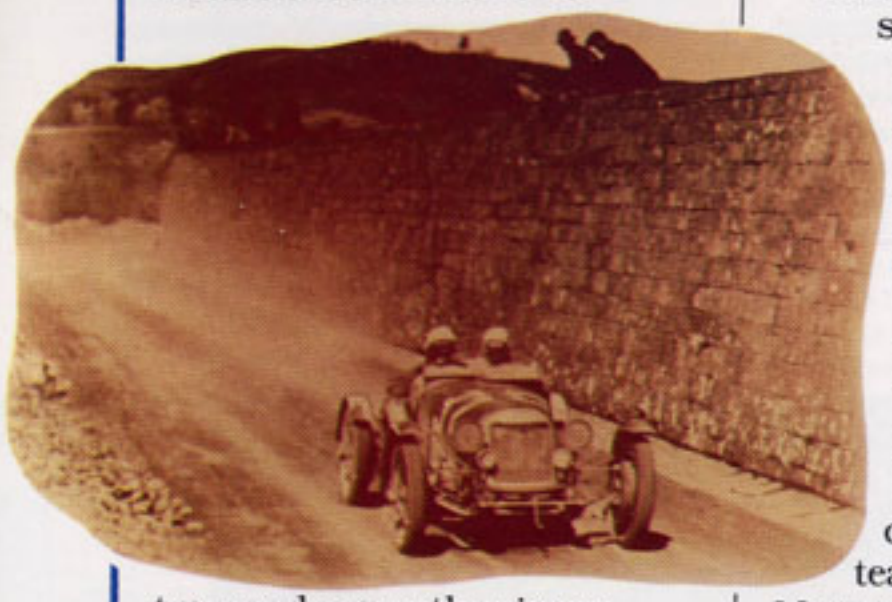
MASERATI 425

The impossible victories.

Legends are not made by chance, but by extraordinary and exceptional events, usually considered "impossible". Since the beginning, the impossible was the everyday task at Maserati and it could not be otherwise with such limited financial resources and



tremendous enthusiasm nourishing the newborn car factory. With dedication first and progressive design technology following, this combination enabled the trident symbol to conquer a series of victories which were considered "impossible".

Brescia, April 9, 1932
Alfieri Maserati, the founder and leader of the small Modenese company, died a few months before this Mille Miglia race.
Race drivers Tuffanelli and Bertocchi, the mechanics and the whole Maserati team joined together with determination to succeed.
The 4 CRT 1100, splendidly tuned and driven, takes the lead immediately after the start and crosses the finish line in first place with a lead of six hours ahead of the second placed car. A new race record was set with a time of one hour less than the previous record.

Spa, July 9, 1933
A race driver officially contracted to another team, decides to drive a Maserati in this G.P. of Belgium starting in the last

row, his message to the drivers favored to win was, "When the race starts I will soon be in the lead".
The man was Tazio Nuvolari and the message was typical of his style. This was one of the most unusual driver/team changes ever seen, this change enabled Nuvolari to dominate and win the race breaking track records lap after lap.

Indianapolis, May 30, 1939
The first time a European car won the 500 Miles races, it was a Maserati 8 CTF, driven by Wilbur Shaw.
The American car giants lost "their race" again the following year with a Maserati car driven by the same race driver.
Passion and technology, which created a legend, have today become the basic elements for making superior quality cars, like this one, in full respect for a great tradition.

