

# THE 2012 BOSS 302



## A BOSS MEDIA DRIVE IN CALIFORNIA

Text by Mary Jean Wesche • Photos by Ford Motor Company and Mary Jean Wesche

In June of 2010 I, along with several MCA officials, was invited to drive the prototype Boss 302. There was an article about the Boss in the October 2010 issue of *Mustang Times*, along with my driving impression.

Fast forward to February 2011, the Boss had been formally introduced and orders were being taken by dealers. Ford also invited journalists to a Media Drive in Monterey, California, and on the famed Laguna Seca track.

Needless to say, I thoroughly enjoyed the drive along the 28-mile curves of the Pacific Coast Highway. I had the pleasure of having former Trans Am Racer and Car Coach, Lauren Fix, as my driving companion. We took turns behind the wheel for the two-day event.

The impression of driving the Boss last June had not left my memory. But, suffice it to say Ford engineers fine-tuned it a bit more. It is one of the best handling Mustangs I've ever driven. The Boss has three settings for the electric power

steering—comfort, normal, and sport. Lauren and I tried all three settings, we preferred normal and sport. Dubbed by Ford as a "race car for the road," the Boss holds true to Ford's claim.

Taking the Boss onto the track was a treat in itself. The car comes to life, and when utilizing the TrackKey the car sings with a throaty growl and a lopey cam—it feels and sounds like the Boss of old. This car pays homage to the original Boss with all the modern technology.

We drove both the Boss 302 (I refrain from calling it a base Boss. There's nothing "base" about it!) and the Boss 302 Laguna Seca. Driving the Laguna Seca on the PCH was not a difficult experience, either, it was quite a comfortable ride.

I had the pleasure of taking a ride around Laguna Seca with a hot shoe from Ford. It's amazing to see what a pro can do behind the wheel of the Laguna Seca.

I've seen several Boss Mustangs on the roads in our area, and I'm sure I'll see many more, the Boss is simply that good.

MCA Vice President Ed Hockaday purchased a Boss 302 Laguna Seca. He currently has his new Boss at MRT in Michigan where Scott Hoag is affecting some of Ed's modification wishes to the Mustang. We will have a feature on the work done on Ed's Boss in the near future.

In the meantime, if you are contemplating a new Mustang purchase, the Boss should be on your list of possibilities. I think the car is outstanding and highly affordable at \$40,995 with the Laguna Seca version adding an additional \$6,995 to the sticker. Of course, you'd want to opt for the TrackKey. At \$302 from your dealer, it will unlock all the track options with more than 400 engine parameters. And, then there's the Track Experience each Boss owner will be given complimentary from Ford. Read the sidebar on page 39.

Production numbers are reported to be 4,000 with a mere 750 Laguna Seca models to be produced.

What are you waiting for? **MT**



# SIDEBAR



Buyers of Ford's highly anticipated Mustang Boss 302 will now get a hands-on track driving experience to learn just what their car is capable of as part of a new complimentary program.

"The Mustang Boss 302 is a very special vehicle, tuned to perform on a racetrack," said Mickey Matus, marketing manager, Ford Racing. "It's an absolute blast to drive on the street but we want owners to be able to experience all the incredible balance, power and performance engineered into this machine, and the only safe way to do that is to push the car to the limit on a closed course. This is only natural, since the Boss grew up on the racetrack."

The Boss Track Attack program, offered through Team Mustang and Ford Racing, will feature a full Boss immersion, driving instruction and plenty of track time with engineers and racers. The experience is designed to give Boss owners a comprehensive, hands-on look at exactly what their cars are capable of – and just how much fun they can be.

Boss Track Attack will take place at Miller Motorsports Park in Tooele, Utah, outside of Salt Lake City. Boss owners will need to make their own travel and lodging arrangements, but once in Utah, the full track experience—including cars for the event—is courtesy of Ford.

