

Ferrari

A P P R O V E D



CERTIFIED PRE-OWNED PROGRAM

WELCOME TO THE FERRARI APPROVED CERTIFIED PRE-OWNED PROGRAM



INTRODUCING FERRARI APPROVED

The legend began in 1947 with Enzo Ferrari and an engine, a V12 of course, and a personal determination to create the purest and most exhilarating performance car the world had ever known, a car that would carry his name with pride and passion.

For those very few who have the opportunity to own a Ferrari of any age, the experience is like nothing else. The same qualities and ideals are at the heart of the Ferrari Approved Certified Pre-Owned Program where ultimate performance goes hand in hand with absolute confidence.

The Ferrari Approved Certified Pre-Owned Program encompasses an array of wide-ranging checks and factory-supported coverage for cars up to ten years old from date of first registration, to help ensure peace of mind to those who have the opportunity of experiencing the Ferrari legend.

Over the next pages, the unmatched benefits of the Ferrari Approved Certified Pre-Owned Program are explained in concise detail. Your Authorized Ferrari Dealer will be delighted to present the Ferrari Approved Certified Pre-Owned Program to you in full. Details on how to locate your Ferrari Approved Certified Pre-Owned vehicle can be found on page 22, or on www.ferrariapproved.com

SUMMARY OF BENEFITS

- Detailed Technical Inspection by Ferrari Technicians
- Pre-sale External and Internal Preparation
- 12-month Ferrari coverage
- 12-month Ferrari Roadside Assistance
- Title Inspection and History Verification

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PEACE OF MIND FOR THOSE WHO HAVE THE OPPORTUNITY OF EXPERIENCING THE FERRARI LEGEND



A TECHNICAL INSPECTION AS ONLY FERRARI CAN PERFORM

BEFORE ANY CAR CAN BE CONSIDERED A FERRARI APPROVED CERTIFIED PRE-OWNED VEHICLE, FIRST IT MUST UNDERGO A STRINGENT SERIES OF FACTORY-DEFINED TECHNICAL AND CONDITION INSPECTIONS THAT ENCOMPASS EVERY ASPECT OF WHAT IS AT THE HEART OF THE FERRARI OWNERSHIP EXPERIENCE.

This comprehensive and detailed examination by an Authorized Ferrari Dealer is conducted by factory trained technicians, skilled in the assessment of Ferraris of all ages and histories.

This multi-point inspection includes 101 individual mechanical, electrical, bodywork and interior checks, with a full road test. Any defective item is repaired or replaced, using only Ferrari Genuine parts, to help ensure that a car fully meets Ferrari's standards for safety, performance and reliability.

