ROAD & TRACK
MOTOR TREND

MASERATI KHAMSIN ROAD TESTS

MASERATI KHAMSIN

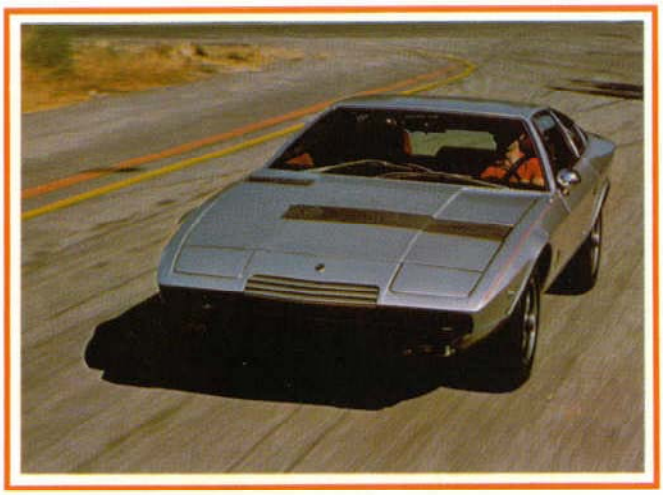
A beautiful, comfortable, luxury GT that delivers everything it promises

PHOTOS BY JOE RUSZ

THINGS ARE LOOKING up at Maserati. As we reported last month Alejandro De Tomaso rescued the Citroën-owned company from the brink of liquidation with help from the Italian government. De Tomaso, who also owns the Benelli and Moto Guzzi motorcycle companies, will use the Maserati facilities to manufacture motorcycle parts and a three-wheel delivery vehicle but will continue production of the exciting exoticars for which the House of the Trident has long been famous. This is good news indeed for all car enthusiasts. Although Maserati's merger with Citroën was not the financial success each hoped it would be, from a product standpoint it has been everything Maserati could have asked for and more. Ultra-conservative and downright old-fashioned cars have given way to the fabulous Bora and its less pretentious derivative, the Merak. These cars contain new and highly satisfactory solutions to some of the persistent problems of mid-engine designs. And now we are finally getting the first front-engine offspring of the recently dissolved Citroën-Maserati marriage, the Khamsin. It adds another wind to the Maserati list (Ghibli, Bora, Mistral and Simun), the Khamsin being a hot, violent gale that assails the Sahara desert for 50 days each year.

First shown at the Turin show in 1972, the Khamsin became a production reality in 1974 replacing another front-engine 2+2 coupe, the beautiful but uninspiring-to-drive Ghibli. Designed by Bertone, the strikingly handsome Khamsin is an artistic *tour de force*. The slight upsweeping of the tail, the asymmetrical

positioning of the front air intakes and the glassed-in rear end are just three of the most obvious examples of Bertone's masterful touch. The Khamsin is much more than a styling exercise, however. It incorporates several clever engineering features that make it a most pleasant and comfortable car to drive. The Khamsin makes use of more of Citroën's patented hydraulic circuitry than either the Bora or Merak, having the ingenious speed-related power steering and all-hydraulic powered braking system used on the Citroën SM. In addition, the clutch is not only hydraulically actuated but hydraulically assisted, making for one of the lightest-effort, shortest-travel pedals a driver's left foot has ever pushed. But the hydraulic *piece de resistance* is a little lever located on the driver's sill. Rocking the lever forward and back raises and lowers the driver's seat, not straight up and down but in an arc that also brings the seat slightly forward as it rises. This feature, along with conventional rake and fore-and-aft adjustments and a tilt-telescope steering wheel, makes slipping behind the wheel of a Khamsin sheer delight



even for drivers who are above average in height.

In the driver's field of view there are enough gauges, warning lights and switches to keep even a 747 pilot entertained. There's no excuse for not knowing what the Khamsin's four-cam engine is thinking when you have not only the expected gauges for oil pressure and coolant temperature but also a pressure warning light and an oil temperature gauge. Depending upon where the small diameter, thickly padded steering wheel is positioned, small portions of the speedometer and tachometer can be hidden. More annoying is the low level of instrument panel lighting which makes these instruments difficult to read at night. Although the switch for raising the headlights (hydraulically of course) is mounted on the dash, low and high beam and flashing functions are controlled by a steering column stalk. Another lever on the right side of the wheel actuates the washer and wipers.

Interior finish and detailing were first rate in our test car. Luscious looking and feeling red leather covered the seats and portions of the doors and dash, perfectly complementing the Khamsin's silver paint. With black suede door inserts, tan carpeting on the floors and part of the doors, white pleated headliner, black sunvisors and black fuzzy dash-top finish, some considered the overall interior effect unharmonious. None, however, could deny the appointments were finely crafted of the best materials.

Outward vision is usually a problem with low, swoopy cars like the Khamsin and most drivers got behind the wheel expecting the worst. Surprise. Although the forward portions of the long, sloping nose aren't well delineated and the left rear-quarter vision is marginal without a lot of neck twisting, the Khamsin otherwise excels in this critical safety area. The rear hatch is almost all glass, the rear side windows are large and the unusual, flat glass panel at the rear allows a driver to watch the ground directly behind the car as he's backing up. Not at night or if the sun is in the wrong position, however. At these times it creates glare making backing up a hit and miss proposition. This panel also reflects lines on the pavement onto the rearview mirror. Most annoying and distracting.

