



2022
SHELBY GT500

2022 SHELBY GT500: THE MOST ADVANCED MUSTANG. EVER.

“RELENTLESS DEDICATION TO CRAFTING THE EXTRAORDINARY.”

That was the Ford Performance team mission throughout development of the Mustang Shelby® GT500®

Mission accomplished.

This third-evolution GT500 is the product of extensive aerodynamics and thermal development processes unknown to its 1967 forefather. It was developed and refined using supercomputers, 3-D printers, race simulators, wind tunnels and race tracks.

It delivers on its heritage with 760 horsepower and 625 ft.-lbs. of torque – a cascade of power that enables the quickest street-legal acceleration and most high-performance technology (to date) ever offered in a Ford Mustang.

It is engineered to attack on all fronts: drag strip, track or street.

It is the pinnacle of any pony car ever executed by Ford Performance . . . and is the epicenter where science, physics and visceral performance meet.



2022 SHELBY GT500 TECHNICAL SPECIFICATIONS

POWERTRAIN

- Ford 5.2L Supercharged DOHC V8 Engine:
- Bore x stroke: 94mm x 93mm
- 9.5:1 compression ratio
- 2.65L supercharger
- 760 hp @ 7300 rpm (93 octane fuel)
- 625 ft.-lb. torque @ 5000 rpm
- Redline: 7500 rpm
- Single-bore 92mm electronic throttle body
- Cross-plane, forged-steel crankshaft
- Forged aluminum pistons
- High-capacity structural oil pan w/active baffling channels

TREMEC® 7-speed Dual Clutch Transmission (DCT):

- Magnesium paddle shifters
- Drive modes: normal, sport, track, drag, slippery
- Composite carbon fiber driveshaft
- 3.73:1 Torsen® limited slip differential with GT500-specific bias ratios

Engine Oil, Transmission and Differential Coolers (6 total)

Dual Exhaust with Electronic Valves and Quad Tips

SUSPENSION & STEERING

Front Suspension:

- Independent MacPherson strut with double ball joints
- Tubular stabilizer bar
- Aluminum knuckles with performance wheel bearings
- Magnesium tower-to-tower strut brace
- Lightweight, high-strength steel springs

Rear Suspension:

- Independent multi-link
- Tubular stabilizer bar
- Lightweight, high-strength steel springs

MagneRide® Damping System

Electric Power Assist Steering (EPAS) with Selectable Effort

BRAKES

Front:

- SHW® 16.53" two-piece smooth ventilated rotors
- Brembo calipers, 6-piston, red painted
- Swept area: 147.5 sq. inches

Rear:

- SHW® 14.56" two-piece smooth ventilated rotors
- Brembo calipers, 4-piston, red painted
- Swept area: 95.9 sq. inches
- Electric parking brake

WHEELS & TIRES

Wheels:

- Ebony high-gloss finished aluminum
- Flow-formed and forged
- Front: 20" x 11"
- Rear: 20" x 11.5"

Tires:

- Specially developed Michelin Pilot Sport 4S
- Front: 305/30R20
- Rear: 315/30R20



SELECTED FEATURES

Exterior Colors Available:

- Atlas Blue Metallic*
- Brittany Blue Metallic**
- Code Orange*
- Cyber Orange Metallic Tri-Coat*
- Dark Matter Gray Metallic*
- Eruption Green Metallic*
- Grabber Blue Metallic*

- Mischievous Purple Metallic*
- Rapid Red Metallic Tinted Clearcoat
- Shadow Black
- Carbonized Gray Metallic
- Iconic Silver Metallic
- Race Red
- Oxford White

*= New for 2022 model year
**= GT500 Heritage Edition only

Stripe Offerings:

- Vinyl "Over-the-Top" racing stripes (Ebony, Bright White, Kona Blue)
- Vinyl Side Stripes (Ebony, Bright White, Kona Blue)
- Vinyl "Over-the-Top" racing stripe and vinyl side stripe (Wimbledon White*)
- Painted "Over-the-Top" racing stripes (Absolute Black, Oxford White, Kona Blue, Carbonized Gray,* Code Orange,* Grabber Blue,* Wimbledon White*)
- Painted "Over-the-Top" GT500 Heritage Edition racing stripes (Absolute Black and Wimbledon White) *

