

SERVICE BULLETIN No **10-16**DATE: 12/30/86

**SUBJECT: OIL SUMP FOR F105C ENGINES (3.2 LITER, 8 CYLINDER)**  
**VEHICLES: 328 GTB/GTS, 3.2 MONDIAL, 3.2 MONDIAL CABRIOLET**

Starting with the following identification numbers:

Model	Version	Starting From	
		Engine No.	Chassis No. (*)
328 GTB/GTS 3.2 Mondial and Cabriolet	Europe	1392	≈65001
	U.S.A.	686	≈65101
GTB/GTS Turbo	Italy	54	≈65201

(\*) the indicated chassis nos. are for approximate reference only.

A new engine oil sump has been introduced. It incorporates a suction sump for a new suction pipe which extends 18mm lower in comparison with the previous suction pipe (see figures 1 and 2).

**PURPOSE OF THE MODIFICATION:**

The new assembly helps suction in order to prevent eventual discontinuity of oil pump action due to "cornering effect" when the engine oil level starts decreasing below MINIMUM.

**SERVICE INFORMATION:**

The replaced oil sump (p.n. 107875) has been used on ALL Ferrari vehicles with 8 cylinder, wet sump, engines (208 - 308 - Mondial - 328). In case of replacements on 8 cylinder vehicles with chassis number lower than those here indicated, it is necessary to follow these instructions:



1 - The new oil sump (p.n. 130919) can only be used in conjunction with the new suction pipe (p.n. 129551): in case the new parts are installed, both the oil sump and the suction pipe must be replaced.

Should the new oil sump be used in conjunction with the old suction pipe, the efficiency of the oil pump would be impaired with the consequence of lack of oil pressure while cornering.

2 - The new suction pipe (p.n. 129551) cannot be used on engines having the old oil sump (p.n. 107875) because it would interfere.

ATTENTION in case of eventual engine replacement, with a new engine to be installed on an old gearbox assembly which would carry the old type oil sump.

In such case, it is also necessary:

- either to replace the oil sump with a new one (solution to be preferred);
- or to install on the new engine the old type suction pipe.



