

MODEL FILE 10 · HALO CARS

FERRARI F40

TIPO F120 · 1987–1992 · THE ORIGINAL MODERN HALO

THE CAR IN BRIEF

POSITIONING

The F40 is not a normal classic Ferrari. It is a Halo car, the purest expression of late-1980s Ferrari engineering and the last model personally approved by Enzo Ferrari. It was never intended as a comfortable grand tourer: a raw, analogue, track-derived machine built to a brief that prioritised weight, power and driver involvement above almost everything else. Approaching it with modern supercar expectations leads to disappointment or, worse, expensive mistakes.

PRODUCTION

1,311 units built 1987–1992 (the most widely accepted figure; some sources cite slightly different final tallies). All left-hand drive. No two cars are truly identical in detail; specification, update level and subsequent history vary widely.

ENGINE

2.9-litre twin-turbocharged V8 (F120 A and later evolutions). 478 cv in European specification (some markets detuned). Extremely responsive, laggy by modern standards, and utterly unforgiving of clumsy throttle inputs, especially in the wet.

THE REALITY

1987 technology, purely analogue: no traction control, no ABS on any factory car, no brake servo, no power steering. Later production changes concerned catalytic converters (from ≈1991) and optional adjustable suspension, never ABS. On a damp road the car is extremely demanding; a sensitive, experienced right foot is not optional.

OWNERSHIP REALITIES

REPAIR & SPECIALISTS

Almost every serious job is expensive: many components are specific, some no longer available new, labour times high. Routine work belongs with recognised F40 specialists; a general Ferrari dealer without deep F40 experience is often not the right place for major work.

FUEL TANKS

Original European cars carried flexible bag-type fuel cells; US-spec cars received more durable aluminium tanks from the factory. Bag cells age, harden and can leak; Ferrari's recommendation is renewal every ten years. The accepted modern solution is conversion to aluminium tanks; a car still on original bags requires immediate attention and pricing. Most serious examples are already converted.

CARBON WEAVE

The visible carbon-fibre weave through the paint is intentional, a quality characteristic of the period construction, not a paint defect.

SIDE WINDOWS

Two factory solutions exist: fixed glass (later, preferred by many collectors) and sliding Lexan (earlier style). The value difference is significant; fixed-glass cars generally command a clear premium.

LM / COMPETIZIONE

A small number of cars were built or converted to more extreme LM / Competizione specification: a separate, much higher-value subset requiring its own specialist verification (history, originality, eligibility documentation).

SERVICE & INSPECTION PHILOSOPHY

APPROACH

A standard PPI checklist is necessary but never sufficient. Any serious purchase must involve a recognised F40 specialist who knows the model's failure modes, update history and value drivers. Buying without that expertise is high-risk.

MARKET POSITION (2026)

READING

Strong seven-figure territory for correct, well-documented cars; exceptional low-mileage, fixed-window, fully sorted examples trade at the upper end. Compromised or "project" cars can look cheaper and prove far more expensive once true ownership cost is calculated.

1,311

Units built 1987–1992, most widely accepted figure, all LHD

478 cv

European specification, twin-turbo F120 V8

10 YRS

Ferrari's renewal recommendation for original bag-type fuel cells

BUYING NOTES · THE NON-NEGOTIABLES

1 · SPECIALIST FIRST

Never buy on a general classic-car PPI alone. Engage a recognised F40 specialist before committing.

2 · DOCUMENTATION

Full history of tank conversion, major mechanical work, accident repairs and any LM-related modifications must be transparent and verifiable.

3 · KNOW THE CAR

A raw, demanding, analogue Halo car from 1987. It rewards skilled, respectful driving and punishes carelessness, especially in the wet. Not a daily driver, not a modern supercar.

SPECIALIST NETWORK · EXAMPLES · NON-EXHAUSTIVE

UNITED KINGDOM

Barkaways (Kent) · DK Engineering (Chorleywood) · Foskers (Brands Hatch) · GTO Engineering (Twyford) · Joe Macari (London) · Simon Furlonger (Ashford).

GERMANY / ITALY

Modena Motorsport (Langenfeld) · Eberlein Automobile (Kassel, official Ferrari service partner) · Ferrari Classiche (factory, Maranello) · Toni Auto (Maranello) · Bacchelli & Villa (Bastiglia, body & restoration) · Carrozzeria Zanasi (Maranello, factory paint partner).

UNITED STATES

Berlinetta Motorcars (New York) · Motion Products (Wisconsin) · Norwood Auto Italia (Texas) · Patrick Ottis Co. (Berkeley).

DISCLAIMER

Workshops are named for orientation only. Marque Intelligence has no commercial relationship with any workshop listed, receives nothing for a mention, and endorses none above another; official Ferrari dealer service and factory programmes remain equally valid routes. No list is exhaustive, capability changes with people and ownership, and every decision requires your own research and direct contact before a car is committed.

IN SHORT

FOR THE READER

The F40 is a Halo car. It demands respect, expertise and the willingness to carry genuine specialist costs. Understood and approached correctly, it delivers one of the purest and most iconic machines Ferrari has ever built. Underestimated, it teaches very expensive lessons.

Sources: Marque Intelligence F40 research file (2026, under revision); production and specification per widely documented registry consensus; fuel-cell renewal recommendation and US aluminium-tank fitment per published F40 buying guidance (Auto Express, 2026 read). Market reading is an indication from public results, not a valuation.