

❖ MASERATI SPYDER TECHNICAL SPECIFICATIONS



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MASERATI S.P.A. • VIALE CIRO MENOTTI, 322 • I-41100 MODENA (ITALY)




MASERATI
SPYDER



A BRAND'S EXCLUSIVITY, IMAGE AND PRESTIGE ARE NOT DETERMINED SOLELY BY THE NUMBER OF CARS PRODUCED OR THEIR COST, BUT ALSO BY THE DESIGN AND STYLING FEATURES THAT CHARACTERISE THE BRAND-AND WHICH IN A SENSE CONSTITUTE ITS DNA. HISTORIANS, COLLECTORS AND ENTHUSIASTS ALL



ACKNOWLEDGE THE HIGHLY DISTINCTIVE MASERATI STYLE, WHICH PERMEATES ITS MORE CLASSIC GRAND TOURERS, AS WELL AS THE QUATTROPORTE MODELS AND CONVERTIBLES. OR RATHER, THE SPYDERS, AS MASERATI HAS ALWAYS DEFINED ITS CONVERTIBLE CARS. IN 75 YEARS OF HISTORY, THE FACTORY AT



VIALE CIRO MENOTTI HAS PRODUCED 7 CONVERTIBLE MODELS. ADDED TO THESE ARE TWO ONE-OFF CARS BUILT BEFORE THE WAR FOR MOTOR RACING AND SUBSEQUENTLY ADAPTED. TODAY, MASERATI IS OFFERING ITS EIGHT CONVERTIBLE MODEL, CONTINUING ITS GREAT TRADITION OF COMBINING

SOPHISTICATED MECHANICS WITH AUTHENTIC QUALITY OF LIFE ON BOARD AND A SOBER INDIVIDUAL STYLE. THIS IS THE SPYDER, AVAILABLE IN BOTH GT AND CAMBIOCORSA VERSIONS BECAUSE, ENCODED IN THE DNA OF MASERATI THERE IS NOT JUST THE OPEN ROAD, BUT THE RACETRACK AS WELL.

TECHNOLOGY AND DATA

Two door, two-seater convertible with 'Electro-hydraulic' roof operation. Front mounted engine and clutch with rear mounted transaxle gearbox connected by a rigid torque tube providing rear wheel drive with a CD of 0.36

Chassis

Stress-bearing steel with tubular superstructure integrated in the front.

Suspension

Front: double links with forged aluminium hub carriers and struts: coil-over springs, pre-set steel dampers or as optional equipment, aluminium continuous adjustment dampers with proportional solenoids (Skyhook system).

Rear: double links with forged aluminium hub carriers, coil over springs, regulator bars to control toe-in, pre-set steel dampers or as optional equipment, aluminium continuous adjustment dampers with proportional solenoids (Skyhook system).

Light alloy 15-spoke wheels. Front 18 x 7J rims fitted with 235/40 Z .18 tyres. Rear 18 x 9J rims fitted with 265/35 Z .18 tyres.

Brakes

Brembo braking system with four ventilated, cross-drilled discs: 330 mm x 32 mm at the front, 310 mm x 28 mm at the rear; light alloy calipers with four pistons of different diameter: 46-38 mm at the front with ceramic insulating seals and 34-30 mm at the rear. Ferodo HP1000 friction pads. Bosch 5.3 4-channel ABS. Electronic braking effort distribution (EBD).

Transmission

Longitudinal Maserati gearbox, with a 6-speed mechanical transmission and manual lever selection, triple cone synchronisers on 1st and 2nd, and double cone on 3rd and 4th. Also available with the Cambiocorsa gearbox - with hydraulic operation and electronic management operated by rocker levers behind the steering wheel. There is no clutch pedal and the reverse control is on the tunnel console, Normal, Sport, Low Grip and Auto functions.

Gear ratios: 1st 3.286, 2nd 2.158, 3rd 1.609, 4th 1.269, 5th 1.034, 6th 0.848, reverse 2.563. Dry twin plate 215 mm clutch, with torsional flexible coupling, hydraulic control.

