



Alfetta 2000L





A 2000 in tune with the times

The Alfetta 2000 has everything to be the symbol of a new concept in motor cars: it is a high quality vehicle because it embodies standards of safety, reliability, strength and comfort which fully satisfy the demands of the most exacting driver, and yet it is as economical in fuel consumption as in maintenance costs, length of life, designed with modern mechanics and styling: the hallmarks of a long-term investment.

Powerful yet refined

The engine of the Alfetta 2000 cannot

be beaten for flexibility, strength and long life: 1962 cc, maximum power 130 HP DIN/5400 rpm, maximum torque 18.1 kgm DIN/4000 rpm, maximum speed in excess of 185 km/hour. Its torque and power output are very high throughout the usable range of engine revolutions: hence the extremely good acceleration (1 km from standing in 30.5 seconds).

Thanks to the wide spread of maximum torque, the power of the Alfetta 2000 can be used not only at peak revs, but also at normal cruising speeds with a reserve for lightning acceleration.



Maximum revs are 5400; this means that the engine is never under strain. At 120 kms/hour the engine is revving at only 3600 rpm, a totally relaxed pace and with economical petrol consumption.

At 90 km/h, the Alfetta 2000 has a fuel consumption of 6.9 litres per 100 km (40.9 mpg at 56 mph); at 120 km/h, 9.6 litres per 100 km (29.04 mpg at 75 mph) and 13.4 litres per 100 km (21.1 mpg) on a simulated urban cycle.





The shape of power

The shape of the Alfetta expresses its power; a saloon in sporting trim: wedge-shaped bonnet, high tail and boot, good stability on a wide track. The profile of the bonnet, the design of the grille, the massive stainless steel bumpers with central impact-absorbing polyurethane strip and integral side lights; the two large rectangular headlights (twin, high power iodine lamps): these are the details of a bonnet sculptured with panache which cuts through the air like a knife. The windscreen with stainless

steel trim, the windscreen wiper blades, fully recessed handles, the air outlets on the rear uprights, a bumper which wraps round the wings protectively, show care for detail, marrying function with style.

