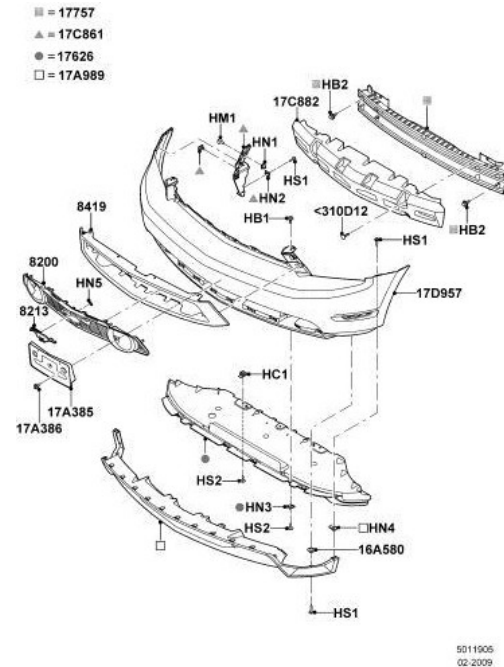
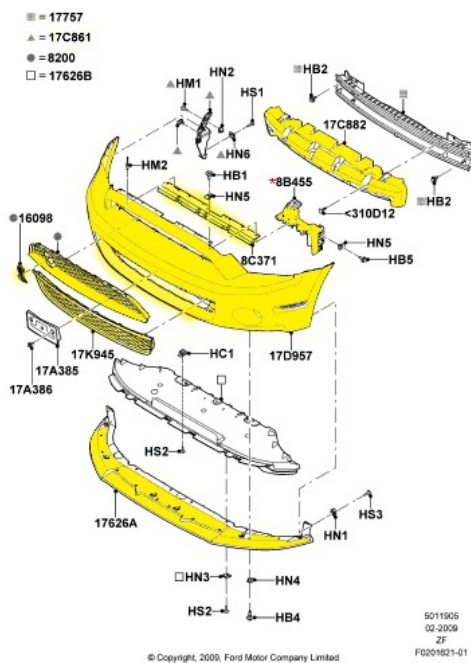


2010 Mustang GT, Shelby GT500 front end conversion:

Step 1: Prep Work:

Make sure you have all of the parts necessary to complete the conversion! There are different brackets and mounting hardware required. There are many different packages online with parts listed, but the best thing to do is compare the parts diagrams from Ford against those lists. In some cases, your GT will already have an interchangeable part (ie, the Lower Shield, or the Impact Bar) I have highlighted some of the parts below (you need the hood and radiator cover as well). There are a few Bolts and clips you will need as well, which I will try and point out in the build. I found a 2010 GT500 take-off hood for a SS conversion, I recommend this method as it is cheaper than new, cheaper to get the remaining in a kit, and the OEM paint if you get the color to match is excellent.



Step 2: Hood Removal (easiest to start here, get 1-2 helpers)

Open the hood, remove the hood liner by plucking the plastic push pins out, (This is necessary to access the windshield washer lines which are mounted firmly to the hood.) Pull the washer line plastic push pins out of the hood.

The line is fairly simple to remove, its much easier when you take the hood liner completely off. There is a "C" clip at the base of the "T" in this pic, twist it until you feel it lift a bit, and pull the line up. Do the same for the driver side line, and pull place the line along the back of the engine compartment.



This video I found on youtube shows why a helper is needed, and goes over the 4 hood bolts etc:

<http://www.youtube.com/watch?v=hZpt7vtphQ&feature=PlayList&p=D3C2D5BDBEAD14D5&playnext=1&index=31>

Step 3: Bumper removal

Remove the Radiator cover

Pry up in the notch, the push pins slide out easily

Put it on the side out of the way



- Remove the side screw/bolt from the fender well, (2) on each side
- Remove the corner screw from both headlights
- Unplug the foglights
- Unplug the sensor on the front bumper and pull the pins out of the bumper cover
- Remove tiny bolts from beneath the car that mount the lower engine cover. (6?) (Not Pictured)



- Be sure to support the nose before moving on
- The sides of the bumper cover clip into the fender, so just pull (may need a little force), and it should pop out
- Reach in and unplug the marker lights



- Pull up from the center of the bumper cover and slowly pull away making sure you do not have any wiring still connected.

As you can see it comes off in one piece.



As you can see, the isolator is not meant for the GT500 nose, and will need to be removed. There are (4) plastic push pins. And it comes off. Its foam, and very light, so no assistants is required.



Step 4: The radiator air deflectors:

I gave this its own step as it will require some thought on how to incorporate parts into the build. I happen to have the parts so I used them, however, you could get away with using your stock air deflectors but modified to work with the left and right mounting brackets to support the nose. If you have an aftermarket cold air induction chances are you will not need to modify the driver side mount.

