



Ferrari North America

Technical Information

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Subject: Guide for using Ferrari Road Vehicles properly in non-competitive events

Most Ferrari road cars are designed, built, and type-approved for road use. However, the intrinsic sports character of these cars means that they may occasionally also be driven on the track in noncompetitive events.

While the occasional use of a Ferrari road car on the track in a non-competitive event is permissible and may not void the vehicle's warranty, track usage of the car for racing or professional purposes will render the manufacturer's warranty null and void, as indicated in the Warranty Booklet. Please note that non-competitive track use may cause components to functionally or aesthetically wear faster.

Please remember that the Ferrari Manufacturer's Express Limited Warranty contributes substantially to the value of the vehicle.

As a vehicle must meet certain type approval criteria in order to be used on public roads, modifications to the vehicle may be in breach of road and traffic laws and may even lead to the confiscation of the vehicle by the authorities. Furthermore, modifications may also compromise the safety of the vehicle and increase exhaust emissions.

The purpose of this Guide is to provide practical advice and define the procedure necessary to customers who wish to experience the exhilaration of using their Ferrari road vehicle occasionally on the track, allowing them to fully enjoy the performance of their vehicle by ensuring that the vehicle itself is serviced appropriately.

This procedure must be followed in addition to the instructions given in the Owner's Manual provided with the vehicle, should your client decide to use their vehicle occasionally on the track for non-competitive events.

Before taking their vehicle to the track, please ensure your client informs your Authorized Ferrari Dealer of their intention to do so, in order to have the vehicle adequately prepared for track use.

List of operations necessary:

1. Regular maintenance

- Ensure that all regular maintenance services have been performed at the correct mileage/time intervals
- Check the condition, inflation pressure and age of the tires



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- Check the condition and that there is sufficient brake disc and pad material to complete the intended track session.
- Check that the steering system is in excellent working order.

Should this inspection reveal any malfunctions, any non-conformantity, or excessively worn components, the car must be restored to excellent working order before it is used on the track.

2. Unscheduled preventive maintenance and repairs

Engine

- If the engine is to be subjected to particularly high stress usage, especially in case of high ambient temperatures, we recommend changing the engine oil with new oil of the type specified in the Owner's Manual before the session, and changing with new oil again after the session.

Exhaust system and catalytic converters

- The components of the exhaust system and the relative control circuits and ECUs may not be modified or replaced. These components must be of the type specified and type approved by Ferrari. This is not only necessary to comply with road and traffic legislation, but also to help ensure that the engine functions correctly and to help prevent damage to the engine and overheating of the exhaust system. Excessive exhaust temperatures may also cause damage to other parts of the vehicle.

Gearbox

- If the gearbox is to be subjected to particularly high stress usage, and especially in case of high ambient temperatures, we recommend changing the gearbox oil with new oil of the type specified in the Owner's Manual before the session, and changing with new oil again after the session.

Steering system

- If the vehicle is equipped with a power steering system, we recommend changing the system oil before use on the track.

Safety Systems

- Ensure all safety systems (seats, seatbelts, etc.) are original, unmodified and in excellent working order. In the case of airbags, ensure there are no warning lights on the dash or objects that may impede proper operation of the system.



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Brakes

- The brake system must be inspected thoroughly before track use. In particular, it is necessary to check the state of wear of the friction materials in the system and check the state of the brake lines. The friction material must also be adequately bedded in to ensure maximum performance in terms of stopping distance and fade resistance.
- Failing to bed the friction material in correctly will damage the friction material itself, often irreparably (causing vitrification or detachment of the material from the brake pad backing), compromising the safety of the vehicle.
- Failure to comply with this requisite will damage the brake discs, causing:
 - in the case of steel brake discs, localized overheating, with irreversible deformation (ovalization) of the brake rotor or even cracking;
 - in the case of carbon ceramic brake discs, it can cause loss of braking performance and longevity
 - The rear brake pads must be checked with particular care on vehicles with ESP, as the ESP system uses the rear brakes for vehicle stability control
- The brake fluid must be changed before usage on the track and changed again at the end of the session. This is necessary because brake fluid is hygroscopic and absorbs the residual moisture in the brake system. This moisture content reduces the boiling point of the brake fluid, producing bubbles. As these bubbles are compressible, they cause an increase in brake pedal travel and drastically reduce the performance of the braking system. When the braking system is subjected to particularly high stress use, we therefore recommend changing all the fluid in the circuit and not simply bleeding the circuit locally at the calipers.

Wheels and Tires

- Prior to track use, inspect the tires for tread wear. Replace the tires if needed.
- The tightening torque of the wheel stud bolts (or wheel nuts) before performing any free practices must be checked; we also recommend doing additional tightening checks at the end of each free practice session.
- Stud bolt tightening must in any case be rechecked after the event.
- All stud bolt tightening and checks must be performed as outlined in the procedure explained in the Ferrari Workshop Manual in the Chassis>Wheels> Complete Wheels section for each specific vehicle model.
- Do not use slick tires or other specialized track tires. Use only the tires approved by Ferrari for the specific model.



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- Do not use wheel spacers to increase track.
 - Using slick tires and/or wheel spacers causes premature wear of the suspension joints and of the rubber suspension bushings without offering any real advantage in terms of handling and drivability. Each individual model has already been optimized by Ferrari to help ensure the excellent handling and drivability.
- At the end of the track session, the tires must still be in good enough condition to drive home safely and comply with road and traffic legislation.

Aerodynamics

- We do not recommend making any modifications to the aerodynamics of the vehicle or fitting aerodynamic appendages that are not authorized by Ferrari and which have not been type approved for the vehicle. Vehicles with aerodynamic modifications may be in violation of road and traffic legislation and may constitute a hazard to yourself and other road users.
- Modifying the aerodynamic characteristics of the vehicle, which are defined and optimized specifically for each model by Ferrari, will alter the aerodynamic balance of the vehicle, with detrimental effects on vehicle and suspension stability, and on the balance of the brake system.

Authorized Ferrari dealers may organize track meetings and track test sessions for their clients. Please contact your Authorized Ferrari Dealer for information regarding these events and to register as a participant.

Following these guidelines correctly is crucial to help ensure that your client's Ferrari is used correctly in noncompetitive events.

Best regards

Ferrari Technical Service Department.