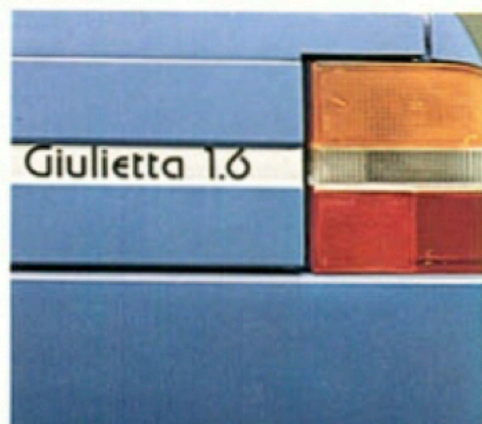
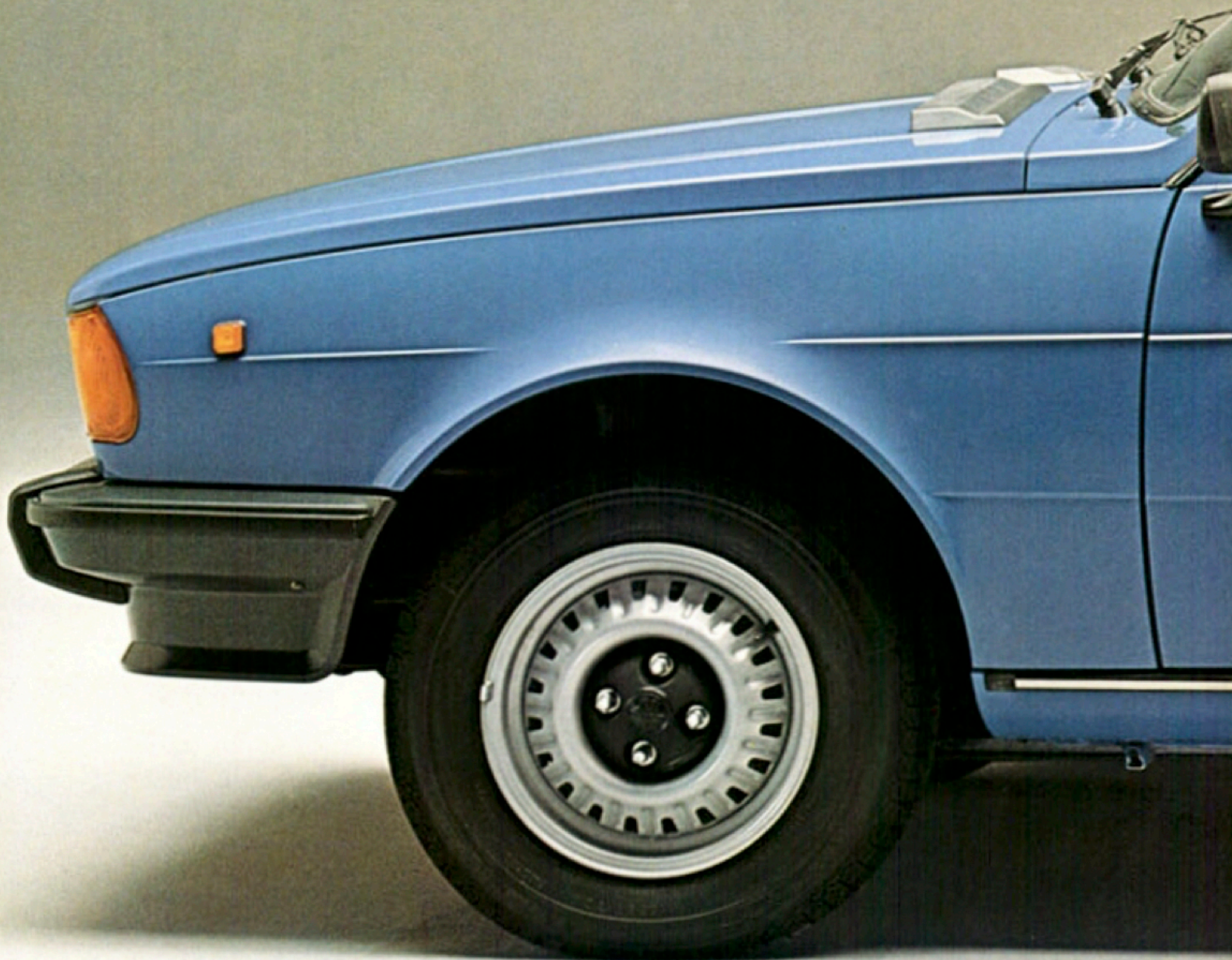




