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DIASS

July 1967

List of

**INFORMATION SHEET
IMPROVEMENT BULLETIN
TECHNICAL BULLETIN**

up to 31st May 1967

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.155	28/7/960	Except Berlina - Water temperature thermostat				*										
.156	28/7/960	Timing chain stretcher spring	*													
.158	16/9/960	Berlina and t.i. - Instructions for mounting the "Fitted" type windshield	*												*	
.159	18/10/60	Instructions for changing engine	*													
.162	10/12/60	Giulietta and 2000 - Draining of engine oil sump			*											
.163/1	21/7/961	t.i. - Data for tuning 35 APAIG carburettor		*												
.164	27/1/961	Sprint Zagato - Front brake drums								*						
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.166	10/3/961	Giulietta and 2000 - Transmission - Instructions for fitting centrifuging rings to protect central bearing							*							
.168	20/5/961	Sprint Speciale and Sprint Zagato - Dynamo												*		
.169	7/6/1961	Tapered watertight plug in cylinder-head chamber	*													
.170	19/6/961	Berlina and t.i. (L.H. drive) - Wheel balancing									*					
.172	11/9/961	Inspection of front wheel bearing lubrication									*					
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.175	25/9/961	Front cover oil sealing ring	*													
.177	10/1/962	Sprint Veloce, Spider Veloce and Sprint Speciale - Winterizing the Weber 40 DCOE 2 carburetor		*												
.178	10/3/962	Breaking of plastic fan blades				*										

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.182/1	22/10/62	Giulietta and 2600 - Nuts on exhaust manifold flanges	*													
.183	2/10/962	Berlina and t.i. - Modifications of engine and mechanical units	*	*		*		*	*							
.185	20/12/62	Giulietta and 2000 - Check and adjustment of front wheel toe-in									*					
.186	20/12/62	Crankshaft	*													
.187/1	10/5/963	Stopping of water leakage from jointing between cylinder head and block	*													
.188	30/1/963	Berlina and t.i. - Engine hood release													*	
.189	10/4/963	Giulietta, Giulia and 2600 - Instructions for installation of safety belts													*	
.190	22/4/963	Sprint Speciale, Giulia 1600 TI, Sprint Speciale, Sprint and Spider - Shoes for three-shoe brakes								*						
.195	27/9/953	Interference between rigid pipe of front brakes and upper arm of front suspension								*						
.202	13/4/964	t.i. - Reference marks for engine timing	*													
.204	23/7/964	t.i. - Spark plugs												*		
.205	12/10/64	Giulietta and Giulia - "Sticking" gasket between rear cover and crankcase	*													
.206	12/10/64	Giulietta, Giulia and 2600 - Oil leakage from gearbox						*								
.207/1	25/11/65	Giulietta, Giulia and 2600 - Front wheel toe-in								*						
.208	12/11/64	Giulietta, Giulia and 2600 - Floor-mounted gearshift lever						*								
.209	10/3/966	Giulietta and Giulia - Oil seal packing on final drive pinion							*							
.210	5/7/1966	t.i. and Giulia 1300 - Sodium-cooled exhaust valves	*													
.211	5/7/1966	Giulietta, Giulia and 2600 - Towing a damaged car														*

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.002/1	19/2/964	T.I. - "Burman" F3 type steering gear											*			
.004	18/12/62	Sprint and Spider - Michelin tires									*					
.005	21/12/62	T.I. - Warning horn												*		
.006	28/12/62	T.I. - Removal of radiator grille for access to headlamps													*	
.008/1	28/10/63	T.I. - Battery cable arrangement												*		
.012	22/4/963	T.I. - Mechanical fuel pump on cars for contests		*												
.013/1	10/9/963	T.I., Sprint and Spider - Adjustment of opening of carburetor secondary throttle		*												
.014	27/6/963	T.I. - Exhaust pipe brackets on gearbox	*													
.015	5/6/1963	T.I. - Tightening of reaction trunnion fastening screws							*							
.016	8/6/1963	Giulia and 2600 - Hollow valves cooled with melted sodium	*													
.019/1	21/10/63	T.I., Sprint and Spider - Tightening torque specifications for main bearing cap nuts	*													
.022/1	19/2/964	T.I. - High hysteresis rubber mountings	*													
.023	16/9/963	T.I. - Exhaust pipe attachment	*													
.024	16/9/963	Spider - Water seepage through folding top														*
.026	27/9/963	T.I. - Replacement of front seat adjuster rack														*
.027/1	22/1/965	T.I. - How to replenish the cooling water circuit (after a complete draining)				*										
.029	21/10/63	Sprint and Spider - Steering wheel judder											*			
.030	21/10/63	Giulia, Giulietta and 2600 - Installation procedure for front wheel bearings										*				
.034	19/2/964	T.I. - Rear suspension: noisy reaction trunnion										*				
.035	19/2/964	T.I. - Attachment of brake discs							*							
.037	3/2/1964	T.I. Super - Tire inflation pressure									*					
.040	28/2/964	S.S. - Michelin 155 x 15 XA Tire inflation pressure									*					
.042	16/4/964	T.I. and Sprint G.T. - Front seats														*
.043	16/4/964	T.I. - Dashboard - Noise due to slackening of upper fastening screw														*
.044	21/5/964	Sprint G.T. - Door handle														*
.045	21/5/964	T.I., Sprint and Spider - Solex carburetor	*													

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.048	22/5/964	T.I. and T.I. R.H.D. - Magneti Marelli windshield wiper: wiped area												*		*
.052	16/6/964	T.I. - Setting the door closure														*
.053	16/6/964	Sprint G.T. - Noise from rear seat back shelf														*
.054/1	6/10/965	T.I. and Super - Ceiling light switch: door-operated push buttons on central post												*		*
.055/1	25/5/965	T.I. - Suppression of rattling from rear wheel bearings for excessive end play							*							*
.057	26/6/964	Sprint G.T. - Hose connecting the intake manifold to radiator				*										*
.058	7/7/1964	Sprint G.T. - Warping of door weatherstrips														*
.059	7/7/1964	T.I. - Chromium-plated compression rings	*													*
.060	12/10/64	T.I. and Giulia 1300 with floor mounted gearshift lever - Door lock remote control														*
.061	12/10/64	Front brake disk guard								*						*
.062/1	22/5/965	Sprint G.T. - Alignment of car: front and rear end									*					*
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.064	12/10/64	T.I. and Giulia 1300 - Water drain holes in air filter housing		*												*
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.066	12/10/64	Sprint G.T. - Engine hood supporting link														*
.067	12/10/64	Fuel level sender		*												*
.068	19/10/64	Handbrake adjustment								*						*
.069	19/10/64	T.I. - Cleaning of cylinder head to block joining surface	*													*
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.072	2/12/964	T.I. - Door opening push buttons														*
.073	17/12/64	T.I. - Setting the door locks														*
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1.05.075	23/12/64	Gasket between oil filter mounting flange and cylinder block	*													
.076	23/12/64	Clamp securing pump-to-radiator hose				*										
.077/2	1/9/1965	T.I. and Sprint G.T. - Slip tendency										*	*			
.080	15/2/1965	Clutch modification - Checking the trueness of toggle lever flange					*									
.081	26/3/1965	Spider Veloce, Sprint Speciale and Giulia models with two twin horizontal carburettors - Air intake cover nuts	*													
.082	14/4/1965	Shrilling disc brakes								*						
.083	14/4/1965	Giulia models with Dunlop brakes (except G.T.A. and T.Z.) - Front brake's friction pads								*						
.084	14/4/1965	Sprint G.T. - Throttle control linkage adjustment	*													
.085	20/4/1965	Noise from rear friction pads of Dunlop brake system								*						
.086	20/4/1965	Except Sprint and Spider - How to fit pre-mod cast sump to crankcase with reinforced rear bearing cap	*													
.087	25/5/1965	Sprint G.T. - Replacement of faulty engine-hood supporting link														*
.088	25/5/1965	T.I., Sprint G.T. and Super - Back-up jerk buffer						*								
.089	6/10/1965	Spider 1600 - Installation of a "Blow-by" device	*													
.090	11/6/1965	Super - Defective dashboard trim														*
.091	15/6/1965	Giulia 1300 - Icing in intake ducts to carburettor	*													
.092	15/6/1965	Cylinder block & front cover gaskets	*													
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.094	1/9/1965	Breakage of Bosch generator drive-end support												*		
.095	1/9/1965	Main bearing-to-journal radial clearance readings	*													
.096	14/10/65	G.T.C. - Installation of a reinforcing cross member to the front end and a steering column brace														*
.097/1	15/3/1966	Front suspension ball joints										*				
.098	18/10/65	G.T.C. - Water seepage from doors, rear wheelhouse and luggage compartment														*
.099	22/12/65	T.I., Super, Sprint G.T., G.T.C. and Giulia 1300 - Tool kit location														*
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1.05.101	22/12/65	T.I. and Giulia 1300 - Interference between starter motor cable and throttle control linkage												*		
.102	28/1/966	Giulia 1300 - How to install the brake servo								*						
.103	28/1/966	Super - How to rise the front seats in height													*	
.104	28/2/966	G.T.A. - Engine front cover	*													
.105/1	5/7/1966	Giulia 1300 - Hinge pin of vent window closing link													*	
.106	15/3/966	Floor and column-mounted-gear-lever GIULIA T.I., Super, 2600 sedan an Sprint - Installation of fog lamps												*		
.107	15/3/966	Super - Noise from dashboard													*	
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.109	15/3/966	Giulia, Giulietta and 2600 - How to install the emergency warning flasher unit												*		
.110	20/7/966	Sprint G.T.A. - Valve seats	*													
.111	20/7/966	New clutch with toggle lever rocking pins					*									
.112	20/7/966	Sprint G.T. - How to remedy whistling noise from vent window													*	
.113	5/7/1966	G.T.V. and Spider 1600 - Weber 40 DCOE 27 carburettors rating		*												
.114	20/7/966	T.I. - Reinforcing the front seat attachment													*	
.115	5/7/1966	Sprint G.T. and Super - Rough idle		*												
.116	20/7/966	Giulia 1300 and 1300 t.i. - Noise from door panels													*	
.117	20/7/966	Front & rear door lock installation													*	
.118	7/7/1966	Bonaldi and Dunlop master cylinders bellows with vent hole								*						
.119	16/9/966	Ate handbrake shoes								*						
.120	9/9/1966	Gasket for crankcase rear cover	*													
.121	21/9/966	Berlina and Coupe - Windshield wiper													*	
.122	5/10/966	Poor braking on servo assisted cars								*						
.123	21/9/966	Berlina - License plate light												*		
.125	10/11/66	Lubrication of front suspension bushings										*				
.126	24/10/66	Giulia models with Ate brake system - Handbrake setting								*						
.127	20/12/66	Spider 1600 - Installation of hard top													*	
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1.05.129	6/12/966	Replacement of Bonaldi master cylinder								*						
.130	30/12/66	Rear brake piping								*						
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.133	30/12/66	Berlina - Door hinges													*	
.134	20/1/967	Noise (squeaks) from Burman steering box											*			
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.136	25/1/967	Camshaft cover gasket	*													
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.138	25/1/967	Engine performance	*													
.139	25/1/967	Winshield demisting and defrosting				*										
.140	25/1/967	Clutch slipping					*									
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.143	10/4/967	155 x 15 tyres									*					
.144	10/5/967	Fren-do FD 408 - Friction pads for unassisted brake systems								*						

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Sheet No	Date of latest issue	S u b j e c t	E n g i n e	F u e l f e e d	L u b r i c a t i o n	C o o l i n g	C l u t c h	G e a r b o x	P r o p s h a f t - A x l e	B r a k e s	W h e e l - T i r e s	S u s p e n s i o n s	S t e e r i n g s y s t e m	E l e c t r i c a l e q u i p m e n t	B o d y	M i s c e l l a n y

Sheet No	Date of latest issue	S u b j e c t	Engine	Fuel feed	Lubrication	Cooling	Clutch	Gearbox	Prop shaft - Axle	Brakes	Wheel - Tires	Suspensions	Steering system	Electrical equipment	Body	Miscellany
1.06.001	16/7/962	Sedan - Tire inflation pressures									*					
.002	27/7/962	Sprint and Spider - Installation of a clamp on heater hose	*													
.003/1	20/11/62	Thermostat				*										
.004/1	21/10/63	Sprint and Spider - Carburetor adjustment instructions		*												
.005	10/8/962	Engine vent duct	*													
.006	10/9/962	Sprint - Leather upholstering finish													*	
.008	3/10/962	Cold air intake				*										
.009	10/10/62	Acrylic enamel finish													*	
.010	18/12/62	Michelin tires									*					
.011	28/12/62	Sprint and Spider - Oil cooling system	*													
.012/1	6/11/963	Spider - Installation of an additional spring on the hood safety catch and remedies to be taken in the event of faulty operation of hood release													*	
.013	25/1/963	Oil seepage through "O" rings in the gasket between cylinder head and block	*													
.014/1	21/5/964	Brake system hydraulic fluid								*						
.015	22/4/963	Sprint and Spider - Oil cooling system				*										
.016	22/4/963	Tightening of nut securing generator pulley	*													
.017	5/6/1963	Bendix, Elmira, Oben electric pumps		*												
.018	5/6/1963	Trouble to clutch - Flywheel inspection					*									
.019	10/9/963	Suction hoses on intake manifold	*													
.020	10/9/963	Spider - Water seepage through folding top													*	
.021	10/9/963	Hose connecting engine to radiator				*										
.022	16/9/963	Sprint and Spider - Instructions for inspection and repair of the heater unit													*	
.023	27/9/963	Sprint and Spider - Oil pressure gauge pipe	*													
.024	27/9/963	Screws fastening upper arms of front suspension										*				
.027	28/10/63	Front brakes								*						
.028	28/10/63	Oil sump	*													
.029	19/2/964	Steering gear											*			
.030	20/2/964	Crankshaft packings	*													

Sheet No	Date of latest issue	S u b j e c t	Engine	Fuel feed	Lubrication	Cooling	Clutch	Gearbox	Prop shaft - Axle	Brakes	Wheel - Tires	Suspensions	Steering system	Electrical equipment	Body	Miscellany
1.06.031	13/4/964	Unbalanced braking										*				
.033	22/5/964	Sprint - Installation instruction for a new type of windshield wiper												*		
.034	22/5/964	Installation specifications for Hypoid type final drive and differential with ratio 43 : 9 and 41 : 8							*							
.035	12/10/64	Sprint and Spider - Hose connecting water pump to intake manifold jacket				*										
.036	12/10/64	Clutch-to-flywheel attachment clutch hydraulic control					*									
.037	18/3/965	2600 models with disc-type front brakes - Friction pads (Girling system)								*						
.038/1	22/12/65	Oil seepage past differential carrier-to-axle banjo joining surface							*							
.039	1/9/1965	Sedan - Water hose from engine to heater cock				*										
.040	5/9/1965	Fuel tank fastening straps		*												
.041	21/3/966	How to install an additional fuel pump		*												
.042	20/7/966	Reinforced crown pistons	*													
.043	30/9/966	Engine warming-up rate in northern countries	*													

Sheet No	Date of latest issue	S u b j e c t	E n g i n e	F u e l f e e d	L u b r i c a t i o n	C o o l i n g	C l u t c h	G e a r b o x	P r o p s h a f t - A x l e	B r a k e s	W h e e l - T i r e s	S u s p e n s i o n s	S t e e r i n g s y s t e m	E l e c t r i c a l e q u i p m e n t	B o d y	M i s c e l l a n y

S.p.A. ALFA ROMEO - Milano, via Gattamelata 45

DIASS - Pubblic. N° 1270 - 7/1967 (1200)

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 19/10/964
All models		SEQUENT NUMBER 0.00.006/2
UNIT	<i>Information Sheet</i>	SHEET 1/2

Translated in April 1965

W I N T E R I Z A T I O N

AUG 27 965

The oncoming cold season calls for the need of recommending the customers to winterize their cars.

To this purpose we advise:

1) - the use of antifreeze

The antifreeze and the percentage recommended in accordance of the lowest anticipated temperature are specified in the Information Sheet no. 0.00.036/1 dated 19/2/64. It should be kept in mind that non-recommended products could cause corrosion to take place in the cooling system.

Moreover it is a good rule before adding the antifreeze to clean and descale the inside of radiator as described in the Information Sheet no. 0.00.025/2 or at least to change the water in the whole system.

Finally the customers should be reminded that a timely use of antifreeze allows it to mix evenly with all the coolant and ensures against a sudden drop in temperature; in this connection the attention should be drawn to the fact that, under certain circumstances, the coolant may freeze in some sections of the circuit even with the engine running hot.

2) - the inspection of the heating system

Check the heater control for proper operation and particularly the heater cock cable, the diaphragm in the cock and make sure that cock passages are not stopped.

Also inspect the heater and piping for leakage; if they show any sign of cracking it is necessary to replace them so as to prevent damage to engine; finally check the hoses for leakage and that clamps properly secure the hose ends.

3) - Skid chains

To be used only in an emergency as their use on tires usually fitted on Alfa Romeo cars is detrimental to tire sidewalls since, for the special arrangement of plies, their thickness is very low.

This I.S. cancels and replaces the I.S. 0.00.006/1 and 0.00.028 dated 11/12/56 and 18/2/63 respectively

B) Laying the cars up for a storage period up to 12 months

1 - Cylinder bore protection

Remove spark plugs and inject the preservative fluid (AR Std.no. 3631.69327) and at the same time rotate the crankshaft several times by hand or other means in order to spread the fluid on cylinder bores, combustion chambers and piston rings; then refit plugs.

2 - Cooling system

If no antifreeze compound has been added to the cooling water, drain the coolant off thoroughly from the system, preferably with a hot engine.

After doing so, a tag warning against emptiness of cooling system should be prominently displayed on the car.

3 - Battery

Remove the battery and store it away in a well ventilated room separate from that which stores the cars.

Arrange the batteries in such a way as to permit an easy and methodical turnover.

Every month check the charge of batteries; if the specific gravity reading is lower than 1.25 gr/cc. (.0451 lb/cu.in.), the battery should be recharged.

For check and recharge procedures refer to the Information Sheet no. 0.00.034/1 dated 19 Febbraio 1964.

Note : in the case a suitable place is not available to store the batteries, the following recommendations should be observed:

- do not remove the batteries from cars; only disconnect the terminals;
- every month check the specific gravity of each cell; if a recharge is required, remove the battery from the car to avoid damaging the body with fumes developing during the charge.

4 - Tires

Before laying up the cars check the tire inflation pressures and, if necessary, restore the values given in the Instruction Book (normal running).

C) Laying the car up for a storage period of 12 months and over

If a period of storage exceeding one year is expected, in addition to the directions as under A, carry out the following:

- 1 - Store the cars preferably indoor; if, for any reason the cars must be temporarily left outdoor, carefully check the protective layer and restore it if necessary.
- 2 - Should the cars remain laid up out door it is advisable to protect the tires against day light deterioration with suitable shields.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 22/7/1968
All models		SEQUENT NUMBER 0.00.026/4
UNIT ---	<i>Information Sheet</i>	SHEET 1/1

CAR CLEANING AND POLISHING COMPOUNDS

As some complaints arose for damage to car finish and chromium plated parts caused by the use of cleaning and polishing products not suitable to the purpose, we tested some of them. The table below lists the products which comply with Alfa Romeo specifications

PRODUCT DESCRIPTION	TRADE NAME			
	S.I.P.A.L. AREXON Viale Espinasse 93 M I L A N O	ERNESTO REINACH Via G. Murat 94 M I L A N O	SERVICE CAR Via Torino 15 L E G N A N O	L O M B A R D O Via M. Melloni 6 M I L A N O
Detergent for car washing;	SHAMPOO CLOR	SHAMPOBLITZ	CAR WASH	SHAMPOO SUPERBELL
Luster for finish polishing	ISTANT POLISH	RADIAL-SIL 15	SILICON POLISH	SVELTO POLISH
Solvent for window cleaning	- - -	- - -	GLASS CLEANER	RAVIGLAS
Cleaner for chromium-plated parts	CHROME POLISH	RADIAL KROM 25	CHROME POLISH	- - -
Rust preventive	Trasparent antirust R O B E L L	- - -	CHROME PROTECTIV	- - -
Solvent for cloth & imitation leather	Cloth dry cleaner	RADIAL SOL 12	CLEANER	TROLYTE 83
Solvent for tar stains on paint	- - -	RADIAL SOL 5	TAR & ROAD	- - -

This I.S. cancels and replaces the I.S. 0.00.026/3 dated 15/6/965

Our Service Network is therefore advised to:

- 1) use only recommended products;
- 2) advertize the customer of the matter.

Furthermore it must be remembered that the correct procedure for washing the car is that described in the "Instruction Book", quoted below for your convenience:

- a) wash with water and the suitable detergent;
- b) carefully dry with chamois leather;
- c) to put fresh gloss on the paintwork rub down with the specified polish every three-to-four months.

Damage to finish, chromium-plated parts, interior trim due to lack of compliance with the above instructions, will render void a possible warranty claim.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 15/6/1965
All models		SEQUENT NUMBER 0.00.026/3
UNIT	<i>Information Sheet</i>	SHEET 1/1

Translated in November 1965

All models

CAR CLEANING AND POLISHING COMPOUNDS

As some complaints arose for damage to car finish and chromium plated parts caused by the use of cleaning and polishing products not suitable to the purpose, we tested some of them.

The table below lists the products which comply with Alfa Romeo specifications.

PRODUCT DESCRIPTION	TRADE NAME			
	S.I.P.A.L. AREXON Viale Espinasse 93 MILANO	ERNESTO REINACH Via G. Murat 84 MILANO	SERVICE CAR Via Torino 15 LEGNANO	LOMBARDO Via M. Melloni 6 MILANO
Detergent for car washing	SHAMPOO CLOR	SHAMPOBLITZ	CAR WASH	SHAMPOO SUPERBELL
Luster for finish polishing	ISTANT POLISH	POLISH 015/SIL	SILICON POLISH	SVELTO POLISH
Solvent for window cleaning	----	----	GLASS CLEANER	RAVIGLAS
Cleaner for chromium-plated parts	CHROME POLISH	CHROME cleaning compound 025	CHROME POLISH	----
Rust preventive	Trasparent antirust ROBELL	----	CHROME PROTECTIV	----
Solvent for cloth & imitation leather	Cloth dry cleaner	SOLVENT 012	CLEANER	TROLYTE 83
Solvent for tar stains on paint	----	SOLVENT 005	TAR & ROAD	----

Our Service Network is therefore advised to:

- 1) use only recommended products;
- 2) advertize the customer of the matter.

Furthermore it is remembered that the correct procedure for washing the car is that described in the "Instruction Book", quoted below for your convenience:

- a) wash with water and the suitable detergent;
- b) carefully dry with chamois leather;
- c) to put fresh gloss on the paintwork rub down with the specified polish every three-to-four months.

Damage to finish, chromium-plated parts, interior trim due to lack of compliance with the above instructions, will render void a possible warranty claim.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All types		12/9/1963
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		0.00.032/1
		SHEET
		1/2

Translated in May 1964

All types of cars

INSTRUCTIONS FOR REMOVING THE PROTECTIVE WAX FILM

In Information Sheet n. 0.00.012/1 dated the 1st June, 1959, instructions have been given for the removal of the wax coating on cars, by using rectified gasoline.

As this product is difficult to find, and as there are specialized products available, which facilitate and quicken this operation giving satisfactory results, we give further instructions listing the name of these solvents:

- Solvent PEGA EM from Messrs. FOSFA COL (via F. Redi 23, Milano)
- " AS " " REINACH OLEOBLITZ (via G. Murat 84, Milano)
- " EK 100 MP " " CHEMIE X2000 MORIN KC (Heiligenstadterstrasse 63 Wien XIX) - this product cannot be used for nitrous lacquered bodies.
- " ARDROX " " CHEMICAL (via Pergolesi 4, Milano) - this product must be mixed with kerosene in the following proportion: 1 part of Ardrex by 3 parts of kerosene.

1) Preliminary operation

- 1.1 By water spray or compressed air remove all impurities, such as dust etc. from the waxed surface, without rubbing.
- 1.2 For Spider models, first protect the top canvas with waxed paper and protect or take away the bituminized cardboard covering the licence plate holder.
- 1.3 Protect the weatherstrips of luggage compartment and of rear window, the velvet runners of door glasses and the door weatherstrips, with tape Mystik 6235 made by BOSTON Mfg. Co.

ATTENTION

It is advisable to perform ~~this~~ operation in the open air or in a well-aerated room and to use synthetic rubber gloves for hand protection.

2) Application of the product

- 2.1 Spray the wax solvent plentifully on all waxed parts using a sponge or, if possible, a spray gun. Be careful not to wet the rubber weatherstrips of the windshield with this solvent. Remove the wipers.

Let the wax be soaked with the solvent for 5 to 10 minutes, before proceeding with step 2.2.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All types		12/9/1963
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		0.00.032/1
		SHEET
		2/2

2.2 Rub the surface vigorously with a sponge soaked in the solvent to facilitate removal of the wax film.

NOTE

Remove the wax film working from top downwards,
ie: from the roof to the wheels.

3) Washing operation

- 3.1 Wash down with plenty of water spray.
- 3.2 Wash with shampoo very carefully. For details of the product to use see Information Sheet No. 0.00.026/1.
- 3.3 Dry off with chamois-leather.
- 3.4 To achieve a higher standard of body finish a brisk rubbing down with a dry flannelette, is recommended.

Time and material required for removal of the protective wax film.

- Time required for removal of the protective wax film: from 50 to 90 centesimal minutes per car, according to the product used.
- Required quantity of solvent: approximately 2,5 lt. (.5 Imp. gallon) (.6 U.S. gallon) per car.

TYPE OF CAR

All models

UNIT

Coachwork

Alfa Romeo

DIREZIONE ASSISTENZA

*Information Sheet*DATE
5/9/1965

SEQUENT NUMBER

0.00.032/3

SHEET

1/2

Translated in October 1965

All modelsWAX COATING REMOVAL

Stated beforehand that the selection of products and procedures for the removal of wax coating depends on the type of finish paint underneath, herebelow directions are given to comply with.

The type of finish paint is identified by the specification plate located in the engine compartment (refer to Information Sheet no. 0.00.038).

1)

Paint type	Products and procedures for wax removal		
	by octane	by commercial equivalents	by steam washer
Nitrocellulose lacquer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Synthetic enamel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acrylic enamel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2) Procedure for wax removal by octane

2.1 - Get rid of dirt (dust, etc) with jets of water

2.2 - Rub down the wax coating with cotton wool soaked in octane.

The cotton wool must be frequently renewed and passed over the surfaces with light pressure so as to avoid scratching the fluid with foreign matter embedded in the wax or to prevent the wax itself from soiling the clean area again.

Note - while removing the wax coating take care not to dirty unprotected parts (such as top, rubber weatherstrips, plastic windows, etc.); to this end it is advisable to mask off the affected parts with packing paper and Mistik tape.

It is of the utmost importance to avoid solvents coming in contact with plastic windows; clean them only with a solution of a suitable detergent in water (.2 / .5%).

The I.S. deletes and supersedes the I.S. 0.00.031 - 0.00.032/1 - 0.00.032/2 dated 5/6/1963, 13/4/1964, 20/4/1965 respectively

3) Procedure with commercial solvents

3.1 - List of applicable products:

- Deceral EM : by Fosfa Col (Via F. Redi, 23 Milano)
- De-waxing AS : by Reinach (Via G. Murat, 84 Milano)
- Strax : by BP
- KK 1000 MP : by Chemie x 2000 Morin KG (Heiligenstaderstrasse 63, VIENNE XIX) do not use this product to remove wax from surface painted with nitrocellulose lacquer)
- Ardrex 607 : by Chemical (Via Pergolesi, 4 Milano)
- De-waxing : by Union Chemical
- Entwacher P. 66 . . : by Emmerbruke
- Ravitol X : by Lombardo (Via M. Melloni, 6 Milano)
- Persil P3 VR 769 W: by Henkel

3.2 - Get rid of foreign matter deposited on the wax coating with jets of water.

3.3 - On spider models, mask off the hood and the cardboard which covers the licence plate holder.

3.4 - Seal off the weatherstrips of doors, luggage compartment, rear window and the velvet runners of door glasses with Mistik 6325 tape.
This is to avoid weatherstrip swelling and removal of velvet runners;

3.5 - Spread the solvent over the surfaces with a sponge or a spray gun take care not to insist too long in the areas near the windshield and rear window weatherstrips.

3.6 - After ten minutes again pass a sponge soaked in the solvent all over the finish in order to facilitate the removal of wax coating.

3.7 - Wash down the car with a turbosponge and water spray at 40°C (104°F) if possible; then clean out possible oily spots with a solution of a suitable detergent in water.

3.8 - Dry with chamois leather.

4) Procedure with steam washer

4.1 - This procedure implies the use of steam blown off from a steam washer with the aid of a solvent (Kerlite made by Uniscambi - Via Susa, 35 - Turin - Italy or CH5 by Chemical or equivalent).

4.2 - Get rid of foreign matter, deposited on the wax coating, with jets of water.

4.3 - Put the washer under pressure and when an even flow of steam gets out of the nozzle direct it onto the coating to be removed, starting from the top.
During wax removal, keep the nozzle tip at about 10 cm (4") from the surface to be treated.

4.4 - After the wax coating has been completely removed, rinse with plenty of hot water (again use the steam washer) to get rid of solvent thoroughly.

4.5 - Dry with chamois leather.

Note : for washer operation refer to the manufacturer's instruction book.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 28/8/1966
All models		SEQUENT NUMBER 0.00.032/4
UNIT Coachwork		SHEET 1/2

Translated in October 1965

11/15/66

All models

WAX COATING REMOVAL

Stated beforehand that the selection of products and procedures for the removal of wax coating depends on the type of finish paint underneath, herebelow directions are given to comply with.

The type of finish paint is identified by the specification plate located in the engine compartment (refer to Information Sheet no. 0.00.038).

1)

Paint type	Products and procedures for wax removal		
	by octane	by commercial equivalents	by steam washer
Nitrocellulose lacquer	■	■	
Synthetic enamel	■	■	■
Acrylic enamel	■	■	

2) Procedure for wax removal by octane

- 2.1 - Get rid of dirt (dust, etc) with jets of water
- 2.2 - Rub down the wax coating with cotton wool soaked in octane.

The cotton wool must be frequently renewed and passed over the surfaces with light pressure so as to avoid scratching the fluid with foreign matter embedded in the wax or to prevent the wax itself from soiling the clean area again.

Note - while removing the wax coating take care not to dirty unprotected parts (such as top, rubber weatherstrips, plastic windows, etc.); to this end it is advisable to mask off the affected parts with packaging paper and Mistik tape.

It is of the utmost importance to avoid solvents coming in contact with plastic windows; clean them only with a solution of a suitable detergent in water (.2 / .5%).

The I.S. deletes and supersedes the I.S. 0.00.032/3 dated 5/9/1965

3) Procedure with commercial solvents

3.1 - List of applicable products:

- Deceral EM . . . : by Fosfa Col (via F. Redi, 23 Milano)
- De-waxing AS . . . : by Reinach (via G. Murat, 84 Milano)
- Strax : by BP
- KK 1000 MP . . . : by Chemie x 2000 Morin KG (Heiligenstaderstrasse 63, VIENNE XIX) do not use this product to remove wax from surface painted with nitrocellulose lacquer)
- Ardrox 607 . . . : by Chemical (via Pergolesi, 4 Milano)
- De-waxing . . . : by Union Chemical
- Entwacher P. 66 : by Emmerbruke
- Ravitol X . . . : by Lombardo (via M. Melloni, 6 Milano)
- Persil P3 VR 769 W: by Henkel
- OM 104 : by TEGEE Chemie
- De-waxing "Fina - Sol" - by FINA

3.2 - Get rid of foreign matter deposited on the wax coating with jets of water.

3.3 - On spider models, mask off the hood and the cardboard which covers the licence plate holder.

3.4 - Seal off the weatherstrips of doors, luggage compartment, rear window and the velvet runners of door glasses with Mistik 6325 tape.

This is to avoid weatherstrip swelling and removal of velvet runners;

3.5 - Spread the solvent over the surfaces with a sponge or a spray gun take care not to insist too long in the areas near the windshield and rear window weatherstrips.

3.6 - After ten minutes again pass a sponge soaked in the solvent all over the finish in order to facilitate the removal of wax coating.

3.7 - Wash down the car with a turbosponge and water spray at 40°C (104°F) if possible; then clean out possible oily spots with a solution of a suitable detergent in water.

3.8 - Dry with chamois leather.

4) Procedure with steam washer

4.1 - This procedure implies the use of steam blown off from a steam washer with the aid of a solvent (Kerlite made by Uniscambi - Via Susa, 35 - Turin - Italy or CH5 by Chemical or equivalent).

4.2 - Get rid of foreign matter, deposited on the wax coating, with jets of water.

4.3 - Put the washer under pressure and when an even flow of steam gets out of the nozzle direct it onto the coating to be removed, starting from the top.

During wax removal, keep the nozzle tip at about 10 cm (4") from the surface to be treated.

4.4 - After the wax coating has been completely removed, rinse with plenty of hot water (again use the steam washer) to get rid of solvent thoroughly.

4.5 - Dry with chamois leather.

Note : for washer operation refer to the manufacturer's instruction book.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
All models		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Storage battery		0.00.034/1
		SHEET
		1/3

Translated in May 1964

RECHARGING AND MAINTENANCE OF DISCHARGED
STORAGE BATTERIES OF NEW LAID-UP CARS

To the end of maintaining the efficiency of the storage batteries installed on new cars laid up in stores, it is essential to have the batteries regularly inspected and recharged as specified in the following paragraphs.

Special attention should be given to the fact that, even if the terminals are not connected to give an output, a storage battery full of electrolyte discharges slowly but constantly even to very low levels (generally up to 1/3 of its initial charge) as electrochemical reactions, strongly affected by temperature, take place in the grids thus leading to self-discharging of cells.

A regular inspection should therefore be planned for the batteries on hand to the purpose of ascertaining the state of charge. The inspection, consisting in measuring the specific gravity of the electrolyte, should be carried out every 30 days.

The specific gravity of the electrolyte of fully-charged cells, measured at a reference temperature of 25°C (77°F) should be:

1.28 grammes/cu. cm. (.0462 lb/cu. in.)

If the reading is less than 1.25 grammes/cu.cm. (.0451 lb/cu.in.) the battery shall be recharged.

To check the specific gravity and to recharge the cells proceed as follows:

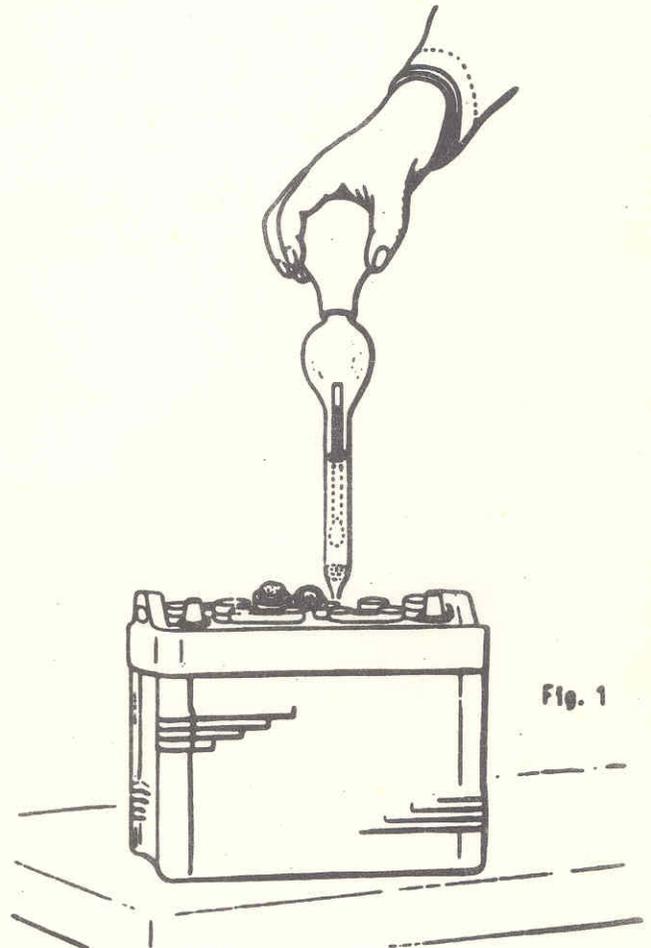
1) HYDROMETRY AND TEMPERATURE READING:

The measurement of the electrolyte specific gravity is done by means of a hydrometer, preferably of the type shown in the figure 1 (syringe, with float). The temperature reading is obtained by plunging the bulb of a thermometer into the electrolyte of the cell to be inspected. Repeat the procedure for all the battery cells.

If water level is low, replenish and allow to settle before taking readings.

It is recommended to use the hydrometer as follows:

- Take readings on the waterline and make sure the hydrometer is vertical and freely floating;
- After the measurement, put the electrolyte again into the cell;



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
All models		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Storage battery		0.00.034/1
		SHEET
		2/3

- Avoid dripping over the battery as this will result in corrosion and current leakage; to get rid of possible drops use a woollen rag.

As above specified, the sp.gr. of a fully-charged battery is 1.28 gr/cc (.0462 lb/cu. in.) at 25°C (77°F).

Lower values are cross-referenced to percentage of charge in the following table, applicable to temperate climate (ambient temperature lower than 32°C (89.6°F)).

gr/cc.	lb/cu. in.	percent of charge
1.28	.0462	100
1.25	.0451	75
1.22	.0440	50
1.19	.0429	25
1.16	.0418	minimum charge
1.13	.0407	battery flat

NOTE - For tropical climate (ambient temperature higher than 32°C (89.6°F)) the specific gravity of a fully-charged battery electrolyte is 1.23 gr/cc (.0444 lb/cu. in.)

2) CONVERSION OF SPECIFIC GRAVITY VALUES IN RELATION TO TEMPERATURE VARIATIONS

The reading of specific gravity should be taken at a reference temperature of 25°C (77°F).

Readings taken at temperatures different from the above said one, must be converted by adding or subtracting .007 gr/cc (.00025 lb/cu. in.) every 10°C of difference in temperature.

3) READING OF VOLTAGE OF BATTERY CELLS

In addition to the specific gravity measurements it is recommended to measure the voltage of each cell with a proper voltmeter, as shown in fig. 2.

Take the reading by resting the two points of voltmeter on battery cell terminals for a very short time not longer than 5 seconds in order not to discharge the battery uselessly.

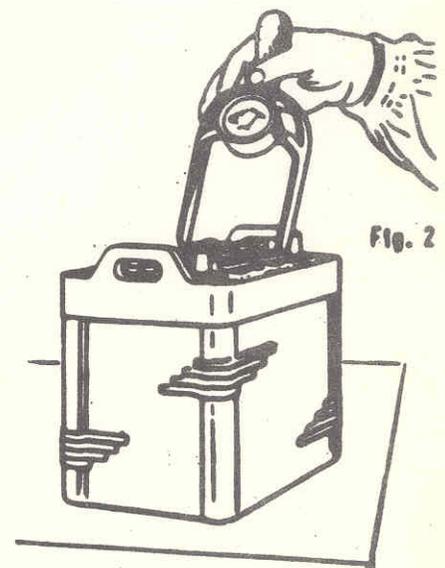
The scale of this type of voltmeter is usually graduated in tenth of volt and two ranges are marked off:

red range = discharged cell
green range = charged cell

The voltage of a charged cell generally falls within the following limits:

1.97 to 2 volts

however the voltage of one cell can get to 2.2 volts.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE	19/2/1964
All models		SEQUENT NUMBER	0.00.034/1
UNIT		SHEET	3/3
Storage battery	<i>Information Sheet</i>		

4) RECHARGING THE BATTERY

When readings of hydrometer and voltmeter, or even the hydrometer reading only, indicates that the battery charge is low, condition that usually occurs after 30 days of storing, it is necessary to restore a full charge.

Proceed as follows:

- Use a DC source provided with a constant current control that enables the operator to maintain a current supply in accordance with the values given in the table below. Avoid recharging batteries of different capacity in parallel;
- Connect the positive terminals of battery to the positive sockets of current source. It is advisable to use different kinds of clamps to avoid dangerous reversal of polarity.
- Continue the recharging until all cells show gassing and sp. gr. and voltage reach the values specified in the table and remain unchanged for 3 readings taken at 1-hour interval.

WARNING

To avoid damaging the body with fumes developing from battery during recharging, remove the battery from car.

When recharging is over, perform the following operations:

- a) replenish with distilled water
- b) clean up the top surface of battery and grease the connections.

To prevent errors or omissions, it is recommended to provide the battery with a label showing the date of the last recharging.

5) CURRENT, TIME, SPECIFIC GRAVITY AND TEMPERATURE SPECIFICATIONS FOR RECHARGING

	Battery capacity							
	40 Ah	50 Ah	60 Ah	100Ah	140Ah	160Ah	200Ah	220Ah
Recharging current Amps.	4	5	7	13	15	17	20	22
Time in hours required for a full charge with current values as shown	4-5	4-5	4-5	4-5	4-5	4-5	4-5	4-5

	Climate	
	Temperate (below 32°C 89.6°F)	Tropical (above 32°C 89.6°F)
Electrolyte sp. gr. at full charge	1.27-1.28 gr/cc. .0458-0.462 lb/cu.in	1.22-1.23 gr/cc. 0.440-0.444 lb/cu.in
Maximum permissible electrolyte temperature during recharging	50° C 122°F	60° C 140°F

The voltage of a fully-charged cell is: 2.1 - 2.2 volts

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		28/11/963
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel feed		0.00.035
		SHEET
		1/1

Translated in May 1964

All models

IMPROVED FUEL TANK FILLER PLUG

The vent efficiency of the fuel tank filler plug P.N. 101.00.32.018.00 (with two vent holes 2 mm -.08"- in diameter) has been improved in order to avoid any suction effect from taking place into the tank thus preventing it from buckling.

On the already released cars whose fuel feed system proves faulty, replace the new filler plug P.N. 101.00.32.018.01 (with three vent holes 3 mm -.12"- in diameter) for the old one.

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
All models		5/12/1963
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Cooling system		0.00.036
		SHEET
		1/1

All models

MAR 17 1964

ANTIFREEZE.

This sheet is to notify our service network with the trade mark of antifreeze products in agreement with our Factory's specifications and therefore authorized for use in the radiator and cooling system of our cars.

BP	- Antifreeze
Shell	- Antifreeze
Arexon	- Robin multigrade + Palf.
Reinach	- Termomix

M I X T U R E

% in volume	Freezing point
10% Antifreeze 90% Water	- 4 °C. - 24 °F.
20% " 80% "	- 9.5 °C. - 15 °F.
30% " 70% "	- 20.5 °C. - 5 °F.
40% " 60% "	- 33 °C. - 38 °F.
50% " 50% "	- 47 °C. - 52 °F.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		9/6/964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		0.00.037/1
		SHEET
		1/1

Translated in June 1964

All models

OIL SUMP GASKET

OCT 19 1964

To improve the sealing of oil sump, a "Klinger Oilit" gasket has been introduced in series production.

The new gasket besides a remarkable improvement in sealing, shows far less yielding; therefore the screws which secure the sump to crankcase are kept from loosening without using the "Simmonds" stopnuts as done in the pre-mod. installations.

For the future, should oil leaks be experienced from sump gasket, replace the pre-mod gasket with the post-mod. gasket whose part number is the following, according to the various engine models:

Engine for car	Post-mod. sump gasket part number
101 all models	101.12.01.205.01
105 all models	105.00.01.205.05
106 all models	106.00.01.205.04

On engines with serial nos. over those listed below, it is therefore not necessary to replace the "Simmonds" stopnuts for the old ones.

Car model	Engine serial No.	Car model	Engine serial No.	Car model	Engine serial No.
101.02	32396	105.02	00001	106.00	01288
101.12	14184	105.14	29883	106.01	06288
101.21	00684	105.16	00192	106.02	

TYPE OF CAR	 SERVICE DEPARTMENT	DATE 13/4/1964
All models		SEQUENT NUMBER 0.00.038
UNIT	<i>Sheet of Information</i>	SHEET 1/3
Coachwork		

Translated in October 1964

TOUCH-UP PAINT IDENTIFICATION NUMBER

Our Service network is informed that a paint specification plate like the specimen shown below, will next be applied in the engine compartment of each new car stating the type and make of paint.



This to the end of facilitating the identification of the corresponding paint needed for touch-up.

To place an order for touch-up paint it will suffice to contact the manufacturer whose name is shown on the specification plate and to ask for a paint with the same identification number as that stamped on the plate, followed by the letter R. Taking the above specimen as an example, KF 19447 is the reference number of the product used in factory painting, while KF 19447 R is the identification number of the corresponding paint for touch-up.

In case the order is placed to our Spare Parts Department, just quote the number as found in the enclosed table.

Finishing paint	TOUCH-UP PAINT					
	Order no.		Order no.		Order no.	
	ITALVER	ALFA ROMEO	VERCOLAC	ALFA ROMEO	SALCHI	ALFA ROMEO
Hawthorn	KF 19447 R * KF 22133 R	3537.20013/1	B 1412 R * P 11257 R	3537.20013/2		
Very light Ivory	KF 13415 R	3537.20101/1				
China Yellow	KF 13947 R	3537.20104/1				
Light Gold Yellow			P 11668 R	3537.20107/2		
Khaki Olive Green	KF 22560 R	3537.20203/1				
Uranium Green	KF 18730 R	3537.20206/1				
Missile Green	KF 19642 R	3537.20208/1				
Musk Green	KF 22340 R	3537.20209/1			PT 6699	3537.20209/3
Florida dark Green			P 11669 R	3537.20212/2		
Garda Azure	KF 13110 R	3537.20303/1				
Cobalt Blue	KF 15483 R	3537.20306/1				
Holland Blue	KF 12795 R	3537.20311/1				
Switzerland Blue	KF 14005 R	3537.20315/1				
Ischia Blue	KF 14648 R	3537.20318/1				
Mean Cobalt Blue	KF 17197 R	3537.20324/1				
Galaxy Blue	KF 17727 R	3537.20325/1				
Light Blue	KF 22343 R	3537.20327/1			PT 6700 R	3537.20327/3
Space Blue	KF 18927 R * KF 22247 R	3537.20330/1	B 1587 R	3537.20330/2		
Sirius Blue	KF 19643 R	3537.20333/1				
Alfa Red	KF 12924 R	3537.20501/1				
Mean Fall Red			P 11661 R	3537.20512/2		
Spring Water	KF 13749 R * KF 22248 R	3537.20701/1	B 1514 R	3537.20701/2		
Dawn Grey	KF 13421 R	3537.20703/1	B 1586 R	3537.20703/2		
Po Grey	KF 12789 R	3537.20704/1				
Night Grey	KF 12936 R	3537.20705/1				
Smoke Grey	KF 15484 R	3537.20716/1				
Graphite Grey	KF 15485 R * KF 21992 R	3537.20716/1	B 1551 R	3537.20716/2		
Style Grey	KF 17886 R	3537.20720/1				
Beaver	KF 15482 R	3537.20803/1				
Old Gold	KF 15481 R	3537.20804/1				
Sahara Sand	KF 14668 R	3537.20805/1				
Atomic Brown	KF 18405 R	3537.20810/1				
Sidereal Brown	KF 19233 R	3537.20813/1				
Light leather			B 1543 R	3537.20816/2		
Black	KF 12937 R * KF 22575 R	3537.20901/1				

* The choice between the two types is to be made in relation to the specifications given in the plate according to the paint used for factory finishing.

Finishing paint	TOUCH - UP PAINT							
	Order no.		Order no.		Order no.		Order no.	
	ITALVER	ALFA ROMEO	VERCOLAC	ALFA ROMEO	SALCHI	ALFA ROMEO	IANCOLOR	ALFA ROMEO
White Summer	KF 19828 R	3537.21012/1	PT 6120 R	3537.21012/2				
Very light Ivory	KF 18024 R	3537.21101/1						
Indian Ivory	KF 16290 R	3537.21106/1			P 7208 R	3537.21106/3	33.254 R	3537.21106/4
Ischia Blue	KF 16338 R	3537.21318/1			P 7210 R	3537.21318/3		
Mean Cobalt Blue	KF 17198 R	3537.21324/1						
Blue Spring	KF 19851 R	3537.21332/1	PT 6121 R	3537.21332/2				
Blue (R4)	KF 22296 R	3537.21336/1						
Alfa Red	KF 16815 R	3537.21501/1						
Red (R4)	KF 20503 R KF 22074 R *	3537.21510/1						
Spring water	KF 16339 R	3537.21701/1			P 7211 R	3537.21701/3		
Dawn grey	KF 18790 R	3537.21703/1	PT 6119 R	3537.21703/2				
Night grey	KF 17494 R	3537.21705/1						
Grey (R4)	KF 22297 R	3537.21730/1						
Isabel Beige	KF 16291 R	3537.21802/1					33.248 R	3537.21802/4
Sahara Sand	KF 17495 R	3537.21805/1						
Beige (R4)	KF 20501 R	3537.21814/1	PT 6406 R	3537.21814/2				

* The choice between the two types is to be made in relation to the specifications given in the plate according to the paint used for factory finishing.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		31/5/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		0.00.039/3
Gearbox - Steering gear Suspensions - Brakes		SHEET
		1/1

Translated in June 1966

All models

LUBRICANTS AND CLUTCH & BRAKE FLUIDS

OCT 17 1966

The following table lists the lubricants and clutch & brake fluids specified for use on Alfa Romeo cars.

Warning: In Countries where the recommended lubricants are not available it is possible to replace them with products of other leading makes provided that in accordance with SAE (Society of Automotive Engineers) - API (American Petroleum Institute) - NLGI (National Lubricating Grease Institute) specifications and grades as given under the heading Classification.

PART	SPECIFIED PRODUCT	CLASSIFICATION
Engine (2)	AGIP F.1 Supermotoroil Multigrade 20 W/40 SHELL X 100 Multigrade 20 W/40	SAE 20 W/40 API MS
Gearbox { For correct use of lubricant refer to footnote (3)	{ AGIP F.1 Rotra SAE 90 SHELL Dentax 90 { AGIP F.1 Rotra Hypoid SAE 90 SHELL Spirax 90 EP (3)	SAE 90
Steering box & differential	AGIP F.1 Rotra Hypoid SAE 90 SHELL Spirax 90 EP	SAE 90 API EP
Upper & lower king pins and ball joints of front suspension Steering linkage joints Rear axle reaction triangle ball joints Propeller shaft U-joints and sliding yoke	{ If applicable AGIP F.1 Grease 15 SHELL Retinax G	NLGI 1
Front wheel bearings (1)	AGIP F.1 Grease 33 FD SHELL Retinax AX	NLGI 2/3
Drum brake hydraulic fluid	AGIP F.1 Brake Fluid SHELL Donax B 70 R 3 (red)	SAE 70 R 3
Disc brakes hydraulic fluid (1)	CASTROL Girling Brake Fluid Amber	
Clutch hydraulic fluid (2000 models)	AGIP F.1 Brake Fluid SHELL Donax B 70 R 3 (red)	SAE 70 R 3
Clutch hydraulic fluid (2600 models)	CASTROL Girling Brake Fluid Amber	

(1) It is **IMPERATIVE** to use only the products listed.

(2) For steady temperatures below 0°C (32°F) we advise the use of AGIP F.1 Supermotoroil Multigrade 10 W/40 - SHELL Supermotor Oil.

(3) AGIP F.1 Rotra Hypoid or SHELL Spirax should be used exclusively in gearboxes as directed on the red transfer applied on them.

This I.S. deletes and supersedes any previous I.S. or literature whatever on the same subject. Similarly the specifications given on labels in the engine compartment of cars or in the Instruction Books are to be considered obsolete if not complying with this Information Sheet.

TYPE OF CAR All models	<div style="text-align: center;">  <p>DIREZIONE ASSISTENZA</p> </div>	DATE 21/5/1964
UNIT Coachwork		SEQUENT NUMBER 0.00.040
<i>Information Sheet</i>		SHEET 1/5

DEC 29 1964
 translated in June 1964

TOUCH-UP AND REPAINTING INSTRUCTIONS FOR FINISHED
ALFA ROMEO CARS PAINTED WITH SYNTHETIC ENAMELS

For a best understanding, the above mentioned subject has been subdivided in the following items:

1 - TOUCH-UP WITH SPRAY GUN OR BRUSH

- 1.1 touch-up without removal of enamel
- 1.2 touch-up with removal of enamel
- 1.3 touch-up to the sheet metal
- 1.4 touch-up of internal spots

2 - REPAINTING

- 2.1 with enamel only
- 2.2 with primer, undercoat and enamel

3 - CHOISE OF MATERIALS

- 3.1 Primer, stopper, undercoat
- 3.2 finishing enamels

4 - EQUIPMENTS

- 4.1 for touching-up
- 4.2 for repainting

1 - TOUCH-UP WITH SPRAY GUN OR BRUSH

1.1 Touch-up without removal of enamel

- 1.1.1 Spot sand the affected area with sandpaper no. 600 and water.
- 1.1.2 Wipe down the sanded area with a sponge and water; thoroughly dry with chamois leather and then remove any residual polishing compound with "Jack-Rags". Then finish with polish and cotton wool.
- 1.1.3 Polish the surface with cotton wool and a suitable compound. On completion of touch up, remove any residual polishing compound with cotton wool. Then finish with polish and cotton wool.

1.2 Touch-up with removal of enamel

- 1.2.1 Spot sand the affected area with sandpaper no. 600 and water until the blemish is rubbed down completely.
- 1.2.2 Wash the area with a sponge soaked in water and dry thoroughly with chamois leather and hot air by using the proper device on Hastra lamp or similar.
- 1.2.3 Mask off with paper the areas around the spot to be touched-up. Wipe down the affected area with "Tack-Rags".
- 1.2.4 Apply a cross coat of finish with a spray gun.
- 1.2.5 Bake on the finish coating with a Hastra lamp.

The exposure time should be 15 to 20 minutes.

First keep the lamp at about 8" from the touched-up spot for a few minutes, then move it away to 16-20".

It is essential that exposure time and distances specified above are strictly adhered to.

On the contrary, shade variations or burning could occur or the enamel may not bake on properly.

The lamps should be kept in slow rotatory movement throughout the exposure.

- 1.2.6 Finish with polish and cotton wool.

1.3 Touch-up to the sheet metal

- 1.3.1 Sand the whole affected area with sandpaper no. 320 and water until the sheet metal remains uncovered; in the case the sheet metal shows sign of bending or buckling (e.g. for a collision) apply layers of stopper with a spatula until the surface is even; bake on the stopper and then dry sand with sandpaper no. 400; clean with "Tack-Rags".
- 1.3.2 Wash the area with a sponge soaked in water and dry thoroughly with chamois leather and by blowing hot air.
- 1.3.3 Mask off with paper the areas around the spot to be touched-up. Wipe down the affected area with "Tack-Rags".
- 1.3.4 Apply a thin coat of primer to the bare metal.
- 1.3.5 Bake on the primer with lamps and panels following the same procedure as per. 1.2.5.
- 1.3.6 Sand with sandpaper no. 400 and wipe down with "Tack-Rags".
- 1.3.7 Apply the undercoat with a spray gun then bake the coating on with lamps and panels as per. 1.2.5.
- 1.3.8 Spray two cross coatings of enamel; bake the coating on with lamps as per. 1.2.5; dim possible shades with polishing compound and polish.

