



Alfa Romeo

4C COUPE
4C SPIDER



A new balance of power has arrived

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, channeling the unique Alfa Romeo spirit that is over one-hundred years in the making.

TECHNOLOGY • PERFORMANCE • STYLE

33 Stradale: the inspiration

Alfa Romeo 4C unabashedly draws its inspiration from the iconic 1967 Alfa Romeo 33 Stradale, a long-time fixture on “world’s best” lists.

Alfa Romeo produced just 18 examples of the 33 Stradale, the street-legal version of the racing Type 33. It was packed with the era’s most innovative technology, including a mixed-structure chassis derived from aeronautical technology using magnesium alloy and steel tubing. As seen at first glance, 33 Stradale and the 4C share the same lines, in which every single element has an essential function, and nothing is superfluous. Both convey the pure automotive passion held by every designer, engineer, driver and enthusiast that has influenced the brand, past and present.



1967

2015

ALFA ROMEO LEADING INNOVATION: THINK FIRST TO BE FIRST.

For over a century, the fierce competitive spirit that is the driving force behind Alfa Romeo racetrack wins, has translated to its leading status as a world-class automaker. Engineering and design innovations led to the development of lightweight but durable chassis systems for race cars. These advancements have been incorporated into the Alfa Romeo street production cars, making them not only fast, but agile, responsive and perfectly balanced.

In bringing these racing innovations to production street cars, Alfa Romeo can name a number of engineering firsts:

- 1940 GP Tipo 512 had the first Flat-12 engine in the world
- Won the first two Formula One World Championships in 1950 and 1951
- Built the first large production all-alloy engine for the 1954 Giulietta Sprint
- Developed racing's first safety fuel tank
- Introduced a 5-speed manual and front crumple zones on the 1962 Giulia TI
- Patented Hydraulic-Variable Camshaft Timing in 1982
- Put the Cylinder-On-Demand engine in a production car for the 1983 Alfetta 2.0 CEM
- Designed the V10 engine for racing in 1986
- Introduced the Twin Spark engine for production road-use cars
- Initiated the Common Rail system for diesel engines with the Alfa 156



aluminum

13

Natural elements make up the most high-tech materials in automotive engineering. The monocoque of the Alfa Romeo 4C is a single carbon fiber body similar to that of a supercar, while its crankcase and its front and rear frames combine the strength, rigidity and lightweight properties of aluminium.

Boldly
innovative

Alfa Romeo has a long history of creating racetrack-inspired vehicles for the street. That is why designers incorporated some of the same innovative materials and technology found in Formula One cars and supercars.

The success Alfa Romeo has enjoyed over the years can be attributed to our long dedication to making the most efficient use of both power and weight. This challenge underlies the design of every component of the car. The latest outcome is amazing: a kerb weight of under 1,118 kg propelled by 177 kW, giving a weight-to-power ratio of 4.7 kg:1. This is a figure that promises genuine supercar agility and performance. This impressively low weight has been achieved by using ultralight materials like carbon fiber, aluminium and composites, all chosen for maximum dynamic efficiency. Just over 4 metres in length, 2 metres in width and 118 centimetres in height, the design choices of the 4C are just as bold as its dimensions. The result is fast, powerful and evolved.



carbon

6

SUPERCAR

CARBON FIBER CHASSIS
ALUMINIUM SUBFRAMES
MID-ENGINE LAYOUT

26.982

4C

Lightweight strength

Designed in collaboration with the world's foremost racing chassis designers, the Alfa Romeo 4C Coupe and 4C Spider are innovative at their very core. Supercar DNA runs throughout, including a carbon fiber monocoque chassis, mid-engine design and aluminium subframes.

