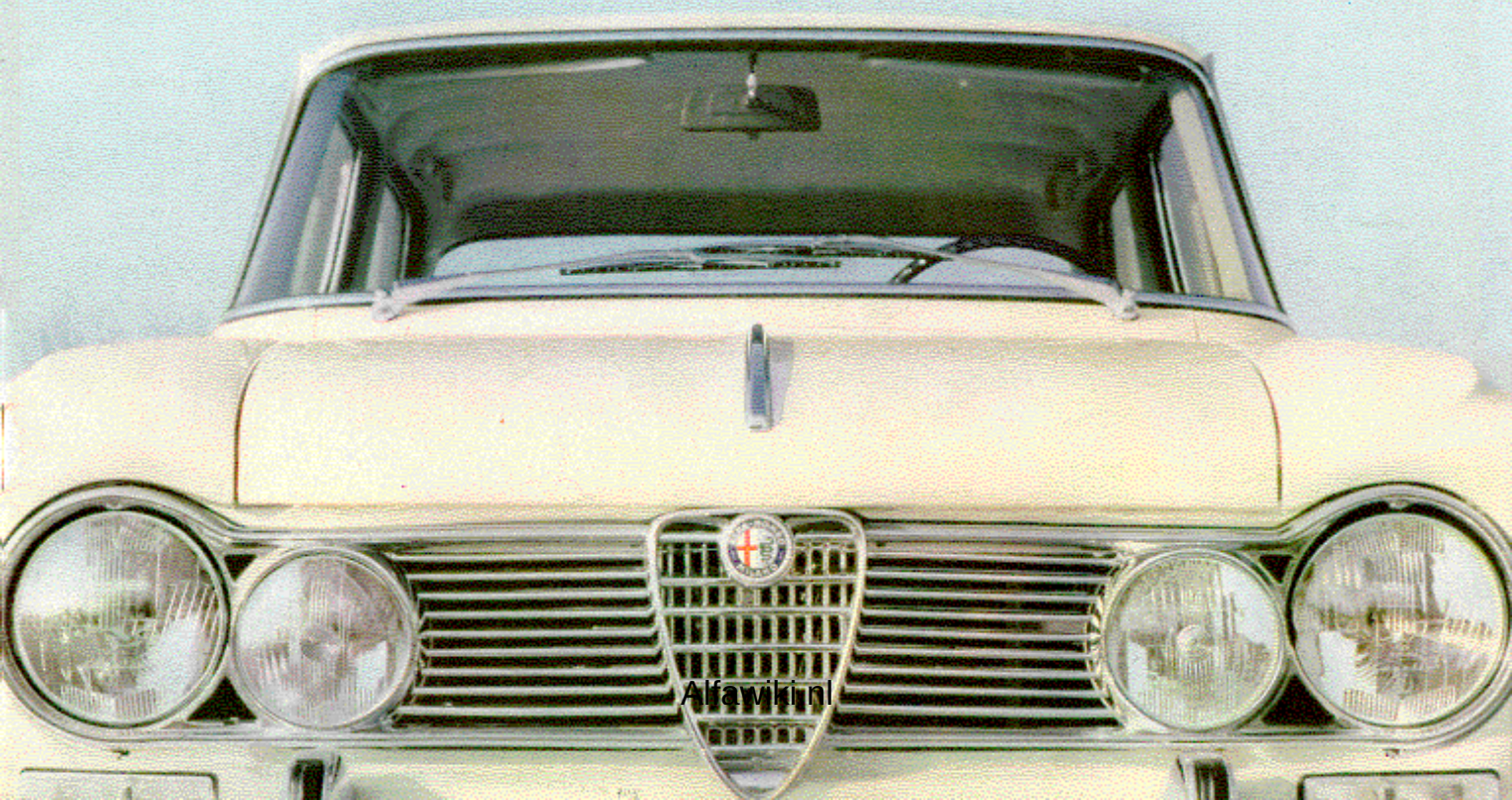


Giulia TI



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Giulia TI

Is the Giulia a racing car?

No, it's a practical and comfortable saloon.

Is the Giulia a tame car?

