

Shelby GT500 | 2014

Table of Contents

What's Important		Comfort/Convenience	
Key Messages	54	NOTE: See the Mustang Comfort/Convenience section for descriptions of shared features.	
Key Features Overview	54	4.2" LCD Message Center	28
New for 2014	55	Audio/Entertainment	
Major Product Summary		HD Radio™	33
Equipment Groups	58	Shaker™ System	32
Features	56–58	Shaker Pro System	32
Packages	58	SiriusXM Satellite Radio	33
Performance/Handling		Climate Control System	
Aerodynamics	68	Dual-zone Electronic Automatic Temperature Control	29
AdvanceTrac		Single-zone	29
Sport Mode	65	Easy Fuel Capless Fuel Filler	28
Driving Modes	66	Headlamps, High-intensity Discharge (HID)	28
Axle, Rear	65	Instrument Panel	71
Bilstein™ Electronically Selectable Dampers (ESD)	67	Navigation	
Brakes, 4-wheel Disc	68	SiriusXM Traffic and SiriusXM Travel Link Services	34
Driveshaft, One-piece Carbon-Fiber	64	Voice-activated	34
Dual Exhaust System	63	Package	
Emergency Tire Mobility Kit	68	Electronics Package	71
Engine, 5.8L Supercharged DOHC 32-valve V8		Rear View Camera	27
Air-to-Water Intercooler	63	Remote Keyless Entry System with Integrated	29
Aluminum Engine Block	61	Keyhead Transmitter	
Engine Cooling	62	Reverse Sensing System	27
Engine Overrev Indicator	61	Seating	
Key Features	60	Features	71
Plasma Transferred Wire Arc (PTWA) Technology	61	Fold-down Rear-seat Head Restraints	30
Roots-type Eaton Supercharger	63	Split-fold Rear Seat Backs	30
Ford Racing Mustangs	21	Spring-assisted Front Seat Backs	30
Fuel Economy, EPA-estimated Ratings	63	SYNC Technology	31
Interactive Launch Control	65	Turn Signals, Sequential Light-emitting Diode (LED) Tri-bar	28
Packages		Universal Garage Door Opener	29
SVT Performance Package	70	Quality/Reliability/Durability	
SVT Track Package	70	NOTE: See the Mustang Quality/Reliability/Durability section for descriptions of shared features.	
Powertrain Availability		Durability Testing	37
59		NVH (Noise, Vibration and Harshness) Features	72
Steering		One-piece Instrument Panel	72
Active Nibble Control	17	Warranties	37
Driver Selectable-effort	17	Design/Styling	
Electric Power-assisted (EPAS)	17	NOTE: See the Mustang Design/Styling section for descriptions of shared features.	
Pull-drift Compensation	17	Convertible Features	45, 46
Suspension		Exterior	73, 74
3-link Rear with Panhard Rod	67	Flow-through Center Console	75
MacPherson Strut Front	67	Glass Roof	73
Track Apps	69	Instrument Panel	75
Transmission	64	Interior	75
Programmable Performance Shift Indicator	64	MyColor	42
TREMEC® 6-speed Manual	64	Package	
Safety/Security		SVT Performance Package	75
NOTE: See the Mustang Safety/Security section for descriptions of shared features.		Seating	75
Active Anti-Theft System	24	Stripes	74
AdvanceTrac Electronic Stability Control	22	Wheels	
Airbags	23	76	
Anti-Lock Braking System (ABS)	22	Color and Trim, Stripe Choices	
Crash Test Ratings		76	
IIHS	26	Stripe Choices	
NHTSA	25	77	
LATCH System	24	Key Product Specifications	
MyKey	24	78	
Personal Safety System	23		
SecuriLock Passive Anti-Theft System	24		
SOS Post-Crash Alert System	24		
Tire Pressure Monitoring System (TPMS)	23		
Traction Control	23		

2014

Shelby GT500

What's Important

Key Messages

NOTE: This section is dedicated to Shelby GT500-specific information. See the Mustang section for features shared by Shelby GT500 and Mustang.

- Standard on Shelby GT500 is an aluminum 5.8L supercharged V8 engine that produces 662 horsepower⁽¹⁾ and 631 lb.-ft. of torque,⁽¹⁾ making it the most powerful production V8 engine in the world⁽²⁾
- Nearly every vehicle system optimized — including the powertrain, brakes, gearing and suspension — for outstanding performance
- SVT Performance Package features Bilstein™ electronically selectable dampers and a TORSEN® limited-slip differential
- Track Apps give drivers instant performance information, such as measuring g-forces, acceleration times and braking distance and more, on a 4.2" LCD screen located in the instrument cluster
- Performance-driven exterior design features downforce-generating front grilles, aggressive lower splitter, dual exhaust system with quad-tips and two wheel designs

Key Features Overview

5.8L supercharged DOHC V8 engine with 662 horsepower⁽¹⁾ and 631 lb.-ft. of torque⁽¹⁾
(pp. 60–63)

6-piston Brembo™ front brake calipers
(p. 68)

SVT Performance Package and SVT Track Package
(p. 70)

Interactive launch control
(p. 65)

Bilstein™ electronically selectable dampers (ESD)
(p. 67)

One-piece carbon-fiber driveshaft
(p. 64)



TREMEC® 6-speed manual transmission
(p. 64)

(1) **Figures** achieved using 93-octane premium unleaded gasoline.

(2) Based on current production models and manufacturer horsepower data.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.



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Shelby GT500

What's Important

2014

Shelby GT500

New for 2014

Model Lineup

- No changes to the model lineup for 2014

Performance/Handling

- No new features for 2014

Safety/Security

- No new features for 2014

Comfort/Convenience

- Standard heated front seats (not available with RECARO® seats)

Quality/Reliability/Durability

- No new features for 2014

Design/Styling

- Exterior colors added
 - Oxford White (YZ)
 - Ruby Red Metallic Tinted Clearcoat (RR)
- Exterior colors deleted
 - Performance White
 - Red Candy Metallic Tinted Clearcoat



2014

Shelby GT500

Major Product Summary

The following pages indicate Shelby GT500 standard and available equipment. Shelby GT500 is available as a Coupe or Convertible.

