

MODEL FILE 81 · FORD · SUPERCAR · AMERICAN CLASSIC

FORD GT

5.4 SUPERCHARGED V8 · RICARDO 6MT · 4,038 CARS · 2005–2006

THE MODEL IN BRIEF

THE MODEL

Two production years, 4,038 cars — of which 343 are the 2006 HERITAGE EDITION in the Gulf-inspired livery, mechanically identical to the standard car: for the register, two entries suffice — Ford GT and Heritage as the collector variant. The technology: 5.4 Modular V8, aluminium block, Eaton-Lysholm supercharger, 550 bhp (≈558 PS — both units, per register rule), Ricardo 6-speed manual, rear drive, aluminium spaceframe, aluminium and composite body. Fields: HERITAGE_EDITION, BUILD_NUMBER, MATCHING_NUMBERS.

POSITION

The register's classification, from the dossier: MECHANICAL LOW RISK – COLLECTOR HIGH SENSITIVITY. Ford deliberately chose PROVEN technology over complicated new development — which is exactly why the GT earned one of the best long-term reputations of its supercar generation. The economic risk today is not the technology: it is the availability of original body and chassis parts, and any accident damage to the aluminium spaceframe.

POWERTRAIN · THE STRONG PART

THE 5.4 SUPERCHARGED ·
VERY ROBUST

One of the car's greatest strengths: NO known systematic problems with crank drive, pistons, cylinder heads or the valvetrain — many cars have passed well beyond 50,000 km without major engine revision. PPI: compression, oil pressure, supercharger, belts, cooling, leaks, ECU diagnosis. ENGINE = VERY ROBUST, and the Modular V8 is known worldwide — no exotic-only diagnosis culture required.

THE EATON & ITS
FORGOTTEN OIL

The supercharger itself counts as exceptionally reliable — the honest field finding is different: the SUPERCHARGER OIL SERVICE IS FREQUENTLY FORGOTTEN, and a neglected supercharger service is more common than an actual defect. Checked: bearing noises, oil level, leaks, pulley, belt tensioner. SUPERCHARGER_OIL_SERVICE is its own field — a date, not an assumption.

THROTTLE BODY · THE
CAMPAIGN

One of the few model-typical points: Ford ran a SERVICE CAMPAIGN on the electronic throttle body — symptoms could include power loss, rough running or stalling. The documentation belongs in the file: THROTTLE_BODY_CAMPAIGN, THROTTLE_BODY_REPLACED, ECU_UPDATE — a campaign that lives in service records, not the recall database: the dealer-system check by VIN is the reliable path.

RICARDO, CLUTCH &
COOLING

The Ricardo six-speed is very robust with NO series problem: synchronisation, shift feel, clutch, linkage checked as normal wear items. The clutch is a style-dependent consumable — many ORIGINAL clutches last astonishingly long: bite point, slipping, release bearing, pedal effort. Cooling: no known constructive weakness — radiators, lines, water pump, fans, temperature under load.

STRUCTURE & BODY

THE SPACEFRAME & 04V604

The aluminium spaceframe is exceptionally robust — and still checked: accident damage, measurement, repairs, underbody, weld work, because STRUCTURAL damage hits collector value hard. The file's critical campaign, verified: 04V604 — casting imperfections at the ends of the CONTROL ARMS could lead to fracture: on affected early cars all four arms and their hardware were replaced. 04V604000_COMPLETE = CRITICAL on early cars. And the dossier's collector plausibility check is carried: unexpected part types at SINGLE corners of a very early car can indicate a later accident repair — a useful tell, read with the record.

BODY, PAINT & THE PARTS
REALITY

Composite and aluminium panels: panel gaps, front splitter, underbody, sills, and the front and rear CLAMSHELLS as the defining components. The real theme of this fleet's third decade: ORIGINAL PARTS ARE BECOMING RARE AND EXPENSIVE — restoration documentation shows even used chassis and body parts reaching high five figures, and some originals exist only used or via specialists: FRONT_CLAMSHELL and REAR_CLAMSHELL are condition AND sourcing fields. Paint: stone chips, clear-coat ageing, isolated delamination on older cars — no technical weakness, collector-relevant.

ELECTRICS

Generally very reliable — checked: window lifters, instruments, air conditioning, central locking, battery. Notably absent: the electronics drama of many European exotics of the same era. Age-typical singles, recorded as such.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL RECORD

The verified NHTSA record: 04V604 (control arms, above) — and the TAKATA STORY IN SIX ACTS, where the dossier's three campaigns complete to six: 14V787 (passenger inflator, high-humidity regions) · 14V802 (driver inflator) · 15V319 (driver inflator, moisture intrusion) · 16V384 (passenger inflator) · 17V024 (passenger, regional zones) · 21V081 (2021 — the LATEST act, driver AND passenger inflators, propellant degradation). Not a GT-specific construction fault, but age-critical and strictly VIN-dependent: TAKATA_RECALL_STATUS covers the FULL sequence, and on a twenty-year-old car the 2021 campaign is the one most likely still open.

MAINTENANCE & OWNERSHIP

Astonishingly uncomplicated against Ferrari or Lamborghini contemporaries: engine oil, supercharger oil, brake fluid, coolant, gearbox oil — on schedule, worldwide serviceable. And structurally cheap to own for its class: NO forced carbon-ceramic costs, no active hydraulics, no air suspension, no hybrid technology. The biggest cost factor today is RARE ORIGINAL PARTS — the ownership risk moved from the workshop to the parts shelf.

COLLECTOR LAYER & MARKET

ORIGINALITY & THE MARKET

The collector audit: matching numbers, Heritage verification, original colour, documentation, service history, tools, handbooks — Heritage cars carry clear collector premiums. MODIFICATIONS are common (pulley, ECU, exhaust, suspension, wheels) and for COLLECTOR GRADE the original state is preferred: MODIFICATIONS is its own field, reversibility documented. The dossier's buying priorities: accident-free → 04V604 done → throttle campaign documented → originality → service history → clutch → supercharger service — with engine and gearbox deliberately far back, because both have proven very robust. Bands follow the transaction dataset in the usual round.

4,038

Cars in two years — 343 Heritage: the collector tier of one of the era's most reliable supercars

6

Acts in the Takata story (14V787 → 21V081): the dossier's three completed to six by the sweep

550

bhp (≈558 PS) supercharged — and the engine stands deliberately LAST in the buying priorities

Sources: Ford factory data and period record (Ford GT 2005–06, 4,038 cars, Heritage Edition 343, 5.4 supercharged Modular V8 550 bhp/≈558 PS, Ricardo 6MT, aluminium spaceframe); NHTSA record verified September 2026 — 04V604 (control-arm casting imperfections, all four arms replaced) and the six-act Takata sequence 14V787, 14V802, 15V319, 16V384, 17V024, 21V081 (dossier listed three; sweep completed the set via the NHTSA ledger); throttle-body service campaign per Ford service documentation (dealer system by VIN); supercharger-oil, parts-scarcity (high-five-figure used body/chassis parts per restoration documentation) and collector doctrine per the dossier and its named sources. Cost frame: structurally moderate for its class; market bands follow the transaction round.