

1969-1970 Mustang, Boss, and Shelby Hoods

M A R C U S A N G H E L

The hoods on the 1969 and 1970 Mustang, Boss, and Shelby are actually the largest single replacement part that was serviced by Ford. And it was not uncommon, with the length and shape of the hood and how it sticks out from the front of the car, for it to get damaged. Many were replaced over the years since it was much easier than to repair a hood. Purpose of this article is to show the differences in the original assembly line production hoods and what would be original and correct for 1969 and 1970 and what the later factory replacements looked like.

Year	Model	Part Number
1969	All Mustang	C9ZZ-16612-A
1969	Boss 429	C9ZZ-16612-C
1970	All Mustang	D0ZZ-16612-A
1970	Boss 429	DOZZ-16612-B
1969 and 1970	GT350 and GT500	C9ZZ-16612-B



Photograph by Wesley Allison

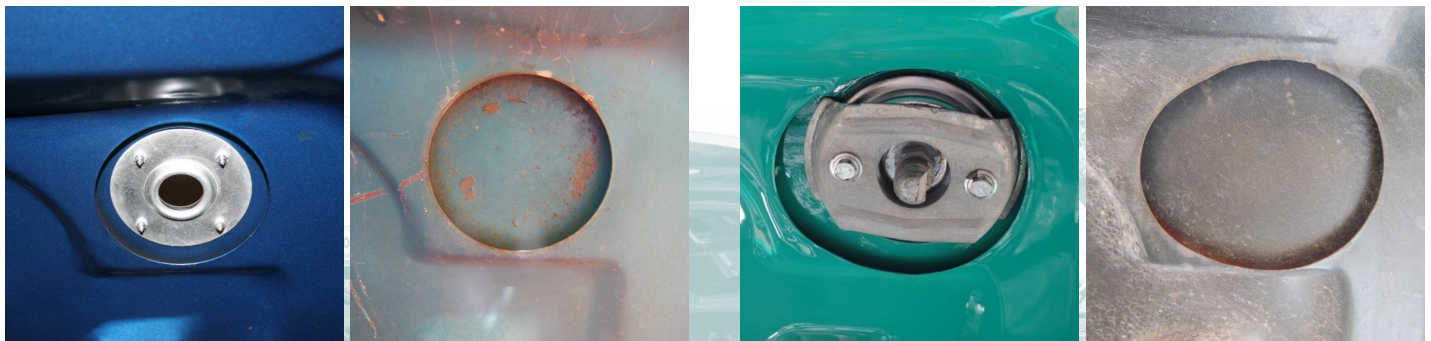
The main two differences between 69 and 70 hoods.....

1969 and 1970 hoods—pins vs locks

The original 1969 and 1970 Mustang and Boss hoods are the same on the top side with the differences being on the underside only. The easiest difference to spot when the hood is open is in the cut out for the hood pins (1969) or the hood locks (1970). In 1969 (left below) this cutout was completely circular and in 1970 (right below) it was an oval to make more room for a hood lock, if so equipped. Differences shown here with and without the hood pins and hood locks installed:

1969

1970

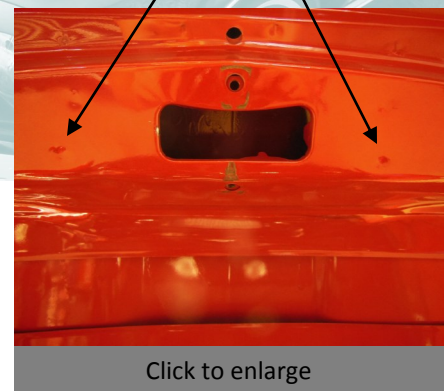


1969 and 1970 hoods—tabs vs spot welds

The hoods themselves were actually assembled with two main pieces consisting of the outer sheetmetal piece and the underside support structure. The manufacturing process was changed in early 1970 so all hoods manufactured prior to this date had tabs near the hood catch area, and after this time had spot welds. You can also see a slight difference in the opening behind the hood catch area. The difference can be seen here below between the two different styles. The end result is that all original hoods up to beginning of 1970 calendar year (about Feb 1970) have tabs. After that all hoods (including the service replacements) used spot welds.

Tabs

Spot Welds



Paint

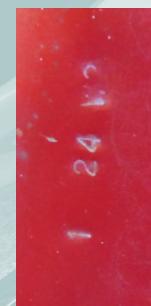
The underside of the hood was painted the same as the body color in a uniform pattern. A white hood would be painted white on the underside, and a blue hood blue on the underside, etc. On original hoods you can sometimes see a paint shadow where hooks were holding the hood during the paint process. This paint shadow varies—See examples below.



Date Codes

All Mustang and Boss hoods had date codes stamped in them in the format of month/day/stamping plant/shift. A typical stamp could be 3 12 W2 which would translate to March 12th, Woodhaven Michigan, 2nd shift. Woodhaven seems to have been the main stamping plant Ford used for the hoods. Date codes were typically stamped in two locations on the hood in any of the areas circled in yellow below.

Note: Date stamp on the passenger side top was typically stamped from the other side so would show as a reverse stamp.



1969 Mustang Hoods—except Boss 429 and Shelby GT350/500

It appears that for 1969 production that Ford manufactured five different versions of hoods. Although impossible to say when the production changes occurred it is possible to see what time frame these were built by simply looking at the date codes. The date codes read in a month/day format, however since the hoods are year specific (C9 vs D0) you can see exactly when it was manufactured. Research thus far shows us the following pattern.

