, four Weber 48 I.D.A.-1 carburetors, carb linkage, 24 carb-to-manifold gaskets (8 are heat resistant), cast aluminum water log, water hoses, hose clamps and technical data.

BENEFITS: Unit is designed for high r.p.m. application and is particularly suited to road racing and drag racing. Creates 60-65 increase in hp output. Not recommended for street use.

USED ON: 260 and 289 CID Ford engines.

PART NUMBER: S1CR-9423

SHIPPING WEIGHT: 39 lbs.





4-V HOLLEY CARBURETOR

The 715 C.F.M. Holley carburetor kit includes carburetor, fuel line tube, carburetor to manifold gasket, and air cleaner stud and gasket.

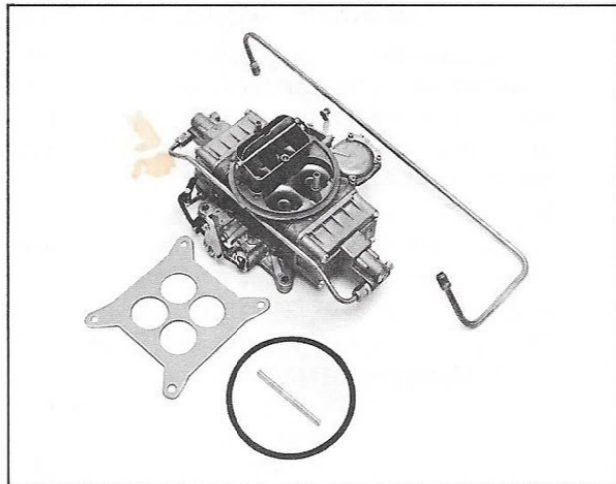
BENEFITS: Advanced design affords improved gasoline economy, approx. 3-5 hp increase. Fitted with center inlet fuel bowls to eliminate starvation and/or slosh during hard cornering.

USED ON: 221, 260 and 289 Ford engines with Holley 4-V carbs. If used on other than Ford products, a new fuel line is required.

SPECIFICATIONS: Primary— $1\frac{5}{16}$ " diameter; secondary— $1\frac{3}{8}$ "; throttle bore— $1\frac{1}{16}$ ".

PART NUMBER: S1MK-9510-A

SHIPPING WEIGHT: 14 lbs.



4-V HOLLEY CARBURETOR

The 780 C.F.M. Holley carburetor kit includes carburetor, carburetor-to-manifold gasket, and air cleaner stud and gasket.

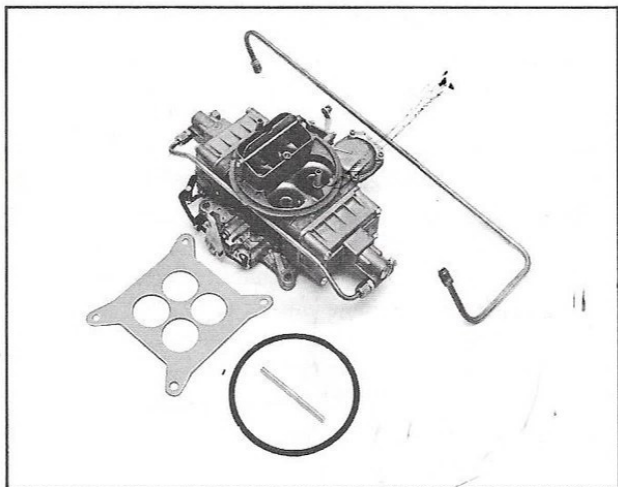
BENEFITS: Ideal carb for large displacement engines (352-428 CID). Advanced design gives increased horsepower and better economy. The center inlet fuel bowls eliminate starvation and/or fuel slosh during hard cornering.

USED ON: 352, 390, and 427 CID Ford engines having single 4-V intake manifold.

SPECIFICATIONS: Primary— $1\frac{3}{8}$ " diameter; secondary— $1\frac{7}{16}$ "; throttle bore— $1\frac{1}{16}$ ".

PART NUMBER: S1MK-9510-B

SHIPPING WEIGHT: 14 lbs.



WEBER 48 IDA-1 CARBURETOR

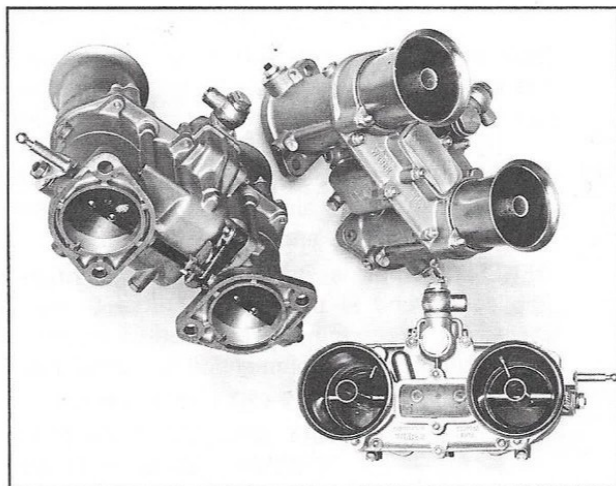
Kit includes one Weber 48 IDA-1 carburetor.

BENEFITS: The design, features and quality workmanship inherent in the Weber carburetor combine to result in a unit which allows maximum adjustment of all carburetion variables. Weber carburetors have proven successful in all forms of competition throughout the world.

USED ON: The 48 IDA-1 is designed specifically for large engines such as the 289 CID Ford. Utilization of Weber carburetors will provide the ultimate in induction systems. The carburetors are equivalent to fuel injection units.

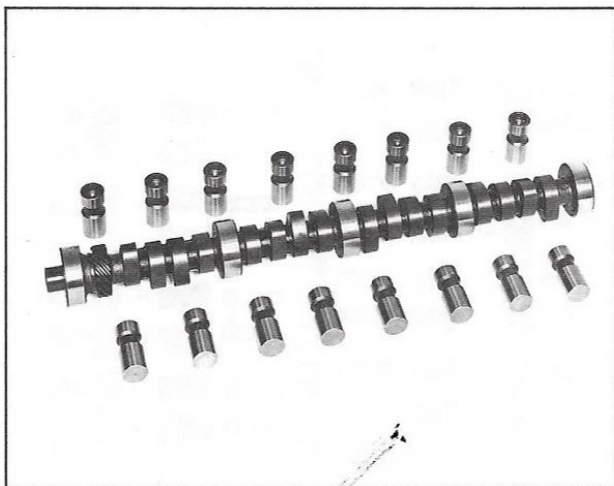
PART NUMBER: S1CS-9513

SHIPPING WEIGHT: 6 lbs.





HI-PERFORMANCE CAMSHAFT KIT



Kit includes hi-performance camshaft identical to that used on 289 Cobras, and 16 solid lifters.

BENEFITS: Advanced cam design offers excellent performance for street use. Camshaft kit increases output by approximately 25 hp. The grind is mild enough for use on the street but provides excellent performance for week-end competitive events. A double-duty cam.

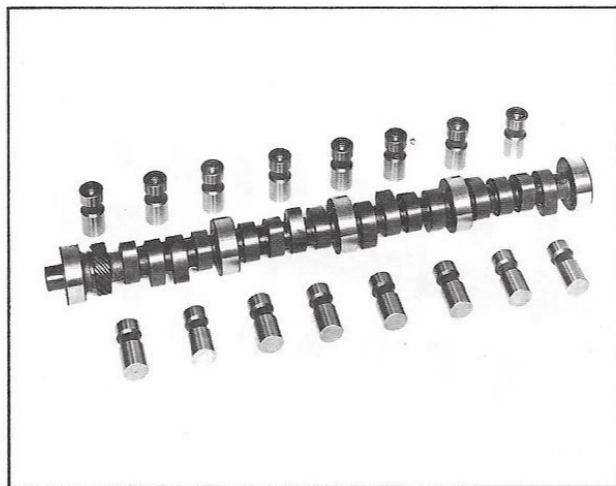
USED ON: 221, 260 and 289 Ford engines in Mustangs, Falcons, Fairlanes and Fords.

SPECIFICATIONS: (Figures reflect actual valve movement, not cam lobe readings. Timing is measured at the valve with 0.001" lift):

Intake opens 24° BTDC
Intake closes 68° ABDC
Intake duration 272°
Exhaust opens 72° BBDC
Exhaust closes 19° ATDC
Exhaust duration 272°
Valve lift 0.450"
Intake tappet clearance (hot) 0.018"
Exhaust tappet clearance (hot) 0.018"

PART NUMBER: C40Z-6A257-A
SHIPPING WEIGHT: 14 lbs.

GT 350 RACING CAMSHAFT KIT



A hi-performance racing cam with solid lifters.

BENEFITS: Camshaft increases output by approximately 30 hp and is effective at both mid-range and high rpm. The grind is particularly suitable for use with the hi-riser manifold (#S1MK-9423-A) and the 715 C.F.M. carburetor (#S1MK-9510-A), from Shelby-American.

USED ON: 221, 260 and 289 CID engines in Mustangs, Falcons, Fairlanes and Fords.

SPECIFICATIONS: (Figures reflect actual valve movement, not cam lobe readings. Timing is measured at the valve with 0.001" lift):

Intake opens 29° BTDC
Intake closes 75° ABDC
Intake duration 284°
Exhaust opens 75° BBDC
Exhaust closes 29° ATDC
Exhaust duration 284°
Valve lift .445"
Intake tappet clearance (hot) 0.018"
Exhaust tappet clearance (hot) 0.020"

PART NUMBER: S1CR-6250-2

SHIPPING WEIGHT: 14 lbs.



GT 350 STREET EXHAUST

The GT 350 Street Exhaust System kit includes tuned tubular exhaust headers, extensions, 2" diameter Glaspak mufflers, exhaust pipes that exit in front of the rear wheels (outside), gaskets, hardware and installation instructions.

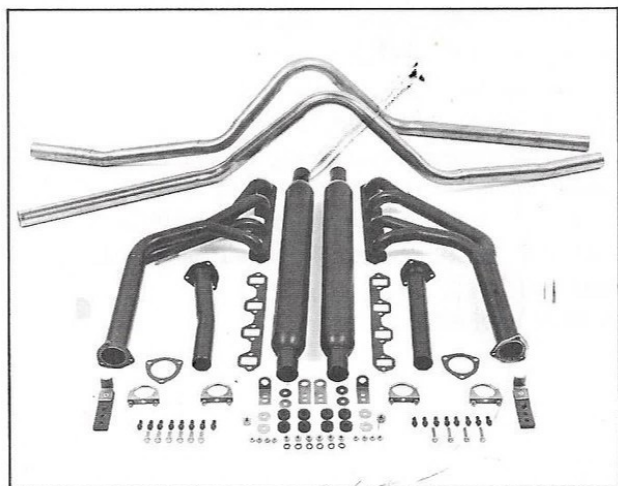
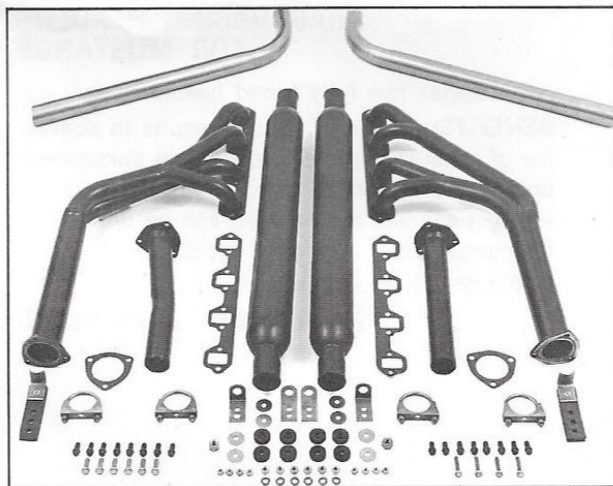
BENEFITS: This GT 350 exhaust system effectively reduces back pressure with "tuned" headers and 2" diameter straight-through mufflers. The system will increase output by 15-20 horsepower; gives distinctive exhaust tone.

USED ON: All Mustangs with V-8 engines; will not fit Mustangs with power steering.

PART NUMBER: S1MS-9428-A

SHIPPING WEIGHT: 48 lbs.

NOTE: WILL NOT FIT CONVERTIBLES.



STREET DUAL EXHAUST SYSTEM

The Street Dual Exhaust System kit includes tuned tubular headers, extensions, 2" diameter Glaspak mufflers, tail pipes with rear exhaust, gaskets, hardware and instructions.

BENEFITS: This dual exhaust system reduces back pressure with "tuned" headers and 2" straight-through mufflers and increases output by 15-20 horsepower. System provides for an exhaust tone that is easily distinguished.

USED ON: All Mustangs with V-8 engines; will not, however, fit Mustangs with power steering.

PART NUMBER: S1MS-9428-B

SHIPPING WEIGHT: 50 lbs.

NOTE: WILL NOT FIT CONVERTIBLES.

HEADERS WITH EXTENSIONS

Included in this kit are two tuned exhaust headers, extensions to the mufflers, gaskets, hardware and complete installation instructions.

BENEFITS: Reduced back pressure from tuned exhaust headers will provide a 15 horsepower increase provided kit is used with straight-through mufflers. The kit can be incorporated on cars with dual mufflers and pipes.

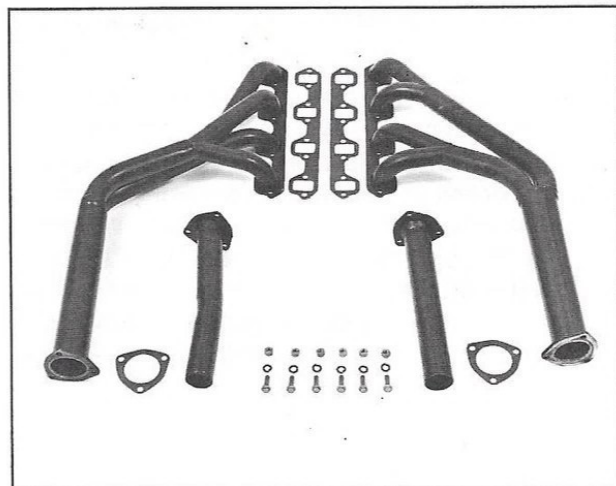
USED ON: All Mustangs with V-8 engines; will not, however, fit Mustangs with power steering.

PART NUMBER:

S1MK-9430-A ('64-'65 Mustang)

S1MK-9430-B ('66 Mustang)

SHIPPING WEIGHT: 15 lbs.





DRAG RACING HEADERS FOR MUSTANGS

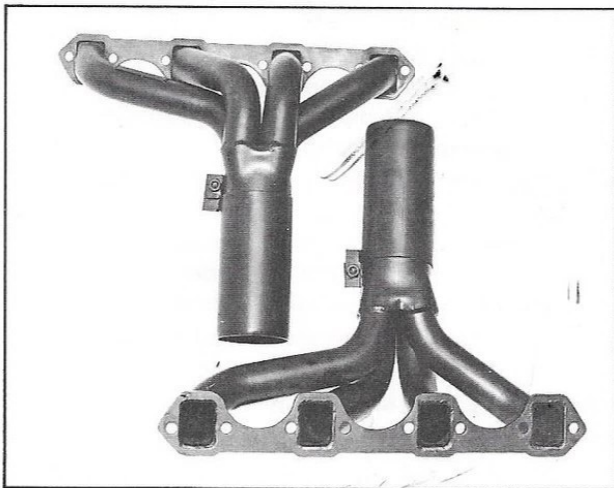
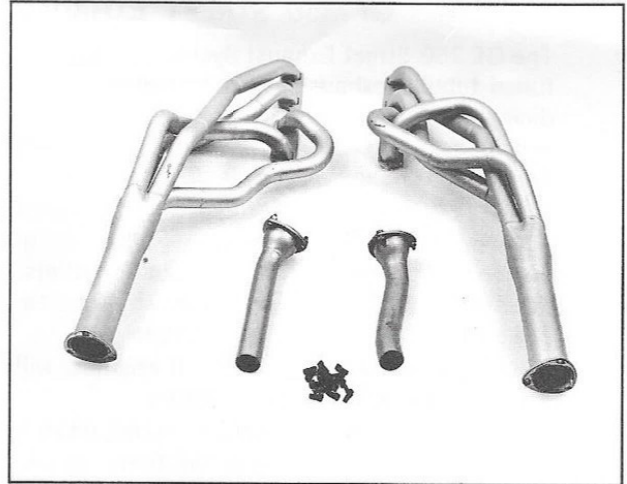
Kit includes two fully tuned header units.

BENEFITS: Advanced design results in scavenging of exhaust and yields maximum horsepower boost for drag racing. Headers are designed for straight exhaust system use, can be unplugged for competition, replugged for street.

USED ON: All model Mustangs with V8 engine.

PART NUMBER: S1MR-9428-B

SHIPPING WEIGHT: 30 lbs.



COMPETITION ROAD RACING EXHAUST HEADERS

Kit includes two specially designed and tuned exhaust headers for road racing applications.

BENEFITS: Designed specifically for road racing; provide minimum back pressure and maximum horsepower gains through "good breathing."

