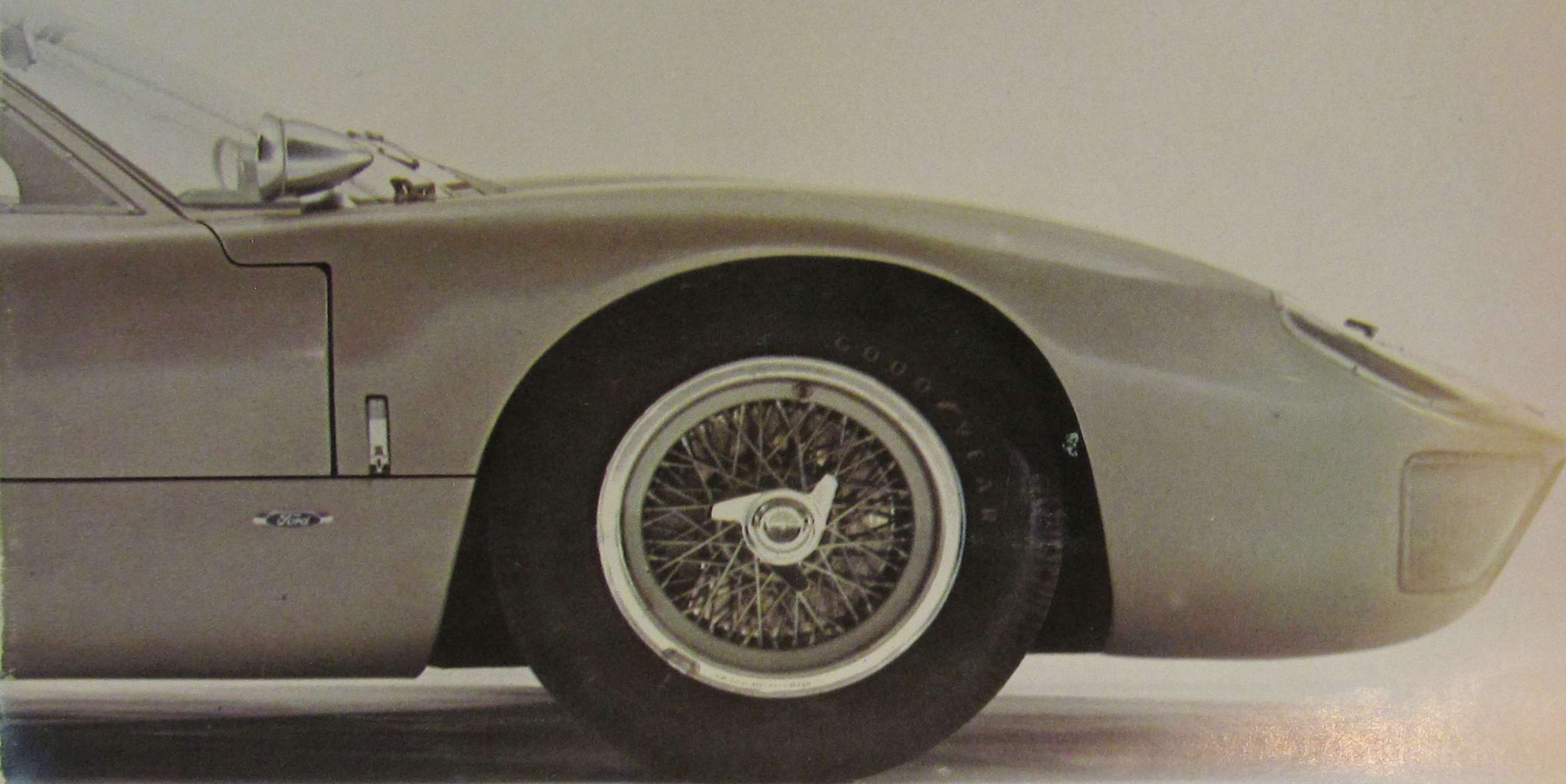




**THIS CAR
YOU HAVE
TO BE
MEASURED
FOR**

FORD GT40

SPECIFICATION

Wheelbase 86 in. 2173 mm.
Track
Front 55 in. 1397 mm.
Rear 55 in. 1397 mm.
Overall Dimensions
Length 166 in. 4216 mm.
Width 30 in. 778 mm.
Height 40.5 in. 1025.7 mm.
Miscellaneous Heights
Base of Windscreen 22.25 in. 575.5 mm.
Top of Windscreen 38.2 in. 970.3 mm.
Top of Steering Wheel 51.25 in. 796.3 mm.
Minimum Ground Clearance 4 in. 101.5 mm.
Weight (oil and water, no fuel)
Rear 920 lb. 414 kg.
Rear 1090 lb. 490 kg.
Total 2000 lb. 900 kg.

ROOF

The Ford GT40 employs a semi-monocoque construction of 0.024 in. (.61 mm.) steel. Hinged front and rear panel sections and doors are of reinforced fibre glass.
Cylinders
Number 8
Bore 4 in. 101.5 mm.
Stroke 2.87 in. 72.9 mm.
Displacement 289 cu. in. 4736 cc.
Compression Ratio 9.0:1
Power and Torque
Maximum S.H.P. (5000 rpm) 335 @ 6250
Maximum Torque (5000 rpm) 300 lb. ft. @ 5500
45.6 m/kg. @ 550
Carburetors 4 Weber 48 IDA

Lubrication System

Capacity 8 qt. (Imp.) 10 qt. (U.S.) 9.1 litres
TRANSMISSION
Type ZF BDS-25-Transaxle
Ratios
Final Drive 4.22:1
(optional) 3.33:1
Gearbox First speed 2.42:1
Second speed 1.47:1
Third speed 1.09:1
Fourth speed 0.96:1
Fifth speed 0.85:1
Reverse 3.76:1

CLUTCH

Type Borg & Beck 2-plate
Plate Diameter 8.50 in. 215.9 mm.

