

Ferrari North America, Inc.

December 2015

Dear Ferrari Dealer:



Ferrari has decided that in addition to the Model Year 2016 California T vehicles that we have already communicated to you, certain **Model Year 2016 Ferrari 488 vehicles** may also have a defect in a Low Pressure Fuel Line Connection, which may cause a fuel evaporation leak during engine start, and possibly lead to smoke or a fire. We want to assure you that our clients' safety is our priority, and we are committed to correcting this condition in their vehicle.

The vehicle may have been fitted with a defective Low Pressure Fuel Line provided by the supplier. This manufacturing defect is due to an improper coating treatment made by the supplier on the metallic connection of the Low Pressure Fuel Line where it connects to the Fuel Pump. Failure to have this defect remedied could lead to smoke or fire if the potential fuel evaporation leak into the engine compartment occurs.

The affected vehicles consist of **Model Year 2016 Ferrari 488 vehicles** with a VIN range from ZFF79ALA0G0214237 to ZFF79ALAXG0215427.

Ferrari will repair the vehicle free of charge. The repair involves replacing the Low Pressure Fuel Line. This repair takes approximately 2 hours to complete.

Please be advised that as of the date of this letter, no unremedied vehicles have been sold to retail customers.

It is a violation of Federal law for a dealer to deliver a new motor vehicle covered by this notification under a sale or lease until the defect is remedied.

Upon transmittal of the repair under the normal warranty system, we will of course reimburse you for the parts and labor necessary to carry out this campaign.

Technical Department
Ferrari North America, Inc.



U.S.A. RECALL CAMPAIGN NO. 59



488 GTB

Replacing Low Pressure Fuel Line

RECALL CAMPAIGN OVERVIEW

INTRODUCTION: Ferrari 488GTB Vehicles

SUBJECT: Recall Campaign No. 59

VEHICLES: Ferrari 488GTB, MY 2016
(see ModisCS for VINs involved)

The affected vehicles consist of Ferrari 488GTB Vehicles Model Years 2016 in the VIN range: ZFF79ALA0G0214237 to ZFF79ALAXG0215427

CONDITION: The vehicle may have been fitted with a defective Low Pressure Fuel Line provided by the supplier. This manufacturing defect is due to an improper coating treatment made by the supplier on the metallic connection of the Low Pressure Fuel Line where it connects to the Fuel Pump. Failure to have this defect remedied could lead to smoke or fire if the potential fuel evaporation leak into the engine compartment occurs.

REMEDY: Ferrari will repair the vehicle free of charge. The repair involves replacing the Low Pressure Fuel Line. This repair takes approximately 2 hours to complete.



U.S.A. RECALL CAMPAIGN No. 59



488 GTB

Replacing the Low Pressure Fuel Line

TECHNICAL INSTRUCTIONS

Please read all instructions before performing this campaign.

The procedure required for this **RECALL CAMPAIGN** consists in replacing the **Low Pressure Fuel Line** with a new one which has the required coating on the Low Pressure Fuel Line connection to the Fuel Pump.

Note that while some of the following photographs were taken with the engine on the work bench to illustrate the relative operation more clearly, this procedure must be performed with the engine in the vehicle.

- IMPORTANT -

You will be required to take photographs during the following procedures to demonstrate that the low pressure fuel pipe has been fastened correctly. You may be asked to provide the photographs taken as proof that these instructions have been followed.

- IMPORTANT -

NEVER work on a hot engine.



- IMPORTANT -

When disconnecting any pipe in the fuel system, note that the system may be pressurized, causing fuel to be sprayed onto the operator. Take all precautions necessary and keep flames and sources of ignition away from the work area.

Always cap disconnected fuel pipes immediately to prevent fuel any residual fuel from spilling.

- IMPORTANT -

Before disconnecting any fuel system pipe, cover all parts of the engine in the vicinity with cloths so that any escaping fuel is absorbed and does not come into contact with the engine or any other parts. In the event of contact with fuel, dry the relevant area immediately.

The **RECALL CAMPAIGN** procedure described herein must be performed precisely as indicated by the following instructions:

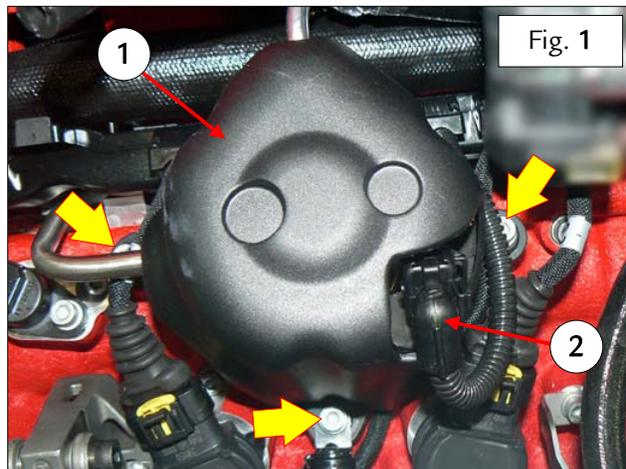
1.1 Perform **SCAN IN** with the DEIS tester.

