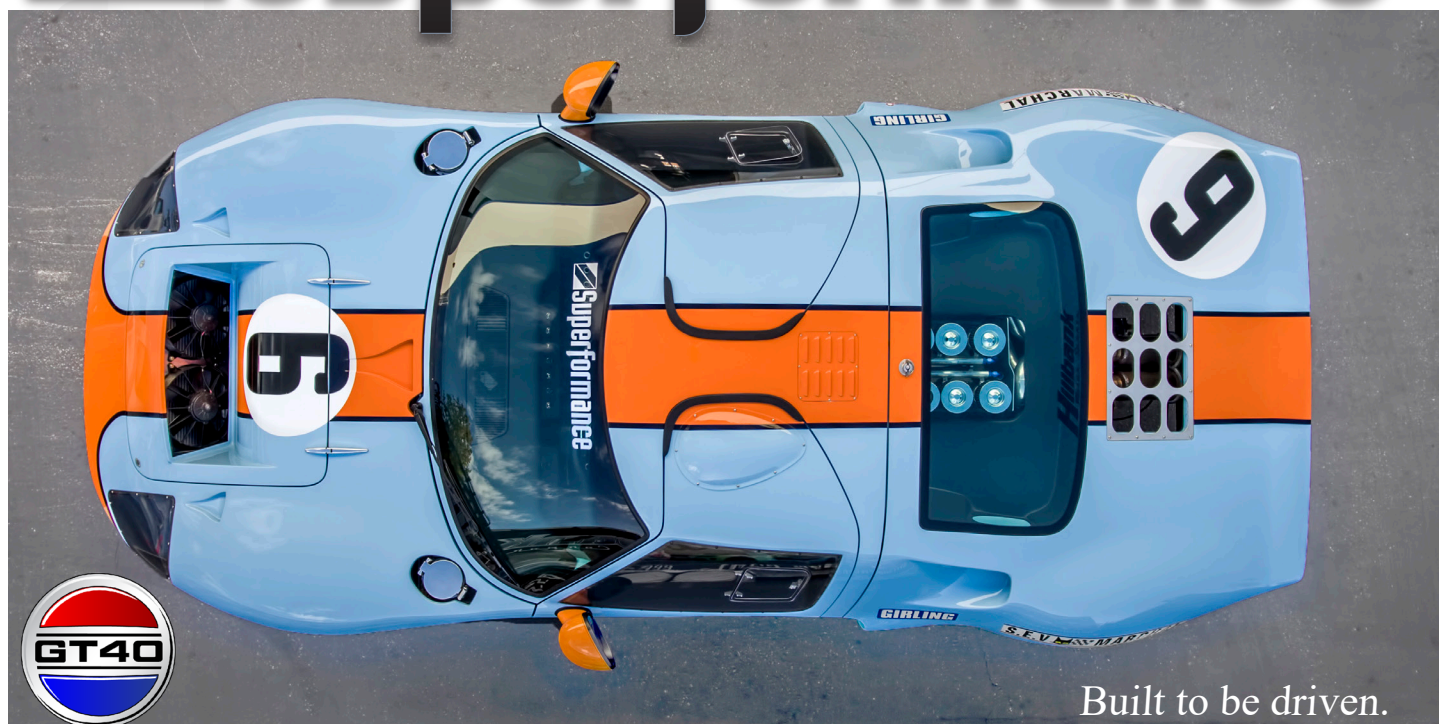


Superformance®



Built to be driven.

Superformance GT40

A quality re-creation of the original Ford GT40 that beat Ferrari, famously sweeping the top three positions in the grueling 24 Hours of Le Mans in 1966 and again in 1967 with the GT40 MKIV. In 1968 and 1969, GT40 MKI number 1075 became the only race car to win Le Mans for two consecutive years.

In developing our exhilarating GT40 continuation, our engineers went to great lengths to ensure authenticity. It is NOT a kit car or replica, it is a genuine continuation GT40. The Superformance GT40 MKI, MKII and GT40 R competition are numbered with the original GT40-P chassis numbers and are listed in the Shelby Car World Registry and official GT40 registry.

The GT40 continuation is built to exacting standards - in fact over two thirds of the parts in the rolling chassis are interchangeable with that of the original, including the 'monocoque' style chassis.

The Superformance GT40 also boasts a pressed steel roof and beautifully finished body. Current models offered are the MKI and MKII which are available in right and left hand drive, as well as the GT40/R Competition.

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



**Specifications subject to change without notice.*

Standard features.