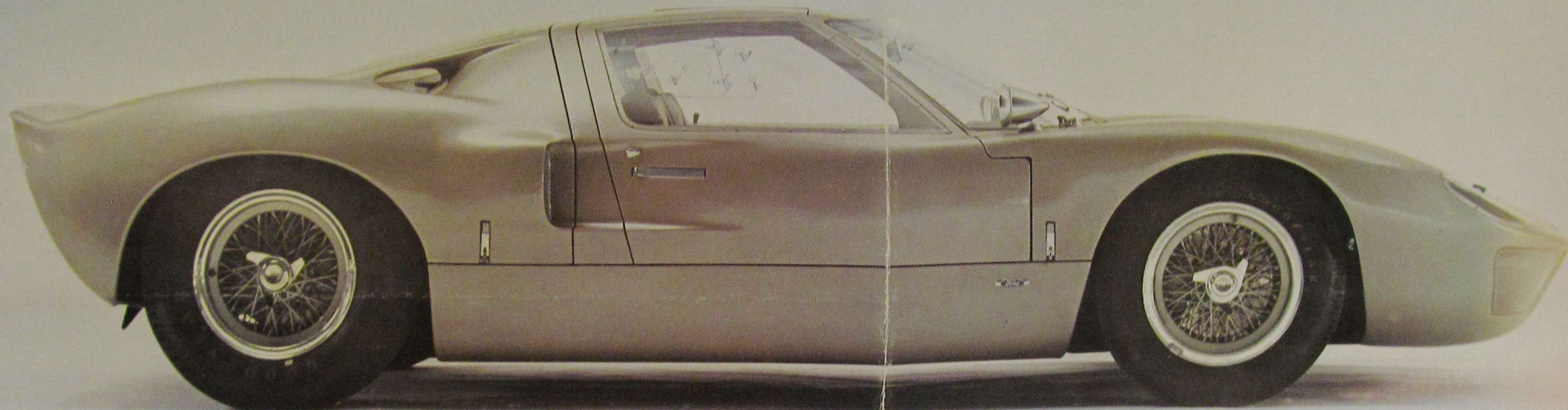
BRAKES

Front
Type Girling CR
Disc Diameter 11.5 in. 292.1 mm.
Rear
Type Girling BR
Disc Diameter 11.5 in. 292.1 mm.
STEERING
Type Rack and Pinion
Ratio (overall) 14:1
Turns (lock-to-lock) 2.8
Turning Circle Diameter 37 ft. 11.27 m.
Steering Wheel Diameter 15 in. 381 mm.
Steering Wheel Adjustment 2 in. 50.8 mm.
WHEELS AND TYRES
Wheels Borrani wire-spoke, light alloy rim
Front 6.50 x 15 in.

Rear 6.00 x 15 in.
Tyres (Dunlop)
Front (size) 6.50 x 15 in.
Front (loaded radius) 13.00 in.
Rear (size) 7.25 x 15 in.
Rear (loaded radius) 14.75 in.
Tyres (Goodyear)
Front (size) 6.50 x 15 in.
Front (loaded radius) 12.4 in.
Rear (size) 7.00 x 15 in.
Rear (loaded radius) 13.4 in.
FUEL SYSTEM
Type of Tank Goodyear Fuel Cells
Capacity of Tanks 30.5 gals. (Imp.)
37 gals. (U.S.)
140 litres
Fuel Pumps 2 Stewart Warner 240 A

