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WHAT'S NEW

This page is about:

- Interior Change
- The Carroll Shelby Connection

2009 Shelby GT500

What's New

Overview

Key Messages

Shelby GT500



- Shelby GT500 targets the performance enthusiast and image seekers
- Available as Coupe or Convertible
- Seven exterior colors
- SIRIUS® Satellite Radio now standard

Interior Change

- SIRIUS® Satellite Radio now standard

The Carroll Shelby Connection

Where It All Began

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

A Racing Legend

- 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 1965. 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 Hertz 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" V8
- 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
- Shelby served as senior advisor on the Ford GT development team
- Carroll Shelby and Ford Motor Company teamed up after 40 years to create the Ford Shelby GT500



NOTE: See the latest Dealer Ordering Guide for feature availability.

2009 Shelby GT500

What's Important

WHAT'S IMPORTANT

This page is about:

Product Highlights

Product Highlights

KEY SHELBY GT500 FEATURES

Supercharged 5.4L DOHC 32-valve V8 engine
(pg. 38)

500 horsepower and 480 lb.-ft. of torque
(pg. 38)

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

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



Choice of Coupe or Convertible
(pg. 43)

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

Tremec 6-speed manual transmission
(pg. 39)

Shelby GT500

Performance

- Supercharged 5.4L DOHC 32-valve V8 engine
- Supercharger provides 9.0 psi of boost
- Air-to-water intercooler
- 500 horsepower and 480 lb.-ft. of torque
- Tremec 6-speed manual transmission with programmable performance shift indicator
- Suspension components shared with Grand-Am Cup championship-winning Mustang
- Rear axle with 3.31:1 axle ratio and limited-slip differential
- Front Brembo® 4-piston aluminum calipers and 14-inch vented rotors
- 11.8-inch rear brake rotors with 2-piston calipers
- Dual exhaust system with X-pipe

Handling

- Independent MacPherson strut front suspension with Reverse-L lower control arms
- Solid-axle 3-link rear suspension with Panhard rod
- P255/45ZR18 front and larger P285/40ZR18 rear high-performance speed-rated tires

Exterior Design

- HID (High-Intensity Discharge) headlamps
- Functional front lower air splitter
- Fog lamps
- Rear air extractor
- Larger upper and lower grille openings
- Slanting headlamp openings
- Le Mans "over-the-top" Racing Stripes and "GT500" side stripes (Coupe)
- "GT500" side stripes
- Aluminum hood with dual functional air extractors
- Choice of Coupe or Convertible
- Distinctive Cobra logo and Ford SVT badging
- Unique rear spoiler
- 18-inch x 9.5-inch machined aluminum split-five-spoke wheels with SVT center caps
- Available colors:
 - Alloy Clearcoat Metallic (G5)
 - Ebony Clearcoat (UA)
 - Grabber Orange Clearcoat (U3)
 - Performance White Clearcoat (HP)
 - Torch Red Clearcoat (D3)
 - Vapor Clearcoat Metallic (ZY)
 - Vista Blue Clearcoat Metallic (G9)

Interior Design

- Choice of Charcoal Black leather-trimmed seating surfaces with Red or Charcoal Black door panel inserts
- Mini-perforated leather seat inserts
- Ambient interior lighting
- Leather accents throughout interior
- Leather-wrapped steering wheel with thumb pads and red contrast stitching
- Titanium-faced gauges with white lettering
- Tachometer swapped with speedometer for improved readability (compared to Mustang GT)
- Supercharger-boost gauge
- Satin aluminum finish trim

Safety/Security

- Mustang received five-star frontal crash test ratings
- Anti-lock Braking System (ABS)
- Electronic Brake Force Distribution (EBD)
- All-Speed Traction Control
- Personal Safety System®
- Front-seat side airbags
- Stiff body structure
- Active Anti-theft System
- Tire Pressure Monitoring System (TPMS)
- Emergency Tire Inflation Kit

NOTE: See the latest Dealer Ordering Guide for feature availability.

MODEL LINEUP

This page is about:

- Shelby GT500 Coupe and Convertible
- Optional Equipment

2009 Shelby GT500

Model Lineup

Model Lineup Pages

The Model Lineup pages are based on the Dealer Ordering Guide and are designed to show key features/equipment on 2009 Shelby GT500. As you move through the model lineup, each model adds to or upgrades the equipment of the preceding model, except where additions/exemptions are noted. The Shelby GT500 are available as a Coupe or Convertible.

Shelby GT500 Coupe and Convertible — Standard model

Performance

- Axle — modified 8.8-inch with 3.31:1 gear ratio and limited-slip differential
- Brakes — power vented four-wheel disc with Brembo® front 4-piston calipers and rotors
- Engine — supercharged 5.4L 4V V8 with intercooler
- Exhaust — stainless-steel dual with X-pipe design
- Transmission — Tremec 6-speed manual with performance shift indicator

Handling

- Suspension, SVT-tuned:
 - MacPherson strut front & 3-link rear with specifically tuned dampers and springs for Coupe & Convertible
- Tires, performance speed-rated:
 - P255/45ZR18 front
 - P285/40ZR18 rear

Exterior Design

- Badging:
 - “SHELBY” badging on the rear decklid
 - “SHELBY GT500” badging on the gas cap badge
- Convertible top — power, Black cloth with glass backlight
- Fascia, front — GT500-specific with splitter
- Fascia, rear — GT500-specific with diffuser
- Fog lamps — front
- Grilles — upper and lower
- Hood — GT500 specific aluminum with dual functional air extractors
- “GT500” side stripes — convertible
- Headlamps — complex reflector halogen
- Mirrors — dual power side-mounted
- Rear spoiler — GT500-specific, decklid mounted