The Khamsin has one of the most comprehensive and complex heater/vent/air conditioning systems we've ever encountered. There are five adjustable vents—two rectangular and three eyeball—on the top of the dash, two adjustable eyeball vents at the center of the dash plus two more on the tunnel. None of these ducts pull in outside air unless the blower is turned on but the air conditioner puts out enough cold air to chill even an Eskimo.

Our test car came equipped with only one option: an incredible and expensive ($1100) Blaupunkt Berlin electronic sound system consisting of an AM/FM/stereo receiver, a tape casette, a microphone for making your own recordings and a control unit attached to a flexible metal stalk. All radio functions—off-on, volume, station selection—are actuated by touch controls on the control unit. The perfect addition to an exotic car like the Khamsin.

Maserati refers to the Khamsin as a 2+2 but as we frequently find with cars of this type that designation is very much a misnomer. The back seats are best viewed as supplemental luggage space; even two adult cats are apt to complain about the skimpy rear leg and head room.

The Khamsin, like the Ghibli, is actually a front mid-engine design, the front of the engine being behind the centerline of the front wheels. This makes for a low polar moment of inertia and thus quicker handling response, but it also results in the bell housing intruding into the passenger compartment and pedals that are close together and offset to the left. The first-time Khamsin driver should choose his foot motions carefully lest he wind up with his right foot on both the throttle and the brake pedal (bad for acceleration and even worse for braking) or his left foot on the brake as well as the clutch (embarrassing, to say the least).

The engine is the tried and true Maserati V-8, a 4930-cc four-cam unit of racing heritage that's also used in the Bora. It doesn't have great revving potential; the tach is redlined at 5500 rpm and that's what we used for the performance tests. If that seems low for this sort of car, well, the engine still has plenty of torque at the low end of the rev range. According to the owner's manual, the engine should never be revved above 6000 rpm. But we think that figure applies to the European version and we used that higher limit only for our top speed runs.

We last tested a V-8 Maser in 1973 and that car, a Bora, wasn't a U.S. model. Driveability of the Bora's relatively uncontrolled engine was near perfect, but despite the implications of lean carburetion, retarded ignition timing, air injection and a pair of thermal reactors, the Khamsin's V-8 behaved nearly as well. The engine started easily when cold, warmed up quickly and ran smoothly without a trace of lean surge, but the air pump made its presence known between each upshift by a loud pop. This condition was probably aggravated in our test car by an exhaust header leak that allowed excess air into the exhaust system. The acceleration times speak for themselves; 0–60 mph in 8.0 sec and the standing quarter mile in 16.2 sec are most impressive for over two tons of test weight.

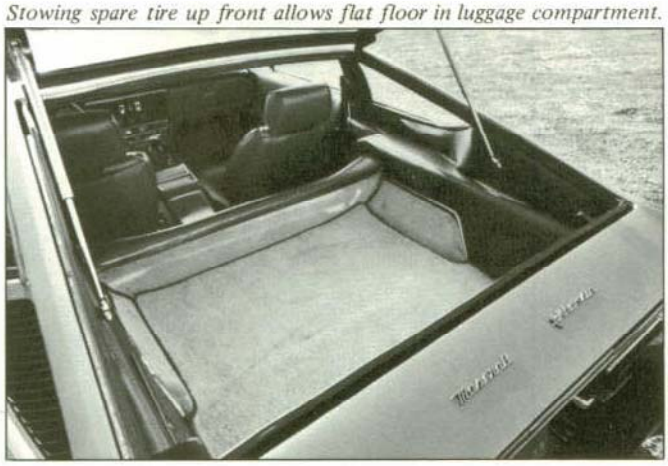
The 5-speed ZF gearbox (automatic transmission is an option) is a real delight. The shifter isn't gated, a plus we feel as the gates so often interfere with shifter movement. The top four gears are in a normal H pattern with 1st down to the left and spring loaded. Reverse is farther to the left and also spring loaded so there's little danger of finding it accidentally. The lever glides easily and precisely from gear to gear, and combined with the hydraulically assisted clutch and the V-8 performance, makes the Khamsin an exhilarating car to drive.

The old front-engine Maseratis didn't have what we consider a refined chassis. Both the Ghibli and Indy, for example, have leaf-spring, live-axle rear suspensions. Such rear suspension in →

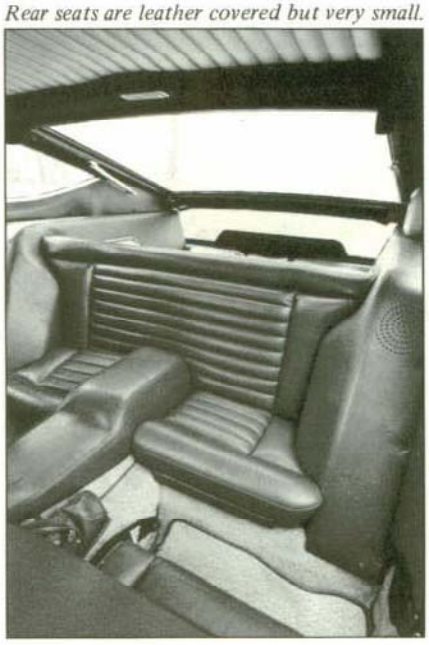
powerful cars has a characteristic fault: an exceedingly stiff ride, most noticeable on gently undulating highways. The Khamsin is still a firm-riding car in the tradition of high-speed exotic GTs. With high-performance Michelin tires run at rather high pressures, limited suspension travel and minimal ground clearance, that's the way it has to be. But it's firm without being overly harsh or jouncy, and its ability to take dips and bumps without bottoming is impressive.

