

Regarding the rear flares:

- 3101-3124 had wide hips
- 3125-3158 had narrow hips
- 3159-3360 went back to wide hips

Regarding the oil cooler scoop:

- 3101-3300 had the oil cooler scoop
- 3301-3360 did not have the scoop

About taillights:

- 3101-3200 had rectangular taillights
- 3201-3360 had round taillights

And for motors:

- 3101-3200 came with 427 motors
- 3201-3305 came with 428s
- 3306-3360 went back to 427s

## **A GUIDELINE TO BUILDING AN AUTHENTIC LOOKING COBRA REPLICA**

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Minor changes and additions. Stephan Moran, [carsoncallpodcast.com](http://carsoncallpodcast.com)

## **EXTERIOR**

### **WINDSCREEN FRAME**

All models had the same frame made by Elliot + Beclawat. A small Beclawat nameplate was attached on the inside top of the frame cross piece.

The side posts extended all the way to the top of the frame and actually wrapped over the top by about 40mm each side.

The frame was made from brass and was chrome plated.

There was a slot all the way across the top of the frame with a wider portion in the middle into which the soft-top half bows located.

A small hooked plate was attached to each post onto which the soft-top half bows clipped.

Sun visor and wind deflector hinge attachment tapped holes were provided.

The escutcheon plates used to trim the holes in the body where the side posts went in were held in place with a single screw.

### **WIPER ARMS**

427R + S/C The wiper arm had a shortish base and a relatively long stem attached with two rivets.

The finish was bright - probably st/steel.

AC 289 the wiper arms had a longer base and there were no rivets.

## **BONNET HANDLE + LATCH**

All three models had the same style bonnet latch, viz an elongated T-handle standardized upon in the sq body era.

The latch was a plate, which rotated out of a rectangular shaped housing. This latch plate located under a plate attached in the engine bay.

## **HEAD LIGHTS**

Early square body cars used the "peace sign" Lucas light. This carried over to the first of the next generation, like the 427S/C.

Some of the later S/C's and all the 427R and AC289's had Lucas sealed beams. "Sealed beam" and "Lucas" were printed on the face of the lens and the lens face was markedly convex.

## **INDICATOR - FRONT**

427S/C Lucas L539 - Amber lens with a pointed centre and with 3 fins cast into the lens.

427R Initially the same as the S/C but later changed to the Healey RB682S which was slightly bigger than the L539 and it had an amber lens and no fins.

AC289 Initially the same as the S/C except the lens was white. They later changed to the amber Healey RB682S.

## **INDICATOR + BRAKE LIGHTS**

Due to a carry over from the previous generation of sq bodies, all the cars were initially fitted with the rectangular Mynx light.

427S/C All had Mynx lights.

427R Initially Mynx but later changed to Healey. The indicator was the same as used in the front.

AC289 Initially Mynx but later changed to Healey. The indicator was the same as used in the front.

## **SIDE SCREEN AND SOFT TOP FERRELS**

All had 3 per door for the side screens and one mounted on either side just inside the rear edge of the cock-pit for the soft top bow. ie a total of eight.

## **NUMBER PLATE LIGHT**

All used the Lucas 467. It is identifiable by the raised rib running through the centre of the chromed lens cover. This cover was attached to the base using a slotted hex-headed screw. The lens is made of glass and has "Lucas 467" embossed on it.

## **FILLER CAP**

427S/C Le mans style with a roller catch. It was secured in the body recess on top of the right rear fender with six hexagon headed bolts. The finish was a brush polished aluminum - not chrome.

427 R Ceandess type. It was not fitted in a recess - same as AC289 AC289 Same as the Roadster.

## **BUMPERS + O/RIDERS OR QUICK JACKS**

427SC Only the SC had quick lift jack points - note the direction of mounting. The S/C had no bumpers.

Finish: same explanation as for the heat extractors.

427R Overriders and bumpers were fitted front and rear - same as AC289 AC289 Same as for the 427R.

## **OIL COOLER**

These were only found on the 427S/C. Mounted at a slight angle - top towards the motor. It was fitted with an aluminum cowling.

The oil pipes went off in opposite direction to the remote mounted oil filter.

## **GRILLE - AIR SPLITTER**

427S/C The S/C never had a grille or air splitter

427R There was no mesh covering the "mouth" but it did have an air splitter - same as AC289.

AC289 Same as for the Roadster.

## **WHEELS + TIRES**

427S/C Halibrand and then Sunburst. Rims: rear 9.5", front 7.5". Tires: rear 290 wide 15", front 207 wide 15". Tires were wide - much wider than either the 427 roadster or the 289 Sport.