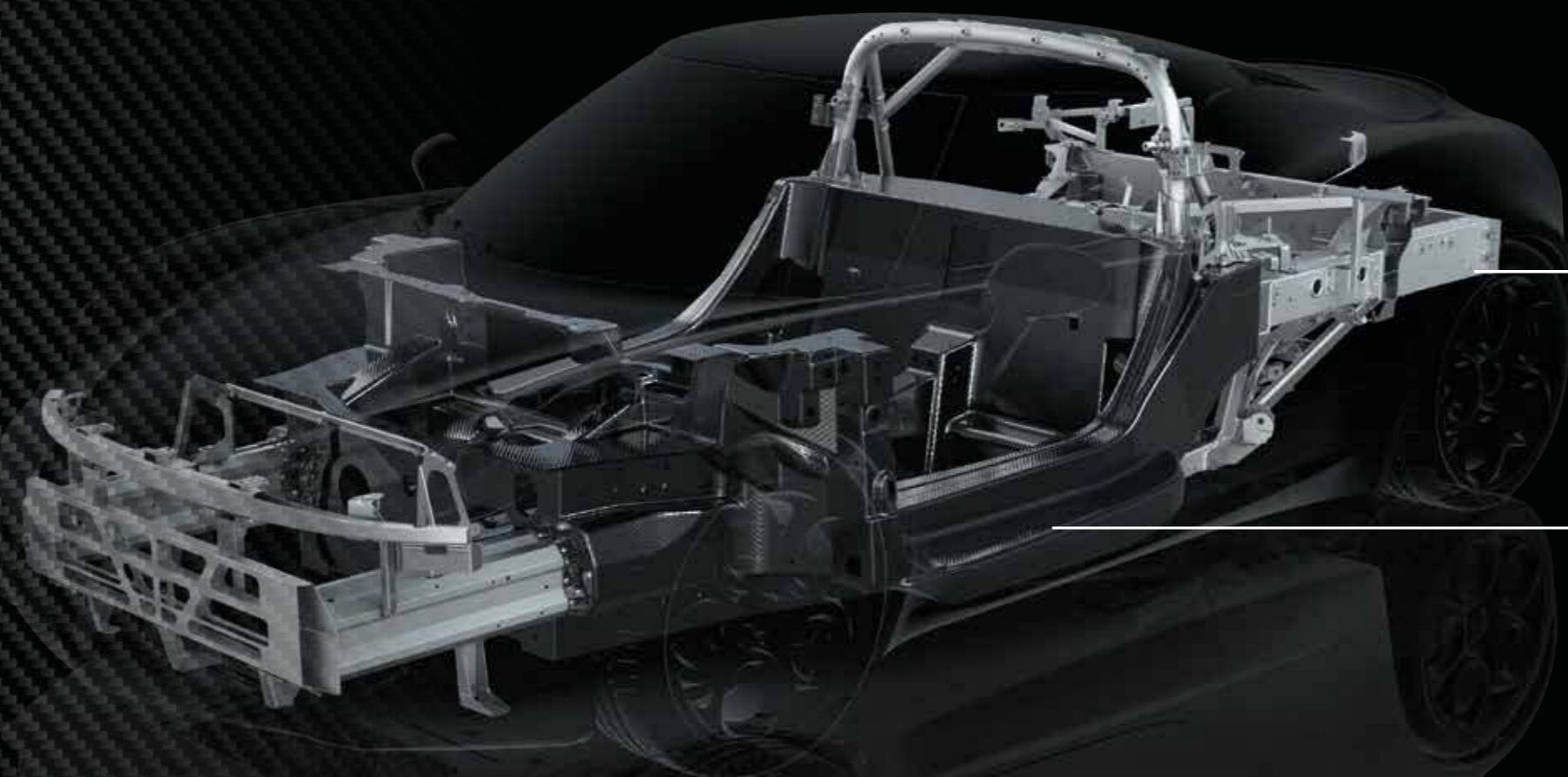
It begins with the solid foundation of a carbon fiber monocoque chassis. Laid by hand, this carbon fiber is three times stronger and seven times lighter than conventional steel.

Front and rear aluminium subframes combine strength with weight-saving technologies. Sheet Moulded Compound (SMC) is used for the outer body and is 20% lighter and more stable than steel – and also resists corrosion.

The end result of these advanced technologies is incredible strength and remarkable weight efficiency – the overall kerb weight is 1,118 kg for the 4C Coupe and 1,128 kg for the 4C Spider.



Composite body shell



carbon
6
C
12.011



Carbon fiber passenger cell

aluminum
13
Al
26.982



Aluminium engine frame



Preproduction model shown.

Race-inspired Performance

NOTABLE ALFA ROMEO VICTORIES

- 5 WORLD CHAMPIONSHIPS
- 17 EUROPEAN CHAMPIONSHIPS
- 11 MILLE MIGLIA
- 10 TARGA FLORIO
- 4 24 HOURS OF LE MANS

AND MANY MORE...

Its century-long motorsports history comes through loud and clear from any Alfa Romeo vehicle, on any street.



Master of the power and weight equation

If there's one thing Alfa Romeo has learned from years of victory on the racetracks, it's that balance is key. The mid-engine layout, rear-wheel drive and monocoque chassis give each 4C model ideal weight distribution, with amazing handling and control.

Its groundbreaking, centrally mounted aluminium engine significantly reduces weight as it eliminates the need for a driveshaft and optimizes weight distribution by concentrating mass near the centre of the vehicle.

With its rear-wheel drive, 4C makes full use of the dynamic advantages afforded by this configuration. Rear-wheel drive allows better grip under acceleration when engine power throws weight toward the rear of the car. Rear-wheel drive also lets you enter curves at higher speeds, delivering a far more intense and rewarding driving experience.

