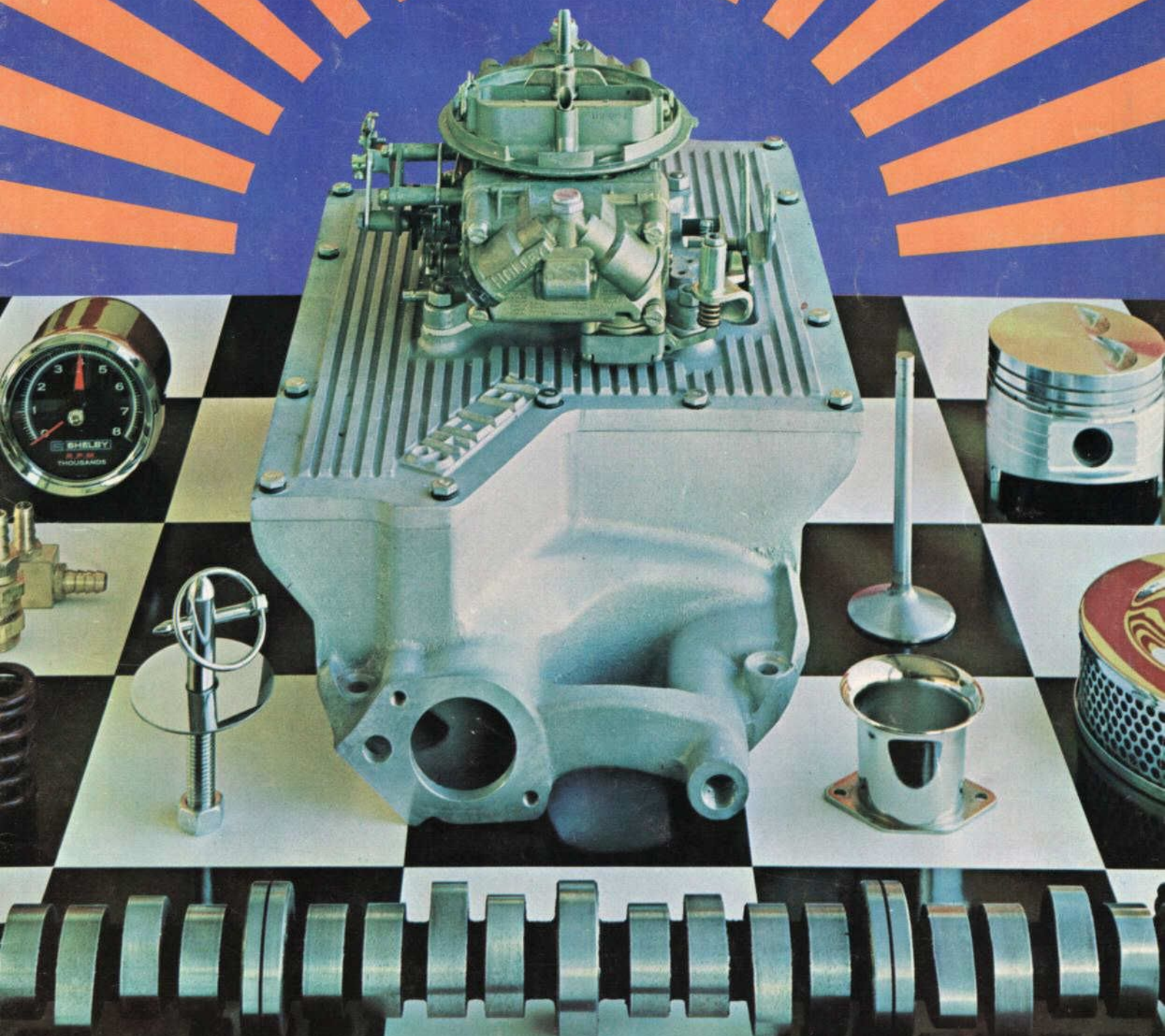


 **SHELBY**



 **SHELBY**

HIGH PERFORMANCE PARTS

\$1.00

an additive that really works

FE-PLUS OIL & GASOLINE ADDITIVES — 2/3 OUNCES OF CONCENTRATED POWER AND PERFORMANCE

Want to add some real quick performance to your favorite machine? One tube of the new FE-Plus Oil or Gasoline Additive and you will be back for more. This product speaks for itself when it comes to performance and it provides a real wake-up for tired engines. This is not a sticky molasses type goo — or simply some solvent that thins down your oil, but 2/3 ounces of a super concentration of Space Age Compounds, that immediately go to work in your engine to liberate additional Horse Power and Performance. Carroll Shelby says, "I have never before found an additive that I would put my name on, but FE-Plus is the line of additives that really work and results are amazing." Whether you use the FE-Plus Gasoline Additive, or the Oil Additive, or both, you can say good-bye to excessive smoking, Sticking Valve Lifters and poor mileage. Try one tube and you will be pleasantly surprised with the results.

2/3 Ounce Tube FE-Plus Gasoline Additive,
good for one full tank of gasoline. .89¢

One Ounce Tube FE-Plus Oil Additive,
add every 1,000 miles to your engine oil. \$1.25



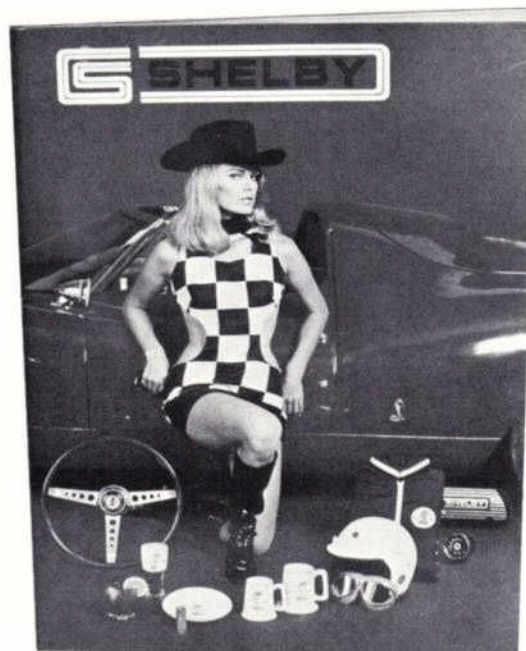
Carroll Shelby

P.S. If you're an owner, or fan of the Shelby, Cobra, Mustang, Cougar or any of the Ford or Mercury cars, this all new color illustrated catalog is a must for you. However, there are many accessories that appeal to the general car enthusiast too.

Our New Accessories Catalog contains such exciting products as the European influenced windbreaker-jacket, mock turtle-neck knit shirt, Cobra medallion and chain, leather grained shift knobs, walnut automatic shift "T" bar, driving gloves, ashtrays, lighters, key fobs, posters, cuff links, tie tacks, beer mugs and so many more it would take pages to list them all.

Enclose \$1.00 to the following address and we'll be sure you are one of the first to receive this exciting new catalog.

SHELBY Autosport Products
P.O. Box 747
Dearborn, Michigan 48121



SHELBY

THE PERFORMANCE LINE

table of contents

	PAGE
Camshaft Kits	2, 3, 4, 5, 6 & 7
Induction Kits	8, 9, 10, 11 & 12
Holley Carburetors	13
Manifold Accessories	14
Holley Carburetor Repair Kits	15
Weber Carburetors	15
Air Cleaners and Hood Scoops	16
Valve Cover Kits	17 & 18
Pistons	19
Engine Parts and Accessories	20 & 21
Cylinder Heads	22 & 23
Clutches, Pressure Plates and Scattershields	24
Disc Brake Pads	25
Oil Pans	25
Exhaust Headers	26
Suspension/Handling	27 & 28
Ignition Distributors	28
Vehicle Customizing Equipment	29 & 30
Tachometers	31
Oil Cooler Kits	31
Terms and Conditions	32
Fender and Dashboard Badges	Inside Back Cover

SHELBY RACING CAMSHAFT KITS

Shelby Camshafts have been used throughout the world for many years and have won their owners countless victories and trophies in all types of racing. All our Cams are ground on new castings that are produced from a special high grade iron alloy compounded for impact and wear resistance and protected from scuff and friction by our own composition of phosphate coating. Our Camshafts are computer designed and conceived and then thoroughly proven on our Shelby

Dynos. Our specifications and performance estimates are based on truth, not fiction, and dollar for dollar or compared in any way, will out-perform any produced in the world today. We offer a complete line of Cams for Ford and Chevrolet engines. Components for our Camshaft kits, such as valve lifters, rocker arms, retainers etc., are the finest available. Make your next Camshaft a Shelby and you will be surprised at the impressive performance and pleased with the price.

camshaft kits - 352-428 cid engines

HYDRO THRUST CAMSHAFT

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

GFMD-6250-V	\$ 80.00	Camshaft Only
GFMK-6250-S	\$134.00	Camshaft & Lifters
GFMK-6250-R	\$167.50	Camshaft, Lifters, Springs & Retainers

LEMANS KINETIC SUPER FLOW

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

LATE TYPE '63 & LATER

GFMD-6250-W	\$ 96.00	Camshaft Only
GFMK-6250-U	\$124.00	Camshaft & Lifters
GFMK-6250-T	\$190.00	7,000 RPM Camshaft Kit - Includes camshaft, lifters, springs, retainers, push rods, adjustable rocker arms.
GFMK-6250-X	\$225.00	Same as above but with springs that allow up to 8,000 RPM.

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



camshaft kits - 352-428 cid engines



SUPER COBRA-JET CAMSHAFT KIT

SHELBY breaks the price barrier on street-strip hydraulic camshafts. Now this new, fantastic camshaft is available for only \$42.50. This is the best all-around camshaft yet developed for the large Ford block (352 thru 428 CID). Fantastic low end torque, and plenty of mid-range and maximum RPM power. Excellent for slightly modified engines, this camshaft can also be used without other high performance equipment. This camshaft gives performance like our famous High Performance Camshafts used in the 289 Ford engines.

GFDQ-6250-A	\$ 59.00	Camshaft Only
GFQK-6250-A	\$113.00	Camshaft and Lifters
GFQK-6250-B	\$146.50	Camshaft, Lifters and Springs

HYPER-LIFT ANNIHILATOR CAMSHAFT

Here is our new camshaft for the serious Drag Race Enthusiast. This camshaft has 330° of exhaust and intake duration and .625" lift. Not designed for street usage, but for maximum output and maximum RPM only. In order to obtain maximum horsepower with this camshaft it is vital that the engine be in full competition trim. Large valve cylinder heads should be used along with equal length extraction headers, multiple carburetion or injection, and modified ignition. The complete kit includes: Camshaft, rocker arms, special lightweight, shell-type lifters, chrome Moly push rods, aluminum valve spring retainers, and special valve springs with inner and outer coils, and damper, and special bottom valve spring seats. This camshaft kit should only be installed by a competent racing mechanic, and it is mandatory to check for piston to valve clearance as pistons may have to be flycut to eliminate interference.

GFPD-6250-A	\$ 96.50	Camshaft only
GFPK-6250-B	\$295.00	Camshaft Kit - Complete as described above
GFPK-6250-C	\$264.00	Camshaft Kit - Above described kit less Rocker Arms

LIGHTWEIGHT PUSH ROD AND LIFTER KIT

This push rod and lifter combination can be used with any of our large engine solid lifter camshafts. Reduces valve gear weight and allows higher RPM. Lifters are special hardenable iron lightweight shell type. Push rods are chromemoly alloy and work directly off the base of the lifter.

