





MASERATI



COUPÉ  SPYDER  GRANSPORT

M A S E R A T I 2 0 0 5





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I

INTRODUCTION

The Maserati two-door models

The Maserati story is one of consistent sporting pedigree. The Trident's use of performance-oriented technology began with its first car, the Tipo 26, a stunningly successful racer. Creative engineering, both in its racing and road-going cars, has been part of the Marque since it opened its doors 90 years ago. The results have helped systematically sweep aside Maserati's competitors. Two shining examples of this creative engineering are the Transaxle system used during the 1957 World Championship which made Fangio's car almost unbeatable, and the incredibly light, compact yet muscular dry sump engine with cylinder heads equipped with long inlet tracts that gives the Trident's current models such exceptional power and torque.

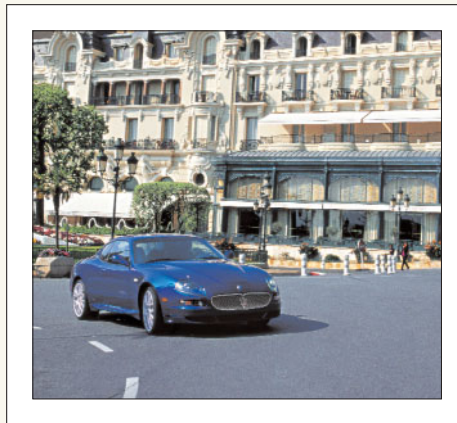
But Maserati's consistency has also extended to its cars' unique yet understated styling, the luxurious comfort of sophisticated, quality materials, and the discreet colours chosen for cars that can be used every day, cars that are as well loved by women as men.

Last but not least, Maserati has always boasted great consistency in its models. Its four-door cars have all been known as

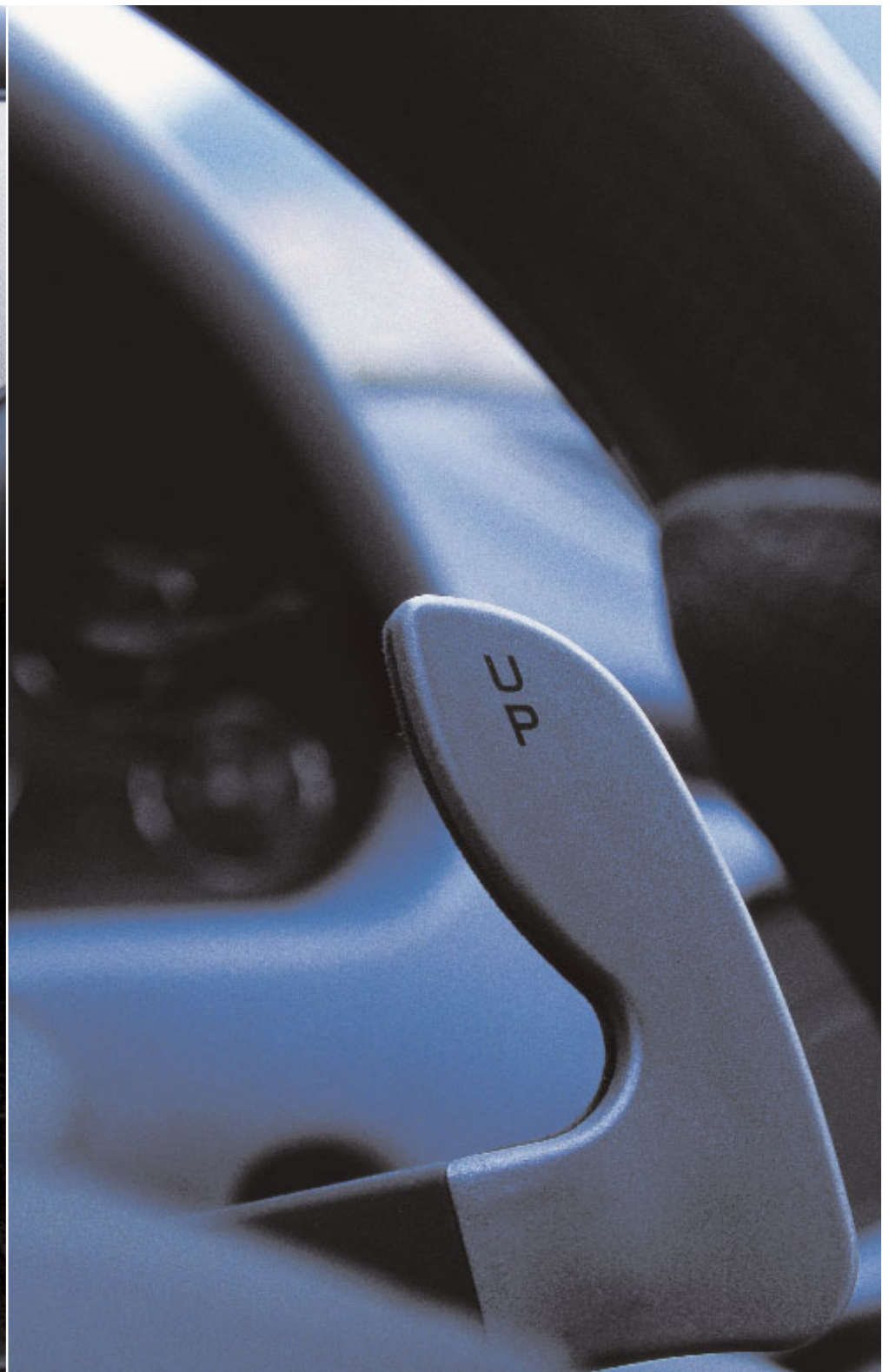
Quattroporte, positive proof that exceptional cars can even make the most everyday names their own. Then there are the two-door cars: the coupe models, which have often been four-seaters, and, of course, the Spyder models. Eight different variants of these have been designed in the marque's history. Each one of those eight has made its mark on their own particular era, thanks to its huge originality and personality.

There are three Maserati two-door models in the current range which, offer clients an excellent choice. The Spyder and the Coupé are both available in Cambiocorsa or manual six-speed gearbox GT versions, while the more extreme GranSport comes only with the Cambiocorsa.

The technical and aesthetic solutions that characterise the GranSport have also inspired a wide range of innovations in the Coupé and Spyder models. Here we unveil the current range of Maserati two-doors: flawlessly engineered, authentic high performance thoroughbred sports cars that turn choice into a passion rather than a chore.









THE CONCEPT

Technological Excellence: Maserati's common denominator

There is no doubt whatsoever that what makes these wonderful cars so exceptional is their technical content. The light, compact V8 engine, transaxle architecture, Cambiocorsa gearbox, Skyhook suspension system, MSP, and traction control and braking by CAN (*Controlled Area Network*) line are the main features of Trident models inspired by the very best Italian tradition.

an exhilarating drive and an engine that passes all known present and future anti-pollution standards. Generous torque at all speeds ensures maximum driving pleasure in everyday use and incredibly gratifying responsiveness in sportier situations. But it is in the GranSport that the Maserati V8 truly fulfils its potential, effortlessly punching out a massive 400 hp (*295 kW*) to deliver absolutely blistering acceleration and driving at its most thrilling.

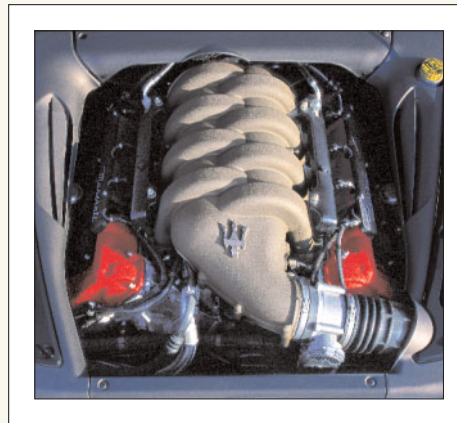
ENGINE

The engine powering the Coupé, Spyder and GranSport is an awesome 4244 cm³ eight cylinder, 90-degree "V", aspirated engine. It is light, powerful, and like most advanced racing engines, has a dry sump lubrication and pump assembly outside the monobloc.

The performance of this spectacular engine is enhanced by timing gear featuring two overhead, chain-driven camshafts per bank, four valves per cylinder driven by hydraulic tappets and inlet camshafts equipped with continuously variable timing.

Other features include is also equipped with integrated Bosch ME7.3.2 ignition and injection systems and an accelerator with electronic "Drive-by-Wire" throttle control, while the microprocessor control units (*MCU*) interact with the other systems via high speed CAN (*Controlled Area Network*) line to optimise operation of the engine.

A mighty 390 hp (*287 kW*) at 7000 rpm and spirited 452 Nm of torque at 4500 rpm mean that the Coupé and Spyder deliver breathtaking performance, power and flexibility. The result is

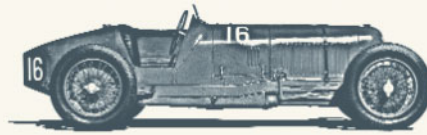


This beautifully engineered power unit produces stunning performance. The Maserati Coupé will accelerate from 0-62 mph (*0-100 km/h*) in 4.9 seconds (*Spyder 5.0 seconds*) and continue until it reaches its maximum speed of 177 mph (*285 km/h*) where permitted 175 mph (*Spyder 283 km/h*). Both cars will sprint 1000 metres from standstill in under 24 seconds.

The highly-tuned GranSport goes one better with a top speed of 180 mph (*290 km/h*) and a 0-62 mph (*0-100 km/h*) speed of just 4.85 seconds. It will dash 1000 metres from standstill in 23 adrenaline-fuelled seconds too.

TRANSMISSION AND GEARBOX

The transaxle layout, in which the gearbox is positioned at the rear of the car in a single unit with the differential, offers optimum weight distribution between the front axle and the rear axle.



MASERATI TIPO 26B - 1927

This optimises traction and acceleration for a more stable, balanced performance in all conditions. In short, the transaxle delivers extraordinarily exhilarating driving and exceptional road-holding in one neat package.

As an alternative to the six-speed manual transmission, the Coupé and Spyder are also available with a F1-style Cambiocorsa gearbox with hydraulic operation and electronic management operated by F1-style paddles behind the steering wheel, so that no clutch pedal is needed. This gearbox comes as standard on the GranSport model. The system allows the driver to choose between four different operating modes: Normal, Sport, Auto and Low Grip.