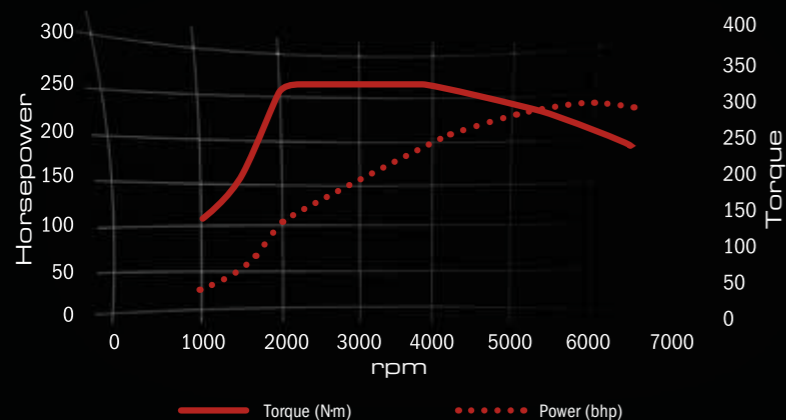
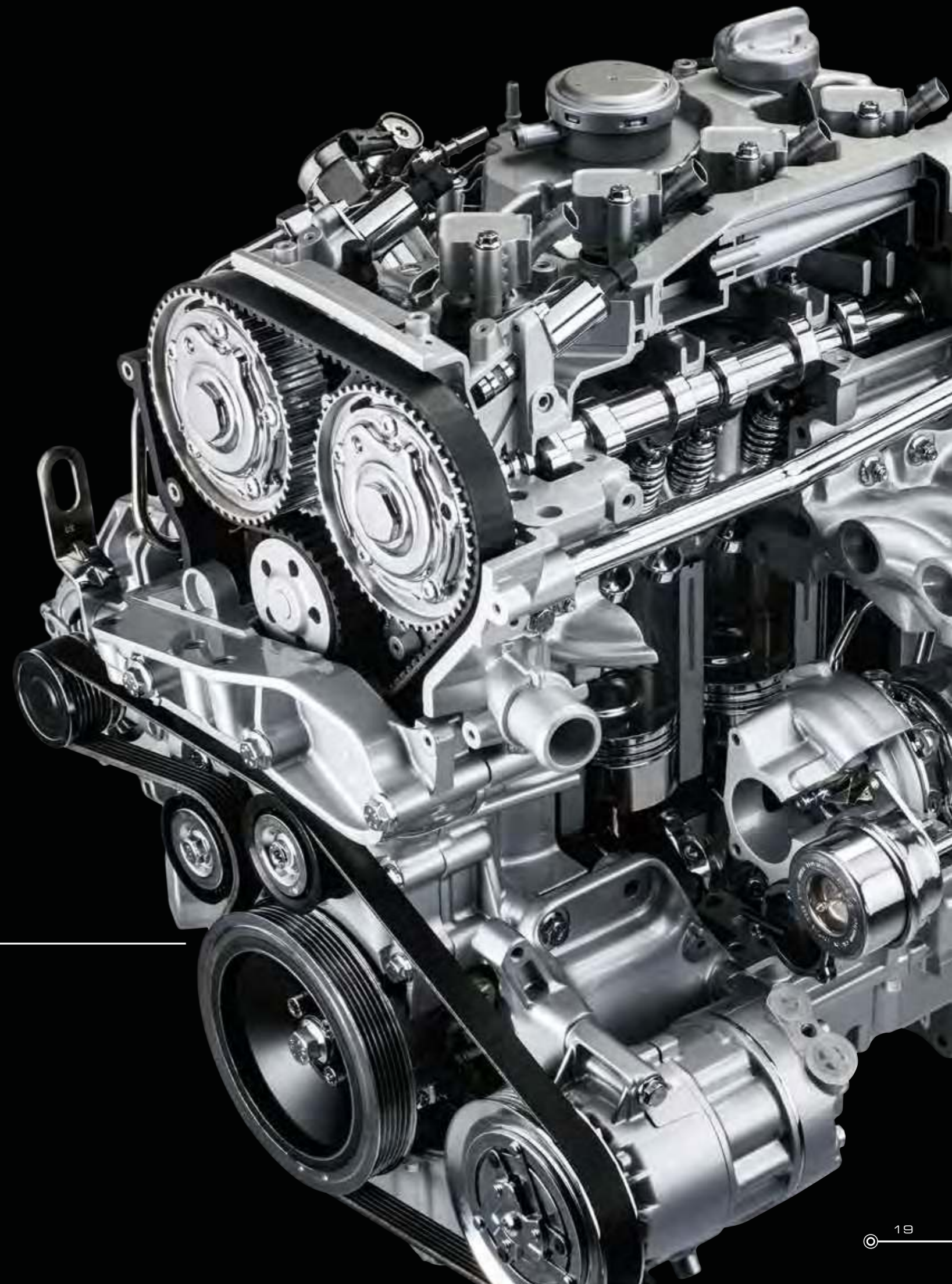
All of this means the Alfa Romeo 4C will accelerate as quickly as cars boasting higher horsepower — yet will corner sharper, brake harder, turn in quicker and respond more readily. It's the kind of gratifying response that makes each and every trip something to look forward to.



0 - 100 in 4.1 seconds

The Alfa Romeo 4C Coupe and 4C Spider make their mark with aggressive performance that's owed to innovative technology and new levels of efficiency. Their mid-engine-mounted 1750 turbocharged inline powerplant churns out some impressive numbers.

The 4C boasts 177 kW and a blazing top speed of 258 km/h. A quick look reveals an all-aluminium design with 4 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 – and large, cross-drilled, ventilated brakes take it from 100 - 0 km/h in under 30 metres.