GFMK-6501-A	\$ 85.00
-------------	----------



TYPE GRIND	Engine Size	Tappet	INTAKE				EXHAUST				Valve Lift (Inches)
			Open BTDC (Degrees)	Close ABDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	Open BBDC (Degrees)	Close ATDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	
Super Cobra-Jet	352 thru 428	Hydraulic	24	78	282	-	82	34	296	-	.500
Hydro Thrust	352 thru 428	Hydraulic	38	82	300	-	82	38	300	-	.515
Le Mans Kinetic	352 thru 428	Solid	51	93	324	.025	89	55	324	.025	.528
Hyper-Lift Annihilator	352 thru 428	Solid	60	90	330	.025	94	56	330	.025	.625

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

camshaft kits 221-351 cid boss engines

STREET HYDRAULIC CAMSHAFT KITS

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

Description	Part No.	Price
Camshaft only	GFJD-6250-C	\$ 50.00
Camshaft and Lifters	GFJK-6250-E	\$104.50
221-289 CID Camshaft, Lifters and Springs	GFJK-6250-F	\$130.50
302 CID Camshaft, Lifters and Springs	302K-6250-F	\$130.50
351 CID Camshaft, Lifters and Springs	351K-6250-F	\$130.50

HIGH PERFORMANCE CAMSHAFT KITS

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

Description	Part No.	Price
Camshaft only	GFJD-6250-J	\$ 42.50
Camshaft and lifters	GFJK-6250-G	\$ 72.50
221-289 CID Camshaft, lifters and springs	GFJK-6250-H	\$ 98.50
302 CID Camshaft, Lifters and springs	302K-6250-H	\$ 98.50
351 CID Camshaft, Lifters and Springs	351K-6250-H	\$ 98.50

ROAD AND DRAG CAMSHAFT KITS

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

Description	Part No.	Price
Camshaft only	GFJD-6250-A	\$ 77.50
Camshaft and Lifters	GFJK-6250-D	\$107.50
221-289 CID Camshaft, Lifters and Springs	GFJK-6250-A	\$133.50
302 CID Camshaft, Lifters and Springs	302K-6250-A	\$133.50
351 CID Camshaft, Lifters and Springs	351K-6250-A	\$133.50
Boss 302—Camshaft, Lifters, Springs, Retainers and Spring Seats	BOSK-6250-A	\$190.00

SUPER ROAD & DRAG CAMSHAFT KITS

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

Valve springs are competition type with inner and outer springs and aluminum retainers.

Description	Part No.	Price
Camshaft only	GFJD-6250-B	\$ 87.50
Camshaft and Lifters	GFJK-6250-C	\$117.50
221-351 CID Camshaft, Lifters and Springs	GFJK-6250-B	\$161.50
Boss 302—Camshaft, Lifters, Springs, Retainers and Spring Seats	BOSK-6250-B	\$190.00

SPECIFICATIONS

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

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

When the following Camshafts are used in the 302 BOSS, there is a slight variation of these specifications because of a different Rocker Arm Ratio. The correct data is included with the Camshaft.

TYPE GRIND	Engine Size	Tappet	INTAKE				EXHAUST				Valve Lift (Inches)
			Open BTDC (Degrees)	Close ABDC (Degrees)	Duration (Degrees)	Tappet Clearance—Hot (Inches)	Open BBDC (Degrees)	Close ATDC (Degrees)	Duration (Degrees)	Tappet Clearance—Hot (Inches)	
Street Hydraulic	221, 260, 289, 302 351	Hydraulic	21	61	262	—	71	11	262	—	.446
High Performance	221, 260, 289, 302 351	Solid	24	68	272	.018	72	19	272	.018	.450
Road & Drag	221, 260, 289, 302 351	Solid	29	75	284	.018	75	29	284	.020	.445
Super Road & Drag	221, 260, 289, 302 351	Solid	37	72	289	.025	76	33	289	.025	.508
Supersnake Dragster 291°	221, 260, 289, 302 351	Solid	44	77	291	.030	81	44	291	.030	.522



SUPERSNAKE DRAGSTER 291°

One step beyond the super road and drag this camshaft was developed to keep pace with improvements in induction systems, carburetors, connecting rods etc., that have allowed higher RPM. This cam will produce an increase in horsepower at the higher range (5000 rpm and over) over the super road and drag camshaft. However the engine must be equipped with the new large CFM carburetors and the best in headers and ignition. The springs provided in the cam lifters and spring kits are the finest inner and outer with damper and aluminum retainer. Pistons must be fly cut to provide proper piston to valve clearance or use Shelby Pistons 289 #GFJK-6108-B 351 #351K-6108-A

Description	Part No.	Price
Cam only	GFJD-6250-E	\$100.00
Cam & Lifters	GFJK-6250-L	\$130.00
221-351 CID Cam Lifters springs & retainers	GFJK-6250-M	\$174.00
Boss 302—Camshaft, Lifters, Springs, Retainers and Spring Seats	BOSK-6250-C	\$230.00

camshaft kits 351 cid cleveland engines

The following new camshafts for the 351-C engine are all new and have been created only after countless hours of exhaustive dyno and engineering tests. This new engine, with its extremely large intake valve and port configura-

tion, demands special cam profiles to maintain the velocity of the incoming fuel air charge. These new camshafts are the finest, and we know you will be more than pleased with the performance these cams offer.

STREET HYDRAULIC CAMSHAFT KITS

A revolutionary camshaft design provides optimum performance for street use. Hydraulic lifters operate smoothly and without noise. This camshaft will add 55 horsepower and run to 6000 rpm. High performance valve springs, as furnished in kit, are required for best results.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	351D-6250-F	\$ 50.00
Camshaft and Lifters	351K-6250-L	\$104.50
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	351K-6250-M	\$176.00

HIGH PERFORMANCE CAMSHAFT KITS

This camshaft provides excellent performance for street use and weekend competitive events. Adds more than 60 horsepower to engine output and affords excellent torque. Solid lifters allow revs to 6500 rpm.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	351D-6250-D	\$ 50.00
Camshaft and Lifters	351K-6250-J	\$ 80.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	351K-6250-K	\$150.00

ROAD AND DRAG CAMSHAFT KITS

This camshaft is recommended for competition and "hot" street use. Provides excellent torque and increases output by 70 horsepower. This unit is designed specifically for operation between 3000 and 6800 rpm.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	351D-6250-C	\$ 90.00
Camshaft and Lifters	351K-6250-N	\$120.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	351K-6250-P	\$191.00

SUPER ROAD & DRAG CAMSHAFT KITS

This camshaft has been a winner on race courses around the world. Designed strictly for competition, it increases engine output by 80 horsepower and operates well from 4000 to 7000 rpm. Operates particularly well with multiple carburetion. NOTE: Valve lift requires that flycut racing pistons be used with this camshaft, or use Shelby pistons #351K-6108-B.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	351D-6250-G	\$100.00
Camshaft and Lifters	351K-6250-R	\$130.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	351K-6250-S	\$200.00

SPECIFICATIONS

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

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

TYPE GRIND	Tappet	INTAKE				EXHAUST				Valve Lift (Inches)
		Open BTDC (Degrees)	Close ABDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	Open BBDC (Degrees)	Close ATDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	
Street Hydraulic	HYD.	36°	74°	290°	HYD.	84°	26°	290°	HYD.	.498
High Performance	Solid	39°	78°	297°	.025	83°	34°	297°	.025	.494
Road & Drag	Solid	41°	76°	297°	.025	79°	38°	297°	.025	.494
Super Road & Drag	Solid	57°	84°	321°	.025	87°	54°	321°	.025	.589

NOTE: When installing solid lifter Camshaft in this engine, Adjustable Push Rods or the adjustable Rocker Guide Plate and Stud Kit must be used. See page 20.

camshaft kits 429-460 cid engines

STREET HYDRAULIC CAMSHAFT KITS

A revolutionary camshaft design provides optimum performance for street use. Hydraulic lifters operate smoothly and without noise. This camshaft will add 25 horsepower and run to 6000 rpm.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	429D-6250-D	\$ 50.00
Camshaft and Lifters	429K-6250-E	\$104.50
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	429K-6250-F	\$176.00

HIGH PERFORMANCE CAMSHAFT KITS

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

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	429D-6250-A	\$ 50.00
Camshaft and Lifters	429K-6250-B	\$ 80.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	429K-6250-C	\$150.00

ROAD AND DRAG CAMSHAFT KITS

This camshaft is recommended for competition and "hot" street use. Provides excellent torque and increases output by 30 horsepower. This unit is designed specifically for operation between 3000 and 6800 rpm.

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	429D-6250-G	\$ 90.00
Camshaft and Lifters	429K-6250-H	\$120.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	429K-6250-J	\$191.00

SUPER ROAD & DRAG CAMSHAFT KITS

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

Valve springs are competition type with inner and outer springs and aluminum retainers.

Camshaft only	429D-6250-K	\$100.00
Camshaft and Lifters	429K-6250-L	\$130.00
Camshaft, Lifters, Springs, Retainers and Bottom Spring Seats	429K-6250-M	\$200.00

SPECIFICATIONS

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

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

TYPE GRIND	Tappet	INTAKE				EXHAUST				Valve Lift (Inches)
		Open BTDC (Degrees)	Close ABDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	Open BBDC (Degrees)	Close ATDC (Degrees)	Duration (Degrees)	Tappet Clearance - Hot (Inches)	
Street Hydraulic										
High Performance										
Road & Drag										
Super Road & Drag										

AVAILABLE AFTER APRIL 1, 1970

camshaft kits - chevrolet racing cams

New from Shelby — racing camshafts for Chevrolet engines. Thoroughly dyno proven and carefully designed to give maximum torque at low and mid R.P.M. ranges and optimum performance at extreme R.P.M.'s. Valve springs are competition

type with outer and inner spring and aluminum retainers. This spring and cam combination will rev to 8,000 R.P.M. Lifters are special hardenable iron for strength and long camshaft life.



MARK IV ROAD AND DRAG

Street/strip camshaft. Will pull well at 2,500 R.P.M. and rev to 8,000 R.P.M. Works well with automatic transmissions.

283 thru 350 C.I.D.	GCWD-6250-E Camshaft Only	\$ 63.00
	GCWK-6250-E Cam & Lifters	\$ 90.00
	GCWK-6250-F Cam, Lifters & Springs	\$130.00
396 & 427	GCPD-6250-H Camshaft Only	\$ 63.00
	GCPK-6250-H Cam & Lifters	\$ 90.00
	GCPK-6250-J Cam, Lifters & Springs	\$130.00

MARK VIII SUPER ROAD AND DRAG

Good extreme power output camshafts for the serious racer. Power comes in above 3,500 R.P.M. Use with headers, multiple carburetion and large valves. Excellent drag race camshaft.

283 thru 350	GCWD-6250-A Camshaft Only	\$ 63.00
	GCWK-6250-A Cam & Lifters	\$ 90.00
	GCWK-6250-B Cam, Lifters & Springs	\$130.00
396 & 427	GCPD-6250-C Camshaft Only	\$ 63.00
	GCPK-6250-C Cam & Lifters	\$ 90.00
	GCPK-6250-D Cam, Lifters & Springs	\$130.00

NOTE: Special cutter to install inner valve spring on 283 thru 350 C.I.D. engines.

Part #GCRD-6513-A.

\$22.00 deposit refundable.

