



KIT 2841

85284100200

'70 Boss 302 Mustang

The Ford Mustang Boss 302 went from concept to production line as a result of the increased competition of the Sports Car Club of America's (SCCA) Trans-Am Challenge. Competition not only on the racetracks but also in the dealership showrooms as the Trans-Am series required models and equipment that were also available to the general public. This gave the automakers some very valuable free additional publicity for their offerings.

The series rules required engines be no larger than 5 liters in displacement, which equates to 302 cubic inches. Ford luckily happened to have a 302 c.i.V8 engine and won the Trans-Am championship in 1966, the series' first year, and also in 1967. For the 1968 season, reliability problems plagued Ford and its newly engineered "tunnel-port" 302 V8. Worse yet, the competition had a new 302 to install into its new pony car they planned to enter in the series to run against the Mustang. As a result, Ford did not win the '68 championship.

Not to be deterred, Ford had some tricks of their own planned for the 1969 model year. First, they had an all-new Mustang, featuring sharp styling by ace designer Larry Shinoda, who had recently been hired away from GM. Ford then addressed the engine issues by adding the cylinder heads from their high-performance version of the 351 V8. These heads featured much larger valves, increasing power output. Chevrolet again won the Trans-Am

championship in 1969, but just barely. 1970 was a different story as Ford regained the championship utilizing road-racing aces Parnelli Jones and George Follmer behind the wheel.

Because of the series rules, one could have walked into a Ford dealership in 1969 and ordered a street version of this car and engine, now called the Boss 302, but only if one was "in the know". For 1970, Ford became less secretive about the Boss 302 and made it a separate model in the Mustang line. For just \$3720, you could have your own Boss 302 complete with a 4 speed manual transmission with Hurst linkage and the Boss 302 engine, which was rated at 290 horsepower-and probably underrated for insurance purposes at that. Indeed, because of increasing pressure from the government and insurance companies, Ford down played the availability of some of its high-performance hardware. For example, if one ordered something called the Drag Pack Axle option on their Boss, you would receive not only that different rear axle ratio but also beefed-up internal engine parts and an external engine oil cooler, which mounted in front of the radiator on the driver's side. A rare option back then and even rarer to find now, you'll see that we've included that oil cooler for you as a separate part along with all the other details you've come to expect from Revell. Have fun building your own Boss!



* REPEAT SEVERAL TIMES
* A REPETER PLUSIEURS FOIS



* OPTIONAL PARTS
* PIECES EN OPTION



* DECAL
* DECAL COMANIE



* ALTERNATIVE ASSEMBLY
* ENSEMBLAGE ALTERNATIVE



* CEMENT TOGETHER
* A COLLER



* REMOVE AND THROW AWAY
* A RETIRER ET JETER



* DO NOT CEMENT
* NE PAS COLLER

READ THIS BEFORE YOU BEGIN

- * Study the assembly drawings.
- * Each plastic part is identified by a number.
- * In the assembly drawings, some parts will be marked by a star (★) to indicate chrome plated plastic.
- * For better paint and decal adhesion, wash the plastic parts in a mild detergent solution. Rinse and let air dry.
- * Check the fit of each piece before cementing in place.
- * Use only cement for polystyrene plastic.
- * Scrape plating and paint from areas to be cemented.
- * Allow paint to dry thoroughly before handling parts.
- * Any unused parts may be discarded.

DECAL APPLICATION INSTRUCTIONS

1. Cut desired decal from sheet.
2. Dip decal in water for a few seconds.
3. Place wet decal on paper towel.
4. Wait until decal is movable on paper backing.
5. Place decal in position on model, face up and slide backing away.
6. Press out air bubbles with a soft damp cloth.
7. Milkiness that may appear is for better decal adhesion and will dry clear. Wipe away any excess adhesive.
8. Do not touch decal until fully dry.
9. Allow the decals 48 hours to dry before applying clear coat.

NOTE: Decals are compatible with setting solutions or solvents.

LIRE CE QUI SUIT AVANT DE COMMENCER

- * Etudier les schémas de montage.
- * Chaque pièce en plastique est identifiée par un numéro.
- * Sur les schémas de montage, certaines pièces sont marquées d'une étoile (★) pour indiquer qu'elles sont en plastique chromé.
- * Pour une meilleure prise de la peinture et des autocollants, laver les pièces en plastique avec une solution détergente peu concentrée. Les rincer et les laisser sécher à l'air.
- * Vérifier que chaque pièce s'ajuste bien avant de la coller en place.
- * N'utiliser que de la colle pour polystyrène.
- * Gratter les parties à coller pour enlever le chrome et la peinture.
- * Laisser la peinture bien sécher avant de manipuler les pièces.
- * Toute pièce inutilisée peut être jetée.

DIRECTIVES D'APPLICATION DES AUTOCOLLANTS

1. Découper l'autocollant désiré de la feuille.
2. Tremper l'autocollant dans de l'eau pendant quelques secondes.
3. Placer l'autocollant mouillé sur une serviette en papier.
4. Attendez que l'autocollant puisse être déplacé sur son support en papier.
5. Mettre l'autocollant en position sur le modèle face sur le dessus et faire glisser le support pour l'enlever.
6. Appuyer avec un chiffon doux humide pour éliminer les bulles d'air.
7. La substance laiteuse qui peut apparaître est destinée à améliorer l'adhésion de l'autocollant et devient incolore au séchage. Essuyer pour enlever tout excédent d'adhésif.
8. Ne pas toucher l'autocollant tant qu'il n'est pas bien sec.
9. Laisser l'autocollant sécher pendant 48 heures avant d'appliquer une couche transparente.

