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The opening pages of

1967 Shelby GT500 Restoration Guide

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RESTORATIONESSENTIALS

1967 Shelby Gt500

Factory-Correct Restoration Guide

Key facts at a glance

Wheelbase	108 in — first year of the GT500
Transmissions	4-speed manual or 3-speed automatic
Production	2,048 (sources report 2,050; see Conflicts) Identifier 1967 Shelby serial + underlying Ford VIN + SAAC registry Single-year coverage. Factory-correct...

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Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1967 Shelby GT500 — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written.

Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and fender-tag (or door data plate) decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book.

A final note: these cars are sixty years old. Parts have been swapped, tags have been lost, and memories have faded. Trust

the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify

against the factory service manual for your year.

1. Manufacturer History: Shelby

Shelby American was founded in 1962 by Carroll Shelby — Texas chicken farmer, champion racing driver, and the most forceful personality in American performance history. His formula was disarmingly simple: take a lightweight European or American chassis and install far more American V8 than anyone thought sensible.

The legend started with the Cobra: a British AC Ace body stuffed with a Ford 260, then 289, then the all-conquering 427. When Ford needed a racing version of the Mustang for SCCA B-Production, Shelby got the contract — and the GT350 was born: a 1965 Mustang fastback transformed at Shelby's Venice (later Los Angeles) facility with a 306-horsepower 289, suspension rework, and competition intent. The 1967 GT500 added big-block FE power to the formula.

From 1968 the Shelybs were built by Ford (at the A.O. Smith facility in Michigan) rather than by Shelby American in California — a distinction that matters for correctness, because the 1968-1970 cars carry Ford engineering numbers and assembly practices alongside Shelby serial numbers. Production ran through 1970, when unsold 1969 models were re-VIN'd as 1970s.

Carroll Shelby's name is on more performance milestones than any other American's — the Cobra, the GT350/GT500, the GT40 program he ran for Ford, the Dodge performance cars of the 1980s, the Viper's spiritual lineage. Shelby Mustangs are blue-chip collector cars, and factory-correct restoration is supported by the Shelby American Automobile Club (SAAC) registry, which documents individual cars.

1967 Shelby Shelby

2. Model History: Shelby Shelby

Carroll Shelby's operation began in 1962 with the Cobra — a British AC Ace body stuffed with a Ford V8 — and by 1964 Shelby American was Ford's racing spearhead, running the Cobras, the Daytona Coupes, and the GT40 program. The Mustang's 1964 launch gave Shelby his next platform: in 1965 he took the fastback Mustang, stripped it, stiffened it, and dropped in the 289 High Performance V8. The GT350 was



and with it, the template for every Shelby Mustang that followed.

The 1966-1966 GT350s were built at Shelby's Venice (later Los Angeles airport) facility: Mustangs shipped from Ford's San Jose plant, transformed by Shelby American, and sold through Ford dealers with full factory warranty. The 1965 cars were barely civilized — 306 horsepower, Detroit Locker, Koni shocks, no rear seat — and the 37 GT350R competition cars dominated SCCA B-Production. For 1966 the GT350 gained civility (rear seat, optional automatic, Hertz rental cars) without losing its edge.

For 1967 the Shelby moved upmarket: the GT350 continued with the 289, and the new GT500 brought the 428 Police Interceptor big-block — 355 horsepower of FE torque in the redesigned 1967 body. The 1968 GT500KR ('King of the Road') answered the 428 Cobra Jet with the mid-year introduction of Ford's newest big-block. These are the cars the SAAC registry documents and the market rewards: verify the Shelby serial against the underlying Ford VIN and the registry before paying any premium.

3. What Makes the 1967 Unique

The 1967 GT500 is the original big-block Shelby — the year Carroll Shelby answered the horsepower war with the 428 Police Interceptor: 7.0 liters, 355 horsepower at 5,400 rpm, 420 lb-ft of torque, in the redesigned 1967 fastback body. The GT500 was the gentleman's Shelby — bigger, heavier, more luxurious than the GT350, with the FE big-block's effortless torque replacing the 289's frenzy. It was an immediate icon, and the first-year GT500s are the most valuable of the 1967-1968 big-block cars.

The 428 Police Interceptor (4.13 x 3.98 inches, 10.5:1 compression) was the 1967 GT500's heart: a single four-barrel on the PI intake, the 428's heavy-duty internals, and the Shelby-specific dress-up. (The dual-quad intake belonged to the 427 Cobra program, not the 1967 GT500.) The four-speed manual and the three-speed automatic were both available; the 1967 Shelby's fiberglass hood, nose, and tail panel, the inboard grille lights, and the sequential taillights are the year-specific details.

The 1967 Shelby's production context matters: 1967 was the first year of the redesigned Mustang body, the first year of the GT500, and a year of running changes at Shelby American. Early vs. late 1967 Shelby details — grille, trim, interior — are documented in the SAAC registry and the restoration trap: verify every component against the build date, because 1967 Shelby running changes were frequent.

The 1967 Shelby's one-year-only details are the restoration trap: the inboard grille lights, the 1967-specific fiberglass nose and hood, the sequential taillights adapted from the Thunderbird, and the early-vs-late running changes — grille treatments, badging, interior details — documented in the SAAC registry by build date. The 1967 cars were built at Shelby American's Los Angeles airport facility, and the 428 PI's FE 1967 Shelby Shelby

big-block installation — specific motor mounts, exhaust manifolds, and cooling — differs from the 1968 KR's Cobra Jet installation. Date every component: a 1967 Shelby assembled from early and late parts is wrong twice over.

1967 was the year Shelby American became a volume manufacturer: the GT350 and the new GT500 were built at the Los Angeles airport facility, and the year's Mustang restyling brought the first major restyling of the Shelby with it. The GT500 was the gentleman's Shelby — bigger, heavier, more luxurious than the GT350, with the FE big-block's effortless torque replacing the 289's frenzy — and the first-year GT500s are the most valuable of the 1967-1968 big-block cars. The market rewards originality and documentation above all: the Shelby serial, the Ford VIN, and the SAAC registry must agree before any premium is paid.

The 428 Police Interceptor's 1967 installation details are the engine-bay verification: the PI's specific intake, the Shelby valve covers and air cleaner, and the FE engine's casting numbers and date codes matched to 1967 application. The 428 was new to the Shelby line in 1967, and 1967-only components exist — the 1967 PI installation differs from both the 1966 289 cars that preceded it and the 1968 Cobra