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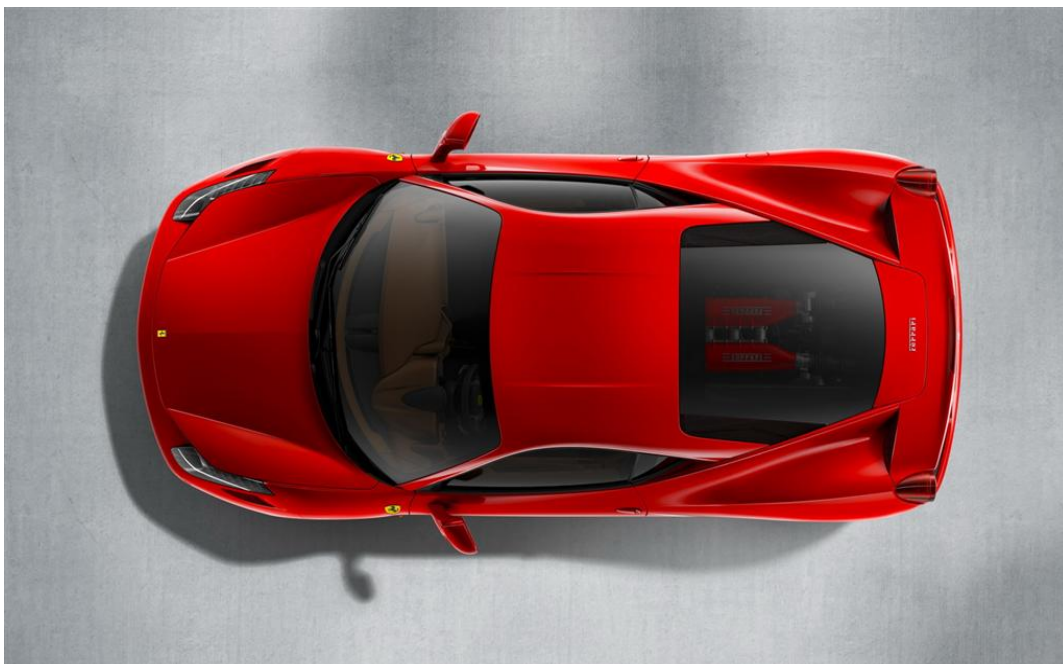
The 458 Italia is the latest incarnation of the mid-rear engine berlinetta and will be unveiled at the next Frankfurt Motor Show. The Ferrari 458 Italia is a massive leap forward from the previous mid-rear engine F430. The Ferrari 458 Italia is a completely new car from every point of view - engine, design, aerodynamics, handling, instrumentation and ergonomics. The Ferrari 458 Italia, as is now traditional for all Ferrari's road-going cars, benefits hugely from the company's Formula 1 experience. The Ferrari 458 Italia's interior gets a new layout and a revolutionary ergonomic interface where the main controls are all clustered on the steering wheel.



Ferrari's track experience makes its presence felt in the 458 Italia not only in terms of pure technological transfer but also on a more emotional level, because of the strong emphasis on creating an almost symbiotic relationship between driver and car. The 458 Italia features an innovative driving environment with a new kind of steering wheel and dashboard that is the direct result of racing practice. Once again input from Michael Schumacher - who was involved from the very start of the 458 Italia project - played an invaluable part.



The Ferrari 458 Italia's Pininfarina design provides further evidence of the complete departure from the past that this new car hails. The Ferrari 458 Italia has a compact, aerodynamic shape, underscoring the concepts of simplicity, efficiency and lightness that inspired the project. The new 4499 cc V8 is the first Ferrari direct injection engine to be mid-rear mounted. The engine delivers 570 CV at 9000 rpm and, with an outstanding power output of 127 CV/litre, sets a new benchmark not only for the whole Ferrari range and the history of company, but also for the entire market segment. Maximum torque is 540 Nm at 6000 rpm, over 80% of which is available from 3250 rpm.



The car's soundtrack is also typical Ferrari, with an exciting, powerful growl emerging from the engine before it channels through to the exhaust's three rear tailpipes. The 458 Italia is equipped with the seven-speed dual-clutch transmission which increases performance whilst providing very smooth shifts even at full throttle. Despite the fact that the new engine is significantly more powerful than the V8s that preceded it, the Ferrari 458 Italia produces just 320 g/km of CO₂ and fuel consumption is 13.7 l/100 km (combined cycle), the best in the entire segment.



The Ferrari 458 Italia reaches 0-100 km/h acceleration in under 3.4 seconds and a maximum speed in excess of 325 km/h. The supercar offers extremely rapid turn-in and body control whilst maintaining superior ride comfort. The ECU governs the high-performance ABS, providing even more precise control over the logic threshold and greater efficiency. The brakes also feature a prefill function whereby the pistons in the callipers move the pads into contact with the discs on lift off to minimise delay in the brakes being applied. This combined with the ABS has cut the 100-0 km/h braking distance to a mere 32.5 metres.



[youtube:<http://www.youtube.com/watch?v=JyIQW8b2qI0> 540 340]

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