

## 1965 SHELBY/GT350 SERIAL NUMBERS

Shelby Vehicle Identification Number	Ford Vehicle Identification Number
S — Shelby	5 — Model Year (1965)
F — Ford	R — Assembly Plant (San Jose, California)
M — Mustang	09 — Body Code (2 Dr. Fastback)
5 — Production Year (1965)	K — Engine Code (289 Cubic in. 271 High Performance)
S — Street (R-Race)	
123 — Consecutive production number: begins with 001 and ends with 562.	123456 — Consecutive Unit Number

### 1965 SHELBY UNIQUE PARTS

#### EXTERIOR

- stock color—Wimbledon White
- optional LeMans stripes—Guardman Blue
- \* • hood—one piece fiberglass with integral scoop, held closed by two racing-type klik-pins
- \* • outside mirror — dealer-installed option, usually chrome talbot-type bullet mirror
- wheels, standard—15x5 1/2 steel wheels painted silver
- \* • wheels, optional— 15x6 specially made Cragar wheels, aluminum centers with chromed steel rims, special 'CS' center caps

#### INTERIOR

- \* • stock color—Black
- \* • steering wheel—15-in. dia. 3-spoke aluminum with riveted wood rim and plastic 'Cobra' center cap
- \* • tach/oil pressure gauge—specially made 'CS' 0-8000 RPM Tach, 'CS' oil pressure gauge, mounted in black plastic bezel on center of dash
- \* • seat belts—3 in. wide competition, black with chrome hardware, manufactured by 'Ray Brown' or 'American Safety'
- \* • rear shelf—one piece black fiberglass, replaces rear seat and mounts spare tire

#### ENGINE

- 289 C.I.D./271 H.P. Ford Hi-Po block and heads
- \* • 'COBRA' finned aluminum hollow-letter valve covers
- \* • 'COBRA' aluminum 7 1/2 qt. oil pan
- 'COBRA' aluminum hi-rise intake manifold
- \* • 715 CFM Holley carburetor
- \* • 'Tri-Y' steel tubing exhaust headers
- \* • glasspacked bullet mufflers with side-exiting exhausts
- some cars had trunk-mounted battery

**TRANSMISSION** • Borg Warner T-10 close-ratio with aluminum case

**REAR END** • 9-in. Ford with Detroit Automotive locking rear end

**SUSPENSION** • lowered (1 in.) front upper A-arms

- \* • special lengthened pitman and idler arms
- \* • larger 1-in. front sway bar
- \* • Koni adjustable shock absorbers
- \* • Monte Carlo stabilizer bar
- \* • export brace
- \* • driveshaft safety loop
- \* • rear torque control arms (override traction bars)
- axle limiting cables in rear

#### BRAKES

- front discs
- \* • large rear drums
- sintered metallic linings front & rear
- \* • large master cylinder
- proportioning valve

\* Denotes—items that are available through Tony D. Branda 'Shelby and Mustang Parts'.

## 1966 SHELBY/GT350 SERIAL NUMBERS

### Shelby Vehicle Identification Number

- S — Shelby
- F — Ford
- M — Mustang
- 6 — Production Year (1966)
- S — Street (No Competition models produced)
- 1234 — Consecutive production number:  
begins with 001 and ends with 2380.

### Ford Vehicle Identification Number

- 6 — Model Year (1966)
- R — Assembly Plant (San Jose, California)
- 09 — Body Code (2 Dr. Fastback)
- K — Engine Code (289 Cubic in. 271 High Performance)
- 123456 — Consecutive Unit Number

