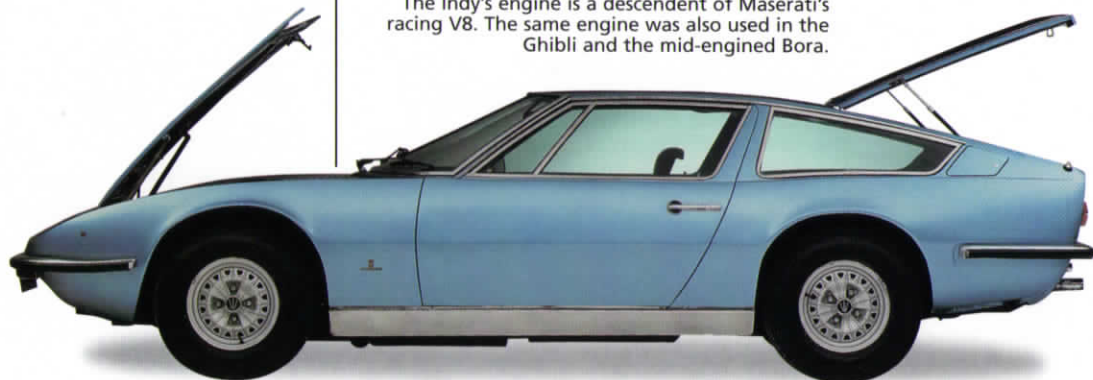


Maserati **INDY**

The Indy was a blend of the old and new, the advanced and the crude. The new was the switch to a monocoque design without a chassis, advanced was the quad-cam engine, but old-fashioned was the sprung rear axle.

V8 engine

The Indy's engine is a descendent of Maserati's racing V8. The same engine was also used in the Ghibli and the mid-engined Bora.



Vented discs

The Indy is both fast and heavy and so the brakes needed to be large. Maserati fitted 11.6-inch diameter vented discs up front and 10.7-inch discs at the rear.

Rear hatchback

Maserati wanted the Indy to be a practical supercar so it has an opening rear hatch. Because of the sloping back of the car, though, only 6.6 cubic feet of luggage can be carried. An optional cover could be ordered to keep the luggage out of sight.

Live axle

Previous Maseratis had de Dion axles or a well-located live axle with coil springs and radius arms. But the Indy has simple semi-elliptic leaf springs with radius arms to help locate the axle.



Pop-up lights

One oddity of the Indy's pop-up lights is that even if the driver just wants side lights on to indicate his presence, the headlight pods have to be raised.



Twin fuel tanks

Fuel is carried in two tanks, one on each side at the rear, with a total capacity of 26 gallons. There is a switch inside the car to change from one tank to the other and the fuel gauge is adjusted accordingly.

Unitary construction

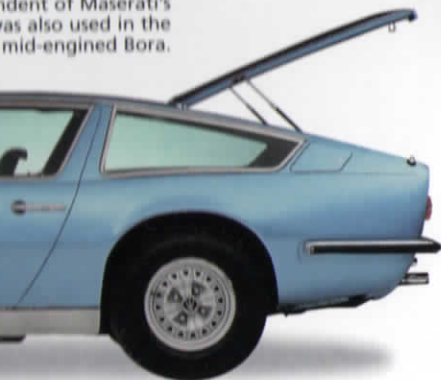
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1972 Maserati Indy

ENGINE

Type: V8

Construction: Alloy block and heads

Valve gear: Two valves per cylinder operated by four overhead camshafts

Bore and stroke: 3.70 in. x 3.35 in.

Displacement: 4,719 cc

Compression ratio: 8.8:1

Induction system: Four Weber carburetors

Maximum power: 330 bhp at 5,000 rpm

Maximum torque: 325 lb-ft at 4,000 rpm

TRANSMISSION

ZF five-speed manual

BODY/CHASSIS

Unitary steel construction with two-door four-seater hatchback body

SPECIAL FEATURES



The Indy's pop-up headlight units contain two lights each.



The large glass area is a distinctive part of the Indy's Vignale styling.

RUNNING GEAR

Steering: Recirculating ball

Front suspension: Wishbones with coil springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Live axle with semi-elliptic leaf springs, telescopic shock absorbers and anti-roll bar

Brakes: Vented discs, 11.6-in. dia. (front) 10.72 in. (rear)

Wheels: Alloy 7.5 x 14.0 in.

Tires: 205 x 14

DIMENSIONS

Length: 186.6 in. Width: 69.2 in.

