Technical Notes – No. 006

Make – SHELBY

Model – Cobra 289

Applicable to Period F – Precision / GTS12

Issue #1

Homologation 115 Group GT

Item		Appendix K	Restriction/Note
1.	Wheelbase	2280mm	
2.	Front Track	1372mm	
3.	Rear Track	1416mm	
4.	Minimum Weight	865kg	1000kg
5.	Maximum Fuel Capacity	140 litres	
6.	Chassis	Girder	
7.	Brakes	**FR.** 290.5mm | Solid discs 2-pot Girling CR 60.5mm piston OD. 13-14mm disc thickness **RE.** 273.05mm | Solid discs 2-pot Girling ORA 44.5mm piston OD. **Or** 3-pot Girling 1x41.3mm 2x28.6mm Pt. OD Allowed as per early cars. 13-14mm disc thickness	Hand brake mechanism must be retained, mounted and functional.
8.	Suspension	**FR.** Transverse leaf spring and lower wishbone with non-adjustable ARB. **RE.** Transverse leaf spring and lower wishbone.	**FR. & RE. Anti-Roll Bar are not adjustable, and must be solid bars.** Single adjustable steel bodied dampers unless 1965 specification where double adjustable steel bodied dampers are allowed.
9.	Bodywork	Aluminium	
10.	Wheels & Tyres	15" Diameter **FR.** 6-7.5" (0.5' increments) **RE.** 7-8.5" (0.5' increments)	Tyre dimensions are not limited but you may be reminded that achieving the maximum track at any times during the Competition is mandatory.
11.	Dashboard	Production / SAI Comp. dash	
12.	Steering	Rack & pinion	
13.	Engine capacity	289ci (4727cc) 101.76x72.9 Bore/Stroke	Maximum rebore as per Homologation/Appendix K.
14.	Ignition	Distributor/Coil/Breakers	Electronic Magic eye authorized.
15.	REV limitation	MSD 6AL (ref: MSD PN 6425 or 6420) mandatory. Set @6500PM	
16.	Intake	4x Weber 48 IDM	48mm diameter at carburetor flange 42x50.8mm diameter at port.
17.	Exhaust	As per Homologation Page 4	**See note 1**
18.	Clutch	Single plate / Slave cylinder	No concentric mechanism allowed
19.	Gearbox	4-speed Borg Warner T10 Ratios as homologated Straight cut allowed	No Uniballs on gear selector mechanism or Hurst shifter and straight rods allowed.

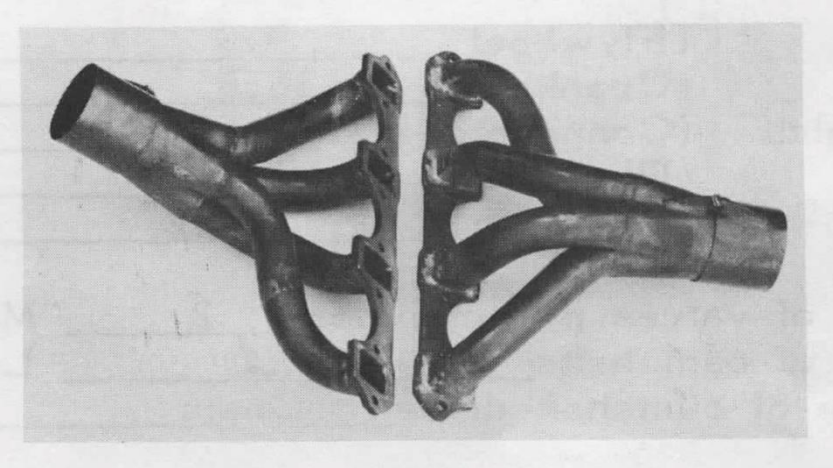
			See Note 2
20.	Differential	Salisbury 4HU LSD Oil cooler homologated	Cast iron only

<u>Note 1</u>

You are reminded that flange hole diameter at port and at connection to muffler inlet pipe is mandated by Homologation.

