



La meccanica delle emozioni

alfaromeo.com.au

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(*) Option/Optional - means that this feature is available on select models only and/or available at additional cost - for full details contact an authorised Alfa Romeo Dealer.

(1) Fuel consumption figures are according to Australian Design Rule (ADR) 81/02. Driving style, road and traffic conditions, fitment of accessories, environmental influences and vehicle condition can lead to consumption figures which may differ from those calculated with these standards.

4C



4C

4C

Alfa Romeo

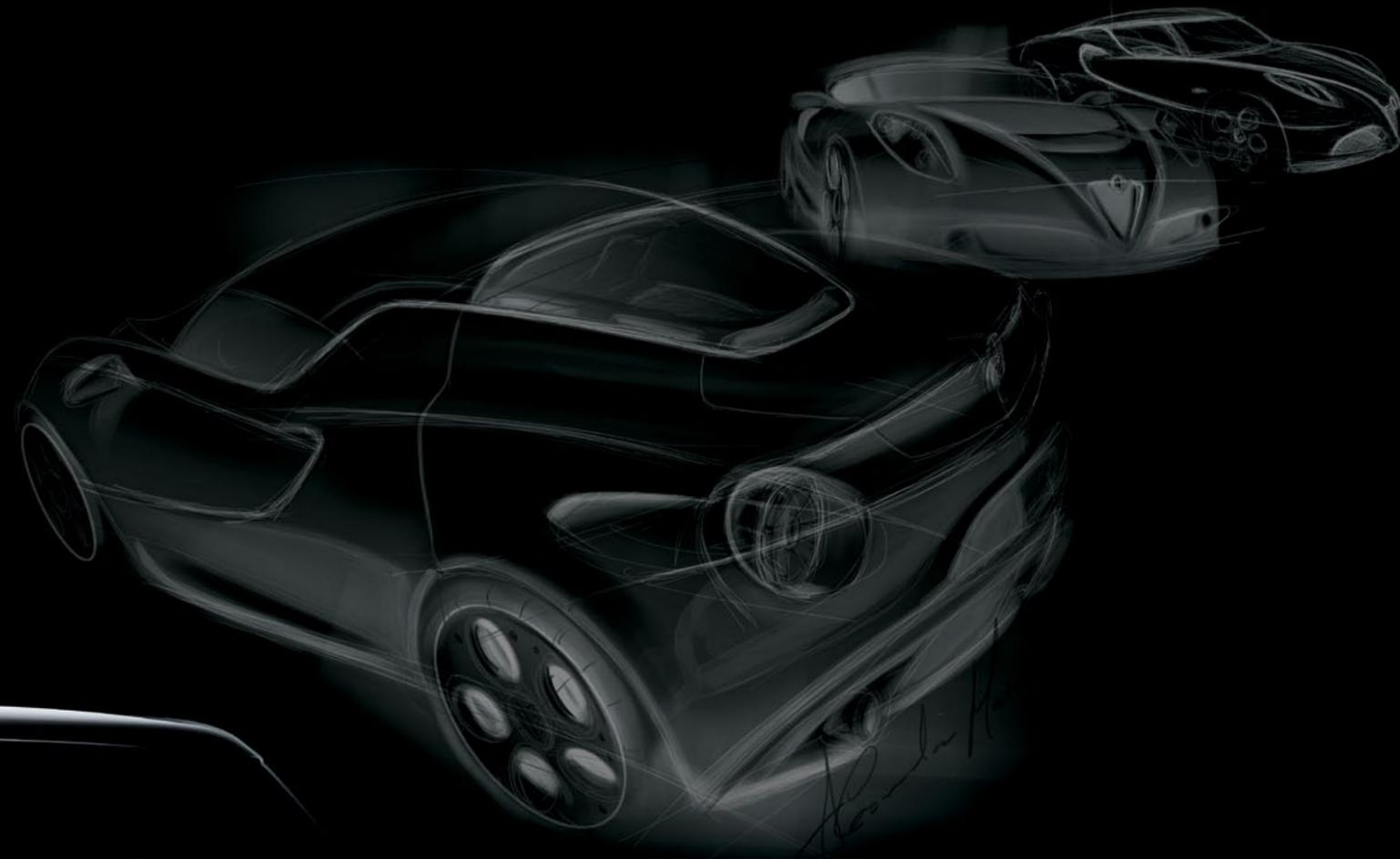


Genesis of a dream

Images of glorious, race-winning cars. The noise of engines, acceleration and braking, and the spirit of competition. The roar of the crowd, arms raised to the sky, excitement and passion. The name of Alfa Romeo and the faces of drivers, bend after bend.

The blank sheet start to fill with pencilled sketches, the best the Style Centre can produce. Swift strokes

express images and ideas, then begin to form lines. The design is changed, improved, perfected. Then a clay model. In 3/8 scale. Followed by a full scale mock-up, compact, agile, powerful, dynamic and essential, to finalise dimensions and form.