TYPE GRIND	Engine Size (C.I.D.)	Tappet	INTAKE				EXHAUST				Valve Lift (Inches)
			Open BTDC (Degrees)	Close ABDC (Degrees)	Duration (Degrees)	Tappet Clearance Hot (Inches)	Open BBDC (Degrees)	Close ATDC (Degrees)	Duration (Degrees)	Tappet Clearance Hot (Inches)	
Road & Drag	283 thru 350 C.I.D.	Solid	33°	81°	293°	.018	80°	34°	294°	.018	.445
Road & Drag	396 thru 427	Solid	54°	102°	336°	.020	91°	42°	313°	.024	.513
Super Road & Drag	283 thru 350 C.I.D.	Solid	46°	97°	323°	.028	88°	49°	327°	.032	.516
Super Road & Drag	396 thru 427	Solid	55°	107°	342°	.022	96°	57°	333°	.022	.560



THE PERFORMANCE LINE

induction kits 221-302 cid

SINGLE 4-VENTURI INDUCTION NEW IMPROVED 1969 VERSION OF THE SINGLE 4-VENTURI INDUCTION

This is the Induction System that started the "Hi-Riser" parade. Developed by Shelby to achieve the ultimate in fuel/air distribution through balanced runners to each intake port. We have further improved this excellent manifold by opening up the ports beneath the carburetor pad to increase air flow even more. The secret is in maintaining proper velocity and complete mixing of fuel and air in the manifold. With the big 600 CFM Holley Carburetor — included in this Kit — an increase of 22-26 horsepower is now immediately achieved. This gain is constant across the total RPM range — excellent for both the street and strip. Kit includes Hi-Riser Shelby manifold, big 600 CFM Holley carburetor, manifold-to-block seals, all required gaskets, carburetor/manifold studs, emission control fitting. Available for both stock cylinder heads and Shelby Competition Heads (as listed below).

PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE	CARBURETOR TYPE	CYLINDER HEAD APPLICATION
SFJK-9423-C \$165.00	20	221-260-289 302	Single 4-V 600 CFM Holley, Std. Bowls	Standard
SFJK-9423-D \$165.00	20-25		Single 4-V 600 CFM Holley, Std. Bowls	Milled for Competition

MANIFOLD ONLY

Part NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJK-9424-C \$100.00	Single Quad (4V)	221, 260	Holley 4V	Fits on unaltered cylinder heads with stock head gaskets.
SFJK-9424-D \$100.00		289, 302		Fits on milled cylinder heads with steel shim head gaskets.

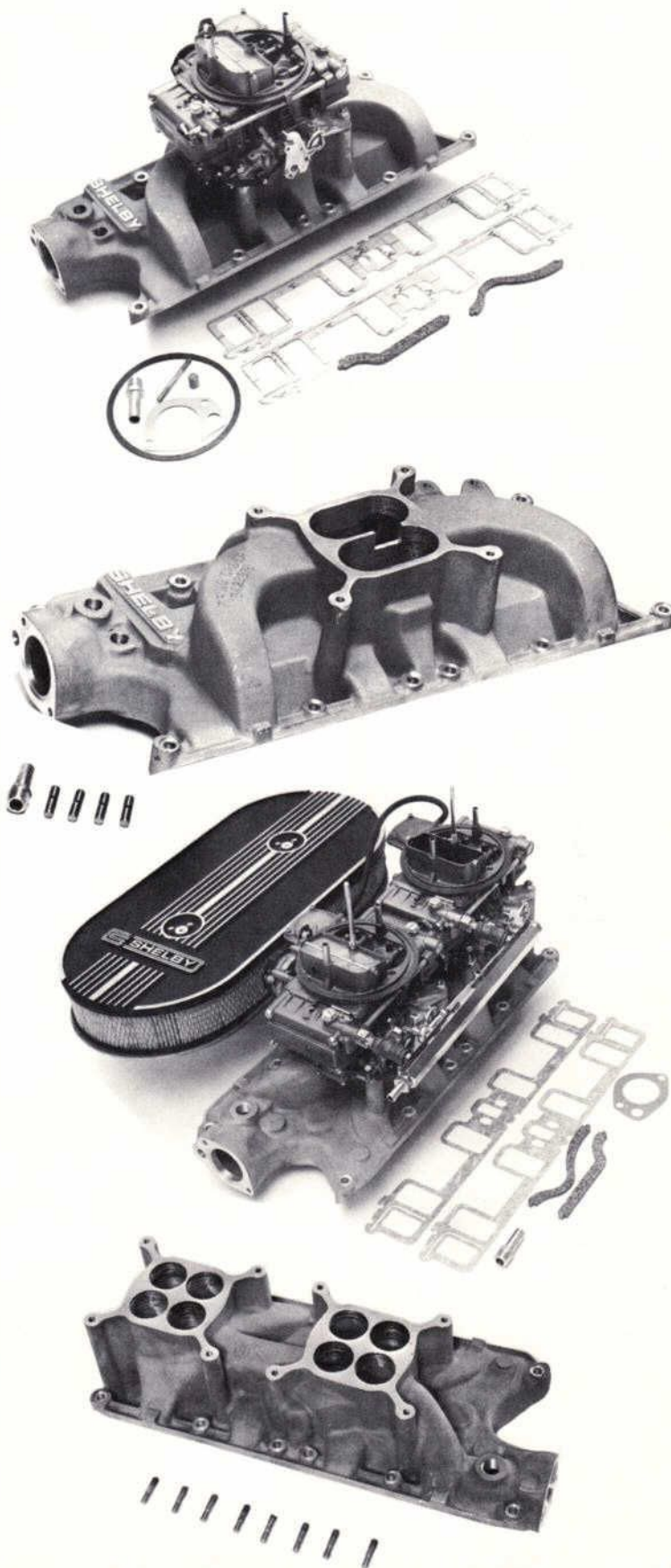
8-V STAGE 2 RACE INDUCTION

This induction is a very much improved version of our 1967 version and produces approximately 5% more power than last year's model. Will add 45 to 55 H.P. to your engine (depending on camshaft your engine utilizes). This type manifold was used successfully to capture the 1967 Mustang Road Race Championship and is unbeatable. Equipped with 2-460 C.F.M. Holley Carburetors, Progressive Linkage Fuel Log, Air Cleaner, Emission Fitting and Gaskets.

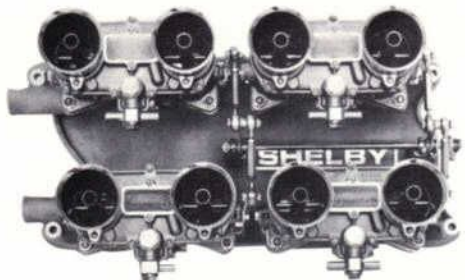
PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE (CID)	CARBURETOR TYPE	CYLINDER HEAD APPLICATION	PROG. LINKAGE	FUEL LOG
SFJK-9423-A \$317.50	40-50	221, 260, 289, 302	Two 4-V 460 CFM Holly, Std. Bowls	Standard	YES	YES
SFJK-9423-B \$317.50			Two 4-V 460 CFM Holly, Std. Bowls	Milled for Competition		

MANIFOLD ONLY

PART NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJK-9424-A \$125.00	Dual Quad (8V)	221, 260	Holley	Fits on unaltered cylinder heads with stock head gaskets
SFJK-9424-B \$125.00		289, 302		Fits on milled cylinder heads with steel shim head gaskets



induction kits 221-302 cid



SHELBY 289 C.I.D. RAM BOX 4V & 8V MANIFOLD

An unusual breakthrough in manifold design for all-out racing. This manifold design is the ultimate for peak performance at extreme RPMs. Plenum design allows each port to draw its fuel air moisture from the atmosphere within the plenum box. This allows 100% equal distribution with equal ram tube length. The 8V plenum cover can easily be removed and covers installed to accommodate 4V or 8V carburetors, Weber carburetors or fuel injection. Extensive development work was required to select the proper plenum size, ram tube length and port size. Our Shelby engineers have produced a remarkable clean running and power producing manifold.

Recommended carburetors for use on this manifold shown below.

8V-Holley R4224 GIMD-9510-T 600 CFM, Mechanical Secondaries
4V-Holley R4223 GIMD-9510-S 850 CFM, Mechanical Secondaries

289K-9424-A 4V Stock Heads \$220.00
289K-9424-B 8V Stock Heads \$220.00
289K-9424-C 4V Milled Heads \$220.00
289K-9424-D 8V Milled Heads \$220.00

THE CHALLENGER 351 C.I.D. 4V MANIFOLD

New from Shelby is this aluminum 4V High riser Manifold. Carefully designed for maximum output and torque, it really lets the 351 produce. Used on the fabulous 1969 Shelby GT-350, it features large tapered runners and new carburetor pad shape to accept all the new Holley carburetors. This manifold incorporates a special rear emission boss to eliminate the usual problems of poor idling and lean cylinders associates with emission installations on some manifolds. Dyno results show the 351 gives best all around performance with a 600 C.F.M. carburetor. Shelby #GIMD-9510-D (Holley R1850) or GIMD-9510-T (Holley R4224) mechanical secondaries. In full race tune the 850 C.F.M. GIMD-9510-S Holley R4223 is recommended.

Part No. Price
351K-9424-B for stock heads \$115.00
351K-9424-C for milled heads \$115.00

WEBER CARBURETOR INDUCTION SYSTEM

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

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

MANIFOLD ONLY

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

PART NO. & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJA-9424-A \$150.00	Weber	221, 260 289, 302	Weber 48 IDA-1	Fits on milled cylinder heads with steel shim head gaskets



THE PERFORMANCE LINE

induction kits 352-428 cid

4V "COBRAJET" INDUCTION SYSTEM

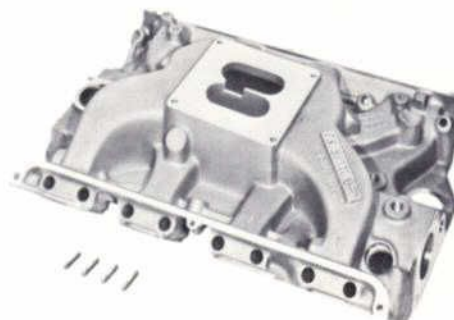
Now you can really release the fantastic power from within your 428 Cobra Jet engine. We have completely re-designed our big 4V manifold for even more power. Engineered to fit the 428 Cobra Jet engine, and works well on all 352 through 427 models. The ports have been enlarged to match the Cobra Jet cylinder head, and wider gasket flanges have been added to assure proper gasket seal. This manifold now mounts the new giant #4575 and 1150 C.F.M. Holley or conventional Holley carburetors. 428 Cobra Jet owners take NOTE: This thing really works, and with the Holley #4575 carburetor, it's fantastic! Excellent results are also obtained with Holley models R-3310, R-4223, R-3916 and 4781.

SFMK-9423-K **\$268.00**
Induction with Holley R-3310 780 C.F.M.

MANIFOLD ONLY

SFMK-9424-H **\$175.00**
Use with standard Holley carburetor

SFMK-9424-J **\$175.00**
For use with Holley #4575

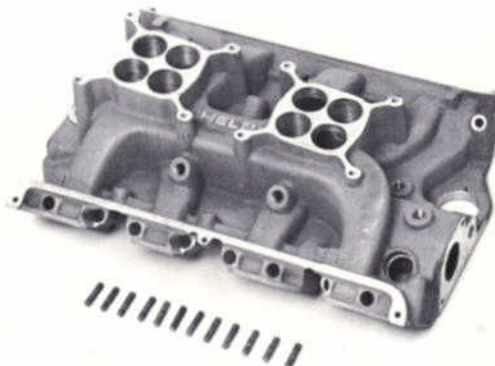
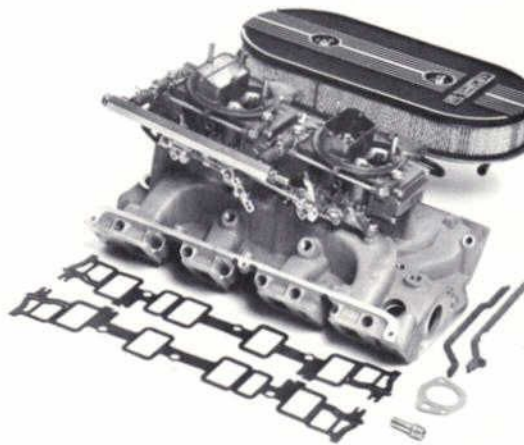


8V INDUCTION SYSTEM:

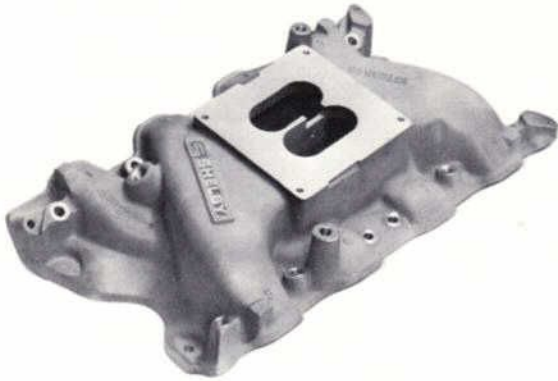
This race proven induction system takes over where the 4V leaves off. Gives that extra bit of power needed for winning at high RPM's. Can be used on mild tune street engines but works best with full race equipment at high RPM ranges. Progressive linkage on rear carburetor primaries. Equipped W/2-600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

As Above
SFMK-9423-G **\$383.00**

MANIFOLD ONLY
SFMK-9424-F **\$175.00**



induction kits 302 boss, 351-C, 429 cid



4V 351-C SHELBY MANIFOLD

A new large runner, large port manifold that really opens the door into these big 351-C intake ports. Designed for use with standard Holley 4V carburetors as well as the new #4575 king size model. Excellent results are obtained with the use of Holley carburetors #R-3310 and #R-4223, and on fully modified engines model #4575 Holley gives really fantastic results. This combination actually out performs a 8V manifold, as runner length and size is nearly equal and close to ideal.

