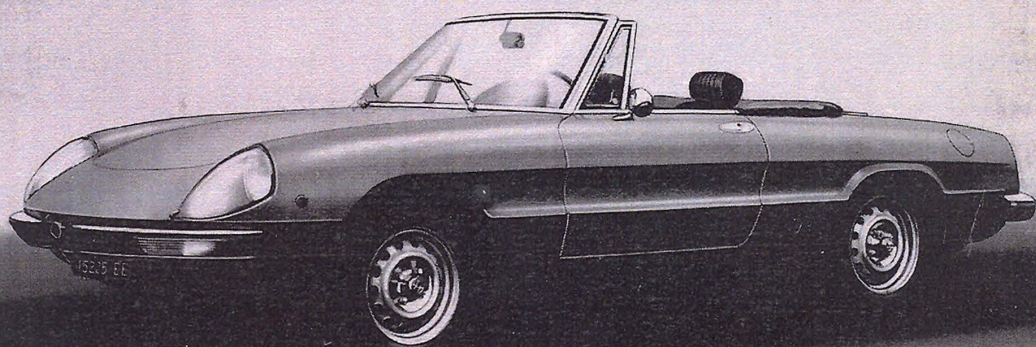




ALFA ROMEO

2000 SPIDER VELOCE



Alfawiki.nl **INSTRUCTION BOOK**

IMPORTANT NOTICE TO OWNER

If you should have a problem or question concerning the servicing of your car, write or phone either your Selling Agent or your local Alfa Romeo Distributor. The name and address of the one nearest you appears in the «Guide to Service Network».

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TYRES

Keep a record of the symbol stamped on the key handle.

Ignition and anti-theft device key

SYMBOL



Key to doors, glove compartment, boot lid

SYMBOL



When ordering duplicate keys, please quote the symbol.

WARNING

Beware of the danger of carbon monoxide!

Never run the engine in an enclosed space. The exhaust gases contain carbon monoxide, a deadly gas. Carbon monoxide is particularly dangerous as, being it colorless, odorless and tasteless, its presence is very difficult to detect.



The operation and maintenance instruction contained in this handbook

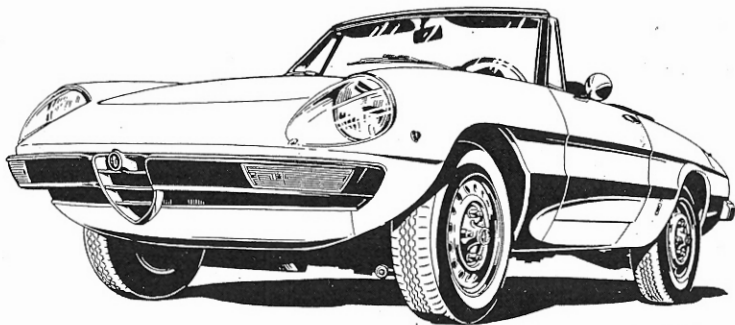
MUST BE CAREFULLY OBSERVED

by every owner who desires to get the best from this vehicle and to ensure a long life for every component.

Owners are recommended, in their own interest, to entrust all maintenance and repair work to an authorized Alfa Romeo Service Station as such Stations are equipped with the proper tools and staffed by specially trained mechanics who are kept up-to-date by our technical literature.

Owners are reminded that Alfa Romeo cannot be responsible for any errors made by unauthorized service stations or for any damage resulting from the use of nongenuine spare parts and/or lubricants other than those indicated.

DIREZIONE ASSISTENZA



B 504

The data relating to weights, consumptions and speeds are approximate only; Alfa Romeo reserves the right to change without notice any features and data given in this book.



Specification

Engine	Number and layout of cylinders	4 in line
	Bore and stroke mm	84 x 88.5
	Total displacement cc.	1962
	Max. power at 5500 rpm SAE HP	150
Chassis	Minimum turning circle mm	10500
	Number of seats	2 + 2
	Tyres	165 HR 14
	Kerb weight (full tank) kg	1040
Fuel consumption	Per 100 Km to Italian CUNA standards abt.	11.9 lt GB 23.6 mpg
Fuel, oil and coolant	Cooling system:	
	« Alfa Romeo coolant mixture » . . . abt.	10.2 lt 2.6 gals
	Fuel »	51 lt 11.2 gals
	For best engine performance the use of premium grade fuel is advised.	
	Fuel reserve »	6 to 7 lt 1.3-1.5 gals
	OIL	
	Engine (sump and filter)	
	when full ★ »	6.00 kg 5.95 qts
	danger level »	4.00 kg 3.95 qts
	Gearbox »	1.65 kg 3.2 pts
	Differential »	1.25 kg 2.5 pts
	Steering box »	.36 kg .7 pt
	★ This quantity is that needed for regular changing. The total amount of oil in the circuit (sump, filter and passages) is	6.50 kg 6.5 qts

PERFORMANCE

(with 41 : 10 final drive)

RUNNING-IN

maximum engine r.p.m.	
Up to 500 Km	500 to 1500 Km
3500	4500

AFTER RUNNING IN

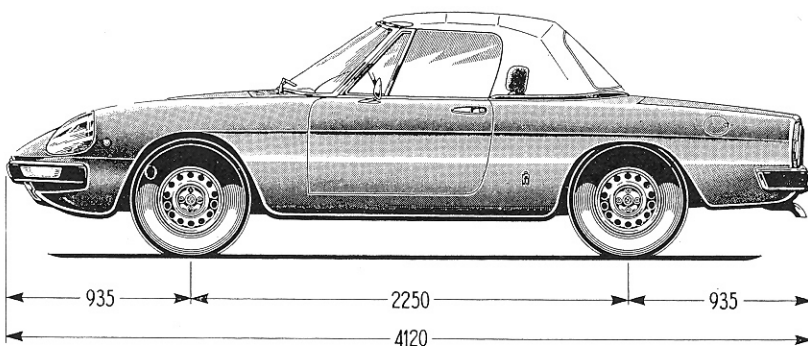
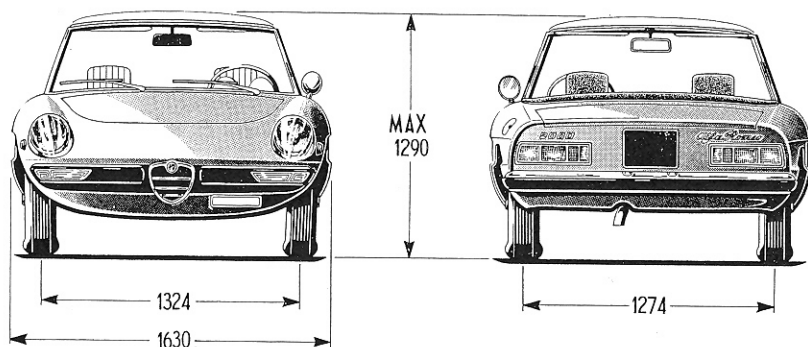
maximum speeds						
	1st	2nd	3rd	4th	5th	Rev.
km/h	47	77	114	154	over 195	51
mph.	29	48	71	96	over 121	32

The maximum speeds indicated should not be exceeded or mechanical damage may result

The performance given are related to the use of the vehicle in normal travelling conditions in Central Europe.

