



ALFA

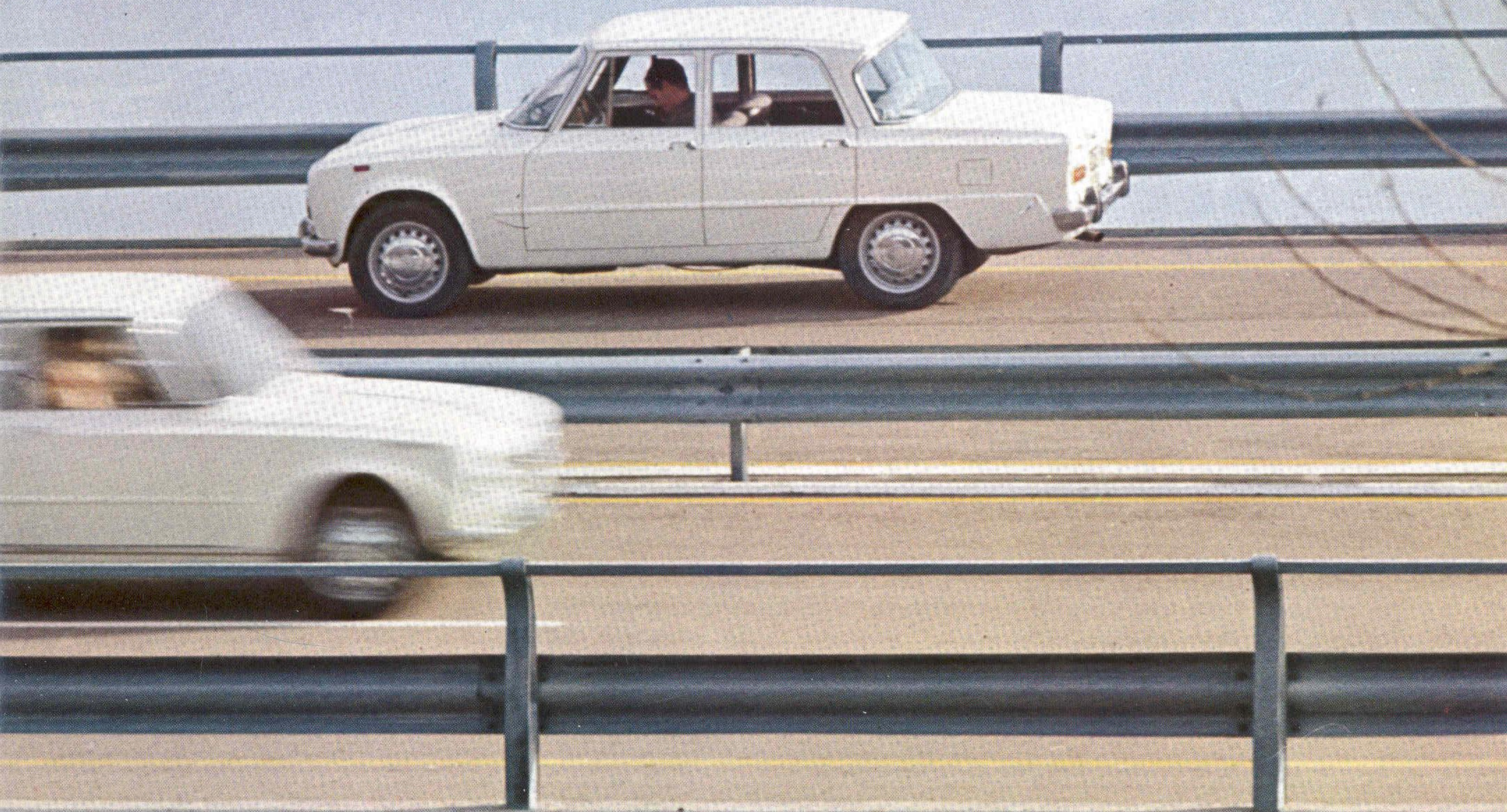
ROMEO

GIULIA 1300 TI / SUPER

The new Giulias will add to the Alfa Romeo tradition since they have underlined their leadership in performance and safety and are



now second to none even in comfort because
of internal quietness and luxurious finish.



GIULIA 1300 TI

The 1300 TI is the material realisation of an Alfa Romeo ideal: a car that, in relation to engine capacity, ensures considerable savings in overheads - insurance, fuel, and service - and yet offers very much better levels of performance and comfort than other medium capacity cars.

First of all - since we are talking about Alfas - performance:

The 1300 TI is powerful: 94 bhp (SAE) and over 100 m.p.h. The engine is an experienced race-winner and can maintain a cruising speed, not far short of maximum throughout any journey. It does not lose power or show signs of wear, as at 80 m.p.h. - a more than respectable motorway speed - it is only using half the effective engine power.

Acceleration is its point of honour and a very valuable safety asset. From a standing start it







covers a km in 36 secs. This ability is extremely useful when you want to overtake or slip away from traffic. Obviously only an engine of this liveliness can use a 5-speed gear-box and the 1300 TI is the only saloon car in this power bracket to offer one.

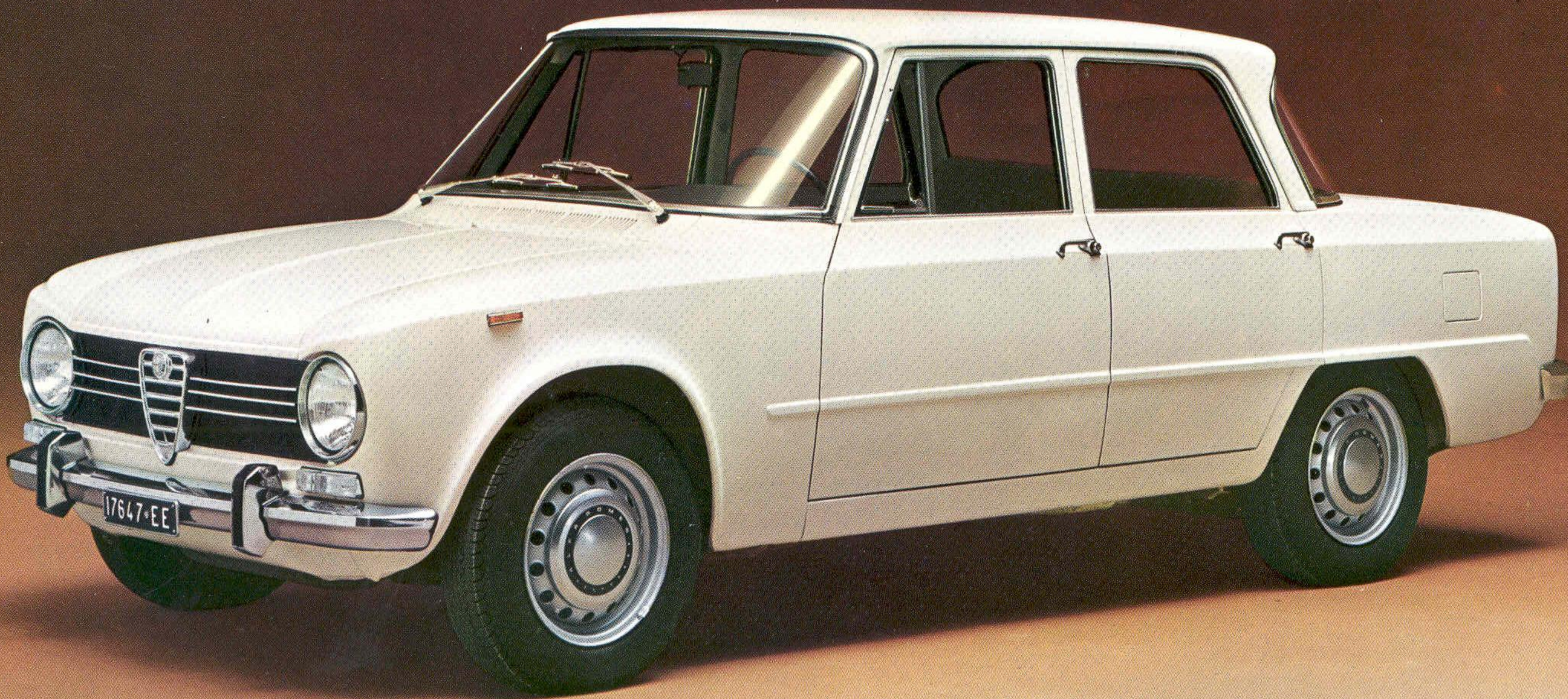
Its safety features are real: you only need to think of its roadholding, its accelerations, its braking power.

