

GTV 2.0



Alfa Romeo





GTV: a great 4-passenger coupé and a 4-cylinder engine with individual carburetion for each cylinder.

It's one of the great moments in Alfa Romeo design, when perfect balance is reached between class and sporting qualities.

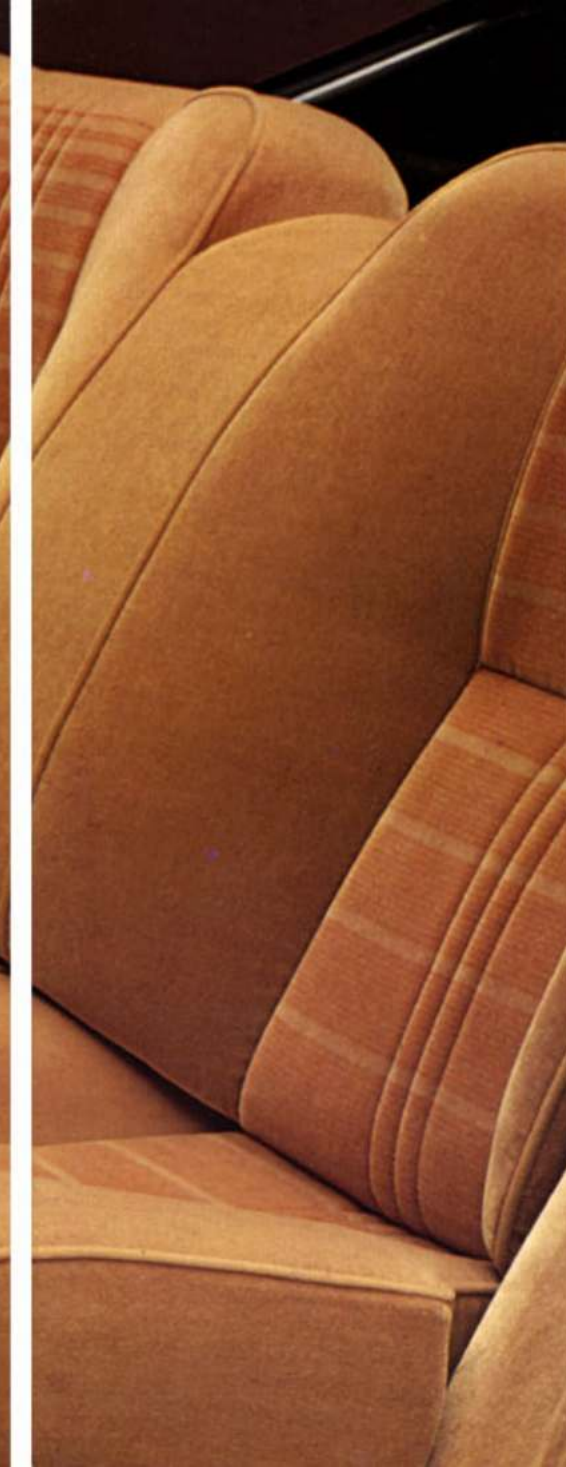
In the GTV 2-litre a happy integration has been reached between a generous « heart » like that of the 4-cylinder Alfa Romeo and perfect weight distribution. It's a formula that guarantees the best possible

performance and the joy of greatest driving safety. The streaming lines with a penetration coefficient of 0.39 have been enhanced by wraparound bumpers, spoilers and side mouldings.

Inside the car the dashboard has a modern rational design. The instrument panel is designed and built bearing in mind that its purpose is to supply accurate information immediately to the driver, an essential factor in sports car handling.



