

Superformance



Superformance GT40

First in the Superformance GT40 line up is the MKII A, a quality re-creation of the original that beat the Ferrari and finished in the top three positions at Le Mans in 1966. In developing the exhilarating SPF GT40, engineers went to great lengths to ensure authenticity. So authentic, that we can legally use the name “GT40”.

Our engineers are proud of their results in creating this authentic replica of the GT 40 Mk II that finished first, second, and third in the grueling 24 Hours at Le Mans in 1966. After four years in development, production on this exclusive model began, with careful attention to detail incorporating an original style monocoque chassis and a pressed steel roof. The GT is an exact replica of the road going version of the original, with more than 90% of the vehicle’s parts being interchangeable with the original car and chassis. The first in the production line was crated and flown off to its first public showing on May 18, 2005 in Carlisle, Pa. joining the parade later in 2006 are the MKI and FIA versions.

Add your choice of power (big or small block) with a ZF/RBT transaxle, and prepare yourself for extreme satisfaction, performance and the ultimate in styling.

SPF GT40 Standard Equipment:

The Superformance GT40 is precision crafted, factory assembled and sold minus an engine and transaxle.

- Original style monocoque chassis
- Pressed steel roof
- Suspension same as original
- Paint: Base and clear coat in a variety of colors
- Left-hand drive
- Shifter & Handbrake located in center of tunnel
- Tunnel offset as the original
- Original style seats with silver rivets
- High capacity air-conditioning included
- Wilwood super light brakes
- Adjustable pedal box
- Adjustable steering as original. Wheel removable.
- Original style "Hartswell" door latches and catches
- Windows: Front glass, side lexan with vents
- Cross flow radiator
- Original style "Bundle of Snakes" exhaust
- Instrument Panel fitted with Smith gauges
- Wheels: "Halibrand" style (MKII), "BRM" style (MKI)
- Headers for small and big block engines
- Engine oil pan
- MKI and MKII models available

Dimensions, Capacities, and Specifications:

Compared with Original GT40

	1966 Ford GT 40 Mk IIA Le Mans Winner	Superformance GT Mk II
GENERAL		
Weight, lb	2682	2400
Weight Distribution front/rear, %	38/62	40/60
Wheelbase, in.	95.0	95.0
Track front/rear, in	57.0/56.0	56/59
Overall length, in	163.0	163
Width (over scoops), in	70.0	70..5
Height, in	40.5	39.5-40.5
Frontal area, sq.ft.	15.8	15.8
Fuel tank capacity, gal	42	22.5
ENGINE		
Family	Ford FE	Ford 351W
N. cyl & type	V8	V8
Bore x stroke, in	4.232 x 3.784	4.125 x 4.000
Displacement, cu.in.	427	427
Compression ratio	10.5	10.25
Bhp @ rpm	485 @ 6200	550 @ 5600
Torque @ rpm, lb.ft.	475 @ 4000	535 @ 5200
Carburation	1 x 4 bbl	1 x 4 bbl, or EFI

DRIVE TRAIN

Transaxle	Ford T-44	RBT
Speeds	4	5
Gear ratios, transmission/overall		
1st	2.22 / 6.18	2.58 / 9.73
2nd	1.43 / 3.96	1.61 / 6.07
3rd	1.19 / 3.30	1.14 / 4.30
4th	1.00 / 2.77	0.846 / 3.19
5th		0.642 / 2.42
Differential ratio	3.09	3.77
Transfer gear ratio	0.899	

CHASSIS & SUSPENSION

Frame type	Semi-monocoque, sheet steel	Semi-monocoque, sheet steel
Brake type	Vented disc, single caliper	Vented disc, single caliper
Tires	Goodyear "A"	Yokohama Avid
Front	9.75-15 (250/60-15 approx)	225/60R15 (test) 225/50R15 (opt)
Rear	12.8-15 (325/60-15 approx)	275/60R15 (test) 295/50R15 (opt)
Wheels		
Front		15x8
Rear		15x10
Steering type	Rack and pinion	Rack and pinion
Front suspension	Independent with unequal length A- arms, coil springs, tube shocks, anti- roll bar	Independent with unequal length A- arms, coil springs, tube shocks, anti-roll bar
Rear suspension	Independent with trailing arms, unequal length lateral arms, coil springs, tube shocks, anti-roll bar	Independent with trailing arms, unequal length lateral arms, coil springs, tube shocks, anti-roll bar