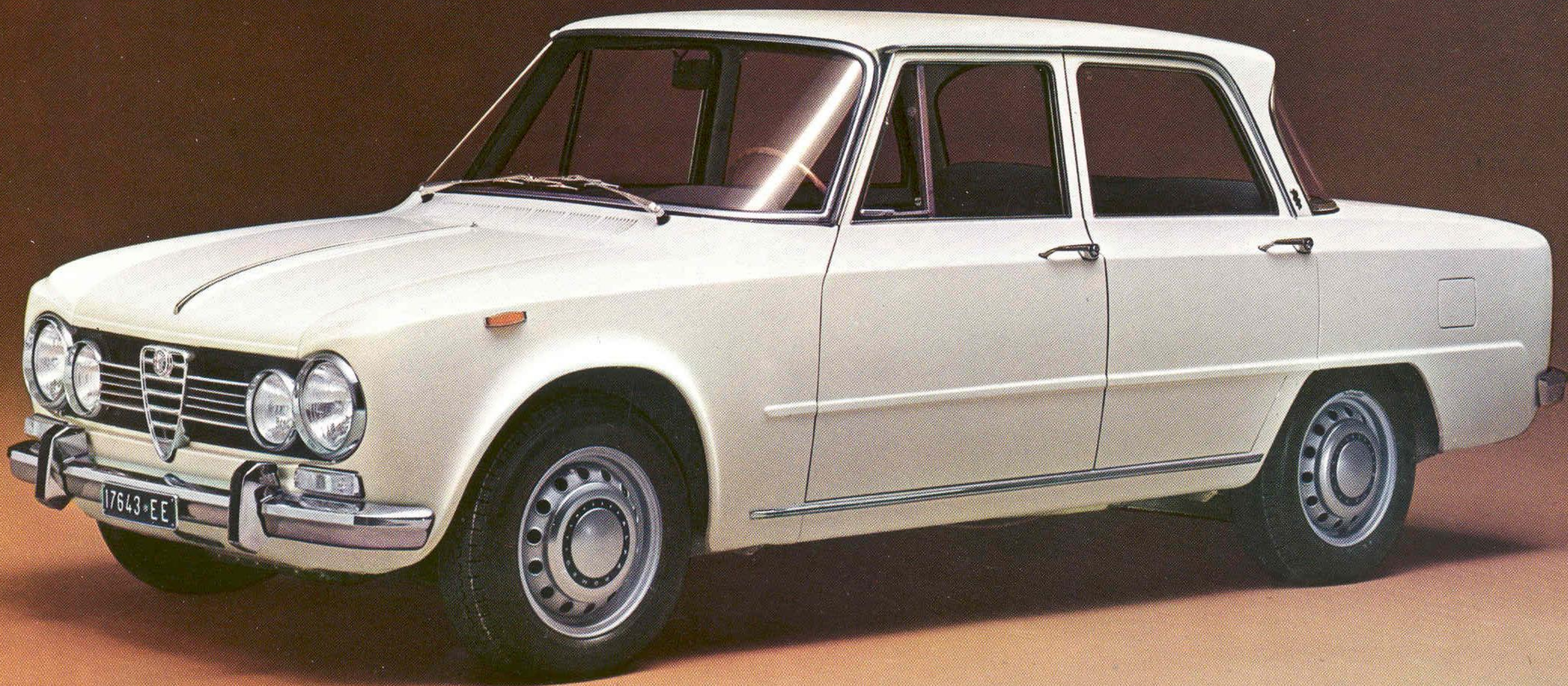
As far as the protective safety is concerned it has all the anti-shock features and, firstly, the impact absorbing construction, a design plus that Alfa Romeo are proud of: the passenger compartment, ribbed and reinforced, gives the maximum resistance to deformity for occupants safety.



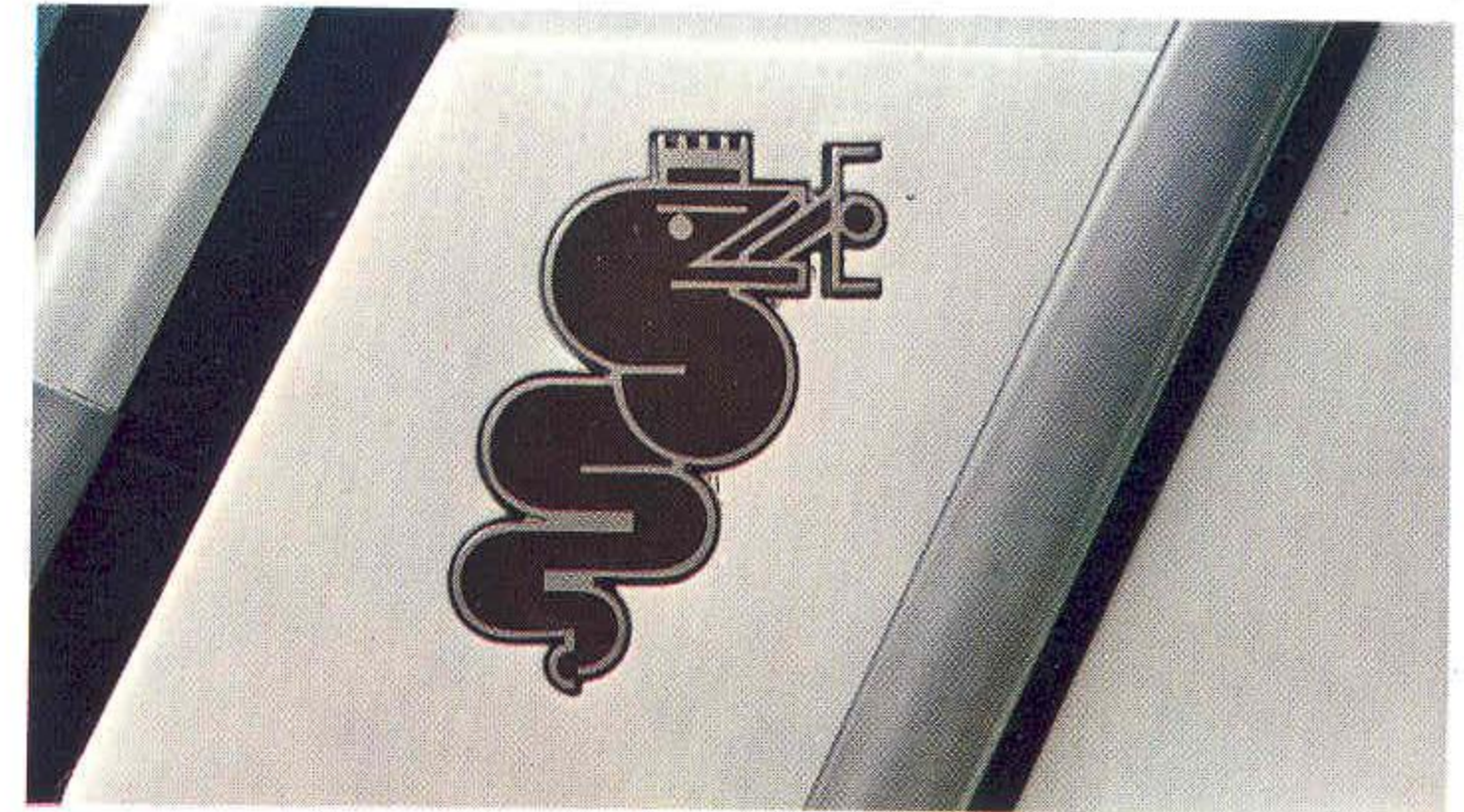


As for quietness, the new 1300 TI is comparable with the 1750 saloon. The sound insulation can rightly be called complete for internal noise has been reduced by 60-70% compared with the previous version. To achieve this result all the devices of modern technology have been employed: from sound-absorbing materials to the new flexible anchorages and from the hydraulic clutch to the improved interior trim. In this respect, too, the 1300 TI is now unrivalled. The same is true of comfort. The five seats are made with one-piece expanded polyether squabs, a full set of instruments is provided and the trim is luxurious: upholstery is washable Texalfa, there are new style stainless steel bumpers, two-speed windscreen wipers, foot-operated screenwashers, lock to passenger door and built-in antitheft ignition system.





