



2010 Ford Shelby GT500

Schon bei seinem Debüt sorgte der Ford Shelby GT500 im Mai 2006 für Begeisterung bei seinen Kunden, die gerne bereit waren, mehr als den offiziellen Preis zu zahlen, nur um die Reinkarnation des Fahrzeugs aus den 60er Jahren ihr Eigen zu nennen. Doch bereits 2009 hatte die zweite Generation des Ausnahmeahrzeugs seine Weltpremiere auf der Detroit Motor Show. Warum die überarbeitete Version trotz unverändert großer Nachfrage schon so bald folgt, erklärt sich durch die Politik von der Ford Motor Company. Die Detroitler Fahrzeugschmiede hat sich der Maxime verschrieben, immer den bestlesten Muscle Car in seinem Programm zu führen und entschieden sich für eine Überarbeitung, um den neu auftretenden Camaro SS und der Dodge Challenger entsprechend Paroli zu bieten.

Der Ford Shelby GT500, weiterhin auf der Arbeit des Special Vehicle Teams (Spezialanbauteam) von Ford mit Inputs von der Rennsportlegende Carroll Shelby beruhend, präsentiert sich weiterhin giftig und erinnert dank der Ausführung der hinteren Seitenscheiben und des entsprechenden Dachverlaufs sehr deutlich an seinen Urhahn aus Mitte der 60er Jahre. Doch haben einige Veränderungen stattgefunden, die der Optik und zugleich funktionellen Aspekten Tribut zollen. Der Frontgrill wurde leicht nach vorne geneigt und verliert dem Vierzylinder ein noch aggressiveres Erscheinungsbild, bietet aber jetzt einer größeren Frontflappe Platz, die den Wagen noch besser auf den Boden presst. Die gewölbte Motorhaube mit den Lüftungsschlitzen zur Kühlung des Motors setzt weitere sportliche Akzente, der Heckspoiler, jetzt noch breiter und flacher ausgelegt, sorgt für noch besseren Abtrieb bei hohen Geschwindigkeiten. Mehr als bisher erinnert das bullige Erscheinungsbild, die über die Karosserie laufenden Längstreifen sowie die typischen Cobras auf den Koffeln und dem Kühlergrill an die Mustangs, die vor rund 50 Jahren erstmalig die Rennstrecken dominierten. Im Innenraum überzeugen weiterhin die Sitze aus Leder, Instrumente aus Aluminium, eine gediegene Verarbeitung und das neue, sprachgesteuerte Info- und Entertainment-System.

Neben der veränderten Optik bietet der Rennwagen für die Straße auch verbesserte Leistungswerte. Zwar schummert weiterhin der voluminöse V8-Motor mit seinen 5,4 Litern Hubraum unter der langen Motorhaube, doch leistet er jetzt 40 PS mehr und somit stolze 540 PS insgesamt. Allerdings sollte sein sonoroses Brummen, das bei der Betätigung des Gaspedals schnell in ein überwältigendes Brüllen wechselt, nicht zu vorläufigen Schlüssen führen. Zwar dreht der aufgeladene Achtzylinder bis zu 6.250 Umdrehungen in der Minute und bietet ein ungewöhnliches Drehmoment von 689 Newtonmeter. Doch trotz knackiger Sechsgangschaltung, einer wesentlich robusteren Kupplung aus Fiberglas und Kupfer, der straffen Federung, einer direkten Lenkung und der bissigen Brems-Bremsanlage überzeugt der Ford Shelby GT500 mit einer erstaunlichen Kontrollierbarkeit, auch in engen Kurven. Somit eignet sich der Muscle Car sowohl für weniger gebübte Fahrer als auch ambitionierte Piloten. In nur knapp 4 Sekunden beschleunigt der griffige GT500 von 0 auf 100 Stundenkilometer, seine Höchstgeschwindigkeit ist wie gewohnt elektronisch auf 250 km/h abgeregelt.

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Already at its debut in May 2006, the Ford Shelby GT500 was enthusiastically received by customers who were more than ready to shell out the official price, just to call their own this reincarnation of the vehicle from the 1960s. By 2009, the second generation of this exceptional car had its world premiere at the Detroit Motor Show. Why this revised version followed on so soon despite continuous great demand, can be explained by the policy of Ford Motor Company. The Detroit motor wizards had set themselves the maxim of always carrying the most popular muscle car in their range, so they decided on an update in order to keep pace with the newly launched Camaro SS and Dodge Challenger.

The Ford Shelby GT500, still the work of the Ford Special Vehicle Team and the input of the racing legend Carroll Shelby, showed itself to be a toxic opponent which, thanks to the design of the rear side windows and the roof line was very reminiscent of its predecessor from the middle 1960s. However, some modifications were made which paid tribute to its appearance and functional aspects. The front grille was slightly tilted forwards, which gave the four-seater an even more aggressive appearance, as it now offered space for a larger front splitter which gave it better road holding. The curved bonnet with air vents to cool the engine gave it more sporty features, the rear spoiler, now wider and flatter, provides improved downforce at high speeds. More than ever, its beefy appearance, the lengthwise trim strips on the bodywork and the typical Cobras on the fenders and radiator grille, are reminiscent of the Mustang which had dominated the racing circuits for the first time nearly 50 years ago. In the interior, the leather seats, aluminium instruments, quality workmanship and the new voice command info and entertainment system are persuasive.

In addition to an altered appearance, the road racer offers even better performance values. Although the same bulky V-8 engine with its 5.4 litre capacity still slumbers under its long bonnet, it now develops 40 hp more, with a grand total of 540 hp. In particular, its sonorous growl, that when one steps on the gas quickly turns into a powerful roar, should not give rise to hasty conclusions. In fact, the supercharged 8-cylinder engine turns at up to 6,250 rpm and offers the elementary power of a torque of 689 Nm. So, despite a cracking six-speed gearbox, a much more robust clutch made of fibreglass and copper, firm suspension, direct steering and a biting Brembo braking system, the Ford Shelby GT500 has astounding control, including on tight bends. This muscle car is suitable both for less experienced drivers, and more ambitious pilots. The easy handling GT500 accelerates from 0 to 100 kilometres per hour in just 4 seconds and its top speed is an usual electronically cutoff at 250 km/h.

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Read before you start!

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GO: ATTENTION: Read the instructions thoroughly prior to assembly. Each component is numbered (1). Adhere to specified sequence of assembly. Tools required: hands and file for removal of components from (2); rubber band, adhesive tape and clothes pegs for clamping components together after applying adhesive (3). Clean plastic components in a mild detergent solution and allow to air-dry so their parts and transfer rollers adhere better. Prior to applying adhesive, check to see whether the components fit together; apply adhesive sparingly. Remove divots and points from the contact surfaces. Paint small components before removing them from the frames (4). Allow paint to dry well, and only then connect the components. Do not press over individually and immerse in warm water for 10 seconds. Slowly transfer oil paper and latex designed position, then press on with blotting paper.

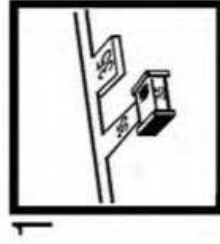
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collegare i piccoli accessori sul supporto prima di immergerlo in acqua tiepida per 20 secondi circa. Applicare il motivo nella posizione seguita e stendere il tessuto su una superficie piana. Ripetere l'operazione per ogni motivo. Rimuovere il tessuto dalla soluzione e lavare con acqua tiepida. Rimuovere l'acqua e asciugare il tessuto con carta assorbente.

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GR: ΠΡΟΣΟΧΗ: Πριν τη συνενομιολόγηση, διαβάστε καλά τις οδηγίες. Κάθε εξάρτημα είναι αριθμημένο με (1), προσέξτε το σφράγισμα "anti-backflow" αντεπιστροφολέξησης. Αποσυναρμολογήστε τα εξαρτήματα εγκατάστασης μοχλός και Αλμα για τη λείανση των εξαρτημάτων (2), λαμβάνοντας ταυτόχρονα και μενταλάκια για τη συγκράτηση των καλωπίων μεμονωμένων εξαρτημάτων (3). Κολλήστε τα υπόλοιπα καλώδια πρόσδεσης του χρονομέτρου και των καλωπίων διάδρασης και στεγνώστε τα στον αέρα. Βάλτε τα υπόλοιπα καλώδια πρόσδεσης του χρονομέτρου και των καλωπίων. Πριν το κόλλημα, είναι απαραίτητο να τοποθετήσετε σωστά τα καλώδια. Επαλέστε ομοιογενώς την κόλλα. Απομακρύνετε από την επιφάνεια των καλωπίων, χρονομέτρου και μοχλός. Βάλτε τα υπόλοιπα εξαρτήματα, πριν αποσυναρμολογήσετε από το πλαίσιο (4). Αφού τα στεγνώσουν καλά τα χρονομέτρα και ύστερα συνεχίστε τη συνενομιολόγηση. Κάθε εξάρτημα το κάθε μοτίβο των καλωπίων και μοτρίων 2 σε ζευγάρια ανά για περίπου 20 λεπτά. Απομακρύνετε το μοτίβο από το χαρτί, στο οριζοντιώδες σημείο και μισό το μέτρο το τετραπλευράκι.

RI: OMS Is nye årgangs anatomiparadigme for menneskebyggen. Hvor del av mennesket (1), følg rekkefølge på moter-
liggelsen. Indvikling vedtryk: Kny og II (for) og gader på delene (2), gressblad, tuge og knyttet for i helle sammen de
delene subkulisjon (3). Røpge pindene i stilt opprett og i den trykts, skil og lagene og tungen etter bane. For pløtningen på
del hantleringen som delene pindene i på til tre. Hver kjerne er laget på kildetilfelle. Del de små delene for de store tre rammene (4) (5).
La lagene talle på for menneskebyggen forteller. Slike et brev er antallet for seg og ligger den i vent vann i ca. 70 sekunde.
Svev mennesket for antallet av delene strøket og vekk av med trekkstrik.