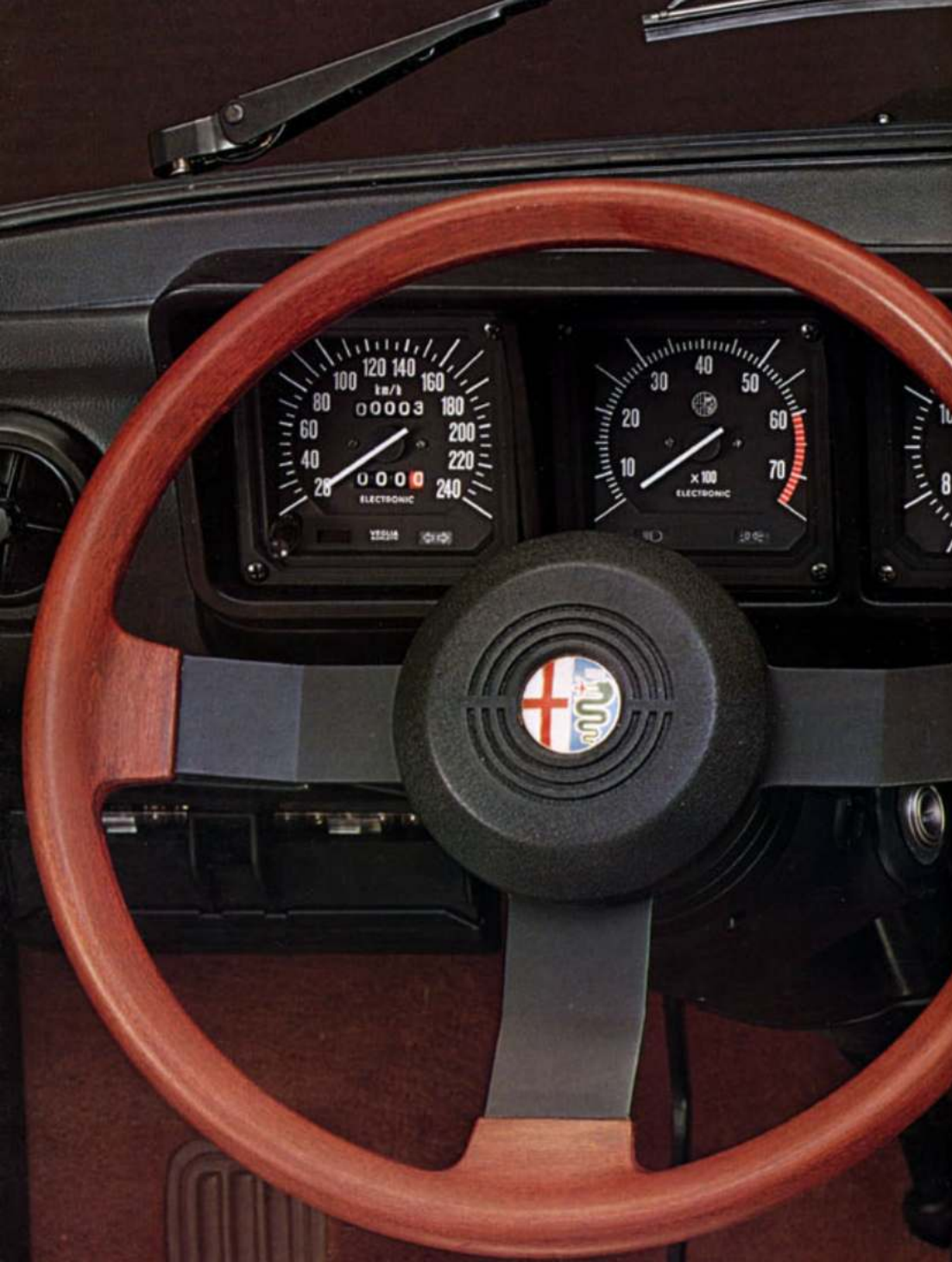




An Interior for Driver and Passengers

The appointments of the GTV 2-litre are witness to the Alfa Romeo designer's sensitivity to a driver's needs. Instrument reading is particularly important in a sports car and, in this Alfa, it's perfect thanks to the rational design of the dashboard. Three large well-lit dials are placed directly in front of the driver: (1) speedometer with odometer and trip counter, (2) electronic engine speed indicator, and (3) quartz clock. Instrumentation also includes fuel level indicator, radiator thermometer, oil pressure gauge. Beside these instruments are the four warning lights of the control system and the pushbuttons for the auxiliary systems. The dashboard is finished in soft blow-absorbing material. It continues, flowing into the utility box in the middle of the floor over the transmission tunnel where it houses the climate controls, radio receptacle, ashtray, whatnot tray, rearview mirror control. Another very important chapter in the competition handling of the GTV 2-litre is the accessibility and adaptability of controls. The steering