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2011

Shelby GT500

What's Important

- Key Messages
- Key Features Overview

Key Messages

- Shelby GT500 targets the hard-core performance enthusiast and image seekers
- Supercharged 5.4L DOHC V8 engine features an all-new lightweight aluminum engine block and now delivers an improved 550 horsepower and 510 lb.-ft. of torque
- New glass roof offers Shelby GT500 customers a choice of three tops — hardtop, glass roof and convertible
- New SVT Performance Package — with revised suspension tuning and distinctive appearance — delivers additional performance for the Shelby enthusiast customer
- Electric Power-Assisted Steering (EPAS), a lighter aluminum engine block and aerodynamic enhancements are expected to make the 2011 Shelby GT500 the first modern Shelby GT500 to not be subjected to the gas guzzler tax
- Voice-activated Navigation System now includes HD Radio™ capability
- MyKey® is new and standard for 2011

Key Features Overview

Supercharged 5.4L DOHC V8 engine with 550 horsepower and 510 lb.-ft. of torque
(pgs. 46, 47)

Aluminum hood with heat extractors
(pg. 53)

SVT Performance Package
(pgs. 49, 55)

AdvanceTrac® with standard Sport Mode
(pg. 48)

New glass roof provides three roof choices
(pg. 53)

Electric Power-Assisted Steering (EPAS)
(pg. 49)



Tremec 6-speed manual transmission
(pg. 47)

What's Important

- Performance/Handling New for 2011
- Comfort/Convenience New for 2011
- Quality/Reliability/Durability New for 2011
- Design/Styling New for 2011

New for 2011**Performance/Handling**

- Cast-aluminum engine block
 - 102-lbs. lighter than the cast iron engine block it replaces
 - Includes Plasma Transferred Wire Arc (PTWA) cylinder liner technology
- Electric Power-Assisted Steering (EPAS)
- Goodyear Eagle F1 GS-2 tires developed specifically for the Shelby GT500
 - P255/40R19 front and P285/35R19 rear
- Larger two-row intercooler with 40 percent more heat-rejection capacity
- Lowered ride height
- SVT Performance Package
 - 3.73:1 limited-slip rear axle differential
 - Revised spring rates
 - Revised rear shock-absorber tuning

Safety/Security

- No new features for 2011

Comfort/Convenience

- Electronics Package (58N) now includes HD Radio™ capability
- MyKey® owner controls feature
- Integrated spotter mirrors
- Shaker 500 and Shaker 1000 audio systems are now single-CD units

Quality/Reliability/Durability

- Mustang Convertible enhancements
 - Lateral stiffness improved by a projected 12 percent
 - “V-brace” stiffened with additional gussets
 - #2 crossmember stiffened
 - Additional front “Z-brace” connecting to the #1 and #2 crossmembers
 - A-pillar stiffening foam
- NVH (Noise, Vibration and Harshness) reduction
 - New engine-side dash sound absorber
 - Additional density to the passenger-side dash sound absorber
 - Additional sealing between the doors and the lower rockers
 - Rear wheel well arch liner to reduce road noise on gravel roads and in the rain

Design/Styling

- 19" premium painted forged aluminum wheels
- Exterior colors
 - Ingot Silver Metallic (UX)
 - Race Red (PQ)
- Glass roof
- HID (High-Intensity Discharge) headlamps now standard
- SVT Performance Package
 - Unique shifter ball
 - Narrow “Over-the-Top” racing stripes
 - Solid “GT 500” side stripes
 - Rear spoiler with “Gurney Flap” insert

The Carroll Shelby Connection

Where It All Began

- The Shelby GT500 was developed by the Ford Special Vehicle Team (SVT) in collaboration with 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 an instrumental 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



Shelby GT500

Model Lineup

2011

ON THIS PAGE

— Shelby GT500 Coupe and Convertible Content

Shelby GT500

Model Lineup Pages

The Model Lineup pages are based on the Dealer Ordering Guide and are designed to show key features/equipment on the 2011 Shelby GT500 as well as Rapid Spec content. The Shelby GT500 is available as a Coupe or Convertible.

