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2020 Shelby® GT500® Preview



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<sup>(1)</sup> 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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