

FORD GT (2017–2022)

PRE-PURCHASE PROTOCOL · CARBON · AERO CAMPAIGN PAIR · TRACK HISTORY

Compiled from public sources, the Ford GT (2017–2022), its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a 2017–2022 Ford GT transaction. It replaces nothing. The GT was built by Multimatic and is serviced only through selected, specially trained Ford GT Service Centers, often in direct cooperation with Multimatic — organisationally it sits closer to a Ford race car than to any Mustang. The register reads it as an "Engineering-Led Collector Car": the carbon structure, the track history, the aero campaign pair and the paper decide — the EcoBoost and the Getrag box are among the most unremarkable components of their class. Our standing recommendation is strict: the Ford GT Service Center network and Multimatic. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Identity first: build number, variant (Competition, Heritage, LM), original specification — by chassis data.
- ☐ 18S29/18V-707 closed AND the repair verified — the 2025 act (25V443) proved the flag alone is not enough.
- ☐ Service history through the Ford GT Service Center network — names, dates, scope.
- ☐ Multimatic involvement documented for any structural or chassis work.
- ☐ Track history declared and compared with the car's evidence.
- ☐ Accident file with composite documentation — or the file closes.
- ☐ Heritage/LM cars: build sheet, special paint, decals, documentation verified.
- ☐ Original specification and any modifications listed with reversibility.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: even idle, boost builds cleanly, no smoke.
- ☐ Active aero cycled: wing, airbrake, ride-height changes through the modes — watched, not assumed.
- ☐ Hydraulic areas sighted: any fluid traces near the wing system are a finding (18S29 story).
- ☐ Underbody read carefully: track evidence, strikes, repairs — many GTs were tracked.
- ☐ CCB sighted: discs, pads, temperature traces, cracks, stone strikes.
- ☐ Tyres: Cup 2 DOT, heat cycles, curb damage.
- ☐ Pushrod corners: rocker play, damper condition, lift-system function.
- ☐ DCT: shift quality through the modes, cold and warm.
- ☐ Panel fits and carbon surfaces in raking light.
- ☐ Interior: carbon, shells, Alcantara, switchgear — wear read as usage evidence.
- ☐ Electronics round: modes, cameras, infotainment, sensors.

FORD GT (2017–2022)

PRE-PURCHASE PROTOCOL · CARBON · AERO CAMPAIGN PAIR · TRACK HISTORY

Compiled from public sources, the Ford GT (2017–2022), its Model File and specialist review · Personal use only · v2.1

C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Ford GT Service Center or Multimatic-connected specialist — nothing else.
- ☐ Full diagnostic session: fault memory, software levels, campaign flags.
- ☐ Composite verdict on tub and underbody — NDT on any doubt.
- ☐ Aero hydraulics pressure-checked; valve-block area inspected (25V443 lesson).
- ☐ Pushrod/DSSV assessed: bearings, dampers, geometry printout.
- ☐ CCB measured: thickness, cracks — numbers and photographs.
- ☐ Turbos assessed: boost curve, wastegates, intake oil traces.
- ☐ DCT adaptations read; oil service status confirmed.
- ☐ Cooling checked under load with track use in mind.
- ☐ Originality verdict for collector-grade cars.
- ☐ PPI cost follows the car at this level — obtain quotes from the service-center world.

D · PRICE & INVESTIGATION ITEMS

Engine and gearbox are the certainties: the price sits in the carbon, the aero pair, the track history — and the paper.

- ☐ Any carbon or underbody finding: Multimatic-level verdicts and quotes.
- ☐ 18S29 unverified repair: settled before money moves — two cars proved why.
- ☐ Track wear package (CCB, tyres, aero): itemized and priced from the evidence.
- ☐ Active-aero components: expensive by design — quoted, not estimated.
- ☐ DSSV or pushrod findings: through the Multimatic chain.
- ☐ Heritage/LM premiums: only against verified documentation.
- ☐ Modifications: return-to-stock priced where collector grade is the goal.
- ☐ Negotiate from the engineering file: structure, campaigns, track truth.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon or underbody repair without Multimatic-level documentation.
- 18S29 status unclear — or closed on paper with no repair verification.
- Hydraulic traces near the wing system explained away.
- Track use denied against the evidence of brakes, tyres and underbody.
- Service history outside the Ford GT Service Center world.
- A "Heritage" or "LM" without the paper trail.
- A seller who resists the service-center-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: diagnostic session, composite verdict, CCB measurements, aero function record.
- ☐ The Ford GT Service Center relationship established; next service calendared.
- ☐ The collector dossier archived — structure, campaigns, track truth, originality.

"The second GT is a race car with number plates and a service network to match: buy the carbon, verify the wing repair — both acts — and let the EcoBoost be the boring part it was engineered to be."

Deep dive: Supercar Models Paper 82 · Model File 82 · Owner's Intelligence series.

FINDINGS & NOTES