

1970 Ford Mustang Mach 1

2dr SportsRoof • 8-cyl. 428cid/335hp 4bbl Cobra Jet

#1 Concours condition

\$91,600

↗ +0.9%

#2 Excellent condition

\$72,000

↗ +1%

#3 Good condition

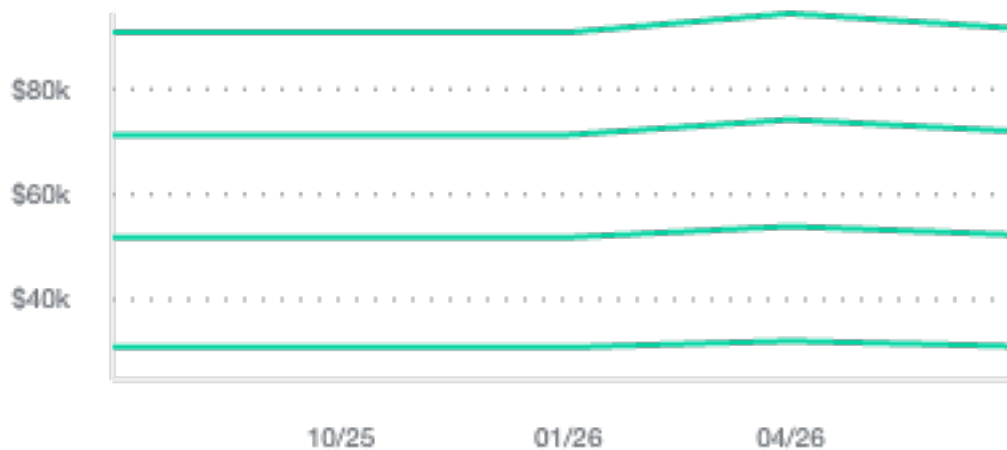
\$52,300*

↗ +1%

#4 Fair condition

\$31,100

↗ +0.6%



NOTE: The chart displays price changes for the last year.

Value adjustments

-5%
for auto transmission

Model description

The 1969 range was such a huge change for the Mustang that 1970 alterations were relatively minor. The four headlights were reduced to two seven-inch lights in the wider grille, with dummy intake where the outer lights had been. Fake intakes on the rear fenders of the fastbacks were deleted and the tail panel flattened, instead of concave.

Mustang Mach 1 models received rocker panels with the name stamped in, and honeycomb rear panel between the taillights, a black striped hood with a fake air intake. Hood clips replaced pins and a shaker hood was available with the 351 cid V-8. The GT package disappeared, but the Grande package returned with a half vinyl roof and hound's tooth cloth seats. All Mustangs had high-back bucket seats.

Henry Ford fired Bunkie Knudsen in August, either because he wanted to move away from muscle cars or because Knudsen had been too successful in pushing the expanded performance range. In any event, sales dropped 100,000 units, largely because of competition from Chrysler in the form of the new Challenger and 'Cuda as well as the redesigned Firebird and Camaro from GM. Total output for the year was 190,727 Mustangs, with 82,569 hardtops, 13,581 Grande hardtops, 45,934 fastbacks, 40,970 Mach 1s and only 7,673 convertibles. Prices began at \$2,721 for the hardtop, \$2,926 for the Grande, \$2,771 for the fastback, \$3,271 for the Mach 1 and \$3,025 for the convertible.

Engines ranged from the 155 bhp 250 cid 6 six, through the 220 bhp 302 cid V-8, 250 bhp 351 cid V-8, 300 bhp, 351 cid V-8, 335 bhp 428 cid Cobra V-8, 335 bhp 428 cid Ram Air Cobra V-8 and the 375 bhp 429 cid V-8, which added an eye-watering \$1,208 extra cost.

The Boss 302 Mustang continued to be enormously successful, with 6,318 sold, largely due to the popularity of the Trans Am racing series. The Boss 302 was a remarkable performer and the claimed 290 bhp is considered to be artificially low. Boss 302s had 4-speeds, disc brakes, sway bars and staggered shocks. Power steering was optional but helped the quick-steering box. The engine had a forged crank with four-bolt main bearings, forged connecting rods and a high-rise alloy intake to the Holley carburetor. A 5,800 rpm limit could safely be exceeded, and race engines reported up to 8,000 rpm. A shaker hood was optional, along with rear deck spoiler and rear louvers. The dual exhaust system was improved for both Boss models. At \$3,720 the Boss 302 was a bargain, but this would be its last year.

The Boss 429 continued as Ford wanted to keep the engine homologated for NASCAR. A total of 499 were sold for 1970, built by Kar Kraft in Brighton Michigan, which heavily modified the front end, pushing the shock towers apart and fitting modified steering and unique front spindles. The Boss 429 was not available with automatic transmission or air conditioning, and the price was an intimidating \$4,932. The estimated 375 bhp was considered to be about 100 bhp low. This would be the pinnacle of factory street performance for about 20 years.

A total of 16 colors were offered in 1970. Here are the codes: Raven Black (A); Dark Ivy Green Metallic (C), Yellow (D), Medium Lime Metallic (G); Grabber Blue (J); Bright Gold Metallic (K); Wimbledon White (M); Pastel Blue (N); Medium Blue Metallic (Q); Medium Gold Metallic (S); Red (T); Grabber Orange (U); Grabber Green (Z); Calypso Coral (1); Light Ivy Yellow (2); Silver Blue Metallic (6). There were 29 interior combinations, and convertible tops were black or white.

Boss colors were Grabber Blue, Grabber Orange, Grabber Green Pastel Blue, and Calypso Coral, though there is evidence of Medium Lime Green and Medium Blue Metallic and occasional other colors as well. Interiors were black.

Body styles

2dr SportsRoof

Engine types

8-cyl. 351cid/250hp 2bbl

8-cyl. 351cid/300hp 4bbl

8-cyl. 428cid/335hp 4bbl
Cobra Jet

8-cyl. 428cid/360hp 4bbl Super
Cobra Jet

1965-1973 Ford Mustang stats

Highest sale

\$660,000

Lowest sale

\$0

Most recent sale

\$110,250

Sales

2

Equipment

Standard Equipment

3-Speed Manual Transmission

White Sidewall Tires

Heater/Defroster

Bucket Seats

Dual Exhaust

Optional Equipment

Yes

Yes

Speed Control

Yes

Additional Info

Shipping Weight: 3240 lbs

Vehicle Length: 187.4 in

Wheelbase - Inches: 108 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.