

Ferrari



FERRARI GUIDE
Production cars since 1959

MARANELLO CONCESSIONAIRES LTD

Ferrari

SOLE CONCESSIONAIRES
GREAT BRITAIN

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IL COMMENDATORE

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MMC



MILESTONE AUTOBOOKS

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250 GT CABRIOLET PININFARINA

Paris 1959-1960

Body designed by Pininfarina

V12, 73 x 58.8mm, 2,953cc, 250 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 Weber twin-choke carburetors. 4 speed gearbox. Independent front suspension. Rigid rear axle and leaf springs. Wheelbase 8' 6½". (picture shows optional factory hard top).



250 GT SPIDER CALIFORNIA

1959-1961

Body designed and built by Scaglietti

V12, 73 x 58.8mm, 2,953cc, 250 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 Weber twin-choke carburetors. 4 speed gearbox. Independent front suspension. Rigid rear axle and leaf springs. Wheelbase 8' 6½".



250 GT BERLINETTA S.W.B.

Paris 1959-1962

Body designed by Pininfarina, built by Scaglietti

V12, 73 x 58.8mm, 2,953cc, 280 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 Weber twin-choke carburetors. 4 speed all synchromesh and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Wheelbase 7' 10½".



400 SUPER AMERICA

Geneva 1961-1964

Body designed and built by Pininfarina

V12, 77 x 71mm, 3,967cc, 340 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 4 speed all synchromesh, overdrive and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Wheelbase 8' 6½".



250 GT 2+2 (GTE)

1960-1963

Body designed and built by Pininfarina

V12, 73 x 58.8 mm, 2,953 cc, 250 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 4 speed all synchromesh, overdrive and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Wheelbase 8' 6 $\frac{1}{2}$ ".



250 GT BERLINETTA LUSSO

Paris 1962-1964

Body designed and built by Pininfarina

V12, 73 x 58.8 mm, 2,953 cc, 250 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 4 speed all synchromesh and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Wheelbase 7' 10 $\frac{1}{2}$ ".



330 GT 2+2 Mk 1

January 1964-1965

Body designed and built by Pininfarina

V12, 77 x 71 mm, 3,967 cc, 300 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 4 speed all synchromesh, overdrive and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Wheelbase 8' 8 $\frac{1}{4}$ ".



500 SUPERFAST

Geneva 1964-66

Body designed and built by Pininfarina

V12, 4,963 cc, 88 x 68 mm, 400 bhp at 6,500 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh (or 4 speed and overdrive) and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Disc brakes. Air conditioning and power steering optional extras on later models. 28 LHD and 8 RHD cars made. Wheelbase 8' 8 $\frac{1}{4}$ ".



275 GTB

Paris 1964-1966

Body designed by Pininfarina, built by Scaglietti

V12, 77 x 58.8mm, 3,285cc, 280 bhp at 7,500 rpm. Single overhead camshaft per bank. 3 or 6 twin-choke Weber carburetors. Dry sump lubrication. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Disc brakes. Alloy or wire wheels. Late 1965, long nose, larger rear window, exposed boot hinges, split fuel tanks, torque tube fitted early 1966. Wheelbase 7' 10½".



275 GTS

Paris 1964-1966

Body designed by Pininfarina, built by Scaglietti

V12, 77 x 58.8 mm, 3,285 cc, 260 bhp at 7,000 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Disc brakes. 3 large side vents Geneva 1965. Wheelbase 7' 10½".



330 GT 2+2 Mk 2

1965-1966

Body designed and built by Pininfarina

Restyled with single headlights and cast wheels. V12, 77 x 71 mm, 3,967 cc, 300 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front suspension, Rigid rear axle and leaf springs. Disc brakes. Wheelbase 8' 8½".



330 GTC

Geneva 1965-1967

Body designed and built by Pininfarina

V12, 77 x 71 mm, 3,967 cc, 300 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Disc brakes. Air conditioning as optional extra. Wheelbase 7' 10½".



365 CALIFORNIA

Geneva 1966

Body designed and built by Pininfarina

V12, 81 x 71 mm, 4,390 cc., 320 bhp at 6,600 rpm. Single overhead camshaft per bank. 5 speed all synchromesh and reverse gearbox. Independent front suspension. Rigid rear axle and leaf springs. Air conditioning. Only two right hand drive cars made. Wheelbase 8' 8 $\frac{1}{4}$ ".