wheel with its ideal proportions is adjustable in height while the short gear-change lever makes shifting faster. Comfort has been optimized in the anatomical construction of the seats which have built-in adjustable head-rests and have already won international recognition for Alfa Romeo. The owner may choose between striped velvet in an exclusive design, or leather. Side panels are in the same material as the seats and have a protective band at the bottom, thus completing GTV appointments. The driver's seat has stepless height adjustment. Three-point automatic take-up safety belts are standard equipment. But the GTV 2.0 also has the inside dimensions of a saloon: the back seats welcome two passengers and the boot has excellent accessibility provided by a big self-rising door pushed up by an air spring.





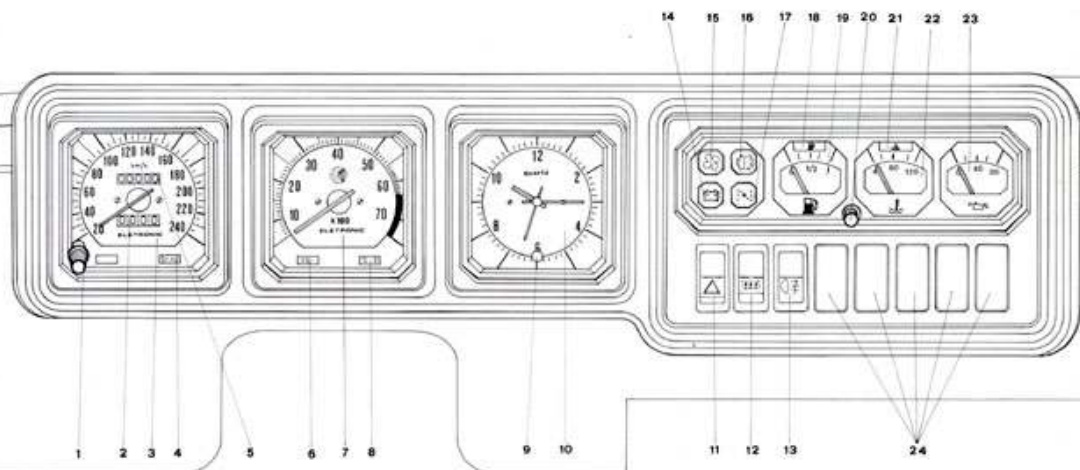
Plenty of Horses - Easy to Handle

The GTV 2.0 has an extraordinary weight-to-power ratio — 8.5 kg per horse-power — one of the lowest of cars in its price range.

Top speed exceeds 190 kmh by the clock; acceleration over 1 kilometre in 30.3 sec; 400 metres from dead stop

