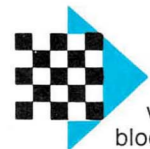




1969 Trans-Am Boss 302 Mustang

## 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. One body only—'69 Mustang SportsRoof. Options include rear spoiler, backlight louvers, power steering and chrome plated (15 x 7) styled steel wheels. Objective accomplished. You're invited to inspect one at your Ford Dealer's Performance Corner. Also on display at various Trans-Am events coming up soon.

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