Quick response

Optimized airflow

The advanced engine technology of the Alfa Romeo 4C maximizes torque at low engine speeds and delivers more power in response to driver input. The control unit determines the valve timing to encourage fresh airflow from the intake through to the exhaust during the overlap period. By improving the circulation in the combustion chamber, this direct flow increases combustion efficiency and turbine speed and reduces turbo lag.

Turbocharger

The engine is also equipped with a new-generation turbocharger and a pulse converter exhaust manifold that uses pressure waves to boost torque at low engine speeds. The manifold and the turbine are made from microcast steel and designed to operate at very high temperatures (over 538°C) – a prerequisite to low fuel consumption on medium/high-speed highway trips. The wastegate valve is another essential device for engine efficiency. This adjusts turbo pressure control logic to suit driving conditions, minimizing 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 under these conditions 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 Electronic Control Unit (ECU) and keeps oil circulating through the turbocharger until it has cooled sufficiently.





While the Alfa Romeo 4C exterior strongly hints at the gripping performance experience that lies ahead, getting behind the wheel will confirm even the highest of expectations. This is an interior that takes into account every aspect of driver needs, putting innovative, vital controls within easy reach. This is the kind of sports car that works with you to produce the most thrilling ride possible.

The 4C is equipped with an ALFA TCT 6-speed automatic transmission with a twin clutch and paddle shifters, a solution that combines 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, minimizing discontinuity in power transmission. The ALFA TCT clutch has been specially modified for use on the Alfa Romeo 4C, and features control software that ensures the fastest possible gearshifts under all conditions – as quick as 130 milliseconds. Gearshifts are more aggressive in the dynamic and race modes, yet are completed in the smoothest way possible on bends to avoid reducing stability.

The 4C is also fitted with Launch Control for masterful, 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 transmission, traction and power to maximize acceleration.



Driver-centric controls



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

True aficionados know the distinctive Alfa Romeo 4C exhaust note. The available sport-tuned exhaust skips the muffler and offers a signature “gargle” at idle and a formidable roar when the throttle is wide open. It’s a reminder that Alfa Romeo performance cares as much about the driver’s senses as it does about statistics.



Dynamic instinct

Overall performance is superbly enhanced with numerous features designed to hone and improve each trip. Four-mode Alfa DNA gives drivers the ability to create a customized vehicle experience according to driving conditions or desired vehicle responsiveness. Choose from its All-Weather, Natural, Dynamic or Alfa Race settings which make changes in throttle response, shifting speeds and traction control for a driving experience tailored to any situation.



Alfa Race

Alfa Race is the most extreme performance mode. By minimizing the interventions of electronic systems, it leaves the driver in complete command. Electronic Stability Control (ESC) only intervenes during aggressive braking. Anti-Slip Regulation (ASR) is deactivated under acceleration and braking, while Alfa Romeo's Q2 differential control system remains active for fast exits from bends.



Natural

Natural mode is designed for everyday use with gearshift parameters configured for maximum comfort and smoothness. In Manual mode, Auto-Up and Auto-Down functions shift at just the right engine speed. The Alfa Romeo Electronic Q2 differential only cuts in during a significant loss of grip.



Dynamic

Dynamic mode helps deliver great driving performance with near-instant accelerator response and reduced gearshift times of up to 25%. The ESC¹ system only intervenes when drift angles put the car at risk.



All-Weather

All-Weather mode ensures maximum safety under adverse weather conditions with gentle accelerator response. The ASR system prevents skidding by modifying power to match road speed during loss of grip.