1.4 Touch-up of internal spots

Only for spots inside the car, being impossible to dry the enamel with lamps for the presence of trimming not resisting to heat, the touch-up with nitrocellulose paints is allowed.

Procedure:

1.4.1 with brush

- it is possible to touch-up with a brush in the case the affected area is the edge of a door, of a lid, etc.
- or it is really a spot which can be painted with the tip of the brush;
- let dry for 15 minutes.

1.4.2 with spray gun

- spot sand the area until the blemish is completely rubbed down with sandpaper no. 600 and water.

- wash with a sponge soaked in water.
- dry thoroughly with chamois leather.
- wipe down with "Tack-Rags".
- apply two cross coatings of enamel with the spray gun.
- air dry for 6 hours.
- if not applicable (e.g. inner side of a door), dry with a lamp for 20 minutes at 60°C (140°F).

2 - REPAINTING

If the area is wider than 5 sq.ft. or affects a whole unit, e.g. doors, luggage or engine compartment lids, etc. it is necessary to proceed with ways and equipments quite different from those outlined above.

Causes for repainting may be:

- Scratching, flakings, blisters, etc. (refer. to ALFA ROMEO publication DIASS no. 791 dated November 1961 "FLAWS IN PAINTWORK".
- Very serious damages (usually from a collision).

Procedure:

2.1 Repainting with enamel only sheet metal not affected;

- 2.1.1 Sand the surface to be repainted with sandpaper no. 600.
- 2.1.2 Carefully wash with a sponge soaked in water and thoroughly dry with chamois leather;
- 2.1.3 Pass the car in an oven at 80°C (176°F) for 30 minutes and treat the affected area with the panels for a complete drying;
- 2.1.4 Mask off the areas surrounding the surface to be repainted;
- 2.1.5 Thoroughly clean the area with "Tack-Rags".
- 2.1.6 Apply two cross coatings of enamel with a spray gun.
- 2.1.7 Bake on the coating. If a 80°C hot air oven is used the exposure time is 60 minutes.

If infrared panels are used the time is 20 minutes.

2.2 Repainting with primer, undercoat and enamel (sheet metal affected but without replacement of parts)

- 2.2.1 Sand the area with sandpaper n. 320 with water until the sheet metal is uncovered.
- 2.2.2 Wash with plenty of water and thoroughly dry with chamois leather.
- 2.2.3 End the drying by passing the car in an oven at 80°C (176°F) for 30 minutes.
- 2.2.4 Mask off the areas surrounding the surface to be repainted and wipe it down with "Tack-Rags".
- 2.2.5 Apply a thin coating of primer on the bare metal and dry in an oven; after baking, dry sand with sandpaper no. 400; clean with "Tack-Rags".
- 2.2.6 Apply one coating of undercoat, dry in an oven at 80°C then sand with sandpaper no. 400; clean with "Tack-Rags".

2.2.7 Spray two cross coatings of enamel.

2.2.8 Bake in an oven at 80°C (176°F) for 60 minutes; if infrared lamps or panels are used, 20 minutes will be sufficient.

N.B. In the case that parts of sheet metal have been replaced proceed as instructed under 2.2.6 after deoxidizing and pickling the part.

3 - CHOICE OF MATERIALS

The Alfa Romeo cars are finished with products of the firms:
Italver, Vercolac and Salchi.

The materials to be used are referenced to as follows:

3.1 Primer, stopper, undercoat and applicable solvent
(see attached table 1)

3.2 Finishing enamels see Information Sheet no. 0.00.038.

4 - EQUIPMENTS

4.1 For touching-up

- spray gun (type De Vilbiss or Binks)
- Hastra type lamp or similar (2500 watts) when baking on of the products is required.

4.2 For repainting

- To carry out the painting properly, the equipments listed below are needed:

- a) spray booth with filtered air intake
- b) oven for baking synthetic enamels at 80°C (176°F)

These equipments should be located in places as far as possible free of dust.

- The use of an oven with infrared panels is permitted providing the baking of the applied enamel is limited only to repainted area without affecting the remainder of the car body.

- Before exposing the car to heat in an oven or from panels, observe the following:

- a) remove the fuel tank filler plug
- b) decrease the tire inflation pressure

For the rest the car can be held in running conditions.

Materials to be used for touching-up and repainting: primers, stopper, undercoats, solvents.

1. Primer, at 80°C (176°F)

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver	KF 15233/R	3541.62201

2. Stopper, at 80°C

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver	KF 14571/R	3544.62401

3. Undercoat, at 80°C

Manufacturer	Color	Part number	
		Manufacturer's	ALFA ROMEO
Italver	white	KF 15234/R	3543.62202
	grey	KF 18219/R	3543.62201

4. Solvent

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver Vercolac Salchi	D 17884/1L B 1120 AR 1	3512.31002

TYPE OF CAR All models	<div style="text-align: center;">  DIREZIONE ASSISTENZA </div>	DATE 26/6/1964
UNIT Tool kit		SEQUENT NUMBER 0.00.041
<i>Information Sheet</i>		SHEET 1/1

DEC 22 1964

Translated in October 1964

All models

T O O L K I T

This sheet is to advise our Service Network that the tool kit has been modified in its components.

The tools now supplied in the kit are the following:

- | | | |
|---|---|------------|
| <ul style="list-style-type: none"> 1 wheelbrace 1 pliers 1 box spanner for plugs, 19 x 21 mm 1 tommy bar for box spanner 1 screwdriver 1 phillips screwdriver 1 jack | } | in the bag |
|---|---|------------|

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		22/3/1965
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Shock absorbers		0.00.042/1
		SHEET
		1/1

Translated in November 1965

All Models

SHOCK ABSORBER RATING

OCT 17 1966

The table below shows the extension and compression ratings of shock absorbers installed on Alfa Romeo Cars.

CAR TYPE AND MODEL	P.N.	RATE	EXTENSION		COMPRESSION		MARK	
			Kgs	lbs	Kgs	lbs		
G I U L I A 2000 - 2600	Sprint - Spider	101.02.21.070.00	fast	137-172	301-378	45-59	99-129	Red dot
			slow	29-44	64-96	9-14	20-30	
		Berlina - t.i.	101.00.21.070.01	fast	137-172	301-378	45-59	99-129	Yellow dot
	slow			54-82	119-180	9-14	20-30	
	101.06.21.070.00		fast	146-174	322-382	60-76	132-167	White dot
	slow	60-76	133-167	7-16	16-35			
Sprint Veloce - Spider Veloce Sprint Speciale - Sprint Zagato	101.00.25.070.01	fast	137-171.5	301-377	45-59.5	99-130	White dot	
		slow	27-45.5	61-121	7-15.5	16-34		
Sprint - Berlina - Spider t.i. - Sprint Speciale	101.20.25.070.01	fast	93-121	203-266	22.5-32	50-70	Yellow dot	
		slow	34.5-56	76-123	7-15.5	16-34		
G I U L I A 1600	Sedan - Sprint - Spider	102.00.21.070.02	fast	151-188	332-414	22-33	49-72	
			slow	54-84	119-185	7-16	16-35	
	Sedan (*)	102.00.25.070.04	fast	109-140	240-308	44-60	96-132	White X
slow	15-30	33-66	10-22	22-48				
Sprint - Spider (*)	102.04.25.070.00	fast	109-140	240-308	44-60	96-132	Yellow V	
slow	15-30	33-66	10-22	22-48				
G I U L I A 1600	Sprint Spider Spider Veloce	101.02.21.070.00	fast	137-172	301-378	45-59	99-129	Red dot
			slow	29-44	64-96	9-14	20-30	
G I U L I A 1600	T.I.	105.00.21.070.08 Alliquant	fast	150-190	330-418	55-80	121-176	
			slow	25-55	55-121	9-22	20-48	
	T.I. Super	105.14.21.070.02 Girling	fast	210-310	462-680	30-52	66-114	
			slow	27-52	59-114	9-22	20-48	
Sprint G.T. GIULIA 1300	Rear Suspens.	105.14.25.070.01 Alliquant	fast	135-190	296-418	50-80	110-176	
			slow	19-55	42-121	9-22	20-48	
Sprint G.T. GIULIA 1300	Rear Suspens.	105.14.25.070.02 Girling	fast	121-190	266-418	27-42	59-92	
			slow	13-32	29-70	9-18	20-40	

This I.S. cancels and replaces the I.S. 0.00.042 dated 12/6/1964

(*) WARNING : in spite of the same rating, these shock absorbers are N o t interchangeable because of the great difference in length when fully extended and retracted.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 2/12/1964
All models		SEQUENT NUMBER 0.00.044/1
UNIT	<i>Information Sheet</i>	SHEET 1/3
Ignition		

Translated in May 1965

All models
SPARK PLUGS

SEP 2 1965

The tables in the following pages show the types of spark plugs to be used on engines of present Alfa Romeo cars.

For a reliable operation of spark plugs the recommendations below should be followed:

- 1) The use of spark plugs not listed in the tables should be positively avoided.
- 2) Adjust the electrode gap according to the specifications given in the instruction Book.
- 3) When fitting or removing the spark plugs take care not to damage the threads in cylinder head.

To lock the spark plugs in place, lubricate the threaded shank with graphite grease and tighten to:

2.5 - 3.5 Kgm (18.0 - 25.3 lb-ft)

As well known, one of the main causes of poor sparking efficiency is the fouling of spark electrodes by carbon deposits, especially if the engine has been running on low revolution for a long time (as for slow traffic).

In this case, in order to burn out such deposits, run the engine on high RPMs for a few minutes.

This I.S. cancels and replaces
the I.S. 0.00.044 dated 19/10/1964

SPARK PLUGS FITTED AS STANDARD EQUIPMENT

Specification	A p p l i c a b i l i t y	
	M o d e l	C o d e N o.
Lodge HLN gap = .5 - .6 mm (.020 - .023")	GIULIETTA t.i. GIULIA 1300 ROMEO Petrol engine	101.29 - 101.09 105.06 140.01
Lodge RL 47 gap = .38 - .46 mm (.015 - .018")	GIULIA Sprint Speciale GIULIA TI Super GIULIA Spider Veloce GIULIA TZ	101.21 105.16 101.18 105.11
Lodge 2 HLN gap = .55 - .65 mm (.022 - .025")	1300 Sprint 2600 Sedan, Sprint*, Spider *	101.02 106.00 - 106.02 - 106.01 - 106.07 - 106.09 - 106.08
Lodge 2 HL gap not adjustable	GIULIA TI GIULIA Sprint G.T. GIULIA Sprint GIULIA Spider 2600 Sedan, Sprint, Spider **	105.14 - 105.08 - 105.09 105.02 - 105.04 101.12 101.23 106.00 - 106.02 - 106.01 - 106.07 - 106.09 - 106.08

* WARNING:

When using Lodge 2 HLN plugs it is necessary to adjust the max. advance to: $47^{\circ} + 0^{\circ}$
 $- 3^{\circ}$

* * WARNING:

The 2600 models will next be equipped with Lodge 2 HL plugs which require the following adjustment of the advance:

Static advance: $3^{\circ} \pm 1^{\circ}$
Max. advance : $43^{\circ} + 0^{\circ}$
 $- 3^{\circ}$

SPARK PLUGS RECOMMENDED AS REPLACEMENTS

Specification	A p p l i c a b i l i t y	
	M o d e l	C o d e N o.
Marelli CW 6 SL Bosch W 260 T28	2600 Sedan, Sprint, Spider	106.00 - 106.02 - 106.01 - 106.07 - 106.09 - 106.08
Bosch W 240 T28	GIULIA TI	105.14 - 105.08 - 105.09
	GIULIA Sprint G.T.	105.02 - 105.04
Bosch W 225 T28	GIULIETTA t.i. *	101.29 - 101.09
Lodge HL	GIULIA 1300	105.06
Bosch W 240 T17 Bosch W 260 T25	GIULIA TI Super, TZ, Spider Veloce & Sprint Speciale	105.16 - 105.11 - 101.18 - 101.21

NOTE: The electrode gap for all the above listed Bosch plugs is :
.55 - .60 mm (.022 - .025"); for Marelli CW 6SL and Lodge HL
plugs the gap adjustment is neither possible nor required.

* WARNING

Before fitting Bosch plugs on the Giulietta t.i. adjust the advance
as follows:

Static advance : $8^{\circ} + 0^{\circ}$
 $- 3^{\circ}$

Max. advance : $43^{\circ} + 0^{\circ}$
 $- 3^{\circ}$

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 12/11/964
All models		SEQUENT NUMBER 0.00.045
UNIT	<i>Information Sheet</i>	SHEET 1/1
Rear axle - Differential		

Translated in May 1965

AUG 27 965

FINAL DRIVE ADJUSTMENT

In order to avoid a wrong fitting of final drive which will result in undue noise and shorter life, the adjustment of the actual distance between the pinion head surface and the ring gear center line must be based only on the figure stamped on the pinion head.

Such a figure represents the hundredths of millimeters to be added or subtracted (according to whether the figure is prefixed by the + or - sign) to the theoretical dimension shown on the special tool C.6.0101 needed for the adjustment.

For example:

If the figure + 5 is stamped on pinion head it means that the dial gauge shall read 5 hundredths more than the zero reading taken as described in the shop manual.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		2/12/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Electric system		0.00.046
		SHEET
		1/1

Translated in March 1966

GIULIETTA, GIULIA, 2000 and 2600 models

CHECK OF THE SPRING LOAD ON STARTING MOTOR AND GENERATOR
BRUSHES AND ON CONTACT-BREAKER ARM

The attached table gives the correct load values for the springs for generator and starting motor brushes.

Check these loads any time an inspection, overhaul or reconditioning operation whatever is carried out; in addition check:

- both the radial guide type and reaction type brush holders for correct alignment
- the brush springs for proper direction and amount of load pressure

The check of load should be carried out with a dynamometer as shown in the Tooling News no. 113 dated 10 June 1963.

TABLE OF VALUES OF SPRING LOAD FOR GENERATOR AND STARTING MOTOR BRUSHES AND FOR CONTACT-BREAKER ARM

	G I U L I E T T A		" 2 6 0 0 "	G I U L I A 1 6 0 0		" 2 0 0 0 "
	Berlina t. i. Sprint Spider	Sprint Veloce Spider Veloce Sprint Speciale Sprint Zagato	Sedan Sprint Spider	t. i.	Sprint Spider	Sedan Spider
GENERATOR load of springs on brushes	Marelli DNA 44E 400 to 500 grs	---	Marelli DN 26 C 400 to 500 grs	Bosch LJ/GEG 200/12/2700 R32mr 450 to 600 grs	Marelli DN 44A 400 to 500 grs	
	Lucas C 39 PV 2 625 to 710 grs	---				
STARTING MOTOR load of springs on brushes	Marelli MT 40 B 500 to 700 grs	---	Marelli MT 42 B 700 to 900 grs	Bosch AL/EEF .7/12 R11 1150 to 1300 grs	Marelli MT 32D 850 ± 50 grs	
	Lucas M 325 B22 800 to 900 grs	---				
IGNITION DISTRIBUTOR load of spring on contact-breaker arm	Marelli S 71 B 450 to 500 grs	Marelli S 73 A 800 ± 50 grs	Marelli S 94 A (Sedan) 650 to 750 grs	Bosch VJU 4 BR 41 mk 500 to 600 grs	Marelli S 78 A (Sedan) 500 to 600 grs	
	Lucas DM 2 570 to 680 grs	---	Marelli S 93 A (Sprint-Spider) 650 to 750 grs		Marelli S 73 B (Spider) 800 ± 50 grs	

This I.S. cancels and replaces the I.S. 1.01.193 dated 27/6/1963

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		2/12/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Gearbox		0.00.047
		SHEET
		1/1

Translated in March 1966
 OCT 17 1966

GIULIETTA, GIULIA and 2600 Models

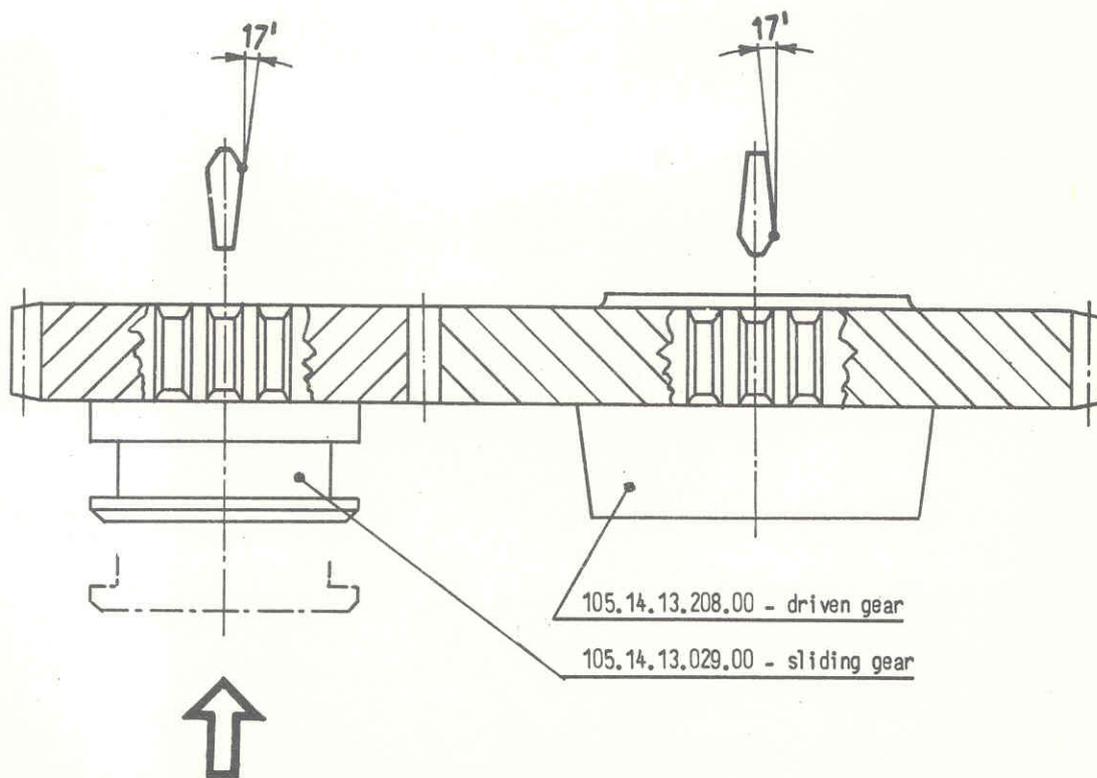
G E A R B O X

Our Service Network is informed that modified reverse gears have been recently introduced in series production.

The modification consists in a new design of the gear teeth made tapered to prevent the gears from disengaging. See figure.

Therefore on cars where reverse gears do not stay engaged firmly it is advisable to install the gears of new design.

105.14.13.208.00 - driven gear
 105.14.13.029.00 - sliding gear



This I.S. cancels and replaces the I.S. 1.01.198 dated 19/2/1964

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 2/12/1964
All models		SEQUENT NUMBER 0.00.048
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine		

Translated in March 1966

OCT 17 1966

Giulietta, Giulia and 2600 models

REGROUNDING OF CYLINDER HEAD

The maximum depth of material to be removed when regrinding to a level the surface joining cylinder block to head is:

.5 mm (.02")

This limit should not be exceeded so as not to change the compression ratio beyond the standard allowance, or knocks will take place.

However, if the above said maximum limit is approached, take care to cut a new chamfer around the edge of combustion chamber to prevent any interference with piston when at top dead center.

As a further reference, the table below shows the initial and final dimension measured between the surfaces which join the cylinder head to cylinder block and to camshaft cover.

	initial	min. allowed
cylinder head for 1300 & 1600 cc engines	112 mm (4.4094")	111.5 mm (4.3898")
cylinder head for 2600 cc engines	120.5 mm (4.7431")	120 mm (4.7244")

To complete the operation, check the condition of valve seats and hone them, if necessary.

This I.S. cancels and replaces the I.S. 1.01.199/1 dated 13/4/1964

TYPE OF CAR

All models

UNIT

Gearbox external controls

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

2/12/1964

SEQUENT NUMBER

0.00.049

SHEET

1/1

Translated in March 1966

OCT 17 1966

GIULIETTA, GIULIA and "2600" Models WITH FLOOR MOUNTED GEARSHIFT LEVER

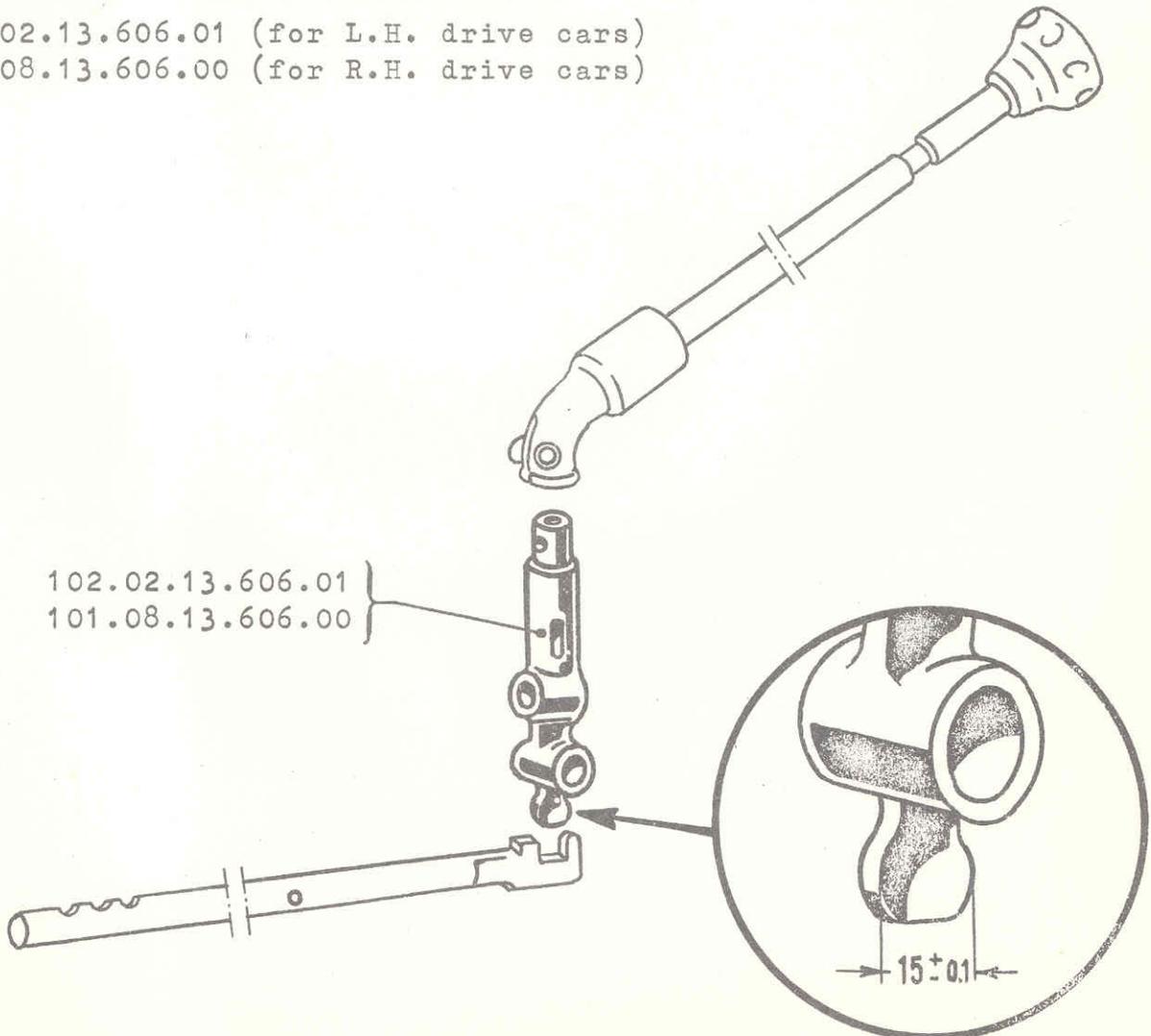
This sheet is to notify the modification introduced to the gearshift lever inner swivel whose finger spherical diameter has now been reduced to $15 \pm .1$ mm ($.5905 \pm .0039$ "). See figure.

If excessive vibration is felt in the floor mounted gearshift lever on some of the above mentioned models, it is advisable to replace the inner swivel with modified finger for the old swivel.

Order Nos. remain unchanged, i.e.:

102.02.13.606.01 (for L.H. drive cars)

101.08.13.606.00 (for R.H. drive cars)



This I.S. cancels and replaces the I.S. 1.01.200 dated 3/2/1964

E70

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		4/10/1967
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Coachwork		0.00.051/1
		SHEET
		1/1

All models

CORROSION PROTECTION OF UNDERFRAME PANELS

In order to avoid deteriorating the underframe sheet metal of cars to be driven on roads spread with anti-ice salts, we suggest applying the following rust preventive compounds:

TECTIL 506 by VALVOLINE

VOM 460 by REINACH

Before application of these compounds the affected surfaces should be thoroughly cleaned and the brakes and the rubber bushes of suspensions and gearbox masked off properly to prevent soiling them with the rust preventive substance thus altering the brake friction coefficient or shortening rubber bush life.

This I.S. cancels and replaces
the I.S. 0.00.051 dated 15/2/1965

TYPE OF CAR All models (with floor-mounted gearshift	<div style="text-align: center;">  DIREZIONE ASSISTENZA </div>	DATE 15/2/1965
UNIT Gear box		SEQUENT NUMBER 0.00.052
<i>Information Sheet</i>		SHEET 1/2

Translated in April 1965

AUG 27 1965

All models with floor-mounted gearshift

OIL LEAKAGE FROM GEAR LEVER BELLOWS

In order to prevent oil leakage from joining surface between gear lever bellows and the gearbox casting collar, two more slots have been cut in the collar as shown.

These slots facilitate the return of the oil oozed through the splash shield caps by centrifuge and thermal pressure action.

To further improve the oil tightness of the bellows the use of the "Heldite" sealing compound or equivalent, to be smeared on bellows-to-collar joining surface, is advised.

This modification can also be introduced into the already released cars.

Proceed as follows:

- remove the carpet, the outer bellows, the funnel, the inner bellows, the gear lever and the three caps.
- cut two slots like the existing one 120 degrees apart as shown.

To do so we suggest using a suitably shaped chisel.

Note: in order to avoid chips from entering the gearbox, thus causing severe damage, place some rags or other suitable material into the bore to mask it out.

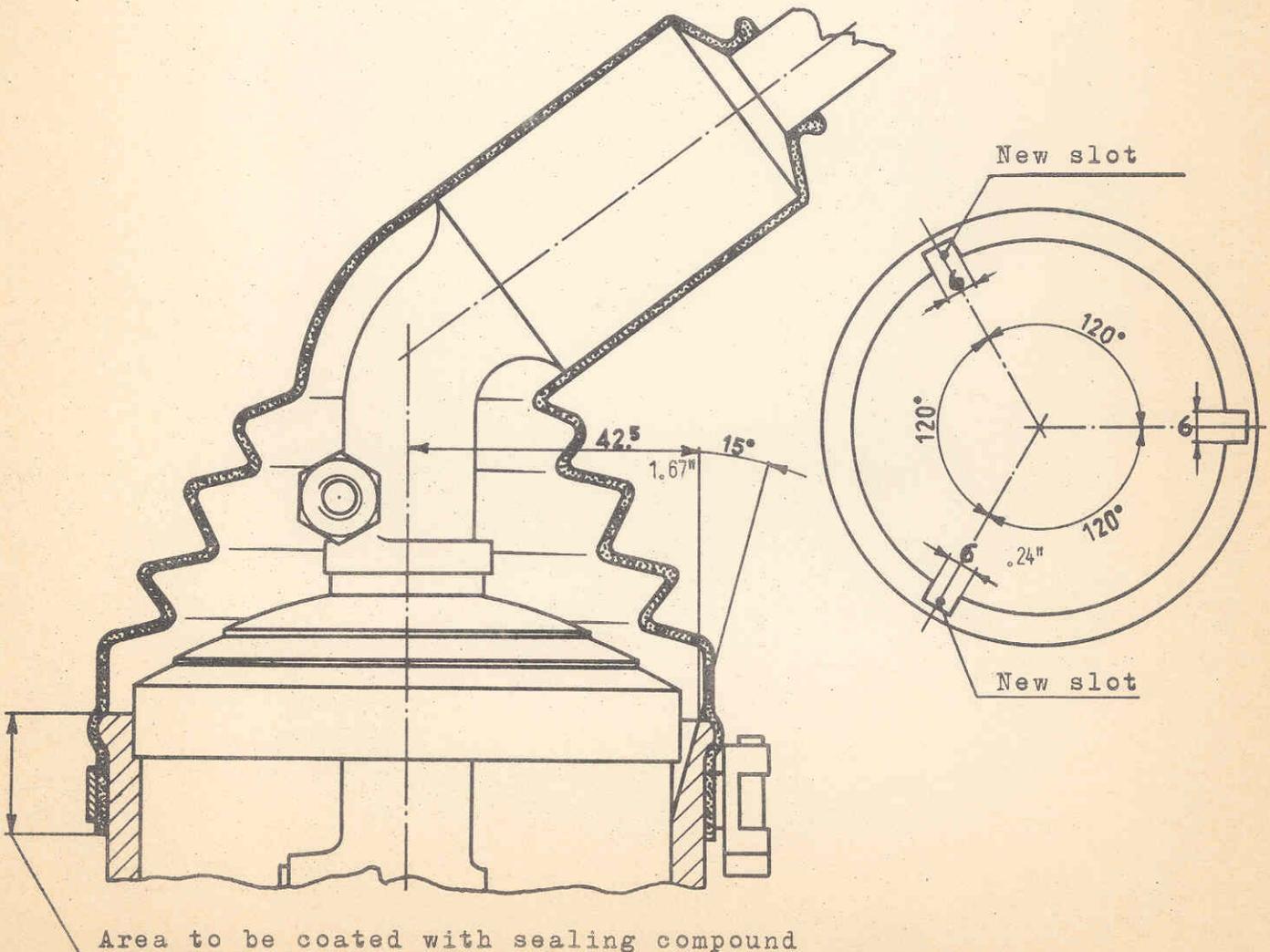
- refit the parts in reverse order of disassembly and take care to coat the bellows-to-collar joining surface with sealing compound.

AUG 27 965

Time required to carry out this modification:

with gearbox to be removed = 200 centesimal minutes

with gearbox already removed = 50 centesimal minutes



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 12/3/1965
All models		SEQUENT NUMBER 0.00.053
UNIT	<i>Information Sheet</i>	SHEET 1/5
Wheel alignment		

Translated in October 1965

W H E E L A L I G N M E N T

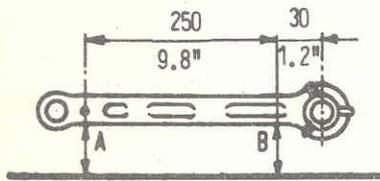
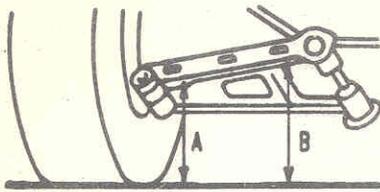
Models:

GIULIETTA	}	Berlina	GIULIA	}	TI	
		t.i.			TI Super	
		Sprint			Sprint	
		Sprint Veloce			Sprint Speciale	
		Sprint Speciale			Sprint GT	
		Sprint Zagato			Spider	
		Spider			Spider Veloce	
		Spider Veloce			1 3 0 0	
S p r i n t 1 3 0 0		2000 and 2600		}	Sedan	
					Sprint	
					Spider	

The following tables show the dimensions and tolerance relating to attitude, wheel angles and wheelbase of the above listed cars.

The operators are reminded that figures shown should be checked with the car under load as specified and with disconnected shock absorbers and stabilizer rod.

This I.S. deletes and supersedes the I.S.
nos. 1.01.111/1 - 1.03.006 - 1.03.020/1 -
1.05.007 - 1.05.011

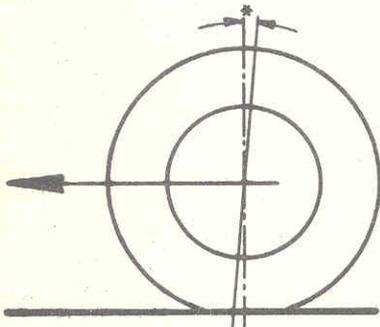


ATTITUDE

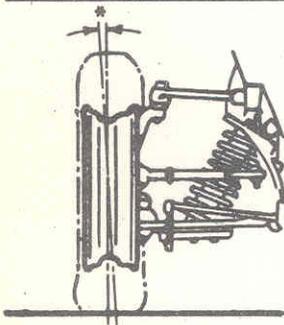


front A - B

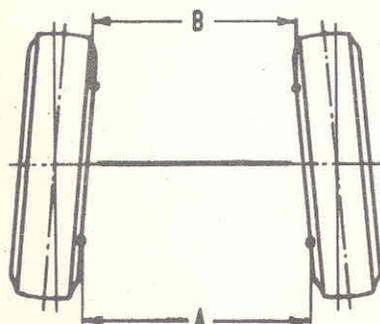
rear C



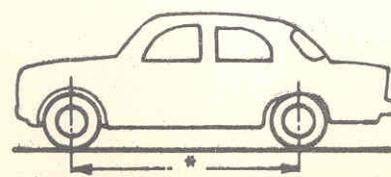
CASTER *



CAMBER *



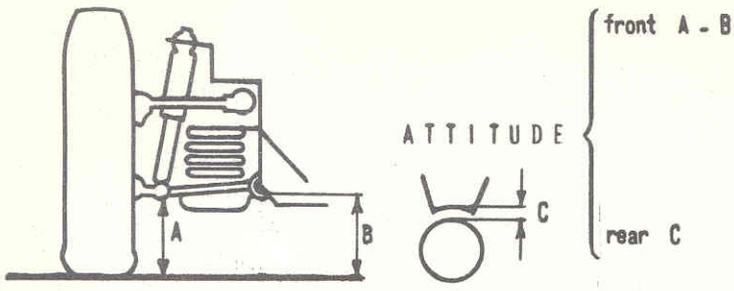
TOE - IN A - B



WHEELBASE *

Max. wheelbase difference between each side = 6 mm (.23")

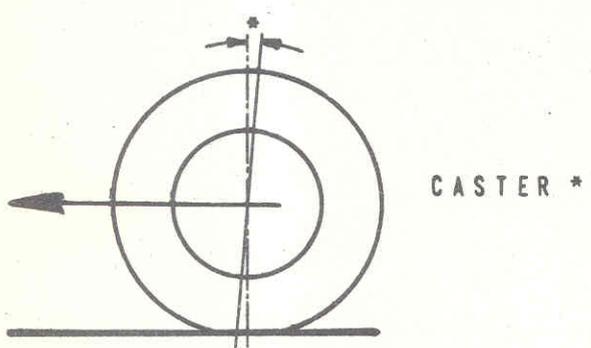
GIULIETTA									GIULIA																
Berlina t.l.		Sprint 1300	Sprint Spec.	Spider Veloce	Spider Veloce Zagato	Sprint Veloce	Sprint Veloce		Sprint Spec.																
1	2	3	4	5	6	7	8	9	10	11	12	13													
- 5 ± 3 mm - .2 ± .12"		- 8 ± 3 mm - .31 ± .12"				0 ± 3 mm ± .12"		- 8 ± 3 mm - .31 ± .12"																	
25 ± 3 mm .98 ± .12"		40 ± 5 mm 1.6 ± .2"				30 ± 5 mm 1.2 ± .2"		25 ± 5 mm .98 ± .2"		40 ± 5 mm 1.6 ± .2"															
0° 30' ± 30'						0° 40' ± 30'																			
Max. difference between R.H. and L.H. wheel 0° 20'																									
0° ± 30'																									
Max. difference between R.H. and L.H. wheel 0° 40'																									
3 ± 1 (.12 ± .04")																									
or 0° 13' on 390 mm (15.35") dia.																									
1		2		3		4		5		6		7		8		9		10		11		12		13	
2380 mm 93.7"		2380 mm 93.7"		2250 mm 88.6"		2250 mm 88.6"		2380 mm 93.7"		2380 mm 93.7"		2250 mm 88.6"		2250 mm 88.6"											



GIULIA Sprint G.T.	GIULIA TI - GIULIA 1300
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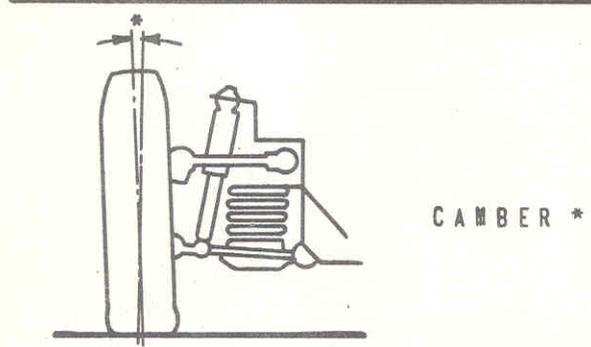
	$- 38 \pm 3 \text{ mm}$ $- 1.5 \pm .118''$
--	---

$15 \pm 5 \text{ mm}$ $.591 \pm .197''$	$10 \pm 5 \text{ mm}$ $.394 \pm .197''$
--	--



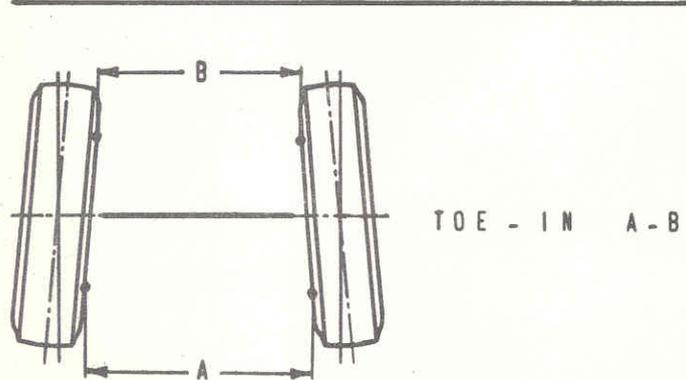
$1^\circ \pm 30'$

Max. difference between R.H. and L.H. wheel $0^\circ 20'$



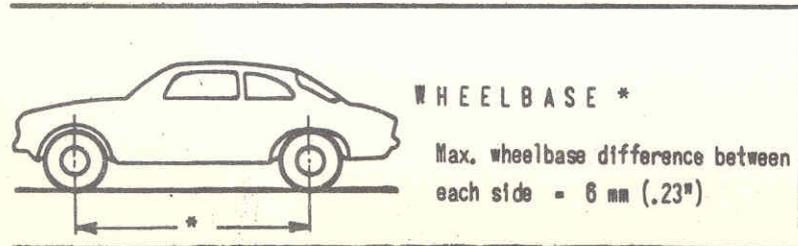
$0^\circ 50' \pm 30'$

Max. difference between R.H. and L.H. wheel $0^\circ 40'$



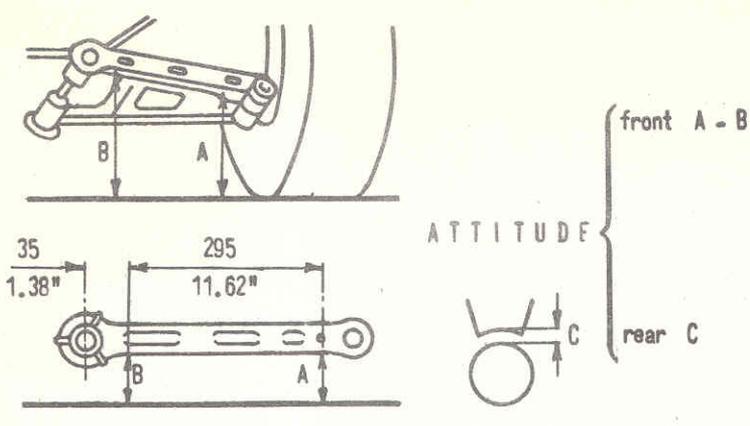
3 ± 1
 $(.12 \pm .04'')$

or $0^\circ 13'$ on 390 mm (15.35'') dia.

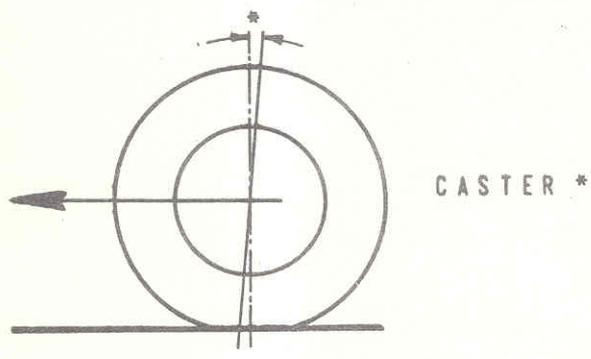


Nominal 2350 mm 92.5''	Nominal 2510 mm 98.8''
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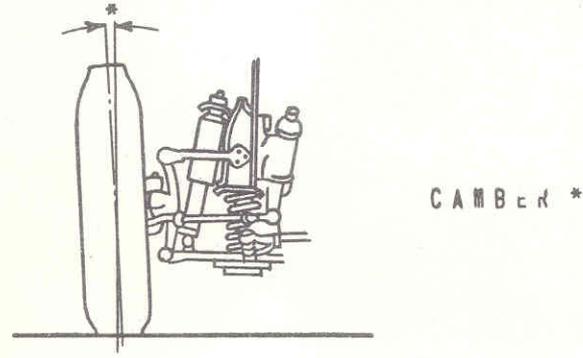
JUN 25



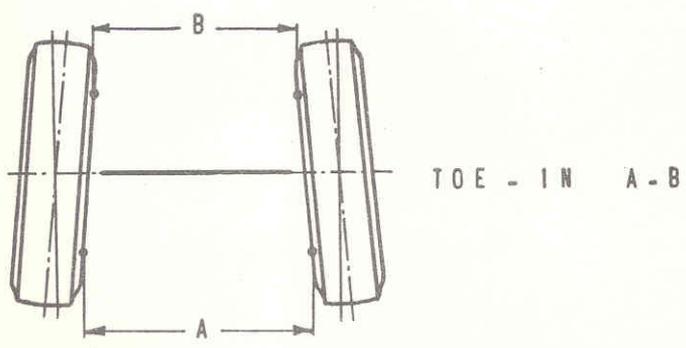
2000 and 2600		
Sedan	Sprint	Spider
$11,5 \pm 3 \text{ mm}$ $.45 \pm .12''$	$4 \pm 3 \text{ mm}$ $.157 \pm .118''$	$8 \pm 3 \text{ mm}$ $.315 \pm .118''$
$0 \pm 5 \text{ mm}$ $0 \pm .2''$	$- 8 \pm 5 \text{ mm}$ $- .315 \pm .197''$	$31 \pm 7 \text{ mm}$ $1.22 \pm .26''$



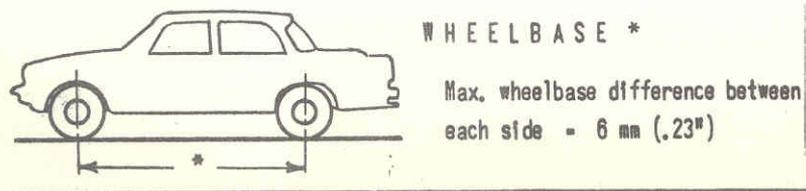
$0^\circ 40' \pm 30'$
Max. difference between R.H. and L.H. wheel $0^\circ 20'$



$1^\circ 10' \pm 10'$
Max. difference between R.H. and L.H. wheel $0^\circ 40'$



3 ± 1 $(.12 \pm .04'')$
or $0^\circ 12'$ on 420 mm (16.55") dia.



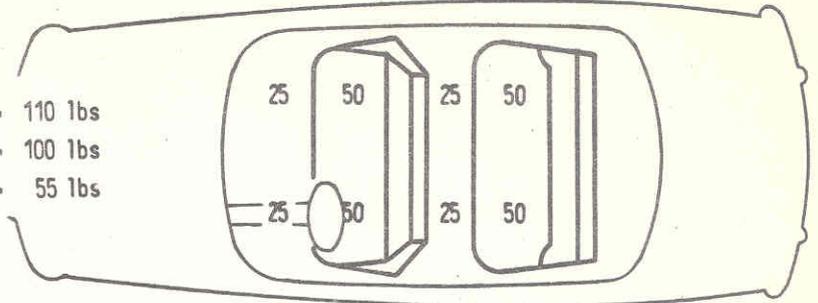
2720 mm $107.1''$	2580 mm $101.6''$	2500 mm $98.4''$
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JUN 25 1966

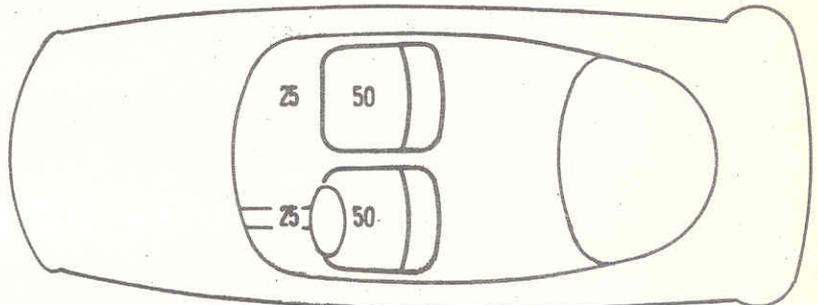
LOAD CONDITIONS IN KILOS

GIULIETTA Berlina
 GIULIETTA t.i.
 2000 Sprint
 2600 Sprint

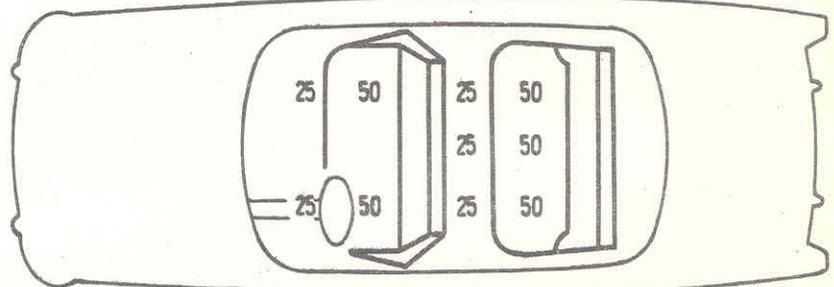
50 Kgs = 110 lbs
 45 Kgs = 100 lbs
 25 Kgs = 55 lbs



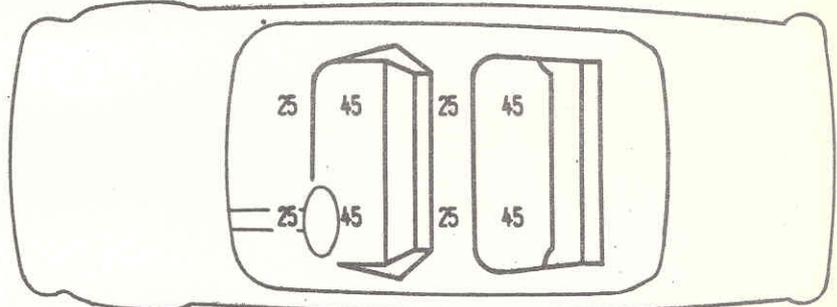
GIULIETTA Sprint - GIULIETTA Sprint Veloce
 GIULIETTA Sprint Speciale - GIULIETTA Sprint Zagato
 GIULIETTA Spider - GIULIETTA Spider Veloce
 Sprint 1300
 GIULIA Sprint - GIULIA Sprint Speciale
 GIULIA Spider - GIULIA Spider Veloce
 2000 Spider - 2600 Spider



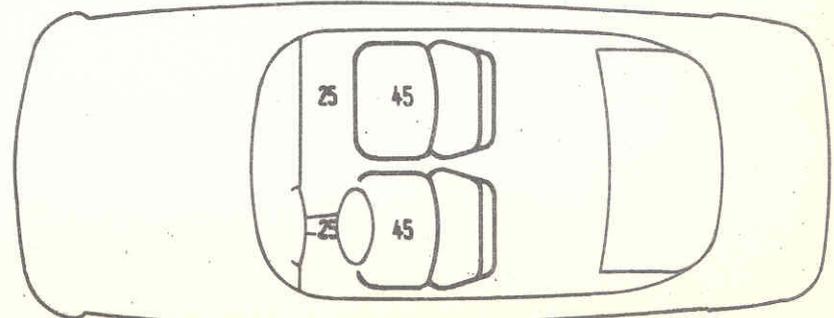
2000 Sedan
 2600 Sedan



GIULIA TI
 GIULIA 1300



GIULIA TI Super
 GIULIA Sprint G.T.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 18/3/1965
All models		SEQUENT NUMBER 0.00.054
UNIT	<i>Technical bulletin</i>	SHEET 1/8
Electric system		

Translated in July 1965

All models

ELECTRICAL AND IGNITION SYSTEM

S P E C I F I C A T I O N S

The following tables show the specifications for electrical and ignition system installed on present production models.

The data given may differ those previously published even if relating to the same model; this to the purpose of matching the equipments the best way to the engine; a typical example is the spark plug which must suit the specific ignition advance requirements to avoid severe damage to engine.

"GIULIETTA t.i." (101.29) models

CAPACITY 1290 cc
 COMPRESSION RATIO 1 : 8.5
 FIRING ORDER 1 - 3 - 4 - 2

Coil	MARELLI BE200A	BOSCH TK12A3
primary winding resistance	3 / 3.5 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs (Lodge HLN) - electrode gap5 / .6 mm. (.020 / .024")

Ignition distributor	MARELLI S71B	BOSCH VJU4BR47mK
contact gap . . . . .	.42 / .48 (.0165 / .0189")	.4 / .5 (.016 / .020")
dwell angle	55° / 61°	58° / 62°
static advance (AF) at 600 / 700 rpm	marks AF and AM stamp ed on drive pulley	8° ± 1°30'
max. advance (AM) at 5,000 rpm		43° ± 3°
(*) centrifugal advance		18° ± 1°
(*) vacuum advance at 400 mm. Hg (15.7 in. Hg)		6°30' ± 1°

Mechanical fuel pump - rate of operation corresponding to an engine speed of 2,500 / 3,000 rpm
 outlet pressure with no flow3 / .4 Kg/cm² (4.3 / 5.6 psi)
 delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) 60 l/h (13.2 gph GB - 15.9 gph US)
 delivery with no outlet pressure 110 l/h (24.2 gph GB - 28 gph US)

Carburettor	SOLEX 32PA1A5	
barrel	1st	2nd
venturi	23	23
main jet	120	135
main air metering	190	200
idling jet	45	70
idling air metering	100	60
choke jet	120	-
acceleration pump jet	45	-

Battery
 voltage 12 V.
 capacity 48 Ah.
 grounded terminal negative

Starting motor	MARELLI MT40B	BOSCH AL/EEF07/12R11	
under load {	current	100 A.	160 A.
	voltage	10 V.	9.3 V.
shorted {	current	300 A.	300 A.
	voltage	5 V.	7.2 V.

Generator	MARELLI DN44E	BOSCH LJGEG200/12/2700R
rated power	250 W.	240 W.
cut-in rpm / engine rpm	1600 / 1400	2000 / 1700
full power rpm / engine rpm	2350 / 2000	3200 / 2800

Regulator	MARELLI IR32A	BOSCH RS1BA160/12	
relay {	cut-out voltage	11 / 12.5 V.	12.6 / 13.4 V.
	reverse current	2 / 4.5 A.	2 / 7.5 A.
regulator {	no-load voltage	15.1 / 15.7 V.	14.2 / 15.3 V.
	under-load voltage	12.6 / 13.5 V.	13 / 14.3 V.
current limiter	--	--	

(*) as tested on bench

GIULIA TI (105.14) - Sprint (101.12) - Spider (101.23) models

CAPACITY 1570 cc
 COMPRESSION RATIO 1 : 9
 FIRING ORDER 1 - 3 - 4 - 2

Coil	MARELLI BZR200D	BOSCH TK12A3
primary winding resistance	3 / 3,4 Ohm.	3,3 / 3,8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.
Capacitor . . . . .	.20 µF	
Spark plugs	Lodge 2HL	

(**) Ignition distributor	MARELLI S104A	BOSCH VJU4BR41mK
contact gap . . . . .	.42 / .48 (.0165 / .0189")	.4 / .5 (.016 / .020")
dwell angle	60° ± 3°	58° / 62°
static advance (AF) at 600 / 700 rpm	marks AF and AM stamp ed on drive pulley	3° ± 1°
max. advance (AM) at 5,000 rpm		43° ± 3°
(*) centrifugal advance	19° ± 1°	
(*) vacuum advance at 400 mm. Hg (15.7 in. Hg)	6°30' ± 1°	

Mechanical fuel pump - rate of operation corresponding to an engine speed of 2,500 / 3,000 rpm
 outlet pressure with no flow3 / .4 Kg/cm² (4.3 / 5.6 psi)
 delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) 60 l/h (13.2 gph GB - 15.9 gph US)
 delivery with no outlet pressure 110 l/h (24.2 gph GB - 28 gph US)

Carburettor	SOLEX			
	32PAIA7	32PAIA5		
barrel	1st	2nd	1st	2nd
venturi	23	23	23	23
main jet	125	130	125	135
main air metering	190	190	220	200
idling jet	45	70	45	70
idling air metering	100	60	100	60
choke jet	120	-	120	-
acceleration pump jet	45	-	45	-

Battery
 voltage 12 V.
 capacity { GIULIA TI 50 Ah.
 Sprint & Spider. 60 Ah.
 grounded terminal negative

(**) Marelli equipments have never been fitted on 101.12 and 101.23 models
 (*) as tested on bench

Starting motor	MARELLI MT54B	BOSCH AL/EEF07/12R11	
under load {	current	100 A.	160 A.
	voltage	10 V.	9,3 V.
shorted {	current	300 A.	300 A.
	voltage	5 V.	7,2 V.

Generator	MARELLI DN62E	BOSCH LJGEG200/12/2700R32m
rated power	300 W.	240 W.
cut-in rpm / engine rpm	1400 / 1020	2000 / 1400
full power rpm / engine rpm	2300 / 1700	3200 / 2350

Regulator	MARELLI IR50G	BOSCH RSV200/12AZ	
relay {	cut-out voltage	11 / 12 V.	12,3 / 13,3 V.
	reverse current	2,5 / 7,5 A.	2 / 7,5 A.
regulator {	no-load voltage	14,1 / 14,5 V.	13,7 / 14,6 V.
	under-load voltage	--	12,8 / 13,8 V.
current limiter	24 / 27 A.	--	

GIULIA TI Super (105.16) model

CAPACITY 1570 cc
 COMPRESSION RATIO 1 : 9.7
 FIRING ORDER 1 - 3 - 4 - 2

Coil	MARELLI BZR200D	BOSCH TK12A19
primary winding resistance	3 / 3.4 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs (Lodge RL47) - electrode gap38 / .46 mm (.015 / .018")

Ignition distributor	BOSCH VJ4BR 35 mK
contact gap . . . . .	.3 / .4 mm. (.014 / .016")
dwel angle	63° / 67°
static advance (AF) at 700 / 750 rpm	{ marks AF and AM stamp ed on drive pulley
max. advance (AM) at 5,000 rpm		5° ± 1°30'
(*) centrifugal advance	46° ± 3°
(*) vacuum advance	18°30' ± 1°

Electric fuel pump

outlet pressure28 / .32 Kg/cm² (4 / 4.5 psi)
 minimum delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) ≥ 56 l/h (12.3 gph GB - 14.8 gph US)

Carburettor	WEBER 45DCCOE14
venturi	30
main jet with 1/8" dia. ball	{ summer 1.2 winter 1.15
main air metering jet . . . . .		1.8
idling jet	F8/.55
air metering jet	1.2
choke jet	F5/.65
acceleration pump jet . . . . .	.35

Battery

voltage 12 V.
 capacity 32 Ah.
 grounded terminal negative

Starting motor	BOSCH ALEEF07/12R14
under load	{ current 160 V.
	{ voltage 9.3 A.
shorted	{ current 300 V.
	{ voltage 7.2 A.