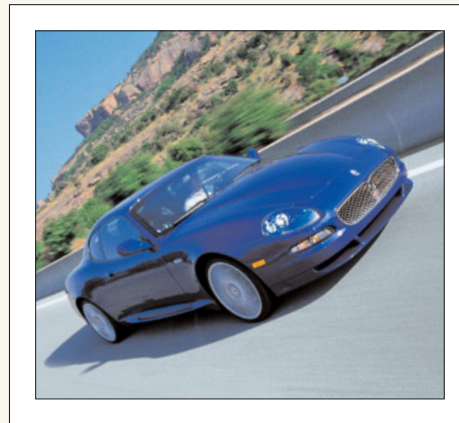
Each of these programmes is selected by means of console-mounted buttons, corresponding to different types of operating mode.

MANUAL – with two levels of sportiness, linked to different electronic stability control (*Maserati Stability Programme*) and Skyhook settings, if installed. These are designed to give either maximum vehicle control in the more comfortable Normal setting or greater driving pleasure, once again in complete safety, in the Sport setting.

AUTOMATIC – with fully automated, fluid and progressive gear changes. The driver is still able to choose between Normal or Sport mode and to rapidly revert to manual, thanks to the F1-style paddles.

ICE – for low grip surfaces, guarantees smooth starting and gear changes on snow and ice.

In short, the Cambiocorsa combines authentic GT driving pleasure with the slick gear changing of an electro-actuated gearbox which makes better use of the powerful engine and guarantees maximum safety in handling such enormous power.



SUSPENSION

Designed to combine excellent dynamic handling with sumptuous comfort, the Maserati Coupé, Spyder and GranSport light alloy double wishbone suspension with anti-dive and anti-squat geometries, 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 tyre grip at all times and perfectly balanced cornering.

The front suspension layout incorporates “anti-dive” features to prevent nose-diving when braking. The suspension system is

completed by front and rear anti-roll bars.

To further enhance dynamic characteristics, Maserati and Mannesmann-Sachs developed the optional Skyhook adaptive damping system, one of the most advanced of its kind. This



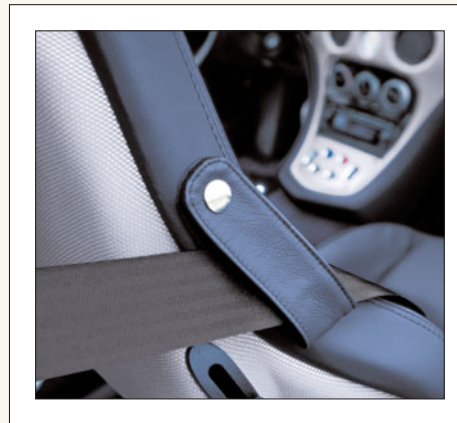


MASERATI A6G.CS - 1947

system, via a set of sensors, continually monitors the movement of the wheels and car body, and transmits this information to a central unit. By analysing this data, the control unit determines the road and vehicle running conditions and instantaneously adjusts each damper accordingly. The Skyhook 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.

And it does so up to 10 times faster than other systems available on the market.

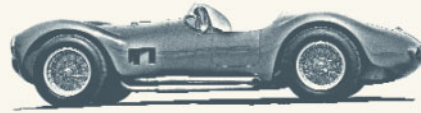
In addition to this automatic adjustment, the driver can also choose different operating modes at any time: Normal and Sport. The former ensures that every bump on the road is beautifully absorbed and maximum comfort is maintained at all times, while the latter is more performance-oriented. In both cases, a flatter set-up, more direct, precise steering and new tyres with improved lateral grip make driving even more accurate and fun.



SAFETY

Superior dynamics don't only translate into excellent performance. The overall set-up of all of the components connected to driving and road behaviour are the result of a design created to strike a perfect balance between comfort, sportiness, with active and passive safety.

The Coupé, Spyder and GranSport all employ a Brembo braking system with light alloy four-piston callipers all round and cross-drilled large ventilating discs (*front 330 mm x 32, rear 310 mm x 28*) to guarantee immediate deceleration and shorter braking distances. The two-stage servo brake is calibrated to retain high sensitivity, even with a very rapid reaction time, and is assisted by the four-channel Bosch 5.7 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 drivers change-down to exploit engine braking.



MASERATI A6GCS 2000 - 1953

Maserati Stability Programme integrates the ABS, ASR and EBD functions by acting on the brakes and engine to help the driver control the vehicle even in the most extreme conditions. The system accomplishes this using a set of sensors to detect any deviations from the ideal dynamic behaviour of the car. These sensors track everything from wheel position to the steering angle and toe-in.

When necessary, the system acts on the brakes and engine to guarantee that the driver always remains fully in control of the car. Moreover, if the Skyhook or Cambiocorsa are present, the MSP offers two modes of intervention, one is normal (*more control and safety oriented*) and the other (*which the driver selects*) is more performance-gearred and once again leaves more room for fun driving by intervening to a lesser extent on stability control. Finally, expert drivers and sports purists will be happy to know that they can completely exclude electronic stability control altogether at the touch of a button on the central console, whilst still leaving the ABS active.



The kind of meticulous attention that has been devoted to active safety has also been lavished on important passive safety features too.

Starting with the steel monocoque construction with supplementary integrated tubular structure in front section, every element was developed to exceed even the most severe passive safety standards and the most recent collision regulations. Moreover, in the case of the Maserati Spyder, there are also two fixed roll bars to guarantee better occupant protection.

The standard safety equipment offered by the Coupé, Spyder and GranSport is completed by four front and side airbags, front seatbelts with electronically controlled pretensioners and a safety inertia switch which cuts off fuel supply in the event of an impact or violent stop.



MASERATI COUPÉ

The Maserati Coupé: Maserati Tradition

Maserati made its debut on the world stage as a limited series road car builder with its first Coupé, the A6, at the Geneva Motor Show in March 1947, just the second post-war show after Paris. The company was already famous the world over for its racing successes, including two consecutive victories in the Indianapolis 500, when it unveiled the Pininfarina-bodied 1500 cm³, in-line six-cylinder engine car. Although the Modenese constructor would continue to concentrate its talents on the track for another decade, culminating in Fangio's Formula 1 World title, its awareness of market demands was already clear and that alone signalled the path it would follow in the future. In fact, the Coupé was to be the first of a series of Maserati on-road GTs that oozed a unique, exclusive appeal born from the marriage of advanced, sophisticated engineering and unique, refined styling.

However, the big change did not come until 1957 when, just after Juan Manuel Fangio won the World Championship in the extraordinary 250F, the Trident marque announced it was quitting the track to concentrate on its road-going GTs. The 3500 GT was launched the same year. This was the road car whose engine and chassis were derived from the equally renowned 300S, the star of the World Sport Championship. This unique feat of engineering marked the start of a whole new era in styling, quality and comfort.



MASERATI COUPÉ GT AND COUPÉ CAMBIOCORSA

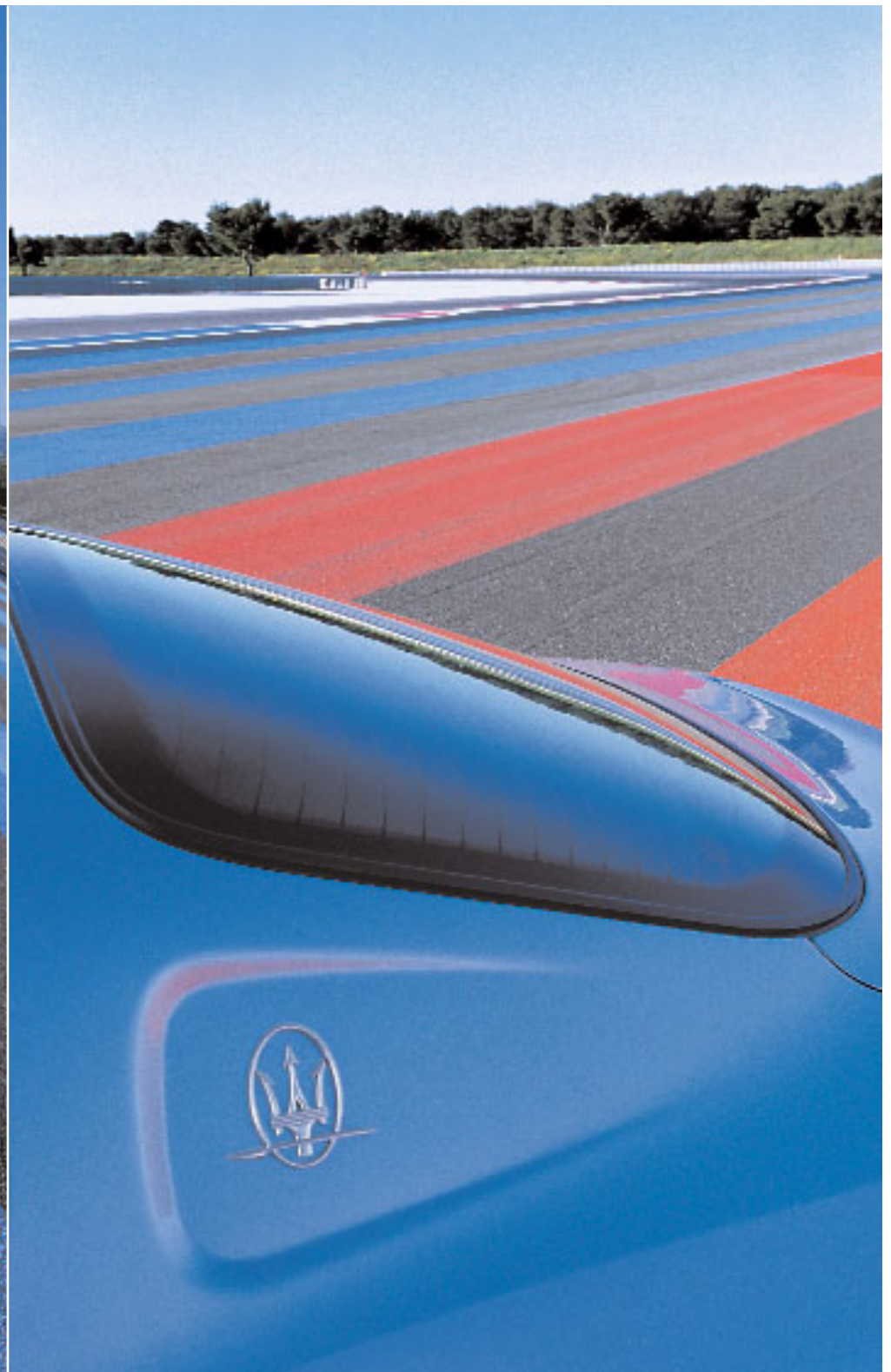
The purity and elegance of unmistakably Italian styling and cutting edge technological content combine to perfection in the lines of the Maserati Coupé, a car that is capable of encompassing the very best that Maserati has to offer in refined racing technology and yet present it all in a classic, ageless style.

