

US Ferrari Dino 308 GT4 Overview

This is the first mid-engine V8 from Ferrari. Produced from 1974 through 1980.

The wheelbase on a GT4 is around 8" longer than on the later 2 seat 308 series.

Series 1 cars (1974 & early 1975)

Produced through May of 1975 and some of June 1975. The very last of the series 1's do not follow serial number sequence. Example serial #2 could have been a series 2 car while serial #3 could have been a series 1 car. To clarify there is a series 2 car with a production date of April 1975 and a series 1 car with a production date of May 1975. There are no series 2 cars before April of 1975 and no series 1 cars after June of 1975. Series 1's ended around serial # 10776.

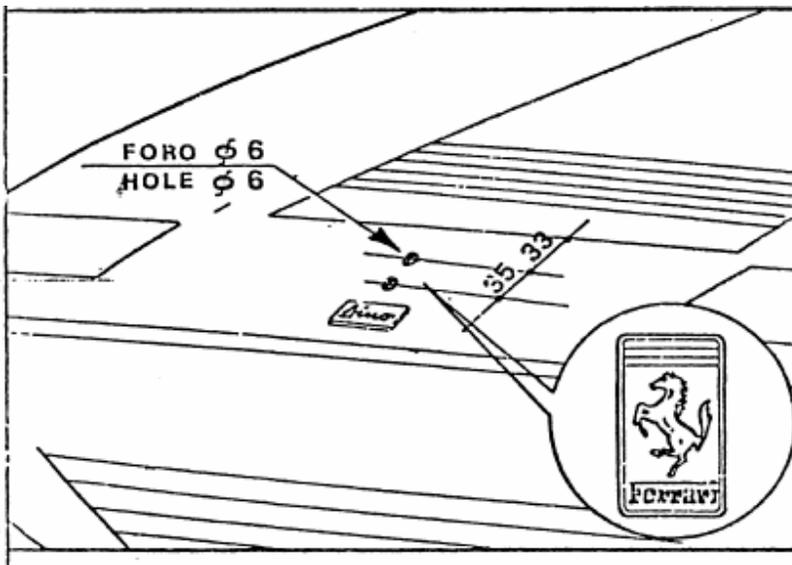
Series 1 cars had 255hp with euro cams and euro timing specs.

All series 1 cars were badged "Dino" with no prancing horse or Ferrari emblems. The front Dino emblem was recessed into the nose and placed horizontally.



Because of Tech Bulletin 266/8, issued from Ferrari on 1/7/75, this can get a bit confusing. Some dealers made changes to the cars they had in inventory. 266/8 instructed dealers to surface mount a Ferrari prancing horse (#101579) on the front. According to the factory, after this procedure was carried out GT4's would have both badges on the front. Many dealers opted to remove

the front Dino emblem and fill in the recess with body filler then add the prancing horse. For the purists there are only 2 "correct" possibilities on the front of a series one GT4; just the Dino badge, or both badges. The prancing horse by itself would not be factory correct on a series 1 car.



MONTAGGIO STELMA FERRARI ANTERIORE-

- a) APRIRE IL COFANO ANTERIORE .
- b) ESEGUIRE UNA FORATURA COME INDICATO IN FIGURA TENENDO LA MEZZERIA DELLO STELMA "DINO" -
- c) MONTARE LO STELMA CON IL CAVALLINO FERRARI - DIS. 101579

ASSEMBLING THE FERRARI FRONT BADGE-

- a) OPEN FRONT BONNET
- b) DRILL A HOLE AS SHOWN IN FIGURE KEEPING TO THE CENTER LINE OF DINO BADGE.
- c) FIX THE FERRARI BADGE. PART NO. 101579

Series 1 GT4's were delivered with cromodora wheels and centercaps with the Dino emblem.

