

THE LAST OF THE TRUE GREAT MUSCLE CARS

(AKA-My Bad Boy) By Fred Zaleski

Only 33,703 original miles on the odometer. Impeccable Rotisserie restoration and documented with the original window sticker and a Deluxe Marti Report. ALL numbers matching. Built 3/1/71 at Dearborn. Released 3/15/71. Sold new at Thomas Motor Co., Kingstree, South Carolina on 3/25/71.



My RARE Boss 351 (#182) is in its original color, grabber. yellow. A no non-sense muscle car with just one alternator belt. The car is equipped with the Original Boss 351 R code engine and drive train with date codes etc. The car is optioned with the 3.91 V code traction lock differential rear end, 4 speed Wide Ratio top loader with Hurst Shifter, Ram Air, Front and rear spoilers,

Competition Suspension. Original Black Ruffino/Corinthian high back buckets and interior Philco/Ford AM radio, Original space saver tire (with correct markings) Power front disc brakes hood locks and Correct Boss 351 Paint and decal treatment. JUST 1806 Boss 351s



were built, ONLY 630 are known to exist today (per the 351 Boss Registry) I am Extremely fortunate to be the Third Owner/Caretaker of the epitome of this Boss 351. The unique Rumble at idle says it all: MAKE MY DAY! Auto-lite Rev limiter is set

for 6,950 RPMs and that's what my Boss attains.

BOSS OF BOSSES

Those who know the facts place the Boss 351 at the top of the heap of ANY first generation Mustang, faster than ALL others (100 cubes larger) in the quarter mile. If the Boss 351 and 429 share the same transmission, the Boss 351 will win. The Boss 302 and 429 were produced by Kar Kraft. The R code Boss 351 was Ford's finest naturally aspirated engine. Designed, engineered, and built solely by Ford almost 50 years ago!



THE FACTS

370 ft. lbs. of torque at 4,000 RPM, 330 (underrated horsepower) at 5,400 RPM. Autolite rev limiter is set at 6,150 RPM. If I disconnect it (on my car) RPM red lines to just under 7,000. Four bolt main crankshaft shot peened for strength, and magnafluxed for cracks, aluminum dual plane manifolds, with improved passages over the Boss 302. 11.7-1 compression ratio, accomplished by Polyangular combustion chambers. Light-weight aluminum pistons helped rev things up. Large port cylinder heads and valves. Canted valves 2.19 intake, 1.71 exhaust allowed the engine to breathe deeply. Special valve springs and solid lifters. No power robbing SMOG pump. The Autolite 4,300D carb had a few problems: hesitation, bogs, and flat spots. Most owners switched to the Holley double pumper for better performance Spread bore and Ram Air balanced the equation.

Photos by Danny the Tech

