

Problems with the Ford GT

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Early production Ford GT experienced many minor problems (including glitches with the electrical and climate control systems, leaking power steering and engine coolant hoses, and a steering column rattle on some cars), and two bigger problems.

In December of 2004, Ford recalled all Ford GTs that had been built up to that point (448 units were built, but only 283 had been shipped to dealers, and only 106 had been delivered to retail customers) because of concerns regarding the strength of the suspension control arms. They had been "squash cast" for added strength, a new process also used by Porsche and Alfa Romeo. But after Ford discovered a crack in one of the high-mileage development cars, the company decided to replace the parts on all the production cars.

There was also a TSB (Technical Service Bulletin) to inspect the engine on early cars built in 2004 for an oil leak at the main seal. The finish of some crankshafts was flawed, causing an oil leak. Ford dealers stopped the leak with a new main seal and a "Speedi-Sleeve" around the crankshaft, a device commonly used to repair worn engines in older cars. Some journalists felt that this was an improper fix for an expensive supercar and criticized Ford for not either replacing the defective crankshaft or replacing the entire engine.[2]

There are a few other TSBs for the car, including the need for hose clamps to be adjusted or replaced.