

The All-New
05 FORD GT



AMERICA'S SUPERCARSM RETURNS.

The streets of America have a new master. And performance-minded enthusiasts everywhere have a new leader. Much like the buzz generated by our legendary Ford GT that dominated endurance racing in the late '60s, the new 2005 Ford GT debuts to a groundswell of international acclaim. Its rebirth is an epic engineering feat that proves technology and innovation can preserve a classic form while bringing it solidly into the future. With 550 hp and 500 lb.-ft. of torque on tap, this is the one.



Ford GT with standard White body side stripes on Mark IV Red.



ANY MORE THRUST AND YOU'D BE STARTING FROM A LAUNCH PAD.

The hand-built, aluminum 5.4L 32-valve 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 to a 0-60 time of 3.3 seconds.* "On the track, the Ford GT's acceleration is awe-inspiring: few – if any – sports cars in the world will be able to outgun it," says *Motor Trend*. 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. 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 two years, what roars to life under Ford GT's clamshell engine cover is a testament to the passion and expertise of Ford engineering. "Every nudge of the throttle yields a huge lunge forward," says *Automobile Magazine*. Ready, set – gone.

*Car and Driver comparison test, January 2004 issue.

A POTENT BLEND OF HISTORY, POWER AND...

FOUR GLORIOUS YEARS IN A ROW, AN AMERICAN-BUILT SUPERCAR DOMINATED THE WORLD'S FINEST.

Starting with nothing more than designer 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 three short years later. The 1-2-3 finish at 1966's 24 Hours of Le Mans (above) was the culmination of Henry Ford II's vision of making the Ford GT the dominant endurance racer of its time. As the three Ford GT Mark II-As completed their historic sweep, Ford Motor Company became the first American manufacturer to secure the checkered flag at the famed *Grand Prix d'Endurance*. 1966 marked the first of four consecutive years of wins at Le Mans, ending with 1969's razor-thin victory of 120 meters over the second-place Porsche 908. "In six years in the front lines at Le Mans, ... the Fords won four of their six races and, with a program started from scratch, this cannot be rated less than splendid," says David Hodges in his book *Ford GT40: An Anglo-American Supercar Classic*. Clearly, the Ford GT legend was just beginning.



ART.

A MODERN MASTERPIECE, FROM EVERY ANGLE.

From the rear, angled exhaust tips and exposed diffusers underneath evoke Ford GT's race-proven heritage. Sweeping curves, massive tires and functional air intakes on the sides communicate an unquenchable need for speed. From the front, Ford GT sits low, hugging the road it was born to rule – even when standing still. Masterfully designed by an engineering dream team of Ford engineers, Ford GT is a hand-crafted work of pure automotive art. One that finds full expression in motion – especially from behind the wheel.



RED, WHITE AND TRUE.

AMERICA'S SUPERCAR™ RETURNS.



From left to right: Ford GT with available White stripes on Mark IV Red, available Blue stripes on Centennial White and available White stripes on Midnight Blue Metallic.

