

FERRARI GTC4LUSSO

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The refinement - the FF matured, now with a V12 or a V8

690 CV

V12 naturally aspirated -
or a 610 CV twin-turbo V8
in the Lusso T

4RM-S

Four-wheel drive plus four-
wheel steering - V12 only;
the T is RWD

2016-2020

Successor to the FF; the
last of Ferrari's shooting
brakes

The Refinement

The FF matured - a V12 or a
V8, both daily-usable GTs

01 EXECUTIVE SUMMARY

The Ferrari GTC4Lusso is the FF refined. Launched at Geneva in 2016 and built until 2020, it took the FF's idea - a four-seat, four-wheel-drive V12 shooting brake - and made it more powerful, more sophisticated and considerably more modern inside. It was also the first car in this four-seat line offered with a choice of engines: the naturally aspirated V12 (GTC4Lusso) and, from late 2016, a twin-turbo V8 (GTC4Lusso T). It is the last of Ferrari's shooting brakes.

The two engines define the car. The V12 is, for many enthusiasts, the spiritual continuation of the four-seat V12 GT that Enzo Ferrari began - and it carries the drama, the sound, the four-wheel drive and the stronger collector rationale. The V8 T is the broadening choice: rear-wheel drive, lighter, cheaper, barely slower, and so usable it can feel like a normal car. This paper covers both, the V12's place in Ferrari's contemporary naturally aspirated V12 generation (the family later seen in the 812 Superfast), the one ownership item that still matters most on the V12, and a market in which the V12 is increasingly seen as undervalued.

Key Finding

Two cars in one body. The V12 (690 CV, naturally aspirated, four-wheel drive) delivers the Ferrari drama and is widely regarded as the better long-term bet; the V8 T (610 CV, twin-turbo, rear-wheel drive) is the value and daily-usability choice, barely slower but markedly less theatrical.

Ownership: the V12 carries the same 4RM Power Transfer Unit (PTU) family as the FF, with the same hydraulic-seal failure mode to budget for - though specialist experience suggests failures are reported less frequently than on early FFs (no official failure-rate data is published). The V8 T has no PTU at all, removing the single biggest mechanical risk.

Market: new, the V12 was around USD 298K and the T around USD 260K. Used, the V12 averages in the USD 200K region (specials far higher), with the T some EUR 20-30K below. As the last naturally aspirated V12 2+2 Ferrari has produced to date, the V12 is increasingly read as undervalued. Production is not officially disclosed by Ferrari; estimates vary widely.

EVIDENCE BASIS manufacturer data · recorded transaction / auction result

02 THE CAR IN THE LINEUP

The FF, grown up - and the end of the shooting-brake line.

Where the FF (Paper 21) pioneered the four-seat, four-wheel-drive V12 shooting brake, the GTC4Lusso refined it. The shape carries over - the divisive long-roofed estate profile, the clown shoe silhouette - but everything around it was sharpened: more power, rear-wheel steering, a far more modern cabin and a much wider options list. The name nods to Ferrari's grand-touring past (the 330 GTC and the 250 GT Berlinetta Lusso), and the 4 is for the four seats. It replaced the FF and was itself discontinued in 2020 with no direct replacement - the four-seat shooting brake idea ends here.

The car's defining novelty in this series is the engine choice. The four-seat GT line that Enzo Ferrari began was always a V12, and many enthusiasts regard the V12 GTC4Lusso as the truer heir to that tradition - the car that keeps faith with Ferrari's four-seat V12 GT lineage. The twin-turbo V8 GTC4Lusso T, added shortly after launch, was the broadening play - a more affordable, more economical, rear-drive way into the same car. Both are thoroughly usable; the difference is in character and in what they will mean over time, and the

rest of this paper treats them as the two distinct propositions they are.

WHAT THE REFINEMENT CHANGED, FF TO GTC4LUSSO

More power (V12 up from 660 to 690 CV); rear-wheel steering added, integrated with the all-wheel drive as the patented 4RM-S; a new dual-cockpit interior with a large central touchscreen and an optional passenger display; a quieter, more rigid body; a much wider Tailor Made and Atelier options range; and, for the first time, a V8 alternative. Less raw than the FF, and deliberately so - more sophisticated, more modern, more refined.

03 THE TWO ENGINES - V12 AND V8

One delivers the drama. The other is so good it can feel like a normal car.

