

LUXURY TOYS

Koenig

Competition Coupe X

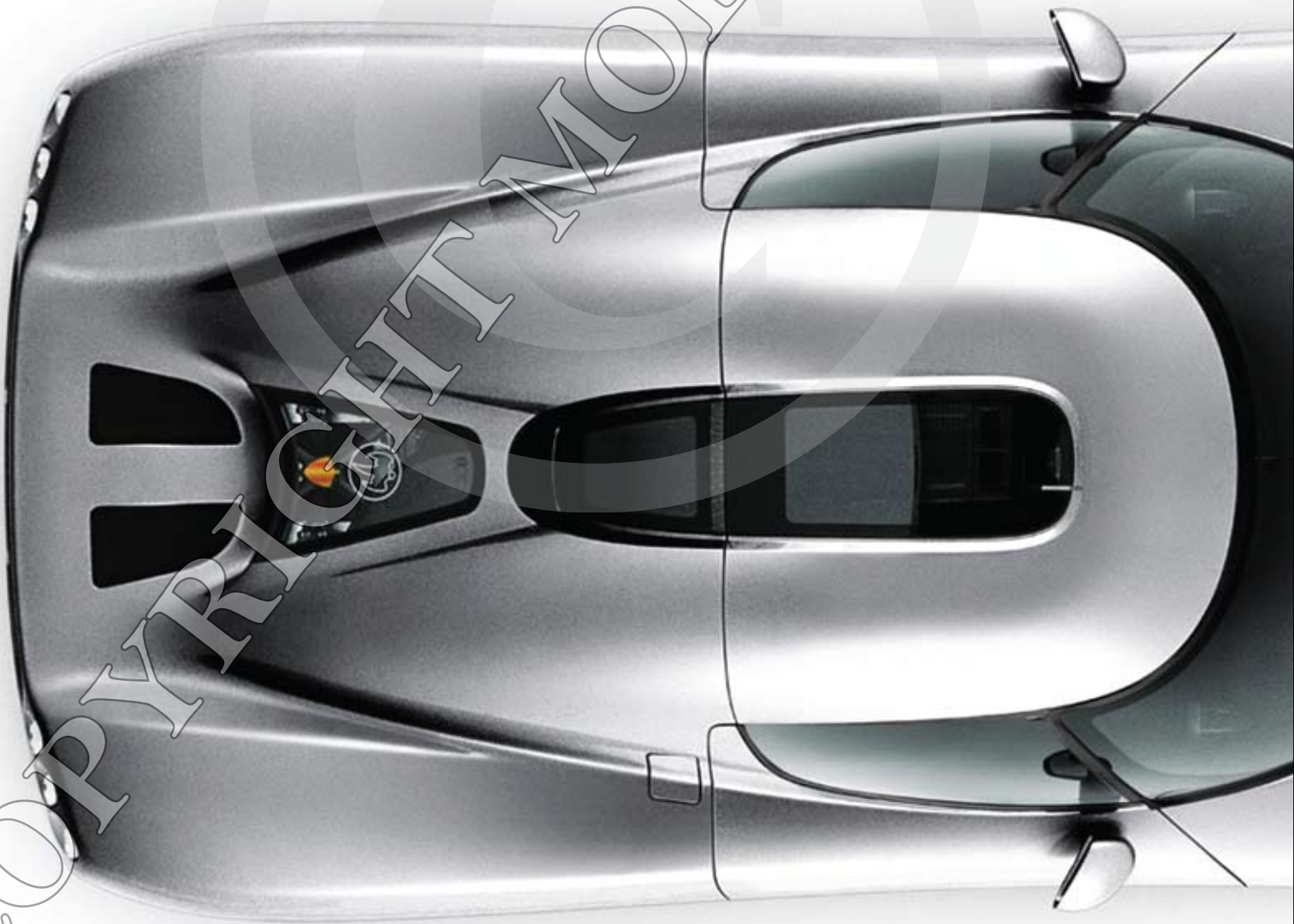
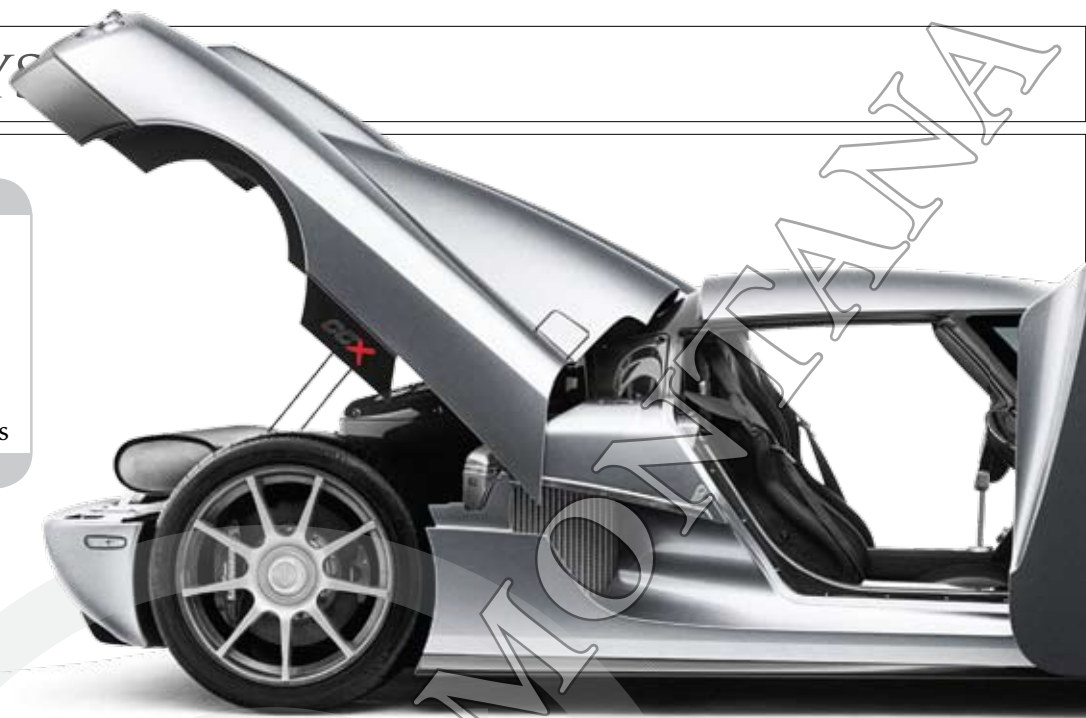