## 1966 SHELBY UNIQUE PARTS

### EXTERIOR

- stock color—Wimbledon White, Sapphire Blue, Candy Apple Red, Ivy Green, Raven Black
- optional LeMans stripes—Guardsman Blue on white cars; white on all others except Hertz cars
- \* • Hertz cars— usually black with gold stripes; occasionally came in the other four colors; side stripes all gold, LeMans stripes occasionally deleted
- \* • hood—one piece fiberglass with integral scoop; held closed by two racing-type klik-pins; some later cars used steel hoods with steel scoop and stock Mustang latching mechanism
- \* • outside mirror — dealer-installed option, usually chrome Ford 'Rotunda' bullet mirror
- wheels, standard—early cars used 15x5 1/2 steel wheels; later cars used 14x6 painted Magnum 500 wheels; Hertz cars used 14x6 chrome Magnum 500 wheels
- \* • wheels, optional— early cars used 15x6 Cragar/Shelby wheels until supply ran out; later cars used 14x6 aluminum 10-spoke wheels
- \* • side scoops—fiberglass with functional ducting to rear brakes
- \* • side quarter windows — clear plexiglass with aluminum trim and black plastic interior trim

### INTERIOR

- \* • stock color—Black
- steering wheel—Mustang GT deep-dish plastic 'woodgrain' with chrome 'GT350' center cap\*
- \* • tachometer—'COBRA' 9000 RPM, mounted with bracket on top of dashboard
- \* • seat belts—3 in. competition, black with chrome or unfinished hardware, ( Originals manufactured by 'Ray Brown' or 'American Safety')
- \* • rear shelf—black fiberglass with front-to-rear ribs (spare mounted in trunk); different from 1965 shelf; found on earliest cars  
—others had Mustang fold-down rear seats

### ENGINE

- 289 C.I.D./271 H.P. Ford Hi-Po block and heads
- \* • 'COBRA' finned aluminum valve covers—early cars had 1965 style hollow-letter covers; later cars had solid-letter style with black krinkle-finish
- \* • 'COBRA' 7 1/2 qt. finned aluminum oil pan
- \* • 'COBRA' aluminum hi-rise intake manifold with small letters (later cars used large letter type) \*
- \* • 715 CFM Holley carburetor (automatic cars used Autolite 595 CFM carb)
- \* • 'Tri-Y' steel tubing exhaust headers
- \* • glasspacked mufflers with rear-exiting exhausts
- Paxton supercharge optional with twin gauges mounted under dashboard

### TRANSMISSION

- standard—Borg Warner T-10 close-ratio with aluminum case
- optional—Ford C-4 high performance automatic

### REAR END

- standard—9-in. Ford open
- optional—Detroit Automotive locking

### SUSPENSION

- front upper A-arms lowered 1 in. on first 252 cars
- \* • Koni adjustable shock absorbers standard on first 252 cars; optional on all others
- \* • special lengthened Pitman and idler arms
- \* • larger 1 in. sway bar
- \* • Monte Carlo stabilizer bar
- \* • export brace
- \* • rear torque control arms (1965-type override bars on first approx. 850 cars; later cars used 'Traction Master' underride bars)
- axle limiting cables in rear

### BRAKES

- large front discs
- \* • large rear drums
- sintered metallic linings
- \* • large master cylinder (some Hertz cars used 3-bolt master cylinder booster)
- proportioning valve

\* Denotes—items that are available through Tony D. Branda 'Shelby and Mustang Parts'.

## 1967 SHELBY/GT350/500 SERIAL NUMBERS

<p>Shelby Vehicle Identification Number</p> <p>67 — Model Year</p> <p>2 — Engine (2-289 HP) (4-428)</p> <p>0 — Transmission (0-4 Speed, 1-Automatic Trans)</p> <p>0 — Base Vehicle Component (1-Ford Air Conditioning; 2-Thermactor exhaust emission; 3-Air Cond. with Thermactor exhaust)</p> <p>F — Body Style (F-Fastback)</p> <p>2 — Exterior Color Code: (1-Bronze Metallic; 2-Dark Blue Metallic; 3- Raven Black; 4-Wimbledon White; 5-Dark Moss Green; 6- Medium Metallic Gray; 7- Lime Green; 8-Brittany Blue; 9-Red; 0-Medium Blue/Acapulco Blue)</p> <p>A — Interior Trim Code: (A-Black; U-Parchment or White) (early cars had no interior code)</p> <p>1234 — Consecutive production number: (begins with 0001 and ends with 03225)</p>	<p>Ford Vehicle Identification Number</p> <p>7 — Model Year (1967)</p> <p>R — Assembly Plant (San Jose, California)</p> <p>02 — Body Code (2 Dr. Fastback)</p> <p>K — Engine Code (289/271 HP) (Q-428 Police interceptor)</p> <p>123456 — Consecutive Unit Number</p>
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### 1967 SHELBY UNIQUE PARTS

