





Koenigsegg



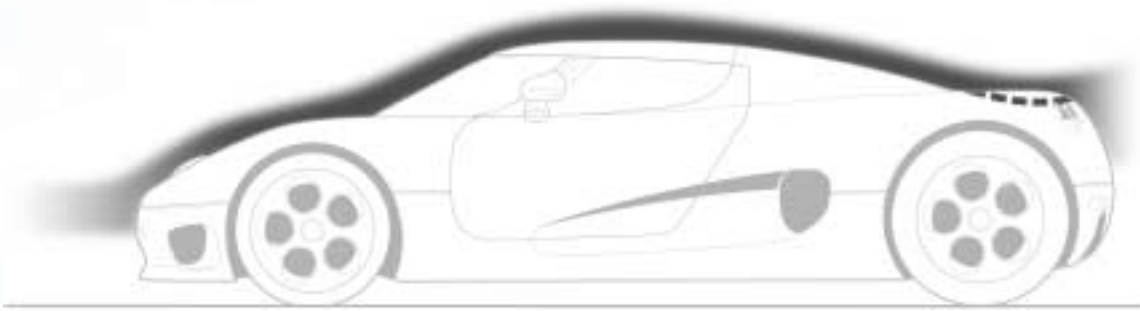
"Supercars don't come more super than this! It's the fastest car we've ever tested!" *(Top Gear, Great Britain)*



Excitement begins the moment one catches a glimpse of light flowing over its smooth, polished surface. From a distance one recognizes the exhilarating lines and aggressive beauty of a Koenigsegg.

A rear view of a Koenigsegg car, showing the trunk lid with the brand name 'Koenigsegg' in a stylized font. The car is dark-colored, and the background is a bright, hazy sky. The car is positioned in the lower half of the frame, with the rest of the image being a bright, overexposed sky.

Koenigsegg



Look at the flowing roofline for instance, the large, beautifully curved windscreen and the short eccentric rear. Every design element is inspired by nature and by the functional beauty of animals.

The body is designed for perfect aerodynamics, low weight and accessibility. When the front and rear hoods are lifted, the entire chassis lies open for easy inspection and maintenance. This has been accomplished without compromising the general ichthyomorphic design philosophy of the Koenigsegg esthetics.

It was important to give the car a timeless and unique shape while at the same time ensuring a futuristic stance and aggressive attitude. The lines and surfaces appear elegant and slippery, shouting in a clear, universal language: "I travel at extreme speeds!" – even when stationary.

The body has a class leading, aerodynamic design with a Cd value of 0.297. At the sides, two large air inlet ducts feed the engine with cooling air as well as improve downforce and stability at high speeds.

"At 390 km/h – what you see in front of you is already history"



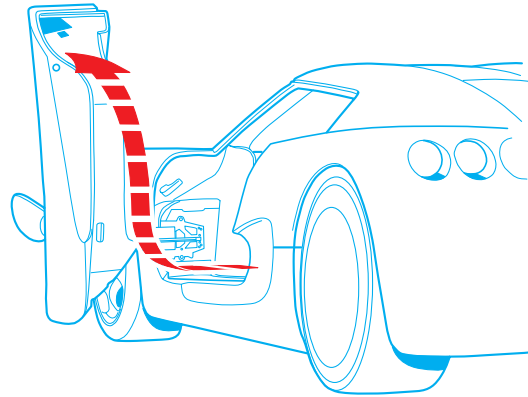
Press the starter button and enjoy the symphony; a giant breath through the carbonfibre induction trumpets, the hammering of pistons through titanium; the sound of force yet to unleash.



The Koenigsegg is alive and waiting to take you into the realm of speed.... Reach up to swing the door shut and be impressed by the smooth arc the door describes, as it moves downward and inward in a single, elegant motion.

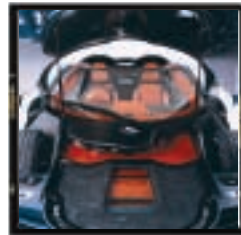
Push the clutch pedal. Take hold of the tall, turned metal gear lever and engage first gear. Feed in the throttle and release the clutch pedal. Increase the throttle more, and more... Within 3.2 seconds the speed is 100 km/h (62 mph). In 10 seconds the speed is 217 km/h (135 mph) and now is the time for true acceleration.

Thanks to efficient aerodynamic design resulting in a low drag coefficient and a perfect



weight distribution, the car is very stable at high speeds, a feature which also increases safety.

On a warm and sunny day perhaps you prefer to drive roofless. No problem with the Koenigsegg; the roof panel is easily detachable and stores under the front hood.



