



ALFA ROMEO AUSTRALIA

ALFA ROMEO SPIDER DELIVERS A FINAL STING IN THE TAIL

Alfa Romeo is about to close the latest chapter in the history of one of the most iconic names in the car industry, with the latest Alfa Romeo Spider coming to the end of its production life, but this Spider has one final sting in its tail – a limited production run with the all-new 1750 TBi engine that produces the best ever combination of performance, emissions and economy ever offered in an Alfa Spider during its legendary history.

But while the new Alfa Romeo Spider 1750 TBi is offering a new drivetrain with plenty of sting, the Alfa Romeo is ensuring that the final Spider in this incarnation does not deliver a sting in the wallet. At a recommended retail price, not including statutory charges and dealer costs, of \$69,990 the new Spider 1750 TBi, despite its performance, fuel economy and emissions benefits, costs the same as the car it replaces. Additionally, the new 1750 TBi has Frau Pieno Fiore leather upholstered electric seats as standard, along with new 19 inch alloy wheels. The savings also extend to the range-topping Spider 3.2 JTS Q4 which, with a new price of \$84,990 not including statutory charges and dealer costs, represents an \$11,000 saving for the 2011 model cars.

The 1750 TBi turbo petrol engine is a light and compact engine with a power and torque output that belies its size. Maximum power is 147 kW while not only does the torque peak at an impressive 320 Nm, it occurs at an amazingly low engine speed of just 1400 rpm. This combination not only enables the Spider to deliver a 0-100 kmh time of just 7.2 seconds, it also provides in-gear acceleration times on a par with a 3.0 litre V6 engine. At the same time the new engine is impressively economical – on the combined cycle it offers 8.2 litres per 100 km, or to put it another way, it saves more than a litre of fuel every 100 kms compared to the 2.2 litre engine it replaces. Finally, with full EuroV compliance it meets the toughest emission standards in the world, making the Spider 1750 TBi fast, clean and economical.

This substantial gain in engine efficiency has been achieved with an advanced ignition control solutions including direct fuel injection, two continuously variable valve timing units, a turbocharger and a revolutionary scavenging control system.

Although the archetypal Alfa Romeo Spider is the 1960's Duetto that entered the public consciousness when a Dustin Hoffman piloted a red – of course – Duetto Spider on his way to his fateful meeting with Mrs Robinson in the film 'The Graduate', the Spider has been at the heart of the company right back to its foundation. Although early models such as the 40-60hp and the RL were known generically as spiders, the first model to carry Spider as part of its name was the 8C 2300 Spider. The Spider relaunched Alfa Romeo in Australia in



1998 and the current incarnation arrived at the 2006 Australian International Motor Show in Sydney.

The Alfa Romeo Spider 1750 TBi is fitted with 6-speed manual gearbox, whilst the range topping Spider 3.2 V6 JTS is equipped with, as standard, Alfa Romeo's Q-Tronic Automatic gearbox and the Q4 permanent four-wheel drive system. Q4 employs three differentials, with a self-locking Torsen C unit at the centre of the system which in normal conditions divides drive torque by a ratio of 57 per cent to the rear wheels and 43 per cent to the front.

Torque split between front and rear axles is constantly modulated by the central Torsen differential on the basis of available grip, with a bias towards the rear axle promoting handling characteristics appropriate to an Alfa Romeo sports car.

The 1750 TBi Alfa Spider's braking system comprises powerful, 330 mm ventilated front discs and 292 mm solid discs at the rear. When powered by the 3.2 JTS V6, the Spider features 330 mm ventilated discs with Brembo four piston monobloc aluminium callipers at the front, and 292 mm ventilated discs at the rear for even greater, fade-free stopping power.

The Alfa Spider offers direct, lively and responsive speed-sensitive power assisted steering, with a rack requiring only 2.33 turns lock-to-lock; the most direct steering in its class. The turning circle is just 10.7 m between kerbs.

Both passive and active safety features are comprehensively represented in the Spider. In addition to seven standard equipment airbags, seatbelt pre-tensioners and a fully integrated Fire Prevention System, the new car comes with a comprehensive range of state-of-the-art electronic braking, traction control and stability systems fitted as standard.

