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Ford mustang shelby gt500 price in india 2020

Topline: In a press release Monday, Ford announced changes to the Shelby GT350 for the 2019 model year, and its nothing but good news for racing junkies. As usual the 2019 GT350 will act as the perfect balance between the regular Mustang and the track-bred GT350R, but Ford consulted with Billy Johnson, FIA World Endurance driver for Ford GT, to help the GT350 achieve better performance on the circuit. What's New: For the new model year, Ford Performance chose to focus on improving the GT350's handling characteristics, improving aerodynamics, suspension, brakes, and tires. The grille closeout, rear wing, and optional "gurney flap" on the 2019 GT350 were first developed on the all-new, 700-horsepower GT500.The GT350's MagneRide active suspension has been outfitted with better springs and dampers, complemented by a re-tuned electronic stability control and electric power steering for more feedback and control.Larger Brembo brakes now stop the GT350, with six-piston calipers up front and four-pistons in the back. Ford The GT350's new 19-inch aluminum wheels come wrapped in bespoke Michelin Pilot Sport Cup 2 tires, 295/35 in the front and 305/56 rear to be exact. Michelin and Ford Performance worked together to create a special tire compound and tread pattern for the Cup 2s on the GT350 to optimize both straight-line and lateral acceleration.Comfort is the underlying theme on the new GT350's interior. The car comes equipped with Recaro race seats with spots for safety harnesses, but customers can now opt for power-adjusting seats with Miko suede inserts. Dual-zone climate control and a garage door opener are now standard as well, and available options include a HARMAN premium 12-speaker audio system and exposed carbon fiber on the instrument panel.Along with its current crop of exterior paints, the GT350 can now be had in Ford Performance Blue or Velocity Blue, with optional Kona Blue, Shadow Black, or Oxford White racing stripes if desired. Ford Quotable: “Somewhere, Carroll is smiling,” said Hermann Salenbauch, global director for Ford performance vehicle programs. “The new Shelby GT350 is our ultimate track Mustang. We’ve stuck to Carroll Shelby’s original formula for winning championships and made our Shelby GT350 even better with the latest in race-proven aerodynamics, tire and chassis technology.""Along with improved grip, brake and chassis refinements, Shelby GT350 brings a whole new level of performance driving,” Johnson explained. “It’s a rewarding car to drive on track for amateurs and pros alike, while making the driver feel like a superhero. It’s confidence inspiring in corners and begs to be pushed harder and to take corners faster.” Ford What You Need to Know: While the GT350's 526-horsepower output from its 5.2-liter Voodoo V8 and Tremec six-speed manual transmission remains the same, the new Lamborghini Huracan Performante-esque handling upgrades will make the GT350 an entirely new animal on the track. To prove the car's new-found racing strength, Ford will throw in a free Track Attack program enrollment with every GT350 purchase. The 2019 Shelby GT350 will be available to buy starting early next year. Ford Ford The 2020 Ford Mustang Shelby GT500 will be Ford's most powerful production car ever, but the automaker has been light on details about the forthcoming car.We expect Ford's zero-to-6o-mph and quarter-mile claims to prove true, but we were taken aback by the information that the GT500 will have a governed top speed.The GT500 goes on sale this summer.Dearborn is still mum on nearly every critical specification of its new GT500 other than these: it is Mustang based. It will feature a supercharged 5.2-liter V-8 cranking out at least 700 horsepower. And now, that this, the most powerful production car Ford has ever created, is governed to 180 mph. View Photos Ford If you're a little let down that Joe Walsh's (at least) 39-year-old Maserati will outrun the brand-new Shelby, don't be. The cost associated with engineering a 200-mph car versus a 180-mph car is not insignificant, and it likely allowed for the wiggle room to include such performance-enhancing features as a dual-clutch automatic transmission and a rear wing borrowed from the Mustang GT4 racer. This should make for the most track-capable Mustang of all time and something that should rival the Chevrolet Camaro ZL1 1LE's