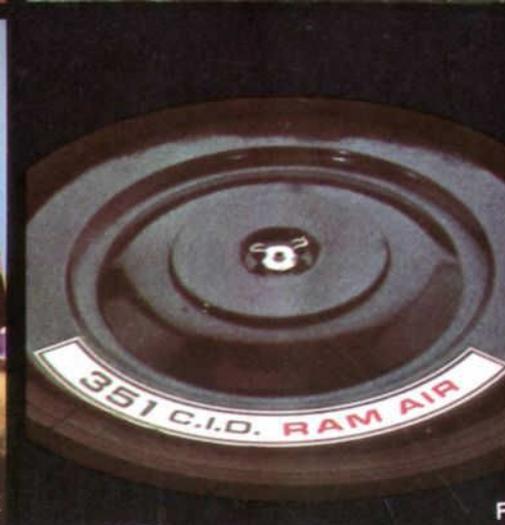
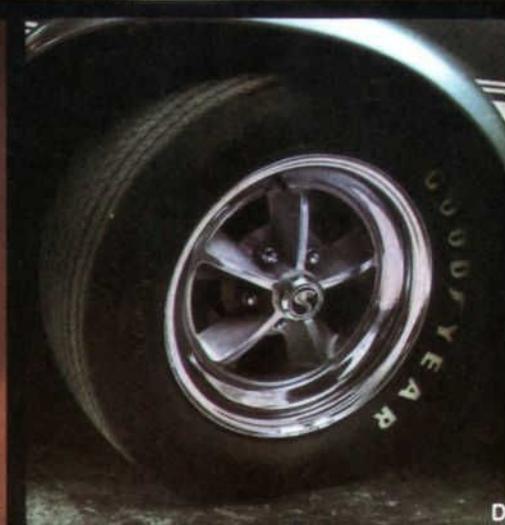
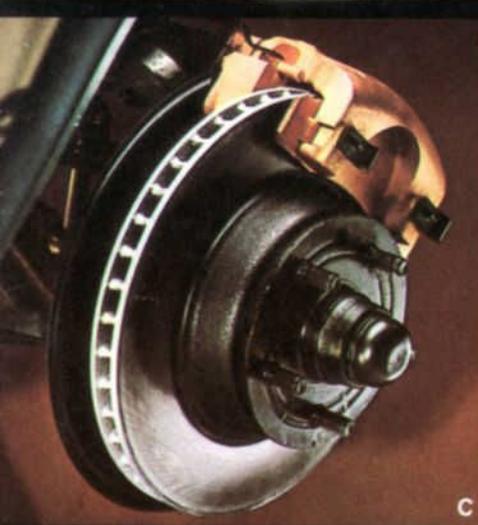
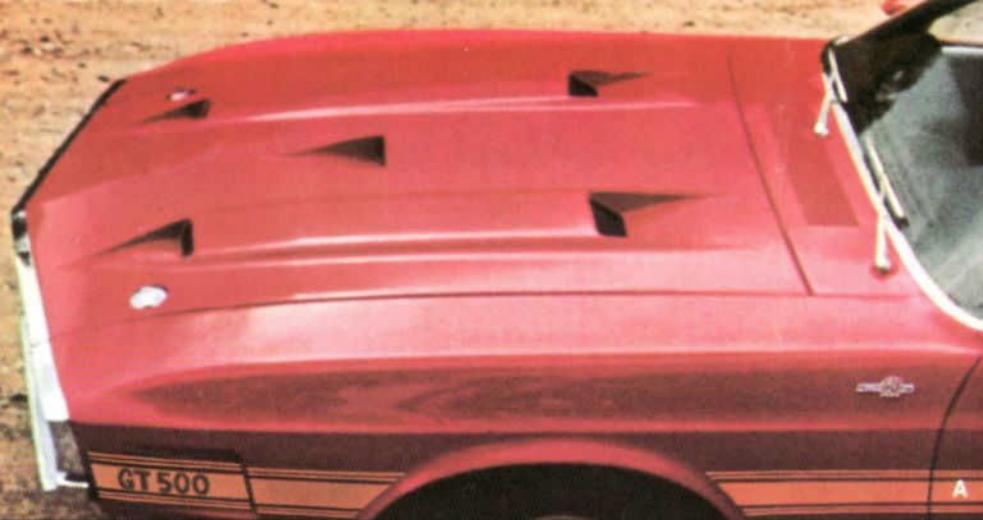


1969 Shelby GT 350/500





Place yourself in the cockpit (#1) of a Shelby GT, and you begin to get the real picture of just what this car is all about. The first thing that strikes you is the comfort, the unbelievable luxury of this car. The knitted vinyl bucket seats with their comfortable high backs (#2). The leather textured vinyl covering on the steering wheel (#3), once only race cars had it. Feel the sureness and comfort it gives your grip. All this luxury in a performance machine! Observe the carefully conceived layout of the controls. They look right back at you. Full instrumentation . . . a competition type tachometer and 140 MPH speedometer (#4). A Rally clock that's standard equipment (#5). Oil pressure, and water temperature gauges (#6) placed above a SelectShift Cruise-O-Matic 3 speed, or a 4-speed manual. You can tell that this is a car designed for driving. Real driving.