Generator	BOSCH LJGEG/200/12/2700R38
rated power	240 W.
cut-in rpm / engine rpm	2000 / 1400
full power rpm / engine rpm	3200 / 2350

Regulator	BOSCH RSV200/12A8
relay	{ cut-out voltage 12.3 / 13.3 V.
	{ reverse current 2 / 7.5 A.
regulator	{ no-load voltage 13.7 / 14.6 V.
	{ under-load voltage 12.8 / 13.8 V.

(*) as tested on bench

GIULIA Sprint G.T. (105.02) model

CAPACITY 1570 cc
 COMPRESSION RATIO 1 : 9
 FIRING ORDER 1 - 3 - 4 - 2

Coil	MARELLI BZR200D	BOSCH TK12A19
primary winding resistance	3 / 3.4 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 6800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs Lodge 2HL

Ignition distributor	MARELLI S103A	BOSCH VJ4BR35mK
contact gap . . . . .	.42 / .48 (.0165 / .0189")	.3 / .4 mm (.014 / .016")
dwel angle	55° / 61°	63° / 67°
static advance (AF) at 600 / 700 rpm	} marks AF and AM stamp ed on drive pulley	3° ± 1°
max. advance (AM) at 5,000 rpm		43° + 3° - 0°
(*) centrifugal advance	18° ± 1°	18°30' ± 1°
(*) vacuum advance	--	--

Mechanical fuel pump - rate of operation corresponding to an engine speed of 2,500 / 3,000 rpm

outlet pressure with no flow3 / .4 Kg/cm² (4.3 / 5.6 psi)
 delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) 60 l/h (13.2 gph GB - 15.9 gph US)
 delivery with no outlet pressure 110 l/h (24.2 gph GB - 28 gph US)

Carburettor	WEBER 40DCOE4
venturi	30
main jet	127/3
main air metering	220
idling jet	F11/50
idling air metering	120
choke jet	65 F5
acceleration pump jet	35

Battery
 voltage 12 V.
 capacity 60 Ah.
 grounded terminal negative

Starting motor	MARELLI MT54B	BOSCH AL/EEF07/12R14
under load	current	100 V.
	voltage	10 A.
shorted	current	300 V.
	voltage	5 A.

Generator	MARELLI 62E/P	BOSCH LJGEG200/12/2700R38
rated power	300 W.	240 W.
cut-in rpm / engine rpm	1400 / 1020	2300 / 1700
full power rpm / engine rpm	2000 / 1400	3200 / 2350

Regulator	MARELLI TR50D	BOSCH RSYA200/12A8
relay	cut-out voltage	11 / 12 V.
	reverse current	2.5 / 7.5 A.
regulator	no-load voltage	14.1 / 14.5 V.
	under-load voltage	--
current limiter	24 / 27 A.	--

(*) as tested on bench

GIULIA 1300 (105.06) model

CAPACITY 1290 cc
 COMPRESSION RATIO 1 : 8.5
 FIRING ORDER 1 - 3 - 4 - 2

Coil	MARELLI BE20DA	BOSCH TK12A19
primary winding resistance	3 / 3.5 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs (Lodge HLN) - electrode gap5 / .6 mm (.020 / .024")

Ignition distributor	MARELLI S71B	BOSCH VJU4BR47mK
contact gap . . . . .	.42 / .48 (.0165 / .0189")	.4 / .5 mm (.016 / .020")
dwell angle	55° / 61°	58° / 62°
static advance (AF) at 600 / 700 rpm	marks AF and AM stamp ed on drive pulley	8° ± 1°30'
max. advance (AM) at 5,000 rpm		43° + 0° - 3°
(*) centrifugal advance		18° ± 1°
(*) vacuum advance at 400 mm. Hg (15.7 in. Hg)		6°30' ± 1°

Mechanical fuel pump - rate of operation corresponding to an engine speed of 2,500 / 3,000 rpm
 outlet pressure with no flow3 / .4 Kg/cm² (4.3 / 5.6 psi)
 delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) 60 l/h (13.2 gph GB - 15.9 gph US)
 delivery with no outlet pressure 110 l/h (24.2 gph GB - 28 gph US)

Carburettor	SOLEX 32PAIA7	
barrel	1st	2nd
venturi	23	23
main jet	120	130
main air metering	190	190
idling jet	45	70
idling air metering	100	60
choke jet	120	-
acceleration pump jet	45	-

Battery
 voltage 12 V.
 capacity 40 Ah.
 grounded terminal negative

Starting motor	MARELLI MT54B	BOSCH 0001-211-C04	
under load {	current	100 A.	160 A.
	voltage	10 V.	9.3 V.
shorted {	current	300 A.	300 A.
	voltage	5 V.	7.2 V.

Generator	MARELLI 62E/P	BOSCH LJGEG200/12/2700R38
rated power	300 W.	240 W.
cut-in rpm / engine rpm	1400 / 1020	2000 / 1460
full power rpm / engine rpm	2300 / 1700	3200 / 2350

Regulator	MARELLI IR50G	BOSCH RS/VA200/12AB	
relay {	cut-out voltage	11 / 12 V.	12.3 / 13.3 V.
	reverse current	2.5 / 7.5 A.	2 / 7.5 A.
regulator {	no-load voltage	14.1 / 14.5 V.	13.7 / 14.6 V.
	under-load voltage	--	12.8 / 13.8 V.
current limiter	24 / 27 A.	--	

(*) as tested on bench

2600 Sedan (106.00) model

CAPACITY 2584 cc
 COMPRESSION RATIO 1 : 8.5
 FIRING ORDER 1 - 5 - 3 - 6 - 2 - 4

(°) Coil	MARELLI BZR200D	BOSCH TK12A18
primary winding resistance	3 / 3.4 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs Lodge 2HL

Ignition distributor	MARELLI S94A	BOSCH VJU6BR60mK
contact gap . . . . .	.37 / .43 (.0146 / .0169")	.3 / .4 (.014 / .016")
dwell angle	37° / 43°	36° / 40°
static advance (AF) at 500 / 600 rpm	marks AF and AM stamp ed on drive pulley	3° ± 1°
max. advance (AM) at 5,000 rpm			43° ± 3° 0°
(* centrifugal advance		19° ± 1°
(* vacuum advance at 400 mm. Hg (15.7 in. Hg)		6°30' ± 1°

Electric fuel pump

outlet pressure28 / .32 Kg/cm² (4 / 4.5 psi)
 minimum delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) ≅ 56 l/h (12.3 gph GB - 14.8 gph US)

Carburettor	SOLEX 32PAIA4	
barrel	1st	2nd
venturi	20	23
main jet	105	110
main air metering	220	200
idling jet	45	70
idling air metering	100	60
choke jet	120	-
acceleration pump jet	45	-

Battery

voltage 12 V.
 capacity 60 Ah.
 grounded terminal negative

(°) divided resistor ZSWJ3Z2Z:
 .85 / .95 Ohm.

(* as tested on bench

Starting motor	MARELLI MT4ZB250A	BOSCH AL/EGF1/12R14	
under load {	current	250 A.	210 A.
	voltage	10.4 V.	9.6 V.
shorted {	current	600 A.	420 A.
	voltage	7 V.	7.7 V.

Generator	MARELLI DN62C	BOSCH LJGEG200/12/2700R40mr
rated power	300 W.	300 W.
cut-in rpm / engine rpm	1400 / 930	2000 / 1340
full power rpm / engine rpm	2300 / 1540	3200 / 2140

Regulator	MARELLI IR50D	BOSCH RSV200/12A8	
relay {	cut-out voltage	11 / 12 V.	12.3 / 13.3 V.
	reverse current	2.5 / 7.5 A.	2 / 7.5 A.
regulator {	no-load voltage	14.1 / 14.5 V.	13.7 / 14.6 V.
	under-load voltage	--	12.8 / 13.8 V.
current limiter	24 / 27 A.	--	

2600 Sprint (106.02) and Spider (106.01) models

CAPACITY 2584 cc
 COMPRESSION RATIO 1 : 9
 FIRING ORDER 1 - 5 - 3 - 6 - 2 - 4

(°) Coil	MARELLI BZR200D	BCSCH TK12A18
primary winding resistance	3 / 3.4 Ohm.	3.3 / 3.8 Ohm.
secondary winding resistance	6400 / 7800 Ohm.	6500 / 8900 Ohm.

Capacitor20 µF

Spark plugs Lodge ZHL

Ignition distributor	MARELLI S93A	BOSCH VJ68R6mk
contact gap . . . . .	.40 / .46 (.016 / .0181")	.2 / .4 (.008 / .016")
dwll angle	42° / 48°	36° / 40°
static advance (AF) at 700 / 750 rpm	marks AF and AM stamp ed on drive pulley	3° ± 1°
max. advance (AM) at 5,000 rpm		43° + 0° - 3°
(*) centrifugal advance		19° ± 1°
(*) vacuum advance		--

Electric fuel pump

outlet pressure28 / .32 Kg/cm² (4 / 4.5 psi)
 minimum delivery with an outlet pressure of .2 Kg/cm² (2.8 psi) ≥ 56 l/h (12.3 gph GB - 14.8 gph US)

Carburettor	SOLEX 44PHH	
barrel	1st	2nd
venturi	24	32
main jet	120	145
main air metering	160	160
idling jet	45	65
idling air metering	-	-
choke jet	-	-
acceleration pump jet	50	-

Battery

voltage 12 V.
 capacity 60 Ah.
 grounded terminal negative

(°) divided resistor ZSWJ3Z2Z:
 .85 / .95 Ohm.

(*) as tested on bench

Starting motor	MARELLI MT42B	BOSCH AL/EGF1/12R14
under load	current	250 A.
	voltage	10.4 V.
shorted	current	600 A.
	voltage	7 V.

Generator	MARELLI DN62C	BOSCH LJGEG200/12/2700R40mr
rated power	300 W.	300 W.
cut-in rpm / engine rpm	1400 / 930	2000 / 1340
full-power rpm / engine rpm	2300 / 1540	3200 / 2140

Regulator	MARELLI IR50D	BOSCH RS/VA200/12AB
relay	cut-out voltage	11 / 12 V.
	reverse current	2.5 / 7.5 A.
regulator	no-load voltage	14.1 / 14.5 V.
	under-load voltage	--
current limiter	24 / 27 A.	--

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
Cars with disc brakes		9/9/966
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Brakes		0.00.055/3
		SHEET
		1/1

JAN 25 1967

Translated in September 1966

REGRINDING OF DISCS FOR DUNLOP AND GIRLING BRAKE SYSTEM

The regrinding of discs is strictly forbidden, both when servicing the brake system and when replacing friction pads, unless the following conditions occur:

- a) Disc swept surfaces badly corroded.
- b) Uneven wear of swept surfaces resulting in a tapered cross-section (only in the event the difference in thickness between bottom and top of swept area exceeds .4 mm - .015").
- c) One disc deeply scored or warped out of shape while the opposite is still true and smooth.

The minimum thickness allowed when regrinding the discs is the following:

- Discs for DUNLOP brakes: 8.5 mm (.335")
- Discs for ATE brakes: front: 10 mm (.394") - rear: 7.5 mm (.296")
- Discs for GIRLING brakes: 11.7 mm (.461").

It is understood that the removal of material must be equalized on both faces.

The wear limits, at which the replacement of disc is mandatory, are the following:

- for DUNLOP brakes: 7.5 mm (.295")
- for A T E brakes: front: 9 mm (.354") - rear 7.5 mm (.295")
- for GIRLING brakes: 10.5 mm (.414")

After regrinding, inspect disc swept faces for the following:

- Maximum out of parallelism with disc mounting plane: .05 mm (.0020");
- Maximum out of flat: .025 mm (.0010") and maximum difference in thickness: .038 mm (.0015") as measured on any radial line;
- Maximum out of flat: .025 mm (.0010") and maximum difference in thickness: .015 mm (.0006") as measured on any circular line;
- The surface should show no sign of scoring and the roughness should be 26 microinches for Dunlop's and 32 microinches for Girling's as measured circularly and, radially, 36 microinches for Dunlop's and 50 microinches for Girling's.

This I.S. cancels and replaces the I.S. 0.00.055/2 dated 10.3.1966.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE EJC 15/6/1965
All models		SEQUENT NUMBER 0.00.056
UNIT	<i>Information Sheet</i>	SHEET 1/1
Coachwork		

Translated in December 1965

APR 4 1965

All models

NOISE FROM REMOTE CONTROL & WINDOW REGULATOR HANDLE

To remove possible source of noise from inside the car, the attention of our Service Network is drawn to the need of securely tightening the setscrews of remote control and window regulator handle with a screw-driver.

We suggest doing so when carrying out the Free Service Coupon "B" in order to take up any play which may have been originated by the early mileage of running in period.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		10/3/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		0.00.057
		SHEET
		1/1

Translated in April 1966

All models

HOW TO PROTECT THE WINDSHIELD WHEN TOUCHING UP THE PAINT.

In order to avoid bubbles from forming in the windshield and change in color from taking place in the plastic sheet between windshield glass panes when drying paint repairs with infrared lamps or in an oven, the following precautions should be taken:

- 1) Carefully adjust the oven so that temperature does not exceed 80°C (176°F) in any place.
- 2) When using infrared lamps keep them 35-60 cm. (1-2 ft) apart from the body.
- 3) In any case thoroughly mask off the windshield with asbestos.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		1/9/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		0.00.058
		SHEET
		1/5 <i>11/18/66</i>

Translated in September 1966

TOUCH-UP AND REPAINTING INSTRUCTIONS FOR FINISHED
ALFA ROMEO CARS PAINTED WITH SYNTHETIC ENAMELS

For a best understanding, the above mentioned subject has been subdivided in the following items:

1 - TOUCH-UP WITH SPRAY GUN OR BRUSH

- 1.1 touch-up without removal of enamel
- 1.2 touch-up with removal of enamel
- 1.3 touch-up to the sheet metal
- 1.4 touch-up of internal spots

2 - REPAINTING

- 2.1 with enamel only
- 2.2 with primer, undercoat and enamel

3 - CHOISE OF MATERIALS

- 3.1 Primer, stopper, undercoat
- 3.2 finishing enamels

4 - EQUIPMENTS

- 4.1 for touching-up
- 4.2 for repainting

1 - TOUCH-UP WITH SPRAY GUN OR BRUSH

1.1 Touch-up without removal of enamel

- 1.1.1 Spot sand the affected area with sandpaper no. 600 and water.
- 1.1.2 Wipe down the sanded area with a sponge and water; thoroughly dry with chamois leather and then remove any residual polishing compound with "Tack-Rags". Then finish with polish and cotton wool.
- 1.1.3 Polish the surface with cotton wool and a suitable compound. On completion of touch up, remove any residual polishing compound with cotton wool. Then finish with polish and cotton wool.

1.2 Touch-up with removal of enamel

- 1.2.1 Spot sand the affected area with sandpaper no. 600 and water until the blemish is rubbed down completely.
- 1.2.2 Wash the area with a sponge soaked in water and dry thoroughly with chamois leather and hot air by using the proper device on Hastra lamp or similar.
- 1.2.3 Mask off with paper the areas around the spot to be touched-up. Wipe down the affected area with "Tack-Rags".
- 1.2.4 Apply a cross coat of finish with a spray gun.
- 1.2.5 Bake on the finish coating with a Hastra lamp.

The exposure time should be 15 to 20 minutes.

First keep the lamp at about 8" from the touched-up spot for a few minutes, then move it away to 16-20".

It is essential that exposure time and distances specified above are strictly adhered to.

On the contrary, shade variations or burning could occur or the enamel may not bake on properly.

The lamps should be kept in slow rotatory movement throughout the exposure.

- 1.2.6 Finish with polish and cotton wool.

1.3 Touch-up to the sheet metal

- 1.3.1 Sand the whole affected area with sandpaper no. 320 and water until the sheet metal remains uncovered; in the case the sheet metal shows sign of bending or buckling (e.g. for a collision) apply layers of stopper with a spatula until the surface is even; bake on the stopper and then dry sand with sandpaper no. 400; clean with "Tack-Rags".
- 1.3.2 Wash the area with a sponge soaked in water and dry thoroughly with chamois leather and by blowing hot air.
- 1.3.3 Mask off with paper the areas around the spot to be touched-up. Wipe down the affected area with "Tack-Rags".
- 1.3.4 Apply a thin coat of primer to the bare metal.
- 1.3.5 Bake on the primer with lamps and panels following the same procedure as per 1.2.5.
- 1.3.6 Sand with sandpaper no. 400 and wipe down with "Tack-Rags".
- 1.3.7 Apply the undercoat with a spray gun then bake the coating on with lamps and panels as per 1.2.5.
- 1.3.8 Spray two cross coatings of enamel; bake the coating on with lamps as per 1.2.5; dim possible shades with polishing compound and polish.

1.4 Touch-up of internal spots

Only for spots inside the car, being impossible to dry the enamel with lamps for the presence of trimming not resisting to heat, the touch-up with nitrocellulose paints is allowed.

Procedure:

1.4.1 with brush

- it is possible to touch-up with a brush in the case the affected area is the edge of a door, of a lid, etc. or it is really a spot which can be painted with the tip of the brush;
- let dry for 15 minutes.

1.4.2 with spray gun

- spot sand the area until the blemish is completely rubbed down with sandpaper no. 600 and water.

- wash with a sponge soaked in water.
- dry thoroughly with chamois leather.
- wipe down with "Tack-Rags".
- apply two cross coatings of enamel with the spray gun.
- air dry for 6 hours.
- if not applicable (e.g. inner side of a door), dry with a lamp for 20 minutes at 60°C (140°F).

2 - REPAINTING

If the area is wider than 5 sq.ft. or affects a whole unit, e.g. doors, luggage or engine compartment lids, etc. it is necessary to proceed with ways and equipments quite different from those outlined above.

Causes for repainting may be:

- Scratching, flakings, blisters, etc. (refer. to ALFA ROMEO publication DIASS no. 791 dated November 1961 "FLAWS IN PAINTWORK".
- Very serious damages (usually from a collision).

Procedure:

2.1 Repainting with enamel only sheet metal not affected;

- 2.1.1 Sand the surface to be repainted with sandpaper no. 600.
- 2.1.2 Carefully wash with a sponge soaked in water and thoroughly dry with chamois leather;
- 2.1.3 Pass the car in an oven at 80°C (176°F) for 30 minutes and treat the affected area with the panels for a complete drying;
- 2.1.4 Mask off the areas surrounding the surface to be repainted;
- 2.1.5 Thoroughly clean the area with "Tack-Rags".
- 2.1.6 Apply two cross coatings of enamel with a spray gun.
- 2.1.7 Bake on the coating. If a 80°C hot air oven is used the exposure time is 60 minutes.
If infrared panels are used the time is 20 minutes.

2.2 Repainting with primer, undercoat and enamel (sheet metal affected but without replacement of parts)

- 2.2.1 Sand the area with sandpaper n. 320 with water until the sheet metal is uncovered.
- 2.2.2 Wash with plenty of water and thoroughly dry with chamois leather.
- 2.2.3 End the drying by passing the car in an oven at 80°C (176°F) for 30 minutes.
- 2.2.4 Mask off the areas surrounding the surface to be repainted and wipe it down with "Tack-Rags".
- 2.2.5 Apply a thin coating of primer on the bare metal and dry in an oven; after baking, dry sand with sandpaper no. 400; clean with "Tack-Rags".
- 2.2.6 Apply one coating of undercoat, dry in an oven at 80°C then sand with sandpaper no. 400; clean with "Tack-Rags".

2.2.7 Spray two cross coatings of enamel.

2.2.8 Bake in an oven at 80°C (176°F) for 60 minutes; if infrared lamps or panels are used, 20 minutes will be sufficient.

N.B. In the case that parts of sheet metal have been replaced proceed as instructed under 2.2.6 after deoxidizing and pickling the part.

3 - CHOICE OF MATERIALS

The Alfa Romeo cars are finished with products of the firms:
Italver, Vercolac and Salchi.

The materials to be used are referenced to as follows:

3.1 Primer, stopper, undercoat and applicable solvent
(see attached table 1)

3.2 Finishing enamels see Information Sheet no. 0.00.038.

4 - EQUIPMENTS

4.1 For touching-up

- spray gun (type De Vilbiss or Binks)
- Hastra type lamp or similar (2500 watts) when baking on of the products is required.

4.2 For repainting

- To carry out the painting properly, the equipments listed below are needed:

- a) spray booth with filtered air intake
- b) oven for baking synthetic enamels at 80°C (176°F)

These equipments should be located in places as far as possible free of dust.

- The use of an oven with infrared panels is permitted providing the baking of the applied enamel is limited only to repainted area without affecting the remainder of the car body.

- Before exposing the car to heat in an oven or from panels, observe the following:

- a) remove the fuel tank filler plug
- b) decrease the tire inflation pressure

For the rest the car can be held in running conditions.

Materials to be used for touching-up and repainting: primers, stopper, undercoats, solvents.

1. Primer, at 80°C (176°F)

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver	KF 15233/R	3541.62201

2. Stopper, at 80°C

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver	KF 14571/R	3544.62401

3. Undercoat, at 80°C

Manufacturer	Color	Part number	
		Manufacturer's	ALFA ROMEO
Italver	white	KF 15234/R	3543.62202
	grey	KF 18219/R	3543.62201

4. Solvent

Manufacturer	Part number	
	Manufacturer's	ALFA ROMEO
Italver Vercolac Salchi	D 17884/1L B 1120 AR 1	3512.31002

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		25/1/1967
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Refillings		0.00.059
		SHEET
		1/2

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O I L R E F I L L I N G S

The attached table shows the quantities of lubricating oil needed according to last specifications.

These data delete and supersede all the corresponding ones given in the previous technical literature.

O I L R E F I L L I N G S - G I U L I E T T A - G I U L I A - 2 6 0 0 m o d e l s														
M O D E L			E N G I N E (sump & filter)			G E A R B O X			D I F F E R E N T I A L			S T E E R I N G B O X		
			Kg.	qts GB	qts USA	Kg.	pts GB	pts USA	Kg.	pts GB	pts USA	Kg.	pt GB	pt USA
G I U L I E T T A	101.28	Berlina	5.500	5.4	6.5	1.500	2.9	3.5	1.250	2.5	3.0	0.250	.5	.6
	101.29	T.I.	5.500	5.4	6.5	1.500	2.9	3.5	1.250	2.5	3.0	0.250	.5	.6
	101.02	Sprint	5.700	5.6	6.7	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
	101.06	Sprint Veloce	5.700	5.6	6.7	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
	101.03	Spider	5.700	5.6	6.7	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
	101.07	Spider Veloce	5.700	5.6	6.7	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
	101.20	S.S. (Sprint Speciale)	6.250	6.2	7.4	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
	101.26	S.Z. (Sprint Zagato)	6.250	6.2	7.4	1.600	3.1	3.7	1.250	2.5	3.0	0.250	.5	.6
G I U L I A	101.02	Sprint 1300	5.700	5.6	6.7	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.11	T.Z.	7.000	6.9	8.3	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	101.12	Sprint	5.700	5.6	6.7	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	101.23	Spider	5.700	5.6	6.7	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	101.18	Spider Veloce	5.800	5.75	6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	101.21	S.S. (Sprint Speciale)	6.250	6.2	7.4	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
G I U L I A	105.06	1300	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.39	1300 t.i.	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.08	T.I. (floor gearshift)	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.14	T.I. (column gearshift)	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.26	Super	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.16	T.I. Super	5.750	5.7	6.8	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.02	Sprint G.T.	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.25	G.T.C.	5.000 * 5.800	4.95 * 5.75	5.95 * 6.9	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.32	G.T.A.	6.000	5.95	7.1	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.36	G.T. Veloce	5.000 * 5.800	4.95 * 5.75	5.95 * 6.8	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.03	Spider 1600	5.000 * 5.800	4.95 * 5.75	5.95 * 6.8	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
	105.30	G.T. 1300 Junior	* 5.800	* 5.75	* 6.8	1.650	3.2	3.8	1.250	2.5	3.0	0.250	.5	.6
2 6 0 0	106.00	Berlina	7.000	6.9	8.3	1.650	3.2	3.8	2.150	4.1	4.9	0.250	.5	.6
	106.01	Spider	7.000	6.9	8.3	1.650	3.2	3.8	2.150	4.1	4.9	0.250	.5	.6
	106.02	Sprint	7.500	7.4	8.9	1.650	3.2	3.8	2.150	4.1	4.9	0.250	.5	.6
	106.12	Sprint Zagato	7.500	7.4	8.9	1.650	3.2	3.8	2.150	4.1	4.9	0.250	.5	.6

* Figures so marked apply to engines having the sump bottom P.N. 105.14.01.211.00

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIETTA GIULIA - 2600		30/12/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Floor gearshift		0.00.060
		SHEET
		1/1

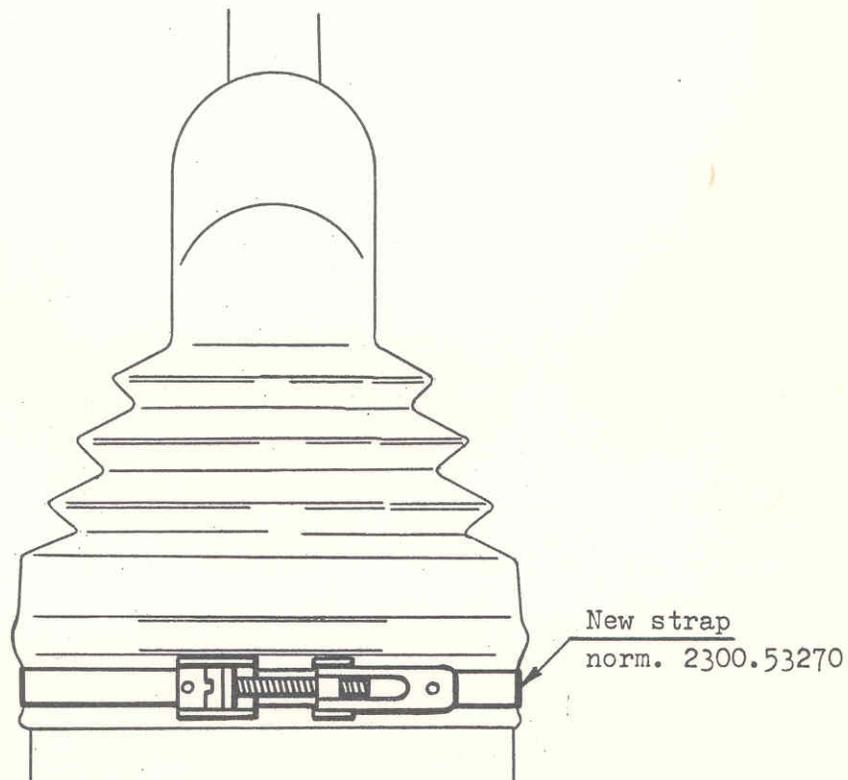
Translated in January 1967

GIULIETTA - GIULIA - 2600 Models

GEAR LEVER BELLOWS

To improve sealing between gear lever bellows and gearbox collar, it is recommended the replace the old fastening strap with the new strap having a toggle type clamp (see figure).

The improved strap can be replaced for the old one also on cars already in circulation which show leakage from bellows.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		20/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		0.00.061
		SHEET
		1/1

Translated in February 1967

B R A K E D I S C S

On cars equipped with disc brakes, especially those featuring an ATE brake system, it is essential that discs of the same make and type and worn down to the same extent be paired on brakes of front axle or rear axle.

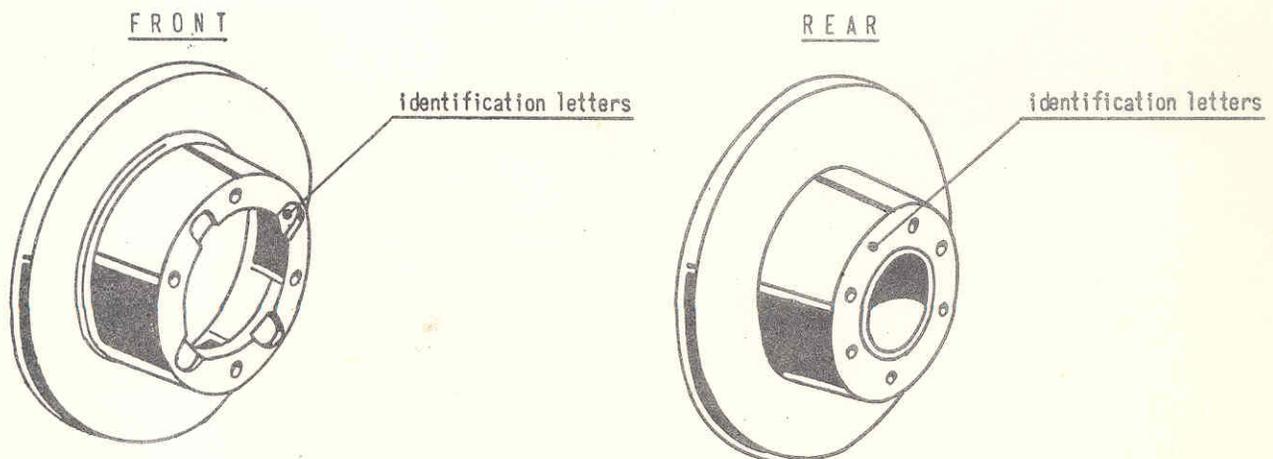
This to avoid any unbalance during prolonged braking.

To be sure to couple the same make, check the letters in the recesses in the disc casting (see figure):

- EF is the symbol of one of the manufacturers;
- F and UF the symbol of another manufacturer.

If discs are not paired as above instructed, do it, axle by axle.

The same procedure also applies to the degree of wear; when new or reconditioned discs are to be fitted, discs of both the same make and thickness must be paired.



ESTC

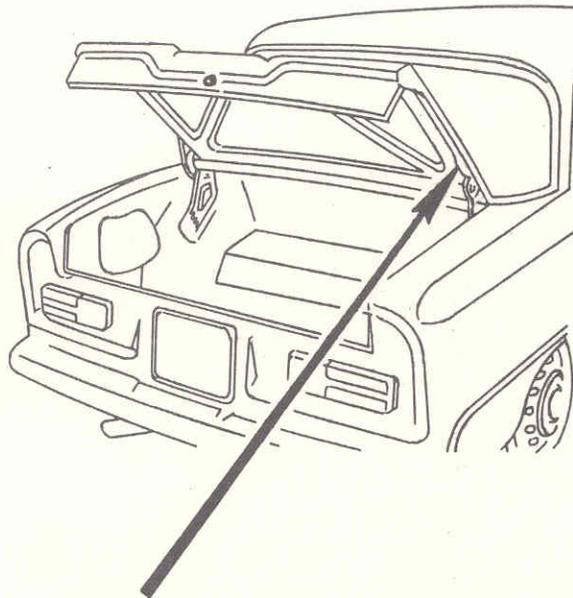
TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
All models		8/2/967
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Coachwork		0.00.063
		SHEET
		1/1

Translated in February 1967

FINISH TYPE PLATE

The plate identifying the type of paint used for car finish has been moved from within the engine compartment to the luggage compartment.

You can find it on the lid, R.H. bottom, next to the lid hinge.

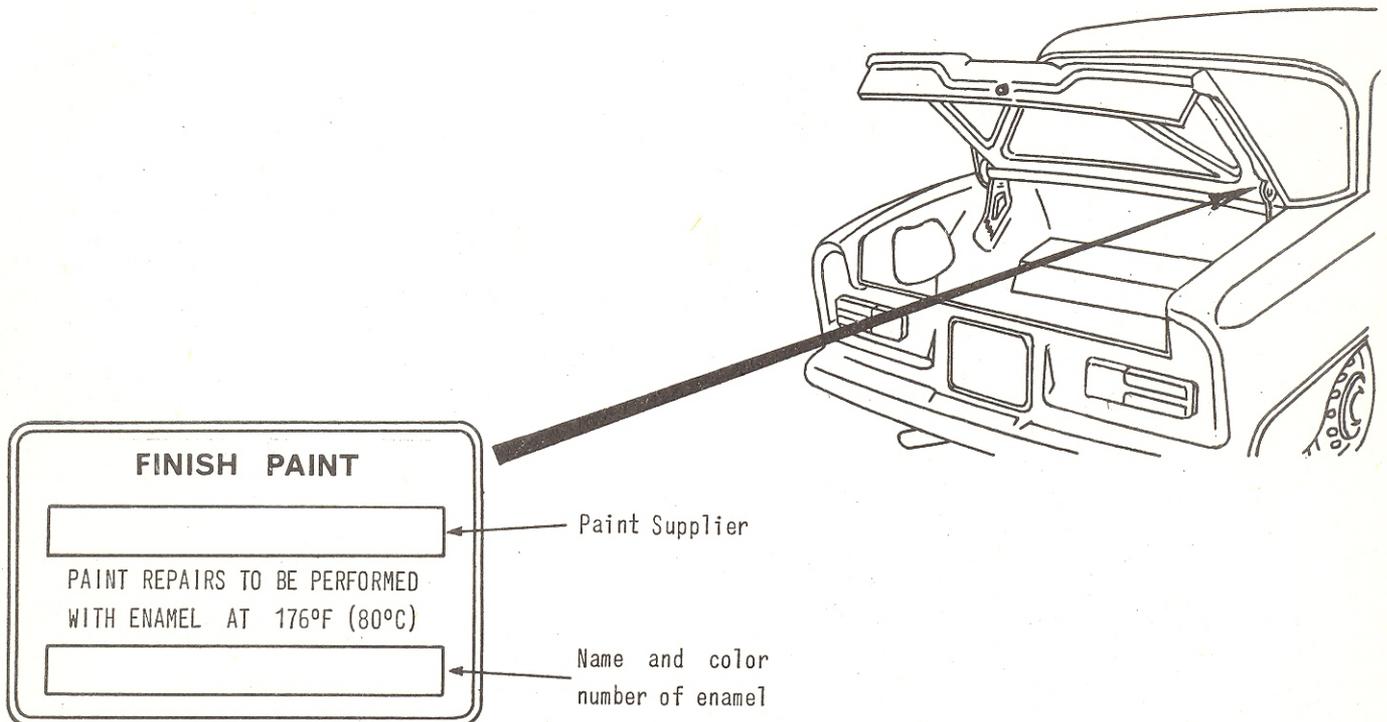


TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 19/9/1968
All models		SEQUENT NUMBER 0.00.063/1
UNIT	<i>Technical bulletin</i>	SHEET 1/1
Coachwork		

FINISH TYPE PLATE

The plate, like that shown below, identifying the type of paint used for car finish has been moved from within the engine compartment to the luggage compartment. When performing paint repairs, to order the corresponding paint, quote the data given on the plate.

You can find it on the lid, R.H. bottom, next to the lid hinge.



This I.S. cancels and replaces
the I.S. 0.00.063 dated 8/2/1967

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		10/4/1967
UNIT		SEQUENT NUMBER
Engine		0.00.064
		SHEET
		1/1

CUTTING OF REFERENCE MARKS ON CAMSHAFT CAPS FOR VALVE TIMING

The following pages list the values of the angle the marks on caps must have outboard wise with respect to the vertical of engine (see Tool Bulletin no. 127 dated 18/6/66 about the use of tool C.6.0124).

Model	Name	Angle values of marks	
		Int.	Exh.
101.02 101.03 101.04 101.05 101.09 101.28 101.29	Giulietta Sprint Giulietta Spider Giulietta Spider for export to USA Giulietta Sprint for export to USA Giulietta T.I. R.H.D. Giulietta Berlina Giulietta T.I. column gearshift	5° 40'	
101.12 101.23	Giulietta Sprint 1600 Giulietta Spider 1600	7°	
101.06 101.07	Giulietta Sprint Veloce Giulietta Spider Veloce	2° 15'	3° 15'
101.20 101.26	Giulietta Sprint Speciale Giulietta S.Z.	0° 15'	2° 45'
101.18 101.21	Spider Veloce 1600 Sprint Speciale 1600	4° 6'	
105.14 105.08 105.09	Giulia T.I. column gearshift Giulia T.I. floor gearshift Giulia T.I. R.H.D.	7°	
105.02 105.04	Giulia G.T. Giulia R.H.D.	1°	

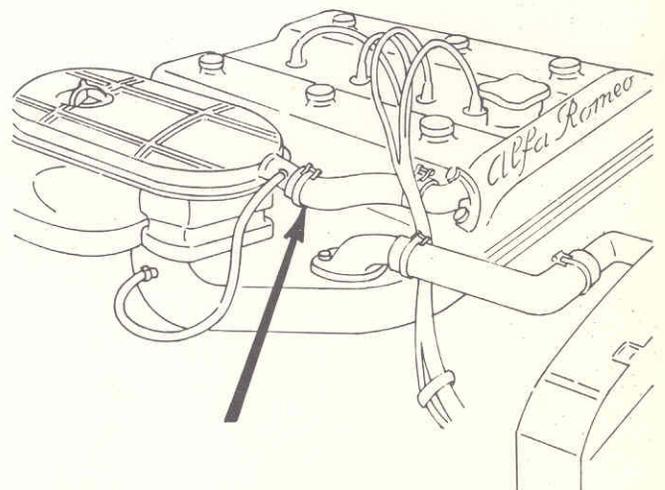
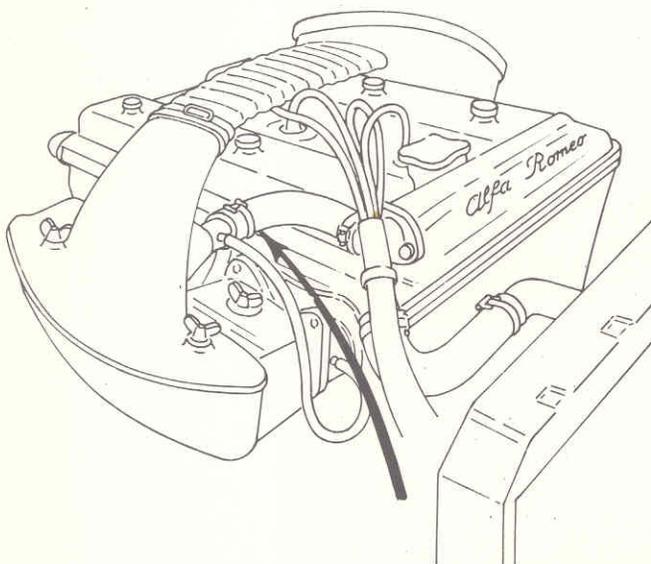
Model	Name	Angle values of marks	
		Int.	Exh.
105.26 105.28	Giulia Super Giulia Super R.H.D.	1°	
105.39 105.06	Giulia 1300 t.l. Giulia 1300 (applicable from 1966)	7°	
105.06	Giulia 1300 (up to 1965)	5° 40'	
105.30 105.31	G.T. 1300 Junior G.T. 1300 Junior R.H.D.	1°	
105.36 105.03 105.05 105.37 105.25 105.29	Giulia Sprint G.T. Veloce 1600 Spider 1600 Spider R.H.D. Giulia Sprint G.T. Veloce R.H.D. Giulia G.T.C. Giulia G.T.C. R.H.D.	1°	
106.00 106.07	2600 Sedan 2600 Sedan R.H.D.	3°	
106.01 106.02 106.08 106.12	2600 Spider 2600 Sprint 2600 Spider R.H.D. 2600 S.Z.	7° 30'	6°

TYPE OF CAR Cars with crankcase ventilation	 DIREZIONE ASSISTENZA	DATE 8/11/67 10/5/1967
UNIT Engine	<i>Information Sheet</i>	SEQUENT NUMBER 0.00.065
		SHEET 1/1

CRANKCASE VENTILATION (BLOW-BY) TROUBLE

Some cases of water collecting in the crankcase ventilation hose, especially near the backfire gauze, have been experienced.

Therefore, when cleaning the air cleaner every 3750 mi (6000 Km) check the gauze for moisture and dry it, if necessary.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 9/9/98
All models		SEQUENT NUMBER 0.00.066/3
UNIT	<i>Information Sheet</i>	SHEET 1/9

KITS AND SETS OF SPARES FOR MINOR AND MAJOR OVERHAUL OF MAIN UNITS

To easily supply parts for minor and major overhaul of engine and other main units, suitable kits have been prepared as listed below; each kit bears a part no. under which all parts composing the kit are identified.

However, when ordering, the engine s/no. and the chassis s/no. of the affected car should be stated in addition to part no. of kit or set of parts needed.

This Sheet, an interim before these items are entered in the Part Catalogs, lists all kits presently available and give the correct part nos. they bear.

SETS OF VALVE ADJUSTING PADS - for GIULIETTA & GIULIA

- | | | |
|-------------------------|--|---|
| <u>101.10.03.041.00</u> | Set of valve adjusting pads (thickness ranging from 2.500 to 1.500 mm) | |
| | Set of 205 pads: 5 pads each thickness included in the above range (.025 mm decrement) and bearing the part nos. 101.10.03.307.00 thru 101.10.03.307.40. | |
| <u>101.10.03.041.01</u> | Set of valve adjusting pads | 1 |
| | thicknesses from: 1.475 to 1.300 mm | |
| | 2.800 to 2.525 mm | |
| | 3.500 to 2.825 mm | |
| | Set of 240 pads: 5 pads each thickness included in those listed above and bearing the part nos.: | |
| | 101.10.03.307.41 thru 101.10.03.307.48 | |
| | 101.20.03.307.00 thru 101.20.03.307.11 | |
| | 105.00.03.307.00 thru 105.00.03.307.27 | |
| | Same increment as above. | |

This I.S. cancels and replaces the I.S. 0.00.066/2 dated 22/2/98

SETS OF MAIN AND CON. ROD BEARINGS - for 2600

<u>1306.16.714</u>	Set of con. rod bearings, standard	1
	12 half-bearings 1306.16.006	
<u>1306.16.714/1</u>	Set of con. rod bearings, 1st oversize	1
	12 half-bearings 1306.16.006 M1	
<u>1306.16.714/2</u>	Set of con. rod bearings, 2nd oversize	1
	12 half-bearings 1306.16.006 M2	
<u>106.00.02.111.00/01</u>	Set of main bearings, standard	1
	8 intermediate half-bearings 106.00.02.111.00	
	6 front, central & rear half-bearings 106.00.02.112.00	
<u>106.00.02.111.01/01</u>	Set of main bearings, 1st oversize	1
	8 intermediate half-bearings 106.00.02.111.01	
	6 front, central & rear half-bearings 106.00.02.112.01	
<u>106.00.02.111.02/01</u>	Set of main bearings, 2nd oversize	1
	8 intermediate half-bearings 106.00.02.111.02	
	6 front, central & rear half-bearings 106.00.02.112.02	

SET OF MAIN BEARINGS - for GIULIETTA up to engine s/no.:

1315.74950 for Berlina - 1315.09002 for Sprint - 1315.45854 for Spider - 1315.97834 for t.i.
 1315.33000 for Sprint Veloce & Spider Veloce - 00120.00200 for Sprint Speciale & Sprint Zagato.
 After those s/nos. refer to 101.10.02.111.00/01, 101.10.02.111.03/01 & 101.10.02.111.04/01.

<u>1315.10.771</u>	Set of main bearings, standard	1
	4 intermediate half-bearings 1315.10.003	
	6 front, central & rear half-bearings 1315.10.009	
<u>1315.10.771/1</u>	Set of main bearings, 1st oversize	1
	4 intermediate half-bearings 1315.10.003 M1	
	6 front, central & rear half-bearings 1315.10.009 M1	
<u>1315.10.771/2</u>	Set of main bearings, 2nd oversize	1
	4 intermediate half-bearings 1315.10.003 M2	
	6 front, central & rear half-bearings 1315.10.009 M2	

SET OF MAIN BEARINGS - for GIULIA - for GIULIETTA from engine s/no.:

1315.500001 for Berlina - 1315.010001 for Sprint & Spider - 1315.800001 for t.i. - 00106.00001
 for Sprint Veloce & Spider Veloce - 00120.00201 for Sprint Speciale & Sprint Zagato.

<u>101.10.02.111.00/01</u>	Set of main bearings, standard	1
	4 intermediate half-bearings 101.10.02.111.00	
	6 front, central & rear half-bearings 101.10.02.112.00	
<u>101.10.02.111.03/01</u>	Set of main bearings, 1st oversize	1
	4 intermediate half-bearings 101.10.02.111.03	
	6 front, central & rear half-bearings 101.10.02.112.03	
<u>101.10.02.111.04/01</u>	Set of main bearings, 2nd oversize	1
	4 intermediate half-bearings 101.10.02.111.04	
	6 front, central & rear half-bearings 101.10.02.112.04	

SET OF CON. ROD BEARINGS - for GIULIETTA & GIULIA 1300

<u>1315.16.712</u>	Set of con. rod bearings, standard	1
	8 half-bearings 1315.16.007	
<u>1315.16.712/1</u>	Set of con. rod bearings, 1st oversize	1
	8 half-bearings 1315.16.007 M1	
<u>1315.16.712/2</u>	Set of con. rod bearings, 2nd oversize	1
	8 half-bearings 1315.16.007 M2	

SET OF CON. ROD BEARINGS - for GIULIA

<u>105.00.02.203.00/01</u>	Set of con. rod bearings, standard	1
	8 half-bearings 105.00.02.203.00	
<u>105.00.02.203.01/01</u>	Set of con. rod bearings, 1st oversize	1
	8 half-bearings 105.00.02.203.01	
<u>105.00.02.203.02/01</u>	Set of con. rod bearings, 2nd oversize	1
	8 half-bearings 105.00.02.203.02	

SEAL KIT FOR ENGINE OVERHAUL

The complete kit of engine seals consists of two separate sets:

- 1) a basic set
- 2) a complementary set

Applicability of each set to proper engine is outlined below.

GIULIA T.I. - T.I. Super - GIULIA Super Models

<u>105.14.79.010.00</u>	Engine overhaul seal kit - GIULIA T.I., GIULIA T.I. Super & GIULIA Super
<u>105.26.79.010.00</u>	(deleted and superseded by sets listed below)
<u>105.00.79.011.00</u>	Basic set for engines with cylinder head having <u>no</u> camshaft cover front attaching <u>lugs</u>
<u>105.00.79.011.01</u>	Basic set for engines with cylinder head <u>having</u> camshaft cover front attaching <u>lugs</u>
<u>105.14.79.012.00</u>	Complementary set to be added to basic set
<u>105.02.79.012.00</u>	Complementary set to be added to basic set

T.I.	T.I. Super	Super
-	-	-
1	1	1
1	1	1
1	-	-
-	1	1

G.T. Model

<u>105.02.79.010.00</u>	Engine overhaul seal kit-deleted and superseded by:	-
<u>105.00.79.011.00</u>	Basic set for engines with cylinder head having <u>no</u> camshaft cover front attaching <u>lugs</u>	1
<u>105.00.79.011.01</u>	Basic set for engines with cylinder head <u>having</u> camshaft cover front attaching <u>lugs</u>	1
<u>105.02.79.012.00</u>	Complementary set to be added to basic set	1

Sprint - Spider & SS Models

101.12.79.010.00	Engine overhaul seal kit for Sprint & Spider
101.21.79.010.00	for Sprint Speciale (deleted and superseded by sets listed below)
105.00.79.011.00	Basic set for engines with cylinder head having <u>no</u> camshaft cover front attaching lugs
105.00.79.011.01	Basic set for engines with cylinder head <u>having</u> camshaft cover front attaching lugs
101.12.79.012.00	Complementary set added to basic set for engines with <u>standard</u> rear main bearing cap
101.12.79.012.01	Complementary set added to basic set for engines with <u>reinforced</u> rear main bearing cap
101.18.79.012.00	Complementary set added to basic set for engines with <u>standard</u> rear main bearing cap
101.18.79.012.01	Complementary set added to basic set for engines with <u>reinforced</u> rear main bearing cap

Sprint	Spider	SS
-	-	-
-	-	-
1	1	1
1	1	1
1	1	-
1	1	-
-	-	1
-	-	1

Spider 1600 Model

105.02.79.010.00	Engine overhaul seal kit - Deleted and superseded by:
105.00.79.011.00	Basic set for engines with cylinder head having <u>no</u> camshaft cover front attaching lugs
105.00.79.011.01	Basic set for engines with cylinder head <u>having</u> camshaft cover front attaching lugs
105.02.79.012.00	Complementary set to be added to basic set

L.H.D.	R.H.D.
-	-
1	1
1	1
1	1

CRANKSHAFT ASSY

105.00.02.063.00	Crankshaft, bearings & thrust rings assy (for GIULIA 1600)	1
	1 crankshaft 105.00.02.010.00	
	1 set of main bearings 101.10.02.111.00/01	
	1 set of con. rod bearings 105.00.02.203.00/01	
	2 upper half-ring 101.10.02.106.00	
	2 lower half-ring 101.10.02.107.00	
105.06.02.063.00	Crankshaft, bearings & thrust rings (for GIULIETTA & GIULIA 1300)	1
	1 crankshaft 101.28.02.010.00	
	1 set of main bearings 101.10.02.111.00/01	
	1 set of con. rod bearings 1315.16.712	
	2 upper half-ring 101.10.02.106.00	
	2 lower half-ring 101.10.02.107.00	

PISTON & RING ASSY

<u>1315.18.718/1</u>	Set of piston assemblies	1
	4 piston assy 1315.18.718	
	for: 101.02 - GIULIETTA Sprint	
	.03 - GIULIETTA Spider	
	.04 - GIULIETTA Spider U.S.A.	
	.05 - GIULIETTA Sprint U.S.A.	
	.09 - GIULIETTA t.i. R.H.D.	
	.11 - GIULIETTA t.i.	
	.29 - GIULIETTA t.i.	
<u>101.21.02.030.07/01</u>	Set of piston assemblies	1
	4 piston assy 101.21.02.030.07	
	for: 101.18 - 1600 Spider Veloce	
	.21 - 1600 Sprint Speciale	
	105.02 - GIULIA G.T.	
	.11 - GIULIA T.Z.	
	.16 - GIULIA T.I. Super	
<u>105.02.02.030.09/01</u>	Set of piston assemblies	1
	4 piston assy 105.02.02.030.09	
	for: 101.19 - 1600 Spider R.H.D.	
	.23 - 1600 Spider	
	105.02 - GIULIA G.T.	
	.03 - 1600 Spider	
	.04 - GIULIA G.T. R.H.D.	
	.08 - GIULIA T.I. floor gearshift	
	.09 - GIULIA T.I. R.H.D.	
	.14 - GIULIA T.I. column gearshift	
	.25 - GIULIA G.T.C.	
	.26 - GIULIA Super	
	.28 - GIULIA Super R.H.D.	
	.05 - 1600 Spider R.H.D.	
	.29 - GIULIA G.T.C. R.H.D.	
	.36 - GIULIA G.T.V.	
	.37 - GIULIA G.T.V. R.H.D.	

BARREL & PISTON ASSY

<u>1315.18.719/1</u>	Set of barrels and pistons	1
	4 barrel & piston assy 1315.18.719	
	for: 101.02 - GIULIETTA Sprint	
	.03 - GIULIETTA Spider	
	.04 - GIULIETTA Spider U.S.A.	
	.05 - GIULIETTA Sprint U.S.A.	
	.09 - GIULIETTA t.i. R.H.D.	
	.28 - GIULIETTA Berlina	
	.29 - GIULIETTA t.i.	

- and for: 105.06 - GIULIA 1300
- .30 - GT 1300 Junior
- .31 - GT 1300 Junior R.H.D.
- .39 - GIULIA 1300 t.i.
- .40 - GIULIA 1300 t.i. R.H.D.

105.02.02.031.09/01 Set of barrels and pistons 1
 4 barrel & piston assy 105.02.02.031.09

- for: 101.29 - GIULIETTA t.i.
- .23 - 1600 Spider
- 105.02 - GIULIA G.T.
- .03 - 1600 Spider
- .04 - GIULIA G.T. R.H.D.
- .08 - GIULIA T.I. floor gearshift
- .09 - GIULIA T.I. R.H.D.
- .14 - GIULIA T.I. column gearshift
- .25 - GIULIA G.T.C.
- .26 - GIULIA Super

101.21.02.031.07/01 Set of barrels and pistons 1
 4 barrel & piston assy 101.21.02.031.07

- for: 101.21 - 1600 Sprint Speciale

WATER PUMP MAJOR OVERHAUL KIT

105.00.07.336.00 Water pump major overhaul kit 1
 1 packing for pump shaft 1306.60.002
 1 snap ring 1306.60.009
 1 pump-to-cover gasket 105.00.07.203.00
 1 impeller 105.00.07.204.02
 1 shaft 105.00.07.205.00
 1 slinger 105.00.07.227.01
 1 setscrew 105.00.07.229.00

all 105 - GIULIA models

CLUTCH REPAIR KIT

1365.10.808 Repair kit for clutch 1365.10.804 1
 2 spring 1365.10.402
 3 spring 1365.10.406
 9 spring 1365.10.409
 3 retainer 1365.10.412
 1 flange 1365.10.420
 3 lever 1365.10.405
 3 pin 1365.10.407
 3 nut 1365.10.408

- for: 101.29 - GIULIETTA t.i.
- .09 - GIULIETTA t.i. R.H.D.
- .02 - GIULIETTA Sprint

for: 101.23 - 1600 Spider
.19 - 1600 Spider R.H.D.

<u>105.14.12.031.03/50</u>	Repair kit for clutch 105.14.12.031.03	1
	2 spring 1365.10.402	
	3 spring 1365.10.406	
	6 spring 1365.10.409	
	3 retainer 1365.10.412	
	1 flange 105.14.12.031.03/10	
	3 lever 105.14.12.031.03/03	
	3 spring 105.14.12.031.03/11	
	3 nut 105.16.12.031.01/01	
	3 pin 105.16.12.031.01/14	
	3 washer 105.16.12.031.01/15	
	3 pin 105.16.12.031.01/02	

for: 105.02 - GIULIA G. T.
.03 - 1600 Spider
.04 - GIULIA G. T. R.H.D.
.05 - 1600 Spider R.H.D.
.06 - GIULIA 1300
.08 - GIULIA T.I. floor gearshift
.14 - GIULIA T.I. column gearshift
.26 - GIULIA Super
.28 - GIULIA Super R.H.D.
.29 - GIULIA G.T.C. R.H.D.
.39 - GIULIA 1300 t.i.
.40 - GIULIA 1300 t.i. R.H.D.