No, it's an Alfa, always ready to leap forward at a touch of your foot.

It is a modern car, planned and built to offer maximum safety, well-suited to present-day traffic conditions, generous with the comfort one expects from a car of this class, and lavish in adding prestige to your own personality. Its performance is complete:

the engine is sufficiently powerful to allow a very high maximum speed and so flexible and resistant that heavy city traffic may be faced without risk. Its line, as aggressively dynamic as it is sober and compact, proves to be extremely practical for parking manoeuvres.

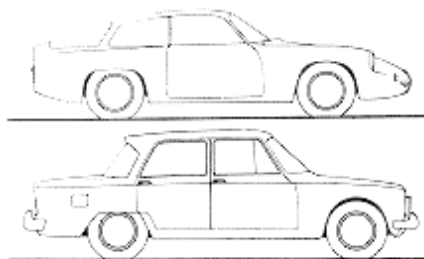
This is the Giulia: a Grand Touring car and a Town Car, just the right combination of speed and economy, comfort and easy handling.



Giulia: a quicksilver engine

Over a hundred and five miles an hour from an engine of medium cylinder capacity and modest consumption! Miracles don't happen in the technical field. But progress, capable of dividing one era from another, sometimes does. It is all a question of experience and research: and, for Alfa technicians, enthusiasm as well. The engine of the Giulia has an output in h.p. per litre never before achieved in a touring car; an engine which « pulls » on 47 % slopes (approx. 1 in 2) and which at 80 m.p.h. uses only half its actual power. This means an

easy cruising speed not much lower than the maximum speed, with no effort and no tiring on the longest trips and under any conditions. These are the advantages of an engine created on racing experience (a high-revving engine, with crankcase and head in light alloy, twin overhead camshafts, sodium-cooled valves, five main bearing fully-balanced crankshaft, separate exhaust manifolds) and a line which gives the lowest aerodynamic resistance, the now famous « cut-off tail » adapted from the victorious Giulietta SZ.



Giulia... give yourself time to get to know her; she will prove a continual source of satisfaction, a symbol of youth and energy.



DINAMIO
RISCALD
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Fifty spare horses: Giulia acceleration

There is just a second in which to overtake. And in that second it is better to be at the wheel of a Giulia. With the Giulia there is no need to work up to overtaking. Its exceptional acceleration takes it, from standing, to over 30 m.p.h. in only 3 8/10 seconds and to 95 m.p.h. in 39 seconds. There is a reserve of acceleration and one learns to trust an engine which at 80 m.p.h. still has 50 % of its power in store. The weight/power ratio, 24.25 lb./h.p., is that of a sports car. The five-speed all synchromesh gear-

box produces the maximum adaptability to the necessities of the road. The fifth gear, lowering the number of engine revolutions, permits continual usage of the car at constant high speeds and low consumption on motorways. The Giulia has a down-draught double choke carburettor with progressive throttle and accelerator pump; this allows an exceptional carburation fluidity and instantaneous acceleration. **AlfaWiki**
The possibility of lightning starts, rapid manoeuvring in traffic and above all

fast overtaking makes not only for real pleasure in driving but is also one of the greatest safety elements on today's congested roads.





Road conditions do not affect the car: Giulia stability

During the first trips, when trying out the accelerator for the first time, the stability of the Giulia comes as a surprise to everyone: a most reassuring surprise. It is by no mere chance that Alfas have even greater success in countries where there are diversified and irregular road surfaces, and where stability does not only mean comfort but also, and even more important, safety. In the Giulia road-holding and adherence have been calculated with a wide margin in respect of the engine power. A new suspension system has

brought the rolling axis closer to the centre of gravity and thus improved still further on Alfa's road-holding tradition. The line of this car, designed for greater penetration, also ensures greater adherence; here at last is a perfected system of anchorage which stops the jolts of the road at wheel level. The steering gear operates by means of a re-circulating ball system; this is the Alfa's secret for maintaining direct contact with the road, the most relaxing, even at high speeds, and the most responsive to

manoeuvring in town. The seat provides a comfortable position for sports driving as well.