Shelby GT500 Coupe and Convertible — Standard models

Performance/Handling

- AdvanceTrac® Sport Mode
- Axle — modified 8.8" with 3.55:1 gear ratio and limited-slip differential
- Brakes
 - Anti-lock Braking System (ABS)
 - Vented four-wheel disc with Brembo® front 4-piston calipers and rotors
- Drivetrain — rear-wheel drive
- Engine — supercharged 5.4L 4V V8
 - 2-row air-to-water intercooler
 - Aluminum engine block
- Exhaust — stainless-steel dual with H-pipe design
- Steering
 - Electric Power-Assisted Steering (EPAS)
 - Rack-and-pinion
- Suspension, SVT-tuned:
 - MacPherson strut front
 - 3-link rear with specifically tuned dampers and springs
- Tires, high-performance Goodyear Eagle F1 — P255/40R19 front and P285/35R19 rear
- Transmission — Tremec 6-speed manual with performance shift indicator

Safety/Security

- Active anti-theft system
- AdvanceTrac electronic stability control
 - Anti-lock Braking System (ABS)
 - Traction control
- Airbags
 - Dual-stage frontal
 - Front-seat side
- Belt-Minder®
- Emergency Tire Inflation Kit
- LATCH (Lower Anchors and Tethers for Children) System
- Personal Safety System™ with dual front airbags
- Safety belts
 - Front pretensioners
 - Manual 3-point shoulder and lap safety belt system on all seating positions
- SecuriLock® passive anti-theft system
- SOS Post Crash Alert System™
- Tire Pressure Monitoring System (TPMS)

Comfort/Convenience

- Air conditioning — manual
- Audio system — Shaker 500:
 - Auxiliary audio input jack
 - Single-disc CD/MP3 player
 - SIRIUS® Satellite Radio
- Auxiliary power points (2)
- Console — center, locking with full armrest and storage
- Convertible top, cloth — power with glass rear window
 - 5-bow design
 - Black soft boot

- Cruise control — steering-wheel-mounted
- Cup holders — covered (2)
- Decklid release — remote
- Defroster — rear window
- Door locks — power
- Easy Fuel™ capless fuel filler
- Floor mats — black carpeted front with driver retention hook
 - Embroidered "GT500" logo
- Footrest — driver
- Instrument cluster
 - 6-gauge with tachometer, speedometer, supercharger boost gauge and SVT logo
 - Message Center with compass
- Lights, interior:
 - Header-mounted dome
 - Illuminated entry
 - Lighted bezel (Convertible)
- Map pockets — front doors and back of driver and front passenger seats
- Mirrors, exterior — dual power, with integrated spotter mirrors
- MyKey® owner controls feature
- Remote Keyless Entry System with two integrated keyhead transmitters
- Seating — leather-trimmed Sport bucket seats with coiled Cobra logo and racing stripes
 - Driver 6-way power adjust with power lumbar and 2-way adjustable headrest
 - Front passenger manual 2-way adjust and 2-way adjustable headrest
 - Split-fold 50/50 rear (Coupe)
 - Fixed rear seatbacks (Convertible)
- Steering wheel — GT500-specific leather-wrapped with thumb pads and tilt
- SYNC® voice-activated communications and entertainment system
 - Traffic, Directions and Information
 - 911 Assist™
 - Vehicle Health Report (VHR)
- Windows — power with one-touch down/up and global open controls
- Windshield wipers — variable interval

Quality/Reliability/Durability

- Exhaust — stainless steel dual

Design/Styling

- Air registers — aluminum accent
- Ambient interior lighting
 - Cup holders
 - Door sill plates
 - Front and rear footwells
 - Map pockets
 - Programmed via the Message Center
 - Available in any MyColor® customer setting

- Badging
 - "SHELBY" on the rear decklid
 - "Shelby GT500" on the faux gas cap
 - Door trim inserts — soft vinyl
- Fascia, front — GT500-specific with larger air intake and lower air splitter
- Fascia, rear — GT500-specific with underbody air diffuser
- Fog lamps — front, integrated into the fascia
- Grille, upper with coiled Cobra badge
- Headlamps — HID (High-Intensity Discharge)
- Hood, aluminum — GT500-specific with functional heat extractor
- Instrument panel appliqué — aluminum with dimple pattern
- Mirror caps — body-color
- MyColor
 - 125 customizable colors
 - Instrument cluster backlighting
 - Speedometer and tachometer Halo lighting
- Pedals — bright accelerator, brake and clutch
- Rear spoiler — GT500-specific, decklid mounted
- Shifter knob — white "cue ball" style
- Stripes:
 - "GT500" side stripes
 - LeMans racing stripes (Coupe)
- Wheels — 19" x 9.5" premium painted aluminum

