

MODEL FILE 05 · MODERN V8 LINEAGE

FERRARI F8

F154 V8 · 2019–2023 · THE FINAL PURE V8

THE CAR IN BRIEF

VARIANTS

Tributo (2019–2023) and Spider: the two series body variants, mechanically one platform. No separate track special was offered; the F8 itself carries the Pista engine stage in road trim. Total production is estimated around 5,000 units (specialist consensus, not published by Ferrari).

ENGINE & DRIVETRAIN

3,902 cc F154 twin-turbo V8, 720 cv (530 kW) @ 8,000 rpm, 770 Nm @ 3,250 rpm, dry-sump lubrication. Seven-speed F1 dual-clutch, E-Diff3, SCM-E magnetorheological dampers, SSC 6.1 with FDE+, 20-inch wheels. Carbon-ceramic brakes 398 × 38 mm front, 360 × 32 mm rear. Timing drive by chain; the last mid-engine Ferrari V8 sold without any form of electrification.

WHY IT MATTERS

The closing act of the pure internal-combustion mid-engine V8 chapter, and the last car whose long-term maintenance picture is fully known: no high-voltage battery, no ageing power electronics. Its ownership trajectory reads as a refined 488, not a preview of the hybrids.

INSPECTION ZONES · WHAT THE F8 ACTUALLY ASKS

DCT OIL LEAKAGE

Ferrari Technical Information 2612 explicitly includes the F8 in defined repair procedures for DCT oil leakage (OEM-documented): a legitimate, well-founded inspection zone, not a claim of systemic gearbox failure. A documented, properly executed repair is not negative; undocumented major gearbox work is.

TURBO / CHARGE AIR /
COOLING

No systemic turbo or engine failure is claimed for the F8; the platform asks for thermal discipline. Inspect intercoolers, hoses, radiators and side intakes for leakage, damage and debris blockage; confirm full boost without dropouts or whistling. After the road test: 10–15 minutes of heat soak, then restart, fan function, leakage, fault re-scan.

CARBON-CERAMIC BRAKES

CCM rotors are never judged like steel discs on thickness alone: surface break-outs, radial damage, deep scoring, edge and drilling damage, impact marks and thermal overload count, plus Ferrari-documented wear values where available, inner faces of the rears included. Warning pattern: fresh pads on clearly used discs, or a single new disc without invoice or accident explanation.

TYRES

OEM dimensions 245/35 ZR20 front (9J), 305/30 ZR20 rear (11J); homologated fitments carry the Ferrari K marking (P Zero, Pilot Sport Cup 2 K2, Pilot Super Sport K3). Record brand, model, K code, DOT and inner/centre/outer tread per corner: an F8 tyre can look excellent outside and be finished on the inner shoulder.

BATTERY / LOW VOLTAGE

On little-used cars, battery and parasitic drain are a frequent diagnosis zone (specialist pattern): low voltage breeds clusters of apparently unrelated electronic faults. Stabilise the battery, clear, re-test before judging any module.

UNDERBODY / AERO

The car is very low: splitter, S-duct, undertray, diffuser and sills collect ground contact. Look for abrasion, cracks, missing or foreign fasteners, repaired carbon. A fresh splitter can be cosmetic or the end of harder contact; the invoices decide.

VARIANT-SPECIFIC · TRIBUTO

ENGINE COVER

The transparent louvred engine cover is a signature part: check scratches, hazing, stress cracks, stone chips, louvre damage, mounting, latch and seals. A circulating claim of a rear-window recall on the F8 has no Ferrari or NHTSA primary source and is deliberately not carried here.

VARIANT-SPECIFIC · SPIDER

RETRACTABLE HARDTOP

Full cycle cold AND again warm after the road test: flow, symmetry, no pauses or judder, latching, decklid operation, panel alignment afterwards, seals, wind noise, moisture traces, chafe marks. Temperature-dependent faults only show when both states are tested.

RECALLS · VIN CHECK MANDATORY

BRAKE RESERVOIR

NHTSA 22V536 / Ferrari C24100080 (RC78 in Europe): F8 Tributo and Spider MY2020–22, among 23,555 Ferraris across many lines. The reservoir cap may not vent, creating vacuum, fluid loss and in the extreme partial or total loss of braking; remedy: new cap plus instrument-cluster (NQS) software where applicable. US VIN ranges: Tributo 249046–282855, Spider 253017–282844; European cars are checked by VIN with Ferrari. Priority: CRITICAL; the only US campaign on the F8.

SERVICE RHYTHM · PREDICTIVE MAINTENANCE

THE SYSTEM

Ferrari runs the F8 under Predictive Maintenance: scheduled work every 20,000 km or annually depending on the task. Ferrari Technical Information 2637 sets the F8 oil-and-filter interval at a maximum of 20,000 km / 12,500 mi and extends the time interval to 24 months (OEM confirmed). No belt service exists.

READING THE FILE

Judge the service file by what was actually done, not by stamps: specialist, date, mileage, invoices, predictive-maintenance printout where available, open items, software updates, DCT work, fluids. Generic internet intervals (7,500-mile oil, 30k brake fluid, 100k plugs) are not Ferrari data for this car.

COST EXPECTATIONS · WORKING RANGES

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Editorial planning bands, not quotes (Sep 2026): annual/basic service €1,000–1,800 · major service €2,000–3,500 · OEM-spec tyre set fitted €1,500–2,200 · alignment €300–700 · battery €400–1,000+ · CCM pads several thousand euros; discs a major-cost event, five figures possible · DCT minor leak/service €1,000 to several thousand; major repair five figures possible · Spider roof strongly fault-dependent. UK anchor: independent specialist F8 menu £886 annual, £2,191 major incl. VAT (Sep 2026). Think low / expected / severe rather than one number.

BUYING NOTES · THE THREE CHECKS THAT MATTER

1 · THE MAINTENANCE FILE

The predictive-maintenance record, campaign confirmation and factory software status are this platform's belt file. No coherent file, no full price.

2 · RARITY DISCIPLINE

The ≈5,000 figure circulates widely but is not factory-confirmed. Anchor any rarity argument on registration data and actual market supply.

3 · THE PREDICTABILITY BET

Buying an F8 is a bet on long-horizon ownership predictability: the mechanical picture is known, the specialist network calibrated. A complete service chain is what that bet is made of; gaps erode the model's core advantage.

MARKET POSITION · TWO MARKETS, TWO READINGS

UNITED STATES

Values have held relatively firmly on limited supply; typical Tributos in the mid-to-high \$300,000s, low-mileage or highly specified cars above, Spiders at a premium (Classic.com and auction read, April 2026 dataset). The last-pure-V8 narrative supports residual strength more than rapid appreciation; dated editorial reading, 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.

720 cv

530 kW @ 8,000 rpm, F154 twin-turbo, dry sump

24 MO

F8-specific oil-and-filter time interval per Ferrari TI 2637 (max 20,000 km)

22V536

The one US campaign: brake reservoir cap, VIN check CRITICAL

Sources: NHTSA campaign 22V536 (2022, verified September 2026; Ferrari C24100080 / RC78 and US VIN ranges per campaign filing); Ferrari Technical Information 2637 (F8 oil interval) and 2612 (DCT oil-leak repair procedures including F8); Ferrari published specifications and homologated tyre fitments; UK specialist menu prices as dated; production total is specialist consensus, not factory-confirmed; market readings are dated editorial indications, not valuations.