Height: 48.0 in. Wheelbase: 102.5 in.

Track: 58.2 in. (front), 53.5 in. (rear)

Weight: 3,465 lbs.

Maserati INDY

Designed to combine supercar looks and performance in a car that could hold four people, the Indy did the job and was one of the most respected high-speed cruisers of the 1970s.



VITAL STATISTICS

Top speed:	155 mph
0-60 mph:	7.5 sec.
Engine type:	V8
Displacement:	4,719 cc
Max power:	330 bhp at 5,000 rpm
Max torque:	325 lb-ft at 4,000 rpm
Weight:	3,465 lbs.
Gas mileage:	17 mpg
Price (1969):	\$18,500



"...high-speed stability."

"High-speed stability was important and even at over 150 mph there's no front end lift. The Indy is in its element on fast, open roads where the stiff shock absorbers work well and the live axle is no handicap. It's a different story on smaller roads, however. It's a bit unwieldy, but there are no nasty surprises with the handling, which is well balanced with slight understeer and minimal roll through corners. In the wet, however, the back slides easily."

The Indy's interior is well laid out and comfortable for grand touring.



Produced by Maserati S.p.A., Modena, Italy

1949 Wilbur Shaw wins the Indianapolis 500 in a Maserati 8CTF and repeats the win the following year.

1969 Twenty years later Maserati takes inspiration from Shaw's wins by calling its new car the Indy. It appears first with the 260-bhp, 4.2-liter and the optional 330-bhp, 4.7-liter V8 engines. It is a Vignale-styled 2+2 coupe.



The Indy uses the same engine as the legendary Ghibli.

1973 The 335-bhp, 4.9-liter V8 is added to the range. Maserati settles on the larger engine size for the last of the Indy line.

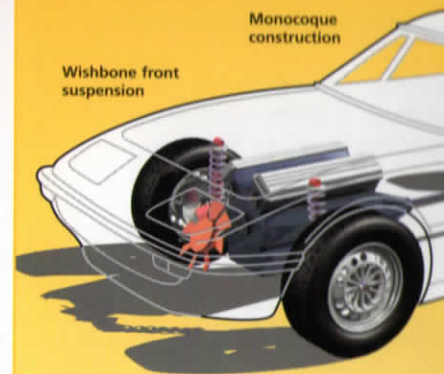


The Khamsin replaced the Indy but was less successful.

1974 Production ceases after more than 1,100 cars have been sold, making the Indy a real success story for Maserati.

VALUE GUIDE

ORIGINAL PRICE	
1969	\$18,500
CURRENT VALUE	\$22,000-\$45,000
The Indy was a close second to the Ghibli in terms of sales.	



THE POWER PACK

Three V8s

Indys had one of three engines (4.2-, 4.7- or 4.9-liter) derived from Maserati's racing V8 with its twin-plug heads and gear-driven cams. Things changed for the later roadgoing engines, which have four chain-driven overhead cams operating two valves per cylinder. Fuel is fed in through four Weber carburetors. The different engine sizes were due to a bigger bore to make the 4.7-liter, and then a longer stroke to take it to 4.9 liters. Power outputs went from 260 bhp to as much as 330 bhp.



Post-1973 Indys are much improved over early models.

NOSE TO NOSE

TOP SPEED	0-60 mph	MPG
150 mph	8.0 sec.	35
154 mph	6.9 sec.	25
155 mph	7.5 sec.	33

INDY

a car
s one



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Produced by
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NUMBER 52

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Unit construction

Maserati designer Alfieri reverted to the simplest rear suspension of all for the Indy: a leaf-sprung live axle. He made it work very well. The front uses a double wishbone-and-coil spring setup. If all that seemed old-fashioned, the body itself was a breakthrough for Maserati, being its first mono-coque. The Indy has some simple chassis members but they are welded to the body for stiffness.

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Revised Indy

The revised post-1973 Indy is the best. It has the 4.9-liter V8, along with an improved ZF transmission and revised power-assisted steering. At the same time, a high-pressure brake system was added and the suspension settings were altered to improve the handling.

NOSE TO NOSE				RIVAL CARS	
TOP SPEED	0-60 mph	POWER	WEIGHT		
150 mph	8.0 sec.	350 bhp	3,876 lbs.	LAMBORGHINI ESPADA	
154 mph	6.9 sec.	250 bhp	2,557 lbs.	FERRARI 308 GT4	
155 mph	7.5 sec.	330 bhp	3,465 lbs.	MASERATI INDY	

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