



LEAF SPRING COBRAS SERVICE BULLETINS

COBRA SERVICE BULLETIN NO. 1

SUBJECT: ELECTRICAL GROUND STRAP

Occasional trouble has been encountered with the COBRA electrical system because of improper ground connection between the engine and chassis. To eliminate trouble now occurring or as a safeguard against future problems of this nature, it is recommended that chassis numbers prior to CSX2160 be fitted with a universal ground strap between the cylinder block motor mounting bolt and the frame motor mounting bolt, by-passing the rubber mount. Remove all paint at the ground strap contacting area to assure proper contact.

Shelby American, Inc. will, as various service problems arise, issue "COBRA SERVICE BULLETINS" to its dealers and owners as an aid in the proper maintenance and repair of this fine automobile. If a dealer or owner has specific problems, the factory service manager, Mr. John Lake, is always available to offer assistance. He may be contacted by writing to Shelby American, Inc. 1042 Princeton Drive, Venice, California, or calling area code 213-391-7246.

COBRA SERVICE BULLETIN NO. 2

SUBJECT: WIRE WHEEL HUB MAINTENANCE

To prevent galling or wear of the serrations on the wheel hubs, it is most important that they are properly lubricated and indexed.

After the first 500 miles of driving, remove wheels, clean serrations and coat them with a heavy duty water pump grease and reinstall, using a different position on the serrations. Tighten wing nuts securely using the wheel hammer provided in the tool kit. It is recommended that this maintenance be accomplished every 1000 miles thereafter until the Cobra has been driven 6000 miles, and then every 3000 miles.

COBRA SERVICE BULLETIN NO. 3

SUBJECT: DRIVE LINE BOLTS AND NUTS

On occasion, customers have complained of thumping or unusual noises in the vicinity of the differential. These noises occur when starting the car from a rest or when turning hard corners. Investigation has proved that the noise occurring when turning is usually the power-lok unit and is normal. This can be eliminated to some extent by using a special lubricant designed for posi-traction differential. However, the noise heard when starting the car from a rest is occasionally caused by a loose drive train. At the 500 mile service it is recommended that all nuts and bolts on the drive shaft flange and the half shaft flanges be thoroughly tightened and periodically checked thereafter at lubrication periods. In some cases it will be necessary to place lock washers under these self-locking nuts in order to hold them securely.

COBRA SERVICE BULLETIN NO. 4

SUBJECT: CLUTCH AND BRAKE LEVER BUSHINGS

The lower ends of the clutch and brake levers are fitted with perforated bushings which require no lubrication under normal use. However, under adverse weather conditions and accumulation of dirt will cause the levers to stick. It is recommended that the slotted plate covering the brake and clutch levers to be removed at 3,000 miles and a light oil be applied between the bushings



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and shaft. This procedure should be repeated at 3,000 mile intervals thereafter.

