



## Ferrari 550 Maranello



**Ferrari** returned to its roots in 1996 with the re-introduction of the classic front engine V12 2-seat Berlinetta. The 550 Maranello ended the flat-12 boxer era that was introduced in 1973 with the 365BB.

After a thirteen year hiatus the 550 can be seen as a milestone model and is undoubtedly already a highly desirable classic. It brought in a new era of supremely competent berlinettas that have evolved into the current 599 Fiorano.

The V12 Berlinetta pedigree is one area that sets Ferrari above all its competitors with a lineage going back to the 166 Touring Superleggeras, and continuing with such models as the 250 TDF, 250 SWB, 250 GTO, 250 GT/L Lusso, 275 GTB and of course the last of that era the Daytona. All are superb and Ferrari delivered a car that was every bit an undoubtable classic with the Maranello.

The 550 Maranello was unveiled by Michael Schumacher at the Nürburgring and made its public debut at the 1997 Parisian Motor Show.

While the car used a modified chassis from the highly successful and much loved 456 it featured an entirely new 5.5 litre V12. Any significant change to a layout in a model range requires significant improvements to justify the change and avoid criticism. The Ferrari designers and engineers delivered in spades. The 550 provided more space, less road noise, and better visibility and comfort, all while improving the intangible "driver experience".

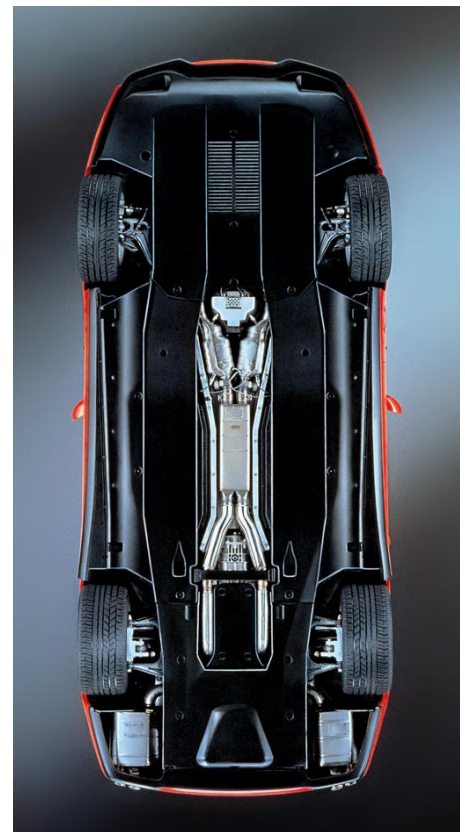
The Maranello lapped Fiorano circuit 3 faster than the outgoing 512 M and sent a message to Lamborghini that the benchmark had changed.

**Rod Halligan**



### Ferrari 550 Maranello

- 1996 - 2001
- Front engined V12
- Rear wheel drive
- 5474 cc / 334.04 in<sup>3</sup>
- 357.9 kw / 480 bhp
- 321.80 kph / 200 mph



1997

Ferrari

550

Maranello

Italian

Exotic

1996

Ferrari

550

Maranello

Italian

Exotic



<b>Ferrari 550 Maranello</b>	
<b>Year</b>	1996 - 2001
<b>Price</b>	\$ 258,000 US at launch
<b>ENGINE</b>	
<b>Type</b>	Tipo F133 V12
<b>Layout</b>	Front mid Longitudinal
<b>Induction</b>	Natural
<b>Valvetrain</b>	DOHC, 4 Valves
<b>Fuel feed</b>	Direct Fuel Injection
<b>Displacement</b>	5474 cc / 334.04 in³
<b>Bore</b>	88 mm / 3.5 in
<b>Stroke</b>	75 mm / 3.0 in
<b>Compression</b>	10.8:1
<b>Power</b>	357.9 kw / 480 bhp @ 7000 rpm
<b>BODY</b>	
Aluminum Alloy Body on Tubular Steel Frame	
<b>Length</b>	4554 mm / 179.3 in
<b>Width</b>	1935 mm / 76.2 in
<b>Height</b>	1278 mm / 50.3 in
<b>Wheelbase</b>	2500 mm / 98.4 in
<b>Front track</b>	1633 mm / 64.3 in
<b>Rear track</b>	1585 mm / 62.4 in
<b>DRIVE</b>	
<b>Rear Wheel Drive</b>	
<b>Transmission</b>	6-Speed Manual Transaxle
<b>SUSPENSION</b>	
<b>Front</b>	Double Wishbones
<b>Rear</b>	Double Wishbones
<b>WHEELS / TYRES / BRAKES</b>	
<b>Front Wheels</b>	F 45.7 x 21.6 cm / 18 x 8.5 in
<b>Rear Wheels</b>	R 45.7 x 26.7 cm / 18 x 10.5 in
<b>Front tyres</b>	255/40ZR-18
<b>Rear tyres</b>	295/35ZR-18
<b>Front brakes</b>	Ventilated Discs
<b>Rear brakes</b>	Vacuum Assist & ABS
<b>Steering</b>	Rack & Pinion w/Power Assist
<b>PERFORMANCE</b>	
<b>Top speed</b>	321.80 kph / 200 mph
<b>BHP/litre</b>	87.69
<b>BHP/Tonne</b>	283.69