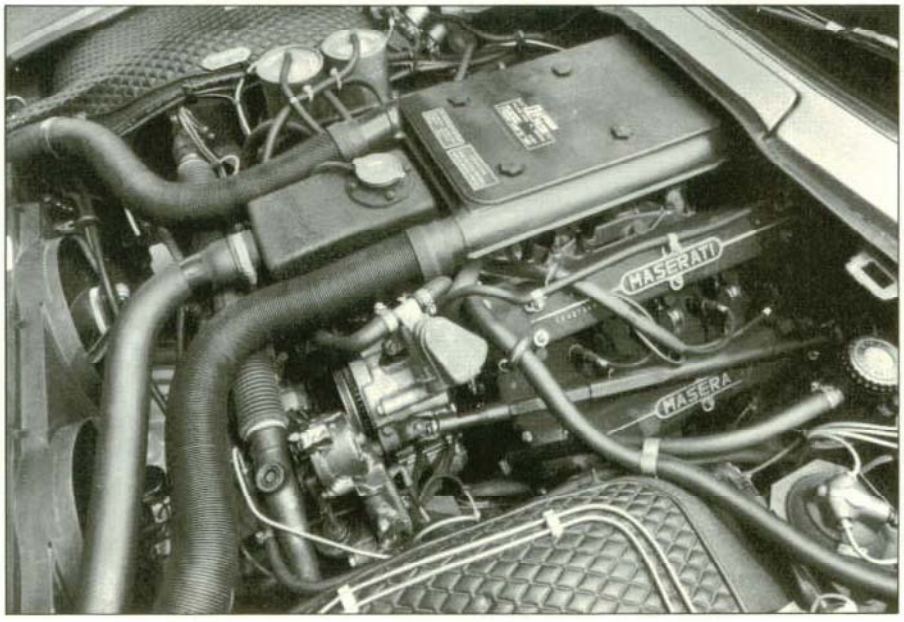
As we found when we drove the Citroën SM, the unique speed-related hydraulically assisted steering is a totally new driving experience. Not only is it super quick—just two turns lock to lock—but the power assist varies with wheel position and car speed, and the return action is also powered and increases with speed. Until acclimated, the driver has to consciously avoid turning the wheel too much either going into a corner or coming out. After a little practice, however, a smooth and sensitive driver will love the steering; conversely, the less skilled will probably never master it or appreciate the wonderful maneuverability it imparts to the car.

Stowing spare tire up front allows flat floor in luggage compartment.



Rear seats are leather covered but very small.





If the old front-engine Maseratis didn't have sophisticated chassis, they did have plenty of cornering power; the last Ghibli we tested did 0.823 on the skidpad. The best the Khamsin could do was 0.743g, about the same as a 2-liter Porsche 914 or a BMW 3.0CS. This is a slight disappointment, but as we've said before handling is much more than high lateral acceleration. Setting the engine way back in the chassis has allowed Maserati to achieve a 50/50 weight distribution and handling characteristics that are always close to neutral. At the limit the Khamsin understeers mildly; back off when cornering hard and it assumes a neutral to slightly oversteering attitude. For the average driver these characteristics make for a much more forgiving and predictable car than mid-engine designs like the Bora and Merak. Such cars with their marked rearward weight bias have a fairly strong tendency to oversteer when the throttle is lifted in a hard turn. On the road or track the Khamsin is a well balanced car with no handling vices.

The brakes—big ventilated discs, fully powered by the Citroën hydraulic system—drew mixed reviews. Pedal effort is light (only 16 lb for a ½g stop) and the brakes are strong. The pedal effort went up to 23 lb, a 44 percent increase, after the sixth stop and that looks rather bad for a fast car. But 23 lb is still very light—too light we feel for a car of the Khamsin's speed potential. This oversensitivity, combined with front brakes that lock easily and a minimal-travel pedal that makes pedal modulation difficult at best, is the reason the distances recorded during our simulated panic stops, particularly from 80 mph, are longer than expected. On the positive side, for normal stops the braking feel is good, once one gets used to the lack of pedal travel.