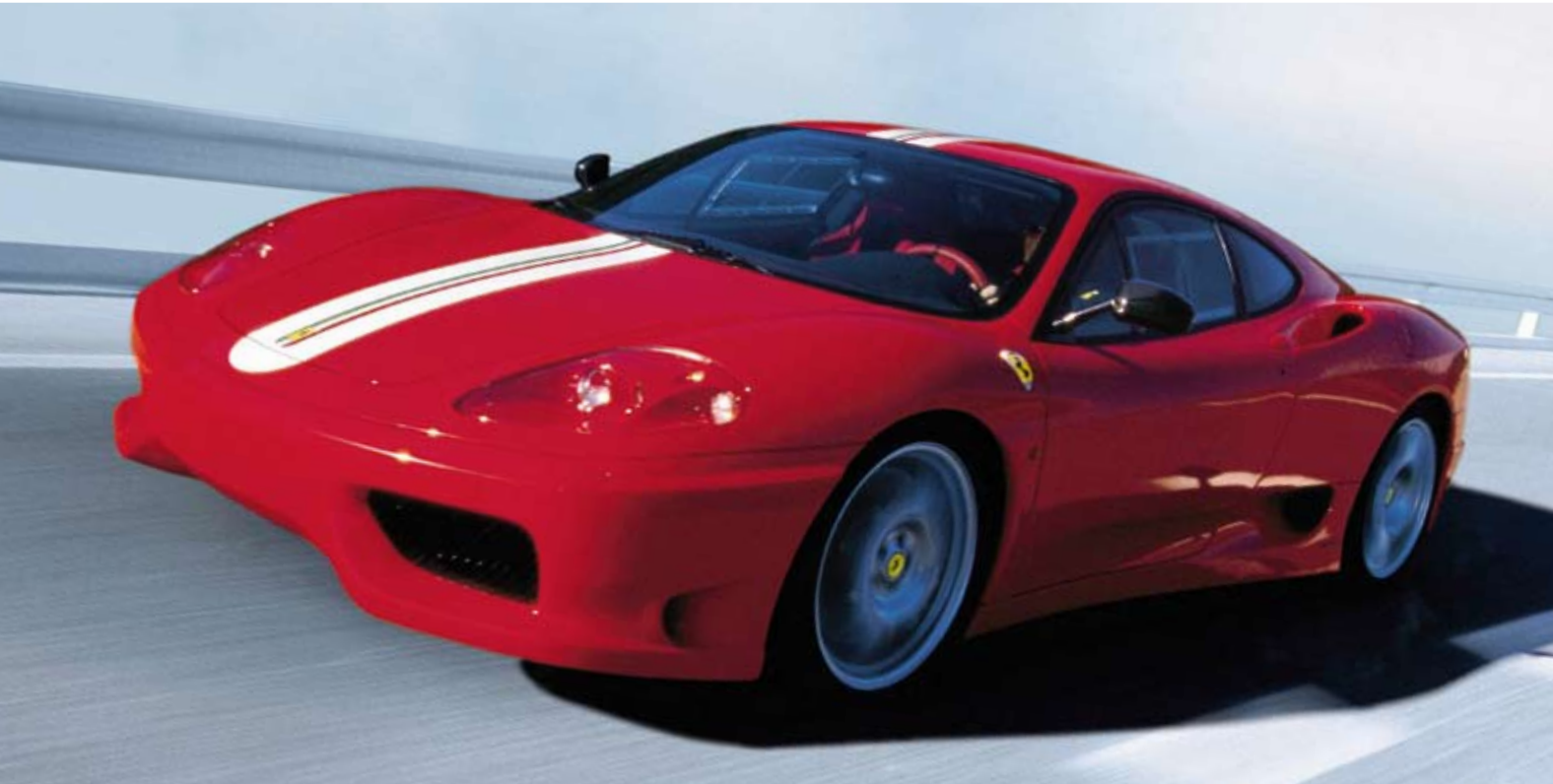
Once the Technical Inspection has been completed and passed, a written evaluation is prepared that is presented to the future owner for review and discussion.

- Mechanical Function Test
- Electrical Function Test
- Fluid Level Check
- Condition Review of Suspension, Brakes, Cooling and Steering Systems
- Additional Checks include Air Conditioning, Instruments and Security Systems
- Operation of Lights, Wheels and Tires (Tread Depth and Pressure)



A STRINGENT SERIES OF FERRARI DEFINED TECHNICAL AND CONDITION INSPECTIONS

HISTORY VERIFICATION TOTAL TRANSPARENCY, COMPLETE CONFIDENCE



EVERY FERRARI APPROVED CERTIFIED PRE-OWNED VEHICLE UNDERGOES A FERRARI SERVICE HISTORY CHECK TO VERIFY THAT THE CAR HAS BEEN APPROPRIATELY MAINTAINED AND THAT ALL REGULAR SERVICING HAS BEEN EXPERTLY COMPLETED.

This will confirm that the car now meets Ferrari standards and those of the Ferrari Approved program.

Any required service work will be completed prior to sale, to give the new owner peace of mind.

In addition, where available*, the car undergoes an independent title inspection to check its mileage and ownership history to ensure a vehicle chronology and to confirm that the car is not subject to any outstanding lien.

* please refer to your Authorized Ferrari Dealer for details for your market.

PRE-SALE PREPARATION PRESENTED TO FERRARI STANDARDS



A FERRARI APPROVED CERTIFIED PRE-OWNED VEHICLE IS PREPARED AND PRESENTED TO THE HIGHEST STANDARDS BOTH INSIDE AND OUT – STANDARDS SET OUT BY FERRARI.

