GIULIA QUADRIFOGLIO
4C COUPE | 4C SPIDER

A DRIVING PASSION FUELLED AT FINISH LINES

It is a badge born 105 years ago that still stands for something totally original today: a passion for motoring unlike any other. Visceral. Energetic. Technical. Crafted. The DNA of one of the world's most revered brands runs deeper than the enamel of its fender badges, snakes with a power like the tail of a dragon, runs deeper than the blue surround itself. It runs straight from the heart of Italy to roads and drivers all over the world.

1910

Speed permeated the walls of the ALFA factory: the very first car produced there, the 24 HP, reached a top speed of 100 km/h. The Corsa version of the 24 HP performed brilliantly and stood out at the 1911 Targa Florio.

1929

The influence of Enzo Ferrari on the history and reputation of the Alfa Romeo race program is legendary. He began as a test driver for Alfa, and soon became an official driver and dealer. He then took charge of the entire racing program, establishing Scuderia Ferrari in Modena, where he and select technicians and mechanics modified and tuned every Alfa Romeo race car: their winning record shines brightly on the Alfa Romeo name even today.

1932

In the 1930s, the Vittorio Jano-designed Gran Premio Tipo P3 was a force in Grand Prix racing, with an unheard-of top speed of 232 km/h. It took 46 checkered flags in a three-year period.

1938

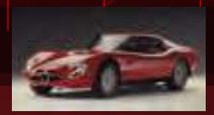
Alfa Corse, the in-house racing team for Alfa Romeo, prepared four 8C 2900B cars for the 1938 Mille Miglia. With Carrozzeria Touring Superleggera roadster bodies and Vittorio Jano magnificent 2900 engines, they continued a history of Alfa Romeo domination with the top two positions at Mille Miglia that year, and achieved four consecutive victories at the 24 Hours of Le Mans.

1953

Derived from the Alfa Romeo 6C 3000 prototype, the 6C 3000 CM Spider's engine capacity was increased to 3,495 cc and produced a top speed of 250 km/h. It was the winner of the 1st Gran Premio Supercortemaggiore held in Merano in 1953 and came in second at the Mille Miglia that same year. The 6C also raced in the 24 Hours of Le Mans and was later used to test innovative components, including disc brakes.

1954

The reverence people hold for Alfa Romeo has only grown with each milestone along the way. In 1954, Alfa Romeo upped the ante with the introduction of Giulietta, in several different street models, along with a competition-only two-seater, the Giulietta Sprint Zagato. Its all-aluminum and plexiglass construction was an excellent example of how Alfa Romeo perfected the art of speed through the art of balance — achieving optimal power-to-weight ratios with lightweight strength innovations.



1965

Alfa Romeo's reputation for performance sedans continued with the introduction of the Giulia in 1962. Giulia was known for its powerful engine and lightweight body, helping it to outperform many sports cars of that era. Production of subsequent Giulia models for both road and track (TZ2 shown below) continued on and off for decades to come, and achieved numerous class wins in demanding events such as the 24 Hours of Le Mans, the Targa Florio, the Sebring 12 Hours and the Nürburgring 1,000 km.

1967

Created during what is known as The Alfa Romeo Glory Years, the Tipo 33 Stradale is a car collector's dream — often called the most beautiful car of all time. Its mid-engine, rear-wheel design inspires to this day, including the just recently introduced Alfa Romeo 4C. With only 18 produced, the car is extremely rare. The value of each is almost impossible to determine, as the 33 Stradale is hardly ever traded.

2015

The best of Italian design roared back to North American shores with the long-awaited introduction of the Alfa Romeo 4C. Its lightweight innovations help create an awe-inspiring power-to-weight ratio with thrilling capabilities.

June 2015 revealed the new Giulia Quadrifoglio, the most impressive reincarnation of the Giulia to date, featuring a whole new level of power-to-weight engineering. It will do its badge proud.

European model shown.

"I feel for Alfa the same tenderness one feels when remembering his first love." — *Enzo Ferrari*

THE MOST IMPORTANT COMPONENT IS EMOTION It began as a simple request for good luck and ended up becoming a symbol for something even more magical: track records and race victories from Alfa Romeo. In 1923, legendary Alfa Romeo race car driver, Ugo Sivocci painted a "Quadrifoglio," or four-leaf clover, on the front of his Alfa Romeo RL at Targa Florio, where he finished in first place. This marked the beginning of a tradition: all future Alfa Romeo race cars, and even some high-performance street cars, would bear the four-leaf clover. Now, with the all-new Giulia Quadrifoglio, Sivocci's clover remains a symbol of race-worthy capabilities and, of course, a symbol of good luck.