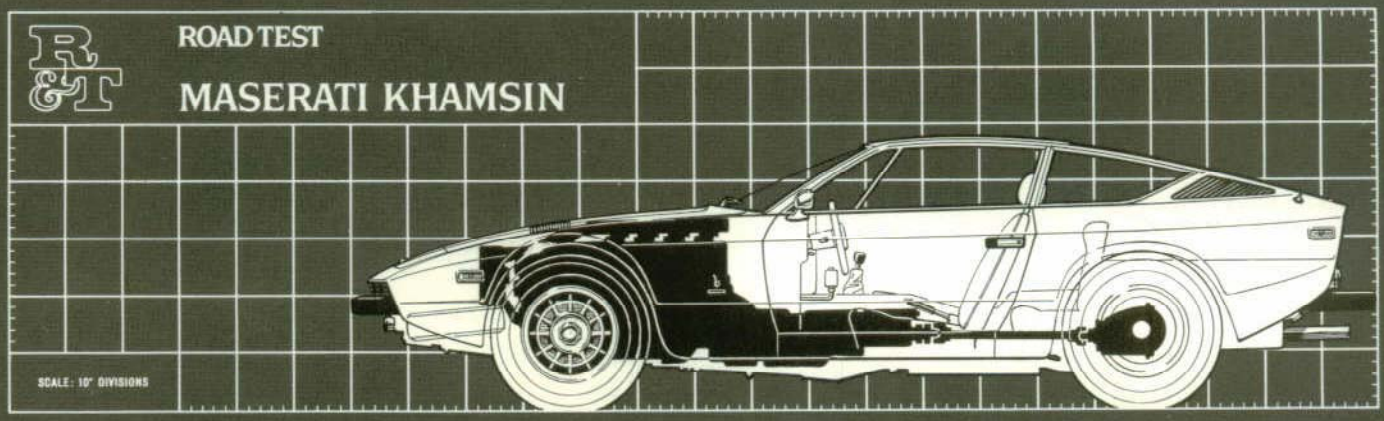
How do we sum up the Khamsin? It's a far better car than the Ghibli in almost every way. And all things considered, it's probably the best front-engine luxury GT we've tested. Is it practical? Obviously not. But then those who would pay nearly $33,000 for the privilege of owning a Khamsin can surely afford something more mundane for their weekly trip to the market. And that high price assures the Khamsin buyer of a high degree of exclusivity. To some the Khamsin is a work of art, a mobile 140-mph sculpture. To others it's an entertainment machine, ideal for fast touring on twisty two-lane roads or even cruising on the freeway at 55 mph. Anyway you look at it the Khamsin is an ego trip on wheels. But it's a trip most enthusiasts wouldn't mind taking.

Flat glass panel at rear is handy for viewing out of car. . .and in.

R&T

ROAD TEST

MASERATI KHAMSIN



IMPORTER

Maserati Automobiles Inc.
12615 Beatrice St.
Los Angeles, Calif. 90066

GENERAL

Curb weight, lb	3735
Test weight	4150
Weight distribution (with driver), front/rear, %	50/50
Wheelbase, in.	100.3
Track, front/rear	56.6/57.7
Length	180.0
Width	71.0
Height	47.0
Ground clearance	5.0
Overhang, front/rear	38.6/41.1
Usable trunk space, cu ft	7.9
Fuel capacity, U.S. gal.	22.7

ENGINE

Type	dohc V-8
Bore x stroke, mm	93.9 x 89.0
Equivalent in.	3.70 x 3.50
Displacement, cc/cu in.	4930/301
Compression ratio	8.0:1
Bhp @ rpm, net	315 @ 5000
Equivalent mph	117
Torque @ rpm, lb-ft	308 @ 3500
Equivalent mph	82
Carburetion	four Weber (2V)
Fuel requirement	regular, 91-oct
Exhaust-emission control equipment:	thermal reactors, air injection

DRIVETRAIN

Transmission	5-sp manual
Gear ratios: 5th (0.89)	3.36:1
4th (1.00)	3.77:1
3rd (1.33)	5.01:1
2nd (1.90)	7.16:1
1st (2.99)	11.27:1
Final drive ratio	3.77:1

CHASSIS & BODY

Layout	front engine/rear drive
Body/frame	tubular steel chassis/steel panels
Brake system	11.6-in. vented discs front, 11.2-in. vented discs rear; actuated by central hydraulic system
Swept area, sq in.	490
Wheels	cast alloy, 15 x 7½
Tires	Michelin XWX, 215/70VR-15
Steering type	rack & pinion, variable power assist
Overall ratio	12.0:1
Turns, lock-to-lock	2.0
Turning circle, ft	34.5
Front suspension:	unequal-length A-arms, coil springs, tube shocks, anti-roll bar
Rear suspension:	unequal-length A-arms, dual coil springs, dual tube shocks, anti-roll bar

ACCOMMODATION

Seating capacity, persons	2
Seat width	2 x 20.5
Head room	35.0
Seat back adjustment, deg.	30

INSTRUMENTATION

Instruments: 200-mph speedo, 8000-rpm tach, 99,999 odo, 999.9 trip odo, oil press., oil temp, coolant temp, voltmeter, fuel level, clock

Warning lights: oil press., brake press., parking brake, alternator, ignition, low fuel, rear-window heat, blower fan, seatbelts, hazard, lights on, high beam, directionals

MAINTENANCE

Service intervals, mi:	
Oil change	2500
Filter change	5000
Chassis lube	2500
Tuneup	15,000
Warranty, mo/mi	6/10,000

CALCULATED DATA

Lb/bhp (test weight)	13.2
Mph/1000 rpm (5th gear)	23.5
Engine revs/mi (60 mph)	2550
Piston travel, ft/mi	1485
R&T steering index	0.69
Brake swept area, sq in./ton	236

ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:	
0-100 ft	3.7
0-500 ft	8.9
0-1320 ft (¼ mi)	16.2
Speed at end of ¼ mi, mph	90.0
Time to speed, sec:	
0-30 mph	3.2
0-50 mph	6.0
0-60 mph	8.0
0-70 mph	10.2
0-80 mph	12.8
0-100 mph	19.9