Essential beauty

The year is 1967. Alfa Romeo produces 18 examples of the 33 Stradale, the homologated version of the racing Type 33. The car is considered by many to be one of the most beautiful of all time. It enters the history books for its totally performance-oriented design philosophy and dramatically low weight. It is packed with innovative technology, including a brand new chassis with a mixed structure derived from aeronautical technology, made from magnesium alloy and steel tube.

This is the car from which the Alfa Romeo 4C draws its inspiration, form and content.

As can be seen at first glance, the two cars share the same lines, in which every single element has an essential function, and nothing is superfluous. This perfect balance is the result of coherent design choices and perfect harmony between mechanical and stylistic requirements.



1967

2013

6.7



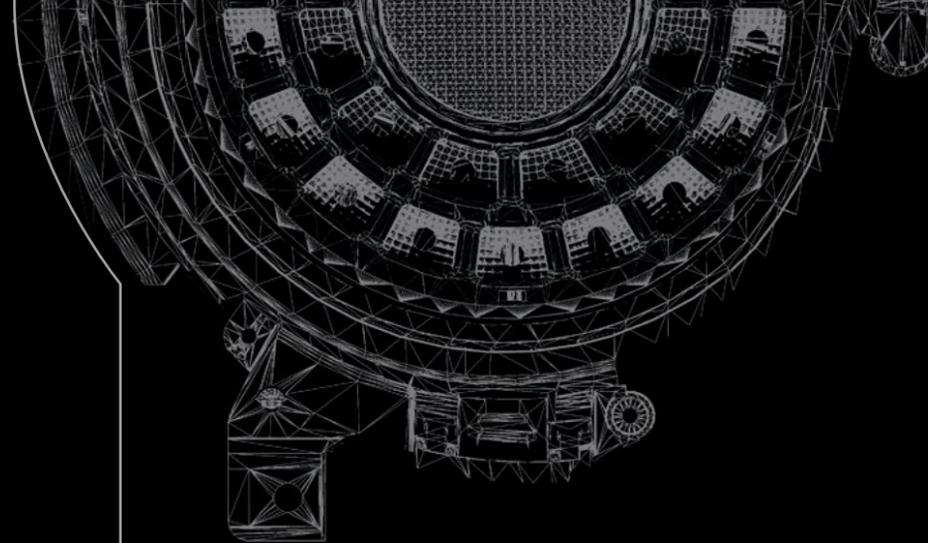
AR 0004C

Aerodynamic elegance

No concessions to style for its own sake, for convenience or for any desire to surprise: the essence of the Alfa Romeo 4C is in its performance. Every single design decision was taken with this in mind.

The heart of the beast, a centrally mounted engine, is clearly visible through the back window. Every other element of the car starts from here. The round rear light clusters blend into muscular rear wings that house the air intakes for the intercooler. The energy-packed and dynamic sides taper into a perfect front profile for the headlights, inside which two V-shaped lines dive down to the shield-shaped grille and Alfa Romeo symbol.

The result is a car that conveys the pure spirit of motorsport. Every structural element has been conceived to fulfil a specific aerodynamic function, and to help create the downforce needed to ensure maximum grip under fast cornering.





To start with, the unique body cell is made from bare carbon fibre. Inside, competition seats guarantee a comfortable but correct racing posture. The seats incorporate a reinforced composite structure and special lightweight padding. The upholstery is in either technical fabric or leather.

On the 4C, absolutely everything expresses the racing spirit of Alfa Romeo. The steering wheel is moulded at the bottom. The dashboard is made from a thermoformed shell like those found on limited edition supercars. And the controls are all oriented towards the driver to give complete control of the car. The cockpit graphics have a high visual impact and are clearly inspired by those of sports motorcycles and competition cars. Aluminium pedals and heel guards form the last details of a true sporting character.

Entering an Alfa Romeo 4C means entering the world of motorsport. As with the exterior, everything on the inside has a precise function too. The 4C dispenses with the superfluous and provides only the essentials for superior driving performance.