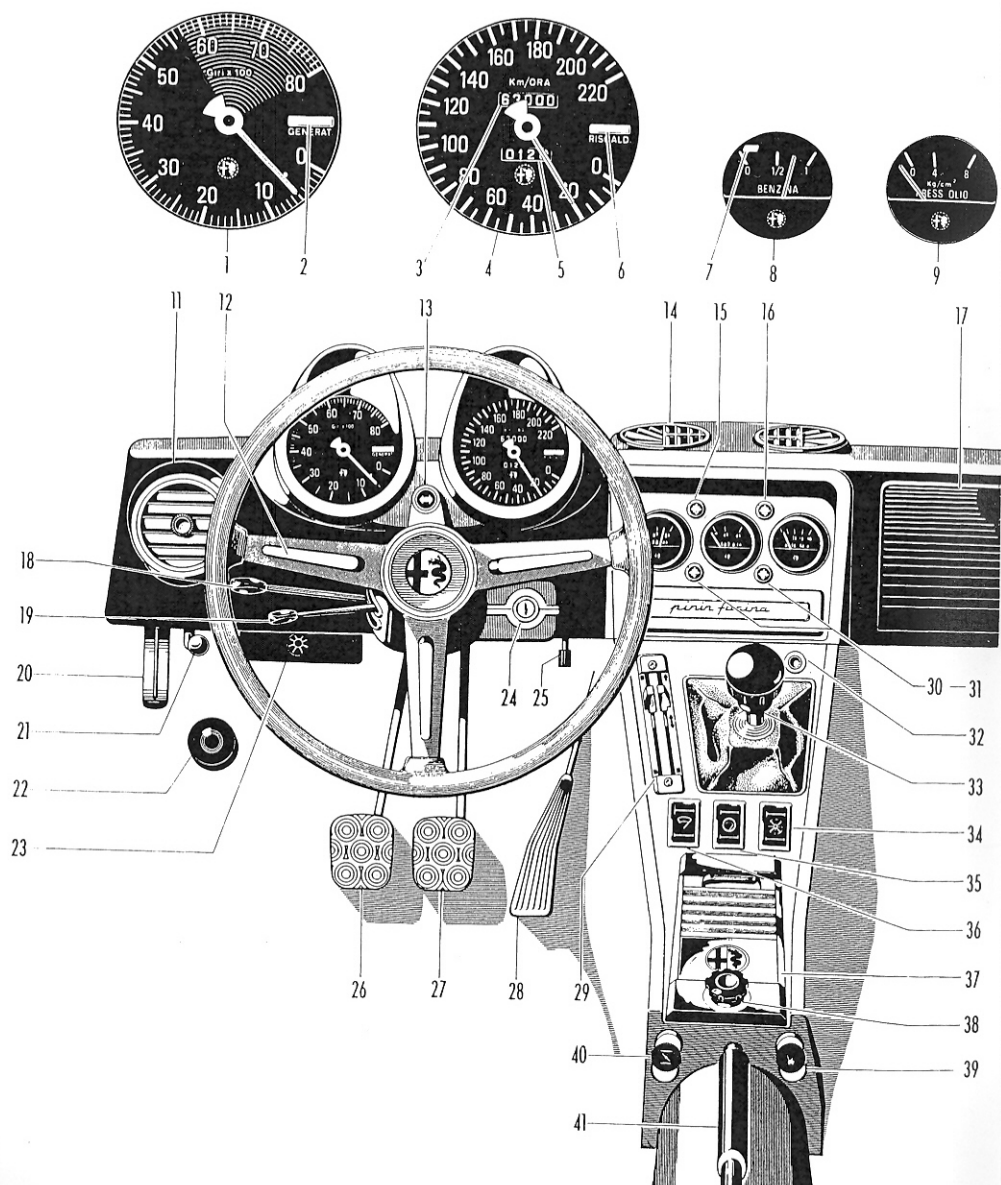
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Alfa Romeo *2000* SPIDER VELOCE



935 mm = 36.8 in.
 1274 mm = 50.1 in.
 1290 mm = 50.8 in.
 1324 mm = 52.1 in.
 1630 mm = 64.2 in.
 2250 mm = 88.6 in.
 4120 mm = 154 in.

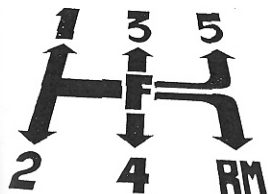
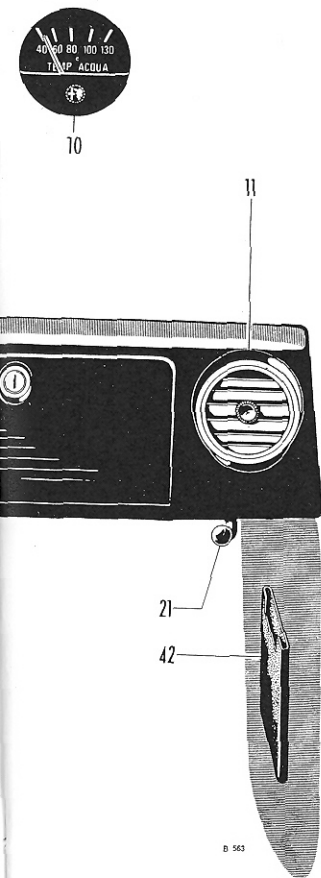
Dimensions in mm - overall height with unladen car



To engage the REVERSE merely shift gear lever from neutral (F) as shown. ▶

Controls and instruments

DRIVING SEAT



- 1 Tachometer
- 2 Alternator warning light
- 3 Main odometer
- 4 Speedometer
- 5 Trip odometer
- 6 Blower warning light
- 7 Fuel reserve warning light
- 8 Fuel level indicator
- 9 Oil pressure gauge
- 10 Water temperature gauge
- 13 Direction indicator warning light
- 15 Choke warning light
- 16 Warning light for low oil pressure
- 23 Fusebox
- 30 External light warning
- 31 High beam warning light
- 32 Handbrake and brake fluid level warning light for L.H.D. only

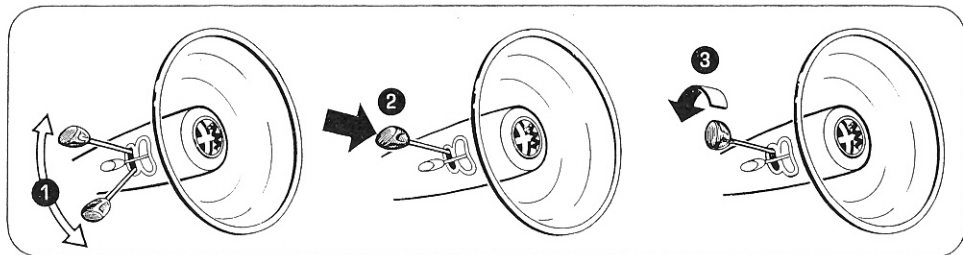
Instruments

- 12 Horn
- 18 Headlamp, dipping & flashing switch
- 19 Direction indicator switch
- 20 Bonnet catch release
- 22 Windscreen washer: when the control is pressed the windscreen wiper also comes into action
- 24 Ignition switch & antitheft
- 25 Trip odometer reset
- 26 Clutch
- 27 Brake
- 28 Accelerator
- 29 Heating, ventilating and demisting
- 33 Gear lever
- 34 Blower switch (two speed)
- 35 Instrument light switch (operates when external lights are on)
- 36 Windscreen wiper switch (two speed)
- 39 Choke: pull the knob all the way out and rotate it clockwise until locked
- 40 Hand throttle: while depressing the accelerator pedal, pull the hand throttle knob and rotate it clockwise until locked
- 41 Handbrake (for emergency and parking)

Controls

- 11 Ventilating air outlet (adjustable)
- 14 Windscreen demisting outlet
- 17 Glove compartment
- 21 Air flow control (through outlets)
- 37 Ash tray
- 38 Cigarette lighter: insert a cigarette then push the knob in; this brings into operation an electric element which lights the cigarette
- 42 Pocket for Coupon Book

Luxury fittings



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Lights off 1 The switch lever may be in either of the two positions. The warning lights on the dashboard are out.

Flashing 2 Press on the knob irrespective of the position of the switch.

Parking lights and number plate light 3 Irrespective of the position of the lever, turn the knob to the first notch. The warning light (30, page 4) on the dashboard will light up and flashing is still possible by pressing the knob.

Headlights

From position 3 turn the knob forward to the second notch.

If the lever is up, the **dipped lights come on** (no flashing).

If on the other hand, it is down, the **beam lights** and the respective warning light (31, page 4) come on (flashing possible).

The movement of the lever up and down allows the light to be **dipped** or returned to **beam**.

Lights off 1 The lights are extinguished by turning the knob back over the notches.

STARTING THE ENGINE

From cold

Particularly when starting from cold in winter, it is advisable, in order to facilitate starting, to press the clutch pedal down fully and the accelerator through about one quarter of its stroke while at the same time operating the choke lever.

As soon as the engine fires release the ignition key.

If the engine fails to start at once, do not keep the starting motor running (or the battery will soon become discharged) but wait a few minutes and try again.

How to use your car

STARTING THE ENGINE

When the engine has started, move choke lever halfway back until the engine is warm and then push it down.

