



CS GT40 85th Commemorative Edition

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

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

The CS GT40 also boasts a pressed steel roof and beautifully finished body. Only 85 of these limited edition GT40's will be built.

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.



Please take a moment to view some of the 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
- 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.
- Carroll Shelby engraved door handles and head light covers
- Leather seating with original style rivets
- Hood Diffusers
- CS GT40 numbered dash plaque
- CS GT40 side graphics and tunnel mats
- 85TH Commemorative floor mats



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|--------------------------------------|---|--|
| | 1966 Ford GT 40 Mk IIA Le Mans Winner | CS 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 |

CS GT40 Standard Equipment

The MK II GT40's are not kits. They are a genuine Shelby 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 80 percent of the parts interchangeable. In addition, the race versions comply with the FIA Appendix K regulations.



Dimensions of the MK II 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 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 (888) 743-5298 or by visiting a dealer near you. Or visit us online at www.Shelbydistributionusa.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.

CS GT40

The Shelby GT40 collectible is licensed and endorsed by Safir GT40 Spares LLC, as a true “continuation” of the original. Each has a curb weight of just 2,400 pounds.

The ShelbyGT40 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 Shelby GT40 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 Shelby GT40 may be ordered with an original-style sill shifter. If you have a left-hand-drive Shelby GT40 you may want to opt for a modified, cable-driven, sill shifter.



Front Suspension

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

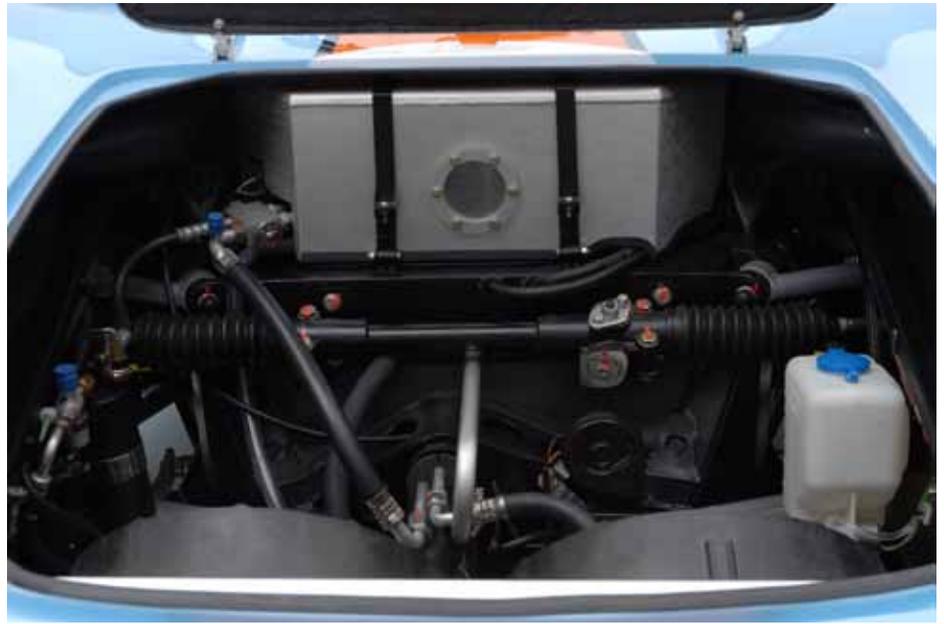


Brakes

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



Air conditioning is standard on all CS GT40's 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.

CS 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!





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.