Steel propeller shaft coaxial with engine-gearbox connection pipe. ZF asymmetrical self-locking differential (25% in traction, 45% in release), hypoid bevel gear pair, final drive 3.73 (11/41). Bosch ASR traction control.

Engine

90 degree V8, crankcase and cylinder heads in hardened aluminium silicone alloy, crankshaft in forged, refined steel, balanced individually on 5 main bearings. Timing gear with two chain-driven overhead cams per bank, and four valves per cylinder driven by hydraulic cups. Dry sump engine lubrication with the pumps and cooling pump all in a single unit. Bosch ME7.3.2 ignition and injection systems, electronic drive by wire accelerator control.

Weight: _____ 184 kg
Displacement: _____ 4244 cm³
Bore: _____ 92 mm
Stroke: _____ 80 mm
Compression ratio: _____ 11.1 : 1
Max. power output: _____ 287 kW (390 bhp)
at: _____ 7000 rpm
Peak torque: _____ 451 Nm (46 kgm)
at: _____ 4500 rpm
Max. engine speed: _____ 7600 rpm
Cooling circuit capacity: _____ 11.5 l
Lubricating circuit capacity: _____ 8.3 l

Dimensions and Weights

Length: _____ 4303 mm
Width: _____ 1822 mm
Height: _____ 1305 mm
Wheelbase: _____ 2440 mm
Front track: _____ 1525 mm
Rear track: _____ 1538 mm
Front overhang: _____ 963 mm
Rear overhang: _____ 900 mm
Turning circle: _____ 11.5 m
Standard boot capacity: _____ 300 l
Fuel tank: _____ 88 l
Dry weight _____ 1,620 kg (*Cambiocorsa 1,630 kg*)
Kerb weight: _____ 1,720 kg (*Cambiocorsa 1,730 kg*)
Max. permissible weight: _____ 1980 kg

Performance

Top speed: _____ 176 mph (at 7500 rpm)
Max. speeds: _____ 45 mph in 1st, 68 mph in 2nd, 91 mph in 3rd, 116 mph in 4th, 143 mph in 5th, 176 mph in 6th, 58 mph in reverse
Acceleration 0-60 mph: _____ 4.8 s
Acceleration 0-400 metres: _____ 13.3 s
Acceleration 0-1000 metres: _____ 23.9 s
FTP75 + HW fuel consumption: _____ 6.23 km/l



MASERATI VIAGGIA CON AGIP







MASERATI SPYDER AND SPYDER CAMBIOCORSA

The Spyder is an entirely new Maserati. A Maserati which blends the pure style of an Italian sports convertible with the world's most advanced technology. A car which artfully combines the classic timelessness of glamorous lines and the unique Modena tradition with the most sophisticated sports technology.

The Maserati Spyder is a car built around a chassis and an engine designed, conceived and created at the historic Modena factory in Viale Ciro Menotti. Completely refurbished to make it the most advanced in the world, the factory is dedicated to the

production of specialist manufacture of handcrafted vehicles which demand high technology and a culture of traditional workmanship.

The model opens up a completely new chapter in the history of the marque, because the Spyder carries on the unrivalled tradition of the acclaimed Maserati convertibles – high performing, unashamedly aristocratic cars which have never failed to delight an exclusive band of sophisticated, demanding and uncompromising customers.





