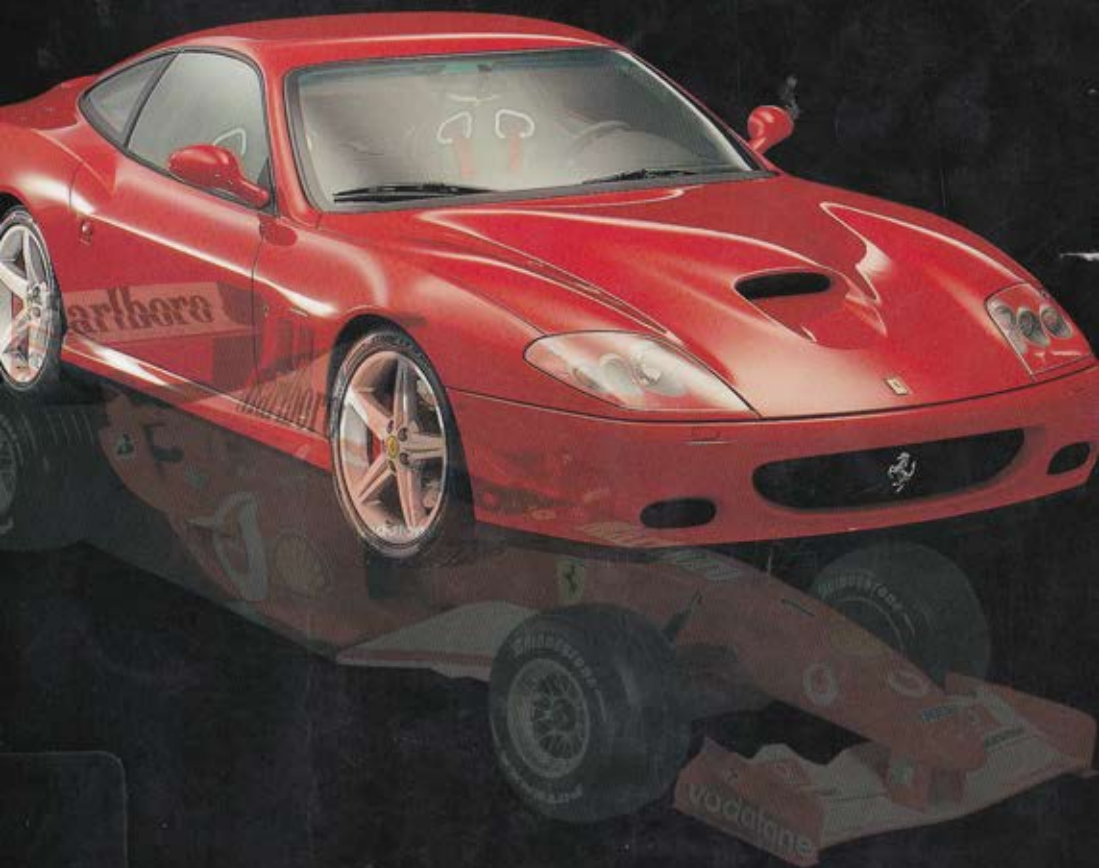


# Ferrari

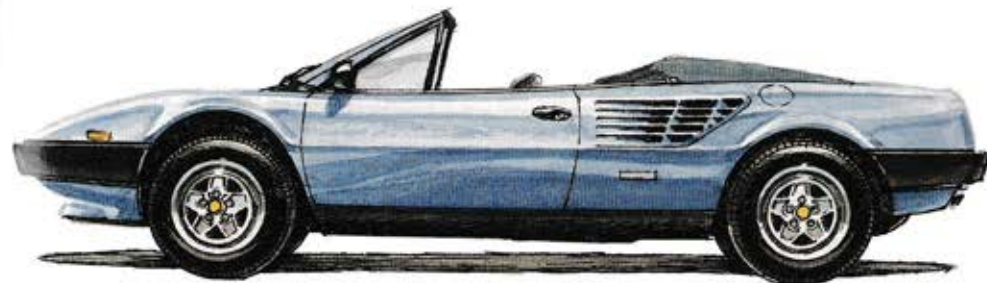
A Complete Guide to All Models



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In 1980, Ferrari went back to using the name Mondial, which evoked the glorious barchettas of the Fifties bodied by Scaglietti and Pininfarina. It did so with a 2+2 coupé, which had its three-litre V8 engine at midships and in the transverse position and was called the Mondial 8. Initially, the car was given a tepid reception by journalists attending its unveiling at the year's Geneva Motor Show, due to its unassertive even if elegant and equilibrated shape.



