

FERRARI 360 MODENA / SPIDER

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, Ferrari 360 Modena / Spider, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Owner chronology should be coherent. Multiple short-term ownership changes require explanation; long-term ownership with documented maintenance is a positive indicator.
- ☐ Documented Ferrari dealer or recognised marque-specialist history; continuity matters more than the letterhead.
- ☐ Origin assessment, Scandinavia / northern Europe: winter use and salt exposure? Underbody and seam corrosion inspection mandatory.
- ☐ Origin assessment, high-tourism markets: ask the commercial-use question directly and verify with documents. Geography alone proves nothing; a confirmed but undisclosed rental or commercial history does. Treat concealment, not origin, as the disqualifier.
- ☐ Import status: wheels, exhaust, lights and tint homologated for the destination market.
- ☐ Every major repair or major service claim supported by invoices; on a 25-year-old car, judge the file as a whole rather than demanding perfection on minor items.
- ☐ Accident history: structural damage is the only binary question that matters. Documented cosmetic repairs are a price adjustment, not a defect.
- ☐ Market positioning completed: comparables known and this car placed before any inspection visit.

B · BUYER CHECK · AT THE CAR

- ☐ Timing belts: replaced within the last 3 years (Ferrari's schedule is time-based, no mileage benchmark). Date-stamped invoices required; if the service is due, treat it as a known cost, not a verdict (see section D).
- ☐ Cam variator & tensioner status: affected are engine numbers below 60796, VIN range 114015–123399 (Ferrari NA Service Campaign 97, bulletin June 2004: both exhaust variators plus later-type belt tensioner). Written confirmation of completion is required; if it is absent, treat the campaign as unresolved exposure and escalate to the specialist (see section E).
- ☐ Exhaust manifolds: cold-start listening for ticking/cracking. Invoice history for prior replacement strongly preferred. Original manifolds are a known failure item.
- ☐ F1 transmission (if equipped): clutch wear percentage via diagnostic tool. Accumulator and pump condition assessed. City-use cars typically show accelerated clutch wear.
- ☐ Soft-touch switchgear and interior coatings: note tackiness. Cosmetic and fully refurbishable; price accordingly, do not treat as structural.
- ☐ Engine health: genuine cold start (coolant temperature recorded) and hot restart after road test. Oil pressure behaviour noted where measurable.
- ☐ Compression and borescope inspection recommended on higher-mileage or high-value examples.
- ☐ Chassis and underbody: paint-depth mapping of accessible panels, photographs of chassis rails, suspension pick-up points and sills. Aluminium structure; no carbon ultrasound or thermography required.
- ☐ Road test: full warm-up, stop-start traffic, hard acceleration, braking from speed, every gear (manual or F1).

FINDINGS & NOTES

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full diagnostic scan with printout of all stored faults (engine, F1 system, suspension if equipped).
- ☐ Clutch wear percentage and F1 system health (accumulator pressure hold test after shutdown).
- ☐ Exhaust manifold inspection (visual + acoustic).
- ☐ Timing belt condition and remaining service life.
- ☐ Cam variator confirmation (Campaign 97 range cars).
- ☐ Compression / leak-down and borescope of cylinders and manifolds where indicated.
- ☐ Suspension bushes, ball joints and engine mounts: play, cracking, prior repair quality.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€500–900 / ≈£430–780 / ≈\$550–1,000. Local levels vary; these are indications, not conversions at a fixed rate. Obtain current local quotes.

"The 360 remains the practical entry point to modern Ferrari ownership: belts on time, manifolds checked cold, variator status verified in writing, clutch treated as a consumable."

Deep dive: Supercar Models Paper 01 · Model File 01 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every defect makes a bad car. The decisive question is whether a problem is known, quantifiable and priced in. The items here are costs and questions, not verdicts.

- ☐ Timing-belt service due: not a defect but a known cost. Deduct the full service price; a seller unwilling to reflect it is a negotiation signal, not a condition verdict.
- ☐ F1 system losing pressure quickly after shutdown: a known, quantifiable repair (accumulator, pump). Price parts and labour, then decide.
- ☐ Sticky interior, aged tyres, cosmetic blemishes: quantifiable reconditioning items.
- ☐ Thin documentation on an otherwise sound car: acceptable only when the price reflects it and the PPI specialist quantifies what must be invested. Without both, escalate.
- ☐ Spider roof faults: hydraulics and mechanism are repairable. Obtain a quote first, then price.

E · RED FLAGS · WALK-AWAY OR SPECIALIST ESCALATION

- Campaign 97 range car with no rework confirmation and no realistic way to obtain or perform it before purchase.
- Undocumented structural accident.
- Evidence of serious overheating.
- Unexplained mileage discrepancies or diagnostics cleared immediately before viewing.
- A car whose problems cannot be named, quantified and priced: the one category that cannot be negotiated.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery tender connected from night one.
- ☐ Insurance active before first drive; storage arrangement confirmed before delivery.
- ☐ Full purchase file, PPI report and photographs archived as the start of the ownership record.
- ☐ Worth considering, options rather than requirements: a tracker appropriate to vehicle value and insurer expectations, and a dash cam to document your own drives.

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