



TM

High-Performance Parts



Designed and Manufactured by Autosport Products, Inc.

About Autosport Products



The products in this catalog are designed exclusively for Ford engines. They've been developed by the Ford experts at Autosport Products, with a little help from our friends at Ford Motor Co. You see, our relationship with Ford Motor Company and Ford products goes back quite a long ways. And the result has been, and is, the best performance equipment available for Fords.

It all began with Shelby American in 1963 when Carroll Shelby started turning out Ford-powered Cobra sports cars. Running the best speed equipment available for Ford engines, they won every race in sight. Those parts were sold through Ford dealers as Cobra Kits and, later, Shelby American sold them through speed shops under the "Shelby" banner.

Now, all those parts and many new items for Fords are being offered by Autosport Products. But where did Autosport come from? We're former Shelby American racers who purchased the entire high-performance parts operation from Carroll Shelby. And now we are a subsidiary of De Tomaso Inc. — the international firm specializing in the design and manufacture of exotic automobile and components such as the Pantera sports car powered by a 351-Cleveland Ford engine.

As you can see, Autosport Products for years has been making performance equipment for Ford products and will continue to do so for years to come. And, as in the past, we will produce the best products for Fords that your money can buy. Look through this catalog and you'll be convinced.



075 CATALOG JULY 1, 1971 Revision 1



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High-Performance Parts

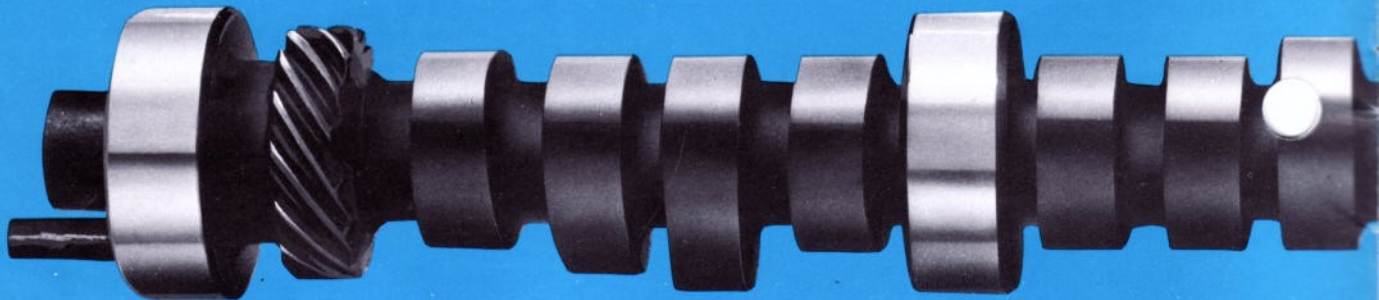
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This catalog designed and produced by Jim Davis Productions



WARRANTY ON PAGE 21 APPLIES TO ALL MERCHANDISE IN THIS CATALOG.

Shelby camshaft kits



If you own a Ford product, or a Ford-engined anything, no other company can offer you the performance available from each Shelby Camshaft manufactured by Autosport Products. The reason is simple: We are one cam manufacturer that doesn't dilute ability and talent over different makes of engines. We specialize in Ford engines and the result is the best, the most powerful selection available for each and every Ford engine.

One big reason for the superiority of Shelby Cams is our racing experience. We've been involved in racing Fords for quite a few years. That involvement includes every phase of racing with Ford engines, from the road course at Le Mans (where we won), to Trans-Am sedan racing with Mustangs (where we won), to Indianapolis (where we won), to the drag strips across the country (where we continue to win).

We learn a lot from racing. And when that experience within Autosport Products' engineering staff is combined with the experience of engineers at Ford Motor Co., we've got a lot going for our cam designs. Here's how it all comes about.

The engineers at Autosport Products get a lot of information on the Ford engine in question from Ford Engineering. With this knowledge, Autosport Products' engineers rough out a basic design. Next, the computers take over with comparative analysis and refinement of cam lobe parameters. Thanks to the speed of the computer, within hours we analyze and compare hundreds of camshaft configurations. The result is an edge in power that you can feel.

When the computer finishes, several lobe profiles are selected for further testing. Prototype cams are ground. These are installed in engines for extensive testing on Autosports Products' dynos. There we prove what each cam will do with different induction systems, power output at all engine speeds, torque curve, maximum rpm, etc. When it's all done, we know exactly which design to market and how it performs under all conditions.

Once we select the best design, we begin a manufacturing process that's the envy of our competition. New castings are induction hardened and ground to exacting tolerances. For maximum durability and long life, each cam is phosphate-coated. That's why you can be sure that every Shelby Cam fits right, works right and lives.

Finally, every Shelby Cam listed in this catalog has been proven in the only way that counts; they spend a lot of time in winner's circles. Put a Shelby Cam in your Ford engine and you'll be running in those circles too.

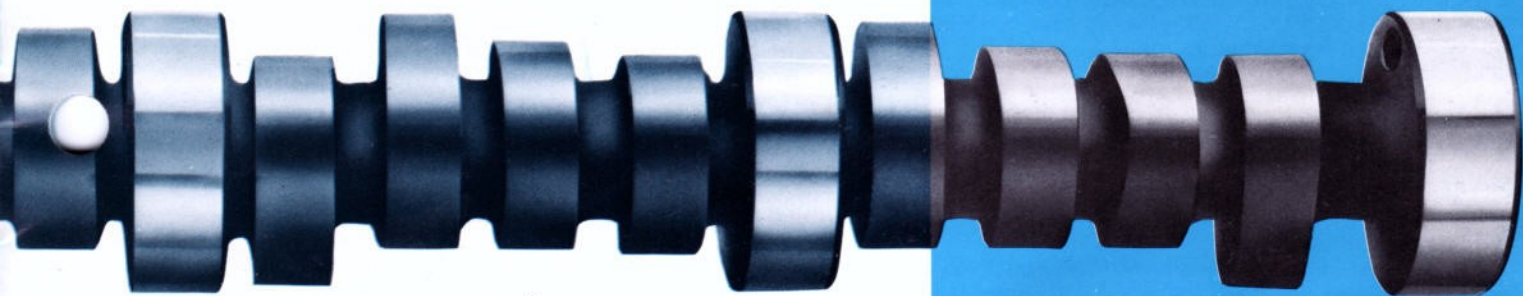


221-351cid engines

Street Hydraulic Cam Kit

A *substantial boost over stock power*. If you're looking for a power gain throughout the rpm range of your small-block Ford, this cam has it. You will enjoy 25 horsepower with the smoothness of hydraulic lifters. The only way to tell it isn't stock is to floor it. High-rev lifters allow 6000+ rpm. For best results, get our springs and increase revs to 6300+.

| | | |
|---|-------------|-----------------|
| Cam & Lifters; 221 thru 351-W..... | 6006 | \$104.50 |
| Cam, Lifters & Springs; 221-289 | 6009 | \$130.50 |
| Cam, Lifters & Springs; 302 cid..... | 6108 | \$130.50 |
| Cam, Lifters & Springs; 351-W cid | 6207 | \$130.50 |



Street/Strip Solid Cam Kit

Strong torque and power for the small-block Ford. A great cam for the weekend warrior. Mild enough to live with on the street, yet gives 25+ horses over stock for the weekend trip to the track. Torque increase is outstanding. Solid lifters give high rpm limits; buy with our Competition Springs and Retainers for 6500+ rpm.

| | | |
|---|-------------|----------------|
| Cam & Lifters; 221 thru 351-W..... | 6016 | \$72.50 |
| Cam, Lifters & Springs; 221-289 | 6019 | \$98.50 |
| Cam, Lifters & Springs; 302 cid..... | 6118 | \$98.50 |
| Cam, Lifters & Springs; 351-W cid | 6217 | \$98.50 |

Racing Solid Lifter Cam Kit

High-rpm power for the guy that's serious. This one knows its way around the winner's circle. Autosport's engineers designed it strictly for competition, although we've seen a few brave souls use it on the street. An extra 35-horsepower boost comes on strong between 3000 and 7000 rpm. Combine this cam with multiple carburetion for best results. Competition Springs (inner and outer duals) and Aluminum Retainers are furnished in complete kits for 7000+ revs.

NOTE: Valve lift is 0.508-inch; flycut pistons must be used for adequate valve clearance.

| | | |
|---|-------------|-----------------|
| Cam & Lifters; 221 thru 351-W..... | 6026 | \$117.50 |
| Cam, Lifters, Springs, Retainers; 221 thru 351-W..... | 6029 | \$161.50 |
| Cam, Lifters, Springs, Retainers, Spring Seats; Boss 302 | 6128 | \$190.00 |

Specifications: Camshaft timing specs are most valuable when related to valve action. Specs shown below reflect actual valve movement—not camshaft lobe readings. Timing is measured at the valve with 0.001-inch lift.

When these camshafts are used in the Boss 302, there is a slight variation of these specs because of the 1.73:1 rocker arm ratio (specs given assume 1.60:1 ratio). Correct specs are included in each cam kit.

| CAM TYPE | 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-W | Hydraulic | 21 | 61 | 262 | — | 71 | 11 | 262 | — | .446 |
| Street/Strip Solid | 221,260,289,302 351-W | Solid | 24 | 68 | 272 | .018 | 72 | 19 | 272 | .018 | .450 |
| Racing Solid | 221,260,289,302 351-W | Solid | 37 | 72 | 289 | .025 | 76 | 33 | 289 | .025 | .508 |

Camshaft Kits 351-Cleveland engines

The following camshafts are the result of long hours at the computer and on Autosport Products' dynos. The 351-Cleveland (351-C) engine features extremely large valves and ports with a high flow rate. This demands special cam profiles to maintain the velocity of the incoming fuel/air charge. No camshafts are more successful in this engine than the Shelby Cams listed below.

NOTE: The 351-Cleveland engine is easily identified by its staggered valves and 8-bolt valve covers. The standard 351 cid Ford engine has in-line valves and 6-bolt valve covers. Components are not interchangeable between these engines.