PERFORMANCE/HANDLING	Shelby GT500 Coupe and Convertible
AdvanceTrac Sport Mode	S
Axle, rear — limited-slip differential	
Differential cooler with electric pump	A
Modified 8.8" with 3.31:1 ratio	S
TORSEN® 3.31:1	A
Bilstein™ electronically selectable dampers (ESD)	A
Brakes — vented 4-wheel disc with Brembo™ front 6-piston calipers and 15" rotors	S
Driveshaft — one-piece carbon fiber	S
Drivetrain — rear-wheel-drive	S
Engine	
5.8L supercharged 4-valve V8 with aluminum engine block and 3-row air-to-water intercooler	S
External engine oil-to-air cooler	A
Interactive launch control	S
Oil cooling system	
Oil-to-air (incl. in SVT TrackPackage)	A
Oil-to-water	S
Steering — driver-selectable effort electric power-assisted (EPAS) with pull-drift compensation and active nibble control	S
Suspension	
3-link rear with panhard rod with 23 mm rear stabilizer bar	S
Bilstein™ electronically selectable dampers (ESD)	A
Independent MacPherson strut front with 33.2 mm front stabilizer bar	S
SVT-tuned 3-link rear with panhard rod and 25 mm front stabilizer bar	A
SVT-tuned independent MacPherson strut front with 34.6 mm front stabilizer bar	A
Tire Mobility Kit (takes the place of spare tire)	S
Tires — high-performance Goodyear® Eagle F1 Supercar G:2 with P265/40R19 front and P285/35/R20 rear	S
Track Apps	S
Transmission	
Transmission cooler with integrated mechanical pump	A
TREMEC® 6-speed manual with performance shift indicator	S
SAFETY/SECURITY	
Active Anti-Theft System	S
AdvanceTrac electronic stability control with Anti-Lock Braking System (ABS) and traction control	S
Airbags — dual-stage front and integrated front-seat side	S
Belt-Minder — driver/front-passenger	S
Emergency tire inflation kit	S
Illuminated entry	S
LATCH (Lower Anchors and Tethers for CHildren) System	S
MyKey	S
Personal Safety System	S
Safety belts — manual 3-point shoulder and lap safety belt system for all seating positions; front pretensioners	S
SecuriLock Passive Anti-Theft System	S
SOS Post-Crash Alert System	S
Tire Pressure Monitoring System (TPMS) (excludes spare)	S

S = Standard A = Available as a stand-alone option, part of a package or part of an Equipment Group -- = NA

NOTE: The above information is an excerpt to be used with the 11/1/12 Shelby GT500 Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide, go to fmcdealer.com.

Shelby GT500

Major Product Summary

2014

Shelby GT500

COMFORT/CONVENIENCE	Shelby GT500 Coupe and Convertible
12-volt powerpoints (2)	S
Audio/Entertainment	
HD Radio™	A
Shaker™ audio system	S
Shaker Pro audio system	A
SiriusXM Satellite Radio	S
Climate control	
Dual-zone electronic automatic temperature control	A
Single-zone	S
Console — center locking with full armrest and storage	S
Cruise control — steering wheel-mounted	S
Cupholders (2) — covered	S
Decklid release — remote	S
Defroster — rear window	S
Door locks — power	S
Easy Fuel capless fuel filler	S
Floor mats — black front carpeted with embroidered “GT500” logo and silver perimeter stitching	S
Footrest — driver left	S
Headlamps	
Automatic	S
High-intensity discharge (HID)	S
Instrumentation	
4.2" LCD message center with overrev indicator and Track Apps	S
6-gauge instrument cluster with tachometer, speedometer, water temperature, fuel and SVT graphics	S
Integrated blind spot mirrors	S
Lighting	
Header-mounted dome (Coupe)	S
Lighted bezel (Convertible)	S
Mirrors, exterior — dual power with integrated blind spot mirrors	S
Navigation System — voice-activated with SiriusXM Traffic and SiriusXM Travel Link Services	A
Remote Keyless Entry System with two integrated keyhead transmitters	S
Seating	
Coiled Cobra logo, racing strips and Alcantara® suede accents	S
Driver 6-way power with power lumbar	S
Front 4-way adjustable head restraints	S
Front-passenger 2-way manual	S
Heated front seats (not available with RECARO® seats)	S
Leather-trimmed	S
Rear 50/50 split-fold seat backs (Coupe)	S
Rear fixed seat backs (Convertible)	S
Rear seat head restraints	S
RECARO sport leather-trimmed seats (driver 4-way manual adjust; front-passenger 2-way manual adjust)	A
Steering wheel — tilt	S
4.2" LCD message center controls	S
Cruise and audio controls	S
Storage — map pockets in front doors and at driver/front-passenger seat backs (NA with RECARO seats)	S
Sun visors — driver and front-passenger with illuminated vanity mirrors and storage	S
SYNC with SYNC Services	S
Turn signals — sequential light-emitting diode (LED)	S
Universal garage door opener	S
Windows — power with one-touch-up/-down and global open controls	S
Wipers — variable interval	S

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esourcebook.dealerconnection.com

RE&T: 2014 Source Book

57

2014

Shelby GT500

Major Product Summary

QUALITY/RELIABILITY/DURABILITY	Shelby GT500 Coupe and Convertible
Exhaust — stainless steel dual	S
DESIGN/STYLING	
Air registers — aluminum accent	S
Ambient lighting	S
Antenna — rear-mounted	S
Badging	
“SHELBY” on the rear decklid	S
“SHELBY GT500” on the rear badge gas cap	S
Convertible top — cloth, power with glass rear window and black soft boot	S (Convertible)
Exhaust — stainless steel dual with H-pipe design and quad tips	S
Exterior colors — premium	
Ruby Red Metallic Tinted Clearcoat (RR)	A
Fascia, front — GT500-specific with larger air intake and lower air splitter	S
Fascia, rear — GT500-specific with underbody air diffuser	S
Fog lamps — integrated into the front fascia	S
Glass roof	A
Grille — upper with coiled Cobra badge	S
Hood, aluminum — GT500-specific with functional heat extractor	S
Instrument panel finish — aluminum with armor pattern	S
Mirrors, exterior — body-color caps	S
MyColor	S
Pedals — bright accelerator, brake and clutch	S
Shift knob — white “cue ball” style	S
Spoiler, rear — GT500-specific, decklid-mounted with Gurney Flap	S
Steering wheel — GT500-specific leather-wrapped with thumb pads	S
Tape stripes	S
“GT500” side stripes and Over-the-Top racing stripes (Coupe)	S
Tape Stripe Delete (requires black accent interiors 6X or QX)	A
Wheels	
19" x 9.5" front and 20" x 9.5" rear premium painted forged aluminum	S
19" x 9.5" front and 20" x 9.5" rear “Tarnish” painted forged aluminum	A
EQUIPMENT GROUPS	
Equipment Group 820A All Shelby GT500 standard equipment	S
Equipment Group 821A , all 820A equipment, plus: SVT Performance Package <ul style="list-style-type: none"> • 19" x 9.5" front and 20" x 9.5" rear “Tarnish” painted forged aluminum wheels • Bilstein™ electronically selectable dampers (ESD) • SVT-tuned front and rear suspension <ul style="list-style-type: none"> – Larger front and rear stabilizer bars – Unique front and rear springs • TORSEN® 3.31:1 limited-slip rear axle differential • Unique gear shift knob 	A
PACKAGES	
Electronics Package (58N) <ul style="list-style-type: none"> • Dual-zone electronic automatic temperature control • HD Radio™ • Voice-activated Navigation System with SiriusXM Traffic and SiriusXM Travel Link Services 	A
SVT Track Package (55S) (Coupe with 821A only) <ul style="list-style-type: none"> • Differential cooler with electric pump • External engine oil-to-air cooler • Transmission cooler with integrated mechanical pump 	A

S = Standard A = Available as a stand-alone option, part of a package or part of an Equipment Group – = NA

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Shelby GT500

Performance/Handling

2014

Key Messages

NOTE: The content covered in this area is specific to Shelby GT500. For more information on the Performance/Handling features common to Shelby GT500 and Mustang, see the Mustang section.

