

# Alfa Romeo Alfesud 5m







### **Alfasud: the comfort of greater engine capacity**

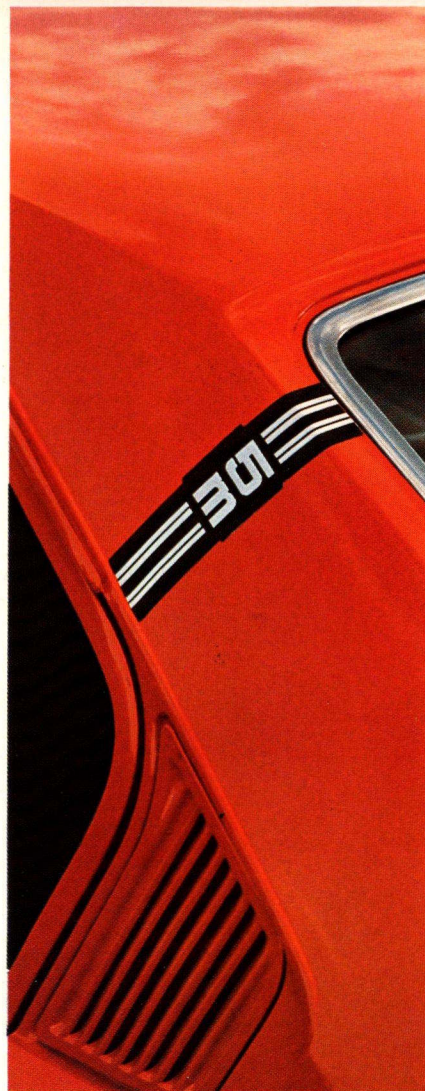
Everyone on the road today has a right to be comfortable. Because comfort is also an important part of safety. Space, silence, fresh air: here too the Alfasud can easily be compared with other cars of a higher class. The dual air circuits operate independently of each other - one for cold air and the other with variable temperature control. Immediate defrosting. You get far less noise than usual because the engine's opposed pistons produce very little noise. All the seats are deep and contoured to the human form. The driver's seat can be tipped backwards as well as incorporating all the usual positional variations. This versatility, combined with the adjustable driving wheel, lets you drive in greater comfort and safety.

### **Five-speed gearbox**

The 5-speed gearbox, quite rare in cars of 1200 cc, ensures that the engine can be kept at the most suitable speed to obtain the optimum benefit from the engine's torque when driven in traffic or on the open road. In fact, fifth gear in an Alfa Romeo is not an overdrive. It is a real gear, with real acceleration and therefore a safety element which provides a power reserve for emergencies.

### **Alfasud: Alfa Romeo safety**

The Alfasud can exceed 150 km/hour; as in the case of all Alfa Romeo cars the problem of safety has been researched in depth. A prime safety factor of an Alfa Romeo is acceleration: the Alfasud covers a standing kilometre in 36



seconds. Road holding and steering have reached a very high level of safety in the Alfasud with its front-wheel drive and suspension system which is of the MacPherson type at the front and of the rigid axle type at the rear.

The braking system, which in a modern car is usually double, is double in the true sense of the word in the Alfasud with one circuit controlling all four discs and the other only the front discs. In this way at least 80% of the braking efficiency is retained, even in the case of a fault.

Other protective safety features include the following:

- ☐ a structure which undergoes progressive controlled deformation,
- ☐ a fuel tank which is protected from impacts from any direction,
- ☐ an offset steering box mounted on the bulkhead,
- ☐ a steering column divided into two sections, one of which bends on impact.

### **Alfasud: a young car for young people**

The lines of the Alfasud have been very favourably received by the public.

Perhaps its rational design has been even more appreciated than its appearance.

The passenger compartment, comfortably situated between the bonnet and boot, affords really exceptional space: 1.36 m. wide and 2.90 m.



long, including the luggage space, out of a total length of 3.92 m. Many cars of larger engine size cannot offer so much space. Such a car is not complete, however, without a luggage compartment which is adequate for long journeys. This is achieved by means of the high tail which, besides improving the aerodynamic characteristics, contains an unexpected boot of 400 litres capacity.

