WORLD-CLASS PERFORMANCE
When Carroll Shelby developed his original 1965 GT350, his goal was to achieve ultra-quick lap times on road-racing courses – a car that could beat the then-dominant Jaguars and Corvettes in production sports-car racing. And Shelby’s creation succeeded beyond all expectations.

When the men and women at Ford Performance began work on the new, 21st-century GT350, their goal was essentially the same – create a highly race-track-capable car with world-class performance. The result of their efforts is the most dynamically athletic production Mustang yet.

The Ford engineers took an innovative, no-compromise approach. They evaluated the performance and function of every system, component and shape, then designed and optimized all the parts to work in balanced harmony, and to reduce weight wherever possible. They also pushed the envelope with cutting-edge materials and technologies. The result: Driving a Shelby GT350 is the most balanced, nimble and exhilarating experience ever found in a production Mustang.
### POWERTRAIN
- Ford 5.2-liter DOHC all-aluminum V8 engine
- 429 lb.-ft torque @ 4,750 rpm
- 87mm throttle body
- Lightweight Tremec® 3160 6-speed manual transmission
- Lightweight polymer oil pan with windage tray
- Forged-steel, I-beam connecting rods
- Forged-aluminum pistons
- Flat-plane, forged-steel crankshaft
- 87mm throttle body
- Redline: 8,250 rpm
- 429 lb.-ft. torque @ 4,750 rpm
- 526 hp @ 7,500 rpm (achieved with 93 octane fuel)
- 12:1 compression ratio
- Bore x stroke: 94mm x 93mm
- 3.73:1 TORSEN® limited-slip differential
- Dual-mass flywheel
- 215mm dual-disc clutch
- 87mm throttle body
- Lightweight Tremec® 3160 6-speed manual transmission

### SUSPENSION AND STEERING
- MagneRide® semi-active suspension front and rear
- Front suspension: independent MacPherson strut with double ball joints
- 22.2 x 3.9mm tubular stabilizer bar
- Lightweight tower-to-tower strut brace
- Rear suspension: independent multi-link
- 94 lb.-ft. torque @ 4,750 rpm
- 87mm throttle body
- Lightweight Tremec® 3160 6-speed manual transmission
- Lightweight polymer oil pan with windage tray
- Forged-steel, I-beam connecting rods
- Forged-aluminum pistons
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- 215mm dual-disc clutch
- 87mm throttle body
- Lightweight Tremec® 3160 6-speed manual transmission

### WHEELS & TIRES, GT350
- Ebony-Black-painted aluminum wheels, 19 x 11 in. front, 19 x 11.5 in. rear
- Lightweight carbon-fiber wheels, 19 x 11 in. front, 19 x 11.5 in. rear
- Specially developed Michelin Pilot Super Sport tires, 295/35 ZR19 front, 305/35 ZR19 rear
- Specially developed Michelin Pilot Sport Cup 2 tires, 305/30 ZR19 front, 315/30 ZR19 rear

### WHEELS & TIRES, GT350R
- Specially developed Michelin Pilot Super Sport tires, 295/35 ZR19 front, 305/35 ZR19 rear
- Specially developed Michelin Pilot Sport Cup 2 tires, 305/30 ZR19 front, 315/30 ZR19 rear

### SELECTED FEATURES
- Standard exterior colors available: Kona Blue Metallic (new), Lead Foot Gray (new), Shadow Black, Magnetic Metallic, Lightning Blue Metallic, Race Red, Oxford White
- Aerodynamic treatments: front splitter and grille, underbody shield, diffuser, rear spoiler, air curtains
- Aluminum hood with center air extractor
- Aluminum front fenders with air extractors
- Aluminum front bumper
- Selectable drive modes: Normal, Sport, Weather, Track, Dragstrip
- Performance shift indicator
- Driver and steering mode control
- Unique instrument panel and gauges
- RECARO cloth seats with Miko® suede inserts, manual adjustment

### GT350R Deleted Content
- Rear seats
- Air conditioning
- Audio system
- Auxiliary gauges
- Rear-view camera
- Floor mats
- Tire inflator and sealant kit
- SYNC® and USB port