ABS anti-lock braking is combined with Electronic Brakeforce Distribution over all four wheels, and a sophisticated switchable Vehicle Dynamic Control unit enhances cornering stability. VDC is further augmented by ASR to limit wheelspin during acceleration, MSR to modulate braking torque when changing down through the gears, and a unique Hill Holder function to facilitate smooth hill starts.

As with all Alfa Romeo models, driver orientated ergonomics, superior passenger comfort and lavish standard equipment levels are fundamental to the interior design of the Spider.

The Spider boasts a notably generous standard equipment specification, offering, even at entry level, many features only available as expensive options on rival models, including Pieno Fiore Sports Leather, Bluetooth telephone connection system, electrically adjustable and heated front seats, chrome roll bars, wind break, rear storage compartments, automatic Dual Zone climate control, electric folding roof, cruise control, a multi-function display and trip computer, fog lights, 19 inch spoked alloy wheels and an RDS 6-speaker stereo radio with CD player.

In addition, the Spider 3.2 JTS V6 is equipped with Xenon headlights with headlight washers and Bose audio system.



The 2011 Alfa Romeo Spider is on sale now, with a recommended retail price for the Spider 1750 TBi of \$69,990 and the Spider 3.2 JTS Q4 is priced at \$84,990, not including statutory charges and dealer costs.



ALFA ROMEO SPIDER ~ HERITAGE

The four words 'Spider is Alfa Romeo', an advertising slogan in use nearly 30 years ago, neatly sum up eighty years of Alfa Romeo Spider production in both technical and emotional terms.

This is because an automotive manufacturer such as Alfa Romeo whose name has always been a synonymous with motorsport, can only give free rein to its idea of freedom and passion by building a convertible sports car.

Like many historical icons that have passed into the common consciousness over the course of the decades, the Alfa Romeo convertible was originally created without a specific name to identify it.

The period was the beginning of the twentieth century, Alfa cars created in Portello, such as the 40-60 HP, the 20-30 ES, up to the RL were put through their paces against the chequered flag over circuits such as Targa Florio, Brescia, Modena and Parma. The management of the day was quick to realise that they could never come up with a better advertising slogan than that of offering customers a car that could boast such a wealth of sporting accolades.

Through the intuitions and passion of designers and engineers such as Merosi and then Jani, Alfa Romeo became speed champions on the track and style icons on roads throughout the world, due to their impeccable engines and the artistry of bodybuilders such as Zagato and Touring, who channelled the power of the 1500 and 1750 engines into sleek, open-topped shapes.

The English-speaking world looked on with great interest at these open-topped cars whose streamlined shapes allowed them to reach much higher speeds than saloons. The vehicles were therefore described as 'speeders' and the term became corrupted into 'spiders', even though they had nothing whatsoever to do with the eight-legged insects of the same name.

Throughout the 1930s, the already cutting-edge engineering and styling of these cars underwent further refinement. The engines were upgraded to eight cylinders and their capacities were increased: the difficulties posed by circuits throughout Europe (from Le Mans to Monza) and the toughest adversaries did not deter the all-powerful 8C 2300 Spider Corsa or the 8C 2900 A and B.

At the wheel of these racing cars, with his habit of hurtling headlong into the middle of bends and skidding out, was perhaps the greatest of them all: Tazio Nuvolari.

The interlude of World War II brought a temporary halt to Italian automotive production. The first signs of recovery came at the beginning of the Fifties, but the clamour for coupés and convertibles did not really begin to make itself heard until the time of new prosperity in the Sixties.

Alfa Romeo responded to this need with a car derived from a coupé version but with a shape that belied its great personality: thus 1955 saw the advent of the Giulietta Spider.



Though Zagato and Touring had built the bodies of previous convertibles, for the Giulietta Spider, the powers that be at Alfa Romeo decided to commission two prototypes from Bertone for the Giulietta Sprint that was the forerunner of the coupe and from Pininfarina.