FORD GT COLOR CHOICES



BLACK ON QUICK SILVER METALLIC



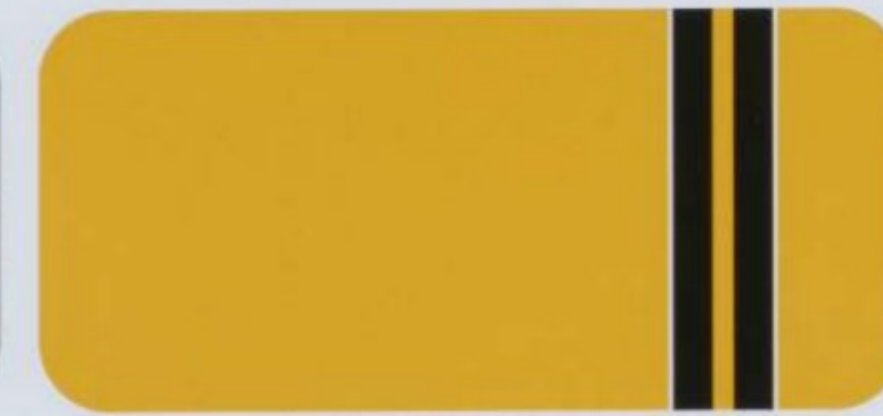
WHITE ON MIDNIGHT BLUE METALLIC



SILVER ON MARK II BLACK



BLUE ON CENTENNIAL WHITE

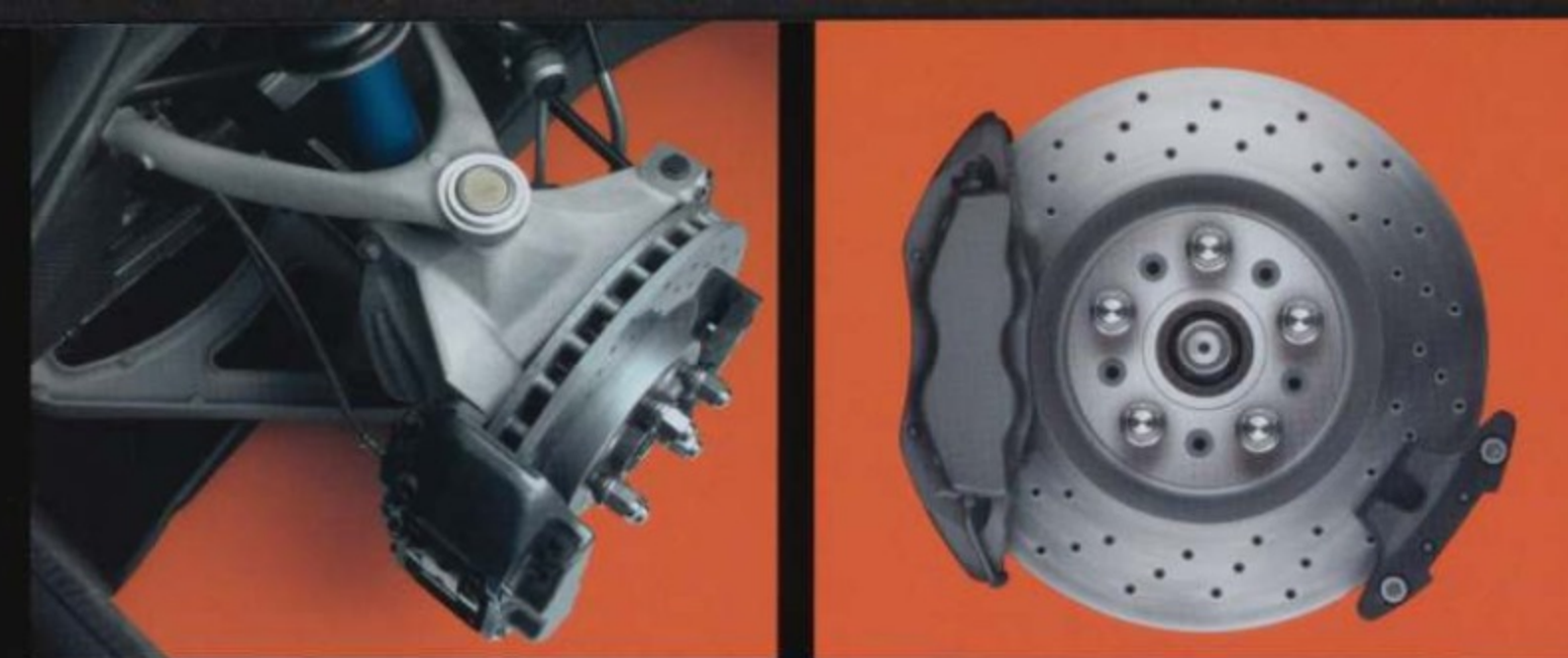
