



**2014 SHELBY GT500**  
Purpose Engineered



**662 horsepower<sup>1</sup> | 631 foot-pounds | 200 mph<sup>2</sup> | 24 mpg<sup>3</sup> | 3.5 sec. acceleration, 0-60 mph<sup>4</sup> |  
155 ft. braking, 70-0 mph<sup>4</sup> | 1.0g lateral road-holding, 300-ft. skidpad<sup>4</sup> | What it takes....**

**SVT**

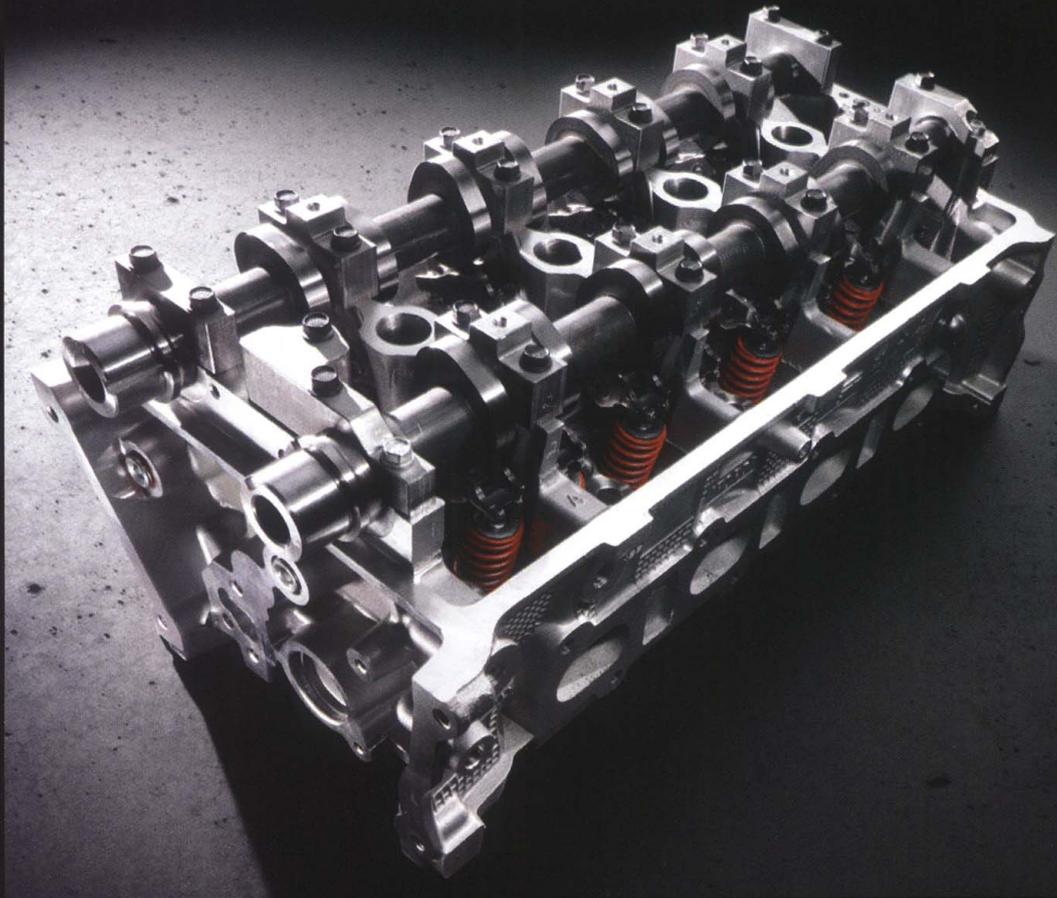
1-Achieved with 93 Octane fuel 2-Track tested at 200 mph 3-EPA estimated rating of 24 hwy mpg, actual mileage will vary 4-Car and Driver instrumented test

## Key enablers

Engineering that's out on the Cutting Edge... Way Out!

