

MODEL FILE 08 · V12 GRAND TOURING LINEAGE

FERRARI 599

F140 V12 · 2006–2012 · GTB · GTO · SA APERTA · XX

THE FAMILY IN BRIEF

VARIANTS

599 GTB Fiorano: the series model. HGTE: a factory handling package, not a model. 60F1 and China Limited Edition (12 cars): HGTE-based factory special configurations. 599 GTO: an independent Special Series of 599 units. SA Aperta: an independent limited Special Series of 80. 599XX and XX Evo: the track-only client programme, outside road-car PPI. HY-KERS and Superamerica 45: historical references only.

ENGINE & DRIVETRAIN

5,999 cc 65° F140 V12, 620 cv, front-mid-engined with rear transaxle, dry sump, aluminium structure, SCM MagneRide dampers, F1-Trac. Timing by chains, not belts: no cambelt service exists. Gearbox: the 6-speed F1 SuperFast on nearly all cars; a factory gated manual exists in tiny numbers. CCM on most cars (≈398 mm front, 360 mm rear); GTB tyres 245/40 ZR19, 305/35 ZR20.

WHY IT MATTERS

The engine is the strength of this car: the F140 has a long, well-understood record, and no systemic engine failure belongs in this file. The risk sits in the sum of ageing high-end systems: dampers, F1 hydraulics, radiators, CCM, interior, cluster, perhaps a clutch. Three or four medium findings can add up to €20,000–40,000 of catch-up on a car where nothing is “broken”. On a 599, time outranks mileage.

INSPECTION ZONES · WHERE A 599 AGES

F1 SUPERFAST

The central PPI zone. Robust in principle, age- and use-dependent in practice: clutch wear, hydraulic pump, accumulator, actuator and calibration, position sensor, occasionally unexpected neutral or harsh shifts (some cases resolve with a sensor reset or software update). Diagnosis is non-negotiable: clutch wear percentage, PIS, actuator parameters, pump pressure and run frequency, accumulator behaviour, stored faults.

CLUTCH

Beware sweeping claims in both directions. Larger samples show no systemic clutch disaster (one survey of about 100 cars found three replacements), and gentle use can see 30,000 miles and more; sustained stop-and-go shortens life markedly. Red flags: pull-away judder, long D/R delay, manoeuvring only with throttle, high wear value, a badly calibrated engagement point, a seller without a current printout. Replacement working range: about €5,000–8,000.

F1 PUMP / ACCUMULATOR	A separate position from the clutch, and HIGH severity: the clutch can be healthy and the car still refuses to shift. How long does the pump prime at ignition, how often does it re-run, does pressure fall unusually fast after shutdown? Constant re-running points at accumulator or pressure problems.
MAGNERIDE DAMPERS	A genuine 599 ageing zone: leaking or sweating dampers, weakened damping, suspension knock, uneven behaviour. Check all four for leakage, shafts, mounts, wiring, SCM faults and mode changes. Working range about €3,000–5,000 per pair.
SUSPENSION / BALL JOINTS	A classic 599 check: upper and lower ball joints, tie rods, bushings, wishbones, wheel bearings, anti-roll-bar links on the lift; low-speed knock, braking knock, steering play and tramlining on the road.
COOLING / RADIATORS	Recurring age items: leaking radiators and condensers, plus stone exposure through the very open front. Impacts, bent fins, dried residue, hoses, header tanks, fans; pressure test on suspicion. The GTO front and honeycomb grille differ: do not accept GTB parts as correct there.
DRY SUMP & OIL	The oil level is read only by the Ferrari procedure at operating conditions: no statement from a cold engine, no casual topping up, because overfilling causes real problems. Age-related seepage (front seals, cam covers, lines, transaxle) is common and usually MEDIUM: it escalates with heavy loss, oil on the exhaust, low pressure or an unexplained source.
FUEL SYSTEM	A field pattern, age-related rather than OEM-confirmed: ageing plastics around the pump area and fuel smell. Any fuel smell directly after shutdown is HIGH until the cause is identified: tank and pump area, lines, seals, EVAP faults.
CARBON-CERAMIC BRAKES	Potentially the most expensive line on the car. Never judged by mileage: rotor surface, edge chips, delamination, oxidation, inner faces, pads, calipers, and the calculated wear values the diagnosis can provide. Costs vary too widely for one “correct” number: axle sets from about €5,000–10,000+, full replacement €12,000–25,000+ depending on route and labour; on a GTO, higher still.
INTERIOR & CLUSTER	Sticky soft-touch surfaces and peeling switchgear are typical of the era: mechanically trivial, potentially expensive in OEM parts. Dashboard shrinkage and lifting leather matter doubly on special series. The instrument cluster is a real field pattern: power supply, motherboard and display failures; specialist repair (≈€1,500–4,000) against a far higher OEM replacement. Test the display cold and hot: pixels, flicker, reboots.