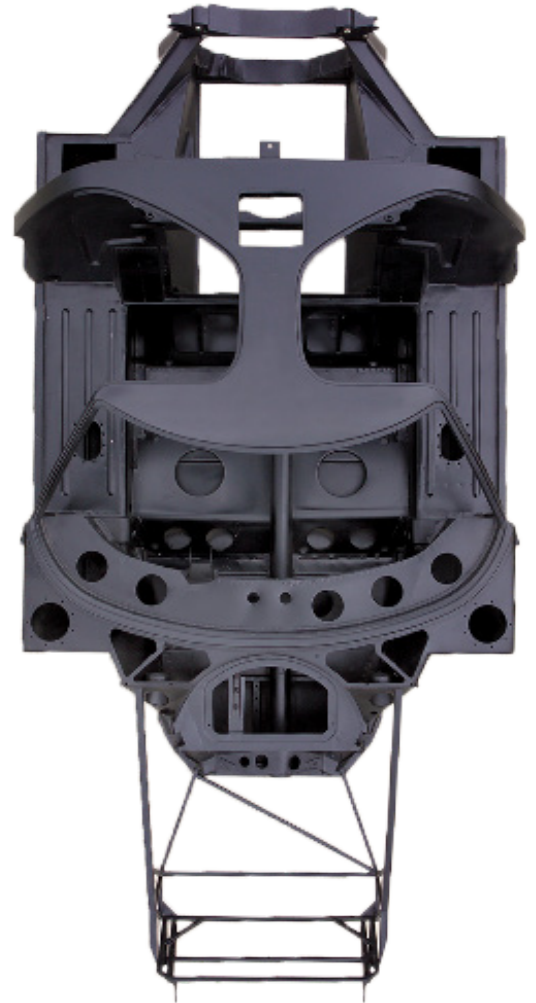
- A complete factory assembled rolling chassis.
- Show quality paint finishes with many standard colors.
- Fully independent front and rear suspension.
- Bilstein® coil over progressive shocks with performance Springs®.
- Four-wheel vented disc brakes, Wilwood 4-piston calipers.
- Aluminum radiator/oil cooler with dual electric fans.
- Original style steel monocoque chassis.
- Pressed steel roof.
- Original style suspension.
- Right and Left-hand drive models available.
- Shifter & Handbrake located in center of tunnel.
- Included in latest Shelby World Registry.
- Original style seats with silver rivets.
- High capacity air-conditioner.
- Oil cooler and braided lines.
- Adjustable pedal box.
- Twin stainless steel baffled fuel tanks.
- Cross flow radiator.
- Sold TKM turnkey minus engine and transaxle

MKI Features

- Open crate air intake.
- Lower / wider front fenders.
- Smoother body lines.
- BRM style wheels.
- Inverted side air scoops.
- Double scoop hood insert.
- Accommodates small block engine (includes molded engine cover.
- Built in rear spoiler
- Available in Heritage color patterns.
- *GT40 MKI Heritage uses single hood scoop insert.*

MKII Features

- Center engine scoop.
- Double brake lights.
- Bolt on adjustable spoiler.
- Halibrand style wheels.
- Aggressive snorkels.
- Single scoop hood insert.
- Accommodates big or small block engines.



	1966 Ford GT 40 Mk IIA Le Mans Winner	Superformance GT Mk II
GENERAL SPECS		
Weight, lb	2682	2400
Weight Distribution front/rear, %	38/62	40/60
Wheelbase in.	95	95
Track front/rear, in.	57/56	56/59
Overall length, in.	163	163
Overall width, in. (over scoops)	70	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
DRIVE TRAIN		<i>Suggested</i>
Transaxle	Ford T-44	RBT or Equiv.
Speeds	4	5
ENGINE SPECS		<i>Suggested</i>
Family	Ford FE	Ford 351W / FE / Modular
AERODYNAMICS		
Frontal area	14.1 sq ft	14.1 sq ft
Drag coefficient (Cd)	0.39	0.39
Drag area (Cd*A)	5.50	5.50
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 Tires	9.75 - 15 (250 / 60-15 approx)	225 / 60R15 (test) 225 / 50R15 (opt)
Rear Tires	12.8 - 15 (325 / 60-15 approx)	275 / 60R15 (test) 295 / 50R15 (opt)
Wheels Front / Rear		15x8/15x10
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 speedom- eter
Warning lights	differential oil pressure engine oil pressure	high beam alternator turn signal radiator cooling fans

*Specifications subject to change without notice.

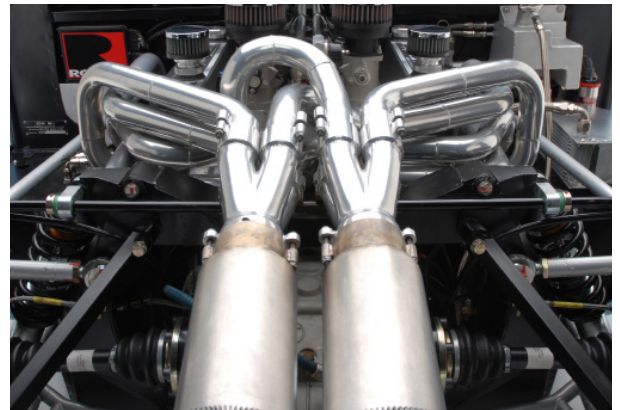
SPF GT40 Standard Equipment

The MK I, MK II and R are not kits. They are a continuation of the original, authorized by the original holders of the GT40 trademark and are registry eligible. A true legend in looks and performance, this is a street and track vehicle based on the original race car concept, design, configuration and dimensions. These exquisitely detailed cars have been built to the original specifications with over 70 percent of the parts interchangeable. In addition, the race versions comply with the FIA Appendix K regulations.



Dimensions of the MK I, MK II and R continuation series are true to the original. The chassis is an exact replication of the original monocoque unibody structure down to the pressed steel roof spider. The only departure is the use of electro-galvanized sheet steel in the construction. The chassis, at over 12,000 pounds per degree, is stiffer than any other chassis on the market, and is made up of more than 244 laser cut and bent or pressed parts.

