MODEL FILE 90 · KOENIGSEGG · CLASSIC HYPERCAR · HALO PROTOCOL

KOENIGSEGG CCR

4.7 BI-SUPERCHARGED V8 · 806 BHP · 14 CARS · THE RECORD CAR · 2004–2006

THE CAR IN BRIEF

THE MODEL

Fourteen series cars, 2004–2006: the CCR replaces the CC8S and is its direct technical evolution — the gain came from many changes at once: intake, cylinder heads, camshafts and the compressor stage. The technology: 4.7-litre V8 on the Ford Modular base, works-developed, now with TWIN Rotrex centrifugal compressors — 806 bhp (≈817 PS) at 6,900 rpm and 920 Nm at 5,700 — 6-speed manual, rear drive, carbon/Kevlar monocoque, carbon body, AP Racing brakes. Unit note, as through the register: the quoted 806 is a bhp figure — Koenigsegg's own datasheet reads 806 BHP. Fields: BUILD_NUMBER, FORD_MODULAR_BASE, SUPERCHARGER_STATUS, MANUAL_GEARBOX, MATCHING_NUMBERS.

THE RECORD · FEBRUARY 2005

The collector point of this file: on 28 February 2005 at Nardò, a CCR reached 387.87 km/h and took the GUINNESS record for the fastest production car — from the McLaren F1, which had held it for eight years. The register holds the context honestly: the Veyron passed the mark within the same year — the CCR's place in history is the car that DETHRONED THE F1, not the length of its reign. Where a record or works car is traded, WORLD_RECORD_PROVENANCE becomes its own field, verified against the works record — at fourteen cars, a claimed record connection is either documented or it does not exist.

POWERTRAIN

THE BASE & THE COMPRESSORS

The Ford-based Modular V8 is regarded as robust in the CCR too — NO reliable documentation of systemic engine damage was found: ENGINE = LOW OBSERVED FAILURE RATE. PPI per dossier: compression, leakdown, oil pressure, compressor stage, cooling, ECU. The bi-supercharger system is the age chapter, not the fear chapter: bearings, drive belts, boost integrity, oil supply, intake tract — at roughly twenty years, AGEING AND MAINTENANCE STATE stand clearly before any constructive risk, and SUPERCHARGER_STATUS is read as a service history, not a diagnosis. MEDIUM in the risk matrix — the only mechanical system rated above LOW.

GEARBOX, CHASSIS & BRAKES

The 6-speed manual carries no documented series problem: synchro rings, clutch, linkage, oil leaks — LOW. The suspension was revised against the CC8S: dampers, bearings, control arms, full measurement — no known constructive 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 documented series problems. The electronics remain simple against every later Koenigsegg: no active aero, no complex drive programmes, no deep control-unit network — the analogue diagnosis advantage, inherited from File 88 and gone by the CCX generation.

STRUCTURE & IDENTITY

CARBON/KEVLAR · CRITICAL

As on the CC8S: top priority, without discussion. Delamination, underbody, crash repairs, suspension pickups, bonded joints — composite verdict and NDT on any doubt, works-level judgement on any finding. CARBON_KEVLAR_STRUCTURE = CRITICAL.

THE FOURTEEN-CAR REGISTER

At fourteen cars the history is almost completely traceable, and the file expects it to be: build sheet, works service, original engine, original gearbox, record history, restorations, matching numbers. ORIGINALITY and WORKS HISTORY are rated CRITICAL alongside the structure — the known works pattern from File 88 carries over: continuous factory care, occasional works updates, and the register doctrine stands: originality versus works upgrade is DOCUMENTED, not judged — both are provenance, as long as the paper is complete. The known work on these cars is age, not defect: seals, suspension bearings, compressor service, general restoration.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE WORLD

NO documented official recall programmes were found for the CCR — unsurprising at fourteen cars: improvements ran predominantly through the works directly, and per the formulation discipline the works record is the real campaign database. Service: the small authorised network with close works ties — Germany is among the official service locations today, complex work is coordinated directly with Ängelholm. Sweden is NOT mandatory for routine care: carbon structure, restorations, historic original parts and larger technical updates run with the works, per the family doctrine (File 86) in its historic form.

PARTS, COSTS & PRIORITIES

Parts: the engine base is partly solvable, the compressor stage is special components, and carbon, body and interior are works matters — at this count many parts exist only through Koenigsegg or released partners: PARTS_AVAILABILITY = HIGH in the risk matrix. Costs: no official price lists — clearly above a Ferrari or Porsche of similar age through the small-series reality, and no reliable standard prices exist: none are invented here. Priorities, per the dossier: carbon/Kevlar structure → works documentation → originality → compressor system → restoration history → gearbox → engine — the engine last, as through this register. Classification: HISTORIC ANALOG HYPERCAR — FACTORY SUPPORTED. Halo protocol: no bands — fourteen cars, fourteen files.

14

Cars — the transition from the first series Koenigsegg to a true hypercar, every history traceable

387.87

km/h at Nardò, February 2005 — the Guinness record taken from the McLaren F1 after eight years

806

bhp (≈817 PS) from the bi-supercharged 4.7 — and the engine still stands last in the priorities

Sources: Koenigsegg factory data (koenigsegg.com/model/ccr: 14 cars 2004–06, 806 BHP at 6,900 rpm, 920 Nm, Guinness production-car record at Nardò February 2005 taken from the McLaren F1 after eight years); 387.87 km/h on 28 Feb 2005, twin-Rotrex bi-supercharged 4.7 V8 on the Ford Modular base, 6MT, evolution of the CC8S via intake, heads, camshafts and compressor stage per model records; no documented recall programmes found — 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. No bands per halo protocol — single files decide.