MASERATI
the Italian tradition

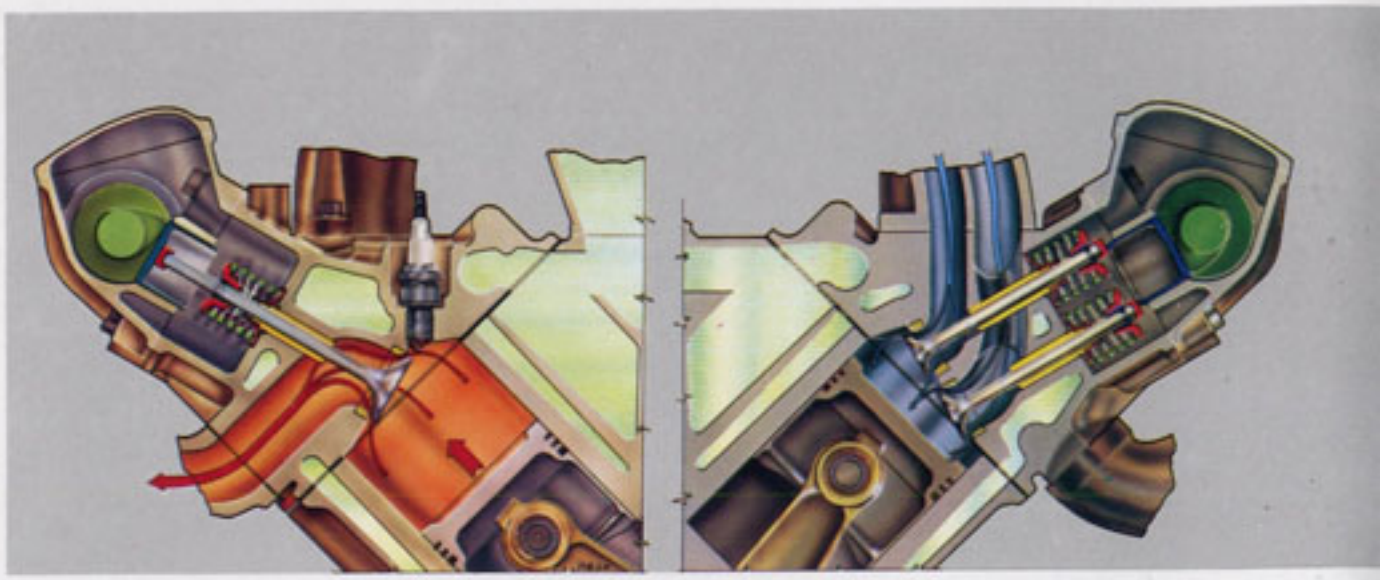
THE BITURBO ENGINE®

The heart of this engine is its mixture induction system *(Maserati-De Tomaso patent)* with two intake valves, a small one and a larger one which, together provide a swirl effect that increases combustion efficiency.

This major technological innovation helps save fuel and increase power.

The engine is a compact and light V-six at 90° with two overhead camshafts and two turbochargers: i.e., Biturbo®.

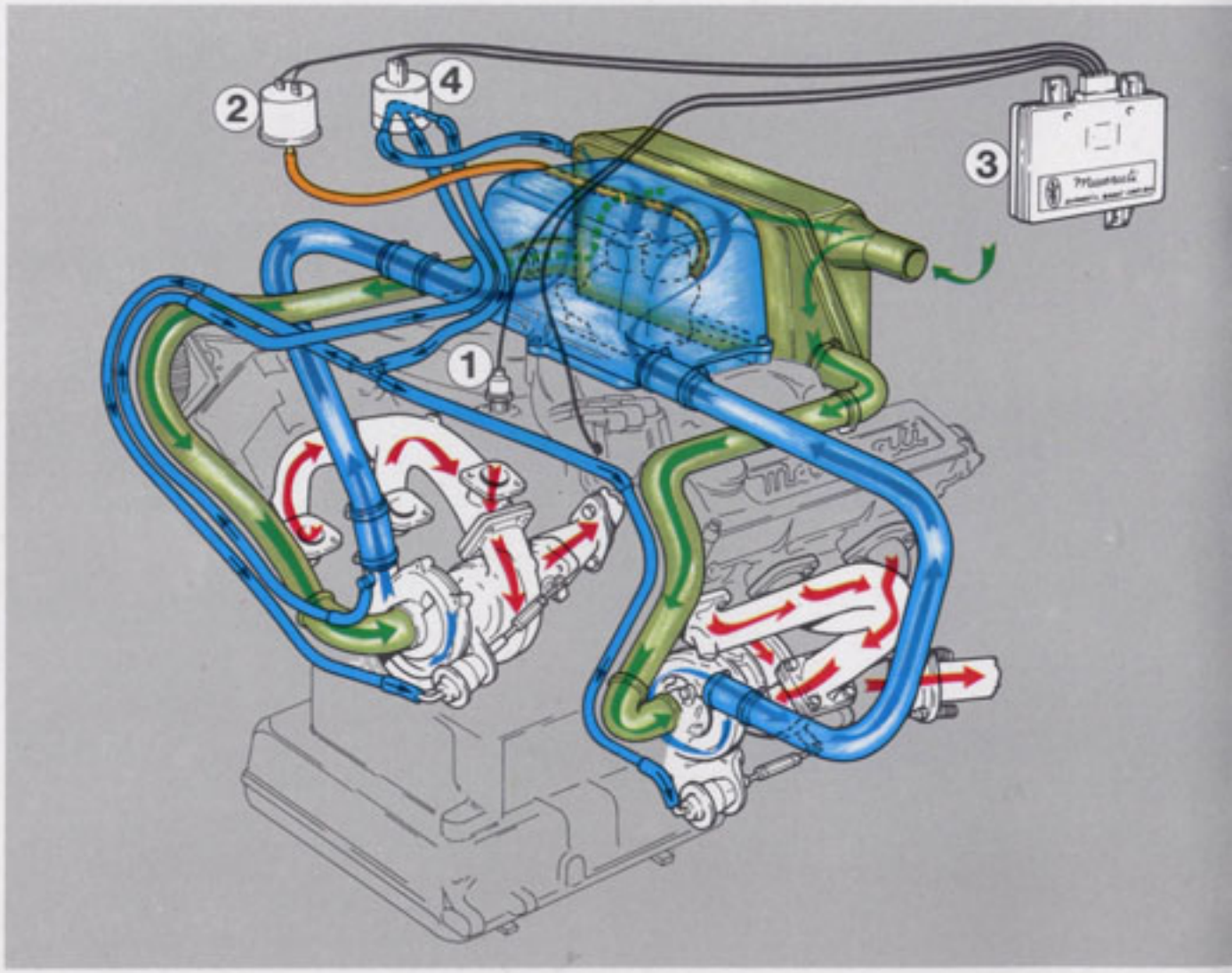
The exhaust gases operate an extremely fast turbine (120,000 to 150,000 r.p.m.). This, in its turn, drives a second turbine which compresses the air-gasoline mixture in the intake manifold at a higher pressure than the atmospheric one, thus improving and increasing the thermodynamic performance of the engine.
Further advantages of this system over a normally aspirated engine are a better exploitation of fuel and lower consumption under the same power conditions.

