

# Cobra Jet Quarterly

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## Feature Car

### Special points of interest:

- It costs nothing to participate in the registry.
- Registry participants can always provide information for the newsletter.
- Feature cars are always wanted!
- Get in touch if you have suggestions or information for technical articles.
- Do you know of any CJ oddities, rarities, or bits of trivia? Let us know!

*From Steve Robison of Jackson, Michigan:*



I purchased this ground-up restored 68 1/2 GT Candy Apple Red fastback on April 20, 1998. It only had 3,749 documented miles on it when I purchased it, and now has 4,237. The standard factory equipment on this car includes a 428 CJ with functional ram air, C6 automatic, 3.50:1 traction lok, AM radio, black hood stripe, fold down back seat, black standard interior, and GT package. The added equipment consists of a PI intake manifold, Hooker Competition headers, 15 inch chrome steel style rims, Goodyear Eagle ST tires, and Flowmaster mufflers with stainless exhaust. The car has never been wrecked, nor has it ever had any rust. It includes all original sheet metal, glass, interior (except carpet), AM radio, C6, and rear shocks. I have the original window sticker, warranty card, owner's manual, buyer's order, exhaust and intake manifolds, rims with trim rings, muffler, and exhaust tips. In June 1998 I received first place in the street driven class at the MCA 1998 National Show in Dearborn, Michigan. In 1999 I plan to trailer the car to more

### Inside this issue:

<i>Cobra Jet Block ID Part II</i>	2
<i>Period Performance Stats</i>	2
<i>Registry Stats</i>	2
<i>Front Sway Bar ID</i>	3

## December Greetings!

Happy holidays to all!

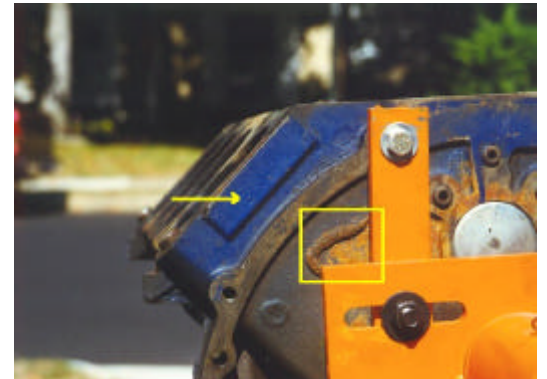
I hope that 1998 has been a memorable year for each of you. I've really enjoyed working on the registry project for the last few months. I have to admit to having one problem, though: I lack pictures of many CJ parts that are unique to 1968, 1969, and late 1970, so I could really use your help. Quite a few people have asked for articles describing the differences in parts used over the three years. While I can write a lot of words to describe those differences, nothing replaces a side-by-side visual comparison. Can you help? If so, please let me know!

*Scott Hollenbeck*

# Cobra Jet Block Identification, Part II

In last quarter’s issue we described the reinforcing ribs found on the main bearing webbing of 428 CJ blocks. Thanks to Jeff Speegle for pointing out that one must also know the cylinder bore (4.13” for a standard bore block) to positively ID a CJ block because some FT blocks also include reinforced main bearing webs!

In this issue we’ll describe another feature that may or may not be present on a CJ block. Note the yellow rectangle surrounding the cast “C” in the picture at right. Not all 428 CJ blocks have this marking on the back of the block, but it’s a good bet you have a CJ block if you find the marking.



Note the raised pad identified with the yellow arrow. This pad sits just under the driver side cylinder head. Ford started stamping this pad with partial VIN information some time during the 1968 model year. There’s no VIN information stamped on this particular block (which has a 9J15 casting date), but there goes the theory about Ford never stamping engine blocks! Check yours and see!

## Period Performance Statistics

Does anyone have copies of the following magazines? March 1968 *Hot Rod*? November 1968 *Car and Driver*? March 1969 *Car Life*? January 1969 *Popular Hot Rodding*? February 1970 *Road Test*? Why should we care?

Each of these magazines contains a period quarter mile road test of a 428 CJ Mustang. I have excerpts from each of the road test articles, but I hesitate to report results without knowing the details of how the tested car was equipped. Just for grins, though, let’s just mention that one of the magazines managed to coax a 13.56, 106.64 mph pass out of 3.89-gearred fastback.

Let’s not forget the 1968 NHRA Winternationals, the event that introduced the 428 CJ to the drag racing world. Al (Batman) Joniec took top Super Stock honors with a 12.12, 109.48 pass down the 1320.

Do you have any time slips for *your* car? Pass the info along and let others know about your success!

## Registry Statistics

Total number of cars in registry: 25

	<u>Earliest 1968</u>	<u>Latest 1968</u>	<u>Earliest 1969</u>	<u>Latest 1969</u>	<u>Earliest 1970</u>	<u>Latest 1970</u>
Dearborn	8F02R189974	8F02R198241	9F02Q138136	9F02R216354	0F04Q102426	0F05Q189019
Metuchen	8T02R201818	8T02R201818	9T02R192221	9T02R192221	0T05R111287	0T05R124716
San Jose			9R02R131652	9R02Q192732	0R05R118616	0R05R118616
	Total 1968:	5	Total 1969:	10	Total 1970:	10

## MUSTANG 428 COBRA JET REGISTRY

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*Cobra JET*

We're on the web!  
<http://members.xoom.com/CJ428>

I'm sure some of you have noticed that this issue of the newsletter contains only three pages. Well, I have to admit that Thanksgiving and Christmas kind of got in the way of adding more detail to this edition. Sorry, but what do you expect for free?

I'm always open to including articles from guest authors. If you have something that you'd like to write about, *please* let me know! I'm particularly interested in any and all technical information, especially when it comes to comparing parts or restoration details. I could really use some insights from those of you who own 1968 and 1969 CJs!

# Front Sway Bar Identification

Ordering a Mustang with the 428 CJ brought along an order for a heavy duty suspension option. The front sway bar pictured at below right is a 15/16" diameter front sway bar from a 1970, 428 CJ-equipped Mach 1. This bar, assigned part number C9ZZ-5482-E, was also used in 1969. It can be identified by green and yellow paint daubs found right in the center of the bar as viewed from the bottom. Sorry, I know it's hard to see the green daub, but it's just to the left of the yellow daub. Other original applications include the 1969 Boss 429, the 1970 Boss 302, and the 1970 Boss 429.

1968 Mustangs equipped with a 428 CJ also came with a front sway bar. Chris Teeling, of the *1968½ 428 CJ Mustang Registry*, reports that the original sway bar was assigned part number C7ZZ-5482-D. This bar, which was also used on K and S code 1967 Mustangs and S code 1968 Mustangs, can be identified by green and yellow paint daubs and is also 15/16" in diameter. Interestingly, Chris also reports that these bars typically came from the factory with 1/4" spacers between the unibody and the inner sway bar mounting brackets.

Rear sway bars weren't used on CJ cars until the 1970 model year.



C9ZZ-E front sway bar paint marks: green to the left, yellow to the right.