- 5.8L supercharged V8 produces 662 horsepower⁽¹⁾ and 631 lb.-ft. of torque,⁽¹⁾ making it the most powerful production V8 engine in the world⁽²⁾
- Eaton TVS Series 2300 supercharger features a large, more efficient design
- Cooling system includes large cooling fan, fan shroud with high-speed pressure-relief doors, an efficient charge air cooler, a high-flow intercooler pump and an intercooler heat exchanger
- Computer-engineered carbon-fiber driveshaft designed to handle the specific horsepower, torque and rpm requirements of Shelby GT500

Powertrain Availability

Engine	5.8L V8
Horsepower (@ rpm)	662 @ 6500 ⁽¹⁾
Torque (lb.-ft. @ rpm)	631 @ 4000 ⁽¹⁾
Technology	Roots-type supercharger
Transmission	6-speed manual
Drivetrain	RWD
Max. Trailer Towing (lbs.)	Not recommended
Model	
Shelby GT500	S

(1) **Figures** achieved using 93-octane premium unleaded gasoline.

(2) Based on current production models and manufacturer horsepower data.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

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2014

Shelby GT500

Performance/Handling

5.8L Supercharged V8 Engine

Key Features

- 5.8L aluminum block with plasma transferred wire arc (PTWA) cylinder liner technology
- 662 horsepower @ 6500 rpm⁽¹⁾
- 631 lb.-ft. of torque @ 4000 rpm⁽¹⁾
- 9.0:1 compression ratio
- “Powered by Ford SVT” is cast into the coil covers
- 60 mm dual-bore electronic throttle body
- Roots-type Eaton TVS Series 2300 supercharger creates 2.3L of displacement and features a design unique to the 5.8L engine
- High-efficiency supercharger
 - Channels the supercharged air/fuel mixture to the cylinders
 - Allows the entire induction system to be effectively packaged under the special aluminum air-extractor hood
- Aluminum cylinder heads and specially calibrated dual overhead camshafts with 4 valves per cylinder deliver enhanced engine breathing, good fuel efficiency and emissions
 - Cross-drilled coolant passages to help improve cooling
 - Nimonic[®] super steel alloy exhaust valve material and thicker valve heads help withstand increased cylinder pressure
 - Stellite exhaust valve seats offer increased surface hardness
 - Valve lift supports the airflow of the 5.8L engine’s large displacement supercharger
- Large diameter and strong pistons feature thick bulkheads to better support the piston dome
 - Angled geometry of the bulkhead helps improve connecting rod strength
- Piston cooling jets help improve oil warm-up and cooling and help maintain cooler piston temperatures
- 8.5-quart oil capacity with an oil change interval of 6 months or 7500 miles⁽²⁾
 - Oil change interval of every 5000 miles under severe duty or track conditions
- Forged steel crankshaft, forged connecting rods and forged pistons handle the extra strain on the lower end of the block
 - Forged crankshaft offers precise balance with heavy tungsten slugs pressed into the crankshaft counterweights to help support overrev capability of 7000 rpm, up from 6250, for track-oriented driving



(1) **Figures** achieved using 93-octane premium unleaded gasoline.

(2) Under normal driving conditions.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

5.8L Supercharged V8 Engine cont'd

Engine Overrev Indicator

- Helps increase the performance range of Shelby GT500
- Overrev is indicated on the tachometer by raising the redline from 6250 to 7000 rpm
 - When conditions permit, overrev is indicated by a 7000 rpm redline
 - If conditions limit overrev accessibility, the tachometer redline is illuminated at 6250 rpm
- Engine torque and maximum rpm are limited until coolant temperature reaches 170 degrees F
- Warm-up is indicated when the illuminated tachometer redline changes from 6250 rpm to 7000 rpm
- Once the engine is warm, the overrev feature allows 8 seconds above 6250 rpm up to 7000 rpm
- If the 8-second time limit is exceeded, maximum engine rpm is reduced to 6250 until both of the following occur:
 - Engine is operated for at least 15 seconds below 6000 rpm
 - Engine rpm falls below 5000

Aluminum Engine Block

- Lighter than typical cast iron with steel sleeves
- Plasma transferred wire arc (PTWA) cylinder liner technology
 - Coating is 0.006 inches thick and eliminates the need for a cast-iron cylinder liner for reduced weight
- Reinforced with structural webbing
- Unique bulkhead chilled process helps maintain strength
- Billet main bearing caps feature 6-bolt design for high-performance reliability
- 93.5 mm bore diameter allowed engineers to reach 5.8L with the stock 5.4L stroke
- Coolant passages in the cylinder heads and engine block deck help improve engine cooling
- Cast aluminum oil pan instead of stamped sheet metal to achieve the complex shape it requires
 - Combination oil pan gasket/windage tray keeps windage below 5%, even at high rpm
 - Tray is molded from glass-filled nylon into the complex shape
 - Tight fit and nylon construction mean the tray acts like a scraper to shave oil off the rotating assembly

ENGINEERING INSIGHT

“Cross-drilled” Engine Block

Just below the edge of the between-cylinder water hole is a drilled passage that leads to that cylinder’s matching water hole. This small passage provides the needed inter-cylinder deck cooling required by the 5.8L engine.

ENGINEERING INSIGHT

PTWA Cylinder Liner Technology

What PTWA Is

- A Ford-patented cylinder liner coating process that applies a 150-micron composite coating containing nanoparticles on the internal surfaces of the engine cylinder bores
- Replaces the cast-iron cylinder liners typically used in aluminum engine blocks

How It Works

- The PTWA process uses air and electricity to create a 35,000-degree F plasma jet, which melts a steel wire that’s fed into a rotating spray gun
- Using atomized air, the melted steel is applied to the cylinder bore surfaces
- The cylinder bore surfaces have been specially machined to receive the coating
- During the process of melting and being applied to the cylinder bore surface, the steel oxidizes, creating a composite consisting of iron and iron oxide

Why PTWA Is Important

- Offers improved performance and durability compared to more typical iron cylinder liners
- Helps reduce friction between the cylinder wall and the piston rings
- Helps lower heat transfer
- Provides an approximate 8.5-lb. weight savings over typical iron-sleeved aluminum block

What PTWA Means to the Customer

- Overall lighter weight of the engine helps improve fuel economy and performance without a trade-off in reliability and durability

5.8L Supercharged V8 Engine cont'd

Engine Cooling

- Use of computational fluid dynamics (CFD) modeling allowed engineers to enhance engine cooling for the 5.8L engine
 - Both the head and block castings are carryovers from the 5.4L engine
 - Additional paths in the cylinder heads route coolant between the exhaust seats at the correct flow velocities and volumes
 - Drilled coolant passages on the cylinder heads direct water to go between the exhaust valve seats, improving engine durability to run at maximum torque with no significant wear to the engine
 - Once the coolant has flowed between the valve seats, it rejoins the general water flow in the larger cooling jacket above the combustion chamber
 - Small passages drilled in the block and heads of the 5.8L engine provide the needed extra coolant flow, eliminating the need to make a casting change to the 5.4L engine block or heads
- Piston squirters are positioned in the newly drilled passages in the main bearing bulkhead
 - Shooting path is through a carefully placed diagonal hole drilled into the side of the main bearing bulkhead
 - Path is aimed at the underside of the dome and pin boss, not the skirts or connecting rod beam, to ensure oil stream meets an on-target average of 60% of piston stroke
 - Path ensures complete coolant flow around the cylinders just below the block, as well as between the exhaust valve seats in the cylinder heads
 - Squirter valves are tensioned to open at 50 psi to ensure adequate oil flow at the critical main bearing-to-crank journal clearance and provide maximum flow at higher loads and crankshaft speeds when the piston needs extra cooling
 - Having the squirters continuously flow at full volume could cause excessive windage, which drags on the crankshaft, reducing horsepower and fuel economy
 - Due to the oil use of the piston oil squirters, the 5.8L engine requires two more quarts of oil compared to the 5.4L engine