351K-9424-D **\$130.00**

For use with STD Holley carburetor and stock heads

351K-9424-F **\$130.00**

For use with STD Holley carburetor and milled heads

351K-9424-E **\$130.00**

For use with Holley #4575 and stock heads

351K-9424-G **\$130.00**

For use with Holley #4575 and milled heads



SHELBY 8V BOSS 302 MANIFOLD

Now Boss 302 owners can have real Trans-AM power with this new 8V racing manifold. Patterned after our 289 8V, but completely new and improved with unique cross porting for equal distribution. This manifold with 2 Holley #R-1850 or #R-4224 carburetors really lets your Boss breathe. Over and under, 2 plane design gives broad torque range and good horsepower at maximum rpm.

BOSK-9424-A **\$135.00**

For use with stock heads

BOSK-9424-B **\$135.00**

For use with milled heads



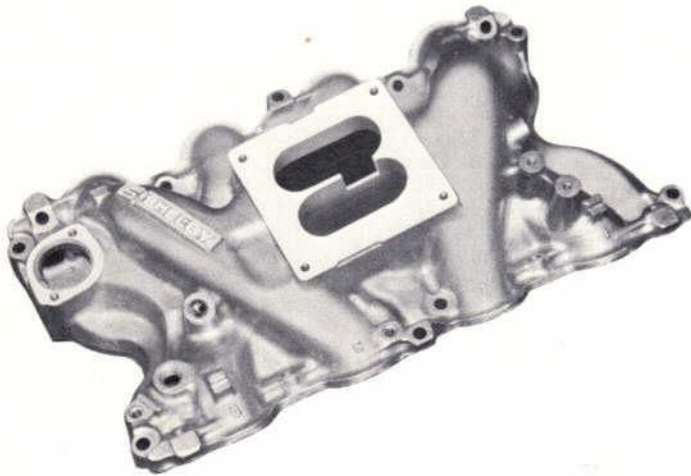
302 BOSS WEBER MANIFOLD

A new manifold for the Boss 302 engine that allows you to mount 4 48 IDA Weber carburetors. Recommended for racing only, and required for absolute maximum horsepower output. When used with our 302 Boss racing pistons and Boss camshafts, fantastic results can be had with the 302 Boss engine.

BOSK-9424-C **\$265.00**

For use with milled heads

induction kits 427, 429 cid



429-460 CID 4V MANIFOLD

Shelby's great new manifold for the 429 block lets you come home a winner with your Thunder Bird of Super Cobra Jet powered car. This manifold combines all of the tricks of high performance that have been used in all the other famous Shelby manifolds and some great new ones. Designed to mount the STD Holley carburetor or the fantastic new #4575 model Holley for all out power. Like the 351-C engine, these engines have large ports and their manifolds must be very carefully designed to operate over the entire power range. We have achieved outstanding results with this manifold, and we are sure you will be excited with the performance. Use the Holley 3310 or 4223 for the street or the new 4575 for fully modified engines.

429K-9424-A **\$150.00**

For use with STD Holley stock heads

429K-9424-C **\$150.00**

For use with STD Holley milled heads

429K-9424-B **\$150.00**

For use with Model 4575 stock heads

429K-9424-D **\$150.00**

For use with Model 4575 milled heads



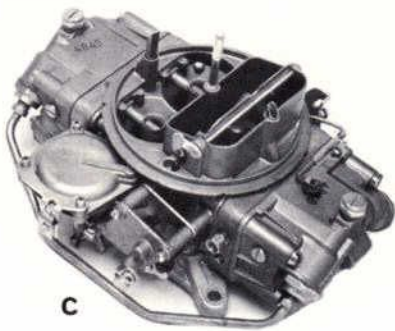
TUNNEL PORT STYLE MANIFOLD

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

GFPK-9424-A **\$186.00**

Recommended carburetors for street-strip 660 CFM Holley R4224

holley carburetors



C



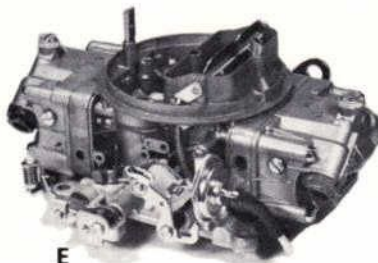
B



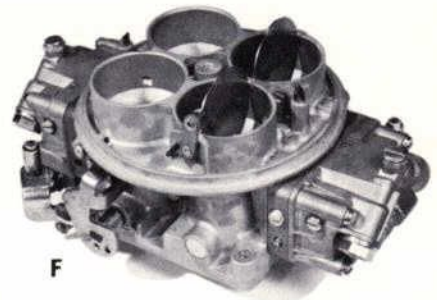
D



A



E



F

We stock a complete line of the most popular Holley carburetors that perform best on Fords. Some of the carburetors include the famous two barrel 500 C.F.M., Fig. A. The four shot mechanical secondary Holleys, in both 660 and 850 C.F.M., Fig. B. The famous old power producing giants, the 715 and 780 C.F.M. vacuum secondary carburetors, Fig. C. The new dual pump carburetors, #4777

650 C.F.M. and #4781 850 C.F.M., Fig. E. We also feature and recommend the new Holley 1150 C.F.M., #4575, Fig. F. Also included are 460 and 600 C.F.M. carburetors, for single and dual applications, Fig. D.

SHELBY No. & PRICE	FLOW RATE C.F.M.	HOLLEY No.	BOWL TYPE	VENTURI SIZE		THROTTLE BORE (INCHES)	SECONDARY OPERATION	RECOMMENDED USE
				PRIMARY (INCHES)	SECONDARY (INCHES)			
GIMD-9510-E \$64.00	460	R1848	Standard	1-3/32	1-3/32	1-1/2	Vacuum	8V-289-302 Manifolds.
GIMD-9510-W \$44.30	500	R4412	Cathedral	1-3/8	none	1-11/16	none	Added HP for 2 barrel street usage. Good for special manifolds using 2 barrel carburetors.
GIMD-9510-D \$63.80	600	R1850	Standard	1-1/4	1-5/16	1-9/16	Vacuum	4V-289, 302, 351. 8V-352-428. Good all around high performance carburetors.
GIMD-9510-X \$97.50	650	R4777	Cathedral	1-1/4	1-5/16	1-11/16	Mech	Dual pump carburetor, street equipped for 289-428 engines.
GIMD-9510-T \$95.60	660	R4224	Standard	1-1/4	1-5/16	1-11/16	Mech	4V-Race usage. 8V-Ram Box 289. 8V-Race 352-428.
GIMD-9510-F \$91.85	715	R4118	Cathedral	1-5/16	1-3/8	1-11/16	Vacuum	Ideal all around carburetor for 352-428 4V engine.
GIMD-9510-A \$89.35	780	R3310	Cathedral	1-3/8	1-7/16	1-11/16	Vacuum	4V-Full Race 352-428 engines.
GIMD-9510-S \$148.05	850	R4223	Cathedral	1-1/2	1-9/16	1-3/4	Mech	All out drag race usage will work well with 351 4V.
GIMD-9510-Y \$150.10	850	R4781	Cathedral	1-9/16	1-9/16	1-3/4	Mech	Dual pump carburetor, street and strip, 351-428 engines.
GIMD-9510-R \$135.45	950	R3916	Cathedral	1-9/16	1-9/16x3-7/16 3 Barrel Type	1-3/4	Vacuum	All out drag race usage will work best on large Ford engines with full race equipment.
GIMD-9510-Z \$209.35	1150	R4575	Cathedral	1-11/16	1-11/16	2	Mech	Dual pump carburetor. Recommended for Full Race, 351-429 engines.

manifold accessories



HIGH PRESSURE/VOLUME ELECTRIC FUEL PUMP

Stewart-Warner's best fuel pump for competition use. This 12 volt pump features pressure adjusting diaphragm that allows pressure adjustment to compensate for pressure loss in the fuel line. This is a rugged piston type pump that really performs. Recommended for all fully modified engines to guarantee a constant supply of fuel to carburetor bowl.

GFJK-9350-A

Price \$42.95

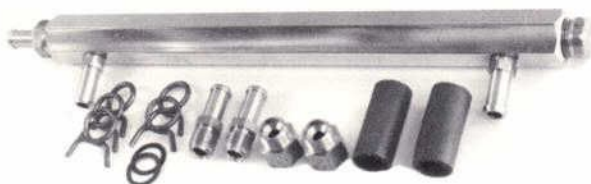


FORD AUTOMATIC TRANSMISSION KICKDOWN LEVER ASSEMBLY

This lever must be used on some models of Ford Products that have a transmission to carburetor kick down rod. Available for the following Holley Carburetors only:

GIMD-9581-A (Fits Holley #R-1850, GIMD-9510-D) Price \$9.25

GIMD-9581-B (Fits Holley #R-9118, GIMD-9510-F) Price \$9.25
(Fits Holley #R-3310, GIMD-9510-A)



FUEL LOG

For use on our 289 CID or 390-427 CID 8C Manifolds. Complete as shown.

Part Number GFJA-9330-B

Price \$14.00



LINKAGE KIT FOR 8V RAM BOX MANIFOLD

Kit includes all necessary components to rig carburetors for proper operating.

GFJA-9785-H

Price \$24.00



8V-LINKAGE "390"

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

Part Number GFMA-9785-H

Price \$24.00



8V LINKAGE 221 THRU 302 CID ENGINES

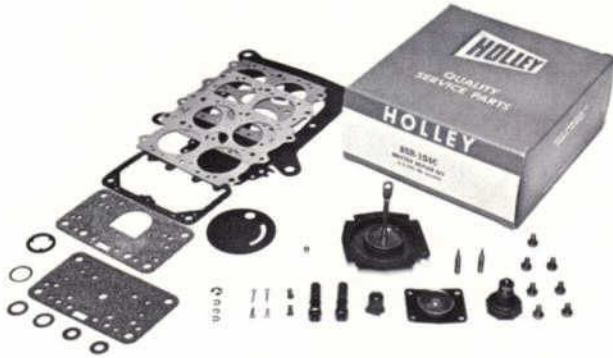
Same linkage as used on our 8V 289 Induction Kit. Includes all hardware for installation.

