

Maserati Ghibli 1967-1973: Guide to Understanding Changes, Features and Options

Ivan Ruiz / Peter Straub,
February 2011



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0. Preface

The Ghibli is one of the Maserati GT models that went through the most changes as it was produced from 1967 through 1973. Changes were a result of the factory making improvements and also many changes were a result of new safety and emissions regulations being introduced in the USA at that time. In other words, some changes were improvements, which the factory freely implemented, while others were forced on the factory by the regulators.

I often get asked for help finding a Ghibli SS. When I ask why a SS and not a 4.7 liter car, it is clear that they do not understand the Ghibli and the differences. It usually comes down to the SS being rarer and they were told “those are the ones to get”. This article is destined to present the major differences and provide you with our opinion of which are more desirable and why. You can then make your own the decision depending on what features are important to you and if you want to pay a premium for a SS. Finding a car that has all the desirable features is probably next to impossible, so be prepared to accept some trade offs.

Selecting which Ghibli features and options are on a particular car requires more work than simply looking at the manufacture year or the VIN. One thing you quickly learn about Maserati is that they were not known for manufacturing consistency. It is not that unusual to find a late car with some early features.

Most people looking for a Ghibli know that there were “SS” and “non-SS” models. So what exactly is a SS model? The SS-designation was used primarily as a marketing tool (aka: gimmick) to boost sales of the Ghibli as it was in its 3rd year of production. It was used on cars that were equipped with the 4.9 liter engine versus the 4.7 liter. There were NO other differences. I repeat ... no differences in brakes, suspension, body construction steering, and interior ... just the engine displacement. Having said this, most SS cars were built towards the end of the Ghibli production and therefore generally have features and options associated with the late production cars. In general a late model Ghibli is considered more desirable as it incorporates improvements that are explained below.

Special thank for his valuable input goes to Bart van der Weiden.

Ivan Ruiz / Peter Straub, January 2011

1. Introduction

A. *The Maserati Ghibli 1967-1973*

Maserati describes the Ghibli on its website as follows:

‘A true thoroughbred GT, it was powered by a 4.7 litre engine developing 315 hp. The dry-sump twincam V8 engine with four twin-choke carburetors differed from that used in the Mexico and Quattroporte of the same period, which followed a wet sump design. The model was originally devised as a two-seater, despite being 4.69 metres long and having a wheelbase of 2.55 metres. The Ghibli did become a 2+2 for production.

The chassis featured simple yet effective cart-sprung rear suspension, also found on the Quattroporte II which was introduced at the same time. The project was principally overseen by Engineer Alfieri and it was unveiled at the Turin Motor Show in late 1966 on the Ghia stand, with deliveries starting in March of the following year.

Named after an Egyptian desert storm wind, the Ghibli had another fantastic asset in its striking visual appearance, and it could easily have sold itself based on looks alone. Its dramatic styling was the work of a young Giorgetto Giugiaro, at that time working for the Ghia studio in Turin. Giugiaro himself describes it this way: *“A very striking, long, flat bonnet, full-width radiator grille, pop-up headlights, a sharply angled windscreen, wide squat sidelights that ended in a vertical segment, and very clean flanks even though the coach-line did have lots of movement to it. The rear end was high for aerodynamic efficiency as well as functional reasons (the two fuel tanks lie behind the rear axle and have a very raised neck).”*

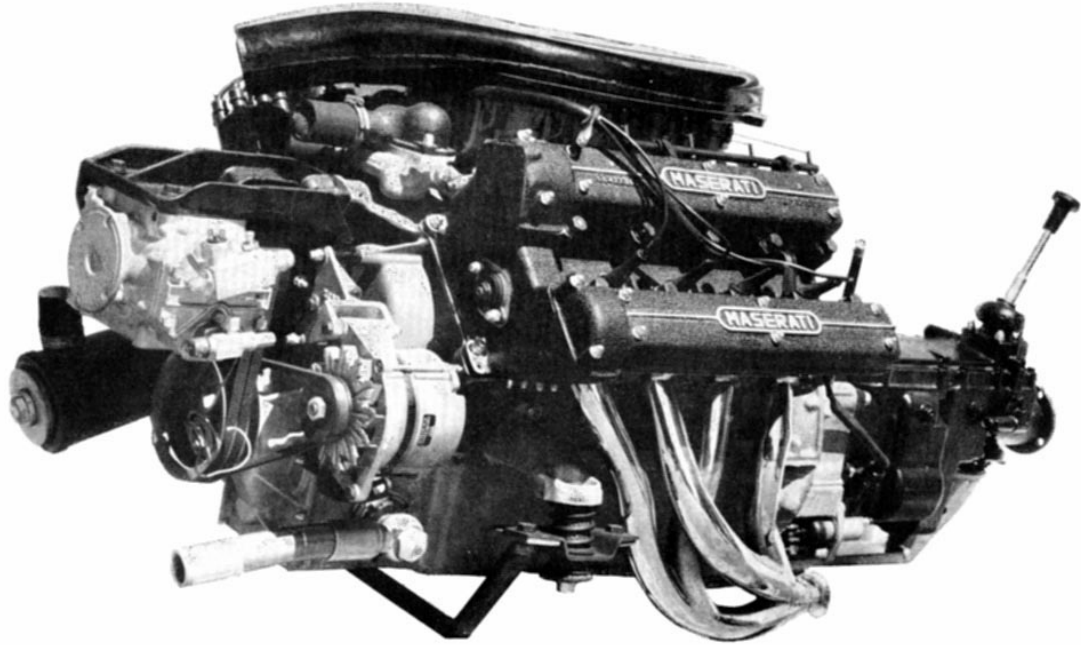
Henry Ford II was so impressed by the Ghibli that he reportedly approached the Orsi family with an offer to buy the company from them. Other notable owners included Sammy Davis junior, Peter Sellers and Jean-Paul Belmondo.’



Pic. 2: A typical 60ies color for the Ghibli was Verde Gemma. Really cool!

The **Technical Specification** for Maserati's Ghibli is as follows:

Model	Ghibli
Maserati internal code	Tipo AM115
Production start	1967
Number Produced	1170 (all coupés combined including Ghibli SS)
Ignition	single-plug Bosch distributor with automatic advance, coil ignition (via a transistor from 1970)
Lubrication	two concentric gear pumps (pressure and scavenge)
Transmission	5-speed + reverse ZF (automatic to order), self-locking differential
Reduction	1.03.31
Gear ratios	I=2.97; II=1.92; III=1.34; IV=1; V=0.9; R= 3.31
Chassis	tubular steel ladder-frame platform chassis
Front suspension	double wishbones, coil springs, telescopic dampers and anti-roll bar
Rear suspension	leaf springs, hydraulic telescopic dampers and anti-roll bar
Brakes	ventilated discs, servo-assisted, hydraulic, independent dual circuit
Brakes front	294 mm discs
Brakes rear	272 mm discs
Steering	worm and sector (power assistance to order)
Cooling system	water-cooled
Length	185.04 inches (4,700 mm)
Width	70.47 inches (1,790 mm)
Height	45.67 inches (1,160 mm)
Wheelbase	100.39 inches (2,550 mm)
Front track	56.6 inches (1,440 mm)
Rear track	55.9 inches (1,420 mm)
Dry weight	3416 lbs (1,550 Kg)
Kerb weight	3637 lbs (1,650 Kg)
Tyres	front/rear Pirelli HS 205 VR 15 (215 VR 15 from 1972)
Wheels	magnesium alloy, 7.50 x 15 (wire wheels to order)
Top speed	164.5 mph (265 kmh)
Bodywork	2-door, 2+2 coupé
Fuel tank	two tanks, 100 litres (21 Imperial Gallons / 26 US gallons)
Production dates	1969-1973
Engine	90° V8, light alloy casting with pressed-in cylinder liners in special cast iron
Bore and stroke	93.9x85 mm
Total displacement	4,709 cc
Displacements (unitary)	588.62 cc
Compression ratio	8.05.01
Maximum power	310 bhp at 6,000 rpm
Maximum torque	47 Kgm (341 lbs/ft) at 3,500 rpm
Timing gear	two valves per cyl., two chain-driven overhead camshafts per cylinder bank
Fuel feed	naturally aspirated, four vertical twin Weber 40 DCNF/5 carburetors (42 DCNF/9 from 1969)
Fuel & lubricant	N.O 98/100 RM



Pic. 3: The engine (plus gearbox) as found in the owners' manual of 1969.