Street Hydraulic Cam Kits

A substantial power increase tamed for the street. Pick up an honest 50 horsepower over stock with easy installation and the bonus of quiet operation. Hydraulic lifters specially designed for revs to 6000+ rpm. For best results, the complete kit provides our Competition Valve Springs (dual inner and outer) and Aluminum Retainers for extended life at high revs.

| | | |
|--|-------|----------|
| Cam & Lifters; 351-C cid | .6251 | \$104.50 |
| Cam, Lifters, Springs, Retainers, Spring Seats; 351-C cid | .6255 | \$176.00 |

Street/Strip Solid Cam Kit

Dominate with solid lifter power and revs. A true street and strip cam. Offers an additional 60 horses with a strong boost in low-end torque. Solid lifters rev easily to 6500+ rpm. Complete kit provides Competition Valve Springs (inner and outer duals) and our Aluminum Retainers for perfect valve control at high engine speeds.

NOTE: Adjustable push rods, or rocker guide plate and stud kit, shown on page 7 are required for installing a solid-lifter cam in the 351-Cleveland engine.

| | | |
|--|-------|----------|
| Cam & Lifters; 351-C cid | .6257 | \$ 80.00 |
| Cam, Lifters, Springs, Retainers, Spring Seats; 351-C cid | .6259 | \$150.00 |

Racing Solid Lifter Cam Kit

Designed for competition; Unbelievable on the street.

An extra 70 horsepower coupled with excellent mid-range torque, and it all happens between 3000 and 6800 rpm. It was planned for the track but really does the job on the street. Runs smoothly, but lacks some punch below 2500 rpm. Complete kit includes our Competition Valve Springs (dual, inner and outer) and our Aluminum Retainers for precise valve control and long life at continual red-line speeds.

NOTE: Adjustable push rods, or rocker guide plate and stud kit, shown on page 7 are required for installing a solid-lifter cam in the 351-Cleveland engine.

| | | |
|--|-------|----------|
| Cam & Lifters; 351-C cid | .6261 | \$120.00 |
| Cam, Lifters, Springs, Retainers, Spring Seats; 351-C cid | .6265 | \$191.00 |

Competition Cam Kit

Special power for thoroughbred engines. Born to be a winner. Produces strong torque and an extra 80 horsepower from 4000 to 7200 rpm. Best performance comes when used with multiple carbs or injection. Due to high rev potential of this cam, we recommend complete kit which contains our Competition Valve Springs (dual, inner and outer) and Aluminum Retainers to prevent valve float at 7200+ rpm and assure durability under racing conditions.

NOTE: High valve lift requires flycut pistons. Adjustable push rods, or rocker guide plate and stud kit, shown on page 7 are required for installing a solid-lifter cam in the 351-Cleveland engine.

| | | |
|--|-------|----------|
| Cam & Lifters; 351-C cid | .6267 | \$130.00 |
| Cam, Lifters, Springs, Retainers, Spring Seats; 351-C cid | .6268 | \$200.00 |

Specifications: Camshaft timing specs are most valuable when related to valve action. Specs shown below reflect actual valve movement—not camshaft lobe readings. Timing is measured at the valve with 0.001-inch lift.

| CAM TYPE | 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 |
| Street/Strip Solid | Solid | 39 | 78 | 297 | .025 | 83 | 34 | 297 | .025 | .494 |
| Racing Solid | Solid | 41 | 76 | 297 | .025 | 79 | 38 | 297 | .025 | .494 |
| Competition | Solid | 57 | 84 | 321 | .025 | 87 | 54 | 321 | .025 | .589 |

Camshaft Kits 352-428 cid engines

Street Hydraulic Cam Kit

Strong power cam for street, boat use. Fantastic bottom end torque gets you started fast without bogging; strong mid-range and top end keep you out front. Hydraulic lifters won't drive you bananas with noise. Excellent for stock and slightly modified engines. Gives a very big difference in power for a very small investment. Special valve springs available; see page 6.

Cam & Lifters; 352-390-427-428 cid ('63 and later engines only) **6426** **\$113.00**

Street/Strip Hydraulic Cam Kit

A hot dual-purpose cam for the big breathers. Uncorks the power potential from the big-block Fords. This cam breathes easily, so mate it with a Shelby single-4V manifold (page 11). Pulls heavy cars well even with some torque loss below 3000 rpm. The slightly lumpy idle warns your competition you're ready. Use only with 4-speed or reworked automatic. Special valve springs available, see page 6.

Cam & lifters; 352-390-427-428 cid ('63 and later engines only) **6406** **\$134.00**

Racing Solid Lifter Cam Kit

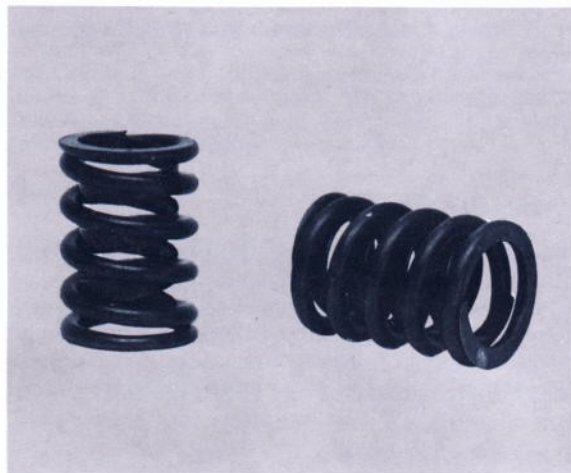
A real power cam. Great for racing, radical street machines. Fantastic power can be had from this cam that powered winners at LeMans. Peak power hits at 6800 rpm; don't expect much below 3000 rpm. Use Competition Spring Kit shown below to allow revs above power peak. Only 4-speed or beefed Hydro will take power from this brute. We also recommend reworked heads with big valves and 12:1 compression, Shelby 4V manifold (page 11) with 1150 cfm Holley, equal-length headers, and Shelby-Mallory Distributor (page 19). Special valve springs available; see page 6.

Cam & Lifters; 352-390-427-428 cid ('63 and later engines only) **6411** **\$124.00**

Note: Data below is theoretical and taken at the cam lobe.

| CAM TYPE | 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 | 352 thru 428 | Hydraulic | 24 | 78 | 282 | — | 82 | 34 | 296 | — | .500 |
| Street/Strip Hyd. | 352 thru 428 | Hydraulic | 38 | 82 | 300 | — | 82 | 38 | 300 | — | .515 |
| Racing Solid | 352 thru 428 | Solid | 51 | 93 | 324 | .025 | 89 | 55 | 324 | .025 | .528 |

Camshaft accessories



STREET/STRIP VALVE SPRINGS

Strong springs for high rpm engines. Enough tension to keep lifters on the cam lobe well beyond 6500 rpm. The best way to get full rpm out of dual-purpose cams; use with either solid or hydraulic lifters.

| | | |
|---|------|-------------|
| For 221-260-289, set of 16 | 7052 | \$26.00 set |
| Single spring | 7051 | \$ 1.65 ea. |
| For 289-302 with rail-type rockers, set of 16 | 7054 | \$26.00 set |
| Single spring | 7053 | \$ 1.65 ea. |

For big blocks, these springs keep the valve train operating according to plan up to 7000 rpm. Large diameter springs have reverse dampener for harmonic control and work with stock retainers. Use with solid or hydraulic lifters. Get longer valve train life and accurate valve action on street or strip.

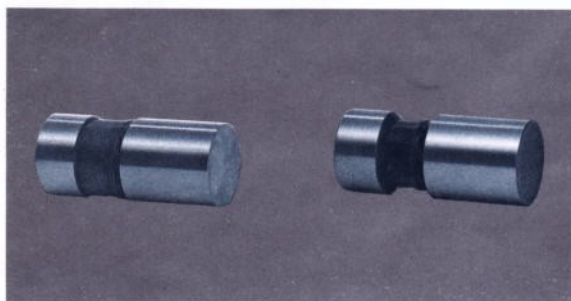
| | | |
|--------------------------------|------|-------------|
| For 352-390-427-428, set of 16 | 7452 | \$33.50 set |
| Single spring | 7451 | \$ 2.10 ea. |



COMPETITION SPRINGS AND RETAINERS

For competition. Very high spring pressure allows positive valve control up to 8000 rpm. Dual inner and outer springs are designed to last. Aluminum retainers keep valve train light without sacrificing strength or durability.

| | | |
|--|------|-------------|
| For 221-260-289-302-Boss 302-351W-351 C, set of 16 | 7056 | \$44.00 set |
| Springs and retainer, single | 7055 | \$ 2.75 ea. |
| For 352-390-427-428, set of 16 | 7456 | \$44.00 set |
| Springs and retainer, single | 7455 | \$ 2.75 ea. |



STREET/STRIP VALVE LIFTERS

These hydraulic and solid valve lifters are the finest you can buy. Phosphate coated and hardened to match Shelby Camshafts, these lifters will give unequalled service under racing conditions. Hydraulics are specially designed for high-rev applications.

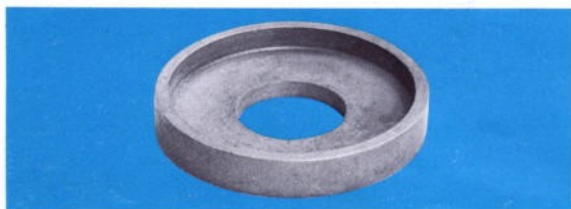
| | | |
|---|------|-------------------|
| For 221, 260, 289, 302, Boss 302, 351W, 351-C, 429, 460 cid hydraulic lifters | 7002 | \$49.50 set of 16 |
| Solid lifters | 7004 | \$30.00 set of 16 |
| For 352, 390, 427, 428 cid-hydraulic lifters | 7403 | \$49.50 set of 16 |
| Solid lifters | 7405 | \$30.00 set of 16 |



ALUMINUM VALVE SPRING RETAINERS

Aluminum alloy retainers provide light weight for higher rpm. Full anodize gives needed strength and durability. For use with Competition Valve Springs, above.