The exterior paintwork and interior trim are restored to a condition appropriate to the vehicle's age and mileage, and the car also receives a full and thorough detailing by using only the finest quality materials.

The Vehicle Document Folder is checked to ensure that all the correct documents are present and complete.

The end result is a car prepared to Ferrari standards that wears the Prancing Horse with pride.



12-MONTH FERRARI COVERAGE UNMATCHED PERFORMANCE WITH UNMATCHED CONFIDENCE

A FERRARI APPROVED CERTIFIED PRE-OWNED VEHICLE HAS THE REASSURING BENEFIT OF A 12-MONTH FERRARI COVERAGE. THIS COVERS THE COST OF MOST PARTS AND LABOR FOR MAJOR REPAIRS IN THE UNLIKELY EVENT THAT A MECHANICAL OR ELECTRICAL FAILURE OCCURS.

Other than for routine service items such as tires, brake pads and discs, or parts that require replacement due to normal wear or tear, a Ferrari Approved Certified Pre-Owned vehicle has an unlimited mileage, minimum one year coverage. This covers the breakdown and repair costs (excluding wear and tear) for both parts and labor.

With that comes the added confidence of knowing that any repair work will be expertly completed by Ferrari trained technicians, using only Ferrari Genuine parts. Please refer to the appropriate Ferrari booklet for full terms and conditions.



12-MONTH FERRARI ROADSIDE ASSISTANCE JUST IN CASE

A FERRARI APPROVED CERTIFIED PRE-OWNED VEHICLE COMES COMPLETE WITH 12-MONTH FERRARI ROADSIDE ASSISTANCE THAT PROVIDES 24-HOUR COVERAGE, 365 DAYS A YEAR THROUGHOUT NORTH AMERICA TO HELP



ENSURE THAT DRIVING A FERRARI IS AS COMFORTABLE AS IT IS EXHILARATING. INCLUDED IN THIS COMPREHENSIVE ROADSIDE ASSISTANCE PROGRAM ARE:

- Breakdown assistance at home, work or roadside
- Assistance in acquiring a rental car during the repair

Should the unforeseen occur, then the Ferrari Approved Certified Pre-Owned vehicle, the driver and passengers will be looked after quickly and efficiently. If the problem cannot be resolved on site, the car will be transported to an Authorized Ferrari Dealer.

THE LEGEND



“THE EPITOME OF MECHANICAL BEAUTY ACQUIRED BY MEN WHO WANT TO TURN THEIR DREAMS INTO REALITY AND INJECT THEIR LIFE WITH A LONG PERIOD OF YOUTHFUL PASSION” – ENZO FERRARI

A Ferrari is a performance thoroughbred and represents the pure vision of Enzo Ferrari, a man who unashamedly lived to win, first as a driver, later as a team manager and finally as a constructor of the cars that have proudly carried his name since 1947.

Six decades later, with a record number of Grand Prix wins, nine wins at the Le Mans 24 Hours and eight at the Mille

Miglia, that vision is etched into the soul of every car that leaves Maranello, and today, a Ferrari represents the pinnacle of engineering excellence.



A FERRARI HAS BEAUTY AND STRENGTH, CHARISMA AND POWER, EMOTION AND PURITY – A PERFORMANCE LEGEND.

THE FERRARI BLOODLINE



A FERRARI HAS A HEART AND A SOUL. IT IS SOMETHING YOU WILL FIND IN EVERY CAR THAT CARRIES THE PRANCING HORSE. WHETHER IT'S THE ICONIC SILHOUETTE OF A 250 GTO OR A MODERN 612, EVERY FERRARI HAS PLAYED ITS PART IN BUILDING THE LEGEND.

The Ferrari Approved Certified Pre-Owned Program is exclusively for cars less than 10 years old and that meet the meticulous standards set by Ferrari, and are only available from an Authorized Ferrari Dealer. The following pages contain examples of vehicles that may be eligible depending on their date of delivery.