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Quicker than the obstacle: Giulia brakes

The Giulia T.I. disc brakes, mounted on all four wheels, are powerful and progressive. They are proportionate to the car's high speed, and generous enough to cope with emergencies.

The use of this type of brake has been carefully studied, with particular attention to the distribution of weight and to the suspension of the Giulia T.I.: the result is absolute safety.

For the first time disc brakes are mounted with the hydraulic cylinders isolated from the brake calipers; Alfa

insulation thus obtained puts an end to overheating due to intense and prolonged usage of the brakes.

The system contains a vacuum-operated, power-assisted mechanism, which reduces pedal pressure to a minimum and allows progressive braking action.

Inside the car the safety system is complete with all the devices brought into being by modern automobile technique.



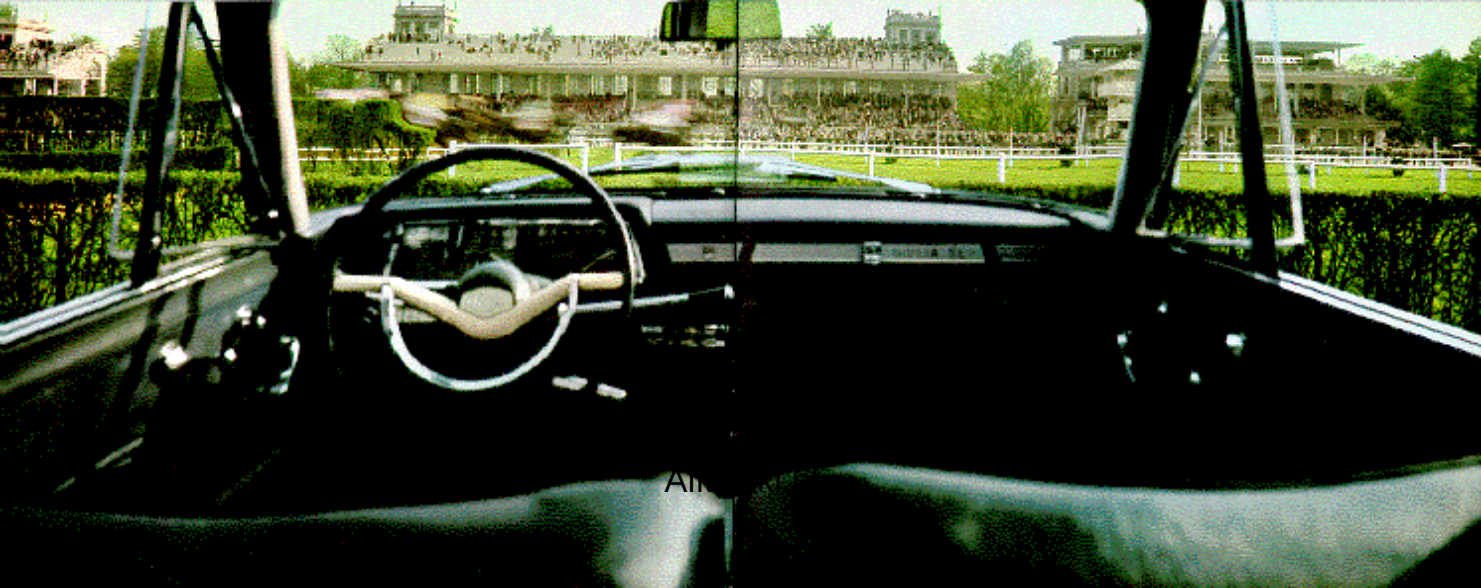
More like home
than home itself

How good it is to have the family with you in the Giulia. The journey is smooth and silent, even at high engine revs. The seats are deep and comfortable, and can be separated in the back by pulling down the wide armrest. There is a regulator for the reclining front seats, with safety blocks, and they can be lowered completely to fall in line with the rear seats. Ventilation is evenly distributed by means of the double air intake, deflectors and central outlet. The heating system is independent, ex-