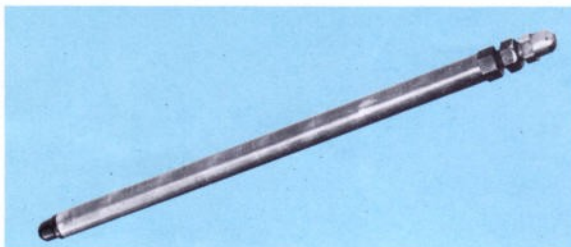
| | | |
|---|------|-------------------|
| For 221, 260, 289, 302, 351-W cid Fords | 7048 | \$17.00 set of 16 |
| For Boss 302, Boss 351 cid Fords | 7147 | \$17.00 set of 16 |
| For 351-C, 400 429, 460 cid Fords | 7246 | \$17.00 set of 16 |
| For 352, 390, 427, 428 cid Fords | 7449 | \$17.00 set of 16 |



SPRING SEATS

Machined from hardened steel, these spring seats are designed for use with our Competition Valve Springs. They assure positive spring location and eliminate vibration "walking."

| | | |
|---------------------------------------|------|-------------------|
| For Boss 302, 351-C, 429-460 cid Ford | 7180 | \$27.50 set of 16 |
| For 352, 390, 427 cid Ford | 7481 | \$27.50 set of 16 |



ADJUSTABLE PUSH RODS FOR 351-CLEVELAND ENGINE

Use of an adjustable push rod is required when installing a solid lifter cam in a 351-Cleveland Engine to allow valve lash adjustment. You can't do better than these chrome-moly adjustable push rods for strength, accuracy, and positive adjustment.

Schumacher's Kendall BT-1

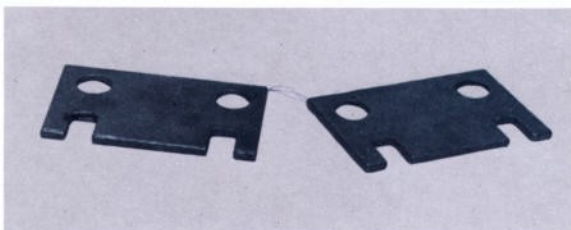
| | | |
|---|------|---------|
| For 351-Cleveland, set of 16..... | 7234 | \$72.00 |
| For 351-Cleveland, single push rod..... | 7233 | \$ 5.00 |



ROCKER GUIDE PLATE & STUD KIT FOR 351 CLEVELAND

This kit provides an alternative for setting valve lash on the 351-Cleveland engine, but machine work is required. Kit is recommended for competition/high-rpm use. Rocker bosses must be shortened, drilled and tapped for screw-in studs, Boss 302 rocker arm fulcrum and adjusting nuts.

| | | |
|----------------------------------|------|---------|
| For 351-Cleveland, set of 8..... | 7238 | \$50.00 |
|----------------------------------|------|---------|



ROCKER GUIDE PLATES FOR 289-351 ENGINES

Update low-performance 289, 302, and 351 (rail-type rocker arm) engines with 289 H-P rocker arms. Our guide plates make it possible. Allows use of 289-type valves having compatibility with longer competition valve springs; greatly extends useable rpm range. Must be held in place by screw-in rocker studs (#7047, below).

| | | |
|--|------|-------------|
| For 289, 302, 351 cid Ford with rail-type rockers..... | 7137 | \$11.80 set |
|--|------|-------------|



ROCKER ARM ADJUSTERS FOR 351 CID

A must item when installing a solid lifter cam in a 351 cid engine; allows valve lash adjustment. Use with stock rocker studs (5/16" x 24 thread). Kit includes 16 rocker adjusters and locks, and one Allen wrench.

| | | |
|-----------------------|------|---------|
| For 351 cid Ford..... | 7248 | \$14.50 |
|-----------------------|------|---------|

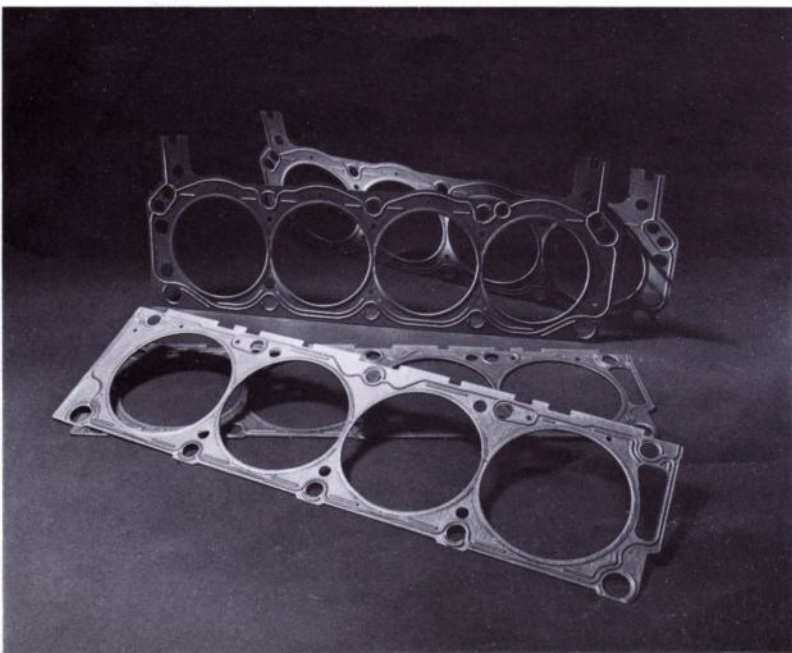


SCREW-IN ROCKER ARM STUDS FOR 260-351 ENGINES

Threaded rocker arm studs prevent studs from pulling out at high rpm. Should be used to replace pressed-in studs for engine speeds above 6000 rpm.

| | | |
|---|------|---------|
| For 260, 289, 302, 351 cid Ford, set of 16..... | 7047 | \$18.50 |
|---|------|---------|

Steel shim head gaskets



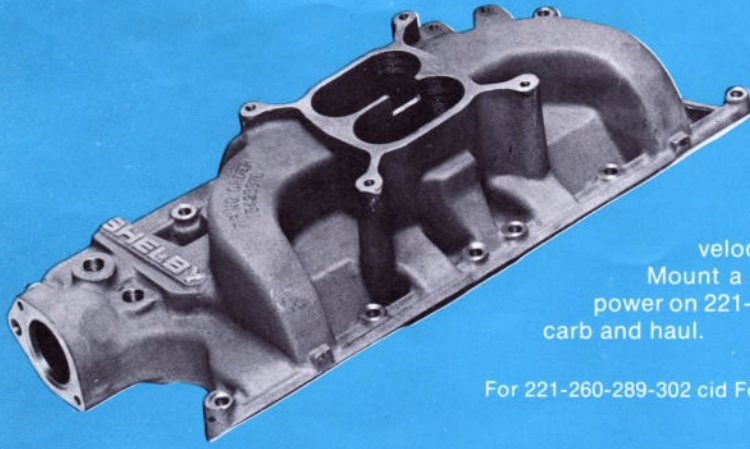
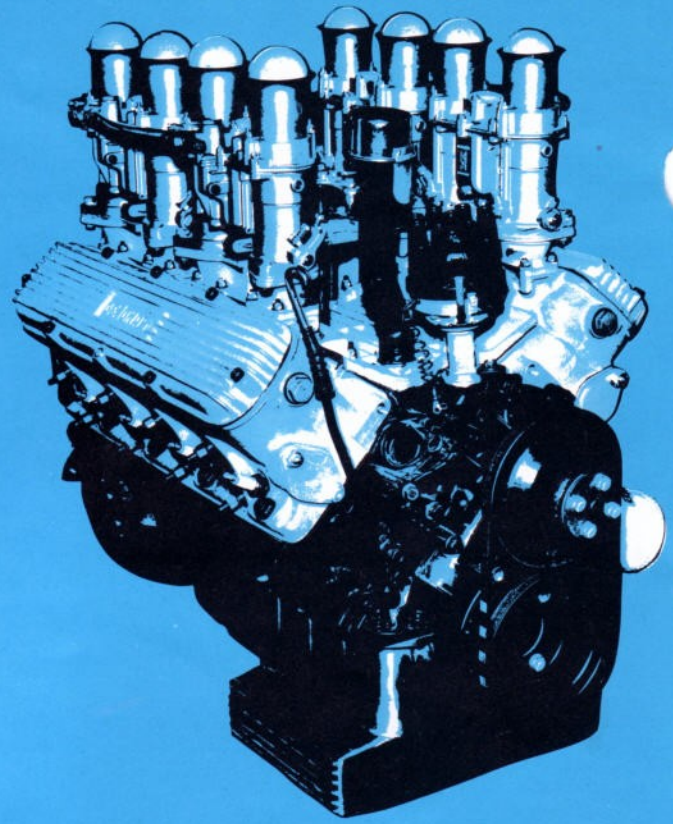
The easy way to higher compression. Higher compression equals greater horsepower. Get it the painless way without the headaches of milling heads. Our steel shim head gaskets reduce combustion chamber heights by 0.030-inch and increase compression by one-half point or more, depending on the engine. Autosport Products' unique design and tight quality control help prevent blown gaskets, provide inexpensive horsepower boost you can feel.

| | | |
|---------------------------------------|------|-------------|
| For 260, 289, 302 cid Fords..... | 5555 | \$7.50 pair |
| For 352, 390, 427, 428 cid Fords..... | 5560 | \$5.40 pair |

Shelby Intake Manifolds

All Shelby Intake Manifolds are designed by Ford performance experts having years of world-wide racing experience. Each Shelby Manifold has been refined by flow-bench testing and proven on Autosport Products' dynos. Many have dominated the winner's circle at international races in the U. S. and abroad. Used in conjunction with Ford or Holley carburetors (page 13), these manifolds will deliver a healthy performance boost for any Ford engine. We give our recommendations on application and mating carburetor for each manifold. Follow our guide and you'll be more than satisfied with their performance.

Manifolds for 221-302 cid engines



Single 4-Barrel Intake Manifold

Great combination for street and strip. The intake manifold that kicked off the hi-riser scene. Balanced runners to each intake port and the area under the carb are designed to evenly distribute the fuel/air mix to all cylinders. Keeps mixture at proper velocity to assure uniform delivery to each cylinder at all rpms.

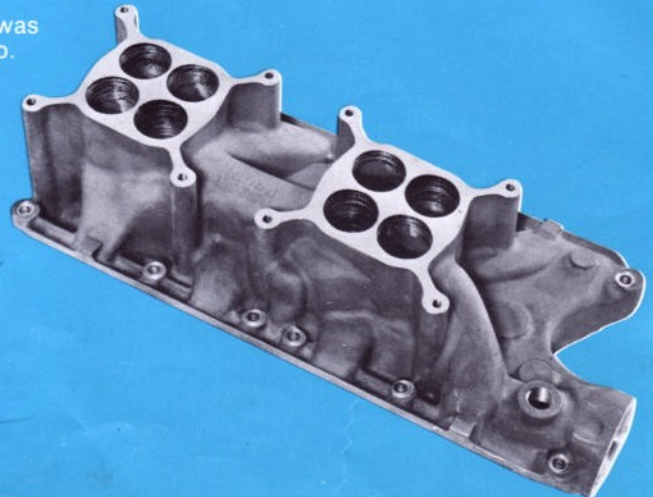
Mount a 600 cfm Holley carb to produce 22-26 additional horsepower on 221-302 cid engines. It's easy, bolt-on horsepower. Just add a carb and haul.