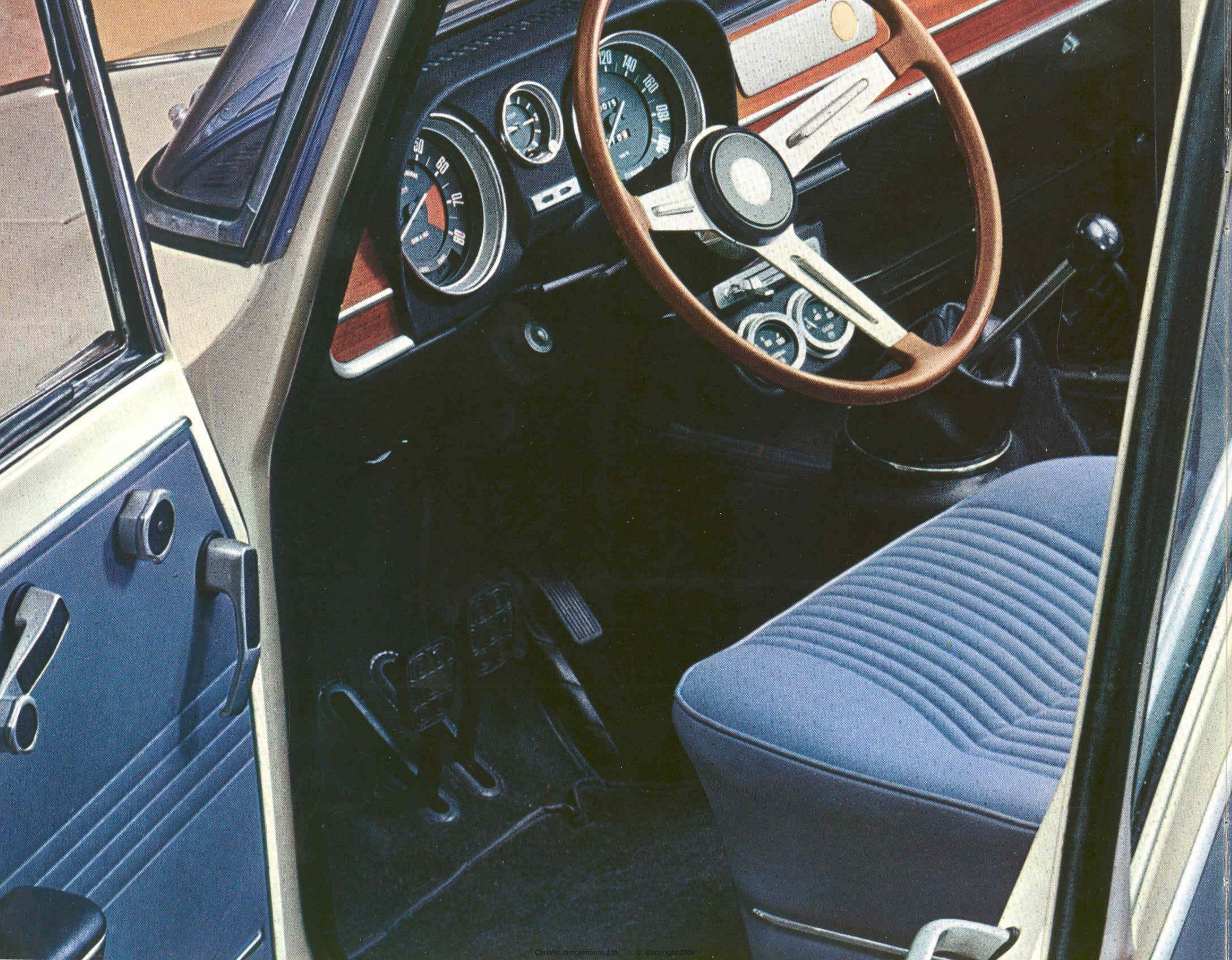
GIULIA SUPER



The Super combines and supplements all the Giulia qualities. It is a superb long distance car yet perfectly suitable for cummuting between town and office. Its engine is so powerful that it is difficult to extend it fully on the open road and with such a high engine speed it is not necessary to explain the tremendous enthusiasm evoked by its economy, strength and endurance. It is a car that a driver is happy to entrust himself to and happier still to impose his own style of driving on.

Its 116 bhp SAE place it in the performance car class. This power gives it a top speed of over 110 m.p.h. and acceleration and flexibility characteristics which are unique in themselves. The Super covers a km from a standing start in 33.5 secs. This power and acceleration establishes a special understanding with the driver based on trust and relaxation.









It's not a heart-in-the-mouth car. It doesn't suffer or cause fatigue. Actually, as with all Alfa Romeos, all its features merge into a single objective: safety. It is safe because at its cruising speed it is only using 50% of its engine capacity keeping lightning acceleration in reserve. It is safe because a mere touch on the steering wheel is enough to control it on the straight or through bends. It is safe because all the working parts are generously dimensioned, because at the drawing-board stage even the effects of impact were taken into account together with a method of coping with them without harm to the occupants.

Lastly - and perhaps most important - it is safe because in the new version the degree of quietness and comfort achieved has been increased so that every journey can be done without strain - the surest guarantee of safety.

