



MASERATI

COUPÉ







MASERATI FIRST 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. BY THAT TIME, HOWEVER, THE COMPANY WAS ALREADY FAMOUS THE WORLD OVER FOR ITS RACING SUCCESSES,

INCLUDING TWO CONSECUTIVE VICTORIES IN THE INDIANAPOLIS 500. NONETHELESS, THIS PININFARINA-BODIED 1,500CC, IN-LINE SIX-CYLINDER ENGINE CAR WAS TO BE THE FIRST OF A SERIES OF MASERATI ON-ROAD GTs THAT OOZED A UNIQUE, EXCLUSIVE APPEAL. AN APPEAL BORN FROM



THE MARRIAGE OF ADVANCED, SOPHISTICATED  
ENGINEERING AND DELIGHTFUL, REFINED STYLING.  
MASERATI'S ON-ROAD GT HISTORY REACHED A NEW  
HIGH IN 1957 WHEN JUAN MANUEL FANGIO WON THE  
WORLD CHAMPIONSHIP IN THE EXTRAORDINARY  
250F, IN THE SAME YEAR THAT THE 3500 GT WAS

LAUNCHED. THIS WAS THE ROAD CAR WHOSE ENGINE  
AND CHASSIS WERE DERIVED FROM THE 250F AND  
THE EQUALLY SUCCESSFUL 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 CAMBIOCORSAS

The new Evolution '03 version of the Maserati Coupé brims with a host of new features designed to deliver an even sportier driving experience and an even higher standard of luxury.

Experience the design and take in the advanced technological features of the Coupé GT.

Experience more than just its Italian good looks. Experience a car that is capable of combining the very best that Maserati has

to offer in refined racing technology and yet presents it all in a classic, ageless style.

This is a car built around its engineering – and around its engine. But not just any engine. One that is built at the famous Viale Ciro Menotti plant in Modena – the most advanced plant of its kind in the world thanks to recent and extensive refurbishment.









## STYLING AND BODYWORK

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.

The harmony of the Coupé's volumes can be properly appreciated from inside the car. It cleverly incorporates space with style – the line of the stunning body was designed to allow two adults to sit comfortably in the rear seats without compromising the compact dimensions of this true sports car.

The Coupé's graceful bodywork reflects the same soft aggressiveness first expressed in the 3200 GT, particularly in the harmonious curve of the roof panel and the rear wings.

Again that heritage shines through – from the shape of the nose with its historical oval shield and trident on the grille, to the famous Maserati clock inside on the fascia.

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

For all its style and class, the Maserati Coupé leaves nothing to chance on safety. The car was designed to meet all advanced EU and USA standards for front and side crash tests, while four airbags (front and sides), seatbelt pre-tensioners and a safety inertia switch which cuts off fuel supply in the event of an impact, offer even greater peace of mind.







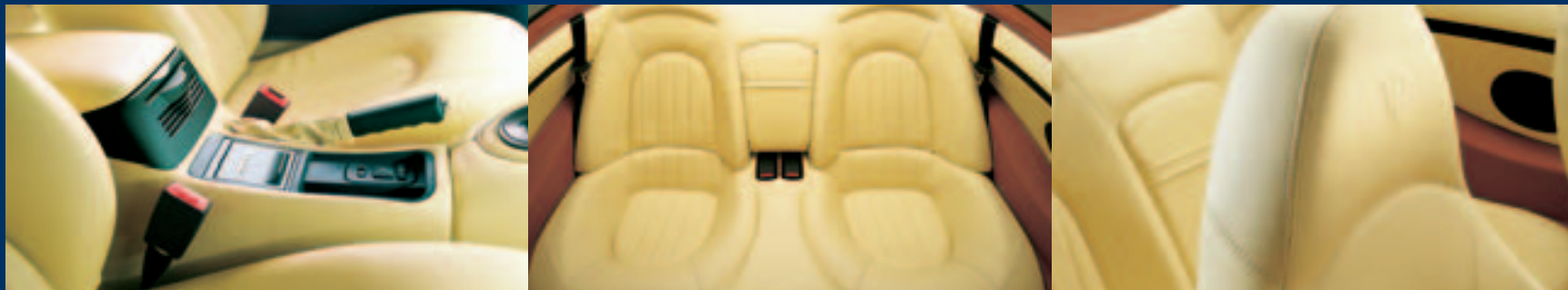












## THE INTERIORS

The designers of the Maserati Coupé were given an inspirational brief – to blend the appealing exclusivity specific to the marque, with the concept of a GT.

