

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.

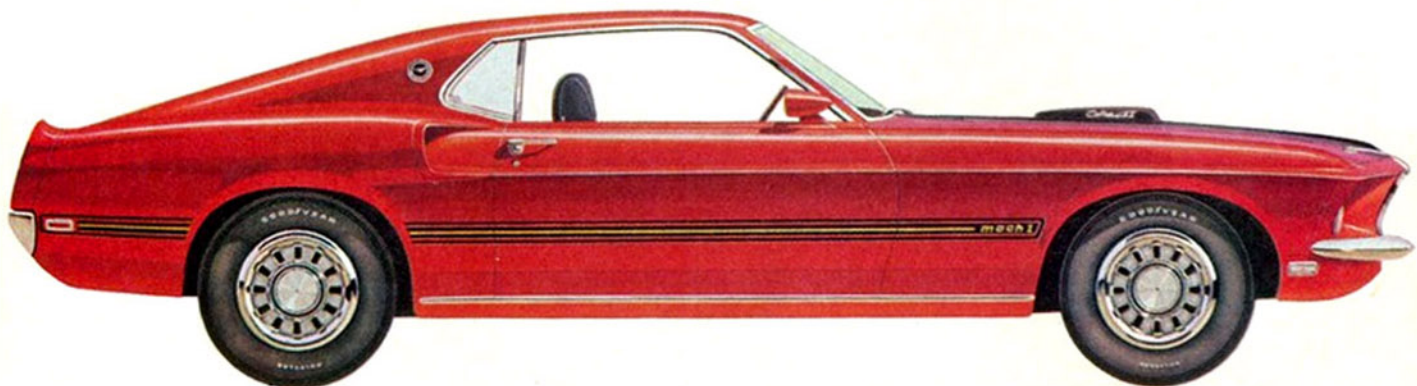
Objective accomplished. You're invited to inspect one at your Ford Dealer's Performance Corner. Also at various Trans-Am events coming up soon.



For your free copy of Ford's 1969 Performance Buyer's Digest, write: Performance Digest, Department MT, P.O. Box 1000, Dearborn, Michigan 48121.

MUSTANG





1969 MUSTANG MACH 1



Ford has a Corner on Performance for 1969!

This year your Ford Dealer has set aside a part of his showroom for the hottest Fords going! He calls it his Performance Corner. In it are three machines aimed right at the guy who thinks cars are something more than just transportation.

First, there's Mustang Mach 1. Here's how the factory turns it out: 351 cube V-8, 3-speed man-

ual box, styled steel wheels, wide-track belted tires, competition-type suspension, pop-open gas cap, external hood latches, mat-black hood, three-spoke sports steering wheel, and faired side mirrors. If you want more here's how you can get it: stack 4-barrels on the base 351 or go all the way with the 428 Cobra Jet V-8 (Ram or non-Ram); 4-speed manual or

3-speed SelectShift automatic; power front disc brakes; tach and trip odometer.

Sound like your thing? Then look for this Performance Corner emblem at your Ford Dealer's after you check the following pages for our two new Cobras. They make it three of a kind . . . good enough to win almost any game.

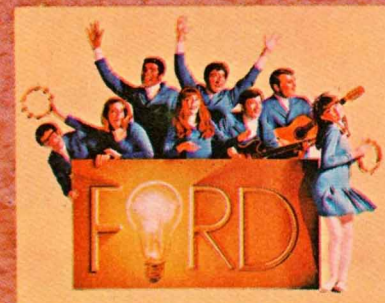




If you haven't
got a past yet...
get a Mach 1.

Now.