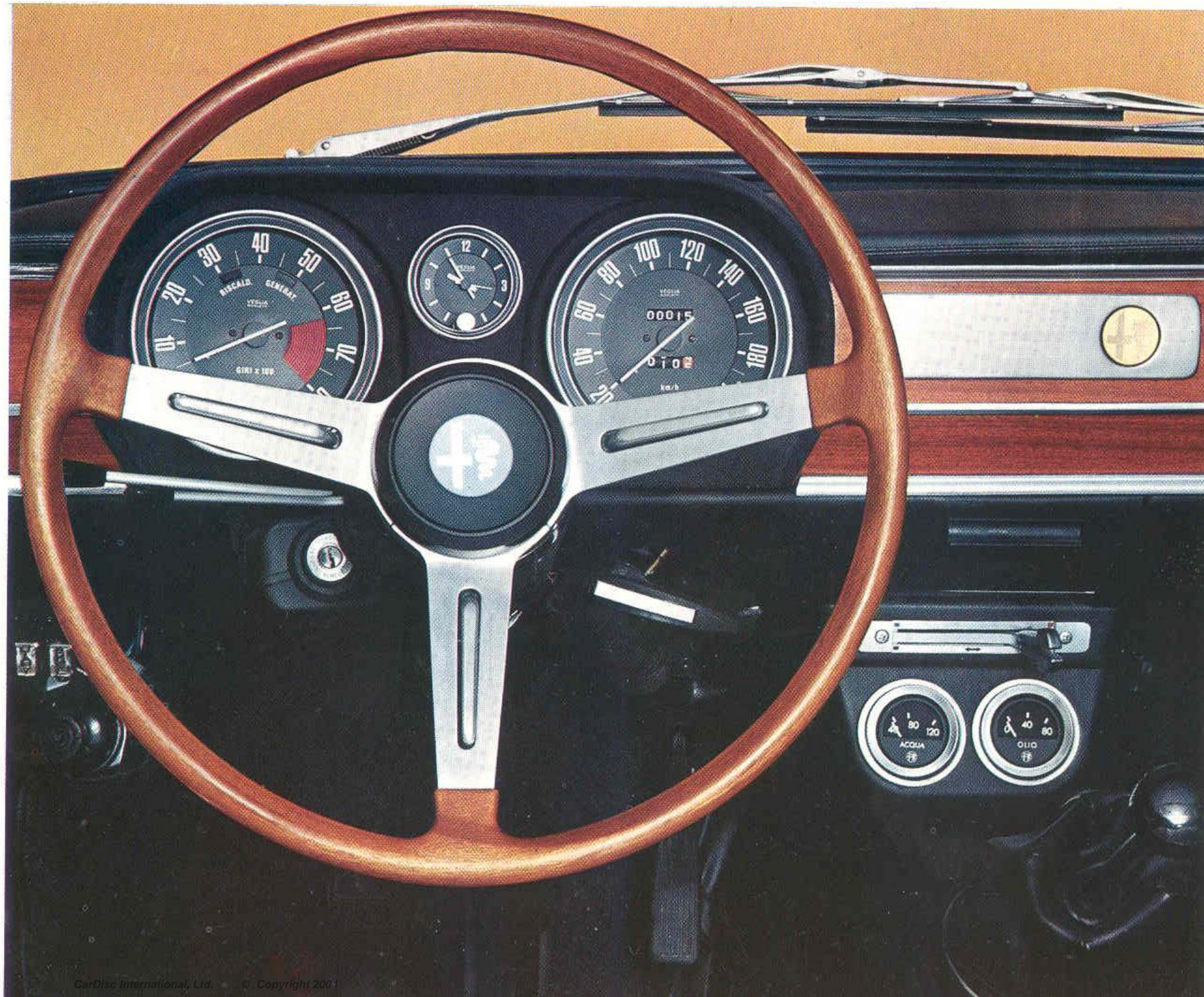
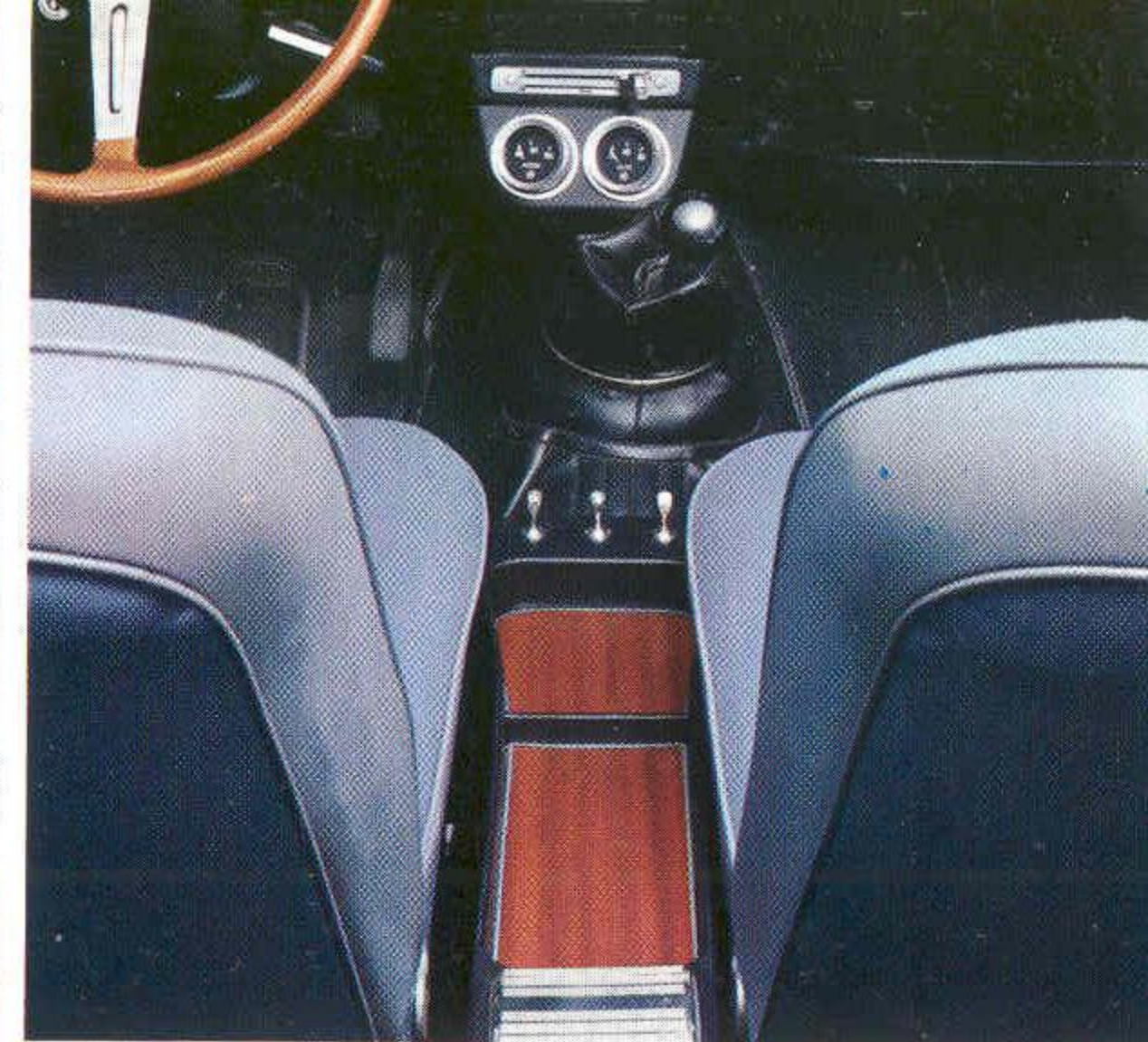
The new version of the Giulia Super includes considerable improvements. From the engineering point of view the main features are the addition of an anti-roll bar on the rear wheels, fitted because of the lively temperament of the car; and the alternator replacing the dynamo. Externally the bumpers are newly designed, so are the large doorhandles with protected push-buttons. Other important innovations have been made to the interior which has been completely restyled.

The front seats, made from one piece latex foam and expanded polyether squabs, are now in metal frames to hold them absolutely firm.

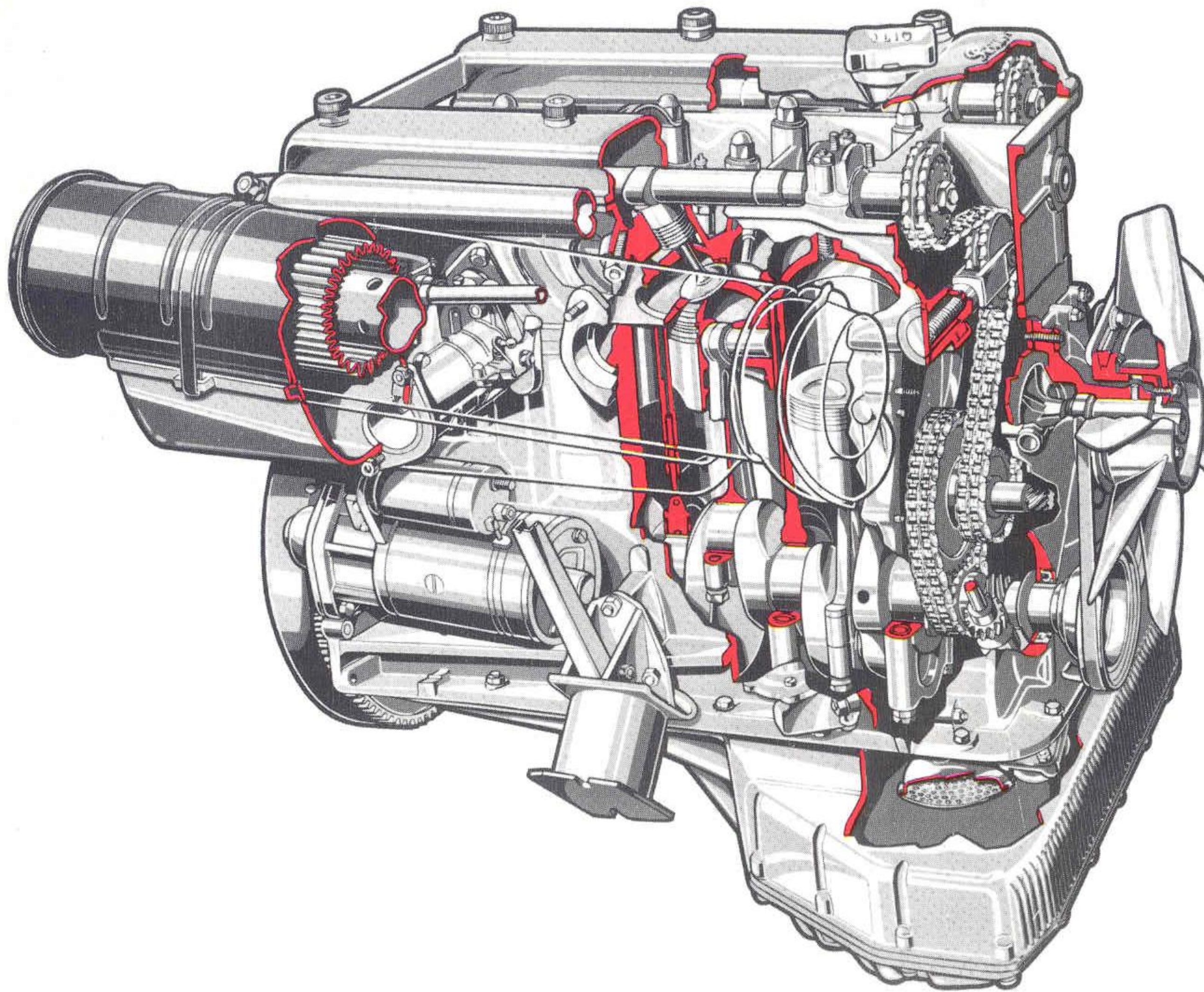
They are fully reclining bucket style seats with extra fine adjustment to the backrests and have an elegant and practical map tray set between them. The rear bench seat has been replaced by two separate seats which convert to three when the wide central armrest is lifted. The internal door panels are new, too, and so are the window and door handles. The driving position — always a preoccupation of



Alfa Romeo design engineers - features a number of new departures. Apart from the driving posture, which is now improved by the new seat, there is a new dished steering wheel and dark, non-reflecting fascia. Lastly, the console keeps its large speedometer and rev counter dials - so characteristic of the car, but the oil and water gauges are set apart to give them greater prominence.