That brief has been completed to perfection, as you will see from the beautiful leather upholstery, the array of luxury materials, the stylish finish, and classic yet highly sophisticated analogue instrumentation that can only be found in a Maserati.

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 extra interior elements offered in dark Bordeaux or grey which can be combined with the colour chosen for the leather.

Alongside the traditional analogue instrumentation facing the driver, the Coupé also boasts the Maserati Info Centre, equipped with an optimised 5.8 in 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.

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.

The Coupé's specially designed front seats are equipped with all-electric adjustments with memory on the driver's side (which also control the position of the wing mirrors).

Adding to the sumptuousness, comfort and sheer driving pleasure, optional equipment includes a seat heater function, Xenon gas headlights with pop up washers and rear mounted parking sensors.

Special care was also taken to include functional storage compartments in the interior, particularly in the new door panels which have differently-sized side oddment pockets for greater capacity and practicality. This is all in addition to a 315-litre boot, large enough to take two golf bags. To complete the storage capability, a set of tailor-made luggage is also included among the personalised options.

The Coupé can be turned into "your very own car" with the Officine Alfieri Maserati personalisation programme. Rarely has there been such a freedom of choice in colours. A total of 16 body paints, 10 shades of leather upholstery and five carpet colours are all available. But Maserati goes further – the colour choice extends to elements such as fascia, door panels, rear shelf and steering wheel, and even runs to the colour of the stitching thread and the piping on the fascia.













## DRIVING TECHNOLOGY

While comfort and choice lead the way in creating the finishing touches to your car, you have to look under the skin to find the technology that makes this outstanding vehicle so exciting and unique.

The new 4,244 cc light alloy V8 engine, the Transaxle transmission layout, the Cambiocorsa gearbox, Skyhook suspension, Brembo brakes, traction control and braking by CAN (Controlled Area Network) line – stunning features in any car – all add to the thrill of the new Maserati Coupé.