USED ON: All 289 Cobras intended for racing.

PART NUMBER: S1CR-9436-2

SHIPPING WEIGHT: 12 lbs.

COMPETITION DRAG RACING EXHAUST HEADERS

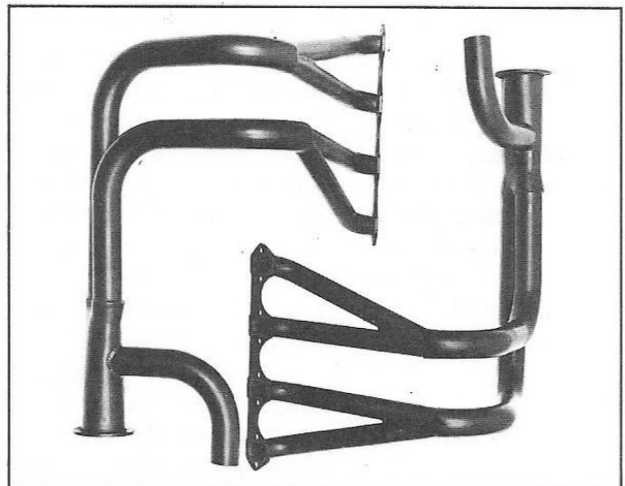
Kit includes two specially designed and tuned exhaust headers; by-pass plugs also provided.

BENEFITS: Headers provide minimum exhaust restriction and maximum horsepower for street and drag racing applications. Easily converted for other racing by removing by-pass plugs.

USED ON: Headers tailored for all 289 Cobras.

PART NUMBER: S1CR-9436-3

SHIPPING WEIGHT: 25 lbs.



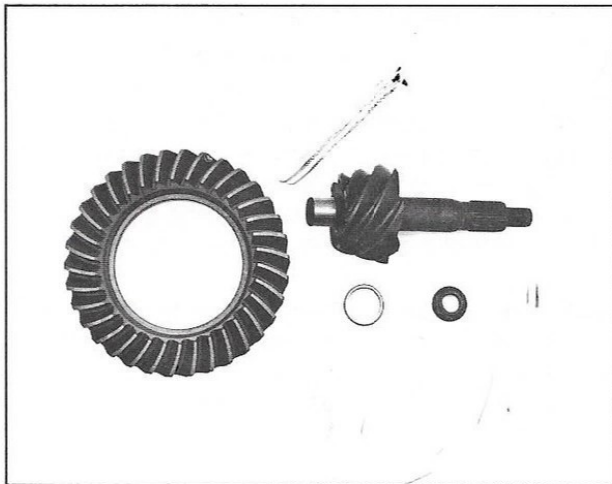
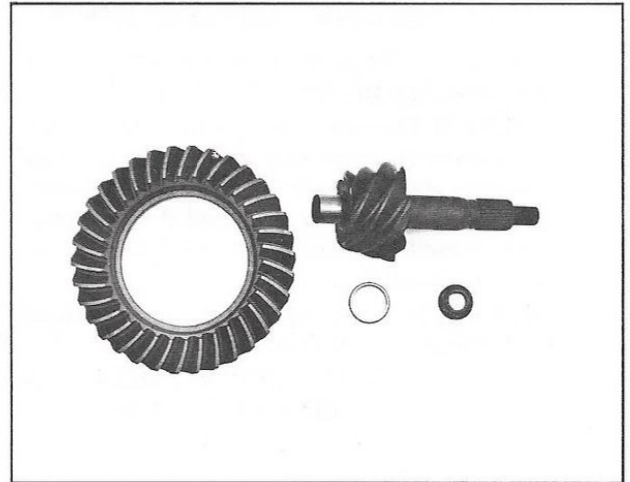


RING AND PINION GEAR SETS

USED ON: Mustangs, Falcons, Fairlanes and Fords which have high-performance rear-end and can use 9-inch diameter ring gear.

PART NUMBERS: B7AZ-4209-E	(3.89:1)
B7AZ-4209-C	(4.11:1)
C4AZ-4209-C	(4.33:1)
C3UZ-4209-A	(4.57:1)
C4AZ-4209-E	(4.71:1)
C4AZ-4209-F	(4.86:1)
C4AZ-4209-G	(5.14:1)
C4AZ-4209-H	(5.43:1)
C4AZ-4209-J	(5.67:1)

SHIPPING WEIGHT: 14 lbs.



RING AND PINION GEAR SETS

These Shelby American sets include one ring gear and one pinion gear for Cobra rear-ends.

BENEFITS: A lower gear ratio (higher numerically) should be installed for maximum acceleration while a higher gear ratio is desired for higher top-speed requirements.

USED ON: All Cobras — must use S1CR-4880-A.

PART NUMBERS: S1CR-4209-E	(3.77:1 ratio)
S1CR-4209-F	(3.92:1 ratio)
S1CR-4209-G	(4.09:1 ratio)
S1CR-4209-H	(4.27:1 ratio)
S1CR-4209-J	(4.55:1 ratio)
S1CR-4209-K	(4.89:1 ratio)

SHIPPING WEIGHT: 14 lbs.

RING AND PINION GEAR SETS

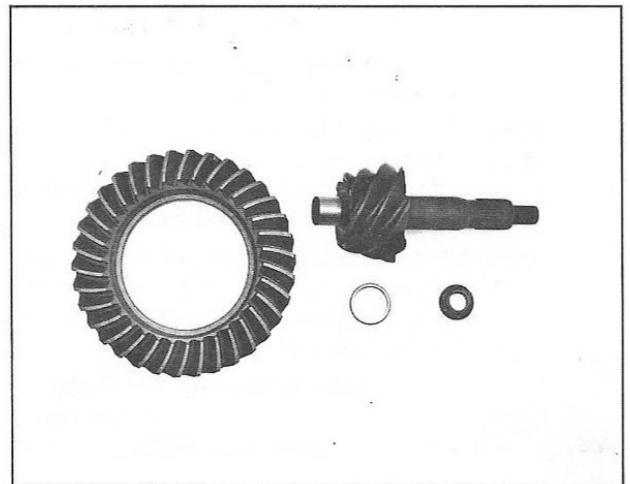
These Shelby American sets include one ring gear and one pinion gear for Cobra rear-ends.

BENEFITS: No one change can so affect the performance of an automobile as changing ring and pinion gears. A lower gear ratio (higher numerically) should be installed for maximum acceleration while a higher gear ratio is desired for higher top-speed requirements.

USED ON: All Cobras — must use S1CR-4880-B positraction unit.

PART NUMBERS: S1CR-4209-B	(3.07:1)
S1CR-4209-C	(3.31:1)
S1CR-4209-D	(3.54:1)

SHIPPING WEIGHT: 14 lbs.





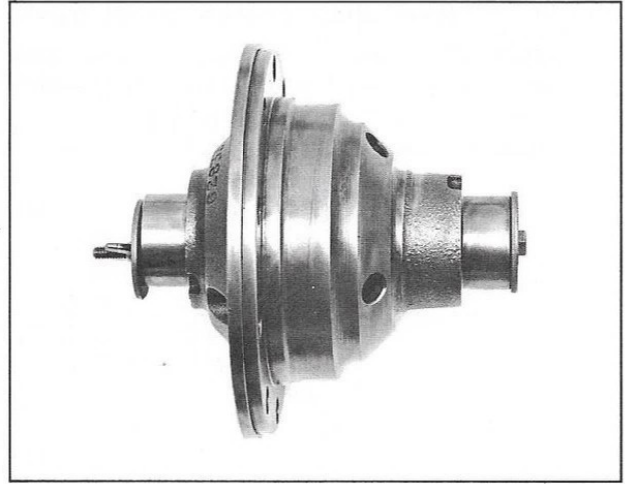
"NO-SPIN" DIFFERENTIAL KIT

This kit includes a heavy-duty differential and case assembly as used in GT 350 Mustangs.

BENEFITS: The advanced design and the construction of this heavy-duty differential and case assembly allow "no-spin" operation of the rear-end assembly under all types of driving conditions. Specifically suited for road racing and drag racing applications.

USED ON: Hi-performance rear-end assemblies in Mustang, Falcon, Fairlane and Ford.

PART NUMBER: S1MS-4880-A
SHIPPING WEIGHT: 17 lbs.



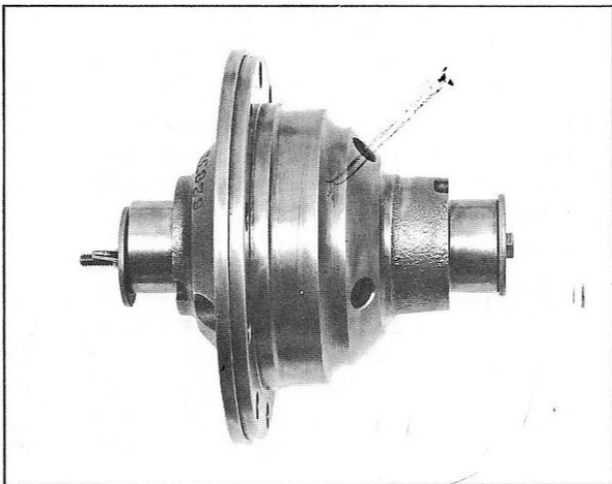
"NO-SPIN" DIFFERENTIAL KIT

This kit includes a heavy-duty differential and case assembly as used in GT 350 Mustangs.

BENEFITS: The advanced design and the construction of this heavy-duty differential and case assembly allow "no-spin" operation of the rear-end assembly under all types of driving conditions. Specifically suited for road racing and drag racing applications.

USED ON: Standard rear-end assemblies in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1MS-4880-B
SHIPPING WEIGHT: 17 lbs.



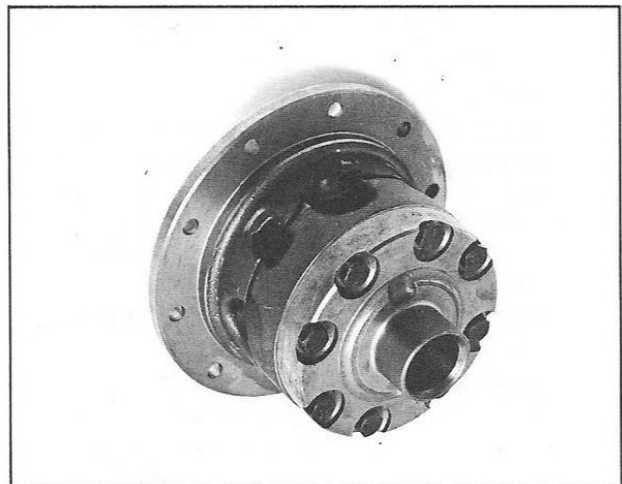
POSITRACTION UNIT

Kit includes specially designed positraction unit which results in no-spin characteristics.

BENEFITS: Provides maximum wheel-to-road contact, eliminating virtually all traction loss. Particularly well suited for road racing and drag racing vehicles; also ideal for street.

USED ON: All 289 Cobras and 427 Cobras. Use S1CR-4880-A unit for 3.77, 3.92, 4.09, 4.27, 4.55, and 4.89 ratios. Use S1CR-4880-B unit for 3.07, 3.31, and 3.54 ratios.

PART NUMBERS: S1CR-4880-A
S1CR-4880-B
SHIPPING WEIGHT: 29 lbs.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

OIL COOLER ASSEMBLY

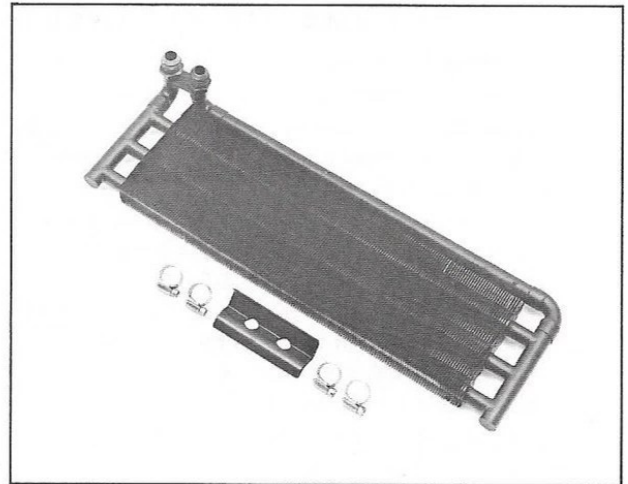
This kit includes specially designed and modified oil cooler assembly, in addition to hose clamps and mounting brackets for installation.

BENEFITS: Reduces operating oil temperature and prolongs engine life and reliability.

USED ON: All 289 CID Mustangs. Specially designed for the GT 350. Should be used with the Oil Cooler Adaptor kit #S1MK-6882-A.

PART NUMBER: S1MK-6642-A

SHIPPING WEIGHT: 10 lbs.



OIL COOLER ADAPTOR KIT

This unit includes the oil cooler adaptor body and necessary hardware—including the adaptor bolts, aluminum fittings, gaskets, filter, hose and nipple—ready to bolt on.

BENEFITS: Kit provides necessary adaptor assembly for the oil filter element in conjunction with kit number S1MK-6642-A, an oil cooler. It also provides for ease of installation and reliable fluid control when installing oil cooler radiator and assembly.

USED ON: Kit fits all 260 - 289 CID Mustangs.

PART NUMBER: S1MK-6882-A

SHIPPING WEIGHT: 6 lbs.

RACING INSTRUMENT PANEL

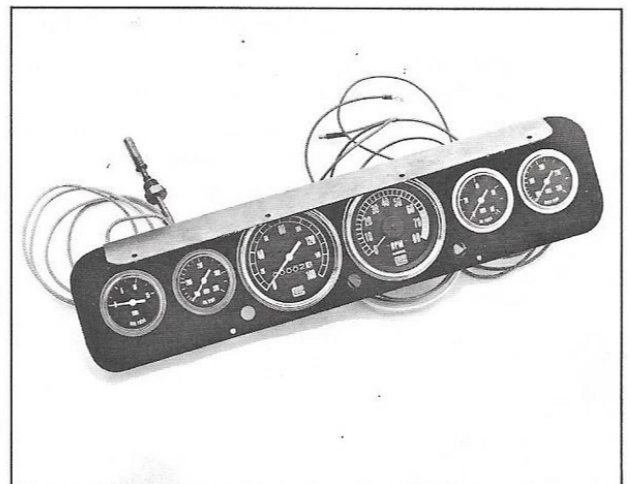
Racing instrument panel assembly kit includes instrument panel, 0-8000 electric tach, 0-160 mph speedometer, 0-15 p.s.i. oil pressure gauge, 0-320 deg.-F oil temp gauge, 3 indicator lights, illuminating light brackets, indicator light electrical fittings, temp. gauge reducers, oil press. gauge adaptors, oil press. hose assembly, fuel press. adaptor and fuel press. hose. Everything for installation.

BENEFITS: Provides for maximum instrumentation for vehicles involved in racing.

USED ON: All Mustangs and 63-65 Falcons.

PART NUMBER: S1MR-10B960-A

SHIPPING WEIGHT: 9-10 lbs. (boxed)





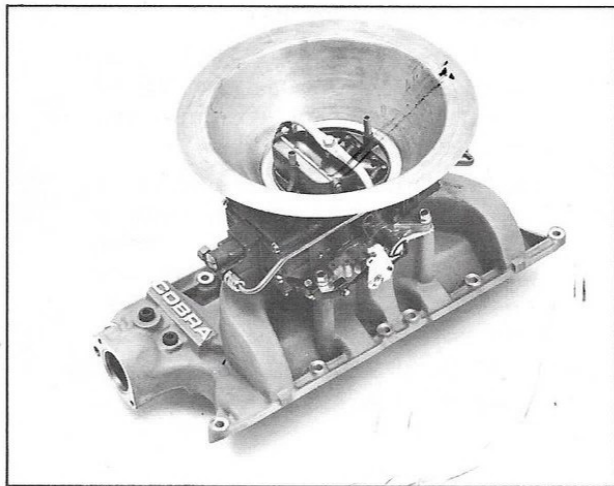
CHROME AIR CLEANERS

Four models: 14"-dia.; 6½"-dia.; 8½"-dia.; and 8½"-diameter model with a tube outlet.

BENEFITS: Air cleaners are "tuned" for non-restrictive air flow; have quality filters.

USED ON: 14" (C5ZZ-9600-V) fits any 4-V Holley; 6½" (C4RA-9600-A) fits dual 4-V induction system C40Z-6B068-E carburetor or other AFB Carter; 8½" (S2CS-9600-A) fits 427 CID engine dual 4-V induction system, front carburetor, and can be used on any Holley 4-V carb; 8½" (S2CS-9600-B) is same as A; has tube outlet for emission control.

SHIPPING WEIGHTS: C5ZZ-9600-V — 6 lbs.; S2CS-9600-A&B—2½ lbs.; C4RA-9600-A—1 lb.



HOLLEY CARB PLENUM CHAMBER

This kit includes a formed aluminum plenum chamber, along with bracket, bolt and washer.

BENEFITS: When used with an air scoop, this plenum chamber provides for fresh air to the carburetor and prevents engine-warmed air from entering the carburetor, thereby increasing thermal efficiency and horsepower output.

