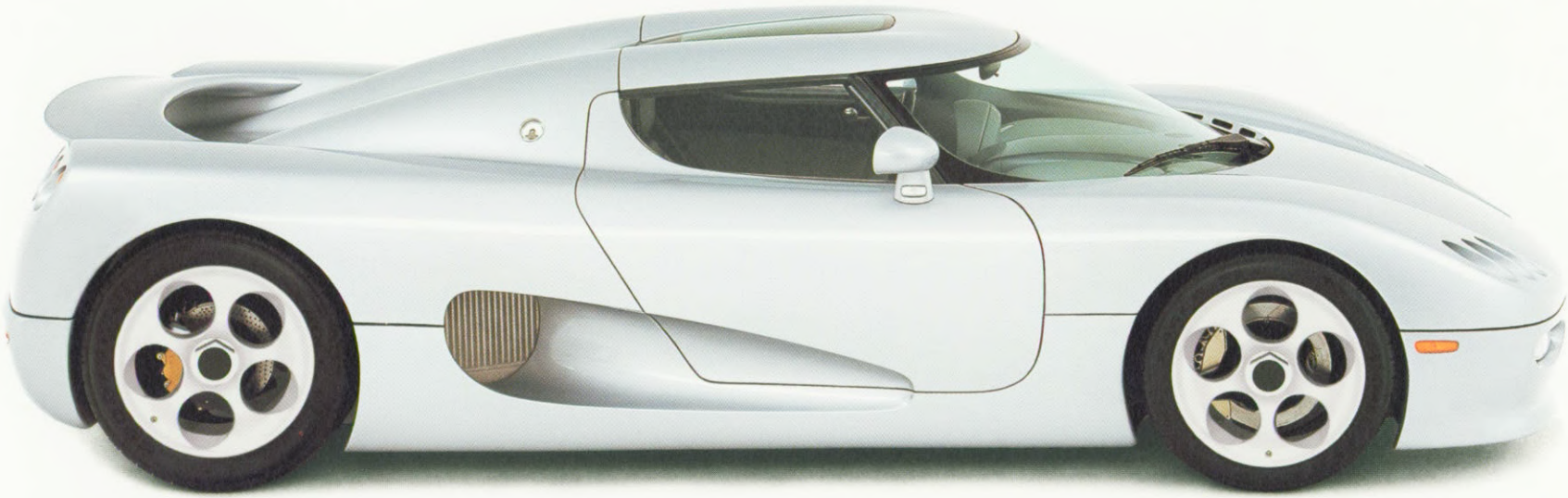
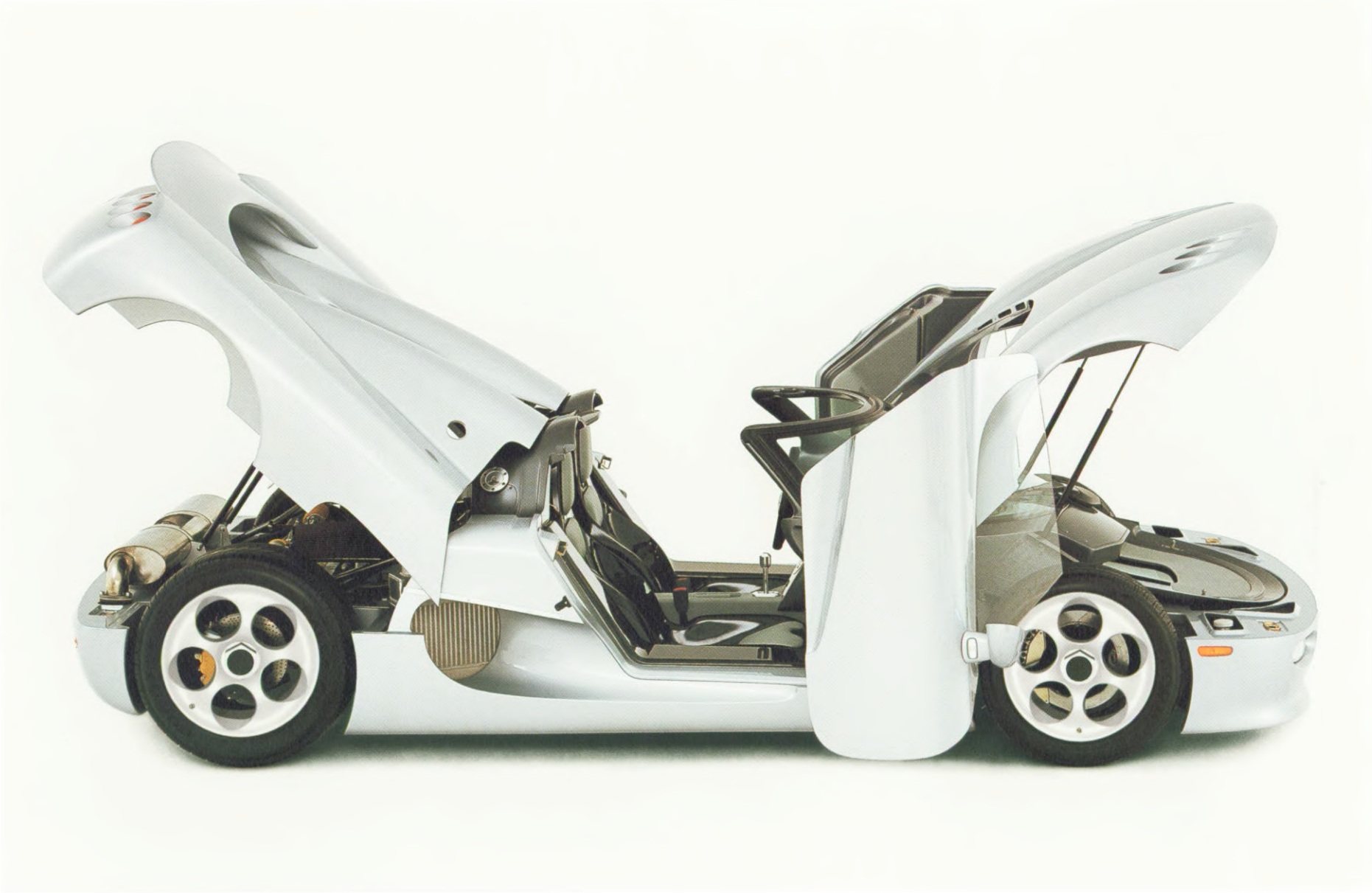