FACING ASSY FOR CLUTCH PLATE

<u>106.02.12.032.00/50</u>	.....	1
	2 facing 106.02.12.047.00	
	26 rivet 1358.10.008	

for: 106.01 - 2600 Spider
.02 - 2600 Sprint
.08 - 2600 Spider R.H.D.
.09 - 2600 Sprint R.H.D.

<u>1358.10.005/1</u>	.....	1
	2 facing 1358.10.005	
	26 rivet 1358.10.008	

for "1900"

<u>105.00.12.032.00/50</u>	.....	1
	2 facing 105.00.12.032.00/02	
	14 rivet 1358.10.008	

for: 105.02 - GIULIA G. T.
.03 - 1600 Spider
.04 - GIULIA G. T. R.H.D.
.05 - 1600 Spider R.H.D.

- for: 105.06 - GIULIA 1300
 - .08 - GIULIA T.I. floor gearshift
 - .14 - GIULIA T.I. column gearshift
 - .25 - GIULIA G.T.C.
 - .26 - GIULIA Super
 - .28 - GIULIA Super R.H.D.
 - .29 - GIULIA G.T.C. R.H.D.
 - .36 - GIULIA G.T.V.
 - .37 - GIULIA G.T.V. R.H.D.
 - .39 - GIULIA 1300 t.i.
 - .40 - GIULIA 1300 t.i. R.H.D.

- 101.02 - GIULIETTA Sprint
 - .09 - GIULIETTA t.i. R.H.D.
 - .19 - 1600 Spider R.H.D.
 - .23 - 1600 Spider
 - .29 - GIULIETTA t.i.

105.14.12.032.00/50

.....
 2 facing 105.14.12.032.00/02
 14 rivet 1358.10.008

1

- for: 105.02 - GIULIA G.T.
 - .03 - 1600 Spider
 - .04 - GIULIA T.I. R.H.D.
 - .05 - 1600 Spider R.H.D.
 - .06 - GIULIA 1300
 - .08 - GIULIA T.I. floor gearshift
 - .14 - GIULIA T.I. column gearshift
 - .25 - GIULIA G.T.C.
 - .26 - GIULIA Super
 - .28 - GIULIA Super R.H.D.
 - .29 - GIULIA G.T.C. R.H.D.
 - .36 - GIULIA G.T.V.
 - .37 - GIULIA G.T.V. R.H.D.
 - .39 - GIULIA 1300 t.i.
 - .40 - GIULIA 1300 t.i. R.H.D.

- 101.02 - GIULIETTA Sprint
 - .09 - GIULIETTA t.i. R.H.D.
 - .19 - 1600 Spider R.H.D.
 - .23 - 1600 Spider
 - .29 - GIULIETTA t.i.

1365.10.417/1

.....
 2 facing 1365.10.417
 14 rivet 1358.10.008

1

- for: 105.16 - GIULIA T.I. Super
 - 101.06 - GIULIETTA Sprint Veloce
 - .07 - GIULIETTA Spider Veloce
 - .20 - GIULIETTA Sprint Speciale
 - .26 - GIULIETTA S.Z.

105.11.12.032.01/50 1
2 facing 105.11.12.032.01/01
18 rivet 1358.10.008

for 105.11 - GIULIA T.Z.

102.05.12.032.00/50 1
2 facing 102.05.12.032.00/01
34 rivet 1358.10.008

- for: 106.00 - 2600 Berlina
.01 - 2600 Spider
.02 - 2600 Sprint
.07 - 2600 Berlina R.H.D.
.08 - 2600 Spider R.H.D.
.09 - 2600 Sprint R.H.D.
.12 - 2600 S.Z.

TYPE OF CAR All models	 DIREZIONE ASSISTENZA	DATE 9/10/1967
UNIT Engine - Gearbox Rear axle		SEQUENT NUMBER 0.00.069
<i>Information Sheet</i>		SHEET 1/1

C R A N K S H A F T P A C K I N G S

Gearbox - Rear axle

In order to avoid that crankshaft front and rear packings (corteco and similar) wear prematurely, on installation it is advisable to apply Molikote BR 2 grease on sealing edge of packings.

Proceed in the same way also for gearbox and rear axle packings (corteco and similar).

The Molikote BR 2 grease can be purchased locally.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 2/2/968
All models		SEQUENT NUMBER 0.00.071
UNIT	<i>Information Sheet</i>	SHEET 1/1
Coachwork		

PAINTING OF REPLACEMENT SHEET METAL PANELS

The replacement sheet metal panels are protected with a layer of primer which also form a suitable base for finish paints.

The procedure for applying further layers is the following:

- 1) Wash thoroughly with water at room temperature (the use of warm water at a temperature not exceeding 30°C - 86°F is however allowed) to get rid of dust, dirt, etc. Do not use hot water to avoid salt deposits;
- 2) Sand with sandpaper 320 and water;
- 3) Dry thoroughly with compressed air and chamois leather;
- 4) Apply WASH-PRIMER (corrosion protective compound) to possible bare spots. Refer to Information Sheet no. 0.00.040/1, page 2/10, item 1 a) 4;
- 5) Spray all over with the Lesonal MF 52320 sealer. Refer to Information Sheet no. 0.00.040/1 page 2/10 item 1 a) 8;
- 6) Air dry for 3 hours or bake to 80°C - 176°F for 20 minutes;
- 7) Sand with sandpaper 400 and water;
- 8) Carefully dry with compressed air and chamois leather;
- 9) Clean the surface with Stambfix rags, then apply class 30 enamel at 80°C - 176°F. Refer to Information Sheet no. 0.00.040/1, page 5/10, item 2/6.

For further data and directions on how to apply and dry the various products, refer to page 8/10, 9/10 and 10/10 of Information Sheet no. 0.00.040/1.

TYPE OF CAR GIULIETTA GIULIA 1600 "2600"	 SERVICE DEPARTMENT	DATE 10/4/1963
UNIT Bodywork	<i>Sheet of Information</i>	SEQUENT NUMBER 1.01.189
		SHEET 1/10

Translated in July 1963

INSTRUCTIONS FOR INSTALLATION OF SAFETY BELTS

In order to provide our cars:

GIULIETTA Sprint - Sprint Veloce - Sprint Speciale -
 Sprint Zagato - Spider - Spider Veloce -
 Berlina - t.i. and t.i. with floor mounted
 gearshift.

GIULIA 1600 TI.

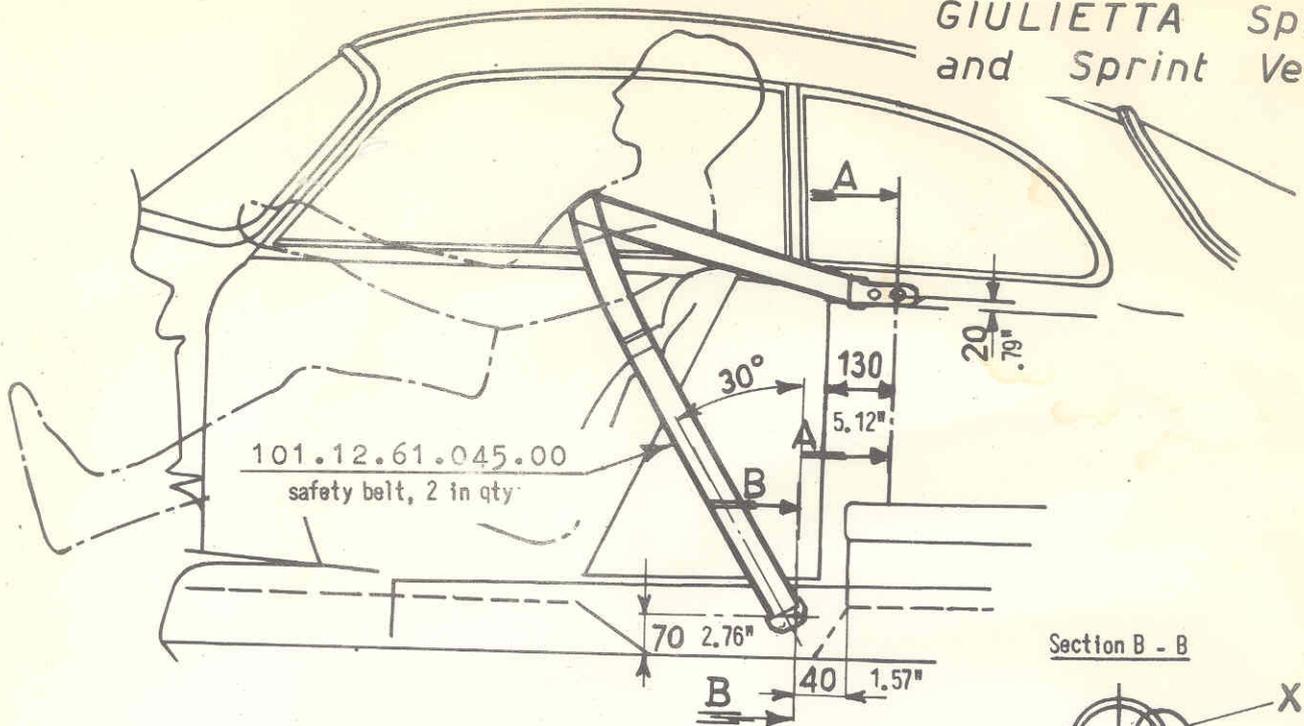
" 2 6 0 0 " Sedan - Sprint - Spider

with safety belts, attachment provision is now available in points suitably reinforced.

On the following sheets, drawings relating to such specifications are shown for each type of car in conjunction with some useful instructions for proper application of safety belts.

*Revised &
 copied by Otto G.*

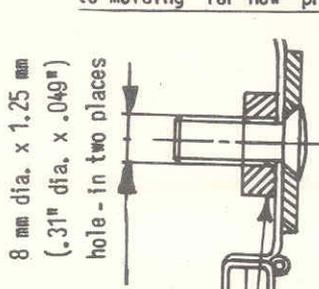
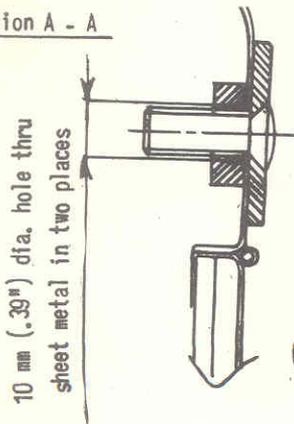
GIULIETTA Sprint
and Sprint Veloce



Method with movable reinforcing plate for already released cars

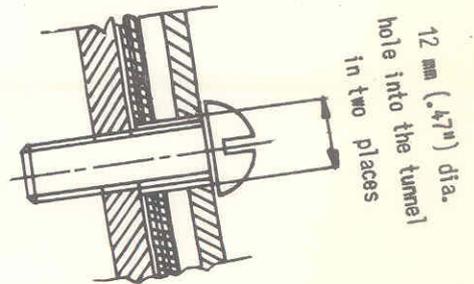
Method with reinforcing plate welded to molding for new production cars

Section A - A



Reinforcing plate - 25 x 5 x 120 mm
(.98 x .2 x 4.7") - Mat. Stl: 71,000 psi U.T.S.
spot welded - 2 in qty

Detail X



Installation of safety belts on request

To install the safety belts proceed as follows:

1. - Remove the trim panel from the rear fixed section.
2. - Drill 4 holes 10 mm in diameter according to the dimensions given, for 2 attachments on the molding under the window (movable plate method).
3. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

Note - Drill the holes with aid of proper gauges, as follows:

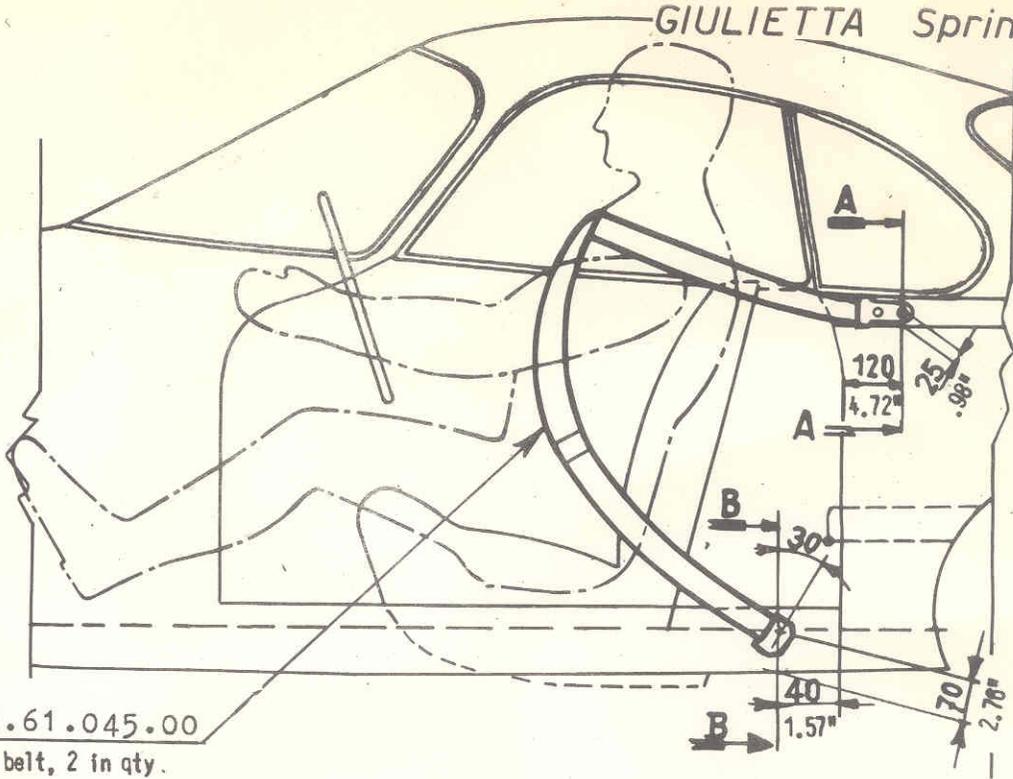
step 2 - vertically, refer to lower edge of molding (panel embedding line); horizontally, refer to the door opening edge.

step 3 - horizontally refer to the rear seat cross member; vertically refer to the floor.

4. - To apply the belt to the molding, insert the plate with 8 mm dia. threaded holes into the molding so as to engage the screws. After locking re-attach the trim panel (movable plate method).
5. - To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the plate with 10 mm dia. threaded holes onto the underside of the tunnel and engaging the screws.

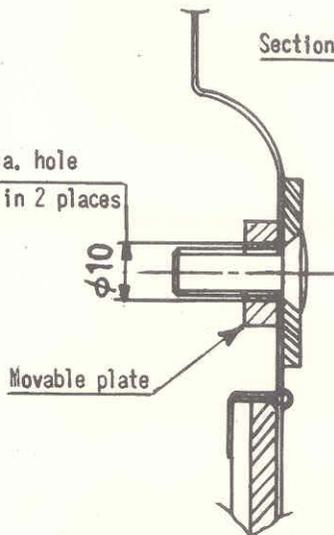
NB. - For the method of reinforcing plate welded to the molding, drill and tap the holes in the plate (see section A-A) according to the dimensions specified in the drawings; apply the upper end of the belt to the drilled area and fasten the belt with the screws.

1.01.12.61.045.00
Safety belt, 2 in qty.

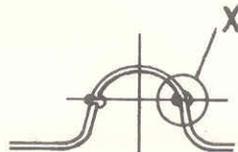


Section A - A

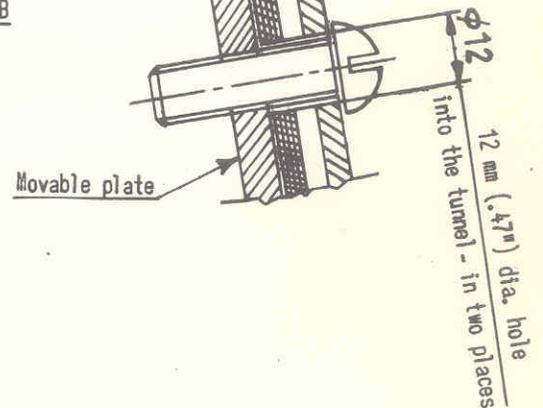
10 mm (.39") dia. hole
thru sheet metal - in 2 places



Section B - B



Detail X



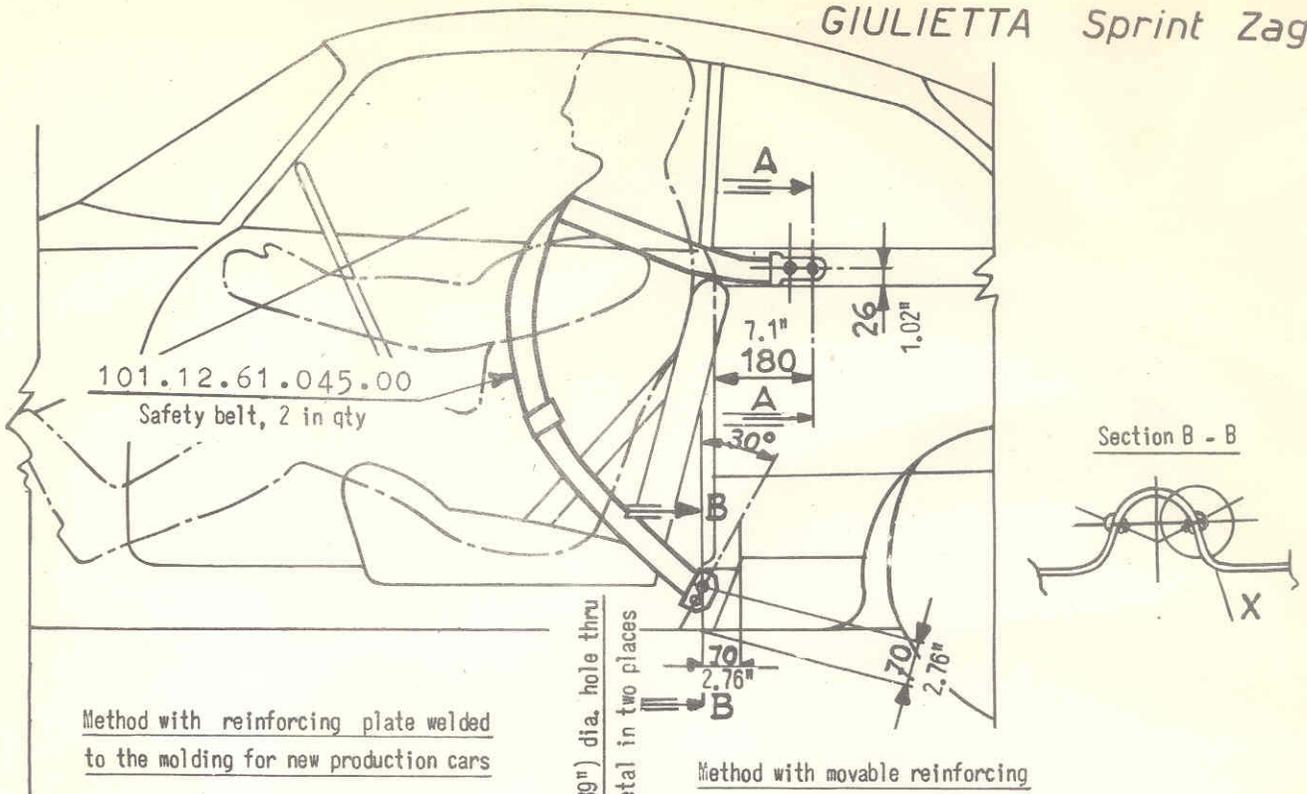
Installation of safety belts on request

To install the safety belts proceed as follows:

1. - Remove the trim panel from the rear fixed section.
2. - Drill 4 holes 10 mm in diameter according to the dimensions given for two attachments to the molding.
3. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

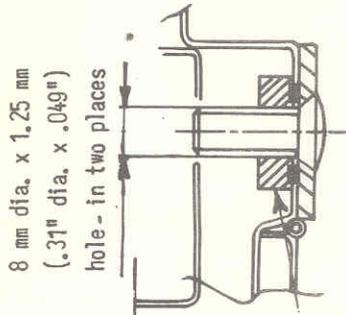
Note - Drill the holes with aid of proper gauges, as follows:

- step 2 - vertically, refer to the lower edge of molding (panel embedding line); horizontally, refer to the door opening edge.
- step 3 - horizontally, refer to the rear seat cross member; vertically, refer to the floor.
4. - To apply the belt to the molding, insert the plate with 8 mm dia. threaded holes into the molding so as to engage the screws. After locking re-attach the trim panel.
5. - To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the plate with 10 mm dia. thread holes onto the underside of the tunnel and engaging the screws.

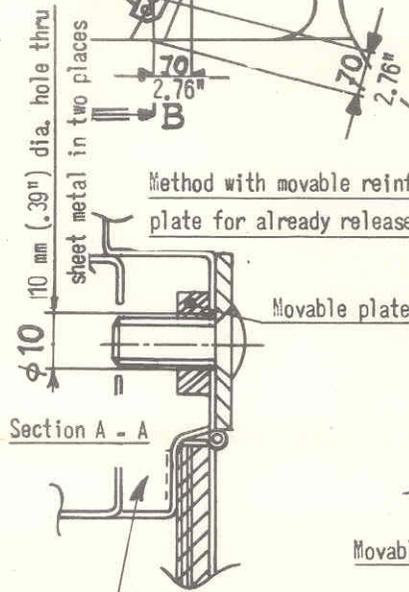


Method with reinforcing plate welded to the molding for new production cars

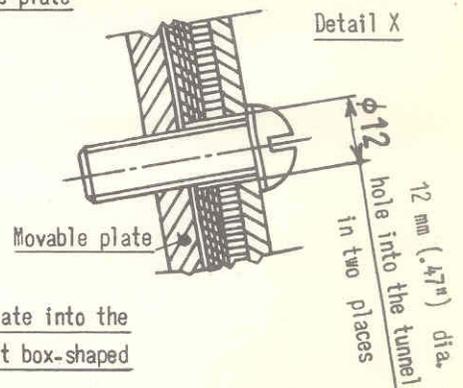
Method with movable reinforcing plate for already released cars



Reinforcing plate - 25 x 5 x 120 mm (.98 x .2 x 4.7") - Mat. Stl: 71,000 psi U.T.S. spot welded - 2 in qty



Insert the movable plate into the section of molding not box-shaped



Installation of safety belts on request

To install the safety belts proceed as follows:

1. - Remove the trim panel from the rear fixed section
2. - Drill 4 holes 10 mm in diameter according to the dimensions given for 2 attachments to the molding (method with movable plate)
3. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

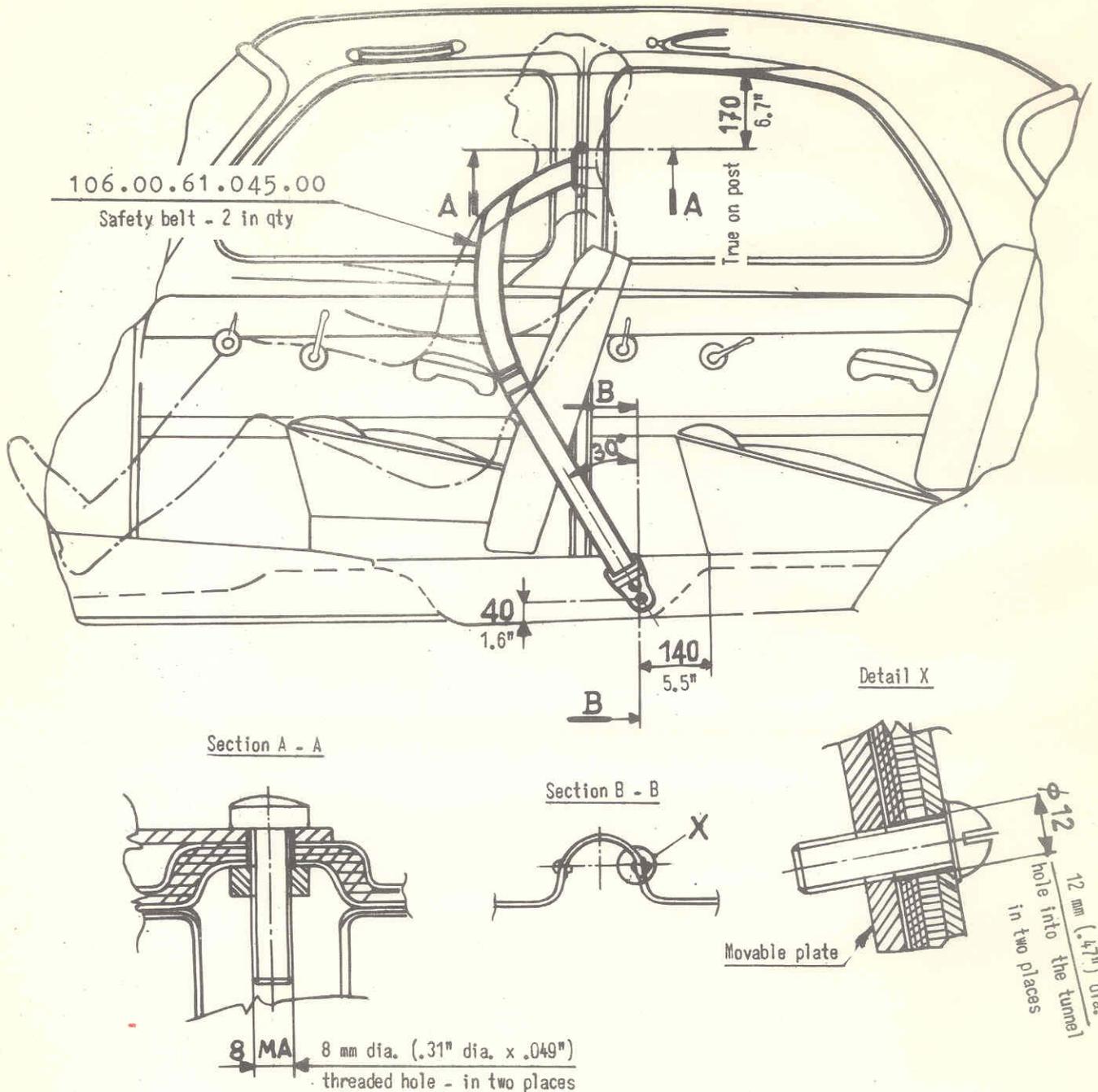
Note - Drill the holes with aid of proper gauges, as follows:

- step 2 - vertically, refer to the lower edge of molding (panel embedding line); horizontally refer to the door opening edge;
- step 3 - horizontally, refer to the floor cross member; vertically refer to the floor.

4. - To apply the belt to the molding insert the plate with 8 mm dia. threaded holes into the molding so as to engage the screws with the aid of a chance tool, if necessary. After locking re-attach the trim panel (method with movable plate).
5. - To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the plate with 10 mm dia. threaded holes onto the underside of the tunnel and engaging the screws.

NB. - For the method of the reinforcing plate welded to the molding, drill and tap the holes in the plate (see section A-A) according to the dimensions specified in the drawings; apply the upper end of the belt to the drilled area and fasten the belt with the screws.

GIULIETTA Berlina - t.i.
t.i. with floor mounted gearshift



Installation of safety belts on request

To install the safety belts proceed as follows:

1. - Drill and tap the holes 8 mm in diameter into the RH and LH center post in correspondence of the plates suitably welded inside the posts, according to the dimensions given.
2. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

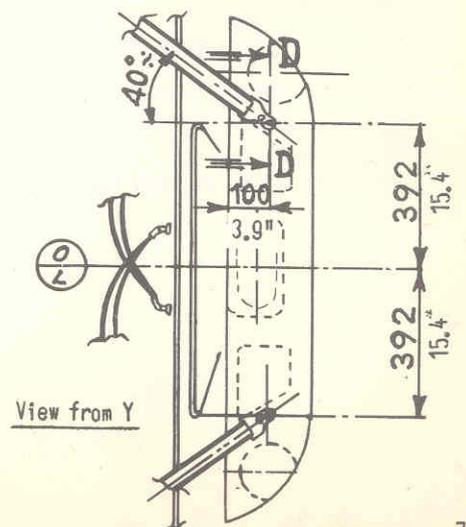
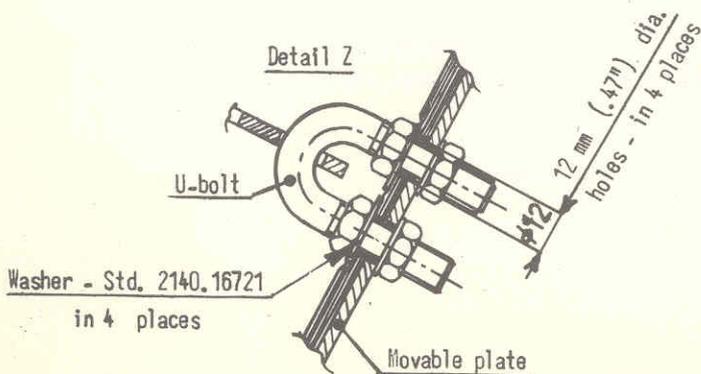
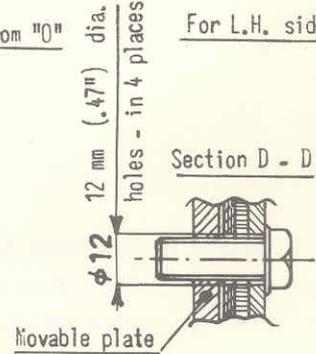
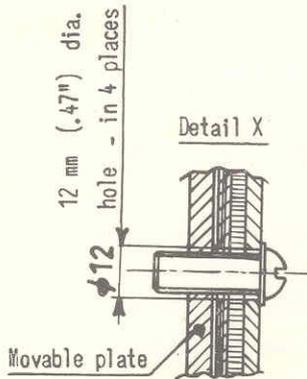
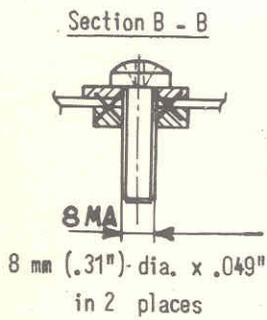
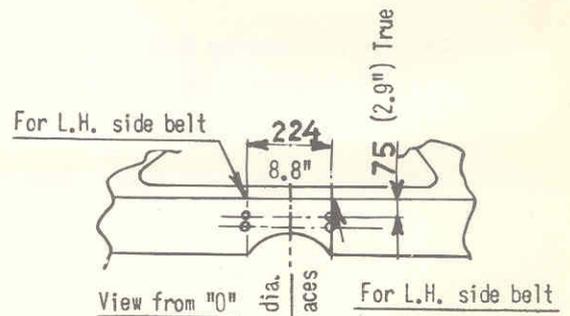
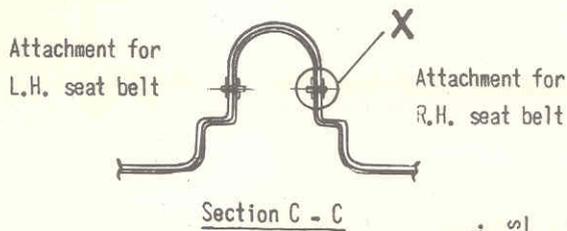
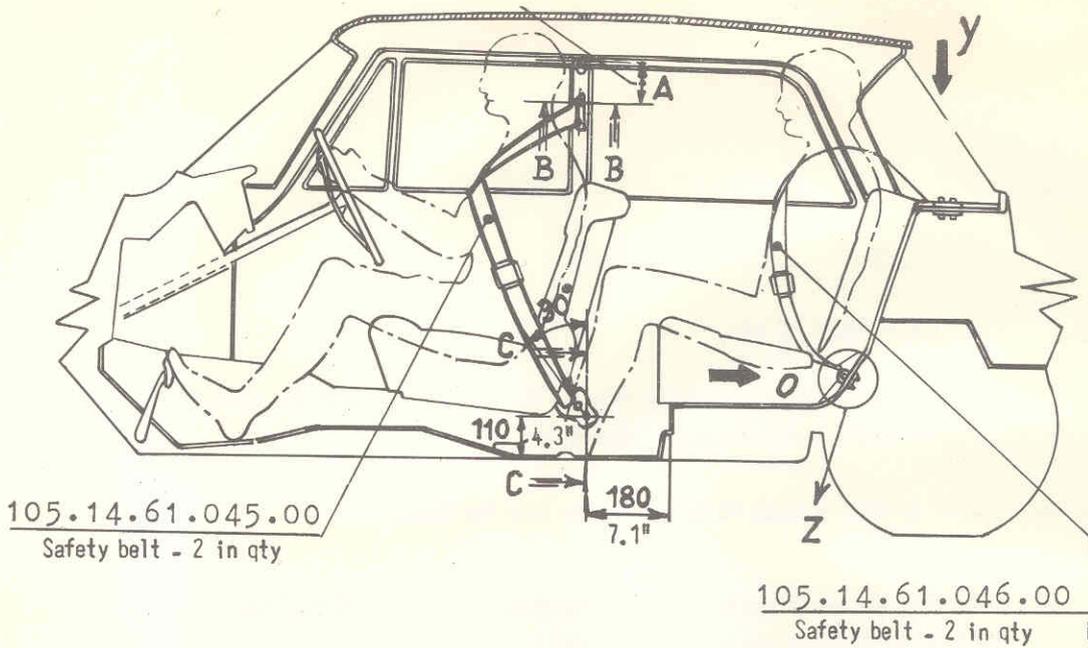
Note - Drill the holes with the aid of proper gauges making reference to the window frame molding for step 1 and to the rear cross member for step 2.

3. - Apply the belt, securing it to the post with 8 mm dia. socket-head screws and to the tunnel with 10 mm dia. capscrews; pay attention to attach the LH belt onto the RH side of tunnel and viceversa for the RH belt.
To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the plates onto the underside of the tunnel and engaging the screws.

Warning

- from chassis no. 400001 to 410741 : A = 190 (7.5")
- from chassis no. 410742 and up. : A = 160 (6.3")

GIULIA 1600 T.I.



Installation of safety belts on request

F R O N T S E A T B E L T S

To install the safety belts proceed as follows:

1. - Drill and tap the holes 8 mm in dia. meter into the RH and LH center post in correspondence of the plates suitable welded inside the posts, according to the dimensions given.
2. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

Note - Drill the holes with the aid of proper gauges making reference to the ceiling light switch attachment for step 1 and to the rear cross member for step 2.

3. - Apply the belt securing it to the post with 8 mm dia. socket-head screws and to the tunnel with 10 mm dia. capscrews; pay attention to attach the LH belt onto the RH side of the tunnel and viceversa for the RH belt.

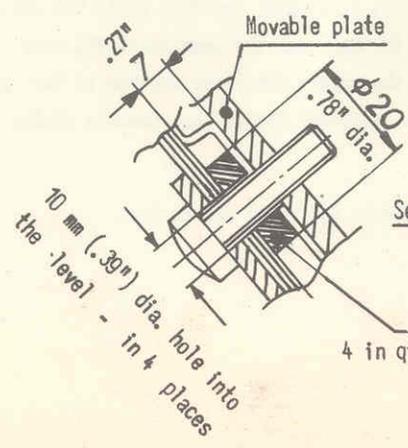
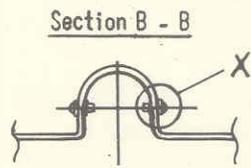
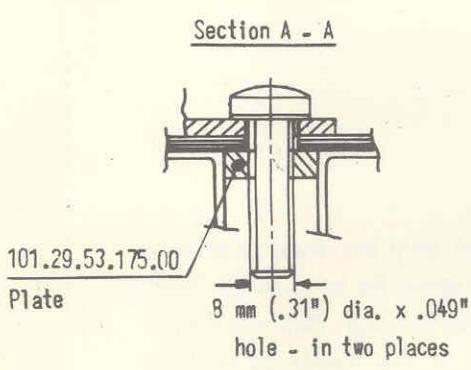
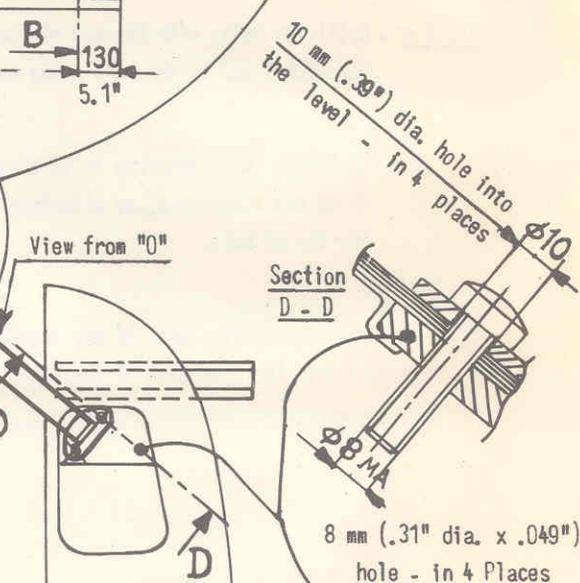
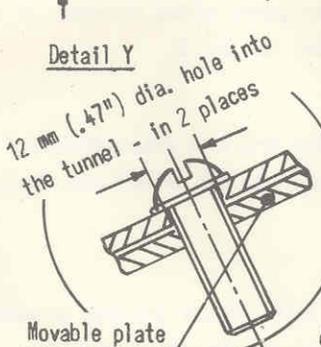
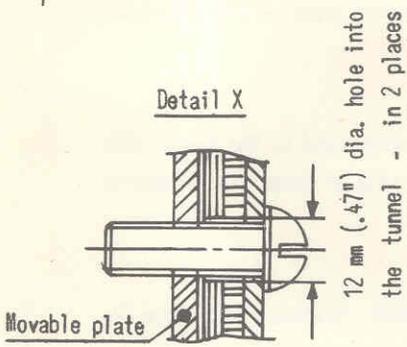
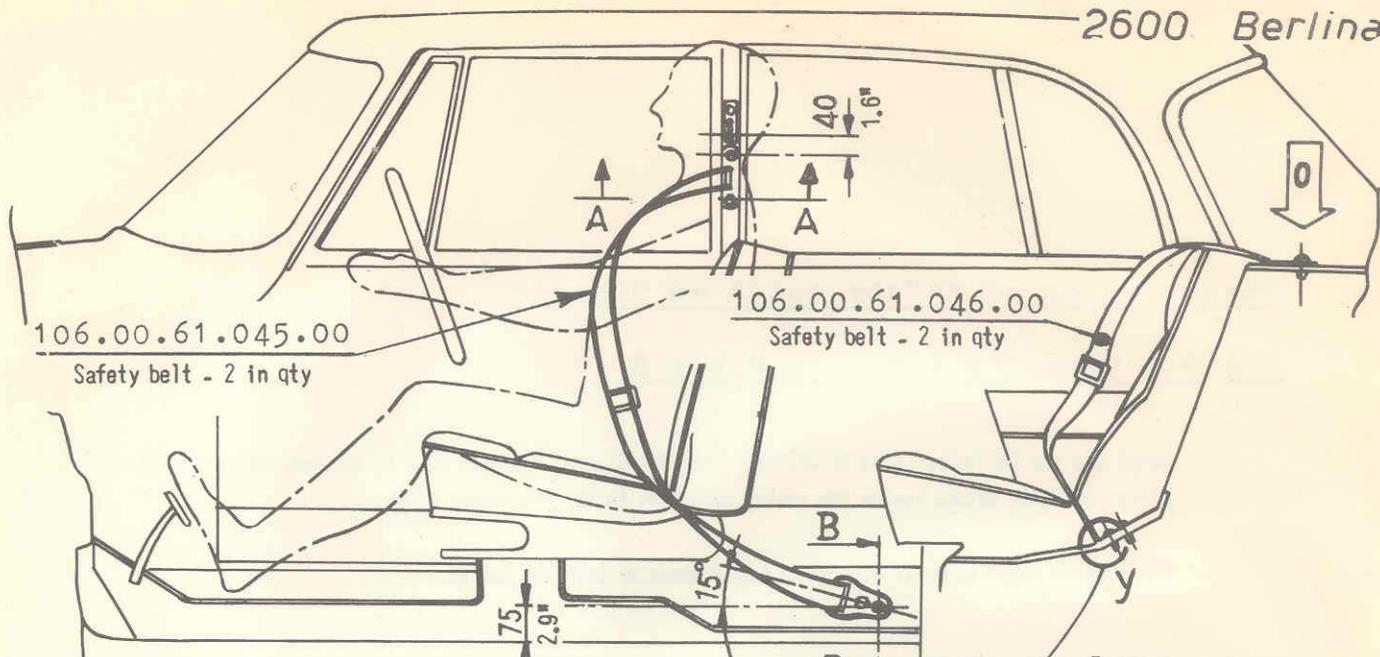
To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the plates onto the under side of the tunnel and engaging the screws.

R E A R S E A T B E L T S

Drill holes 12 mm in diameter thru the rear level and sheet metal, according to the dimensions given (see view from Y) and have an assistant helping in locating the suitable plates onto the underside of rear level and engaging the screws; then lock in place the chromium-plated attachments of the safety belt. Remove the back and the cushion of the rear seat and, according to the dimensions given (see view from "O") drill holes 12 mm in diameter into center section of tunnel taking care not to damage the fuel pipe.

Apply the U-bolt with the safety belt attachment as shown in the figure (detailed view Z) and have an assistant helping in locating the movable plate and locking. Paint the movable plates with a rust preventive primer.

Refit the cushion and have the belts passing between seat back and cushion.



4 in qty - 49,000 psi U.T.S. steel - spec. 3100.0125
From 401st car and up

Reinforcing plate - 200 x 90 x 7 mm (7.9" x 3.5" x .28")
64,000 psi U.T.S. steel to be welded to rear level - Applicable from 1st to 400th car

Installation of safety belts on request

F R O N T S E A T B E L T S

1. - Drill and tap the holes 8 mm in diameter into the RH and LH center post in correspondence of the plates suitably welded inside the posts, according to the dimensions given.
2. - The same as above to drill 4 holes 12 mm in diameter into the tunnel.

Note - Drill the holes with the aid of proper gauges making reference to ceiling light switch attachment for step 1 and to the rear cross member for step 2.

3. - Apply the belt securing it to the post with 8 mm dia. socket-head screws and to the tunnel with 10 mm dia. capscrews; pay attention to attach the RH belt onto the LH side of tunnel and viceversa for the LH belt.

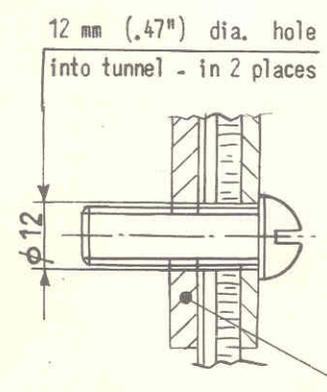
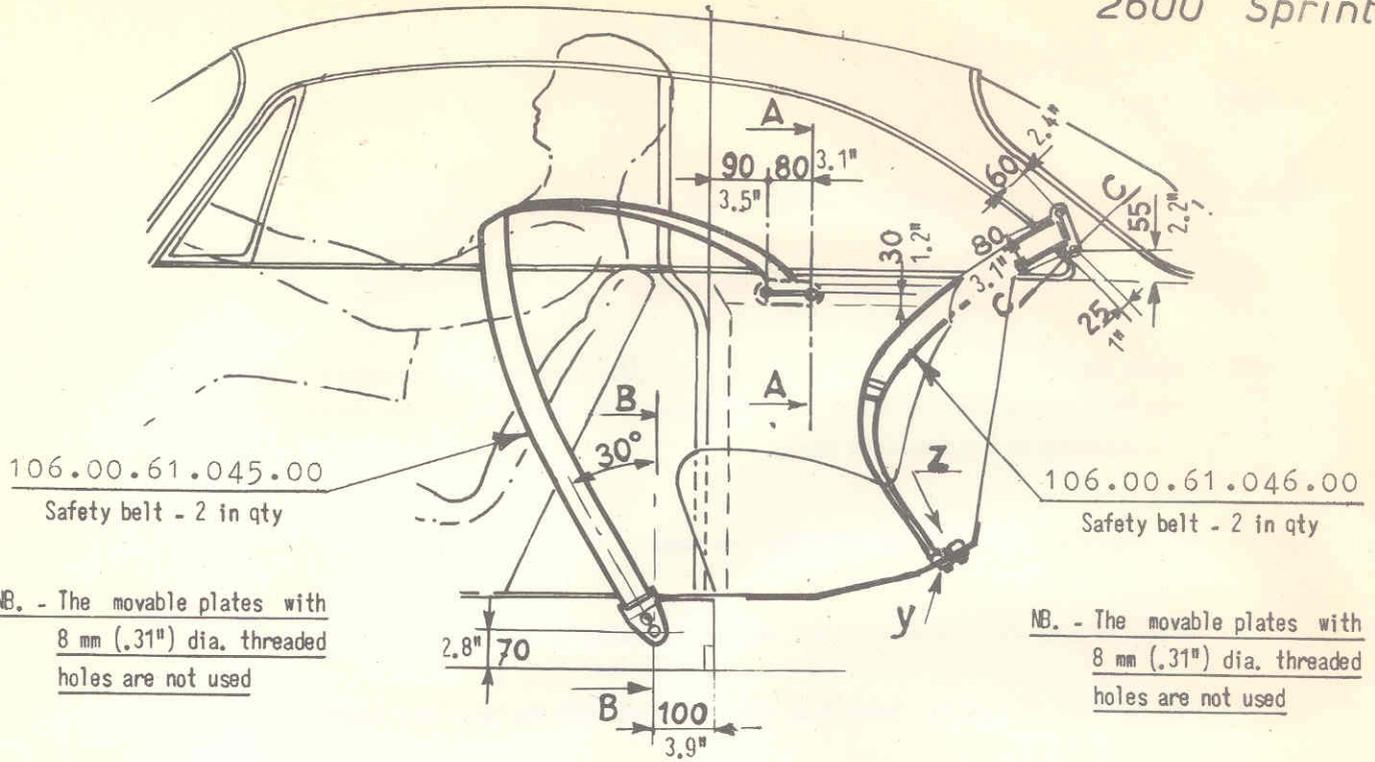
NB. - To apply the safety belt to the tunnel, hoist the car and have an assistant helping in locating the plates onto the underside of the tunnel and engaging the screws.

R E A R S E A T B E L T S

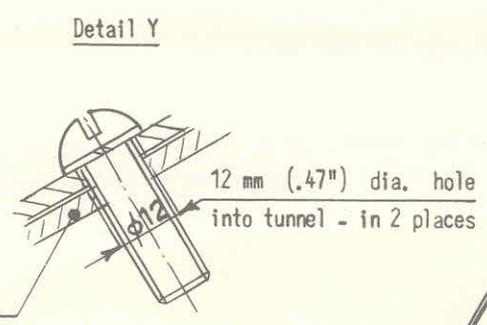
Remove the covering from the rear level and then drill thru bolt sheet metal and masonite covering according to the dimensions shown in the drawing (see view from "O"). To secure the belts on the level, install the proper spacer between sheet metal and masonite panel (see section C-C) then with the aid of an assistant locate the movable plates onto the undersurface of the level inside the trunk and engage the belt attaching screws.

NB. - On the first 400 cars weld a reinforcing plate to the two side slits, drill and tap 8 mm dia. holes in the plates (see section D-D), drill thru the masonite panel and then apply the safety belt securing it with the proper socket head screws. Remove the back and the cushion of the rear seat, drill holes into rear section of tunnel (see detail "Y") then apply the lower section of the belt attaching it with the proper screws and with the aid of an assistant locate the movable plates and engage the screws.

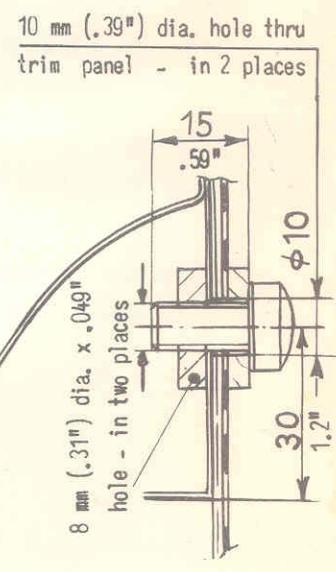
Refit the cushion and have the belts passing between seat back and cushion.



Detail X

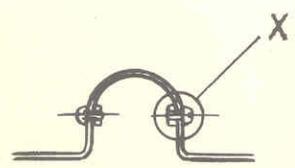


Detail Y

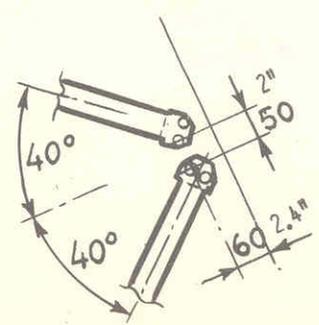


Section A - A

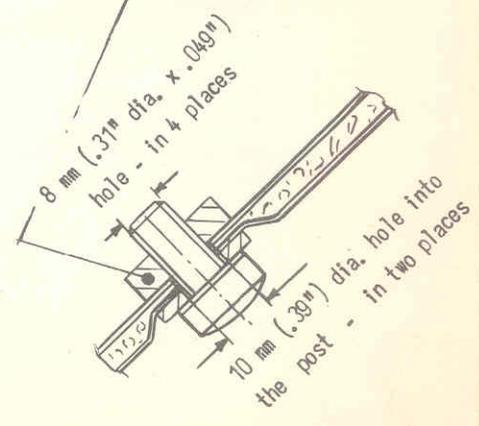
101.29.53.175.00 - Spot welded



Section B - B



View from Z



Section C - C

Installation of safety belts on request

F R O N T S E A T B E L T S

1. - Detach the trim panel from the rear fixed section, then drill and tap the holes 8 mm in diameter into the plates suitably welded on the cross member under the LH and RH rear window (see section A-A) according to the dimensions shown.

NB. - This can be made also without detaching the trim panel.

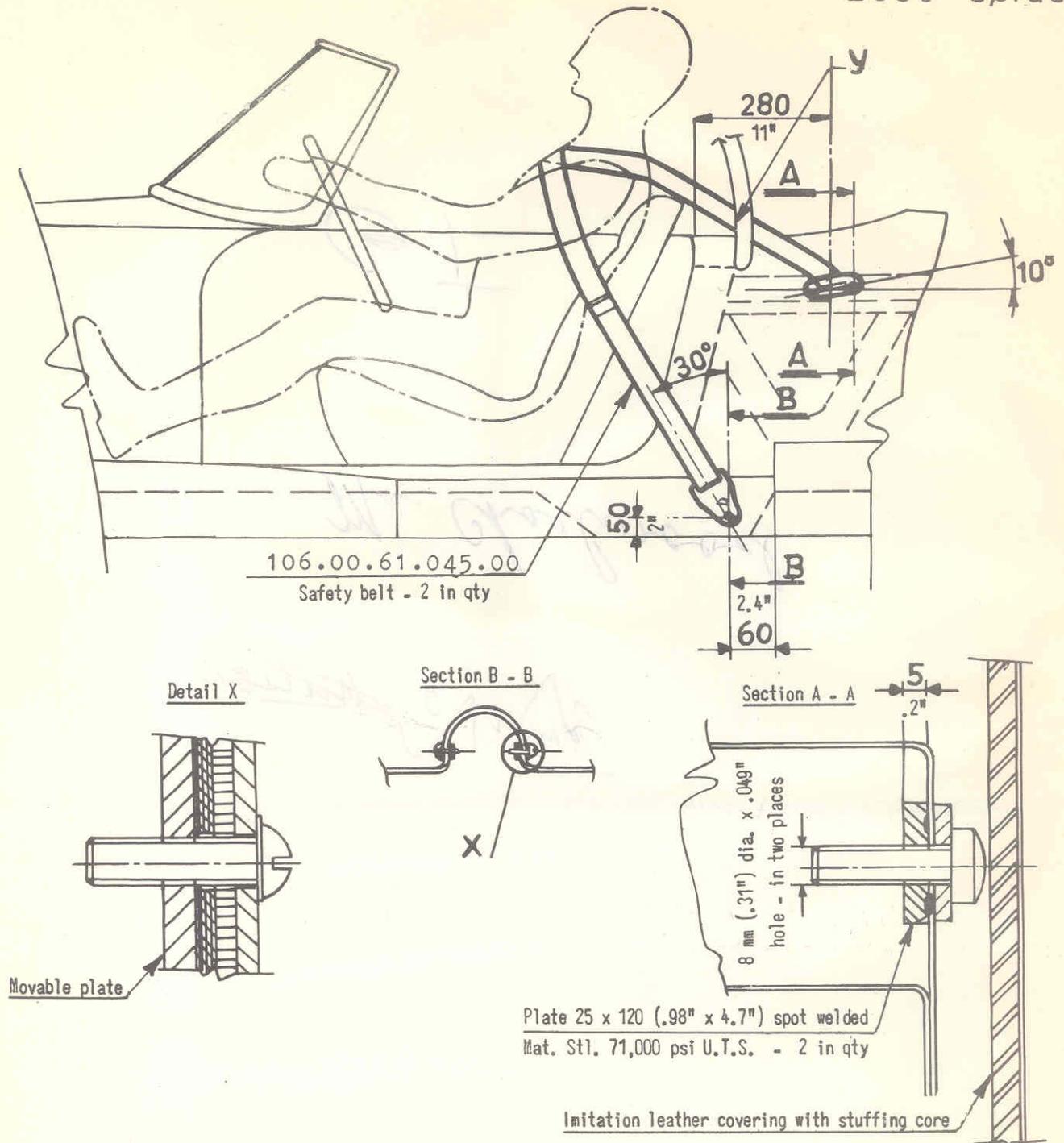
2. - Drill the panel in correspondence with the threaded holes into the cross member, then refit.
3. - Cut the shank of 8 mm dia. socket-head screws (supplied with the belt) to a length of 15 mm.
4. - Apply the upper end of the safety belt to the properly drilled area, then secure the belt with the shortened screws (see section A-A).
5. - Drill four 12 mm dia. holes into the tunnel (see section B-B) as shown.

Note - Drill the holes with the aid of proper gauges referred vertically to the floor and horizontally to the cross member under the rear seat.

6. - To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the movable plate (see detail "X") and engaging the 10 mm dia. capscrews, then lock.

R E A R S E A T B E L T S

1. - Drill and tap 8 mm dia. holes into the plates already welded to the rear post (see section C-C) in accordance with dimensions shown, then apply the upper end of the belt securing it with the socket-head screws.
2. - Remove the back and the cushion of the rear seat, then apply the lower end of the belt under the seat proceeding in the same way as for step 5 and 6 (see detail "Y"); refit the cushion and have the belts passing between seat back and cushion.