USED ON: All Mustang GT 350's, without alterations, or any Mustang using Hi-Riser manifold and Holley carburetor, if hood has air scoop.

PART NUMBER: S1MK-9480-A

SHIPPING WEIGHT: ½ lb.

ELECTRIC FUEL PUMP

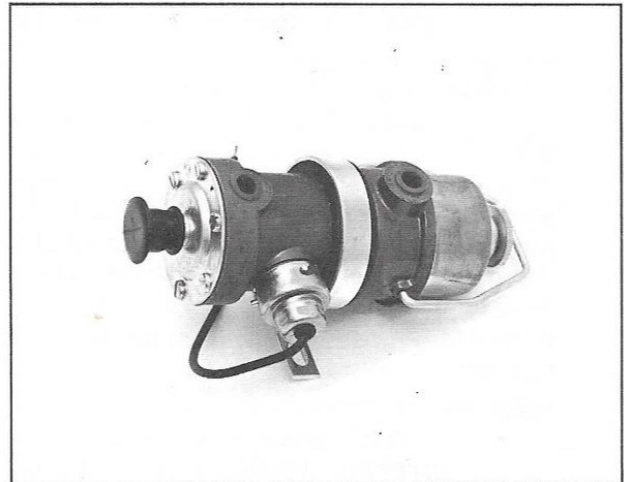
Includes one Stewart-Warner #D-240-A 12-volt electric fuel pump, for competition use.

BENEFITS: Used on all racing Cobras and racing GT 350 Mustangs, pump provides uniform fuel flow to engines at all rpm ranges.

USED ON: All autos with 12-volt systems.

PART NUMBER: S1MR-9350-A

SHIPPING WEIGHT: 5 lbs.





CAST ALUMINUM COBRA OIL PAN

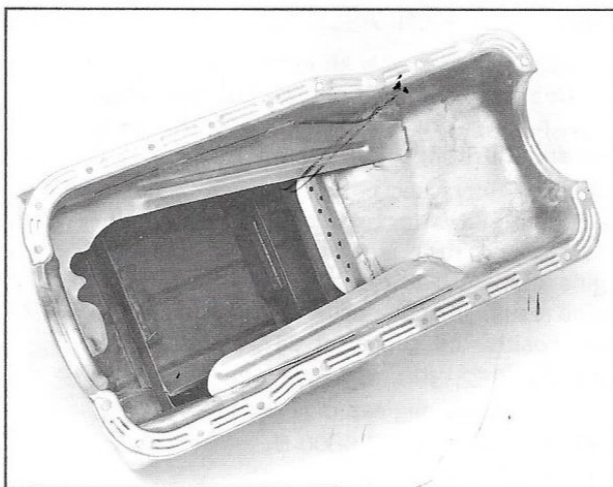
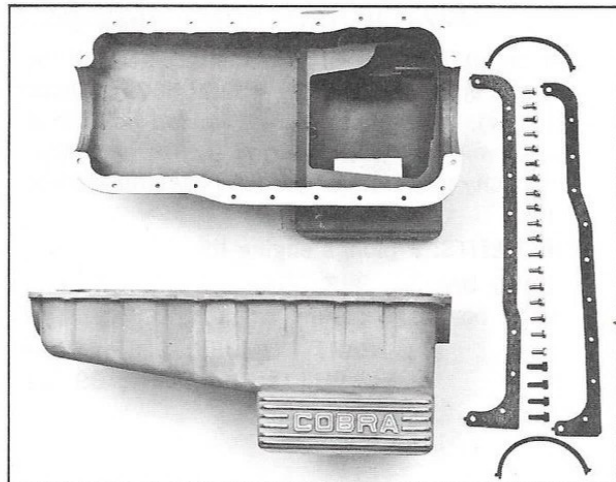
Kit includes cast aluminum oil pan with internal baffles and gates, two gaskets, two seals, one drain plug and necessary bolts for mounting.

BENEFITS: Pan with polished fins provides cooling and extra oil capacity (6.5 quarts), prolonging engine life. Internal baffles and gates control oil slosh and provide oil at the pump pickup during extreme driving conditions. Pan adds a customized effect to an automobile.

USED ON: All 260 and 289 CID engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1MK-6675-A

SHIPPING WEIGHT: 21 lbs.



WELDED STEEL OIL PAN

An 8-quart capacity oil pan with internal baffles and gates for controlled oil during extreme racing conditions. Made of welded steel.

BENEFITS: Unique design eliminates possibility of oil starvation to the car's engine. Large capacity provides lower operating temperatures and an extended engine life.

USED ON: All 260 and 289 CID engines.

PART NUMBER: S1CR-6675

SHIPPING WEIGHT: 13 lbs.

BAFFLED OIL PAN FOR 427 CID

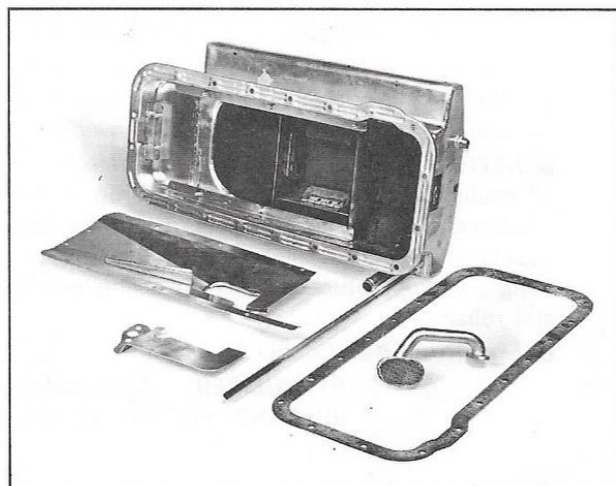
This large capacity oil pan with internal baffles and gates is specially designed for 427s.

BENEFITS: Unique construction eliminates oil slosh during extreme driving conditions and guarantees continued lubrication at all times. 8-quart capacity provides for lower operating temperatures and an extended engine life.

USED ON: Fits 352, 390, 427, and 428 Ford engines.

PART NUMBER: S2CR-6675-B

SHIPPING WEIGHT: 15 lbs.





427 CID DRY SUMP ASSEMBLY

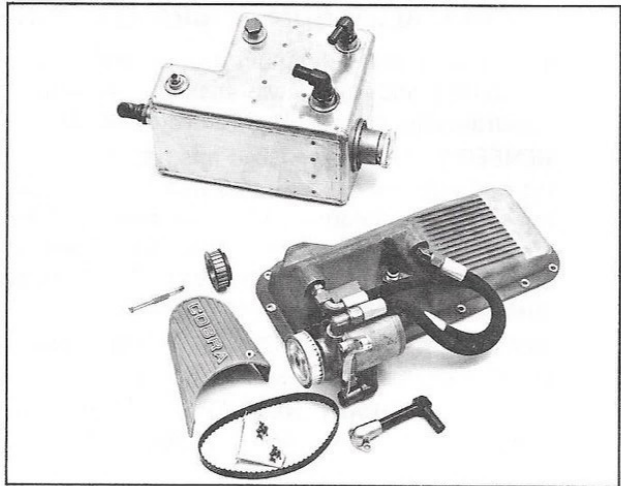
This kit includes all the items listed for the pump and pan assembly #S2CR-6600-B (listed below). Also included is welded aluminum reservoir tank with internal baffles and large-capacity gates, plus hydraulic lines for installation.

BENEFITS: Prolongs engine life and reliability.

USED ON: Fits 352, 390, 427, and 428 Ford auto, boat, and marine engines.

PART NUMBER: S2CR-6600-A

SHIPPING WEIGHT: 39 lbs.



PUMP AND PAN ASSEMBLY

Pump and pan assembly kit includes cast aluminum Cobra dry sump oil pan, pickup assembly, pump, pulleys, drive belt, belt cover, hydraulic hose and all fittings — of aircraft type.

BENEFITS: Increases output by approximately 25 hp and allows for additional oil capacity to provide for better lubrication and extended engine life. Storage of reserve oil away from engine results in cooler operating temperatures. Gives positive oil supply at all boat attitudes.

USED ON: 352, 390, 427, and 428 Ford auto, boat and marine engines may use the kit.

PART NUMBER: S2CR-6600-B

SHIPPING WEIGHT: 38 lbs.



ENGINE OIL COOLER KIT

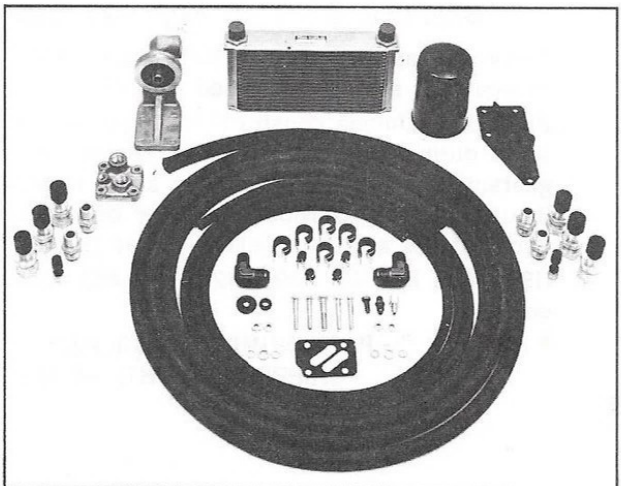
This kit contains all equipment necessary to provide engine oil cooling for a 427 Cobra. A definite requirement for road racing events.

BENEFITS: Special radiator provides maximum oil cooling and minimum pressure drop. Filter adaptors, hose, fittings, and hardware are top quality aircraft-type equipment. Reduces operating oil temperature and prolongs engine life and reliability.

USED ON: All 427 Cobras.

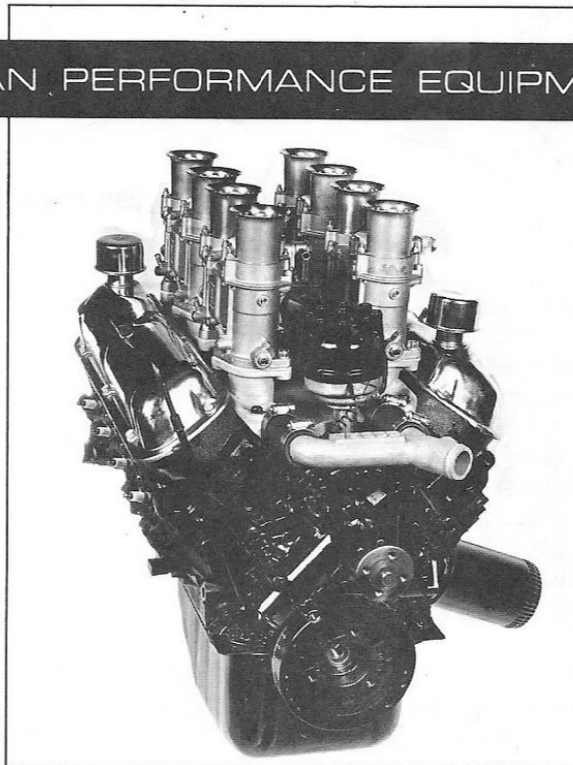
PART NUMBER: S2CR-6650

SHIPPING WEIGHT: 10 lbs.





289 COBRA HIGH-REV RACING ENGINE

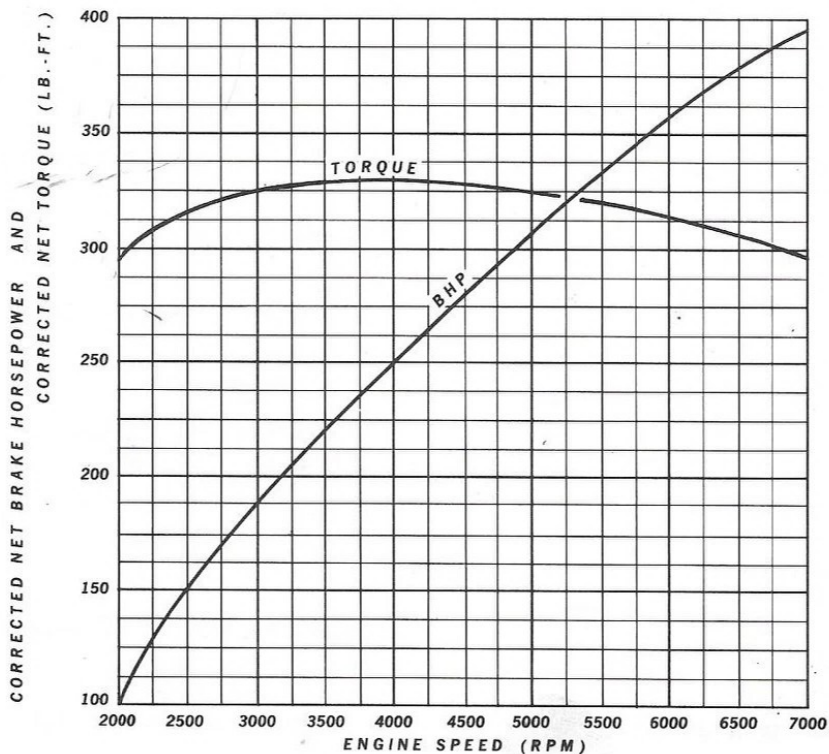


This fully modified 289 CID high-rev Cobra racing engine features Weber carburetor induction system and roller camshaft. The ultimate in lightweight design, it is a winning engine for Modified Sports Cars and Sprint Cars. Assembled to close tolerances and dyno-tuned, it is used extensively on race tracks around the world. The engine comes complete except for fuel pump, air cleaner, alternator, starter, fan, fan belt and engine mounts (see opposite page for complete specifications).

PART NUMBER: S1CR-6003-6

SHIPPING WEIGHT: 530 lbs.

PERFORMANCE CHART





SPECIFICATIONS FOR 289 COBRA HIGH-REV RACING ENGINE

GENERAL

Type: 8-cylinder, 90 Vee, Overhead valve
Displacement: 289 cubic inches (4727cc)
Bore and Stroke: 4.00" x 2.87"
Compression ratio: 10.8: 1
Carburetor: Four 2-V Weber 48 IDA-1
Valve lifters: Roller
Cylinder block material: Precision cast iron
Cylinder head material: Precision cast iron
Firing order: 1-5-4-2-6-3-7-8
Fuel: Super premium
Oil filter: Rotunda, 6000-mile type

OUTPUT

Net brake horsepower (hp): 395 @ 7000 rpm
Net maximum torque (ft.-lbs): 330 @ 4100 rpm
Weight, complete: 477 lbs.

VALVE SYSTEM

(All specifications taken at 0.001" valve lift)
Valve lift: 0.485"
Intake valve opens: 40° BTDC
Intake valve closes: 78° ABDC
Intake valve duration: 298°
Exhaust valve opens: 84° BBDC
Exhaust valve closes: 25° ATDC
Exhaust valve duration: 289°
Intake tappet clearance (hot): .012"
Exhaust tappet clearance (hot): .014"

CAMSHAFT

Type: Roller tappet
Material: Precision molded special alloy iron
Bearings: (5) steel back Babbitt inserts
Camshaft gear material: Cast iron
Camshaft lobe lift (normal): 0.332"
Camshaft lobe wear limit: 0.005"

VALVES

Overall head diameter (intake): 1.875"
Overall head diameter (exhaust): 1.600"
Angle of seat and face (intake): 30°
Angle of seat and face (exhaust): 45°
Spring pressure (valve closed):
180 lbs. @ 1.770"
Spring pressure (valve open):
330 lbs. @ 1.285"

IGNITION SYSTEM

Final timing: 10-12° BTDC
Total advance (4500 rpm): 36-38°

Spark plugs (18MM): Autolite BF601
Spark plug gap width: 0.028"-0.032"

BREAKER POINTS

Arm spring tension: 27-30 oz.
Contact spacing: 0.019"-0.021"
Dwell angle at idler speed: 33°

FUEL SYSTEM

Carburetor type: Four 2-V Weber 48 IDA-1
Carburetor number: S1CS-9513
Main metering jet identification:
Main meter 150, Air correction 130
Fuel pump static pressure: 4-6 psi @ 500 rpm

CRANKSHAFT

Material: Precision molded alloy cast iron
Main bearings: (5) steel back copper-lead alloy
Main bearing journal diameter: 2.2486"
Thrust bearing: Number 3
Crankpin journal diameter: 2.1232"

PISTONS

Material: Extruded aluminum—cam ground
Weight: 21.0 oz.