The GTC4Lusso V12 uses the 6,262 cc naturally aspirated V12 in its most powerful four-seat form - 690 CV (681 hp) at 8,000 rpm and 697 Nm at 5,750 rpm, with four-wheel drive. The GTC4Lusso T uses the 3,855 cc twin-turbo V8 from the 488 family - 610 CV (601 hp) at 7,500 rpm and a stronger 760 Nm - driving the rear wheels only. Both use a 7-speed dual-clutch gearbox, and both have rear-wheel steering - but integrated differently: on the V12 it is part of the four-wheel-drive 4RM-S, while the rear-drive T runs the rear-steer system on its own, with a more rearward weight bias (46:54) and the third-generation Side Slip Control for a sportier feel.

On paper the two are remarkably close: 0-100 km/h in 3.4 seconds for the V12 against 3.5 for the T, with the V8 actually carrying more torque. The honest editorial point, from an owner of the T, is that the gap is not really about speed. The V8 is superb and genuinely daily-drivable - so usable it can feel like a normal car, which is precisely the reservation: a Ferrari, arguably, should bring a little drama, and the naturally aspirated V12 brings it where the muffled, efficient turbo V8 largely does not. The V12 sounds close to the FF (a touch more subdued under newer regulations), revs to the same heights, and feels the occasion in a way the T, for all its competence, does not. The T has its own quiet distinction, though: it was Ferrari's first four-seater with a turbo V8, and one of the relatively few front-engined V8 Ferraris of the modern era - the only one ever offered in this shooting-brake body, and a configuration left without a direct successor. It is not merely the cheaper Lusso; it is a one-off in Ferrari's history.

V12 vs V8: the GTC4Lusso choice

	GTC4Lusso (V12)	GTC4Lusso T (V8)
Engine	6.3 NA V12	3.9 twin-turbo V8 (from the 488)
Power / torque	690 CV / 697 Nm	610 CV / 760 Nm
Drive	Four-wheel drive (4RM-S)	Rear-wheel drive (+ rear steer)
0-100 km/h	3.4 s	3.5 s
PTU / 4WD risk	Yes - the item to budget for	None - no PTU fitted
Character	Drama, sound, all-weather	Usable, economical, 'normal'
Price new (approx.)	~USD 298K	~USD 260K

TELLING THEM APART

At a glance the V12 and the T are nearly identical - same body, same chassis, same cabin architecture. The reliable tells are the exhausts (and the badging inside), with only minor exterior trim differences beyond that. Mechanically the divide is large; visually it is almost nothing.

04 ENGINE AND POWERTRAIN

Ferrari's contemporary naturally aspirated V12 in a four-seat body - or the 488's V8, detuned for touring.

The V12 is the headline. At 690 CV it is 30 CV up on the FF, with a 13.5:1 compression ratio, newly designed piston heads and the latest anti-knock control - the same generation of naturally aspirated V12 development that Ferrari would also apply in the 812 Superfast that followed in 2017, and the most powerful production four-seat GT Ferrari had built at its launch. Peak torque is 697 Nm at 5,750 rpm, with 80 percent available from just 1,750 rpm, so it is tractable in traffic and explosive at the top. It drives all four wheels through the 7-speed dual-clutch transaxle and the 4RM-S system.

The T's 3.9-litre twin-turbo V8 is the same basic unit as the 488's, retuned for grand touring: 610 CV but a muscular 760 Nm, delivered low and wide, which makes the T feel effortless rather than frantic. It is rear-wheel drive only and noticeably lighter over the nose, which gives it a slightly more agile, sportier feel - at the cost of the V12's all-weather traction and, more importantly to many, its voice. Both engines are strong, proven units; the choice is one of character, not of competence.

Technical specification

Engine - V12	6,262 cc naturally aspirated 65 deg V12; 690 CV at 8,000 rpm / 697 Nm at 5,750 rpm
Engine - V8 (T)	3,855 cc twin-turbo 90 deg V8 (488 family); 610 CV at 7,500 rpm / 760 Nm
Transmission	7-speed dual-clutch (F1) transaxle; rear-wheel steering on both
Drive	V12: four-wheel drive (4RM-S). T: rear-wheel drive only
0-100 / top speed	V12: 3.4 s, 335 km/h. T: 3.5 s, 320 km/h
Weight (dry)	V12 ~1,790 kg (Ferrari's 2.6 kg/cv); T ~1,740 kg (lighter, no front drive); kerb ~1,920 kg
Body / seats	Three-door shooting brake; four seats; 450 l boot (about 800 l, seats folded)
Years	2016-2020; Centro Stile design; successor to the FF, last Ferrari shooting brake

Sources: Ferrari press and technical documentation; autoevolution, auto-data and the road-test record. Ferrari does not officially disclose model volumes.