*= New for 2022 model year
**= GT500 Heritage Edition only

Aerodynamic Treatments:

- Splitter, Belly Pan, Rear Swing Spoiler, Carbon Fiber Track Wing (optional); Front Splitter Wickers (optional); Rear Diffuser, Brake Duct System; Ball Joint Hood Pins; Louvered Hood Vent

Unique Instrument Panel and Gauges

Performance Shift Indicator

Leather-trimmed Sport Seat:

- 6-way power driver/passenger seats
- 4-way adjustable head restraints
- Climate-controlled front seats (heated/cooled)

RECARO® Leather Seats with Miko® Suede Inserts

Alcantara®-wrapped Steering Wheel with Paddle Shifters

Electronic Line-Lock (Track Use Only)

Launch Control (Track Use Only)

Track Apps

SYNC® 3

FordPass Connect™

PACKAGES & OPTIONS

Carbon Fiber Track Pack:

- 20" Exposed Carbon Fiber Wheels
- Adjustable Strut Top Mounts
- Exposed Carbon Fiber Instrument Panel
- Exposed Carbon Fiber GT4 Track Wing
- Michelin Pilot Sport Cup 2 Tires
- Front – 305/30ZR20
- Rear – 315/30ZR20

- Catch Can (placed in vehicle for post-sale installation)
- Rear Seat Delete
- RECARO® Leather-trimmed Seats w/Miko® Suede
- Splitter Wickers (placed in vehicle for post-sale installation)
- Wheel Locking Kit

GT500 Heritage Edition Package*:

- Available in Brittany Blue exterior color only
- Optional Vinyl "Over-the-Top" Racing and Side Stripes in Wimbledon White
- Optional Painted "Over-the-Top" racing stripe in Wimbledon White or Absolute Black
- Certificate of authenticity

*= New for 2022 model year

Technology Package:

- B&O Sound System by Bang & Olufsen (12 Speakers) and subwoofer in-trunk
- BLIS* (Blind Spot Information System) with Cross-Traffic Alert
- Mirrors – Heated, Memory, Turn Signal and Cobra Puddle Lamps
- Power 6-way Driver Seat with three (3) memory settings
- Note: Included when ordered with Leather-trimmed Sport Seat
- Voice-Activated Touchscreen Navigation System with Pinch-to-Zoom Capability, SiriusXM Traffic and Travel Link*

Handling Package:

- Adjustable Strut Top Mounts
- Catch Can (placed in vehicle for post-sale installation)
- Gurney Flap (placed in vehicle for post-sale installation)
- Splitter Wickers (placed in vehicle for post-sale installation)

Stand-Alone Options:

- RECARO® Leather-Trimmed Seats
- Note: Heated, cooled or memory not included with RECARO® Leather-trimmed Seats
- Painted Black Roof
- Exposed Carbon Fiber Instrument Panel
- Stripe Packages (see Selected Features previously listed)
- Car Cover (available in Black, Gray, Red or Blue)

NOTE: CONTENT SUBJECT TO CHANGE
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of the Carroll Hall Shelby Trust.



Line-lock is intended for track use only. It should not be used on public roads. See owner's manual for information on use.

THE PINNACLE PONY

Down to the millimeter (and millisecond), this Shelby GT500 is designed, engineered and executed to attack on all fronts.

On the street, its meticulous form-follows-function design and performance-calibrated driver control technologies make every moment behind the wheel a sense-actuating experience.

On the drag strip, 760 supercharged-horsepower delivers blistering straight-line performance via a first-in-segment dual-clutch transmission that distributes up to 625 ft.-lbs. of torque in an instant. The GT500 reaches 60-mph in approximately 3.5 seconds.

At the track, agile performance is taken to the next level thanks to its race-bred chassis, custom Michelin tires and the largest front-brake rotors ever offered on an American sports coupe. Proof comes in the fact the GT500 covers a quarter mile in less than 11 seconds.

But – perhaps most impressive – is this:

The GT500 travels from 0-100-0 mph in a mere 10.6 seconds; a singularly incredible demonstration of velocity, stopping power and control. Conceivably, the GT500 could launch from the stern of a contemporary battleship, reach 100 mph, and stop before reaching the stern.

All told, the 2022 Shelby GT500 is the product of uncommonly tuned components, cutting-edge systems and meticulously crafted refinements enabling astonishing predictive capabilities and inspired confidence.

