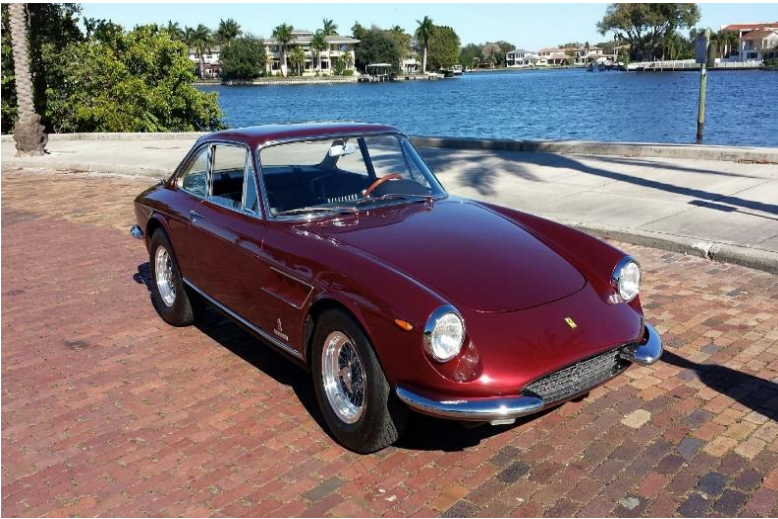


FERRARI 330 GTC/GTS As-Built Configuration, Authenticity, and Judging Notes

Publication Version 8.0 July 2023



S/N 10425

How 330 GTC/GTS Cars Were Originally Built

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IAC/PFA PERSPECTIVE ON THE 330 GTC/GTS DOCUMENT AND ITS USE

FERRARI DATA RESOURCES

There are many good reference documents for Ferrari automobiles. These include:

- Historical photos prior to delivery from Ferrari and/or the body makers for publicity, brochures, etc.
- Historical photos during and after production, upon or shortly after delivery.
- Build sheets, orders, letters between Ferrari or dealers and buyers regarding specific requests or characteristics desired to be delivered or changed after delivery.
- Photos from Salons and races that show the specific configuration of an automobile at a specific known point in time.
- In period magazine or other printed articles and road tests of recently delivered or soon to be delivered cars.
- Service records, correspondence, etc. that identifies a specific Ferrari by S/N.
- Books and articles that are highly regarded within the community.

THE 330 GTC/GTS DOCUMENT

The 330 GTC/GTS As-Built Configuration and Judging Notes document is a work in progress effort to collect and organize historical and anecdotal documentation on the 330 GTC/GTS cars. The document represents what the document editor and a number of other Ferrari experts deem to be representative of original and authentic detail and should be treated as a valuable reference by restorers, car owners and judges.

Everyone is encouraged to come forward with historical photos and other evidence that amplifies this material and/or documents detail that differs from that in the document as we know that there are many different authentic treatments of various details on Ferrari automobiles, even within the same series. And what was delivered to customers might have been different than the early photos and diagrams that appeared in the documents that were often published prior to series production. In this way, we can improve our collective knowledge of the originality and authenticity of the 330 GTC/GTS series.

All 330 GTC/GTSs were not built with the same parts and assemblies over the production period. **The document is a guide only** that records how the cars were originally built as understood at the time of publication of this document version but **should not be considered as complete in identifying every build option**. It is anticipated that newly discovered parts, assemblies, and configurations will be identified over time as additional research is undertaken. Also, **configurations recorded in this version of the document may be challenged as incorrect or missing**. The document identifies in **RED font, items that are in question as to originality** and are in the process of additional research to resolve the question at the time of this publication. These questions will be reviewed for resolution by a team of IAC/PFA members, IAC/PFA judges, and restorers knowledgeable about the original build configuration of 330 GTC/GTS cars. The document editor will update the document with the resolution decisions.

To the best of our knowledge, the pictures are royalty and copyright free.

The IAC/PFA also encourages others to undertake similar efforts for other Ferrari series.

JUDGING NOTES AND THE USE OF THE AS-BUILT DOCUMENT

As promulgated by the IAC/PFA, concours judging notes are based on the originality and authenticity of the car as it left the factory and the condition of the car. This document describes the primary items believed to be original to the manufactured "As-Built configuration" of the 330 GTC/GTS when they left the factory. The IAC/PFA places most importance on authenticity and originality appropriate to the history and use of the car, and how well the items represent the original build configuration as delivered when new. But not always perfect--materials, workmanship and appearance are also considered. The IAC/PFA judging score sheets suggest point deductions for items that are missing, not authentic, of unoriginal condition, abnormal operation, or lack of maintenance in three areas: EXTERIOR, INTERIOR, and ENGINE AND CHASSIS.

It is possible that a car may have been built with variations of the items as described in this document. Such items are given special consideration during judging for further research and may or may not be deductions as determined by the chief class judge. If it is questionable whether a specific item is not of authentic configuration or original appearance, the owner should be asked for documentation to support the item as presented. If the owner does not have appropriate documentation, the judges for this car may confer with other judges to resolve the issue. If a clear decision cannot be reached by the judges, a notation about the item may be made on the judging score sheet and deduction or no deduction decision is made for this item as determined by the chief class judge. The judges may report this incident to the Chief Judge for the event, to the owner in the Class judge's feedback on the score sheet form, and to the 330 GTC/GTS document editor for further research and resolution. **There is no assurance that constructing a car as defined in this document will result in an award at a judged Concours event.**

Ferrari 330 GTC

330 GTC SERIAL NUMBER HISTORY (597 were built)

330 GTC Serial Numbers are:

PROTOTYPE 6431,

FIRST PRODUCTION in 1966 was 8329.

1967 production started with 9535.

1968 production started with 10809.

LAST PRODUCTION was 11613.

330 GTC Speciale cars that were produced with modifications not included in this document: Serial numbers 8529, 8727, 8753, 9439, 9571, 9653, 10107, 10241, 10571, 10581, and 10639. Car serial numbers 9487, 9653, 9815, and 10241 had special body modifications and/or special fittings. All other serial numbers had standard bodies and fittings. Serial number 6431 was an early prototype 330 GTC and reconfigured in 1966 as a standard production car.



330 GTC Speciale S/N 9439



330 GTC Speciale S/N 10107



330 GTC Speciale S/N 8727

THE FOLLOWING DESCRIBES THE PRIMARY ITEMS TO DEFINE THE “AS-BUILT CONFIGURATION” OF A 330 GTC

330 GTC EXTERIOR

1) 330 GTC images



2) The front chrome grill surround should have 6 Phillips oval head, chrome machine screws retaining the grill. The head of the Phillips screw is extra-large (12 mm) and should cover the countersunk hole in the grill surround. There should be a black rubber molding covering the entire edge of the oval grill surround and a chrome raised Cavallino Rampante, "prancing horse," mounted in the center of the grill. A Ferrari badge should be mounted on the nose above the grill. The grill grid pieces should be anodized aluminum.



There should be wire screens covering the air inlets behind the grill on the right and left side of the grill.



Left side of grill

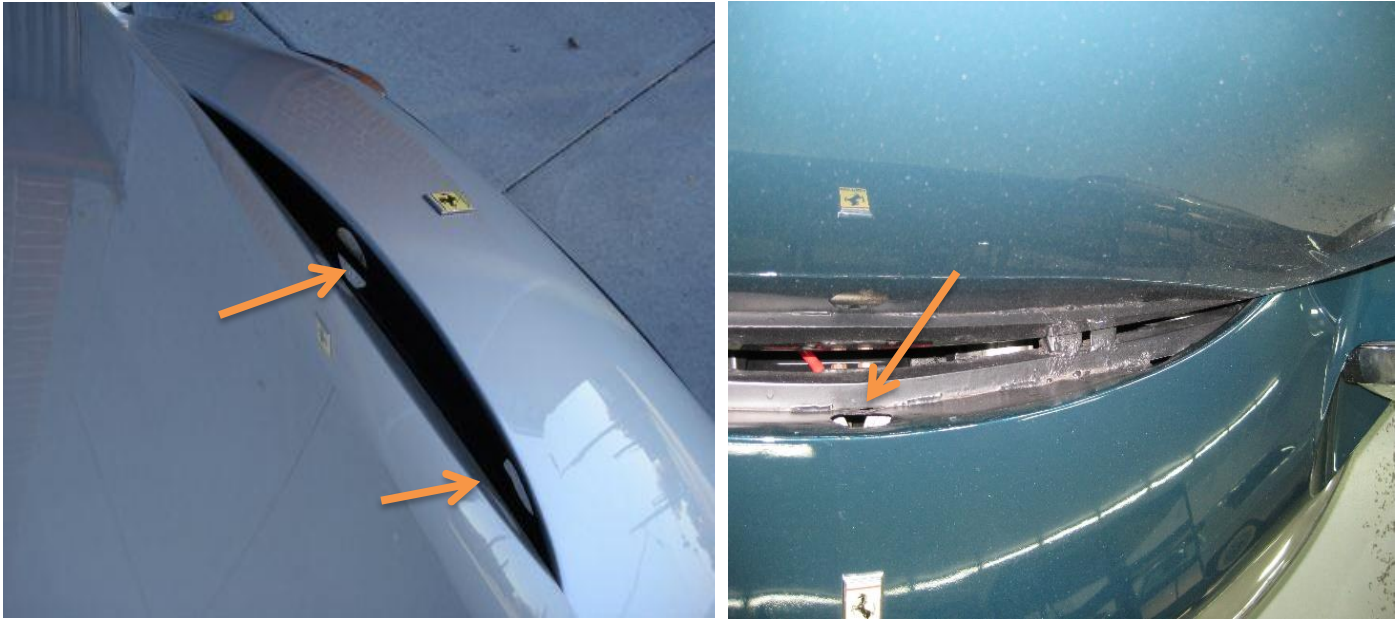


Right side of grill



Method for mounting the wire screens

- 3) There should be a rough-cut round drain hole about 5 cm in the center of the nose where the hood meets the nose. There should also be two rough cut rectangular drain holes about 2 cm by 5cm on each side of the nose



- 4) There should be two Carello chrome front turn signal/running lights mounted under the front bumpers and held in place by two large, chrome, straight slot, truss head machine screws. The light housing has been seen with and without a hole in the bottom, most likely to let water drain out. There should be a molded black rubber boot mounted on top of the light fixture that covers the wire connections with the wires coming out of the top side of the boot. There should be a rubber spacer between the front fender and the bumper to keep the bumper mounting bracket from contacting the fender. The part numbers for the front turn signal lights are 11.534.716 and 11.535.716. The headlights were originally Carello with a halogen bulb. Depending on where in Europe this car was delivered, it might also have had a small bulb in the bottom of the reflector for city driving at night. However, in the US in 1968 DOT regulated that headlights should be sealed beam so many cars had their headlights replaced with sealed beam units.





T russ head machine screws



Rubber boot over turn signal/ running light fixture

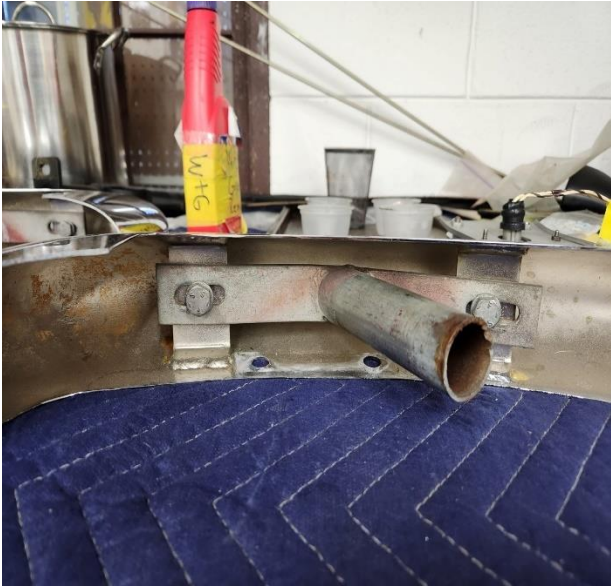


Rubber spacer between bumper and fender



Front turn signal molded rubber boot

- 5) The front and rear bumper arms that mount the bumpers to the body should be silver CAD plated. It is common for these bumper arms to be painted satin black or body color when a car has been restored but the original finish was silver CAD. The mounting bolts and washers should be silver CAD. - The bumper extensions mounted on the body for the bumper mounting arms to slide into should be painted body color.



Unrestored front bumper arm with silver CAD finish



Restored rear bumper arm

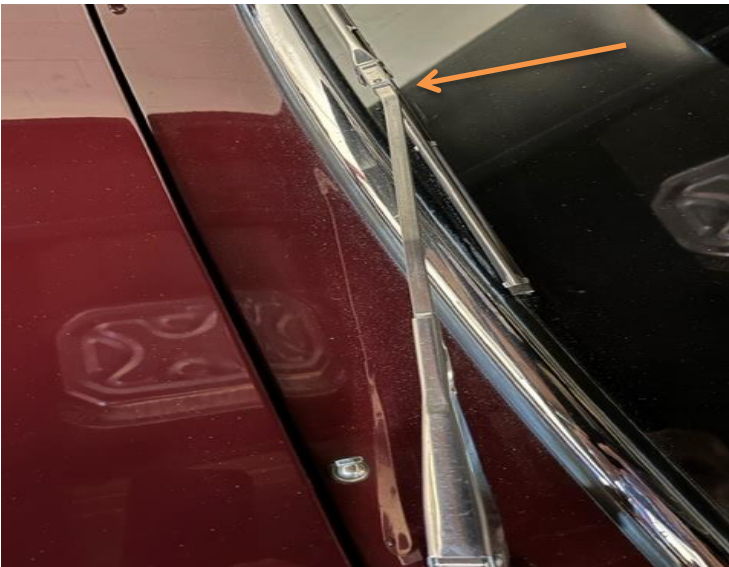


Restored front bumper arm

- 6) There should be two windshield washers with rounded tops mounted in front of the windshield. The windshield wiper blades should be wire formed blades made by Lucas or Carello. The blades are different lengths. The passenger side blade is 14 inches, and the driver side blade is 15 inches. The passenger side wiper arm is straight and 11 inches long. The drivers side wiper arm has a slight bend near the wiper blade end and is 12 inches long.



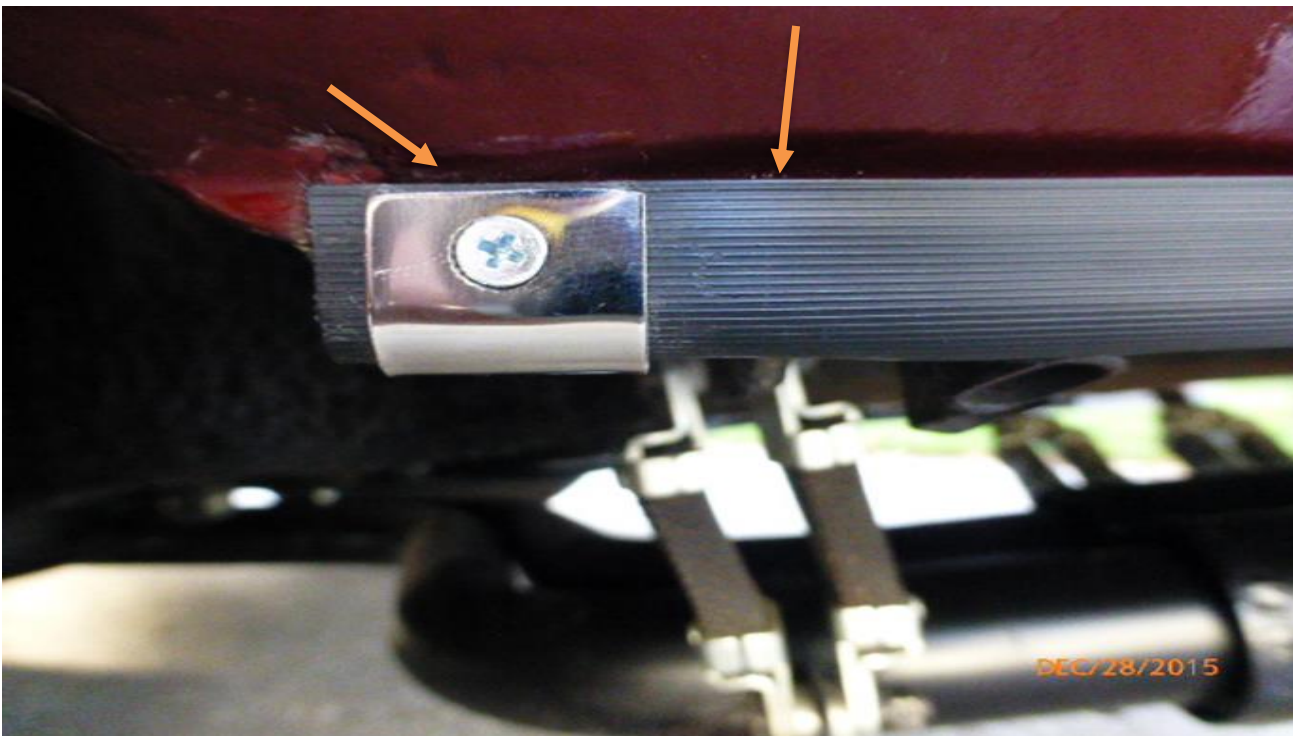
Carello Wire formed wiper 15" and 14" blades



Drivers side wiper arm with bend near the wiper blade



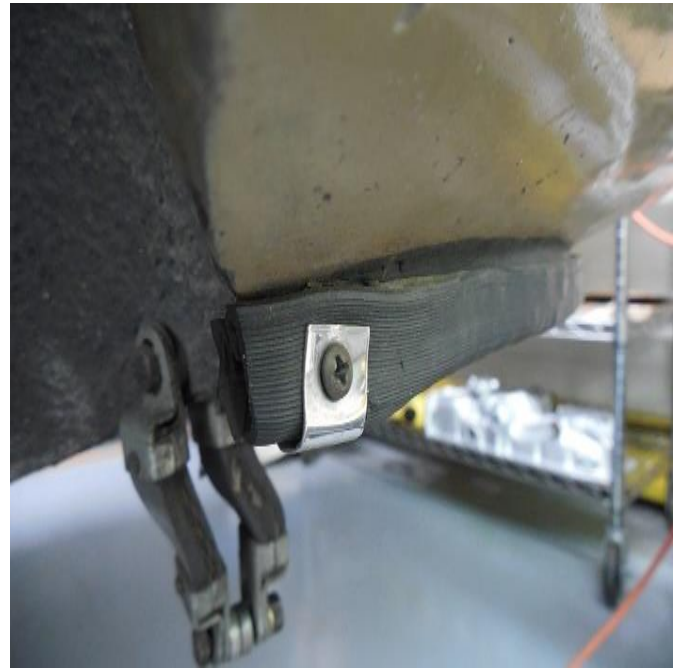
- 7) There should be rubber molding with very fine rubber ridges (approximately 35 ridges on the molding) on the pinch weld under the trunk area. The molding is terminated on each end with a 14 mm-wide stainless-steel U-shaped clamp (about .6 mm thick) held in place with a Phillips 2.9 mm flat head sheet metal screw. Some cars may have been built with a 2.9 mm pan head Phillips sheet metal screw. The top corners of the clip were sometimes chamfered at 45 degrees.



Stainless clip and fine ribbed molding



From unrestored car showing flat head Phillips screw, ribbed rubber molding and chamfered corners S/N 9959



Unrestored car showing pan head Phillips screw S/N 10767

- 8) There should be a black plastic spacer mounted between the rear bumper mounting bracket and rear fender to keep the bumper mounting bracket from contacting the fender.





Location of spacer between rear bumper and fender



Spacer between bumper and fender

- 9) There should be a steel trim piece running from the front wheel well to the back wheel well, mounted below the rocker panel, painted satin black. The steel trim piece is held in place with flat head Phillips screws painted satin black. There is a polished stainless-steel piece mounted above the bottom trim piece running from the front wheel well to the back wheel well. The most common Pininfarina emblem has a brushed chrome background with Pininfarina written in fine script, black font. It is inserted into a cast metal satin chrome plated backing plate. Optionally, the background was left in a brushed or dull brass finish. There should be a Pininfarina badge mounted above the Pininfarina emblem.



Steel trim on bottom of rocker



Brushed chrome Pininfarina emblem



Brushed brass Pininfarina emblem S/N 9091

10) There should be a specially V shaped black rubber weather seal piece at the bottom of the windshield pillar held in place to the body by 4 3/32 pop rivets with flat washers visible under the pop rivet head. The V shaped opening should face towards the car body.



Specially shaped rubber seal



3/32 pop rivets and flat washer



Unrestored car showing rubber weather seal and pop rivet

11) The air vent hole behind each rear side window should have a chrome trim ring around the hole and the inside of the hole should be painted body color. Many cars had a side view mirror, usually on the driver's side, installed by the dealer or the owner. The pictures below are examples of period correct mirrors.



Talbot Mirror

- 12) There should be two Carello backup lights with chrome bodies mounted under each rear bumper and held in place with two large, chrome, straight slot, truss head machine screws. The light housing has been seen with and without a hole in the bottom, most likely to let water drain out. The lens part numbers for the backup lights are 18.534.716 and 18.535.716.



truss head machine screws

- 13) The rear running light and brake light lens mounted in the chrome bezel should be held in place by two chrome Phillips cheese head machine screws with a rubber seal behind the bezel and a weatherstrip that surrounds the bezel. The taillight lens is made by Altissimo and is red for both brake/running light and the turn signal light for non-Euro cars. European cars have an amber taillight lens for turn signal and red lens for brake and running light. The round red reflector lens is made by Carello. Non- Euro cars lens should have the word TOP at the top of the lens. Euro cars should have the word ALTO at the top of the lens.





Carello reflector lens, TOP, or ALTO at the top of lens



European taillight lens is amber and red

The license plate mounting bracket should be painted body color. The chrome license plate lights are made by Carello with a small lip on the lens side. The plastic lens made by Carello is part number 10.410.716. The chrome license plate holder has square corners on the inside and rounded on the outside with 4 threaded studs on the back in each corner. The license plate holder is usually not a judged item unless inappropriate to the period or containing advertising.



Bracket behind license plate lights painted body color

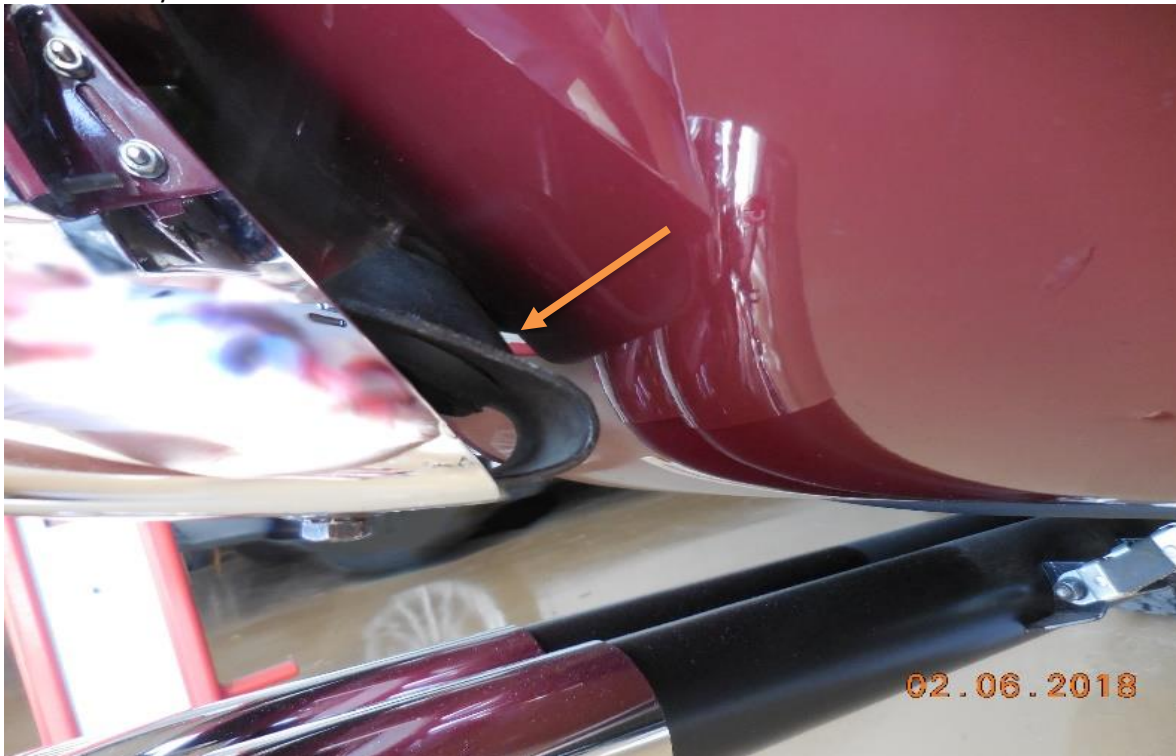


Chrome license plate holder bracket



Unrestored license plate light fixtures showing the very small lip on the lens side and raised area on the back side

- 14) There should be a rubber bumper mounted in a bracket attached to the bottom of the rear override bumper. Only a rubber bumper mounted near the top of the override bumper, Bumpers prevent the override bumper from contacting the body.



Bumper at the bottom of the override



Top rubber bumper only



Original bottom bracket and a reproduction

15) There should be Altissimo side marker lights with amber lenses mounted on the side of each front fender with a rubber seal between the light and the fender. The left side and right-side markers are identical, so the Altissimo name is upside down on the right fender. The picture with two lenses shows an original lens on the bottom and a reproduction lens on the top. The reproduction lens has an embossed E8 inside a circle and the flutes are coarser.



16) There should be a round cover over the fuel filler inlet with an embossed, black Cavallino Rampante formed by a cloisonné technique, a melted powdered glass process, in the center of the cover. The Cavallino in reproduction covers was not embossed so it was smooth to the touch and painted black. The cover is released by the control lever on the rear parcel shelf. The fuel filler tube and cover are mounted with 7 mm (across the flats) hex head bolts and star and flat washers. The inside of the fuel filler area should be painted satin black independent of the color of the car. There should be a chrome ring around the top of the fuel filler opening retained with small Phillips head screws.



Bolts and washers to mount fuel filler tube hex bolts, star, and flat washers.



Unrestored car (white body) showing black satin paint, S/N10767

- 17) There should be two chrome badges on the trunk lid, Ferrari and 330. If there is a prancing horse on the trunk lid, the owner should have documentation to support the installation.



- 18) There should be two drain tubes under the trunk area behind the left side rear wheel. One tube is for venting the fuel filler and one tube is for a water drain from the air vent hole behind the rear quarter window. The cars were originally built with two drain tubes behind both rear wheels. However, Ferrari Technical Information Bulletin No. 93, dated Feb 23, 1968, stated the fuel tank breather hose on the right side should be raised up and terminated in the shock mount box to avoid water and dirt from getting into the fuel tank. Cars modified by Bulletin No. 93 will have only one water drain vent pipe outlet behind the right rear wheel. Undercoating was optional.



19) If the 330 GTC was delivered in the USA, there should be a license plate bracket mounted on the front valence or stored in the trunk if not mounted. The exception would be if the car owner has data to support that the car was not delivered with a bracket. The license plate bracket is not a judged item unless inappropriate to the period or containing advertising.

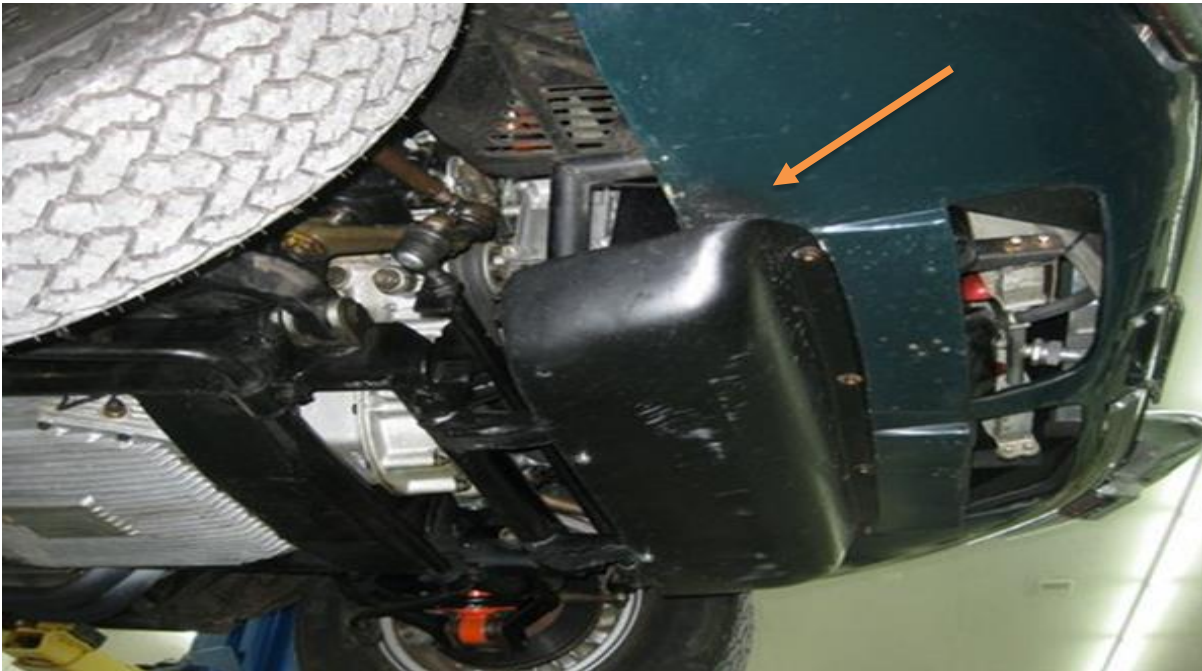


Chromed license plate bracket



License plate bracket mounting holes

20) There should be a fiber glass pan painted satin black, mounted under the radiator to protect the radiator from road damage. It is held in place at the back end of the pan by two Lobo black oxide, 6mm bolts, and washers and in the front of the pan by four Lobo black oxide 6mm bolts, washers, and nuts.



