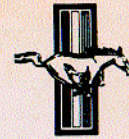




Mustang Times

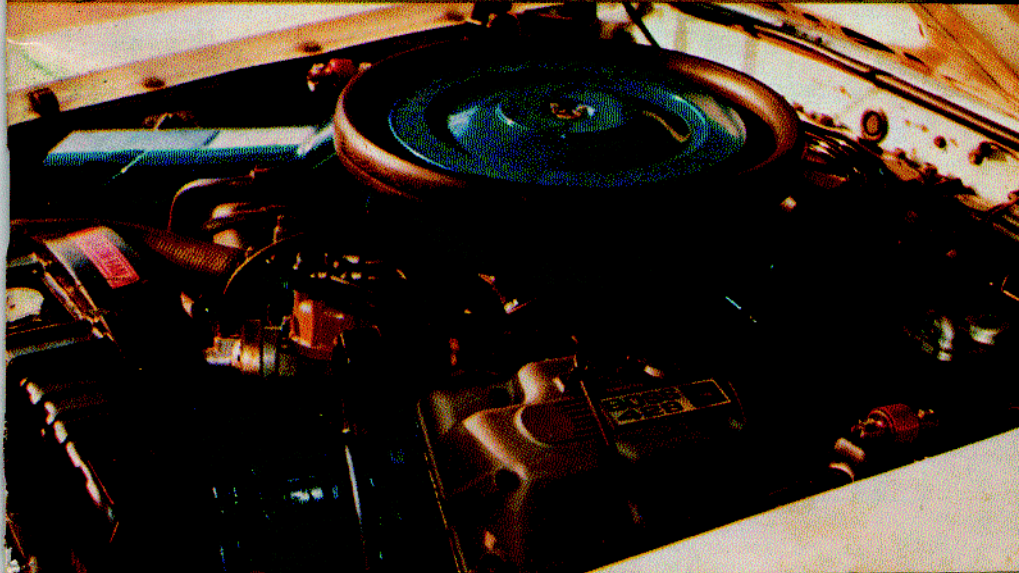
THE OFFICIAL PUBLICATION OF
The Mustang Club of America


















VOL. 3, NO. 10

OCTOBER 1979

CAR OF THE MONTH – 1969 Mustang Boss 429
Owned by: Jim Engel, Farmington, Michigan



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The Mustang Club of America

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P. O. BOX 447
LITHONIA, GEORGIA 30056

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\$1.50 each.

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tire on the car axle and slightly tighten the lug nuts. Next (top right), with
the valve in the six o'clock position, use the Space Saver Spare canister to
inflate the tire. If a compressed air source is used (bottom left), frequently
check the pressure to make sure it doesn't exceed 32 psi. When inflated, the
tire is transformed from its space-saving size to a tire ready for temporary
use (bottom right).

CUT ALONG THIS LINE



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YES!!! I want to join the most responsive and fastest growing organization in the world dedi-
cated to the preservation, care, history and enjoyment of the 1965-73 Mustangs -- 1965-69
Shelbys. Enclosed is \$15.00 U.S. & Canada, \$25.00 foreign (U.S. funds only).

Please send my new member's packet immediately and the next 12 issues of *The Mustang Times*.

NATIONAL HEADQUARTERS • P. O. BOX 447 • LITHONIA, GEORGIA 30058

Name _____ Spouse _____

Address _____

Type of car currently owned _____ Regional Group Info _____

OWNERSHIP NOT ESSENTIAL ENTHUSIASM IS

FROM OUR PRESIDENT

We need to start this month out by requesting that all National and Grand National event movie films be returned to National Headquarters. Letters have been sent trying to locate these films but to no avail. It is very important that we receive these films as quickly as possible. Call us and let us know where they are so we will know when to expect to receive them.

Again, I would like to re-emphasize to you our problems in getting the newsletter out to you in time. December should find us up-to-date with our publication. We appreciate the patience most of you have shown. This is something that the National Club has had no control over.

We appreciate all of you who took time out to vote in our recent election for new National Board Members. Winners will be announced in our next month's issue.

As you read this newsletter, the slate of officers for 1980 for the National Club should have been presented to the National Board of Directors. Your 1980 National Officers will be announced in the December issue. I sincerely hope you will work with them as you have with me in the past.

I have looked at the 1980 Judging Rules and classes and would like to say that I believe the committees have all done their homework. The following classes have been approved for all nationally-sponsored shows for the year 1980:

JUNIOR DIVISION

1965:	1966:
Coupe	Coupe
Convertible	Convertible
Fastback	Fastback
1967-68:	1969-70:
Coupe	Coupe
Convertible	Convertible
Fastback	Fastback
1971-73:	Modified:
Coupe	Coupe
Convertible	Convertible
Fastback	Fastback
Shelby:	Bosses:
65-66	All
67-70	

SENIOR DIVISION

1965-66:	1967-68:
Coupe	Coupe
Convertible	Convertible
Fastback	Fastback
1969-70:	1971-73:
Coupe	Coupe
Convertible	Convertible
Fastback	Fastback
Modified:	Shelbys:
Coupe	All
Convertible	
Fastback	Bosses:
	All

BEST OF SHOW

Junior Division-Stock
 Junior Division-Modified
 Senior Division-Stock
 Senior Division-Modified

SPECIAL INTEREST **

Unrestored:
 All Years:
 Unrestored Coupe
 Unrestored Convertible
 Unrestored Fastback

**Guidelines now being drawn. To be announced upon acceptance by National Board of Directors.

Upon acceptance of the 1980 Judging Rules by the National Board of Directors we will publish in The Mustang Times. They should begin to appear in the January, 1980 issue.

We now know that the requirement for Senior Division is two class wins or one Best of Show, at any nationally sponsored event. This is retroactive to the First Grand National held in 1976. There will also be a required total point accumulation for first, second and third in all classes to win a trophy. In other words, if you happen to be alone in your class, this does not mean you have an automatic trophy. Get those cars up to "snuff".

More to follow next month on certified judges, rules, classes, total point accumulation, etc.

Jim Osborn

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BFGoodrich
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NEWS

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Just as the name implies, the Space Saver Spare is designed to give car owners more usable trunk space by taking up less room than a conventional tire.

The Space Saver Spare comes as a complete unit on its own special wheel, which is an integral part of the unit.

Simply put, there are three basic things to remember in working with the spare:

- o Never dismount, remount or repair the Space Saver Spare.
- o Always bolt it down before inflating it.
- o Never overinflate it.

Before the tire is inflated, mount it on the car axle and slightly tighten the lug nuts. With the tire's valve in the six o'clock position, inflate the Space Saver Spare with the approved canister that comes with it. Next, lower the vehicle and fully tighten the lug nuts.

If tire inflation is being done in a service station area and the tire is not mounted on the car axle, bolt the tire on a tire mounting machine or restrain it in a tire safety cage. If an air hose is used instead of the canister, check frequently to make sure that the tire pressure doesn't exceed 32 psi.

If these instructions are not followed, personal injury can result.

Because the Space Saver Spare is designed for temporary use, the owner should remove it at the earliest opportunity, deflate and store it and purchase a new canister for use the next time a spare is needed.

And in the meantime, car owners can make maximum use of their trunk space without giving up the security of carrying a spare tire.

REGIONAL GROUP CONTACTS

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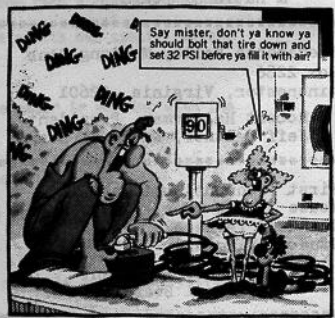
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 GROUP DIRECTOR:

MAX EPPS
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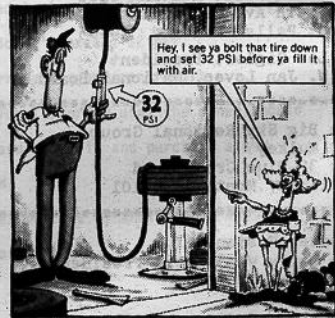
ATTENTION SERVICE PERSONNEL:

**SPACE
 SAVER
 SPARE**

Don'ts



Do's



REGIONAL GROUP NEWS

GULF COAST REGIONAL MUSTANG CLUB

As the months go by, our club is becoming more organized and as a result, we have got a lot of activities coming up in the next few months. This weekend is the Seafood Festival Parade and some of our Mustangs are participating in that. On November 4th, our club is going up to Atmore Dragway in Atmore, Alabama. Mr. Owens, the owner of the dragstrip, was kind enough to set up an individual class for our club. We will be awarded first and second place trophies. 17 members have already signed up to compete in the event. Ought to be very interesting.

Right after Thanksgiving, the Antique & Classic Car Club is holding an auction. We are trying to work something out with them to volunteer our services for whatever they might need us to do, and in return, they would donate some money to our club treasury.

December 2nd, we will be participating in the Christmas Parade downtown and the following Saturday, will be our first Christmas Party!

We passed out a club roster at the last meeting to each member. It lists all of the member's names, phone numbers and the kind of Mustang they own. The last page of the roster has a schedule of events, such as when the meetings are held, and where, the dates of parades we will be in and other pertinent info.

This is all for now...Talk to you next month.

Karen Cunningham
Secretary



OWNERS CLUB

The Mustang Owners Club of Southeast Michigan held its September meeting on September 11th. At the meeting, Curt Ollikainen gave a report on the recent Grand National Show in Atlanta. Curt reported that the show was excellent, although the weather could have been a little better (I agree 100%). Thanks to Jim and Sue Osborn and all others involved, this, the best show yet. The shows just seem to get better all the time.

In the recent issue of our newsletter "The Accelerator", interest surveys were distributed for members to fill out. John Haskin, our president, asked that they be turned in at this meeting

or as soon as possible. These surveys will help the board in setting up future activities for our club.

A caravan with the Shelby Club is being planned for October 14th. The trip will consist of a ride to Frankenmouth, Michigan where we will have our lunch and enjoy the fall colors.

Our recent Corn Roast was a great success. It was held on the Scherer's farm in Howell, Michigan. Many members enjoyed a day of activities and relaxation. Many nice Mustangs were also on hand. The weather was good and all who attended are looking forward to next year.

John Haskin mentioned that he knows of someone at Ford Motor Company who might be able to get us some Mustang promotional films to be shown at one of our upcoming meetings. Let's keep our fingers crossed!

Our monthly 50-50 drawing was won by one of our newest members, Barry Reeck. Barry won \$11.50 and our club treasury won \$11.50.

Gary Schweitzer
Regional Correspondent

INDY MUSTANGS

Our meetings have had very good attendance. The change from the first Wednesday of the month to the first Tuesday at Foxworthy Ford on Keystone & 96th Street is popular.

With regular business taken care of, along with discussions, plans are made to get together each month for short trips and picnics.

Many of our members enjoyed driving our Mustang convertibles in September for National Hot Rod's 25th Anniversary Parade. It was held at the Indianapolis Raceway Park. We had popular drivers who won in past years riding with us along with a princess. The crowds in the stands really cheer our Mustangs on how sharp they looked. There were other types of cars also in the parade.

Indy Mustangs Club members wish to express our thanks to the following members: Steve Jones for showing us slides of our Mustangs in the year's 500 Festival Parade; Steve Zenobia for showing a movie film of Atlanta and Tennessee Meets in 1978. Also, Ken Anderson for an interesting film from Ford Motor Company.

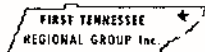
REGIONAL GROUP NEWS

In December, we plan to have election of new officers.

Also, plans are in the works for our 1st annual Mid-Eastern National Mustang Meet at Indianapolis 500 Speedway Infield in June. More on that later.

Steve Zenobia was a judge at this year's Atlanta '79 Meet. He was very impressed with the whole show and has some good ideas on getting ours together at Indy.

Ann Zenobia
Secretary



8-21-79

Meeting was called to order by president, Charles Carey.

Several members were absent due to the upcoming Grand National Mustang Show in Atlanta. Everyone is working hard in order to make a good showing at this all important event.

Prices for the club jackets are being secured from Southern Athletics, Knoxville; Acme Sports, Kingsport and R & R Uniform, Nashville. Don Wolfe and Ernie Stout will continue the search until the best deal is made which will satisfy the group.

Max Spss reported that the Ramade Inn has available Friday, December 21st for our annual Christmas Banquet. The date was put in the form of a motion by Horace Sneed and approved by fellow members. The time was set at 5 p.m. We will not have a dance this year. Please contact Max for reservations.

Those leaving Friday morning will depart Anderson Ford at 6:30 a.m. and travel Highway 11W to Knoxville where they will meet the Knoxville group for breakfast. Wagon Master for the trip will be Charley Carey who says he will leave come rain or shine.

A motion was made by Max Spss and seconded by Horace Sneed to collect yearly dues (local) at the annual Christmas Banquet. Motion was approved by all in attendance.