B. The Maserati Ghibli SS 1969-1973

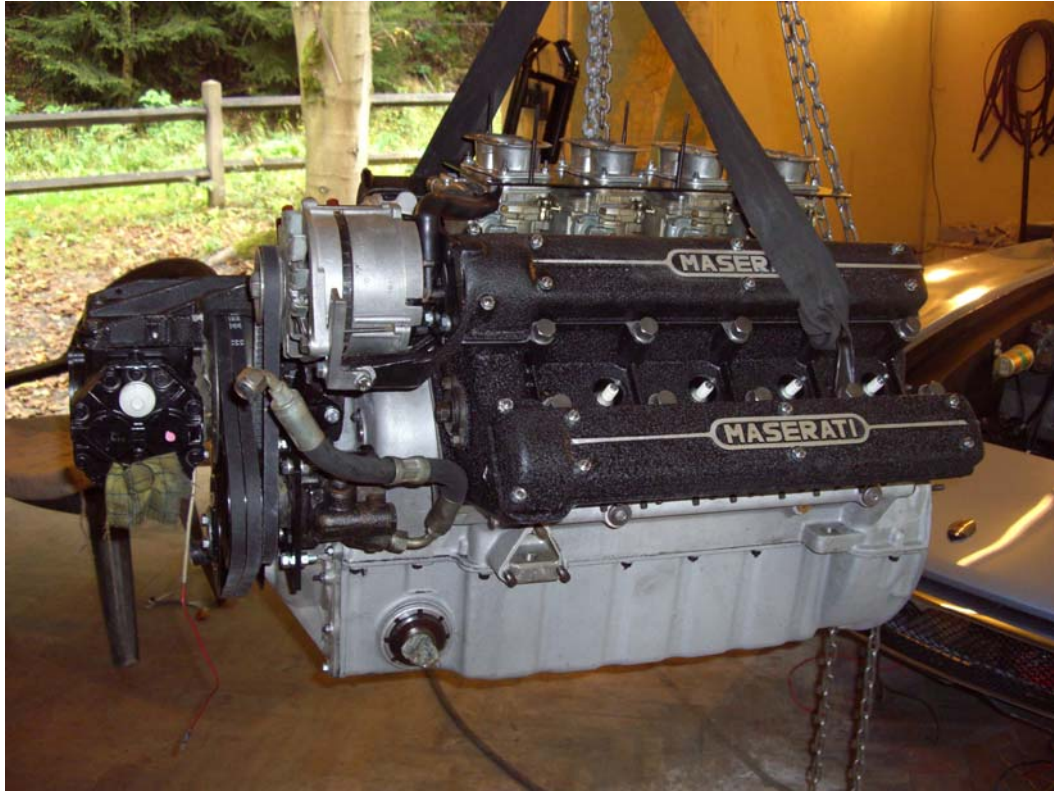
The Ghibli SS is described on the Maserati website as follows (in addition to the Ghibli text):

'The dry sump design had been devised in order to best accommodate the low bonnet line of Giugiaro's sleek coupé, and was later used for the very same reason on the Khamsin. Horsepower was up to 335 which guaranteed a top speed of 280 kph (175 mph). This turned the Ghibli SS into the fastest Maserati road car in production. Prodigious braking performance came from the to twin-servo assisted ventilated discs with three pistons per calliper.

The equipment level was worthy of such a thoroughbred GT with adjustable steering column, anti-theft steering lock, leather upholstery, tinted & electric windows, reclining seats with head rests, heated rear windscreen, dashboard clock and even air conditioning were all came as standard.'

The **Technical Specification** for Maserati's Ghibli SS is as follows:

Model	Ghibli SS
Maserati internal code	Tipo AM115/49
Production start	1969
Number Produced	1170 (total Ghibli & Ghibli SS production)
Ignition	single-plug Bosch distributor with automatic advance, coil ignition (transistorised from 1970)
Lubrication	two concentric gear pumps (pressure and scavenge)
Transmission	5-speed + reverse ZF (automatic to order), single dry plate clutch, self-locking differential
Reduction	1.03.31
Gear ratios	I=2.97; II=1.92; III=1.34; IV=1; V=0.9; R= 3.31
Chassis	tubular steel ladder-frame platform chassis
Front suspension	double wishbones, coil springs, telescopic dampers and anti-roll bar
Rear suspension	leaf springs, hydraulic telescopic dampers and anti-roll bar
Brakes	ventilated discs, servo-assisted, hydraulic, independent dual circuit
Brakes front	294 mm discs
Brakes rear	272 mm discs
Steering	worm and sector (power assistance to order)
Cooling system	water-cooled
Length	185 inches (4,690 mm)
Width	70.47 inches (1,790 mm)
Height	45.67 inches (1,160 mm)
Wheelbase	100.39 inches (2,550 mm)
Front track	56.6 inches (1,440 mm)
Rear track	55.9 inches (1,420 mm)
Dry weight	3,640 lbs (1,660 kg)
Kerb weight	3,901 lbs (1,770 kg)
Tyres	front/rear Pirelli HS 205 VR 15 (215 VR 15 from 1972)
Wheels	magnesium alloy, 7.50 x 15 inch (wire wheels to order)
Top speed	285 Km/h (177 mph)
Bodywork	2-door, 2+2 coupé
Fuel tank	two tanks, 100 litres (21 Imperial Gallons / 26.5 US gallons)
Years of activity	1969-1973
Engine	90° V8, light alloy casting with pressed-in cylinder liners in special cast iron
Bore and stroke	3.7x3.5 inches (93.9x89 mm)
Total displacement	4,930 cc
Displacements (unitary)	616.16 cc
Compression ratio	8.05.01
Maximum power	335 bhp at 5,500 rpm
Maximum torque	49 Kgm (355.5 lbs/ft) at 4,000 rpm
Timing gear	two valves per cylinder, two chain-driven overhead camshafts per cylinder bank
Fuel feed	naturally aspirated, four vertical twin Weber 42 DCNF/11 carburettors
Fuel & lubricant	N.O 98/100 RM



Pic. 4: A 4,9L SS-engine shortly before being re-married to the car.

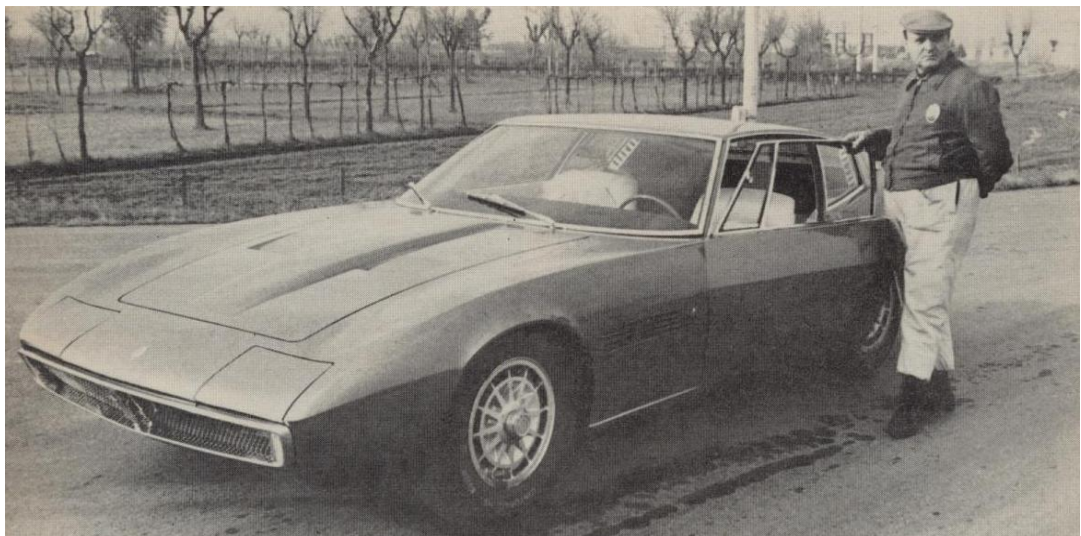


Pic. 5: An early car with wire wheels and straight exhaust.

C. *Production Categories*

Ghibli production can be broken up into three categories:

- **Early cars** were built in 1967 and 1968 and rarely have power steering, some have the drop down hatch, some have a hood without scoops, some have dual disc clutch, some have dual front calipers; all have toggle switches, Girling brake boosters, Smith gauges, Lucas stalk, and knock off wheels. They have the early style engine with extra holes for dual spark plugs. Most were 4.7, although a few 4.9s left the factory.
- **Mid production cars** were built in 1968 and 1969. Most still do not have power steering, gauges are Veglia, most have toggle switches, Bonaldi brake booster, Lucas stalk, and bolt-on wheels. They were built with a combination of early and late style engines. Most were 4.7, although a few 4.9s left the factory.
- **Late cars** built 1970 through 1973. Many have power steering, Veglia gauges, most have rocker switches, Bonaldi brake booster, most have a Vitaloni stalk and bolt-on wheels. Both 4.7l and 4.9l-engines in the late engine style offered.



