Ferrari 330 GT 2+2 As-Built Configuration and Judging Guidelines Manual

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A Guide About How 330 GT Cars Were Originally Built For Ferrari Restorers, Concours Judges and Car Owners

SN 7139

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IAC/PFA Perspective on the 330 GT Manual and Its Use

FERRARI DATA RESOURCES

There are many good reference documents for Ferrari automobiles. These include:
-Historical photos prior to delivery from Ferrari and/or the body makers for publicity, brochures, etc.
-Historical photos during and after production, upon or shortly after delivery.
-Build sheets, orders, letters between Ferrari or dealers and buyers regarding specific requests or characteristics desired to be delivered or changed after delivery.
-Photos from Salons and races that show the specific configuration of an automobile at a specific known point in time.
-In period magazine or other printed articles and road tests of recently delivered or soon to be delivered cars.
-Service records, correspondence, etc. that identifies a specific Ferrari by S/N.
-Books and articles that are highly regarded within the community.

THE 330 GT MANUAL

The 330 GT As-Built Configuration and Judging Notes Manual is a work in progress to collect and organize historical and anecdotal documentation on the 330 GT cars. The manual represents what the manual editor and several other Ferrari experts deem to be representative of original and authentic detail and should be treated as a valuable reference by restorers, car owners and judges.

Everyone is encouraged to come forward with historical photos and other evidence that amplifies this material and/or documents detail that differs from that in the manual as we know that there are many different authentic treatments of various details on Ferrari automobiles even within the same series. And, what was delivered to customers might have been different than the early photos and diagrams that appeared in the manuals that were often published prior to series production. In this way, we can improve our collective knowledge of the originality and authenticity of the 330 GT series.

All 330 GTs were not built with the same parts and assemblies over the production period. The manual is a guideline only that documents the differences as understood at the time of publication of this manual version but should not be considered as complete in identifying every build option. It is anticipated that newly discovered parts, assemblies, and configurations will be identified over time as additional research is undertaken. Also, configurations documented in this version of the manual may be challenged as incorrect or missing. The manual identifies in RED font, items that are in question as to originality and are in the process of additional research to resolve the question at the time of this publication. These questions will be reviewed for resolution by a team of IAC/PFA members and IAC/PFA judges knowledgeable about the original build configuration of 330 GT cars. The manual editor will update the manual with the resolution decision.

To the best of our knowledge, the pictures are royalty and copy right free.

The IAC/PFA also encourages others to undertake similar efforts for other Ferrari series.

JUDGING NOTES AND THE USE 0F THE AS-BUILT MANUAL

As promulgated by the IAC/PFA, concourse judging notes are based on the originality of the car as it left the factory and the condition of the car. This manual describes the primary items believed to be original to the manufactured “As-Built configuration” of the 330 GT and should be verified to be present when the car is

being judged. These items should also be judged for condition and how well the items have been maintained. The IAC/PFA judging score sheets define the appropriate suggested point deductions for items that are missing, not correct, of degraded condition, abnormal operation, or lack of maintenance in three areas: EXTERIOR, INTERIOR, and ENGINE AND CHASSIS.

It is possible that a car may have been built with variations of the items as described in the manual. Such items must be given special consideration during judging for future resolution. When in doubt about a specific item being of original configuration and/or finish, the owner should be asked for documentation to support the item in question. If the owner does not have appropriate documentation, the judges for this car should confer with other judges, if possible, to decide on the item. If a clear and positive decision cannot be reached by the judges about the item, a notation about the item should be made on the judging score sheet. No deduction should be made for this item. The judges should report this incident to the Chief Judge for the event, to the owner in the Class judge's feedback on the score sheet form, and to the 330 GT manual editor for further research and resolution.

Introduction

There were three versions of the 330 GT 2+2 made over the model's lifetime. The first, known as a Series I was a four headlight with a 4-speed transmission and overdrive. The second, known as an Interim, had the same body shape as the Series I, but with a 5-speed transmission. The last, known as a Series II, was a single headlight model also with a 5-speed transmission. All versions had the same 4-liter tipo 209 engine with minor variations. There were a total of 1087 cars built. For brevity, all references to 330 GT apply to the 2+2 model, not to the GTC or GTS models.

Caveat

Each picture is used to illustrate a particular item or feature. Items or features in the background of a picture should not be treated as correct. This manual does not cover RHD cars, though some pictures of these are included.

Model Differences

Since there are three distinct versions of the 330 GT, this guideline will address the common elements in each section and then point out the differences as needed. Briefly, the major differences are:

Series I (5263-6883, prototypes 3105, 4085, 4963 and 4967). Total of 503 cars (453 LHD/50 RHD).

- Four headlights (two on each side)
- Four speed transmission (tipo 571) with an overdrive useable in fourth gear
- Wire wheels (Borrani RW 3801B – 6½x15)
- Front fender vents were flat louvered panels
- Round front turn signals/parking lights
- One piece bumpers with no overriders
- Fuel filler was on right side
- Single reverse light
- Accelerator, clutch and brake pedals went through the floor board
- Dash had two air vents in the center with a lever between them
- Rocker switches in center
- Console on top the transmission tunnel was an option on early cars
  Became standard ~6300
- Ignition switch was in the dash
- Windshield wiper switch was in the dash
- Windshield washer was a foot pump
- Electric windows were an option

Interim (6911-7547, no prototype). Total of 124 (115 LHD/9 RHD)

- Four headlights (two on each side)
- Five speed transmission (tipo 571/65)
- Wire wheels (Borrani RW 3812/1 – 7x15)
- Front fender vents were flat louvered panels
- Round front turn signals/parking lights
- One piece bumpers with no overriders
- Fuel filler was on right side
- Single reverse light
- Accelerator, clutch and brake pedals were hung under the dash
- Dash had two air vents in the center with a lever between them
- Rocker switches in center
- Locking ignition switch was in the steering column; The hole in the dash was covered with a large washer and a fog light (F) switch, though most cars did not have fog lights
- Windshield wiper switch was in the dash
- Windshield washer was a foot pump
- Electric windows were an option

Series II (7553-10193, prototype 7353). Total 460 cars (424 LHD/36 RHD)

- Two headlights (one on each side)
- Two mount engine block starting at 8279
- Five speed transmission (tipo 571/66) starting at 8279
- Alloy wheels standard (Campagnolo - 7x15)
  Optional wire wheels (Borrani RW 3812/1 – 7x15)
- Front fender vents were three scoop panels with a chrome surround
- Pointed oblong front turn signals/parking lights
- Three piece bumpers with overriders
- Fuel filler was on left side with an interior release lever
- Twin reverse lights starting at 8279
- Clutch and brake pedals were hung under the dash
- Dash had three air vents in the center
- Rocker switches to the left of the steering column
- Locking ignition switch was in the steering column
- Windshield wiper switch was a stalk on the right side of the steering column
- Windshield washer was electric
- Electric windows were standard
- Air conditioning was an option
- Power steering was an option

THE FOLLOWING DESCRIBES THE PRIMARY ITEMS TO DEFINE THE "AS-BUILT CONFIGURATION" OF A 330 GT

330 GT Exterior

1) 330 GT exterior images

Series I and Interim

7139

Series II

8755

2) The bumpers are mounted on tubes from the body with chrome escutcheons covering the tubes. Rubber covers the edge of the escutcheons at the body. The Series I and Interim cars have single piece bumpers without overriders. Series II cars have three-piece bumpers, middle and two ends with an overrider covering the joins. The overriders have rubber inserts on the faces and have rubber on the edges by the bumper. There are rubber spacers between the fenders and the bumper ends to keep the bumper from contacting the fender.

3) Mirrors were a little ordered factory option. Most mirrors, if added, were dealer installed. As such, there was a variety, but the Talbot and pebbled base mirrors (standard on the Daytona) were common. Any period mirror is proper. A modern plastic mirror is not.

4) There is a triangular stainless-steel strip mounted just below the door running from the front to the back wheel well.

The steel trim piece running from the front wheel well to the back wheel well, mounted below the rockers on the pinch weld, should be painted satin black. This steel trim piece is held in place with Phillips flat head screws painted satin black. The jack holes should have chromed plugs in them.

5) The front grill surround chrome should have 6 Phillips head chrome machine screws retaining the grill. The head of the Phillips screw is extra-large (12 mm) and should cover the counter sink opening in the grill surround. There should be a raised chrome Cavallino Rampante mounted in the center of the grill.

6) There should be wire screens covering the air inlets behind the grill on the right and left side of the grill.

7) The headlights should be Marchal for cars up to 8279. Carello headlights were used from 8279. The four headlight cars had 7" and 5¾" lights. The 7" were on for both low and high beam while the 5¾" were only on for high beam.

8) There should be a side marker light with a plastic gasket on each front fender. These should flash with the turn signal.

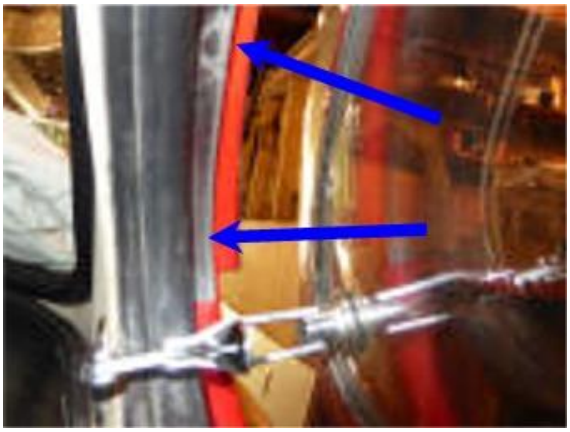
9) There should be stainless-steel rain gutter trim running from the front of the door to the back of the rear quarter window. For Series I cars, this just covers the drip rail and is attached with Philips oval head screws.

Rain gutter trim

Series I cars should have two stainless-steel trim pieces that covers the upper door jamb and above the quarter window.

Upper door jamb trim

Upper quarter window trim



For Interim and Series II cars, there should be a one piece stainless-steel trim that is attached with Philips oval head screws and covers the drip rail and the upper door jamb. It is notched to continue around the B pillar to cover the upper area above quarter window. The outside edge is polished while the underside is a brushed finish.

The under side of the A pillar should have a stainless-steel trim piece. The outside of the B pillar should be covered with a stainless-steel trim piece. Both of these pieces are attached with Philips oval head screws.

10) The front turn signal lenses are round on the Series I and Interim cars, while they are a wrap-around design on the Series II. The round lenses are typically clear but may be amber or amber/clear.

The Series II lenses are clear or amber/clear with the turn signal potion being amber. The turn signal bulb may be amber if a clear lens.

In all cases, there is a rubber gasket underneath to protect the paint.

11) The tail/brake light lenses are either all red (USA model) or amber/red (European model) with tail light portion being amber. There is a rubber gasket underneath to protect the paint.

12) The reverse light for the early cars (up to 7339) is a Marchal 530. From 7339 to 8279, a Marchal 540 was used. From 8279, twin Carello reverse lights were installed. Reverse lights are on when the car is in reverse and the headlights are on.

Marchal 530

Marchal 540

Carello

13) There should be two license plate lights with rubber gaskets are mounted on the bumper. They are on whenever the parking lights are on.

14) There should be Pininfarina script mounted on the panel behind the door. This script is cast, with rounded edges, not sharp cut edges that some reproductions have. There should be a Pininfarina emblem is mounted above the script. On Series I cars, the emblem is two parts, a crown and separate shield. On Interim and Series II cars, it is a one-piece emblem with the crown attached.

2 piece PF emblem

1 piece PF emblem

Note, the Pininfarina emblem and script are shown mounted in front of the door in the Series I sales brochure, but that was only on a prototype car.

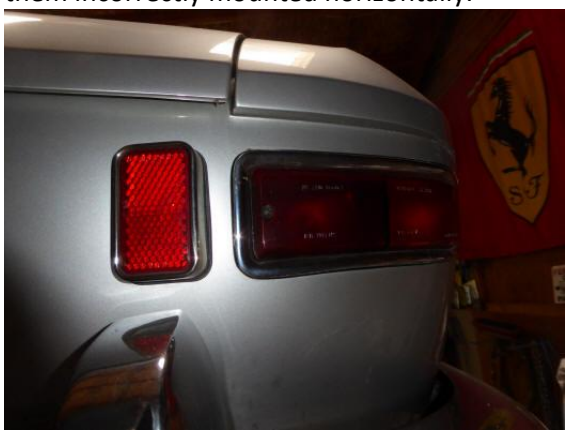
15) On Series I and Interim cars, there should be a locking fuel lid on the forward portion of the right fender. Series II cars have the fuel lid on the left side, with a locking lever in the passenger compartment to release it. In the center there is a Cavallino horse plate with the rest being body color except for a chrome rim.

Series I and Interim

Series II

16) There is a rectangular Ferrari emblem mounted on the front valence ahead of the hood. There is a Ferrari badge on the trunk lid. There is not a 330 badge as seen on the GTC and GTS models

17) There are two reflectors mounted to the insides of the taillights. These are oriented vertically, even though some cars have them incorrectly mounted horizontally.



18) The front license plate holder depended on the original destination of the car.

Non-USA cars

USA Cars – Bracket mounted to bumper

Frame and plate mounted to the bracket

19) The rear license plate holder depended on the original destination of the car.

Non-USA cars – fit to body

USA cars

20) Windows

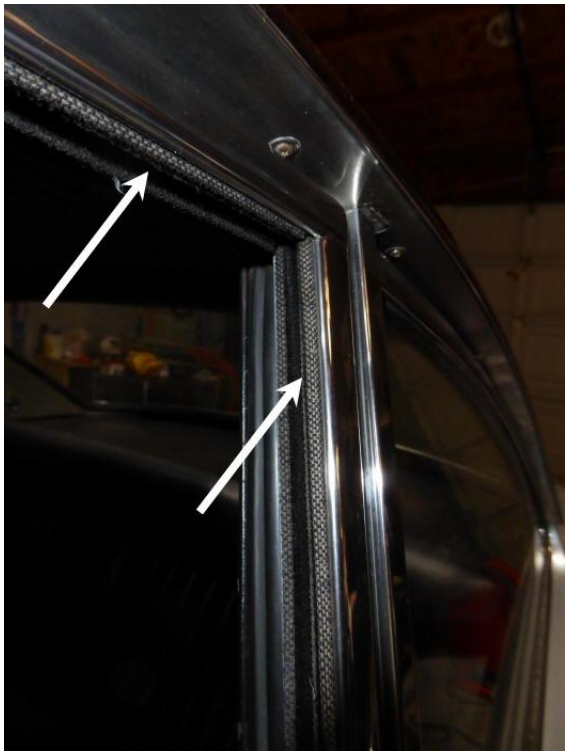
The windshield is mounted in rubber the stainless-steel trim on each edge and the corners covered by trim pieces. The is an etched bug in the upper left corner.

Series I - VIS.

Interim and Series II – Super VIS

The other glass pieces also have etched Securit bugs on them.

The side window frame should have a felt U channel at the front and rear and across the top.

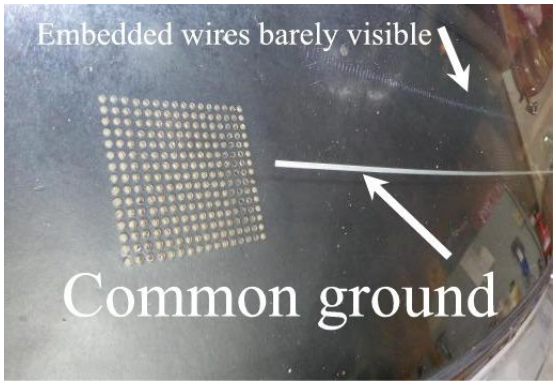


The rear quarter window, set in a chrome frame, should open an inch or so and have an over center lock at the rear. The forward channel should have felt U channel that the window frame fits into. There is not a hinge per se, but two studs that go through the channel with special nuts, all hidden under the B pillar trim. This allows the window to swing the few degrees necessary. There should be a rubber seal with a flap which clips on the pinch weld that the window seals against.

Rubber seal with flap

The rear window is mounted in rubber with three pieces of stainless steel trim (top and two sides meeting at the bottom center of the window). The two corners and center join are covered the trim pieces. Series I cars should have a plain window as the defroster is a fan in the package shelf. The Series II cars have a Triplex rear window where the defrost wires are embedded between the two glass layers. These are noticeable because of a ¼" wide strip that connects the embedded wires. There is an etched bug at the top and a TRIPLEX ELECTRICALLY HEATED label silk screened on the inside near the bottom1. Note, do not use an ammonia based (Windex) cleaner near the silk screend lettering as it can remove it.

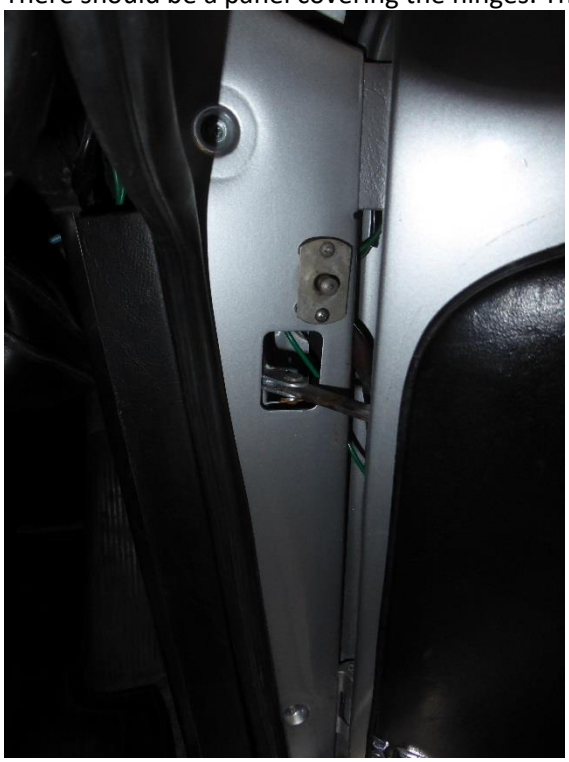
Series II



21) The leading edge of the door has a rubber strip that covers the gap between the fender and door.
At the forward upper corner of the door, there is a similar rubber strip that covers the gap. This rubber strip is mounted on an aluminum plate attached on the underside of the fender on studs with three washers and nuts.

The frame that surrounds the wing window and door glass has stainless-steel strips that cover the exterior portions. The uncovered portion of the frame is painted body color. These strips clip around the door frame sections. Note, on the inside of the door, there is a single strip covering the post to the rear of the vent window.

There should be a panel covering the hinges. This panel has the switch to turn on the interior lights when a door is opened.



The door jamb should have a rubber seal with a flap that clips onto the pinch weld.

The channel of the window frame should have rubber inserts that prevent water from running down into the door interior.

The door has a rearward facing light that comes on whenever either door is opened or the interior switch (I) is on.

Under the door there should be a T-shaped rubber strip that helps prevent water from being splashed up. There should be rubber plugs that half cover large drain holes in the door. The uncovered portion is outside the T-shaped rubber, so the water drains outside.

22) GENERAL EXTERIOR OBSERVATIONS – Owners should expect the judges to look at the condition of the paint, body panels, door, hood, and trunk fit, plastic light lenses, chrome around the windows, window frame welting, lights, grill, bumpers, side fender vents, and the rubber seals around the glass.