INSTRUMENTATION:

Instruments	7000 rpm tach oil temperature water temperature fuel pressure ammeter gearbox oil temperature	oil pressure 8000 rpm tach water temperature oil temperature fuel level ammeter 200 mph speedometer
Warning lights	differential oil pressure engine oil pressure	high beam alternator turn signal radiator cooling fans

CALCULATED DATA

Engine rpm @ 60 mph	1905	1811
Lb / hp (with driver)	5.8	4.6

SPEED IN GEARS

mph @ rpm

1st	89 @ 6200	53 @ 6400
2nd	140 @ 6200	85 @ 6400
3rd	170 @ 6200	120 @ 6400
4th	205 @ 6200	161 @ 6400
5th		207 @ 6230

ACCELERATION

Time to speed

0-40 mph, sec	2.8	2.1
0-60 mph, sec	4.2	3.7
0-80 mph, sec	5.6	4.8
0-100 mph, sec	8.2	6.9
0-120 mph, sec	10.8	9.2
0-140 mph, sec	14.0	11.8
0-160 mph, sec	19.1	15.3
0-180 mph, sec	27.0	21.7

Time to distance

Quarter mile, sec @ mph	12.0 @ 129	11.2 @ 135
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FUEL ECONOMY

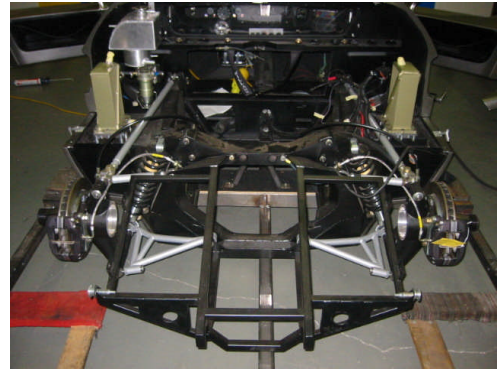
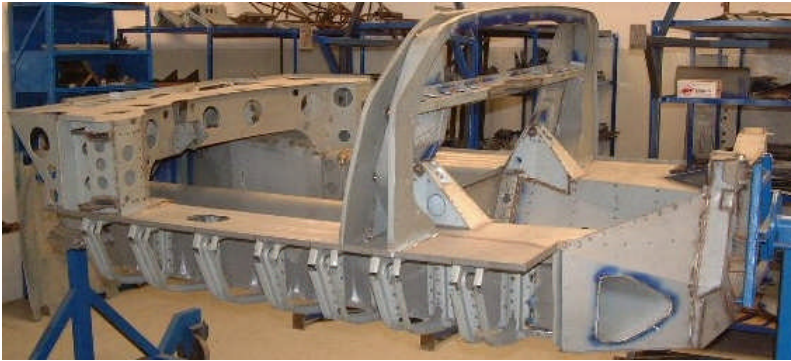
steady state mpg in top
gear

70 mph	16.5	16.0
100 mph	15.7	15.1
150 mph	10.1	9.62
200 mph	6.2	5.9

Notes:

1. Data for 1966 Ford GT40 from:
Road & Track, Oct 1966, Portrait of the Le Mans Winner, Technical Analysis
2. Data for Superformance GT40 Mk II from:
Dimensions measured from GT 001
Weights from factory data for GT 002
Production drive train ratios from factory data
Engine specs from Roush data
3. Superformance GT40 right height depends on tire size and settings.
4. Superformance GT40 is lighter, primarily because of lighter engine.
5. Difference in tread measurement is due primarily to differences in tire sizes.
6. Acceleration and fuel economy data from performance simulator.
7. Ford GT40 initial acceleration hampered by tall first gear.

Monocoque Chassis:



Advantages of Monocoque Design:

- Low weight.
- Chassis can be part of the bodywork.
- Greater rigidity when compared to space frame of similar weight.

Disadvantages of Monocoque Design:

- Design is difficult to analyze using traditional methods.
- Greater material cost.
- Specialized construction methods.

INTERIOR:

- Left Hand Drive
- Shifter & handbrake located on center tunnel
- Original style seats.
- Driver's seat 3" wider than original.
- Air Conditioning.
- Removable Steering Wheel
- Instrument Panel equipped with "Smith" gauges.
- Optional Gurney Bubble – allows extra headroom.