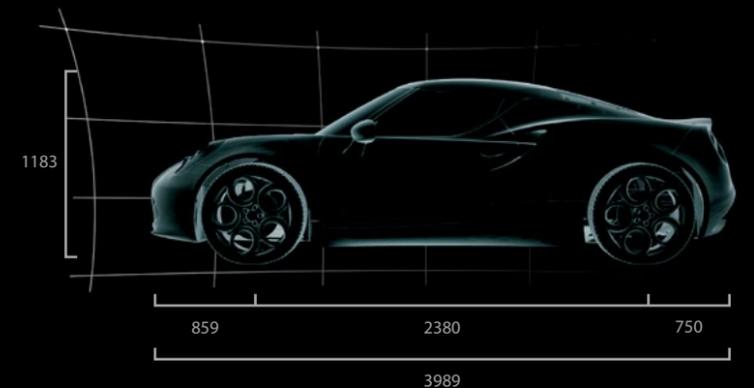
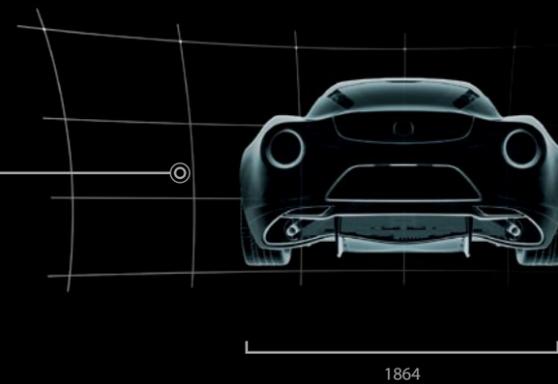
Performance design



A concentration of efficiency

Just under 4 metres in length, 2 metres in width and only 118.4 cm in height. The design choices of the Alfa Romeo 4C are just as bold as its dimensions. Rather than use extreme power, the decision was taken to minimise weight instead. This challenge underlies the design of every component of the car.

The result is amazing: a kerb weight of 1062 kg propelled by 240 bhp, giving a weight to power ratio of under 4.5 kg/HP. A figure that promises genuine supercar agility and performance. This impressively low weight has been achieved by using ultra-light materials like carbon fibre, aluminium and composites, all chosen for maximum dynamic efficiency. Fast, powerful and evolved. On the 4C, advanced materials combined with Alfa Romeo's innovative processes and values have created a true concentration of efficiency.



Lightweight strength

First and foremost, carbon fibre was chosen to create the central passenger cell. Carbon fibre offers major advantages over conventional materials, which are "isotropic", i.e. have the same strength characteristics in all directions. In unidirectional carbon fibre, because all the fibres run in the same direction, parts made from it can be up to 5 times stronger. Aluminium, a strong but incredibly lightweight material, was used to

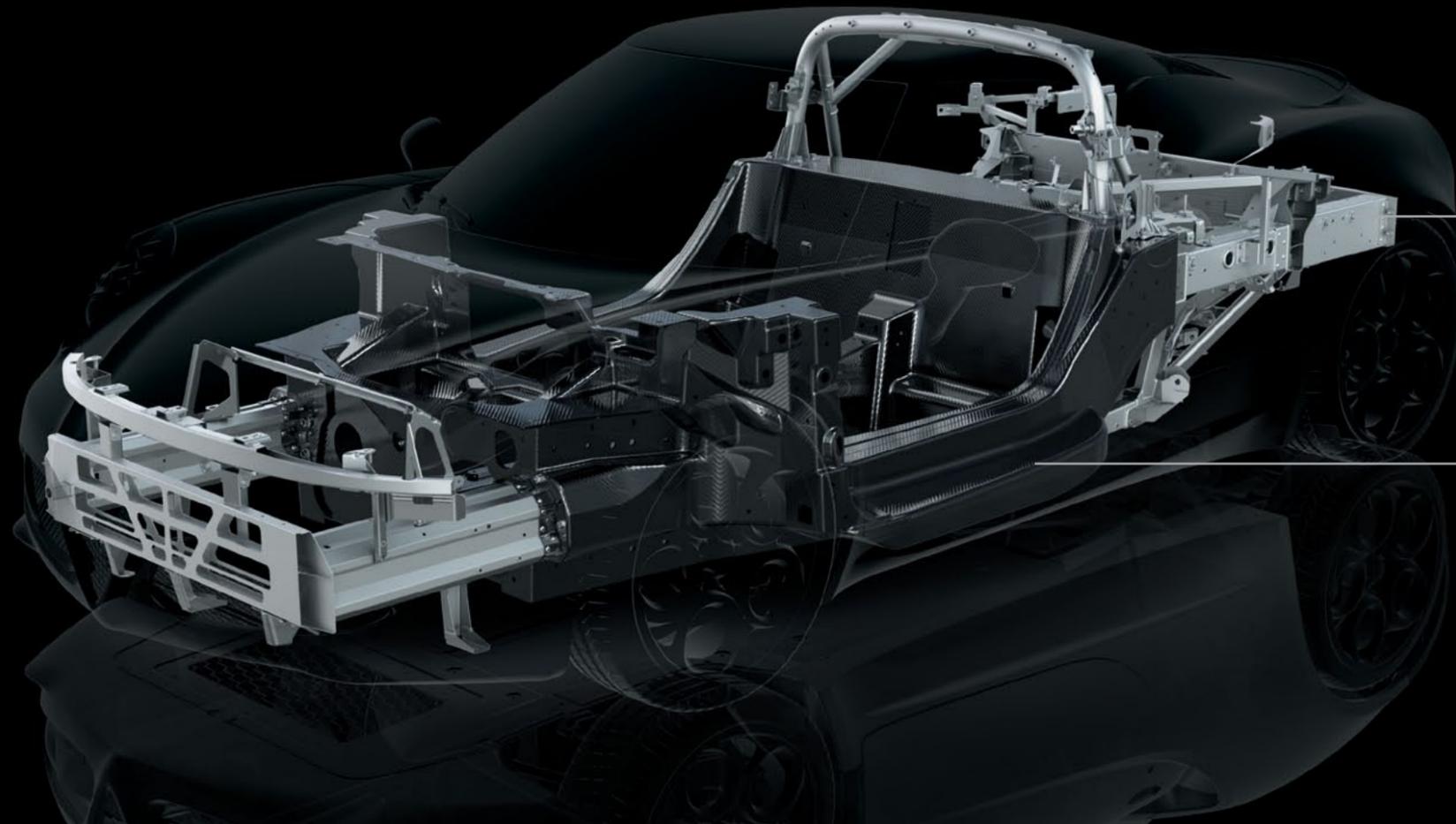
make the engine mounting frame, the engine itself and the front and rear cells that protect the passenger compartment against impacts. Behind the occupants, a high strength steel roll-bar prevents deformation in the event of roll-over.