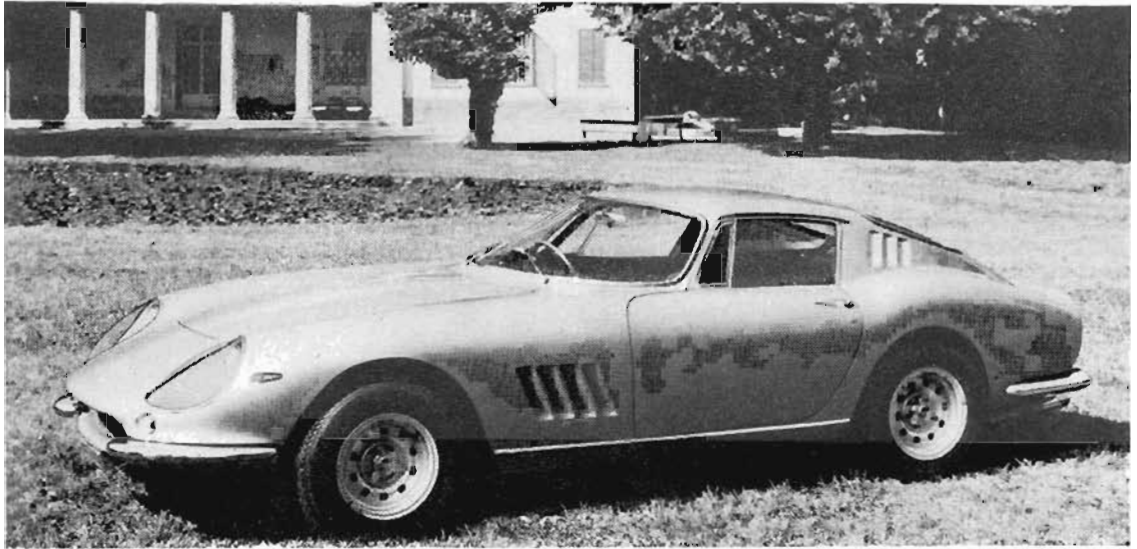


330 GTS

Paris 1966

Body designed and built by Pininfarina

V12, 77 x 71 mm, 3,967 cc, 300 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburettors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Disc brakes. Air conditioning as optional extra. Wheelbase 7' 10 $\frac{1}{2}$ ".



275 GTB/4

Paris 1966-1968

Body designed by Pininfarina, built by Scaglietti

V12, 77 x 58.8 mm, 3,285 cc, 300 bhp at 8,000 rpm. Twin overhead camshafts per bank. 6 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Dry sump lubrication. Independent front and rear suspension. Disc brakes. Wheelbase 7' 10½"

