

In no particular order:

- SHELLEY brand LJ22 model staged manual operation screw lift jacks were standard for most Cobras, 427 Cobras, and AC 289 Sports.
- A small number of 12DL assemblies were installed in new Cobras by AC Cars but under what circumstances we will probably never know for sure. I have a 12DL that the original owner of a home market (car made to British market specifications and sold by AC Cars directly) Cobra sent to me in a trade exchange. Circa spring 1984 I had sent an inquiry to him about my desire to find an original jack for my black car. He lived in England not far from the AC works. He had been hunting a new old stock camshaft for a Cobra engine. Ford American market engine parts, even parts every 289 c.i.d. engine might use, were not easy to acquire in the UK before the Internet connected the old car folks around the world. He removed the jack from his Cobra and mailed it to me and I mailed him a camshaft I already had, win-win.
- Cobras, 427 Cobras, and AC 289 Sports by AC Cars all require curved saddles for the screw lift jacks because of their round tube main frame tubes. Based on assemblies I have held in my hands:
 - 12DL model saddles appear to be castings.
 - LJ22 model saddles are forged steel and larger than the saddles for 12DL models.
- I bought a non-working LJ22 from another Cobra owner. The assembly was in good order except it was missing the very special spring reversing clip at the bottom end of the main screw. You could still operate the jack to lift but it would not retract. To retract it I had to hold the jack in my hands and hold the main screw while lowering the saddle. I removed the similar clip from the 12DL and it would not fit the LJ22 main shaft so I returned it to the 12DL. My end solution was find and buy a working LJ22. I have not done it yet but someday I hope to reverse engineer the clip and have a new one made.
- There seems to be no shortage of jack assemblies with "L" type lift screw saddles. More than one person or company have made some type curved saddle to allow the refitting of these jacks, putting some fresh paint on them, and then advertising them as original "Cobra" jacks. Buyer beware and researcher beware. It has become important to know the provenance of anything Cobra jack related (jack assembly, extension rods, tommy bar, clips that hold the jack assembly to a boot compartment wall, clamps that hold the rods to the boot wall, and wing nuts for those fixing clamps) lest one get fooled by some fairly clever fakes. There is even a company that is making completely new LJ22 "reproductions" and yes I have seen one advertised as a new old stock original. In short every part has "reproduced" to some quality and or accuracy level.

Dan



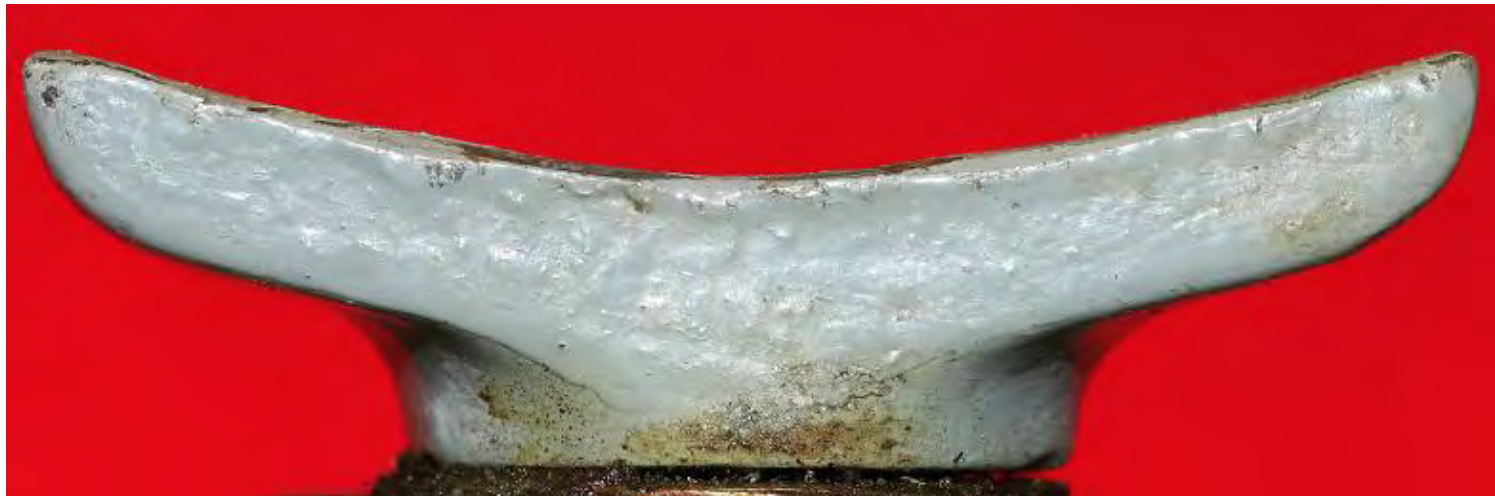
12DL INSTALLED IN
SOME COBRAS.