REMARQUE: Les autocollants sont compatibles avec les solutions de fixation ou les solvants.

This paint guide is provided to complete this kit as shown on the box.

Ce guide de peinture est fourni pour reproduire le modèle réduit qui apparaît sur la boîte.

Aluminum	Aluminium
Flat Black	Noir mat
Ford Engine Blue	Bleu moteur Ford
Gloss Black	Noir brillant
Gloss Medium Blue	Bleu moyen brillant
Gloss Red	Rouge brillant
Gloss Yellow	Jaune brillant
Satin White	Blanc satiné
Semigloss Black	Noir satiné
Silver	Argent
Steel	Acier
Transparent Red	Rouge transparent
Turn Signal Amber	Feu clignotant de direction ambre
Wood	Bois

If you have any questions or comments, call our hotline at: **(800) 833-3570**
or, please write to:

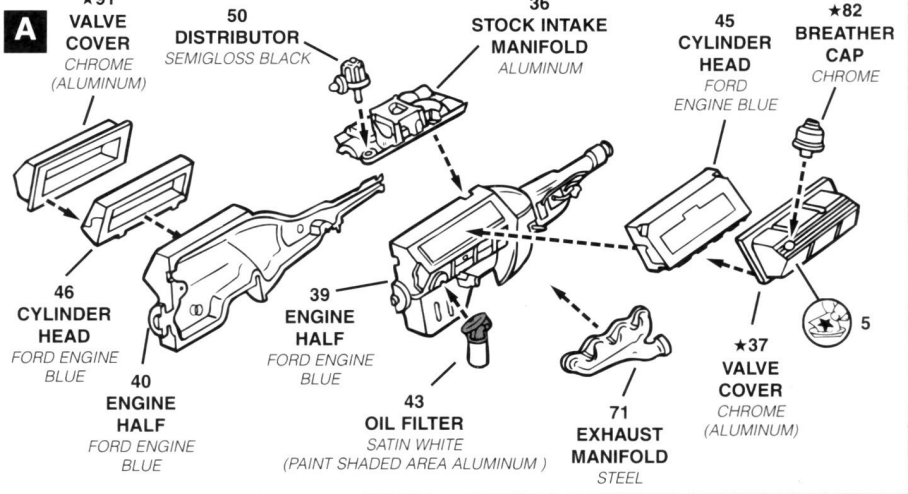
Revell-Monogram Consumer Service Department, 725 Landwehr Road, Northbrook, Illinois 60062

Be sure to include the plan number (85284100200), part number, description, your return address and phone number.

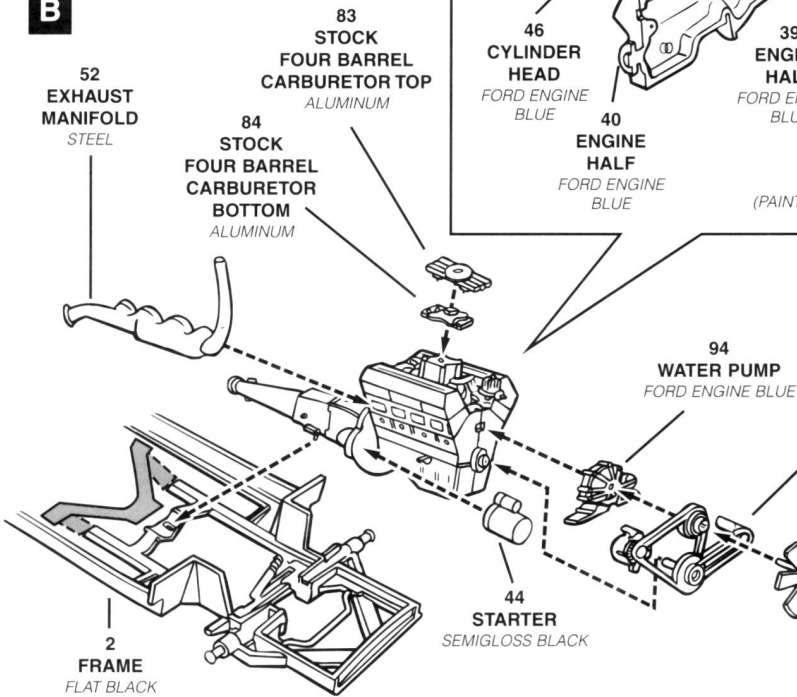
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ENGINE ASSEMBLY