STYLING AND BODYWORK

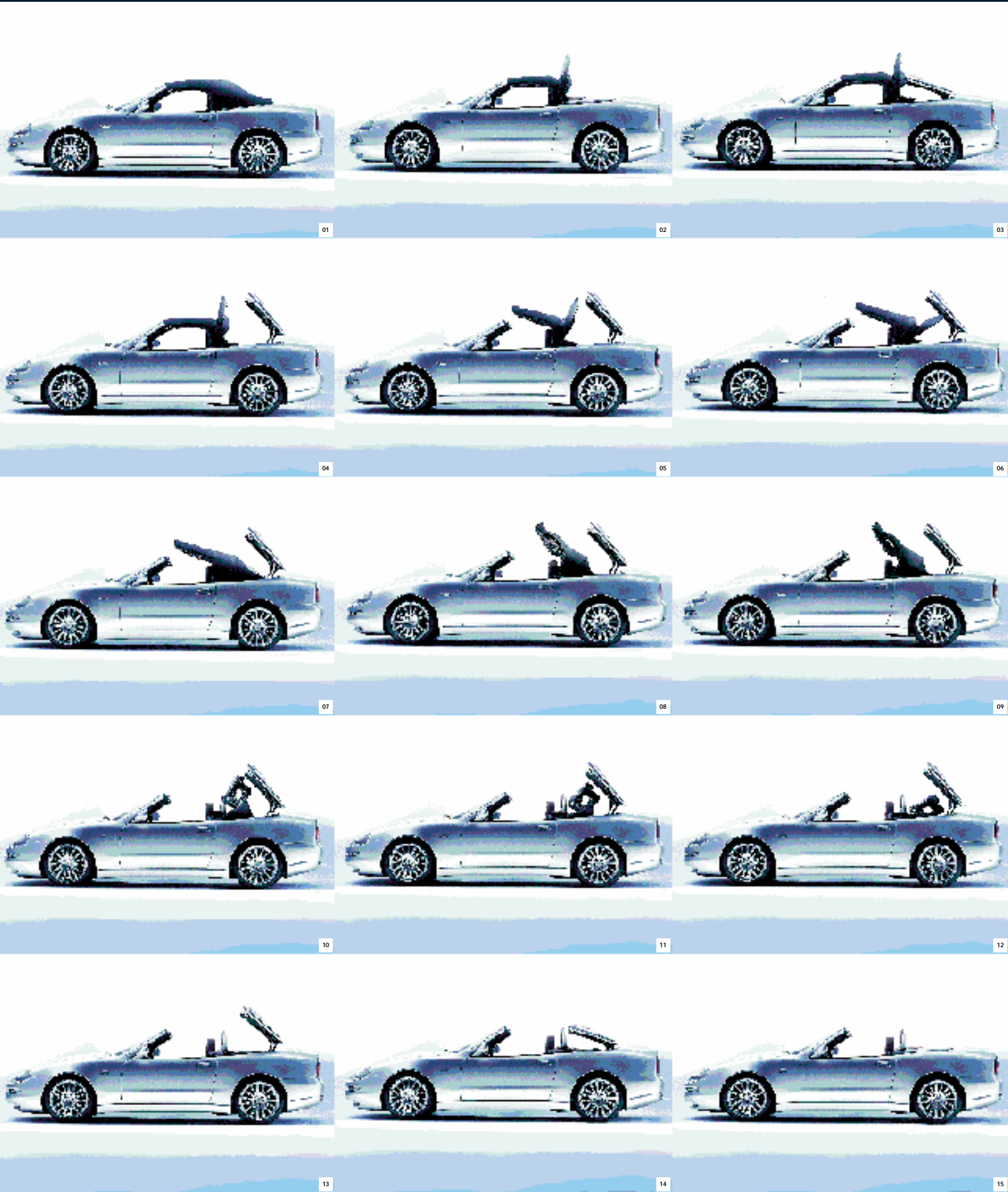
At the heart of the Spyder's design is the quintessential Maserati 'look'. A front-engine design of which Maserati has historically been one of the most authentic and authoritative proponents. This brand culture, capable of producing distinctive, highly individual cars that transcend fashion, is perfectly expressed in the elegant lines and muscular stance of the all-Italian design developed by Italdesign-Giugiaro.

The Spyder's body has the distinctive sleek aggressiveness of the 3200 GT, yet its wheelbase is 220 mm shorter than the coupé version. The elimination of air grilles, the more compact tail and a new, elegantly structured clear-lens light structure add a more crouching poise to the profile, off-set perfectly by 18 inch wheel rims with a 15 spoke design.