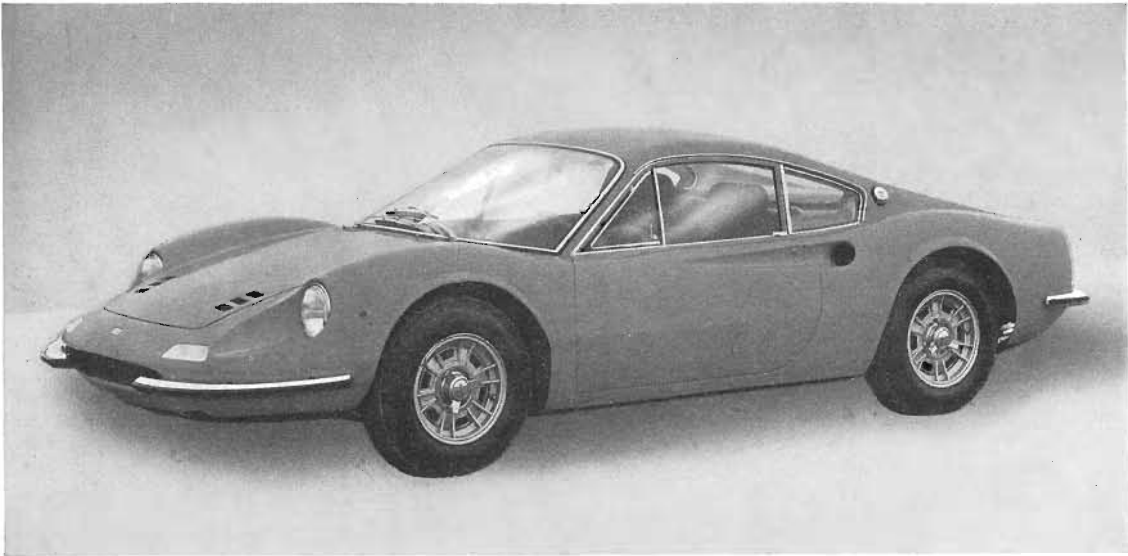


365 GT 2+2

Paris 1968-1970

Body designed and built by Pininfarina

V12, 81 x 71 mm, 4,390 cc, 320 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Power steering. Independent front and rear suspension incorporating self-levelling device. Ventilated disc brakes. Air conditioning as optional extra. Wheelbase 8' 8½"



DINO 206 GT

Turin 1967-1969

Body designed by Pininfarina, built by Scaglietti

V6, 86 x 57 mm, 1,986 cc, 180 bhp at 8,000 rpm. Transverse mid-engine. Twin overhead camshafts per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Aluminium body. Wheelbase 7' 5 $\frac{3}{4}$ ".

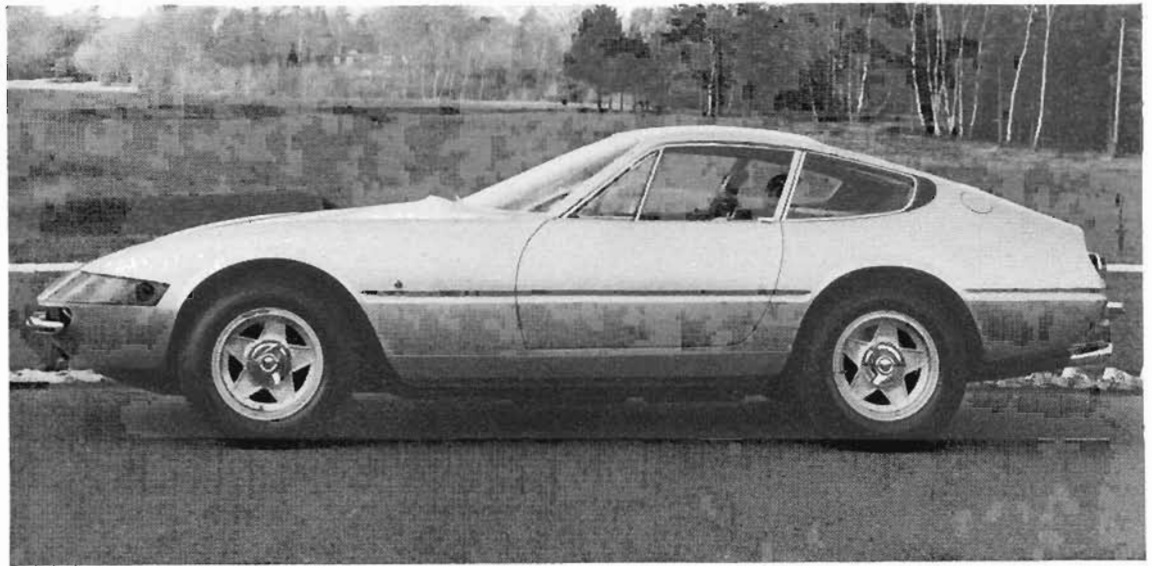


365 GTC & 365 GTS

1968-1970

Body designed and built by Pininfarina

V12, 81 x 71 mm, 4,390 cc, 320 bhp at 6,600 rpm. Single overhead camshaft per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Disc brakes. Air conditioning as optional extra. Wheelbase 7' 10 $\frac{1}{2}$ ".



365 GTB/4 (DAYTONA)

Paris 1968-1973

Body designed by Pininfarina, built by Scaglietti

V12, 81 x 71 mm, 4,390 cc, 352 bhp at 7,500 rpm. Twin overhead camshafts per bank. 6 twin-choke Weber carburetors. Dry sump lubrication. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Air conditioning standard on right hand drive cars since 1972. Retractable headlights introduced mid '71. Wheelbase 7' 10½".

