
spider Alfa Romeo
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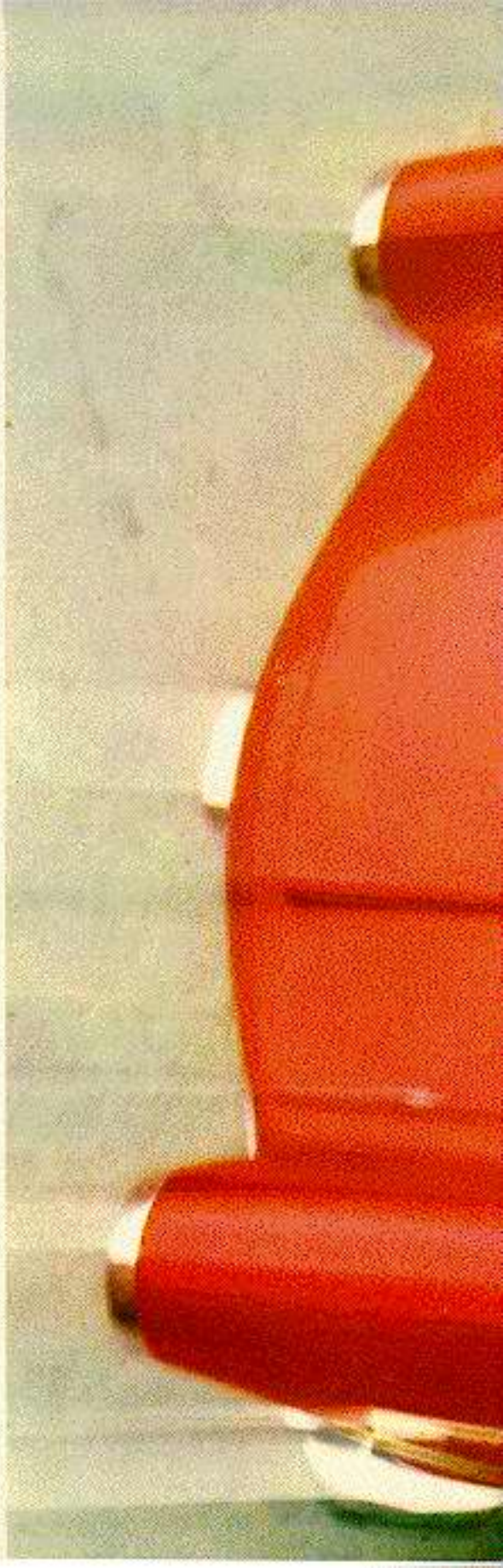
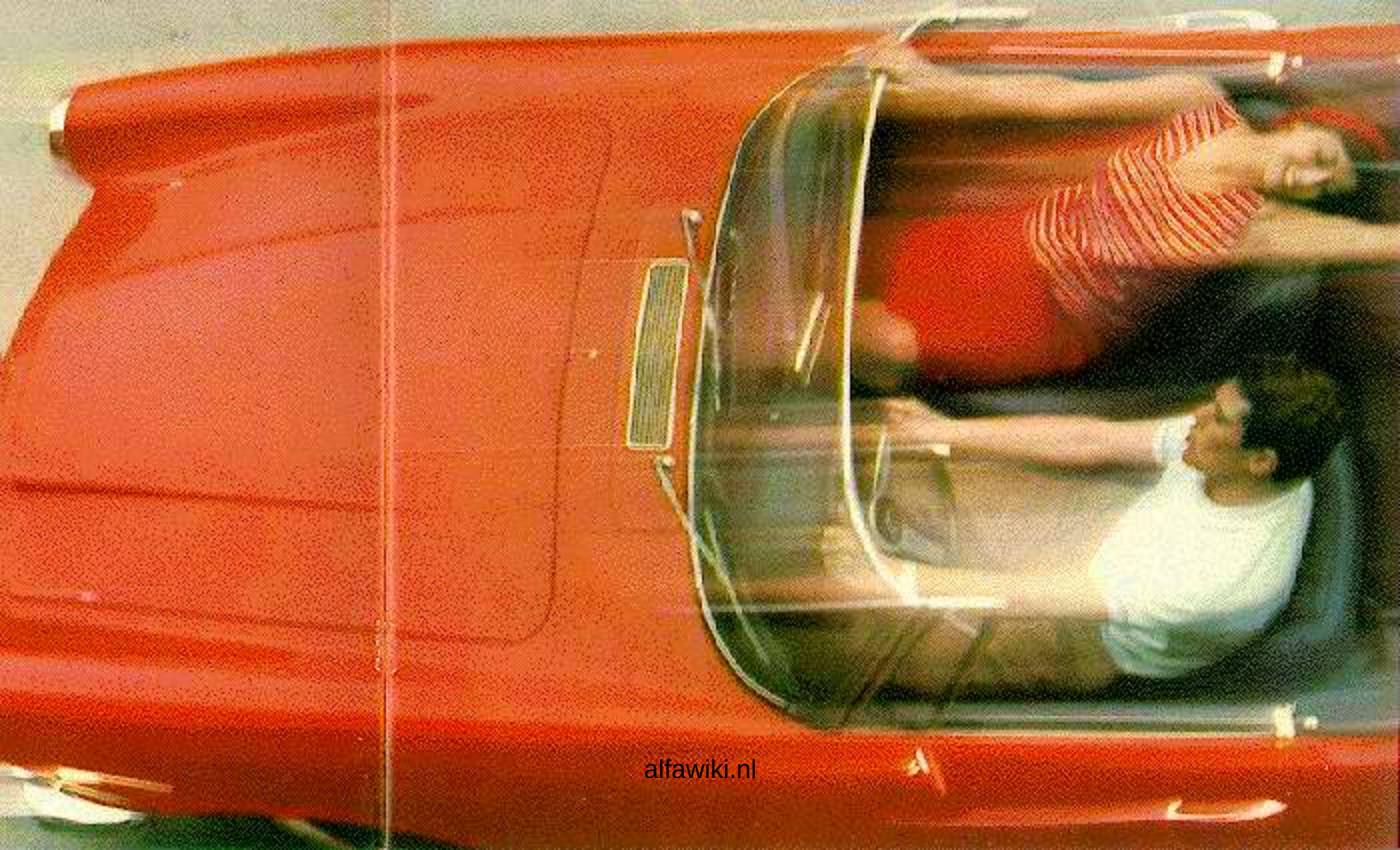
The exhilarating, thunderous reach
toward the horizon surrounded
in jewel-like elegance is never more
skillfully exorcised than
in the Alfa Romeo spider.
The high-spirited, freedom-loving spider
is a divine expression of form and motion.
Few cars have enjoyed its immediate
and spontaneous success.
The spider is lively, free-running
in the best atmospheres of nature.
When you own a spider,
you discard words like «transportation»
because each trip, short or long,
is refined and exciting.
Alfa Romeo spiders are of course,
the essence of automobile luxury
and elegance... resplendent
in compelling styling, upholstery
and accessories. Haltered in a driveway,
it is a tribute to its owner's
persistent chase for the best.
The spider's abandon for the long,
fast stretches of road is tempered
by the many safety factors inherited from
famous Alfa Romeo cars of the past.
The spider has excellent roadhugging
qualities and superb braking power.
Sometimes it rains. No problem with
the spider's comfortable and efficient
method of inclement weather protection.
The air-loving Alfa Romeo spider
converts into a coupe and.... it never loses
its extraordinarily beautiful lines.