This is a car built around its engineering – and around its engine. Designed to deliver an even sportier driving experience and an even higher standard of on board luxury.

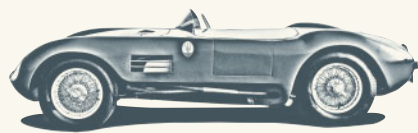
The Maserati Coupé now brims with clever new styling features which add an extra touch of sportiness to its beautifully sculpted forms. These new features include a more prominent grille, rear air vents and an aerodynamic running along lip along the sides. The seven-spoke wheels are now offered as standard equipment too.

STYLING

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







MASERATI 150S - 1955

The Coupé boasts an aggressive bonnet and clean, strong lines, with the new grille dominating the central part and the redesigned bumpers enhancing the overall sportiness of the whole ensemble.

The Coupé's graceful bodywork reflects the same soft aggressiveness in the rear, now characterised by the new design of the bumpers and big side air vents covered by the classic fine mesh grille in black.

Classic exterior lines frame a cabin designed to cocoon both driver and passengers in an interior that perfectly reflects the Coupé's muscular exterior forms.

The Coupé's Maserati GT heritage is evident in a host of details with styling cues ranging from the shape of its nose to the big front grille, the historic oval shield, the "lightning" logo on the C-post, raised details on the seats, and classic oval clock on the fascia.

INTERIORS

Sportiness combined with uncompromising luxury: the Coupé's cabin is designed to marry the volumes and lines of a thoroughbred sports car with comfortable seating for four adults.

Quality materials, handcrafted details and an elegant finish create the kind of exclusivity that have always characterised the Marque and the whole Trident concept of the GT.



A body-hugging driver's seat makes it virtually impossible to resist slipping behind the wheel, while sumptuous leather upholstery cocoons passengers in a cabin that combines classic and high tech features to perfection. The traditional analogue instrumentation facing the driver is now white on a navy blue background. Its controls are intuitive and immediately clear. But the Coupé also boasts the Maserati Info Centre, equipped with an optimised 5.8 inch colour display, at the centre of the fascia. This integrated unit controls the

sound system with single CD player as standard, the on board computer, and the climate control system. On request, the Info Centre can also include a GPS satellite navigation system, a GSM telephone module and CD changer.

Passengers have plenty of room at their disposal too and a comprehensive array of accessories means that on board comfort is excellent.

The Coupé's specially designed front seats are equipped with all-electric adjustments, while the thought devoted to the needs of rear passengers by the Trident designers is obvious from the addition of "Easy-Entry" system, a central arm rest and convenient air vents.

An overall sense of roominess, the inclusion of differently-sized side storage pockets and a spacious 315-litre boot, large enough to take two golf bags or the made-to-measure luggage set (both available on request) make the Coupé the perfect GT for longer trips too.





MASERATI SPYDER

Maserati Spyder: an all-Italian Experience

Several different models of Spyder, as Maserati's convertibles have always been called, have been created at Viale Ciro Menotti in Modena in the course of the company's 75 year history. And this is without including the two unique models built before the Second World War, first as racers and then later transformed into road cars.

Maserati has now unveiled its eighth Spyder, a model that continues the marque's guiding concept of combining cutting-edge engineering with sumptuous onboard comfort and a discreet. This Spyder is available in both GT and Cambiocorsa versions. Needless to say, it is as thrilling to drive with the automatic roof up or down.

MASERATI SPYDER GT AND SPYDER CAMBIOCORSA

The Spyder is a Maserati which blends the irresistible allure of an Italian sports convertible with the technological content and performance of a track car. The Spyder artfully combines in the classic timelessness of its glamorous lines, the unique Modena tradition and the most sophisticated sports technology available today.

The Maserati Spyder is a car built around a chassis and an engine designed for drivers who want to have fun behind the wheel.

STYLING

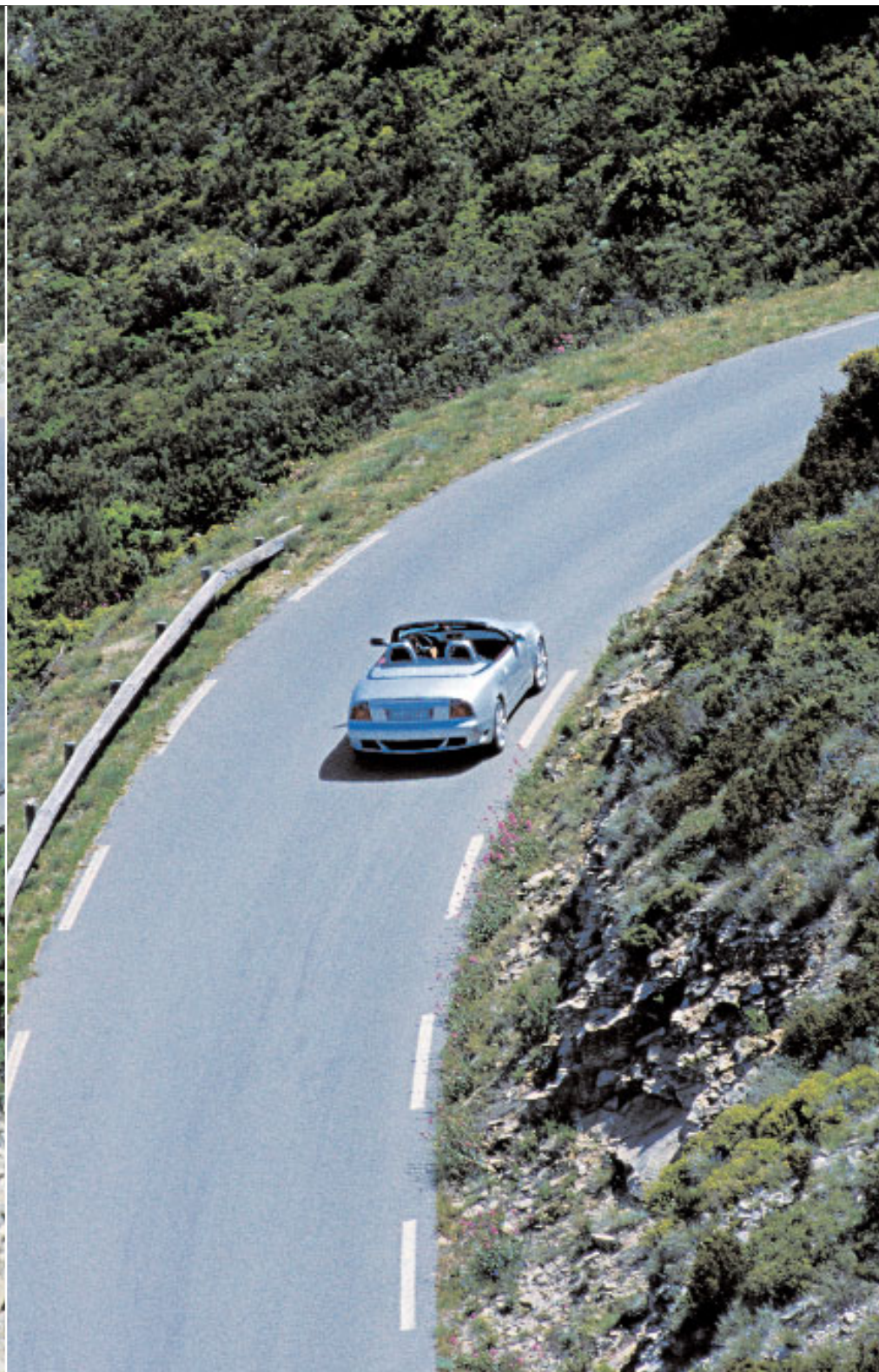
The Spyder's design was inspired by the classic front-engine, two-seater tradition, giving it a line that unites power and aggression with a sensual, elegant form.

The Spyder's body has the distinctive sleek aggressiveness of the Coupé in its long, muscular bonnet, wheel arches, and compact, sporty rear. But the fact that its wheelbase is 220mm shorter and the presence of the two fixed roll-bars give the Spyder a uniquely distinctive line even at first glance.

The sporty elegance of the Spyder's profile remains unchanged, however. With the hood down, it has the look of a compact coupé, but it takes just the push of a button and, in few seconds, the roof is open, giving the Spyder the adrenaline-fuelled look of a sports convertible.

The Maserati Spyder's design is now more individual and fascinating than ever: the newly designed front bumpers and grille enhance the aggression of the bonnet while the rear bumpers are even more muscular and dynamic, thanks in part to the large side air vents covered in the classic fine mesh grille in black. The overall sporty effect is further enhanced by the 18" seven-spoke wheels that come as standard equipment.









MASERATI 300S - 1955

INTERIORS

Combining maximum driving pleasure with uncompromising comfort, the Maserati Spyder interior affords superlative comfort in every dimension, cocooning driver and passengers in a warm, elegant cabin.

A body-hugging driver's seat makes it almost impossible to resist slipping behind the wheel while sumptuous leather upholstery cocoons passengers in a cabin that combines classic and high tech features to perfection. Luxury materials and beautiful handcrafted details marry the charm of tradition with the quality of cutting-edge technologies. The traditional analogue instrumentation facing the driver is now white on a navy blue background. Its controls are intuitive and immediately clear.

But the Spyder also boasts the Maserati Info Centre, equipped with an optimised 5.8 inch colour display, at the centre of the

facia. This integrated unit controls the sound system with single CD player as standard, the on board computer, and the climate control system. On request, the Info Centre can also include a GPS satellite navigation system, a GSM telephone module and CD changer.