The sporty elegance of that profile remains unchanged. With the soft-top open, the two roll bars behind the seats emphasise the adrenaline-racing look of a sports convertible; with the hood

down, it has the look of a compact coupé, with a pleasing contrast between the colours of the soft top and the car's paintwork. The colour of the top, like a great many other parts of the car, can be co-ordinated with the paintwork. For the Spyder there is an exceptional selection of colours available, with the possibility of combining 16 paint finishes with 10 interior leather colours and 5 roof colours, these being black, blue, burgundy and two shades of beige.

The design of the body places the maximum possible emphasis on all aspects of passive safety, starting with the differentiated structure which incorporates two separate fixed roll-bars. This structure has been designed to comply with the latest EC and USA standards to front and side crash tests, and assures maximum safety in any eventuality. The safety package is completed with 4 airbags (front and side) as well as seat belt pre-tensioners and the safety inertia switch which cuts of the fuel supply in the event of an impact.







THE INTERIORS

The interior of the Maserati affords superlative comfort in every dimension. The coverings are in the finest leather complemented by other, equally luxurious materials, and further enhanced by the handcrafted look of the trim. The overall feel is a successful marriage of traditional workmanship with the precision techniques required by today's quality standards.

The seats, specifically designed for this car, are equipped with all-electric adjustments with memory on the driver's side (which also controls the position of the wing mirrors), integrated headrest and an optional seat heater function.

Alongside the traditional analogue instrumentation in front of the driver, there is a Maserati Info Centre at the centre of the fascia equipped with a 5.8 inch colour display. This integrated unit controls the Hi-Fi system with single CD player as standard, the on-board computer, the automatic climate control system and, on request, the GPS satellite navigation system, a GSM telephone module with hands free unit and voice-activated controls as well as a 5 disc remote CD changer stowed in the boot.

On board equipment available as optional extras includes electronically controlled cruise control and rear bumper parking sensors.

For the interior, special care has been taken to include functional storage compartments. These include a practical lockable compartment at the rear of the cabin, between the roll-bars and the boot, with a maximum capacity of 300 litres. There is also a set of fitted luggage available as an optional extra. The boot is also able to accommodate two golf bags.

Discerning Spyder clients can fully personalize their chosen car through the bespoke services of the *OFFICINE ALFIERI MASERATI* program. In addition to a choice of 16 paint finishes, 10 colours for the interior leather and 5 for the soft top and the floor mats, the program also offers the possibility of personalizing the colours of many other interior coverings (dashboard, door panels, top cover, roll-bars, steering wheel). The customer may even specify the colour of the stitching and the dashboard lining strip.

The roof is fully automatic, with smooth, seamless electro-hydraulic operation controlled by a button on the central tunnel. When folded back it disappears completely into a closed compartment (separated from the boot) at the rear of the occupants, whilst the roof's 3 layer covering with reinforced structure perfectly insulates the cockpit.