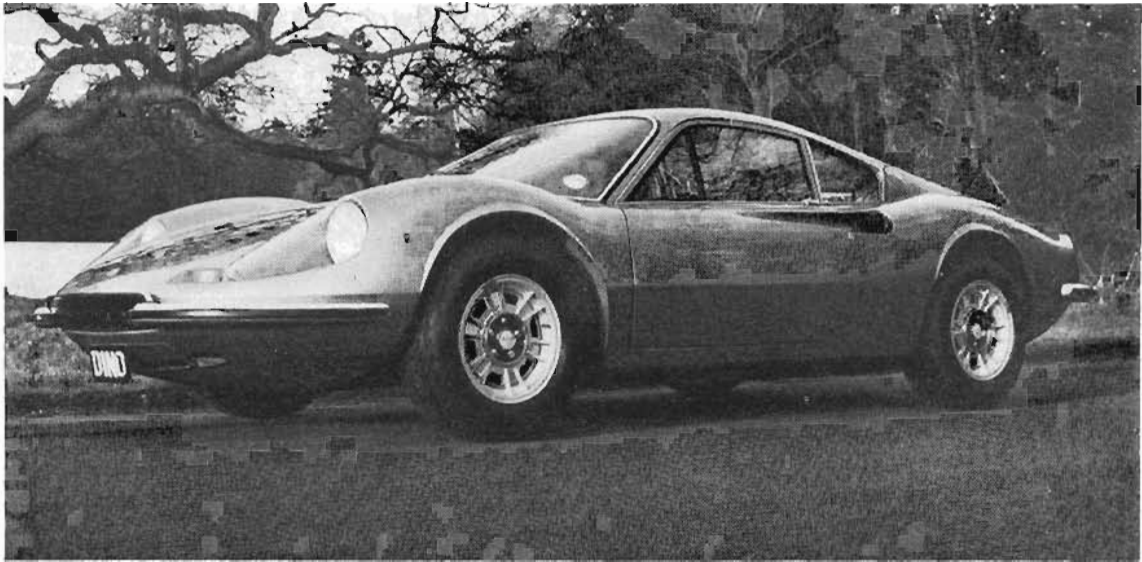


365 GTS/4

1971

Body designed by Pininfarina, built by Scaglietti

V12, 81 x 71 mm, 4,390 cc, 352 bhp at 7,500 rpm. Twin overhead camshafts per bank. 6 twin-choke Weber carburetors. Dry sump lubrication. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Air conditioning optional extra. Wheelbase 7' 10½".



DINO 246 GT

Geneva 1969-1974

Body designed by Pininfarina, built by Scaglietti

V6, 92.5 x 60 mm, 2,418 cc, 195 bhp at 7,600 rpm. Transverse mid-engine. Twin overhead camshafts per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh gearbox. Independent front and rear suspension. Ventilated disc brakes. Electric windows standard on right hand drive cars since 1972. Wheelbase 7' 8".



365 GTC/4

Paris 1971-1972

Body designed and built by Pininfarina

V12, 81 x 71 mm, 4,390 cc, 330 bhp at 6,200 rpm. Twin overhead camshafts per bank. Single distributor. 6 twin-choke, side draught Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Power steering. Ventilated disc brakes. Air conditioning. Wheelbase 8' 2½".



DINO 246 GTS

Geneva 1972-1974

Body designed by Pininfarina, built by Scaglietti

V6, 92.5 x 60 mm, 2,418 cc, 195 bhp at 7,600 rpm. Transverse mid-engine. Twin overhead camshafts per bank. 3 twin-choke Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Electric windows standard on right hand drive cars. Wheelbase 7' 8".



365 GT4 2+2

Paris 1972-1976

Body designed and built by Pininfarina

V12, 81 x 71 mm, 4,390 cc, 352 bhp at 7,500 rpm. Twin overhead camshafts per bank. Twin distributors. 6 twin-choke, side draught Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Power steering. Ventilated disc brakes. Air conditioning. Wheelbase 8' 10".



365 BB (BOXER)

Paris 1973-1976

Body designed by Pininfarina, built by Scaglietti

Horizontally opposed 12, 81 x 71 mm, 4,390 cc, 380 bhp at 7,500 rpm. Twin overhead camshafts per bank. Single distributor and electronic ignition. 4 triple-choke, down draught Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Air conditioning. Wheelbase 8' 3".

