

1969-1970 Mustang, Boss, and Shelby Trunk Lids

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

The trunk lid, or deck lid, is actually listed in the MPC as a “Door—Luggage Compartment” but we will refer to it as a trunk lid. This identification guide will show the differences between 1969 and 1970 for the Mustang and Boss cars since they are actually different between the two years. Shelby trunk lids during these years are actually the same and are shown on the last page.

Although exactly the same on the outside surface, the main difference is in the underside structure. Subtle changes allowed the ability to install a rear spoiler which was optional in 1970 on the fastbacks. There is also a different support structure on the underside of a coupe/convertible trunk lid. Part numbers are referenced in the table below for each year and model.

Year	Model	Part Number
1969	Fastback	C9ZZ-6340110-A
1970	Fastback (less moulding holes)**	D0ZZ-6340110-B
1969 and 1970	Fastback (with moulding holes)**	D0ZZ-6340110-A
1969 and 1970	Mustang Coupes and convertibles	C9ZZ-6540110-A
1969 and 1970	GT350 and GT500 fastback	C9ZZ-6340110-C
1969 and 1970	GT350 and GT500 convertible	C9ZZ-7640110-A

** See note on page 4



1969 Mustang fastback and Boss trunk lids

The original 1969 Mustang and Boss trunk lids are the same on the top side with the differences being on the underside only. The easiest difference to spot is when the trunk is open and comparing to a 1970 trunk lid in that there is no cut out for a rear spoiler this year. That is because In 1969 the rear spoiler was not an option for any Mustang except the late year introduced Boss 302. For those Boss 302's produced that year with the optional spoiler, a special mounting hardware was used to adapt to the modified trunk lid—see below.



The main identification on a 1969 trunk lid is the lack of a cut out in the underside seen in the circled area.



The special 1969 Boss 302 spoiler mounting and associated hardware.



All original 1969 fastback trunk lids will have a C9 partial engineering stamp that was normally reverse stamped from the inside with a date code. Date code may also be visibly stamped from the outside like this example here which is January 30.



1970 Mustang fastback and Boss trunk lids

Original 1970 Mustang fastback and Boss trunk lids now have an additional cut out on each side to accommodate the installation of an optional rear spoiler. Also a prop rod was added to cars originally equipped with a rear spoiler to hold up the trunk because of the added weight of the spoiler would prevent the trunk from staying open.

The 1970 trunk lid design, with the added cutouts, was then used as a service replacement for both model years since it could service both a 1969 and a 1970 application.



Original paint rear spoiler mounting with 1970 bracket shown. Notice the hinge bolts would be painted and only the bolt that was removed for the spoiler bracket would be chipped.

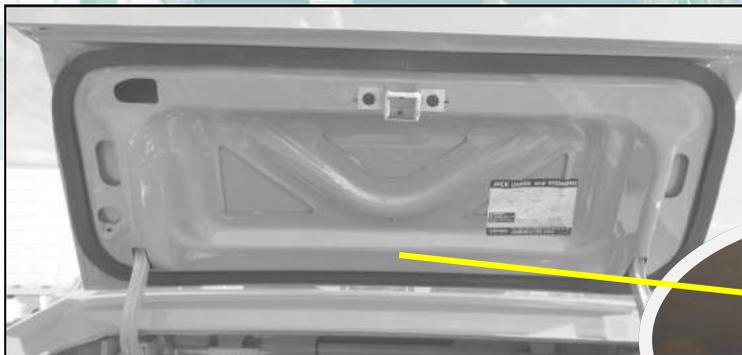


1970 Version

Here you can see the 1970 style that actually now has a cutout that would be used when installing a rear spoiler and support bracket. Compare this to a 1969 style pictured here to the right side.



1969 Version



All original 1970 fastback trunk lids will have a D0 partial engineering stamp that was normally reverse stamped from the inside and a date code. Date code may also be visibly stamped from the outside.



Fastback trunk lids— with and without moulding holes

1969 and 1970 fastback trunk lids also came in two different versions as noted in the chart on page 1—“with and without moulding holes”. The moulding holes refers to the actual holes in the trunk lid for the letters MUSTANG. The exception to having these holes was the 1970 Mach 1 which had glue on letters, and the West German exported version of the Mustang, which was called the T5, and did not have the word Mustang anywhere on the car. Examples shown here below.



Original paint fastback trunk lid with moulding holes for the MUSTANG letters.



1970 Mach 1: Does not include holes and only includes the letters MACH 1 glued on back.



Shown here is an original 1969 Mach 1 export that does not have the letters MUSTANG on the trunk lid as they were not included.

1969 and 1970 Mustang trunk lid paint—underside

The color on the trunk lids were painted to match the body color of the car on the underside and were generally painted very well with no bare metal exposed. The hinge and the hinge bolts were painted as well with no paint chips. The exceptions to this was when there was a rear spoiler installed. In order to install the rear spoiler the support bracket would need to be installed which meant two hinge bolts would need to be removed and would be chipped as part of the process.



Original paint 1970 Boss 429



1969 and 1970 Boss 302 trunk lid paint—underside

The exception to painting the underside of the trunk lid to match the car was in the Boss 302. All of these cars had an additional coat of black paint that was added on top of the body color. The paint itself was typically not perfect and paint shadows were common to be seen where the paint was sprayed over the body color. See pictures below for reference. It appears the exception to this was Boss 302's built in Metuchen that had body color on the underside.



Close up view showing original paint details and 1970 spoiler mounting details.

1969 and 1970 Mustang Coupe and Convertible trunk lids

A Mustang coupe and convertible body use exactly the same trunk lid. The 1969 and 1970 coupe/convertible trunk lids also have changes in production between the two years and are different from one another as shown below. Again differences are in the underside with the change being in the underside support structure.



1969 model



1970 model



Date Codes: Visible on the underside, and unlike the fastback trunk lids, are not reverse stamped. The format shown would be month, day, stamping plant and shift. The ZB 65 refers to the body style.

Example here is:

February 2, Cleveland stamping plant, 2nd shift

1969 and 1970 Shelby GT350/500 trunk lids

The trunk lids used on the Shelby GT350 and GT500 were the exact same except there was a convertible and fastback version. They were fiberglass and manufactured by A.O. Smith in Ionia Michigan where these cars were converted to become Shelby's. There was no difference for the 1969 and 1970 versions and only a C9 part number exists, there is no D0 version. The underside was painted body color to match the car and typically the trunk light would have body color overspray. It is also possible to see where there is a tape shadow near the hinge and actual trunk light mounting where the wiring was taped in place during the paint process. Examples shown here.



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