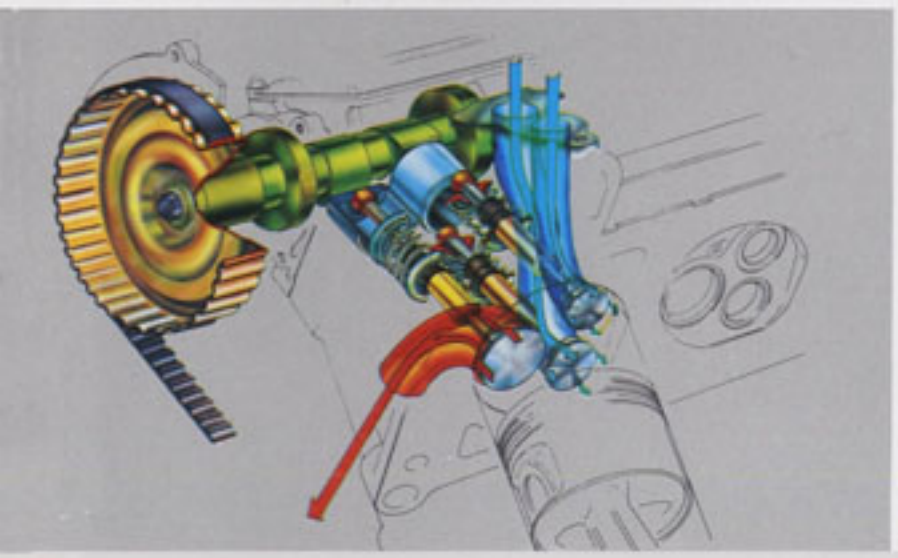


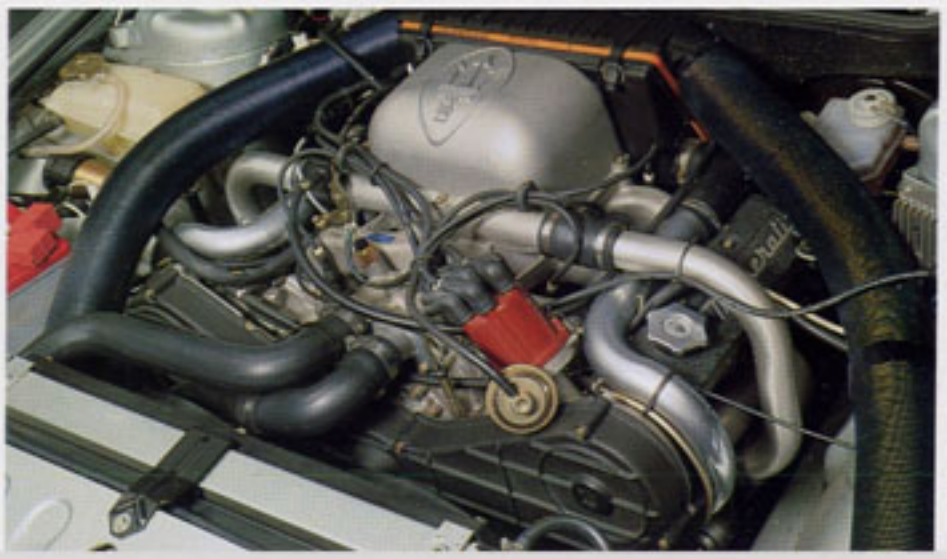
WHY THE BITURBO®

Maserati has chosen this system with two turbochargers to assure high reliability and long life. This Biturbo solution cures the problem of thermal concentration, thanks to the drastic reduction of the masses involved.
The same technical reasons eliminate the main complaint of present turbo-engines, that is the inertia of the turbocharger at low and medium r.p.m.