Ample space without compromise

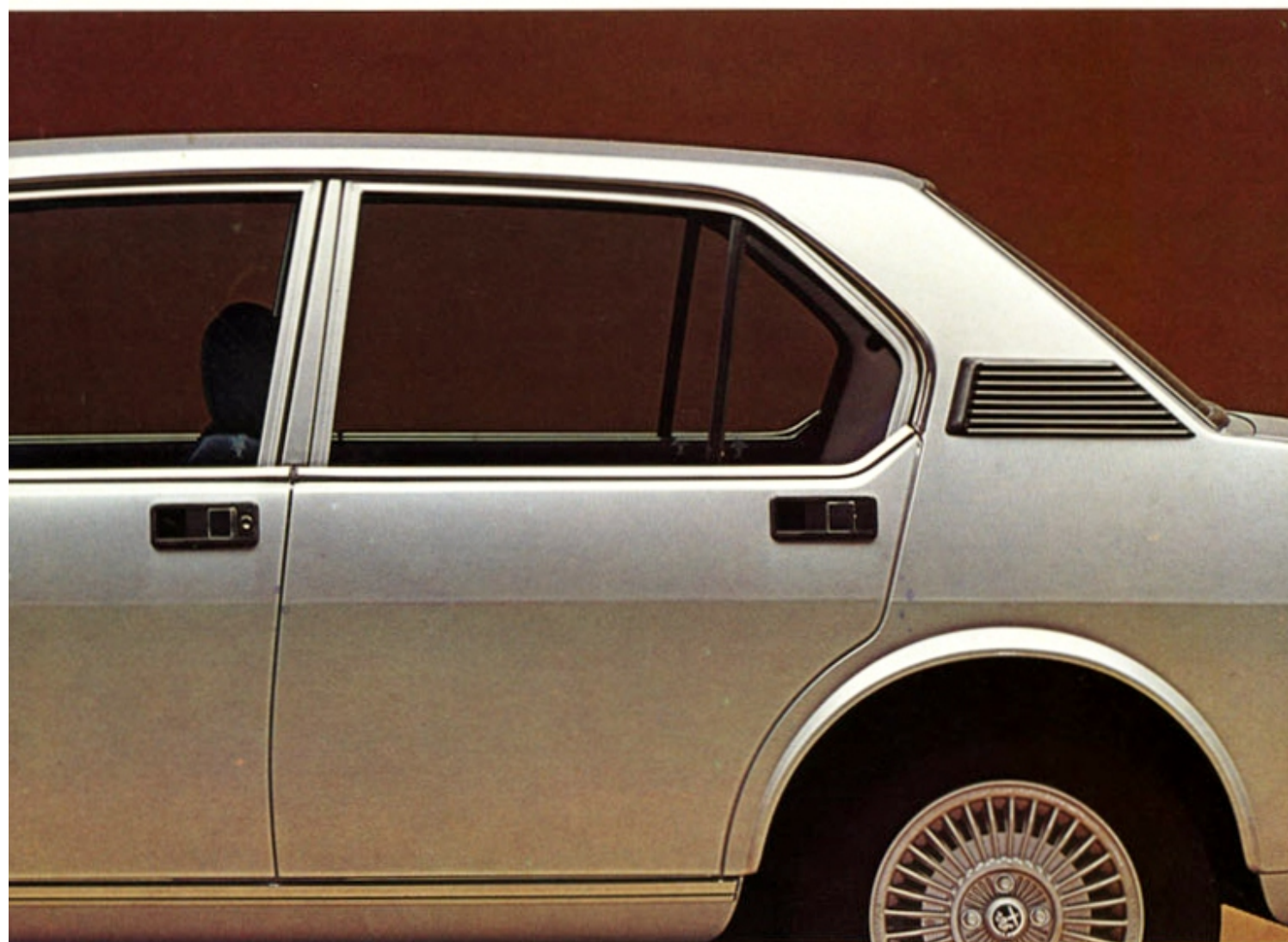
Comfort is first and foremost a question of space; the suitability of the Alfetta is that it allows the driver and passengers free movement throughout a journey, to relax, drive safely and arrive without strain.

The front seats can be adjusted and inclined, and the headrests and upholstery provide firm support for the body. The backs of the rear seats, like armchairs, have a foot rest on the floor.

The driving position in the Alfetta 2000 can be altered by adjusting:

- the distance from the pedals to the seat
- the rake of the back
- the height and angle of the headrest
- the angle of the steering wheel.

Differences in stature and physique are compensated for ensuring that every



driver can take up his ideal driving attitude.

The boot of the Alfetta 2000 is 600 dm³, spacious and adequate for all the luggage necessary on a long journey.

Thermally controlled ventilation

A minimum of 11 adjusting and swivelling outlets distribute air inside the car without draughts. The temperature control lever operates a thermostat valve to keep the internal temperature constant. The flow air can be adjusted at will; when the lever is set to the maximum

input, it simultaneously starts up the electric fan (with 3-speed motor) so that even when the car is at standstill the air flow never stops. There are 2-speed windscreen wipers, and intermittent speeds.



The pleasure of stepping into the Alfetta

When you open the door of the Alfetta, you find comfort and luxury: an atmosphere soundproofed with soft velvet upholstery extending over the door panels and seats.

A soft and durable fitted carpet covers the floor. A glance from the driver's position takes in all the instruments and indicator lights, a single movement of the hand reaches all the controls mounted as if on a keyboard. The same concern for the well-being of the pas-

sengers is displayed in the perfect sound-proofing, the careful elimination of noises at source. In addition to sealing the spaces between the engine and passenger compartments and the abundant use of rubber joints and supports, quietness is achieved by the use of strong cotton sound-absorbing panels 12 mm thick, on a layer of antivibration material.

