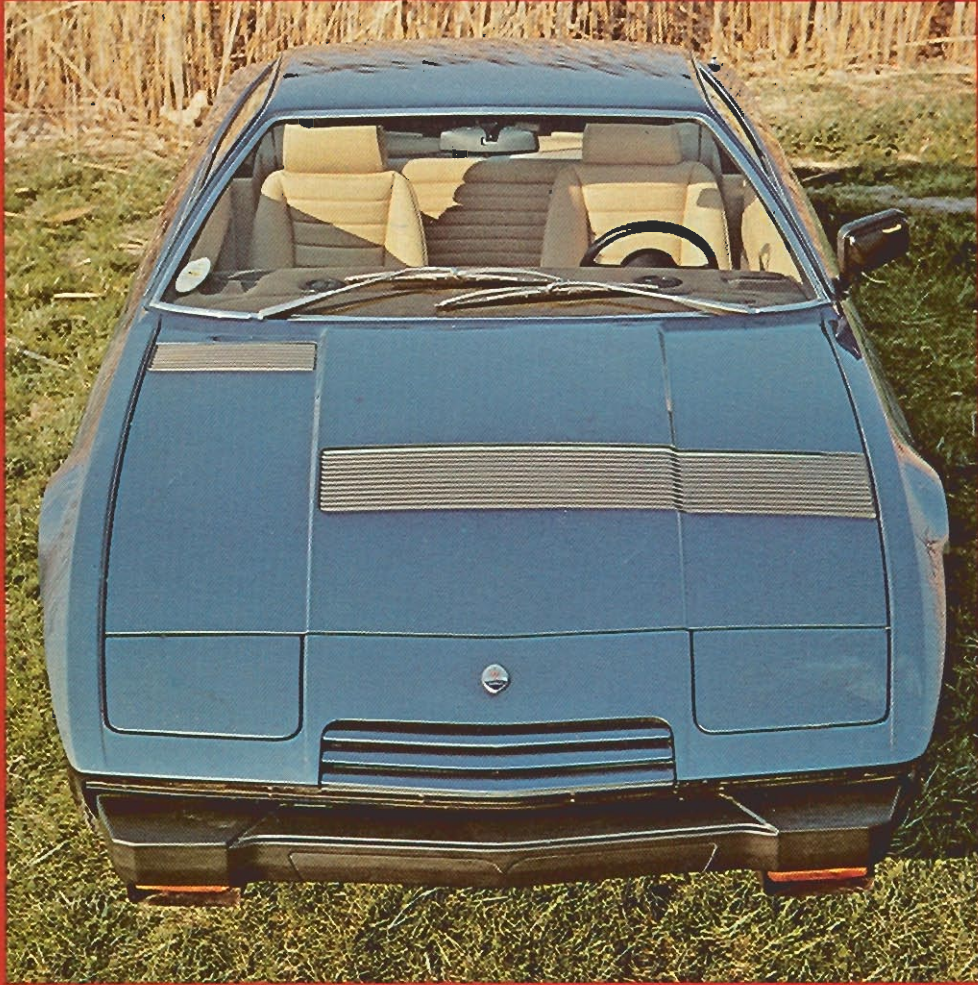


MASERATI



KHAMZIN.
THE
LEGENDARY
WORLD
OF
BEAUTY
GRACE
&
POWER.

MASERATI LEGEND

Two years before there was a General Motors, the first Maseratis were beginning a legend. At first, the Maserati brothers built racing cars for other firms and individuals. And what cars they were. Beautiful and brutal. Successful cars in anyone's terms. Maserati automobiles have won both the World Championship for Formula One, and the Indianapolis 500. Something in the entire history of motor racing only one other manufacturer has been able to duplicate.

In 1938, Maserati introduced their first production car for the road. It was an elegantly-bodied Grand Tourer by Pininfarina and capable of a genuine one hundred miles per hour. But more importantly, the car fused the advanced technology and discipline of racing with the artistic sensibilities and passion for excellence of the founding brothers into a single vehicle. Since then every Maserati has been built in this tradition.