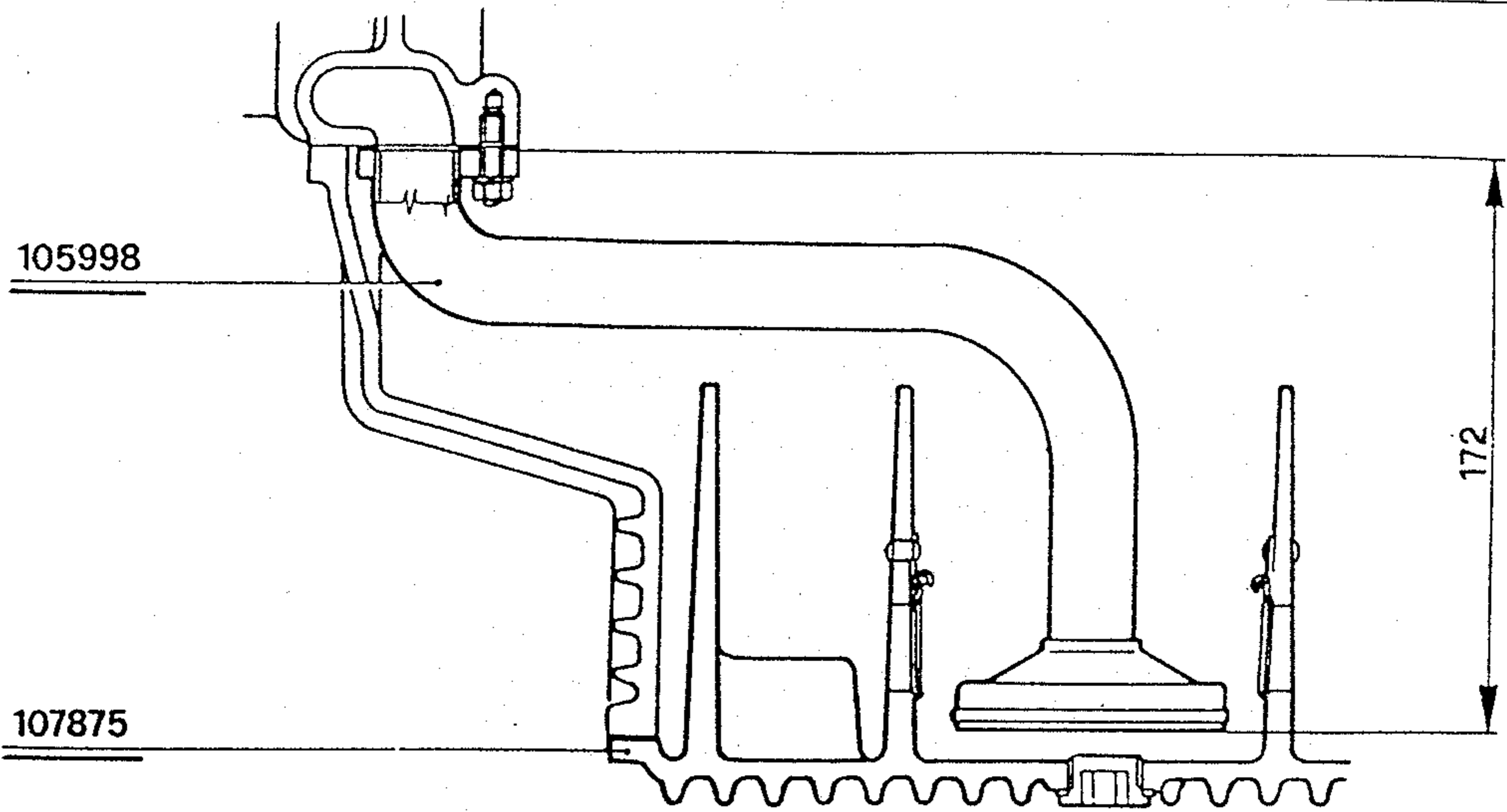


Fig. 1 - Old Type Oil Sump and Suction Pipe

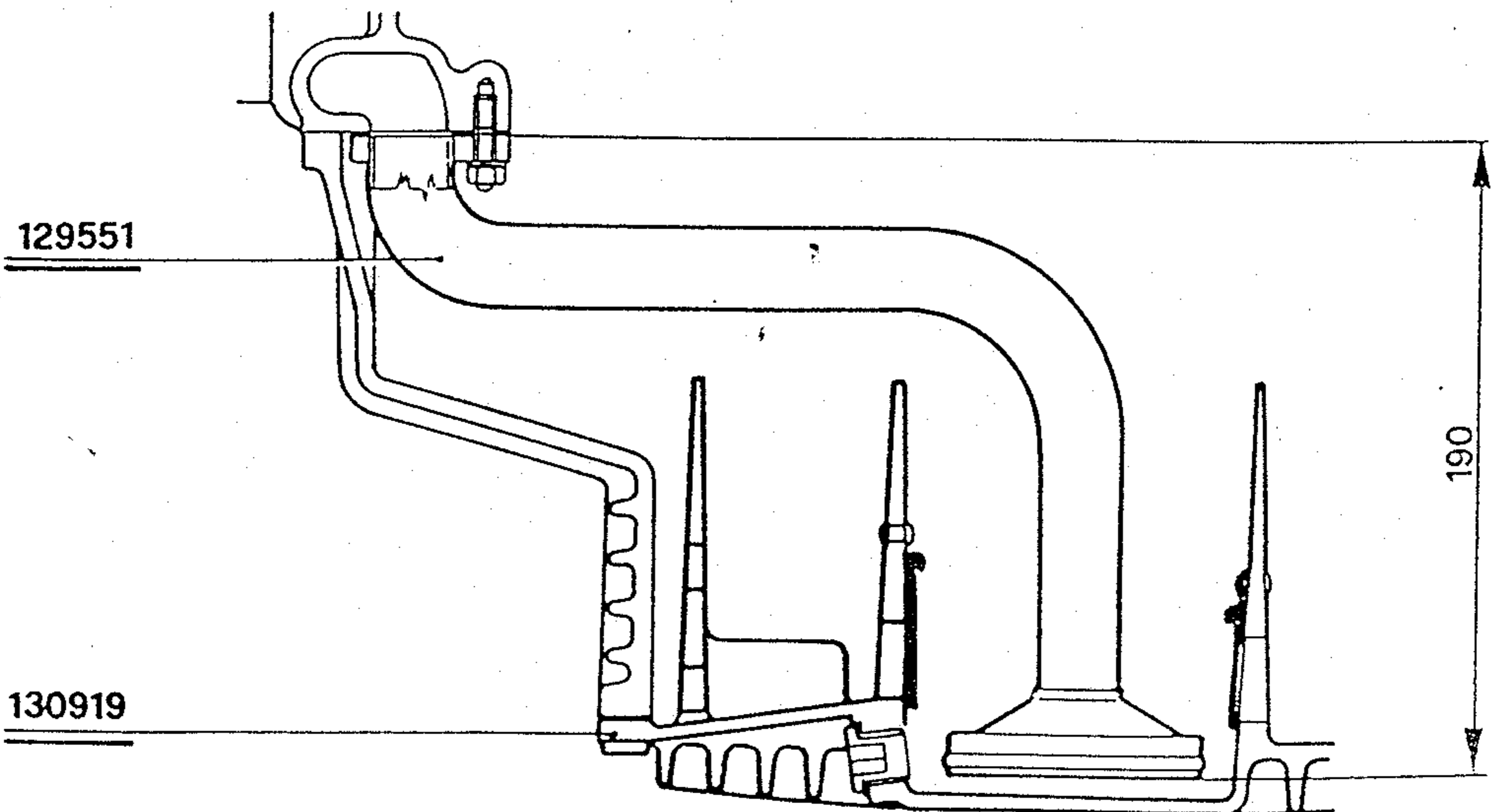


Fig. 2 - New Type Oil Sump and Suction Pipe