LJ22 INSTALLED IN MOST
COBRAS AND IN 427 COBRAS.

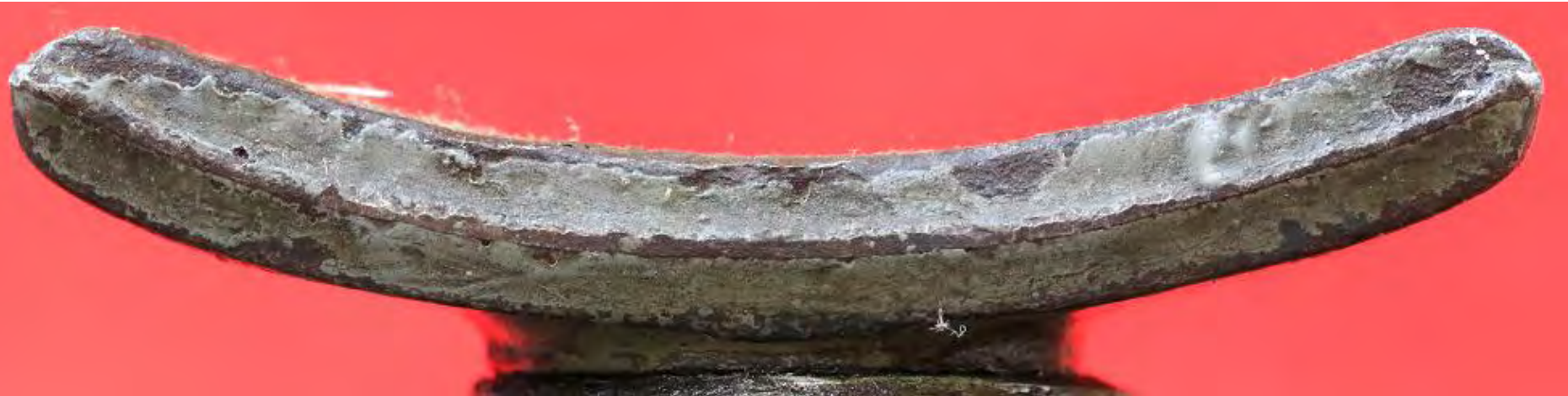
SIDE BY SIDE COMPARISON OF 12DL AND LJ22 MODEL SHELLEY BRAND JACKS.



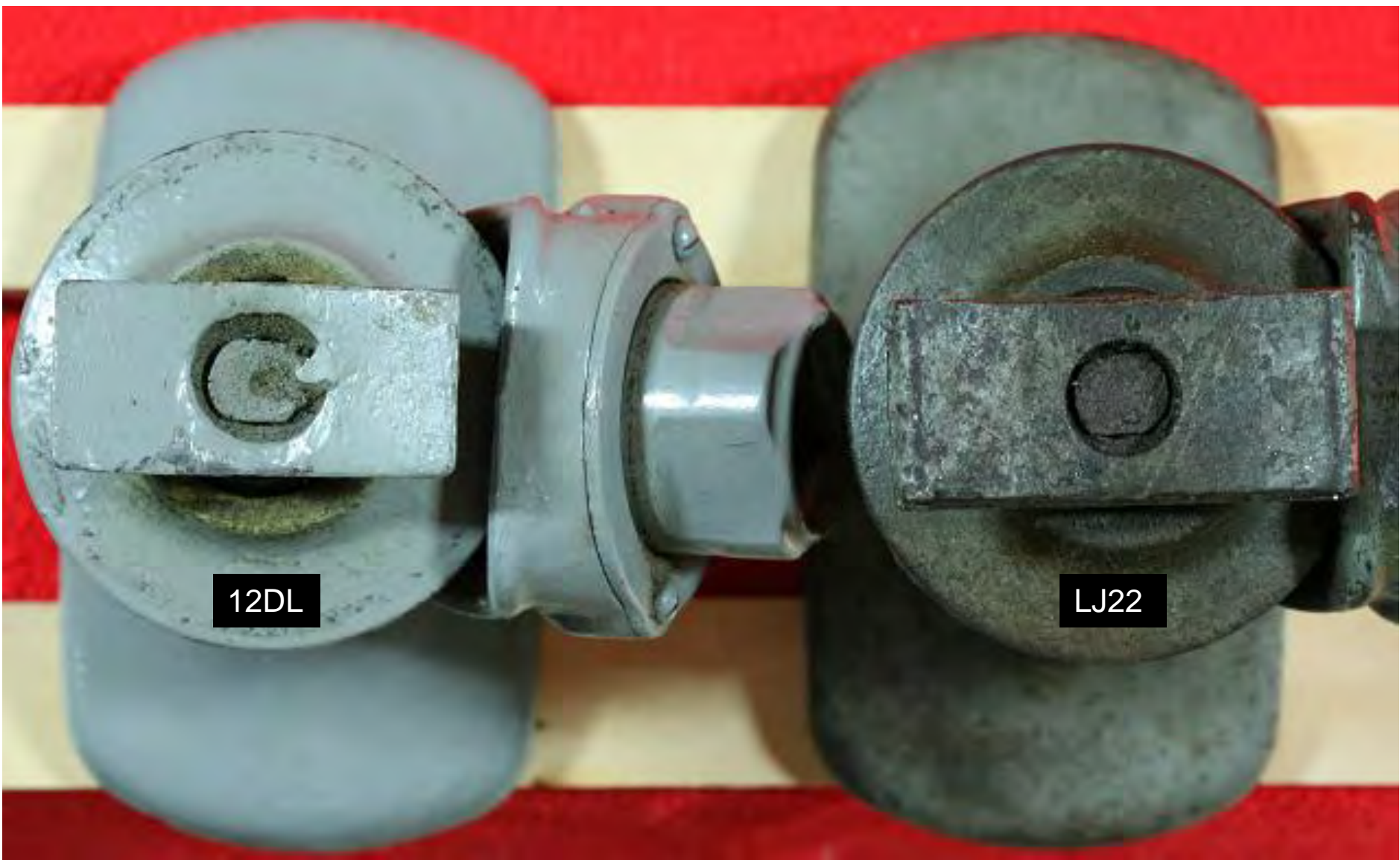
NOTE THE SCRATCHES RECEIVED WHILE INSTALLING INTO AND REMOVING FROM THE SPRING CLIPS ATTACHED TO A BOOT COMPARTMENT WALL.