427R Sunburst then back to Halibrand. Rims: 7.5" all round. Tires: Goodyear blue dot 8.15x15" all round Tires were much narrower on the roadster than on the SC.

AC289 Spoked wheels 6"x15" chromed. Tires: 185x15" all round.

## **BADGES FRONT + REAR**

427S/C All 427 S/C's and 427R had the round Cobra badge fitted front and rear.

427R Same as for the S/C AC289 The "AC" logo front and rear.

## **BADGES SIDE**

427S/C 427 Ford Cobra.

427R 427 Ford Cobra - same as the 427S/C.

AC289 No side badges were fitted to the AC289.

## **BOOT HINGES**

All the cars were fitted with internal tubular boot hinges. The hoop shaped hinge pivoted about a point on the roof of the boot.

## **BOOT HANDLE + CATCH**

All had the T-style handle.

## **WING MIRRORS**

427S/C Bullet type. One mounted on the drivers side fender.

427R Bullet type. One mounted on the drivers side fender.

AC289 The AC289 had no wing mirrors.

## **REAR REFLECTORS**

Rectangular and red and only found on the 289 Sport.

## **FENDER HEAT EXTRACTORS**

All three models were fitted with heat extractors. The previous generation sq bodies never had them. 427S/C Because all 31 cars were delivered to Shelby from the UK as unpainted, there is a possibility that the heat extractors were not color matched to the body and could've been finished to the owner's preference

427R These cars were delivered fully painted from AC cars and the heat extractors were color matched to the body color.

AC289 These cars were delivered fully painted from AC cars and the heat extractors were color matched to the body color.

## **INTERIOR**

### **DASHBOARD SHAPE**

All the dashboards were straight; ie the face of the dash did not curve towards you at the ends. At the extreme ends of the dash, the face curves sharply away from you.

427S/C Straight lower edge, without a cubby hole

427R Straight lower edge, with a cubby hole

AC289 The lower edge had a slightly larger portion in the centre to accommodate the clock. A cubby hole was a standard feature.

## **INSTRUMENT LAYOUT, GAUGES AND SWITCHES**

	SC	Roadster	289 Sport
Oil Pressure	Smiths full sweep 0-100psi	Smiths full sweep 0-100psi	Smiths full sweep 0-100psi
Water Temp	Smiths full sweep 0-110 deg C	Smiths full sweep 0-110 deg C	Smiths full sweep 0-110 deg C
Oil Temp	Smiths full sweep 0-140 deg C	Smiths full sweep 0-140 deg C	Smiths full sweep 0-140 deg C
Amps	Lucas -50 +50 Needle UP	Lucas -50 +50 Needle UP	Lucas -50 +50 Needle UP
Fuel Gauge	None	Smiths half sweep Needle Down	Smiths half sweep Needle Down
Fuel Pressure	Smiths full sweep 0-10psi	None	None
Clock	None	None	Smiths, two screws at 10 and 2
Speedo	Smiths Reverse CCW, 0-180mph	Smiths CCW early cars. Later CW 0-180 mph	Smiths CW 0-180 mph
Tachometer	Smiths, Speedo Size, 0-8000rpm	Smiths, Speedo Size, 0-8000rpm	Smiths, Speedo Size, 0-8000rpm
Warning Lights	Big red ignition, smaller blue brights and green indicators	Big red ignition, smaller blue brights and green indicators	Big red ignition, smaller blue brights and green indicators
Toggle Diff	Up/Down diff oil cooler pump (2 position)	None	None
Toggle Fans	Up/Down override thermo switch (2 position)	Up/Down override thermo switch (2 position)	None
Wiper Knob	Fluted Off/Siow/Fast (3 position)	Fluted Off/Siow/Fast (3 position)	Fluted Off/Siow/Fast (3 position)
Washer fluid	None	Knob, Push/Pull to pump	?
Toggle Fog	Up/Down	?	
Toggle Lights	Off/Parks/Lights (3 position)	Off/Parks/Lights (3 position)	Off/Parks/Lights (3 position)
Panel Rheostat	Fluted knob, panel lights Off/On/Dimmer	Fluted knob, panel lights Off/On/Dimmer	Fluted knob, panel lights Off/On/Dimmer
Heater	Round black button	Round black button	Round black button
Ignition Switch	Ignition and starter	Ignition and starter	Ignition and starter
Fresh Air Knob	Fluted push/knob for footwell vents	Fluted push/knob for footwell vents	Fluted push/knob for footwell vents
Cigarette Lighter	None	Plain round push-in knob	Plain round push-in knob

## STEERING WHEEL

They all were fitted with 16" 3 spoked wood rim. Tear drop slots. The centre spoke pointed vertically down.