Ernie Stout, Secretary



9-27-79

Meeting was called to order by president, Charles Carey.

Dale Jordan, our newest member, was welcomed to our group.

Everyone enjoyed the Grand National Meet in Atlanta and our congratulations to the Group for their fine efforts. Our group returned with 17 trophies.

A representative group jacket has been ordered by Hunter Perkins. When the jacket is received, we will then make a decision whether or not to buy a large quantity for the members.

Due to the time change, our October meeting will be moved back to 7 p.m.

Our Third Annual Christmas Banquet will be held December 21st at 8 p.m. at the Ramada Inn. The banquet is free to all members and their families. Please contact Max Spss prior to December 10th so a total head-count can be given the Ramade Inn.

New officers and board of directors will be nominated at our November meeting.

The drive scheduled for October 7th to Hungry Mother Park was cancelled; however, the October 28th drive to Linville Falls will take place as planned. Hopefully, the Charlotte group will be able to meet us at Linville Falls.

Indoor show at Fort Henry Mall will be October 19th, 20th and 21st. Approximately 23 cars will be on display. Cars will need to be ready to enter the Mall Thursday night the 16th at 9 p.m.

Ernie Stout, Secretary

1ST PENNSYLVANIA REGIONAL GROUP

The September meeting of the 1st Pennsylvania Regional Group of The Mustang Club of America was held at Sue and Fred Glazier's home on September 9th. The weather was excellent for an outdoor meeting and we had a fine attendance with a large number of sharp Mustangs there to be viewed. Thanks to Fred and Sue for their hospitality and the delicious refreshments.

The meeting was called to order by our president, Bill Manson. The minutes were read and approved as read and the treasurer's report was accepted.

Bill Bollman, chairman of the Macungie Show thanked everyone for their help in making it a big success and asked that the secretary send thank you notes to Emmaus Ford for sponsoring our Best of Show trophy and to the Ontelaunee Chapter of the AACA for providing us with additional trophies. This has been done. Bill also

REGIONAL GROUP NEWS

mentioned that Ontelaunee wants our group represented at their planning meetings for Das Awkscht Fescht 1980. Bill Manson mentioned that we must also be represented at the New Hope planning meeting in June, 1980.

Under old business, a discussion was held regarding a meeting place for our group. We are still looking and still open to suggestions. Remember gang, it's going to get very cold soon and I don't care to freeze my tailpipe sitting outside on a lawn chair in the middle of January.

Under new business, Jack Quay mentioned the possibility of our group conducting a car show in conjunction with the Lower Saucon Valley Memorial Park at their site in Coopersburg, Pa. This car show would not only be for Mustangs, but all makes of cars and could possibly include a flea market. The primary reason for doing something like this would be to increase our treasury. Now, ever, this undertaking would require sponsors to underwrite the expenses for trophies, dash plaques, advertising, and other miscellaneous items. A discussion was held and the members unanimously agreed to further investigate such an event. Marilyn Quay made a motion to form a committee to discuss this with the park committee. Our representatives are: Bill Manson, Pat Vassallo, Jack Quay and Ed Lenny. In the meantime, give some thought to businesses or individuals who might be willing to make a donation and serve as a sponsor.

Bill Manson introduced our new program and entertainment chairman, Pat Vassallo. Pat made a few remarks to our group and said he would welcome suggestions for future programs. Pat's home phone number is 647-2379.

Bill Manson has order forms for the Indy 500 Pace Car commemorative items.

Welcome to our recent new members: Kenneth A. Petonke II, Peter & Loretta Watson; John & Patricia Woerth; Sterling & Bernice Shoemaker; Art & Rebecca Dice and Ron & Kay Loch.

Ed Lenny, Newsletter Editor

TEXOMA Regional Group News

Our September 23rd meeting was a different sort of meeting. To my surprise we had all new faces but only a few members showed. Attendance must pick up-

Much of our meeting was centered on "Mustang Round-Up 1979" being held on October 27th here in Altus, Oklahoma.

We are getting together with the Mid-West Regional Group in Enid for a get-together picnic.

To keep club interest going during those cold winter months, we have many projects planned. One is "Mustang Education". Each member will research their year of Mustang and give a detailed report to the Group at a future meeting.

Other projects planned, includes a Mid-West and TEXOMA trip to a Ford assembly plant. This would spur much interest in our clubs. Other regional groups should check into the "Ford Factory Tours" going on now. It is a new Ford promotion idea and I feel it's a winner!

Our objective here in Southwest Oklahoma is to make our club all MCA. It's not impossible.

I would like to thank Max Epps for helping me out on our regional group. Although Max is 1,000 miles away, he has kept in constant touch on our progress here. Again, many thanks to Max!

Any MCA member that will be in Oklahoma, please don't hesitate to contact Bob Miller or myself, if you happen to be in western Oklahoma. We have two really fine clubs here, not to mention the friendships involved. It's great!

More thanks to to "Mid-West Mustang Club" for sponsoring 2 trophies for our Mustang Show on October 27th. We look forward to having them at our show

TEXOMA members, let's not let the "Mustang Fever" die over the winter. We want to see you, so please attend the meetings. We've had nearly 50 people attend, now let's all be here at the same time. C'mon, Gang.

Lastly, I would like to say "Hello" to all MCA Regional Groups across the U.S.A. I'd like to see more form. It's a lot of work to get one started, but the end result is worth the effort you put in.

Until next month,

Jim Smart, President

CAR OF THE MONTH

1969 BOSS 429

OWNED BY:

JIM ENGLE
FARMINGTON, MICHIGAN

As a long-time admirer of the Boss 429 Mustang, needless to say, I was quite excited to find one in Hackensack, N.J.

Over a weekend, I flew there and acquired my Boss 429. Previous to flying there, I had decided I would drive it back to Detroit if everything proved to be A-Okay. So, I drove it home with only one malfunction. As I was driving down the Pennsylvania Turnpike, I kept hearing a clicking noise. I checked on it when I got home and found it was a broken #1 exhaust valve spring.

My Boss 429 data plate reads as follows:

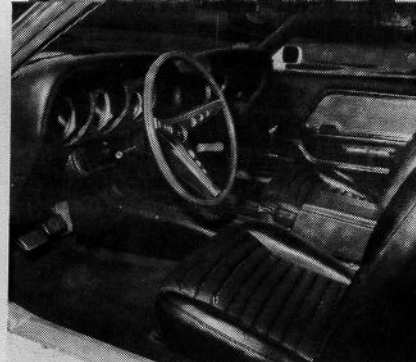
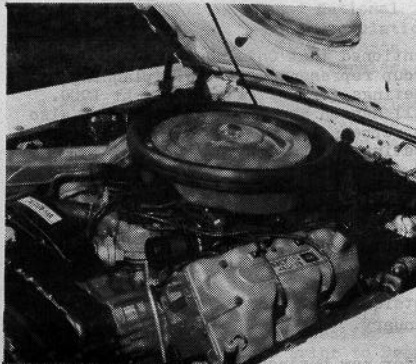
Serial No. 9F0Z2158669 KK# 1299
Body 63B 2-door sportsroof 8 cyl.
Color M Wimbledon White
Trim DAA Black vinyl interior
Date 11B February 11th
DSO 15 Newark
Engine Z 429 CID 4V Cobra-Jet H.D.
Trans. 6 4-Speed
Axle V 3.91:1
Ass'y.
Plant F Dearborn
Kar
Kraft # 1299 Number designated for each Boss 429 built.

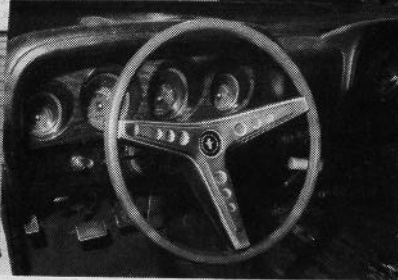
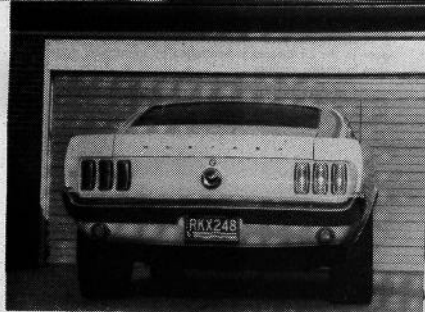
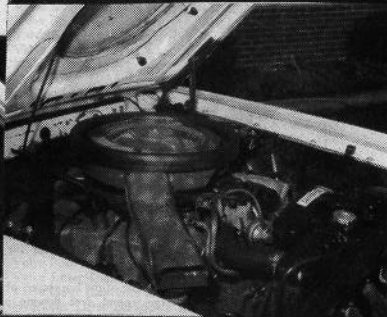
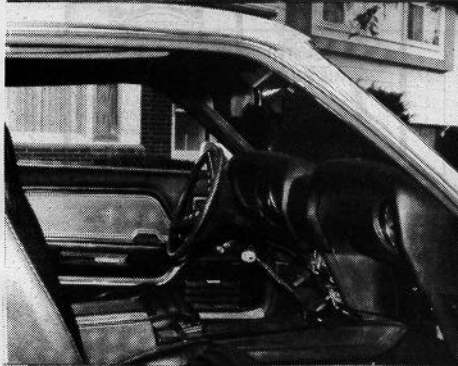
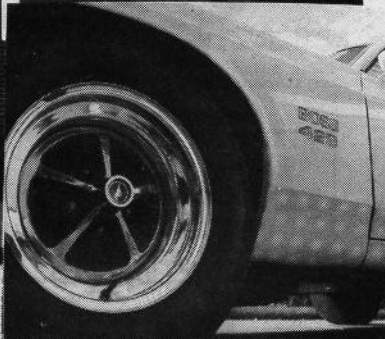
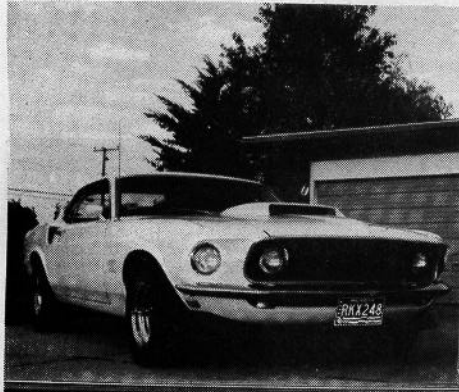
Suggested Retail Price of the car in 1969 was \$4937.51.

Future plans include car shows only and a rare Sunday drive. Now that I own a Boss 429, I don't want to lose it.

Jim Engle
Farmington, Michigan

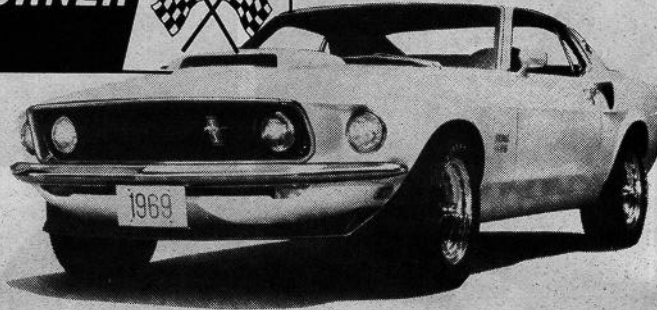
EDITOR'S NOTE: We would very much like to thank Jim Engle for allowing us to feature his beautiful Boss 429 as our Car of the Month.





PERFORMANCE CORNER

BOSS 429



For those who want the ultimate "Muscle Car," Ford offers the Boss 429. It's all "Boss," from the all-new Boss 429 engine to the fiberglass-belted super-wide tires.

THE ENGINE AND DRIVE LINE

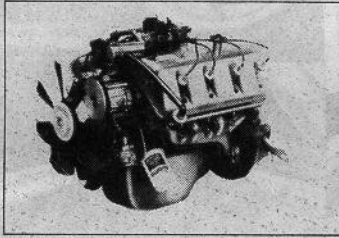


Figure 1—Boss 429 Engine

The Boss 429 engine puts out 370 horsepower, and over 400 foot/pounds of torque. Behind this new engine are a few "secrets" that make it the contender of the year for the "mean machine" award.

NEW ALUMINUM HEADS are one of the big secrets of the 429's power. Extremely large, round, free-flowing ports match up with a flow-meter-developed high-riser intake manifold, and with smoothly contoured exhaust manifolds. The valves in the crescent curve of the heads are exceptionally large and placed transversely so that the intake valves are nearest the intake manifold and conversely the exhaust valves are closer to the header side of the engine.

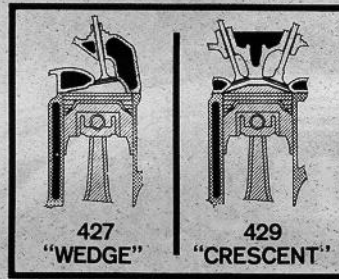


Figure 2—Combustion Chamber Configuration

By staggering the valves in this manner, there is substantial spacing between exhaust valves, thus eliminating hotspot areas. A sophisticated chrome-moly/cobalt-steel alloy is used for the valve seat inserts in the aluminum head. They are shrink-fitted into the cylinder heads, forming a permanent bond. The inserts have exceptional durability and resistance to warpage.

