

MARQUE INTELLIGENCE

SUPERCAR MODELS - PAPER NO. 21

FERRARI FF

21

The all-rounder - Ferrari's first four-wheel-drive, four-seat V12

660 CV

Naturally aspirated 6.3 V12
(651 hp) - shared F140
family with the F12

4RM

Ferrari's first four-wheel
drive - a front PTU, RWD in
the top gears

2011-2016

Successor to the 612
Scaglietti; replaced by the
GTC4Lusso

The All-Rounder

A four-seat V12 for every
day - bottomed, now
recovering

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01 EXECUTIVE SUMMARY

The Ferrari FF - the name stands for Ferrari Four, for four seats and four-wheel drive - is the outlier of the modern V12 line. Launched in 2011 as the successor to the 612 Scaglietti and built until 2016, it shares the F140 V12 family with the contemporary F12berlinetta but is, in almost every other respect, a completely different car: Ferrari's first production four-wheel-drive model, its first shooting brake, and a genuine four-seater you can use every day and in any weather.

It is also, with the F12, one of the last of the raw, analogue front-V12 Ferraris - hydraulic-feeling, naturally aspirated, loud and full of feedback - wrapped in the most practical body Ferrari had ever built. That duality is the whole story: a 660 CV screaming V12 that will bite the careless, in a car that will also carry four adults and their luggage to a ski chalet through snow. This paper covers what it is, the four-wheel-drive system that defines it, the one ownership item that matters more than any other, and a market that fell hard and has since recovered.

Key Finding

Concept: not a sports car and not a conventional GT - Ferrari's most versatile car. The 4RM all-wheel-drive system, unique to the FF and later the GTC4Lusso, gives real all-weather stability and is brilliant when healthy.

Ownership: one item dominates. The Power Transfer Unit (PTU) that drives the front axle is prone to an internal hydraulic-seal leak; a Ferrari replacement can run to around GBP 30K, while re-engineered specialist rebuilds cost roughly GBP 8-12K and are widely considered more durable. Annual service history is non-negotiable on this car.

Market: the FF bottomed near USD/EUR 80-100K, and good cars now sit around EUR 150-180K, with Tailor Made and special examples beyond EUR 200K. It has stabilised as enthusiasts have come to value it for what it is. Not bought as an investment - bought to be used.

EVIDENCE BASIS · manufacturer data · recorded transaction / auction result

02 THE CAR IN THE LINEUP

Same engine family as the F12. Almost nothing else in common.

The FF sits on the same timeline as the F12berlinetta and shares the F140 V12 architecture, yet the two cars answer completely different questions. The F12 is the two-seat berlinetta - the hinge of the modern front-V12 line covered in Paper 18. The FF is the four-seat, four-wheel-drive shooting brake: a practical, all-weather grand tourer that happens to have a naturally aspirated V12 and supercar performance. It replaced the 612 Scaglietti's four-seat GT role and was itself replaced by the GTC4Lusso in 2016, the subject of the next paper.

It broke two Ferrari conventions at once. It was the marque's first production car with four-wheel drive, and its first true shooting brake - a long-roofed, three-door estate profile that earned it the affectionate nickname clown shoe. Polarising then and still divisive now, the shape is the price of the packaging: it is what makes the FF a genuine four-seater with a usable boot, and it is best judged in person rather than in photographs. At launch it was, on Ferrari's numbers, the fastest four-seater in the world.

Same era, different cars: FF vs F12

	FF (2011-2016)	F12berlinetta (2012-2017)
Engine	6.3 V12, F140 EB	6.3 V12, F140 FC
Power	660 CV (651 hp)	740 CV
Drive	Four-wheel drive (4RM)	Rear-wheel drive
Seats / body	4 seats, shooting brake	2 seats, berlinetta
Mission	All-weather everyday GT	The driver's flagship

WHAT THE FF IS, AND IS NOT

It is not a sports car, and it is not a classic two-seat GT in the 550 / 575 / 599 line. It is a four-seat, four-wheel-drive, V12 shooting brake built to be driven hard, far and often, in any conditions - the most usable Ferrari of its era, and one of the most characterful. Judge it on that brief, not against a 488 or an F12.

03 ENGINE AND POWERTRAIN

A six-hundred-and-sixty-horsepower V12 that matched the Enzo - and still wants to bite.

The FF's 6,262 cc naturally aspirated 65-degree V12 (F140 EB) is a direct-injection member of the same family as the F12's, tuned here to 660 CV (651 hp) at 8,000 rpm and 683 Nm at 6,000 rpm, with a limiter near 8,250 rpm - the same headline power that the Enzo once made. It drives through a 7-speed dual-clutch transaxle. It is less powerful than the F12's 740 CV, but that misreads the brief: the FF is heavier, all-wheel drive and built to carry four, and it is still ferociously quick. [Ferrari]

On Ferrari's figures it reaches 100 km/h in 3.7 seconds, 200 km/h in 11.0, and a top speed of 335 km/h (208 mph). What the numbers do not convey is the character. This is a loud, naturally aspirated, free-revving V12 with what feels like limitless reach, and it demands respect: driven without it, the FF will move around underneath you. Left in automatic and driven gently, the same car is quiet, smooth and entirely civilised in town. That breadth - wild when provoked, docile when not - is central to the appeal.