Graceful, regular proportions coupled with suave yet razor-sharp design assured the victory of the model produced by the factory set up by Giovan Battista Farina, who referred to his car affectionately as 'la signorina'.

The Giulietta Spider was initially launched only on the US market, where that well-proportioned design oozing artistic culture and the brand name redolent of so many racetrack triumphs symbolised a different way of life. The small cars (very often white) from Milan caused a sensation when they were first seen driving down the avenues of New York.

In Italy, Alfa Romeo convertibles became a must-have phenomenon: these fast cars had the acceleration to burn up heavy saloons at the traffic lights and competition was beginning to arise between opposing ranks, as Giulietta drivers took on the British open-topped sports cars.

Italian national spirit and pride, based on well-founded awareness of the product's attributes, always won out and it was not by chance that the Giulietta Spider entered the world of advertising with Domenico Modugno at the wheel.

But the Giulietta was no ordinary style icon and amounted to much more than a status symbol: like any other Alfa Romeo, this car was put through its paces on the race track (in a 12 hour race at Sebring in 1960 for example) and in the world of competitive motorsport. The most original race and the one that aroused most press attention was won by a Giulietta Spider Veloce driven by Sanesi that came in 20 minutes ahead of the Settebello train (pride of the railway industry at that time) on the Milan-Rome line.

The Touring body introduced between the end of the 1950s and the beginning of the 1960s was no less admired. This look, where elegance was more important than racing muscle, typified the 2000 and 2600 convertibles and proved itself perfectly attuned to the jetset lifestyle. It stood as a model of refinement and good taste, immortalised by memorable performances by actors such as Rossano Brazzi and Ugo Tognazzi, whose style blended perfectly with that of the Touring class.

So far the Spiders we have examined were essentially open-topped versions of saloon or coupé models, but at the Geneva Motor Show of 1966, Alfa Romeo introduced a Spider so original, it was viewed in an entirely different light to any other model in production at that time.

The Fiat top-management decided that they needed to get away from the Giulietta shape, which they considered outdated and commissioned Pininfarina (now inseparably linked with the Alfa Romeo name) to build a new car on the 1600 engine.

1966 saw the advent of the 1600 Spider, with a double convex shape that was drawn out harmoniously to give the car a cuttlebone form contained within a wraparound rounded shape with a quintessentially mannerist flavour. Such shapes were actually nothing new to Alfa



Romeo convertibles: fourteen years earlier, the 1900 C 52 convertible known as the 'Flying Saucer' had aroused much curiosity and interest.

After cars with evocative names such as the Giulietta and Giulia, this 1600 spider could hardly remain restricted by such a dry-sounding technical title. The Alfa Romeo top management, led by Giuseppe Luraghi, therefore announced a competition: anyone who came up with a name good enough to satisfy a special jury would be given a 1600 Spider. Many more people entered the competition than Alfa ever expected. So many, in fact, that once the jury had chosen the name 'Duetto', they had to pick a winner from all the entrants who had suggested this name. Mr Guidobaldo Trionfi was the lucky contestant: he based his entry on the number of passengers, the engine tone and the inseparable harmony of shape and feeling.

The Duetto had only just entered the stage: then the young Dustin Hoffman arrived on Italian cinema screens aboard a red Duetto, driven in dashing style on the set of the film 'The Graduate', to the accompaniment of 'Mrs. Robinson' by Simon & Garfunkel. The film and the car were so popular that a special series of the Spider in the US was given the name of 'Graduate'.

The Seventies ushered in another look entirely and the car underwent a radical restyling. This mainly affected the rear end, with the disappearance of the cuttlebone shape in favour of a cut-off rear end. Different engines also came and went over the years, from the 1300 to the 2000 with the 1750 in between.

The 1991 Alfa Romeo Proteo heralded the next generation Alfa Romeo Spider and in 1995 the Alfa Romeo Spider was re-born with a design that was a collaboration between the Alfa Romeo Styling Centre and Pininfarina. This car is particularly significant for Alfa Romeo in Australia – it is the car that, along with the Alfa Romeo GTV, brought the marque back to Australia in 1998. With a major facelift in 2000, this generation of the Spider continued until 2005. The present Spider arrived in 2006.

