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1967 Shelby GT350 Restoration Guide

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1967 Shelby Gt350

Factory-Correct Restoration Guide

Key facts at a glance

Production

1,175 fastbacks — the last Shelby-built year Build San Jose base cars completed by Shelby American, Los Angeles Identifier 11-digit Shelby serial on...

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About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1967 Shelby GT350 — 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 GT350

2. Model History: Shelby GT350

The GT350 was born in 1965 as Ford's answer to SCCA B-Production racing: a Mustang fastback transformed at Shelby American's Venice, California facility with a 306-horsepower solid-lifter 289, a reworked suspension, and competition hardware. The street cars that followed made the formula famous — a small, light Mustang with far more engine and handling than its price suggested.



...bought the first Hertz GT350H rental cars and a more street-oriented package, and 1967 moved the GT350 into the redesigned Mustang body shell. The 1967 cars were the last built by Shelby American in Los Angeles; from 1968, base cars came from Ford's Metuchen plant and were completed by the A.O. Smith facility in Michigan — a change that shows up in assembly details and engineering numbers. The engines tell the decade's story: the high-winding 289 gave way to the 302 in 1968, and 1969 brought both the new SportsRoof body treatment and the 351 Windsor V8. When the 1969 model year ended with unsold cars on hand, Ford had Kar Kraft update them with new 1970 VIN plates, hood stripes, and a front spoiler, and sold them as 1970 models — the end of the original Shelby Mustang line.

3. What Makes the 1967 Unique

The 1967 GT350 is the last of the Shelby-built cars: base Mustangs came from Ford's San Jose plant, a short drive from Shelby American's facility at the former North American Aviation plant near Los Angeles International Airport, and were completed by Shelby American in California. From 1968 the work moved to Michigan, which makes the 1967 cars the end of an era for original-build authenticity — San Jose assembly details and Shelby American completion practices both apply.

Power is the 289 High Performance V8 — 4.00 x 2.87 inches, 10.0:1 compression, rated at 306 horsepower (gross) at 6,000 rpm and 329 lb-ft of torque at 4,200 rpm. Shelby's package added the Cobra aluminum high-rise intake (S2MS), a Holley 715-cfm four-barrel (List 3259, manual choke with LeMans bowls), Tri-Y exhaust headers, and the K-code solid-lifter bottom end with heavy-duty main caps, special rods, the hatchet counterweight, and the large balancer.

The 1967 styling is the most elaborate of the early cars: fiberglass hood, nose, deck lid with integral spoiler, and tail panel; side and upper-quarter scoops; Cougar-style tail lamps; an integrated roll bar with inertia-reel shoulder harnesses; and a 140-mph speedometer. Early-production details changed during the run — the first 200 cars carried red marker lights in the upper side scoops and center-mounted high-beam lamps up front, and the one-piece grille is exclusive to early cars — so date-correct restoration means matching details to the serial number, not just the model year.

All 1,175 production 1967 GT350s were fastbacks; the convertible body did not return until 1968. Of the 1,175 cars, 821 were built with the Borg-Warner T-10 four-speed and 354 with the optional three-speed automatic, and Lime Gold was by far the most popular color at 520 cars — nearly half of production.

Year-to-year changes at a glance.

1967 Shelby GT350

- New 1967 Mustang body shell with Shelby front and rear treatments, styled under Ford designer Chuck McHose in collaboration with Shelby American.
- 289 High Performance V8 carried over at 306 hp (gross).
- Big-block GT500 introduced alongside the GT350 this year.
- Last year of Shelby American (Los Angeles) completion; base cars from San Jose.
- 1,175 built — all fastbacks; 821 four-speeds, 354 automatics.

4. VIN Decoding

1967 Shelys carry an 11-digit Shelby serial on an aluminum tag riveted under the hood, with the same number stamped on the right front fender apron. The San Jose Ford VIN remains underneath.

Position-by-position decoding of the Shelby serial was not verified from the sources checked, so this guide documents verified examples rather than decoding positions.

Position

Meaning

Codes / Notes