V8 ENGINES

F430 2005



The F430 hails the arrival of a whole new generation of Ferrari V8-engined berlinettas. Every inch of the car was inspired by the engineering research carried out at Ferrari's Gestione Sportiva F1 racing division. The result is a highly innovative design characterized by cutting-edge technologies perfected for use on a road-going car. Two of these innovations are world firsts for production cars: the electronic differential (E-Diff) initially developed by Ferrari for its F1 single-seaters and designed to make the most of the engine's torque to optimize traction, and

the handily placed steering wheel-mounted manettino switch which directly controls the integrated systems governing vehicle dynamics. The F430's light, compact 4,308 cc engine is completely new and gives the car its name. It punches out 483 hp and delivers a specific power output of 112 hp/l and 343 lb/ft of torque. Needless to say, performance is outstanding: acceleration from zero to 62 mph in 4 seconds flat and a maximum speed in excess of 196 mph.

ENGINE: Rear, Longitudinal, 90 degree V8
BORE AND STROKE: 92x81 mm
UNITARY CUBIC CAPACITY: 538.5 cm³
TOTAL CUBIC CAPACITY: 4308 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.3:1
IGNITION: Bosch Motronic ME7 Electrostatic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 483 bhp at 8500 rpm
SPECIFIC POWER: 112.4 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Coupe
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: CCM Disc
STEERING: Rack and Pinion
FUEL TANK: 25 gallon
FRONT TIRES: 225/35 ZR 19
REAR TIRES: 285/35 ZR 19

WHEELBASE: 102.4 in.
FRONT TRACK: 65.7 in.
REAR TRACK: 63.6 in.
LENGTH: 177.6 in.
WIDTH: 75.7 in.
HEIGHT: 47.8 in.
CURB WEIGHT: 3196 lbs.
TOP SPEED: over 196 mph

CHALLENGE STRADALE 2003



The Challenge Stradale had the precise aim of giving drivers the performance and feel of a true racing car for road use. This aim meant that Ferrari technicians gave exclusive preference to Ferrari Challenge and 360 GT racing-type solutions for all aspects of the car and every single performance parameter, the combination of which gives this car its highly individual character. The starting point was aerodynamics, where the aim was to obtain increased vertical load, or downforce and followed by all the vehicle-specific features (transmission, set-up and braking, in particular the

introduction of carbon-ceramic brakes as standard). And finally, that determining factor for all racing cars – achieving the lowest possible weight.

ENGINE: Rear, Longitudinal, 90 degree V8
BORE AND STROKE: 85x79 mm
UNITARY CUBIC CAPACITY: 448.2 cm³
TOTAL CUBIC CAPACITY: 3586 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Five per Cylinder
COMPRESSION RATIO: 11.2:1
IGNITION: Bosch Motronic 7.3 Electrostatic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 419 bhp at 8500 rpm
SPECIFIC POWER: 116.8 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1
BODY: Two Seater Coupe
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: CCM Disc
STEERING: Rack and Pinion
FUEL TANK: 25 gallon
FRONT TIRES: 225/35 ZR 19
REAR TIRES: 285/35 ZR 19

WHEELBASE: 102.4 in.
FRONT TRACK: 65.7 in.
REAR TRACK: 63.6 in.
LENGTH: 176.3 in.
WIDTH: 75.7 in.
HEIGHT: 47.2 in.
CURB WEIGHT: 2822 lbs.
TOP SPEED: over 186 mph

360 MODENA 1999



Fundamental to the targets set for the 360 Modena was the use of aluminium for the chassis, body, engine, transmission and suspension. This was a strategic decision for Ferrari engineering, ultimately motivated by a single significant figure – that size for size, the switch to aluminium would allow a 34 percent reduction in vehicle weight, with huge benefits for performance and safety engineering.

Ferrari's technical expertise developed in Formula 1 was brought to bear on many of the 360 design challenges. Items like the drive-by-wire throttle, variable geometry intake system and the electro- hydraulic gearbox were 'borrowed' from the F1 team. The 360 Modena adopted a 'ground effect' configuration derived directly from Formula 1. The underside of the car was shaped to create a low-pressure zone in the airflow and generate down-force for excellent stability at high speeds without the need for aerodynamic wings or spoilers.

