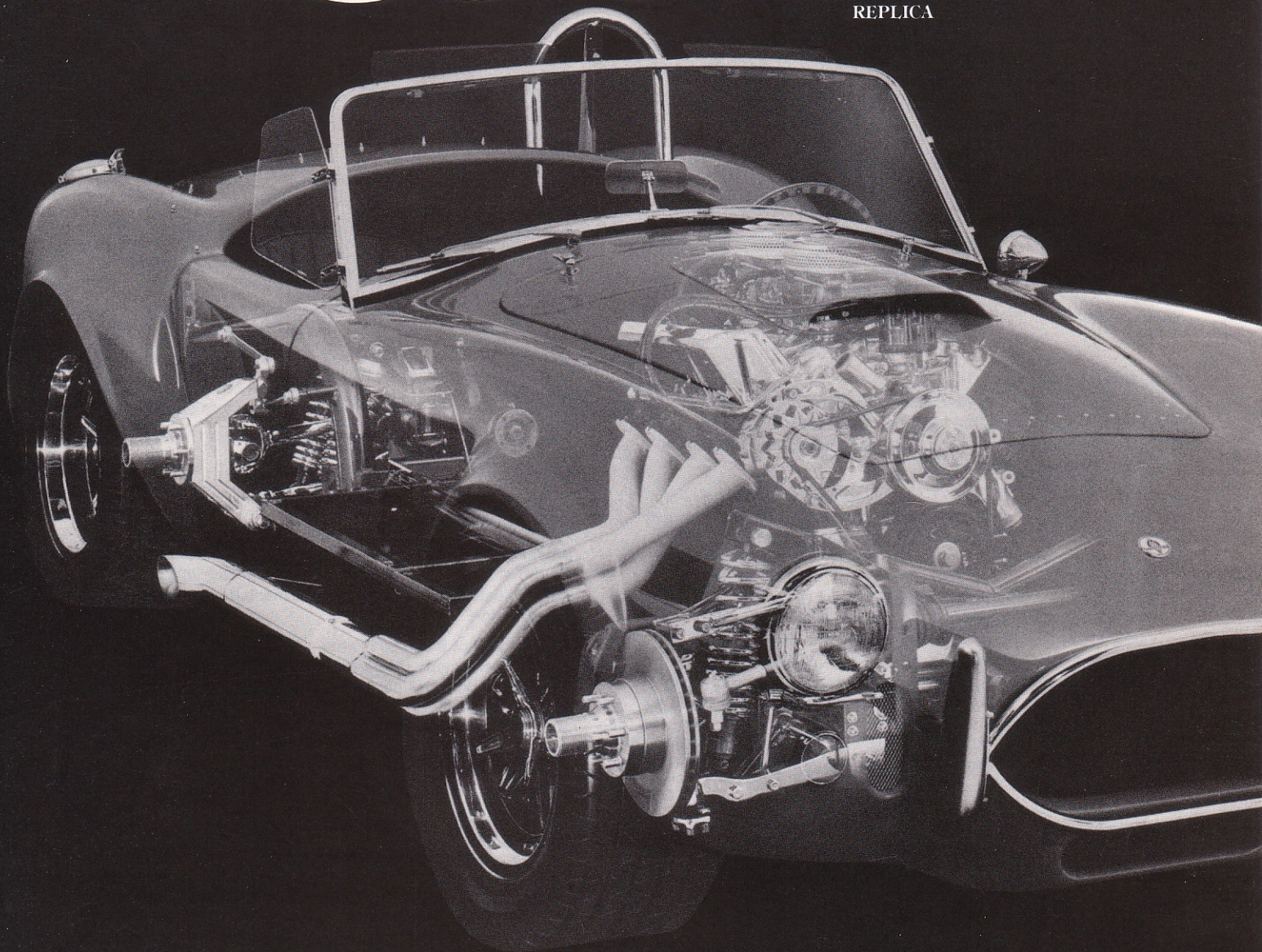


The Contemporary Cobra

REPLICA



Basic Specifications

Overall Length (bumper to bumper)	157"
Body width(center of rear fenders)	70"
Height (to top of windshield)	46"
Wheelbase	90"
Track, front	56"
Track, rear	58"
Weight (Ford 427)	2450 lbs.