SHELBY GT500 RAPID SPEC OPTIONS

Rapid Spec

Option Group 820A

- Includes all Shelby GT500 standard equipment

Freestanding Options

Performance/Handling

- SVT Performance Package (67F)
 - 3.73:1 limited-slip rear axle differential
 - Revised spring rates
 - Revised rear shock absorber tuning
 - Unique shifter ball
 - Narrow LeMans racing stripes
 - Solid "GT 500" side stripes
 - Rear spoiler with "Gurney Flap" insert

Comfort/Convenience

- Electronics Package (58N)
 - Climate control, Dual-zone Electronic Automatic Temperature Control
 - HD Radio™ capability
 - Voice-activated Navigation System
- Floor mats delete (12H)
- Shaker 1000 audio system (918)

Design/Styling

- Glass roof (59G; not available on convertible)
- Tape stripes delete (46D)

NOTE: The above information is an excerpt to be used with pages 2–3 of the 1/25/10 Shelby GT500 Dealer Ordering Guide.

For more information and the latest Dealer Ordering Guide go to fmcdealer.com.

April 2010

esourcebook.dealerconnection.com

RE&T: 2011 Source Book

- Performance/Handling Key Messages
- Aluminum Engine Block
- PTWA Cylinder Liner Technology

Key Messages

- The 2011 Shelby GT500 delivers high levels of power and agility
- 5.4L DOHC supercharged V8 engine features a lighter aluminum engine block and new 2-row intercooler which help improve fuel efficiency and deliver an ground-pounding 550 horsepower — a 10-horsepower increase compared to 2010
- Short-throw 6-speed manual transmission designed to handle the power from the supercharged V8 engine
- New SVT Performance Package raises the impressive capability of Shelby GT500 to levels the track-day enthusiast will appreciate
- AdvanceTrac® with Sport Mode allows for more spirited driving with AdvanceTrac still enabled

Supercharged 5.4L DOHC 32-valve V8 Engine

Key Features

- 550 horsepower @ 6500 rpm — a 10-horsepower increase over 2010
- 510 lb.-ft. of torque @ 5400 rpm
- New-for-2011 aluminum block with Plasma Transferred Wire Arc (PTWA) cylinder-liner technology
- 8.4:1 compression ratio
- Roots-type Eaton supercharger
- 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
- Dual exhaust system

Aluminum Engine Block

- New for 2011
- 102 lbs. lighter than the cast-iron version it replaces
- PTWA cylinder liner technology
- Reinforced with structural webbing
- Unique bulkhead chilled process helps maintain strength
- Billet main bearing caps feature 6-bolt design for high-performance reliability
- Larger oil drainbacks and integrated windage tray help improve oil control in extreme conditions

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-degrees 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

Shelby GT500

Performance/Handling

2011

ON THIS PAGE

Shelby GT500

- Roots-type Eaton Supercharger
- Air-to-Water Intercooler
- Engine Cooling
- Projected Fuel Economy
- Dual Exhaust System
- Tremec 6-speed Manual Transmission

Supercharged 5.4L DOHC 32-valve V8 Engine cont'd

Roots-type Eaton Supercharger

- Operates at 9.0 pounds per square inch (psi) to force-feed a higher density air/fuel mixture into the engine as it enters the cylinder head
- 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

Air-to-water Intercooler

- Helps keep air intake temperatures lower, which helps produce more power
- Two-row design is larger for 2011, providing a 40 percent more heat-rejection capacity
- Increased heat-rejection helps make the power production more consistent in hotter ambient conditions

ENGINEERING INSIGHT: 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>

Engine Cooling

- Heat-extractor hood vent
- 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



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
- The H-pipe stamping creates the desired sound and helps increase power output

Projected Fuel Economy

Engine/Transmission	City mpg	Highway mpg
5.4L V8/6-speed Manual	15	23

Tremec 6-speed Manual Transmission

Key Features

- New pedal box helps improve 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 torque curve
- Transmission was used in 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 1500-6000 rpm

NOTE: The Performance Shift indicator and fuel economy upshift indicator operate independently.