427 S/C Badge was the "AC" logo being a carry on from the square bodied predecessors.

427R Badge was the Pete Brock "Cobra" logo.

AC289 Badge was the "AC" logo.

## SEAT BELTS

427 S/C Used U.S. Ray Brown or Impact belts- a carry over from sq body cars.

427R As for the SC.

AC289 Anchor points were provided but the belts were not fitted as a standard.

## **DIRECTION INDICATOR**

They all used the 960's VW beetle unit. The lever pointed towards the centre of the car.

## **REARVIEW MIRROR - DASH MOUNTED**

427S/C Had a small rectangular mirror mounted just off centre on top of the dash - the stalk was relatively short.

427R Had a small rectangular mirror mounted just off centre on top of the dash - the stalk was much longer.

AC289 Same as the roadster except the glass was much bigger.

ERA's Peter Portante says the backside of the mirror and the clamp were black wrinkle-finish paint. Bracket remained chrome (SM).

## **PEDALS**

They all used the cast aluminum pedals with the "AC" logo cast into the pedal. The pedals each had two rubber grommets

427S/C Pivoted on the floor and swiveled on their mounting to the pedal lever.

427R Pivoted on the floor and swiveled on their mounting to the pedal lever.

AC289 Pivoted on top and also swiveled.

## **SEATS**

427S/C Black leather '60 style bucket seat. The cushion was flat.

427R Black leather '60 style bucket seat. The cushion was flat.

AC289 A variety of colors were available.

## **CARPETS**

427S/C Industrial pile black.

427R As for the S/C.

AC289 A variety of colors were available.

## **GEARLEVER**

All the models had reverse selector levers just under the gear knob.

427S/C The lever exited slightly to the left of centre of the tunnel and then was angled forward and towards the driver.

427R Same as the S/C.

AC289 Due to the smaller block, the lever came out of the tunnel in the correct place and was therefore straight and short.

## **HANDBRAKE**

All the models had the same style of chromed handbrake lever. The lever was placed on the right hand side of the tunnel regardless of whether the car was LH or RH drive. In the engaged position, the lever stood almost perpendicular to the floor.

## **DOOR LATCHES**

All the models had a "slam lock" system. The latch mechanism was housed in a chromed rectangular box and the activator stuck out of the top of this box. A leather thong was attached at one end to the end of the activator and at the other end to the under side of the centre side screen ferrel.

## **DOORPANELS**

427S/C The S/C was not fitted with door pockets. The inside of the door was trimmed with black Vinyl or leather.

427R The inside of the door was trimmed like the S/C, but the Roadster also had door pockets (Black).

AC289 As for the Roadster, but the color of the material matched the rest of the upholstery.

## **DOOR TRIMMING**

All the models had an aluminum strip along the sill of the door. This strip extended from the bottom of the hinge all the way around the bottom of the door sill to the door latch striker. The strip was engraved with the "FOMOCO" logo in the centre.

## **ROLL BAR**

Only found on the 427S/C. Also only on the driver's side. The front hoop was routed through holes in the body, was visible behind the seat and was anchored to the chassis through the floor of the body. The rear pipe started slightly left of centre of the hoop and angled down fairly sharply towards the right. It was removable and anchored in the luggage compartment on a steel bracket.

The question of the finish is the same story as for the heat extractors.

## **ASH TRAY**

Only found on the 427 Roadster. Mounted on top of the transmission tunnel in front of the gear lever.

## **CHICKEN HANDLE**

Only found on the 289 Sport. Mounted on the rim of the body above the dash on the passenger side.

## **ENGINE BAY AND BOOT ENGINE**

427S/C Ford 427 cu" side oiler.

427R Ford 427 cu" side oiler then went to the Ford 428 Police interceptor and then the Ford 429 cu".

AC289 Ford 289 cu".

## **TAPPET COVERS**

427S/C Chromed or painted pressed steel or a casting which said "Cobra - powered by Ford".

427R Chromed or painted pressed steel or a casting which said "Cobra - powered by Ford".

AC289 Painted pressed steel.

## **AIR CLEANER**

427S/C 8" dia - fairly flat (approx. 2"). Enclosed in a plenum chamber. With a wing nut to retain the cover.

427R 14" pressed steel, chromed with wing nut.

AC289 14" pressed steel, chromed with wing nut and stickers.