GT500 Air Deflector Parts



GT Air Deflector Parts



What I like about the GT Air deflectors is the following:

- They are one Pc.

- The Air opening better matches the stock GT Air Box inlet
- It is molded better to the stock GT radiator

You can use the driver side mounting bracket (bottom right of the GT500 Air Deflector Parts) but may have to widen the opening of the mounts inlet hole, and add holes for the mounting points and bolt
 If you choose to use the GT500 parts (which I did) I will show you how it looks

Stock Air inlet



Compared to GT500 on left



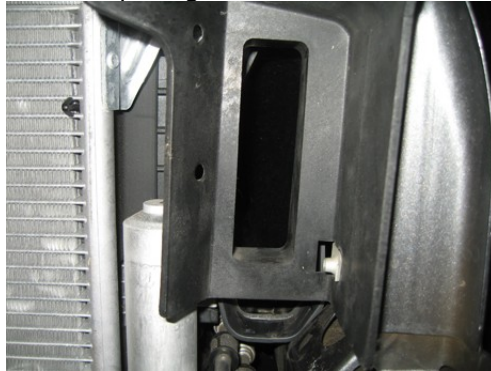
Top of radiator support has holes for mount tabs for both brackets



Bracket slides in, slide a nut/clip in the box, so you can put a screw in later.



As you can see the Air inlet restricts the opening of the stock inlet



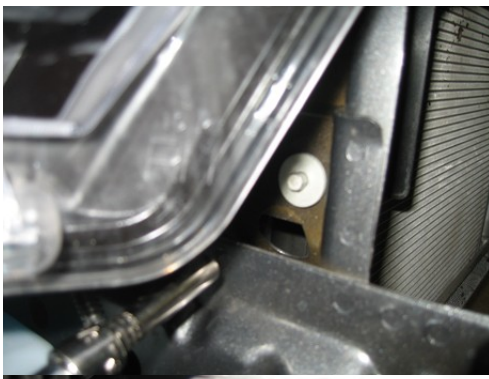
You see there is a gap, I am not overly concerned as I am going charger in time



To connect the rest of the mounts, use plastic push pins as per diagram (You have some left over from your stock assembly but need more). The parts are labeled LH/RH and they really only fit one way. Below are some support pictures.



Looks like a bracket belongs here, but I could not identify the part#



Step 5: GT500 front end prep & install:

The center mounting bracket needs to be riveted onto the nose prior to install & you should also install you markers and fog lights, and upper/lower gilles



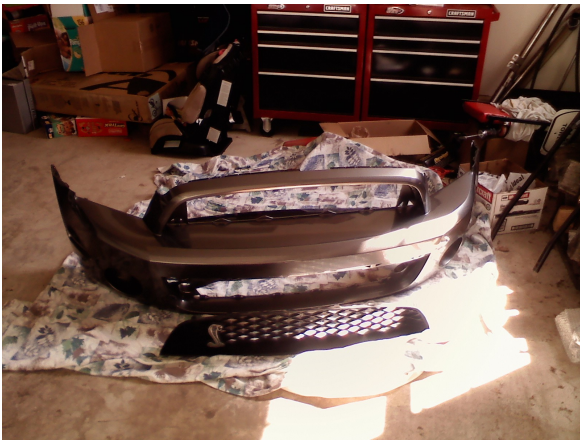
Foglight slides and snaps in, if ti requires adjustment later, there is a small wheel on the bottom of the unit (visible below)

Feed the foglight wires down near the new location before mounting the nose. **Your stock plug will not work with the new smaller light, and you need to lengthen the line.**



The grills have tabs and slide in.

Nose ready to go on



Take note of the brake cooling vent hole begging to be cut out and lined with the billet sleeve



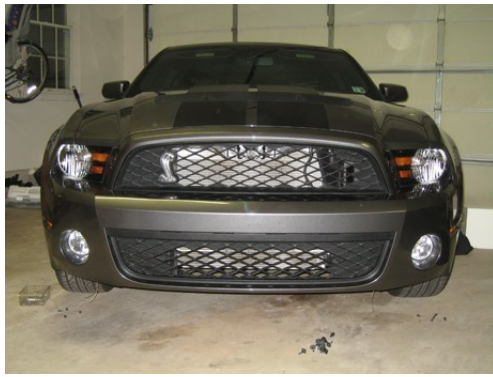
There are two black nubs on the new mounts; that are excellent for holding the nose in place allowing you to work



Once the bumper is up in place you can snap in the sides, and screw in the center bracket in the two holes from before



Now with the bumper on, you can mount the hood and line everything up.



You can move on to the lower valance/front splitter (it is easier to mount that first and use it to support the flimsy lower shield), and mount the lower shield, screw in the fenders, etc. (*requires additional screws/bolts)



And you are done!