SPEEDS IN GEARS

5th gear (6000 rpm)	140
4th (5500)	112
3rd (5500)	86
2nd (5500)	61
1st (5500)	38

FUEL ECONOMY

Normal driving, mpg	11.5
Cruising range, mi (1-gal. res)	250

HANDLING

Speed on 100-ft radius, mph	33.3
Lateral acceleration, g	0.743
Speed thru 700-ft slalom, mph	57.5

BRAKES

Minimum stopping distances, ft:	
From 60 mph	170
From 80 mph	297
Control in panic stop	good
Pedal effort for 0.5g stop, lb	16
Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph	44
Parking: hold 30% grade?	yes
Overall brake rating	good

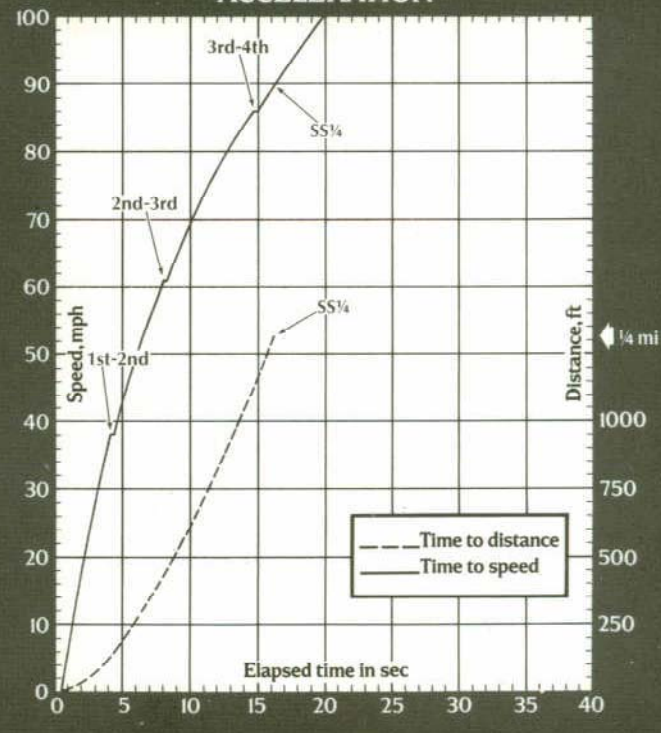
INTERIOR NOISE

All noise readings in dBA:	
Idle in neutral	73
Maximum, 1st gear	88
Constant 30 mph	74
50 mph	75
70 mph	77
90 mph	83

SPEEDOMETER ERROR

30 mph indicated is actually	28.0
50 mph	50.0
60 mph	60.0
70 mph	71.0
80 mph	79.0
Odometer, 10.0 mi	10.0

ACCELERATION



This is worth dreaming about, and maybe even saving $35,000 for

Maserati Khamsin!

Road Test

For a time last year it looked like Maserati was about to become nothing more than a famed member of the automotive past. Rumors of Maserati's imminent demise began to filter out of Italy, and then rumor turned to fact. The famed Trident was doomed. Citroen, which owned Maserati, was poised to liquidate.

But then, in the nick of time, through the pass and to the besieged company's rescue came Alejandro De Tomaso leading a troop composed mostly of the Italian government. De Tomaso, who also owns the Benelli and Moto Guzzi motorcycle companies and can count the car of his own name and the Ford Pantera in his automotive past, is now the Don of one of the truly revered automotive houses in the world. And production of Boras, Meraks and the Khamsin, the subject of this test, proceeds apace.

While the mid-engined V-6 Merak and V-8 Bora have a lot going for them, the Khamsin seems to have it all: style, power, handling and a hefty $35,000 price tag. If the looks weren't enough to forewarn you, that stratospherical price makes it very evident the Khamsin is the stuff dreams are made of, dreams only a few lucky blokes will ever be able to realize. But so what? Dream a little.

Before Maserati came along, the name Khamsin, like Ghibli, Merak, Bora, Mistral and Simun that came before it, was a wind. And not particularly benevolent. The Khamsin is a hot, violent force that scourges the Sahara desert for two months each year. Fitting.

Khamsin the car, designed by Bertone, was introduced at the Turin Show in 1972 and went into production, replacing the Ghibli, in 1974. It is a front-engine 2 + 2, and while you may not be enamored of that configuration in this era of mid-engined 2-seaters, or particularly overwhelmed by the design of the Bora or Merak—as we aren't—Bertone has done a job on this one. The high belt line gives the Khamsin a squat, broad look. At first glance, the oddly positioned air intakes on the hood are disquieting. We aren't used to seeing asymemetrical patterns on automobiles, but Bertone knew it would work, and it does. A quick walking tour around the car reveals the most singular design feature: the glass panel between the rear bumper and the hatch.

Maybe you like your engines amidships, and maybe you don't like the idea of four seats, but to the collective *Motor Trend* mind, the Khamsin looks like an exoticar should look.

Regardless of how many megabuck machines we test, they never fail to create a strange feeling that's a combination of excitement and fear when we climb inside for the first time and prepare to get on with the testing. So what we did was get in, settle back and let the palpitations subside, while we familiarized ourselves with the cockpit.