#### EXTERIOR

- stock color—Bronze Metallic, Dark Blue, Raven Black, Red, Wimbledon White, Dark Moss Green, Medium Metallic Gray, Lime, Gold Metallic, Brittany Blue, Acapulco Blue
- optional LeMans stripes—dealer-installed, usually white on all cars, blue on white cars
- \* • hood—one piece fiberglass with integral scoop; racing-type klik-pins used with standard Mustang latching mechanism; some air conditioned cars had louvered hoods
- \* • nose—one-piece fiberglass
- \* • lower valance—fiberglass
- \* • grille—steel mesh mounting high beams
- \* • brake scoops—fiberglass, functional on early cars
- \* • upper scoops—used to vent air from interior (not as actual scoops); first 200 cars had running lights on them
- \* • wheels, stock—15x6 steel wheels with Thunderbird hubcaps, Shelby center caps
- \* • wheels, optional—Kelsey-Hays 'Magstar' 15x7 aluminum centers with chrome steel rims on early cars; 15x7 aluminum 10-spoke wheels on later cars
- \* • rear spoiler—fiberglass, one-piece, deck lid; separate end caps
- \* • taillights—'67 Cougar units without vertical chrome trim; non-sequential

#### INTERIOR

- \* • stock color—black, parchment (a few white)
- \* • steering wheel—aluminum 3-spoke with wood rim; plastic center cap with GT350 or GT500 logo
- \* • gauges—Stewart Warner oil pressure & amp. mounted beneath dash in Rally-Pac type bezel
- \* • roll bar—functional, with shoulder harnesses on inertia reels

#### ENGINE—GT350

- 289 C.I.D./271 H.P. Ford Hi-Po block and heads
- \* • 'COBRA' finned aluminum solid letter valve covers in black krinkle-finish
- \* • 'COBRA' aluminum hi-rise intake manifold with large letters
- \* • 715 CFM Holley carburetor (595 Autolite on cars with auto trans)
- \* • stock cast iron exhaust manifolds with dual exhaust, special chrome tips
- power steering mandatory optional
- Paxton supercharger and air conditioning optional

#### ENGINE—GT500

- 428 C.I.D./355 H.P. Ford 'Police Interceptor' short block and heads
- \* • 'COBRA' LeMans' finned aluminum valve covers (Nat. Finish)
- aluminum dual quad intake manifold (C7ZX) Type
- \* • twin Holley 650 CFM carburetors
- \* • 'COBRA' finned aluminum oval air cleaner (Nat. Finish)
- power steering mandatory option
- air conditioning optional
- 427 engine option—although listed as such in factory literature probably fewer than 6 such cars were built by Shelby; only one is known. Some larger dealers swapped engines on special order and many owners performed this modification after purchase. In any case, documentation of such cars is impossible with out original factory or dealer paperwork.

#### TRANSMISSION

- 4 speed—Ford close-ratio top-loader
- automatic—C-4 in GT350; C-6 'Police Special' in GT500

#### REAR END

- standard—9-in. Ford open
- optional—Ford Traction-Lok or Detroit Locker

#### SUSPENSION

- \* • standard Mustang 'heavy duty' suspension
- \* • larger .94-in. front sway bar
- \* • special variable rate coil and leaf springs
- Gabriel shock absorbers (Koni shocks optional) \*

#### BRAKES

- front discs; rear drums—power assist was mandatory option

\* Denotes—items that are available through Tony D. Branda 'Shelby and Mustang Parts'.