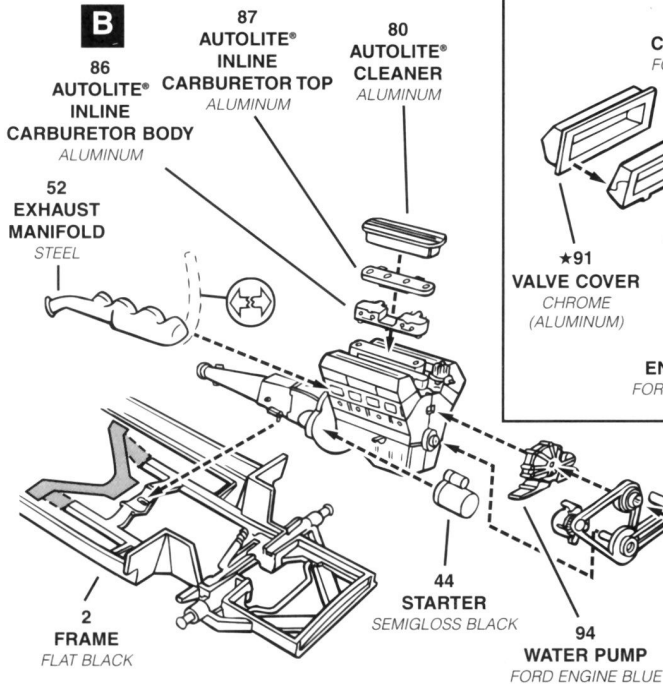
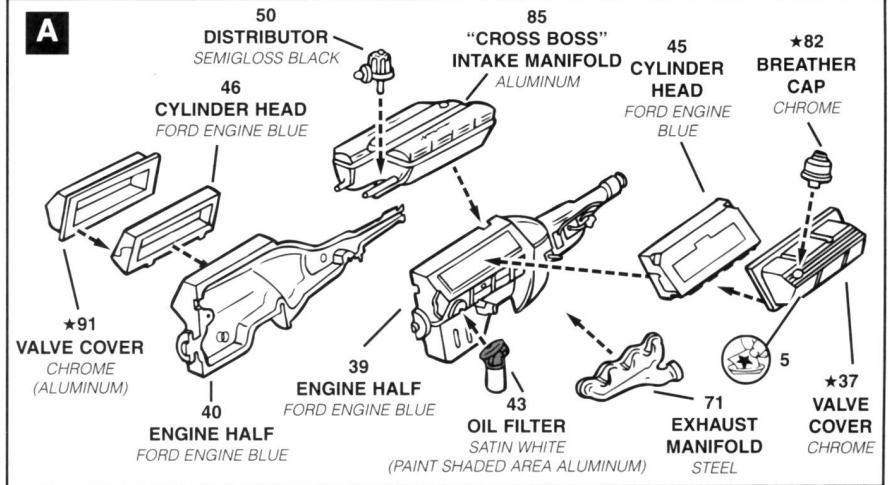
STOCK VERSION



B



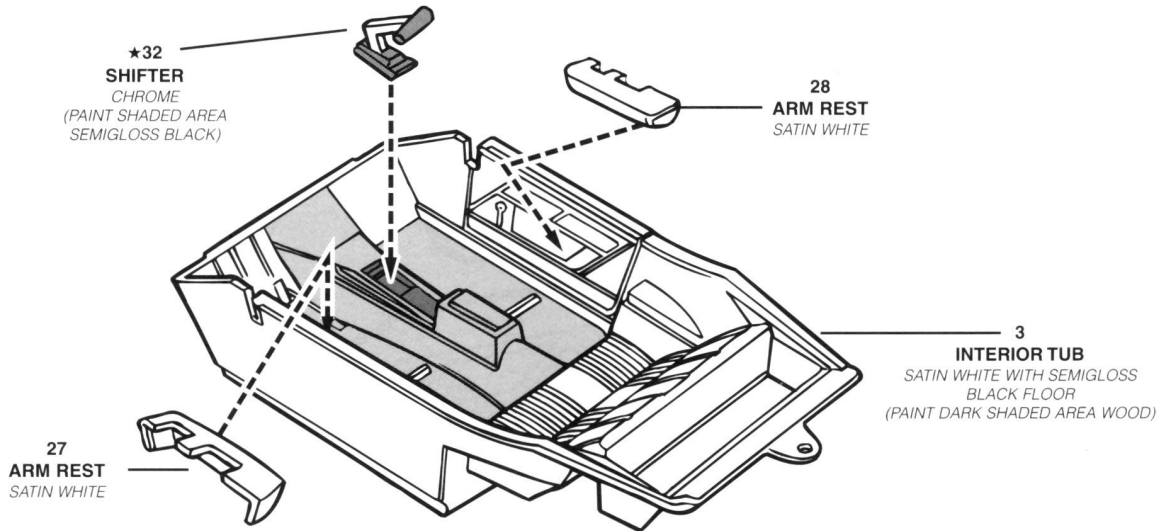
CUSTOM VERSION



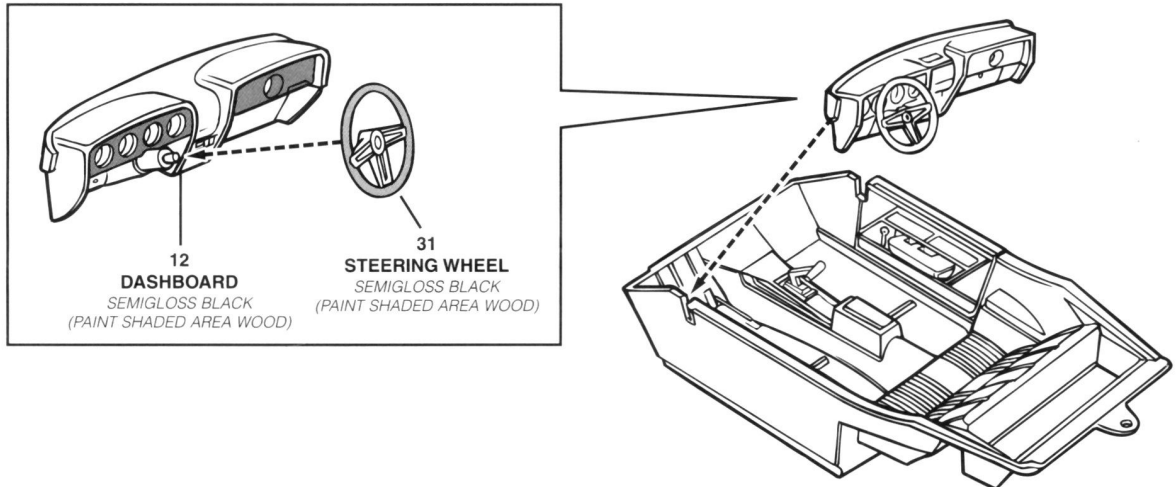
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INTERIOR ASSEMBLY