Centro Documentazione Alfa Romeo (Arese, Milano)

THE ALL-NEW GIULIA QUADRIFOGLIO

DRAMATIC WITHOUT DRAMA

There's something inherently Shakespearean about the Giulia Quadrifoglio: it's as passionate as Romeo and Juliet … but has been created free of any unnecessary drama. The most powerful Alfa Romeo ever created for street use, the all-new Giulia Quadrifoglio represents a convergence of engineering and emotion that can only belong to a brand as fabled as Alfa Romeo. The design approach is equally sensual and purposeful. The details reflect an understanding of every interaction between driver, passerby and all who come in contact with the beauty of Alfa Romeo.

European model shown.

SHIFTING THE BALANCE OF POWER

The all-new Alfa Romeo Giulia Quadrifoglio is more than a showcase for the best power-to-weight ratio in its class[4] — it's a study in how to use that power. It features the most powerful engine for road use ever created by Alfa Romeo: the ultralight 90-degree V6 all-aluminum Bi-Turbo engine delivers 505 hp, 443 lb-ft of torque between 2,500 and 5,500 rpm, launching the all-new Giulia from 0 – 60 mph in 3.8 seconds (0 – 100 km/h in 3.9 seconds)[2] up to a top speed of 307 km/h. The vehicle's near-perfect 50/50 weight distribution creates optimal balance, and highlights the advantage of a rear-wheel-drive system in a front-engined vehicle. A high-strength steel body, aluminum fenders and doors, a carbon fibre hood, roof and driveshaft, and aerodynamic appendices all work in conjunction with the patented all-aluminum suspension to create motoring's perfect balance.

near perfect **50/50** weight distribution

NEAR **3** kg/hp* best-in-class[4] power-to-weight ratio

505 [1]* horsepower

443 lb-ft torque between 2,500 and 5,500 rpm

0 – 60 mph in **3.8** seconds[2] 0 – 100 km/h in 3.9 sec[2]

7:39[3] the fastest lap ever by a four-door production vehicle at Nürburgring, one of the most demanding tracks in the world*

307 km/h maximum speed

REAR-WHEEL DRIVE | SIX-SPEED MANUAL | TOP SPEED: 307 KM/H | 0-60MPH: 3.8 SECONDS[2] | 100-0 KM/H BRAKING DISTANCE: 31 METRES | INTEGRATED BRAKE SYSTEM | VENTED FRONT AND REAR ROTORS | FRONT TIRES: P245/35ZR19 | REAR TIRES: P285/30ZR19

ALFA DNA PRO

The Alfa DNA Pro, thanks to the interaction with the Chassis Domain Control, instantaneously adapts the car behaviour to the selected driving mode:

- RACE activates the overboost function for increased torque limits and allows for maximum pedal response for ultimate sport driving.
- DYNAMIC delivers sharper throttle, brake and steering-wheel response for sporty on-road driving and a throatier exhaust note.
- NATURAL is a comfort setting for a perfect balance for daily driving.
- ADVANCED EFFICIENCY enables the cylinder deactivation to maximize energy savings and dynamic efficiency.

TORQUE VECTORING

While most all-wheel-drive systems control wheelspin by braking or cutting power, torque vectoring does so by optimizing the power distribution between wheels in traction. So there's no loss of power — just better traction and control, no matter the speed or road surface.

INTEGRATED BRAKE SYSTEM

This innovative electromechanical system combines the stability control and brake system. Not only allowing for a significant reduction in weight, this device optimizes the feeling of the brake pedal, guaranteeing an instantaneous response and braking distance of 100 – 0 km/h in 31 metres (using carbon-ceramic brakes).

European model shown.

*All disclaimers can be found on last pages.

CHASSIS DOMAIN CONTROL | 3D NAVIGATION | 8.8-INCH SCREEN | HARMAN/KARDON® PREMIUM SURROUND SOUND | 900 WATTS

14 SPEAKERS | SPARCO® RACING SEATS | CARBON FIBRE SHELL

THE DRIVER IS THE CENTRE OF THE UNIVERSE

Alfa Romeo's fabled racing history was built on communication: between driver and crew; between car and driver. Today's Giulia employs technology to communicate telemetry instantly. The driver controls the infotainment system, 3D Navigation and onboard parameters via the Alfa Rotary Pad, learning of vehicle performance in high definition on an 8.8-inch screen.

harman/kardon® by HARMAN

Even the greatest films are strengthened with a score: the Giulia Quadrifoglio features an audio system designed to complement a highly tuned driving experience. The 900 watts of power channelled to 14 speakers (including two Surround Sound speakers and one subwoofer) serves as proof that Alfa Romeo takes the notes from this system as seriously as the glorious ones from its engine.

POISED FOR SPEED

The carbon fibre shell of the available Sparco racing seat is not only light, it is purposeful. It provides comfort and control for the driver and occupants, and serves as a reminder of how seriously Alfa Romeo takes those positions. The seats are adjustable, our respect for the driver is unwavering.