Flange diameter at port – 30.200x41.500mm

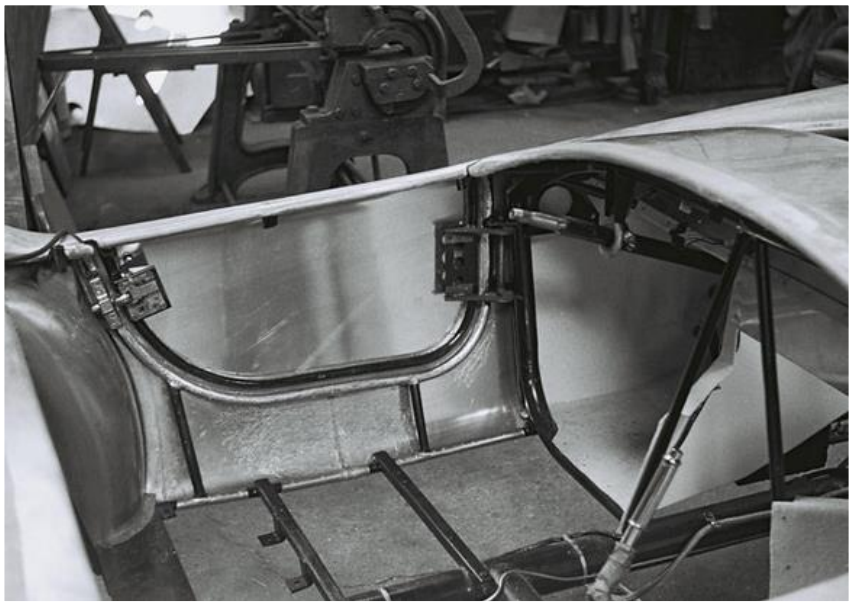
Flange diameter at connection to muffler inlet piper – 76mm