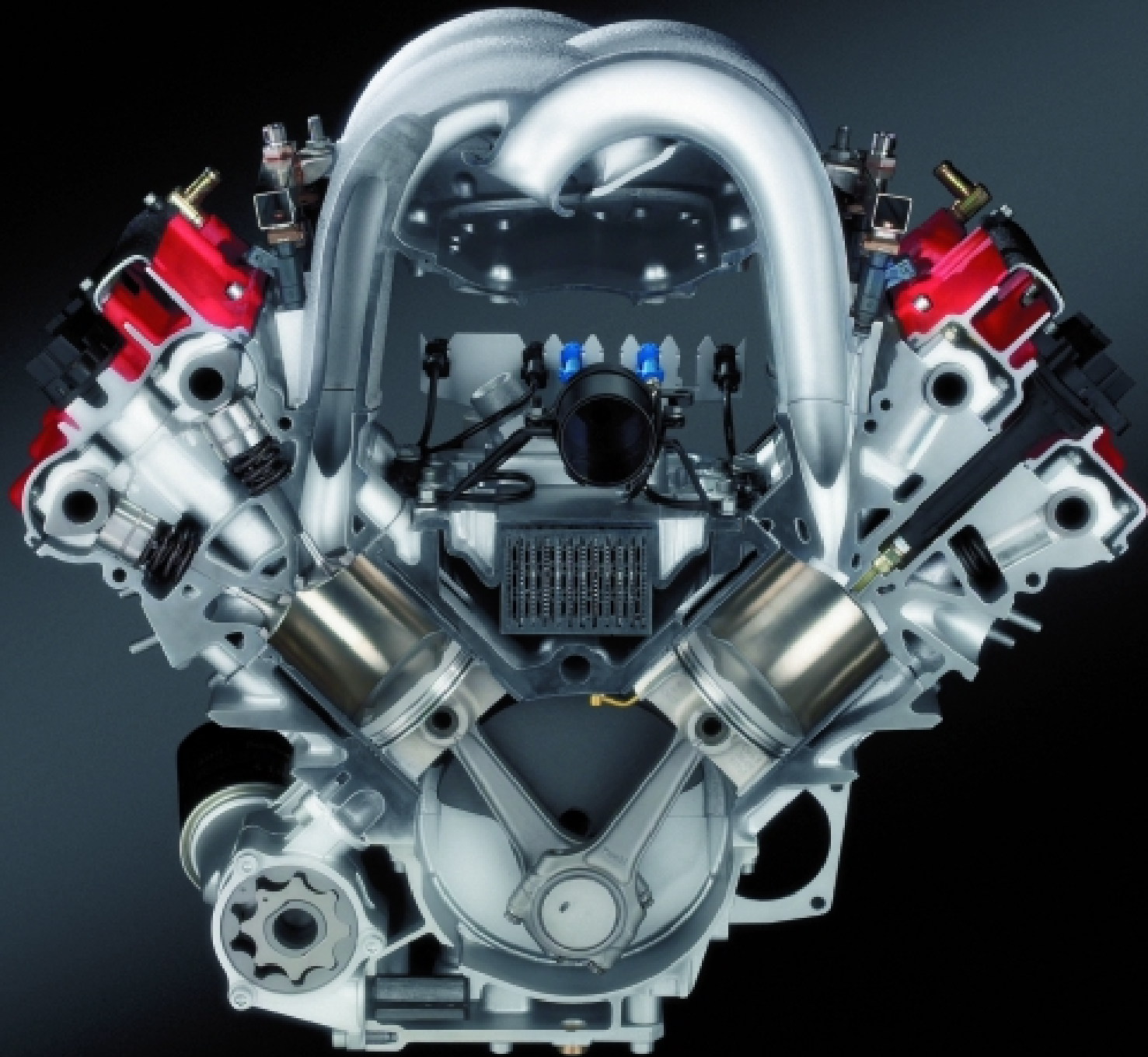




TECHNOLOGY AT THE SERVICE OF DRIVABILITY



WITHOUT A DOUBT, HOWEVER IT IS THE SPYDER'S TECHNOLOGY THAT TRULY SETS THIS CAR APART FROM THE REST. THE PRINCIPAL CHARACTERISTICS ARE: A NEW 4.2 LITRE V8 ENGINE DESIGN IN LIGHTWEIGHT ALLOY; TRANSAXLE TRANSMISSION LAYOUT; CAMBIOCORSA - THE F1STYLE PADDLE SHIFT; SKYHOOK SUSPENSION; BREMBO BRAKES WITH LARGE DISCS AND INTEGRATED ELECTRONIC FUNCTIONS FOR ENGINE, GEARBOX, TRACTION AND BRAKING CONTROL, VIA CAN LINE TECHNOLOGY.



THE ENGINE

A 4.2 litre normally aspirated power unit, with 8 cylinders in 90 degrees V, compact and very light weight, with a sophisticated racing style construction, dry sump lubrication and pump assembly external to the one-cast engine block.

Valve control is by way of two chain-driven overhead camshafts per bank of cylinders operating four valves per cylinder through hydraulic valve adjusters. The inlet camshafts are equipped with a continuous valve timing control system.