Advanced composite materials, previously thought too difficult to apply to production models, complete the car's innovative structure.

On the Alfa Romeo 4C, low density composites are used for the outer body, as they guarantee better stability than aluminium and 20% less weight than sheet steel.



Composite body shell



Aluminium engine chassis



Carbon fibre passenger cell



Race architecture

Driving pleasure is the result of carefully balanced design. Rear wheel drive and a centrally mounted engine: the architecture of the Alfa Romeo 4C is typical of competition cars in which perfect weight distribution is the primary objective.

The Alfa Romeo 4C has rear wheel drive to make full use of the dynamic advantages afforded by this configuration. Rear wheel drive gives better grip under acceleration, when engine power throws weight towards the rear of the car. Rear wheel drive also lets you enter curves at higher speeds, delivering a far more intense driving experience.

The aluminium engine is centrally mounted. This significantly reduces weight as it eliminates the need for a propeller shaft and optimises weight distribution by concentrating mass near the centre for crisper handling.

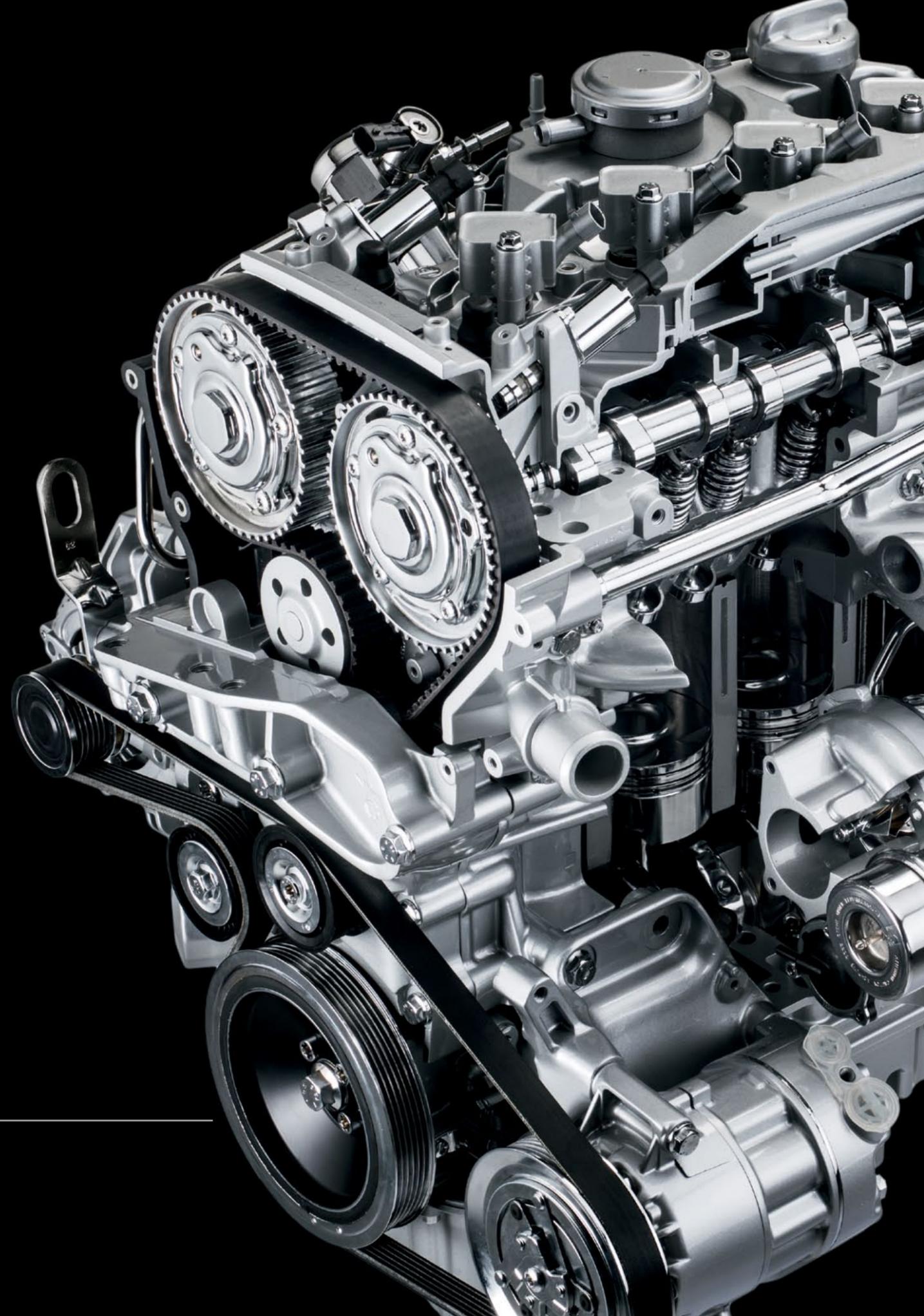
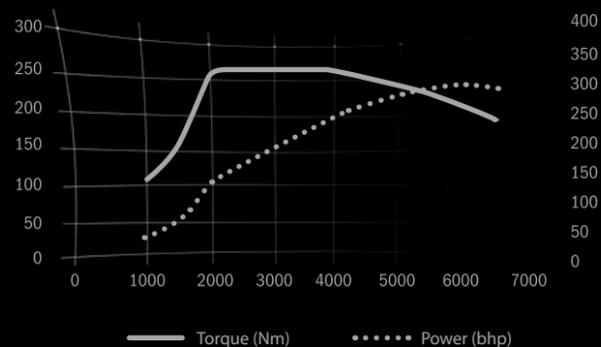