It is – without question – the pinnacle pony.



POWER REDEFINED

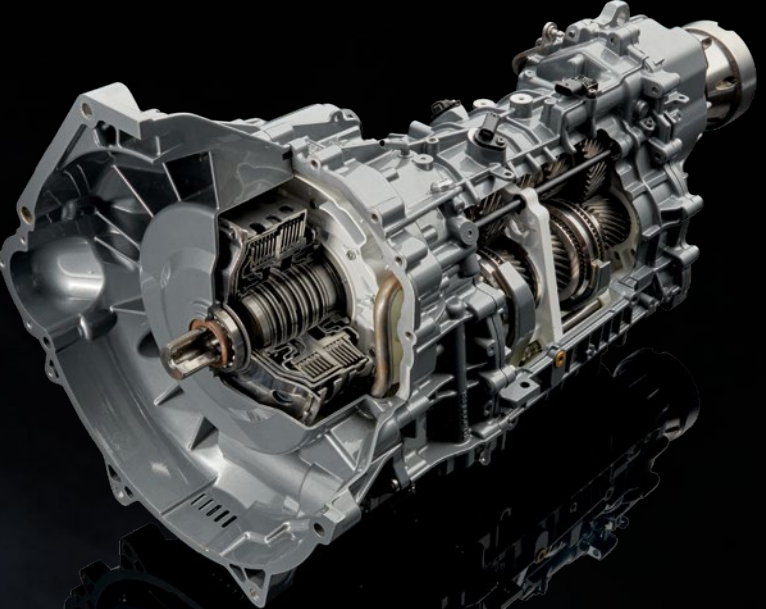
LIGHTWEIGHT ALUMINUM BLOCK
The block is absent of iron cylinder liners, which reduces weight and enables larger bore diameters that induce low-end torque and power. It also allows larger valves that flow more air. Four active layers in head gaskets are designed to handle high-firing pressures, as are higher spring loads and valve materials.

2.65-LITER SUPERCHARGER
Helping to deliver 760-horsepower is a 2.65-liter Eaton supercharger nestled deep in the “V” of the aluminum block; it is capable of pushing up to 12 psi of cooled air into the engine.

HIGH-CAPACITY, STRUCTURAL OIL PAN
A high-capacity, 11-quart oil pan mounts to the engine and dual-clutch transmission for added strength and reduced vibration. Its patented active baffling channels oil to the center sump during extreme acceleration, braking and cornering, keeping oil where it’s needed.

FULLY ACTIVE EXHAUST SYSTEM
The fully active exhaust system is designed to deliver maximum performance and ultimate signature sound. The system adjusts from normal, quiet, sport and track to manage power flow and optimize exhaust notes.

POWERTRAIN COOLING
Keeping everything cool and well lubricated is the task of six heat exchangers packed neatly behind a front fascia that has twice the opening volume of the Shelby GT350. Dual hot-side thermostats improve coolant flow and increase cooling capacity in extreme operating conditions.



SPLIT-SECOND TORQUE TRANSFER

The pioneering 7-speed dual clutch transmission (DCT) has the capacity to manage the 5.2L supercharged engine’s power and torque. Lightning quick shifts (less than 100 milliseconds in some cases) enable seamless torque delivery. The DCT is also calibrated to facilitate unique behaviors by drive mode.

PADDLE SHIFTERS
Magnesium paddle shifters on the GT500 bring lightning-quick shifts – and a whole new world of performance – to the fingertips. The DCT enables full automatic mode, semi-automatic paddle shifting mode, and full manual paddle shift mode.



DRIVE MODES
State-of-the-art drive modes include Normal, Sport, Track, Drag and Slippery. All carry specific calibrations relating (but not limited) to the engine, transmission, traction control, braking, steering and AdvanceTrac® stability control. Calibration development for each mode is refined to the millisecond what will happen during a shift so that feel and speed are optimized in every scenario.

DRAG MODE
In Drag mode, the shifts let the supercharged 5.2-liter engine pour on the steam while sequencing through the gears. It is a “torque-on” shift schedule that ensures maximum straight-line performance with a feel of acceleration through the gear exchange.



TRACK APPS
Ford Performance’s Track Apps include options for line-lock launching and launch control to tick off seconds and capture driving data.