Pic.6: Long time Maserati test driver Guerino Bertocchi with the prototype Ghibli, ca. 1966

2. Serial / VIN Identification Numbers

The Ghibli's serial or vehicle identification number (VIN) is stamped on a data plate located on the right side of the engine compartment.

The VIN of a Maserati Ghibli is decoded as follows: AM115S/49 1237

AM = Alfieri Maserati (indicates the car is a Maserati)
115 = is the "tipo designation". In this case, tipo 115 is for a Ghibli
S = is for Spyder (convertible). Note that the S is not always used.
/49 = indicated a 4.9 liter engine
1237 = is the serial number.

On (original) Spyders the serial number ends in an odd number, and on coupés it ends in an even number.



Pic. 7: Data plate from an original Ghibli SS Spyder

Please note that replacement blank data plates are readily available. Be suspicious of a data plate that looks too new.

The VIN is also stamped on a plate which is then welded to the frame/chassis of the car. Look for it on the left side of the engine compartment, close to the top of the left shock absorber.



Pic. 8: Original chassis plate; notice the stars before and after the serial number. The "S" was used in this situation.

Most of the Ghiblis manufactured to USA specifications also had the VIN stamped in two additional locations: on the top left side of the dash and on the left side door B post panel.



Pic.9&10: Later US cars had the AM-number screwed on a little plate to the dash-top on the driver's side. The dash plate can be easily seen through the windshield glass



Pic. 11&12: US car plate with both the VIN and the date of manufacture on the left door pillar.

The engine should have two numbers that identify it: a unique engine number and the VIN of the car it was assigned. Of the two, the VIN on the engine is the most important. This can be found on the front left of the engine (near the water pump) on earlier cars and on the left rear (near the bell housing) on later cars.



Pic. 13&14: Engine numbers from Spyder #1237 and from a 4.7 liter Spyder

In addition to the VIN stamped on the engine, there is also a unique engine number. This number can be found on the right side of the engine, near the thermostat housing, or stamped on a silver plate. If the number contains an “S” then it is a 4.7 liter engine, a number that contains a “SS” is a 4.9 liter.

Note that some of the early cars may have a 4.9 liter engine, but could be stamped with a single “S”.

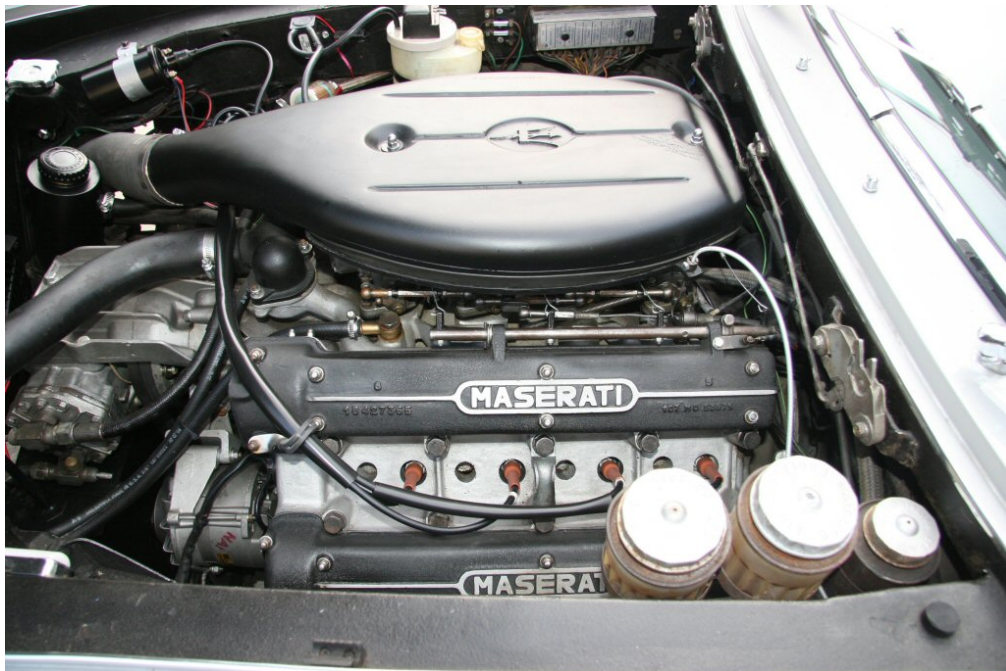
3. Engine / Technical

A. Engine Styles

The Ghibli came with two engine styles that were quite different:

- The first style can be identified by looking at the spark plug holes. You see extra holes which were intended for a dual spark plug configuration, similar to the inline six cylinder cars. The differences do not stop there, as the intake manifold has two thermostats and fuel is fed via four Weber 40 DCNL carburetors. Displacement is generally 4.7 liters, although some early style engines also have 4.9 liter displacement.
- The second engine style is generally found on Ghiblis built in 1969 and thereafter. Only one spark plug hole per cylinder is found on the heads, a single thermostat and four Weber 42 DCNF carburetors.

My preference: The later style engine gets my vote as the Weber 42 DCNF carburetors are much easier to service. I also prefer the single thermostat setup and the way the choke is connected to the carburetors.



Pic.15: Early style engine with dual spark plug holes with the oval air box.



Pic.16: Late style engine

B. Engine Displacement

Ghibli came with either 4.7 or 4.9 liter engines. Those with the 4.9 liter engines were usually called Ghibli SS. The performance difference of .2 liters between the two engines is negligible and a 4.7 can easily outperform a 4.9 if well tuned. In the USA, cars came with power robbing restricted exhaust manifolds intended at reducing emission. A sensible update is to replace these with the type found on the Euro cars, and then set cam timing to Euro specs. That change will more than compensate for the displacement difference.

My preference: This might come as a surprise, but my vote goes out to the 4.7 liter engine when it is the later (single spark plug) style. The 4.9 liter engines have the tendency of developing cracks on the crankshaft. A friend recently took the engine of his SS apart as part of a restoration and found the crank had a nasty crack which made it unusable. Luckily I had an extra 4.9 liter crank but these are becoming quite hard to find. I am not exactly sure why this happens primarily on the 4.9 crankshafts but cracks on the 4.7 liter engine crankshafts rarely occur. The 4.7 liter engine also revs a little more freely. This is one case where bigger is not better. The truth is the .2 liters makes very little difference in performance, therefore my choice is due to reliability. The market clearly favors the 4.9 liter "SS" cars; therefore you can pick up a nicer 4.7 Ghibli for the same amount of money and end up with a better car. Remember I am talking about the late style 4.7 liter engine with the single spark plug holes and not the early style dual plug engines.



Pic.18: Most 4.9 liter engines destined to the USA came with a rectangular air box. The Euro versions mostly had the oval air box and are visually undistinguishable from the 4.7 version.

C. *Manual vs. Automatic Gearbox*

One of the few options available on the Ghibli was a **3-speed Borg Warner automatic transmission**. Unfortunately, some people opted for this, especially in Spyders destined for the USA; about half of the 25 Ghibli SS Spyders were originally automatic.

The Borg Warner slush box takes much off the pleasure of the driving the Ghibli and the gear change rather abruptly. Several years ago I converted a Spyder from automatic to the ZF 5-speed gearbox and it was not an easy job. I learned the hard way that the frame is actually different between the automatic and manual cars.

My preference: Clearly the ZF 5-speed is the winner. Unless for medical reasons you need an automatic transmission, the slush box is to be avoided.



Pic.19: Borg Warner “slush box” shifter stick.

D. Regular vs. Amplified Ignition

The initial ignition setup was a standard point and coil system. Later in 1968 or 1969 a Bosch ignition amplifier was added to boost the spark going to the plugs. Throughout the Ghibli production, a dual point setup was used and an electronic ignition setup was never implemented.

My preference: The Bosch amplifier gets my vote as it helps keep the spark plugs from fouling but more importantly it prolongs the life of the contact points. The Bosch amplifiers tend to be reliable but they do sometimes fail. When they fail they can be bypassed but you will need to have extra wires to do the connections. On early cars with a standard setup an aftermarket unit such as an MSD 6A can be added. Another upgrade is to eliminate the dual contact points with a single electronic pick up unit. The good thing is all these upgrades can be done in ways that does not change the original engine appearance.