Part Number GFJA-9785-G

Price \$ 8.00

holley carburetor repair kits

HOLLEY CARBURETOR REPAIR KITS AND JETS



PART NUMBER & PRICE	DESCRIPTION	USED ON	QTY. PER CARB.
GIMK-9590-B \$8.00	Repair Kit, Carb.	GIMD-9510-D, GIMD-9510-E, 460 CFM & 600 Holley R1848 & R1850	1
GIMK-9590-A \$8.75	Repair Kit, Carb.	GIMD-9510-F, 715 CFM Holley R4118	1
GIMK-9590-D \$8.75	Repair Kit, Carb.	GIMD-9510-A, 780 CFM Holley R3310	1
GIMK-9590-E \$11.50	Repair Kit, Carb.	GIMD-9510-R, 950 CFM Holley R3916	1
GIMK-9590-F \$7.40	Repair Kit, Carb.	GIMD-9510-W, 500 CFM Holley R4412	1
GIMK-9590-G \$19.85	Repair Kit, Carb.	GIMD-9510-T, 660 CFM Holley R4224	1
GIMK-9590-H \$15.65	Repair Kit, Carb.	GIMD-9510-S, 850 CFM Holley R4223	1
GIMK-9590-J \$16.20	Repair Kit, Carb.	GIMD-9510-X, 650 CFM Holley R4777	1
GIMK-9590-K \$26.90	Repair Kit, Carb.	GIMD-9510-Y, 850 CFM Holley R4781	1
GIMK-9590-L \$31.20	Repair Kit, Carb.	GIMD-9510-Z, 1150 CFM Holley R4575	1

weber carburetors



WEBER 48 IDA-1

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

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

WEBER CARBURETOR PARTS, JETS, GASKET SETS

If parts are required which are not listed, contact your Shelby Wholesaler for complete parts availability information.

PART NUMBER & PRICE	DESCRIPTION	USED ON	QTY. PER CARB.
GIMD-9534-Z thru GIMD-9534-Z \$1.02 ea.	Jet Main: Specify Jet Size	Weber 48 IDA-1	2
GIMD-9612-A thru GIMD-9612-Z \$.75 ea.	Jet, Air Correction: Specify Jet Size	Weber 48-IDA-1	2
GIMD-9610-A thru GIMD-9610-N \$2.25	Emulsion Tube. Specify Size	Weber 48-IDA-1	2
GIMD-9514-A thru GIMD-9514-E \$3.60	Choke - Specify Size	Weber 48 IDA-1	2
GIMD-9502-A \$2.00	Gasket Set, Complete	Weber 48 IDA-1	1
GIMD-9447-B \$.69	Gasket, Heat Insulator (Set of 8)	Weber 48 IDA-1	1
GIMD-9447-A \$.08 ea.	Gasket, .003 Paper (Set of 16)	Weber 48 IDA-1	2

air cleaners & hood scoops

SHELBY AIR CLEANER

The same air cleaner as used on the Shelby 8V Induction Systems. Features special high flow low loss filter and heavy finned aluminum die-cast top and bottom. The final touch for your high performance engine.

	Price
8V Application (8-9/16" Centers)	SFMK-9600-C \$38.50
4V Application	SFMK-9600-D \$38.50
Air cleaner element for above air cleaners	SFMD-9601-A \$ 8.20



ROUND CHROME AIR CLEANERS

Triple chrome plated air cleaners for all applications. Features high flow element and low profile.

GIMD-9600-B	14" ϕ With Tube	\$20.00
GIMD-9600-E	14" ϕ With Base for Holley #4575 Carburetor (7 1/4" ϕ Hole)	\$22.00
GIMD-9600-C	8 1/2" ϕ Without Tube	\$12.00



SHELBY VENTRA-FLOW AIR CLEANER 17" DIAMETER

A brand new extremely high capacity low pressure drop air cleaner for maximum performance. Special screen and filter have 42% more open area than similar perforated metal types. Large venturi shaped air horn collects and directs air into the carburetor. This air cleaner was designed with the aid of our air flow testing equipment and it will out perform any air cleaner in use today. May be used as a cold air plenum by ordering 2" high hood seal shown below.

SFMK-9600-E	Air Cleaner	\$25.00
SFMK-9B624-A	Hood Seal for above Air Cleaner	\$15.00



CARBURETOR COLD AIR SCOOP & AIR CLEANER KIT

Here is a complete kit that utilizes the Shelby die-cast air cleaner, giving a neat appearance with the hood open and offering low air restriction with the hood closed. In addition it still seals off against the bottom of the hood to admit cold air only to the carburetor. This increases horsepower by allowing the carburetor to take in cold outside air that has not been heated by the radiator and engine. All expansion then takes place within the engine cylinders. Kit complete as shown and includes 3"x16"x24" scoop with hidden internal mounting lugs, sponge rubber hood seal, and air cleaner and base assembly. Fits most cars.

SFMK-9603-A	4V Manifolds	\$125.00
SFMK-9603-B	8V Manifolds w/carburetors on 8-9/16" centers	\$125.00



BOLT-ON HOOD SCOOP

The same scoop as in the above Cold Air Kit. Dimensions are 3"x16"x24".

GFMK-16025-A	\$24.00
--------------	---------

engine dress up kit 221-351 cid



Finned, die-cast aluminum Shelby Valve Covers highlight this attractive Kit. Not only is engine compartment appearance greatly enhanced, but the big volume air cleaner is tuned to provide proper air flow to any 4 throat carburetor. All steel parts are finished in triple-plated satin chrome for durability and long-lasting beauty. This Kit fits all 221, through 351 engines in Mustangs, Falcons and Fairlanes with or without emission systems. Parts included are Valve Covers, 14" diameter air cleaner, oil breather cap, radiator cap, gaskets and plated bolts.

PART #SFJK-6980-A \$60.75

valve cover kits

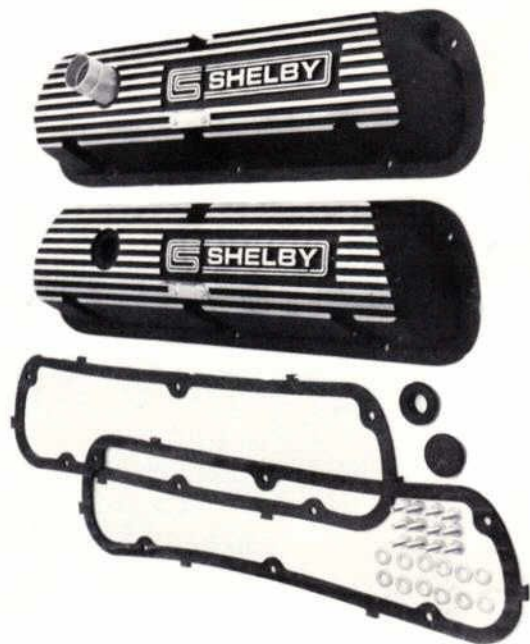


352-428 VALVE COVER KIT

Kits come complete with gaskets, plated bolts and washers.

SFMK-6582-M

\$46.00



221-351 CID VALVE COVER KIT

Kit is available to fit 221-260-289-302-351 engines in Mustang, Falcon, Ford and Fairlane.

PART #SFJK-6582-A

\$39.50

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

new valve cover kits for the 351-C-302 boss and the 429 cid engines

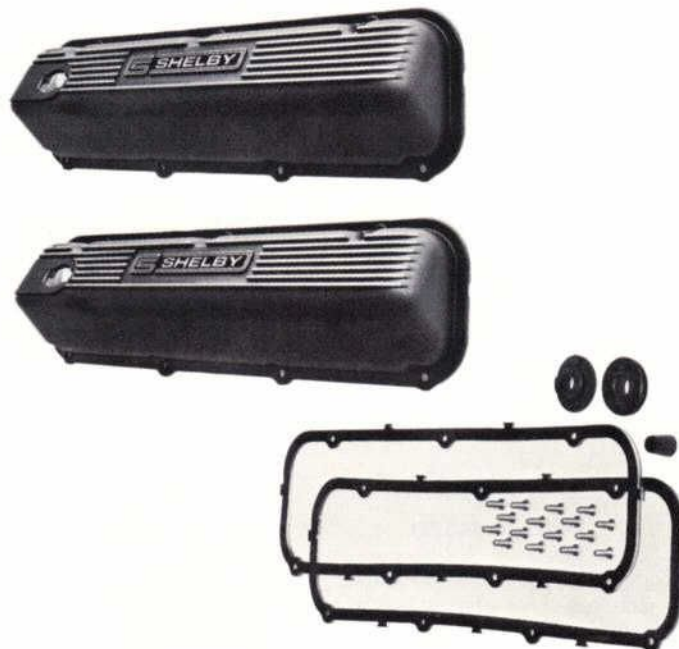
Below are two new valve cover kits with the same rugged design as our earlier 289 and 390 — 427 valve covers. These valve covers are die-cast from aluminum, and feature polished fins for neat appearance and cooling, and are finished in black crackle heat resistant enamel for contrast. Complete kits as shown include valve covers, gaskets, grommets and bolts.



351K-6582-A

Valve Cover Kits for 351-C and 302 Boss Engines

\$39.50



429K-6582-A

Valve Cover Kits for 429 and 460 C.I.D. Block Engines

\$39.50

pistons

POP-UP PISTON WITH DEEP VALVE RELIEF For use in 289 and 302 CID engines

These new pistons will give a 11:1 compression ratio, when used on stock 289 and 302 engines with our Steel Shim Head Gaskets, Part #GFJK-6051-A. They are ideal for use with 351 CID heads on the 289 and 302 engines and give approximately 10.5 to 1 compression ratio. They have special large valve relief areas that provide maximum valve clearance for the largest valves and highest lift camshafts produced. These pistons feature the narrow rings, two $\frac{1}{16}$ " compression, and one $\frac{1}{8}$ " oil ring. These have all of the most wanted features of pistons selling for nearly twice their price.

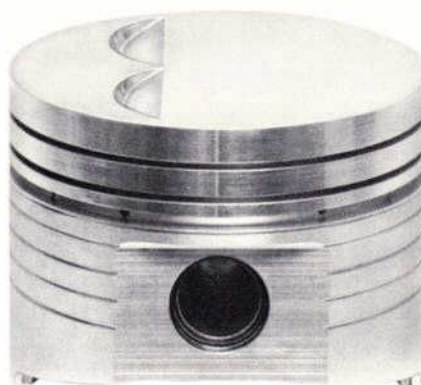
GFJK-6108-B Set of 8 with pins **\$122.00**



FORGED ALUMINUM RACING PISTONS For the 351 CID Engine

These pistons are manufactured to exacting Shelby tolerances and are of a special flat top design that features our standard deep valve relief for large valves and high lift cams. They are forged from high strength aluminum alloy billets and have increased crown height for added compression. They will give approximately 11.0 to 1 compression ratio in a stock 351 engine and approximately 11.5 to 1 with heads milled .040". Ring grooves are $\frac{1}{16}$ " compression and $\frac{1}{8}$ " oil rings, and use our racing piston rings part #GFJK-6148-C.

351K-6108-A Set of 8 with pins **\$220.00**



FORGED ALUMINUM RACING PISTONS For the 351-C and 302 Boss Engines

Here are racing pistons for the serious racer. Specially designed piston crown; precisely controls flame travel and increases compression for maximum horsepower. Forged from high strength aluminum alloy billets for super strength. These pistons can be used with the highest lift cams available. Ring grooves are $\frac{1}{16}$ " compression and $\frac{1}{8}$ " oil. Compression ratio approximately 11.5 to 1.

BOSK-6108-A For 302 BOSS Engine **\$300.00**

351K-6108-B For 351-C Engine **\$300.00**



FORGED ALUMINUM RACING PISTONS For the 429 C.I.D. Engine

AVAILABLE APRIL 1, 1970

deves piston rings

Special piston rings of a new Swedish steel combine the advantages of chrome rings with those of soft iron. Two decades of experimental and field testing, under all types of driving conditions, have produced quality piston rings designed to increase performance and decrease oil consumption . . . even in badly worn engines. The special

DEVES alloys used combine low wear rates with a high degree of flexibility . . . thereby allowing short break-in periods and perfect sealing, even in cases of a bad bore job. The DEVES design and the special alloys provide a life and mileage expectancy two to three times longer than standard iron rings.