Pan to protect bottom of radiator



21) **GENERAL EXTERIOR OBSERVATIONS** - Effort should be made to avoid over-restoration of components and to replicate original finishes, workmanship, and less than perfect authentic cosmetics. These cars were produced relatively quickly with much handwork and varied one from another in precision. Panel gaps and fit can be expected to be consistent but not laser perfect. Light lenses, window frame welting, lights, chrome grill surround, bumpers, side fender vents, and the rubber seals around the windshield, rear glass, and door should be relatively neat and without major cracks or blemishes. Deductions are usually not made for minor stone chips in the paint, minor chips or scratches on the windscreen or non- original glass/plexiglass, and other evidence of driving.

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330 GTC INTERIOR

- 1) The headliner should be a cream color and pleated. (Hair cell vinyl with a stippled appearance). The vinyl material over the windows, windshield and rear window should match the color of head liner material. The windshield and B pillars, and the dash should be black vinyl, independent of the interior color. An interior dome light and a clothes hook should be mounted above both the passenger and the driver's doors. NOTE: An entry grab handle is located ONLY over the passenger door. These items are held in place by 2.9 mm oval head chrome Phillips screws with bright finish trim washers. The sun visors above the driver and passenger seats should match the color of the head liner. The sun visors are heat sealed along the edge, not sewn. The sun visor material finish should have a textured finish. There should be a vanity mirror behind the passenger side sun visor.



Sun visor texture is different from the trim material



Vanity mirror on passenger side sun visor only



Sun visor textured material finish

2) There should be a white or light ivory colored rubber tip covering the end of each sun visor arm. (Black rubber tips were not original to the car.) The rearview mirror should have a plastic lever on the bottom to flip from day to night vision. The mirror mounting technique was different for early cars from later cars. The mounting bracket should be chromed, and the front mirror housing should be polished aluminum. A black rubber bumper should be on the mirror arm touching the windshield. The same mirror was installed in both early and later production cars but with different mounting methods.



White rubber tip on sun visor arm



The mirror was mounted thru a slit in the fabric.
Mirror had a lever to flip from day to night driving.



The mirror was mounted on the fabric in early cars
as seen in car 8833



Mirror mounting bracket is chrome
Mirror back side is polished aluminum

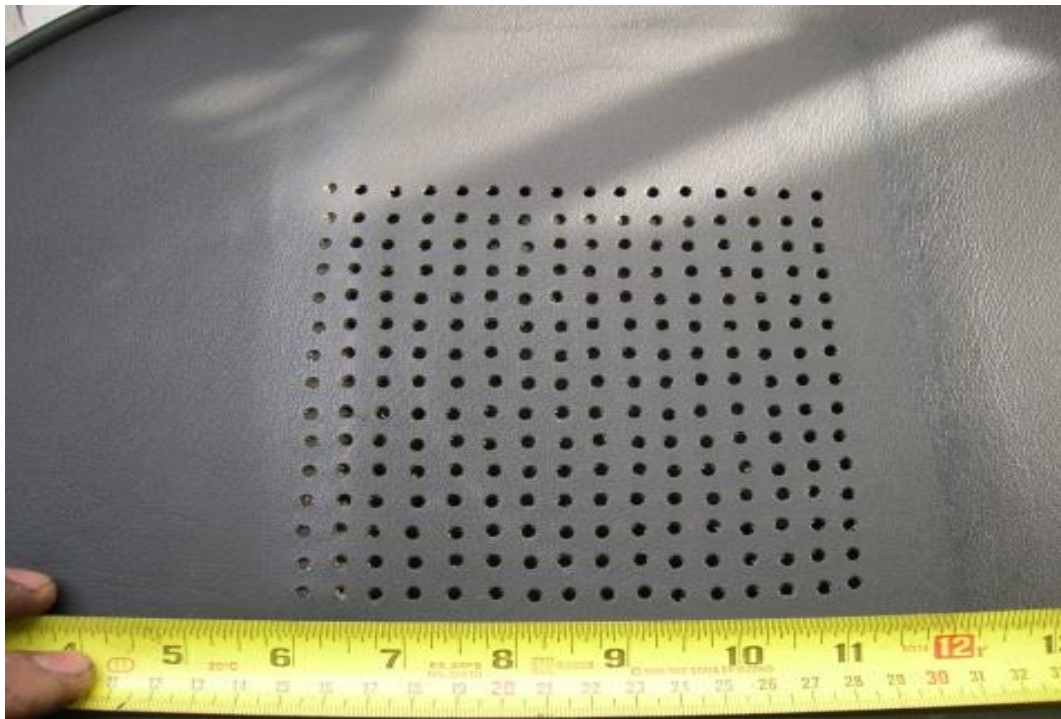
3) The rear parcel shelf should be covered in black vinyl, independent of the interior color. The fuel door release lever is located on the left side of the rear parcel shelf with a black satin surround bezel. Early production cars may not have had the surround bezel. The knob on the release lever should be fan shaped. The rear parcel shelf speakers (if a radio is installed) should be mounted under the shelf with a 5-inch x 5-inch square area of a 16 x 15 punched hole pattern to vent the speaker. The punched holes should be present with or without a speaker installation. There should be welting around the edge of the rear shelf to fill the gap between the shelf and the rear quarter panel



Fuel door opening lever with fan shaped knob and welting



Black satin bezel around lever shaft (welting is missing)



Speaker grill hole pattern

4) There should be a choke pull lever located under the left side of the steering column with a dark plastic fan shaped knob on the end of the lever. This knob is identical to the gas lever release knob. Some cars may have a white letter C engraved on the knob. There should be a black vinyl panel covering the area under the left side of the dash.



5) There should be a hood release lever located under the left side of the dash. The lever arm should be silver CAD plated with a chrome knob on the end of the lever. There should be an emergency pull wire located behind the dash near the glove box that can be used to open the hood in case the primary hood release fails. There should be a Carello turn signal flasher unit mounted above the hand brake support



Hood release lever



Carello turn signal flasher location



Carello flasher

6) There should be a Lucas voltage regulator mounted under the dash, left of the steering column.



Lucas voltage regulator

7) Early production cars had a rubber molded piece on the front edge of the door running from the top to the bottom of the door, held in place on top with a bare (no paint) nickel plated metal clip retained by a Phillips head screw and pop rivets along the door edge. Later production cars had a chrome trim piece on the front edge of the door running from the top to the bottom of the door secured by Phillips head screws. The door panels and armrests are normally covered in vinyl, but leather could have been special ordered. The arm rests should be black, independent of the interior color. There should be a round ribbed control knob to open and close the door vent window. The emergency window crank access hole should be covered with a round vinyl or leather covered plug. The door panel should be secured by only three visible screws, 2 at the bottom and 1 at the middle front. There should be special molded rubber pieces that cover the area where the front and rear window frame meets the door. The rubber molding is held in place with pop rivets.



Early cars had a rubber molding and metal clip



Later cars had a chrome molding



Clip on top of door to hold rubber trim



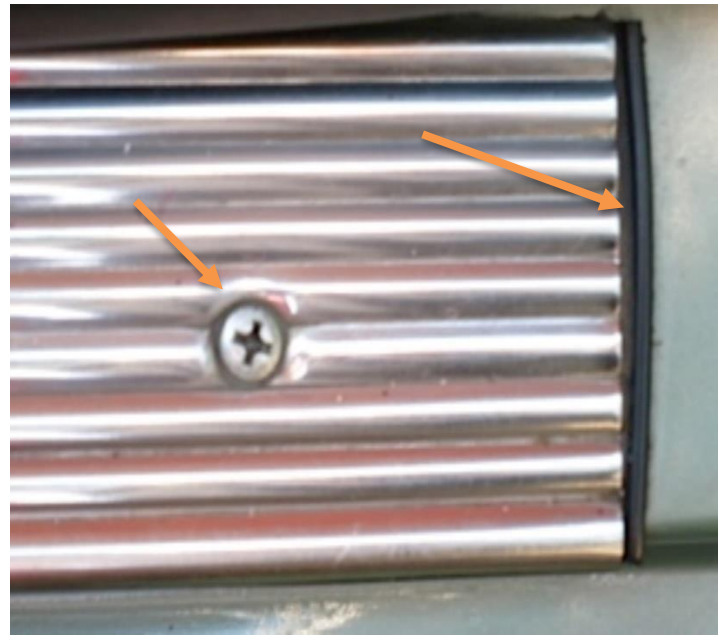
Emergency window crank access hole, three door panel screws



Unrestored car, molded rubber pieces where the front and rear window frame meets the door.



- 8) There should be a chrome, ribbed threshold strip located on the bottom of the door sill held in place by chrome, oval head Phillips screws. There should be a flat rubber piece under the threshold strip with the ends exposed on each end of the threshold strip. There should be a rounded chrome trim piece on the outside of the vinyl covered door sill and a right-angled chrome trim piece on the inside of the door sill with hidden mounting screws. The door sill should be covered with black vinyl material, independent of the interior color.



Threshold oval head Phillips mounting screw, exposed rubber end piece

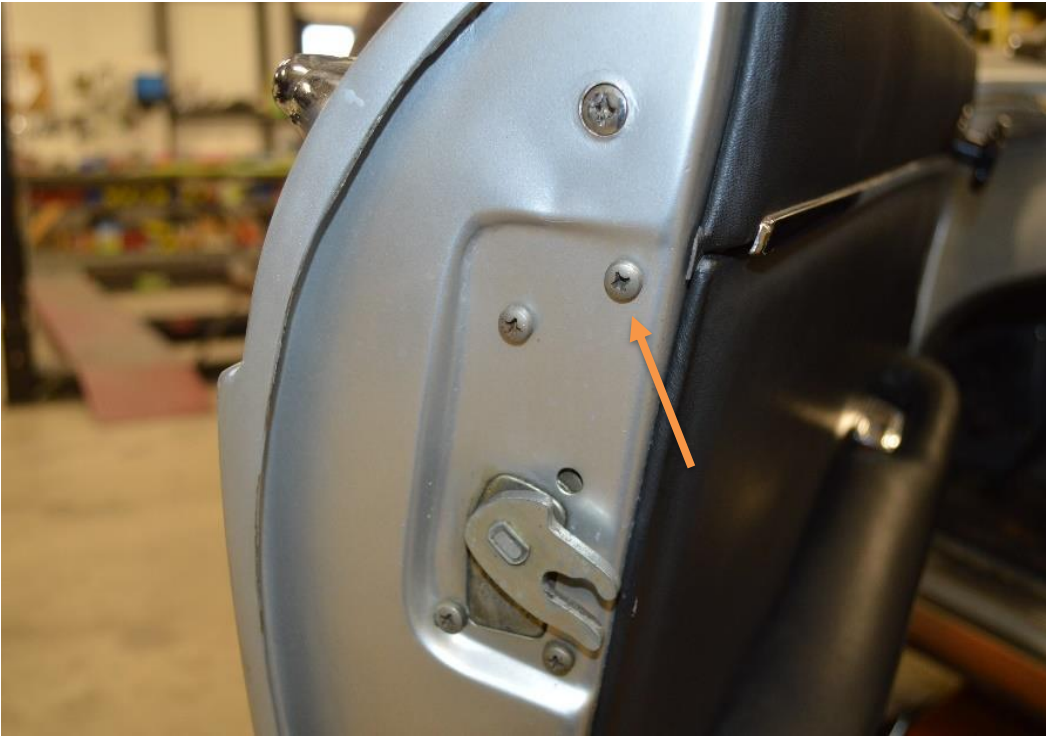
- 9) The door striker should be silver CAD plated. The expected screw to mount the striker should be a flat, counter sunk, Allen head, silver CAD plated screw that utilizes the entire countersunk hole. Some cars have been seen with a Phillips head screw, but it is not the preferred choice. The door latch mechanism is silver CAD plated and held in place with silver CAD Phillips Head screws.



Unrestored car door striker mounting, allen head screws

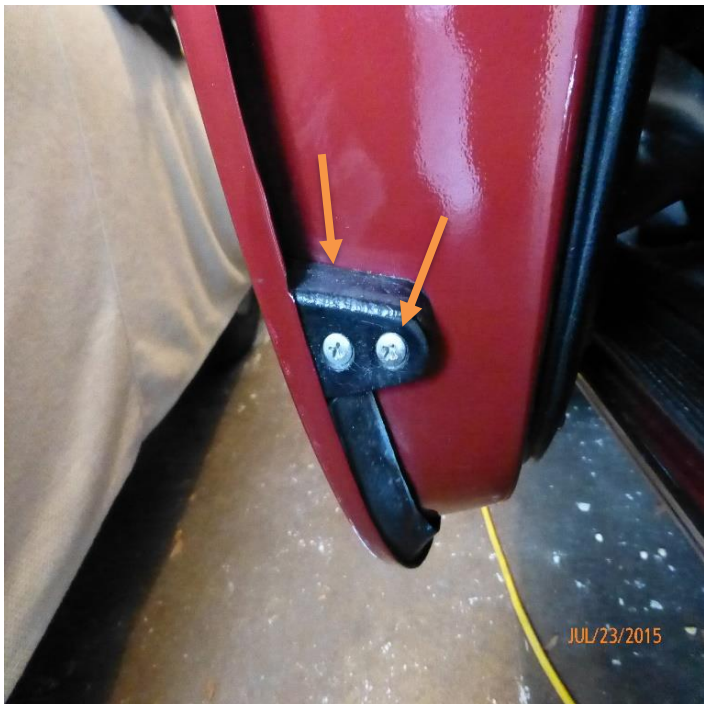


Unrestored car door striker mounting S/N 9605

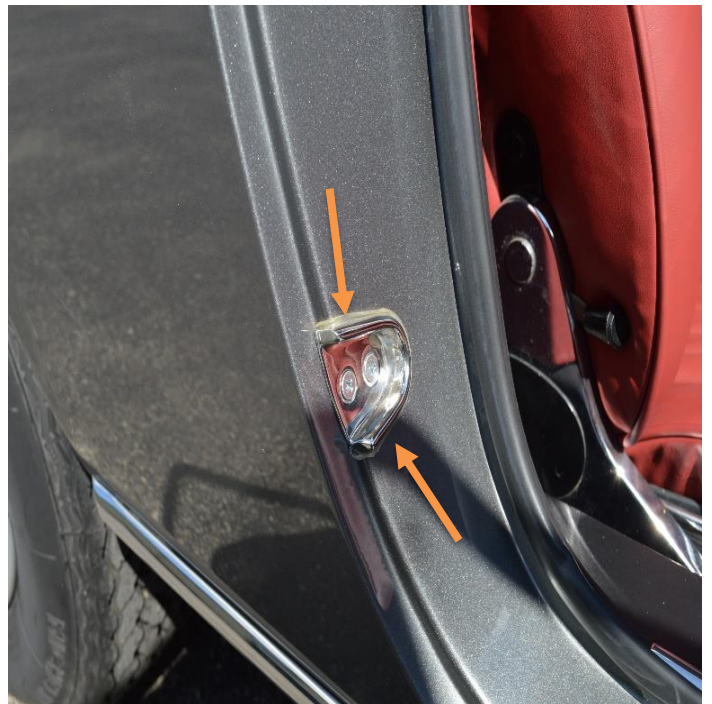


Phillips head screws holding door latch mechanism

- 10) There should be a rubber door alignment buffer mounted on the lower, rear side of the door and held in place with oval head Phillips screws. There should be a chrome door alignment buffer receiver mounted on the door pillar held in place with Phillips flat head screws. There should be a plastic molding behind the buffer receiver to protect the paint. There should be a round rubber bumper on the front of the door that depresses the button switch mounted on the front door pillar that controls the interior lights. There should be a rubber weather seal that runs along the bottom of the door.



Rubber alignment buffer



Chrome buffer receiver with plastic spacer



Rubber bumper which presses on door pillar
Interior light switch



Rubber weather seal on bottom of door

- 11) There should be an emergency cable pull to open the trunk if the primary trunk opening lever behind the drivers door fails. Access to the cable should be through a hole in the rear side panel covered with a round plug like the plug on the door for the emergency window crank. There should be black oxide Phillips head screws and cup trim washers holding the black vinyl trim on the windshield pillar trim, B pillar trim and rear side panels. Chrome Phillips head screws should be used on the cream colored vinyl.



Trunk pull lever and emergency cable access



Black oxide Phillips head screws and cup trim washers

12) The driver and passenger seat should be leather with a slight sheen finish. There should be nine pleats in the bottom and back of the seat with a tuck in the leather in the seat and the back. The seats, door panels and rear quarter panels could be colored leather and vinyl. There should be a rubber seat back rest stop for the seat back to rest on when seat back is in the upright position, held in place with pop rivets painted satin black. The shape of the rubber rest stop may vary. There should be an aluminum ribbed foil on the seat below the seat bottom, held in place by a chrome U shaped molding at the top. There should be a black plastic, oval shaped piece covering seat back latch hardware and rubber molding piece covering the metal edge of the seat bottom.



Nine pleats and tucks in leather



Seat back rest stop rubber molding on edge of seat bottom



Foil on outside of seat bottom



Oval plastic covering and seat back rest

13) Cars have been seen with the seats installed two different ways. The 330 GTC owner's manual, page 27, shows the location of the knob for the seat rake adjustment on the door side of the seat and the lever to release the seat back on the center console side of the seat. However, the most common location for these controls found on original, unrestored cars, locates the knob for the seat rake adjustment on the center console side of the seat and the lever to release the seat back on the door side of the seat. Ferrari may have used this configuration in production as it is the more convenient location to operate the seat controls. The two different seat installations also move the seat position adjusting lever from the center console side of the seat to the door side. The seats are symmetrical so they can be installed on either side.

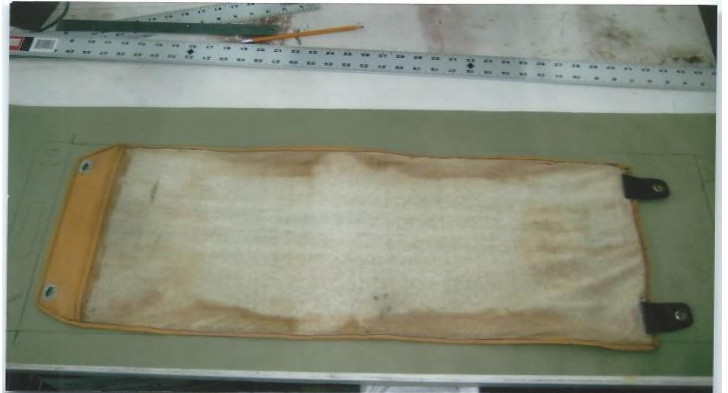


Picture from owner's manual, rake adj on door side, page 27



Back rake adjustment on center console side

14) Seat liners were an available option that could be used when the leather seat was too cold or too hot. These are original back and bottom seat liners made by Pininfarina. The seats had turn style fasteners under the front of the seats to hold the liners.



Back seat liner S/N 11247

Bottom seat liner S/N 11247

15) Seat belts were generally not installed by the factory, usually dealers and owners installed. The classic, popular, Irvin seat belt was made by Irving Air Chute Company.



16) The rubber heel mat on driver and passenger carpets should be black rubber with a small basket weave pattern and stitched along the perimeter into the carpet. The exact shape of the mats may vary from car to car. The passenger side mat should not extend up onto the back of the footwell. The carpet material should be a lowcut pile wool carpet with vinyl binding. The original carpet was Wilton wool.



Drivers side heel mat



Passenger side heel mat



Correct basket weave pattern for mats



Mat from an original unrestored car



Unrestored car, passenger side heel mat, 10637



Unrestored car, drivers side heel mat, 10637

- 17) The shift lever shaft should be chrome and the shift knob should be black plastic with indents to fit the fingers. There should be a chrome plated counter nut below the shift knob. The shift gate plate should have a satin chrome finish and is retained with oval head, straight slotted, chrome screws. The shift rod from the front shift lever to the rear transaxle should be painted satin black going through a rubber boot to the transaxle.



Shift gate plate with slotted screws



Shift rod from shift lever to the rear transaxle

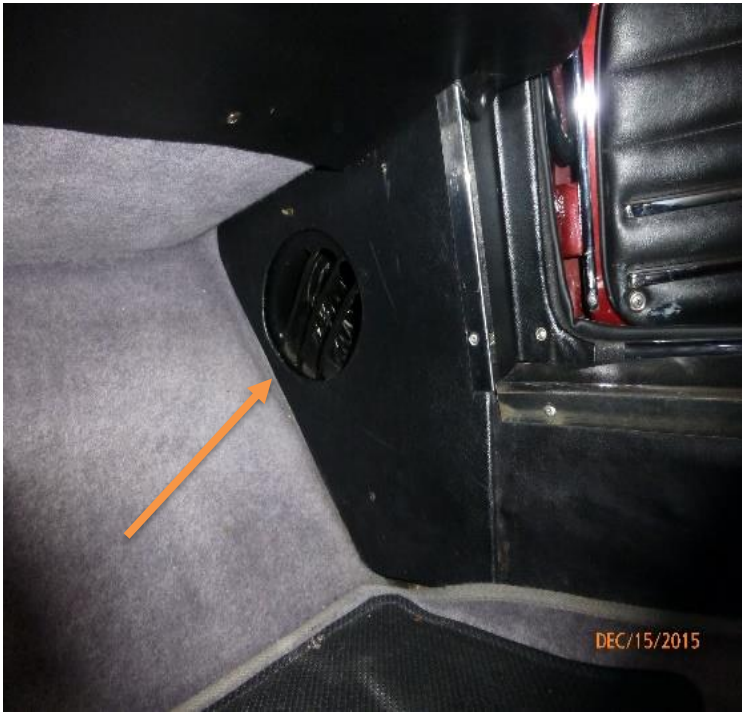
- 18) There should be a parcel shelf under the passenger side dash covered with black vinyl, independent of the interior color. There should be a directional air vent in both the passenger and drivers side footwell. The dash should be covered with black vinyl, independent of the interior color. The basket weave heel mat on the passenger's side should only be positioned on the floor, not on the firewall part of the footwell.



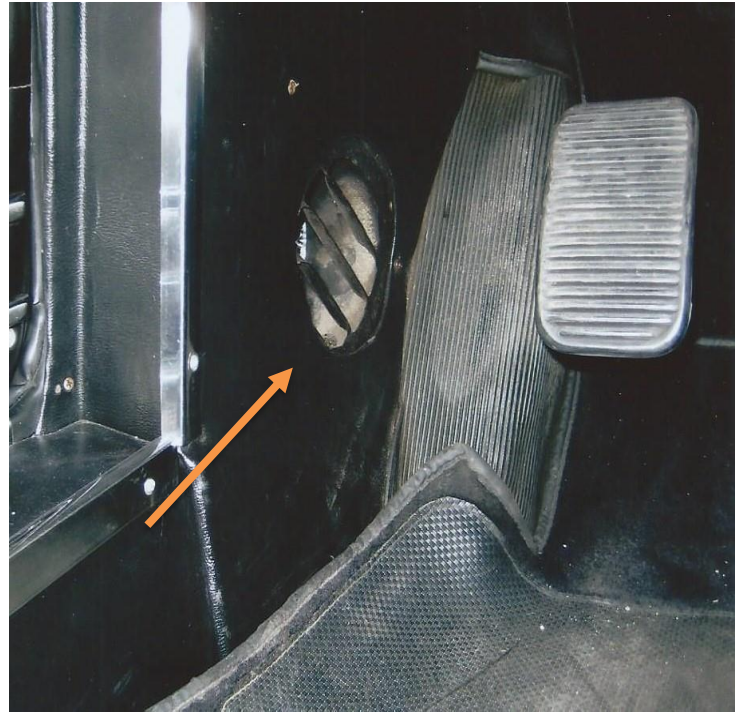
Passenger side parcel shelf



Passenger heel mat not on firewall



Air vent in footwell on passenger side



Unrestored car, air vent and heel pad on drivers side

19) There should be two leather luggage straps attached to the rear parcel shelf and luggage shelf bottom with chrome footman brackets. The straps should be black leather on the front side of the strap and a tan color on the back side, independent of the interior leather/vinyl colors of the interior. The belt buckles should be nickel plated, not chrome plated. The inside wheelwells behind the seats should be covered with the same carpet as used on the luggage shelf. The wheelwell was not covered with vinyl or leather as an original build configuration. If not carpet, the owner should have documentation to confirm the covering was different.



Carpet covering on inside wheelwell



Black and tan luggage belt



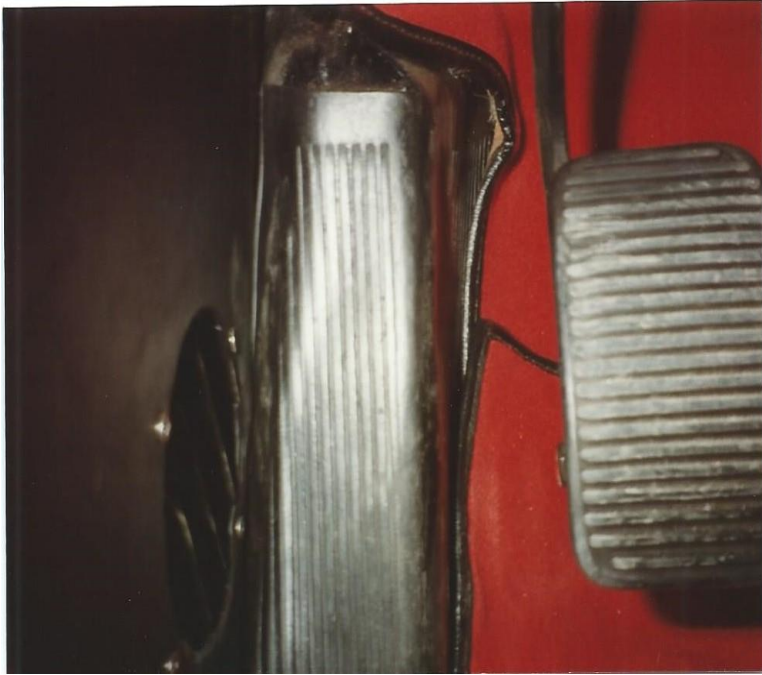
Unrestored car luggage belt , black and tan



Unrestored car,10637, carpet covering wheelwell and speaker holes on rear parcel shelf, black and tan strap

20) The footrest dead pedal and throttle pedal should be covered with a vertical ribbed rubber pad. The dead pedal may have one of two vertical styles. The clutch and brake pedals should be covered with a horizontal ribbed rubber pad. There should be a stainless steel or polished aluminum shield beside the throttle pedal held in place with oval head Phillips screws. The pedal arms should be finished in satin black paint.





Two different vertical spacing pads on the dead pedal

21) The rear air vent control should have a ball shaped knob. The knob has been seen with a black or white finish. The area around the vent control may be either glued or stitched. The imperfect stitching is a good example of typical handmade workmanship.



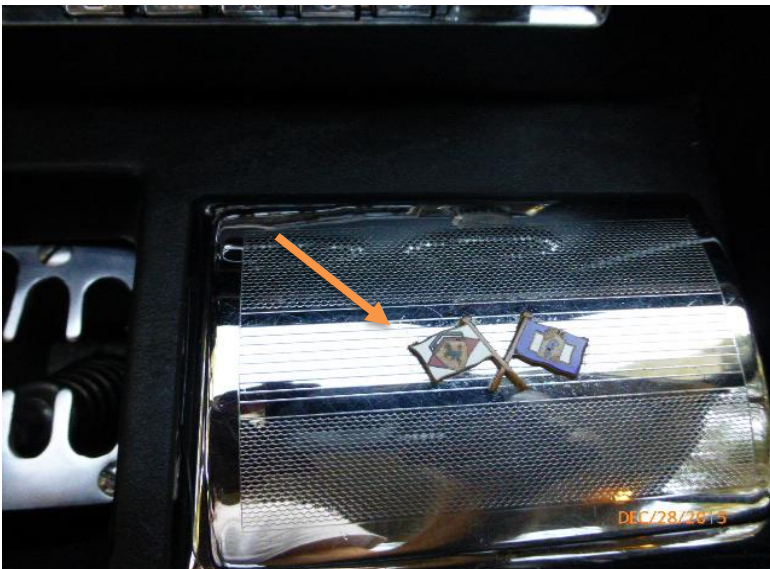
22) The wood dash should have a satin finish. Teak wood veneer is the most common type of wood for the dash. The top and underside of the dash should be covered with black vinyl material independent of the interior leather/vinyl colors of the car, finished with polished aluminum trim pieces. The left and right-side air vent controls should have a yellow dot at the bottom of the chrome bezel. The heater control lever in the middle of the dash should have a blue dot at the top of the chrome bezel and a red dot at the bottom. The ash tray should have a pair of crossed flags. One flag has the Ferrari Cavallino Rampante (white), and the other flag is a Pininfarina logo (blue). There should be an insert inside of the B.O.M. brand ash tray. If there is not a radio in the car, there should be a Pininfarina badge located in the radio position. The center console should be covered with black vinyl material, independent of the interior leather/vinyl colors of the car. There should be a light inside the glove box which turns on when the glove box door is opened. The lever switches on the center console should be oriented so that OFF is in the middle position and ON is in the down position. The dash Instruments were made by Veglia Borletti. The original clock movement had a smooth seeping second hand. The steering column cover should have a black wrinkle finish like the valve covers.



