

FERRARI F40

PPI / INSPECTION PROTOCOL · SUPPLEMENTARY TO ANY STANDARD CHECKLIST

Compiled from public sources, the F40 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.

This protocol supplements, and does not replace, the universal PPI standard. On an F40 the decisive requirement sits above any checklist: a recognised F40 specialist must be part of the inspection.

MANDATORY ADDITIONAL REQUIREMENTS

- ☐ Engagement of a recognised F40 specialist for the inspection (not only a general Ferrari technician).
- ☐ Full verification of fuel-tank status (original bags vs aluminium conversion) with supporting invoices and photographs. Note: US-spec cars carried aluminium tanks from the factory; bag cells carry a ten-year renewal recommendation.
- ☐ Side-window type confirmed (fixed glass vs sliding Lexan) and reflected in valuation.
- ☐ Complete accident and structural history, including any carbon repairs (ultrasound / specialist assessment recommended).
- ☐ Engine and turbo history, including any major rebuilds.
- ☐ Brake system condition and any period-correct upgrades documented (no factory car carried ABS).
- ☐ Matching numbers and originality assessment.
- ☐ Road test only by an experienced driver familiar with the model's behaviour, ideally in both dry and (if possible) damp conditions.

ABSOLUTE RED FLAGS

- Any attempt to sell without allowing a proper specialist inspection.
- Undocumented tank status or still-original bag tanks without price adjustment.
- Vague or incomplete accident / repair history.
- Claims of "LM specification" without verifiable documentation.
- Cars stored for long periods without proper recommissioning.

THE DISCIPLINE

- ☐ The file decides: tank conversion, major work, accident record and originality must be transparent before price is discussed.
- ☐ Price every car against recent F40 comparables of the same window type and documentation level, never against the badge.

"On an F40 the specialist is the inspection; the checklist only tells you what to ask them to prove."

Deep dive: F40 Model File 10 · Owner's Intelligence series.

FINDINGS & NOTES