1.2 Remove the front and lateral cosmetic shields (as described in paragraph **E3.13** of the Workshop Manual);

1.3 Disconnect the battery (as described in paragraph **F2.01** step 1 of the Workshop Manual)

1.4 Remove both motorized throttle bodies (as described in paragraph **F3.08** of the Workshop Manual).

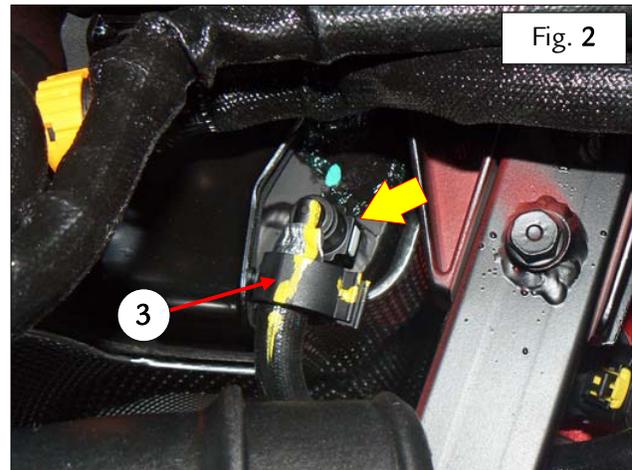
1.5 On both cylinder banks, remove the GDI pump soundproofing cover (1), disconnecting the connector (2) and undoing the indicated screws – **Fig. 1**.





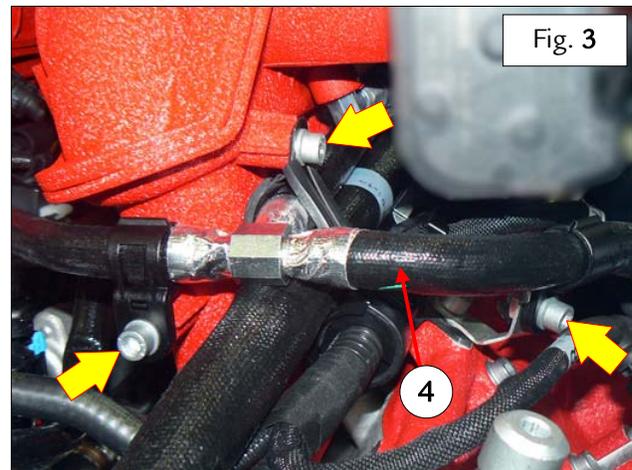
1.6 On both fuel tanks, disconnect the indicated unions then open the clip (3) – Fig. 2.

