



Ford GT Delivers Highest Top Speed, Fastest Lap Times on the Track of Any Production Ford Ever

- Assisted by fully active dynamic systems, all-new Ford GT achieves top speed of 347 km/h (216 mph) – the highest for any Ford production vehicle to date
- Strong power-to-weight ratio coupled with the most advanced active suspension system in the segment gives Ford GT the edge in lap times versus the competition
- Fully active dynamic systems provide optimum down force, drag and balance at any speed – making the car faster for drivers of all skill levels

DEARBORN, Mich., Jan. 25, 2017 – Delivering the highest output of any EcoBoost production engine to date, the all-new Ford GT couples its extraordinary power with impressive aerodynamic efficiency and advanced active dynamics to achieve a maximum speed of 347 km/h (216 mph) – making it the fastest Ford production vehicle on the track ever.

Capable of an exceptional top speed, Ford's all-new supercar is designed and optimised for track performance to honour its racing heritage. In 2016 development testing, with all contenders track-prepped with new fluids, fresh tyres and optimal suspension settings, in identical conditions and with the same driver behind the wheel, Ford GT outperformed both the McLaren 675LT and Ferrari 458 Speciale at Calabogie Motorsports Park in Canada:

Ford GT:	2:09.8
McLaren 675LT:	2:10.8
Ferrari 458 Speciale:	2:12.9

“The Ford GT is all about performance,” said Raj Nair, Ford executive vice president, global product development and chief technical officer. “We achieved considerable weight savings with the carbon fibre architecture. We then reinvested some of that savings into where it counts most – performance, specifically, the active dynamics. The result is an even faster car.”

SAE rated at 647 horsepower and 550 lb.-ft. of torque in U.S. specification, Ford's new high-output 3.5-litre V6 engine produces the highest most horsepower of any EcoBoost production engine ever, making Ford GT the fastest production car ever to wear the Blue Oval badge. The engine's wide powerband produces 90 per cent of its peak torque from 3,500 rpm.

“Our expectation has always been that the EcoBoost V6 would perform exceptionally well in the Ford GT – both in terms of power as well as aerodynamic efficiency,” said Dave Pericak, global director, Ford Performance. “We tested and developed this powertrain through the Daytona Prototype race car that ran in IMSA for two seasons, last season racing with Ford GT. We are extremely pleased with how it performs, both on the track and on the road.”

Ford GT's dryweight is less than 1,400 kg, which places the supercar between its two primary competitors, the McLaren 675LT and Ferrari 488. Ford GT's power-to-weight ratio is 2.14 kg per horsepower in U.S. specification.

The active dynamic systems – for both suspension and aerodynamics – are designed to make the car perform with optimum downforce, drag and balance at any speed, creating a faster setup regardless of driver skill.

Ford GT, with no excuses to give, has proven itself time and again, racing to class wins at Le Mans and numerous other tracks in both IMSA and WEC last season. The production Ford GT shares a great deal with the high-performance track version, with advanced aero and suspension features taking performance to new heights.

For more information on Ford GT, please visit www.fordgt.com.
Technical specifications below.

2017 FORD GT TECHNICAL SPECIFICATIONS

BODY	
Construction	Carbon fibre monocoque with integrated steel roll cage and aluminium substructure
Body style	Mid-engine, rear-wheel drive with active aerodynamics and suspension
Final assembly location	Markham, Ontario, Canada
ENGINE	
	3.5L Twin Turbocharged EcoBoost V6
Configuration	Aluminium block and heads
Intake manifold	Cast aluminium
Exhaust manifolds	Cast stainless steel
Valvetrain	Double overhead camshaft, four valves per cylinder, Twin-Independent Variable Camshaft timing, low-friction roller-finger-follower rocker arms
Valve diameter/lift	Intake: 37.4 mm / 9.96 mm Exhaust: 31.6 mm / 11.0 mm
Pistons	Cast aluminium
Connecting rods	Fully-machined forged steel
Ignition	Coil-on-plug
Bore x stroke	92.51 mm x 86.7 mm
Displacement	3,497 cc
Compression ratio	9.0:1
Engine control system	Ford PCM
Horsepower (SAE)	647 hp @ 6250 RPM (U.S. values, European values pending certification)
Torque (SAE)	550 lb-ft @ 5900 RPM (U.S. values, European values pending certification)
Recommended fuel	98 RON
Fuel capacity	57.5 litres
Fuel delivery	Sequential electronic direct and port fuel injection
Oil capacity	14.5 litres
Lubrication	4-stage external dry sump oil pump
EPA-estimated fuel economy ratings	European values TBD
DRIVETRAIN	
Layout	Rear-wheel drive with limited-slip differential
TRANSMISSION: Getrag 7DCL750: Seven-Speed Dual-Clutch Transaxle	
Gear ratios	
1st	3.397
2nd	2.186
3rd	1.626
4th	1.285
5th	1.029

