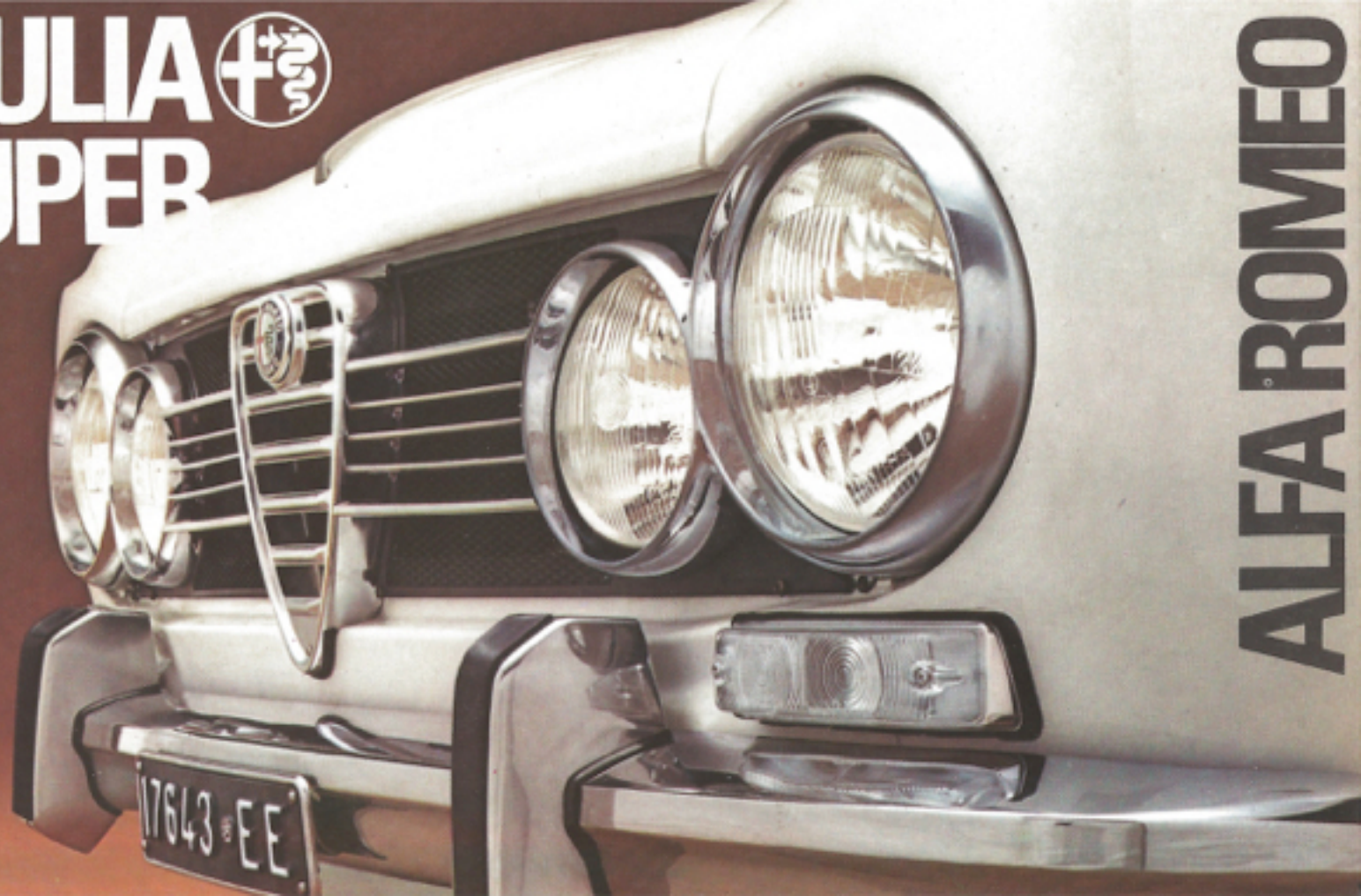


**GIULIA
SUPER**



ALFA ROMEO



GIULIA SUPER



The family car with the sports car temperament! The Alfa Giulia Super is great for long journeys or short commuter hops. But it's on the open road that the Super really comes into its own. With a top speed of over 110 miles per hour there's always plenty of power in reserve for instant acceleration. And the low engine speed means surprising fuel economy for a car of this performance.