05 4RM-S, REAR STEER AND THE PTU

The V12's party trick - and the V8's quiet advantage.

On the V12, Ferrari integrated the FF's four-wheel-drive system with rear-wheel steering to create the patented 4RM-S - four-wheel drive and four-wheel steering working together, the first time Ferrari had combined the two. Developed around the fourth-generation Side Slip Control and the E-Diff, it gives the heavy GTC4Lusso genuinely agile turn-in to go with the FF's all-weather security. It is the V12's party trick.

THE PTU, CARRIED OVER

The four-wheel drive still works through a Power Transfer Unit (PTU) on the front of the engine, driving the front wheels in the lower gears only and leaving the car rear-driven above them - the same architecture as the FF, evolved. That means the same weak point: the PTU's internal hydraulic seal can leak, contaminating the fluid and triggering a 4WD failure with the manettino stuck in a low-grip mode. Specialists service the FF and Lusso PTU identically. Specialist experience suggests failures are reported less frequently on the Lusso than on early FFs, though no official failure-rate data has been published; it is the same family and must be treated with the same caution - and the same repair economics.

The GTC4Lusso T sidesteps all of this. Being rear-wheel drive, it has no PTU and no front drive to fail - it keeps the rear-wheel steering and loses the all-weather traction, but it also loses the single most expensive ownership risk on the car. For a buyer who does not need four-wheel drive, that is a genuine and often underrated advantage of the V8.

06 DESIGN AND INTERIOR

The same shooting brake - but the interior the FF very nearly got right.

The GTC4Lusso keeps the FF's shooting-brake form - the clown shoe outline some never warmed to, though many, including this author, find it genuinely handsome, especially in a deep blue. The exterior changes are evolutionary: a cleaner front, quad tail-lights, and surfacing that reads as more elegant and more resolved than the FF's. In person it is a more cohesive, more refined shape than photographs suggest, and it remains completely practical - four real seats and a boot that takes a holiday's luggage.

Inside is where the Lusso clearly pulls ahead. The new dual-cockpit dashboard, a large 10.25-inch central touchscreen and an optional passenger display make the cabin look and feel a generation more modern than the FF's - a timeless, well-judged interior in nicer materials, with more leather, better finish and a far wider Tailor Made and Atelier menu. This is the interior the FF very nearly got right; the Lusso got it right. It is, by some margin, the most sophisticated and least raw of the cars in this series - and on its own terms, that is the point.

Worth noting against the screen question raised in the 12Cilindri paper (Paper 20): the Lusso's cabin is modern but not screen-led. It keeps physical instruments and controls alongside a single central touchscreen, rather than the all-digital, screen-dominated dashboard of the 12Cilindri and the wider Roma and SF90 generation. That makes its interior likely to age more gracefully, and is one of the quieter reasons the Lusso still feels current.

07 OWNERSHIP REALITY - A BUYER'S GUIDE

On the V12, the PTU still rules the budget. On the V8, that risk simply is not there.

As with the FF, documentation comes first: insist on complete, in-network annual service history, and on a near-new car treat any gaps as a reason for a thorough pre-purchase inspection by a Ferrari dealer or recognised specialist. The big difference here is which car you are buying. The V12 carries the PTU and its costs; the V8 T does not.

What to check - shared, then engine-specific:

What to check	
PTU - V12 only	The front PTU can develop the same internal hydraulic-seal leak as the FF's, triggering a 4WD failure with the manettino stuck in a low-grip mode. A Ferrari replacement can reach around GBP 30K; re-engineered specialist rebuilds (Furlonger, Parkes / SSautotech, GTE) run roughly GBP 8-12K and are regarded as more durable - pricing depending on supplier and country. Specialist experience suggests failures are reported less frequently than on early FFs, though no official failure-rate data exists; treat it the same way.
V8 T - no PTU	The T is rear-wheel drive and has no Power Transfer Unit, so the car's single biggest mechanical risk is simply absent. Its twin-turbo V8 is a well-proven unit from the 488 family; check for the usual turbo-era items but expect fewer drivetrain surprises.
Electrical / battery	Manettino faults, TPMS errors and intermittent electrical issues appear here as on the FF, often traced to a weak battery; a quality battery and a conditioner resolve many.
Transmission feel	The 7-speed dual-clutch is strong; occasional low-speed hesitancy or a brief lag re-engaging first after reverse is behaviour, not failure.
Brakes / tyres / trim	Carbon-ceramic discs and tyres are costly wear items; era-typical soft-touch switchgear can go sticky. Confirm any outstanding recalls were completed.
History / spec	Full service history above all; then specification - a coherent, well-optioned car, ideally with desirable Tailor Made choices, holds value best.