Two Oil Cooling Systems

- Oil-to-water is standard
- Oil-to-air included in SVT Track Package
- Both systems use full synthetic 5W-50, which can survive up to 300 degrees F
 - Typical oil temperatures are 200 degrees F with oil-to-water cooling
 - Extended track driving will raise oil temperatures closer to 300 degrees F

Oil-to-Water Cooling System

- Transfers oil heat to the water in the engine's regular cooling system for rapid warm-up and stable oil temperatures
- Provides total engine cooling to meet street driving needs and some track driving
- Will not overheat when used for track driving
 - Powertrain control module (PCM) will start closing the throttle and limiting engine speed when coolant temperature reaches 251 degrees F
 - If the driver continues to push the engine, or if there is a mechanical concern such as a punctured radiator, the powertrain control module will deactivate the cylinders into a "limp home" mode
- Standard on Shelby GT500

Oil-to-Air Cooling System

- Offers greater cooling capacity than the oil-to-water cooling system
- Offers 20% more cooling capacity than with the 5.4L supercharged V8 engine
- "Larger" radiator no longer has to shed oil heat – just engine heat
- Oil is cooled through its own cooler, so the total heat exchanger area to the atmosphere is increased

ENGINEERING INSIGHT

Two Oil Cooling Systems

How the Special Vehicle Team (SVT) got Shelby GT500 to offer two oil cooling systems is rather clever: bolted to the left side of the engine block is a convoluted aluminum casting full of passages and the oil filter mount, which looks similar to an aluminum brick. With standard cooling, this snake-like casting also mounts an oil-to-water heat exchanger. The casting features hose nipples for piping the coolant between the radiator and the oil-to-water brick. For the SVT Track Package, the oil-to-water brick is replaced by a thermostatic housing. The hose nipples are exchanged for threaded plumbing fittings to connect with an air-to-oil heat exchanger mounted in the front of the vehicle behind the grille. This way, the casting's passages are converted from water to oil galleys, so another adaptor isn't needed.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

5.8L Supercharged V8 Engine cont'd

Roots-type Eaton Supercharger

- TVS Series 2300 creates 2.3 liters of displacement per revolution
- Design unique to the Shelby GT500 5.8L V8 engine
 - Features four-lobe rotors and high-flow inlet and outlet ports that greatly enhance thermal efficiency, deliver high volumetric capacity and enable higher operating speeds
 - Features a smaller, pressed-on blower pulley that's 69 mm in diameter
- Efficient design flows more air through the engine, helping produce increased horsepower
 - Higher helix angle of the rotors, coupled with redesigned inlet and outlet ports, improves air-handling characteristics without increasing the overall size of the unit
- Operates at up to 15 pounds per square inch (psi) to force-feed a higher-density air/fuel mixture into each cylinder

Air-to-water Intercooler

- Efficient air charge cooler and high-flow intercooler pump help keep air intake temperatures lower, which helps produce more power
- Large intercooler heat exchanger helps make the power production more consistent in hotter ambient conditions

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 with quad tips
- More than 40 different muffler tunings were tested, measured and evaluated for the right sound to get a custom-tuned, aggressive exhaust note
- The H-pipe stamping creates the desired sound and helps increase power output

MAKE THE POINT: 5.8L Dipstick

The Shelby GT500 enthusiast may notice that the 5.8L dipstick has extra marks in it. These are for “overfill” use by the plants. Explain to the customer that the engine, depending on the oil cooling system – the standard oil-to-water or the oil-to-air included with the SVT Track Package – has two different oil fill levels. The engine is filled with oil at the engine plant and is then topped off at the vehicle assembly plant. If the SVT Track Package is ordered, cooler lines are added, so when the engine is filled with oil, the level drops. The extra marks are simply used as a visual check by the plants to ensure the engine has the proper amount of oil – an attention to detail your Shelby GT500 customer will appreciate.

MAKE THE POINT: Gas-Guzzler Tax

With EPA-estimated fuel economy ratings of 15 mpg city and 24 highway, the Shelby GT500 is **NOT** subject to the gas-guzzler tax. The tax can range from \$1,000 to \$7,700 depending on the combined fuel economy rating of the vehicle. See www.epa.gov/fueleconomy/guzzler to learn more.

EPA-estimated Ratings

Engine/Transmission	City mpg	Highway mpg
5.8L V8/6-speed Manual	15	24

ENGINEERING INSIGHT: Developing Reliable Horsepower

Supercharging	Intercooling
<p>A supercharger uses engine power to spin an impeller. The impeller compresses the air charge and “blows” it into an engine’s intake.</p> <p>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 up to 15 psi.</p>	<p>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.</p> <p>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.</p>

2014

Shelby GT500

Performance/Handling

TREMEC® 6-speed Manual Transmission

Key Features

- Pedal box design helps clutch pedal feel
- 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, flat torque curve
- Twin disc clutch
- Clutch slave cylinder is designed for released travel and rpm support
- Clutch master cylinder and over-center spring in pedal box

Programmable Performance Shift Indicator

- When activated, provides a visual (SHIFT LAMP) and/or audible (SHIFT TONE) cue to upshift the transmission to the next gear at a preset engine rpm
- SHIFT LAMP and SHIFT TONE can be programmed to be used separately, or together, via the message center controls
- SHIFT LAMP feature illuminates the SVT logo in the tachometer in a bright orange when the programmed engine rpm shift point is reached. SVT logo is backlit in red under normal driving
- SHIFT TONE feature sounds an audible tone when the programmed engine rpm shift point is reached
- Engine rpm shift points can be set in 100 rpm increments between 1500-7000 rpm

NOTE: The performance shift indicator and fuel economy upshift indicator operate independently.

One-piece Carbon-Fiber Driveshaft

Key Features

- Computer-engineered for the specific horsepower, torque and rpm requirements of Shelby GT500
- Made of continuous filament wound carbon fiber
 - Actual forming done on a mandrel, which has been treated with release agents
 - Forming is accomplished using a filament winding process
 - The winding profile is engineered to handle both the torque and speed to which the driveshaft may be subjected
 - After two full axial wraps of carbon fiber, a circumferential winding of E-glass (continuous filament fiberglass) is applied, serving two purposes:
 - Provides structural integrity in the hoop or circumference direction
 - Pulls down and consolidates the composite layup

Benefits

Compared to the steel two-piece unit used on previous Shelby GT500 models, the one-piece carbon-fiber driveshaft is designed to offer these benefits:

- Weight reduction of approximately 13 pounds
- Less rotational mass
- Less noise and vibration
- Increased durability
- 200 mph+ capability



NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Traction

AdvanceTrac Sport Mode

- Includes Anti-Lock Braking System (ABS) and traction control as well as yaw stability control
- A unique calibration of the AdvanceTrac system that allows more spirited driving while AdvanceTrac is enabled
- See the Mustang Safety/Security purchase motivator section or the Safety section of the Source Book Appendices on **eSourceBook** for a complete description of AdvanceTrac

