

FR500C

Ford
RACING



ENGINE

Type 400 HP (approx) 5.0L "Cammer" V8

CHASSIS

Type Uni-Body seam welded integrated safety cage
Structural Over 20,000 ft-lbs/degree (torsional)
Construction Ford – modified stock steel

WHEELS / TIRES

Front Wheel – Fiske / Ford Racing – 18 x 10.0
Tire – Hoosier 275 /35 - 18
Rear Wheel – Fiske / Ford Racing – 18 x 10.0
Tire – Hoosier 275 /35 - 18

BRAKES

Front Brembo 4 Pot / PFC Race Pads
Rear Ford –PFC Race Pads
Master Cylinder Ford Racing
ABS Ford Racing

STEERING

Steering Rack Ford Racing Rack and Pinion
Power Steering Ford hydraulic

DIMENSIONS

Wheelbase 107.1 inches
Front Track 62.8 inches
Rear Track 63.0 inches
Minimum Dry Weight 3160 lbs

FUEL

Fuel Cell ATL Custom Dual Dry Break 20 Gal.
Fuel Pumps Walbro 255L/H
Pressure Regulator Ford

TECHNICAL DATA

ANCILLARIES

C&R aluminum radiator with integrated oil cooler
Ford Racing harness
Ford Racing exhaust system
Ford Racing high flow intake system
SPARCO 4.0 Liter AFFF cable activated extinguisher

FRONT SUSPENSION

Dynamic Suspensions – inverted struts
3 way adjustable – high/low speed compression, rebound
Ride heights adjustable coil over
Adjustable caster / camber plate
Urethane bushings
Adjustable anti-roll bar

REAR SUSPENSION

Dynamic Suspensions - dampers
3 way adjustable – high/low speed compression, rebound
Ride heights adjustable coil over
3 link with panhard bar
Urethane bushings

DRIVELINE

T-56 6 speed transmission
3:55 Rear 8.8" Trac Teck C Locker
Ford Racing Performance Parts clutch

COCKPIT

SPARCO racing seat – position adjustable
SPARCO steering wheel – quick release
SPARCO 6-point safety harness
Center mount console switches
AIM digital dash system – data logging and display

TECHNICAL DATA



FR500C



Fast on race day!

Tradition... stamina... undeniable...

With its 5.0L "Cammer R50" engine, the FR500C is a proven winner.

In 2007, victory lane again became a familiar place for the vehicle as it won the first three events of the season.

A racecar that lets racers race!

Durable... rugged...proven...

The Mustang FR500C, winner of the 2005 Grand-Am Cup Championship – right out of the box.

Engineered to stay the course and keep the action on the track – not in the pits

www.fordracingparts.com