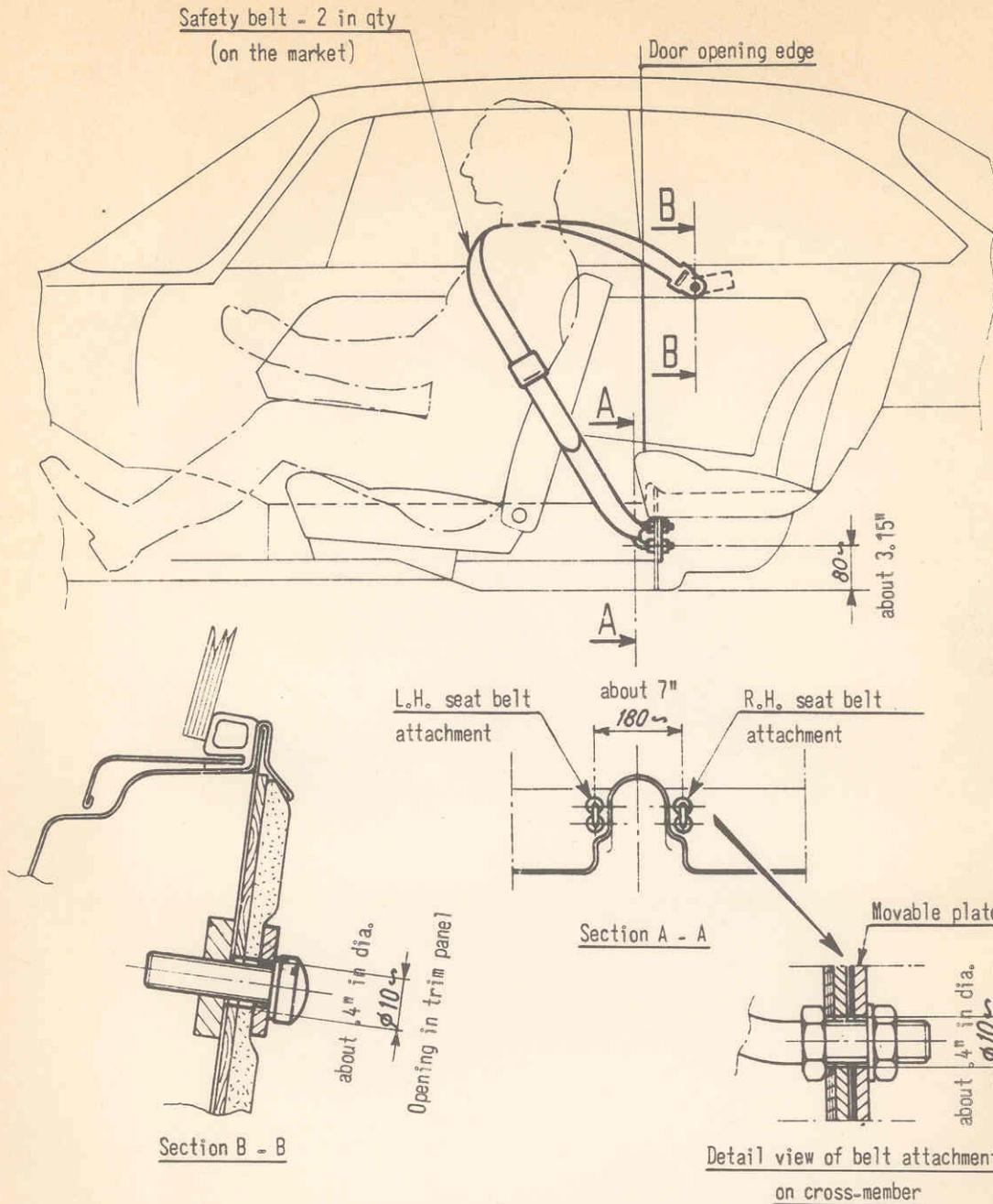
Installation of safety belts on request

To install the safety belts proceed as follows:

1. - Detach the side trim panel in imitation leather from behind the seat then drill and tap two 8 mm dia. holes in the plate already fitted.
2. - Apply the safety belt with the socket-head screws in correspondence of the threaded holes in the stiffening cross member. Make certain the belt passes behind the top frame arm (see detail Y) so as not to restrain the top on lowering or raising.
3. - Re-attach the imitation leather.
4. - Drill the 4 holes into the tunnel as shown.

Note - Drill the holes with the aid of proper gauges referred vertically to the floor and horizontally to the rear cross member.

5. - To apply the belt to the tunnel, hoist the car and have an assistant helping in locating the proper plate and engaging the 10 mm dia. capscrews.



*Recd
4/1/65*

This sheet is to be attached (as page 11 of 11) to the Information Sheet no 1.01.189 dated 10/4/1963

Installation of safety belts (on request)

To install the safety belts proceed as follow:

- 1° - Remove the trim panel at the sides of rear seat.
- 2° - Mark off the position of the threaded hole(s) against the belt attachment hole(s) in correspondence of the reinforcing plate (look for the pattern) welded inside the member under the quarter window; then drill the hole(s) through and tap according to attaching screw thread.
- 3° - Carefully make openings in the trim panel aligned with the hole(s) in the member (see section B-B), then refit the panel.
- 4° - Apply the belt and secure it with screws supplied with the belts.
- 5° - Mark off and drill the hole(s) through in the cross member under the rear seat (see section A-A).

NB. The measurements should be taken with a suitable gauge vertically referred to the floor and the tunnel.

- 6° - Apply the lower attachment of belt to the cross-member: hoist the car and have an assistant helping in locating the movable plate (see detail view - section A-A) and engaging the screws; then lock.

NB. The belts must cross over the tunnel: therefore, apply the R.H. seat belt to the L.H. side of tunnel and viceversa.

TYPE OF CAR GIULIETTA Sprint Speciale GIULIA 1600 cars	 SERVICE DEPARTMENT	DATE 22/4/1963
UNIT Front brakes	<i>Sheet of Information</i>	SEQUENT NUMBER 1.01.190
		SHEET 1/1

Translated in June 1963

GIULIETTA Sprint Speciale

GIULIA 1600 T.I. - Sprint - Sprint Speciale - Spider

SHOES FOR THREE-SHOE BRAKES

Our Service Network is informed that it is essential for linings featured on 3-shoe front brake cars to be equal in thickness on both braking units so as to avoid possible causes of uneven braking action.

This condition can be satisfactorily approached by taking care to replace the complete set of 6 linings of the two front brakes (right-hand and left-hand) every time an overhaul is needed, even if only one unit or part thereof is affected.

Furthermore, in order to actually achieve such evenness, only complete sets of linings will be supplied as spares, which shall be used according to the above outlined principle also in the case of a series of shoes prepared for turnover.

TYPE OF CAR GIULIETTA, GIULIA and 2600 models	 DIREZIONE ASSISTENZA	DATE 8/3/965
UNIT Engine		SEQUENT NUMBER 1.01.199/1
<i>Information Sheet</i>		SHEET 1/1

Translated in March 1965

Giulietta, Giulia and 2600 models

*Recd
5/21/65*

REGRINDING OF CYLINDER HEAD

The maximum depth of material to be removed when regrinding to a level the surface joining cylinder block to head is:

.5 mm (.02")

This limit should not be exceeded so as not to change the compression ratio beyond the standard allowance, or knocks will take place.

However, if the above said maximum limit is approached, take care to cut a new chamfer around the edge of combustion chamber to prevent any interference with piston when at top dead center.

As a further reference, the table below shows the initial and final dimension measured between the surfaces which join the cylinder head to cylinder block and to camshaft cover.

	initial	min. allowed
cylinder head for 1300 & 1600 cc engines	112 mm (4.4094")	111.5 mm (4.3898")
cylinder head for 2600 cc engines	120.5 mm (4.7431")	120 mm (4.7244")

To complete the operation, check the condition of valve seats and hone them, if necessary.

This I.S. cancels and replaces the I.S. 1.01.199/1 dated 13/4/964

TYPE OF CAR GIULIETTA GIULIA and 2600	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 3/2/964
UNIT Gearbox external controls		SEQUENT NUMBER 1.01.200
<i>Information Sheet</i>		SHEET 1/1

Translated in May 1964

GIULIETTA, GIULIA and "2600" Models WITH
FLOOR MOUNTED GEARSHIFT LEVER

This sheet is to notify the modification introduced to the gearshift lever inner swivel whose finger spherical diameter has now been reduced to $15 \pm .1$ mm ($.5905 \pm .0039$ "). See figure.

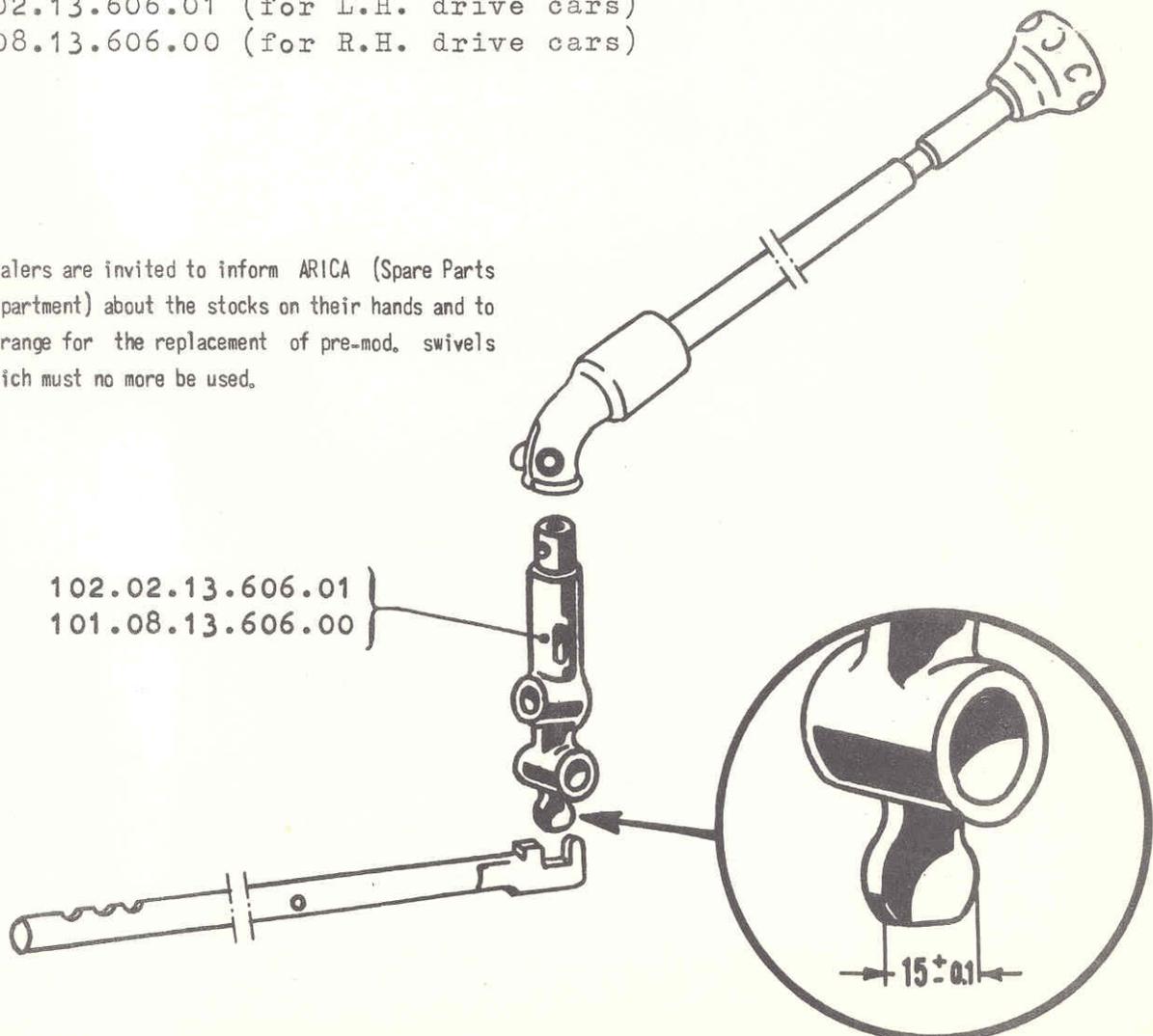
If excessive vibration is felt in the floor mounted gearshift lever on some of the above mentioned models, it is advisable to replace the inner swivel with modified finger for the old swivel.

Order Nos. remain unchanged, i.e.:

102.02.13.606.01 (for L.H. drive cars)

101.08.13.606.00 (for R.H. drive cars)

NOTE: Dealers are invited to inform ARICA (Spare Parts Department) about the stocks on their hands and to arrange for the replacement of pre-mod. swivels which must no more be used.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIETTA, GIULIA and models		20/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.01.201
		SHEET
		1/1

Translated in June 1964

GIULIETTA, GIULIA and models

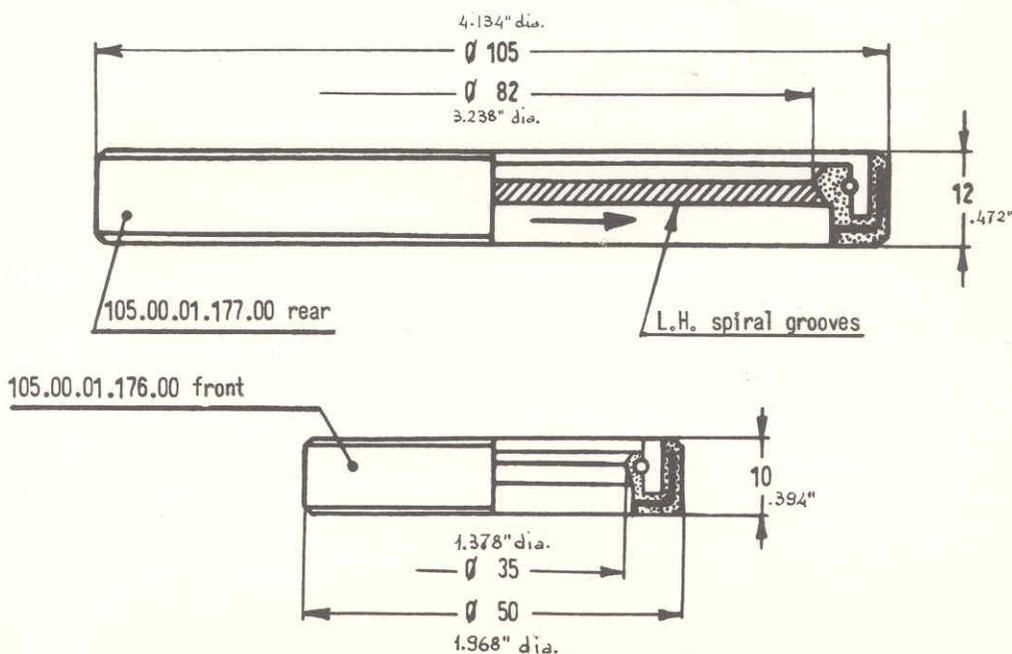
CRANKSHAFT PACKINGS

OCT 19 1964

Our Service Network is informed that new packings are now installed on front & rear end of crankshaft; these packings are made of a special synthetic rubber which improves life and sealing properties.

Therefore, when oil leakage from packings of previous type is experienced, replace the packings with the new ones:

Order No. 105.00.01.177.00 rear
 " " 105.00.01.176.00 front



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
GIULIETTA & GIULIA models		SEQUENT NUMBER 1.01.205
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine		

Translated in April 1965

AUG 27 1965

GIULIETTA & GIULIA models

"STICKING" GASKET BETWEEN REAR
COVER AND CRANKCASE

In order to prevent oil seepage between rear cover and crankcase a new type of gasket having the surfaces coated with a sealing compound which ensures a perfect sealing even under heavy duty conditions, has been adopted.

Therefore, when in the need of changing the above mentioned gasket, as replacement part use the new gasket.

Spare parts order no.:

gasket 105.00.01.191.00 - qty 1

TYPE OF CAR GIULIETTA, GIULIA and 2600 Models	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
UNIT Gearbox		SEQUENT NUMBER 1.01.206
<i>Information Sheet</i>		SHEET 1/2

Translated in May 1965

GIULIETTA, GIULIA and 2600 Models

OIL LEAKAGE FROM GEARBOX

SEP 3 1965

This Sheet is to inform of the improvements in gearbox construction to prevent excessive oil leakage from clutch-end cover (see illustration) and from vent hole in rear cover.

These modifications can be introduced in already released cars, which show oil leakage from the above mentioned components, proceeding as follows:

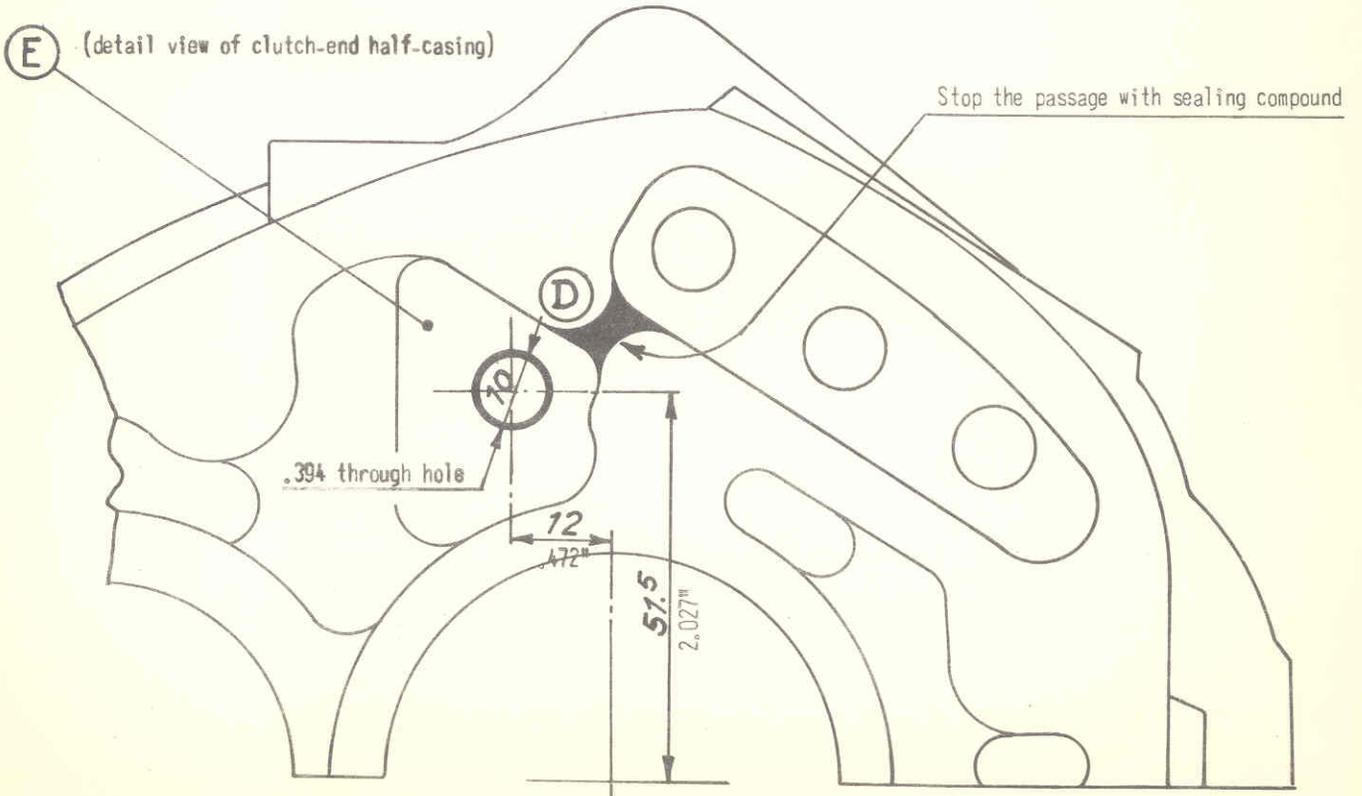
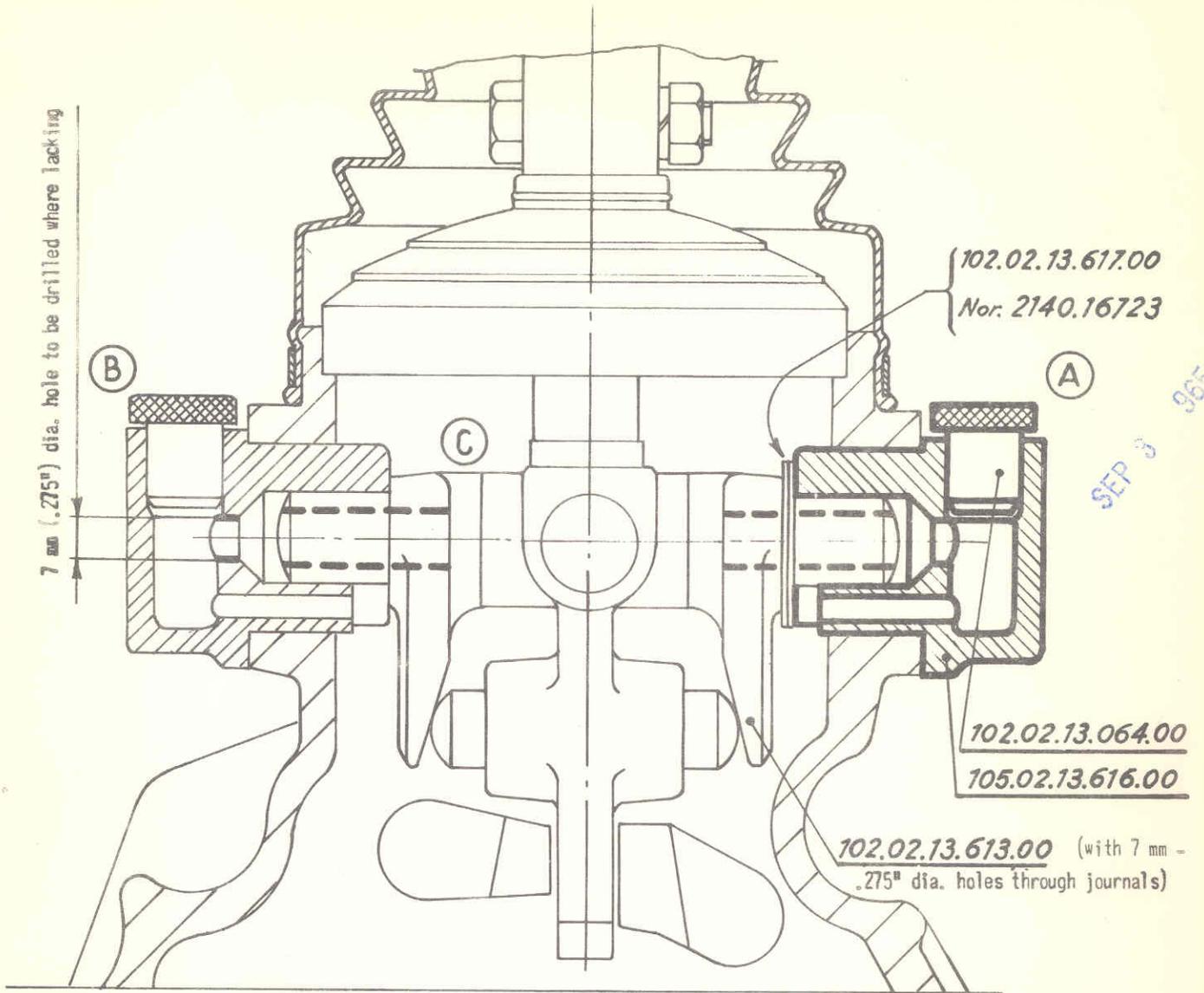
- a) carry out an additional vent hole (A) on the side opposite the existing hole (B);
- b) install the gearshift swivel (C) with through holes in the journals for connection of vent chambers with the inside of gearbox;
- c) stop the oil drain passage (D) which proves leaking oil under pressure;
- d) drill a hole 10 mm (.394") in diameter through the rib (E) to equalize the pressure on clutch-end bearing.

Parts required:

Support flange 105.02.13.616.00 - qty 1
Vent plug 102.02.13.064.00 - qty 1

Time required to accomplish all the modifications:

1000 centesimal minutes



TYPE OF CAR GIULIETTA, GIULIA and 2600 models	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 25/11/965
UNIT Wheel alignment		SEQUENT NUMBER 1.01.207/1
<i>Information Sheet</i>		SHEET 1/1

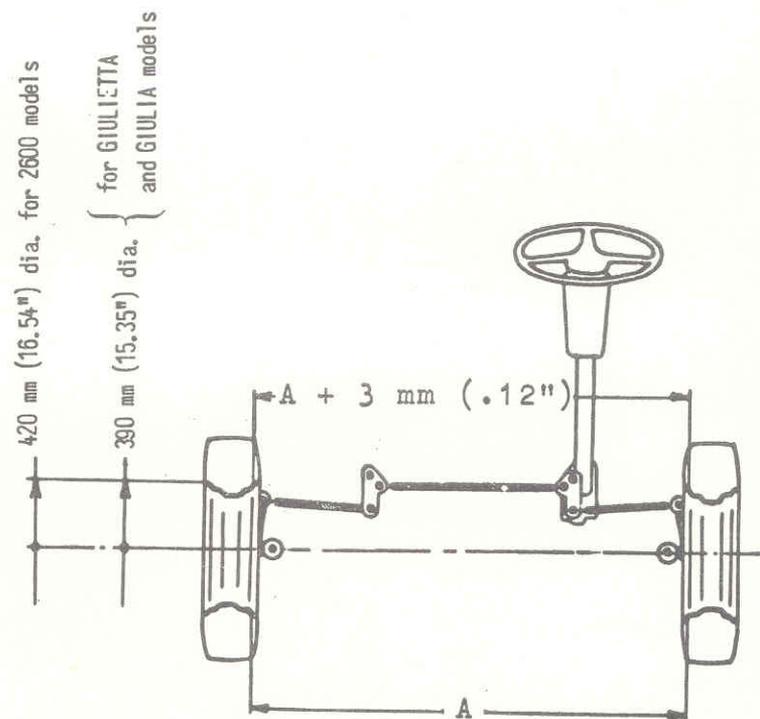
Translated in March 1966

GIULIETTA, GIULIA and 2600 models

FRONT WHEEL TOE-IN

The table below lists the dimension and angle specifications for adjusting front wheel toe-in on above mentioned models.

Car model	S p e c i f i c a t i o n s	
	Dimension	A n g l e
GIULIETTA and GIULIA	A + 3 mm (.12") as measured on 390 mm (15.35") wheel dia.	0° 13' for each wheel
2 6 0 0	A + 3 mm (.12") as measured on 420 mm (16.54") wheel dia.	0° 12' for each wheel



This I.S. cancels and replaces
the I.S. 1.01.207 dated 12/10/1964

TYPE OF CAR GIULIETTA - GIULIA - 2600 Models	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/11/964
UNIT Floor mounted gearshift		SEQUENT NUMBER 1.01.208
<i>Information Sheet</i>		SHEET 1/2

Translated in May 1965

AUG 27 1965

GIULIETTA - GIULIA - 2600 Models

FLOOR-MOUNTED GEARSHIFT LEVER

In order to dampen the noise emanating at a particular RPM range from the floor mounted gearshift lever, some modifications have been introduced in the lever as shown in the figure.

Therefore, if such a noise is experienced on the already released cars it is advisable to replace the gearshift lever with the modified one.

Proceed as follows:

- 1° - Remove the pre-mod. lever;
- 2° - Withdraw the spring retaining sleeve and the spring from the old lever and retain both;
- 3° - Fit the rubber seat P.N. 106.01.13.628.00
- 4° - Fit the spring and the sleeve (*) to the post-mod. lever;
- 5° - Install the post-mod. lever on the gearbox.

W A R N I N G

- (*) If the spring retaining sleeve has no locating slot which restrain sleeve rotation it is necessary to replace it with the slotted sleeve P.N. 102.02.13.602.00.

Parts to be ordered as spares

AUG 27 1965

for:

- GIULIETTA TI - SS - SZ - Sprint & Spider
 - 1600 Sprint - Spider - SS
 - GIULIA GT - GT R.H.D. - TI Super
- } Lever
P.N. 105.02.13.067.00

for:

- 2600 Sprint - Spider
 - GIULIA TI - TI R.H.D.
 - GIULIETTA TI R.H.D.
- } Lever P.N. 106.01.13.067.00

for:

- 2600 Sprint R.H.D. Lever P.N. 106.09.13.067.00
- 2600 Spider R.H.D. Lever P.N. 106.08.13.067.02
- 2600 Sedan R.H.D. Lever P.N. 106.07.13.067.01

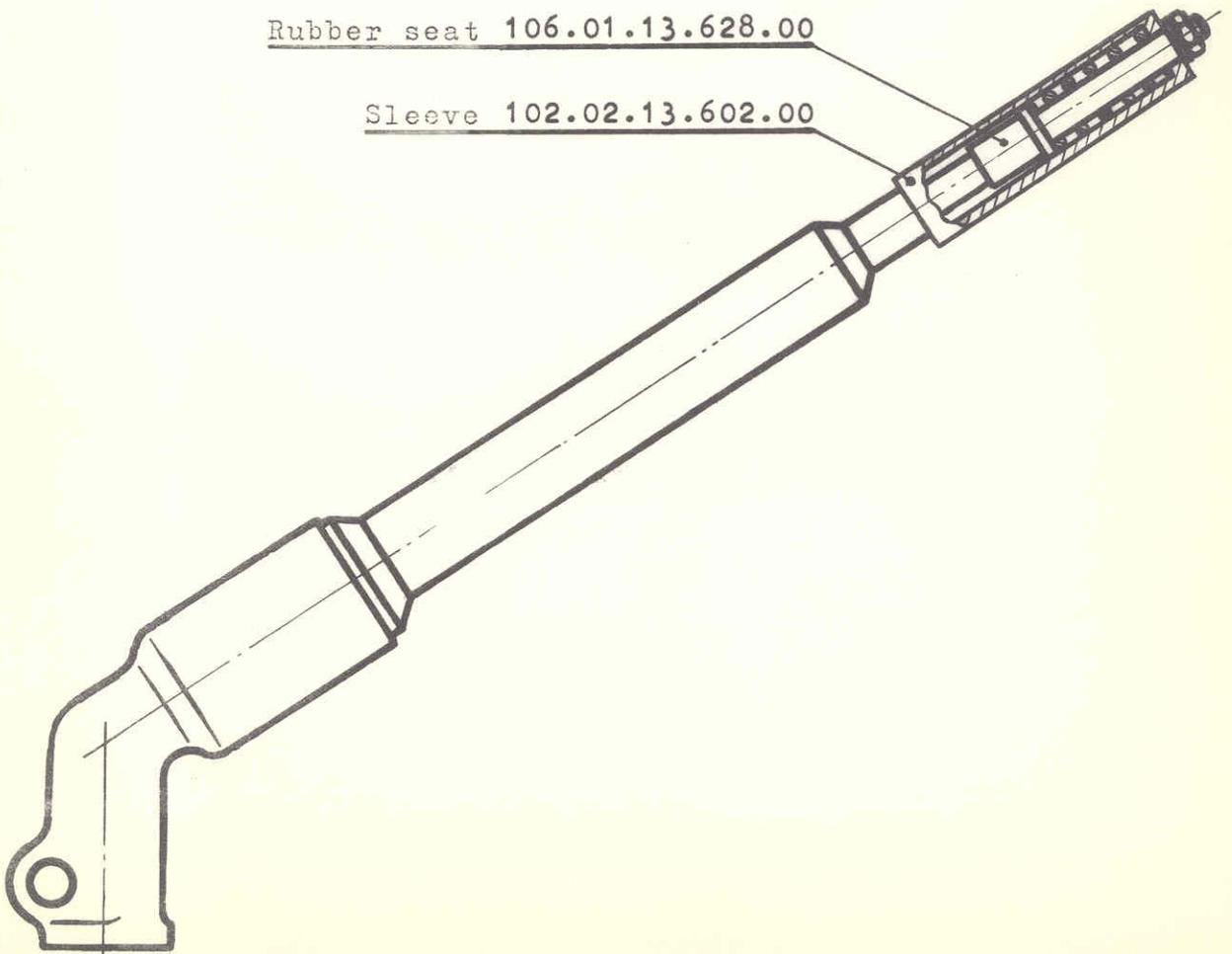
All the above levers are provided with the rubber seat P.N. 106.01.13.628.00 and the spring retaining sleeve P.N. 102.02.13.602.00.

Time required to carry out the modifications:

100 centesimal minutes.

Rubber seat 106.01.13.628.00

Sleeve 102.02.13.602.00



TYPE OF CAR GIULIETTA models GIULIA	 DIREZIONE ASSISTENZA	DATE 10/3/1966
UNIT Differential	<i>Information Sheet</i>	SEQUENT NUMBER 1.01.209
		SHEET 1/1

Translated in April 1966

GIULIETTA models - GIULIA

OIL SEAL PACKING ON FINAL DRIVE PINION

If oil leakage is experienced from the seal packing on final drive pinion or in the event the differential is disassembled for overhaul, we recommend the replacement of the old seal (now deleted), P.N.2340.34196/D, with the new packing, P.N. 2340.34396/D.

Order no.

2340.34396/D oil seal packing.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIETTA T.I. and GIULIA 1300		5/7/966
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Engine		1.01.210
		SHEET
		1/1

Translated in December 1966

GIULIETTA T.I. and GIULIA 1300 Models

SODIUM-COOLED EXHAUST VALVES

The sodium-cooled exhaust valves fitted on engines of Giulia 1300 t.i. model are interchangeable with the standard exhaust valves of the above mentioned models.

The standard valves can therefore be easily replaced with the sodium-cooled valves during any repair work affecting the cylinder head.

Valve replacement is especially recommended for those cars running under heavy conditions or for long distances and at top speeds on highways.

The sodium-cooled valves bear the P.N.

105.39.03.301.00

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIETTA GIULIA and 2600		5/7/966
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
---		1.01.211
		SHEET
		1/1

Translated in July 1966

GIU 17 966

GIULIETTA, GIULIA and 2600 Models

TOWING A DAMAGED CAR

To tow a Giulietta, Giulia or a 2600 on road, proceed as outlined below:

- connect the rope to the lower arm of front suspension of towed car and to axle tube of towing car.

The rope must be attached with care making sure not to damage the hydraulic brake lines.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gear		1.05.002/1
		SHEET
		1/7

Translated in May 1964

GIULIA T.I. Model

"BURMAN" F3 TYPE STEERING GEAR

This sheet will provide our Service Network with the description (paragraph A) of the F3 steering gear features which determine the high operating efficiency of this unit, and the instructions concerning:

- paragraph (B): Disassembly
- " (C): Inspection
- " (D): Adjustment
- " (E): Reassembly

(A) - CONSTRUCTION AND FEATURES

This steering gear is of the worm-and-nut type particularly suitable to transfer motion from two axes at right angle each other, but not lying in the same plane, and specifically designed for high transmission ratios.

The worm and ball nut are hardened and the surface of the worm thread is ground.

The worm is electrically forge-welded to the lower end of steering column inner tube.

The upper end of the inner tube, which fits the steering wheel, is supported by a flexible bracket, which in turn is fixed to the column jacket.

Two ball bearings accomodate in the steering gear housing and support the worm at both ends. These are special construction bearings, for the inner race is cut in the worm end and the outer race is a ring of special design. The worm and ball nut are coupled together by means of 31 balls which revolve in a single-threaded race; the balls being in motion of translation, pass through a transfer guide, that also acts as a reservoir, attached to a side of the ball nut. On the opposite side the ball nut has a globular boss which comes into contact with the taper recess machined in the rocking shaft crank; here "rocking" is intended as transforming the linear motion of the ball nut into the swinging movement of the crank.

A hardened roller, which seats in a honed bore in the crank, has been provided to evenly distribute the specific reactions arising from the motion of the nut and the rotation of the shaft.

The rocking shaft is supported by two bushings press-fitted into the steering gear housing and into the cover plate.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gear		1.05.002/1
		SHEET
		2/7

A spline coupling is provided on the taper end of the rocking shaft for connection with the steering arm and is locked by nut and cotter pin.

(B) - DISASSEMBLY

- 1) Remove cotter pin and nut and take out the steering arm with a suitable puller.

WARNING

~~Never use a mallet to remove the steering arm~~
otherwise the ball races will be damaged.

- 2) To remove the small cover, unscrew the two retaining bolts, remove shims, gaskets and spring. Unscrew the four bolts on the cover plate and remove washers, gasket and ball nut roller.
- 3) To remove the upper section (steering wheel end) of the inner tube take away the key, the sleeve and the spring; then the cover plate facing the jacket mounting flange, the gasket the shims and the bearing seal. Press down the inner tube upper end by hand to clear the first series of ten 9/32"-dia. balls from the outer race.
The second series of thirteen 9/32"-dia will drop into the housing that can be easily upset to recover the balls.
- 4) Unscrew the four bolts fastening the jacket flange and remove the gasket, the shims and the bearing seal.
Rotate the inner tube in a direction opposite to that of the worm thread (i.e. counterclockwise) and take it away along with the second ball race.
- 5) Withdraw the rocking shaft and the ball nut.
- 6) Pull out the bushings from the jacket (steering wheel end) with a suitable tool.
Withdraw the balls from the nut; do not remove the guide unless damaged.
- 7) Clean the parts before setting out to inspect.

(C) - INSPECTION

- 1) Check the ball races of bearings and worm for any sign of dent, scratching or excessive wear: if damaged replace the worm and the top and bottom bearing races.
- 2) Check the surfaces and the splines of the rocking shaft for good conditions.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 19/2/1964
GIULIA T.I.		SEQUENT NUMBER 1.05.002/1
UNIT	<i>Information Sheet</i>	SHEET 3/7
Steering gear		

The clearance between the rocking shaft journals and the bushings should be:

.025 to .100 mm (.001 to .004")

If the clearance increases to:

.170 to .250 mm (.007 to .010")

replace the bushings.

(D) - ADJUSTMENT

- 1) The end play of worm is adjusted by inserting shims between the cover plate and the housing. Add or remove shims until no end play is felt when the cover plate is re-locked in place.

The adjusting shims must be interposed between the paper gaskets, whose thickness is .25 mm (.01"). The adjusting shims are of paper and of metal.

The paper shim's thickness is:

.05 mm (.0020")

and metal shim's is:

.07 and .25 mm (.0027 and .0100")

WARNING : an excessive preload could impress or indent the bearing races.

Adjust the end play of the rocking shaft as follows:

CAUTION

Before adjusting the end play, position the crank of the rocking shaft in the center since the maximum end play will take place in the side positions. Therefore if the play is taken up there, indentations or warping of worm and ball nut could occur as the crank returns in the center (see fig. 1).

First take the small cover ① away; (see fig. 3)

- withdraw the spring ②;

- then properly re-lock in place the cover ① and check that bolts fastening the cover plate are correctly tightened; (see fig. 2)

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gear		1.05.002/1
		SHEET
		4/7

- properly mount a dial gauge to the fender skirt;
- bring the stem (3) of gauge (4) into contact with rocking shaft end (5);
- put the shaft (5) under a load of 10 Kg (22 lbs) and read the existing end play;
- again disassemble the cover (1) and take up the excess play by adding or removing shims from between the paper gaskets.

The thicknesses are:

- paper gaskets: .250 mm (.010")
- metal shims: .070 mm (.003")
- paper shims: .050 mm (.002")

The end play should be maintained within the following limits :

- | | | | |
|---------------------|-----------------|---|-------------|
| - maximum clearance | .050 mm (.002") | } | see fig. 3A |
| - interference | .025 mm (.001") | | |

(E) - REASSEMBLY

- 1) Grip the jacket level in a vice; insert the bearing race and the seal onto the inner tube and then partially slip the inner tube into the jacket.
- 2) Pack the worm with grease so as to keep the thirty-one 9/32" dia. balls in position;
- 3) Insert the rocking shaft into the steering gear housing, locating the worm inside the housing itself. Hold the unit and screw in the ball nut taking care to avoid drapping the balls out.
- 4) Screw the nut onto the worm until it is halfway along the thread; bring the bearing race into the housing (on jacket mounting flange side), slide the inner tube and housing toward the jacket flange and make sure the gasket is properly set, then fasten with the screws and lockwashers.
- 5) Place the parts so assembled in upright position, steering wheel end downward. Support the steering wheel end of the inner tube by suitable means in order to have enough room to fit the balls of the adjustable bearing.
- 6) Pack the bearing race with grease and put the ten 9/32" dia. balls in it. Slip the race into the housing until it comes in contact with the worm. This will keep the worm centered on its longitudinal axis and will facilitate the assembly of the thirteen 9/32" dia. balls in the race on jacket side.

Press the 10-ball bearing race toward the opposite bearing.
- 7) Fit the bearing seal, position gasket shims and cover onto the housing and secure with the bolts and the lockwashers

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gear		1.05.002/1
		SHEET
		5/7

8) Proceed with the adjustment of the unit.

Warning : to adjust correctly, strictly follow the instructions given in the paragraph (D) above.

- 9) Place the unit in level position with the open side upward. Fit the ball nut roller; the gasket, the cover plate, and attaching parts.
- 10) After having adjusted the rocking shaft, install the spring in its seat, then fit the gasket, the shims as required and the small cover.
- 11) Check the steering gear for free movement throughout the steering range; assemble the steering arm, by aligning the reference lines and secure with washer, nut and cotter pin.

Order as spares:

- to take up the worm end play:

P.N.	Thickness		Description	Material
	mm	in.		
105.00.23.002.07/16	.07	.003	Shim	Steel
105.00.23.002.07/17	.25	.010	"	Paper
105.00.23.007.07/18	.05	.002	"	"
105.00.23.007.07/19	.25	.010	"	Steel

- to take up the rocking shaft end play

P.N.	Thicknese		Description	Material
	mm	in.		
105.00.23.002.07/01	.25	.010	Shim	Paper
105.00.23.002.07/02	.07	.003	"	Steel
105.00.23.002.07/03	.05	.002	"	Paper

TYPE OF CAR

GIULIA T.I.

UNIT

Steering gear

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

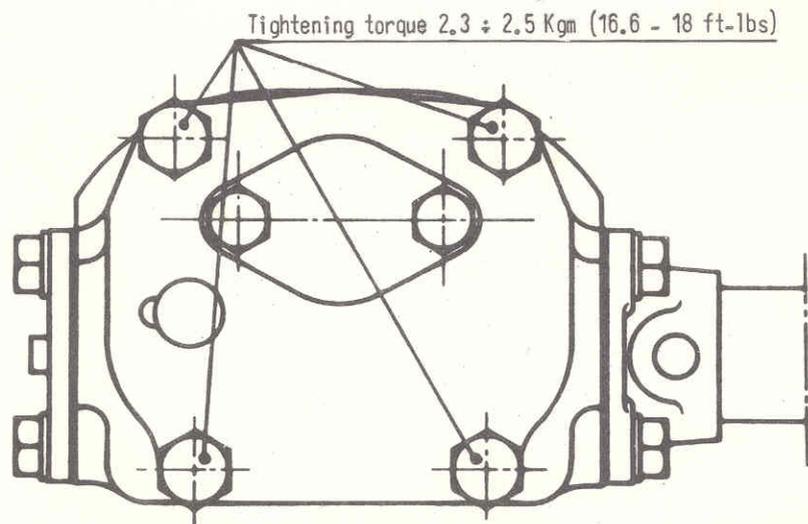
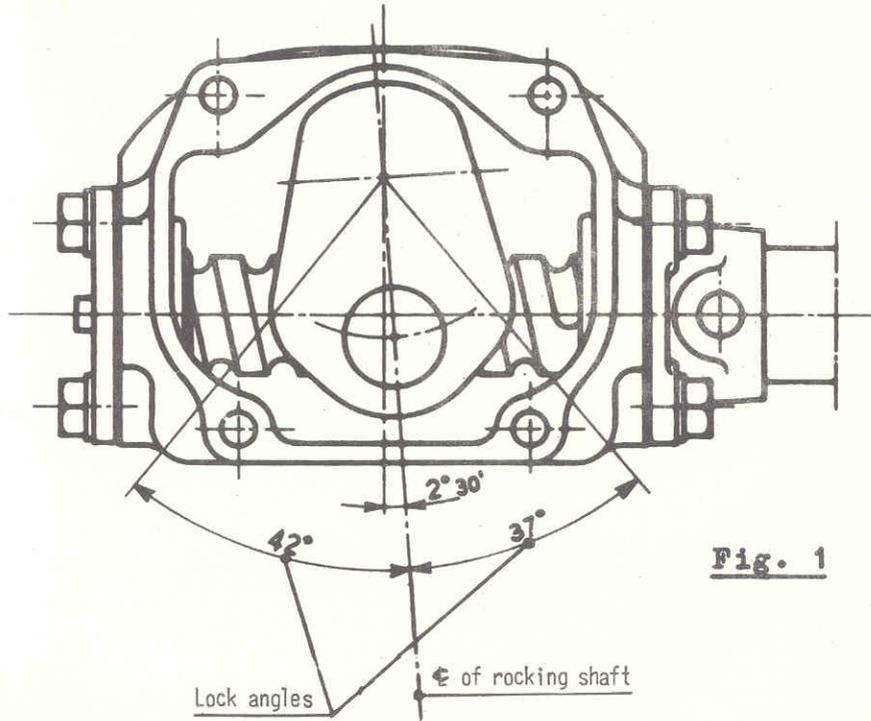
19/2/1964

SEQUENT NUMBER

1.05.002/1

SHEET

6/7



TYPE OF CAR

GIULIA T.I.

UNIT

Steering gear

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

19/2/1964

SEQUENT NUMBER

1.05.002/1

SHEET

7/7

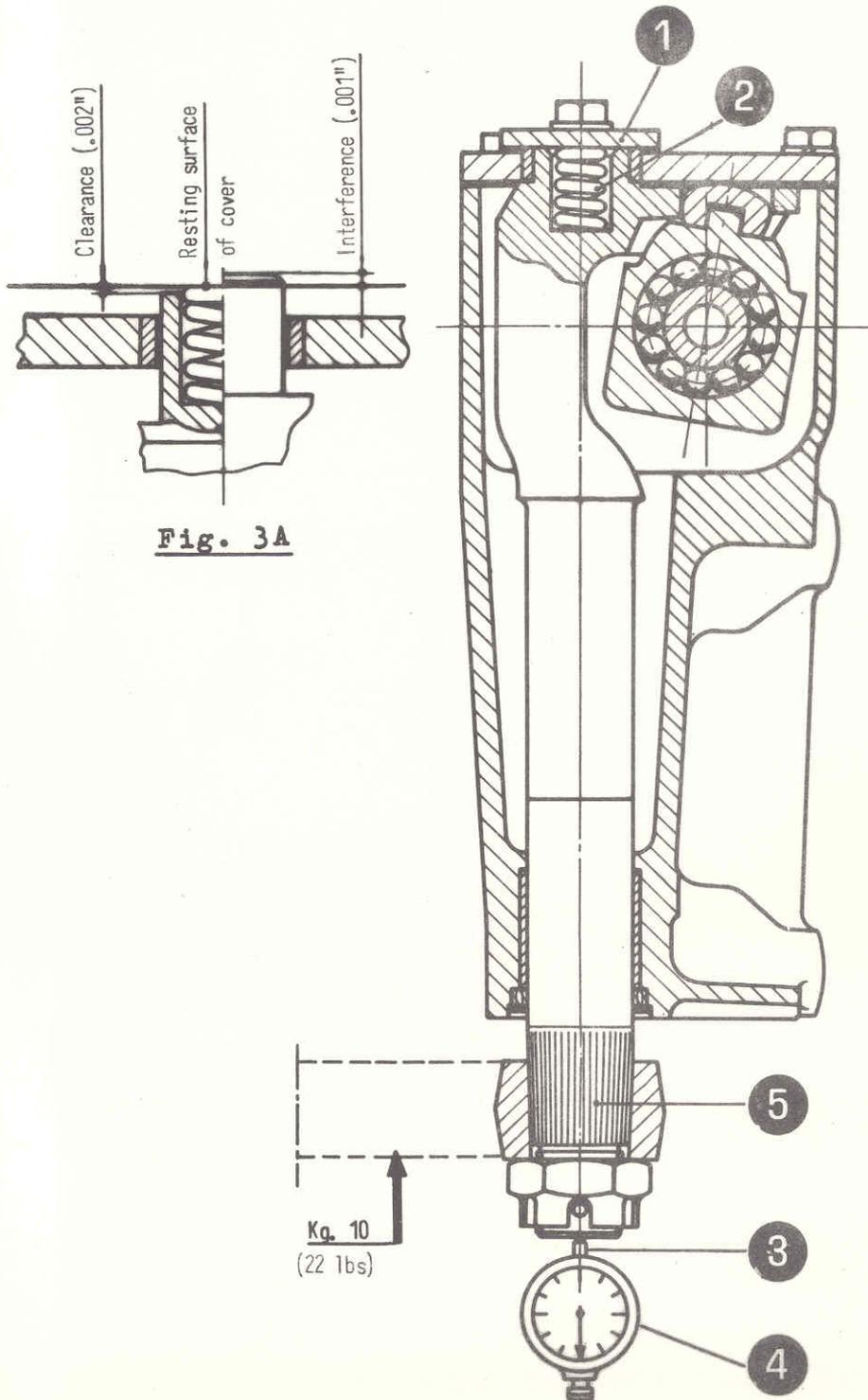


Fig. 3

TYPE OF CAR "1600" Sprint & Spider	 DIREZIONE ASSISTENZA	DATE 18/12/962
UNIT Wheels & Tires		SEQUENT NUMBER 1.05.004
<i>Technical bulletin</i>		SHEET 1/1

Translated in July 1965

"1600" Sprint & Spider Models

MICHELIN TIRES

The above mentioned models can now be equipped with

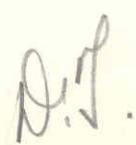
155 x 15 XA

Michelin Tires.

For both models the specified inflation pressures are the following:

	front	rear
touring riding up to 160 Km/h (100 mph)	1.7 Kg/cm ² (24.1 psi)	1.7 Kg/cm ² (24.1 psi)
sport riding over 160 Km/h (100 mph)	1.9 Kg/cm ² (27 psi)	1.9 Kg/cm ² (27 psi)
On track	2.1 Kg/cm ² (29.8 psi)	2.1 Kg/cm ² (29.8 psi)

These tires can be distinguished from the standard Michelin X by the letter A marked in black on a yellow background on the side of the tire.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA T.I. Model		28/12/962
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.006
		SHEET
		1/1

Translated in July 1965

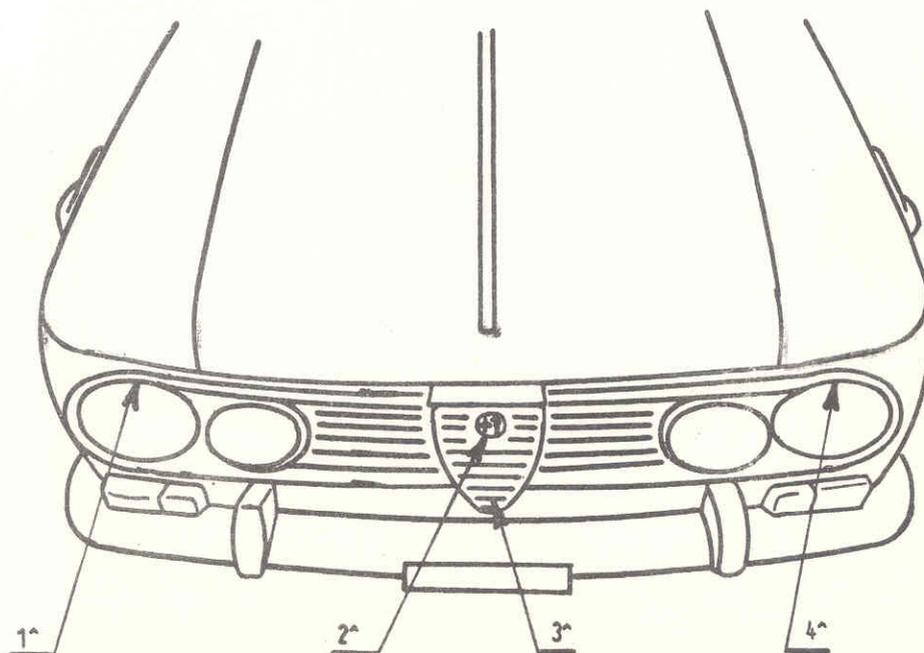
GIULIA T.I. model

REMOVAL OF RADIATOR GRILLE FOR ACCESS TO HEADLAMPS

To replace the bulbs of headlamps and/or to align the beams it is necessary to remove the radiator grille. To do this, proceed as follows:

- unscrew the four screws shown in the figure; to gain access to the "2" screw, pry the badge off.

- when refitting the grille make sure the weathercord is properly seated.



D.T.

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA T.I.		28/10/963
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Electric system		1.05.008/1
		SHEET
		1/1

Translated in December 1963

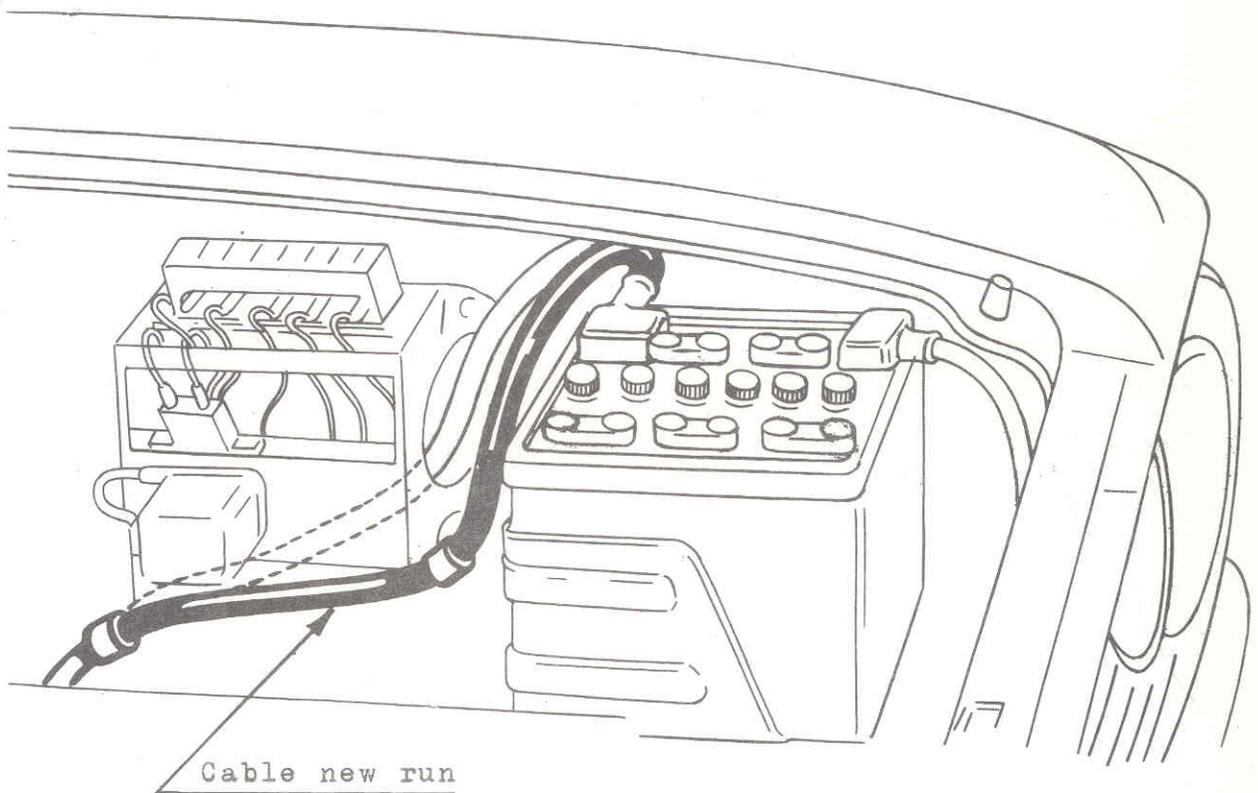
Giulia T.I.