116 BHP-SAE puts the Giulia Super in the performance car range. Maximum rpm is just 5500 — and the Super speeds you through a kilometer from a standing start in just 33.5 secs. It'll cruise at 80 — and still have half the engine's power in reserve. In spite of it's speed and

performance potential, the Giulia Super is built with the accent of safety. Road holding is superb. A touch on the steering wheel is all that's needed for effortless cornering. All working parts are oversize — another safety feature.

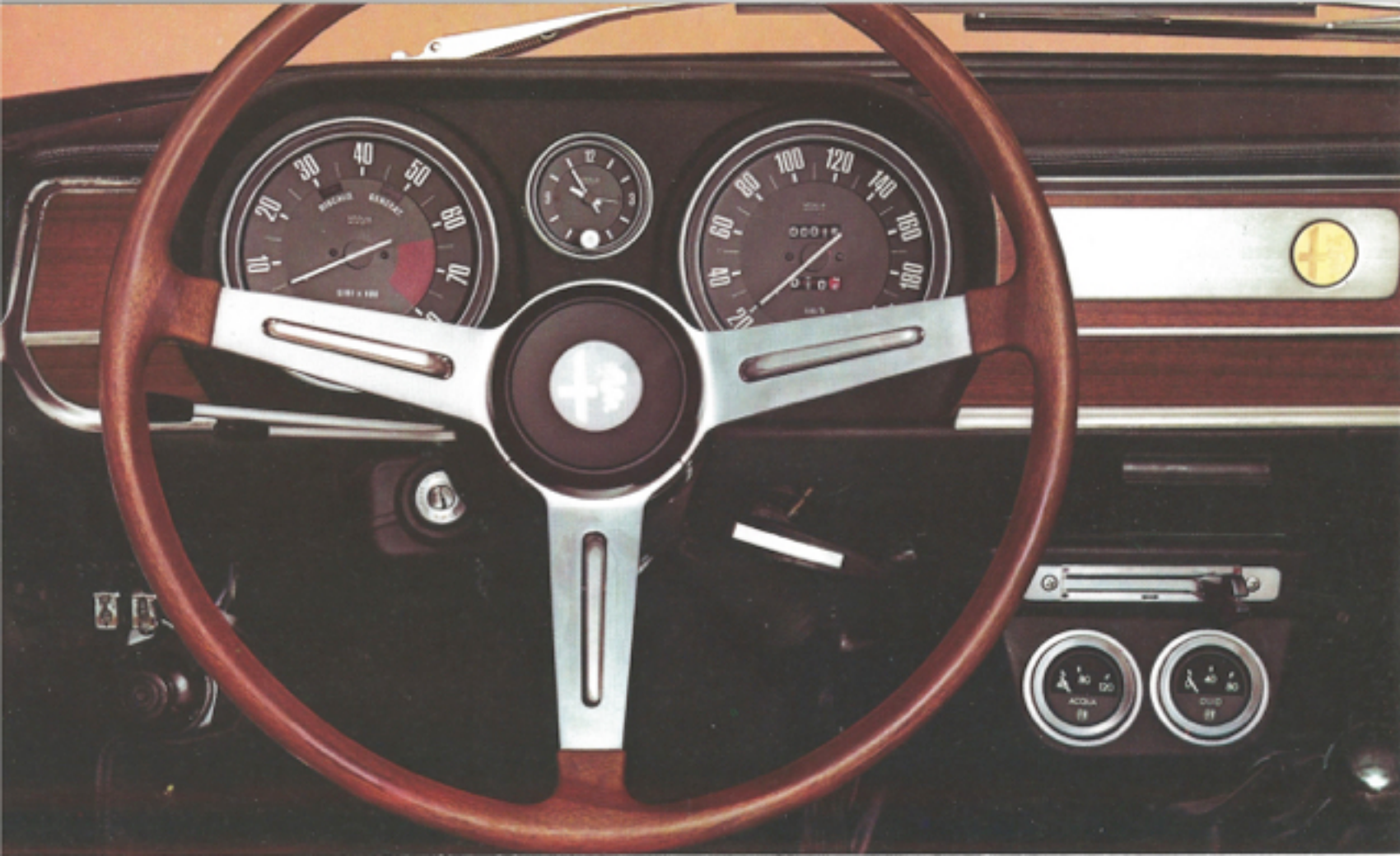
From the drawing board on, dozens of safety features have been incorporated into the car to absorb impact in the event of knocks — keeping the passengers free from harm.

The Alfa Romeo gearbox. Gears can be changed with incredible speed giving you perfect synchronisation even with extreme changes of speed by means of the highly efficient servo action. The 5th gear has full acceleration capacity.