- AdvanceTrac® Sport Mode
- Rear Axle
- Balanced Weight Distribution
- MacPherson Strut Front Suspension
- 3-link Rear Suspension with Panhard Rod
- Key Benefits of Suspension Design
- Four-wheel Disc Brakes

Traction

AdvanceTrac® Sport Mode

- Includes Anti-lock Braking System (ABS) and traction control as well as yaw stability control
- Sport Mode is a unique calibration of the AdvanceTrac system that allows more spirited driving while AdvanceTrac is enabled
- Sport Mode is standard on Shelby GT500
- See page 15 in the Mustang Safety/Security purchase motivator section or the Safety section of the Source Book Appendices on **eSourceBook** for a complete description of AdvanceTrac

Rear Axle

- Modified 8.8-in. live axle
- 3.55:1 gear ratio helps balance overall performance and fuel efficiency
 - 3.73:1 gear ratio with the SVT Performance Package
- Limited-slip differential helps improve traction and off-the-line acceleration

Chassis

Balanced Weight Distribution

- 56 percent of the weight is in the front and 44 percent is in the rear of the GT500 Coupe
- 55 percent front and 45 percent rear for the GT500 Convertible matches the Mustang GT Coupe

MacPherson Strut Front Suspension

- Front ride height lowered 11mm for 2011 to help improve ride and handling characteristics
- Delivers precise 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



3-link Rear Suspension with Panhard Rod

- Rear ride height lowered 8mm for 2011 to help improve ride and handling characteristics
- 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
- 24mm rear stabilizer bar on Coupe and 20mm on Convertible help reduce body roll

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
- Strut tower brace helps stiffen the chassis for track-capable performance

Four-wheel Disc Brakes

- Front Brembo® 4-piston aluminum calipers and large 14" vented rotors
- Rear 11.8" 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)

Shelby GT500

Performance/Handling

2011

ON THIS PAGE

- Electric Power-Assisted Steering
- Drift Control
- Wheels and Tires
- Emergency Tire Inflation Kit
- SVT Performance Package

Shelby GT500

Chassis cont'd

Electric Power-Assisted Steering (EPAS) with Drift Control

- New for 2011
- EPAS is a sophisticated electric speed-sensitive steering assist system
- Offers light, responsive steering around town and for parking
- At higher speeds, EPAS delivers less steering assist for more confident control
- EPAS replaces the hydraulic gear system that pulled power (and efficiency) from the engine via a belt
- Helps improve fuel economy and eliminate hydraulic noises common with hydraulic systems

Drift Control

- An automatic system that uses EPAS to help continuously correct for road irregularities and improve overall steering feel
- System is continually "learning" and adapting to steering conditions and compensates for changes that can cause the vehicle to pull left or right
 - Assists the steering effort to help the driver maintain a straighter path
 - Helps driver avoid unwanted lane changes (or drift)
- Reduces steering effort required when driving on crowned roads or in heavy side winds

Wheels and Tires

- 19" x 9.5" premium painted aluminum wheels with SVT center caps are standard on all models
- New Goodyear F1 GS-2 high-performance tires were developed specifically for the Shelby GT500
 - These tires offer superb dry traction and precise handling characteristics
 - Front: P255/40R19
 - Rear: Larger P285/35R19
- 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



ENGINEERING INSIGHT

Emergency Tire Inflation Kit

To help save weight, the Shelby GT500 does not have a spare tire. Instead, there is a standard Tire Inflation Kit. The kit includes a compressor and 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 increase the power-to-weight ratio and give the Shelby GT500 improved performance.