The original emblems were clear plastic with the ink applied to the back. The word Dino was outlined in silver. This is the correct emblem:



Many of the reproduction emblems out on the market are easy to spot. Most are metal. Note the differences in this non original emblem:



As stated above series 1 cars were standard equipped with cromodora wheels and centercaps. The relationship Ferrari had with Fiat during this time was certainly unique. As a result series 1 cars could have been shod with cromodoras that were embossed with the word "Fiat" or "Ferrari" or "Dino". Any would be considered correct. By far a majority of cars had wheels with the word "Fiat".



Series 1 cars had the narrow grille with the wrap valance



A series 1 glove box opens with knob under dash, the dash front is solid leather.



The left dash panel on a series 1 GT4 had 3 switches with 3 indicator lights.

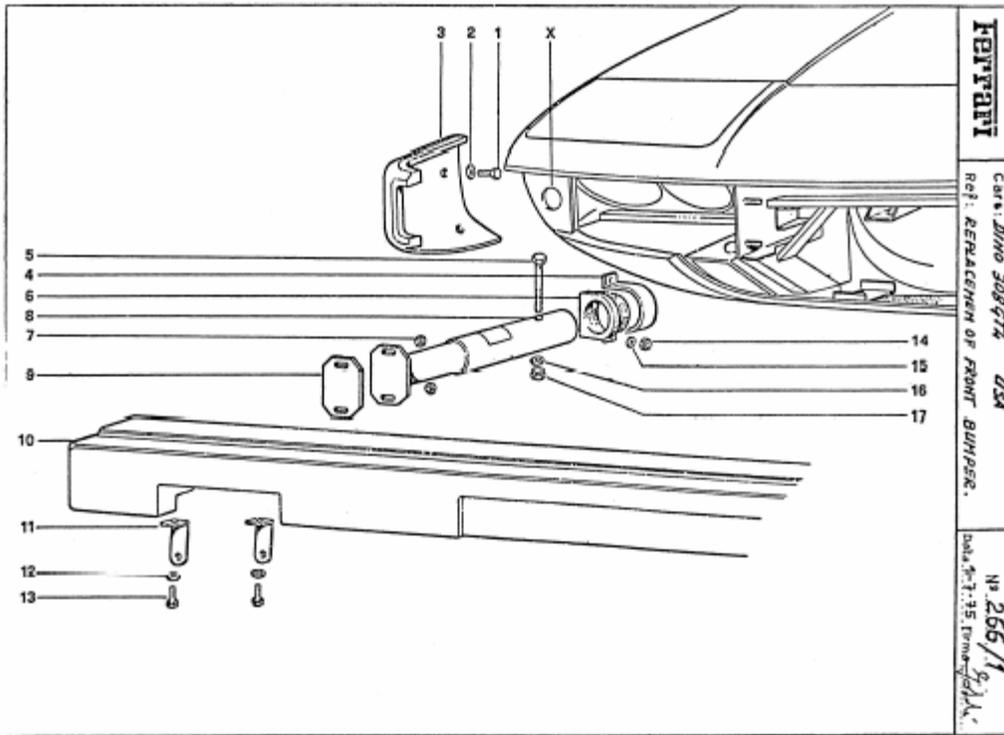


A few additional features unique to Series 1 cars:

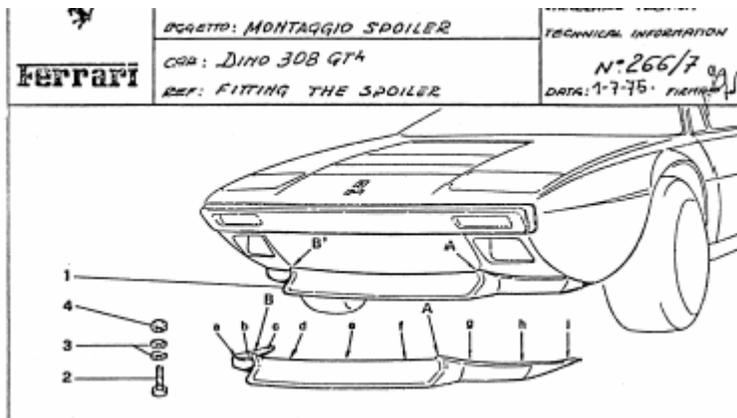
- Steering rack mounts same as a 246 Dino
- Fixed type seatbelts on most, but some had the "reel" type
- Fusebox visible inside glovebox
- No cats