330 GT Interior

1) 330 GT interior images

Series I


RHD


Interim – hanging pedals


RHD


Series II

RHD

2) Headliner

The head liner and all trim pieces above window level, except the door and windshield pillars, should be cream colored vinyl (Note, cars ordered through Maranello Concessionaires in the UK usually had a grey headliner). The head liner should be pleated (Haircell vinyl with a stippled appearance). The material color over the windows, windshield and rear window should match the head liner material. An interior dome light should be mounted above both the passenger and the driver's doors. These items are held in place by 2.9 mm oval head Phillips screws with bright finish trim washers. There should be grab bars above the B pillar to aid rear passengers.

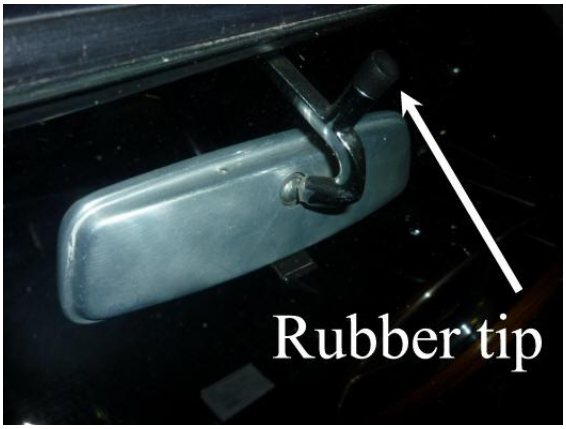
The sun visors above the driver and passenger seats should match the color of the head liner. The sun visors are heat sealed along the edge, not sewn. There should be a vanity mirror behind the passenger side sun visor. A white sleeve should cover the end of each sun visor arm where it rests in the hook.

3) The Series I cars had an interior mirror with a map light. The Interim cars had a plain bracket while on the Series II cars, the bracket should have a rubber tip in the arm that steadies the mirror against the windshield. The rearview mirror should have a plastic lever on the bottom to flip from day to night vision. The mounting bracket should be chromed. The Series I mirror had a black wrinkle painted back while mirror housing on the Interim and Series II should be polished aluminum.

Series I

Interim

Series II



4) Clothes hooks should be mounted on the B pillars for cars starting with 6355. The insides of the A and B pillars should be covered with black vinyl for those cars. The A pillars for earlier cars should be semi-gloss black painted metal.

5) Upholstery

The seats, door panel, dog leg panel, console, tunnel cover, tunnel extension, emergency brake boot, rear seat bolster, rear inner fender panel and package shelf should be leather. The color varied depending on the customer's order. The interior color does not have to be original; it can be any color leather available from Connelly at that time. All other covered pieces, dash, pillars, below window bolsters, arm rests, etc. should be black vinyl. All items in red in these pictures should be interior color leather.

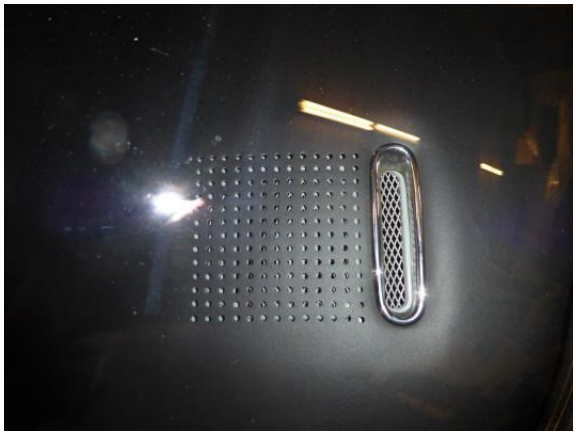
6) The tunnel should be covered with an interior color leather piece that is held in place with visible snaps near the floor.

Note the insulated pad where the ash tray would be attached if no console was installed.

7) The driver and passenger seat should be leather with a slight sheen finish. There should be 7 pleats in the bottom and back of the seat with a tuck in the leather in the seat and the back. There should be an aluminum ribbed foil on the seat below the seat bottom, held in place by a chrome U shaped molding at the top. The seat back release lever should have a round plastic ball handle. There should also be a foot release for the use by the rear passengers.

8) The rear parcel shelf should be covered in interior color leather. A filler strip of the same color leather should cover the area between the shelf and rear window rubber seal. A welt of interior color leather is on the sides and rear of the shelf. On Series I and Interim cars, the package shelf contained a defrost fan on the driver's side. There are a matching set of punched holes on the passenger's side and a speaker could be mounted underneath them. On Series II cars, the radio speakers (if a radio is installed) should be mounted under the shelf with a 5-inch x 5-inch square area of a 16 x 15 punched hole pattern for the sound on both sides. The punched holes should be present with or without a speaker installation.

Series I and Interim



Series II

9) The door panels should be interior color leather. The bottom of the door panel should have an aluminum panel with a chrome surround. Cars up to 8279 had an arm rest with a pull handle on both doors. From 8279 on, the driver's side was a simple arm rest without the pull handle. Both are covered in vinyl, along with the piece above the door panel under the window.

Driver's side rest with pull handle

Passenger's side rest with pull handle

Driver's side – simple arm rest

Aluminum kick panel

Cars with electric windows should have a hole with a chrome ring for use with the emergency window crank. The hole should have a leather covered cap held on by a spring.

10) The rear seats should have an arm rest between them. This arm rest contains an ash tray.

Note, there were a few cars ordered with a luggage shelf instead of a rear seat. These would look similar to the rear area of a 330 GTC, including luggage straps.

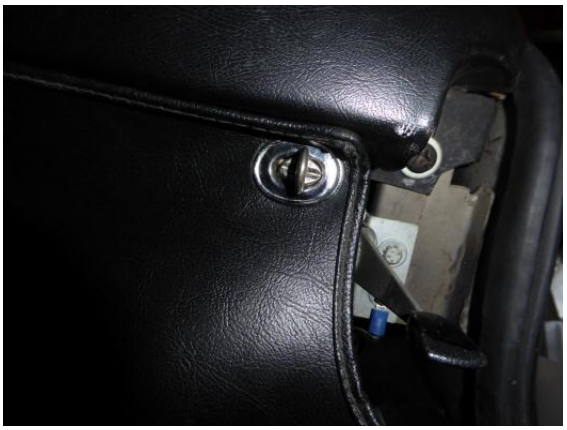
11) Seat belts were a little ordered option. Since then, the usage of seat belts has become quite prevalent, so many cars are now equipped with seat belts and/or shoulder harnesses. As safety equipment, they can be added, but should be neatly installed and be unobtrusive.
Pininfarina did make provisions to secure a seat belt or shoulder harness for the front seat occupants. No provision was made for the rear seats. For seat belts, there are two mounting points, one in the floor near the rear outside of each rear floor area and the other on the side of the tunnel extension. The is a shoulder harness mounting point near the front top of the dog leg panel.
Seat belt mounts

Shoulder harness mount

If a shoulder harness is not mounted, the location in the dog leg panel should have an interior color leather covered plastic plug that is inserted in the hole.

12) There should be a choke pull knob located under the steering column. Near the choke is a power tap.

There should be black vinyl panels covering the whole area on both the driver's and passenger's sides. These have slits at the front to hang on hooks mounted on the firewall and twist latches at the rear to hold them in place.



There should be a hood release with a chromed handle under the dash on the driver's side.
Note, this shows a good example of a hidden carpet snap.

13) Two Fiamm air horn trumpets, one high tone and one low tone, finished in several different colors, should be mounted in front of the radiator or condenser. Horns are connected to the Fiamm air pump thru red tubing and a red plastic Y connector to route the tubing to the two horns. The trumpets could be painted candy apple red, silver, silver hammer tone, or bright blue.

14) On early cars, the Fiamm air pump is usually mounted on the right inner fender well. On Series II cars, it should be mounted on the passenger side behind the grill where this is a welded bracket. The bracket should have FIAMM stamped on it. The air pump body is painted black wrinkle paint. Unlike 330 GTCs, there is no plastic cover.

15) There should be an anodized aluminum threshold strip located on the bottom of the door sill held in place by chrome oval head Phillips screws and an anodized aluminum strip on the inside of the door sill with hidden mounting screws. The door sill should be covered with vinyl material. The door striker is held in place by two CAD plated, flat, Allen head machine screws. The door latch mechanism is held in place with Phillips Head screws.

Threshold strip

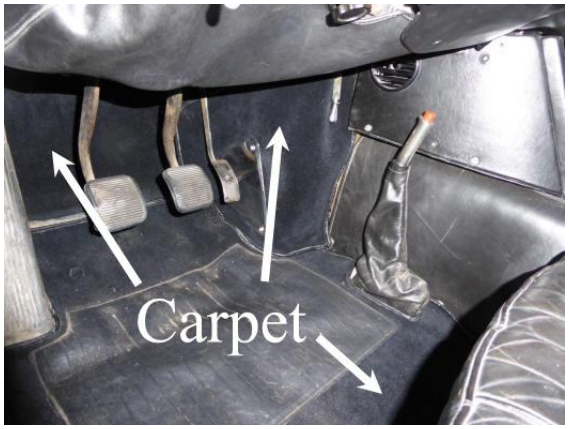
Door sill strip

16) There should be a rubber door alignment bumper mounted on the rear side of the door and held in place with flat head Phillips screws. There should be a door alignment bumper receiver mounted on the door pillar held in place with Phillips flat head screws. The receiver should have a clear plastic surround to protect the paint.

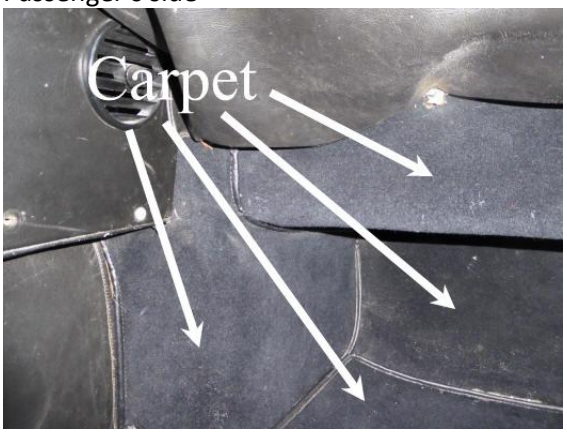
17) On Series II cars, there is a locking interior fuel release lever mounted on the floor to the left side of the driver's seat. The surround is covered in black vinyl. Series I and Interim cars had a lock on the exterior fuel lid.

18) The carpet material should be a lowcut pile (Wilton) wool carpet with vinyl binding. The carpet is essential identical for all models. Carpet should cover the front and rear floors along with the vertical panel under the rear seat, the inside sides of the footwell ahead of the tunnel, the firewall on both the driver's and passenger's sides, flat area to the outside of the seats and the door jam. The rubber heel mat on driver and passenger carpets should be black with a small basket weave pattern and stitched along the perimeter into the carpet.

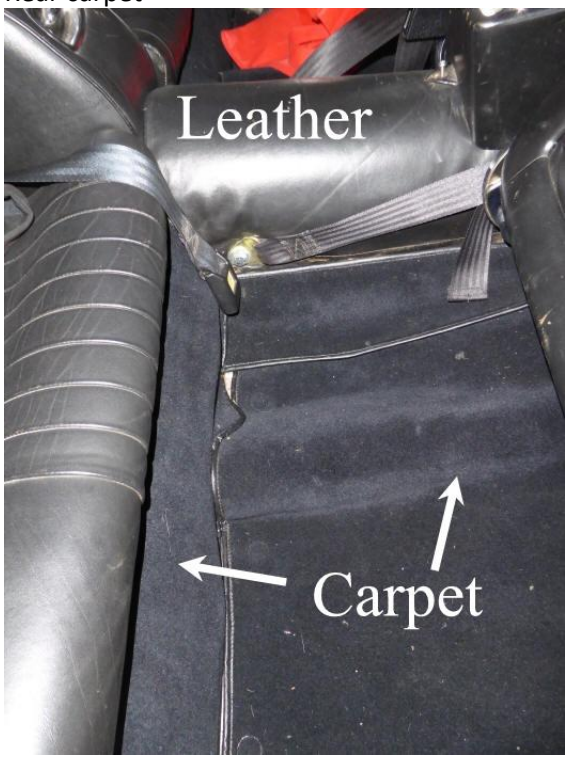
Driver's side



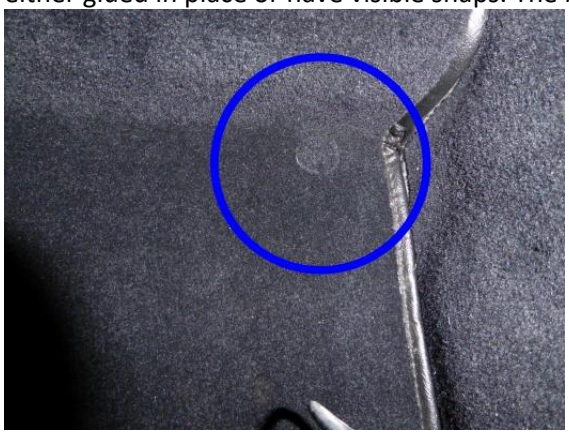
Passenger's side



Rear carpet



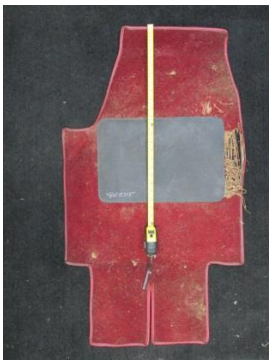
The carpet on the floor is snapped in place with embedded hidden (Rolls-Royce style) snaps. The other carpet pieces are either glued in place or have visible snaps. The body parts manual shows the location and type of each snap.



There should be rubber protective foot pads on both the driver's and passenger's carpets.

Basket weave pattern

Original passenger's side carpet from 8715



19) The shift lever shaft should be chrome and the shift knob should be black plastic with indents to fit the fingers. There should be a chrome plated counter nut below the shift knob to lock the knob at the desired angle. The shift lever is covered with a leather boot glued to the console or tunnel cover if there is no console.

20) The dead pedal foot rest should be covered with a vertically ribbed rubber pad. The clutch and brake pedals should be covered with a horizontally ribbed rubber pad

On Series I cars, there should be rubber boots that seal the brake and clutch arms to the floor. The Series I accelerator pedal should be covered with a vertically ribbed rubber pad, while Interim and Series II cars have a bare metal accelerator pedal. There should be a stainless-steel shield beside the throttle pedal held in place with oval head Phillips screws. The pedal arms should be finished in satin black paint.

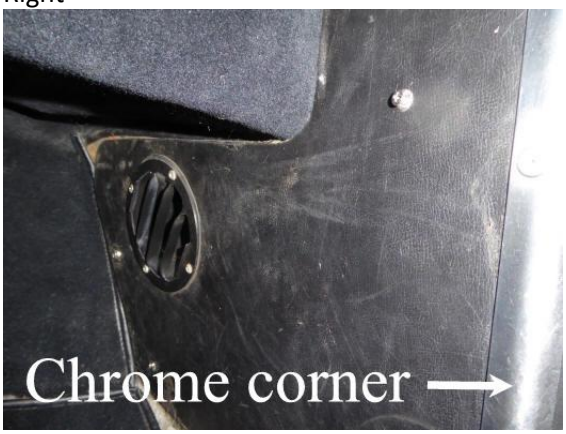
Series I through floor pedals (Note, torn boot)

Interim and Series II hanging pedals

There should be kick panels to the outside of each footwell. These should have a heater vent and are covered in black vinyl with a chrome protective strip on the corner.

Left

Right



21) The dash on very early Series I cars is gloss black painted metal. Later cars should have a wood dash with a satin finish. The top and underside of the dash should be covered with black vinyl material. The speedometer is on the left and tachometer on the right.

The 2-vent dash, either metal or wood, had switches for the windshield wiper, ignition, dash light rheostat and cigar lighter. There should be a bank of six rocker switches. In the center between the two vents, there should be a lever that operates the fresh air inlet in front of the windshield. This lever should have a yellow dot at the bottom. On each side, near the doors are levers that direct the heat either at the floor or defrost openings. These levers should have a yellow dot at the bottom. On the driver's side is another lever that controls the amount of heat. The Interim car should have a locking ignition switch incorporated into the steering column. This left a hole in the dash, so it was filled with a large washer and a fog light (F) switch even if no fog lights were installed. Odometer reset knob was put through the dash by the speedometer. On Series I cars, the reset just hung under the dash.

Plain steering wheel

Black line steering wheel

F (fog) switch with washer in place of ignition in dash

With the introduction of the Series II car, the dash was re-designed with 3 vents to support the optional air conditioning. However, Pininfarina had many older style dashes, so initially, only cars ordered with A/C had the new dash installed. Starting with 8279, all cars were made with the 3-vent dash. The fresh air lever was moved under the dash on the driver's side near the console. The wiper switch became a stalk on the right side of the steering column and incorporated the electric washer. The cigar lighter was moved to the console on the slanted area to the rear of the ash tray. The dash lights rheostat was moved to by the odometer reset knob. The bank of rocker switches was moved to the outside of the steering column.

22) The ash tray should have a pair of crossed flags. One flag has the Ferrari Cavallino Rampante and the other flag is a Pininfarina logo. On early Series I cars the console was an option. If there is not a radio in the car, there should be a large crossed flags badge located in the radio position. If a radio was installed after sale, it is common that the larger crossed flags badge be re-located above or below the radio. The center console should be covered with interior color leather.

Radio with crossed flags relocated

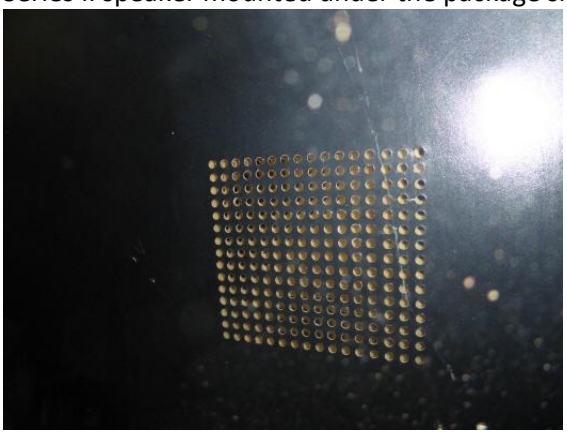
23) If a radio is installed, there should be a radio antenna. This was typically dealer installed, so it might be in various places. The most common was somewhere on a rear fender. However, it can be placed at the rear of a front fender.

UK cars sometimes have them mounted above center of the front windshield.

The radio speaker for Series I and Interim cars should be in the console face. As the radio speaker was typically dealer installed, a variety of speakers will be seen, but it should be a period speaker, most likely with a chrome face. For Series II cars, one or two speakers should be mounted under the package shelf with a pattern of holes for the sound. A speaker should not extend above the package shelf. There should not be a speaker in the side of the console, door panel, kick panel or dog leg panel.

Series I and Interim

Series II speaker mounted under the package shelf



24) The steering wheel should be wood rimmed with three aluminum spokes. There should be a wavy pattern engraved inside a marked area on each spoke. Some steering wheels may have a black line on the rim. Note, steering wheels on cars with power steering should be smaller (400mm vs. 420mm).

