



MASERATI

SPYDER







THE EXCLUSIVITY ENDOWED BY A MARQUE IS NOT MERELY A FUNCTION OF THE NUMBER OF CARS IT BUILDS OR THEIR COST, BUT ALSO OF THE DESIGN AND STYLING CHOICES THAT MAKE IT STAND OUT FROM THE CROWD AND BECOME ABSORBED INTO ITS DNA. TO COLLECTORS, HISTORIANS AND ENTHUSIASTS, THIS NEEDS NO EXPLANATION WHEN

IT COMES TO MASERATI: THE MARQUE'S CLASSIC GRAND TOURERS, ITS QUATTROPORTES, AND, OF COURSE, ITS LEGENDARY CONVERTIBLES ALL SPEAK FOR THEMSELVES.

SEVEN DIFFERENT MODELS OF SPIDER HAVE BEEN CREATED AT MASERATI'S TRADITIONAL HEADQUARTERS AT VIALE CIRO MENOTTI IN



MODENA IN THE COURSE OF THE COMPANY'S
75 YEAR HISTORY. THAT IS NOT EVEN 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, HIGHLY PERSONAL
STYLE. THIS SPYDER IS AVAILABLE IN BOTH GT AND
CAMBIOCORSA VERSIONS, BECAUSE, AS IS CLEAR AT
A GLANCE, THE RACE TRACK IS STILL AS MUCH
A PART OF MASERATI'S DNA AS THE ROAD.







The Spyder is a Maserati which blends the pure style of an Italian sports convertible with the world's most advanced technology. A car that artfully combines in the classic timelessness of its glamorous lines, the unique Modena tradition and the most sophisticated sportscar technology available today. The new Spyder Evolution '03 is all of this and much more besides, offering an even sportier driving experience and even more elegance and sophistication in its luxurious interior.

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. It has been completely refurbished to make it the world's most advanced small volume car production plant, the factory is dedicated to the specialist manufacture of hand-crafted vehicles which demand high technology and a culture of traditional workmanship.

The Spyder continues 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.







At the heart of the Spyder'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.

The Spyder's body shares the distinctive sleek aggressiveness of the Coupé, yet even at first glance, it differs from it too – its wheelbase is 220 mm shorter.

The Evolution '03 is instantly recognisable thanks to the new V8 logo (indicating the number of cylinders and their layout) taking pride of place alongside the indicators.

The sporty elegance of the profile remains unchanged, however. With the soft top down, the two roll bars behind the seats emphasise the adrenaline-fuelled look of a sports convertible – with the hood up, it has the look of a compact coupé, with an attractive 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. An exceptional selection of colours is available for the Spyder, allowing owners to combine 16 paint finishes with 10 interior leather trim colours and four soft top colours (black, blue, burgundy and beige).

The bodywork design 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 was designed to comply with the latest EC and USA standards for front and side crash tests, and assures maximum safety even if the car flips over.

The Spyder's body boasts unequalled torsional stiffness for an open top car (1.050 kgm/°), and this has been improved upon still further in the new Evolution '03 to combine even greater drop-top driving pleasure with the kind of precision handling of a true thoroughbred sports car. The safety package is completed by four airbags (front and side) as well as seat belt pre-tensioners and a safety inertia switch which cuts off fuel supply in the event of an impact.



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The Maserati Spyder interior affords superlative comfort in every dimension. The finest leather and other luxury materials are used for the upholstery, complemented by the hand-crafted look of the trim. The overall feel is of a successful marriage of traditional workmanship with the precision techniques demanded by today's quality standards.

The Evolution '03 offers an even more sumptuous interior, further highlighting the immense onboard comfort that has always characterised Maserati's cars.

New touches include carpets with an even richer pile as well as new interior elements offered in dark Bordeaux or grey which can be combined with the colour chosen for the leather.

The Spyder's specially designed seats 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 facing the driver, the Spyder 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 hi-fi system with single CD player as standard, the on-board computer, and the climate control system.

The Info Centre can also include (as optional extras) a GPS satellite navigation system, a GSM telephone module and a five-disc remote CD changer stowed in the boot.

Special care was also taken to include functional storage compartments in the interior, particularly in the new door panels which have differently-sized side pockets for greater

capacity and practicality. The Spyder also boasts a practical lockable compartment between the roll-bars at the rear of the cockpit, as well as a boot with a maximum capacity of 300 litres – which is large enough to take two golf bags.

This can be further optimised by a set of fitted luggage available as a personalisation option.

Discerning Spyder clients can fully personalise their chosen car through the bespoke services of the OFFICINE ALFIERI MASERATI programme.