Interior Design

- Stripes:
 - “GT500” side stripes
 - Over-the-top “racing stripes” (Coupe)
- Wheels — GT500-specific 18” x 9.5” bright machined aluminum wheels with SVT center cap
- Air conditioning — manual
- Air registers — aluminum accent
- Audio — Shaker 500 with CDx6, six speakers and MP3 capability
- Auxiliary power points (2)
- Console — center with full armrest & storage
- Cruise control — steering-wheel-mounted
- Cup holders (2)
- Door trim inserts — soft vinyl
- Door locks — power
- Defroster — rear window
- Floor mats — color-keyed carpeted front with driver retention hook
- Fold-flat rear seats (Coupe only)
- Footrest — driver
- Instrument cluster — 6-gauge with transposed tachometer and speedometer, boost gauge, message center and SVT logo
- Instrument panel appliqué — brushed aluminum
- Lamps:
 - Header-mounted dome
 - Lighted bezel (Convertible)
- Map pockets — front doors
- MyColor™ — 125-color interior lighting
- Remote keyless entry

- Scuff plates — Bright with SVT logo
- Seats, leather trimmed:
 - Sport buckets with Cobra logo
 - Manual 2-way adjustable passenger
 - Manual 4-way adjustable driver with height adjust
 - Split-fold 50/50 rear (Coupe)
 - Fixed rear seatbacks (Convertible)
- Shift knob — leather-wrapped with red contrast stitching
- SIRIUS® Satellite Radio
- Steering wheel — GT500-specific leather-wrapped with thumb pads and red contrast stitching
- Windows — power with one-touch down/up driver window
- Windshield wipers — variable interval

Safety/Security

- Active anti-theft system
- Anti-lock Braking System (ABS)
- Belt-Minder®
- Dual-stage frontal air bags
- Emergency Tire Inflation Kit
- Front-seat side airbags
- Illuminated entry
- LATCH system (Lower Anchors and Tethers for Children)
- Personal Safety System®
- Safety belt restraint system — manual 3-point shoulder & lap safety belt system on all seating positions
- Side door intrusion beams
- Tire Pressure Monitoring System (TPMS)
- Traction control — all-speed

NOTE: The above information is an excerpt to be used with pages 1 and 2 of the 5/16/08 Shelby GT500 Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide go to fmcdealer.com

Optional Equipment

	Coupe	Convertible
Design/Styling		
“GT500” Side Stripes Delete Option (Requires Le Mans Stripe Delete with Coupe)	○ ⁽¹⁾	○
High-Intensity Discharge (HID) Headlamps	○	○
Le Mans “Over-the-top” Racing Stripes Delete Option	○ ⁽¹⁾	— ⁽²⁾
Comfort/Convenience		
Ambient Interior Lighting	○	○
GT500 Premium Interior Trim Package	○	○
Shaker 1000 Audio System with 6-disc in-dash CD/MP3 capability and 10 speakers	○	○
Navigation System	○	○

NOTE: The above information is an excerpt to be used with page 4 of the 5/16/08 Shelby GT500 Dealer Ordering Guide. For more information and the latest Dealer Ordering Guide go to fmcdealer.com

- (1) Coupe available with standard Le Mans Racing Stripes and “GT500” side stripes. Le Mans Racing Stripes can be deleted separately, or along with, side stripes. (Coupe not available with stand-alone Le Mans Racing Stripes.)
 (2) Convertible not available with Le Mans Racing Stripes. “GT500” side stripes can be deleted.

2009 Shelby GT500

Ford SVT Heritage

FORD SVT HERITAGE

This page is about:

Ford SVT Mission and Purpose

Hallmarks of Ford SVT

Ford SVT History

Ford SVT Mission and Purpose

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 — Create vehicles specifically designed to meet the unique needs and desires of the knowledgeable driving enthusiast.

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.

Value — A lot of performance and driving pleasure for the money.

Ford SVT History

<p>1991</p> <ul style="list-style-type: none"> Ford Special Vehicle Team introduced <p>1992</p> <ul style="list-style-type: none"> Official launch of the 1993 SVT Mustang Cobra SVT F-150 Lightning introduced <p>1993</p> <ul style="list-style-type: none"> SVT Mustang Cobra and SVT F-150 Lightning arrive in dealerships The first-generation race-ready Cobra R hits the street as well as the track <p>1994</p> <ul style="list-style-type: none"> Second-generation SVT Mustang Cobra introduced Cobra elected Indianapolis 500 Pace Car <p>1995</p> <ul style="list-style-type: none"> SVT Mustang Cobra Convertible gets removable hardtop option Second-generation Cobra R rolls off the assembly line with a modified 351 cid Windsor V8 engine producing 300 horsepower <p>1996</p> <ul style="list-style-type: none"> SVT Mustang Cobra receives an all-new hand-built 4.6L 32-valve V8 producing 305 horsepower Cobra coupes get an option of Mystic color-changing paint limited to 2000 units 	<p>1997</p> <ul style="list-style-type: none"> SVT Contour is launched at Chicago Auto Show and arrives in dealerships in the second quarter as a 1998 model SVT reaches the milestone of 50,000 vehicles sold <p>1998</p> <ul style="list-style-type: none"> SVT Mustang Cobra offers 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 <p>1999</p> <ul style="list-style-type: none"> SVT F-150 Lightning returns to the lineup with a hot new 5.4L supercharged Triton® V8 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 <p>2000</p> <ul style="list-style-type: none"> 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 	<p>2001</p> <ul style="list-style-type: none"> SVT F-150 Lightning receives freshened styling, aluminum driveshaft, 3.73:1 rear axle ratio and 380 horsepower, helping make Lightning the fastest production truck on the planet SVT Mustang Cobra is updated with new seats and appearance items 2002 SVT Focus unveiled at the Chicago Auto Show <p>2002</p> <ul style="list-style-type: none"> Much anticipated 2003 SVT Mustang Cobra unveiled at the Chicago Auto Show With 390 horsepower and 390 lb.-ft. of torque, 2003 Cobra becomes the most powerful production Mustang in history SVT reaches the milestone of 100,000 vehicles produced <p>2003</p> <ul style="list-style-type: none"> SVT's 10th Anniversary 2004 SVT Mustang Cobra debuts <p>2004</p> <ul style="list-style-type: none"> Ford GT is certified at 550 horsepower and a top speed of 205 mph
--	---	--