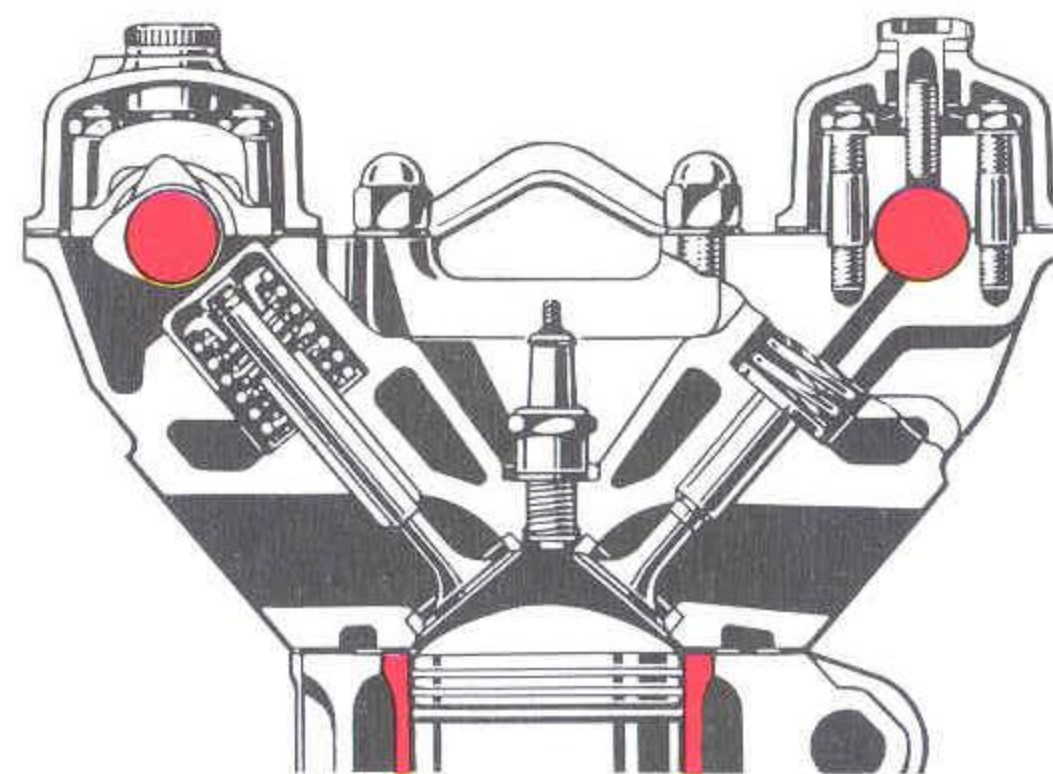
Technical features Giulia 1300 TI/Giulia Super



Body design - apart from being an example of automobile architecture - is completely aerodynamic. The Giulia was developed in the wind tunnel. This explains the famous « cut-off » tail, its fleet lines, the sharply slanted windscreen, its tremendous road holding, extraordinary directional stability at high speeds and the full 88% horizontal visibility. The new version has new-style bumpers with larger and more effective overriders with rubber inserts and new hubcaps.

The sound insulation is certainly the new Giulias' most striking feature since it reduces noise trouble level inside the car by 60-70% compared with previous models and this improvement applies throughout the speed range. This has been achieved by borrowing the innovations developed for the 1750's:

- complete lining of the passenger compartment with a pad of sound and heat absorbing materials of varying composition and thickness (in some parts there are four layers and the thickness can be as much as a full inch)
- sealed entry for driving controls
- more flexible rubber gearbox mountings
- hydraulically operated clutch. The pedal acts by fluid pressure thus separating the whole of the engine assembly from the passenger compartment. This eliminates the main noise transmission source and the clutch is smoother in operation
- road noise has been reduced because of the new flexible axle mountings.