SVT Performance Package

Performance/Handling Features

- 3.73:1 limited-slip rear axle differential
- Multi-spoke premium painted forged aluminum wheels
 - 19" x 9.5" front
 - 20" x 9.5" rear
- Revised spring rates
- Revised rear shock absorber tuning

Design/Styling Features

- Unique shifter ball
- Narrow LeMans racing stripes
- Solid "GT 500" side stripes
- Rear spoiler with "Gurney Flap" insert

Shelby GT500

Comfort/Convenience

- Comfort/Convenience Key Messages
- Integrated Spotter Mirrors
- MyKey®
- Fold-down Rear-seat Head Restraints
- Electronics Package

Key Messages

- The content covered in this area is specific or new to the Shelby GT500. For more information on the Comfort/Convenience features common to the Shelby GT500 and the Mustang, see the Mustang section pages 19 – 25
- MyKey® and HD Radio™ are new for 2011
- SYNC® connects audio and phone technology to the vehicle sound system
- Voice-activated Navigation System with SIRIUS Travel Link™
- Glass roof is new to Shelby GT500 for 2011 and adds the feel of a convertible while maintaining the legendary aggressive style and athletic stance of the Shelby GT500 Coupe
- Shaker sound systems make it feel like the front row of a concert

Exterior

Integrated Spotter Mirrors

- New for 2011
- Help keep the driver aware of vehicles entering their “blind zone”
- Include an integrated secondary convex mirror into the traditional exterior sideview mirror design to provide an optimized field of view for the driver’s “blind zone”



Interior

MyKey®

- New for 2011
- A Ford Motor Company first and an industry exclusive
- Allows owners to program a “key limit” to certain vehicle functions to help promote safe driving habits
- Default restrictions include:
 - Persistent Belt-Minder® alert that mutes audio system until front safety belts are fastened
 - Earlier Low Fuel Warning indicator
 - Restriction of disabling certain features, if equipped
- Programmable restrictions include:
 - Limited vehicle top speed
 - Configurable speed alert chime at 45, 55 OR 65 mph
 - Maximum audio system volume
- Programming MyKey is done via the Message Center
 - One standard key will be the Administrator Key while the other will operate as MyKey with the programmed restrictions

Fold-down Rear-seat Head Restraints

- New for 2011
- The rear head restraints can be rotated forward to improve rear visibility when there are no rear-seat passengers
- To fold the restraint:
 - Properly adjust the restraint to the full upright position
 - Press the button on the inside of the restraint, and rotate it forward
 - Return the restraint to the original position if a rear-seat passenger will be using the seat

Electronics Package

- Voice-activated Navigation System with HD Radio and SIRIUS Travel Link™
- Dual-zone Electronic Automatic Temperature Control

Shelby GT500

Comfort/Convenience

2011

ON THIS PAGE

— HD Radio™

Shelby GT500

HD Radio™

What HD Radio Is

- HD Radio Technology is your local AM and FM stations, now broadcasting in digital
- HD Radio offers new extra local FM channels, crystal-clear sound, more music, news and sports — all subscription free
- Nearly 2,000 AM and FM stations across the nation currently broadcast with HD Radio Technology
- Visit www.hdradio.com to learn more

What HD Radio Is Not

- HD Radio is not satellite or “high-definition” radio
- HD Radio signals are local programming and have signal strength limitations

How It Works

- HD Radio Technology products work the same way as conventional radio, with a signal broadcast by a station and received by consumers in a specific area
- However, instead of sending one analog signal, HD Radio stations send a bundled signal made up of both analog and digital signals
- The digital signal is compressed, and when received by an HD Radio receiver, the signal is decoded into as many as three separate channels, each with unique programming, including additional or alternative format music, news, traffic and sports
- Because the signal is digital, sound quality is significantly superior to traditional radio, virtually eliminating buzzing, static and popping

Key Benefits

- Customers will enjoy an enhanced audio experience
- Some HD Radio attributes include:
 - Crystal-clear static-free reception
 - FM broadcast with CD-like quality
 - AM broadcast quality approaching current FM broadcast quality
 - HD2/HD3 channels featuring innovative content/alternative station programming
 - Data displayed on-screen such as song, artist, breaking news, weather alerts, sports scores and much more

- Quality/Reliability/Durability Key Messages
- NVH Enhancements
- One-piece Instrument Panel