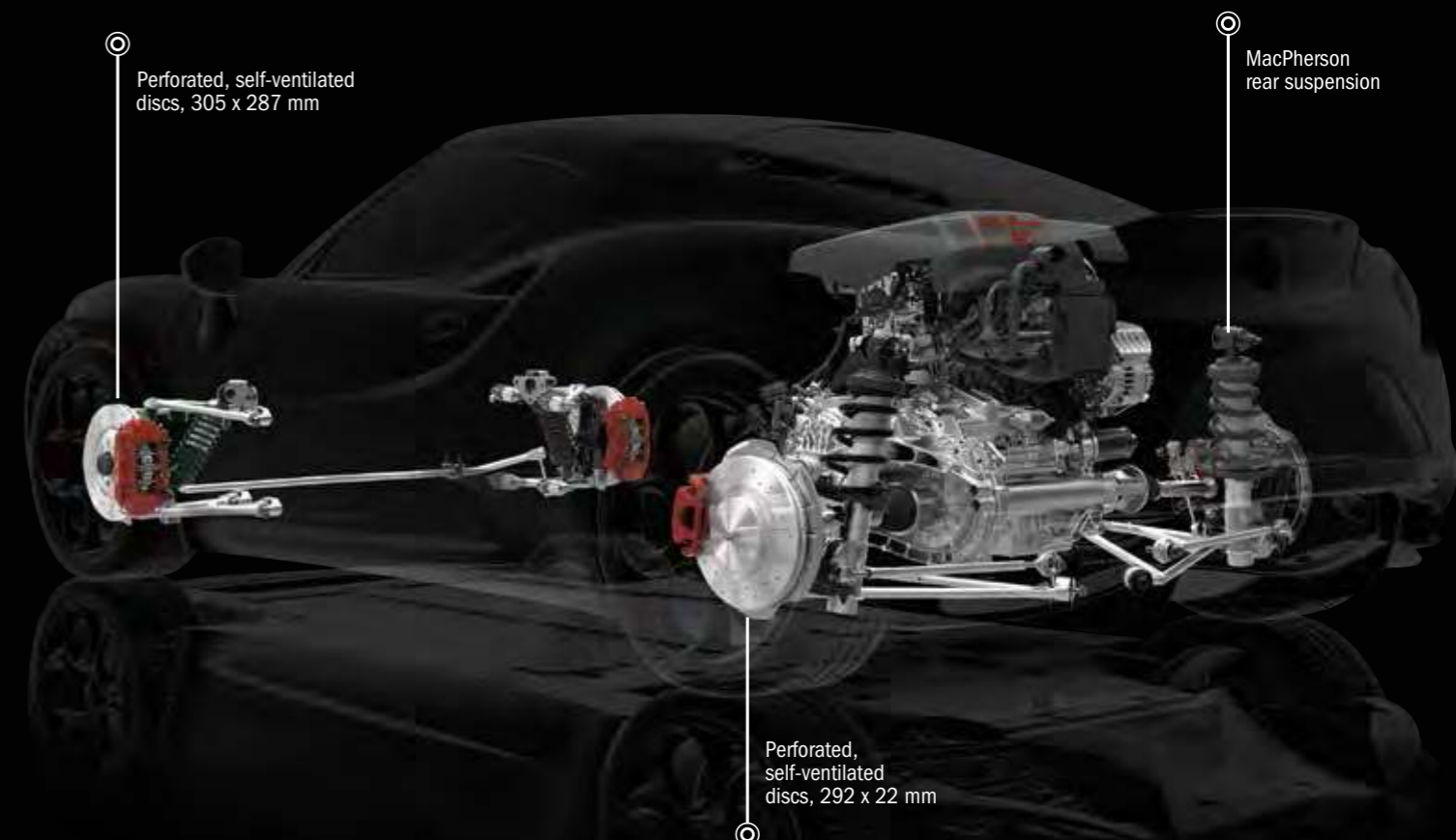


A combination of sport suspensions, self-ventilated brake discs and different-diameter tyres: the 4C boasts an advanced ride control system, giving every driver extra street smarts.

The suspension adopts race-derived technical solutions to optimize 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, the 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 racetrack use. The perforated, self-ventilated front discs and Brembo® calipers offer supreme stopping power. 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



Perforated, self-ventilated discs, 305 x 287 mm

MacPherson rear suspension

Perforated, self-ventilated discs, 292 x 22 mm

Seductive Italian Styling

Pure genius transforms simple lines into efficient designs that are as seductive as they are aerodynamic.



Handcrafted in Italy

In almost every aspect of the Alfa Romeo 4C, you can sense the touch of the fine craftspeople who handcraft the vehicle in the Maserati workshop located in Modena, Italy. Impeccable standards and extensive inspections ensure utmost satisfaction.

Here, the focus is always on evolved technology and top-quality craftsmanship, a combination that leads to the production of cars that are unique in technical solutions and attention to detail. No surprise that the build time for each Alfa Romeo 4C is a full six weeks.

At the 4C workshop, people make the difference. The expert technicians dedicated to the production of this new Alfa Romeo have undergone 500 hours of special training. 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.



A culture of style



Perhaps it's no coincidence that Alfa Romeo hails from Milan, Italy, the fashion capital of the world. It's a place that understands that the heart must have a say in even the most practical decisions.

The Alfa Romeo 4C Coupe and 4C Spider continue an Alfa Romeo tradition of performance-oriented lines and proportions. Inspired by the 1967 Tipo 33 Stradale, considered by many as one of the most beautiful cars ever made, the 4C models are just as shapely, and offer the classic Alfa Romeo V-shaped "plunging neckline" front grille. Front and rear overhangs are dramatically short, and dimensions are aerodynamically and dynamically optimized. The famous Alfa Romeo badge confirms what all these visual cues are saying: this is a legitimate sports car.



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

Climbing into the interior reveals a study in driver-centric design and opulent materials, including hand-laid carbon fiber. Competition seats guarantee a comfortable but correct racing posture. Race-ready bucket seats incorporate a reinforced composite structure for strength and lightness, while pronounced bolstering keeps the driver firmly in place. The upholstery is available in either microfiber or leather trim.

On the 4C, absolutely everything expresses the racing spirit of Alfa Romeo. The finely crafted details are purposeful and carefully edited; instruments and controls are angled toward the driver. The race-inspired steering wheel is flat at the bottom. The dashboard is made from a thermoformed shell, like those found on limited-edition supercars. The cockpit graphics have a high visual impact and are clearly inspired by those of sport motorcycles and competition cars. Aluminium pedals and heel guards form the last details of its true sporting character. It all works to create the kind of competitive atmosphere that brings out the best in you – and your driving.