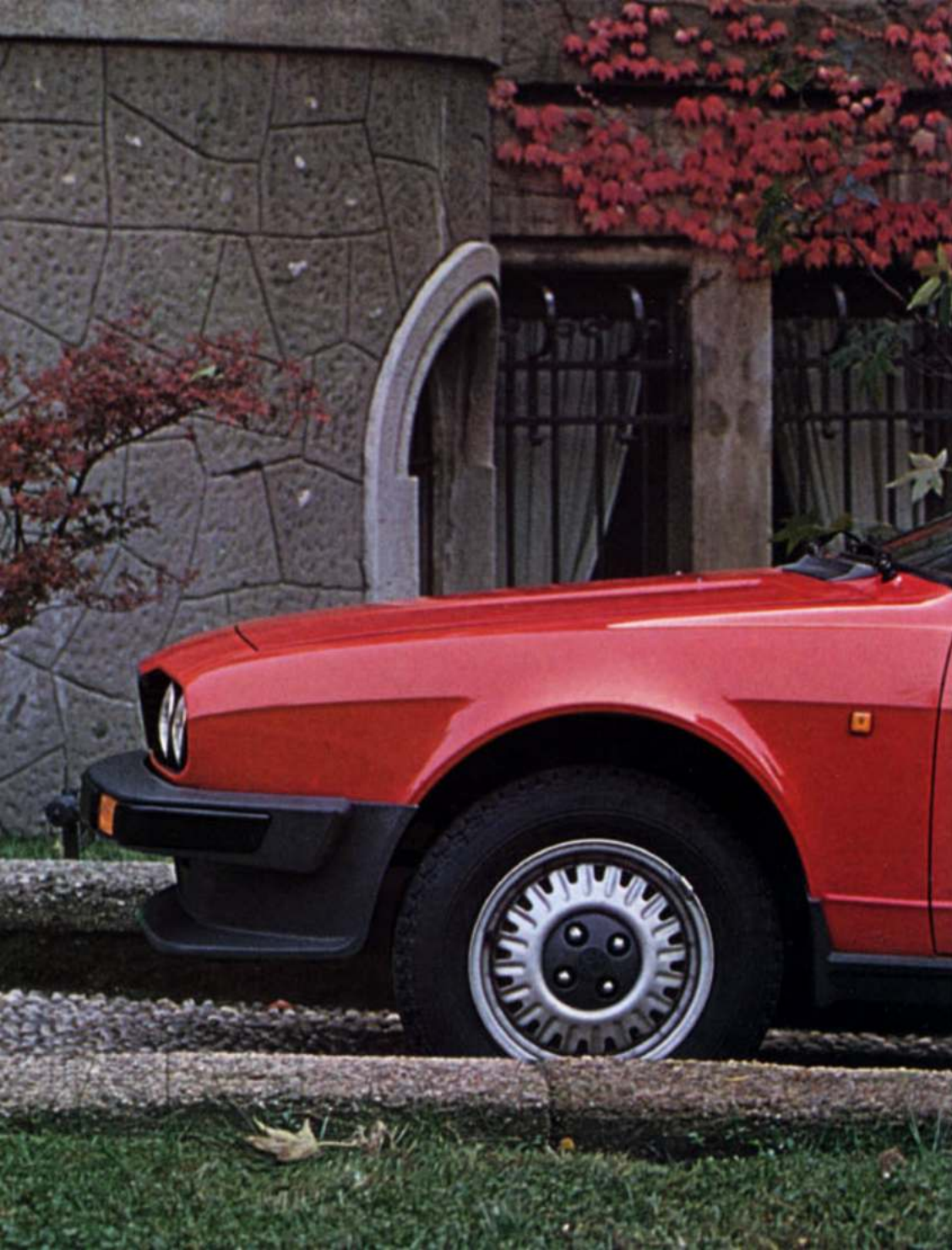
in 16.4 sec; this is the GTV 2.0 calling card. Second to none in pick-up: it covers the kilometre from 40 kmh in 31.8 sec in fourth gear, showing that the engine decidedly has power over a wide rpm range. The GTV 2.0 has extremely easy handling and gives a sure feeling of safety whether on dry roads or wet. Driving pleasure is particularly appreciable in city traffic where the 130 horses show how tame they are and, on country roads, where right gear box ratios and broad torque range prove their worth.