Hi-tech power

The 4C's 1750 cc turbocharged power plant is based on state-of-the-art engine technology. And Alfa Romeo's engineers have made this technology even more aggressive and efficient. Four cylinders, an aluminium block and structure, a new generation turbocharger, ultra-high pressure direct fuel injection, two continuously variable valve timing units, scavenging technology and a dual clutch enable this 1750 cc unit to deliver unprecedented sporting performance.

Torque and specific power set new records for this size of engine. Maximum power of 177 kW is reached at 6,000 rpm, confirming the unit's extraordinary elasticity and dynamism. Acceleration on the move and from a standing start is exceptional: the Alfa Romeo 4C accelerates from 0-100km/h in only 4.5 seconds and boasts a top speed of 258 km/h.

And that is not all. This impressive level of performance has been achieved with minimum impact on the environment. Thanks to multiple injection control and advanced anti-friction and energy loss reduction systems, the emissions of the Alfa Romeo 4C fall well within the strict limits of Euro 6.





Scavenging Technology

The Alfa Romeo 4C's advanced scavenging technology maximises torque at low engine speeds and delivers more power in response to driver input. The control unit determines valve overlap times and angles with great precision to create a through-flow of air from the inlet manifold to the exhaust manifold. By improving the scavenging of the combustion chamber, this direct flow increases combustion efficiency and turbine speed and reduces turbo-lag.

Turbocharger

To complement the scavenging technology, the engine is also equipped with a new generation turbocharger and a pulse converter exhaust manifold that exploits pressure waves to boost torque at low engine speeds. Both manifold and turbine are made of microcast steel to withstand the very high operating temperatures (over 1000°C): this condition is essential to reduce fuel consumption under medium-high speed and motorway driving conditions. The wastegate valve is another essential device for engine efficiency. This adjusts turbo pressure control logic to suit driving conditions, minimising pumping losses.

After-Run Pump

Like all top competition cars, the 4C uses an automatic cool-down system to protect its turbocharger. Switching off the engine would normally cause the immediate stoppage of oil circulation, leaving the oil in the turbocharger to stagnate at very high temperatures. The thermal stress suffered by the oil in this way causes a loss of lubricating capacity and also leads to the formation of residues that can damage the engine. To prevent this, Alfa Romeo has introduced an after-run pump. This electric pump is automatically controlled by the ECU and keeps oil circulating through the turbocharger until it has cooled sufficiently.





Power alone could never deliver the superb performance of the Alfa Romeo 4C. An advanced transmission system is needed to control it. For this reason, the car fits an Alfa TCT 6 speed dry Twin Clutch gearbox: this gives the 4C Spider the instant power of a sequential shift with all the convenience of an automatic. This system works like two gearboxes in parallel, each with its own clutch. The next gear is selected while the previous gear is still engaged, eliminating all discontinuity in power transmission.