Wavy pattern

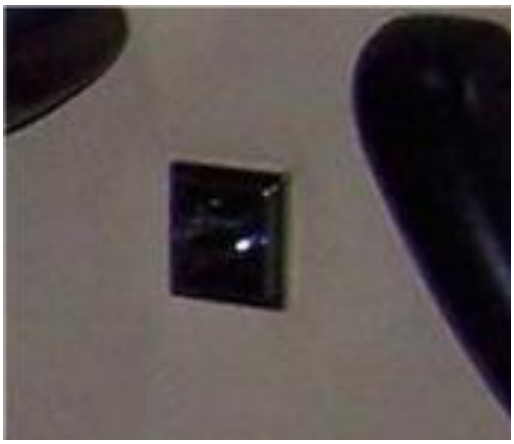
25) There should be a horn button mounted in the center of the steering wheel. It should have a Ferrari horse on a yellow background surrounded by a black circle.

26) Window Operation

Manual wind windows were the standard for Series I and Interim cars. Electric windows could be ordered, but were rare. Electric windows were standard on Series II cars.

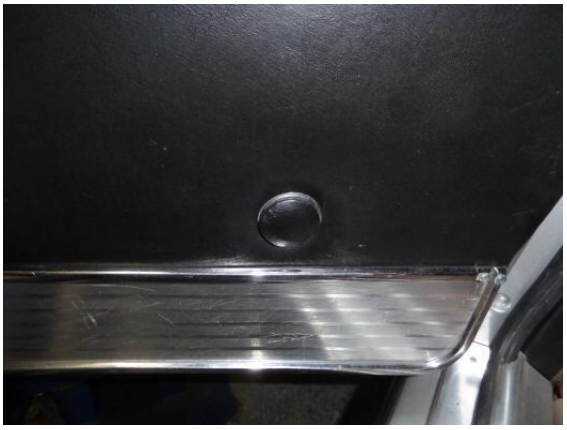
If equipped with electric windows, cars with 2-vent dashes should have a pair of switches mounted on the driver's door panel and a single switch on the passenger's door panel. Cars with 3-vent dashes have a pair of switches mounted on the console ahead and to the sides of the gear shift boot.

2-vent dash cars



3-vent dash cars

There should be an emergency window crank and an access hole in the door panel to operate the window lift mechanism. The access hole is covered by a leather covered round plug. The emergency window crank access hole has a nickel plated ring to support the plug. The emergency crank is used if the electric window mechanism fails. The emergency crank should be stored in the glove box.



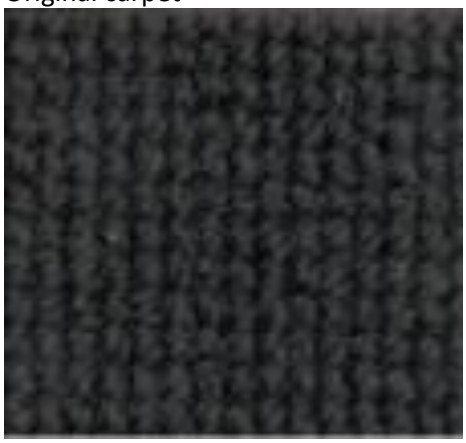
On cars before 7515, the vent window was locked with a latch and swung open manually. Starting with 7515, there should be a round ribbed control knob to open and close the door vent window.

27) Trunk

The trunk carpet should be black with a tight square-weave pattern with black vinyl binding.

The carpet over the spare tire panel should have a foam underside and visible snaps to hold it in place. All portions of the wheel wells should be covered in carpet, including the two vertical panels to each side of the trunk catch. The carpet on the front wall should have a flap with visible snaps that is used to access the fuel tank filler hose. The underside of the trunk lid should have carpet in the three open areas.

Original carpet



Original foam padding

Flap to access fuel tank hoses

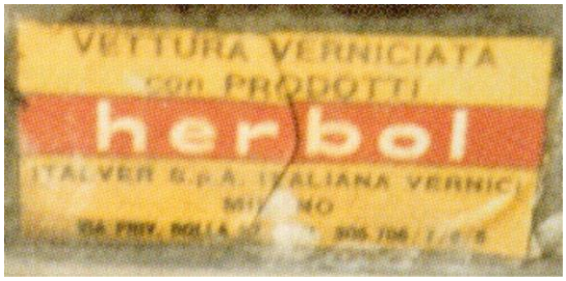
Trunk lid carpet

There should be an aluminum trunk light fixture mounted on the trunk lid with a translucent ribbed plastic lens and aluminum reflector covering the bulb. There should be a CAD plated push button switch located near the left hinge to turn on the trunk light when the trunk lid is open.

The trunk lid should be held open by a CAD plated stay on the right side, attached with chrome straight slot truss head screws. To release the lid, pull up and the stay will release. The trunk hinges and metal frame work should be painted satin black.

There should be a paint label centered on the underside of the trunk lid between the hinges. For very early cars, it could be a Herbol sticker. For later cars, it should be Italver PPG Vernicatura sticker. In the latter case, the original paint code was hand written with a ball point pen.

Herbol



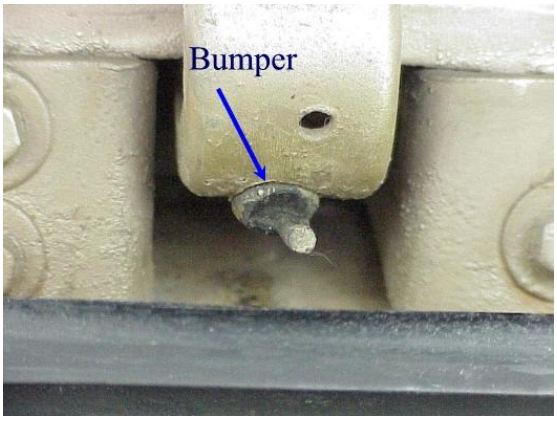
Italver PPG

The trunk latch should be CAD plated, mounted with 4 black oxide or CAD Lobo bolts. The catch should be leather covered and mounted between the two vertical carpeted panels, mounted with 4 black oxide or CAD Lobo bolts.

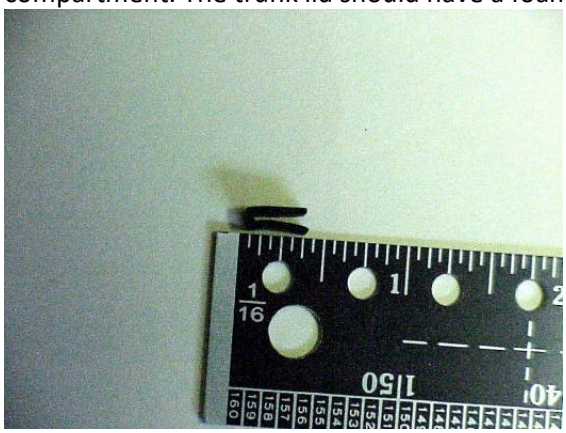
Latch

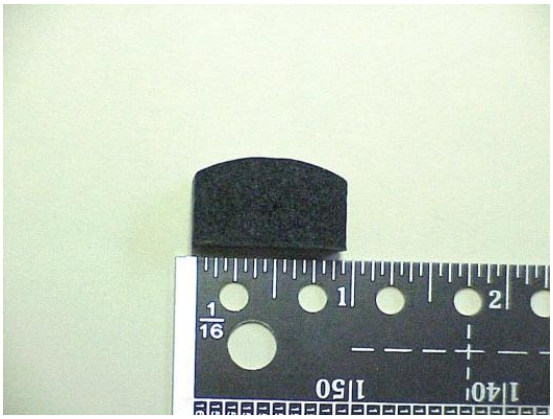
Catch

The back side of the rear tails lights inside of the trunk should have a black plastic cover held in place by two chromed acorn nuts, star washers and flat washers. The trunk hinges should have a rubber bumper.



The pinch weld should be covered by PVC square cornered trim. Note, this is the same trim as used in the engine compartment. The trunk lid should have a foam rubber seal surround that seals against the PVC trim when the lid is closed.





There should be a spare tire located in the trunk with a wheel and tire that match the wheels and tires on the car unless the tire is an original tire. The spare tire is held in place by a large chrome ring with a T- handled bolt going thru the ring into the trunk floor. For cars up to 6525, the spare tire cover should be a metal folding piece. Slots in the cover fit over a metal piece that turns to hold it in place. After 6525, there is a Masonite-like material painted satin black covering the spare tire. This should have a rubber strap riveted to the underside. This strap is hooked onto a clip attached to the trunk lid to hold the panel out of the way when accessing the spare tire.

Up to 6625

6525 and later

Clip

Strap

28) There should be tool bags (1 or 2 bags) with period correct tools. Early cars may have had one tool bag and later cars had 2 tool bags. The buckles on the bag straps should have a CAD or nickel finish, not chrome. The items in the tool bag varied over time and there was not a consistent set of tools throughout 330 GT production run. For example, early cars may have had 7 wrenches while later cars had only 2 wrenches. Series I, Interim and early Series II cars should have a blue M Riganti jack. Later cars should have a yellow jack with a serrated base, similar but not identical to a Dino jack. The tool bag(s) should be stored in a wheel well in the trunk.

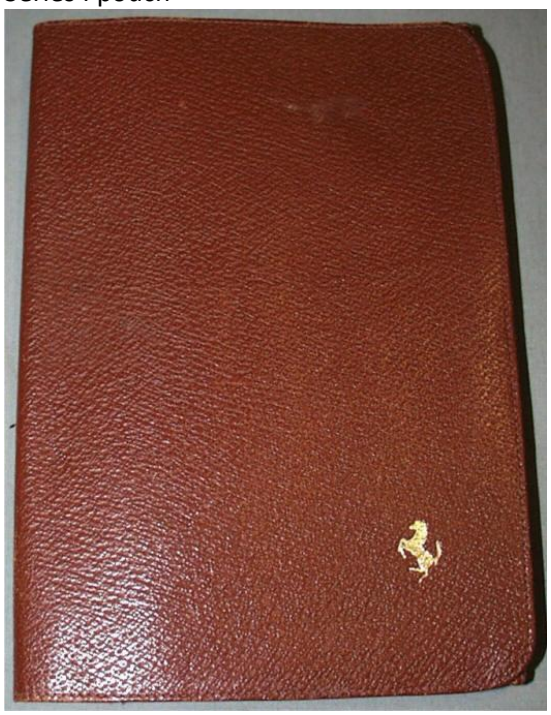
Single bag toolkit

Twin bag toolkit

29) Manuals

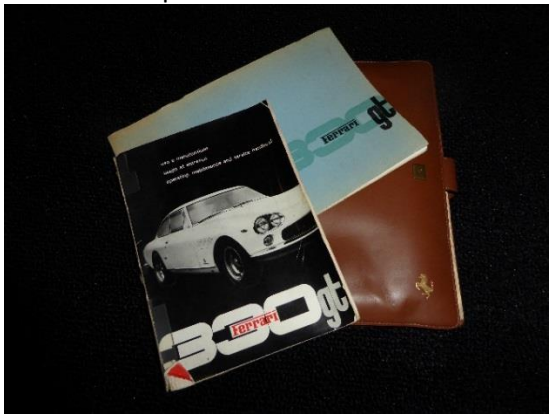
The glove box should contain the owner's pouch. At a minimum, the pouch should have the owner's manual and parts manual in it. For cars with a 5-speed transmission, it should also contain the 1965 5-speed addendum (04/65) and for cars with a 3-vent dash, it should contain the 1966 Instruments and Controls addendum. Reproductions of manuals are allowed.

Series I pouch



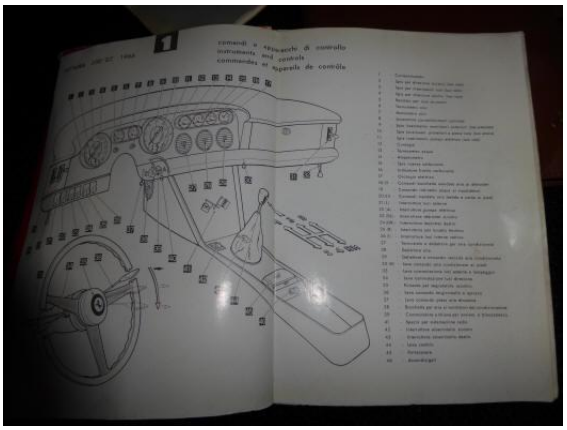
Interim and Series II pouch

Owner's and parts manuals



1965 5-speed addendum

1966 Instruments and Controls addendum



30) Instrument operation

The ignition switch should be in the dash on Series I cars. On the Interim and Series II cars, it hould lock the steering column in the off position.

Series I

Interim and Series II

Cars with a 2 vent dash should have a bank of six rocker switches in the center of the dash under the vents. Cars with a 3 vent dash should have the switches to the left of the steering wheel (with the exception of RHD where there should be 4 toggle switches in the console and 2 to the right of the steering wheel.

2 vent dash

3 vent dash

The left side of the steering column should have two stalks for the lights and turn signals. The front stalk is the turn signals and the rear for the headlights..

On cars with 2-vent dashes, the W (wiper) switch should be in the dash for the 2-speed wipers. On 3-vent dash cars, there should be a stalk on the right side of the steering column that controls the wipers.

2-vent dash

3-vent dash

On cars with 2-vent dashes, the P (panel lights) knob in the dash turns on and dims the dash lights. On 3-vent dash cars, the knob is by the lower left of the tachometer.

2-vent dash

3-vent dash

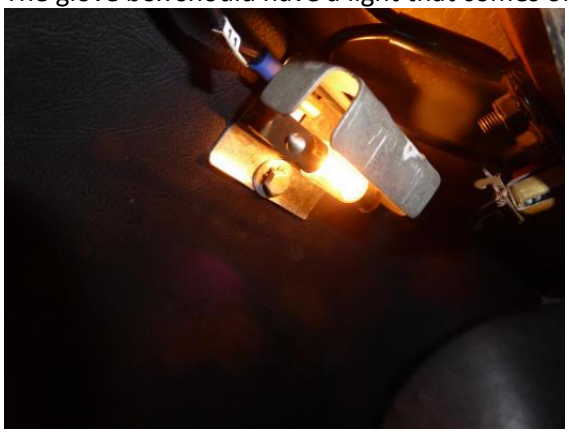
31) The cigar lighter should have an amber ring that lights when the interior lights are on. The lighter should be mounted in the dash for 2-vent cars while it should be in the console to the rear of the ash tray for 3-vent cars.

2-vent dash

3-vent dash

32) Series I cars should have a stalk on the right side of the steering column that activates or deactivates the overdrive. The overdrive can only be activated when the transmission is in fourth gear. Shifting out of fourth gear automatically deactivates the O/D.

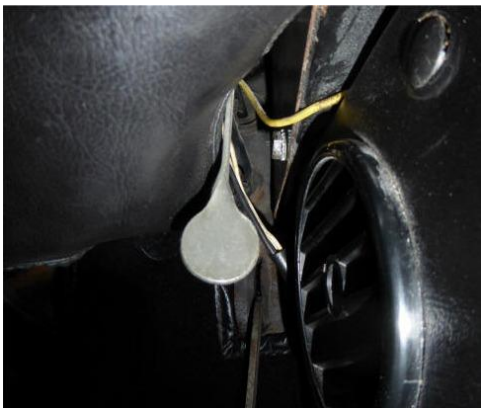
33) The glove box should have a light that comes on when the glove box door is opened and the ignition is in the run position.



34) On 2-vent cars, the fresh air controls are mounted the dash. There should be a yellow dot (open) at the bottom. Cars with 3-vents should have a lever under the dash on the driver's side near the console. These control opens the fresh air duct from the grille in front of the windshield.

2-vent dash

3-vent dash

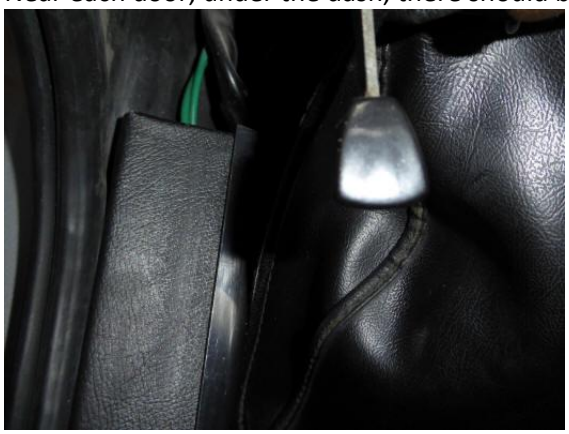


35) The heater controls should be to the left and right sides of the dash. The defrost levers should have a yellow dot (defrost) at the bottom. The heat lever (driver's side only) should a red dot (hot) at the bottom and blue dot (cold) at the top.

Driver's side

Passenger's side

Near each door, under the dash, there should be a lever to open or close the duct from the heater box.



36) Windshield washer system

Series I and Interim cars should have a push pump for the washer system on the floor near the foot rest. This should also activate the wiper when pushed.

For cars with the 3-vent dash, there should be a stalk on the right side of the steering column. Pulling the stalk activates the electric washer pump.

Manual foot pump

Steering column stalk

The windshield washer nozzles are mounted through the body on each side of the chrome fresh air vent.

On Series II cars, there should be a Foredit electric windshield washer pump located under the battery mounting base. The washer pump is mounted on a bracket attached to the fender well.

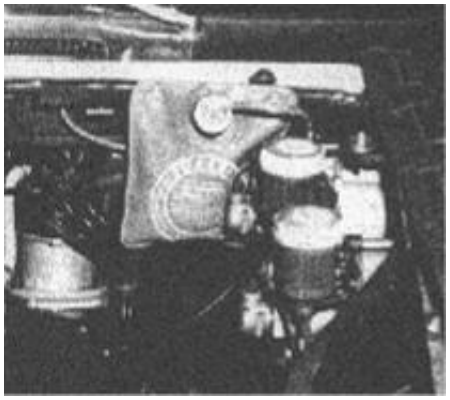
The washer bag should be a FOREDIT bag with clear Cavis brand windshield washer hose. Various size bags were used but it should have a metal cap. The most common FOREDIT bag used had a rectangular logo with a stamped steel hanger. 7mm Cavis tubing should run from the bag to the pump and then to under the fresh air vent. There a Y that splits into two 3.5mm tubes which lead to each washer nozzle.

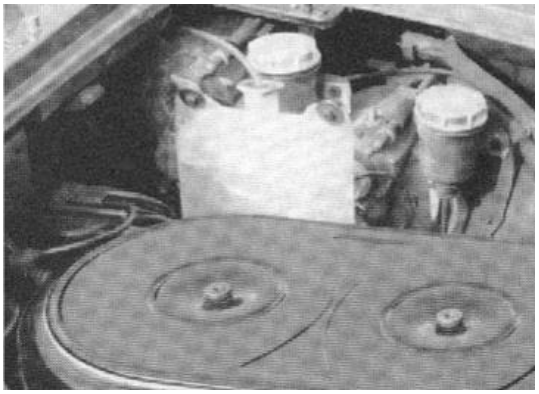
Cavis 7mm

Cavis 3.5mm

The washer bags can be mounted in various places.