The GT40 continuation features the original race car suspension layout, 'bundle of snakes' exhaust, 'Hartwell' door latches and catches, and original style seats with silver rivets. The GT40 steering is rack-and-pinion with a removable steering wheel for easy access to the cockpit. GT40 owners also have the luxury of modern safety modifications such as air conditioning, Wilwood super light brakes, custom shocks and springs, an adjustable pedal box, cross-flow radiator, Smith gauges on the instrument panel, the option for left or right hand drive and Lexan side windows with vents.



All models leave the factory as complete rolling chassis, complete in every way except for the engine, clutch, and transaxle. The recommended power source is a specially prepared Ford Racing engine with the new ZF/RBT style 5-speed transaxle, but owners also have the option to fit any Ford-based 289, 302, or 351W small block or 427 big block (MKII only) engine.

An American racing icon is reborn. This is your chance to own a genuine collectible, a legend of Le Mans, a race car for the street as well as the track. Get yours today by calling 1-800-297-6253 or by visiting a dealer near you. Or visit us online at www.Superformance.com or www.gt40spf.com.

*Our GT40 chassis uses ZE 50/50, a Zinc-coated mildsteel (Electro Galvanized Steel) that ensures the chassis will stand the test of time against rust and other harmful pollutants.



**Specifications subject to change without notice.*

Superformance GT40

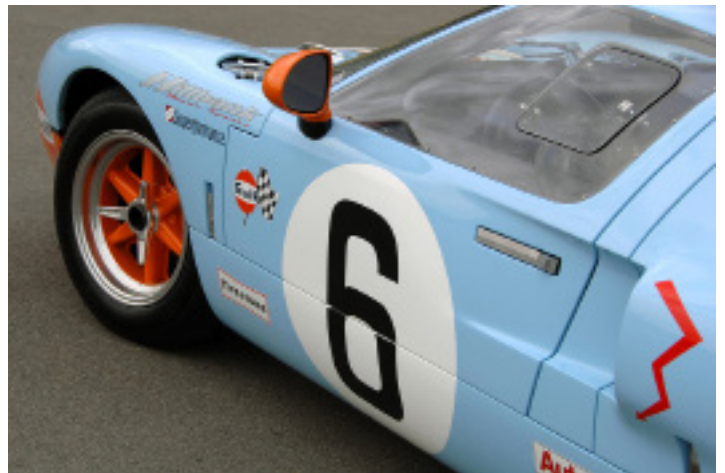
The GT40 continuation collectible is licensed and endorsed by Safir GT40 Spares LLC, as a true “continuation” of the original. Each hand-crafted GT40 carries a GT40-P chassis number and is registry eligible. The versions that are currently offered are the MK I or MK II “A” and “B” body styles, available in right or left hand drive. The track oriented GT40/R is also available for vintage racing, although the MK I and MK II are right at home on the track as well as the street. Each has a curb weight of just 2,400 pounds.

The Continuation GT40 is 163 inches long and 40 inches high with a ground clearance of 4 inches. The GT40 continuation is 70 inches wide with a track, front and rear, of 57 inches and rides on a 95-inch wheelbase. The GT40 continuation has dual “Monza” style gas fillers and a 22.5 gallon fuel tank.

The interior features original style seats and racing 4 point harness seat belts. The GT40 continuation will comfortably fit a 95 percentile driver (6’2” and 240 lbs) by removing the seat “trampoline” support. A racing style dash features Smith gauges. The GT40 continuation has rack and pinion steering and has been fitted with a removable steering wheel for easy access to the cockpit.

A center shifter is standard but right-hand-drive versions of the continuation GT40 may be ordered with an original-style sill shifter. If you have a left-hand-drive continuation GT40 you may want to opt for a modified, cable-driven, sill shifter.

