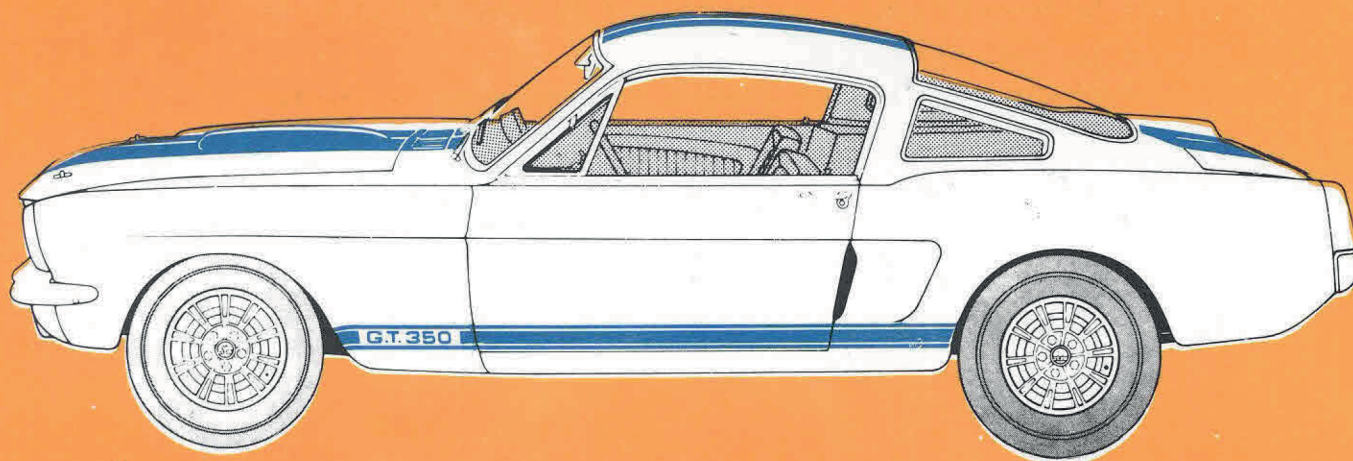




SHELBY G.T. 350

SHELBY AMERICAN, INC., 6501 W. IMPERIAL HWY., LOS ANGELES, CALIF. 90009

G.T. 350 SPORTS CAR

Two-place fastback coupe; Shelby American prepared 289 cubic inch OHV Cobra V-8 engine equipped with special high riser manifold, center pivot float four barrel carburetor, specially designed hand built tubular "tuned" exhaust system featuring straight through glass packed mufflers, finned Cobra aluminum valve covers, extra capacity finned and baffled aluminum oil pan; fully synchronized Borg Warner special Sebring close ratio four speed transmission; computer designed competition suspension geometry; one inch diameter front anti-roll bar; fully stabilized, torque controlled rear axle; wide base steel wheels mounted with 130 m.p.h. rated, low profile nylon tires; Kelsey Hayes front disc brakes with ventilated disc and special full competition pads; wide drum rear brakes with metallic linings; adjustable shock absorbers; integrally-designed functional hood air scoop; all black interior with bucket type seats and Shelby approved competition "quick release" seat belts; cowl mounted tachometer; two speed electric windshield wipers and washers; competition type wheel; 19:1 quick ratio steering; rear brake air scoops; rear quarter panel windows; rocker panel identification stripes; heater.

Complete With Above Standard

Equipment \$4428.00*

FACTORY INSTALLED OPTIONAL EQUIPMENT

Shelby Alloy Wheels

Automatic Transmission

Fold-down rear seats with seat belts

No-Spin differential

Le Mans stripes

*plus license, taxes and freight, FOB
Los Angeles

DIMENSIONS

Wheelbase, In.	108
Tread Front and Rear, In. (std. wheels)	57
Length, Overall, In.	181.6
Width, In.	68.2
Height, In.	55

SPECIFICATIONS

Curb Weight, Lbs.	2800
Tire Size.	7.75 x 15 or 6.95 x 14
Brakes	Disc front, Special drum rear
Engine Type	289 cu. in. OHV V-8
Compression Ratio	10:1
BHP 6000 RPM	306
Torque 4200 RPM	329 ft/lbs
Weight Distribution %	53/47
Construction	Steel, monocoque