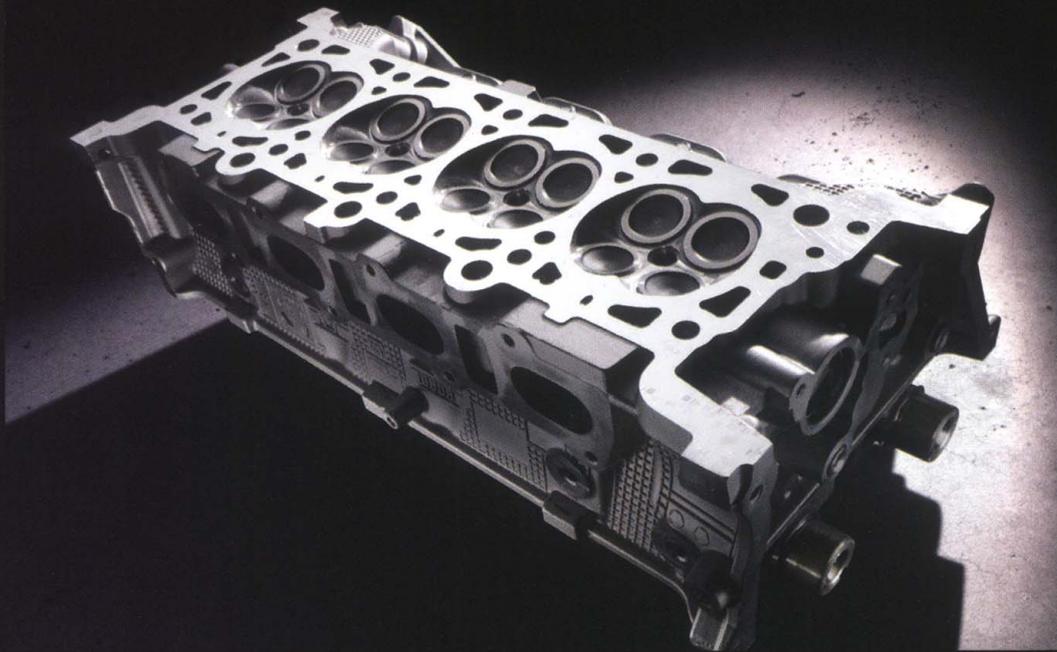
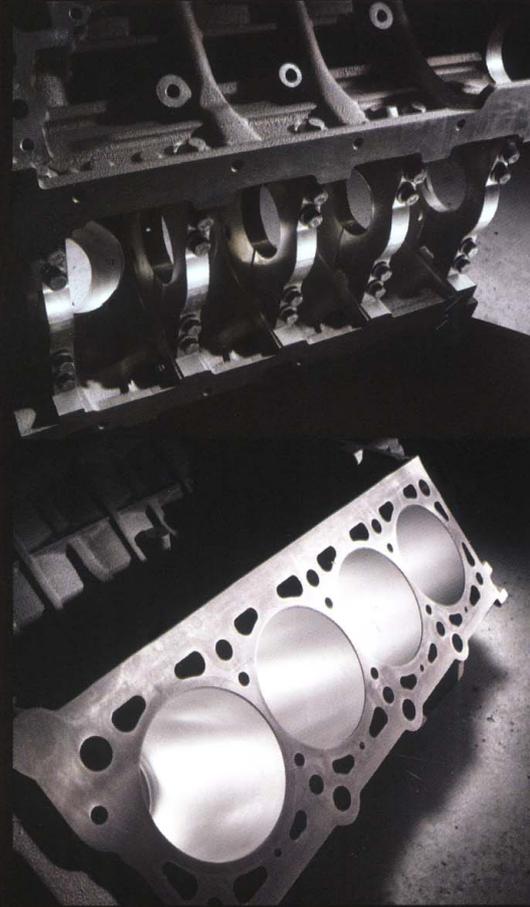
### DOHC Aluminum Cylinder Heads

Head design and specially calibrated, higher-lift camshafts provide optimal engine breathing, fuel efficiency and emissions. New cross-drilled coolant passages help improve engine cooling.