MUSTANG

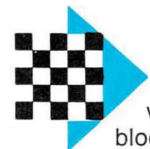
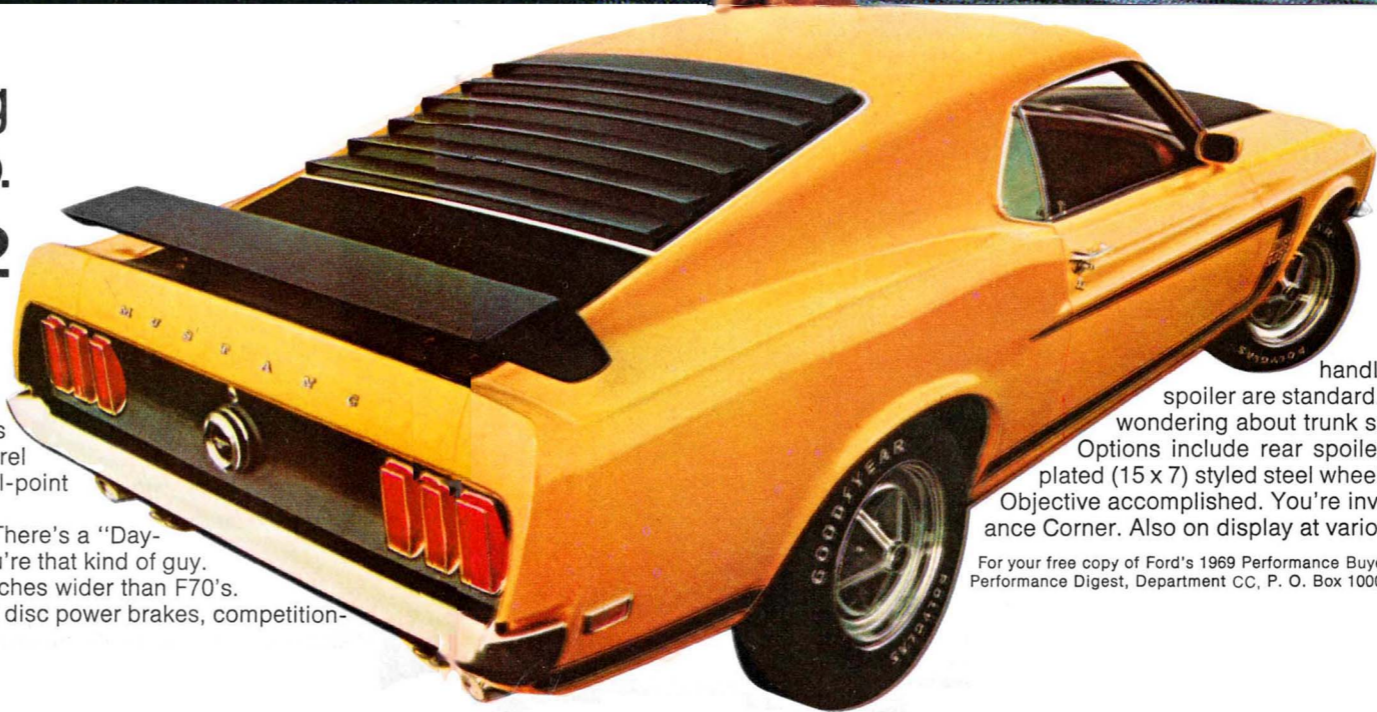


It's the going thing!



1969 Trans-Am Boss 302 Mustang

Nearest thing to a Trans-Am Mustang that you can bolt a license plate onto. **Boss 302**