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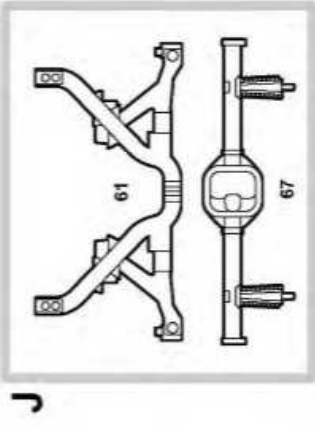
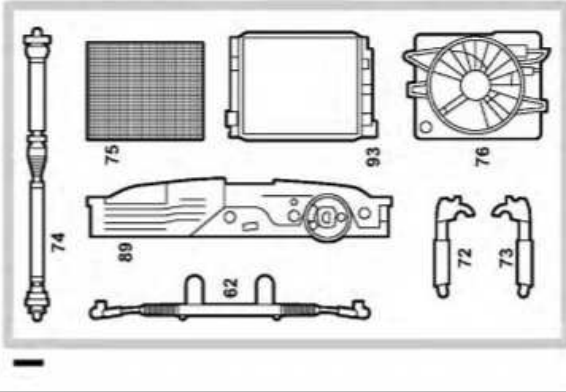
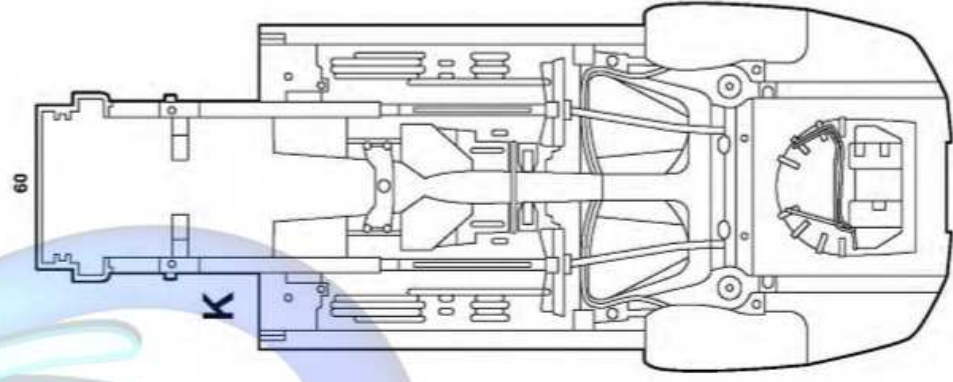
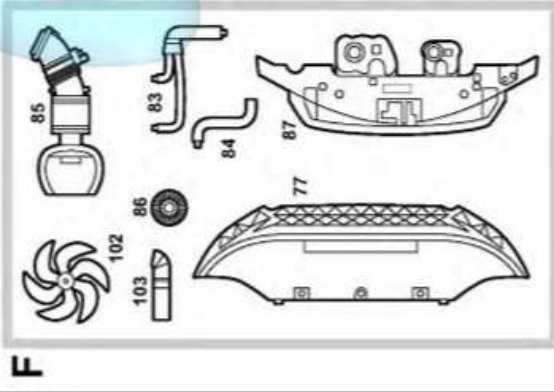
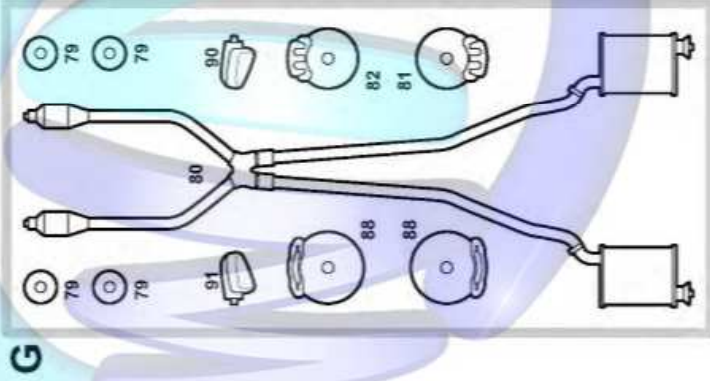
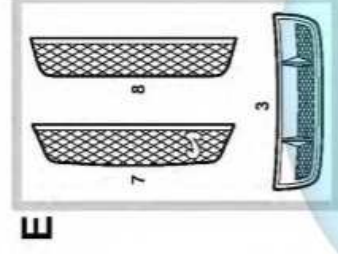
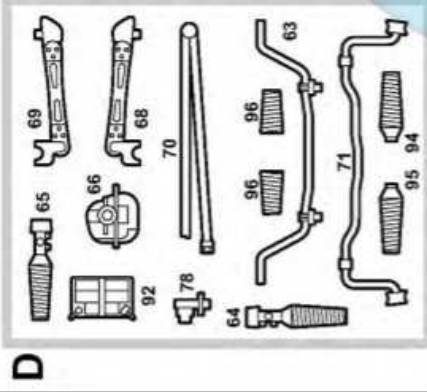
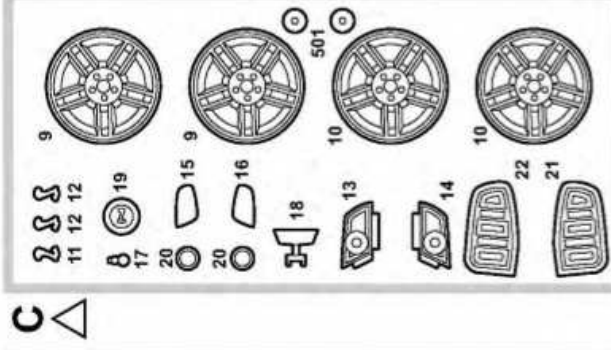
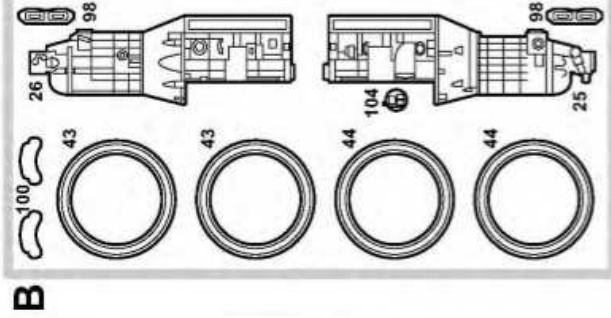
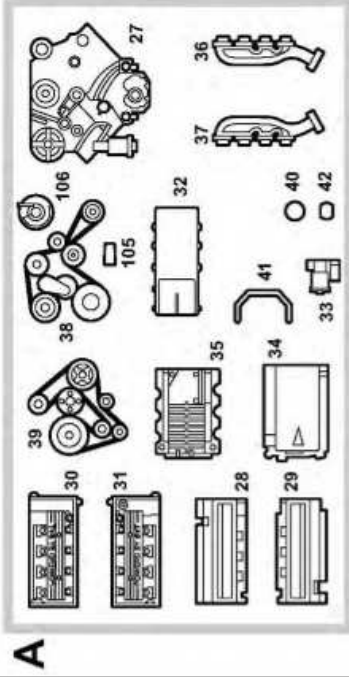
TR: DOKSAT: Modeli yayımlama bültenimden önce uygulanırları okuduktan oluşuyordu. Modelde kullanılır her parçaya bir nümunen verilmeliydi. Modeli yayımlar yayınlayınca dikkat ettim. Gördüm ki aslında: Parçaları tabii bulundukları çevrelerinden çıkarmak için millet bocalar ve çapakları olmak (örneğin) 2. Yaşlıları asıldıkları sonra bulundukları yayımların 3. ki bir de asıl tutmaya yarayan asıl, dendi, selo topu ve çamıyarı maddeleri(4). Boyaları ve çikarılmasını daha iyi öğrenmiş ve kalıcı olmaları için plastik parçaları denirlerdi oada tımlıyıcı oada tımlıyıcı. Yaşlıları bulurdu önce parçaları bulurdu kalıcı birleştirilme tüm yup yumaşlıları kontrol ediniz. Yaşlılarıca kızı yaşlılarda toza yaşlıları ve kömür vasa tımlıyıcı. Yaşlıları ları kullanıyor. Kızık parçaları bulur bulundukları çevrelerinden çıkarmamdan önce yaşımları (4) 3. ki. Boya için kuruldıkları sonra maddeleri devam ediniz. Her çıkarmayı önce kalıcı ile biriken kızımlar ve yaşlı kızımlar 20 amilye kadar belkendir. Çikarılması Modeli izlenile yaşımlarıca kızımların yunaya koyunuz. İzleniden kuruldıkları kızımla 10 nüfuzda bastırarak çıkarmamızı alırdık kalıcı yayımla kalıcı.

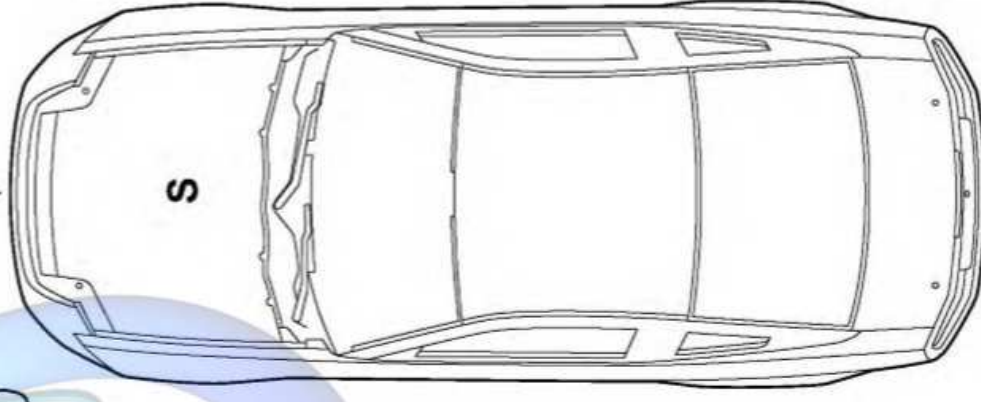
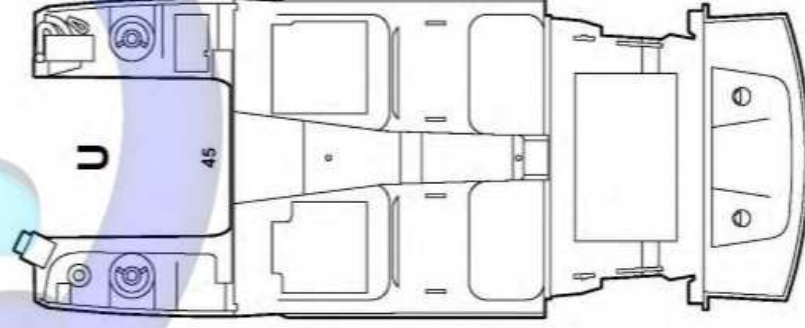
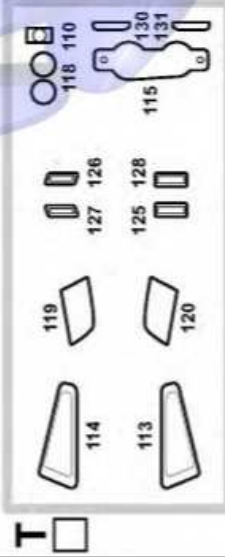
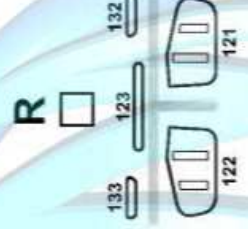
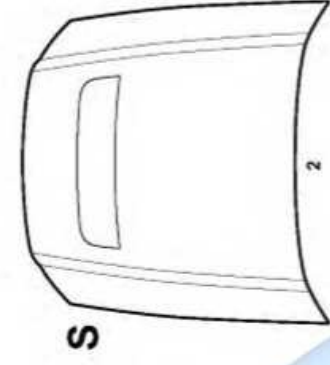
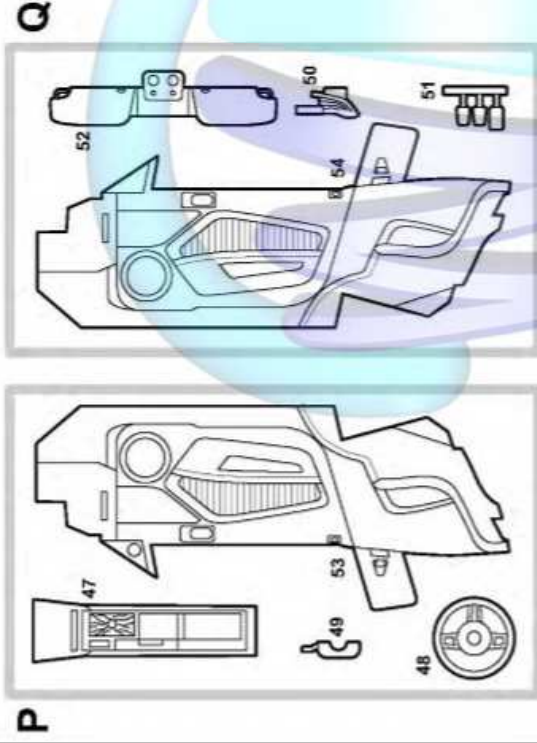
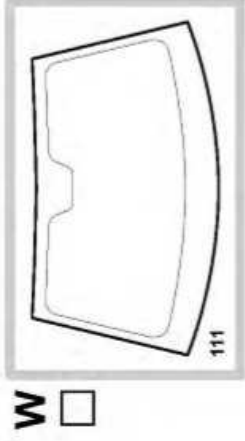
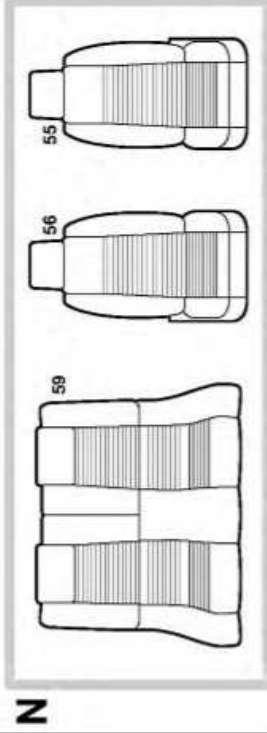
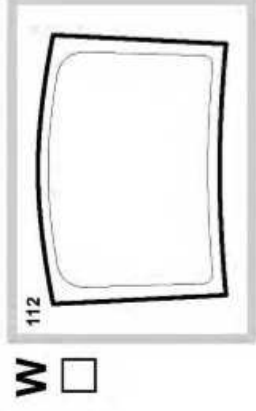
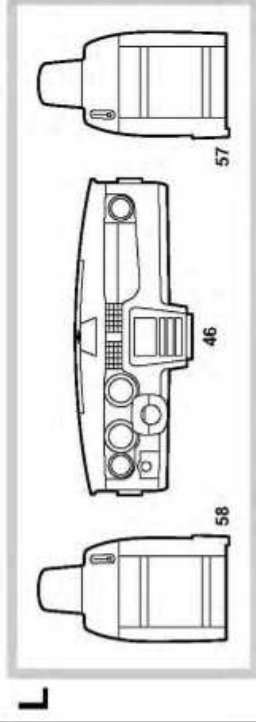
CZ: POZOR: Před sestavením montážního návodu důkladně pročíst. Každý díl je očíslován (1). Dlejte na pořadí montážních kroků. Počáteční nástroje: Nůž a špičkatý ostraněvací nástroj na dřevě, dva prázdné papíry, lapti, palčka a kolíčky na prdlo pro přidržování jednotlivých dílů (3). Díly z plastu hmoty vydat v rozkladu. Jemného prachu prosieďte a nechat vyschnout na vzduchu, za účelem zajištění plné přilnavosti barevného nátěru a obalů. Před nalepením zkontrolujte, zda díly ličují (doplnění tapsonů). Chroť a barvu na lepených plochách odstraň. Malé díly natřít před jejich odstraněním z rámu (4). Barvy nechat dobře proschnout, teprve potom pokračovat v sestavení. Každý motýl obklopí jednotlivý výřezník a ponořit do lepené směsi. Každý motýl přibližně 20 sekund. Motiv na označeném místě z papíru odstranit a přiložit pomocí střeškové pásy.

