

## Alfa Romeo Spider 1966 – 1994

### Unofficial Timeline Summary

| <b>SERIES 1 a</b> |                           |   |
|-------------------|---------------------------|---|
| 1966              | Spider<br>(a.k.a. Duetto) | <ul style="list-style-type: none"> <li>• 1st year of the "roundtail" Spider, replacing the Giulia model.</li> <li>• 1600cc engine with carburetors.</li> <li>• Carello covered headlights.</li> <li>• Steel wheels with steel hubcaps.</li> <li>• Alfa organized contest to name new car. "Duetto" chosen as winning name, but never officially adopted by Alfa.</li> <li>• Arguably, one of the most desirable collectibles of the Spiders.</li> </ul>   |
| 1967              |                           | <ul style="list-style-type: none"> <li>• Last year for the Duetto.</li> <li>• Today, Duettos have achieved "collectible" status, and are arguably the most expensive of the series 1 thru 4 models.</li> </ul>  |
| <b>SERIES 1 b</b> |                           |   |
| 1968              | Spider                    | <ul style="list-style-type: none"> <li>• No Spiders are imported to the U.S.A. (Alfa cannot meet U.S. D.O.T regulations with carburetors, so the decision is made to halt U.S. imports until the SPICA mechanical fuel injection is introduced.)</li> <li>• Engine is enlarged to 1750 cc. With the Weber carburetor, the Spiders are said to conform to the "European configuration", even though there is no U.S. configuration.</li> <li>• Spiders are imported to Canada, and some are imported to the U.S.A privately.</li> <li>• Last year that covered headlights are allowed by the D.O.T. Canadian Spiders come with Carello covered headlight kit in the trunk of the car.</li> </ul> |
| 1969              |                           | <ul style="list-style-type: none"> <li>• Last year for the "roundtail" Spider.</li> <li>• SPICA mechanical fuel injection is introduced for U.S. cars only, and Alfa resumes importing cars to the U.S.A. (SPICA will last through 1981, while non-U.S. Spiders will retain the carburetor set-up through 1981.)</li> <li>• Today, roundtails have also achieved collectible status, although only the '66 - '67 are Duettos.</li> <li>• Cars come with covered headlight kits in the trunk.</li> </ul>   |
| 1970              |                           | <ul style="list-style-type: none"> <li>• Spiders are not imported to the U.S.A.</li> <li>• This is a transition year.</li> <li>• Alfa is re-designing the Spider body.</li> </ul>   |

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| <b>SERIES 2 a</b> |                              |  |
|-------------------|------------------------------|--|
| 1971              | Spider<br>(a.k.a. Kamm Tail) | <ul style="list-style-type: none"> <li>• Last year for the series 1 Spiders.</li> <li>• Alfa re-design substitutes "roundtail" with a "square tail".</li> <li>• ("square tail", "kamm tail", "coda tronca")</li> <li>• Trunk is roomier.</li> <li>• Rubber mats.</li> <li>• Windshield angle is more pronounced.</li> <li>• SPICA and "zippy" 1750 engine retained.</li> <li>• Last year for Carello covered headlights.</li> <li>• New stainless bumpers front and rear with smooth faces. Tag lights in bumper. Chrome heart grill in the front center.</li> <li>• Introduction of classic dual pod dash.</li> <li>• Nice cast 4 into 2 into 1 manifold (1971-1974)</li> <li>• Probably the most desirable of the series 2 Spiders.</li> </ul> |
| 1972              | Spider 2000                  | <ul style="list-style-type: none"> <li>• Alfa introduces the Spider 2000</li> <li>• 2000 cc engine, still with SPICA mechanical fuel injection.</li> <li>• Looks just like 1971 model.</li> <li>• Last year for steel wheels and steel hubcaps.</li> </ul>   |
| 1973              |                              | <ul style="list-style-type: none"> <li>• Turbina magnesium alloy wheels (14 in x 5.5 in) introduced to replace steel wheels.</li> <li>• Bumperettes added to front and rear bumpers</li> <li>• Rear tag lights now valance mounted rather than bumper mounted of previous years.</li> </ul>  |
| 1974              |                              | <ul style="list-style-type: none"> <li>• Considered the fastest of the U.S.A. stock Spiders.</li> <li>• 2000 cc engine with SPICA.</li> <li>• Last year of smog-free models in the U.S.A.</li> <li>• Last year for chrome bumpers in the U.S.A.</li> </ul>   |
| <b>SERIES 2 b</b> |                              |  |
| 1975              |                              | <ul style="list-style-type: none"> <li>• Rubber bumpers introduced to meet D.O.T. standards.</li> <li>• First year of stricter emissions regulations.</li> <li>• From 1975 until end of series 2 production, each year Alfa will de-tune performance to meet increasingly stricter emissions. First, the smog pump with the restrictive design manifold will be introduced, followed by a catalytic converter and a de-tuned SPICA set-up. Dual point emission ignitions will be added over time, also to meet the more stringent regulations imposed in the U.S.A..</li> <li>• Chromed plastic split grill replaces chrome Alfa heart.</li> <li>• Move to a restrictive exhaust manifold (4 into 1).</li> </ul>                                 |
| 1977<br>1978      |                              | <ul style="list-style-type: none"> <li>• Carpet throughout the interior and trunk replaces the rubber mats.</li> <li>• Last year for the classic door panels and lower center console.</li> <li>• Niki Lauda edition Spider with special badging, body striping, and rear spoiler is offered.</li> </ul>   |
| 1979              |                              | <ul style="list-style-type: none"> <li>• Vertical panels in seat design pattern replaced with horizontal panels. (Greater color selection for the interior.)</li> <li>• Door panels upgraded and door pockets introduced are introduced.</li> <li>• Lower middle console layout is re-designed.</li> <li>• Chromed metal split grill replaces plastic split grill.</li> </ul>  |