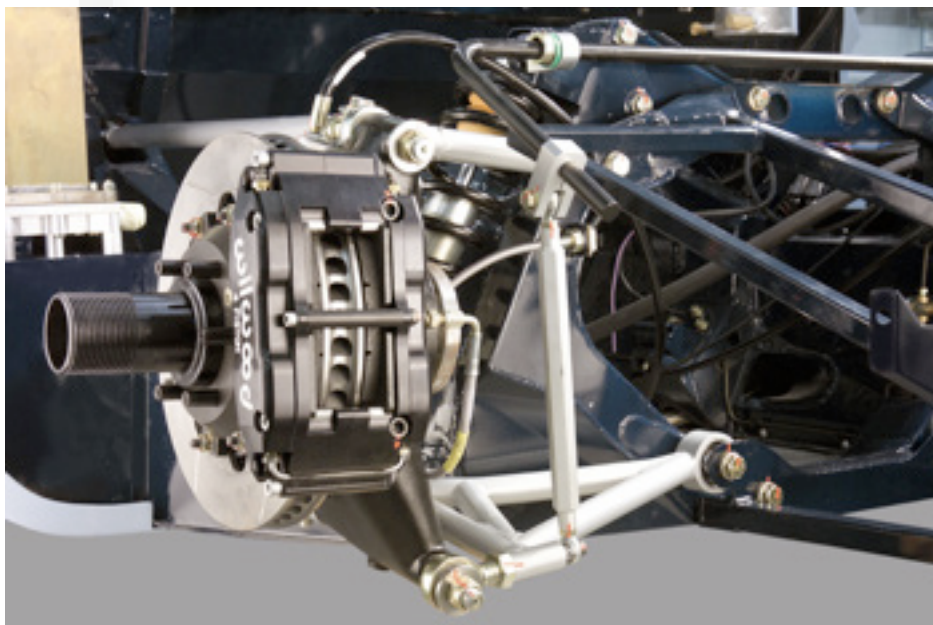
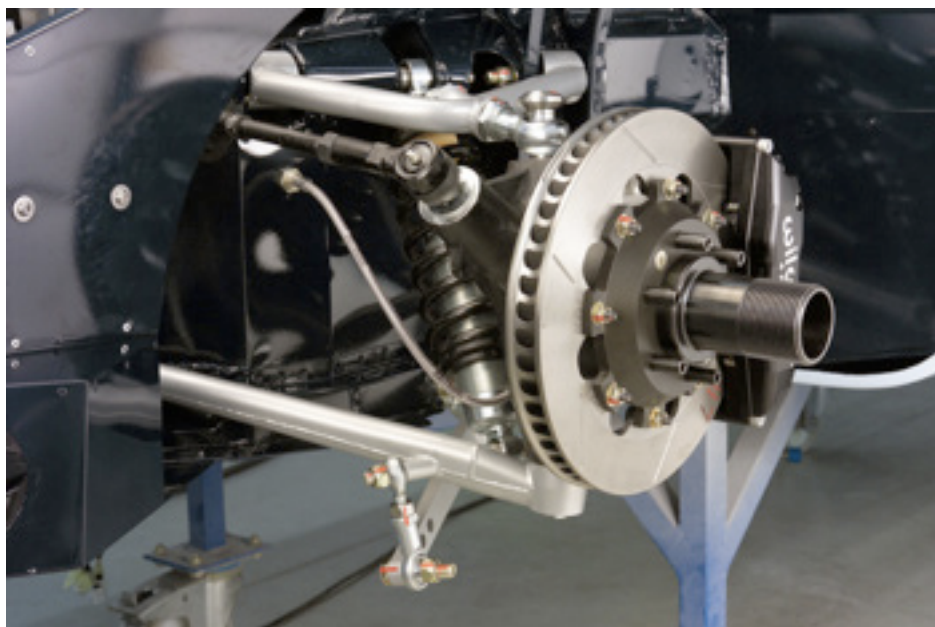
We offer the following wheel options on the MK I: The standard BRM style rims are 10” wide in the rear. Available on special order are the MK I BRM style 8” rims or the wide body 13” wheels.



**Specifications subject to change without notice.*

Front Suspension

Superformance GT40's utilize independent, unequal length A-arm with coil-over shock and spring technology to keep the front firmly planted.

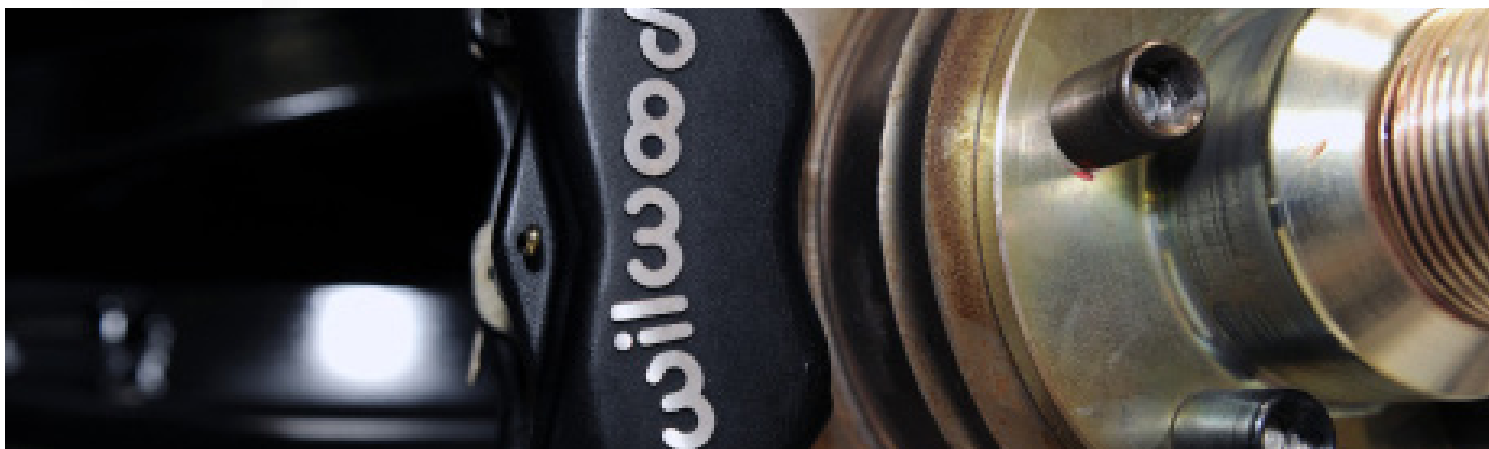


Rear Suspension

Just like an original Superformance GT40's rear suspension is fully independent with trailing arms, unequal length lateral arms, coil springs, tube shocks and an anti-roll bar.