Koenigsegg CC



THE ENGINE – The fully modern supercharged V8 engine delivers 655 smooth horsepower at 6,500 rpm and 750 nm of torque at 5,000 rpm. Its very low weight, only 240 kg, combined with its small outer dimensions makes it ideal to use in a supercar. The engine incorporates 4 valves per cylinder, DOHC, Dry sump engine lubrication, Intercooler, Direct ignition, OBD computer system, 3" exhaust stainless exhaust system with equal length header and merge collectors with two metal catalytic converters.

THE BODY & CHASSIS – The Koenigsegg CC body and chassis is made of autoclaved epoxy pre-impregnated carbon fiber. The use of this material enables the car to be extremely strong, lightweight and completely resistant to corrosion. This is the same technique used in Cart and Formula 1 cars. The rigidity of the chassis has been tested by The University of Lund, and found to be exceedingly competitive.

The Koenigsegg CC is at present the only production car in the world to incorporate a true carbon fiber chassis monocoque into the design.

THE GEARBOX – The 6-speed sequential gearbox is built in two configurations with racecar performance. The car is delivered with either a manual shift mechanism or paddles on the steering wheel. The manual configuration uses an "I" shift pattern instead of the traditional "H" pattern. The gears are straight cut, so that shifting can be accomplished even without using the clutch. Any increased noise from the gearbox design is damped by "Noise Killer".

Stick shift – In the stick shift configuration, the gearshift is moved forward to "shift up" or backward to "shift down". Once the gears have shifted, the gearshift "jumps" back to the center position. So the driver relies on the feel and an indicator on the instrument panel to determine which gear the car is in.

Paddles – With the paddles configuration, the right paddle "shifts-up" and the left paddle "shifts down". This design is typical for the racetrack. The driver never lets go of the steering wheel. This creates a high level of safety and results in an extremely fast gearshift and allows the gearbox to shift without hesitation.

KACS – (Koenigsegg Advanced Control System), is a system that enables the driver to adjust the road holding, suspension, aerodynamic and braking components according to own preferences. The Koenigsegg CC:s KACS is, when delivered from the factory, set in a standardized, given pattern.

THE SHOCK ABSORBERS – The shock absorbers are specially designed for the Koenigsegg CC and produced in Sweden. Öhlins Racing shock absorbers are also used in Formula 1, the Cart series and in the Indy racing league. The Shock absorbers are fully adjustable and incorporated in the KACS.