## **HEADERS**

427S/C Black branches tuned length.

427R Cast iron exhaust manifold (black).

AC289 Cast iron exhaust manifold (black).

## **HEADER TANK**

427S/C Used a Galaxy brass header tank (black). On both of the 427's it was mounted directly to the front of the engine.

427R Used a Galaxy brass header tank (black). On both of the 427's it was mounted directly to the front of the engine.

AC289 Similar to Galaxy, flatter, mounted different also black.

## **BONNET STAY**

All models used a straight pipe with a curl near the pivot end, which was pivoted against the firewall on the right hand side. This stay was held in place when not in use with a broad steel clip attached to the inside of the engine bay side wall. It had a rubber tip.

## **PIPES**

All radiator and fuel hoses were black rubber. Many of the original cars may have been modified with braided hoses by their owners, but this was not how they left the factory.

## **RADIATOR + FANS**

427S/C Mounted at an angle - top towards the rear. Two 5 blade aluminum fans were mounted on the front face of the radiator.

427R Also at an angle but were supplied with a single fan. Most times this was changed to a dual fan on the back face.

The Roadster also had a single small fan fitted in front of the radiator behind the air splitter. AC289 Same as the Roadster but without the small front fan.

## **CHASSIS AND UNDERCARRIAGE**

427S/C Black chassis black shocks with red coils. The chassis construction was tubular.

427R As for the SC.

AC289 As for the SC.

## **ENGINE COMPARTMENT DETAIL**

427S/C Autolite regulator on left footwell, scribed data plate, bonnet stay clip on RHS, solid throttle linkage, Alum, bulkhead with Lucas SPF4 fuse box. Black motor + blue w/pump, alternator, and sump.

427R Autolite regulator on left footwell, scribed data plate, bonnet stay clip on RHS, solid throttle linkage, Alum, bulkhead with Lucas SPF4 fuse box. Black motor + blue w/pump, alternator, and sump. Trico washer bottle mounted next to the regulator.

AC289 Autolite regulator on left footwell, scribed data plate, bonnet stay clip on RHS, solid throttle linkage, Alum, bulkhead with Lucas SPF4 fuse box. Black motor + blue w/pump, alternator, and sump. GLASS square washer bottle mounted midway above wheel on LHS.

## **EXHAUSTS**

427S/C The S/C was fitted with side pipes without heat shields. The finish was probably up to the customer.

427R Twin underslung exiting directly under the taillights - same as AC289.

AC289 Same as for the Roadster.

## **LUGGAGE COMPARTMENT SHAPE**

427S/C Sloped floor sloping down towards the inside and tapering towards the bottom.

427R Flat floor - the top of the spare wheel was almost flush with the boot sill.

AC289 As for the roadster.

## **LUGGAGE COMPARTMENT TRIM**

427S/C Brushed aluminum panels

427R Fiberglass. Earlier cars were white and later they were black.

AC289 Same as the Roadster except all were black.

## **SPARE WHEEL**

427S/C The wheel was accommodated in the centre of the boot floor. The floor was shaped at an angle and narrow at the front.

427R Similar the S/C, but the wheel lay flat. On either side of the white fibreglass wheel well were two black tail light access hatches.

AC289 Same as the Roadster.

## **BATTERY**

427S/C 2 Rebat 35a 6Y Aircraft batteries mounted behind the passenger seat.

427R A single Autolite 12V battery mounted in the boot.

AC289 A single Lucas FRLT9A 12V battery mounted in the boot.

## **BOOT STAY**

All the models used a "click-stay".

## **TOOL BOX AND TOOLS**

427S/C None - tools were designed to be kept in the pits 427R Recessed into the fiberglass boot trimming.

AC289 As for the roadster.

## **FUEL PUMPS**

427S/C Twin Stewart Warner pumps mounted against the vertical wall of the aluminum boot trimming.

427R Mechanical.

AC289 Mechanical.

## **SECTION H**

**Plenum Chamber:** Rectangular in shape, pressed out of aluminum plate. Four equi-spaced holes at each end and others on the side to allow access to the carb adjustment points. The comers were rounded and the top lip curled out.

**Bonnet Rivets:** The leading edge of the bonnet was riveted to the frame. The centre rivet was on the centre line with 16 each side of it. They were all equi-spaced at intervals of — mm and were - — mm from the edge of the bonnet.





