



Buy it . . . or watch it go by

# King of the Road!

Carroll Shelby has pulled the trick of the year. He's combined Ford's new *drag champion* 428 Cobra Jet engine with his *complete* road car, the Cobra GT 500. Result? Cobra GT 500-KR . . . King of the Road.

Drag champion engine? The 428 Cobra Jet grabbed Super Stock Eliminator honors at the Pomona Winternationals. It delivers 335 hp at 5400 rpm, churns up 440 lbs/ft of torque at a usable 3400. Look for 0 to 60 times that will snap your eyeballs! "Hot Rod" Magazine calls it ". . . the fastest-running Pure Stock in the history of man."

The complete Shelby Cobra GT is ready-made for the "all-there" Cobra Jet. Power is controlled by adjustable shocks, heavy-duty suspension, four-speed transmission (with automatic a low cost option), beefy driveline and torque-sensitive locking rear. All standard—along with 16-to-1 ratio power steering, high performance tires, power disc front brakes. These essentials—plus safety features, luxury interiors and limited-edition styling—are engineered-in, not just offered as options.

The game is Follow-the-Leader. The name of the game is Cobra GT 500-KR. Or play a slightly tamer game with the Cobra GT 350. But make your play at your Shelby dealer . . . today.



Shelby COBRA GT 350/500-KR

POWER BY 

**TRY A COBRA GT  
AT ANY OF THESE DEALERS**

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**Write for Specifications and Literature to Shelby Automotive, Inc., Dept. L, Box 7390, North End Station, Detroit, Michigan 48202.**

**COBRA GT 350 and GT 500-KR  
SPECIAL FEATURES**

- (1) Two engine choices: GT 350, 250 hp 302 cu. in. V-8; GT 500-KR, 335 hp 428 cu. in. V-8.
- (2) High velocity, high volume Cobra intake manifold.
- (3) Advanced design cathedral float 4-barrel carburetion.
- (4) Dual exhausts.
- (5) Low restriction custom paper-element diecast aluminum air cleaner.
- (6) Diecast aluminum Cobra rocker covers, chromed filler cap, dipstick.
- (7) High-rate front coil spring.
- (8) High capacity heavy-duty adjustable shock absorbers front and rear.
- (9) .94" diameter front stabilizer bar.
- (10) Crisp 16.0:1 steering ratio with power assist.
- (11) Heavy duty four-leaf rear springs.
- (12) Anti-windup rear spring dampers for sure acceleration.
- (13) Heavy-duty rear axle.
- (14) Power-assisted floating caliper front disc brakes.
- (15) Heavy duty rear drum brakes.
- (16) Four ply polyglass Goodyear high performance tires.
- (17) 6" rim width 15" safety wheels.
- (18) Inertia-reel shoulder harnesses and seat belts for front-seat passengers (seat belts in rear).
- (19) Integral overhead safety bar in all models.
- (20) Safety-sequence wide tail lights.
- (21) Front marker lights.
- (22) Rear quarter reflectors.
- (23) Rectangular fog lights.
- (24) Dual master brake cylinder with proportioning valve and low-pressure warning light.
- (25) Collapsible steering column and safety padded center steering wheel.
- (26) Full unitized chassis and body.

**STYLING APPOINTMENTS**

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

**Interior:** Deluxe all-vinyl interior with bucket seats, full loop pile carpeting, matching custom styled console with padded arm-rest glove box, walnut-grained appliques on instrument panel and door panels. Full instrumentation; 8000 rpm tachometer, 140 mph speedometer, oil pressure, ammeter, water temperature, fuel gauge, electric clock. Optional folding rear seat with retractable safety luggage retaining bar (fastback only), tie-down loops on safety bar (convertible only).

**COBRA JET 428  
ENGINE SPECIFICATIONS**

**Horsepower** ..... 335 @ 5600  
**Torque** ..... 440 @ 3400  
**Displacement (In.<sup>3</sup>)** ..... 428  
**Bore (In.)** ..... 4.13  
**Stroke (In.)** ..... 3.98  
**Compression Ratio** ..... 10.7:1  
**Cylinder Heads and Valves:**  
 Large Intake Port with 2.06" intake valve, 1.625" exhaust valve  
**Intake Manifold:**  
 Large Iron Version of Aluminum Manifold  
**Exhaust Manifold** ... New Header  
**Carburetor** ..... 735 cfm 4-V  
**Tappet—Cam** ..... Hydraulic  
**Rocker Arm** ..... 1.73:1  
**Oil Pan** ..... Conventional  
**Camshaft:**  
 Lift ..... .481" intake, .490" exhaust  
**Duration** ..... 290°