European model shown.

ALFA ROMEO 4C: INNOVATIVE AT ITS VERY CORE

UNDENIABLE ITALIAN APPEAL They're here. Alfa Romeo 4C Coupe and 4C Spider, with their captivating mix of progressive technology, race-inspired performance and seductive styling, have come ashore to thrill Alfa Romeo devotees, performance enthusiasts and car connoisseurs alike. Born in Milan, Italy, each 4C model features interior and exterior design elements that conspire to rouse the senses, channelling the unique Alfa Romeo spirit that is over one-hundred years in the making.

4C COUPE Personalized performance gives owners powerful options with the Alfa Romeo 4C Coupe. Beyond awe-inspiring mechanics and design, the choices offered by the 4C Coupe turn the arrival of Alfa Romeo into a personal affair. Choose from four wheel designs, four brake caliper colours, available premium leather and microfibre seating, body-colour or carbon fibre spoiler, mirror covers (also available in Satin Titanium) and more.

4C SPIDER This is open-air performance like nothing you've experienced. The top-down Alfa Romeo 4C Spider introduces a few more elements to the 4C thrill ride … like wind, sun and some gleaming carbon fibre touches. Thanks to the rigid 4C chassis, few structural modifications were needed to unveil the sky above; a carbon fibre windshield surround and available carbon fibre halo complement the ultralight carbon fibre monocoque chassis. Designed exclusively for the 4C Spider, the soft top can be easily removed, folded and stowed in a dedicated case in the trunk. An available carbon fibre hard top* further adds to the seduction. Personalize your 4C Spider with a choice of seven scene-stealing colours, including Rosso Alfa (shown above), along with six wheel choices and four brake caliper colours. Rich interior details include a premium leather instrument panel with accent stitching, available unique carbon fibre-trimmed vents, and your choice of seating in Red leather, Black leather, Black/Tobacco leather or Black leather/microfibre with contrast stitching.

*Late availability.

SUPERCAR DNA

CARBON FIBRE CHASSIS
ALUMINUM SUBFRAMES
MID-ENGINE LAYOUT

DRIVER-CENTRIC CONTROLS

Overall performance is superbly enhanced with numerous features designed to hone and improve each trip. The 4C is equipped with an ALFA TCT 6-speed automatic transmission with a twin clutch and paddle shifters, which combines the instant power of a sequential shift with all the convenience of an automatic. Four-mode Alfa DNA allows drivers to customize the vehicle experience according to driving conditions or desired vehicle responsiveness. Choose from its All-Weather, Natural, Dynamic or Alfa Race settings, which allow changes in throttle response, shifting speeds and traction control.

FRONT AND REAR ALUMINUM SUBFRAME | UNILATERAL CARBON FIBRE MONOCOQUE CHASSIS | SHEET-MOULDED COMPOUND (SMC) BODY PANELS

LIGHTWEIGHT GLASS | FORGED WHEELS | 4-MODE ALFA DNA | DOUBLE-WISHBONE FRONT SUSPENSION | ALL-ALUMINUM DIRECT-INJECTION TURBO ENGINE

MASTER OF THE POWER AND WEIGHT EQUATION

THE ANSWER IS ALWAYS, "FAST."

If there's one thing Alfa Romeo has learned from years of victory on the racetracks, it's that balance is key. Its mid-engine layout, rear-wheel drive and monocoque chassis give the 4C near-ideal weight distribution, contributing to its amazing handling and control. The Alfa Romeo 4C makes the most of this configuration with innovative technology and new levels of efficiency.

Its mid-engine-mounted 1750 cc in-line powerplant churns out some impressive numbers: 237 hp, 258 lb-ft of torque, 136 hp per litre and a blazing top speed of 258 km/h. A quick look reveals an all-aluminum design with four valves per cylinder, a new-generation turbocharger, ultra-high-pressure direct fuel injection and a dual-core intercooler that cools intake air before it reaches the turbocharger. A quick spin reveals an exhilarating 0 – 100 km/h in just 4.1 seconds[5] — and large, cross-drilled, ventilated brakes take it from 100 – 0 in under 30 metres.

This groundbreaking engine, coupled with a vehicle curb weight of just 1,118 kg, means Alfa Romeo 4C will accelerate as quickly as cars boasting higher horsepower — yet it will corner sharper, brake harder, turn in quicker and respond more readily. Staggered tires (available 18-inch front, 19-inch rear) on forged wheels offer the confidence of maximum grip.

It's all about feel and greater driver involvement — which is why you won't find power steering on Alfa Romeo 4C. Unassisted steering provides the driver with the highest-quality feedback — there is perhaps no greater connection to the road.

