

Second Strike

The Newsletter for the Superformance Owners Group

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BITS AND PIECES

Submissions

Bits and Pieces is an owner's forum and includes modifications made by individual owners to their Superformance Cobras to improve the performance, reliability, individuality, and/or drivability of their cars. Maybe it's just puttering. The decision to use any idea and the proper installation and operation of any idea is entirely the responsibility of the owner.

If any item has been recommended, tested, and/or approved by Superformance, it will be so stated.

Fire Extinguisher

The fire extinguishers come in two sizes - 1 pound and 2.5 pounds. Both will fit. I selected the 2.5 pounds version because if I have a fire, I want to have the best shot at putting it out. I also know that many Cobra owners have the "more is better" syndrome, but I can't imagine that applies to me. I purchased my unit from Olthoff Racing. They are also available from Cobra parts houses in the \$75 to \$85 range. The brand is a mystery since it wasn't marked on the box. The label looked something like this:

A	A417TC	A
B	2.5 LB ABC	B
C	11561C09091T	C
	USA AM	
	AL VLV WITH V/M BKT CHROME	

I installed the fire extinguisher on the rear bulkhead, vertically aligned and centered on the bulkhead. I have seen a number of period photos showing the fire extinguisher mounted on the top of the driveshaft tunnel behind the gearshift. While this may be the "correct" mounting, Dennis Olthoff tells me that it can hit your hand when shifting. He recommended the rear bulkhead position and I am inclined to accept his experienced advice.

I applied two strips of 2 inch wide masking to the carpet in the area where the fire extinguisher was to be mounted. This gave me a writing surface to align the fire extinguisher and mark the mounting holes. After some visual "what looks right", I located the mounting fork on the bracket (top of the bracket) 14 1/4 inches up from the ledge that the roll bar is

mounted on. I have dual roll bars, so I centered it between the roll bars. The center of the bracket was 4 7/8 inches from the outside edge of the roll bar hoop. I made the alignment marks on the tape, then used a third piece of tape to mark the centerline.

There were a number of mounting holes in the



bracket. Only two mounting screws are required, but I elected to use 4 (more is better?). There were three pairs of holes. I elected to use the middle and lower pair. The upper pair is too high and would require drilling into the upper frame crossmember. I aligned the

bracket with marks I had made on the tape and punched the four holes in the tape. I then used a 7/64-inch drill bit to drill the four holes. The drilling left a white powder residue, which marked the holes when I removed the tape. No problem finding them. I attached the bracket to the bulkhead with four #10 x 3/4 inch sheet metal screws.

All that remained was vacuuming up the drilling residue, locating the fire extinguisher neck on the mounting fork, and snapping the clamp into place.

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