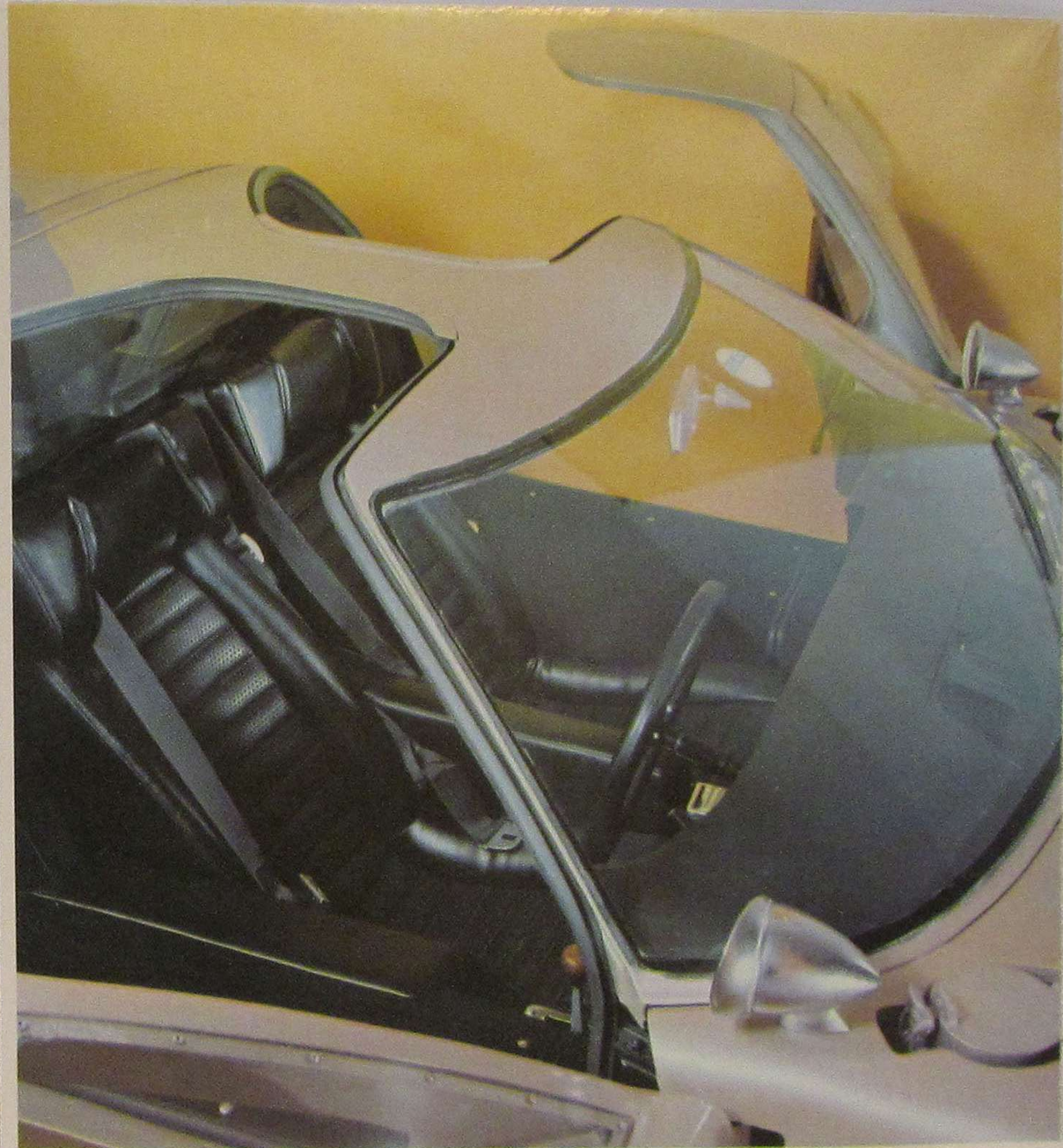
Cooling System

Type of Radiator Marston light alloy
Total Area 318.75 sq. in. 2056 cm².
Depth 3 in. 76.2 mm.
Type of Oil Cooler Serck light alloy
Total Area 53.2 sq. in. 343 cm².
Depth 2 in. 50.8 mm.
EXHAUST SYSTEM
Type Tuned cross-over
Pipe Diameter 1.5 in. 38.1 mm.
ELECTRICAL SYSTEM
Type Transistorized
Voltage 12
Battery Capacity 57 A.H.



THIS CAR
YOU HAVE
TO BE
MEASURED
FOR

FORD GT40



As one would expect with such a power unit, there is a comprehensive range of instruments, all angled towards the driver's eye. There is also a special windscreen wiper which was developed to operate at speeds of up to 200 mph on the racing GT.

Aeroflow, the unique Ford ventilation system is standard equipment, as is a thermostatically controlled radiator fan, a heater/demister and an engine compartment light.

