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Auxiliary Audio Input Jack

Shaker 500 AM/FM Stereo/6-disc in-dash CD/MP3 Capability/
8 Speakers

Shaker 1000 AM/FM Stereo/6-disc In-dash CD/MP3 Capability/
10 Speakers

SIRIUS Satellite Radio

Badging, Cobra, Ford SVT / 42

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Supercharged 5.4L DOHC 32-valve V-8

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Independent MacPherson Strut Front

Solid-axle 3-link Rear with Panhard Rod

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Tremec 6-speed Manual

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WHAT'S IMPORTANT

This page is about:

- Product Highlights
- Key Features

2007 Shelby GT500

What's Important

Product Highlights

HERE ARE THE **MOST IMPORTANT** 2007 SHELBY GT500 FEATURES TO MENTION TO YOUR CUSTOMERS:

**Supercharged 5.4L DOHC
32-valve V-8 engine**
(pg. 38)

**Unique aluminum hood with dual
functional air extractors**
(pg. 42)

**Choice of Coupe or
Convertible**
(pg. 43)

**475 horsepower and
475 lb.-ft. of torque**
(pg. 38)

**Suspension components
shared with 2005 Grand-Am
Cup championship-winning
Mustang**
(pg. 40)

**14-inch front rotors
with Brembo®
4-piston aluminum
calipers**
(pg. 41)



**Tremec 6-speed
manual transmission**
(pg. 39)

Key Features

Performance Details

- Supercharged 5.4L DOHC 32-valve V-8 engine
- Supercharger with 8.5 psi of boost
- 475 horsepower and 475 lb.-ft. of torque
- Tremec 6-speed manual transmission
- Suspension components shared with 2005 Grand-Am Cup championship-winning Mustang
- Air-to-water intercooler
- 3.31:1 rear axle ratio
- 11.8-inch rear brake rotors with 2-piston calipers
- Dual exhaust system

Handling Details

- Independent MacPherson strut front suspension with Reverse-L lower control arms
- Solid-axle 3-link rear suspension with Panhard rod
- 18-inch x 9.5-inch machined aluminum split-five-spoke wheels with SVT center caps
- 14-inch front rotors with Brembo® 4-piston aluminum calipers
- P255/45ZR18 front and larger P285/40ZR18 rear high-performance tires

Exterior Design

- Functional lower air splitter
- Fog lamps
- Unique fascias
- Over-the-top Racing Stripes and "GT500" side stripes (Coupe)
- "GT500" side stripes (Convertible)
- Unique aluminum hood with dual functional air extractors
- Unique rear spoiler
- Distinctive Cobra and Ford SVT badging
- Choice of Coupe or Convertible
- Larger upper and lower grille openings
- Slanting headlamp openings
- Available colors:
 - Torch Red Clearcoat (D3)
 - Alloy Clearcoat Metallic (G5)
 - Vista Blue Clearcoat (G9)
 - Performance White Clearcoat (HP)
 - Tungsten Grey Clearcoat (T8)
 - Grabber Orange Clearcoat (U3)
 - Ebony Clearcoat (UA)

Interior Design

- Choice of Charcoal Black leather-trimmed seating surfaces with SVT Red or Charcoal Black door panel inserts
- Mini-perforated leather seat inserts
- Leather accents throughout interior
- Leather-wrapped steering wheel
- Titanium-faced gauges with white lettering
- Tachometer swapped with speedometer so tachometer is in a prominent position (when compared to Mustang GT)
- Supercharger-boost gauge
- Satin aluminum finish trim

Safety/Security

- Four-wheel disc Anti-lock Braking System (ABS)
- Electronic Brake Force Distribution (EBD)
- Stiff body structure
- Personal Safety System®
- Front Passenger Sensing System (FPSS)
- All-Speed Traction Control
- Active Anti-theft Package

2007 Shelby GT500

What's Important

WHAT'S IMPORTANT

This page is about:

Available Options

Shelby GT500



Available Options

Mustang Shelby GT500	GT500 Coupe	GT500 Convertible
Design/Styling		
"GT500" Side Stripes Delete Option	<input type="radio"/>	<input type="radio"/>
Over-the-top Racing Stripes Delete Option	<input type="radio"/> ⁽¹⁾	— ⁽²⁾
Comfort/Convenience		
GT500 Premium Interior Trim Package includes: – Wrapped and stitched instrument panel brow – Center console with upgraded door armrest – Electrochromic rearview mirror with compass – Aluminum pedal covers	<input type="radio"/>	<input type="radio"/>
Shaker 1000 Audio System — AM/FM Stereo/ 6-disc in-dash CD/MP3 capability/10 speakers	<input type="radio"/>	<input type="radio"/>
SIRIUS Satellite Radio	<input type="radio"/>	<input type="radio"/>

(1) Coupe available with standard over-the-top Racing Stripes and "GT500" side stripes. Over-the-top Racing Stripes or all stripes can be deleted. (Coupe not available with stand-alone over-the-top Racing Stripes.)

(2) Convertible not available with over-the-top Racing Stripes. "GT500" side stripes can be deleted.

- Where It All Began
- Ford SVT's Mission and Purpose
- The Hallmarks of Ford SVT

2007 Shelby GT500

Ford SVT Heritage

Where It All Began

The 2007 Ford Shelby GT500 has been developed by the Ford Special Vehicle Team (SVT) in collaboration with Ford Racing and Carroll Shelby.