pony-car record at C/D's Lightning Lap. Also, some of you may recall the mild embarrassment Ford suffered when many media outlets, including us, could not confirm the automaker's claim that the 2013 GT500, with its 662 horses brought to you by a supercharged 5.8-liter V-8, was capable of 200-mph travel. At top speed, the GT4-borrowed airfoil of the Exposed Carbon Fiber Track package contributes to a net downforce of 461 pounds. A Handling package–equipped GT500, with a Gurney flap attached to its hybrid spoiler-cum-wing "swing," develops 377 pounds of total downforce. The base GT500 gets by with no downforce-aiding elements but the prize of being the quickest GT500 in a straight line, says Ford. View Photos Ford While we fully expect Ford's claims—mid 3.0s to 60 mph and a sub-11.0-second quarter-mile—to prove true, the difference between the base and Track package will likely be very close, as that package also includes carbon-fiber wheels from supplier Carbon Revolution. In our testing, we found the low rotating inertia to be a slight advantage. The front wheels feature a plasma-coated barrel, as they do on the GT350, to reduce the possibility that the front brakes' immense heat will compromise the wheels' integrity. The 20-inch GT500 wheels are also claimed to weigh the same as the GT350's 19s. Ford utilized 3D printers to cut development time while engineering the front-end package for the GT500. The massive hood vent, which can be removed to maximize downforce, started as a vent the size of an iPad and quickly developed into the size of an iMac. The front splitter wickets, L-shaped add-on strakes to aid net downforce, were also developed in a fraction of the normal time thanks to 3D printing.Again, the specifics are few and far between with this one. When we know more, we'll be sure to pass the information on. The 2020 GT500 goes on sale this summer. View Photos Ford This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano.io The 2021 Ford Mustang Shelby GT500 boasts 760 horses of supercharged-V-8 mayhem, but it also possesses the athleticism of smaller and lighter sports cars. Those accolades make it the most powerful production car Ford has ever built as well as the most immersive Mustang we've ever driven, which is why it's on our Editors' Choice list. At the center of the excitement is the Shelby's supercharged 5.2-liter V-8, which plays a thrilling soundtrack through its bazooka-like exhaust pipes. A manual transmission isn't available, but the seven-speed dual-clutch automatic operates damn near telepathically. The rear-drive-only coupe also accelerates so tenaciously that it should include a warranty on underwear. The GT500 feels equally thrilling when running down more exotic metal on a racetrack. Sure, it has terrible fuel economy and costs a lot for a Mustang–especially with the exorbitantly priced Carbon Fiber Track package–but the 2021 Shelby GT500 is a magnificent muscle car and a phenomenal sports car.What's New for 2021?With Ford ending production of the Shelby GT350, that leaves the 2021 GT500 as the only Mustang to bear the Cobra snake badge. This year, Ford has added the Carbon Fiber Handling Package to the GT500's order sheet; the $10,000 package includes 20-inch carbon-fiber wheels, adjustable strut-top mounts, and additional aero elements. Three colors join the palette: Grabber Yellow, Antimatter Blue, and Carbonized Gray Metallic. Pricing and Which One to Buy The 2021 Shelby GT500 isn't only the most powerful Mustang—it's also the most expensive. While its maximum performance potential is unlocked with the Carbon Fiber Track Pack (20-inch carbon-fiber wheels, aerodynamic add-ons, stickier Michelin Pilot Sport Cup 2 tires, and other weight-saving measures), that package costs $18,500–roughly 25 percent of its base price. Even without all that hardware, we're still extremely impressed with the GT500, so we'd recommend only a few options. The Handling package allows front suspension adjustments and adds improved aero with splitter wickers and a Gurney flap. The available Recaro front seats don't have power adjustments or heated and cooled cushions, but they better match the car's personality and are comfortable and supportive. Likewise, the exposed carbon-fiber instrument panel trim enhances the Shelby's cabin quality.Engine, Transmission, and PerformanceThe most powerful engine ever stuffed into a Ford production car lurks behind the Shelby GT500's menacing mug. Aptly