1.7 Cap the aperture on the tank and the pipe – Fig. 2.



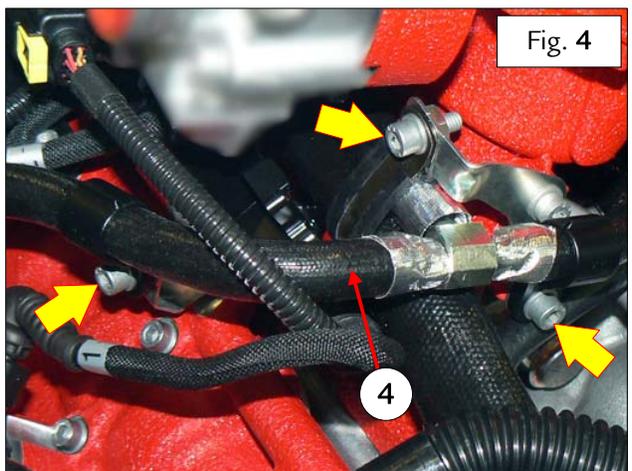
LH SIDE

1.8 Release the low pressure fuel pipe (4) from the clamps on the engine, undoing the indicated screws – Fig. 3.



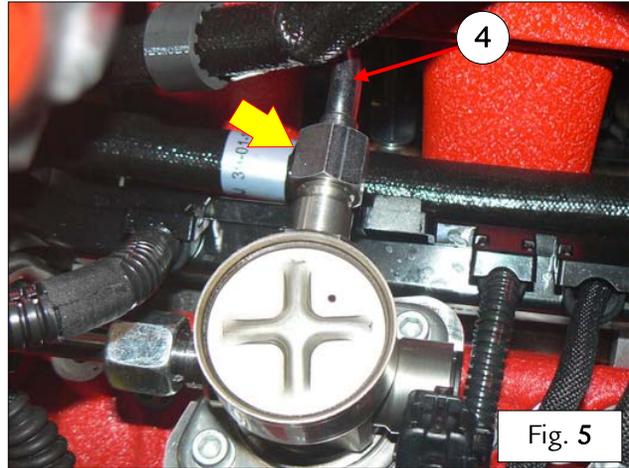
RH SIDE

1.9 Release the low pressure fuel pipe (4) from the clamps on the engine, undoing the indicated screws – Fig. 4.





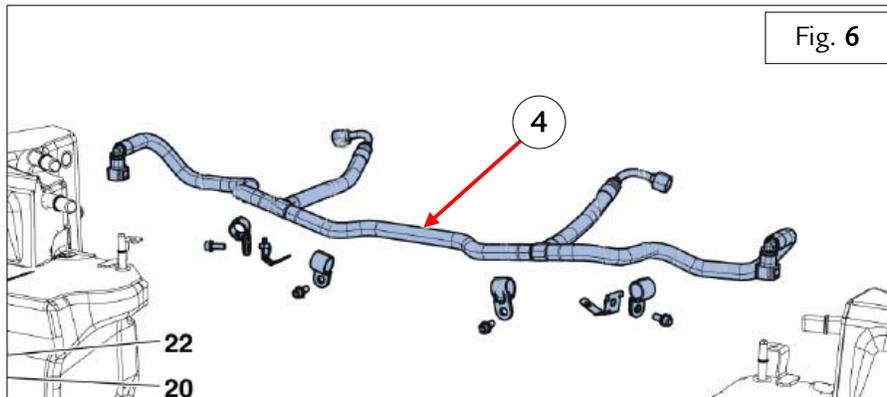
1.10 On both cylinder banks, undo the indicated low pressure fuel pipe union (4) on the GDI pump – Fig. 5.



1.11 Cap the aperture on the pump and the pipe – Fig. 5.

1.12 Remove the low pressure fuel pipe (4) from the engine compartment and replace – Fig. 6.

1.13 Lay out the new low pressure fuel pipe Part No. 70003864 (4) on the engine in the same position as the original pipe – Fig. 6.

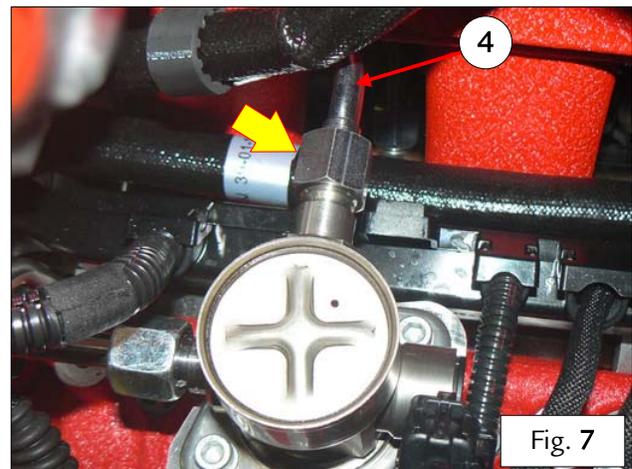


1.14 Remove the caps.

1.15 On both cylinder banks, hand tighten the low pressure fuel pipe union indicated (4) onto the GDI pump – Fig. 7.

1.16 Tighten the indicated union to a torque of 20 - 22 Nm – Fig. 7.

Note: On both cylinder banks, take a photograph when tightening the indicated union with a calibrated, certified torque wrench, in which the torque value applied is visible and showing identification of the vehicle serial number.

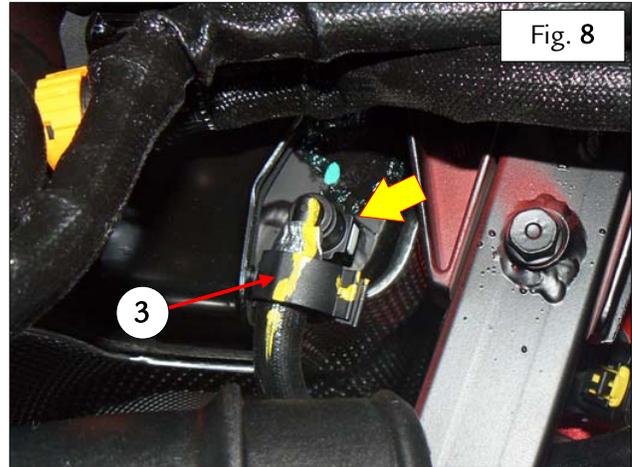




1.17 Remove the caps.

1.18 On both fuel tanks, connect the indicated unions then secure the pipe by fastening the clip (3) – Fig. 8.

Note: On both fuel tanks, take a photograph showing that the quick coupling has been connected correctly onto the relative tank fitting, and also showing identification of the vehicle serial number.