The shock absorbers also incorporate an electronic height adjustment system that enables the driver to increase the ground clearance. The Custom built Öhlins shock absorbers make the most out of the chassis design and are considered by racing car specialists to be the best in the world.

THE ANTI ROLL BARS – The integral Z-shaped anti roll bars are also incorporated in the KACS, and are completely adjustable, to suit every driver.

THE BRAKES – The brakes on the Koenigsegg CC are custom made in Sweden. The brakes are power assisted. The front braking system consisting of 6 calipers per wheel and the rear system with 4 calipers per wheel. The brakes are constructed out of high quality aluminum with unique airflow characteristics to prevent increased heat due to friction. The brakes are also a part of the KACS. It is possible to set the amount of braking power from the front brakes to the rear. The brake pad material is developed for the Swedish military fighter jets - and adopted to meet the specifications of the Koenigsegg CC. The chosen brake system enables the car to have an extremely short braking distance.

THE TIRES – Goodyear, the true Pioneer in tire design and technology, has joined Koenigsegg as the supplier of extreme tires. The tires were carefully chosen for their safety and outstanding performance.

THE AERODYNAMICS – The aerodynamics of the Koenigsegg CC is the best in its class, with a cd value of only 0.30 with down force. This superior performance was tested and verified at Volvo's wind tunnel test facility in Gothenburg, Sweden. The chassis layout is completely flat underneath to reduce wind resistance. Venturi tunnels in the rear counteract any lift at high speeds.

Since the car benefits from a low aerodynamic drag the car has a greater top speed advantage compared to competitors with similar horsepower output.

INTERIOR – The interior is fitted with leather, aluminum and carbon fiber. The seats are cushioned with NASA developed Tempur, a material that shapes itself after the body.
The steering wheel, seats and pedals are totally adjustable, in order to achieve the optimal driving position.

SAFETY EQUIPMENT – The CC:s carbon fiber design incorporates the latest findings in construction and with regard to choice of material. Standard equipment has been chosen with great care. Passive safety measures include built-in collision zones, optional six point safety belts and impact-absorbing kevlar collision zones. Airbags and belt tensioners are standard. Active safety measures include superb handling combined with exceptionally strong brakes (ABS optional) and good visibility from the driver seat.

Body – 2-door 2-seater, removable hardtop. The body is made of carbonfiber/kevlar honeycomb.

Chassis – Semi monocoque made of carbon fiber honeycomb.

Engine – Mid mounted intercooled supercharged 32-valve alloy quad cam 4.6l V8 with sequential fuel injection. 2 metal catalytic converters. Oil: 5W/30 - fully synthetic racing. Fuel consumption: highway travel: 0.9 lt/10 km, combined consumption: 1.4 lt/10 km.

Max. power output	655 hp at 6,500 rpm
Max. torque	750 nm at 5,000 rpm
Redline at 7,000 rpm	

Transmission – 6 geared sequential transaxle gearbox, Torque bias limited slip differential. Gear ratios; 1st 2.615: 1, 2nd 1.938: 1, 3rd 1.474: 1, 4th 1.136: 1, 5th 0.742: 1, 6th 0.588: 1, rev. 2.500: 1.

Steering – Rack and pinion 2.7 turns lock to lock. Turning circle 11 meters

Clutch – 2 disc, Carbon fiber

Suspension – Double wishbones adjustable gas shock absorbers, mounted according to the pushrod principle, electronic ride height (optional).

Brakes – Koenigsegg ventilated discs, aluminum bell-housings

Front	330 mm. in diameter, 6 calipers
Rear	315 mm. in diameter, 4 calipers

Wheels – Koenigsegg magnesium alloy wheels

Center bolt front	18" x 9.0"
Center bolt rear	18" x 11.0"

Tires – Goodyear F1

Front	245/40 ZR 18
Rear	315/40 ZR 18

Fuel capacity – 80 liter

Standard equipment – Stowable hardtop, climate control, electric rear mirrors, leather interior, central locking, electric windows, alarm, tools, fitted luggage, speakers, car cover, airbag, power steering, servo assisted brakes, belt tensioners.

Extra equipment – Push button controls for gearbox, ABS, mobile internet access, stereo with navigation and cd-changer, rear view camera, GSM-telephone, ride height adjustment.