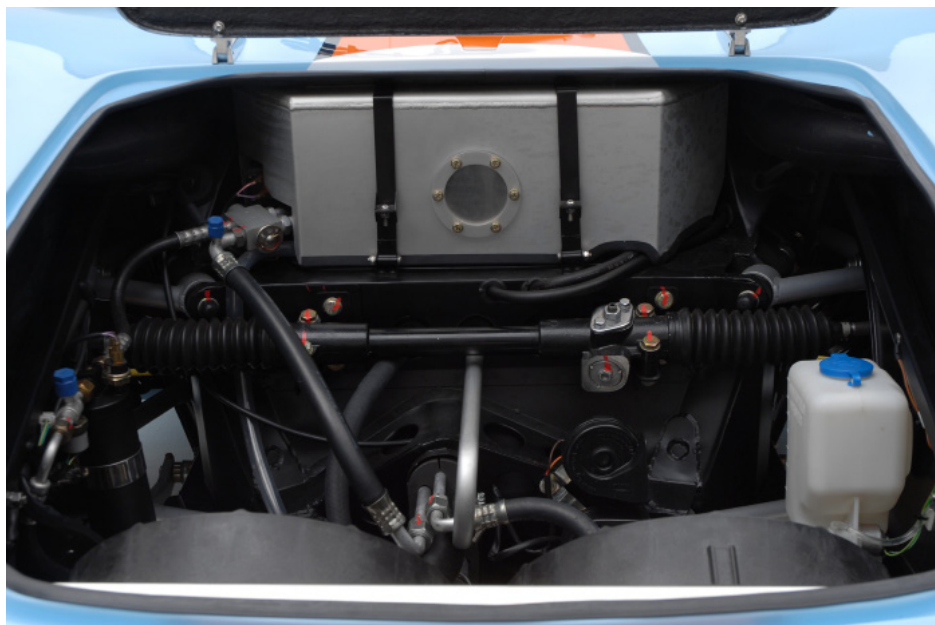
Brakes

All Superformance GT40's are equipped with the best stopping power available and that is done through Wilwood's exclusive engineering process.



**Specifications subject to change without notice.*

Air conditioning is standard on both MK I, and MKII models and is conveniently disguised under the front bonnet to maintain an original look and feel.



Monza style fuel fill caps are standard on every GT40 along with locking gas caps!

Plush alcantara seating is standard along with the original style rivet seating surface. Leather seating is also available along with larger seats for taller drivers.

Superformance GT40's feature a detachable steering hub that allows you to take your wheel with you for an added security in addition to being extremely useful at the track!



**Specifications subject to change without notice.*



Along with being available in RHD (Right hand drive) at no extra charge, we do offer a sil mounted shifter option for a small upcharge.



If you're tall like Dan Gurney, you will need a Gurney bubble to get that helmet to clear. This is available as an option on all GT40's.

Extra-wide bodies are available in the MKI body style only and is an option. These are the same shape as run during the 1969 Lemans race.



*Specifications subject to change without notice.

If you require, an optional 4 point bolt in roll cage is available for racing needs.

6 point welded roll cage available also for the GT40R.



Optional Canards are available for both MKI and MKII



Optional color matched sil and floor mats are available.



**Specifications subject to change without notice.*

The GT40-R



The GT40-R is now available through Superformance as a pure race option. With many of our customers competing in track events around the world we wanted to offer our chassis race ready. The Superformance GT40-R boasts of many options that cater to the track that make this chassis very unique.

- Air-conditioner delete
- Canard wings
- Roll bar (6 Point non-removable)
- Loose carpet driver and passenger side
- Aluminum adjustable spoiler plate
- Race grade brake pads and fluid
- Fuel pump wired and terminated at rear of car
- Exterior and interior emergency power shut off
- Windshield wiper race capable
- Improved race sway bars
- 5 3/4" Driving lights with turn signal
- Fan motor with side and windshield vent
- Vintage race eligible HSR and SVRA approved



**Specifications subject to change without notice.*

GT40 MKI double air duct.



GT40 MKII single air duct.



GT40 MKI integrated air intake.



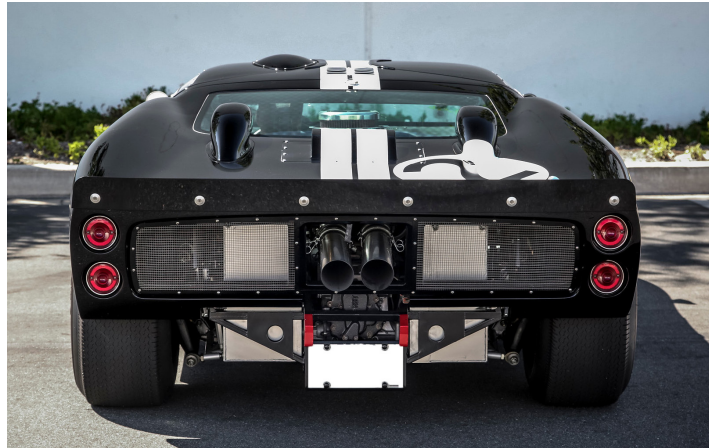
GT40 MKII triple air intake and protruding side scoops.