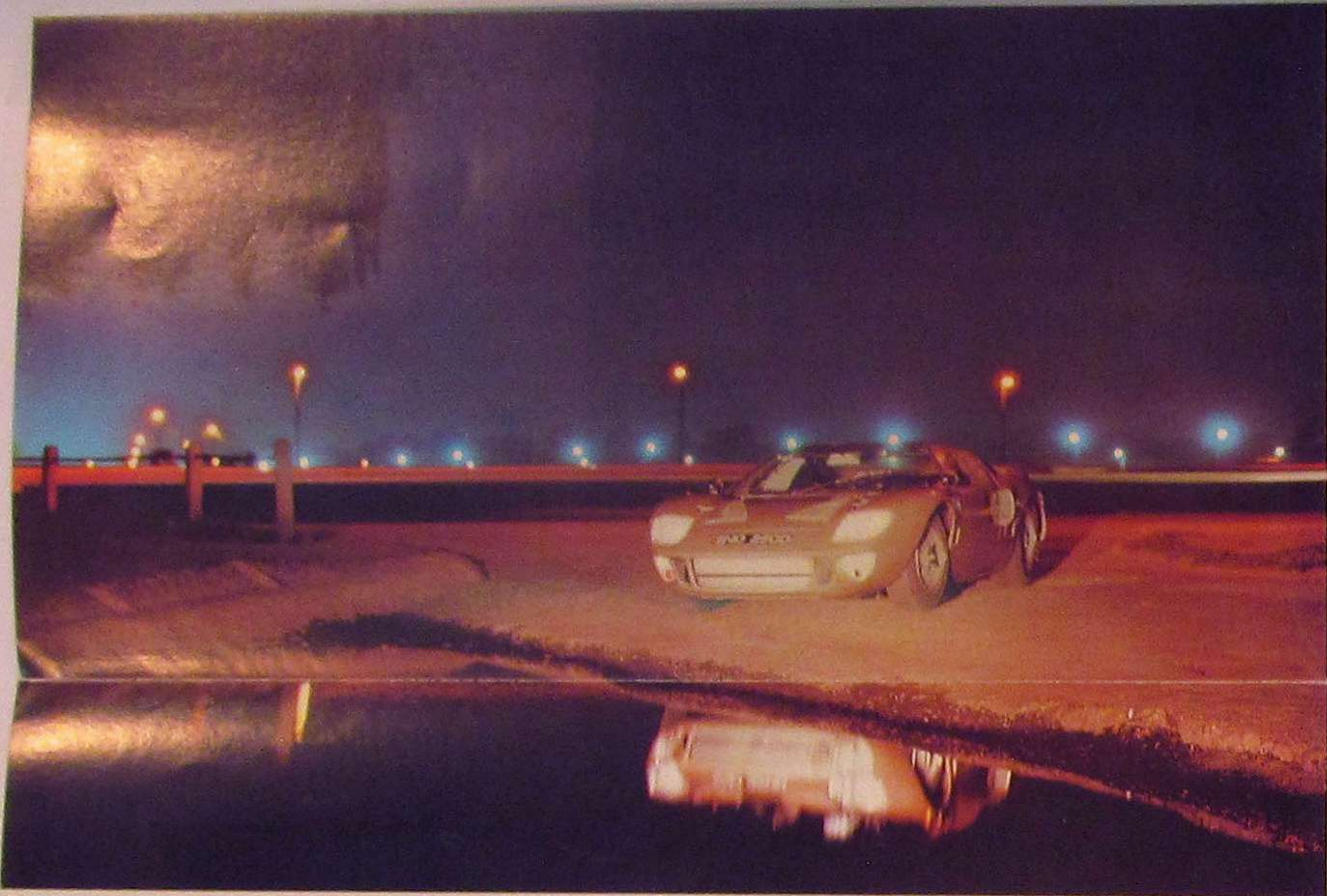
PERSONAL CHOICE When you go for your personal fitting, among other things the engineers will discuss with you will be the rear axle ratios and the gear ratios. You can choose your own from a wide range.

And the body colour? With 150 to choose from, you should be able to find what you want.

The tyres are specially made by Goodyear and incorporate all the lessons this famous company has learned in its highly successful racing programme.

There are two aircraft-patterned fuel cells with a combined capacity of 31 gallons. Fuel is delivered to the carburettors by a heavy-duty Stewart-Warner electric pump.

A special two-plate clutch and flywheel complete the transformation from a truly formidable track champion to a smooth, luxurious road car which is equally at home in city streets or on high-speed motorways.



THE BESPOKE CAR The thing to keep in mind is that the Ford GT40 is something very, very special in the way of cars. So special, in fact, that you need to be measured for it, just as a tailor measures you for a bespoke suit. If you absolutely insist, of course, you *can* have one off the peg, but it would be rather like ordering something from Savile Row through a mail-order catalogue. Far wiser and better to do the thing properly, and go along for a personal fitting. After all, when you are buying one of the sleekest, swiftest, most powerful machines ever to come onto the market, you want to be sure – and Ford wants to be sure – that it's tailored exactly right. Only a personal visit can guarantee this.

Unless you have just dropped in from the far side of the moon, it will be unnecessary to point out that this is the car which created a sensation when it came in 1st, 2nd and 3rd in the 1966 Le Mans 24 hour race. Naturally, the 'domestic' version has had to be de-tuned, because the Le Mans machine was race-bred, and would be altogether too formidable for anywhere outside a race circuit. Special exhaust silencers have been developed, and softer brake linings incorporated. There has also been a 25 per cent reduction of the shock absorbers' stiffness. But the overall performance figures still speak volumes. Output is a very smooth 335 bhp at 6250 rpm, which gives a top speed of 164 mph and maximum gear speeds of:

1st	58 mph	2nd	90 mph
3rd	127 mph	4th	142 mph
		Top	164 mph

SPACE AGE LINES Externally, the road version of the GT looks little different from its Le Mans sister. It is just 40 inches high, and driver and passenger sit in a semi-reclining position, following modern practice in all racing and the best Grand Touring cars.

