

Alfetta



Alfetta Gt



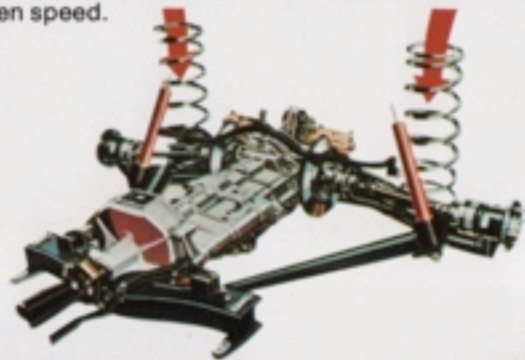
New cars are an everyday occurrence. New cars from Alfa Romeo are an event.

Named for racing Alfas that set a blistering pace in their day, the Alfetta and Alfetta GT set a new state-of-the-art for today in sports car performance, comfort, safety and economy. No series production cars in the world are closer to racing cars in design and engineering.

The four-door Alfetta is that rarest of road cars, a true sports sedan, combining styling and handling for the enthusiast with space and comfort for the family.

The Alfetta GT coupe—a true four-seater—is the latest in a long line of elegant, boldly styled Alfas that have defined the grand touring tradition for their time, delivering to the driving enthusiast the rare motoring pleasure most latter-day GT cars merely promise.

The wedge shape that distinguishes both models is the result of intensive wind-tunnel testing. By sharply reducing frontal area and drag, this sophisticated design and the car's advanced engineering produce rock-like stability even at the highest speeds. Fuel economy and engine life are also enhanced by the wedge shape, since the engine labors less to reach a given speed.



Triangular DeDion-type rear axle is the heart of Alfetta's superior rear suspension, keeping wheels vertical to road surface and reducing unsprung weight. Costly Watts linkage neutralizes stresses transmitted from wheel to axle.

While distinctively different in exterior lines and interior appointments, the two cars are virtually identical in engineering design and performance. They share all these remarkable refinements:

The first precisely balanced production car. In a major engineering advance, Alfa Romeo adopts costly racing practice, producing the first series production car with perfect 50% front, 50% rear weight distribution.

As in the original Alfetta, gearbox, clutch, flywheel, inboard rear disc brakes and differential are integrated in a single unit at the rear. Dividends: more efficient transmission of power to the drive wheels, reduction of weight on the front wheels, making for the most precise, light steering imaginable.

DeDion type rear axle. As refined for today's Alfettas, this extremely sophisticated system gives the cars the ad-



Comfort in the 4-door Alfetta is built in, not added on. Fully reclining Alfa Romeo bucket seats of this type have been cited in medical texts for exemplary riding posture. New heating/ventilating system allows driver and passenger individual control over temperature and air flow. (Provision made for optional air conditioning.)

vantages of both an independent rear suspension and a rigid, one-piece axle.

The result is handling and roadholding that will impress even Alfa owners. The wheels hold at a true vertical to the road in every situation, so that maximum traction is maintained through the tightest turns.

The renowned Alfa Romeo all-aluminum DOHC engine.

With the highest specific output in its class, this tireless 1962 cc power plant is acknowledged to be today's most highly refined double overhead cam engine. Fully 90% of this mechanical marvel's maximum torque is at your command all the way from 2500 rpm to 5500 rpm. At freeway speeds, fully half the engine's reserves remain untapped. Top speed for Alfetta GT: 111 mph. Alfetta four-door sedan: 109 mph.

Fuel-saving 5-speed gearbox with effortless synchron-



Alfetta GT instrument panel makes tachometer rightful center of attention for precision car-driver feedback. Steering wheel is adjustable for rake.

ized shifting. Fourth gear is direct drive, fifth an overdrive gear for cruising at higher speeds with lower rpms, reducing fuel consumption as much as 20%. 1975 EPA mileage results for Alfetta: 25 mpg in highway driving, 19 mpg in city driving (49-state version).