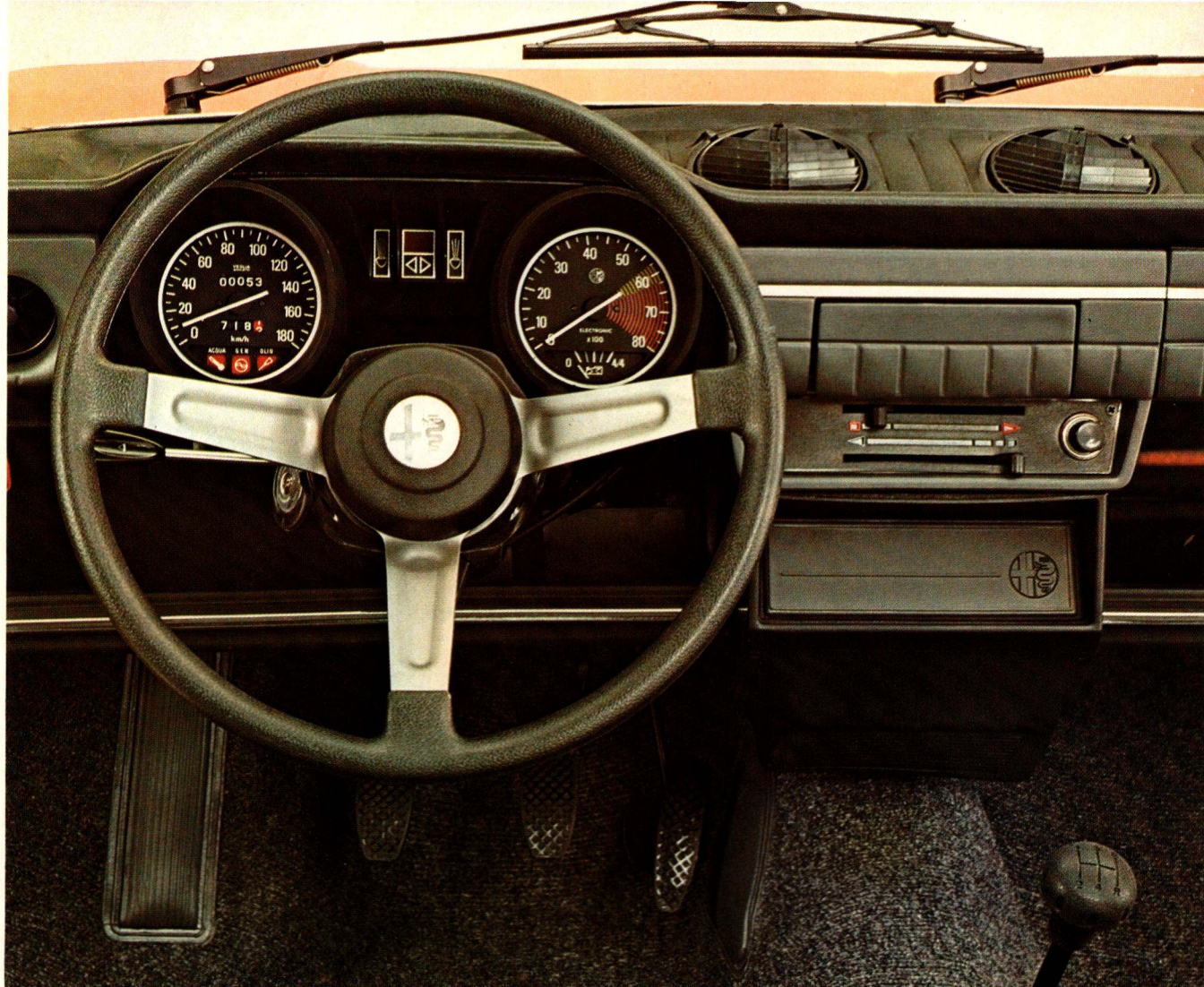
### **Alfasud: an economical car**

There are smaller cars than the Alfasud, but perhaps none more economical in respect of the services which it offers and its performance.

**Life** - The Alfasud has profited from years of Alfa Romeo experience, both at the design stage and in construction. The supporting structure has been subjected to extended static tests together with dynamic tests on the test bench, on special tracks and on the road.

The engine is of the horizontally opposed type, ideal for general usage. Its maximum engine speed is 6000 rpm, but to conform with the current maximum road speeds, the engine only uses 4500 rpm. And now by using 5th gear you can travel at the same maximum road speed but with a lower engine speed, thus giving the engine longer life.

**Consumption rate** - At 90 km/h, the Alfasud uses only 6.4 litres per 100







km, and 9.4 at 120 km/h. So compared with other cars of equal engine capacity, or even lower engine capacity, the Alfasud is very economical. And now by using 5th gear you can also economise, because by using the higher gear to maintain the same road speed you can reduce the engine speed therefore using less fuel.

Two important points regarding lubrication are the capacity of the engine casing and the interval between changes: 3.6 kg every 10,000 km.