COBRA SERVICE BULLETIN NO. 5

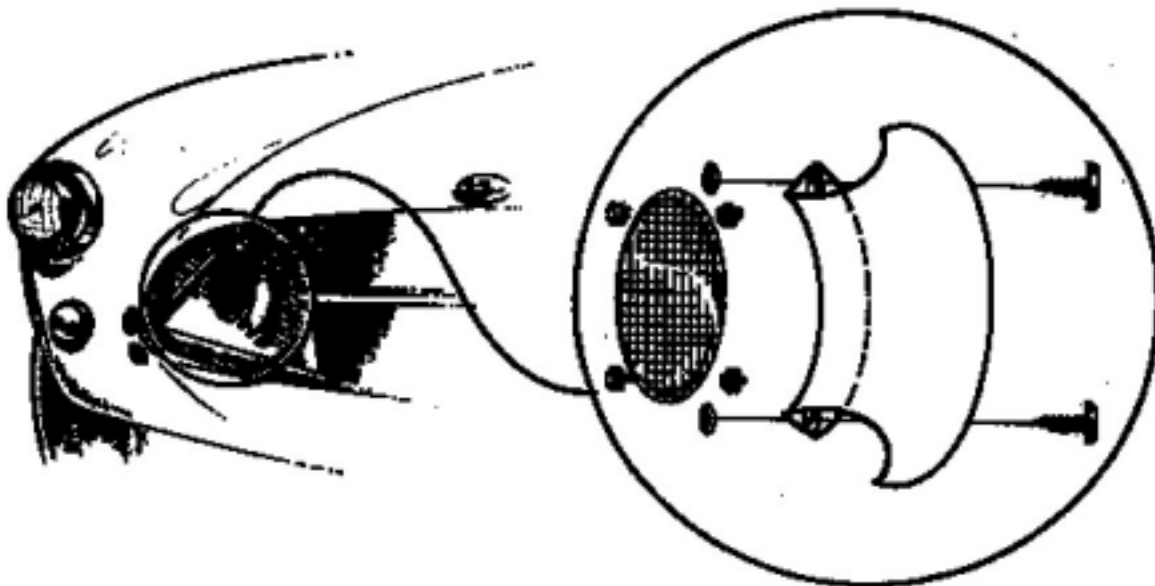
SUBJECT: UPPER DIFFERENTIAL HANGER MOUNTS

Prior to chassis No. 2165, cast malleable iron upper differential hangers were installed on the Cobra automobile. These hangars, under severe use proved unreliable, allowing the differential to drop from its normal position. When this occurs the half-shaft will contact the rear cross member. New forged-type hangar mounts are now available. It is recommended that vehicles to be used for any type competition install these new mounts before failure occurs that could possibly damage half-shafts and surrounding components.

COBRA SERVICE BULLETIN NO. 6

SUBJECT: EXCESSIVE COCKPIT HEAT

Several Cobra owners have been desirous of increasing the flow of air into the cockpit of their cars. To assist them in this problem Shelby American has designed a pair of fiberglass scoops. These may be mounted behind the grille on either side of the car. These scoops will be sent upon request to any customer, the only cost involved will be the freight and installation. The diagram below illustrates the method of installation and placement of these scoops. The grille should be removed rearward and holes drilled directly behind the cockpit air inlets so that sheet metal screws may be used to mount the air scoops so as to direct the air into the inlets.



YOUR COBRA COOLING SYSTEM

To insure that the cooling system on your Cobra functions at maximum capacity it is necessary to remove all the air from the system. This can be accomplished by any Cobra Dealer or if the owner desires to perform this service the following procedure should be followed.

1. Remove the top of the heater shut-off valve (located on the engine intake manifold just to



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- the right of the distributor). This includes the securing nut and valve core.
2. Remove water tank cap and fill water tank with clean fresh water until water flows from heater valve opening free of any air bubbles.
 3. Replace heater valve core and securing nut.
 4. Remove 1/8" brass pipe plug located in the upper radiator hose connection just behind the radiator.
 5. Again fill the water tank with water until it flows from the hole free of air bubbles.
 6. Replace the pipe plug and again fill the water tank.

A WORD OF CAUTION: If for any reason your cooling system is drained (i.e. flushing - antifreeze replacement, etc.) the above procedure must be followed when refilling.

COBRA OWNERS SERVICE INFORMATION

ENGINE:

Delivered with 5W break-in oil. DRAIN at 500 miles.

SAE 40W for racing use

SAE 30 or 10W-30 for hard driving in warm temperatures or normal driving above 90°

SAE 20, 20W or 10W-30 for 20° - 90°

SAE 10W or 10W-30 for -10° to +20°

SAE 5W or 5W-20 for below -10°

(Do not Exceed 65 mph with 5W oils.)

VALVE CLEARANCES: .021" Hot Intake & Exhaust .024" Cold Intake & Exhaust

POINT CLEARANCE: .019" to .021"

IGNITION TIMING: 10° advance at idle Dwell Angle at Idle: 33° to 36° Spark Plugs: Autolite BF-32

Gap at .035" Fuel Required: Super Premium

TRANSMISSION AND DIFFERENTIAL

Valvoline SCL 90 Gear Oil - Drain at 500 miles. Refill with EP 90 Gear Oil

BRAKE FLUID

HD is satisfactory. For racing or hard use - 70 R-1 or 70 R-3 SAE specification

STEERING GEAR

EP 90 Gear Oil for Worm & Sector

COOLING SYSTEM

Use a good quality anti-freeze compatible with aluminum for low temperatures. With water, always use an anti-corrosion additive. MAC's 13 is recommended. Water Temperature: 80° - 90° C. in motion 90° - 100° C. sitting in traffic Electric fan turns on at 90° - 92° C.

ELECTRICAL SYSTEM

Prior to Chassis #2070 - Refer to Lucas Service Manual Between Chassis #2070 and Chassis #2200 - Ford Generator and Voltage Reg After Chassis #2200 - Electrical System is completely Ford Alternator type

TIRE PRESSURE

30 lbs. all around or to your personal preference.