- Based on the FR500C Grand-Am Cup Mustang that clinched the 2005 Grand-Am Cup Series Driver, Manufacturer and Team Championships
- Available in Coupe and Convertible models
- Comes in seven exterior colors



Ford SVT's Mission and Purpose

- The Ford Special Vehicle Team was established in 1991 to "Polish the Ford Oval" by creating low-volume, factory-produced vehicles designed for those select few whose idea of driving is a high-powered, passionate experience — not just a means of getting from point A to point B
- **Mission** — To create vehicles specifically designed to meet the unique needs and desires of the knowledgeable driving enthusiast

The Hallmarks of Ford SVT

- **Performance** — Increased power, refined road manners and balancing of engine, suspension and braking systems
- **Substance** — Character that is built in, not added on
- **Exclusivity** — Low-volume, limited-production products available only from specially trained dealers
- **Value** — A lot of performance and driving pleasure for the money

2007 Shelby GT500

Ford SVT Heritage

FORD SVT HERITAGE

This page is about:

A Brief History of Ford SVT

A Brief History of Ford SVT

- **Late 1991** — Neil Ressler, Vice President of Research & Vehicle Technology and Chief Technical Officer, along with Bob Rewey, Ford Vice President of Marketing and Sales, introduced the Ford Special Vehicle Team
- **1992** — Official launch of the 1993 SVT Mustang Cobra and SVT F-150 Lightning
- **1993** — SVT Mustang Cobra and SVT F-150 Lightning arrive in dealerships. The first-generation track-ready Cobra R hits the street as well as the track
- **1994** — The second-generation SVT Mustang Cobra is introduced. Cobra is selected as the Indianapolis 500 Pace Car
- **1995** — SVT Mustang Cobra Convertible gets the option of a removable hardtop. The second-generation Cobra R rolls off the assembly line equipped with a modified 351 cid Windsor V-8 engine producing 300 horsepower
- **1996** — The SVT Mustang Cobra receives an all-new hand-built 4.6L 32-valve V-8 producing 305 horsepower. Cobra coupes get an option of Mystic color-changing paint. SVT Contour is revealed at the Chicago Auto Show
- **1997** — SVT Contour arrives in dealerships in the second quarter as a 1998 model. SVT reaches the milestone of 50,000 vehicles sold
- **1998** — SVT Mustang Cobra offers the highly requested Canary Yellow paint option and a new 5-spoke wheel. 1998.5 E1 model SVT Contour receives new 5-spoke wheels and revised suspension tuning
- **1999** — The SVT F-150 Lightning returns to the lineup with a hot new 5.4L supercharged Triton® V-8 engine producing 360 horsepower and 440 lb.-ft. of torque. SVT Mustang Cobra receives freshened styling, 15 more horsepower and a unique independent rear suspension
- **2000** — The third-generation Cobra R rolls off the assembly line at the Dearborn Assembly Plant. It is the fastest factory-built Mustang to date. The first SVT Experience is held in Dearborn, Michigan
- **2001** — SVT F-150 Lightning receives freshened styling, aluminum driveshaft, 3.73:1 rear axle ratio and 380 horsepower. This helps make Lightning the fastest production truck on the planet. SVT Mustang Cobra is updated with new seats and appearance items. The 2002 SVT Focus is unveiled at the Chicago Auto Show
- **2002** — The much anticipated 2003 SVT Mustang Cobra is unveiled at the Chicago Auto Show. With 390 horsepower and 390 lb.-ft. of torque, the 2003 Cobra becomes the most powerful production Mustang in history. SVT reaches the milestone of 100,000 vehicles produced
- **2003** — The 2004 SVT Mustang Cobra makes its debut



2000 SVT Cobra R



2001 SVT F-150 Lightning



2002 SVT Focus



2003 SVT Mustang Cobra



2004 SVT Mustang Cobra



1998 SVT Contour



1998 SVT Mustang Cobra

2007 Shelby GT500

Ford SVT Heritage

The Carroll Shelby Connection

"It's one thing to put 450 horsepower in an exotic supercar. It's another to put that much power in something as affordable as Mustang. The fact that they not only met their goal but pushed on to 475 horsepower is a remarkable achievement."
 – Carroll Shelby

After 40 years, racing legend Carroll Shelby, Ford Motor Company and Mustang are back together to create the 2007 Ford Shelby GT500. Shelby also served as senior advisor on the team that developed and built the Ford GT.

- Shelby built his reputation on a successful racing career. He broke land speed records at Bonneville in 1954 for Austin Healey. He won the 24 Hours of Le Mans in 1959 alongside teammate Roy Salvadori. Shelby was part of the FIA World Grand Touring Championship and Ford GT-40 victories at Le Mans

- Shelby first put his name on a Mustang in 1964. The result was the GT350R, a lightweight, handling-focused race car that earned Mustang its first performance credentials
- Later Shelby Mustangs included a street version of the race car, the GT350 and the "rent-a-racer" Mustang, the Hurst GT350H
- The ultimate Shelby Mustang of the era was the GT500KR or "King of the Road." It was powered by a big block 428-cubic-inch "Cobra Jet" V-8
- Shelby Mustang production ended in 1970 with a total volume of 14,559 vehicles
- Shelby was inducted into the Automotive Hall of Fame in 1992



For More Information About Carroll Shelby

- Check out the official Carroll Shelby Web site at carrollshelby.com

2007 Shelby GT500

The Buzz

THE BUZZ

This page is about:

What's Being Said About the
Ford Shelby GT500

What's Being Said About the Ford Shelby GT500

Ford insiders and the automotive press have great things to say about the 2007 Shelby GT500.