A COLD-AIR PACKAGE is used on the Boss 429 engine, to provide direct intake of outside air to the engine. This set-up is similar to that used on Cobra Jet models, except that the door in the air cleaner is controlled by the driver, rather than by engine vacuum.

THE HOLLEY CARBURETOR is a 735 cfm model, and features replaceable primary and secondary jets.

FEATURES AND SPECIFICATIONS

IGNITION is by a new dual-point, dual-advance distributor with concentric advance plate. This provides maximum spark to the new, smaller Autolite AF-32 spark plugs that are used as stock equipment.

THE BOSS 429 DRIVE LINE is basically similar to that used on the Boss 302—high-performance clutch and pressure plate driving through the Ford full-synchro 4-speed transmission. Gear ratios on the Boss 429 are the same as the optional Boss 302 gears (1st—2.32:1, 2nd—1.69:1, 3rd—1.29:1, 4th—direct, and reverse—2.32:1).

THE REAR AXLE for the Boss 429 incorporates the "Traction-Lok" feature as standard equipment, with ratios available from 3.50:1 to a low 4.30:1. The standard ratio is 3.91:1.

SUSPENSION features ultra-heavy-duty Gabriel front and rear shock absorbers, with the rear shocks in the staggered configuration to reduce wheel hop on full throttle starts. In addition, the Boss 429 features both front and rear stabilizer bars to damp out pitch and roll on cornering.

BRAKES are the same as on the Boss 302—disc front and drum rear. Rear brakes feature high-performance, low-fade linings for maximum control.

TIRES AND WHEELS are the same as the Boss 302; F60 x 15 Belted Super Wide Oval tires mounted on Chrome-plated "Magnum 500" steel wheels with a 7" wide rim.

BODY, TRIM AND COLOR

THE EXTERIOR DESIGN of the Boss 429 is unmistakably Mustang . . . changed only by its massive functional hood scoop and front spoiler and a slight modification to the fender wheel lips to accommodate the extra inch of tread on the F60 x 15 tires.

COLORS available are Raven Black, Royal Maroon, Candy-apple Red, Wimbledon White, Blue and Black Jade.

THE ALL-BLACK INTERIOR is fully carpeted, features high-backed seats covered in Ford's "Comfortweave" knitted vinyl, and is quilted by the special Mustang Mach 1 sound insulation package.

STANDARD AND MANDATORY EQUIPMENT

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Boss 429 CID V-8 Engine • High-Capacity Engine Oil Cooler • 65-Ampere Alternator • 65-Ampere Battery Mounted in Trunk • Power Steering With Oil Cooler • 4-Speed Close-Ratio Gearbox • Power Front Disc Brakes/Rear Drum Brakes | <ul style="list-style-type: none"> • "Traction-Lok" Rear Axle w/3.91:1 Ratio Standard • Special High-Performance Suspension • Front Spoiler • F60 x 15 Super Wide Oval Fiberglass Belted Tires • "Magnum 500" 15" x 7" Chrome-Plated Wheels | <ul style="list-style-type: none"> • Tachometer • Interior Decor Group • Console • High-Back Bucket Seats With "Comfortweave" Vinyl • Dual Racing Mirrors • Visibility Group • Deluxe Seat Belts |
|---|--|---|

PRODUCTION BLUEPRINTING SPECIFICATIONS (1969 ENGINES)

Following are the Ford Engineering Specifications for production of the Boss 429 engine. On page 10 you will find the specifications for balancing the Boss 429.

BOSS 429 SPECIFICATIONS—PRODUCTION

Compression Ratio	10.5:1
Bore and Stroke	4.36 x 3.59
Brake Horsepower	375 @ 5200
Gross Torque Ft.-Lbs.	450 @ 3400
Engine Idle Manifold Vacuum	15 in. Hg.
Oil Pressure Hot @ 3000 RPM	45-60
Belt Tension	140 New (10 Used)
Compression Pressure	Lowest Reading Within 75% of Highest Reading
Firing Order	1-5-4-2-6-3-7-8
Curb Idle RPM	700 RPM
Spark Plugs	AF-32
Gap	.032-.036
Distributor Point Gap	.018-.022
Dwell Angle @ Idle	28°
Initial Distributor Timing	10° BTDC (Vacuum Hoses Off)
Spring Tension Measured Directly behind Contact on Arm	17-21 OZ.
Lobe to Lobe Variation	.003"

Cylinder Head

Combustion Chamber Volume	85-94cc
Valve Guide Bore Dia. Int. & Exh.	.3728-.3735
Valve Seat Width Intake	.060-.080
Valve Seat Width Exhaust	.085-.100
Valve Seat Angle—Intake	30°
Valve Seat Angle—Exhaust	45°
Valve Seat Rimout—Max.	.0015
Valve Arrangement (Front to Rear)	LT, IE IE IE IE
	LT, EI EI EI EI
Steel Compression "O" Ring Gasket Thickness	.085-.095
Rubber "O" Ring Gasket Thickness	.069-.073
Compression "O" Ring Groove Depth in Head	.062-.066
Rubber "O" Ring Groove Depth in Head	.040-.045

Valve Train

Rocker Arm Shaft O.D.	.780-.781
Rocker Arm to Rocker Shaft Clearance	.002-.004
Rocker Arm Bore Diameter	.783-.784
Rocker Arm Ratio, Intake	1.53:1
Exhaust	1.71:1
Valve Push Rod Runout, Max.	.015
Valve Lifter Diameter	.8742-.8745
Valve Lifter Clearance to Bore	.0005-.0020
Hydraulic Lifter Leakdown Rate	5-50 Sec. Max. measured at 1/16 in. Plunger Travel
Valve Spring Pressure	87-97 @ 1.82
	300-331 @ 1.32
Wear Limit	.80 @ 1.82
	280 @ 1.32

PERFORMANCE CORNER



BOSS 429

PRODUCTION SPECIFICATIONS—CONTINUED

Valve Spring Free Length (Approx.)	2.03
Valve Spring Out-of-Square (Max.)	.078
Valve to Valve Guide Clearance	
Intake	.0010-.0024
Exhaust	.0020-.0034
Hydraulic Lifter Depression	
Allowable	.075-.175
Desirable	.125
Valve Head Diameter, Intake	2.275-2.285
Exhaust	1.895-1.905
Valve Face Angle, Intake	29°
Exhaust	44°
Valve Stem Dia., Intake	.3711-.3718
Exhaust	.3701-.3708
Valve Seat Insert O.D., Intake	2.4935-2.4945
Exhaust	1.9935-1.9945
Valve Seat Insert to Bore Interference	.002-.004
Camshaft—Hydraulic (C9AZ-6250-A)	
Lobe Lift—Intake, Exhaust	.289
Theoretical Valve Lift, Intake	.445
Exhaust	.495
Camshaft Timing	
Intake Valve Opens	.004 @ 32° BTC
Closes	.100 @ 14.5° ATC
Closes	.006 @ 70° ABC
Closes	.100 @ 21.5° BBC
Exhaust Valve Opens	.004 @ 90° BBC
Closes	.100 @ 41° ABC
Closes	.006 @ 26° ATC
Closes	.100 @ 26.5° BTC
Duration	296° Inh. 282° Exh.
Overlap	.58°
Camshaft—Mechanical (D0AZ-6250-D)	
Lobe Lift—Intake, Exhaust	.298
Theoretical Valve Lift, Intake	.453 @ Zero lash
Exhaust	.509 @ Zero lash
Camshaft Timing	
Intake Valve Opens	.010 @ 40.5° BTC
Closes	.100 @ 7° ATC
Closes	.010 @ 79.5° ABC
Closes	.100 @ 21.6° BBC
Exhaust Valve Opens	.010 @ 88.5° BBC
Closes	.100 @ 41° ABC
Closes	.010 @ 31.5° ATC
Closes	.100 @ 26.5° BTC
Duration, Intake, Exhaust	300°
Overlap	.72°
Camshaft End Play	.001-.006
Wear Limit	.012
Camshaft Journal to Bearing Clearance	.001-.003
Wear Limit	.006
Camshaft Journal Dia.	2.1238-2.1248
Max. Runout	.005

Camshaft Bearing Location (Distance that front edge of bearing is installed toward rear from front face of cylinder block)	.0400-.0600
Camshaft Sprocket Assembled Face Runout	TIR Max. .008
Crankshaft Sprocket Assembled Face Runout	TIR Max. .006
Timing Chain Deflection, Max.	.500

Cylinder Block

Cylinder Bore Diameter	4.3600-4.3632
Max. Taper	.001
Wear Limit	.010
Max. Out of Round	.001
Main Bearing Bore Diameter	3.1922-3.1930
Distributor Shaft Bearing Bore Dia.	5155-5170

Crankshaft and Flywheel

Main Bearing Journal Diameter	2.9994-3.0002
Runout, Max.	.004
Thrust Face Runout, Max.	.001
Taper Max.	.0003/in.
Thrust Bearing Journal Length	1.124-1.126
Main Bearing Surface Finish RMS Max.	.9
Thrust Face	20 Front 16 Rear
Connecting Rod Journal	2.4992-2.5000
Taper Max.	.004/in.
Crankshaft Free End Play	.004-.008
Crankshaft to Rear Face of Block	
Runout	.002
Flywheel Clutch Face Runout	.010
Flywheel O.D. Runout	.018
Crankshaft Bearings	
Connecting Rod Brg. to Crankshaft	
Clearance—Desired	.0020-.0025
Allowable	.0008-.0026
Standard Thickness	.0756-.0761
Main Bearings to Crankshaft	
Clearance—Desired	.0020-.0025
Allowable	.0009-.0025
Standard Wall Thickness	.0955-.0960

Connecting Rod

Piston Pin Bushing I.D.	1.0386-1.0393
Out of Round Max.	.0003
Taper Max.	.0005
Bearing Bore Dia.	2.6522-2.6530
Out of Round Max.	.0004
Taper Max.	.0004
Alignment—Maximum Total Difference (Pin bushing and crankshaft bearing bore must be parallel and in the same vertical plane within specified total difference at ends of 8-inch long bar measured 4 inches on each side of rod.)	
Twist	.0012
Bend	.004

FEATURES AND SPECIFICATIONS

Continued

Assembled to Crankshaft
(Total 2 Rods)
Side Clearance0010-.0020
Wear Limit0023

Piston
Diameter
Rod Code4.3569-4.3575
Blue Code4.3581-4.3587
.003 OS4.3593-4.3599
Piston to Cylinder Bore Clearance0030-.0038
Piston Pin Bore Diameter1.0402-1.0405

Piston Pin
Length3.290-3.310
Diameter Std.1.0400-1.0403
Pin to Piston Clearance0003-.0005
Pin to Connecting Rod Bushing,
Interference0007-.0017

Piston Rings
Ring Width, Compression Ring
Top077-.078
Bottom077-.078
Side Clearance, Compression Ring
Top002-.004
Bottom002-.004
Side Clearance, Oil RingSnug
Ring Gap Width, Compression Ring
Top010-.020
Bottom010-.020
Ring Gap Width, Oil Ring010-.035

Oil Pump
Relief Valve Spring Tension Lbs.
@ Specified Length20.6-22.6 @ 2.49
Drive Shaft to Housing Bearing
Clearance0015-.0029
Rotor Assembly End Clearance0011-.0041
Outer Race to Housing
(Radial Clearance)006-.013
Oil Pan Capacity8 Qts.*
*(Includes 1 In. Filter
1 In. Cooler)

BOSS 429 TORQUE SPECIFICATIONS
Bolt and nut installation torque specifications with lubricated threads (preservative oil coating acceptable).

Operation	Thread Size	Installation Torque
Bolt—Rocker Arm Cover to Cylinder Head	5/16	12-15 Ft. Lb.
Clamp—Water Bypass Hose	1/4-20	15-20 In. Lb.
Bolt—Oil Pan	5/16-18	9-9 Ft. Lbs.
Plug—Oil Pan Drain	1/2-20	15-25 Ft. Lb.
Nut—Connecting Rod (Hand Start—Torque 33-40 Ft. Lb.) Hand Torque to	3/8-24	40-45 Ft. Lb.
Bolt—Camshaft Thrust Plate to Cyl. Block	1/4-20	9-12 Ft. Lb.
Bolt—Cam Sprocket to Camshaft	3/8-16	40-45 Ft. Lb.