Air vent control



Dash covering in black vinyl, heater control, polished trim



Insert inside of ash tray



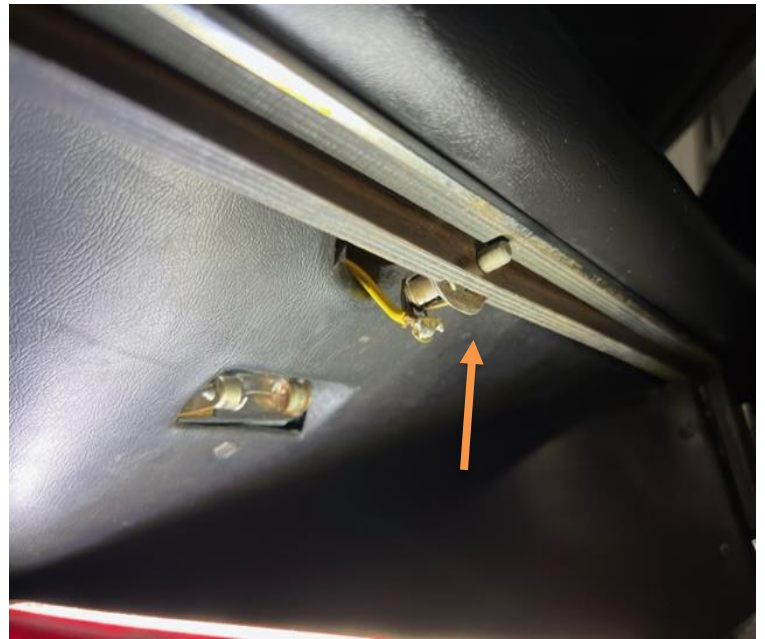
Window switches are made by Ducellier.



Pininfarina badge in place of radio



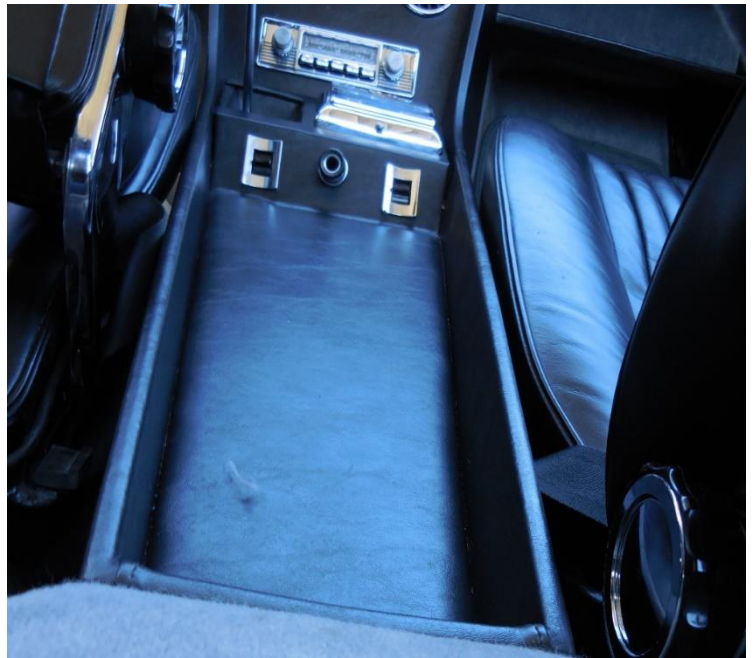
Light inside glove box with torpedo bulb



Glove box light switch actuated by the glove box door



Steering wheel mounted with 6 mm acorn nuts, wrinkle finish



Center concole covered with black vinyl

23) The trunk carpet should be black with a tight square-weave pattern with black vinyl binding. The trunk latch mechanism is an aluminum box with a square top, covered with black vinyl. A black, molded trunk latch cover was seen on later production cars.



Latch cover with square top covered with black vinyl



Molded trunk latch cover with angled top



Trunk carpet, tight small square weave

24) The trunk hinges and metal framework should be painted satin black. Mounting hardware should be black oxide or silver CAD plated Lobo bolts. The lining material under the trunk lid should match the material of the trunk mat. There should be a push button switch located under the left hinge to turn the trunk light on when the trunk is opened. The pinch weld around the bottom frame of the trunk should be covered with a thin U shaped, rubber molding, with oval /rounded on the top.





U shaped rubber molding covering trunk pinch weld.

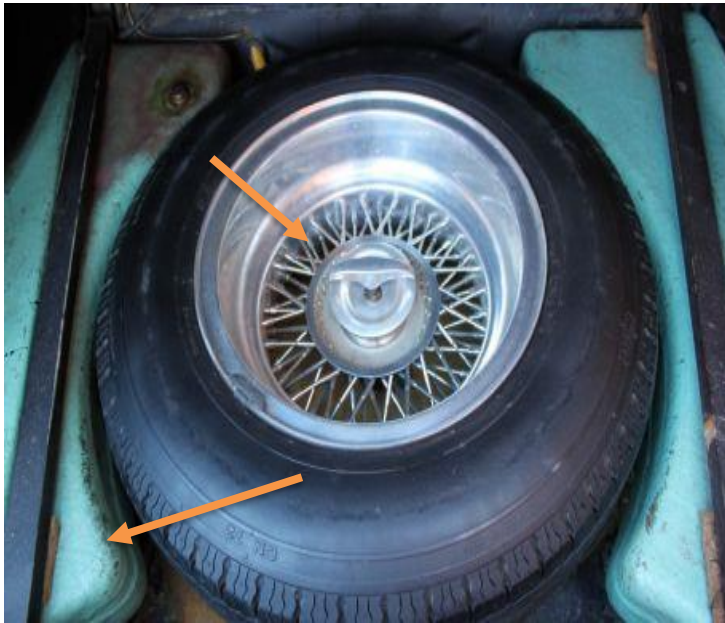
25) The back side of the rear tails lights inside of the trunk should have a black plastic cover held in place by two acorn nuts, rubber washers and flat washers. There should be trim pieces on each side of the trunk area with the same fabric as the trunk mat with a vinyl binding. All the screws holding the fabric in place are Phillips head.



26) There should be a spare tire located in the trunk with a wheel and tire that match the wheels and tires on the car unless the spare is an original tire. There is a Masonite-like material painted satin black covering the spare tire. The spare tire is held in place by a large aluminum ring with a T- handled bolt going through the ring into the trunk floor. There should be two aluminum fuel tanks in the bottom of the trunk area, one located on each side of the trunk. The tanks were covered with fiberglass and were painted turquoise on early production cars and black on later production cars.



Masonite-like board covering spare tire

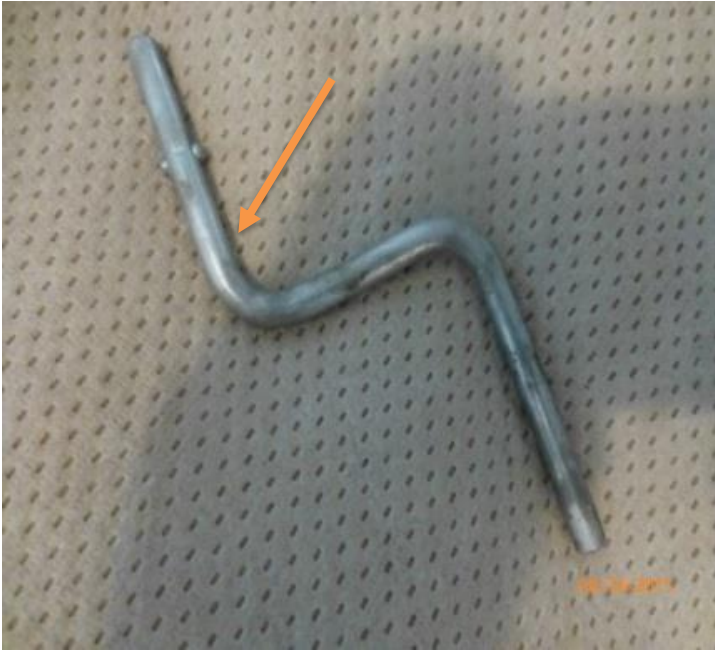


Early production cars with turquoise tanks



Later production cars with black tanks

27) There should be an emergency window crank and an access hole in the door panel to operate the window lift mechanism. The access hole is covered by a vinyl or leather covered round plug. The emergency crank is used when the electric window mechanism fails. The emergency crank is normally stored in the glove box.



Emergency window crank



Access hole in door panel for emergency crank

28) There should be an aluminum fixture trunk light mounted on the trunk lid with a translucent ribbed glass lens covering the torpedo bulb.



29) There should be a Verniciatura label on the inside bottom of the trunk lid that identifies the body paint color. The paint color may be handwritten.



30) The trunk latch catch should be silver CAD, mounted with 2 black oxide or silver CAD Lobo bolts. The small nuts holding the Ferrari scripts on the trunk should be brass.



Brass nuts holding Ferrari and 330 scripts on trunk



Unrestored car trunk latch with silver CAD Lobo bolts

31) There should be tool bags (1 or 2 bags) with period correct tools. Early cars may have had one tool bag and later cars had 2 tool bags, one for tools and one for jack and large items. The buckles on the bag straps should have a silver CAD or nickel finish, not chrome. The items in the tool bag varied over time and there was not a consistent set of tools throughout the 330 GTC production run. For example, early cars may have had 7 open-ended wrenches while later cars had only 2 wrenches. All the tools should be period correct and may vary from car to car.



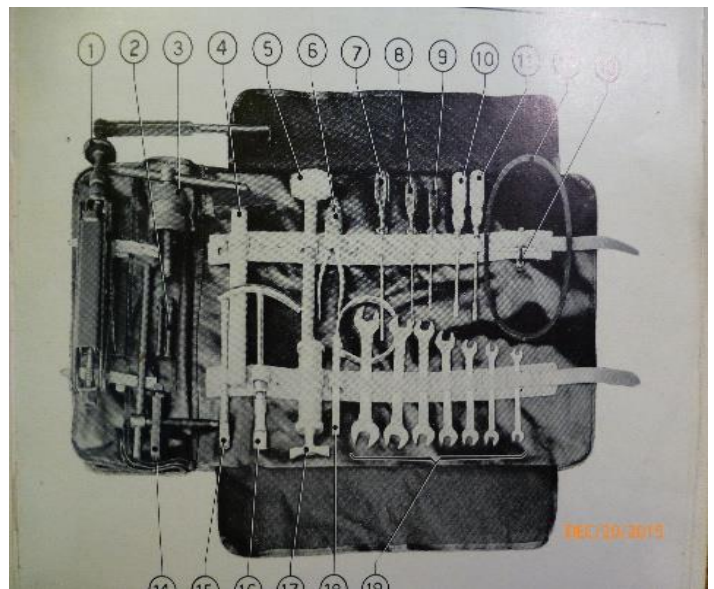
Two Bag Tool Option (Tool Bag and Jack Bag)



Later production Tool Bag tools S/N 10425



Later production Jack Bag



Single Tool Bag shown in Owner's manual, page 97

The tool bag construction should have round headed rivets retaining the bag handle and bag straps. The inside part of the rivets should be hollow. The bag buckle was wire formed, soldered, then nickel plated.



Round headed rivets holding straps and handle



Rivet shape inside of bag



Wire formed strap buckle.

32) Battaini jacks are correct for the 330 GTC. The most common jack for a 330 GTC was painted yellow. Some cars were delivered with blue jacks. There should be a Manuals Pouch with an Owner's Manual and Parts Book Manual with the car as a minimum.



Sales, warranty, and marketing brochures are not required under IAC/PFA guidelines.



Owners pouch and books



Battaini jack

GENERAL INTERIOR OBSERVATIONS - Interior carpets, head liner, door panels, center console, instruments, dash, seats, pedals, and controls should be neat but can exhibit characteristics of being fabricated largely by hand. If the car is a US car, the speedometer is in MPH. If the car is a European car, the speedometer is in Kilometers KPH. All other gages should match either US or European configuration. European car tail lamps should have amber/red lens, with the amber section for the turn signals and red for brake and running lights.

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330 GTC ENGINE and CHASSIS

- 1) You would expect to see these parts on original, unrestored cars and are commonly used on all production cars. There are four different hose clamps used for water, fuel, vacuum, and fluid lines. Cheney, Copiglia band clamp and Corbin black oxide spring clamp were most commonly used. The Angst double wire clamp was seen in place of the Copiglia and Corbin clamps on some later production cars.



Cheney clamp



Copiglia band clamp and Corbin black oxide spring clamp



Angst double wire clamp

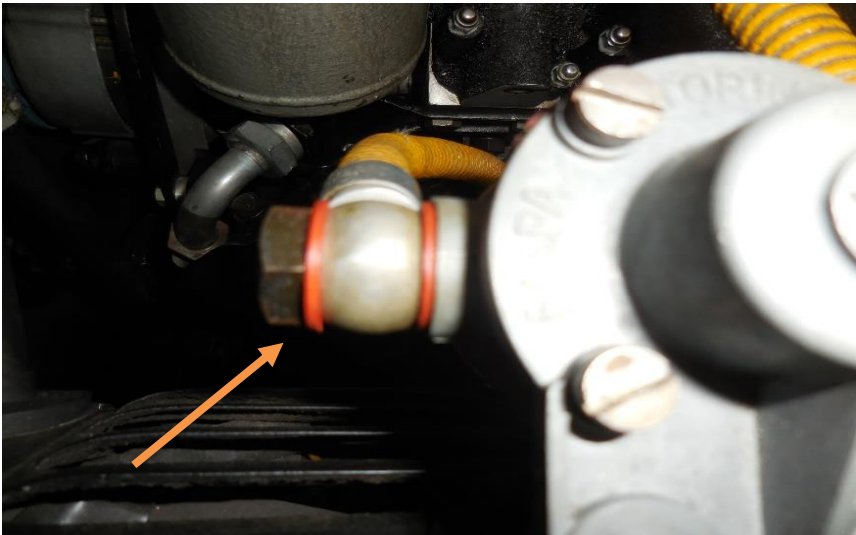
Pinin Farina primarily used flat and oval head Phillips screws, not slotted head screws, on 330 GTC/GTS cars. The known exceptions are the slotted screws securing the gated shifter plate, the truss head screws securing the front turn signal lights and the rear backup lights, and allen head screws on door striker plate. There were two special nuts used, a 12mm across the flats, black oxide nut, used to mount the carburetors and a 14mm across the flats, black oxide nut, used to mount the distributor housing. A silver CAD, nylock self-locking nut, with a yellow insert was used on suspension arms, the steering idler assembly, and other places. Black oxide and silver CAD Lobo bolts were used to mount hood components, exhaust hangers, suspension and brake hardware, and other places. Metal ties were used to retain wiring runs and AC hoses. Red fiber washers are preferred for sealing fuel line connections and are most commonly found on original cars. Copper washers can be used if required to get a better seal.



Nuts, Phillips head screw, metal tie, red fiber washer, Lobo bolt



Self-locking nut with yellow insert and Lobo on bolt head



Red fiber washer on fuel lines, black oxide banjo bolt

2) The 330 GT/GTS was delivered with two different wheel options, a chrome wire wheel, and an alloy disk wheel. The chrome wire wheel should be 14x7-inch Borrani, RW4039, with an angled, 3 eared, #32, chrome knockoff with a prancing horse in the center. Some early cars have been seen with their build sheet showing 14 x 6.5 wire wheels. A Wire wheel knockoff with the Borrani Hand design in the center of the knockoff was not an original configuration for 330 GTC/GTS cars. The disk wheel should be a 14-inch Campagnolo cast alloy, 10-hole wheel with a straight, square ended, 3 eared chrome knockoff with a prancing horse in the center. Original tire sizes were Dunlop 205 HR 14 or Pirelli 210 x 14 HS as defined in the owner's manual but are out of current production. The Michelin XWX tire, 205 VR 14, and Blockley 205 VR 14 are acceptable as current tire replacement. Borrani wire wheels should have a Borrani hand decal on the hub opposite of the tire valve stem, with the hand pointing towards outer rim. Original cars have been seen with the Borrani decal on the same side as the valve stem. The valve stem is just the rubber stem of the inner tube with a metal cap. 330 GTC/GTS cars were not delivered with metal valve stem protectors.



Borrani wire wheel



Campagnolo disk wheel



Borrani knockoff was not original



Ferrari wire wheel knockoff



Campagnolo disk wheel knockoff

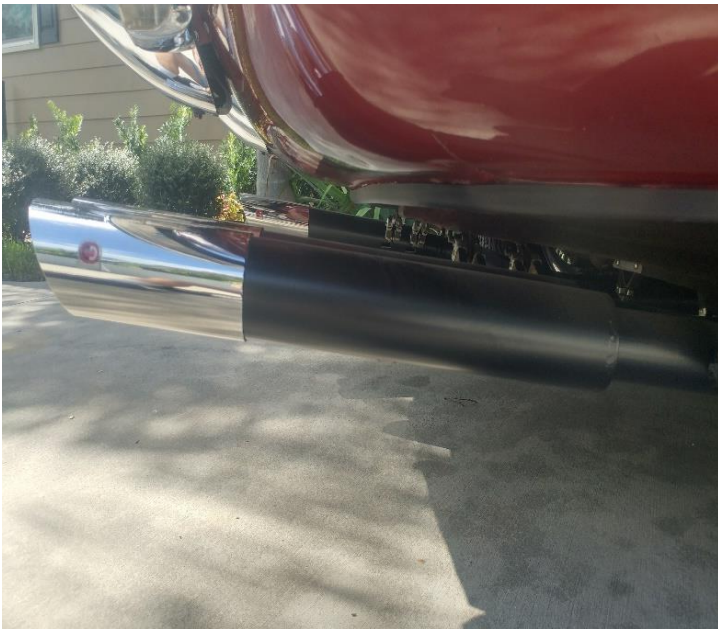


Borrani decal on wire wheel hub



14 inch Borrani Wire wheel , RW4039

3) The exhaust systems could have been made by Ceretto, Galetti, or Spacem, as defined in the car factory build sheets. The pictures below are reproduction Ceretto chrome exhaust tips with chrome sleeves that fit over the exhaust pipe. The Ceretto decal may not have been placed on every Ceretto system. Exhaust pipe finish may be painted satin black or painted silver. The owner should have the cars build sheet to confirm the correct exhaust system on the car. (NOTE: 330 GTC/GTS cars were not originally built with ANSA exhaust systems, so they are not correct for the car. ANSA systems first showed up on 365 GTC and Daytona car production). The standard build exhaust system had 2 mufflers, although some photos of very early 330 GTC cars show 3 mufflers.



Cerreto exhaust tip



Ceretto decal on exaust tip

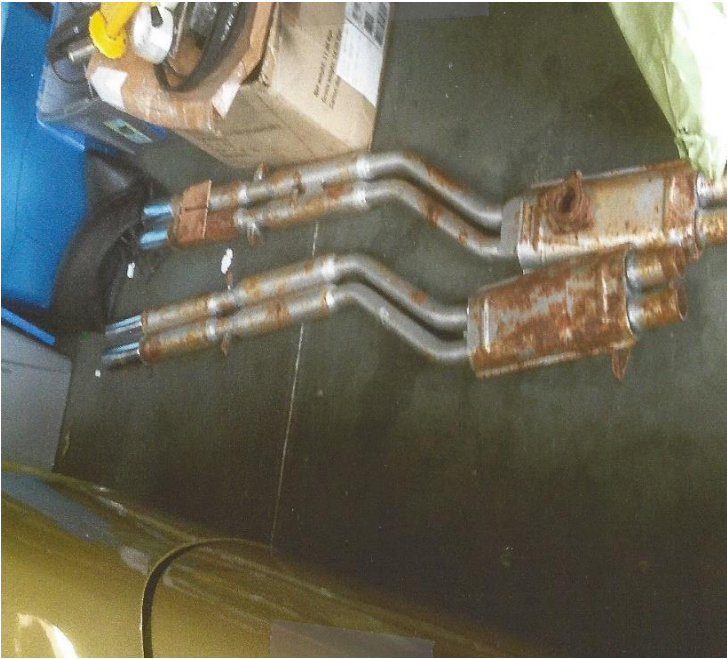
- 4) There should be two exhaust hanger straps at each mounting point on the exhaust system, secured with Lobo bolts, split lock washers, and nuts, either black oxide or silver CAD finish. One aluminum spacer should be placed on each side of the top exhaust hanger and the hanger on the exhaust pipe. The exhaust hanger strap should have solid rivet fasteners attaching the bracket to the rubber piece, not pop rivets.



One spacer on each side of the exhaust brackets



Solid riveted exhaust hanger straps and aluminum spacers



Original Ceretto exhaust system painted silver



Original exhaust tip with Ceretto decal



Original 330 GTC Ceretto exhaust system



Exhaust system painted silver

- 5) The exhaust pipe clamps should be U shaped with a single bolt for tightening. The clamps should be painted black to match the exhaust system.



Exhaust clamps on unrestored car

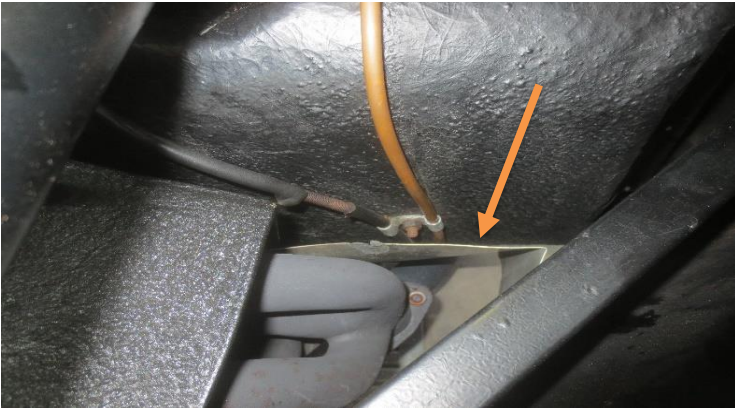
- 6) There should be heat shields on top of each muffler. The shields are held in place with short bolts inserted into nuts welded to the top of the muffler. There should also be a heat shield in front of the mufflers. On the driver's side the shield protrudes into the engine bay. On the passenger side it only covers the exhaust pipes. These two shields are pop riveted to the frame. The shields are made of aluminum with a natural finish.



Heat shield over mufflers



Heat shield over exhaust pipes in front of muffler, drivers side



Heat shield protruding into the engine bay



Heat shield over exhaust pipes on driver side



Heat shield over mufflers

- 7) The valve cover and exhaust header heat shield should be painted with black crinkle paint. The Ferrari name should be the same paint color and texture as the valve cover. Exhaust header heat shields should be secured with black oxide Lobo bolts and flat washers larger than the head of the bolt.

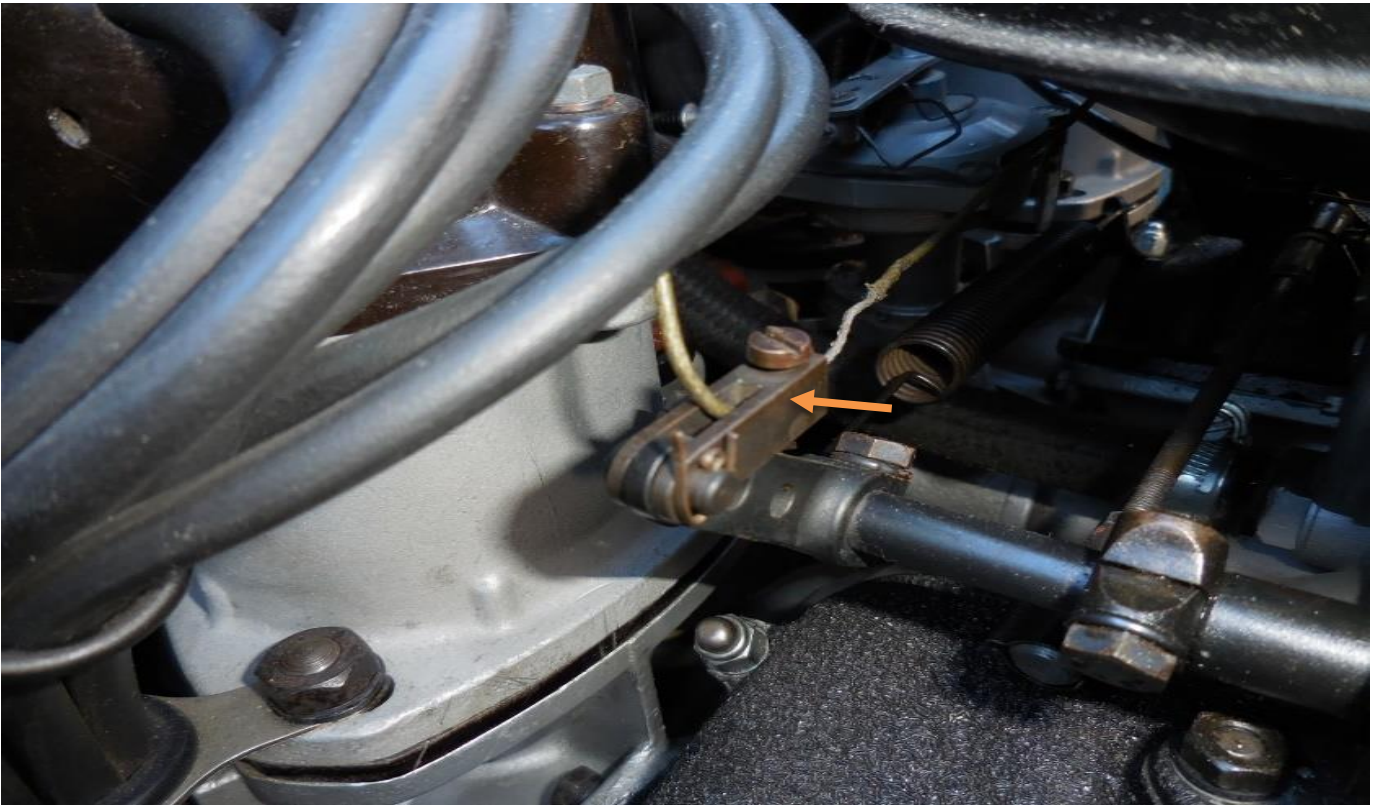


Heat shield, large washers, and Lobo bolts

- 8) The throttle shaft bell crank actuating assembly should be black oxide. The throttle cable on early production cars was connected to the bell crank rod with a Clevis pin connection. On later production cars, the throttle cable was connected to a lever arm mechanism on the right side valve cover which actuated the bell crank rod.