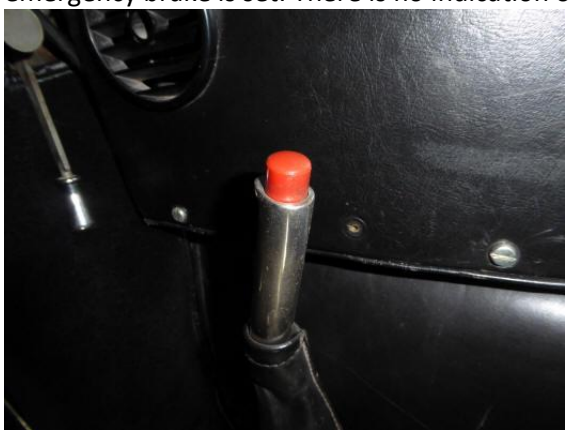
Series I





Interim and Series II – always on the battery hold-down hooks. Thewasher bag should be hung between the battery and fuse panel cover.

37) On Series II cars, the red button at the top of the emergency brake lever should flash when the engine is on and the emergency brake is set. There is no indication of the emergency brake being set on levers with a black button.



38) Air conditioning system

If equipped with air conditioning, the two outside vents in the 3-vent dash have functional knobs. The left knob(fredo/cold) controls the A/C temperature while the right knob (aria/air) turns on the AC and controls the interior fan speed.

Fredo/Cold

Aria/Air

Two additional levers should be under the dash to each side of the console. They direct the A/C air flow to come out the 3 vents or down to the floor through ducting in the console.

There should be a squirrel cage fan inside the console near the firewall. It is controlled by the aria knob and pulls air from inlet vents in the each side of the console and ducts it through the A/C evaporator. Note, this is vent cover is the same as the ones in the dash without the knob and trim ring.

39) GENERAL INTERIOR OBSERVATIONS - Owners should expect the judges to look at the condition of all interior carpets, head liner, door panels, center console, instruments, dash, seats, pedals, and controls. If the speedometer is in MPH, it is a US car. If the speedometer is in Kilometers KPH, it is a European car. All instruments should match either US or European configuration. European rear tail lights should have amber turn indicators.

330 GT Engine and Chassis

1) 330 GT engine compartment images
Series I (may have later style air cleaner)

Interim and Series II

2) All 330 GT engines should be tipo 209. This is marked on the left valve cover ahead of the cylinder numbering plate. This portion should be bare aluminum.

3) There should be 3 or 4 locations showing the car chassis number. There should be a general data plate on the firewall near the hood latch. Late cars with air conditioning should have the data plate on the right side of the engine bay. There should be a chassis number on the left side of the front member. Some late cars may also have the chassis stamping on the right side of the front member. There should be a number on the right side of the motor under the right-side distributor. All numbers at these locations should have the same chassis number.

Data plate on firewall

Data plate on inner fender panel

Left side front member chassis stamping

Right side front member chassis stamping

Engine block chassis stamping

There are serial numbers stamped on the main components..
Engine – Internal Motor Number/Numero Interno – stamped on the rough casting

Transmission – stamped on the top

Differential – stamped on the left side

There about two dozen cars around S/N 8700 that had a unique stamping. The data plate on the firewall had a 209/00nn stamp in the engine field. The same 209/00nn stamping was on the block in place of the chassis number. In some cases, the chassis number was stamped in the V near the timing chest. The known numbers run from 0001 to 0024.

Data Plate (8705)

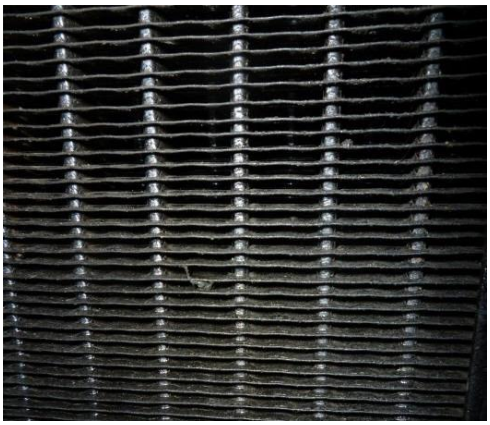
Block Stamping (8687)

V Stamping (8703)

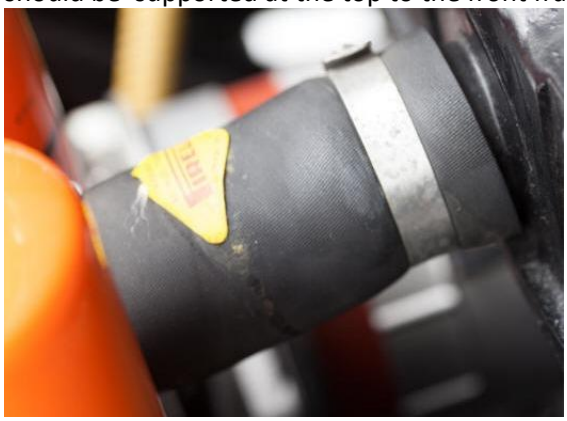
4) The following areas of the car should be painted satin black: engine compartment fire wall and inner fender panels. The following areas of the car are covered with satin black undercoating: wheel wells, frame members and floor pans.

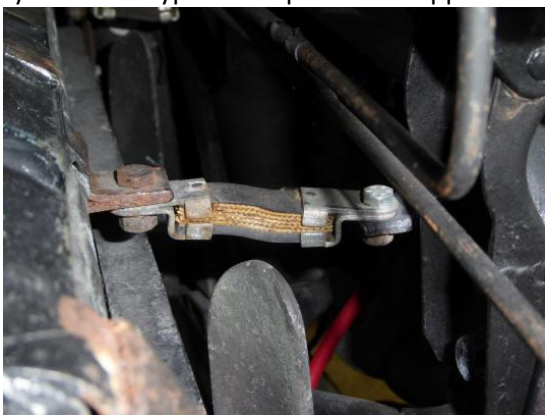
5) Cooling

The radiator should be painted satin black The radiator should have vertical flow piping with smooth cooling fins in between.

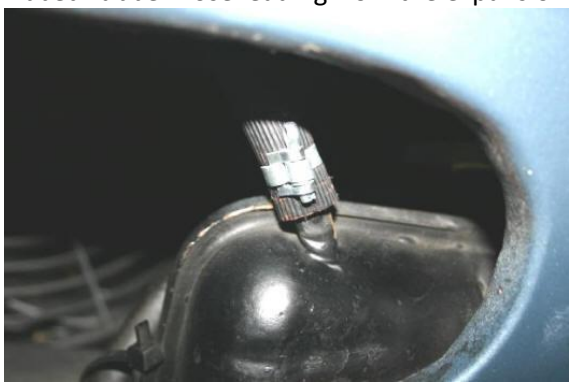


There should be an upper radiator hose that connects the outlet from the thermostat to the radiator. The hose was originally supplied by Pirelli and would have had a large yellow diamond shaped sticker with red letters. . The radiator should be supported at the top to the front frame by the same type of strap used to support the exhaust system.





Series I and Interim cars should not have a radiator expansion tank. There should only be a pressure relief hose leading from the radiator overflow tube to under the car. There should not be a clamp on this hose. There should be a 2-eared CAD .9 BAR pressure radiator cap on the radiator. On Series II cars, The radiator overflow hose should be a black ribbed rubber hose held in place with a 5 mm Copiglia clamp. the radiator expansion tank should be mounted behind the lower grill area, painted satin black with a 2-eared CAD .9 BAR pressure radiator cap. There should be a non-pressure 2 eared radiator cap on the radiator. A rubber gasket should protrude through the center of that cap. The overflow hose should be a black ribbed rubber hose leading from the expansion tank to under the car. Both hoses should have 5 mm Copiglia clamps.



Non-pressure cap

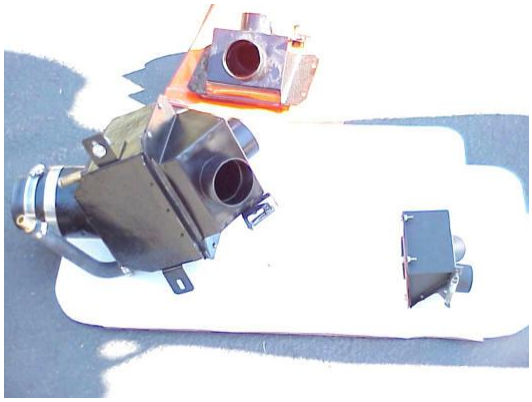
Pressure cap

The Series I cars should have a fan belt driven fan behind the radiator with a thermostatically actuated magnetic clutch. The Interim and Series II cars should have one or two Lucas square bodied fan motors finished in hammer tone silver green paint with 3 bladed aluminum fan blades. The fan blades are painted satin black. A second fan was installed on cars with A/C but given the propensity of 330 GTs to overheat in traffic, some cars might have had a second fan installed. If there is just a single fan, it should be on the left side.

6) Passenger compartment heating

There should be two squirrel cage fans behind the headlights that provide air flow through ducts above the wheels to the heater boxes that are in the front fenders behind the wheels. Note the clamp used to hold the duct away from the tire. There should be an expander to fit the output of the blower housing to the duct.

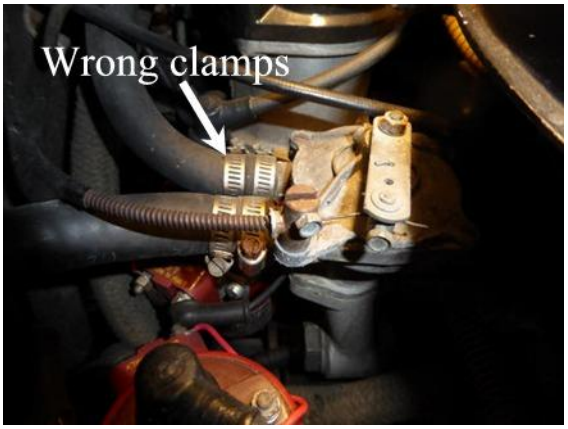
Heater box



There should be a heater valve mounted on the engine. This is actuated by a lever and cable from the passenger compartment. Cars up to 8279 have the valve in the front of the engine, while later cars have it at the rear.
There also should be a manually operated valves on each side of the engine compartment that can totally block the water flow through the heater boxes.

Front mount

Rear mount

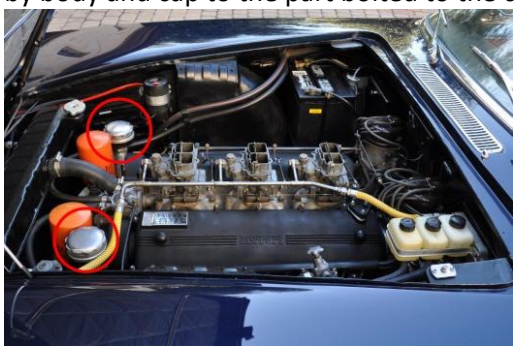


The heater hoses should run from the lever operated valve to each heater box, then to the manual valve and back to a cross junction in the lower radiator hose. There should be copligia 9mm clamps at each hose end. The hose was originally supplied by Pirelli and would have had yellow diamond shaped markings with red letters. As the hose was only marked every meter or so, not every hose would have had a sticker. However at least a couple of the hoses should have had a sticker, but not necessarily so conveniently seen as in this picture.

Lower radiator hose

Sticker, clamps and manual valve

7) There should be a crankcase ventilation system. The Series I and Interim cars should have two blow-by vents mounted on the front of each chain cover. They also serve as an oil filler. There should be a ribbed translucent hose attached with a Cheney clamp leading under the car to carry the fumes away. There also should be a large Cheney clamp holding the blow-by body and cap to the part bolted to the chain cover.



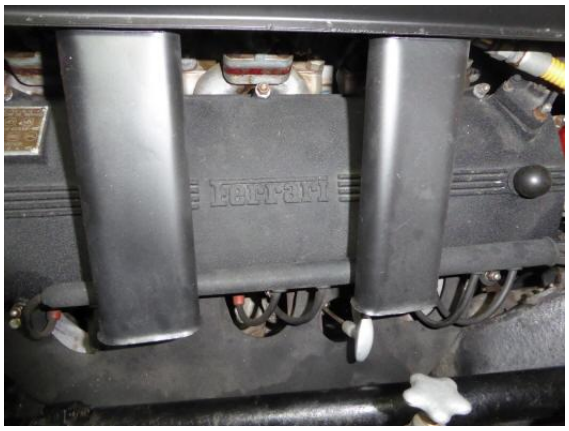
Series II cars should have one blow-by vent mounted on the left chain cover. The right chain cover should have a screw cap as an oil filler. On cars equipped with power steering, instead of a blow-by vent, the valve covers have round ports with tubing attached with Corbin clamps to carry the fumes into the air cleaner.

Some Series II cars built for the French market could have a unique crankcase ventilation system. This is a canister with hoses and metal tubing that carry fumes from the left chain cover to the air cleaner. Since there is no screw cap on the right chain cover, this also is the oil filler and the canister drains into the front cover. This was installed on cars around serial numbers 8200-8600.

S/N 8265

S/N 8613

8) The cam cover, exhaust header heat shield and wiring tube should be black wrinkle paint. The Ferrari name and lines should be the same color and texture as the cam cover. Exhaust header heat shields should be secured with black oxide Lobo bolts and washers.



9) There should be a metal cover over the fuse panel. Early cars had a formed cover (curved edges) while later car had square corners. This should be attached to the fuse panel with studs and chrome knurled nuts.

Formed corners

Square corners

10) The throttle shaft bell crank actuating assembly should be black oxide. The throttle shaft standoffs should be wrinkle paint and attached with black oxide hex nuts and wave washers.

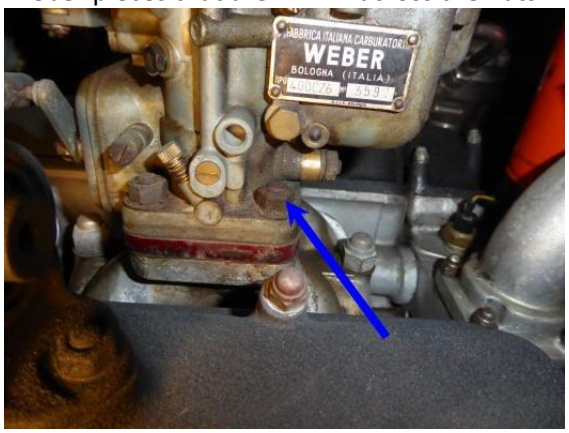
11) Early Series I cars had an oval air cleaner with a slotted chrome side surround. These air cleaners (and associated 40 DFI carburetors) were replaced in a silent recall when a car was serviced at the dealer. Of course, not all cars had the recall performed. The replacement filter housing was much larger with snorkel tubes for the inlet air. The filter housing should be painted satin black. There should be 3 ribbed/knurled thumb nuts finished in bright nickel holding the filter cover in place. Each type of air cleaner should have FISPA metal plate riveted to it.

Oval air cleaner

Snorkel air cleaner

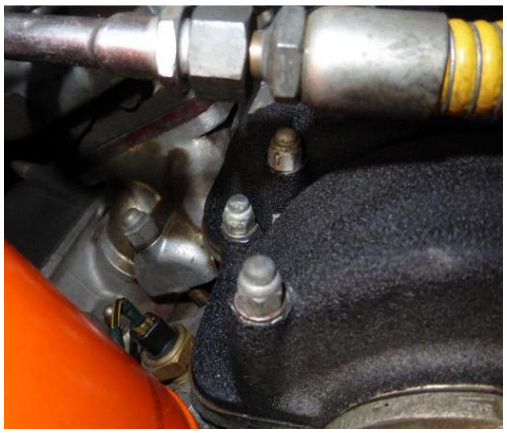
Cars before ~6000 used Weber 40 DFI carburetors. Cars produced up to around serial number 9600 used Weber 40 DCZ/6 carburetors. Cars produced after ~9600 used Weber 40 DFI/2 carburetors. There was not an exact serial number cutover. The car's build sheet is the only definitive source for the original carburetor type. See the section for the carburetor recall.

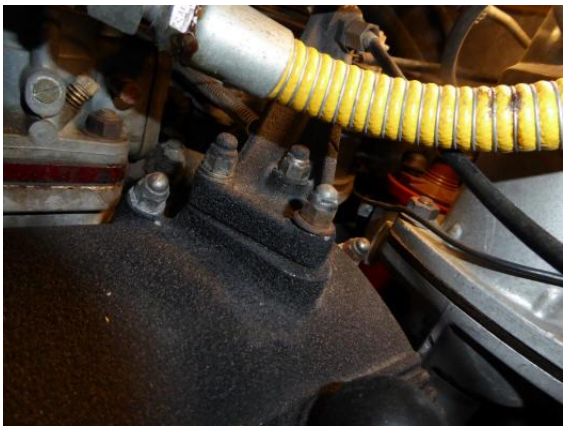
12) The four nuts and wave washers mounting the carburetor to the manifold should be black oxide. The nuts are special Weber pieces that are 12mm across the flats.



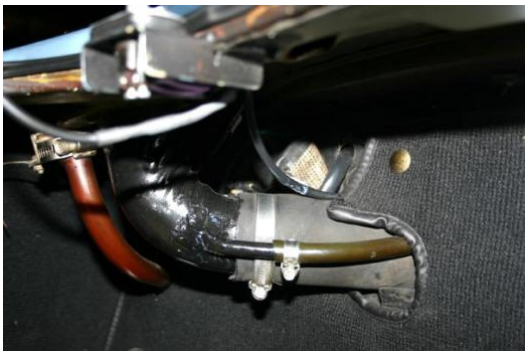
13) There should be a solid wire connecting the carburetor choke mechanisms on the carburetors. The wire is terminated in a diamond shape beyond the front carburetor choke lever. Dimensions of the diamond are not critical.

14) The engine cam and timing chain covers should be retained by CAD acorn nuts with black oxide wave washers. These acorn nuts have a special cap that comes off if the stud is too long, rather than bottoming out and not getting tight like a normal acorn nut would.



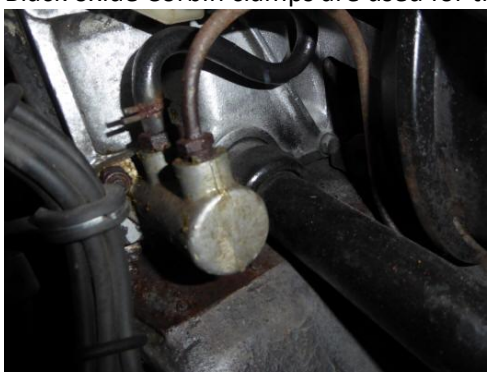


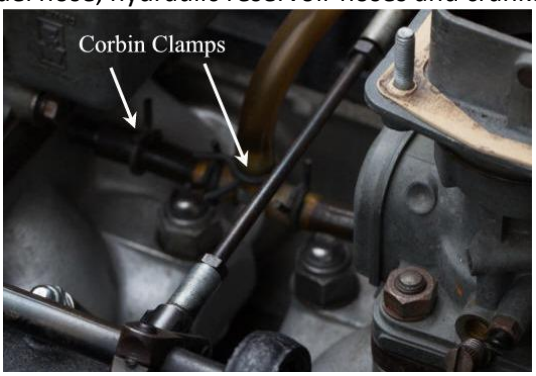
15) Clamps – Please see the section on clamps for specific usages.
Cheney clamps should be used for large pressurized hoses and fuel hoses.



Copiglia clamps are used for drain hoses, air ducts, heater and the radiator overflow hoses.