E. Regular vs. Power Steering

Another option was a **ZF power assisted steering**. The Ghibli power steering is superb, unlike other cars (such as Jaguar E-type and many American cars), which provided too much assist and robbed the driver of the road feel. The Ghibli power steering is helpful at slow speeds and barely notable at higher speeds. Many Ghiblis built starting in 1970 had power steering. Some early cars were fitted with power steering and some owners of later cars decided not to have this option.

Our preference: Power steering is very high on our list of desirable options. Similar to the automatic transmission in that it transforms the feeling of the car, the power steering does it in a very positive manner. Unlike the automatic transmission which is a pain to replace, adding power steering to a car that does not have it is not that difficult. The most difficult aspect will be to locate the parts for the conversion. Luckily, the Indy also used the same power steering unit therefore, if you are determined, the parts can be located.



Pic.20: Easiest way to determine if the car has power steering is to look for the round black reservoir located next to the brake fluid canisters.

F. Single vs. Dual Disc Clutch

Early cars built in 1967 came fitted with a rather finicky dual disc clutch system. Unfortunately it is hard to set up correctly and the clutch does not fully release. Updating the clutch to the later single disc system is possible but it requires replacing the flywheel with that found on a mid-production car as later cars had a different flywheel.

My preference: the single disc clutch.

G. *Single vs. Dual Front Disc Calipers*

Early cars built in 1967 came fitted with two front disc calipers per wheel. Not sure why Maserati experimented with this system as later cars were fitted with calipers that share the same brake pads as all other Maserati since the 3500GT.

My preference: the single front disc calipers as parts are easier to find.



Pic.21: Dual front disc calipers



Pic.22: More common single front disc caliper

H. *Girling vs. Bonaldi Brake Booster*

The early cars had dual Girling brake boosters. One booster controls the front brakes and the other one the rear. Later cars were fitted with a single Bonaldi booster.

My preference: The Bonaldi brake booster setup is much simpler and reliable. The Girling boosters are known to fail and hard to rebuild. Also I find the brake feel of cars with the Bonaldi boosters much better.

I. *Lucas vs. Bosch Radiator Cooling Fans*

The original radiator cooling came from a couple of small bladed Lucas fans mounted in front of the radiator. If you live anywhere south of the Arctic Circle, replacing these fans with something that actually moves some air is highly recommended. In 1969 most Ghiblis received dual Bosch fans which were mounted between the radiator and the engine. These fans pulled the air through the radiator instead of pushing it. Also the setup incorporated a shroud that vastly improved air movement. Ghibli with the later fan setup rarely have cooling issues as the radiator has plenty of capacity.

My preference: Clearly the Bosch puller fans were a better implementation, but the early style can be easily retrofitted with a modern fan that will do the job. The good news is that the Ghibli radiator has plenty of capacity so, if adequate air flow is provided, cooling issues are rare.



Pic.23: Dual Bosch puller fans



Pic.24: Official factory picture of the Ghibli. Note neither outside mirrors nor over-riders nor door handles!

4. Exterior

A. *Drop down Rear Hatch*

Early cars built in 1967 came with a rear hatch that extended down to the area of the license plate. Cosmetically they look very nice but practical they are not: Reaching the battery or removing the spare tire is a chore on these early cars. Still it is an interesting feature. **My preference:** Although pleasant to look at, the drop down hatch was a bad idea as it limited access to the trunk area.



Pic.25: Early drop down hatch looks attractive when closed.



Pic.26: Much harder to get things in and out of the trunk area, especially the spare tire.

B. Headlamp Cover: Square vs. Rounded

The early cars (probably up to #1000 or so, i.e. into 1969) came with square headlamp covers. Soon, that was changed to rounded tops.

Our preference: We are indifferent about that detail, but it identifies an early car.



Pic.27: Square headlamp tops of early Ghiblis.



Pic.28: Rounded headlamp tops of later Ghiblis.

C. Exhaust Pipes

Most Ghiblis have two exhaust pipes that come out of the left hand side of the car. Those pipes can either point straight back or come out in an angle, depending on the original country of delivery. Another option was a 4 pipe exhaust that comes out of both sides of the rear. Many years ago ANSA made these quad pipes exhaust and some cars were retrofitted.

My preference: I really like how the Ghibli sounds with the quad exhaust system, simply music to your ears! Although the original exhaust is not bad, I consider the quad exhaust a nice feature. Unfortunately ANSA stopped making the quad exhaust many years ago and they are hard to find. As was mentioned earlier, most USA delivery cars were fitted with restrictive exhaust manifolds in order to meet emission requirements. Replacing the manifolds with the euro version is a sensible upgrade.



Pic.29: Dual exhaust to the side: common for USA cars.



Pic.30: Dual exhaust straight back on this Euro Spyder.



Pic.31: Quad exhaust.

D. Wheels

Ghiblis came with at least 5 different styles of wheels:

- Knock-off solid **Campagnolo** with central spinners (15"x7,5")
- Knock-off **Borrani wire wheels** with central spinners (usually 15"x6,5"; same as on the Mexico and Mistral, e.g. Borrani RW 4121 Record)
- Bolt-on **Campagnolo** (similar to the Indy), size 15"x7" or 15"x7,5"
- Bolt-on **Borrani wire wheels**, size 15"x6,5" (e.g. Borrani RW4198)
- Bolt-on **Campagnolo starburst** wheels with center cap to hide bolts (Starburst wheels, usually 15"x7,5"; same as on the Khamsin)

The rims were all 15 inches and wore Pirelli Cinturato tires in either 205/VR15 or 215/VR15 form. The late Ghiblis were often fitted with Michelin XWXs. Tires used today are Pirelli P4000 SuperTouring and Michelin XWXs as well as Yokohamas (USA), and you can also find 225 sizes.

Cars built in 1967, and some in 1968, had splined hubs, while later cars had four bolts per wheel. The center spinner was octagonal and required the use of a tool and hammer to remove. One thing to carefully inspect is the condition of magnesium wheels; these wheels can degrade over time to the point of perhaps being dangerous. The bolt-on wire wheels look somewhat as an aftermarket add-on, but are rather attractive, the same as the Khamsin style starburst wheels.



Pic.32: Knock-off Campagnolo on an early car.



Pic.33: Knock-off Borrani wire wheel on an early car. Note the octagonal center spinner.



Pic.34: Campagnolo starburst wheel: Similar appearance to the early knock-offs, but it's actually a bolt-on wheel with an attractive center cap that hides the bolts.



Pic.35: Another bolt-on wheel. This one looks like the style used on the Indy, but is 15'.



Pic.36: Borrani bolt-on wire wheel. On most Borrani wires the rim is alloy but on this wheel both the rim and center are steel.

My preference: I like the look of wire wheels, but this is an area of personal preference and nothing I would lose any sleep if the car was fitted with something different. Wire wheels will be the most expensive to restore if they are in need of work. Unfortunately, unless the wire wheels were recently done, chances are the wheels will need to be restored if you want them to sparkle. Solid wheels are much easier to cosmetically restore. The market seems to favor wire wheels.

E. Bumpers Over-riders: None vs. Rubber vs. Chrome

Ghiblis came with at least 3 over-rider styles, though combinations can be found:

- The early bumper style (probably up to around #1500) was simple and naked, chromed without over-riders neither front nor rear.
- The mid series (starting around #1500) had two thin vertical chromed over-riders ('bumperettes') with rubber insets, both front and rear.
- The late series (probably starting around #1850 or earlier for USA cars) had two thin vertical chromed over-riders with rubber insets in the front, but larger chromed over-riders at the rear with no rubber inset.

Our preference: We clearly like the naked style; it's the purest.



Pic.37&38: Naked front and rear chrome bumpers.



Pic.39&40: Front chrome over-rider, without and with inset rubber.



Pic.41&42: Rear chrome over-riders with inset rubber. Note the off-set position to the taillights.



Pic.43: Rear chrome over-riders as found on most late USA cars. Note position to taillights.

F. Outside Mirrors

Originally, the cars were not equipped with exterior mirrors, since the Italian legislation did not require for such in the mid Sixties. Nowadays, many owners have decided to dispose of the outside mirrors after a re-spray of their car.

However, soon the cars were equipped with outside mirrors, usually only on the driver's side. Most were door mirrors, although in different styles, according to fashion and taste. Hence, you will find all kind of styles of outside mirrors (small, big, American style, chromed, plastic).