PISTON RINGS

Number 1 compression: Centrifugal cast iron alloy, taper face, twist seal, chrome plated
Number 2 compression: Cast iron alloy, taper face, double disc ground
Number 3 oil control: Four piece: two chrome plated steel rails, one spacer and one peripheral abutment equalizer

PISTON PINS

Type: Press-fit in rod
Material: SAE 5015 alloy steel, heat treated
Length: 3.025"
Diameter: 0.9122"

CONNECTING RODS

Material: SAE 1041 forged steel with separately forged caps
Weight: 20.6 oz.
Length: 5.1550"

CONNECTING ROD BEARINGS

Material: Steel back copper-lead alloy inserts
Overall length: .721"
Clearance limits: .0019"



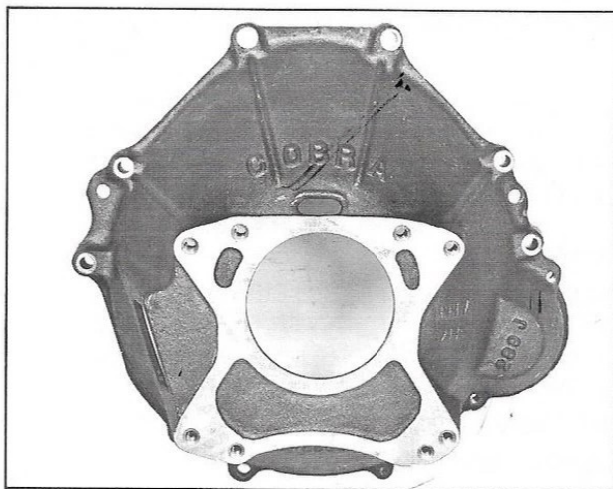
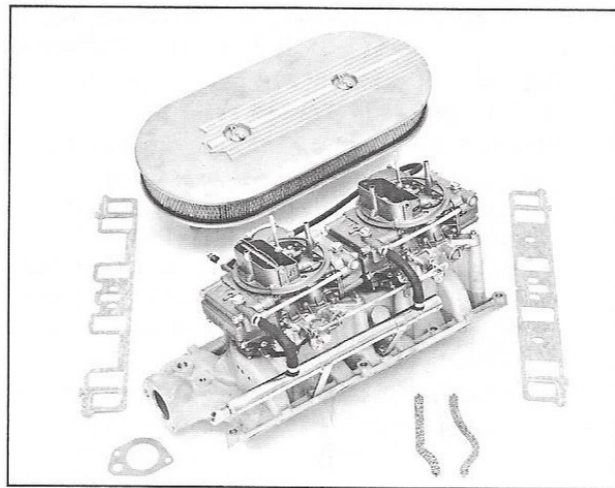
DUAL 4-V HIGH RISER INDUCTION KIT

Kit includes Cobra cast aluminum dual 4-V high riser manifold, two 460 C.F.M. Holley Carburetors, air cleaner, progressive linkage, fuel block, gaskets, and instructions.

BENEFITS: Increases output by 40-50 hp. at maximum rpm; progressive linkage affords smooth operation throughout the entire rpm range. Large ports and long runners create excellent results for street, drag racing, and road racing.

USED ON: 221, 260, and 289 CID engines in Mustangs, Falcons, Fairlanes, and Fords.

PART NUMBER: C6ZZ-6B068-A
SHIPPING WEIGHT: 40 lbs.



COBRA SCATTERSHIELD — 289

Includes one heavy duty bell housing.

BENEFITS: One piece scattershield is manufactured from 125,000 psi high strength alloy steel to strict quality standards. This unit will contain fragments in case of clutch or flywheel explosions; it is mandatory for drag racing and recommended for all competitive events. Approved by NHRA, AHRA, and all drag strips. Guaranteed explosion proof.

USED ON: 221, 260, and 289 CID engines in Mustangs, Falcons, Fairlanes, and Fords.

PART NUMBER: (5 bolt hole) C40Z-6394-A
(6 bolt hole) C5ZZ-6392-A

SHIPPING WEIGHT: 38 lbs.

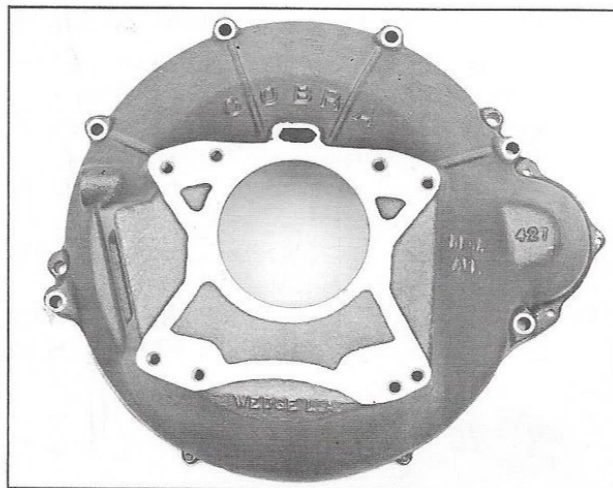
COBRA SCATTERSHIELD — 427

Includes one heavy duty bell housing.

BENEFITS: One piece scattershield is manufactured from 125,000 psi high strength alloy steel to strict quality standards. This unit will contain fragments in case of clutch or flywheel explosions; it is mandatory for drag racing and recommended for all competitive events. Approved by NHRA, AHRA, and all drag strips. Guaranteed explosion proof.

USED ON: 427 CID engine in Cobras and other Ford automobiles; will not mate to certain transmissions.

PART NUMBER: S2CR-6394-A
SHIPPING WEIGHT: 42 lbs.





HIGH PERFORMANCE CAMSHAFT KIT WITH SPRINGS

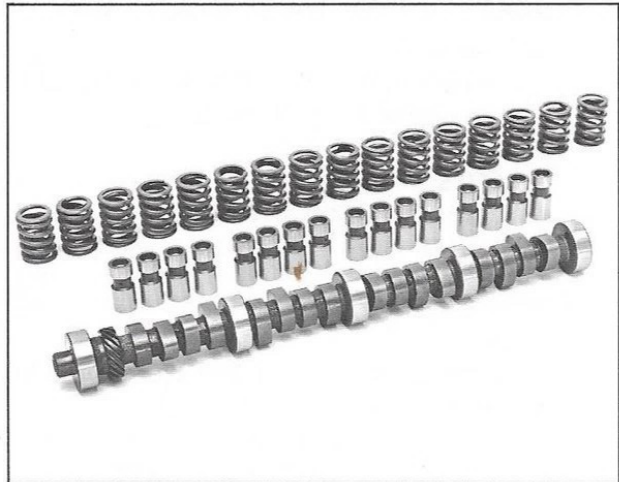
Kit includes camshaft, 16 solid lifters, and 16 springs as used in 289 Cobras.

BENEFITS: Advanced cam design offers excellent performance for street use. Camshaft kit increases output by approximately 25 hp; the grind is mild enough for use on the street but provides excellent performance at competitive events. Special springs allow operation to 6500 RPM. Specifications are identical to Camshaft Kit C40Z-6A257-A.

USED ON: 221, 260, and 289 Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1CR-6250-A

SHIPPING WEIGHT: 18 lbs.



RACING VALVE SPRINGS

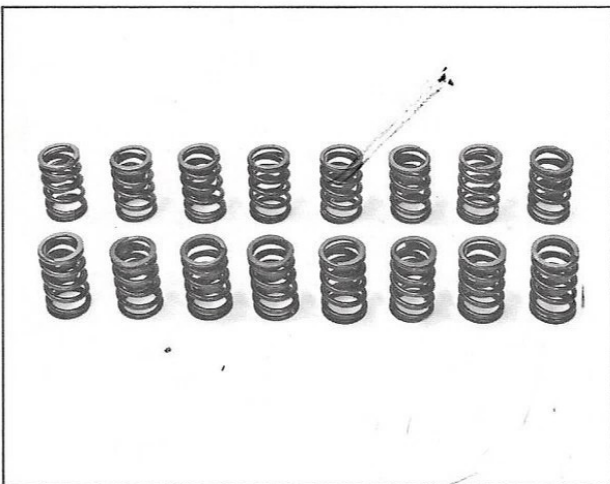
Kit includes 16 racing valve springs.

BENEFITS: All high performance camshafts — street and competition — are dependent upon valve springs for satisfactory performance at high RPM. These springs are designed for use with "high lift" camshafts and operate well above 6500 RPM.

USED ON: 221, 260, and 289 CID Ford engines. Particularly suited for use with GT 350 Racing Camshaft Kit (S1CR-6250-2) and Cobra Racing Camshaft Kit (S1CR-6250).

PART NUMBER: S1CR-6513-C

SHIPPING WEIGHT: 4 lbs. per Kit



STEEL SHIM HEAD GASKETS

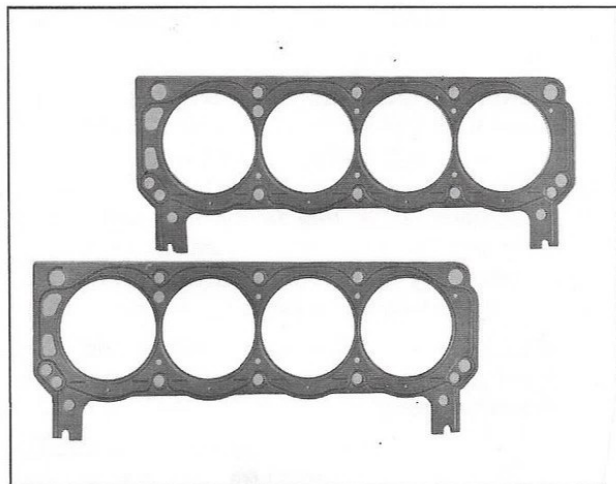
This kit contains two especially designed steel shim head gaskets for 289 Ford engines.

BENEFITS: Use of these gaskets effectively reduces the combustion chamber height by .030". This produces an increase in horsepower by raising the compression ratio.

USED ON: Kit fits any 289 CID Ford engine in Mustang, Falcon, Fairlane and Fords.

PART NUMBER: S1CK-6052

SHIPPING WEIGHT: ½ lb.





GT 350 RACING HOOD KIT

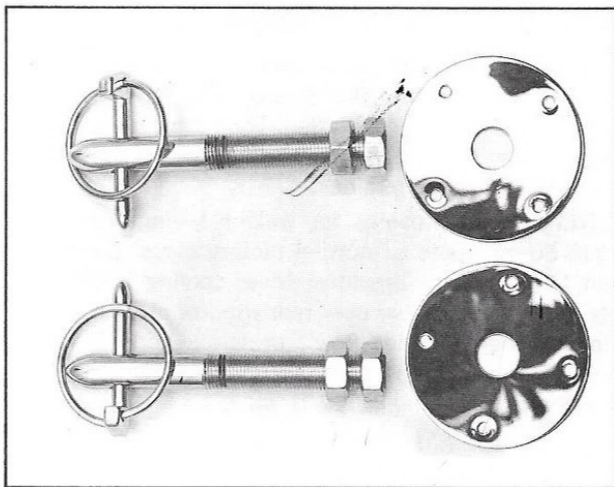
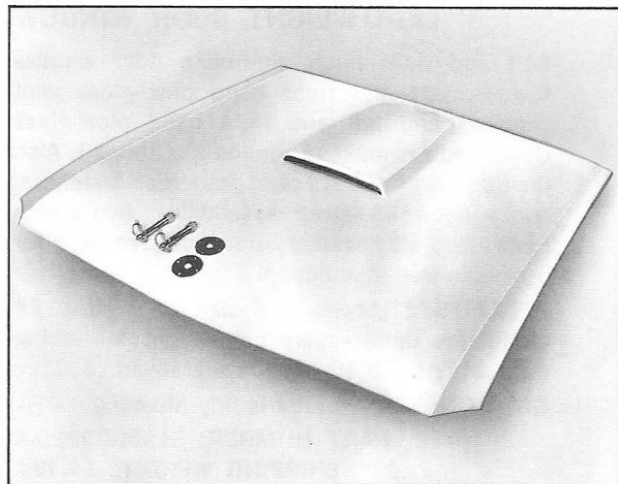
Kit includes fiberglass hood with integral steel re-enforcement braces; air scoop formed as part of the hood. Locking pins, nuts and all necessary hardware are also included.

BENEFITS: Reduces car weight and thus aids performance of any Mustang. Stylish scoop distinguishes car from others, adds custom touch.

USED ON: Hood is tailored for all Mustangs.

PART NUMBER: S1MK-16612-A

SHIPPING WEIGHT: 60 lbs.



GT 350 HOOD PIN ASSEMBLY

Kit includes two chrome kiln pins, two chrome washers, two mounting rods and required nuts.

BENEFITS: Gives positive lock on all hoods by firmly attaching the front end; hood cannot loosen at high speeds. Also adds distinguished customized affect to any race or show car.

USED ON: All Mustangs without modification. Can be fitted to any other car with slight alterations; should be installed with pop rivets (not furnished in the kit), or adhesive.

PART NUMBER: S1MK-16929-A

SHIPPING WEIGHT: 1 lb.

FIBERGLASS HOOD SCOOP

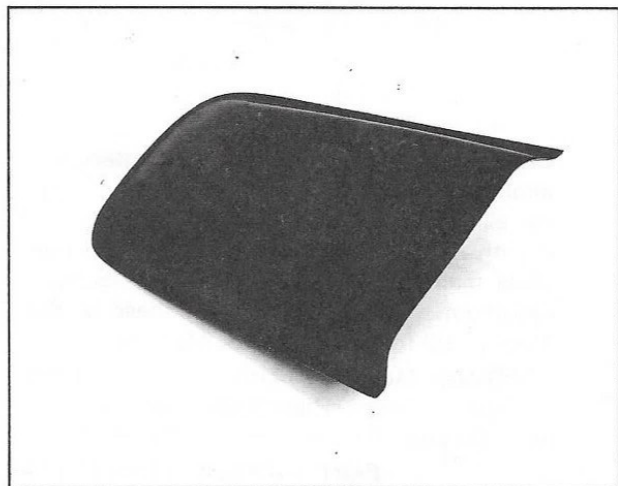
Kit includes custom designed fiberglass scoop.

BENEFITS: Adds fresh air intake to any car. Scoop is designed for and used on all racing Cobras. Installation customizes any make car.

USED ON: Any car. Scoop is installed with Pop rivets which are not included with the scoop.

PART NUMBER: S1CS-7616025-1

SHIPPING WEIGHT: ½ lb.





LIGHTWEIGHT DOOR WINDOW

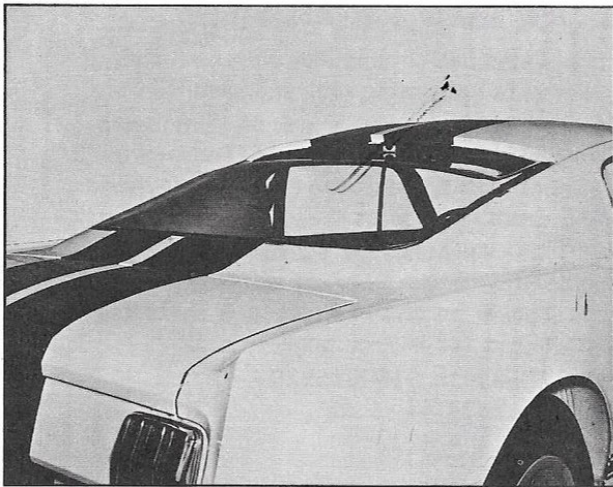
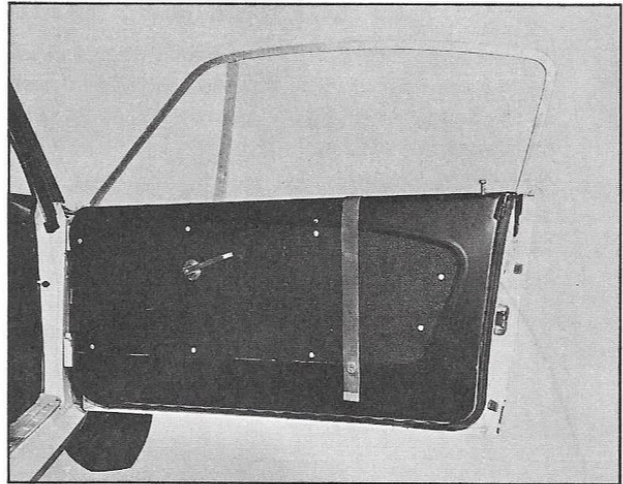
Left and right hand aluminum door window frames, left and right hand plexi-glass vent windows and left and right hand plexi-glass door windows make up the bulk of this kit. Also included are four spacers, four rear fasteners, two window lift strap assemblies, two clinch plates and all necessary hardware required for a trouble-free installation.

BENEFITS: Lightweight design of window kit eliminates unnecessary car weight for racing applications. 30-40 pounds are saved.

USED ON: Window kit fits any Mustang.

PART NUMBER: S1MK-22220-A

SHIPPING WEIGHT: 14 lbs.



PLEXI-GLASS REAR WINDOW

This kit contains the plexi-glass rear window with air opening from the cock-pit and all material necessary for installation. The kit includes rear window support, bracket, adhesive for installation and four retainers.

BENEFITS: Kit provides for weight savings of 40 to 50 pounds over normal factory glass. Air vent from cock-pit provides driver cooling and introduces an air layer over rear window at high speeds. The "laminar flow" principle adds 5 mph to the car's top speed.

USED ON: Rear window kit is for Mustangs.

PART NUMBER: S1MK-40012-A

SHIPPING WEIGHT: 10 lbs.

7.00 X 15 MAGNESIUM WHEEL

This top-quality magnesium wheel comes with a chrome-plated cap-type hub cover with mounting screws and five chrome-plated lug nuts.