First of all, the seats are exquisite. They provide support in all the necessary places: lumbar and thigh, upper back and, of course, laterally. As you would expect, a wide range of adjustments is available; all the usual plus a unique hydraulic device that raises and lowers the entire driver's seat. But it isn't just your standard up and down adjustment. As the seat rises, it rises in an arc that brings it slightly forward. Remember that it is hydraulically powered, because hydraulics play a large part in the personality of the Khamsin. More on that in a moment.

The steering wheel—leather-covered and padded, three handsome aluminum spokes and a large hub—is also adjustable up/down and in/out. Depending on driver height, wheel location and seat adjustment, it's possible to obscure the top portion of the large tach and speedometer, but if that happens you simply start fooling with all those adjustments until you get things right. The Khamsin is nothing if not accommodating.

Instrumentation is complete and well arranged with gauges for oil pressure, oil temperature, coolant temperature, battery and fuel level. There is also an array of warning lights: a backup for oil pressure, brake pressure, low fuel, rear window defroster, etc., etc. The Khamsin not only does its best to accommodate, it informs.

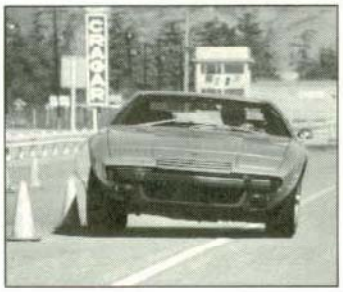
Our test vehicle had a rather strange combination of silver exterior, red leather seats and door panels, black background for the instruments and the top of the dash, and beige carpets. It sounds a little unharmonious but actually was quite attractive. Although the cut-pile beige carpeting was certainly luxurious, black would have been an even better choice.

Quite frankly, hand-built Italian exoticars frequently lack something in attention to finishing details, and Maserati has been no exception. At some point even the most understanding buyer gets his fill of the eccentricities of "hand-crafted workmanship" and would like to have carpeting that fits, switches that stay in the dash panel, headliners that match the window moldings and other little indications that when his car was made, somebody cared.

Well, somebody really cared when our Khamsin went together. Interior fit and finish were excellent. In fact, it was so tidy in there we began to long for a little of that hand-crafted feel. Then a staffer noticed an unfinished edge where the headliner meets the upholstery on the wind-

PHOTOGRAPHY BY MICHAEL PARRIS, PPC PHOTOGRAPHIC

Khamsin



shield post. That's more like it, we agreed. Then one of the three warning lights in the center of the instrument panel popped out and dangled there on its red and green umbilical. Perfect, we veritably shouted. Handcrafted. We told you the Khamsin is accommodating.

Well, not totally. Those two back seats are as close to non-functional as passenger-carrying devices as they can be and still qualify as seats. But that's what 2+2 in the exoticar business has come to mean, so we really didn't expect more than we got. However, there is a very functional amount of space behind those two diminutive seats. Not foot locker big, mind you, but certainly large enough to carry that set of fitted leather luggage every self-respecting Khamsin owner would have. The rear deck lifts for access to the rear compartment, but anything put in there has to be lifted over that glass panel.

That glass panel, by the way, is more than a stylist's touch. It affords absolutely the best rearward visibility for backing up and parallel parking we have ever expected. However, forget it if the sun is angled just right. Then it becomes little more than an elaborate mirror.

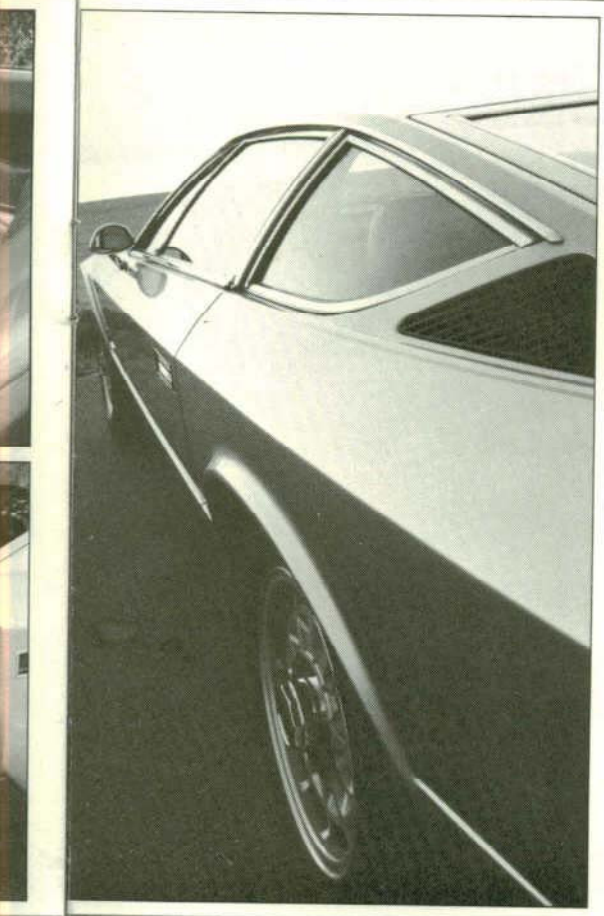
Mechanically, the Khamsin offers enough unique odds and ends to make the most jaded engineer drool. The engine is a V-8 displacing 4930 cc or 301 cu. in. There are two overhead cams for each bank of cylinders, and fuel is fed by no fewer than four Weber 2-bbl carburetors. Horsepower is substantial for this day and time: 315 net, but that figure is produced at a surprisingly lazy (for a 4-cam engine) 5000 rpm. Max torque is equally high: 308 at 3500 rpm. The engine drives through a ZF 5-speed that is a real delight: smooth, precise and very easy to accurately stir around when driving the way the Khamsin is intended to be driven, i.e., hard and fast.

