2006

FORD GT

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"One of the most tantalizing pieces of moving art in the world." – EVO magazine

Downforce = $-[\frac{1}{2}\rho V^2 C_L A]$ | Maximum Speed = $V_{MAX} = \sqrt{\frac{[HP - f] \cdot 146{,}600}{C_D A}}$ | Drag = $\frac{1}{2}\rho V^2 C_D A$ | ρ = Air Density | V = Vehicle Speed | C_L = Coefficient of Lift | A = Frontal Area | C_D = Coefficient of Drag | f = Losses | HP = Horsepower | V_{MAX} = Maximum Speed | Ford GT Acceleration = 1@#$%^*!

Starting with nothing more than designers' sketches and incredible determination in 1963, the Ford GT was a fixture in the winner's circle of the world's most prestigious races just 3 short years later. The 1-2-3 finish at 1966's 24 Hours of Le Mans was the culmination of Henry Ford II's vision of making the Ford GT the dominant endurance racer of its generation, and marked the first time that an American manufacturer secured the checkered flag at the famed *Grand Prix d'Endurance*. 1966 marked the first of 4 consecutive years of wins at Le Mans, ending with 1969's razor-thin victory of 120 meters. Today's Ford GT is an epic engineering feat – one that proves technology and innovation can preserve a classic form while bringing it solidly into the future.

1966 24 HOURS OF LE MANS — 1st place — 2nd place — 3rd place

Let 'er rip — START ENGINE

SUSPENSION
- Unequal-length upper and lower aluminum control arms, coil springs, monotube aluminum dampers and tubular stabilizer bar

ENGINE
- Supercharger: Eaton® Model 2300 screw-type
- Ignition System: Electronic distributorless, coil-on plug
- Valvetrain: Dual-overhead camshafts with 4 valves per cylinder
- Configuration: Mid-engine aluminum-block V8, aluminum 4-valve cylinder heads, H-beam connecting rods and forged-aluminum pistons
- Horsepower: 550 hp @ 6500 rpm
- Torque: 500 lb.-ft. @ 3750 rpm
- Fuel System: SEFI with dual injectors per cylinder
- Throttle Body: Twin 70-mm
- Compression Ratio: 8.4:1

DRIVETRAIN
- Transmission: Ricardo 6-speed manual
- Differential: Helical limited-slip
- Clutch: Twin-disc, 240-mm
- Final Drive: 3.36:1

EQUIPMENT
- Driver and passenger airbags
- Front fog lamps
- SecuriLock® passive anti-theft system
- AM/FM stereo with single-CD player
- Carbon-fiber bucket seats with leather-trimmed seating surfaces
- Dual remote-control sideview mirrors
- Power side windows and door locks
- Remote keyless illuminated entry
- Air conditioning

OPTIONS
- McIntosh® Audiophile System with 300 watts, single-CD player and 8" subwoofer
- BBS™ painted forged-aluminum, lightweight 10-spoke wheels
- Painted brake calipers (Red or Gunmetal Grey)
- Racing-style stripes
- Bodyside stripes delete
- Heritage Livery Package: Heritage Blue paint, Epic Orange racing stripe and White rondels on doors, hood and engine cover with choice of numerals

Some vehicles shown with optional features.

TAILLAMPS Racing-style, round

BRAKES
Brembo® cross-drilled and vented discs with 4-piston monoblock calipers — Rear Rotor 13.2" x 1.31" — Front Rotor 14.0" x 1.31"

ABS
4-channel, 4-sensor system

HEADLAMPS High-Intensity Discharge (HID)

WHEELS AND TIRES
BBS painted cast-aluminum 6-spoke wheels
Goodyear Eagle F1 Supercar tires
Rear 19" 275/40ZR19 — Front 18" 235/45ZR18

"The GT is absolutely beautiful – its terrifying shape rising barely 44 inches from the pavement, trailing swirls of testosterone in its wake." – CNNMoney.com

"Long, low and lithe, the GT's endless collection of timeless, rollercoaster curves look as good now as they did at Le Mans in the 1960s." – EVO magazine

"Ford GT grabs hillsides by the throat, dispensing its 550 horsepower onto the pavement with an urge that stuns." – Motor Trend

DRIVER'S COCKPIT
Clutch. Shifter. Accelerator. Tach. Speedometer. And no cupholders.

ROUND PERFORMANCE GAUGES
Tachometer lies dead center. Speedometer numbers end at 220.

RACING-INSPIRED TOGGLE SWITCHES
Operate key systems, just as they did in the fabled GT race car.

ALUMINUM BALL SHIFTER
Cants toward you, inviting your touch.

PAINTED-MAGNESIUM CENTER TUNNEL
Houses the ball shifter for the Ricardo® 6-speed manual transmission, parking brake and air conditioning controls.

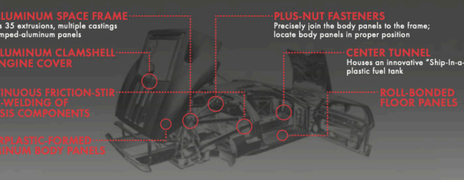
VENTILATED SEATS
Leather-trimmed, carbon-fiber, ventilated seats are another tactile reminder that you're piloting a machine that would feel just as comfortable on the Mulsanne straight at Le Mans as it does on the L.A. freeway.

"Ford GT brims with inspired details." – Motor Trend

In GT's rearview mirror, you can watch the supercharger working hard through triple-pane glass. "The feeling of having a 5.4L, 550-hp good old American V8 sitting just inches from the back of your head is simply stunning." – Marketwatch

Each hand-built, aluminum 5.4L 32-valve modular V8 in Ford GT produces an astounding 550 hp and 500 lb.-ft. of torque. Together with a purpose-built Ricardo 6-speed manual transmission, this mid-engine fire-breather launches Ford GT out of the gate in blinding speed. "You can reach 60 mph – without leaving first gear – in an amazing 3.4 seconds. Second gear is good for 95 mph, third for 135-plus. That still leaves 3 more gears," says CNNMoney.com. To achieve such dizzying output, engineers added an Eaton screw-type supercharger for 12 psi of boost. Air fortunate enough to be entering through twin 70-mm throttle bodies is pressurized and then forced through an air-to-liquid intercooler before reaching the cylinders. There, it combines with fuel delivered through dual injectors, producing amazing thrust and breathtaking acceleration. "The GT asserts itself instantly, unleashing an explosion of acceleration unlike anything I've experienced before," says England's *EVO* magazine. A high-capacity, dry-sump oil system, virtually unaffected by G-forces during maximum cornering, provides consistent lubrication. From computer model to production engine in less than 2 years, what roars to life under Ford GT's clamshell engine cover is a testament to the passion and expertise of Ford engineering.

It takes some serious hardware to slow down a performance machine with this much horsepower. GT's got it – thanks to its standard 4-channel anti-lock braking system. Four-piston monoblock calipers hold disc brake pads that clamp down on massive vented and cross-drilled Brembo rotors (14" front and 13.2" in the rear).



\\ Seating capacity 2 \\ Head room 35.4" \\ Leg room 44.6" \\ Shoulder room 57.7" \\ Hip room 57.8" \\ Passenger volume 52.8 cu. ft. \\ Fuel capacity 17.5 gallons \\ Oil capacity 12 quarts \\ Recommended fuel 91 octane \\ Weight distribution f/r: 43/57 \\ Length 182.8" \\ Width 76.9" \\

Ford

BUILT FOR THE ROAD AHEAD.

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