"When Carroll was developing the original GT350 and GT500, he wanted to build the most powerful, capable Mustangs of his day. Our goal was to build the most powerful, most capable Mustang ever."

– Hau Thai-Tang, Director, Advanced Product Creation and Special Vehicle Team

"The GT500 takes a huge leap forward by combining the modern Mustang muscle car with the classic Shelby performance look."

– Doug Gaffka, Design Director, Ford SVT Vehicles

"The Shelby GT500 is sure to cause new rounds of agony and ecstasy among Mustang fans who can't get close to one for another year yet."

– thecarconnection.com

"The GT500 is by definition a muscle car, but it's not one of those remorseless brass bushing brutes that make their owners pay for visceral gratification with a relentless assault on their hearing and skeletal integrity. ... In contrast, the GT500 should deliver enough compliance to make everyday driving a pleasure rather than a punishment, and we anticipate that interior noise levels may actually be lower than they are in a stock Mustang GT Coupe."

– Tony Swan, *Car and Driver*, July 2005

"If you just want to make the Mustang live a bit more happily with a 60 percent increase in engine output, it's fairly simple to do. If you want it to equal the handling of the Mustang GT despite a larger displacement engine, that takes a bit more work. But if you want to hold it up to a whole new set of standards and be worthy of the Shelby GT500 name, then you better be prepared to roll up your sleeves."

– Tom Chapman, SVT Vehicle Dynamics Supervisor

Shelby GT500



The Ford Shelby GT500 has been developed by the Ford Special Vehicle Team (SVT) in collaboration with Ford Racing and Carroll Shelby. It has been designed specifically to meet the unique needs and desires of the knowledgeable driving enthusiast.

PERFORMANCE DETAILS

This page is about:

- Supercharged 5.4L DOHC 32-valve V-8 Engine
- Supercharger Benefits
- Keeping Your Cool
- Supercharging and Intercooling
- Powertrain Combinations

2007 Shelby GT500

Performance Details

Key Features

Performance

SHELBY GT500



- Muscle with agility
- The most powerful factory-built Mustang ever
- Supercharged V-8 engine and 6-speed manual transmission

Powerhouse Under the Hood

Supercharged 5.4L DOHC 32-valve V-8 Engine

- The most powerful factory Mustang ever
- 475 horsepower and 475 lb.-ft. of torque⁽¹⁾
- Roots-type supercharger with 8.5 psi of boost
- Air-to-water intercooler maximizes the density of the supercharged air entering the cylinder head
- Cast-iron block
- 4 valves per cylinder for efficient engine breathing
- All-new low-profile intake manifold helps channel the supercharged fuel-air mixture to the cylinders
 - Enables the entire induction system to be effectively packaged under the Shelby GT500's special aluminum air-extractor hood
- Piston rings, bearings and aluminum cylinder heads from the Ford GT add proven durability
- Cylinder heads use high-flow ports and specially calibrated dual overhead camshafts to deliver optimum engine breathing, good fuel efficiency and emissions
- Forged connecting rods and forged pistons handle the extra strain on the lower end of the block
- 60mm dual-bore electronic throttle body is from the 6.8L SOHC Triton® V-10 engine
- Larger radiator and increased capacity cooling system manage heat
- "Powered by Ford SVT" is cast into the camshaft covers

Supercharger Benefits

- The engine is force-fed the air/fuel mixture by a roots-type supercharger that produces 8.5 psi (pounds per square inch) of boost
- Supercharging allows for the peak horsepower of a much larger displacement, naturally aspirated engine

Keeping Your Cool

- Many features help keep the engine cool:
 - Air-extractor hood
 - High-capacity aluminum radiator
 - Loop-style power steering cooler
 - Water-to-oil stacked-dish engine oil cooler

Powertrain Combinations

Powertrain (Engine/Transmission)	Horsepower (SAE net @ rpm)	Torque (lb.-ft. @ rpm)
Supercharged 5.4L DOHC 32-valve V-8 6-speed Manual Transmission	475 @ TBD ⁽¹⁾	475 @ TBD ⁽¹⁾

A CLOSER LOOK:

Supercharging and Intercooling

How did Shelby GT500 engineers generate so much power?

One way is by supercharging the engine. A supercharger uses engine power to spin an impeller. The impeller compresses the air charge and "blows" it into an engine's intake.

Boost is created when the supercharger pushes enough air into the engine to overcome the vacuum naturally created by the engine's air intake. The supercharger on the Shelby GT500 produces boost of 8.5 psi.

And because air heats up as it is compressed, a supercharger is often coupled with an intercooler to remove heat from the compressed air before it enters the engine's intake system to provide a cooler, denser intake charge.

An intercooler works just like a radiator — it cools air as the air flows over fins and plates inside the intercooler. This generates a denser intake charge and increases the engine's ability to produce horsepower and torque.

(1) Preliminary data.