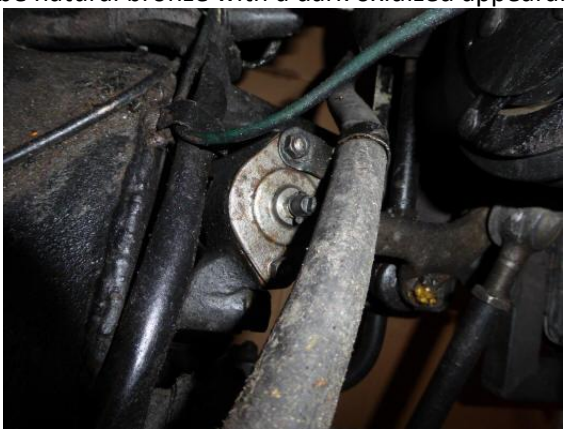
Black oxide Corbin clamps are used for the return fuel hose, hydraulic reservoir hoses and crankcase ventilation hoses.





16) Steering

The steering column should be painted satin black up to the U-joint. The U-joint should have a raw case-hardened steel finish (may be clear coated to preserve finish), the coupler from the U-joint to the shaft into the steering box should be black oxide (wrong finish in picture) and the shaft into the steering box should natural steel with a bright finish. Black mechanic's wire should be used to safety wire the black oxide bolts on the U-joint. The ZF steering box should be painted satin black. The steering idler assembly cap should be natural bronze with a dark oxidized appearance.

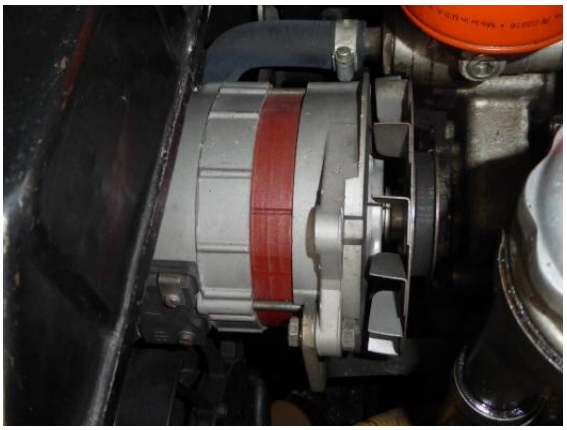


There should be a ZF part number plate on the steering box.

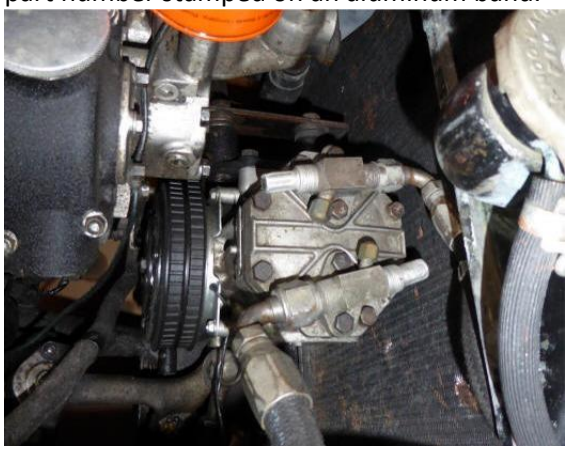
17) The alternator and voltage regulator should be made by Marelli. The alternator should have a natural aluminum metal finish with the iron core a reddish-brown. The alternator is driven a dedicated belt from the crankshaft pulley. On Series I and Interim cars, the alternator should be on the right side of the engine while on Series II cars, it should be on the left side. The voltage regulator is hidden under the dash, behind the glove box.

Series I and Interim

Series II



18) If the car was equipped with air conditioning, the air conditioner compressor should be made by York. The compressor should have a bare aluminum metal finish. The compressor is driven by two dedicated belts from the crankshaft pulley. All air conditioner hoses should be cloth covered and have Aeroquip nickel plated fittings. Each hose should have the Borletti part number stamped on an aluminum band.

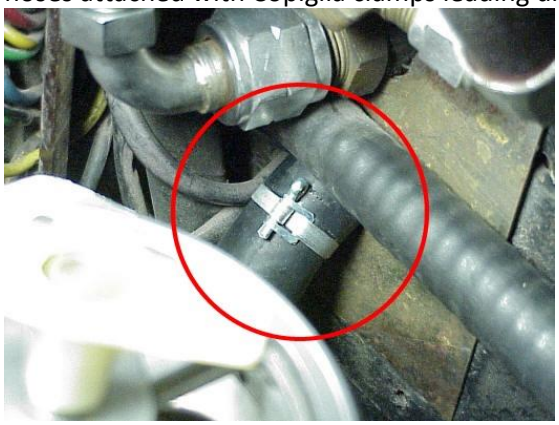


There should be a satin black painted dryer mounted on the right side inner fender panel. The bracket holding the dryer is mounted to the engine bay with Lobo bolts and may have a CAD or satin black finish. The condenser should be mounted to the front side of the radiator.

Dryer

Condenser

There should be two drains through the firewall that drain any condensate from the evaporator pan. These should have hoses attached with Copiglia clamps leading under the car.



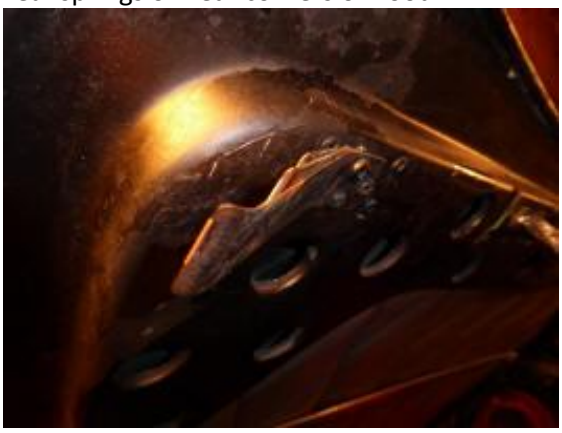
19) If the car is equipped with power steering, the power steering pump is driven off a double pully attached to the left cam chain gear. There should be a fluid cooler behind the grill on the left side. The pump should have two stickers.

20) Hood

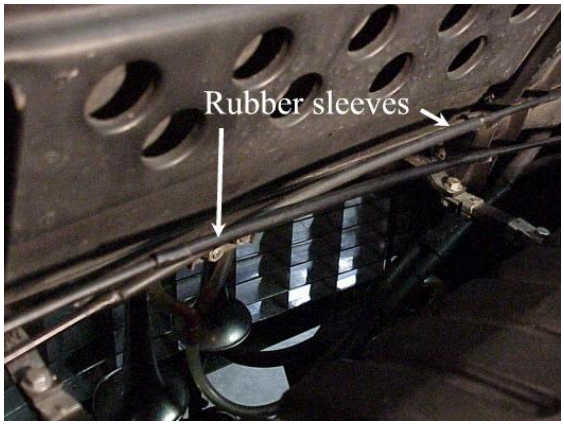
The hood hinges, hood open rest arm, hood catch, and hood safety latch should be mounted with black oxide or CAD Lobo bolts. The hood latch safety catch, hood closed latch, and hood open arm rest should have a CAD finish. Series I cars should have leaf and coil springs to raise and hold the hood open. Interim and Series II cars should have torsion springs crisscrossing each other near the hood hinges. These springs should have plastic tubing to prevent them from rubbing where they cross. On cars with torsion springs, there should be a spring loaded rubber bumper stop at each back corner of the engine bay used to adjust the hood closed position.

Series I hood spring

Leaf springs on rear corners of hood



Interim and Series II hood torsion springs

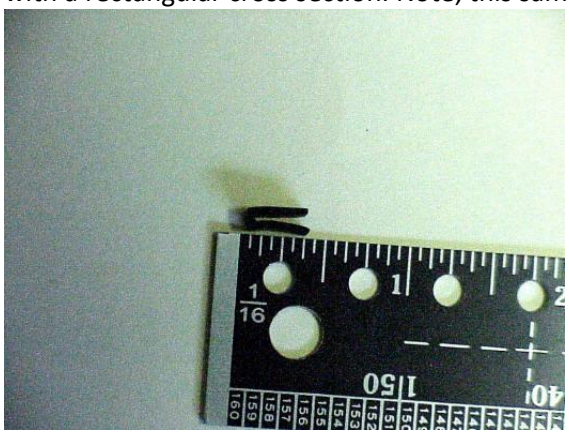


Hood adjustment bumper

The black rubber hood bumper rests should be held in place with a Phillips oval head screw and a cup trim washer. There should be a safety cable with a sleeve to limit the travel of the open hood.

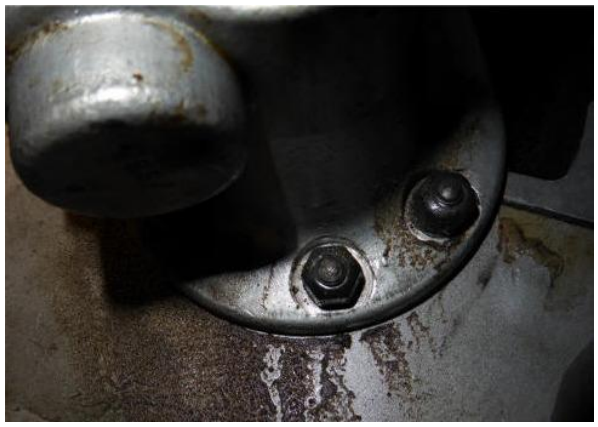
The hood pad should be silver with a smooth diamond shaped pattern. Polished aluminum bar straps hold the pad in place.

The engine bay channel surround molding should be a smooth dark polypropylene material with a square edge on the top with a rectangular cross section. Note, this same molding is used on the trunk surround.

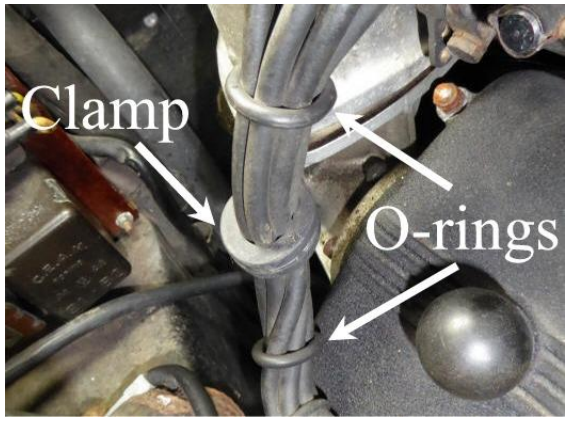


21) Electrical system

Each distributor right angle drive should be attached to the engine cam cover with four black oxide bolts with a 4mm shoulder, spilt lock washer and flat washer. Each cylinder head has four studs which use deep nuts to facilitate removal and installation of the distributors while the engine is installed.



The distributor caps should have 6 spark plug wire connections numbered clockwise 1 through 6. The same number scheme 1 through 6 should be on both distributor caps. The spark plug wires should be black 7 mm wires and retained by a clamp with a black rubber insert mounted under the distributor hold down nut and two black rubber O rings, one above the clamp and one below the clamp.



The spark plug wires should be 7 mm black wires, routed through a metal tapered tube carrier with rubber grommets where the plug wires exit the tube. The plug wires should be terminated at the spark plug with a black connector. The metal tube carrier should be painted black wrinkle.

The ignition system should have mechanical operated points in the distributor and a Marelli ignition coil. There should not be any modern electronic ignition systems installed (like Petronix or MSD electronic ignition system).

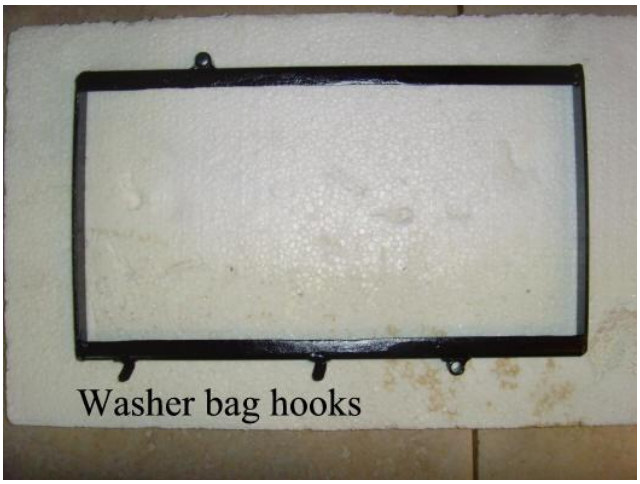
The distributor bodies should be a natural aluminum metal finish and mounted to the distributor right angle drive with 14 mm (across the flats) black oxide nuts with black oxide split washers and flat washers. The capacitor mounted on the distributor body should have a mounting bracket with 2 mounting holes and mounted on the distributor with 2 cheese head slotted screws. A black rubber boot covers each wire termination into the distributor. The brackets holding the ignition coils should be silver CAD. The Series I coils should be mounted in a pair using a bracket on the firewall. Interim and Series II coils should be individually mounted to each distributor.

Series I coils

Interim and Series II coils

The battery should be group type 27F, approximately 12.1" L x 6.8"W x 8.9"H. The posts should be at the rear, with the positive to the outside and the negative to the inside of the car. NOTE, the battery just has to be the correct size and post location, it does not have to be a period looking battery with appropriate stickers. It rests in a bottom frame attached to the passenger footwell top with an insulated plate in the frame. The top frame should fit snuggly over the battery with rods running through sleeves welded to the frame. There should be a washer and large eared (German style) wingnuts to hold the top frame and battery in place. For Series I cars, a fixed rod should be in the middle of the outside end of the lower frame while a moveable rod is on the inside end. For Interim and Series II cars, the rods are at the outside rear and inside front and the top frame should have hooks to hold a washer bag. Very early cars could have the battery mounted at ~45° to the car.

Interim and Series II battery mounting



Normal battery mount

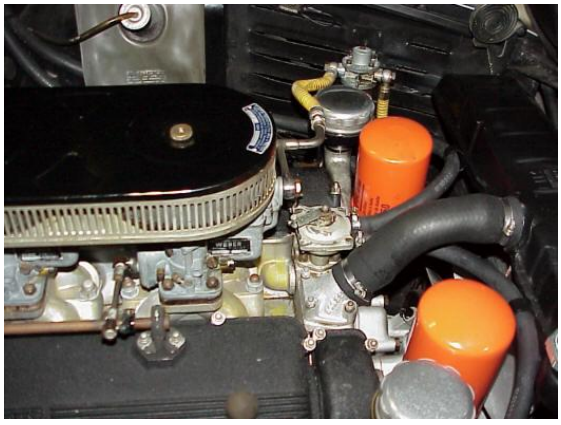
Angled battery mount

The battery cable clamps for the + and – terminals should have a right-angle termination to the clamp with a rubber boot over the positive terminal. There should be a copper braided ground strap attaching a post on the lower battery frame to the engine block.

Engine bay lights should be mounted firewall near the S/N plate and on the left side of the engine bay. These are on only when the parking lights are on and the hood is raised.

22) Oil filters

The Series I, Interim and early Series II cars should have two oil filters, one is a main (Fram PH3) and the other a bypass (Fram PB50) when oil pressure is high. The main should be attached on the front cover near the right chain cover. The bypass should be attached near the left chain cover. They should be connected by brown 6mm oil hose. In between the filters is the upper radiator hose and passenger compartment heat valve. Late Series II engines had an oil filter block which should be attached to the front cover near the right chain cover. Both filters used the same cartridge (originally Fram 2804, later upgraded to Fram 2804-1). They were closer together, separated only by the upper radiator hose as the heat valve is at the rear of the engine. All oil flow was internal to the oil filter block, so no hoses are needed.



23) Metal ties should be used to retain wires and hoses. There SHOULD NOT BE any current style plastic Zip ties, twist ties, or tape holding wires or hoses in place.

24) Fuel and oil hoses

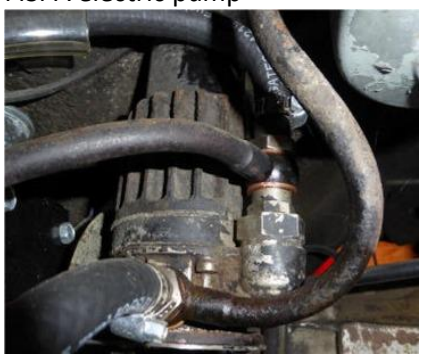
The supply fuel lines should be special yellow wound fuel hose with CAD banjo fittings and CAD ferrules. The top hose is the smaller 8mm ID used in the pressurized portions and the bottom is the 10mm ID in the un-pressurized portions

There should be a clear glass Fispa fuel filter/regulator mounted on the left side of the engine bay and held in place by black oxide Lobo bolts (Some cars may have had Fispa supplied 6 mm unique hex head bolts with shape of arrows on the head). The filter mounting bracket should be painted satin black. If there is a hole drilled in the top side of the fuel filter, there should be a lead seal attached thru the hole. Early Series I cars could also have a second filter regulator near the firewall feeding the rear of the fuel log.

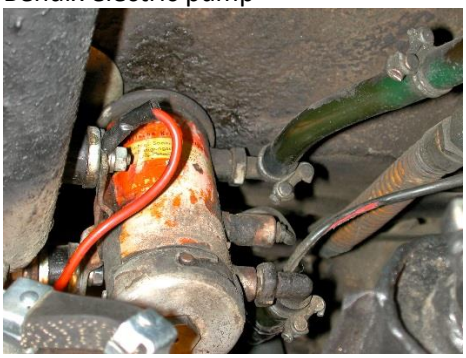
There should be a mechanical fuel pump attached to the lower left side of the engine block. The yellow fuel line connects the fuel pump to the fuel filter/regulator.

There should be an electric fuel pump in the rear near the fuel tank. It should be a FISPA pump for cars prior to ~8800, while being a Bendix pump in later cars. The build sheet specifies which type of pump was original. Since this is difficult to see, one can tell the difference in the sound each makes. The FISPA pump makes a distinctive clicking sound near the left rear wheel, particularly when first turned on as the carburetor's float chambers fill. Once full, the clicking slows down to once every few seconds. The Bendix pump does not make a clicking sound.

FISPA electric pump



Bendix electric pump



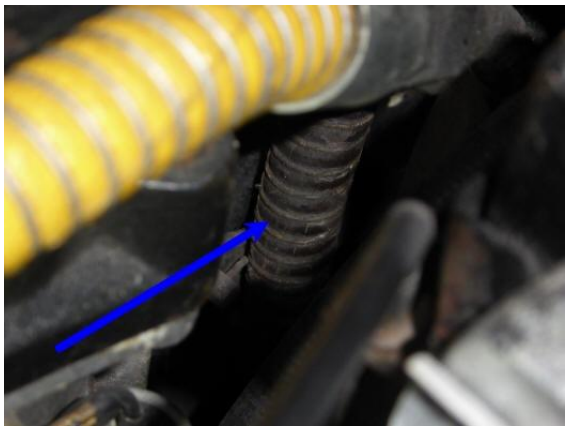
There should be a yellow fuel line that connects the filter/regulator to the front of the chrome plated fuel log. Another connects the hard line or second filter/regulator to the rear of the log. Some early fuel logs were not one piece, but chrome sections connected by yellow fuel sections.