True aficionados will immediately know the distinctive Alfa Romeo 4C exhaust note produced by its specially tuned race exhaust system. It skips the muffler and offers a signature "gargle" at idle and a formidable roar when the throttle is wide open — a reminder that Alfa Romeo performance cares as much about the driver's senses as it does about statistics.

GIULIA TECHNICAL DATA

ENGINE CHARACTERISTICS	
Type	6-cylinder, all-aluminum, 90-degree Direct-Injection Bi-Turbo
Bore x stroke (in)	3.41 x 3.23
Displacement (cc)	2 891
Compression ratio	9.3 : 1
Maximum power SAE net (hp @ rpm)	505 @ 6500[1]
Maximum torque SAE net (lb-ft @ rpm)	443 @ 2500 – 5500
Start/Stop System	yes
TRANSMISSION	
Drive	Longitudinal front engine, RWD
Gearbox	6-speed ZF manual transmission
PERFORMANCE	
Acceleration: 0 – 60 mph (sec) Acceleration: 0 – 100 km/h (sec)	3.8[2] 3.9
Top speed: km/h (mph)	307 (191)
BRAKES	
Vented front rotors, size (mm) (in)	361 x 32 (14.2 x 1.26)
Vented rear rotors, size (mm) (in)	351 x 28 (13.8 x 1.1)
Braking distance: 100 – 0 km/h (m)	31

WHEELS AND TIRES	
Front wheels (in)	19 x 8.5
Rear wheels (in)	19 x 10
Front tires	P245/35ZR19 (93Y) XL Pirelli® Corsa (AR) BSW Three-season High-performance
Rear tires	P285/30ZR19 (98Y) XL Pirelli Corsa (AR) BSW Three-season High-performance
SUSPENSIONS	
Front	Double-wishbone with semi-virtual steering axle
Rear	Alfa Link™ design with vertical rod
AERODYNAMICS	
Drag coefficient (C_d)	0.32
Lift coefficient (C_l)	-0.1 *
CAPACITIES AND WEIGHTS	
Trunk capacity, L (cu ft)	480 (16.95)
Fuel tank, L (gallons)	57.9 (15.3)

*With Alfa Active Aero activated.

(1) Estimated horsepower based on manufacturer testing. (2) Based on the latest available manufacturer testing. Actual results may vary. Based on European pre-production model. RWD, 6-speed manual transmission pre-production European model tested. (3) RWD, 6-speed manual transmission pre-production European model tested. (4) Power to weight is based upon manufacturer-reported horsepower and curb weight in the WardsAuto Lower Luxury segment. (5) Based on the latest available manufacturer testing. Actual results may vary.

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Rosso Competizione Tri-coat

Silverstone Grey Metallic

Vulcano Black Metallic

Vesuvio Grey Metallic

Trofeo White Tri-coat

Montecarlo Blue Metallic

Rosso Alfa

4C TECHNICAL DATA

ENGINE CHARACTERISTICS	
Type	1750 turbocharged, aluminum, 4-cylinder
Bore x stroke, size mm (in)	83 x 80.5 (3.27 x 3.17)
Displacement (cc)	1742
Compression ratio	9.25:1
Maximum power (hp @ rpm)	237 @ 6000
Maximum torque (lb-ft @ rpm)	258 between 2200 – 4250
Position	Mid-engine
TRANSMISSION	
Drive	Rear
Gearbox	ALFA TCT with dual dry clutch, paddle controls and Launch Control
PERFORMANCE	
Acceleration: 0 – 100 km/h (sec)	4.1[5]
Top speed: km/h (mph)	258 (160)
BRAKES	
Vented front rotors, size mm (in)	305 x 28 (12.0 x 1.10)
Vented rear rotors, size mm (in)	292 x 22 (11.5 x 0.87)
Maximum deceleration under braking (g)	1.25

WHEELS AND TIRES (Standard)	
Front wheels (in)	17
Rear wheels (in)	18
Front tires	205/45ZR17 88Y XL Pirelli® P Zero AR Three-season Performance
Rear tires	205/45ZR17 88Y XL Pirelli P Zero AR Three-season Performance
SUSPENSIONS	
Front	Double-wishbone — high-strength steel tubular-control arms and tubular anti-roll bar
Rear	MacPherson — shock absorber with hollow piston rod and high-strength steel tubular-control arms
AERODYNAMICS	
Drag coefficient (C_d)	0.335 — 4C Coupe 0.341 — 4C Spider
Lift coefficient (C_l)	N/A
CAPACITIES AND WEIGHTS	
Luggage compartment capacity, L (cu ft)	105 (3.7)
Fuel tank, L (gallons)	40 (8.8)
Curb weight, kg (lb)	1118 (2,465) — 4C Coupe 1128 (2,487) — 4C Spider

Black

Basalt Grey

Rosso Competizione

Giallo Prototipo
(Spider only)

White

Madreperla White

Rosso Alfa

La meccanica delle emozioni

52116A014E