1998 SVT Contour



1999 SVT Mustang Cobra



2000 SVT Cobra R



2001 SVT F-150 Lightning



2002 SVT Focus



2003 SVT Mustang Cobra



2004 SVT Mustang Cobra

PERFORMANCE

This page is about:

- Supercharged 5.4L DOHC 32-valve V8 Engine
- Roots-type Eaton Supercharger
- Air-to-water Intercooler
- Dual Exhaust System
- Tremec 6-speed Manual Transmission
- Programmable Performance Shift Indicator

2009 Shelby GT500

Performance

Overview

Key Messages

Shelby GT500



- The Shelby GT500 delivers power and agility
- Based on the championship-winning FR500C Grand-Am Cup Mustang race car
- Supercharged V8 engine with intercooler and dual exhaust system
- Short-throw 6-speed manual transmission designed to handle the power from the supercharged V8 engine

Key Features

Powertrain

Supercharged 5.4L DOHC 32-valve V8 engine features a roots-type supercharger with 9 psi of boost and air-to-water intercooler to reliably deliver 500 horsepower and 480 lb.-ft. of torque.



Roots-type Eaton Supercharger force feeds the engine more air to help produce more peak power.

Air-to-water intercooler helps keep air intake temperatures lower, which helps produce more power.

Dual exhaust system with a stamped X-pipe design and custom mufflers sounds awesome and helps increase power.

Tremec 6-speed manual transmission is a short-throw design with proven heavy-duty performance capable of handling the high torque output of the supercharged V8 engine.

Programmable performance shift indicator is a driver-programmed feature that provides a visual and/or audible cue to upshift the transmission to the next gear at a preset engine rpm.

Rear axle includes a Traction-Lok limited-slip differential that offers improved traction and performance on slippery or uneven surfaces and a 3.31:1 gear ratio.

Rear-wheel drive provides good off-the-line weight distribution, traction and performance.



2009 Shelby GT500

Performance

PERFORMANCE

This page is about:

- Supercharged 5.4L DOHC 32-valve V8 Engine
- Roots-type Eaton Supercharger
- Engine Cooling
- Tremec 6-speed Manual Transmission
- Programmable Performance Shift Indicator
- Rear Axle

Powertrain

Supercharged 5.4L DOHC 32-valve V8 Engine

- 500 horsepower and 480 lb.-ft. of torque
- 8.4:1 compression ratio
- Roots-type supercharger with 9.0 psi of boost and air-to-water intercooler helps the supercharger maximize the density of the air entering the cylinder head
- Cast-iron block
- Low-profile intake manifold channels the supercharged air/fuel mixture to the cylinders and allows the entire induction system to be effectively packaged under the special aluminum air-extractor hood
- Aluminum cylinder heads use high-flow ports and specially calibrated dual overhead camshafts with 4 valves per cylinder to deliver optimum engine breathing, good fuel efficiency and emissions
- Forged-steel crankshaft, forged connecting rods and forged pistons handle the extra strain on the lower end of the block
- 60mm dual-bore electronic throttle body
- "Powered by Ford SVT" is cast into the coil covers

Roots-type Eaton Supercharger

- Operates at 9.0 psi (pounds per square inch) to force-feed a higher density air/fuel mixture
- Higher air/fuel density produces the peak horsepower of a much larger displacement, naturally aspirated engine
- Take a closer look below at how the supercharger boosts engine power

Engine Cooling

- Air-extractor hood with dual vents
- Larger high-capacity aluminum radiator and increased capacity cooling system manage heat
- Loop-style power steering cooler
- Water-to-oil stacked-dish engine oil cooler

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 Grand-Am Cup Champion Ford Racing Mustang FR500C

Programmable Performance Shift Indicator

- When activated, provides a visual (SHIFT LAMP) and/or audible cue (SHIFT TONE) 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 on 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 1,500-6,000 rpm
- NOTE: the Performance Shift indicator and fuel economy upshift indicator operate independently

Rear Axle

- Modified 8.8-in. live axle
- 3.31:1 gear ratio balances performance and fuel efficiency
- Limited-slip differential helps improve traction and off-the-line acceleration

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

A CLOSER LOOK: Developing Reliable Horsepower

Supercharging	Intercooling
<p>Engineers were able to make horsepower gains by supercharging the 5.4L V8 engine. 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 9.0 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>

2009 Shelby GT500

Handling

HANDLING

This page is about:

- GT500 Suspension
- MacPherson Strut Front Suspension
- Solid-axle 3-link Rear Suspension with Panhard Rod
- Balanced Weight Distribution
- Large Four-wheel Vented Disc Brakes
- Rack-and-pinion Steering

Overview

Key Messages

Shelby GT500



- Power requires control
- Balanced weight distribution and race-winning handling
- Chassis, suspension, steering, tires and brakes work together to give optimum ride and handling

Key Features

Suspension

GT500 Suspension

- Shared with the championship-winning FR500C Grand-Am Cup Mustang — Ford Racing and SVT engineers worked closely together to develop both the FR500C and Shelby GT500 suspensions
- Approximately 80 percent of the underpinnings on the FR500C race car can be found on the Shelby GT500
- Mustang platform is exceptionally rigid and well engineered
- High torsional (twisting) rigidity adds to the crisp, responsive handling

MacPherson strut front suspension features reverse L-shaped lower control arms, aggressive spring rates and a 34mm stabilizer bar for incredibly responsive handling

Solid-axle 3-link rear suspension with Panhard rod is a race-proven design shared with the Ford Racing Mustang FR500C.