And so production of Alfa Romeo spiders has continued in an almost unbroken strand up to the present day, a sign of the importance and awareness of Alfa Romeo's place in the world of convertibles, i.e. in the world of passion, motor racing, wind and asphalt.

After all, Spider is Alfa Romeo.

The technology behind the performance of the Alfa Romeo 1750 TBI engine

The new Alfa Romeo 1750 TBI engine is a remarkable tour de force. On one hand it offers the performance of a 3.0 litre V6 engine, in terms of top speed, straight line acceleration and in-gear performance. But, weighing in at around 100 kg less than a 3.0 litre V6 and with the efficiency of a compact four cylinder engine, it also offers outstanding fuel economy and low emissions. This unique combination has been achieved through a range of new technological solutions.

Scavenging technology

The engine's brilliant performance is largely the result of using scavenging technology to



maximize torque even at very low speeds, making it incredibly responsive and confining the notion of turbo lag to the history books.

Effective scavenging is achieved by continuously monitoring and optimising the engine operating parameters such as fuel dosage, the position of the two variable valve timing units, the ignition advance and the injection timing. In practice, it is possible to define valve overlap angles and times with extreme precision, generating a direct air flow from the intake manifold to the exhaust manifold and driving the turbocharger in very short times. This new system therefore makes far better use of the turbocharger than conventional turbo petrol engines. It is controlled by an innovative ECU installed with ultra-modern engine parameter management software. In this way, the maximum torque at 1,400 rpm is 70% greater than that of a conventional turbo engine and response times have been more than halved, closely approaching those of a naturally aspirated engine.

Direct injection

Direct injection reduces temperatures in the combustion chamber through fuel evaporation, dramatically reducing the likelihood of detonation. This allows superior performance to be achieved even at quite high compression ratios (around 9.5) and guarantees low fuel consumption at partial throttle settings.

Direct injection is essential for reducing emissions through an advanced, dual-injection system. Precise control over the moment fuel injection takes place also ensures that no fuel arrives directly at the exhaust during the scavenging phase, which would compromise the functioning of the catalytic converter. Finally, the second-generation injection system features a new, high-pressure pump (capable of managing fuel pressures of 150 bar) and innovative seven-hole injectors capable of guaranteeing perfect fuel vaporisation under all engine operating conditions.

Dual variable valve timing

The two continuous variable valve timing units on the intake and exhaust camshafts optimise valve timing at all engine speeds and loads, minimising both fuel consumption and emissions. With the two valve timing units linked to the turbocharger, it is possible to manage the scavenging strategy by establishing the ideal valve opening and closing overlap. When the driver demands a sudden increase in torque, the system ensures rapid response even at very low revs.

Turbo

The engine is fitted with a next-generation turbocharger linked to an innovative pulse converter exhaust manifold that optimises the use of exhaust pressure waves to increase torque at low engine speeds. Both the manifold and the turbine are made of microcast steel to withstand the very high operating temperatures (up to 1020 °C) needed to reduce fuel consumption while driving at medium-high speeds on motorways.

Thermal fluid dynamics

The intake ducts are designed and optimised through the use of mono- and three-dimensional computing technologies that have enabled them to reach the level of turbulence needed to obtain high combustion efficiency. This has made it possible to create both an optimal mixture of air and petrol and fast combustion with reduced cyclical dispersion even at low



revs. The design of the combustion chamber has also been optimised by extending the squish areas and minimising the ratio between surface area and volume, to the benefit of combustion. Lastly, the exhaust ducts have been designed to work in sync with the exhaust manifold and to maximize its pulse converter effect.

Friction

The entire engine has been designed to minimize power losses through friction. The pistons feature rings with low tangential load, and advanced materials have been used to minimize wear. The cylinder head incorporates roller rocker arms that have reduced sliding contact losses at 2,000 rpm by 65% compared with the old Twin Spark cylinder heads. Optimised crank design based on a very long connecting rod and a fairly short piston stroke has minimised the vibrations normally associated with straight-four engines at high speed. In this way, balancing countershafts can be dispensed with, further improving engine consumption.