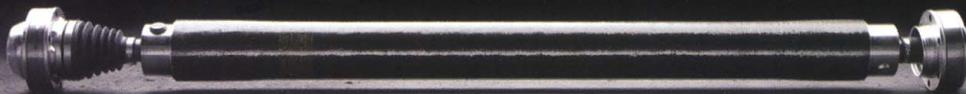
### 5.8L Aluminum Block

Plasma Transferred Wire Arc (PWTA) cylinder liner technology. Structural webbing reinforcement and unique bulkhead chilled process helps maintain strength. Billet 6-bolt main bearing caps provide high-performance reliability. Specially engineered jets squirt oil on piston undersides for improved oil and piston cooling.



### One-Piece Carbon Fiber Driveshaft

Computer-engineered specifically for the car's high horsepower, torque and top speed. Delivers less rotational mass, reduced noise and vibration, and increased durability.



### Brembo Front Brakes with 6-Piston Calipers

15-inch vented Brembo rotors with 6-piston Brembo aluminum calipers provide strong, easily modulated braking pressure.

**“It’s a whole lot more than just putting a bigger engine into the car. It’s been a balanced approach through and through. We’ve elevated the sophistication of not only the engine, but also all the systems for handling and control.”**

– Jamal Hameedi, SVT chief engineer

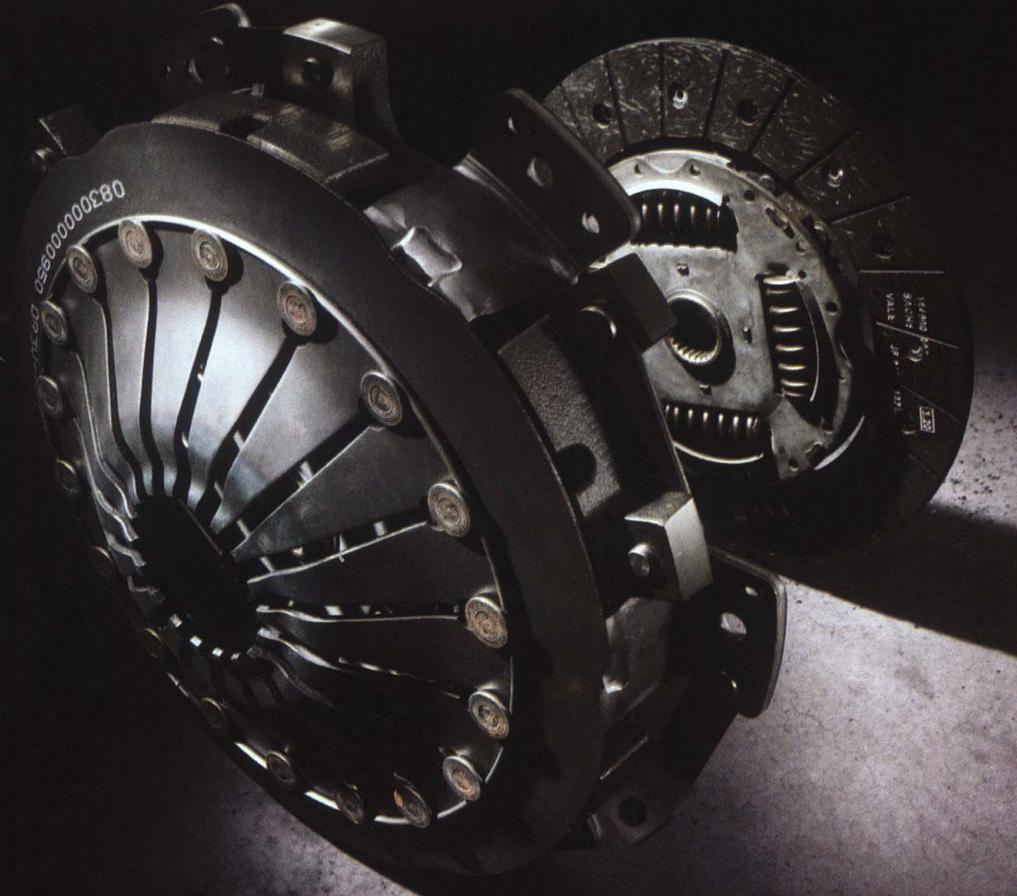
#### **Forged Steel Crankshaft**

Designed for extra strain on block’s lower end. Heavy tungsten slugs pressed into counterweights provide precise balance and help support over-rev capability (7,000 rpm, up from 6,250).