Chassis

Balanced Weight Distribution

- 57 percent of the weight is in the front and 43 percent is in the rear of the GT500 Coupe
- 56 percent front and 44 percent rear for the GT500 Convertible matches the Mustang GT Coupe

Large four-wheel vented disc brakes with Brembo® 4-piston aluminum front calipers deliver impressive stopping power.

Rack-and-pinion steering provides crisp turn-in and precise response.

Z-rated performance tires deliver excellent traction for balanced handling and acceleration characteristics.



2009 Shelby GT500

Handling

HANDLING

This page is about:

- Independent MacPherson Strut Front Suspension
- Solid-axle 3-link Rear Suspension with Panhard Rod
- Benefits of Suspension Design
- Four-wheel Disc Braking System (ABS)
- Power Rack-and-pinion Steering System
- Wheels and Tires

Suspension

Independent MacPherson Strut Front Suspension

- Gives precision handling, incredible responsiveness and a smooth, comfortable ride
- High spring rates handle the extra 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
- 34mm 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
- 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
- Strut tower brace helps stiffen the chassis for track-capable performance

Chassis

Four-wheel Disc Braking System

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

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 Z-rated 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
- Help improve handling balance when powering out of a turn

A CLOSER LOOK: Emergency Tire Inflation Kit

When people are 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 increase the power-to-weight ratio and give the Shelby GT500 improved performance.



- Convertible
- Front Design
- Rear Design
- Stripes

2009 Shelby GT500

Exterior Design

Overview

Key Messages

Shelby GT500



- Form follows function with a functional front splitter, hood air extractors and rear diffuser
- Grille openings and slanting headlamp openings pay tribute to Mustang heritage
- Two available models: Coupe and Convertible
- GT500 Coupe with LeMans-style over-the-top stripes offer a "race-ready" look

Key Features

Convertible

Shelby GT00 Convertible features a cloth top, the same 500-horsepower Supercharged 5.4L V8 engine and 6-speed manual transmission as the Coupe and Mustang GT.

Front Design

Functional air splitter at the bottom of the unique front fascia limits airflow under the car, helping improve high-speed aerodynamics.

Aluminum hood with dual functional air extractors is specific to Shelby GT500 and creates improved underhood airflow.

Larger upper and lower grille openings help improve airflow and give a visual connection to vintage Shelby Mustangs.

HID (High-Intensity Discharge) headlamps provide a distinctive look and excellent nighttime visibility. HID lamps are also designed to last longer and produce more light than halogen headlamps.

Slanting headlamp openings add to the dramatic front appearance and low-mounted fog lamps are a Ford SVT design hallmark.

Distinctive Cobra badging on the front fenders and offset in the grille. SVT logos are also found on the wheel center caps.



Rear Design

Rear fascia features a roll pan with an underbody airflow diffuser.

Rear spoiler is like the classic GT500 and provides aerodynamic downforce at higher speeds.

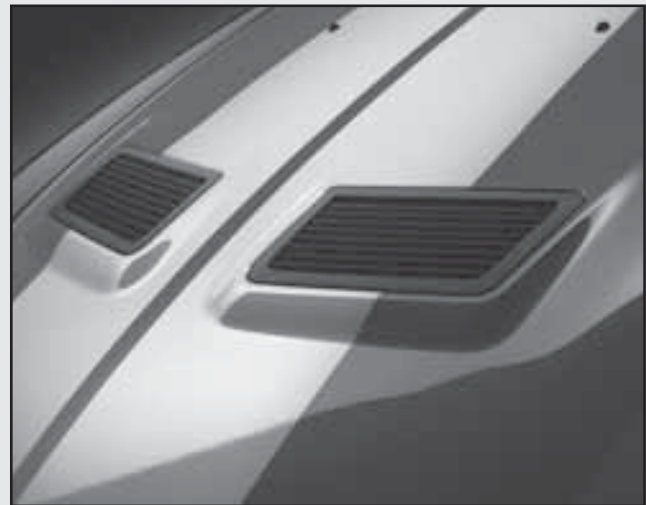
"SHELBY™" lettering is boldly shown on the left side of the trunk lid, under the spoiler.

SHELBY GT 500 and Cobra logos are seen on the gas cap badge.

Stripes

Le Mans Over-the-top Racing Stripes are true to Shelby Mustang heritage and are available in 5 colors on the Coupe, depending on the exterior color.

"GT500" Side Stripes are along the exterior lower door panels of Coupe and Convertible and are available in 5 colors, depending on the exterior color.



2009 Shelby GT500

Exterior Design

EXTERIOR DESIGN

This page is about:

- Le Mans Over-the-top Racing Stripes and "GT500" Side Stripes
- Side Stripes
- Exterior Colors
- Convertible Features
- HID (High-Intensity Discharge) Headlamps

Stripes and Colors

Le Mans Over-the-top Racing Stripes and "GT500" Side Stripes

- Staying true to Shelby heritage
- Coupe has two distinctive 9-inch-wide Le Mans-style over-the-top stripes along the top of the hood, roof, decklid and fascias
- Over-the-top tape stripes are not available on Convertible
- Coupe and Convertible have the GT500 stripe along the lower exterior door panels
- Five stripe colors are available depending on body color (Alloy, Ebony, Oxford White, Satin Silver and Vista Blue)
- Stripe delete option available



Exterior Colors

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



Convertible Features

Same 500-horsepower Supercharged 5.4L V8 engine and 6-speed manual transmission as found in the Shelby GT500 Coupe.