Giulietta

Alfa Romeo







fifth gear allows a further reduction in engine speed for the same road speed, and therefore increases the life of all the mechanical parts. The life of the body is ensured by using only the best protective products during the paint process.

Durability and strength are factors which make the Giulietta a car which will keep its value, and is therefore economic in the fullest sense of the word. The Giulietta is economical where daily expenses are concerned, the fifth

gear, low revolutions and high thermodynamic efficiency of the engine allow an economical petrol consumption. Programmed maintenance only requires scheduled major services at every 20,000 kilometres. It is only necessary to change the oil and filter every 10,000 kilometres. Maintenance costs are therefore reduced.

Powerful yet refined

The engine of the Giulietta cannot be

beaten for flexibility, strength and long life. Its torque and power output are very high throughout the usable range of engine revolutions: hence the extremely good acceleration.

Thanks to the wide spread of maximum torque, the power of the Giulietta can be used not only at peak revs, but also at normal cruising speeds with a reserve for lightning acceleration. Maximum revs are 5600: this means that the engine is never under strain. At 120 kms/hour the engine is revving at only



Convenience is not a luxury

The Giulietta offers the driver and passengers greater travelling comfort. This is no luxury, although space, equipment, ventilation and quietness are the attributes of a high class machine. It is a careful choice, dictated by reason, which calls for the ideal conditions of tranquillity, practicality and safety to make the journey pleasant and not a forced and dangerous march. The seats are large, covered in velvet or Texalfa; you can sit comfortably. You feel cosseted and protected. Your legs have





room to stretch. Your head rests against an adjustable headrest (front seats). The backs of the front seats can be reclined to the horizontal. The floor is covered by a carpet with uncut pile. The door panels are cloth lined. The luggage compartment has a needleloom carpet. And underneath the plush furnishings are layers of anti-vibration protection, deadening and absorbing noise and isolating the interior from external noises. Yet the driver can hear any external warnings without effort, and

passengers can talk or listen to the radio as if they were at home.

A heater, a 3-speed fan, 12 ventilation vents with adjustable temperature and a practical control panel form the heating and ventilation equipment of the Giulietta, capable of handling 6500 litres of air a minute when the car is travelling at 100 kilometres per hour (62 mph). You can create a made-to-measure climate whatever the external conditions. An air-conditioning unit can be fitted without any modification to the dashboard and

without any problems (provision is already made for the climatisation unit).

The Giulietta of the 80's

In 1955 the Giulietta appeared on the market as a revelation. For the first time a car of obviously sporting origin was offered as a production model, intended for the more exacting driver but not limited to the selected few. For the first time superior qualities of safety and power were combined with an average engine size and compact dimensions, to produce a car for everyday use.

The Giulietta was the first of a new breed of car. A medium size car suitable for a growing public of connoisseurs. For more than 20 years, first with the Giulietta and then with its natural heir the Giulia, Alfa Romeo has offered the driver all that is best in this type of car.

Now the new Giulietta inherits this tradition, being that of a functional car and at the same time the leading car on the market of its class.

Attractive or functional

For the stylists who designed the Giulietta it was not a question of making an attractive car, but of making a good car better by providing the best engineering and maximum comfort within satisfying lines.

As the history of industrial design

shows, this is where the Italians are masters, where a design which is most functional, can offer so much more, by being so attractive in its appearance. The Giulietta does, in fact, please - with its wedge shape which suggests speed, elegance and sporting origins, a combination rarely found in cars of this class.