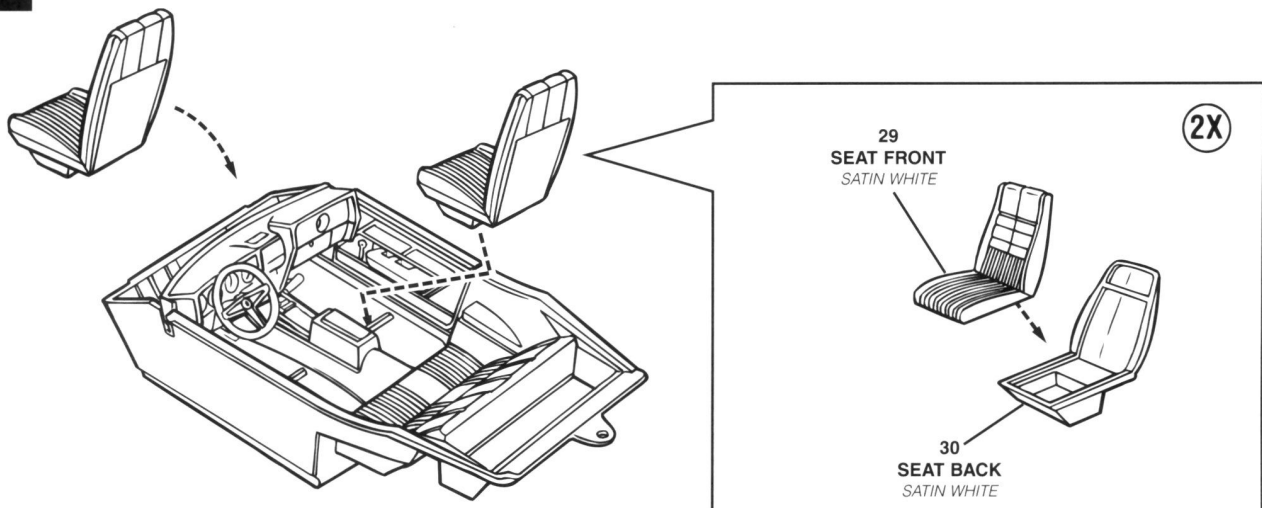
A



B



C



3

BODY ASSEMBLY

A

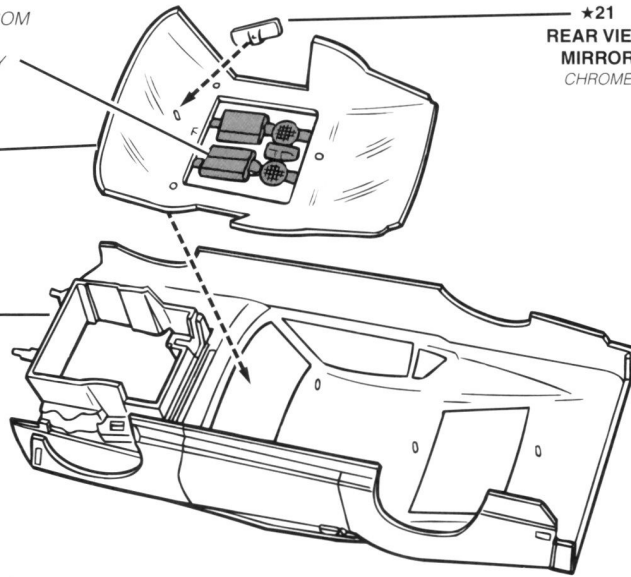


REMOVE PARTS FROM
SHADED SECTION
BEFORE ASSEMBLY

71
WINDOWS
CLEAR

1
BODY

*21
REAR VIEW
MIRROR
CHROME



B

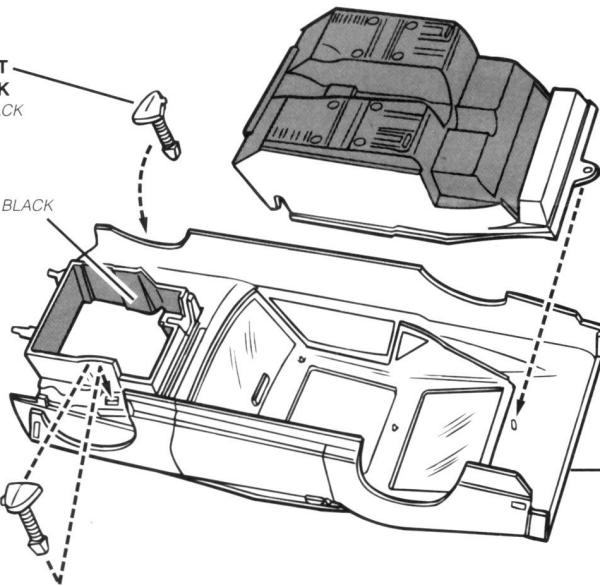
15
FRONT
SHOCK
FLAT BLACK

FLAT BLACK

15
FRONT
SHOCK
FLAT BLACK

PAINT SHADED
AREA FLAT
BLACK

**COMPLETED
ASSEMBLY**