ENGINE: Rear, Longitudinal, 90 degree V8
BORE AND STROKE: 85x79 mm
UNITARY CUBIC CAPACITY: 448.2 cm³
TOTAL CUBIC CAPACITY: 3586 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Five per Cylinder
COMPRESSION RATIO: 11.1:00
IGNITION: Bosch Motronic 7.3 Electrostatic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 394 bhp at 8500 rpm
SPECIFIC POWER: 109.9 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Coupe
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: CCM Disc
STEERING: Rack and Pinion
FUEL TANK: 25 gallon
FRONT TIRES: 215/45 ZR 18
REAR TIRES: 275/40 ZR 18

WHEELBASE: 102.4 in.
FRONT TRACK: 65.7 in.
REAR TRACK: 63.6 in.
LENGTH: 176.3 in.
WIDTH: 75.7 in.
HEIGHT: 47.8 in.
CURB WEIGHT: 3064 lbs.
TOP SPEED: over 186 mph

V8 ENGINES

F430 SPIDER 2005



The F430 Spider joins the F430 as the latest addition to the new generation of Ferrari V8-engined sports cars. The Spider boasts all the F430's stunning technology, itself the product of a close working relationship with Ferrari's Gestione Sportiva F1 racing division.

The F430 Spider is the only uncompromising mid-rear engined convertible to boast a compact, fully automatic electric top that allows the engine to be seen at all times.

This stylistic flourish comes courtesy of a soft top system designed to take up very little space indeed. The rear window is made of exceptionally flexible polycarbonate which folds away easily, and can be simply and rapidly replaced.

ENGINE: Rear, Longitudinal, 90 degree V8
BORE AND STROKE: 92x81 mm
UNITARY CUBIC CAPACITY: 538.5 cm³
TOTAL CUBIC CAPACITY: 4308 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.3:1
IGNITION: Bosch Motronic ME7 Electrostatic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 483 bhp at 8500 rpm
SPECIFIC POWER: 112.4 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Roadster
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 25 gallons
FRONT TIRES: 225/35 ZR 19
REAR TIRES: 285/35 ZR 19

WHEELBASE: 102.4 in.
FRONT TRACK: 65.7 in.
REAR TRACK: 63.6 in.
LENGTH: 177.6 in.
WIDTH: 75.7 in.
HEIGHT: 47.8 in.
CURB WEIGHT: 3351 lbs.
TOP SPEED: over 192 mph

360 SPIDER 2000



From the very start of the 360 Project, Ferrari's engineering team laid the foundations for a Spider version that would retain the exceptional rigidity that the extruded aluminium chassis of the 360 Modena achieved.

Despite the Spider's mid-mounted V8 engine the team found a way of creating a top that automatically folds away inside a special well set immediately behind the cabin at the front of the engine bay.

The compact top design enabled the Pininfarina design studio to create a bodyshape with great purity of line – as sensational as the 360 Modena.

ENGINE: Rear, Longitudinal, 90 degree V8
BORE AND STROKE: 85x79 mm
UNITARY CUBIC CAPACITY: 448.2 cm³
TOTAL CUBIC CAPACITY: 3586 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Five per Cylinder
COMPRESSION RATIO: 11.1:00
IGNITION: Bosch Motronic 7.3 Electrostatic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 394 bhp at 8500 rpm
SPECIFIC POWER: 109.9 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Roadster
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 25 gallons
FRONT TIRES: 215/45 ZR 18
REAR TIRES: 275/40 ZR 18

WHEELBASE: 102.4 in.
FRONT TRACK: 65.7 in.
REAR TRACK: 63.6 in.
LENGTH: 176.3 in.
WIDTH: 75.7 in.
HEIGHT: 47.2 in.
CURB WEIGHT: 3197 lbs.
TOP SPEED: over 186 mph

V12 ENGINES

599 GTB FIORANO 2006



The Ferrari 599 GTB Fiorano boasts stunning performance: its 6 liter V12, which was developed from the Enzo Ferrari engine, punches out 612 bhp at 7,600 rpm and combines with an Alcoa all-aluminium chassis and aluminium bodywork for a power to weight ratio of less than 6 lb/hp.