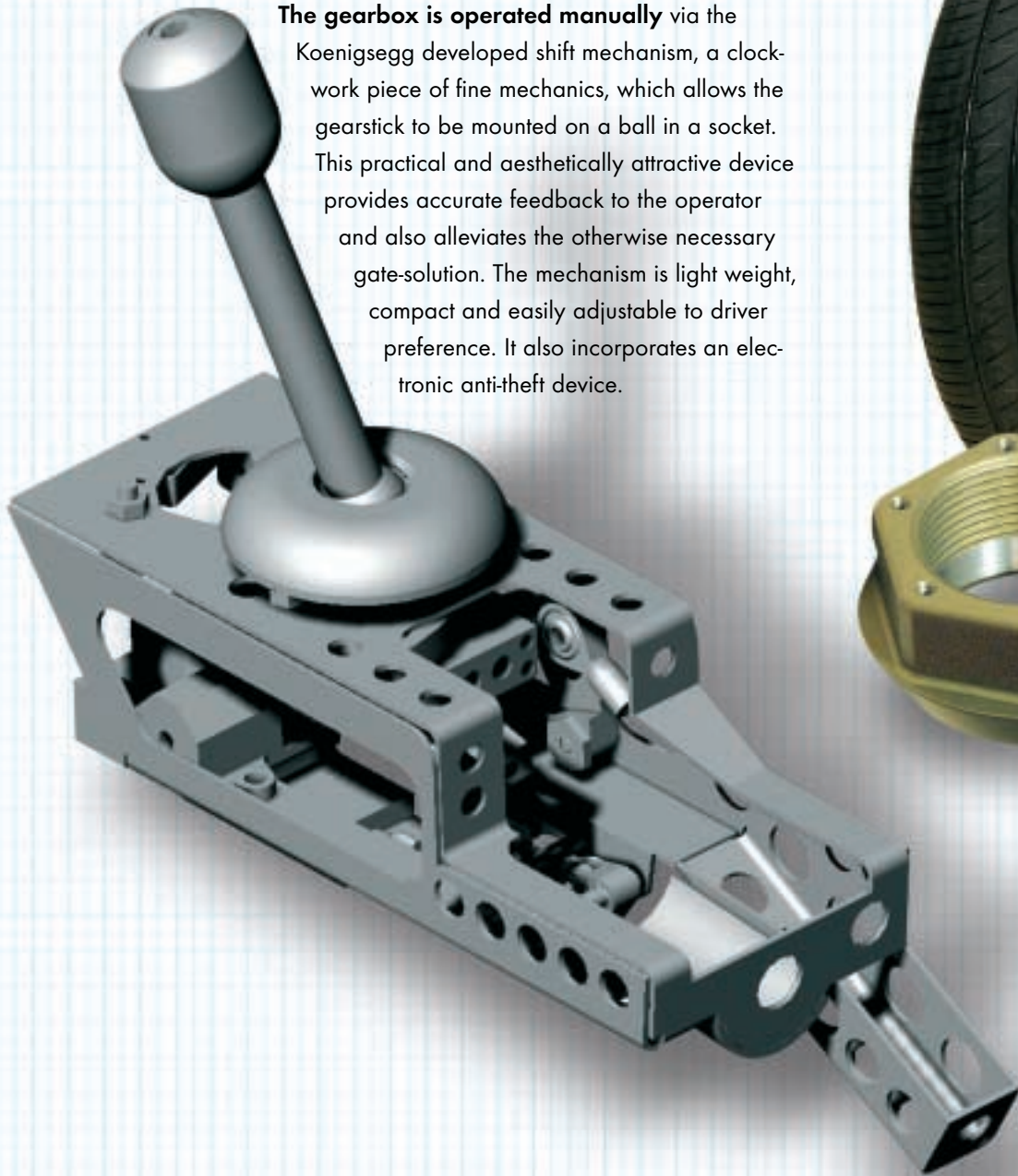


The design of the seats combines comfortable everyday driving with excellent racing performance. Ergonomic engineers designed the carbonfibre seat shells and lined them with cushions made of the material Tempur, developed by NASA. This material conforms to the body resulting in ultimate seat comfort. They are adjustable in almost all directions to offer a perfect driving position.



All surfaces in the cockpit are devoid of unnecessary obstructions. Positioned on the steering column is a cluster which includes tachometer, LCD display and tell-tales. Typical for the Koenigsegg is the large, circular centre control. The most frequently used controls such as safety button, starter button, light switches, window regulators, wing mirror adjustments etc are positioned here. Buttons and knobs for climate control, traction, hazard and ride height are positioned above and below the centre control.

The gearbox is operated manually via the Koenigsegg developed shift mechanism, a clock-work piece of fine mechanics, which allows the gearstick to be mounted on a ball in a socket. This practical and aesthetically attractive device provides accurate feedback to the operator and also alleviates the otherwise necessary gate-solution. The mechanism is light weight, compact and easily adjustable to driver preference. It also incorporates an electronic anti-theft device.



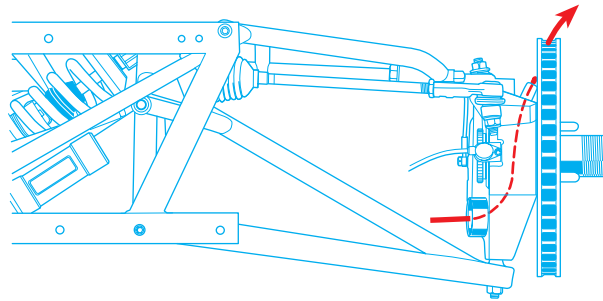
The five-spoked magnesium alloy wheels are designed by Koenigsegg. Thanks to the spoke design, brake cooling is very effective. An air duct on the uprights leads the cooling air through the uprights and into the brake discs. Centre nuts for mounting the wheels accentuate the aesthetic purity and racing heritage. A safety-improvement feature is the big rim diameter - 20" rear and 18" front (19" on model CCR). They are shod with Michelin tyres specially developed for Koenigsegg. The large tyre dimensions give a comparatively large contact area against the road - important for both braking and acceleration and allowing high cornering speeds thus avoiding any uncontrollable sliding.