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Year	2006
Engine	Supercharged V8
Transmission	6-speed
Max speed	245 mph (est)
0-60 mph	3.1 seconds
Horsepower	806 hp
Weight	1180 kg / 2601 lbs



KOENIGSEGG CCX



The Koenigsegg CCX is the latest iteration of the Koenigsegg CC family. The CCX is in many ways a new car since it has been re-engineered to comply with the US regulation and market demands.

Still, it has been a key issue for the Koenigsegg Team to keep the distinctive and record braking CC shape.

Koenigsegg believes it is important to avoid trends and instead hone the aerodynamic shape of the CC range for the future, only enhancing its unique look

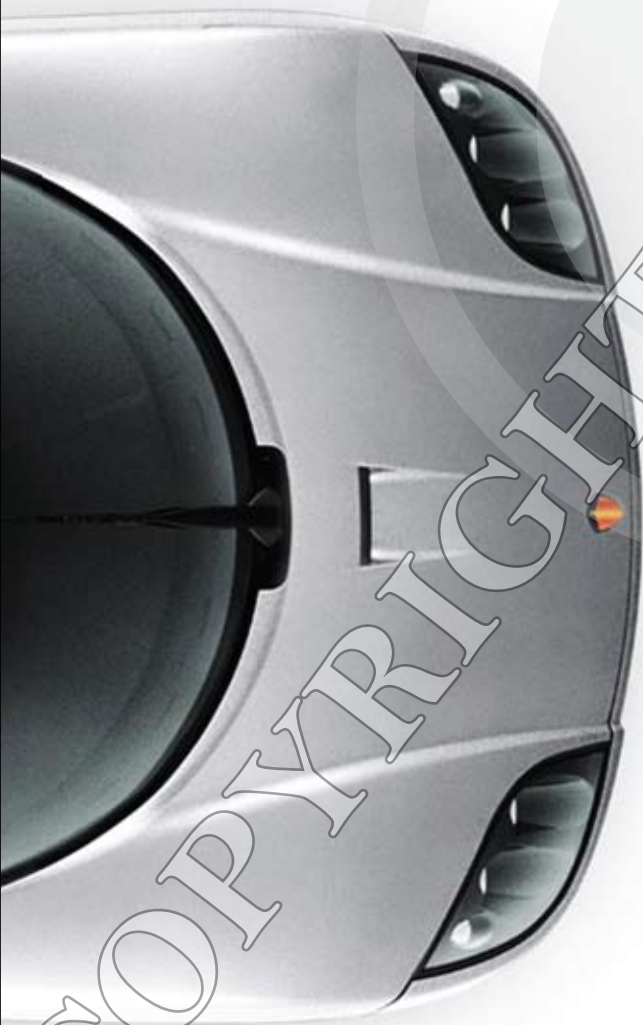
and appearance with tighter lines and a more aggressive stance. Koenigsegg also believes in continuity. A new Koenigsegg shall show a clear

lineage from its predecessor and shall not follow any other design trends, but enhance its already proven concept and shape to perfection.