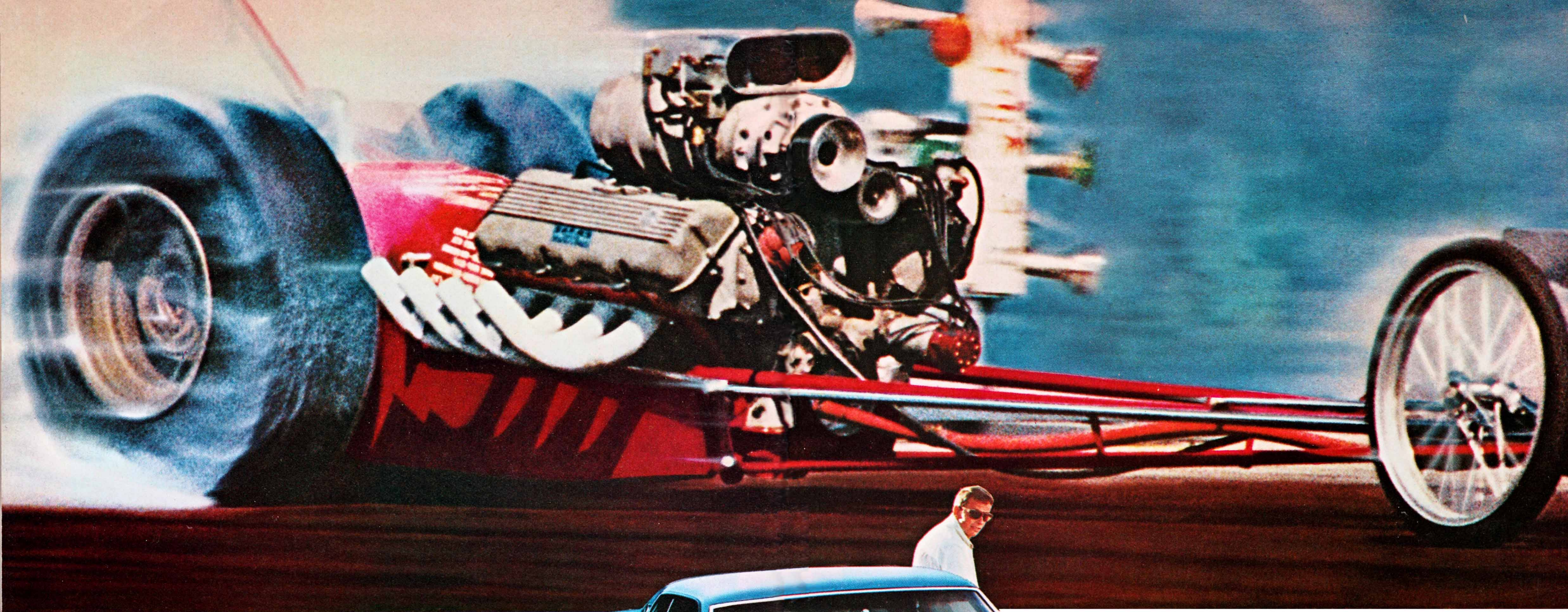
Our objective was to build a reasonably quick machine with a tight power to weight ratio. Power starts with a lightweight, precision-cast short-stroke 302 C.I.D. block. Top it with 10.5:1 heads with inclined 2.23" intake and 1.71" exhaust valves under aluminum rocker covers. Bolt on an aluminum high-riser 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.

For your free copy of Ford's 1969 Performance Buyer's Digest, write: Performance Digest, Department CC, P. O. Box 1000, Dearborn, Michigan 48121.

MUSTANG 



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!