BENEFITS: Lightweight magnesium offers maximum strength with minimum inertia. A must for all racing applications. Designed with 1/4" negative offset, it provides widest wheel track while maintaining adequate fender clearance. Maximum speed is 175 mph for these wheels. They accept five 1/2" lugs on a 4 1/2" dia. circle.

USED ON: Mustang, Fairlane, Falcon, Ford, Plymouth, Dodge, Thunderbird, Avante, Rambler, Chrysler, Tempest (thru '63), Mercury.

PART NUMBER: S1MK-1007-A

SHIPPING WEIGHT: 17 lbs.





GT 350 CUSTOM STEERING WHEEL

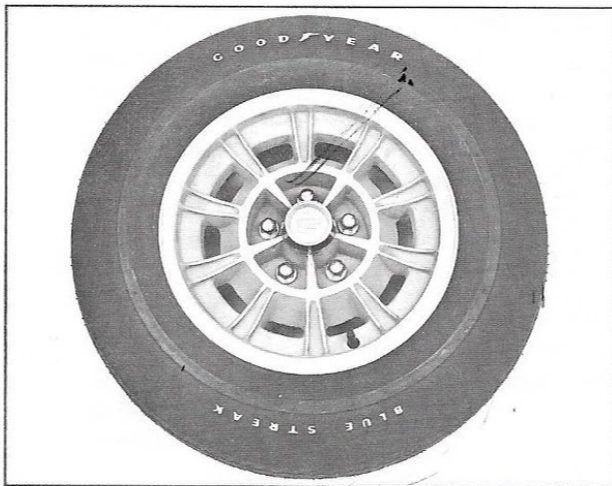
Kit includes steering wheel, adapter, and complete horn mechanism.

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

USED ON: 1964-1966 Mustangs except 6 cylinder cars with generator.

PART NUMBER: S2MS-3600-A

SHIPPING WEIGHT: 5 lbs.



CAST ALUMINUM WHEEL

Kit includes 14" diameter cast aluminum wheel, hub cap, and five chrome lug nuts.

BENEFITS: This 6.5" wide all aluminum wheel was designed for both performance and show. A high strength aluminum alloy cast into a heavy duty design provides maximum strength for racing applications. This wheel is optional equipment on the 1966 Shelby GT 350.

USED ON: Mustang, Fairlane, Falcon, Ford, and other makes having five 1/2" lugs on a 4 1/2" diameter circle. Accept 6.95 x 14 through 7.75 x 14 passenger tires and 7.00 x 14 racing tires.

PART NUMBER: S2MK-1007-A

SHIPPING WEIGHT: 20 lbs. ea.

CUSTOM CHROME WHEEL

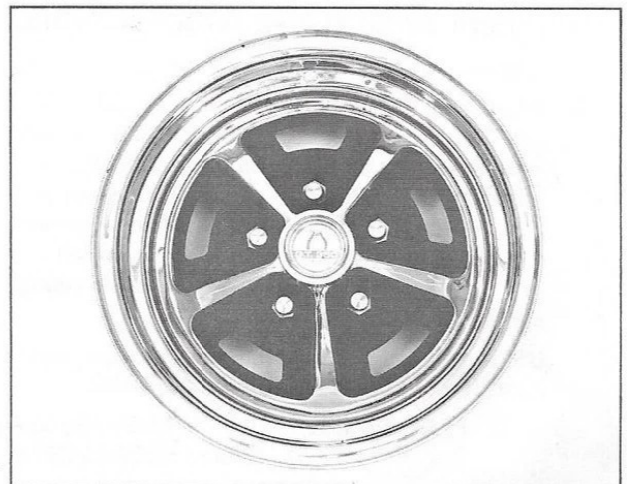
Kit includes 14" diameter chrome steel wheel, hub cap, and five chrome lug nuts.

BENEFITS: This 6.0" wide wheel offers custom design and appearance. All steel construction gives maximum strength. Chrome plating is of finest quality; black paint provides contrast. Hub cap carries Shelby American GT 350 logo.

USED ON: Mustangs, Fairlane, Falcon, Ford, and other makes having five 1/2" lugs on a 4 1/2" diameter circle. Will accept 6.95 x 14 through 7.75 x 14 passenger tires.

PART NUMBER: S2MK-1007-C

SHIPPING WEIGHT: 21 lbs. ea.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

COBRA ACCELEROMETER

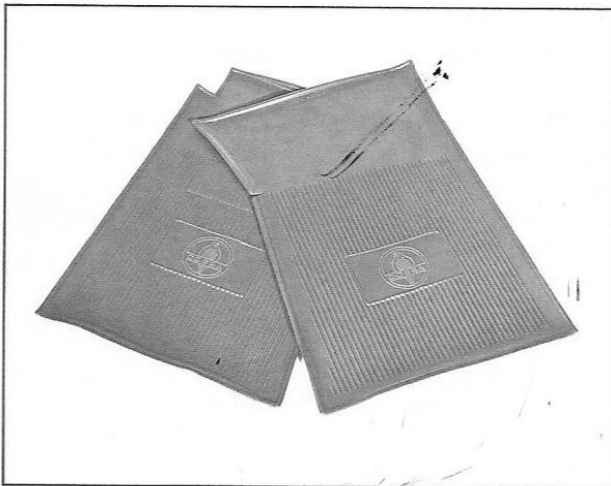
Kit includes Cobra accelerometer ready for installation.

BENEFITS: This "Dyno-on-the-Dash" allows you to pre-determine when tires break loose and acceleration drops; also provides accurate evaluation of timing changes. You cannot obtain maximum performance without this Cobra Accelerometer. Instructions allow installation in 15 minutes.

USED ON: All automobiles, boats, and other performance equipment.

PART NUMBER: S2MK-17360

SHIPPING WEIGHT: 2 lbs.



FLOOR MATS — WITH COBRA LOGO

BENEFITS: Highest quality floor mats are made of 100% vinyl. Mats have complete resistance to oil, gasoline, sunshine, and smog. Vinyl's extra toughness allows mats to remain bright and new for many years; they resist all harsh conditions — even ladies high heels. Non-slip design on bottom side provides positive positioning in car.

USED ON: All Mustangs. Also fits other Fords if relief is made for gas pedal.

PART NUMBER: (Black) S1MK-13086-A
(Red) S1MK-13086-B
(Clear) S1MK-13086-C

SHIPPING WEIGHT: 6 lbs. per pair

COBRA 1200° FLAME PROOF COATING

Each aerosol can contains 12 ounces.

BENEFITS: Material withstands 1200° F and provides insulation from engine and exhaust heat; coating is also impervious to salt spray and other corrosive elements. Cobra 1200° will outlast chrome plating and costs much less. Aerosol can allows easy application; coating will air-dry in 30 minutes. Soap and water keeps coated surface like new.

USED ON: Exhaust systems, automobile parts, boats, barbecues, stoves, fireplaces, etc.

PART NUMBER: (White) SSSS-19535-A
(Black) SSSS-19535-B

SHIPPING WEIGHT: 1 Pound





SPORTS CAR STEERING KIT

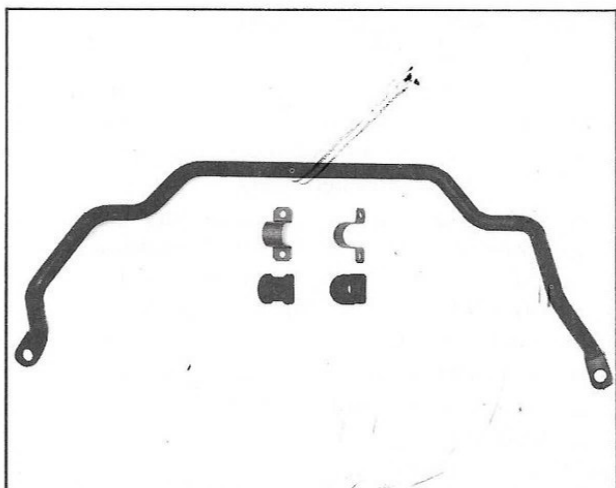
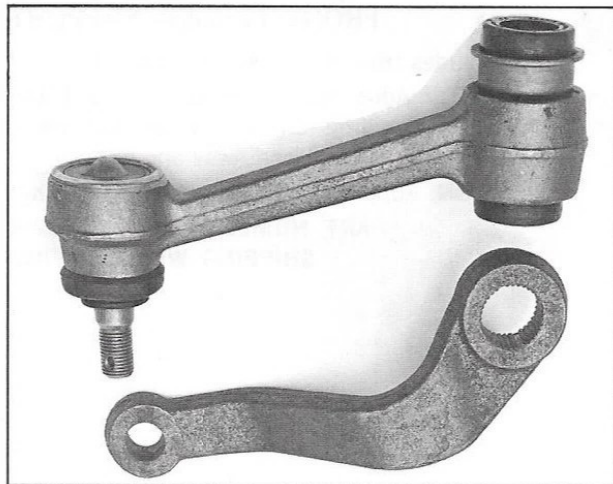
Includes idler arm and pitman arm assembly.

BENEFITS: Provides 19:1 steering ratio with 3½ turns of steering wheel, lock-to-lock. The kit results in a true "sports car feel" on all Mustangs with V8 engines. (Normal Mustang ratio is 27:1; "handling package" ratio, 22:1.)

USED ON: All Mustangs equipped with V-8 engine.

PART NUMBER: S1MK-3590-A

SHIPPING WEIGHT: 5 lbs.



FRONT STABILIZER BAR KIT

Kit includes 1" diameter steel bar, rubber grommets and mounting brackets.

BENEFITS: Stabilizer bar reduces vehicle sway and thus provides excellent handling and roadability under all conditions, street or track.

USED ON: All Mustangs.

PART NUMBER: S1MK-5482-A

SHIPPING WEIGHT: 15 lbs. complete with Mounting Brackets and Grommets

KONI SHOCK ABSORBER KITS

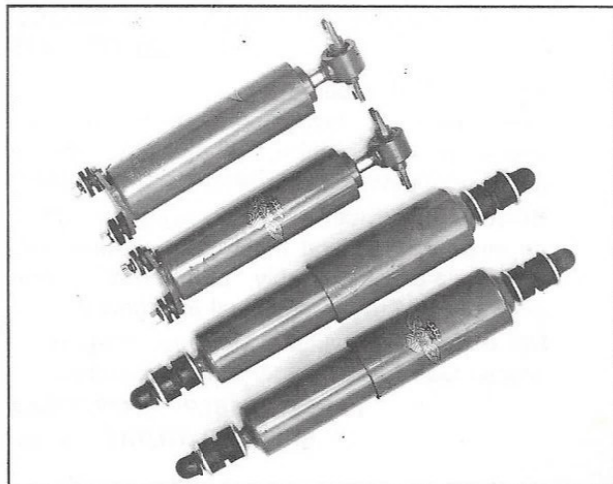
Two kits available, front and rear. Front kit includes two Koni shock absorbers with all mounting bolts; the rear kit contains two Koni shock absorbers.

BENEFITS: Fully adjustable design and heavy duty construction guarantee optimum driving pleasure. Will last 60,000 to 80,000 miles under normal driving conditions. The best shock absorber available for racing; Konis were tested and proven for use on the GT350.

USED ON: Mustangs, kits for front and rear.

PART NUMBERS: S1MK-18124-A (front)
S1MK-18125-A (rear)

SHIPPING WT: Front—10 lbs.; rear—12 lbs.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

FRONT FENDER SUPPORT

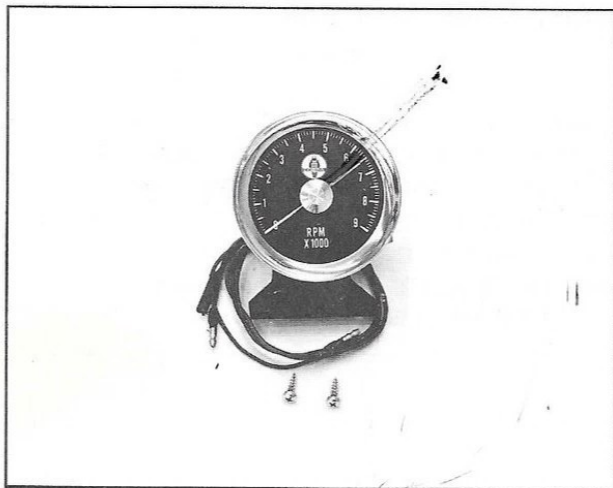
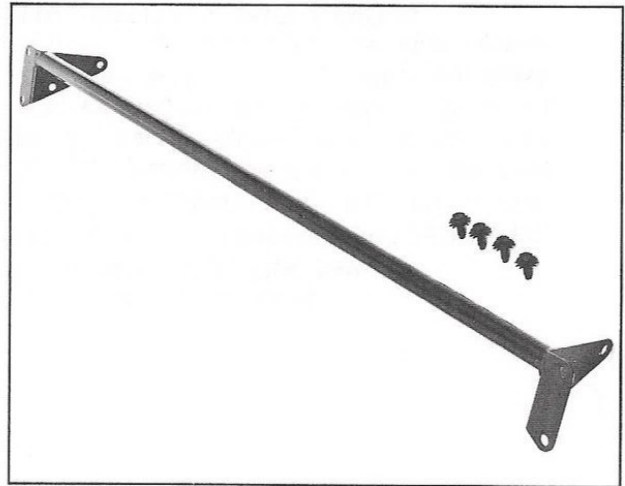
Kit includes front fender support and bolts.

BENEFITS: Adds rigidity to the front end and increases handling characteristics and roadability; restricts front end sway and wobble.

USED ON: Support kit fits any model Mustang.

PART NUMBER: S1MK-29432-A

SHIPPING WEIGHT: 4 lbs.



0-9000 COBRA ELECTRICAL TACHOMETER KIT

Includes fully transistorized tachometer and screws for mounting; self-contained tach is complete, ready for installation. No sending unit or additional equipment is necessary.

BENEFITS: Fully transistorized tach has dial pointer for "red line" adjustment. Provides a high degree of accuracy and reliability. A Cobra medallion is imprinted on the face, similar to equipment for the '66 Mustang GT350.

USED ON: All Ford cars; fits other makes with minor rewiring (8-cylinder only).

PART NUMBER: S2MS-17360-A

SHIPPING WEIGHT: 2 lbs.

TACH/OIL PRESSURE GAUGE BEZEL KIT

Kit includes dashboard bezel assembly, 0-8000 Cobra electrical tachometer, an oil pressure gauge, wiring assembly, oil pressure sending unit, grommets and hardware for installation.

BENEFITS: Provides extremely accurate control on engine speed and monitoring oil pressure. High-style bezel assembly "customizes" instrument panel with an individual installation.

USED ON: All 8-cylinder Mustangs (requires a special tach for 6-cylinder model Mustang).

PART NUMBER: S1MK-17362

SHIPPING WEIGHT: 5 lbs.





DRAG RACING CLUTCH, PRESSURE PLATE ASSEMBLY

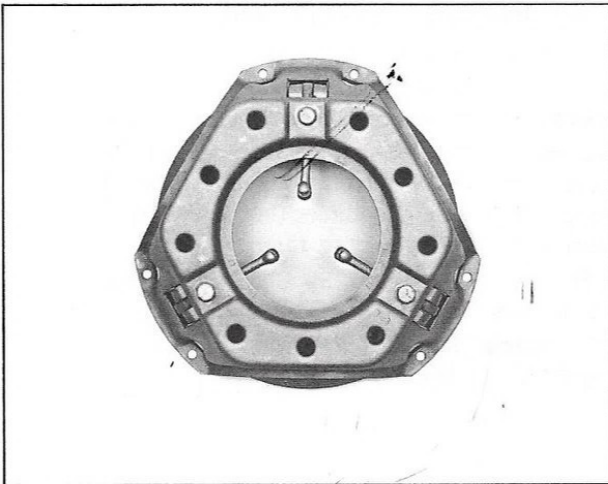
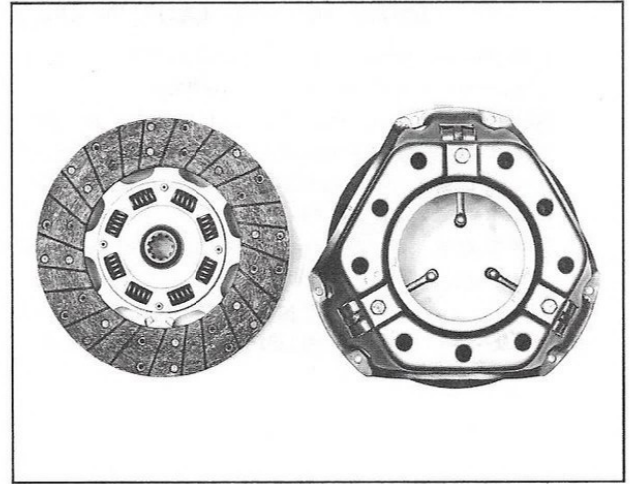
The drag racing clutch kit includes a heavy duty clutch disc with a pressure plate cover which has been modified for drag racing use. 10½" disc and cover are furnished in matched sets.

BENEFITS: Assembly guarantees easy shifting at high r.p.m., yet retains excellent characteristics for good on-the-street operation.