Racing-type fuel injection. Developed for the Alfa Romeo Type 33 competition car. Automatically meters fuel in response to engine demand, adjusts mixture for altitude changes, cuts off fuel during deceleration.

4-wheel power disc brakes that make the Alfetta one of the fastest-stopping of all cars reporting results of standard braking-effectiveness tests to the U.S. Department of Transportation. Without swerving, without fading.

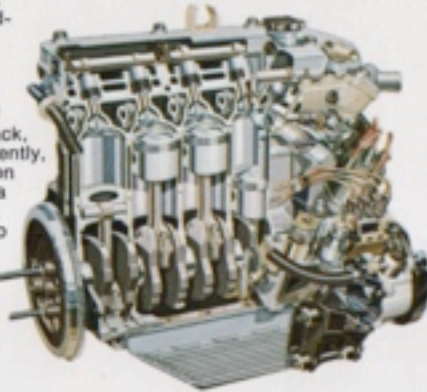
Refinements like these are sometimes available, separately, as extra-cost options on some cars that call themselves sports cars. They are all standard equipment on every Alfetta and Alfetta GT. Because Alfa Romeo steadfastly believes that they are essential in building a superior sports car. Not optional.

While Alfas have always been known for bravura performance, today's Alfettas raise the state of the sports-car art into a whole new, startlingly different range.

Today is truly, once again, the Age of Alfetta.

25 mpg from a sports car.

The Alfa double-overhead-cam engine is a classic design, in continuous refinement in worldwide racing competition since 1924. Its great reserves of power, vital on the racetrack, enable you to pass confidently, accelerate out of trouble on the road. Mated to the Alfa 5-speed manual gearbox, the Alfa DOHC engine also delivers economy-car style mileage: 25 mpg in highway driving, 19 mpg in city driving in 1975 EPA tests.



Alfetta



Alfetta Gt



ALFA ROMEO

ALFETTA/ALFETTA GT SPECIFICATIONS

Engine: 4 cylinders in line, all-aluminum alloy block. 80° V-overhead valves operated directly by dual chain-driven overhead camshafts acting on oil bathed followers. Five main bearings. Torsional crankshaft dampener. Sodium-cooled exhaust valves. Bore: 84 mm. Stroke: 88.5 mm. Cylinder capacity: 1962 cc. Compression ratio: 9.0:1. Maximum torque: 110 foot-pounds @ 4500 rpm (49-state version). Top speed: Sedan, 109 mph.; coupe, 111 mph.

Fuel system: Direct port-type mechanical fuel injection, adapted from Alfa Romeo Type 33 racing car. Separate supply plunger for each cylinder, driven by crankshaft and connecting rods for precision fuel metering. Electric fuel pump. Four air ram tubes force air through dry-element filter to 4 individual throttles. Fuel capacity: 13.2 gallons. No catalytic converter required (except in California). Runs on 91 (RON) octane fuel, leaded or non-leaded. 1975 EPA mileage results: 25 mpg on highway, 19 mpg in city traffic for 49-state version.

Electrical system: 12 volt, 45 amp alternator. 66 ah battery. Lodge fixed-gap spark plugs.

Lubrication: Geared oil pump. Quick-change spin-on filter with bypass. Light aluminum oil sump with cooling fins.

Cooling system: Sealed system with liquid coolant containing permanent antifreeze. Circulation by centrifugal, V-belt driven pump. System capacity: 17 pints. Thermostatically controlled electric radiator fan turns on when radiator temperature rises above 92° F, turns off below 82° F.

Clutch: Hydraulically operated single dry plate type, with progressive spring diaphragm. Located at rear axle on input side of gearbox.

Gearbox: Manually operated, with console-mounted shift lever. 5 fully synchronized forward speeds and reverse. Molybdenum-coated synchronizing rings. Gearbox located in rear, on differential. Hypoid bevel rear axle with 4.1 (10/41) ratio. Gear ratios: 1st, 3.30; 2nd, 2.00; 3rd, 1.37; 4th, 1.04; 5th, 0.83.