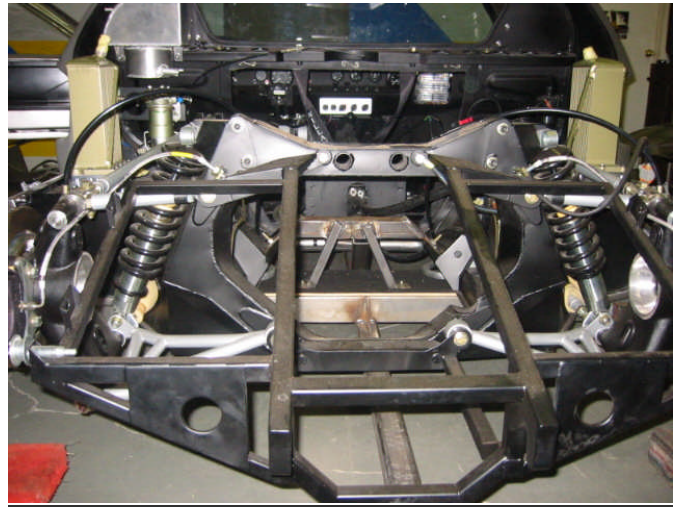
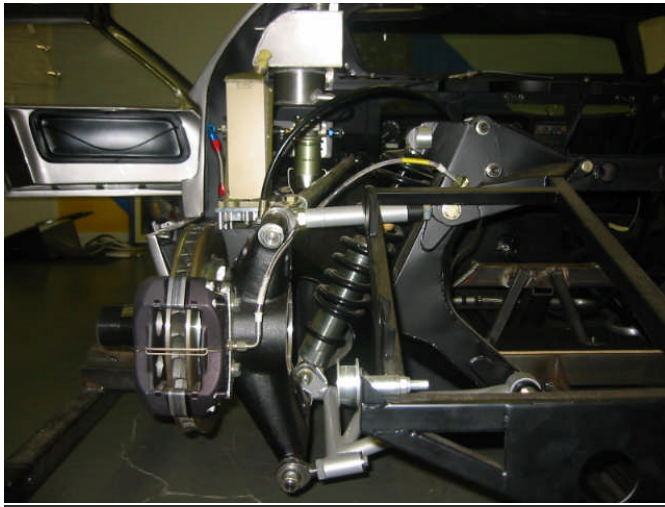




BODY/EXTERIOR:

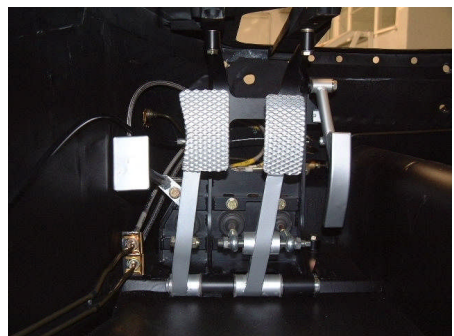
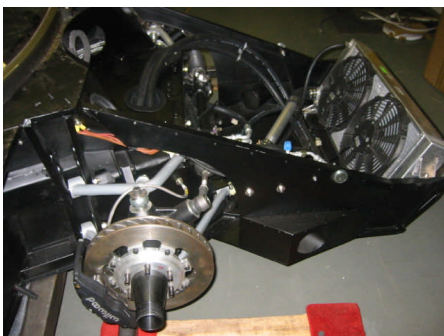


SUSPENSION:



External Components

- Suspension as original.
- Brakes are Wilwood “Super Light”.
- Adjustable Pedal Box.
- Cross-flow Radiator.
- Engine Oil Pan supplied with car.
- Twin stainless steel baffled fuel tanks mounted in the door sills.
- Original style oil cooler.
- Original style header tank. The MK II pumps will appear to be like the original.





Why Superformance?

- Built by one of the World's largest Specialty Car manufacturers.
- Proven industry leader in value.
- Proven industry leader in quality.
- Aesthetically correct.
- Factory produced rolling chassis.
- Only new superior parts are used in construction. .
- Latest technology and equipment.
- Finest three coat PPG paint finish.
- Superior chassis design.
- Dedicated US Dealer network.
- Demonstration products at dealers.
- Registry and owners club.
- Warranty.

The Superformance GT40 can only sold as a Component vehicle less engine and transaxle, Federal laws require the end user to finalize the build, as it can be exempt from current EPA and DOT requirements as a “hobbyist built, assembled vehicle” and legally titled for street use. We will be glad to recommend qualified installers for help with finalizing your car.

Current, Introductory price \$69,900