Split fuel log

One piece fuel log

Late Series II cars should have a small return fuel line at the rear of the log. This should have a rubber hose that is attached with Corbin clamps to a hard line leading back to the fuel tank. This was designed to help prevent vapor lock by always having a fuel flow even when idling.

There should be a brown 6mm ID wire wound oil hose running from the engine block to the oil pressure gauge.



For cars prior to late Series II, there should be brown 6mm ID wire wound oil hoses connecting the bypass oil filter to the main filter base.

All of the fittings and ferrules for the oil hoses should be CAD plated.

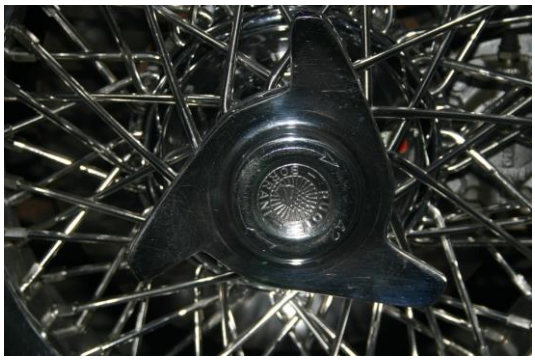
25) Wheels:

Series I – 6½x15" Borrani RW3801 chrome wire wheels with curved 3 ear chrome spinners
Interim – 7x15" Borrani RW3812/1 chrome wire wheels with curved 3 ear chrome spinners
Series II – 7x15" Borrani RW3812/1 chrome wire wheels or Campagnolo 7x15 alloy wheels, both with curved 3 ear chrome spinners. The Borrani should have the RW number stamped on the rim. The Campagnolo should be painted in a silver-gray color with a matte finish.

Borrani

Campagnolo

Cars with Borrani wire wheels have a 3 eared chrome spinner with a Borrani logo in the middle of the spinner. The Borrani wheel should have a Borrani sticker on the hub opposite the tire valve with the hand pointing towards the tire valve.



Cars with alloy wheels have a Campagnolo curved ear knockoff with a flat Ferrari horse engraved in the center. Some Campagnolo knock-offs have straight ears and a raised horse.

26) Tires

Original tire sizes were Pirelli 210 HR 15 Cinturato HS or Pirelli 205 VR 15 Cinturato as defined in the build sheet. Some late cars were equipped with Dunlop 205/15 tires.

The Michelin tire 205/70 VR 15 and Pirelli 205 WR 15 are also acceptable as a tire replacements. Tires with an aspect ratio less than 70 or wider than 205 will rub on tight corners.

27) There should be a satin black aluminum pan mounted under the car body to direct air flow and protect the radiator from road damage. It is held in place by two black oxide 6 mm bolts and washers at the back of the pan and three black oxide 6 mm bolts and washers in the front of the pan

In front and behind each front wheel, there should be splash shields that protect the headlight area and heater box area from water. The edges by the fender and fresh air hose should have a rubber seal. In front of each rear wheel, there should be a small splash shield. All splash shields should be mounted with bolts, lock and flat washers.

Ahead of front wheel

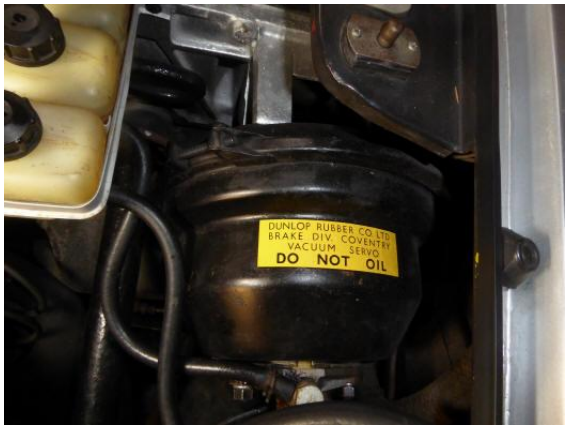
Behind front wheel

Ahead of rear wheel.

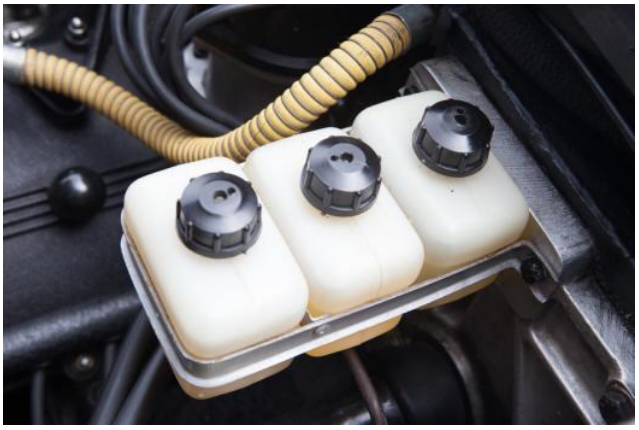
28) Brake system

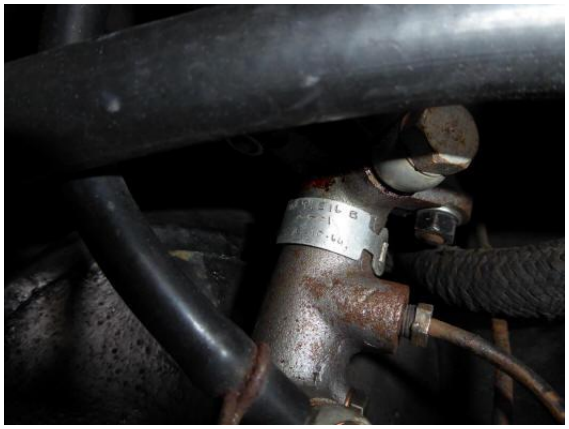
There were three different brake servo systems during 330 GT production. The Series I cars had dual Bonaldi brake servos with a natural aluminum finish. Each servo should have its own reservoir and have a green/white Bonaldi sticker

The Interim and Series II cars used a single Dunlop brake vacuum servo. It was painted semi-gloss black with a “Do Not Oil” label. The carrier bracket for the clutch and brake reservoirs should be cad plated. The Dunlop master cylinder should have a metal or white plastic part number band.



Brake and clutch reservoirs

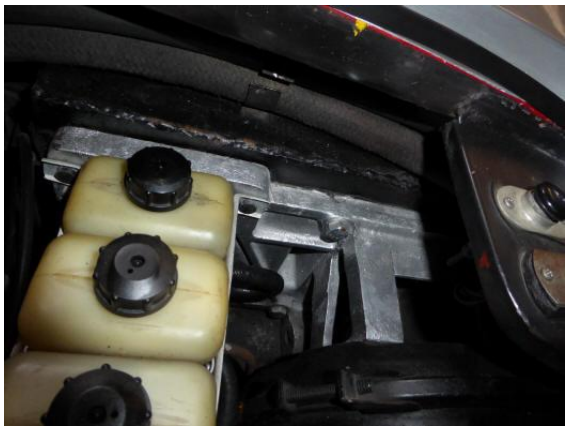




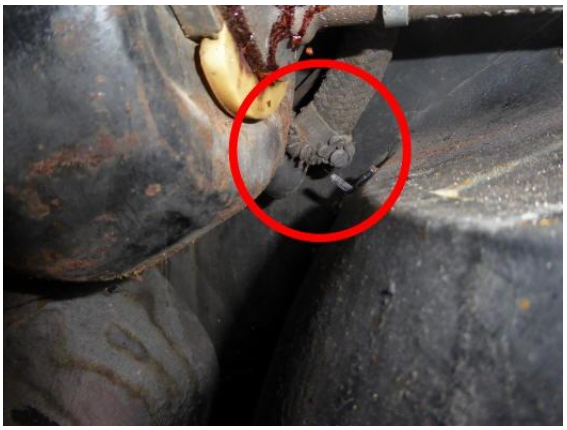
Late 330 GT cars should have a single Bonaldi brake vacuum servo beginning around Serial Number 9829. It should be finished in gold CAD with a green/white Bonaldi sticker. The Bonaldi brake master cylinder should be painted satin black with a silver CAD nut on the end.

Brake and clutch reservoir hoses should be smooth black rubber and retained on both ends with black oxide Corbin spring clamps. The brake/clutch hydraulic fluid carrier bracket mounting method should be black oxide bolts. The hydraulic lines from the clutch and brake master cylinders should be copper.

The brake vacuum servo, fluid reservoirs, and master cylinders are mounted to a cast aluminum base plate painted with a silver paint.



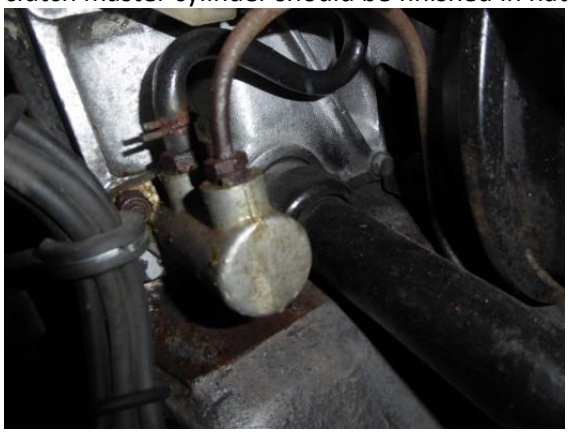
The brake booster vacuum line hose should be a cloth wrapped hose attached with Cheney clamps.



The brake calipers should be CAD, and suspension arms painted satin black. The ball joints on the front suspension should be natural cast iron with no paint.

29) Clutch system

Series I cars should have a cable operated clutch. Interim and Series II cars should have a hydraulically operated clutch. The clutch master cylinder should be finished in natural aluminum.



30) Exhaust system

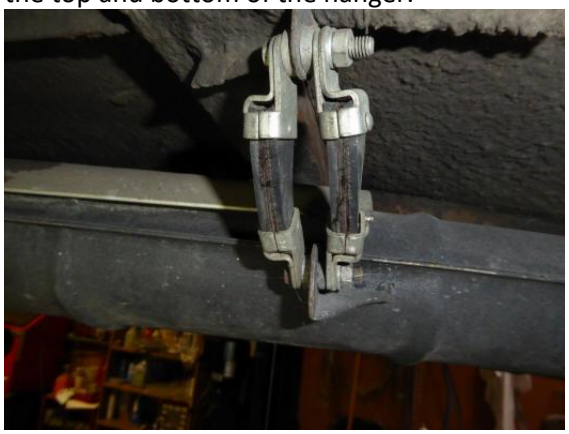
The exhaust systems could have been made by Abarth, Ceretto or Spacem, as specified in the car's build sheet. The picture below are reproduction Ceretto chrome exhaust resonators with chrome sleeves that fit over the exhaust pipe. The Ceretto decal may not have been placed on every system. Exhaust pipe finish may be painted satin black or painted silver. The owner should show the cars build sheet to confirm the correct exhaust system on the car. (NOTE: 330 GT cars were not originally built with ANSA exhaust systems. ANSA systems first showed up in 365 model production). However, Ferrari required ANSA to supply replacement exhaust systems for earlier models, including the 330 GT. So, most 330 GTs now have ANSA replacement systems. The standard build exhaust system had 3 mufflers. The ANSA systems are black wrinkle paint with chrome tips. There should be narrow red tape covering the wrinkle paint and chrome join. Four ANSA decals should be on the chrome tips.

ANSA

Cerreto (on a 330 GTC)

There should be heat shields on top of each muffler. There should also be a heat shield in front of the mufflers on both the left and right side which shields the exhaust header pipes from the footwell area. It protrudes into the engine bay. The shields are made of aluminum.

There should be two exhaust hanger straps at each mounting point on the exhaust system. The Lobo bolts, washers, and nuts can be either black oxide or CAD finish. One aluminum spacer should be placed on each side of the exhaust hanger at the top and bottom of the hanger.

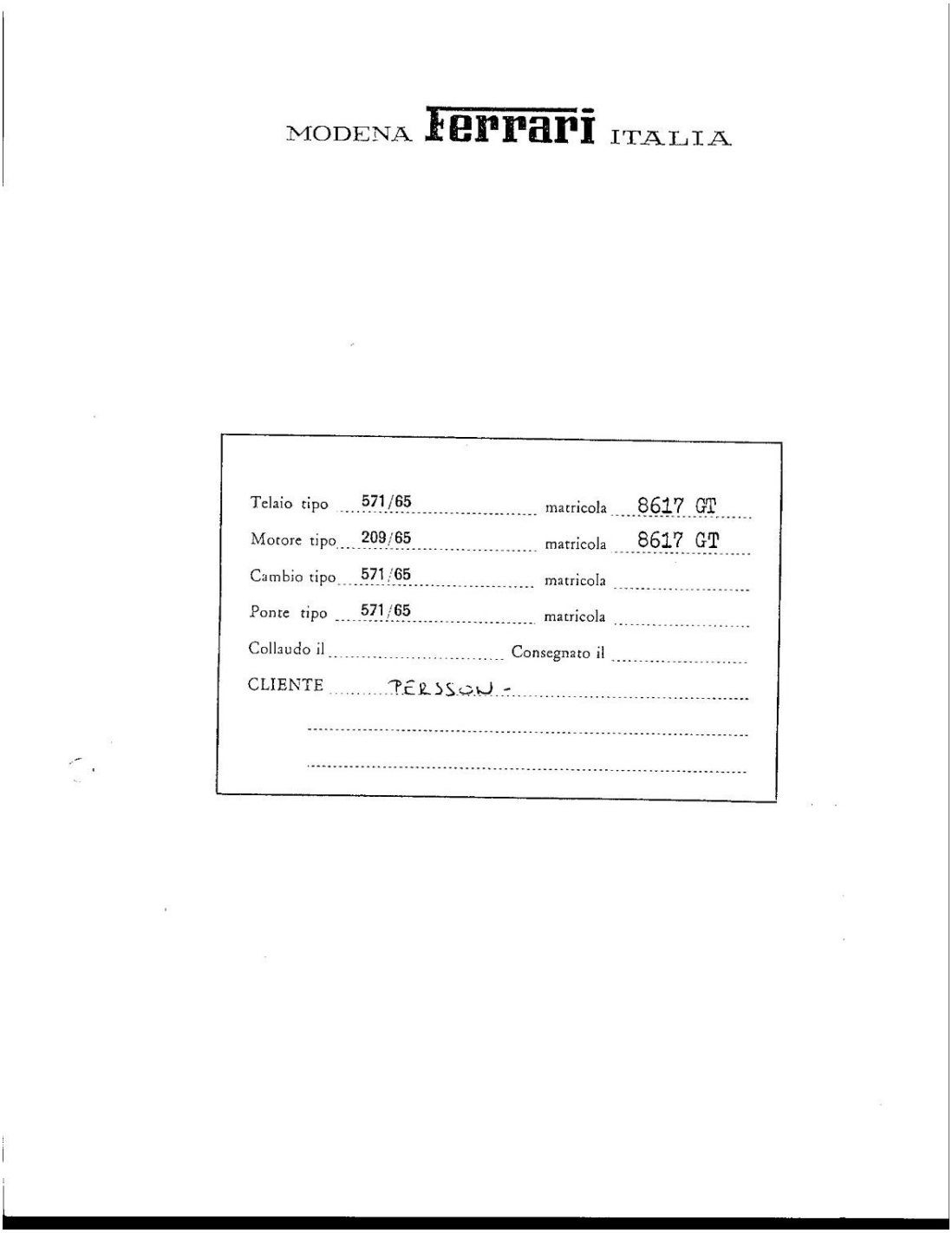


31) There should be a belly pan going from about the bell housing to the rear of the transmission. This has scoops to direct air up against and around the transmission to cool it.

32) **GENERAL ENGINE AND CHASSIS OBSERVATIONS**- Owners should expect the judges to look at the condition of the engine compartment for corrosion, rust, leaks, and general cleanliness. Observe the condition of suspension arms, sway bar, shocks and springs, and under carriage for corrosion, rust and general cleanliness. Observe that the engine starts easily and idles smoothly with minimum smoke from the tail pipes.

Factory Build Sheet

The first page has the serial number and tipos of the major parts. It may also have the original customer, Persson in this case.



MODENA Ferrari ITALIA

Telaio tipo 571/65 matricola 8617 GT

Motore tipo 209/65 matricola 8617 GT

Cambio tipo 571/65 matricola

Ponte tipo 571/65 matricola

Collaudo il Consegnato il

CLIENTE PERSSON -

The second page concerns the motor. The red oval denotes the carburetor type.

FOGLIO MONTAGGIO MOTORE

Basamento 209/66/100295 Coppa olio 209/111153 Dinamo GCA 101/B

Albero motore 209 12513

Pistone BORGO 65021/3 Rapp. 8,7 Peso gr. 284

Anello tenuta ACT + ROS BORGO Raschiaolio BORGO ROF con molletta 30309

Bielle 209/14725 Peso gr. 562 Pompa acqua 209/26611

Teste cilindri [illegible] 209/160526 Coperchi 209/17969/70

Guarnizioni teste DIRING 209 100043

Valvola asp. tipo 157/17691 ZANZI Valvola scarico tipo 157/17693 ZANZI

Alberi distribuzione D. 209/17903 S. 209/17904 Alzata 9 Ventilatore tipo NO

Scatola distribuzione 209/22865

Pompa mand. olio 209/240097 Pompa di ricupero NO

Pompa benzina FISPA 4096 22 Filtro benzina FISPA 3064 02

Carburatore tipo WEBER 40 DCZ/6 N. 3

Presa d'aria FISPA 209/19399 Fase: $D = \frac{AA\ 13/58}{CS\ 60/13}$ $S = \frac{AA\ 12/58}{CS\ 60/13}$

Accensione con 2 Spint. Marelli Tipo S 85 A

Frizione tipo BORG & BECK Carico Regolatore RTT 101/A

Giuochi albero - motore 0,09 Punteria 0,15 - 0,20

Molle valvole int. 8cL/01665 esterne 128 LM/17398

PRIMO MONTAGGIO

Data inizio montaggio Data fine lavoro Montatori in linea

OSSERVAZIONI

Data 14/5/66 *Il Capo Reparto* Franchini

OSSERVAVIONI DEL PRIMO RODAGGIO

Deliberato

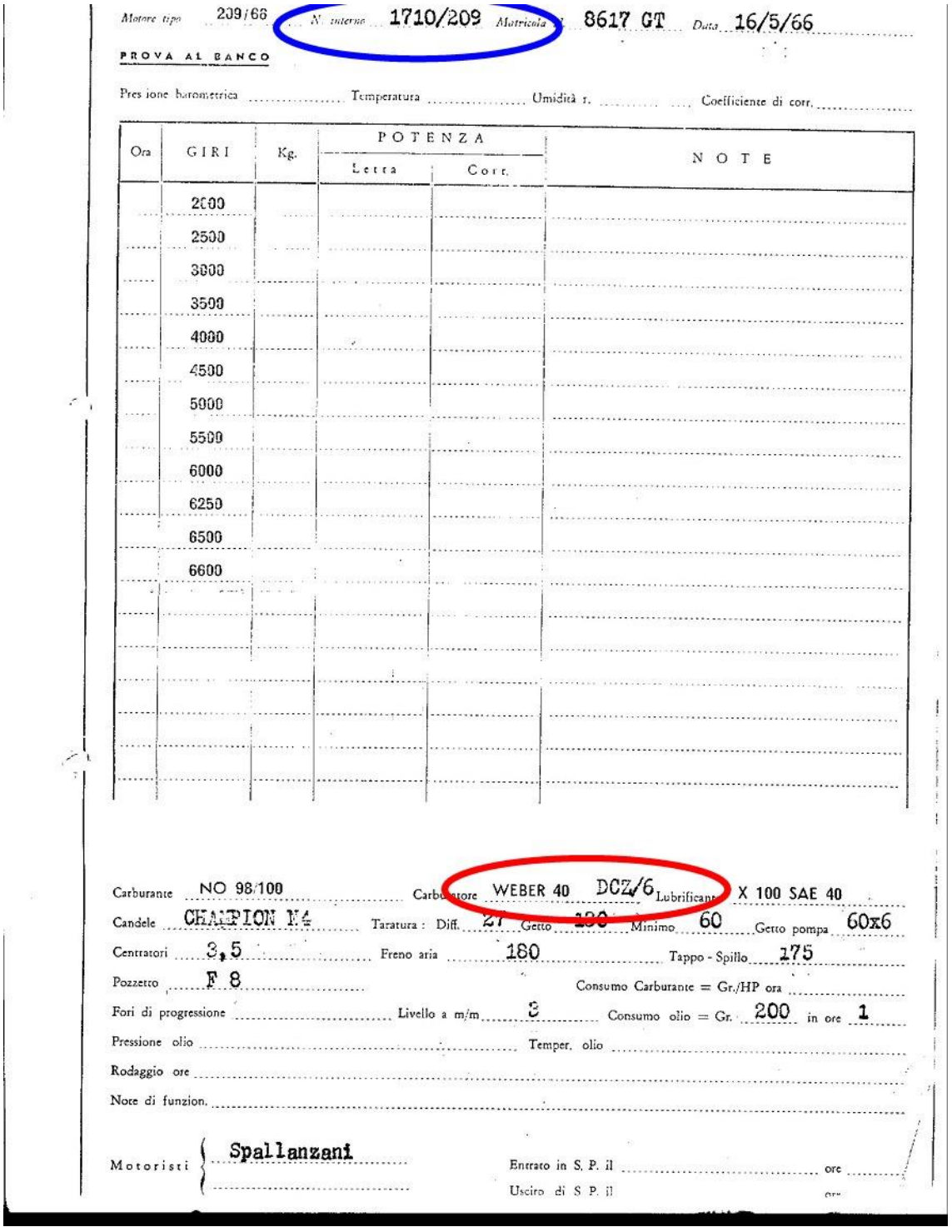
Data 16/5/66 *Il Capo Reparto* Bussi

SECONDO MONTAGGIO

Data inizio lavoro Data fine lavoro Montatori

OSSERVAZIONI

The third page has the dynameter readings (frequently blank) and the carburetor information. The blue oval is the internal motor number, stamped on the block under the right distributor, nearer the center from the chassis number stamping. Again, the carburetor type, but also the jetting.



