

IAC/PFA 250 GTE FIELD GUIDE CHECK LIST

Version 1.1

This list identifies important items that need to be present and correctly configured to present a 250 GTE 2+2 as it originally left the factory. However, it is also possible that a car was built with variations from the descriptions presented in this list. It is incumbent upon the owner to provide documentation to confirm any of these variations. This is not intended to identify all the areas that are evaluated during an IAC/PFA judging process.

NOTE:	There are three (3) series of 250 GTE's with the following Serial number ranges Series 1 - 2193 - 3083 Series 2 - 3103 - 4089 Series 3 - 4093 - 5125 4 Prototypes plus 10 Pre-production prototypes
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NOTE:	Typical of early "production" Ferraris it is best to remember that never or always should be used with caution or not at all. Components changed when supplies changed not necessarily when a there would be a Series change
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INTERIOR	Headliner	Headliner, sun visors and trim covering were vinyl available in beige, grey and ivory
	Upholstery - Seats, Consile, Door & Shelf panels	Are in matching leather. Check to insure seat pleats line up between seat squab and seat back
	Carpet - Pedals & Shifter	Black rubber heel mats should be the same for both driver and passenger. Driver's side metal on tranmission not universal, sometinmes were supplied in clear plastic
	Dashboard - Instruments & Components	Series 1 - Tach, Oil Pressure, Speedo in front of driver with 4 other guages in line centered above the auxiliary panel
		Series 2 - Tach, Oil Pressure, Speedo in front of driver now with 5 guages arranged in two rows, not introduced until S/N 3231
	Steering Wheel - Levers, Controls, Column	Dash board and steering wheel boss were body color except on some white cars where it was painted black. Leather covered padding below dash always black
		Separate stalks for signals and headlight beams were randomly fitted
	Trim & Emblems	Rectangular ash trays with crossed Pinin Farina flags were in both front and rear compartments
Trunk - Carpet, Paint, Decals, Hardware	A square weave carpet covered the trunk floor, sides, rear panel as well as the inside of the trunk lid: Note trunk carpet color does not need to match interior carpet color	

	Series 1 used a telescoping, sliding strut to hold up the trunk lid; Series 2 & 3 used a simple hinged strut like that in the engine compartment
Tools - Spare, Manual, Pouch, Jack	"Operating Maintenance and Service Handbook" available in Italian, French and English, supplied in a leather pouch. Note: No Workshop Manual or Parts Manual was ever made for the GTE
	Spare wheel and tire should match those on the car and are located below metal hinged cover under trunk floor. The spare tire is held in place by a large chrome ring with a T-handled bolt
	Tools are supplied in a single bag that contains all tools as well as the blue M Riganti jack
Windows - Side, Vent, Rear Operation	Window winder, door lever and knob to operate quarter-lights is the same for all GTEs. Not all GTEs had metal kick panels in front of the door pocket

ENGINE & CHASSIS	
Engine - Correct Type & Serial Number	Series 1 - 128E; Series 2 - 128E/62; Series 3 - 128E63 Timing chain stamped FERRARI 128/F for all cars after S/N 2401
Engine & Drive Train - Transmission, Differential, Auxiliaries	The valve covers and exhaust header heat shields should be black crinkle paint. The Ferrari name should be the same color and texture as the valve cover
Engine Compartment & Hood	Black satin paint used for all painted interior surfaces. Hood pad black vinyl in diamond pattern
Fluid Lines - Oil, fuel, water	Fuel lines are yellow braided
Electrical System - Components & Battery	Fuse box cover in black crinkle paint held in place with three fluted chrome knobs. Coils from Magneti Marelli painted red with Marelli sticker. Resistor can be either square block of elongated Tutsi roll
Cooling System - Radiator, clamps, cap, etc.	Cheney clamps used for all water lines
Fuel System - Carburetors, linkage	Early cars - Black Weber 40DCL6 carburetors; Later cars and all Series 2 & 3 featured Weber 36DCS
Underside - Fenders & frame	All 3 series were fitted with a full-length belly pan
Chassis - Brakes, Suspension Components	Dunlop disc brakes Koni tube shock absorbers except early cars with Miletto shocks
Exhaust - Mufflers, Pipes, Hangers, Manifolds	Abarth exhaust system

EXTERIOR		
	Coachwork - Body & Fenders	Trim piece that hides pinch weld below sill should be satin black
		Vents in front fenders have 12 slats and are designed to allow engine heat to escape
	Doors, Hood, Trunk - As built & operation	Body gaps should be even and aligned; Chrome push-button door handles with lock only on the drivers side
	Paint	Existence of minor paint chips on nose acceptable commensurate with use
	Plating - Chrome	Bumper supports both front and rear should be covered with chrome escutcheons poitted with rubber gaskets
	Lights - Type & fitting	Series 1 & 2 - Headlights "Frenched" with a small recessed trim ring; fog lights within the grill surround but in front of the egg crate grill
		Series 1 & 2 - Tail lights with three separate lens; separate back up light below bumper
		Series 3 - Headlights no longer "Frenched", have conventional trim ring; fog lights have been moved from the grill to the front fenders
		Series 3 - Tail lights now integrated unit incorporating back up light
		Note: Several early cars retreofitted Series 3 lights in period; A small number of Series 2 around S/N 3339 were fitted with Altissimo rear tail lights
	Trim & Emblems	Pinin Farina badge on early GTEs had a separate crown above the badge itself. Both were located above the pininfarina script
	Glass	
Rubber and Window Felt		
Wheels & Tires	Borrani wire wheels - Series 1 fitted with 5 1/2 in-wide RW 3591; Series 2 & 3 with 6in RW 3690	
	Early cars used Carlo Borrani knock-off spinner with convex center up to S/N 4303 while later cars used Route Borrani spinner with concave center	