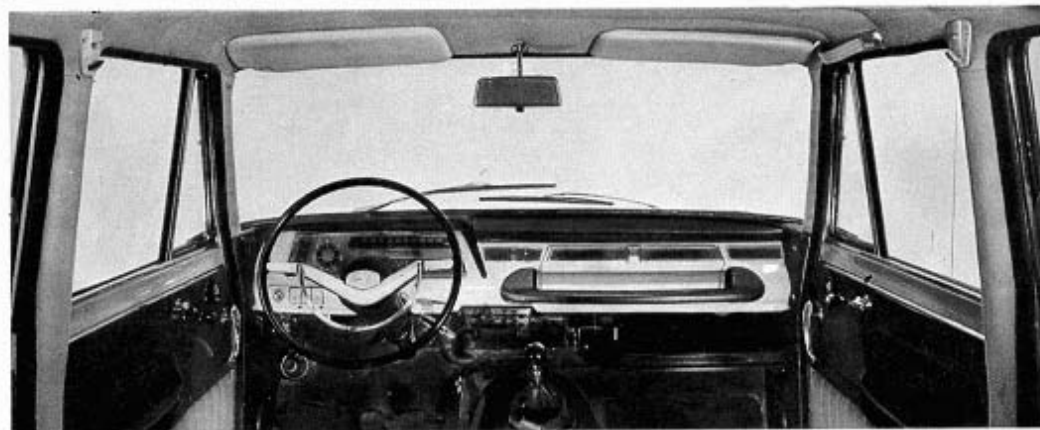
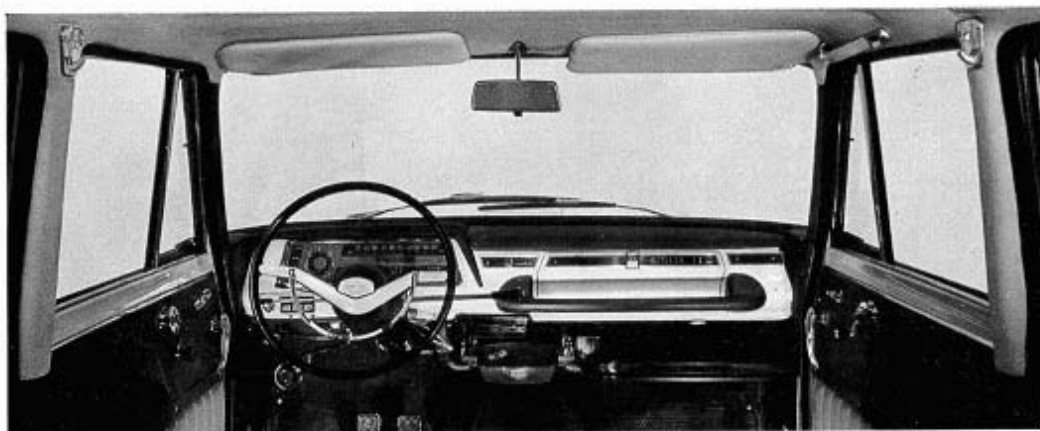
tremely powerful and therefore able to maintain the temperature required inside the car, whatever the season and whatever the weather. The dashboard is in one piece, elegant and modern in design, and quick and easy to consult. Ashtrays for all passengers, pockets and map-holder complete the internal upholstery. Vision is complete, due to the positioning of the pillars and the complexity of the windscreen. The luggage boot is lined throughout and has a capacity of 16 cu. ft.; there is no wastage of space.

since the walls are flat and regular; the 10 cases shown as an example in our photograph do in fact fit into the boot of the Giulia. The lid is counter-balanced and incorporates the boot light.





Am



Relaxed
fingertip driving

Responsive
stick shifting

Column or Floor shifting is optional on the Giulia TI conforming to your individual preference.

Mounted on the column, Alfa Romeo fingertip shifting provides fast, effortless and extremely smooth gear changes. The location and length of the lever has been carefully planned for maximum ease and comfort. The column shift allows ample room for three people in the front seat.