MAR 17 1964

BATTERY CABLE ARRANGEMENT

To avoid serious damage to the starting motor power cable, which may be subject to rubbing in its run under the fuseboard support, it is necessary to arrange the cable as shown in the illustration.

Time required: 50 centesimal minutes.



TYPE OF CAR	 Alfa Romeo SERVICE DEPARTMENT	DATE
GIULIA 1600 Sprint and Spider		13/12/963
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Wheel alignment		1.05.011
		SHEET
		1/2

Translated in June 1963

MAR 17 1964

GIULIA 1600 Sprint and Spider
WHEEL ALIGNMENT SPECIFICATIONS.

This sheet is to inform our Service Network of the specifications and instructions relating wheel alignment for the above mentioned cars.

Checking procedure and load conditions are the following:

- car in running order, complete with tools and refillings (if necessary, compensate for lack of fuel with weights placed on the tank);
- on perfectly level ground;
- under the specified static load (loading can be done by using sand bags or equivalents distributed on car by each seat) as follows:
 - 50 Kgs. (110 lbs) on seat
 - 25 Kgs. (55 lbs) on floor, where the feet rest
- shock absorbers with a mounting detached;
- check tire inflation for correct pressure;
- measure distances A and B of lower wishbones at points as shown in fig. 1 making reference to a level plane. The values so obtained should correspond to those given under the 3rd heading of the table.

Front wheel caster angle.

In the condition as above specified the front wheel caster angle should correspond to the values given in the 4th heading of the table.

WARNING

It must be kept in mind that differences in caster angle greater than 0°30' between LH and RH wheel result frequently in instability of car on straight ways (the car tends to pull to the right or to the left).

Measurements of caster angle should be taken with the suitable equipment available on the market; the use of the equipment specified by Alfa Romeo is recommended.

 This page cancels and replaces the
 corresponding page of I.S. 1.05.011
 issued on 22/4/963.

TYPE OF CAR GIULIA T.I. Sprint - Spider	<div style="text-align: center;">  DIREZIONE ASSISTENZA </div>	DATE 10/9/1963
UNIT Engine Fuel feed		SEQUENT NUMBER 1.05.013/1
Information Sheet		SHEET 1/1

Translated in April 1964

GIULIA 1600 TI, Sprint and Spider

ADJUSTMENT OF OPENING OF CARBURETOR SECONDARY THROTTLE

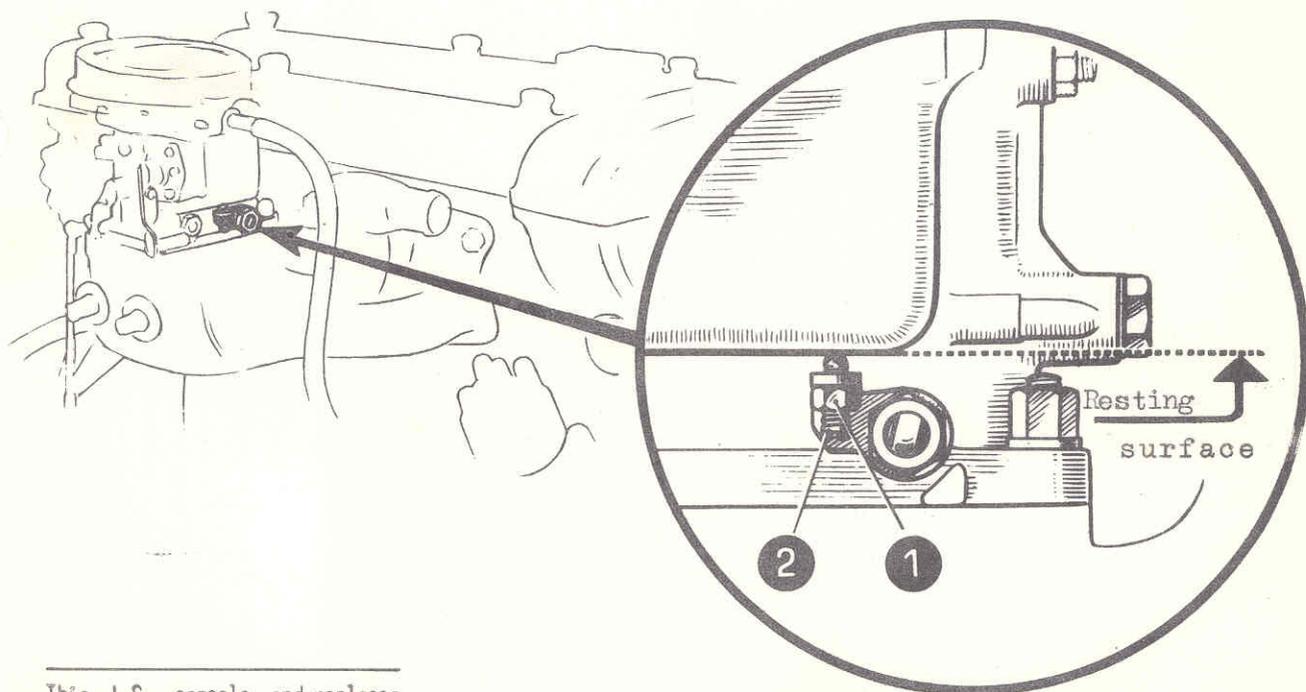
Our Service Network is informed that a possible improper operation of secondary throttle, occurring at an RPM range in which throttle should start opening, may be caused by the incorrect adjustment of throttle itself.

Therefore on cars whose carburation proves faulty, check if throttle opening is properly adjusted.

To adjust, proceed as follows:

1. Unlock the nut (1) and back off the threaded push rod (2) a few turns;
2. Hold the throttle closed with hand and bring the push rod (2) in contact with the resting surface;
3. Adjust the throttle opening by screwing the push rod a quarter turn in;
4. Hold steady the push rod in position as per step 3 and lock the nut (1).

Time required: 50 centesimal minutes.



This I.S. cancels and replaces
the I.S. 1.05.013 dated 10/5/1963

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA 1600 and 2600		8/6/963
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Engine		1.05.016
		SHEET
		1/2

Translated in June 1963

GIULIA 1600 and 2600

HOLLOW VALVES COOLED WITH MELTED SODIUM

One of the most puzzling problems concerned with the design of modern engines, which are more and more boosted to peak performance, is the temperature of exhaust valves.

In fact, at the high RPM range maintained for very long on modern highways, the standard exhaust valves reach and frequently exceed 800°C.

Since at such a temperature even the top quality steel valves show a very short life, Alfa Romeo provides the engines of 2600 and Giulia 1600 cars with hollow exhaust valves cooled with melted sodium.

These valves, early installed on aircraft engines, have a hollow stem partially filled with sodium, which melts at valve operating temperature.

When the engine runs the valves, with their firm reciprocating movement, cause the melted sodium to be thrown up-and-down within the hollow stem so that heat is transferred from valve poppet to stem and from there to the cooling water, through the valve guides (see fig.1).

In this way a decrease in temperature of more than 200°C is obtained, as shown in fig. 2, which results in remarkable increase in valve life.

When riding an Alfa Romeo car on highways with the engine running at maximum RPMs, in a minute the valves will settle to their operating temperature; the lower operating temperature of sodium valves in conjunction with the rugged construction of the car will enable you to face the longest run with confidence, relying on your valves that will last longer.

TYPE OF CAR

GIULIA 1600 and 2600

UNIT

Engine

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

8/6/963

SEQUENT NUMBER

1.05.016

SHEET

2/2

Fig. 1

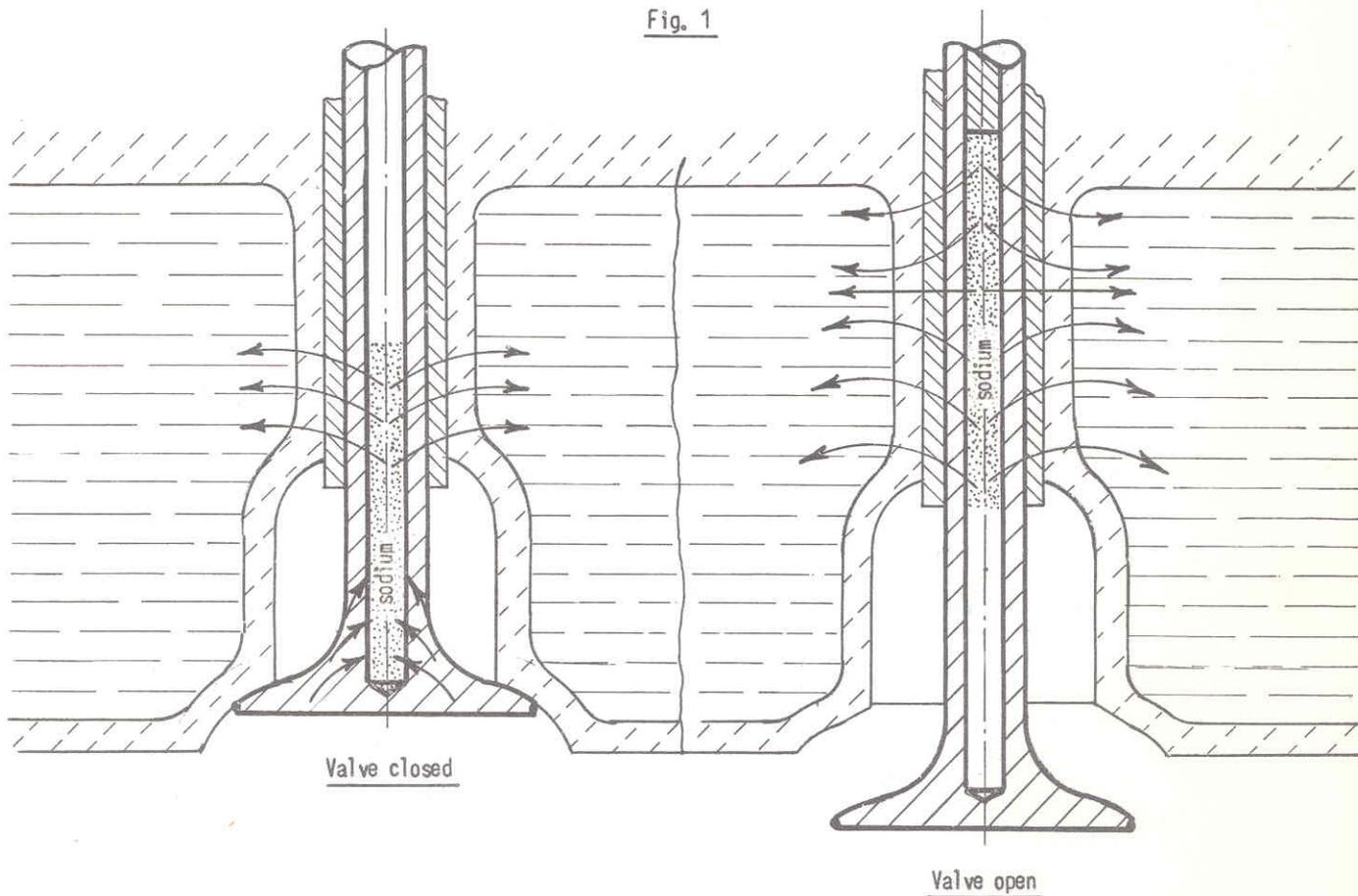
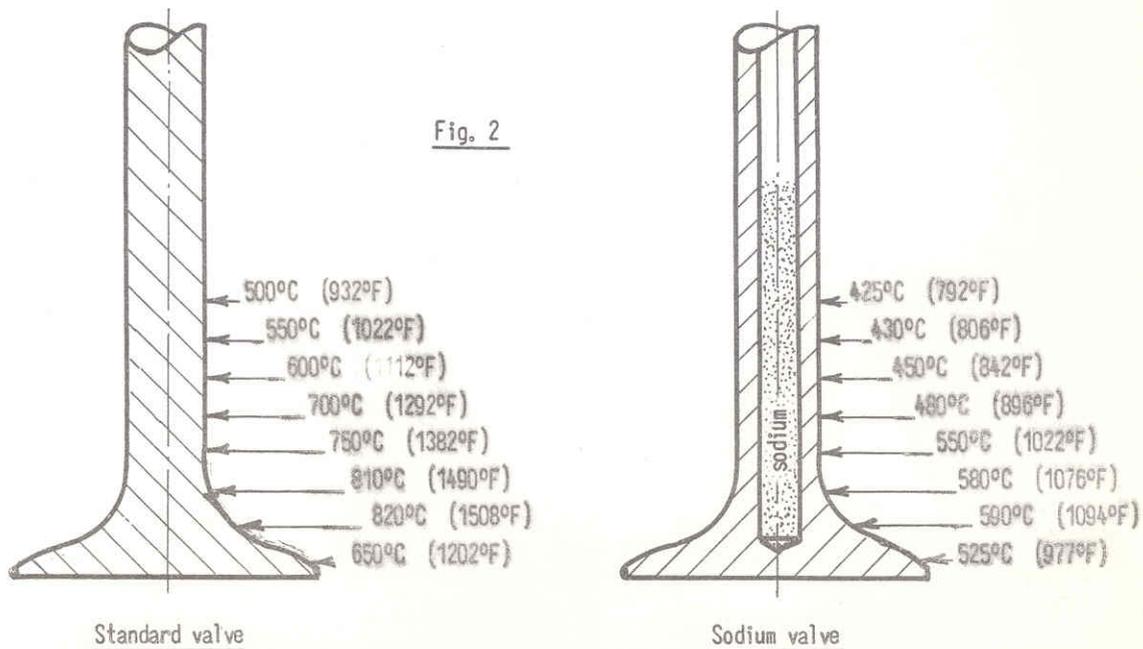


Fig. 2



TYPE OF CAR GIULIA 1600 all models	 DIREZIONE ASSISTENZA	DATE 21/10/963
UNIT Engine		SEQUENT NUMBER 1.05.019/1
<i>Information Sheet</i>		SHEET 1/1

Translated in April 1965

GIULIA 1600 T.I. - Sprint - Spider

TIGHTENING TORQUE SPECIFICATIONS FOR MAIN BEARING CAP NUTS

Our Service Network is informed that, in order to prevent possible elongation or straining of the main bearing, new tightening torque specifications have been adopted.

Therefore, when retightening the cap nuts after reconditioning operations on engine, the torque value shall fall within the following:

4.7 to 5.0 Kgm (34 to 36.2 psi) in oil
--

This I.S. cancels and replaces
the I.S. 1.05.019 dated 27/6/1963

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine mounting		1.05.022/1
		SHEET
		1/2

Translated in June 1964

OCT 19 1964

GIULIA T.I. cars

HIGH HYSTERESIS RUBBER MOUNTINGS

To prevent jolting the engine/gearbox unit, specially when travelling on lumpy roads and to diminish jerking of clutch flexible coupling, the following modifications have been introduced:

- replacement of high hysteresis rubber mounts for the old ones; the former are identified by rounded corners (See fig. 1).
- removal of lugs, restraining exhaust pipe against lateral shaking, from center mounting link in order to prevent stressing the pipe during installation of high hysteresis mounts, thus resulting in noise from chassis.

Therefore, during possible replacement of engine mounts, it is recommended to remove the above mentioned lugs and reinstall the link and fasten it between washers as shown in fig. 2.

TYPE OF CAR GIULIA T.I.	<div style="text-align: center;"> <h1>Alfa Romeo</h1> <h2>DIREZIONE ASSISTENZA</h2> </div>	DATE 19/2/1964
UNIT Engine mounting		SEQUENT NUMBER 1.05.022/1
<h3>Information Sheet</h3>		SHEET 2/2

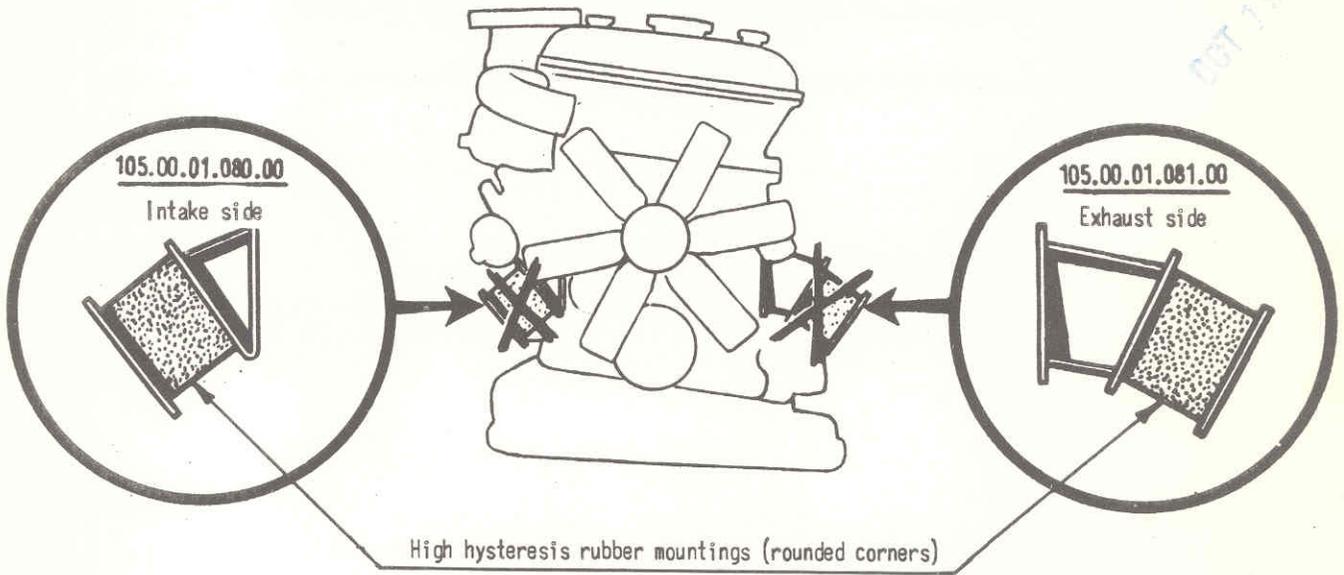


Fig. 1

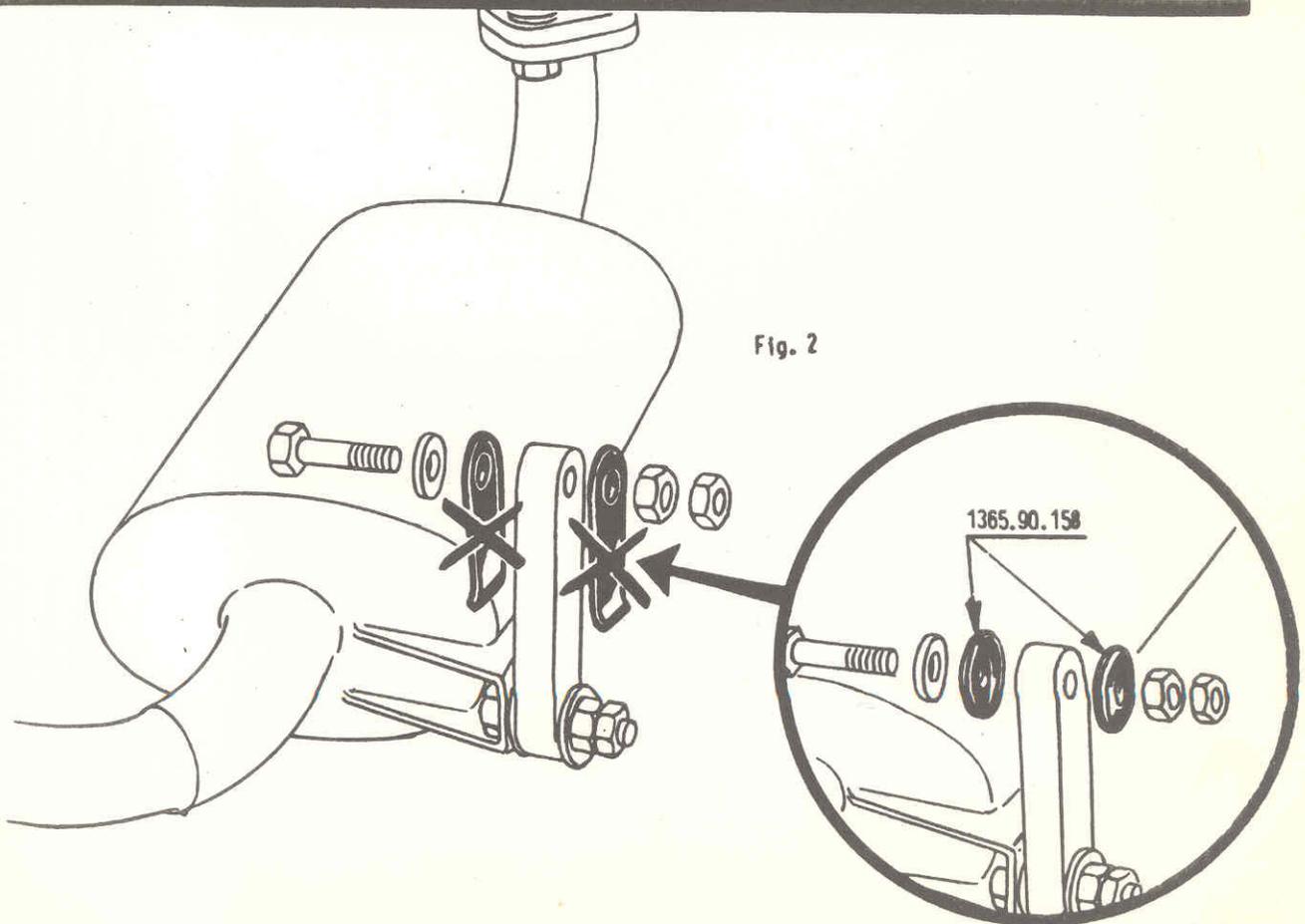


Fig. 2

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		16/9/1963
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Exhaust pipes		1.05.023
		SHEET
		1/2

Translated in May 1964

GIULIA T.I. cars
EXHAUST PIPE ATTACHMENT

Our Service Network is informed that, to avoid stressing exhaust pipes when installing them on car, suitable slots have been cut into brackets attaching silencer and muffler to chassis. (See illustration)

During possible reassembly of exhaust pipe, it is recommended to check elastic links for stressing or wrong angle of attachment.

If troubles are noticed, remedy by means of:

- slots;
- shims;
- proper fastening of mounting flanges for the section of pipe after center muffler.

W A R N I N G

As the removal of lugs on exhaust pipe center mounting link is concerned, refer to Information Sheet no. 1.05.022.

TYPE OF CAR

GIULIA T.I.

UNIT

Exhaust pipes

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

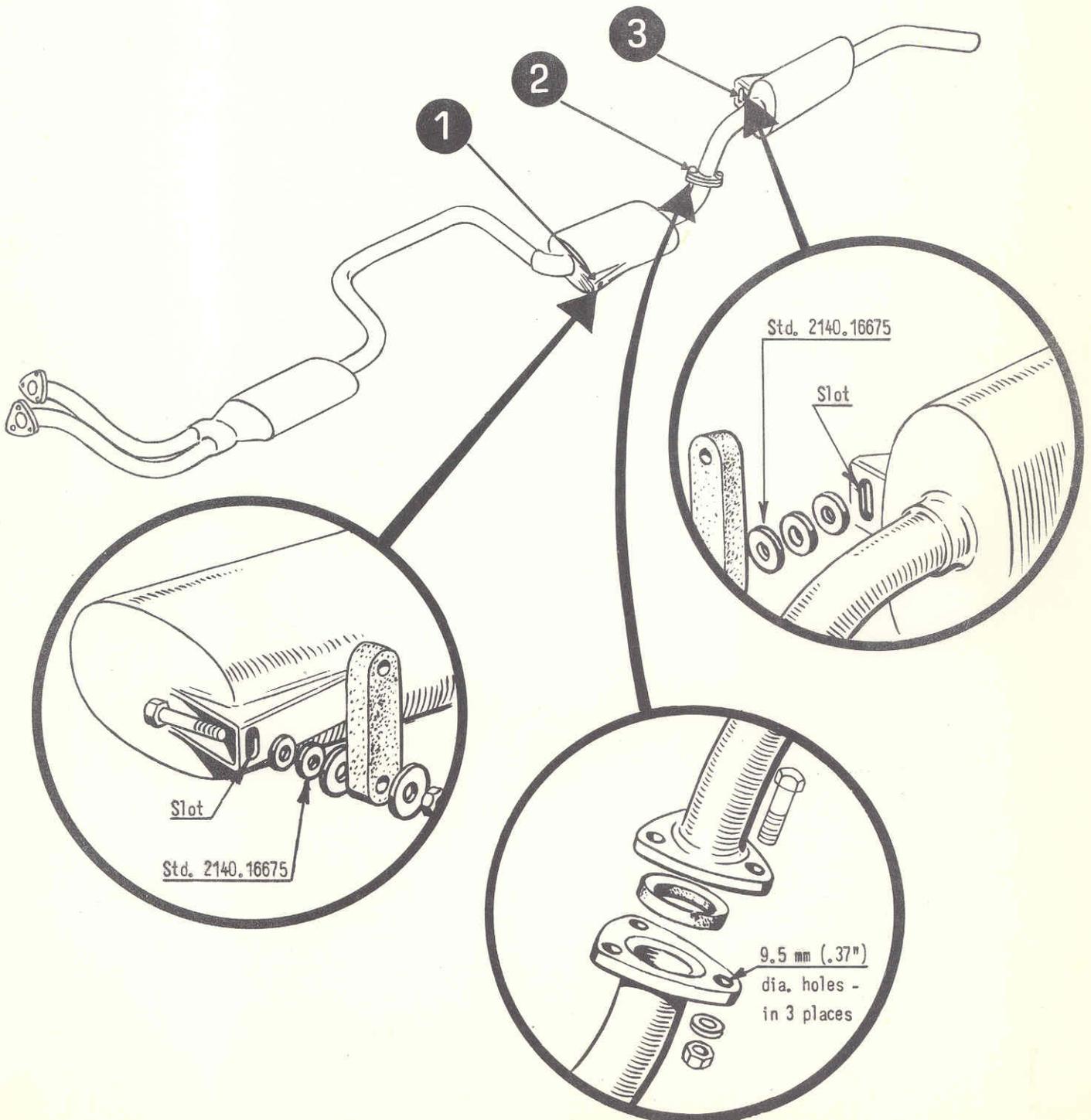
16/9/1963

SEQUENT NUMBER

1.05.023

SHEET

2/2



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Electric system		1.05.025
		SHEET
		1/2

Translated in June 1964

OCT 19 1964

GIULIA T.I. Model

BACK-UP LIGHT SWITCH

If troubles are experienced with the operation of the back-up light switch on the above captioned cars, it is possible to install a switch (P.N. 105.00.13.534.00) outside the gearbox, thus avoiding the removal of the gearbox for replacing the faulty switch.

This new arrangement involves the installation of suitable brackets as shown in the figure.

The outside switch should be electrically connected to the wire which fed the switch inside the gearbox; of course the latter switch shall be cut out of the circuit.

When fitting the brackets on the gearbox replace the two existing washers with the two thin spring washers P.N. 2140.17354.

To accomplish the modification the following parts are required:

Quantity	Description	Part Number
1	Switch	105.00.13.534.00
2	Screw, 4 x .7 mm	2100.00115
2	Washer	2140.17352
2	Washer	2140.16715
1	Bracket	105.14.41.181.00
1	Bracket	105.14.41.180.00
2	Washer	2140.17354

TYPE OF CAR

GIULIA T.I.

UNIT

Electric system

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

19/2/1964

SEQUENT NUMBER

1.05.025

SHEET

2/2

OCT 19 1964

2100.00115

2140.17352

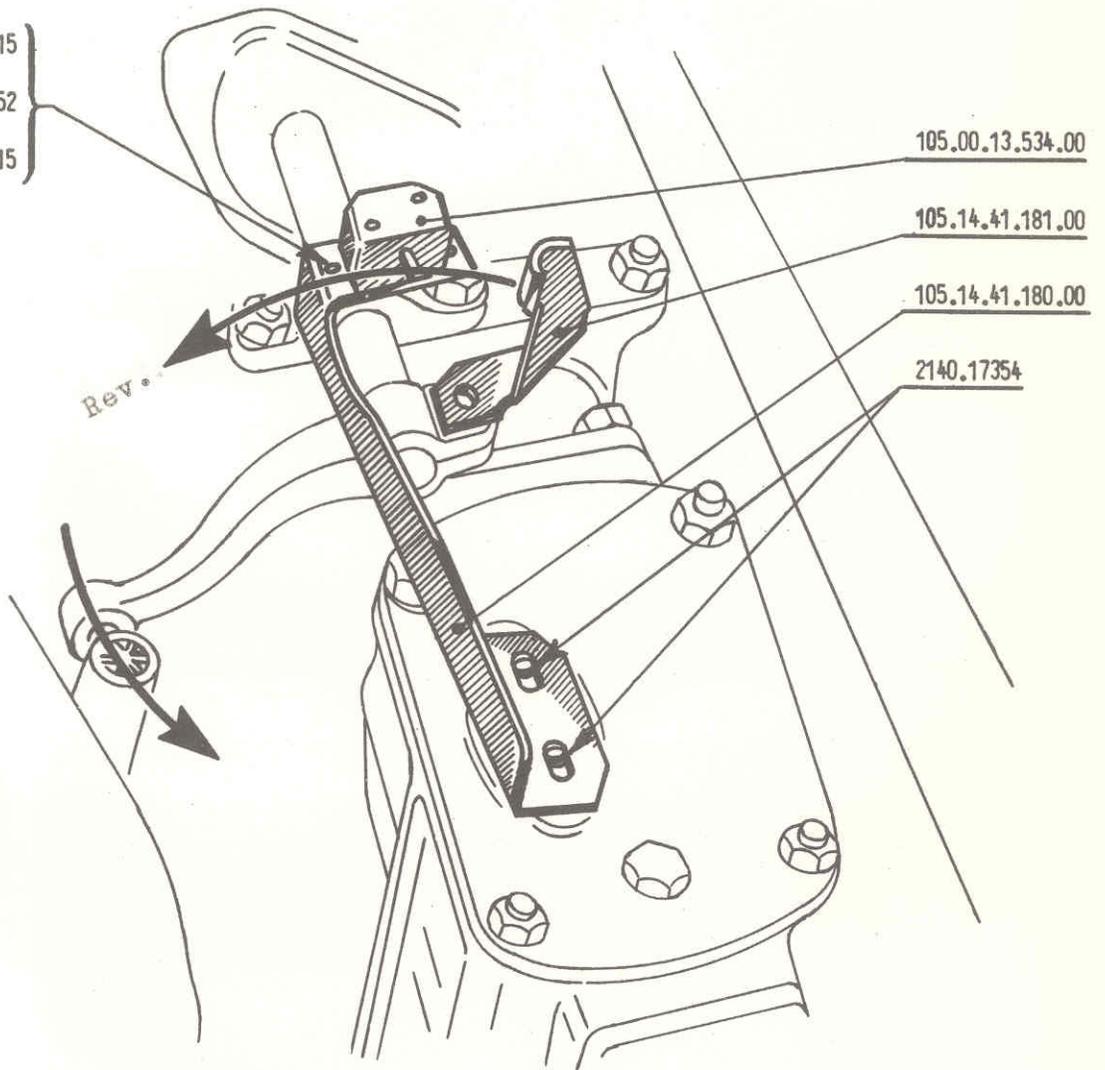
2140.16715

105.00.13.534.00

105.14.41.181.00

105.14.41.180.00

2140.17354



TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA T.I. Model		27/9/1963
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Body		1.05.026
	MAR 17 1964	SHEET
		1/1

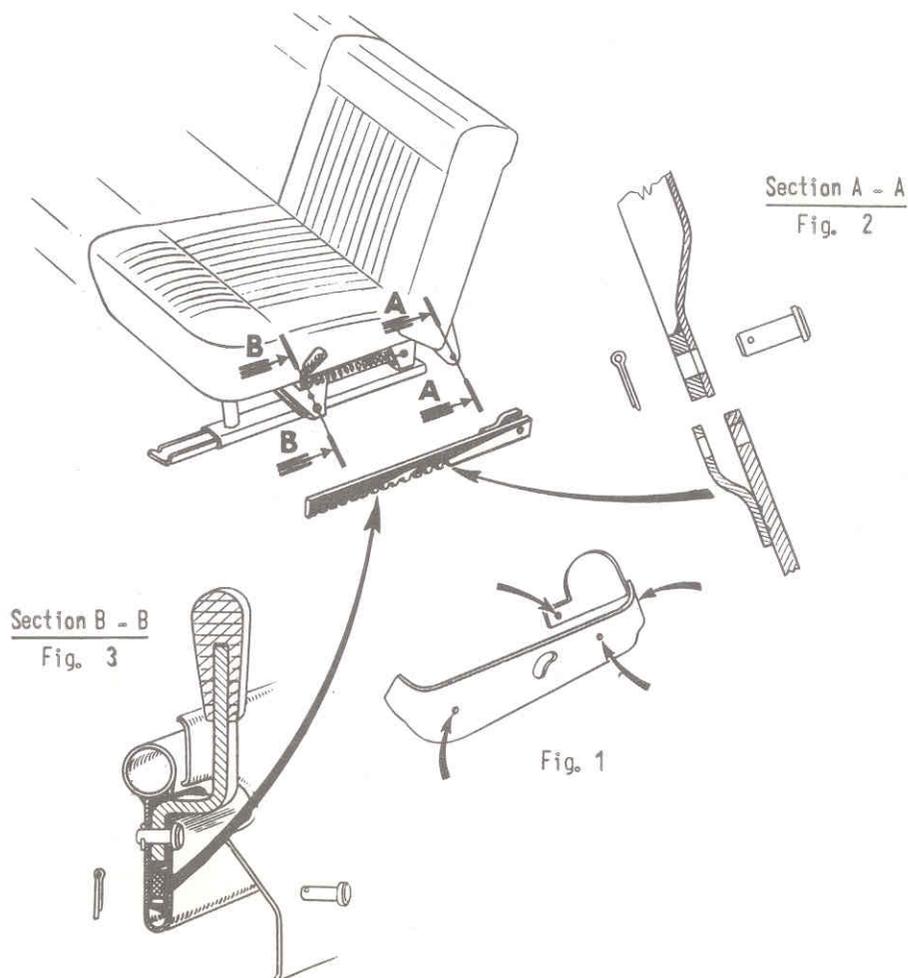
Translated in December 1963

GIULIA T.I. Model
REPLACEMENT OF FRONT SEAT ADJUSTER RACK

If troubles are experienced with the seat adjuster due to a faulty rack, replace the rack with the modified one P.N. 105.14.58, 409/410.02.

Proceed as follows:

- 1) - Slacken the screws securing the trimming bands and remove the bands (see fig. 1).
- 2) - Withdraw the cotter pin and the hinge pin shown in fig. 2 and 3.
- 3) - Replace the rack and reassemble by reversing the order of disassembly.



TYPE OF CAR GIULIA 1600 - 1300 models (*)	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 22/1/1965
UNIT Cooling system		SEQUENT NUMBER 1.05.027/1
<i>Information Sheet</i>		SHEET 1/1

JUN 25 9.16

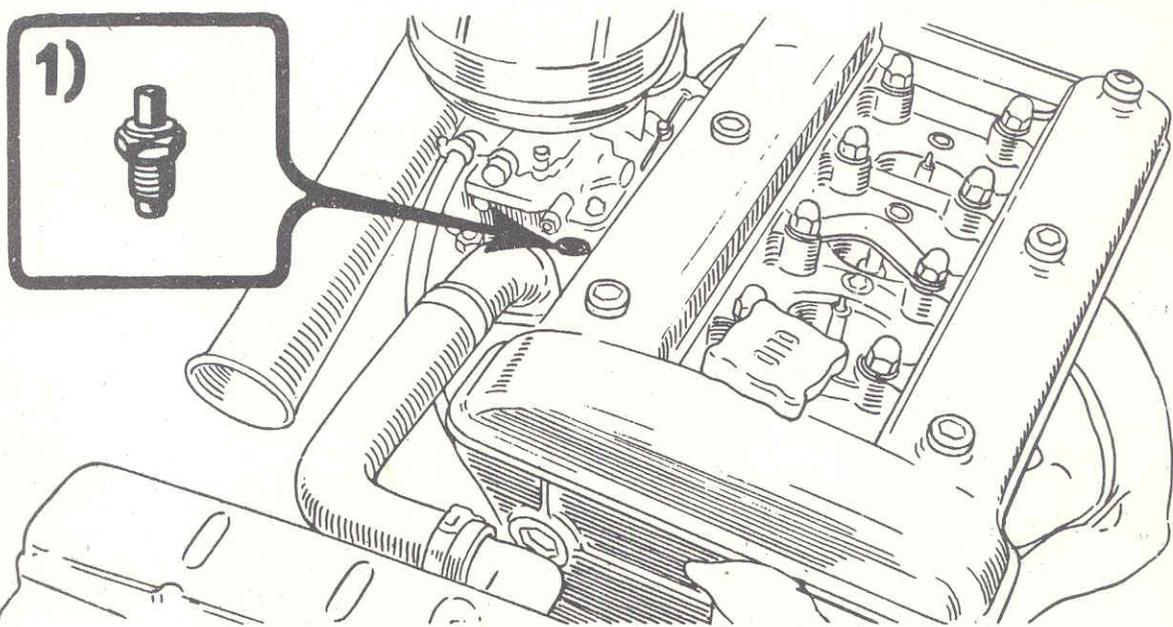
Translated in October 1965

HOW TO REPLENISH THE COOLING WATER CIRCUIT
(after a complete draining)

In order to avoid serious damage, such as burning of valves, caused by an overheating of cylinder head due to lack of water in the cooling system it is necessary, when replenishing the system, to follow the instructions given below so as to ensure the thorough bleeding of air from cooling water circuit.

Before filling up, move the heater cock control to fully open position and proceed as follows:

- a) - for engines with air bleed screw located in the rear of intake manifold and fitted:
- for GIULIA 1300 model: from 1st engine
 - for GIULIA T.I. model: from engine serial no. 53139
 - for GIULIA Sprint GT : from engine serial no. 9187
- 1) Slacken the bleed screw and left it open until water flows out free from air bubbles.
 - 2) Tighten the bleed screw and replenish the system completely.
- b) - For engines without bleed screw
- 1) Remove the water temperature gauge bulb from the intake manifold (see figure);
 - 2) Replenish the cooling system until water is almost overflowing from bulb seat so that no air remains trapped in the circuit;
 - 3) Refit the bulb and lubetorque to 3.5 - 4 Kgm (25.3 - 28.9 lb-ft) with a torque wrench.



This I.S. cancels and replaces the I.S. 1.05.027 dated 21/10/1963

* Note - The directions given herein do not apply to 1600 Sprint, Spider and S.S. models.

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA model		21/10/963
UNIT	<i>Improvement Bulletins</i>	SEQUENT NUMBER
Heating system		1.05.028
		SHEET
		1/1

Translated in May 1964

GIULIA Model

HEATING SYSTEM HOSES

In order to avoid serious damage to engine caused by breakage of cooling circuit and the consequent coolant flowing off, our Service Network is recommended while accomplishing service works as per warranty coupons, to perform a careful visual inspection of heating system rubber hoses.

Hoses which show swelling, scratching or any sign of deterioration, should be replaced with the new fabric-reinforced ones.

TYPE OF CAR 1600 cars Sprint & Spider	<div style="text-align: center;">  Alfa Romeo SERVICE DEPARTMENT </div>	DATE 21/10/963
UNIT Suspensions		SEQUENT NUMBER 1.05.029
<div style="text-align: center;"> <i>Sheet of Information</i> </div>		SHEET 1/1

MAR 17 964

Translated in December 1963

1600 Sprint & Spider cars

STEERING WHEEL JUDDER

To quickly obviate excessive juddering experienced by customers on some of the above mentioned cars, when driving on rough roads, we suggest that our Service Network check the wheel alignment at static load, according to the instructions given in our Information Sheet No. 1.05.011 dated 22nd April 1963.

We have been able to ascertain that this trouble could be occasioned by the settling down of the road (coil) springs, in which case it will be necessary to revert to the correct adjustment limits by shimming the coil springs as required, before taking any other action.

TYPE OF CAR 1600 - GIULIA T. I. GIULIETTA and 2600 cars	 SERVICE DEPARTMENT	DATE 21/10/963
UNIT Front wheels	<i>Sheet of Information</i>	SEQUENT NUMBER 1.05.030 SHEET 1/7

MAR 17 1964
MAR 17 1964

Translated in December 1963

1600, GIULIA T.I., GIULIETTA and 2600 cars
INSTALLATION PROCEDURE FOR FRONT WHEEL BEARINGS

In order to decrease the preload on front wheel bearings for cars with serial numbers as listed on the following pages, a modification in the installation procedure has been introduced.

This modification involves the cutting of the stub axle threaded end to work out a slot, in which the tab of bearing thrust washer can be inserted, and the installation of new modified parts whose part nos. are given below.

Steering stub axles

- for 1600 Sprint, Spider, Sprint Speciale, Giulietta Berlina and T.I.	101.29.21. ⁰¹⁰ ₀₁₁ .00
- for Giulia T.I.	105.14.21. ⁰¹⁰ ₀₁₁ .00
- for "2600"	106.00.21. ⁰¹⁰ ₀₁₁ .00

Special thrust washers

- for 1600 Sprint, Spider, Sprint Speciale, Giulia T.I., Giulietta Berlina and T.I.	105.14.21.402.00
- for "2600"	106.00.21.402.00

As a consequence of the modification previously outlined, the wheel bearing assembly and disassembly procedure should be accomplished as follows:

- 1) Screw in the castellated nut and lock it to a torque of 2.5 Kgm (18 ft-lbs) (3 Kgm - 21.7 ft-lbs - for "2600" models) while at the same time revolving the wheel hub to set properly the bearing cones in their cups;
- 2) Unscrew the nut half a turn or more;
- 3) Lightly tap on stub axle end with a mallet in order to return the outer bearing to its proper position even if some interference exists between the bearing cone and the stub axle;
- 4) Lock the nut in place to a torque of 1.5 Kgm (10.8 ft-lbs) with a torque wrench;
- 5) Unscrew the nut of a quarter turn;
- 6) If the hole into the axle is aligned with one of the slots in the castellated nut, insert the cotter pin: if not, screw the nut in of the minimum angle needed to line up the hole and the next slot;

TYPE OF CAR

1600 - GIULIA T. I.
GIULIETTA and 2600 cars

UNIT

Front wheels

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

21/10/963

SEQUENT NUMBER

1.05.030

SHEET

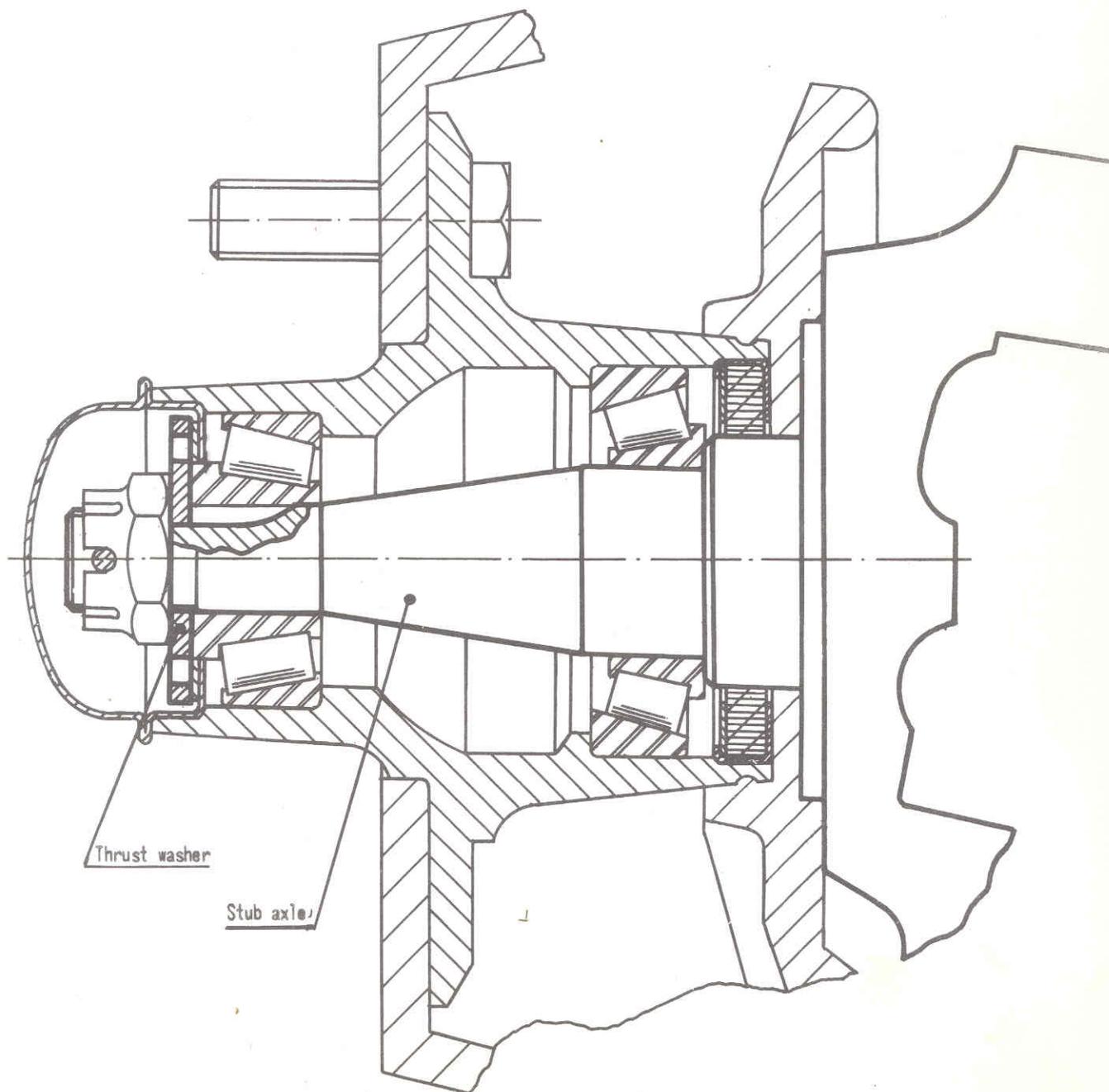
2/7

MAR 17 1964

7) Again tap lightly on stub axle end to restore the same condition as under step 3).

WARNING

Refer to Information Sheet no. 1.01.106/1
for the lubrication specifications.



TYPE OF CAR

1600 - GIULIA T. I.
GIULIETTA and 2000 cars

UNIT

Front wheels

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

21/10/963

SEQUENT NUMBER

1.05.030

SHEET

3/7

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MODIFICATION SCHEDULE

1600 cars

Sprint				Sprint	Speciale
356552	357648	358173	358305 thru 318	380001 thru 005	380116
868	654	177	322	007	120 thru 124
	659	183	323	008	129
357020	661	187	324	013	132 thru 135
256	677	188	326	020	138
308	871	190 thru 194	327	022	142
318	884	198	329 thru 337	024	144
358	896	203	339 thru 342	025	147
380	923	204	344 thru 353	028 thru 035	151
391	959	213 thru 217	356	037 thru 040	156 thru 159
397	974	219	358 thru 361	044	161
401		220	363	045	163
449	358000	225	365	048	165
454	040	226	366	049	166
461	042	230	368 thru 385	051 thru 056	168
462	058	235	387 thru 431	058 thru 061	169
484	065	237		063 thru 071	170
476	080	239		073	173
479	083	240		074	174
507	085	241		075	175
509	093	249		077	178
523	109	251 thru 254		078	181
527	110	256		079	185
528	118	257		084	186
539	120	261		085	187
545	142	263 thru 267		087 thru 089	189
553	146	270		092	190
557	147	273		093	192
562	148	278		095	
573	150	279		097	
595	152	280		098	
617	159	285 thru 291		101	
626	161	293		102	
632	162	295		105	
637	163	297		109	
639	170	299		110	
642	172	302		113	
Definitive 358433				Definitive 380195	

TYPE OF CAR 1600 - GIULIA T. I. GIULIETTA and 2600 cars	 SERVICE DEPARTMENT	DATE 21/10/963
UNIT Front wheels		SEQUENT NUMBER 1.05.030
<i>Sheet of Information</i>		SHEET 4/7

MAR 17 1964

MODIFICATION SCHEDULE

1600 cars					
Spider					Spider R.H.D.
373091	377338	377382	377431	377483	383001
	342	383	432	485	002
377236	343	384	434 thru 438	486	003
253	344	390 thru 394	440	488	
265	346	396	449	491	
275	348	399	452	493	
277	349	401	454	495 thru 501	
286	354	403	455	503	
287	356	404	457	504	
295	357	408	458	505	
303	361	409	461 thru 464	507	
312	364	416	468	508	
314	367	417	475	511 thru 515	
317	368	418	476	517 thru 550	
328	374	420 thru 425	477		
330	375	428	479		
335	376	429	482		
Definitive 377552					Definitive 383005

GIULIA cars

T. I.					
400001	409409	412536	412786	412973	413289
009	998	567	792	996	290
018 thru 023		649	793		292 thru 295
	412014	650	880	413022	297
401451	044	651	899	025	299
	076	654	904	031	344
402209	080	657	905	032	368
251	088	701	906	034	371
252	093	707	941	036	373
	094	717	951	044	374
405451	095	738	966	045	375
	110	739	971	275 thru 278	380
407899	166	783	972	280	387

(C o n t i n u e d)

TYPE OF CAR 1600 - GIULIA T. I. GIULIETTA and 2600 cars	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE 21/10/963
UNIT Front wheels		SEQUENT NUMBER 1.05.030
<i>Sheet of Information</i>		SHEET 5/7

MAR 17 964

MODIFICATION SCHEDULE

GIULIA cars					
T. I.					
413416	413804	414275	414981	416545	416826
417	812	294	986 thru 992	546	829
418	817	307 thru 313	999	548	830
456 thru 460	839	332	415076	551	833
512 thru 516	840	333	077	553 thru 555	835
548	846	371 thru 375	086	558	838
549	847	380	087	560	840
552	848	382 thru 385	089	561	847
554	858	404	091	564	880
557	865	405	092	567	902
568	929	449	096 thru 098	570	972
572	930	462	103	582	992
589	936 thru 939	465	111	587	998
591	945 thru 949	466	131	596	
592		470	138	606	417008
609 thru 613	414008	473 thru 475	145	609	010
642	010 thru 018	640	166	611	017
644	029 thru 032	641	168	613	151
645	034	643	173	614	153
646	095 thru 098	644	355	616	157
650	117	653	378 thru 381	624 thru 627	165
661	118	657	430	629	166
663	119	675 thru 677	433	640	170
697	128	723 thru 726	438	646 thru 648	182
698	130	733		652 thru 667	185
700	131	734	416264	670	231
702	132	788 thru 790	513	671	301
730	134	805 thru 807	519	675 thru 699	303
735	135	817	520	754	307 thru 309
737	195 thru 197	860 thru 862	522 thru 525	769	312
738	200 thru 202	895	529	799	319
739	210 thru 214	896	530	802	320
773	216	898 thru 904	531	814	326
784	236	910	538	818	328
787	237	928	540	820	333
800	239	972	541	823	336
801	240	978	543	824	338

(Continued)

TYPE OF CAR

1600 - GIULIA T. I.
GIULIETTA and 2600 cars

UNIT

Front wheels

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

21/10/963

SEQUENT NUMBER

1.05.030

SHEET

6/7

MAR 17 1964

MODIFICATION SCHEDULE

GIULIA cars		
T. I.		T. I. (R.H.D.)
417339	420881	725001 thru 178
341	420883 thru	
343		
345	421264	
346	266 thru 327	
351		
353		
355		
358		
360		
367 thru 369		
372 thru 384		
386 thru 391		
393 thru 463		
465 thru 547		
549 thru 707		
709 thru 779		
781 thru 856		
858 thru		
419564		
566 thru		
420147		
149 thru 180		
182 thru 342		
344 thru 512		
514 thru 631		
633 thru 696		
698 thru 801		
803 thru 847		
849 thru 852		
854 thru 860		
862 thru 872		
875		
878		
880		
Definitive 4 2 1 3 2 9		Definitive 725180

GIULIETTA cars		
Berlina		T. I.
	219838	227326
		327
	221851	331 thru 346
		348 thru 351
	222652	353 thru 416
		418 thru 537
	225956	539 thru 853
	226938	
	227068	
	094	
	138	
	161	
	165	
	170	
	174	
	183	
	208	
	215	
	221	
	222	
	225	
	235	
	242	
	254	
	270	
	276	
	291 thru 294	
	305	
	309	
	310	
	312	
	313	
	319	
	321	
	323	
Definitive 303901		Definitive 2 2 7 8 5 5

TYPE OF CAR

1600 - GIULIA T. I.
GIULIETTA and 2600 cars

UNIT

Front wheels

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

21/10/963

SEQUENT NUMBER

1.05.030

SHEET

7/7

MAR 17 1964

MODIFICATION SCHEDULE

2600 cars

Sedan	Sprint			Spider	
800001	821132	822403	822540	191001 thru 003	192271
480	222	409	543	017	272
		421	545	309	274
801132	822086	425	546	370	276
141	159	427	548 thru 551	401	281 thru 295
146	179	431	554 thru 556	410	297 thru 424
148	201	434	558	441	
	205	437	561 thru 569	476	
	210	442	571	488	
	242	443	572	494	
	257	452	575 thru 577	582	
	262	453	579 thru 584		
	272	455	586	192142	
	280	458	590	147	
	288	458	593	188	
	304	460	595 thru 611	193	
	307	461	613	199	
	310	463	615 thru 647	201	
	316	468	649 thru 667	202	
	318	469		206	
	322	474		210	
	324 thru 327	478		211	
	331	479		227	
	334	480		228	
	345	483		230	
	347	485		235	
	348	488		236	
	350	491 thru 493		242	
	354	495		243	
	356	498		245	
	360	499		249	
	361	508		253	
	363	515		255	
	375	516		257	
	379	520		260	
	393	527 thru 532		261	
	394	535		268	
Definitive 801157	Definitive 822669			Definitive 192426	

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA T.I. model		8/11/1963
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Gearshift		1.05.031
		SHEET
		1/1

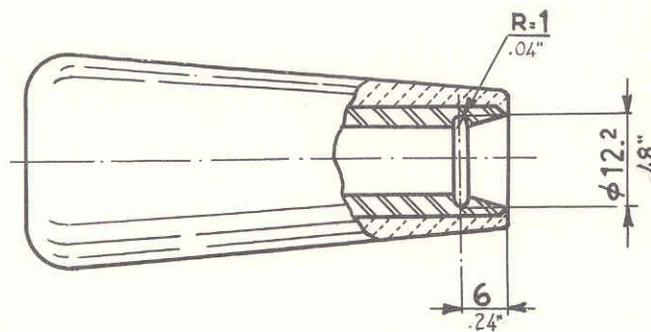
Translated in May 1964

GIULIA T.I. model

NOISE EMANATING FROM GEARSHIFT LEVER KNOB P.N. 105.14.41.014.00

In order to eliminate the above trouble complained of by the customers on some of the Giulia TI. cars, we suggest inserting a small synthetic rubber washer, GACO P90 type OR 111, as per our spare parts catalogue No. 2340.35210, inside the knob of the gear shift lever after having properly milled a groove in the parts as shown on the drawing hereunder.

Time required for the complete operation: 1 hour.



