

FERRARI F8 TRIBUTO / SPIDER

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

Compiled from public sources, Ferrari F8 Tributo / 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.
- ☐ Service file judged by content, not stamps: dealer or qualified specialist, dates, mileage, invoices, items actually performed, predictive-maintenance printout where available, open or overdue items, software updates, DCT work, fluids.
- ☐ Recall 22V536 / C24100080 (RC78), CRITICAL: applicability by VIN, completion documented, new reservoir cap fitted, NQS software update where applicable, no brake-warning history, no evidence of past fluid leakage.
- ☐ Modification history in writing: ECU/TCU software status, exhaust, downpipes, suspension, wheels. Evidence of prior tuning matters even if the car is now back to stock.
- ☐ Ex-rental or commercial history: a major provenance and resale-value penalty. Establish it with documents, not geography; proceed only with exceptional documentation, a specialist PPI and substantial price recognition.
- ☐ Import status: homologation for the destination market, including tyre fitment (Ferrari K-marked models are the OEM reference).
- ☐ Every major repair or major service claim supported by invoices; judge the file as a whole.
- ☐ Accident history: structural damage is the only binary question. Documented cosmetic repairs are a price adjustment, not a defect.
- ☐ Market positioning completed: body style and specification weighted, comparables known, this car placed before any inspection visit.

B · BUYER CHECK · AT THE CAR

- ☐ Genuinely cold start: coolant AND oil temperature confirmed cold, seller must not pre-warm the car. Immediate start, even idle, no smoke, no rattle, no fuel smell, no messages.
- ☐ Turbo / charge air: full boost without dropouts, no whistling or grinding, no oily traces at charge-air connections, no boost-related messages.
- ☐ DCT cold: R and D engagement, delay to lock-up, noises. Warm: reversing, creep, stop-and-go, gentle inclines, 1-2 and 2-1, manual shifts under load, downshifts, kickdown. Watch for shudder, delayed engagement, harsh shocks, slip, warnings; be sceptical of a freshly cleaned gearbox casing.
- ☐ CCM brakes: surfaces, edges and drillings for break-outs, scoring, impact marks and heat discoloration; pads front and rear; calipers for heat discoloration; note fresh pads on used discs.
- ☐ Tyres and wheels: brand, model, K code, DOT and inner-edge wear per corner; matching models and ages; OEM wheels, kerb damage, cracks, repairs; TPMS; tyre picture as an alignment plausibility check.
- ☐ Underbody and aero: splitter, S-duct, undertray, diffuser, sills; abrasion, cracks, missing or foreign fasteners, repaired or fresh parts.
- ☐ Tributo: transparent engine cover for scratches, hazing, stress cracks, louvre damage, latch and alignment.
- ☐ Spider roof: full cycle cold; repeated warm after the road test. Flow, symmetry, pauses, noises, latching, alignment, seals, moisture traces.
- ☐ Battery: age, type, resting voltage, maintainer history.
- ☐ Road test: full warm-up, stop-and-go, hard acceleration under load, braking from speed, every gear, all Manettino modes, lift cycled several times, then 10–15 minutes heat soak, restart, and a post-test fault re-scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full Ferrari-compatible scan: permanent, stored, intermittent and history codes, cleared-code evidence where visible, module-communication faults. Recently cleared memories are themselves a finding.
- ☐ DCT diagnostics: clutch parameters and adaptations where available, gearbox software, leak inspection at the zones defined in Ferrari's DCT repair procedures (TI 2612 includes the F8), documented repair history.
- ☐ ECU/TCU software status: verify factory software where possible; investigate evidence of prior tuning even after a return to stock.
- ☐ Cooling: pressure test, radiators, condensers, fans, hose connections, dried coolant traces, fin damage, debris; temperature behaviour through warm-up and heat soak.
- ☐ CCM condition per Ferrari measurement method where available; never thickness alone.
- ☐ Suspension and lift on the lift: SCM-E dampers for leakage, top mounts, arms, ball joints, bushes, tie rods, wheel bearings; lift cycled repeatedly, synchronous, no sag, no leaks.
- ☐ Structure: paint-depth mapping on measurable metal panels; carbon parts judged by inspection, not paint-meter values; fasteners, sealant, factory markings, panel gaps, overspray, masking edges; front structure, radiator carriers, wheel housings, sills, rear structure, suspension points.
- ☐ Track-use assessment: shoulder wear on sports tyres, pick-up and marbles, caliper discoloration, CCM wear state, underbody abrasion, tow-hook marks, aggressive alignment values, fresh front PPF. Track use is not a verdict; undocumented or poorly maintained track use is.
- ☐ Exhaust and emissions: OEM system, cats, OPF/GPF by market, valves and actuators, lambda sensors, heat shields, signs of manipulation.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€700–1,200 / ≈£600–1,050 / ≈\$750–1,300. Indications, not conversions at a fixed rate; obtain current local quotes.

"An F8 is bought on its file: predictive maintenance read, campaign confirmed in writing, software factory, discs judged as carbon rather than steel. The car itself is the known quantity."

Deep dive: Supercar Models Paper 05 · Model File 05 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every defect makes a bad car: the question is whether a problem is known, quantifiable and priced in. These are costs and questions, not verdicts.

- ☐ Tyres worn on the inner shoulders or aged out: a known, quantifiable cost (≈€1,500–2,200 for an OEM-spec set fitted).
- ☐ Weak battery with a fault cluster: stabilise, clear, re-test before judging modules; then price what remains.
- ☐ A documented, properly executed DCT repair: not negative in itself; read the invoices and the diagnosis path.
- ☐ CCM pads due, lift or damper leakage, cosmetic carbon damage (severity varies by part): quantifiable items; quote first, then price.
- ☐ The 22V536 campaign applicable but open: resolve before purchase, Ferrari confirming applicability and remedy in writing.
- ☐ Disclosed, documented modifications: a value and warranty question, priced openly. It is the undisclosed kind that escalates.
- ☐ Thin documentation on an otherwise sound car: acceptable only if priced accordingly and the specialist quantifies the required investment.
- ☐ Negotiate from market position and quantified defects, not assumed dealer margin; condition items and warranty coverage are the realistic leverage.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Applicable brake-reservoir campaign unresolved with no realistic path to resolution before purchase.
- Evidence of undisclosed ECU/TCU tuning or undocumented modifications.
- Undocumented major gearbox work; fresh pads on worn CCM discs or a single new disc without explanation.
- Undocumented structural accident or questionable structural repair.
- 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; low voltage breeds phantom faults.
- ☐ Insurance and storage confirmed before delivery; purchase file and PPI report archived. Spiders: exercise the roof regularly.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam for your own drives.