USED ON: Fits 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1MK-7537-A

SHIPPING WEIGHT: 21 lbs.



PRESSURE PLATE COVER ASSEMBLY

Kit includes 10½" diameter drag racing pressure plate cover assembly for Ford engines.

BENEFITS: 10½" diameter pressure plate allows use of large diameter disc and affords positive clutch engagement. Cover assembly is modified to allow easy shifting at high rpm. Suited for use with drag race clutch disc (S1CR-7550-A), providing optimum drag racing performance.

USED ON: 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1CR-7563-A

SHIPPING WEIGHT: 16 lbs.

HEAVY DUTY CLUTCH KIT

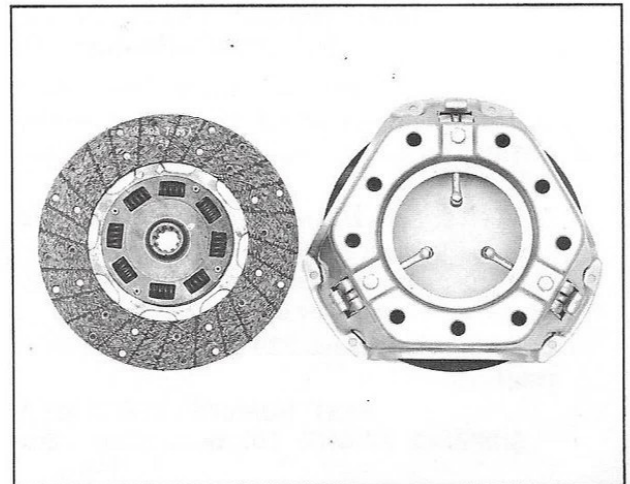
Kit includes 10½" diameter high performance clutch disc and pressure plate cover assembly.

BENEFITS: Designed for heavy duty use, thus eliminates slipping to provide maximum performance under extreme operating conditions. Stock on all 289 Cobras and GT350 Mustangs.

USED ON: All 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: C30Z-7A537-A

SHIPPING WEIGHT: 21 lbs.





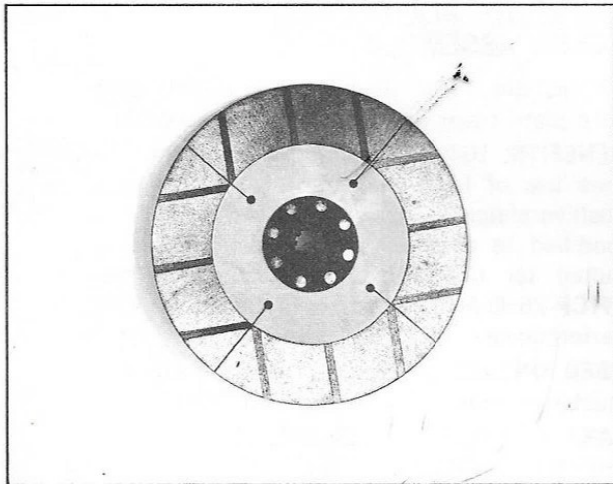
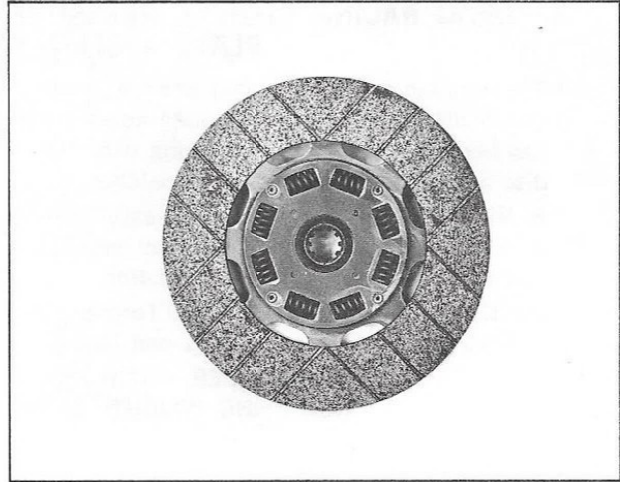
DRAG RACING CLUTCH DISC

A dual-duty 10½" diameter clutch disc ideal for drag racing and street applications.

BENEFITS: Semi-metallic disc material combined with spring loaded hub allows optimum performance for drag racing, yet provides smooth clutch action under on-the-street conditions.

USED ON: All 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1CR-7550-A
SHIPPING WEIGHT: 5 lbs.



ROAD RACING CLUTCH DISC

Kit includes specially designed clutch disc for road racing applications only.

BENEFITS: The 10½" diameter solid metallic hub, lined with semi-metallic material, affords heavy duty positive action under the most extreme road racing conditions (not intended for street applications or drag racing).

USED ON: All 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes and Fords.

PART NUMBER: S1CR-7550-B
SHIPPING WEIGHT: 7 lbs.

LIGHTWEIGHT CLOSE RATIO 4-SPEED TRANSMISSION

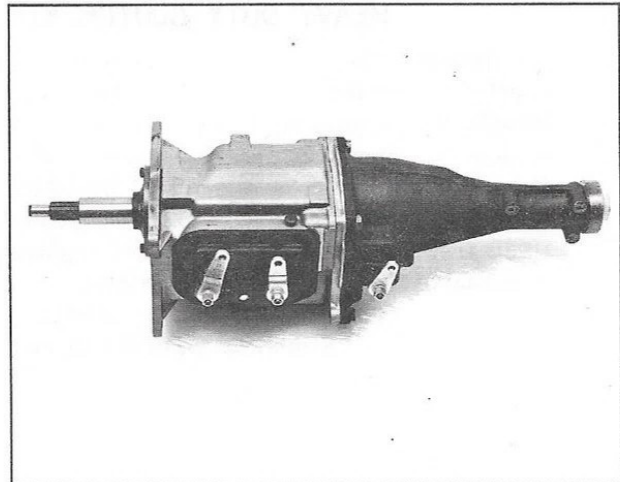
Kit includes complete four-speed transmission with aluminum case and aluminum tail housing.

RATIOS: High—1:1; 3rd—1.20:1; 2nd—1.62:1; 1st—2.36:1.

BENEFITS: Borg-Warner T-10 gears allow close ratio performance for all racing conditions. Aluminum case and tail shaft reduce the total transmission weight by 60 lbs. over stock.

USED ON: All 260 and 289 CID engines in Mustangs and Falcons.

PART NUMBER: C5ZA-7003-A
SHIPPING WEIGHT: 105 lbs. in Wooden Box





RACING PAD FOR DISC BRAKES

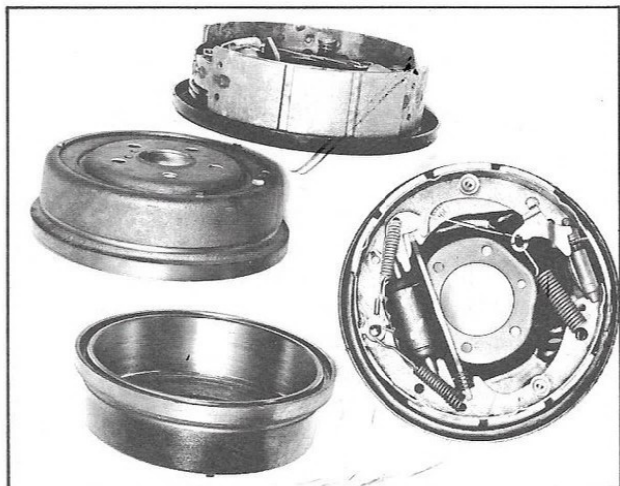
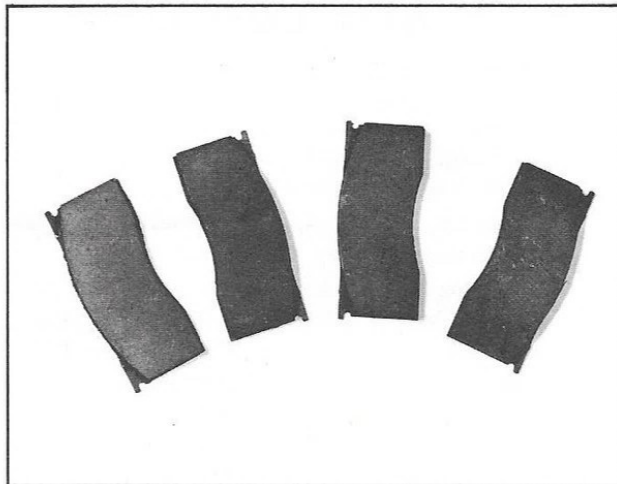
The racing pad kit for front disc brakes is composed of four front brake pads with DS-11 sintered metallic linings for longer life.

BENEFITS: Advanced brake lining compound used in this kit guarantees positive braking action under very extreme racing conditions. Use of this kit will provide, under normal driving conditions, 80,000 to 100,000 miles of brake life for a disc brake equipped car.

USED ON: Fits any Mustang, Falcon, Fairlane or Ford with front disc brakes.

PART NUMBER: S1MK-2018-A

SHIPPING WEIGHT: 6 lbs.



REAR BRAKE RACING KIT

The rear brake racing kit includes extra-wide high capacity sintered metallic linings on backing plates. Kits are furnished complete with wheel cylinders, springs, and heavy-duty drums. Complete kit is ready for installation.

BENEFITS: Sintered metallic lining and extra large shoes afford positive braking action under all extreme driving conditions. Extremely long life is guaranteed for normal street use. Self-adjusting features included.

USED ON: The unit will fit any Mustang, Ford, Falcon or Fairlane; converts both rear wheels.

PART NUMBER: S1MK-2208

SHIPPING WEIGHT: 66 lbs.

COMPETITION ROLL BAR

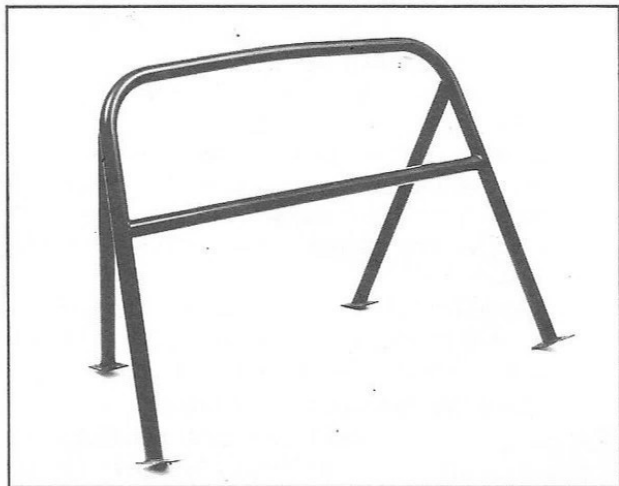
Kit includes the complete roll bar assembly.

BENEFITS: Heavy-gauge tubular steel construction provides maximum protection for competition events. Welded directly to the frame and vehicle cross members for rigidity, strength.

USED ON: Roll bar is tailored for Mustangs.

PART NUMBER: S1MR-61202-A

SHIPPING WEIGHT: 30 lbs.





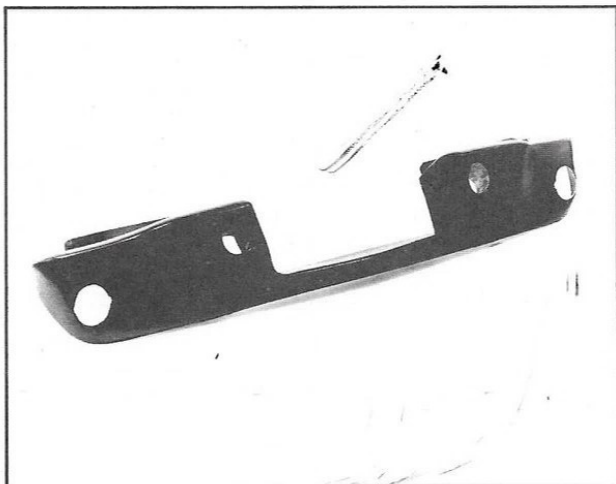
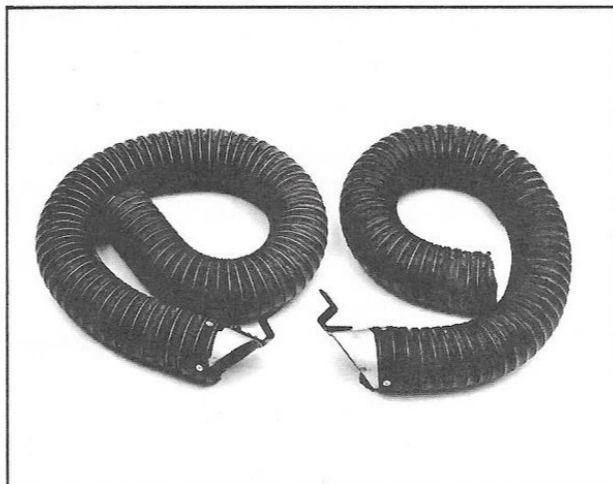
FRONT BRAKE COOLING KIT

Kit contains all parts necessary to convert stock brakes to more effective units. Includes 3-inch diameter flexible duct, brake cooling nozzles, pop rivets and necessary brackets required for trouble-free, easy installation.

BENEFITS: Kit provides improved cooling of front brakes and will extend brake life.

USED ON: Unit can be installed on any Mustang equipped with the front disc brakes. It should be used in conjunction with front apron panel S1MK-8205; otherwise, air pickup scoops will have to be fabricated for the car.

PART NUMBER: S1MK-2250-A
SHIPPING WEIGHT: 5 lbs.



FIBERGLASS FRONT APRON

The specially designed fiberglass apron panel for the Mustang includes integral scoops that are both attractive and functional. They not only add to the appearance of the Mustang, but also scoop cool air for the front brakes.

BENEFITS: Lightweight construction serves to reduce the weight of the automobile while providing air to the front brakes for cooling.

USED ON: Apron is available for all Mustangs.

PART NUMBER: S1MK-8205
SHIPPING WEIGHT: 8 lbs.

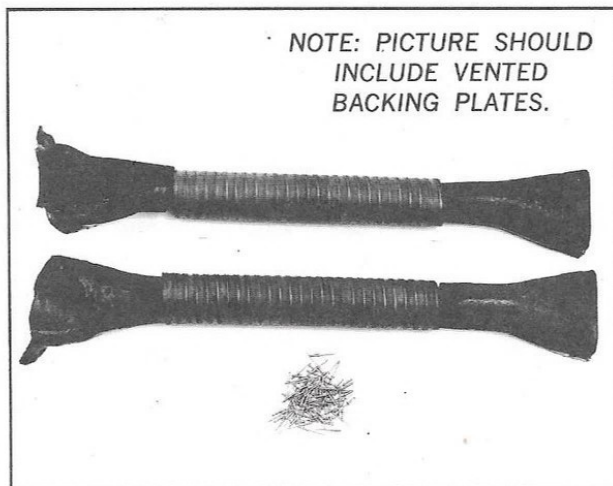
REAR BRAKE COOLING KIT

The rear brake kit includes all material for ducting cool air to rear brakes. The cooling kit contains two air pick-up scoops, brake duct to body clamps, flexible ducting three inches in diameter, vented backing plates, cooling nozzles for backing plates, screens for backing plate nozzles, locating springs and pop rivets to facilitate installation.

BENEFITS: Rear brake cooling kit allows improved cooling of rear brakes and extended life under very extreme driving conditions.

USED ON: Suitable for all Mustangs.

PART NUMBER: S1MK-2250-B
SHIPPING WEIGHT: 15 lbs.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

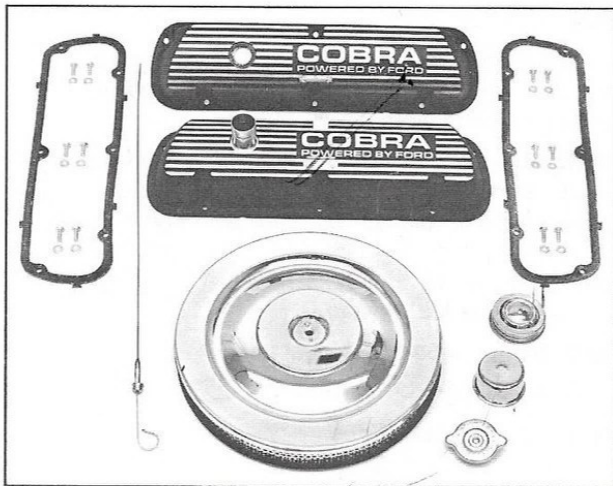
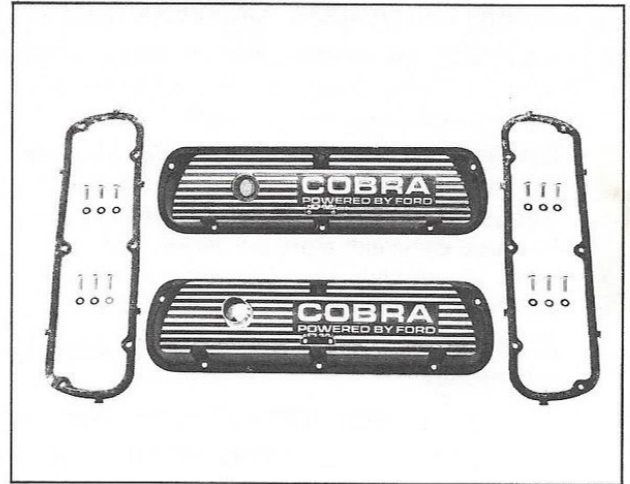
VALVE COVER KIT

Kit includes die-cast aluminum valve covers, gaskets, and plated bolts and washers.

