

Ford-Powered Double A Fuel Dragster.

Here's what happens when you put a 10.5:1 cr, 429 cid, V-8 in a Mustang...

Boss 429!

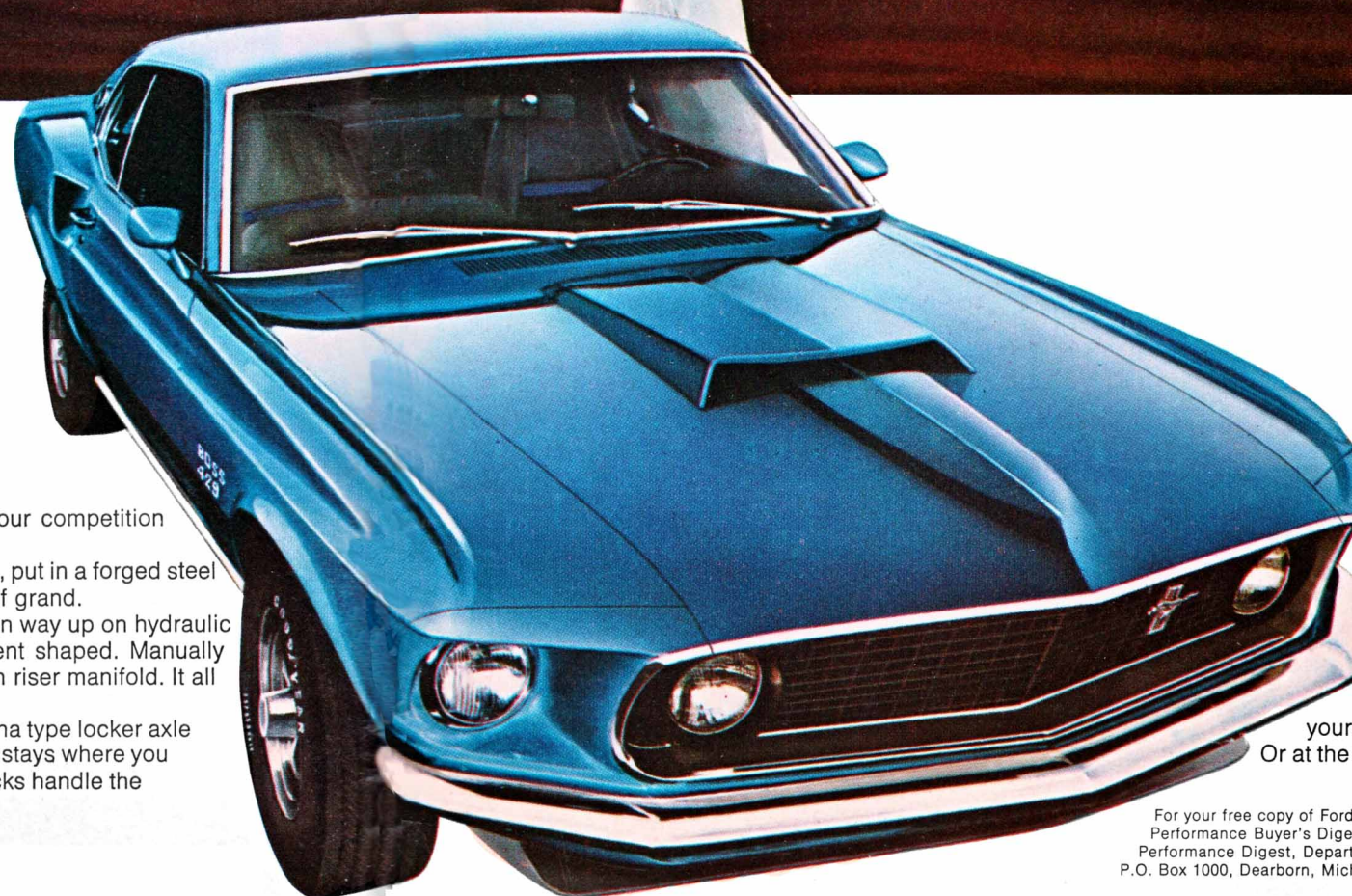


The cars in Ford's Performance Corner have to be winners. So we called all our competition engineers together and built a new road car—Boss 429.

We start with the same 429 block casting the NASCAR boys get. We four-bolt the mains, put in a forged steel crank, forged rods with $\frac{3}{8}$ inch bolts, and forged pop-up pistons. She redlines at six and a half grand.

On top we went a little ape. Aluminum heads mated to the deck, huge canted valves that open way up on hydraulic lifters and forged rocker arms that just don't bend. Ports are oversized, chambers are crescent shaped. Manually controlled Ram-Air induction comes on strong via a 735 cfm 4-barrel Holley and aluminum high riser manifold. It all adds up to 375 horsepower, and that's understating it considerably.

We put the power on the ground through a 4-speed, heavy-duty box and a 3.9-to-1 Daytona type locker axle driving 7-inch chrome-styled-steel wheels carrying F60 x 15 Polyglas belted wide ones. The car stays where you point it with high-rate springs and shocks, plus heavy-duty roll bars fore and aft. Staggered shocks handle the torque problem. Power front discs do the stopping; power steering directs all the action.



What's the model? Thought you'd never ask! Mustang SportsRoof with dual racing mirrors, bright exhaust extensions, tach, front spoiler and full instrumentation. Another Going Thing. You'll find it at your Ford Dealer's Performance Corner. Or at the strip.

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