

Superformance Registration Instructions for Mk III, Coupe, GT40

Registration Is Important

The registry is important for a number of reasons.

- Second Strike maintains the registry as the master customer record for Superformance. Being in the registry keeps the factory in touch with you for service bulletins and updates.
- The registry also serves as the mailing list for Second Strike newsletters and events
- The quality of Superformance commands a premium on the resale market. The registry confirms your car as a genuine Superformance.

The cooperation and support of every owner is important. The data on your “Registry Information Verification” sheet reflects your data in the registry database. The data where the tag is in **bold and underline** are required for complete registration. Please take the time to verify all the information, make any necessary changes or additions, and return it promptly to us so that we can keep the database current and accurate.

The “numbers” are particularly important. We have tried to clarify this by carefully defining the three key numbers as described below.

Superformance Mk III Registration Instructions

Mk III Chassis Number

The **Superformance Chassis Number** is assigned by Superformance and stamped directly on the frame. The Superformance Chassis Number is in of these three formats:

| | |
|-------------------|---|
| AC9CSLK1***AM1*** | 17 digit form. Used on cars 032 through 577, 579, 580, 582, 583, 584, 586. The fifth character appears to be S for side pipes and R for rear exhaust. The sixth character appears to be L for left hand drive and R for right hand drive. |
| SP*** | 5 digit form. Used on cars 578, 581, 585, 587, 588, 589, 590. |
| SP0**** | 7 digit form. Used on cars 591 on. |

The asterisks (*) are numbers that vary from car to car. Even if your VIN number fits this format, it may not be not be your chassis number. The only accurate way to determine the **Superformance Chassis Number** is as follows.

1. Open the hood. Look in from the driver’s side.
2. Locate the upper front cross member. It is just in front of the engine. For reference, it typically has the remote oil filter mounted on it.
3. On the top of the cross member about two inches from the left (driver's side) upright, a number is stamped directly on the frame cross member. This is the **Superformance Chassis Number**. See above for format.

If you have a metal plate pop riveted in this location, your dealer has covered up the **Superformance Chassis Number** with you state VIN number. In this case, do not remove the VIN plate. Write “Covered by VIN plate” in the space for **Superformance Chassis Number**. In this case, it is particularly important that you verify the **Car Number** as indicated below.

Mk III Car Number

The Mk III **Car Number** is used as a shorthand identifier by the factory. It is the last three digits of the **Superformance Chassis Number** for cars 999 and under, and last four digits for cars 1000 and above. The car number is also stamped on the hood hinges. Check either hood hinge plate where it is bolted to the hood. The number is stamped into the hinge plate. It may be partially filled with paint and hard to read, but it can be read. The number may also be written in grease pencil in the hinge plate. Use the stamped number.

VIN Number

The **VIN number** is assigned by the state where the car is registered. The **VIN number** will be on the registration card.

Engine and Transmission

The more popular engine and transmission choices are listed on the last page. Be sure to include displacement. You may note the manufacturer and model of your engine and any engine options. These will be included in the notes.

Superformance Coupe Registration Instructions

Your Registration Information

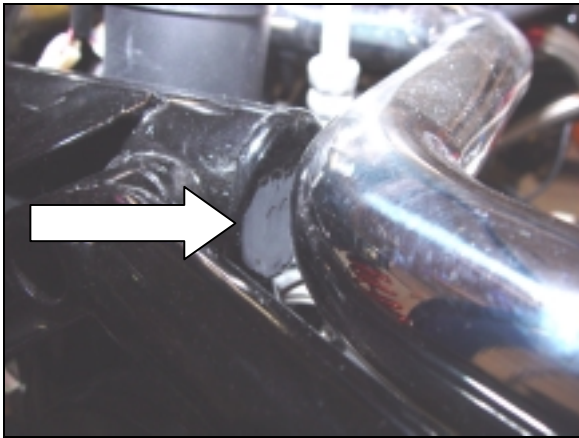
In your registration packet you will find three sheets specific to your Coupe:

- **Superformance Owners Registry.** All Superformance makes, Mk III, S1, Coupe, and GT40 are in the Superformance Owners Registry.
- **SAAC Registry for the Superformance Brock Coupe.** The Superformance Brock Coupe has been accepted into the Shelby American Automobile Club (SAAC) Registry. Second Strike maintains this registry for SAAC.
- **Superformance Coupe Owners Technical Forum.** Web address and logon for the Second Strike Technical Forum for Superformance Coupe owners.