Performance

The scavenging technology and an innovative management system enable the engine to set new performance benchmarks. Specific torque is exceptional at 185 Nm/l, one of the highest figures for any modern engine. Maximum torque of 320 Nm is reached at only 1,400 rpm, a remarkably low engine speed for the petrol engine. This guarantees superb acceleration and allows you to drive in a relaxed manner without having to change down frequently. Finally, the engine reaches a high specific power of 115 hp/l at the relatively low speed of 4,750 rpm and keeps this power level constant up to 5,500 rpm.

Emissions

Thanks to a dual injection system and the high start pressure, a relatively small catalytic converter is sufficient to ensure compliance with Euro 5 emission standards, which benefits performance and economy as well as offering weight savings.

ALFA ROMEO SPIDER ~ DESIGN

The Alfa Romeo Spider, derived from the gorgeous Alfa Brera coupé, was developed by Pininfarina in conjunction with the Alfa Romeo Style Centre and will be assembled in Pininfarina's San Giorgio Canavese plant.

A byword for sporting prowess, Italian flair and quality, the model is a stylish and generously proportioned 2-seater. The Alfa Spider is 183 centimetres wide, 439 cm long and 131 cm high with a wheelbase of 253 cm, although the sharply tapered front and rear make it look more compact.

Despite this, Alfa Romeo has not had to stoop to compromise by choosing between comfort and function, as designers are often forced to do with this type of car. The luggage compartment offers 253 litres which is always available whether the hood is up or down, while there are numerous roomy oddments recesses, including the chilled one in the central console.

In detail, the Alfa Spider offers an up-to-date appealing front end, similar to that of the coupé on which it is based, with a shield occupying pride of place in the centre, the starting point of the lines that run along the bonnet and frame the headlights, 'suspended' on an air inlet: a



stylistic and functional device that Alfa Romeo reserves for its out-and-out sports cars, which makes the front look even wider and more imposing, because the shoulder of the wing and the front pillar are stronger and thicker.

From the side, the combination of a short wheelbase, long bonnet and compact, rear-mounted cabin enhances the car's sporty, dynamic looks. This impression of great temperament is underlined by the elongated rear lights and four exhaust terminals. But the styling of the Spider also includes some 'romantic' elements, in the best Alfa Romeo tradition, such as the fold-away, light hood, and the design of the rear shoulder muscle that is borrowed directly from the famous Giulietta Spider.

The collaboration between the Alfa Romeo style centre and Pininfarina continues inside the vehicle where a sporty look has been achieved by the general layout and one-off features such as the armrest area of the door panel or the band that wraps around the surface above the rear bench. The dash features an array of controls and instruments that all face the driver. The seats, while maintaining an area with distinctive Alfa piping, have been customised by incorporating the head-restraints into the structure and by side strips that connect the seatbelts and give a personality boost to the seat.

And finally, the Alfa Romeo soft top, an irresistible design feature, is distinctive for its light appearance and the way it blends in perfectly with the rest of the car. For example, the shaped hood cover fits in harmoniously with the body and houses a third brake light in its base.

Last but not least, the rear roll-bar is a safety element that slots perfectly into the silhouette of the car which tracks the line of the seat to shade off into the rear volume above the rigid hood cover. Everything is embellished by the two 'bosses' set behind the roll-bar and enriched by some high-tech details.

Sportiness and elegance combined in unique, exclusive styling. harmonious forms and volumes which produce a beautiful, powerful, solid car, when they are supported by Alfa Romeo mechanical and engineering excellence. All this without ever stooping to compromise in terms of comfort and on-board wellbeing.

The Spider Hood

The fully concealed Alfa Spider hood is equipped with a hydraulic system for automated movement. The hood comes with improved looks, streamlining and acoustic comfort. Its practical details have also been improved with mechanisms specially designed to make folding and unfolding operations easier, faster and safer.