Motore tipo 209/66 N. interno 1710/209 Matricola 8617 GT Data 16/5/66

PROVA AL BANCO

Pressione barometrica ..... Temperatura ..... Umidità r. ..... Coefficiente di corr. .....

Ora	GIRI	Kg.	POTENZA		NOTE
			Lorda	Corr.	
	2000				
	2500				
	3000				
	3500				
	4000				
	4500				
	5000				
	5500				
	6000				
	6250				
	6500				
	6600				

Carburante NO 98/100 Carburatore WEBER 40 DCZ/6 Lubrificante X 100 SAE 40

Candele CHAMPION N4 Taratura: Diff. 27 Getto 130 Minimo 60 Getto pompa 60x6

Centratori 3,5 Freno aria 180 Tappo - Spillo 175

Pozzetto F 8 Consumo Carburante = Gr./HP ora .....

Fori di progressione ..... Livello a m/m 8 Consumo olio = Gr. 200 in ore 1

Pressione olio ..... Temper. olio .....

Rodaggio ore .....

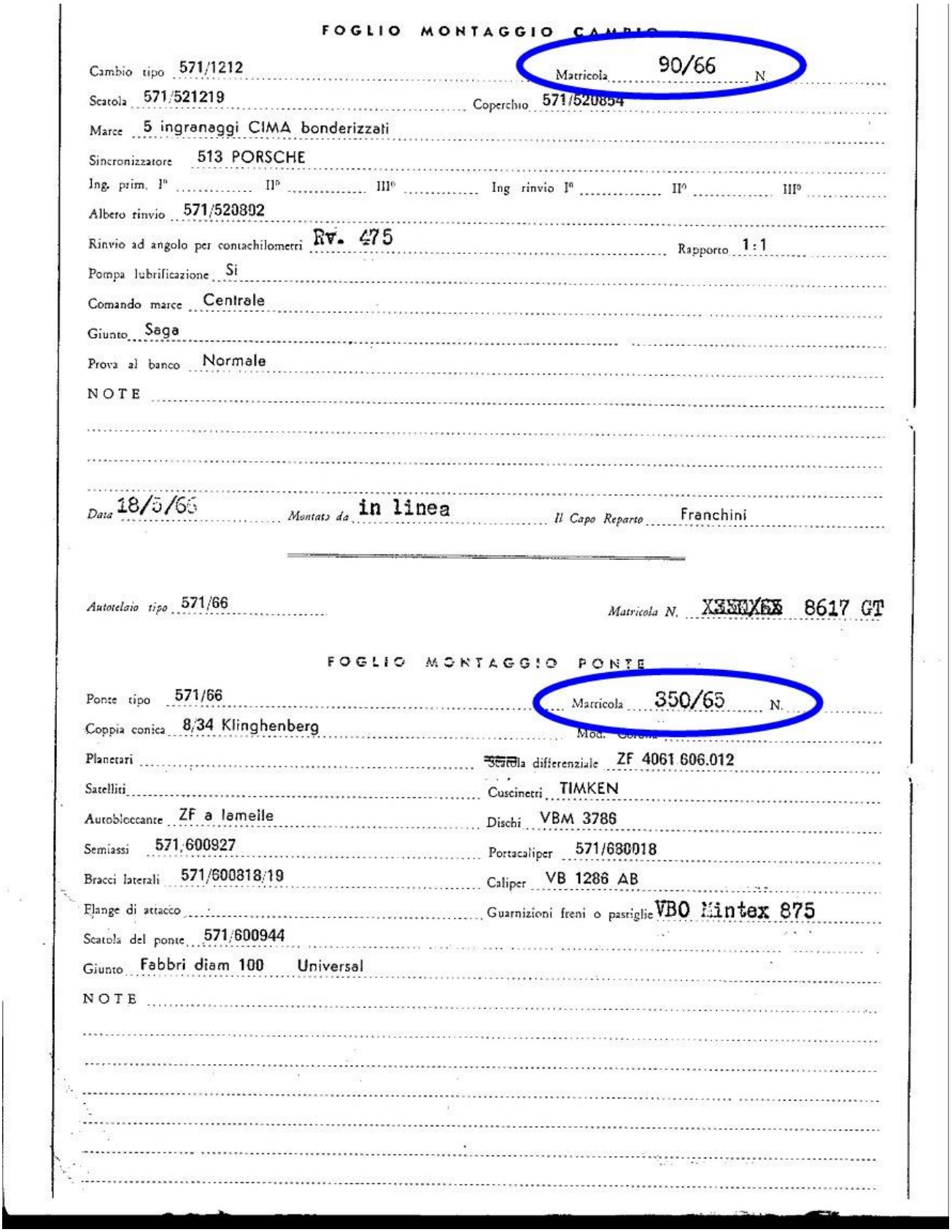
Note di funzion. .....

Motoristi Spallanzani .....

Entrato in S. P. il ..... ore .....

Uscito di S. P. il ..... ore .....

The fourth page had the transmission and differential information. The blue ovals show the serial numbers stamped on the transmission and differential.



FOGLIO MONTAGGIO CAMBIO

Cambio tipo 571/1212 Matricola 90/66 N

Scatola 571/521219 Coperchio 571/520854

Marce 5 ingranaggi CIMA bonderizzati

Sincronizzatore 513 PORSCHE

Ing. prim. I° ..... II° ..... III° ..... Ing rinvio I° ..... II° ..... III° .....

Albero rinvio 571/520892

Rinvio ad angolo per contachilometri Rv. 475 Rapporto 1:1

Pompa lubrificazione Si

Comando marce Centrale

Giunto Sega

Prova al banco Normale

NOTE .....

Data 18/5/66 Montato da in linea Il Capo Reparto Franchini

Autotelaio tipo 571/66 Matricola N. XXXXXX 8617 GT

FOGLIO MONTAGGIO PONTE

Ponte tipo 571/66 Matricola 350/65 N.

Coppia conica 8/34 Klinghenberg Mod. Corona .....

Planetari ..... Scatola differenziale ZF 4061 606.012

Satelliti ..... Cuscinetti TIMKEN

Autobloccante ZF a lamelle Dischi VBM 3786

Semiassi 571/600927 Portacaliper 571/680018

Bracci laterali 571/600818/19 Caliper VB 1286 AB

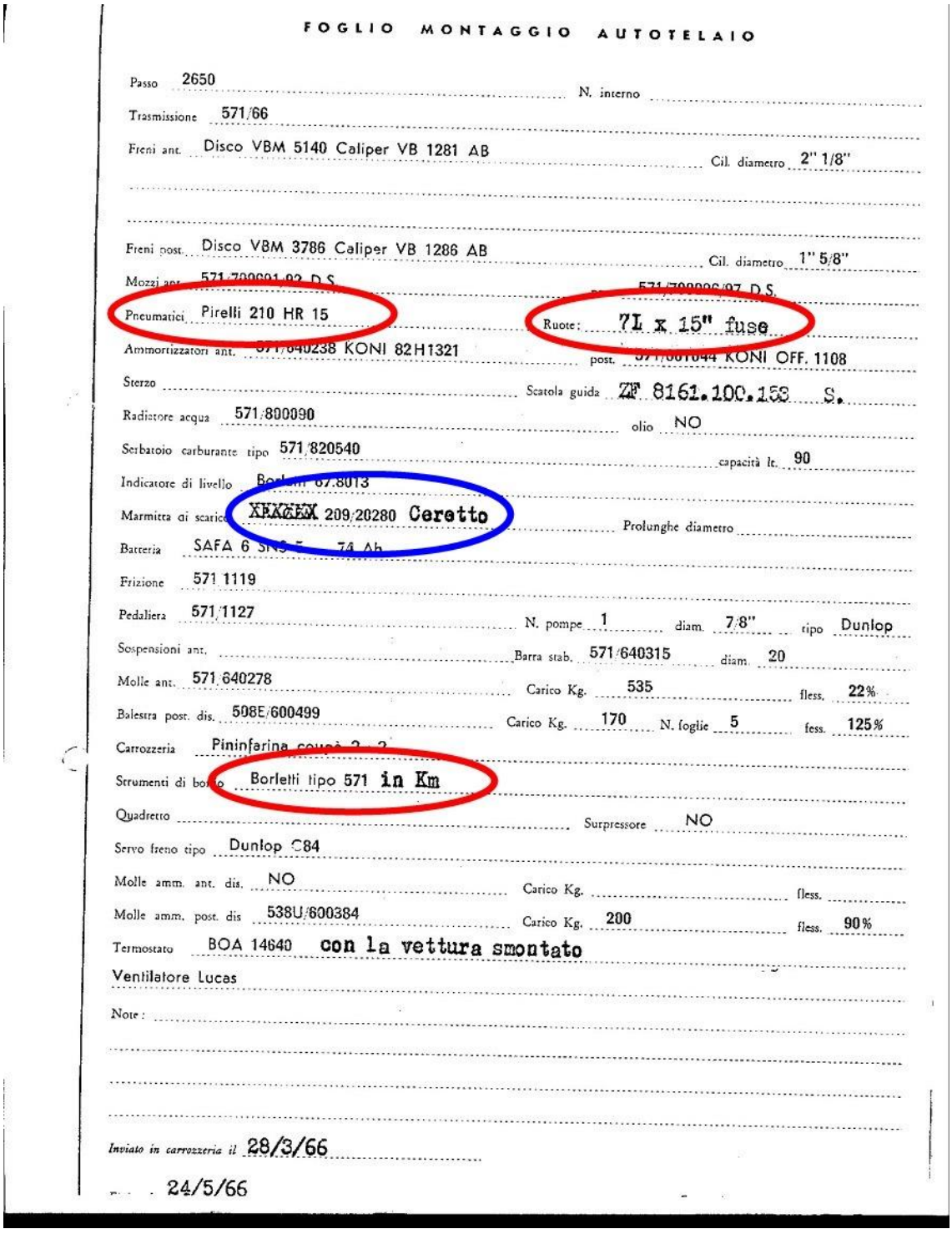
Flange di attacco ..... Guarnizioni freni o pastiglie VBO Mintex 875

Scatola del ponte 571/600944

Giunto Fabbri diam 100 Universal

NOTE .....

The fifth page is a combination of information, including the exhaust maker (blue), type of instruments (Miles/KM), tire size and the type of wheels originally fit to the car (red). It also can include information on options like power steering and air conditioning.



FOGLIO MONTAGGIO AUTOTELAIO

Passo 2650 N. interno

Trasmissione 571/66

Freni ant. Disco VBM 5140 Caliper VB 1281 AB Cil. diametro 2" 1/8"

Freni post. Disco VBM 3786 Caliper VB 1286 AB Cil. diametro 1" 5/8"

Mozzi ant. 571/709091/92 D.S. 571/709096/97 D.S.

Pneumatici Pirelli 210 HR 15 Ruote: 7L x 15" fuse

Ammortizzatori ant. 571/640238 KONI 82H1321 post. 571/001044 KONI OFF. 1108

Sterzo Scatola guida ZF 8161.100.158 S.

Radiatore acqua 571/800090 olio NO

Serbatoio carburante tipo 571/820540 capacità lt. 90

Indicatore di livello Borletti 67.8013

Marmitta di scarico XXXXXX 209/20280 Ceretto Prolunghe diametro

Batteria SAFA 6 SH5 5 74 Ah

Frizione 571 1119

Pedaliera 571/1127 N. pompe 1 diam. 7/8" tipo Dunlop

Sospensioni ant. Barra stab. 571/640315 diam. 20

Molle ant. 571/640278 Carico Kg. 535 fless. 22%

Balestra post. dis. 508E/600499 Carico Kg. 170 N. foglie 5 fess. 125%

Carrozzeria Pininfarina coupè 2+2

Strumenti di bordo Borletti tipo 571 in Km

Quadretto Surpressore NO

Servo freno tipo Dunlop C84

Molle amm. ant. dis. NO Carico Kg. fless.

Molle amm. post. dis 538U/600384 Carico Kg. 200 fless. 90%

Termostato BOA 14640 con la vettura smontato

Ventilatore Lucas

Note:

Inviato in carrozzeria il 28/3/66

24/5/66

Silent Carburetor Recall

sefac

SOCIETÀ PER AZIONI ESERCIZIO FABBRICHE AUTOMOBILI E CORSE

automobili **Ferrari** *modena*

CIRCOLARE TECNICA N° 4 — Maranello, 11 giugno 1964

OGGETTO: Carburatori e prese d'aria vetture tipo 330/GT

Per evitare il pericolo di invasamenti, è stato deciso, d'accordo con la Ditta Weber, di sostituire in tutte le vetture, del tipo in oggetto, i carburatori 40 DFI con i carburatori 40 DCZ/6.

Provvediamo pertanto ad inviarVi i carburatori ed i nuovi filtri aria e Vi raccomandiamo di effettuare con la massima urgenza la sostituzione nelle seguenti vetture:

Teniamo a precisarVi che questo aggiornamento deve essere effettuato col massimo riserbo, segnalando ai Clienti la sola sostituzione della presa d'aria.

Non appena effettuato l'aggiornamento, Vi preghiamo di restituirci sia i carburatori che le prese d'aria sostituite, in un unico lotto, per via ordinaria o dichiarando un valore minimo.

Distinti saluti.

S.E.F.A.C.

Servizio Assistenza

TELEX - FERRARI - 51013

SEDE SOCIALE - OFFICINA ASSISTENZA CLIENTI: MODENA VIALE TRENTO TRIESTE 29 - TEL.: 24.081 - 24.082 | CASELLA POSTALE: 232 MODENA
DIREZIONE - AMMINISTRAZIONE - OFFICINE: MARANELLO - TELEFONI: 91.161 - 91.162 | TELEGRAMMI: FERRARI - MODENA

sefac
SOCIETA' PER AZIONI ESERCIZIO FABBRICHE AUTOMOBILI E CORSE
automobili Ferrari modena

CIRCULAR-LETTER N° 4 Maranello, 11th June 1964

CARBURETTORS AND AIR INTAKES - Cars type 330/GT

In view of avoiding any possible overflowing, we have decided, in agreement with Messrs. Weber, the replacement of carburettors type 40 DCF with carburettors type 40 DCZ/6, in all cars of the above mentioned model.

We are, therefore, despatching to you the carburettors and new air filters, and we suggest you to carry out this replacement on the following numbered cars, with the utmost urgency:

May we emphasize the point that this modification should be kept strictly secret, and the Owners should only be informed of the air intake replacement.

As soon as this modification has been carried into effect, please return to us the carburettors and air intakes so removed, in one only lot, by ordinary shipment and declaring a very small value for Customs purposes.

Meanwhile, please accept our thanks and best regards.

S.E.F.A.C.
Service Dept.

TELEX - FERRARI - 51019
SEDE SOCIALE - OFFICINA ASSISTENZA CLIENTI: MODENA VIALE TRENTO TRIESTE 79 - TEL.: 24.081 - 24.082 \ CASELLA POSTALE: 232 MODENA
DIREZIONE - AMMINISTRAZIONE - OFFICINE: MARANELLO - TELEFONI: 91 161 - 91.162 / TELEGRAMMI: FERRARI - MODENA

Note, the 40 DCF above is a typo, it should be 40 DFI, per the Italian version.

MODENA

* Ferrari 330 GT

Omologato dal Ministero dei Trasporti e dell'Aviazione Civile - Ispettorato Generale Motorizzazione Civile e T.C.

