

1967 SHELBY G.T. 350/500 ***The Road Cars***



Take a stretch of road...

add a 1967 Shelby GT 350 or GT 500 and you're set for excitement! Carroll Shelby, America's only F.I.A.* World's Champion, has designed a car that brings out the expert in you. Thoroughbred handling, braking and performance ... unique GT styling ... safety features galore—all are yours for the **lowest** price of any true GT car. Suddenly, everything you ever wanted in a car is here ... in the Shelby GT.



*Federation International de l'Automobile, the sanctioning body of international racing

ShelbyReserve.com

Specifications



Both the 1967 Shelby GT 350 and GT 500 are designed and built to provide impeccable handling, performance and braking. They are true GT (gran turismo) cars, capable of transporting four people, or two people and a large quantity of luggage, long distances at high average speeds. Although their engines are Shelby modified for extra high performance, they are completely docile in normal traffic.

ENGINE SPECIFICATIONS: GT 500

Cobra OHV 428 cu. in. 90° V-8; 355 advertised horsepower @ 5400 rpm; 420 lbs./foot of torque @ 3200 rpm; 4.13" x 3.984" bore and stroke; compression ratio 10.50:1; two 4-bbl Holley carburetors (600 cfm flow rate, each); special high-rev hydraulic valve train and camshaft; die cast, polished aluminum "Cobra" rocker arm covers and air cleaner; dual exhaust system.

GT 350

Cobra OHV 289 cu. in. 90° V-8; 306 bhp @ 6000 rpm; 329 lbs./foot of torque @ 4200 rpm; 4.005" x 2.87" bore and stroke; compression ratio 10.50:1; Cobra hi-rise intake manifold with Holley 4-bbl carburetor (715

cfm flow rate); solid valve lifters; die cast, polished aluminum "Cobra" rocker arm covers and air cleaner; dual exhaust system.

GENERAL SPECIFICATIONS: GT 500 AND GT 350

Wheelbase: 108.0"

Tread: Front, 58.0"; Rear, 58.0"

Length: 186.6"

Width: 70.9"

Height: 51.6"

Curb weight: GT 500, 3286 lbs.; GT 350, 2723 lbs.

Distribution, front/rear:

GT 500: 56.4% F, 43.6% R

GT 350: 53.0% F, 47.0% R

Body type: 2-door fastback

Construction: Platform type unitized construction with reinforced floor side members and export front end reinforcement.

Styling: Front, 3.0" extended reinforced fiberglass nose, custom grille with 30% more frontal cooling area. Quad headlights, highbeams inset in grille. Custom fiberglass hood with sculptured air scoop. LeMans locking pins. Sides; functional brake air scoops set in rear quarter sculpturing, LeMans air extractors in



rear quarters of roof incorporating advanced safety lights. Rear; sculptured air spoiler across rear deck, full-width taillights. Side striping with model designation above rocker panels.

Suspension: Front; independent, with coil springs and ball joints, Shelby-modified for flatter cornering. .94" diameter front stabilizer bar. Rear; 4-leaf springs with special rebound dampers to control rear spring windup.

Spring rates:

500: 360 lbs./in. front, 135 lbs./in. rear

350: 320 lbs./in. front, 135 lbs./in. rear

Shock absorbers: Tubular, heavy-duty adjustable, factory preset for most driving conditions.



Transmission: Fully synchronized four-speed manual (31 spline for 500, 28 spline for 350) standard.

Ratios: First—2.32:1
Second—1.69:1
Third—1.29:1
Top—1.00:1
Reverse—2.32:1

Heavy-duty Cruise-O-Matic transmission optional. Shift handle lockout prevents skipping or missed shifts when hand-selecting gears.

Ratios: First—2.46:1
Second—1.46:1
Top—1.00:1
Reverse—2.20:1

Final drive: Heavy-duty rear axle with straddle-mounted deep offset drive pinion. Standard ratios:

500—Manual transmission 3.50:1
Automatic transmission 3.25:1

350—Manual transmission 3.89:1
Automatic transmission 3.50:1

Steering: Recirculating ball and nut, linkage-type power assist provides crisp 16-to-1 overall steering ratio*, 37.16 foot turning diameter.

Wheels, tires: Shelby 15" steel wheel with 6.5" rim width. "Speedway 350" low profile 4-ply nylon E70-15 tires designed especially for Shelby GT cars.

Brakes: Front; disc, 11.3", with high speed linings. Rear; 10" x 2.5" cast iron drum, self adjusting. 191.0 sq. in. effective lining area. Independent service brake operating rear drum brakes.

Interior appointments: Deluxe interior with front bucket seats, sculptured folding rear seat*providing carpeted luggage deck. Full instrumentation including 8000 rpm tachometer, 140 mph speedometer, ammeter, oil pressure, water temperature, fuel, Integral roll bar (meets competition requirements). Inertia reel front shoulder harnesses,*seat belts front and rear, padded dashboard, and sun visors.