Operation	Thread Size	Installation Torque
Bolt—Cylinder Head	9/16-12	See Head Install.
Bolt—Flywheel to Crankshaft	7/16-20	75-85 Ft. Lb.
Bolt—Main Bearing Cap	1/2-13	95-105 Ft. Lb.
Bolt—Main Bearing Cap	3/8-16	35-40 Ft. Lb.
Bolt—Main Bearing Cap	7/16-14	70-80 Ft. Lb.
Bolt—Crankshaft Damper to Crankshaft (Hand Start)	5/8-18	70-90 Ft. Lb.
Torque to Specifications	14 MM	5-10 Ft. Lb.
Spark Plug		
Oil Filter Cartridge (Lubricated Seal)		Tighten 1/2 turn after seal contact Alternate: 105-115 In. Lb.
Insert—Oil Filter Mounting—To Block	1-1/16-12	60-100
Bolt—Exhaust Manifold to Cylinder Head	3/8-16	28-33 Ft. Lb.
Shoulder Stud—Exhaust Manifold to Cyl. Head	3/8-16	28-33 Ft. Lb.
Nut—Carburetor Mounting	5/16-24	12-15 Ft. Lb.
Stud—Carburetor Mounting (Hand Start—Drive to Limit of Threads)	5/16-18	15 Max. Ft. Lb.
Stud—Intake Manifold Attaching (Hand Start—Drive to Limit of Threads)	3/8-16	15-25 Ft. Lb.
Bolt—Distribution Hold-Down	5/16-18	12-15 Ft. Lb.
Bolt—Intake Manifold	3/8-16	See Head Install.
Bolt—Front Cover	5/16-18	12-15 Ft. Lb.
Bolt—Water Pump to Front Cover	5/16-18	12-15 Ft. Lb.
Bolt—Valve Rocker Arm Shaft	5/16-18	12-15 Ft. Lb.
Bolt—Oil Filter Adapter Mounting	3/4-16	45-50 Ft. Lb.
Bolt—Clutch Housing to Cylinder Block	7/16-14	45-50 Ft. Lbs.
Fuel Filter to Carburetor	1/8 NPSF	40-75 In. Lb.
Stud—Valve Rocker Pedestal—Assy. to Cylinder Head	5/16-18	11-17 Ft. Lb.
Nut—Valve Rocker Shaft & Pedestal	5/16-24	19-27 Ft. Lb.
Nut—Valve Rocker Arm Adjusting Screw	7/16-20	20-30 Ft. Lb.

The following general installation torque specifications apply to any operation not listed:

Thread Size	Torque Ft. Lb.	Thread Size	Torque Ft. Lb.
1/4-20	6-9	7/16-14	43-50
1/4-28	6-9	7/16-20	50-60
1/4 Pipe	12-17		
5/16-18	12-15	1/2-13	60-70
5/16-24	15-18	1/2-20	70-80
		1/2-14 Pipe	25-30
3/8-16	20-25	9/16-18	85-95
3/8-24	30-35	5/8-18	130-145
3/8 Pipe	23-28		

PERFORMANCE CORNER



BOSS 429

STREET 'N STRIP BLUEPRINTING SPECS

Here are the blueprinting and balancing specifications developed by Ford Engineering and the Stock Vehicle Department. They reflect field experience as well as engineering tests, and should be used as a guideline for racing machines. All specifications are recommended for "Stock" class.

BOSS 429 BLUEPRINTING SPECS— STREET 'N STRIP

Critical Dimensions

Piston to Cylinder Bore Clearance	.....	.0045-.0055
Main Bearing Clearance	.....	.0025
Connecting Rod Bearing Clearance	.....	.0025
Connecting Rod Side Clearance (Min.)	.....	.025
Piston Pin Clearance	.....	.0005-.0008
Piston to Deck Height (Obtain by stabbing block)	.....	.030
*Valve Seat Width and Angle		
Intake (At outer edge of valve)	.....	.035 30°
Exhaust (At outer edge of valve)	.....	.050 45°
Compression Ring Gasket Thickness	.....	.085-.095
Valve Spring Installed Height:		
C9AZ-6250-A Hydraulic Cam or		
D0AZ-6250-D Mechanical Cam		
(Obtain by shimming under valve spring seat)		
• Intake (123 Lbs.)	.....	1.75
• Exhaust (101 Lbs.)	.....	1.80

*For all-out drag racing only. For street operation, the valves must have a larger seating area for increased heat dissipation and resistance to burning under street conditions. Therefore, for street operation or other than all-out quarter-mile racing, use .070" for intake and .090" for exhaust.

Balance

(A) Heavyweight Rod, Floating Pin Version, Designated "820S" on Intake Manifold under Coil Assembly, 1st 279 engines of 1969 production.

	No.	Cent. Wt. (Grams)
Rod Assembly: Crankpin End	2	1626-1648
Bearing, Rod	4	136-138
Oil In Crankpin		30
Crank Plugs		72-78
TOTAL CENTRIFUGAL WEIGHT		1874-1894
NOMINAL TOTAL CENTRIFUGAL WEIGHT		1884
Piston	1	780-786
Piston Pin	1	186.5-189.5
Ring, Compression (Upper)	1	22-24
(Lower)	1	21-23

Ring, Oil Control	1	18-20
Retainer, Piston Pin	2	3-5
Rod Assembly: Piston Pin End	1	319-325

TOTAL RECIPROCATING

WEIGHT.....1350-1371

NOMINAL TOTAL

RECIPROCATING WEIGHT.....1360.5

TOTAL BOBWEIGHT.....3244.5 (Nominal)

(B) Lightweight Rod, Pressed Pin Version, Designated "820T" on Intake Manifold under Coil Assembly.

Rod Assembly: Crankpin End
 2 | 1168-1180 |

Bearing, Rod
 4 | 139-141 |

Oil In Crankpin
 | 30 |

Crank Plugs
 | 72-78 |

TOTAL CENTRIFUGAL WEIGHT.....1409-1429

NOMINAL TOTAL

CENTRIFUGAL WEIGHT.....1419

Piston
 1 | 780-786 |

Piston Pin
 1 | 180-183 |

Ring, Compression (Upper)
 1 | 22-24 |

 (Lower)
 1 | 21-23 |

Ring, Oil Control
 1 | 18-20 |

Rod Assembly: Crankpin End
 1 | 319-325 |

TOTAL RECIPROCATING

WEIGHT.....1245-1266

NOMINAL TOTAL

RECIPROCATING WEIGHT.....1255.5

TOTAL BOBWEIGHT.....2674.5 (Nominal)

STRIP TIPS FOR QUICK TRIPPERS

ENGINE—Here are some laugh-up tricks that will give you the ultimate output from the Boss 429.

● **FOR THE C9AZ-6250-A HYDRAULIC CAM**—Back off the rocker arm adjusting screw (with the lifter on the base circle of the cam) until the push rods are free to turn, then tighten a quarter turn. This will prevent tappets from "pumping up," and will raise valve toss speed of the engine.

● **FOR THE D0AZ-6250-D MECHANICAL CAM**—Remember that the aluminum cylinder heads "grow" as they warm up, causing quite a change in the valve lash (hot vs. cold). Set valves at 0.013" cold or at 0.024" hot.

● Install lightweight, fabricated exhaust headers. Try 34" primary tubes into the collectors. Make collectors of 2 1/4" O.D. material for street use, or 2 1/2" for strip. Headers are available from: Larson Engineering

26121 Van Born Road

Taylor, Michigan 48180

● Use a reduced-pitch flex-blade fan, or one with decreased diameter.

● Use solid-core ignition wire in place of the standard radio-suppression type. Autolite "Shielductor Silicone" cable and connectors work well, and are heat resistant also.

● Block the heat riser passage. This will cause the mixture to run cooler and produce more power.

● Install the deep sump oil pan and extra long oil pickup.

● Use #84 secondary carburetor jets with standard exhaust, or #86's with headers and open exhaust.

● Disconnect the power-steering pump drive belt.

FEATURES AND SPECIFICATIONS

Continued

- (STREET) Set the distributor initial advance at 12-14 degrees. With the maximum internal advance of 20 degrees at 3200 engine rpm, this will give a maximum advance of 32-34 degrees. (STRIP) Use C3AZ-12171-A breaker points (2 sets) and check for 32 oz. tension. These are low mass points to prevent point bounce, but they also have a high wear rate. Remove the vacuum hoses and plug the openings. Try 10-14 degrees initial spark advance. Check distributor to desired rpm on distributor machine. *Adjustment safe advance is 38 degrees.* Retard spark as necessary to prevent preignition damage to the aluminum pistons and cylinder heads.
- Open up the hood scoop for increased air flow. To do this, remove the scoop from the vehicle, and cut away the front part of the fiberglass inner panel which seals on the air cleaner tray. Reinstall the scoop.
- Use Autolite AF-22 spark plugs for strip, AF-32's for street. Set gap at .032-.036.

- Install a 5-6 psi electric fuel pump at the tank.
- Use the highest octane fuel available.

DRIVE LINE

- Remove teeth on second and third gear blocker rings, for faster power shifting.
- Install 4.57:1 ratio ring and pinion, along with a Detroit Automotive Locker.
- Install 7" slicks on rear.

SUSPENSION

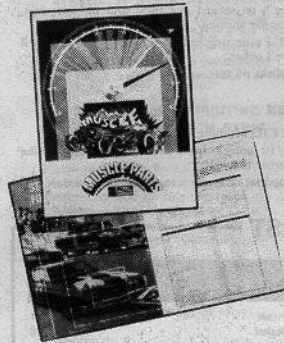
- Install 302 CID Mustang front springs.
- Install 90/10 uplock front shocks and reinforce the shock absorber brackets.
- Install a good set of traction bars on the rear axle.

BOSS 429 PARTS LIST

PART NAME	PART NUMBER	NO. PER ENGINE	PART NAME	PART NUMBER	NO. PER ENGINE
A. Gaskets			Silicone Rubber Primer As Required		
Cylinder Head (Comp.)	(Serviced in kit)	8	Silicone Rubber Sealant		As Required
Cylinder Head .50 I.D. "O" Ring	C8Z2-6034-B	34	D. Bearings		
Cylinder Head .25 I.D. "O" Ring	1 Kit Per Cyl. Head	10	Camshaft	C8Z2-6261-A	5
Valve Rocker Cover	C9AZ-6934-A	2	Clutch Pilot	88AZ-7900-A	1
Cylinder Front Cover	C8Z2-6000-A	1	Crankshaft Main		
Water Pump Cover	C8Z2-6513-A	1	Front Upper	C9AZ-6333-G	4
Water Pump	C8V4-8309-A	1	.030 U.S. (Thicker Wall)	C9AZ-6333-H	4
Water Outlet Connection	C8Z2-6036-A	1	Front Lower	C9AZ-6337-G	4
Intake Air/Fold to Head	C9AZ-9443-B	2	JAW U.S.	C9AZ-6337-H	4
Carburetor to Spacer	C9AZ-9447-B	1	Thrust Upper	C9AZ-6333-N	2
Fuel Pump	C3AZ-8417-C	1	.010 U.S.	C9AZ-6333-P	1
Carburetor to Air Cleaner	C5Z2-9654-B	1	Thrust Lower	C9AZ-6333-R	1
Oil Pump to Cylinder Block	C8Z2-6659-A	1	.010 U.S.	C9AZ-6337-P	1
Oil Pump to Screen & Cover	B8T2-6626-A	1	Connering Rod	C8Z2-6211-A	16
Oil Pump Inlet Tube Flange	B8T2-6626-A	1	.010 U.S. (Thicker Wall)	C8Z2-6211-B	16
Oil Filter Adapter	C9AZ-64636-A	1	E. Rings, Piston		
Oil Filter Bolt	80P-6734	2	Compression Upper	(Use Standard)	8
Oil Pan R.H.	(Use Kit Number)	1	Compression Lower	C8Z2-6148-A	8
Oil Pan L.H.	C8Z2-6121-A	1	Segment Oil Control	Kit For Each	16
Oil Pan Drain Plug	Octalins 1 Each	1	Spacer Oil Control	2 Pistons	8
Heat Tube	C9AZ-9D429-A	8	F. Miscellaneous		
B. Seals			Intake Valve Seal Intake	C9AZ-6051-A	8
Crankshaft Front Oil	C3AZ-6709-A	1	Intake Valve Seal Exhaust	C9AZ-6057-B	8
Crankshaft Rear Oil	C9AZ-6701-A	2	Insert Valve Guide	C9AZ-6510-A	16
Oil Pan	(Contained in)		Insert Thread (Helicoid)		
Intake Manifold to Block	C8Z2-6781-A Kit	2	Exhaust Manifold	382007-S2	16
Engine Rear Cover Plate	C8Z2-9A423-A	2	Hose-Water Bypass	C70Z-8397-C	1
Carburetor Air Inlet to Head	C8Z2-6411-A	1	Hose-Fuel	C3Z4-9924-C	1
Carburetor Air Inlet to Head	C8Z2-68624-F	1	Glomp Fuel Hose	379800-S8	2
Valve Stem	C9AZ-6571-A	16			
C. Materials—Cylinder Head Installation					
Chlorohane (Deacaser)		As Required			