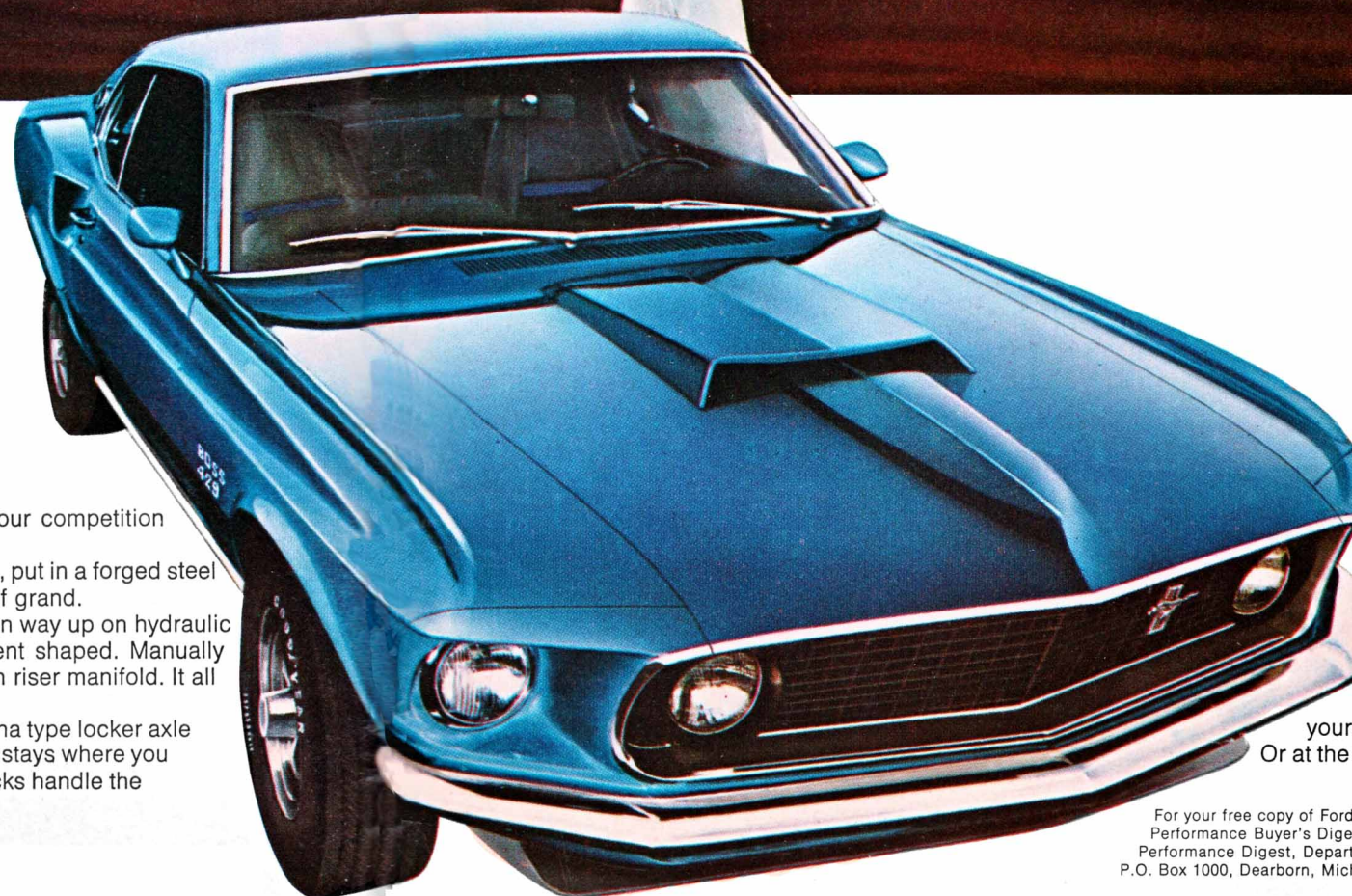


The cars in Ford's Performance Corner have to be winners. So we called all our competition engineers together and built a new road car—Boss 429.

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.