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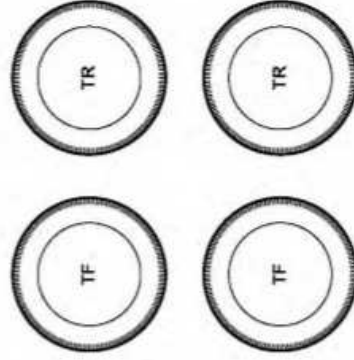
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PIESELSE CARE SE INALTA DE GRASIMILURME DE VOPSEA CU CURATATI CU O SOLUTIE DE
DETENERGENT. VOPSIPI PIESELSE MI INAINTE DE DESPRINDEREA DE PE RAMA. LASATI
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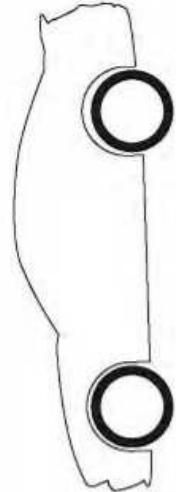




M₁ Metal Parts

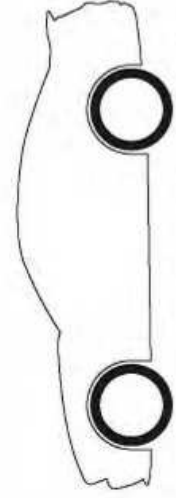


A



→ 17a, 19a, 20a

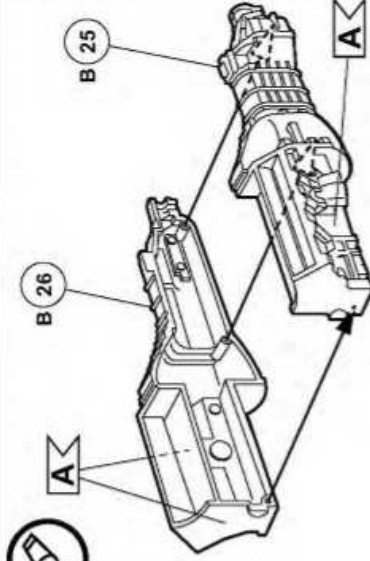
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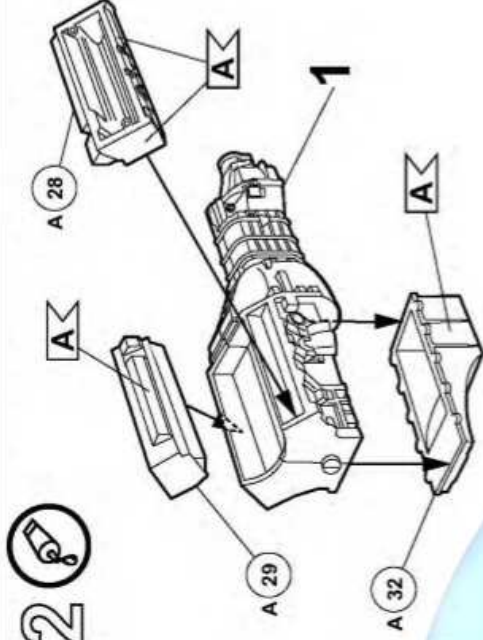
→ 17b, 19b, 20b



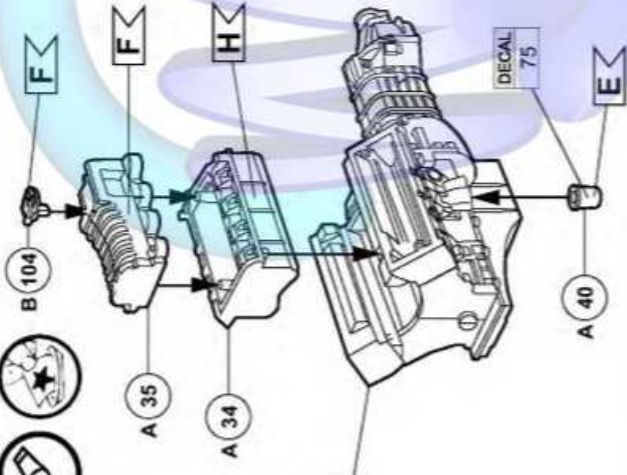
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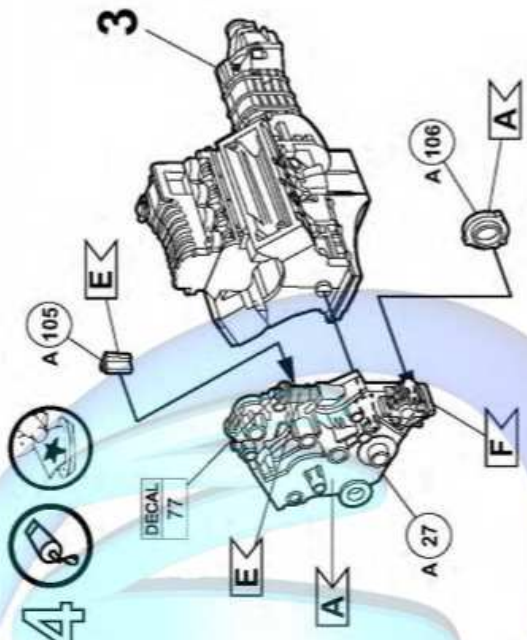
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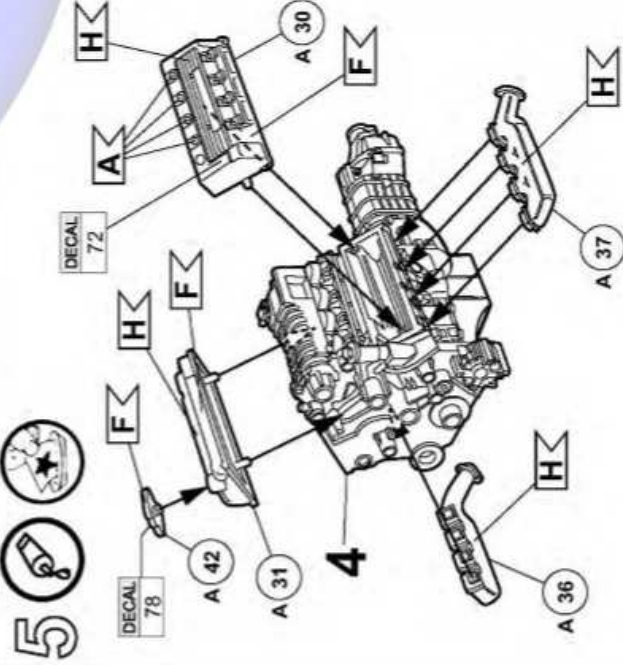
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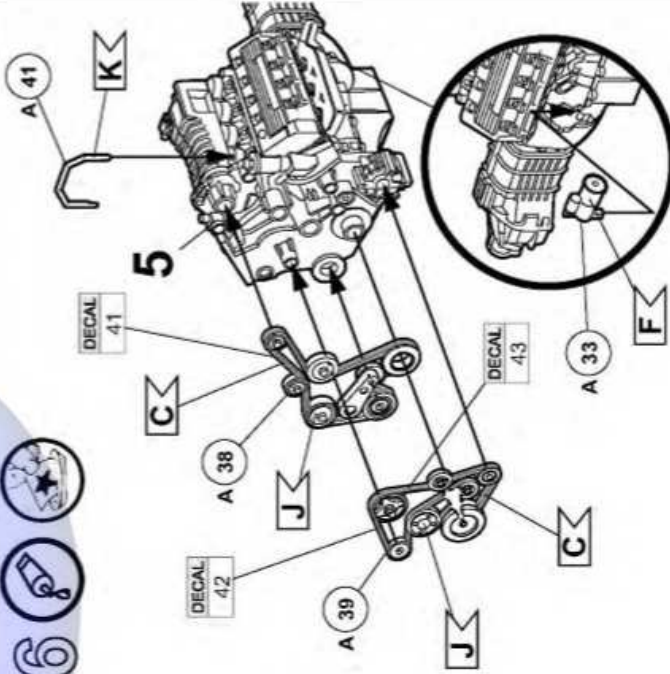
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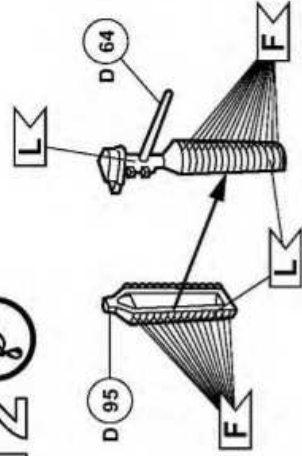
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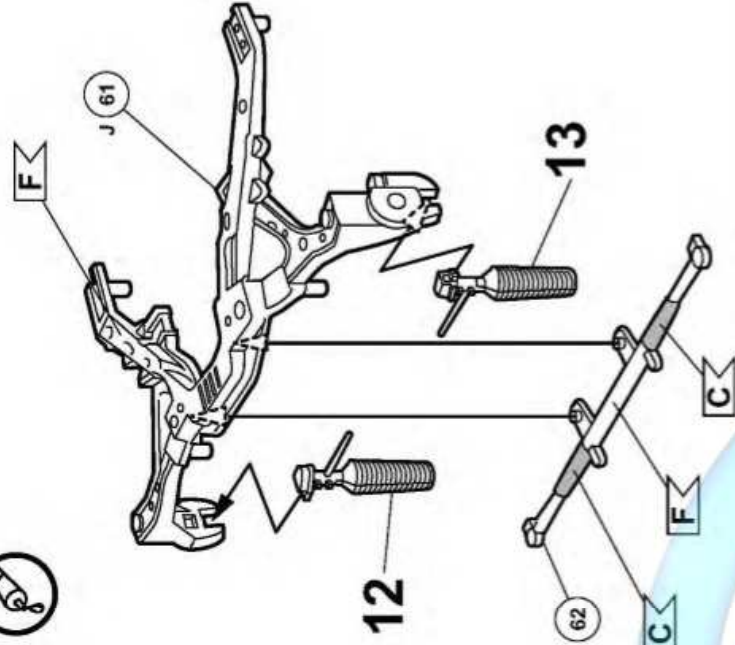
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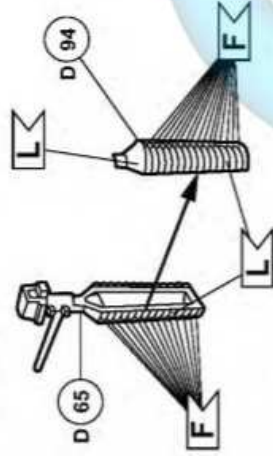
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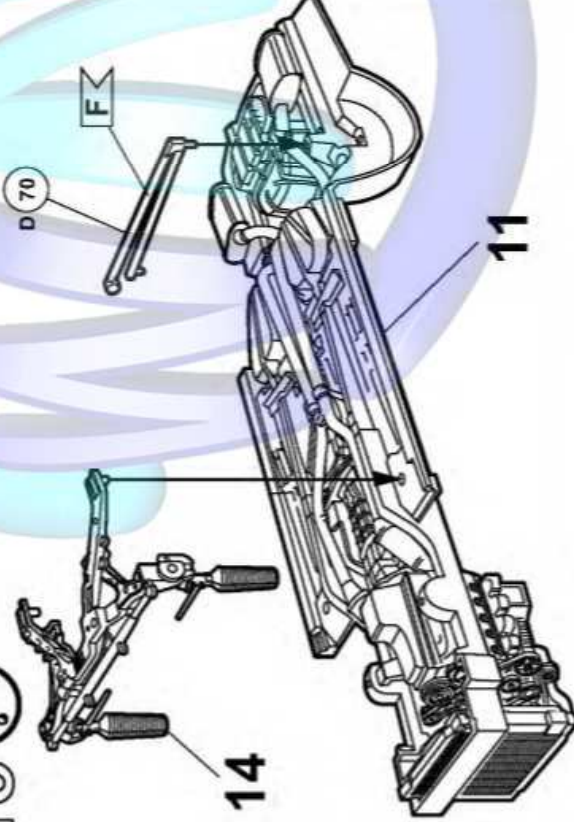
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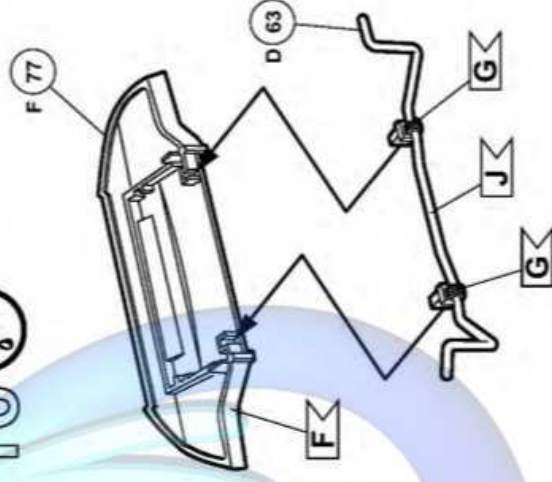
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15