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Lady with a big heart

The Giulia spider has confounded even the most experienced professional drivers with her ample generosity in pick-up, speed and roadability. Let's look inside the engine. Dual overhead camshafts, sodium-cooled valves, counter-balanced crankshaft with five main bearings and separately-ducted exhaust manifold. This power-plant enables the Giulia spider to reach speeds of over 106 mph. At 80 mph, it uses only half of its total power; an extraordinary reserve of power if needed. The 55 hp in reserve insures a lightning-like pick-up. This is an important reason why the engine will out-live and consume less gas than other engines exerting maximum horsepower to attain the same speed. Acceleration time from 0 to 60 mph is a mere 11.5 seconds; 0 to 80 mph 15 seconds. The five forward speed gearbox is fully synchronized for driving under all road conditions. Fifth gear is extremely flexible and may be used through a wide range of speeds. The carburetor has two barrels with automatic control on the second. An accelerator pump allows for proper gas flow for instantaneous return to high rpm's. The assurance of instant acceleration response and quick maneuvering in congested traffic are inherent in the Giulia spider.

Giulia spider


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Born of the Winds

The powerful 2600 spider exceeds speeds of 120 mph. It is every inch a Gran Turismo car with authentic sports-car characteristics. It is powered with a 6 cylinder aluminum engine with 7 main bearings, a tribute to the classic simplicity, strength and endurance generic to Alfa Romeo engineering. Perfect induction is assured with 3 double barrelled horizontal carburetors. The double overhead camshafts are actuated by 2 silent chains. The engine is particularly outstanding because of its flexibility. High torque is available through a wide speed range.

The 2600 spider seats 2 + 2. The rear seats are easily accessible: the front seats slide forward automatically when the backs are tilted. Interiors and appointments reflect the superb taste of Alfa Romeo designers. The steering wheel and instrument panel are designed to meet the demands of sports driving.

2600 spider


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Technical features		Giulia spider	Giulia spider veloce
Cylinders		4	
Bore	mm	78	
Stroke	mm	82	
Cylinder capacity (95.7 c.i.)	cc	1570	
Power at 6200 rpm	SAE-HP	106	
Power at 6500 rpm	SAE HP		129
Wheelbase		7' 4 3/4"	
Front track		4' 2 7/8"	
Rear track		4' 2"	
Max length		12' 9 5/8"	
Max width		5' 2 1/2"	
Max height (empty)		4' 4 3/8"	
Dry weight (with toolkit)	lbs.	1951	
Max speed	mph	107	
Max speed	mph over		112
Tires		155 × 15	
Seats		2	
Electric system	Volts	12	
Tank capacity	US Gal.	14	

Carburetion Giulia spider:
one vertical twin choke carburetor.

Carburetion Giulia spider veloce:
two horizontal twin-choke carburetors.

Valve operation: V-mounted overhead valves, directly operated by two camshafts acting through oil bath cups.

Clutch: single plate dry type clutch.

Gearbox: five synchromesh gears and reverse. Floor shift.

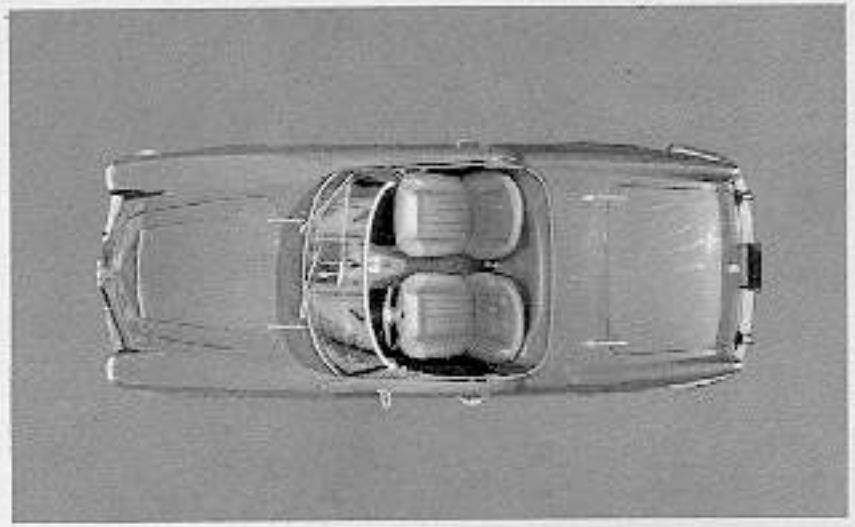
Rear axle: attached longitudinally to the supporting structure by means of two beams with rubber bushes at the ends: transverse attachment is effected by means of an upper reaction trunnion hinged (to the body and to the rear axle) through rubber bushes. The bevel drive is of the hypoid type.