order toll free **1-800-458-3477**

## 1968 *SHELBY/GT350/500 and GT500KR* SERIAL NUMBERS

<p>Shelby Vehicle Identification Number</p> <p>8 — Model Year</p> <p>T — Assembly Plant (Methuchen, N.J.)</p> <p>02 — Body Code (02-2 Dr. Fastback; 03-2 Dr. Convertible)</p> <p>J — Engine Code (J-GT350 with 302; S-GT500 with 428; R-GT500KR with 428 Cobra-Jet engine)</p> <p>1234 — Consecutive Shelby production number, (begins with 00001 and ends with 04450).</p>	<p>Ford Vehicle Identification Number</p> <p>Duplicate of the Shelby VIN, but without the consecutive Shelby production number.</p> <p>1968 Shelby Color Code Exterior:</p> <p>A—Raven Black, I-Lime Green Metallic; M—Wimbledon White</p> <p>Q—Medium Blue Metallic; R—Dark Green Metallic;</p> <p>T—Candy Apple Red; W—Yellow; X—Dark Blue Metallic;</p> <p>Y—Gold Metallic.</p> <p>Interior Trim Code: 6A—Black; 6F—Saddle</p>
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### 1968 *SHELBY UNIQUE PARTS*

#### *EXTERIOR*

- stock color—Raven Black, Lime Green Metallic, White, Medium Blue Metallic, Dark Green Metallic, Red Yellow, Dark Blue Metallic, Gold Metallic
- \* • hood—one-piece fiberglass with scoop and louvers; tow push-twist Dzus fasteners with stock latching mechanism
- \* • nose—four piece fiberglass (includes front valance)
- \* • front valance—fiberglass
- \* • grille—wire mesh
- \* • driving lights—two rectangular Lucas or Marchal mounted inside grille opening
- \* • brake scoops—fiberglass, non-functional
- \* • side scoops, upper—used to vent air from interior (not as actual scoops)
- wheels, stock—15x6 steel wheels with hubcaps and Shelby centers
- \* • wheels, optional—15x7 aluminum 10-spoke
- \* • rear spoiler—fiberglass, one-piece, deck lid
- \* • taillight—'65 Thunderbird, sequential turn signals

#### *INTERIOR*

- \* • stock color—black or saddle
- \* • center console—padded console lid with Shelby snake logo embossed
- gauges—Stewart Warner oil pressure and amps
- \* • roll bar—functional, with shoulder harnesses on inertia reels; convertible roll bar had vinyl cover
- tilt steering column—optional

#### *ENGINE—GT350*

- 302 C.I.D./250 H.P. Ford short block and heads
- \* • 'COBRA' finned aluminum solid letter valve covers in black krinkle-finish
- \* • 'COBRA' aluminum hi-rise intake manifold (with large letters)
- 600 CFM Holley carburetor
- \* • 'COBRA' finned aluminum oval air cleaner
- power steering mandatory
- Paxton supercharger optional
- air conditioning optional

#### *ENGINE—GT500*

- 428 C.I.D./360 H.P. 'Police Interceptor' short block
- Ford 410 heads
- \* • 'COBRA' LeMans' finned aluminum valve covers (Black krinkle-finish)
- \* • aluminum hi-rise PI intake manifold
- Holley 715 CFM carburetors (not center pivot type)
- \* • 'COBRA' finned aluminum oval air cleaner
- power steering mandatory
- air conditioning optional
- optional 427 engine—while this option appeared on the original factory dealer literature no such option was ever offered (it was cancelled after the literature had been printed); some larger dealers may have installed these engines on customer request and doubtless owners made the swap themselves.

#### *ENGINE—GT500KR*

- 428 C.I.D./360 H.P. 'Police Interceptor' short block
- 428 Cobra-Jet Heads
- Cast Iron Cobra-Jet Intake Manifold
- 735 CFM Holley Carburetor
- \* • 'COBRA LeMans' finned aluminum valve covers (Black krinkle-finish)
- functional Ram-Air 'Air Cleaner' Assembly

#### *TRANSMISSION*

- 4 speed—Ford cast iron top-loader with close ratio gears
- automatic—C-4 in GT350s; C-6 in GT500s and GT500KRs
- oil cooler, standard in GT500s, GT500KRs with automatic transmissions

#### *REAR END*

- standard—9-in. Ford open
- optional—Traction-Lok

#### *SUSPENSION*

- \* • standard Mustang 'heavy duty' suspension
- \* • special variable rate coil and leaf springs
- \* • larger front sway bar
- Gabriel shock absorbers (Koni shocks optional) \*
- staggered rear shocks on GT500KRs (4 speed cars only)

#### *BRAKES*

- front discs, rear drums; power assisted

\* Denotes—items that are available through Tony D. Branda 'Shelby and Mustang Parts'.

