



2020 MUSTANG SHELBY® GT500® SUPERCHARGED V8 ENGINE

WITH 760 HORSEPOWER AND 625 LB.-FT. OF TORQUE, THE ALL-NEW SHELBY GT500 FEATURES THE MOST POWER- AND TORQUE-DENSE SUPERCHARGED PRODUCTION V8 ENGINE IN THE WORLD.*

Shelby GT500 engine builder signature badge

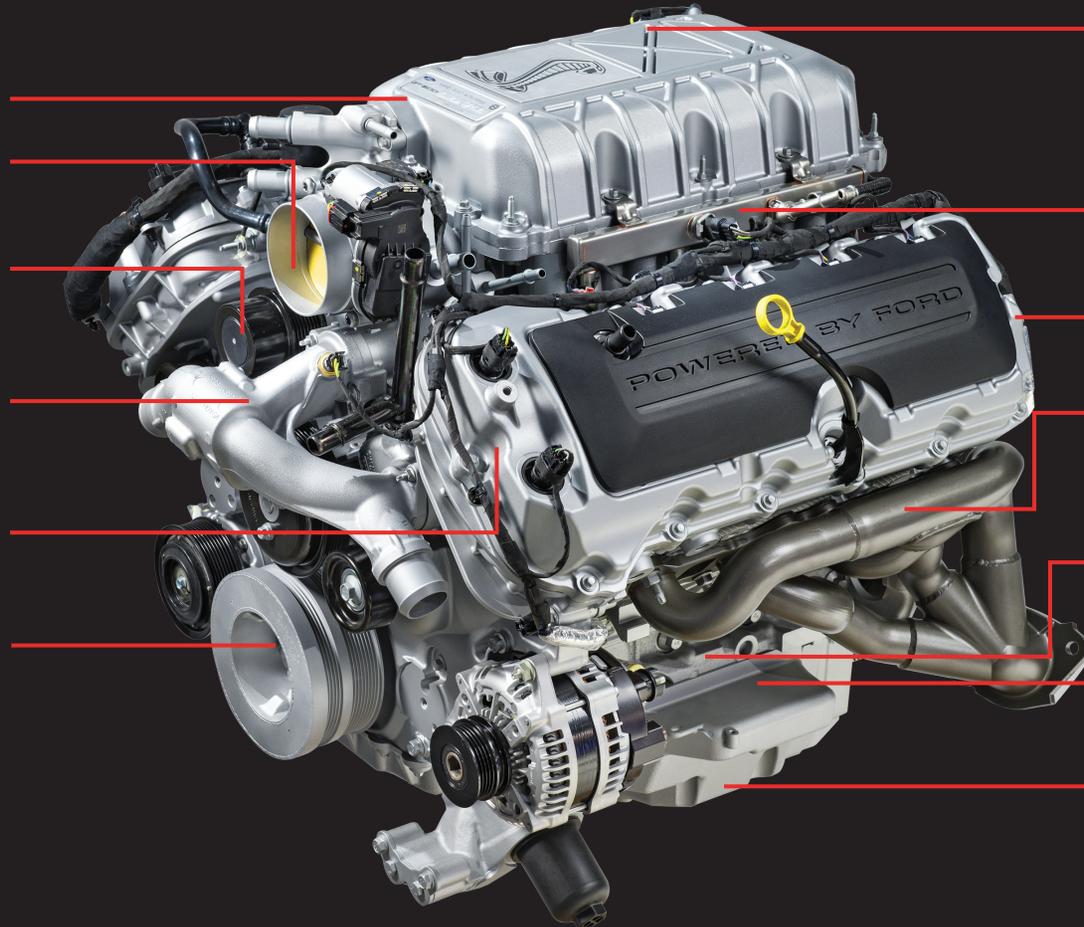
Electronically controlled 92-millimeter throttle body provides abundant air intake

Supercharger input shaft with one-way clutch and bypass valve modulates boost and reduces parasitic loss

Dual hot-side thermostats improve coolant flow and cooling capacity during extreme driving

Twin variable camshafts maximize powertrain control and performance

Forged steel crankshaft with cross-plane firing order and micro-alloy forged connecting rods add strength



Inverted 2.65-liter Eaton supercharger with air-to-water intercooler on top makes for lower center of gravity and lower hood clearance

High-flow fuel rails capable of distributing more than one gallon of fuel per minute

CNC-machined cast aluminum quad-valve cylinder heads maximize flow performance

Equal-length stainless steel tube headers for balanced exhaust flow and power

Cast aluminum engine block with wire arc cylinder liners reduces mass and adds durability

One-piece cast aluminum 11-quart oil pan mounts to the engine and transmission for reduced noise, vibration and harshness

Active internal baffles channel oil to the sump during intense driving

All-new 2020 Mustang Shelby GT500 is the most powerful street-legal Ford ever built, and with its advanced Tremec TR-9070 DCT 7-speed dual-clutch transmission, delivers performance that places it front and center on the supercar stage.