TORSEN® Differential

- A full-time torque-sensing system designed to improve power delivery to the rear wheels
- Differential continuously manages power delivery between the rear axles, helping maximize traction over a variety of road conditions
- A better balance of power delivery helps improve overall vehicle handling and acceleration capability
- TORSEN® differential uses a parallel helical gear system
 - Helical gearset is more robust than a limited-slip differential with a clutch pack design

Rear Axle

- Modified 8.8" live axle
- 3.31:1 gear ratio helps balance overall performance and fuel efficiency
 - TORSEN differential with 3.31:1 gear ratio included in the SVT Performance Package
- Limited-slip differential helps improve traction and off-the-line acceleration
- Filled with new 75W-85 premium synthetic hypoid gear lubricant that is more thermally stable

Interactive Launch Control

- Lets drivers set and hold the desired launch rpm depending on tire temperature, surface conditions or weather
 - Not intended for cold, wet or slippery conditions
 - Intended for use only where consistent acceleration is desired
- Integrated with AdvanceTrac and the engine control system to maximize traction from a standing start while accelerating in a straight line
- Provides a unique “drag start” traction calibration specifically designed for high-grip surfaces
- Can be turned on and off via the launch control button in the instrument panel or the 5-way control button on the left side of the steering wheel
 - Rpm setpoint can only be changed in the Track Apps menu using the 5-way control button
 - Launch control setting does not turn on/off with key cycle
 - Launch control engine rpm setpoint range is available in 1000 rpm increments
- Refer to the **Launch Control** driving modes table in this section for a description of operating modes

NOTE: Launch Control is engineered to be used with the original equipment provided on Shelby GT500. Any modifications to the vehicle may affect feature function or performance.

2014

Shelby GT500

Performance/Handling

Traction cont'd

Launch Control Driving Modes

Mode	Driving Mode	AdvanceTrac Setting	Benefit
1	Street driving	<ul style="list-style-type: none"> • NORMAL with all-weather calibration 	<ul style="list-style-type: none"> • No action required by the driver • Enhanced calibration for standard and high-performance driving
2	Street driving	<ul style="list-style-type: none"> • NORMAL with all-weather calibration • Traction control off 	<ul style="list-style-type: none"> • Allows the driver to spin the tires in a straight line without electronic intervention
3	Racetrack driving	<ul style="list-style-type: none"> • SPORT calibration 	<ul style="list-style-type: none"> • Provides enhanced control by increasing AdvanceTrac thresholds for high-speed road course driving
4	Expert racetrack driving	<ul style="list-style-type: none"> • AdvanceTrac off • Traction control off • ABS on 	<ul style="list-style-type: none"> • No electronic intervention by AdvanceTrac or traction control systems for enhanced driving
5	Drag strip driving	<ul style="list-style-type: none"> • NORMAL with all-weather calibration • Launch Control on 	<ul style="list-style-type: none"> • Enables Launch Control to maximize straight-line acceleration • Provides NORMAL AdvanceTrac dynamic control
6	Expert drag strip driving	<ul style="list-style-type: none"> • NORMAL with all-weather calibration • Two-stage rpm control with traction control off • Launch Control on 	<ul style="list-style-type: none"> • Enables the engine rev limiter, if the vehicle is stationary, with no traction assist • Provides NORMAL AdvanceTrac dynamic control
7	Expert drag strip driving	<ul style="list-style-type: none"> • SPORT calibration • Launch Control on 	<ul style="list-style-type: none"> • Enables Launch Control to maximize straight-line acceleration • Provides SPORT AdvanceTrac dynamic control
8	Expert drag strip driving	<ul style="list-style-type: none"> • AdvanceTrac off • Two-stage rpm control with traction control off • ABS on • Launch Control off 	<ul style="list-style-type: none"> • No electronic intervention for AdvanceTrac or traction control systems • Launch Control off

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Chassis

Balanced Weight Distribution

- 57% of the weight is in the front and 43% is in the rear of the Shelby GT500 Coupe
- 56% front and 44% rear for the Shelby GT500 Convertible

MacPherson Strut Front Suspension

- Delivers precise handling, incredible responsiveness and a smooth, comfortable ride
- High spring rates handle the weight of the car and help reduce roll
- Reverse L-shaped lower control arms have a number of advantages over classic A-arm or wishbone design
 - Firm bushing controls side-to-side motion for excellent steering response
 - Softer bushing controls fore-and-aft motion and helps dampen road shocks
- 33.2 mm front stabilizer bar helps reduce body roll
- 34.6 mm front stabilizer bar on Shelby GT500 models equipped with the SVT Performance Package



3-link Rear Suspension with Panhard Rod

- Gives precise control of the rear axle
- Panhard rod bushings are tuned to handle more torque and firmly control the rear axle during hard cornering
- 23 mm rear stabilizer bar helps reduce body roll
- 25 mm rear stabilizer bar on Shelby GT500 models equipped with the SVT Performance Package

Bilstein™ Electronically Selectable Dampers (ESD)

- Allows drivers to select suspension damping modes on all four shocks/struts with the simple push of a button to deliver the handling characteristics they desire
 - Damper button is located in the instrument panel
 - Damper setting is indicated in the Track Apps display
- Can be set in NORMAL or SPORT Mode
 - NORMAL is enhanced for most street and daily driving
 - SPORT is racetrack-tuned and should be selected for enhanced performance when ride comfort is of less concern

Key Benefits of Suspension Design

- Constant-rate coil springs and outboard shock absorbers are specially tuned for controlled and precise handling
- Shock absorbers are on the outside of the rear structural rails, near the wheels, to reduce the lever effect of the axle and let the shock valves be tuned more precisely and slightly softer

ENGINEERING INSIGHT

Electronically Selectable Dampers (ESD)

What It Is

- A technology that helps control the vertical movement of the wheels with an onboard system rather than the movement being determined entirely by the road surface, allowing for a greater degree of ride quality and vehicle handling and improved traction and control at higher speeds

How It Works

- Uses a main adjusting valve and two secondary valves: one for NORMAL and one for SPORT
- A solenoid allows the NORMAL valve to be connected hydraulically in parallel with the SPORT valve
 - When the solenoid is energized, magnetic force pulls up the slider below it to open the flow channel through NORMAL Mode
 - The main flow passes this valve and NORMAL is generated
 - When the solenoid is not energized, a return spring presses the slider onto the valve seat to interrupt oil flow
 - The NORMAL valve is switched off, and the complete oil flow goes through the SPORT valve, generating the sportier handling characteristic
- The NORMAL valve can be tuned in a similar way to conventional shock absorber valves: the hydraulic resistances on the rebound and compression sides of the valve are adjusted using preload elements and bypass channels

Key Benefits

- Virtually eliminates body roll and pitch variation in many driving situations including cornering, accelerating and braking
- Provides the performance-inspired handling characteristics Shelby GT500 drivers want from their vehicle

