

1969 and 1970 Radiator Support Brackets

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

All 1969 and 1970 CobraJet's, GT350 and GT500 Shelby's, Boss 302's, and Boss 429's used the same basic upper and lower radiator support brackets. This quick visual reference guide will show the differences within those two years.

Upper Radiator Support Bracket:



C9ZZ-8A193-B used in 1969 models



D0ZZ-8A193-A used in 1970 models

Lower Radiator Support Bracket:



1969:
RH, C8ZZ-8052-A; LH, C8ZZ-8052-B



1970:
RH, D0ZZ-8052-A; LH, D0ZZ-8052-B

Radiator Mounting Insulator Pads:

Upper bracket insulator pad: C7OZ-8124-A; Lower bracket insulator pad: C8ZZ-8125-A

These are actually two different size insulators with about a 1/4 difference in overall length. The longer insulator pad would be correct for the lower bracket.



Lag Screw:

Most Boss 429's (some early may have not) had an additional lag screw added to the upper radiator support bracket to hold it in place to the core support. The configuration of the upper radiator bracket is slightly different on a Boss 429 as it has an additional finger guard bracket added (see picture below). It appears that these two extra screws were something done at Dearborn to other Mustangs as well, and not only Boss 429's. The most common type of screw is a hex washer head lag screw, with a larger diameter screw used for Boss 429's (similar to a rear exhaust hanger screw). It seems the use of these additional screws may have been specific to Dearborn built cars only. Check the radiator core support for holes as an indicator if your car had these originally.



Upper radiator bracket on Boss 429 with additional finger guard installed.



Lag screw shown installed shown from the side on a Dearborn Boss 302.



Lag screw with hex washer head

Special thanks to Jim Boyd and Randy Ream for additional photos.

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