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428 Cobra Jet 427 "Wedge" racing engine

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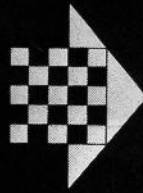
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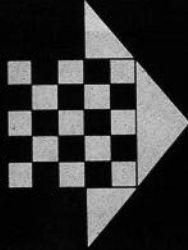
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**BOSS
429**





BOSS 429

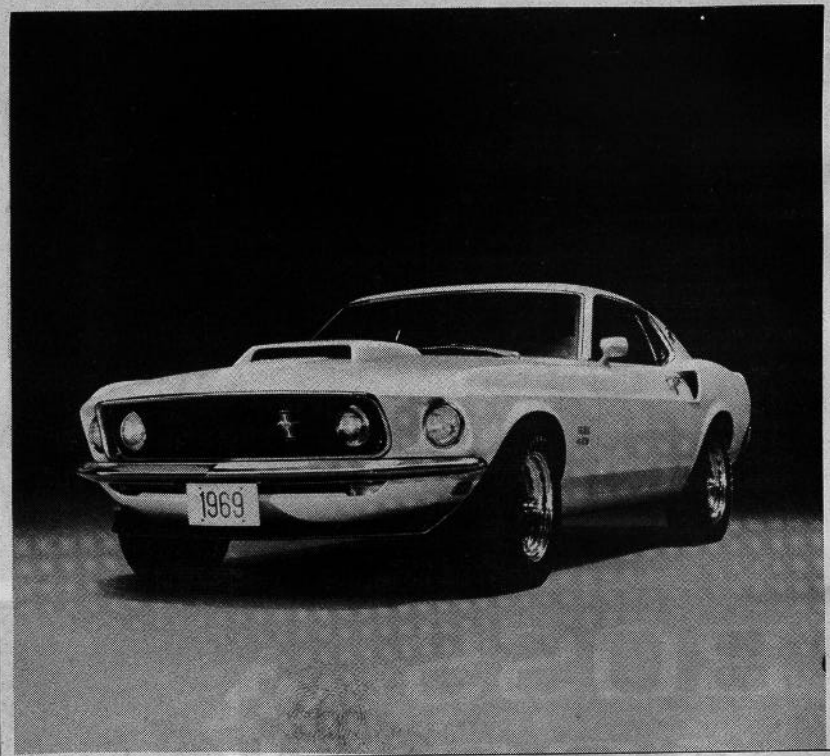
A hot new entry into Ford's "Performance Corner" . . . the new BOSS 429 Mustang SportsRoof model is sure to turn your dealership into the "pit stop" of activity in your community.

All is "GO" in performance with the "BOSS" starting with its all-new "429-CID Cobra Jet HO" ram-air engine right down to the chrome-plated "Magnum 500" wheels. And, sporting a weight distribution percentage of 56/44, the BOSS 429 includes a functional

front spoiler to provide even better traction in handling.

The exterior design of the "BOSS" is unmistakably Mustang . . . changed only by its massive functional hood scoop and spoiler and a slight modification to the fender wheel lips to accommodate the extra inch of tread and the F60 x 15 tires. Colors available are Raven Black, Royal Maroon, Candyapple Red, Wimbledon White, Blue and Black Jade.

The carpeted all-black interior,



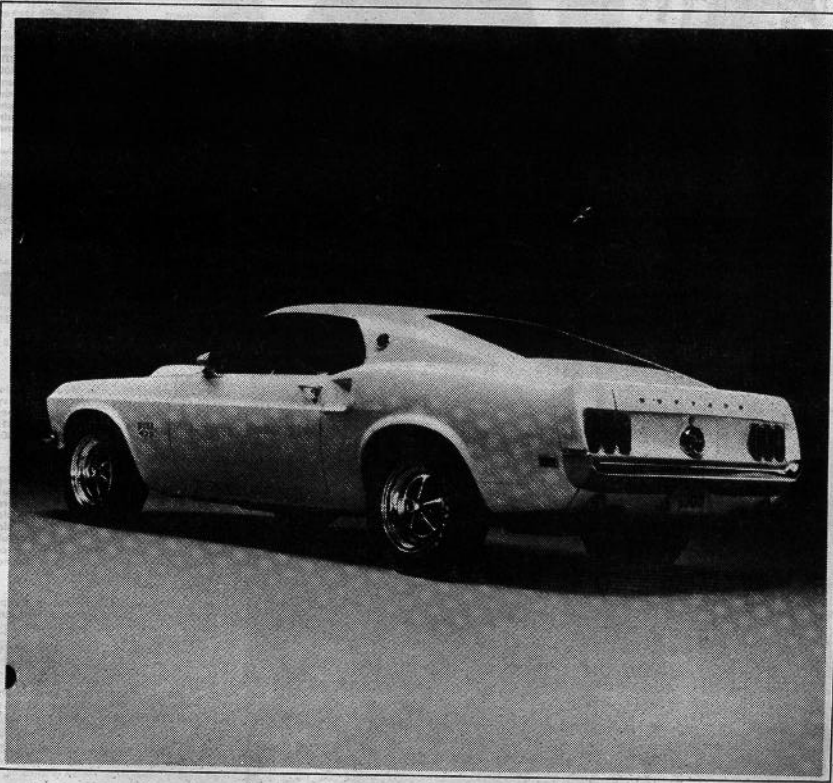
quieted by the special Mach I sound insulation package, features Ford's "Comfortweave" knitted vinyl on high-back bucket seats.

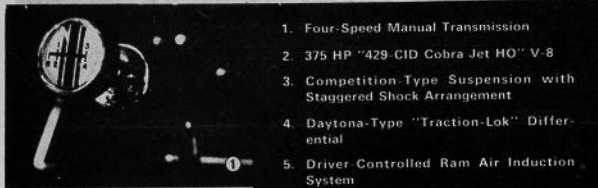
STANDARD OR MANDATORY EQUIPMENT

The impressive BOSS 429 equipment listing includes: • Powerful 429 CID, 375 horsepower Cobra Jet HO V-8 engine with a driver-controlled ram-air intake, hemi-cylinder heads, full-flow exhaust manifolds, unique high rise intake manifold, cast aluminum rocker covers, a forged steel crank-

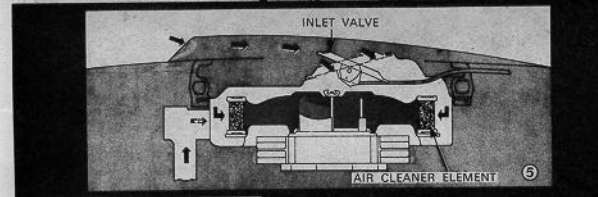
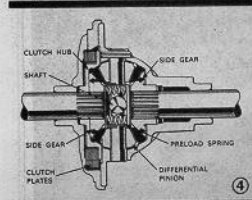
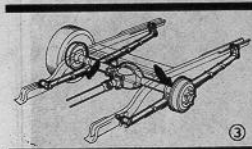
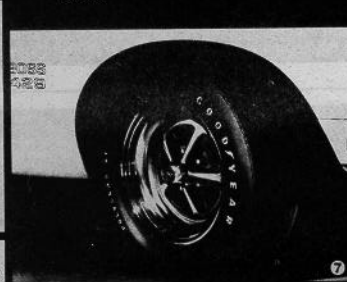
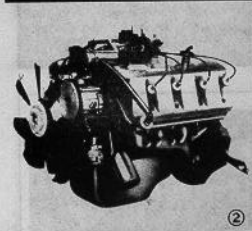
shaft and a Holley 735-cfm 4-barrel carburetor • High-capacity engine oil cooler • 65-Ampere alternator • 85-Ampere hour trunk-mounted battery • Power steering with special power steering oil cooler • 4-Speed close-ratio manual transmission • Power front disc brakes • 3.91:1 Rear axle with "Traction-Lok" differential • Special suspension system with ultra-heavy-duty performance front and rear springs and shock absorbers, extra-heavy-duty competition front and rear stabilizer

bars, and a staggered rear shock absorber arrangement with one shock ahead of and the other behind the rear axle • Front Spoiler • F60 x 15 Wide-oval fiberglass belted tires with raised brand name white letters • Chrome-plated 15 x 7 "Magnum 500" steel wheels • Tachometer • Interior decor group • Console • High-back bucket seats with "Comfortweave" knitted-vinyl trim • Dual racing mirrors • Visibility group • Deluxe seat belts • Long-wearing nylon carpeting.





1. Four-Speed Manual Transmission
2. 375 HP "429 CID Cobra Jet HO" V-8
3. Competition-Type Suspension with Staggered Shock Arrangement
4. Daytona-Type "Traction-Lok" Differential
5. Driver Controlled Ram Air Induction System



**BOSS
429**

DIMENSIONS

Wheelbase	108
Tread Front	59.3
Tread Rear	58.5
Overall Height	61.2
Overall Length	187.14
Overall Width	71.9

SPECIFICATIONS

Curb Weight (lbs.)	3718
Tire Size	F60 x 15
Brakes	Power Front Disc, Rear Drum
Engine Type	429 cu. in. OHV V-8
Compression Ratio	10.6:1
BHP	375
Torque @ 3400 RPM (lb./ft.)	410
Weight Distribution %	58/44
Construction	Steel, Platform Chassis

ENGINE

Type	8-cylinder, 90° V, Overhead Valve
Fuel	Premium
Displacement	429 Cubic Inches
Firing Order	1, 5, 4, 2, 6, 3, 7, 8
Bore	4.36 inches
Stroke	3.55 inches
Brake Horsepower	375
Torque	410 @ 3400
Oil Sump	Aluminum
Cylinder Block	Cast Iron
Cylinder Heads	Aluminum
Intake Manifold	Aluminum
Crankshaft	Forged Steel, Statically and Dynamically Balanced

Bearings	Five
Main Bearings Diameter	2.9958
Rod Bearings Diameter	2.5000
Valve Operation	Push Rod and Hydraulic Tappets
Inlet Valve Diameter	2.285 to 2.275
Exhaust Valve Diameter	1.905 to 1.895
Carburetor	Holley, 4-Barrel, 735 CFM

CLUTCH

Ford High-Performance 11" Single Disc, External Spring Design

GEAR BOX

Ford, Fully-Synchronized Close-Ratio Four-Speed, 4.25" Center Distance With 31-Spline Heavy-Duty Output Shaft

Ratios: 2.32:1 First • 1.69:1 Second • 1.29:1 Third • Direct Fourth • 2.32:1 Reverse

REAR AXLE

Type: Hypoid, Straddle-Mounted Pinion With "Traction-Lok" Differential, Heavy-Duty 9" Ring Gear and 31-Spline Shaft

Ratio (std.): 3.91:1

Ratio (optional): 3.50 or 4.30:1

SUSPENSION

Competition-type suspension with ultra-heavy-duty front coil and rear leaf springs and shock absorbers, extra-heavy-duty front and rear stabilizer bars and a staggered rear shock absorber arrangement which directly restrains and damps out pitching motions of the axle housing during full-throttle starts. Rear stabilizer bar reduces roll on tight turns and reduces wheel hop on hard acceleration.

BRAKES

Type: Power Assist Floating Calliper Front Disc with Heavy-Duty Hydraulic Rear Drums and High-Performance Low-Fade Lining

Front Disc Diameter: 11.3 inches

Rear: 10 x 2 inches

TIRES

F60 x 15 Super-Wide-Oval, Bias Cord with Fiberglass Belts Around Outer Periphery and Raised White Brand Letters

WHEELS

Stamped Steel "Magnum 500" Spider, 15" x 7", Attached to a Wide-Base Drop-Center Full Safety Steel Rim. Finish is chrome.

MUSTANG



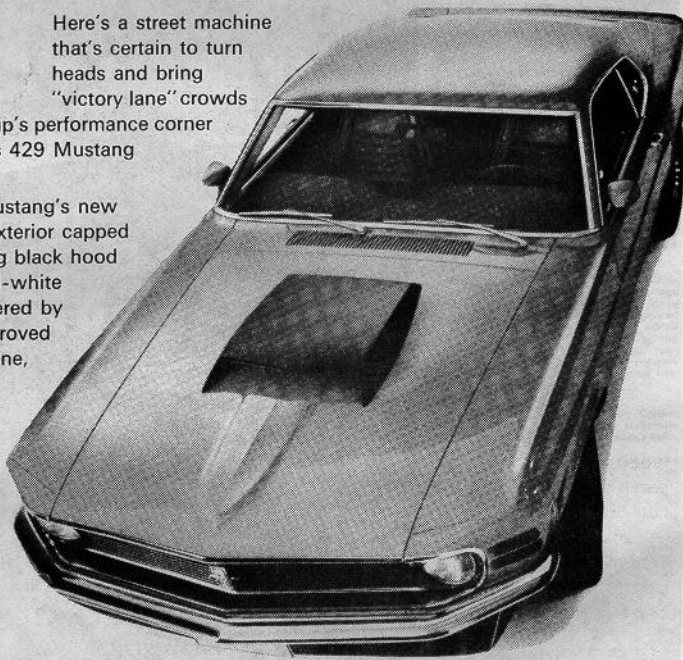
Ford Division, Ford Motor Company



Here's a street machine
that's certain to turn
heads and bring
"victory lane" crowds

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... the new Boss 429 Mustang
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Available with Mustang's new
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scoop, with an all-white
interior, and powered by
the competition-proved
429 Boss V8 engine,
this all-out per-
former features
many standard
items and
options nor-
mally seen
only at the
local tracks or
drag strips.