Throttle bell crank rod, black oxide Corbin spring clamp on breather hose



Clevis pin on end of throttle cable on early cars, 10425

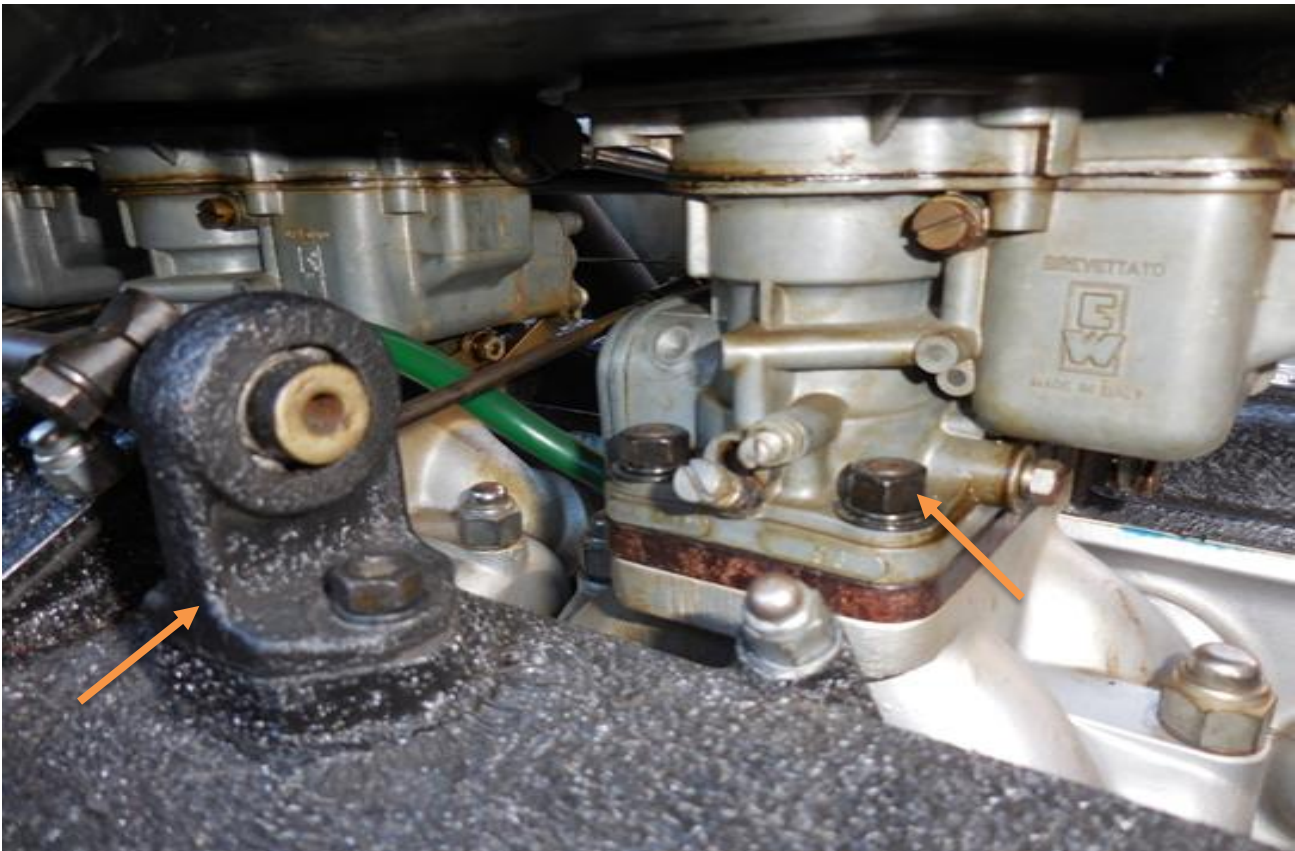


Bell crank rod drive mechanism on right side valve cover on later production cars 11271

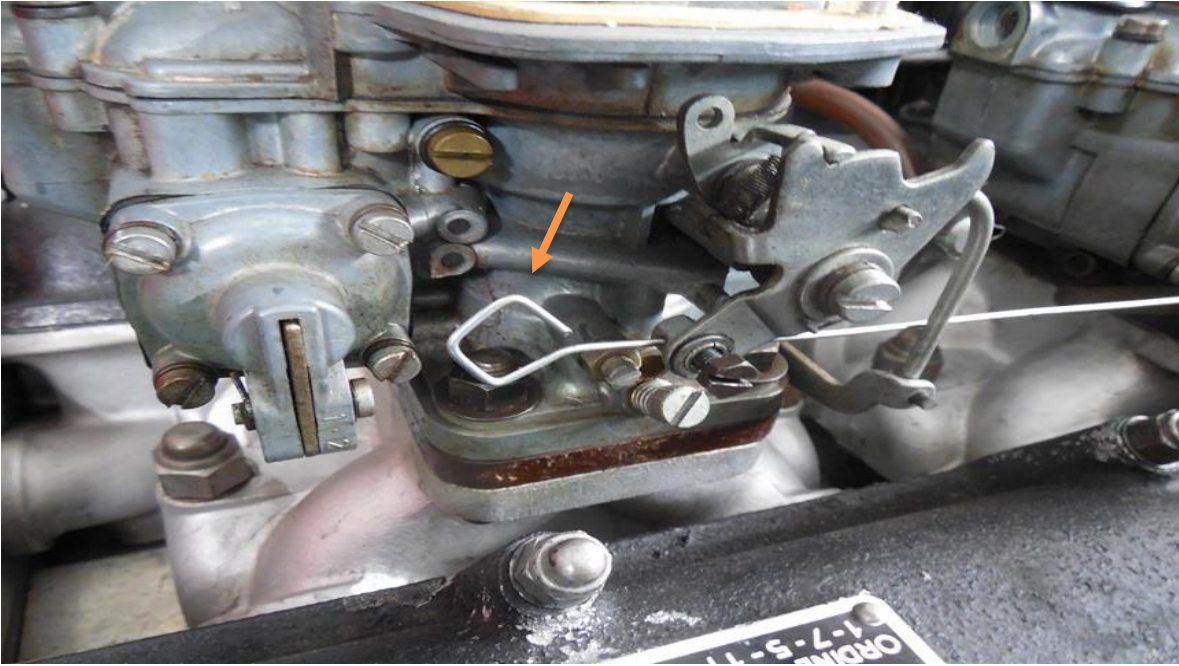
- 9) There should be a throttle cable and choke cable support bracket mounted on the left side valve cover and held in place to the valve cover by 6 mm acorn nuts.



- 10) The four nuts and wave washers mounting the carburetor to the manifold should be black oxide. The nuts are special Weber pieces that are 12mm across the flats. The bearing support brackets for the bell crank rod should be painted black crinkle paint. held in place with black oxide nuts and washers. Cars produced up to around serial number 9600 used Weber 40 DCZ 6 carburetors. Cars produced around 9600 and later used Weber 40 DFI 2 carburetors. There was not an exact S/N transition.



- 11) There should be a solid wire connecting the carburetor choke mechanisms on the carburetors. The wire is terminated in a square shape at the front carburetor. Dimensions of the square loop is not critical.



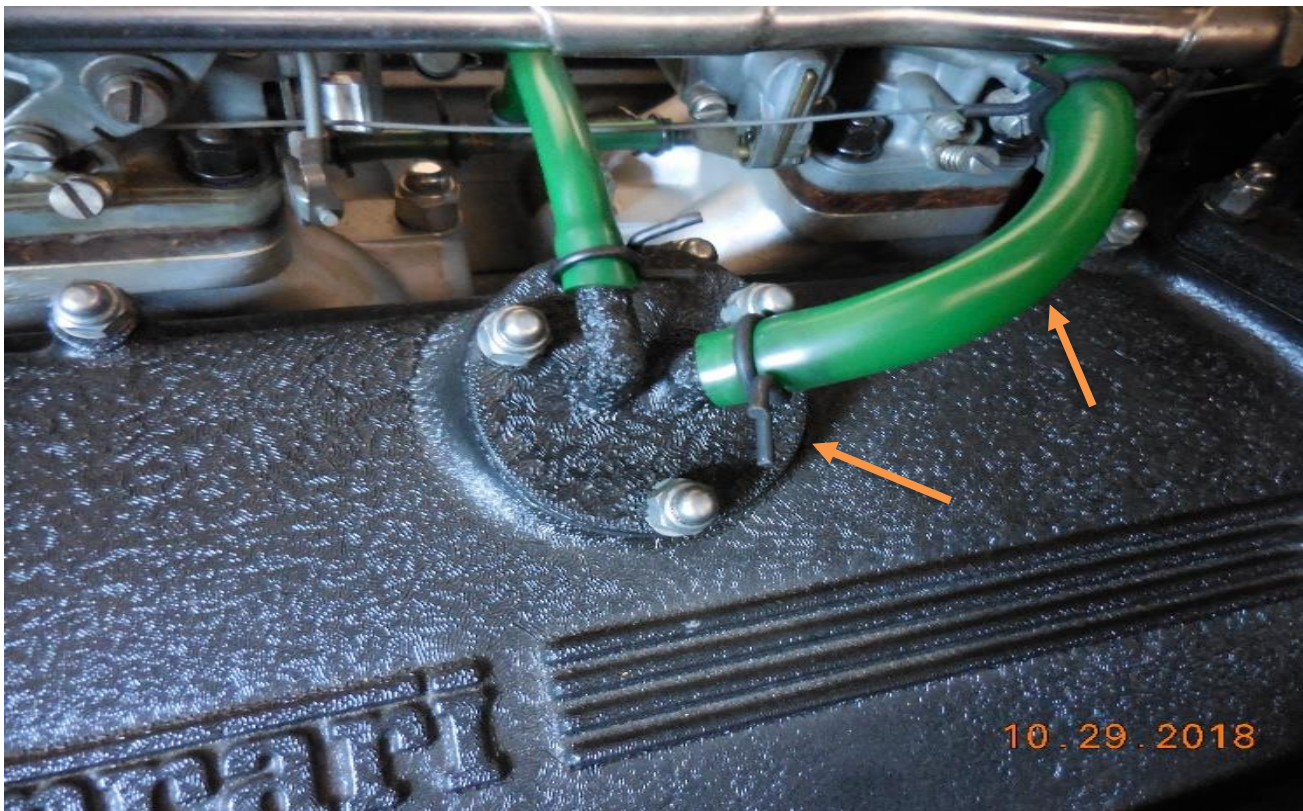
- 12) The engine cam and timing chain covers should be retained by 6 mm acorn nuts



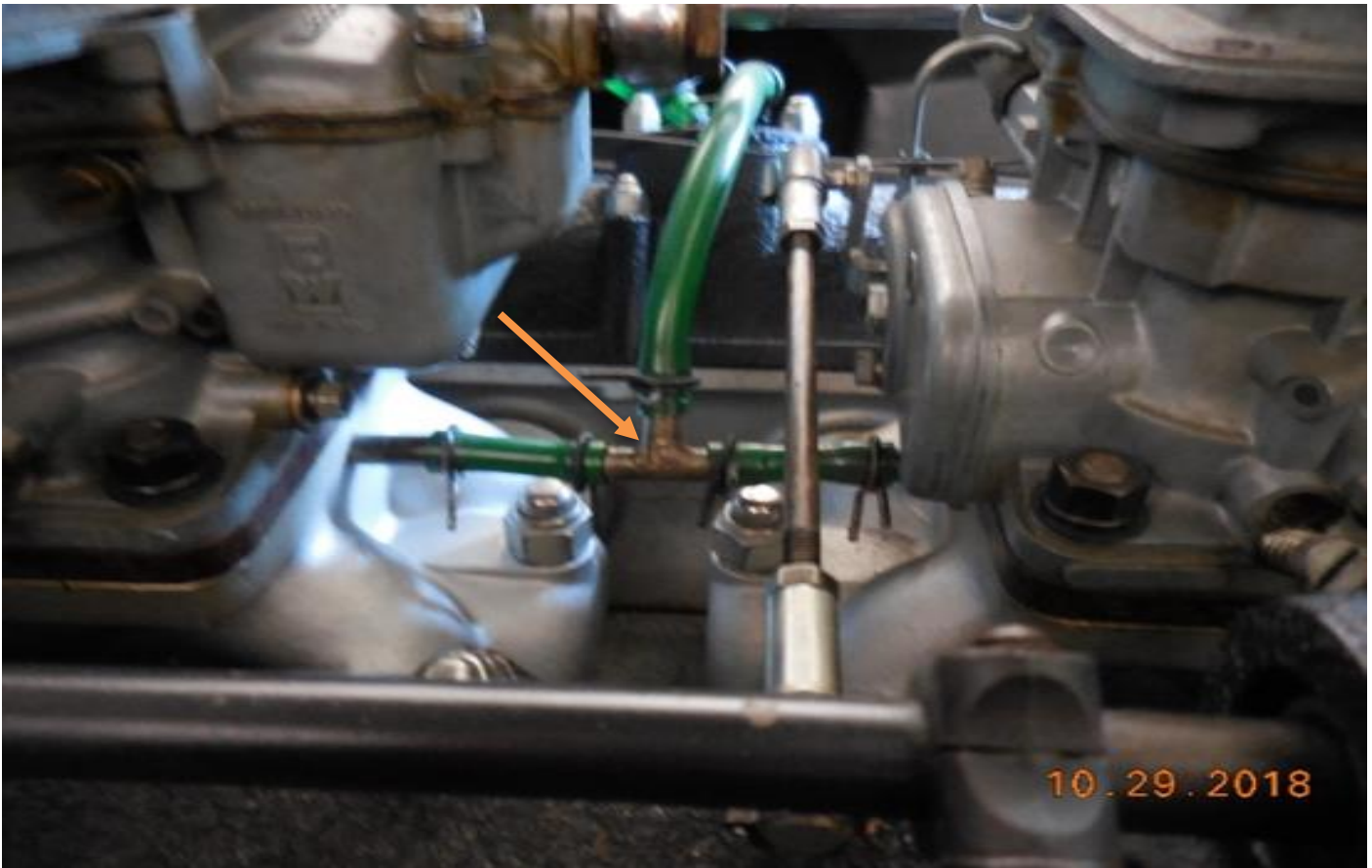
13) The engine coolant temperature sensor should be covered with a black rubber boot.



14) The air filter breather hoses with PVC blow-by systems should be semi clear or green Polyurethane tubing retained with black oxide Corbin spring clamps. Later production cars have been found with Angst clamps on the breather hose. As the tubing ages, it may turn a darker shade from oil vapors and engine heat. Early production cars may have been delivered without the PVC system.



Black oxide Corbin spring clamps on breather hose.



Hoses and Corbin spring clamps between carbs



A later production car with Angst clamps on breather hose

15) Cheney clamps should be used for the larger hoses. Double wire Angst style clamp may have been used on the later production cars.



16) The clamps on the T connection of the water heater hoses should be 5 mm wide Copiglia band clamps. However, original cars have been found with 9 mm clamps on these hoses. There should be a manual heater cutoff valve located below this hose T junction. The heater water hose should have a cloth wrapped appearance. The original hose was made by Safta Calore. Metal tie controlling alternator wires.



Copiglia clamps on water hoses and metal tie on alternator wires



5mm Copiglia clamps on cloth wrapped heater hose and heater valve cutoff below the T junction



Manual heater cutoff valve



Original Safta Calore heater water hose

17) The steering column should be painted satin black up to the U-joint. The U-joint should have a raw case-hardened steel finish (may be clear coated to preserve finish), the coupler from the U-joint to the shaft into the steering box should be black oxide and the shaft into the steering box should be natural steel with a bright finish. Black mechanic's wire should be used to safety wire the black oxide bolts on the U-joint. The ZF steering box should be painted satin black. The steering idler assembly cap should be natural bronze with a dark oxidized appearance. The retaining nuts should be silver CAD with yellow inserts.

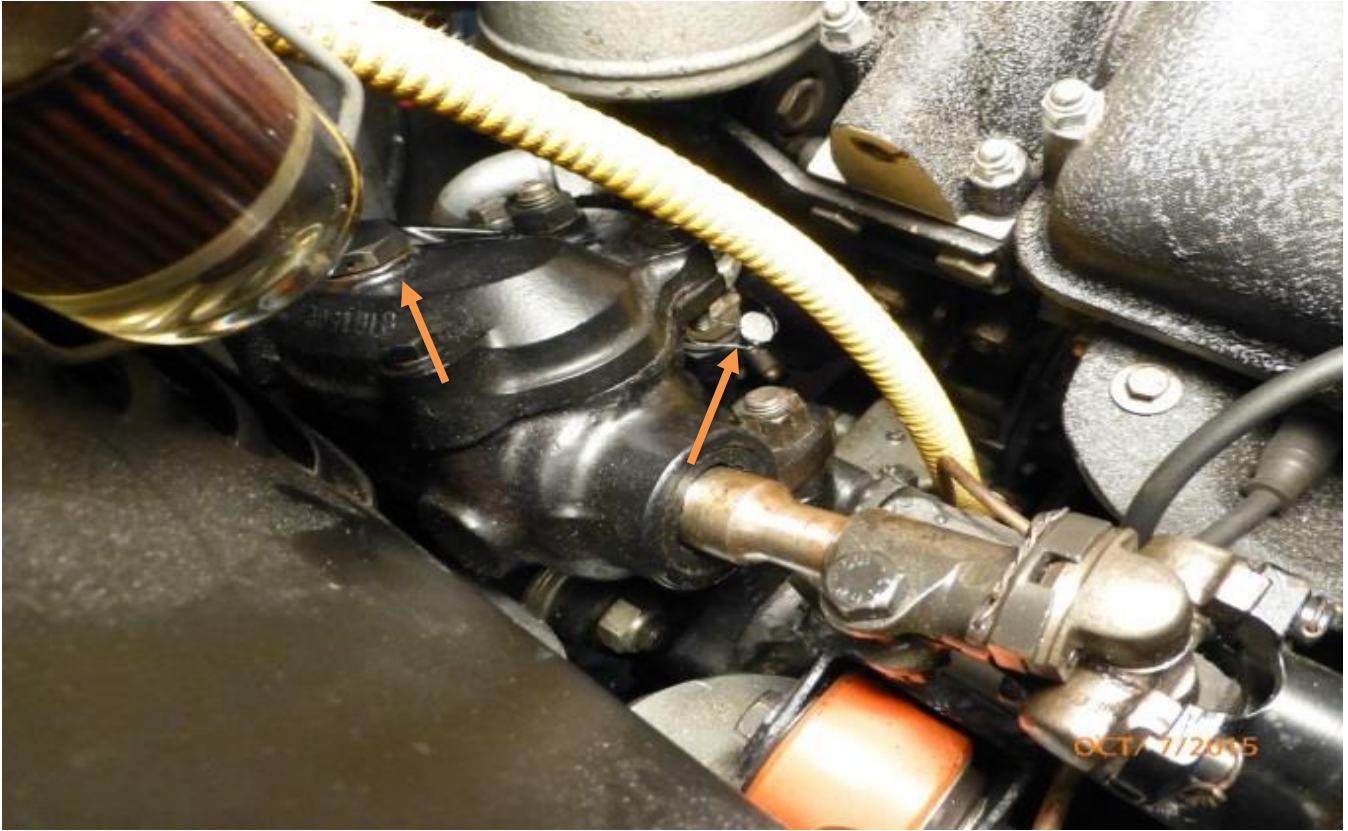


Steering box, coupler, U-joint, steering column



Steering Idler assembly, yellow insert on nuts

- 18) The ZF steering box should have a lead seal with the letters ZF attached to one of the top bolts on the steering box. The steering box should be painted satin black with a black oxide hex filler cap.

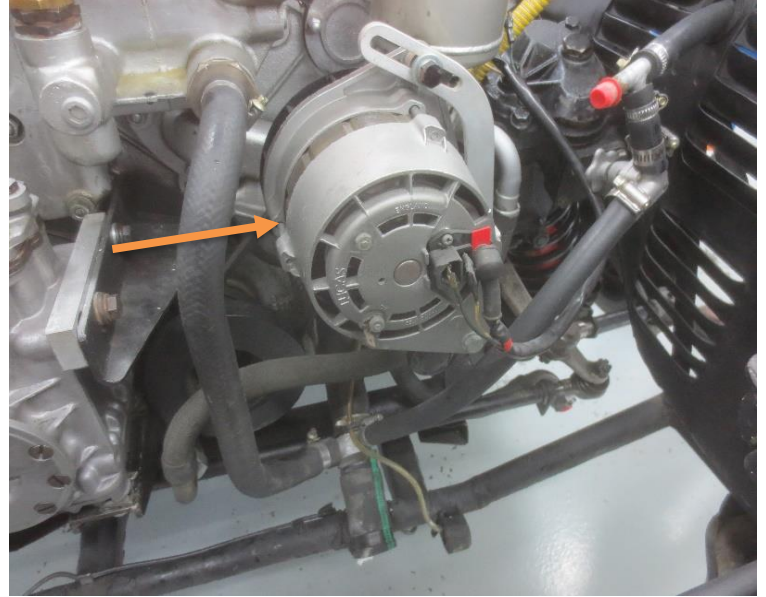
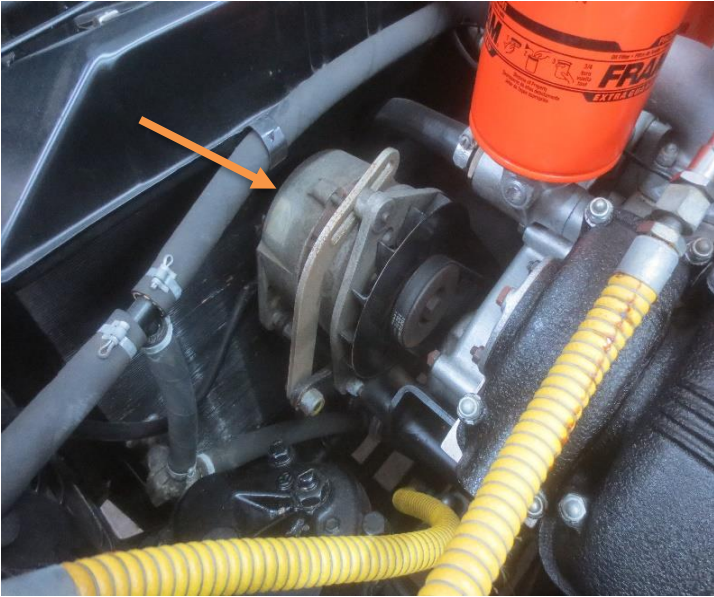


Black oxide filler cap and ZF lead tag



ZF lead tag on steering box

19) The alternator and voltage regulator should be made by Lucas. The alternator should have a silver aluminum metal finish. The alternator is driven by a dedicated belt from the crankshaft pulley. The Lucas voltage regulator is mounted under the dash, left of the steering column.



Lucas voltage regulator under dash

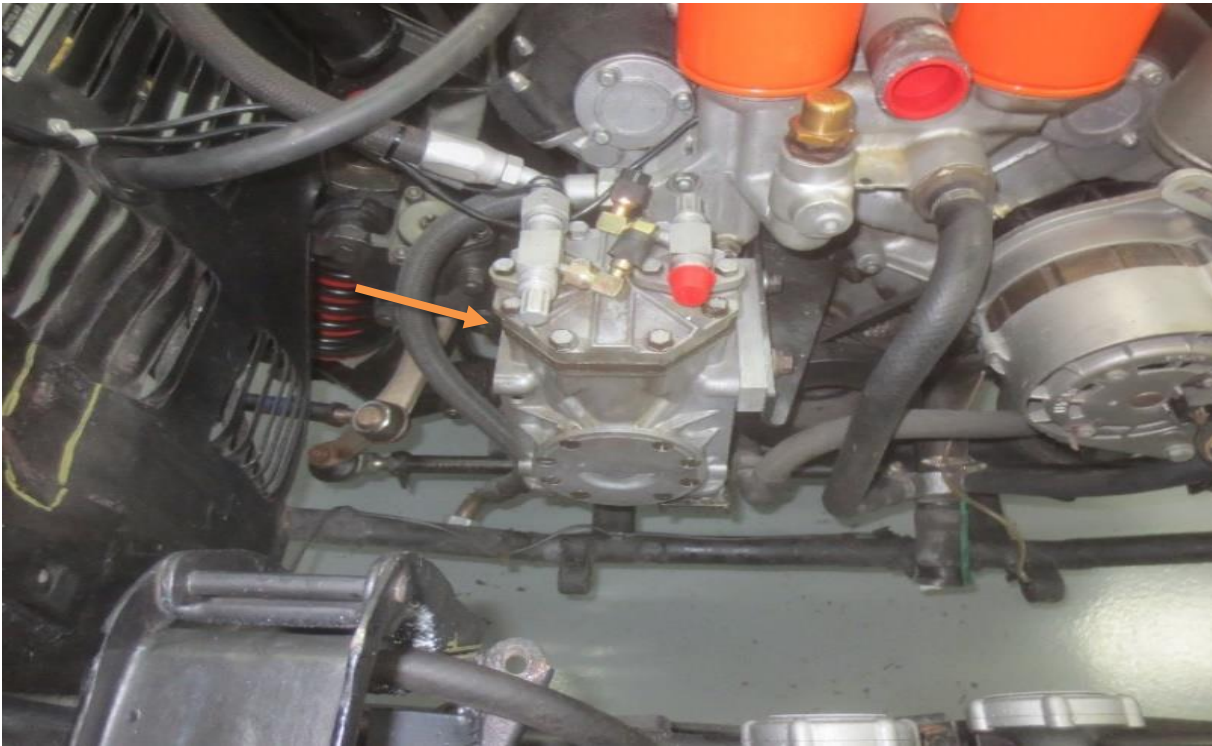
20) There should be a black plastic, electrical, wiring junction box mounted on the left side of the engine bay to connect the alternator wiring. The plastic cover is held in place with a knurled, black plastic, thumb screw. Early production cars may not have had this junction box.



Junction box for alternator wiring connection



21) If the car was equipped with air conditioning, the air conditioner compressor should be made by York. The compressor should have a silver aluminum metal finish. The compressor is driven by two dedicated belts from the crankshaft pulley. A compressor converted to R134 for legal reasons should be acceptable if neatly installed.



AC Compressor in unrestored car S/N 9605

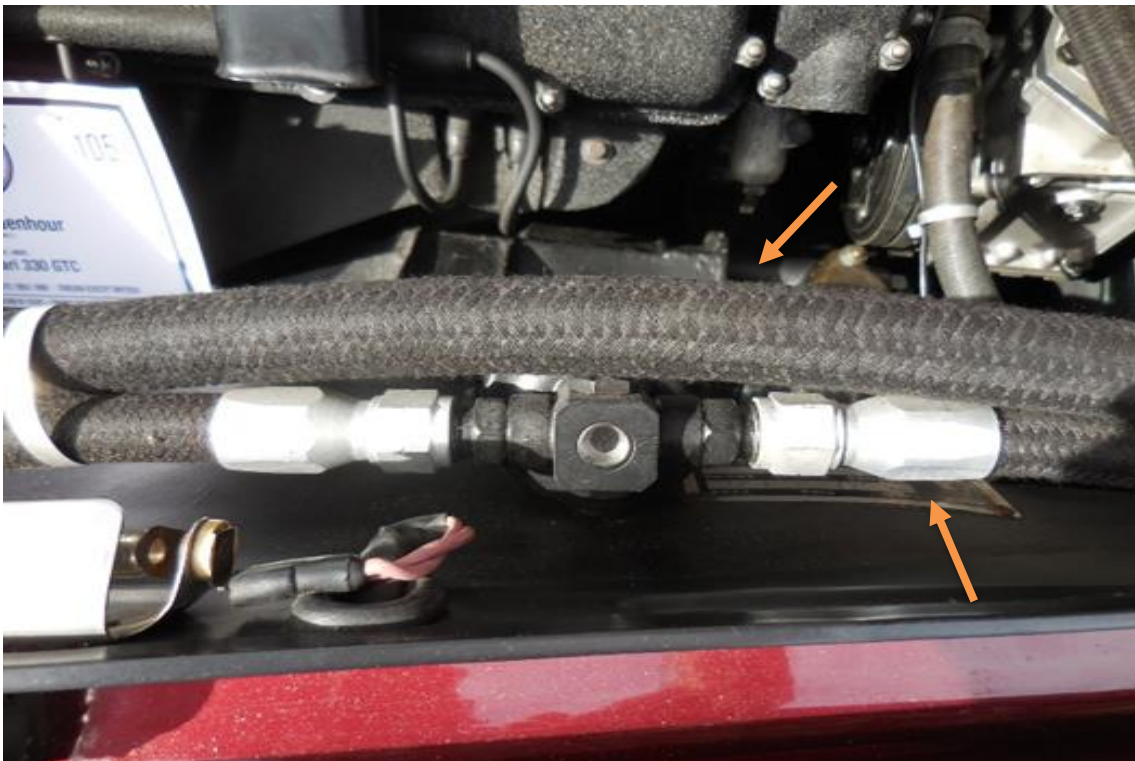
22) Air conditioning was a factory option. The air conditioner hoses should be black cloth covered hoses with Aeroquip connectors. There should be a dryer painted satin black mounted on the right side of the engine bay. The bracket holding the dryer is mounted to the engine bay with Lobo bolts and may have a silver CAD or satin black finish. An early car (8843) has been seen with a supporting bracket mounted to the inner fender panel with pop rivets. Engine bay lights should be mounted on the right and left sides of the engine bay. The hoses are retained with metal ties or a factory black vinyl strap.



AC hoses, dryer, engine bay light, metal ties on hoses



Dryer support bracket mounted with pop rivets 8843



Aeroquip AC hose connectors, black cloth covered AC hose

23) The hood open rest arm, hood catch, and hood safety latch should be silver CAD plated and mounted with black oxide or silver CAD Lobo bolts, with star and flat washers. On later cars, the hood latch bracket mounted on the fire wall has a round opening for the hinged catch on the hood to go through. Early production cars have a flat hood latch bracket without a round opening and should be painted satin black.



Hood safety catch and hood catch



Unrestored car hood bracket with silver CAD bolts



Hood open rest arm



Early production car (8833) with flat hood latch bracket



Later production car hood latch bracket with round hole in the middle

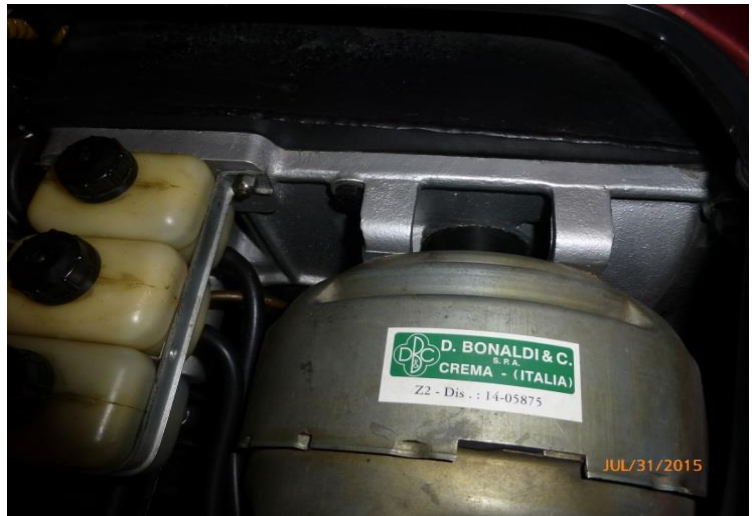
24) There were two different brake servo systems for the car, one made by Dunlop, and one made by Bonaldi.