Performance design



Beyond delivering outdoor splendour to its fullest, the open-air design of the 4C Spider includes an interior that also caters to the senses, as well. Glances turn into gazes with gleaming carbon fiber accents and vent surrounds, distinctive exterior colour-matched fabrics and trims, and contrasting stitching. Opulent materials in seating, steering wheel, shifter and other touchpoints complete the experience.



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 caliper colours, available premium leather trim or microfiber seating, body-colour or carbon fiber spoiler and 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 fiber touches. Thanks to the rigid 4C chassis, few structural modifications were needed to unveil the sky above; a carbon fiber windshield surround and carbon fiber halo* complement the ultra-light carbon fiber monocoque chassis.

Designed exclusively for the 4C Spider, the soft top can easily be removed, folded and stowed in a dedicated case in the trunk. An available carbon fiber hard top* further adds to the seduction. Personalize your 4C Spider with a choice of seven scene-stealing colours, including the exclusive new Giallo Prototipo (shown above), along with six wheel choices and four brake caliper colours.

Rich interior details include a premium leather instrument panel with accent stitching, unique carbon fiber-trimmed vents* and your choice of seating in Red leather trim, Black leather trim or Black leather/microfiber, with contrast stitching available.

*Late availability.



4C Spider

OPTIONS

4C SPIDER EXTERIOR/INTERIOR COMBINATIONS

	Black leather trim with Red accent stitching	Black leather trim with Yellow accent stitching	Red leather trim with Black accent stitching	Black/Tobacco leather trim with Dark Brown accent stitching*	Black leather and microfiber with Red accent stitching	Black leather and microfiber with Yellow accent stitching
PAINT COLOUR						
Black	•	—	◦	◦	◦	—
White	•	—	◦	◦	◦	—
Rosso Alfa	•	—	◦	◦	◦	—
Giallo Prototipo	—	•	—	—	—	◦
METALLIC						
Basalt Gray	•	—	◦	◦	◦	—
TRI-COAT PAINT						
Madreperla White	•	—	◦	◦	◦	—
Rosso Competizione	•	—	—	◦	◦	—