Oversizes Available

MAKE AND MODEL	CYLINDER		GROOVE WIDTH			SET No.	PART NUMBER	PRICE
	No.	0-inch	1	2	3			
Various makes and models	8	3-13/16	1/16	1/16	1/8	444 R	GIMK-6148-A	\$36.50
Various makes and models	8	3-7/8	1/16	1/16	1/8	441 R	GIMK-6148-B	\$36.50
Various makes and models	8	3-15/16	1/16	1/16	1/8	454 R	GIMK-6148-C	\$36.50
Various makes and models	8	4"	1/16	1/16	1/8	422 R	GFJK-6148-C	\$36.50
Various makes and models	8	4-1/16	1/16	1/16	1/8	459 R	GIMK-6148-D	\$36.50
Chevrolet 396 Engine	8	4-3/32	1/16	1/16	3/16	433 S	CCMK-6148-A	\$36.50
Various makes and models	8	4-1/8	1/16	1/16	1/8	423 R	GIMK-6148-E	\$41.50
Ford 427 Engine	8	4,233	1/16	1/16	1/8	475 S	GFPK-6148-A	\$48.50
Various makes and models	8	4-1/4	1/16	1/16	1/8	533 R	GIMK-6148-F	\$48.50
Chevrolet 427 Engine (425 HP)	8	4-1/4	1/16	1/16	3/16	533 S	GCPK-6148-A	\$48.50
Ford 289 Engine	8	4"	5/64	5/64	3/16	422	GFJK-6148-B	\$31.95
Chevy 327 Engine and other 4" bores	8							
Ford 428 Engine	8	4.13	1/16	1/16	1/8	403 R	GFQK-6148-A	\$48.50
Ford 429 Engine	8	4.36	5/64	5/64	3/16	410 R	GFMK-6148-A	\$48.50
Ford 429 Engine	8	4.36	1/16	1/16	1/8	410 R	GFMK-6148-B	\$48.50



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

GFMK-6051-A
\$5.40
(Set of 2)

Helps to prevent blown gaskets and will accommodate large valves.



STEEL SHIM HEAD GASKETS FOR 260-351

GFJK-6051-A
\$7.50
(Set of 2)

Reduces the combustion chamber height by .030" and increases compression by one-half point. Higher compression adds horsepower.



ADJUSTABLE PUSH RODS FOR 351-C ENGINES

351K-6565-A
\$72.00
(Set of 16)

Chrome-Moly adjustable push rods allow valve lash adjustment when solid lifter camshafts are installed in this engine. They must be used, as there is no provision for valve lash adjustment in the stock engine.



ROCKER GUIDE PLATE AND STUD KIT

BOSK-6A532-A
\$50.00

This kit may also be used to provide valve lash adjustment on the 351-C engine. There is, however, machine work required. The rocker bosses on the cylinder head must be shortened and drilled and tapped for the screw-in studs that secure the guide plates. Kit contains: guide plates, rocker stud, 302 BOSS rocker arm fulcrum and adjusting nuts. This kit is recommended for competition and high rpm usage.

VALVE STEM OIL SEAL KITS

These seals feature a floating action teflon seal and are spring loaded for a positive seal. Recommended for all

high performance engines to assure no leakage past the valve guide and to control oil consumption.

	VALVE STEM DIAMETER	APPLICATIONS	PRICE SET OF 16	INSTALLATION TOOL	PRICE DEPOSIT REFUNDABLE
GFMK-6574-A	11/32	Small Block Chevy and Ford	\$13.50	GFMK-6A574-A	\$8.00
GFMK-6574-B	3/8	Large Block Chevy and Ford	\$13.50	GFMK-6A574-B	\$8.00

engine parts and accessories



RACING VALVE SPRINGS

GFJD-6513-B
\$1.62 ea.
GFJK-6513-B
\$26.00
(Set of 16)
221 thru 289

302D-6513-A
\$1.62 ea.
302K-6513-A
\$26.00
(Set of 16)
289 thru 302

GFMD-6513-D
\$2.20 ea.
GFMK-6513-D
\$33.50
(Set of 16)
351 thru 428

These specially designed springs provide good valve action at well above 6500 rpm. A racing camshaft is only as good as the springs used with it. Recommended for road and drag racing camshafts.

For use in engines equipped with rail type rocker arms.

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



HIGH REV. COMPETITION SPRINGS AND ALUMINUM RETAINERS

GFMD-6513-E
\$2.75 ea.
GFMK-6513-E
\$44.00
(Set of 16)
352 thru 428

GFJD-6513-A
\$2.75 ea.
GFJK-6513-A
\$44.00
(Set of 16)
221 thru 351

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



VALVE LIFTERS

GFJK-6500-D
Hydraulic \$54.50
GFJK-6500-C
Solid \$30.00

GFMK-6500-B
Hydraulic \$54.50
GFMK-6500-A
Solid \$30.00

Valve lifters for the 221 thru 302 engines. 302 BOSS 351-C and W, 429 and 460.

Valve lifters for the 352 thru 428 engines.



ALUMINUM VALVE SPRING RETAINERS

GFMK-6514-E
352-428 C.I.D.
\$17.00
GFJK-6514-A
221-351 & 429
C.I.D. \$17.00

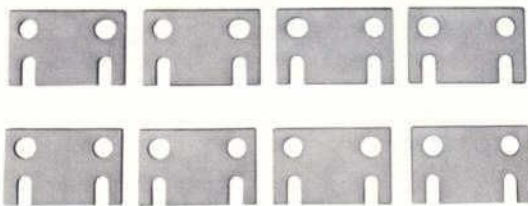
Aluminum alloy retainers for use with competition valve springs.



BOTTOM SPRING SEAT

BOSK-6A530-A
302 BOSS & 429
\$27.50
GFPK-6A530-A
352-427 \$27.50

Hardened steel spring seats for use with our competition valve springs.



ROCKER GUIDE PLATES

GFJK-6566-A
\$11.80
(Set of 8)
221 thru 351

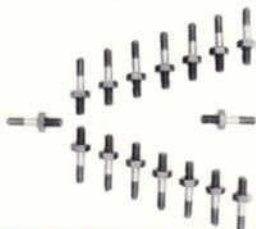
These guide plates allow the use of 289 high performance rocker arms on all engines equipped with the rail type (351, 302, and low performance 289). In addition 289 type valves can be used with the Higher Retainer Groove Location that will allow the use of longer competition valve springs. They can be used to restore heads to service that have worn push rod guide areas. They must be held in place by screw in rocker studs such as our part number GFJK-6527-A.



351 C.I.D. ROCKER ARM ADJUSTERS

351K-6A529-A
\$14.50

A necessity when installing solid lifter camshafts in the 351 as these engines have no provision for adjusting valve lash. Use with stock 351 rocker studs $\frac{3}{8}$ " x 24 thread. Kit includes 16 rocker adjusters and locks with Allen wrench.



THREADED ROCKER ARM STUDS

GFJD-6527-A
\$1.15 ea.
GFJK-6527-A
\$18.50
(Set of 16)
260 thru 351

Threaded rocker arm studs allow high rpm engine operation; pressed-in studs should be replaced for speeds above 6000 rpm.

cylinder heads

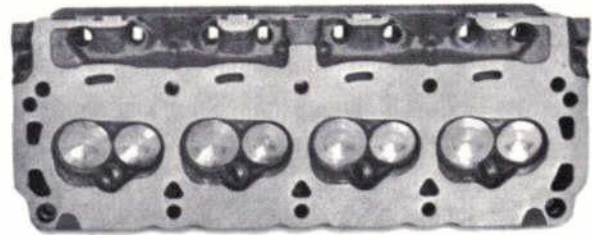
COMPRESSION FOR POWER

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

DRAG RACE CYLINDER HEADS

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

The Shelby-modified Cylinder Head Assemblies illustrated are designed for 260-289-302-351 CID engines in Mustang, Fairlane, Falcon and Ford vehicles. If the stock intake manifold is utilized, it must be machined according to the specifications listed below in order to provide a proper fit. Shelby high-performance intake manifolds are available which do not require machining (see Induction Systems Section.)



FULL COMPETITION "351" CYLINDER HEADS For 351 & 289 CID Engines

Our new full competition cylinder heads are produced from 351 C.I.D. head castings and feature 1.938 diameter intake and 1.600 diameter exhaust valves. These heads are fully ported and polished, and flow tested to deliver 10% more air through the intake valves and ports than our older heads which use 289 castings. They are completely assembled with valve seals, valves, aluminum retainers, competition valve springs inner and outer, and rocker guide plates. Rocker studs are threaded for high RPM usage. When used on the 289 engine our pop-up racing pistons part number GFJK-6108-B should be used to provide the proper compression and correct valve relief. In the 351 C.I.D. engine our pistons, part number 351-6108-A should be used to provide proper valve clearance and will give approximately 11.5 - 1 compression.



302 BOSS 351-C COMPETITION HEADS

Countless hours of flow bench and dyno work have gone into the development of the reworked cylinder head kit. The results have been very rewarding, as we have managed to increase the C.F.M. flow by as much as 28%, at certain valve lifts. Intake and exhaust valve diameters are 2.19 and 1.71. The valves and ports have been carefully contoured to provide optimum air flow. On actual engine dyno tests, we have added over 72 H.P. to a 302 BOSS race engine. Comparable results can be obtained on 351-C engines. The heads are fully ported and polished, and they are milled .050". The valves are contoured and polished, and the heads are equipped with rocker guide plates and screw-in rocker studs. Full competition silicon steel inner and outer valve springs are used with aluminum spring retainers and hardened steel bottom spring seats. New parts and castings are used throughout.

351K-6049-B For 351-C engine
BOSK-6049-A For 302 BOSS engine

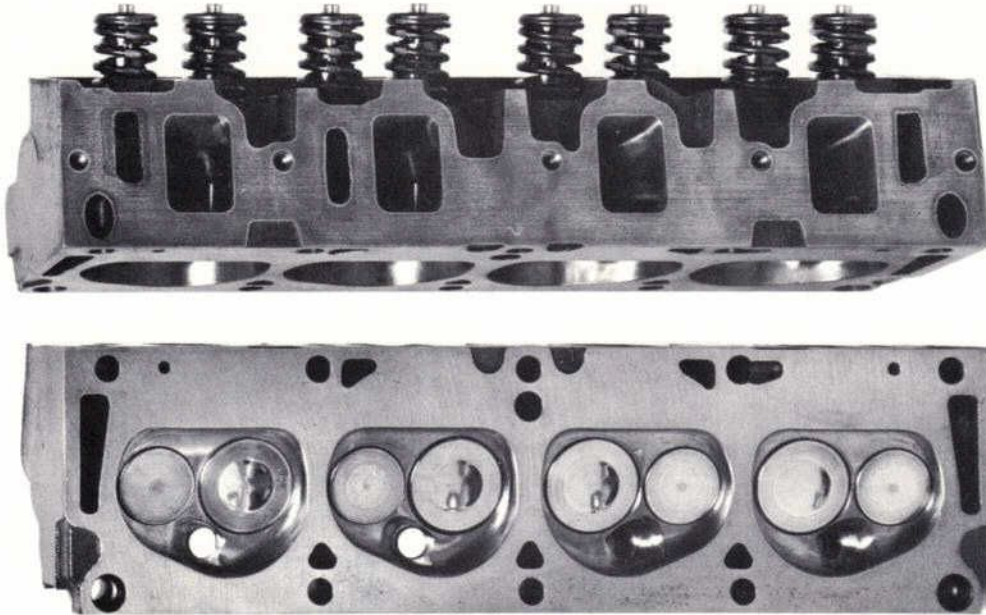
The above cylinder heads may be used on 289 engines. However, the following BOSS components must be used: push rods, rocker arms, head gaskets and head studs. Piston to valve clearance should be checked to prevent interference.