Coupe-like ride and handling

- Good torsional rigidity allowed the engineers to add fewer reinforcements to the chassis
- Less added weight meant few suspension modifications were needed to achieve excellent handling characteristics
- GT500 Convertible has handling characteristics of Mustang GT Coupe

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

HID (High-Intensity Discharge) Headlamps

- Emit approximately 2.5 times as much light as conventional halogen bulbs
- HID lighting systems use a special quartz bulb with no filament. The bulb is filled primarily with xenon gas along with a small amount of mercury and other metal salts
- Bulb features two electrodes separated by a small gap (about 4mm or 3/16th inch). When high-voltage current is applied to the electrodes, it excites the gases inside the bulb and forms an electrical arc between the electrodes
- Hot ionized gas produces a "plasma discharge" which generates an intense, bluish-white light
- Because there is no brittle filament inside a xenon HID bulb to break or burn out, the headlamps typically last up to three times longer than halogen headlamps (3000 hours versus 1000 hours of continuous operation, which is equivalent to 5 to 10 years of normal driving)

- Seats
- Interior
- Instrument Panel
- Entertainment Systems
- Auxiliary Input Jack

2009 Shelby GT500

Interior Design

Overview

Key Messages

Shelby GT500



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

Key Features

Seats

Charcoal Black leather-trimmed seats with contrast red stitching are extra supportive, include mini-perforated seat inserts for a more comfortable ride and offer a choice of Crimson Red or Charcoal Black seat inserts.

Cobra logo embossed on front seatbacks.



Interior

Leather accents throughout interior, including steering wheel, shift knob, shift boot and parking brake handle.

Contrast Red stitching on the leather-wrapped steering wheel, gearshift boot and parking brake handle.

Leather-wrapped steering wheel has thicker grips and thumb pads that are better positioned for enthusiast driving.

GT500 script and Cobra on steering wheel.

Ambient interior lighting complements the MyColor™ feature and provides footwell space and cup holder LED illumination. There are seven different color choices to add a soft, colorful glow to the interior. MyColor is complemented by allowing the footwell, cup holders and instrument cluster colors to match.

Premium Interior Trim Package includes:

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

Instrument Panel

Light-faced gauges with white lettering are a unique performance cue Ford SVT pioneered on the original Mustang Cobra.

Tachometer is swapped with speedometer to improve tachometer visibility.

Supercharger boost gauge replaces the voltmeter gauge and keeps tabs on performance.

Satin finish trim replaces the traditional chrome-finish trim, including the satin finish gearshift knob.

Instrument cluster features a Shelby-programmable Performance Shift indicator light and a Shelby-unique red, white and blue option.

Entertainment Systems

Audio Systems

- Shaker 500 6-disc in-dash CD/MP3 player with two 8-inch subwoofers and two 90-watt amplifiers
- Shaker 1000 6-disc in-dash CD/MP3 player with two 10-inch subwoofers and four 85-watt amplifiers
- See page 48 for more information

SIRIUS® Satellite Radio

- Over 130 channels of music, talk, news, sports and information
- Commercial-free music
- Digital sound quality
- Seamless coverage anywhere in the contiguous U.S.
- 6-month complimentary subscription subject to geographical location
- See page 48 for more information

Navigation System

- LCD touch-screen display
- Fast route calculations, zooming, scrolling and route previews
- Audible step-by-step guidance feature that announces upcoming maneuver with specific street names
- Single DVD for contiguous U.S. and Canada
- See page 49 for more information

PRESENTATION TIP: Auxiliary Input Jack

All Mustang audio systems include an auxiliary input jack which allows a portable MP3 player to be connected and played through the vehicle speakers. The jack is located in the floor console next to the auxiliary power point.

2009 Shelby GT500

Safety/Security

SAFETY/SECURITY

This page is about:

- Accident Avoidance
- Occupant Protection
- Child Safety
- Personal Security
- NHTSA Crash Test Ratings

Overview

Key Messages

Shelby GT500



- Shelby GT500 customers are surely interested in performance, but every customer appreciates the peace of mind safety provides
- Stiff body structure and Personal Safety System® help protect occupants
- Anti-lock Braking System (ABS) and All-Speed Traction Control help drivers avoid accidents
- Front-seat side airbags

Key Features

Accident Avoidance

All-Speed Traction Control helps the driver maintain control by limiting wheel spin to maximize available traction.

Four-wheel Anti-lock Braking System (ABS) prevents wheel lock during excessive braking to help maintain steering control.

Tire Pressure Monitoring System (TPMS) alerts driver if tire pressure is significantly low.

Occupant Protection

Personal Safety System® deploys airbags based on crash severity, safety belt usage, driver's-seat position and front passenger weight classification.

Front-seat side airbags help protect front-seat occupants in certain side collisions.

Stiff body structure creates a passenger "safety cage" that helps protect the cabin from deformation and intrusion.

High-strength side-door intrusion beams add structural stability and absorb energy to help protect against intrusions into the passenger compartment.

Child Safety

LATCH (Lower Anchors and Tethers for Children) System provides secure and correct installation of child safety seats.

Emergency trunklid release allows a person locked in trunk to escape.

Personal Security

SecuriLock® passive anti-theft ignition system requires an electronically encoded key to start the vehicle.

Active Anti-theft System helps prevent unauthorized towing and entry when the vehicle is locked.

Emergency Tire Inflation Kit allows a flat tire to be temporarily reinflated and sealed to reach service.