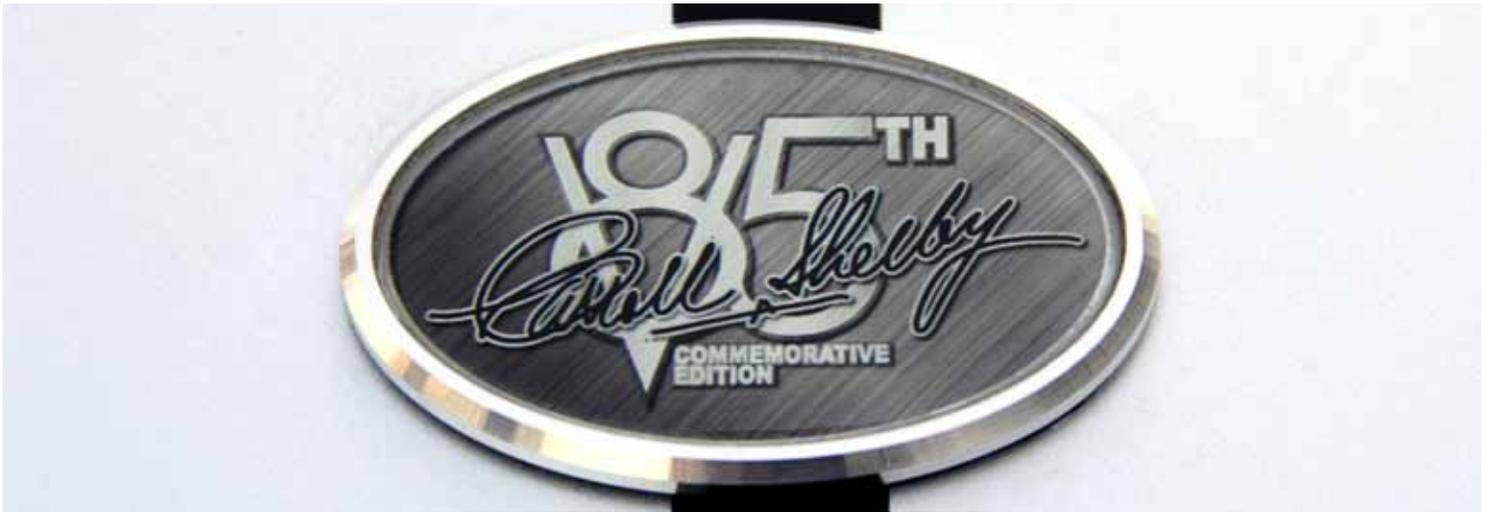


If you're tall like Dan Gurney, you will need a gurney bubble to get that helmet to clear. This is available as an option on all GT40's.



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





Every Shelby GT40 has limited edition badging, Shelby engravings on handles and light covers.

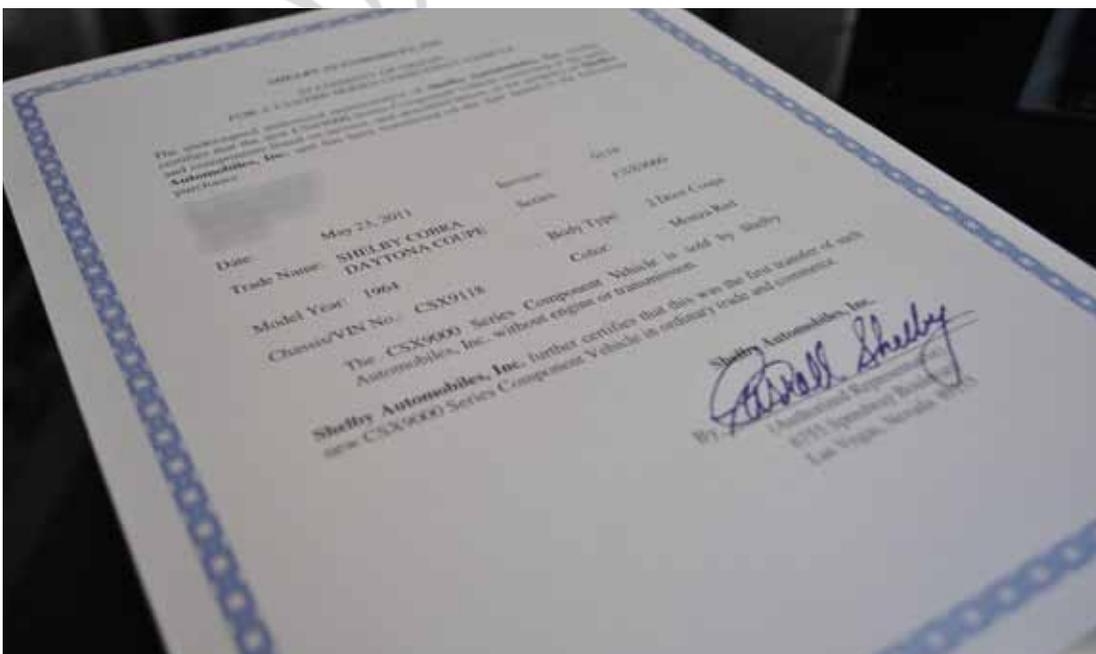
Custom Shelby signature floor and sill mats are standard on all Shelby GT40's





Exclusive Shelby badging only available to these select 85th commemorative GT40's.

Every Shelby GT40 features a customized Dash plaque displaying the number your car has been issued.



Only genuine Shelby cars receive genuine Shelby MSOs.

Every Shelby GT40 receives their own Shelby signed manufacture's statement of origin.

The CS GT40 MKII is available in both right and Left hand drive configurations with the colors based on Carroll Shelby Inc. car numbers 1015, 1046, and 1047.

McLaren / Amon car 1015 featured below



Gurney / Grant car number 1047 featured below



Miles / Hulme car number 1046 featured below

