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1970 Ford Mustang Boss 302 Restoration Guide

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1970 Ford Mustang Boss 302 Restoration Guide

MODEL YEAR 1970

The championship-year Trans-Am homologation special: factory-correct restoration reference for the 1970 Boss 302 — what changed from 1969, decoding, casting numbers, authentication, and the restoration sequence.

Key Specifications at a Glance

Engine	Boss 302 V8 — 302 cid, 4.00 x 3.00 in, 10.5:1 compression
Output	290 hp @ 5,800 rpm; 290 lb-ft @ 4,300 rpm; Holley 780-CFM 4V
VIN code	0F02G / 0T02G — G = Boss 302; Dearborn and Metuchen
New for 1970	Hurst shifter, optional shaker scoop, rear anti-roll bar, hockey-stick stripes
Axle	9-in Traction-Lok, 3.50:1 standard; 3.91 / 4.30 optional
Built	7,013 cars — the championship season
Base price	\$3,720 when new

Every specification in this guide was verified against published references before printing. Where sources disagree, the text says so. Use correct jack stands, disconnect the battery before electrical work, and never get under a car supported only by a jack. High-compression engines demand high-octane fuel and careful ignition timing.

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How to use this guide. Chapters 1 and 2 give you the history that drives collector value. Chapter 3 explains exactly what makes this variant different from every other Mustang of its year. The technical chapters are written to be used at the car: decoding tags, checking castings, and planning the restoration in the right order. Keep a notebook with this guide and verify every number against the car in front of you.

1. Ford's Total Performance Era

By 1970 Ford's "Total Performance" decade was at its peak and its twilight simultaneously. The company was winning everywhere — Le Mans, NASCAR, drag strips — while insurance surcharges, emissions regulations, and rising costs were already writing the muscle car's obituary. The 1970 Boss 302 sits exactly on that fault line: the most developed version of Ford's Trans-Am homologation special, built in the season the car finally won the championship it was created to contest.

The formula dated to 1968. To beat the Chevrolet Camaro Z/28 in the SCCA's Trans-American Sedan Championship — production cars, engines capped at 305 cubic inches — Ford built a street car around a racing engine: the thin-wall, high-nickel 302 small-block with four-bolt mains, screw-in freeze plugs, and canted-valve "poly-angle" heads developed for the forthcoming 351 Cleveland. Engineer Mark Donner developed the competition suspension; designer Larry Shinoda, hired from GM in August 1968, created the stripes, spoilers, and the "Boss" name itself — his answer when asked what secret project he was working on: "the boss's car," a nod to Ford president Bunkie Knudsen.

2. The 1970 Mustang: Facelift Year

The 1970 Mustang was a facelift of the 1969 redesign rather than a new car: the most visible change was the grille, which replaced 1969's quad headlights with a single-headlight appearance — two driving-light-style vents in the outer positions, dual headlights retained within the grille opening. The fake rear-quarter scoops remained deleted on the Boss (as in 1969), the body kept its 187.5-inch length and 108-inch wheelbase, and the SportsRoof fastback body continued. The Boss 302 moved in the opposite direction from the market: 7,013 built, more than four times the 1969 total.

Base price for the 1970 Boss 302 was \$3,720. The option sheet tells you how buyers actually configured these cars: the shaker hood scoop at \$65, Magnum 500 chrome wheels at \$129, Traction-Lok differential, the 3.91 axle at about \$13, rear deck spoiler at \$20, sport slats (rear-window louvers) at \$65, tachometer and trip odometer at \$54, console at \$54, and the Décor group at \$78. A well-optioned Boss 302 stickered well past \$4,300 — serious money in 1970.

3. The Boss 302 Wins Trans-Am

The 1969 season had frustrated Ford: the Bud Moore-prepared Boss 302s of Parnelli Jones and George Follmer chased the Camaros all year and came up short. For 1970 the team came back with developed cars and the previous year's lessons, and this time the #15 Bud Moore Boss 302 of Parnelli Jones won the SCCA Trans-Am championship outright. The homologation special had fulfilled its founding purpose — and then, with Ford withdrawing from most factory racing efforts at the end of 1970, the purpose evaporated. There would be no 1971 Boss 302. The 1970 car is therefore both the peak of the breed and its last word.