Standard • Optional ◦ Not available —

4C SPIDER PALETTE



Black leather trim with Red accent stitching



Black leather trim with Yellow accent stitching



Red leather trim with Black accent stitching



Black/Tobacco leather trim with Dark Brown accent stitching*



Black leather and microfiber with Red accent stitching



Black leather and microfiber with Yellow accent stitching



Black



Basalt Gray



Rosso Competizione



White



Madreperla White



Rosso Alfa



Giallo Prototipo



17" - 18" alloy wheels



17" - 18" dark alloy wheels



18" - 19" 5-hole alloy wheels

4C SPIDER WHEELS



18" - 19" 5-hole dark alloy wheels



18" - 19" light alloy fan spoke wheels



18" - 19" dark alloy fan spoke wheels

4C SPIDER OPTIONS

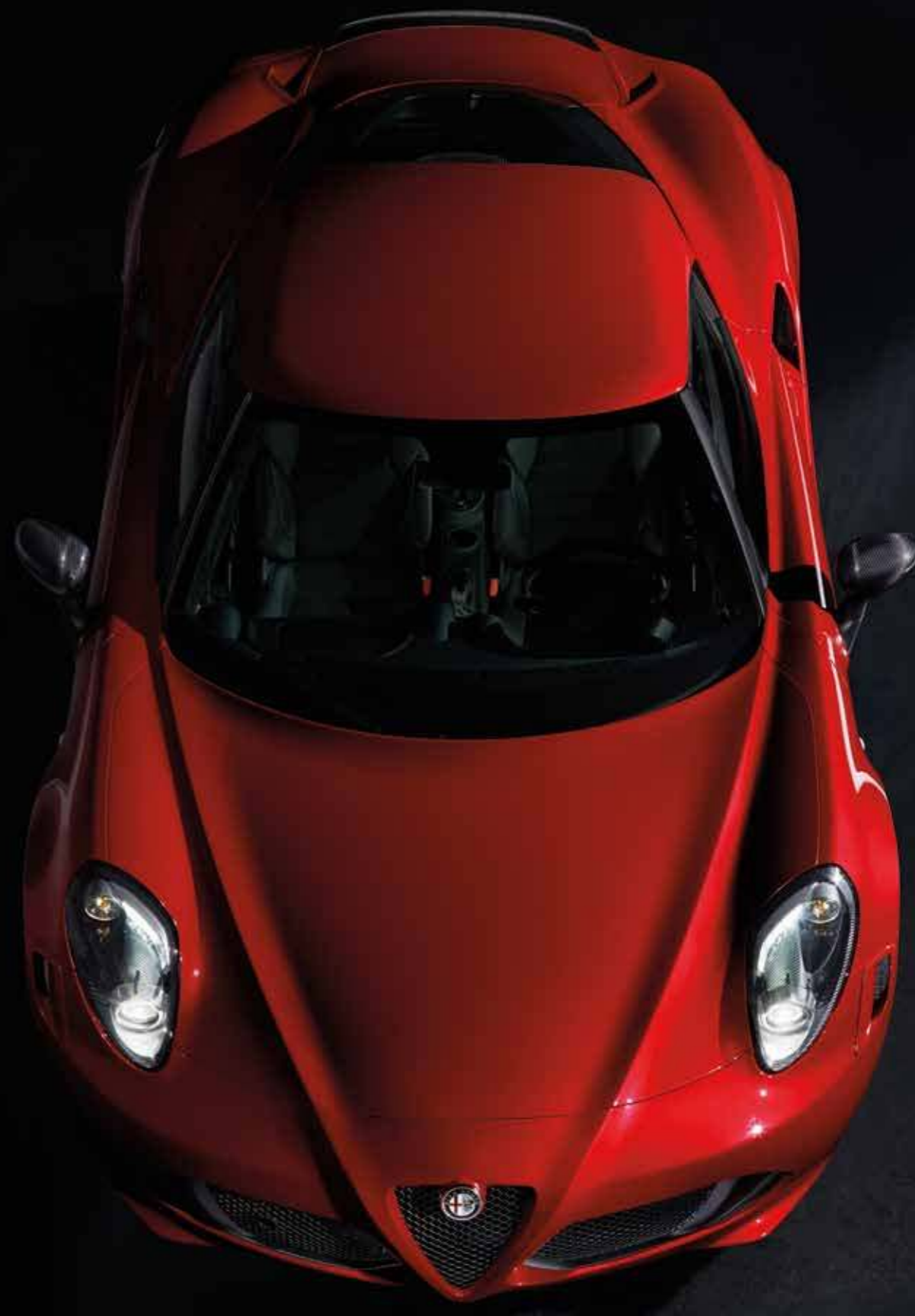


Centre exhaust*



Carbon fiber halo*

*Late availability.



4C Coupe

OPTIONS

4C COUPE EXTERIOR/INTERIOR COMBINATIONS

	Black fabric with Red accent stitching	Black leather trim with Red accent stitching	Red leather trim with Black accent stitching	Black/Tobacco leather trim with Dark Brown accent stitching*	Black leather and microfiber with Red accent stitching
PAINT COLOUR					
Black	•	○	○	○	○
White	•	○	○	○	○
Rosso Alfa	•	○	○	○	○
METALLIC					
Basalt Gray	•	○	○	○	○
TRI-COAT PAINT					
Madreperla White	•	○	○	○	○
Rosso Competizione	•	○	—	○	○

*Late availability.

Standard • Optional ○ Not available —



17" - 18" alloy wheels



17" - 18" alloy wheels with Matte Black diamond finish



18" - 19" 5-hole alloy wheels

4C COUPE PALETTE



Black fabric with Red accent stitching



Black leather trim with Red accent stitching



Red leather trim with Black accent stitching



Black/Tobacco leather trim with Dark Brown accent stitching*



Black leather and microfiber with Red accent stitching



Black



Basalt Gray



White



Madreperla White



Rosso Competizione



Rosso Alfa

4C COUPE WHEELS



18" - 19" 5-hole dark alloy wheels





Silver brake calipers



Yellow brake calipers



Red brake calipers



Black brake calipers



Racing double exhaust tail pipe



Satin Titanium-finish mirrors



Body-colour spoiler



Bi-xenon projector headlights



Carbon fiber mirror



Carbon fiber spoiler

EQUIPMENT

EXTERIOR EQUIPMENT	4C COUPE	4C SPIDER
17" - 18" alloy wheels	•	•
17" - 18" alloy wheels with Matte Black diamond finish	◦	—
17" - 18" dark alloy wheels	—	◦
18" - 19" 5-hole alloy wheels	◦	◦
18" - 19" 5-hole dark alloy wheels	◦	◦
18" - 19" light alloy fan spoke	—	◦
18" - 19" dark alloy fan spoke	—	◦
Silver brake calipers	•	•
Black brake calipers	◦	◦
Yellow brake calipers	◦	◦
Red brake calipers	◦	◦
Akrapovič dual-mode exhaust system featuring dual, centre-mounted tips with carbon fiber surround	◦	—
LIGHTING SYSTEM		
LED rear lights	•	•
Halogen projector headlights	•	•
Bi-xenon projector headlights	◦	◦
SAFETY		
Electronic Stability Control (ESC) ¹ with Electronic Q2	•	•
ABS, traction control, Brake Assist, daytime running lights, Hill Holder	•	•
Driver and passenger-front airbags, driver's-side knee airbag, door-mounted side thorax airbags	•	•
Tyre Pressure Monitoring System	•	•
Tyre kit	•	•
Engine immobilizer	•	•

Standard • Optional ◦ Not available —

EQUIPMENT (continued)

