



2013 Mustang Boss 302

The Ford Mustang Boss 302 is all about creating the best-handling Mustang ever for track-day performance, and a nod to heritage comes standard with new paint options and design details for 2013.

Design

Building on a race-winning heritage, the 2013 Boss 302 features a new reflective hockey stick graphics package. School Bus Yellow paint and Sterling Gray accents on Boss Laguna Seca recall Parnelli Jones' 1970 Trans-Am-winning Boss

Technology

Standard voice-activated Ford SYNC® connectivity system with AppLink™ allows hands-free access to phones and media players. Track Apps in the instrument cluster enable performance monitoring

Clutch

Upgraded clutch ensures reliable power delivery during weekend track-day action

Engine

Track-tuned, free-revving 5.0-liter V8 delivers 444 horsepower at 7,400 rpm and 380 lb.-ft. at 4,500 rpm

Aerodynamics

Front splitter and rear pedestal spoiler generate downforce for improved grip

Transmission

Short-throw, close-ratio six-speed manual handles gear change duties

Exhaust

Quad-pipe exhaust system with noise-attenuated side outlets

Grille

Removable fog-lamp port covers provide improved cooling on the track

Wheels

Unique, lightweight 19-inch black alloy racing wheels in staggered widths: 9 inches in front, 9.5 inches in the rear

Rear axle

3.73:1 final drive ratio with standard carbon-fiber plate limited-slip differential for improved handling and longevity or available Torsen® differential

Brakes

Brembo four-piston calipers acting on 14-inch vented rotors up front and Boss-specific high-performance pad compound in the rear for rapid, repeatable fade-free stops in road and race situations alike

Suspension

Higher-rate coil springs on all four corners, stiffer suspension bushings and a larger-diameter rear stabilizer bar all contribute to the road racing mission, and Boss models are lowered by 11 millimeters in front and 1 millimeter at the rear versus Mustang GT