Do not accelerate the engine until it has warmed up, since when the engine is cold the oil cannot reach all points requiring lubrication.

Make sure the oil pressure shown by the gauge is as prescribed (minimum 7 to 14 psi —.5 to 1 Kg/cm² at idling speed) and the oil pressure warning light (16, page 4) goes off as soon as the engine speed exceeds idling.

In summer, or when the engine is already hot, do not use the choke. Starting will be facilitated if the accelerator is depressed about half way so that the carburettor throttles are opened in order to lean the mixture.

Hot engine

Take care not to run the engine beyond the maximum R.P.M.

Check the oil pressure gauge from time to time and stop the engine if the pressure with a hot engine and at maximum revolutions should fall below 50 psi (3.5 Kg/cm²).

Check the low pressure warning light (16, page 4): if, on, it is an indication of a trouble in the lubricating system: in this case, stop the car and get the lubricating system checked by an Authorized Workshop.

However, it is possible for the warning light to come on when the car is cornering: this may be caused by a low level of oil in the sump which can be easily remedied by topping up.

No trouble exists if the warning light comes on while the engine is idling, especially when hot.

With the engine stopped and the ignition switch on, the warning light comes on since there is of course no pressure in the lubricating system.

Check that the handbrake and fluid level warning light (see 32, page 4) is off; if the warning light comes on, make sure the handbrake is fully released; should the warning light still remain on, stop the car and check the brake fluid level in the reservoirs; if the level is too low, check the circuit for possible failure.

Do not drive at high speed until the oil in the engine, in the gearbox and in the differential has warmed up

PRECAUTIONS WHILE DRIVING

How to use your car

Occasionally, check level of coolant in the reservoir: this should be done **exclusively with a cold engine** as with a hot engine the level may increase remarkably, even after stopping the engine.

The level of mixture in the reservoir should never fall below the « Min » nor exceed the « Max ».

To top up use **Alfa Romeo Coolant Mixture** drawn from suitable containers available by **Alfa Romeo Service Stations**.

Never remove radiator plug unless absolutely necessary; in any case, to avoid severe injuries, wait that the liquid is cooled down to ambient temperature.

WINTER PRECAUTIONS

Cooling circuit

The cooling circuit is provided with a compensating reservoir containing a special **Alfa Romeo Coolant Mixture** which gives full protection against freezing down to -20°C (-5°F).

In places where the temperature falls below -20°C , the antifreeze mixture can be made stronger by varying its concentration.

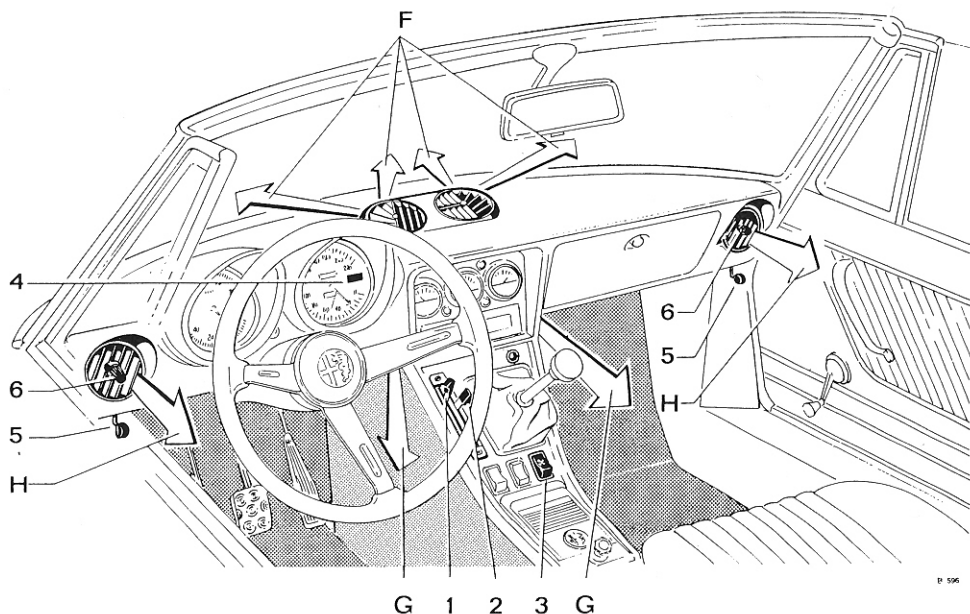
The quantities of antifreeze to be added to radiator and reservoir depending on the lowest anticipated temperature are the following:

Temperature $^{\circ}\text{C}$	Amount of Alfa Romeo Coolant Mixture to be replaced with an equal quantity of Alfa Romeo Antifreeze .		
	Radiator	Reservoir	Total
-26	800 cc.	200 cc.	1 lt.
-35	1,600 cc.	400 cc.	2 lts.
-44	2,400 cc.	600 cc.	3 lts.

It is recommended that this operation should be entrusted to an authorized Service Station. Alfawiki.nl

How to use your car

VENTILATION DEMISTING AND HEATING



Air enters through:

- **F** for windscreen demisting (warm and cool air)
- **G** for ventilation and heating
- **H** for ventilation

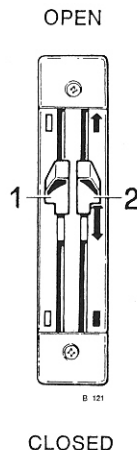
- The movement of the lever **2** gradually regulates the flow of air through the openings **F** and **G**.

- In order to produce a satisfactory flow of air into the car at low speeds, switch on the electric blower by means of switch **3**. Warning light **4** indicates that this has been done.

Controls

- The air admitted to the car can be gradually heated by the movement of the lever **1** (operate this lever only when engine is warmed up).

- To open the outlets **H** act on lever **5**. The flow of air can then be directed as desired by rotating the knob **6**.



Folding top cover

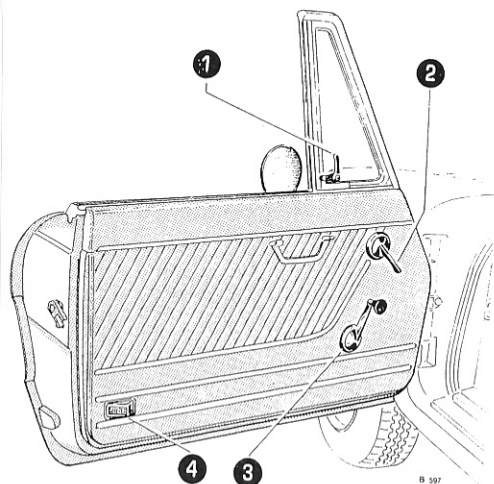


B 102

To fit the cover proceed as follows:

- ⑤ Take the top cover out of the luggage compartment; spread the cover onto the top and engage the edge in the retainers on the body.
- ⑥ Finally, secure the cover to the inside of the car with the fasteners.

Doors



B 307

- 1 Vent window control (with a safety catch).
- 2 Lever to actuate (pushing forward) and release the safety device. Both doors have locks for closing from the outside.
- 3 Window regulator handle.
- 4 Reflector for signalling opening of the door.

How to use your car

INTERIOR

Seats

- 1 Backrest reclining knob.
- 2 Seat positioning lever.
- 3 Backrest release lever (for forward tipping).

Vertically adjustable headrests are provided optionally.

Sun visors

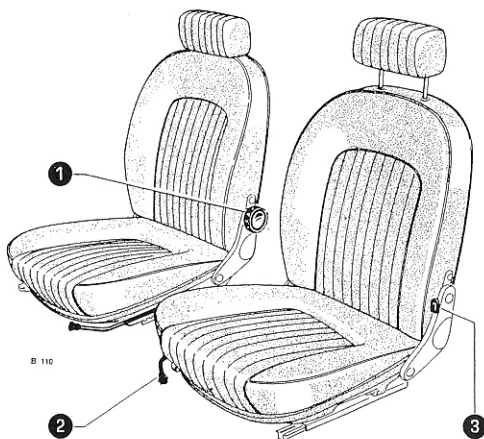
The car is equipped with sun visors.

Rearview mirror

The rearview mirror has a day-night anti-dazzle device.