Occasionally, you find **Sebring style** mirrors, either mounted on the doors or the wings, sometimes painted in the color of the car. Later, cars also had the **Daytona style** chrome mirrors or the Vitaloni California plastics. In the last phase, the chromed **Vitaloni Coronado** was provided by the factory and the thing to have (on either side). Late cars can be found with the black or colored plastic mirrors which were adjustable from inside (and which meant cutting into the door panel).

Our preference: We very much like the clean naked style, since it is again the purest version. If you go for mirrors, opt for the chromed door mirrors (e.g. Daytona, Vitaloni), preferably just on the driver's side, since they match perfectly with the chrome work of the Ghibli.



Pic.44: Clean style without outside mirrors as seen on a factory brochure of the Ghibli.



Pic.45: Sebring style wing mirror on driver's side only.



Pic.46: Sebring style wing mirrors on either side as ordered at the factory.



Pic.47: Door mirror on driver's side only.



Pic.48: Wing mirror on an US version car.



Pic.49: Daytona style mirror on either side.



Pic.50: Vitaloni Corronado's on either door.



Pic.51: A brace a Ghiblis, one with a single driver's side door mirror, the other one with the black plastic mirrors of either side.

G. *Lights & Lenses*

Here again, over time different patterns evolved, that sometimes mix:

- The early European Ghiblis usually had no side indicator lights on either front or rear side fender. They had the front turn signal lights attached to the grille surround, mostly the upper part. Depending on the country of destination, the front light bulbs or even the pop-up headlight glasses were yellow (e.g. France).
- Later Ghiblis had side indicator lights, either only front or on all four fenders. The front lights differed in form and color: round, longitudinal or sometimes in teardrop-form; red or amber. At the rear, they were round and mostly dark-red. The front turn signal lights were still attached to the chromed grille surround, but now to the lower part (see above and Pic.49&51). Their size and shape differ, and they are either white only, amber only or split white/amber.
- The rear lenses come in about four shapes (mirrored left and right hand side):
 - Horizontally split with an amber stripe at the low end, the white reverse light towards the inside and a vertical cat eye on each side.
 - As above, but with a red stripe at the low end (instead of the amber one).
 - Vertically split in three parts, with the amber indicator part to the outer side, and the vertical cat eye integrated towards the inside.

- Horizontally split with an amber stripe at the bottom outside, the white reverse light towards the bottom inside, a horizontal cat eye integrated to the lens' upper inner part and the brake light to the upper outside.
- The most significant differences came with the US cars: Regulations required not only different colors on the front indicator lights in the grille (amber as opposed to white), but more importantly the rather **ungainly side reflectors**, both front and rear, in addition to the indicator lights on all four side fenders (see Pic.70). This is the easiest way to identify an US model.

Our preference: The early European style front and rear (no side reflectors, pls!).



Pic.52&53: Early European style front white turn signal lights, mounted low on grille surround.



Pic.54&55: Early European style front white turn signal lights, mounted high and low on grille surround. Note fog lamps mounted behind the grille.



Pic.56&57: Late style front turn signal lights, two-colored (Europe) and amber only (US). Note fog lamps mounted outside of the grille.



Pic.58&59: Early European style rear lenses.



Pic.60&61: Early US style rear lenses.



Pic.62&63: Later European style rear lenses.



Pic.64&65: Final incarnations of US and European style rear lenses.



Pic.66&67: Front side indicator lights, longitudinal and round.



Pic.68: Rear side indicator light (round).



Pic.69: Plain rear side fender.



Pic.70: Side reflectors US style.

5. Interior

A. *Interior Switches: Toggle vs. Rocker Style*

The original design of the Ghibli interior had an attractive row of toggle switches and an array of non-labeled indicator lights. USA safety regulations forced car manufactures to change to rocker switches as the pointy ends of the toggle switches could be dangerous in an accident. Maserati went with Ducellier (France) for the rocker switches, which are rather attractive, but unfortunately are much less reliable than the toggles. While toggle switches rarely fail, the rocker switches do not last long. They fail both cosmetically (the plastic chrome trim breaks off) and electrically (they stop working). Toggle switches sometimes loose the decal that indicates their function, but decal kits are available. Rocker switches are sometimes replaced by prior owners and mechanics that did not take the time to find exact replacements and it is not unusual to find a switch from a Merak SS on a Ghibli. Electrically the switches are identical, but cosmetically different.

My preference: The toggle switches for their look and reliability, but the rockers are still available and not too difficult to replace when they break.



Pic.71: Toggle switches on a very early 1967.



Pic.72: Interim toggle switch layout where the switches were placed along the top.



Pic.73: Rocker switches.

B. Turn Signal Stalk: Lucas vs. Vitaloni

On the earlier cars, the Ghibli came with a single stalk located on the left hand side of the steering wheel, which controlled the turn signals and would activate the city horn when pushed. This stalk was made by Lucas and was similar to the one used on earlier cars such as the Mistral.

When the change was done from toggles to rocker switches, the stalk assembly was also changed and many functions moved to the stalk. The stalk now had three levels that not only controlled the turn signals and city horn but also wipers (off, low, high), wiper washer, headlamp low and high beam, headlamp flash and interior light. This rather complex switch was made by Vitaloni.

Time has not been kind to the Vitaloni switches as the plastic gets brittle and breaks. It is rare to find an original assembly where everything still works. Replacement Ghibli Vitaloni switches are extremely hard to find and very expensive. There is an aftermarket replacement that does not have all the functions plus looks a little different, but it is better than having a broken stalk.

My preference: my vote goes to the much simpler and reliable Lucas stalk.



Pic.74: Lucas single stalk: Simple and reliable. Note early Euro (and early USA) steering wheel with small horn button without black rim.



Pic.75: Vitaloni stalk on a USA steering wheel with the large horn button and logo. The stalk is fragile and expensive to replace.

C. Steering Wheel: Small vs. Big Horn Button; Wood vs. Leather

Originally both the USA and Euro cars had the same attractive wooden steering wheel with a simple trident horn button (see Pic.74), sometimes in later cars with a black rim around the horn button (see Pic.76). USA safety regulations forced Maserati to change USA bound cars to a steering wheel with a large padded center button. The theory is the extra padding would help during a collision (yeah .. right). At first the horn button was simply a large black pad (see Pic.80), later a Maserati logo was added which greatly improved the looks (see Pic.75, 81).

In the early years, the purchaser could order at the factory the small, black leather rimmed “**Ferrero**” steering wheel (see Pic.77). We know of at least five early Ghiblis with Ferreros.

Sometimes you also find the **Nardi leather rimmed wheel** (see Pic.78), as found in early Boras or European Khamsins. We have also seen the **Hellebore** wheel in wood as used in the 2nd series Quattroporte I. It’s not entirely clear whether the factory provided them from their parts bin or if they are after-market additions.

Our preference: While neither the USA nor the Ferrero or the Hellebore steering wheels are unattractive, the original design wooden wheel with the small horn button is the most attractive.



Pic.76: Wooden steering wheel with small horn button with black rim on this RHD Ghibli.



Pic.77: Early small, black leather "Ferrero" wheel.



Pic.78: After-market (?) black leather rimmed Nardi wheel (as found in early Boras).



Pic. 79: The Hellebore wooden wheel on an early Ghibli (as found in late Quattroporte I).



Pic.80: USA steering wheel with horn button without logo from a 1970 Ghibli.



Pic.81: USA steering wheel with horn button with Maserati logo from a late 1972 Ghibli.

D. Gauges: Smiths vs. Veglia

1967 (and some 1968) cars have Smiths; later cars came with Veglia gauges.

Our preference: Veglia gauges are much more accurate and reliable. The British Smiths tachometer uses a funky current loop system that makes adding an ignition amplifier harder. In addition, the Smiths temperature and fuel gauges rely on a 10 volt regulator which is know for its lack of accuracy. The Veglia gauges can also fail but it is usually the sending unit. When they are working, the Veglia gauges are quite accurate.



Pic.82: Smiths gauges.



Pic.83: Veglia gauges.

E. Seats with Headrest vs. no Headrests

Another USA safety mandate was the addition of seat headrests starting in 1969.

Our preference: We like the way the headrests look on a Ghibli making this one of the few cases where a mandated requirement let to a design improvement.



Pic.84: No headrest on this 1967 model.



Pic.85: Most Ghiblis came with headrests.