1975 Technical Revision Bulletins:

There are 2 factory correct bumpers on a series 1 car. 266/1 instructed dealers to change to 3 piece front & rear bumpers with shock absorbers.

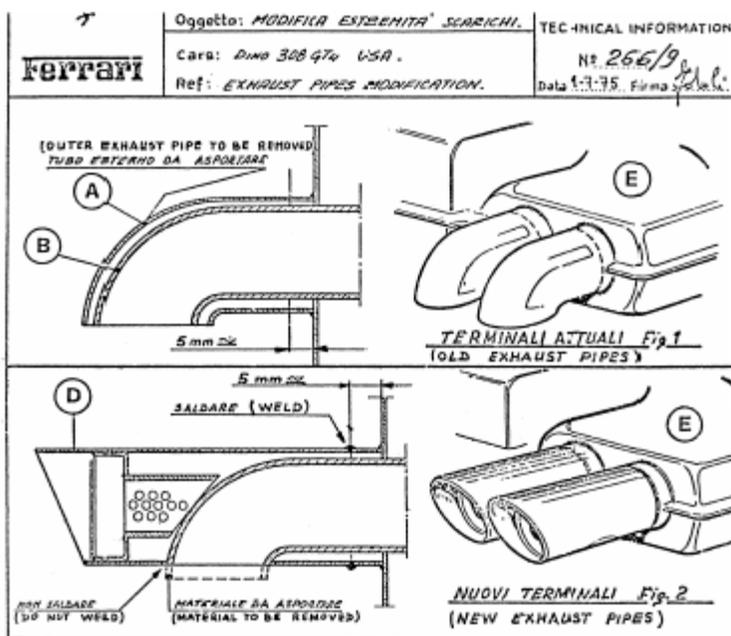


266/7 showed a modification to the front valance by adding a "lip" spoiler.

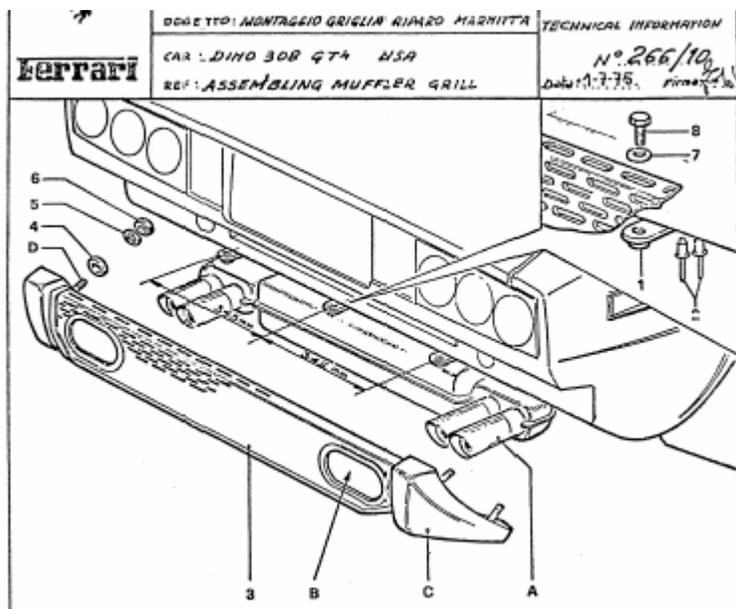


Bulletin # 266/8 instructed dealers to replace the Dino horn button with a prancing horse button and to add a chrome prancing horse (#102402) to the right rear of the car.