2014

Shelby GT500

Performance/Handling

Chassis cont'd

Four-wheel Disc Brakes

- Front Brembo™ 6-piston aluminum calipers and large 15" vented rotors
- Rear 13.8" vented rotors with single-piston calipers
- Vented discs provide better cooling and help resist brake fade better than drum brakes
- High-performance friction brake pad material helps provide outstanding stopping power for confident braking performance
- Includes Anti-Lock Braking System (ABS)

Wheels and Tires

- Premium painted forged aluminum wheels with SVT center caps are standard
 - 19" x 9.5" (front)
 - 20" x 9.5" (rear)
- Goodyear® F1 Supercar G:2 high-performance tires were developed specifically for the Shelby GT500, offering superb dry traction and precise handling characteristics
 - Front: P265/40R19
 - Rear: P285/35R20
- Wider rear tires help deliver the engine's power to the ground better when accelerating off the line
- Help improve handling balance when powering out of a turn

Aerodynamics

- Aerodynamic features of Shelby GT500 provide enhanced performance at all speeds, improving the cooling system, maximizing downforce and minimizing drag
 - Front splitter and upper and lower grille inserts expose the radiator to help funnel air and cool the internal components of the vehicle
 - Large splitter helps create downforce when the vehicle is hitting top speeds
 - Front upper and lower grilles include an integrated air dam to help minimize drag
- The result is a vehicle that tracks more securely and feels more "planted" to the road surface while providing racetrack performance, improved cooling and fuel economy

ENGINEERING INSIGHT

Emergency Tire Mobility Kit

To help save weight, the Shelby GT500 does not have a spare tire. Instead, there is a standard tire mobility kit. The kit includes a compressor and a can of tire sealer used to inflate and seal small punctures in the tire caused by road hazards. By eliminating the extra weight of the spare tire, engineers were able to improve the power-to-weight ratio and give the Shelby GT500 improved performance.



NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Track Apps

A 4.2" LCD screen message center allows the driver to select various performance options in the Track Apps menu.

Accelerometer

- The red dot in the center of the gauge is a real-time indication of the vehicle's longitudinal and latitudinal acceleration and updates continuously
- The numbers on the outside of the ring represent the maximum accelerations since the customer last reset the values
- The gauge updates only when it's being displayed

Acceleration Timer

- Brings up a selection of tests that the driver can run
- Once the test has been selected, the driver can select from two different starting methods:
 - Countdown Start
 - Provides a racing "Pro Tree" (the red, yellow and green staging lights found at drag strips) style of starting
 - Driver will be prompted to pull up to the starting line and then be prompted to start the countdown
 - Colors will flash a half-second apart, and if the start is successful, it will end in green
 - If the driver accelerates early, the color will be red and no data will be recorded
 - Automatic Start
 - Useful if there is an external starting mechanism
 - Once the driver presses "OK," the timer will wait until the vehicle starts moving and then the time will begin
- Once the timer start is successful, the screen will change to show an elapsed time and a progress bar to show how close to the end of the test the customer is
- When the data collection finishes, the screen will display the results
- Timer will attempt to fill in as many of the times and speeds as it can. For example, if the customer picks a 1/4-mile test, all the results should be filled in provided the vehicle exceeded 100 mph
- The recorded times and speeds are similar to the results that a drag strip would provide at the end of a run

Boost Gauge

- In gauge mode, the boost gauge numerical and digital display can be selected

Brake Performance

- Brings up a selection of tests that the driver can run
- Driver is instructed to accelerate above the speed requested in the previous screen
- Once the proper speed is attained, the driver is instructed to apply the brakes
- The screens will then change to the data acquisition screen
- Data acquisition screen shows the elapsed time and a progress bar showing how close to the end of the test the vehicle is
- When the data is acquired, the results will be displayed

View/Clear Results

- Brings up a menu of data management actions the driver can take
- Track Apps will store three sets of data: Last Run, Saved and All-time Best
- Driver can clear All-time Best data separately from the Last Run and Saved data (only when vehicle is stopped)
- Selecting View Acceleration Timer will display the results from the last acceleration run and the saved data
- Driver can select any result and save it. Saving a result will override the previously saved result
- Results with more than one data parameter can only save all the parameters together
 - Selecting View Brake Results will display the results from the last brake performance run and the saved data
 - Driver can select any result and save it. Saving a result will override the previously saved result
 - Selecting View All-time Best will display the All-time Best results
 - Track Apps automatically saves All-time Best data any time it sees a result that is better than a stored result
 - All-time Best data is from the Acceleration Timers and the Brake Performance Runs

Performance State

- Screen divided into four areas
- Shows status for each Performance Mode selection
 - Steering
 - Interactive launch control
 - Driver-selectable dampers
 - AdvanceTrac

2014

Shelby GT500

Performance/Handling

Packages

SVT Performance Package

Performance/Handling Features

- Bilstein™ electronically selectable dampers (ESD)
- SVT-tuned front and rear suspension
 - Unique front and rear springs
 - Larger front and rear stabilizer bar diameters
- TORSEN® 3.31:1 limited-slip rear axle differential

Design/Styling Features

- 19" x 9.5" (front) and 20" x 9.5" (rear) "Tarnish" painted forged aluminum wheels
- Unique gear shift knob

SVT Track Package

- Differential cooler with electric pump
- External engine oil-to-air cooler
- Transmission cooler with integrated mechanical pump



NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Shelby GT500

Comfort/Convenience

2014

Key Messages

NOTE: The content covered in this area is specific to Shelby GT500. For more information on the Comfort/Convenience features common to Shelby GT500 and Mustang, see the Mustang section.

- Instrument cluster with 4.2" message center includes MyColor backlighting and Track Apps
- Electronics Package available with Shaker™ Pro audio system
- SYNC with SYNC Services includes Traffic, Directions and Information, 911 Assist, Vehicle Health Report, AppLink and Operator Assist
- Available heated front seats

Interior

Seating Features

- Driver 6-way power with power lumbar
- Front-passenger 2-way manual
- Front-seat 4-way adjustable head restraints
- Available RECARO® leather-trimmed sport bucket front seats with accent stripe
 - Designed by SVT in cooperation with RECARO for high-performance Mustang models like Shelby GT500
 - Thick side bolstering provides lateral support to keep the driver firmly placed in the seat during aggressive cornering maneuvers
 - Driver 4-way manual, front-passenger 2-way manual
- Available heated front seats provide added comfort in cold weather
 - Not available with RECARO seats



Instrument Panel

- 4.2" LCD message center with Track Apps
 - Track Apps display includes AdvanceTrac, steering feel, damper control and launch control states
- 4-gauge instrument cluster with tachometer, speedometer, water temperature and fuel
 - Programmable Shelby performance shift indicator light included with the tachometer
 - The tachometer has an overrev feature which is indicated by an illuminated redline at 7000 rpm. If conditions limit overrev accessibility, the illuminated redline will change to indicate 6250 rpm
 - Boost gauge is located in 4.2" LCD message center
- One-touch buttons for launch control (LC), electronically selectable dampers (ESD) (if equipped) and electric power-assisted steering (EPAS)

Electronics Package

- Dual-zone electronic automatic temperature control
- HD Radio™
- Voice-activated Navigation System

2014

Shelby GT500

Quality/Reliability/Durability

Key Messages

NOTE: The content covered in this area is specific to Shelby GT500. For more information on the Quality/Reliability/Durability features common to Shelby GT500 and Mustang, see the Mustang section.