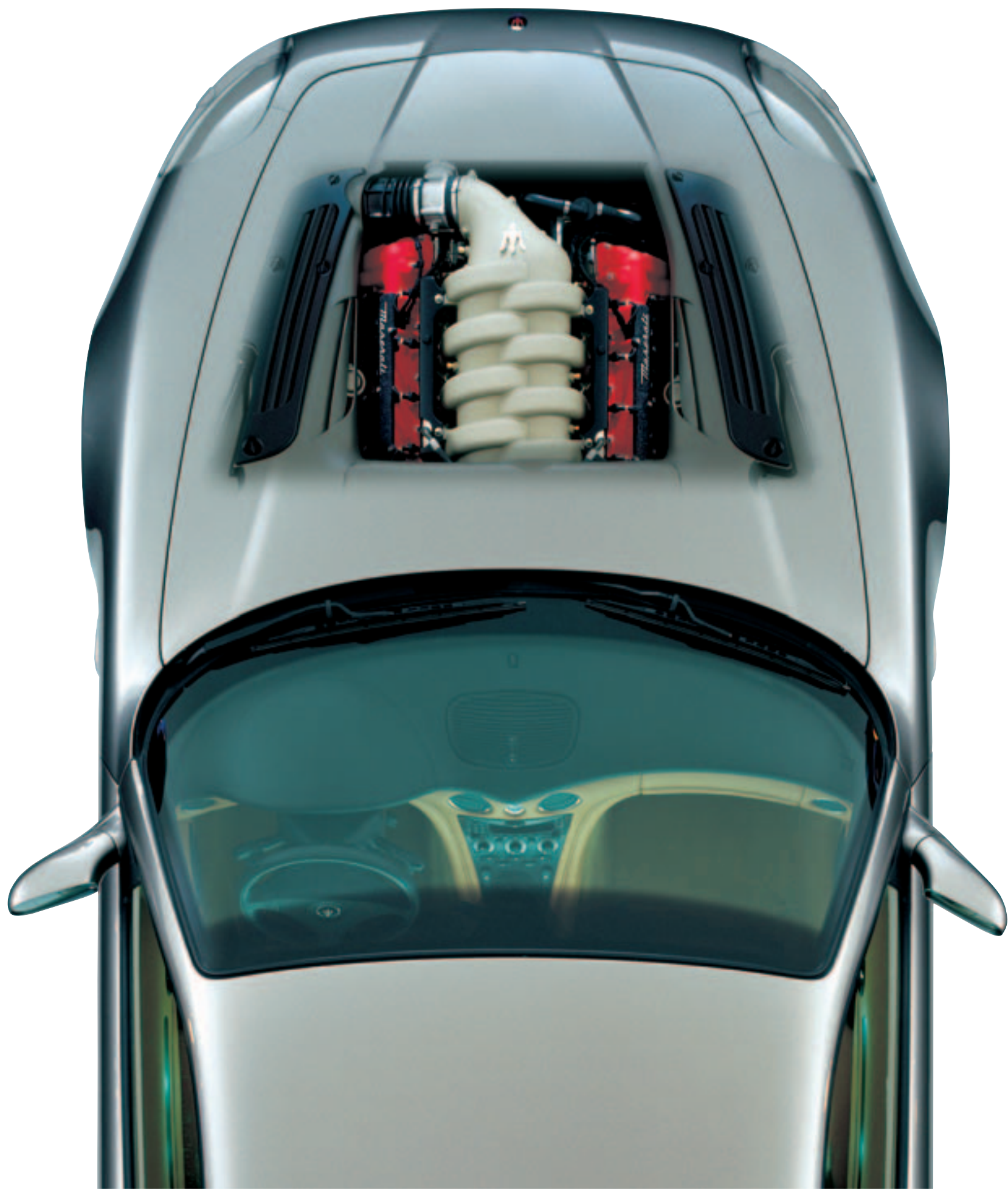
In the Evolution '03, Maserati has managed to further up the technological ante by developing an advanced stability control system in collaboration with Bosch.

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.

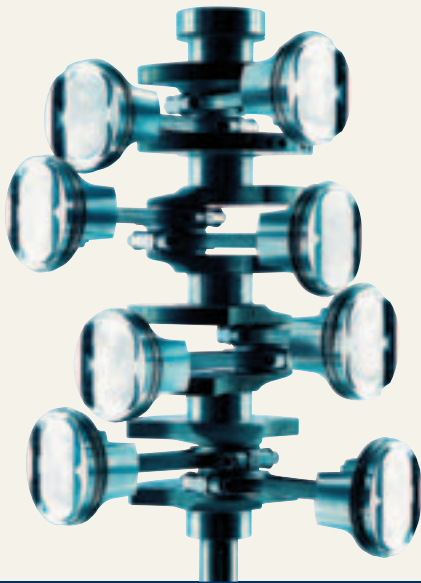
The MSP uses several on board sensors: in the wheels, in the steering to detect the steering angle and a yawl sensor which can detect the differences from the ideal trajectory.

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 ENGINE

No Maserati would deserve its name without a stunning heart pumping away under the bonnet.

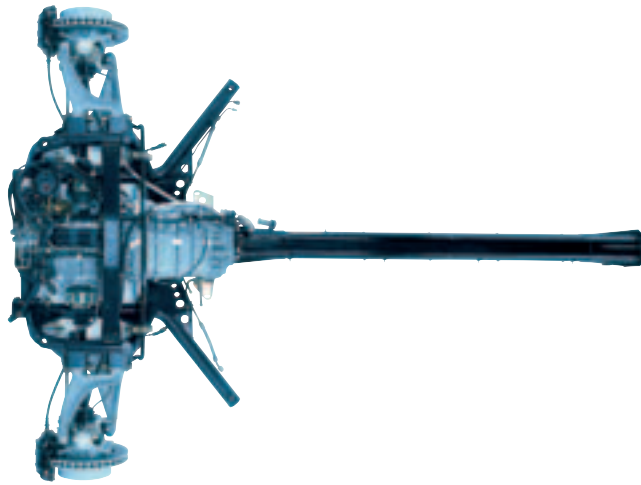
The Coupé is no exception with an awesome eight cylinder, 90-degree “V” aspirated engine. It is light, powerful, and like most advanced racing engines, has a dry sump lubrication and pump assembly outside the monoblock.

