

# 2004 Ferrari 360 Spider F1

2dr Convertible · 8-cyl. 3586cc/400hp BM ME7.3 EFI

#1 Concours condition

**\$138,000**

↗ +2.2%

#2 Excellent condition

**\$119,000**

↗ +1.7%

#3 Good condition

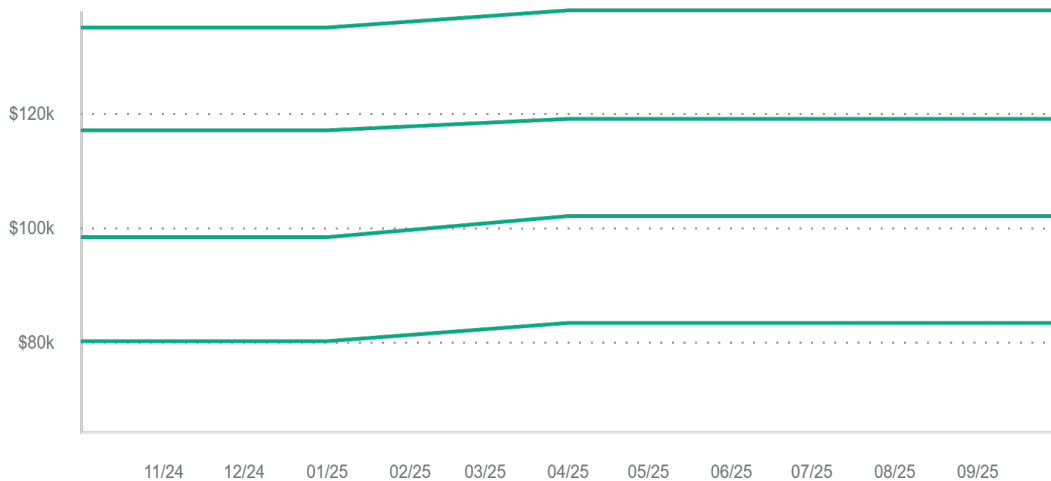
**\$102,000\***

↗ +3.8%

#4 Fair condition

**\$83,300**

↗ +4%



NOTE: The chart displays price changes for the last year.

## Model description

Ferrari replaced its F355 in 1999 with the aluminum-bodied and curvaceous 360 Modena coupe. Two years later, in 2001, a Spider version debuted. As promised, the Ferrari 360 offered a commensurate leap in performance over the F355 due to extensive use of aluminum throughout, as well as a new 3.6-liter V-8 engine that produced 400 horsepower. A paddle, F-1 type 6-speed transmission became an option in 2000, joining the standard 6-speed manual unit. The car was capable of a 4.3 second 0-60 time.

In all, nearly 17,000 Ferrari 360 coupes and Spiders were built through the end of the 2005 model year, making them fairly easy to find. The 360 has mostly proven to be a relatively reliable and easy Ferrari to own. For example, major belt service can be completed with the engine in the car, whereas the F355's V-8 had to be removed in order to perform the timing belt service. That said, some reoccurring problems have appeared on the 1999-2001 360s, including cracked motor mounts, failed transaxle throwout bearings, and minor issues surrounding the hydroelectric pump on cars equipped with the F-1 transmission. Most of these troubles were corrected under warranty and aren't a problem today; however, prospective owners should confine their search to cars that show evidence of redress in these areas. Cars newer than the 2001 model year were mainly free of the aforementioned issues, with the only other caveat being to ensure proper operation of the complex top mechanism on 360 Spiders. This is a particularly costly fix.

Popular options when the Ferrari 360 Modena coupe and Spider were new included a "challenge" style rear grille that mimicked those on 360 Challenge race cars, as well as Tubi or other aftermarket exhausts. A rare option was a removable roof panel that was fitted to approximately 13 coupes. Several Challenge Stradale coupes were built as well, and they offered 25 additional horsepower as well as 240 fewer pounds in weight compared to a standard 360 coupe. As expected, their 0-60 time was a quicker 4.1 seconds, and they sported an upgraded suspension and brakes to take better advantage of the increased performance.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

**Body styles**

2dr Convertible

**Engine types**

8-cyl. 3586cc/400hp BM  
ME7.3 EFI

**1999-2005 Ferrari 360 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$6,050,000</b>	<b>\$845</b>	<b>\$81,900</b>	<b>1030</b>

**Equipment**

**Standard Equipment**

- AM/FM CD
- Air Conditioning
- All Wheel
- Audible Alarm
- Dual Front Air Bag/Active Belts
- Independent
- Other
- Power Brakes
- Power Steering
- Power Windows
- Retractable Roof Panel
- Tilt Steering Wheel

**Additional Info**

- Drive Type: RWD
- Front Tire Size Code: 53
- Front Tire Size: 18R215
- Manufacturer Code: C133
- Manufacturer MSRP: 176075
- Market Segmentation: Prestige Sport
- Shipping Weight: 3197
- Vehicle Height: 47.7
- Wheel Base Longest - Inches: 102.3
- Wheel Base Shortest - Inches: 102.3

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.