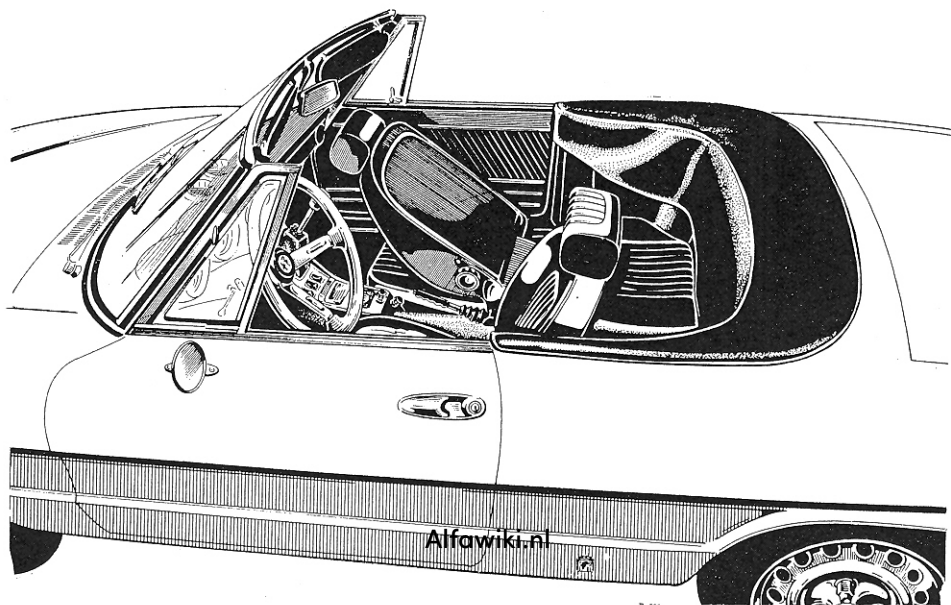
Internal lighting is provided by a lamp in the rearview mirror; the switch has two positions: light always on and courtesy light automatically operated when opening doors.

On the passenger's door there is a hand grip.

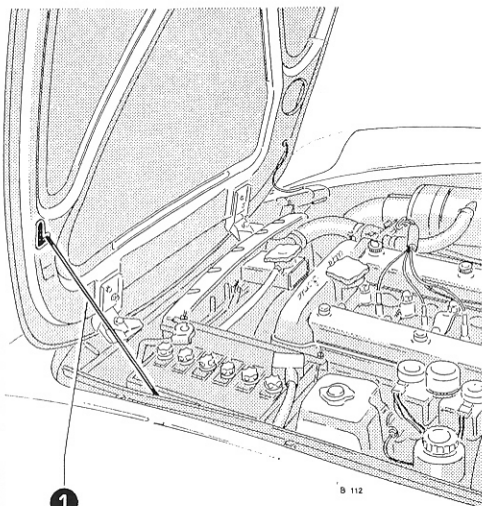


Internal lighting

Hand grip

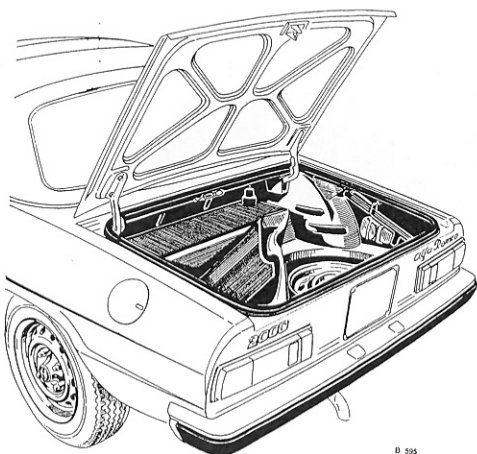


How to use your car



The bonnet opens opposite travel direction; to release the catch, pull the lever under the dashboard (see 20, page 4). The bonnet is held in open position by the suitable rod **1**.

The illumination of the engine compartment is effected by a light fixed under the bonnet. It operates automatically when the bonnet is raised and the external lights are on.



To open the boot lid lift the lever situated in the door jamb on the driver's side. The lock utilises the same key as the doors.

In the boot are:

- Spare wheel under the mat
- Tool kit and jack at the R.H. side

TOOL KIT

Screwdriver - Box spanner for plugs -
Phillips screwdriver - Wheel brace.

RECOMMENDED LUBRICANTS

PART	Grade	Commercial equivalents	
			
Engine	SAE 10 W/50 API SE	AGIP Sint 2000 SAE 10 W/50	SHELL Super Motor Oil 10 W/50
Gearbox Steering box and differential	SAE 90 API GL-5	AGIP F.1 Rotra MP SAE 90	SHELL Spirax 90 HD
Propeller shaft sliding yoke	NLGI 1	AGIP F.1 Grease 15	SHELL Retinax G
Front wheel bearings	NLGI 2/3	AGIP F.1 Grease 33 FD	SHELL Retinax AX

API - American Petroleum Institute
 NLGI - National Lubricating Grease Institute
 SAE - Society of Automotive Engineers

The lubricants used for the first filling, shown by the plate in the engine compartment and the table « Recommended lubricants » above, are factory tested for meeting completely the operation requirements. These lubricants can be used both for topping up and changing (**when topping up**, it is recommended to use exclusively the same type of oil as already filled in the engine or the main unit). In countries where the above mentioned lubricants are not available, **and when absolutely necessary**, it is possible to replace them with products of other leading makes provided that in accordance with the grades given in the table; in such a case, however, it is essential to renew all the lubricant in the circuit.

Regularly, check the oil level is sump taking care to push the dipstick all the way down. Never allow the oil level to fall below the MINimum or exceed the MAXimum when topping up.

With the engine stopped, drain off old oil thoroughly.
 Replace the filter.
 Refill with new oil.

Engine oil level

Oil change
 (engine
 warmed up)

Cylinder head tightening torque specifications

To avoid stressing the metal, tighten as follows with a torque wrench set to the prescribed torque.

After reconditioning:

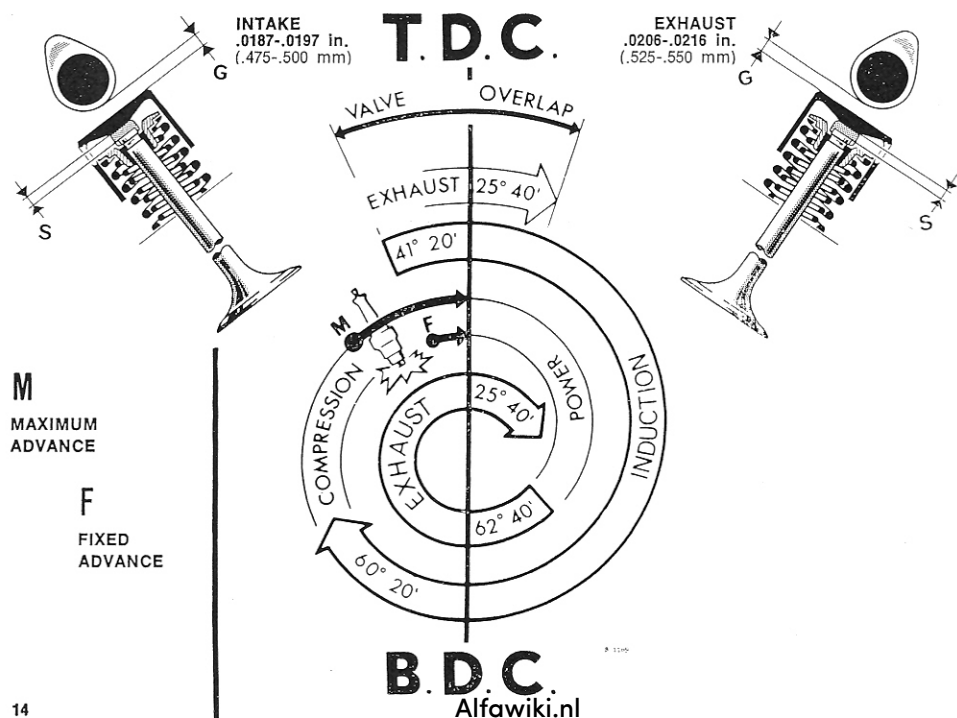
lubetorque when cold to 7.9 - 8.1 kgm

Then warm up the engine by actually driving the car and when hot **retighten without unscrewing** to 8.4 - 8.5 kgm

After tested the car, slacken, when cold and in proper sequence, the nuts by one and one half turn and lubetorque to 7.9 - 8.1 kgm

VALVE TIMING

The V-mounted overhead valves are directly operated by two camshafts acting through oil bath cups.