### PACKAGES AND OPTIONS

#### Shelby GT350
- ELECTRONICS PACKAGE
  - 9-speaker audio system
  - SiriusXM® radio
  - SYNC® 3 – enhanced voice recognition communications and entertainment system. Includes 8” LCD touchscreen with AppLink™, 911 Assist®, and 2 smart-charging USB ports
  - Dual-zone automatic temperature control
  - Soft door rollover
  - Turn signal mirrors
  - Universal garage door opener
  - Voice-activated touchscreen navigation system with SiriusXM Traffic and Travel Link®
- CONVENIENCE PACKAGE
  - Includes all Electronics Package content, plus:
  - Leather-trimmed sports seats with seat back map pockets (replaces standard RECARO cloth/ Miko® suede sport seats)
  - 4-way adjustable head restraints
  - 6-way power driver seat with power lumbar
  - 6-way power passenger seat
  - Heated and cooled front seats
  - Memory recline (driver's side only)

#### Shelby GT350R
- ELECTRONICS PACKAGE
  - (standard beginning in April 2018)
  - 9-speaker audio system
  - AM/FM stereo, single-CD player
  - SiriusXM® radio
  - SYNC® 3 – enhanced voice recognition communications and entertainment system. Includes 8” LCD touchscreen, voice-activated navigation system, AppLink™, 911 Assist® and 2 smart-charging USB ports
  - Dual-zone automatic temperature control
  - Rear view camera
  - Soft door rollover
  - Turn signal mirrors
  - Universal garage door opener
  - Auxiliary gauges
  - Floor mats
  - Tire inflator and sealant kit

#### Stand-Alone Options
- Painted black roof
- “Over-the-top” racing stripe
- Orange Fury Metallic Tri-Coat paint (new)
- Ruby Red Metallic Tinted clearcoat paint
- Triple Yellow tri-coat paint

#### Factory Invoiced Accessories (FIA)
- Shipped separately from the vehicle for dealer installation
- Full Vehicle Cover (WeatherShield; Cobra® logo on hood area, Shelby® logo on back)

### FRONT BRAKES
- SHW® 394mm rotors with aluminum center "hat" and cross-drilled iron ring with directional cooling vents
- BREMBO® 6-piston monobloc calipers, fixed-bridge, radial mount

### REAR BRAKES
- SHW® 381 x 25.4mm rotors with aluminum center "hat" and vented, cross-drilled iron ring
- BREMBO® 4-piston monobloc calipers
- Drum-in-hat parking brake
PERFORMANCE CHOICES: GT350 OR GT350R
The GT350 and GT350R model variants of the 2018 Shelby GT350 are both highly capable performers for lapping days at race tracks, and both are street legal. However, the GT350R is more race-track oriented, with several comfort and convenience features deleted to lighten its weight.

Shelby GT350R
If you are not too concerned about comfort or convenience for street use, if you want to take your car to a race track to wring out that last tenth of a second of lap time, then the GT350R is for you. Some might even want it as the basis for an all-out, non-streetable race car. Ford Performance has deleted anything that adds unnecessary, performance-robining weight, or causes parasitic power losses.

The GT350 is meant for owners who want a car with some hard-core racing equipment in it for track days, but also want one that’s very streetable for everyday driving. The option packages offer higher-end equipment for comfort and convenience.

POWERTRAIN: SIMPLY AWESOME

Engine
With 526 horsepower* and 429 foot-pounds of torque on tap, the GT350's 5.2-liter V8 is the most powerful naturally aspirated production engine Ford has ever produced. This very special engine's flat-plane crankshaft was developed exclusively for this car, and it represents the first use of a flat-plane crank in a production Ford V8.

The engine breathes through an intake manifold with charge motion control (CMC) valves that are larger than those in the stock 5.0 V8, and thanks to high-lift camshafts with increased duration, the cylinder heads flow massive amounts of air.

The aluminum block’s iron cylinder liners are removed, and plasma transferred wire arc (PTWA) technology is used on the bores. This larger bore diameter results in an over-square configuration – approximately 94 mm bore x 93 mm stroke – which increases low-end torque. PTWA also improves performance and durability, due to lighter weight plus reduced friction and heat transfer. The flat-plane crankshaft gives quick throttle response, and the exhaust’s unique, throaty snarl.