Front suspension: Independently suspended front wheels located by adjustable control arms. Torsion bars. Stabilizer bar.

Telescoping, anti-aeration hydraulic shock absorbers.

Rear suspension: DeDion triangulated type. Axle location by Watts link system. Stabilizer bar. Coil springs. Hydraulic telescoping shock absorbers.

Transaxle: Flywheel/clutch/gearbox/differential assembly connected directly to body via rubber mountings.

Steering: Rack and pinion. Padded, safety-grip wheel on two-section column adjustable for rake within 3.2" range. Column sections connected by two universal joints and one rubber joint. Steering box behind axle.

Braking system: Power 4-wheel disc brakes with dual safety circuits. Anti-lock pressure regulator for rear brakes, located inboard on differential. Front swept area: 182.3 sq. in.

Rear swept area: 156.6 sq. in. Front brake diameter: 10.27 in.

Rear: 9.80 in. Parking brake operates on rear disc brake.

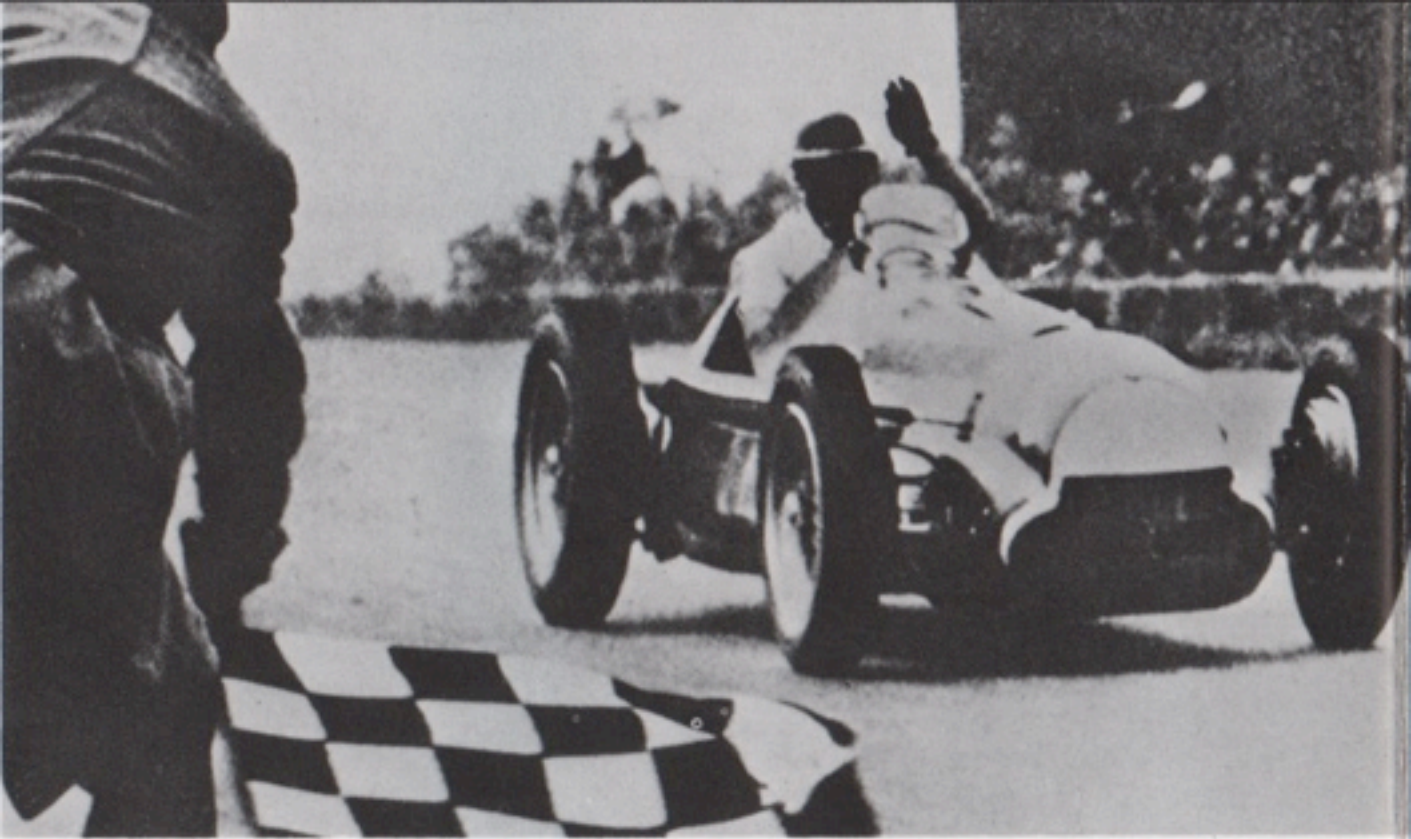
Tires: Sedan, 165 SR 14 belted radials; coupe, 185/70 HR 14 belted radials. 5½J x 14 rims.