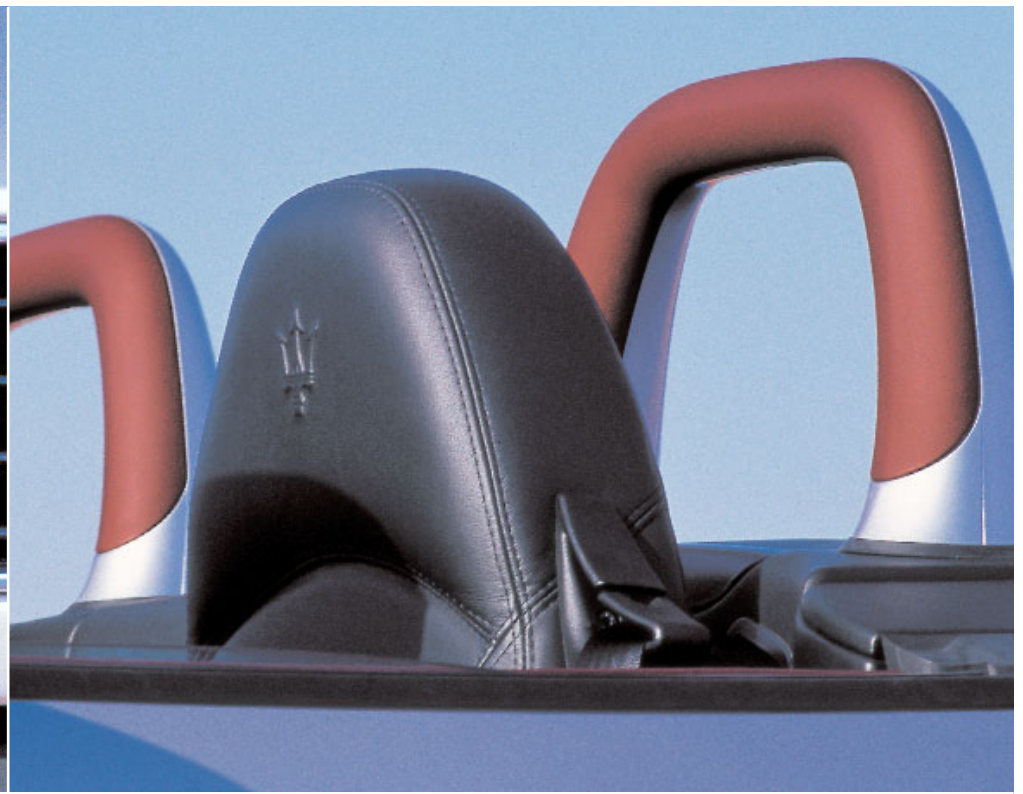
Roof operation is fully automatic too, with seamlessly smooth electro-hydraulic activation controlled by a button on the central tunnel. The soft top's three-layer covering and reinforced structure perfectly insulate the driver and passenger compartment from the outside world, while the aerodynamic exterior design offers improved soundproofing at higher speeds and the heated glass rear window ensures optimal visibility in all driving conditions.



Its roominess, comprehensive array of accessories and a spacious 315-litre boot, large enough to take two golf bags or the made-to-measure luggage set (*both available on request*) make the Spyder the perfect car in which to experience the pleasure of exclusive drop-top driving on the long distances.









MASERATI GRANSPORT

GranSport: Cutting edge flair with a touch of the past

In the 1950's, the track-inspired engineering of a two-litre Maserati A6G was given a harmonious yet excitingly aerodynamic Coupé body by the legendary Carrozzeria Frua. The resulting car was christened the GranSport.

Maserati has revived that glorious name once again for the version of the current Coupé inspired by the fiery Trident model that competes in the Trofeo Maserati and a host of GT Championship right across Europe. The engineers at Viale Ciro Menotti have carefully tuned the car for sports use so that its already highly sophisticated engineering and powerful high torque engine are now more impressive than ever.

Thanks to a massive 400 hp, a harder set-up and meticulous aerodynamic testing resulting in modifications to the body forms, the new GranSport is an unmistakable new addition to the international market for drivers who like their car to have a strong thoroughbred temperament yet still be usable anywhere and anytime. The GranSport will be a thrilling accomplice on dashes up torturous mountain roads or at clandestine meetings on the track, yet still cut a dash in all the most fashionable places and look completely at home parked outside a chic restaurant.

That was A6G Frua's style and, needless to say, it's been passed down directly to the GranSport in 2004 as well.

Unveiled at the Geneva Motor Show 2004 in a pearlescent white livery known as Bianco Fuji, the Maserati GranSport has to all intents and purposes become part of that highly

specialised Trident production line. On which, not only is almost maniacal attention to detail lavished on every Maserati built, but a huge number of personalisation options are offered too. Needless to say, personalisation Maserati-style goes far beyond a selection of paintwork colours. In fact, the muscular, sporty GranSport is the perfect vehicle for the Trident's endless choice of aesthetic and functional couture options.

The GranSport's interior styling is equally powerful, this courtesy of beautiful colour combinations in original leathers and ultimate ergonomic functionality.



WIND TUNNEL TUNING

The Maserati GranSport's harmonious volumes are beautifully combined with more muscular, aerodynamic forms, the fruit of much testing in the wind tunnel aimed at improving the Cx value and achieving a balanced division of the vertical loads (C_z) between the front and rear axles. The result is that the Maserati GranSport has a Cx of 0.33, one of the very best in its category.

An almost total absence of oversteer and improved front-wheel drivability and precision make it very easy to handle too and ensure that drivers will be able to really put it and themselves through their paces in complete safety. Work on the new model's aerodynamics has led to the addition of new bumpers across the two-door range. The front one, in fact, has a very pronounced lower spoiler with side bars elegantly integrated into the body itself, while the luggage compartment deck has been given a







MASERATI 2005 - 1956

discreet yet equally efficient spoiler lip. The new aerodynamic features associated with the fact that the set-up is now 10 mm lower, result in a two point improvement in the Cx value and translate into clear benefits for the driver. In fact, the Maserati GranSport offers a truly blistering drive, thanks to its direct, precise steering and excellent stability at high speeds.

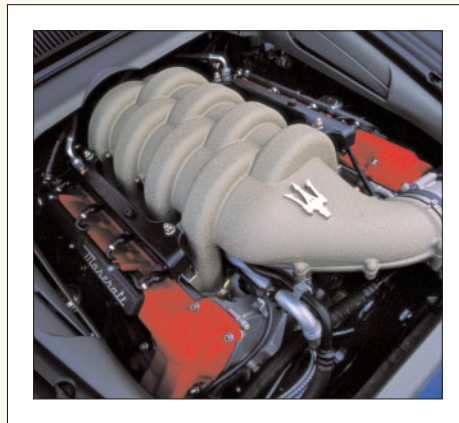
The traditional Trident elegance is there too in the classic chrome grille reminiscent of the Quattroporte's. The grilles over the air vents on the rear bumper are also in chrome. The Maserati GranSport's sporty look is completed by new 19" wheels inspired by the ones sported by the cars in the Maserati Trofeo Championship, with spokes forming a very attractive Trident.

400 HP DRY SUMP V8

The Maserati GranSport's normally aspirated 4244 cm³ V8 has all the structure of the most advanced racing engines with dry sump lubrication and twin overhead camshafts per cylinder bank with four valves per cylinder hydraulic tappets. The intake cams also feature variable phase timing.

Its maximum power delivery has been upped from the original 390 hp to 400 hp (295 kW) too, thanks to special development work to reduce internal attrition and careful work on

the intake manifolds and valve seats. The engine has been combined with a sports exhaust system that is instantly recognisable, thanks to the unusual design of its twin chrome exhausts and was designed to give enthusiasts that instantly recognisable deep, full-bodied rumble. Thanks to an electronically controlled pneumatic valve system, even more can be made of the exhaust by pressing the "Sport" button on the central console too.



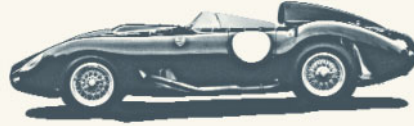
CAMBIOCORSO ONLY

The Maserati GranSport is only available with the six-speed electro-hydraulic transmission in which the gears are changed using paddles mounted behind the steering wheel, a feature that further enhances the car's sporty personality. The Cambiocorsa systems allows drivers to choose between various gear shifting modes (*Normal, Sport, Automatic and Low Grip*), and in the case of the Maserati GranSport, is controlled by specific software to speed up gear changing in all driving conditions. Even with respect to already very highly developed Coupé Cambiocorsa system, the Sport mode in the GranSport offers 35% faster gear changing on average and also boasts automatic heeling and

toeing to make dropping down a gear even faster. Thanks to the new Cambiocorsa software, the Maserati GranSport can sprint a whole kilometre from standstill in a breathtaking 23 seconds flat.



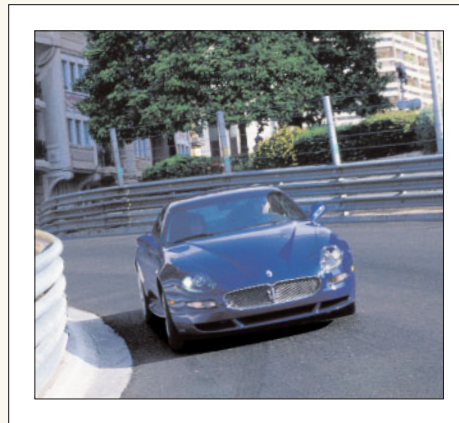




MASERATI 450S - 1957

The gear shift ratios are specific too, with the adoption of a sixth gear that is 5% longer, which, in combination with its more powerful engine and improved aerodynamics, allows the Maserati GranSport to improve on the already blistering speeds of the Coupé, delivering a top speed of 290 km/h.

As with the other models in the Maserati range, the driver can choose between two levels of gear changing. Normal mode is more comfortable and typical of Grand Tourer driving, while with a touch of the Sport button on the central console they get to feel the true power of the car. The Sport mode delivers a much faster gear changing, a deeper exhaust sound and less invasive use of the MSP stability and traction control system. The optional Skyhook suspension system, which offers continuous damping control, is also affected by the driver's choice of Normal or Sport modes. For more comfort-oriented driving, there is even an Auto button which puts the gears in full automatic mode so that the driver need do nothing more than sit back enjoy the thrilling experience of driving a Maserati. However, the Sport function can still be activated in this mode.



Transaxle layout with the gearbox rear-mounted in unit with the differential, stability and traction control (MSP) integrating ABS, ASR, MSR and EBD functions, which the driver can deactivate if desired, independent front and rear suspension with double wishbone geometry, which can be integrated with the Skyhook system on request, the Skyhook adaptive damping system which instantly adapts the damper calibrations to suit the driving and road conditions and allows the driver to choose between two different settings (*Normal and Sport*).

The fact that the set-up has been lowered by 10 mm and the adoption of the 19" wheels and Pirelli tyres with a specific profile (*front 235/35 19", rear 265/30 19"*), characterised by a smaller slip angle, have lowered the centre of gravity and hardened the set-up of Maserati GranSport, making it even more agile and responsive to the steering wheel.

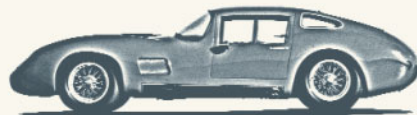
The Brembo brakes with alloy titanium-coloured four-piston callipers with differentiated diameters and large ventilated cross-drilled discs (*front 330 mm; rear 310 mm*), also further enhance the dynamic characteristics of the car and guarantee powerful braking even at higher speeds.