MASERATI BEAUTY

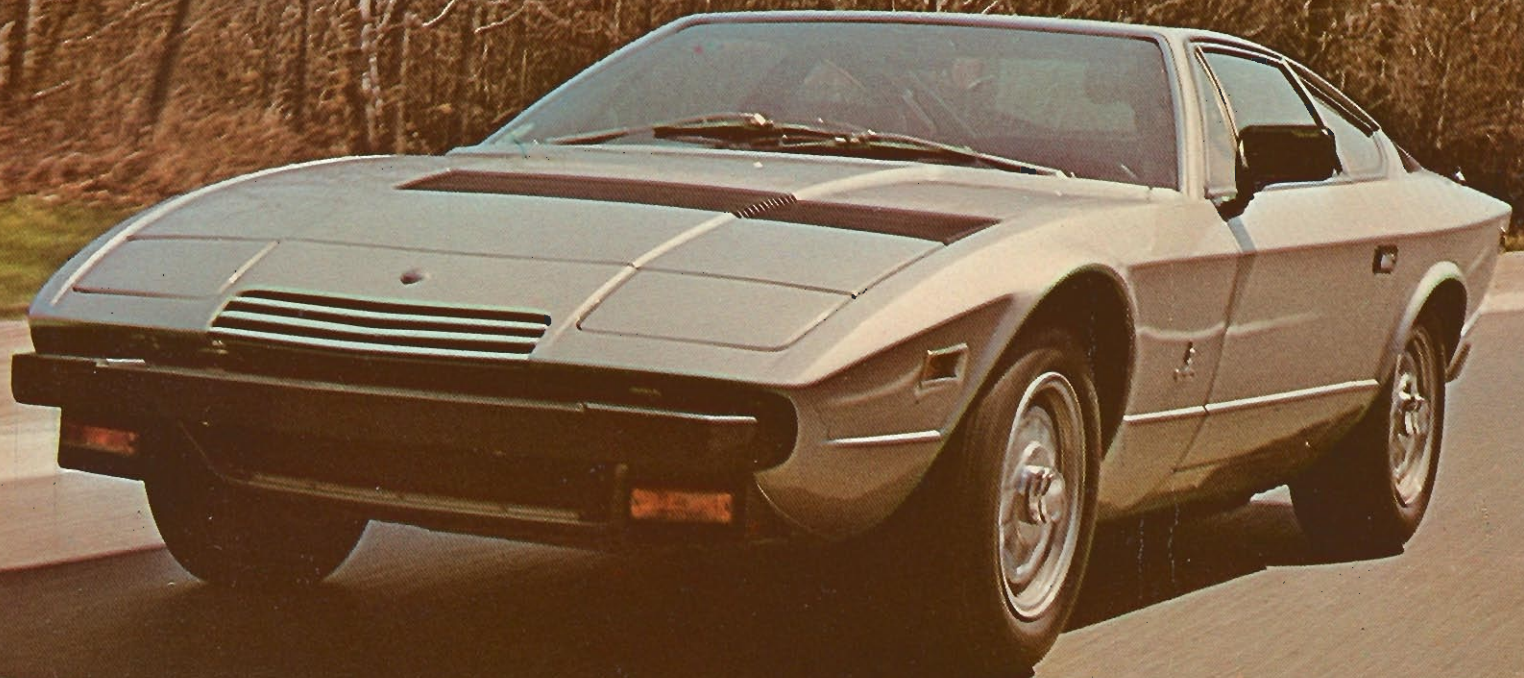
The legendary Khamsin, named after the hot wild wind of the Sahara, has, paradoxically, a quiet and refined beauty. Designed by Bertone, the handsome and distinguished Khamsin is a wheeled work of art. According to ROAD & TRACK, "...the slight upsweeping of the tail, the asymmetrical positioning of the front air intakes and the glassed-in rear end are just three of the most obvious examples of Bertone's masterful touch." Interior finish and detailing include sumptuous leather, suede door inserts—the finest appointments crafted of the finest materials. Summing up, ROAD & TRACK calls the Khamsin, "A beautiful, comfortable, luxury GT that delivers everything it promises."