The innovative SCM Magnetorheological suspension control is just one of the technological features used for the first time on a performance car. When combined with the F1 Superfast gearbox,

the F1-Trac road-holding, safety and stability system, the steering wheel-mounted manettino vehicle dynamics control switch and the advanced downforce and aerodynamic efficiency styling, the 599 GTB Fiorano truly represents the suitable application of Ferrari racing knowledge and technology to a road-going production GT.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 92x75.2 mm
UNITARY CUBIC CAPACITY: 499.92 cm³
TOTAL CUBIC CAPACITY: 5999 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.2:1
IGNITION: Bosch Motronic ME7.1.1
 Electronic Injection

COOLANT: Water
LUBRICATION: Dry Sump
MAXIMUM POWER: 612 bhp at 7600 rpm
SPECIFIC POWER: 101.6 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Double Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Coupe
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: SCM Magnetorheological Damping Control
REAR SUSPENSION: SCM Magnetorheological Damping Control
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 27.7 gallons
FRONT TIRES: 245/40 ZR 18
REAR TIRES: 305/35 ZR 20

WHEELBASE: 108.3 in.
FRONT TRACK: 66.5 in.
REAR TRACK: 63.7 in.
LENGTH: 183.7 in.
WIDTH: 77.2 in.
HEIGHT: 52.6 in.
CURB WEIGHT: 3726 lbs
TOP SPEED: over 205 mph

575M MARANELLO 2002



The Ferrari 575M Maranello marked a whole new level of achievement for the famous Italian marque's hugely successful line-up of V12 front-engined sports supercars. It represented a further leap forward in the development of the 550 Maranello, a car generally considered to be one of the marque's most popular models since its introduction in 1996. The heart of the car is the engine and the 575M name is the abbreviation of its engine capacity – 5,748 cc together with 'M' which stands for 'modificata' (Italian for modified).

The strengths of the 575M build on those of its predecessor, the 550 Maranello, boosting all-round performance and introducing the company's legendary Ferrari F1 semi-automatic gear change in a road-going Ferrari V12 for the first time.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 89x77 mm
UNITARY CUBIC CAPACITY: 479 cm³
TOTAL CUBIC CAPACITY: 5748 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.0:1
IGNITION: Bosch Integrated Electronic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 507 bhp at 7250 rpm
SPECIFIC POWER: 88.3 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Coupe
CHASSIS: Tubular Steel

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 30.1 gallons
FRONT TIRES: 255/40 ZR 18
REAR TIRES: 295/35 ZR 18

WHEELBASE: 98.4 in.
FRONT TRACK: 64.2 in.
REAR TRACK: 62.4 in.
LENGTH: 179.3 in.
WIDTH: 76.2 in.
HEIGHT: 50.3 in.
CURB WEIGHT: 3814 lbs
TOP SPEED: over 202 mph

550 MARANELLO 1997



Launched to the press at the Nürburgring in 1996, the 550 Maranello was Ferrari's answer to those who believed the performance of a front-engined V12 car could not beat that of a mid-engined sports car. The successor to the F512M, the 550 Maranello proved quicker and, thanks to its better front-engined, rear drive packaging layout, far more practical.

The 550 Maranello also benefited from Ferrari's maniacal attention to aerodynamics with a low Cd (0.33) and constant downforce over both axles.

The combination of uncompromising performance and aerodynamic efficiency helped the car establish new production car speed records on the 12th of October 1998 in Marysville, Ohio, covering 100 km (62 miles) at an average speed of 304.1 km/h, (188.88 mph) and 296.168 km/h (183.955 miles) in one hour.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 88x75 mm
UNITARY CUBIC CAPACITY: 456.2 cm³
TOTAL CUBIC CAPACITY: 5473.9 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 10.8:1
IGNITION: Bosch Motronic M 5.2 Static Electronic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 478 bhp at 7000 rpm
SPECIFIC POWER: 87.3 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, Manual
BODY: Two Seater Coupe
CHASSIS: Tubular Steel