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|      |               |   |
|------|---------------|---|
| 1981 |               | <ul style="list-style-type: none"> <li>• Most restrictive of fuel management set-ups: SPICA with single throttle body.</li> <li>• By comparison, from 1972 thru 1981, European Spiders retain carburetors, stainless bumpers and covered headlights.</li> <li>• 1981 is considered to be the least desirable year of the Spider in the US due to its unique parts and most restrictive emissions setup.</li> </ul>  |
| 1982 | Spider Veloce | <ul style="list-style-type: none"> <li>• Transition year.</li> <li>• Alfa introduces the Spider Veloce</li> <li>• Bosch Electronic Fuel Injection (L-Jetronic) replaces the SPICA.</li> <li>• Variable Valve Timing (VVT) is introduced. It's hydraulic.</li> <li>• Campagnolo "Daytona" 5-star wheels (14 in x 6 in) replace Turbinas.</li> <li>• Interior upgraded to leather.</li> <li>• Optional factory A/C introduced. (Alfa offered Behr manufactured units prior to the full factory installed ones)</li> <li>• Remote power windows introduced.</li> <li>• Remote powered mirrors introduced.</li> <li>• Lower middle console redesigned for new features.</li> <li>• Cloth top replaces vinyl top.</li> </ul> |
| 1982 | Spider 2000   | <ul style="list-style-type: none"> <li>• 1982 is also the last year of the Spider 2000.</li> <li>• "Celebrated" by the limited edition "Enthusiast" model.</li> <li>• Steel wheels in the style of the series 1 (not Turbinas).</li> <li>• Vinyl seats, vinyl top, but with remote mirrors.</li> <li>• 1982 represents the most mechanically reliable of the series 2s.</li> </ul>  |