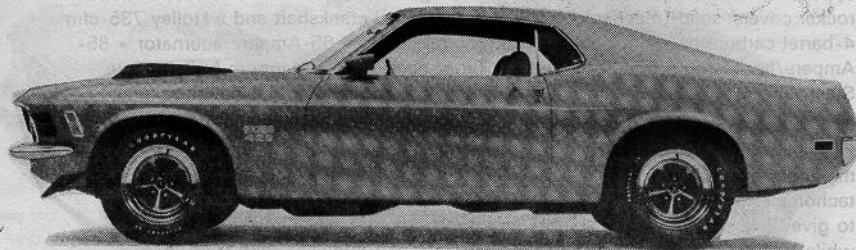
BOSS 429 EQUIPMENT

The impressive Boss 429 standard equipment listing features: • Powerful 429 Boss V8 engine with a functional hood scoop and driver-controlled ram air intake, "semi-hemi" cylinder heads, free flow exhaust manifold, high rise intake manifold, cast aluminum rocker covers, solid (mechanical) lifters, forged steel crankshaft and a Holley 735-cfm 4-barrel carburetor • High-capacity engine oil cooler • 65-Ampere alternator • 85-Ampere/hour, trunk-mounted battery • Front air spoiler • Magnum 500 Chrome Steel Wheels • F60 x 15 wide-oval fiberglass-belted tires with raised white letters • Space saver spare tire • High-back bucket seats • Long-wearing nylon carpeting.

Options required at extra cost on the Boss 429 include: • Close-ratio 4-speed manual transmission with a Hurst Shifter[®], trip odometer and 8000 rpm tachometer • Ford's exclusive "Fluidic-Control" power steering that coasts to give "feel of the road" at high speeds and provides maximum output while parking or during low-speed cornering • Power brakes with front discs and heavy-duty rear drums • Special suspension with extra-heavy-duty performance front and rear springs and shock absorbers, extra-heavy-duty front stabilizer bar, rear stabilizer bar and a staggered rear shock absorber arrangement with one shock ahead and the other behind the rear axle • Floor console with stowage compartment • Deluxe seat belts with reminder light • Interior decor group with



"Comfortweave" knitted vinyl seat trim, formed door trim panels, simulated teak-wood-grained instrument panel and console appliques and outside color-keyed and racing mirrors • Electric clock (round) • Convenience group with trunk light, glove compartment light, headlights-on warning buzzer, left hand remote control mirror, automatic seat back latch and parking-brake-on reminder light • AM push button radio • Rim blow-deluxe 3-spoke steering wheel • Drag-pack axle with a "Traction-Lok" differential and a 3.91:1 rear axle ratio.



BOSS 429 MUSTANG SPORTSROOF

DIMENSIONS

Wheelbase.....	108
Tread, Front.....	59.5
Tread, Rear.....	59.5
Overall Height.....	50.4
Overall Length.....	187.4
Overall Width.....	71.3

SPECIFICATIONS

Curb Weight.....	3530
Weight Distribution (unladen).....	66/44
Tire Size.....	F60 x 15
Brakes.....	Power
Brakes (Type).....	Front Disc, Rear Drum
Engine (Type).....	V8 Push Rod OHV
BHP.....	375 @ 5200
Torque.....	450 @ 3400
Construction.....	Steel, Platform-Chassis
(Unit Body Welded to Reinforced Platform Chassis)	

BOSS 429 ENGINE SPECIFICATIONS

Displacement and type.....	429 CID OHV V-8
Brake Horsepower.....	375 @ 5200
Lbs. Ft. Torque.....	450 @ 3400
Bore and Stroke.....	4.36 In. x 3.59 In.
Firing Order.....	1,5,4,2,6,3,7,8
Compression Ratio.....	10.5 to 1
Fuel.....	Premium
Oil Capacity.....	8 quarts
(Including Oil Cooler and Filter)	
Cylinder Block.....	Cast Iron
Cylinder Heads.....	Aluminum
Intake Valve Diameter.....	2.28 In.
Exhaust Valve Diameter.....	1.90 In.
Valve Rocker Covers.....	Diecast Aluminum
Intake Manifold.....	Aluminum—High Rise
Crankshaft.....	Forged Steel, Statically and Dynamically balanced.
Main Bearings.....	5
Main Bearing Diameter.....	2.9998 In.
Rod Bearing Diameter.....	2.5000 In.
Valve Operation.....	Push Rod—Solid Lifter
Carburetor.....	Holley, 4-Barrel, 735 CFM
Distributor.....	Heavy-Duty Double Breaker, Centrifugal and Vacuum Advance

Spark Plugs.....	Autolite AF32
Coolant Capacity.....	22½ Quarts
(Including Heater)	
Emission Control.....	Thermactor
Choke.....	Manual

CLUTCH

Type.....	Semi-Centrifugal, Single Disc, Dry Plate
Pressure Plate Springs (Type).....	Coil
Total Spring Load.....	1162
Clutch Facing	
Material.....	Woven Asbestos
O.D. and I.D. (Inches).....	11.5 x 7
Total Effective Area (Sq. In.).....	130.5
Thickness (Inches).....	1.25
Torsional Damping Method (Type).....	Spring

GEAR BOX

Type.....	Ford, Fully Synchronized Close-Ratio
Speeds.....	Four Forward, One Reverse
Center Distance (Inches).....	4.25
Output Shaft.....	31-Spline, Heavy-Duty
Ratios (Standard).....	2.32:1, First
	1.69:1, Second
	1.29:1, Third
	Direct, Fourth
	2.32:1, Reverse
Shift Mechanism.....	Hurst Shifter®
Lubricant Capacity.....	4 Quarts

REAR AXLE

Type.....	Conventional, Semi-Floating, Straddle Mounted Pinion with Heavy-Duty 9" Ring Gear & 31-Spline Shaft
Ratio.....	Traction-Lok 3.91

SUSPENSION

Competition-type suspension with heavy-duty front coil and rear leaf springs and shock absorbers, heavy-duty front stabilizer bar and a staggered rear shock absorber arrangement which restrains and damps out "wheel hop" during full throttle starts.	
Shock Absorber Type.....	Direct Acting
Shock Absorber Make.....	Gabriel
Piston Diameter (Inches).....	1.1875

Front Stabilizer Bar	
Type.....	Link (SAE 1090 Steel)
Diameter (Inches).....	.94
Rear Spring Leaves.....	Four
Rear Spring Shackles Type.....	Compression
Rear Stabilizer Bar	
Type.....	Link (SAE 1090 Steel)
Diameter (Inches).....	.62

STEERING

Type.....	Power
Wheel Diameter (Inches).....	16
Turning Diameter, Curb-to-Curb (Feet).....	37.6
Gear Type and Make.....	Ford, Recirculating Ball
Gear Ratios.....	16:1 (Quick Ratio)
Wheel Turns, Lock-to-Lock.....	3.74
Power Steering Type.....	Linkage

BRAKES

Type.....	Self-Adjusting, Duo-Servo
	Front Disc and Rear Drum
Effective Area (sq. inches).....	146
Gross Lining Area (sq. inches).....	174.2
Swept Area (sq. inches).....	350.5
Front Disc Diameter (inches).....	11.3
Rear Drum Diameter (inches).....	10.0
Wheel Cylinder Bore, Front (inches).....	1.094
Wheel Cylinder Bore, Rear (inches).....	.875
Master Cylinder Bore (inches).....	1.00
Master Cylinder Displacement	
Distribution.....	65% Front, 35% Rear


TIRES

F60 x 15 Super-Wide-Oval, Bias Cord with Fiberglass Belts Around Outer Periphery and White Brand Letters on the side.	
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WHEELS

"Magnum 500" Stamped Steel 15" x 7" J.J., Attached to a Wide-Base Drop-Center Full Safety Steel Rim. Finish is bright chrome.	
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Product information and specifications in this folder have been obtained from authoritative sources available at the time of publication; however, their continuing accuracy cannot be guaranteed.

MUSTANG 

FORD'S



'BOSS 429'

With the introduction of their Shotgun-powered '69 1/2 Mustang, FoMoCo at last has the car to back up their "total performance" claim. Text and photos by Bob Swaim

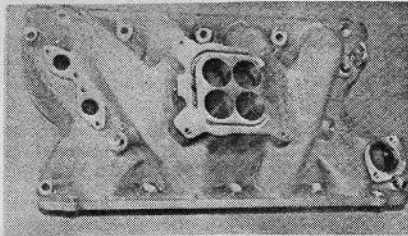
Ford Motor Company designs a great deal of its advertising efforts around the slogan, "Ford Has A Better Idea." This motto, of course, usually refers to improvements in current year models, styling and engineeringwise. But to a performance fan's way of thinking, perhaps Ford's best idea reached fruition with the appointment of Semon E. "Bunkie" Knudsen as its President. Mr. Knudsen, as a quick glance at his past performance chart will confirm, is a great believer in performance activities and racing involvement as means of developing, testing, promoting and selling cars. In the past, it was with Pontiac and Chevrolet that this philosophy was applied; today, it's with Ford. FoMoCo's endeavors in virtually all types of automotive competition have met with a great deal of success in the past, even before Mr. Knudsen came aboard, with the greater part of this success attributable to the excellent racing powerplants that Ford engineers have turned out. Engines such as the SOHC 427 for drag racing, the DOHC Indy motor, the tunnel port 302 for Trans-Am, and the Daytona tunnel port 427 have really gotten the job done in their respective areas. The only problem in the past with respect to these exotic numbers has been that, unless you were John Q. Bigbucks, or Bigname S. Racingstar, you couldn't

touch one of these engines due to the "full race" price tag.

But times, they are a changin'! The big performance news from Dearborn this year involves the new 429 cu. in. "Shotgun Motor" that we told you about in our November '68 issue of CC. If you will recall, this engine was primarily designed for NASCAR competition, in which it will be used this year, probably with much success. Now, Ford's latest idea is to take this new engine, detune it slightly from its NASCAR configuration, and build a couple of thousand or them. Then the men in Dearborn, with a gentle nudge from Mr. Knudsen, figured that if they were to drop the engines into a like number of slick little cars like the Mustang Mach I, there just might be a few enthusiast types around who would like to purchase such a vehicle. Plans along these lines have been proceeding since September, 1968, with the necessary modifications to the car and engine being made along the way.

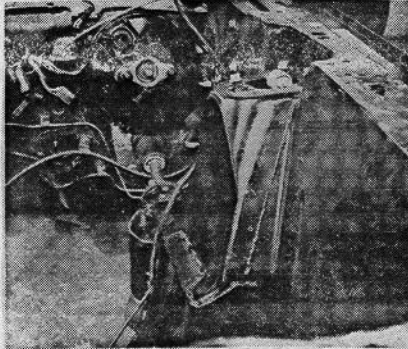
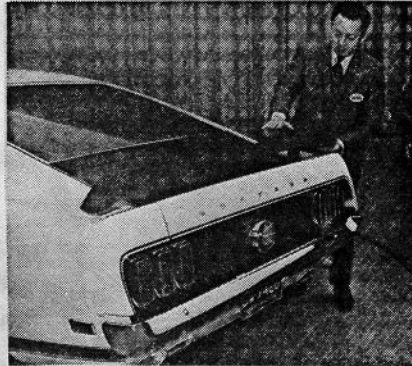
That brings us up to today, 1969 1/2, and to the new "Mustang Boss 429." An apt title! We think so, because the "Boss" is bound to exercise quite a bit of authority in the ranks of '69's super cars. And with the likes of Hubert Platt and Ed Terry, Ford's new Drag Team Clinic guys campaigning these 'Stangs in NHRA Super Stock eliminator races throughout the year, we're liable to see a marked increase of Ford's success in this area. The first of the two thousand cars scheduled to be produced this year will be available in late January. Due to this, it is unlikely that any of the "Bosses" will see their competition debut until the NHRA Spring-nationals in June.

Before we get into telling you about the car itself, we would like to point out the more interesting features of the "Shotgun" 429 engine as it comes off the

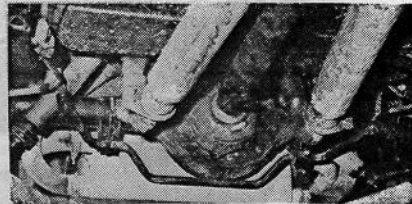


Providing adequate intake flow for the 429 is an aluminum manifold. Carburetor used with it is a Holley, flowing 737 cfm.