A. Scoops: Real ones that ram cool air into the carburetor. Lots of it in the 351 CID and 428 CID engines. The hood locks are the real thing, too, streamlined right into the hood. Slick!

B. Candlepower: Zillions of them, spread across the front. Imported Lucas driving lights, big parking lamps, plus regular headlights. Visibility is the least of your worries.

C. Discs: Absolutely the last word in braking, short of an anchor. These power assisted front disc brakes are the latest floating caliper type. When you need to stop in a hurry, they hurry.

D. Real Wheels: 15 x 7.0" composite design mag type. No self respecting sports machine should be without them. And they mount the latest super low, super wide Goodyear Polyglas bias belted tires. What a grip!

E. Square Pipes: That's the shape of it. The latest dual exhaust system. Located in the center of this massive rear end. Sequential turn signals give other cars something to watch as you go by.

F. Ram-Air: Both the Cobra-jet 428 and the 351 CID engine have it. A hood scoop rams cool air into the carburetor putting a super charge into the cylinders. The result? A bigger bang.

ShelbyGT
350/
500



Shelby GT: Fire and Refinement

In the Shelby GT for 1969, Carroll Shelby has created a car that blends two entirely different qualities: high-performance and luxury.

Seventeen years of running at the front of the pack, fielding the cars the competition had to match, has put fire into this car. Power comes from your choice of two mind-bending engines: the all new Ram-Air 351 V-8, or the unbelievable 428 Cobra-jet V-8. No nonsense super wide belted tires hang on to the road under the pressure of a suspension that's the toughest set-up this side of Daytona. There's stirring music to be made with the carefully crafted 4-speed manual or 3-speed automatic. And the power assisted front disc brakes come on like the great hand of gravity. Altogether it adds up to an uncommon Sports machine.

But the fire is balanced by a rare kind of elegance and refinement. Deep nylon carpeting throughout. Handsome touches of simulated teakwood. Courtesy lights in the doors. Bright trimmed pedal pads. Plush high-back bucket seats. An array of luxury options that include air conditioning and stereo tape equipment. These are the touches of luxury cars.

Together the fire and the refinement make the Shelby a very special kind of car be it a SportsRoof or Convertible in either the GT 350 or GT 500. A car designed for rapid transit travel in the utmost comfort and luxury.



GT 500 SportsRoof



GT 500 Convertible

Specifications

Engines

	GT 350 Ram-Air 351	GT 350 Base 302	GT 500 Ram-Air 428
Bore x stroke	4.00 x 3.50	4.002 x 3.00	4.13 x 3.98
Displacement	351 Cu. In.	302 Cu. In.	428 Cu. In.
Comp. ratio	10.7 to 1	9.0 to 1	10.6 to 1
Carb. type	Autolite 4V		Holley 4V
bhp @ rpm	290 @ 4800	220 @ 4600	335 @ 3200 (Est.)
Torque @ rpm	385 @ 3400	300 @ 2600	440 @ 3400 (Est.)

Drive Train

Clutch: 11-in. single disc. (11.5-in. on GT 500.)

Transmission: Ford four-speed, fully synchronized. (Optional on GT 350, close-ratio four-speed standard on GT 500.) Ford SelectShift Cruise-O-Matic three-speed, optional.

Brakes: Power assisted floating caliper 11.3-in. front discs with dual master cylinder and 10-in. x 2.0-in. rear drums with high performance linings. Swept area 232 sq. in.

Wheels: 15 x 7.0-in. composite design.

Tires: Goodyear belted E 70 x 15 Wide Oval.

Steering: Power, linkage type with belt driven pump. Recirculating ball and nut steering gear.

Suspension: Front—Independent with coil springs above upper arm. Heavy duty adjustable shock absorbers with special valving. Heavy duty front stabilizer bar. Rear—Hotchkiss drive with variable rate semi-elliptic leaf springs and heavy duty adjustable shock absorbers with special valving.