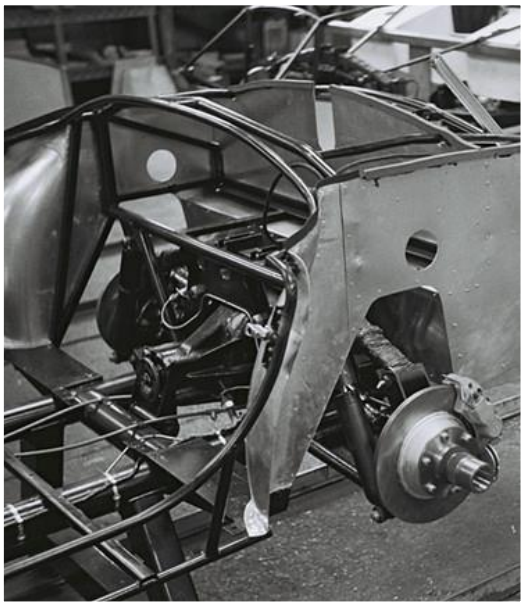


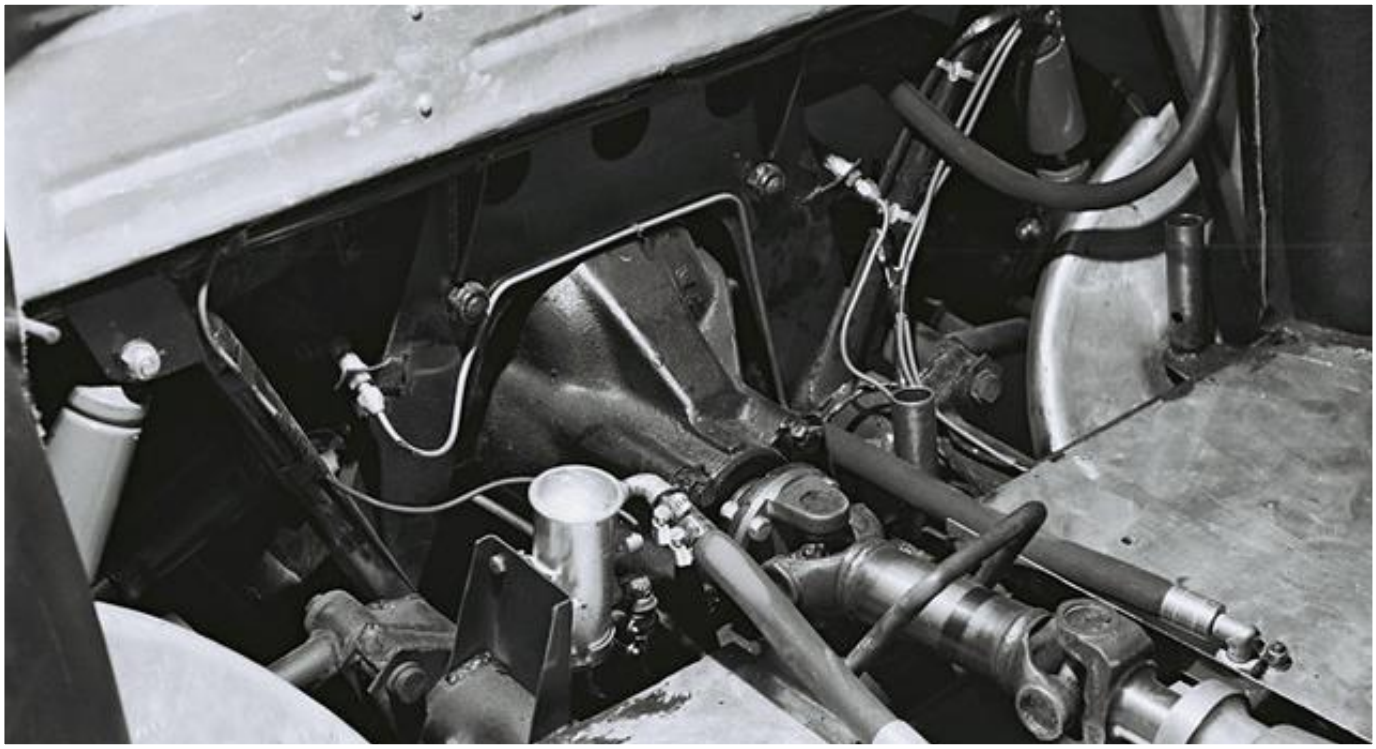
Cobra 289 & Cobra Daytona Coupe evolution ROPS

<u>For cars not using a period specification ROPS as permitted by Appendix K, Appendix II, Article 4.3:</u>
No more than 6 mounting points may be used for the fixation of the structure, braces or support must be mounted on the original floor structure, ***<u>rear back stays are mandatory.</u>***
Any additional braces to reinforce the differential subframe or the chassis itself is not allowed.

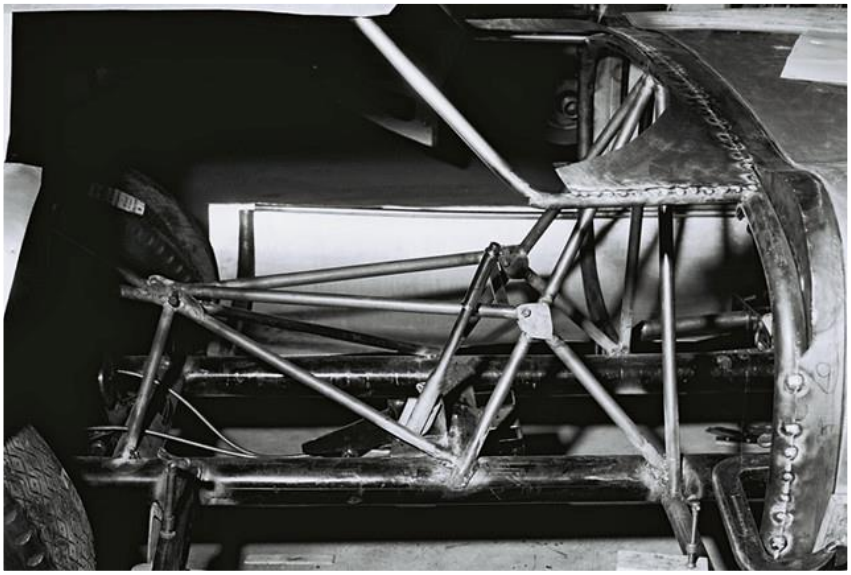
Images below should give you a clear picture on installation, relative to a ***289 roadster*** *chassis.*