Dunlop brake servo on early cars up to around SN 9829/10400

Bonaldi brake servo on later cars after SN 9829/10400

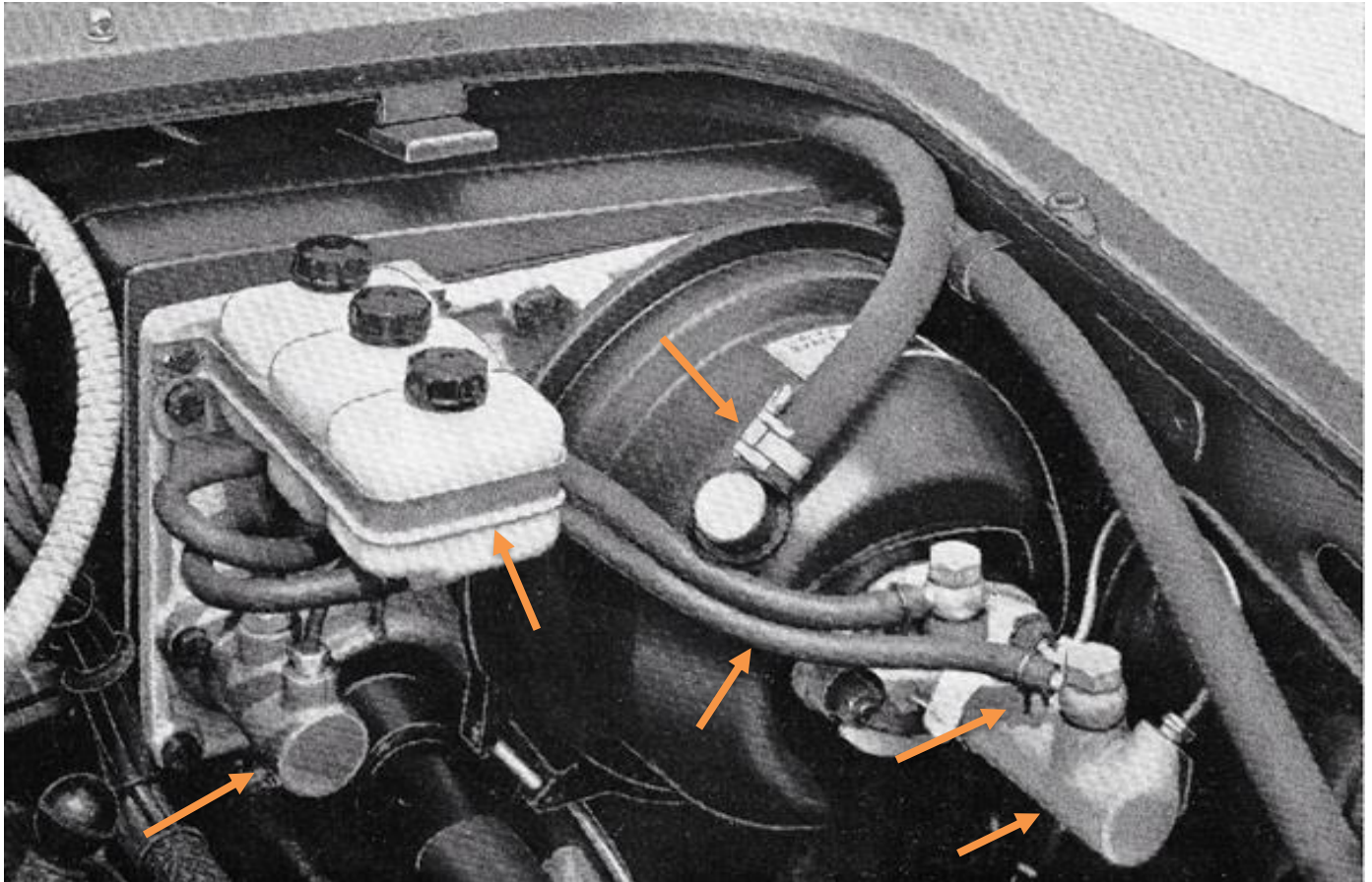


Do Not Oil label on Dunlop brake servo



Bonaldi label on Bonaldi brake servo

The Dunlop brake vacuum servo was used on earlier production cars. It was painted semi-gloss black with a "Do Not Oil" label on top of the servo. The Dunlop brake master cylinder should be silver CAD plated and the clutch master cylinder should be finished in natural aluminum. The clamp on the vacuum hose from the servo to the intake manifold may have been a Copiglia or a Cheney clamp. Brake and clutch reservoir hoses should be smooth, black rubber and retained on both ends with black oxide Corbin spring clamps. The brake/clutch hydraulic fluid carrier, nickel plated, bracket, mounting method can be either black oxide bolts or nylock nuts with yellow inserts. The copper plated lines from the clutch and brake master cylinders should be a natural copper, unpolished finish.



Owner's manual picture of Dunlop system, Page 81



Unrestored Dunlop brake booster with Do Not Oil decal and Copiglia clamp on vacuum hose

The Bonaldi brake vacuum servo was used in cars beginning around S/N 9829. It should be finished in gold CAD with a green/white Bonaldi sticker on top of the servo. The Bonaldi brake master cylinder should be painted satin black with silver CAD plugs on the end and the middle. The clutch master cylinder should be a natural aluminum metal finish.

The Bonaldi and Dunlop carrier bracket for the clutch and brake reservoirs should be finished in satin nickel. The clamp on the vacuum hose from the servo to the intake manifold may have been a Copiglia or a Cheney clamp.

Brake and clutch reservoir hoses should be smooth, black rubber and retained on both ends with black oxide Corbin spring clamps. The brake/clutch hydraulic fluid carrier, nickel plated, bracket, mounting method can be either black oxide bolts or nylock nuts with yellow inserts. The copper plated lines from the clutch and brake master cylinders should be a natural copper, unpolished finish.



Bonaldi brake and clutch system

Later production cars beginning around serial number 11000 had a cable actuated clutch, so there is no clutch master cylinder or fluid reservoir. Brake reservoir hoses should be smooth, black rubber and retained on both ends with black oxide Corbin spring clamps. Note silver CAD plugs on the master brake cylinder, nickel plating on reservoir bracket, and gold CAD brake booster.



Late production car with mechanical clutch, only 2 brake fluid reservoirs S/N 11271, smooth hoses, Corbin spring clamps

The brake vacuum servo, fluid reservoirs, and master cylinders are mounted to a cast base plate painted aluminum.



Cast base plate painted aluminum mounts the brake booster and fluid reservoirs

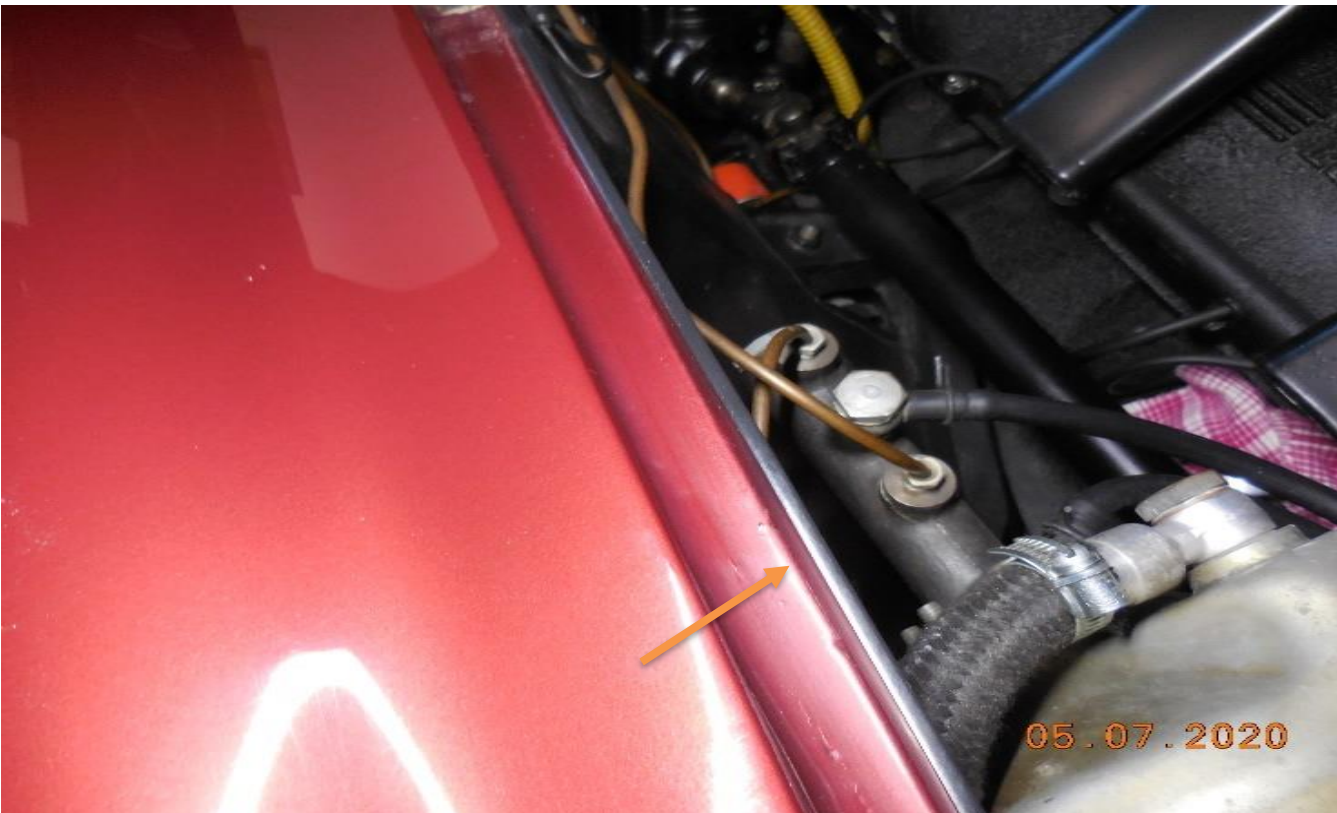
25) The brake booster vacuum line hose should be a cloth wrapped or rubber hose.



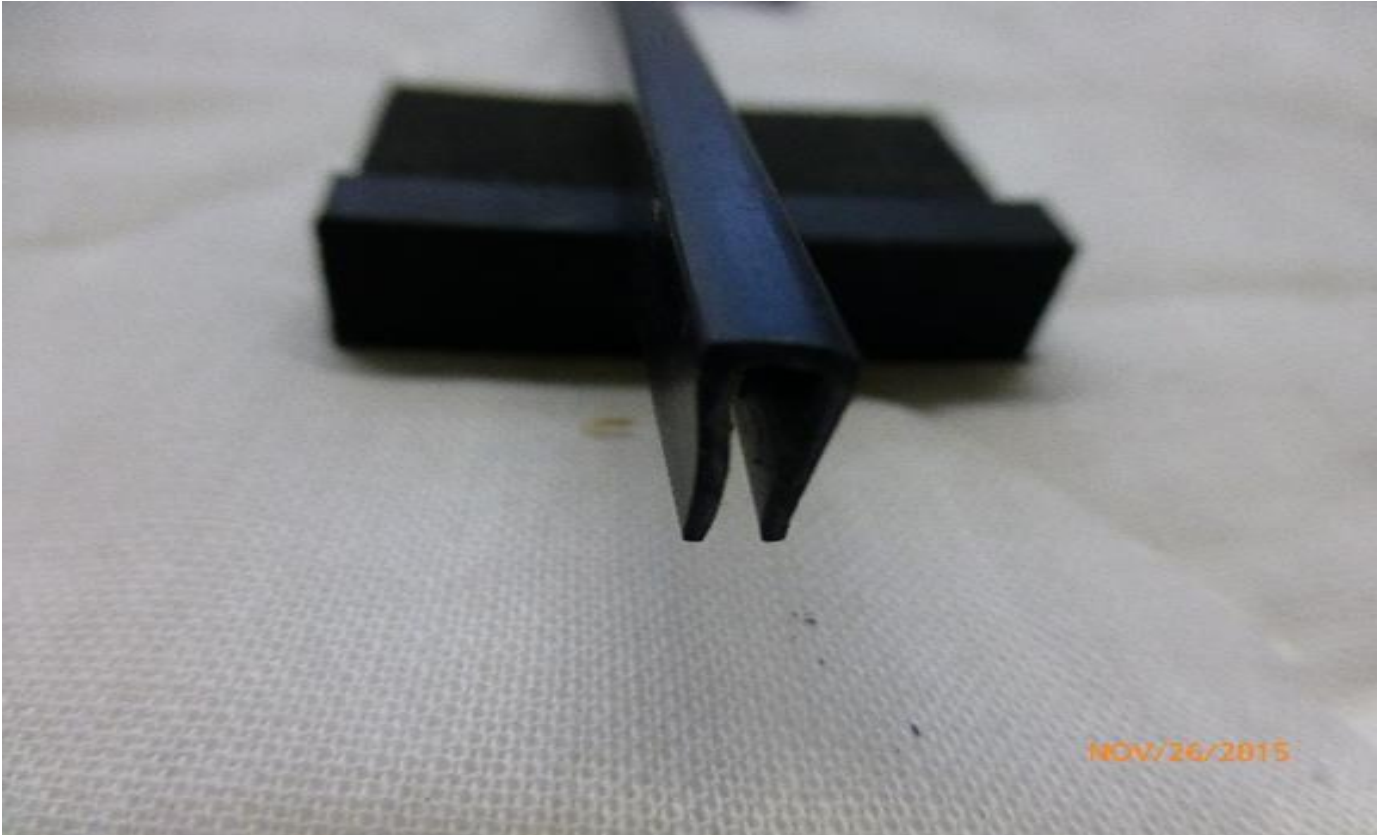
26) There should be a Foredit electric windshield washer pump located on the firewall near the battery hold down base. The washer pump is mounted on a gold irritate plated bracket attached to the firewall.



27) The engine bay channel surround molding should be a smooth, dark polypropylene material with a flat, square edge on the top with a rectangular cross section. Rubber or cloth appearance molding are not original molding.



Engine bay surround molding



Engine bay surround molding profile

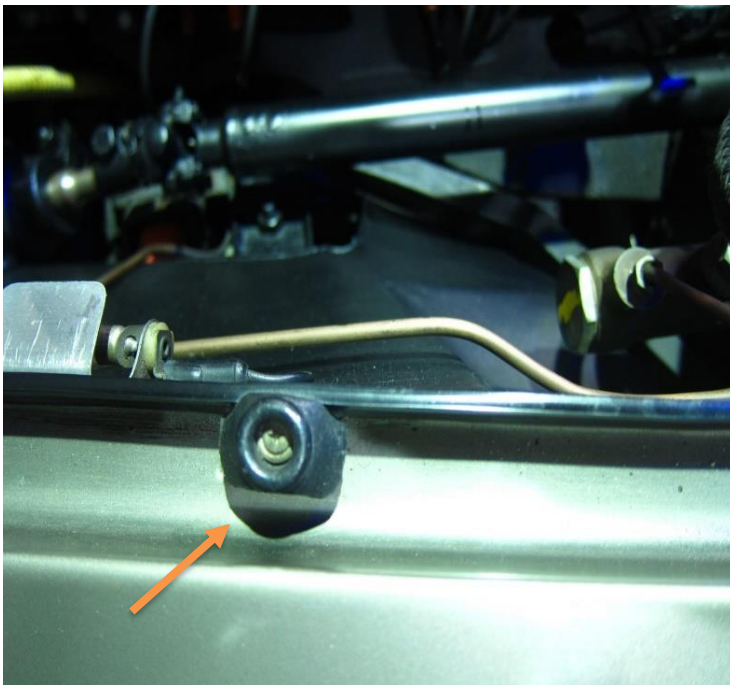
28) The black rubber hood bumper rests should be held in place with a Phillips oval head screw and a cup trim washer. There should be a round rubber bumper stop at each back corner of the engine bay used to adjust the hood in a closed position. There should be a hood lanyard restraining wire cable covered with vinyl tubing.



Hood rest bumper



Hood adjustment bumper



Unrestored car hood bumper showing Phillips oval head screw and trim washer



Hood retaining lanyard cable, unrestored car S/N 9605

29) The washer bag should be a FOREDIT bag with an aluminum cap. The windshield washer hose should be clear Cavis hose. Various size bags were used. Early production cars may have used a FOREDIT ¾ liter washer bag with a round logo. The most common FOREDIT bag used had a rectangular logo with a stamped steel hanger. Further research is required to determine if some cars may have been produced with the English Tudor blue washer bag.



The cap should be aluminum, not plastic.



Foredit washer bags



Tudor washer bag

30) Each distributor right angle drive should be mounted to the engine valve cover with special black oxide bolts with a 4mm shoulder, spilt lock washer and flat washer. The original Marelli distributor caps were brown (aftermarket caps are black) and should have 6 spark plug wire connections numbered 1 through 6. The same number scheme 1 through 6 should be on both distributor caps. The spark plug wires should be black, 7 mm wires, and gathered by a retaining bracket with a black rubber insert mounted under the distributor hold down nut and two black rubber O-rings, one above the clamp and one below the clamp. There should be a copper braided ground strap from the bottom corner of the battery hold down bracket to the exhaust header last bolt on the back of engine block. The negative battery terminal cable is terminated at the same location on the battery hold down bracket.



Special 4mm bolts mounting the distributor to the valve cover, copper strap



Copper ground strap going to engine block



Retaining bracket on distributor and two O-rings gathering black 7mm plug wires, left side



Retaining bracket on distributor and two O-rings gathering black 7mm plug wires , right side



Distributor cap 1 thru 6 numbering on plug wire connections

31) The spark plug wires should be 7 mm black wires, routed through a metal, tapered tube carrier with rubber grommets where the plug wires exit the tube. The plug wires should be terminated at the spark plug with a black rubber boot. The metal tube carrier should be painted black crinkle.



Tapered metal distribution tube for plug wires

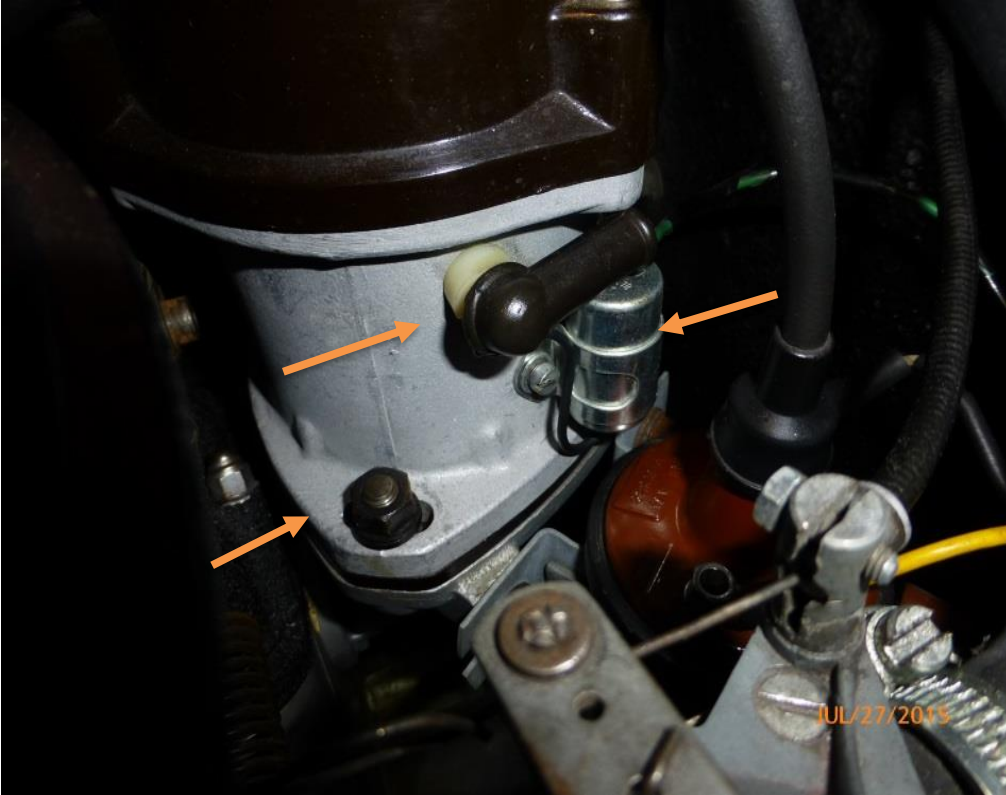


Rubber grommets protecting plug wires



Spark plug wire rubber boot termination

32) The distributor bodies should be a natural aluminum metal finish, not painted. The nuts, flat washers and split lock washers holding the distributor should be black oxide. The nut should be oversized 14mm across the flats. The capacitor mounted on the distributor body should have a mounting bracket with 2 mounting holes and mounted on the distributor with 2 cheese head slotted screws. A black rubber boot covers each wire termination into the distributor. The brackets holding the ignition coils should be silver CAD.



14mm nut holding distributor



Capacitor has 2 mounting screws

The ignition system should have original, mechanical, point sets in the distributors and Marelli ignition coils. There should not be any electronic ignition systems installed (like Pertronix, MSD or similar electronic ignition system).

33) There should be two Lucas square-body fan motors mounted in front of the radiator or air conditioner condenser, finished in gray/green hammer tone paint with 3 bladed aluminum fans. The fan blades are either natural aluminum or painted satin black. The most common finish is satin black but original cars were found with both finishes.

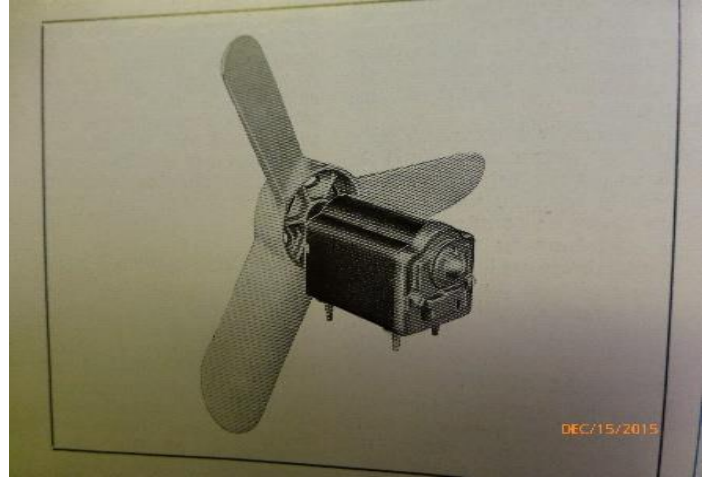


Square body Lucas fan motor

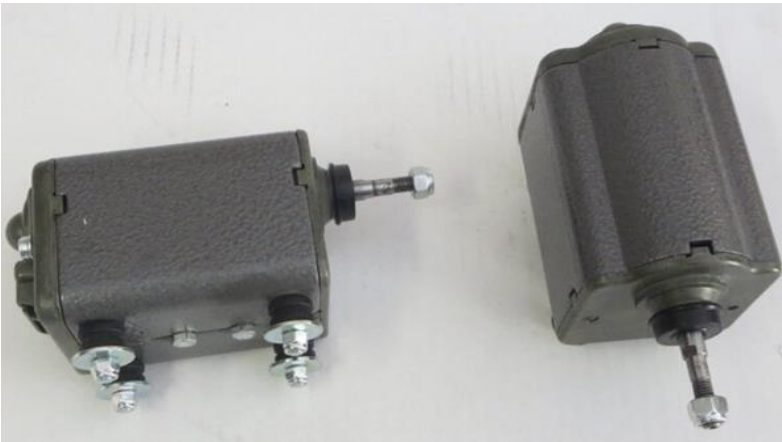




Unrestored fan blades



Picture from owners manual, page 62



Lucas square body fan motor

34) There should be two Fiamm air horn trumpets, one high tone and one lower tone, which may be finished in several different colors, mounted in front of the radiator or air conditioner condenser. The horns are connected to the Fiamm air pump through red tubing and a red plastic Y connector to route the tubing to the two horns. The trumpets could be painted candy apple red, silver, silver hammer tone, or bright blue. The picture below shows a factory vinyl tie on the air horn hose on an unrestored car. It is not known if all cars were produced with this tie.



Horn hose Y connector



Unrestored car showing air horn tie S/N10767

- 35) The Fiamm horn air compressor should be mounted inside a round plastic can mounted behind the grill on the passenger side. The can is made with white plastic material. The most common finish on the can is satin black paint. Unrestored cars have been found with the can in a natural white finish where the satin black paint may have come off. The air compressor body is painted black crinkle on early models and silver hammer tone on later models.

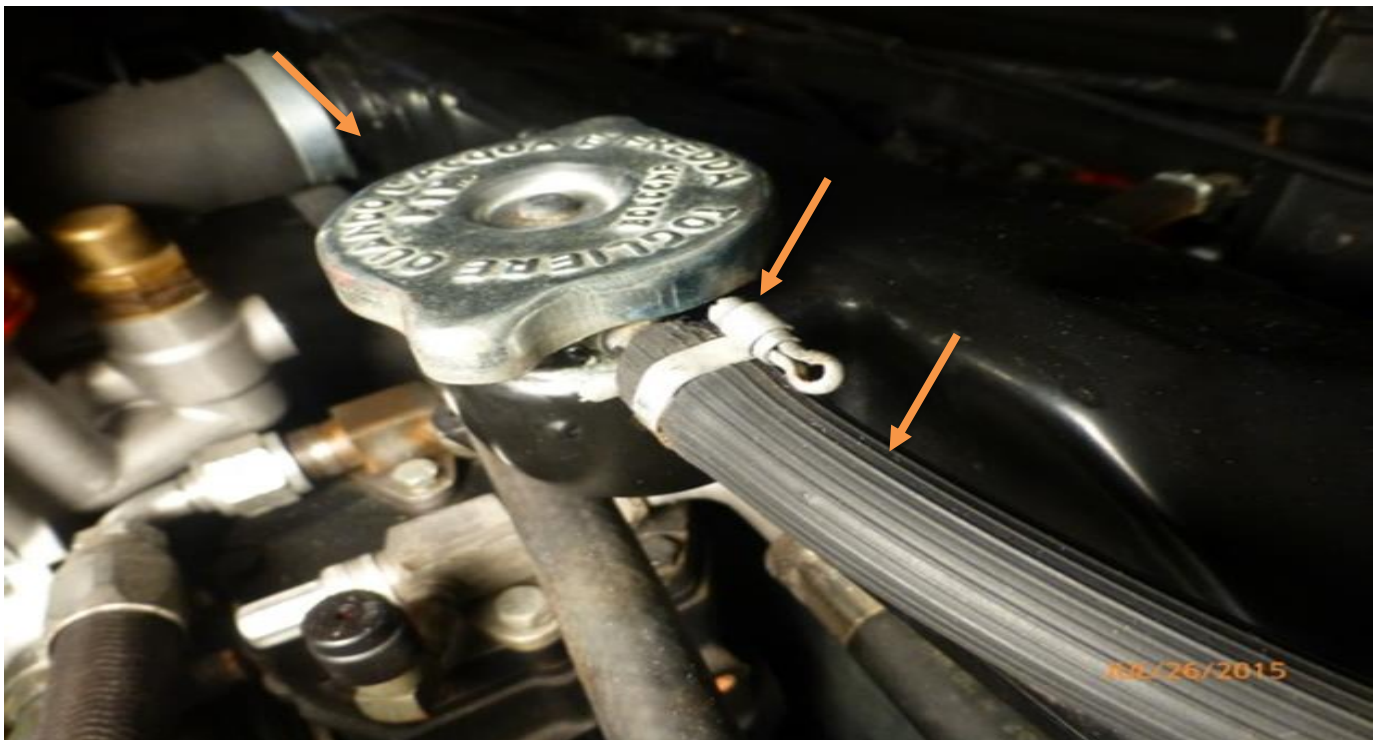


Fiamm air horn compressor inside plastic can

36) The radiator should be painted satin black with a silver CAD 2-eared, non-pressure radiator cap on the radiator. A rubber gasket should protrude through the center of the cap. The radiator overflow hose should be a ribbed, black rubber hose held in place with a 5 mm Copiglia band clamp. The radiator is supported at the top to the front frame by the same type of strap used to support the exhaust system. The radiator overflow tank is located in the center of the nose, painted satin black. The cap on the tank should be a 2 eared , .9 bar silver CAD cap. The ribbed hose from the radiator and the overflow hose from the tank is secured with 5 mm Copiglia clamps. The hose from the radiator should be connected directly to the tank port. The overflow hose should be connected to the port on top of the tank where the cap is mounted.



Non pressure radiator cap, ribbed overflow hose and 5 mm Copiglia clamp





Radiator overflow tank , ribbed hose, Copiglia clamps



Strap between radiator and chassis

37) There were several different designs to cool the engine oil. Early production cars had overheating problems. Cooling fins were added to the engine oil pan to help cooling but was not sufficient. Car serial numbers around S/N 9893 through serial number around S/N 10100 may have had two oil coolers in front of the radiator. Coventry Radiator & Press Works CO. Ltd. manufactured the oil coolers. The problem was fixed with a design that had the engine oil cooler integrated into the lower part of the radiator.