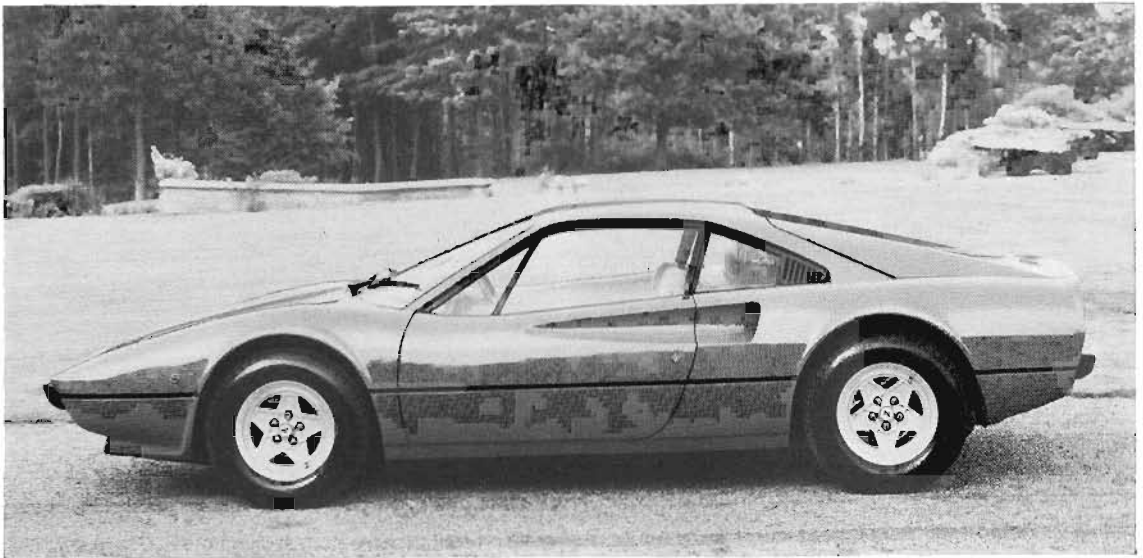


DINO 308 GT/4 2+2 (Name and all Badges changed to FERRARI in Summer 1976)

Paris 1973

Body designed by Bertone, built by Scaglietti

90° V8, 81 x 71 mm, 2,926 cc, 255 bhp at 7,600 rpm. Transverse mid-engine. Twin overhead camshafts per bank. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Air conditioning optional extra. Wheelbase 8' 4".

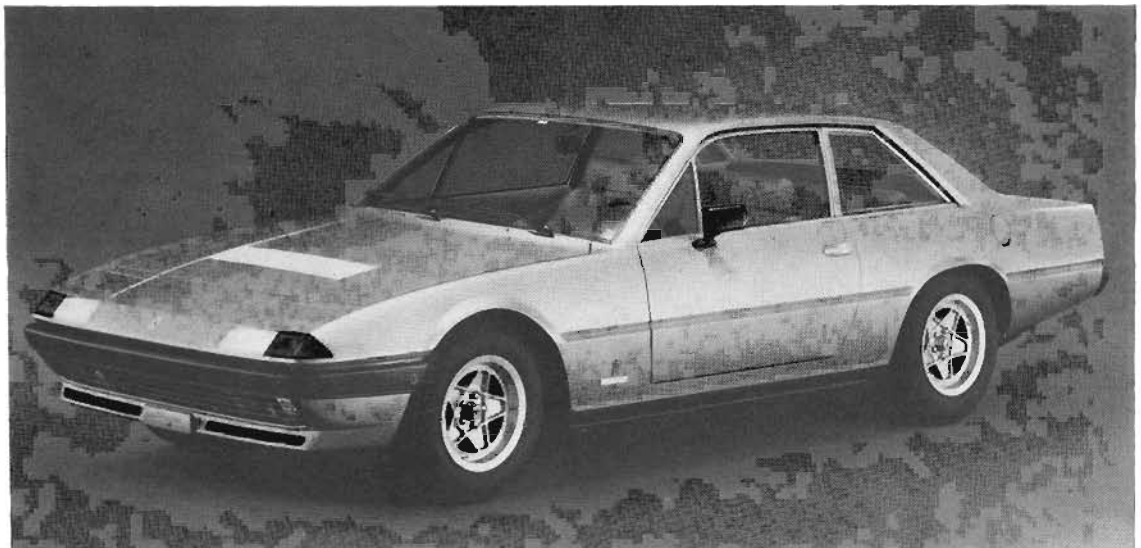


308 GTB

Paris 1975

Body designed by Pininfarina, built by Scaglietti in fibreglass until mid 1977, subsequently in steel