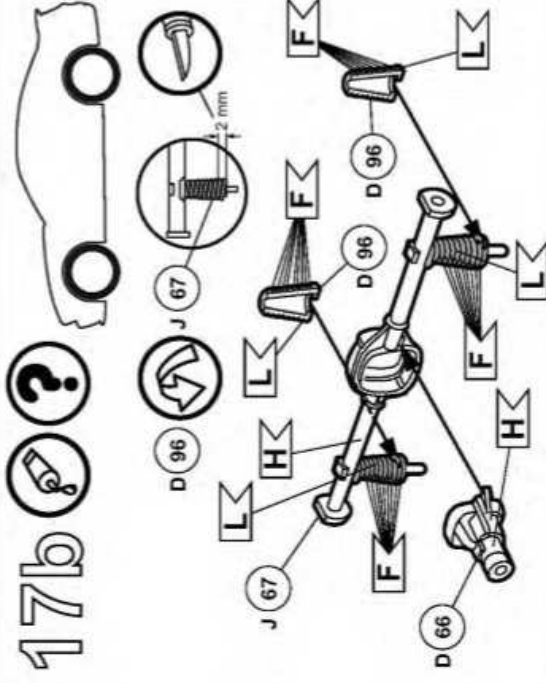
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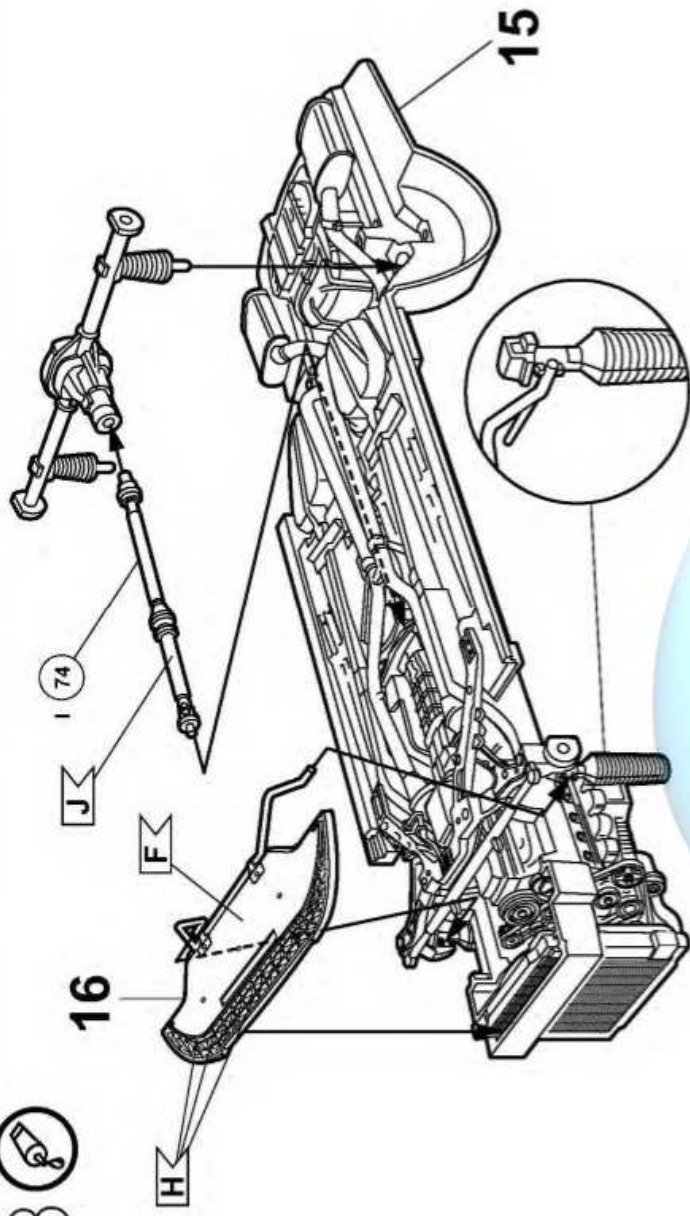
17a



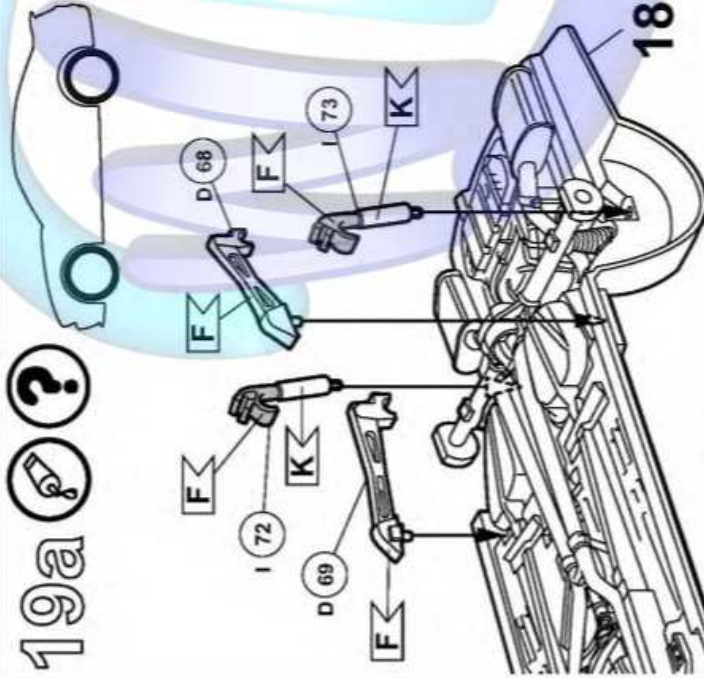
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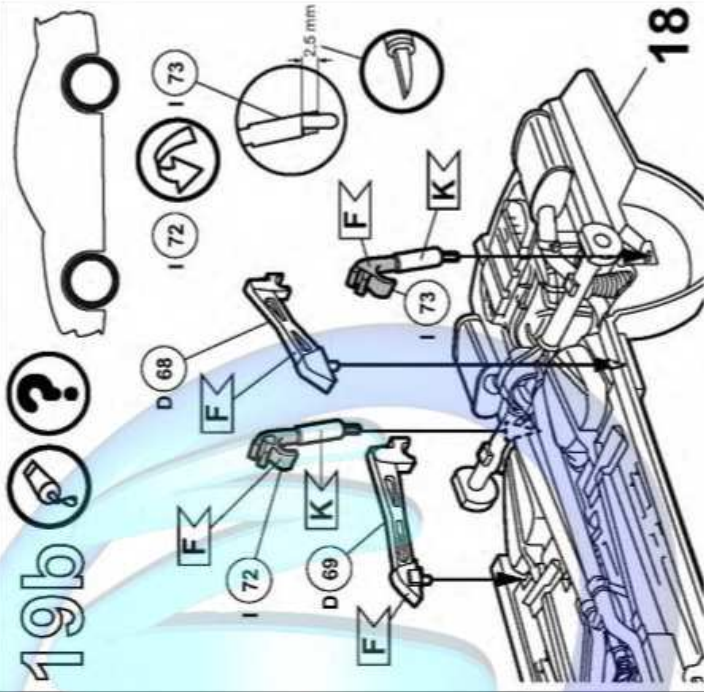
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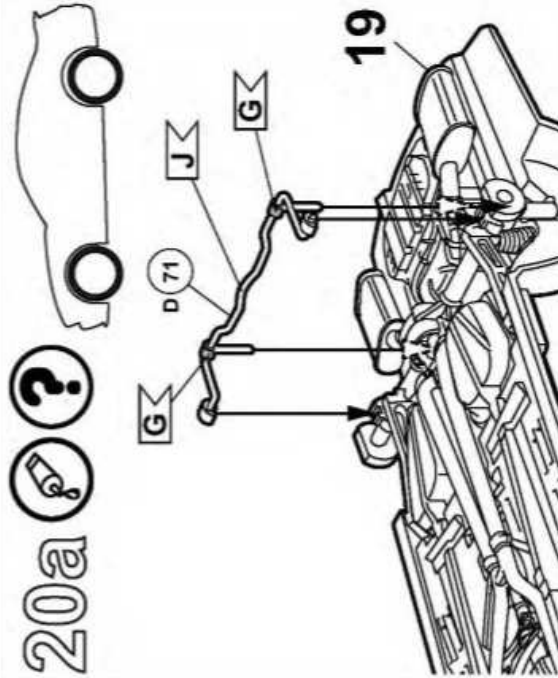
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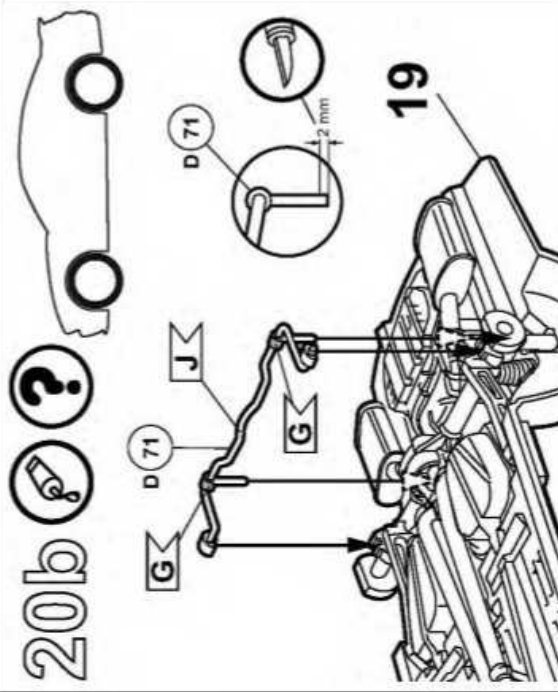
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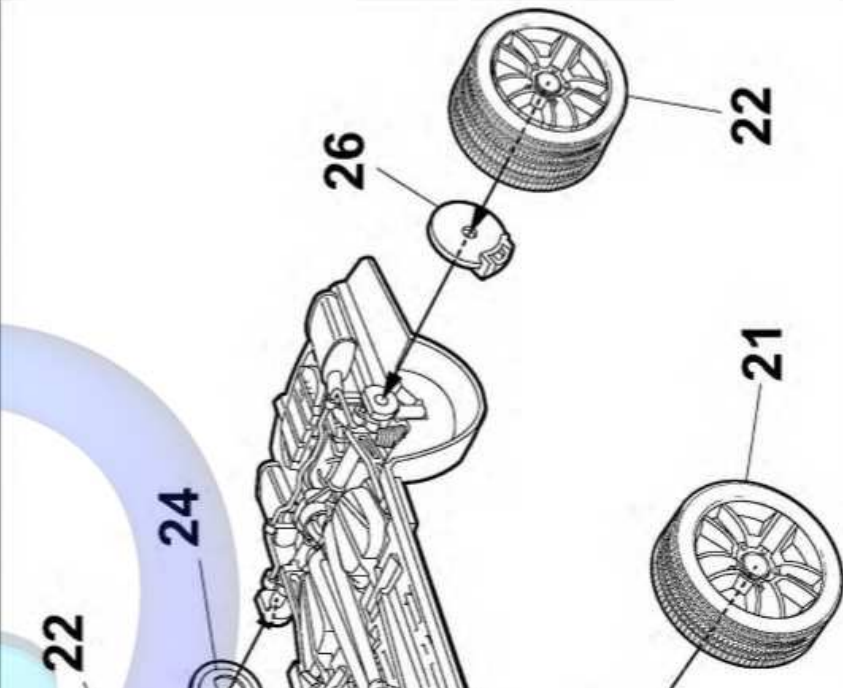
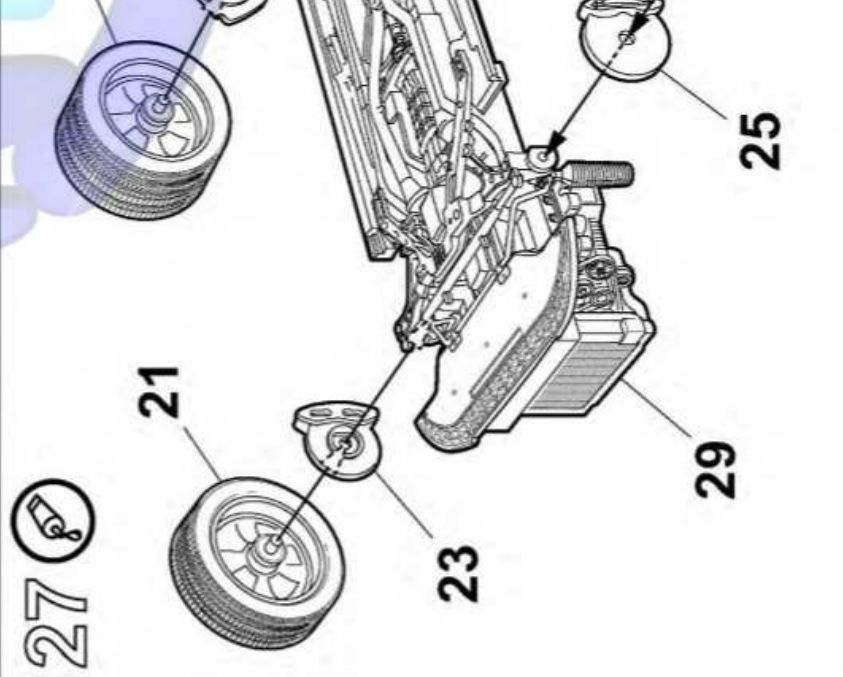
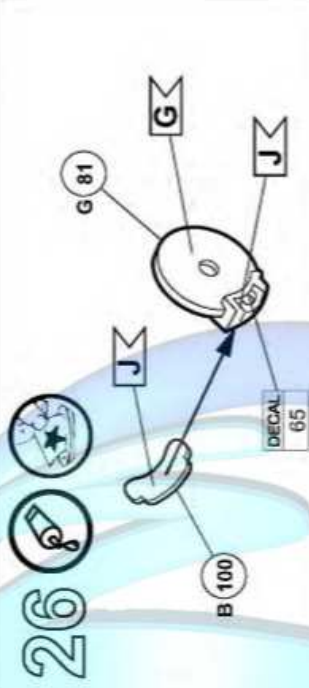
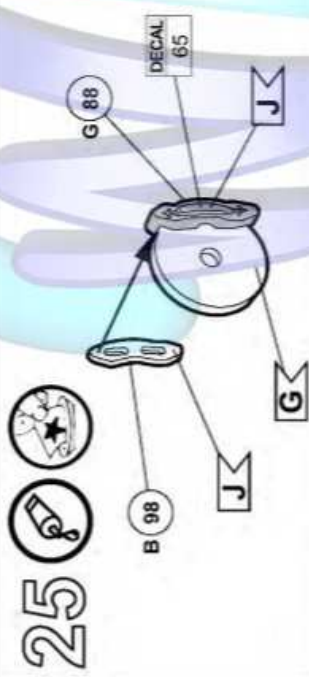
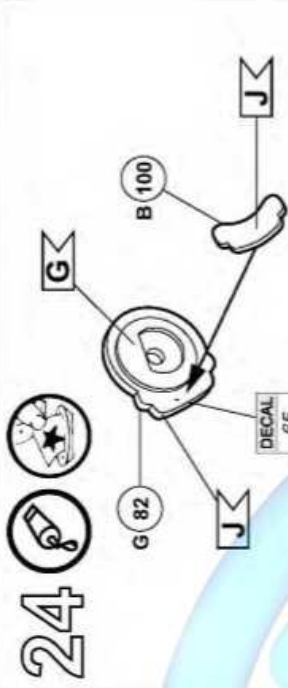
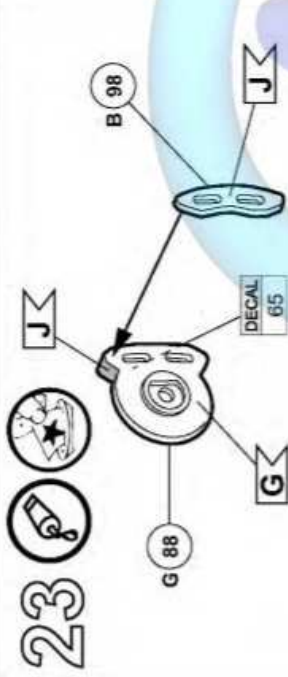
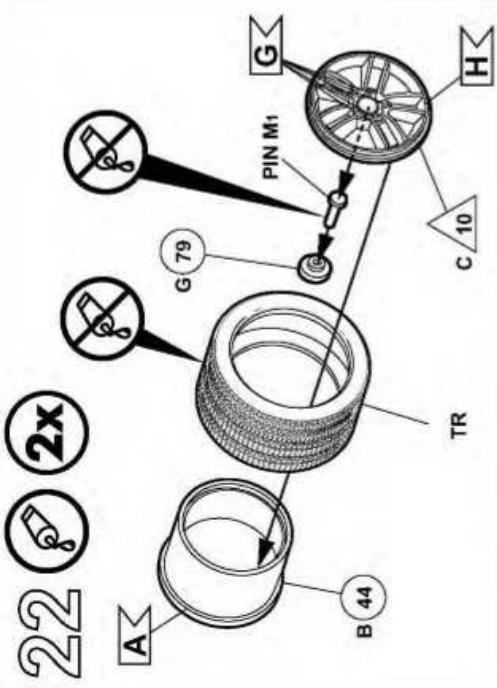
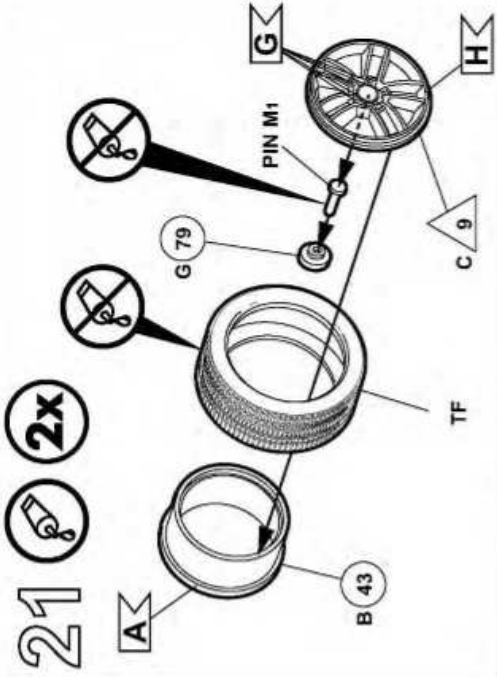