2007 Shelby GT500

Performance Details

PERFORMANCE DETAILS

This page is about:

- Tremec 6-speed Manual Transmission
- 3.31:1 Rear Axle Ratio
- Dual Exhaust System

Powerhouse Under the Hood (cont'd)

Tremec 6-speed Manual Transmission

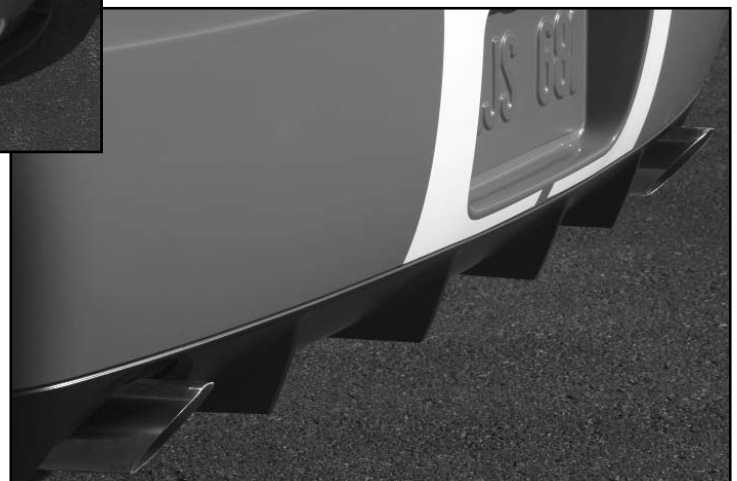
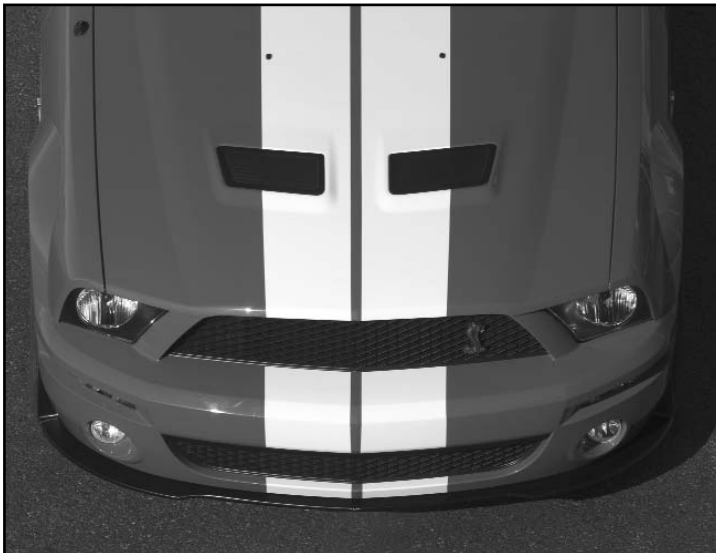
- Short-throw performance 6-speed transmission
- Proven heavy-duty performance to handle the high torque output of the supercharged engine
- Less shifting is needed to find the "sweet spot" in keeping the revs "on cam" for power to pass
- Makes the most of the engine's broad torque curve
- Transmission was used in the 2000 SVT Mustang Cobra R, 2004 SVT Mustang Cobra and 2005 Grand-Am Cup Champion Ford Racing Mustang FR500C

3.31:1 Rear Axle Ratio

- 3.31:1 gear ratio
- Limited-slip differential

Dual Exhaust System

- Unique exhaust manifolds help to move spent gases out of the cylinders and into the custom-tuned mufflers and dual exhaust system
- Custom-tuned, aggressive exhaust note
- More than 40 different muffler tunings were tested, measured and evaluated for the right sound
- Shelby GT500 has a tuned exhaust system that uses an X-shape stamping to create the desired sound and help increase power output



The Ford Shelby GT500 features a true dual exhaust system for good exhaust flow and the right sound, and also has Ford GT-inspired diffusers.

HANDLING DETAILS

This page is about:

- GT500 Suspension
- Independent MacPherson Strut Front Suspension/
Reverse-L Lower Control Arms
- Solid-axle 3-link Rear Suspension with Panhard Rod
- Benefits of Suspension Design

2007 Shelby GT500

Handling Details

Key Features

Handling

SHELBY GT500



- Power requires control
- Race-winning handling
- Chassis, suspension, steering, tires and brakes work together to give optimum ride and handling

GT500 Suspension

- Shared with the 2005 championship-winning FR500C Grand-Am Cup Mustang
 - Ford Racing and SVT engineers worked closely together to develop both the FR500C and Shelby GT500 suspensions
 - About 80 percent of the underpinnings on the FR500C race car can be found on the Shelby GT500
 - Gives the GT500 handling capabilities good enough for the street or track
- 2005 Mustang platform was originally designed for higher performance Mustang derivatives
- Platform is exceptionally rigid and well engineered
- Increased torsional (twisting) rigidity adds to the crisp, responsive handling

Independent MacPherson Strut Front Suspension/ Reverse-L Lower Control Arms

- Gives precision handling, incredible responsiveness and a smooth, comfortable ride
- Higher spring rates handle the extra weight of the car and help reduce roll
- L-shaped lower control arms have a number of advantages over the classic A-arm or wishbone design
 - A firm bushing controls side-to-side motion for excellent steering response
 - A softer bushing controls fore-and-aft motion and helps dampen road shocks
- 34mm tubular front stabilizer bar helps reduce body roll

Solid-axle 3-link Rear Suspension with Panhard Rod

- Race-proven design shared with the Ford Racing Mustang FR500C
- Gives precise control of the rear axle
- Panhard rod bushings are tuned to handle more torque and firmly control the axle during hard cornering
- 24mm rear stabilizer bar on Coupe and 20mm on Convertible help reduce body roll

Benefits of Suspension Design

- Constant-rate coil springs and outboard shock absorbers are specially tuned for controlled and precise handling
- Shocks are on the outside of the rear structural rails, near the wheels
- The shocks' location reduces the lever effect of the axle and lets the shock valves be tuned more precisely and slightly softer
- A strut tower brace helps stiffen the chassis to give track-capable performance