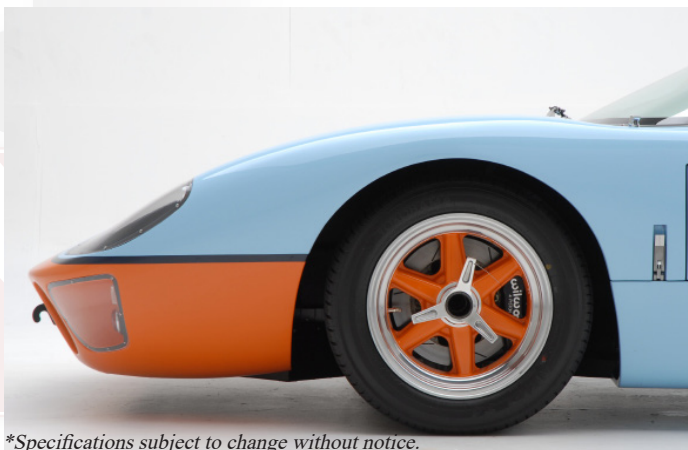
GT40 MKI integrated lip spoiler and single tail lights.



GT40 MKII double tail lights and an aluminum wing.




GT40 MKI lower fenders.




GT40 MKII pronounced fenders.





**Specifications subject to change without notice.*

STANDARD Mk 111 TWIN STRIPES									
									


OPTION A	TWIN STRIPES WITH STANDARD PIN STRIPES - SAME COLOR
	Pin Stripes are 6mm wide with a 5mm gap between them and the main stripes
	

OPTION B	TWIN STRIPES WITH STANDARD PIN STRIPES - DIFFERENT COLOR - W/ GAP
	Pin Stripes are 6mm wide with a 5mm gap between them and the main stripes
	

OPTION C	TWIN STRIPES WITH PIN STRIPES OF A DIFFERENT COLOR - NO GAPS
	Pin Stripes are 6mm wide with no gap between them and the main stripes
	

OPTION D	TWIN STRIPES WITH DOUBLE PIN STRIPES OF A DIFFERENT COLOR - NO GAPS
	Pin Stripes are 6mm wide with no gap between them and the main stripes
	

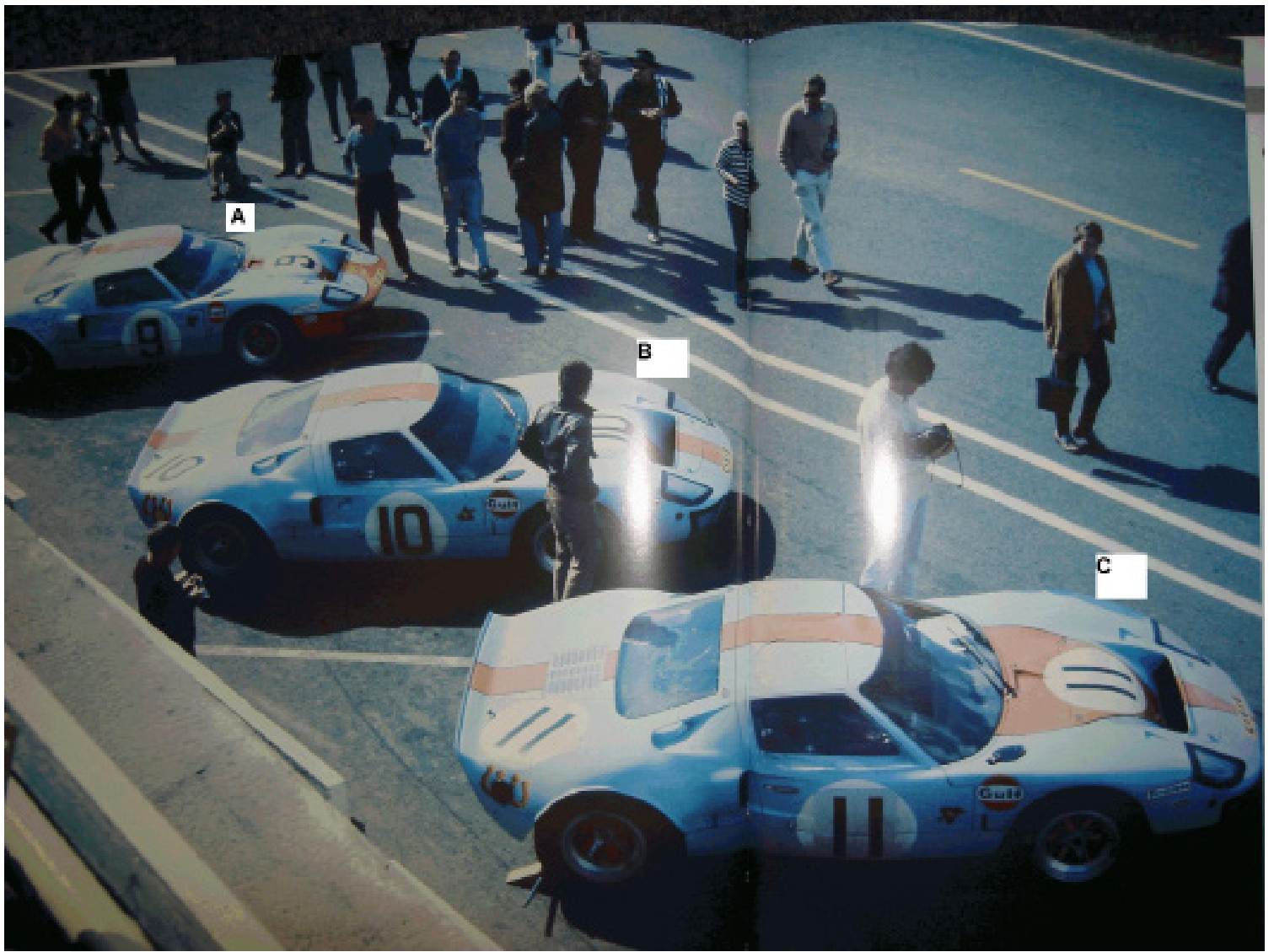
WILMENT STRIPE 1	SINGLE STRIPE DOWN MIDDLE WITH PIN STRIPES OF A DIFFERENT COLOR - W/ GAPS
	Pin Stripes are 48mm wide with 48mm gaps on either side of a 290mm wide wilment stripe
	