called Predator, the motor is a supercharged 5.2-liter V-8 that summons 760 horsepower and 625 pound-feet of torque. That prodigious power twists the rear wheels through a clairvoyant seven-speed dual-clutch automatic transmission (sorry, the mightiest Mustang isn't offered with a manual transmission). We've tested a GT500 with its standard summer tires as well as the ultra-sticky rubber offered with the Carbon Fiber Track package, which includes 20-inch carbon-fiber wheels. The latter was part of a comparison test with the 650-hp Chevy Camaro ZL1 1LE and 797-hp Dodge Challenger SRT Hellcat. While during testing the Shelby's base wheel-and-tire setup actually provided better acceleration (hitting 60 mph in 3.4 seconds versus 3.6), the upgraded rolling stock contributed to higher cornering grip (1.13 g versus 0.99) and a shorter stop from 70 mph (142 feet versus 150). Optimized for racetrack duty, the Shelby GT500 proved that modern muscle cars can post quicker lap times than more exotic machines, such as the Porsche 718 Cayman GT4 and Lamborghini Huracán Evo, at the most recent running of our annual Lightning Lap event. Even when the ultimate Mustang isn't blasting down drag strips or terrorizing six-figure sports cars at the track, it makes daily driving extra exciting with its soil-your-shorts acceleration and surprisingly agile handling, considering its two-ton curb weight. Despite its racy demeanor, the GT500's standard adaptive dampers provide a merciful ride quality, too. View Photos Michael SimariCar and Driver Fuel Economy and Real-World MPGThe Shelby GT500's 760-hp V-8 is the antithesis of fuel efficiency. The government estimates that it'll earn a measly 12 mpg city and 18 mpg highway. That's less than the Camaro ZL1 and Challenger SRT Hellcat; they're EPA-rated at 13/21 mpg city/highway and 13/22 mpg city/highway, respectively. The GT500 did average 20 mpg on our 75-mph highway fuel-economy test, part of our extensive testing regimen. For more information about the Shelby GT500's fuel economy, visit the EPA's website.Interior, Comfort, and CargoThe Shelby Mustang's interior is very similar to that of its mainstream counterpart. Although they share a design and have comparable passenger and cargo space, the GT500 offers options such as carbon-fiber instrument panel trim and more-aggressive, Shelby-specific Recaro front buckets along with a roster of desirable standard features. The latter includes a configurable 12.0-inch fully digital gauge cluster, dual-zone climate control, leather-trimmed front seats with heated and cooled cushions, and a six-way power driver's seat. Shoppers who prefer a more supportive pair of front buckets, albeit without the aforementioned functions, can opt for leather-trimmed Recaros. The Shelby's standard aluminum dashboard trim can also be swapped for a piece made of exposed carbon fiber. Those looking to save extra weight can delete the rear seats, but that requires the extremely expensive Carbon Fiber Track package. View Photos Michael SimariCar and Driver Infotainment and ConnectivityThe infotainment system in the Shelby GT500 is very similar to what’s found in the regular Mustang: an 8.0-inch touchscreen that supports Ford's Sync 3 software. Along with steering-wheel control and voice commands, the stereo's volume and tuning functions can be controlled with physical knobs. Thanks, Ford. Desirable standard connectivity features include Apple CarPlay, Android Auto, and a subscription-based Wi-Fi hotspot. A 12-speaker B&O sound system is available for drivers who want to complement the supercharged V-8's thundering soundtrack with beats of their own.Safety and Driver-Assistance FeaturesFor more information about the Shelby GT500's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Unless you count a powerful braking system and launch control as important driver-assistance technology, the mightiest Mustang offers a very short list of assists. The lone key safety feature is: Available blind-spot monitoring and rear-cross-traffic alertWarranty and Maintenance CoverageFord's limited and powertrain warranties are the definition of average, but they align with the periods offered by and Dodge and Chevrolet. However, in this group, only the bow-tie brand offers complimentary maintenance. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles No complimentary scheduled maintenanceMore Features and Specs

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