STOCK INTAKE MANIFOLD MILLING CHART

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

DESCRIPTION	PART NUMBER & PRICE	OVERSIZE VALVE DIAMETERS		ENLARGED PORT SIZES		COMBUSTION CHAMBER (CC)	MILLED FROM STOCK (inches)	FULL PORT AND POLISH	WELDED WATER PORT
		INTAKE (inches)	EXHAUST (inches)	INTAKE (inches)	EXHAUST (inches)				
DRAG RACE	GFJK-6049-A \$379.60	1.875	1.600	1 ³ / ₁₆ X 2 ¹ / ₈	1 ³ / ₁₆ X 1 ¹ / ₂	47.5	.040	NO	NO
FULL COMPETITION	351K-6049-A \$535.00	1.938	1.600	1 ³ / ₁₆ X 2 ¹ / ₈	1 ³ / ₁₆ X 1 ⁷ / ₃₂	56	.050	YES	NONE
FULL COMPETITION	351K-6049-B \$550.00	2.19	1.71	2.55x1.8	2.1x1.8	58	.050	YES	NO
FULL COMPETITION	BOSK-6049-A \$550.00	2.19	1.71	2.55x1.8	2.1x1.8	58	.050	YES	NO

cylinder heads 352-428 cid



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

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

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

GFNK-6049-A \$572.00

427 HIGH PERFORMANCE HEADS

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

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

GFPK-6049-C \$500.00

COMPETITION CYLINDER HEADS FOR 427 CID

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

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

GFPK-6049-B \$590.00

COMPETITION CYLINDER HEADS FOR 429 CID

AVAILABLE APRIL 1, 1970

racing pressure plates and clutch discs

The heart of this assembly is the extra-strong pressure plate with specially heat treated component parts. Yokes, yoke cap screws, release levers and bushings are added and assembled in a dimensionally perfect, carefully inspected clutch cover. The complete unit is adjusted to exacting tolerances and electronic precision balanced to give maximum durability and extensive worry-free operation. Every unit is guaranteed to contain highest quality parts. Our full bonded clutch discs are a necessary part

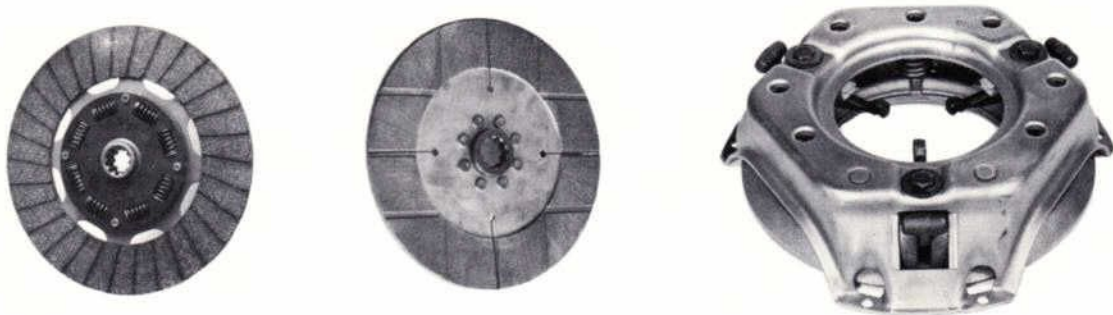
of a reliable competition car. Ordinary riveting methods on new and rebuilt clutch discs have been proven inadequate for transmitting high torque of present day racing engines to reliable power at the rear wheels. Failure of the riveted lining due to breakage is often not the end of the expense; serious damage can result to the pressure plate and flywheel. The rigid hub semi-metallic discs should be used for competition only, and the spring hub disc for street-strip usage.

CLUTCHES AND PRESSURE PLATES

PART NUMBER	DIAMETER	SPLINE DIAMETER	CLUTCH DISCS FACING COMPOUND	HUB	ENGINE SIZE	PRICE
GFJD-7550-B	10½	1-1/16"	Bonded #1488 Raybestos	Spring	289	\$42.00
GFJD-7550-C	10½	1-1/16"	Semi-Metallic	Rigid	289	\$55.50
GFJD-7550-D	11	1-1/16"	Bonded #1488 Raybestos	Spring	289 390	\$45.00
GFJD-7550-E	11	1-1/16"	Semi-Metallic	Rigid	289 390	\$59.00
GFMD-7550-A	11½	1-1/16"	Bonded #1488 Raybestos	Spring	427	\$59.00
GFMD-7550-B	11½	1-3/8"	Bonded #1488 Raybestos	Spring	429	\$59.00

PRESSURE PLATES

PART NUMBER	DIAMETER	USE WITH DISC DIAMETER	PRICE
GFJD-7563-A	10½	10½	\$75.00
GFMD-7563-A	11	11	\$85.00
GFMD-7563-B	11¼	11½	\$87.00



scattershield

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.

GFJD-6394-A	289 6 Bolt	\$125.00
GFPD-6394-A	427	\$135.00



disc brakes

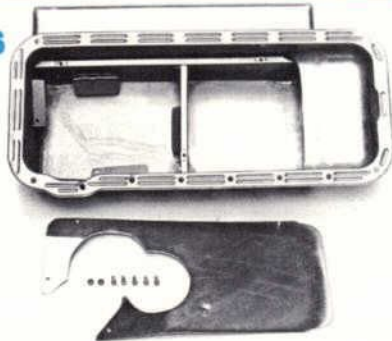


DISC BRAKE PAD KIT

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

PART NO. & PRICE	USED ON	DESCRIPTION
GFMK-2018-A \$55.00	Mustang, Falcon, Fairlane or Ford with front disc brakes	Disc Brake Pad Kit (set of 4)
GFMD-2018-A \$13.80	Mustang, Falcon, Fairlane or Ford with front disc brakes	Disc Brake Pad (one)

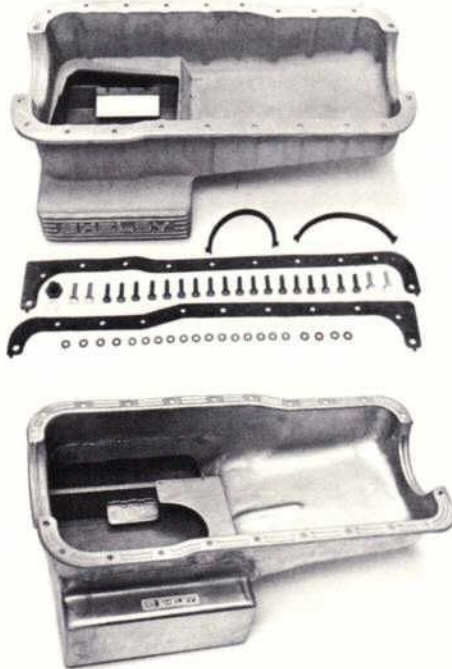
oil pans



WELDED STEEL

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

PART NUMBER & PRICE	ENGINE SIZE	CAPACITY (U.S. Quarts)	MATERIAL	WEIGHT (Pounds)	BAFFLES	GATES	KIT CONTAINS
GFMK-6675-A \$250.00	352-390-427 428	10.0	Steel	15	YES	YES	Pan and Windage Tray



FINNED ALUMINUM

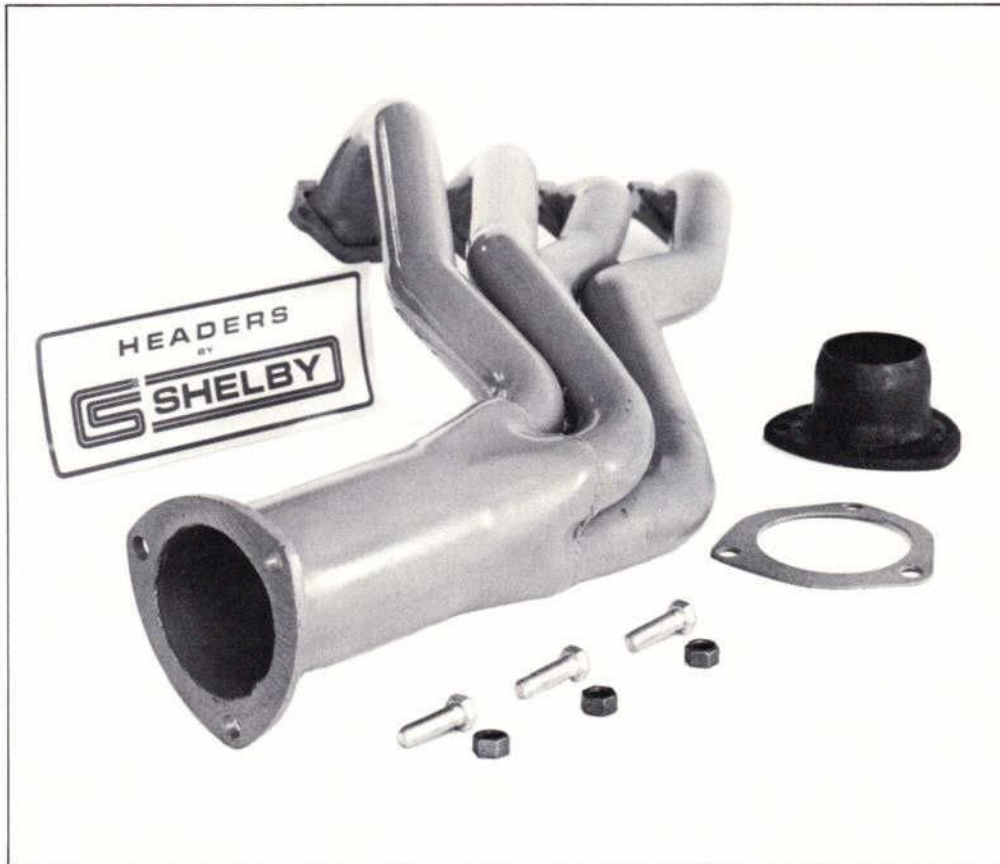
This 6½-quart capacity Oil Pan is precision cast in aluminum and makes for an unusual and attractive customized effect for your engine. Oil cooling is improved through the extra oil capacity and polished fin design. Internally, the Shelby pan has baffles and gates to control oil flow and slosh; oil is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

WELDED STEEL

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

PART NUMBER	ENGINE SIZE	CAPACITY (U.S. Quarts)	MATERIAL	WEIGHT (Pounds)	BAFFLES	GATES	KIT CONTAINS
SFJK-6675-A \$85.00	221, 260, 289, 302	6.5	Aluminum	21	YES	YES	Gaskets & Bolts
GFJK-6675-B \$225.00	221, 260, 289, 302	8.0	Steel	13	YES	YES	Pan Only
351K-6675-A 25.00	351	8.0	Steel	13	YES	YES	Pan Only
3 6675-B 25.00	351-C	8.0	Steel	13	YES	YES	Pan Only

exhaust headers



Quality exhaust headers from Shelby for the most popular Ford products. These header kits are designed for maximum horsepower, and feature large diameter primary tubes, with smooth flowing bends, merging into the full size collector. Kits complete as shown, with all gaskets and header extensions.