TORSEN LIMITED-SLIP DIFFERENTIAL
The torque bias and pre-loads in the Torsen limited-slip differential are specifically engineered for the GT500. The rear-axle ratio is 3.73.



RACE-BRED CHASSIS SYSTEMS

Chassis refinements result in outstanding steering dynamics, reduced weight and added strength. New locating links at the front and rear, along with lighter high-strength steel springs and an electronic power steering unit are designed to improve steering feel and control.

MASSIVE BRAKES
Keeping all of the power in check are its massive brakes. The largest front brakes ever on a Mustang and the largest on any domestic sports coupe, these two-piece SHW® rotors, 16.53 inches in diameter, are paired with stiffer six-piston fixed calipers by Brembo boasting a 147.5-square-inch swept area – a 20 percent increase over the Shelby GT350 brakes.

Vented 1.73-inch-thick cast iron rotors on floating-pin aluminum hubs provide extended durability in extreme conditions and long-term performance, and can absorb 30 percent more thermal energy in the front corners.

At the rear, 14.56-inch two-piece vented SHW rotors increase swept area by 20 percent for the Brembo fixed calipers, and include a second electric park brake caliper.



MAGNERIDE® SHOCK ABSORBERS
The MagneRide system was developed through hundreds of hours of track testing for millisecond-fast damping control to optimize traction and predictability for drivers. This active system adapts to four distinct drive mode algorithms – Normal, Sport, Track and Drag.

HIGH-PERFORMANCE WHEELS
Standard 20x11-inch front, 20x11.5-inch rear aluminum alloy wheels are flow-formed and forged for added strength and reduced weight. The wheels are wider than those used on the Shelby GT350 to take advantage of the revised contact patch on the custom Michelin Pilot Sport 4S tires.

For hardcore enthusiasts, all-new staggered 20x11-inch front and 20x11.5-inch rear carbon fiber wheels are available for reduced unsprung weight and improved noise, vibration and harshness performance.

MICHELIN PILOT SPORT TIRES
Ford Performance-spec tires from Michelin, offered in two levels of performance, feature all-new tread designs and compounds specific to Shelby GT500. The 305-315/30R20 Pilot Sport 4S tires are offered on the base Shelby GT500 with all-new 305-315/30ZR20 Pilot Sport Cup 2 tires offered on the Carbon Fiber Track Package.



AERO-CRAFTED

From an exterior design standpoint, the latest iteration of the GT500 is all about managing air around and through the car – and make use of it – to ensure optimal performance in every situation.

FRONT FASCIA
A new front fascia, hood and fenders accommodate the significant power increase of the 5.2-liter supercharged V8 engine. Angular grille openings are twice as large as those on the Shelby GT350 and increase cooling pack airflow by 50 percent.

HOOD / VENT
The largest hood ever on a Mustang carries a massive 31 x 28-inch louvered vent totaling 6.03 square feet which quickly extracts air for reduced front end downforce and track-capable thermal management.

BALL JOINT HOOD PINS
Ball joint hood pins are exclusive to the Shelby GT500 to easily align and lock to secure the hood for high-speed driving. An aerodynamic exterior latch makes it easy to unlock the hood.

SPLITTER, BELLY PAN, REVERSE WING
Up front and below, a new splitter, new belly pan and reverse wing with side splitters help to channel air in and around the car for track-capable thermal management and reduced lift at high speeds with minimal drag penalty.

REAR SWING SPOILER
The high-performance swing spoiler combines the benefits of a track wing with airfoil-shaped tunnels between trunk lid and spoiler for improved aerodynamic efficiency. An available Gurney flap can be quickly installed for added rear downforce.

GT4 CARBON FIBER TRACK WING
Leveraging its aerodynamic design from Ford GT Le Mans and Mustang GT4 racing programs, an adjustable carbon fiber track wing is an exclusive option to Shelby GT500 (included in Carbon Fiber Track Package).

FRONT SPLITTER WICKERS
In addition to enhancing track-ready aerodynamics, front splitter wickers provide greater air deflection that ultimately minimizes front-end lift in high-speed track environments (included with Carbon Fiber Track Package, Carbon Fiber Handling Package and Handling Package).

REAR DIFFUSER
The composite rear diffuser is aero-designed to channel air smoothly from beneath the vehicle and packages the quad, five-inch diameter exhaust tips.