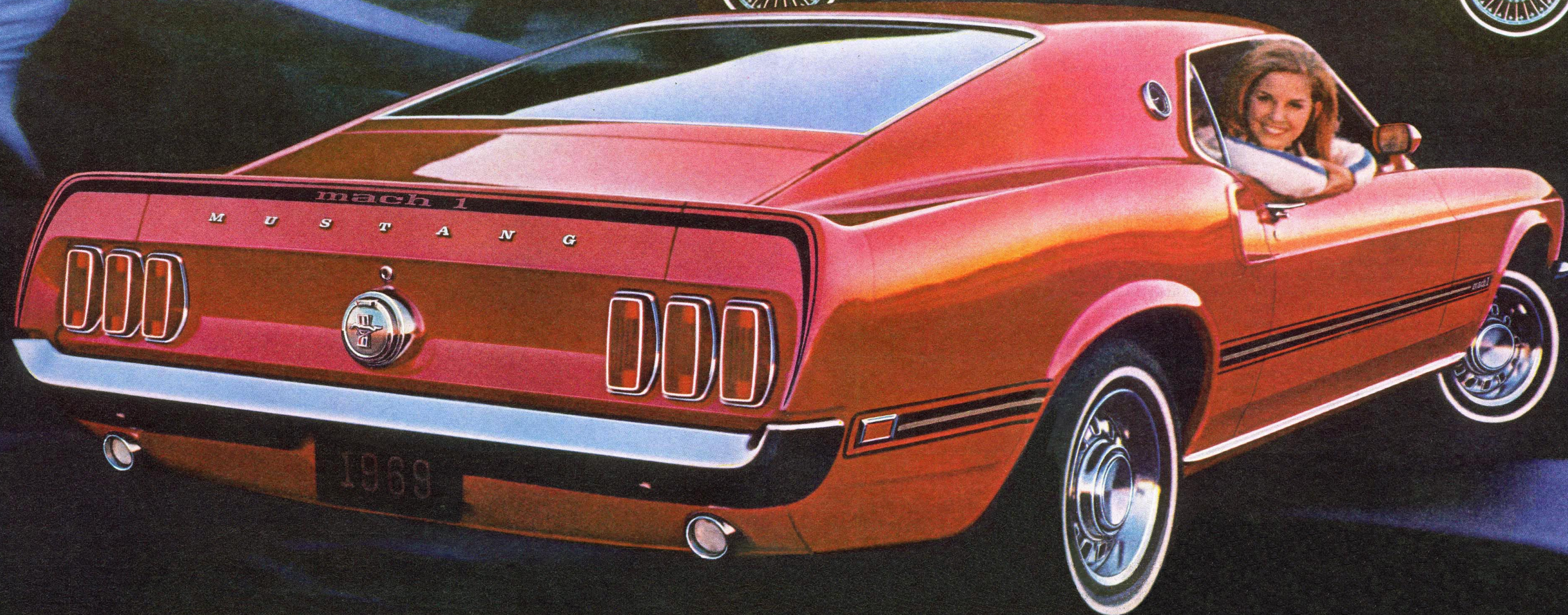
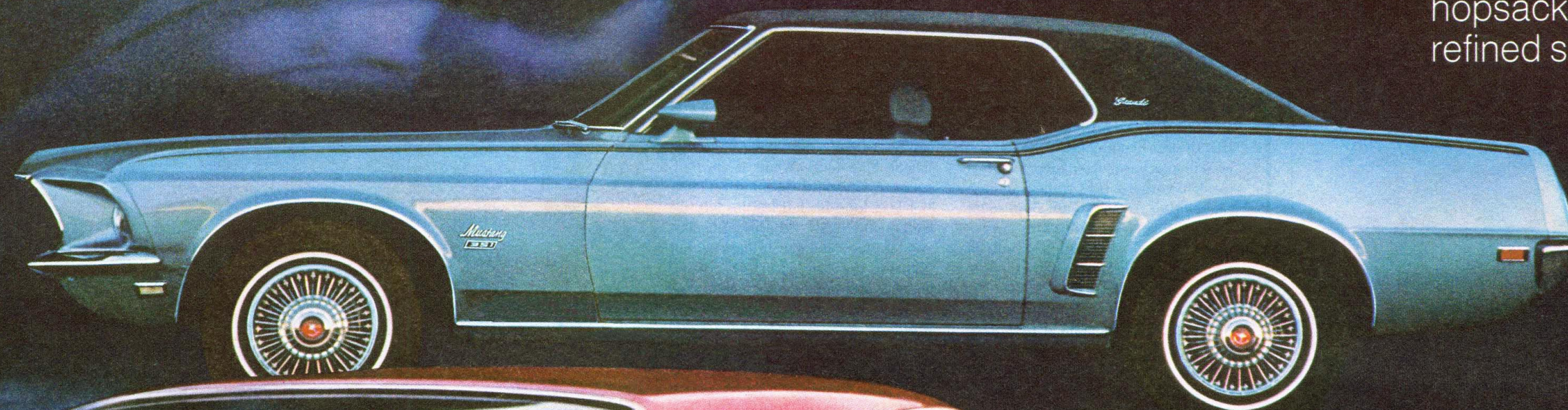
For your free copy of Ford's 1969 Performance Buyer's Digest, write: Performance Digest, Department CL, P.O. Box 1000, Dearborn, Michigan 48121

MUSTANG



Mustangs, raw and rare.