2007 Shelby GT500

Handling Details

HANDLING DETAILS

This page is about:

- Four-wheel Disc Anti-lock Braking System (ABS)
- Power Rack-and-pinion Steering System
- Wheels and Tires
- Balanced Weight Distribution
- Tire Inflation Kit

Key Features (cont'd)

Four-wheel Disc Braking System

- 14-inch front rotors with Brembo® 4-piston aluminum calipers
- 11.8-inch rotors in the rear with 2-piston calipers
- Vented discs give better cooling and help resist brake fade better than drum brakes
- Includes Anti-lock Braking System (ABS) and All-Speed Traction Control

Power Rack-and-pinion Steering System

- Unique power steering fluid pump
- Steering gear uses a unique torsion bar to help improve steering feel and precision

Wheels and Tires

- 18-inch x 9.5-inch machined aluminum split-five-spoke wheels with SVT center caps
- High-performance tires
 - P255/45ZR18 front
 - Larger P285/40ZR18 rear
- Wider rear tires help get the engine's power to the ground better when accelerating off the line
- Also help improve handling balance when powering out of a turn

Balanced Weight Distribution

- The more balanced a vehicle's weight distribution, the better it handles
- 57 percent of the weight is in the front and 43 percent is in the rear (Coupe)
- Weight distribution of the Shelby GT500 Convertible — 56 percent front and 44 percent rear — matches that of the Mustang GT Coupe



A CLOSER LOOK: Tire Inflation Kit

When one is told they have a "spare tire," chances are they could afford to lose a few pounds. The same holds true for the Shelby GT500. To help save weight the Shelby GT500 does not have a spare tire. Instead there is a standard Tire Inflation Kit that can be used to inflate and seal small punctures due to road hazards. By eliminating the extra weight of the spare tire, engineers were able to give the Shelby GT500 better straight-line performance.

EXTERIOR DESIGN

This page is about:

- Front Design
- Distinctive Over-the-top Racing Stripes and "GT500" Side Stripes
- Rear Design
- Distinctive Cobra and Ford SVT Badging
- Seven Available Exterior Colors

2007 Shelby GT500

Exterior Design

Key Features

Exterior

SHELBY GT500



- Designed for performance
- Pays tribute to Mustang heritage
- Aerodynamic lessons from Ford GT program
- Two available models: Coupe and Convertible

Front Design

- Functional lower air extractor (air splitter) at the bottom of the front fascia limits airflow under the car, helping improve high-speed aerodynamics
- Unique aluminum hood with dual functional air extractors creates improved airflow
- Larger upper and lower grille openings help improve airflow. They also give a visual connection to vintage Shelby Mustang
- Slanting headlamp openings add to the dramatic front appearance
- Cobra is offset in grille opening
- Low-mounted fog lamps are a Ford SVT design hallmark
- Unique fascias



Distinctive Over-the-top Racing Stripes and "GT500" Side Stripes

- Coupe has two 9-inch-wide Le Mans-style over-the-top stripes along the top of the hood, roof, decklid and fascias
- Staying true to its Shelby heritage, the over-the-top tape stripes are not available on Convertible
- Coupe and Convertible have tri-bar stripe along the rocker panels
- "GT500" is cut out of the side rocker panel stripes
- Four tape stripe colors (Performance White, Vista Blue, Tungsten and Satin Silver), depending on body color
- Tape stripe delete option available



Rear Design

- Rear fascia features tri-bar taillamps and roll pan, with an airflow diffuser that is inspired by the Ford GT
- Unique rear spoiler is like the classic GT500 and gives aerodynamic downforce at speed



Distinctive Cobra and Ford SVT Badging

- Front fenders have historic Cobra
- Front grille has an off-center Cobra
- SVT is on the wheel center caps, tachometer face, doorsill plates and engine valve covers
- Faux "gas cap" medallion between the taillamps reads "Shelby GT500" centered on a Cobra
- Bold "SHELBY™" lettering in upper left-hand corner of rear decklid just below spoiler
- SVT lettering on tachometer
- Cobra embroidered on front seatbacks



Seven Available Exterior Colors

- Torch Red Clearcoat (D3)
- Alloy Clearcoat Metallic (G5)
- Vista Blue Clearcoat (G9)
- Performance White Clearcoat (HP)
- Tungsten Grey Clearcoat (T8)
- Grabber Orange Clearcoat (U3)
- Ebony Clearcoat (UA)

2007 Shelby GT500

Interior Design

INTERIOR DESIGN

This page is about:

- Seats
- Around the Cabin
- Instrument Panel
- Audio Systems
- Convertible
- Premium Interior Trim Package

Key Features

Interior

SHELBY GT500



- Comfort and performance
- Designed to cater to the dedicated driving enthusiast
- Substance and function are of prime importance

Shelby GT500

Seats

- Choice of Charcoal Black leather-trimmed seating surfaces with Red or Charcoal Black door panel and seat inserts
- Red stitching on steering wheel, shift knob and seats
- Front seats have extra lateral bolstering for increased support during spirited driving
- Leather seating surfaces with mini-perforated seat inserts cover the extra-supportive bucket seats for a more comfortable ride
- Cobra embroidered on front seatbacks



Audio Systems

- All audio systems come with an auxiliary audio input jack to connect a portable MP3 player
- Standard Shaker 500 AM/FM stereo with 6-disc in-dash CD/MP3 capability and 8 speakers
- Shaker 1000 AM/FM stereo with 6-disc in-dash CD/MP3 capability and 10 speakers
- SIRIUS satellite radio capability (includes 6-month free subscription)

