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PRESS RELEASE

The following preliminary data is confidential and has been approved for release only to persons authorized to attend the Long Lead Technical Conference at Riverside International Raceway, July 6-7, 1967. This information is the latest available at time of publication and is subject to change before production date. Quotation of this information subject to reconsideration before use. Any publication of this information should be held until Tuesday October 3.

GENERAL - 1968 SHELBY COBRA GT350 and GT500

For 1968, the fastback model is complemented by the addition of an all new convertible in both series. The convertible will offer all of the styling and design features of the fastback, but will have a stylized, padded roll-bar which also may be used as a ski or surfboard rack.

Both series will have identical external appearance, except for detail emblem changes denoting the model. The front end of the 1968 model is all new and gives a fresh, evolutionary styling change. Many fitting-details are improved, particularly the new "hatch" type hood which is mounted behind a four piece nose section. In addition, matched metal moulds are used for the first time by Shelby American, giving much greater accuracy and far better control over all fiberglass components.

In addition to the new front end body styling, single 7-1/4" double-filament sealed beam lights have been fitted and are complemented by separately circuited rectangular driving lights mounted inside the oval grill opening.

The fiberglass lower back panel is of an improved design providing additional sealing against fumes and dust. This panel will be finished in silver on all models, regardless of exterior color, and will house five section, rectangular tail lamps with encapsulated, electronic sequence turn-signal flashers.

The widely accepted brake scoops, air extractors and fiberglass spoiler type deck lid, which typified the 1967 models, have been continued for 1968, although they have had various surface contour refinements and fitting improvements, due to the matched metal moulds.

The interior will have walnut finish woodgrain appliques on the instrument panel and door trim. A unique, integral console has been fitted with padded glovebox armrest, auxiliary instruments and driving light switch. The armrest also incorporates an ashtray and courtesy light for the back seat. The steering wheel has a simulated wood rim and a vinyl covered padded safety hub with a new Shelby "DeepSee" ornament. It is anticipated that the Mustang adjustable steering wheel with automatic door control swing-away mechanism will be available as an option.

The GT-350 will have the new 302 cu. in. hydraulic lifter engine, fitted with hi-riser manifold, automatic choke 1-4V 600 CFM Holley carburetor. The optional engine is fitted with the Cobra belt-driven blower unit which has been tested and proved by Shelby American during the past year.

The GT-500 is fitted with the 428 Police Interceptor engine with 1-4V manifold and a 728 CFM Holley carburetor and hydraulic lifters. The optional engine is the 427 medium riser with a 1-4V manifold and the same 728 CFM Holley carburetor.

Standard transmissions for both series for 1968 are the Ford four speed, fully synchronized, manual unit. Available as an option is the

Ford C-4 automatic for the GT-500. Both automatic transmissions have heavy duty hydraulic torque converters, 3 speed planetary with manual sports shift feature and automatic vacuum operated kick down.

As in 1967, the brake system includes discs on the front and 10" drums on the rear, fitted with a dash mounted, servo type brake booster and a tandem type dual master cylinder. New for 1968 is the floating front caliper with 11.3" ventilated disc and high performance type low fade linings. These, along with the 10 x 2-1/4" rear drum brakes, give a total effective brake area of 180 square inches.

Suspensions on both series is of maximum handling type with one piece, .94" diameter front sway bar, high capacity Adjust-O-Matic tubular shock absorbers and export type attachments. As in the past, the handling of the Shelby cars is of a very high order and will meet the utmost requirements of the automotive buff.

Air conditioning will be available of the GT-350 standard engined model and the 428 powered GT-500.

Exterior paint for 1968 includes white, black and metallic colors of red, dark blue, medium blue, light blue, lime gold, gold frost and dark green. Interior colors are black, blue and ivy. The first GT-350 was offered only in white, with black interior, and blue stripes.

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FACT SHEET
SHELBY COBRA GT-500

BODY STYLES

Convertible
Fastback

ENGINE

Bore & Stroke 4.13 x 3.984
Displacement 428 cu. in.
Comp. Ratio 10.50:1
Carburetor Holley 4V 715
Air Cleaner Paper type, oval
B.H.D. 390 @ 5400 RPM
Torque 420 @ 3200 RPM

OPTIONAL

4.235 x 3.788
427 cu. in.
11.6:1
Holley 4V
Paper type, oval
425 @ 5600 RPM
476 @ 3400 RPM

DRIVE TRAIN

Clutch dia., in.	11.5	
Transmission	Ford 4 speed, full synchronized	Ford C-6, with hi-speed upshift and improved lockout.
Trans. Ratios	First: 2.32:1 Second: 1.69:1 Third: 1.29:1 Fourth: 1.00:1 Reverse: 2.32:1	2.46:1 1.46:1 1.00:1 2.20:1
Final drive ration	3.25 (manual or automatic)	
Rear Axle	Special high torque Salisbury type Hypoid, semi-floating, straddle mounted pinion with 9" ring gear and heavy duty bearings.	

CHASSIS AND BODY

Body/frame	Steel unit
Brakes	New design power assisted flex-caliper 11.3" front discs with dual master cylinder and 10 x 2-1/4" drum type rear with high performance lining material.
Total Effective Area	180.0 in.
Wheel type/size	15 x 6" steel 15 x 7" composite alloy
Tires	Goodyear #70-15 high speed
Steering type	Recirculating ball and nut
Front suspension	Independent with coil spring above upper arm, export coil springs, high capacity Adjust-O-matic shock absorbers with special valving and front stabilizer bar.
Rear suspension	Hotchkiss with semi-elliptic 4 leaf springs and high capacity Adjust-o-matic shock absorbers with special valving.

INTERIOR DETAILS

Walnut wood grained dash and door panels.
Unique, integral console with padded glovebox armrest, rear ash-tray, rear courtesy light, auxiliary ammeter and electrically actuated oil pressure gauges, as well as fog light switch. Two spoke, deep dish, simulated wood rim, safety steering wheel with cast silver Shelby Cobra design ornament.
Seats to be semi-bucket, fully padded, locking type.
Dash to include 140 MPH speedometer and 8,000 RPM tach.
Deluxe, inside adjustable, exterior rear view mirror.
Safety bar in fastback to prevent luggage from sliding forward.

EXTERIOR DETAILS

Chrome trim around grill opening.
Tail light panels finished silver.
Trunks fitted with interior lights.
Side stripes of reflective safety tape. (Tentative)
"SHELBY" in die cast chrome letters on nose and tail spoiler.
Hoods to be "hatch" type with electrostatic radio shielding,
Dzus fasteners with turn know tie-downs and double front
scoops and louvers.

ROLL BAR AND SEAT BELTS

Fastback	Integral, steel roll bar, heavily padded with double shoulder harness, inertial reel and seat belts with quick detach feature.
Convertible	Styled, padded, with single cross-chest harness and seat belts.

LIGHTING

Single 7-1/4" hi-low seal beam units with chrome bezels. In addition, rectangular fog lights, separately circuited, are mounted in grille opening.

Tail units to be five section, rectangular, with sequential turn indicator units.

Fender side marker lights and rear reflectors.

AIR CONDITIONING

Available on 428 engined model.

COLORS

White, black, red, dark blue, medium blue, light blue, lime gold, gold frost, dark green. All colors except white and black are metallic.

Interiors are black.

GENERAL

Curb weight, lbs.	3445 (Fastback)	Convertible: N.A.
Wt. Distribution, front/rear %	56.4/43.6	
Wheelbase, in.	108.0	
Track, front/rear	58.1/58.1 in.	
Overall length	186.81 in.	
Overall width	70.9 in.	
Overall height	51.8 in.	