The dimensions of reason

The Giulietta is a compact car in the most modern sense of the term, providing the maximum useful components in the minimum dimensions. The compact line of the Giulietta (length 4210 mm or 165.7", width 1650 mm or 64.9", height unladen 1400 mm or 55.1") encloses an interior equal to that of a 2-litre car, a large luggage compartment, the sophisti-

cal mechanics of Alfa Romeo, a generous engine which is nevertheless miserly in fuel consumption, complete instrumentation, and the comfort of a GT.

Complete instrumentation for safe driving

increasing demands for rationality amongst modern car drivers.

The power of the Alfa Romeo is its safety. All structures, mechanical parts, braking and road-holding components match this power. And the reserve of power which the engine can deliver makes it possible to avoid danger.

The driving position of the Giulietta makes the driver the complete master of his car; seated comfortably with the driving wheel appropriately adjusted, with a view over all the surrounding area (visibility covers more than 90% of the horizon), the driver has all the controls within reach of his hand and in his sight.

The instruments include: speedometer, total mileage meter and trip meter, electronic revolution counter, oil gauge, water temperature indicator and fuel gauge. Above the internal rear view mirror there is a modern digital clock, which can be read even at night.

Three levers on the column below the driving wheel control all electrical services. There is no need to take your hands from the steering wheel to operate



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The Giulietta line is beautiful because it is rational, functional and aerodynamically correct, proof that attractiveness and efficiency can be combined.

Look at the Giulietta in profile: a

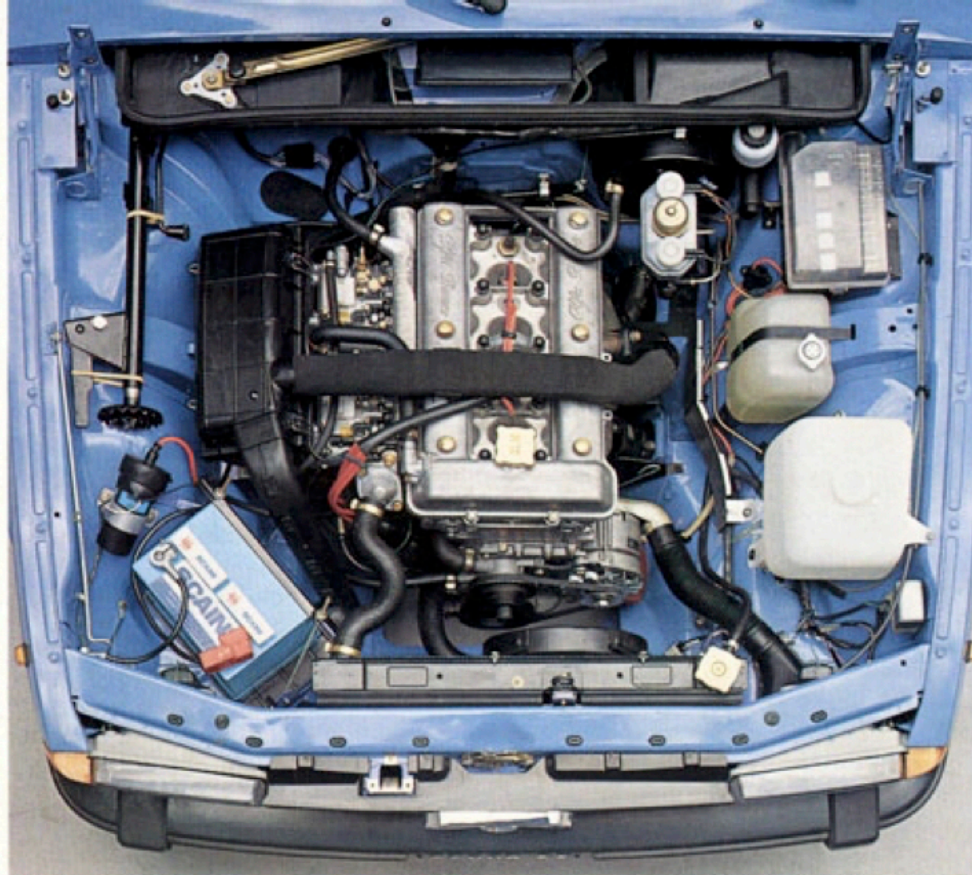
cated mechanics of Alfa Romeo, a generous engine which is nevertheless miserly in fuel consumption, complete instrumentation, and the comfort of a GT.