STANDING TIME

Many 599s barely drive, and low mileage creates its own risks. Do the usage arithmetic: 15,000 km in 18 years is 833 km a year. Then ask: oil warm every year, condensation, fuel ageing, seals, tyres by DOT date rather than tread, battery, pumps, clutch calibration, brakes exercised? Stabilise the battery before judging fault codes.

EXHAUST / STRUCTURE

Cold-start listening for header ticking and gasket leaks; warm for metallic ticking, flange leaks, valve operation. Aftermarket systems are not automatically bad, but originals and documentation weigh heavily on special series. Aluminium structure: paint depth, corrosion bubbling (age and environment dependent, not a “rusts badly” claim), repairs, fasteners, pickup points; tail-light covers for haze.

THE MANUAL · A UNIVERSE OF ITS OWN

FACTORY GATED MANUAL

Production is usually put at around 30 cars; sources vary, so the file carries the count as approximate. What matters is authenticity: a factory manual proves itself through build sheet and VIN, never through the presence of a gate. Conversions can be attractive to drive but must be coded as conversions: gate, linkage, clutch, synchros, pedal box, ECU configuration, documentation.

VARIANT-SPECIFIC · HGTE

PACKAGE AUDIT

The Handling Gran Turismo Evoluzione package is technical, not cosmetic: lower ride height, stiffer springs, stronger rear anti-roll bar, revised SCM control, faster F1 shifts, sportier exhaust, specific wheels. Verify against the build sheet: software, ride height, springs, bar, wheels, exhaust, interior. An aftermarket conversion is not a factory HGTE, and the market prices the difference.

VARIANT-SPECIFIC · 60F1 & CHINA LIMITED

60F1

HGTE-based factory special configuration celebrating sixty years of Ferrari Formula 1 victories, González 1951 to Alonso 2011, in three livery themes (among them 375 F1 and the white 150° Italia interpretation). Mechanically an HGTE PPI; the value sits in authenticity: original configuration and paint, factory documentation, plaque, signatures, forged 20-inch wheels, Alcantara, four-point belts, Alutex trim. A wrapped HGTE in Alonso colours is not a 60F1.

CHINA LIMITED EDITION

Twelve HGTE-based cars designed with the artist Lu Hao: special colours, Chinese characters in the tachometer, jade-coloured start button, China badging, Silk Road luggage. The PPI is almost entirely provenance: VIN, Ferrari documentation, correct tachometer and button, luggage completeness, original paint, HGTE hardware. Missing original luggage is market-relevant in a 12-car series.

VARIANT-SPECIFIC · GTO & SA APERTA

599 GTO

An independent Special Series of 599 units, technically derived from the 599XX: 670 cv, 620 Nm, 1,495 kg, 3.35 s to 100 km/h, 335 km/h, 60 ms shifts (factory data). Its own tyres: 285/30 ZR20 front, 315/35 ZR20 rear: never carry GTB specification over. An evolved CCM generation with aero brake cooling (wheel doughnuts, ducts). The doctrine is correct specification: after damage, GTB panels, undertrays, diffusers, exhausts or wheels may have been fitted. "Cosmetically looks like a GTO" is not verification; part numbers and build specification are. Track use is not automatically bad, but at this value the history must be transparent.