(See reverse side for complete specs)

General Specifications

Overall Length (bumper to bumper)	157"	Weight	
Body width (center of rear fenders)	70"	(Ford 427)	2450 lbs
Height (to top of windshield)	46"	(Ford small block)	2150 lbs
Wheelbase	90"	(Note: Chevy V-8 available)	
Track, front	56"	Luggage capacity	10 cu. ft.
Track, rear	58"	Floorpan depth (floor to cowl)	23.75"
		Road clearance	5.5"

Manufacturing and Construction Data

Body

The Contemporary Cobra Replica is not a 2nd, 3rd, or 4th generation copy of a body that was incorrect to start with. Ours is patterned directly from our founder's original SC, CSX-3045, and comes complete with correctly shaped and flared rear fenders, and provisions for a 3 1/2" LeMans fuel filler cap. Inner Panels including front fender wells, floor pan/footbox assembly, and trunk liner are double bonded (bonded from both sides of panel) to the body shell in a close tolerance assembly fixture which assures proper alignment of all inner panels within the one piece body shell. As delivered to the purchaser, the body, complete with inner panels, is in effect a monocoque unit vs. the traditional "Kit Car" with its inner panels "Pop Riveted" to the body shell. Pop rivets will eventually loosen or break, resulting in squeaks, rattles, etc.

Body Construction

Body shell	One piece high impact fiberglass
Body reinforcement	Integral steel framing bonded into body openings
Inner panels	Fiberglass, double wall, bonded to shell
Doors	Fiberglass, double wall construction, hinged, fitted and latched
Hood and trunk lid	Fiberglass, double wall construction, hinged and fitted

Body Strength and Integrity

An important Contemporary Exclusive, tubular steel substructure hoops (full tubular steel frames) that have been bonded into the hood, door, and trunk openings, the rear lip of the driver/passenger compartment, and the leading edge of the cowl.

1. COWL HOOP ASSEMBLY - 1 1/2" round tube which follows the contour of inner body shell of the driver/passenger compartment just forward of the door openings, from frame rail to frame rail. Also provided are factory fitted:
 - *DOOR HINGES
 - *PRE-DRILLED WINDSHIELD MOUNTING BRACKETS
 - *PRE-DRILLED STEERING COLUMN MOUNT
 - *DASHBOARD MOUNTING TABS
2. HOOD AND TRUNK HINGES that are attached to the steel substructure hoops, not bonded to the underside of the body, thus eliminating the spider web cracks often found at the front corners of these openings on most fiberglass bodies.
3. STEEL PLATES IMBEDDED INTO INNER PANELS at hinging and latching points eliminate the possibility of enlargement of attachment holes over time.
4. DOORS, HOOD, AND TRUNK LID ARE OF DOUBLE WALL CONSTRUCTION and are factory fitted. Door locks and latches have also been installed, thus insuring proper alignment of all hinged panels, etc. To further aid the assembler, mounting holes for accessories, side vents and side exhaust are factory drilled and cut.

The high gloss black exterior body gel coat finish highlights the ripple free body surface and insures ease of preparation for finish painting.

Chassis

The Contemporary 4" OD x 1/8" wall round tube chassis is based on the original, but increased wall thickness removes the flex inherent in the AC built chassis; it provides rigidity superior to the "cut + weld" square/rectangular tube frames commonly used by replicar manufacturers, and of course, is in keeping with the design and specifications of the original car.

Chassis Construction

Chassis rails, main	4" OD 1/8" wall seamless tubing
Chassis rails, rear	3" OD 3/16" wall seamless tubing
Chassis sponson members, perimeter rails, brackets, etc.	No. 10 Gage, 1/8" wall
Engine mounts	Factory installed
Transmission mount	Factory installed

Chassis Components

Front suspension	Jaguar XKE, fully independent
Rear suspension	Jaguar/Salisbury, (as original) fully independent
Brakes	Jaguar Girling rear, Jaguar vented rotors & Wilwood 4-piston calipers front
Wheels	Pin drive (as original) or 5-bolt
Pin drive hubs	4140 Billet complete replacements vs bolt-on adapters used by others
Shock absorbers	Custom Koni or Carrera design
Sway bars/springs	Custom Koni or Carrera design

Engine/Transmission Options

Engine location/position is to original 427 specs, and adequate space is provided to accommodate the largest/most powerful engines including all 289-428 CI Ford and 283-454 CI Chevrolet V8's in combination with any compatible 4 speed or 5 speed manual or short tailshaft automatic transmission.

Attachment of Body to Frame

The fully removable Contemporary body is factory through-bolted to the frame at 12 points (6 per side) vs. the standard "Kit Car" practice of attachment via "Pop Rivets" or sheet metal screws. To ease assembly of suspension, engine, and transmission, simply remove body mounting bolts, station one person at each fenderwell and lift body (complete with inner panels) up and off frame. Reverse procedure for mounting body.

Accessories

Contemporary utilizes/supplies only original spec accessories such as Lucas lighting, (including proper rectangular SC tail light), Smiths Instrumentation vs a \$200.00 set of Mexican made Stewart Warner's, tubular steel seats upholstered in leather vs vinyl shod fiberglass buckets, brass vs aluminum windshield assembly, etc.

Completed Contemporary Cobra Replicas are available from authorized dealers. For additional information, component package pricing and test drives, contact your nearest Contemporary dealer.

Distributed By:

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