The performance of this spectacular engine is enhanced by timing gear featuring two overhead camshafts per bank with chain drive, four valves per cylinder operated by hydraulic tappets and inlet camshafts equipped with continuously variable timing. All this adds up to a mighty 390 bhp at 7,000 rpm and spirited 451Nm of torque at 4,500 rpm. In short, power, speed and flexibility.

With so much power, control is of paramount importance. The Coupé’s electronic “drive by wire” throttle, Bosch ignition and injection set-up with combined management, communicate with the microchip control units (ECU) to keep everything running in perfect harmony.

The result is an exhilarating drive, generous torque at all speeds and an engine that passes all known present and future anti-pollution standards.

Thoughtful engineering produces stunning performance – the Maserati Coupé will accelerate from 0-62 mph (0-100 km/h) in 4.9 seconds and continue until it reaches its maximum speed of 177 mph (285 km/h) where permitted. This means that it covers its first 1,000 metres in just 23.5 seconds.



## TRANSMISSION AND GEARBOX

The Coupé's gearbox is positioned at the rear of the car in a single unit with the differential whilst the engine is positioned at the front of the vehicle. This layout, known as Transaxle, offers an optimum weight distribution between the two axles – 52%/48% front to rear – for best performance in all conditions.

The Coupé comes with a choice of a slick six-speed manual gearbox or a Formula 1-style computer controlled version known as the Cambiocorsa.

The gear changes are controlled by means of paddles behind the steering wheel, without the need for a clutch pedal.

In keeping with Coupé philosophy, even the race-bred Cambiocorsa offers choice and flexibility.

This Formula 1 derived technology has the adaptability to give you a driving experience that ranges from exhilarating paddle-shift performance gear changes, to a more relaxed, fully automatic drive.

Cambiocorsa allows the driver to choose between four different change modes: Normal, Sport, Automatic and Low Grip.







## TRANSMISSION AND GEARBOX

The programmes are selected by means of console-mounted push buttons corresponding to different types of driving 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 maximum driving pleasure, once again in complete safety, in the Sport setting.

- Automatic, with fully automated, fluid and progressive gear changes but even in this mode you can instantly override the automatic gear changes by using the paddle shift.

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 Automatic mode.

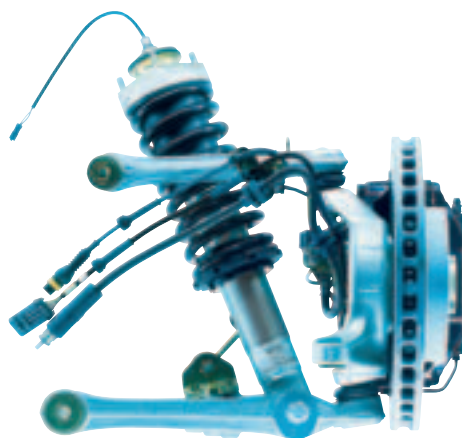
In all instances, you can drive secure in the knowledge that your hands need never leave the steering wheel.











## THE SUSPENSION

A car with this level of performance demands special road holding and an assured ride, and the Coupé's double wishbones in light alloy offer just that, marrying the need for superb performance with uncompromising comfort.

The rear suspension's supplementary strut further enhances the ride by controlling toe-in, thus balancing the car in corners and improving on the already excellent tyre grip.

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 Coupé 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 this data, the control unit determines the road and vehicle running conditions and instantaneously adjusts each damper accordingly.

This solution is ten times faster than the systems available to date, and radically improves ride quality in that it perfectly and "actively" controls the damping rate and hence the vehicle response in all conditions, producing maximum 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 settings, 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 and minimum body roll in the Sport setting.

The Evolution '03 also enjoys even more refined dynamic characteristics which give the Coupé 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.