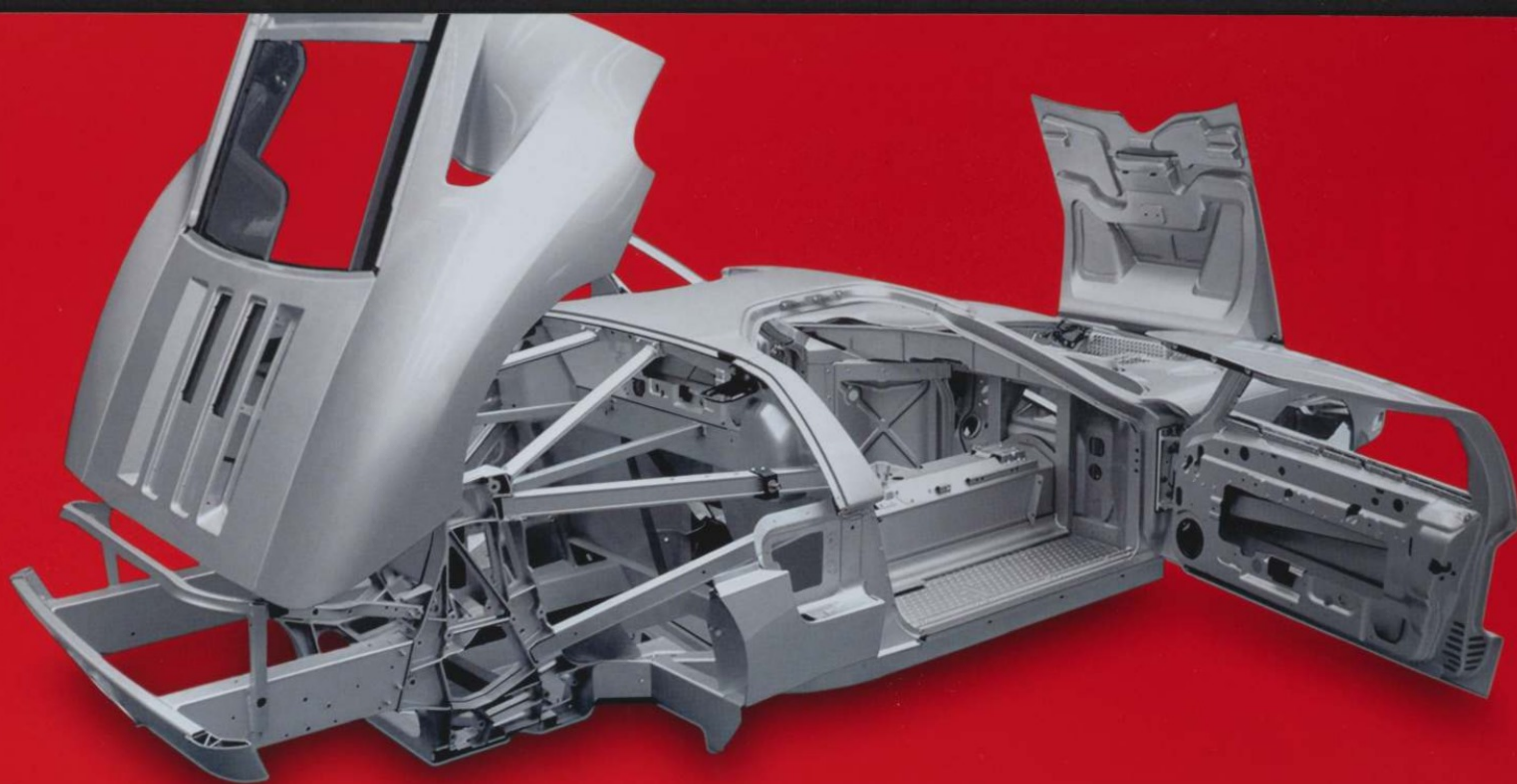


BLACK ON SPEED YELLOW



WHITE ON MARK IV RED

Stripes on hood, roof and clamshell engine cover are available. Bodyside stripes are standard, but may be deleted if you prefer.