Data		**Measures**	
Acceleration	0-100 km/h, 0-62: mp/h 3.2 sec.	Height	1,070 mm, 42,1 in.
Top speed	390 km/h, 240 mp/h	Length	4,190 mm, 165 in.
Dry weight	1,100 kg	Width	1,990 mm, 78.3 in.
Aerodynamic Cd value	0.30 with down force	Wheelbase	2,660 mm, 104.7 in.

Warranty – One year warranty. 6 years corrosion warranty. Extension possible.

Service – Service stations at retailers + flying mechanic. Service interval: oil and filter 5,000 km, sparkplugs 10,000 km, cooling fluid every 24 months, break fluid every 12 month.

Education – Three days driving course with safety and technical education included.

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Koenigsegg CC V8S

Christian von Koenigsegg grew up with the dream of creating the perfect sportscar. A car that in every detail would offer the ultimate driving experience, that would unite aesthetics and unequalled competence. This dream was based on his clear perception that all existing sports cars still lacked certain qualities, that there were artistic improvements to be made and a revolution in technology that car manufacturers ignored.

1994 – The Koenigsegg project is launched. With a long tradition of building high quality cars and a large number of suppliers to the racing car industry, Sweden offered a suitable breeding ground for the development of a world-class sportscar.

The concept for this supercar set from the start, a two-seat mid engine construction with a hardtop, all based on state of the art "Formula 1 technology". A network of competent designers and engineers, with connections both to the Swedish car industry and the universities, were tied together.

1995 – Koenigsegg moves into new premises in Olofström, Sweden. Production of the first prototype started developing. The newly assembled Koenigsegg team makes an extraordinary effort; in only one and a half years a superb sportscar was finished, ready for media promotion and further testing.

1996 – This was a year of heavy testing on racetracks, roads and wind tunnel. Among the well renowned race-car drivers to test the prototype were Picko Troberg, Calle Rosenblad and Rickard Rydell. They were all amazed by its outstanding performance. The concept worked. It was time to introduce the car to the prospective buyers.

1997 – Koenigsegg CC prototype is shown during the Cannes film festival and it's success was recognised. The satisfactory tests and the great media coverage on the Cannes film festival, enables the company to create a finished product. An entirely new car brought into the world. Sticking to the basic concept of the prototype, the entire chassis was now made of carbon fiber, and a unique module system was developed so that the car can be configured to every desired set-up.

1998 – The Koenigsegg team worked full speed ahead for the specified product model. The car went through fifty-seven different tests in order to comply with the international certification regulations. Maintaining a low profile towards the media, all concentration was focused on the final product.
An ideal new facility near Ängelholm was purchased, and the build up of a series production infrastructure, was started. Since almost every key part of the Koenigsegg CC is specially designed and unique, highly qualified composite engineers and CAD- CAM technicians were employed. Modelers with experience at SAAB and Bentley created the final body. A three dimensional measuring system with full CAM-capabilities was set up in the modeling workshop.

1999 – Koenigsegg acquired the blueprints, production tooling and patents for a 12 cylinder boxer engine constructed by the legendary engineer Carlo Chiti, who for many years was a head engineer at Ferrari and Alfa Romeo. The engine was designed to be used in formula 1 racing, a super lightweight, horsepower monster, that aim to push the Koenigsegg CC beyond the 400 Km/h limit. This engine is planned to be used in a future limited version of the CC.

2000 – The first production vehicle was assembled during the spring and summer. September 28th is the deadline when the entire project meets the jury of the world; the premiere at the Paris motor show. The car will be brought to the INTA test centre, Spain, for crash testing and certification. At the Koenigsegg facility, a production line capable of manufacturing the cars is being organized. A project group starts to sketch on a prototype with Le Mans specifications.

2001 – The first Koenigsegg CC´s are due to be finished and are now the prized possessions of their owners. Before the Koenigsegg CC there has only existed two cars with 100 % carbon fiber monocoque chassis truly intended for road use, the McLaren F1 and the Ferrari F50. Today the Koenigsegg CC is the only one in production. The Koenigsegg CC delivers greater performance in all aspects than any other competitor. It is probably the worlds fastest series manufactured car. Koenigsegg offers race track test drives to buyers, and presents a whole new way of thinking about retailer and customer support, based on mobile Internet.

2003 – Koenigsegg plans to produce a special version of the Koenigsegg CC, the B12 S. The cars will be built in limited edition consisting of only 15 cars, using a highly modern supercharged unique Koenigsegg engine with 12 direct ignition coils, 4 valve configuration, all aluminium block, DOHC and 7 bearings on the crankshaft dry sump lubrication. This engine construction has shown superb durability in offshore racing.