Key Messages

- The content covered in this area is specific or new to the Shelby GT500. For more information on the Quality/Reliability/Durability features common to the Shelby GT500 and the Mustang, see the Mustang section pages 26 – 27
- NVH (Noise, Vibration and Harshness) enhancements designed to help lower road and wind noise
- Testing in multiple countries ensures high levels of Quality, Reliability and Durability
- New one-piece instrument panel helps reduce interior squeaks and rattles
- Easy maintenance with a new 10,000-mile oil change interval, a well-designed engine bay and 90,000-mile spark plug maintenance interval⁽¹⁾
- Powertrain limited warranty protection for 5 years/60,000 miles and 24-Hour Roadside Assistance Program

NVH Enhancements

Enhancements to All Shelby GT500 Models

- New engine-side dash absorber
- Additional density to the passenger-side dash absorber
- Additional sealing between the doors and the lower rockers
- Rear-wheel arch liner to reduce road noise on gravel roads and in the rain

Shelby GT500 Convertible Enhancements

- Lateral stiffness improved by a projected 12 percent
- “V-brace” stiffened with additional gussets
- #2 crossmember stiffened
- Additional 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 tight fit and finish
- Provides an overall sense of build quality and attention to detail



(1) Under normal driving conditions. See vehicle Owner's Guide.

Design/Styling

- Design/Styling Key Messages
- Glass Roof
- Shelby GT500 Convertible Features
- Up Front Features

Key Messages

- The content covered in this area is specific or new to the Shelby GT500. For more information on the Design/Styling features common to the Shelby GT500 and the Mustang, see the Mustang section pages 28 – 36
- Shelby GT500 takes its form from functional design cues that include a lower front air splitter, hood heat extractor vent and rear underbody air diffuser
- Signature coiled Cobra badge
- Shelby GT500 interior includes a soft-touch instrument panel with unique dimpled-aluminum inserts and Smoke Satin accents, exhaust-influenced air registers and instrument cluster with 360-degree chrome rings and conical lenses
- Center stack and flow-through center console deliver a driver-centered cockpit feel
- Seats, door trim panels and shifter ball include Le Mans racing stripes — matched to the exterior stripe color

Exterior

Glass Roof

- New for 2011
- Adds the panoramic feel of a convertible while maintaining the legendary aggressive style and athletic stance of the Mustang 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 Mustang 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 550-horsepower 5.4L supercharged V8 engine and Tremec 6-speed manual transmission power as the GT500 Coupe and GT500 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 Features

- 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
- Larger 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 (High-Intensity Discharge) headlamps provide a distinctive look and excellent nighttime visibility
- Distinctive coiled Cobra badging offset in the grille

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Shelby GT500

Design/Styling

- Features Along the Side
- Features At the Rear
- Stripes
- Exterior Colors

Exterior cont'd**Features Along the Side**

- Distinctive coiled Cobra badging on the front fenders
- 19" x 9.5" forged premium painted aluminum wheels with SVT center caps

Features 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 GT500 design and helps provide aerodynamic downforce at higher speeds
- "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 five 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
- "GT 500" side stripes are a tri-bar design along the rocker panels of Coupe and Convertible and are also available in five colors, depending on the exterior color
 - Coupe and Convertible have the "GT 500" side stripe along the lower exterior rocker panels
- Five stripe colors are available, depending on exterior color
 - Black
 - Grabber Blue
 - Performance White
 - Race Red
 - Silver
- Stripe delete option available

**Exterior Colors**

- New Ingot Silver Metallic
- New Race Red
- Grabber Blue
- Kona Blue Metallic
- Sterling Gray Metallic
- Black
- Performance White
- See page 56 for color and trim availability

Shelby GT500

Design/Styling

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Shelby GT500

- Seating
- Instrument Panel and Trim
- Steering Wheel
- Flow-through Center Console
- Ambient Interior Lighting
- SVT Performance Package

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 headrests offer contrast color-thread stitching
- Coiled Cobra logo is embossed on the front seatbacks



Rear Seats

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



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 a dimple pattern accent to reflect an appearance of cross-drilled brake rotors
- 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
- Light-faced gauges with white lettering are a unique Ford SVT performance cue pioneered on the original Mustang Cobra
- Supercharger boost gauge replaces the voltmeter gauge and keeps tabs on performance
- Programmable Shelby Performance Shift indicator light is included with the tachometer

