

2000 Ferrari 550 Maranello

2dr Coupe . 12-cyl. 5474cc/485hp BMI M5.2

#1 Concours condition

\$307,000

↗ +245.3%

#2 Excellent condition

\$262,000

↗ +230.4%

#3 Good condition

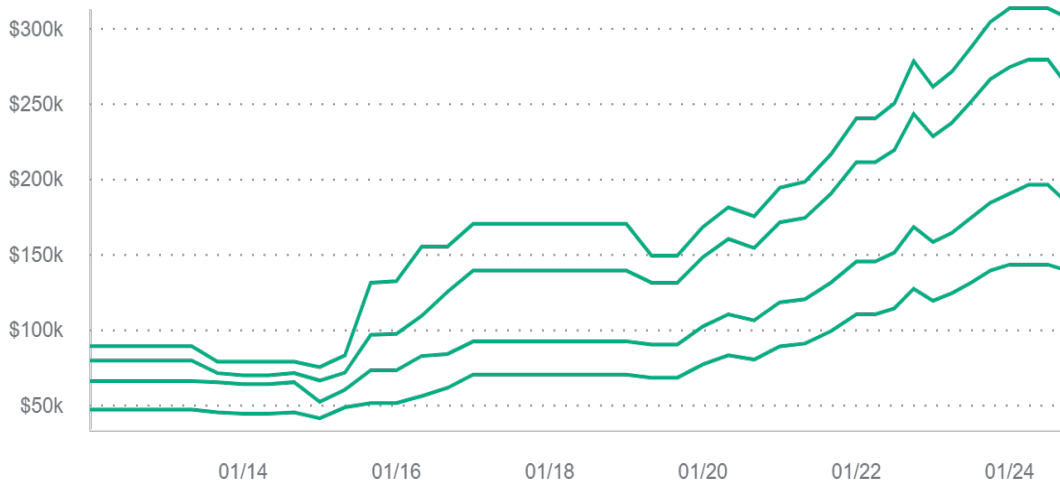
\$184,000*

↗ +180.1%

#4 Fair condition

\$139,000

↗ +197%



Value adjustments

Lack
of verifiable owner
and service history
can greatly affect
value.

Model description

In 1996, Ferrari replaced their flagship mid-engined Testarossa / 512 TR / 512 M series with the 550 Maranello. The 550 signaled a historic return to a front-engine/rear transaxle configuration that was last seen on the legendary 365 GTB/4 Daytona 25 years earlier, and this layout delivered a more comfortable and spacious interior when compared to the car's mid-engined predecessor. The Ferrari 550's 485 hp, 5.5-liter V-12 delivered tremendous performance as evidenced by a 0-60 time in the low 4-second range, and a top speed of close to 200 mph. Best of all, this performance seemed almost effortless thanks to power steering, a comfortable driving position, and an abundance of torque available from the engine at lower rpm.

Ferrari built 3,083 550 Maranellos from 1996 through 2001, all with 6-speed manual gearboxes. In 2000, the company also built 448 examples of a 550 "Barchetta" convertible that had a simple canvas top for those that wanted an open-air driving experience as well as even more exclusivity than the coupe. Factory options were minimal, with an especially appealing one being "Daytona" style multi-colored seats inspired by those from the early 365 GTB/4.

*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)® 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.

In 2002, the Ferrari 575 M Maranello was introduced. The car further evolved the stunning 550 Maranello design, with a revised front end and a new interior. Most importantly, the 550's engine was increased in size to 5.75 liters, and power jumped to a hefty 515 hp. The 575 also had adaptive suspension and an optional F1 style transmission to improve driving dynamics and shift times. Approximately 2,100 Ferrari 575M Maranellos were produced between 2002 and 2006, at which point Ferrari's 599 GTB Fiorano picked up the GT torch.

The Ferrari 550 and 575 have proven to be remarkably trouble free as far as late-model exotic cars go, with some of the only potential problem areas being minor electrical issues, premature wear of cooling hoses, and, for the 550, some partial failures of engine mounts that was later corrected in the 575. Engine work, including the replacement of timing belts, can be performed with the engine remaining in the car, which helps keep some of Ferrari's notorious upkeep costs in check. The cars also provide a thoroughly modern interpretation of the classic Ferrari GT.

Body styles

2dr Coupe

Engine types

12-cyl. 5474cc/485hp BMI M5.2

1996-2006 Ferrari 550 / 575 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$978,500	\$530	\$79,443	773

Equipment

Standard Equipment

- AM/FM CASS
- Air Conditioning
- All Wheel
- Dual Front Air Bag/Active Belts
- Independent
- Other
- Power Brakes
- Power Windows
- Tilt Steering Wheel

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 57
- Front Tire Size: 18R255
- Manufacturer Code: C133
- Manufacturer MSRP: 212000
- Market Segmentation: Prestige Sport
- Shipping Weight: 3726
- Vehicle Height: 50.3
- Wheel Base Longest - Inches: 98.4
- Wheel Base Shortest - Inches: 98.4

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.