By using two turbochargers, inertia is reduced by 75%, thus enabling the engine to respond, immediately and progressively, to the accelerator control.
All manufacturers of Formula One racing cars equipped with turbo-engines have chosen this solution.
The power and the torque of the 2.5 liter Maserati Biturbo engine can be comparated to those of a 4.0 liter normally aspirated engine.







MABC® MASERATI AUTOMATIC BOOST CONTROL

The function of the Maserati Automatic Boost Control System is to continuously and intelligently adjust turbocharger boost pressure.

In order to adjust boost pressure, the turbochargers are supplied with by-pass valves (wastegates) that, when open, allow some gas to go directly into the exhaust system without passing through the turbine wheel.
In traditional turbocharger systems, the wastegate is opened by a diaphragm valve to which the pressure of the compressor is supplied.
The adjustment of wastegate opening is made by varying the preload of the spring in the diaphragm valve.
As a consequence, the wastegates are always more or less open depending on the boost pressure and not according to the actual needs of the engine.

The purpose of MABC® is to control boost pressure under all conditions through the use of electronic control.
There are two advantages to such a system:

- □ Improvement of engine performance, i.e.:
  - • better efficiency at part and wide open throttle
  - • better mileage
- □ Protection of the engine from:
  - • knocking (for any reason)
  - • excessive boost pressure
  - • overreving

MABC® consists of four components:

1. Knock sensor (screwed into engine block in the middle of the V)
2. Pressure transducer (senses pressure/vacuum in the intake manifold)
3. Electronic control unit (E.C.U.)
4. Solenoid valve

Continuous inputs to the E.C.U. include the pulses from the knock sensor 1, the pressure signal from the transducer 2, and engine speed from the pick-up of the ignition distributor. In the memory of the E.C.U. is stored, for each speed, the maximum allowable boost and the maximum allowable vibration level.
The E.C.U. compares the pressure in the intake manifold and the vibration level with the values it has in memory.
If the pressure or vibration level are higher than the preset values, the E.C.U. will send a signal to the solenoid valve.
The solenoid valve will in turn change the pressure sent to the wastegate diaphragm valves, thus lowering boost to the preset value or, in the case of knocking, lower pressure to the point that knocking disappears.
In this way, boost pressure is adopted to the operating conditions of the engine.
This type of active protection provides maximum combustion efficiency as opposed to other systems that reduce knock by retarding ignition, which decreases mileage and increases exhaust gas temperature which is extremely harmful for the turbines.
Furthermore, since the engine is always in maximum boost condition, there are great advantages in performance and consumption compared to engine without MABC®, where boost pressure is always less than the optimum value.
These improvements have been taken a step further by increasing the compression ratio. Normally, turbocharged engines require low compression ratios to avoid knock, so the compression ratio is dictated more by prudence than by the goal of maximum efficiency.
With the MABC® the compression ratio is chosen for maximum efficiency and minimum consumption.

MASERATI

Detail perfection: a refined research

Great care, rich materials and fine craftmanship have been generously incorporated into this new model, thus making the Maserati 425 a car of rare and sober elegance.

The Maserati logo is inlaid into the briar panel of the dashboard,

the shape of the tail lights perfectly blends with the lines of the trunk and of the sides,

the elegant and aggressive front grill is reminiscent of those fitted on the most famous racing cars of the "Trident team",

the clock, a refined piece of jewelry, bears the design of the famous Maserati trade mark,

door handles, fuel cap lid, door threshold, all "signed" Maserati, are more refined facets of Maserati's tradition.

THE INTERIOR

Five seats and generous room in all directions, even for tall people; all four doors have a wide opening angle to allow easy access to front and rear seats.

The elegant console between the seats incorporates a wide and richly padded arm-rest and glove box, the electric door window switches and the driver's seat height and reclining controls.

This console, which also lodges the air conditioning and heating system, radio and gearshift lever, extends backwards for the air conditioning outlet to the rear seats. The steering-wheel position can be adjusted in both vertical and longitudinal direction.

All controls are within easy reach and designed with functionality in mind (the central door locking control knob is an example).

The dashboard and surrounding area is generously padded with shock-absorbing material to protect head and knees in case of accident. Front seats are equipped with adjustable headreats and automatically rewinding inertial safety belts.

The greatest care has been given to all details, to make both short and long journeys an exciting and relaxing experience.

Space, Comfort, Functionality, Safety

MASERATI

The choice of all materials is the result of a careful selection and great attention has been devoted to the interior.

The corduroy, covering seats and door side panels, has been designed by MISSONI with soft colours elegantly blended, which pleasantly match with the hand-made upholstery.
Both corduroy and the extremely soft way of upholstering are the best qualities fitted on a car.