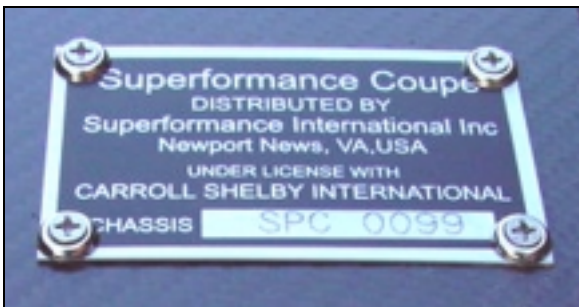
The Superformance Owners Registry and the SAAC Registry are maintained in the same database by Second Strike. Some but not all of the information overlaps, so it is important that you check both registrations and send in any changes for both.

Superformance Coupe Chassis Number

The Superformance chassis number is in the format SPC0nnn where nnn is a unique number for each chassis representing the build sequence. The **car number** and the **chassis number** are the same. The Superformance chassis number is stamped on the forward end cap of the upper right hand frame rail, just forward of the attachment for the front upper A-arm. Viewing the number may be partially blocked by plumbing and it may take a mirror to see the full number.



The Coupes licensed by Shelby may also have a chassis number plate attached by the dealer. The location is typically on top of the driver's footbox or on the firewall.



VIN Number

The **VIN number** is assigned by the state where the car is registered. Location of the VIN tag on the car may vary by state, but the **VIN number** will be on the registration card.

SAAC Registry Choices

The choices for the SAAC Registry are as follows. If any item is marked "Not Specified, be sure to provide the correct information.

Engine and Transmission

The Coupe chassis is designed to accept a Ford 351 Windsor based engine and either a Tremec 3550 or TKO 5-speed or a Tremec T-56 6-speed transmission. See the last page for options. Be sure to include displacement. You may note the manufacturer and model of your engine and any engine options. These will be included in the notes.

Color - Body, Accent (Stripe, Cove, Roundel)

The color noted is the factory colors unless you have previously specified otherwise. If you have changed the color, please so note. See the last page for the more popular colors.

Stripe Pattern

- D Double
- W Willment
- N None
- Not specified

Cove Pattern

- B Full cove body color
- S Full cove stripe color
- R Left half body color
- L Left half stripe color
- Not specified

Interior Color

- B Black
- Not specified

Wheels

- S Factory 18" (18x8 f, 18x10 r)
- R Roush 18" (18x8 f, 18x10.5 r)
- B BRE 18" (18x8.5 f, 18x11 r)
- Not Specified