General

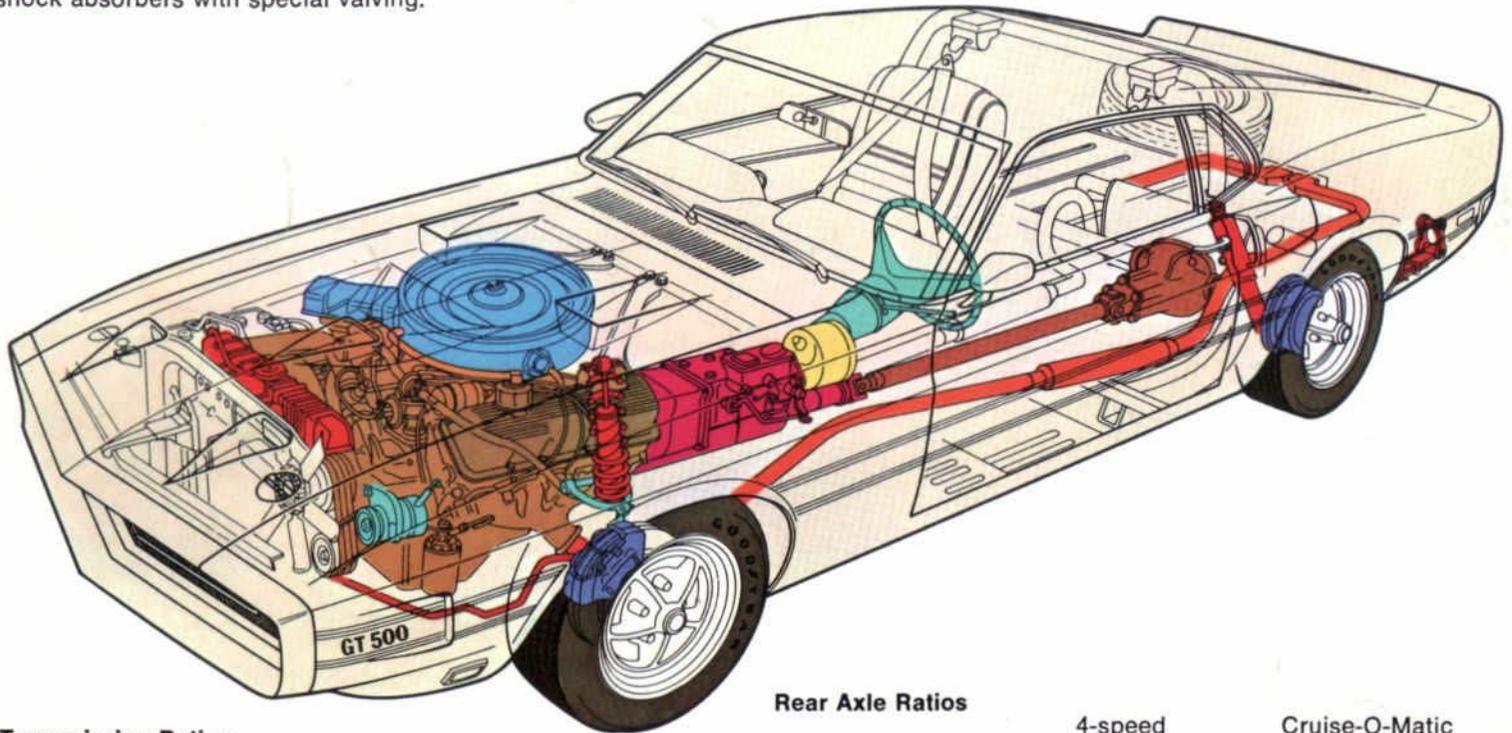
	SportsRoof	Convertible
Curb weight (Est.)	3,600 lbs.*	3,689 lbs.‡
Weight dist. (Est.)	55/45**	54/46‡‡
Wheelbase	108.0 in.	108.0 in.
Track		
Front	58.5 in.	58.5 in.
Rear	58.5 in.	58.5 in.
Length	190.62 in.	190.62 in.
Height	50.6 in.	51.5 in.
Body/frame type	Welded steel unitized	Welded steel unitized

SportsRoof models have integral padded steel roll bar; quick detach inertia reel double shoulder harness with deluxe belts. Convertibles have styled padded roll bar and inertia reel single cross-chest shoulder harness with deluxe belts.

(*3,850 lbs. on GT 500), (‡3,939 lbs. on GT 500), (**57/43 on GT 500), (‡‡58/42 on GT 500)

Options:

- SelectShift Cruise-O-Matic automatic 3-speed
- Close-ratio 4-speed transmission Std. GT 500—Opt. GT 350
- Heavy-duty battery Std. GT 500—Opt. GT 350
- Traction-Lok available with GT 350/500 (except with air-conditioning)
- Fold-down rear seat available with GT 350/500 (SportsRoof only)
- Air-conditioning available on GT 500 with automatic transmission only. GT 350—all transmissions
- AM radio
- AM/FM Stereo radio
- AM Radio stereo tape system
- Forced ventilation available SportsRoof only
- Tinted glass
- Intermittent windshield wiper
- Tilt-away steering wheel
- F60 x 15 super low profile Goodyear Polyglas belted tires



Transmission Ratios

	4-speed	Close Ratio 4-speed*	GT 350 Cruise-O-Matic	GT 500 Cruise-O-Matic*
1st	2.78:1	2.32:1	2.40:1	2.46:1
2nd	1.93:1	1.69:1	1.47:1	1.46:1
3rd	1.36:1	1.29:1	1.00:1	1.00:1
4th	1.00:1	1.00:1	—	—
Rev.	2.78:1	2.32:1	2.00:1	2.18:1

(*Standard on GT 500)

Rear Axle Ratios

		4-speed	Cruise-O-Matic
GT 500	Std.	3.50:1	3.50:1 and 3.00:1*
	Opt. Traction-Lok	3.50:1	3.50:1
		3.91:1	3.91:1
		4.30:1	4.30:1
GT 350	Std.	3.25:1	3.25:1
	Opt.	3.00:1*	3.00:1*
	Opt. Traction-Lok	3.25:1	3.25:1
		3.50:1	

(*Mandatory with air conditioning)