## TECHNICAL SPECIFICATION

### ENGINE

central, transverse, V8 (90°)

<i>Bore and stroke</i>	81x71 mm
<i>Unitary cubic capacity</i>	365.8
<i>Total cubic capacity</i>	2926.9
<i>Valve gear</i>	twin overhead camshafts
<i>Number of valves</i>	two per cylinder (four - Quattrovalvole)
<i>Compression ratio</i>	8.8:1 (9.2:1 - Quattrovalvole)
<i>Fuel feed</i>	Bosch K-Jetronic injection
<i>Ignition</i>	Magneti Marelli Digiplex electronic
<i>Coolant</i>	water
<i>Lubrication</i>	dry sump
<i>Maximum power</i>	214 hp at 6600 rpm (240 hp at 7000 rpm - Quattrovalvole)
<i>Specific power</i>	73 hp/litre (82 hp/litre - Quattrovalvole)

### TRANSMISSION

<i>Rear-wheel drive</i>	
<i>Clutch</i>	single dry disc
<i>Gearbox</i>	en bloc with engine five gears + reverse

### BODY

Coupé 2+2, two-seater roadster/cabriolet

### CHASSIS

<i>Chassis</i>	tubular trellis with a unified body structure
<i>Front suspension</i>	independent, double wishbones, coil springs anti-roll bar, telescopic dampers
<i>Rear suspension</i>	independent, double wishbones, coil springs, anti-roll bar, telescopic dampers
<i>Brakes</i>	disc
<i>Steering</i>	rack
<i>Fuel tank</i>	84 litres (87 - Quattrovalvole)
<i>Tyres front/rear</i>	240/55 VR 390 all round

### DIMENSIONS AND WEIGHT

<i>Wheelbase</i>	2650 mm
<i>Track front/rear</i>	1495/1535 mm
<i>Length</i>	4580 mm
<i>Width</i>	1790 mm
<i>Height</i>	1250 mm (1260 - Quattrovalvole)
<i>Kerb weight</i>	1585 kg (1490 - Quattrovalvole)

### PERFORMANCE

<i>Top speed</i>	230 km/h, (240 - Quattrovalvole)
<i>Power to weight ratio</i>	7.4 kg/hp (6.2 - Quattrovalvole)

## Ferrari Mondial 8 and Cabrio 1980

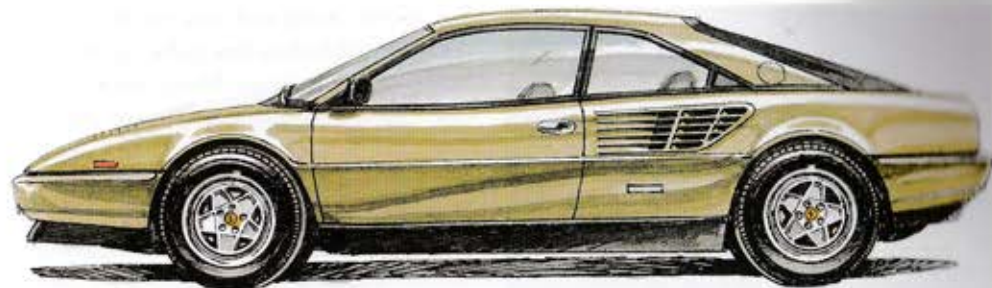
Even if the name suggested a car with a shape and mechanics of high order, from the moment the Ferrari Mondial 8 made its first appearance at the 1980 Geneva Motor Show it suffered criticism due to the unusual form of its Pininfarina design, which was neither assertive nor sporty, and its modest - for a Ferrari, that is - performance. Looking at the car again from a distance of well over 20 years, the Mondial seems more of a concrete attempt to marry the sporting vocation of the 208 and 308 with the formal elegance and comfort of the 2+2.