- 1) Dimmer for facia panel lights
- 2) Trip odometer
- 3) Speedometer
- 4) Direction indicator warning lights
- 5) Odometer
- 6) High beam warning light
- 7) Tachometer
- 8) External light warning
- 9) Clock regulator
- 10) Clock
- 11) Hazard switch and warning lights (simultaneous flashing)
- 12) Heated rear window switch and warning



- 13) Rear fog lamps switch warning
- 14) Alternator warning lights
- 15) Blower warning light
- 16) Handbrake and low brake fluid level warning light
- 17) Choke warning light
- 18) Fuel reserve warning light
- 19) Fuel level indicator
- 20) Dimmer for warning lights
- 21) Coolant temperature warning light
- 22) Coolant temperature indicator
- 23) Oil pressure gauge
- 24) Free switches





A Classical Aggressive Body

The front of the car enhances the purity of the taut lines: the black polyurethane bumper with reinforcing cross-piece absorbs shocks up to 6 km per hour and incorporates the running lights. The bumper divides the front horizontally in two parts: the top with the grill and the Alfa shield, and the lower part with pronounced spoiler in the centre of which are located two cooling air inlets. A black synthetic band at the base of the side panels connects the wheel wells with two pads that give styling continuity to the finish while protecting against abrasion.

Window edgings are also mat black as are the long drip

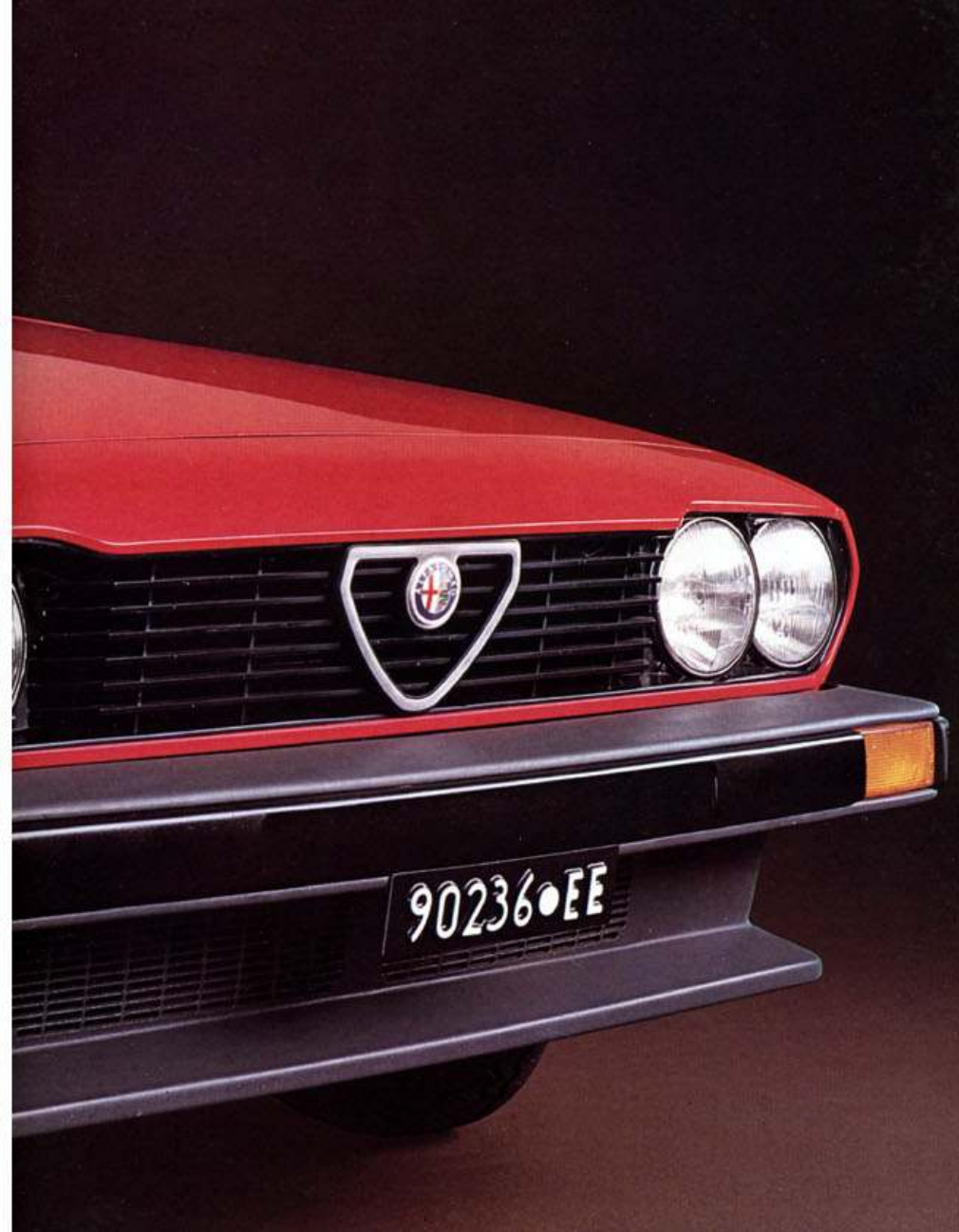
mouldings, the air inlets on the bonnet and the outlets on the rear posts, the fuel tank filler and the door handles. At the rear the light assemblies are enclosed in a single unit. The wraparound bumper has the same structure as the front one.