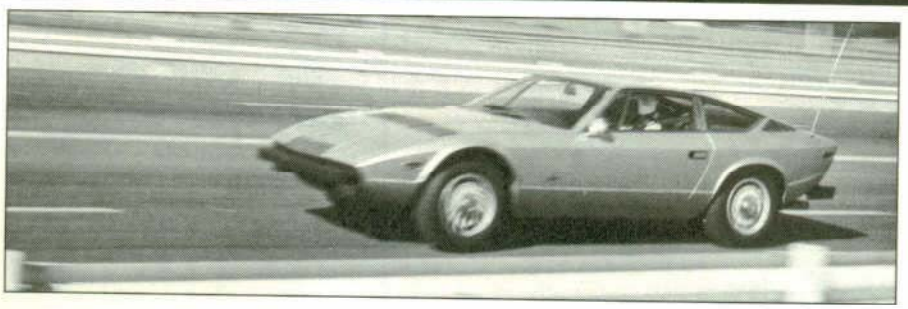
Earlier we made mention that hydraulics play a large part in the personality of the Khamsin. That's the Citroen heritage, and Citroen, you will recall, is addicted to attaching hydraulic lines to as many automotive functions as possible. In the Khamsin there is a central hydraulic system that in one way or another helps operate everything from the seat adjuster to the steering.

This "super-hydraulicized" feature of the Khamsin takes some getting used to. The clutch, for instance, is both hydraulically actuated and assisted. That makes for just about the shortest-throw clutch in our experience. It is light, to be sure, but takes some getting used to. Ditto the brakes. The huge discs at each corner are activated by a disarmingly light amount of pedal pressure. Remember the first time you tried power brakes after years of driving with unassisted binders? Embarrassing, right? Same here, only more so.

And then there's that hydraulically assisted steering. It's speed related, with even the position of the wheel having an effect on the amount of assist. It's super quick, only two turns lock-to-lock, and it, too, takes some getting used to. For the first several miles we cut some embarrassingly erractic wakes down the freeway. Until the first-time driver gets acclimated to the system, a lot of concentration is required to maintain a straight course. If one word could sum up the steering/clutch/brakes, it would be Sensitive, with a capital "S."

The Khamsin's performance definitely fulfills the promise made by its looks. For starters, it moves along a straight line with much gusto. The





wide Michelin XWX tires—215/70VR on 15-in. rims—provided a good bite at the test track, and we ripped off consistent 0-60 mph runs around the 7.2-sec mark. The Khamsin traversed the quarter-mile in 15.9 sec with a speed at the end of 94.2 mph.

The brakes are up to their assigned task, bringing the car to a halt from 30 mph in a mere 34 ft, and from 60 mph in 123 ft. We detected no fade.

On the skid pad we found just about what we expected: an average lateral acceleration of 0.83 g, which puts the Khamsin right up there among the best production cars we have tested. In the real world, where it's easy to find turns of various radii, surface and direction, the Khamsin is equally at home. The engine may be up front, but it's well back in that sloping nose. The front of the engine is actually behind the front axle, which goes a long way toward achieving the Khamsin's 50/50 weight distribution. This configuration produces, in the language of the engineers, a low polar moment of inertia, which means good handling response. The suspension is basically the same front and rear: unequal length A-arms, tube shocks, coil springs and anti-roll bar. At the rear, both the springs and the shocks are dual on each side.

All this combines to produce a firm, but not stiff or jouncy, ride and very neutral handling. Bend the Khamsin into a turn, apply the power smoothly, and the nose goes where it's pointed and the tail follows dutifully along. There's none of the understeer an engine mounted in the front in the usual forward position might generate; nor, of course, is there any trailing-throttle oversteer that's so much a part of many mid-engine cars.

Thus far we've treated the Khamsin with a road tester's objectivity. Obviously, a car like this demands a report from the subjective side, where we can get into the physical an mental sensations it generates.

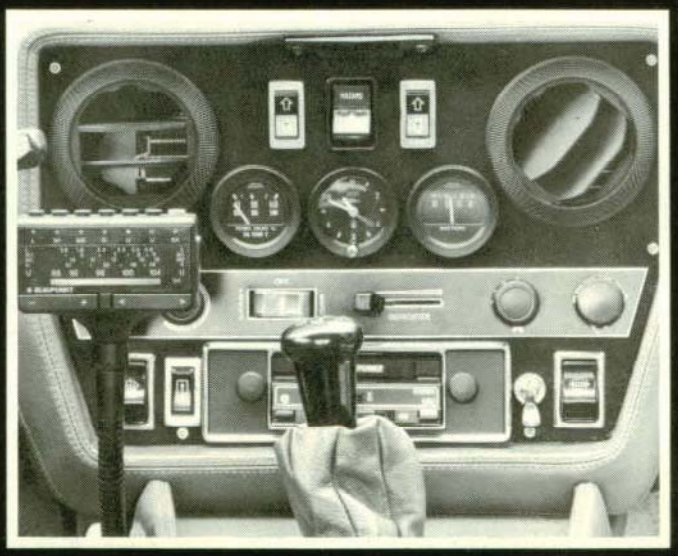
While getting used to the sensitive steering, brakes and clutch, we also went through a period of white-knuckled fear generated by L.A. traffic swirling around a car that costs as much or more than most homes. However, when that initial fear subsided and the controls became familiar, we could start to appreciate a fine piece of automotive machinery.