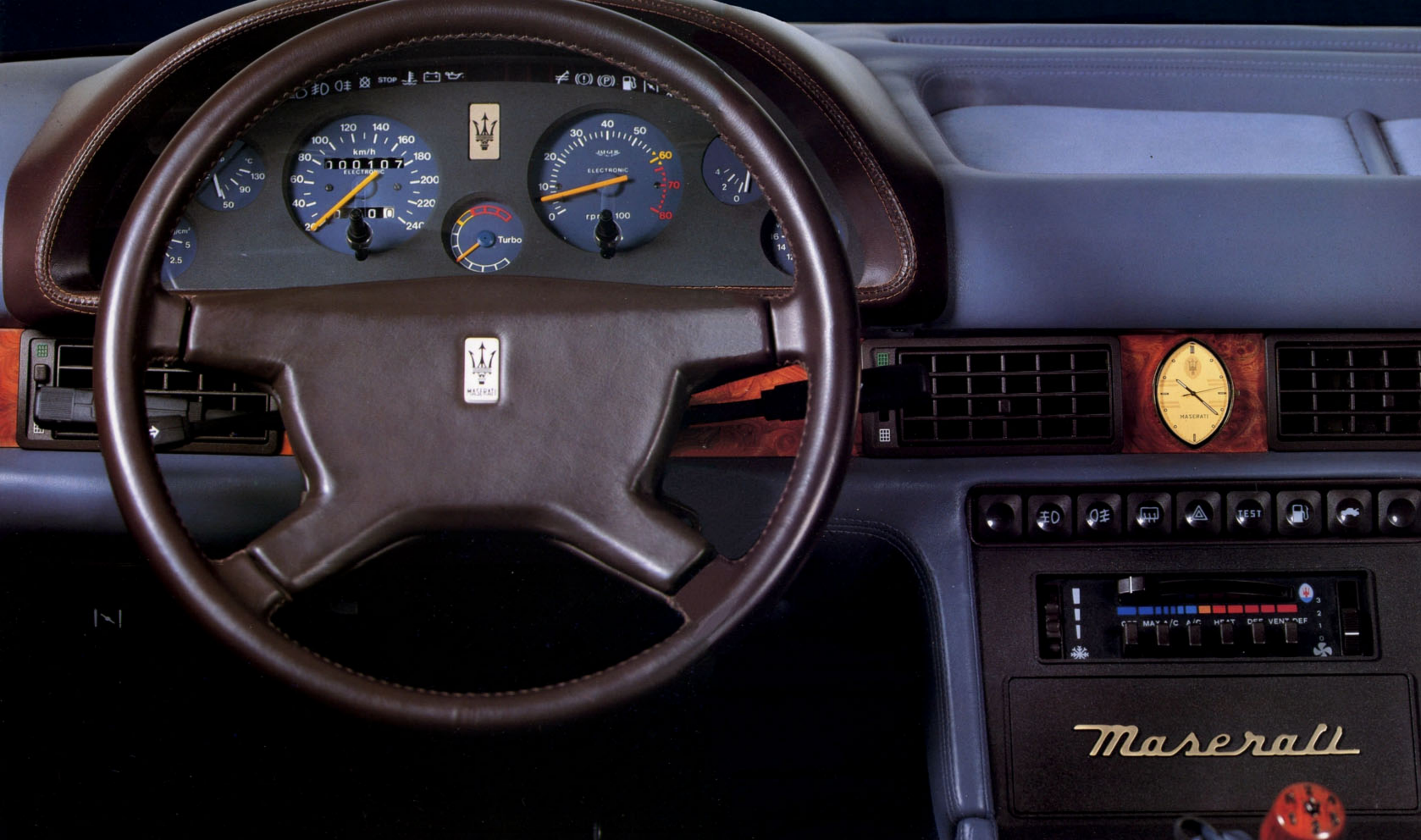
Upon request the Maserati 425 can be delivered with real leather seats, thus enhancing the classic style and the elegant finishing of this saloon.

Stepping into a Maserati 425 is to be surrounded by a rich and warm atmosphere for a deeper feeling of the mechanical qualities.

The seats are specially designed to provide a great comfort and firm orthopedic support to reduce fatigue on long trips even at high speeds.

Ventilation and air conditioning are perfectly balanced, thus granting the right temperature to all passengers in every season.

MISSONI


km/h
ELECTRONIC
Turbo
TEST
Maserati

THE INSTRUMENTS AND CONTROLS

The instrumentation includes:

- ☐ Instrument panel illumination rheostat
- ☐ Electronic speedometer with standard odometer and trip odometer
- ☐ Tachometer
- ☐ Water temperature gauge
- ☐ Turbocharger pressure gauge
- ☐ Engine oil pressure gauge
- ☐ Fuel level gauge
- ☐ Voltmeter
- ☐ A set of warning lights for various functions, including:
  - — parking and stop light failure
  - — water temperature, oil pressure, brake fluid level, failure of the braking system and brake pad wear
  - — direction indicators, parking lights, headlamp high beam, fog lights, generator, hand brake, fuel level, choke, safety belts, heated rear window.
- ☐ A set of electric push-push control switches:
  - — fog lights (optional), rear fog lights, heated rear window, hazard lights, test, fuel flap opening, trunk opening, headlights washer (optional).