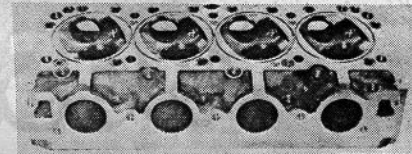
RIGHT — Ford design exec Larry Shinoda explains function of optional rear deck spoiler designed by him for "Boss 429."



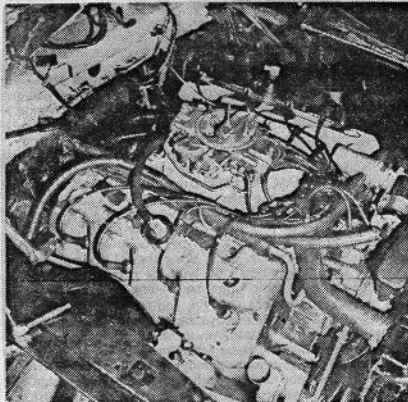
To fit the 429 into a Mustang, it was necessary to notch the spring towers for valve cover clearance. Consequent relocation of the control arms is good for a 3/4" wider front tread.



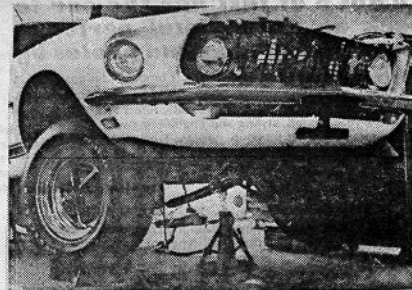
The heavy-duty Daytona rear axle houses a 3.91-1 ratio. Note added stabilizer bar for handling, and staggered rear shocks.



The secret of success for the 429 lies in this cast aluminum head with hemi-type chambers, 2.4" ports and "O" rings.



As you can see, the 429 fits the "Boss" quite snugly. Valve covers have been redesigned for ease of spark plug changing and to clear brake booster. Use of aluminum keeps weight down.



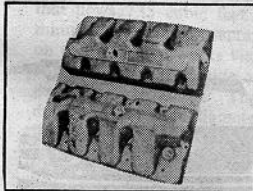
Standard items include F60-15 Polyglas tires on chrome steel wheels and front spoiler mounted below bumper to kill lift.

DRAG TEST

(continued from page 41)

production line. Rated at 370 horsepower at 5400 rpm (conservative, to say the least, but still in line with figures put out by other manufacturers for engines of this type), it is basically the same engine we filled you in on last November. Starting with the beefed-up 429 block and four-bolt main caps, Ford engineers carried through in their quest for durability with a cross-drilled forged steel crank, with rod journals notched to provide 360-degree oiling to the bearings. "Bulletproof" 1040 forged steel rods connect to the forged aluminum pistons. The dome of the pistons provides a 10.5:1 compression ratio, while valve pockets are cut deep enough to allow use of up to a .600-inch lift camshaft. The production camshaft is hydraulic with rather mild specs of .440-inch lift and 285 degrees duration. Rounding out the short block is a six-quart capacity, deep sump oil pan with baffles to keep the lube in the sump during hard acceleration.

Probably the most interesting feature of the production "Shotgun" motor are the heads. Besides the canted valve arrangement, the gargantuan intake ports, and the hemi-type combustion chambers, the production heads will be cast aluminum, accounting for a considerable decrease in engine weight. The intake valves have been reduced to only (1) 2.29-inches diameter, compared to the NASCAR version's 2.40 inches. The valve guides are pressed-in Meshenite, while the seats are stellite steel. Grooves around each combustion chamber hold the stainless steel "O" rings which are used for better sealing in lieu of a conventional type head gasket, while the water passages are sealed off by rubber "O" rings. To our knowledge this is the first production engine ever to use this dry decking principle. A noteworthy fact is that these new heads will fit any earlier 429, and can be used without any machining on the block, since all of the O-ring grooves are incorporated in the head. Back up on top are adjustable rocker arms which the Ford engineers decided to use to simplify any desired change from the hydraulic to a me-



Boldly styled new valve covers were designed to facilitate spark plug maintenance and to clear reworked shock towers.

chanical lifter cam. Valve springs are borrowed from the 428 "CJ" engine, while Teflon valve stem seals keep the oil out of the cylinders.

The induction system consists of a cast aluminum 4V manifold with a Holley 735 cfm four-barrel that incorporates all of the latest performance science. It uses a manual choke, the center mounted "four-shooter" for even fuel distribution, and mechanical secondaries for precise throttle response. Cold air is force-fed directly into the air cleaner by means of a large hood scoop and an opening in the hood.

Header-type cast iron exhaust manifolds take care of the used gases, while a thermactor exhaust emission control fills the federal requirements and makes the engine streetable.



Locating battery in the trunk is a Funny Car "trick" of past years that's being used increasingly in prepping the Super Stocks.

Now that you are familiar with the motivating force, we'll get into the rest of the package. Basically the "Boss" is a modified version of the Mach I-Sports Roof Model, and incorporates the same slick interior with the high-back bucket seats, which have to be the most comfortable ever. Within easy reach for fast shifts is the Ford stick connected to the T&C four-speed, which is the only transmission that is offered in the "Boss."

Since the 429 measures 30-inches-wide, and the stock Mustang engine compartment is 28-inches-wide, there had to be a little spreading done. The spring towers were notched for clearance while special valve covers had to be designed to clear the power brake booster. Consequent relocation of the upper and lower control arms provides 1/4-inch wider front tread. For handling's sake, spring load and rates have been revised, and a larger stabilizer bar is used up front. Rear suspension is akin to the 428-CJ with staggered rear shocks to kill wheel hop. Again, there are spring load and rate revisions, along with the addition of a rear stabilizer bar, improvements for 1320 action.

Taking the brunt of the 410 pounds of torque produced by the 429 at 3200 rpm is a Daytona-type 3.91 non-locker axle. Locker ratios of 3.50 and 4.30 are available as options. In order to provide clearance for the F60 x 15 Goodyear Polyglas tires on 15 x 7-inch chrome styled steel wheels, the front and rear wheel cutouts had to be reworked. The tires and suspension changes effect a one-inch lower riding height, which,

DRAG TEST

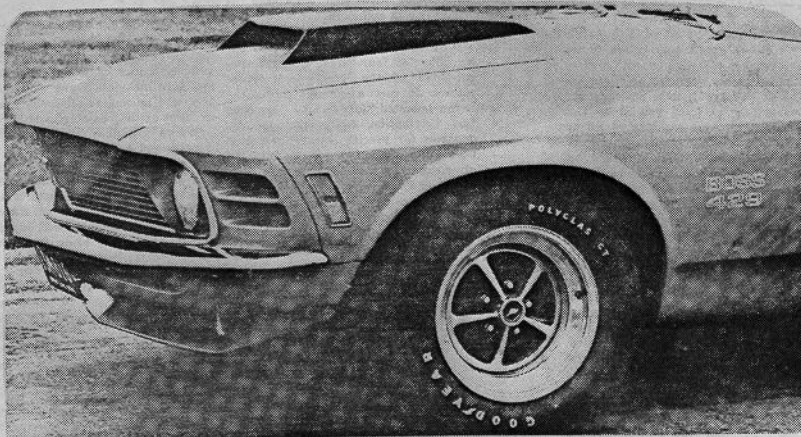
(continued from page 87)

along with the fat tires and a front air spoiler mounted below the bumper, makes for a really boss looking "Boss"!

Other tricks of the trade that are standard include a trunk mounted battery and an engine oil cooler mounted in front of the radiator. Adding to appearance are dual color-keyed racing mirrors and a deluxe three-spoke steering wheel. Power steering and power disc brakes are also included in the package. One option of note is a rear deck spoiler which mounts on stanchions on the trunk lid. Its angle is adjustable, and in addition to being functional at speed, it looks pretty sexy, too.

So there you have, the "Boss 429." We had hoped to be able to give you a drag test report on this baby, but December snows in Motown thwarted our efforts to wring 'er out. We did have the opportunity to slip and slide around the Ford test track, and on an occasional dry stretch we did put it to the wood. You can believe that there is plenty of power lurking under that ram-air hood scoop. The rate of acceleration from 60 to 100 mph was nothing less than phenomenal, and it gets around corners exceptionally well. We don't think we're sticking our neck out too far when we predict a 12-second street machine. We're even willing to venture that a race prepared "Boss" may be the first Super Stocker to see the nine-second bracket. Time will tell.

If you're interested in owning one of these super muscle cars, you had better run down to your local Ford Performance Corner and get in your order. Although two thousand are scheduled for production, they're sure to go quickly. At the time of this writing, two months before the cars will be in dealers' showrooms, Tasca Ford in Rhode Island has ordered 600 units, and have firm orders for over half of them. And for you other supercar owners, well, after reading this you should know how to spot one, so act on your own good judgment. Our advice is beware of the "Boss"! ☐



Functional hood scoop is one of the pleasanter treatments tester has seen this year.

MUSTANG

THE TEST BOSS 429 HAD
ONE THING GOING FOR IT.
IT SURE COULD HANDLE!

OUR MAN LIKED THE STYLING AS WELL AS HANDLING BUT HE WAS DISAPPOINTED WITH THE 1970 BOSS 429 ENGINE.

By JOE OLDHAM ■ Sometimes you really have to feel sorry for Ford. Things just don't work out sometimes. Things like the multi-million dollar expenditures for the Indianapolis, LeMans, NASCAR and Can-Am racing ventures. The idea was to win a lot of races, build up the image of the Ford name and increase sales. Well, Ford won the races but didn't increase their share of the market very much. As a matter of fact, General Motors, who officially pulled out of racing in the early '60s, actually increased their market share.

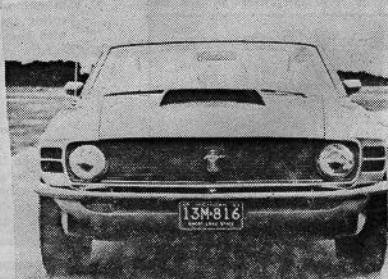
And then there were other things that just didn't work out. Like Ford's feeble attempts—until last year—at building a really hot street machine to combat the likes of the GTO, 442, SS-396, GTX and Road Runner.

Until they built the Cobra Jet Mustangs and Fairlanes, Ford just didn't have a real muscle car. And Pontiac had been building the GTO since late 1963.

Bunkie Knudsen didn't work out either as president of Ford Motor Company. Yet, it was under his reign that Ford finally started to come alive in the muscle car race. He was the only guy around Ford who knew that racing wins alone didn't sell cars. You had to have the hot machinery on the street where the young guys could run it and run it hard. Naturally, anyone with smarts doesn't last long around Ford so he was recently fired.

Last year, Chevrolet produced the XL-1 Camaro, a Camaro packing an all-aluminum 427 cubic inch engine that was underrated by the factory at 430 horsepower. It

Front and rear spoilers (part of the mandatory equipment) offer a "Trans-Am" look.



on the street and is no longer suited for racing unless you modify it extensively.

By the way, there are passenger car 429 engines available in Ford cars. This is not the Boss 429 engine which is in a completely different bag—the racing bag.

Our test car had the engine plus all the mandatory options you must take if you want to buy a Boss 429. All the options raise the price to around \$4900. This does not include special trim or comfort and convenience options such as a radio, etc.

Our test car listed out at around \$5200. Some of the goodies it packed were the engine, 4-speed manual trans with Hurst shifter, 3.91 rear axle ratio with limited slip differential, competition suspension system with front and rear anti-roll stabilizer bars, F60-15 superwide Goodyear Polyglas GT tires mounted on 7-inch wide styled steel wheels, heavy duty cooling system, the battery mounted in the trunk and some comfort and trim items.

The engine itself is called the 429 Cobra Jet HO this year. It's rated 375 horsepower at 5600 rpm. You can tell the HO version from the standard passenger car versions by the groovy looking cast magnesium rocker covers over the aluminum cylinder heads with semi-hemispherical combustion chambers. Valves are placed transversely in a true crossflow arrangement. The intakes are canted toward the intake manifold and the exhausts are canted toward the exhaust manifolds. The ports are huge with large circular intakes passages and oval exhaust passages.

The intake manifold is aluminum and mounts one Holly 4-barrel carb that flows 735 cubic feet of air per minute. There is a functional scoop on the hood that works via a vacuum flap to feed cold outside air directly into the carburetor. The exhaust manifolds are large diameter and free flow in design. In addition, critical parts are beefed up to provide maximum durability.

What all this means is that, on paper, this is one hell of an engine. In practice, though, the solid lifter camshaft doesn't let the engine breathe and the valve springs don't let the engine rev freely.

