

MODEL FILE 82 · FORD · SUPERCAR · ENGINEERING-LED COLLECTOR CAR

FORD GT

3.5 ECOBOOST V6 BITURBO · CARBON TUB · ≈1,350 CARS · MULTIMATIC · 2017–2022

THE MODEL IN BRIEF

THE MODEL

Model years 2017–2022, built by MULTIMATIC in Markham, Canada — roughly 1,350 cars including all special models. Variants: Ford GT (series) · Competition Series (lighter, track-oriented) · the Heritage Editions (1966, 1967, 1968, 1969, Daytona, Holman Moody, Alan Mann) as pure collector/design variants · LM Edition as the series' closer. Mechanically the Heritage cars barely differ — one COLLECTOR EDITIONS chapter suffices, per the dossier. One unit precision: the dossier's 647–660 are the bhp figures by model year — 656–669 PS. Fields: COMPETITION_SERIES, HERITAGE_EDITION, LM_EDITION, BUILD_NUMBER.

POSITION

Developed from the start as the road-legal offshoot of the Le Mans racing programme: carbon monocoque, carbon body, pushrod suspension with adaptive Multimatic DSSV dampers, active aerodynamics, 7-speed Getrag DCT, rear drive. The register's classification, from the dossier: ENGINEERING-LED COLLECTOR CAR — the technical state matters, but on most cars the track history, the carbon structure, complete service records and originality decide.

POWERTRAIN · THE UNREMARKABLE PART

THE ECOBOOST V6 · NOT THE PICKUP ENGINE

The 3.5 EcoBoost was developed specifically for the GT — against the pickup variants: different pistons, different cooling, different lubrication, different turbochargers. To date NO reliable series of engine damage: ENGINE = LOW FAILURE RATE. PPI: turbochargers, oil supply, cooling, charge-air system, fault memory, compression.

TURBOS & THE GETRAG DCT

The turbos show no known series problem: boost delivery, oil loss, wastegates, intake paths, intercoolers checked. The 7-speed Getrag DCT counts as very solid: shift quality, adaptation values, oil service, temperature, fault memory — NO documented series problem. The dossier's verdict is carried verbatim: engine and gearbox are among the most UNREMARKABLE components of their class — and expressly NOT the cost drivers.

STRUCTURE & CHASSIS

CARBON MONOCOQUE · CRITICAL

The Carrera GT/McLaren discipline applies: carbon, delamination, underbody, pickups, repairs, crash history — composite verdict on any doubt, never a paint gauge. And the honest fleet note: MANY GTs WERE TRACKED — days, demonstrations, high-speed events — so the UNDERBODY is inspected carefully, always. CARBON_MONOCOQUE and UNDERBODY_STATUS are separate fields.

PUSHROD & DSSV

One of the technically most interesting areas of the car: pushrod actuation with adaptive Multimatic DSSV dampers — checked: rocker levers, bearings, pushrods, dampers, ride height, the lift system, geometry. NO systemic weakness to date — and repairs at this corner of the car run through the Multimatic cooperation, which the file records: MULTIMATIC_DSSV and MULTIMATIC_REPAIRS are fields.

ACTIVE AERO · THE CAMPAIGN PAIR

The file's one real recall story, verified — in TWO ACTS. Act one: 18S29 / NHTSA 18V-707 (2018) — on 176 early 2017/18 cars, excessive pressure in the active rear wing's hydraulics could damage O-rings: escaping fluid could reach hot exhaust components — fire risk, made real by a low-mileage car burning in Germany: remedy software plus, car-by-car, new valves and seals. Act two: 25V443 (June 2025) — exactly TWO cars recalled again because the FIRST repair had not been performed correctly (valve-block leak): software and check valve. The register lesson sits in the second act: campaign closure alone is not enough — 18S29_COMPLETE = CRITICAL, and 18S29_REPAIR_VERIFIED stands next to it: the repair itself is verified, not just the campaign flag.

TRACK, BRAKES & SYSTEMS

THE TRACK QUESTION

Probably the most important purchase point, per the dossier: many GTs saw circuit use. Checked together: CCB (discs, pads, temperature traces, cracks, stone strikes), underbody, aero, chassis, tyres (Michelin Cup 2 — DOT, track heat, curb damage), and the measurement. TRACK_HISTORY is read honestly from the car, not the advert — a tracked GT is not a flaw, an undeclared one is.

COOLING, ELECTRONICS & INTERIOR

Cooling: no known weakness — radiators, fans, coolant, hoses, temperatures, with track use in mind. Electronics: very reliable — drive modes, active aero, lift system, infotainment, cameras, sensors: no systemic problems known. The interior is deliberately spare for weight — carbon, shell seats, Alcantara, mode switchgear, instruments — and many cars show practically no wear: recorded as the preservation datum it is.

SERVICE, COLLECTOR & MARKET

THE SERVICE WORLD &
PARTS

Service runs ONLY through selected, specially trained FORD GT SERVICE CENTERS, with much of the deep work in direct cooperation with MULTIMATIC — especially carbon structure and chassis components: SERVICE_CENTER_HISTORY is a field, and organisationally the GT sits closer to a Ford race car than to a Mustang. Parts: mechanical — well available: carbon — distinctly more special: body and active aero — expensive: no dramatic supply crisis. Running costs: clearly below Bugatti, Koenigsegg or Pagani — above the 2005 GT — with the drivers being carbon parts, aero, CCB and Multimatic-specific components.

COLLECTOR EDITIONS & THE
HORIZON

The Heritage Editions and the LM Edition are technically near-identical: the PPI is the series protocol, plus originality — build sheet, special paint, decals, documentation. The dossier's buying priorities: carbon structure → aero recall done → track history → CCB → chassis → service history → engine → gearbox. And the horizon note, carried with the dossier's own discipline: NO official successor is announced — reports since late 2024/25 speak of a possible new halo car, fed by Ford's LMDh endurance return, but nothing is confirmed: the register notes "successor unconfirmed; continue market observation", nothing more. Bands follow the transaction dataset in the usual round.

1,350

Cars, roughly, in six model years — built by Multimatic, serviced by a trained-center network

176

Early cars in 18V-707 — the file's one real recall story, told in two acts

2

Cars in the 2025 follow-up (25V443): the lesson — verify the REPAIR, not just the campaign flag

Sources: Ford factory data and period record (Ford GT MY2017–22, Multimatic Markham, ≈1,350 cars incl. specials; 3.5 EcoBoost biturbo 647–660 bhp/656–669 PS by MY, Getrag 7DCT, carbon tub, pushrod/DSSV, active aero; Competition Series, Heritage Editions, LM Edition); NHTSA record verified September 2026 — 18S29/18V-707 (rear-wing hydraulics, 176 cars 2017–18, fire risk after the German field case; software + valves/seals) and 25V443 (June 2025, 2 cars, first repair incorrectly performed — valve block, software + check valve); service-center/Multimatic structure, track doctrine, parts picture and collector classification per the dossier and its named sources; successor status: unconfirmed reports only. Market bands follow the transaction round.