The ALFA TCT clutch has been specially modified for use on the Alfa Romeo 4C. The 4C's special clutch features all-new control software that ensures the fastest possible gear shifts under all conditions. Gearshifts are more aggressive in the sporting performance modes, and drivers can clearly feel the new gear engaging, as on a racing car. Moreover, on bends, gearshifts are completed in the smoothest way possible to maintain stability.

The 4C is also fitted with Launch Control for easy high performance standing starts. Launch Control is activated by pressing the brake pedal while pushing the accelerator pedal all the way down and squeezing the paddle on the left of the steering wheel: As soon as you release the brake, the system automatically controls the gearbox, traction and power to maximise acceleration.

Natural
agility





Dynamic instinct

The functioning logic of all electronic systems has been optimised to obtain exactly the right level of performance for the driving conditions. You can change the character of your 4C with the touch of a finger: docile and prudent (All weather), balanced but sporty (Natural) or fast and aggressive (Dynamic). The Alfa Romeo D.N.A. selector has offered three driving modes since 2008. On the Alfa Romeo 4C, the system has been thoroughly revised to respond to the needs of a high performance supercar. The three existing modes have therefore been supplemented by a fourth: Alfa Race.



Alfa Race

Alfa Race is the most extreme performance mode, and is engaged by moving the mode selector to Dynamic position and holding it there for a few seconds. Alfa Race mode puts you in total control of your car under race conditions. By minimising the interventions of electronic systems, it leaves you, the driver, in complete command. In Alfa Race mode, ESC stability control is normally deactivated and only intervenes to prevent loss of control under fierce braking. ASR is also deactivated under acceleration and braking, leaving you to control traction through the accelerator pedal alone. Alfa's Q2 differential control system, on the other hand, remains active, as it is essential for fast exits from bends.



Dynamic

This mode configures the car to deliver great driving performance. Engine control parameters are configured to respond instantly to accelerator input and the ALFA TCT gearbox selects a rapid action program to reduce gear shift times by up to 25%. The ESC system permits a certain angle of drift and only intervenes if the steering wheel position and drift angle could put the car at risk.



Natural

This mode is designed for everyday use. Gearshift parameters are configured for maximum comfort and smoothness. In manual mode, the ALFA TCT transmission helps the driver focus on the drive. The Auto-Up function shifts up to the next gear when engine speed approaches the permitted upper limit, while the Auto-Down function shifts down as soon as engine speed falls below 1000rpm. Finally, the Alfa Electronic Q2 differential operates in soft mode and only cuts in if one of the rear wheels suffers a significant loss of grip.



All weather

All Weather mode should be selected to ensure maximum safety under adverse weather conditions. In All Weather mode the car responds to accelerator input very gently. The ASR system selects special engine and brake control logic and, in the event of loss of grip, modifies power to match road speed and prevent skidding that could otherwise be difficult to control.

