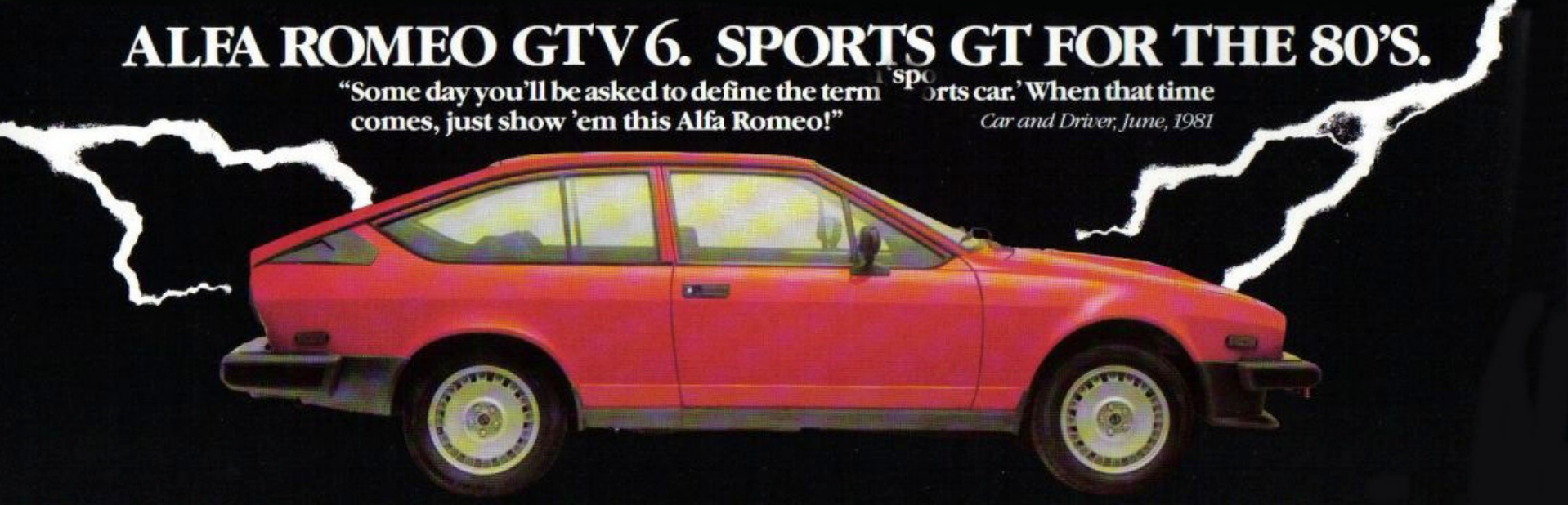
Alfa Romeo

GTV 6/2.5 COUPÉ

ALFA ROMEO GTV 6. SPORTS GT FOR THE 80'S.

"Some day you'll be asked to define the term 'sports car.' When that time comes, just show 'em this Alfa Romeo!" *Car and Driver, June, 1981*



The heritage of the Alfa Romeo GT is proud, unique and deeply steeped in racing. The GTV 6/2.5 represents the best of Alfa Romeo performance, both in speed and road-holding. It's also the most powerful Alfa Romeo ever sold in America. A luxury sports car of the highest standard, our GTV 6 has been honored by Road & Track as the Best Sports GT: one of the 10 best cars for the 80's.

1982 ALFA ROMEO GTV 6/2.5 COUPÉ SPECIFICATIONS

MEASUREMENTS

Wheelbase:	94.5 inches
Overall length:	171.2 inches
Overall width:	65.5 inches
Height:	52.4 inches
Track, F/R:	54.0/53.2 inches
Legroom, F/R:	39.3" Max./28.9" Min.
Curb weight:	2823.0 pounds
Cargo volume:	6.5 cubic feet
Fuel capacity:	17.0 gallons

POWERTRAIN

Layout:	front engine, rear drive
Engine type:	6 cylinder 60° vee type with one overhead camshaft per bank
Engine/head construction:	aluminum alloy
Displacement:	2492 cc
Compression ratio:	9:1
Horsepower (SAE net @ RPM):	154 @ 5500
Torque (SAE net ft. lb. @ RPM):	151.9 @ 3200
Performance:	Top Speed: 130 mph (approx.) 0 to 60 mph…under 9 seconds
Fuel System:	Bosch L-Jetronic fuel injection, Solid State Ignition
Fuel Requirement:	Unleaded Regular
Transmission type:	Alfa Romeo 5-speed manual w/overdrive 5th gear. Rear-mounted.

Gear Ratios: 1st, 3.50:1; 2nd, 1.956:1; 3rd, 1.260:1; 4th, 0.950:1; 5th, 0.78:1; Final drive ratio, 3.42:1.

CHASSIS

Suspension:	
Front:	independent, 4 link transverse with torsion bars and stabilizer bar.
Rear:	deDion axle, converging side members with Watt's parallelogram, helical springs and stabilizer bar.
Differential type:	hypoid
Steering type:	rack and pinion
Turning radius:	32.8 feet
Brake System:	
Front/Rear:	F Ventilated disc type—10.5 in. diam. R. in-board disc type—9.8 in. diam. Dual circuit with power assist.
Wheels:	"Elektron" alloy 6J15
Tires:	195/60 HR 15

EPA FUEL ECONOMY

(18) EPA EST. MPG. 31 EST. HIGHWAY MPG.*

STANDARD EQUIPMENT

aluminum alloy high performance V6 engine—Bosch L-Jetronic fuel injection—rear mounted 5-speed overdrive gearbox—double disc clutch—deDion rear suspension—torsion bar front suspension—rack and pinion steering w/adjustable column—front and rear stabilizer bars—4 wheel disc brakes—"Elektron" alloy wheels—Pirelli P-6 tires—front spoiler—tinted glass—electric rear window defogger—dual electrically controlled outside mirrors—power front windows—complete sports instrumentation w/tachometer—adjustable leather-faced seats—hatchback w/enclosed cargo area—air conditioning.