WARRANTY

Ferrari's New Power extended warranty can cover the car to its 15th year, subject to mileage and a qualifying inspection - budget on the order of GBP 5K a year in the UK, pricing varying by region and over time. On a V12, confirm the PTU and transmission paperwork before deciding between a warranty and a self-funded reserve.

08 THE MARKET

The last naturally aspirated V12 2+2 to date - and, many argue, still underpriced.

New, the V12 listed around USD 298K and the T around USD 260K - a gap of roughly USD 30-40K that has carried into the used market, where the T typically sits some EUR 20-30K below an equivalent V12. Used V12 values cluster in the USD 200K region on average, with ordinary cars trading from around USD 120K and special or low-mileage examples - the 70th Anniversary cars, for instance - reaching well beyond USD 300K.

The structural point is what the V12 represents: the last naturally aspirated V12 2+2 Ferrari has produced to date, effectively a four-seat F12 with four-wheel drive. On that logic many regard it as undervalued, with more downside protection - and more eventual upside - than its price suggests, and it is the car in this pair with the stronger long-term collector thesis. The V8 T is the value and usability choice rather than an appreciating asset: cheaper to buy and run, free of the PTU question, but without the V12's collector logic. Both reward documentation and specification.

Market reference points			
New - V12 / T	2016-20	~USD 298K / ~USD 260K	~USD 30-40K apart
Used V12 (avg)	now	~USD 200K region	From ~USD 120K; specials USD 300K+
Used V8 T	now	V12 less ~EUR 20-30K	The value / daily choice
Investment read	-	V12: genuine case	T: buy to use, not to flip

Methodology and a note on numbers

Pricing reflects published new prices and observed used levels and recorded sales (for example CLASSIC.COM's V12 average around USD 209K, with a 70th Anniversary car at USD 353,750). Production volumes are not officially disclosed by Ferrari and vary widely by source: the V12 is commonly cited in the region of 2,000 units (some sources 1,600-2,500), the V8 T rarer (estimates around 1,000-1,500). These figures should be treated as estimates, not confirmed data.

09 SYNTHESIS

The FF perfected - and a genuine fork between drama and sense.

The GTC4Lusso is the most polished expression of Ferrari's four-seat V12 idea: more powerful than the FF, sharper through the rear-steer 4RM-S, and far more sophisticated inside. It is the refined one, and it is also the last of its kind - the end of the shooting-brake line, with no direct successor. As an everyday Ferrari that seats four and crosses continents, nothing since has quite replaced it.

The choice between the two engines is the real decision. Buy the V12 for the drama, the sound, the all-weather ability and the collector logic of the last naturally aspirated V12 2+2 to date - and buy it on PTU evidence and service history above all. Buy the T to use: cheaper, lighter, free of the PTU risk, barely slower, and so capable it can feel like a normal car - which is its charm and, for the enthusiast who wants theatre, its limitation. Either way the Lusso is among the most usable and underrated Ferraris of its era. With it, this series closes the four-seat thread and the shooting-brake chapter both.

BOTTOM LINE

The FF refined into Ferrari's most sophisticated four-seat GT, and the last of the shooting brakes. The V12 is the enthusiast's and the collector's choice - drama, four-wheel drive, and the last naturally aspirated V12 2+2 produced to date - bought on PTU and history. The V8 T is the value and daily choice, free of the PTU risk and barely slower, but without the same theatre or the same collector case. Pick the engine that fits the use; both are genuinely usable, characterful cars.

SOURCES

Ferrari press and technical documentation (GTC4Lusso; GTC4Lusso T; 4RM-S system). Specifications corroborated against autoevolution, auto-data, Ferrari.com and the road-test record. Ownership, PTU and reliability detail from Exotic Car Hacks, FerrariChat and specialist rebuilders (Furlonger, Parkes Performance / SSautotech, GTE Engineering). Market levels from CLASSIC.COM, dealer and auction data and European and US listings, held on file with the series. Production volumes are not officially disclosed by Ferrari and are reported here as estimates that vary by source.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB, owns a Ferrari GTC4Lusso T 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.