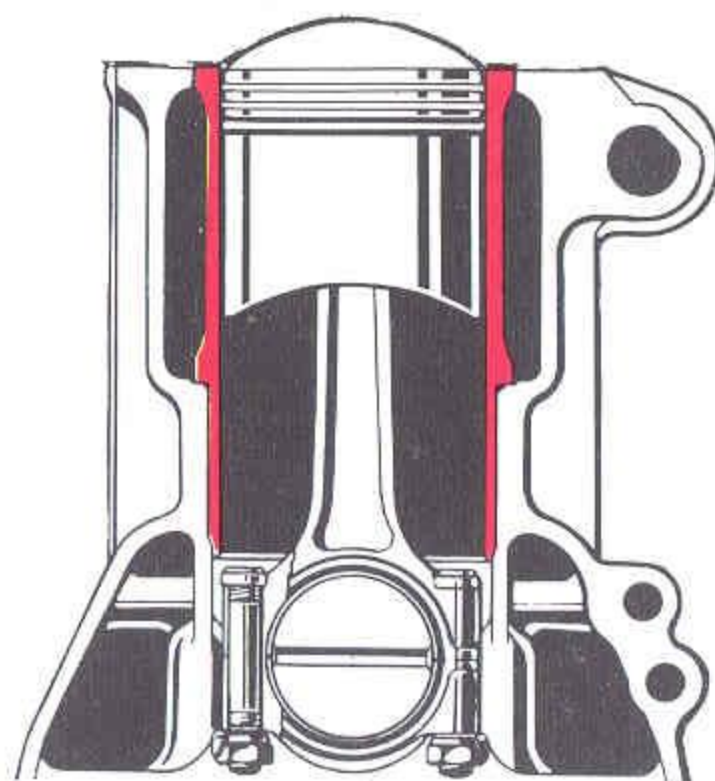
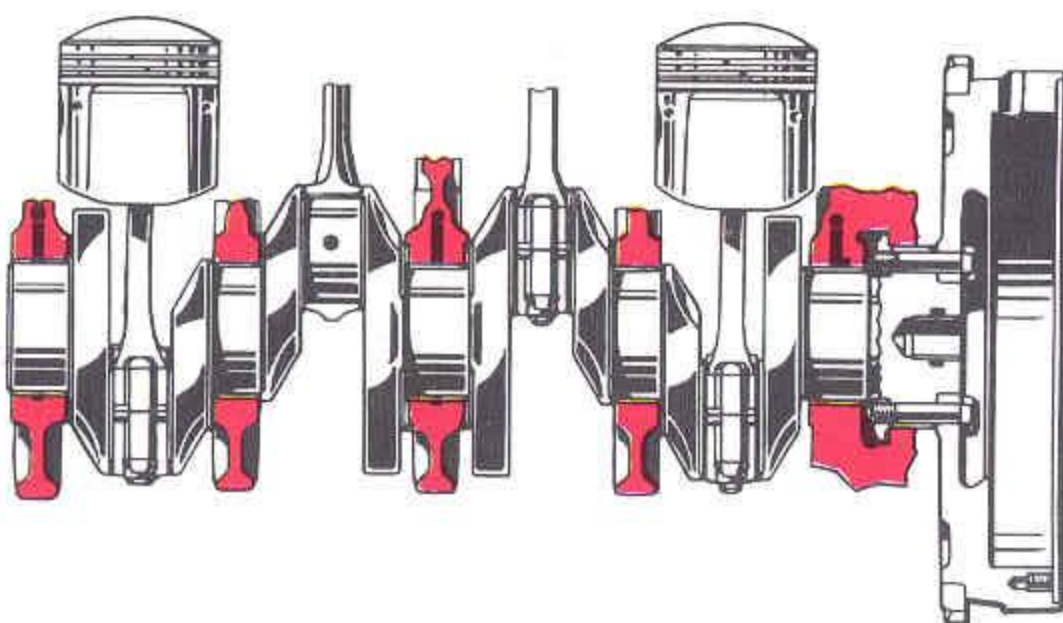
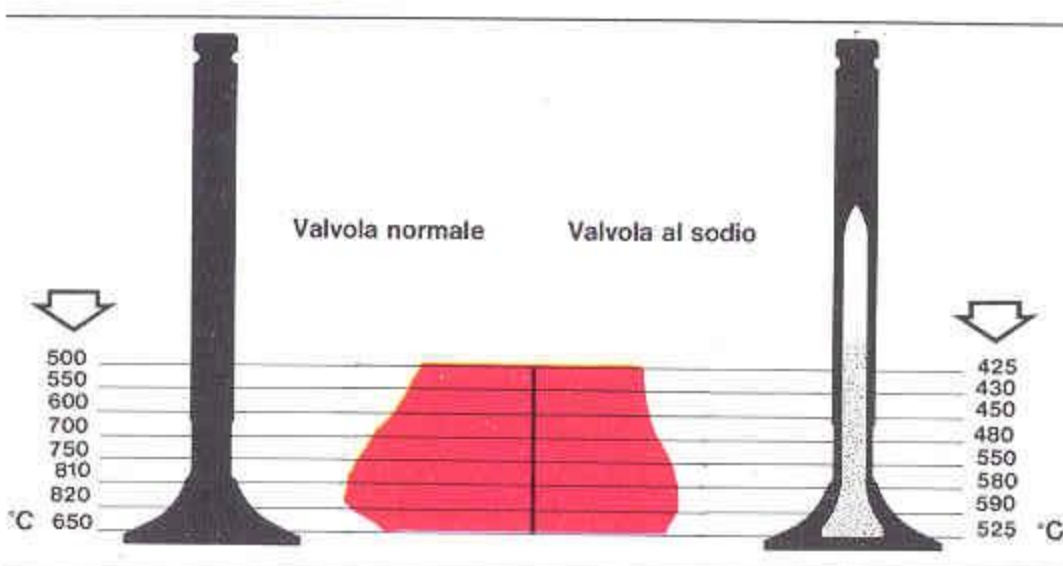
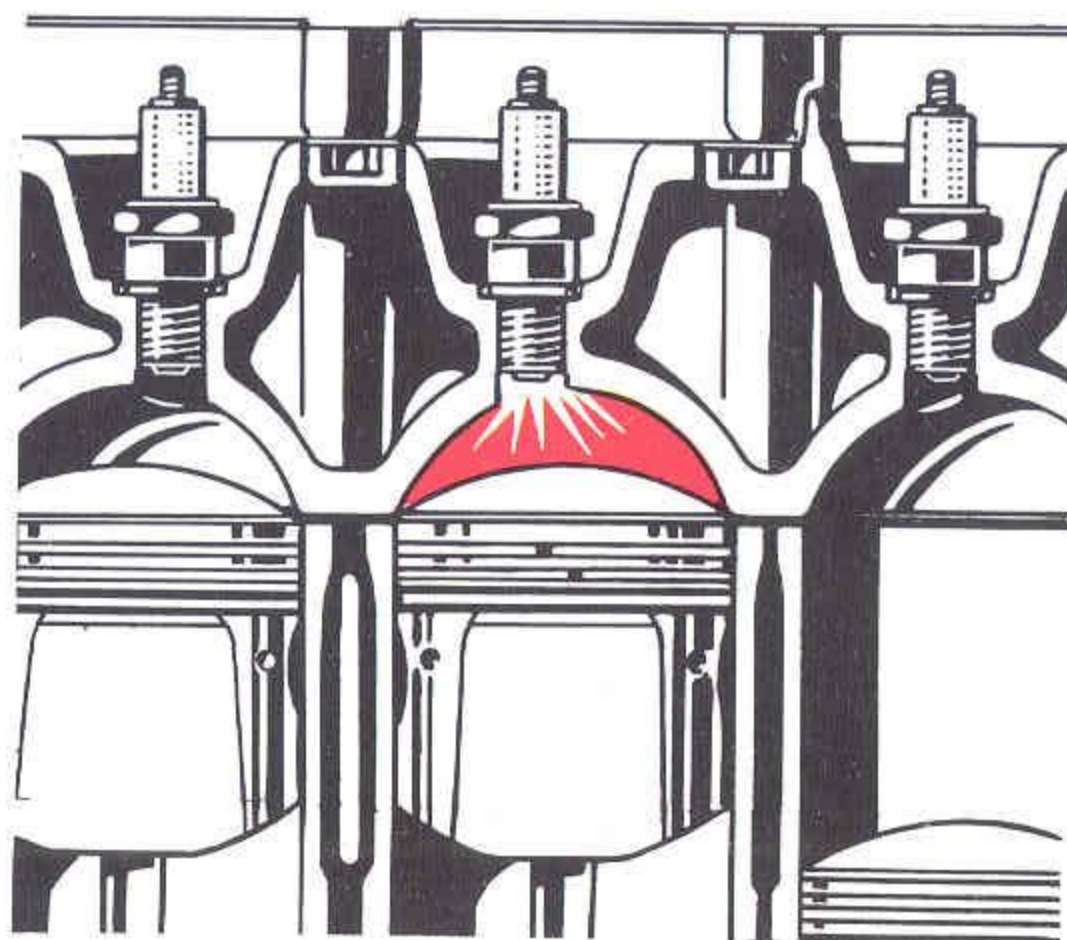
Engine. The engine that gives the Giulias their great power is a 4-cylinder in-line design on classic Alfa Romeo principles, in other words, it incorporates all the improvements that racing experience has made possible. It is a high thermodynamic efficiency engine, exceptionally robust and strong. Its efficiency is mainly ensured by the timing and fuel systems.

- Two overhead camshafts act directly on the valves without any intermediate parts (pushrods, rocker-arms, etc.). The twin camshaft system costs more to build but gives higher precision in valve function.

- The shape of the hemispherical combustion chambers and the centrally positioned sparkplugs give the best flame propagation and a more efficient combustion.

- The inlet and exhaust manifolds and valves have been sized, on the basis of careful resonance research, to give optimum charging and emptying of the combustion chamber and a torque figure continuously close to the maximum at all normal engine speeds.

- Carburation and perfectly balanced fuel feed. This is what gives these cars their lightning acceleration and economical fuel consumption.



- The cylinder liners are in direct contact with the cooling water. This gives better cooling and reduces the possibility of overheating damage; the liners are removable so that an overhaul is easier and faster.

Five-speed gearbox. The Alfa Romeo gearbox is remarkable for the speed with which the gears can be engaged. The extremely efficient « servo » action and the perfect synchronisation enable « clean » changes even when there are steep variations of engine speed. Contributing to the flexible and exciting driving the Giulia offers are the five gear ratios: each one is designed to cover the right proportion of the car's speed range so that the whole range is developed uniformly and progressively. The fifth, as with all Alfa Romeos, is an « effective » gear giving real and ample acceleration.

Stability. This is due primarily to the precision with which the whole car has been designed, the weight being well distributed over the whole length of the body. On the Super the new anti-roll bar on the rear increases the guarantee of stability at high speed. Lastly all Giulias can be fitted optionally with 165 SR 14 wide section tyres - the new safety and comfort size.

Brakes. Each of the four Alfa Romeo disc brake assemblies is of sufficient size and strength to give progressive braking to maximum and maximum efficiency in the event of continuous and repeated braking.

Actually they are generously oversized even for the high speeds of these cars. The system is now improved by the addition of a braking power regulator on the rear wheels. This device comes into action when the braking effort exceeds normal and reaches the emergency bracket, this is regardless of the number of people in the car. The parking brake is completely separate from the main braking system and acts not on the discs but on special drums so that it can also be used in emergencies.

« **Differentiated** » construction. The special impact absorbing body construction is a particular feature of the Giulias. It might be said that they were created together.

The engine compartment and boot of the car are made progressively stronger towards the passenger compartment which is built to standards of maximum strength, i.e. ribbed and reinforced to give maximum resistance to deformity. In this way any impact is largely absorbed before it is able to cause damage to the passenger compartment.

The Giulia engine is designed to last.