2 external engine oil coolers (fan motors and black round item in picture is not correct) S/N 9605

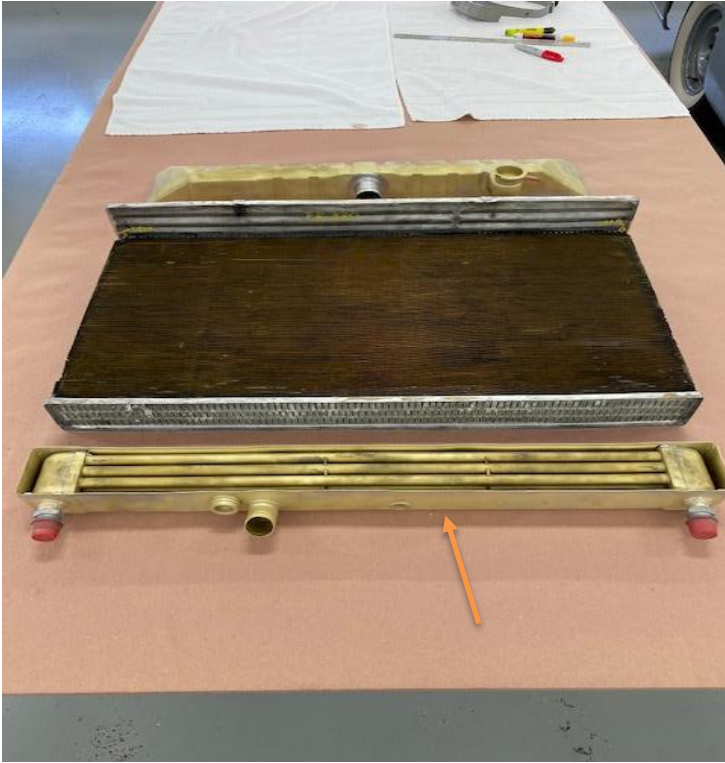


Restored car showing 2 oil coolers



Manufacturer decal on the oil cooler

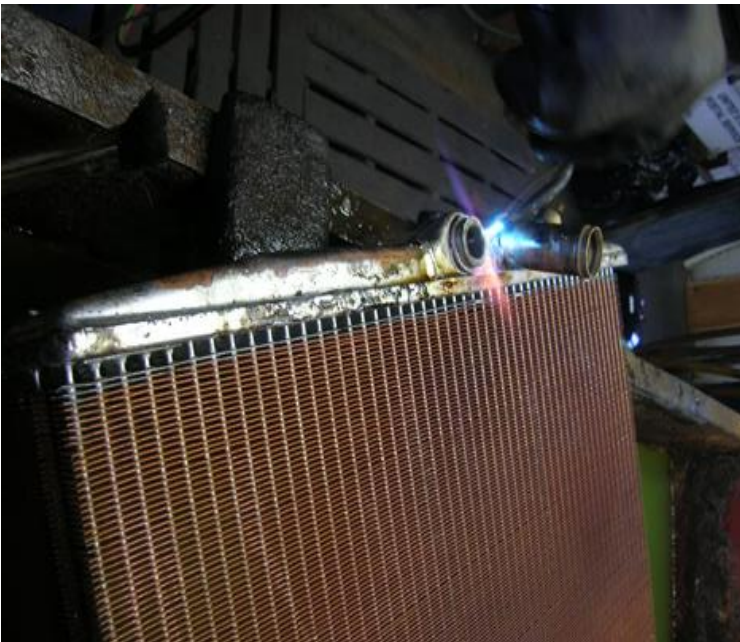
38) Cars produced around S/N 10100 and later had the engine oil cooler integrated into the lower part of the radiator. The original radiator design had vertical cooling tubes with continuous horizontal cooling fins.



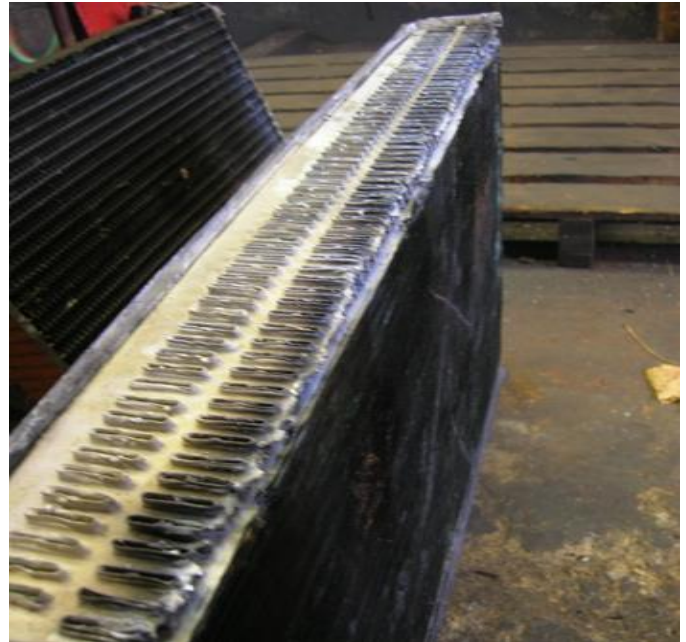
Oil cooler mounted on bottom of radiator



Original radiator with continuous horizontal fins



Original radiator with continuous horizontal cooling fins

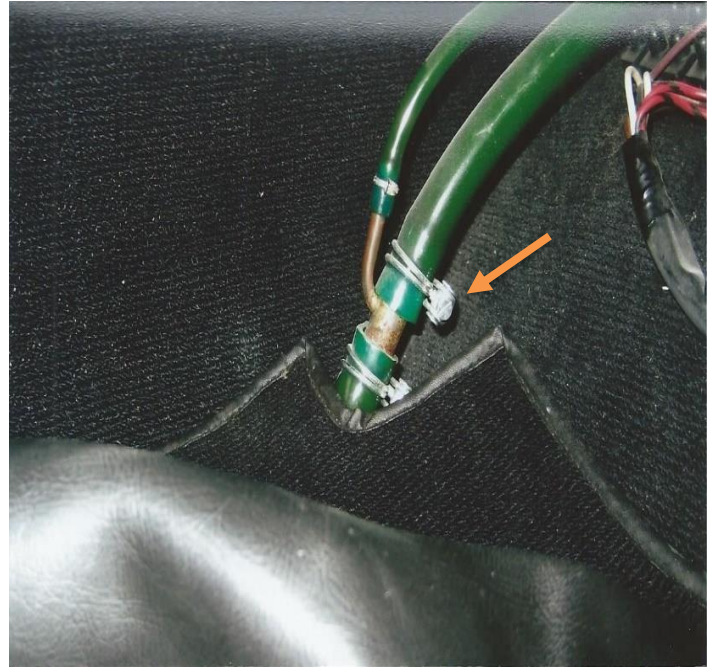


2 rows of vertical water-cooling tubes

39) Later 330 GTC cars may have used double wire Angst clamps in place of the Cheney clamps on the heater control valve, fuel tank vapor hoses, and other places.



Angst clamp on heater control valve #10767



Angst clamp used on fuel hose in trunk

40) The battery cable clamps for the + and – terminals should have a right-angle cable termination to the clamp with a black rubber cap over the positive terminal. There should be two CAD, stamped 6 mm wing nuts with squared off ears and washers on the tie down rods to secure the battery in the battery tray. There should be two hooks welded to the top battery tray or on the right fender side to hold the washer bag.



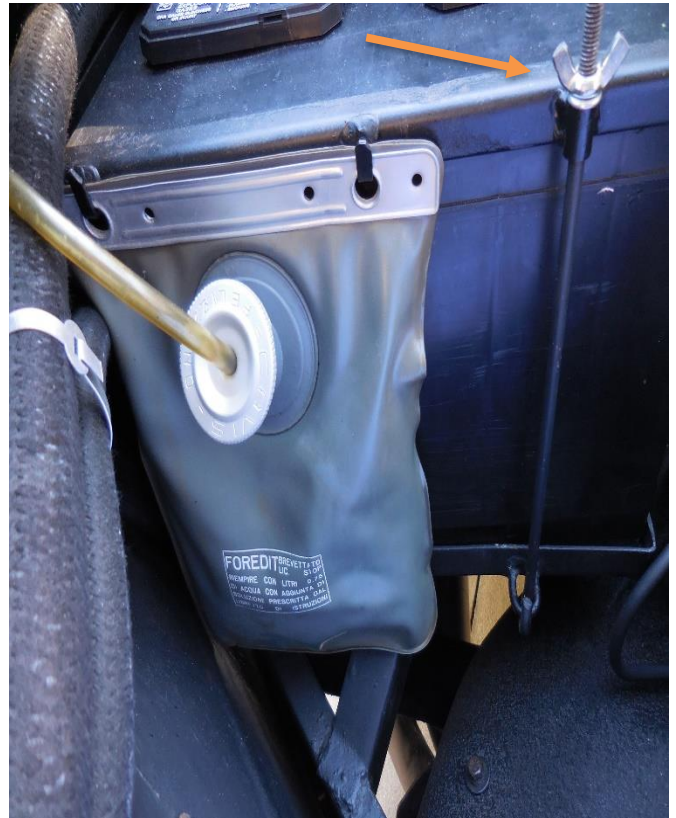
Positive terminal with rubber cap



Negative terminal, copper ground strap



Right angle battery cable termination



Car wing nuts on battery hold down bracket and Foredit washer bag, and hooks on battery tray



Battery hold down bracket, and hooks

41) Early production cars had an air filter housing with a notched-out area to clear the distributor.

Later production cars had a symmetrical housing with a blue and silver tag on one end and a stamped tag on the other end. The cover on the notched filter or other later cars may or may not have had these tags. The filter housing should be painted satin black. There should be 3 large ribbed /knurled thumb nuts finished in bright nickel holding the notched style filter cover in place and smaller knurled thumb nuts on the later style filter housing.





Note angular cutoff on air filter



Air filter on S/N 9605 (yellow plug wires are not correct)

There should be a clear glass FISPA fuel filter/regulator mounted on the left side of the engine bay and held in place by black oxide Lobo bolts (Some cars may have had FISPA supplied 6 mm unique hex head bolts with shape of arrows on the head). The filter mounting bracket should be painted satin black. The supply gas lines should be a special yellow fuel line with black oxide banjo bolts connecting the lines to the fuel filter. If there is a hole drilled in the top side of the FISPA fuel filter, there should be a lead seal attached through the hole.



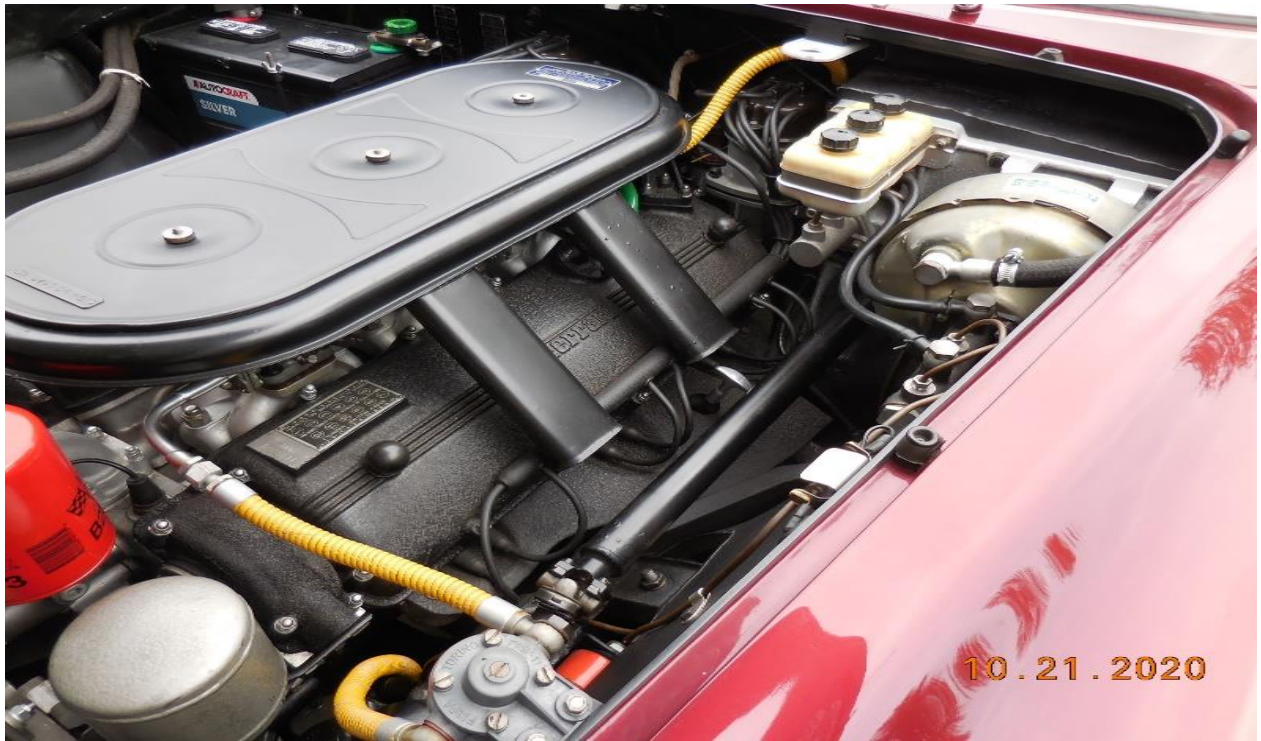
FISPA filter and yellow fuel lines



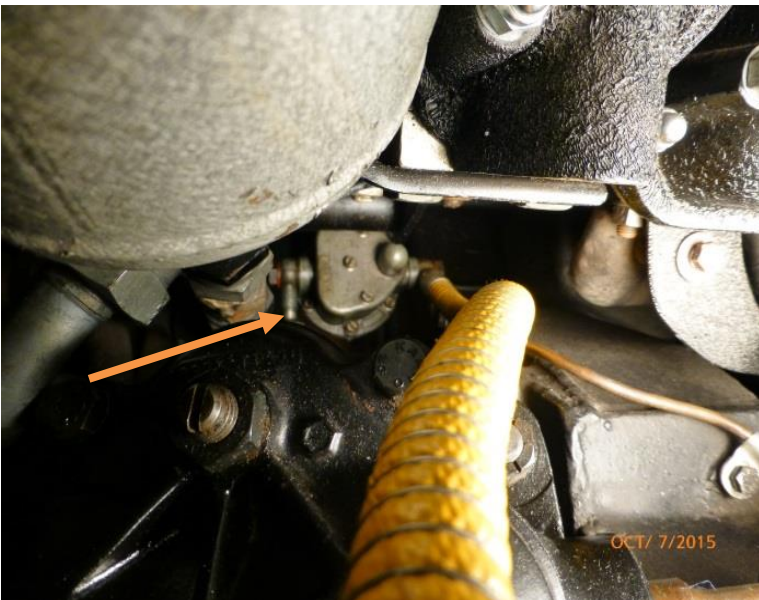
FISPA filter with hole and lead tag



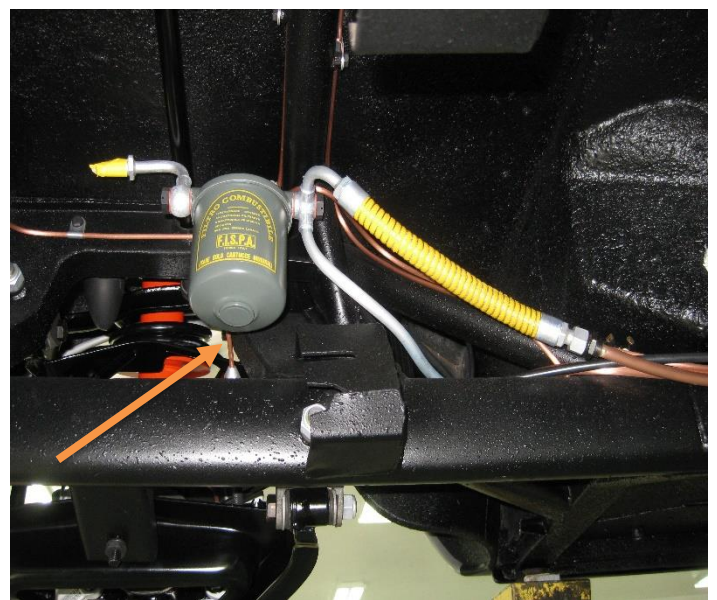
Black Oxide banjo bolt securing fuel line



42) There should be a mechanical fuel pump plated in Nickel or silver CAD attached to the lower left side of the engine block. The yellow fuel line connects the fuel pump to the fuel filter. The banjo bolt connecting the fuel line should be black oxide. There should be a FISPA fuel filter in the left rear near the fuel tank with yellow fuel lines.



Mechanical fuel pump



FISPA fuel filter in left rear of car, yellow fuel lines

43) Metal ties may be used to retain wires and hoses. There SHOULD NOT BE any current style plastic Zip ties, twist ties, or tape holding wires or hoses in place.

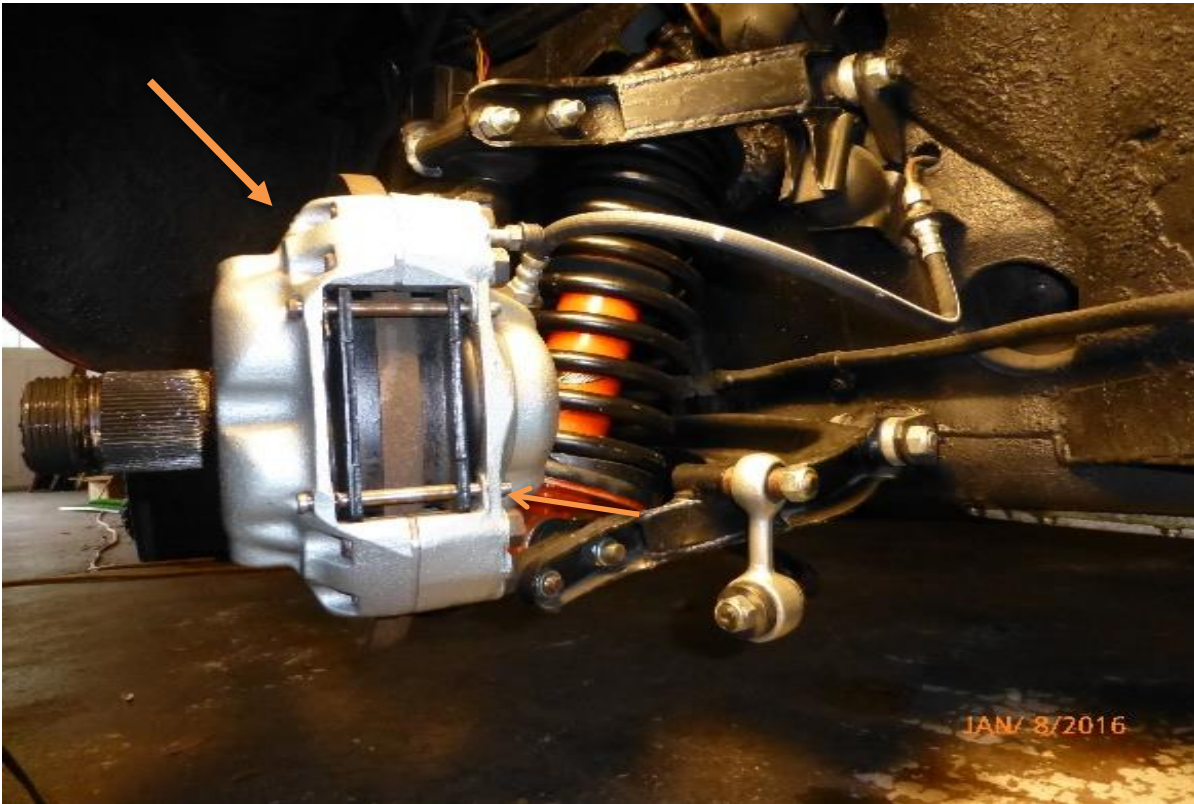


44) The hood pad should be silver with a smooth diamond shaped pattern and gray stitching. Polished aluminum bar straps hold the pad in place. The two-rod hood spring mechanism should be painted satin black with a rubber tube over one or both rods, positioned where the rods cross to keep them from rattling.



Hood spring rods and rubber tube over the rod

45) The front brake calipers should have a silver CAD finish and the suspension arms should be painted satin black. The top ball joint on the front suspension should be natural cast iron with no paint. The sway bar dog bone on the front suspension sway bar should be finished in dull nickel. The sway bar should be painted satin black. The rear brake calipers should have a silver CAD finish and the A arm suspension arms painted satin black.



silver CAD brake calipers and front suspension



Front suspension black satin A arms and sway bar, dull nickel dog bone



Rear suspension, silver CAD brake calipers



Rear suspension satin black satin A Arms

46) There are 3 locations showing the car chassis number. There should be a general data plate on the right side of the engine bay. There should be a chassis number on the right front frame structure. There should be a chassis number on the right side of the motor under the right-side distributor. All numbers at these locations should be the same.



Data Plate chassis number



Chassis number on the frame



Chassis number on motor

- 47) The following areas of the car should be painted satin black: engine compartment fire wall and inner fender panels. The following areas of the car may be covered with satin black undercoating: wheel wells, frame members and floor pans.
- 48) **GENERAL ENGINE AND CHASSIS OBSERVATIONS** - The engine compartment should be neat, tidy, and free of corrosion, rust, or leaks. Suspension arms, sway bar, shocks, and springs, and under carriage should be free of corrosion and rust. The engine should start easily and idle smoothly with minimum smoke from the tail pipes after warming up. Deductions are not made for dust or other evidence of driving. Any oil, water or fuel leaks must not be evident.

Ferrari 330 GTS

The 330 GTS Ferrari was built like a the 330 GTC except for the convertible top, trunk and required changes to accommodate the top configuration. The build information that follows for the Exterior, Interior, and Engine and Chassis identifies the unique build configuration of the 330 GTS that is different from the 330 GTC.

330 GTS SERIAL NUMBER HISTORY (99 cars were built)

First production serial number was 8899 (1966),

The last production serial number was 11713(1968).

330 GTS Images



THE FOLLOWING DESCRIBES THE PRIMARY ITEMS TO DEFINE THE “AS-BUILT CONFIGURATION” OF A 330 GTS

330 GTS EXTERIOR

- 1) The fenders, grill, hood, lights, license plate holder and bumpers are the same as the 330 GTC. The window vent, convertible top, trunk, and fuel filler are unique to the 330 GTS. There is only one drain tube behind the left rear wheel for the fuel overflow.
- 2) The Manually operated convertible top is made of heavy canvas with a clear vinyl window in the rear. The top has a chrome lateral strip above the rear window. When the top is up, it is attached to the rear deck by 2 chrome studs. When the top is lowered, it tucks into an opening in the rear deck and is protected by a vinyl cover.



- 3) The trunk is opened by a push button with a key lock under the trunk lid.



330 GTS INTERIOR

- 1) The interior is identical to the 330 GTC except for the top, seats, the windshield pillars, top retaining mechanism and the design and operation of the swiveling quarter light glass on the door. The rearview mirror mounts to the windshield frame.



- 2) The swiveling quarterlight glass is manually opened and closed by a chrome quarter turn latch at the front of the window. There is an access hole in the door panel for the emergency window crank. The trunk is opened by a push button under the trunk lid instead of a lever by the driver's door post.



No pull lever to open trunk on door post on the 330 GTS

- 3) The top corner of the windshield is designed to accommodate the alignment and latch mechanism of the soft top. The soft top is secured to the windshield by an over-center fastener with a guide pin to align the top to the windshield. There should be a mechanical flap to close the top against the window. When the top is stored, there should be a vinyl cover behind the seat to hide the top.



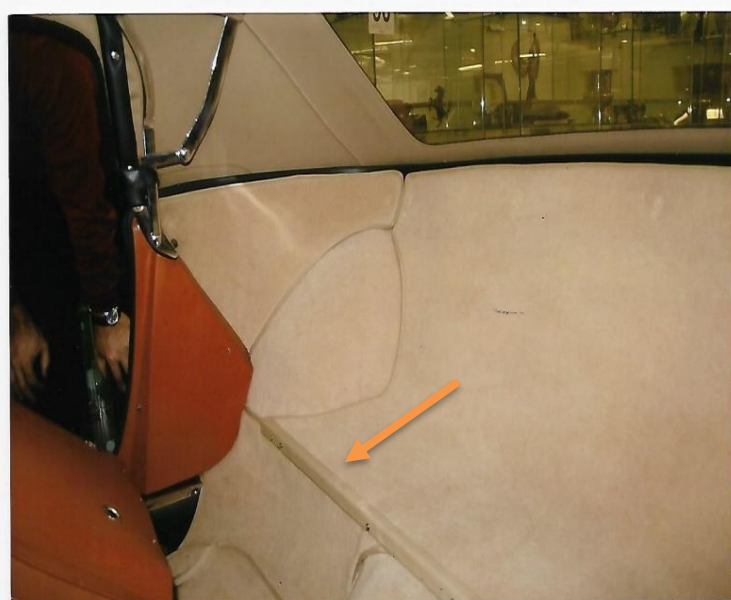


Top latching mechanism and side flap



Cover over the top when stored behind the seat.

- 4) The area behind the front seats should be carpeted. The rear wheelwell should be covered with the same carpet. The plastic strip on the edge of the shelf is normally black. The back of the seats should have two round openings with chrome plated rings at the bottom of the back. The sides of the seats are finished with the same leather as the seat bottoms. They do not have the ribbed, foil trim piece as shown on the 330 GTC seat.



Area behind the seat with the top up



Carpet on rear wheelwell



- 5) The fuel filler is in the right rear corner of the trunk. The trunk latch is a different design from the 330 GTC. It is mounted with 4 Lobo silver CAD bolts without a cover. The fuel tanks are in the trunk floor, one on each side of the spare tire just as they are in the 330 GTC. The fuel tanks were a turquoise color in early cars and black in the later cars. There should be a Masonite-like material painted satin black covering the spare tire and fuel tanks. The trunk carpet should be the same material as used in the 330 GTC





Masonite board covering spare, trunk latch does not have a cover, carpet same as 330 GTC

330 GTS ENGINE AND CHASSIS

The 330 GTS engine and chassis are identical to the 330 GTC. Refer to the 330 GTC ENGINE AND CHASSIS INFORMATION

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330 GTC/GTS ON-GOING Production Changes

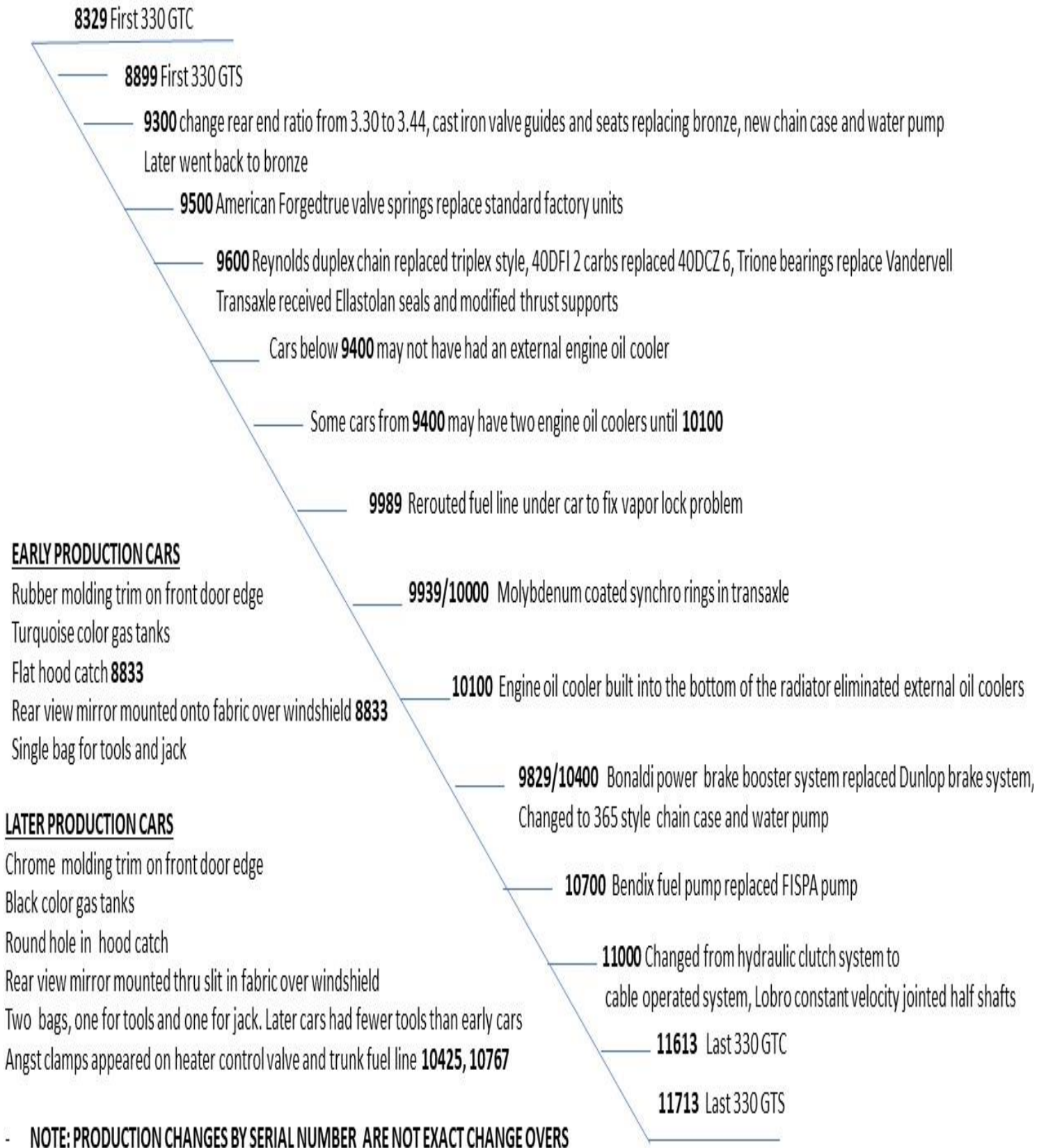
The following On Going Production data was compiled by Dyke W. Ridgley:

330 GTC/GTS ON-GOING PRODUCTION CHANGES

Approximate Serial Number	Production Change
---------------------------	-------------------

9300	Switch from 3.30 to 1 rear axle ratio to 3.44 to 1
9300	Engines begin to use cast iron valve guides and valve seats, replacing bronze used in the past. Some motors used both, some had only one item in cast iron. Later, Ferrari would return to bronze guides and seats. Second style chain case and water pump appear.
9500	American Forgedtrue valve springs replace the standard factory units.
9600	A major series of engine changes occur: A Reynolds Duplex chain replaces the triplex style. Trione bearings replace Vandervell. 40 DFI 2 carbs replace the long used 40DCZ 6s. Transaxles now receive Ellastolan seals and modified thrust supports.
9829/10400	Bonaldi power brake boosters replace the previously used Girling (Dunlop) units. 365 style chain case and water pump began to be used.
10000	Molybdenum coated synchro rings appear in the transaxles.
10100	The final cooling arrangement is installed, with an oil radiator built as the bottom portion of the water radiator.
10700	Bendix electric fuel pumps replace the FISPA electric pump.
11000	Lobro constant velocity jointed half shafts and cable operated clutch linkage is adopted.