HUGGING THE ROAD? WITH THIS MUCH CONTROL, YOU'LL BECOME ONE WITH IT.

To manage the stresses of high speeds and extreme performance, many components of Ford GT's double-wishbone suspension are made of forged aluminum because of its exceptional rigidity and light weight. Unequal-length upper and lower control arms reside at all four corners, paired with coil springs, monotube shocks and stabilizer bars. BBS,[™] a world-renowned manufacturer of Formula 1 (F1) and Indy-Car Series racing wheels, designed and supplies Ford GT's aluminum wheels. A 6-spoke cast-aluminum design is standard. For the racing purist, an available 10-spoke wheel is crafted of lightweight forged aluminum, enhancing the incredible road-hugging performance of the double-wishbone suspension. Goodyear Eagle F1 Supercar tires, measuring 18" in front and 19" in the rear, transfer Ford GT's potent power to the pavement, while massive Brembo[®] brakes bring it all to a halt – quickly. True to its performance heritage, nothing exists simply for show on the next-generation Ford GT.

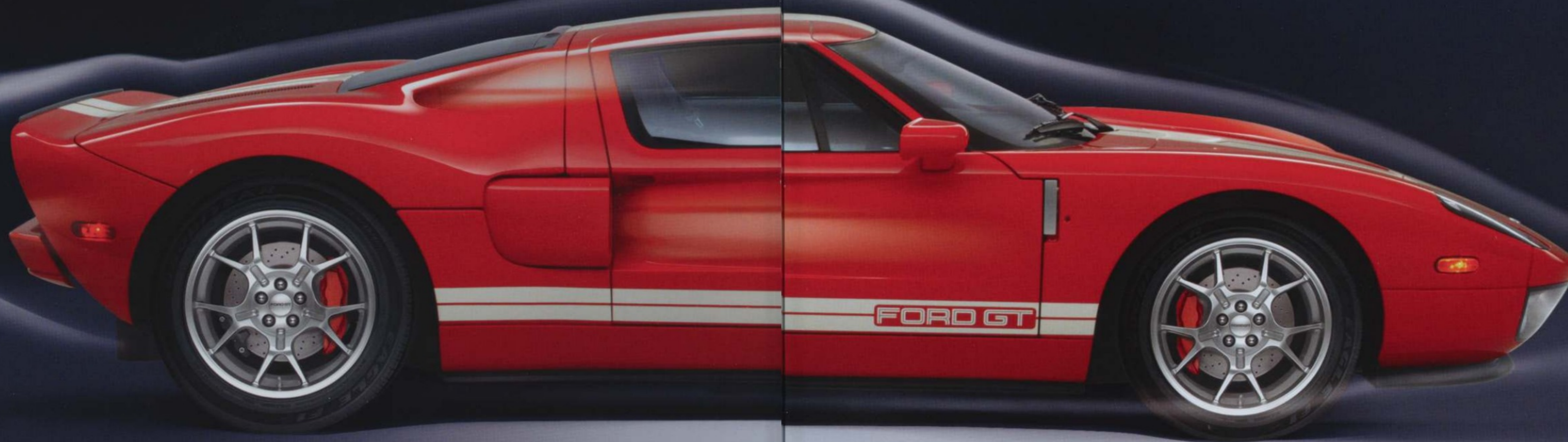
THE POWER THAT CARRIED GURNEY AND FOYT TO VICTORY...

A STIFF FOUNDATION BUILT FOR ASTONISHING SPEED, RAW POWER AND UNEQUALED BEAUTY.