SA APERTA

Eighty cars for Pininfarina's 80th anniversary, mechanically in the GTO's 670 cv orbit, and not a normal Spider: there is only a light emergency soft top. The PPI adds kit completeness (top, bags, fasteners), water-ingress history, leather, carpets, seals, screen frame, buttresses, tonneau, and the correct GTO-derived specification. Missing original accessories cost real collector value.

599XX / XX EVO · OUTSIDE ROAD-CAR PPI

A DIFFERENT ASSET CLASS

Track-only client-programme cars, not road-registered and not race-homologated. XX Evo factory data: 750 cv at 9,000 rpm, 700 Nm, about 440 kg downforce at 200 km/h, active rear wing; against the XX about 25 cv more and 35 kg less. Mileage is nearly meaningless: hours, cycles, rebuilds and events decide. The correct instrument is a Corse Clienti inspection and provenance audit: engine and gearbox hours, rebuild dates, dampers, disc measurements, carbon aero, chassis fatigue and crack testing, wheel NDT, telemetry, event and accident history, original XX versus later Evo conversion, factory support status.

RECALLS · VIN CHECK STILL MANDATORY

US PICTURE

Remarkably thin: NHTSA vehicle queries across the 599 model years return no model-level safety campaigns (verified September 2026). A data point, not a clearance: the VIN check with Ferrari remains mandatory, and at this age service campaigns and Technical Information often matter more than classic safety recalls.

SERVICE · COST DISCIPLINE

READING THE FILE

Time over mileage: documented annual attention to engine oil, gearbox oil, F1 hydraulic fluid, coolant, brake fluid, filters, plugs, accessory belts, battery. No timing-belt line exists. Distinguish OEM-confirmed intervals from specialist best practice (the common two-year gearbox-oil rhythm is the latter) and code them differently.

MI WORKING RANGES

Working ranges, not Ferrari list prices (Sep 2026): annual service €1,500–3,000 · larger service €3,000–7,000+ · F1 clutch €5,000–8,000 · F1 pump/accumulator/actuator €1,500–6,000+ · MagneRide pair €3,000–5,000 · ball joints €1,000–4,000 · radiator work €1,500–4,000+ · tyre set €1,500–2,500 · CCM axle €5,000–10,000+ · full CCM €12,000–25,000+ · cluster repair €1,500–4,000 · headers €3,000–10,000+. GTO and SA Aperta parts carry a rarity premium: an OEM quote, not false precision.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · THE AGEING SUM

The 599 is rarely broken; it is expensive to age. Price the catch-up as a package: dampers plus hydraulics plus radiators plus tyres plus interior can reach €20,000–40,000 with nothing individually dramatic. A seller's current diagnostic printout and a coherent recent-spend history are worth more than any single number.

2 · CONFIDENCE DISCIPLINE

Strong field patterns: damper leakage, ball-joint wear, radiator ageing, use-dependent clutch wear, F1 hydraulics, cluster faults, sticky plastics, age-related oil leaks, battery events. Real but not necessarily systemic: fuel-smell cases, header leaks, unexpected-neutral faults, aluminium corrosion in some climates. Not to be claimed without evidence: catastrophic F140 failure, chronic chain failure, systemic transaxle, CCM or chassis failure.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. Structural readings: originality stratifies the special series (GTO, SA Aperta, 60F1, China Limited) more than condition line items, and factory manual cars trade in a universe of their own.

620 cv

F140 V12, chains not belts; GTO 670 cv per factory data

599 · 80

GTO and SA Aperta production caps, factory-confirmed

≈30

Factory gated manuals, approximate: authenticity by build sheet, not by count

Sources: NHTSA vehicle-recall queries across 599 model years (verified September 2026, no model-level campaigns returned; VIN check remains mandatory); Ferrari factory data for GTO, SA Aperta and 599XX/XX Evo; published buyer-guide and specialist material for F1 SuperFast, MagneRide, ball joints, radiators, CCM and cluster patterns as sourced; cost figures are MI working ranges, not quotes. Field-pattern items are observations, not OEM defects; market bands follow the verification round.