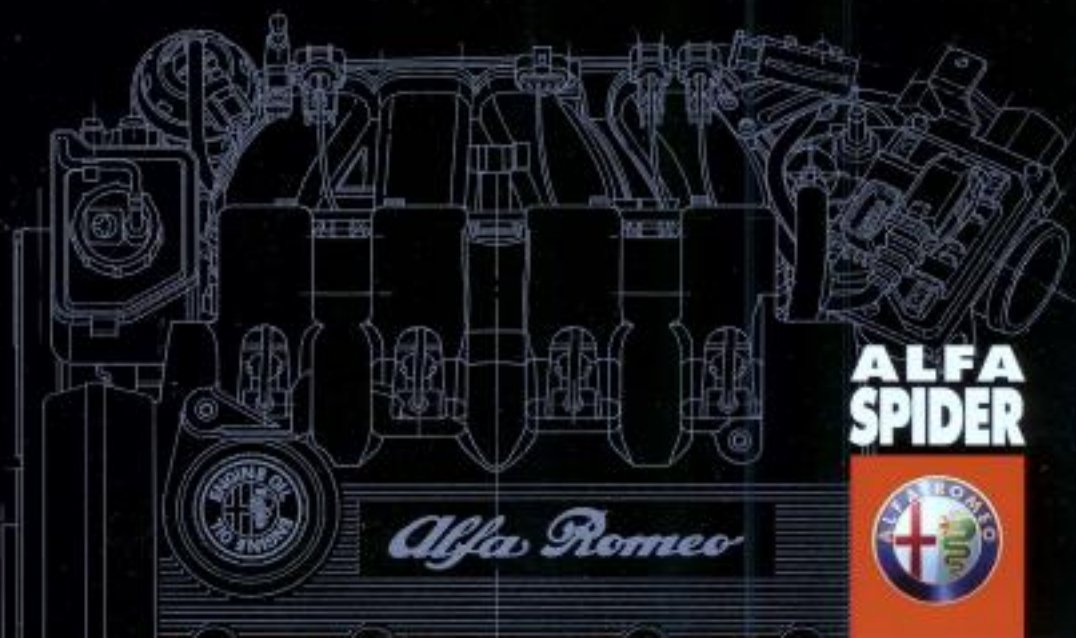




**ALFA
SPIDER**



Alfa Romeo



*Soft lines, compact dimensions,
clean, sleek lines.*

*The styling of the Alfa Spider,
which is the fruit of four seasons
and design activities with
Pininfarina, reveals a continuation
of formal details which recall the
great Alfa Romeos of the past, but
simultaneously looks forward with
original elegance to future design
trends. The Alfa Spider was*

*designed with a simplicity that
does not exclude sophisticated
refinement, as a single line of
rhythmic movement to "define"
outstanding engineering perfectly.
The profile is projected forward by
a long green running all along
the side and leading to cover the
tail and the long horizontal
light clusters.*

*The front is a sophisticated outline.
A single volume, softened by
two curving the which meet in
the slant grille with the Alfa
Romeo shield.*

*The small, circular light clusters
with polyhedral headlights,
emphasize the car's personality.
Even with the hood closed, the Alfa
Spider maintains the elegant
personality of a hot sports car.
The lines are compact, the line of
the side is highlighted, the Alfa
Spider is projected into the future.*

Alfa Romeo open cars have always
become symbols of their age. Evolving
an element of social customs and collective
dreaming. Representing an undepicted
stylistic benchmark.

Setting fashions.

That is restoring history.

The Alfa Spider is the modern
interpretation of the concept of the open
sports car that Alfa Romeo has always
embodied so superbly.

Confident of its own beauty, proud of its
technology, on the leading edge where
design and construction are concerned.

This is the Alfa Spider: born as part of the
great tradition of Alfa Romeo sports cars.

Wonderful to drive. A sensation of absolute
freedom: the unique pleasure of driving in
the open air, combined with extraordinary
travelling comfort.

Impeccable dynamic behaviour in all
driving conditions, thanks to the perfect
balance between suspension system and
engine power.

Always safe.

The Alfa Spider. The Alfa Romeo spirit.



**THE SPORTS CONVERTIBLE
FROM ALFA ROMEO**
ALFA SPIDER,
A MODERN INTERPRETATION
OF A GREAT TRADITION





The steering wheel adjusts for height and reach.
The redrawing instrument seats incorporate head restraints and the three-pointing pushover (lumbar support), as well as a shoulder-shoulder containment, even at high speeds.
The automatic climate control system is standard on all versions.
As request, standard equipment can be enhanced with interesting options, such as metallic paint.

The Alfa Spider also offers you the beauty and prestige of two special trims: Blue Style and Red Style, according to the dominant blue or red colour of the leather covering the seats, facia, panels and door pockets. A complete attractive outfit that will make your car even more personal and exclusive.
Blue Style offers blue head, facia insert, door panels, carpeting and mats with blue or white seats, and door pockets in the same colour.
Red Style offers black head, door pockets, carpet and mats, and red facia insert and door panels with black or red seats.