0-60 mph – 3.3 seconds.* Quarter mile – 11.6 seconds, 128 mph.* To achieve numbers like these, Ford GT rides on a unique aluminum superstructure. To create a body structure with higher torsional stiffness than the Ferrari 360 Modena, Ford engineers used the latest technology and most advanced materials. In fact, the Ford GT team so successfully used advanced technology that Ford GT's journey from concept to production car could very well be the standard for future new-vehicle programs. An all-aluminum space frame, superplastic-formed aluminum body panels attached with innovative plus-nut fasteners (below), roll-bonded floor panels, a ship-in-a-bottle plastic fuel tank, and a continuous friction-stir-seam-welded center tunnel are just some of the state-of-the-art engineering processes used to craft the blue oval of supercars. One that's uniquely American, uniquely Ford – and truly world class.

*Car and Driver comparison test, January 2004 issue.



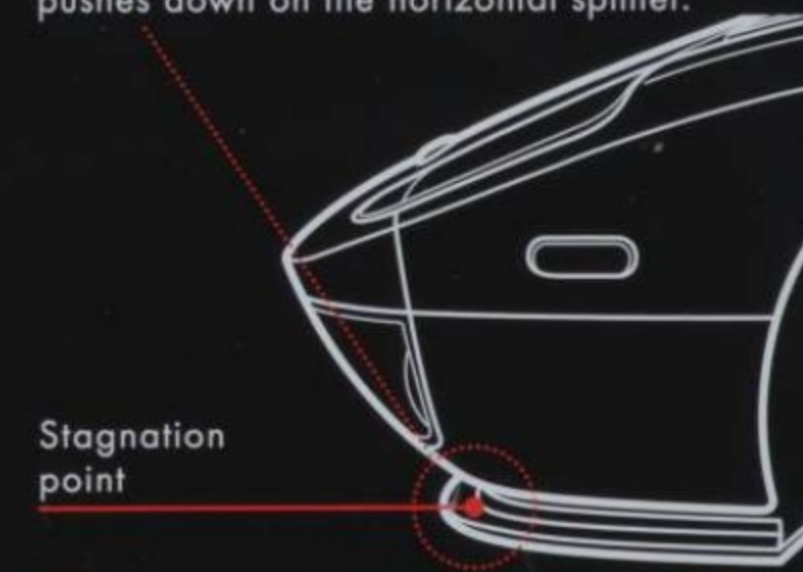


CAN NOW BE HARNESSSED...

FORD GT NOT ONLY SLICES THROUGH THE AIR, IT CHANNELS, MANAGES AND SPLITS IT.

Underneath Ford GT's incredibly alluring shape is an air management system that literally sucks the car to the road. A front splitter maximizes downforce and limits the volume of air traveling under the vehicle. Side splitters prevent air from escaping under the rocker panels. And rear diffusers accelerate exiting air. The result, in technical terms, is significant downforce at speed and one of the most efficient lift/drag values on a production car. In practical terms, it's "Yeeee-HAI!" We've made the air your ally. Now, go ride Ford GT like the wind.

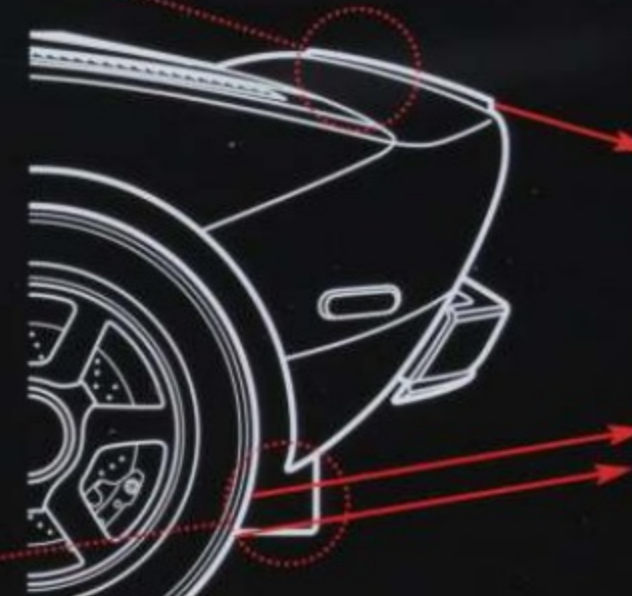
The horizontal air dam creates a high-pressure stagnation zone that pushes down on the horizontal splitter.



