

CAMS

5TH CATEGORY - HISTORIC RACING

GROUP Nc

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current CAMS Manual of Motor Sport.

Make of Car: Ford **Model:** Mustang Boss 302

Period of Original Manufacture: November 1968 – November 1969

CAMS Historic Group: Nc

Date of Issue of this Document: 24th May 2000

Updated: 11th December 2009



SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description: Unitary Construction **Period of Manufacture:** 1968-1969
Manufacturer: Ford
Chassis no. from: 9- 02 100001
Chassis no. location: Left Side Engine Bay Panel
Material: Steel
Comments:

1.2 FRONT SUSPENSION

Description: Independent by Upper Wishbone & Lower Track Control Arm
Spring medium: Coil Springs
Damper Type: Telescopic **Adjustable:** Yes
Anti-sway bar: Fitted **Adjustable:** No
Suspension adjustable: Yes **Method:** Caster by tension rods; camber by cam at TCA pivot.

Comments: Ride height and spring rate may be changed by variation of coil springs; change of sway-bar diameter permitted; dampers free subject to original mountings being used and period technology limitation.

1.3 REAR SUSPENSION

Description: Live Rear Axle
Spring medium: Leaf springs
Damper type: Telescopic **Adjustable:** Yes
Anti-sway bar: No
Suspension adjustable: No

Comments: Addition of sway bar, trailing links, Panhard rod or Watts linkage permitted. Dampers free subject to use of original mountings and period technology limitations.

1.4 STEERING

Type: Recirculating Ball **Make:** Ford
Comments:

1.5 BRAKES

	Front	Rear
Type:	Disc	Drum
Dimensions:	287mm x 23.8mm	254mm x 44.4mm
Material of drum/disc	Cast Iron	Cast Iron
No. cylinders/pots per wheel:	1	1
Actuation:	Hydraulic	Hydraulic
Caliper: Make, Material, Type:	Kelsey Hayes – Ford floating caliper	
Master cylinder make: Ford	Type: Tandem	
Servo Fitted: Yes		

Comments: Components from other touring cars manufactured before 31/12/72 may be used subject to swept area limitation (note respective rear drum width* on three models, which must be honoured). Twin master cylinders permitted subject to no structural modification of body shell. Brake bias adjustment permitted; adjustment by driver in normal driving position not permitted.

SECTION 2 - ENGINE

2.1 ENGINE

Make:	Ford		
Model:	Boss 302		
No. cylinders:	8	Configuration:	90° V8
Cylinder Block-material:	Cast Iron	Four Stroke	
Bore - Original:	101.6mm	Max. allowed:	103.1mm
Stroke - original:	76.2mm	Max. allowed:	76.2mm
Capacity - original:	4949cc	Max. allowed:	5091
Cooling method:	Water Cooled		
Identifying marks:	C9ZE-6015		

Comments: Boss 302 is a unique four bolt main bearing block. The Historic Commission has approved the use of Ford Motorsport block Part No. M-6010-A4 manufactured up to *circa* 1993. A LATER FORD MOTORSPORT BLOCK CARRYING THE SAME PART NO. IS NOT ELIGIBLE. REFER ATTACHED PHOTOGRAPH IDENTIFYING THE ELIGIBLE CYLINDER BLOCK. It is permitted to use the Ford M-6010-BOSS 302 block as a replacement for the original 302 Boss block.

2.2 CYLINDER HEAD

Make:	Ford				
No. of valves/cylinder-		Inlet:	1	Exhaust:	1
No. of ports total:	8	Inlet:	4	Exhaust:	4
No. of camshafts:	1	Location:	Cylinder Block	Drive:	Roller chain
Valve actuation:	Pushrods				
Spark plugs/cylinder:	1				

Identifying marks: C8FE or C9ZE are the only acceptable prefixes.

Comments: The World Products Windsor Junior cylinder head may be used subject to the heads being in manufactures state save for refacing of the cylinder head gasket face and matching of the inlet ports by not more than 12mm from the port face and conditional upon individual application with the logbook endorsed and the engine sealed.

2.3 LUBRICATION

Method:	Wet sump		
Oil cooler standard:	No but permitted	Location:	May not be external to bodywork
Comments:			

2.4 IGNITION SYSTEM

Type:	Coil and conventional type distributor
Make:	Autolite

Comments: Replacement distributors permitted, but must employ points (breakerless units not permitted). Regulations permit us eof electronic rev. limiters.

2.5 FUEL SYSTEM

Carburettor: Make:	Holly	Model:	9510
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Comments Freedom of number and type of carburettor is allowed subject to the carburettor used being commercially available prior to 31/12/1972.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: Ford **Type:** Diaphragm **Diameter:** 267mm
No. of Plates: 1
Actuation: Hydraulic
Comments:

3.2 TRANSMISSION

Type: 4 speed synchromesh
Make: Ford **Model:** "Top Loader"
No. forward speeds: 4 **Gearbox location:** Behind engine
Gearchange type and location: Remote floorshift
Case material: Cast Iron **Identifying marks:**
Comments:

3.3 FINAL DRIVE

Make: Ford **Model:** 9" ring gear
Wheel drive method: Rear
Differential: Both "Traction-lok" and Detroit "Locker" differentials were fitted as original equipment
Comments: Regulations permit freedom of differential action.