In addition to a choice of 16 body paints, 10 shades of leather upholstery, five colours for the floor mats and four for the soft top, the programme also offers the possibility of personalising the colours of many other interior elements (dashboard, door panels, top cover, roll bars, steering wheel).

The customer may even specify the colour of the stitching and the dashboard lining strip.

Roof operation is fully automatic, with seamlessly smooth electro-hydraulic activation controlled by a button on the central tunnel.

When folded back, it tucks away neatly into a closed compartment (separated from the boot) at the rear of the occupants. When raised, however, the soft top's three-layer covering and reinforced structure perfectly insulates the driver and passenger compartment from the outside world.

Added to this is an even more aerodynamic exterior design offering improved soundproofing at higher speeds, plus a new glass heated rear window for optimal visibility in all driving conditions as well as greater resistance to atmospheric pollution.









Without a doubt, however, it is the Spyder's technology that sets it well and truly apart.

Its most stunning features include a new 4.2-litre V8 engine design in lightweight alloy, a Transaxle transmission layout, the Cambiocorsa F1-style paddle shift, special Skyhook suspension, Brembo brakes with larger diameter discs, and integrated electronic functions for engine, gearbox, traction and braking control, via CAN line technology.

In the Evolution '03, Maserati has managed to further up the technological ante by developing an advanced stability control system in collaboration with Bosch.

The MASERATI STABILITY PROGRAMME (MSP) boasts two modes of intervention and is fitted as standard.

MSP integrates the ABS, ASR, MSR and EBD functions by acting on the brakes and engine to help the driver control the vehicle even in the most extreme conditions.

The MSP uses several on board sensors: in the wheels, in the steering to detect the steering angle and a yawl sensor which can detect the differences from the ideal trajectory.

The double MSP settings are unique to Maserati too and have the aim of allowing the driver to choose the level of intervention by the system, in line with possible and desirable driving conditions.





The Spyder's light compact normally aspirated 4.2 litre 90 degree V8 engine boasts a sophisticated all-alloy 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 7,000 rpm with an exceptionally high maximum torque of 451 Nm (333 lb ft) at 4,500 rpm, assuring great flexibility of use.

The Spyder 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.

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 62 mph in 5.0 heart stopping seconds. That means it covers its first 1,000 metres in just 23.9 seconds.



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 top class performance and road holding in all conditions.

As an alternative to the six-speed manual transmission, the Spyder is also available with the F1-style Cambiocorsa gearbox with hydraulic operation and electronic management operated by rocker levers behind the steering wheel, so that no clutch pedal is needed. The system allows the driver to choose between four different gear 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 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.

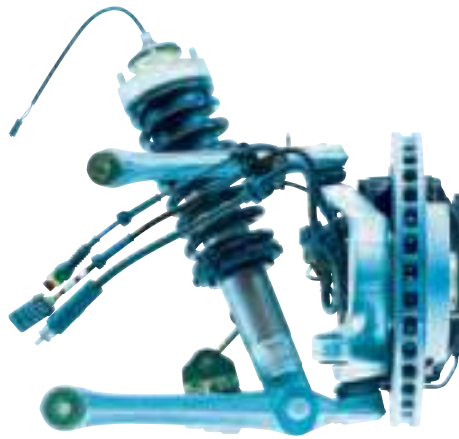
The driver is still able to choose between Normal or Sport mode and to rapidly revert to manual thanks to the F1-style paddles.

Low grip, it guarantees smooth starting and gear changes on snow and ice. For difficult uphill starts, there is also a specific setting that offers greater power in first and reverse gears.

The Cambiocorsa transmission provides a wide range of driving enjoyment, from extreme sports performance and rapid response, to smoothness and complete safety in Auto mode. In all instances, you can drive secure in the knowledge that your hands need never leave the steering wheel.







Double wishbones all round, in light alloy, offer 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.

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

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 this information to a central unit. By analysing these data, the control unit determines the road and vehicle running conditions and instantaneously adjusts each damper accordingly.

This solution is 10 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 car’s dynamic handling: supple to benefit ride comfort in the Normal setting or firmer for stable handling in the Sport setting.

The Evolution ’03 also enjoys even more refined dynamic characteristics which give the Spyder even sportier handling on the road. New calibration of the Skyhook system linked to the dampers, springs and torsion bar (also recalibrated) – push the car flatter on the road. More direct, precise steering, and new tyres with improved lateral grip, make the driving experience even more accurate and fun.