INTERIOR EQUIPMENT	4C COUPE	4C SPIDER
Height- and reach-adjustable steering wheel in leather	•	•
Paddle gearshift controls	•	•
Sport seats in Black fabric with accent stitching	•	—
Sport seats in Black leather trim with accent stitching	◦	•
Sport seats in Black/Tobacco leather trim with accent stitching	◦	◦
Aluminium pedals and footrest	•	•
Aluminium passenger footrest	•	•
Carpet kit with embroidered logo	•	•
Cup holder	•	•
ELECTRICAL SYSTEM		
Remote keyless entry	•	•
Power windows	•	•
12-volt power outlet	•	•
AM/FM radio with iPod® control, USB and SD card connectivity, Bluetooth® for hands-free calling and music streaming with four speakers	•	•
Alpine® Hi-Fi Sound System	◦	◦
Power door mirrors	•	•
Door mirrors with electric defrosting	•	•
INSTRUMENTATION		
4-position, Alfa DNA driving mode selector	•	•
Instrumentation with turbo pressure and oil temperature gauges, G-meter for longitudinal and transverse acceleration	•	•
Full-digital instrument cluster with Thin Film Transistor (TFT)	•	•
Air conditioning system	•	•

Standard • Optional ◦ Not available —



Sport steering wheel in leather with microfiber insert and Red stitching



Sport seats in Red leather



Full-digital instrument cluster with Thin Film Transistor (TFT) display and carbon fiber cluster surround



4-position, Alfa DNA driving mode selector



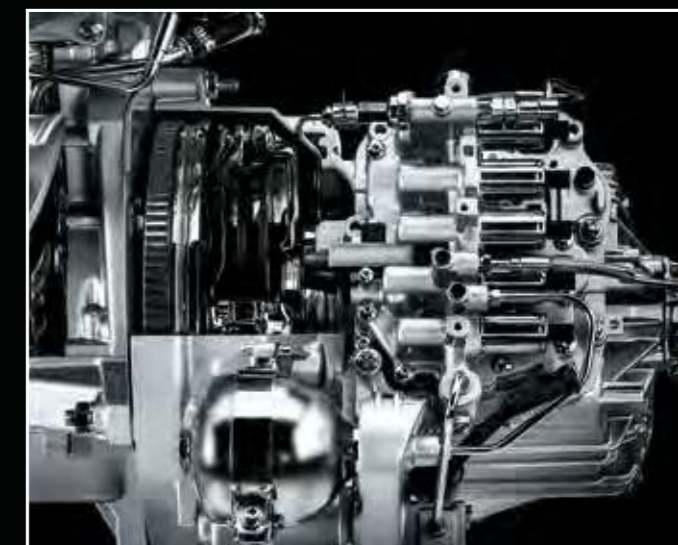
Red car cover with Alfa Romeo 4C logo

TECHNICAL SPECIFICATIONS

ENGINE	
Type	1750 turbocharged, aluminium, 4-cylinder
Position	Mid-engine
Orientation	Transverse
Displacement (cc)	1,742
Maximum power (kW at rpm)	177 @ 6,000
Maximum torque (NM at rpm)	350 between 2,200 – 4,250
DRIVING MODE SELECTOR	
Type	Alfa DNA
Positions	All-Weather, Natural, Dynamic, Alfa Race
TRANSMISSION	
Gearbox	ALFA TCT with dual dry clutch, paddle controls and Launch Control
Number of gears	6 + R
Drive	Rear
Differential	Electronic Q2
CHASSIS	
Type	Genuine carbon fiber monocoque
Front suspension	Double-wishbone
Rear suspension	MacPherson
Front brakes (mm)	Dual-cast, perforated, self-ventilated 305 x 28 discs Brembo® fixed 4-piston calipers
Rear brakes (mm)	Perforated, self-ventilated 292 x 22 discs
Standard front tyres	205/45Z R17 88Y XL three-season performance
Standard rear tyres	235/40Z R18 95Y XL three-season performance
STEERING	
Steering box	Rack and pinion
PERFORMANCE	
Acceleration 0 – 100 km/h (secs)	4.1
Top speed (km/h)	258
Maximum deceleration under braking (g)	1.25
Maximum lateral acceleration (g)	1.1
CAPACITIES – WEIGHTS	
Kerb weight (kg)	1,118 4C Coupe 1,128 4C Spider
Fuel tank (litre)	40
FUEL ECONOMY	
EPA est. city/hwy/combined	9.7 L/100 city 6.9 L/100 highway
DIMENSIONS	
Number of seats	2
Length (mm)	3,989
Width (mm)	1,868
Height (mm)	1,183 4C Coupe 1,185 4C Spider
Wheelbase (mm)	2,380
Luggage compartment capacity (litres)	105



1750 turbocharged, aluminum, 4-cylinder engine



ALFA TCT gearbox with dual dry clutch, paddle controls and Launch Control



Dual-cast, perforated, self-ventilated, 305 x 28-mm front discs with Brembo® fixed 4-piston calipers



Genuine carbon fiber monocoque chassis





Alfa Romeo

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