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: 1 **Location:** Gearbox to rear axle
Description: Single piece tubular steel shaft with hardy-Spicer type U/Joints
Comments:

3.5 WHEELS & TYRES

Wheel type: **Original:** Pressed steel
Allowed: Pressed steel or period alloy
Fixture method: Studs & nuts (5)
Wheel dia. & rim width
Original: 15" x 7"
Allowed: 15" x 8"
Aspect ratio - minimum: 60%
Comments:

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location: Under rear of car – forms boot floor **Capacity:** 75 Litres

Fuel pump, type and location: Both mechanical (engine mounted and electric fuel pumps were fitted as original equipment.

Comments:

4.2 ELECTRICAL SYSTEM

Voltage: 12 Volts

Alternator fitted

Battery Location: Engine compartment or boot

Comments:

4.3 BODYWORK

Type: Closed

Material: Steel

No. of seats: 4

No. doors: 2

Comments:

4.4 DIMENSIONS

Track - Front: 1506mm

Rear: 1486mm

Wheelbase: 2743mm

Overall length: 4470mm

Dry weight: 1238 Kg

Comments:

4.5 SAFETY EQUIPMENT

Fire extinguisher required

Seat belt required

Rollbar required

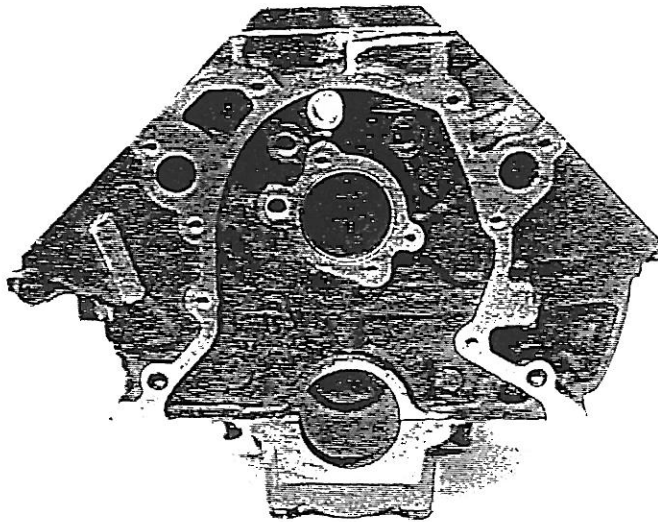
Electrical cut off switch required

Safety fuel tank optional

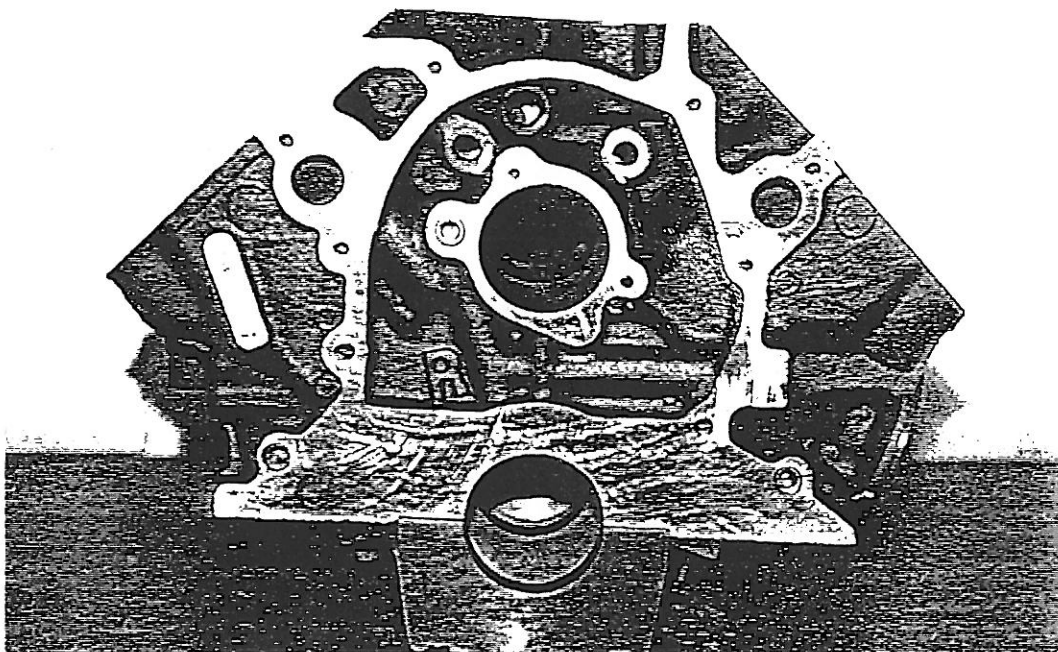
GH-Ford Mustang Boss 302.doc

ATTACHMENT TO FORD MUSTANG BOSS 302 SPECIFICATION SHEET

Identification of Ford Motorsport Cylinder Block P/No.M-6010-A4 Approved by Historic Commission as a Replacement for Original Ford Mustang Boss 302 Cylinder Block P/No.C9ZE - 6015.



FRONT VIEW OF APPROVED BLOCK P/NO. M - 6010 - A4



FRONT VIEW OF LATER VERSION OF M - 6010 - A4 NOT APPROVED FOR HISTORICS