WILMENT STRIPE 2	SINGLE STRIPE DOWN MIDDLE WITH PIN STRIPES OF A DIFFERENT COLOR - NO GAPS
	Pin Stripes are 48mm wide with NO gaps on either side of a 290mm wide wilment stripe
	

WILMENT STRIPE 3	SINGLE STRIPE DOWN MIDDLE WITH PIN STRIPES OF THE SAME COLOR - W/ GAPS
	Pin Stripes are 48mm wide with 48mm gaps on either side of a 290mm wide wilment stripe
	

Several stripe packages are available for both GT40 styles. Along with nose to tail stripes we offer sil stripes and heri-tage pattern packages. Roundels can also be painted as an option.

**Specifications subject to change without notice.*



Three different heritage pattern schemes are available. With option A being the most common pattern to date. These patterns were originally limited to the MKI chassis. However, Superformance has also made them available on the MKII chassis style also.

The inclusion of roundels in your build will add a chassis racing touch that adds style and functionality if you plan on taking your GT40 to the track.



HISTORY

The Legend of Le Mans

Since 1960, Henry Ford II wanted to have a Ford race at Le Mans. After dealings with Ferrari fell through, Ford decided to produce his own car and began negotiations with Lola Cars manager Eric Broadley. The agreement between the two called for a yearlong collaboration that included the sale of two Lola MK 6 chassis to Ford. Soon after Ford hired ex-Aston Martin team manager John Wyer to work with Ford Motor Co. engineer Roy Lunn on what was to become the Ford GT.

The original GT40 and MK I, designed by Lunn, was prepared at the specially established, Ford Advanced Vehicles in the UK. Abbey Panels constructed the advanced monocoque chassis and the drive train finally chosen was the 289 Ford V8 mated to a Coletti transaxle. During the GT40's racing history a variety of Ford engines and even a ZF transaxle were used.

The Ford GT made its debut at Nürburgring in May 1964 and followed up the appearance with the 24 Hours of Le Mans. The cars failed to finish both races – a devastating blow to Team Ford. Although they were not successful at LeMans in '64 or '65, their obvious potential led Ford to continue racing them, and in 1966 Ford and the MK II made American racing history with a dominating one, two, three finish over Ferrari at Le Mans.

The cars prepared for the 1966 Le Mans win were the American developed MK II models fitted with the 427 FE motor and Ford-built T44 transaxle. After Ford stopped racing, privateer teams continued racing and winning with GT40s all over the world including two more LeMans events in 1998 and 1999. The GT40 has won more prestigious race events than any other road-race car in history.

Endorsements:

John Sadler, director for Safir GT40 Spares comments that, "Superformance and Hi-Tech have a strong record and reputation for building high quality and high performance versions of mid-sixties classics. The professionalism of Superformance has been an asset in structuring the agreement, consistent with enhancing the GT40 image, and assigning the licensed mark and identification to this exciting new series. The registry will reflect these cars as newly manufactured variants of the original GT40. In essence, a true continuation series."

Lance Stander, CEO of Superformance adds, "The Superformance team is very pleased with the strong endorsement and support we have received from Safir GT40 Spares, and look forward to a long relationship. The serial identification and registry process that Safir will bring to the MKI and MKII continuation provide the type of authentication that this re-creation of the GT40 legend and its customers deserve."

The MK I and MK II continuation collectible versions of the legendary 1966 Le Mans GT40 are now available from Superformance LLC and are licensed by Safir GT40 Spares to carry the "GT40 P 2XXX" chassis plate.

Safir GT40 Spares Ltd.

Safir GT40 Spares, owner of the famous GT40 trademark based in Cincinnati, Ohio, is owned and operated by the three partners John Sadler, Brady Pack, and Bob Wood who all own original GT40 road cars.

A task that many would envy involves working with GT40 owners from all over the world and supplying them with technical information as well as parts for vehicles that in many cases are over forty years old.

It has been quite a ride for the three partners as their responsibilities have taken them to Ford World Headquarters regarding the two GT40-labeled 2001 concept cars, required attendance at many historic races, development of parts no longer available for these cars and now working with Superformance on the continuation GT40 roller.