The outside rear-view mirror is adjustable electrically in 4 directions.

The wheels are an exclusive Alfa Romeo design, taking low-profile 185/70 HR 14 tyres.

The GTV 2.0 is available in black, Alfa red, or metallized charcoal gray.







A Generous Heart

The engine of the GTV 2.0 is unbeatable for power, toughness and long life. Its torque and power are very high over the entire range of usable engine speed and that's what gives it its outstanding pick-up.

At 140 kilometres per hour power used is only half of that available and is delivered at only 5,400 rpm.

In addition to this plentiful power reserve there's a torque reserve that provides excellent acceleration over a broad range of engine speeds.

Fuel consumption is very low: the GTV 2.0 covers 10.5 km with one litre of fuel at 120 kmh.

This performance comes from the unique engineering of the engine, including:

- Hemispherical combustion chambers that increase both volumetric and thermal efficiency.
- Valves in head with two camshafts that give high volumetric efficiency and engine speeds.
- Sodium-cooled exhaust valves that give the best possible operation and life despite the very high thermal stress created by the engine's specific power.
- Accelerator linkage controlling 4 throttles simultaneously, one for each cylinder, giving fuelling an unlimited range between idling and top speed so that the engine adapts itself immediately to the driver's command on any kind of road.
- Crankshaft supported on 5 main bearings with a rubber torsional vibration damper at the front to eliminate vibrations from severe concentrated loads applied intermittently.

Freedom from vibrations increases engine life and improves passenger comfort.



Balanced Reliable Running Gear

With such a powerful engine the running gear plays a decisive part in overall reliability and roadholding. Arrangement of components follows exclusive Alfa Romeo advanced design.

Gearbox and clutch are in the rear of the car. This distribution of weight increases adherence of drive wheels and improves road holding while at the same time reducing the load on the front wheels, lightening steering effort. To withstand the powerful full torque the clutch is the single plate dry type of 215 mm dia. with diaphragm spring and automatic adjustment.

The suspension system is one of the strong points of the GTV 2.0. The De Dion rear axle ensures optimal wheel geometry and reduces unsuspended weights.

This design gives the greatest adherence between tyre and ground and is thus one more safety factor.

