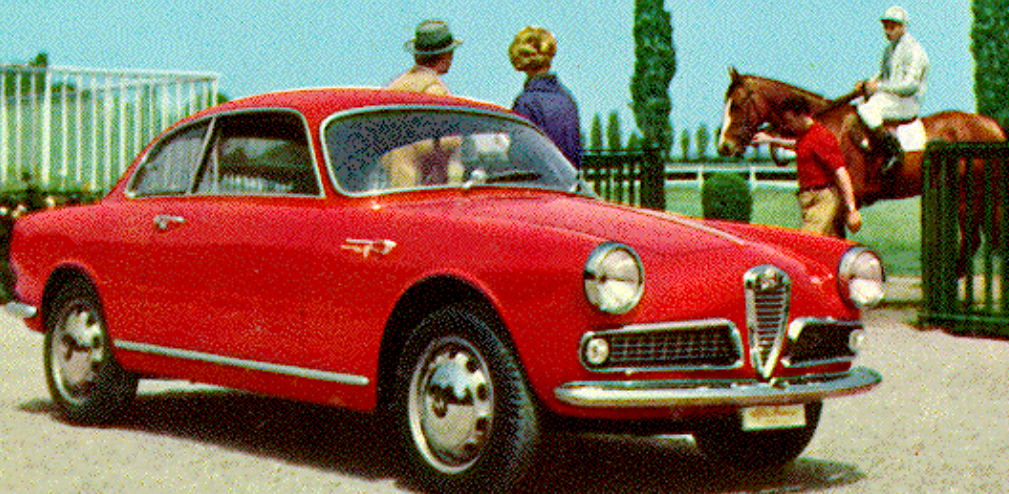


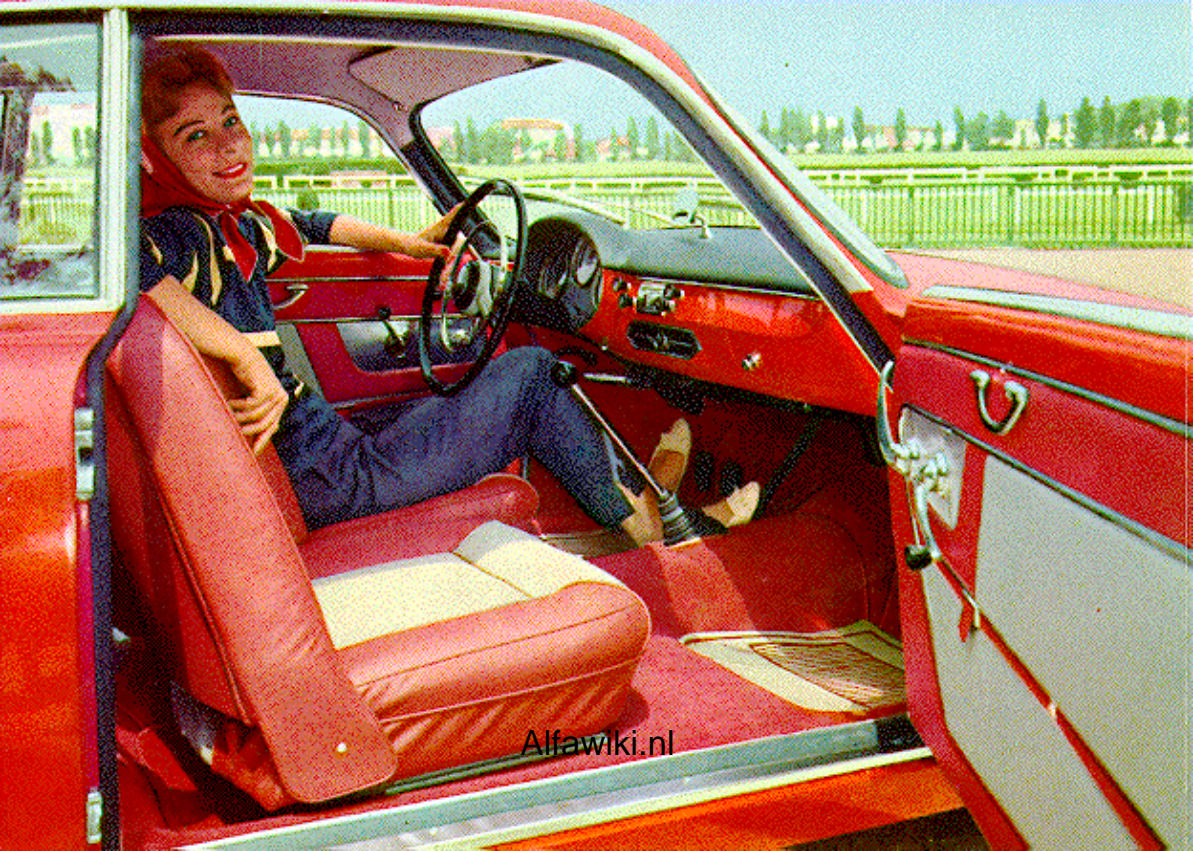
alfa romeo

Giulietta sprint



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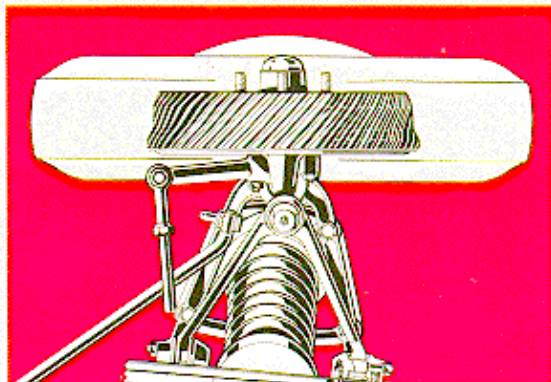
1300 cc coupé - 2+2 seats - 2 doors



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The Giulietta Sprint combines outstanding mechanical qualities with the impeccable style of the classic Alfa Romeo line and maintains tradition of the sports car range. The combined skill of Alfa Romeo technical staff has gone into the production of a small car which is extremely lively and easy to drive. Its performance is very good. Its extremely elegant, modern and streamlined appearance is combined with a high degree of comfort and spaciousness. Other features include exceptional roadholding capacity, high power at low speeds, good acceleration, high speed and a particularly effective braking system.

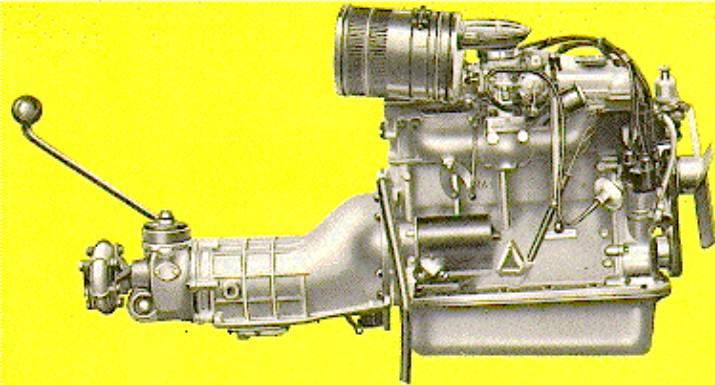


brakes

The Giulietta Sprint has been equipped with the same braking system, originally tested on the 190G t.i. That is to say, the wheel drums are fitted with the famous herring-bone cooling fins. This braking system is the result of comprehensive experiments carried out over a long period of time, and provides the best possible guarantee of safety.

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ALFA ROMEO s.p.a. - Via Gattamelata, 45 - Milano



engine

