



Alfetta GT 1.6

Alfetta GTV 2000





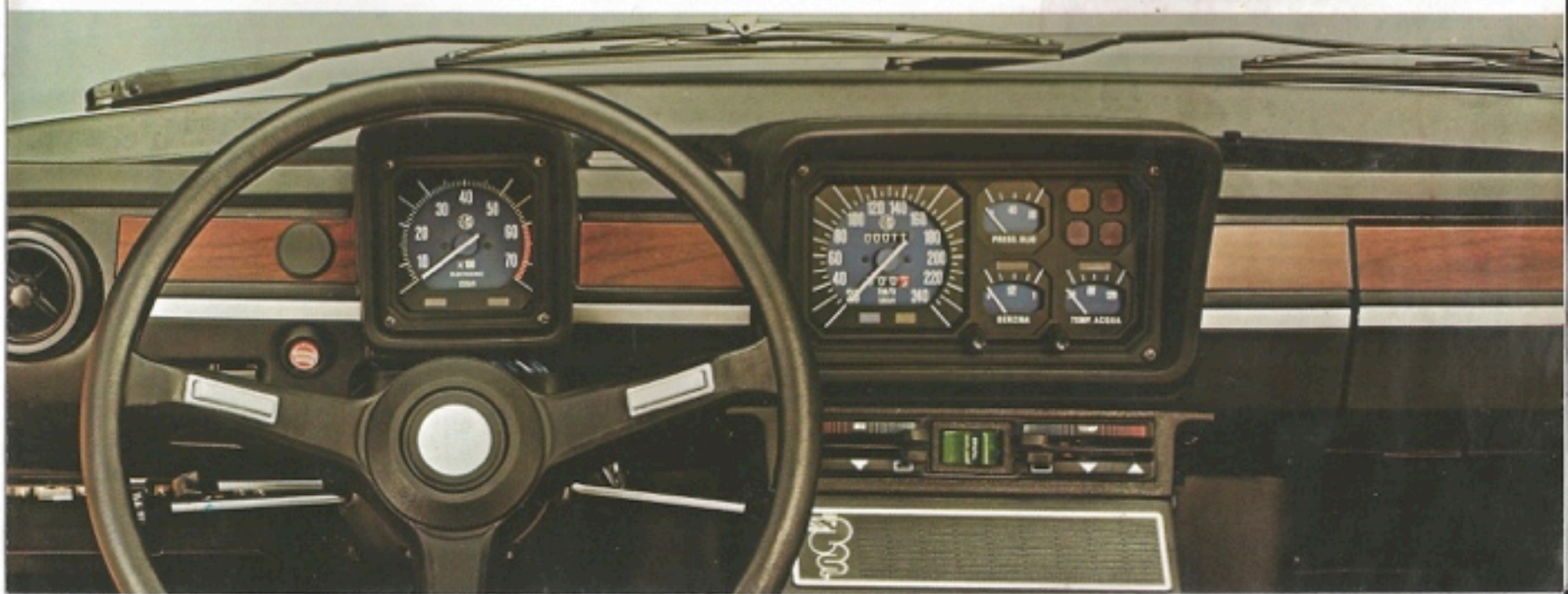
Alfetta GT 1.6

Alfetta GTV 2000

The Alfetta coupé versions are cars of outstanding sports car characteristics, intended for a public seeking lively response coupled with careful attention to mechanical design, safety equipment, low fuel consump-

tion, high comfort and lasting quality. The Alfetta GT 1.6 (1570 cc) covers a standing kilometre in 32.8 sec; the Alfetta GTV 2000 (1962 cc) covers a standing kilometre in 30.6 sec.







WEIGHT DISTRIBUTION - IMPROVED STABILITY

The Alfetta coupé versions have the engine at the front and the clutch, gearbox and transaxle assembly at the rear; this means that the weight of the mechanical parts is distributed equally on each axle, providing ideal balance for the stability and road-holding of a car.

THE SAFE AXLE ASSEMBLY

A De Dion axle is fitted at the rear with vertical control by means of a Watt parallelogram; this combination means that, both in straight line driving and on bends, the tyres remain perpendicular to the ground, ensuring that the whole of the width of the tread bears on the road surface.

Unsprung weight is limited to the minimum; the reduced weight of the axle assembly results in smooth and immediate stabilisation; greater adhesion is therefore combined with a high degree of travelling comfort. For the car driver, the results of this technologically advanced mechanical design are:

- lighter steering, less effort in manoeuvring
- high comfort in travel, whatever the load carried

- greater space for the passengers
- safety from the optimum road-holding and stability of the car
- reduced and more uniform wear of the tyres.

A SHAPE TO OVERCOME DRAG

The Alfetta coupé versions have a coefficient of aerodynamic penetration of 0.39; the design of the bodywork makes a substantial contribution to this, both by the overall lines and also by a series of features designed specifically for that purpose.