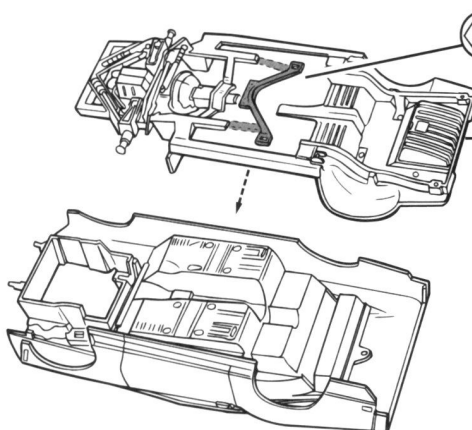


C



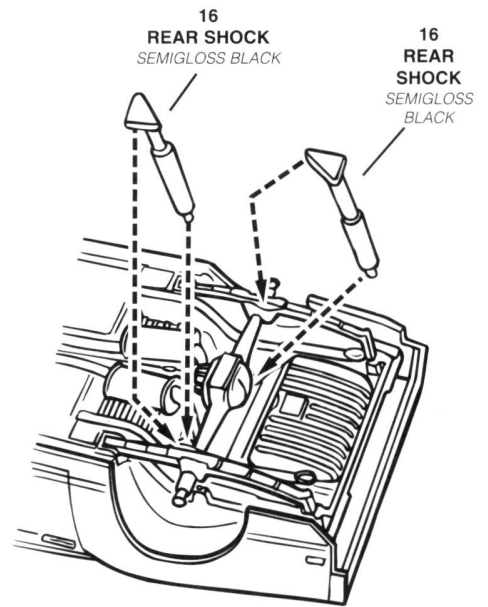
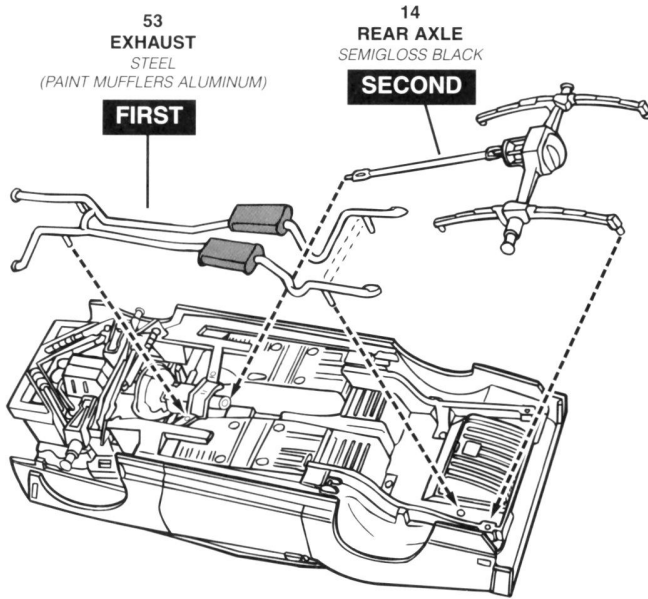
REMOVE PARTS FROM
SHADED SECTION
BEFORE ASSEMBLY

**COMPLETED
ASSEMBLY**



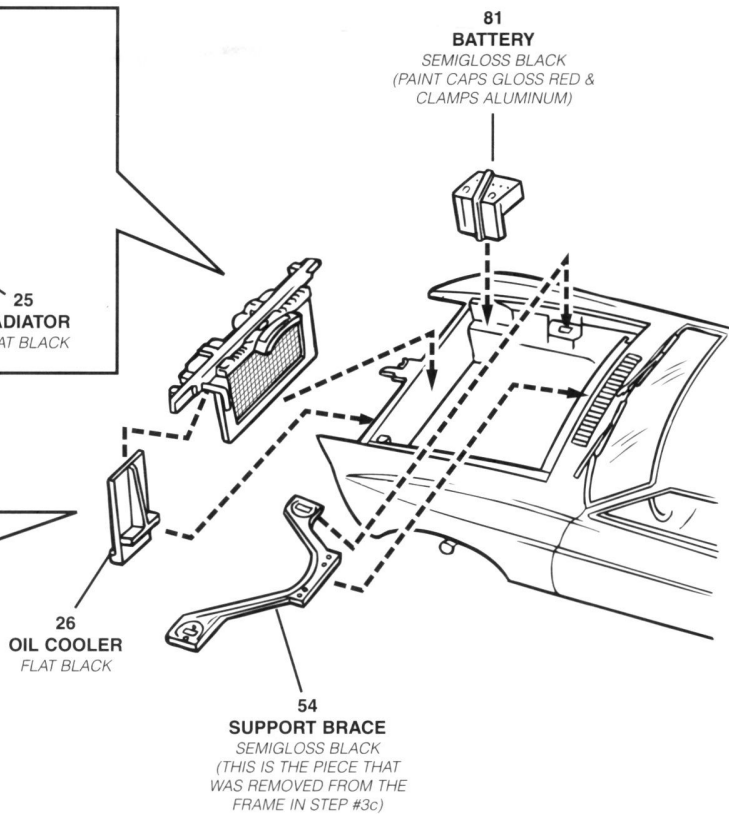
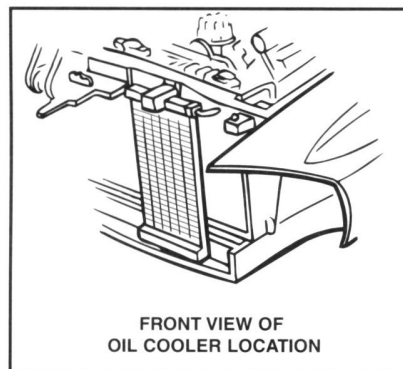
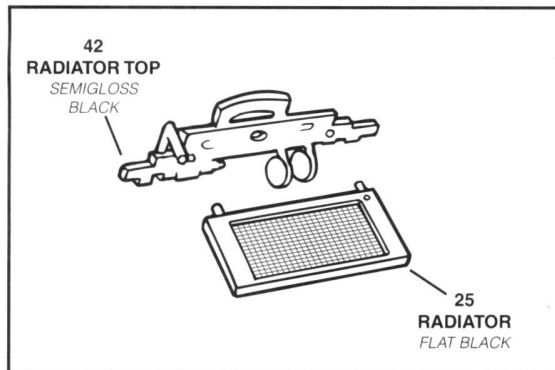
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REAR SUSPENSION ASSEMBLY