## TEMPERAMENT AND SAFETY

The Maserati Coupé is truly an incredible car to drive, but there's much more to it than the stunning new engine.

Much of the pleasure and sensation of driving this high-tech model is derived from driver's ability to input into all the "sensitive" areas that help control steering, car behaviour, brakes, stability, suspension and gearbox.

In this way, the car automatically achieves the perfect balance between comfort and sport while allowing you, the driver, to intervene and choose a different set-up if you wish. 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.















## TEMPERAMENT AND SAFETY

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.





## SERVICES

Owning and driving a Maserati is an experience to savour, but Maserati has gone that extra mile and devised a vast programme of customised services and facilities to make the joy of ownership even better, and more exclusive.

### FINANCIAL AND INSURANCE SERVICES

We 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.





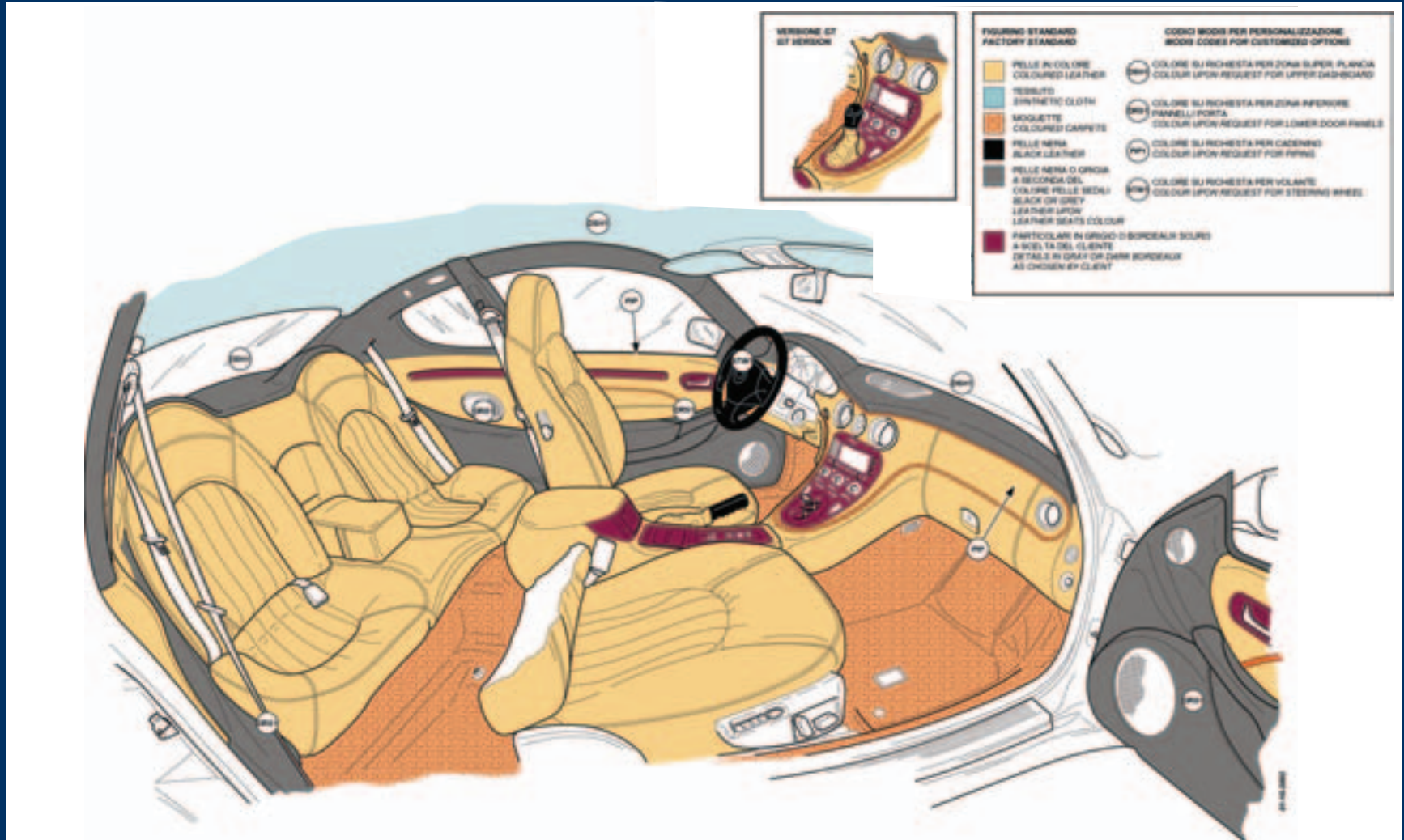
## MASERATI MASTER GT DRIVING COURSES

These are organised by Maserati especially for owners who want to improve their sportscar 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](http://www.maserati.com).