De Dion: straightens out the bends

The Alfetta 2000 has a De Dion closed triangle axle at the rear with vertical control by Watt's parallelogram. Even



on bends, the wheels remain vertical to the ground just as in racing, where bends are cambered so that the car behaves as though travelling in a straight line. The De Dion system also neutralises bumps and rolling, eases steering and manoeuvring, reduces and evens out tyre wear.

Ideal balance

The Alfetta 2000 has a front engine with rear drive where the clutch and gearbox are situated: the weight of the mechanical parts is distributed equally

on front and rear axles, and this provides the ideal equilibrium for stability and roadholding, even in the worst conditions of rain or snow.

Technical specification Alfetta 2000 L

Cylinders	4 in line
Bore	84 mms
Stroke	88.5 mms
Cylinder capacity	1962 cc
Power kW/rpm	95.6/5400
(Power HP DIN/rpm)	(130/5400)
Torque Nm/rpm	177.5/4000
(Torque kgm DIN/rpm)	(18.1/4000)
Wheelbase	2510 mms (98.8 ins)
Front track	1360 mms (53.5 ins)
Rear track	1358 mms (53.4 ins)
Maximum length	4385 mms (172.6 ins)
Maximum width	1640 mms (64.6 ins)
Maximum height unladen	1430 mms (56.3 ins)
Kerb weight	1140 kilos (2516 lbs)
Maximum speed	over 185 km/h (115 mph)
Tyres	185/70 HR 14
Number of seats	5
Electrical system	12 volts
Petrol tank capacity	49 litres (10.8 imp. galls)
Max. towing weight	1200 kilos (2649 lbs)

Carburation: two double choke horizontal carburettors.

Valve operation: overhead valves arranged in a V, operated directly by two camshafts acting through oil bath cups. Sodium cooled exhaust valves.

Ignition: Golden Lodge Spica plugs.

Electrical installation: 540 Watt alternator.

Clutch: single dry plate, progressive diaphragm spring with hydraulic operation.

Gearbox: manual, with 5 synchronized forward gears plus reverse. Floor mounted gear lever.

Front suspension: independent front wheels connected by wishbones, torsion bars and telescopic anti-aeration shock-

absorbers, transversal stabilizer bar.

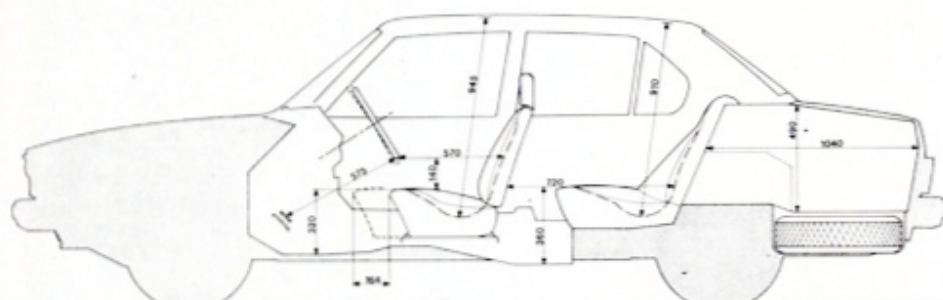
Rear suspension: De Dion axle tube with two longitudinal struts connected by a spherical joint. The side anchorage is by Watts linkage. Coil springs and telescopic hydraulic anti-aeration shock-absorbers, transversal stabilizer bar.

Rear axle: clutch-gearbox-differential assembly connected to body by silent bloc bushes. Hypoid bevel pinion type.

Steering: rack and pinion. Steering column made in two sections. Steering in a setback position.

Brakes: discs on all four wheels with dual braking circuit and brake power regulator in the rear circuit. Vacuum type servounit. Handbrake acting through discs on rear wheels.

The light alloy wheels shown in this brochure are optional extras.



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