In detail, the first of its five steel and aluminium arches is shaped to mould to the upper edge of the windscreen thus continuing the exterior shape seamlessly and making the car more aerodynamic with its hood closed. The hood consists of two skins: the outer skin is a multiplayer cloth with good fire resistance while the inner skin effectively soundproofs the passenger compartment. Special features have also been designed and applied to prevent wind noise during driving with the hood closed, even at high speed. Examples include the special shape of the window retaining channels.



Aboard convertibles driving comfort must be guaranteed both with the hood closed and with the hood open: hence the continuous quest for various individual performance aspects, such as body stiffness, individual frequencies, weight optimisation, aerodynamics, suspension settings and many other features that may be less well known to the general public but all add up to create a top quality product that can be used to best effect in both configurations.

The hood action is also electric and the fold/unfold operations take place automatically. To set the hood in motion, all the driver has to do is press a button after parking the car and applying the handbrake. This single manual operation has been maintained for safety reasons, since accidental system operation is prevented.

In detail, electric hood opening is performed by a specific hydraulic circuit co-ordinated by a special electronic control unit.

Lastly, the car may also be equipped with a transparent wind stop that limits air turbulence in the passenger compartment with the hood open to make it possible to enjoy an equally comfortable trip even at high speed.



Alfa Romeo Spider Technical Specifications

	Spider 1750 TBI	Spider 3.2 JTS V6 Q4
ENGINE		
No. of cylinders, arrangement	4 in line	60 degree V6
Bore x stroke (mm)	83 x 80.5	89 x 85.6
Displacement (cc)	1742	3195
Compression ratio	9.5:1	11.25 : 1
Max. power output: bhp (kW-EC) at rpm	200 (147) @ 5000	260 (191) @ 6300
Peak torque: Nm (kgm-EC) (lb.ft) at rpm	320 (32.7) @ 1400	322 (32.8) (237) @ 4500
Timing system (control)	2 OHC, 4 valves per cylinder variable valve timing, direct injection Belt drive, roller rocker arms	4 OHCs (chain), 4 electrohydraulic continuous phase variators
Fuel feed	Direct injection with turbocharger integrated with ignition, scavenging functional mode	MED 7.6.2 electronic direct injection integrated with ignition system
ELECTRICAL SYSTEM (12V)		
Battery: capacity (Ah) / Generator (A)	90/120	90/150
TRANSMISSION		
Drive	Front/Six speed Manual	Four-wheel drive/Q-Tronic six speed automatic
Gearbox: 1st	3.818 : 1	4.148 : 1
2nd	2.158 : 1	2.370 : 1
3rd	1.475 : 1	1.556 : 1
4th	1.067 : 1	1.155 : 1
5th	0.875 : 1	0.859 : 1
6th	0.744 : 1	0.686 : 1
Reverse	3.545 : 1	3.394 : 1



Final ratio	3.941 : 1	3.895 : 1
TYRES/WHEELS		
Standard version	235/40 R19	235/40 R19
Wheels	19 x 8J	19 x 8J
Steering system	Rack and pinion with power steering	Rack and pinion with power steering
Turning circle (m)	10.7	10.7
SUSPENSION		
Front	Independent with double wishbones and anti-roll bar anchored via ball joints	Independent with double wishbones and anti-roll bar anchored via ball joints
Rear	Independent Multilink system	Independent Multilink system
BRAKES – (DISCS)		
Front (mm)	Brembo Ventilated 330 x 28 D, fixed aluminium calliper with four 42 mm pistons	Brembo Ventilated 330 x 28 D, fixed aluminium calliper with four 42 mm pistons
Rear (mm)	Ventilated 292 x 22 D, combined 42 mm pistons floating calliper	Ventilated 292 x 22 D, combined 42 mm pistons floating calliper
WEIGHTS – TANK CAPACITY		
Fuel tank capacity (litres)	70	69
Kerb weight DIN (kg)	1490	1710
Max towable weight (kg)	1450	1500
PERFORMANCE		
Top speed km/h	235	235
Acceleration (driver + 30 kg): 0 to 100 kmh (s)	7.5	7.2
0 to 1000 m (s)	29.2	27
FUEL CONSUMPTION – EMISSIONS According to 1999/100/EC Directive		
Urban cycle (l/100km)	11.9	18.34
Extra urban cycle (l/100km)	6.1	8.61