The driver fits a Khamsin, and vice versa. A comfortable driving position is a matter of a few adjustments. Visibility is good in all directions, and the controls are where they should be. Running up through the gears, the driver is assailed by a number of sensory delights. There's that delightful positive g force that nestles him back in the seat. Under the throaty but still sedate note of the V-8's exhaust is the delightful sound of all those cams, valves, belts and other bits of machinery going about their business. Hit the brakes and that g force is reversed with authority. The car goes, the car stops, and the car handles. It's all at your whim, ready when you are.

Part of the sensory delight of our test car was provided by a $1200 Blaupunkt Berlin radio. The control "head" for the radio—which is also a cassette player/recorder—is on the end of a goose-neck stalk that grows out from under the dash. It's a multi-band, multi-buttoned device that's as much fun to play with as listen to.

For sure, the Maserati Khamsin is the stuff of dreams. Is it worth $35,000? It's easy to say no if you've never driven one. >

Khamsin



Specifications:

GENERAL

Importer.....Maserati Automobiles Inc.
12615 Beatrice St.
Los Angeles, Calif. 90066

POWER UNIT

Location.....behind front wheels
Type.....water-cooled V-8, alloy block and heads
Valve gear.....DOHC per bank
Bore & stroke.....3.70x3.50 in./193.9x89.0mm
Displacement.....301 cu. in./4930 cc
Maximum net power.....315 bhp at 5000 rpm
Maximum net torque.....308 lb/ft at 3500 rpm
Compression ratio.....8.0:1
Recommended fuel.....91 octane
Fuel capacity.....22.7 U.S. gallons 85.9 liters
Carburetion.....4 Weber 2-bbl
Emissions control.....thermal reactors, air injection

DIMENSIONS

Wheelbase.....100.3 in./254.7 cm
Track, F/R.....56.6/57.7 in./ 144/146 cm
Length.....180.0 in./457 cm
Width.....71.0 in./180 cm
Height.....47.0 in./119 cm
Ground clearance.....5.0 in./12 cm
Luggage capacity.....7.9 cu ft

CHASSIS

Body/frame.....tubular steel chassis, separate steel body
Suspension.....F: unequal length A-arms, coil springs, tubular shocks, anti-roll bar
R: unequal length A-arms, dual coil springs, dual tubular shocks, anti-roll bar
Steering system.....Citroen variable power assist
Ratio.....12.0:1
Brake system.....central hydraulic system
Front brakes.....discs, 11.6 x 1.0 in.
Rear brakes.....discs, 11.3 x 1.0 in.
Wheel rim size.....7½ x 15
Tires.....Michelin XWX 215/70 VR x 13

DRIVETRAIN

Transmission.....5-spd manual, all synchro
Clutch type, dia.....single dry disc

Gear ratios	Transmission	Overall
Fifth	0.89:1	3.36:1
Fourth	1:00:1	3.77:1
Third	1.33:1	5.01:1
Second	1.90:1	7.16:1
First	2.99:1	11.27:1
Reverse		2.50:1
Final drive ratio		3.77:1
Differential		N.A.
Drive wheels		rear

Calculated Data:

TEST CONDITIONS

Weather.....sunny, no wind
Temperature.....72 F.
Altitude above sea level.....1004 feet
Pavement.....dry, asphalt
Test car odometer reading.....3390 miles

SPEEDOMETER ERROR

Mean velocity error.....0.5% fast
Odometer error.....0 error

WEIGHT

Curb weight, full tank.....3810 lb/1728 kg
Distribution, front/rear(%).....50/50
Test weight, half tank.....4020 lb/1823 kg

SPEEDS IN GEARS

First.....0-40 mph (5500 rpm)
Second.....15-60 mph (5500 rpm)
Third.....22-86 mph (5500 rpm)
Fourth.....35-112 mph (5500 rpm)
Fifth.....55-126 mph (5500 rpm)

ACCELERATION

0 to 30 mph.....3.0 seconds
0 to 40 mph.....4.1 seconds
0 to 50 mph.....6.3 seconds
0 to 60 mph.....7.2 seconds
0 to 70 mph.....10.3 seconds
0 to 80 mph.....12.4 seconds
0 to 90 mph.....15.1 seconds
0 to 100 mph.....19.2 seconds
Standing quarter mile.....15.8 seconds
Speed at end of quarter mile.....94.2 mph

BRAKING

From 30 mph.....34 ft
From 60 mph.....123 ft
Fade rating.....none

MANEUVERABILITY

Steering wheel diameter.....15 in.
Turns lock to lock.....2.0
Turning circle dia.....34.5 ft
Tire pressures, front/rear.....30/30 psi
Max. speed on 200-foot-dia. circle...35.3 mph
Maximum lateral acceleration.....0.83 g
Speed at onset of tire noise.....29 mph
Time through slalom.....14.2 sec

FUEL ECONOMY

Mileage on MT 73-mile test loop.....14.9 mpg
EPA weighted average mileage.....11.0
EPA city mileage.....N.A.
EPA highway mileage.....N.A.