

# 1969-1970 Boss 302 Guide to Original Oil Pans

M A R C U S   A N G H E L  
J E F F   F I N L E Y

The 1969 and 1970 Boss 302's had several parts that were developed and used for these cars that were different from standard production Mustangs —especially since they were designed as a street/track “race car”. One of these Boss specific parts that is different from the normal production Mustang parts is the oil pan that contains a baffle inside.

The actual purpose of the baffle was to maintain consistent oil pressure for the motor. In a normal engine, and street application, the oil pump sucks the oil up to lubricate critical areas within the engine. This system is simple and cheap to manufacture and most cars use this. However, in track applications where the car may be subject to high g-forces for extended period of time the system may not be able to cope with this as the oil will slosh to one side of the pan and away from the oil pick up and starve the engine of oil. This would lead to excessive wear and catastrophic engine failure in a short period of time. A baffled oil pan will limit how much the oil is able to slosh around and hopefully keep it where the pump can suck it up in the engine. Simply put, the baffled oil pan has chambers that make it easy for the oil to travel to the oil pick up, but difficult for it to get sloshed the other way.



For 1969 and 1970 Ford used two different styles of oil pans for the Boss 302 motors. The 1969 oil pan is the standard C5 289 oil pan that has been modified to add the baffle inside. The actual part number for the oil pan with the baffle makes it a C9ZZ-6675-C.

For 1970 the oil pan is a standard D0 302 oil pan that has been modified to add the baffle inside. The actual part number for the oil pan with the baffle makes is a D0ZZ-6675-A.

The following pages will help as a visual guide to spot the differences between these two pans and also as a comparison to the current reproduction pan.

**Prototype version**



**1969 and 1970 production versions**



**Current reproduction**



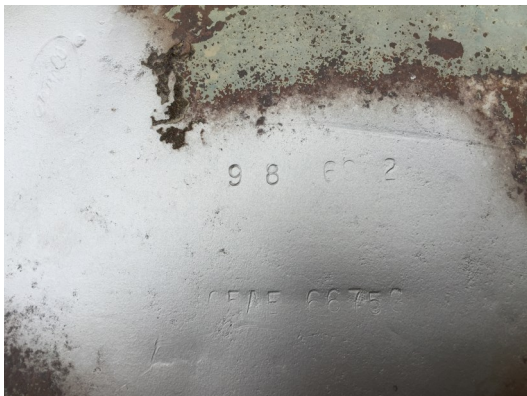
**The basics:** To show the difference inside the oil pan, with and without a baffle, the pictures here show a regular production 1970 302 oil pan, versus the 1970 Boss 302 oil pan with the baffle installed.



XE 14-9466 \$43A

**Prototype (first version):** This is one of the first versions marked with the engineering numbers XE14-9466 \$43A. You can see the oil pan baffle it does not have the drain holes you would see in the normal production 1969 and 1970 versions. The arrows show the area where the drain holes were later added to production oil pans.

**Stampings:** In most cases the oil pans would have the date codes, the engineering numbers, and the FoMoCo logo stamped in the bottom of the pan. The 1969 style pan would have the C5 engineering numbers as shown here and the 1970 pan would have the D0 engineering numbers.



1969 Version



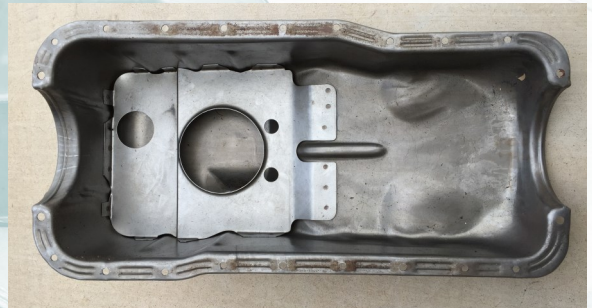
1970 Version

**1969 Version C9ZZ-6675-C:** This version of the oil pan was used in the 1969 Boss302 and was actually continued on some motors into the beginning of the 1970 production year up until about September or October of 1969, when they switched to the D0 design below.

1969 Version



**1970 Version D0ZZ-6675-A:** This version of the oil pan is the same as the 1969 version with the exception of the recessed areas in the bottom of the oil pan itself. Most likely this was done to give additional clearance for suspension.



1970 Version



This area shown here is the recessed area that was added on the 1970 version of the oil pan.

**Current reproduction:** The current reproduction oil pan (unpainted in these photos) is designed to be similar to the original 1970 style oil pan. There is some differences that can be seen here in the photos.



**Note:** On the reproduction pan you can see there is no ribs on the side that you see on the original oil pans.



The Boss oil pans also used a special oil pump pick up that is shown here. This was the C9ZZ-6622-A.

**Special thanks to:** Mike Bauman, Steve Skinner, Terry Moore, Jim Boyd and Jim Woods.

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