Convertible

- Cloth top uses material found on more expensive cars and is designed to be more durable than vinyl
- Creates a tauter top, resulting in a very quiet interior while driving with the top up
- Same 475-horsepower engine as Shelby GT500 Coupe
- Handling is far closer to the Coupe than ever before
- Added weight was kept to a minimum so few suspension modifications were needed



Around the Cabin

- Leather accents throughout interior, including steering wheel, shift knob, shift boot and parking brake handle
- Leather-wrapped steering wheel has thicker grips that are better positioned for enthusiast driving
- GT500 script and Cobra on steering wheel

Instrument Panel

- Titanium-faced gauges with white lettering are a unique performance cue Ford SVT pioneered on the original Mustang Cobra
- Tachometer is swapped with speedometer so that the tachometer is in a prominent position (when compared to Mustang GT)
- Supercharger-boost gauge replaces the voltmeter gauge
- Satin aluminum finish trim replaces the traditional chromed, including the satin aluminum shift lever knob

Premium Interior Trim Package

- Wrapped and stitched instrument panel brow, center console and upgraded door armrest
- Electrochromic rearview mirror with compass
- Aluminum pedal covers

- Stiff Body Structure
- Personal Safety System®
- Front Passenger Sensing System (FPSS)
- Driver and Front Passenger Side-impact Airbags
- Anti-lock Braking System (ABS)
- Emergency Tire Inflation Kit

2007 Shelby GT500

Safety/Security

Key Features

Safety/Security

SHELBY GT500



- Protecting occupants with restraints and body structure
- Helping the driver to control the vehicle in emergency maneuvers
- Active anti-theft protection

Stiff Body Structure

- Shelby GT500 shares its stiff chassis with the Mustang GT. It was designed from the beginning to handle the high torque demands of performance applications like the Shelby GT500
- 31 percent stiffer in torsion than the previous generation Mustang Coupe
- Twisting force of 15,500 lb.-ft. can only deform the body by 1 degree
- Creates a passenger “safety cage” that helps protect the cabin from deformation and intrusion
- Octagonal-shaped front frame rails spread crash forces evenly at the firewall and progressively deform for protection in offset frontal crashes
- Side-intrusion door beams add structural stability and absorb energy to help prevent intrusions in the passenger compartment

Personal Safety System®

- Gives protection in many types of frontal crashes
- Analyzes impact factors and determines proper airbag response in milliseconds
- Dual-stage driver and front passenger airbags can deploy at full or partial power. In less severe frontal crashes, the airbags inflate with less force, or not at all, helping to reduce the risk of injury by airbag inflation
- Restraint Control Module (RCM) analyzes impact factors and determines proper airbag and safety belt pretensioners response
- Safety belt pretensioners tighten the front safety belts in the first milliseconds of a crash
- Safety belt energy management retractors gradually loosen the safety belts to reduce forces across the occupants’ chests during impact
- Driver’s-seat position sensor tells the RCM where the driver’s seat is in relation to the steering wheel

Front Passenger Sensing System (FPSS)

- Designed to sense the weight of the person or object sitting in the front passenger seat and then activate or deactivate the airbag
- Determines whether the passenger seat is empty, holding an object like a briefcase, occupied by a small person, or occupied by an average-size adult
- Uses a safety belt tension sensor that measures belt load. There will be more load on the belt, for example, if a child safety seat is cinched down in the seat. The RCM recognizes this and disables the airbag

Driver and Front Passenger Side-impact Airbags

- Designed to protect the head and chest of front-seat occupants
- Mounted in the front seatbacks so they always deploy in the proper position

Anti-lock Braking System (ABS)

- Helps prevent wheel lockup in hard-braking situations to maintain steering control
- Electronically “pumps” the brakes several times per second
- Four-channel system gives more accurate wheel control because each wheel is controlled separately
- Electronic Brake Force Distribution (EBD) automatically distributes braking power to the wheels where it will be most effective

Emergency Tire Inflation Kit

- Consists of an air compressor to reinflate the tire and a sealing compound to seal most punctures caused by nails or similar objects
- The seal is temporary. It lets drivers go up to 120 miles at a maximum speed of 50 mph to reach service
- Designed to seal most punctures smaller than 1/4 inch
- More details: Vehicle Owner’s Guide

2007 Shelby GT500

Safety/Security

SAFETY/SECURITY

This page is about:

All-Speed Traction Control

Active Anti-theft Package

Key Features (cont'd)

All-Speed Traction Control

- Uses the Anti-lock Braking System (ABS) computer and sensors to monitor wheel slip at any speed
- Improves traction on slippery or loose driving surfaces by using engine and/or brake controls:
 - Braking at one or both drive wheels
 - Fuel injection cutoff
 - Ignition spark retard
 - Air/fuel ratio
- Helps provide a confident driving experience under adverse road conditions — improving vehicle traction and steering control — without sacrificing dry pavement performance:
 - When the lane is slippery on one or both sides
 - As the vehicle pulls out from icy parking lots or highway shoulders
 - During acceleration when cornering
- Power Start feature allows optimum wheel spin from a standing start on dry pavement