90° V8, 81 x 71mm, 2,926cc, 255 bhp at 7,600 rpm. Transverse mid-engine. Twin overhead camshafts per bank. Dry sump lubrication. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Optional air conditioning. Wheelbase 7' 8".

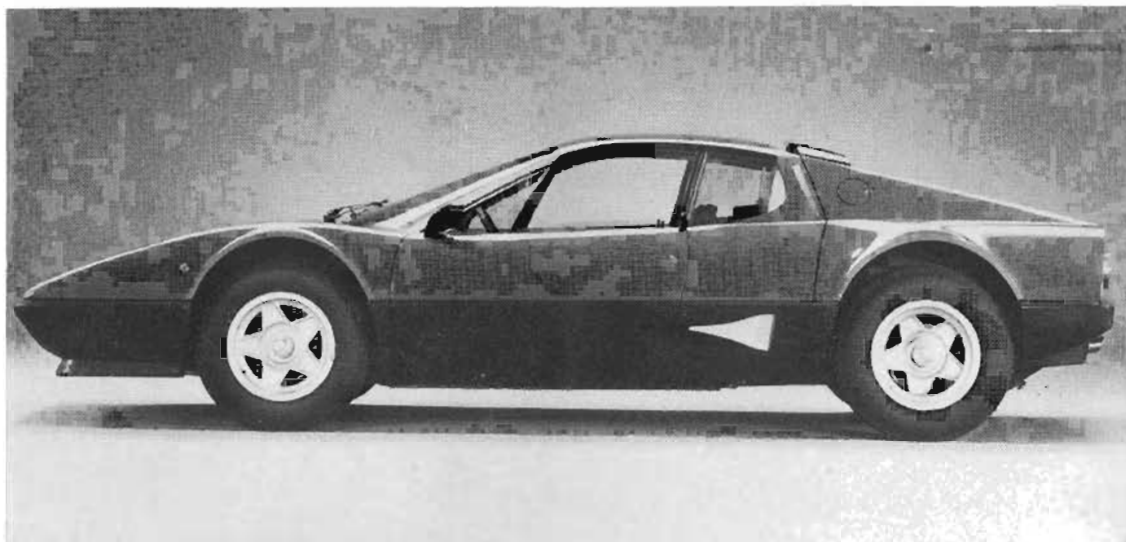


400 GT

Paris 1976

Body designed and built by Pininfarina

V12, 81 x 78mm, 4,823 cc, 340 bhp at 6,500 rpm. Twin overhead camshafts per bank. Twin distributors. 6 twin choke side draught 38 DCOE 59/60 Weber carburetors. 5 speed all synchromesh and reverse gearbox or automatic transmission. Independent front and rear suspension. Power steering. Air conditioning. Ventilated disc brakes. Wheelbase 8' 10".

