



News Release

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BOSS 302 MUSTANG

IMMEDIATE RELEASE

Ford Division is introducing a Boss 302 Mustang with hot performing Trans-Am features including a highly-modified, 290-horsepower, 302-cubic-inch-displacement V-8 engine.

Ford packed extra power into its 302-c.i.d. engine, drew from its extensive experience with racing-type suspension systems and quick ratio steering, and assembled "better ideas" in design for this quick, new Mustang.

The racing version of the Boss 302 is marketed to take charge at Trans-Am events, and, in addition, to help Mustang expand its three-to-two sales lead over its nearest competitor.

Based on a 1969 Mustang SportsRoof, Boss 302 has a functional front air spoiler below the bumper. Effective at speeds over 40 miles per hour, the spoiler helps reduce drag, while improving the car's aerodynamic stability.

The hood is painted non-glare racing black as is the rear deck and back panel. A "C" stripe on each side of the car contains the signature, "Boss 302."

Two eye-catching rear design features are the louvered backlight and the rear air spoiler, both optional. The non-glare black louvers, over the back window, shade rear seat passengers without blocking rear view visibility. The adjustable air spoiler mounted on the trunk lid further improves the Boss 302's stability and high speed handling characteristics.

Boss 302 is available in bright yellow, Calypso coral, Wimbledon white or Acapulco blue.

Optional interior features with Boss 302 include high-back bucket seats trimmed in Comfortweave knitted vinyl, simulated teak-wood on the instrument panel and deluxe, three-spoke "Rim-Blow" steering wheel.

The heart of the Boss, Ford's 302-c.i.d., five-liter formula engine, features completely new cylinder heads with high turbulence, polyangle wedge combustion chambers. The valves have been canted to favor gas flow for free-breathing efficiency. Intake valves are 2.23 inches in diameter. Exhaust valves are 1.71 inches in diameter. Solid tappets allow for use of a quicker cam and precise valve timing.

The engine includes chrome or cast-aluminum rocker covers, special high-riser manifold and a Holley 780 CFM four-barrel carburetor.

Ford's fully synchronized four-speed manual transmission is a required option on the Boss 302. The transmission's four ratios are spaced to take full advantage of the 302's power curve.

Boss 302's weight distribution balances out at 56 per cent front and 44 per cent rear. The suspension is competition-type -- heavy-duty front coil and rear leaf springs, plus front stabilizer bar and Ford's staggered rear shock absorber arrangement which damps out "wheel hop" during full throttle starts.

Standard rear axle ratio is 3.50. Also available are 3.50, 3.91 and 4.30 ratio locker axles.

Boss 302's 16 to one steering ratio and 3.74 turns, lock-to-lock, give instant sports car turning response.

To make room for the wide F60 x 15 fiberglass belted tires that are standard, Ford had to widen the wheel opening areas of the front fenders. The tires come on standard seven-inch rim, argent-finish Magnum steel wheels or optional chrome "Magnum 500" steel wheels. Boss 302 comes with floating-caliper front disc brakes.

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3/27/69

MUSTANG

1969 MUSTANG PASSENGER CAR PRICES

REGULAR PRODUCTION OPTIONS (Continued)	Wholesale to Dealer(a)	Schedule "A" D&D	Wholesale Delivered(a)	Suggested List	Suggested Retail					
ENGINES (Continued)										
428 CID 4V 8-CYLINDER 335 HP NON-RAM AIR INDUCTION ENGINE Includes 80 ampere heavy-duty battery, 55 ampere alternator, dual exhausts, extra-cooling package, bright engine dress-up with cast aluminum rocker covers, "428-4V" decal on air cleaner, and 3.25 non-locking axle. Not available with limited-slip differential, handling suspension, or air conditioner with four-speed manual transmission. Requires Cruise-O-Matic or close ratio four-speed manual transmission, competition suspension (standard on Mach I model) and E70 x 14 wide oval belted WSW tires (except Mach I models and models with GT equipment group) or F70 x 14 wide oval belted WSW or FR70 x 14 wide oval radial ply WSW or F70 x 14 wide oval belted BSW with raised white letters at extra cost. F70 x 14 wide oval belted WSW tires standard on Mach I and models with GT equipment group. Extra charge over 302 CID 2V (All models except Mach I)										\$287.53
Extra charge over 351 CID 2V (Mach I model)						224.12				
428 CID 4V 8-CYLINDER 335 COBRA JET RAM AIR INDUCTION ENGINE Includes 80 ampere heavy-duty battery, 55 ampere alternator, dual exhausts, functional hood scoop, extra-cooling package, bright engine dress-up with cast aluminum rocker covers, and 3.50 non-locking axle. Not available with Grandé, air conditioner with four-speed manual transmission, limited-slip differential, or handling suspension. Requires Cruise-O-Matic or close ratio four-speed manual transmission, competition suspension, and F70 x 14 wide oval belted WSW tires (standard on models with GT equipment group) or FR70 x 14 wide oval radial ply WSW tires or F70 x 14 wide oval belted BSW tires with raised white letters at extra cost. Mach I models require F70 x 14 wide oval belted BSW tires with raised white letters at extra cost. Extra charge over 302 CID 2V (All models except Mach I)										420.96
Extra charge over 351 CID 2V (Mach I model)						357.46				
BOSS 302 CID 4V 8-CYLINDER 290 HP Includes black hood, black headlamp castings, black rear deck lid, and black lower back panel; (4) F60 x 15 belted BSW tires with raised white letters on 15" x 7" five-bolt Magnum 500 argent-painted styled steel wheels, collapsible spare tire, "C" stripes, Boss 302 tape identification on front fender (black only), dual exhausts, quick ratio steering (16:1), special handling suspension including staggered rear shocks, special cooling package, 3.50 non-locking axle, electronic RPM limiter, functional front spoiler (shipped KD) and 45 ampere battery. Available only on Mustang Sportsroof model and the following exterior colors: Wimbledon White, Acapulco Blue, Calypso Coral, or Bright Yellow. Not available with Cruise-O-Matic transmission, optional axle ratios except 3.91 or 4.30, air conditioner, two-tone hood, exterior decor group, GT equipment group, handling suspension, special value package, fingertip speed control, shaker hood scoop, power ventilation, 70 ampere heavy-duty battery, left-hand remote control mirror, rocker panel molding, tire options, wheel covers, styled steel wheels except magnum 500 chrome, trunk mounted battery, and delete heater and defroster. Requires four speed manual transmission (wide ratio standard, close ratio optional) and power disc brakes at extra cost. Extra charge over 302 CID 2V										676.15
TRANSMISSIONS										
ELECT-SHIFT CRUISE-O-MATIC										
Not available with Boss 302 CID 4V engine.										
200 CID 1V and 250 CID 1V 6-cylinder engines						191.13				
302 CID 2V, 351 CID 2V or 4V 8-cylinder engines						200.85				
390 CID 4V, 428 CID 4V Non-Ram Air or Ram Air 8-cylinder engines						222.08				
OUR-SPEED MANUAL										
This option required at extra cost with Boss 302 CID 4V engine.										
302 CID 2V 8-cylinder engine						204.64				
Wide ratio only.										