NHTSA Crash Test Ratings

Mustang Coupe and Convertible received high ratings in all crash testing performed by the National Highway Traffic Safety Administration (NHTSA). Mustang Convertible is the first soft top to ever rate a perfect 5 stars⁽¹⁾ in all federal crash tests and rollover evaluations. For a complete list of NHTSA results, visit safercar.gov

	Frontal-Impact Rating		Side-Impact Rating	
	Driver	Passenger	Front Seat	Rear Seat
Mustang Coupe	★★★★★	★★★★★	★★★★★	★★★★★
Mustang Convertible	★★★★★	★★★★★	★★★★★	★★★★★

What Do the Stars Mean?

Frontal-impact Testing

- ★★★★★ 5 stars = 10 percent or less chance of serious injury
- ★★★★ 4 stars = 11 to 20 percent chance of serious injury

Side-impact Testing

- ★★★★★ 5 stars = 5 percent or less chance of serious injury
- ★★★★ 4 stars = 6 to 10 percent chance of serious injury

(1) Based on 2008 model year testing. Star ratings are part of the U.S. Department of Transportation's safercar.gov program (www.safercar.gov).

- All-Speed Traction Control
- Anti-lock Braking System (ABS)
- Tire Pressure Monitoring System (TPMS)

2009 Shelby GT500

Safety/Security

Accident Avoidance

All-Speed Traction Control

- Uses the ABS computer and sensors to monitor wheel slip at any speed
- Helps improve traction on slippery or loose driving surfaces by using brake and/or engine controls:
 - Braking at one or both drive wheels
 - Fuel injection cutoff
 - Ignition spark retard
- Aids driver confidence under poor road conditions — improving vehicle traction and steering control — without sacrificing dry pavement performance:
 - When the lane is slippery on one or both sides
 - Pulling 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



Anti-lock Braking System (ABS)

- Helps improve steering control in hard-braking situations, especially when the road is slippery
- Enhances braking by helping prevent wheel lockup
- When the sensors show wheel lockup, ABS electronically “pumps” the brakes several times per second
- Electronic Brake Force Distribution (EBD) automatically distributes braking power to the wheels where it will be most effective
- The four-channel system has more accurate wheel control because each wheel is controlled separately

Tire Pressure Monitoring System (TPMS)

- TPMS uses a tire pressure sensor mounted to each road wheel
- Sensors use radio frequency transmitters to send tire pressure information to the vehicle’s onboard computer
- The computer illuminates a warning light and sounds an audible tone when tire pressure is significantly low
- System is completely hidden from sight
- Replacing the tire can be easily done without removing the sensor
- TPMS provides an accurate tire pressure reading
- Senses temperature-based pressure loss where all four road wheels are affected
- Resetting the system is easy. Once tire pressure has been restored to its recommended level, TPMS-equipped vehicles simply need to be driven over 20 mph for at least 2 minutes to be reset
- Properly inflated tires help optimize fuel economy and add to a smooth ride
- Recommended tire pressure label is on the driver’s door B-pillar

ENGINEERING INSIGHT: TPMS Warning Light

Low Tire Warning Light	Customer Action Required
Solid Warning Light 	<p>Check tire pressure to ensure proper inflation. Ford recommends a digital or dial-type tire pressure gauge for increased accuracy.</p> <ul style="list-style-type: none"> • After inflating cold tires to manufacturer’s recommended pressure as shown on the tire label, the vehicle must be driven for at least 2 minutes at over 20 mph to turn the light off and reset the system • If the light remains on even after these steps have been taken, have the system inspected by the dealership Service Department <p>NOTE: If the outside overnight temperature is significantly lower than the daytime temperature, tire pressure will decrease 1 psi for every 10 degrees F drop in temperature. This may cause the TPMS warning to illuminate. If all tires appear to be inflated, customers should manually check the pressure and inflate all the tires to the recommended cold pressure.</p>
Flashing Warning Light 	<ul style="list-style-type: none"> • Driving on the spare tire may activate the TPMS warning light, causing it to flash for 75 seconds followed by a solid light. Repair the damaged road wheel and remount it on the vehicle. Reset the TPMS by driving at over 20 mph for at least 2 minutes • If the tires are inflated to the manufacturer’s recommended pressure and the spare tire is not in use, have the system inspected by the Service Department • See the vehicle Owner’s Guide for more information

2009 Shelby GT500

Safety/Security

SAFETY/SECURITY

This page is about:

- Personal Safety System®
- Front-seat Side Airbags
- Stiff Body Structure
- LATCH System (Lower Anchors and Tethers for Children)
- SecuriLock® Passive Anti-theft Ignition System
- Emergency Tire Inflation Kit

Occupant Protection

Personal Safety System®

The Ford Personal Safety System tailors airbag usage to the severity of the crash, driver and passenger safety belt use, driver's-seat position and passenger classification. System components include:

- Dual-stage driver and front passenger airbags
- Electronic front crash severity sensor
- Driver's-seat position sensor
- Front outboard safety belt usage sensor
- Restraint Control Module
- Front outboard safety belt energy management retractors
- Front outboard safety belt pretensioners
- Front Passenger Sensing System (FPSS)

See the Safety section in the Appendices book for more information on the Personal Safety System and the Front Passenger Sensing System.

