

2005 Ferrari 612 Scaglietti

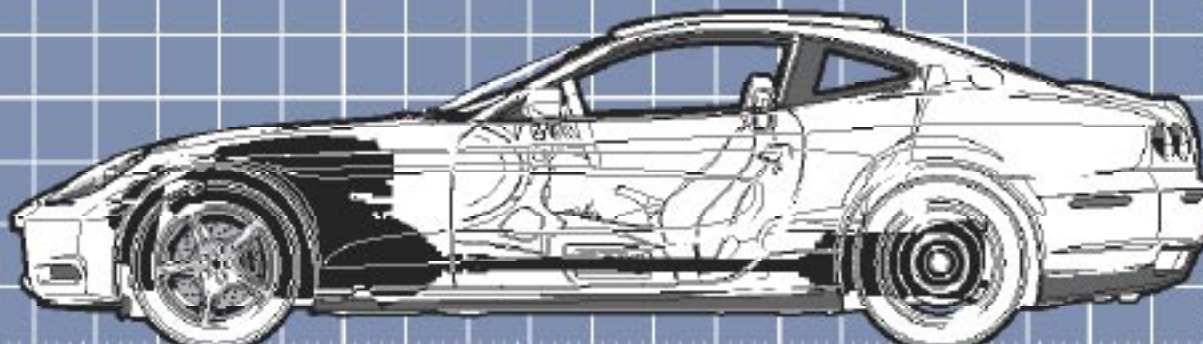
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At a Glance

0-60 mph	4.6 sec
0-¼ mile	12.8 sec
Top speed	est 199 mph
Skidpad	0.91g
Slalom	66.0 mph
Brake rating	very good

List Price \$259,855
Price as Tested \$269,829

Price as tested includes std equip. (dual front airbags, ABS, traction & yaw control, AM/FM/CD sound system, dual-zone climate control, cruise control, rain-sensing wipers, dusk-sensing xenon headlights, leather seats, dash & headliner, keyless entry, anti-theft system, trip computer; pwr front seats, tilt/telescope wheel, windows, mirrors & door locks), Daytona-style leather seats (\$3223), diamond-stitched leather headliner (\$451), dealer prep (\$450), gas-guzzler tax (\$4500), dest charge (\$1350).



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SPECIFICATIONS

Engine

Type..... aluminum block & heads, V-12
Valvetrain..... dohc 4-valve/cyl
Displacement..... 351 cu in./5748 cc
Bore x stroke..... 3.50 x 3.03 in./89.0 x 77.0 mm
Compression ratio..... 11.2:1
Horsepower (SAE)..... 532 bhp @ 7250 rpm
Bhp/liter..... 92.6
Torque..... 434 lb-ft @ 5250 rpm
Redline..... 7400
Fuel injection..... elect. sequential port
Fuel..... premium unleaded, 91 pump octane

Warranty

Basic warranty..... 2 years/unlimited miles
Powertrain..... 2 years/unlimited miles
Rust-through..... na

Chassis & Body

Layout..... front engine/rear drive

Body/frame..... aluminum/aluminum space frame
Brakes: Front..... 13.6-in. vented & cross-drilled discs
Rear..... 13.0-in. vented & cross-drilled discs
Assist type..... vacuum, ABS
Total swept area..... 611 sq in.
Swept area/ton..... 287 sq in.
Wheels..... cast alloy; 18 x 8 f, 19 x 10 r
Tires..... Bridgestone Potenza RE050A; 245/45ZR-18 96Y f, 285/40ZR-19 103Y r
Steering..... rack & pinion, vari pwr assist
Overall ratio..... na
Turns, lock to lock..... 2.6
Turning circle..... 40.0 ft
Suspension
Front: upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar
Rear: upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar

General Data

Curb weight..... 4260 lb
Test weight..... 4440 lb
Weight dist (with driver), f/r, %..... 45/55
Wheelbase..... 116.1 in.
Track, f/r..... 66.5 in./64.6 in.
Length..... 193.0 in.
Width..... 77.0 in.
Height..... 52.9 in.
Ground clearance..... 5.5 in.
Trunk space..... 8.5 cu ft

Accommodations

Seating capacity..... 4
Head room: Front..... 38.8 in.
Rear..... 35.5 in.
Seat width: Front..... 2 x 18.5 in.
Rear..... 2 x 13.3 in.
Front-seat leg room..... 44.0 in.
Seatback adjustment..... 30 deg
Seat travel..... 7.5 in.
Rear-seat knee room..... 20.8 in.

Drivetrain

Transmission: 6-speed paddle-shift manual
Gear Ratio Overall ratio (Rpm) Mph
1st 3.15:1 12.32:1 (7400) 48
2nd 2.18:1 8.52:1 (7400) 69
3rd 1.57:1 6.14:1 (7400) 96
4th 1.19:1 4.65:1 (7400) 127
5th 0.94:1 3.68:1 (7400) 161
6th 0.76:1 2.97:1 est (7400) 199
Final drive ratio..... 3.91:1
Engine rpm @ 60 mph in top gear..... 2250

Instrumentation

220-mph speedometer, 10,000-rpm tach, fuel level, coolant temperature, oil temperature, oil pressure, trip computer

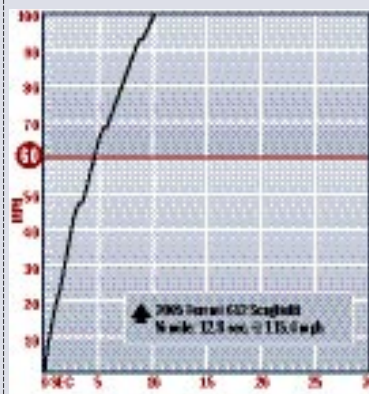
Safety

front airbags, traction and yaw control, ABS, front seatbelt pretensioners and load limiters (all standard equip.)

PERFORMANCE

Acceleration

Time to speed	Seconds
0-30 mph	1.9
0-40 mph	2.5
0-50 mph	3.8
0-60 mph	4.6
0-70 mph	6.0
0-80 mph	7.1
0-90 mph	8.4
0-100 mph	10.2
Time to distance	
0-100 ft	2.9
0-500 ft	7.2
0-900 ft	10.2
0-1320 ft (¼ mile)	12.8 @ 115.4 mph



Braking

Minimum stopping distance
From 60 mph..... 115 ft
From 80 mph..... 202 ft
Control..... excellent
Brake feel..... very good
Overall brake rating..... very good
Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Fuel Economy

Our driving..... 9.4 mpg
EPA city/highway..... 11/17 mpg
Cruise range..... 259 miles
Fuel capacity..... 28.5 gal.

Handling

Lateral acceleration (200-ft skidpad)..... 0.91g
Balance..... mild understeer
Speed through 700-ft slalom..... 66.0 mph
Balance..... mild understeer
Lateral seat support..... very good

Interior Noise

Idle in neutral..... 56 dBA
Maximum in 1st gear..... 79 dBA
Constant 50 mph..... 75 dBA
70 mph..... 77 dBA

Test Notes:

Launching the 612 Scaglietti is difficult with its paddle-shift transmission. With no control on when the clutch take-up actually occurs, you need to initially apply full throttle, then ease off to prevent excessive wheelspin and clutch slip. No consistency

is found during standing starts. Through the slalom, the 612 feels heavy, with a bit of a pendulum effect due to its length. Nevertheless, the car still feels sporty. Circling the skidpad, the Scaglietti responds well to throttle modulation to help turn-in.

Test Conditions:

Temperature	Humidity	Elevation	Wind
91° F	33%	350 ft	light