

MODEL FILE 04 · MODERN V8 LINEAGE

FERRARI 488

F154 V8 · 2015–2020 · THE TURBO PIVOT

THE CAR IN BRIEF

VARIANTS

GTB · Spider · Pista · Pista Spider. Combined road-car production is high by modern Ferrari standards; secondary sources commonly cite totals in the low-to-mid 20,000s, but Ferrari has not published a variant-by-variant breakdown and circulating figures do not reconcile. Treat individual numbers accordingly. The volume of GTB and Spider provides the market floor; the collector story lives primarily in the Pista variants.

ENGINE

3.9-litre F154 twin-turbo V8. GTB/Spider: 670 cv (661 hp) @ 8,000 rpm, 760 Nm (F154 CB). Pista: 720 cv / 770 Nm (F154 CC) with titanium connecting rods, lighter crankshaft and extensive carbon components. Named International Engine of the Year four years running, 2016–2019 (award organisers' citation). Timing drive by chain.

WHY IT MATTERS

The first turbocharged mid-engine berlinetta since the F40, driven by emissions regulation rather than design preference. Smooth and usable as a GT, yet capable of performance beyond what public roads can deploy. It sits between the celebrated last naturally aspirated 458 and the more resolved F8.

KNOWN WEAK POINTS

TURBO / BOOST SYSTEM

The most discussed long-term item on the F154 platform. Heat exposure can affect wastegate actuator linkages, producing boost deviation, limp mode or power cut under hard acceleration; early cars are mentioned more frequently. Ferrari's official remedy is often full turbo assembly replacement, while independent specialists can frequently address linkage and actuator at lower cost. Condition-based inspection: shaft noise, smoke after idle, stored boost-deviation faults, wastegate operation, oil or coolant traces around the turbo plumbing. Tuning history matters (see below).

DUAL-CLUTCH
TRANSMISSION

Getrag-derived 7-speed with improved cooling over the 458; the same core architecture, generally robust. Clutch wear remains measurable, adaptation and temperature behaviour are readable, fluid service intervals matter, and leakage at the transaxle is checkable. Internal work is labour-intensive.

COOLING / CHARGE AIR

Intercoolers, hoses, side intakes and radiators carry the thermal load of the turbo package: check for debris accumulation in the intakes, leakage, crushed or perished hoses, and charge-air pressure integrity under load as part of the diagnosis.

SUSPENSION / LIFT

Magnetorheological damper leakage is a documented age item; front-lift systems (where fitted) can leak or fail to cycle. Ball joints and bushes are condition-based on the lift, no scheduled intervals exist.

MODIFICATIONS / ECU

On a turbocharged car, software is part of the mechanical history. ECU tunes, downpipes and exhaust changes carry warranty and value consequences; undisclosed tuning is a materially bigger issue here than on the naturally aspirated cars. Evidence of prior tuning matters even if the car has since been returned to stock.

STICKY INTERIOR

Soft-touch coatings degrade with age, particularly on earlier production. Cosmetic and refinishable; priced, not structural.

VARIANT-SPECIFIC · SPIDER

RETRACTABLE HARDTOP

Architecture closely related to the 458 Spider: cycle the roof hot AND cold, at least one full cycle each, watch for pauses, uneven folding and warning messages, and check seals and drainage. Repairable and quantifiable; quote before pricing.

VARIANT-SPECIFIC · PISTA

SPECIFICATION & USE

Highly configurable: carbon packages, liveries, delivery mileage and documented originality drive most value differences within the badge; verify against the factory build sheet. Track use must be fully disclosed. Optional carbon wheels: verify homologation for the destination market before pricing; replacement value is substantial.

RECALLS · VIN CHECK MANDATORY

BRAKE SYSTEM

NHTSA 21V833 / Ferrari Campaign 60 (2021): possible brake-fluid loss; covers 488 GTB and Spider 2016–19 (alongside the 458 family). Remedy: reservoir cap replacement and software update where applicable. Verify VIN applicability and completion.

AIRBAG CAMPAIGNS

NHTSA 19V006: Takata passenger-inflator replacement affecting 488 model years. NHTSA 19V411: airbag control-module malfunction could prevent proper deployment. Verify completion by VIN; open airbag campaigns are resolved free of charge at any Ferrari dealer.

SERVICE RHYTHM

ANNUAL

Regular servicing regardless of low 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 (turbo/actuator paths, DCT fluid service, damper and lift items) follow in the verification round, sourced and dated as on the 360. Structural picture: conventional annual rhythm, no belt service, the turbo question as the model-specific tail risk, and the official-remedy versus specialist-repair spread as the decisive cost fork.

BUYING NOTES · THE THREE CHECKS THAT MATTER

1 · CONDITION, NOT RARITY

On GTB and Spider, production volume makes pure rarity claims empty. Pay for condition, specification, service chain and originality.

2 · PISTA: READ THE BUILD SHEET

Two cars wearing the same badge can be entirely different propositions. Carbon packages, liveries, delivery mileage and documented originality decide value; verify against the factory build sheet, and treat non-verifiable claims as absent.

3 · THE SOFTWARE FILE

Factory software status, disclosed modification history and stored boost-related faults together form the 488's equivalent of the older cars' belt file. No clear software and boost history, no full price.

MARKET POSITION · TWO MARKETS, TWO READINGS

UNITED STATES

Our April 2026 dataset reading suggests GTB and Spider values approaching or forming a market floor, with typical GTB sold results in the low-to-mid \$200,000s (Classic.com read, April 2026). The Pista has re-rated into collector territory; Pista Spider carries a further premium. Dated editorial reading, refreshed with the dataset cycle, not a valuation.

EUROPE

European band to be set from the transaction dataset in this verification round. The two markets price separately; neither is a conversion of the other.

TURBO

The pivot: wastegate/boost behaviour is the model-specific inspection point

670 cv

GTB/Spider (661 hp); Pista 720 cv

CHAIN

Timing drive: no belt service, conventional annual rhythm

Sources: NHTSA campaigns 21V833 (2021), 19V006 and 19V411 (2019), verified August 2026; Ferrari-era published specifications (cv figures); International Engine of the Year per award citations 2016–2019; production totals are unreconciled secondary-source estimates and are labelled as such; market readings are dated editorial indications from public sources (April 2026 dataset read), not valuations. European band and cost anchors follow the verification round.