Front-seat Side Airbags

- Side airbags help protect front-seat occupants in certain side collisions
- Airbags deploy from the front seats to protect occupants' chests
- Placed in the front seatbacks, so they are always in the optimum deployment position no matter where the seat is positioned
- Designed to help protect the chest in certain side collisions

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
- Twisting force of 15,500 lb.-ft. deforms the body by only 1 degree
- Creates a passenger "safety cage" to help protect 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
- High-strength side-door intrusion beams add structural stability and absorb energy to help prevent intrusions in the passenger compartment

Child Safety

LATCH (Lower Anchors and Tethers for Children) System

- Consists of a top tether anchor point and two rigid bars located where the seat cushion meets the seatback
- Both rear seats offer LATCH provisions
- LATCH-compatible child safety seat attaches to the lower anchor points by means of flexible tethers or rigid latch bars
- LATCH can eliminate the need to use the safety belts when installing a child safety seat, providing a secure attachment and helping to reduce the likelihood of incorrect installation. However, the safety belt can still be used to attach the child seat

Personal Security

SecuriLock® Passive Anti-theft Ignition System

- Requires an electronically encoded ignition key (with billions of possible codes) to start the vehicle
- Designed to help prevent the engine from being started unless a coded key programmed to the vehicle is used

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
- 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

Active Anti-theft System

- Engages when locking and arming the vehicle with the remote transmitter or power door lock switch with a door open
- When all doors are closed, the system monitors doors, hood, trunk, interior motion and vehicle inclination
- Inclination sensor helps prevent tow-away thefts
- Interior motion sensor helps prevent "smash and grab" break-ins
- Includes a separate alarm sounder plus the vehicle horn
- Also has a 60-amp-hour battery to sound the alarm longer
- Locking the vehicle with the ignition key in the driver's door arms the doors, hood and trunk, but blocks the motion and inclination sensors
- Use this method if interior motion is expected, during vehicle transport or when hoisting
- All windows must be closed for proper motion sensing performance

AUDIO/NAVIGATION

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

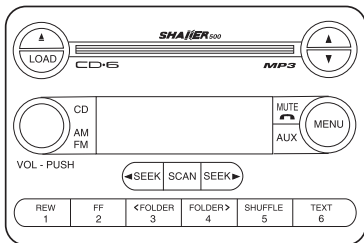
2009 Shelby GT500

Audio/Navigation

All Shelby GT500 Audio Systems Include

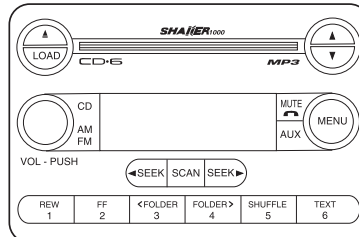
- SIRIUS® Satellite Radio
- Station Memory Presets — 12 FM, 6 AM
- Autoset (AST) automatically locates 6 strongest AM or FM station signals
- Auxiliary audio input jack
- Digital clock

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



- 6-disc in-dash CD player with MP3 capability
- Plays MP3 discs (up to 255 songs per disc) in flat mode or folder mode
- **8-speaker system** has 240 watts of average power and 480 watts of peak power
 - One 1-inch tweeter in each door
 - One 5½ x 7½-inch midrange speaker in each door
 - One 8-inch subwoofer in each door
 - Two full-range speakers in back
 - Two subwoofer amplifiers mounted in instrument panel
- **Folder/track mode** allows the audio system to play and seek through disc tracks with or without folder option (available with MP3 discs only)
- **RDS (Radio Data System) function** when selected, allows the following:
 - Only for FM radio stations supporting RDS capability
 - Radio station call letters appear on radio display
 - Type of music format appears on radio display
 - Search for type of music format
 - Traffic information broadcasts
- **Occupancy setting** allows for one of three vehicle acoustic settings to be chosen
- **Speed Compensated Volume (SCV)** compensates for changing ambient noise levels by adjusting the volume of the radio according to the vehicle's speed signal. Allows 7 volume adjustment levels. Adjustable through the menu
- **Compression** allows the audio dynamic range to be compressed so quieter music is boosted and louder music is lowered to compensate for ambient noise level when enabled during CD mode
- **Repeat** will play the selected track continuously until Repeat is deactivated when enabled during CD mode
- **Shuffle** plays CD/MP3 tracks in random order
- **Folder** button allows access to the MP3 folder

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
- **Premium 10-speaker system** has 580 watts of average power, 1160 watts of peak power
 - One 1-inch tweeter in each door
 - One 5½ x 7½-inch midrange speaker 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 6 months of SIRIUS service subject to geographical location
- Vehicle is equipped with necessary vehicle-to-radio interface and antenna
- Unit is preactivated from the factory
- SIRIUS Satellite Radio 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 of SIRIUS Satellite Radio include:
 - Over 130 channels of the best music, talk, news, sports and information (65 music channels)
 - 100 percent commercial-free music
 - Seamless coverage anywhere in the contiguous U.S.
- More information is available online at www.sirius.com or toll-free at (888) 539-SIRIUS (7474)

For More Audio Information

- Audio availability: See the latest Dealer Ordering Guide
- Operating information: See the vehicle Owner's Guide

2009 Shelby GT500

Audio/Navigation

AUDIO/NAVIGATION

This page is about:

- Navigation System
- Auxiliary Audio Input Jack

Navigation System



- Includes Shaker 500 or Shaker 1000 audio system
- **6.5-inch LCD touch screen** operates navigation and audio functions
- **Destination selection** search methods include:
 - Street address
 - Point of Interest (POI)
 - Freeway entrance/exit search
 - Previous destination
- **Turn-by-turn voice directions** include street name pronunciations
- Supports North American English, Canadian French and North American Spanish
- **Help menu** for basic operation, driving restrictions and navigation DVD
- **Automatic Rerouting** recalculates a new route if a turn is missed
- **Emergency Button** provides nearest emergency facility to choose as a destination (hospital or police)
- **Valet Lockout Mode** disables operation of the Navigation System if desired, for example, during valet parking
- **Address Book** saves the most frequently used destinations for quick and easy routing
- One DVD with map data for the continental U.S. and Canada
- DVD inserts into system Electronic Control Unit (behind the touch screen)

Auxiliary Audio Input Jack



- Standard with all audio systems
- Allows the use of portable MP3 players
- Vehicle audio system will not control the functions of the MP3 player

For More Audio Information

- Audio availability: See the latest Dealer Ordering Guide
- Operating information: See the vehicle Owner's Guide

WHEEL, INTERIOR TRIM, STRIPING OPTIONS
This page is about:


- 18" Bright Machined Aluminum
- Interior Trim
- Striping Options

2009 Shelby GT500

Wheel, Interior Trim, Striping Options

Shelby GT500

Wheel

Wheel	Coupe	Convertible
18" Bright Machined Aluminum Wheel 	Standard	Standard

Interior Trim

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

NOTE: See the 2009 Color and Upholstery Book or the Specifications section of **eSourceBook** (esourcebook.dealerconnection.com) for illustrations of the available seating choices.