During the dragstrip part of our testing, the engine would all but shut off above 5500 rpm. The valves would float at that point and the engine just wouldn't rev any higher. Performance was really limited. The engine in our test car already had over 1000 miles on it so it was broken in.

In addition to this, the 735 cfm carb doesn't seem big enough. By comparison, Chevy's ZL-1 engine mounts an 850 cfm Holley. The carb also limited performance.

The best times we could manage for the car on the dragstrip were 14.45 ET and a trap speed of 99 mph. Compare this with the times of the 427 Camaro we tested a few issues ago. That car ran in the 12 second bracket with speeds around 108 mph. And that engine wasn't even a special XL-1.

One thing the Boss 429 did do well and that was handle. The competition suspension system features super duty springs and shocks all around. The rear shocks are staggered one ahead of the rear axle and one behind it. This prevents axle tramp and wheelhop. Also part of the suspension package are front and rear anti-roll stabilizer bars.

The suspension combined with the superwide Goodyear F60 tires gave us cornering power that a few years ago would have done an all-out road racing car proud. Yet, this Mustang was a full street machine. The stabilizer bars kept the car flat even through the tightest, hairiest corners. And the those Goodyears just gripped and gripped.

In the looks and styling department, it's hard to find fault with the Boss 429. It's got to be the cleanest, meanest Mustang ever. The front and rear spoilers—part of the mandatory equipment—give the Stang and real Trans-Am look. And those wheels and tires are really out of sight. They've got to be the hot trick setup this year.

The functional hood scoop is one of the most pleasant treatments of hood scoops we've seen in some time. In a year where stylists are hanging stripes, scoops and junk all over the new cars, the Boss 429 is a very pleasant addition in that respect.

Now if they could only get the car to move better—at least as fast as the 428 Cobra Jet Mustangs—Ford would really have a Boss 429. ●



Best times in test were 14.45 ET and a trap speed of ninety-nine miles per hour.

We found this out recently when we road tested a 1970 Boss 429. We'll still put our money on the 428 Cobra Jet Mach I that we tested last year. It's also just about unchanged this year and a much better buy for the money. The 428 Cobra Jet Mustang goes. The Boss 429 stang does not.

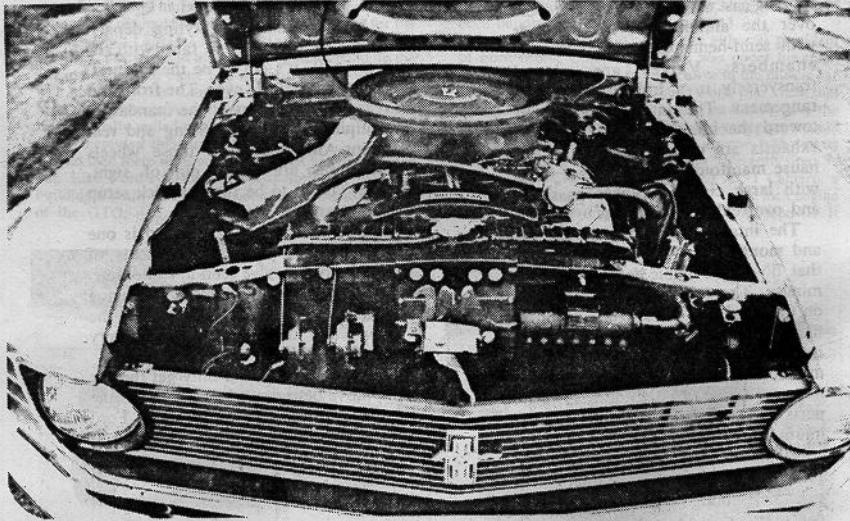
To the layman, it doesn't seem like there would be much difference in a 428 engine and a 429 engine. In reality though, the 428 and 429 are two completely dif-

ferent engines differing in many ways that are much more significant than just one cubic inch.

The 428 is really a hopped up passenger car engine that has been modified to make it a high performance engine. As such, it performs vary well on the street and can be successfully raced at your local dragstrip

The 429, on the other hand, is an all-out racing engine that has been detuned for use on the street. As such, it performs very badly

This 429 is an all-out racing engine detuned for street use but not successfully.



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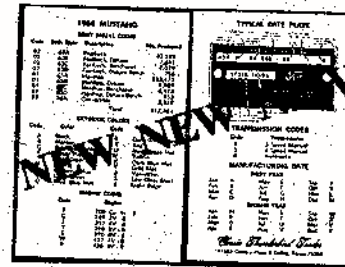
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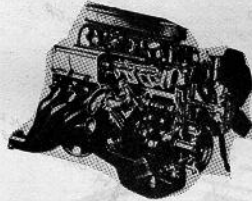
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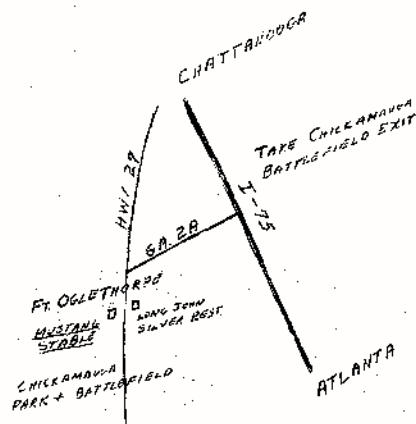
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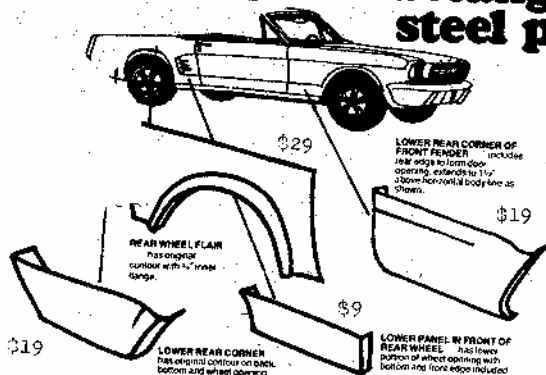
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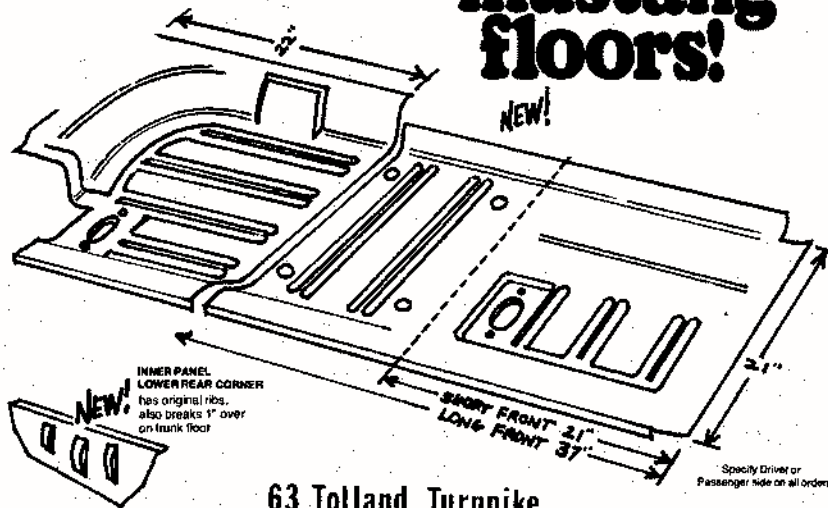


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

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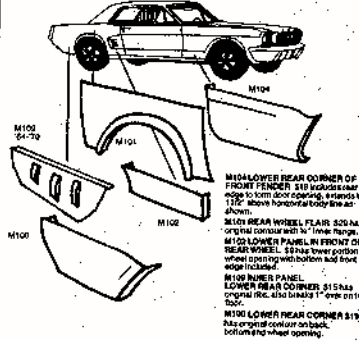
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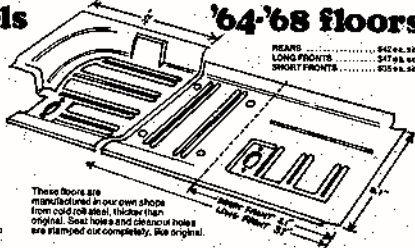
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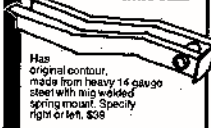
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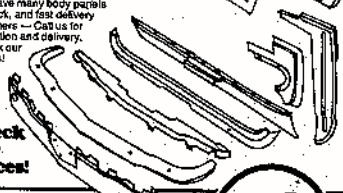
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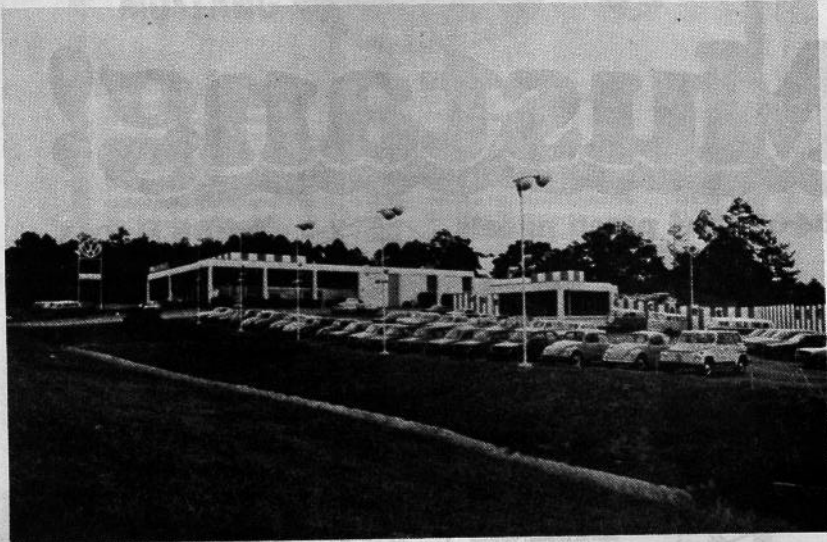


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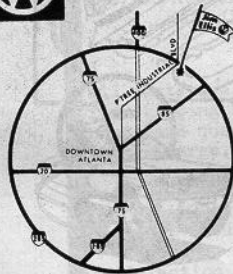


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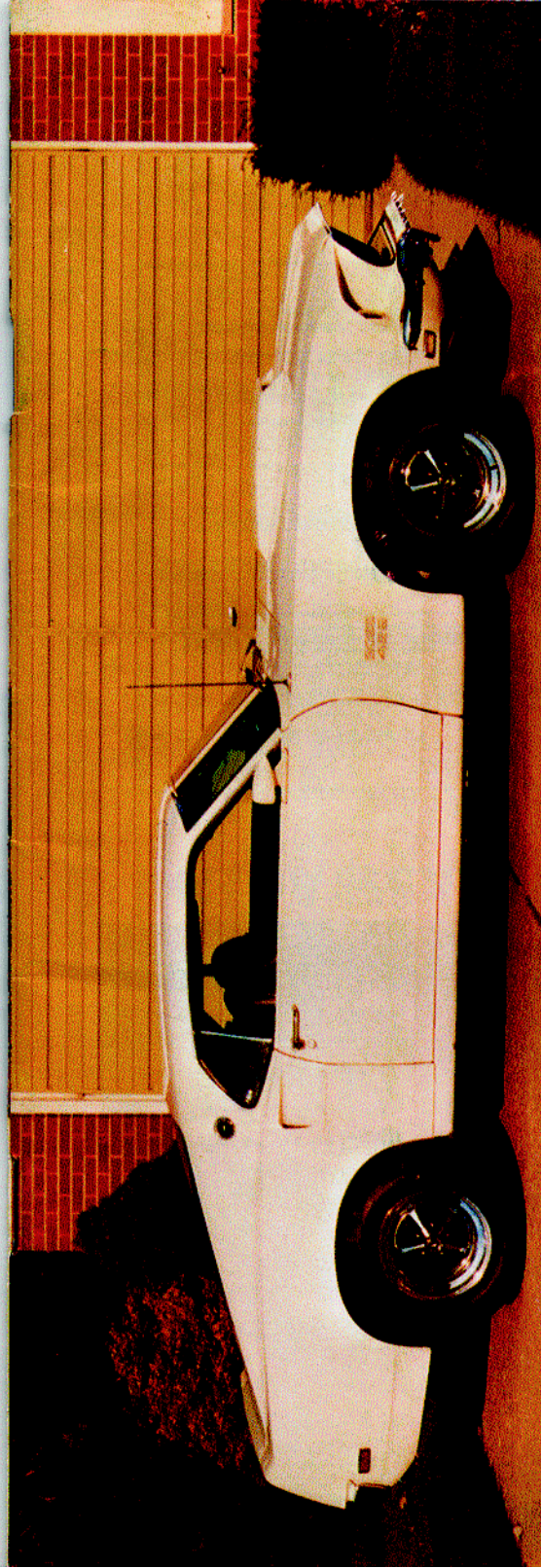
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