- NVH (noise, vibration and harshness) features designed to help lower road and wind noise
- One-piece instrument panel helps reduce interior squeaks and rattles
- Testing in multiple countries ensures high levels of quality, reliability and durability
- Easy maintenance with 7500-mile oil change intervals⁽¹⁾
- Powertrain limited warranty protection for 5 years/60,000 miles

NVH Features

Shelby GT500 Models

- Engine-side dash absorber
- Sealing between the doors and the lower rockers
- Rear-wheel arch liner helps reduce road noise on gravel roads and in the rain

Shelby GT500 Convertible

- Stiff “V-brace” with gussets
- Stiff #2 crossmember
- Front “Z-brace” connecting to the #1 and #2 crossmembers
- A-pillar stiffening foam

Quality

One-piece Instrument Panel

- Designed to help reduce squeaks and rattles and has a tight fit and finish
- Provides an overall sense of build quality and attention to detail



(1) Under normal driving conditions. See vehicle owner guide.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Key Messages

NOTE: The content covered in this area is specific to Shelby GT500. For more information on the Design/Styling features common to Shelby GT500 and Mustang, see the Mustang section.

- Performance-driven exterior design features downforce-generating front grilles, aggressive lower front air splitter and quad-tipped exhaust
- Shelby GT500-specific wheel designs accentuate the exterior
- Interior includes a soft-touch instrument panel with unique armor pattern aluminum inserts and Smoke Satin accents, exhaust-influenced air registers and instrument cluster with overrev indicator offset by 360-degree chrome rings and conical lenses
- Seats include Le Mans racing stripes matched to the exterior stripe color

Exterior

Glass Roof

- Adds the panoramic feel of a convertible while maintaining the legendary aggressive style and athletic stance of the Shelby GT500 Coupe
- Coupe styling is complemented while maintaining interior versatility and head room, at about half the price of the Convertible
- Constructed of laminated safety glass, which includes a thin layer of vinyl sandwiched between two pieces of glass to maintain excellent interior acoustics and quietness
- Tinted privacy glass helps maintain a climate-controlled environment and protect interior fabrics from the sun's ultraviolet (UV) rays
 - The UV protection is equivalent to an SPF 50 sunscreen rating
- Interior temperatures of a GT500 Coupe equipped with a glass roof vary by no more than 2 degrees F compared to a Coupe without the glass roof
- Manual roller blind sunshade offers a choice of additional protection from the sun or increased privacy



Shelby GT500 Convertible Features

- The same 662-horsepower⁽¹⁾ 5.8L supercharged V8 engine and TREMEC® 6-speed manual transmission as the Shelby GT500 Coupe
 - Top speed limited to 155 mph on Convertible
- Coupe-like ride and handling is a result of good torsional rigidity that allowed the engineers to add fewer reinforcements to the chassis
 - Less added weight meant few suspension modifications were needed to achieve excellent handling characteristics
- Cloth convertible top uses premium material found on luxury cars and is designed to be more durable
 - “Floating” 5-bow design creates a tauter top, resulting in a very quiet interior while driving with the top up
 - Glass rear window will not discolor, scratch or stain like plastic
 - Includes black soft boot

Up Front

- Functional lower air splitter at the bottom of the unique front fascia limits airflow under the car, helping improve high-speed aerodynamics
- Aluminum hood with heat extractor vent is specific to Shelby GT500
 - The functional air extractor helps improve underhood temperatures by increasing airflow
- Large upper and lower grille openings help improve airflow to the radiator and intercooler and give a strong visual connection to vintage Shelby 427 Cobras
- HID headlamps provide a distinctive look and excellent nighttime visibility
- Distinctive coiled Cobra badging offset in the grille

(1) **Figures** achieved using 93-octane premium unleaded gasoline.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

2014

Shelby GT500

Design/Styling

Exterior cont'd

Along the Side

- Distinctive coiled Cobra badging on the front fenders
- Premium painted forged aluminum wheels with SVT center caps
 - 19" x 9.5" (front)
 - 20" x 9.5" (rear)



At the Rear

- Rear fascia features a roll pan with airflow diffuser to help improve aerodynamic efficiency
- Rear spoiler is a modern application of the classic Shelby GT500 design and helps provide aerodynamic downforce at higher speeds
 - Includes Gurney Flap
- "SHELBY" lettering is boldly shown on the trunk lid, under the spoiler
- SHELBY GT500 and coiled Cobra logos are seen on the "gas cap" badge



Stripes

- Le Mans-style "Over-the-Top" racing stripes are true to Shelby Mustang heritage and are available in four colors, depending on the exterior color
 - Two distinctive 9"-wide Le Mans-style "Over-the-Top" racing stripes
 - Stripes cover the fascias, hood and decklid of Coupe models, include stripes over the roof (excludes glass roof top)
- "GT 500" side stripes just above the rocker panels of Coupe and Convertible, are available in five colors, depending on the exterior color
- Four stripe colors are available, depending on exterior color:
 - Black
 - Blue
 - White
 - Red
- Stripe delete option available



Exterior Colors

- Black
- Grabber Blue
- Ingot Silver Metallic
- Deep Impact Blue Metallic
- Oxford White
- Race Red
- Ruby Red Metallic Tinted Clearcoat
- Sterling Gray Metallic

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Interior

Instrument Panel and Trim

- Smoke Satin finish trim replaces the traditional chrome finish trim around the instrument cluster rings, air conditioning registers and speaker rings
- Brushed aluminum inserts feature an armor pattern
- Integrated center stack sweeps down from the double-brow instrument panel and into the flow-through center console and places audio and climate controls within easy reach of the driver or front passenger
- Instrument cluster with overrev indicator offset by 360-degree chrome rings and conical lenses
- Gauges with white lettering are a unique SVT performance cue pioneered on the original Mustang Cobra
- Programmable Shelby performance shift indicator light is included with the tachometer

Steering Wheel

- Leather-wrapped steering wheel has a thicker wrap than Mustang
- Features Alcantara® suede-trimmed thumb pads positioned for enthusiast driving
- “GT500” script and coiled Cobra logo on the steering wheel center pad

Flow-through Center Console

- Forms the backbone of the interior
- Includes cupholders with cover and lockable storage bin with “SHELBY” embossed on the release button

Ambient Lighting

- Programmable via the message center, the driver can program up to 125 ambient interior lighting colors from the MyColor palette in addition to the seven factory preset colors
- Aluminum “SVT” door sill plates illuminate only in red

Seating

Front Bucket Seats

- Charcoal Black leather-trimmed front bucket seats feature rolled-and-pleated perforated inserts with exterior color-matched Le Mans-style racing stripes
- Seat side bolsters include Alcantara suede inserts while the bolsters and head restraints offer contrast color thread stitching
- Coiled Cobra logo is embossed on the front seat backs

Rear Seats

- Feature exterior color-matched Le Mans-style racing stripe inserts



SVT Performance Package

Design/Styling Features

- 19" x 9.5" (front) and 20" x 9.5" (rear) “Tarnish” painted forged aluminum wheels
- Unique gear shift knob

Performance/Handling Features

- Bilstein™ electronically selectable dampers (ESD)
- SVT-tuned front and rear suspension
 - Unique front and rear springs
 - Larger front and rear stabilizer bar diameters
- TORSEN® 3.31:1 limited-slip rear axle differential