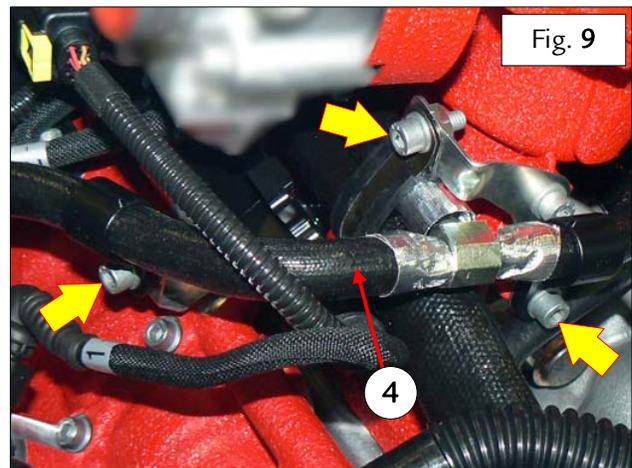


- IMPORTANT -

ENSURE THAT THE LOW PRESSURE FUEL PIPE IS TIGHTENED CORRECTLY ON THE GDI PUMP SIDE AND FASTENED CORRECTLY WITH THE QUICK COUPLING ON THE TANK SIDE.

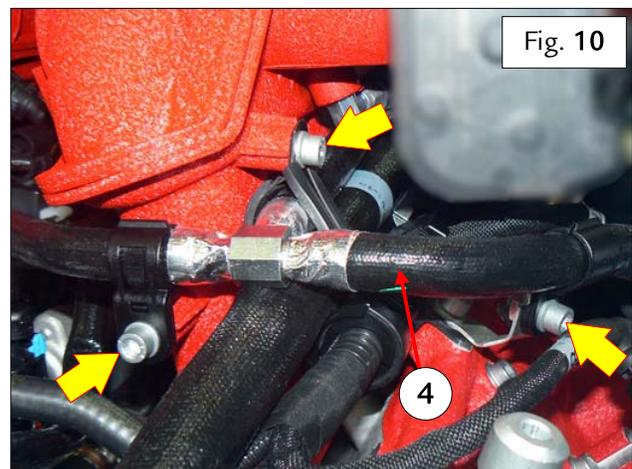
RH SIDE

1.19 Secure the low pressure fuel pipe (4) to the clamps on the engine, tightening the indicated screws to a torque of 10 Nm class B – Fig. 9.



LH SIDE

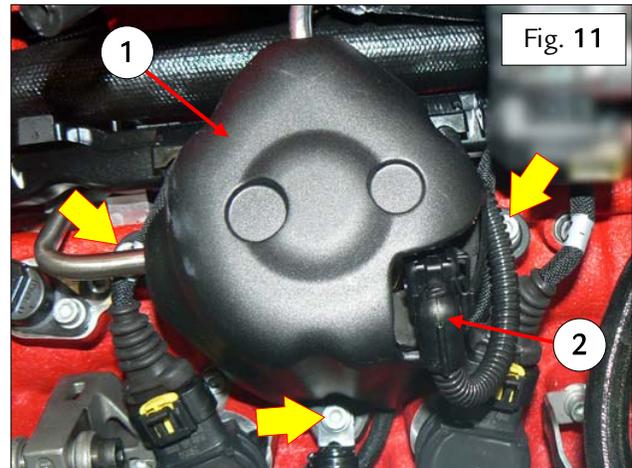
1.20 Secure the low pressure fuel pipe (4) to the clamps on the engine, tightening the indicated screws to a torque of 10 Nm class B – Fig. 10.





1.21 On both cylinder banks, refit the GDI pump soundproofing cover (1), tightening the indicated screws to a torque of 10 Nm class B – Fig. 11.

1.22 Connect the connector (2) – Fig. 11.



1.23 Refit both motorized throttle bodies (as described in paragraph F3.08 of the Workshop Manual).

1.24 Connect the battery (as described in paragraph F2.01 step 2 of the Workshop Manual).

1.25 Refit the front and lateral cosmetic shields (as described in paragraph E3.13 of the Workshop Manual).

1.26 Perform **SCAN OUT** with the DEIS tester

- IMPORTANT -

The replaced parts must be scrapped/disposed of appropriately by you.