



# FIA HOMOLOGATION

There follows a copy of the actual homologation papers for the 288 GTO as procured from the FIA. You can see that they are stamped June 1 1985, the point at which Ferrari felt confident that the requisite 200 cars had been built in order to qualify for homologation for Group B. Bear in mind that production for the GTO began in the spring of 1984, so Scaglietti & Ferrari SpA worked flat-out to produce 200 of these special cars in just over a year: quite a feat alongside full-scale production of Testarossas, Mondials, etc.

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*Ansa made a set of megaphone-shaped pipes for the 288 GTO as a sports exhaust option.*

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*Muscular fenders and stalked mirrors  
define the 288 GTO's unmistakable profile.*

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Owner's manual, warranty book, and sales and service manual are contained within a nice pouch.

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*Inside of the pouch.*

*BEHR intercooler housing.*

BEHR  
6167  
1977



*The Evo's rear bodywork was characterized by cooling vents.*



*The rear end is double-hinged so the vented Lexan screen can be lifted without raising the whole rear end.*