

2012

MUSTANG

BOSS LAGUNA SECA

BOSS
302



IT'S NOT FOR EVERYBODY...

Celebrating the first-place Boss 302 finish at the 1970 Trans-Am series opener, the 2012 Laguna Seca package is designed for enthusiasts more interested in peak track performance than convenience and utility. It builds on the bumper-to-bumper refinements found on the standard Boss while removing even more weight, further stiffening the chassis and installing an aerodynamics package carried over almost in its entirety from the Ford Racing Boss 302R.

Boss Laguna Seca uses the same 440-hp 5.0-liter V8 as the standard Boss, with refinements to the driveline, suspension, steering and brakes to deliver as close to a race-car experience as is possible on a street-legal machine.



Ford Racing Boss 302R

Race fans are familiar with the Ford Racing Boss 302R, an off-road-only vehicle complete with roll cage, race seats, safety harness, data acquisition, race dampers/springs and Brembo brakes. What they haven't known is that the Boss 302R has also been serving as a very public test bed for the all-new road-going Mustang Boss 302.

The Boss 302R race cars used many Boss 302 production parts, giving engineers six months' worth of racing telemetry to add to the tests pulled from the 2011 Mustang program. The track experience was helpful in identifying improvements for the production Boss – particularly the Laguna Seca model – to provide a competitive race car right off the showroom floor.



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DESIGNED TO GET THE HEART RACING

The Laguna Seca package stands out on the road – appropriate, considering its performance. A bright red C-stripe offsets either Black or Ingot Silver paint, complemented by a red roof panel. Red accents set off the grille, mirror caps and rear spoiler. And unmistakable Laguna Seca-unique red wheels complete the appearance package. It's a design that evokes Trans-Am race cars of the past while keeping all four tires planted squarely in the future.

The Laguna Seca package includes all standard Boss 302 equipment, in addition to:



Laguna Seca-specific front splitter

Lightweight 19-inch red alloy racing wheels in staggered widths: 9-inch front, 10-inch rear

Standard Recaro front bucket seats

Rear seat-delete

Rear cross-car X-brace

Torque-sensing (Torsen) 3.73-ratio limited-slip rear axle

Laguna Seca-specific red rear spoiler

Higher coil spring rates

Front brake cooling ducts

Red C-stripe accenting Black or Ingot Silver paint

R-compound ultra-high-performance Pirelli PZero tires; front: 255/40ZR-19, rear: 285/35ZR-19

Unique tuning of the manually adjustable shocks and struts

Larger-diameter rear stabilizer bar