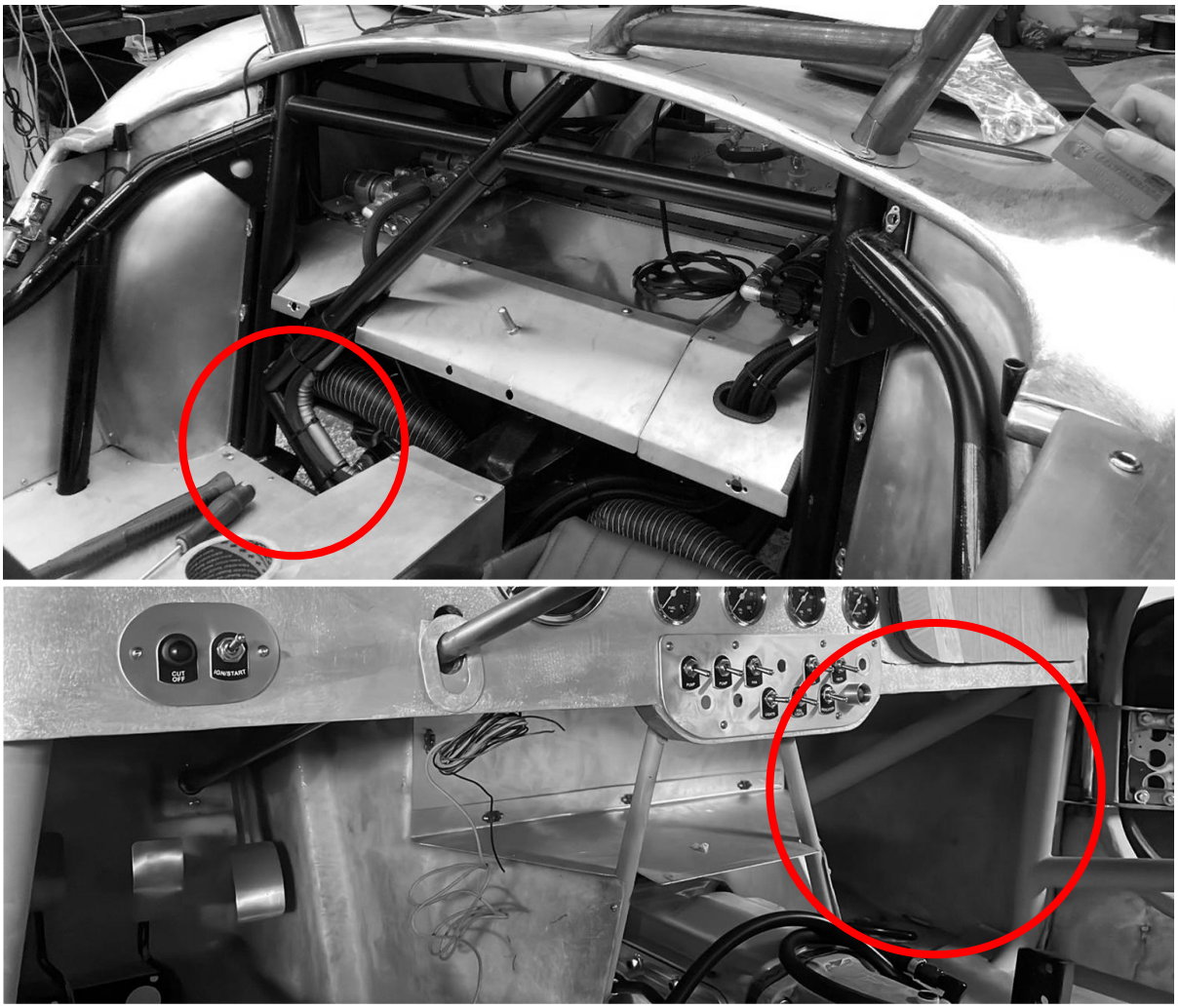




*Images below should give you a clear picture on installation, relative to a **Daytona Coupe** chassis.*



