

MODEL FILE 88 · KOENIGSEGG · CLASSIC HYPERCAR · HALO PROTOCOL

KOENIGSEGG CC8S

4.7 SUPERCHARGED V8 · 655 PS · 6 CARS · THE FIRST KOENIGSEGG · 2002–2003

THE CAR IN BRIEF

THE MODEL

Six series cars, 2002–2003 — four left-hand drive, two right-hand drive: the FIRST series Koenigsegg, and the founding car of the later CC family. The technology: 4.7-litre V8 on the Ford Modular base, extensively developed and built up by Koenigsegg, with a Rotrex centrifugal supercharger — 655–664 PS, noted in its day as the most powerful series production engine — 6-speed manual, rear drive, a carbon/Kevlar semi-monocoque with a steel front subframe and an aluminium rear subframe. Fields: BUILD_NUMBER, MATCHING_NUMBERS, FORD_MODULAR_BASE.

POSITION · THE ANALOGUE
KOENIGSEGG

The CC8S differs sharply from every later Koenigsegg: NO active aerodynamics, NO complex drive programmes, NO extensive control-unit architecture — a comparatively ANALOGUE hypercar, with far fewer potential failure sources as the honest structural consequence. The real challenges sit elsewhere: the age of the cars, a parts world built for six vehicles, and the completeness of the works documentation. The family law (File 86) applies in its historic form.

POWERTRAIN

THE FORD-MODULAR BASE &
THE ROTREX

The key difference from later Koenigseggs: the base engine is the Ford Modular V8 — comprehensively modified and assembled at the works. PPI: compression, leakdown, supercharger, intake tract, oil pressure, cooling — and NO documented series of heavy engine damage exists: ENGINE = LOW OBSERVED FAILURE RATE. The Rotrex supercharger is the age chapter, not the fear chapter: bearings, belt drive, boost, oil loss — at twenty-plus years the MAINTENANCE STATE outranks any constructive question, and SUPERCHARGER_STATUS is read as a service history, not a diagnosis.

GEARBOX, CHASSIS &
BRAKES

The 6-speed manual carries no known series problem: synchro rings, clutch, linkage, oil leaks. The suspension is more conventionally built than on later models — dampers, bearings, control arms, measurement: no known systemic weakness, with RUBBER AND SEAL AGEING as the standing watch item of a twenty-year-old fleet. AP Racing brakes: discs, calipers, lines, fluid — no known weakness.

STRUCTURE & IDENTITY

CARBON/KEVLAR · CRITICAL

Koenigsegg used carbon, Kevlar and composites from the very first car — and the marque discipline applies to the earliest construction most of all: delamination, repairs, underbody, crash damage, suspension pickups — composite verdict and NDT on any doubt. CARBON_KEVLAR_STRUCTURE = CRITICAL.

THE SIX-CAR REGISTER

Provenance is probably MORE important here than on any other Koenigsegg: chassis number, build sheet, works documentation, original engine, original gearbox, upgrades, restorations — at six cars, practically every example is fully documentable, and the file expects it to be. The known pattern is carried openly: the cars were continuously works-cared, and some were UPDATED to later technical specifications over the years — chassis number one served as a development car and received upgrades up to CCR technology. UPGRADE_HISTORY is therefore a register field of its own: originality versus works upgrade is DOCUMENTED, not judged — both are provenance, as long as the paper is complete.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE WORLD

NO documented official recall programmes exist for the CC8S — unsurprising at six cars with direct works care: per the formulation discipline, "none documented", with the works record as the real campaign database. Service: the small authorised network, with older cars mostly cared for in close coordination with Ängelholm — authorised partners exist in Germany today. Sweden is NOT mandatory for routine work: complex work — carbon structure, historic original parts, larger restorations — runs with the works, per the family doctrine.

PARTS, COSTS & PRIORITIES

The actual crux of this file: PARTS_AVAILABILITY = EXTREMELY LIMITED — the engine base is partly solvable, but body, carbon and interior are works matters, and many components exist for SIX cars only. Costs: no reliable price lists — high through the necessary works involvement, but there is no reliable public evidence that the CC8S is inherently costlier in ROUTINE service than later models: the real magnitudes live in larger restorations and the refabrication of individual parts. The buying priorities, per the dossier: carbon structure → works documentation → originality → restoration history → supercharger → gearbox → engine — the engine last, as so often in this register. Halo protocol: no bands — six cars, six files.

6

Cars — four LHD, two RHD: the first series Koenigsegg, and every example fully documentable

655

PS from the supercharged 4.7 — its day's most powerful series engine: and it stands last in the priorities

0

Active systems to fail: no active aero, no drive programmes — the analogue Koenigsegg ages on rubber, not software

Sources: Koenigsegg factory data and period record (CC8S 2002–03, 6 cars — 4 LHD/2 RHD, first series Koenigsegg; 4.7 V8 on the Ford Modular base, works-developed, Rotrex centrifugal supercharger, 655–664 PS — noted as the most powerful series engine of its day; 6MT, carbon/Kevlar semi-monocoque with steel front and aluminium rear subframes; chassis-one development history with upgrades to CCR specification per the Koenigsegg registry); no documented recall programmes — formulation per register discipline, works record as the campaign database; service and parts doctrine per the family file (File 86) in its historic form; authorised partners incl. Germany per the current network. No bands per halo protocol — single files decide.