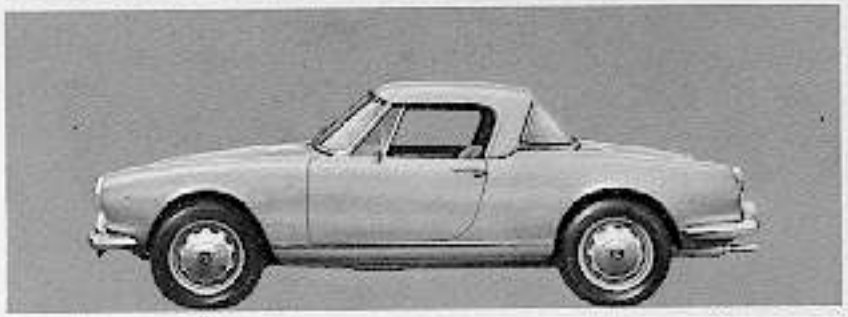
Front suspension: independent suspension for each front wheel, secured to the body by transverse arms. Coil springs and doubleacting hydraulic telescopic shock absorbers. Transverse stabilizer rod.

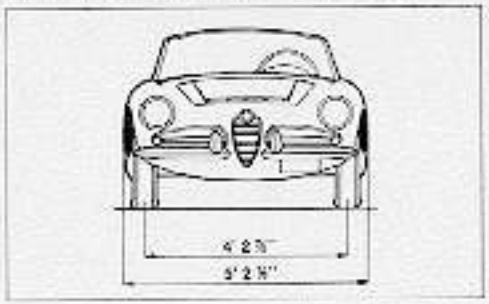
Rear suspension: by means of coaxially mounted coil springs and large diameter telescopic shock absorbers.

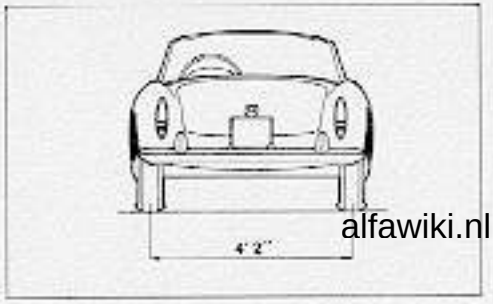
Steering: by worm and roller.

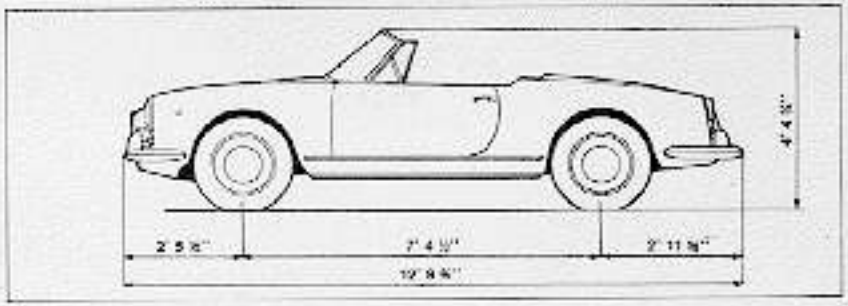
Brakes: front brakes with disc-brakes; rear brakes with 2 self-centering shoes; mechanically operated hand-brake.











Technical features

Cylinders		6
Bore	mm	83
Stroke	mm	79.6
Cylinder capacity (158 c.i.)	cc	2584
Power at 5800 rpm	SAE-HP	165
Wheelbase		8' 2 ½"
Front track		4' 7 ¼"
Rear track		4' 6"
Max length		14' 9 ½"
Max width		5' 6 ½"
Max height (empty)		4' 4 ⅛"
Dry weight	lbs.	2530
Max speed	mph	125
Tires		165 × 400
Seats		2 + 2
Electric system	Volts	12
Tank capacity	US Gal.	15,85

Carburetion: 3 twin Solex 44 PHH carburetors.

Valve operation: inclined valves in the hemispherical cylinder head, cams acting directly on valves stems, springs cap oil cups. Double overhead camshafts.

Clutch: single dry-plate, hydraulic.

Gearbox: five syncromesh forward speeds and reverse. Floor shift.