"A consistent blend of heft and deftness, the Koenigsegg requires a firm, guiding hand, but rewards with surprising sensitivity and precision" (evo magazine, Great Britain)



Whether crossing continents or clipping apexes on the racetrack, the skilfully balanced handling and detailed feedback of the Koenigsegg's race-bred suspension will definitely be appreciated.



Driving is not just a question of accelerating and braking. To be able to access the fantastic performance potential, the road holding has been honed to perfection during many hours of test driving under hard conditions on both road and track. This great handling to a large extent is the result of perfect weight distribution (43/57% – f/r). Most of the car's mass is concentrated around the cockpit (engine, occupants, fuel tanks and batteries) giving a low polar moment

of inertia and quick reaction to direction changes. The large, but lightweight magnesium alloy wheels shod with Michelin high performance tyres developed according to latest technology, provide large friction areas. The lateral g-forces in a Koenigsegg can be as high as 1.3 g, and this also contributes to safe handling at high cornering speeds.

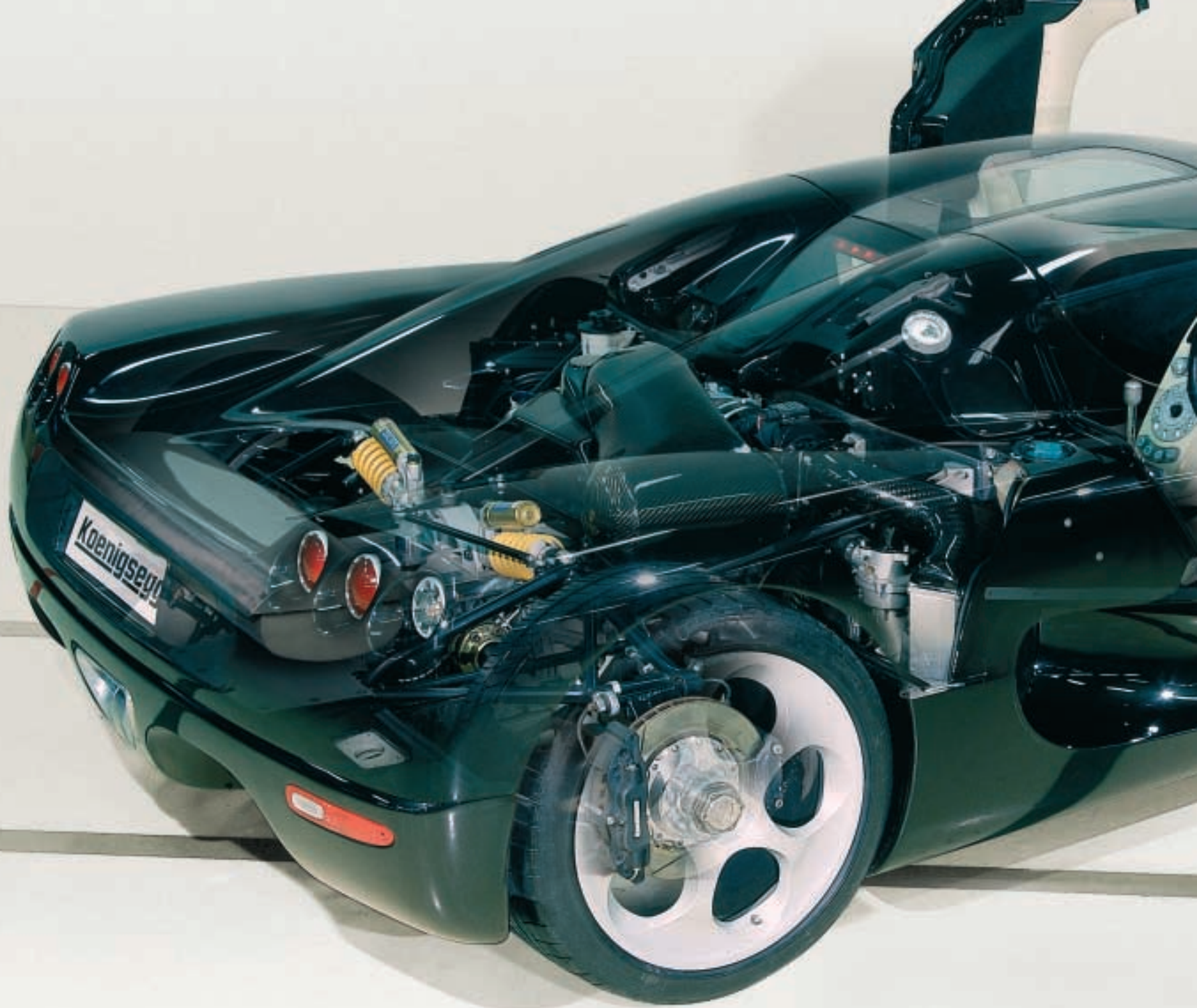
The unsprung weight is kept to a minimum to gain perfect contact between tyre and road. Therefore the rims are made of magnesium alloy and the A-arms are of lightweight chrome molybdenum steel tubes. The minimum weight uprights are of welded high grade steel and the construction includes internal cooling channels for the bearings and brake discs.