BENEFITS: Adds a racy Cobra look to your engine compartment. Valve covers are black crackle painted with highlights ground to a satin finish. Breather tube and internal baffles are included; no modification to covers or gaskets is required before installation. Finned design aids oil cooling and reduces rocker arm/tappet noise.

USED ON: 260, and 289 CID Ford engines with valve cover emission system.

PART NUMBER: S2MK-6A547-A
SHIPPING WEIGHT: 8 lbs.



ENGINE DRESS-UP KIT

Kit includes die-cast aluminum Cobra valve covers, chrome dipstick, chrome oil breather cap, a chrome radiator cap, chrome brake fluid reservoir cap, and 14" dia. chrome air cleaner.

BENEFITS: Adds a racy Cobra look to your engine compartment. Valve covers are black crackle painted with highlights ground to satin finish; design also aids cooling of oil and engine rocker arm mechanisms. Air cleaner is "tuned" to provide ideal air flow.

USED ON: All model 260 and 289 CID Ford engines in Mustangs, Falcons, Fairlanes, Fords.

PART NUMBER: S2MK-6980-A
SHIPPING WEIGHT: 13 lbs.

VALVE COVER KIT

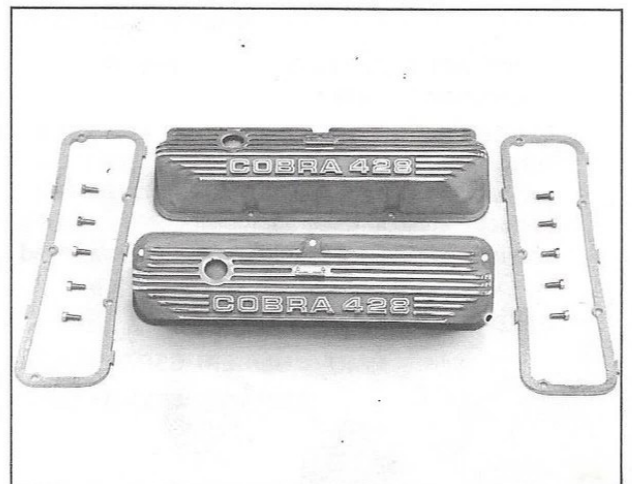
Kit includes cast aluminum covers, gaskets, and plated bolts and washers.

BENEFITS: Adds a racy Cobra look to your engine compartment. Cast aluminum valve covers are sand blasted and highlights polished for attractive appearance. Finned design aids oil cooling and reduces rocker arm/tappet noise. Available as either "Cobra 427" or "Cobra 428."

USED ON: 352, 390, 427, and 428 CID Ford engines in automobiles and boats.

PART NUMBER: (Cobra 427) S2CS-6A547-B
(Cobra 428) S2CS-6A547-A

SHIPPING WEIGHT: 14 lbs.





QUARTER WINDOW CONVERSION KIT

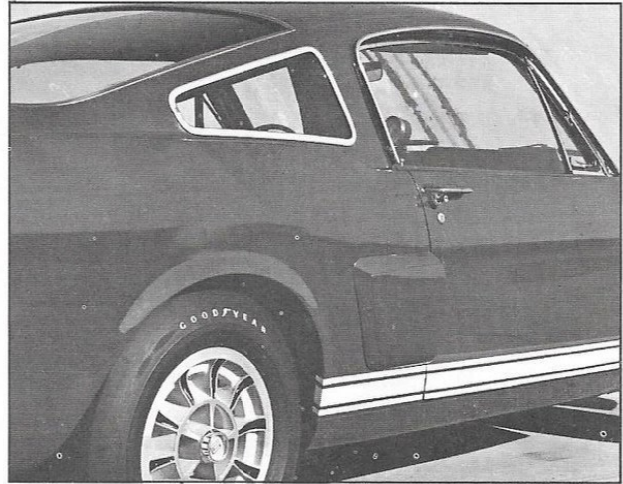
Kit includes two windows, two external mounting frames, internal moulding, all necessary hardware and adhesive, and instructions.

BENEFITS: Transforms any Mustang Fastback into customized car. Equipment is identical to that used in producing the 1966 Shelby GT 350. Provides excellent rearward vision and eliminates the "blindspot." Complete instructions allow easy installation with simple hand tools.

USED ON: All 1965 and 1966 Mustang Fastback automobiles.

PART NUMBER: S2MK-29960-A

SHIPPING WEIGHT: 7 lbs.



SIDE SCOOP KIT

Kit includes two side scoops, 3" diameter air duct, four nozzles, necessary hardware, and installation instructions.

BENEFITS: Advanced styling of side scoops allows refined customizing of your Mustang. Scoops provide pickup for cool air which is ducted to rear brakes. Identical to equipment used on the 1966 Shelby GT 350. A must for your individualized Mustang.

USED ON: All 1964-1966 Mustangs.

PART NUMBER: S2MK-29705-A

SHIPPING WEIGHT: 6 lbs.



RACING MIRROR

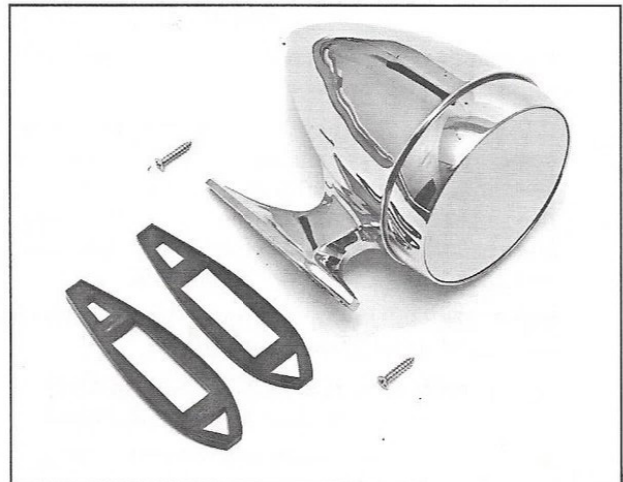
Kit includes mirror, gaskets, mounting hardware, and installation instructions.

BENEFITS: This sporty, European-type racing mirror adds a "high performance" look to any car. Mirror fits either side of car. Chromed "first surface" glass and double nickel chrome plating provides the highest quality available. Improved rear vision affords safer driving at all times.

USED ON: Any automobile.

PART NUMBER: C5RZ-17696-A

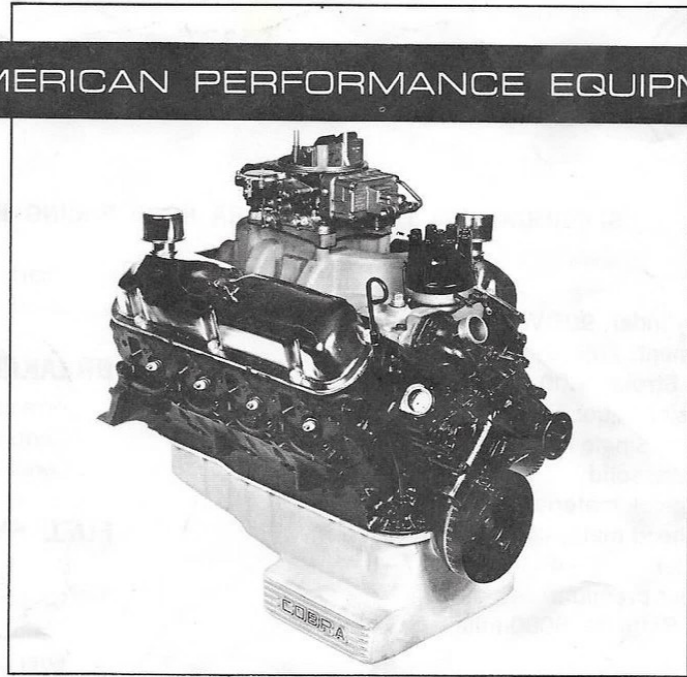
SHIPPING WEIGHT: 2 lbs.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

COMPETITION GT 350 ROAD RACING ENGINE

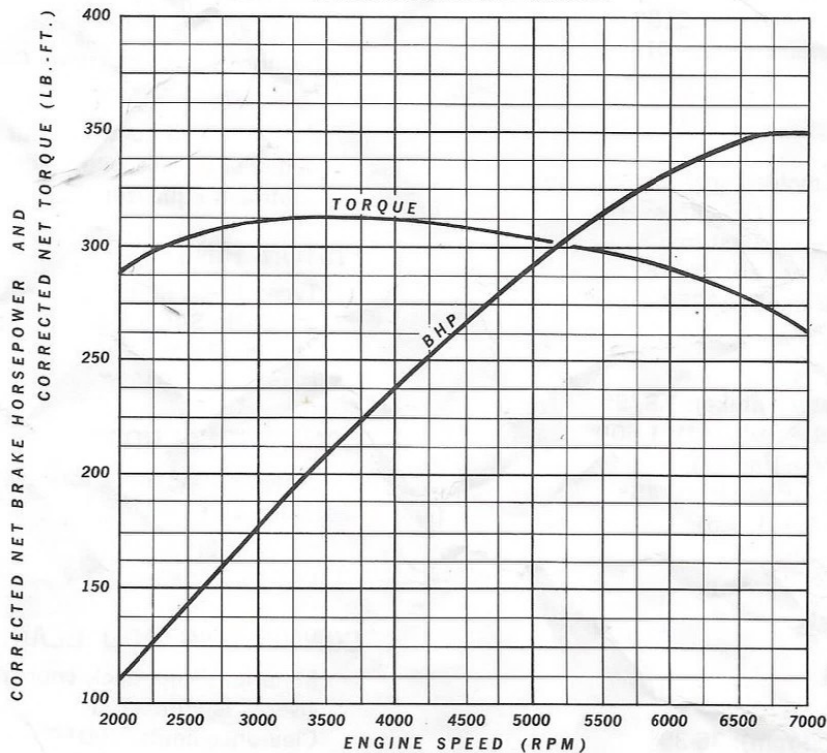


This fully modified 289 Cobra engine, built for road racing applications, has been assembled to close tolerances and dyno-tuned. This engine is identical to the Competition GT 350 which dominates class B Production events. The engine comes complete except for fuel pump, air cleaner, alternator, starter, fan, fan belt and engine mounts (see opposite page for complete specifications).

PART NUMBER: S1CR-6003-3

SHIPPING WEIGHT: 525 lbs.

PERFORMANCE CHART





SHELBY AMERICAN PERFORMANCE EQUIPMENT

SPECIFICATIONS FOR 289 COBRA ROAD RACING ENGINE #S1CR-6003-3

GENERAL

Type: 8-cylinder, 90° Vee, Overhead valve
Displacement: 289 cubic inches (4727 cc)
Bore and Stroke: 4.00 x 2.87"
Compression ratio: 10.8: 1
Carburetor: Single 4-V Holley
Valve lifters: solid
Cylinder block material: Precision cast iron
Cylinder head material: Precision cast iron
Firing order: 1-5-4-2-6-3-7-8
Fuel: Super premium
Oil filter: Rotunda, 6000-mile type

Spark plugs (18MM): Autolite BF601
Spark plug gap width: 0.028"-0.032"

BREAKER POINTS

Arm spring tension: 27-30 oz.
Contact spacing: 0.019"-0.021"
Dwell angle at idler speed: 33°

FUEL SYSTEM

Carburetor type: Single 4-V Holley
Carburetor number: S1MK-9510-A
Main metering jet identification: pri. 67, sec. 76
Fuel pump static pressure: 4-6 psi @ 500 rpm

OUTPUT

Net brake horsepower (hp): 350 @ 6750 rpm
Net maximum torque (ft.-lbs.): 312 @ 3800 rpm
Weight, complete: 475 lbs.

CRANKSHAFT

Material: Precision molded alloy cast iron
Main bearings: (5) steel back copper-lead alloy
Main bearing journal diameter: 2.2486"
Thrust bearing: Number 3
Crankpin journal diameter: 2.1232"

VALVE SYSTEM

(All specifications taken at 0.001" valve lift)
Valve lift: 0.445"
Intake valve opens: 29° BTDC
Intake valve closes: 75° ABDC
Intake valve duration: 284°
Exhaust valve opens: 75° BBDC
Exhaust valve closes: 29° ATDC
Exhaust valve duration: 284°
Intake tappet clearance (hot): .018"
Exhaust tappet clearance (hot): .018"

PISTONS

Material: Extruded aluminum—cam ground
Weight: 21.0 oz.

CAMSHAFT

Type: Flat tappet
Material: Precision molded special alloy iron
Bearings: (5) steel back Babbitt inserts
Camshaft gear material: Cast iron
Camshaft lobe lift (normal): 0.278"
Camshaft lobe wear limit: 0.005"

PISTON RINGS

Number 1 compression: Centrifugal cast iron alloy taper face, twist seal, chrome plated
Number 2 compression: Cast iron alloy, taper face, double disc ground
Number 3 oil control: Four piece: two chrome plated steel rails, one spacer and one peripheral abutment equalizer

VALVES

Overall head diameter (intake): 1.875"
Overall head diameter (exhaust): 1.600"
Angle of seat and face (intake): 30°
Angle of seat and face (exhaust): 45°
Spring pressure (valve closed):
120 lbs. @ 1.770"
Spring pressure (valve open):
290 lbs. @ 1.325"

PISTON PINS

Type: Press-fit in rod
Material: SAE 5015 alloy steel, heat treated
Length: 3.025"
Diameter: 0.9122"

IGNITION SYSTEM

Final timing: 10-12° BTDC
Total advance (4500 rpm): 36-38°

CONNECTING RODS

Material: SAE 1041 forged steel with separately forged caps
Weight: 20.6 oz.
Length: 5.1550"

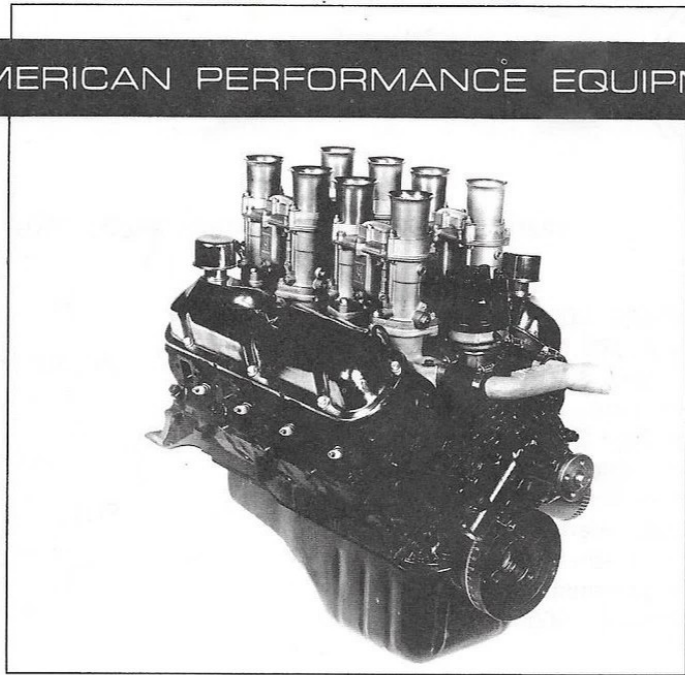
CONNECTING ROD BEARINGS

Material: Steel back copper-lead alloy inserts
Overall length: .721"
Clearance limits: .0019"



SHELBY AMERICAN PERFORMANCE EQUIPMENT

289 COBRA RACING ENGINE

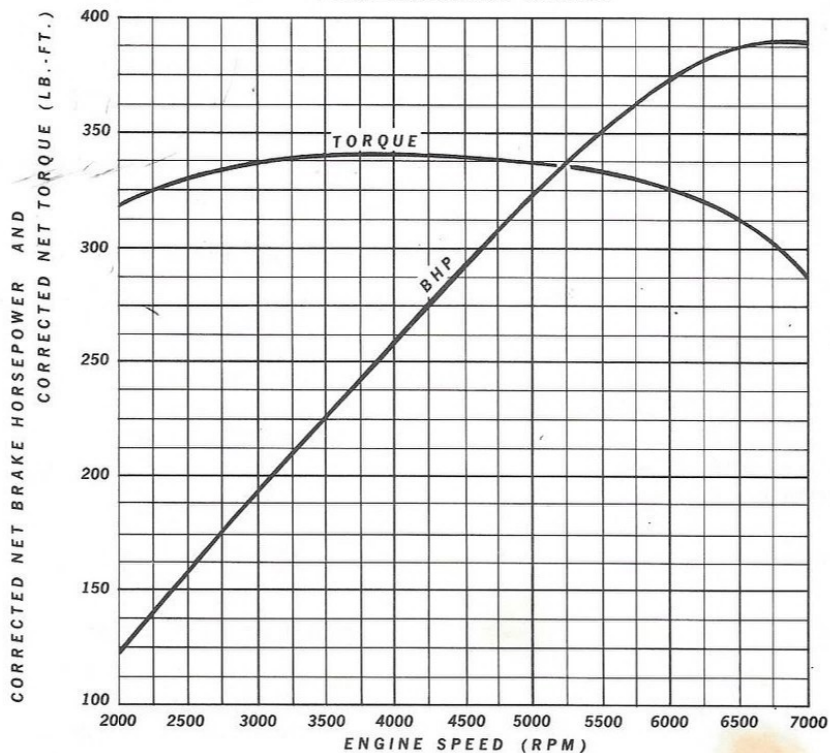


This fully modified 289 Cobra racing engine with Weber carburetor induction system has been assembled to close tolerances and dyno-tuned. This engine is identical to the Daytona Coupe type which won the F.I.A. World Championships in 1965. The engine comes complete except for fuel pump, air cleaner, alternator, starter, fan, fan belt and engine mounts (see opposite page for complete specifications).

