



Nearest thing to a Trans-Am Mustang
that you can bolt a license plate onto.

Boss 302



Our objective was to build a reasonably quick machine with a tight power to weight ratio. Power starts with a lightweight, precision-cast short-stroke 302 C.I.D. block. Top it with 10.5:1 heads with inclined 2.23" intake and 1.71" exhaust valves under aluminum rocker covers. Bolt on an aluminum high-riser manifold and a 780 CFM 4-barrel Holley carb. Add low-restriction headers and large-diameter dual exhausts. Fire it with dual-point ignition. You get 290 hp. at 6000 easy revs. And it can be tuned for more.

Power gets to the road via a high-capacity 10.4" clutch and a trigger-quick 4-speed box. There's a "Daytona" axle with a standard 3.50 ratio. You can order it with a 3.50, 3.91 or 4.30 locker axle if you're that kind of guy. Wheels are styled-steel 7" rims with F60 x 15 fiber-glass belted tires. (These smokers are 2 inches wider

than F70's. We had to flair the wheel wells a bit to get them on.) Quick-ratio steering, floating-caliper front disc power brakes, competition-handling springs, shocks, front stabilizer bar and front spoiler are standard. Comes with a collapsible spare tire in case you're wondering about trunk space. Boss 302 comes in one body style only—the sleek '69 Mustang SportsRoof.

Options include rear spoiler, backlight louvers, power steering and chrome (15 x 7) styled steel wheels.

Objective accomplished. You're invited to inspect one at your Ford Dealer's Performance Corner. Also at various Trans-Am events coming up soon.



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