Version 1: Early production 1968, has the “pie cut out” in the center of the hood



Version 2: Early production, has three cut out areas.



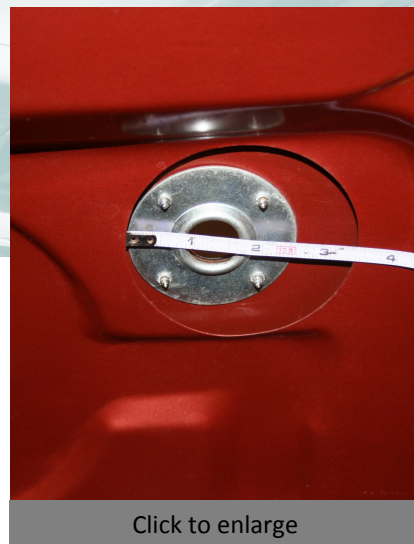
Version 3: Early production, has two cut out areas.



Version 4: Most common 1969 production hood used most of the year.



Version 5: Last version of the 1969 hood—very late production. The hood pin cutout increases from 3 inches to 3 1/2 inches circular.



1970 Mustang Hoods—except Boss 429 and Shelby GT350/500

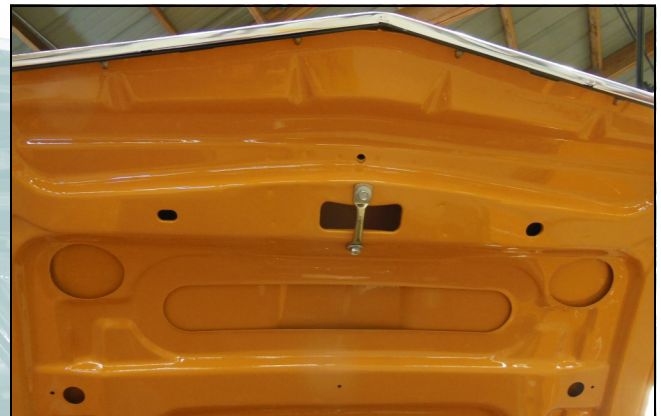
In 1970 Ford no longer used hood pins as an option but instead changed to hood locks as an option for certain models. Because of the size and design of the hood locks this area had to be changed from a circular cut out to an oval cut out for clearance. This new engineering change was effective for 1970 hoods but also served as a replacement hood for both 1969 and 1970 moving forward so the C9ZZ hoods were discontinued. There is two versions of the D0ZZ hood shown below with the difference being the use of tabs or the spot welds.

Version 1: Early production to approximately February of 1970.

Version 2: Later production, and service replacements, after about Feb 1970.



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[Click to enlarge](#)

1969 and 1970 Boss 429 hoods

The Boss 429 hoods were simply modified versions of the standard Mustang hood. They follow the same pattern as the 1969 and 1970 hoods in their cutout area where the hood pin or hood lock would have been installed. They have an additional cut out for the unique hood scoop and for the finger guard for clearance when the hood is closed.

1969



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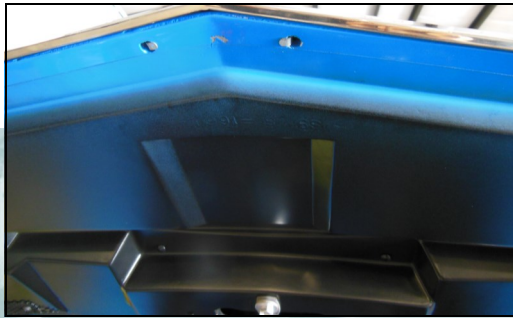
1970



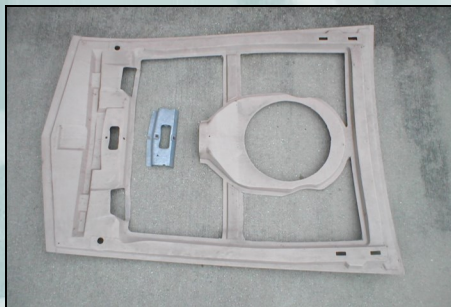
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1969 and 1970 Shelby GT350/500 hoods

The hoods used on both the Shelby GT350 and GT500 were both the exact same hood that was made out of fiberglass. The hoods were manufactured by A.O. Smith in Ionia Michigan where the Mustangs were converted to become Shelby's. The hood itself was marked with an engineering number of S9MS-16612-B. It appears that there was actually an earlier version –A hood that was designed and used on the first few hundred Shelby's and may have had a smaller opening in the center of the hood....but still collecting information on this.



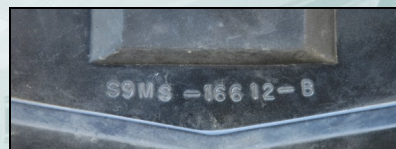
Underside paint detail



Original support structure from the underside of the Shelby hood



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-B engineering number

Special Thanks: For a project like this I had to rely on the help and input from many different people since there is no single person who has every single hood mentioned in this article in their collection. Thanks for all those who contributed in one way or another including David Davis, Bob Perkins, Arild Thu, Ed Meyer, Phil Schultz, Jeff Speegle, Pete Disher, Dave Parker, Jerry Henry, Larry Quay, Jim Woods, Russell Piggott, Jim Boyd, Scott Hollenbeck, Steve Skinner, Mike Bauman and Shawn O'Shell.

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