



Ferrari 612 Scaglietti



Ferrari launched the 612 Scaglietti at the North American International Auto Show back in 2004. It met with mixed reactions. While certainly not a design failure there were members of the press and public who were disappointed at the final result. That disappointment may have had something to do with the design sketches that had made the rounds in the motoring press, as well as the fact that the superseded model; the 456, was much loved. The sketches showed a car sleeker and with more defined features and lines than what was presented in the flesh. Design inspiration for Ken Okuyama at Pininfarina had come from the Ingrid Bergman 1955 Ferrari 375 MM Scaglietti (0456 AM), and the sketches from Okuyama presented

a visually exciting car. The final product lacked that crisp clear definition. Now in the later part of 2009 the 612 is nearing the end of its product cycle and Ferrari are openly talking about its replacement as the next release on their roadmap.

The "Family" Ferrari is no small car at 4.9 metres long it provides excellent accommodation in four individual seats. The significantly larger outer dimensions than the 456 (139mm longer) allow much more head and leg room for rear occupants. The interior roominess is complimented a 240-litre luggage compartment, 25% larger than the 456M's. Of course to fill that space there is the optional Ferrari luggage, in this case a five-piece set, or alternatively two golf bags.

Ferrari 612 Scaglietti

- Ken Okuyama - design
- Rear wheel drive
- 4 seat
- 60° V 12
- 5.748 liter / 350.8 cu in
- 1840 kilo / 4056.5 lbs
- 540 bhp / 403 KW @ 7250
- 588 Nm/434 ft lbs @ 5250
- 320 km/h / 199 mph
- 0-60 mph - 4.2 seconds



2004

Ferrari

612

Scaglietti

Italian

Exotic GT

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Year	2004
Introduction	NAIAS 2004
Designer	PF - Ken Okuyama

ENGINE

Configuration	60° V12
Layout	Front Mid Longitudinal
Induction	Natural
Valvetrain	DOHC, 4 Valves
Fuel feed	Direct Fuel Injection
Displacement	5.748 liter / 350.8 cu in
Compression	11.2:1
Power	540 bhp / 403 KW @ 7250 rpm
Torque	588 Nm / 434 ft lbs @ 5250 rpm

BODY

Aluminum Panels	
Aluminum Spaceframe	
Weight	1840 kilo / 4056.5 lbs
Length	4902 mm (193 in)
Width	1957 mm (77 in)
Height	1344 mm (52.9 in)
Wheelbase	2950 mm (116.1 in)
Front track	1688 mm (66.5 in)
Rear track	1641 mm (64.6 in)

DRIVE

Rear Wheel Drive	
Transmission	6-speed manual or F1-SuperFast2 gearbox

SUSPENSION

Front	Double Wishbones active damping
Rear	Double Wishbones active damping

PERFORMANCE

Top speed	320 km/h / 199 mph
0 - 60 mph	4.2 seconds

The 612 was the first Ferrari to use an all-aluminium space frame chassis and body-work, built entirely by Ferrari at the Scaglietti light-alloy technologies facility. The all alloy unit delivered a 60 kg reduction in weight and a massive 60% increase in overall structural rigidity (rigidity-weight ratio).

The mid-front engine layout and gearbox and differential (transaxle) in unit at the rear ensure that the centre of gravity is kept as far back and as low as possible with a weight distribution of 46% front, 54% rear. Overall dynamics and performance were universally praised with 0-100 km/h in 4.2 seconds and a top speed of 320 km/h / 199 mph. Stability, braking efficiency, as well as much nimbler handling is enhanced by a performance-oriented handling set-up with active damping and the 612 introduced CST stability and traction control system to the Ferrari line up.

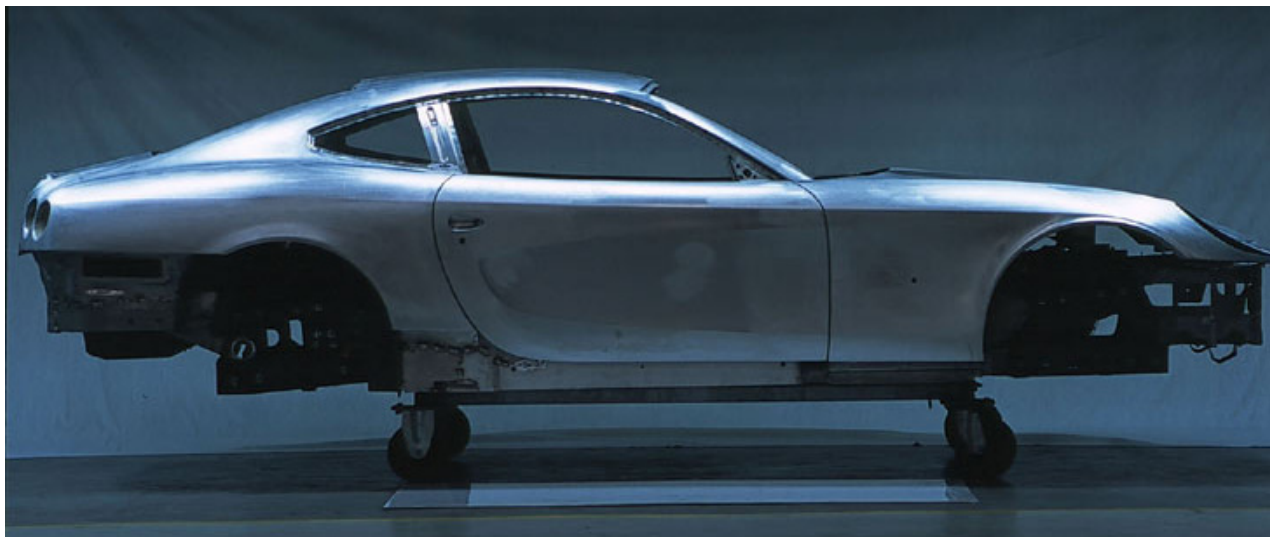
The 65° V12 5,748cc engine delivers 540bhp at 7,250 rpm. Gearbox options are a six-speed manual or electro-hydraulic set-up, known as the F1A, paddle gear shifting with automatic use.

Cockpit appointments, finish and comfort is exceptional as to be expected in the most luxurious Ferrari model. The instrument binnacle and steering wheel-mounted commands designed for maximum driver control, dual-zone climate control, and a Hi-End Bose sound system specifically developed for the 612 Scaglietti's aluminium and leather interior can be fully personalised on request.

Rod Halligan



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