F. Door Panels

There were at least three different styles of door panels, whereas all of them had a whole for the emergency crank with a black cover (usually in shrink lacquer) and a chromed wing-nut for the quarter-light:

- The early one (probably up to around #1500) with a simple one piece armrest (with an integrated handle to the front) bolted to the panel and a distinct chrome door lever in the lower front part of the panel. The chromed wing-nut for the quarter-light had no insert lead.
- The mid series (starting around #1500) one with a larger one piece armrest plus a handle to the front, and the chromed door lever adjacent to the lower part of the armrest, but no storage compartment in the armrest. The chromed wing-nut for the quarter-light had an insert plastic lead by now.
- The late series (probably starting around #1850) one with a larger one piece armrest without a handle to the front, and the door lever integrated in the armrest and covered in the same leather, now with a storage in the armrest. The chromed wing-nut for the quarter-light still had an insert plastic lead.

Our preference: We are really indifferent, since all are stylish and efficient.



Pic.86: Early and most widespread style of door panel.



Pic.87: Mid-series style of door panel, here seen on a 1970 car.



Pic.88: Final style of door panel, here seen on a late 1972 car. Note Vitaloni Coronado mirror.

G. **Dash, Console and Tunnel Styles**

Again, there were different styles of dash, console and tunnel treatment:

- The early had the Smiths instruments, the toggle switches and the ignition key mounted in the middle of the console. The tunnel was flat, and has a chromed ashtray with a sliding cover laid in it (see Pic. 84, 85).
- The later cars came with the ignition key moved to the steering wheel, mostly combined with a steering lock (see Pic.71). The tunnel was no longer flat, but had a slight crease towards the front third (still with a chromed ashtray with a sliding cover laid in it), and a compartment for items (see e.g. Pic. 81, 85).

Most later cars had **seat belts** of different styles, since this was an option.

The seats, door and side panels were usually in **one color leather** only, although we are sure that some owners were asking for various leather colors (as one can sometimes see after restorations). The **dash top** was usually darkish mouse pad (see e.g. Pic. 81).

The **gear-shifter knobs** were either wooden (see Pic. 71, 77, 104), bulky with a shifting scheme (see Pic.72) or plain black plastic (see e.g. Pic. 75, 80, 81). The last one is the widest spread.

Our preference: We are really indifferent, since all are stylish and efficient.



Pic.89: The rear deck had a compartment to be opened from the rear on each side.



Pic.90: Later cars had the cover topped by cushions on either side.



Pic. 91&92: Many cars had the cushions covered with the carpet extending from the boot to the lower rear part of the front seats.



Pic.93&94: The headlining and shades were mostly off-white; some are in black or another color.



Pic.95&96: Hand-shifted US cars often had a small plaque (black, red or metal) mounted to the console indicating the shifting-scheme (see also Pic.101, 103).



Pic.97&98: The glove box usually wore the Ghibli or GhibliSS script and had a handle above it. Sometimes it was without the script, or an SS car wore a simple Ghibli script.



Pic.99&100: The trunk had a one piece top-deck covered by carpet.

H. Radio & Stereo Equipment, Antenna

Ghiblis usually had a radio. It was mounted on the console above the tunnel. You can find any period radios in fashion at the time of order, usually upmarket products, with or without tape decks. Early cars had plain Autovox, Blaupunkt or Philips radios, in the USA you'll also find Motorola. Quite often Becker radios (Europa, GrandPrix, Mexico, etc.) were mounted due to their excellent reputation.

The loudspeakers were located on either side of the door B post behind a leathered covered trim. You would also find them in the inner part of the Kamm tail (see Pic.92), in the doors (cut into the door panels) or on either side of the console in the foot area as in the Spyder (see Pic.73, 103, 111).

Manually or electrically operated antennae were usually mounted in the rear right-hand side fender (see e.g. Pic.60-66, 69).

Our preference: Any period radio is fine.



Pic.101: A Blaupunkt radio. Note shifting-scheme.



Pic.102: A Philips radio.



Pic.103&104: Becker Europa radios with different covers. Note: Automatic shifter and console-mounted ignition key on picture to the right.

6. Ghibli Spyder Particularities

For every ten Ghiblis manufactured, only one was a Spyder. When production of the Ghibli ended, only 125 Spyders had been built. Of those 125 Spyders, 25 were the SS version. The low production numbers, and beautiful lines, has made the Ghibli Spyder a very desirable car.

The Spyder bodies were originally manufactured at Ghia and then assembled at the Maserati factory in the same assembly lines as the coupés. The rumors that the Spyders were originally built as coupés and then modified at Carrozzeria Campana are unsubstantiated and have lately been fully rejected by the Factory.

Here are some differences between coupés and Spyders, most of which should be relatively easy to detect when examining a Spyder. An unknown number of coupés (we reckon between 10 and 40) have been converted to Spyders; some by Campana in Modena, while others were converted by various other companies in Europe and the USA. None of the converted coupés is 100% identical to the original Spyder.

While most converted Spyders are clearly represented as having been originally a coupé (e.g. by the unchanged even serial number), I have encountered two situations where a cut coupé was fraudulently modified to appear to be a real Spyder, including changing the VIN, which is stamped on the frame. Needless to say, the price difference between a real Spyder and a cut coupé dictates to be very careful when making a purchase.

There are two ways to determine if the car is a real Spyder. The first is to look at the characteristics that are different between a coupé and a Spyder, the other is to examine the identification numbers. Check on both to get the full picture.

A. Double Floors

Most Spyders have a dual floor with an air gap between the two floors. This was done to add rigidity to the frame. Best way to check is to remove the front carpeting and put one hand on the top and another below. You should feel the gap between the two floors.



Pic. 105: Double floor on a Ghibli Sypher.

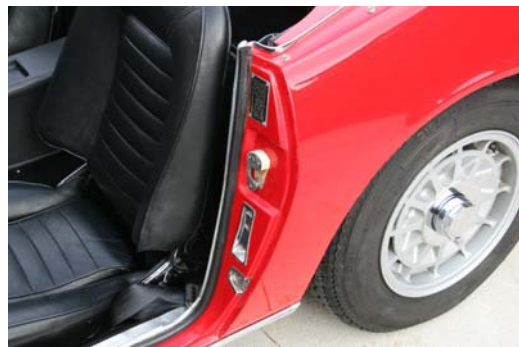
B. Interior Lights' Location



Pic. 106&107: On a coupé the interior light is mounted on the roof; on the Spyders they are mounted on the driver and passenger foot wells.

C. Trunk Release

On a coupé the trunk release is inside on the lower position of the door B post. On a Spyder, it is located on the side door B post. The lever has a hole for a key lock, but I have never seen a Spyder with a lock.



Pic.108&109: Trunk release levers on a coupé and a Spyder respectively, both US-cars with plate mounted on door post.

D. Hand brake cable

The hand brake cable on the Spyderys was routed between the double floors on the driver's side. An access panel is located below the left floor where the handle connects to the cable.



Pic.110: Access panel for hand brake cable on a Spyder.

E. Loudspeaker Location

On most coupés the radio speakers were located on either side of the door B post behind a leathered covered trim. On the Spyders the speakers are located on the console side panels behind chrome speaker grills.



Pic.111: Loudspeakers mounted on either side of console on a Spyder. Note rocker switches and gear-shifter knob.

F. Antenna Location



Pic. 112: Electric antenna is located next to the right fuel tank filler. Note hard top mounting bolts.

G. Sun Visors



Pic. 113: Spyder sun visors are black and supported by black hinges; they are very similar to those found in Alfa spyders. Some restorers do them in the interior color.

H. Rear Storage Compartment

There is a storage compartment located below where the soft top is stored. This area is upholstered in black felt, regardless of the color of the interior.



Pic. 114: Spyder storage compartment.

I. Trunk Fuel Tanks Upholstery

On the coupés the trim panels that cover the fuel tanks are fiberglass and covered with leather to match the interior. On the Spyders the fuel panels are metal and covered in black felt, regardless of the interior color.



Pic. 115: Spyder trunk upholstery.

J. Trunk Lid Upholstery

On the coupés, a fiber board panel is covered in leather to match the interior and then held with trim screws. On a Spyder, a unique embossed diamond shape patterned vinyl was glued to the bottom of the trunk lid. This same material was used on the bottom of the soft top lid cover.



Pic. 116: Spyder trunk lid upholstery in diamond shape, ...



Pic. 117: ... also used on the bottom of the soft top lid cover.

K. Hard Top Mounting Bolts

Spyders that were originally fitted with the optional hard top will have two attachment chrome bolts along the rear of the car.