## 1969 -1970 SHELBY/GT350/500 SERIAL NUMBERS

Shelby Vehicle Identification Number  
 9 — Model Year (9-1969; 0-1970)  
 F — Assembly Plant (Dearborn, MI)  
 02 — Body Style (02-2 Dr. Fastback; 03-Convertible)  
 M — Engine Code (M-351 Windsor, GT-350)  
     (R-428 Cobra-Jet GT-500)  
 48 — Shelby Code (In all Shelby Serial Numbers, 1969-1970, not used on any other Ford vehicles).  
 1234 — Consecutive Shelby production number, (begins with 00001 and ends with last car built—Highest number known to date is 3204)

1969-1970 Shelby Exterior Color Codes  
 D — Acapulco Blue; C—Black Jade  
 4 — Silver Jade; F—Gulfstream Aqua  
 6 — Pastel Grey; T—Candy Apple Red  
 B — Royal Maroon; J—Grabber Blue  
 U — Grabber Green; V—Yellow Grabber  
 H — Grabber Orange (Competition Orange Vermillion)

1969-1970 Shelby Interior Trim Codes:  
 3A — Black; 3W—White (Rare 3D—Red)

### 1969-1970 SHELBY UNIQUE PARTS

#### EXTERIOR

- stock color—Acapulco Blue, Black Jade, Silver Jade, Gulfstream Aqua, Pastel Grey, Candy Apple Red, Royal Maroon, Grabber Blue, Grabber Green, Grabber Yellow, Grabber Orange
- \* • hood—one piece fiberglass with 3 NACA ducts and 2 rear-facing vents
- \* • front bumper—one-piece, chrome, unique to Shelybs
- \* • grille—wire mesh and chrome
- \* • front valance—fiberglass
- \* • front fenders—fiberglass with brake cooling inlets cooling inlets covered by wire mesh
- \* • driving lights—rectangular Lucas units
- \* • side scoops—fiberglass; fastback on upper fender, convertible halfway down on quarter, non-functional
- \* • wheels—15x7 spoke aluminum center with chrome steel rim
- \* • rear spoiler—one piece trunk lid with separate end caps and lace trim in recesses
- \* • taillights—'65 Thunderbird, sequential

#### INTERIOR

- \* • stock color—black, white
- convertible top colors—black, white
- gauges—Faria oil pressure and amps, mounted in console
- roll bar—functional, with shoulder harnesses on inertia reels; \* convertibles had vinyl cover

#### ENGINE—GT350

- 351 C.I.D./290 H.P. Windsor short block and heads
- aluminum hi-rise intake manifold "Shelby" lettered
- 470 CFM Autolite carburetor
- \* • 'COBRA' finned aluminum solid-letter valve covers with black krinkle-finish
- Ram-Air induction
- power steering mandatory
- air conditioning optional

#### ENGINE—GT500

- 428 C.I.D./355 H.P. Cobra Jet short block
- 428 Cobra-Jet Heads
- cast iron intake manifold
- 735 CFM Holley carburetor
- \* • '428 COBRA JET' finned aluminum valve covers (no name)
- Ram-Air induction
- power steering mandatory
- air conditioning optional

#### TRANSMISSION

- 4 speed—Ford cast iron top loader with close ratio gears
- automatic—Ford FMX

#### REAR END

- standard—9-in. Ford open
- optional—Traction-Lok

#### SUSPENSION

- standard Mustang 'heavy duty' suspension
- Ford Adjust O-Matic shock absorbers (Made by Gabriel, Must be White)
- staggered rear shocks on GT500 (Manual Trans. Only)

#### BRAKES

- front discs; rear drums—power assist

\* Denotes—items that are available through Tony D. Branda 'Shelby and Mustang Parts'.