Steering Wheel

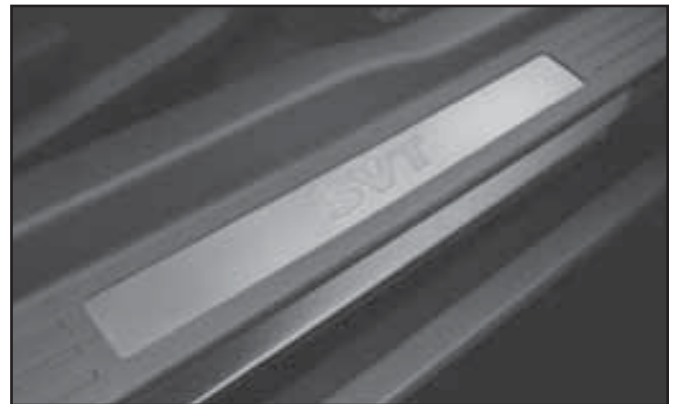
- Leather-wrapped steering wheel has a thicker wrap than Mustang
- Features Alcantara suede-trimmed thumb pads positioned for enthusiast driving
- GT500 script and coiled Cobra logo on the steering wheel center pad

Flow-through Center Console

- Forms the backbone of the interior
- Includes cup holders with a push/flip cover and lockable storage bin with "SHELBY" embossed on the release button

Ambient Interior Lighting

- Programmable via the Message Center, the driver can now 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



SVT Performance Package

Design/Styling Features

- Unique shifter ball
- Narrow LeMans racing stripes
- Solid "GT 500" side stripes
- Rear spoiler with "Gurney Flap" insert

Performance/Handling Features

- 3.73:1 limited-slip rear axle differential
- Revised spring rates
- Revised rear shock absorber tuning

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Shelby GT500

Wheels, Color and Trim

- 19" Premium Painted Forged Aluminum
- 19"/20" Multi-spoke Premium Painted Forged
- Color and Trim Availability

Wheels

Wheel		Coupe	Convertible
19" Premium Painted Forged Aluminum Wheel		Standard	Standard
19"/20" Multi-spoke Premium Painted Forged Aluminum Wheel		Included in SVT Performance Package	Included in SVT Performance Package

Color and Trim Availability

	Stripe Accent	Shelby GT500 Coupe/Convertible				
		Charcoal Black Environment				
		Leather-trimmed Seats				
		Satin Black ⁽¹⁾	White	Silver	Grabber Blue	Red
Paint Name	Order Code	6X	62	67	6B	6D
New Ingot Silver Metallic	UX	■				
New Race Red	PQ	■	■	■		
Black	UA	■	■	■	■	■
Grabber Blue	CI		■			■
Kona Blue Metallic	L6		■	■		
Performance White	HP	■		■	■	■
Sterling Gray Metallic	UJ	■		■		

(1) Tape Stripe Delete (64D) available with Satin Black Accent interior only.

NOTE: See the 2011 Color & Upholstery Album for illustrations of the available seating choices.

Shelby GT500

Color and Trim, Stripe Choices

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- Color and Trim Availability cont'd
- Interior Trim
- Stripe Choices

Color and Trim Availability cont'd

Paint Name	Order Code	SVT Performance Package		
		Premier Trim Charcoal Black Leather with Coordinated Racing Stripe Inserts		
		Black Accents	White Accents	Red Accents
		6X	62	6D
New Ingot Silver Metallic	UX	⊕		●
New Race Red	PQ	⊕	■	
Black	UA	⊕		◆
Grabber Blue	CI	⊕	■	
Kona Blue Metallic	L6	⊕		◆
Performance White	HP	⊕		●
Sterling Gray Metallic	UJ	⊕		●

