

FREE SAMPLE

The opening pages of

1970 Ford Mustang Restoration Guide

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Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

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RESTORATION ESSENTIALS

1970 Ford Mustang Restoration Guide

1970 Model Year — Hardtop • SportsRoof • Convertible

Factory-correct data for the hands-on restorer: VIN and warranty-plate decoding, engine and driveline specifications, paint and trim codes, production figures, casting numbers, torque values, and a step-by-step restoration sequence — all specific to the 1970 Mustang.

Key Specifications at a Glance

Total production	190,727
Body styles	Hardtop, Grande, SportsRoof, Mach 1, Boss 302, Boss 429, Convertible
Boss 302 / Boss 429	7,013 Boss 302 • 499 Boss 429 (both included in SportsRoof totals)
Engine lineup	200/250 sixes; 302; new 351 Cleveland (250/300 hp); 428 Cobra Jet; Boss 429
Styling	Single headlamps return • side scoops deleted • Grabber colors go mainstream
Assembly plants	Dearborn, Michigan • Metuchen, New Jersey • San Jose, California

Restoration work involves fuel systems, high-voltage ignition, and several thousand pounds of steel overhead. Disconnect the battery before electrical work, support the car on rated jack stands (never a jack alone), and keep a fire extinguisher within reach when fuel or welding is involved.

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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 Motor Company: The Manufacturer Behind the Mustang

In 1970 Ford Motor Company stood at the end of an era. Founded in 1903 and built on the Model T, the 1932 V8, and the postwar boom, Ford had spent the 1960s as the industry's performance leader — Total Performance in the showroom, GT40s at Le Mans, 427s on the NASCAR ovals. The 1970 Mustang lineup is the last full expression of that philosophy before the 1970s brought emissions controls, unleaded fuel, and insurance rates that would dismantle the muscle car.

The signs of change were already visible in 1970: the federal safety standards phased in since 1968 kept accumulating (high-back bucket seats, three-point belts, locking steering columns, and tamper-proof odometers all arrived or became standard on the 1970 Mustang), and Ford's product planners knew the horsepower race had a finite future. Their answer was to make the 1970 Mustang the most refined of the first-generation cars — cleaner styling, new engines, and better manners — while keeping the Boss 302, Boss 429, and 428 Cobra Jet at the top of the order sheet for one more year. For the restorer, 1970 is the connoisseur's Mustang: the year Ford got the details right just before the rules changed.

Ford's racing programs in 1970 delivered the Boss 302's finest hour: Parnelli Jones drove a Bud Moore-prepared Boss 302 to the SCCA Trans-Am championship — the title the car was built to contest. The Boss 429 continued its NASCAR homologation mission, and the 428 Cobra Jet remained a Super Stock threat. The 1970 performance Mustangs are the street end of Ford's Total Performance pipeline in its final full season.

Corporate Ford in 1970 knew the horsepower era was ending — emissions controls, unleaded fuel, and insurance costs were already reshaping product plans. The company's answer was to make the 1970 Mustang the most refined of the breed: cleaner styling, the new 351 Cleveland, better seats and safety equipment — while keeping the Boss and Cobra Jet models on the order sheet for one more year. A 1970 Mustang is Ford's farewell to the original formula, executed with unusual care.

2. The Mustang Model Line: 1964½ to 1970

The arc from 1964½ to 1970 is the story of the pony car growing up: 559,451 cars for 1965, the record 607,568 for 1966, 472,121 for the enlarged 1967, 317,404 for the refined 1968 with its new 302 and Cobra Jet, and 299,824 for the all-new 1969 — the year of the Mach 1, Boss 302, and Boss 429. For 1970, Ford chose evolution over revolution.

The 1970 Mustang kept the 1969's basic body and chassis but cleaned up nearly every controversial detail: the quad headlamps gave way to single dual-beam lamps flanking a new thin-bar grille, the non-functional side scoops were erased from the quarters, the taillamps were recessed into a honeycomb rear panel, and the interior gained standard high-back bucket seats. Under the hood, the 351 Windsor gave way to the all-new 351 Cleveland —