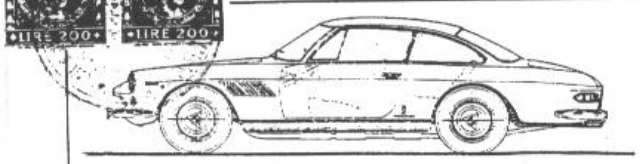
Certificato n. **3835 OM** in data **28 - 12 - 1964**

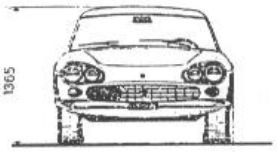
È autorizzato il rilascio delle dichiarazioni di conformità

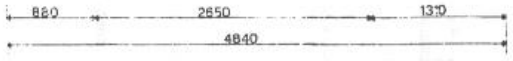
(art. 53 del T.U. 15 - 6 - 1959 n. 393)

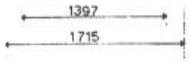
Aggiornato al 1965 (pag. 5 e 6)

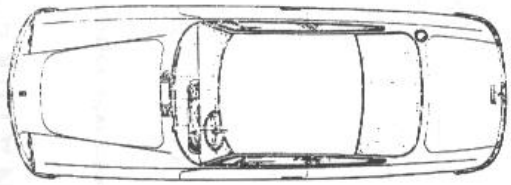
PUNZONATURA: vedi pag. 4

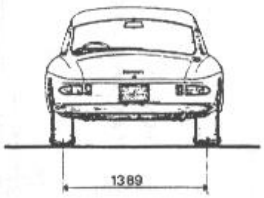












... di Telaio 5727 l'Autovettura presentata è conforme a quella descritta a pag. 5 e 6

* TIPO DELLA STRUTTURA		Telaio
Carrozzeria		chiusa
Posti	nel sedile anteriore	n. 2
	posteriori sono di dimensioni ridotte	n. 2
	Totali	n. 2+2

DIMENSIONI

Lunghezza max	m.	4,840
Larghezza max	m.	1,715
Altezza minima dal suolo (a carico)	m.	0,120
Altezza max (a scarico)	m.	1,365
* Passo (a carico)	m.	2,650
Diametro minimo di volta	m.	13,780
* Carreggiata (a carico) anteriore	m.	1,397
* Carreggiata (a carico) posteriore	m.	1,389

PESI

Tara: Kg. 1590 + conducente Kg. 70 =	Kg.	1660
* Peso complessivo a pieno + 4 persone	Kg.	1910
* Peso max su asse anteriore	Kg.	842
* Peso max su asse posteriore	Kg.	1068

* STERZO a sinistra (a richiesta a destra)

SOSPENSIONI. Anteriore a ruote indipendenti con bracci trapezoidali oscillanti, molloni elicoidali, barra stabilizzatrice e ammortizzatori idraulici.
Posteriore ad assale rigido, con balestre, molloni coassiali agli ammortizzatori idraulici.

RUOTE motrici		posteriori
RUOTE con cerchio		15 x 6½ L
Pneumatici anteriori	Pirelli 210 HR x 15 CINTURATO HS (Precedente denominazione 205 HR 15 F CINTURATO HS)	
Pneumatici posteriori	Pirelli 210 HR x 15 CINTURATO HS (Precedente denominazione 205 HR 15 F CINTURATO HS)	

* FRENI (vedi pag. 2)

* Caratteristiche essenziali la cui modifica comporta una nuova

MOTORE

* Posizione		Anteriore
* Modello		209
* Funzionamento		otto
* Tempi	n.	4
* Cilindri	n.	12
* Diametro	mm.	77
* Corsa	mm.	71
* Cilindrata totale	cm³	3967,44
* Potenza fiscale	C.V.	46,8
Rapporto compressione		8,8
* Potenza max effettiva	C.V.	278
* Potenza max effettiva a giri/1'		6600
Coppia max	Kgm.	33,8
Coppia max a giri/1'		5250
Raffreddamento		ad acqua con pompa e radiatore
FRIZIONE		Monodisco, a secco

CAMBIO DI VELOCITA'

N. 4 marce in avanti - 5ª marcia overdrive e retromarcia.
(vedere anche a pag. 6)

Marce	Rapporti Cambio	* Velocità calcolata a n. giri max potenza (1) Rapporto finale pignone corona 8/34	
1	1:2,536	78	
2	1:1,7	116,5	
3	1:1,256	157,5	
4	1:1	198	
5	1:0,778	231	con motore a 6000 n/1'
RM	1:3,218	61	

* TRASMISSIONE - meccanica con albero tubolare.

PRESTAZIONI con rapporto 8/34	1 Km. partenza da fermo:	sec. 28	Km/h	129
	1 Km. lanciato:	sec. 16,1	Km/h	223
	Velocità max dichiarata		Km/h	240
	Consumo (norme CUNA)	litri 23/Km		100

IMPIANTO ELETTRICO

Alternatore	Volt	12	A. 40
Batteria	Volt	12	Ah. 65
Dispositivi illuminazione e segnalamento: regolamentari			
SERBATOIO: capacità	litri		90

SILENZIATORE (vedi pag. 3).

Homologation, Series II

15 OCT. 1965

F.I.A. Homologation N° 518
Groupe 3 - Grand Tourisme

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Fiche d'homologation conforme à l'annexe J
au Code Sportif International

Marque SEFAC-FERRARI Modèle FERRARI 330/GT
N° de série châssis/carrosserie 4963/GT Constructeur FERRARI SpA SEFAC
moteur 4963/GT Constructeur FERRARI SpA SEFAC
Cylindrée 3967,44 cm3 242,109 cu.in.

Le modèle est homologué le 1/1/1966 Liste 14
La construction du modèle décrit sur la présente fiche a commencé le 1-1-1964
et la série minimale de 500 exemplaires identiques et conformes aux présentes spécifications a été achevée le 30/XII/1964

Photo A , la voiture de 3/4 de l'avant.

Le modèle décrit sur cette fiche a fait l'objet des extensions d'homol. suivantes :

Variantes			Evolutions normales du type		
1e	Homol.N°	Liste	1e	Homol. N°	Liste
1e	Homol.N°	Liste	1e	Homol. N°	Liste
1e	Homol.N°	Liste	1e	Homol. N°	Liste
1e	Homol.N°	Liste	1e	Homol. N°	Liste

Signature et cachet de l'Autorité Sportive Nationale

Signature et cachet de la F.I.A.

Page 1/2

330 GT Clamp Information

The original clamps on 330 GT cars were of three types:

1. Cheney, a screw clamp like a modern stainless-steel clamp, but with a straight headed screw for tightening and the slots do not go through the band. Normally used on pressurized hoses. Silver cadmium finish.
2. Copligia, a band clamp that is tightened like winding up the strip on a sardine can. Normally used on air duct hoses. Silver cadmium finish.
3. Corbin, a spring wire clamp. Normally used on air cleaner hoses and brake fluid reservoir hoses. Black oxide finish.

Series I Clamps

Location	Type	Size	Tav/Part #	Quantity	Ferrari/PF #
Oil pickup	Copiglia	5mm	11/25	2	18270
Oil breather	Cheney	35x41	15/41	2	35x41
Oil breather	Cheney	22x38	15/42	2	22x38
Brake vacuum hose	Cheney	0	31/4	6	94101
Upper radiator hose	Cheney	2A	39/15	2	94103
Lower radiator hose	Cheney	1X	39/28	2	94100
Radiator overflow hose	None			0	
Heater hoses/engine end	Copiglia	9mm	39/23	4	94909
Heater hoses/heater box end	Copiglia	9mm	66/17*	4	241.86.130.0.0
Heater hoses/manual shutoff	Copiglia	9mm		4	94909
Fuel filler hose	Cheney	3	40/8	2	94705
Fuel filler vent hose	Copiglia	5mm		1	18270
Heater air ducts	Copiglia	9mm	66/21*	12	242.86.552.0.0
Defroster ducts	Copiglia	9mm	66/8*	8	242.86.130.0.0
Fresh air ducts	Copiglia	9mm	64/9*	4	242.86.552.0.0
Cowl drain hoses	Copiglia	9mm	64/7*	2	242.86.130.0.0

Tav/Part # - Ferrari spare parts manual (no number)
* - PF body parts manual

Series II Clamps

Location	Type	Size	Tav/Part #	Quantity	Ferrari/PF #
Oil pickup	Copiglia	5mm	11/46	2	18270
Late oil pickup	Copiglia	5mm	12/48**	2	18270
Oil breather	Cheney	35x41	10/14	2	35x41
Oil breather	Cheney	22x38	10/17	2	22x38
Brake vacuum hose	Cheney	0	6/19	2	94101
Brake/clutch reservoir hoses	Corbin		27/28	6	94951
Upper radiator hose	Cheney	2A	36/8	2	94103
Lower radiator hose	Cheney	1X	36/44	2	94100
Radiator overflow hose	Copiglia	5mm	36/11	3	18270
Radiator bypass hose	Copiglia	9mm	36/5	2	94909
Heater hoses/heater valve end	Copiglia	9mm	36/21	2	94909
Heater hoses/heater box end	Copiglia	9mm	66/17*	4	241.86.130.0.0
Heater hoses/manual shutoff	Copiglia	9mm	36/21	4	94909
Heater hoses/return end	Copiglia	9mm	36/21	2	94909
Late heater hoses/heater valve end	Copiglia	9mm	36/19**	3	80815
Late heater hoses/heater box end	Copiglia	9mm	66/17*	4	241.86.130.0.0
Late heater hoses/manual shutoff	Copiglia	9mm	36/19**	4	80815
Late heater hoses/return end	Copiglia	9mm	36/19**	2	80815
Fuel filler hose	Cheney	3	37/7	2	94705
Fuel filler vent hose	Copiglia	5mm	37/9	1	18270
Fuel return hose	Corbin		8/3**	2	94951
Crankcase ventilation tubing	Corbin		7/5**	10	94951
A/C drain hoses	Copiglia	9mm		2	80815
Heater air ducts	Copiglia	9mm	66/21*	12	242.86.552.0.0
Defroster ducts	Copiglia	9mm	66/8*	8	242.86.130.0.0
Fresh air ducts	Copiglia	9mm	64/9*	4	242.86.552.0.0
Cowl drain hoses	Copiglia	9mm	64/7*	2	242.86.130.0.0

Tav/Part # - Ferrari 1965 spare parts catalog (05/66)
* - PF body parts manual
** - GTC parts manual (16/67)

330 GT Bulb Information

Series I Light Bulbs

Location	Wattage from Owner's Manual	Closest Trade Number	Philips Euro Number	OSRAM Number	VDO Number	EIKO Number
Headlight (Low)	40/45	H4/9003		64198 (55/60W)		4745 (45/45W)
Headlight (High)	45	H1		64150 (55W)		
Indicator Repeater	2.5	1815	12384			1815
Front	5	89	12821			89
Front Turn Signal	20	1141				1141
Rear Turn Signal	20	1141				1141
Tail/Stop	20/5	1034				1034
Backup Light	20	1141				1141
License Plate	5	89	12821			89
Interior*	5		12842	12842		DE3021
Trunk*	5		12844	12844		DE3423
Engine Bay	5		12844	12844		DE3423
Glove Box	5		12844	12844		DE3423
Instruments	3	363		5796		363
Door (in lower rear edge)	5	90				90

Series II Light Bulbs

Location	Wattage from Owner's Manual	Closest Trade Number	Philips Euro Number	OSRAM Number	VDO Number	EIKO Number
Headlight	40/45	H4/9003		64198 (55/60W)		4745 (45/45W)
Indicator Repeater	2.5	1815	12384			1815
Front Turn Signal	20	1141	12421			1141
Front Parking	5	89	12821			89
Rear Turn Signal	20	1141	12421			1141
Tail/Stop	20/5	1034				1034
Backup Light	25	1073				1073
License Plate	5	89	12821			89
Interior*	5		12842	12842		DE3021
Trunk*	5		12844	12844		DE3423
Engine Bay	5		12844	12844		DE3423
Glove Box	5		12844	12844		DE3423
Instruments	3	363		5796		363
Instruments (upgrade)	4	A-72			17191	A-72
Hand Brake	1.5		12289			
Door (in lower rear edge)	5	90				90
Cigarette lighter	3			3796		

* It is recommended that one should consider changing these bulbs to LEDs to prevent melting of the lens if a door or the trunk is left open for a long time.

Light Bulb Specifications

Wattage	Bulb	Base	Candela	Trade Number	Philips Euro #	Ferrari #
7.5	G-6	DC Bay	6	90		
5	G-6	SC Bay	4		12821	
7.5	G-6	SC Bay	6	89		
8	G-6	SC Bay	4	67		14145990
8	G-6	SC Bay	6	98		
18.5	S-8	DC Bay	31	1142		
23	S-8	DC Bay	32	1076		
17/8	S-8	DC Index	21/6	1016		
23/8	S-8	DC Index	32/3	1034		14146190
27/7	S-8	DC Index	32/2	2057		
27/8	S-8	DC Index	32/3	1157		
28.5/8	S-8	DC Index	40/3	2357		
18.5	S-8	SC Bay	21	1141		
20.5	S-8	SC Bay	21	1159		
23	S-8	SC Bay	32	1073		14146090
27	S-8	SC Bay	32	1156		
3	SV7mm	Dbl End Cap			12842	
5	SV8.5mm	Dbl End Cap	3.6		12844	
10	T-3	Dbl End Cap	6	212-2		
12.4	T-3	Dbl End Cap	12	211-2		
2.8	T-3 1/4	Min Bay	1.4	1815	12384	20083309
4.6	T-3 1/4	Min Bay	2	1893		
				158		14145890
2.8	G-3-1/2	Min Bay	1.4	363		
4	G-3-1/2	Min Bay		A-72		

SC Bay	Single Contact Bayonet
DC Bay	Dual Contact Bayonet
DC Index	Dual Contact Indexed
Min Bay	Miniature Bayonet
Dbl End Cap	Double End Cap/Festoon

330 GT Plating and Finishes

Silver cadmium plated items:

1. Hood prop rod.
2. Hood latch pin assembly (on the hood).
3. Hood safety latch.
4. Trunk latch catch (part bolted to body).
5. Trunk latch assembly (part bolted to trunk lid).
6. Strut that keeps the trunk open.
7. Ratcheting spark plug wrench and sockets.
8. Grease gun hose and adaptor.
9. Grease gun extension (for driveshaft).
10. Strap for brake fluid bottles (Interim and Series II cars).
11. Radiator cap(s).
12. Cheney clamps.
13. Copiglia clamps.
14. Cap nuts used on valve covers, etc.
15. Oil filter wrench.
16. Door, hood and trunk light switches.
17. Hood bumper assembly.
18. Brake calipers.
19. Horn compressor bracket.
20. Oil and fuel line fittings (at ends of wire wrapped hoses).
21. Socket ends of carburetor linkages.

Nickel plated items:

1. A/C hose fittings.
2. Pitman arm.
3. Steering idler arm.
4. Suspension upper and lower arms.
5. Grease gun.
6. Sides of the slotted style air cleaner.
7. Roadmaster horn trumpet locking nuts.

Polished stainless-steel items:

1. Front and rear windshield trim.
2. Window pillar trim.
3. Plate on carpet near accelerator.
4. Series I bumpers.
5. A pillar jamb trim.
6. B pillar jamb trim.
7. Long triangular strips under doors.
8. Grille surround.
9. Windshield wiper arms and blades.
10. Rear reflector surrounds.
11. Front license plate frame (Euro version).
12. Vent window inner trim, both vertical and horizontal.
13. Rain gutter trim.
14. Trim over door and rear quarter window for Series I cars.

Polished aluminum items:

1. Steering wheel spokes and horn button trim.
2. Back of rear view mirror on Series II cars.
3. Hood pad straps.
4. Spare tire hold-down.
5. Reflectors on under hood and trunk lights.

Car body color painted items:

1. Trunk hinges. Some seem to be body color for the portion mounted on the car while the portion bolted to the trunk is black.
2. Fuel filler cap on Series II cars, except for chrome on outside edge.
3. Fuel filler door on Series I cars.
4. Front fender vents.
5. Door hinge cover fascia.
6. Channel around hood and trunk.
7. ~½" around outside on underside of hood and trunk lids on Series II cars.
8. Rockers and below front and rear bumpers including under the spare tire well.

Silver painted items (VHT Universal Aluminum SP127):

1. Engine block.
2. Intake manifolds.
3. Timing chest.
4. Chain tensioner.
5. Sump.
6. Differential body (tubes are black).
7. Transmission.
8. Aluminum base for brake booster (Interim and Series II cars).

Black semi-gloss painted items:

1. Hood safety latch on firewall.
2. Hood spring clips on Series II cars.
3. Hood hinges.
4. Hood coiled springs on Series I cars.
5. Metal spare tire cover.
6. Clip that holds up the spare tire cover strap on Series II car.
7. Dunlop brake booster (Interim and Series II).
8. Differential tubes.
9. Leaf springs.
10. Underside of hood and trunk lids.
11. Steering box.
12. Steering shaft.
13. Pinch weld strips.
14. Radiator.
15. Air cleaner (just top and bottom if slotted sides).
16. A pillar on cars prior to 6355.

Black gloss painted items:

1. Metal top portion of FISPA electric fuel pump.

Chrome plated items:

1. Bumpers and overriders on a Series II car.
2. Front turn signal surrounds.
3. Headlight trim rings.
4. Rear brake/tail light surrounds.
5. License plate light housings.
6. Backup light housing(s).
7. Visor fittings.
8. Rear view mirror bracket.
9. Wire wheels.
10. Rear quarter window surround.
11. Rear quarter window latches.
12. Interior light housings.
13. Fuse box knurled nuts.
14. Knurled nuts for air cleaner with snouts.
15. Coat hooks.
16. Turn, headlight and wiper or O/D stalks.
17. Fuel filler release housing and lever on Series II cars.
18. Fuel filler cap on a Series II car (~¼" at edge, rest is body color)
19. Pliers.
20. T-handle spark plug wrench.
21. Exterior door handle.
22. Interior door handle.
23. Interior door handle escutcheon.
24. Fuel log.
25. Ash trays.
26. Glove box hinges.
27. Gear shift and locking nut.
28. Side mirror(s) if so equipped.
29. Air vent trim between hood and windshield.
30. Hood release knob.
31. Electric window switches (or window crank).
32. Hand brake.
33. Jack hole plugs.
34. Knockoffs.
35. Pininfarina script.
36. Trim around aluminum panels on lower door panels.
37. Front fender vent trim (Series II cars).
38. Ferrari horse in grille.
39. Front license plate frame (US version).
40. Rear license plate frame (both versions).
41. Seat back hinges.
42. Hand hold strap ends.
43. Vent window surround.
44. Foot well kick panel trim.
45. Console hold down screw.
46. Outside trim at bottom of window in doors.
47. Circular trim on alloy wheels.
48. Glove box lock on Series I cars.
49. Vent window handle on Series I cars.

Black oxide finish:

1. In general, most bolts, washers and nuts.
2. Accelerator shaft.
3. Clips for ends of accelerator rods (from accelerator shaft to each carburetor).
4. Threaded rods from accelerator shaft to each carburetor.
5. Accelerator shaft arms.
6. Hood torsion springs on Series II cars.
7. Battery hold-down wing nuts.

Black wrinkle painted items:

1. Valve covers, including the Ferrari script, but not the flat area where the firing order plate is mounted.
2. Chain covers.
3. Heat shields.
4. Starter heat shield.
5. Fuse box cover.
6. Accelerator cable upright mounted to LH valve cover.
7. Accelerator shaft mounts mounted to RH valve cover.
8. Ignition wiring tubes.
9. Metal portion of horn compressor.
10. Back of rear-view mirror on Series I cars.

Natural finish items:

1. Oil breather cap(s). This is unpolished aluminum.
2. Heater valves (both manual and wire controlled).
3. Aluminum panels on lower door panel. These are anodized aluminum.
4. Inner door sill guards. These are anodized aluminum.
5. Outer door sill guards. These are anodized aluminum.
6. Grille slats. Polished aluminum.
7. Ferrari script. This is anodized aluminum.
8. Door latch receiver (in door jamb). This is unpolished aluminum.
9. Metal bottom portion of FISPA electric fuel pump.
10. Bonaldi brake boosters (Series I)

Gold Cadmium plated items:

1. Bonaldi brake booster (late Series II >~9000).

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