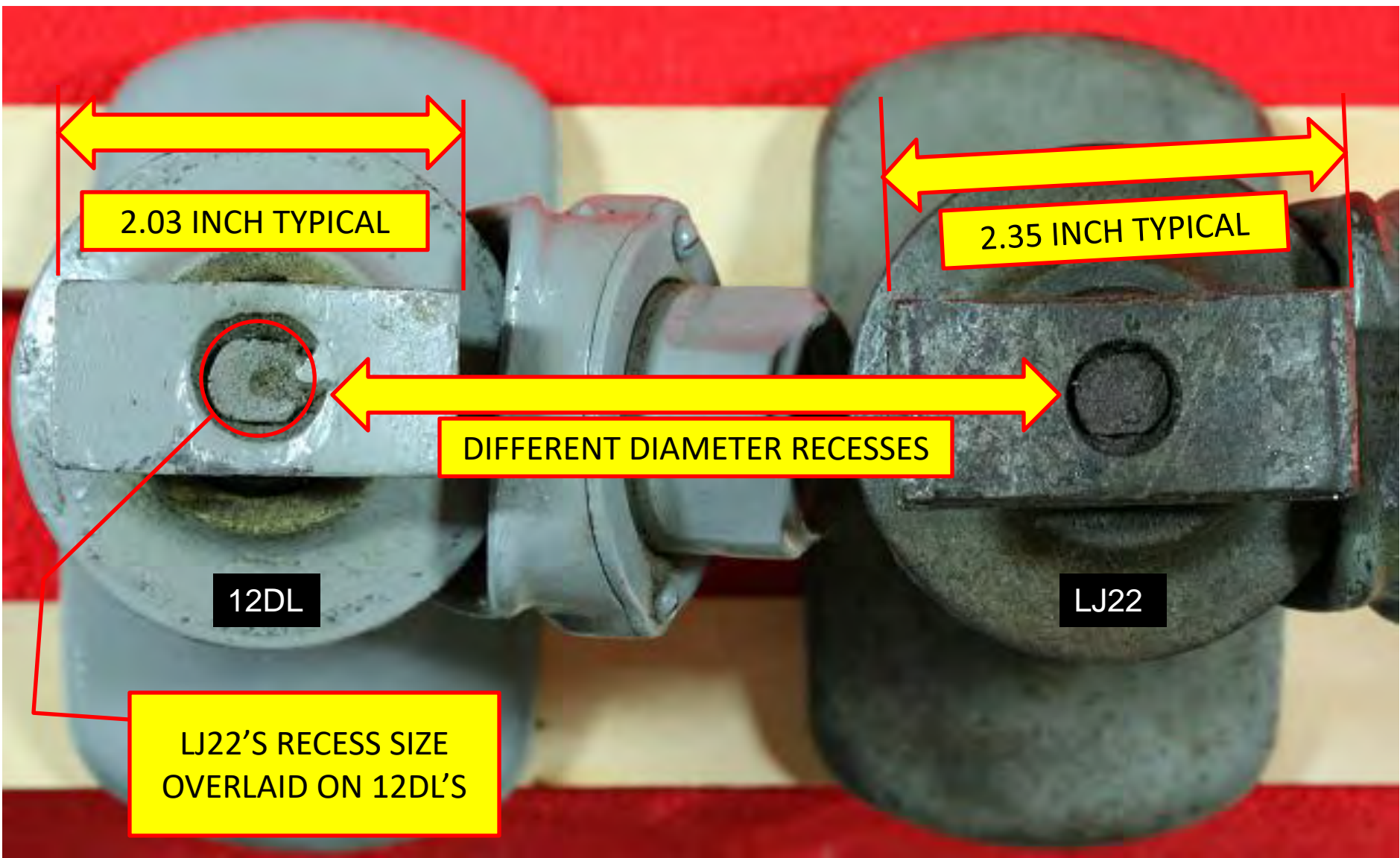
“SMALL” SADDLE OF A 12DL MODEL APPEARS TO BE A CASTING.