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 30.1 gallons
FRONT TIRES: 255/40 ZR 18
REAR TIRES: 295/35 ZR 18

WHEELBASE: 98.4 in.
FRONT TRACK: 64.2 in.
REAR TRACK: 62.4 in.
LENGTH: 179.13 in.
WIDTH: 76.2 in.
HEIGHT: 50.3 in.
CURB WEIGHT: 3726 lbs
TOP SPEED: over 199 mph

V12 ENGINES

SUPERAMERICA 2005



The limited series production of the 12-cylinder front-engined sports berlinettas in convertible form has been seen in two guises, both exclusive and unmistakably Pininfarina-designed.

The latter of these, the Superamerica retained the beautifully balanced proportions typical of Ferrari's V12 berlinettas, cleverly integrating the model's unique Revocromico™ roof.

This innovative feature integrated seamlessly with the car's lines thanks to the two side buttresses, a styling cue taken from some of Ferrari's most classic models.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 89x77 mm
UNITARY CUBIC CAPACITY: 479 cm³
TOTAL CUBIC CAPACITY: 5748 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.0:1
IGNITION: Bosch Motronic Integrated Electronic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 532 bhp at 7250 rpm
SPECIFIC POWER: 92.7 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1 or Manual
BODY: Two Seater Coupe/ Cabriolet
CHASSIS: Tubular Steel

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 27.7 gallons
FRONT TIRES: 255/35 ZR 19
REAR TIRES: 305/30 ZR 19

WHEELBASE: 98.4 in.
FRONT TRACK: 64.2 in.
REAR TRACK: 62.4 in.
LENGTH: 179.3 in.
WIDTH: 76.2 in.
HEIGHT: 50.3 in.
CURB WEIGHT: 3946 lbs.
TOP SPEED: over 199 mph

550 BARCHETTA PININFARINA 2000



Unveiled at the Paris Show in 2000, the 550 Barchetta Pininfarina was so named to commemorate the 70th anniversary of Ferrari's coachbuilder and stylist, Pininfarina. A strictly limited edition of just 448 numbered cars were built, with the last example leaving the factory in December 2001.

A pure and functional front-engined V12 roadster in the tradition of cars like the 166 MM, the 550 Barchetta Pininfarina was equipped with a manual soft-top for emergency use only; a simple

expedient that also helped to keep the car's curb weight down to that of the coupé version, despite the additional strengthening to the chassis.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 88x75 mm
UNITARY CUBIC CAPACITY: 456.2 cm³
TOTAL CUBIC CAPACITY: 5473.9 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 10.8:1
IGNITION: Bosch Motronic M 5.2 Static Electronic
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 478 bhp at 7000 rpm
SPECIFIC POWER: 87.3 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, Manual
BODY: Two Seater Barchetta
CHASSIS: Tubular Steel

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 30.1 gallons
FRONT TIRES: 255/40 ZR 18
REAR TIRES: 295/35 ZR 18

WHEELBASE: 98.4 in.
FRONT TRACK: 64.2 in.
REAR TRACK: 62.4 in.
LENGTH: 179.3 in.
WIDTH: 76.2 in.
HEIGHT: 49.5 in.
CURB WEIGHT: 3726 lbs.
TOP SPEED: over 186 mph

V12 ENGINES

612 SCAGLIETTI 2004



For the first time, Ferrari has manufactured a 12-cylinder model with both the space-frame chassis and body panels in aluminium, built entirely in-house in the dedicated Scaglietti light-alloy technologies facility in Modena.

The benefits of this construction method include a 60% increase in structural rigidity and significant weight savings of 132 lbs compared to the previous 456M 2+2 – despite the new car's larger dimensions.

ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 89x77 mm
UNITARY CUBIC CAPACITY: 479 cm³
TOTAL CUBIC CAPACITY: 5748.3 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 11.2:1
IGNITION: Bosch Motronic ME7 Electronic Injection
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 532 bhp at 7250 rpm
SPECIFIC POWER: 92.7 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Six Gears and Reverse, F1A or Manual
BODY: Four Seater Coupe
CHASSIS: Aluminium Space Frame

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Hydraulic Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Hydraulic Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 29 gallons
FRONT TIRES: 245/45 ZR 18
REAR TIRES: 285/40 ZR 19

WHEELBASE: 116.4 in.
FRONT TRACK: 66.5 in.
REAR TRACK: 64.6 in.
LENGTH: 193.0 in.
WIDTH: 77.0 in.
HEIGHT: 52.9 in.
CURB WEIGHT: 4057 lbs.
TOP SPEED: over 195 mph

456M GT/GTA 1998



Sergio Pininfarina and his design team revisited their original timeless 2+2 design in 1998 to create the 456M – M stands for 'modificata' (Italian for modified). Using the very latest wind-tunnel techniques, they improved the car's aerodynamics while retaining the 456's sleek, attractive lines and aristocratic bearing.

The nose of the 456M features a large radiator grille and cooling ducts for the front brakes. The redesigned hood and front bumper with integral spoiler, lower the car's Cd while also reducing front-

end lift. The rear bumper incorporates a lower fixed wing to enhance the downforce already generated by the flat underbody and rear diffuser.

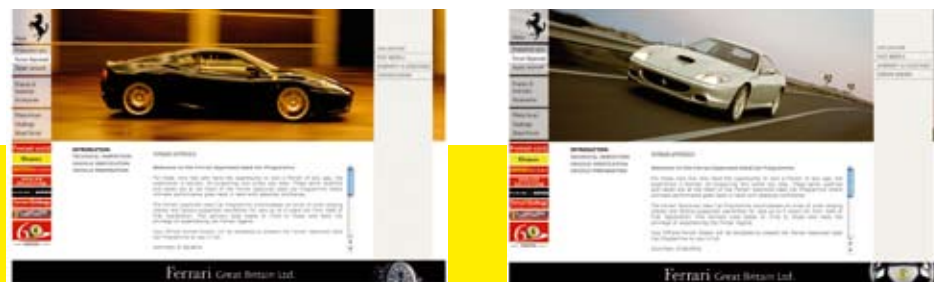
ENGINE: Front, Longitudinal, 65 degree V12
BORE AND STROKE: 88x75 mm
UNITARY CUBIC CAPACITY: 456.1 cm³
TOTAL CUBIC CAPACITY: 5473.9 cm³
VALVE GEAR: Twin Overhead Camshafts
NUMBER OF VALVES: Four per Cylinder
COMPRESSION RATIO: 10.6:1
IGNITION: Bosch Motronic M 5.2 Electronic Injection
COOLANT: Water

LUBRICATION: Dry Sump
MAXIMUM POWER: 435 bhp at 6250 rpm
SPECIFIC POWER: 79.6 bhp/ liter
TRANSMISSION: Rear Wheel Drive
CLUTCH: Single Dry Disc
GEARBOX: Four (Six) Gears and Reverse, Automatic or (Manual)
BODY: Four Seater Coupe
CHASSIS: Tubular Steel

FRONT SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Gas Dampers
REAR SUSPENSION: Independent, Double Wishbones, Coil Springs, Anti-Roll Bar, Self-levelling Dampers
BRAKES: Disc
STEERING: Rack and Pinion
FUEL TANK: 29 gallons
FRONT TIRES: 255/45 ZR 17
REAR TIRES: 285/40 ZR 17

WHEELBASE: 102.4 in.
FRONT TRACK: 62.4 in.
REAR TRACK: 63.2 in.
LENGTH: 186.2 in.
WIDTH: 75.6 in.
HEIGHT: 51.2 in.
CURB WEIGHT: 3902 lbs. (Automatic)
 3726 lbs. (Manual)
TOP SPEED: over 186 mph

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Instantly, you are presented with an initial list of vehicles and their locations that can then be reviewed and compared in order to choose the ideal model.

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In addition to the car's model identity and year of registration, both exterior and interior colors are detailed, along with the mileage and any personalization options.

Finally, the price and the name of the selling Authorized Ferrari Dealer are shown, together with direct contact details for them. A further convenient and efficient option allows you to receive up-to-date information direct from Ferrari North America and your chosen Authorized Ferrari Dealer.

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