For those, however, who want fast acceleration as in racing, or who will use their Giulia TI on mountainous and

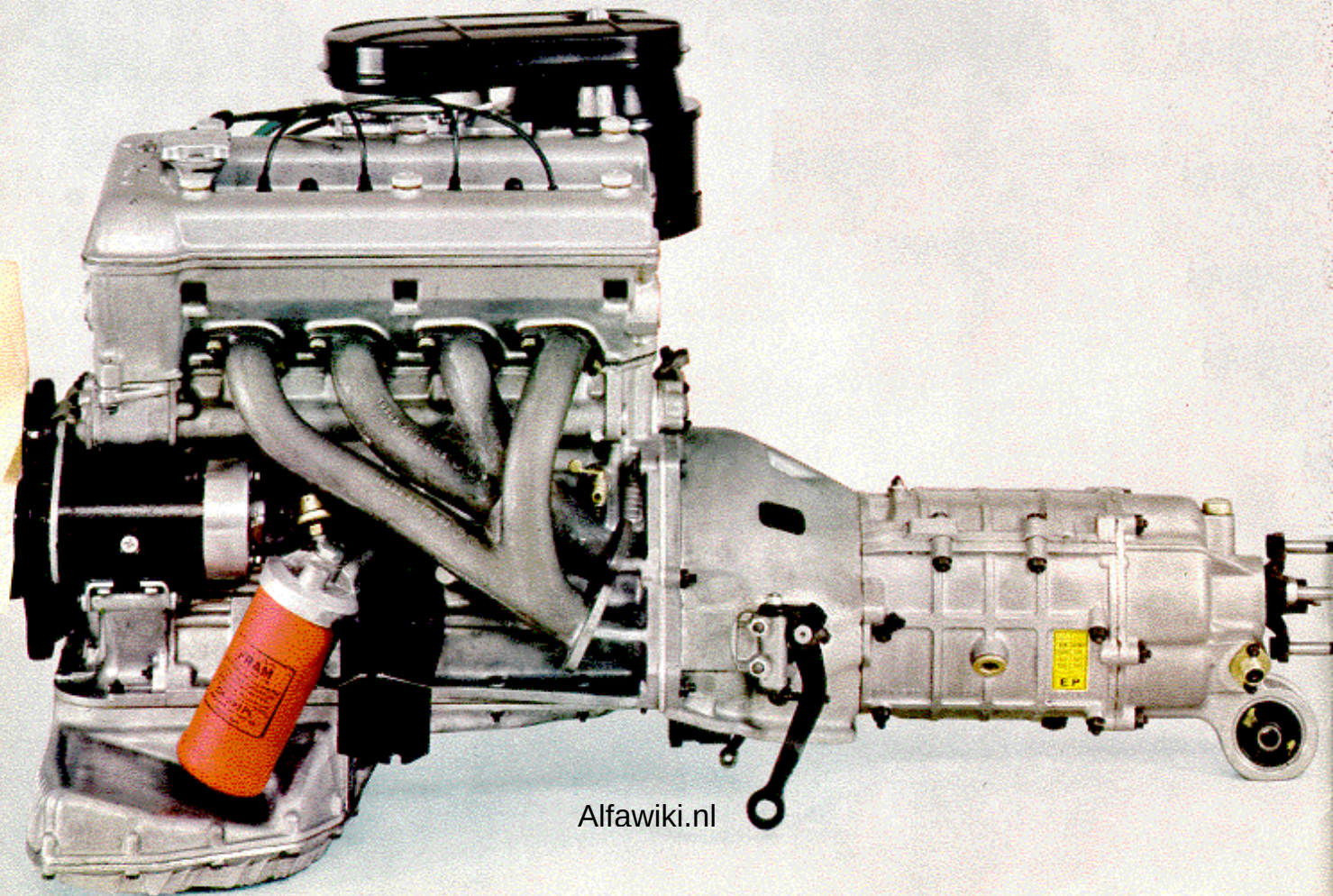
winding roads, the floor stick shift is more suitable.

It gives the driver a feeling of greater personal command of the car. The Giulia TI with the floor shift is equipped with two individual seats in the front.