DRIVER-ORIENTED TECHNOLOGY

Needless to say, the Maserati GranSport boasts all of the many excellent technological and safety features offered by the Maserati Grand Tourers, but with some very important refinements. The car has the same sophisticated set-up as the Coupé Cambiocorsa: a

ELEGANT YET FUNCTIONAL CABIN

The GranSport's interior reflects its personality both in terms of aesthetics and functionality, yet also exudes the elegant good taste and luxurious comfort of a Trident



MASERATI 450S ZAGATO - 1958

Grand Tourer. The dashboard, body-hugging seats, tunnel, thick-rimmed steering wheel, impressive materials (*leathers, carbon fibre and High-Tech cloth*) all combine to create a highly personalised, attractively sporty ambience too.

The Maserati GranSport's dashboard boasts excellent specialist trim and central console options. The upper part of the dash is trimmed in leather, while the central area, framed by the car-coloured piping strip, is trimmed in a special high tech fabric originally developed for nautical use and available in Grigio Nickel (*Nickel Grey*), Blu Metal (*Metal Blue*) or Nero Competizione (*Competition Black*). This is a double layered material which is not only very attractive but also non-slip and extremely hard-wearing, making it ideal for trimming the central area of sports seats.

The front seats are designed for high lateral containment, and guarantee maximum driver contact with the car for perfect control. They were developed with the help of the Maserati test drivers in line with the strictest ergonomic principles with the aim of combining sporty characteristics and excellent seat

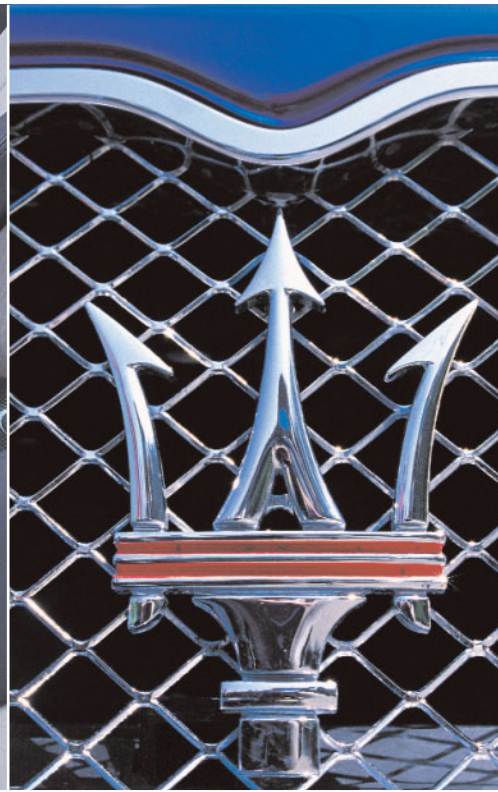
comfort for perfect, long distance driving. This is why the seats are also fully power adjustable and can, on request, be supplied with a heating option and memorised settings on the driver's side.

The carbon, leather-trimmed tunnel separates the two front seats. It contains the Cambiacorsa control selector and the secondary commands, each one of which is set into an elegant chrome surround.



The main control buttons, including the blue Start button are grouped together on the central console near the driver. The climate control and CD player buttons are also set in a carbon feature on the central console.

From the initial feel of the three-spoke steering wheel of the Maserati GranSport, the driver will appreciate the work that has been done to mould the rim (*trimmed in perforated leather and carbon*) to offer improved ergonomic grip. All of the car's functions are arranged on the instrument binnacle which boasts sporty white graphics on a Maserati blue background.



PERSONALISATION

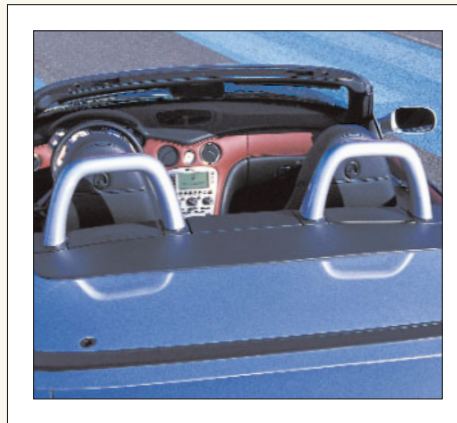
Tailor-made perfection from the Officine Alfieri Maserati

COUPÉ AND SPYDER

Courtesy of the “Officine Alfieri Maserati” personalisation programme, Trident owners can now create their own customised Maserati, by choosing the colours, finish, and features that best reflect their own particular style and needs.

Colour schemes, interior trims, travel, and sports dynamics: the four different categories of custom vehicle configurations offered alone demonstrate the wide range of options to allow each client can create their own “tailor-made” car.

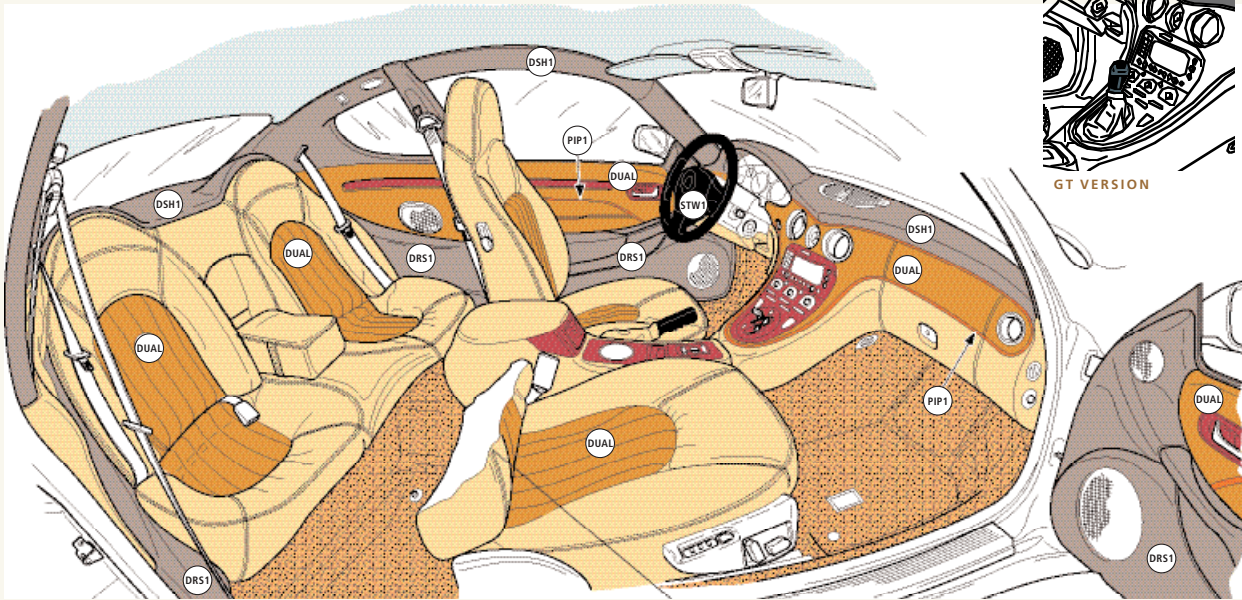
In terms of the exteriors, there are 16 paintwork options and four different hood colours for the Spyder, while the wheels come in three finishes and brake callipers come in five colours (*black, silver, red, titanium and yellow*). There is a choice of 10 leathers for the upholstery (*seats, dash, door panels, roof lining and piping for the Coupé, plus the roll-bar for the Spyder*) and these can all be combined freely. In addition, there are 13 stitching colours, five for the mats and three interior detail finishes (*Grey, dark Bordeaux and Aluminium*). The new Dual Color option (*seats and lower dashboard in two colours*) brings an almost infinite number of possible combinations into play too. An array that will satisfy even the most demanding client. The “Officine Alfieri Maserati” personalisation programme really does mean that each new owner will be able to order a completely unique Maserati. A vast catalogue of travel and sporting dynamics accessories also allows clients to add extra flourishes designed to enhance their cars’ on board comfort and luxury (*heated seats, cruise control*), communications (*GPS satellite navigation system, GSM cell phone*), safety (*Xenon headlights*) and driving pleasure (*Skyhook suspension, alloy wheels*).



In addition to all of this, however, the flexibility built in to such an artisan production process means that you will be able to have even your most specific requests met. Apart from all of the options developed by the Trident itself, the personalisation programme can also satisfy ad hoc requests from individual clients on condition that such requests meet certain technical, quality and type approval criteria. In short, when you purchase a Maserati, you will find a true couture service at your disposal. One final flourish of exclusivity is that owners can now also include their own name or personal symbol or the logo of their company on the sill plate.

GRANSPORT



The Maserati GranSport is available in the six sportiest colours in the Maserati range, each one of which can be combined with various interior options. Owners can choose from the classic Giallo Granturismo (*Grand Tourer Yellow*) and Rosso Mondiale (*World Championship Red*) or, alternatively between the metallic Nero Carbonio (*Carbon Black*), Blu Mediterraneo (*Mediterranean Blue*) and Grigio Touring (*Touring Grey*). The recently introduced sixth colour choice is Bianco Fuji (*Fuji White*), an original pearl white with the unusual depth typical of three-coat pearlescent paints. This is the starting point from which the Officine Alfieri Maserati programme can be used to include a vast array of other personalisation options regarding the colours of the interior trim leather, fabric as well as technical or comfort-oriented features, such as: Xenon headlights, Skyhook suspension, Mercury Grey and Ball-Polished options for the wheels, carbon interior and exterior components, GPS and GSM telephone module controlled from the radio unit, and a six-disc CD Changer, to mention but a few.










