

MODEL FILE 03 · MODERN V8 LINEAGE

FERRARI 458

F136 FB V8 · 2010–2015 · THE ATMOSPHERIC PEAK

THE CAR IN BRIEF

VARIANTS

Italia (estimated ≈13,000–15,000) · Spider (estimated ≈6,000; first mid-engine retractable hardtop, 14-second cycle) · Speciale (most commonly cited 1,309; higher estimates exist and remain debated) · Speciale A: 499, Ferrari-confirmed hard cap. All figures except the Speciale A's are secondary-source estimates.

ENGINE

4,499 cc F136 FB, naturally aspirated, 570 cv (562 hp) @ 9,000 rpm (Speciale: 605 cv / 597 hp, 14.0:1 compression). First mid-engine Ferrari with direct injection and the first without a manual gearbox option. Timing drive by chain.

WHY IT MATTERS

The last naturally aspirated mid-engine Ferrari V8 and the final series-production mid-engine V8 Ferrari of the Pininfarina design era. Civilised enough that a meaningful share of owners report near-daily use; the reliability record broadly supports that character. A documented, regularly used car is consistent with the model's nature, not an argument against it.

KNOWN WEAK POINTS

DUAL-CLUTCH
TRANSMISSION

Getrag 7DCL750 dual-clutch (architecture family shared with the Mercedes SLS). The generation change matters: the single-clutch wear economy and accumulator anxiety of the 360/F430 era do not carry over. Clutch condition can be assessed through diagnostic and adaptation data together with engagement behaviour; fluid service history matters. Early cars had electronic and sensor issues largely addressed by factory updates. Transaxle removal is required for much internal work; labour is the dominant cost factor.

EXHAUST MANIFOLDS

Early cars in particular can show cracking at the collector welds, a heat-cycle vulnerability carried forward from the F430 generation, though less universal here. Cold-start ticking remains the primary acoustic indicator.

MAGNETORHEOLOGICAL
DAMPERS

Leaks are a documented item on higher-mileage or neglected examples. Check for fluid traces and consistent damping behaviour front and rear.

STICKY INTERIOR

Soft-touch coatings degrade almost universally with age. Cosmetic and fully refinishable at known cost; priced, not structural.

SUSPENSION & MOUNTS

Ball joints, bushes and tie-rod ends age as on any car of this weight and performance; engine and gearbox mounts are checkable on the lift. Condition-based, no scheduled intervals exist.

VARIANT-SPECIFIC · SPIDER

RETRACTABLE HARDTOP

First mid-engine retractable hardtop: cycle the roof hot AND cold, watch for pauses, uneven motion and warning messages, and check seal condition and drainage. Faults are repairable and quantifiable; quote before pricing.

RECALLS · VIN CHECK MANDATORY

FIRE RECALL

NHTSA 10V389 / Ferrari Campaign 51: certain MY2010 458 Italia (303 US vehicles), rear wheelhouse heat-shield assemblies and bonding adhesive could overheat and ignite; remedy (new heat shields) from September 2010. Verify VIN applicability and documented completion in the dealer record.

BRAKE SYSTEM

NHTSA 21V833 / Ferrari Campaign 60 (2021): possible brake-fluid loss; covers 2010–15 Italia, 2012–15 Spider, 2014–15 Speciale and 2015 Speciale A. Remedy: reservoir cap replacement and software update where applicable. Verify VIN applicability and completion.

AIRBAG CAMPAIGNS

Takata inflator waves NHTSA 16V341, 18V188 and 20V007 affect the 458 family. Verify completion by VIN; open airbag campaigns are resolved free of charge at any Ferrari dealer.

SERVICE RHYTHM

ANNUAL

Annual servicing regardless of mileage; continuity of documented maintenance is a key buying criterion. Chain-driven timing: no belt service exists on this engine.

COST EXPECTATIONS · THREE-TIER SYSTEM

STATUS

Part-number references and installed anchors (DCT fluid service, damper replacement, manifold event) follow in the verification round, sourced and dated as on the 360. Structural picture: no belt service, conventional annual rhythm, labour-heavy transmission internals as the tail risk.

BUYING NOTES · THE THREE CHECKS THAT MATTER

1 · ASSET CLASSES

Italia/Spider and Speciale/Speciale A are different asset classes with different production ratios and market behaviour. Price each strictly against its own comparables, never across classes.

2 · SCARCITY DISCIPLINE

The Speciale A's 499 is the only Ferrari-confirmed hard cap in the family and the highest-quality scarcity claim. Speciale Coupé counts carry real uncertainty; price rarity with that uncertainty attached.

3 · THE THREE-TRAIT TEST

The market pays for the combination of the high-revving naturally aspirated V8, the Pininfarina-era body, and proven usability with coherent documentation. Gaps in the service chain or an unclear mileage story erode the premium the first two traits create.

MARKET POSITION · TWO MARKETS, TWO READINGS

UNITED STATES

Italia and Spider have stabilised and, on well-documented cars, begun to appreciate; the Speciale Coupé has re-rated sharply into the mid-to-high six figures, and Speciale A record results have entered seven figures. Editorial reading from public results, August 2026; banded figures follow the dataset refresh.

EUROPE

European band to be set from the transaction dataset we do twice a year. The two markets price separately; neither is a conversion of the other.

499

Speciale A: the only Ferrari-confirmed hard cap in the family

9,000

rpm, naturally aspirated F136 FB V8

DCT

Getrag 7-speed: the generation change that retired single-clutch wear economics

Sources: NHTSA campaigns 10V389 (Sept 2010, MY2010 Italia, 303 vehicles), 21V833 (2021, full 458 family), 16V341/18V188/20V007 (Takata), all verified August 2026; Ferrari-era published specifications (cv figures); production totals are secondary-source estimates except the Speciale A's 499; market readings are editorial indications from public sources, dated August 2026, not valuations. European band and cost anchors follow the verification round.