Headlights are enclosed within the bodywork, and perspex covers retain the sleek, space-age lines. Inside, nothing has been spared in the way of comfort and convenience for driver and passenger. Standard upholstery is black, and the floor and door sills are covered with deep carpet and thick underlay.

As one would expect with such a power unit, there is a comprehensive range of instruments, all angled towards the driver's eye. There is also a special windscreen wiper which was developed to operate at speeds of up to 200 mph on the racing GT.

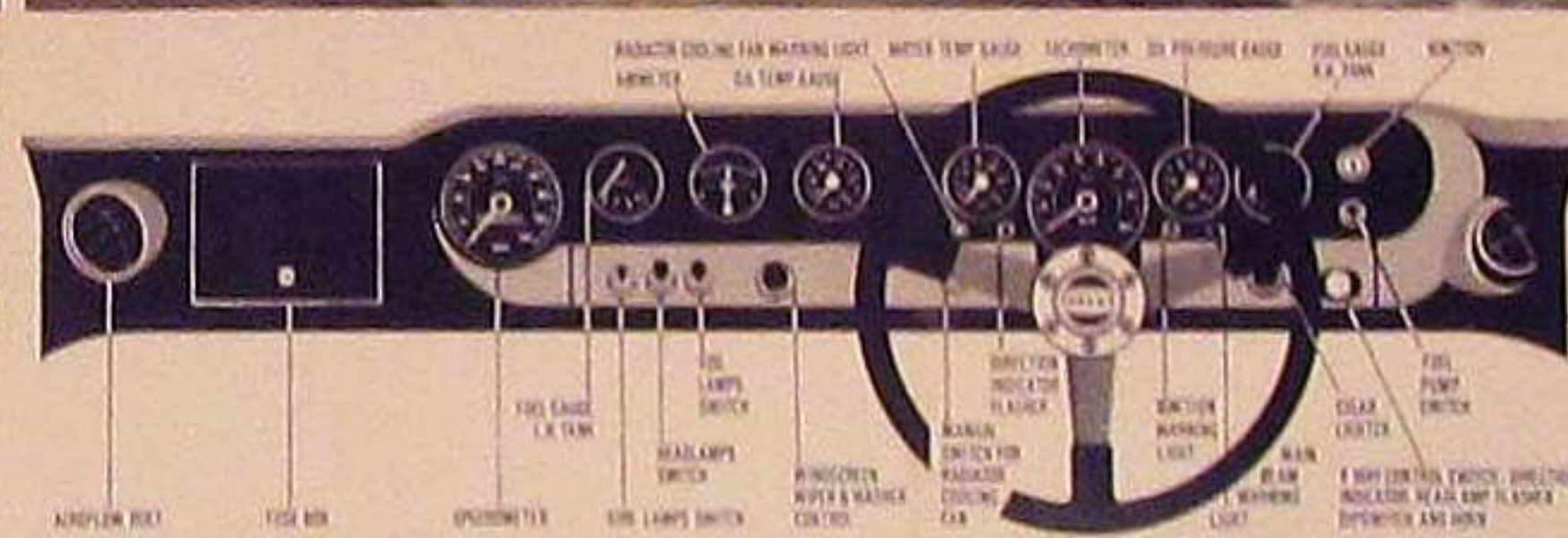
Aeroflow, the unique Ford ventilation system is standard equipment, as is a thermostatically controlled radiator fan, a heater/demister and an engine compartment light.

PERSONAL CHOICE When you go for your personal fitting, among other things the engineers will discuss with you will be the rear axle ratios and the gear ratios. You can choose your own from a wide range. And the body colour? With 150 to choose from, you should be able to find what you want.

The tyres are specially made by Goodyear and incorporate all the lessons this famous company has learned in its highly successful racing programme.

