



FORD PERFORMANCE

9.5:1 compression ratio

2.65L supercharger

760 hp @ 7300 rpm (93 octane fuel)

625 ft.-lb. torque @ 5000 rpm

6.700 rpm

Single-bore 92mm electronic throttlebody

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 Steering (EPAS) with Selectable Effort

Brakes:

Front:

SHW® 16.53" two-piece smooth

ventilated rotors

Brembo calipers, 6-piston, red painted

Swept area: 14.75 sq. inches

Rear:

SHW® 14.56" two-piece smooth

ventilated rotors

Brembo calipers, 4-piston, red painted

Swept area: 9.59 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"

Tires:

Specially developed Michelin Pilot Sport 4

Front: 305/30R20

Rear: 315/30R20

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

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

6.700 rpm

Single-bore 92mm electronic throttlebody

Cross-plane, forged-steel crankshaft

Forged aluminum pistons

High-capacity structural oil pan w/active baffling channels

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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

Painted Over-the-Top® racing stripes (available on 2022 model year)

GT500 Heritage Edition only

Side Stripes:

vinyl "Over-the-Top" racing stripes (available on 2022 model year)

Optional Vinyl "Over-the-Top" racing stripes (available on 2022 model year)

Optional Painted "Over-the-Top" racing stripes (available on 2022 model year)

Certified authentic

*New for 2022 model year

GT500 Heritage Edition only

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vinyl "Over-the-Top" racing stripes (available on 2022 model year)

Optional Vinyl "Over-the-Top" racing stripes (available on 2022 model year)

Optional Painted "Over-the-Top" racing stripes (available on 2022 model year)

Certified authentic

*New for 2022 model year

Technology Package:

Q&A Sound System with Bang & Olufsen (Speakers and subwoofer in trunk)

BLIS® (Blind Spot Information System) with Cross-Traffic Alert

Mirrors - Heated, Memory, Turn Signal and Cruise

Power 6-way Driver Seat with three (3) memory settings

Note: Includes leather-wrapped

Leather-trimmed Seats

Voice-Activated Touchscreen Navigation System with Plink-to-Zoom Capability, SiriusXM Traffic and Travel Link®

Handling Package:

Adjustable Strut Top Mounts

Catch C (placed in vehicle for post-sale installation)

Grey Carpet (placed in vehicle for post-sale installation)

Splitter Wicks (placed in vehicle for post-sale installation)

Front and Rear Track Widths

Unique Instrument Panel and Gauges

Performance Shift Indicator

Leather-trimmed Sport Seats

6-way power driver/passenger seats

4-way adjustable headrests

Climate-controlled front seats (heated/cooled)

RECARO® Leather Seats with Microsuede Inserts

Alcantara® wrapped Steering Wheel with Paddle Shifters

Electric Line-lock (Track Use Only)

Launch Control (Track Use Only)

Track Apps

Sync® 3

FordPass Connect™

Note: Includes leather-wrapped

Leather-trimmed Seats

Painted Black Roof

Exposed Carbon Fiber Instrument Panel

Splitter Wicks (placed in vehicle for post-sale installation)

Standard Options:

RECARO® Leather-trimmed Seats

Note: Heated, cooled and memory not included with RECARO® Leather-trimmed Seats

Painted Black Roof

Exterior Colors Available:

Atlas Blue Metallic*

Brilliant Blue Metallic*

Code Orange*

Cyber Orange Metallic Track*

Dark Matter Gray Metallic*

Eruption Green Metallic*

Grabber Blue Metallic*

Mustang Red Metallic II*

Rapid Red Metallic Track

Shadow Black

Carbonized Gray Metallic

Iconic Silver Metallic

Race Red

Shadow White

RECARO® Leather-trimmed Seats w/ Microsuede Inserts

Splitter Wicks (placed in vehicle for post-sale installation)

Front 305/30R20

Rear 315/30R20

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



PACKAGES & OPTIONS

Carbon Fiber Track Pack:

Exterior Colors Available:

Atlas Blue Metallic*

Brilliant Blue Metallic*

Code Orange*

Cyber Orange Metallic Track*

Dark Matter Gray Metallic*

Eruption Green Metallic*

Grabber Blue Metallic*

Mustang Red Metallic II*

R

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 stem.

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

The heart of the GT500 is the most powerful, street-legal V8 engine Ford has ever produced. The supercharged 5.2L engine produces 760 horsepower at 7300 rpm, and 625 ft.-lb. pounds of torque at 5000 rpm.

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

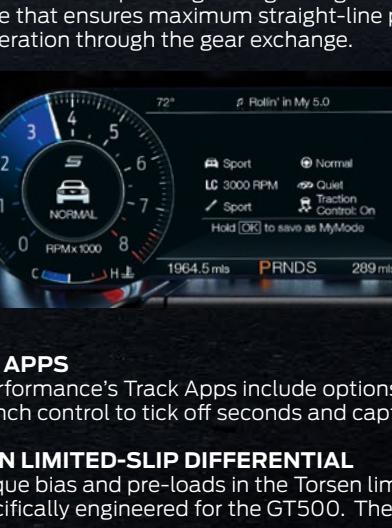
A high-capacity, 11-quart oil pan mounts to the engine and dual-clutch transmission for added strength and reduced vibration. Its patented active baffling channels oil to the center sump during extreme acceleration, braking and cornering, keeping oil where it's needed.

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.

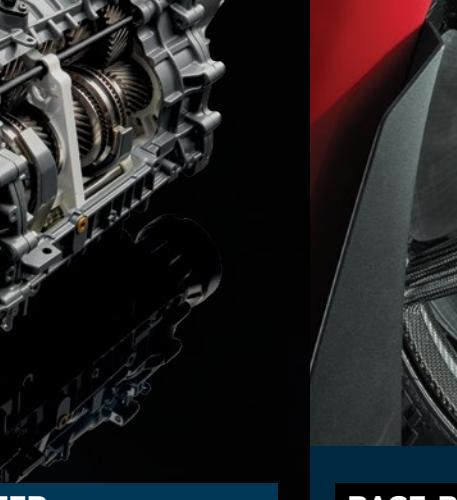


TRACK APPS

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.



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.

HOOD / VENT

The largest hood ever on a Mustang carries a massive 1x 2.8-in-louvered vent totaling 6.03 square feet which quickly extracts air, reduced front end downforce and track-capable thermal management.

BALL JOINT HOOD PINS

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

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.

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.



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.

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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 around and under the car for track-capable thermal management and reduced lift at high speeds with minimal drag penalty.

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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.

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REAR SWING SPOILER

FRONT FASCIA

HOOD / VENT

BALL JOINT HOOD PINS

SPLITTER, BELLY PAN, REVERSE WING

DRAG MODE

MAGNERIDE® SHOCK ABSORBERS

HIGH-PERFORMANCE WHEELS

FRONT SPLITTER WICKERS

REAR DIFFUSER

FRONT SPLITTER WICKERS

REAR SWING SPOILER

FRONT FASCIA

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