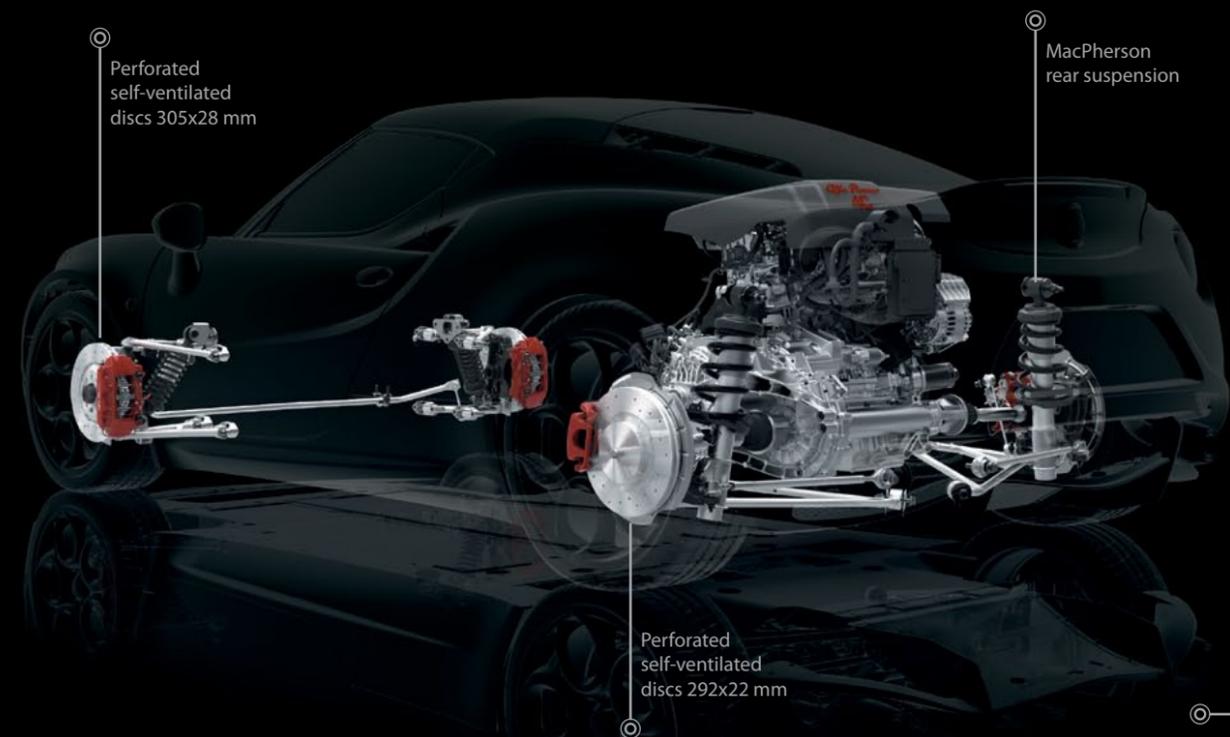


Sport suspensions, self-ventilated brake discs and different diameter tyres: the 4C boasts an advanced ride control system, conceived to keep weight down to a minimum.

The suspension adopts race-derived technical solutions to optimise performance and deliver unrivalled driving pleasure. At the front, the Alfa Romeo 4C features a double wishbone configuration that gives direct and unfiltered feedback from the road. At the rear, advanced MacPherson suspension ensures superb road holding and driving fun, even in the most extreme manoeuvres. Both front and rear suspension systems are made from aluminium and high strength steel.

The braking system is designed for high performance race track use. The perforated, self-ventilated front discs and Brembo calipers take the car from 100 km/h to stand still in only 36 metres. And to ensure maximum grip and prevent skidding under all conditions, the 4C is fitted with different diameter tyres, 17"-18" or 18"-19", with the larger size on the rear for the best possible handling.

Advanced Control





Italian attention to detail

Alfa Romeo decided to produce the 4C in Modena, and set up a dedicated unit inside the town's Maserati works. Here, the watchwords are state-of-the-art technology and superb craftsmanship: a combination for making exceptional cars with extraordinary engineering and care for details.

On the 4C assembly line, people make the difference. The expert technicians dedicated to the production of this new Alfa Romeo have undergone 500 hours of special training and have also followed the product development process for the last 10 months. They all have an enviable level of in-depth technical knowledge as a result.

Assembly technicians follow every phase of the process personally and, at the end of the line, perform rigorous quality control tests to ensure that all components function perfectly. The finished car is then handed over to expert test drivers for dynamic performance testing under a wide range of conditions. Only then is a new Alfa Romeo 4C declared ready to take to the road.





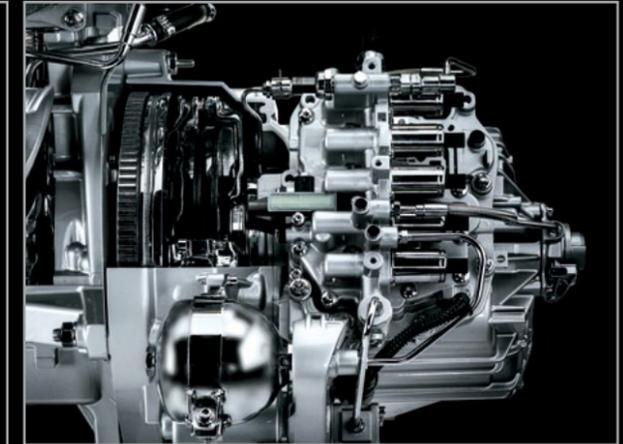
Technical specifications
and equipment

TECHNICAL SPECIFICATIONS

ENGINE	
Type	1750 cc, aluminium, 4 cylinders, turbocharged
Position	Central
Orientation	Transverse
Displacement (cm ³)	1742
Maximum power hp (kW-EC) at rpm	177 (240) 6000
Maximum torque Nm at rpm	350 between 2200 and 4250
DRIVING MODE SELECTOR	
Type	Evolved Alfa D.N.A.
Positions	All Weather, Natural, Dynamic, Race
TRANSMISSION	
Gearbox	ALFA TCT (dry Twin Clutch Transmission) with paddle controls and Launch Control
Number of gears	6 + R
Drive	Rear
Differential	Electronic Q2
CHASSIS	
Type	Carbon fibre monocoque
Front suspension	Double wishbone
Rear suspension	Evolved MacPherson
Front brakes (mm)	Dual-cast, perforated, self-ventilated 305x28 discs with Brembo fixed 4 piston calipers
Rear brakes (mm)	Perforated, self-ventilated 292x22 discs
Standard front tyres	205/45 R17
Standard rear tyres	235/40 R18
STEERING	
Steering box	Rack and pinion
PERFORMANCE	
Acceleration 0 - 100 km/h (secs)	4.5
Braking distance 100 km/h - stand still (m)	36
Top speed (km/h)	258
Maximum deceleration under braking (g)	1.25
Maximum lateral acceleration (g)	1.1
CAPACITIES - WEIGHTS	
Tare weight (kg)	1025
Fuel tank capacity (litres)	40
FUEL CONSUMPTION & EMISSIONS ⁽¹⁾	
Urban cycle (l/100 km) ⁽¹⁾	9.8
Extra-urban cycle ⁽¹⁾	5.0
Combined cycle (l/100 km) ⁽¹⁾	6.8
CO ₂ emissions (g/km) ⁽¹⁾	157
Emission standard	Euro 6
DIMENSIONS	
Number of seats	2
Length (mm)	3990
Width (mm)	1868
Height (mm)	1184
Wheelbase (mm)	2380
Luggage compartment capacity (litres)	110