330 GTC and 330 GTS Production And Build Changes 1966 - 1968



Part and Assembly Finishes - 330 GTC Ferrari Parts Catalog Publication

The following information references the 330 GTC/GTS Parts Catalog (parts book) to identify the primary components, configurations, and correct finish of the components. References are made to the TAV pages in the parts book with identification of the component, for example TAV 4/2 identifies the Valve cover as item 2 on TAV page 4. This information was compiled by David Carte.

The following information defines the correct finish for designated parts and assemblies shown in the 330 GTC Parts Book. **NOTE: RED FONT LETTERING ARE ITEMS THAT NEED CLARIFICATION. ADDITIONAL RESEARCH IS REQUIRED TO CORRECT ITEMS THAT NEED TO BE RESOLVED.**

PART/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
CRANKCASE PARTS			
CRANK CASE	TAV 1/1	Aluminum Paint	
MOTOR MOUNTS	TAV 1/60	Aluminum Paint	Has Aluminum plate over top of rubber mount
OIL SUMP PARTS			
SUMP	TAV 2	Aluminum Paint	
DIP STICK	TAV 2/3	Shaft -Satin Black Paint	T -Handle is lightly polished
DIP STICK TUBE	TAV 2/18	Satin Black Paint	6mm Acorn Nut nuts
OIL PLUG/WATER PLUGS	TAV 2/6	Unpolished Brass	
CRANKCASE PARTS			
BALANCER PULLY	TAV 3/30	Satin Black Paint	
STARTER SHIELD	TAV 3/8	Unpainted Aluminum	Black riveted straps bolt to exhaust header
STARTER	TAV 3/12	Casting-Aluminum Paint. Main body is Satin Black Paint	End Cap is satin black paint
SOLENOID	TAV 3/12	Cadmium Body, end cap is Satin Black Paint	
CYLINDER HEAD PARTS			

CAM COVER	TAV 4/2	Black Crinkle	
THROTTLE POST	TAV 4/8	Black Crinkle	
THROTTLE SHAFT MOUNT	TAV4/14,15	14- Washer-Black Oxide, 15-Hex nut-Black Oxide	
CAM COVER NUTS/WASHERS	TAV 4/18,19	19-Acorn Nuts - Cadmium, 18- Washer - Black Oxide	Washers are wave washers
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
AIR FILTER, MANIFOLD			
INTAKE MANIFOLD	TAV 6/9,21	Aluminum Paint	
INTAKE MANIFOLD NUTS/WASHERS	TAV 6/10,11,20	20-Acorn Nuts-Cadmium, 11-Hex Nut Black Oxide, 10-Washers Black Oxide	11- Hex Nut under brake vacuum hose is Black Oxide
CARBURATOR MOUNTING NUTS/WASHERS	TAV 6/5,6	5- WAVE WASHER-Black Oxide, 6- Hex Nut-Black Oxide	
AIR FILTER HOUSING	TAV 6/1	Satin Black Paint	
KNURLED NUTS	TAV 6/2	Bright Nickel	
BRAKE BOOSTER TO CARB VACUUM INLET	TAV 6/13	Brass	
CLAMP	TAV 6/14	Cheney -Cadmium	
AIR FILTER WITH BLOW BY			
VACUUM LINES	TAV 7/11	Rubber	Only found on original US Spec cars with emissions equipment
VACUUM HOSE FITTINGS	TAV 7/13	Dull Nickle or Cadmium	Only found on original US Spec cars with emissions equipment
VACUUM HOSE CLAMP	TAV 7/5	Corbin Spring Clamp- Black Oxide	Only found on original US Spec cars with emissions equipment

VACUUM HOSE OUTLETS/NUTS/WASHERS	TAV 7/15,19,20	15-Black Wrinkle, 19- Washer-Black oxide, 20- Hex Nut-Black oxide	Only found on original US Spec cars with emissions equipment
FEEDING & CONTROLS			
FUEL LOG	TAV 8/5	Chrome	
FUEL TUBE	TAV 8/4	Rubber	Early cars had smaller diameter
CLAMPS	TAV 8/3	Corbin Spring Clamp- Black Oxide	Some cars also used Cheney clamp
THROTTLE CABLE	TAV 8/35	Black rubber cover	
THROTTLE CABLE END	TAV 8/27,37	Black Oxide	Not shown- Cable attaches thru throttle post on cam cover with a brass fitting
THROTTLE SPRING	TAV 8/20,21	Black Oxide	
THROTTLE SHAFT BELL CRANK	TAV 8/ 24,25,28,33,34	Black Oxide	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
FUEL FILTER/HARDWARE/BOWL CLAMP	TAV 8/12,13	12- Cadmium bracket, 13- Top screws Black Oxide or Cadmium, Bowl Clamp - Cadmium	
FUEL LINES	TAV 8/6,19,15	Yellow spiral wound	
MECHANICAL FUEL PUMP	TAV 8/55	Natural alloy	Die Cast
FUEL PUMP TOP	TAV 8/55	Dull Nickle or Cadmium	
SCREWS/HOLLOW BOLTS	TAV 8/49	Black Oxide	
EXHAUST PIPES ASSEMBLY			
HEADERS	TAV 9/26,27	Satin Black Paint, High Heat	Header nuts are brass

HEAT SHIELD	TAV 9/15,19, 16,17,18	15 and 19 Black Crinkle, 16- Back Oxide Bolt, 17- Black Oxide lock washer, 18- Black Oxide flat washer	
MUFFLER SHIELDS	TAV 9/8,11,23	Natural aluminum	
MUFFLER TAILPIPES	TAV 9/22,24	Silver or Black Paint with Chrome tips	Can be Ceretto, Abarth, exhaust tips (see car build sheets for correct system)
EXHAUST PIPE CLAMP	TAV 9/35	Black Oxide	Special style clamp, nut and bolt
TIMING (CONTROLS)			
TIMING CASE COVER	TAV 10/1	Aluminum Paint	
TIMING CHAIN COVERS	TAV 10/7,12	Black Crinkle	
OIL FILL CAP	TAV 10/9	Polished Aluminum	
TIMING ACCESSORIES			
CAM COVERS	TAV 11/9,10,16,17	9-Black Oxide bolt,10- Black Oxide washer, 16 Cadmium washer, 17- Acorn Nut -Cadmium	
CHAIN TENSIONER	TAV 11/33	Aluminum Paint	
OIL SUMP & FILTERS			
OIL FILTER BYPASS ASSEMBLY	TAV 12/3	Aluminum paint	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
OIL PRESSURE VALVE CAP	TAV 12/2	Unpolished Brass	
OUTLET	TAV 12/8	Dull Nickle or Brass	
DISTRIBUTORS & CONTROLS			
DISTRIBUTOR DRIVE	TAV 13/16	Aluminum Paint	
TACHOMETER DRIVE	TAV 13/42,44	Unpolished Brass	
CONDENSER/BOOT	TAV 13/21,24	21- Rubber Boot, 24- Cadmium	2 Cadmium mounting screws

DISTRIBUTOR BODY/ NUTS	TAV 13/18,19,20	Body- Natural aluminum, 18-Hex nut -Black Oxide,19-Lock washer- Black Oxide, 20- Flat washer- Black oxide	
GENERATOR & BATTERY			
BATTERY CABLES	TAV 14/2,3	Natural Lead	Negative and Positive connector is 90 degrees to cable entry. Rubber boot over positive terminal
ALTERNATOR	TAV 14/24	Natural Die Cast	Pulley is Satin Black, Screws are Cadmium, Wiring is black or Marelli red
BRACKETS	TAV 14/19,31,36	19 - Satin Black, 31-Dull Nickle or Cadmium, 36- Cadmium or Satin Black Paint	
SPARK PLUG TAPERED TUBE	TAV 14/15,16,17	16/15-Black crinkle, 17- Black rubber Grommet	
CLUTCH AND CONTROLS			
SLAVE CYLINDER	TAV 15/32	Natural Aluminum	
CLUTCH ROD	TAV 15/45	Black Oxide	
BELL HOUSING	TAV15/19	Aluminum Paint	
GEARBOX & DIFFERENTIAL			
SPEEDOMETER DRIVE	TAV 16/10	Brass or Die Cast	
TRANSAXLE	TAV 16/1	Aluminum Paint	
TRANSAXLE MOUNT	TAV 16/64	Cadmium	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
OIL PUMP & CONTROLS			
SHIFT LINKAGE	TAV 19/40,41,42,43	40,41,42- Black Oxide, 43- Satin Black Paint	

SHIFTER/GATE	TAV 19/53,54	Satin Chrome	Straight slot screws holding shifter gate
TRANSMISSION SHAFT			
TORQUE TUBE/DRIVE SHAFT	TAV 20/1	Satin Black Paint	Copiglia clamp holds speedometer cable
ROD	TAV 20/18	Satin Black Paint	
REAR SUSPENSION-LEVERS			
REAR A-ARMS	TAV 22/1,2,9,37	Satin Black Paint	
RUBBER BUMPERS	TAV 22/13,43,44,45	Black Oxide	
GREASE CUPS	TAV 22/25,34	Cadmium	
SHIMS	TAV 22/40	Cadmium	
NUTS AND BOLTS	TAV 22/3,4,6,14,15,17,18,23,24,38,42	Bolts - Black Oxide, Nuts- Cadmium with yellow nylon inserts	
REAR SUSPENSION-WHEEL CARRIER			
AXLE SUPPORT	TAV 23/11	Satin Black Paint	
SHOCK SPRING	TAV 23/8	Satin Black	Swabs of color at top 2 coils. Color varies
SHOCK TOP CLAMP	TAV 23/1,2	Cadmium	
FRONT SUSPENSION-LEVERS			
FRONT A-ARMS	TAV 24/1,2	Satin Black Paint	
RUBBER BUMPERS	TAV 24/6,7	Black Oxide	
NUTS AND BOLTS	TAV 24	Bolts- Black Oxide, Nuts- Cadmium with yellow nylon inserts	
SWAY BAR	TAV 24/38	Satin Black Paint	
GREASE CUPS	TAV 24/20,29	Cadmium	
SWAYBAR DOGBONE	TAV 24/32	Dull Nickel	
FRONT SUSPENSION-STEERING SWIVELS			

AXLE SUPPORT	TAV 25/1	Satin Black Paint	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
SHOCKS/ NUTS/BOLTS	TAV 25/7	Koni Orange, Bolts-Cadmium, Nuts-Cadmium with yellow nylon inserts	Koni Wing decal
SHOCK SPRING	TAV 25/18	Satin Black Paint	Swabs of color at top 2 coils. Color varies
SHOCK TOP CLAMP	TAV 25/11,12	Cadmium	
BALL JOINT	TAV 25/2	Natural cast iron	
PEDAL BOARD-CLUTCH			
CLUTCH PEDAL	TAV 26/49	Satin Black Paint	
CLUTCH/BRAKE BOTTLE BRACKET	TAV 26/5,15	5-Dull Nickel or Cadmium, 15 Acorn Nut-Cadmium or nylok nut /yellow insert	
CLUTCH MASTER CYLINDER/HOSE CLAMP	TAV 26/21,4	21-Natural aluminum,4 spring clamp black oxide	
PEDAL BOARD- BRAKE			
CAST PEDAL AND BRAKE BOOSTER MOUNT	TAV 27/1	Aluminum Paint	
BONALDI BRAKE BOOSTER	TAV 27/2	Yellow Cadmium	with Bonaldi decal
DUNLOP BRAKE BOOSTER	TAV 27/2	Semi-Gloss Black Paint	with Dunlop "DO NOT OIL" decal
BRAKE BOOSTER VACUUM HOSE AND CLAMP	TAV 27/5,6	5-Smooth black rubber or webbed wrapped cloth, 6-Clamp	Clamp can be Cheney (TAV27/5) or rollup Copiglia clamp ala owner's manual
BRAKE PEDAL	TAV 27/32	Satin Black Paint	
DISC BRAKES & MASTER CYLINDER			
BONALDI BRAKE MASTER CYLINDER	TAV 29/19	Satin Black Paint	end cap bolt is Cadmium
DUNLOP BRAKE MASTER CYLIINDER	TAV 29/19	Cadmium	

HOLLOW BOLTS/BANJOS	TAV 29/15,17	Cadmium	
FRONT & REAR BRAKE CALIPERS			
BRAKE CALIPERS	TAV 30/50	Cadmium	
HAND BRAKE CONTROL			
PARKING BRAKE CALIPER	TAV 31/1,5,7,19,21,22,23,25,27,	Cadmium	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
SHOE CLAMP	TAV 31/20	Brass	
PARKING BRAKE LINKAGE	TAV 31/18,32,33,35	Cadmium	
PARKING BRAKE LINKAGE	TAV 31/20,21,23	20- Satin Black, 21- steel CAD, 23-steel CAD	
PARKING BRAKE HANDLE	TAV 31/1,5,12,13	Black Plastic	with white lever
STEERING BOX			
STEERING BOX	TAV33/10, 15,18,27,29	10,18,27,29 Satin Black Paint, 15-Nickel	
STEERING COLUMN			
STEERING SHAFT U JOINT	TAV 34/47,48,49,50,51,52	47,48 Black Oxide, 50,51-Natural, 52-Black Oxide	
STEERING COLUMN	TAV 34/6	Black Wrinkle	
STEERING COLUMN	TAV 34/53	Satin Black Paint	Steering column in engine compartment
STEERING WHEEL HUB	TAV 34/12	Black Anodize	
STEERING LINKAGE			
STEERING ARMS	TAV 35/5,35	Dull nickel	
IDLER MOUNT	TAV 35/19	Satin Black Paint	
IDLER ASSEMBLY CAP	TAV 35/10	Natural Bronze	Dark Oxidized Look
PITMAN ARM	TAV 35/15	Dull Nickel	
TIE RODS	TAV 35/33,34	Satin Black Paint	

RADIATOR & WATER PUMP			
RADIATOR	TAV 36/1	Satin Black Paint	
RADIATOR CAPS	TAV 36/10,30	Cadmium	2 eared caps. 10 - non-pressurized cap with a rubber insert projecting from the middle of the cap. 30-0.7 BAR pressure cap
SURGE TANK BOLTS/WASHERS	TAV 36/28,49,50,51	28,51-Satin Black Paint, 49,50-Black Oxide	
OVERFLOW TUBE	TAV 36/11,12	11- 4mm Copiglia clamp, 12-Black Ribbed Rubber Hose	
WATER TUBES	TAV 36/6,8,53,54,	6,8,54- Cheney clamps, 53 Dull Nickel or Cadmium tube	
PARTS/ASSEMBLY	REFER TO 330 GTC PARTS BOOK	FINISH/PLATING	COMMENTS
WATER VALVE	TAV 36/64	Natural Die Cast	
CABLE OPERATED WATER VALVE	TAV 36/13	Natural Die Cast	All hardware is Cadmium
FUEL TANK			
GAS TANKS	TAV37/1,2	Turquoise or Black Paint	Early cars were painted turquoise; later cars were black. ¼ inch masonite floor under the trunk mat is painted satin black.
AIR CONDITIONING			
A/C COMPRESSOR	TAV 38/1	Dull Aluminum Paint	
A/C COMPRESSOR BRACKETS	TAV 38/10,16	Satin Black	
AIR CONDITIONING SYSTEM SCHEMATIC			
LUCAS FAN MOTORS	TAV 39/18	Square Bodied Motor with Hammertone - Silver Green Paint	
COOLING FAN BLADES	TAV 39/17	Satin Black or Natural Aluminum	

Factory build sheets for Car S/N10425

Page 1 Engine details

Car S/N

592	Motore Tipo	209/66	Maticola N.	10425	N. interno	2942
ENGINE ASSEMBLING FORM						
FOGLIO MONTAGGIO MOTORE						
Albero motore	209/66/100295	Crankcase	Coppa olio	209/111153	Alternatore	Lucas 542.162.50
Crankshaft	209/12513	Comp. Ratio	Rapp.	8,7	Weight	gr. 284
Pistone	BORG 65021/3	Oil Scrapper Ring	Raschiablio	BORG ROF con molletta	30309	
Comp. rings	ACT + ROS BORG	Water pump	Pompa acqua	209/26684		
Con. rod	209/14725	Weight	Peso	gr. 526		
Cyl. liner & head	209/160908	Alzata	9	Valvola scarico tipo	209/160754	Livia
Head gasket	DIRING 209/100043	Exhaust valve type		ventilatore tipo	NO	
Intake valve type	209/160610	Lift	9	sealing pump	NO	
Camshafts	Alberi distribuzione D. 209/17903	S.	209/17904	Fuel filter	FISPA 3064.02	
Timing gear cover	209/220823	Scatola distribuzione	24.5/220111	Timing	Fase: D = AA 14/62	AA 13/60
Oil pressure pump	209/240097	Pompa mand. olio		CS 62/14	S = CS 60/13	
Fuel pump	FISPA 4006.22	Carburatore tipo	WEBER 40 DFI/2	N.	3	
Carburatore tipo		Air intake	FISPA 209/21054			
Ignition by	2 Spint. Marelli	Accensione con	Tipo	S 85 A		
Clutch type	BORG & BECK	Frizione tipo				
Main brg. clearance	0,09	Giochi albero - motore				
Inside valve spring	8cl/01665	Molle valvole int.	Forgedtrue	Voltage? Reg.	Lucas 543 829 18'	
				Regolatore	0,20 - 0,25	
				Tappet		
				Punteria		
				outside	128LM/17398	Forgedtrue

PRIMO MONTAGGIO

Data inizio montaggio Data fine lavoro Montatori in linea

Cast iron valve seats and guides OSSERVAZIONI *Double Renolds chain* *Bearing or bushing*
Sedi e guide valvole in ghisa/ Catena Renolds doppia/ Bronzine Trione all.
Cirante pompa acqua 209/26681
Water pump impeller

Data 14/9/67 Department Head Franchini
 Il Capo Reparto

OSSERVAZIONI DEL PRIMO RODAGGIO

Deliberato
 Data 15/9/67 Department head Bussi
 Il Capo Reparto

SECONDO MONTAGGIO

Data inizio lavoro Data fine lavoro Montatori
 OSSERVAZIONI

Il Capo Reparto

592

Serial No. 10425
Matricola N. 10425

GEARBOX ASSEMBLING FORM
FOGLIO MONTAGGIO CAMBIO

Gearbox type 592/1223
Cambio tipo 592/1223
Serial Matricola 592/IR N
Housing & covers 592/521211
Scatola e coperture 592/521211
Cop. ant 592/521216 Cop. post. 592/521211
Speeds 5 Ingranaggi CIMA bonderizzati (V^a lunga)
Marce
Synchronizer Tipo PORSCHE
Sincronizzatore

Ing. prim. I^o II^o III^o Ing. rinvio I^o II^o III^o

Layshaft
Albero/rinvio
Speedometer drive gear RV 405
Rinvio ad angolo per contactometri Ratio Rapporto 1:1

Dil pump 503/520649
Pompa lubrificazione

Gear lever 592/12001 592/1325
Comando marce

U-joint NO
Giunto

Bench test Normale
Prova al banco

NOTE Vettura con sede in elastolan e reggispinta modificati
2°/3°/4°/5° Anelli con riporto di Molibdeno
Ring with filler of molybdenum

Data Montato da CIMA in linea II Department head Capo Reparto

Chassis type 592
Autoselaio tipo 592
Serial No. 10425
Matricola N. 10425

REAR AXLE ASSEMBLING FORM
FOGLIO MONTAGGIO PONTE

Rear axle type 592
Ponte tipo 592
Serial Matricola 523/IR N

Crown wheel & pinion 9 x 31 (3.44:1)
Coppia conica Mod. Corona

Planet pinions Planetari Differential Housing ZF 406 006.022
Scatola differenziale

Sun gears Satelliti Bearings FAGER RIV
Cuscinetti

Limited slip 563/1112 o lamelle
Autobloccante Dischi

Halfshafts 563/580137
Semiassi Support plates

Reaction arms Bracci laterali Caliper

Attachment flange Spicer SK 772/B
Flange di attacco Brake lining

Axle casing Scatola del ponte Mintex 875/A
Flexibile joint Giunto

NOTE

Montato da CIMA

BOL 042

Modelo Tipo 592 Motor Tipo 209/66 Telaio matricola N. 10425
 Motor Type serial No

FOGLIO MONTAGGIO AUTOTELAIO
CHASSIS ASSEMBLING FORM

Wheelbase
 Passo 2400 Brakes N. interno
 Transmission 592/1214
 Front brakes Discs
 Freni ant. Calliper Girling 17/3P 64.032762-63 S. D. Disco 592/680222 Cil. diametro
 Hand brake
 Freno a mano Girling 64032462-63 S. D.

Rear brakes
 Freni post. Calliper Girling 12/10/3 64032462-63 S. D. Disco 592/680223 Cil. diametro

Front hubs Shocks
 Mozzi ant. 563/700116/117 D. S. rear post. 563/700136/137 D. S.

Tires Pneumatici Dunlop 205 x 14" HR Wheels Ruote Tuse 700/14

Front shocks Ammortizzatori ant. 563/640537 KONI rear post. 563/601019 KONI

steering mechanism Steering Box Scatola guida ZF 8161.955.10 Exhaust Resonator

Water radiator Radiatore acqua 592/800180 Muffler olio NO

Fuel tank type Serbatoio carburante tipo 592/820592-93 D. S. Capacity, liters 45 + 45

Fuel level indicator Indicatore di livello Borletti 67.8026.990.0 Exhaust diameter Prolunghe diametro 209/20331 Ceretto

Muffler Marmitta di scarico 209/20329 Galletti

Battery Batteria SAFA 6 SNS 5

Clutch Frizione 592/1214 tipo B&B SK 34290

Pedal system Pedaliera supporto 592/660465 592/660571 No. pumps diam. 7/8" Type Girling

Sospensioni ant. Barra stab. 592/640582 diam.

Molle ant. Carico Kg. fless.

Balestra post. dis. Carico Kg. N. foglie fless.

Body Carrozzeria Pininfarina coupé Brake Servo

Instruments Strumenti di bordo Borletti tipo 330/GT/C in Km/h

Quadretto Antifurto Booster compressor Surpressore NO

Brake servo type Servo freno tipo Ronaldi Vac

Front springs Molle amm. ant. dis. 592/640614 Load Carico Kg. 575 590 flex. fless. 0,38

Rear springs Molle amm. post. dis. 592/601357 Load Carico Kg. 430 flex. fless. 0,36

Thermostat Termostato BOA 14640 Air Conditioning

Fans Ventilatore Lucas n° 2 Blow-By

Note: Vettura con aria condizionata
Car with air conditioning

started body on Inviato in carrozzeria il 3/7/67

Delivered on Finito il 22/9/67

Department Head
 Il Capo Reparto Franchini

BOL 042

Carburetor and Jetting



Fuel	Carburatore	Lubrificante
Carburante NO 98/100	Carburatore WEBER 40 DFI/2	Lubrificante X.100 SAE 40
Spark plugs Champion N6Y	Tuning: Choke	Minimo 60
Candela	Taratura: Diff. 28	Main Jet Getto 155
Starting Air Screw	Air Adj. screw	Idle Jet
Centratori 4,5	Prendi aria 200	Minimo 60
Bowl		Needle seat
Pozzetto F2	Level at min	Tappo - Spillo 17.5
Progression Ports	Livello a m/m 6,5	Consumo Carburante = Gr./HP ora
-Fori di progressione 110/110		Oil Consumption
		Consumo olio = Gr. 210 in ore 1
Pressione olio	Temper. olio	
Rodaggio ore		
Note di funzione		
Motoristi {	Entrato in S. P. il	ore
	Uscito di S. P. il	ore

BOL 042

330 GTC Ferrari Homologation Certificate

This document is five pages. Contact the editor if you would like to see the other pages

Ferrari
spa. SEFAC
MODENA

AUTO VETTURA
Ferrari 330 GTC

Omologato dal Ministero dei Trasporti - Ispettorato Generale Motorizzazione Civile
 Certificato in data
 È autorizzato il rilascio della dichiarazione di conformità
 (art. 53 del TU. - 13-6-1959 n.393)

Anno 1966

940 2400 1130
4470

1300
1410
1670

1414

1414

*** TIPO DELLA STRUTTURA** Telino

Carrozzeria cassia

Posti: { nel sedile anteriore n. 2
 Totali n. 2

DIMENSIONI

Lunghezza max. m. 4 470
 Lunghezza max. m. 1 670
 Altezza minima dal suolo (a carico) m. 0,120
 Altezza max. (a scarico) m. 1 295
 * Passo (a carico) m. 2 400
 Diametro minimo di vollo m. 11,25
 * Carreggiata (a carico) { anteriore m. 1,410
 posteriore m. 1,414

PESI

Tara: Kg 1430 conducente Kg 70 = Kg 1500
 * Peso complessivo a pieno r 2 persone Kg 1590
 * Peso max suasse { anteriore Kg 750
 posteriore Kg 840

* STERZO a sinistra (a richiesta a destra)

SOSPENSIONI Anteriori e posteriori a ruote indipendenti con bracci trapezoidali oscillanti, molle elicoidali, barra stabilizzatrice e ammortizzatori idraulici

QUOTE { motori posteriori
 ANF. E POST. con cerchio 7L x 14"

Pneumatici { anteriori DUNLOP 205HR14" LSP
 posteriori PIRELLI 205 x 14 naturale

* FRENI (vedi pag. 2)

* Caratteristiche essenziali la cui modifica comporta una nuova omologazione

MOTORE

* Posizione Anteriore
 * M-dello 209
 * Funzionamento otto
 * Tempi n. 4
 * Cilindri n. 12
 * Diametro mm. 71
 * Corsa mm. 71
 * Cilindrata totale cm³ 3967,44
 * Potenza fissa CV 46
 Rapporto compressione 8,8
 * Potenza max. effettiva (G.M.) { CV 263
 (a giri) 6500
 (Kg/m²) 32,9
 (a giri) 5000

Coppia max. (Kg/m²) 5000

Raffreddamento ad acqua con pompa e radiatore
 FRIZIONE Monodisco a secco
 CAMBIO DI VELOCITA - N° 5 marce in avanti e retromarcia

Marce	Rapporto cambio	Velocità calcolata a giri max. potenza (Rapporto finale ignora corona)	
		10	23
1	1:3,025	72	66,73
2	1:2,12	104,3	95,5
3	1:1,572	140,7	130,6
4	1:1,25	176,8	164,26
5	1:1,04	212,6	197,4
RM	1:2,07	82,85	76,9

* TRASMISSIONE - meccanica con barra di Tor. ne

PRESTAZIONI { Km. partenza da fermo: 26"
 dichiarate con rapporto { lancio 20,15 Km/h 240
 10,23 { Velocità max. effettiva Km/h 240
 consumo (norma CUNA) litri 19

INFIANTO ELETTRICO
 Alternatore Volt 12 A 40
 Batteria Volt 12 An 74
 Dispositivi illuminazione e segnalamento regolamentari
 SERBATOIO: capacità litri 30
 SILENZIATORE (vedi pag. 3)