TYPE OF CAR GIULIA T.I.	<div style="text-align: center;">  <p>Alfa Romeo</p> <p>SERVICE DEPARTMENT</p> </div>	DATE 28/11/963
UNIT Brake system		SEQUENT NUMBER 1.05.032
<div style="text-align: center;">  <p><i>Improvement Bulletins</i></p> </div>		SHEET 1/1

Translated in May 1964

GIULIA T.I. Models

BLEED SCREWS ON WHEEL CYLINDERS OF REAR DISC BRAKE ASSEMBLIES

In order to avoid cracking or breaking the rear brake actuating cylinder body when tightening the existing bleed screws, which have a taper sealing needle, replace the screws with the new type having a flat bottom and a ball. These new bleed screws will seal up to a much lower torque than the old screws.

Parts needed for the replacement:

Bleed screw P.N. 1740.64032 Qty 2

Ball P.N. 1356.53052 Qty 2

Time required, including the bleeding of system: 75 centesimal minutes

Fit these new parts to all the cars of the above mentioned model which for any reason are entrusted to our Service Network, except those cars whose brake actuating cylinders are marked with a white-painted dash.

On completion of the replacement paint a white dash on cylinders.

TYPE OF CAR GIULIA T.I. 1600 Sprint & Spider models	 DIREZIONE ASSISTENZA	DATE 28/11/963
UNIT Ignition system	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.033
		SHEET 1/1

Translated in May 1964

GIULIA T.I., 1600 Sprint & Spider models

SPARK PLUGS

Our Service Network is informed that a new type of spark plug, the

LODGE 2HL P.N. 105.14.05.106.00

has been introduced.

Therefore, when troubles are experienced in the operation of the LODGE 2HLN spark plugs fitted on cars already in circulation, it is recommended to replace the old spark plugs with the above mentioned type.

As spare parts, order:

Spark plug P.N. 105.14.05.106.00 Qty 4

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Suspensions		1.05.034
		SHEET
		1/1

Translated in April 1964

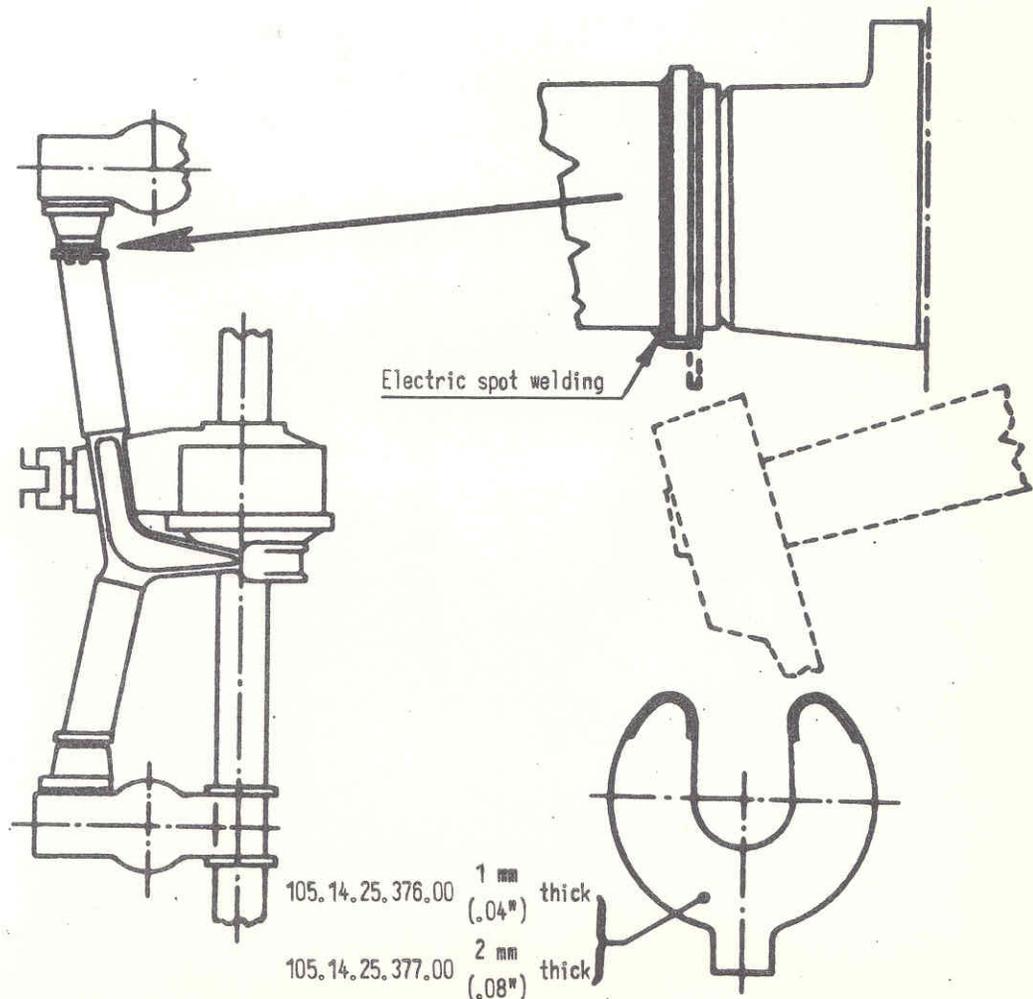
GIULIA T.I. Model

REAR SUSPENSION: NOISY REACTION TRUNNION

If rattling or other noise is heard from rear suspension of the Giulia TI, this may be due to excessive play between the silentbloc housing and the synthetic rubber washer.

On the already released cars this play can be taken up by inserting (without disassembling any part) the 1 mm (.04") thick shim P.N. 105.14.25.376.00 or the 2 mm (.08") thick shim P.N. 105.14.25.377.00 as required; then electric spot weld the shim tab to the trunnion as shown.

Choose that shim thickness which will take up all play without constraining the parts together as this could give rise to a bothersome resonant sound.



TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA T.I.		19/2/1964
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Brake system		1.05.035
		SHEET
		1/2

Translated in April 1964

GIULIA T.I. Model
ATTACHMENT OF BRAKE DISCS

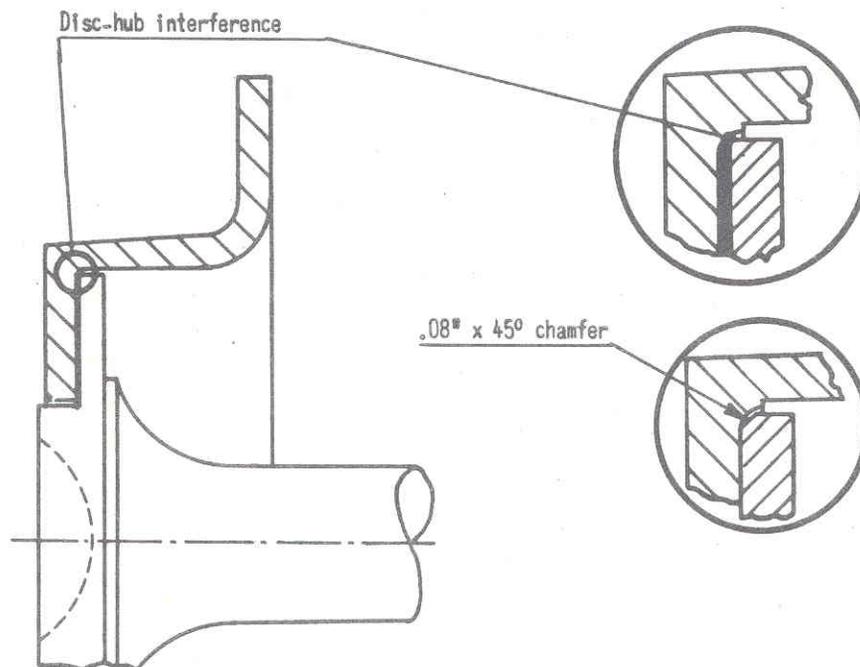
On some of the early Giulia T.I. equipped with the disc type brakes, an insufficient chamfer on the edges of the front brake discs and the axle shaft flange prevented the discs from coming into proper contact with the front wheel hubs and the axle shaft flange respectively.

Therefore our Service Network is advised to check those cars for the trouble. If interference actually exists, re-chamfer the discs up to 2 - 2.5 mm. (.079" - .098") as shown in the sketch.

Tighten the screws securing the front discs to wheel hubs to a torque of 7.5 to 8.5 Kgm (54.3 to 61.4 ft-lbs); then carefully bend the tabs of the locking plates, previously replaced with new ones, so as to prevent any slackening of the screws.

The rear discs are held in place only by the two countersunk head screws, as the locking is ensured by the same nuts which secure the wheels.

For an easy and correct accomplishment of the complementary operations refer to, and comply with, the literature dealing with these topics.



TYPE OF CAR

GIULIA T.I.

UNIT

Brake system

Alfa Romeo

SERVICE DEPARTMENT

Sheet of Information

DATE

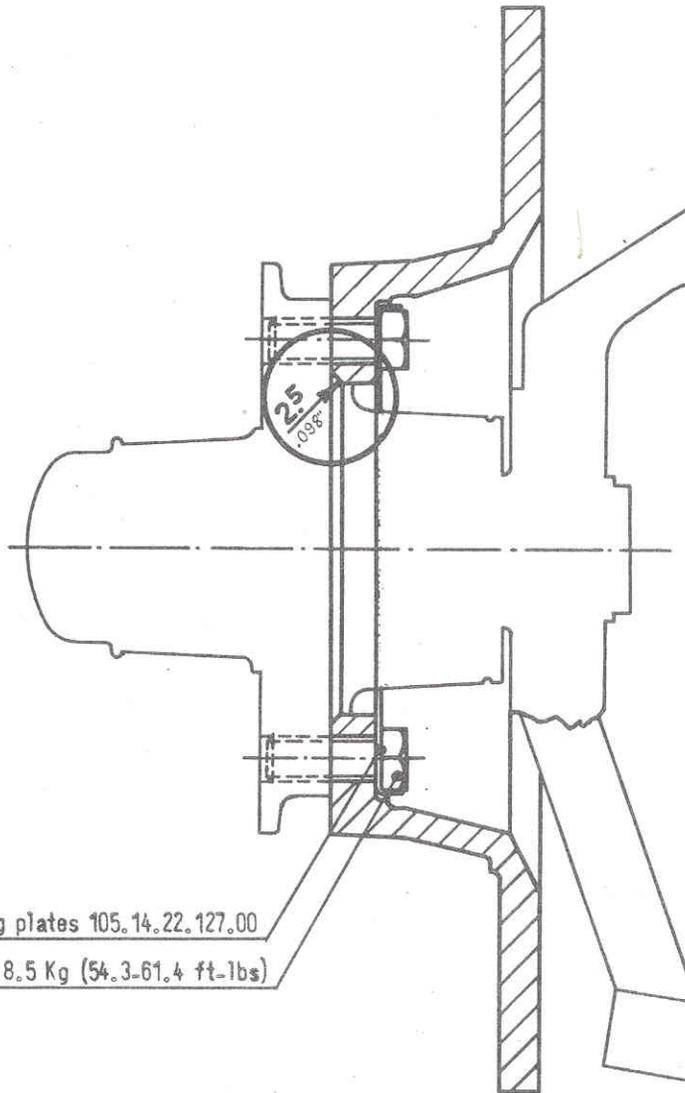
19/2/1964

SEQUENT NUMBER

1.05.035

SHEET

2/2



Locking plates 105.14.22.127.00

Tightening torque 7.5 - 8.5 Kg (54.3-61.4 ft-lbs)

TYPE OF CAR	 SERVICE DEPARTMENT	DATE
GIULIA Sprint G.T.		19/2/1964
UNIT	Improvement Bulletins	SEQUENT NUMBER
Coachwork		1.05.036
		SHEET
		1/2

Translated in June 1964

GIULIA Sprint G.T. model

FRONT ATTACHMENT OF SEAT POSITIONING RAILS

In order to avoid possible turnover of front seats on hard stops, our Service Network shall carry out the following operations for reinforcing the front attachment of seat positioning rails to the floor. (applicable only to car with chassis no. up to 600539)

Raise the car properly and proceed as follows:

- 1) Remove the front seat assemblies;
- 2) Carefully drill a 7 mm (.28") dia. hole through the front threaded pads, the half cross members and the fillet (see section A-A);
- 3) Reinstall the seats and fix the rails with bolts and washers as shown in section A-A;
- 4) Apply the reinforcing plate P.N. 105.02.51.292.00 and the washer P.N. 105.02.51.234.00 as shown in section B - B; then install the bolt and lock the stop nut in place.

Parts required:

Description	Qty	Part number
Washer	4	105.02.51.234.00
Reinforcing plate	2	105.02.51.292.00
Bolt, 6 MA x 55 mm, 80 to 100 Kg/mm ² (113.800 to 142.200 psi) U.T.S.	2	Std 2100.02592
Bolt, 6 MA x 70 mm, 80 to 100 Kg/mm ² (113.800 to 142.200 psi) U.T.S.	2	Std 2100.02595
Nut, 6 MA, 80 to 100 Kg/mm ² (113.800 to 142.200 psi) U.T.S.	4	Std 2120.20042
Stopnut, for 6 MA bolts	4	Std 2120.20231

Time required: 100 centesimal minutes.

A warranty claim, in which this sheet must be referred to, should be issued to settle this action administratively.

TYPE OF CAR

GIULIA Sprint G.T.

UNIT

Coachwork

Alfa Romeo

SERVICE DEPARTMENT

Improvement Bulletins

DATE

19/2/1964

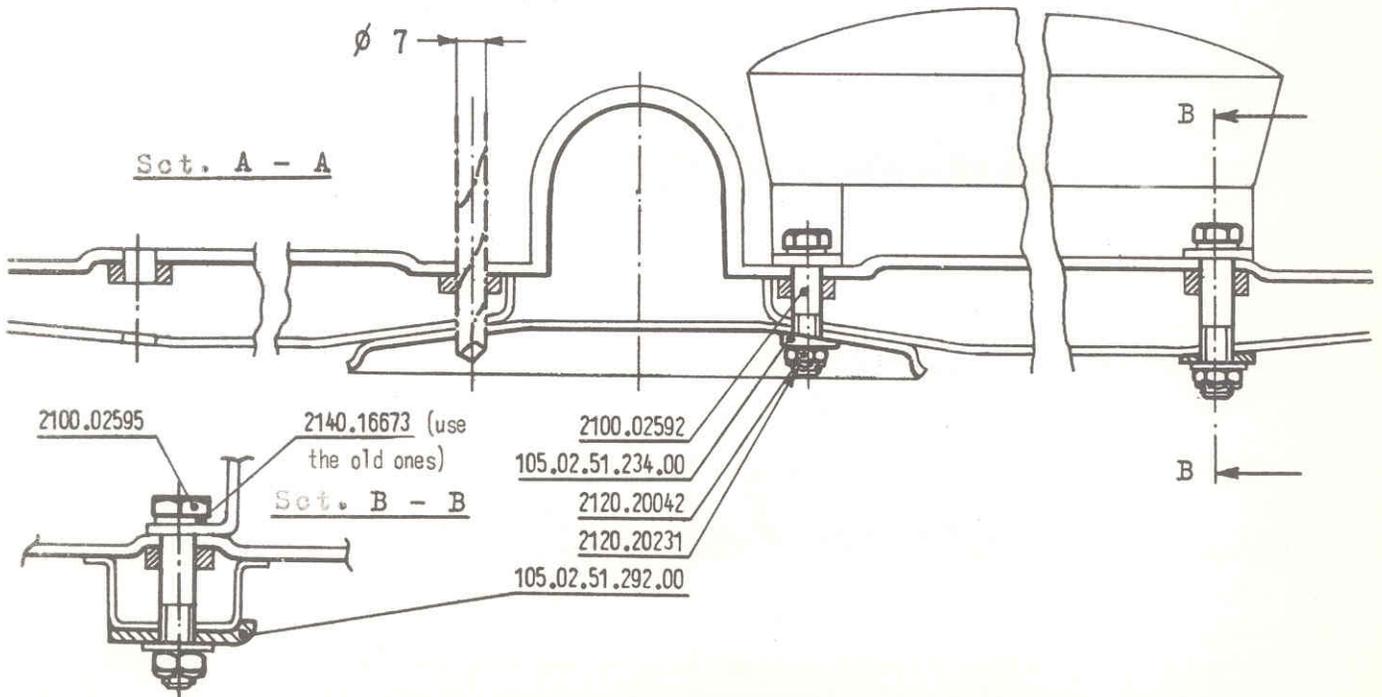
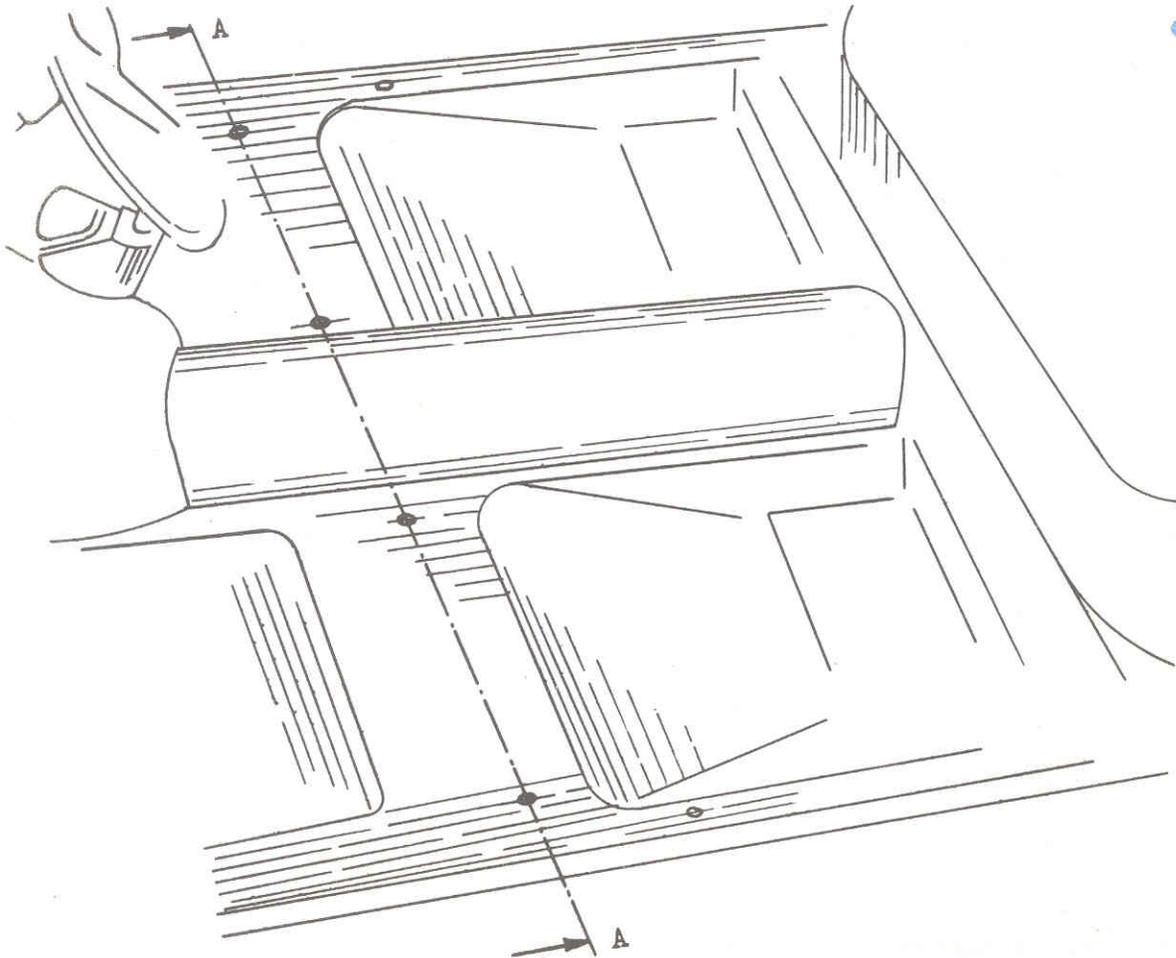
SEQUENT NUMBER

1.05.036

SHEET

2/2

OCT 19 1964



TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA T.I. Super		3/2/964
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Wheel & Tire		1.05.037
		SHEET
		1/1

Translated in April 1964

GIULIA T.I. SUPER

TIRE INFLATION PRESSURE

The inflation pressure specifications for tires of the above mentioned model are the following:

- For speeds over 185 Km/h (115 mph) up to 205 Km/h (127 mph) the latter attained only for short periods:

with minimum load
with full load

Front		Rear	
Kg/cm ²	psi	Kg/cm ²	psi
2.0	28.4	2.0	28.4
2.2	31.2	2.2	31.2

- For speeds over 185 Km/h up to 205 Km/h maintained almost constantly:

with minimum load
with full load

Front		Rear	
Kg/cm ²	psi	Kg/cm ²	psi
2.2	31.2	2.2	31.2
2.4	34.1	2.4	34.1

- For contests in course like Nürburgring:

Front		Rear	
Kg/cm ²	psi	Kg/cm ²	psi
2.2	31.2	2.2	31.2

- For contests in course like Monza:

Front		Rear	
Kg/cm ²	psi	Kg/cm ²	psi
2.5	35.6	2.5	35.6

<p>TYPE OF CAR</p> <p>GIULIA T.I. Model</p>	<p><i>Alfa Romeo</i></p> <p>SERVICE DEPARTMENT</p>	<p>DATE</p> <p>20/2/1964</p>
<p>UNIT</p> <p>Fuel Feed</p>		<p>SEQUENT NUMBER</p> <p>1.05.038</p>
<p><i>Improvement Bulletins</i></p>		<p>SHEET</p> <p>1/1</p>
		<p>Translated in June 1964</p>

GIULIA T.I. Model

CHOKE AND ACCELERATOR HAND CONTROL

Our Service Network is recommended, while performing any repair work on GIULIA T.I. cars, to check that the sheaths of choke and accelerator control cables are securely fastened to the clamps at the connecting points with the control levers on dashboard. Specifically the setscrew must be tightened firmly and locked in place with the lock nut.

Looseness of choke control cable sheath in its clamp may cause an incorrect cut off of the choke itself even if the control lever is properly set in the cut-off position, thus resulting in an excessive enrichment of the mixture, engine stopping at slow running and excessive fuel consumption at low RPM.

If such a trouble exists, remove the control lever bracket, P.N. 105.00.42.035.00, from the dashboard side panel and firmly tighten the setscrew, P.N. 2100.13217, and the nut, P.N. 2120.15024, which secure the choke control cable sheath. Repeat the procedure for the setscrew and nut, with the same part numbers, securing the accelerator control cable sheath.

TYPE OF CAR GIULIA T.I. and Sprint G.T. models	 SERVICE DEPARTMENT	DATE 16/6/1964
UNIT Brakes		SEQUENT NUMBER 1.05.039/1
		SHEET 1/2

DEC 22 1964

Translated in September 1964

GIULIA T.I. and Sprint G.T. (R.H. & L.H. drive) Models
CLEANING AND BLEEDING OF DISC BRAKE HYDRAULIC SYSTEM

If troubles (excessive and resilient pedal travel, slow return of pedal, locking, etc.) take place in the brake system of the above mentioned models and the cause is presence of foreign matter or air in the hydraulic system, the whole system should be thoroughly cleaned and carefully bled.

To this end, follow the instructions given below:

- 1) First bleed the system from rear slave cylinders and from front calipers in order to cause foreign matter that may have been collected at the end of pipes, to be ejected.
- 2) Drain off all fluid from pipes by pumping the brake pedal constantly.
- 3) Remove the gearbox cross-member and detach the master cylinder.
- 4) Fit a new clean master cylinder obtained from the nearest Alfa Romeo Distributor or Associate Company (the new master cylinder is marked with a blue-painted dot), adjust the push rod projection to the distance shown in the sketch, then reinstall the gearbox cross-member.
- 5) Replace the fluid reservoir with a new clean reservoir to be supplied from the nearest Alfa Romeo Distributor (even the new reservoir is marked with a blue-painted dot).
- 6) Flush the system. To do this, repeat the bleeding procedure until 3 liters (.66 Imp Gals) (.79 U.S. Gals) of fluid has been circulated through and ejected from the system. However, the procedure must be repeated until fluid flows completely clean out of the system.

The fluid to be used for flushing is the same as that for replenishing and filling up, i.e. Castrol Girling Brake Fluid Amber.

 This I.S. cancels and replaces
 the I.S. 1.05.039 dated 28/2/1964

<p>TYPE OF CAR</p> <p>GIULIA T.I. and Sprint G.T. models</p>	<p style="text-align: center;"><i>Alfa Romeo</i></p> <p style="text-align: center;">SERVICE DEPARTMENT</p>	<p>DATE</p> <p>16/6/1964</p>
<p>UNIT</p> <p>Brakes</p>		<p>SEQUENT NUMBER</p> <p>1.05.039/1</p>
		<p>SHEET</p> <p>2/2</p>

Improvement Bulletins

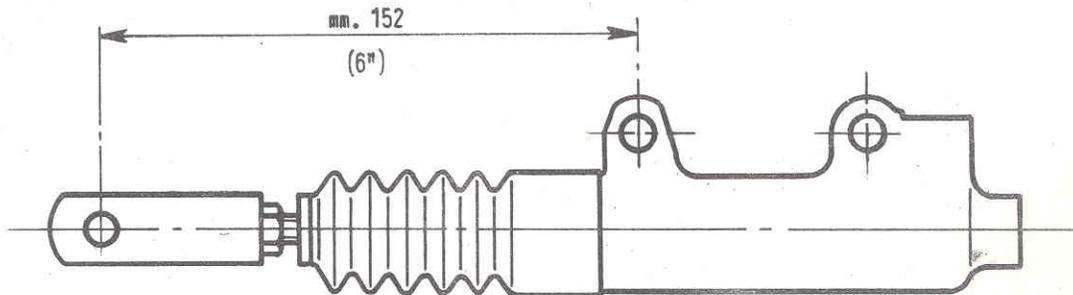
The fluid collected from a flushed system must never be reused as it contains impurities and is contaminated by exposure to air.

- 7) When the flushing is over, carry out this final bleeding procedure: first bleed the brake servo through the screw on power brake cylinder end: to do so, free the vacuum unit from the attachment points and hold the end of cylinder upward so as to allow the air bubbles to gather in the bleed area more easily.

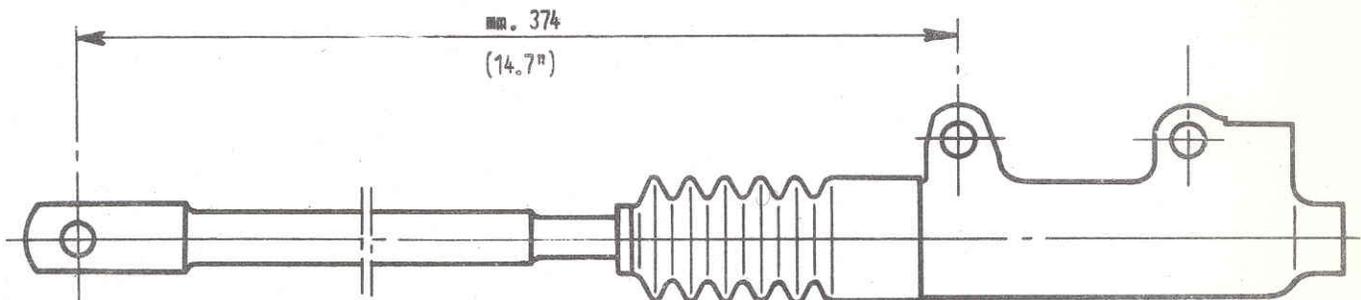
Time required to carry out the above mentioned procedures:

250 centesimal minutes

GIULIA T.I. & Sprint G.T. - L.H. drive



GIULIA T.I. & Sprint G.T. - R.H. drive



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA S.S.		28/2/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Wheels & Tires		1.05.040
		SHEET
		1/1

Translated in May 1964

GIULIA S.S.

MICHELIN 155 x 15 XA TIRE INFLATION PRESSURE

The inflation pressure specifications for Michelin XA tires are as listed in the table below according to the various riding conditions.

	Front	Rear
- Speed up to 160 Km/h (100 mph)	1.6 Kg/cm ² (22.7 psi)	1.8 Kg/cm ² (25.6 psi)
- Over 160 Km/h with short peaks	1.8 Kg/cm ² (25.6 psi)	2.1 Kg/cm ² (29.8 psi)
- On highways with max. continuous speed	1.9 Kg/cm ² (27 psi)	2.3 Kg/cm ² (32.6 psi)
- On track	2.3 Kg/cm ² (32.6 psi)	2.6 Kg/cm ² (36.9 psi)

10/26/64

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA all models		16/4/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel Feed		1.05.041
		SHEET
		1/1

Translated in July 1964

GIULIA T.I., Sprint & Spider

SECURING THE HOSE FROM FUEL PUMP TO CARBURETOR

OCT 26 1964

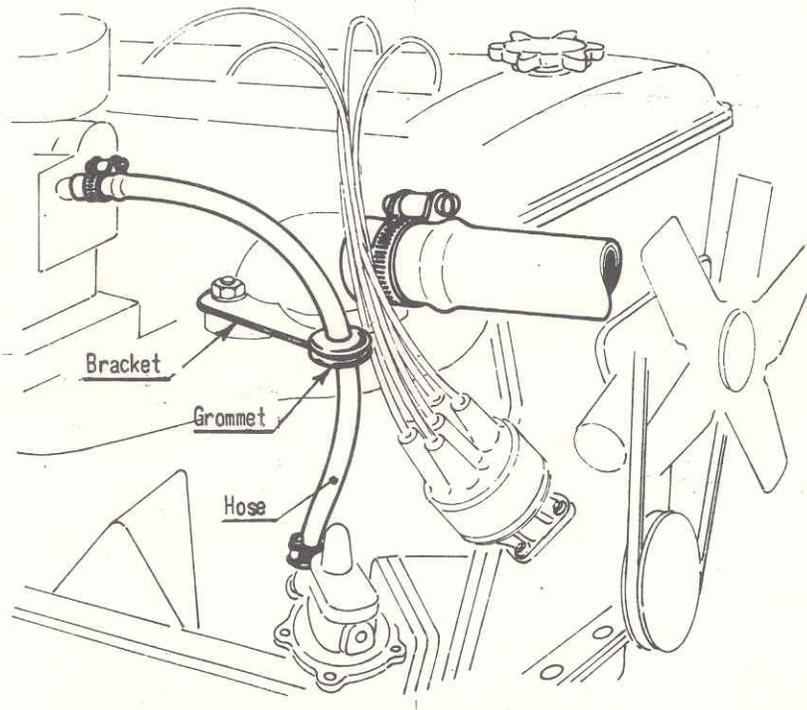
In order to prevent the hose, which delivers fuel from pump to carburetor, from rubbing against the engine-to-radiator water duct a modification, consisting in the installation of the parts listed in the table below, has been introduced in series production.

When performing any repair work on cars already in circulation, it is recommended to check the pre-mod. clamps for tightness and the pump-to-carburetor hose for proper clearance from the water duct.

The old snap-type clamps should be replaced with the new screw-type clamps.

Parts required:

Description	P.N.	Qty
Bracket	105.00.04.810.00	1
Grommet	101.00.04.809.00	1
Hose - 440 mm (17.3") long	105.00.04.811.00	1



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I. & G.T. Models		16/4/1964
UNIT		SEQUENT NUMBER
Coachwork	<i>Information Sheet</i>	1.05.042
		SHEET
		1/1

Translated in July 1964

GIULIA T.I. & G.T. Models

FRONT SEATS

OCT 26 1964

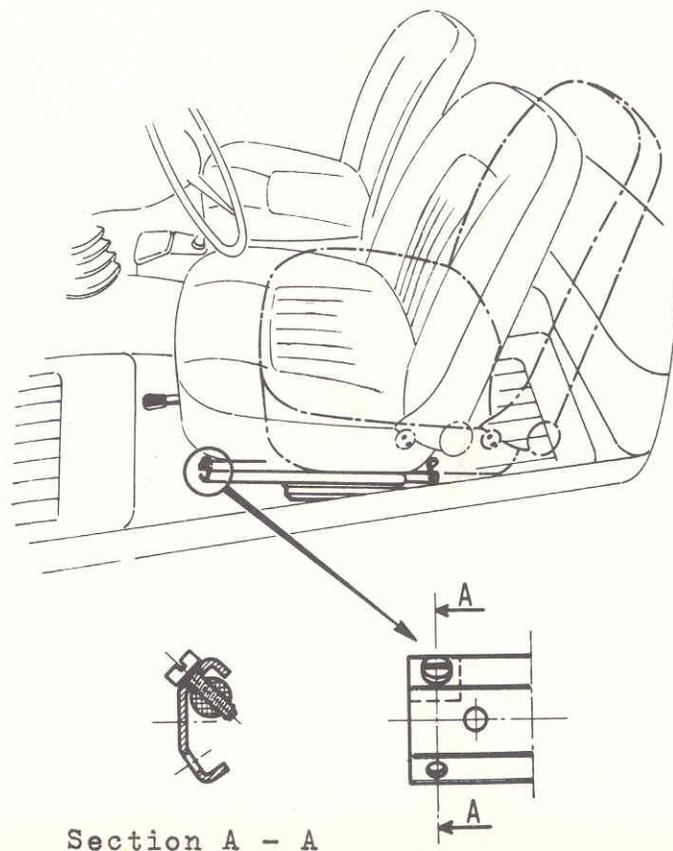
Our Service Network is informed that in cases where a full backward positioning of front seats is requested, proceed as follows :

- 1) Move the seat all the way forward;
- 2) With a screwdriver loosen and remove the screw and the limit stop in the left-hand slider (see section A-A).

Warning

On some Giulia T.I. the limit stop has been fitted in the lower hole shown in the section A-A.

If this is the case, it is necessary to detach or pull apart the side skirt of seat trim.



Section A - A

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 16/4/1964
GIULIA T.I.		SEQUENT NUMBER 1.05.043
UNIT	<i>Information Sheet</i>	SHEET 1/2
Coackwork		

Translated in September 1964

DEC 22 1964

GIULIA T.I. Model

D A S H B O A R D

NOISE DUE TO SLACKENING OF UPPER FASTENING SCREW

Our Service Network is informed that, if complaints are put in by Clients, the instructions given below should be followed to remedy the trouble.

- 1) Detach the finishing panels (6, fig. 2) at the side of dashboard by loosening the fastening screws.
- 2) Loosen and withdraw the screws which secure choke and accelerator levers (7, fig. 1) to side panel.
- 3) Loosen and withdraw the screw (8, section B-B) which secures the heater controls (9, fig. 1) to dashboard.
- 4) Remove the rubber plugs (10, section A-A) from the top of dashboard.
- 5) Remove the three fastening screws (5, section A-A).
- 6) Loosen the screws (11, fig. 3) which secure the dashboard to side panels and move the dashboard backwards until access to the brackets (12, fig. 4) is gained.
- 7) Apply the washers, P.N. 101.11.56.200.00 (fig.4); the washers must be attached with a cement suitable for bonding foam rubber or rubber parts with sheet metal (e.g. BOSTON 1295 SB or MINNESOTA EC 870 cement).
- 8) Reassemble in reverse order of disassembly.

Parts required: 3 washers 101.11.56.200.00

TYPE OF CAR

Alfa Romeo

DATE
16/4/1964

GIULIA T.I.

DIREZIONE ASSISTENZA

SEQUENT NUMBER

1.05.043

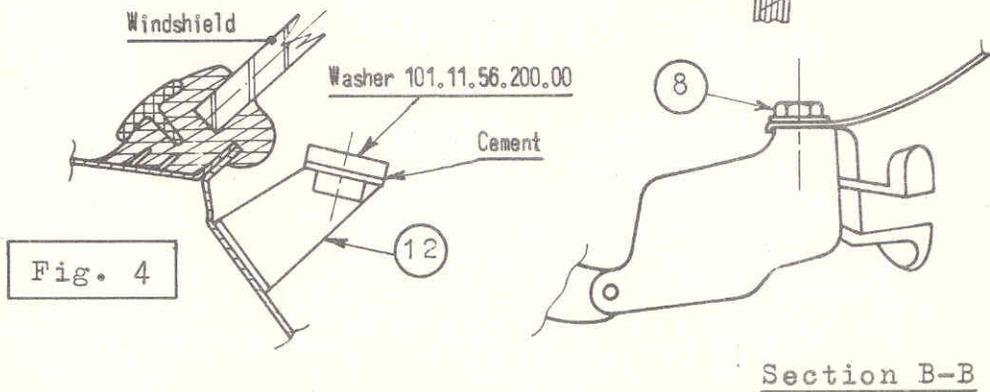
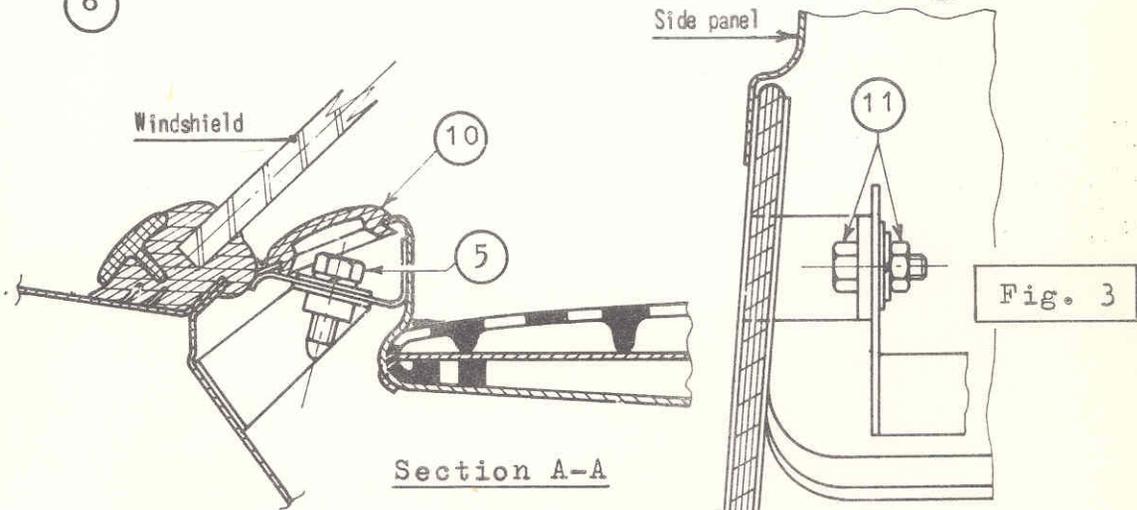
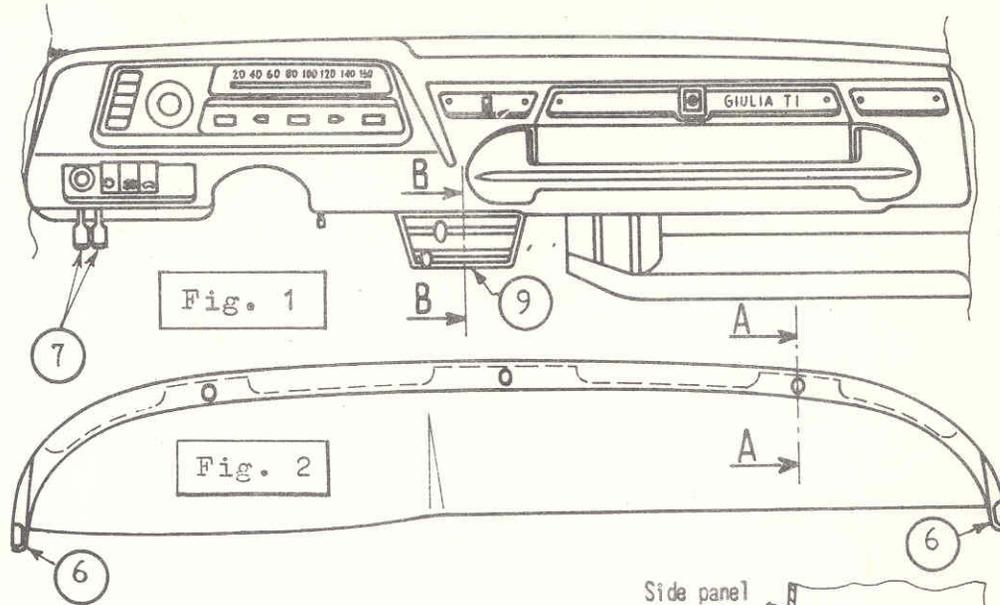
UNIT

Information Sheet

SHEET

Coackwork

DEC 22 1964



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 21/5/1964
GIULIA Sprint G.T. model		SEQUENT NUMBER 1.05.044
UNIT	<i>Information Sheet</i>	SHEET 1/1
Coachwork		

Translated in October 1964

DEC 22 1964

GIULIA Sprint G.T. model

D O O R H A N D L E

Our Service Network is informed that, on request and to customer's account, it is possible to replace the door handles now installed with modified ones which bear the following PNs

105.02.55.085.01 left-hand

105.02.55.086.01 right-hand

Order No.

105.02.55.085.01 left-hand handle

105.02.55.086.01 right-hand handle

Time required for the replacement of both handles:

100 centesimal minutes

TYPE OF CAR GIULIA T.I. Sprint & Spider model	 DIREZIONE ASSISTENZA	DATE 21/5/1964
UNIT Fuel Feed	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.045
		SHEET 1/1

Translated in July 1964

GIULIA T.I., Sprint & Spider Models

SOLEX CARBURETOR

Special attention should be given to the tightening with torque wrench of the jet carriers fitted on Solex carburetors.

The specified tightening torque is:

1 Kgm (7.2 ft.lbs.)

Therefore, when performing any inspection or repair work on the above mentioned cars, it is recommended to check for proper tightness and to retighten if necessary to the specified torque; also replace the seal if not in good order.

W A R N I N G

The carburetors checked at the factory are marked by a black dot painted on the jet carrier of 1st barrel.

TYPE OF CAR GIULIA T.I. model	 DIREZIONE ASSISTENZA	DATE 21/5/1964
UNIT Clutch		SEQUENT NUMBER 1.05.046
<i>Information Sheet</i>		SHEET 1/1

Translated in October 1964

DEC 22 1964
DEC 22 1964

GIULIA T.I. model

CLUTCH FLEXIBLE CONTROL CABLE

In the events where the clutch jerks when the reverse gear is engaged, the trouble can be remedied by replacing the clutch control tie-rod with a flexible cable P.N. 105.14.44.031.00.

Also this cable allows to reduce noise in some cases.

Order no. 105.14.44.031.00

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 22/5/1964
GIULIA Sprint G.T. Model		SEQUENT NUMBER 1.05.047
UNIT	<i>Information Sheet</i>	SHEET 1/1
Coachwork		

Translated in July 1964

GIULIA Sprint G.T. Model

DOOR LOCK

DWT 20 53

The GIULIA Sprint G.T. Model features the same type of door locks as the GIULIA T.l.: particularly the lock has two fastening positions:

- 1st position = normal fastening
- 2nd position = safety fastening

The second fastening position ensures the closure of the door if the first fastening should disengage accidentally. In this way full security is provided against opening while riding.

A) Opening from inside

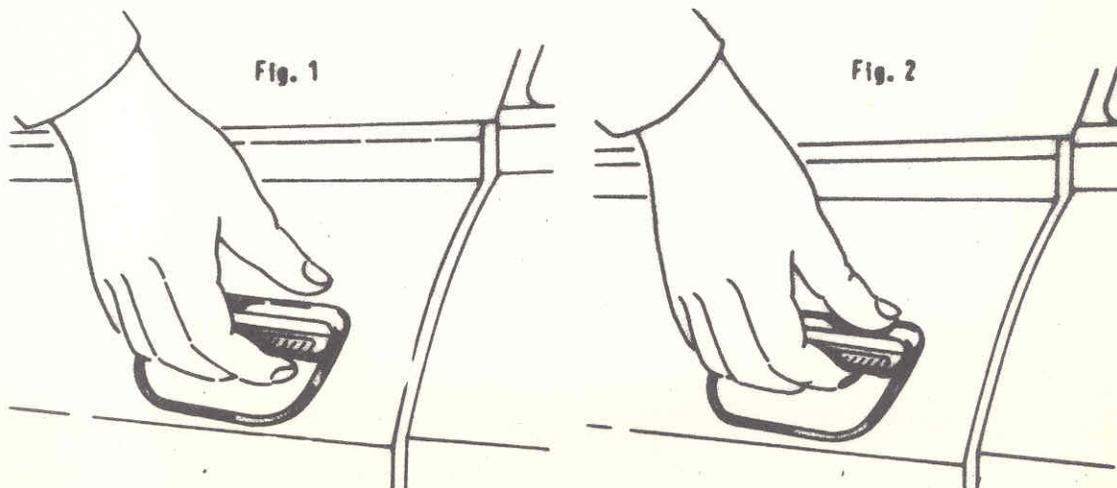
- 1° - Raise the remote control lever without pushing on the door with the arm or the shoulder as this does not facilitate opening.
- 2° - When the lock is released, then push with the arm or the shoulder in order to open the door.

B) Opening from outside

- 1° - Raise the handle upward, ref. to fig. 1, avoiding any pulling action.
- 2° - When the lock is released, ref. to fig. 2, then open the door.

NOTE

If the door should remain in the safety position, 2nd fastening, while opening or closing, it is enough to raise the handle upward without exerting at the same time any action tending to open the door.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 22/5/1964
GIULIA TI and TI R.H.D.		SEQUENT NUMBER 1.05.048
UNIT	<i>Information Sheet</i>	SHEET 1/2
Electrical accessories		

Translated in September 1964

GIULIA T.I. and T.I. R.H.D.

MAGNETI MARELLI WINDSHIELD WIPER: WIPE AREA

Complaints have been received because, on some cars, the area affected by the wipers is not sufficiently wide; in order to remedy this deficiency on cars equipped with Magneti Marelli Windshield Wipers, it is enough to replace the bellcrank shown in fig. 3, with another one having a longer arm so as to increase the sweeping angle of wipers.

Proceed as follows:

- 1°) Withdraw the cap nuts and remove the wiper arms; unscrew the nuts, slide out the washers and remove the grille at the bottom of windshield (see fig. 1).
- 2°) Remove the rubber cap from the bellcrank, take out the retainer rings which fasten the links and then remove the pre-mod. bellcrank (see fig. 2).
- 3°) Install the new bellcrank P.N. 105.00.65.065.05 in the correct position (see fig. 3) then refit the links and the retainer rings.
- 4°) Adjust the length of links, if required, in accordance with the dimensions given in the sketch of fig. 4.
- 5°) On completion of the above instructions, reassemble the grille and the wiper arms.

Order No.

Bellcrank 105.00.65.065.05

Time required: 100 centesimal minutes

TYPE OF CAR

Alfa Romeo

DATE

22/5/1964

GIULIA T1 and T1 R.H.D.

DIREZIONE ASSISTENZA

SEQUENT NUMBER

1.05.048

UNIT

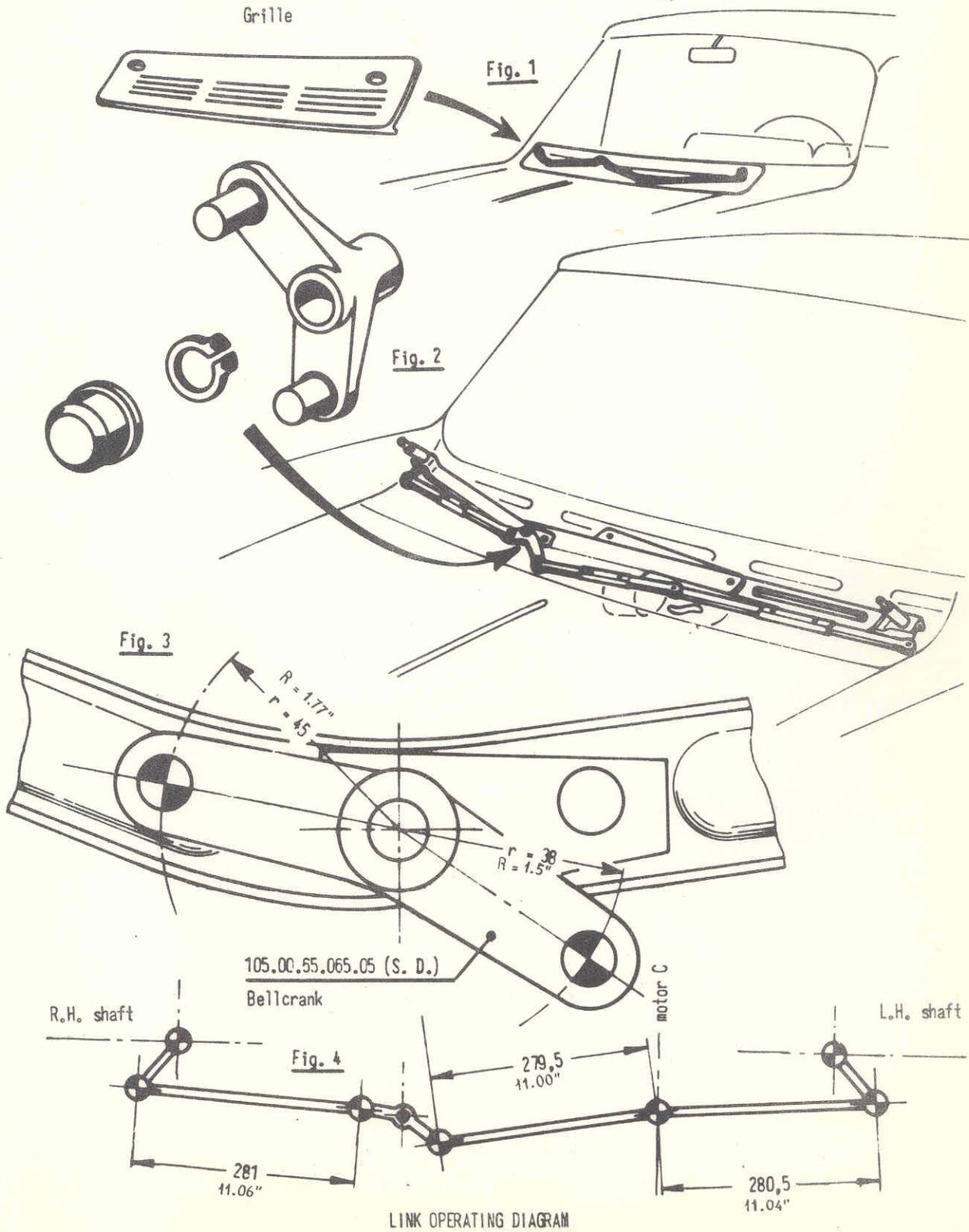
Information Sheet

SHEET

Electrical accessories

2/2

DEC 22 1964



TYPE OF CAR GIULIA TI - TI Super and Sprint GT GIULIA 1300	 DIREZIONE ASSISTENZA	DATE 12/10/964
UNIT Lubrication		SEQUENT NUMBER 1.05.049/1
<i>Information Sheet</i>		SHEET 1/1

Translated in November 1964

GIULIA TI - TI Super - Sprint GT and GIULIA 1300 models

O I L L E V E L

11-22/65

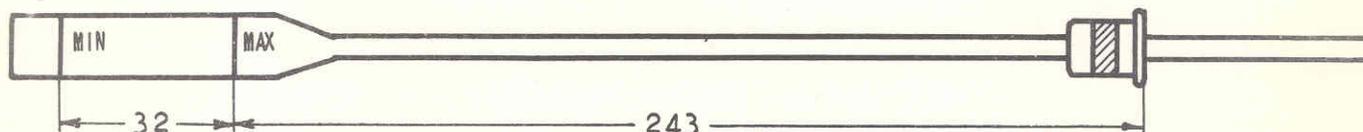
The quantity of lubricating oil in the sump for the above mentioned models has been reduced to 4.2 Kg (4.15 qts G.B.) (5 qts U.S.); the position of maximum level mark on the dipstick has been consequently brought to 243 mm (9.55") from the abutment flange as shown in the figure below.

It is advisable to introduce the same modification in the engines of already released cars especially when excessive oil consumption is experienced.

When replenishing or changing the oil at the scheduled distances keep in mind the following, according to whether the pre-mod. or post-mod. dipstick is fitted:

- pre-mod. dipstick, with minimum and maximum level marks 42 mm (1.65") apart:
it must be recommended not to exceed a line 10 mm (.4") below the maximum;
- post-mod. dipstick, with minimum and maximum level 32 mm (1.26") apart:
it must be recommended neither to exceed the maximum level nor to stay too much below.

However in the event both oil and oil filter element are changed, the total amount of oil to be added is 5 Kgs (4.95 qts GB) (5.95 qts US).



W A R N I N G

The oil level must be checked by pushing the dipstick in until the abutment comes in firm contact, with the car level and at least 5 minutes after the engine is stopped or, even better, with cold engine.

This I.S. cancels and replaces the I.S. 1.05.049 dated 25/5/1964

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I. Sprint G.T. Models		23/7/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Ignition		1.05.050
		SHEET
		1/1

Translated in July 1964

OCT 26 1964

GIULIA T.I. & Sprint G.T. Models

S P A R K P L U G S

In the case the specified spark plugs "Golden Lodge HF-2HL" were not available on the market, the use of Bosch plugs on the engine of Giulia T.I. and Sprint G.T. models is allowed as an exception.

Plug specifications:

<p>BOSCH W 240 T 28</p> <p>Gap: .55 - .60 mm (.022 - .024 in.)</p>
--

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA T.I. model		9/6/964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.05.051
		SHEET
		1/1

DEC 22 1964

Translated in October 1964

GIULIA T.I. model

FLYWHEEL ATTACHMENT

Our Service Network is informed that the screws securing the flywheel of above mentioned cars have recently been modified to get a better fastening of the flywheel itself.

Therefore, while performing repair works on the flywheel, replace the pre-mod. screws and safety plates with the new ones.

The post-mod. screws have an hex. head size of 17 mm (11/16") instead of 14 mm (9/16").

The new parts to be ordered are:

Description	Part number	Quantity
Screw, flywheel securing	105.00.02.403.04	8
Safety plates	105.00.02.402.01	4

The pre-mod. screws, P.N. 105.00.02.403.01, and the safety plates, P.N. 1315.14.002 on hand in your stock should be discarded in order to avoid using them even accidentally.

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA T.I. Model		16/6/1964
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Coachwork		1.05.052
		SHEET
		1/2

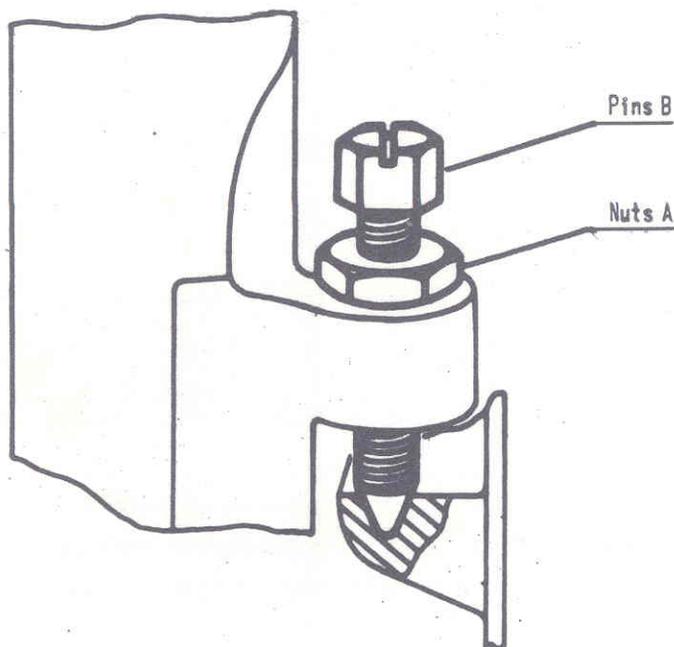
Translated in October 1964

GIULIA T.I. Model
SETTING THE DOOR CLOSURE

11/25/64

In order to remedy noise, rattle and difficult or false closure of doors, we suggest adding the following to the checks described in the Information Sheet 1.05.009 on page 3 and in the DIASS Public.No.889.