"Koenigsegg is my favourite supercar! You just want more and more!" *(Jeremy Clarkson, Shoot-Out DVD)*





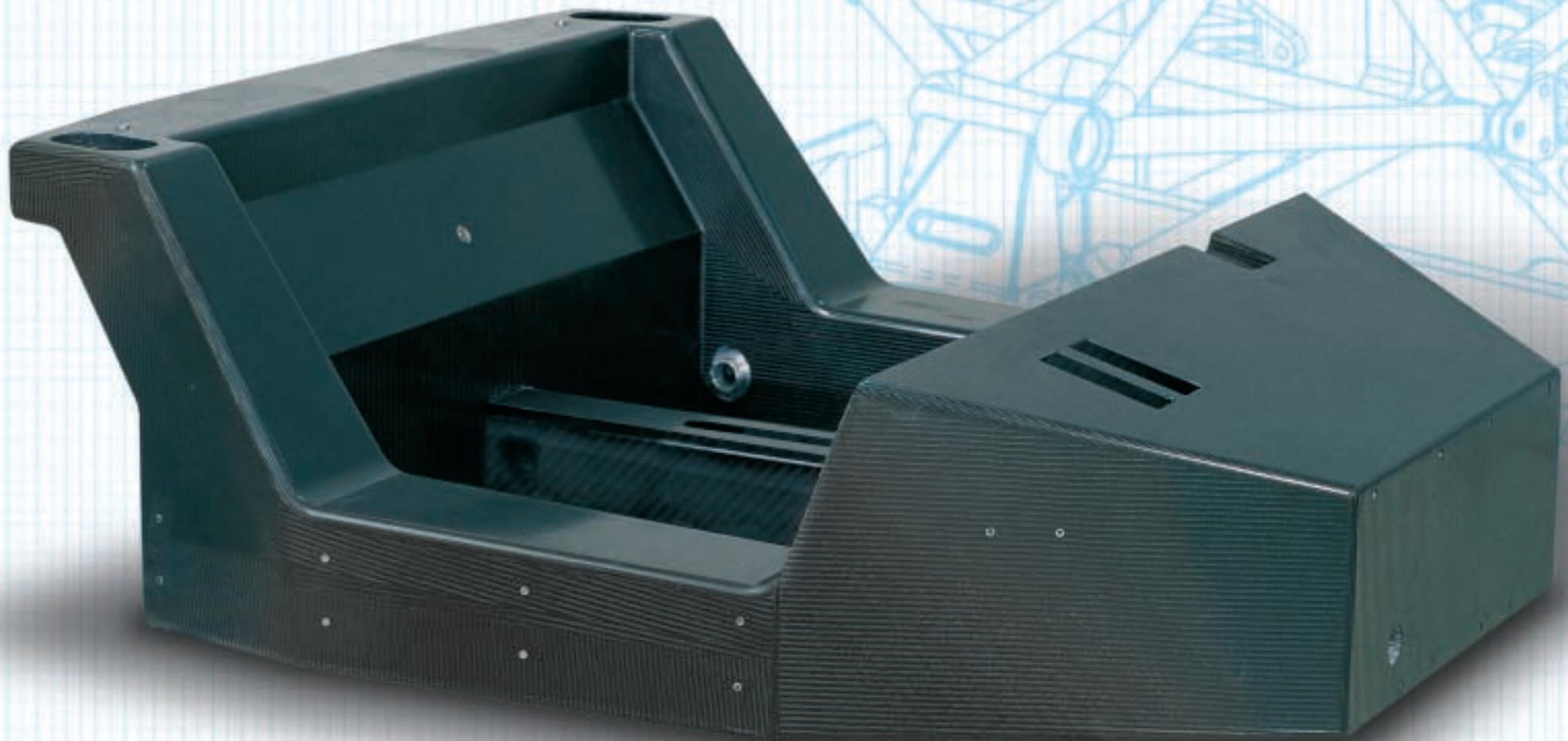




**"This is without a doubt the
most astonishingly fast car I
have ever driven! Five stars
out of five possible!"**

(evo magazine, Great Britain)

The most important part of the Koenigsegg chassis is the carbonfibre monocoque. Inspired by Formula 1 designs, it is a very light, yet immensely stiff structure on which the front and rear subframes are mounted.