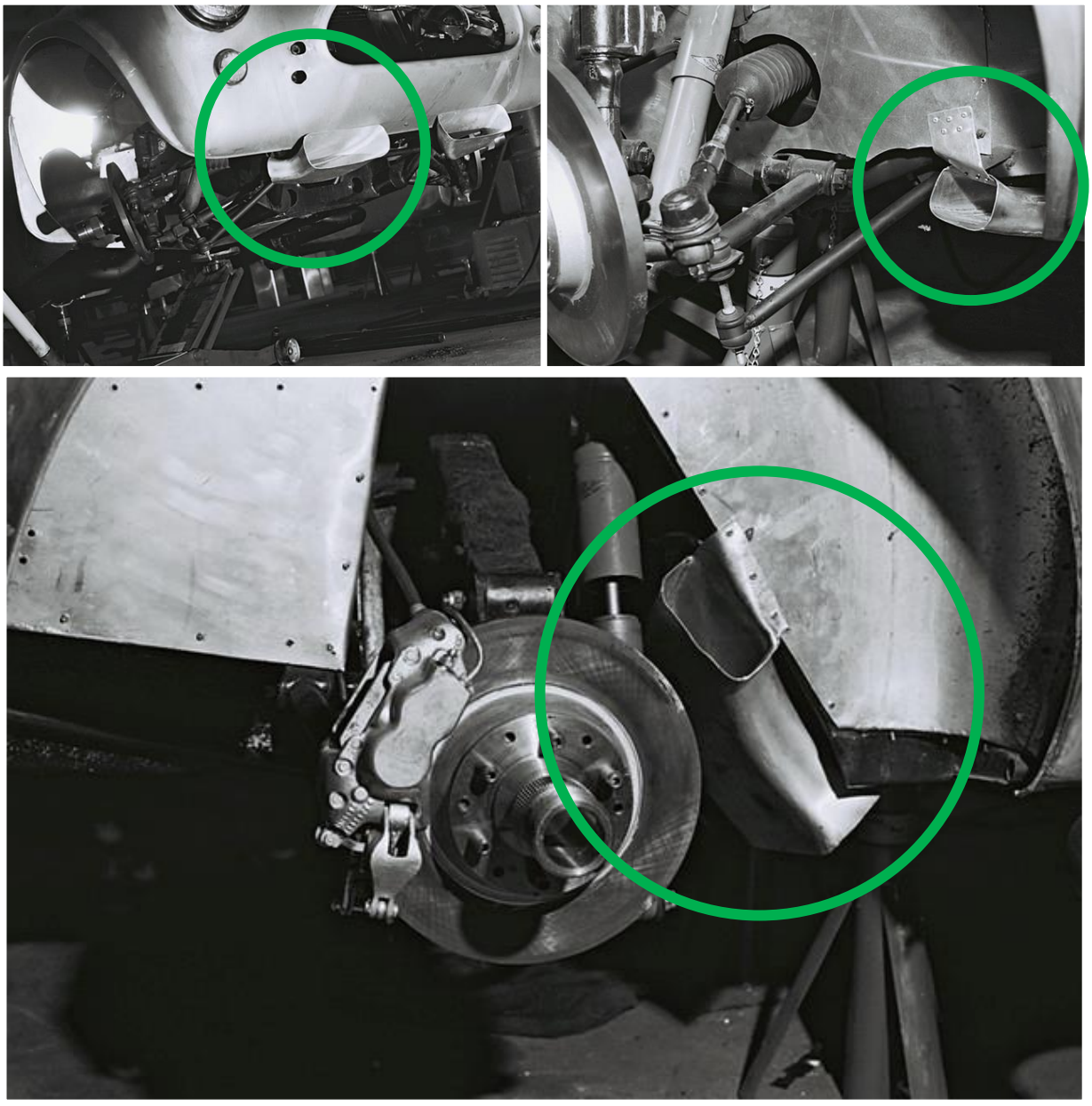
Below tubes from main hoop back to chassis are not allowed on main tube installation, any additional brace to reinforce the differential subframe or the chassis itself is not allowed.



Brake ducts

Front air ducts fixed under front panel – or each side of oil cooler for cars equipped with, feed to wheel arch and towards brake but no over disc/caliper or backplate allowed. Rear, from side of the differential, back of firewall as per below image. Same principle applicable for cars sporting a front panel with wheel arch direct feed.