STANDARD CONFIGURATION

	COLOURED LEATHER		NERO LEATHER
	COLOURED LEATHER		COLOURED LEATHER
	ROOF HEAD LINER		DETAIL IN COLOUR SELECTED BY CLIENT
	CARPET		

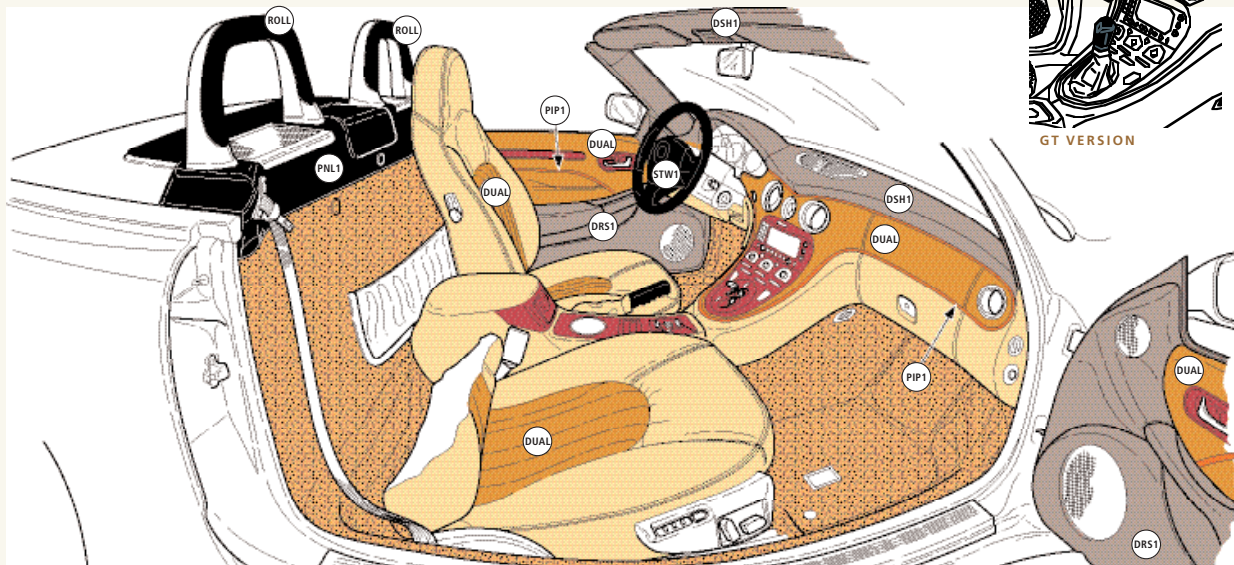
PERSONALISATION ITEMS

-  DSH1 COLOUR UPON REQUEST FOR UPPER DASHBOARD
-  DRS1 COLOUR UPON REQUEST FOR LOWER DOOR PANELS
-  PIP1 COLOUR UPON REQUEST FOR PIPING
-  STW1 COLOUR UPON REQUEST FOR STEERING WHEEL
-  DUAL COLOUR UPON REQUEST FOR CENTRAL SEAT SECTIONS,
UPPER DOOR PANELS, CENTRAL DASHBOARD AREA







MASERATI COUPÉ – STANDARD GRILLE COMBINATIONS

Outer part of the seats, Lower dashboard, Tunnel	Seats (squab and backrest), Central part of the dashboard, Upper door panels	Piping Colour	Upper Dashboard, Rear Shelf, A/B/C-Pillars	Lower Doors Panel	Steering Wheel	Cloth Headliner	Carpet	Central Console, Door Moldings, Central Holders, Ashtray, Info Centre, Door-Handle Moldings
								
NERO	NERO BORDEAUX GRIGIO CHIARO AVORIO	GRIGIO MEDIO BORDEAUX BORDEAUX GRIGIO CHIARO AVORIO	NERO NERO NERO NERO NERO	NERO NERO NERO NERO	NERO NERO NERO NERO	GRIGIO GRIGIO GRIGIO GRIGIO BEIGE	GRIGIO FUMO RUBINO NERO NERO NERO	GRIGIO ALLUMINIO ALLUMINIO BORDEAUX
GRIGIO MEDIO	GRIGIO MEDIO GRIGIO MEDIO	NERO BORDEAUX	NERO NERO	NERO NERO	NERO NERO	GRIGIO GRIGIO	GRIGIO FUMO RUBINO	BORDEAUX BORDEAUX
GRIGIO CHIARO	GRIGIO CHIARO	NERO	GRIGIO MEDIO	GRIGIO MEDIO	NERO	GRIGIO	NERO	BORDEAUX
BLU MEDIO	BLU MEDIO GRIGIO CHIARO	GRIGIO MEDIO GRIGIO CHIARO	GRIGIO MEDIO BLU MEDIO	GRIGIO MEDIO BLU MEDIO	NERO NERO	GRIGIO GRIGIO	BLU BLU	ALLUMINIO GRIGIO
BLU NAVY	BLU NAVY BEIGE GRIGIO CHIARO	GRIGIO MEDIO BEIGE GRIGIO CHIARO	BLU NAVY BLU NAVY BLU NAVY	BLU NAVY BLU NAVY BLU NAVY	NERO NERO NERO	GRIGIO BEIGE GRIGIO	GRIGIO FUMO BLU BLU	GRIGIO ALLUMINIO ALLUMINIO
BORDEAUX	BORDEAUX GRIGIO CHIARO AVORIO	NERO GRIGIO CHIARO AVORIO	NERO BORDEAUX BORDEAUX	NERO BORDEAUX BORDEAUX	NERO NERO NERO	GRIGIO GRIGIO GRIGIO	NERO NERO NERO	GRIGIO ALLUMINIO BORDEAUX
AVORIO	AVORIO	BEIGE	NERO	NERO	NERO	BEIGE	NERO	BORDEAUX
BEIGE	BEIGE BEIGE	CUOIO SELLA BLU MEDIO	NERO NERO	NERO NERO	NERO NERO	BEIGE BEIGE	BIONDO BLU	BORDEAUX BORDEAUX
CUOIO	CUOIO	BEIGE	NERO	NERO	NERO	BEIGE	BIONDO	BORDEAUX
CUOIO SELLA	CUOIO SELLA AVORIO	NERO AVORIO	NERO CUOIO SELLA	NERO CUOIO SELLA	NERO NERO	BEIGE BEIGE	NERO BIONDO	BORDEAUX BORDEAUX








* Alluminium "TRIM" is composed by: door moldings, central console and paddle-shift frontal area; the other elements are in black colour.
N.B. The colour combinations written in beige referring to dual-color interiors.



STANDARD CONFIGURATION

 COLOURED LEATHER	 BLACK LEATHER
 COLOURED LEATHER	 COLOURED LEATHER
 CARPET	 DETAIL IN COLOUR SELECTED BY CLIENT

PERSONALISATION ITEMS

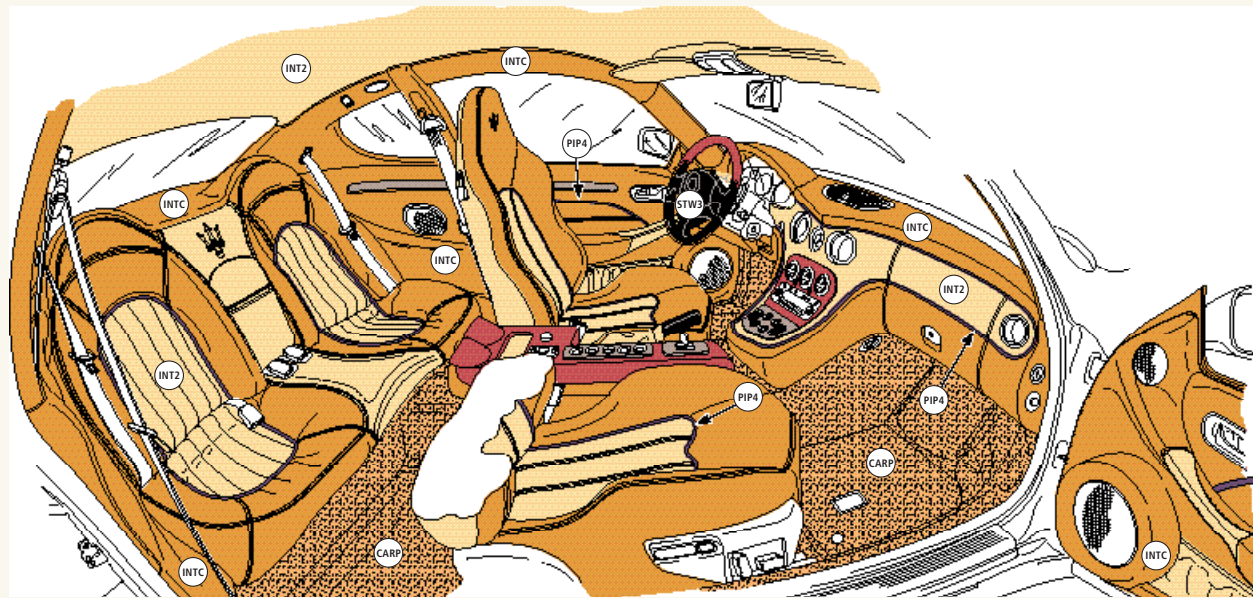
-  DSH1 COLOUR UPON REQUEST FOR UPPER DASHBOARD
-  PNL1 COLOUR UPON REQUEST FOR ROOF COVER
-  DRS1 COLOUR UPON REQUEST FOR LOWER DOOR PANELS
-  PIP1 COLOUR UPON REQUEST FOR PIPING
-  STW1 COLOUR UPON REQUEST FOR STEERING WHEEL
-  ROLL COLOUR UPON REQUEST FOR ROLL-BAR
-  DUAL COLOUR UPON REQUEST FOR CENTRAL SEAT SECTIONS,
UPPER DOOR PANELS, CENTRAL DASHBOARD AREA