The evening before the track day, owners will be treated to a welcome reception followed by an in-depth immersion into both the non-product and product stories of the Boss 302, focusing on how the program came to be and the underlying engineering and design philosophy. The next morning, participants will convene at the track for a full day of driving instruction and course time.

"Practice makes perfect, and in this case it's going to be a ton of fun, too," said Jamie Allison, director, Ford Racing. "There's nothing like the experience of being behind the wheel of a high-performance car on a dedicated track. It's the environment that breeds incredible machines like Mustang Boss, and for owners who want to experience all these cars are capable of, we can promise an unforgettable event."

More details about Track Attack, including dates, will be announced soon.







# 2012 FORD MUSTANG BOSS 302 TECHNICAL SPECIFICATIONS

## GEAR RATIOS

- 1st 3.66
- 2nd 2.43
- 3rd 1.69
- 4th 1.32
- 5th 1.00
- 6th 0.65
- Final drive: 3.73:1



## BODY

- Construction: Unitized welded steel body, aluminum hood
- Final assembly location: Flat Rock, Mich.

## ENGINE

- Type: High-performance 5.0-liter, four-valve Ti-VCT V8
- Manufacturing location: Windsor (Ontario) Engine Plant
- Configuration: Aluminum block and heads
- Intake manifold: Composite shell-welded with runner pack
- Exhaust manifold: Stainless steel tubular headers, quad exhaust tips
- Redline: 7,500 rpm
- Valvetrain: DOHC, four valves per cylinder, variable intake, variable camshaft timing
- Valve diameter/lift (mm): Intake 37/12, exhaust 31/11
- Ti-VCT operating range 50 degrees for both intake and exhaust
- Pistons: Forged aluminum
- Connecting rods: Forged steel
- Ignition: High-energy coil-on-plug
- Bore x stroke: 3.63 x 3.65-in./92.2 x 92.7-mm
- Displacement: 302 cu. in./4,951 cc
- Compression ratio: 11.0:1
- Engine control system: PCM
- Horsepower: 444
- Horsepower per liter: 88.8
- Torque: 380 lb.-ft.
- Required fuel: 87 octane (premium fuel recommended)
- Fuel capacity: 16 gallons
- Fuel delivery: Sequential mechanical returnless
- Oil capacity: 8.5 quarts with filter (10,000-mile service interval)

## DRIVETRAIN

- Layout: Front-engine/rear-wheel-drive

## TRANSMISSION

- Standard: Six-speed manual

## SUSPENSION

- Front: Independent MacPherson strut with reverse-L lower control arm, 34.6-mm tubular stabilizer bar, strut tower brace, manual adjustable strut damping
- Rear: Three-link solid axle with limited-slip differential, performance coil springs, Panhard bar, 25-mm stabilizer bar and manual adjustable shock damping

## STEERING

- Type: Rack-and-pinion with electric power-assisted steering (EPAS)
- Ratio: 15.9:1
- Turning circle: curb-to-curb 39.4 ft. (est.)

## BRAKES

- Type: Four-wheel power disc brakes with four-sensor, four-channel anti-lock braking system (ABS), low-expansion brake hoses
- Front: 355-mm (14-in.) x 32-mm vented discs, four-piston Brembo™ 40/44-mm fixed aluminum calipers
- Rear: 300-mm (11.8-in.) x 19-mm vented discs, single-piston 43-mm floating iron calipers, Performance Friction Compound pads

## TIRES AND WHEELS

- Tires: 255/40R-19 Pirelli PZero max performance, 285/35R-19 Pirelli PZero max performance;
- Wheels: 19 x 9-in., 19 x 9.5-in. wide-spoke painted aluminum wheels
- Standard tire mobility kit

## EXTERIOR DIM. (inches)

- Wheelbase: 107.1
- Overall length: 188.1
- Overall width: 73.9
- Overall height: 55.1
- Track, front/rear: 61.9/62.5