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

Steering, brakes and integrated electronic management of suspension, gearbox, and stability control achieve the two-fold result of a perfect balance between ride comfort and sporting

dynamics, allowing the driver to switch between different ride settings as desired.

A dashboard – mounted button overrides the stability control (although the ABS remains active), while if the car has the Cambiocorsa or the Skyhook system installed, a second button means that the driver can choose between two different operating modes: Normal or Sport.







Normal mode prioritises safety and control, while Sport mode permits greater use of performance, intervening at higher thresholds to enhance stability, without diminishing driving pleasure.

In simple terms, the system monitors the vehicle's reactions, thus allowing the driver to know when he or she is pushing the tyres to the limits of their grip.

Handling safety receives a vital final flourish from the Brembo braking system with light alloy four-piston callipers all round and cross-drilled large diameter ventilated discs (front 330 x 32 mm, rear 310 x 28 mm).

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 offers its clients a vast array of services and other driving experience initiatives, including:

FINANCIAL AND INSURANCE SERVICES

Maserati can assist you in the purchase and use of your car, courtesy of the Maserati Customer Services finance and insurance packages. These services are designed to meet the needs of each individual client with specific products tailor-made to facilitate buying and using your Maserati.

THE MASERATI CONTACT CENTRE

This offers a wide range of continually updated information to both existing and potential Maserati customers, and can also be used to contact the Maserati Sales Network.

ROADSIDE ASSISTANCE

A 24-hour service provided by calling a special toll-free number.