**FROM [HAGERTY](#) (SM EDITED)**

**1965 SHELBY NARROW HIP 427 COBRA ,CSX3134, [YOUTUBE](#)**

CSX3134 is one of just 260 original 427 Street Cobras produced. While the completed 427 Cobra was to be delivered to Ford dealers by September 1965, supply chain issues with both the Halibrand wheels and 427 engines caused both delays and insightful workarounds. In response, Peter Brock designed a bespoke "Sunburst wheel" produced by Kelsey-Hayes. Early in the production run, Shelby was unhappy with the appearance of the wide-hip competition body when fitted with the street 7.5 rear wheels in place of the competition versions 9.5 wheels. The solution? After the 25th car was produced a modified rear fender configuration was introduced. These cars CSX3125 through 3158 are known as narrow hip cars. Shelby later deemed it was not worth the added expense to make two 427 Cobra body configurations, and only 32 narrow hip cars were built. This makes narrow hip cars not only the rarest of 427 Cobras but also the most aesthetically pleasing. With their far more fit proportions they look like a proper sports car, along the lines of the original 289 Cobras. Lastly, the supply of rectangular tail lights ran out after the first 100 units, so a switch to round taillights was made to improve light output and safety. CSX3134 has the optional magnesium competition wheels.

All narrow hip Cobras were fitted with 427 Center Oiler engines, an aluminum Low Riser intake and dual Holley 600 CFM carburetors, under car exhaust, and oil cooler scoop below the radiator opening. They also have the street version dashboard with unique gauge placement. It was a narrow hip 427 Street car that Ken Miles used for his legendary 0-100-0 run of 13.2 seconds, with Jerry Titus riding shotgun.

While most 427 Cobras have suffered the indignity of having side pipes, hood scoops, roll bars, fender flares and other components of the Pamela Anderson Starter Kit fitted, CSX3134 remains in exact as-delivered 427 Street Cobra configuration. It has never been restored, only repainted over 20 years ago. It has not been modified, but simply maintained. 3134 is an undamaged original car fitted with all of its original components right down to the grease gun and weather equipment. Proving that others love 3134's honest and original presentation, 3134 was awarded not only "First in Class" but also "Best in Show" at the Road & Track Kohler International Concours in July of 2007 against over 100 of the best sports and racing cars in existence. CSX3134 then went on to win a Class Award at the Masterpiece Concours in August, 2007 - again, against many pristine flawlessly restored cars at this invitation only event.

ERA Narrow Hip 427 Street Cobra

In searching the Club Cobra forums I found an ERA 427 Street that was converted to a narrow hip car by Ron Randall at Metal-Morphous. Speaking with Ron, it took a lot of man hours to get the look right on the front and rear fenders. Knowing he may one day be asked to do another conversion, he made molds of the fenders.

Here's a synopsis from the Club Cobra forums:

*We are helping Eddie Clarke REPLICATE a narrow hip Cobra. I have noticed that in the last few years the trend has shifted to modifying the look and mechanics of the cobra instead of replicating it and most of the paint and body work we've been doing in the last few years has been custom multi stage colors with modified body work and almost all have 17 inch rims or larger, computerized fuel injected modular motors and even touch screen entertainment systems. As I do find this a very exciting and creative phase of the industry part of me was thinking that the original look will soon be a thing of the past. So when Eddie started talking about a narrow hip Cobra I will admit I never even heard of it, then I was shown a photo and WOW !! A Gentleman's cobra as Eddie refers to it,, ya with 650 some*

*odd hp !!!!! What's Gentle about that!!*

*Eddie chose to start with an ERA due to the fact that the body is very close in shape to the originals*



*and the quality of their product. Now the first hurdle, Eddie set his site on a narrow hip with sunburst, yes some were fitted with Halibrands and look nice but a narrow hip Cobra with Sunburst wheels is just unmistakably beautiful and rare.*

*So now it's time to start shaping the ERA body. Eddie is having tires mounted and the pin drive holes bored then we will mount them to the car to use them as a guide to narrow the rear quarters and cut back the front fenders. I'm assuming this is what the Shelby boys did back in the day.*

Ron has converted several ERAs into narrow hip cars and will convert my car ERA 853 to a narrow hip version.

Resources for parts and information

[Acton Custom](#)

[Period Correct](#)

[Finish Line](#)

[CSX Parts](#)

[Shell Valley](#)

[Europa Spares](#)

[Moss Motors](#)

[Sports & Classics British Parts](#)

[National Parts Depot](#)

[CVF Racing](#)

[Improved Racing](#) Remote Engine & Transmission Oil Filter Mount with Thermostat

[Ashley Hinton UK](#), [Ashley Hinton Ebay](#), Fluted knobs