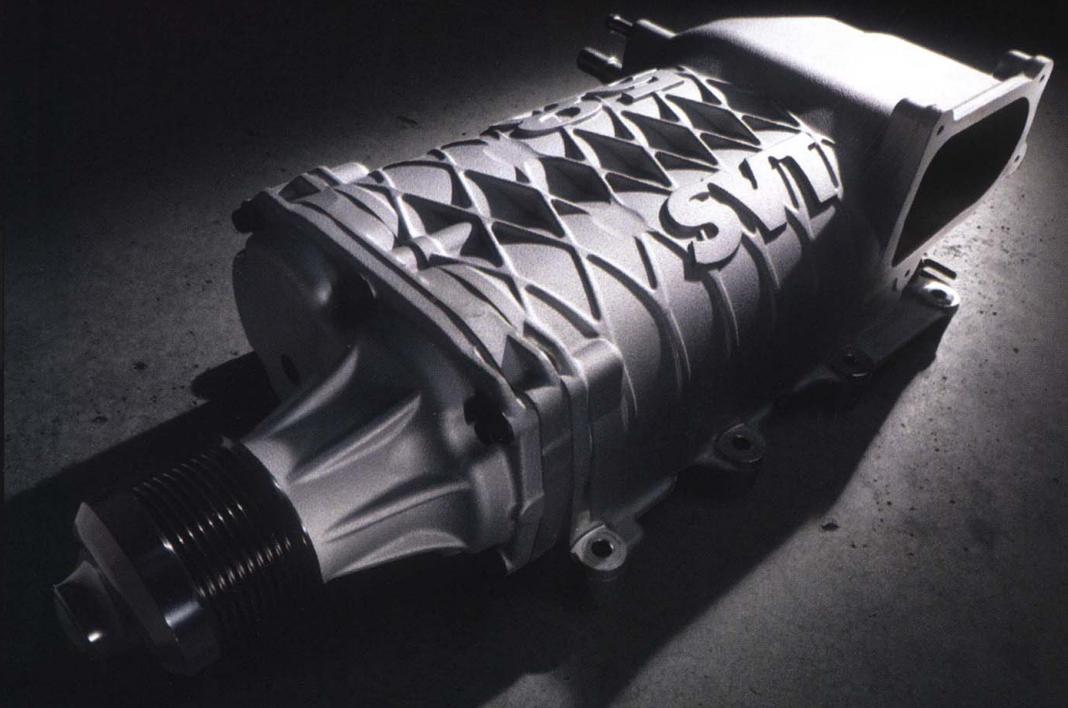
#### **Heavy-Duty Clutch**

Larger disc and pressure plate, stronger springs, higher-performance disc friction material (vs. previous GT500 components) handle the engine’s increased torque. Also for smooth, sure torque management, a new launch control system is integrated with the engine control and traction control.



#### **High-Flow Oil Pump**

Stiffer backing plate (steel instead of aluminum) reduces flex and increases flow by 7% from the 8.5-quart, cast-aluminum oil pan.



#### **Eaton 2.3L Roots-Type Supercharger**

Air flow analyses helps optimize flow to the compressor. Design allows entire induction system to be effectively packaged under the special aluminum air-extractor hood.



#### **19” Premium Painted Forged Aluminum Wheels**

Equipped with 200 mph bolt-on steel valve stems with pressure sensors. Nodules protruding from bead surfaces embed in the tire to help prevent the tire from slipping on the rim under high-torque acceleration.