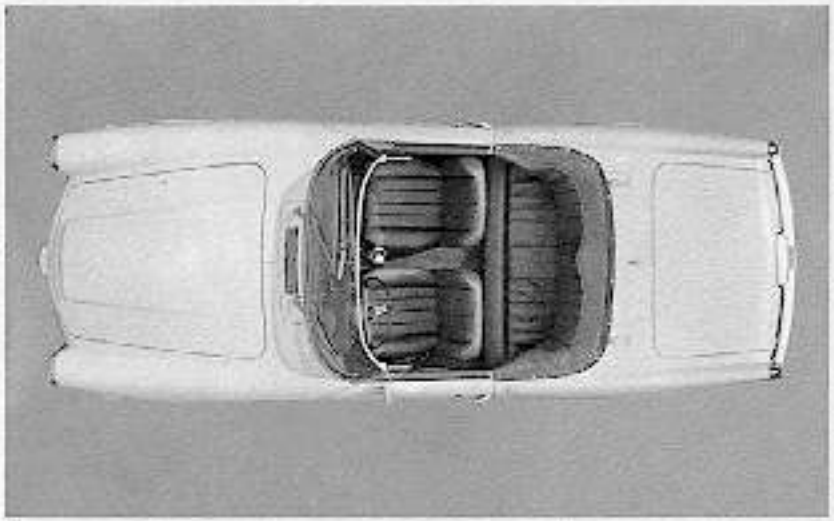
Differential: with hypoid bevel gears.

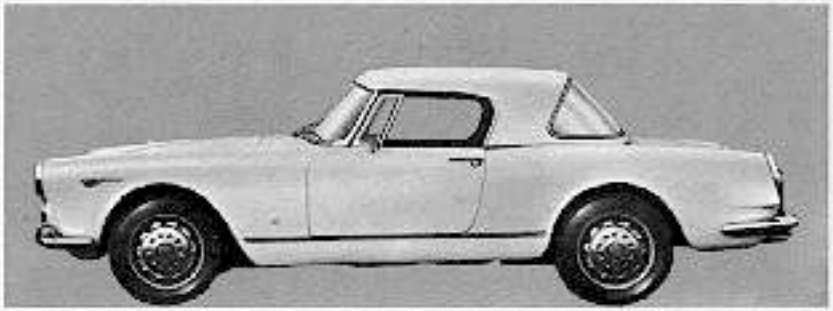
Front suspension: independent with transverse linkage, coil springs, stabilizing bar and telescopic hydraulic shock absorbers.

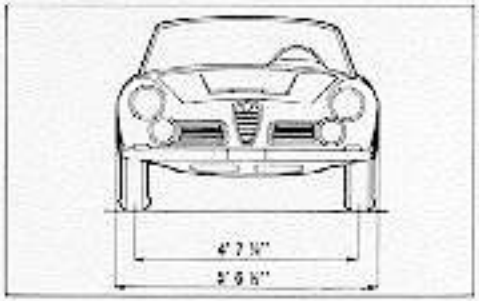
Rear suspension: rigid axle housing with upper triangular thrust rods and lower radius rods, coil springs, hydraulic and telescopic shock absorbers.

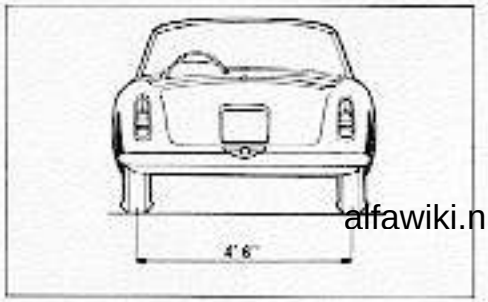
Steering: by worm and roller.

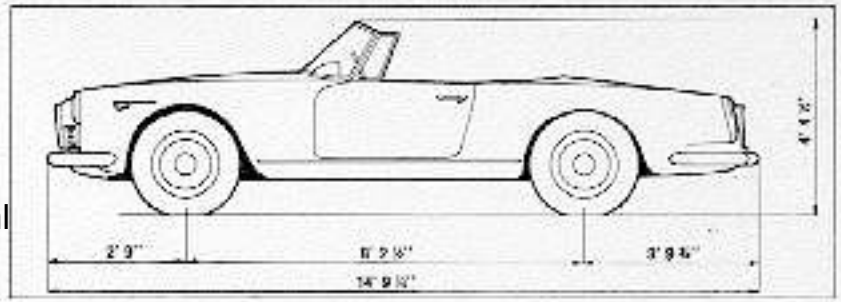
Brakes: front brakes with disc-brakes; rear brakes with 2 self-centering shoes; servobrake; mechanically operated hand-brake











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