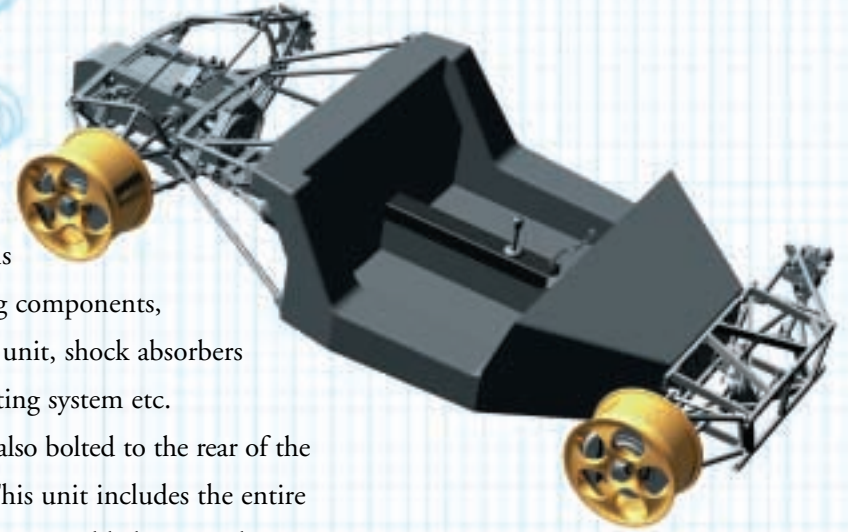
The monocoque is handmade and consists of 21 layers of carbon fibre with honeycomb in between. Thanks to the use of carbon fibre, the weight of the chassis module is only 62 kg (136 lb.) and the torsional stiffness is 28.100 Nm/degree. The monocoque gives the driver and passenger excellent protection and provides greater rigidity than any competitor, which is important for the car's handling qualities.

It also incorporates four fuel tanks; two behind the seats and one tank on each side of the tub. This gives a perfect weight distribution and a low polar moment of inertia, which also benefits the handling.

A subframe is bolted to the front of the chassis module. It is manufactured from lightweight

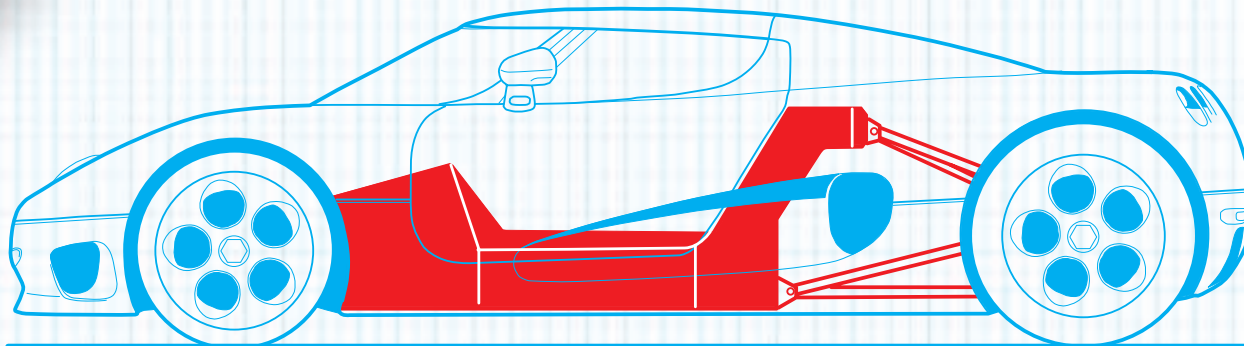
chrome molybdenum steel tubes and contains the power steering components, wheel suspension unit, shock absorbers with hydraulic lifting system etc.

A subframe is also bolted to the rear of the chassis module. This unit includes the entire drivetrain, which is assembled separately. Its main parts are two large, milled aluminium alloy brackets, which support the wishbones and gearbox. The brackets are held in place by chrome molybdenum steel rods, ensuring perfect rigidity. This modular system has the benefit of great accessibility, enabling quick repairs and easy maintenance.



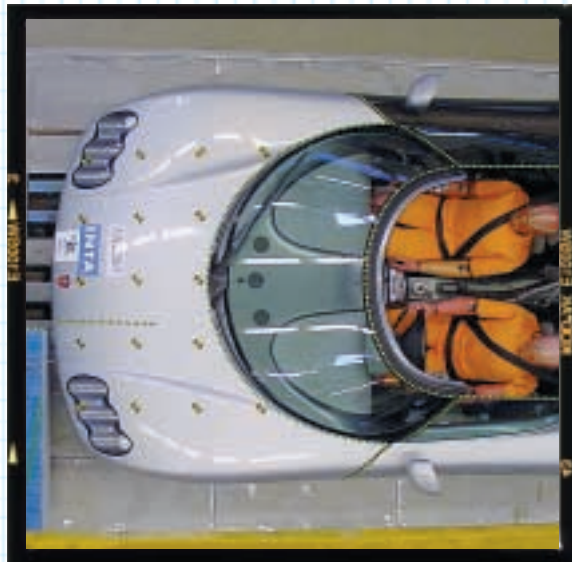
**"Koenigsegg CC
keeps pure F1
quality concerning
design, material
and finish."**

(Sportscar, Sweden)





"Body stiffness compares favorably to that of a good quality wrench" (Car and Driver, USA)



Thanks to the carefully designed, very stiff and rigid construction of the carbonfibre chassis, the driver and passenger are effectively surrounded and protected in the event of an impact.

The monocoque roll-over bars are made of reinforced carbonfibre laminate and are virtually indestructible. These bars provide protection to both driver and passenger in the event of a roll-over accident and at the same time give the car a significant appearance typical for Koenigsegg. The dashboard also functions as a safety device and is built of solid carbonfibre and Kevlar laminate. Koenigsegg CC8S was one of the first supercars

to pass the new offset frontal and side impact crash tests. The Swedish Autoliv crash-test centre testified that the CC8S was one of the safest cars they had ever tested. Passive safety measures include airbag, ABS and Traction Control.

The brakes are exclusively developed by AP Racing. These pure racing brakes are power assisted and incorporate a state-of-the-art ABS system from Bosch.