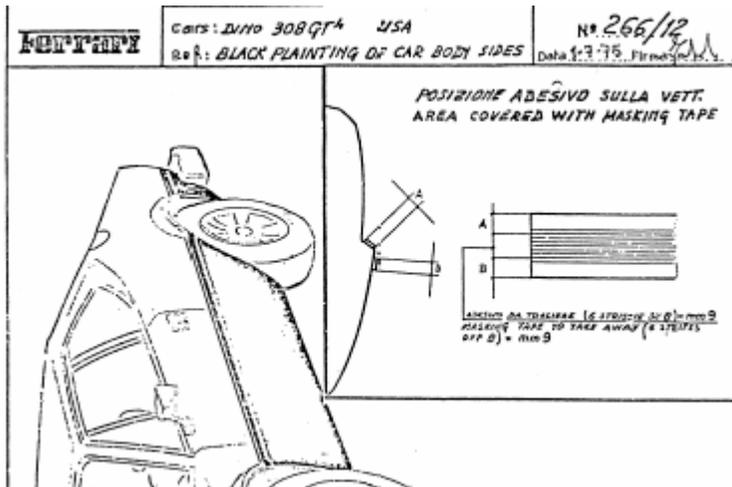
The original exhaust on a series 1 car had chrome tips that turned downward. 266/9 instructed dealers to install a "false" straight exhaust tip (#409027).



266/11 addressed the changing of the rear exhaust grille.



266/12 Permitted boxer trim paint.



Series 1 Optional equipment:

- Leather
- Rear defroster
- Air conditioning
- Power windows
- 5 spoke wheels
- Tinted glass
- Sunroof

Series 2 cars (June 1975 through 1977):

- Badged Ferrari
- 240hp with US timing specs.
- 5 spoke wheels
- Chrome lug nuts
- 600 pounds more weight than a series 1
- Square a/c vents added under dash
- Steering rack mounts same a GTB/S
- Change is fuse box location, now behind a panel
- "Reel" type seatbelts
- Tinted glass and power windows standard equipment
- Catalytic converters

Series 2 saw a change in the left side dash switches (wiper speed moved here, 1 less indicator light)



A full width grille replaced the early narrow grille.



An easy "tell" for a series 2 cars is the glovebox. It has a silver band running horizontal and the opening button was moved to the front as pictured.



New switches were added to the center console on series 2 cars.



Series 3 cars (1978 through 1980):

205hp with US specs

All Dino 308 GT4's:

Silver 3 solid spoke 15" Momo steering wheel

Worldwide production quantities:

1974	76
1975	598
1976	439
1977	320
1978	267
1979	326
1980	112

There were a total of 614 Dino 308 GT4's imported to the United States.

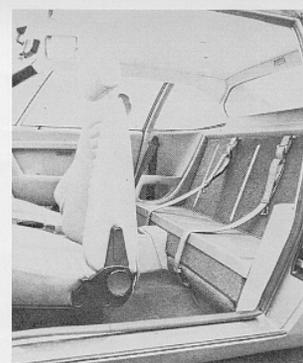
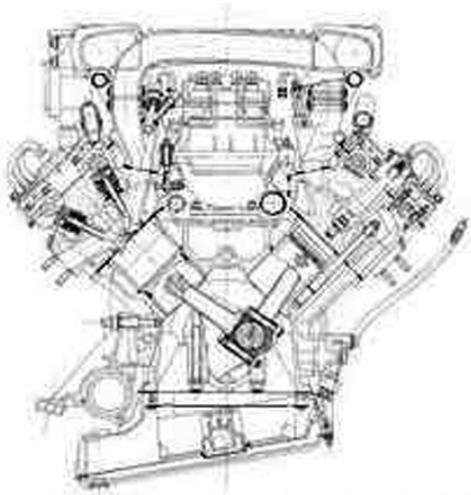


Photo by Dirk de Jager, www.ferrariphoto.net

