

# SHELBY COBRA GT 350/500-KR

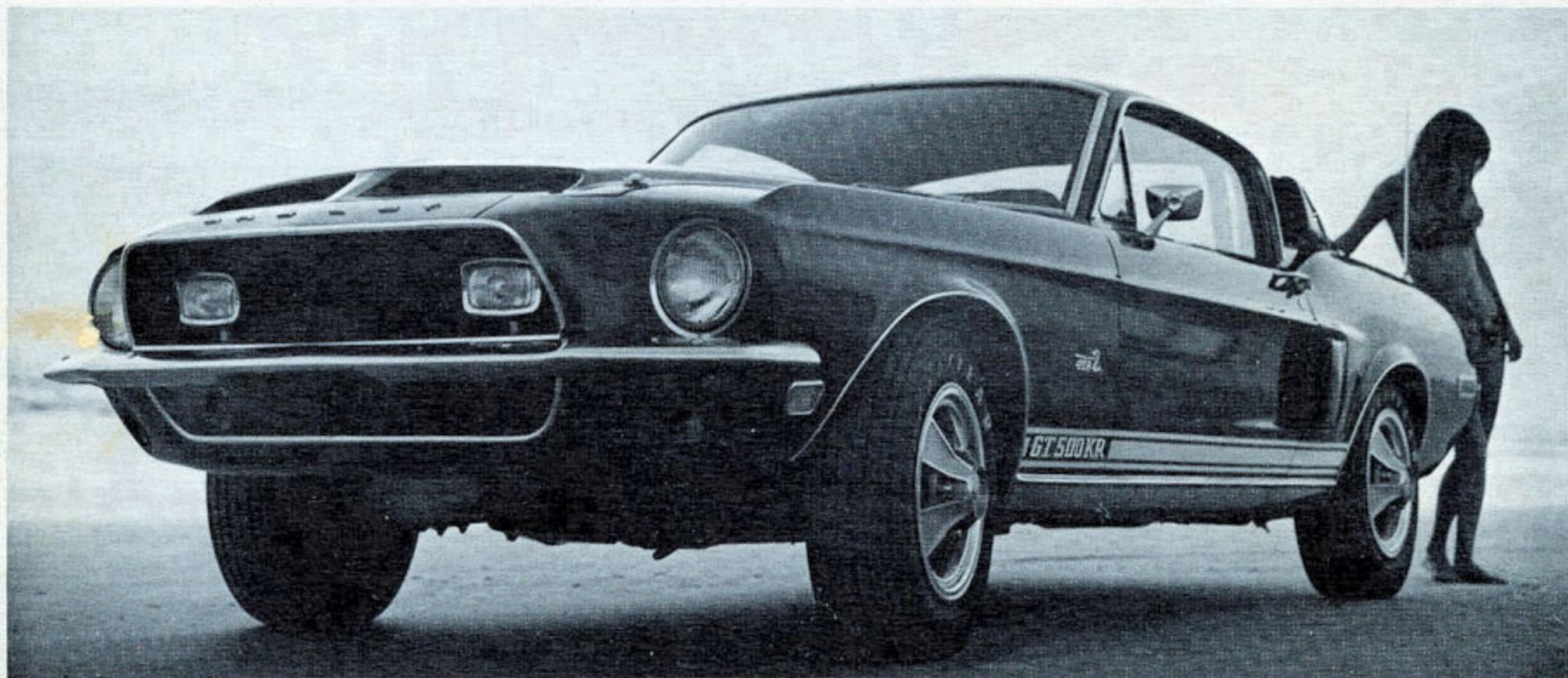
## SPECIFICATIONS AND FEATURES

Get behind the wheel of a Shelby Cobra GT and you command a new motoring dimension. Carroll Shelby has worked his racing magic on the Ford Mustang. Result? The Shelby Cobra GT . . . a completely equipped road performer that rivals Europe's finest limited-production cars—but costs thousands of dollars less.