Air filter

Summer/winter adjustment

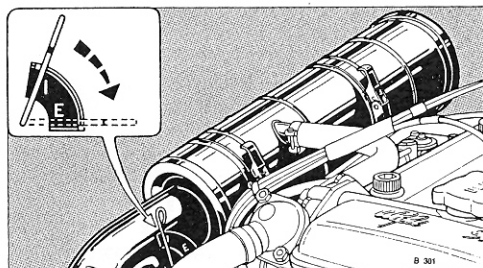
The control, operated by hand, has two positions:

- upward (posit. I) pre-heated air in winter.
- downward (posit. E) fresh air in summer.

Cleaning the filter element

Loosen the strap fastening the filter housing to the intake manifold.

Remove the rear cover of the filter, withdraw the element and clean it carefully from inside with low pressure compressed air. Moreover change the element, as necessary.



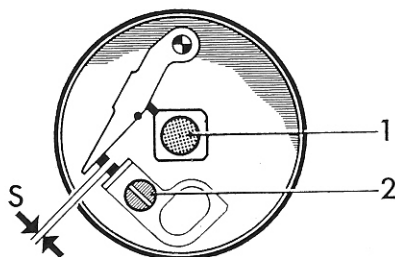
Carburettors

	★ DELL'ORTO DHLA 40 E	★ SOLEX C40 DDH E/6
Main jet	135	140
Main air metering jet	200	150
Idling jet	52	47
Idling air metering jet	Air passage 140 Axial passage 180	130
Choke jet	70	140
Acceleration pump jet	40	35
Venturi (mm)	32	32

Rating

★ these carburettors are alternative equipment.

Distributor



Check with a feeler gauge the contact-breaker point gap:

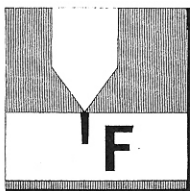
$S = .0138 \text{ to } .0157 \text{ in. (.35-.40 mm)}$

Adjust by means of screw 2 if necessary.

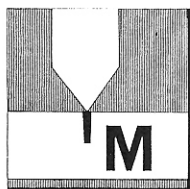
Soak the felt 1 with oil.

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Checking the ignition timing



121



120

FIXED ADVANCE

$7^{\circ} \pm 1^{\circ} \text{ BTDC}$

An accurate check should be made with a stroboscopic light by directing the light onto the reference plate. Run the engine at 800/900 rpm and check whether reference plate and mark F on the crankshaft pulley are aligned (advance of $7^{\circ} \pm 1^{\circ}$); at 5100 rpm the mark M should be seen in line with the reference plate (maximum centrifugal advance of $38^{\circ} \pm 3^{\circ}$).

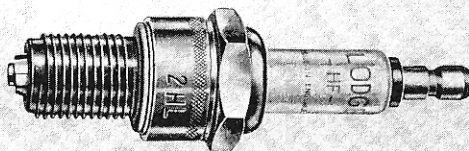
If the marks are not in line or out of the specified tolerances, disconnect the distributor drive coupling and adjust as required.

MAX. ADVANCE

$38^{\circ} \pm 3^{\circ} \text{ at 5100 rpm}$

Spark plugs LODGE 2 HL

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The spark plugs are of the type with four points and a central electrode. The only maintenance required is occasional cleaning of the central and earth electrodes.

No routine adjustment is necessary of the gap between the electrode and points.

The clutch is of the automatic clearance take-up, hydraulically-operated single-plate dry type. The clutch pedal acts on a master cylinder supplied by the fluid reservoir.

When the clutch pedal is depressed the fluid under pressure actuates the piston in the cylinder connected to the clutch release lever.

The driven plate is controlled by means of a diaphragm spring.

This type of clutch has the throwout bearing constantly in contact with the diaphragm spring. Thus no more clearance exists and the wear is automatically taken up.

No regular adjustment of the play is required.

GEARBOX

The gearbox has 5 synchromesh forward gears, and one reverse.

The gear lever is floor mounted.

Transmission ratios

1st	3.30 : 1
2nd	1.99 : 1
3rd	1.35 : 1
4th	1.00 : 1
5th	.79 : 1
Reverse	3.01 : 1

Any inspection or adjustment of the gearbox must be done only by an **authorized Alfa Romeo Service Station.**

Regularly check oil level or change the oil.

REAR AXLE

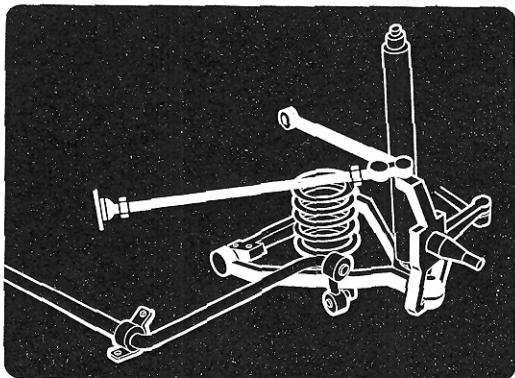
The rear axle is attached longitudinally to the supporting structure by means of two trailing arms with rubber bushes at the ends; transverse attachment is effected by means of an upper T-arm hinged to the body and to the rear axle through rubber bushes. The final drive is of the hypoid type.

with 41 : 10 final drive

1st	13.54 : 1
2nd	8.15 : 1
3rd	5.55 : 1
4th	4.10 : 1
5th	3.24 : 1
Rev.	12.34 : 1

Overall ratios

Check oil level or change the oil at the prescribed intervals.



The front wheels are independently suspended and connected to the body by transverse arms.

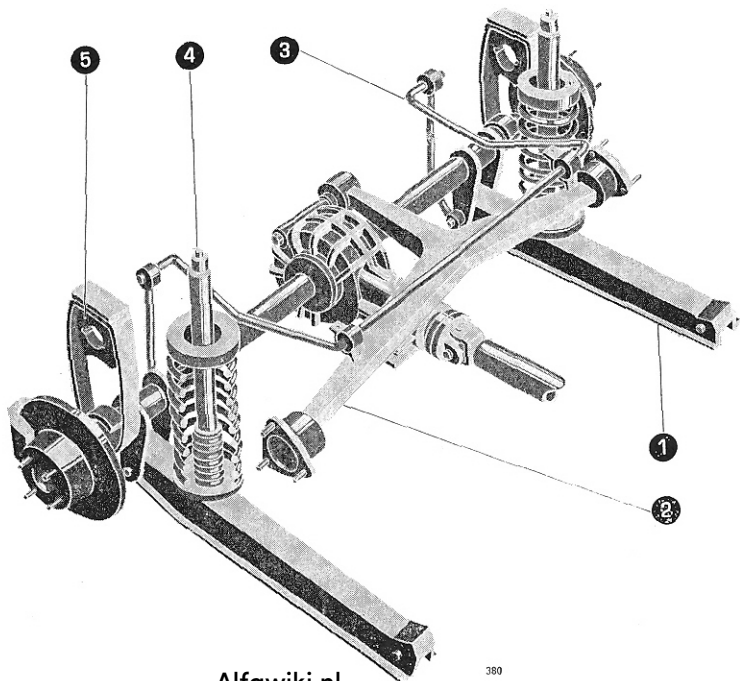
Coil springs and double-acting hydraulic telescopic shock absorbers are located between the lower arms and the body.

The suspension system is completed by a transverse stabilizer rod which improves the stability of the vehicle when cornering. **Suspension components require no regular lubrication.**

REAR SUSPENSION

The rear suspension consists of coil springs and large diameter telescopic shock absorbers coaxial with the springs.

The suspension system is completed by a transverse stabilizer rod.



- 1 Trailing arm
- 2 T-arm
- 3 Stabilizer rod
- 4 Shock absorber
- 5 Rubber buffer and rebound strap.

Chassis maintenance

FRONT WHEELS

Non-adjustable; check chassis and suspension arms for distortion, if necessary.

The turning circle may be adjusted by means of the screws 4 indicated in the diagram.

