

BOSS 302



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Here's a Trans-AM Champion ready for you to sell right out of your performance corner . . . the BOSS 302 Mustang SportsRoof.

Powered by a 5 litre (302 c.i.d.) F.I.A. formula engine aimed at the International Sedan Racing Class and the formula-oriented sportsman driver, the BOSS 302 offers many unique features as well as an array of special options not likely to be seen on any other street machine. Its curb weight distribution balances out at 56/44 and its handling is further enhanced by a functional front spoiler, wide F60 x 15 fiberglass belted tires and quick ratio steering.

Exterior features include a non-glare racing black hood, rear deck and back panel plus a "C" stripe on the side combined with a choice of Bright Yellow, Calypso Coral, Wimbledon White, or Acapulco Blue body paint. The simulated air scoops found on other Mustang SportsRoof models have been eliminated on the BOSS 302. Standard interior features include Mustang's luxurious carpeting and bucket seats. High-backed bucket seats, trimmed in luxurious Comfortweave knitted vinyl, plus an interior decor group with a simulated teakwood-grained instrument panel and optional console trim are available at extra cost.



BOSS 302 EQUIPMENT

The BOSS 302 standard or mandatory equipment list includes: • Powerful 5-litre (302 c.i.d.) 290 HP engine with cast aluminum rocker covers • Special high-riser manifold • Holley 780 CFM 4-barrel carburetor • Dual-point ignition • High-capacity clutch • 4-Speed manual transmission • "Daytona" axle with a standard 3.50 ratio • "Magnum 500" styled steel wheels with 7-inch rims • F60 x 15 Fiberglass belted tires with white letters • Quick ratio steering • Power brakes with floating caliper front discs • Competition handling springs, staggered shocks and a front stabilizer bar • Electronic engine RPM limiter

• Front spoiler • Collapsible spare tire • Long-wearing nylon carpeting.

Options available on the BOSS 302 include: • Special 3.50, 3.91 or 4.30 Traction-Lok rear axle • Functional rear deck spoiler • "Sport Slats" for the backlite (dual mirrors mandatory) • Dual racing mirrors (left hand is remote) • Power steering • Chrome-plated 15 x 7 "Magnum 500" steel wheels • AM or AM-FM stereo radio • 0 to 8000 Tachometer • Console • and High-back bucket seats with "Comfortweave" knitted vinyl trim as well as all of the other Mustang interior options (air conditioning is not available on the BOSS 302).



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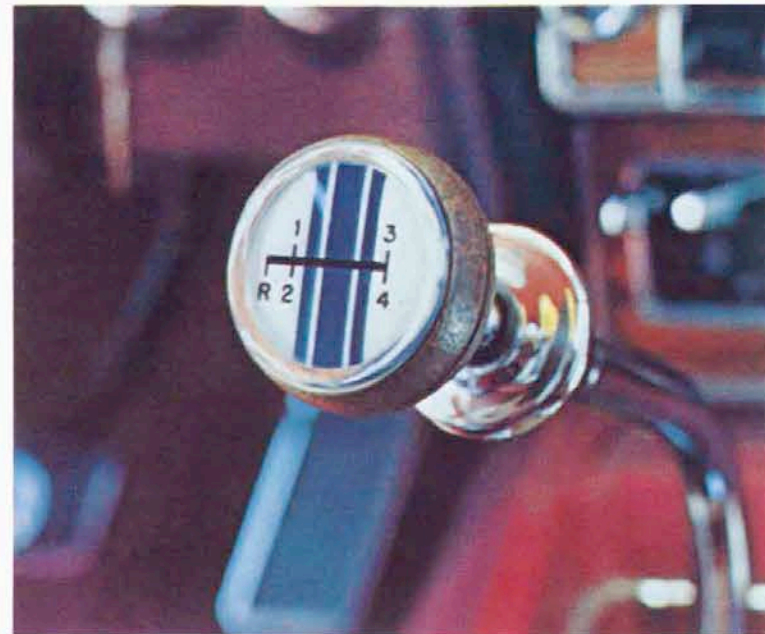
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BOSS 302 FEATURES

FRONT SPOILER

Here's a performance feature that's standard on the BOSS yet not even available on some Trans-AM competitors . . . a functional front spoiler. This unit helps to keep air out from under the car, make it more stable, cut drag and even increase gas mileage. It's effective at speeds in excess of 40 miles per hour and a real plus when operating on the track.



4-SPEED TRANSMISSION

Ford's fully-synchronized four-speed manual transmission is mandatory on the BOSS 302. Designed to provide the ultimate in driving flexibility and performance, this transmission's four ratios are properly spaced to fit the 302 HO power curve. Its rugged construction allows extended operation in any ratio, such as using third gear for cruising on hilly, winding roads. The console-mounted shift lever is indexed for fast, sure shifting, lending itself to competition events. Fully-synchronized gears permit positive, split-second upshifts and downshifts at all reasonable engine speeds.

