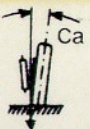
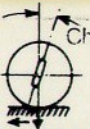
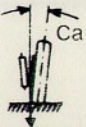
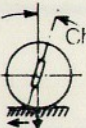
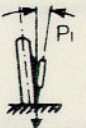


FERRARI (1)									
Berlinetta	-	2-3/ 0°20' - 0°30'	0°50' - 1°15'	2°30'	9°				*
Lusso 250	-	2-3/ 0°20' - 0°30'	0°50' - 1°15'	2°30'	9°				*
California	2/0°20'	-	0°50' - 1°25'	2°30'	9°				*
250 GTE/2+2	2/0°20'	-	0°50' - 1°25'	2°30'	9°				*
250 GT/2+2	2/0°20'	-	0°50' - 1°25'	2°30'	9°				*
275 GTB/S	-	4-6/ 0°40' - 1°	0° - 0°20'	2°30'	9°	-	4-6/ 0°40' - 1°	-0°50' / -1°15'	*
275 GTB/4	-	4-6/ 0°40' - 1°	0° - 0°20'	2°30'	9°	-	4-6/ 0°40' - 1°	-0°50' / -1°15'	*
330 GTC/S	-	4-5/ 0°40' - 0°50'	0° - 0°20'	2°18'15"	9°	-	5/0°50'	-0°50' / -1°15'	*
365 GT/2+2	-	3/0°30'	0°30' - 1°	2°30'	9°			-1°05' / -1°35'	*
Dino 206 GT (1965→)	-	3/0°30'	0°15' - 0°30'	3°40' - 4°	9°30'	-	3/0°30'	-1°15' / -1°30'	*
Dino 246 GT	-	3/0°30'	0°15' - 0°30'	3°40' - 4°	9°30'	-	3/0°30'	-1°15' / -1°30'	*
365 GTC/S	-	4-5/ 0°40' - 0°50'	0° - 0°20'	2°18'15"	9°	-	5/0°50'	-1°15' / -1°30'	*
365 GTB/4 (1968→)	-	2-3/ 0°20' - 0°30'	0°50' - 1°10'	3°	9°			-1°20' / -1°40'	*
365 GTC/4 (1971→)	-	2-3/ 0°20' - 0°30'	0°40' - 1°	3°	9°			-1°20' / -1°40'	*

Observations :

NOTA :

* - Réglages effectués en charge 140 kg à l'avant + plein d'essence.

FERRARI (I)									
365GT 4/2+2 (1972→)	-	2-3/ 0°20'-0°30'	0°40'-1°	3°	9°			-1°20' / +1°40'	*
365GT 4/BB (1973→)	-	1-3/ 0°10'-0°30'	0°30'-0°50'	4°	9°	-	2-4/ 0°20'-0°40'	-1°30' / -1°50'	*
Dino 308 GT4 (1974)	-	1-3/ 0°10'-0°30'	0°10'-0°30'	4°	9°30'	-	2-4/ 0°20'-0°40'	-1°20' / -1°40'	*
265 GT 4 BB	-	1-3/ 0°10'-0°30'	0°30'-0°50'	4°	9°	-	2-4/ 0°20'-0°40'	-1°20' / -1°40'	*
BB 512	-	1-3/ 0°9'-0°27'	0°-0°20'	3°±15'	9°	-	5-6,5/ 0°45'-1°	-0°40'-1°	*
400 GT	-	2-3/ 0°18'-0°27'	0°10'-0°30'	3°	9°	-	2-3/ 0°18'-0°27'	-1°20' / -1°40'	*
400 Automatic	-	2-3/ 0°18'-0°27'	0°10'-0°30'	3°	9°	-	2-3/ 0°18'-0°27'	-1°20' / -1°40'	*
Dino 308 GTB	-	1-3/ 0°10'-0°29'	0°-0°20'	4°	9°30'	-	2-4/ 0°20'-0°40'	-1°20' / -1°40'	*
Dino 308 GTS	-	1-3/ 0°10'-0°29'	0°-0°20'	4°	9°30'	-	2-4/ 0°20'-0°40'	-1°20' / -1°40'	*

Observations :

NOTA :

*- Réglages effectués en charge 140 kg à l'avant + plein d'essence.