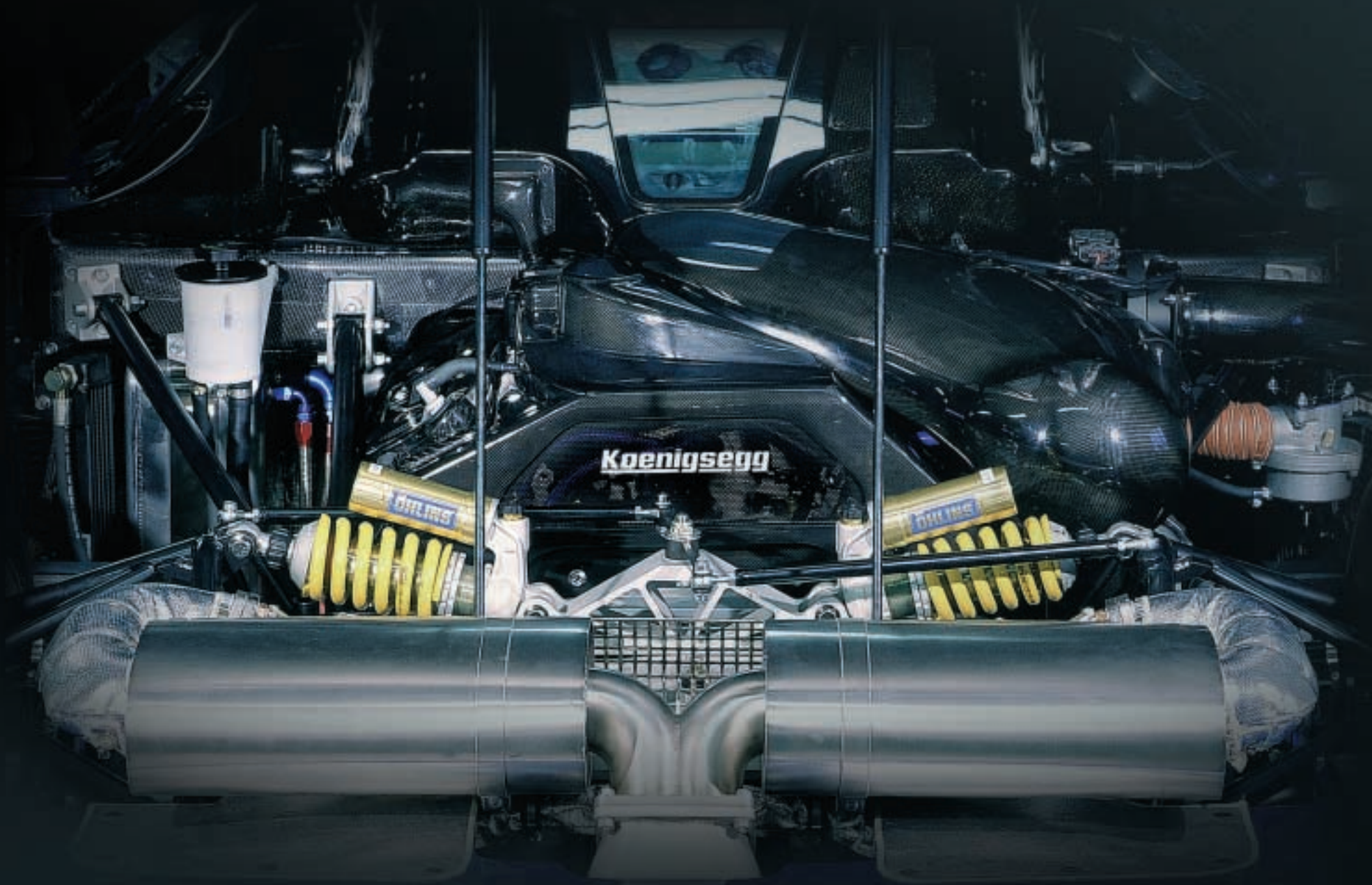




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"The Koenigsegg CC secured its place in the history books with a top speed of 242 miles per hour which was captured on film" (Zero, Great Britain)

The Koenigsegg CC8S is powered by a super-charged 8 cylinder engine, specially developed by the Koenigsegg engineering team. Its pure racing performance is a result of power, torque and low weight while still maintaining superb drivability.

The CC8S' engine is made of super light-weight materials, e.g. aerospace specified aluminium alloy, titanium and carbonfibre. The same company that supplies engine blocks to some Formula 1 teams manufactures the cylinder heads and blocks for Koenigsegg.

The engine delivers a smooth 655 hp at 6.800 rpm and 750 Nm of torque at 5.000 rpm. It is a state-of-the-art Quad Cam semi-stressed V8 construction with a 4.7 litre cylinder volume and 32 valves. The engine is equipped with forged pistons and connecting rods built to cope with great speeds during racing conditions. An exceptionally high quality forged crankshaft complements this.



The CC8S' engine is fitted with carbonfibre cam and front covers, which reduce overall weight by about 12 kg compared to the same parts manufactured in aluminium. The highly efficient induction system is also made of carbonfibre; it is an advanced series of ducts and boxes, organically shaped to maximize the flow of air into the engine. The total weight of the Koenigsegg CC8S' engine is only 210 kg.