5

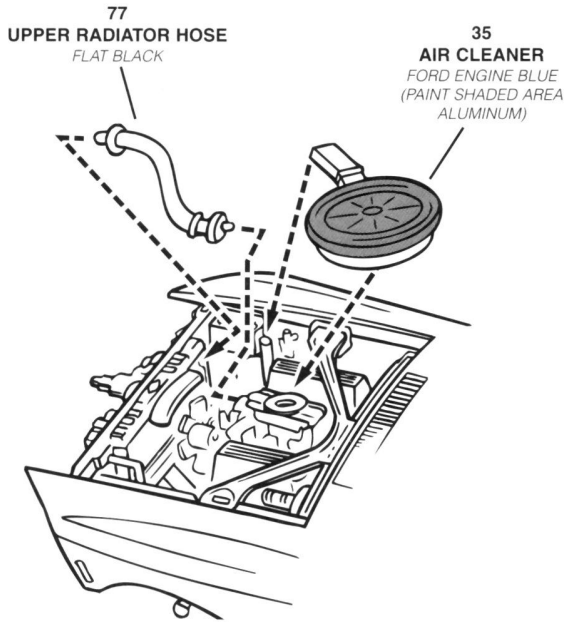
RADIATOR ASSEMBLY



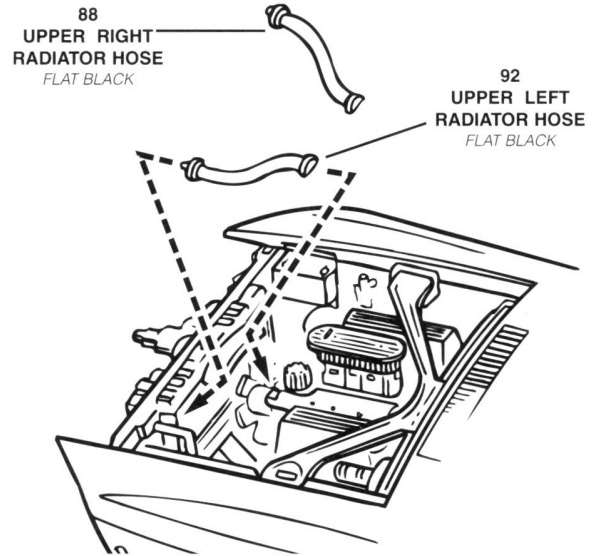
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RADIATOR HOSE ASSEMBLY