The all new GT 500-KR is King of the Road. It features Ford's 428 Cobra Jet drag champion engine . . . it's the most exciting road performer going.

That's not all the news. Now you can own a Cobra GT 350 or GT 500-KR convertible! Same great features as the famed GT 350 and GT 500-KR fastback 2+2 coupes.

If you love driving, you'll appreciate the pleasure of Cobra's thrilling GT performance and exclusive styling. It's a pleasure you can afford, as your Shelby Cobra dealers will gladly prove.



All-new GT 500-KR features drag championship 428 CID Cobra Jet V-8, integral overhead safety bar, many other high-performance features.

## ENGINE SPECIFICATIONS

### GT 500-KR

**Standard:** All new Cobra Jet OHV 428 cu. in. V-8; 335 horsepower @ 5200 rpm; 440 lbs./foot of torque @ 3400 rpm; 4.13" x 3.984" bore and stroke; compression ratio 10.6:1; hydraulic valve lifters. Revised distributor curve. Cobra high velocity high volume intake manifold with advanced design, 4 bbl Holley carburetor with 715 CFM (flow rate) primaries, 715 CFM secondaries. High capacity fuel pump. Ram air package utilizing twin front hood scoops is **standard**.

**NOTE:** All Cobra GT engines include high velocity high flow intake manifolds, die-cast aluminum rocker covers, low restriction oval design diecast aluminum air cleaner, chromed filler caps, high capacity fuel pumps.

**YOUR COBRA DEALER**

### GT 350

**Standard:** All new OHV 302 cu. in. V-8; 250 horsepower @ 4800 rpm; 310 lbs./foot of torque @ 2800 rpm; 4.0" x 3.0" bore and stroke; compression ratio 10.5:1; hydraulic valve lifters. Cobra high velocity high volume intake manifold with high-flow 4 bbl carburetor.



# GT 350/GT 500-KR

## GENERAL SPECIFICATIONS

### DIMENSIONS

**Body types:** 2-door fastback and convertible. Full unitized construction.

**Wheelbase:** 108.0"

**Tread:** Front, 58.1"; Rear 58.1"

**Length:** 186.81"

**Width:** 70.9"

**Height:** Fastback, 51.8"

**††Curb weight:**

350 (302 engine, autom. transm.); fastback 3146 lbs.

500-KR (428 engine, autom. transm.); fastback, 3460 lbs.

**††Weight distribution:** 350: 53% F, 47% R.

(Fastback) 500-KR: 56.4% F, 43.6% R.

**††Estimated design weights**

### SUSPENSION

**Front:** Independent with coil springs and ball joints. Spring rates; 320 lbs./in. (350), 360 lbs./in. (500-KR). Front stabilizer bar, .94" diameter. Extra capacity telescopic double acting tubular adjustomatic shock absorbers.

**Rear:** 4-leaf semi-elliptic springs with extra capacity telescopic double acting tubular adjustomatic shock absorbers.

**Rate:** 135 lbs./in. (350 and 500-KR).

**Steering:** Recirculating ball and nut with hydraulic power assist. Steering ratio 16:1; 37.16' turning circle.

### BRAKES, WHEELS, TIRES

**Brakes:** Front, floating caliper power assisted ventilated 11.3" discs with high performance pads; rear drums 10" x 1.75" size with high performance linings. Dual master cylinder with low pressure warning light. Effective lining area: 180.0 sq. in.

**Wheels:** 15" safety type steel wheel, 6" rim width with diecast cover standard.

**Tires:** All new 15" Goodyear E70 polyglass wide path tires are designed for this car, 130 mph test standard.

### TRANSMISSIONS, FINAL DRIVE

**Transmission:** Fully synchronized four-speed manual standard.

**Ratios:** First—2.32:1

Second—1.69:1

Third—1.29:1

Top—1.00:1

Reverse—2.32:1

Heavy-duty close-coupled automatic transmission optional. Shift handle detent minimizes skipping or missed shifts when hand-selecting gears.