6th	0.839
7th	0.634
Final drive	3.667

SUSPENSION

Front	Unequal length upper and lower control arms, pushrod/rocker-activated torsion bar/coil spring and electronically-adjustable DSSV® dampers; two-position ride height/spring rate system with additional front lift mode
Rear	Unequal length upper and lower control arms, pushrod/rocker-activated torsion bar/coil spring and electronically-adjustable DSSV® dampers; two-position ride height/spring rate system

STEERING

Type	Hydraulic power-assisted rack-and-pinion
Ratio	14.8:1
Turning circle, kerb-to-kerb	12.2 metres

BRAKES

Type	Four-wheel power carbon ceramic matrix disc brakes with four-sensor, four-channel antilock braking system and AdvanceTrac® electronic stability control
Front	394 mm x 36 mm, floating-type vented and cross-drilled discs, Brembo six-piston fixed aluminium callipers
Rear	360 mm x 32 mm vented discs and cross-drilled discs, Brembo four-piston fixed aluminium callipers, electronically actuated Brembo spot calliper parking brake

WHEELS AND TIRES

Standard (F)	20 inch x 8.5 inch forged alloy wheels with 245/35 R20 Michelin Pilot Sport Cup 2 tyres
Standard (R)	20 inch x 11.5 inch forged alloy wheels with 325/30 R20 Michelin Pilot Sport Cup 2 tyres
Optional (F)	20 inch x 8.5 inch carbon fibre wheels with 245/35 R20 Michelin Pilot Sport Cup 2 tyres
Optional (R)	20 inch x 11.5 inch carbon fibre wheels with 325/30 R20 Michelin Pilot Sport Cup 2 tyres

DIMENSIONS

EXTERIOR

Wheelbase	2,710 mm
Overall length	4,779 mm
Overall width	2,003 mm (body) / 2,238 mm (mirrors extended) / 2,114 mm (mirrors folded)
Overall height	1,109 mm (normal ride height); 1,063 mm (low ride height)
Track: front / rear	1,694 mm / 1,662 mm
Ground Clearance	120 mm (normal ride height) 70 mm (low ride height)
Approach Angle	9.5 degrees (normal) 13.0 degrees (front lift)
Drag Coefficient	0.388 (V-Max Mode)
Frontal Area	1.779 m ²
CdA	0.690 m ²

INTERIOR

Seating capacity	2
Front headroom	908 mm

Front legroom, maximum	1,122 mm
Front shoulder room	1,238 mm
Front hip room	1,145 mm
DRY WEIGHT	
Coupe	1,385 kg
CAPACITIES	
Passenger volume	1,226 litres
Cargo volume	11.3 litres
PERFORMANCE	
Top Speed	347 km/h (216 mph)

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***Ford of Europe** is responsible for producing, selling and servicing Ford brand vehicles in 50 individual markets and employs approximately 53,000 employees at its wholly owned facilities and approximately 68,000 people when joint ventures and unconsolidated businesses are included. In addition to Ford Motor Credit Company, Ford Europe operations include Ford Customer Service Division and 24 manufacturing facilities (16 wholly owned or consolidated joint venture facilities and 8 unconsolidated joint venture facilities). The first Ford cars were shipped to Europe in 1903 – the same year Ford Motor Company was founded. European production started in 1911.*

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