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| SERIES 3 a |                 |  |
|------------|-----------------|--|
| 1983       | Spider Veloce   | <ul style="list-style-type: none"> <li>• Veloce style undergoes change.</li> <li>• Black rubber bumpers replaced by more integrated looking, shock absorbing bumpers.</li> <li>• Taillights change.</li> <li>• Retains classic dual pod dash.</li> <li>• Front air dam is introduced.</li> <li>• Functional foam rubber rear spoiler is fitted on top of the trunk with emblem in its center.</li> <li>• Built in kick panel speakers introduced.</li> <li>• Antenna is built into Windshield.</li> <li>• Through 1984 Alfa will only offer the Veloce model.</li> <li>• Various interior and dash colors available.</li> <li>• The Bosch L-Jetronic (1982-1989) is now standard.</li> </ul> |
| 1985       | Spider Graduate | <ul style="list-style-type: none"> <li>• Alfa introduces an entry level model, the "Graduate".</li> <li>• Named to capitalize on recognition from the 1967 movie.</li> <li>• Same mechanics as the Veloce.</li> <li>• No luxury features.</li> <li>• Manual windows.</li> <li>• Vinyl seats, vinyl top,</li> <li>• Steel wheels (14 in x 5.5 in) with plastic hub caps.</li> <li>• Dual side chrome mirrors (non-remote).</li> </ul>   |
| 1985       | Spider Veloce   | <ul style="list-style-type: none"> <li>• Top-of-the-line model.</li> <li>• Same as two prior years.</li> <li>• Leather seats, cloth top.</li> <li>• Daytona 5-star alloy wheels.</li> <li>• Power windows.</li> <li>• Remote mirrors.</li> <li>• Optional factory A/C.</li> <li>• Last year for the dual pod (tachometer and speedometer).</li> <li>• Last year for the 3 gauges in the center dash (fuel, oil, temp).</li> <li>• Last year for rearview mirror with interior light assembly.</li> <li>• Last year for the standard wood steering wheel.</li> <li>• Last full year for the built-in Windshield antenna.</li> </ul>   |

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| <b>SERIES 3 b</b> |                     |  |
|-------------------|---------------------|--|
| 1986              | All Spiders         | <ul style="list-style-type: none"> <li>• Dual pod instrument setup (tachometer and speedometer) and center console gauges (fuel, temperature, and oil) replaced by a monopod setup.</li> <li>• Foam rubber trunk spoiler replaced by hard rubber spoiler with stop light in center.</li> <li>• Mechanically, the car transitions to computer controlled VVT.</li> </ul>  |
| 1986              | Spider Quadrifoglio | <ul style="list-style-type: none"> <li>• New top-of-the line model introduced: Quadrifoglio.</li> <li>• Offered in red, black, or silver exterior only.</li> <li>• Interiors all the same color, regardless of exterior color.</li> <li>• Seat enhanced (body contoured), finished in grey leather with red stitching.</li> <li>• Red carpet throughout, including trunk.</li> <li>• Grey seats, red carpet exclusive to Quads.</li> <li>• Remote color matched power mirrors (same as prior year Veloces).</li> <li>• Plastic trunk spoiler with D.O.T. mandated third brake light.</li> <li>• Spoiler kit (bumpers and side skirts) and special badges.</li> <li>• Factory hardtop with interior lights and a rear window defrost.</li> <li>• Slightly stiffer springs to compensate hard top weight.</li> <li>• Newly introduced 15 in x 6 in phone-dial wheels.</li> <li>• A/C is standard.</li> <li>• New monopod gauge cluster (all gauges) introduced.</li> <li>• 4 speakers standard.</li> <li>• Top boot cover is enlarged to cover entire rear deck area.</li> </ul> |
| 1986              | Spider Veloce       | <ul style="list-style-type: none"> <li>• Mechanically same as Quad (and Graduate).</li> <li>• Interior leather seats enhanced (body contoured).</li> <li>• Fitted with re-designed dash. (same as Quad).</li> <li>• Dash enhanced with underside padded panels.</li> <li>• New monopod gauge cluster.</li> <li>• A/C vents from lower mid-console moved to mid-upper dash.</li> <li>• A/C optional.</li> <li>• Remote windows.</li> <li>• Remote color matched power mirrors (same as prior year Veloces).</li> <li>• Foam rubber trunk lid spoiler replaced by hard spoiler with D.O.T. mandated third brake light (CHMSL).</li> <li>• Hardtop not offered, but factory wiring is in place. (Hard top, and defrost switches available.)</li> <li>• Daytona 5-star 14 in x 6 wheels.</li> <li>• Cloth top.</li> <li>• 4 Speakers optional (speaker housing built in).</li> </ul>   |