The Turin stylist, who was guilty of having designed a car of imbalance according to critics of the day, with a front that was too prominent when compared to the rear end, actually carried out his task well. The lines of the car were, effectively, of a sporting nature, especially the tapered nose that echoed the front end of the 308. The Mondial 8 became more sober and elegant of line along the flanks, which hosted two large, slatted air intakes that were to become the symbol of the whole model range. The sides connected the central part of the body through the traditional fins seen on other models, and was characterised by the abruptly cut off tail, the rear of which, embellished with circular optical groups, was in slight depression in respect of the profile of the boot.

The real Achilles heel of this Mondial was its overall weight: at 1,585 kg, far too much for a car able to put out a modest 214 hp. The eight-cylinder engine could "only" take the car to a top speed of 230 km/h. At the end of 1982, this engine, too, was given four valves per cylinder to generate another 26 hp, a move that added 10 km/h to the top speed. The cabriolet version was introduced in 1983 and was more elegant and streamlined than the coupé.



The year 1985 was also one of change for the Mondial series, which had received such a tepid welcome in 1980: a new 3,185.7 cc engine and a number of significant aesthetic improvements gave this eight-cylinder Ferrari fresh appeal in national and foreign markets. The results of that operation were evident in both performance, with a power output of about 270 hp, and a more attractive and elegant appearance.



## TECHNICAL SPECIFICATION

### ENGINE

central, transverse, V8 (90°)

<i>Bore and stroke</i>	83x73.6 mm
<i>Unitary cubic capacity</i>	398.2
<i>Total cubic capacity</i>	3185.7
<i>Valve gear</i>	twin overhead camshafts
<i>Number of valves</i>	four per cylinder
<i>Compression ratio</i>	9.8:1
<i>Fuel feed</i>	Bosch injection
<i>Ignition</i>	Marelli Microplex electronic
<i>Coolant</i>	water
<i>Lubrication</i>	dry sump
<i>Maximum power</i>	270 hp at 7000 rpm
<i>Specific power</i>	84.7 hp/litre

### TRANSMISSION

<i>Rear-wheel drive</i>	
<i>Clutch</i>	single dry disc
<i>Gearbox</i>	en bloc with engine five gears + reverse

### BODY

2+2 coupé/two-seater coupé

### CHASSIS

<i>Chassis</i>	tubular trellis, unified body structure
<i>Front suspension</i>	independent, double wishbones, coil springs, anti-roll bar, telescopic dampers
<i>Rear suspension</i>	independent, double wishbones, coil springs, anti-roll bar, telescopic dampers
<i>Brakes</i>	disc
<i>Steering</i>	rack
<i>Fuel tank</i>	90 litres
<i>Tyres front/rear</i>	205/55 VR 16, 255/55 VR 16

### DIMENSIONS AND WEIGHT

<i>Wheelbase</i>	2650 mm
<i>Track front/rear</i>	1520/1510 mm
<i>Length</i>	4535 mm
<i>Width</i>	1795 mm
<i>Height</i>	1235 mm (1265 - 3.2 Cabrio)
<i>Kerb weight</i>	1410 kg (1400 - 3.2 Cabrio)

### PERFORMANCE

<i>Top speed</i>	250 km/h
<i>Power to weight ratio</i>	5.2 kg/hp

## Ferrari Mondial 3.2 GTB and GTS 1985

In parallel with the 328 GTB and GTS, a similar lease of life was given to the Mondials, recipients of a 3.2 litre engine and the same styling changes previously made to the 328. That meant the Mondial 3.2 had reached the same level of performance as the 328, putting out 270 hp at 7,000 rpm, but with a top speed of "only" 250 km/h instead of the 328's 263 km/h.

From the appearance point of view, the changes were focused on the new radiator grill and the installation of Testarossa-type pop-up headlights; the bumper bar took on the colour of the car's body, but the engine cover remained unchanged. The Mondials were also given new design alloy rims, making the car look all the more elegant. The fairing under the rear bumpers was linear and essential, comprising a single piece that was also colour-keyed to the body. Double exhaust terminals exited from the rear bumper, barely protruding from the overall profile of the car.

The same body styling changes were carried out on the front and rear of the cabriolet. As was the case with the first Mondial series, the open top version was more attractive and, therefore, had a larger following than the 2+2 coupé, in part for its well-made canvas hood, which, once down, took its place behind the seats. The roadster certainly attracted attention in the North American market.