1 - Wedge shape: the bonnet and windscreen, with their marked rake, cut easily through the air.

2 - Front spoiler: this has a holding-down effect, increasing front adhesion and the maintenance of steering control even at high speeds.

3 - Roof and rear window line: their angle follows the airflow, allowing air flow movement over the surface of the car without creating eddies.

4 - Rear spoiler: the airflow over this spoiler has a holding-down effect on the back of the car, ensuring maximum power transmission to the wheels at high speeds.

5 - Cut-off tail: reduces airflow vortices, resulting in a shaped air trail and contributing to aerodynamic penetration.





A SPORTS COUPÉ WITH THE COMFORT OF A SALOON

The interior of the Alfetta coupé is like a tastefully furnished room in modern style: the seats, which are deeply contoured, have a facing of velvet or tartan fabric or texalfa, and the door and seat panels match; the floor is carpeted.

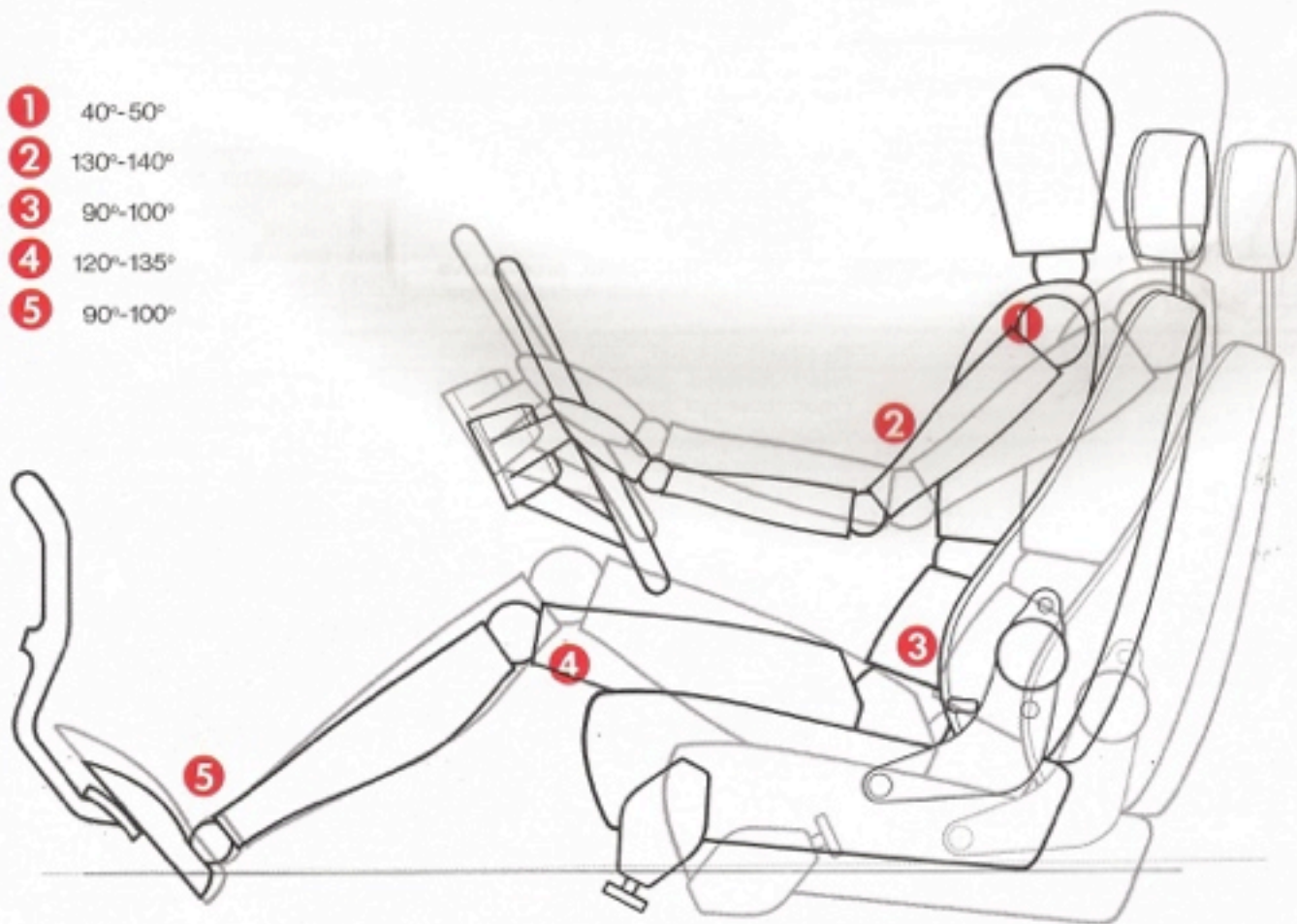
Space: Four anatomically designed and comfortable seats, fitted with side arm rests and grips for all the passengers. Access to the rear seats is made easy by sliding the front seat forward, which automatically tilts the seat. Ample luggage space of 12.9 cu ft is provided.