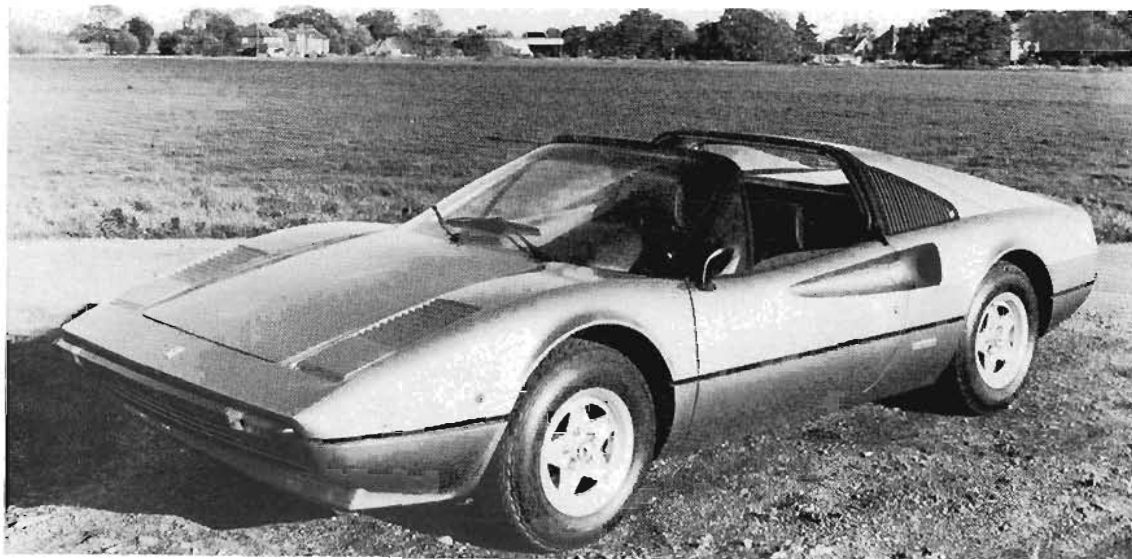


512 BB (BERLINETTA BOXER)

Paris 1976

Body designed by Pininfarina, built by Scaglietti

Horizontally opposed 12 (Boxer) 82 x 78 mm 4.942cc 360 bhp at 6,800 rpm
Twin overhead camshafts per bank. Single distributor and electronic ignition. Dry sump lubrication. 4 triple choke down draught Weber carburetors. 5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Air conditioning
Wheelbase 8' 3".



308 GTS

London 1977

Body designed by Pininfarina, built by Scaglietti in steel

90° V8, 81 x 71 mm, 2.926cc, 255 bhp at 7,600 rpm. Transverse mid-engine. Twin overhead camshafts per bank.
5 speed all synchromesh and reverse gearbox. Independent front and rear suspension. Ventilated disc brakes. Optional air conditioning. Wheelbase 7' 8".

General data

MODEL	Fuel tank capacity gallons	Sump and filter capacity pints	Type pressure front	Type pressure rear	Spark plug type	Spark plug gap inches	Overall length inches	Wheel base inches	Width inches	Height inches	Weight lbs	Tyre and wheel size
250	20	18	27	33	N6Y*	.025	—	102.25	—	—	—	185 x 16
250	to order	18	27	33	N6Y*	.025	—	102.25	—	—	—	185 x 16
250	Berlinetta SWB to order	18	27	33	N6Y*	.025	170	94.5	63	—	—	205 x 15
400	Super America 19.8	18	27	33	N6Y*	.025	196	102.25	68	—	—	205 x 15
250	GTE 2 + 2	20	30	32	N6Y*	.025	184	102.25	63	—	—	185 x 15
250	Lusso 20	18	27	33	N6Y*	.025	174	94.5	70	—	—	185 x 15
330	GT 2 + 2 Mark I	19.8	27	33	N6Y*	.025	190.5	104.5	67.5	54	3042	210 x 15
500	Superfast 22	22	33	37	N6Y*	.025	190.5	104.25	71	54	—	210 x 15
275	GTB 20.5	18	30	32	N6Y*	.025	170.3	94.5	68	60	2425	205 x 14
275	GTS 19	18	30	32	N6Y*	.025	171	94.5	66	50	2535	195 x 14
330	GT 2 + 2 Mark II	19.8	32	35	N6Y	.025	190.5	104.5	67.5	54	3042	205 x 15
330	GTC 19.5	18	28	31	N6Y	.025	175	94.5	65.5	51	2860	205 x 14
365	California 22	27	27	33	N6Y	.025	194	104.5	70	51	—	215 x 15
330	GTS 19.5	18	28	31	N6Y	.025	175	94.5	65.5	51	2860	205 x 14
275	GTB/4 22	24	30	32	N6Y	.020	174	94.5	68	50	2425	205 x 14
365	GT 2 + 2	25	27	33	N6Y	.020	195	104	70	53	3223	215 x 15
DINO	206 GT 13.5	12	27	31	N60Y	.020	163	90	67	42	1984	185 x 14
365	GTC 19.5	18	27	33	N6Y	.025	175	94.5	65.5	51	2950	205 x 14
365	GTB/4 Daytona 28	24	40	44	N6Y	.025	174	95	70	49	2820	215 x 15
DINO	246 GT 14.5	14	27	31	N60Y	.020	166.7	92.3	67.2	45	2380	205 x 14
365	GTC/4 23	25	34	38	N6Y	.025	179	98.4	70	51	3820	215 x 15
DINO	246 GTS 14.5	14	27	31	N60Y	.020	166.7	92.3	67.2	45	2380	205 x 14
365	GT 2 + 2	30	45	49	N6Y	.025	189	106	70.8	52	3940	215 x 15
365	BB Boyer 26.5	21	38	43	N63Y	.023	172	99	71	44	2722	215 x 15
DINO	308 GT/2 + 4 17.5	16	30	34	N6Y	.023	170	100	68.5	47.5	2576	205 x 14
308	GTB 16.3	19	28	34	N7Y	.025	166	92.1	67.7	44	2788	205 x 14
400	GT 26.5	30	45	49	N6Y	.025	189	106	70.8	52	4154	215 x 15
512	BB 26.5	30	38	43	N63Y	.023	172	99	72	44	3333	215 x 15 F. 225 x 15 R.
308	GTS 16.3	19	28	34	N7Y	.025	166	92.1	67.7	44	2788	205x14