LUXURY INTERIORS

The BOSS is really the Boss on interiors. From the optional high-backed bucket seats trimmed in cool "Comfortweave" knitted vinyl which one of the leading motor magazines calls "probably the most comfortable of any American car in 1969" down to the standard luxury nylon carpeting, the BOSS offers a choice of interiors that's unequaled in its field. With the deluxe interior decor group, simulated teakwood applique trims the instrument panel and optional console as well as the sports-styled "Rim-Blow" steering wheel to top off the unique "twin pod" dash arrangement of the BOSS.



"SPORT SLATS"

An option certain to be popular with the all-out enthusiast are these practical "Sport Slats" on the rear backlite. Functional . . . they improve the already excellent airflow characteristics of the SportsRoof. Practical . . . they provide that often desired shade for any rear seat passenger without blocking rear visibility of the driver.

QUICK RATIO STEERING

Quick ratio steering makes handling the BOSS 302 a pleasure. The 16 to 1 steering ratio and 3.74 turns lock-to-lock gives the driver true sports car response . . . an exceptional attribute for the twisting Trans-Am courses. The "Rim-Blow" 3-spoke deluxe steering wheel is available as an option.



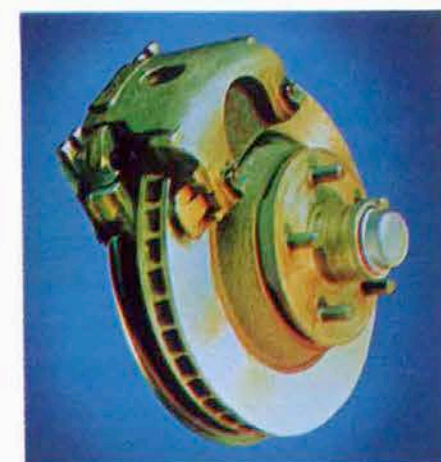
REAR DECK SPOILER

Another "plus" for the BOSS 302 is this optional and functional adjustable rear deck spoiler. Designed to take over where the front spoiler leaves off, the rear deck spoiler adds to the stability and handling of the BOSS, especially during competitive events.



"MAGNUM 500" CHROME WHEELS—F60 X 15 FIBERGLASS BELTED TIRES

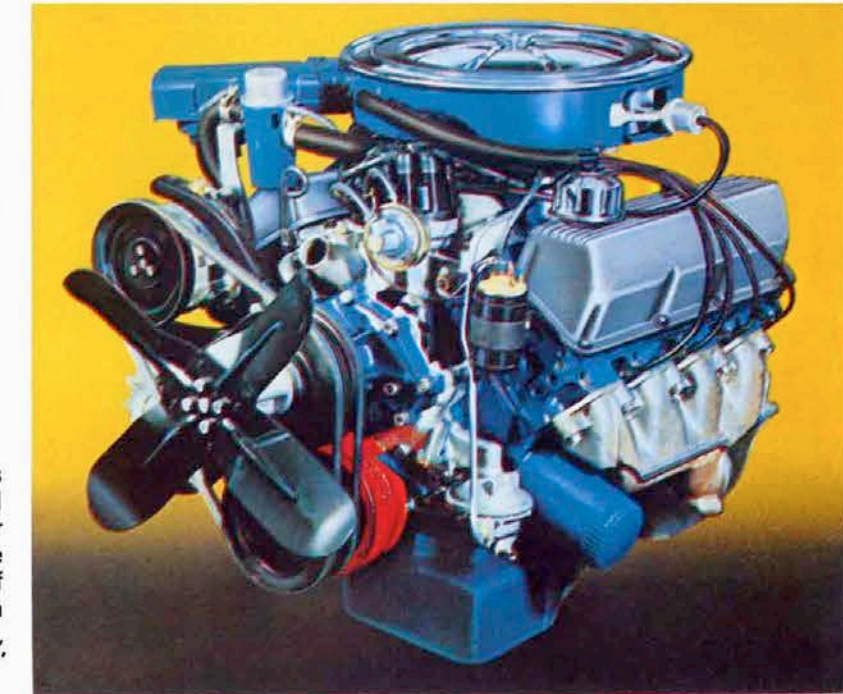
Standard equipment calls for F60 x 15 fiberglass belted tires mounted onto 7-inch rim argent-finish "Magnum 500" steel wheels with bright trim rings. The wheels are 1-inch wider than the F70's so even the wheel opening flange had to be flaired to get them on. And, for the real buff, there's a set of chrome "Magnum 500" steel wheels to give an added touch of performance appearance. Besides their sharp, exciting, sporty appearance, they're completely functional and rain to roll.