The custom, high-flow exhaust system has “dual-mode” rear mufflers with single entries and dual outlets. An actuator valve in the muffler canister can be open or closed, depending on the driver’s preference. When it is closed, the car is quiet and civilized; when open, the exhaust is essentially “free-flow” through the muffler, and the exhaust note is loud and guttural – a great sound that’s unlike any other Mustang, or any other car, in fact.

Transmission
The Tremec® 3160 6-speed, lightweight manual transmission is connected to the engine with a high-strength, dual-disc clutch. This combination has all the necessary torque capability, along with excellent high-rev shifting capability. This is essentially a bespoke transmission for the GT350, since the people at Ford Performance designed and tooled up a new case and gear set just for this car.

Rear Axle
The torque bias and pre-loads in the TORSEN® limited-slip differential are specifically engineered for the GT350. The rear-axle ratio is 3.73:1.

Cooling Systems
The GT350’s engine water radiator is upsized from that of the Mustang GT and carries a higher volume of coolant.

All GT350s are equipped with oil-cooling radiators for the engine, transmission, and rear-axle. The engine oil radiator’s design is an elegant solution, located in the front bumper on the driver’s side, with ducting to provide optimum air flow.

The transmission-oil radiator is on the other side of the front bumper, and the transmission circuit has its own internal pump. The differential-oil cooler is mounted in the lower rear diffuser, which allows much shorter runs of plumbing. Special ducting directs air through the cooler and out the rear bumper. The cooler also has its own electric pump, with a thermostat.

NOTE: Beginning in April 2018, all GT350R models will be produced with the R-Electronics Package as standard equipment.

* Achieved with 93 octane fuel.
All GT350s have MagneRide® dampers front and rear – the first-ever Ford application of this electronically controlled, semi-active suspension. Damping properties can be changed continuously, on the fly. The hydraulic fluid contains tiny metal particles that conduct an electric current, and adjustments in the current will magnetically change the fluid’s viscosity almost instantaneously. Sensors monitor ride height, pitch, dive, and many more characteristics. A Ford-developed control module responds to an event within seven milliseconds, altering damping at individual corners to suit performance requirements.

The unique suspension design has new, lighter and stiffer knuckles front and rear (aluminum on the front), and new wheel bearings all around. They are designed specifically for lateral stiffness, for very precise steering, and also to enhance brake modulation capabilities. Springs and stabilizer bars also are designed and tuned specifically for the GT350. Due to spring compression characteristics imparted by the independent rear suspension, coils in the left and right rear springs are wound in opposite directions to ensure that the spring rates are exactly the same on both sides.

Like the GT350, all GS350s have MagneRide® dampers front and rear – the first-ever Ford application of this electronically controlled, semi-active suspension. Damping properties can be changed continuously, on the fly. The hydraulic fluid contains tiny metal particles that conduct an electric current, and adjustments in the current will magnetically change the fluid’s viscosity almost instantaneously. Sensors monitor ride height, pitch, dive, and many more characteristics. A Ford-developed control module responds to an event within seven milliseconds, altering damping at individual corners to suit performance requirements.

The unique suspension design has new, lighter and stiffer knuckles front and rear (aluminum on the front), and new wheel bearings all around. They are designed specifically for lateral stiffness, for very precise steering, and also to enhance brake modulation capabilities. Springs and stabilizer bars also are designed and tuned specifically for the GS350. Due to spring compression characteristics imparted by the independent rear suspension, coils in the left and right rear springs are wound in opposite directions to ensure that the spring rates are exactly the same on both sides.

The unique suspension design has new, lighter and stiffer knuckles front and rear (aluminum on the front), and new wheel bearings all around. They are designed specifically for lateral stiffness, for very precise steering, and also to enhance brake modulation capabilities. Springs and stabilizer bars also are designed and tuned specifically for the GS350. Due to spring compression characteristics imparted by the independent rear suspension, coils in the left and right rear springs are wound in opposite directions to ensure that the spring rates are exactly the same on both sides.

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