“LARGE” SADDLE OF A LJ22 MODEL IS A FORGED PART.



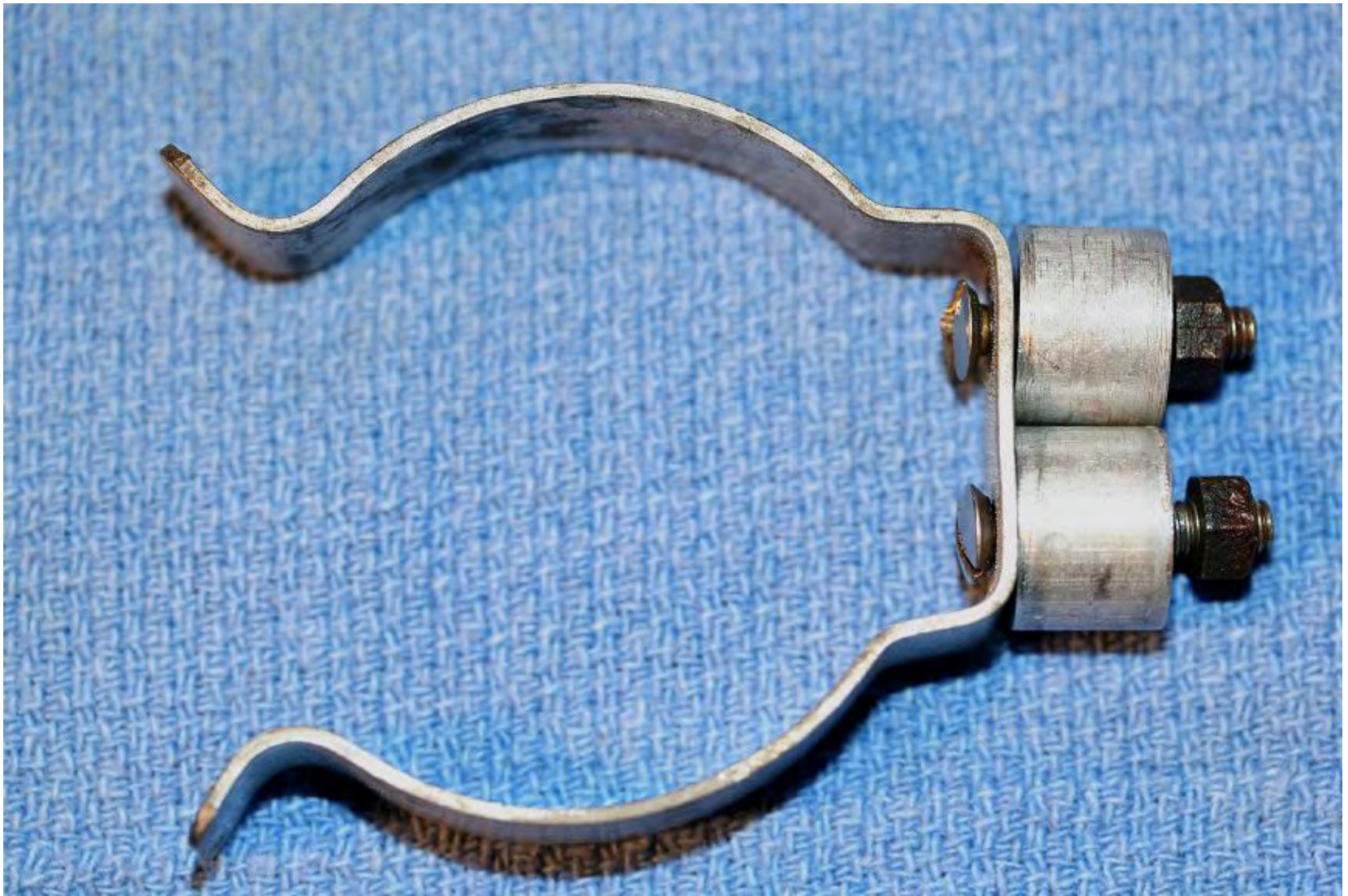
SIDE BY SIDE OVERHEAD VIEW OF SADDLES.