Rare luxury: Grandé.
Most elegant of the longer,
wider, roomier new Mustangs.
With pre-packaged luxuries,
inside and out. From special
soft-ride suspension to thick
buckets trimmed in vinyl and
hopsack cloth. Grandé. Most
refined sport known to man.



Raw power: Mach I.
For people with a burning
desire for action, it's all here.
GT suspension. Wide oval
belted tires. Rear deck spoiler.
5 hot V-8's. Up to optional 428
Cobra Jet ram-air with through-
the-hood "shaker." Shake up
your world... in a new Mach I.

Started first. Still first.
Nothing moves like a Mustang!



It's the going thing!

MUSTANG




For more information on Mustang Grandé (background) or Mustang Mach I (fore-
ground) write: Mustang Catalog, Dept. 48, P.O. Box 1000, Dearborn, Mich. 48121

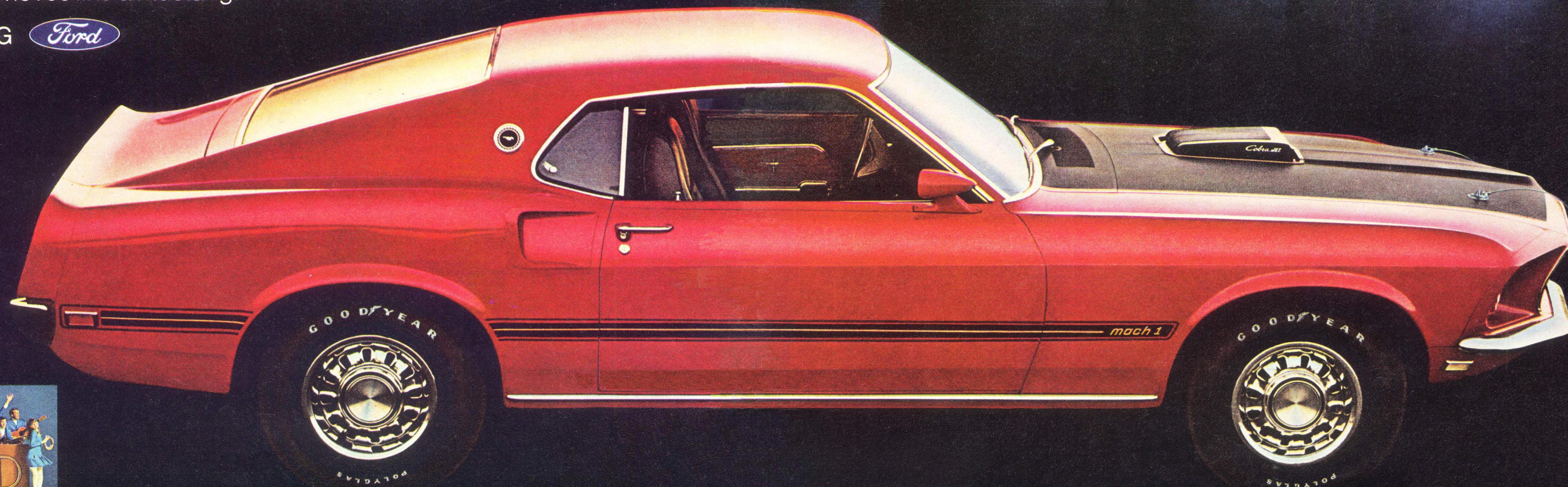
Power-seekers,
your Mustang Mach I is ready.

And hot to go. With tough looks,
boss gear (new wide-belted tires,
high-back buckets, more), and
plenty of power. Power to
pass, power to climb, power
to play with. 5 big engines,
including new 428 Cobra Jet
V-8 option.

See all the powers that be.
Ride a Mustang Mach I at your
Ford dealer's.

Started first. Still first.
Nothing moves like a Mustang!

MUSTANG 



It's the going thing!

For more information about the Mustang Mach I, write: Mustang
Catalog, Dept. 56, P. O. Box 1000, Dearborn, Michigan 48121.