Technical specification

Engine	6,262 cc naturally aspirated 65 deg V12, F140 EB; direct injection
Power / torque	660 CV (651 hp) at 8,000 rpm / 683 Nm at 6,000 rpm; ~8,250 rpm limit
Transmission	7-speed dual-clutch (F1) transaxle; Ferrari 4RM four-wheel drive
Drive split	Rear-biased; front PTU drives the front wheels in gears 1-4 only
0-100 / 0-200 km/h	3.7 s / 11.0 s; top speed 335 km/h (208 mph)
Brakes / tyres	Carbon-ceramic 398 mm front / 360 mm rear; 245/35 front, 295/35 rear (20-in)
Weight	~1,790 kg (heavy for a Ferrari - four seats and four-wheel drive)
Body / seats	Three-door shooting brake; four seats; folding rears, ~450 l boot

Technical specification

Production / years Pininfarina design, 2011-2016; ~2,291 built (commonly cited; figures vary)

Sources: Ferrari press and technical documentation; autoevolution, encyCARpedia and the road-test record. Ferrari does not officially disclose model volumes; production figures are widely cited as around 2,291 but vary by source.

04 THE 4RM SYSTEM - FERRARI'S FIRST FOUR-WHEEL DRIVE

Not a conventional all-wheel-drive system - and that is the whole point.

The FF's defining engineering is its patented 4RM four-wheel-drive system, and it is unlike a normal all-wheel-drive layout. Instead of a centre differential and a propshaft, Ferrari fitted a second, compact gearbox - the Power Transfer Unit, or PTU - to the front of the engine, ahead of the V12. The car remains rear-driven through the main transaxle; the PTU sends drive to the front wheels only when needed, and only in the lower gears. The result keeps the FF's weight low and its balance rear-biased, so it still drives like a Ferrari, not like a tall all-wheel-drive saloon.

HOW 4RM ACTUALLY WORKS

The PTU is a two-speed unit driving the front axle in first to fourth gears only; in fifth, sixth and seventh the FF is purely rear-wheel drive. It is supplied by Getrag, weighs around 35 kg, and sits low for a low centre of gravity. The manettino adds a Snow setting below the usual Wet, Comfort and Sport modes. The system intervenes seamlessly, and on snow and ice the FF has a genuine, confidence-inspiring all-weather ability that no two-wheel-drive Ferrari can match - the single biggest reason owners use these cars year-round.

When it is healthy, the system is brilliant - invisible in the dry, transformative in the wet and the snow, and a large part of why the FF can be a serious everyday car. Its one weakness is also located here, in the PTU, and it is the most important thing a buyer must understand before purchase. That is the subject of the ownership section.

05 DESIGN, BODY AND INTERIOR

Clown shoe - and a genuinely usable four-seat Ferrari.

The Pininfarina-designed shooting brake is the FF's most divisive feature and its most practical. The long roof and three-door estate profile are not to every taste - the horseshoe and clown shoe nicknames stuck - but they buy something no other Ferrari of the era offered: four seats that genuinely take adults, including taller drivers and passengers, and a real boot of around 450 litres that expands with the rear seats folded. In person the proportions read far better than photographs suggest.

Inside, the cabin was a genuinely nice place to be - well finished and beautifully trimmed, if not quite perfect; the later GTC4Lusso would improve on it materially, with a more modern and more cohesive interior. A full-length panoramic glass roof was a desirable factory option, in the order of GBP 11-12K when new, and relatively few cars carry it - a feature worth seeking out. The car's split personality shows here too: refined and quiet in automatic for a long motorway haul, then vivid and loud the moment the road and the mood allow.

06 OWNERSHIP REALITY - A BUYER'S GUIDE

A brilliant car that demands documentation - and one item dominates the budget.

The FF rewards the right buyer and punishes the careless one. It is technically complex and can be costly, and the single most important rule is documentation: insist on a complete, annual service history. A car with gaps in its records is not automatically a bad car, but it must be treated with caution - arrange a pre-purchase inspection with a Ferrari dealer or recognised specialist, and ideally drive it with a technician alongside who knows what to feel and listen for.

The known items, with the one that matters most first:

What to check

PTU (the big one)	The Power Transfer Unit driving the front axle is prone to an internal hydraulic-seal leak, which contaminates and drains its fluid and triggers a 4WD failure with the manettino stuck in Wet or Snow mode. A Ferrari unit replacement can reach around GBP 30K; specialist re-engineered rebuilds (for example Furlonger, Parkes / SSautotech, GTE) run roughly GBP 8-12K and are widely regarded as more durable than the original. Look for evidence of work already done, or budget for it.
Electrical gremlins	Manettino faults, TPMS errors and intermittent electrical failures are reported, often traced to a weak or failing battery; a quality battery and a conditioner on a stored car resolve many of them.
Transmission feel	The Getrag 7-speed dual-clutch is strong and was a clear step on the 599's single-clutch box, but can show low-speed hesitancy or a brief lag re-engaging first after reverse - usually behaviour, not failure.
Sticky switchgear	Era-typical soft-touch buttons can go tacky; cosmetic, but a tell of how the car has been stored.
Recall / brakes	Confirm the production-run brake-fluid reservoir cap recall was carried out; carbon-ceramic discs and tyres are costly wear items, as on any V12 Ferrari.
Service history	Annual servicing is the baseline. Insist on complete, in-network history and evidence of any PTU and transmission work before you commit.