For 221-260-289-302 cid Fords 9009 \$100.00

Dual 4-Barrel Intake Manifold

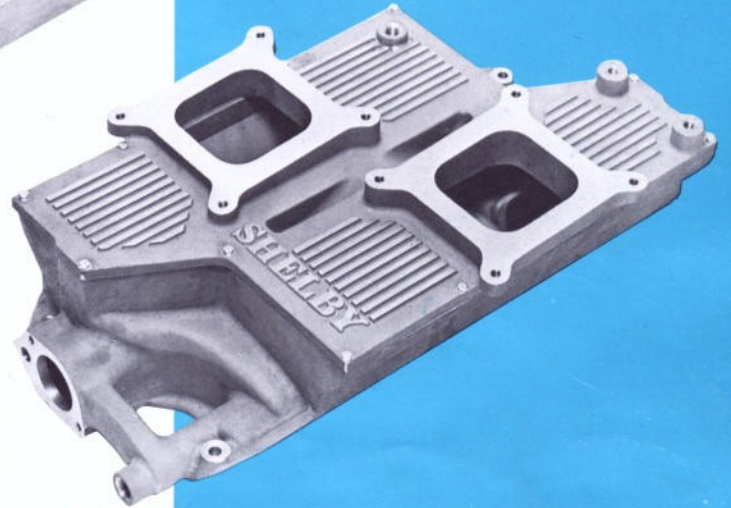
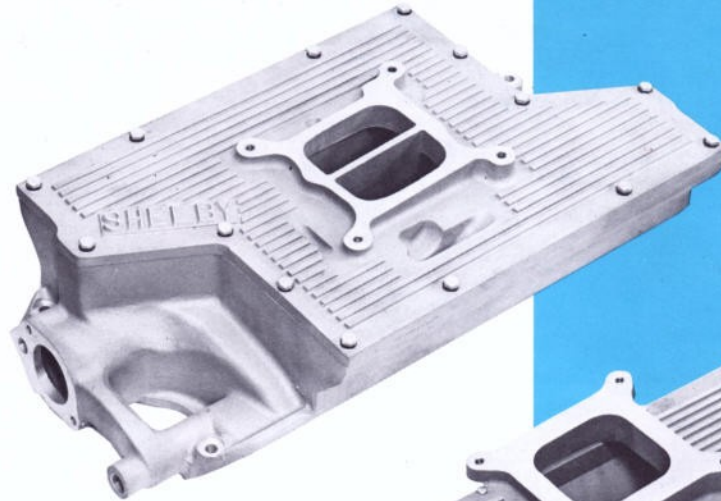
Engineered for Trans-Am, killer strip rig. This type manifold was used in 1967 Mustangs that captured the Trans-Am Championship. Combine with racing cam and headers for maximum output. Two Holley 460 cfm carbs atop this hi-rise Shelby manifold will boost power output on 221-302 cid engines by 45-55 bhp, depending on cam used. Progressive linkage and fuel log (page 12) will make installation a breeze. They'll hear you coming and see you briefly when you open this one up.

For 221-260-289-302 cid Fords 9025 \$125.00



Pinnacle Performance
Hi-Riser Ford

Shelby intake manifolds



Ram Box Manifold For Strip and Track

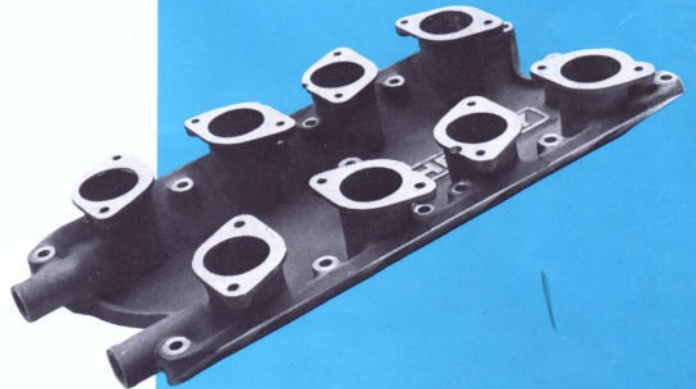
Racing design mounts single or dual 4-barrels. A for-racing-only powerhouse for the small-block Ford engine. Provides peak power at extreme rpms. Extensive development and testing by Autosport Products' engineers produced optimum plenum size, ram tube length and port size. Plenum chamber feeds fuel/air charge to each port with perfectly equal mixture distribution. Linkage kit (page 12) is recommended for exact synchronization and adjustment of carbs. Plenum top allows either two 600 cfm Holley 4-barrels or one 850 cfm Holley. Either results in pure power.

Single quad for 221-260-289-302 cid Ford **9011** **\$220.00**
Dual quad for 221-260-289-302 cid Ford..... **9027** **\$220.00**

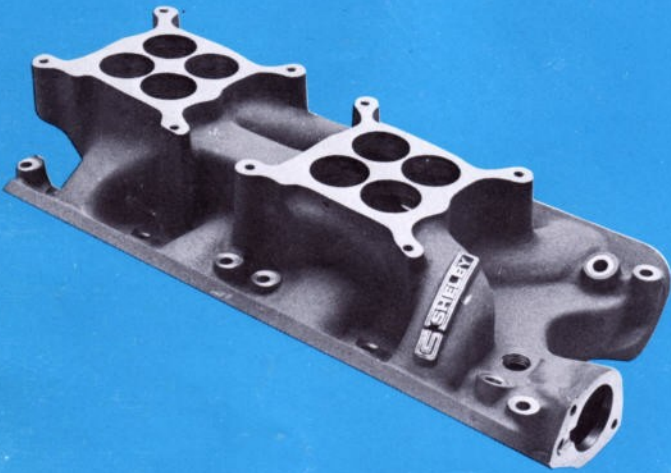
Weber Carb Manifold for Competition

Engineered for the small-block Ford racer. Designed exclusively to mate four Weber 48 IDA-1 carbs to the small-block Ford engine. Gives a 60-65 horsepower increase over stock, making it competitive with fuel injection systems. Strictly for racing – not recommended for street use. Manifold machined for milled heads with steel shim head gaskets. Kit includes manifold, gaskets and installation instructions.

For 221-260-289-302 cid Fords **9030** **\$150.00**



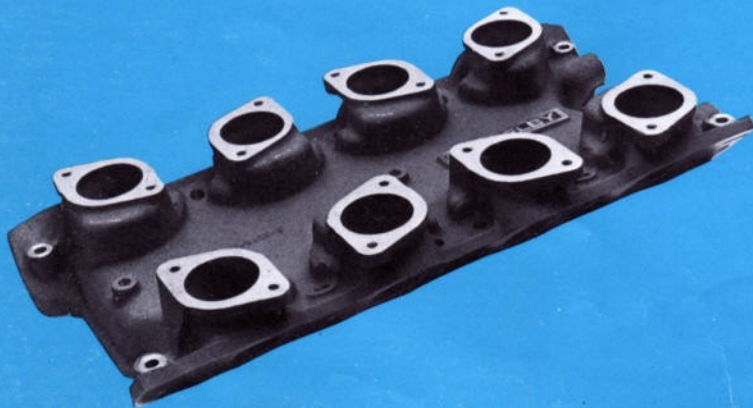
Manifolds for Boss 302 engines



Dual 4-Barrel for Boss 302

Trans-Am winning horsepower for your Boss 302. This is the manifold that pushed the Mustang winners in the Trans-Am series. Mounting two 600 cfm Holley carbs (page 13), this manifold produces a broad torque range thanks to the cross-ported, two-plane (over and under) design. Progressive linkage and fuel log (page 12) give easy installation and smooth street operation. Great heaping gobs of power at maximum rpm.

For Boss 302 cid Ford.....9128 \$135.00



Weber Carb Manifold for Boss 302

Maximum horsepower for racing use. Clearly not for the street, this manifold mates four 48 IDA Weber two-barrel carbs to the Boss 302 for a new peak in small-block Ford output. The Weber carbs provide precise fuel metering at all rpms while delivering output equal to fuel injection systems at the top end. No compromises assure maximum power production. Use this induction system with the Shelby Racing Solid Lifter Cam Kit (page 3) and your Boss 302 will own the winner's circle.

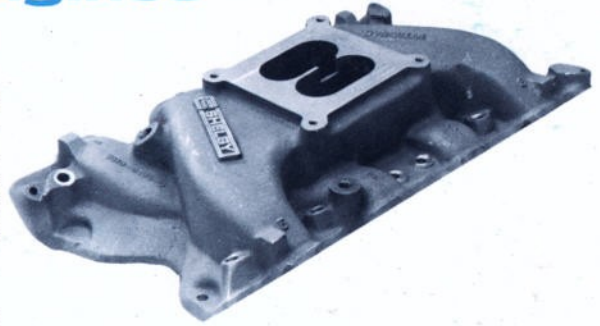
For Boss 302 cid Ford.....9131 \$200.00

Manifolds for 351-C, 351-W, 352-428, 429-460 cid engines

Single 4-Barrel Manifold for 351-Cleveland Engine

Great for street, strip and track. This is the monster manifold for the monster motor. A large runner, large-port manifold that provides passages big enough to mate with the fantastic ports on the 351-Cleveland. For street and strip work, use the 780 cfm or 850 cfm Holley carb (page 13). For all-out performance, the big 1150 cfm Holley carb will produce more power than dual 4-barrel set-ups. (We didn't believe it either until all the dyno results were in!) This "Boss 351" is the way to go.

| | | |
|--|-------------|-----------------|
| For 351-C (8-bolt valve covers) | | |
| Standard carb on 2V heads | 9249 | \$130.00 |
| Standard carb on 4V heads | 9250 | \$130.00 |
| For 351-C with 1150 cfm Holley on 4V heads | 9252 | \$130.00 |



Single 4-Barrel Manifold for 351-Windsor Engine

Production Shelby GT-350 manifold gets it on. This "Challenger 351" manifold was used on the Shelby GT-350 with fantastic results. Its single-quad, hi-rise design features computer-designed tapered runners for proper gas velocity and uniform distribution. Our dyno tests indicate best all-around performance on a 351-Windsor with a 600 or 650 cfm Holley (page 13). For racing, the 850 cfm (#8035) is recommended. Manifold has rear emission boss to eliminate the usual problems of poor idling and lean cylinders common with many de-smogged high-performance manifolds.