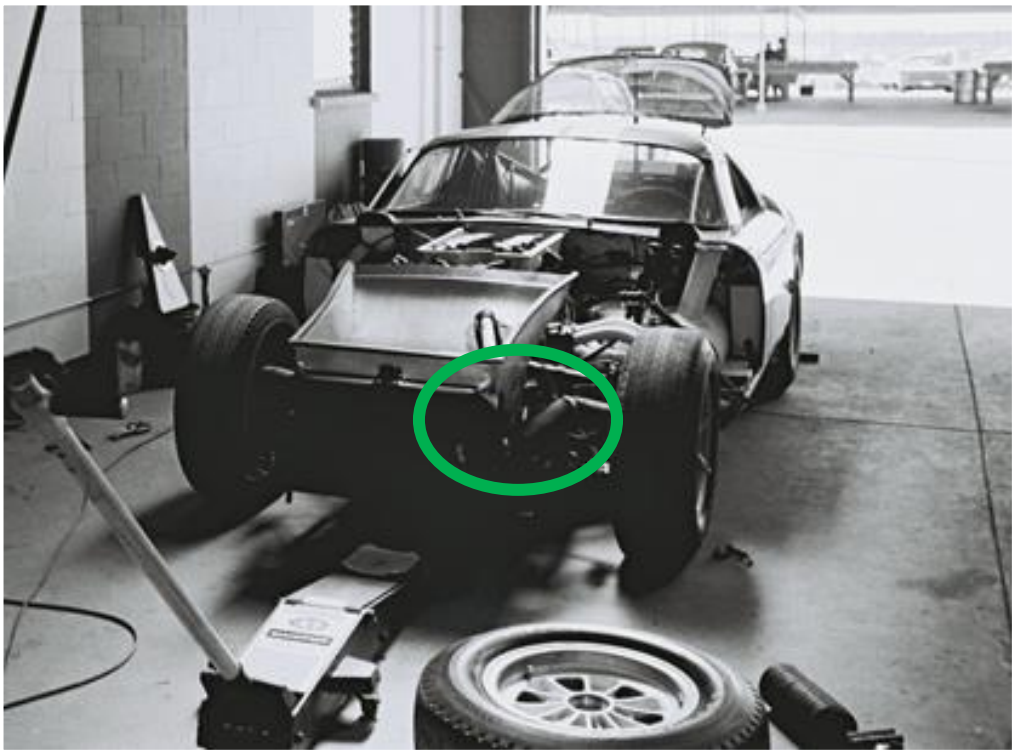
You are reminded that when brake ducts are fitted, these must clear the 100mm static ride height procedure.



All pictures Copyright – Dave Friedman

The feed comes from the central air intake, channeled through aluminium side panel of radiator box only. The flow is directed through a BOA type feed to a hub carrier backplate, it can be divided to feed air to disc and equally to caliper.

No over disc boxing or assembly like the GT40 period brake covers are allowed.