Output is 390 BHP at 7000 rpm with an exceptionally high maximum torque of 451 Nm (46 kgm) at 4500 rpm, assuring great flexibility of use.

It is equipped with integrated Bosch ME7.3.2 ignition and injection systems, accelerator with electronic “drive by wire” throttle control, and the microprocessor control units (MCU) interact with the older systems via high speed (Controlled Area Network) line to optimise handling of the engine.

All this translates into exceptional handling and drivability, resulting from a combination of superlative performance assisted by high torque at all speeds, within a context of fuel-efficient operation. This engine is also environmentally friendly and assures compliance with existing and known future regulations.

Thanks to this new engine, the Spyder can reach a maximum speed of 176 mph and accelerates from 0 to 60 mph in under five heart-stopping seconds.



TRANSMISSION AND GEARSHIFT

The gearbox is at the rear, integrated with the differential. This Transaxle layout makes it possible to achieve optimally balanced weight distribution between the two axles (53-47% of the kerb weight, respectively, divided between the front and rear), ensuring the very best performance in all conditions.

As an alternative to the six speed manual transmission, the Spyder is also available with a Formula 1 style gearbox with computer controlled gear change known as the “Cambiocorsa”. The 6-speed gearbox has an electro-hydraulic actuator controlled by means of paddles behind the steering wheel, without the need for a clutch pedal. The system allows the driver to choose between four different gear modes: Normal, Sport, Auto and Low Grip.





TRANSMISSION AND GEARSHIFT

Each of these programs, is selected by means of consol mounted buttons, corresponding to a different type of operating mode:

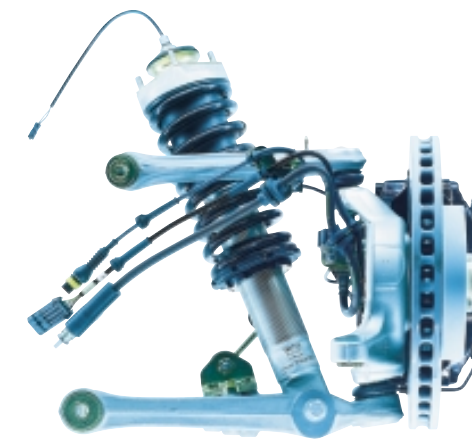
Select Normal for everyday, leisurely driving or Sports for earlier gear changes and a more involved driving experience. The electronic traction control automatically adjusts to the selected mode.

When coupled with the adjustable suspension option, the Cambiocorsa Normal/Sport button drives the damping settings as well as the gearbox and traction control functions.

As well as a fully automatic gear change function (Auto), there is a Low Grip option allowing controlled starting and gear handling for surfaces such as snow and ice.

Cambiocorsa combines the pleasure of Grand Tourer style driving with fast-reacting performance, allowing the driver to get the most out of the engine and enjoy its power in maximum safety. The driver is able to change gear at any time without having to remove his hands from the steering wheel or operate a clutch pedal.





THE SUSPENSIONS

Double wishbone geometry, in light alloy, offers a combination of superb performance and uncompromising comfort.

The rear suspension is fitted with a toe-in regulator bar which enhances the precision of the drive train, assuring optimal grip of the tyres in every situation and perfectly balanced cornering behaviour together with exceptional ride comfort.

The front and rear layout incorporates “antidive” features to prevent nose-dive under braking, and “antisquat” features to prevent the opposite effect, of the trail end dipping under acceleration. The suspension system is completed by anti-roll bars at the front and rear.

The superlative road performance of the Maserati Spyder is enhanced by the innovative Skyhook system for continuous automatic damping adjustment, introduced in collaboration with Mannesmann-Sachs (on request).



THE SUSPENSIONS

Our unique Skyhook telemetry concept is the state of the art in automatic suspension control: a set of sensors continually monitor the movement of the wheels and car body, and transmit them to a central unit. By analysing this data, the control unit determines the road and vehicle running conditions and instantaneously adjusts each damper accordingly.