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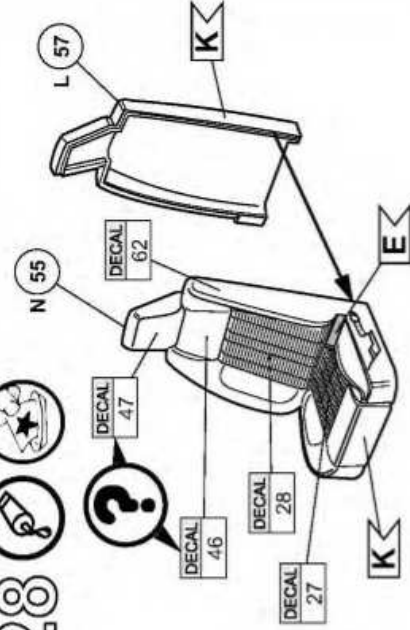


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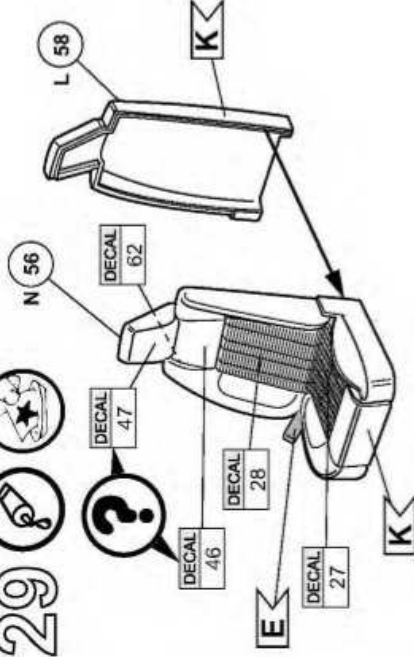




