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Ford Mustang Boss 1970

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1970 Ford Mustang Boss

Factory-Correct Restoration Guide

Key facts at a glance

Engines	302 Cleveland-head (290 hp); 429 Boss (375 hp / 450 lb-ft)
Transmissions	4-speed manual (both); C6 automatic (Boss 429 only) Drag Pak 3.91/4.30 axle + engine oil cooler — available on both Bosses Identifier VIN 0F02G (Boss...

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Single-year coverage. Factory-correct specifications. No guesswork.

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About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1970 Ford Mustang Boss 302 / Boss 429 Drag Pak — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written. Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and fender-tag (or door data plate) decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book.

A final note: these cars are sixty years old. Parts have been swapped, tags have been lost, and memories have faded. Trust

the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify against the factory service manual for your year.

1. Manufacturer History: Ford

Ford Motor Company was founded in 1903 by Henry Ford, and within a decade the Model T and the moving assembly line had put the world on wheels — and made Ford the defining industrial company of the twentieth century. Through the Depression and the war years Ford remained one of the Big Three, and by the 1960s it was a company with the engineering depth and the racing ambition to take on the world. The 1960s were Ford's Total Performance decade. The 1964½ Mustang created the pony-car segment overnight. The 427-powered Galaxies and Fairlanes dominated stock-car and drag racing. The GT40 won Le Mans four straight years (1966-1969). And the intermediate Fairlane/Torino line became Ford's muscle-car home — from the 1966 GTA to the aero-warrior Talladega and the 429-powered Cobra Jets. Ford's engineering culture shaped every car in this wave: the Windsor small-block V8 family, the FE big-block family, the 385-series (429/460) big-blocks, the Toploader four-speed, the C4/C6 automatics, and the 9-inch rear axle — arguably the strongest production rear axle ever built. For the restorer, the Ford corporate parts bin is deep, and Kevin Marti's licensed access to Ford's production database (the Marti Report) makes documentation unusually solid.

The 1970s brought emissions controls and the end of the high-compression era, and Ford pivoted to the Mustang II, compacts, and trucks. But the 1963-1973 performance cars — Falcon Sprint, Mustang, Fairlane/Torino, and the Shelby and Boss specials — remain cornerstone collector cars with one of the deepest reproduction ecosystems in the hobby.

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2. Model History: Ford Mustang Boss

The Boss Mustangs were Ford's 1969-1970 homologation answer to the SCCA Trans-Am series and the NHRA Super Stock wars — two completely different cars sharing one badge. The Boss 302 was the Trans-Am homologation special: a 302 small-block with canted-valve Cleveland heads, built so Ford could race the 302 in Trans-Am. The Boss 429 was the NASCAR homologation special: a 429 big-block with



ical-style crescent heads, built so Ford could race the 429 on the superspeedways. Same badge, same Sportsroof body, utterly different missions.

The Boss 302's story is the Trans-Am story: the DOOE Cleveland-head 302 (290 horsepower at 5,800 rpm), the Hurst shifter, the 3.91 Traction-Lok, the front spoiler and rear wing, and the SCCA championship Ford chased with Parnelli Jones and George Follmer. The 1970 Boss 302 — 7,013 built — refined the 1969 car with detail changes in castings, trim, and equipment. It remains the definitive small-block Trans-Am homologation Mustang.

The Boss 429's story is the NASCAR story: the 429 Boss (375 horsepower, 450 lb-ft) with its massive crescent-chamber heads, installed not by Ford but by Kar Kraft in Brighton, Michigan — each Boss 429 was a Dearborn-built Sportsroof shipped to Kar Kraft for the engine installation and the shock-tower surgery the giant engine required. The 1970 Boss 429 — 499 built — is the rarest regular-production Boss Mustang. The Drag Pak option (3.91 or 4.30 axle plus the engine oil cooler) was available on both Bosses for the drag-racing faithful.

This guide covers both 1970 Bosses side by side — the only RestorationEssentials guide to do so — because the collector market constantly confuses them, clones them, and misrepresents them. The authentication sections teach you to tell a Boss 302 from a Boss 429 at fifty paces, to verify each against its VIN and castings, and to identify genuine Drag Pak equipment. For the deep single-variant restoration detail, see the companion single-variant guides; for authentication and comparison, this is the guide.

3. What Makes the 1970 Unique

This guide covers both 1970 Boss Mustangs side by side — the Boss 302 (G-code, 7,013 built) and the Boss 429 (Z-code, 499 built) — with the emphasis the collector market needs: telling them apart, verifying them, and identifying genuine Drag Pak equipment. The two cars share a badge, a Sportsroof body, and a model year; they share almost nothing else. The Boss 302 is a small-block Trans-Am homologation special with Cleveland heads; the Boss 429 is a big-block NASCAR homologation special with crescent-chamber heads, installed by Kar Kraft. Confusing them is expensive.

The fifty-pace identification: the Boss 302 wears the small-block stance — 15-inch Magnum 500s, the front spoiler, the Boss 302 striping, and the relatively tidy engine bay around the Cleveland-head 302. The Boss 429 wears the big-block presence — the massive 429 with its wide crescent heads filling the Kar Kraft-modified shock towers, the hood scoop, and the unmistakable big-block proportions. The VIN settles it instantly: 0F02G is the Boss 302, 0F02Z is the Boss 429. No G-code car is a 429; no Z-code car is a 302.

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The Drag Pak option is this guide's specialty: available on both 1970 Bosses, it combined the 3.91 or 4.30:1 rear axle with the engine oil cooler for drag-racing duty. Genuine Drag Pak equipment is verified by the axle code on the door data plate, the oil-cooler installation and its date codes, and the build-sheet/Marti documentation — a 4.30 gear set installed last year does not make a Drag Pak car. The Drag Pak's axle and cooler details are year- and variant-specific; verify against 1970 Ford literature.

The Kar Kraft connection is the Boss 429's authentication key: every Boss 429 was a Dearborn Sportsroof shipped to Kar Kraft in Brighton, Michigan for the engine installation and the shock-tower modifications.

The Kar Kraft modifications — the relocated shock towers, the modified aprons, the KK-numbered components — are the Boss 429's fingerprint: verify them against the 1970 Boss 429's documented Kar Kraft details, because a 429 swapped into a standard Sportsroof is a tribute, not a Boss 429. The Boss 302, by contrast, was a complete Dearborn build — no Kar Kraft involvement.

Year-to-year changes at a glance.

■ Twin-guide year: Boss 302 (G-code, 7,013) and Boss 429 (Z-code, 499) covered side by side.