SIDE BY SIDE OVERHEAD VIEW OF SADDLES.



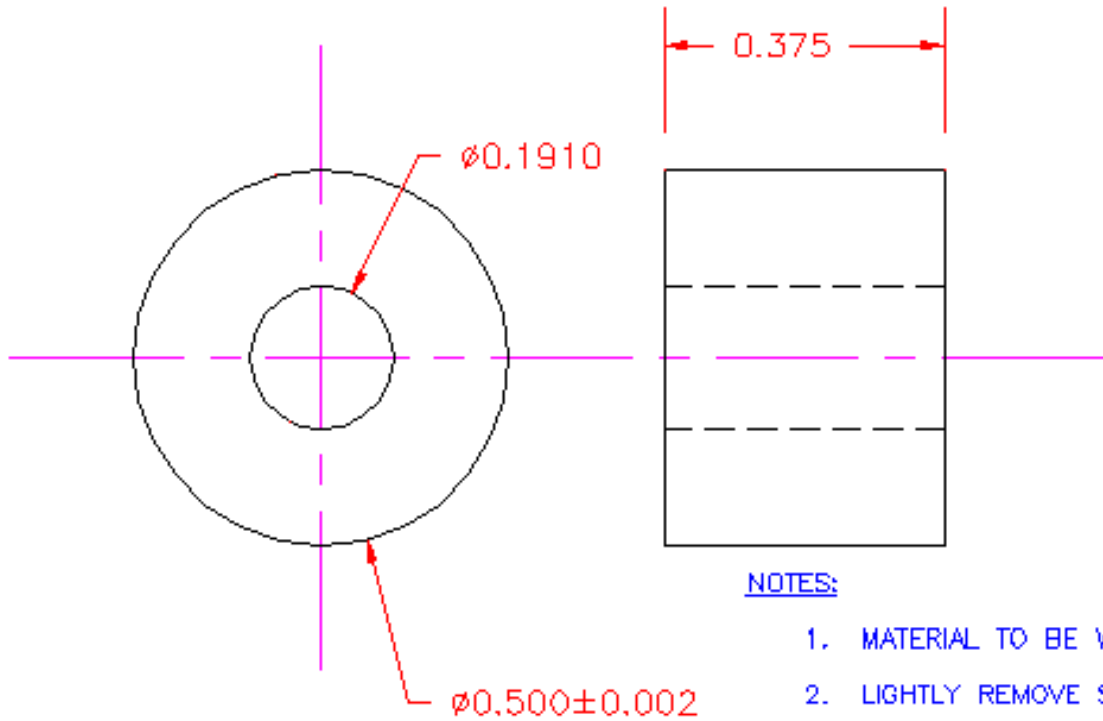
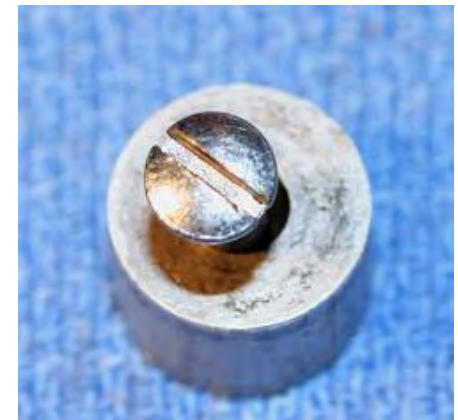
Darrell Mountjoy was kind enough to provide a picture of the remains of a SHELLEY water slide decal on a Cobra's LJ22 model screw jack. As the jacks are mounted in the car one cannot see the decal. Steven Juliano made a picture of a decal in much better condition.



ORIGINAL JACK FIXING CLIP AND MOUNTING
HARDWARE.



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MY DISTANCE PIECES SKETCHES.