The air intake system incorporates a large centrifugal supercharger. It is connected to a custom-built intercooler which lowers the charged intake air temperature from 150°C to 50°C. A specially manufactured dry-sump engine lubrication system enables a

low frame position and subsequently a very low centre of gravity. A unique Koenigsegg engineered oil spray device provides efficient cooling for the pistons, thus adding to the durability of the engine. Direct coil-on-plug ignition and a fully compliant OBD II computer system guarantees low emission and fail-safe driving. Upon request, a monitoring BoA with satellite link-up can be installed, which is a great device for maintenance and service.

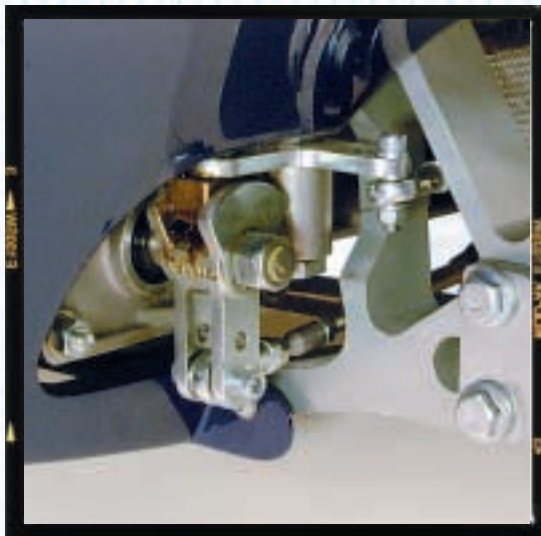
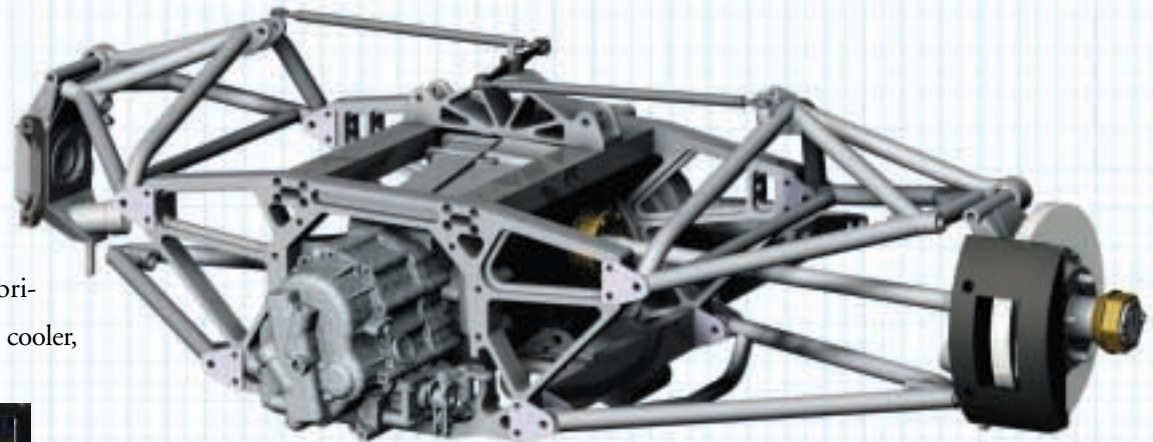
The exhaust system is made of stainless steel (titanium on model CCR) and incorporates equal length tube headers, which merge to collectors. Integrated precat laminar flow merge to collectors, effectively assisting the main metal catalytic converters in reducing emissions to certifiable levels.

Model CCR has a specially developed Swedish Lysholm double-screw compressor, which takes the engine's power output to the extreme peak value of 806 hp at 6.900 rpm. The torque curve also shows high values over a broad revolution band with a peak value of 920 Nm (678 ftlb) at 5.700 rpm.



The Cima 6-speed manual/sequential gearbox, which is optimised for the Koenigsegg CC8S and CCR, is probably the strongest and most reliable transaxle gearbox ever built for a mid-engined car.

Cima, the high quality Italian manufacturer, has utilized their long experience in building racing gears for Ferrari Formula 1 when constructing the Koenigsegg transmission. It is equipped with an internal oil pump for reliable lubrication and a large external Setrab air-to-oil cooler,



necessary due to the immense engine power. The final gear ratio is calculated to propel the car close to 400 km/h (250 mph) at 7.300 rpm.

Koenigsegg also has engineered the unique anti-roll bars, essential to get superb handling qualities. They are operated by pushrods linked to each top wishbone. The function of the anti-roll bar can easily be altered just by changing the cross-link to stiffer or softer ones.



The vastly experienced test driver Loris Biccocchi has been an integral part in optimising and developing the Koenigsegg. Here are his comments....

I first came in contact with Koenigsegg at the Paris motor show in 2000 when they exhibited a pre-production version of the CC. I was immediately attracted to the compact and efficient shape of the car. It had no unnecessary gadgets, only those truly needed for speed and high performance.

– What I really like is the chassis and suspension layout. The long, double wishbones, which give small camber deviation during travel, the ingenious progressive anti-roll bar system, plus the fact that everything is correctly placed from a weight distribution viewpoint. The fuel tanks are centrally

placed maintaining perfect balance at all time.

The batteries are also centrally located in front of the engine, giving a perfect mass center.