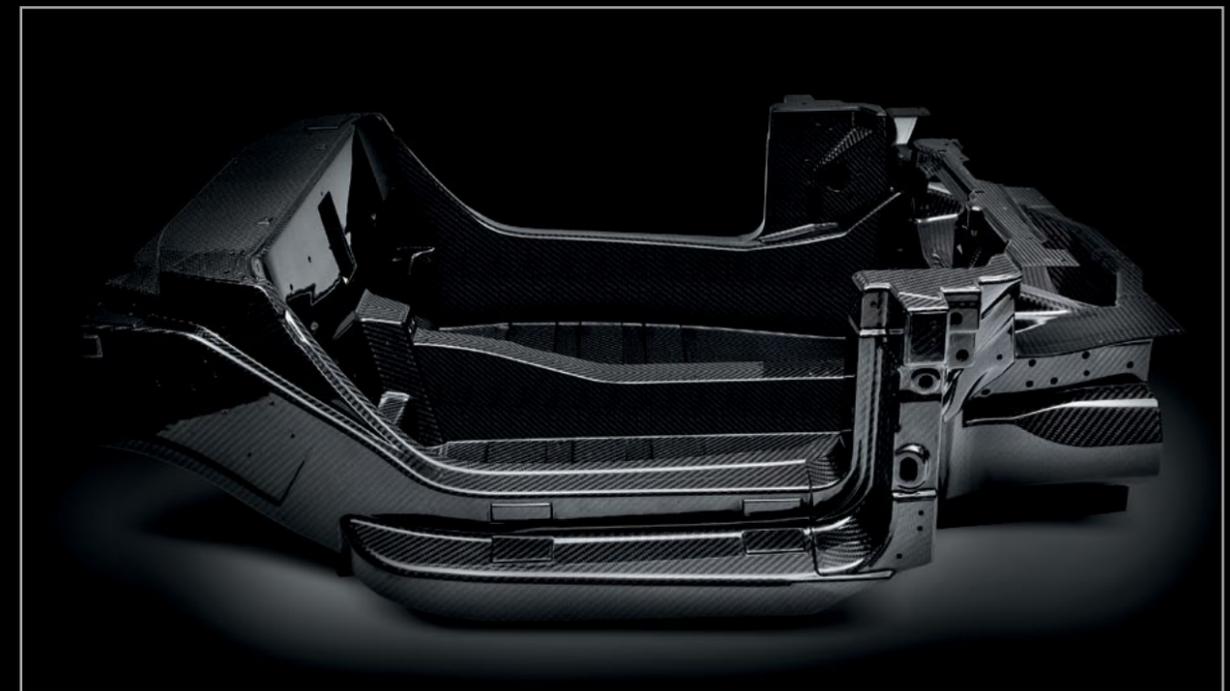
1750 cc, aluminium, 4 cylinder, turbocharged engine



ALFA TCT (Twin Clutch Transmission) gearbox with paddle controls and Launch Control



Dual-cast, perforated, self-ventilated, 305x28 mm front discs with Brembo fixed 4 piston calipers



Carbon fibre monocoque chassis

COLOUR COMBINATIONS



Alfa Black
(Available*)



Alfa White
(Available*)



Modena Yellow
(Available*)



Alfa Red
(Available*)



Basalt Grey
(Available*)



Madreperla White
(Available*)



Competizione Red
(Available*)



Black Leather with Red
Stitching
(Available*)

Black Leather with Yellow
Stitching
(Available*)

Red Leather
(Available*)

Tan Leather
(Available*)



17"/18" 5 Twin-Spoke Alloy
Wheels
(Standard)



17" / 18" Twin-Spoke Alloy Wheels
with Matte Black Diamond Finish
(Available*)



18" / 19" 5-Disc Alloy Wheels
(Available*)



Grey Brake Calipers
(Standard)



Red Brake Calipers
(Available*)



Yellow Brake Calipers
(Available*)



Black Brake Calipers
(Available*)