CCX stands for Competition Coupe X. The CCX marks the 10th anniversary of the completion and test drive of the first CC maiden prototype, which rolled out from the R&D department in 1996.

Body and Interior

The Koenigsegg CCX features a completely new set of body and interior parts. The body incorporates a new front bumper design, engineered to function well in the stringent 2.5 mph bumper test, including enhanced brake cooling, fog lamps and US side position lights. The front lamps have been slightly redesigned to suit the new bumper line.



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There is a new scoop on the front bonnet as a larger fresh air-intake for the occupants and new air vents have been added behind the front wheels in order to further evacuate air from the cockpit. The frontal shape revisions now allow for effective track use options to be added.

The car is 34.3 inches longer in order to comply with the US rear impact regulations, and in order to free up space around the rear muffler. The rear clamshell now features a glass window over the new CCX engine, clearly showing off the bespoke and unique Koenigsegg Block casting.

The Interior

There are further 2 inches of space in headroom, making the CCX the most spacious super car on the market.

In corporation with Sparco, and Koenigsegg test driver Loric Bicocchi, Koenigsegg has developed a new seat design for the CCX. The structures of the seats are still carbon fiber, but now fully padded front surface and a tilting backrest.

Wheels and Brakes

The optional 382 mm front discs are coupled to 8-piston calipers and in the rear the 362 mm size is retained with 6-piston calipers. The optional industry-first carbon fiber wheels save another 6.6 lbs per wheel compared to the already lightweight magnesium wheels that come as standard.

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Ram Air Engine Booster

Between the raised speedster bumps there is a new type of vortex generator implemented as a Ram Air engine booster by Christian Koenigsegg on the CCX. Due to the fact that there



KOENIGSEGG CCX



is a fresh air intake right below the rear window, the vortex generator redirects the air directly into the air intake and thereby creating a positive pressure in the air box.

Unique Koenigsegg Engine

The engine in the Koenigsegg CCX retains the incredible performance and power of the CCR engine, while running on US 91 octane fuel and complying with California emission regulations. In order to reach this challenging goal, extensive rework had to be done to emission related items, such as new cylinder heads with larger valve area and more optimally flowing cylinder head ports. Dual smaller injections per cylinder were integrated, as well as new camshafts,

a new carbon fiber individual runner intake plenum, a new engine management system, updated fuel and EVAP system.

Koenigsegg stands out among low volume super car manufacturers, because they engineer the engine completely in-house in combination with the fact that it is also built, assembled, and dyno tested in the Koenigsegg production plant. The Koenigsegg engineers also incorporated the most powerful internal piston coolers in the industry - bringing down the piston temperature by as much as 80% more than competing systems, which was a must in order to run high cylinder pressure with 91 octane fuel.

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Due to request from certain Koenigsegg Clients and Customers, Koenigsegg has created a Limited Edition version of its sought after cars.

The Koenigsegg Edition comes in two limited versions, the CCX and CCXR models.

It features a 5.0L twin supercharged Koenigsegg engine, together with many other unique features. The car is more track biased compared to the standard models, as it has stiffer springs and anti-roll bars, reset dampers and lowered chassis. It also features a fully visible carbon body a large adjustable rear wing, larger front splitter and side strakes for increased down force and a unique forged wheel design.

The interior is also reworked and features; color matched leather carpets, Edition side step plates, Edition chronograph instrument cluster, New edition only layout for the center consol control panels.

All other extra equipment comes as standard, such as Carbon Wheels, Special interior trim and color, Rearview camera, Satnav or Bluetooth, Amplifiers, complete Inconnell exhaust system in order to save weight.

The Edition cars will be built in two different versions, a CCX model limited to 14 cars with 888 bhp and a CCXR (Bio flexi fuel) model limited to 6 cars with 1018 bhp. The price for the 888 hp CCX is 1 330 000 Euro, and 1 500 000 Euro for the 1018 hp CCXR (E85/ petrol flex fuel) version. [Editor's note: this is approximately \$1,955,632 for the CCX and \$2,205,600 for the CCXR.] The two first of each version are already spoken for.

Each car comes with 5 years free Service and Warranty.

Unveiling of the Edition versions will be at the Geneva Motor show in March 2008, where the first delivery will take place.



KOENIGSEGG CCXR