All the pleasure that comes from driving in an open car, without having to forget the qualities of a modern sports car. This is the first sensation you receive on board the Alfa Spider.

The large, circular speedometer and rev counter, positioned at the centre of the steering wheel, are highlighted by light frames with an attractive metal effect, an elegant styling reference to the great Alfa Romeos of the past.

Like the secondary instruments which are also circular, mounted on the titanium-effect central console, and turned towards the driver. Depending on the version, the upholstery is in Anthracite grey Blitz fabric with the Alfa Romeo logo in red, or Black, Red or Natural Havana leather (Havana leather standard on Lusso versions).

What is more the Alfa Spider offers two special trims: Blue Style and Red Style, according to the blue or red colour of the leather facia insert. A real collaborative interior outfit.



**MOMO FULL LEATHER UPHOLSTERY,
BLUE STYLE AND RED STYLE.
THE CHOICE IS YOURS**

**THE LEATHER UPHOLSTERY
OF THE ALFA SPIDER.
ELEGANCE AND SPORTINESS**





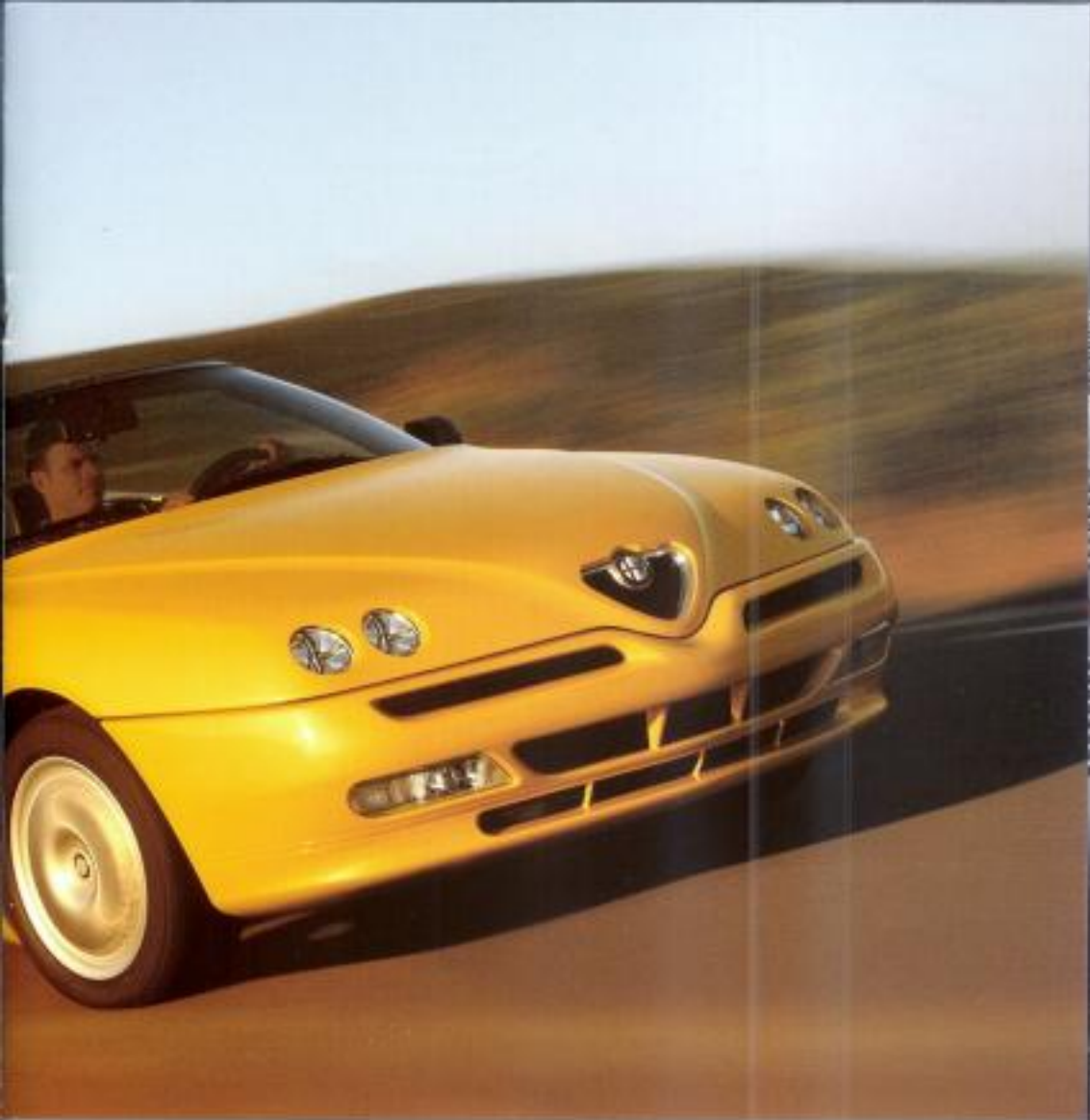
The front suspension of the Alfa Spider is independent, with MacPherson struts, lower wishbones and an anti-dive bar. The overall geometry was designed to achieve both outstanding lateral rigidity which guarantees a firm grip of the road, and a low longitudinal rigidity to enhance speed. The modified rear suspension keeps the wheels perpendicular to the ground when cornering (steer on the outside edge, deflect on the other side) so that the tyres are always firmly anchored to the road, with a greater grip margin. Lateral suspension flexibility allows the transverse beam to absorb the braking wheel so that the car will respond more precisely and smoothly. The suspension makes a significant contribution to overall control in the car by limiting pitching during braking.