Stagnation point

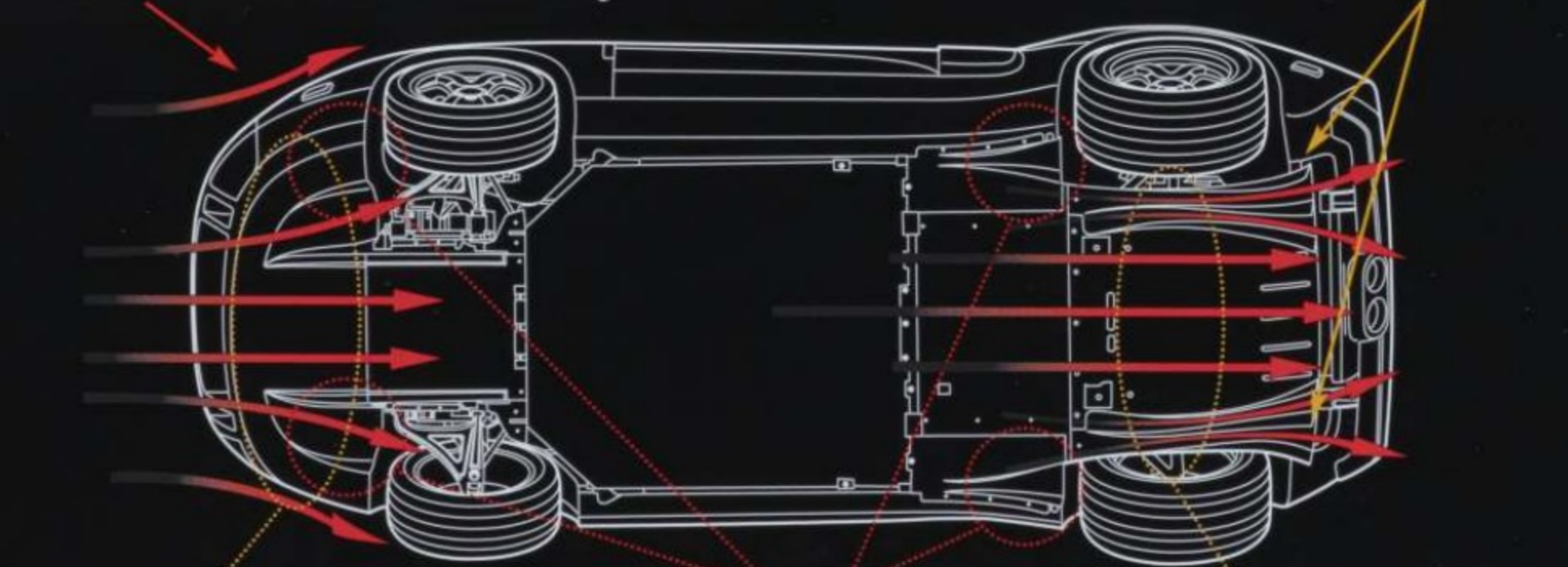
High-speed/low-pressure region

The rear-spoiler extension creates high-pressure stagnation that pushes down on the rear of the vehicle, creating a clean break of the airflow, and reducing wake size.



The rear diffuser also reduces the size of the low-pressure wake.

Side air dams direct airflow away from the tire and wheel well and reduce drag.



Rear underbody diffusers

High-speed/low-pressure region

These diffusers accelerate and feed airflow into the wheel wells.

High-speed/low-pressure region



In addition to reflecting Ford GT's world-famous racing lineage, exposed rear diffusers accelerate exiting air to create a vacuum that keeps the vehicle in contact with the pavement. Combined with a chin spoiler and side splitters, Ford GT's aero package glues it to the road - at any speed.

$$\text{Downforce} = - \left[\frac{1}{2} \rho V^2 C_L A \right]$$

$$\text{Maximum Speed} = V_{\text{max}} = \sqrt[3]{\frac{(\text{HP} - f) \cdot 146,600}{C_d A}}$$

$$\text{Drag} = \frac{1}{2} \rho V^2 C_D A$$

$$\text{Ford GT Acceleration} = !@\#\$\%^*!$$



BY YOU.

