

2012

MUSTANG

**BOSS
302**



THE LEGEND RETURNS AS A THOROUGHLY MODERN STREET-LEGAL RACE CAR

Building on the spirit of the 1969 Mustang Boss 302 – one of the most sought-after examples of American performance in the world – a select team of Ford engineers, designers and stylists has distilled the groundbreaking GT to its purest form. Every component has been examined. Each system has been strengthened, lightened and refined. The result is the 2012 Mustang Boss 302, a street-legal race car destined to be America's next performance legend.

Driving the new 2012 Mustang Boss 302 was intended from the outset to be a visceral experience, packed with raw, unbridled performance across the spectrum – acceleration, handling, braking and top speed. Thoroughly modern, Boss is an uncompromised sport driving experience meeting all public safety, noise and emissions regulations without sacrificing an ounce of pure fun.

Heart of the Boss: 302 cubic inches

Boss 302 is powered by a version of the advanced, dual overhead camshaft (DOHC) 5.0-liter V8 found in the Mustang GT. Tuned by the Mustang team, this all-aluminum engine produces 440 horsepower and 380 lb.-ft. of torque.

Aggressive engine control calibration
tuned for maximum performance at all engine speeds

Unique pistons and crankshaft damper
lower friction and reduce mass for quicker acceleration

Twin independent variable camshaft timing (Ti-VCT) allows maximum high-rpm horsepower without sacrificing low-end torque



Revised camshafts using a more aggressive grind for improved airflow and power output

"Runners-in-the-box" intake plenum enhances airflow for charges to the redline

2012

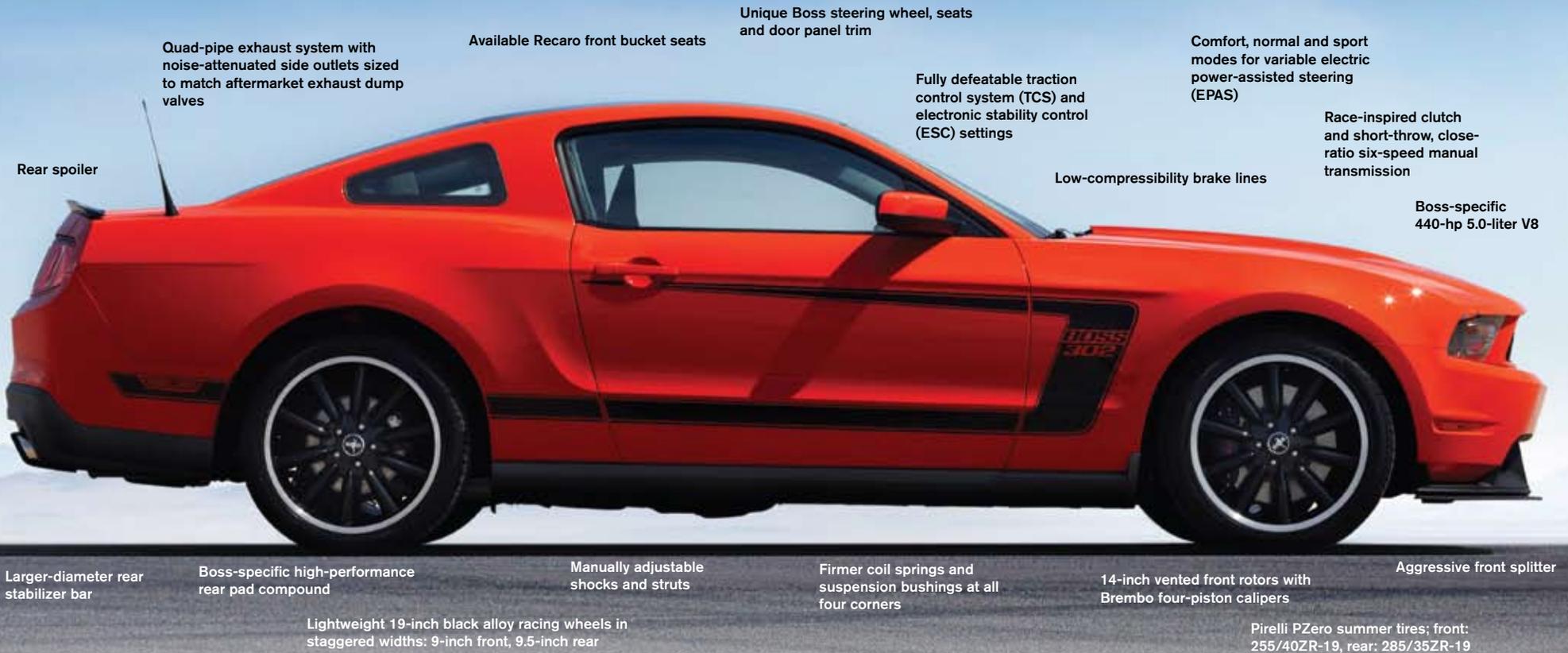
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BOSS 302



A TOTAL APPROACH TO THE PERFECT MUSTANG

The 2012 Mustang Boss 302 is not a trim package. It is not a collection of parts that can be purchased through the aftermarket. Boss is a balanced re-engineering of the Mustang GT focused on offering dedicated Mustang customers a track-ready package that could be driven home after the race. From splitter to spoiler, Boss is a truly unique creation.



Quad-pipe exhaust system with noise-attenuated side outlets sized to match aftermarket exhaust dump valves

Available Recaro front bucket seats

Unique Boss steering wheel, seats and door panel trim

Fully defeatable traction control system (TCS) and electronic stability control (ESC) settings

Comfort, normal and sport modes for variable electric power-assisted steering (EPAS)

Race-inspired clutch and short-throw, close-ratio six-speed manual transmission

Boss-specific 440-hp 5.0-liter V8

Rear spoiler

Low-compressibility brake lines

Larger-diameter rear stabilizer bar

Boss-specific high-performance rear pad compound

Manually adjustable shocks and struts

Firmer coil springs and suspension bushings at all four corners

14-inch vented front rotors with Brembo four-piston calipers

Aggressive front splitter

Lightweight 19-inch black alloy racing wheels in staggered widths: 9-inch front, 9.5-inch rear

Pirelli PZero summer tires; front: 255/40ZR-19, rear: 285/35ZR-19