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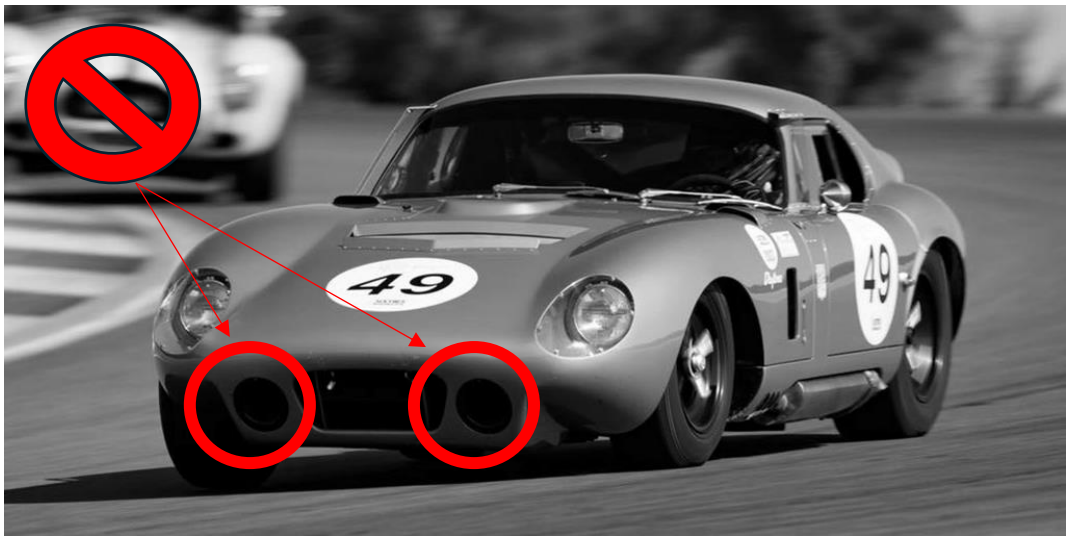
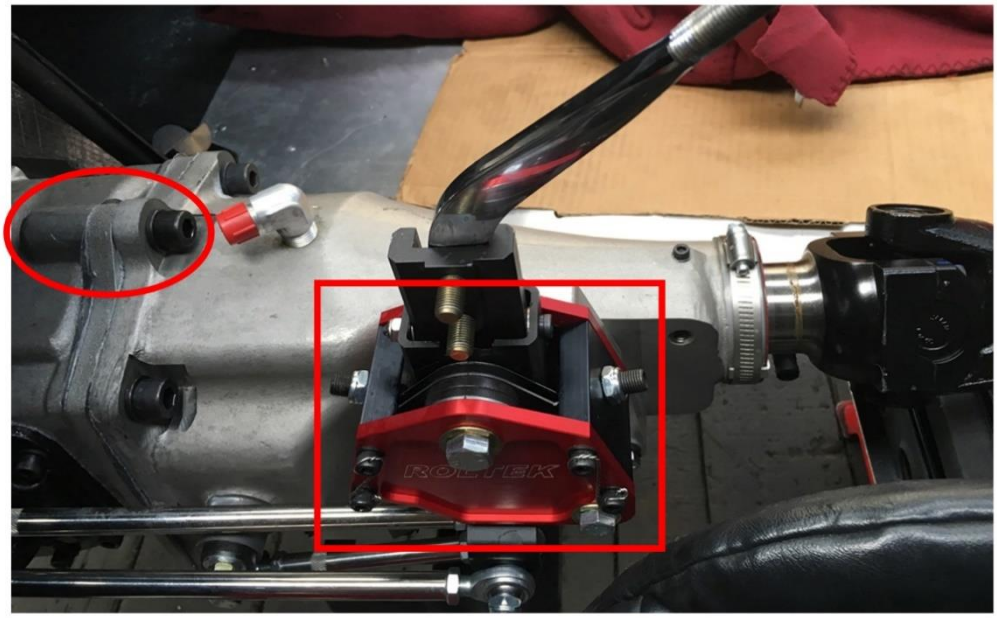
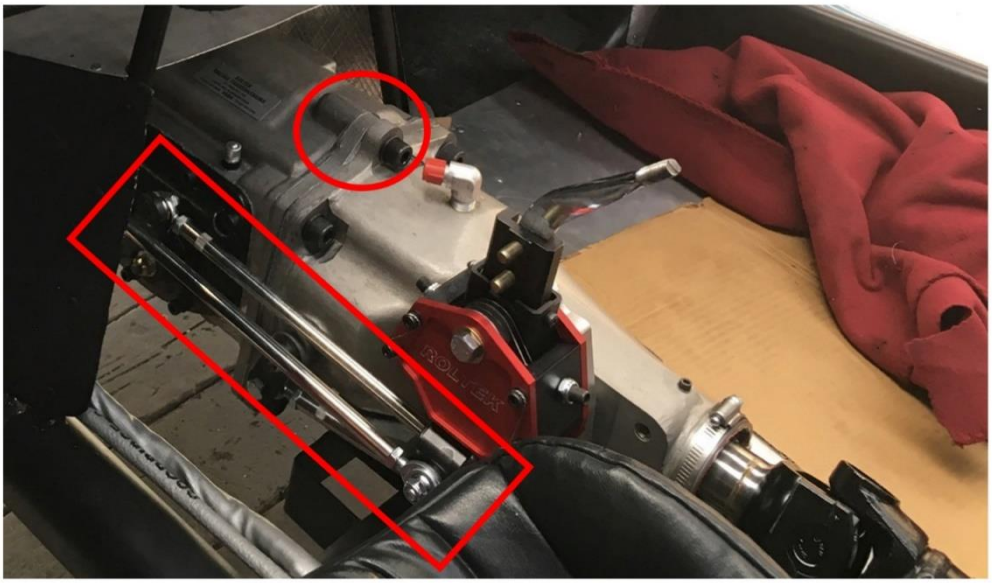
Cobra Daytona Coupe evolution
Additional headlamps cannot be used for additional brake ducting



Note 2 – Gearbox & Gear selector mechanism.

Gearbox must be to correct period specification, equally for internals.

Gear selector mechanism or linkage must respect the original non-Uniball layout and assembly.