☐ Vertical and longitudinal adjustment of steering wheel

☐ Horn lever/outside light switch
Direction indicator lever
☐ Windshield wiper and washer control lever

☐ Aerial fitted on rear window (optional)
☐ Concealable radio (optional)

Air conditioning
☐ Front side windows defrosting outlet
☐ Air conditioning and heating controls and adjustable centre louvres
☐ Rear seat adjustable louvre

☐ Driver's seat height and backrest adjustment power switches

☐ Power window switch

☐ Passenger's seat backrest adjustment power switch

☐ Low beam height adjustment control

☐ Service test control switch (by pushing switch, all warning lights light up. Should one of the warning lights not light, relevant bulb or electric circuit is faulty).
☐ Fuel tank flap opening power switch
☐ Trunk release power switch

THE TECHNICAL DATA

Engine

Position		front
Cylinders	No.	V-6 at 90°
Bore	mm	91.6
Stroke	mm	83
Cubic capacity	cc	2491
Compression ratio		7.8 : 1
Maximum torque	kgm	31 at 3200 r.p.m.
Maximum power	HP	203 at 5500 r.p.m.
IHI turbochargers	No.	2

Engine block and head in light alloy with pressed-in liners; water cooling by centrifugal pump; forced lubrication and full-flow filtering; one twin carburetor, two overhead camshafts; three valves per cylinder (two intake valves and one exhaust valve). Electronic ignition; 65 AMP alternator

Gearbox

Mechanical, 5 gears + reverse, ZF type S.5.18/3

Ratios:

I = 3.42
II = 1.94
III = 1.39
IV = 1.00
V = 0.79
REV = 3.66

Rear wheel drive

Differential Box: Salisbury type, with 4 crown wheels

Ratio: 3.31 : 1

Chassis: unitized body & chassis

Suspensions: front suspension type
Mac Pherson with stabilizing bar and double-acting telescopic shock-absorbers. Rear suspension of the type with independent arms fixed to a crosspiece anchored to the body by means of elastic mounts with coil spring and double-acting shock-absorbers

Steering: mechanical rack and pinion steering (power steering available on request)

Braking system: IH type A.T.E. power assisted
Disc brakes on all 4 wheels + two rear drum brakes for emergency and parking

Wheel rims: light alloy 6 1/2" J x 14"

Tires: 205/60 VR 14

Body: 4-door saloon,
5 seats

PERFORMANCES

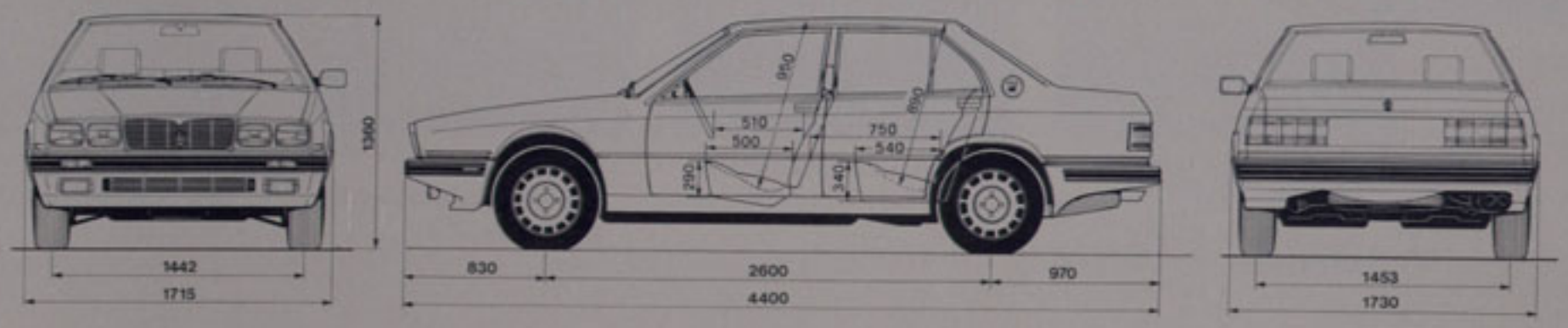
Maximum speed at full load:
over 230 km/h

Acceleration:

0—1000 m	27.6 sec.
0—100 km/h	6.6 sec.