Active Anti-theft Package

- Separate, remotely located alarm sounder along with the traffic horn
- Anti-tow sensor, or inclination sensor records the vehicle's angle when the anti-theft system is armed. If the sensor detects a change in vehicle incline, it triggers a separate alarm, traffic horn and flashes the headlamps
- Ultrasonic interior-motion sensor is designed to detect motion inside the cabin. If an intrusion is detected, the alarm sounder and traffic horn are activated and the exterior lights flash
- Perimeter anti-theft protection detects the opening of the hood, doors or trunk when the anti-theft system is armed
- High-capacity battery is able to sound the alarm longer

Shelby GT500



AUDIO

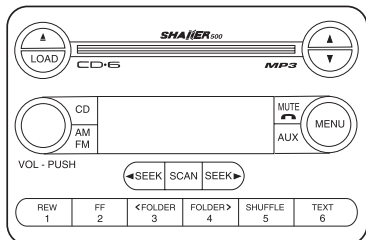
This page is about:

- Shaker 500 AM/FM Stereo/6-disc In-dash CD/MP3 Capability
- Shaker 1000 AM/FM Stereo/6-disc In-dash CD/MP3 Capability
- SIRIUS Satellite Radio

2007 Shelby GT500

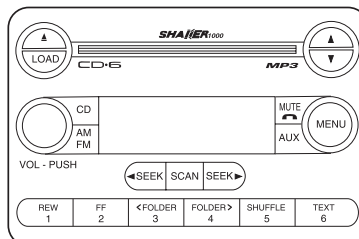
Audio

Shaker 500 AM/FM Stereo/6-disc In-dash CD/MP3 Capability



- Auxiliary audio input jack
- 6-disc in-dash CD player with MP3 capability
- Plays MP3 discs (up to 255 songs per disc) in flat mode or folder mode
- RDS feature (displays radio call letters/type, seek by music type)
- Occupancy modes (all seats, driver's seat, rear seat) let the user tailor the acoustics to the occupants
- 8-speaker system — 240 watts of average power, 480 watts peak power
 - One 1-inch tweeter in each door
 - One 5½ x 7½-inch midrange in each door
 - One 8-inch subwoofer in each door
 - Two full-range speakers in the back
 - Two subwoofer amplifiers in the instrument panel

Shaker 1000 AM/FM Stereo/6-disc In-dash CD/MP3 Capability



Includes or replaces features of Shaker 500 AM/FM stereo/6-disc in-dash CD/MP3 capability plus:

- “Shaker” mode for enhanced bass performance
- 10-speaker system — 580 watts of average power, 1160 watts of peak power
 - One 1-inch tweeter in each door
 - One 5½ x 7½-inch midrange in each door
 - One 8-inch subwoofer in each door
 - Two full-range speakers in the back
 - Two 10-inch subwoofers in the trunk
 - Two subwoofer amplifiers mounted in the instrument panel
 - Four subwoofer amplifiers mounted in the trunk panel

SIRIUS Satellite Radio

- Includes a 6-month subscription to SIRIUS (from date of sale)
- Can be accessed using existing radio head controls:
 - Aux button — press and release to enter satellite radio mode
 - Seek/Scan — use these buttons to change channels
- Key benefits include:
 - 120 channels of commercial-free music, talk, news and information (65 music channels)
 - Seamless coverage anywhere in the contiguous United States (not equipped to operate in Alaska or Hawaii)
- More information on the features and benefits of SIRIUS Satellite Radio is available online at sirius.com or toll-free at (888) 539-SIRIUS (7474)

For More Audio Information

- Audio availability: Latest Dealer Ordering Guide
- Operating information: Vehicle Owner's Guide

2007 Shelby GT500


Wheels, Seats and Striping Options

WHEELS, SEATS AND STRIPING OPTIONS

This page is about:

- Wheels —
- Seats —
- Striping Options —

Wheels

Wheel	Coupe	Convertible
18" Bright Machined Aluminum Wheel 	Standard	Standard

Seats

Interior Trim Type and Color Selector NOTE: First character denotes type, second character denotes color.	Interior Trim Colors	
	Charcoal Black/ Charcoal Black	Charcoal Black/ Crimson Red
GT500 Coupe or Convertible	GW	GR

Striping Options

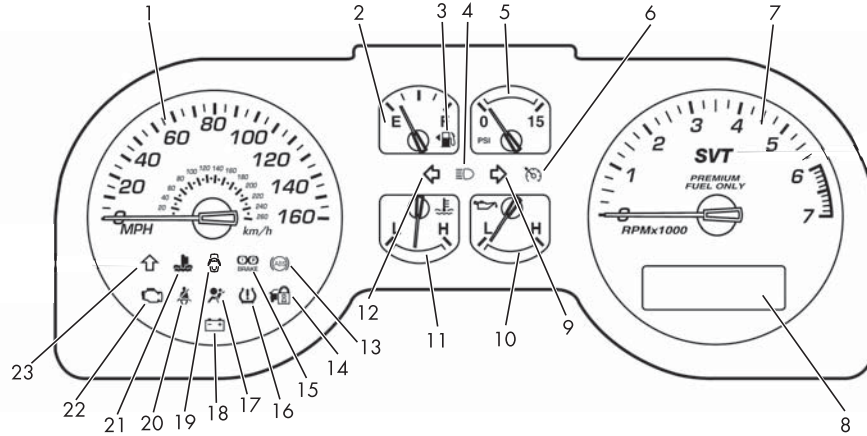
Exterior Color	Interior Color	
	Charcoal Black/ Charcoal Black	Charcoal Black/ Crimson Red
Coupe	Over-the-Top Tape Stripe Color Choices	
Torch Red	Performance White or Satin Silver	Performance White or Satin Silver
Alloy	Satin Silver	Tungsten or Satin Silver
Vista Blue	Performance White or Tungsten	—
Performance White	Vista Blue or Tungsten	Tungsten
Tungsten Grey	Satin Silver	Satin Silver
Grabber Orange	Performance White or Tungsten	—
Ebony	Performance White or Tungsten	Performance White or Tungsten