MASERATI GRACE

An entertainment machine...worth dreaming about and maybe even saving \$35,000.00 for...perfect for fast touring on twisty two-lane roads or even cruising on the freeways. That's the way MOTOR TREND visualizes the Khamsin's legendary capability for pleasing the most discriminating drivers. Nimbly graceful in any driving situation, the Khamsin relies upon its unique speed-related, hydraulically-assisted steering—as the speed increases, the steering actually becomes firmer.

MASERATI POWER

The Khamsin engine surges with brutelike power—a 4930-cc four-cam unit whose heritage stems from the legendary Maserati racing triumphs of the past half century. Coupled with its delightfully smooth and precise transmission—5-speed or automatic—Khamsin's spirited powerplant lets one command a tremendous resource of dynamism. As MOTOR TREND describes it, "...running up through the gears, the driver is assailed by a number of sensory delights. There's that positive g force that nestles him back in the seat—hit the brakes and that g force is reversed with authority...it's all at your whim, ready when you are."



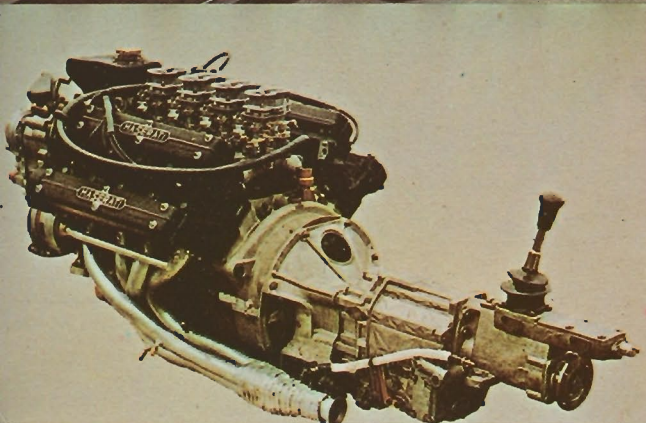
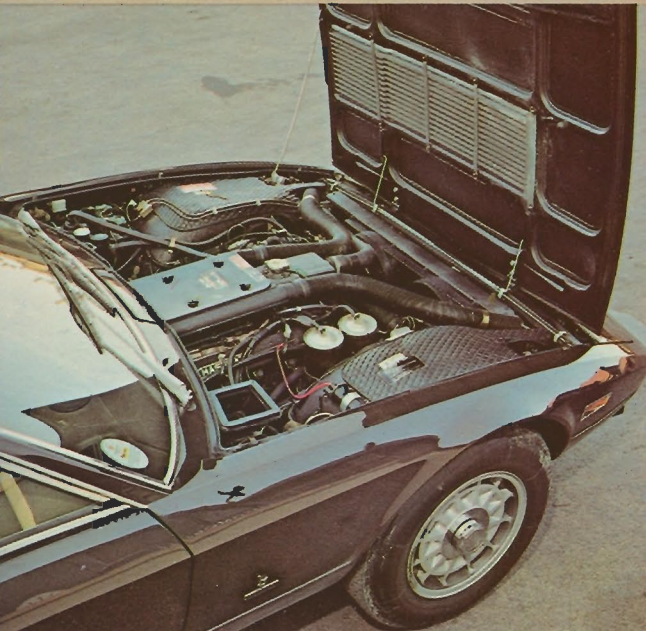
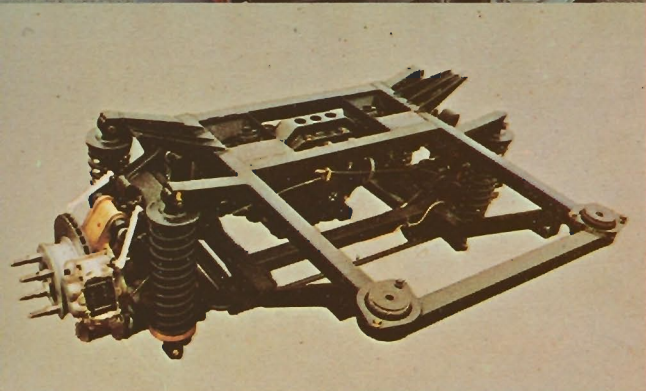
AUTOMATIC TRANSMISSION