Lock steering wheel in the central position, i.e. with the spokes symmetrically disposed in relation to the vertical;

starting with the track rod 1 on the steering box side, place the corresponding wheel so that the toe-in is $1/16''$ (1.5 mm);

measure the length thus obtained of the track rod and adjust the rod 2 on the other side to a length $3/16''$ (5 mm) shorter;

bring the wheel to a $1/16''$ toe-in by adjusting the centre track rod 3.

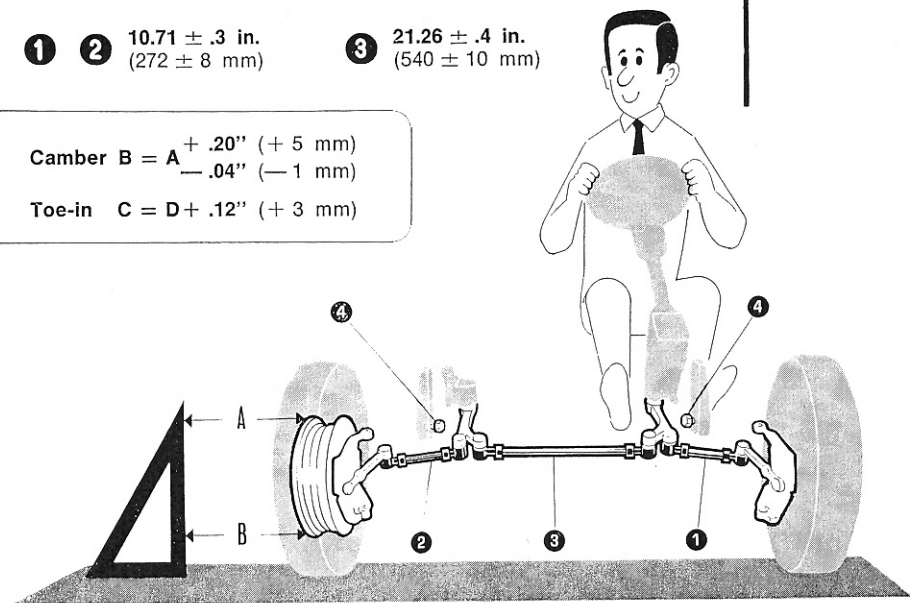
As measured between ball joint centres, the length should fall within the following limits:

1 **2** $10.71 \pm .3$ in.
(272 $\pm$ 8 mm)

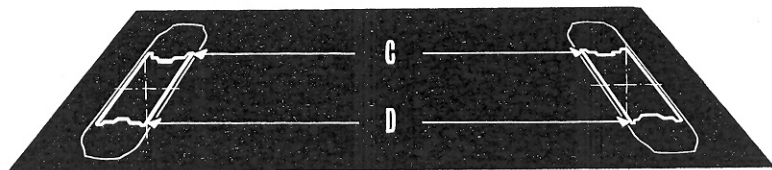
3 $21.26 \pm .4$ in.
(540 $\pm$ 10 mm)

Camber B = **A** + .20" (+ 5 mm)
— .04" (— 1 mm)

Toe-in C = **D** + .12" (+ 3 mm)



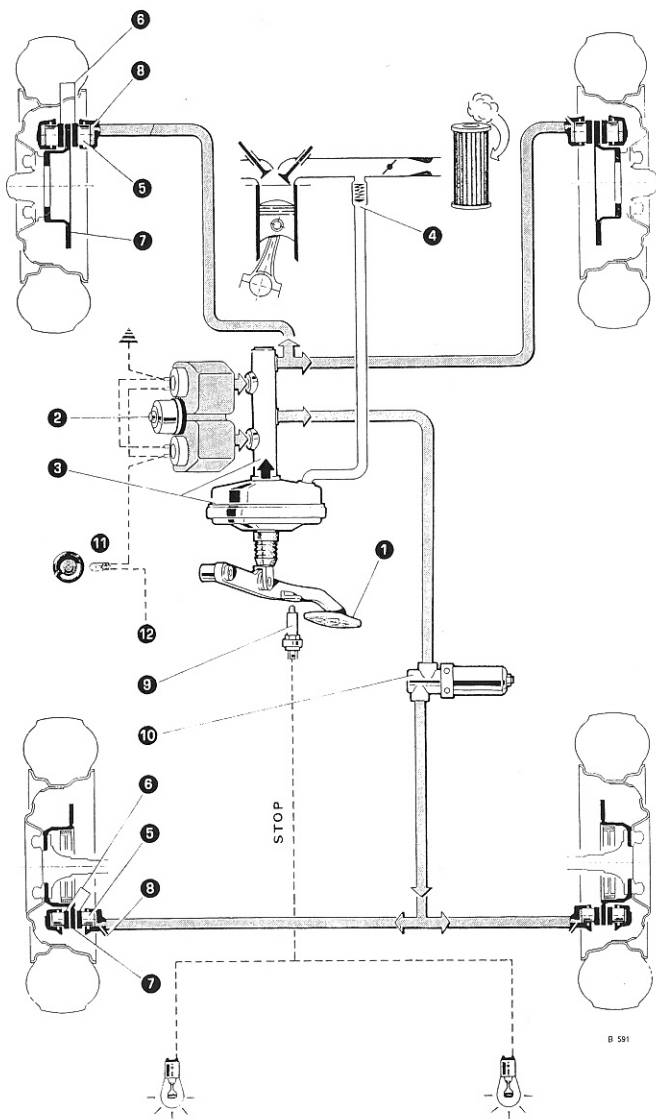
B 303





Operating diagram

- 1 Brake pedal
- 2 Fluid reservoir (with level senders)
- 3 Power cylinder
- 4 Suction port
- 5 Plungers
- 6 Friction pads
- 7 Discs
- 8 Bleed screws
- 9 Stop light switch
- 10 Pressure regulator
- 11 Fluid level and handbrake warning light
- 12 Handbrake warning light connection



Hydraulic brake

The brake unit consists of a dual hydraulic braking system. Each one of the separate circuits, front and rear, is servo assisted and controlled by a tandem master cylinder, with one cylinder operating the front brakes and the other cylinder the rear brakes. The friction pads of the front and rear brakes are directly actuated by the cylinders integral with the calipers. The brakes are self-adjusting.

Chassis maintenance



A valve, inserted in the rear brake circuit, regulates the pressure between front and rear brakes to provide balanced braking action. **WARNING: the pressure regulator must never be tampered with; specifically, do not attempt to act on the adjusting nut as it is factory sealed.**

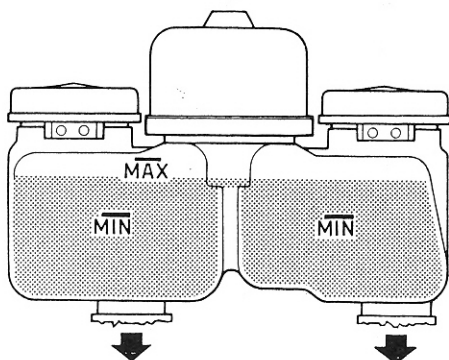
A warning light, located in the instrument panel (32, page 4) will alert you if the level of fluid in the reservoir falls below the minimum.

This warning light serves also as a warning for the handbrake lever when in engaged position.

Should the warning light come on, first make sure the handbrake is fully released; if the warning light still remains on, stop the car and check the brake fluid level in the reservoirs; if the level is too low, check the circuit for possible failure.

To maintain the brakes in good operating condition, follow the servicing instructions given below:

- Take care to prevent the minimum level of fluid in the reservoir from falling below the maximum level by more than a quarter.
- For renewal or topping up, it is absolutely essential to use only fluid for disc brakes:



from freshly opened sealed containers. When adding fluid, leave the strainer in place so as to filter the fluid.