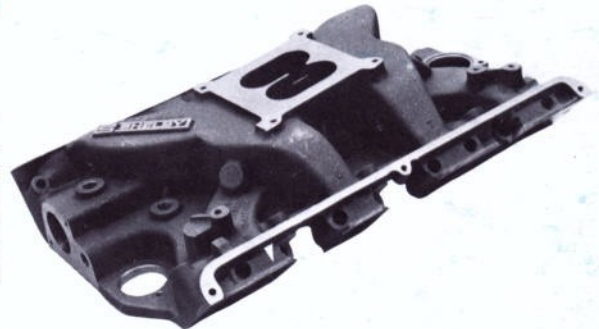
| | | |
|---|-------------|-----------------|
| For 351-W cid Ford (6-bolt valve covers)..... | 9202 | \$115.00 |
|---|-------------|-----------------|



Single 4-Barrel Manifold for 352-428 Engines

Special Cobra Jet Power for the big-block Fords. Designed especially for the 428 Cobra Jet engine, this single-quad manifold is also ideal for all 352-427 engines. Ports have been enlarged to match the big Cobra Jet heads. Wider flanges assure solid gasket seal. Works well with 780 or 850 cfm Holley carbs (page 13) on street-tuned engines. To release the full potential of modified engines, this manifold is also available to accept the giant 1150 cfm Holley racing carb (page 13). Either way, you won't believe the power this manifold produces.

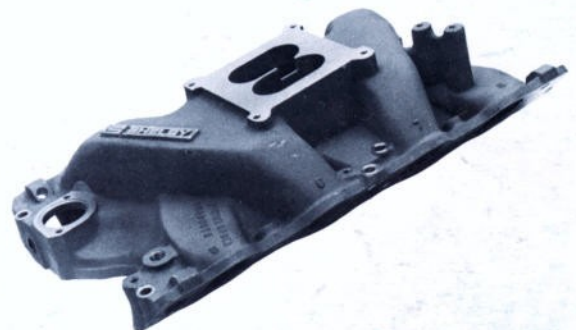
| | | |
|---|-------------|-----------------|
| For 352, 390, 427, 428 cid Fords with standard carb | 9406 | \$175.00 |
| For 352, 390, 427, 428 cid Fords with 1150 cfm Holley | 9408 | \$175.00 |



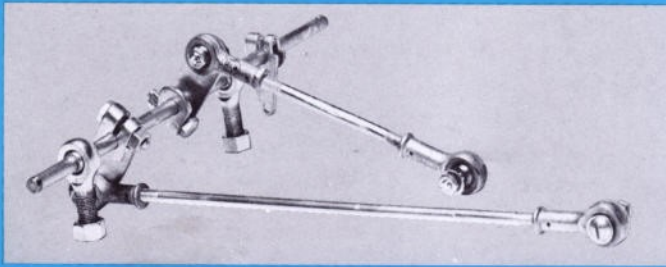
Single 4-Barrel Manifold for 429-460 Engines

Thundering power for the Super Cobra Jet. This great manifold for the 429 block unleashes gobs of power. Carefully designed to deliver power over the full rpm range, through compatibility with the large ports on these engines. Stock engines thrive on this manifold mounting a 780 cfm Holley (page 13). For modified engines, we recommend the big 1150 cfm Holley dual-pumper.

| | | |
|--|-------------|-----------------|
| For 429-460 with standard carb | 9505 | \$150.00 |
| For 429-460 with 1150 cfm Holley | 9507 | \$150.00 |



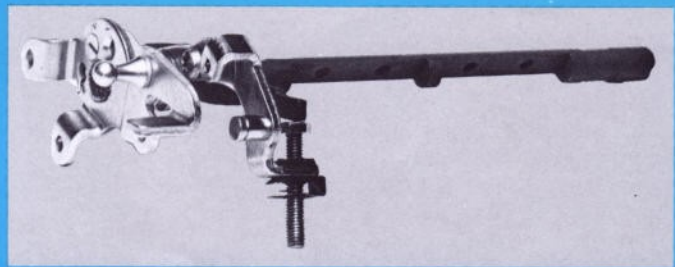
Carburetor/manifold accessories



Linkage Kit for Ram Box 8V Manifold

Designed for the 8V Ram Box Intake Manifold #9027 (page 9), this linkage kit simplifies installation and assures proper operation.

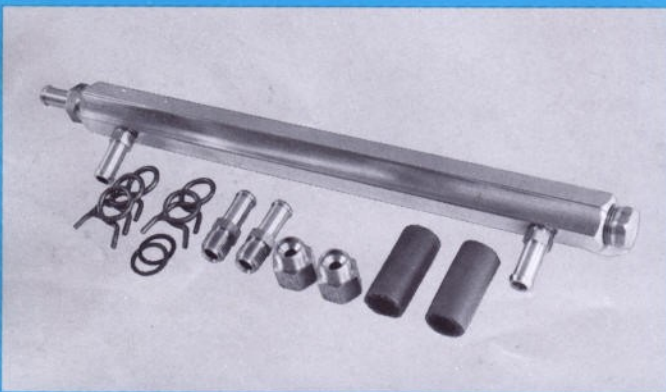
Linkage Kit 8851 \$24.00



Ford Automatic Transmission Kickdown Lever Assembly

A handy item for switching to Holley. If you have a Ford product using a transmission-to-carburetor kickdown rod, this assembly replaces the stock rod and mates to a Holley carburetor. Makes for a painless conversion.

| Flow Rate CFM | Holley Carb | | Kickdown Lever | |
|------------------|-----------------|--------------------|--------------------|--------|
| | Holley Part No. | Autosport Part No. | Autosport Part No. | Price |
| 600 | R1850 | 8010 | 8810 | \$9.50 |
| 650 | R4777 | 8013 | 8817 | \$9.50 |
| 715 | R4118 | 8017 | 8817 | \$9.50 |
| 780 | R3310 | 8022 | 8817 | \$9.50 |



Fuel Log Kit

For dual-quad installations. Designed specifically for our dual 4-barrel intake manifolds #9025 (page 8) and #9128 (page 10) mounting Holley carbs. Complete, as shown, including fuel log, hose clamps, fittings and rubber tubing.

Fuel Log Kit 8840 \$16.50



Linkage Kit for Dual-Quad Induction

Engineered to take the headache out of installing a dual-quad manifold and Holley carbs. Assures precise adjustment and positive synchronization of carbs on dual-quad manifolds #9025 (page 8) and #9128 (page 10).

Linkage Kit 8853 \$8.00

Holley Carburetor Repair Kits

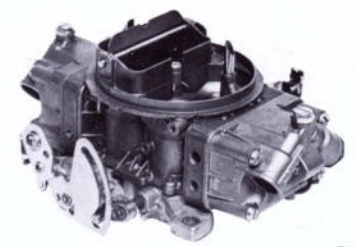
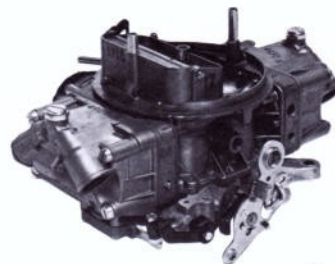
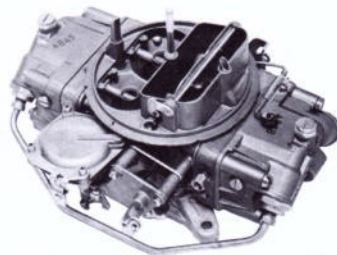
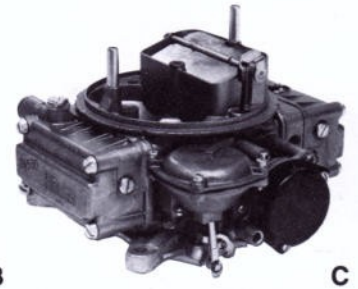
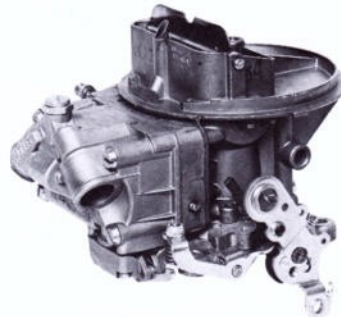
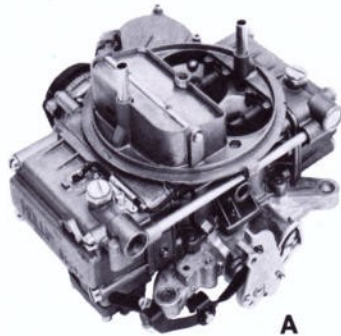
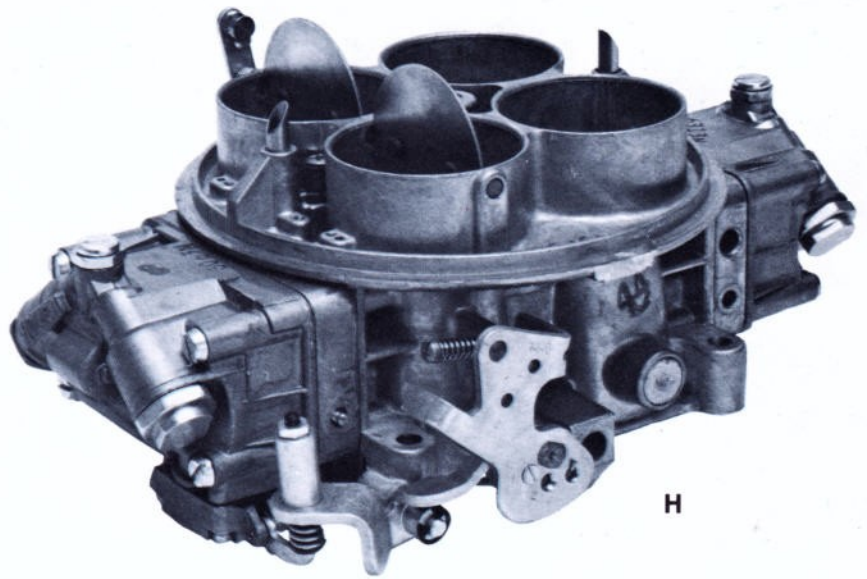


| For Holley Carb | | | Repair Kit | |
|------------------|-----------------|--------------------|--------------------|---------|
| Flow Rate cfm | Holley Part No. | Autosport Part No. | Autosport Part No. | Price |
| 460 | R1848 | 8001 | 8100 | \$ 8.80 |
| 500 | R4412 | 8005 | 8112 | \$ 8.15 |
| 600 | R1850 | 8010 | 8100 | \$ 8.80 |
| 650 | R4777 | 8013 | 8121 | \$17.80 |

| For Holley Carb | | | Repair Kit | |
|------------------|-----------------|--------------------|--------------------|---------|
| Flow Rate cfm | Holley Part No. | Autosport Part No. | Autosport Part No. | Price |
| 715 | R4118 | 8017 | 8103 | \$ 9.65 |
| 780 | R3310 | 8022 | 8106 | \$ 9.65 |
| 850 | R4781 | 8035 | 8124 | \$29.60 |
| 1150 | R4575 | 8051 | 8127 | \$34.35 |