THE WARRANTY ROUTE

Ferrari's New Power extended warranty can cover the car up to its 15th year, provided it is under roughly 90,000 km and passes the qualifying inspection - budget on the order of GBP 5K a year for it. Some owners self-insure instead, setting aside an annual reserve. Either way, confirm the PTU and transmission paperwork before deciding which path makes sense.

07 THE MARKET

It fell hard, found a floor, and is recovering as enthusiasts catch on.

New, the FF was around USD 295-300K. On the used market it depreciated steeply - as a complex, four-wheel-drive V12 with a known costly repair item, it fell further and faster than the two-seat cars - and at its low point good examples could be found near USD/EUR 80-100K. That floor has since lifted.

Today, well-documented cars cluster around EUR 150-180K, with the best, lowest-mileage and Tailor Made or specially specified examples trading beyond EUR 200K when they appear. The recovery reflects recognition: buyers have come to value the FF for what it is - a usable, characterful, four-wheel-drive V12 that is also one of the last analogue ones. Documentation, a sorted or rebuilt PTU, the panoramic roof and a coherent specification all move price; an undocumented car with a question mark over its PTU sits well below the cluster.

Market reference points			
New list (2011-16)	period	~USD 295-300K	As delivered
Market low	past	~USD/EUR 80-100K	Good cars at the bottom of the cycle
Good cars (read)	now	~EUR 150-180K	Documented, sorted PTU
Best / Tailor Made	now	EUR 200K+	Low-mileage, special spec, when offered

Methodology

New pricing is as delivered; the market low and current reads reflect European and US offer and sale levels observed across the major platforms and specialist trade, corroborated against recorded auction results (for example an RM Sotheby's sale around USD 145K). Figures are reported as quoted and not normalised across currencies. This is a thin, condition- and history-driven market: individual cars vary widely on documentation and PTU status.

08 WHY IT MATTERS

With the F12, the last of the raw V12s - in the most useful body Ferrari made.

Beyond the practicality, the FF matters because of when it sits in the timeline. Together with the F12, it belongs to the last generation of front-V12 Ferraris built with a raw, analogue, feedback-rich character - before the 812 brought electric steering and the 12Cilindri brought brake-by-wire and an all-digital cabin. The FF gives you that authentic, more visceral Ferrari feel - the steering loads up, the V12 fills the cabin, the car talks to you - in a body you can use every day of the year.

It is also a Ferrari of firsts: the first with four-wheel drive, the first true shooting brake, the fastest four-seater in the world at launch. None of its rivals - the Panamera Turbo, the Continental GT - offered a naturally aspirated V12 or this kind of character. For the buyer who wants one Ferrari that can do almost everything, and who values feel over the latest electronics, there is still nothing quite like it.

09 SYNTHESIS

The most versatile Ferrari of its era - bought to be used, not parked.

The FF is the all-rounder: a four-seat, four-wheel-drive V12 shooting brake that is genuinely usable in any weather, comfortable over long distances, and - when the road allows - as wild and characterful as any front-V12 of its generation. It is not a sports car and not a conventional GT; judged on its own brief, it is one of the most complete and most underrated cars Ferrari has built.

The buying rule is simple and strict. This is a car to buy on service history and PTU evidence first, and on colour and specification second. Find a fully documented car with a sorted or rebuilt PTU, budget honestly for the all-wheel-drive system and the usual V12 running costs, and the FF rewards you with something no other Ferrari quite offers. Buy it to use it. The next paper turns to its successor, the GTC4Lusso - the same idea, refined, and with the interior the FF very nearly got right.

BOTTOM LINE

The most versatile V12 Ferrari of its era, and - with the F12 - one of the last truly analogue ones. Buy on documentation and PTU status above all else; budget for the four-wheel-drive system; and use it as intended. A market that bottomed and is recovering, but on current evidence a car to own for the experience, not as an investment.

SOURCES

Ferrari press and technical documentation (FF; 4RM four-wheel-drive system). Specifications corroborated against autoevolution, encyCARpedia and the road-test record - Evo, Autocar, Top Gear and PistonHeads. Ownership, PTU and reliability detail from Exotic Car Hacks, CarsCounsel, FerrariChat and specialist rebuilders (Furlonger, Parkes Performance / SSautotech, GTE Engineering). Market levels from European and US listings and recorded auction results, held on file with the series. All figures from public sources; Ferrari does not disclose model volumes.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB and has previously owned a Ferrari FF, and writes from inside the enthusiast and collector market rather than at arm's length from it. This paper is research and commentary, not investment advice; collector-car values are volatile and illiquid, and any purchase decision is the reader's own.