Striping Options

Exterior Colors	Interior Colors	
Coupe	Charcoal Black/ Charcoal Black	Charcoal Black/ Crimson Red
Over-the-Top Tape Stripe Color Choices		
Alloy Clearcoat Metallic	Satin Silver	Satin Silver
Ebony Clearcoat	Alloy or Oxford White	Alloy or Oxford White
Grabber Orange Clearcoat	Ebony or Oxford White	—
Performance White Clearcoat	Alloy, Ebony or Vista Blue	Alloy or Ebony
Torch Red Clearcoat	Ebony, Oxford White or Satin Silver	Ebony, Oxford White or Satin Silver
Vapor Clearcoat Metallic	Ebony	Ebony
Vista Blue Clearcoat Metallic	Oxford White	—

Exterior Colors	Interior Colors	
Convertible	Charcoal Black/ Charcoal Black	Charcoal Black/ Crimson Red
Lower Tape Stripe Color Choices		
Alloy Clearcoat Metallic	Satin Silver	Satin Silver
Ebony Clearcoat	Alloy or Oxford White	Alloy or Oxford White
Grabber Orange Clearcoat	Ebony or Oxford White	—
Performance White Clearcoat	Alloy, Ebony or Vista Blue	Alloy or Ebony
Torch Red Clearcoat	Ebony, Oxford White or Satin Silver	Ebony, Oxford White or Satin Silver
Vapor Clearcoat Metallic	Ebony	Ebony
Vista Blue Clearcoat Metallic	Oxford White	—

2009 Shelby GT500

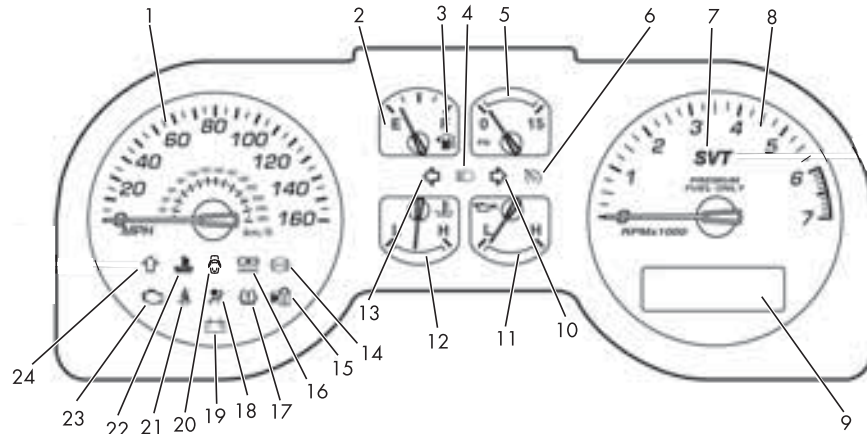
Instrument Cluster

INSTRUMENT CLUSTER

This page is about:

Instrument Cluster

Instrument Cluster



Shelby GT500

- | | | |
|--|--|--|
| 1. Speedometer | 11. Engine oil pressure gauge | 18. Airbag readiness indicator/
warning light |
| 2. Fuel gauge | 12. Engine coolant temperature gauge | 19. Charging system warning light |
| 3. Fuel filler door location indicator | 13. Left turn signal indicator | 20. Door ajar warning light |
| 4. High-beam indicator | 14. Anti-lock Braking System (ABS)
readiness/warning light | 21. Fasten safety belt warning light |
| 5. Supercharger boost gauge | 15. Anti-theft system active
indicator light | 22. Engine coolant temperature
warning light |
| 6. Cruise control active indicator light | 16. Brake system warning light/
parking brake indicator light | 23. Check engine warning light |
| 7. Performance shift indicator | 17. Low tire pressure warning light | 24. Upshift indicator light |
| 8. Tachometer | | |
| 9. Message center | | |
| 10. Right turn signal indicator | | |

2009 Shelby GT500

Key Product Specifications⁽¹⁾

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Length	187.6	188.0
Height	55.4	55.7
Width	73.9	73.9
Track (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	Coupe	Convertible
Seating Capacity	4	4
Head Room (front/rear)	38.6/34.7	38.8/36.3
Shoulder Room (front/rear)	55.4/53.4	55.4/45.0
Hip Room (front/rear)	53.6/46.8	53.6/45.2
Leg Room (front/rear)	42.7/30.3	42.7/30.3

Passenger/Luggage/Fuel Capacity	Coupe	Convertible
SAE Volume (minus trunk) (cu. ft.)	84.7	81.6
Luggage Capacity (cu. ft.)	13.1	9.7
EPA Volume (cu. ft.)	97.8	91.3
Fuel Tank Capacity (gal.)	16.0	16.0

Engine	
Driveline Layout	Front engine, rear drive
Engine Type	5.4L DOHC Supercharged V8
Displacement (liters/cu. in.)	5.4/330
Horsepower @ rpm	500 @ 6000
Torque (lb.-ft.) @ rpm	480 @ 4500
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	9.0 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: 32.0mm
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	93 octane (minimum)
Fuel Economy (city/hwy. mpg)	14/20
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	NA			

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) All dimensions in inches unless otherwise noted.

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

NA = Information not available at time of publication.