# What the media have said about the Shelby GT500...

## AUTOMOBILE Magazine

“...the Shelby GT500 is the biggest, baddest bragging machine this side of a Chevy Corvette ZR1 or an SRT Viper – especially since it costs less than either and has more horsepower than both.” – 5/23/12

## Motor Trend

“Luckily, the new GT500’s obscene power is absolutely controllable. ...the new [launch control] system allowed for easy launches: simply dial in the revs, release the clutch, and hold on.” – 5/21/12

## Road & Track

“Ford’s SVT crew has improved the car in several areas to create a well-balanced GT that’s totally at home on a road course yet remarkably civil in everyday situations.” – 5/21/12

“...the GT500, with its cockpit-adjustable dampers and new launch control software, is super impressive in its reasonable price (given its power) and its ability to wear three hats well—that of “Dragstrip King, Road Course Warrior and Boulevard Cruiser.” – 5/21/12

## AutoBlog

“...and this is perhaps the best thing about the latest GT500: Carrying the biggest stick means that there’s nothing left to prove.” – 10/11/12\*

## PURPOSE ENGINEERED BY FORD SVT

The 2014 Shelby GT500 has awesome capability – a lot more than huge amounts of horsepower and torque. Creating a car with a 200 mph top speed is an engineering exercise in tuning, refining, strengthening and optimizing virtually all of its aspects – much more than is described here. Ford SVT created a production car that will stand up to the heat and stresses of racing, handle with poise and stability, and on the street is comfortably drivable, with remarkable fuel economy. All that in the most potent production Mustang ever.

### TECHNICAL DATA

#### ENGINE

- Ford 5.8-liter DOHC all-aluminum V8
- Eaton 2.3L Roots-Type Supercharger
- 662 hp @ 6,500 rpm
- 631 lb.-ft. torque @ 4,000 rpm.
- Forged steel crankshaft
- Forged pistons and connecting rods
- Block reinforced with structural webbing
- Cast-aluminum oil pan with windage tray
- Optional engine-to-oil cooler\*\*

#### TRANSMISSION

- Tremec® 6-speed manual transmission
- Optional transmission cooler with internal integrated mechanical pump\*\*
- Large, high-performance, 260mm clutch disc and pressure plate
- Computer-engineered, lightweight, one-piece carbon fiber driveshaft

#### REAR AXLE

- 3.31:1 limited-slip differential
- Optional TORSEN® differential with helical gearset\*\*\*
- Cast-aluminum cover with cooling fins
- Optional rear axle cooler and pump\*\*

#### FRONT SUSPENSION

- Independent MacPherson strut with reverse-L lower control arm, twin-tube dampers, 33.2 x 5.0-mm tubular stabilizer bar
- Optional Bilstein™ selectable monotube dampers, 34.6 x 5.5mm tubular stabilizer bar\*\*\*

#### REAR SUSPENSION

- Three-link solid axle with coil springs, Panhard rod, twin-tube dampers, 23-mm solid stabilizer bar
- Optional Bilstein™ selectable monotube dampers, 25mm solid stabilizer bar\*\*\*

#### STEERING

- Selectable electric power assist rack-and-pinion steering with Standard, Sport and Comfort modes

#### BRAKES

- Brembo™ 15-inch front rotors and 6-piston calipers
- High-performance friction material on brake pads
- Vented, 13.8-inch rear rotors and single-piston calipers

#### WHEELS & TIRES

- Premium painted, forged aluminum, 19" x 9.5" front, 20" x 9.5" rear
- Nodules on bead surfaces help prevent high-torque tire slippage
- 200 mph, bolt-on, nickel-coated valve stems with pressure sensors
- Specially developed Goodyear F1 Supercar G2 tires

#### SELECTED INTERIOR FEATURES

- Four-gauge cluster with 4.2" LCD message center, Track Apps, and MyColor™ with SVT graphics; brushed aluminum accent cluster and air registers
- Bright clutch, brake and accelerator pedals
- Tilting leather-wrapped, Alcantara® suede steering wheel with unique thumb pads
- Shaker Audio System with AM/FM stereo, single-disc CD/MP3 player, 6 speakers and 2 subwoofers
- Leather/Alcantara® suede-trimmed sport bucket seats with "racing stripe" accents and embossed Cobra logo
- Optional Recaro® leather-trimmed sport seats with embossed Cobra logo

#### DIMENSIONS

- Overall length: 188.2 in.
- Wheelbase: 107.1 in.
- Width: 73.9 in.
- Front track: 61.9 in.
- Rear track: 62.5 in.
- Curb weight: 3,852 lb.

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\*\* Part of SVT Track Package \*\*\* Part of SVT Performance Package



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