*Use EPA EST MPG. for comparison. Your mileage may vary depending on speed, weather and trip length. Actual highway mileage will probably be less.

"If you love performance wrought in the classic tradition, and you test drive only one automobile this year, make it the Alfa V-6."
Motor Trend, September, 1981

"Everything about the car shows a balanced, sensitive approach to the needs of a demanding enthusiast driver." *Car and Driver, June, 1981*

ENGINE:

The V-6 engine is cast aluminum alloy in a short-stroke 60° vee configuration. The design used minimizes wear and torsional vibration, while providing exceptional balance and torque throughout the power ranges. This results in increased engine responsiveness and smooth higher speed running. Aluminum is used to save weight and dissipate heat quickly. Hemispherical combustion chambers, wet sleeves and oversized valves maximize output. Also highly noteworthy: cool running sodium-filled exhaust valves and a forged steel crankshaft, treated by the process of nitriding for high surface strength and increased load capacity. Both are standard racing practice.

Fuel injection is the Bosch L-Jetronic System which electronically provides accurate fuel metering. This, along with solid state ignition, increases power output, fuel efficiency, smooth running and reduces maintenance requirements.

The Alfa Romeo V-6 produces wide torque and power bands resulting in better than one horsepower per cubic inch of displacement, all with surprising fuel economy.** Power is transmitted through a compact driveshaft to the rear mounted, aluminum alloy transaxle that contains the double-disc racing clutch, 5-speed transmission and in-board disc brakes.

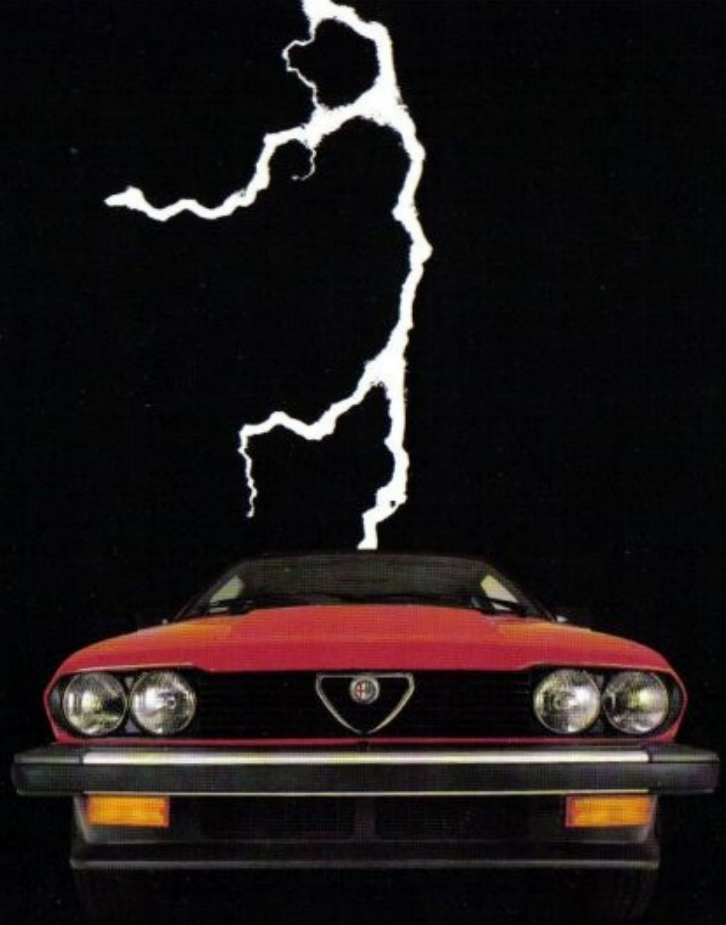
**Fuel mileage, see specifications.

HANDLING

Balanced handling begins with Alfa Romeo's advanced design. The light V-6 weight in front is offset by the rear mounted transaxle containing the clutch, flywheel, transmission, differential and brakes. With the rear transaxle assembly, steering is lightened and rear wheel adhesion is increased. Steering is rack and pinion with a hydraulic damper for improved control.

The disc braking system, with ventilated front discs, stops the GTV 6 quickly from 60 to 0 mph in 137 feet. Pirelli P-6 tires mounted on wide Campagnolo "Elektron" alloy wheels are standard.

The front suspension is independent with longitudinal torsion bars. Cornering is very flat. Stabilizer bars are standard. In the rear, the sophisticated deDion suspension is used. It reduces unsprung weight and causes the rear tires to be perpendicular to the road surface for maximum possible tire adhesion. It combines the best advantages of both independent rear suspension and a solid rear axle. Watts linkage adds further control. This system is exclusive to the Alfa Romeo GTV 6.



The most powerful Alfa ever sold in America

SPORTS GT FOR THE 80'S

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References to road tests and performance relates to the 1981 Alfa Romeo GTV 6 model. With the exception of minor modifications 1982 GTV 6 model engineering specifications are unchanged from the previous model year.

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