Exterior Color	Interior Color	
	Charcoal Black/ Charcoal Black	Charcoal Black/ Crimson Red
Convertible	Lower Tape Stripe Color Choices	
Torch Red	Performance White or Satin Silver	Performance White or Satin Silver
Alloy	Satin Silver	Tungsten or Satin Silver
Vista Blue	Performance White or Tungsten	—
Performance White	Vista Blue or Tungsten	Tungsten
Tungsten Grey	Satin Silver	Satin Silver
Grabber Orange	Performance White or Tungsten	—
Ebony	Performance White or Tungsten	Performance White or Tungsten

2007 Shelby GT500

Instrument Cluster

Instrument Cluster



- | | | |
|---|--|--|
| 1. Speedometer | 10. Engine oil pressure gauge | 16. Low tire pressure warning light |
| 2. Fuel gauge | 11. Engine coolant temperature gauge | 17. Airbag readiness indicator/warning light |
| 3. Fuel filler door location indicator | 12. Left turn signal indicator | 18. Charging system warning light |
| 4. High-beam indicator | 13. Anti-lock Braking System readiness/warning light | 19. Door ajar warning light |
| 5. Supercharger boost gauge | 14. Anti-theft system active indicator light | 20. Fasten safety belt warning light |
| 6. Speed control active indicator light | 15. Brake system warning light/parking brake indicator light | 21. Engine coolant temperature warning light |
| 7. Tachometer | | 22. Check engine warning light |
| 8. Message center | | 23. Upshift indicator light |
| 9. Right turn signal indicator | | |

2007 Shelby GT500

KEY PRODUCT SPECIFICATIONS

Key Product Specifications⁽¹⁾

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Overall Length	187.6	187.6
Overall Height (@ curb)	54.5	55.7
Overall Width (w/o mirrors)	73.9	73.9
Tread Width (front/rear)	61.9/62.5	61.9/62.5
Curb Weight (approx. lbs.)	3920	4040
Weight Distribution (front/rear, %)	57/43	56/44

Front/Rear Seating		
Seating Capacity	4	4
Head Room (front/rear)	38.6/35.0	38.8/36.3
Shoulder Room (front/rear)	55.4/53.3	55.4/45.0
Hip Room (front/rear)	53.6/46.7	53.6/45.4
Leg Room (front max./rear min.)	42.7/31.0	42.7/30.3

Passenger/Luggage/Fuel Capacity		
Passenger Volume (cu. ft.)	TBD	TBD
Luggage Capacity (cu. ft.)	12.3	9.7
Total Interior Volume (cu. ft.)	TBD	TBD
Liftover Height	TBD	TBD
Fuel Tank Capacity (gal.)	16.0	16.0

Engine	
Driveline Layout	Front engine, rear drive
Engine Type	5.4L DOHC Supercharged V-8
Displacement (liters/cu. in.)	5.4/330
Horsepower @ rpm	475 @ TBD
Torque (lb.-ft.) @ rpm	475 @ TBD
Compression Ratio	8.4:1
Bore and Stroke	3.552 x 4.165
Construction	Cast-iron block with aluminum heads
Intake Manifold	Cast-aluminum
Supercharger	Roots-type with air-to-water intercooler
Boost	8.5 psi
Exhaust Manifold	Cast iron
Crankshaft	Forged steel
Throttle Body	Dual bore 60mm, electronic
Valvetrain	DOHC, 4 valves per cylinder
Valve Diameter	Intake: 37.0mm Exhaust: 32.00mm
Pistons	Forged aluminum
Connecting Rods	Forged steel I-Beams
Ignition	Coil-on-plug
Redline	6250
Oil Capacity	6.5 quarts, 5W-50 Full Synthetic
Coolant Capacity	21 quarts, engine ⁽²⁾
Fuel System	Sequential Multi-port Fuel Injection
Fuel Requirement	91 octane (minimum)
Fuel Economy (city/hwy. mpg)	TBD
Exhaust System	Dual with catalytic converters and "X" crossover pipe

Transmission	
Type	Tremec 6-speed manual
Final Drive Ratio	3.31:1

Gear Ratios					
6-speed Manual	1st	2nd	3rd	4th	5th
	2.97:1	1.78:1	1.30:1	1.0:1	0.80:1
	6th	Rev.			
	0.63:1	TBD			

Front Suspension	
Type	Independent MacPherson struts with Reverse-L lower control arm
Springs	Coil
Shock Absorbers	Twin tube, gas-pressurized hydraulic
Stabilizer Bar Diameter	34mm

Rear Suspension	
Type	Solid-axle 3-link with Panhard rod
Springs	Coil
Shock Absorbers	Twin tube, gas-pressurized hydraulic
Stabilizer Bar Diameter	24mm

Steering	
Type	Rack-and-pinion
Overall Ratio	15.7:1
Turning Diameter, Curb-to-Curb (ft.)	37.0

Brakes	
Standard	Power four-wheel disc with Anti-lock Braking System (ABS) and Electronic Brake Force Distribution (EBD)

Trailer Towing	
Towing Class	Not recommended

(1) Preliminary data.

(2) Engine-fill only. Does not include four extra quarts of coolant for supercharger intercooler.

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