

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

**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

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



**“Runners-in-the-box”** intake plenum enhances airflow for charges to the redline

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Larger-diameter rear  
stabilizer bar

Boss-specific high-performance  
rear pad compound

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

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

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

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

Low-compressibility brake lines

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

## 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.