A total of 1,797 Mondial 3.2s were built between 1985 and 1989, of which 987 were coupés and 810 were cabriolets: that was the year the range was renewed once again, this time with the introduction of a transverse gearbox.



In 1989, the Mondial range was expanded by the addition of an elegant version of the car, which also had a transverse gearbox in both the saloon and cabriolet derivatives. The two cars concluded the model cycle, which began in 1980 with the Mondial 8. The newcomers were given all the principal new styling features of Ferraris of the period, although the basic imposition of sober and elegant lines that fashioned the whole series remained unaltered.



#### TECHNICAL SPECIFICATION

##### ENGINE

central, longitudinal, V8 (90°)

<i>Bore and stroke</i>	85x75 mm
<i>Unitary cubic capacity</i>	425.6
<i>Total cubic capacity</i>	3404.7
<i>Valve gear</i>	twin overhead camshafts
<i>Number of valves</i>	four per cylinder
<i>Compression ratio</i>	10.4:1
<i>Fuel feed</i>	Bosch M 2.5 electronic injection
<i>Ignition</i>	Bosch static
<i>Coolant</i>	water
<i>Lubrication</i>	dry sump
<i>Maximum power</i>	300 hp at 7200 rpm
<i>Specific power</i>	88 hp/litre

##### TRANSMISSION

<i>Rear-wheel drive</i>	
<i>Clutch</i>	double dry disc
<i>Gearbox</i>	en bloc with engine five gears + reverse

##### BODY

Two-seater coupé/cabriolet

##### CHASSIS

<i>Chassis</i>	tubular trellis
<i>Front suspension</i>	independent, double wishbones, coil springs, anti-roll bar, telescopic dampers
<i>Rear suspension</i>	independent, double wishbones, coil springs, anti-roll bar, telescopic dampers
<i>Brakes</i>	disc
<i>Steering</i>	rack
<i>Fuel tank</i>	96 litres (86 – Cabrio)
<i>Tyres front/rear</i>	205/55 ZR 16, 255/55 ZR 16

##### DIMENSIONS AND WEIGHT

<i>Wheelbase</i>	2650 mm
<i>Track front/rear</i>	1520/1560 mm
<i>Length</i>	4535 mm
<i>Width</i>	1810 mm
<i>Height</i>	1235 mm (1265 – Cabrio)
<i>Kerb weight</i>	1505 kg (1525 – Cabrio)

##### PERFORMANCE

<i>Top speed</i>	255 km/h
<i>Power to weight ratio</i>	5.0 kg/hp (5.1 – Cabrio)

## Ferrari Mondial T and T Cabrio 1989

In 1989, the Ferrari Mondial range was further nurtured by two new versions of the car, the Mondial T and the Mondial T Cabrio, confirming the series as one of the most enduring of all Maranello's models – despite the tepid reception given to the first-born Mondial 8, nine years earlier.

The new T-cars' exterior had hardly been changed at all from their 3.2-litre predecessor, except for a new more sober shape with straighter lateral air intakes, door handles flush with the bodywork and colour keyed to the rest of the car. The five-spoke alloy rims were the same, as were the colour-keyed bumpers: the lower areas of the car were in matt black along the sides, the front end and the tail.

The most significant new development was concealed under the Mondial T's small engine cover, behind the cab. The 90° V8 engine was no longer in a transverse position, but was located longitudinally and was fed by a different electronic injection system called the Bosch Motronic 2.5. The cubic capacity of the unit was raised slightly to 3.4 litres (3,404.7 cc), making the Mondial Ts livelier and more muscular at high revs. The T part of the car's denomination reflected the position of the gearbox group: that was transversal, as on Ferrari's Formula One cars of the Seventies.

Production of the Mondial T and T Cabriolet was in line with the number of earlier 3.2s built at Maranello, with 842 coupés and 1,010 cabrios leaving the mythical plant for showrooms and customers.

The engine, with its cubic capacity increased to 3.4 litres, and the gearbox in a transverse position, meant the Mondial T was the link between earlier technology and a new range of models, which were to be launched at the 1989 Frankfurt Motor Show – the 348 TB and TS.