Pad thickness: new .6 in. (15 mm)

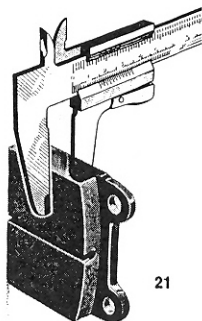
wear limit	}	front: .32 in. (8 mm)	REPLACE
		rear: .28 in. (7 mm)	

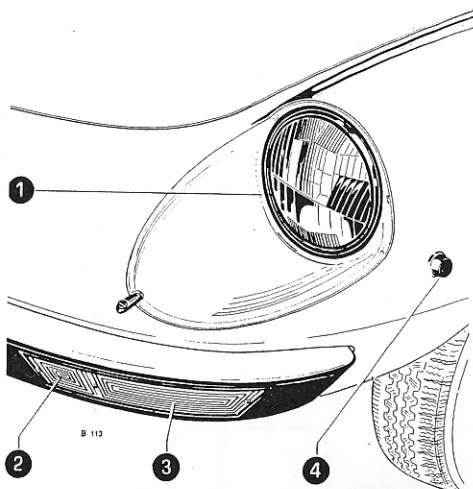
CAUTION

In case of uneven wear of pads, it is advisable to replace the whole set (front and/or rear, of the same make, selected among those listed on the spare parts catalog).

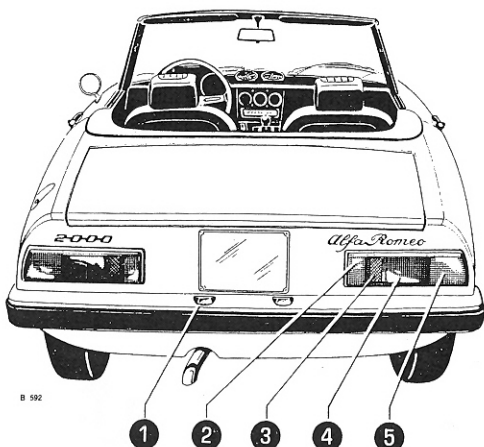
Do not coast downhill with the engine stopped; there will be no suction in the brake vacuum servo and a greater pressure will be needed with the brake pedal to obtain comparable braking effect.

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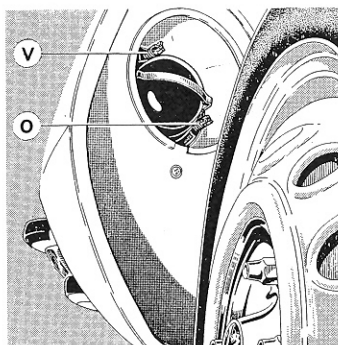




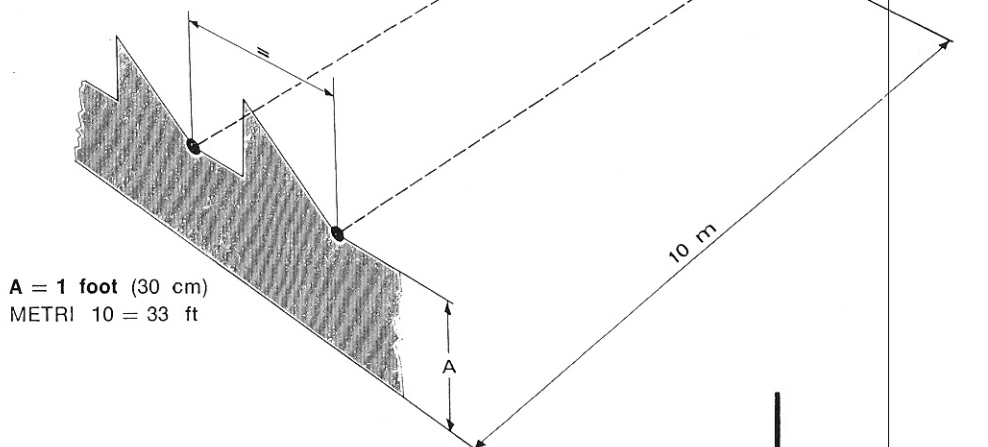
- 1 Headlamp: high/low beam
- 2 Parking light
- 3 Direction indicator (front)
- 4 Direction indicator (side)



- 1 Number plate light
- 2 Reversing light
- 3 Reflector
- 4 Parking and stop light
- 5 Direction indicator (rear)



V = Vertical alignment.
O = Horizontal alignment.



A = 1 foot (30 cm)
METRI 10 = 33 ft

To align the beams, position the car, unloaded on level ground away from a screen perfectly vertical and check for dimension A as shown in the figure.

Proceed as follows:

- ➊ Remove the protecting cover by unscrewing the wingnut from the wheelhouse.
- ➋ Align the beams by adjusting the proper wingnuts.

From the wheelhouse remove the following:

- ➌ the protective cover;
- ➍ the metal housing;
- ➎ the lamp holder after having disconnected the feed wire and the spring clips.

Setting

Replacing a bulb

Electrical equipment

- | | |
|--|---|
| 1 Engine compartment light switch | 37 Parking brake and brake fluid level warning light bulb 1.2 W |
| 2 Engine compartment light bulb 5 W | 38 Blower motor (2 speed) |
| 3 DistributorBosch JF 4 | 39 Blower switch |
| 4 CoilBosch K 12 V | 40 Instrument panel light switch |
| 5 Water temperature gauge sender | 41 Windscreen wiper switch |
| 6 Reversing light switch | 42 Ash tray light 3 W |
| 7 Oil pressure gauge sender | 43 Ash tray light switch |
| 8 Microswitch for oil pressure warning light | 44 Cigarette lighter |
| 9 Alternator . . . Bosch K 1 → 14 V 45 A 22 | 45 Choke warning light switch |
| 10 Starting motor Bosch EF (R) 12 V 0.7 PS | 46 Parking brake warning light switch |
| 11 Horns | 47 Courtesy light in mirror |
| 12 Battery 12 V - 60 Ah | 48 Ignition and starting switch |
| 13 Microswitches for brake fluid level warning light | 49 Horn control |
| 14 Junction boxes & connectors | 50 Fusebox |
| 15 Voltage regulator . .Bosch AD 1/14 V | 51 Parking lights, headlamps and flashing switch |
| 16 Relay for horns | 52 Direction indicator switch |
| 17 Front direction indicators bulb 21 W | 53 Courtesy light microswitch on door jambs |
| 18 Front parking lights bulb 5 W | 54 Luggage boot light switch |
| 19 Bulb for high/low beam headlamps 40/45 W | 55 Luggage boot light bulb 5 W |
| 20 Side direction indicators bulb 4 W | 56 Fuel level sender |
| 21 Screen wiper (two speed) Bosch WS 4912 AR 2A (1) | 57 Rear direction indicators bulb |
| 22 Instrument light bulb | 58 Parking & Stop light bulb |
| 23 Fuel reserve warning light bulb | 59 Reversing lights bulb |
| 24 Blower warning light bulb | 60 Number plate light bulb |
| 25 Alternator warning light bulb | |
| 26 Low oil pressure warning bulb | |
| 27 High beam warning light bulb | |
| 28 Choke warning light bulb | |
| 29 Parking light warning bulb | |
| 30 Direction indicator warning lights bulb | |
| 31 Stop light switch | |
| 32 Windscreen washer switch | |
| 33 Flasher unit | |
| 34 Glove box light switch | |
| 35 Glove box light bulb 5 W | |
| 36 Parking brake and brake fluid level warning light | |