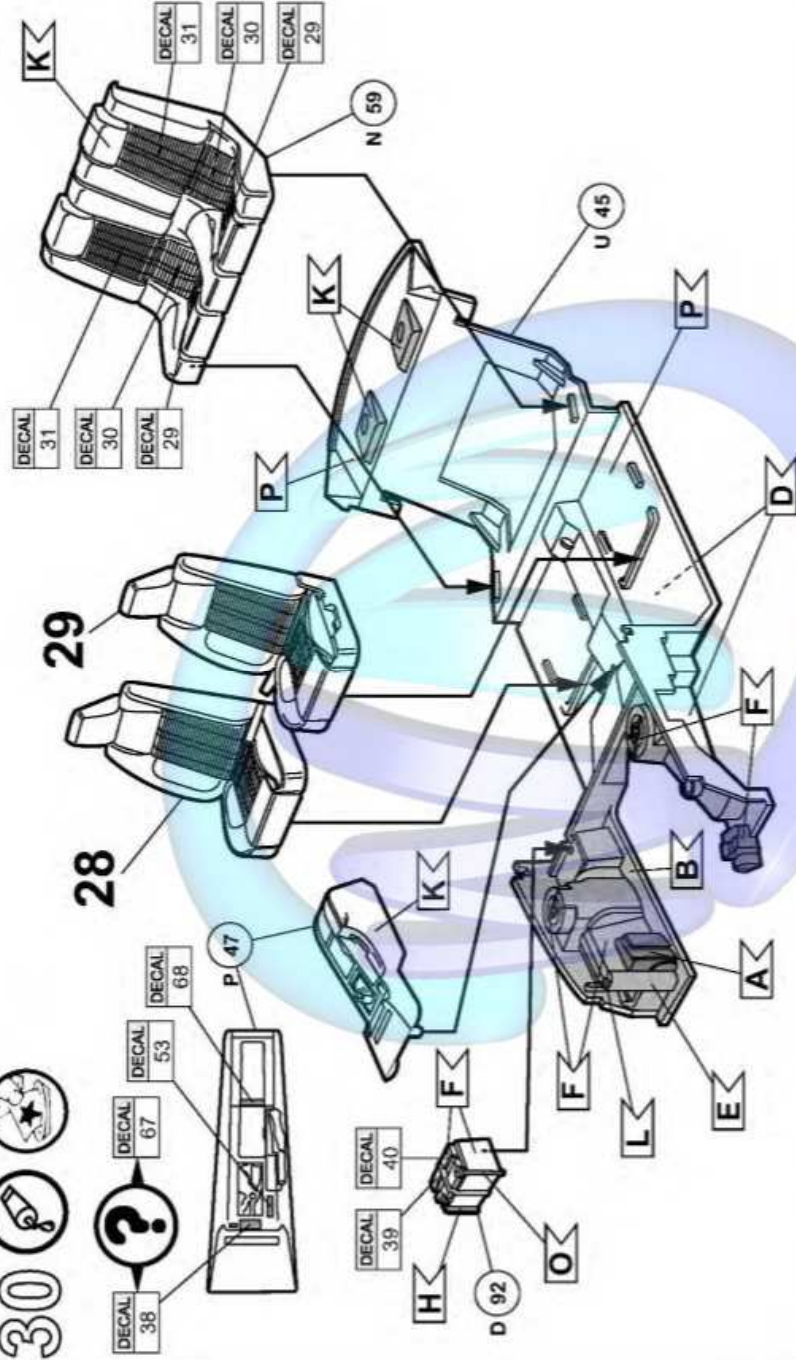
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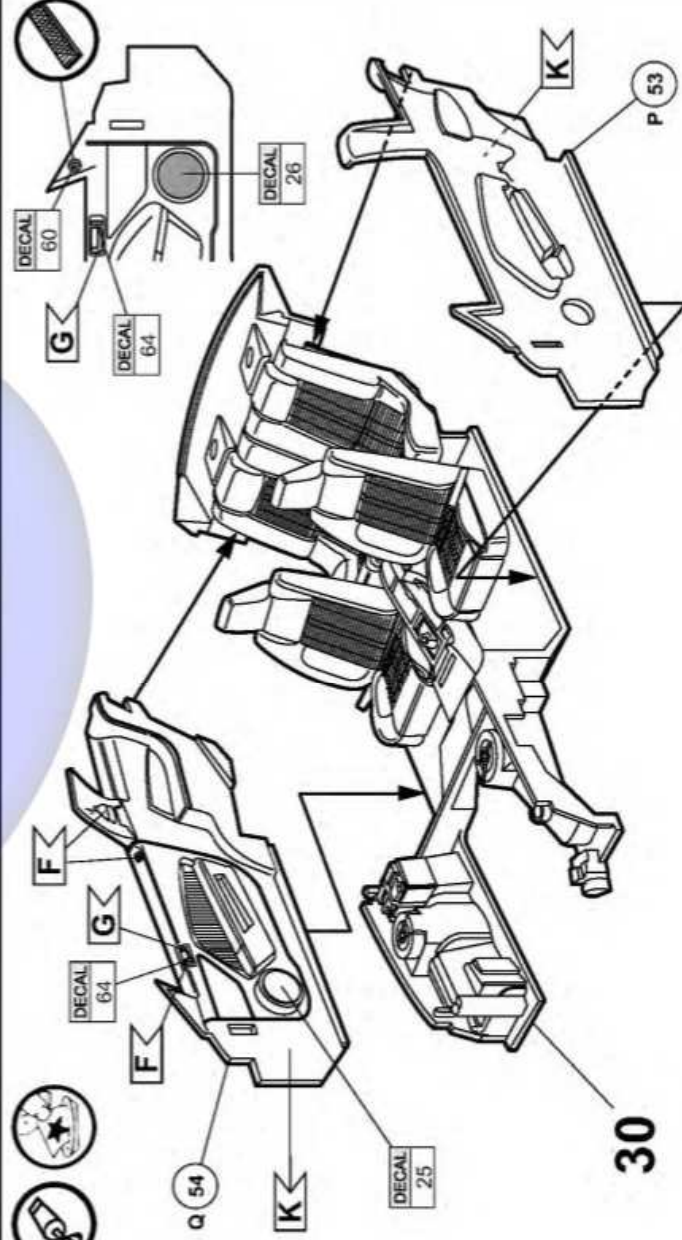
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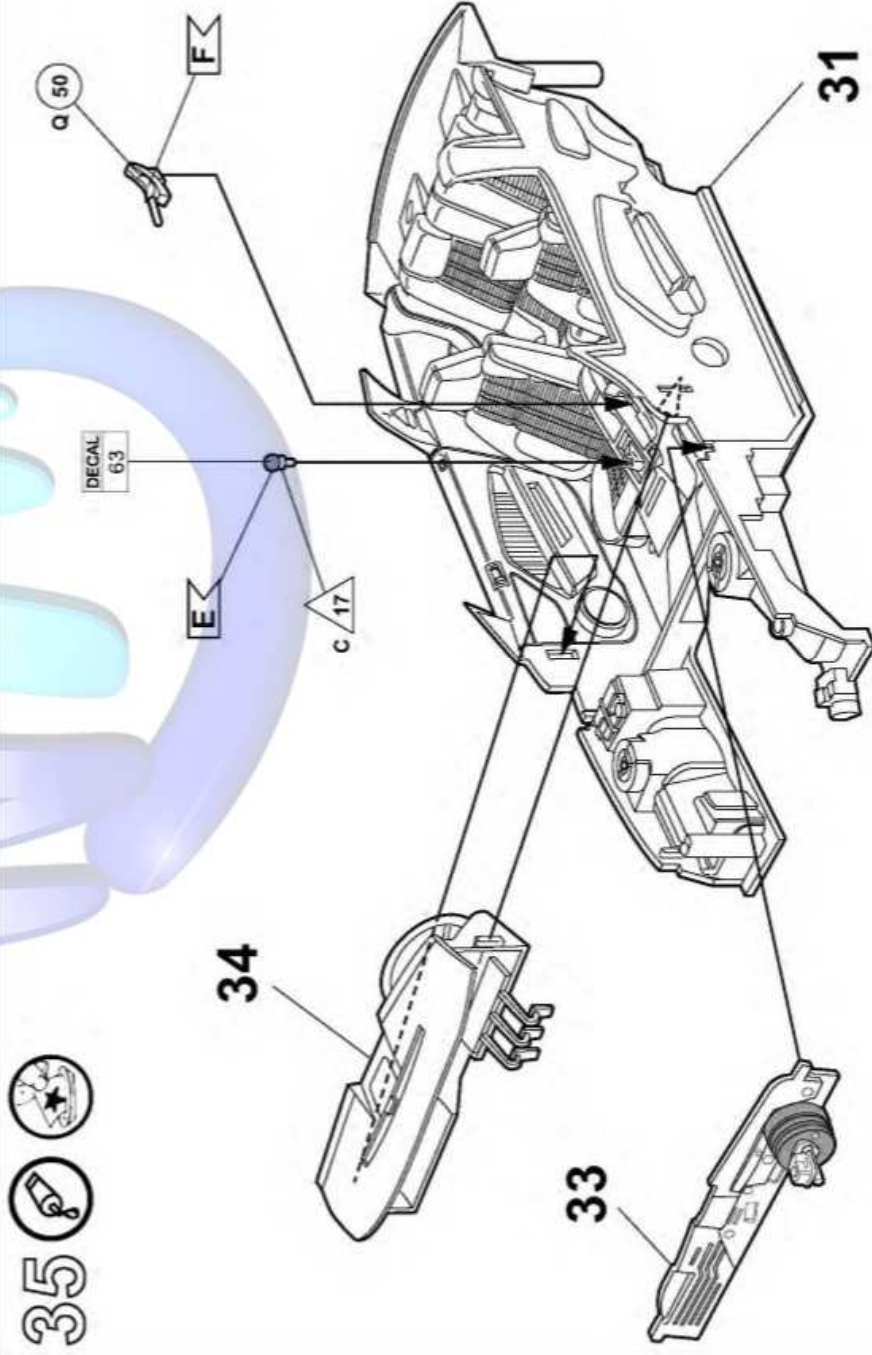
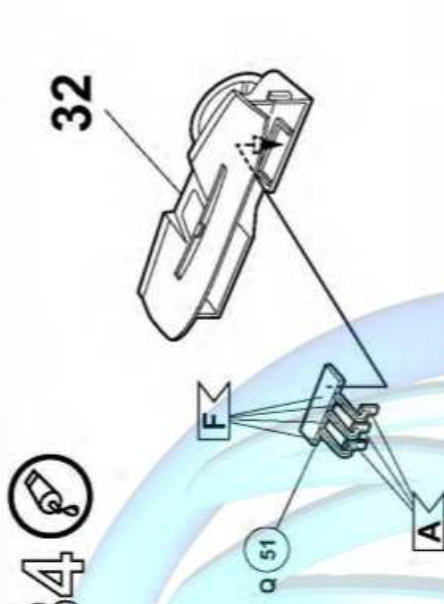
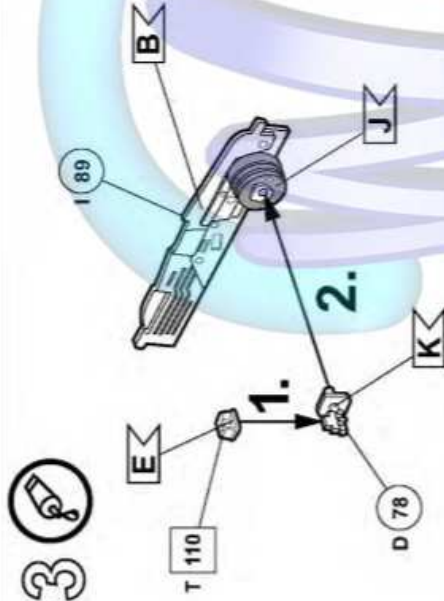
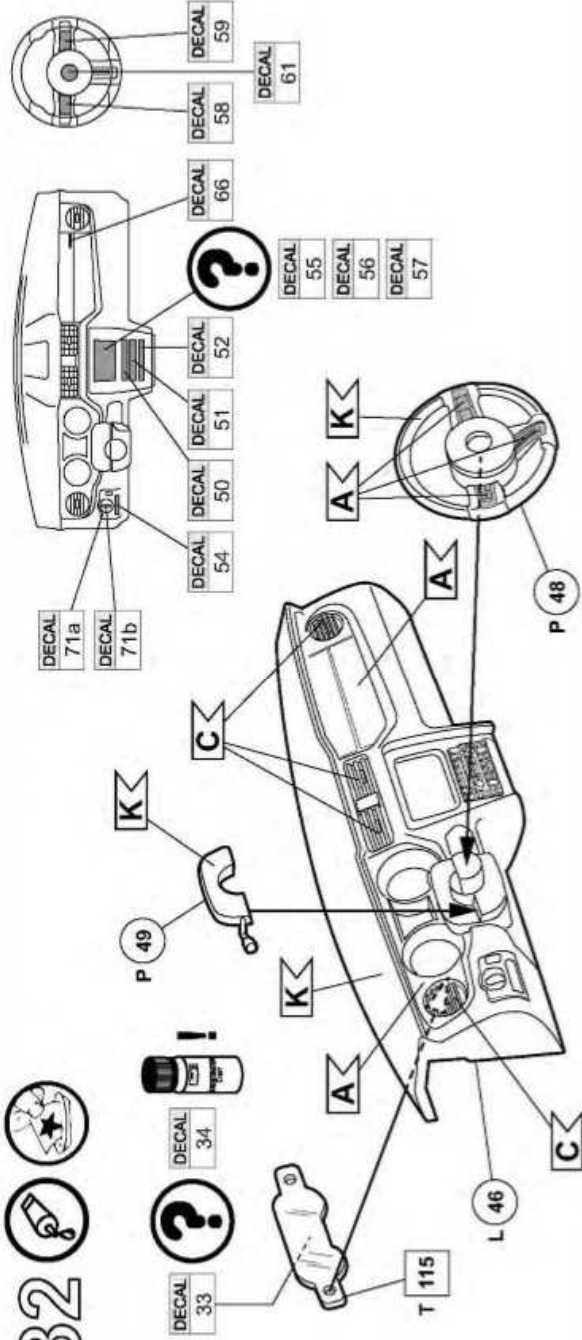


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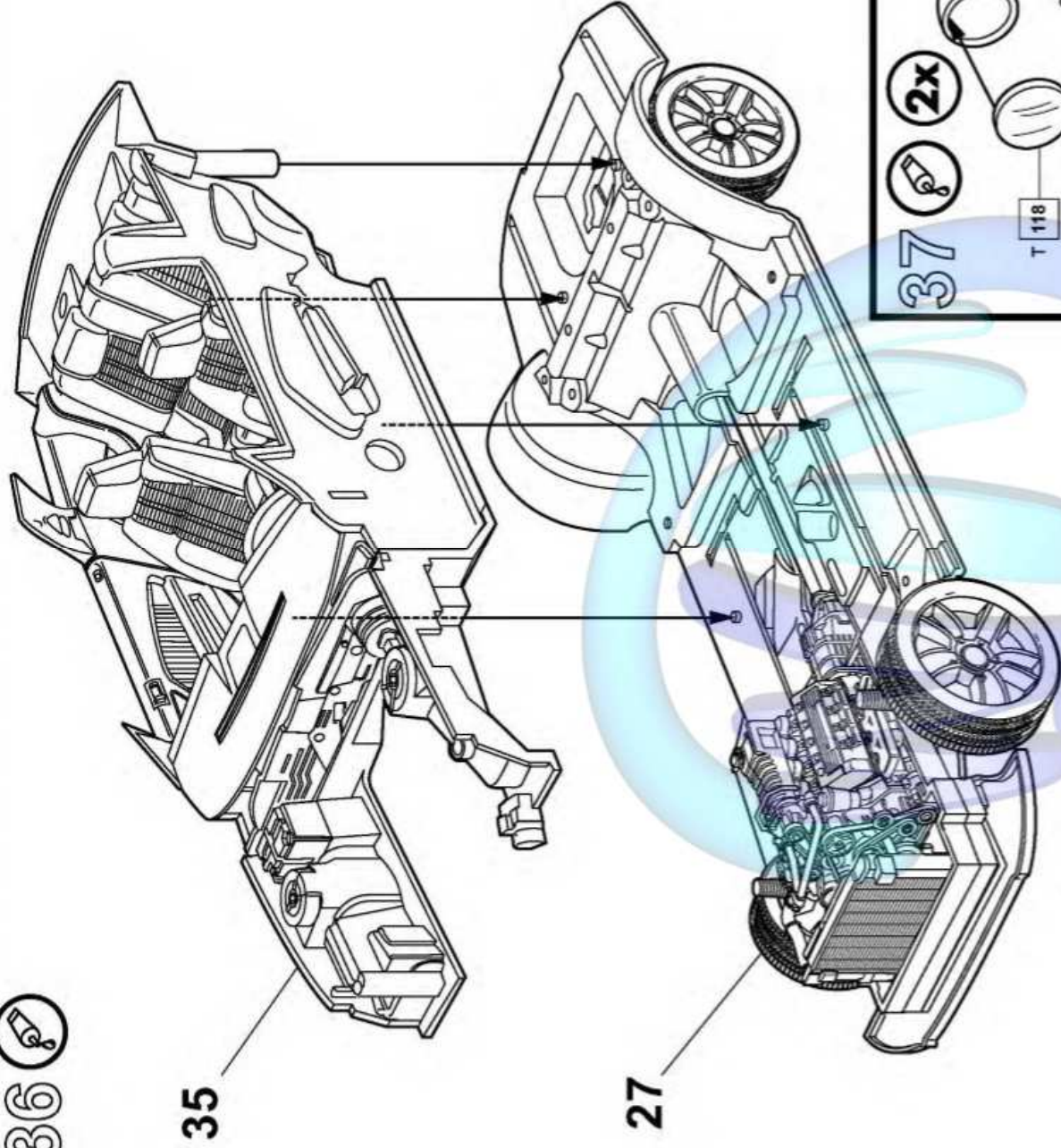