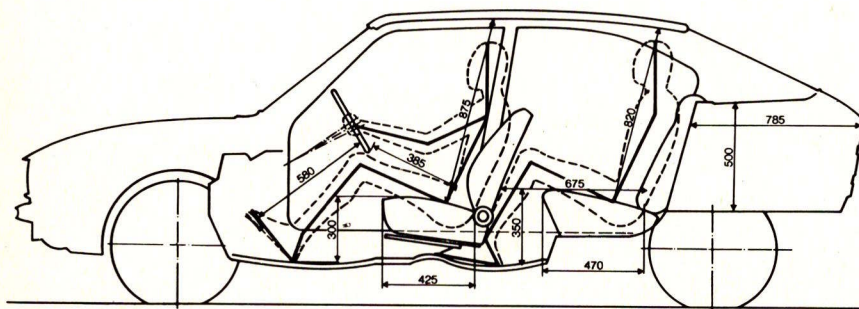
**Maintenance** - This is one of the aspects which best highlight the rational and extremely modern nature of the Alfasud project. Everything possible and worthwhile has been simplified: the parts needing inspection have been installed so that they are visible, and those needing most attention are readily accessible.

These design details mean the minimum of maintenance and the shortest possible servicing delay.



## Technical specification

	Alfasud	Alfasud 5m
Cylinders	4 opposed	4 opposed
Bore	80 mm	80 mm
Stroke	59 mm	59 mm
Swept Volume	1186 cc	1186 cc
Maximum power SAE rating at 6000 rev/min	73 HP (kw 53.7)	73 HP (kw 53.7)
Maximum power DIN rating at 6000 rev/min	63 HP (kw 46.3)	63 HP (kw 46.3)
Maximum torque SAE rating at 3200 rev/min	10.3 kgm (Nm 101)	10.3 kgm (Nm 101)
Maximum torque DIN rating at 3200 rev/min	9 kgm (Nm 88.2)	9 kgm (Nm 88.2)
Wheelbase	2455 mm (96.65 ins)	2455 mm (96.65 ins)
Front Track	1384 mm (54.49 ins)	1384 mm (54.49 ins)
Rear Track	1351 mm (53.14 ins)	1351 mm (53.14 ins)
Max. Length	3890 mm (153.15 ins)	3926 mm (154.56 ins)
Max. Width	1590 mm (62.59 ins)	1590 mm (62.59 ins)
Max. Height (empty car)	1370 mm (53.93 ins)	1370 mm (53.93 ins)
Kerbside Weight	860 kg (1896 lbs)	860 kg (1896 lbs)
Max. Speed (km/h)	above 150	above 150
Tyres	145 SR x 13	145 SR x 13
Optional Tyres	165/70 SR x 13	165/70 SR x 13
No. of seats	5	5
Electrical System	12 Volts	12 Volts
Petrol Tank Capacity	50 Litres	50 Litres



**Fuel feed:** Fixed jet single chamber downdraught carburettor.

**Valve operation:** Overhead valves parallel to each other driven by toothed belt and directly by one overhead camshaft per head. Directly operating oil bath caps. Stellite faced exhaust valve.

**Ignition:** Golden Lodge-Spica sparking plugs.

**Electrical system:** Alternator.

**Cooling system:** Water radiator. Electrically driven, thermostatically controlled.

**Clutch:** Single dry plate with progressive adjustment. Diaphragm spring. Hydraulic pedal operation.

**Transmission differential:** Gear-box with 5 (Alfasud: 4) forward gears and reverse with Porsche type synchronisation. Manual drive cloche lever type. Hypoid bevel pinion type.

**Front suspension:** Independent front

wheels McPherson type, by lower arm and strut with vertical telescopic control and anti-roll stabiliser bar. Springing is by helicoidal springs arranged around the telescopic control. Hydraulic shock absorbers.

**Rear suspension:** Rigid type axle. The longitudinal fixing of the axle is ensured by 2 rods for each side, attached to supports on the longitudinal side members, and arranged in a Watts linkage. The transversal attachment is effected with a Panhard bar. The axle springing is by means of 2 helicoidal springs and hydraulic shock absorbers.

**Steering:** Rack and pinion type. Two sections connected by universal joints with flexible mountings provided on the rack.

**Brakes:** Servo-operated disc brakes on all 4 wheels with dual circuit and variation of braking of rear wheel brakes. Hand brake is independent and works on the same front pads of the main brake.

### Internal dimensions

*Space calculations measured using life-size dummies.*

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Realizzazione CBC, Milano. Printed in Italy.  
764 F 429 - Amilcare Pizzi S.p.A. - Cinisello B. (Mi)