This solution is ten times faster than the systems available to date, and radically improves ride quality in that it perfectly and “actively” controls the damping rate and hence the vehicle response – in all conditions, producing maximum effectiveness in true comfort.

In addition to this automatic adjustment, the driver can also choose different behaviour modes at any time: in fact, the basic damper adjustments can be changed while the vehicle is in motion, using the console-mounted button to switch between two different settings: Normal or Sport.

In developing these two systems, particular care was taken with the differentiation of the dynamic handling: soft to benefit ride comfort in the Normal setting or, at the opposite extreme, stiff for stable handling and minimised body roll in the Sport setting.





TEMPERAMENT AND SAFETY

The superb dynamic performance of the Spyder is attributable not just to its engine, but also to the overall system of “intelligent” components for enhanced drivability, handling and driver control.

Steering, brakes and integrated electronic management of suspension, gearbox and traction control achieve the two-fold result of a perfect balance between ride comfort and sporting dynamics, allowing the driver to switch between different behaviour settings as desired.

There is a dashboard – mounted button for overriding the ASR electronic traction control and, if the Skyhook system is installed, the button which controls the suspension setting also drives the ASR system, according to two different operating modes: Normal or Sport.

Normal mode tends to benefit stability, in response to the road conditions; Sport mode benefits performance, intervening to a lesser extent on the engine with traction control. It prevents skidding while still providing information about the road holding limit.

Handling safety is completed with the Brembo braking system with light alloy four-piston callipers all round and cross drilled large ventilating disks (front 330 mm Ø x 32, rear 310 mm Ø x 28). The two stage servo brake is calibrated to retain high sensitivity, even with a very fast reaction time, and is assisted by the 4-channel Bosch 5.3 ABS anti-lock braking system, the EBD electronic braking corrector and the MSR system, which controls the engine to prevent locking of the rear wheels when using excessive engine braking.





SERVICES AND CUSTOM OPTIONS

Maserati offers its clients a vast array of services and custom options, ranging from the availability of financing plans for purchase or leasing, to insurance policies tailored to meet the specific needs of each individual customer, to the **OFFICINE ALFIERI MASERATI** program for specifying personalised vehicle configurations.

The custom vehicle configurations offered by the **OFFICINE ALFIERI MASERATI** program are grouped into four categories: colour schemes; interior trims; travel and sports dynamics, for a total of approximately 40 custom options. Customers also have the possibility of requesting special custom configurations directly from Maserati, provided these comply with the appropriate technical, type approval and quality requirements.

Special emphasis has been placed on the colour schemes. In fact there are 3 million different possible combinations, as well as the option, on request, of matching the paintwork to a sample of any colour provided by the customer.

This flexibility gives the Maserati Spyder a traditional, handcrafted flavour that is reminiscent of the past.