Ventilation and heating: Dual controls enable the driver and passenger to control the quantity and direction of the airflow separately; a two-speed fan is provided.

Wind-down windows are fitted at the front and rear; quarter-lights are also provided at the front.

Silence: The interior is sound-proofed by means of sound-absorbant panels and by sealing off the bulkhead between the passenger and engine compartments.

- 1 40°-50°
- 2 130°-140°
- 3 90°-100°
- 4 120°-135°
- 5 90°-100°



A DRIVING SEAT DESIGNED FOR THE DRIVER

The driver must be comfortable: this is essential for safety, comfort and the natural desire that driving should be a pleasure.

In the Alfetta coupé versions, the driving seat can be positioned exactly to the driver's size by adjusting any of the following:

- the height of the seat from the floor
- the distance of the seat from the pedals
- the rake of the seat
- the angle of the steering wheel
- the height of the headrest

In practice, these adjustments can compensate for all differences in height and physical shape, so that any driver is able to adopt the driving position considered to be ideal from an ergonomic point of view; the driver of the GT and GTV Alfettas is always in the correct position to see the road, to read the instruments, and to operate the gear lever and controls.

Technical specification Alfetta GT 1.6

Cylinders	4 in line
Bore	78 mm
Stroke	82 mm
Cylinder capacity	1570 cc
Power/revs	109 HP DIN, 5600 r.p.m. (kw 80.1)
Torque/revs	14.5 kgm DIN, 4300 r.p.m. (Nm 142.2)
Wheelbase	2400 mm (94.48 ins)
Front track	1360 mm (53.54 ins)
Rear track	1358 mm (53.46 ins)
Maximum length	4190 mm (164.96 ins)
Maximum width	1664 mm (65.51 ins)
Maximum height unladen	1330 mm (52.36 ins)
Kerb weight	1040 kilos (2295 lbs)
Maximum speed	180 kms/hour (111.87 mph)
Tyres	185/70 HR 14
Number of seats	4
Electrical system	12 volts
Petrol tank capacity	54 litres (11.88 imp galls)
Max. towing weight	1000 kilos (2207 lbs)

Alfetta GTV 2000

Cylinders	4 in line
Bore	84 mm
Stroke	88.5 mm
Cylinder capacity	1962 cc
Power/revs	122 HP DIN, 5300 r.p.m. (kw 89.7)
Torque/revs	17.9 kgm DIN, 4000 r.p.m. (Nm 175.5)
Wheelbase	2400 mm (94.48 ins)
Front track	1360 mm (53.54 ins)
Rear track	1358 mm (53.46 ins)
Maximum length	4205 mm (165.55 ins)
Maximum width	1664 mm (65.51 ins)
Maximum height unladen	1330 mm (52.36 ins)
Kerb weight	1080 kilos (2384.1 lbs)
Maximum speed	194 kms/hour (120.57 mph)
Tyres	185/70 HR 14
Number of seats	4
Electrical system	12 volts
Petrol tank capacity	54 litres (11.88 imp galls)
Max. towing weight	1000 kilos (2207 lbs)

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-aera-

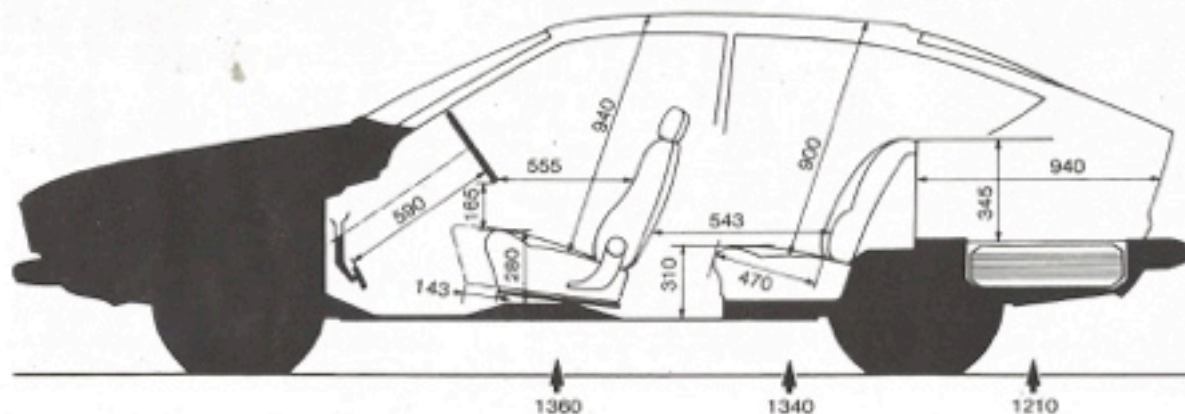
tion shock-absorbers, transversal stabilizer bar.

Rear suspension: DeDion 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.



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