**Ratios:** First—2.46:1

Second—1.46:1

Top—1.00:1

Reverse—2.20:1

**Final Drive:** Heavy-duty rear axle with straddle-mounted large diameter ring gear and deep offset drive pinion. Torque-sensitive locking rear† standard on GT 500-KR. Standard ratios:

500-KR—Manual transmission 3.50:1

Automatic transmission 3.50:1

Options: 3.00:1, 4.11:1, 4.25:1, 4.56:1\*

350—Manual transmission 3.89:1

Automatic transmission 3.50:1

Options: 4.11:1, 4.56:1\*

### SAFETY FEATURES

Padded instrument panel, steering wheel center, sun visors. Impact-absorbing collapsible steering column.

Seat back retaining latches, padded front seat backs, safety door and regulator handles. Seat belts front and rear. Advanced design front seat shoulder harnesses with improved inertia reels (dual style in fastback, diagonal style in convertible). Padded high-strength steel 1½" diameter integral overhead safety bar. Sequential turn signals, front safety marker lights, rear quarter marker reflectors.

### STYLING APPOINTMENTS

**Exterior:** Precision moulded custom fiberglass hood and front assembly incorporates dual air intake scoops, functional louvered extractors. Custom self retained push-and-turn hood locks. Separately circuited rectangular fog lights mounted in grille opening. Rolled section lightweight moldings on grille. Le Mans type air extractors on rear quarters of roof (fastback only). Brake air scoops set in lower rear quarters. Precision moulded custom fiberglass trunk deck lid with integral air spoiler. New KR identification in GT stripe on lower rocker panels.

**Interior:** Deluxe all-vinyl interior with bucket seats, full loop pile carpeting, matching custom styled console with padded arm-rest glove box, walnut-grained appliques on instrument panel and door panels. Real wood shift knobs. Full instrumentation; 8000 rpm tachometer, 140 mph speedometer, oil pressure, ammeter, water temperature, fuel gauge, electric clock. Folding rear seat\* (fastback only). Tie-down loops for skis or surfboard on safety bar (convertible only).