MASERATI SPYDER – STANDARD GRILLE COMBINATIONS

Outer part of the seats, Lower dashboard, Tunnel	Seats (squab and backrest), Central part of the dashboard, Upper door panels	Piping	Upper Dasboard, A-Pillars, Sun Visors	Lower Doors Panel	Steering Wheel	Roll-Bar Front Covers	Capote Cover	Carpet	Central Console, Door Moldings, Central Holders, Ashtray, Info Centre, Door-Handle Moldings
	(DUAL)	(PIP1)	(DSH1)	(DRS1)	(STW1)	(ROLL)	(PNL1)	(CARP)	(TRIM)*
NERO	NERO NERO BORDEAUX GRIGIO CHIARO AVORIO	GRIGIO MEDIO BORDEAUX BORDEAUX GRIGIO CHIARO AVORIO	NERO NERO NERO NERO NERO	NERO NERO NERO NERO NERO	NERO NERO NERO NERO NERO	NERO NERO BORDEAUX GRIGIO CHIARO AVORIO	NERO NERO NERO NERO NERO	GRIGIO FUMO RUBINO NERO NERO NERO	GRIGIO ALLUMINIO ALLUMINIO ALLUMINIO BORDEAUX
GRIGIO MEDIO	GRIGIO MEDIO GRIGIO MEDIO	NERO BORDEAUX	NERO NERO	NERO NERO	NERO NERO	NERO NERO	NERO NERO	GRIGIO FUMO RUBINO	BORDEAUX BORDEAUX
GRIGIO CHIARO	GRIGIO CHIARO	NERO	GRIGIO MEDIO	GRIGIO MEDIO	NERO	NERO	NERO	NERO	BORDEAUX
BLU MEDIO	BLU MEDIO GRIGIO CHIARO	GRIGIO MEDIO GRIGIO CHIARO	GRIGIO MEDIO BLU MEDIO	GRIGIO MEDIO BLU MEDIO	NERO NERO	NERO GRIGIO CHIARO	NERO BLU MEDIO	BLU BLU	ALLUMINIO GRIGIO
BLU NAVY	BLU NAVY BEIGE GRIGIO CHIARO	GRIGIO MEDIO BEIGE GRIGIO CHIARO	BLU NAVY BLU NAVY BLU NAVY	BLU NAVY BLU NAVY BLU NAVY	NERO NERO NERO	NERO BEIGE GRIGIO CHIARO	NERO BLU NAVY BLU NAVY	GRIGIO FUMO BLU BLU	GRIGIO ALLUMINIO ALLUMINIO
BORDEAUX	BORDEAUX GRIGIO CHIARO AVORIO	NERO GRIGIO CHIARO AVORIO	NERO BORDEAUX BORDEAUX	NERO BORDEAUX BORDEAUX	NERO NERO NERO	NERO GRIGIO CHIARO AVORIO	NERO BORDEAUX BORDEAUX	NERO NERO NERO	GRIGIO ALLUMINIO BORDEAUX
AVORIO	AVORIO	BEIGE	NERO	NERO	NERO	NERO	NERO	NERO	BORDEAUX
BEIGE	BEIGE BEIGE	CUOIO SELLA BLU MEDIO	NERO NERO	NERO NERO	NERO NERO	NERO NERO	NERO NERO	BIONDO BLU	BORDEAUX BORDEAUX
CUOIO	CUOIO	BEIGE	NERO	NERO	NERO	NERO	NERO	BIONDO	BORDEAUX
CUOIO SELLA	CUOIO SELLA AVORIO	NERO AVORIO	NERO CUOIO SELLA	NERO CUOIO SELLA	NERO NERO	NERO AVORIO	NERO CUOIO SELLA	NERO BIONDO	BORDEAUX BORDEAUX

* Aluminium "TRIM" is composed by: door moldings, central console and paddle-shift frontal area; the other elements are in black colour.

N.B. The colour combinations written in beige referring to dual-color interiors.



STANDARD CONFIGURATION

- NERO LEATHER
- HIGH-TECH FABRIC
- LEATHER PIPING MATCHING EXTERIOR COLOUR
- COLOURED LEATHER
- CARBON FIBRE DETAILS
- TITANIUM COLOURED DETAILS

PERSONALISATION ITEMS

- CARP COLOUR UPON REQUEST FOR CARPET
- INTC COLOUR UPON REQUEST FOR LEATHER TRIMMED AREAS
- INT2 COLOUR UPON REQUEST FOR FABRIC TRIMMED AREAS
- STW3 COLOUR UPON REQUEST FOR STEERING WHEEL
- PIP4 COLOUR UPON REQUEST FOR PIPING

MASERATI GRANSPORT – STANDARD GRILLE COMBINATIONS

Body Color	Leather Upholstery	Technical Cloth	Piping Colour	Steering Wheel Leather Upholstery	Carpet	Central Console, Door Moldings, Central Tunnel Details
	INTC	INT2	PIP4	STW3	CARP	
GIALLO GRANTURISMO	NERO NERO GRIGIO MEDIO	GRIGIO NICKEL NERO COMPETIZIONE GRIGIO NICKEL	GIALLO GIALLO GIALLO	NERO NERO NERO	NERO NERO NERO	GRIGIO TITANIO GRIGIO TITANIO GRIGIO TITANIO
ROSSO MONDIALE	NERO GRIGIO MEDIO	NERO COMPETIZIONE GRIGIO NICKEL	ROSSO ROSSO	NERO NERO	NERO NERO	GRIGIO TITANIO GRIGIO TITANIO
NERO CARBONIO	GRIGIO MEDIO BORDEAUX NERO	GRIGIO NICKEL GRIGIO NICKEL NERO COMPETIZIONE	NERO NERO NERO	NERO NERO NERO	NERO NERO NERO	GRIGIO TITANIO GRIGIO TITANIO GRIGIO TITANIO
BLU MEDITERRANEO	BLU NAVY GRIGIO MEDIO	GRIGIO NICKEL GRIGIO NICKEL	BLU MEDIO BLU MEDIO	NERO NERO	BLU NERO	GRIGIO TITANIO GRIGIO TITANIO
GRIGIO TOURING	BLU NAVY NERO	BLU METAL NERO COMPETIZIONE	GRIGIO MEDIO GRIGIO MEDIO	NERO NERO	BLU NERO	GRIGIO TITANIO GRIGIO TITANIO
BIANCO FUJI*	BLU MEDIO	BLU METAL	BIANCO	NERO	BLU	GRIGIO TITANIO

* Body color upon request (MODIS code "PNT2").

Technical characteristics

Two-door Coupé body, four seats, longitudinal front-mounted engine, rear-wheel drive.

CHASSIS

Stress-bearing steel chassis incorporating supplementary tubular structures in front section.

SUSPENSION

FRONT: double wishbones with forged aluminium hub carriers and struts; standard steel dampers with single setting; optional Skyhook system – aluminium gas dampers with continuously variable damping and acceleration sensors on each wheel; coaxial coil springs.

REAR: double wishbones with forged aluminium hub-carriers, supplementary strut for toe-in control; standard steel dampers with single setting; optional Skyhook system – aluminium gas dampers with continuously variable damping and acceleration sensors on each wheel; coaxial coil springs.

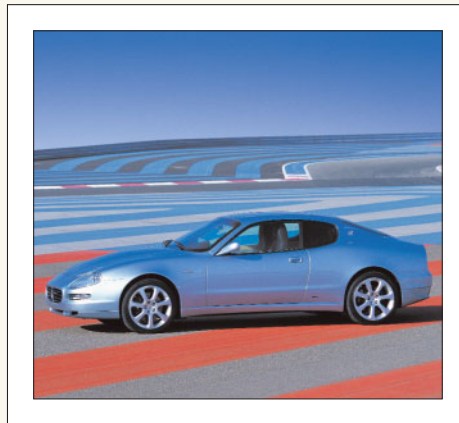
WHEELS AND TYRES

Standard light alloy 7-spoke wheels: front 18 x 8J rims fitted with 235/40 ZR 18 tyres, rear 18 x 9.5J rims fitted with 265/35 ZR 18 tyres.

BRAKES

Brembo system with cross-drilled ventilated discs all round.

Front: 330 mm x 32 mm, Rear: 310 mm x 28 mm; light alloy callipers using four pistons with differentiated diameter: 46–38 mm at the front with ceramic insulating bearings; 34–30 mm at the rear. Ferodo HP1000 friction pads. Anti-lock system: Bosch 4 channel 5.7 ABS. Electronic brake force distribution (*EBD*).

**TRANSMISSION**

Transaxle layout with rear-mounted longitudinal Maserati gearbox, rigidly coupled to the engine via a torque tube. Six-speed mechanical transmission with lever control, triple cone synchronisers on 1st and 2nd, and double cone on 3rd, 4th, 5th and 6th.

Electronically actuated Cambiocorsa unit available as an option, controlled by electrohydraulic paddles controls positioned behind the steering wheel. There is no clutch pedal. Normal, Sport, Low Grip and Auto functions controlled with buttons on the central tunnel. Gear ratios: 1st 3.286, 2nd 2.158, 3rd 1.609, 4th 1.269, 5th 1.034, 6th 0.848, Reverse 2.733.

Asymmetrical self-locking differential (25% in traction, 45% in release) incorporated in the gearbox with hypoid bevel gear pair, final drive 3.73 (11/41). Twin plate 215 mm diameter (8.46 in) dry clutch with torsional flexible coupling and hydraulic operation. 20 mm diameter (0.86 in) steel propeller shaft supported elastically on four bearings within a rigid torque tube linking the engine and transaxle.

Maserati Stability Programme (*MSP*) stability control with Bosch ASR, MSR and ABS.

ENGINE

Eight cylinders in 90° V, cylinder case and heads in refined aluminium and silicon alloy; crankshaft in refined steel, balanced separately and supported on five main bearings. Timing gear with two chain-driven overhead camshafts per bank; four valves per cylinder driven by bucket type hydraulic tappets. Dry sump lubrication system with oil and coolant pumps housed in a single external unit. Bosch ME 7.3.2 combined ignition/injection control, "Drive-by-Wire" throttle with electronic control.



MASERATI TIPO 60 BIRDCAGE - 1959

ENGINE

Weight:	184 kg
Capacity:	4244 cm ³
Bore:	92 mm
Stroke:	79.8 mm
Compression ratio :	11.1:1
Max. power delivery	287 kW (390 CV)* @ 7000 rpm
Peak torque :	452 Nm (333 lbf) @ 4500 rpm
Max. permissible revs:	7600 rpm
Cooling circuit capacity :	11.5 l
Lubricating circuit capacity :	8.3 l

* For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp.

DIMENSIONS AND WEIGHTS

Length:	4523 mm
Width:	1822 mm
Height:	1305 mm
Wheelbase:	2660 mm
Front track:	1525 mm
Rear track:	1538 mm

Front overhang:	963 mm
Rear overhang:	900 mm
Turning circle :	12 m
Luggage compartment:	315 l
Petrol tank capacity:	88 l
Weight empty:	1570 kg (Cambiocorsa 1580 kg)*
Kerb weight :	1670 kg (Cambiocorsa 1680 kg)*
Maximum permissible weight :	2060 kg*

* *European Market Version*

PERFORMANCE

Top speed mph (km/h):	177 (285) @ 7550 rpm
Speed at max. revs mph (km/h):	in 1 st 44 (72)
	in 2 nd 68 (110)
	in 3 rd 91 (147)
	in 4 th 116 (187)
	in 5 th 142 (230)
	in 6 th 177 (285)
	in reverse 55 (89)
Acceleration 0-62 mph (0-100 km/h):	4.9 s
Acceleration from 0 to 400 m:	13 s
Acceleration from 0 to 1000 m:	23.5 s
Fuel consumption (combined cycle):	18.6 l/100 km
CO ₂ emissions (combined cycle):	434.7 g/km

7

MASERATI SPYDER

Technical characteristics

Two door, two-seater convertible with electro-hydraulic roof operation. Longitudinal front mounted engine, rear wheel drive.

CHASSIS

Steel monocoque construction with supplementary integrated tubular structure in front section.

SUSPENSION

FRONT: double wishbones with forged aluminium hub carriers and struts; pre-set steel dampers with single setting, optional Skyhook system – aluminium gas dampers with continuously variable damping and acceleration sensors on each wheel, coaxial coil springs.