31





36



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27

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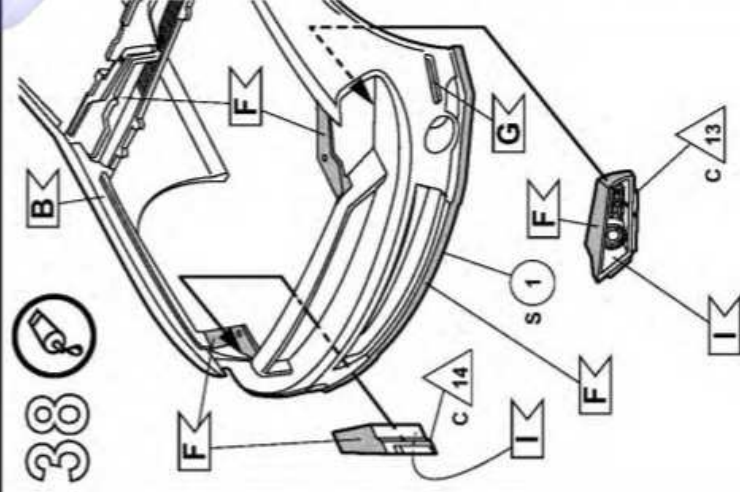
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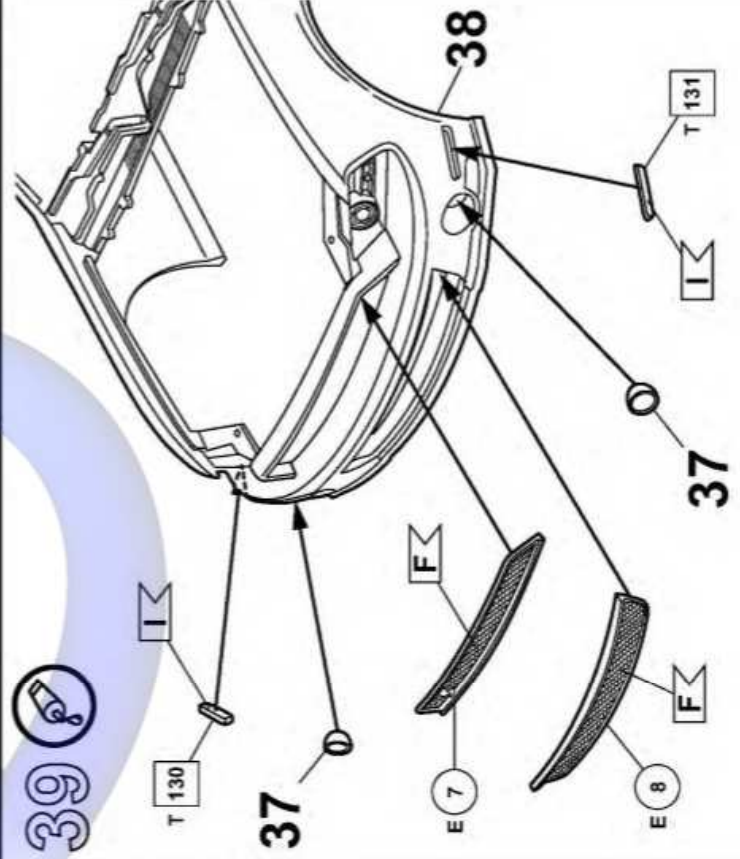
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C 20

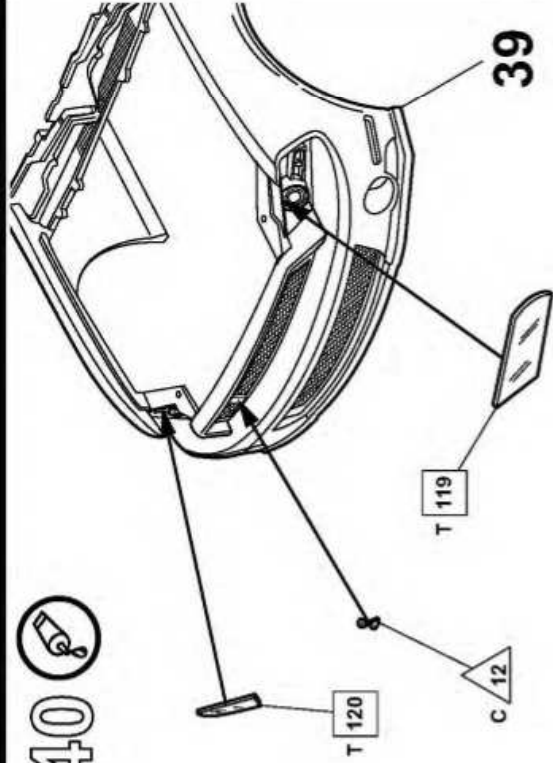
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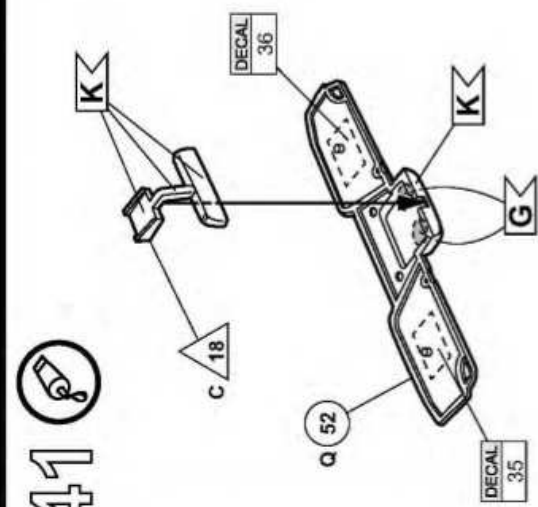
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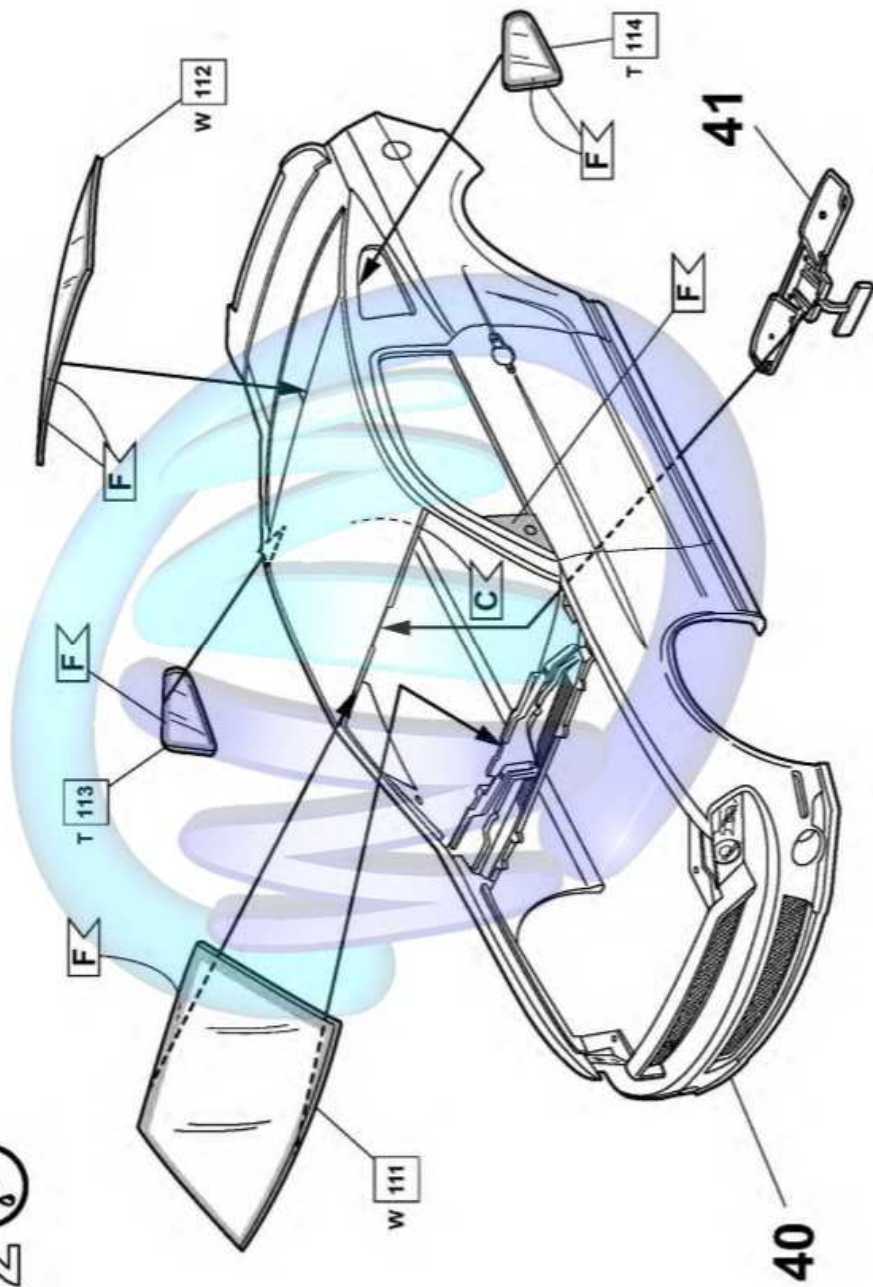
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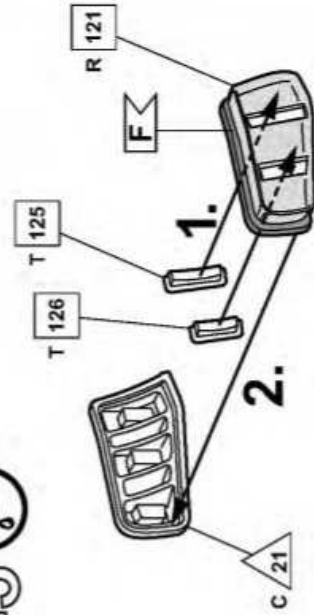
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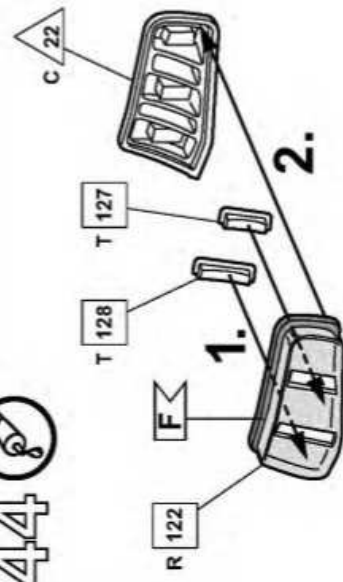
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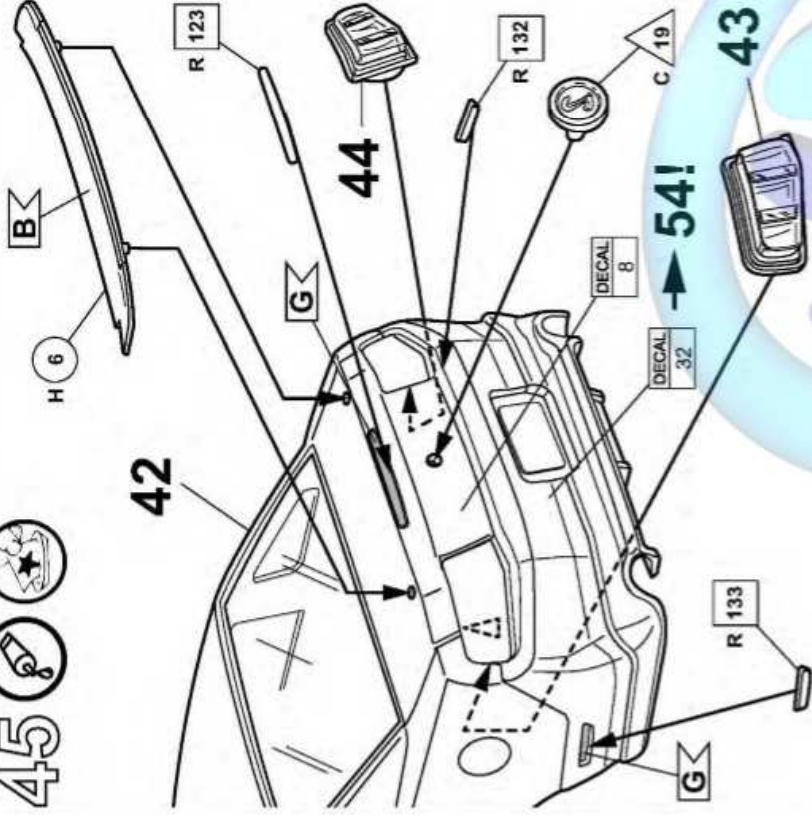


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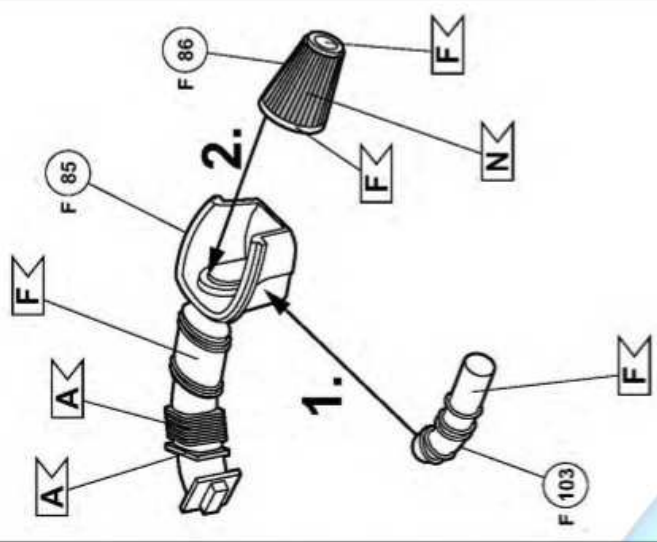




