

MODEL FILE 01 · MODERN V8 LINEAGE

FERRARI 360 MODENA

F131 V8 · 1999–2005 · THE GATEWAY PROPOSITION

THE CAR IN BRIEF

VARIANTS

Modena Berlinetta (≈8,800 built) · Spider (≈7,565) · Challenge Stradale (≈1,288): commonly cited registry figures; Ferrari does not publish exact totals. Six-speed gated manual or F1 automated manual; factory manuals ≈30% of production (commonly cited split: 2,630 coupés, 2,119 Spiders).

ENGINE

3,586 cc Tipo F131 V8, naturally aspirated, flat-plane crank, five valves per cylinder, 400 cv (395 hp) @ 8,500 rpm (Challenge Stradale: 425 cv). Belt-driven timing, interference design.

WHY IT MATTERS

The practical entry point to modern Ferrari ownership in 2026: the last car where entry pricing intersects with a specification a competent driver can fully use on a public road.

KNOWN WEAK POINTS

CAM VARIATOR & TENSIONER

Ferrari NA Service Campaign 97 (bulletin June 2004): engines below number 60796, VIN range 114015–123399. Both exhaust variators replaced with updated parts plus later-type belt tensioner, performed at dealer level during belt service. A car in this range without written proof of completion is open liability. VIN and engine-number check with an authorised dealer is mandatory.

TIMING BELTS

Interference engine; a snapped belt destroys valvetrain and pistons. Ferrari's schedule is time-based at 3 years regardless of mileage. Accessible in situ via panel behind the seats (unlike 348/355: no engine-out).

F1 GEARBOX

Hydraulics are the recurring cost centre. Workshop-manual specification: system pressure 42–60 bar (pump cut-in below 42, cut-out at 60); clutch disc wear limit 0.8 mm. Diagnostic experience values, not absolutes: a healthy pump typically runs a few seconds and rests several seconds between activations; noticeably frequent cycling points to a tired accumulator, but temperature and operating state matter, so read the pattern, not a single number. Clutch wear is use-dependent, city crawling is the killer. Treat the clutch as a consumable, measured by diagnostic reading, never by mileage alone.

EXHAUST MANIFOLDS

Documented cracking pattern on original manifolds, a standing pre-purchase item. Listen cold; check invoices for prior replacement (aftermarket references from ≈£1,295 per side to £4,600+ per pair, Aug 2026 listings).

HEAT EXCHANGER

Coolant / gearbox-oil cross-contamination is the failure mode: check both fluids for traces of the other. Caught early it is a relatively inexpensive component; missed, it can turn into a major transmission event.

FUEL PUMPS

Dual in-tank units degrade with age; hot-restart hesitation is the classic tell. Diagnostic indicator, not proof; verify before pricing.

STICKY SWITCHGEAR

The era's soft-touch coatings degrade to tackiness. Cosmetic, universal, refurbishable. Priced accordingly, not a structural concern.

VARIANT-SPECIFIC · SPIDER

ROOF SYSTEM

The platform picture above is shared; the Spider adds the hydraulic roof: rams, lines, microswitches and tonneau alignment age with the car. Faults are repairable and quantifiable; obtain a quote before pricing, and check operation through several complete cycles.

RECALLS · VIN CHECK MANDATORY

CAMPAIGNS

NHTSA 04V294: power-steering delivery pipe (MY2003 Modena/Spider, MY2004 Challenge Stradale). NHTSA 04V184 / Ferrari Campaign 40: Challenge Stradale wheel bolts (MY2004). Applicability and completion are VIN-specific: demand written dealer confirmation.

SERVICE RHYTHM

ANNUAL

Annual servicing regardless of mileage; continuity of documented maintenance is a key buying criterion.

EVERY 3 YEARS

Timing-belt service by time, not mileage; non-negotiable. Major-service scope adds tensioners, idler bearings, plugs and fluids in one intervention.

COST EXPECTATIONS · THREE-TIER SYSTEM

PART REFERENCE	Examples with part numbers (UK listings, Aug 2026): F1 pump 247223 (supersedes 213264) £395 · F1 accumulator 247346 £489.99 · fuel pumps 239813/239814 £449.99/£409.99 · heat exchanger 180846 £599.99 · clutch 201680 £1,498.50.
TYPICAL INSTALLED	Published specialist menus (2026): cambelt service £745–824 (UK independents) / ≈\$2,990 (US) · F1 clutch installed ≈£3,195 · manual clutch installed ≈£1,945.
BUDGETARY ALLOWANCE	Planning figures where scope varies with findings: manifold replacement or heat-exchanger event ≈€2,500–4,000 / ≈£2,200–3,500 / ≈\$2,700–4,400 installed. Rounded orientation by market, not conversions at a fixed rate. Allowances, not quotes.

BUYING NOTES · THE THREE CHECKS THAT MATTER

1 · PAPERWORK FIRST	On manual cars, the build sheet and original option list proving a factory manual are the single most important documents in the file. Factory manuals carry a substantial market premium over F1 (≈+70% in 2026 sold data); conversions are valued on workmanship, never as factory.
2 · VIN REWORK CHECK	VIN 114015–123399 / engine below 60796: confirm Campaign 97 (variators and tensioner) performed, in writing, before money moves.
3 · BELT & SERVICE CHAIN	Date-stamped belt history and a coherent annual chain outweigh mileage. A 60,000 km car with a complete file beats a 25,000 km car without one.

MARKET POSITION · TWO MARKETS, TWO READINGS

EUROPE	Honest F1 Berlinettas trade broadly between €80,000 and €130,000; strong cars above, exceptional examples toward €150,000. Editorial market reading, August 2026, from our transaction dataset (12,000+ records) and public asks; full refresh follows with the next dataset update.
UNITED STATES	F1 Berlinetta 2026 average ≈\$74,000 (Classic.com, read April 2026). The two markets price separately; neither is a conversion of the other.

€80–130K

Europe, honest F1 Berlinetta band, Aug 2026 reading

≈\$74K

US average, F1 Berlinetta, Classic.com, read April 2026

3 YRS

Belt interval by time, the figure that structures ownership cost

Sources: Marque Intelligence Paper 01, "The 360 Modena" (April 2026, under revision); Ferrari NA Service Campaign 97 bulletin (June 2004); NHTSA campaigns 04V294, 04V184; UK parts listings and specialist service menus as dated above; Classic.com, Hagerty. Market figures carry their own as-of dates and are indications from public sources, not valuations.