The Giulietta Sprint engine is fed by a vertical twin-carburetor SOLEX 35 APAI-G. Power at 6000 r.p.m.: 91 HP-SAE.

technical features

Cylinders		4
Bore	mm	74
Stroke	mm	75
Cylinder capacity	cc	1290
Power at 6000 r.p.m.	HP-SAE	91
Wheel-base		7'10"
Front wheel track		4'3"
Rear wheel track		4'2"
Overall length		12'9"
Overall width		5'
Weight empty	lbs	1900
Maximum speed	m.p.h	103
Fuel consumption (CUNA standards)	m.p.g	26
Tyres	155 x 15	(155-380)
Electrical equipment	Volt	12

Valve operation: two overhead cam-shafts driven by silent gear and chain.

Clutch: single-plate dry clutch with shock-absorbing hub.

Gear-box: 4 synchro-mesh forward speeds and reverse.

Transmission shaft: in two pieces with intermediate bearing flexible joint at gear-box end and universal joint at each end of the rear shaft.

Differential: hypoid bevel drive, ratio 9 : 41.

Front suspension: Independent with transverse wishbones, coil springs and telescopic shock absorbers. Variable spring rate.

Rear suspension: rigid axle connected to the chassis by means of an upper triangular thrust rod and lower radius rods; coil springs and telescopic shock absorbers. Variable spring rate.

Steering: with worm and finger.

Brakes: hydraulic 4-wheel brakes are fitted. The front wheels have two leading sliding shoes; bimetallic drums of large dimensions; the front drums have herring-bone cooling fins.

The manufacturer has the right to change at any time the specifications without notification, and the figures are approximate and under the best conditions.