Born for a long life: the robust Giulia

Powerfully equipped for attack (acceleration) and defence (brakes) the Giulia is also a technical success because of its durability. The monocoque construction of the Giulia has no flexing or pressure points and is built to withstand even the hardest possible use in sport, on the most difficult roads or even rough country tracks. Rigidly panelled and carefully calculated to withstand the dynamic shocks to which it is subjected. This design solves the age-old problem of car-building technique — Heavier or

faster? Lighter or safer? The solution, found in the Giulia, is the strength which stems from an accurate choice and wise use of materials, the precise knowledge of the stress to which the bodywork and engine are submitted, and from the calculation of shapes and dimensions. This in the strength born of common sense and of true respect for practicality. Alfa Romeo's reliability upholds a tradition — you can count on it.



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Technical features: Giulia 1600 TI

No. of cylinders: 4
Bore: mm. 73
Stroke: mm. 82
Cylinder capacity: c.c. 1670
Power output at 5000 r.p.m.: DIN-HP 92
SAE-HP 106

Compression ratio: 9:1
Wheelbase: 8 ft. 5 in.
Front track: 4 ft. 3 3/4 in.
Rear track: 4 ft. 2 in.
Length (max.): 13 ft. 10 in.
Width (max.): 5 ft. 1 in.
Max. height: 4 ft. 8 in.
Dry weight: 2204 lb.
Sealing capacity: 5/2 6
Gear ratios: 1st gear 1:3.36
2nd gear 1:1.98
3rd gear 1:1.35

Rear axle ratio: 5.125 (8/41)
Tyres: 155x15
Electrical system: 12 volts
Dynamo: 300 watts
Petrol tank capacity: 19 gallons
Maximum speed: more than 105 m.p.h.
Fuel consumption: 31 m.p.g.

Engine

Cylinder block cast in light alloy with detachable cast iron liners. Five main bearing fully-balanced crankshaft. Pistons with three rings.

Cylinder head cast in light alloy with hemispherical combustion chambers. Inclined overhead valves, the exhaust valve being sodium-cooled.

Valves operated by twin chain-driven overhead camshafts working by means of oil bath cups.

Induction by a down-draught double choke compound carburettor with the second throttle vacuum-controlled and an accelerator pump.

Double exhaust manifold.

Water pressure cooling system with centrifugal pump and thermostatic valve.

4 in line
mm. 73
mm. 82
c.c. 1670
DIN-HP 92
SAE-HP 106

Oil pump in light alloy with ample lining for cooling. Full flow oil filter.

Clutch

Mechanically-operated single dry plate clutch, with progressive torque reaction.

Gearbox

Constant mesh with five forward speeds, fully synchronized, and reverse. Gear lever on steering column or on floor, R.H.D. version.

Transmission

Divided propeller shaft with flexible rubber coupling at rear of gearbox and two universal joints.

Rear axle

Hypoid bevel drive with light alloy casing

Front suspension

Independent for each wheel: inclined transverse wishbones; coil springs, anti-roll bar and telescopic hydraulic shock absorbers. All joints are sealed and do not need periodic greasing.

Rear suspension

Rigid axle anchored to structure by radius arms and A-plate; coil springs and telescopic hydraulic shock absorbers. All joints are sealed and do not need periodic greasing.

Steering

Re-circulating ball type with three-piece track rod and drop arm. All joints are sealed and do not need periodic greasing.

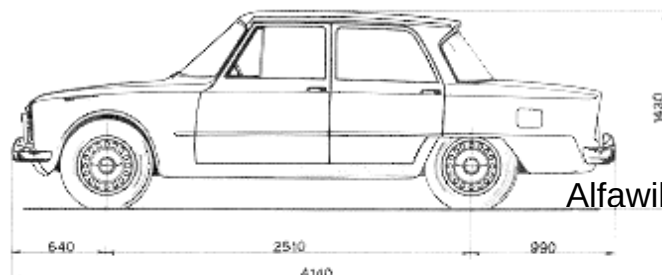
Brakes

Disc brakes on all four wheels, with hydraulic cylinders isolated from the calipers on the rear wheels. Mechanically-operated handbrake.

Electrical system

Equipped with regulation lights and signals. There are four headlights, the large outer ones giving a better illumination even when dipped.

Two reversing lights are mounted at the rear.



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