

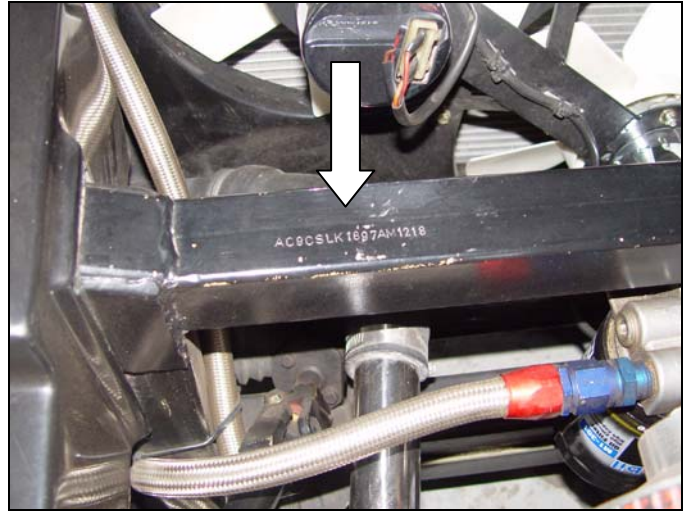
Superformance Registration Instructions for Mk III

Registration Is Important

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

Mk III Chassis Number

The **Superformance Chassis Number** is assigned by Superformance and stamped directly on the frame as shown in the photograph on the right. The number shown is in the 17 digit form, however your chassis number may be in another format as described below.



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. The tenth and eleventh characters are the year produced.
K1***AM1***	11 digit form. In a few cars in the under 591 range, the AC9CSL was not used resulting in a truncated 11 digit form.
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 left side.
2. Locate the upper front cross member. It is just in front of the engine as shown in the photograph. 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 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, the dealer has covered up the **Superformance Chassis Number** with your 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. The car number is located in a number of other places. It is used at the factory to coordinate assembly.

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 following page. Be sure to include displacement. Engine Notes and Intake Notes are helpful.

Registration Choices

Model

Mk III Sports	Side pipes. 427 S/C Cobra replica.
Mk III Roadster	Rear exit underbody exhaust. 427 Cobra replica.
Mk III Competition	Only one, SP 245

Colors – Body, Stripe, and Accent

The following list contains all of the body, stripe, and accent colors shipped from the factory that are used on at least two cars. One off special colors are not shown. The more popular colors are shown in **bold**. Color Type is only used to group the colors.

Color Type	Color	Percent	
Black	Black Metallic	< 1%	
	Black Rose	< 1%	
Blue	Diamond Black	1%	
	Black	14%	
	Arcadian Blue	< 1%	
	Blue	< 1%	
	Cloisonne Blue	< 1%	
	Cosmic Blue	< 1%	
	Dark Cloisonne Blue	< 1%	
	Dark Portofino Blue	< 1%	
	Ferrari Blue	< 1%	
	Galaxy Blue	1%	
	Guardsman Blue	4%	
	Gulf Blue	< 1%	
	Indigo Blue	6%	
	Midnight Blue	< 1%	
	Midnight Blue Metallic	< 1%	
	Porsche Midnight Blue	< 1%	
	Portofino Blue	1%	
	Posilipo Blue	< 1%	
	Royal Blue	10%	
Stratos Blue	< 1%		
Viking Blue	< 1%		
Viper Blue	1%		
Brown	Chestnut Metallic	< 1%	
	Gold	< 1%	
Green	British Racing Green	< 1%	
	Connaught Green	< 1%	
	Green	< 1%	
	Jewel Green	< 1%	
	Kaktusgruen Mica	< 1%	
	Malachite Green	1%	
	Metallic Green	< 1%	
	Woodland Green	< 1%	
	Orange	Chrome Orange	< 1%
		Gulf Orange	< 1%
Hugger Orange		< 1%	
Lamborghini Orange		< 1%	
Primed		< 1%	
Primer	Purple	< 1%	
	Royal Grape Purple	< 1%	
Purple	Amulet Red	< 1%	
	Bordeaux	< 1%	
	Bright Red	< 1%	
	Candy Apple Red	< 1%	
	Ferrari Rosso Corsa Red	< 1%	
	Laser Red	< 1%	
	Monza Red	1%	
	Rangoon Red	< 1%	
	Red	4%	
	Rouge	< 1%	
	Rouge D'enfer	< 1%	
	Sunset Red	2%	
	Torch Red	< 1%	
	Tornado Red	< 1%	
	Viper Red	< 1%	

Color Type	Color	Percent
Silver	Dark Silver	2%
	Light Silver	< 1%
	Medium Grey	< 1%
	Silver	7%
	Silver/Red	< 1%
	Titanium	13%
	Viper Grey	< 1%
	Viper Grey Pearl	< 1%
	Viper Silver	< 1%
	Viper Steel Grey	1%
	Pace Car White	< 1%
	Pearl White	< 1%
	White	20%
	White Diamond	< 1%
White Willment	< 1%	
White/Black Outline	< 1%	
White/Grey Outline	< 1%	
Wimbledon White	4%	
Yellow	Perana Yellow	< 1%
	Yellow	1%
	Zinc Yellow	< 1%

Engine

Engine Type: 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
5.4 SOHC 2V	
5.4 DOHC 4V	

Cubic Inches: Engine displacement

Engine Notes: Builder, model, serial, etc. i.e. Roush 427R-007, Keith Craft custom, RDI 6007COB6 Ultimate 427, Performance Engineering 408 stroker, Holman Moody 427FE side-oiler, etc.

Intake Notes: Intake type, i.e. Roush 8-stack fuel injection, single Holley 4-barrel, dual Holley 4-barrels, 4 Weber 48 IDA, etc.

Transmission

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

Type	Transmission
4-speed	Borg Warner T-10
4-speed	Ford Toploader
5-speed	Cosworth
5-speed	Doug Nash
5-speed	Tremec T-5
5-speed	Tremec 5-speed (if you don't know if it is a 3550 or TKO)
5-speed	Tremec 3550 (typically used on small blocks)
5-speed	Tremec 3550 II (close ratio 5th)
5-speed	Tremec 3550 TKO (small block strokers and big blocks)
5-speed	Tremec 3550 TKO II (close ratio 5th)
5-speed	Tremec TKO-500 (introduced 2004)
5-speed	Tremec TKO-600 (introduced 2004)
6-speed	Tremec T-56
6-speed	Tremec T-56 Magnum (TR-6060) (introduced 2009)
6-speed	Tremec T-56 Magnum XL (introduced 2012)
Automatic	Ford FMX Automatic
Automatic	Ford C-4 - 3-speed automatic
Automatic	Ford C-6 - 3 speed automatic
Automatic	Ford AOD - 4-speed Automatic Overdrive
Automatic	Ford AODE - 4-speed Electronic Automatic Overdrive