The Giulia Super's stability. The famous braking power of the Giulia Super owes it's performance to the great strength of the four disc brakes — and to the fact that they are oversized and thus generate little heat. The system has been further improved by the use of a braking power regulator — great for slippery surface sor emergency braking.

The parking brake is completely separate from the service brakes. And it acts on special drums — not on the discs.

The clutch pedal. In the new Giulia Super acts on the clutch springs by the pressure of a fluid that allows the whole engine unit to be excluded from the driving compartment. This cuts



down on noise. And gives a gentler clutch engaging action. These features — plus the maximum use of sound deadening materials — mean 60-70% reduction of interior noise.

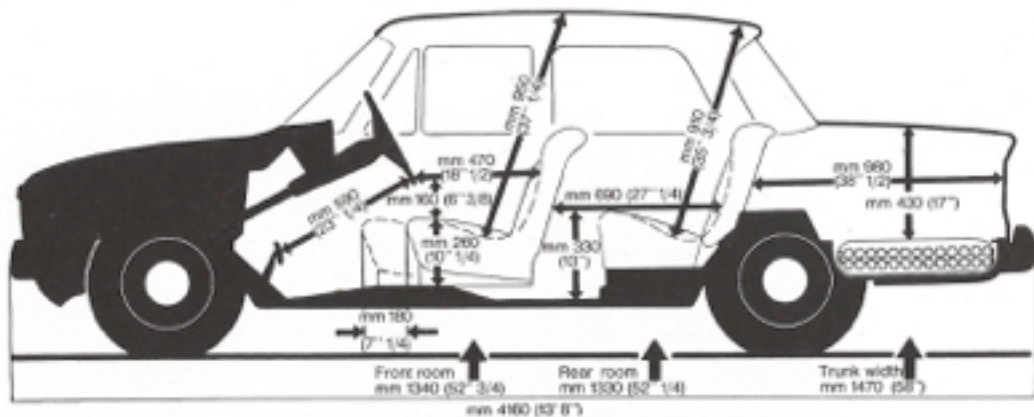
Inside the Giulia Super is entirely new. The front seats, made from one piece latex foam and expanded polythene squabs, are held in metal frames to eliminate distortion. They're shaped to fit the driver and have adjustable seat backs.

Between the individual seats there's an elegant, roomy storage tray. Instead of a rear bench seat, we've installed two superbly comfortable seats which are convertible to three simply by raising the arm rest. The instrument panel has been redesigned to give the speedometer and rev-counter dials more prominence. Other instruments include the oil guage and water temperature guage.









Cylinders	4 in line
Bore	mm 78
Stroke	mm 82
Capacity	cc 1570
BHP rpm SAE	116/5500
Wheelbase	mm 2510 (8'3")
Front track	mm 1324 (4'4 1/4")
Rear track	mm 1274 (4'2 1/4")
Overall length	mm 4160 (13'8")
Overall width	mm 1560 (5'1")
Overall height (unladen)	mm 1430 (4'8")
Kerb weight	kg 1040 (lbs 2290)
Maximum speed over	km/h 175 (mph 110)
Tyres	155 SR 15
Tyres (Optional)	165 SR 14
Seats	5
Electrical system	Volt 12
Petrol tank capacity	litres 46
	imp. galls 10.1

Carburetion: two horizontal twin-choke carburettors.

Valves: V-overhead valves, directly operated by two camshafts acting through oil bath cups. Sodium-cooled exhaust valves.

Ignition: Golden Lodge sparking-plugs.

Electrical system: alternator.

Cooling: radiator with ventilator cowl.

Clutch: single dry plate with progressive engagement. Diaphragm spring. Hydraulically operated.

Gearbox: Five synchromesh forward gears and reverse. Floor mounted gear shift lever.

Rear axle: anchored to body structure by two trailing arms and upper -A- bracket for transverse anchorage all with

rubber bushes on the frame and axle; hypoid-type final drive.

Front suspension: independent front wheel secured to the frame by transverse wishbones; coil springs and telescopic, hydraulic, double-acting shock-absorbers; transverse anti-roll bar.

Rear suspension: coil springs and coaxially mounted telescopic, hydraulic, double-acting shock-absorbers; transverse anti-roll bar.

Steering: re-circulating ball or worm and roller.

Brakes: four discs, with braking power regulator on rear wheels. Vacuum operated servo. Handbrake operating independently of service brake through special drums on rear wheels.

GIULIA SUPER