CLUTCH. SHIFTER. ACCELERATOR. SPEEDOMETER. TACH. AND NO CUPHOLDERS.

In other words, just the essentials in here. After all, Ford GT exists for one very carnal reason: to perform beyond your wildest expectations. Inside its modern cockpit, the mood is all business. Sitting low in the ventilated, leather-trimmed, carbon-fiber driver's seat, Ford GT's controls are ready to assist you in managing the awesome power of this street-legal machine. To operate key systems, toggle switches line the instrument panel, just as they did in the original Ford GT. Tachometer is dead center. Speedometer off to the right, angled your way so you don't miss a thing. An aluminum ball shifter rests atop a brushed-magnesium center tunnel, canting toward you – inviting your touch. Aluminum pedals for the clutch, accelerator and brake await your feet. "We found the Ford GT to bristle with feedback from the road, with an almost tactile connection through every driver interface to the track's surface. The GT's aptitude at digging in and attacking the curves simply wows," says *AutoWeek*. Once inside, you may never leave.



FORD GT SPECIFICATIONS

ENGINE

CONFIGURATION

Mid-engine aluminum-block V8, aluminum 4-valve cylinder heads, H-beam connecting rods and forged-aluminum pistons

DISPLACEMENT

5.4 liters (5409 cc/330 cid)

COMPRESSION RATIO

8.4:1

HORSEPOWER

550 hp @ 6500 rpm

TORQUE

500 lb.-ft. @ 3750 rpm

VALVETRAIN

Double-overhead camshaft with 4 valves per cylinder

IGNITION SYSTEM

Electronic distributorless, coil-on-plug

FUEL SYSTEM

Sequential multi-port electronic fuel injection (SEFI) with dual injectors per cylinder

SUPERCHARGER

Eaton® Model 2300 screw-type

THROTTLE BODY

Twin 70 mm

LUBRICATION SYSTEM

12-qt. racing-style dry sump

SUSPENSION

FRONT AND REAR

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

WHEELS AND TIRES

BBS™ Painted Cast-Aluminum 6-Spoke Wheels – 18" (front), 19" (rear)

Goodyear Eagle F1 Supercar Tires – 235/45ZR18 (front), 315/40ZR19 (rear)

BRAKES

Brembo® cross-drilled and vented discs, 4-piston monoblock calipers

FRONT

14.0 x 1.3 in. (355 x 32 mm)

REAR

13.2 x 1.3 in. (335 x 32 mm)

ABS

4-channel, 4-sensor system

DRIVETRAIN

TRANSAXLE

Ricardo® 6-speed

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
- Rockford Fosgate® AM/FM stereo with single-CD/MP3 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 Single-CD Player. Includes 2 door speakers (5.25" coaxial), 4-channel power amplifier, 8" subwoofer with inverted Neodymium magnet, and 1" door tweeters
- BBS Painted Forged-Aluminum 10-Spoke Wheels 18" (front), 19" (rear)
- Painted Brake Calipers. Red or Gunmetal Grey (Black standard)
- Painted Racing Stripes. On hood, roof and clamshell engine cover
- Stripe Delete. No-charge option

Following publication of the catalog, certain changes in standard equipment, options and the like, or product delays may have occurred which would not be included in these pages. Some features discussed may be optional. Vehicles shown may contain optional equipment. Your Ford Dealer is the best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

CHOOSE YOUR STRIPES



Bodyside stripes – standard



Painted racing stripes on hood, roof and clamshell engine cover – available



Stripe delete – available

THE PACE CAR FOR AN ENTIRE COMPANY.

fordvehicles.com

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