There are two aircraft-patterned fuel cells with a combined capacity of 31 gallons. Fuel is delivered to the carburetors by a heavy-duty Stewart Warner electric pump.

A special two-plate clutch and flywheel complete the transformation from a truly formidable track champion to a smooth, luxurious road car which is equally at home in city streets or on high-speed motorways.





SPECIFICATION

Wheelbase 36 in. 913 mm

Track

Front 55 in. 1397 mm

Rear 55 in. 1397 mm

Overall Dimensions

Length 185 in. 4700 mm

Width 30 in. 770 mm

Height 40.3 in. 1025 mm

Miscellaneous Heights

Base of Windscreen 28.25 in. 717.5 mm

Top of Windscreen 38.2 in. 970.3 mm

Top of Steering Wheel 31.35 in. 796.3 mm

Minimum Ground Clearance 4 in. 101.5 mm

Weight (oil and water, no fuel)

Front 225 lb. 101.4 kg

Rear 1090 lb. 490 kg

Total 2000 lb. 900 kg

Body

The Ford GT40 employs a semi-monocoque construction of 0.024 in. (.61 mm) steel. Hinged hood and rear panel sections and doors are of reinforced fibre glass.

Engine

Cylinders

Number 8

Bore 4 in. 101.5 mm

Stroke 2.87 in. 72.9 mm

Displacement 289 cu. in. 4736 cc

Compression Ratio 8.0:1

Power and Torque

Maximum S.H.P. (5 rpm) 335 @ 6250

Maximum Torque (5 rpm) 330 lb. ft. @ 5500

45.6 m/kg @ 550

Carburetors 4 Weber 48IDA

Lubrication System

Capacity 8 qt. (Imp.) 10 qt. (U.S.) 9.1 litres

TRANSMISSION

Type ZF 5DS-25 Transaxle

Ratios

Final Drive 4.22:1

(optional) 3.33:1

Gearbox First speed 2.42:1

Second speed 1.47:1

Third speed 1.09:1

Fourth speed 0.96:1

Fifth speed 0.85:1

Reverse 3.75:1

CLUTCH

Type Borg & Beck 2-plate

Plate Diameter 8.50 in. 215.9 mm

BRAKES

Front

Type Girling CR

Disc Diameter 11.5 in. 292.1 mm

Rear

Type Girling BR

Disc Diameter 11.5 in. 292.1 mm

STEERING

Type Rack and Pinion

Ratio (overall) 14:1

Turns (lock-to-lock) 2.8

Turning Circle Diameter 37 ft. 11.27 m

Steering Wheel Diameter 15 in. 381 mm

Steering Wheel Adjustment 2 in. 50.8 mm

WHEELS AND TYRES

Wheels Borrani wire-spoke, light alloy rim

Front 6.50 x 15 in.

Rear 8.00 x 15 in.

Tyres (Dunlop)

Front (size) 6.50 x 15 in.

Front (loaded radius) 13.00 in.

Rear (size) 7.25 x 15 in.

Rear (loaded radius) 14.75 in.

Tyres (Goodyear)

Front (size) 6.50 x 15 in.

Front (loaded radius) 12.4 in.

Rear (size) 7.00 x 15 in.

Rear (loaded radius) 13.4 in.

FUEL SYSTEM

Type of Tank Goodyear Fuel Cells

Capacity of Tanks 30.5 gals. (Imp.)

37 gals. (U.S.)

140 litres

Fuel Pumps 2 Stewart Warner 240 A

COOLING SYSTEM

Type of Radiator Marston light alloy

Total Area 318.75 sq. in. 2056 cm²

Depth 3 in. 76.2 mm

Type of Oil Cooler Serck light alloy

Total Area 53.2 sq. in. 343 cm²

Depth 2 in. 50.8 mm

EXHAUST SYSTEM

Type Tuned cross-over

Pipe Diameter 1.6 in. 38.1 mm

ELECTRICAL SYSTEM

Type Transistorized

Voltage 12

Battery Capacity 57 A.H.

