

CLASSIC DRIVER

1991 Ferrari Testarossa

- **Verkauft**
- **Baujahr** 1991
- **Kilometerstand** 56 000 km / 34 797 mi
- **Getriebe** Schaltgetriebe
- **Zahl der Sitze** 2
- **Anzahl der Türen** 2
- **Innenausstattung** Leder
- **Lenkung** Links
- **Innenfarbe** Beige
- **Zustand** Gebraucht
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Rot
- **Automobiltyp** Coupé
-

Beschreibung

Italian car
Excellent conditions

Two Owners
Original plates
Tool Kit and Service Book
Distribution coupon October 2021

Paris Motor Show, October 1984: the glorious name "Testarossa" returns and identifies the heir of the 512 BBi. For this car, Pininfarina designed an innovative line of remarkable visual impact, characterized by very pronounced side air intakes and larger dimensions than the previous model. The advanced 12-cylinder boxer had become four valves per cylinder and was, at the time, the most powerful engine installed in a production sports car.

The heir to the Boxer series was designed by Pininfarina and was visually very different from its parent, although it always offered a centrally mounted 12-cylinder boxer drive unit. The sharp wedge profile of the front was abandoned, now replaced by a much more rounded nose.

The continuation towards the rear of the front fenders proposed a parallel line styling that became the car's most distinctive feature and extended to the deep door panels, which grew in width towards the end of their rear before merging with the wide rear fenders. . On the rear panel, the pair of circular headlights that had distinguished the cars of the Cavallino for over ten years was abandoned. In its place appeared a grid of horizontal elements in satin black that covered the entire tail panel, under which were the rectangular rear light clusters.

The reason for the large rear bodywork and the deep door panels was the presence of water radiators mounted on both sides: these received the air for cooling through the appropriate inlets obtained in the doors. The matte black grille located on the nose did not therefore have a specific function, other than that of referring to a typically Ferrari aesthetic tradition, together with the position lights and direction indicators in a single block and the retractable front optical groups placed in the upper part of the nose.

The new position of the radiators also had the beneficial effect of increasing the space available for luggage under the front hood, which was rather small in the Boxer series. Compared to the 512 BBi, the front track had increased by only twelve millimeters while the rear one had been the subject of an increase of one hundred and five millimeters: the car had therefore acquired a wedge shape, not so much in its profile but above all in the horizontal plane.

The engine was the first twelve-cylinder boxer in the configuration with four valves per cylinder inserted under the hood of a Ferrari street, and maintained the same displacement of 4943 cc as the 512 BBi. Bore and stroke were 82mm x 78mm respectively, the internal reference number was F 113 A 000. It was equipped with double overhead camshafts for cylinder bank driven by toothed belt, now driven directly by the crankshaft and not by cascade. of gears as on previous boxer engines.

The drive unit with dry sump lubrication was mounted longitudinally as a block with the five-speed transmission: the configuration was very similar to that adopted on the Boxer models. There was a Marelli Microplex MED 120 B electronic ignition system and injection electronics was Bosch KE-Jetronic. The declared power for the cars destined for the European market was 390 horsepower at 6300 rpm, that of the units made for the United States was 380 horsepower at 5750 rpm.

The model remained in production with minimal aesthetic changes for seven years, until the end of 1991, when it was replaced by the 512 TR. The number of copies produced was 7177, the numbering of the looms began with the number 53081 and ended with the number 91923. A unique example in a spider configuration with a folding roof was made for the personal use of Gianni Agnelli, then the supreme figure of Fiat.

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