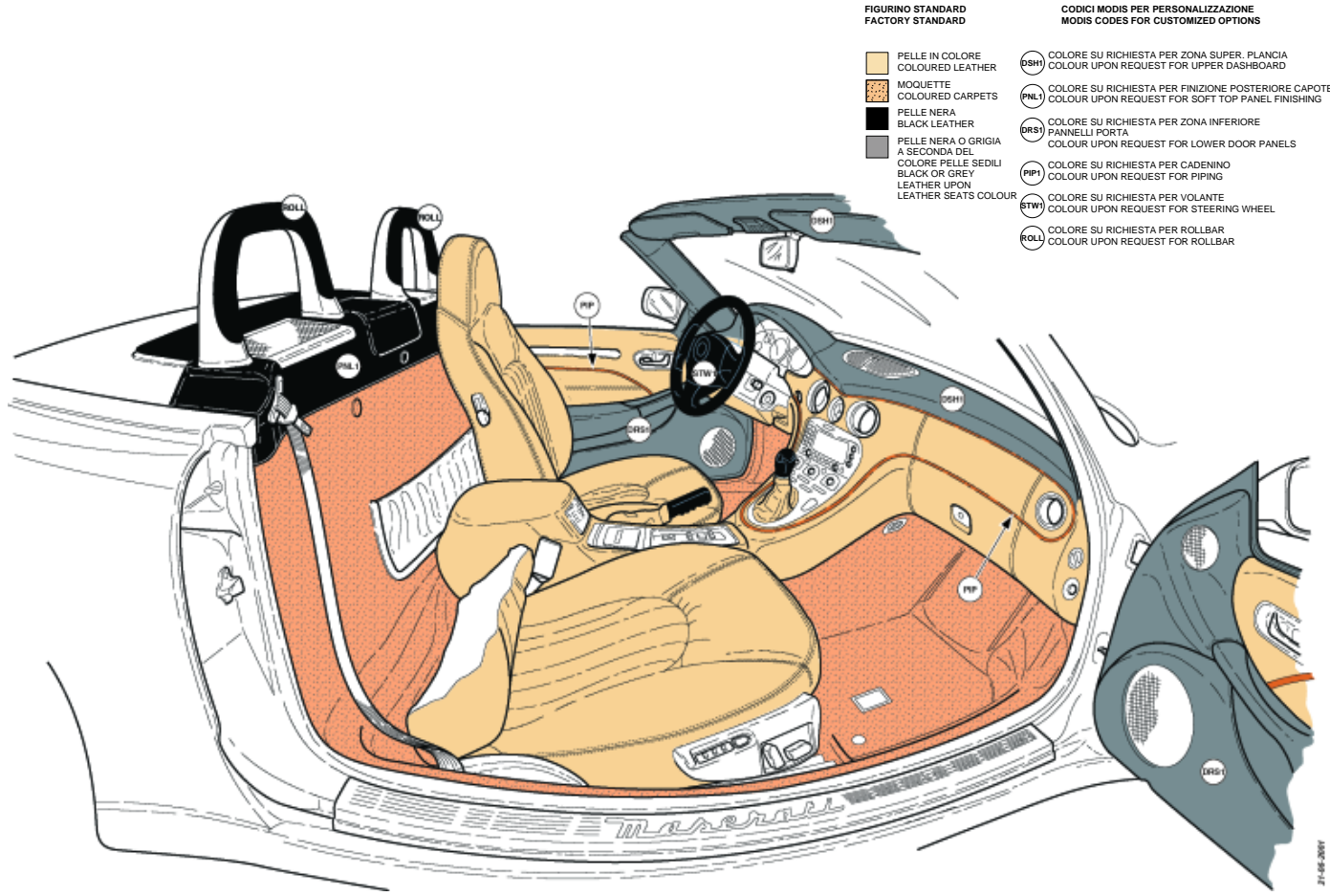
Other personalisation options include:

- Interior parts in briarwood or carbon (e.g. steering wheel, gearshift knob or Cambiocorsa paddles), engraving of a custom signature on the sill plates.

- Set of fitted luggage for the boot compartment; folding wind stop equipped with storage case and special boot compartment; gas discharge lamp (xenon) headlights with retracting washer-wiper system.

- Enhanced “Auditorium 200” Hi-Fi system with 6 speakers and one central subwoofer controlled from an amplifier which outputs 200 Watts RMS.

In short, the vast array of configuration options gives each customer the possibility of specifying a custom-made Spyder, in accordance with their style, tastes, needs and use of their Maserati.



EXTERIOR:
BIANCO BIRDCAGE · GIALLO GRANTURISMO
ROSSO MONDIALE · ROSSO BOLOGNA
QUARZO DOLOMITE · AZZURRO ARGENTINA
BLU MEDITERRANEO · BLU SEBRING
BLU NETTUNO · GRIGIO TOURING
GRIGIO ALFIERI · GRIGIO NUVOLARI
VERDE MISTRAL · VERDE GOODWOOD
NERO · NERO CARBONIO
INTERIOR:
AVORIO · BEIGE · CUIOIO · TABACCO · BLU
BLU NAVY · GRIGIO MEDIO
GRIGIO SCURO · BORDEAUX · NERO