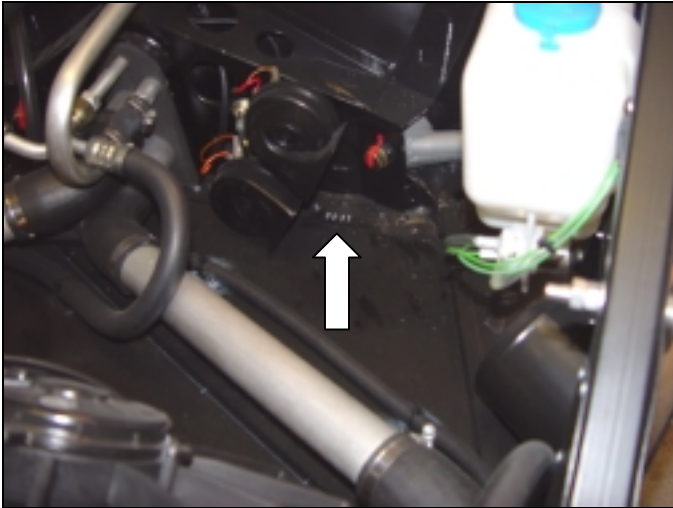
Drive Side

- L LHD – left hand drive
- R RHD – right hand drive
- Not Specified

Superformance GT40 Registration Instructions

GT40 Car Number

Each Superformance GT40 is assigned a **car number** at the factory. Early cars have a three digit number in the range of 001 to 114 which represented the factory build sequence. Later cars have a four digit car number starting with a 2 that represents the GT40 P number.



The **car number** is stamped in the floor of the front spare tire compartment just ahead of the left lower front suspension attachment point as shown above for **car number** 012.

GT40 Car Number in the Registry

In the Superformance registry, each Superformance model other than the Mk III has a car number prefix to differentiate it from the other Superformance models in the registry.

The GT40 has a prefix of SPG. The car number in the registry is in one of three formats depending on whether a build sequence number, GT40 P number, or both were used to identify the car at the factory during build.

SPG0nnn where nnn is the build sequence number.
SPG2xxx where 2xxx is the GT40 P number.
SPG0nnn/2xxx where both were used.

The build sequence number and GT40 P number are sometimes related (nnn = xxx) and sometimes not.

GT40 Chassis Number

The rights to the GT40 name are owned by Safir GT40 Spares Limited, which has licensed Superformance to use the GT40 name and assign the cars GT40 **chassis numbers**.

The GT40 chassis number is in the form:

GT40 P/2nnn

where 2nnn is the GT40 P number



The GT40 **chassis number** plate shown above shows the chassis number as GT40 P/2192. The chassis number plate is typically attached to right hand side or left hand side of the firewall inside the engine compartment.

VIN Number

The **VIN number** is assigned by the state where the car is registered. Location of the VIN tag on the car may vary by state, but the **VIN number** will be on the registration card. The Arizona VIN tag is shown below the chassis number plate in the photo above.

Registry Choices

Engine and Transmission

The GT40 chassis is designed to accept either a Ford 351 Windsor based engine or a Ford FE based engine. Be sure to include displacement. You may note the manufacturer and model of your engine and any engine options. These will be included in the notes.

The standard transaxle is a RBT 5-speed unit.

Color - Body, Accent (Stripe, Cove, Roundel)

The color noted is the factory colors unless you have previously specified otherwise. If you have changed the color, please so note. See the last page for the more popular colors.

The color may be specified as a pattern, i.e.

- Gulf Pattern A
- Gulf Pattern B

In this case an accent color is not specified.

Model

| | |
|----------------------|--|
| Mk III Sports | Side pipes. 427 S/C Cobra replica. |
| Mk III Roadster | Rear exit underbody exhaust. 427 Cobra replica |
| S1 | Cycle fendered roadster. Lotus 7 replica. |
| Coupe | Superformance Coupe |
| GT | GT40 |

Color

The following list contains most of the body colors shipped from the factory. Many are one off special colors. The more popular colors are shown in **bold**. Type is only used to group the colors. Specify the Color.