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|      |                 |  |
|------|-----------------|--|
| 1986 | Spider Graduate | <ul style="list-style-type: none"> <li>• Graduate mechanically the same as Quads &amp; Veloces.</li> <li>• Fitted with re-designed dash. (same as Quad &amp; Veloce).</li> <li>• Dash enhanced with underside padded panels.</li> <li>• New monopod gauge cluster.</li> <li>• A/C vents from lower mid-console moved to mid-upper dash.</li> <li>• A/C optional.</li> <li>• Chrome mirrors replaced with black (non color-matched) remote power mirrors.</li> <li>• Rubber trunk lid spoiler replaced by hard spoiler fitted with third brake light.</li> <li>• (Transition year for Grad. Early '86 models may still have the rubber spoiler.)</li> <li>• Manual windows, vinyl top.</li> <li>• Retains vinyl seats and style of prior series 3 cars.</li> <li>• Steel wheels (15 in x 5.5 in) with plastic phone-dial hub caps.</li> <li>• 4 Speakers optional.</li> </ul>           |
| 1989 |                 | <ul style="list-style-type: none"> <li>• Unofficially, last year for the series 3 Bosch L-Jetronic Spiders.</li> </ul>   |
| 1990 |                 | <ul style="list-style-type: none"> <li>• Transition year.</li> <li>• Series 3 models (Grad, Veloce, Quad) still sold.</li> <li>• These are hybrid models (Series 3 body, with series 4 mechanical components.)</li> <li>• Bosch Motronic fuel injection is introduced.</li> <li>• Motronic Spiders fitted with higher lift cams and 10.1 pistons.</li> <li>• Dual electric fans replace belt driven fan.</li> <li>• Larger aluminum radiator now replaces old copper core radiator.</li> <li>• Interior and exterior unchanged from prior years.</li> <li>• Last year for the rear trunk spoiler.</li> <li>• Return to the unrestrictive exhaust manifold, same design (but not interchangeable) as the ones from the '71 - '74 Spiders.</li> <li>• Arguably the most desirable year of the series 3b Spiders.</li> <li>• 1990 spiders in Europe look like U.S.A. series 4.</li> </ul> |

## Alfa Romeo Spider 1966 – 1994

### Unofficial Timeline Summary

| SERIES 4 |                  |   |
|----------|------------------|---|
| 1991     | Spider Veloce    | <ul style="list-style-type: none"> <li>• The Veloce is the top-of-the line model.</li> <li>• (Graduate and Quadrifoglios are no longer offered.)</li> <li>• Spider exterior is re-designed.</li> <li>• Integrated bumpers are color matched.</li> <li>• Different integrated taillights.</li> <li>• CHMSL moved from spoiler of previous years to the trunk lid near rear window.</li> <li>• Bosch Motronic is standard. Has on board diagnostics.</li> <li>• Dash cluster layout retained.</li> <li>• Power steering introduced.</li> <li>• Automatic transmission is optional.</li> <li>• Leather steering wheel with airbag is standard.</li> <li>• A/C is standard.</li> <li>• Seats are finished in leather with synthetic suede inserts.</li> <li>• Factory CD player is optional.</li> <li>• Dash underside padding is enlarged for anti submarine.</li> <li>• Wheels are 15 in x 6 in phone dials. (Quad feature retained.)</li> <li>• All prior power options are retained.</li> <li>• Cloth top and larger boot are retained.</li> <li>• Spider veloce badging on rear valance.</li> <li>• Spider and Spider Veloce will have minor mechanical changes and electronic changes in model years 92 and 93. Different coolant line setup, heat shielding added to manifold, different airbag computers, different tail lights coloration, etc.</li> </ul> |
|          | Spider           | <ul style="list-style-type: none"> <li>• The Spider is almost identical to the Veloce.</li> <li>• Differences are minor.</li> <li>• Seats are finished in vinyl with synthetic suede inserts.</li> <li>• 14" steel wheels with hub caps are standard.</li> <li>• Campagnolo "Daytona" 5-star wheels (14 in x 6 in) are optional.</li> <li>• A/C is optional.</li> <li>• Spider badging on rear valance.</li> <li>• All else is the same as in the Veloce.</li> <li>• 1993 was really the last calendar year of production of the Spider as we know it.</li> </ul>   |
| 1994     | Spider Veloce CE | <ul style="list-style-type: none"> <li>• The Commemorative Edition (CE) is the last 190 to be sold in the U.S.A.</li> <li>• Same as prior year Spider Veloce models, but with distinguishing cosmetics. Some say that these were actually left over 1993s.</li> <li>• CE badges are fitted to the outside of the car (nose, rear valance, wheel centers).</li> <li>• Interior glove box door plaque identifies the CE number.</li> <li>• Interior features wood accents (upper door trim, shit knob, and center console).</li> </ul>  |