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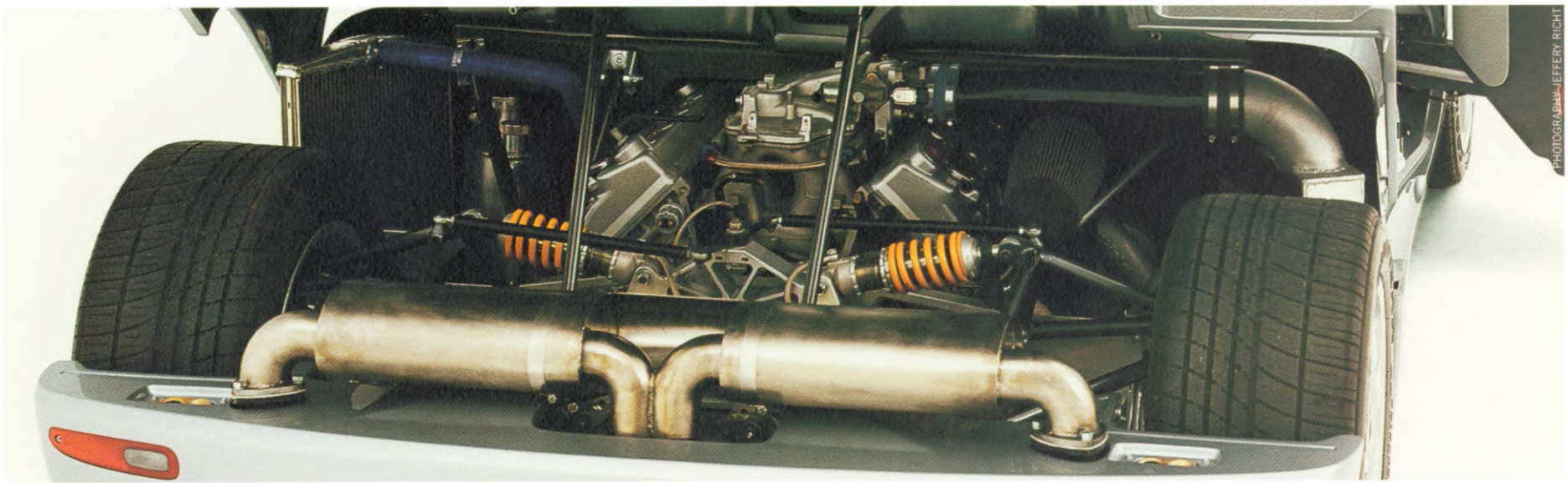

PHOTOGRAPHY JEFFERY RICHT


Koenigsegg CC

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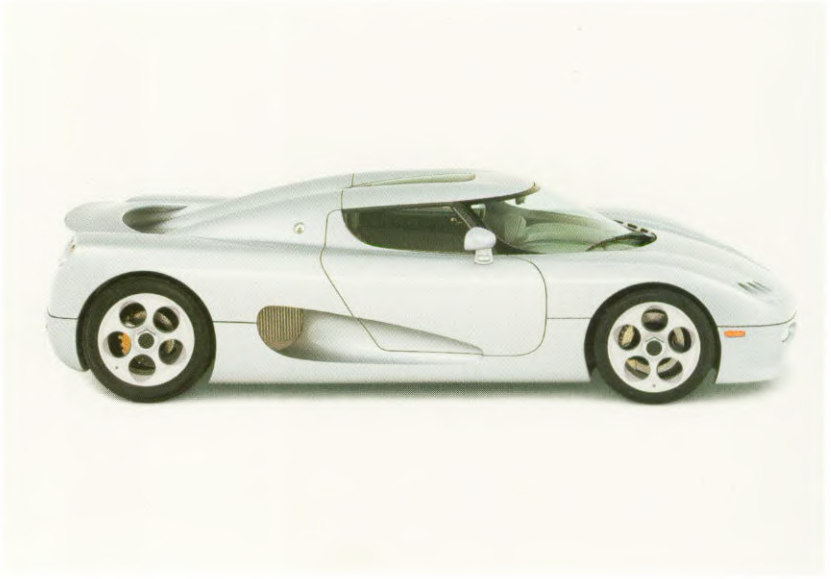

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