

2016 MUSTANG COBRA JET

The 2016 CJ is the latest in factory-stock drag racing development. Since 2008, the 21st century namesake of the legendary original has added to the Cobra Jet legacy with many high-profile wins, starting with the car's very first race – the 2008 NHRA Winternationals. The latest prestigious wins include the 2015 NHRA US Nationals Super Stock Eliminator and Factory Showdown races, and Cobra Jets own track records in several NHRA classes.

Building on eight seasons of testing, racing and customer feedback this Cobra Jet has new features, enhanced performance and pricing that makes it a real value in the performance marketplace.

Like prior models, the 2016 Cobra Jet is limited to only 50 units. Available exterior colors are white or blue, and limited to only 25 of each, which makes this model one of the most collectible turn-key race cars ever.

FOLD THIS TAB UNDER LAST

Cut on the dotted line, insert the support as shown in Figure 2.

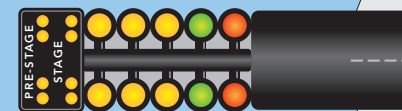
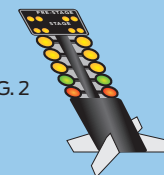


FIG. 2



TAPE 2 QUARTERS ON THE DOTTED LINES TO MAKE YOUR COBRA JET DO A WHEELIE!

FIG. 1

How to assemble your desktop CJ

1. Carefully separate the Cobra Jet from the sheet by pressing gently along the perforated lines.
2. Gently crease and fold along the scores (as shown in Figure 1) to form your Cobra Jet. Fold tabs A through H down 90°.
3. Starting at the tab marked "A" place a small drop of glue on tabs A through F and, taking your time, carefully form the car by gluing the rear deck, windshield, hood, and front and rear fascias to the corresponding side panels.
4. Placing a small drop of glue on tabs G and H, fold the front and rear undertrays under the car lined up with the front and rear overhangs, and glue the tabs to the inside of the car.
5. Finally, fold the side tabs (between the front and rear wheels) under the car at a 90° angle.

FOLD THIS TAB UNDER LAST



FORD PERFORMANCE



2016 MUSTANG COBRA JET FROM FORD PERFORMANCE

It was a good idea then

In 1968, the Cobra Jet – a purpose-built, lightweight drag-racing car – sparked intense competition with the “factory wars” that involved manufacturers, dealers and race teams, and excited a generation of drag-racing fans. That original Cobra Jet made history when Al Joniec drove it to a victory at the NHRA Winternationals – the Cobra Jet’s very first race.

It’s a good idea now

Forty years later, Ford Performance created a new Cobra Jet, in the same mold and spirit as the original. This new evolution quickly showed that it deserved the name of its celebrated ancestor. It, too, won its very first race – at the 2008 NHRA Winternationals. Even better, it wore graphics that paid tribute to the 1968 winner and Al Joniec.

Now, the 2016 Cobra Jet continues the factory hot-rod tradition, with Ford Performance’s latest evolution of the limited edition, factory-produced turn-key race car. As delivered, its supercharged 5.0-liter V8 engine is capable of powering the Cobra Jet to 8-second quarter mile times. The 2016 CJ’s many enhancements include drag-race-specific coil-over shocks and springs, lightweight Strange racing brakes, 8.50-certified roll cage, an Aeromotive fuel system with trunk-mounted fuel cell, Corbeau FIA seats, 5-point race harnesses, and a race-prepped 3-speed automatic transmission.

Mustang introduced in 2015, and is the only factory 2016 Mustang with a solid axle rear suspension. It is legal for NHRA Stock and Super Stock racing, as well as several classes in IHRA, NMRA, and NMCA.

Once again, Ford Performance makes drag racing turnkey with the 2016 Cobra Jet.

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TECHNICAL DATA

Engine

- Ford V8, 5.0-liter (302 cubic inches) displacement
- 92.2mm bore x 92.7mm stroke
- 9.5:1 compression ratio
- 2.9L Whipple supercharger – front entry
- Forged steel crankshaft
- Billet steel gerotor oil pump
- Mahle forged and anodized pistons with Grafal® coated skirts
- Manley H-beam connecting rods with ARP 2000 bolts
- American Racing Headers 304 stainless-steel headers
- Aeromotive fuel rails
- ATI SFI-approved crank damper
- Proprietary engine control software and calibration
- New electric water pump

Chassis

- Strange Engineering racing brake system
- Strange Engineering 9” rear axle with 40 spline rifle drilled axles and 3.89:1 gear
- All-new 4-link rear suspension
- 3-Speed automatic racing transmission with unique gear set and SFI approved flexplate, bellhousing, and transmission case
- 8.50ET-certified roll cage
- Custom-tuned Electric Power Assisted Steering (EPAS) for drag race applications
- Double adjustable coil over shocks and struts
- Sparco quick-release steering wheel
- Corbeau 1-piece FIA-certified racing seats
- RJS 5-point racing harness
- Aeromotive fuel system
- Weld wheels 15x10” rear, 15x3.5” front
- Hoosier tires, 30x9-15 rear, 26x4.5-15 front

For ordering information contact your local Ford Dealer or the Ford Performance hotline at (800) 367-3788.