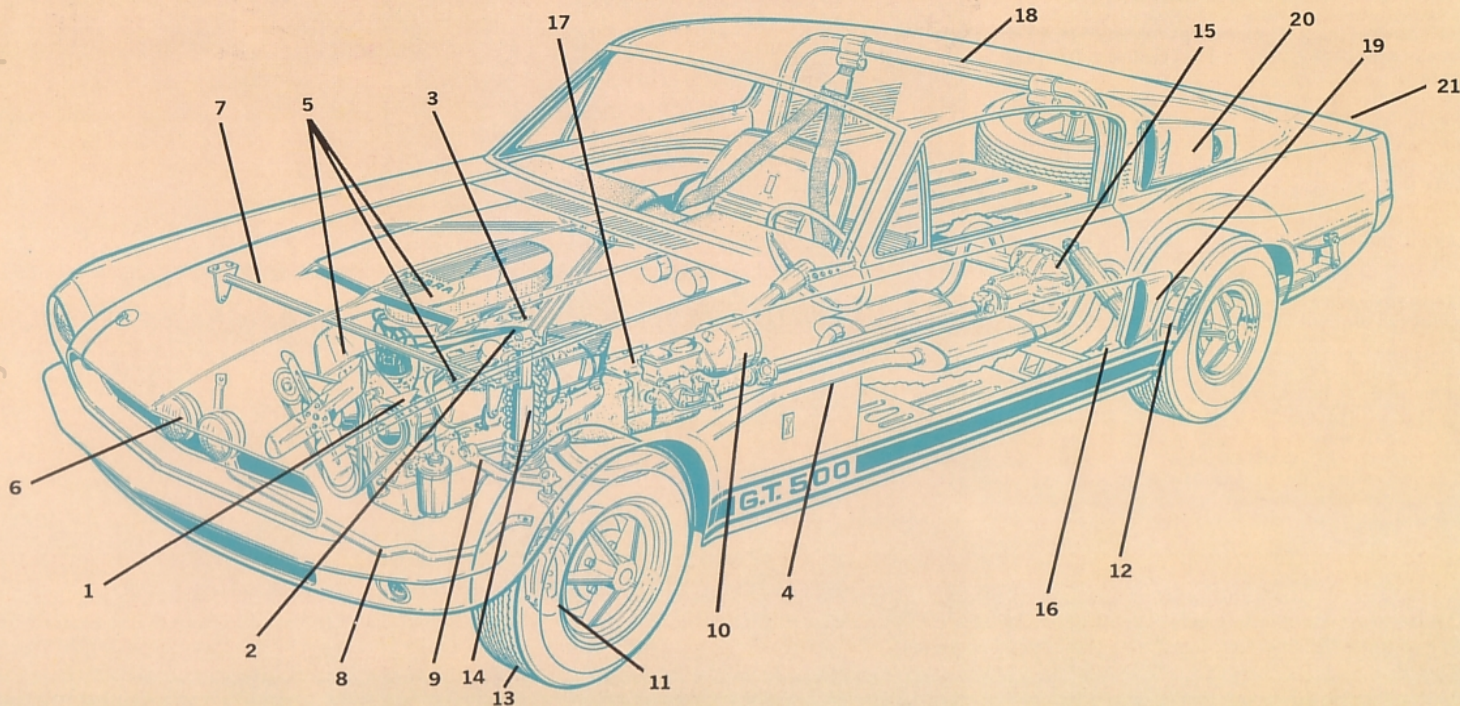
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*Optional at extra cost



THERE ARE TWO WAYS TO BUILD A TRUE GT CAR

Starting with a clean sheet of paper is one way . . . the expensive way. Starting with a basically fine automobile and engineering competition-proved, easily-serviced components into it is another way . . . the Shelby way. Here's what we mean: **1** GT 500 uses 428 cu. in. V-8, Shelby-modified for top performance, with **2** two 4-barrel carburetors and **3** special Cobra high-rise intake manifold, **4** dual exhaust. (GT 350 features Cobra 289 cu. in. high performance V-8, high-rise intake manifold, 4-V carburetor, dual exhaust.) **5** Cobra custom finned aluminum valve covers and chromed air cleaner are standard. **6** Custom styled hood and grille assembly features center-mounted high beam lamps, LeMans locking pins. **7** Extra front end reinforcement is provided by optional Monte Carlo bar while **8** .94" diameter anti-roll bar **9** increases precision control. Lowering the front wheel upper control arm inner pivots **9** raises roll center, increases cornering bite by 30%. **10** "Right now" 16:1 overall steering ratio; power assist adds low-speed driving comfort. Massive 11.3" front disc brakes **11** and 10.5" x 2.5" rear drum brakes **12** deliver repeated hard stops with no fade safety. **13** Special LeMans proved 140 mph-rated wide-path tires are designed especially for the Shelby GT 350 and GT 500. **14** Super-duty shock absorbers are adjustable. **15** Heavy-duty straddlemounted rear axle is provided. **16** Special rear spring bump pads eliminate acceleration windup. **17** Sebring-developed close-ratio four-speed transmissions, power-rated for GT 350 and GT 500 engines are standard. **18** Integral roll bar, meeting all competition safety requirements, is standard equipment. **19** Side air scoops cool rear brake drums. **20** LeMans type air extractors provide silent, complete ventilation and include advanced engineering safety lights. **21** Unique rear deck styling incorporates extra-wide safety taillights, competition-type air spoiler.





SHELBY AMERICAN, INC. Builders of the Cobra, World's F.I.A. Manufacturers' Champion, 1965.
Manufacturers of Cobra and Cougar performance parts and kits.
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