2014

Shelby GT500

Wheels/Color and Trim

Wheels

Wheel		Coupe	Convertible
19" Front/20" Rear Premium Painted Forged Aluminum		Standard	Standard
19" Front/20" Rear "Tarnish" Painted Forged Aluminum		Included in SVT Performance Package	Included in SVT Performance Package

Color and Trim Availability

Paint Name	Order Code	Shelby GT500 Coupe/Convertible				
		Color	Charcoal Black Environment			
		Material	Leather-trimmed Seats with Coordinated Racing Stripe Inserts			
		Stripe Accent	Black	White	Blue	Red
		6X (Std.) QX (RECARO®)	62 (Std.) Q2 (RECARO)	6B (Std.) QB (RECARO)	6D (Std.) QD (RECARO)	
New Oxford White	YZ	■		■	■	
New Ruby Red Metallic Tinted Clearcoat ⁽¹⁾	RR	■	■			
Black	UA	■	■		■	
Deep Impact Blue Metallic	J4	■	■		■	
Grabber Blue	CI	■	■			
Ingot Silver Metallic	UX	■		■	■	
Race Red	PQ	■	■	■		
Sterling Gray Metallic	UJ	■	■	■	■	

NOTE: See the Shelby Dealer Ordering Guide for seating availability. Tape stripe delete (46D) requires interior 6X or QX.
(1) Extra-cost option.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.

Shelby GT500

Color and Trim/Stripe Choices

2014

Interior Trim

Model	Style/Material	Description
Coupe/Convertible	Leather	Leather-trimmed sport front bucket seats with rolled-and-pleated perforated inserts, side bolsters with Alcantara® suede inserts and contrast color thread stitching and vinyl-trimmed 50/50 split-bucket rear seats (folding in Coupe)
Coupe/Convertible	Cloth	RECARO® sport front cloth bucket seats trimmed with Miko® suede and rear vinyl-trimmed 50/50 split-bucket rear seats (folding in Coupe)

NOTE: See the Shelby Dealer Ordering Guide for available seating choices.

Stripe Choices

Exterior Color	Exterior Tape Stripe Color(s)	Interior Environment
New Oxford White	Black, Blue, Red	Charcoal Black
New Ruby Red Metallic Tinted Clearcoat	Black, White	Charcoal Black
Black	Black, White, Red	Charcoal Black
Deep Impact Blue Metallic	Black, White, Red	Charcoal Black
Grabber Blue	Black, White	Charcoal Black
Ingot Silver Metallic	Black, Blue, Red	Charcoal Black
Race Red	Black, White, Blue	Charcoal Black
Sterling Gray Metallic	Black, White, Blue, Red	Charcoal Black

Instrument Cluster

Please refer to the owner guide for instrument cluster information.

2014

Shelby GT500

Key Product Specifications⁽¹⁾

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Length	188.2	188.2
Height	55.4	55.9
Width (with/without mirrors)	80.1/73.9	80.1/73.9
Track (front/rear)	61.9/62.5	61.9/62.5
Base Curb Weight (approx. lbs.)	3845	3982
Weight Distribution (front/rear, %)	57/43	56/44

Front/Rear Seating

Seating Capacity	4	4
Head Room (front/rear)	38.5/34.7	38.8/36.5
Shoulder Room (front/rear)	55.3/51.6	55.3/45.0
Hip Room (front/rear)	53.4/46.8	53.4/45.2
Leg Room (front/rear)	42.4/29.8	42.4/29.8

Passenger/Luggage/Fuel Capacity

Passenger Volume (cu. ft.)	83.3	81.0
Luggage Capacity (cu. ft.)	13.4	9.6
EPA Interior Volume (cu. ft.)	96.7	90.6
Fuel Tank Capacity (gal.)	16.0	16.0

Engine

Driveline Layout	Front engine, rear drive
Engine Type	5.8L DOHC supercharged V8
Displacement (liters/cu. in.)	5.8/355
Horsepower @ rpm	662 @ 6500 ⁽²⁾
Torque (lb.-ft.) @ rpm	631 @ 4000 ⁽²⁾
Compression Ratio	9.0:1
Bore and Stroke	3.68 x 4.16
Construction	Aluminum block with aluminum heads
Intake Manifold	Cast aluminum
Supercharger	Roots-type with air-to-water intercooler
Boost	15 psi
Exhaust Manifold	Cast iron
Crankshaft	Forged steel
Throttle Body	Dual bore 60 mm, electronic
Valvetrain	DOHC, 4 valves per cylinder
Valve Diameter	Intake: 37.0 mm Exhaust: 32.0 mm
Pistons	Forged aluminum
Connecting Rods	Forged steel I-beams
Ignition	Coil-on-plug
Oil Capacity	8.5 quarts, 5W-50 full-synthetic
Coolant Capacity	21 quarts, engine ⁽³⁾
Fuel System	Sequential multi-port fuel injection
Fuel Requirement	91+ (minimum)
(octane)	
Exhaust System	Dual stainless steel with catalytic converters and "H" crossover pipe

EPA-estimated Ratings

City/hwy. mpg 15/24

Transmission

Type TREMEC® 6-speed manual
Final Drive Ratio 3.31:1

Gear Ratios

6-speed Manual	1st	2nd	3rd	4th	5th
	2.66:1	1.82:1	1.30:1	1.00:1	0.77:1
	6th	Rev.			
	0.50:1	2.90:1			

Front Suspension

Type Independent MacPherson struts
Springs Coil
Shock Absorbers Gas-pressurized hydraulic
Stabilizer Bar 33.2 mm
Diameter 34.6 mm with Performance Package

Rear Suspension

Type Solid-axle 3-link with panhard rod
Springs Coil
Shock Absorbers Gas-pressurized hydraulic
Stabilizer Bar (dia.) 23 mm
25 mm with SVT Performance Package

Steering

Type Rack-and-pinion
Assist – Electric power-assisted (EPAS)
– Driver selectable effort (Comfort, Normal and Sport)
– Pull-drift compensation
– Active nibble controlOverall Ratio 15.7:1
Turning Diameter, Curb-to-Curb (ft.) 37.0

Brakes

Standard 4-wheel disc with Anti-Lock Braking System (ABS), brake assist and electronic brakeforce distribution (EBD)

Front Brembo™ 6-piston aluminum calipers and 15-inch vented rotors

Rear Single piston calipers with 13.8-inch vented rotors

Trailer Towing⁽⁴⁾

Not recommended

Flat/Neutral Towing⁽⁴⁾

Emergency Towing It is recommended that Shelby GT500 be towed with a wheel lift or with flatbed equipment. However, if towing in an emergency only, Shelby GT500 may be neutral-towed behind another vehicle, but only at a maximum speed of 35 mph and for a distance of no greater than 50 miles.

Recreational Towing When towing Shelby GT500 behind another vehicle such as an RV, a wheel lift or a flatbed trailer must be used.

(1) All dimensions in inches unless otherwise noted.

(2) **Figures** achieved using 93-octane premium unleaded gasoline.

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

(4) See the RV & Trailer Towing Guide, available on eSourceBook as a printable PDF or the vehicle owner guide for more towing information.

NOTE: For product features, please see the Major Product Summary pages and/or the Dealer Ordering Guide for availability.