STOCK VERSION

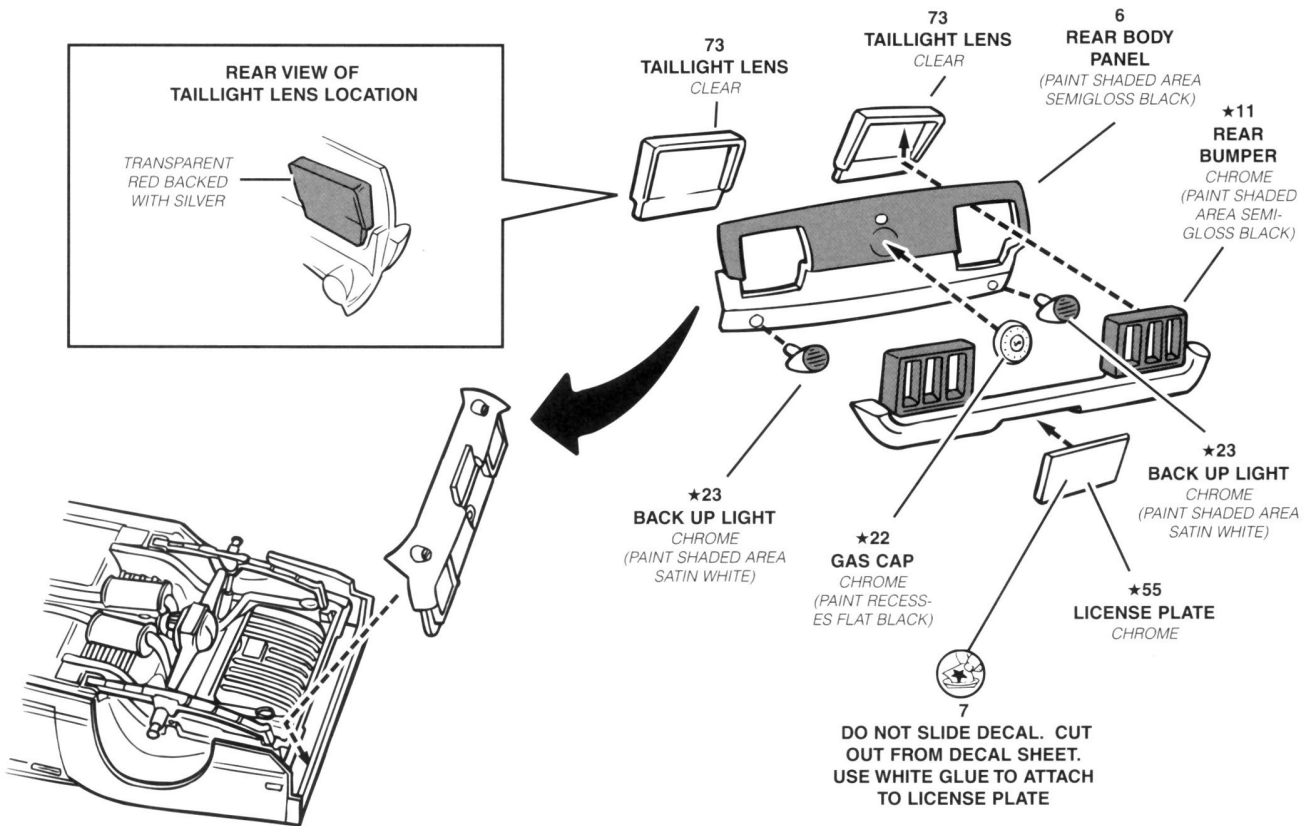


CUSTOM VERSION



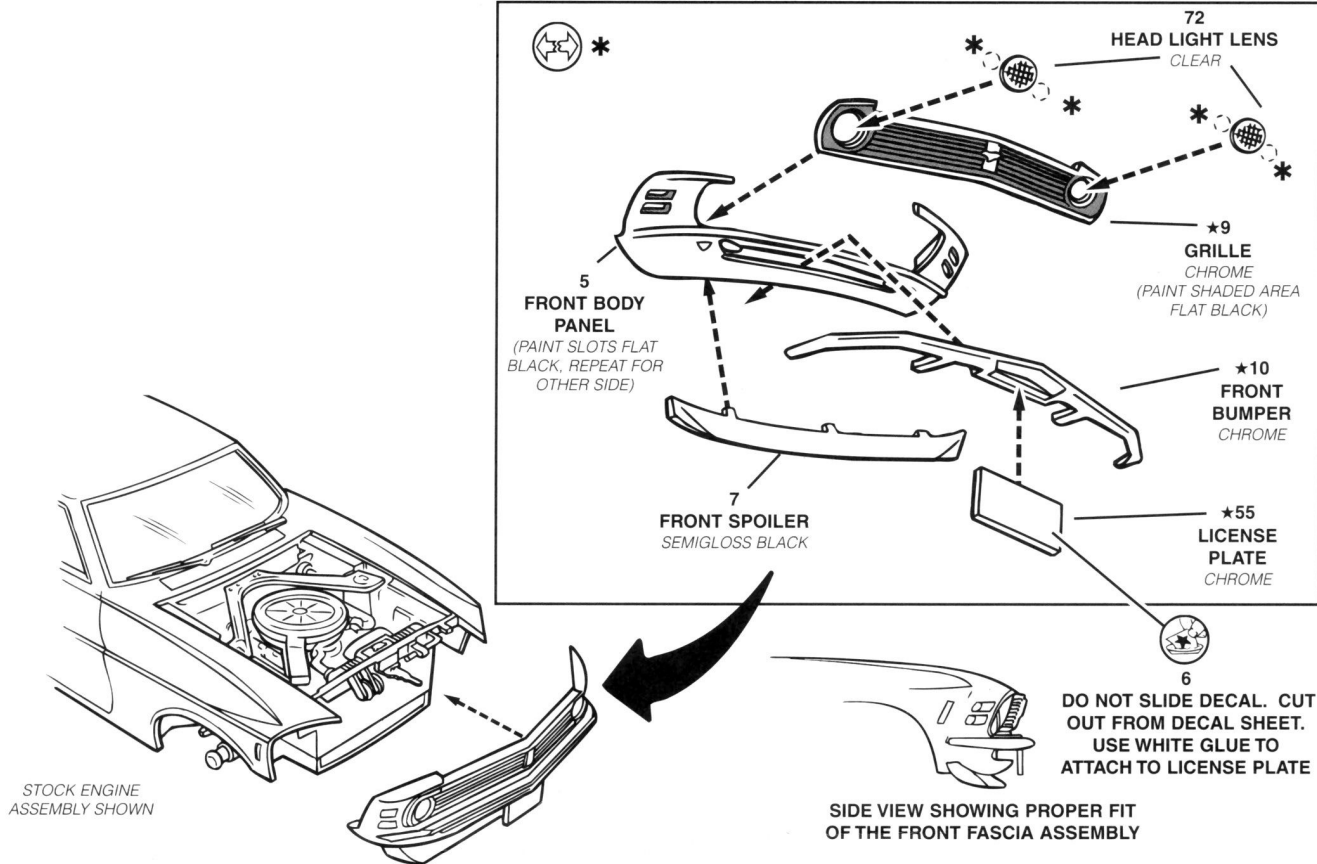
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REAR VALANCE ASSEMBLY