5 SPEED TRANSMISSION







MASERATI "KHAM SIN" GRAN TURISMO

SPECIFICATIONS

4.9 liter aluminum V-8 engine—Hemispherical combustion chambers—4 over-head chain driven camshafts—4 dual-throat Weber carburetors—Electronic ignition system pointless—Dry sump pump lubrication—Transmission: 5-speed synchromesh or fully automatic—Fully independent front and rear suspension—Rack & pinion steering with hydraulic assistance & power centering—Brakes: ventilated power discs on all 4 wheels—Michelin steel-belted radial tires—Air conditioning—Heater/defroster with multi-speed blowers—Steering wheel: tilt & telescope—Steering wheel lock—Tinted glass—Power windows—Safety belts—Electric rear window defroster—Fine leather upholstery—Driver seat hydraulically operated for vertical adjustment with mechanically adjustable reclining back—Head rests—Speakers & electric antenna—Town & Country horns—light alloy wheels by "Campagnolo"—Electrically controlled adjustable side-view mirror—Electric clock.

ENGINE: (Front)
 CYLINDER: V-8—90 degrees Hemispherical combustion chamber
 BORE: 3.6968 (93.89 mm.)
 STROKE: 3.5039 (88.99 mm.)
 DISPLACEMENT: 300.87 cu. in. (4931 cc.)
 COMPRESSION RATIO: 8.5 to 1
 MAX. TORQUE: 308 ft. lbs. S.A.E. at 3500 r.p.m.
 MAX. POWER: 315 h.p. S.A.E. at 5000 r.p.m.
 Four dual throat Weber carburetors
 Four overhead chain driven camshafts
 Electronic ignition system—pointless
 Forced lubrication total draining, dry sump with separate oil tank & recirculation pump
 CLUTCH: Single plate diaphragm spring with hydraulic control
 GEAR BOX: ZF 5 speed synchromesh & reverse
 RATIOS: I: 2.99—II: 1.90—III: 1.33—IV: 1.00—V: 0.89—Reverse: 2.50
 AXLE RATIO: 3.77
 CHASSIS: tubular construction
 SUSPENSION: fully independent front & rear suspension by coil spring, torsion bar and telescopic shock absorbers.
 BRAKES: Power brakes controlled by high pressure hydraulic system Ventilated disc brakes on all 4 wheels, dual braking circuits independent for each axle.
 STEERING: Rack & pinion steering with variable hydraulic assistance and power centering.
 STEERING WHEEL: Tilt & telescope
 FUEL TANK CAPACITY: 22.7 U.S. gallons
 WHEELS: 7.50 x 15—light alloy by Campagnolo
 TIRES: 215/70 VR 15 Michelin steel belted radials.

DIMENSIONS & WEIGHT

WHEEL BASE: 100.3" (2547.6 mm.)
 FRONT TRACK: 56.6" (1437.6 mm.)
 REAR TRACK: 57.7" (1465.5 mm.)
 OVERALL LENGTH: 180.0" (4572 mm.)
 OVERALL WIDTH: 71.0" (1803.4 mm.)
 OVERALL HEIGHT: 47.0" (1193.8 mm.)
 CURB WEIGHT: 3703 lbs. (1680 Kg.)
 LUGGAGE SPACE: 15 cu. ft.
 BODY: GT Coupe—Design by Bertone