Combined cycle mpg (l/100km)	8.2	12.7
Exhaust emissions - CO₂ (g/km)	192	289
Emissions Standard	EuroV	Euro IV
DIMENSIONS		
No. of seats	2	2
No. of doors	2	2
Length / width (mm)	4410 / 1830	4410 / 1830
Height (mm)	1318	1318
Wheelbase (mm)	2528	2528
Front / rear track (mm)	1579/1559	1579/1559
Luggage compartment capacity (dm³)	235	235

Alfa Romeo Spider

STANDARD EQUIPMENT AND OPTIONS

● = standard ○ = optional - = not available

EXTERIOR EQUIPMENT	SPIDER 1750 TBI	SPIDER V6
Electrically adjustable, heated wing mirrors	●	●
Electrically folding, adjustable, heated wing mirrors	○	●
Hydrodynamic windscreen washer jets	●	●
Electro-hydraulically folding roof	●	●
Metallic paint	○	○
19 inch alloy wheels	●	●
INTERIOR EQUIPMENT		
Electric front windows with one touch function and anti-intrusion sensor	●	●



Stainless steel kick plates	●	●
Front armrest with temperature controlled storage compartment	●	●
Electronic key with remote central locking and boot release	●	●
Dual zone automatic climate control with split temperature and distribution function (pollen filter with active carbon filter and AQS⁽²⁾)	●	●
5 mm thick glass panes on front windows	●	●
Internal electric boot release switch	●	●
Tinted windows	●	●
Cruise control	●	●
Diffused ambient lighting in cockpit	●	●
Engine oil gauge	●	●
Luggage compartment with courtesy light	●	●
Glove compartment with courtesy light	●	●
Puddle lights on front doors	●	●
Courtesy lights with reading spotlights	●	●
Courtesy mirror on driver and passenger sun visors with built-in light	●	●
Electronic start / stop button	●	●



Electrically adjustable heated front seats and electrically folding, adjustable, heated wing mirrors, with memory on driver's side	●	●
Frau® Pieno Fiore leather upholstery with electrically adjustable heated front seats and electrically folding, adjustable, heated wing mirrors, with memory on driver's side	●	●
Interior carpeting in tufted velour	●	●
On-board instrumentation with multifunctional display	●	●
Trip computer	●	●
Steering wheel adjustable for distance and height	●	●
Leather steering wheel and gear knob	●	●
SAFETY / MECHANICAL PARTS		
Full size driver and passenger front airbags	●	●
Front side airbags (chest and pelvis protection)	●	●
Driver knee airbag	●	●
Alfa code immobiliser	●	●
Volumetric antitheft alarm with cut-out switch and anti-lifting module	●	●
VDC with Hill Holder (ABS + ASR + EBD + Brake Assistant)	●	●
ASR/VDC cut-out control	●	●
Fire Prevention System	●	●
Anti-intrusion bars in front doors	●	●



Front seatbelts with digressive load limiter and pretensioners on buckle	●	●
Belt not buckled buzzer, timed and deactivated when the car is stationary	●	●
Headlight washer system	=	●
Halogen headlights	●	=
Bi-xenon headlights (includes headlight washer system)	=	●
"Follow me home" headlights	●	●
Fog lights	●	●
Parking sensor built into rear bumper with audible obstacle alert	●	●
Brake pad wear and braking system malfunction sensor	●	●
Aluminium brake callipers with Alfa Romeo designation	●	●
Space saver spare wheel	●	●
Fuel cap secured by central locking	●	●
AUDIO / PHONE / NAVIGATION		
Car radio with audio CD player (6 speakers)	●	●
CD auto-changer (10 disc)	●	●



Bose® sound system with digital amplifier (6 speakers, 1 central, subwoofer) with a cargo box under loading floor	○	●
Hands-free system with voice recognition and Bluetooth™ technology	●	●