FERRARI NORTH AMERICA, INC.
TECHNICAL SERVICE DEPARTMENT

TECHNICAL INFORMATION

Area	Model	Bulletin n°	Date	Pages
5	575M Maranello	1096	February 2003	6

SUBJECT: Optional "Fiorano" Handling Package

The 575M Maranello can be ordered with the option of having the "Fiorano Handling" package. This option which involves the braking system, suspension and steering systems has components that are unique to this package and they are different than the components on a 575M Maranello ordered without the "Fiorano" package.

Attached is a list of the components used, and the specifications required for servicing a 575M Maranello with the Fiorano handling package. This bulletin should be used along with the workshop manual for the 575M Maranello on CD or, Documentation on line in ModisCS.

NOTE: The Fiorano handling package uses Pagid brake pads. These pads have special characteristics and will cause brake squeal. This is considered to be normal. All dealers are to inform the customers that this possibility exists, and if they elect to have any work performed to reduce the squeal, it will be at the customer's expense.
Warranty will not cover replacement of the pads, chamfering of the pads, deglazing of the rotors, applying disc brake quiet, etc.

Page 6 of this bulletin contains the recommended break-in procedures from the supplier Brembo for the Pagid brake pads.

Brake system	FRONT Part. no.	REAR Part no.
Red caliper (RH)	193126	175941
Red caliper (LH)	193130	175942
Pagid brake pads (RS 4-4)	70000962	70000913

SUSPENSIONS	FRONT Part. no.	REAR Part. no.
Springs	175886	175887
Stabiliser bar	–	175890 (ø 21 mm)
Stabiliser bar mount	–	130533

Wheel Alignment Data

Camber	- 1° ± 0° 10'	- 1° 30' ± 0° 10'
Toe-in	3 ± 0,5 mm	3,5 ± 0,5 mm
Caster	5° 30' ± 0° 10'	–

NOTE: The alignment specifications remain the same for a vehicle that has the 19" wheels and tires. There is a difference in alignment specifications on a vehicle that has the Fiorano handling package, compared to a vehicle without the Fiorano handling package.

Vehicle Height Check

With the vehicle under static load, the front suspension height is measured from the ground up to the center of the rear flanblock bolt. (Fig. 1, measurement A)

The rear suspension height is measured from the floor up to the center of the flanblock bolt on the front part of the rear suspension. (Fig. 1, measurement B)

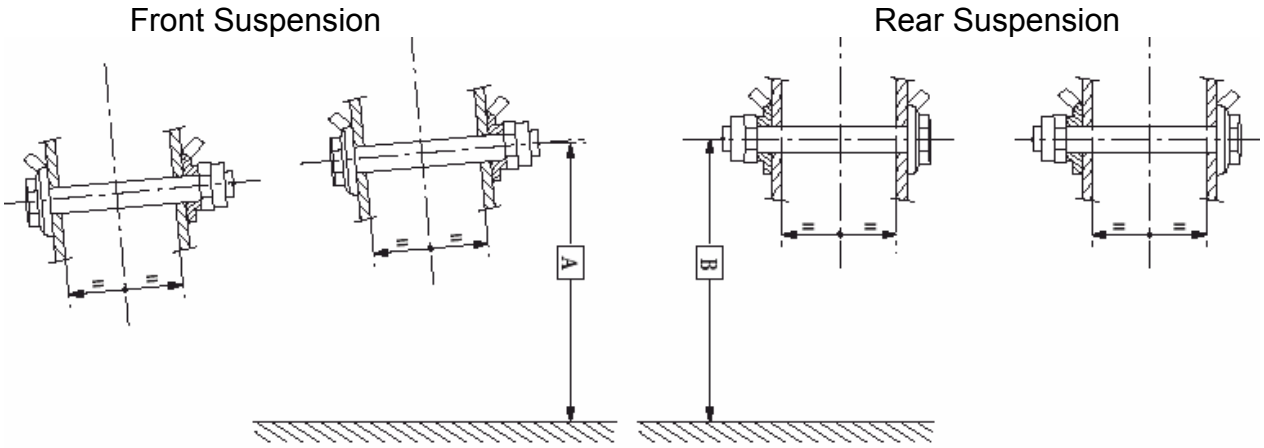

Figure 1

	Front (A)	Rear (B)
Car height with static load	196,5 ± 5 mm	201,3 ± 5 mm

Shock Absorber Ring nut Adjustment

According to the color of the ring nut, the specifications for new cars with new tires are as follows;

Shock absorber	For USA, CDN and AUS	
	Front	Rear
No colour	162,3 ± 0,5 mm	216,6 ± 0,5 mm
Red	160,6 ± 0,5 mm	214,9 ± 0,5 mm
Yellow	164 ± 0,5 mm	218,3 ± 0,5 mm

On cars that have settled-in, these specifications may decrease by approximately 4mm on the front axle and 5mm on the rear axle. These differences are considered normal.

STEERING	Part. no.
Power steering ECU	175891

As a purchase option, different colored brake callipers could be installed;

COLORED BRAKE CALIPERS		FRONT Part. no.	REAR Part no.
RH caliper	Yellow modena	193128	193136
	Aluminium	193129	186242
	Black	193127	186230
LH caliper	Yellow modena	193132	193140
	Aluminium	193133	186243
	Black	193131	186231

As a purchase option, the car can be fitted with 19” wheels and tires.

WHEELS AND TIRES	FRONT Part. no.	REAR Part no.
19” split rims	188475 8” $^{1}/_{2}$ J x 19”	188476 10” $^{1}/_{2}$ J x 19”
Pirelli PZERO tyres	188477 255/35 ZR 19	188478 305/30 ZR 19

NOTE: The alignment specifications remain the same for a vehicle that has the 19” wheels and tires. There is a difference in alignment specifications on a vehicle that has the Fiorano handling package, compared to a vehicle without the Fiorano handling package.

BREMBO Attachment 1

PAGID RS 4-4 RUN-IN PROCEDURE

First phase

- Drive the vehicle for approximatly **50** km in "normal" conditions, pressing the brake pedal for 2 – 3 seconds at a time, with deceleration of around 0.4 g and system pressure between10 and 30 bar.
- During the run make at least **20** braking cycles (maximum **50**), depending on the feel of the braking force experienced by the test driver, and alternate two successive braking cycles with around 1 km of uninterrupted driving.

Second phase

- Make a series of braking cycles from 160 to 50 km/h, with decelerations of 0.6 – 0.7 g, until the test driver feels the pedal stroke is slightly extended. This means that the brake pads are now emitting organic resins, and the driver will notice a characteristic "burnt" smell.
- At least 20 seconds must pass between successive braking cycles.
- As soon as extension of the pedal stroke is felt, allow the brake system to cool down to **100°C** (pads and discs).

Third phase

- Make about **15** braking cycles with decelerations of around 0.4 g and system pressure between 10 and 30 bar.
- Each cycle should last for 2 - 3 seconds, leaving at least one km of uninterrupted driving between cycles.

Final running-in

- Start with the brake system at ambient temperature, or allow it to cool down until the pads and discs reach temperatures below 100°C.
- Make at least **10** braking cycles with decelerations around 0.4 g and system pressure between10 and 30 bar, for 2 – 3 seconds, and allowing 1 km of uninterrupted driving between two successive cycles.