Holley Carburetors

We have in stock a broad selection of Holley carburetors. These are the carbs that our dyno tests and racing activities have proven most effective with Ford engines—and particularly strong on Shelby manifolds. Eight carburetors cover all your needs. They are listed in the table below along with complete specifications and recommended application.

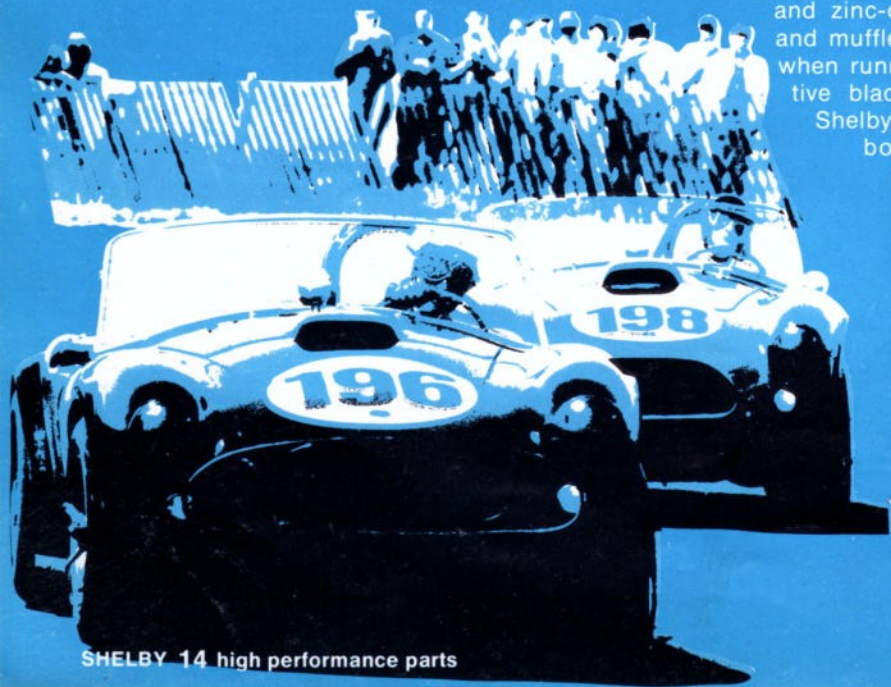


| Flow Rate C.F.M. | Holley Part No. | Bowl Type | Venturi Size | | Throttle Bore (inches) | Secondary Operation | Accelerator Pump | Recommended Application | Photo Key | Autosport Part No. | Price |
|------------------|-----------------|-----------|---------------------------------|---------------------------------|---------------------------------|---------------------|------------------|--|-----------|--------------------|----------|
| | | | Primary (inches) | Secondary (inches) | | | | | | | |
| 460 | R1848 | Standard | 1 ³ / ₃₂ | 1 ³ / ₃₂ | 1 ¹ / ₂ | Vacuum | Single | 221-302 cid 8V manifolds. | A | 8001 | \$ 71.05 |
| 500 | R4412 | Cathedral | 1 ³ / ₈ | none | 1 ¹¹ / ₁₆ | none | Single | Added H.P. for 2-barrel street use. | B | 8005 | \$ 50.95 |
| 600 | R1850 | Standard | 1 ¹ / ₄ | 1 ⁵ / ₁₆ | 1 ⁹ / ₁₆ | Vacuum | Single | Good all-around high-performance carb. 221-351W cid. 4V. 8V induction on 289 Ram Box and Boss 302. | C | 8010 | \$ 70.80 |
| 650 | R4777 | Cathedral | 1 ¹ / ₄ | 1 ⁵ / ₁₆ | 1 ¹¹ / ₁₆ | Mech | Dual | Street and strip use on 289-351W cid. | D | 8013 | \$108.20 |
| 715 | R4118 | Cathedral | 1 ⁵ / ₁₆ | 1 ³ / ₈ | 1 ¹¹ / ₁₆ | Vacuum | Single | All-around carb for 352-428 cid. | E | 8017 | \$101.95 |
| 780 | R3310 | Cathedral | 1 ³ / ₈ | 1 ⁷ / ₁₆ | 1 ¹¹ / ₁₆ | Vacuum | Single | Street and strip use on 351C-460 cid. | F | 8022 | \$100.20 |
| 850 | R4781 | Cathedral | 1 ⁷ / ₁₆ | 1 ⁷ / ₁₆ | 1 ³ / ₄ | Mech | Dual | Street and strip use on 351C-460 cid. 4V Ram Box on 289 cid. | G | 8035 | \$166.60 |
| 1150 | R4575 | Cathedral | 1 ¹¹ / ₁₆ | 1 ¹¹ / ₁₆ | 2 | Mech | Dual | For racing applications on 351C-460 cid. | H | 8051 | \$232.40 |

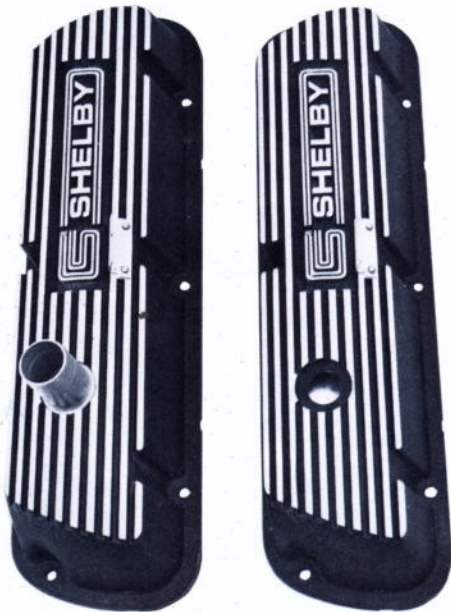
Shelby Valve Cover Kits



Make your car look like the hot performer it is with rugged Shelby Valve Covers. Finned, die-cast aluminum construction and zinc-coated steel internal baffling help dissipate heat and muffle tappet noise—something you'll really appreciate when running a Shelby solid lifter cam. Finished in distinctive black crackle with contrasting satin-ground finish, Shelby Valve Covers come complete with gaskets, plated bolts and washers, and breather tube (where applicable).



Valve Cover Kits



221-351 Valve Cover Kit

Performance engines deserve the brutal good looks of Shelby Valve Covers. Show the world what you're running! Kit includes covers, gaskets, plated bolts and washers and P.C.V. grommet/plug.

For 221-260-289-302-351W cid Fords (6-bolt valve covers)5000 **\$39.50**



Boss 302, 351-Cleveland Valve Cover Kit

Shelby Valve Covers are a must for the big-breathing performance kings in the Ford stable. Kit is complete with covers, gaskets, plated bolts and washers and P.C.V. grommet.

For Boss 302, 351-Cleveland (8-bolt valve covers) 5025 **\$39.50**



352-428 Valve Cover Kit

Everything you need to make these big-block engines stand out: valve covers, gaskets, plated bolts and washers, and P.C.V. grommet/plug.

352-390-427-428 cid Fords..... 5115 **\$46.00**

Air cleaners & hood scoops



Shelby Air Cleaner

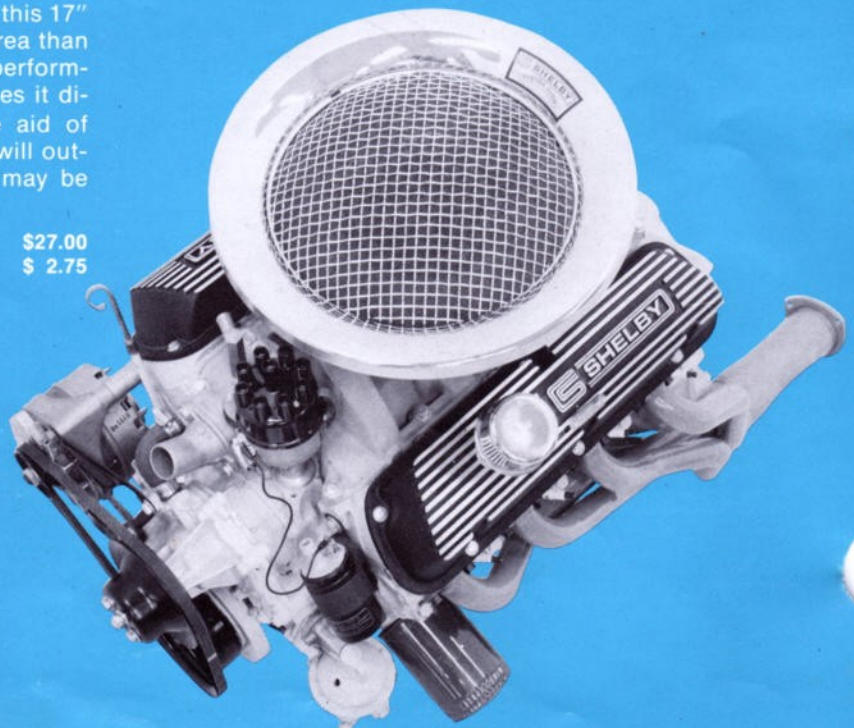
Available for either single- or dual-quad carburetor set-ups, the Shelby Air Cleaner combines great looks with winning performance. Die-cast aluminum top is finished in black crackle with satin-ground ribs to match our valve covers (pages 14-15). Special filter element allows maximum clean air flow while surpassing all manufacturer's specs. It's the final touch for any engine.