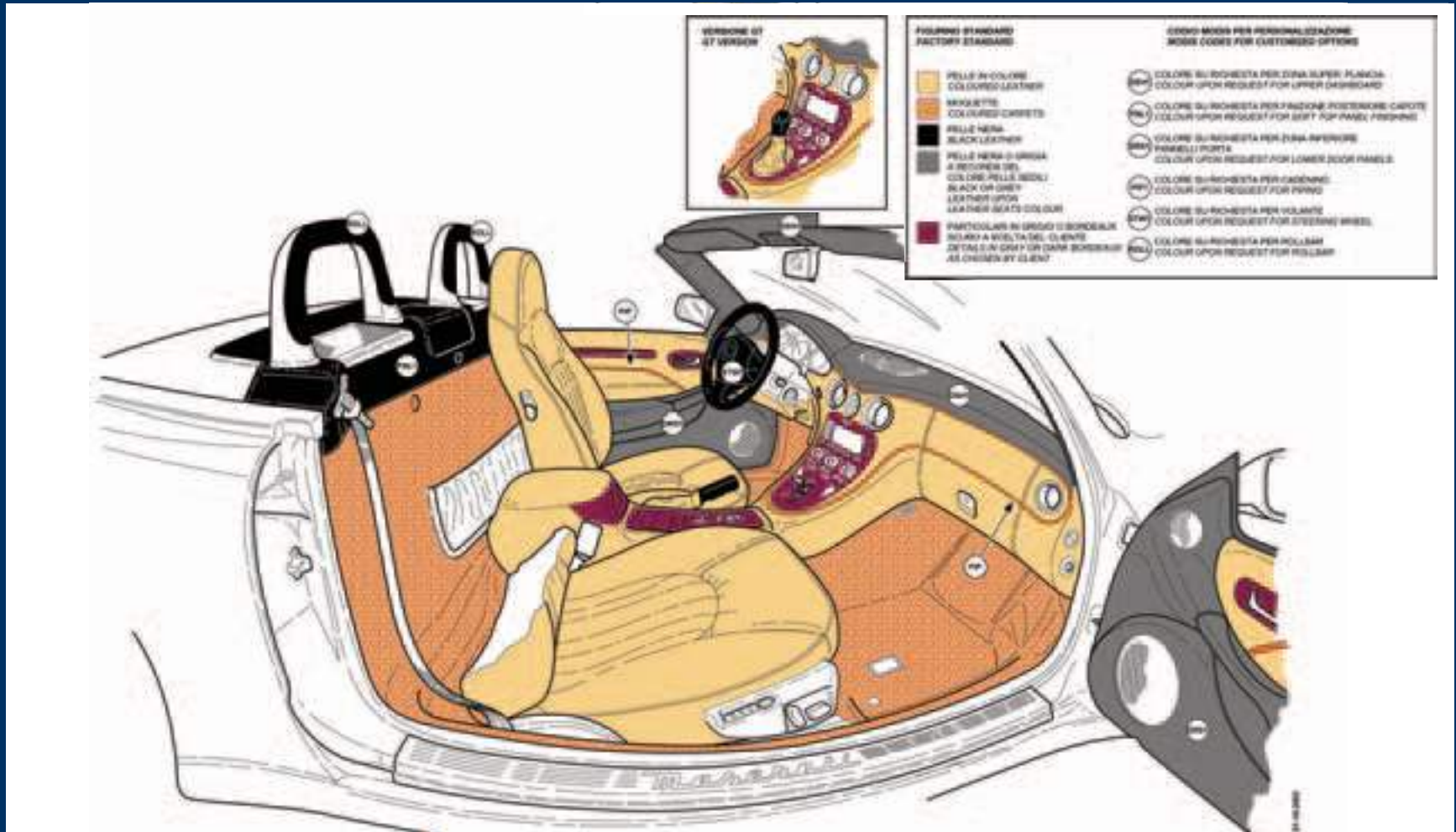
THE MASERATI MASTER GT DRIVING COURSES

These are organised by Maserati especially for owners who want to improve their sports car skills.

The one and two-day courses take place at the Varano de' Melegari Circuit near Parma, Italy and are taught by highly professional drivers in an equally professional technical setting.

Further information about these services and others currently being developed is available at your nearest Maserati dealership or you could log on to our website at: www.maserati.com.





Courtesy of the OFFICINE ALFIERI MASERATI personalisation programme, customers can create their own customised Spyder, by choosing the colours, finish, and features that best reflect their own particular style and needs, as well as the use of their Maserati.

The custom vehicle configurations offered by the Officine Alfieri Maserati programme are grouped into five categories: colour schemes; interior trims; travel and sports dynamics; and after-market components. 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 three 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, hand-crafted flavour that is reminiscent of the past.

Other personalisation options include:

- Interior trim in briarwood or carbon fibre, engraving of a customer's signature or logo on the doorsills; 7-spoke sports wheels; a set of fitted luggage for the boot compartment; folding wind deflector equipped with storage case and special boot compartment; handy fire extinguisher in the cockpit.
- Also available is the "Auditorium 200" hi-fi system with six speakers and a 200 Watts RMS (400 Watt musical) amplifier.







V8

TECHNICAL CHARACTERISTICS

Two door, two-seater convertible with electro-hydraulic roof operation. Longitudinal front mounted engine, rear wheel drive, and Cd of 0.36.

Chassis

Stress-bearing 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 springs.

Wheels: 15-spoke light alloy; front 18 inch x 8J; rear 18 inch x 9J.

Tyres: front 235/40 Z 18, rear 265/35 Z 18.

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 5.3 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 manual transmission with lever control, triple cone synchronisers on 1st and 2nd, and double cone on 3rd, 4th, 5th and 6th.

ZF 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).

Gear ratios: 1st 3.286, 2nd 2.158, 3rd 1.609, 4th 1.269, 5th 1.034, 6th 0.848, Reverse 2.563

Twin plate 215 mm diameter dry clutch with torsional flexible coupling and hydraulic operation.

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.

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 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.

Weight:	184 kg (406 lb)
Displacement:	4,244 cm ³
Bore:	92 mm
Stroke:	80 mm
Compression ratio:	11.1:1
Maximum power delivery:	287 kW (390 bhp) at 7,000 rpm
Peak torque:	451 Nm (333 lb ft) at 4,500 rpm
Max. permissible revs:	7,600 rpm
Cooling circuit capacity:	11.5 l
Lubricating circuit capacity:	8.3 l

Weight and dimensions

Length:	4,303 mm
Width:	1,822 mm
Height:	1,305 mm
Wheelbase:	2,440 mm
Front track:	1,525 mm
Rear track:	1,538 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:	1,620 kg (<i>Cambiocorsa 1,630 kg</i>) 3,571 lb (<i>Cambiocorsa 3,593 lb</i>)
Kerb weight:	1,720 kg (<i>Cambiocorsa 1,730 kg</i>) 3,792 lb (<i>Cambiocorsa 3,814 lb</i>)
Maximum permissible weight:	1,980 kg (4,366 lb)

Performance

Top speed :	176 mph (283 km/h) at 7,550 rpm
Speed at max. revs:	in 1 st 44 mph (72 km/h), in 2 nd 68 mph (110 km/h), in 3 rd 91 mph (147 km/h), in 4 th 116 mph (187 km/h), in 5 th 142 mph (230 km/h), in 6 th 176 mph (284 km/h), in Reverse 57 mph (93 km/h).
Acceleration 0-62 mph (0-100 km/h):	5.0 s
Acceleration from 0 to 400 m:	13.3 s
Acceleration from 0 to 1,000 m:	23.9 s



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