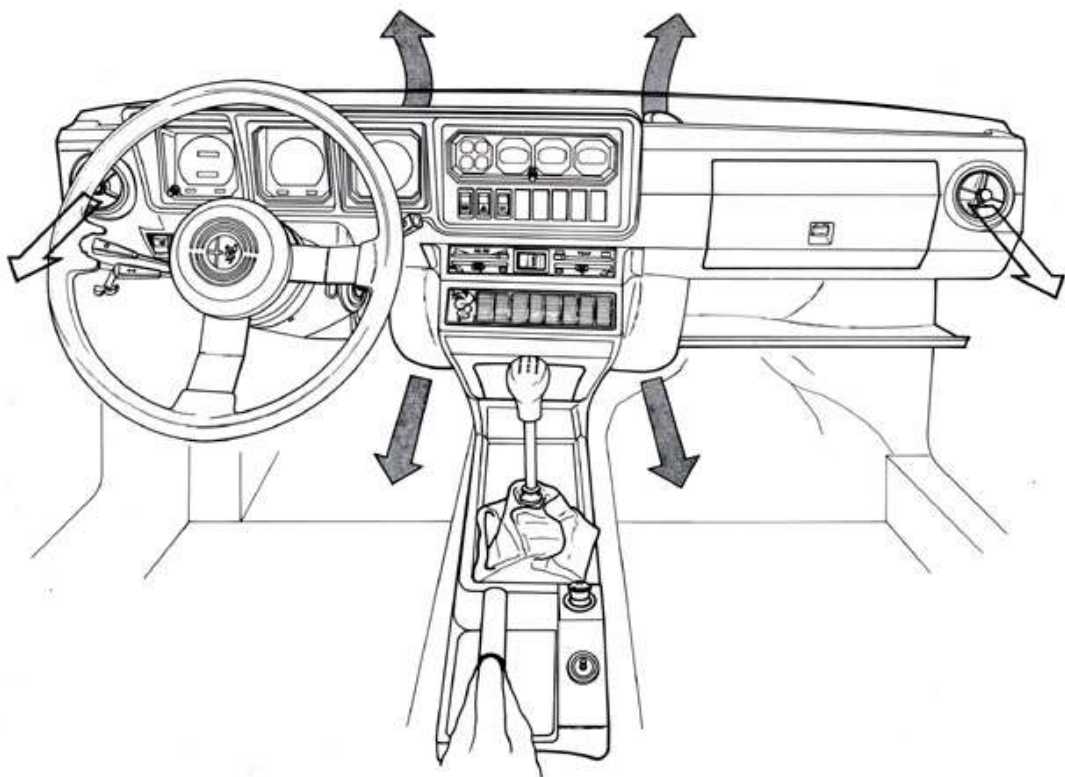
The front wheels are suspended independently, flexibility being provided by longitudinal torsion bars.

Shock absorbers are degressive and thus give a high degree of riding comfort with excellent road holding.

Here again, as on the rear axle, rolling is limited by a stabilizing bar to give a better ride.

Driver's safety is provided by an articulated 2-piece steering column with one universal joint and one flexible joint.

As for all Alfa Romeo cars, the GTV 2.0 has disk brakes on all four wheels with a double circuit and a pressure modulator on the rear brakes. Braking surface area is generously oversized for the weight and performance of the car.



Technical data

GTV 2.0

Engine	front in line	Rear suspension	De Dion axle
Cylinders	4 in line	Number of seats	4
Bore/stroke mm	84/88.5	Fuel tank capacity litres	54 (11.88 gallons imp.)
Cylinder capacity cc	1962	Kerb weight kg	1110 (2447.1 pounds imp.)
Max. power kW/rad/sec	95.6/565	Max. length mm	4260 (167.7 ins)
Max. power hp (DIN)/rpm	130/5400	Max. width mm	1664 mm (65.51 ins)
Max. torque Nm/rad/sec	179.5/419	Height mm	1330 (52.4 ins)
Max. torque kgm/rpm	18/4000	Max. speed km/h (mph)	more than 190 (118)
Fuel system	2 twin choke carburettors	Acceleration 0-60 mph sec	9
Gearbox	5 forward speeds + reverse	Fuel consumption:*	
Tyres	185/70 HR 14	Urban cycle:	13.9 ltrs/100 km (20.3 mpg)
	(optional: 195/60 HR 15)	At constant 90 km/h	6.9 ltrs/100 km (41.0 mpg)
Wheels	5 1/2 J 14	(56 mph):	
Brakes	Front and rear: discs	At constant 120 km/h	9.6 ltrs/100 km (29.0 mpg)
Front suspension	independent	(75 mph):	

*Manufacturer's figures subject to official UK verification.

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Realizzazione CBC - Printed in Italy. 811 1134 GB/IMP/B
SARACINO PIZZETTI GRABICHES S.p.A.
CONCESSIONE S. MARINO - ITALIA - 1989