Pic. 118&119: Ghibli Spyder hard top mounting bolt. Some hard tops also had two side attachment bolts, but not all.

7. Other Options

A. *Fitted Luggage Set*

A luggage set is shown on the Ghibli SS brochure and it is also listed on the dealer price list. The set is either two or three-piece, and it could be ordered in the same leather and color as the interior of the car.

My preference: It is one of those very rare options which are cool when you are buying the car and helps when you are selling it. During the time of ownership the luggage gets stored in a closet and is never used. A must if you can get it!



Pic.120: A luggage set of a 1971 Ghibli Spyder. Cool!

B. Tape Deck: Cassette or 8 Track

Another option on the dealer's price list was a track tape. This option was rather expensive at \$300, which was about the same cost as the wire wheels! It either came as a radio/cassette tape or as an 8 track. Particularly in the US, it was many times installed at the dealer and bolted to the rear of the center console.



Pic.121&122: 8 track tape mounted on rear deck, with carpet cover.



Pic.123: Radio/cassette, dealer mounted under a box on the rear deck (without carpet cover).

My preference: I do not like how it looks and who cares about 8 tracks anymore. This is one option I prefer not to have.

C. Three-Tone Musical Horns

Another option was a three tone musical horn. A switch was provided under the dash to select between regular air blast and a tune.

Our preference: This option goes into the “who cares” category.



Pic.124: three tone musical horn.

D. Fog Lights

Most Ghiblis were wired at the factory for fog lights but a few actually left the factory with them installed. The lights were located behind the front grill (see also Pic. 49, 55). If you are the fog light type of person, adding them to your Ghibli should be rather easy.

Our preference: For me this is another item for the “who cares” category.



Pic.125: Fog lights behind the grille.



Pic.126: US-car with fog lights outside the grille.



Pic.127: Modern solution of fog/position lights, cleverly disguised. Note mirror style.



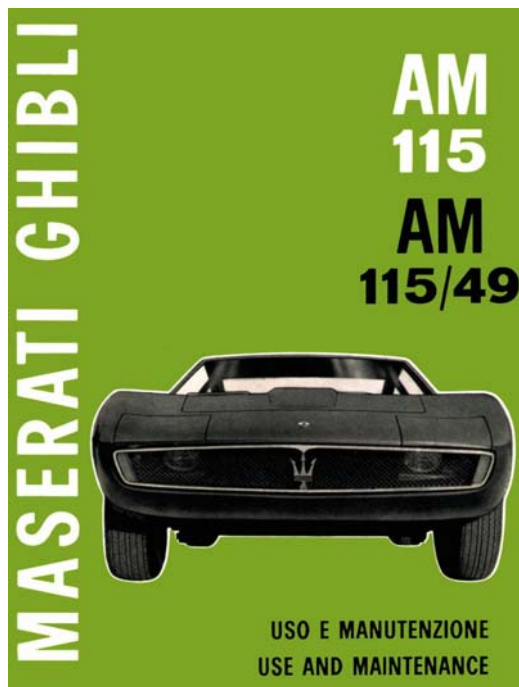
Pic.128: Another modern solution of fog/position lights.

E. Tool Kit and Manuals

This in reality is not an option, since all Ghiblis left the factory with a tool kit roll, jack in a bag, an owner's manual and some miscellaneous pieces (pamphlet with dealer locations, maintenance booklet, etc). After all the years these items often get separated from the car and it is nice to find a car that has all its pieces together.



Pic. 129: This one owner Ghibli SS still has its tools and paperwork.



Pic. 130: The owner's manual of the SS in the Ghibli-typical green color.

F. *Spyder Option: Hard Top*

This has to be one of the most attractive hard tops ever created for a convertible car. Of the 125 Spyders, between 25 to 40 cars left the factory with the hard top. Let's face it: The top will see very little use since there is no better feeling than driving the Ghibli Spyder with its top down. Still, this is a very desirable option.



Pic.131: Ghibli Spyder with hard top mounted.



Pic. 132: Guerino Bertocchi with a softtop in the Ghibli Prototype, ca. 1966.

8. Weirdo Section

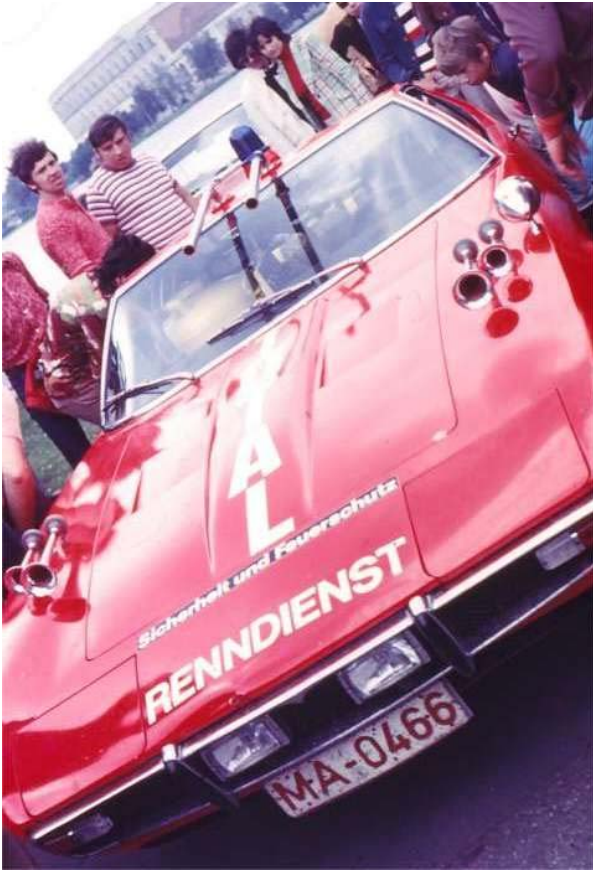
You thought you've seen everything on Ghiblis? Wait a moment:



Pic.133: Fire-hunter Ghibli



Pic.134: CEA Squadra Corse, Monza, ca. 1970.



Pic.135: Renndienst at Norisring, Germany, ca. 1972.



Pic.136: Dinner with Ghibli!



Pic.137: We know it hurts: Although a Maserati never dies, it sometimes happens and even Ghiblis are mortal ...



Pic.138: ... or wait for better times!

9. Conclusion

My ideal Ghibli would be a 4.7 liter with the late style engine, 5-speed, power steering, toggles switches with the Lucas turn signal switch, headrests, Borrani wire wheels, Bonaldi brakes booster, Euro steering wheel, Euro exhaust manifolds with the quad exhaust, original tools and manuals, and fitted luggage set. If a Spyder, add to it the hard top.

Of course the market does not agree with me since a Ghibli SS with rocker switches, the Vitaloni stalk, and USA exhaust and manifolds would most likely sell for more than my ideal car, but the market many times does not understand these cars; and now you do.



Pic. 139: Any angle shows the harmonious lines of the Ghibli.



Pic. 140: Another marvelous detail: Tank flap and logo.



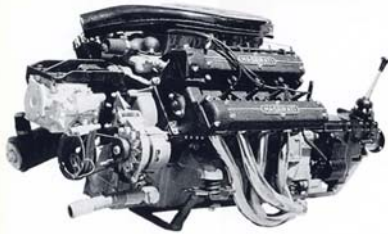
Pic. 141: Ghiblis sometimes flock together. Any color suits them well!



Pic.142: The Ghiblis are high-speed cruisers, but any road serves them well (here an SS at Splügen-Pass in the Swiss Alps)!

MASERATI GHIBLI SPYDER

Potente e veloce, comoda e silenziosa, moderna e funzionale. Powerful and ultra fast, smooth and dependable modern and efficient. Puissante et rapide, confortable et silencieuse, moderne et fonctionnelle. Kraftvoll und schnell, confort und still, modern und wirksam.



Finiture di lusso, confort, elevate prestazioni sportive, stabilità, accelerazione, sono gli elementi che la distinguono. Superior finish, comfort, ultra high performance make the ghibli unique. Luxe, confort et performances très élevée caractérisent la voiture ghibli. Komfortabler luxuswagen mit spottischen leistungsen, stabilität, strassenlage und beschleunigung vermosen kennzeichnen diesen wagen.



Interno in pelle, impianto di condizionamento aria, vetri elettrici, cristalli azzurrati a luce polarizzata, fari retrattili con lampade allo jodio, dispositivo antifurto, ruote al magnesio. Natural leather upholstery, air conditioning, power windows, tinted and polarized glasses, retractable headlights with jodine lamps, anti theft device, magnesium wheels. Air climatisé, phares rétractables avec lampes à jode, rues elektron, serrure antivol. Voll-klimaanlage, innenausstattung in echt leder, elektrische scheinbetätigunj, azur gefärbte schein aus polarisiertem glas, versenkrabe scheinwerfer mit jodlampen, rader aus magnesium.