## INTERIOR DIM. (inches)

- Seating capacity: Four
- Front headroom: 38.5
- Front legroom: 42.4
- Front shoulder room: 55.3
- Front hip room: 53.4
- Rear headroom: 34.7
- Rear legroom: 29.8
- Rear shoulder room: 51.6
- Rear hip room: 46.8



## WEIGHTS AND CAPACITIES

- SAE passenger volume: 83.3 cu. ft.
- Cargo volume: 13.4 cu. ft.
- Maximum towing capacity: n/a

## FUEL ECONOMY

- Six-speed manual 17 mpg city/26 mpg highway

## BASE CURB WEIGHT

- Manual transmission: 3,632 pounds
- Weight distribution (front/rear): 55/45
- Specifications subject to change





# 2012 FORD MUSTANG BOSS 302 LAGUNA SECA TECHNICAL SPECIFICATIONS

## GEAR RATIOS

- 1st 3.66
- 2nd 2.43
- 3rd 1.69
- 4th 1.32
- 5th 1.00
- 6th 0.65
- Final drive: 3.73:1



## BODY

- Construction: Unitized welded steel body, aluminum hood
- Final assembly location: Flat Rock, Mich.

## ENGINE

- Type: High-performance 5.0-liter, four-valve Ti-VCT V8
- Manufacturing location: Windsor (Ontario) Engine Plant
- Configuration: Aluminum block and heads
- Intake manifold: Composite shell-welded with runner pack
- Exhaust manifold: Stainless steel tubular headers, quad exhaust tips
- Redline: 7,500 rpm
- Valvetrain: DOHC, four valves per cylinder, variable intake, variable camshaft timing
- Valve diameter/lift (mm): Intake 37/12, exhaust 31/11
- Ti-VCT operating range 50 degrees for both intake and exhaust
- Pistons: Forged aluminum
- Connecting rods: Forged steel
- Ignition: High-energy coil-on-plug
- Bore x stroke: 3.63 x 3.65-in./92.2 x 92.7-mm
- Displacement: 302 cu. in./4,951 cc
- Compression ratio: 11.0:1
- Engine control system: PCM
- Horsepower: 444
- Horsepower per liter: 88.8
- Torque: 380 lb.-ft.
- Required fuel: 87 octane (premium fuel recommended)
- Fuel capacity: 16 gallons
- Fuel delivery: Sequential mechanical returnless
- Oil capacity: 8.5 quarts with filter (10,000-mile service interval)

## DRIVETRAIN

- Layout: Front-engine/rear-wheel-drive

## TRANSMISSION

- Standard: Six-speed manual

## SUSPENSION

- Front: Independent MacPherson strut with reverse-L lower control arm, 34.6-mm tubular stabilizer bar, strut tower brace, manual adjustable strut damping
- Rear: Three-link solid axle with Torsen limited-slip differential, performance coil springs, Panhard bar, 26-mm stabilizer bar, body X-brace and manual adjustable shock damping

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- Tires: 255/40R-19 Pirelli Corsa competition performance, 285/35R-19 Pirelli Corsa competition performance, 19 x 9-in.,
- Wheels: 19 x 10-in. machined lightweight red painted aluminum wheels
- Standard tire mobility kit

## EXTERIOR DIM. (inches)

- Wheelbase: 107.1
- Overall length: 188.1
- Overall width: 73.9
- Overall height: 55.1
- Track, front/rear: 61.9/62.5



## INTERIOR DIM. (inches)

- Seating capacity: Two
- Front headroom: 38.5
- Front legroom: 42.4
- Front shoulder room: 55.3
- Front hip room: 53.4



## WEIGHTS AND CAPACITIES

- SAE passenger volume: 52.4 cu. ft.
- Cargo volume: 13.4 cu. ft.
- Maximum towing capacity: n/a

## FUEL ECONOMY

- Six-speed manual: 17 mpg city/26 mpg highway

## BASE CURB WEIGHT

- Manual transmission: 3,637 pounds
- Weight distribution (front/rear): 55/45
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