ENGINE

Type	V-8 High Performance (Special)
Fuel	premium only
Capacity	289 C.I.D.
Firing Order.	1,5,4,2,6,3,7,8
Bore	4.00 inches
Stroke	2.87 inches
H.P.	306 @ 6000
Torque	329 @ 4200
Oil Sump	Aluminum
Cylinder Block	Cast Iron
Cylinder Heads	Cast Iron
Intake manifold	Aluminum
Crankshaft	Cast Iron, supported in five main bearings with external counter balances
Bearings	Copper-lead
Main bearings diameter	2.25 inches
Rod bearing diameter	2.125 inches
Valve operation	Push rod, from cam in block
Valve diameter	Inlet 1.68 inches Exhaust 1.46 inches
Special Order	Inlet 1.88 inches Exhaust 1.63 inches
Valve Springs	1, & 1 damper spring per valve
Valve lift	0.450 inches
Carburetor	Holley, four barrel, 715CFM

IGNITION

Dual breaker-point distributor centrifugal advance	
Voltage	12V
Coil	Ford
Alternator	Ford

GEARBOX

Borg Warner T10M—Close ratio 4 speed.	
Ratios	
High	1:1
3rd	1.20:1
2nd	1.62:1
1st	2.36:1

CLUTCH

Ford, heavy duty, diameter 10.5 inches

OPTIONAL AUTOMATIC TRANSMISSION

Make and model	Ford 289 Cruise-O-Matic high performance
Type	Vacuum controlled shifting with torque converter multiplication
Number of speeds	Three and one reverse

REAR AXLE

Ford—heavy duty	
Ratio standard.	3.89
Limited slip differential optional equipment	

SUSPENSION

Front, coil spring above upper "A" frame with strut type hydraulic shock absorber heavy duty adjustable. Extra heavy duty springs and sway bar standard equipment. Rear, heavy duty leaf springs with additional radius rods to control axle wind up, strut type hydraulic shock absorbers heavy duty adjustable.

BRAKES

Kelsey Hayes	caliper disc front with special racing pads, drum rear with metallic linings
Front discs	11.3 inches diameter, ventilated
Rear drums	10 inch x 2.5 inches

TIRES

7.75 inches x 15.0 inches or 6.95 inches x 14 inches. High speed, low profile, nylon tires.

WHEELS

Steel—15 inches—6 inch rim	
Steel—14 inches—6 inch rim	
(optional alloy) 14 inches—6½ inch rim	

CAPACITIES

Radiator	15 quarts
Engine	7.5 quarts (with filter)
Fuel	17 gallons

BODY STYLE

Fastback, two passenger coupe. Hood with functional air scoop and racing type positive locking devices, rear brake air scoops, rear quarter panel windows.

THE DIFFERENCE BETWEEN THE SHELBY G.T. 350 AND THE MUSTANG...PLENTY!

- 1 Competition type locking studs and safety pins eliminate the danger of the hood ever flying open at high speeds.
- 2 Full one inch diameter anti-roll bar further increases roll stiffness and cornering ability.
- 3 Overall steering ratio is reduced from 21:1 to 19:1 for quicker, more precise steering.
- 4 Monte Carlo reinforcing bar plus extra heavy reinforcing yoke add body stability and strength under severe driving conditions.
- 5 The Cobra cast and finned oil pan increases oil capacity, aids cooling and prevents oil surge during hard cornering, acceleration or braking.
- 6 Custom aluminum Cobra rocker covers have excellent sound deadening qualities.
- 7 Inner pivots of the front wheel upper control arms are moved down one inch improving cornering power and bite.

ONLY IN THE SHELBY G.T. 350, REAR QUARTER WINDOWS AND REAR BRAKE AIR SCOOPS.

- 8 The cast aluminum high-rise manifold increases the engine's ability to breathe at high speeds and extends its useful power range. Matched to the manifold is a Holley low-restriction four-barrel carburetor with center pivot floats which prevent flooding or fuel starvation under the most severe driving conditions.
- 9 Heavy duty shock absorbers are adjustable.
- 10 At the front, Kelsey Hayes disc brakes are added with ventilated discs and special full competition pads. At the rear, the G.T. 350 has 10" drums with metallic linings. This combination is practically fade-free. Special wheels are mounted with 130 mph-rated low profile nylon high performance tires.
- 11 The breathing ability of the engine is improved further by the use of hand-made steel tube exhaust headers and low restriction, straight-through mufflers.
- 12 The Borg Warner special Sebring close ratio four speed transmission is fully synchronized.
- 13 A pair of torque reaction arms are added to take the burden of acceleration and braking forces and allow the springs to handle the weight of the car effectively.

PLUS: special instrumentation including cowl-mounted illuminated tachometer; competition seat belts; true two-seater; interior luggage shelf. Optional: Self locking rear end, folding rear seat, alloy wheels, automatic transmission, Le Mans stripes.