| | | |
|--|------|---------|
| Single-Quad Application | 8604 | \$38.50 |
| Dual-Quad Application (8 ³ / ₁₆ " centers) | 8607 | \$38.50 |
| Replacement Filter Element | 8608 | \$ 8.20 |

Ventra-Flow Air Cleaner

17" Diameter. The special screen and filter on this 17" diameter air cleaner provides 42% more open area than similar, perforated metal types for maximum performance. Venturi-shaped horn collects air and forces it directly into the carburetor. Designed with the aid of Autosport Products' air-flow test equipment, it will outperform any air cleaner on the market. Filter may be washed and reused.

| | | |
|------------------------------------|------|---------|
| For all 4-barrel carburetors | 8622 | \$27.00 |
| Replacement filter elements | 8623 | \$ 2.75 |

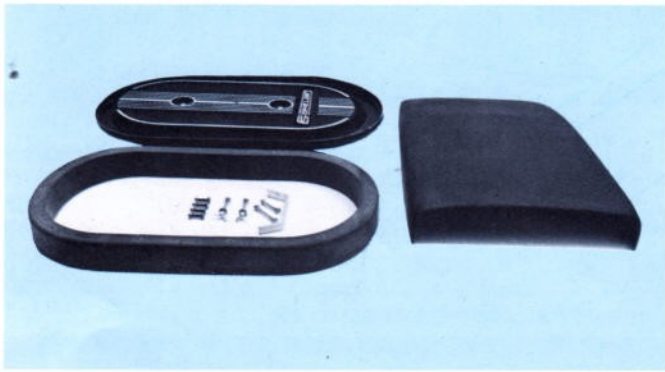




Maverick Hood Scoop

This new fiberglass hood scoop will turn your Maverick into a fresh air lover. Opens at the rear to duct cool air from the high pressure area at the base of windshield. Provides needed clearance for multi-carburetion systems available from Ford Motor Company. Lets you pack in more fuel/air mix for increased power.

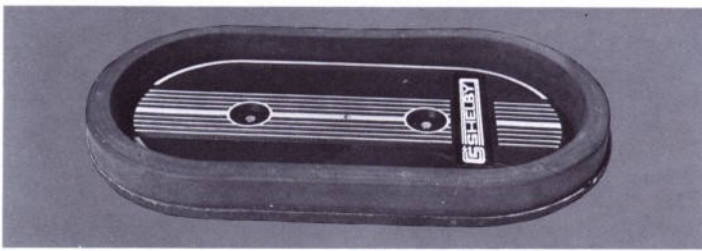
For '70-71 Mavericks **3705 \$39.95**



Ram Air Induction Kit, Scoop, Hood Seal, Air Cleaner, Plenum Chamber

Fits Single- & Dual-Quad Induction. This kit combines the functional good looks of the Shelby Air Cleaner with low restriction element, plenum chamber, hood seal, and our "big mouth" hood scoop. Maximum power results from only cold air being ducted into carburetor. Quality construction provides a finished, factory-equipped look with hood up or down. Scoop measure 3" x 16" x 24" and has hidden internal mounting lugs for easy installation. Everything you need for up-to-date looks and power.

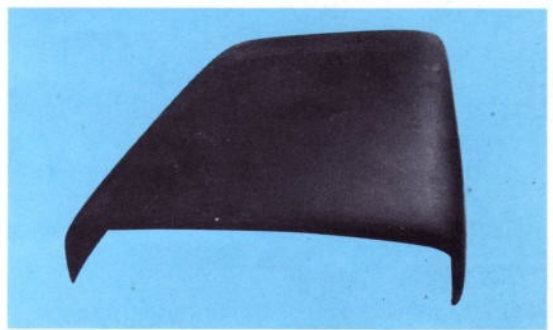
Single-Quad application **8625 \$109.50**
 Dual-Quad application, 8⁷/₁₆" centers **8630 \$109.50**



Ram Air Induction Without Scoop

If you already have a centrally located hood scoop, get the rest of the ram air induction shown above. Includes plenum, air cleaner, hood seal and mounting hardware for single- or dual-quad installations.

Single-Quad application **8626 \$83.95**
 Dual-Quad application, 8⁷/₁₆" centers **8631 \$83.95**

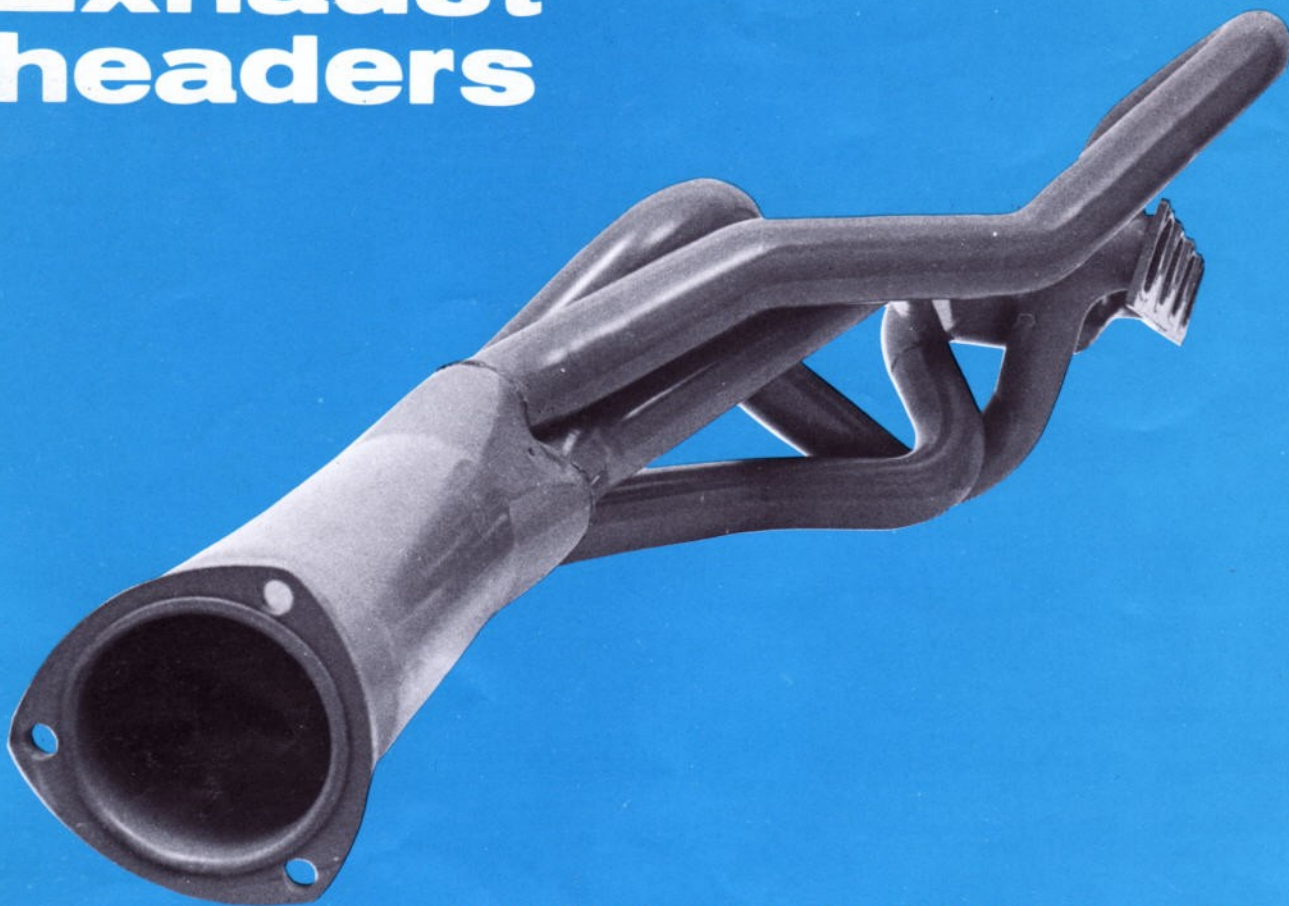


Bolt-On Hood Scoop

The same scoop detailed above. Measures 3" x 16" x 24". Easy installation with hidden internal mounting lugs.

For any car **3704 \$27.95**

Exhaust headers



Inhale, exhale—do it freely; that's the secret to horsepower. After a cam and intake manifold, your Ford will really scream with these performance-designed and dyno-proven exhaust headers. The large diameter primary tubes are "tuned" in length and dumped into full-size collectors. Kits are complete as shown, with header extensions and all gaskets.

| Application | Engine Size | Part No. | Price | |
|--|---------------|----------|----------|--------|
| Comet, Falcon, Ranchero, Fairlane, 63-66..... | 260-289 | 2902 | \$135.50 | |
| Mustang, 64-70; Cougar, 67-70 | 260-302 | 2904 | \$135.50 | |
| Fairlane, 67-70; Falcon, 67-69; Torino, 68-69 | 289-302 | 2906 | \$135.50 | |
| Mustang "BOSS 302," 69-70 | 302 Automatic | 2908 | \$150.00 | |
| Cougar, Falcon, Cyclone, Mustang, Torino, 69 | 351 Windsor | 2910 | \$135.50 | |
| Mustang, Cougar, 70 | 351 Cleveland | 2912 | \$150.00 | |
| Note: For cars with power steering, order power steering adapter bracket. | | | 2930 | \$7.00 |

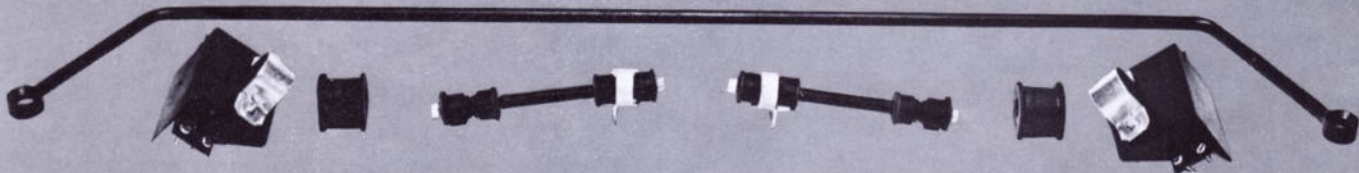


Suspension/handling

Rear Anti-Sway Bar Kit

For holding the line while others panic. The single, most valuable handling aid for a front engined car is a rear anti-sway bar. These were computer designed for the Trans-Am racers and engineered for bolt-on installation with simple hand tools. You have to drive it to believe it. Kit contains all necessary hardware for easy installation.