FLOATING-CALIPER FRONT DISC BRAKES

The BOSS' mandatory front disc brakes have a one-piece cast-iron disc with a floating caliper straddling the disc and an inboard splash shield. The ventilated cast-iron disc provides exceptional cooling and water dissipation. The dual-diaphragm power brake booster helps to reduce system reaction time for faster and better braking control.

The front disc/rear drum power brake system requires up to 40% less pedal pressure than the manual system. Increased fade resistance, even after repeated stops, improved recovery from water, and the ease of servicing disc brakes make them ideal for the sportsman driver while providing maximum braking power.

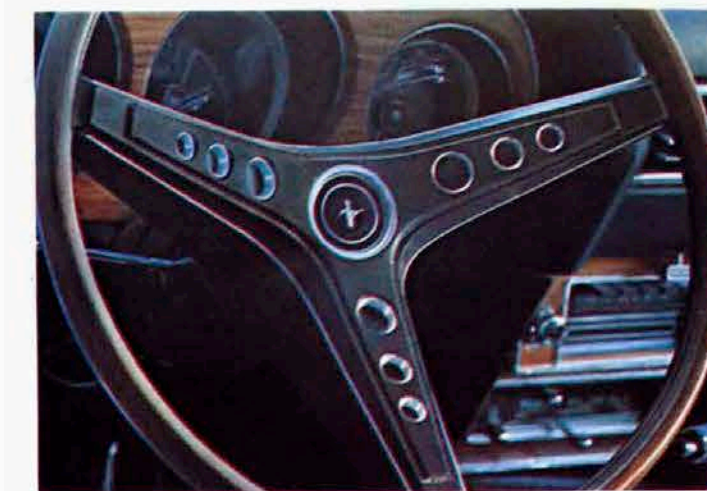


BOSS 302 ENGINE

The special version of the 302 c.i.d. engine to be installed in the BOSS 302 is the 5 litre F.I.A. formula engine.

To achieve the desired high output and high rpm capabilities, this engine features completely new cylinder heads with high turbulence polyangle wedge combustion chambers. The valves have been canting to favor gas flow for free breathing efficiency. Canting the valves also allows more push rod clearance for the inlet ports and provides head space for a substantial increase in valve size. Intake valves are 2.23 inches in diameter. Solid tappets allow the use of a quicker cam and extremely precise valve timing.

The forged steel crankshaft is statically balanced and dynamically balanced electronically while running under its own power. To withstand severe high speed stress, the oversize forged bearing caps use four bolts in place of two. Extra strength forged connecting rods, bearing caps and rod bolts are used along with forged aluminum pistons. A high capacity double breaker ignition and a four barrel 780 CFM Holley carburetor are also a part of the 302 HO powerplant.



BOSS 302 MUSTANG SPORTSROOF

DIMENSIONS

Wheelbase	108
Tread, Front	59.5
Tread, Rear	59.5
Overall Height	50.4
Overall Length	187.4
Overall Width	71.8

SPECIFICATIONS

Curb Weight	3250
Weight Distribution (unladen)	56/44
Tire Size	F60 X 15
Brakes	Power
Brakes (Type)	Front Disc, Rear Drum
Engine (Type)	V8 Push Rod OHV
BHP	290 @ 5800
Torque	290 @ 4300
Construction	Steel, Platform-Chassis
(Unit Body Welded to Reinforced Platform Chassis)	

ENGINE

Type	8 Cylinder, 90° V, Overhead Valve
Displacement	5 Litre (302 Cubic Inches)
Bore	4.00 Inches
Stroke	3.00 Inches
Firing Order	1, 5, 4, 2, 6, 3, 7, 8
Compression Ratio	10.5:1
Fuel	Premium
Brake HP (Gross)	290 @ 5800
Torque (Gross)	290 @ 4300
Oil Sump Capacity	4 Quarts
Cylinder Block	Cast Iron
Heads	Cast Iron
Rocker Covers	Die Cast
Intake Manifold	Cast Aluminum
Crankshaft	Forged Steel, Statically and Dynamically Balanced
Main Bearings	5
Main Bearing Diameter	2.2486
Rod Bearing Diameter	2.1232
Valve Operation	Push Rod, Solid Tappet
Inlet Valve Diameter	2.23
Exhaust Valve Diameter	1.71
Carburetor	Holley, 4-Barrel 780 CFM
Choke	Manual

CLUTCH

Type	Semi-Centrifugal, Single Disc, Dry Plate
Pressure Plate Springs (Type)	Coil
Total Spring Load	1162
Clutch Facing	
Material	Woven Asbestos
O.D. and I.D. (Inches)	10.4 X 5.875
Total Effective Area (Sq. In.)	115.6
Thickness (Inches)	.125
Torsional Damping Method (Type)	Spring