FORD PRODUCTS			
GFJK-9428-D	\$135.00	Comet, Falcon, Ranchero, Fairlane, 63-66	260-289
GFJK-9428-E	\$135.00	Mustang, 64-70; Cougar, 67-70	260-302
GFJK-9428-F	\$135.00	Fairlane, 67-70; Falcon, 67-69; Torino, 68-69	289-302
BOSK-9428-A	\$150.00	Mustang "BOSS 302," 69-70	302
351K-9428-A	\$145.00	Cougar, Falcon, Cyclone, Mustang, Torino, 69	351
351K-9428-B	\$150.00	Mustang, Cougar, 70	351-C
GFMK-9428-A	\$150.00	Mustang, Cougar, 67-68	390
GFMK-9428-B	\$150.00	Comet, 66; Fairlane and Cyclone, 66-68; Torino, 68	390
GFMK-9428-C	\$150.00	Ford Passenger Cars, 60-64	332-427
GFMK-9428-D	\$150.00	Mustang, Cougar, 69	390-428 Automatic
GFMK-9428-E	\$150.00	Fairlane, Cyclone, Torino, 69	390-428 Automatic

For Power Steering Equipped Cars, Order Power Steering Bracket GFMD-3351-A — \$7.00

suspension/handling



KONI SHOCK ABSORBER KITS

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

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-18124-A \$50.00	65-70 Mustang	Koni Shock Absorbers Front (pair)
GFMD-18124-A \$25.00	65-70 Mustang	Koni Shock Absorbers Front (each)
GFMK-18125-A \$50.00	65-70 Mustang	Koni Shock Absorbers Rear (pair)
GFMD-18125-A \$25.00	65-70 Mustang	Koni Shock Absorbers Rear (each)



FRONT STABILIZER BAR

Kit includes 1" diameter steel bar, rubber grommet and mounting brackets. Heavy duty stabilizer bar improves handling, cornering, and reduces sway. Used for both street and track.

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-5482-A \$72.00	65-66 Mustang	Stabilizer Bar, Front.
GFMK-5482-B \$72.00	67-70 Mustang	



FRONT FENDER SUPPORT

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

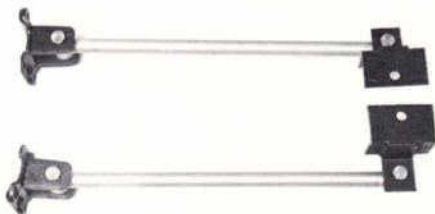
PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-29432-A \$20.00	65-66 Mustang	Front Fender Support



BOLT-ON TRACTION BARS

These bars provide the same traction control as the weld-on type, but offer the advantage of Bolt-On Installation. Can be installed in approximately one-half hour with simple hand tools.

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-18127-C \$39.45	65-66 Mustang	Bolt On Traction Bar Kit
GFMK-18127-D \$39.45	67-70 Mustang	



REAR TRACTION BAR KIT

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

PART NO. & PRICE	FITS ON	DESCRIPTION
GFMK-18127-B \$38.00	64-66 Mustang	Traction Bar Kit
GFMK-18127-A \$38.00	67-70 Mustang	

suspension/handling

REAR STABILIZER BAR KIT FOR 65-69 MUSTANG

This stabilizer bar kit has now been re-engineered to fit and perform on all Mustangs and can now be put on with simple hand tools. Computer designed and used on the Shelby-Ford Race Mustangs to help eliminate understeer and promote neutral handling characteristics. They are a must item for the good handling enthusiast. Very effective alone but exceptional results are obtained when used with our front stabilizer bars and Koni shocks. Frame brackets are new bolt on style, and the kit contains all necessary hardware for installation.

65-70 Mustang and Cougar	GMJK-5483-A	Price \$90.00
1970 Maverick	GMJK-5483-C	Price \$90.00
68-70 Fairlane and Torino	GMJK-5483-D	Price \$78.00



ignition systems

SHELBY-MALLORY 2 POINT DISTRIBUTORS

These distributors feature the famous Mallory quality plus being built to rigid Shelby specifications. Special built in 28° advance curve for optimum street-strip performance and acceleration. 2 point system gives increased point dwell and at high RPM allows ample time for the coil to produce the voltage required for competition power. Complete with distributor cap condenser and rotor.

GFJA-12127-B	221 thru 302, and BOSS 302	\$44.00
351A-12127-A	351 CID	\$44.00
GFQA-12127-A	352 thru 428	\$44.00
429A-12127-A	429-460 CID	\$44.00
351A-12127-B	351 Cleveland	\$44.00

Parts for Above Distributors

Ignition Point Sets	GIMD-12171-A	\$ 4.75
Rotor	GIMD-12200-A	\$ 2.00
Distributor Cap	GIMD-12106-A	\$ 5.50
Condenser	GIMD-12300-A	\$ 2.00



vehicle customizing



REAR QUARTER WINDOW KIT

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

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-29960-A \$105.00	Rear Quarter Window Kit-Complete	1965-66 Mustang Fastback

SIDE SCOOP KIT

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

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-29705-A \$42.50	Side Scoop Kit - Complete	1965-66 Mustang - All Models

steering wheel

NEW SHELBY WOOD RIM STEERING WHEEL

This new wood rim steering wheel from Shelby features satin chrome metal finish and special Shelby Cobra horn button insignia. Wood is hand finished walnut with finger grip notches. New slot spoke design for strength and unusual appearance. This is the finest wood rim wheel manufactured for your Ford Automobile. For the following cars:

PART NO.	FORD APPLICATION	PRICE
GFMK-3600-D	60-63½ Falcon, 63½ to 64 pick up	\$52.00
GFMK-3600-E	63½ to 64 Falcon, 65 to 66 pick up	\$52.00
GFMK-3600-F	64 to 66 Mustang (with alternator), 65-66 Fairlane	\$52.00
GFMK-3600-G	65 to 66 Galaxie	\$52.00
GFMK-3600-H	67 Fairlane, Falcon, 67 Mustang	\$52.00
GFMK-3600-J	67 Galaxie, LTD, Country Squire	\$52.00
GFMK-3600-K	68-69 all Mustangs and Ford cars (except cars w/speed control)	\$52.00
GFMK-3600-L	1970 Mustang and Ford cars	\$52.00

WOOD RIMMED STEERING WHEEL

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

PART NO. & PRICE	DESCRIPTION	FITS ON
GFMK-3600-A \$49.95	Wood Rimmed Steering Wheel	1965-66 Mustangs with Alternator.— All Models
GFMK-3600-B \$49.95	Wood Rimmed Steering Wheel	1967 Mustang— All Models
GFMK-3600-C \$49.95	Wood Rimmed Steering Wheel	68-69 Mustang

HOOD PIN KIT

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

PART NO. & PRICE	DESCRIPTION	FITS ON
GIMK-16929-A \$5.25	Hood Pin Kit—Complete	All Mustangs— Other Cars with Slight Modification
GIMK-16929-B \$6.80	Hood Pin Kit with Cable—Complete	



tachometer



3 1/2" SHELBY/SUN TACHOMETER

This tachometer is especially manufactured for Shelby by Sun Tachometer and built to exacting Shelby specifications. For all 8 cylinder engines. Features 0-8000 RPM Dial with Shelby insignia. No sending unit required. Can be either steering column mounted or dash mounted.

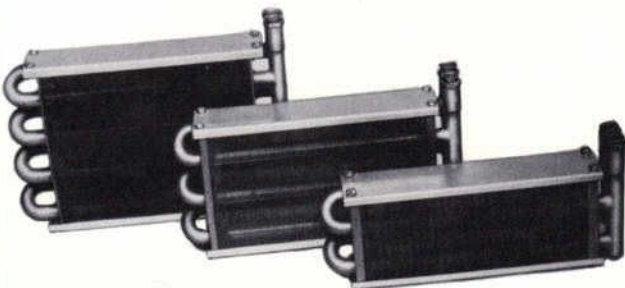
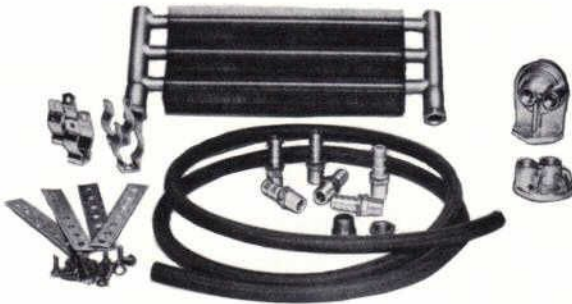
SXMD-17362-B	Tach only	price \$60.00
SXMD-17359-A	Steering column Mount	price \$ 6.00

3" 0-9000 RPM TACHOMETER

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

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

oil cooler kits



OIL RADIATOR KIT

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

GIMD-6642-A	6 Tube Oil Radiator	\$145.00
GIMD-6642-B	8 Tube Oil Radiator	\$190.00
GFJK-6641-B	Oil Cooler Kit	\$150.00



AUTOSPORT PRODUCTS INCORPORATED

High Performance Parts Division

14111 SOUTH KINGSLEY DRIVE

GARDENA, CALIFORNIA 90249

(213) 532-9730

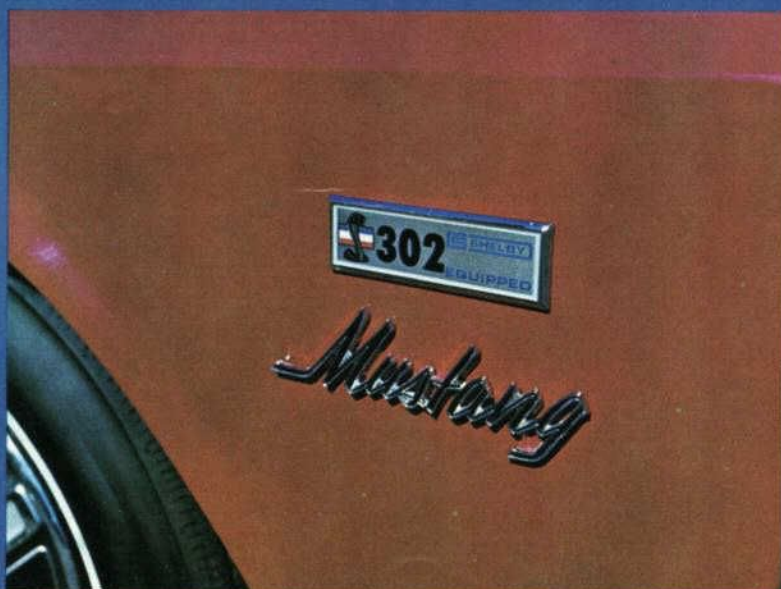
REVISED SALES POLICIES

- TERMS** Net 10th prox. to all approved accounts. COD to all others.
- FREIGHT POLICY** Shelby Enterprises will pay surface freight charges on all the domestic orders over 200 lbs.
- MINIMUM ORDER** A service charge of \$1.00 will be added to all orders under \$10.00.
- PARTS RETURNS** Under no circumstances will parts be accepted by our Receiving Department unless written permission has been given to return them. If permission has been given, the parts may be subject to a 15% restocking charge, dependent on the reason for return. **Important Note:** Parts that have been in your stock for over 90 days are not eligible for return.
- CLAIMS: DAMAGED IN TRANSIT** Claims for damage in shipment should be made by you to the Freight Forwarder as soon as damage is discovered. We are not responsible or in a position to make a claim after the Freight Company accepts shipment from us.
- CLAIMS: SHORTAGE OR ERROR** Claims for shortage or error in shipment must be made within three days of receipt of shipment.
- BACK ORDERS** Orders or portions of orders for merchandise temporarily out of supply will be held on Back Order and shipped immediately when available. Back Ordered merchandise which originally qualified for freight prepayment will be shipped freight prepaid on the basis of lowest surface Tariff Rates. When method of shipment specified is more costly than lowest surface Tariff Rates, the difference will be charged to the Buyer.



SHELBY FENDER AND DASHBOARD BADGES

These chrome finished die-cast metal badges add that true custom appearance to your car. Badges may be permanently attached in minutes with anti-theft spring clips provided in each kit. ■ Available at your local Shelby High Performance Parts Dealer. ■ Suggested retail price \$11.50 per set of two. ■ Quickly identifies your engine size and warns people you are running Shelby Parts. Size 4¼" x 1⅜". Badges for 429 Shelby Equipped engine are also available.





Meet the Shelby Girl
in a groovy 34" x 22" poster
yours for just sending
your name and address
plus \$1.50 to
AUTOSPORT INC.
14111 South Kingsley Dr.
Gardena, Calif. 90249