DIMENSIONS AND WEIGHTS

Wheelbase	mm	2600
Front track	mm	1442
Rear track	mm	1453
Overall length	mm	4400
Width	mm	1730
Height	mm	1360
Minimum ground clearance	mm	125
Dry weight	kg	1180
Fuel tank	l	82
Luggage compartment	cu.dm. approx.	550
Turning circle	m. approx.	11.70



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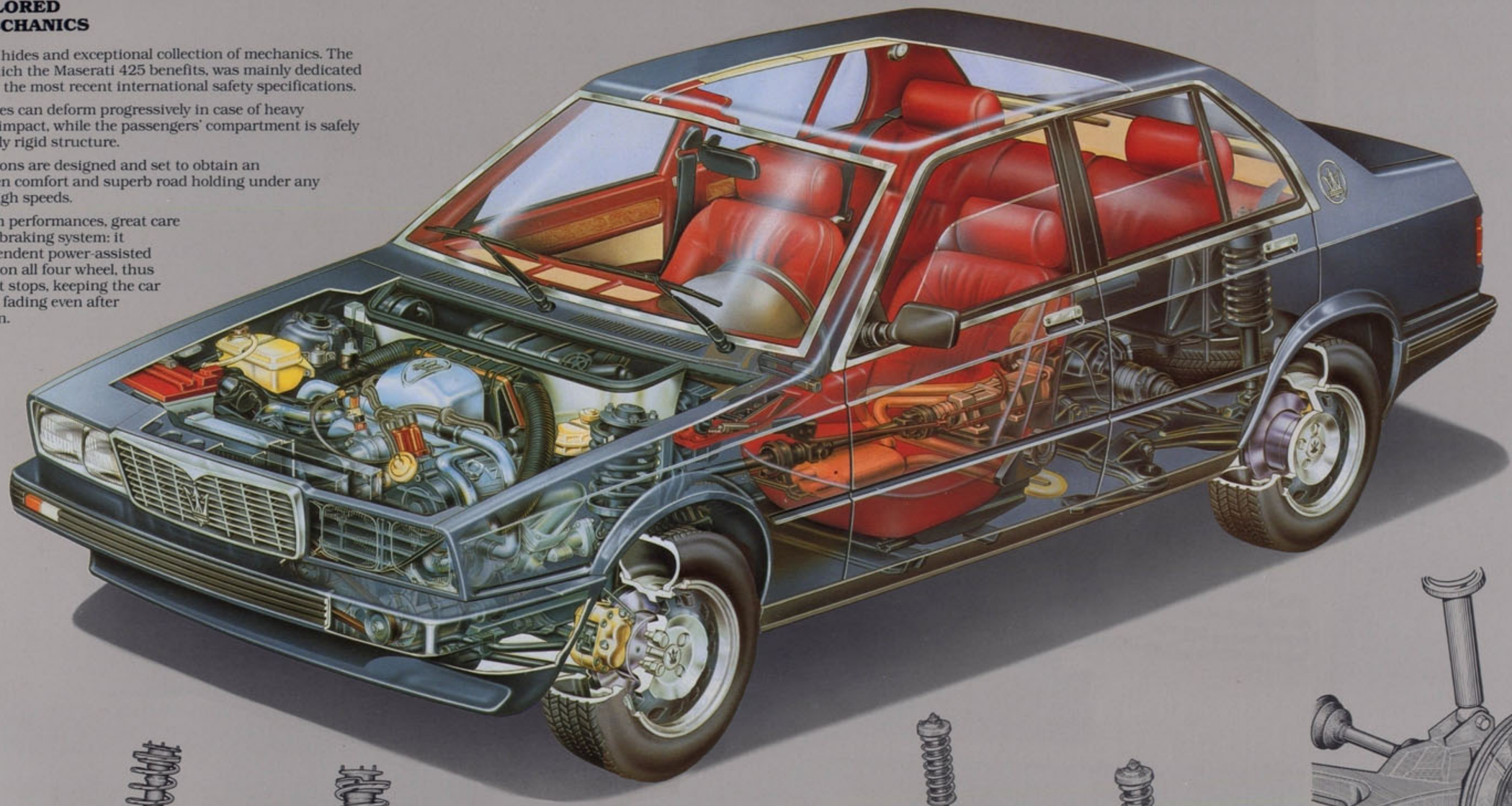
HIGH CLASS TAILORED ON PRESTIGE MECHANICS

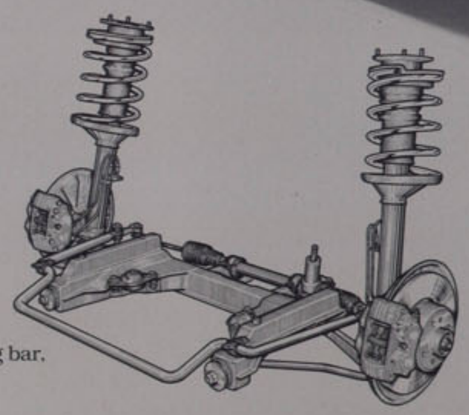
The wedge-shaped body hides and exceptional collection of mechanics. The advanced technology which the Maserati 425 benefits, was mainly dedicated to safety, to comply with the most recent international safety specifications.

Front and rear body boxes can deform progressively in case of heavy accidents to absorb the impact, while the passengers' compartment is safely protected by an extremely rigid structure.