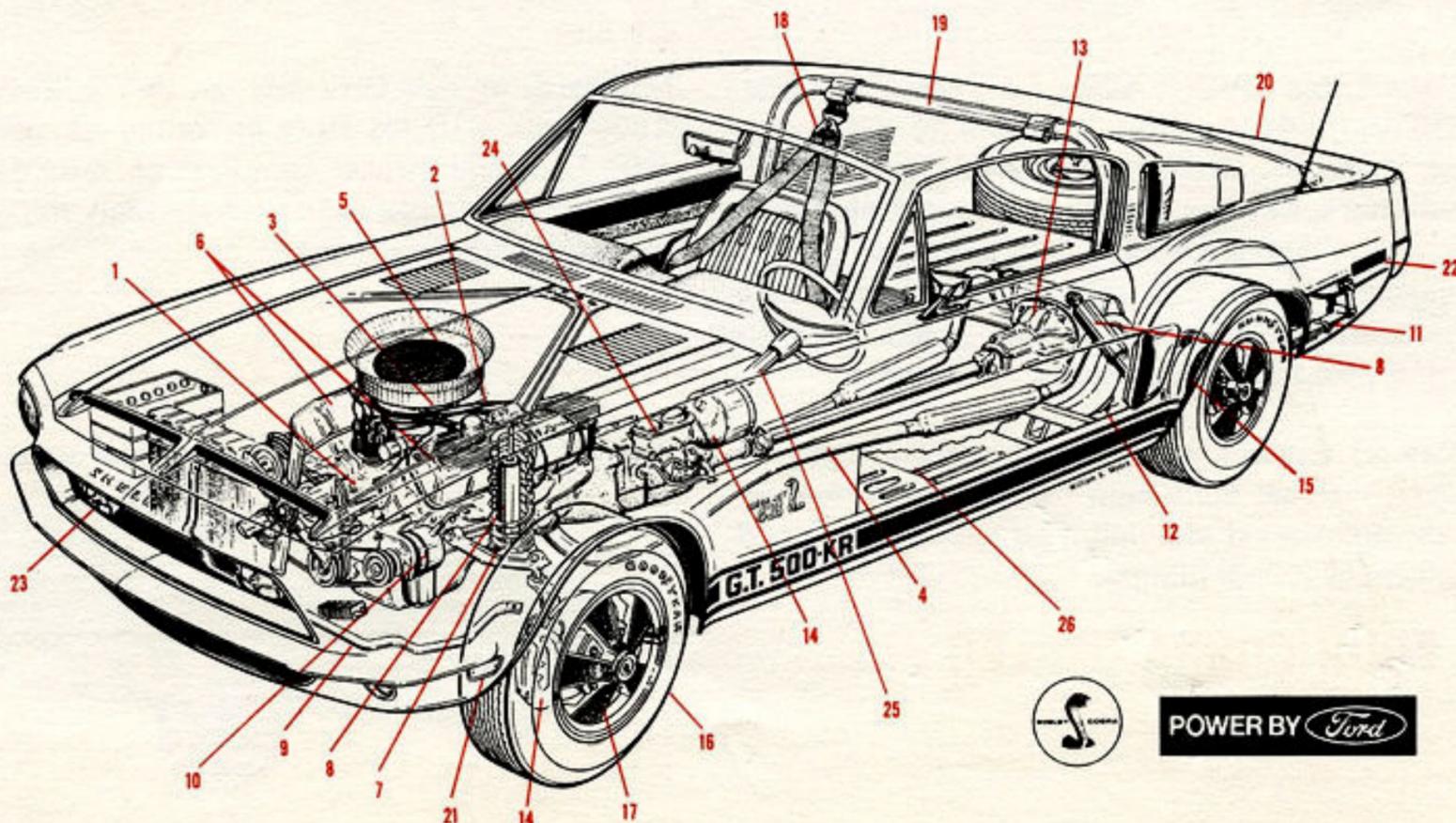
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\*Extra-cost option

†Except with air-conditioning

### THESE FEATURES GIVE THE SHELBY COBRA GT ITS UNIQUE CHARACTER

Many of these features give the Cobra GT its exciting look—but the subtle engineering that you do not see is what you appreciate the more you drive this great car. (1) Performance is exciting with either of these two GT models. GT 350, 250 hp 302 cu. in. V-8; GT 500-KR, 335 hp 428 cu. in. all new Cobra Jet V-8. Each engine features (2) high velocity, high volume Cobra intake manifold, (3) advanced design 4-barrel carburetion, (4) dual exhausts, (5) low restriction custom paper-element diecast aluminum air cleaner. (Ram air package standard on GT 500-KR). Every engine looks the part, too, with (6) die cast aluminum Cobra rocker cover, chromed filler cap, dipstick. Handling response is immediate under all conditions, thanks to (7) high-rate front coil spring, (8) high capacity heavy-duty adjustomatic shock absorbers front and rear, (9) .94" diameter front stabilizer bar, (10) crisp 16.0:1 steering ratio with power assist, (11) heavy duty four-leaf rear springs with (12) anti-windup dampers for sure acceleration, (13) heavy-duty rear axle. Tires and brakes match the GT's performance. (14) Power-assisted floating caliper front disc and (15) heavy duty rear drum brakes work with (16) Goodyear E70 polyglass tires and (17) 6" rim width 15" safety wheels for utmost safety. Other safety items include (18) inertia-reel shoulder harnesses and seat belts for front-seat passengers (seat belts in rear), (19) integral overhead safety bar in all models, (20) safety-sequence wide tail lights, (21) front marker lights and (22) rear quarter reflectors, (23) rectangular fog lights and (24) dual master brake cylinder with proportioning valve and low-pressure warning light, (25) collapsible steering column, safety padded steering wheel, (26) full unitized chassis and body.



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