Pic. 143&144: The Maserati Ghibli Spyder sales Pamphlet, ca. 1969



GRAN TURISMO - 2 posti		GRAN TURISMO - 2 seats		GRAN TURISMO - 2 places		GRAN TURISMO - 2 Sitze	
CARROZZERIA: Convertibile				CARROSSERIE: Spyder			
Lunghezza max	mm. 4050	Overall length	inches 159	longueur max	mm. 4050	Karosserie Länge	mm. 4050
Altezza max	mm. 1790	Overall width	inches 72.4	largueur max	mm. 1790	Grösste Breite	mm. 1790
Altezza min	mm. 1180	Overall height	inches 42.6	hauteur max	mm. 1180	Grösste Höhe	mm. 1180
MOTORE: 8 cilindri a V-90°				MOTEUR: 8 cylindres V-90°			
Alimentazione	mm. 84	Alimentazione	mm. 84	Alimentation	mm. 84	Alimentation	mm. 84
Cilindrata totale	cc. 4719	Cilindrata totale	cc. 4719	Cilindrata totale	cc. 4719	Cilindrata totale	cc. 4719
Camera di combustione emisferica - Quattro valvole a camera in testa comandati da tre alberi - Comando diretto delle valvole - Quattro carburatori doppio corpo - Accensione a spinterogeno - Raffreddamento ad acqua con pompa centrifuga - Lubrificazione forata a filtraggio totale - Raffreddamento dell'olio di lubrificante con scambiatore di calore - Coppia a secco con pompa di recupero e serbatoio separato.				Chambre de combustion hémisphérique - Quatre arbres à cames en tête entraine chaînes - Commande directe des soupapes - Quatre carburateurs double-corps - Allumage avec distributeur - Refroidissement de l'eau avec pompe centrifuge - Lubrification forée - Filtrage total - Refroidissement de l'huile de lubrification par refroidisseur d'huile - Carter à sec - Pompe de récupération et réservoir huile indépendant.			
Potenza	HP. 330	Potenza	PS 330	Potenza massima a 3000 giri/min	PS 330	Leistungsverhältnis	PS 330
Regime corrispondente	giri 5000	Regime corrispondente	giri 5000	Regime corrispondente	giri 5000	Regime corrispondente	giri 5000
Coppia max a 4000 giri	kgm 45	Coppia max a 4000 giri	kgm 45	Coppia max a 4000 giri	kgm 45	Coppia max a 4000 giri	kgm 45
Rapporto di compressione	8.5:1	Rapporto di compressione	8.5:1	Rapporto di compressione	8.5:1	Rapporto di compressione	8.5:1
SUPPORTI MOTORE: Vibracou.				SUPPORT MOTEUR: Vibracou.			
FRIZIONE: Monodisco a secco con parastartori a comando idraulico.				FRIZIONE: Monodisco a secco con parastartori a comando idraulico.			
CAMBIO: Cinque velocità e retromarcia sincronizzate.				CAMBIO: Cinque velocità e retromarcia sincronizzate.			
TELAI: Tubolare.				TELAI: Tubolare.			
Peso	mm. 2250	Peso	mm. 2250	Peso	mm. 2250	Peso	mm. 2250
Correggiata a terra	mm. 1440	Correggiata a terra	mm. 1440	Correggiata a terra	mm. 1440	Correggiata a terra	mm. 1440
SOSPENSIONI: Anteriori: indipendenti con molle elicoidali, barra stabilizzatrice e ammortizzatori telescopici. Posteriori: molle a balestra, barra stabilizzatrice e ammortizzatori teli-espliciti, e pantofole elastiche di reazione.				SOSPENSIONI: Anteriori: indipendenti con molle elicoidali, barra stabilizzatrice e ammortizzatori telescopici. Posteriori: molle a balestra, barra stabilizzatrice e ammortizzatori teli-espliciti, e pantofole elastiche di reazione.			
FRENO: A disco - Servocomando a depressione, circuito doppio.				FRENO: A disco - Servocomando a depressione, circuito doppio.			
SERBATOI CARBURANTE n. 2 indipendenti - Capacità totale: litri 100.				SERBATOI CARBURANTE n. 2 indipendenti - Capacità totale: litri 100.			
IMPIANTO di aria condizionata e riscaldamento, costruttore parti integrate, della vettura, con semplici comandi, di grande efficienza.				IMPIANTO di aria condizionata e riscaldamento, costruttore parti integrate, della vettura, con semplici comandi, di grande efficienza.			
RUOTE di magnesio 7" x 15"				RUOTE di magnesio 7" x 15"			
PNEUMATICI 205 x 15"				PNEUMATICI 205 x 15"			
Velocità massima km/h 205				Velocità massima km/h 205			
A RICHIESTA: Cambio automatico - servosterzo - Tetto rigido - Radio ecc.				A RICHIESTA: Cambio automatico - servosterzo - Tetto rigido - Radio ecc.			
La fabbrica si riserva il diritto di modificare questi dati.				La fabbrica si riserva il diritto di modificare questi dati.			



OFFICINE ALFIERI MASERATI S.p.A. - VIA CIRO MENOTTI, 322 - TEL. 30-101/2/3 - MODENA (ITALIA)



MASERATI



GHIBLI SPYDER



Pic.145: 'The Lady in Red': Maserati Ghibli as shown in the sales pamphlet of ca. 1968. Note the stainless steel polished sill on this car provided by the factory for the photo shooting, and the conventional style on the car below.



Pic.146: The Maserati Ghibli as shown in the sales pamphlet of December 1969. Very sleek!



MASERATI GHIBLI^{SS}



MASERATI



MASERATI






MASERATI GHIBLI^{SS}

OFFICINE A. MASERATI S.p.A.
VIA CIRO MENOTTI 322
TEL. (059) 23.01.01/2/3 TELEX 51248
MODENA (ITALIA)

GHIBLI^{SS}

GRAN TURISMO 2 seats

BODY: Coupé

Overall length	feet 15,2	- mm. 4690
Overall width	feet 5,77	- mm. 1790
Overall height	feet 3,6	- mm. 1160

ENGINE: 8 cylinders in V formation - 90°

Bore	inches 3,7	- mm. 93,9
Stroke	inches 3,5	- mm. 89
Cubic capacity	cu.in 3	- cc. 4930

Hemispherical combustion chambers - 4 overhead chain driven camshafts - Direct valve control - 4 twin choke carburetors - Ignition system with transistor - Cooling system with radiator and centrifugal water pump - Forced lubrication - Total draining - Compression ratio 8,5 : 1

BHP 335 at 5500 R.P.M.

CLUTCH: Single dry plate with flexible coupling and hydraulic control.

GEAR-BOX: Five synchronized speed and reverse.

CHASSIS: Integral body chassis construction.

Wheel base	feet 8,3	- mm. 2550
Ground level track	front 4,7	- mm. 1440
	rear 4,6	- mm. 1420

SUSPENSION: Front: independent, coil spring, stabilizing torsion bar and telescopic dampers - Rear: stabilizing torsion bar, telescopic dampers, plate springs and radial rod.

BRAKES: Ventilated disc with servo unit in dual circuit.

FUEL TANKS 2 separate

Total capacity	USA. gall. 26,5
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Normal consumption m.p.g. US. 16 - 15 m.p.g. lbs. 3640

Total weight

LARGE LUGGAGE COMPARTMENT cubic feet 24

WHEELS: Magnesium-alloy 7 1/2 x 15"

TIRES VR-70 - 215 x 15"

MAX. SPEED M.P.H. 174

STANDARD: Adjustable steering wheel, leather upholstery, steering lock device, tinted windows, electric windows, electric defroster for rear glass, reclining seats, head rests, clock, air conditioning.

OPTIONAL: Automatic transmission, power steering, radio, luggage cover, wheels dial aluminium, etc.

The above data are only indicative.

Pic.147&148: The Maserati Ghibli SS sales Pamphlet for the US, ca. 1972



Pic.149 A beautiful mid-series car, coming close to our preferred specification.



Pic.150: Sig. Ermanno Cozza happily inspecting a late Ghibli at the factory in Modena in August 2006.



Pic. 151: The Ghibli back home at its birthplace: Viale Ciro Menotti 322, Modena.



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