The search for compactness is not however an end in itself. The smaller external dimensions of the Giulietta mean that driving in town is easier, parking is facilitated and it takes up less room in the garage. The compactness of the Giulietta means that it does not carry any unnecessary weight, nor does it drink petrol. In brief it satisfies the

them. 9 separate indicator lights warn the driver of any malfunction.

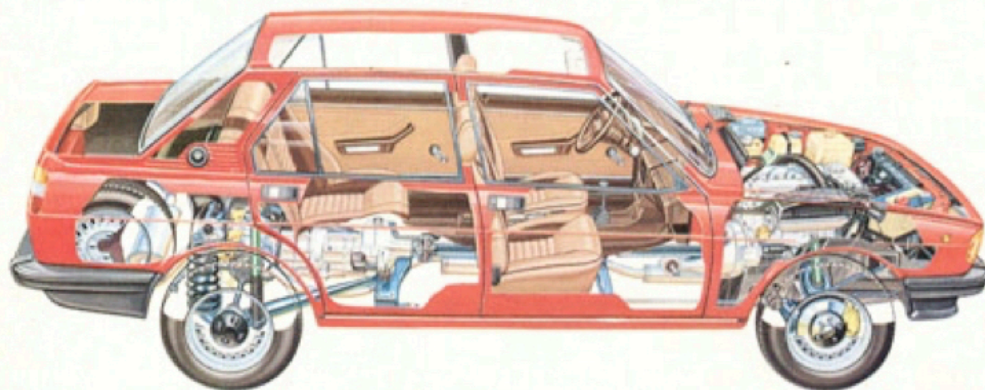
A car with a great future

The Giulietta is built to last. And it needs to be, since it is a car you will become attached to and which you will wish to keep. Therefore its engineering and bodywork are made to last. The engine does not need to operate at maximum revolutions for the maximum efficiency, so there is less wear. The



Technical characteristics Giulietta 1.6 Giulietta 1.8

Cylinders	4 in line	4 in line
Bore mm	78	80
Stroke mm	82	88.5
Cubic capacity cc	1570	1779
Power kW/rpm	80.1/5600	89.7/5300
Power HP DIN/rpm	109/5600	122/5300
Torque Nm/rpm	142.2/4300	166.7/4000
Torque kgm DIN/rpm	14.5/4300	17/4000
Wheel base mm (ins)	2510 (98.8)	2510 (98.8)
Front track mm (ins)	1360 (53.5)	1360 (53.5)
Rear track mm (ins)	1358 (53.4)	1358 (53.4)
Max length mm (ins)	4210 (165.7)	4210 (165.7)
Max width mm (ins)	1650 (64.9)	1650 (64.9)
Max height unladen mm (ins)	1400 (55.1)	1400 (55.1)
Weight in running order kg (lbs)	1070 (2362)	1100 (2428)
Max towing weight kg (lbs)	1140 (2516)	1140 (2516)
Max speed km/h (mph)	175 (108)	180 (111)
Tyres	165 SR 13	185/70 SR 13 Tubeless
Number of seats	5	5
Electrical system Volt	12	12
Tank capacity litres (imp galls)	50 (11)	50 (11)



Carburation: two double choke horizontal carburetors.

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-rotation 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-rotation 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.

Fuel consumption: (Giulietta 1.6, 1570 cc engine) 7.0 litres per 100 km (40.4 mpg) at 90 km/h (56 mph); 9.5 litres per 100 km (29.7 mpg) at 120 km/h (75 mph); 10.8 litres per 100 km (26.2 mpg) on a simulated urban cycle.

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