



FORD GT'S FIVE DRIVE MODES OPTIMISE PERFORMANCE FOR EVERY CONDITION FROM RAIN TO RACING TO STRAIGHT-LINE SPEED



There once was a time when owning a supercar meant compromise. Undeniably, the thrills were real, but the effort required to operate many a high-performance machine could overwhelm.

With the all-new Ford GT, Ford Performance engineers set out to ensure being behind the wheel of the 647 horsepower* carbon fibre supercar is an absolute joy regardless of driving conditions.





FORD PERFORMANCE

NORMAL MODE





If you can think of a situation that constitutes everyday driving, normal mode provides it. Ground clearance is 120 millimetres, while throttle and transmission calibrations are set for standard driving. Traction and stability control systems cannot be adjusted. The rear wing deploys automatically for aero assistance at 145 km/h (90 mph), returning to its stowed position at 130 km/h (81 mph)

WET MODE





For this setting, the ride height and other systems remain in their default settings, with the exception of throttle control calibration. Throttle control gets more sensitive to limit the induction of slipping and sliding - enabling greater stability when driving in potentially dangerous elements.

SPORT MODE





Activating sport mode grants the driver a more responsive throttle calibration to further open up the car's twin-turbocharged 3.5-litre V6 engine and anti-lag system. Developed on the Le Mans-winning Ford GT race car, the anti-lag system keeps the turbos spinning to provide boost on demand.

TRACK MODE



When activated, hydraulics drop the ride height by 50 millimetres. Spring rates increase, while damping goes to its firmest setting. The rear wing - complete with Gurney flap - deploys, and the aerodynamic openings in the front close for maximum downforce. Track mode is absolutely hardcore and optimised strictly for racetrack conditions.

V-MAX MODE



Engineering-speak for "maximum velocity," in V-Max mode, every setting is designed to make the Ford GT go as fast as possible. Ride height is the same as in track mode, but all aero elements are stowed to minimise drag. Stability controls remain active to help ensure the car moves forward in a straight line.

* U.S. values, European values pending certification