GEAR BOX

Type	Ford, Fully Synchronized Close-Ratio
Speeds	Four Forward, One Reverse
Center Distance (Inches)	4.25
Output Shaft	31-Spline, Heavy-Duty
Ratios (Standard)	2.78:1, First 1.93:1, Second 1.36:1, Third Direct, Fourth 2.78:1, Reverse
Ratios (Optional)	2.32:1, First 1.69:1, Second 1.29:1, Third Direct, Fourth 2.32:1, Reverse
Lubricant Capacity	4 Quarts

PROPELLER SHAFT

Type	Exposed
Outer Diameter (Inches)	3.00
Length (Inches)	50.02
Wall Thickness (Inches)	.065
Slip Yoke Teeth	28
Slip Yoke Spline O.D. (Inches)	1.50
Universal Joint Make	Ford No. 1330

REAR AXLE

Type	Conventional, Semi-Floating, Straddle Mounted Pinion with Heavy-Duty 9" Ring Gear & 31-Spline Shaft
Ratio (Standard)	3.50:1
Ratio (Optional, Traction-Lok)	3.50:1, 3.91:1, 4.30:1

SUSPENSION

Competition-type suspension with heavy-duty front coil and rear leaf springs and shock absorbers, heavy-duty front stabilizer bar and a staggered rear shock absorber arrangement which directly restrains and damps out "wheel hop" during full throttle starts.	
Shock Absorber Type	Direct Acting
Shock Absorber Make	Gabriel
Piston Diameter (Inches)	1.1875
Front Spring Size (Inches)	10.04 X 3.87
Front Spring Rate (Lb. per In.)	350
Front Stabilizer Bar Type	Link (SAE 1090 Steel)
Front Stabilizer Bar Diameter (Inches)	.85
Rear Spring Size (Inches)	53 X 2.50
Rear Spring Rate (Lb. per In.)	150
Rear Spring Leaves	Four
Rear Spring Shackles Type	Compression

STEERING

Type (Standard)	Manual
Type (Optional)	Power
Wheel Diameter (Inches)	16
Turning Diameter, Curb-to-Curb (feet)	37.6
Gear Type and Make	Ford, Recirculating Ball
Gear Ratios	16:1 (Quick ratio)
Wheel Turns, Lock-to-Lock	3.74
Power Steering Type	Linkage
Power Steering Gear Ratio	16:1

BRAKES

Type	Self-Adjusting, Duo-Servo Front Disc and Rear Drum
Effective Area (sq. inches)	146
Gross Lining Area (sq. inches)	174.2
Swept Area (sq. inches)	282.5
Front Disc Diameter (inches)	11.3
Rear Drum Diameter (inches)	10.0
Wheel Cylinder Bore, Front (inches)	1.094
Wheel Cylinder Bore, Rear (inches)	.875
Master Cylinder Bore (inches)	1.00
Master Cylinder Displacement Distribution	65% Front, 35% Rear

TIRES

F60 x 15 Super-Wide-Oval, Bias Cord with Fiberglass Belts Around Outer Periphery and White Brand Letters on the side.

WHEELS

"Magnum 500" Stamped Steel 15" x 7" JJ, Attached to a Wide-Base Drop-Center Full Safety Steel Rim. Finish is Argent with bright chrome trim rings.
(15" x 7" "Magnum 500" Chrome Wheels are Optional)

COLOR/TRIM COMBINATIONS

Exterior Color	Interior Trim		
	Standard	Decor Group	High-Back Seats*
Bright Yellow	Black	Black White	Black White
Calypso Coral	Black	Black White	Black White
Wimbledon White	Black Dark Red Light Blue Nugget Dark Ivy	Black Dark Red Light Blue Nugget Dark Ivy White	Black White
Acapulco Blue	Black Light Blue	Black Light Blue White	Black White

*White available only with exterior decor group

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MUSTANG



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Heads	Cast Iron
Rocker Covers	Cast Iron
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Choke	Manual

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Type	Semi-Centrifugal, Single Disc, Dry Plate
Pressure Plate Springs (Type)	Coil
Total Spring Load	1162
Clutch Facing	
Material	Woven Asbestos
O.D. and I.D. (Inches)	10.4 X 5.875
Total Effective Area (Sq. In.)	115.6
Thickness (Inches)	.125
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Direct, Fourth	Direct, Fourth
2.78:1, Reverse	2.32:1, Reverse
Lubricant Capacity	4 Quarts

PROPELLER SHAFT

Type	Exposed
Outer Diameter (Inches)	3.00
Length (Inches)	50.02
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