



Pre-production vehicle shown

As if Mustang wasn't already a storied legend, the new 2020 Shelby GT500 takes the legacy to heart-pounding heights. Its wealth of performance hardware and race-inspired aerodynamics all add up to two things: blistering straight line performance and lateral handling, served with a side of attitude. *Available fall 2019.*

Key Shelby GT500 Messages

Power that Performs

The Shelby GT500 is the purest expression of legendary Mustang performance. It's built exclusively for the driver who appreciates the full potential of extreme power, with high-performance features including:

Engine

- A 5.2L supercharged cross-plane crankshaft V8 engine
- 2.65-liter Eaton supercharger
- 9.5:1 compression ratio
- Magnesium strut tower brace
- Oil capacity increased — 11 quarts
- Piston cooling jets to handle heat load



- Cast aluminum structural oil pan
- Dual thermostats
- High-lift, long duration camshafts
- Increased coolant flow rate
- Large front radiator block-off plate
- Plasma Transfer Wire Arc (PTWA) spray bore liners
- Revised cylinder heads for optimum flow
- Unique forged pistons

Transmission

- Unique TREMEC® 7-speed dual-clutch transmission (DCT) with quick up/down shifts
- Wet dual clutch design
- Rotary gear shift dial
- Drive Modes: (Normal/Sport/Track/Slippery/Drag Strip)
 - Normal: used to optimize fuel economy
 - Sport: optimized feel with revised shift schedule

Chassis

- Composite carbon-fiber driveshaft
- Continuously controlled MagneRide® Damping System that monitors and adjusts itself up to 1000 times per second
- Dual exhaust with electronic valves and quad tips
- High trail knuckle for improved steering response
- Integrated Driver Control (IDC) System
- Performance-tuned TORSEN® limited-slip differential with 3.73:1 rear axle ratio that helps enhance cornering grip and straight-line traction
- Selectable effort electronic power-assisted steering
- Springs/stabilizer bars/dampers revised vs. GT350
- Track-ready 4-wheel disc braking system with 6-piston front and 4-piston rear, red-painted Brembo™ brake calipers
 - Brake pad material (same as GT350) — low metallic/track focused
 - Large swept area
 - Front rotors (420mm x 40mm)
 - Rear rotors (370mm x 30mm)



Optional equipment shown.

Driver-centric Cockpit

Inside the performance command center, nearly every component is focused on the driver's needs, with features such as:

- Aluminum foot pedals
- Ford Performance aluminum scuff plate
- Leather and Alcantara® wrapped flat-bottom steering wheel with paddle shifters and center marker
- Performance shift indicator light
- Rotary gear shift dial
- Shelby-exclusive aluminum instrument panel
- Available carbon fiber instrument panel

Race-Inspired Aerodynamics

Functional aerodynamic enhancements help reduce lift and increase downforce to help keep the Shelby GT500 glued to the track. They include:

- Aggressively-styled front splitter and fascia with wire mesh grilles

- Available Carbon Fiber Track Pack includes raised wing inspired by the Mustang GT4 race car
- Available Handling Package includes splitter wickers, integrated dive planes⁽¹⁾ and spoiler with gurney flaps
- Distinctive hood with functional hood vent for reduced lift, removable rain tray and self-locating hood pins
- Larger brake cooling ducts compared to Shelby GT350
- Splitter and belly pan generate downforce and help brake cooling. Belly pan bolted to chassis (trans oil cooler)



(1) Track use only.

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