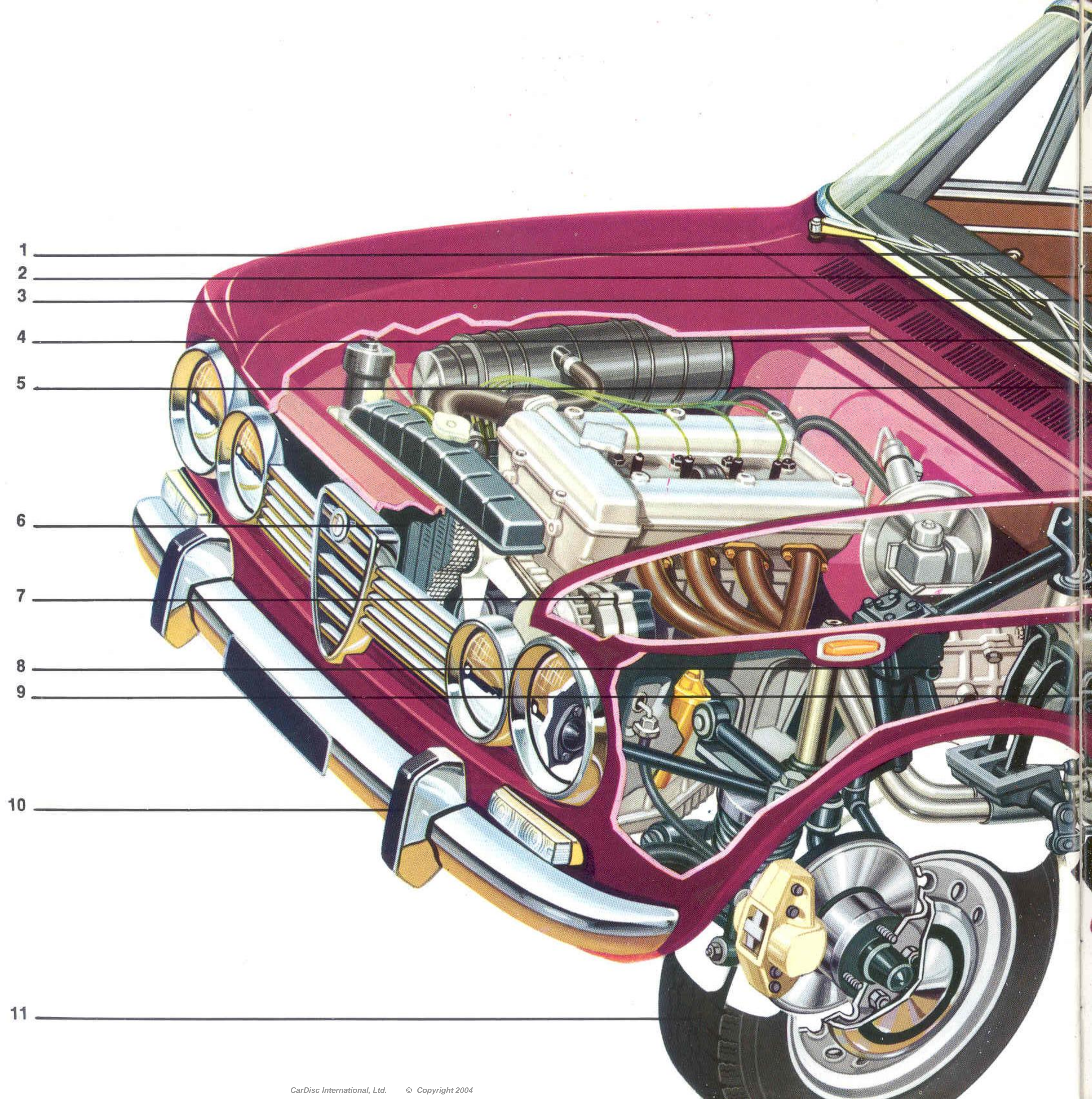
- Engine block, cylinder head and sump are in light alloy; not only does the engine have a low weight but it is also able to dissipate its own heat very rapidly.

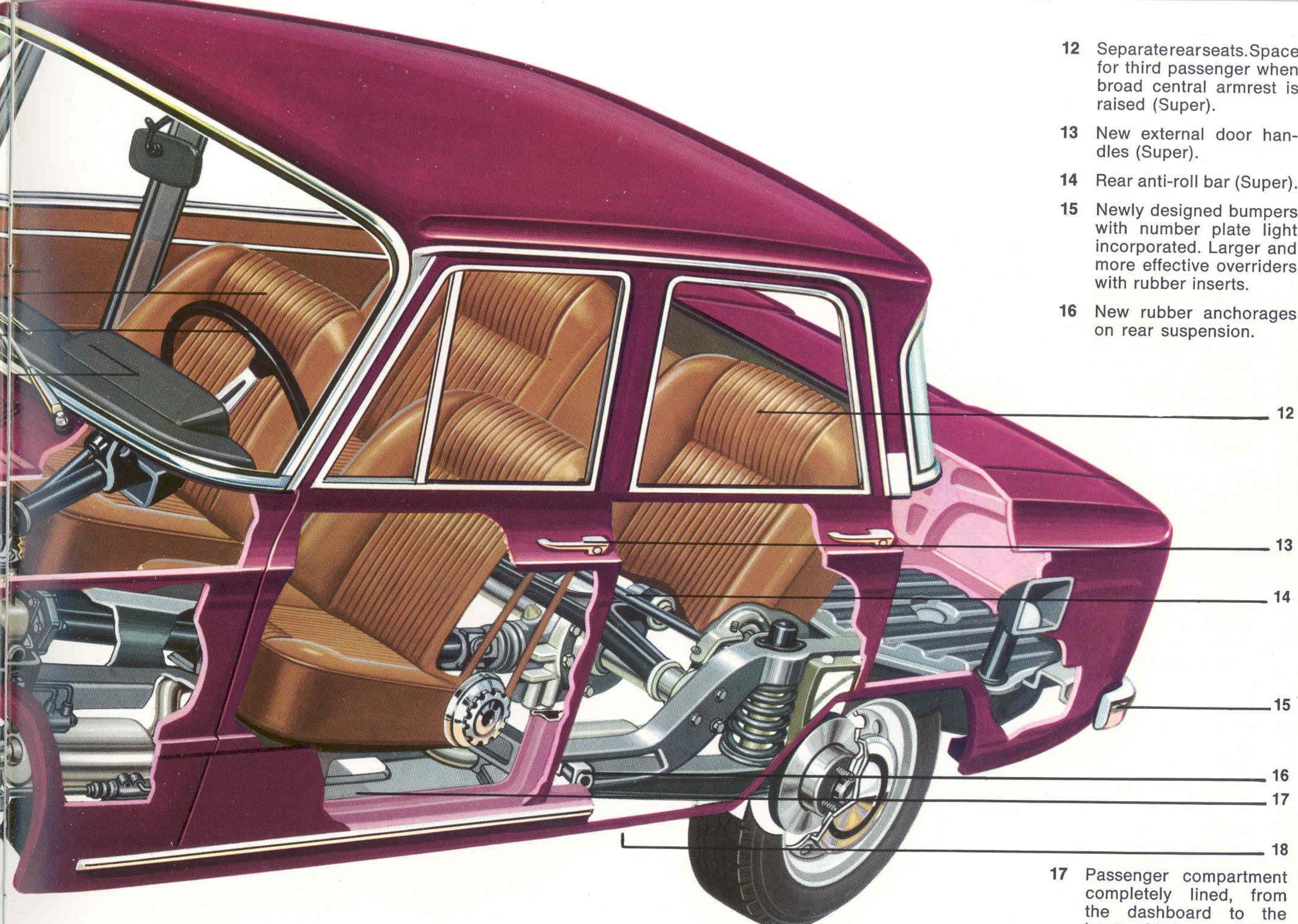
- The sodium type exhaust valves, based on aircraft engine valves, are able to keep their temperature within very narrow limits and this is a very worthwhile advantage particularly in the severe running conditions imposed by motorway driving.

- The crankshaft is set in five main bearings. This improves the balance of the pressure on the bearings and also means that high revs can be maintained without imposing any undue strain on the crankshaft.

Giulia Modifications

- 1 New door and quarter light controls (Super).
- 2 Door panels and arm-rests of a new design.
- 3 Seats are made of one-piece squabs of latex foam and expanded polyethylene. Front seats are fully reclining bucket style with extra fine adjustment for backrests. Map tray between front seats (Super).
- 4 New dished type steering wheel (Super).
- 5 Oil and water gauges repositioned for greater prominence (Super).
- 6 Ventilator cowl to the radiator for a better cooling (Super).
- 7 Alternator. Allows the battery to recharge even at low revs (such as prolonged use in town), improves cold starts (Super).
- 8 Hydraulically operated clutch with diaphragm spring: improved quietness and easier gear-change
- 9 Gearbox mounting redesigned to eliminate transmission noise in the passenger compartment.
- 10 Newly designed bumpers. Larger and more effective overriders with rubber inserts.
- 11 Optional 165 SR 14 wide section tyres.



