

FORD GT (2005–2006)

PRE-PURCHASE PROTOCOL · SPACEFRAME · CAMPAIGNS · ORIGINALITY

Compiled from public sources, the Ford GT (2005–2006), its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Identity first: build number, Heritage verification, matching numbers, original colour — by chassis data.
- ☐ VIN campaign check: 04V604 (control arms — CRITICAL on early cars) and the FULL Takata sequence 14V787/14V802/15V319/16V384/17V024/21V081 — the 2021 act is the one most often open.
- ☐ Throttle-body campaign documented in the service record: replaced unit, ECU update.
- ☐ Supercharger oil service dated — the forgotten service is the common finding.
- ☐ Service history against the schedule: engine oil, gearbox oil, brake fluid, coolant.
- ☐ Accident file with structural documentation — the spaceframe is the value.
- ☐ Modification list with reversibility: pulley, ECU, exhaust, suspension, wheels.
- ☐ Tools, handbooks and delivery items inventoried — the collector completeness file.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: even idle, no smoke, supercharger quiet.
- ☐ Supercharger listened to: bearing noise, belt, pulley — and the oil level checked, not assumed.
- ☐ Throttle behaviour watched: clean response, no stumble or stalling (the campaign story).
- ☐ Clutch: bite point, slipping under load, release-bearing noise, pedal effort.
- ☐ Ricardo box: synchros, shift feel, linkage precision.
- ☐ Cooling watched warm and under load: stable temperature, no traces.
- ☐ Suspension corners sighted: control-arm condition and part plausibility (04V604 tell).
- ☐ Panel gaps and clamshells read carefully: fit, cracks, repair traces.
- ☐ Paint in raking light: chips, clear-coat state, any delamination.
- ☐ Underbody and sills sighted: splitter, structure, weld areas.
- ☐ Electrics round: windows, instruments, A/C, locking.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Compression and leakdown; ECU diagnosis read.
- ☐ Supercharger assessed: bearings, oil condition, drive system.
- ☐ Campaign closure verified in the dealer system — 04V604 physically plausible at all four corners.
- ☐ Takata status confirmed through the full six-act sequence by VIN.
- ☐ Spaceframe inspected: measurement on any doubt, repair traces, weld quality.
- ☐ Clamshell condition and originality judged — sourcing reality priced in.
- ☐ Clutch reserve assessed; gearbox oil condition checked.
- ☐ Cooling system pressure-tested on age or evidence.
- ☐ Originality verdict: matching numbers, panels, paint against the record.
- ☐ Typical full specialist PPI cost, rounded orientation (2026):
≈€500–1,000 / ≈£450–900 / ≈\$550–1,100. Indications — obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

Engine and gearbox are the certainties: the price sits in the spaceframe, the campaigns, the clamshells — and the originality.

- ☐ Any structural finding: aluminium-competent quotes — the collector-value hit is the real number.
- ☐ Open 04V604 or unclear arm provenance on an early car: settled before money moves.
- ☐ Open Takata acts: closed — a free fix, but an open one is a red flag about care.
- ☐ Clamshell or body-part needs: sourced and priced realistically — high five figures is documented reality.
- ☐ Modifications: return-to-stock priced where collector grade is the goal.
- ☐ Clutch due: quoted — a normal consumable at supercar access labour.
- ☐ Supercharger service overdue: small money, telling finding.
- ☐ Negotiate from the originality file: the modified bargain is the expensive collector car.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Structural repair on the spaceframe without documentation.
- Mismatched control-arm parts at single corners of an early car — the accident tell.
- Takata acts open and dismissed as "it is just an airbag".
- Throttle-body campaign undocumented on a car with driveability quirks.
- A "Heritage" without the paper trail to prove it.
- Heavy modification sold at original-car money.
- Clamshell damage waved off — the parts shelf says otherwise.
- A seller who refuses the cold start or the lift.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: compression, ECU diagnosis, supercharger verdict, panel and paint map.
- ☐ Supercharger-oil and service rhythm set; campaign record archived complete.
- ☐ The originality dossier established — this car's value lives in its unchanged state.

"The Ford GT is the supercar that behaves: robust V8, honest gearbox, no exotic drama. Buy the straight spaceframe, the closed campaigns, the original clamshells — the rest is just driving."

Deep dive: Supercar Models Paper 81 · Model File 81 · Owner's Intelligence series.

FINDINGS & NOTES