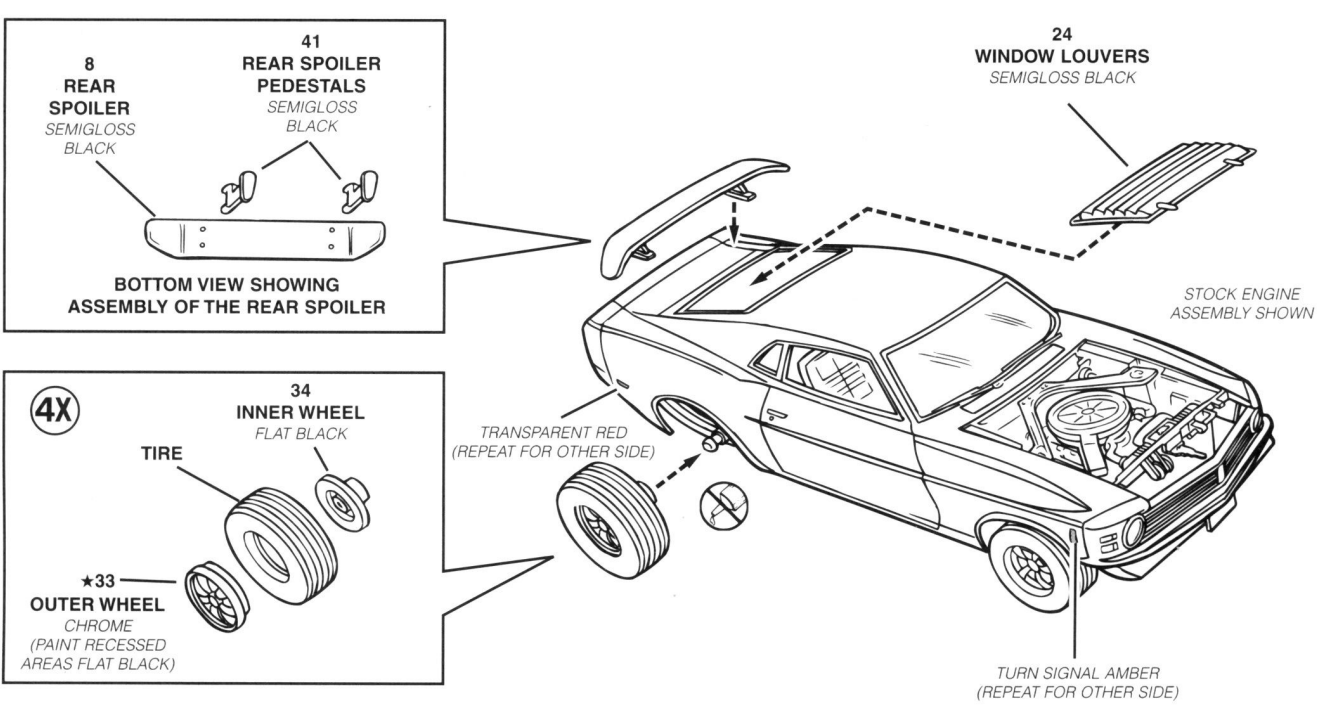
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FRONT FASCIA ASSEMBLY



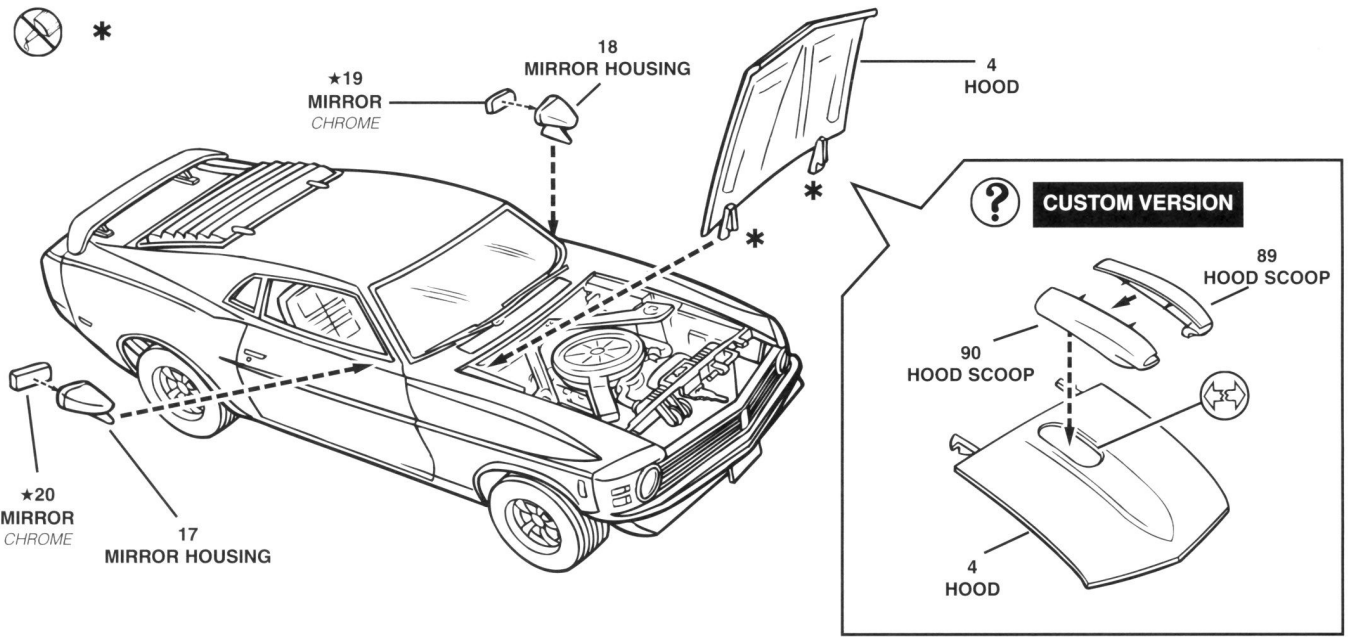
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FINAL ASSEMBLY



9

FINAL ASSEMBLY CONTINUED



10

DECAL PLACEMENT