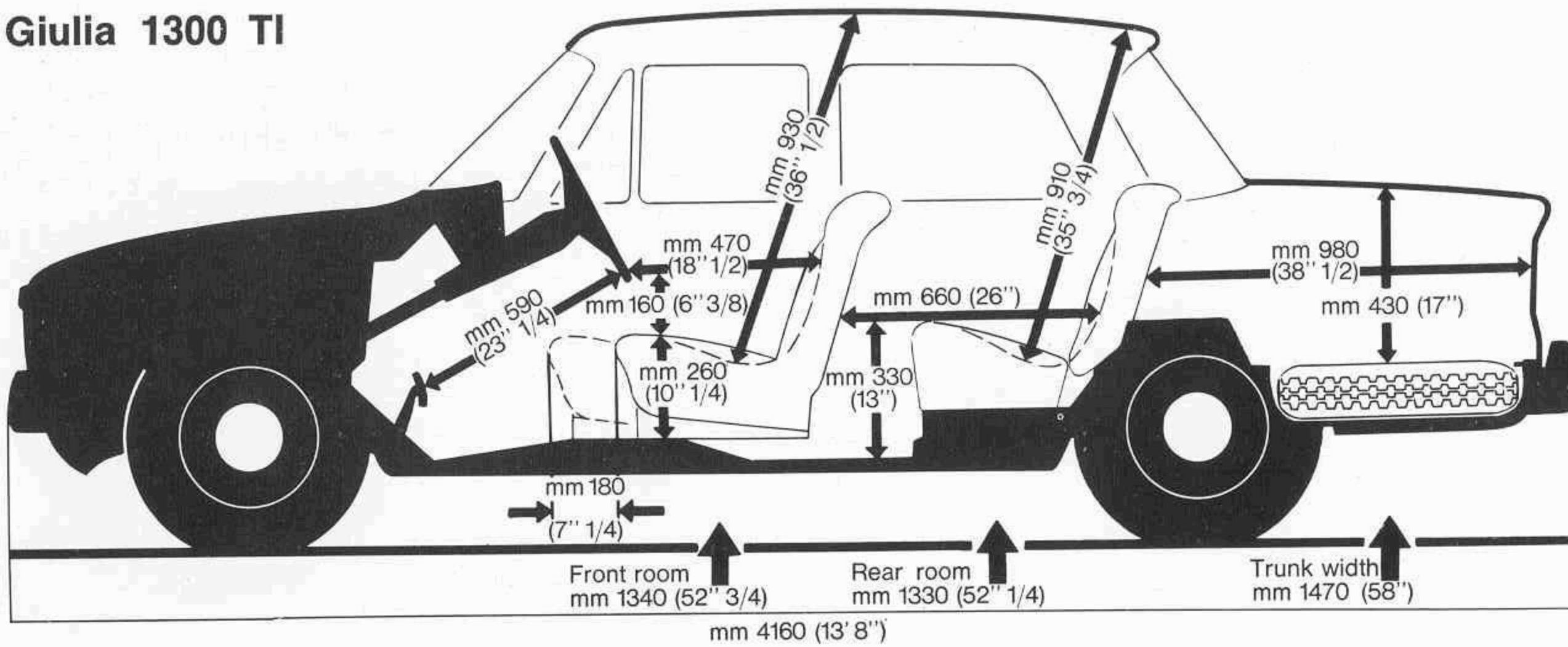


- 12 Separaterearseats.Space for third passenger when broad central armrest is raised (Super).
- 13 New external door handles (Super).
- 14 Rear anti-roll bar (Super).
- 15 Newly designed bumpers with number plate light incorporated. Larger and more effective overrides with rubber inserts.
- 16 New rubber anchorages on rear suspension.

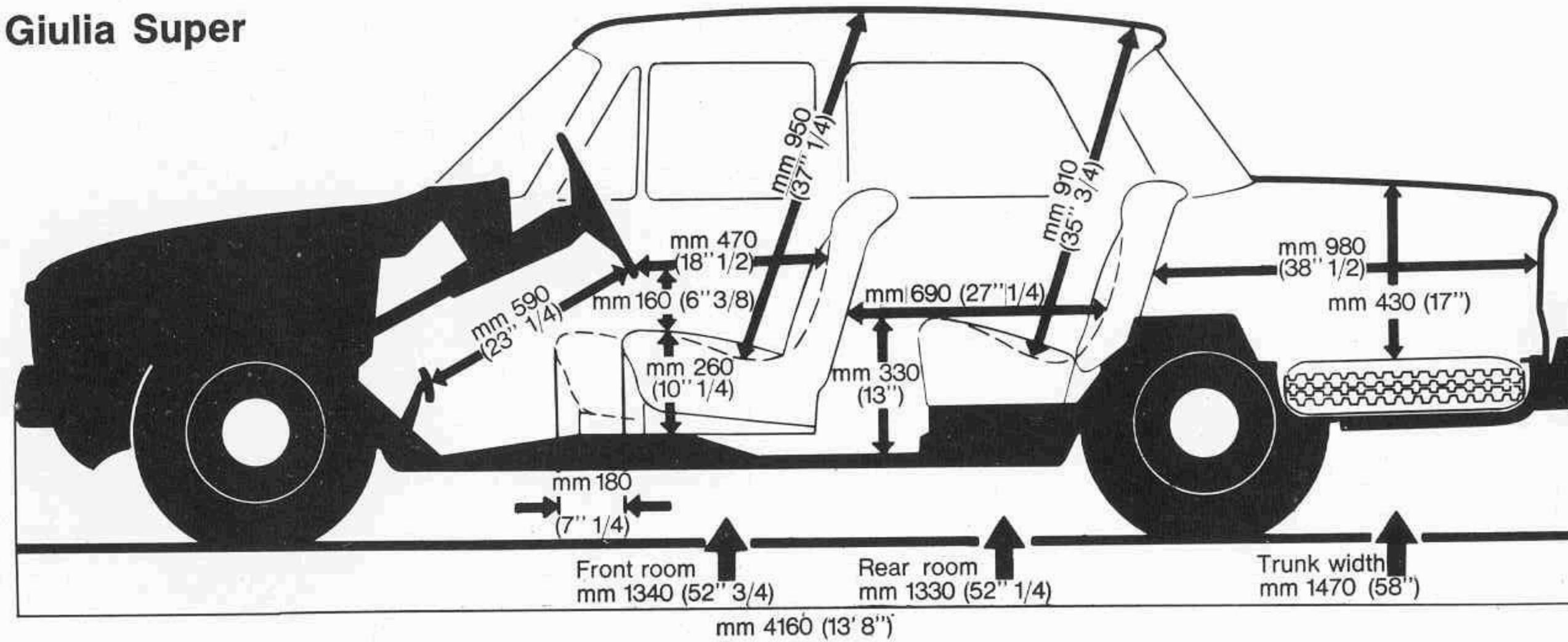
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- 17 Passenger compartment completely lined, from the dashboard to the boot, with layers of heat and sound-absorbing materials.
- 18 Braking power regulator on rear wheels.

Giulia 1300 TI



Giulia Super



- Cylinders
- Bore
- Stroke
- Capacity
- BHP/rpm SAE
- Wheelbase
- Front track
- Rear track
- Overall length
- Overall width
- Overall height (unladen)
- Kerb weight
- Maximum speed over
- Tyres
- Tyres (optional)
- Seats
- Electrical system
- Petrol tank capacity

GIULIA 1300 TI

GIULIA SUPER

	4 in line
mm	74
mm	75
cc	1290
	94/6000
mm 2510	(8'3'')
mm 1324	(4'4 ¹ / ₈ '')
mm 1274	(4'2 ¹ / ₈ '')
mm 4160	(13'8'')
mm 1560	(5'1'')
mm 1430	(4'8'')
Kg 1010	(lbs 2225)
Km/h 160	(mph 100)
	155 SR 15
	165 SR 14
	5
Volt	12
litres	46
imp.galls	10,1

	4 in line
mm	78
mm	82
cc	1570
	116/5500
mm 2510	(8'3'')
mm 1324	(4'4 ¹ / ₈ '')
mm 1274	(4'2 ¹ / ₈ '')
mm 4160	(13'8'')
mm 1560	(5'1'')
mm 1430	(4'8'')
Kg 1040	(lbs 2290)
Km/h 175	(mph 110)
	155 SR 15
	165 SR 14
	5
Volt	12
litres	46
imp.galls	10,1

Carburetion: one vertical twin-choke carburettor; two horizontal twin-choke carburettors (Giulia Super).

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 (Giulia Super).

Cooling: radiator with ventilator cowl (Giulia Super).

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 wish-bones; 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 (Giulia Super).

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.