| | | |
|------------------------------|------|---------|
| 65-70 Mustang & Cougar | 3251 | \$90.00 |
| 68-70 Fairlane & Torino..... | 3252 | \$78.00 |
| 70 Maverick | 3253 | \$90.00 |



Ignition systems

Shelby-Mallory Ignition

Shelby-Mallory Dual-Point Distributors Deliver. Autosport products' experience with Ford engines is coupled with Mallory design and quality to produce the ultimate in performance distributors. Centrifugal advance, dual points for high rpm, and unique advance curves are features available only in Shelby-Mallory Distributors. Provides Ford owners with real power and acceleration for street, strip and track. Comes complete with distributor cap, heavy-duty condenser, and rotor.

| | | |
|--|------|---------|
| For 221-302, Boss 302..... | 8420 | \$39.50 |
| For 351 cid (6-bolt valve cover) | 8425 | \$39.50 |
| For 351-Cleveland, 429-460 cid..... | 8430 | \$39.50 |
| For 352-428 cid. | 8435 | \$39.50 |
| Replacement Parts for Above Distributors | | |
| Ignition Point Set (2 req-d) | 8440 | \$ 4.75 |
| Rotor | 8442 | \$ 2.00 |
| Distributor Cap | 8443 | \$ 5.50 |
| Condenser, heavy duty..... | 8444 | \$ 2.00 |

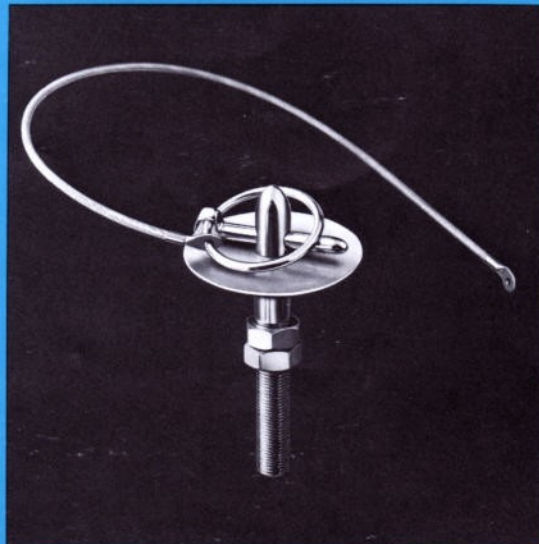


Racing accessories

Hood Pin Kit

Give your car the winner's look—on or off the track. Comes complete with all required hardware for an easy installation on any car. Supplied with two stainless steel washers with special 3M adhesive backing—no screws or rivets needed. Kit also includes two studs, 2 klick pins and four nuts. Available with or without 18" vinyl-coated stainless steel cables. Adds a distinctive race car look to any car.

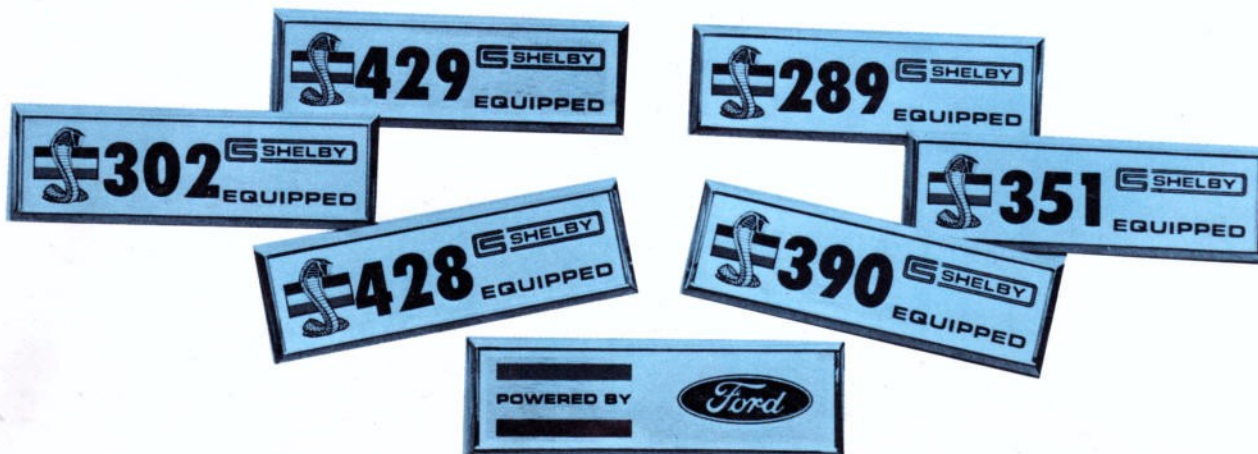
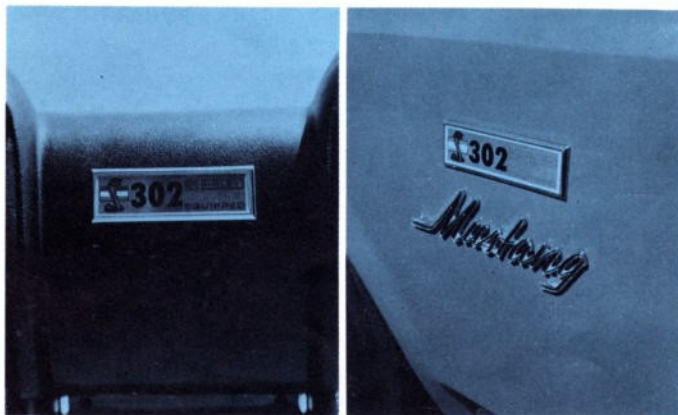
Universal kit, with cables 130 \$ 6.95
 Universal kit, without cables 131 \$ 4.60



Fender & Dash Badges

Let everyone know what you're doing it to them with. Plaques quickly identify your engine size and announce you are running Shelby parts. Chrome-finished, die-cast metal badges look like original factory equipment. Permanently attached in minutes with anti-theft spring clips provided in each kit. Fly your colors proudly.

| Plaque Type | Part No. | Price |
|-----------------|----------|-----------------|
| 289 | 210 | \$7.90 per pair |
| 302 | 211 | 7.90 per pair |
| 351 | 212 | 7.90 per pair |
| 390 | 213 | 7.90 per pair |
| 428 | 215 | 7.90 per pair |
| 429 | 216 | 7.90 per pair |
| Powered by Ford | 217 | 7.90 per pair |





New Pace-Setter's Parade Catalog

High-performance accessories for man and his machine. Our latest catalog, hot off the press. Gives details on the complete line of jackets, windbreakers, jump suits—all available with a variety of Ford, Cobra and Shelby emblems. Also shows jacket patches, key chains and butane lighters with three-dimensional Cobra or Mustang affixed. Leather steering wheel covers and a variety of shifter knobs. Driving lights. Performance parts. And more. It's all in Pace-Setter's Parade. Yours now, with decal, for just \$1.00. Order under part no. 071.

Ref no
4115 2214-00

Now — Simplified, Painless Ordering!

From either of two handy locations. Send the Order Form supplied by Autosport Products, Inc. (or use your own order form) to our warehouse that's nearest you.

Both locations maintain a complete stock of all the high-performance parts and accessories offered by Autosport Products, Inc.

Retail orders must be pre-paid and accompanied by check or money order. Sales tax for California (5%) or Michigan (4%) must be included on orders from those states.

Freight and/or postage is paid by Autosport Products, Inc. on all retail orders within continental United States only. Additional charges must be included for foreign shipments.



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TM

Dealer Terms and Conditions

WARRANTY

Autosport Products, Inc. warrants all merchandise against defects in factory materials and workmanship for one year after purchase. This Warranty applies to the first retail purchaser and covers only those products exposed to normal use or service. On any part found to be defective, Autosport Products will only repair or replace the merchandise THROUGH THE ORIGINAL SELLING DEALER; all claims should be made to the Selling Dealer at his place of business.

Autosport Products, Inc. assumes no responsibility for diagnosis, removal and/or installation labor, loss of vehicle use, loss of time, inconvenience, or any other consequential expense. The warranties herein are IN LIEU OF any other expressed or implied warranties, including any implied WARRANTY OF MERCHANTABILITY OR FITNESS, and any other obligation on the part of the Company or selling Dealer.

TERMS

Net 30 days from date of invoice to all approved accounts. C.O.D. on all other accounts (credit application for open account available upon request).

FREIGHT POLICY

Autosport Products will pay surface freight charges on all domestic orders over 200 pounds. If Buyer specifies air freight or special handling, credit for lowest surface tariff rates will be allowed against freight charges.

If payment is not received as specified under "Terms" above, the prepaid freight charges will be added to the Buyer's account. Back orders will be shipped and charges applied as if they were part of the original order.

BACK ORDERS

Orders for merchandise temporarily out of stock will be held on "Back Order" and shipped immediately when available. Immediately upon receipt of the

order, Buyer will be notified of any item held on "Back Order" and the anticipated delivery date.

RETURN OF PARTS

Buyer must obtain written authorization from Autosport Products, Inc. before any merchandise is returned for credit or adjustment; a copy of the original invoice and reason for return must accompany each item.

Freight charges must be prepaid and merchandise properly packaged. Parts cannot be returned after 90 days from date of invoice unless agreed upon in writing by Autosport Products, Inc. at time of sale.

Except for defective parts subject to Warranty, all merchandise returned will be subject to a 15% handling charge. Any reconditioning and/or repackaging expenses may be billed to the Buyer.

DAMAGE IN TRANSIT

Claims for damage in transit must be made by the Buyer directly to the carrier.

SHORTAGES OR ERRORS

Claims for shortages or errors must be made to Autosport Products, Inc. in writing within 10 days after receipt of shipment. Be sure to reference invoice number and state the problem in any correspondence with the factory.

MINIMUM ORDER CHARGE

Autosport Products, Inc. retains the right to apply a \$1.00 service charge on any order under \$10.00.

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