PART NUMBER: S1CR-6003-4

SHIPPING WEIGHT: 530 lbs.

PERFORMANCE CHART





SPECIFICATIONS FOR 289 COBRA RACING ENGINE #S1CR-6003-4

GENERAL

Type: 8-cylinder, 90° Vee, Overhead valve
Displacement: 289 cubic inch (4727 cc)
Bore and Stroke: 4.00" x 2.87"
Compression ratio: 10.8: 1
Carburetor: Four 2-V Weber 48 IDA-1
Valve lifters: solid
Cylinder block material: Precision cast iron
Cylinder head material: Precision cast iron
Firing order: 1-5-4-2-6-3-7-8
Fuel: Super premium
Oil filter: Rotunda, 6000-mile type

OUTPUT

Net brake horsepower (hp): 390 @ 6750 rpm
Net maximum torque (ft.-lbs.): 341 @ 4000 rpm
Weight, complete: 480 lbs.

VALVE SYSTEM

(All specifications taken at 0.001" valve lift)
Valve lift: 0.500"
Inake valve opens: 37° BTDC
Intake valve closes: 72° ABDC
Intake valve duration: 289°
Exhaust valve opens: 76° BBDC
Exhaust valve closes: 33° ATDC
Exhaust valve duration: 289°
Intake tappet clearance (hot): .025"
Exhaust tappet clearance (hot): .025"

CAMSHAFT

Type: Flat tappet
Material: Precision molded special alloy iron
Bearings: (5) steel back Babbitt inserts
Camshaft gear material: Cast iron
Camshaft lobe lift (normal): 0.312"
Camshaft lobe wear limit: 0.005"

VALVES

Overall head diameter (intake): 1.875"
Overall head diameter (exhaust): 1.600"
Angle of seat and face (intake): 30°
Angle of seat and face (exhaust): 45°
Spring pressure (valve closed):
120 lbs. @ 1.770"
Spring pressure (valve open):
300 lbs. @ 1.270"

IGNITION SYSTEM

Final timing: 10-12° BTDC
Total advance (4500 rpm): 36-38°

Spark plugs (18MM): Autolite BF601
Spark plug gap width: 0.028"-0.032"

BREAKER POINTS

Arm spring tension: 27-30 oz.
Contact spacing: 0.019"-0.021"
Dwell angle at idler speed: 33°

FUEL SYSTEM

Carburetor type: Four 2-V Weber 48 IDA-1
Carburetor number: S1CS-9513
Main metering jet identification:
Main meter 150, Air correction 130
Fuel pump static pressure: 4-6 psi @ 500 rpm

CRANKSHAFT

Material: Precision molded alloy cast iron
Main bearings: (5) steel back copper-lead alloy
Main bearing journal diameter: 2.2486"
Thrust bearing: Number 3
Crankpin journal diameter: 2.1232"

PISTONS

Material: Extruded aluminum—cam ground
Weight: 21.0 oz.

PISTON RINGS

Number 1 compression: Centrifugal cast iron alloy, taper face, twist seal, chrome plated
Number 2 compression: Cast iron alloy, taper face, double disc ground
Number 3 oil control: Four piece: two chrome plated steel rails, one spacer and one peripheral abutment equalizer

PISTON PINS

Type: Press-fit in rod
Material: SAE 5015 alloy steel, heat treated
Length: 3.025"
Diameter: 0.9122"

CONNECTING RODS

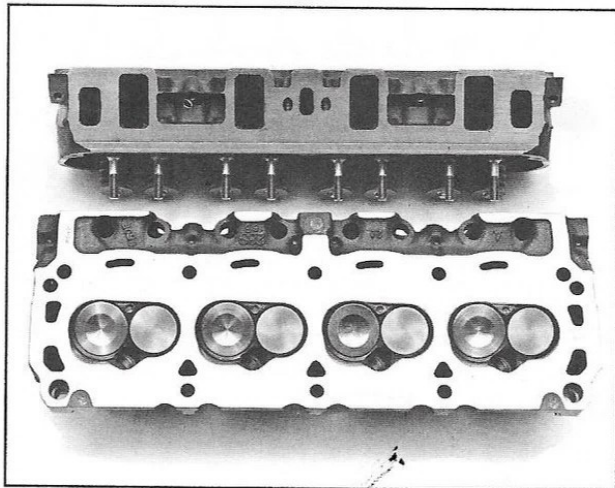
Material: SAE 1041 forged steel with separately forged caps
Weight: 20.6 oz.
Length: 5.1550"

CONNECTING ROD BEARINGS

Material: Steel back copper-lead alloy inserts
Overall length: .721"
Clearance limits: .0019"



DRAG RACING CYLINDER HEADS



This kit includes machine-modified cylinder heads and large valves, manufactured in compliance with National Hot Rod Association rules. Also included are valves, valve springs and valve stem seals, in addition to spring retainers.

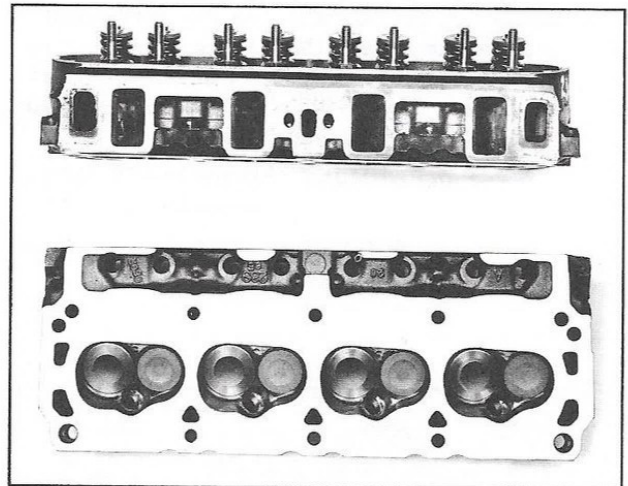
BENEFITS: Through use of matched ports and large valves, this kit allows for a marked increase in the breathing efficiency and the performance of any 260 or 289 Ford V-8 engine.

USED ON: All 260 and 289 CID engines in Mustang, Falcon, Fairlane and Fords. Intake manifolds from stock engines must be remachined to fit these heads. High riser manifold (S1MK-9423-B) and Weber Induction (S1CR-9423) fit without alteration. Flycut racing pistons (S1CR-6109-B) are required for clearance of large valves.

SPECIFICATIONS: Intake ports are machined to $1\frac{3}{16}$ inches by $2\frac{1}{8}$ inches while the exhaust ports are machined to $1\frac{3}{16}$ " by $1\frac{1}{2}$ ". Intake valves of 1.875" diameter and exhaust valves of 1.600" diameter are used. Heads are milled .040" and combustion chambers sized to 47 $\frac{1}{2}$ cc. Valve springs provide good performance to 6500 r.p.m.

PART NUMBER: S1CR-6048
SHIPPING WEIGHT: 105 lbs.

FULL COMPETITION HEADS



Kit includes fully modified 289 CID cylinder heads for racing needs. Racing valves, springs, retainers, stem seals, etc. are furnished.

BENEFITS: Output increases by 40 to 50 hp when used in conjunction with hi-performance camshafts and induction systems. A definite requirement for drag racing and road racing.

USED ON: All 260 and 289 CID engines in Mustang, Falcon, Fairlane and Fords. Intake manifolds from stock engines must be remachined to fit these heads. High riser manifold (S1MK-9423-B) and Weber Induction (S1CR-9423) fit without alteration. Flycut racing pistons (S1CR-6109-B) are required for clearance of large valves.

SPECIFICATIONS: Cylinder heads are modified by enlarging and polishing intake and exhaust ports. Intake ports are $1\frac{3}{16}$ inches by $2\frac{1}{16}$ inches. Exhaust ports are $1\frac{1}{16}$ " by $1\frac{1}{2}$ ". The water ports are welded before milling. Special racing valves are utilized with exhaust valves of 1.600 inches diameter and intake valves of 1.875" diameter. Heads are milled .050 inches and all combustion chambers are polished and sized to 47.0 cc. Valve springs provide good performance to 6500 r.p.m.

PART NUMBER: S1CR-6049
SHIPPING WEIGHT: 105 lbs.



SHELBY AMERICAN PERFORMANCE EQUIPMENT

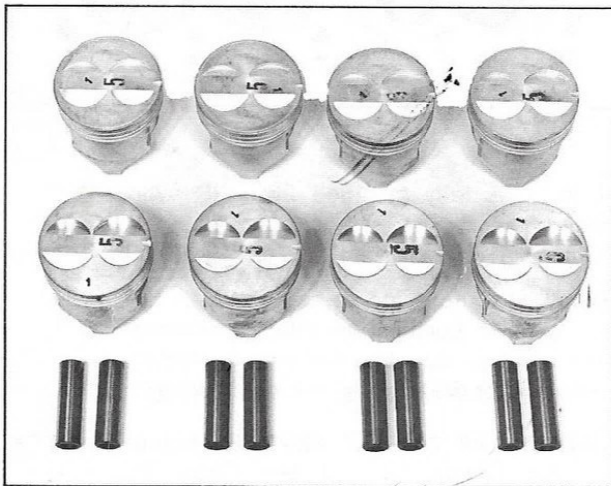
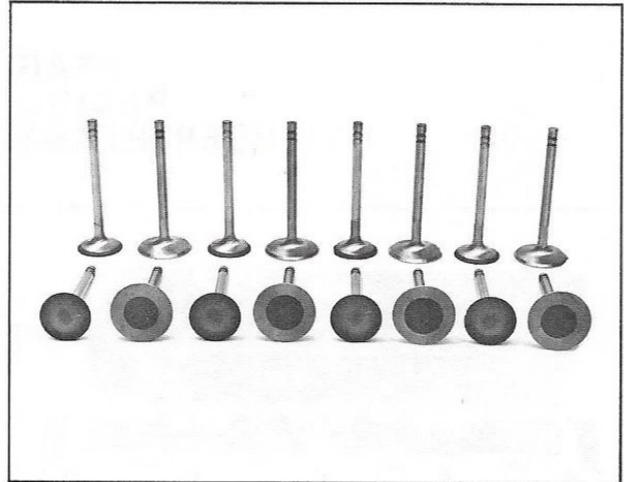
RACING VALVES

BENEFITS: These intake and exhaust valves are used in all Shelby American racing engines. The intake valve is 1.875" diameter and the exhaust valve is 1.600" diameter. Valve stems are chrome plated for long life.

USED ON: All 260 and 289 CID Ford engines modified to accept these large racing valves. Can be used as replacement on Shelby American Heads S1CR-6048 and S1CR-6049 manufactured since January, 1966.

PART NUMBER: (Exhaust) S1CR-6505-2
(Intake) S1CR-6507-2

SHIPPING WEIGHT: 3 ounces each



FLYCUT RACE PISTONS

Kit includes eight racing pistons and eight piston pins.

BENEFITS: Each piston is fabricated from extruded aluminum and cam ground. Pins are produced from heat treated SAE 5015 alloy steel. Flycutting allows use of large racing valves and/or "high lift" competition camshafts. These pistons are used in Shelby American racing engines.

USED ON: All 289 CID Ford engines. Pistons are 4.0" diameter; no oversizes are available.

PART NUMBER: S1CR-6109-B

SHIPPING WEIGHT: 15 lbs.

DEGREED DAMPER

A crankshaft damper inscribed with 360° marks.

BENEFITS: Allows for exact engine timing in the shop or at the race track where expensive electronic equipment is not available.

USED ON: Damper fits 221, 260 and 289 CID engines in Mustang, Falcon, Fairlane and Ford.

PART NUMBER: C30Z-6316-B

SHIPPING WEIGHT: 11 lbs.





SHELBY AMERICAN PERFORMANCE EQUIPMENT

REVISION NO. 2
AUGUST 1, 1966

PRICE LIST

PART NUMBER	SUGGESTED LIST PRICE	PART NUMBER	SUGGESTED LIST PRICE
S1MK-1007-A	\$ 79.00	S2CS-6A547-B	\$ 42.95
S2MK-1007-A	49.95	S2MK-6A547-A	29.95
S2MK-1007-C	33.50	S2CR-6600-A	776.50
S1MK-2018-A	28.00	S2CR-6600-B	379.50
S1MK-2208	96.64	S1MK-6642-A	95.00
S1MK-2250-A	18.20	S2CR-6650	269.95
S1MK-2250-B	77.25	S1CR-6675	107.70
S1MK-3590-A	24.75	S1MK-6675-A	79.95
S2MS-3600-A	49.95	S2CR-6675-B	218.50
B7AZ-4209-C	43.90	S1MK-6882-A	61.75
B7AZ-4209-E	43.90	S2MK-6980-A	63.95
C3UZ-4209-A	48.10	C5ZA-7003-A	301.98
C4AZ-4209-C	120.25	S1CR-7550-A	28.95
C4AZ-4209-E	120.25	S1CR-7550-B	28.95
C4AZ-4209-F	120.25	C30Z-7A537-A	50.45
C4AZ-4209-G	120.25	S1MK-7537-A	69.95
C4AZ-4209-H	120.25	S1CR-7563-A	53.25
C4AZ-4209-J	120.25	S1MK-8205	75.50
S1CR-4209-B	45.65	S1MR-9350-A	29.95
S1CR-4209-C	45.65	S1CR-9423	595.00
S1CR-4209-D	45.65	S1MK-9423-A	64.95
S1CR-4209-E	99.90	S1MK-9423-B	67.50
S1CR-4209-F	45.65	S1MR-9428-B	150.00 set
S1CR-4209-G	45.65	S1MS-9428-A	144.95
S1CR-4209-H	99.90	S1MS-9428-B	152.95
S1CR-4209-J	47.44	S1MK-9430-A	110.00
S1CR-4209-K	47.44	S1MK-9430-B	110.00
S1CR-4880-A	83.00	S1CR-9436-2	119.00
S1CR-4880-B	83.00	S1CR-9436-3	119.00
S1MS-4880-A	131.00	S1MK-9480-A	17.75
S1MS-4880-B	131.00	S1MK-9510-A	87.50
S1MK-5482-A	41.95	S1MK-9510-B	89.95
S1CR-6003	2495.00	S1CS-9513	100.00
S1CR-6003-1	2495.00	C4RA-9600-A	6.65
S1CR-6003-2	2725.00	C5ZZ-9600-V	21.95
S1CR-6003-3	2645.00	S2CS-9600-A	8.65
S1CR-6003-4	2995.00	S2CS-9600-B	12.62
S1CR-6003-6	3195.00	S1MR-10B960-A	203.00
C6AZ-6007-T	894.00	S1MK-13086-A	9.95
C6ZZ-6007-B	810.65	S1MK-13086-B	9.95
S1CR-6048	349.50 pair	S1MK-13086-C	11.95
S1CR-6049	425.00 pair	S1MK-16612-A	156.88 +crate
S1CK-6052	5.45 pair	S1MK-16929-A	6.95
C40Z-6B068-E	209.95	S2MK-17360	30.95
C6ZZ-6B068-A	249.50	S2MS-17360-A	37.95
S1CR-6109-B	64.40	S1MK-17362	97.50
S1CR-6250	87.95	C5RZ-17696-A	6.75
S1CR-6250-A	65.79	S1MK-18124-A	50.00
S1CR-6250-2	84.95	S1MK-18125-A	50.00
S1CR-6250-5	300.00	SSSS-19535-A	3.98
C40Z-6A257-A	49.95	SSSS-19535-B	3.98
C30Z-6316-B	25.00	S1MK-22220-A	94.75
C5ZZ-6392-A	94.00	S1MK-29432-A	12.95
C40Z-6394-A	94.00	S2MK-29705-A	29.95
S2CR-6394-A	99.00	S2MK-29960-A	59.95
S1CR-6505-2	5.82 each	S1MK-40012-A	137.00
S1CR-6507-2	3.95 each	S1MR-61202-A	85.50
S1CR-6513-C	24.00	S1CS-7616025-1	17.50
S2CS-6A547-A	42.95		

The prices, part numbers, and descriptions are established by Shelby American, Inc. and subject to change without notice.