## PERSONALISATION

Courtesy of the OFFICINE ALFIERI MASERATI personalisation programme, customers can create their own customised Coupé, 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 program 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.

Particular emphasis has been put on the colour range, with a

staggering choice of over three million possible colour combinations. It is even possible for you to provide a sample of the body colour you want for your new Coupé.

This exceptional and unique flexibility brings back the memory and feel of the handcrafted Maserati cars 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, extra storage compartment and a fire extinguisher in the cockpit.

Also available is the enhanced "Auditorium 200" hi-fi system with eight speakers and a 200 Watts RMS (400 Watt musical) amplifier.











## TECHNICAL SPECIFICATION

Two-door Coupé body, four seats, longitudinal front-mounted engine, rear-wheel drive, and Cd of 0.34.

### Chassis

Stress-bearing monocoque 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 15-spoke wheels (7-spoke optional). Front 18 x 8J rims fitted with 235/40 ZR 18 tyres, Rear 18 x 9J 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 4 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 1<sup>st</sup> and 2<sup>nd</sup>, and double cone on 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>.

Gear ratios: 1<sup>st</sup> 3.286, 2<sup>nd</sup> 2.158, 3<sup>rd</sup> 1.609, 4<sup>th</sup> 1.269, 5<sup>th</sup> 1.034, 6<sup>th</sup> 0.848, Reverse 2.565

Electronically actuated Cambiocorsa semi or fully automatic unit available as an option, controlled by electrohydraulic paddles controls positioned behind the steering wheel.

ZF asymmetrical self-locking differential (25% in traction, 45% in release) incorporated with the gearbox and hypoid bevel gear pair, final drive 3.73 (11/41).

Clutch: twin plate 215 mm diameter dry clutch with torsional flexible coupling and hydraulic operation.

Shaft: 20 mm diameter steel propeller shaft supported elastically on four bearings within a rigid torque tube linking the engine and transaxle.

Bosch ASR anti-slip regulation.

### 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 engine lubrication with oil and coolant pumps housed in a single external unit.

Bosch combined ignition/injection control, drive-by-wire throttle with electronic control.

Weight	184 kg (406 lb)
Capacity	4,244 cc
Bore	92 mm
Stroke	80 mm
Compression ratio	11.1:1
Max. 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	7.8 l

### Dimensions and Weights

Length	4,523 mm
Width	1,822 mm
Height	1,305 mm
Wheelbase	2,660 mm
Front track	1,525 mm
Rear track	1,538 mm
Front overhang	963 mm
Rear overhang	900 mm
Turning circle	12.0 m
Luggage compartment	315 l
Petrol tank capacity	88 l
Weight empty	1,570 kg ( <i>Cambiocorsa 1,580 kg</i> ) 3,462 lb ( <i>Cambiocorsa 3,484 lb</i> )
Kerb weight	1,670 kg ( <i>Cambiocorsa 1,680 kg</i> ) 3,681 lb ( <i>Cambiocorsa 3,704 lb</i> )
Max permissible weight	2,060 kg (4,542 lb)

### Performance

Top speed mph (km/h):	177 (285) at 7,550 rpm
Speed at max. revs mph (km/h):	in 1 <sup>st</sup> 44 (72), in 2 <sup>nd</sup> 68 (110), in 3 <sup>rd</sup> 91 (147), in 4 <sup>th</sup> 116 (187), in 5 <sup>th</sup> 142 (230), in 6 <sup>th</sup> 177 (285), in reverse 57 (93).
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





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← MASERATI COUPÉ TECHNICAL SPECIFICATIONS





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