– High speed stability is among the best I have tested. On the CC the aerodynamic pressure point unusually is behind the mass centre of the car.

This makes it naturally more stable the faster it is driven. Most of today's mid-engined supercars have huge air intakes and outlets at the front of the car, making them nervous at high speed.

Directional stability during braking is superb.

Vertical control of the body is unmatched by any





competitor, resulting in a feeling that the car is sucked to the ground even when driving over bumpy surfaces.

– I have spent a lot of time optimizing the comfort of this thoroughbred. The suspension is not only compliant and supple, but also firm during cornering, acceleration and braking. To me it is an excellent design compromise. Even potholes will not upset the car.

– The ABS system is very much on the sporty side. It locks with some slip through the whole process, making it very efficient. For a supercar I

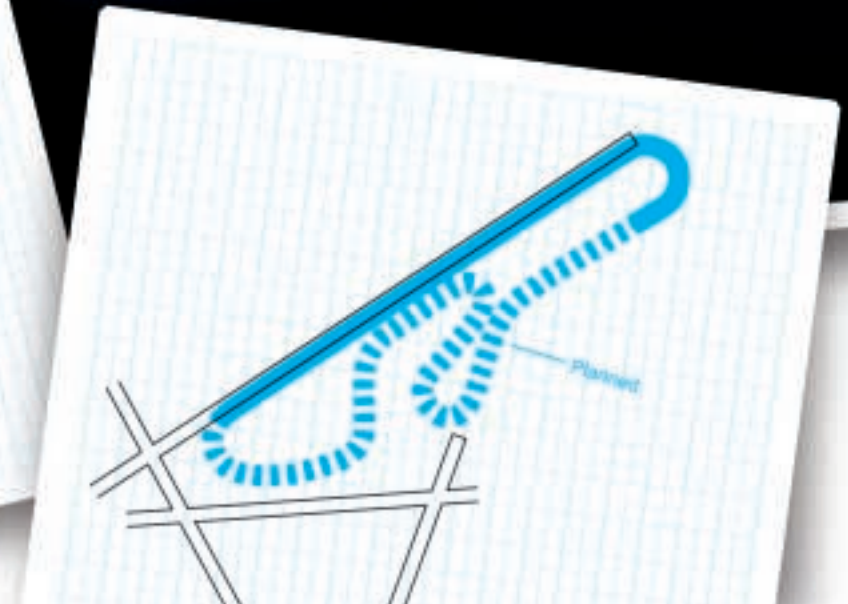
think it is correct strategy not to make the ABS too intrusive yet still allow the driver braking control instead of letting the ABS take over too early.

– The steering is well balanced for my liking with a fantastic center point with no lash. The engine's power is smooth and safe, especially considering the very high power output.

– My overall impression of the CC is that the car deserves recognition as one of the most competent road cars ever produced.

Loris Biccocchi, Official test driver for Koenigsegg





The show must go on....

The Koenigsegg factory is situated in a large modern fighter jet facility with adjacent testtrack/landing strip in Ängelholm in southern Sweden. The building is virtually new and adapted to Koenigsegg's needs and specification. It was originally used to house and service Swedish Fighter Jets Squadron No. 1.

The facilities are very suitable for assembly and development and provide a testtrack for both fun and serious test driving. As the factory is situated close to the airstrip, visitors who travel by air can virtually land outside the door and there is even a helipad in very close vicinity.

The Fighter Jet Squadron used the image of a ghost as its symbol. It has therefore been decided that all extreme versions of Koenigsegg cars should have the same ghost symbol to honour the Squadron and link the car to the fighter jet's high tech and spirit.



Koenigsegg customer care and service

Warranty

- Two years limited mechanical warranty.
- Ten years corrosion warranty.

Service

- Full factory and retailer support.
- Retailers provide in-house service in the USA, Europe and the Middle East.
- Koenigsegg has a flying mechanic on stand-by.

Education

- Three days of high performance driving instruction with safety and technical education included.





- We are here because we are genuine.
- We are here because we believe.
- We are here because we want to deliver something more unique to you....
- Something more than money can buy.
- Something more precious that goes beyond the value of its parts.
- Something faster, stronger, lighter, more perfect and refined.
- Something like the Koenigsegg CC!

Enjoy!

Koenigsegg models CC8S and CCR are cars uniquely tailored for the individual who appreciates exclusivity and who dares to go beyond traditional boundaries.

The cars are developed and manufactured in quality conscious Sweden by people driven by the passion to create the ultimate supercar. The harsh winter climate experienced in Sweden has perhaps contributed to the interior design being very welcoming to both driver and passenger and offering warmth and comfort at every drive.

Cutting edge racing technology beneath a handmade cover of carbonfibre ensures breathtaking performance. In 2003 Koenigsegg CC8S was appointed the world's most powerful production car by Guinness Book of World Records.

The whole team are proud to bring you Koenigsegg CC8S and the latest evolution, Koenigsegg CCR.



Christian von Koenigsegg





www.koenigsegg.com

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Photography: Claes Axstål, Dane Glantz, Peter Gunnars, Philip Håkansson, Malin Kjellberg, Jeffery Richt, Hidenobu Tanaka.

Design: Teknik-Info AB, www.teknikinfo.com. Printed in Sweden. 1. 02.04.