| <u>Type</u> | <u>Color</u> |
|-------------|------------------------|
| Black | Black |
| | Diamond Black |
| Blue | Banzai Blue |
| | Cloisonne Blue |
| | Cosmic Blue |
| | Dark Portofino Blue |
| | Electric Blue |
| | Ferrari Blue |
| | Galaxy Blue |
| | Guardsman Blue |
| | Hi-Tech Blue |
| | Indigo Blue |
| | Medium Royal Blue |
| | Metallic Blue |
| | Midnight Blue |
| | Portofino Blue |
| | Posilipo Blue |
| | Quasar Blue |
| | Royal Blue |
| | Sikkens Blue |
| | Special Blue |
| | Stratos Blue |
| | Viper Blue |
| Green | British Racing Green |
| | Jewel Green |
| | Malachite Green |
| Purple | Purple |
| | Royal Grape Purple |
| Red | Acura Red |
| | Amulet Red |
| | Arena Red |
| | Bordeaux |
| | Garnet Red |
| | Laser Red |
| | Magenta to Gold |
| | Monza Red |
| | Red |
| | Rouge D'enfer |
| | Sikkens Red |
| | Special Red |
| | Toreador |
| | Wild Strawberry |
| | Wildberry |
| Silver | Dark Silver |
| | Pewter Metallic |
| | Silver |
| | Titanium |
| | Viper Pearl Grey |
| White | Pearl White |
| | White |
| | Wimbledon White |
| Yellow | Chrome Yellow |
| | Dakota Yellow |
| | Perana Yellow |
| | Yellow |
| | Zinc Yellow |

Stripes

The following list contains most of the stripe colors shipped from the factory. Many are one off special colors. The more popular colors are

shown in **bold**. The stripe color Type is only used to group the colors. Specify the Stripe.

| <u>Type</u> | <u>Stripes</u> |
|-------------|--|
| None | None |
| Black | Black |
| | Black Metallic |
| | Satin Black |
| Blue | Blue |
| | Cap Blue |
| | Dark Blue |
| | Dark Portofino Blue |
| | Guardsman Blue |
| | Indigo Blue |
| | Royal Blue |
| | Viper Blue |
| Gold | Gold |
| Green | Woodland Green |
| Purple | Purple |
| Red | Laser Red |
| | Red |
| | Red Willment |
| Silver | Silver |
| | Silver/Red |
| | Titanium |
| | Viper Silver |
| White | Ivory |
| | White |
| | White Willment |
| | White/Black Outline |
| | White/Grey Outline |
| | Wimbledon White (same as Special White) |
| Grey | Medium Grey |

Engine

These are engine types, not engine displacement. The more popular engines are shown in **bold**.

| <u>Windsor Block</u> | <u>FE Block</u> |
|------------------------|------------------|
| 302 | 390FE |
| 351W | 406FE |
| <u>Cleveland Block</u> | 427FE |
| 351C | 428FE |
| <u>Modular Block</u> | <u>385 Block</u> |
| 4.6 SOHC 2V | 429 |
| 4.6 SOHC 3V | 429 Boss |
| 4.6 DOHC 4V | 460 |

Transmission

The transmission Type is only used to group the transmissions. Specify the Transmission. Note that Tremec has purchased the T-5, T-45, and T-56 from Borg-Warner, so your transmission may be referred to as a Tremec T-5, T-45, or T-56.

| <u>Type</u> | <u>Transmission</u> |
|-------------|---|
| 4-speed | Borg Warner T-10 |
| 4-speed | Ford Toploader |
| 5-speed | Borg Warner/Tremec T-45 |
| 5-speed | Borg Warner/Tremec T-5 |
| 5-speed | Cosworth |
| 5-speed | Doug Nash |
| 5-speed | Tremec 3550 (typically used on small blocks) |
| 5-speed | Tremec TKO (typically used on small block strokers and big blocks) |
| 5-speed | Tremec TKO-500 (new Tremec transmission) |
| 5-speed | Tremec TKO-600 (new Tremec transmission) |
| 5-speed | Tremec 5-speed (if you don't know if it is a 3550 or TKO) |
| 5-speed | RBT trasaxle (GT40 only) |
| 6-speed | Borg Warner T-56 |
| Automatic | FMX Automatic |
| Automatic | Ford AOD - 4-speed Automatic Overdrive |
| Automatic | Ford AODE - 4-speed Electronic Automatic Overdrive |
| Automatic | Ford C-4 - 3-speed |
| Automatic | Ford C-6 - 3 speed |