**Specifications subject to change without notice.*

Heritage Livery #2 1966 Lemans Winner. Amon/McLaren





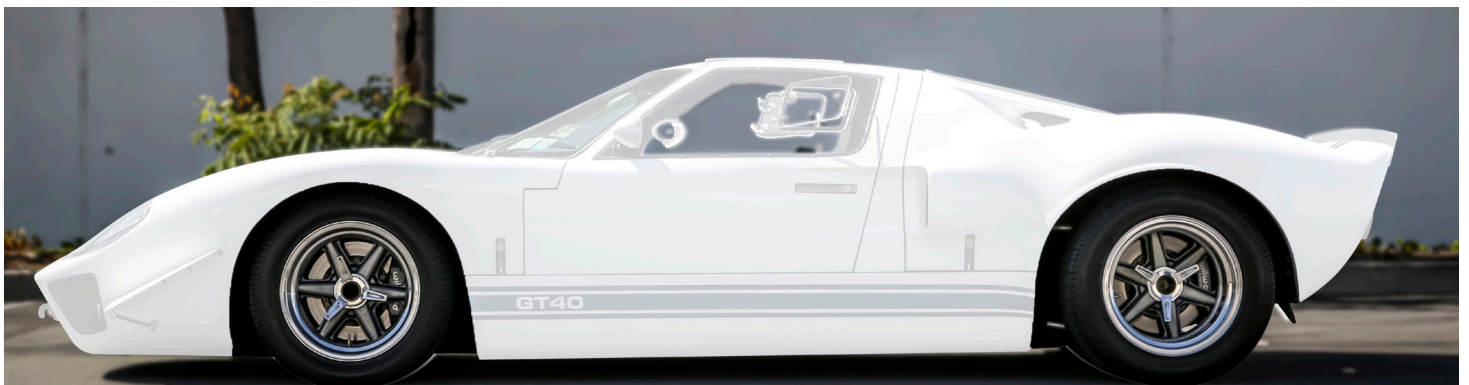
Heritage patterns available.



*Specifications subject to change without notice.



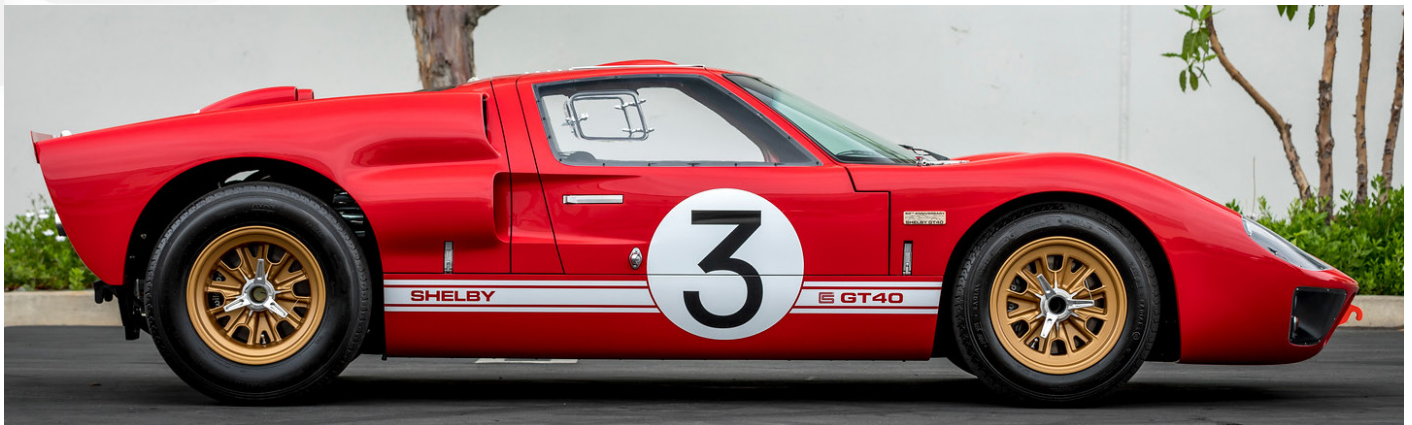
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CUSTOM COLORS AVAILABLE

**Specifications subject to change without notice.*

MKII Color/liveries possibilities examples.



**Specifications subject to change without notice.*

MKI Color/liveries possibilities examples.



Blue and orange heritage pattern A



Other heritage packages available: Green and yellow heritage pattern A
Blue and white heritage pattern A

**Specifications subject to change without notice.*

Superformance®

* The Superformance MKIII is built under license from Carroll Shelby Licensing Inc. The GT40® is built under license from Safir Spares LLC, the holders of the GT40® trademark. The Corvette® Grand Sport is built under license from General Motors Company. Shelby®, Carroll Shelby®, Carroll Shelby's Signature & Initials®, Carroll Shelby's Photograph®, 427R, 427 S/CR 289®, Shelby Cobra 289 FIA and the Shelby Cobra "Daytona" Coupe®, Cobra® shape and design (trade dress) of the Shelby Cobra Daytona Coupe are registered trademarks and/or the trade dress of Carroll Shelby Licensing, Inc. (Shelby).