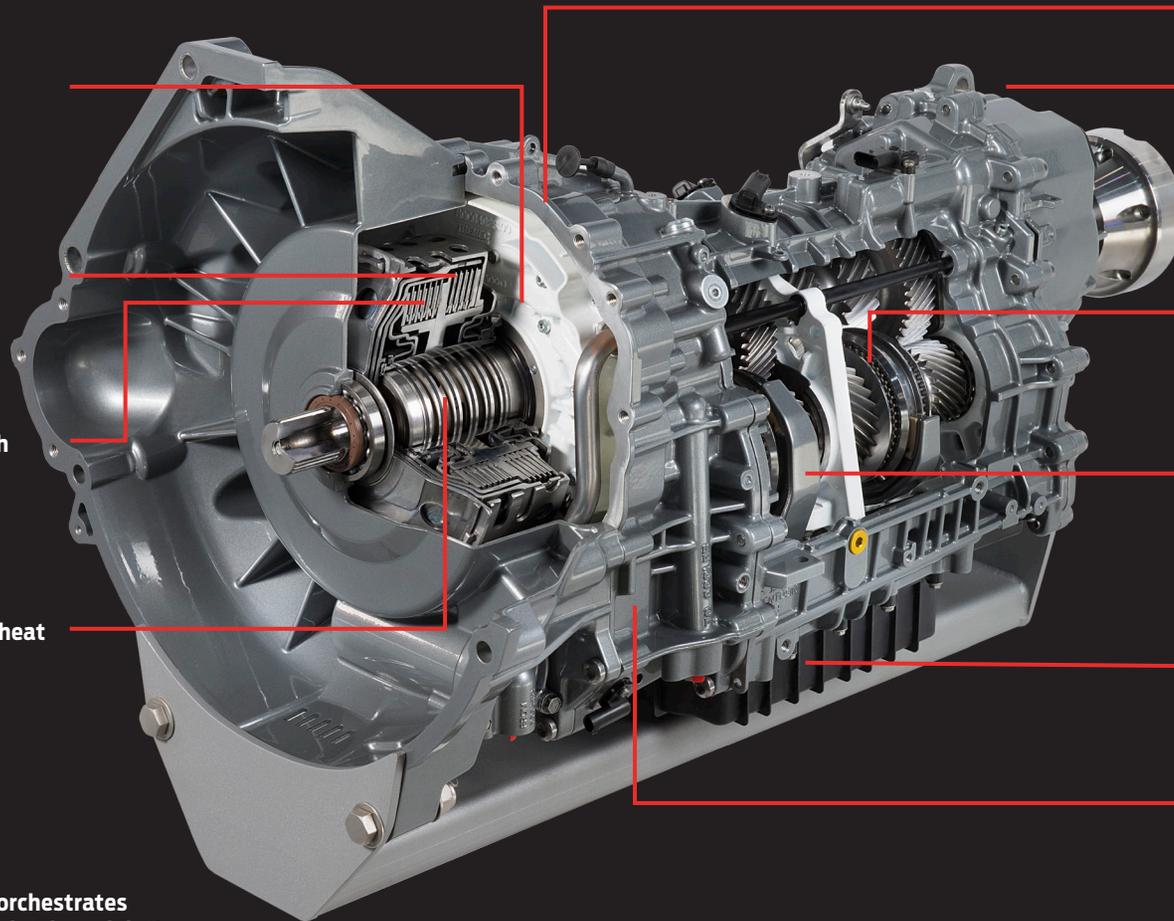
**SHELBY
GT500**

*GT500 and Shelby are registered trademarks of Carroll Hall Shelby Trust. Horsepower and torque ratings are based on using fuel as per SAE J1349 standard; actual performance may vary.



2020 MUSTANG SHELBY® GT500® TRANSMISSION

DEVELOPED BY TREMEC AND FORD PERFORMANCE, TR-9070 DCT 7-SPEED DUAL-CLUTCH TRANSMISSION
UPSHIFTS AS QUICK AS 80 MILLISECONDS WITH STUNNING CONTROL AND FINESSE.



Fixed-displacement fluid pump is pressure-modulated by downstream controls and bypass valves

Five surface odd (gears 1-3-5-7) clutch pack provides 155 square inches of friction surface

Six surface even (gears 2-4-6-R) clutch pack provides 136 square inches of friction surface

Smart lubrication system anticipates heat events to inject transmission fluid for cooling with minimal parasitic loss

Advanced computer control carefully orchestrates system timing, from gear selection to clutch modulation

Front valve body controls clutches and cooling

Hard-wired steering wheel paddle controls ensure most responsive manual shifting possible

Seven forward helical gears with triple-cone synchronizers can shift nonsequentially to better match engine torque and driver input

Electrohydraulic-actuated shift fork mechanisms precisely engage shifts based on synchro gear and shaft speeds

Performance-designed fluid pan withstands extreme g forces to prevent starvation

Electrohydraulic shift controller actuates shifts and clutch activations using low-leak solenoids for precise shifting and driver control

All-new 2020 Mustang Shelby GT500 features the most advanced powertrain ever offered in a street-legal Ford, and with its advanced Tremec TR-9070 DCT 7-speed dual-clutch transmission, delivers performance that places it front and center on the supercar stage.

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