Dimensions:

ALFETTA		ALFETTA GT
98.8 in.	Wheelbase	94.5 in.
172.4 in.	Overall length	171.0 in.
63.7 in.	Width	65.4 in.
56.3 in.	Height	52.4 in.
53.5 in.	Front track	53.5 in.
53.4 in.	Rear track	53.4 in.
2690 lbs.	Curb weight	2710 lbs.
33.1 ft.	Turn radius	32.8 ft.
21 cu. ft.	Trunk cap.	10 cu. ft.

Standard equipment: Alfa Romeo fuel injection. 5-speed gearbox. 4-wheel power disc brakes. Tachometer. Hand throttle. Trip meter. Fuel gauge warning light. Oil pressure gauge warning light. Brake fluid level warning light. Automatic cigarette lighter. Heater with 2-speed blower. Windshield washer. Adjustable-rake steering wheel. Reclining front bucket seats. Electric clock (sedan). Mahogany accent panels (sedan). Load-compensating manual adjustment for low-beam headlight setting (sedan). Rear window defroster. Tinted glass. Tool kit. Carpeted trunk. Under-hood and trunk lights. Belted radial tires. Exhaust temperature warning system (California models only).

Optional equipment: AM/FM radio and tape deck. Cast magnesium wheels. Air conditioning. Metallic paint.



THE AWESOME ALFETTAS

No marque has ever approached the Alfa Romeo record in racing competition over the years.

And no Alfas have ever dominated international road racing more thoroughly than the original Alfettas, the celebrated Tipo 158 and 159 the newest Alfa Romeo sports cars are named for.

Built to challenge the reigning Mercedes and Auto Union racers of the day, the twin-overhead-cam, straight-eight engined Tipo 158 made its debut by finishing one, two in the 1938 Ciano Cup at Livorno.

When racing resumed after the war, Alfettas resumed winning all over Europe. Each year's competition brought new laurels for the fleet, ever more powerful Tipo 158. Finally, in 1950, came the feat that staggers the imagination even today. With Farina or Fangio driving, the invincible red Alfettas swept to the World Championship by entering 11 Grand Prix races and winning every one.

Evolving into the Tipo 159 by 1951, the Alfetta developed an unheard-of 425 hp from 1479 cc, sported a redesigned suspension incorporating a DeDion type rear axle.

As the competition watched in awe, in 1951 history repeated itself. Alfettas won with the same astonishing regularity. Juan Manuel Fangio drove to the World's Champion title, and Alfa Romeo brought home its second consecutive World Championship.

Today's Alfetta and Alfetta GT inherit a legacy of race-refined performance that stretches all the way from the original Alfettas to today's winning Alfa Tipo 33tt12, the 1975 World Champion of Makes. Like all Alfas, they are closer to racing cars in design, performance and spirit than any other series production cars, regardless of price.





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