* R rotolamento pneumatico = 323~

330 GTS Ferrari Homologation Certificate

FERRARI SPA SE S.p.A. MODENA	AUTO VETTURA Ferrari 330 GTS	Anno 1966																																		
	MOVE DI APPROVAZIONE EFFETTUATE DAL RAS DI BOLOGNA VERBALE N° 66346/BO IN DATA 12/11/1966																																			
<p>* TIPO DELLA STRUTTURA</p> <p>Covrozzeria Trasformabile</p> <p>Posti { nel sedile anteriore n 2 Totali n 2</p> <p>DIMENSIONI</p> <p>Lunghezza max m 4,430 Lunghezza max m 1,675 Altezza minima dal suolo (a carico) m 0,130 Altezza max (a carico) m 1,330 Passo (a carico) m 2,400 Diametro minimo di vola m 11,25 Carreggiata (a carico) { anteriore m 1,410 posteriore m 1,414</p> <p>PESI</p> <p>Tara: Kg 1446 conducente Kg 70 = Kg 1516 * Peso complessivo a pieno + 2 persone Kg 1616 * Peso max suasse { anteriore Kg 770 posteriore Kg 846</p> <p>* STERZO a sinistra (a richiesta a destra)</p> <p>SOSPENSIONI: Anteriori e posteriori a mole indipendenti con bracci trapezoidali oscillanti, molle elicoidali, barra stabilizzatrice e ammortizzatori idraulici</p> <p>RUOTE { motrici posteriori ANTE POST. con cerchio 7L x 14"</p> <p>Pneumatici { anteriori } DUNLOP 205 HR14" LSP oppure posteriori } PIRELLI 205 x 14 cinturato</p> <p>* FRENI (vedi pag. 2)</p> <p>* Caratteristiche essenziali la cui modifica comporta una nuova omologazione</p>	<p>Telaio</p> <p>* Tipo motore Anteriore * Modello 209 * Funzionamento Otto * Tempi n 4 * Cilindri n 12 * Diametro mm 77 * Corsa mm 71 * Cilindrata totale cm³ 3967,4 * Potenza fiscale CV 46 Rapporto compressione 8,8 * Potenza max. effettiva (CV) 263,1 (kgm) 698,9 (CV) 500,0</p> <p>Coppia max Raffreddamento ad acqua con pompa eradiatore e FRIZIONE Mono disco a secco CAMBIO DI VELOCITA - N° 5 marce in avanti e retromarcia</p>	<table border="1"> <thead> <tr> <th rowspan="2">Marce</th> <th rowspan="2">Rapporti cambio</th> <th colspan="2">Velocità calcolate a n giri max potenza</th> </tr> <tr> <th colspan="2">Rapporto finale pignone corona</th> </tr> <tr> <td></td> <td></td> <td>10/33</td> <td>9/31</td> </tr> </thead> <tbody> <tr> <td>1</td> <td>1:3,075</td> <td>69,4</td> <td></td> </tr> <tr> <td>2</td> <td>1:2,112</td> <td>104,3</td> <td>99</td> </tr> <tr> <td>3</td> <td>1:1,572</td> <td>140,7</td> <td>133,6</td> </tr> <tr> <td>4</td> <td>1:1,25</td> <td>170,8</td> <td>167,9</td> </tr> <tr> <td>5</td> <td>1:1,04</td> <td>212,2</td> <td>202</td> </tr> <tr> <td>RM</td> <td>1:2,67</td> <td>82,85</td> <td>78,7</td> </tr> </tbody> </table> <p>* TRASMISSIONE - meccanica con barra di torsione</p> <p>PRESTAZIONI { Km. (partenza da fermo) sec 26" dichiarate { Km. (lanciato) sec 15 Km/h 240 con rapporto 10,23 { velocità max effettiva Km/h 240 consumo (norma corsa) litri 19</p> <p>IMPIANTO ELETTRICO Alternatore Volt 12 A 40 Batteria Volt 12 Ah 74 Dispositivi illuminazione e segnalamento regolamentari SERBATOIO: capacità litri 30 SILENZIATORE (vedi pag. 3)</p> <p>(*) R. rotolamento pneumatico 0,323~</p>	Marce	Rapporti cambio	Velocità calcolate a n giri max potenza		Rapporto finale pignone corona				10/33	9/31	1	1:3,075	69,4		2	1:2,112	104,3	99	3	1:1,572	140,7	133,6	4	1:1,25	170,8	167,9	5	1:1,04	212,2	202	RM	1:2,67	82,85	78,7
Marce	Rapporti cambio	Velocità calcolate a n giri max potenza																																		
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RM	1:2,67	82,85	78,7																																	

(1) PUNZONATURA DEL VEICOLO

FERRARI 330 GTS ☆00.000☆

stampigliata sulla traversa anteriore del telaio

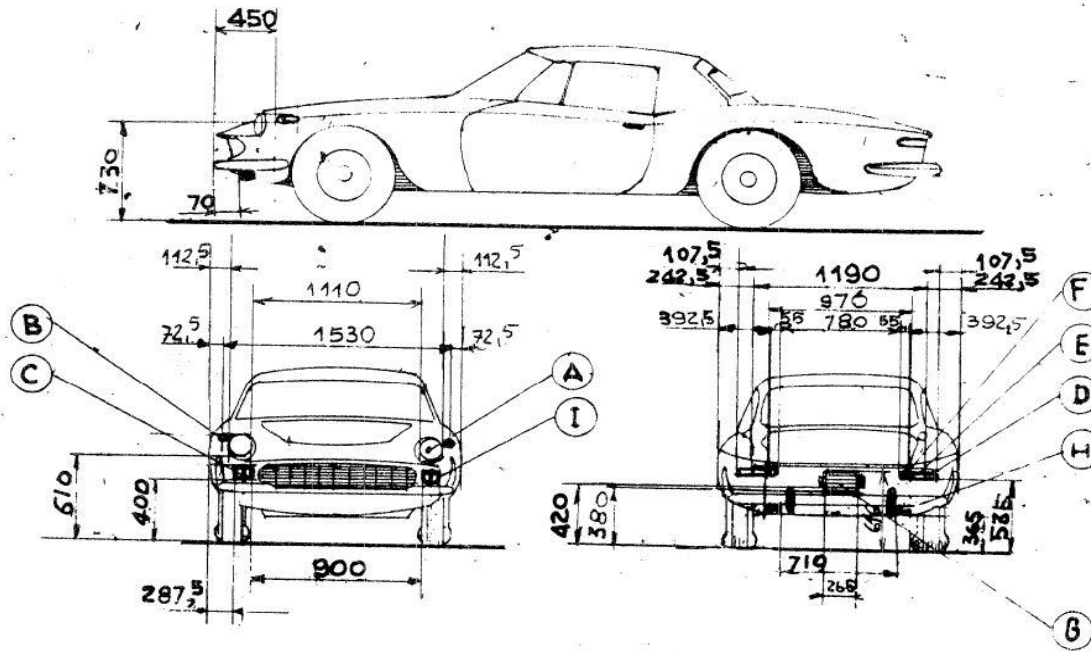
(1) MARCATURA DEL N° DI OMOLOGAZIONE

IGM OM

Stampigliata sulla traversa anteriore del telaio

(1) NOTA: Grandezza e caratteri al vero.

DISPOSITIVI DI SEGNALAZIONE VISIVA E DI ILLUMINAZIONE



- A - Proiettori abbagli e fanabbagli
- B - Indicatori di direzione laterali
- C - Luci di posizione

- D - Indicatori di direzione posteriori

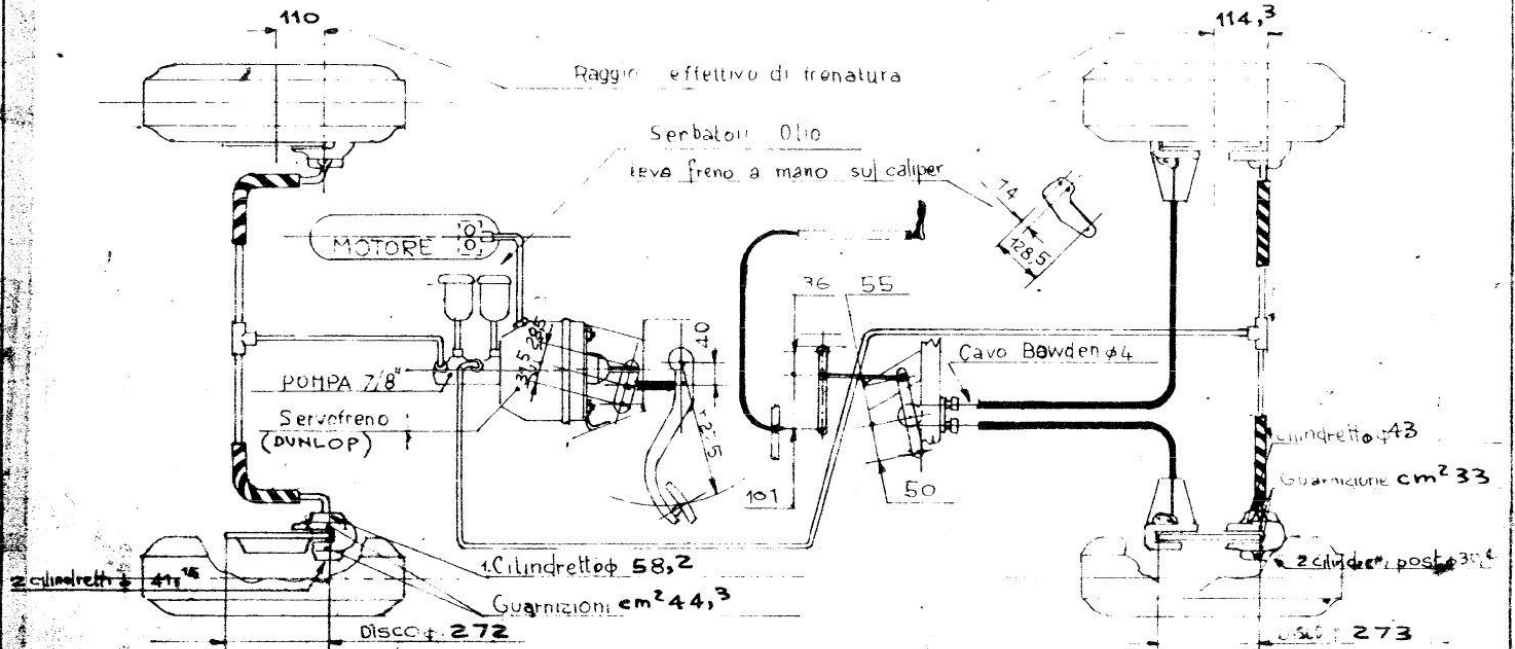
- E - Luci di posizione posteriore e indicatori di arresto
- F - Catadiottri
- G - Targa posteriore
- H - PROIETTORI RETROMARCIA
- I - INDICATORI DIREZ. ANTERIORI

NOTA - Le quote riportate sono indicative, piccoli spostamenti sono ammessi per esigenze di fabbricazione

DISPOSITIVI DI FRENATURA

FRENO DI SERVIZIO: a disco, idraulico con comando a pedale, agente sulle quattro ruote, doppia pompa, doppio circuito, con 1 servofreno a depressione

FRENO DI SOCCORSO E DI STAZIONAMENTO: meccanico, con comando leva a mano e arpionismo di arresto, agente sulle ruote posteriori



DISPOSITIVI SILENZIATORI

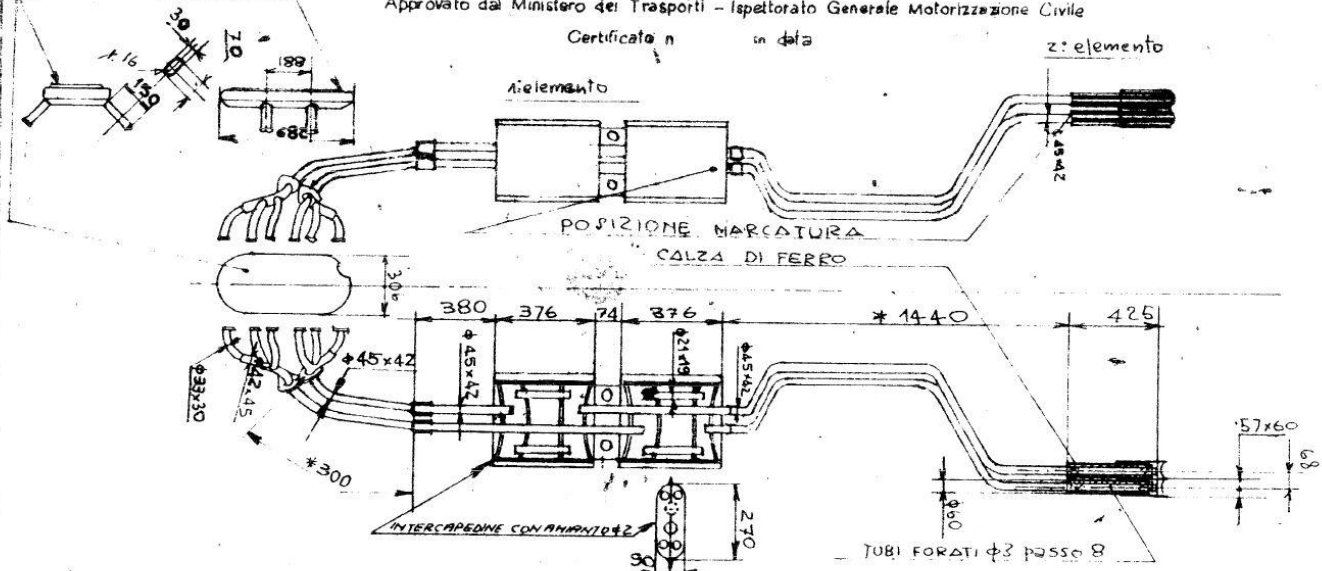
DI ASPIRAZIONE E DI SCARICO

Approvato dal Ministero dei Trasporti - Ispettorato Generale Motorizzazione Civile

Certificato n _____ in data _____

FILTRO ARIA IGM BO-0120S

2° elemento



Marchatura silenziatore scarico - Ferrari - IGM BO-0118 S - Ferrari - IGM BO-0119 S

* LUNGHEZZA SVILUPPATA

Marchatura silenziatore aspirazione Ferrari - IGM BO-0120 S

Valori di controllo } giri /1' : 6000
 } silenziatore usato: dB 87,5

Valori rilevati a veicolo nuovo: a veicolo fermo dB 85⁵; a veicolo in moto dB 91

330 GTC Production Serial Numbers

* indicates right hand drive

Reference: Ferrari Market Letter

6431	9075	9323	*	9607	9955	10367	10647	10893	11119	11301
8329	9077	9327		9611	9959	10373	10651	10897	11123	11303
8529	9081	9329		9613	9963	10377	10653	10903	11125	11305
8595	9091	9333		9619	9973	10383	10657	10907	11129	11309
8683	9093	*	9335	9621	9979	10389	10659	10909	11131	11311
8723	9099	9339		9633	9983	10393	10661	*	10915	11135
8727	9103	9341	*	9641	9989	10397	10665	10919	11137	11319
8753	9107	9351		9647	9997	10401	10667	10921	11141	11323
8761	9111	9353		9651	10001	10411	10671	10923	11143	11327
8773	9115	9359		9653	10007	10415	10673	10927	11147	11329
8785	9121	9361		9659	10009	10421	10677	10929	11149	11333 *
8791	9125	9365		9661	10013	10425	10679	10935	11153 *	11337 *
8797	9131	9367		9671	10023	10429	10683	10937	11157	11339
8803	9135	9375		9679	10033	10433	10685	10941	11159	11341
8807	9139	9387		9685	10049	10437	10693	10945	11163 *	11343
8811	9159	9393		9705	10061	10441	10695 *	10947	11165 *	11347
8821	9163	9399		9711	10065	10445	10699	10951	11167	11349
8823	9167	9411		9741	10079	10449	10705	10957	11169	11355
8827	9169	9415		9769	10095	10455	10713	10959	11171	11359
8833	9171	9433		9785 *	10097	10457	10725	10963	11175 *	11365
8839	9173	9439		9799	10101	10463	10729	10967	11177 *	11367
8843	9175	9441		9807	10105	10467	10733	10971	11181	11369
8849	9179	9449		9815	10107	10471	10739	10975	11183	11371
8857	9181	9455		9819 *	10143 *	10475	10741	10977	11185	11377
8867	9185	9459		9821	10157 *	10477	10745	10979	11187	11381 *
8873	9189	9465		9827 *	10171	10483	10747	10985	11189	11385
8879	9191	9473		9829	10179	10487	10751	10989	11197	11389
8883	9195	9487		9833	10183	10489	10755	10997	11201	11395
8887	9197	9493		9837	10187	10493	10761	11005	11203	11399
8905	9201	9497		9839	10197	10495	10767	11007	11205	11403

8911	9207	9503	9843	10199	10501	10769	11009	11207	11407
8915	9215	9507	9845	10209	10503	10775	11017	11211	11411
8923	9217	9509	9847	10211	10509	10779	11025	11215	11415
8927	9223	9515	9853	10215	10513	10787	11029	11217	11419
8935	9231	9519	9857	10221	10517	10793	11031	11221	11423
8939	9237	9525	9861	10229	10521	10795	11035	11225	11427
8945	9239	9527	9863	10235	10529	10799	11039	11231	11435
8949	9241	9529	9867	10239	10535	10801	11041	11235	11441
8957	9243	9535	9869	10241	10539	10805	11043	11239	11449
8963	9245	9537	9873	10247	10541	10807	11047	11243	11453
8969	9249	9543	9875	10251 *	10547 *	10809	11049	11247	11457
8977	9251 *	9547	9879	10255	10555 *	10811	11053	11251	11465
8983	9257	9553 *	9881	10261	10571	10823	11059	11253	11469
8987	9259	9555	9885 *	10265	10573	10825	11065	11257	11475
8991	9265	9561	9893	10267	10575	10831	11073	11259	11489
8995	9273	9563	9895	10273	10579	10833	11075	11261	11515
8999	9277	9567	9899	10279	10581	10839	11077	11265	11517
9003	9281	9569	9901	10283	10585	10841	11079	11267	11537
9009	9283	9571	9905	10289	10587	10849	11083	11269	11539
9013	9287	9575	9907	10293	10591	10853	11087	11271	11543
9019	9289 *	9577	9911	10297	10593	10857	11089	11273	11545
9025	9293	9581	9913	10301	10611	10859 *	11093	11275	11549
9031	9295	9583 *	9919	10305	10617	10863 *	11097	11277	11551
9037	9301	9587	9923	10309	10623	10865	11099	11279	11577
9039	9303	9589	9927	10313	10629	10871	11103	11281	11579
9045	9307	9593	9939	10317	10631	10873	11105	11283	11589
9049	9311	9595	9943	10331	10637	10879	11107	11285	11613
9055	9313	9599	9945	10347	10639	10885	11111	11289	
9061	9317 *	9601	9949	10353	10641	10889	11113	11295	
9069	9321	9605	9953	10363	10645	10891	11117	11297	* = RHD

330 GTS Production Serial Numbers

* indicates right hand drive

8899	9681	9995	10323	10633	10877	11081
9155 *	9687	10003	10335	10689	10883	11085
9199	9691	10037	10341	10703	10901	11091
9297	9699	10053	10359	10719	10913	11173
9343	9715	10073	10375	10731	10961	11179
9369	9733	10111	10407	10737	10999	11193
9381	9749	10113	10419	10753	11011	11713
9427	9765	10127	10499	10759	11015	11363
9469	9771	10135	10505	10763	11021	11233 *
9481	9777	10141	10551	10773	11023	* = RHD
9513	9781	10167	10553	10781	11027	
9625	9787	10173	10561	10789	11033	
9627	9791	10189	10567	10797	11045	
9639	9797	10203	10599	10817	11055	
9655	9805	10225	10605	10845	11071	

Ferrari



LUIGI CHINETTI MOTORS, INC. U. S. Distributor

OCTOBER 23RD, 1970

DEAR FERRARI CUSTOMER:

WE ARE TAKING THIS OPPORTUNITY TO INFORM YOU OF A MODIFICATION THAT SHOULD BE CARRIED OUT PROMPTLY ON YOUR FERRARI 330 GTC OR 330 GTS.

THE POSSIBILITY EXISTS THAT THE PLATE TO WHICH THE SHOCK ABSORBER MOUNTS ARE WELDED MAY CRACK AT THE BOTTOM, ALLOWING THE MOUNT TO BEND OUT OF POSITION. IF ALLOWED TO CONTINUE TO MOVE, THE SHOCK ABSORBER ACTION MAY BE IMPAIRED, AND IF THE BENDING IS SEVERE ENOUGH, WITH SPECIFIC REFERENCE TO THE DRIVER'S SIDE, THE SHOCK ABSORBER MAY COME IN CONTACT WITH THE UNIVERSAL JOINT OF THE STEERING COLUMN, PREVENTING ITS FULL ROTATION, WHICH COULD RESULT IN A LOSS OF STEERING.

THE ILLUSTRATION ON THE REVERSE SIDE WILL AID IN THE MODIFICATION OF YOUR FERRARI AND THE FOLLOWING PARAGRAPH DESCRIBES THE REPAIR OPERATION.

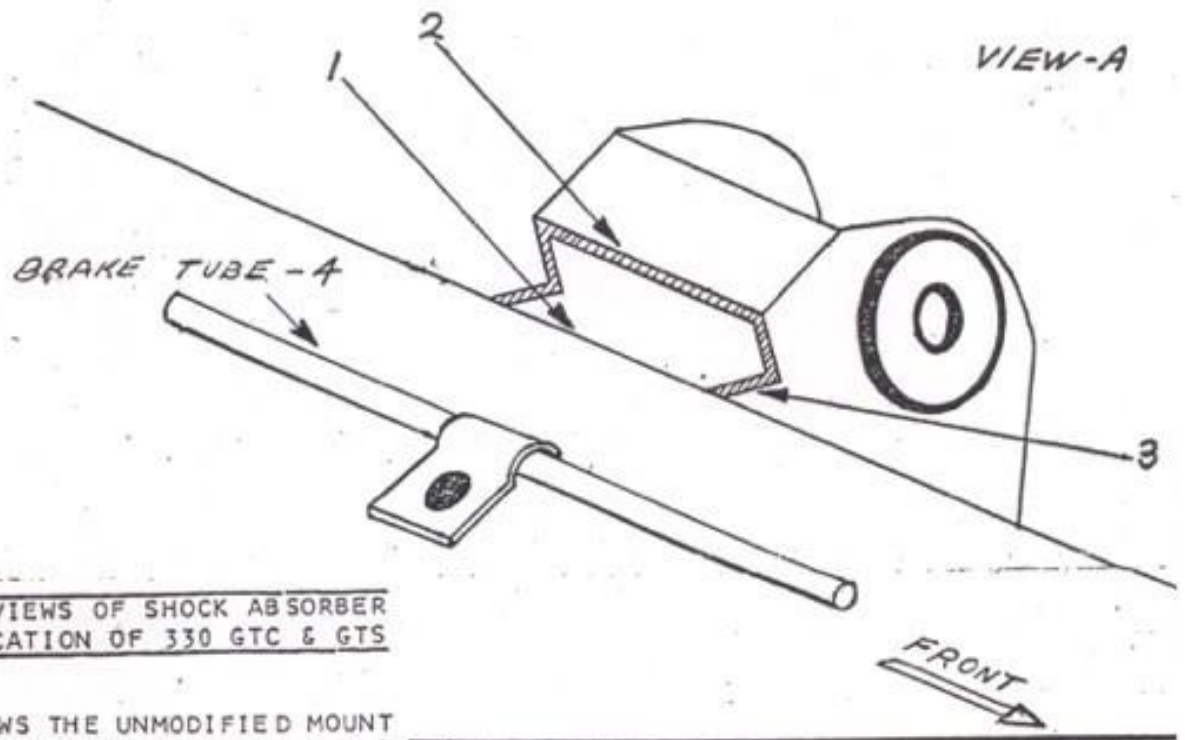
BEFORE CARRYING OUT THE MODIFICATION, BOTH FRONT SHOCK ABSORBERS SHOULD BE REMOVED TO ALLOW THE CAREFUL EXAMINATION OF THE SHOCK MOUNT TO FRAME JUNCTURES. IF NO CRACKS ARE EVIDENT, ONLY THE ADDITION OF THE SMALL METAL PLATES ARE NEEDED. IF THE SHOCK MOUNTS ARE BENT OUT OF POSITION, THEY SHOULD BE PUT BACK IN THEIR ORIGINAL POSITION AND ANY CRACKS WELDED. THE MODIFICATIONS DESCRIBED BELOW SHOULD THEN BE PERFORMED.

ONE WILL NOTE THAT BOTH SHOCK ABSORBER MOUNTS ARE READILY ACCESSIBLE AND THEREFORE LEND THEMSELVES VERY WELL TO REPAIRS EFFECTED THROUGH THE USE OF ELECTRIC WELDING. PLEASE NOTE THAT THIS OPERATION INVOLVES THE WELDING OF A SMALL STEEL (S.A.E. 4119) PLATE, BENT TO FIT AS DESCRIBED IN THE AREA SHOWN IN THE ILLUSTRATION ON BOTH SHOCK ABSORBER MOUNTS. NOTE ALSO THAT THE BRAKE TUBE SHOULD BE OUT OF THE WAY DURING THE ACTUAL WELDING OF THE DRIVER'S SIDE, AND SHOULD BE REPLACED IMMEDIATELY THEREAFTER. IF THE WELDING OF THESE MOUNTS IS CARRIED OUT BY A PROFESSIONAL AUTOMOBILE WELDER USING RECOGNIZED PROCEDURES, THE POSSIBILITY OF THIS PROBLEM WILL BE AVERTED.

SHOULD ANY FURTHER INFORMATION BE DESIRED PLEASE FEEL FREE TO CONTACT US.

1970 NOV 1 2 AM 10 31

ADAMS INDUSTRIES
INC



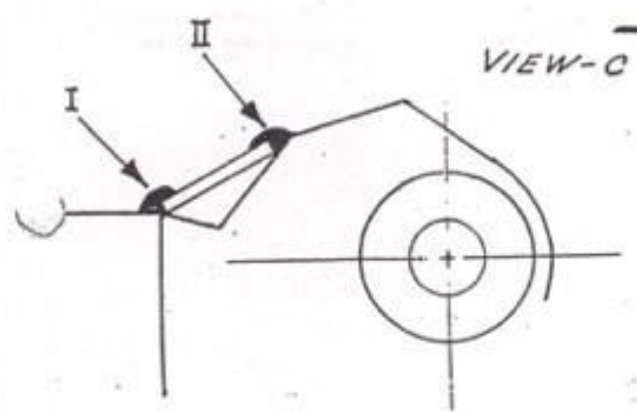
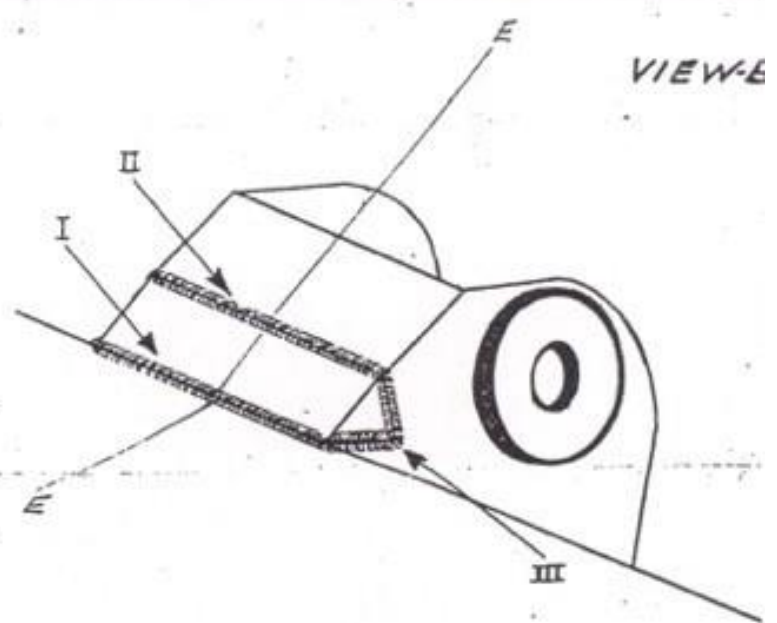
PERSPECTIVE VIEWS OF SHOCK ABSORBER MOUNT MODIFICATION OF 330 GTC & GTS

VIEW A: SHOWS THE UNMODIFIED MOUNT AND THE EDGES TO BE WELDED (1,2,3,) NOTE THE BRAKE TUBE (4) WHICH MUST BE MOVED OUT OF THE WAY ON THE DRIVERS SIDE DURING THE WELDING.

NOTATION: REPLACE WHEN THE MODIFICATIONS ARE COMPLETED.

VIEW B: SHOWS MOUNT WITH WELDED STEEL STOCK IN PLACE. 1,11,111, INDICATE WELDED EDGES. NOTE THAT THE BAR STOCK (S.A.E. 4119) HAS BEEN BENT AT BOTH ENDS IN A DOWNWARD MANNER FORMING A WIDE "U".

VIEW C: SHOWS CROSS SECTION OF MOUNT AT 'E-E' (SEE VIEW B) IN MODIFICATION FORM.



Light Bulb reference chart submitted by Bill Muno

<u>LOCATION</u>	<u>NUMBER</u>	<u>WATTAGE</u>	<u>TYPE</u>
Headlights - USA	6014	50/60	Spade - 3 wire
Headlights - Europe	R2	40/45	Spade - 3 wire
Front Directional Signals	7511	5/20	Bayonet
Side Indicator Lights	3796 or 2656	3	Bayonet
Instruments	3796 or 2656	3	Bayonet
Engine & Trunk Lights	7546 or 17125	5	35mm Tubular
Interior Lights	6428	3	30mm Tubular
Rear Directional Lights - outside	7506	21	Bayonet
Rear Stop & Taillights - inside	1157	5/20	Bayonet
Backup Lights	7506	21	Bayonet
License Plate Lights	5008	10	Bayonet

Contributors to the 330 GTC/GTS As-Built Configuration and Judging Notes Document

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330 GTC/GTS Document Editor

REFERENCES

Dyke Ridgley's 330 GTC articles in Cavallino Magazines June/July 1993 and August/September 1993
 Keith Bluemel's article on 330 GTC/S and 365 GTC/S in his book "Original Ferrari V12 1965-1973"
 Ferrari Market Letter – 330 GTC/GTS Production Serial Numbers – GTC numbers published April 6, 1985
 GTS numbers published Nov 12, 1994