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1970 Mercury Cyclone Spoiler 429 SCJ Restoration Guide

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Factory-Correct Restoration Reference

1970 Mercury Cyclone Spoiler 429 SCJ Restoration Guide

Model Year 1970

Model	Mercury Cyclone Spoiler 1970 (top of the Cyclone line)
Platform	Intermediate unibody (Montego-based), 117-in wheelbase
Engines	429 Cobra Jet Ram Air, 370 hp (standard); 429 Super Cobra Jet, 375 hp (Drag Pak)
Transmissions	Close-ratio 4-speed manual; C6 SelectShift automatic
Notable	1,631 Spoilers built (reported); 341 with the SCJ Drag Pak (reported)

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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Chapter 1 — Mercury's Hammer: The Cyclone and the 1970 Spoiler

The Cyclone began in 1964 as the performance version of the compact Mercury Comet, then moved to the mid-size Montego line for 1968. By 1970 the Cyclone family had three rungs — the base Cyclone, the Cyclone GT, and the Cyclone Spoiler — and 1970 brought the new 429 big-block, Ford's 385-series answer to the horsepower war. The Spoiler was the top of the line and the extrovert of the family: front and rear spoilers, bold racing stripes, a functional ram-air hood scoop, and the 429 Cobra Jet with Ram Air as standard equipment.

At the very top sat the car in this guide: the Spoiler ordered with the Drag Pak, which converted the 429 Cobra Jet into the 429 Super Cobra Jet — a four-bolt-main, solid-lifter, Holley-fed racing engine in a street car, officially rated just five horsepower above the Cobra Jet and understood by everyone at the time to be far stronger. Documented production is small: 1,631 Spoilers for 1970, of which 341 were built with the SCJ/Drag Pak, per auction documentation of survivor cars and marque reporting. This is a restoration and authentication guide for that car.

Chapter 2 — What Makes the 1970 Spoiler Different

- The 429 Cobra Jet with Ram Air (370 hp) was the Spoiler's standard engine — not an option. The Super Cobra Jet came only with the Drag Pak.
- Spoiler-only equipment: front air dam and rear wing, full-length racing stripes, integrated functional hood scoop, 140-mph speedometer with an 8,000-rpm tachometer (adjustable redline), vinyl bucket seats, dual racing mirrors, and a competition suspension package.
- The SCJ package hardware: four-bolt-main block, forged pistons, solid (mechanical flat-tappet) camshaft, 780-cfm Holley carburetor (replacing the Cobra Jet's 720-cfm Rochester Quadrajet), front-mounted engine oil



cooler, and a 3.91 Traction-Lok rear axle. The Super Drag Pak substituted a 4.30 gear and a Detroit Locker differential.

- Colors were restricted: Competition Yellow, Competition Blue, Competition Gold, Competition Green, Competition Orange, and Pastel Blue — plus 31 special-order cars sold through Ford's premium special-color program.
- The 1970 Spoiler was a one-year formula: for 1971 the Spoiler continued with the 429 CJ Ram Air standard (370 hp), but production shrank to a reported 353 cars.

Authentication starts with understanding what Ford actually sold. A 1970 Spoiler is first a Cyclone with the Spoiler package, and an SCJ car is a Spoiler with the Drag Pak — every claim on either point must be provable from the VIN, the door data plate, and the Marti Report.

Chapter 3 — VIN and Door Data Plate Decoding

1970 Mercury VINs follow Ford's eleven-character format: model-year digit (0 for 1970), assembly-plant letter, two-digit body series, engine code, and a six-digit sequential serial number. The engine position is the money digit on a Spoiler:

Position	Meaning	1970 Spoiler values
Position 1	Model year	0 = 1970
Position 2	Assembly plant	Plant letter — verify against the door data plate
Positions 3-4	Body series	Cyclone hardtop series — must match the car; verify against Mercury literature
Position 5	Engine code	J = 429 Cobra Jet; C = 429 Super Cobra Jet (Ford practice — verify against 1970 Mercury literature)
Positions 6-11	Sequential serial number	Production sequence

The door data plate records body, color, trim, axle, transmission, and DSO codes as built. The Drag Pak/SCJ is proven by the Marti Report (built from Ford's production database) and by the hardware itself — four-bolt mains, solid lifters, the oil cooler, and the axle code. A claimed SCJ without the paper and without the hardware is a Cobra Jet car with a story.

Chapter 4 — The 429 Cobra Jet and Super Cobra Jet

Engine	VIN code	Bore x stroke	Comp.	HP (gross)	TQ (lb-ft)	Carb	Notes
429 Cobra Jet Ram Air	J	4.36 x 3.59	11.3:1	370	450	720-cfm Rochester Quadrajet	Standard Spoiler engine; Ram Air standard
429 Super Cobra Jet	C	4.36 x 3.59	11.3:1	375	450	780-cfm Holley	Drag Pak only: 4-bolt block, forged pistons, solid lifters, oil cooler

The five-horsepower fiction. Ford rated the Super Cobra Jet at 375 hp — five more than the Cobra Jet it was based on. Period and modern marque reporting agree the SCJ's solid-lifter cam, Holley carburetion, and compression made it far stronger than the rating suggests; figures around 425-430 hp are commonly estimated for a healthy SCJ. This guide prints the factory 375-hp rating as the documented number and reports the higher estimates as estimates, which is what they are.