REAR: double wishbones with forged aluminium hub carriers, supplementary strut for toe-in control; standard steel dampers with single setting, optional Skyhook system – aluminium gas dampers with continuously variable damping and acceleration sensors on each wheel, coaxial coil springs.

WHEELS AND TYRES

Standard light alloy 7-spoke wheels: front 18 x 8J rims fitted with 235/40 ZR 18 tyres, rear 18 x 9.5J rims fitted with 265/35 ZR 18 tyres.

BRAKES

Brembo system with cross-drilled ventilated discs all round. Front: 330 x 32 mm, rear: 310 x 28 mm; light alloy callipers using four pistons with differentiated diameter: 46-38 mm at the front with ceramic insulating bearings; 34-30 mm at the rear. Ferodo HP1000 friction pads. Anti-lock system: Bosch four-channel 5.7 ABS. Electronic brakeforce distribution (EBD).



TRANSMISSION

Transaxle layout with rear-mounted longitudinal Maserati gearbox, rigidly coupled to the engine via a torque tube. Six-speed mechanical transmission with lever control, triple cone synchronisers on 1st and 2nd, and double cone on 3rd, 4th, 5th and 6th.

Electronically actuated Cambiocorsa unit available as an option, controlled by electrohydraulic paddles controls positioned behind the steering wheel. There is no clutch

pedal. Normal, Sport, Low Grip and Auto functions controlled with buttons on the central tunnel. Gear ratios: 1st 3.286, 2nd 2.158, 3rd 1.609, 4th 1.269, 5th 1.034, 6th 0.848, Reverse 2.733.

Asymmetrical self-locking differential (25% in traction, 45% in release) incorporated in the gearbox with hypoid bevel gear pair, final drive 3.73 (11/41). Twin plate 215 mm diameter (8.46 in) dry clutch with torsional flexible coupling and hydraulic operation. 20 mm diameter (0.86 in) steel propeller shaft supported elastically on four bearings within a rigid torque tube linking the engine and transaxle.

Maserati Stability Programme (MSP) stability control with Bosch ASR, MSR and ABS.

ENGINE

Eight cylinders in 90° V8, crankcase and cylinder heads in hardened aluminium silicone alloy; crankshaft in refined steel, balanced separately and supported on five main bearings. Timing gear with two chain-driven overhead camshafts per bank; four valves per cylinder driven by bucket type hydraulic tappets. Dry sump lubrication system with oil and coolant pumps housed in a single external unit. Bosch ME7.3.2 combined ignition/injection control, "Drive-by-Wire" throttle with electronic control.



MASERATI TIPO 61 BIRDCAGE - 1960

ENGINE

Weight:	184 kg
Displacement:	4244 cm ³
Bore:	92 mm
Stroke:	79.8 mm
Compression ratio:	11.1:1
Maximum power delivery:	287 kW (390 CV*) @ 7000 rpm
Peak torque:	452 Nm (333 lbf) @ 4500 rpm
Max. permissible revs:	7600 rpm
Cooling circuit capacity:	11.5 l
Lubricating circuit capacity:	8.3 l

* For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp.

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 luggage compartment capacity:	300 l
Fuel tank capacity:	88 l
Weight empty:	1620 kg (Cambiocorsa 1630 kg)*
Kerb weight:	1720 kg (Cambiocorsa 1730 kg)*
Maximum permissible weight:	1980 kg*

* *European Market Version*

PERFORMANCE

Top speed mph (km/h):	175 (283) @ 7500 rpm
Speed at max. revs mph (km/h):	in 1 st 44 (72)
	in 2 nd 68 (110)
	in 3 rd 91 (147)
	in 4 th 116 (187)
	in 5 th 142 (230)
	in 6 th 177 (285)
	in reverse 55 (89)
Acceleration 0-62 mph (0-100 km/h):	5.0 s
Acceleration from 0 to 400 m:	13.3 s
Acceleration from 0 to 1000 m:	23.9 s
Fuel consumption (combined cycle):	18.6 l/100 km
CO ₂ emissions (combined cycle):	434.7 g/km

7

MASERATI GRANSPORT

Technical characteristics

BODYWORK

A stress-bearing steel monocoque with both the external panels and box-section superstructure are galvanised-coated on both sides, two-door coupé, four seater, longitudinal front engine, rear wheel drive.

CHASSIS

Chassis made from high resistance galvanised steel with a rear tubular sub-chassis to support the suspension and gearbox, and a front tubular sub-chassis to support the suspension and engine.

SUSPENSION

FRONT: double wishbones with arms and hubs in forged aluminium; progressive rate steel dampers or optional continuously variable aluminium gas dampers with adaptive damping and acceleration sensors on each wheel (*Skyhook system*), co-axial coils and springs.

REAR: double wishbones with arms and hubs in forged aluminium, additional radius arm to control toe-in; progressive rate steel dampers or optional continuously variable aluminium gas dampers with adaptive damping and acceleration sensors on each wheel (*Skyhook system*), co-axial coils and springs.

WHEELS AND TYRES

19" Trofeo-design alloy wheels; front 8J x 19, rear 9.5J x 19
Tyres, front 235/35 ZR19, rear 265/30 ZR19.

BRAKES

Brembo braking system with four cross-drilled ventilating discs. Front 330 mm x 32 mm, rear 310 mm x 28 mm; alloy four-pot callipers with differentiated diameter: front 46 mm -

38 mm with ceramic insulating seals; rear 34-30 mm. Brake pads: Ferodo HP1000. Bosch 5.7 four-channel anti-lock braking system. Electronically controlled braking corrector (*EBD*).

TRANSMISSION

Transaxle architecture with longitudinal Maserati gearbox rigidly connected to the engine. Mechanical six-speed Cambiocorsa transmission with electro-hydraulic operation and

electronic management operated by paddles behind the steering wheel, triple cone synchronisers 1st and 2nd, and double cone on 3rd, 4th, 5th and 6th.

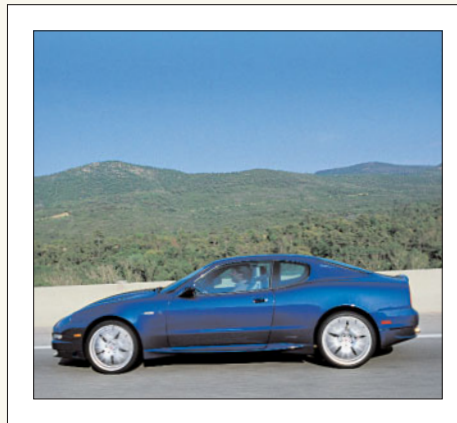
Gear shift ratios: 1st 3.286; 2nd 2.158; 3rd 1.609; 4th 1.269; 5th 1.034; 6th 0.816; Reverse 2.733. Asymmetrical limited-slip differential (25% under acceleration, 45% on lift-off), hypoid bevel gear pair, final drive 3.73 (11/41). Dry twin-plate clutch, diameter 215 mm (8.46 in) with flexible couplings and hydraulic control.

Steel 20 mm (0.86 in) driveshaft flexibly supported on four bearings in an engine-gearbox connection pipe.

Maserati Stability Programme (*MSP*) stability control with Bosch ASR, MSR and ABS.

ENGINE

90° V8, crankcase and cylinder heads in hardened aluminium silicon alloy. Crankshaft in refined forged steel, balanced individually on five main bearings. Chain-driven twin overhead camshafts per cylinder bank command four valves per cylinder with hydraulic tappets. Dry sump lubrication in unit with cooling pump. Bosch integrated ignition-injection system, electronic "Drive-by-Wire" acceleration control.





MASERATI TIPO 63 - 1961

ENGINE

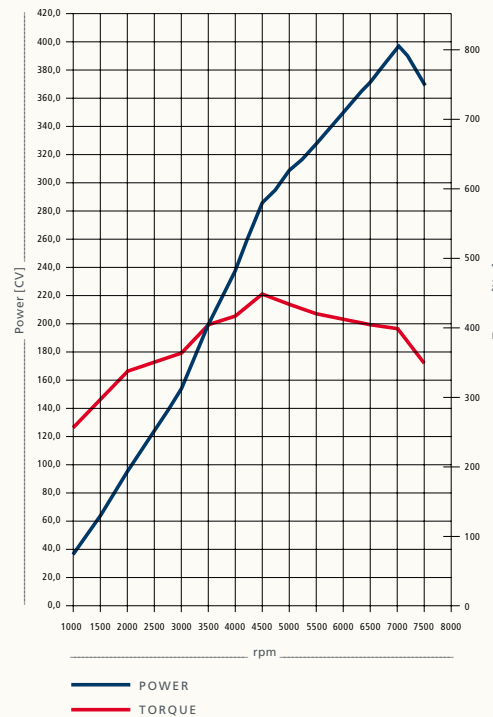
Weight:	184 kg
Displacement:	4244 cm ³
Bore:	92 mm
Stroke:	79.8 mm
Compression ratio:	11.1:1
Max. power output:	295 kW (400 CV)*
Engine speed at max. power output:	7000 rpm
Peak torque:	452 Nm (46 kgm)
Engine speed at peak torque:	4500 rpm
Max. permitted engine speed:	7600 rpm
Cooling circuit capacity:	11.5 l
Lubrication circuit capacity:	10.5 l

* For reasons of homogeneity, engine power is expressed in kW, in accordance with the International System of Units (SI), and CV (cavalli = horse power). The brake horse power (bhp) can be calculated as follows: 1 kW = 1.34 bhp.

DIMENSIONS AND WEIGHTS

Length:	4523 mm
Width:	1822 mm
Height:	1295 mm
Wheelbase:	2660 mm
Front track:	1525 mm

POWER-TORQUE CURVES MASERATI GRANSPORT



Rear track:	1538 mm
Front overhang:	963 mm
Rear overhang:	900 mm
Turning circle:	12 m
Boot capacity:	315 l
Fuel tank capacity:	88 l
Dry weight:	1580 kg *
Kerb weight:	1680 kg *
Maximum technically permitted:	2060 kg *

* European Market Version

PERFORMANCE

Top speed mph (km/h):	180 (290) @ 7550 rpm
Speed at max. revs mph (km/h):	in 1 st 44 (72)
	in 2 nd 68 (110)
	in 3 rd 91 (147)
	in 4 th 116 (187)
	in 5 th 142 (230)
	in 6 th 180 (290)
	in reverse 55 (89)
Acceleration 0-62 mph (0-100 km/h):	4.8 s
Acceleration 0-124 mph (0-200 km/h):	17.4 s
Acceleration from 0 to 400 m:	12.8 s
Acceleration from 0 to 1000 m:	23 s
Fuel consumption (combined cycle):	18.6 l/100 km
CO ₂ emissions (combined cycle):	434.7 g/km





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