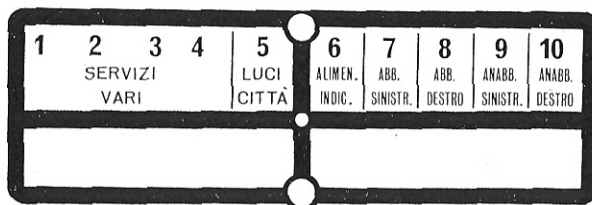
CABLE COLOR CODE

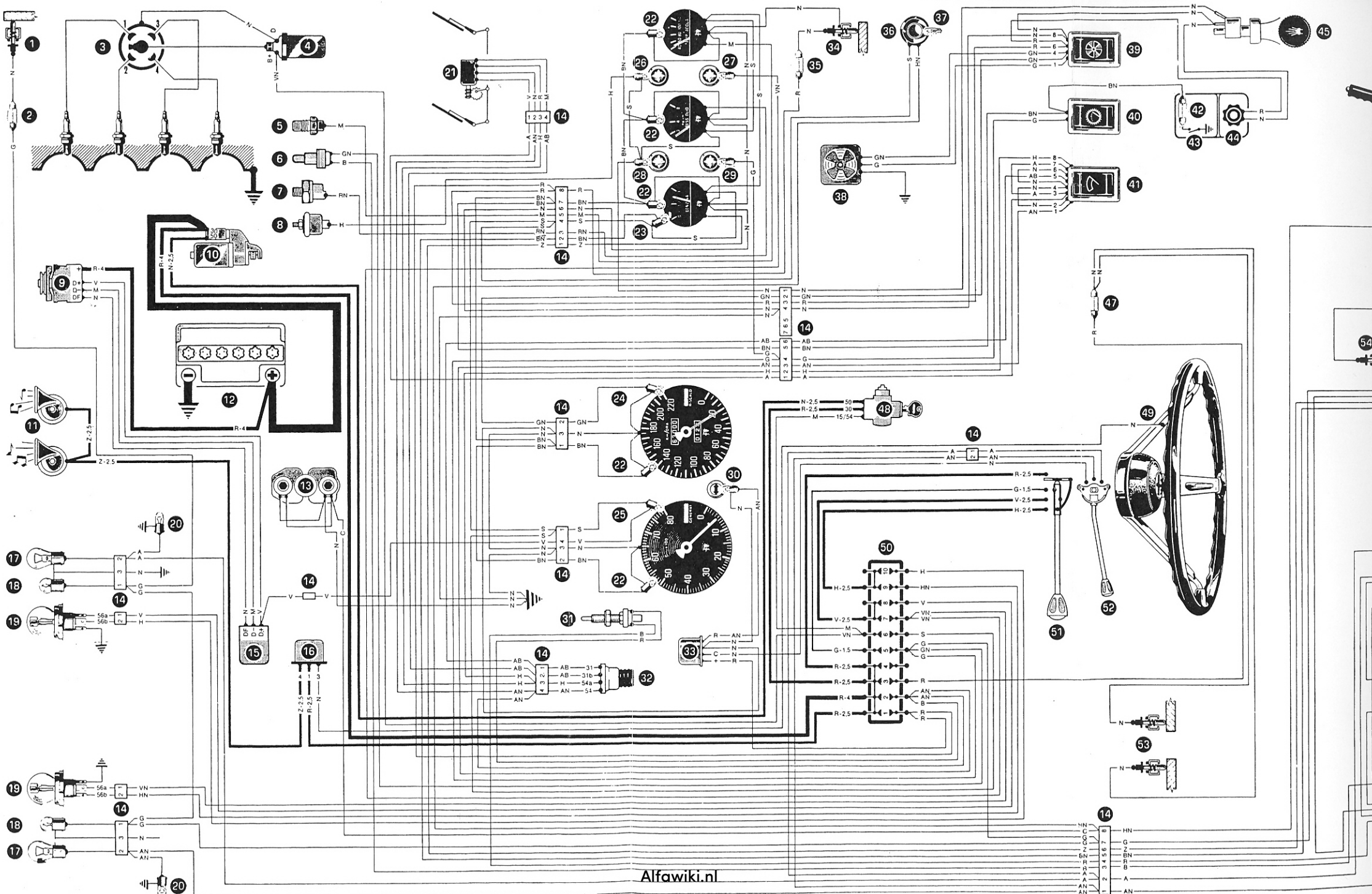
A	blue	V	green
B	white	Z	violet
C	orange	AB	b'ue/white
G	yellow	AN	blue/black
H	grey	BN	white/black
M	brown	GN	yellow/black
N	black	HN	grey/black
R	red	RN	red/black
S	pink	VN	green/black

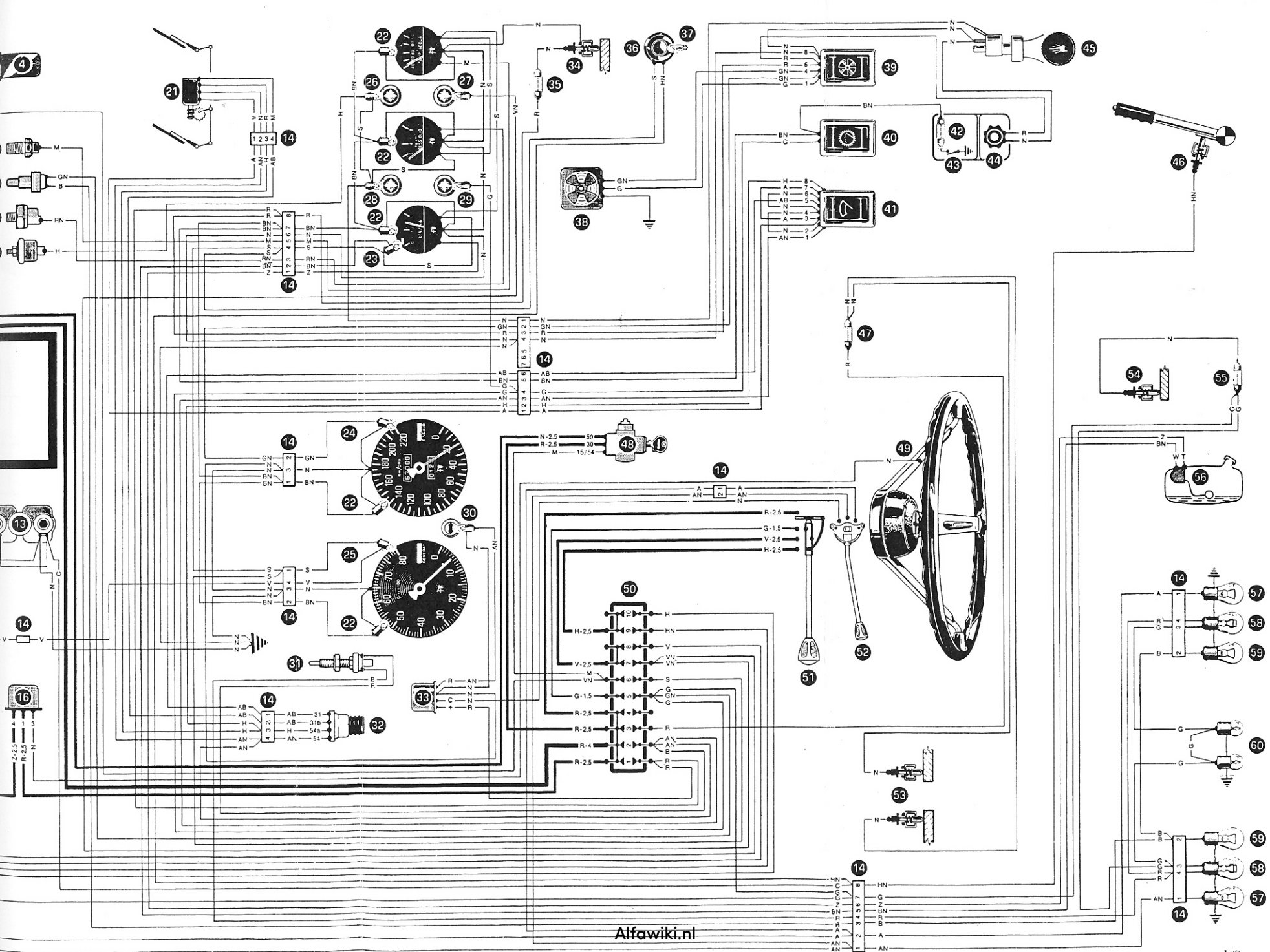
The figure following the color code on the diagram shows the wire gauge in mm².

PLATE ON FUSEBOX

- 1, 2, 3, 4 Main devices
- 5 Parking lights
- 6 Indicating devices
- 7 L.H. high beam
- 8 R.H. high beam
- 9 L.H. low beam
- 10 R.H. low beam

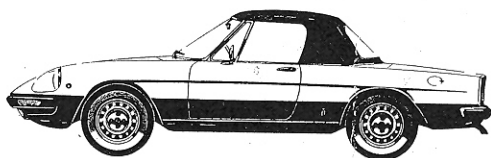






TYRES

Inflation pressures when cold (kg/cm²)
(under all conditions)



165 HR 14"	CEAT CONTINENTAL GOOD-YEAR PIRELLI	D 2 Conti TT 714 Gran Prix Cinturato HR	1.7	1.8
	KLEBER COLOMBES	V10 GT	1.7	2
	MICHELIN	XAS	1.5	1.8



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