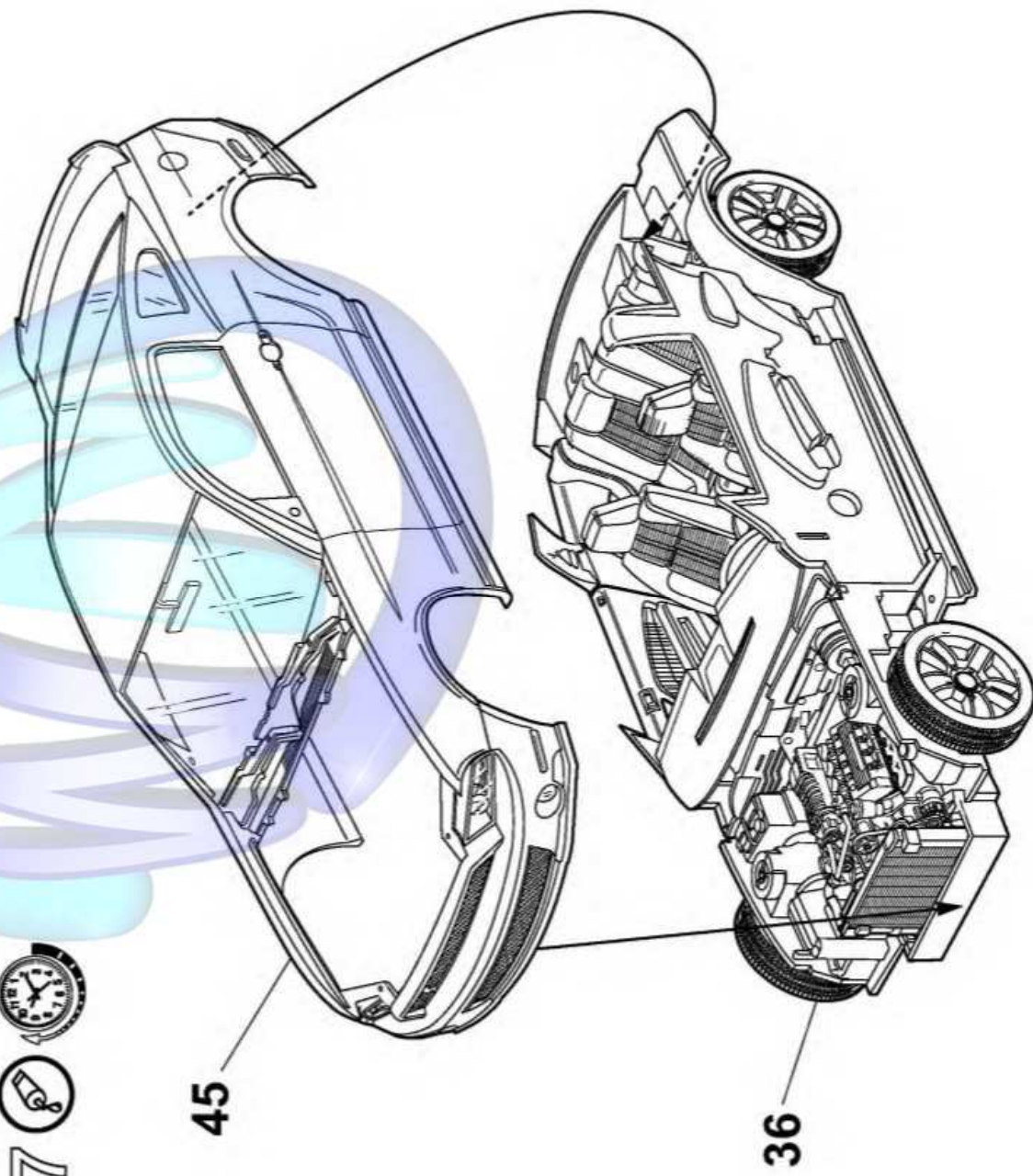
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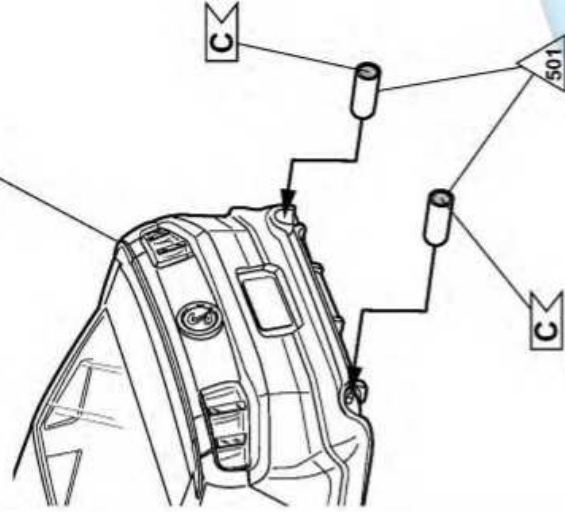
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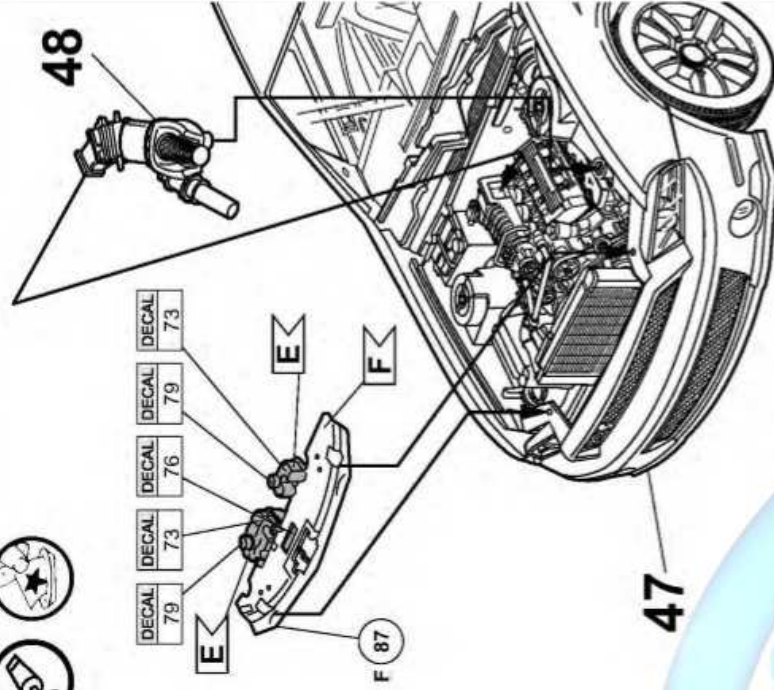
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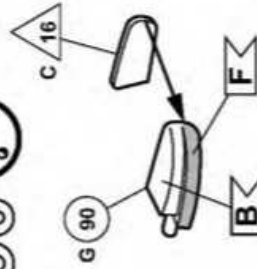


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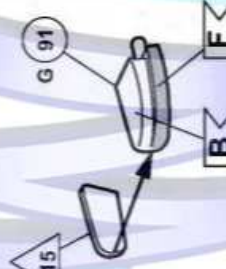


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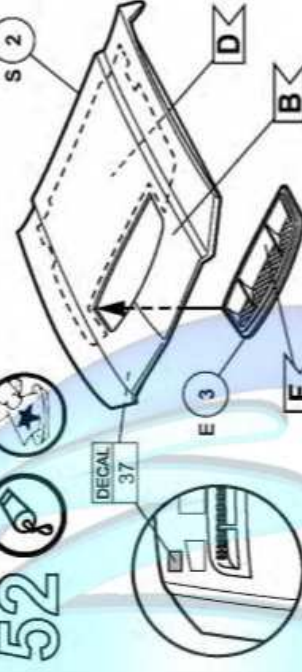
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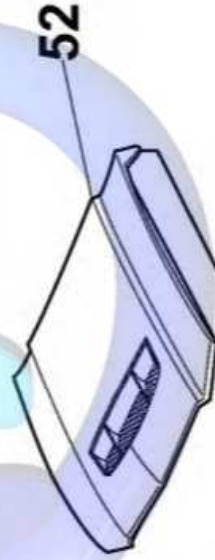
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52



53

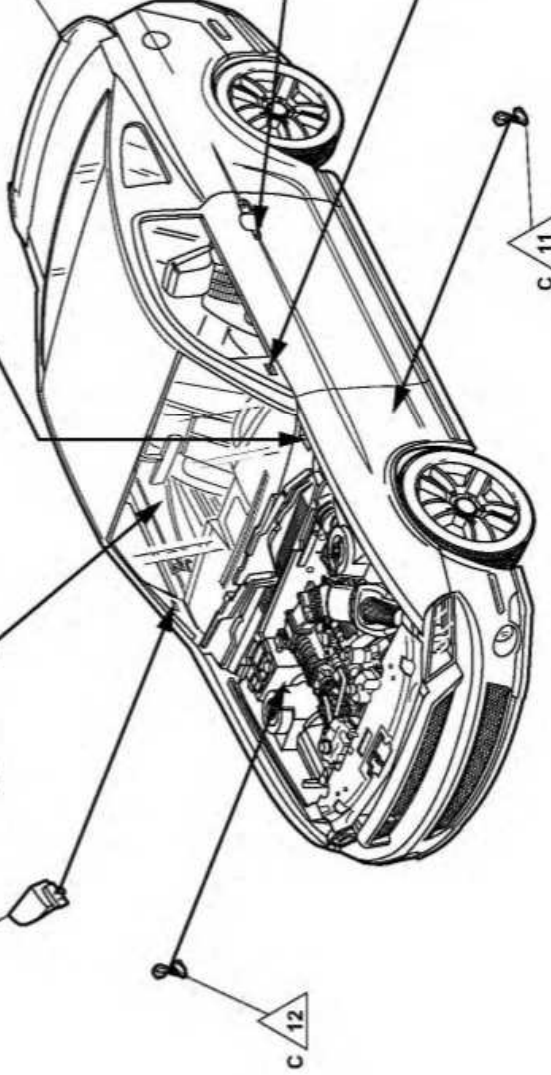


51

H 5

B

49



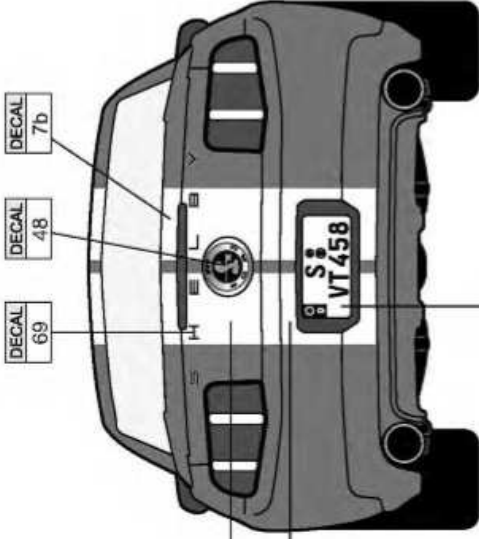
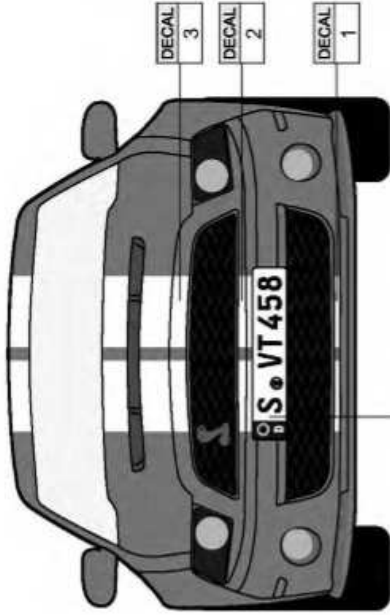
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H 4

B



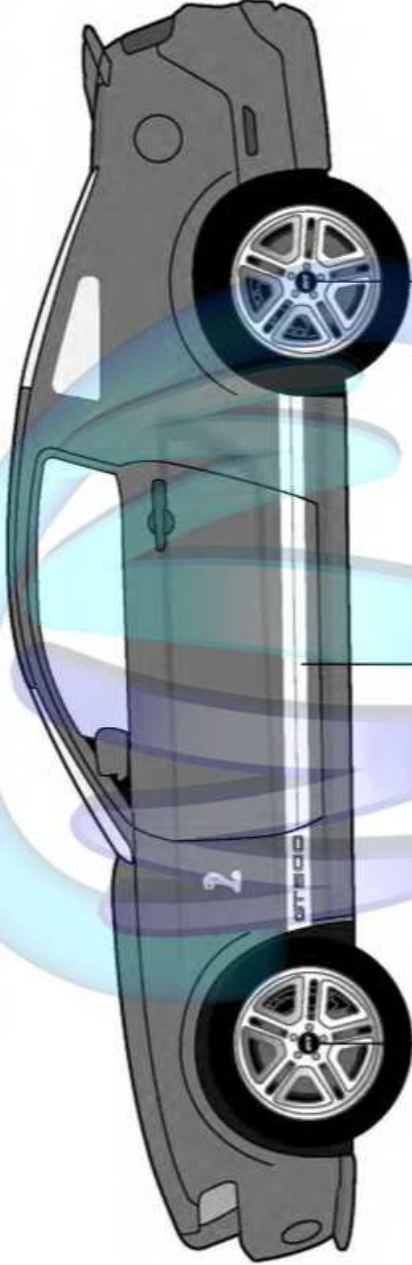
54



DECAL 9	DECAL 10	DECAL 11	DECAL 15
DECAL 16	DECAL 17	DECAL 21	DECAL 23



DECAL 12	DECAL 13	DECAL 14	DECAL 18
DECAL 19	DECAL 20	DECAL 22	DECAL 24



1. DECAL 49
2. M



DECAL 80
DECAL 81



1. DECAL 49
2. M