* +1 mm copper washer

Chassis numbers of the first cars built each year

Year	Chassis numbers
1947	166 Inter
1948	166 Inter
1949	166 Inter
1950	166 Inter
1951	195 Inter
1952	212 Inter
1953	212 Inter
1954	250 GT
1955	250 GT
1956	250 GT
1957	250 GT
1958	250 GT
1959	250 GT
1960	250 GT
1961	250 GT
1962	250 GT
1963	250 GT
1964	400 Superamerica P/F
	250 GTB Lusso
	330 GT P/F 2 + 2
	250 LM
1965	330 GT P/F 2 + 2
	250 LM
	275 GTB
	275 GTS
	500 Superfast
1966	275 GTB
	330 GT P/F 2 + 2
	275 GTS
	500 Superfast
1967	330 GTC
	275 GTB
	330 GT 2 + 2
1968	275 GTB/4
	365 GT 2 + 2
	330 GTC
1969	Daytona (Oct.)
	365 GT 2 + 2
	365 GTC
	Dino 206
1970	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 246 (Oct.)
1971	Daytona
	365 GT 2 + 2
	365 GTC
	365 GTC/4 (Oct.)
	Dino 246
1972	Daytona
	365 GTC/4
	Dino 246
1973	Daytona
	365 GTC/4
	Dino 246
	365 GT 2 + 2
1974	Daytona (Oct.)
	365 GT 2 + 2
	365 GTC
	Dino 206
1975	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 246 (Oct.)
1976	Daytona
	365 GT 2 + 2
	365 GTC
	365 GTC/4 (Oct.)
	Dino 246
1977	Daytona
	365 GTC/4
	Dino 246
	365 GT 2 + 2
1978	Daytona
	365 GTC/4
	Dino 246
	365 GT 2 + 2
1979	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 246
	Dino 308 GT 2 + 2
1985	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
1986	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
1987	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
1988	Daytona
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1994	Daytona
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1995	Daytona
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1996	Daytona
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1997	Daytona
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2020	Daytona
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2021	Daytona
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	365 GTC
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2022	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
2023	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
2024	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2
2025	Daytona
	365 GT 2 + 2
	365 GTC
	Dino 308 GT 2 + 2

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Guernsey,
Channel Islands.
Tel: 0481 35753

Lancaster Garages Ltd.,
Auto Way,
Ipswich Road,
Colchester,
Essex.
Tel: 0206 48141

Maltin Car Concessionaires Ltd
Reading Road,
Henley-on-Thames.
Tel: 04912 78111

Melbourne Garage Ltd
Route des Issues,
St. John, Jersey,
Channel Islands.
Tel: 0534 62709

Cooper Car (Sales) Ltd.,
929/931 Loughborough Road,
Rothley,
Leicestershire.
Tel: 0533 374444

Huddersfield Garage Ltd.
The Mount, Huddersfield,
Yorkshire.
Tel: 0484 656191

Ferrari Owners Club
10 Whittox Lane,
Frome,
Somerset,
England.
Tel: 0373 2987