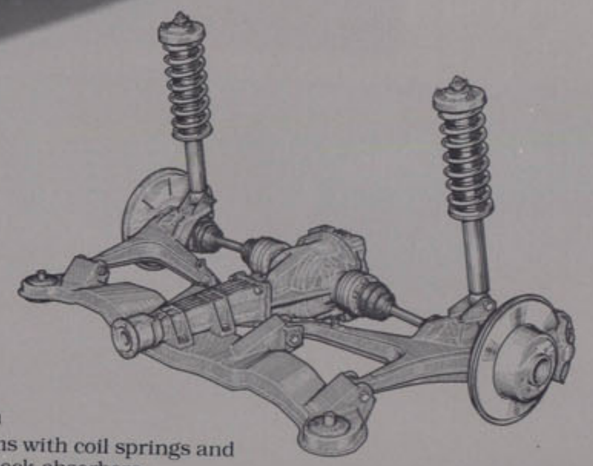
Front and rear suspensions are designed and set to obtain an excellent balance between comfort and superb road holding under any circumstance, even at high speeds.

Because of the car's high performances, great care has been devoted to the braking system: it consists of a dual independent power-assisted circuit with disc brakes on all four wheel, thus assuring extremely short stops, keeping the car always straight, without fading even after prolonged braking action.

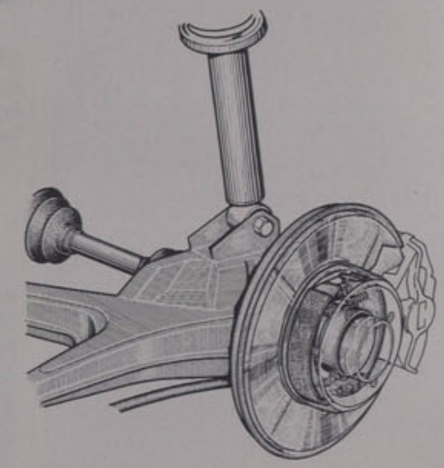




Front suspension
type Mac Pherson with stabilizing bar, coil springs and double-acting shock-absorbers



Rear suspension
independent arms with coil springs and double-acting shock-absorbers



Detail of the rear wheel braking system: service disc brake and drum brake for emergency and parking

STANDARD FEATURES AND ACCESSORIES

- ☐ Power steering
- ☐ Steering wheel lock
- ☐ Vertical and longitudinal adjustment of steering wheel lock
- ☐ Driver's seat height and backrest adjustment power switches
- ☐ Passenger's seat backrest adjustment power switch
- ☐ 5-speed transmission or automatic transmission
- ☐ Electronic ignition
- ☐ Adjustable headrests on front seats
- ☐ Folding armrest between rear seats
- ☐ Safety rear view mirror, adjustable from inside
- ☐ Passenger's sun visor with concealed vanity mirror and automatic light
- ☐ Dash mounted clock
- ☐ Front ashtray, lighter and cigarette box
- ☐ Centralised locking of all four doors
- ☐ Remote control for centralised door locking and anti-theft alarm insertion
- ☐ Fuel tank flap and trunk release power switches
- ☐ Burned bulbs warning light
- ☐ Open door safety lights
- ☐ Air conditioning system with additional distribution of air to rear seats and front side windows
- ☐ Light alloy wheel rims
- ☐ Headlights high-pressure washer
- ☐ Low beam height adjustment control knob
- ☐ Fog lamps
- ☐ Power windows on the 4 doors
- ☐ Tinted glass
- ☐ Heated rear window
- ☐ Blinds at the rear window
- ☐ AM/FM digital cassette radio and speakers pre-arrangement
- ☐ Concealable radio and relevant power switch
- ☐ Aerial fitted on rear window
- ☐ Halogen head lights
- ☐ Back lights and rear fog lights
- ☐ Safety belts on front seats and belt pre-arrangement for rear seats
- ☐ Hand sewn leather seat facings
- ☐ Engine and luggage compartment lights
- ☐ Spare wheel in retractable carrier.

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Luggage compartment

The luggage compartment has a capacity of 550 cu.dm, fully usable, thanks to its regular shape and to the absence of the spare wheel which is located under the trunk floor, housed in a retractable carrier.

An elegant set of Maserati signed leather suitcases and bags is available on request.

Since 1914 this trade mark is a symbol, a dream more or less confessed.
Maserati successes involved not only the protagonists, but all the Italians, whose
hearts beat fast for the victories of legendary racers: Varzi, Nuvolari, Fangio and many, many others .....
To get into a Maserati is the desire of emotion, of power, of safety.
It is the certainty of feeling an engine beating, conceived and born by the brain and the hands of
exceptionals mechanics, built with advanced technologies linking past and future
into a unique, superb result: a Maserati.

Maserati: the Italian tradition.