For the Alfa Spider, Alfa Romeo engineers have developed a multilink rear suspension system designed to guarantee extraordinary roadholding in all driving conditions. The system's main characteristic is its ability to exploit the transverse loads induced in the car during steering manoeuvres (which normally produce a transverse inclination of the car) to optimise the working angle of the rear wheels, thus improving roadholding. The result must be seen to be believed. The Alfa Spider reveals exceptional stability, unexpected on an open car. Roadholding is impeccable even in the presence of maximum lateral acceleration. Rapid lane changes become easy, and easily controllable. The car stays perfectly stable once when braking on bends. And it behaves perfectly even in the event of emergency manoeuvring to avoid an obstacle. A convertible with these features and qualities is the perfect heir to the best Alfa Romeo tradition.



ALFA SPIDER. A STAR-
STUDDED SKY FOR A
ROOF **BUT ALSO PERFORMANCE,
ENTERTAINING DRIVING,
SAFETY...**





The 2.0 Twin Spark 16V engine that powers the Alfa Spider is an indisputable benchmark in its class. This engine has twin cam timing, four valves per cylinder, Twin Spark ignition, variable valve timing, variable geometry intake, hydraulic tappets and double counter-weighting on the crankshaft with a torsional damper.

The architecture of the new generation of Twin Spark engines from Alfa Romeo has earned them the epithet of "uncompromising" engines from the main point: 16V for maximum power output, variable valve timing and variable geometry intake for maximum flexibility, Twin Spark ignition to optimize combustion and emissions, counter-weighting for extremely quiet running and an extraordinary maintenance life of 62,500 miles.



ENJOY LIFE
ENJOY THE ROAD

**THE ALFA ROMEO SPIDER
IS A FREE SPIRIT
JUST LIKE YOU**





TECHNICAL SPECIFICATION

	3.0 T SPARK
ENGINE	
No. of cylinders, arrangement	4 in line, bore transverse
Bore x stroke (mm)	83 x 91
Compression ratio	10 : 1
Power, power output (kW) (kW) at rpm	155 (110) 4400
Peak torque (kgm) (Nm) at rpm	19.1 (181) 3500
Firing gear	DOHC (double overhead), 4 valves per cylinder, electrohydraulic variable valve timing
Fuel feed	Direct Injection (DI) 15.5 MPa electronic injection combined with ignition
ELECTRICAL EQUIPMENT (LITER)	
Battery capacity (Ah)	70
Generator (W)	800
TYRES	
	205/55 R 16Y
STEERING	
System	rack and pinion with power steering
Turning circle between kerbs (m)	11.2
SUSPENSION	
Front	independent, MacPherson strut, with lower anti-dive and anti-roll bar
Rear	independent, double wish-bone with upper triangle, twin lower links, tube steel, coil springs, hydraulic dampers and anti-roll bar
WHEELS (mm)	
Front (mm) vertical	284
Rear (mm)	240
BODY - DIMENSIONS	
No. of seats	2
No. of doors	2
Length/width (mm)	4285/1780
Height (mm)	1515
Wheelbase (mm)	2548
Front/rear track (mm)	1449/1407
Luggage compartment (litres) with third spare wheel	110
UTILITIES - WEIGHTS	
Fuel tank (litres)	70
Kerb weight (kg) (kg)	1570
Max. loadable weight (kg)	1000
PERFORMANCE - CONSUMPTION	
Top speed (mph) (km/h)	131 (211)
Acceleration 0-100 (sec) 0-100 (sec)	8.4
Consumption as per EC Directive 93/116 RPS 6/100 km urban cycle	10.2
out of town cycle	6.8
combined cycle	9.2

Products offered for sale may differ from those described or illustrated in this leaflet due to later production changes in specifications, components or place of manufacture.

The contents of this leaflet are therefore not to be treated as representations as to the current availability of products as described, or as to products actually offered for sale.

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