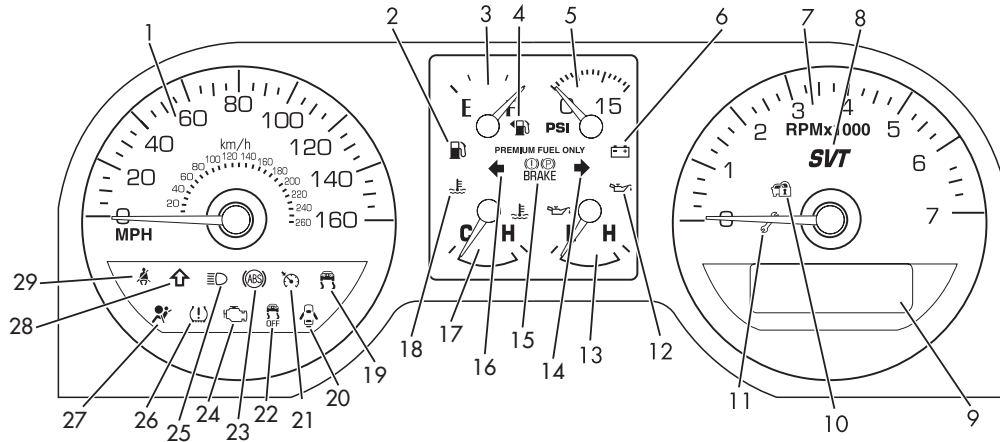
⊕ = (46D) stripe delete only ■ = White stripes with black accents ● = Red stripes with black accents ◆ = Red stripes with silver accents

Interior Trim

Model	Style/Material	Description
All	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)

Stripe Choices

Exterior Color	Tape Stripe Color(s)	Interior Environment
New Ingot Silver Metallic	Black	Charcoal Black
New Race Red	Black, White, Silver	Charcoal Black
Black	Silver, White, Grabber Blue, Black	Charcoal Black
Grabber Blue	Black, White, Red	Charcoal Black
Kona Blue Metallic	Black, Silver, White	Charcoal Black
Performance White	Black, Silver, Grabber Blue, Red	Charcoal Black
Sterling Gray Metallic	Black, Silver	Charcoal Black

*Instrument Cluster***Instrument Cluster**

- | | | |
|---|--|--|
| 1. Speedometer | 12. Low engine oil pressure warning light | 20. Door ajar warning light |
| 2. Low fuel warning light | 13. Engine oil pressure gauge | 21. Cruise control active indicator |
| 3. Fuel gauge | 14. Right turn signal indicator | 22. AdvanceTrac/Traction Control off indicator light |
| 4. Fuel filler door location indicator | 15. Brake system warning light/parking brake indicator | 23. Anti-lock Braking System readiness indicator/warning light |
| 5. Supercharger boost gauge | 16. Left turn signal indicator | 24. Check engine warning light |
| 6. Charging system warning light | 17. Engine coolant temperature gauge | 25. High-beam indicator |
| 7. Tachometer | 18. Engine temperature warning light | 26. Low tire pressure warning light |
| 8. Performance shift indicator light | 19. AdvanceTrac®/Traction Control active indicator light | 27. Airbag readiness indicator/warning light |
| 9. Message Center | | 28. Upshift indicator light |
| 10. Anti-theft system active indicator | | 29. Fasten safety belt warning light |
| 11. Throttle control/transmission fault warning light | | |

Shelby GT500 2011

Key Product Specifications⁽¹⁾

Model	Coupe	Convertible
Wheelbase	107.1	107.1
Length	188.2	188.2
Height	55.4	55.9
Width with mirrors	80.1	80.1
Track (front/rear)	61.9/62.5	61.9/62.5
Curb Weight (approx. lbs.)	3924	4014
Weight Distribution (front/rear, %)	56/44	55/45

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	5.4L DOHC supercharged V8
Displacement (liters/cu. in.)	5.4/330
Horsepower @ rpm	550 @ 6200
Torque (lb.-ft.) @ rpm	510 @ 4500
Compression Ratio	8.4:1
Bore and Stroke	3.552 x 4.165
Construction	Aluminum 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)
Exhaust System	Dual with catalytic converters and "H" crossover pipe

Projected Fuel Economy	
Projected city/hwy. mpg	15/23

Transmission	
Type	Tremec 6-speed manual
Final Drive Ratio	3.55:1

Gear Ratios					
6-speed Manual	1st	2nd	3rd	4th	5th
	2.97:1	1.78:1	1.30:1	1.0:1	0.74:1
	6th	Rev.			
	0.50:1	3.55:1			

Front Suspension	
Type	Independent MacPherson struts with Reverse-L lower control arm
Springs	Coil
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 with electric assist
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

Flat/Neutral Towing	
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) Engine-fill only. Does not include four extra quarts of coolant for supercharger intercooler.

2011 Shelby GT500

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