1. Adjustment of door hinges to be performed as instructed below and before setting the strikers.
 - 1.1 Loosen the upper and lower nuts (A).
 - 1.2 Take up possible play by tightening the hinge pins (B) at the same time making sure the doors are properly aligned.
 - 1.3 Swing the door to check for a slight binding on hinge pins; hold the hinge pin stationary with a screwdriver and lock the nuts.



TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE 16/6/1964
GIULIA T.1. Model		SEQUENT NUMBER 1.05.052
UNIT	<i>Sheet of Information</i>	SHEET 2/2
Coachwork		

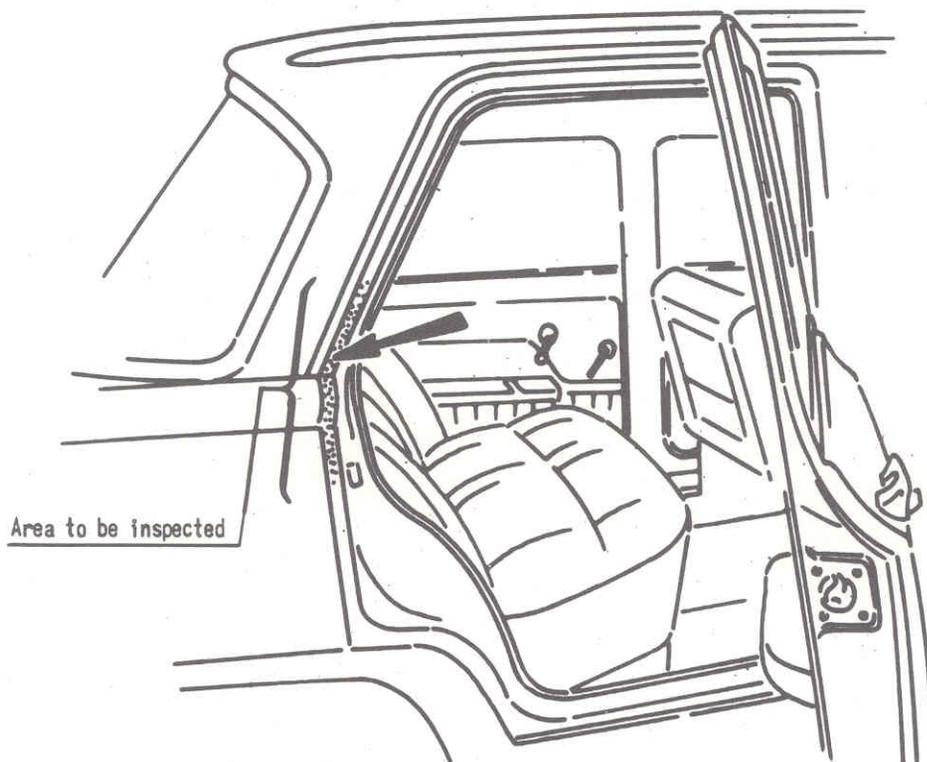
2. Make sure that, when the rear doors are shut, there is an even clearance of at least 3 mm (1/8") between the edge of the door and the body in the area shown in the illustration.

To do this, apply a layer of glazing putty to the edge to be checked, shut the door and then measure the "thickness" of putty.

Where the thickness is less than 3 mm (1/8"), scrape the tin layer from the affected spots in the area shown by the arrow.

If this does not remedy the trouble, it is possible to form the door edge which bears the weatherstrip.

Since the above mentioned operations are particularly important and critical, it is advisable to entrust them to skilled mechanics.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA G.T. Model		16/6/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.053
		SHEET
		1/1

Translated in August 1964

DEC 22 1964

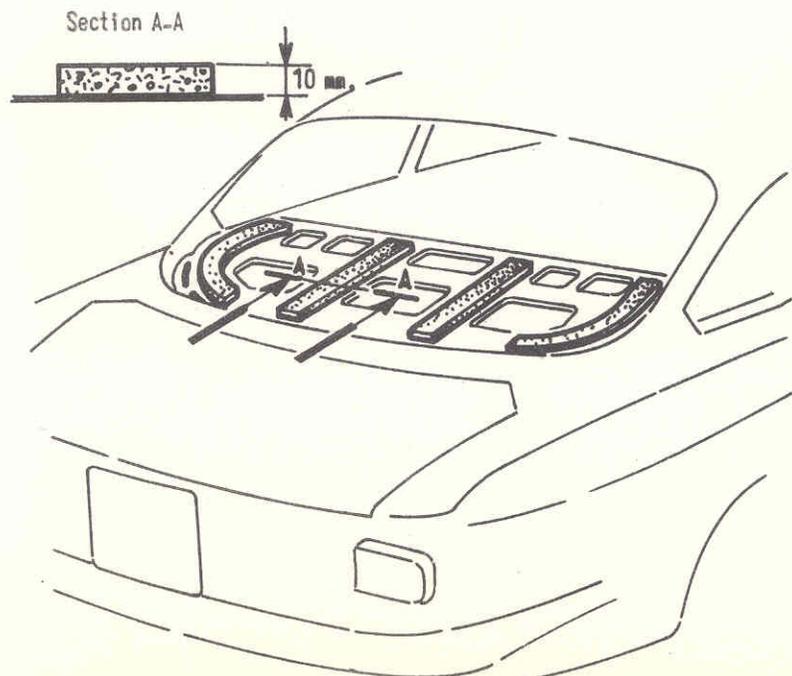
GIULIA G.T. Model
NOISE FROM REAR SEAT BACK SHELF

Our Service Network is informed that, if there are complaints from clients for noise from rear seat back shelf, the trouble should be remedied as follows:

- 1) - Remove the rear seat back.
- 2) - Detach with care the imitation leather from the shelf panel and loosen the 3 drive screws. Remove the shelf panel.
- 3) - Place the padding strips (expanded polyester), P.N. 105.02.62.283.00 at the sides of the shelf panel as shown; overlap the strips P.N. 105.02.62.281.00 to the central strips already stuck to the panel in order to increase the padding thickness. Use cement A.R. Std. 3521.00004 or equivalent (e.g. Boston 1295 S.B. - Minnesota Ec. 870) to glue all over.
- 4) - On completion of above procedure, refit the shelf panel and the seat back in reverse order of removal.

ORDER NOS.	
105.02.62.281.00	qty: 4 if 5 mm (.2") thick qty: 2 if 10 mm (.4") thick
105.02.62.283.00	qty: 4 if 5 mm (.2") thick qty: 2 if 10 mm (.4") thick

TIME REQUIRED PER CAR
125 centesimal minutes



TYPE OF CAR	<h1 style="font-family: cursive;">Alfa Romeo</h1> <p>DIREZIONE ASSISTENZA</p> <h2 style="font-family: cursive;">Information Sheet</h2>	DATE
GIULIA T.I.		16/6/1964
UNIT		SEQUENT NUMBER
Electric system		1.05.054
		SHEET
		1/1

Translated in July 1964

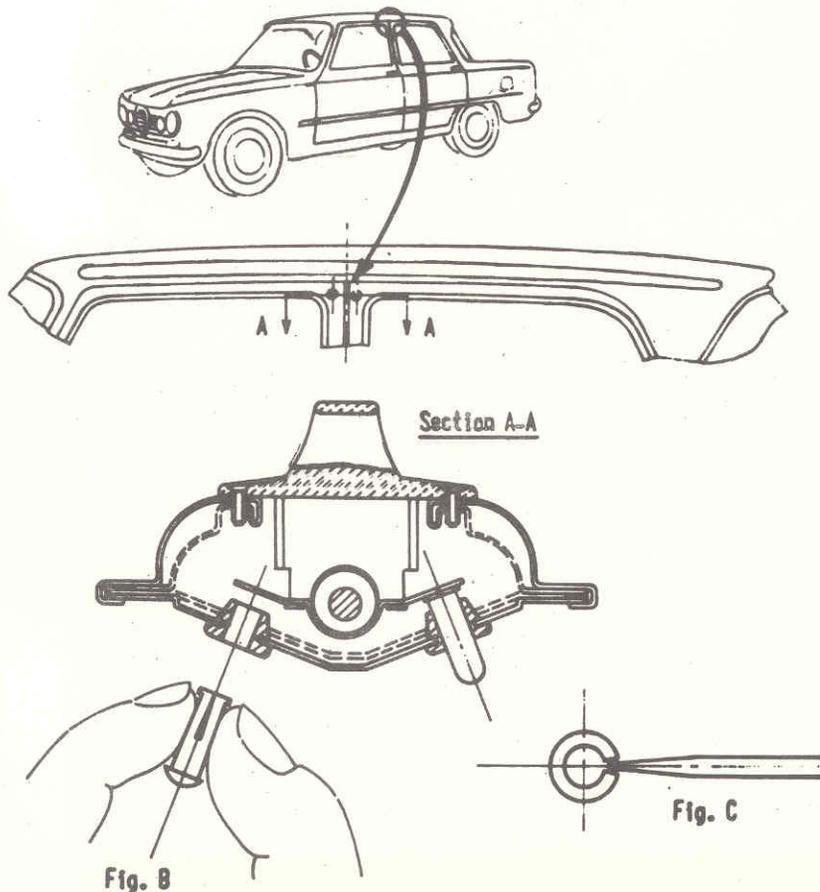
OCT 26 1964

GIULIA T.I. Model

CEILING LIGHT SWITCH: DOOR OPERATED PUSH BUTTONS ON CENTRAL POSTS

In the case of faulty operation of above mentioned push buttons, replace them with buttons of new design (P.N. 105.00.65.320.03).

- 1°) With the greatest care insert a screwdriver between the edge of the bushing and the post in order to withdraw the bushing and the push button.
- 2°) Free the bushing from the old push button and reinstall the bushing in its seat as shown in section A-A, by tapping with a rubber mallet.
- 3°) Insert the new push button (P.N. 105.00.65.320.03) into the bushing by squeezing the slot as shown in fig. B and at the same time enlarging the cut in the bushing with a screwdriver as shown in fig. C.



TYPE OF CAR

GIULIA T.I. model

UNIT

Rear axle

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE
25/5/1965

SEQUENT NUMBER
1.05.055/1

SHEET
1/1

Translated in December 1965

GIULIA T.I.

SUPPRESSION OF RATTLING FROM REAR WHEEL BEARINGS
FOR EXCESSIVE END PLAY

W A R N I N G : applicable to shoe-brake cars only.

If rattling from rear wheel bearings due to excessive end play is experienced on GIULIA TI model, it is advisable to insert shims as required between the bearing and the seat into the rear axle as shown.

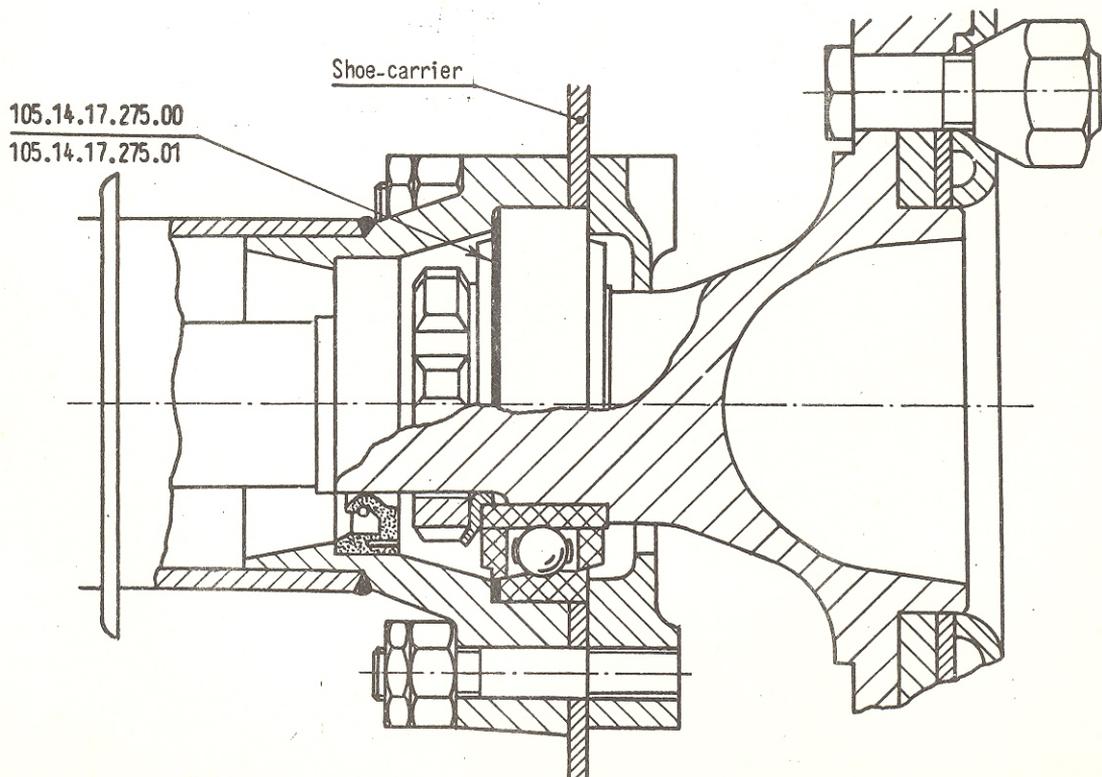
Shim order No.:

105.14.17.275.00

105.14.17.275.01

Time required:

350 centesimal minutes (each car)



TYPE OF CAR	 SERVICE DEPARTMENT	DATE 3/9/964
GIULIA models		SEQUENT NUMBER 1.05.056
UNIT	<i>Sheet of Information</i>	SHEET 1/1
Front suspension		

Translated in October 1964

GIULIA models

FRONT SUSPENSION

Our Service Network is reminded that the ball joints of the front suspension installed on GIULIA models requires no regular lubrication as they are of special construction.

The grease fitting has a precautonal purpose only; in fact, **exceptionally** and only in the event that squeak should be experienced in the ball joint, the joint can be repacked with grease:

SHELL RETINAX A

However, before repacking check the joint protection cover for sound conditions.

The breakage of the rubber cover would cause the failure of the joint as, if it has been operating with no grease, the working surfaces could be damaged; in this case the joint must be replaced with a new one.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Sprint G.T.		26/6/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Cooling system		1.05.057
		SHEET
		1/1

Translated in October 1964

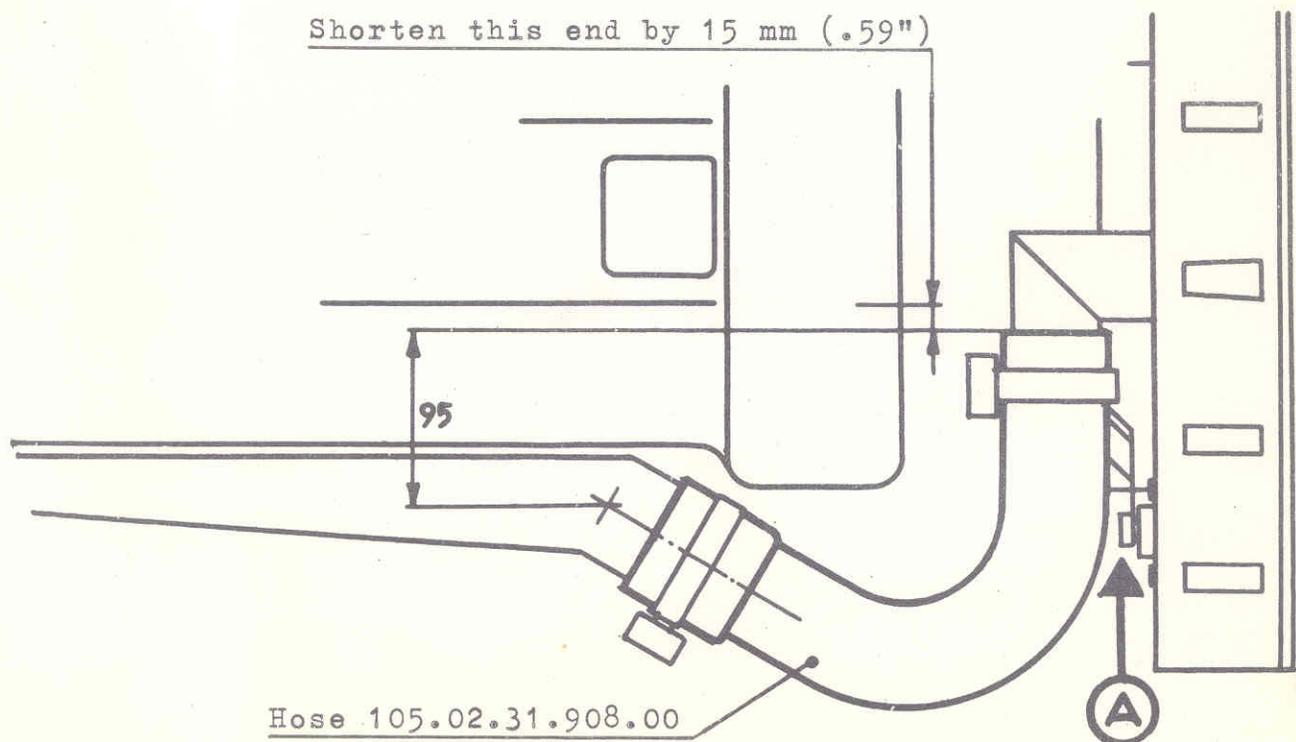
GIULIA Sprint G.T.

HOSE CONNECTING THE INTAKE MANIFOLD TO RADIATOR

In order to prevent that one of the screws which secure the fan shroud to radiator (arrows A in the illustration below) interferes with the above mentioned hose, it is recommended to:

- 1°) Check the position of the hose on all cars entrusted to you for whatever service.
- 2°) Accomplish the following operations on cars where the possibility of screw and hose affecting each other exists:
 - slacken the clamp and disconnect the hose from elbow;
 - shorten the free end by 15 mm (.59");
 - put the hose on elbow and retighten the clamp;
 - mark the shortened end with a noticeable dash painted in green to avoid further modification.

Time required: 10 centesimal minutes



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Sprint G.T.		7/7/964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.058
		SHEET
		1/1

Translated in October 1964

GIULIA Sprint G.T.

WARPING OF DOOR WEATHERSTRIPS

If door weatherstrips are warped, the fault can be remedied by drilling 5 holes 2 mm (5/64") in diameter at the position shown in figure 1.

To drill properly the holes squeeze the weatherstrip by hand as shown in figure 2 and use scissors and a drift.

The purpose of the holes is to provide a vent for the air and to allow the weatherstrips to resume their original shape when unloaded.

Time require for drilling:

50 centesimal minutes.

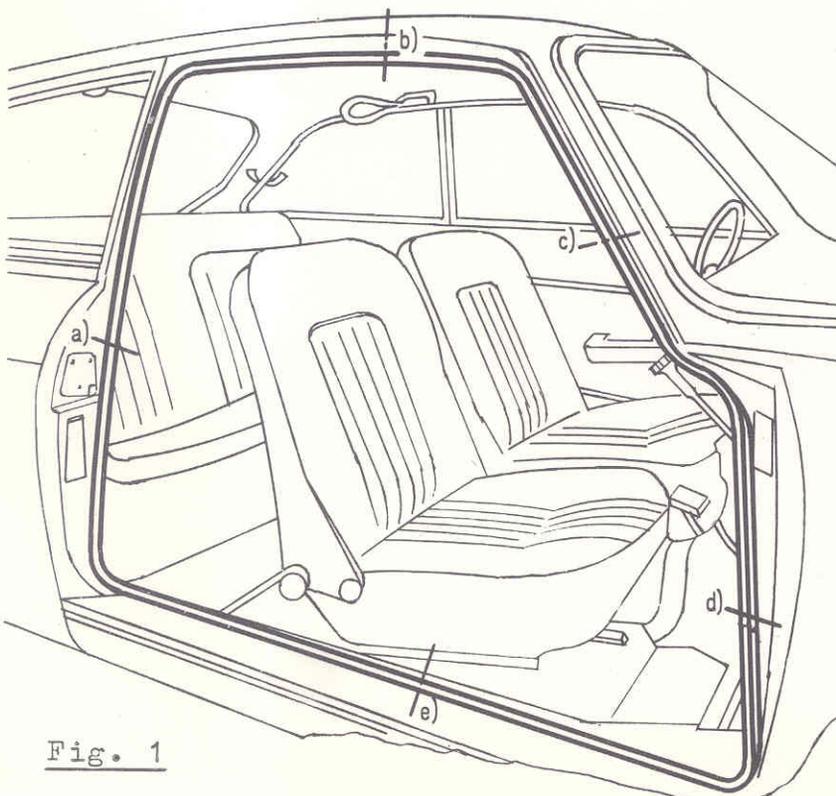


Fig. 1

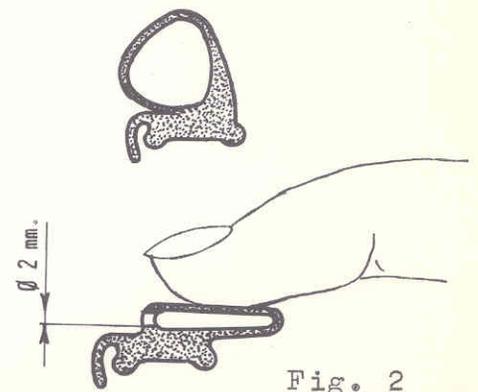


Fig. 2

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 19/10/964
GIULIA T.I. models		SEQUENT NUMBER 1.05.059/1
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine		

Translated in May 1965

GIULIA T.I. Models

CHROMIUM-PLATED COMPRESSION RINGS

On overhauling the engine, especially when excessive oil consumption due to compression ring breakage is experienced, replace the complete set of compression rings with the new rings which are chromium plated.

The old pre-mod. compression rings must be scrapped as administratively condemned.

C A U T I O N

On reassembly, install the rings according to the word "Top" marked on them.

Order no.:

Compression ring : 105.00.02.301.05 - Post - mod.

Compression ring : 105.00.02.301.00 - Deleted

NB. - If not available as spares they can be purchased under the trade name GOETZE I.K.A.

This I.S. cancels and replaces
the I.S. 1.05.059 dated 7/7/1964

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 12/10/964
GIULIA T.I. - GIULIA 1300		SEQUENT NUMBER 1.05.060
UNIT	<i>Technical bulletin</i>	SHEET
Coachwork		1/1

Translated in April 1965

AUG 27 1965

GIULIA T.I. and GIULIA 1300 with floor mounted gearshift lever

DOOR LOCK REMOTE CONTROL

This is to inform Our Service Network that door lock remote control attachment parts, nut P.N. 105.00.55.436.01 and washer 2145.17261 have been superseded by "Palmutter" stopnuts.

W A R N I N G

It should be kept in mind that "Palmutter" stopnuts cannot be re-used as once removed, they lose their ability to lock.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
GIULIA models		SEQUENT NUMBER 1.05.061
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brake system		

Translated in April 1965

GIULIA Models

FRONT BRAKE DISK GUARD

AUG 27 1965

To protect the brake units against mud and water splashes, thus improving the braking action, suitable guards have been designed (See figure below).

When overhauling the front brake of already released cars, it is advisable to replace the existing guards with the new ones:

P.N. 105.14.22.049.00

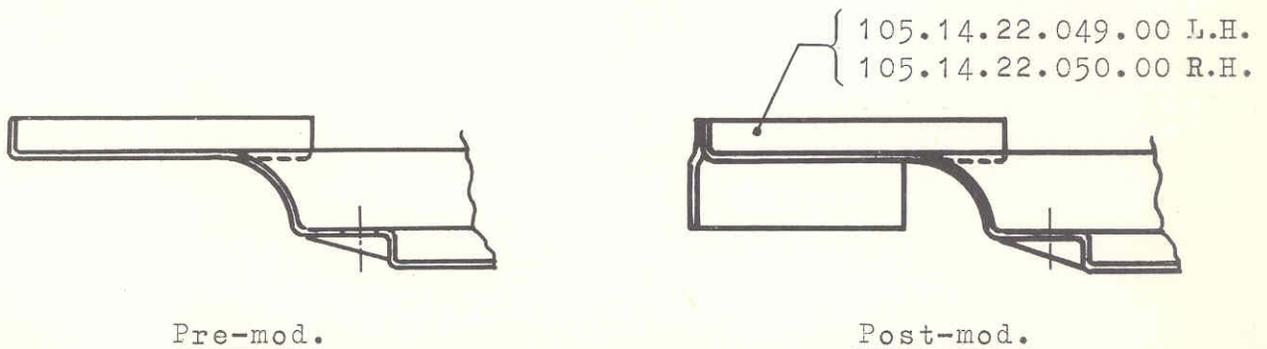
P.N. 105.14.22.050.00

Spare Parts order no.

L.H. guard. 105.14.22.049.00

R.H. guard. 105.14.22.050.00

Time required per car: 400 centesimal minutes.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 22/5/1965
GIULIA Sprint G.T. Model		SEQUENT NUMBER 1.05.062/1
UNIT	<i>Information Sheet</i>	SHEET 1/2
Chassis		

965

SEP 3

Translated in May 1965

GIULIA Sprint G.T. Model

ALIGNMENT OF CAR: FRONT AND REAR END

For a best road holding, the car should be aligned according to the dimensions given in the table below.

If there is any difference or the car shows poor road holding, it is advisable to adjust the alignment in accordance with the new specifications by replacing the pre-mod. suspension springs with the post-mod. ones, P.N. 105.02.25.510.01, having a free length of 313.5 mm (12.34").

Front end alignment specification
(Refer to I.S. 0.00.053 page 3/5)

Pre-mod. dimension A - B = 18 ± 3 mm (.709 ± .12")
Post-mod. dimension A - B = 38 ± 3 mm (1.496 ± .12")

In the case the rear end ground clearance is too low, check the rear end alignment and, if necessary, bring it within the specified limits or toward the upper value of tolerance.

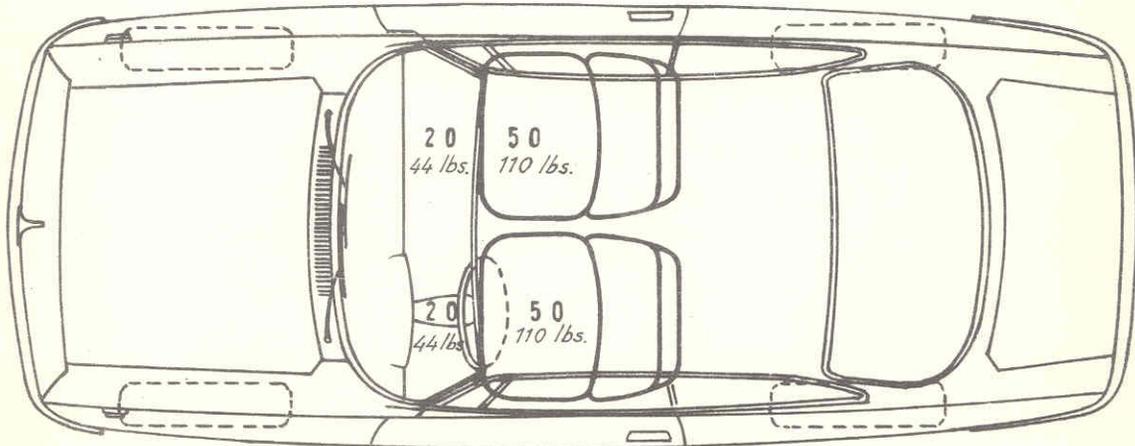
This can be done by replacing the old springs with the modified ones, P.N. 105.02.25.510.01.

Rear end alignment specification
C = 15 ± 5 mm (.591 ± .2")

Checking conditions

Car in running order, complete with tools and refillings (if necessary, compensate for lack of fuel with weights placed on the tank);
on perfectly level ground;
under the specified static load;
tires inflated to proper pressure;
shock absorbers detached at one end.

SEP 3 905



Parts required for the modification:

Front suspension spring P.N. 105.02.21.505.01 - 2 off

Rear suspension spring P.N. 105.02.25.510.01 - 2 off

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 12/10/964
GIULIA Models		SEQUENT NUMBER 1.05.063
UNIT	<i>Technical bulletin</i>	SHEET 1/2
Electric system		

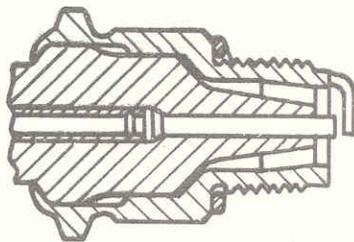
Translated in October 1965

OCT 17 1965

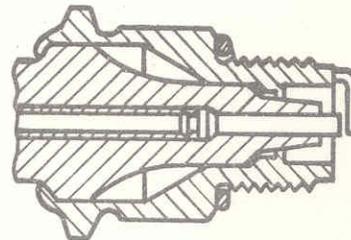
SURFACE GAP H.F. SPARK PLUGS

Since Giulia Models are now equipped with this type of spark plugs, some passages of an article from the "Automobile Engineer" dealing with this matter are quoted.

In order to keep pace with the ever increasing specific outputs of engines, the plugs became correspondingly "harder" through a shortening of the insulator nose as shown below.



Plug for a compression ratio of 7 : 1



Plug for a compression ratio of 10 : 1

Unfortunately this solution reduces the creepage path to ground and the amount of fouling the plug can stand before it misfires. As well known, during operation at idling and at slow speeds, the lower combustion chamber temperature prevent the plug from reaching its self-cleaning range, so permitting a considerable accumulation of deposits. Then, under heavier operating conditions, the high temperatures so developed only fuse this deposit to a semi-conducting glaze since it is too thick to burn off completely.

Repetition of this cycle soon reduce the insulator nose resistance.

Moreover the problem of electrode erosion remains unsolved; and it is the erosion that eventually determines the plug life.

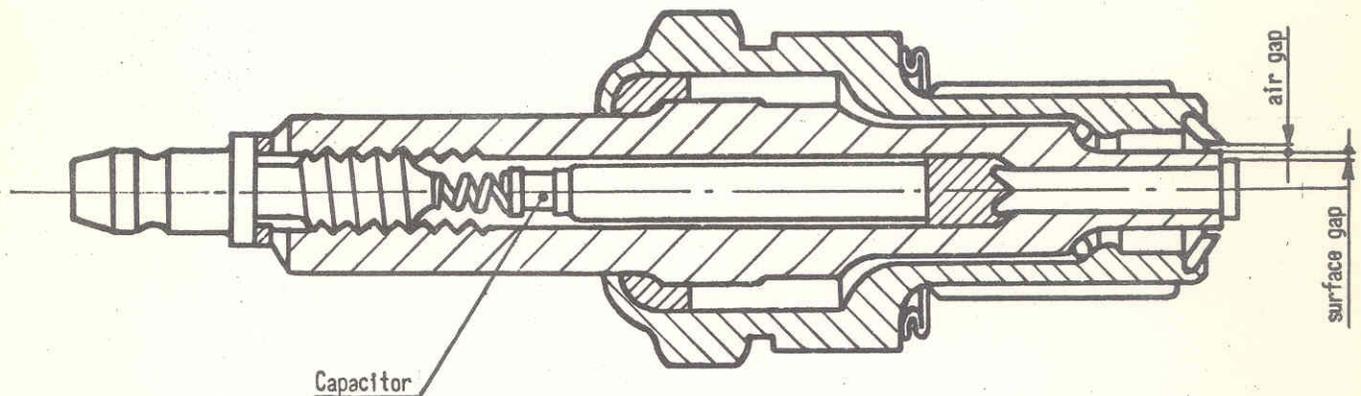
In fact, it is true that the electrode gap can be restored every 3000 - 4000 miles but it is equally true that this servicing cannot be performed more than two or three times, for the current trend in vehicle maintenance is toward periods between servicing. To have to send a car in simply for spark plug servicing, therefore, will soon become a waist of time.

The two factors of electrode erosion and conductive deposition oppose one another as far as the operation of the overall ignition system is concerned.

Owing to electrode erosion the voltage required to spark the gap progressively increases but the leaking energy dissipated through the combustion deposits on the insulator results in a consistent reduction in available voltage.

To overcome this, some leading concerns initiated a program of research in this field and found that, at around the 10:1 compression ratio, the short plug insulator nose required to give matching heat value was likely to flash over rather than the gap to spark, even when clean.

This rather unexpected result gave birth to a plug in which the electrode gap is partially filled with the ceramic so that the small gap left (see figure below) can produce a spark even under very low temperature condition.



In this way the spark creeps for three quarters of the gap on the ceramic and for only a quarter jumps in air.

A plug having such an arrangement is called a "surface gap plug" and offers the following advantages:

- ease of starting: since low initial breakdown voltage is required;
- superior self-cleaning, as the voltage drops to an even lower figure as soon as some deposits accumulate on the ceramic;
- electrode gap needs no regular adjustment as the plug characteristics are such that the rate of voltage increase with erosion is much lower because erosion takes place under the head of the central electrode so that merely lengthens the ceramic part of the combination gap.

Finally, in order to prevent energy from leaking away through deposits present on the insulator nose during the voltage-rise time, an auxiliary spark gap, in series with the high voltage feed to the main electrode gap and a small capacitor have been built into the plug insulator.

The above mentioned electrical solutions allow for both a very short voltage-rise time, from which the term H.F. system originates, and confer a self-regulating effect upon the overall coil/plug system, according to the engine temperature and the corresponding voltage demand.

As regards the radio interference, it is worth noting that, notwithstanding its "high frequency" characteristics, the H.F. plugs cause no significant increase in the radiated energy.

TYPE OF CAR GIULIA 1300 and GIULIA models	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
UNIT Air induction		SEQUENT NUMBER 1.05.064
	<i>Information Sheet</i>	SHEET 1/1

Translated in April 1965

GIULIA 1300 and GIULIA models
WATER DRAIN HOLES IN AIR FILTER HOUSING

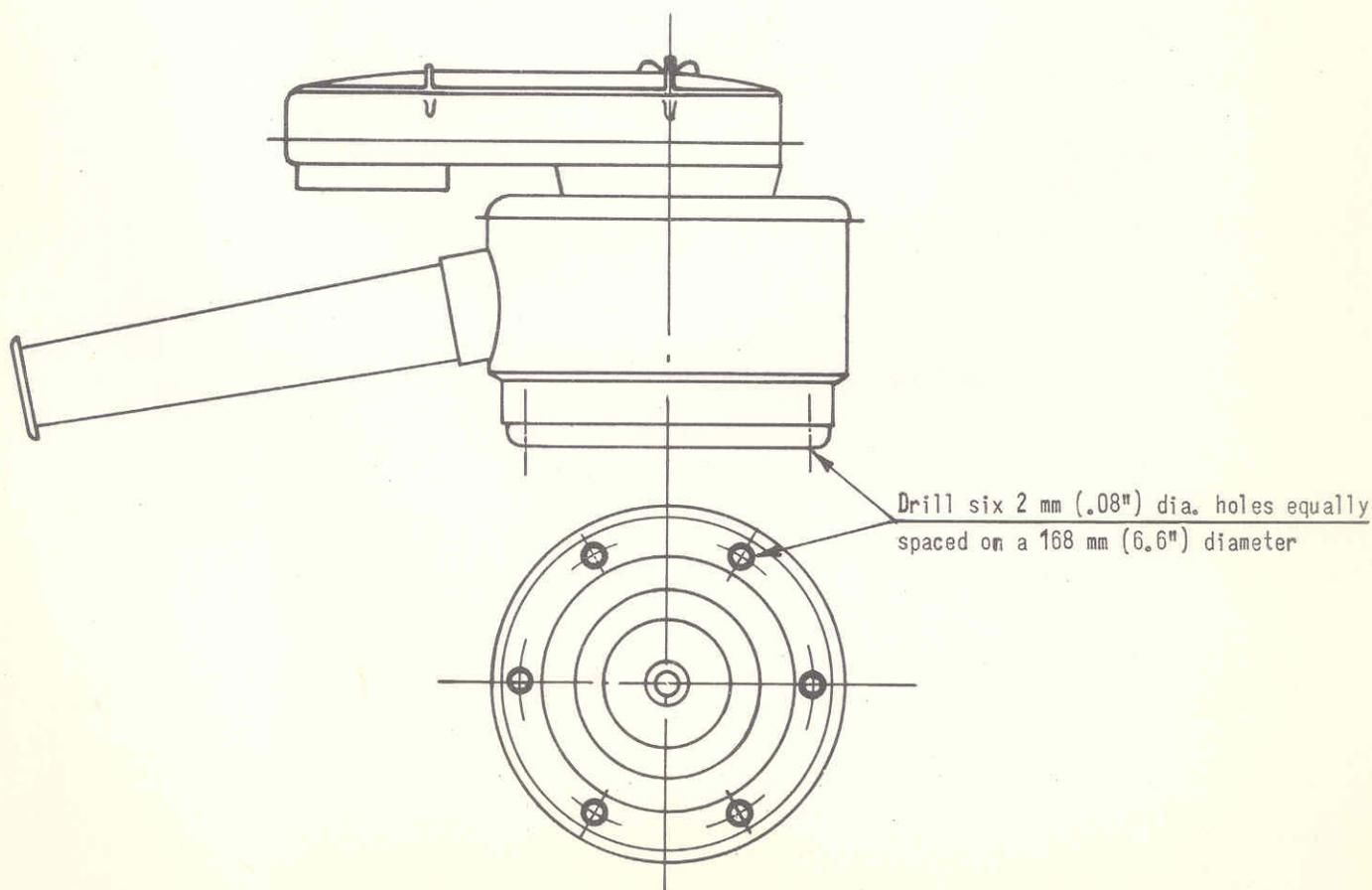
AUG 27 1965

While riding under a cloudburst it is possible that some water gets through the ram intake of air filter and collects at the filter housing bottom.

This can be remedied by drilling drain holes in the bottom cover of filter housing (see figure).

The modification should therefore be carried out on the already released cars and particularly on Giulia 1300 models whose ram intake is not shielded by the inner headlight.

Time required: 100 centesimal minutes



TYPE OF CAR GIULIA 1300 and GIULIA models	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
UNIT Coachwork		SEQUENT NUMBER 1.05.065
	<i>Information Sheet</i>	SHEET 1/1

Translated in April 1965

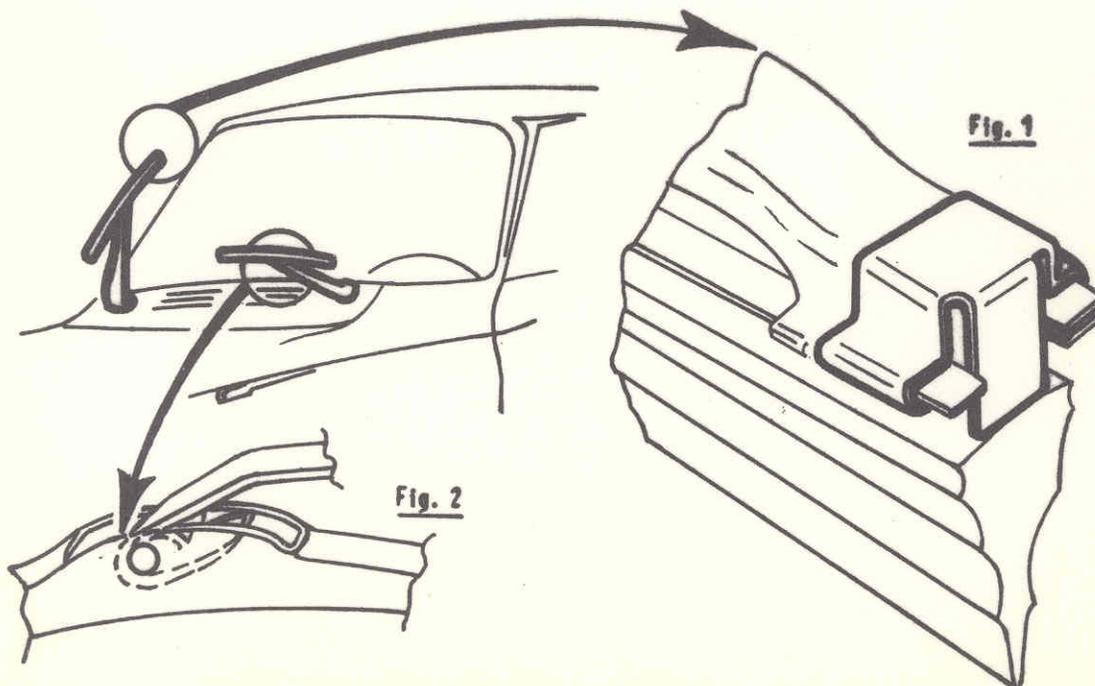
GIULIA T.I. - T.I. with floor-mounted gearshift -
GIULIA Sprint G.T. and GIULIA 1300
INSTRUCTION TO PREVENT WINDSHIELD SCRATCHING

In order to prevent the graphite rubber wiper blades AR P.N. 105.14.65.503.04 from scratching the windshield, it is recommended to clean the blades with ethyl alcohol. These blade assemblies show special retainers at the ends (see figure 1) and a particular "nail" attachment at the center (see figure 2) which help in determining the type.

Proceed as follows:

- 1) - With a flock of cotton wool soaked in ethyl alcohol, rub down the blade rubber until the graphite has been thoroughly removed, that is until rubber leaves no traces when passed on a hand or cotton wool.
- 2) - Immediately after the cleaning dry the rubber with a dry cloth so as to avoid the alcohol from remaining too long in contact with the rubber.

Time required for cleaning blades: 25 centesimal minutes.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Sprint G.T. Model		12/10/1964
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.066
		SHEET
		1/1

Translated in April 1965

GIULIA Sprint G.T. model
ENGINE HOOD SUPPORTING LINK

AUG 27 1965

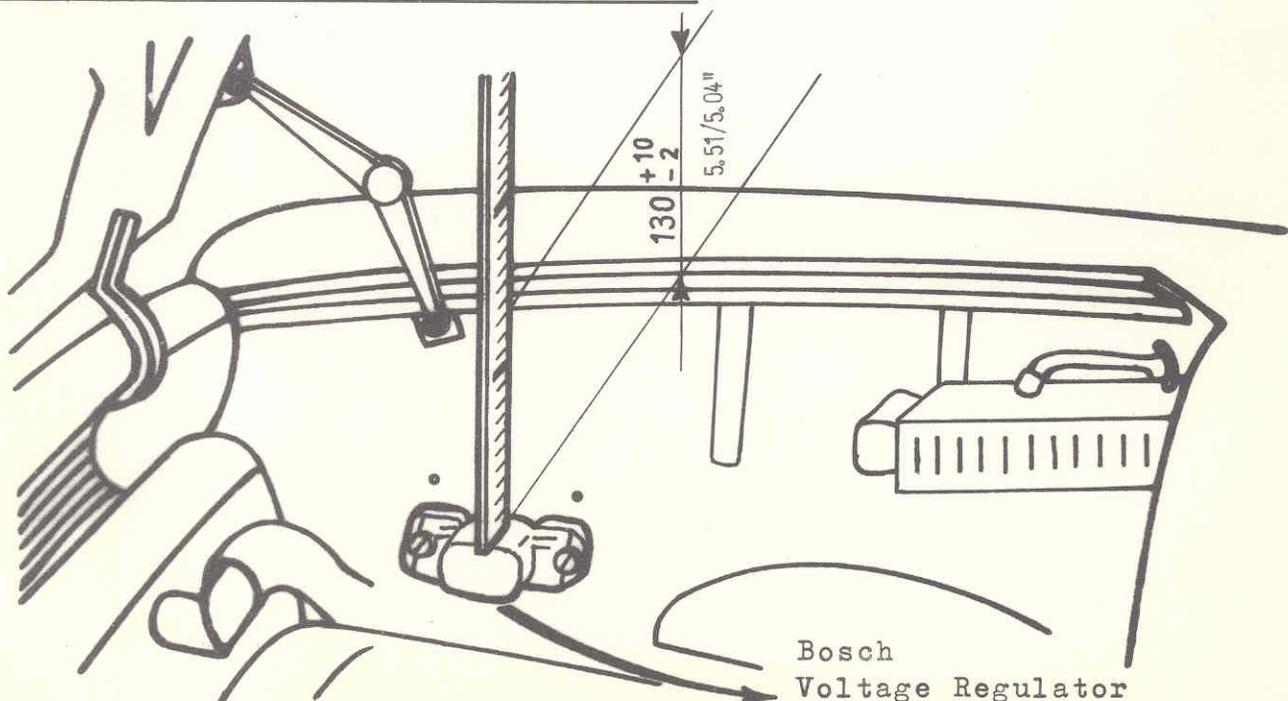
To prevent the engine hood supporting link from interfering with the voltage regulator, it is advisable to check the location of the regulator and to shift it downwards, if necessary, as shown in the figure below.

To this end, carefully check the dimension from upper edge of channel on wing to the upper side of regulator cover (see figure); if such a dimension is shorter than that specified proceed as follows:

- 1) Disconnect the positive terminal from battery;
- 2) Loosen the two self-tapping screws and remove the regulator;
- 3) Drill two holes 4.2 mm (.165") in diameter at a point 20 mm (.787") below the existing holes;
- 4) Insert rubber plugs P.N. 101.03.62.391.00 into the holes left unused;
- 5) Fix the regulator in the new position with the two self-tapping screws;
- 6) Connect the battery cable and smear the terminals with petrolatum.

Parts required: rubber plug 101.03.62.391.00 - qty 2

Time required: 50 centesimal minutes



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 12/10/964
GIULIA models		SEQUENT NUMBER 1.05.067
UNIT	<i>Information Sheet</i>	SHEET 1/1
Fuel feed		

Translated in May 1965

AUG 27 1965

GIULIA Models
FUEL LEVEL SENDER

In order to prevent possible fuel leakage, a modification has been introduced in the gauge mounting flange consisting in a groove which houses the sealing ring (see figure below).

Also the thickness of sealing ring has been increased as follows:
 from 2 mm (.079") pre-mod. ring P.N. 1356.85.026
 to 3.3 mm (.130") post-mod. ring P.N. 105.14.32.502.00

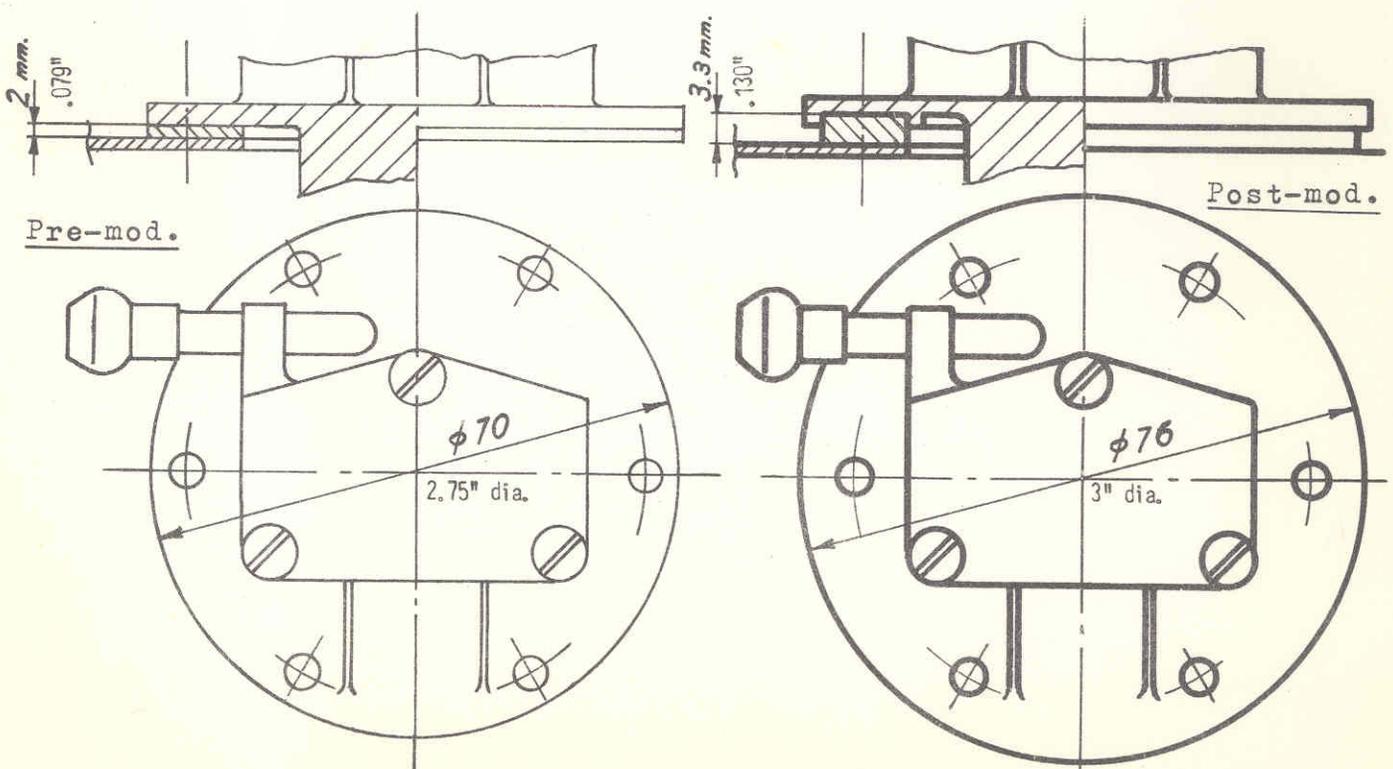
For the already released cars provided with the post-mod. Jaeger gauge, recognizable by the larger flange diameter, it is advisable to replace the pre-mod. sealing ring with the post-mod. ring.

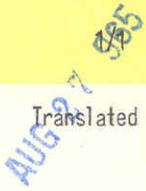
Spare parts order no.:

105.14.32.502.00 sealing ring

Time required for replacement of ring:

25 centesimal minutes



TYPE OF CAR GIULIA Models	 DIREZIONE ASSISTENZA	DATE 19/10/964
UNIT Brake system		SEQUENT NUMBER 1.05.068
<i>Technical bulletin</i>		SHEET 
		Translated in May 1965

GIULIA Models

HANDBRAKE ADJUSTMENT

For proper operation of hand brake and pad wear automatic compensation device, it is necessary:

- to make sure that the lever, on rear brake caliper and attached to the hand brake cable, is moved all the way outboard, i.e. until the pistons come to stop against the bottom of cylinders.
- with the lever positioned as above, the hand brake cable must be slightly slackened.

However, the friction pads must not contact the brake disc.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 19/10/964
GIULIA T.I.		SEQUENT NUMBER 1.05.069
UNIT	<i>Information Sheet</i>	SHEET 1/2
Engine		

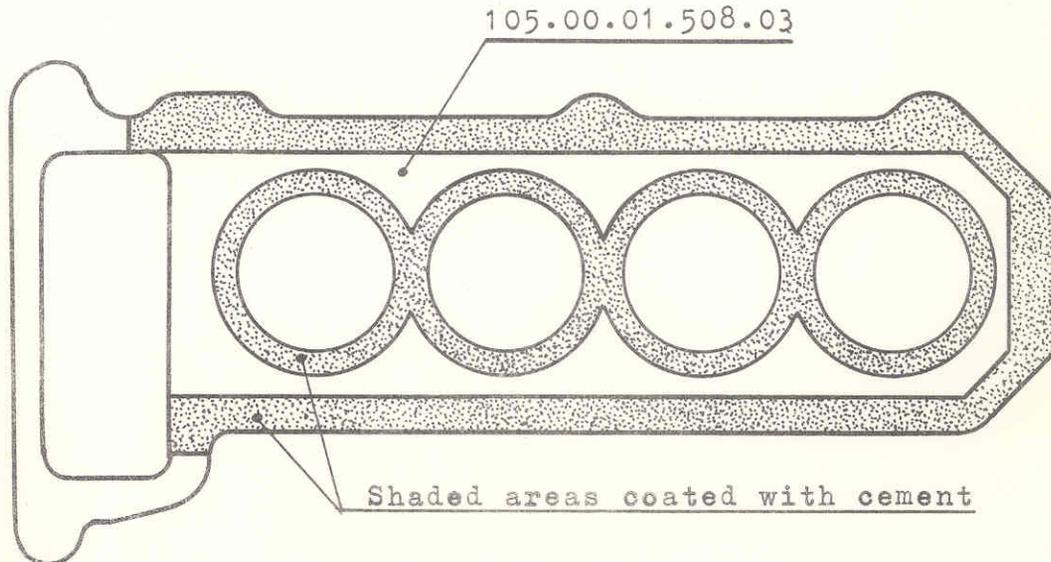
Translated in April 1965

AUG 27 1965

GIULIA T.I.

CLEANING OF CYLINDER HEAD TO BLOCK JOINING SURFACE

In order to prevent water seepage through cylinder head to block, more likely to happen when starting from cold, a new gasket Reinz P.N. 105.00.01.508.03 which, as special feature, has some areas coated with highly sticking cement (see figure).



When disassembling the head it is recommended not to use scrapers or similar tools for stripping possible parts of the gasket left attached to the joining surfaces. This is done better and easier by spreading the following solvent over the surfaces:

Butyl Acetate

or

Methyl Ethyl Ketone

which are available on the market under these names.

Special care should be taken on disassembling the cylinder head as head and barrels are stuck together; proceed as follows:

- a) - take the head a bit apart from the block (about 3/16"); to this end tap lightly upward throughout the outline of the head;
- b) - insert a blade between cylinder block and gasket to separate the latter from barrels:

CAUTION: before doing this, bring the four pistons halfway the stroke so as to avoid the oil control rings to get accidentally out of barrels from the bottom.

- c) - check that projection of barrels from block falls within .00 to .06 mm (.000 to .002") and reassemble the head

WARNING: to ensure the perfect sealing of the head-to-block and barrel-to-block joining surfaces these must be kept thoroughly clean.

AUG 27 85

ETR

TYPE OF CAR GIULIA models (except Sprint & Spider)	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 20/3/1967
UNIT Instruments		SEQUENT NUMBER 1.05.070/2
		SHEET 1/1

SUPPLEMENT TO I.S. 1.05.070/2

On cars showing wrong engine oil pressure readings and not yet modified as instructed in the above mentioned Information Sheet, the trouble can also be remedied by removing the present pressure gauge sender, P.N. 105.00.06.323.00, from its original location (i.e. near the oil filter mount) and replacing it with new one, P.N. 105.00.06.323.02, fitted in the same location.

However, when performing any repair involving complete disassembly of the engine, we strongly recommend that the location of sender, in addition to the sender itself, be actually changed.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 2/12/1964
GIULIA Sprint GT		SEQUENT NUMBER 1.05.071
UNIT	<i>Information Sheet</i>	SHEET 1/1
Coachwork		AUG 2 1965

Translated in April 1965

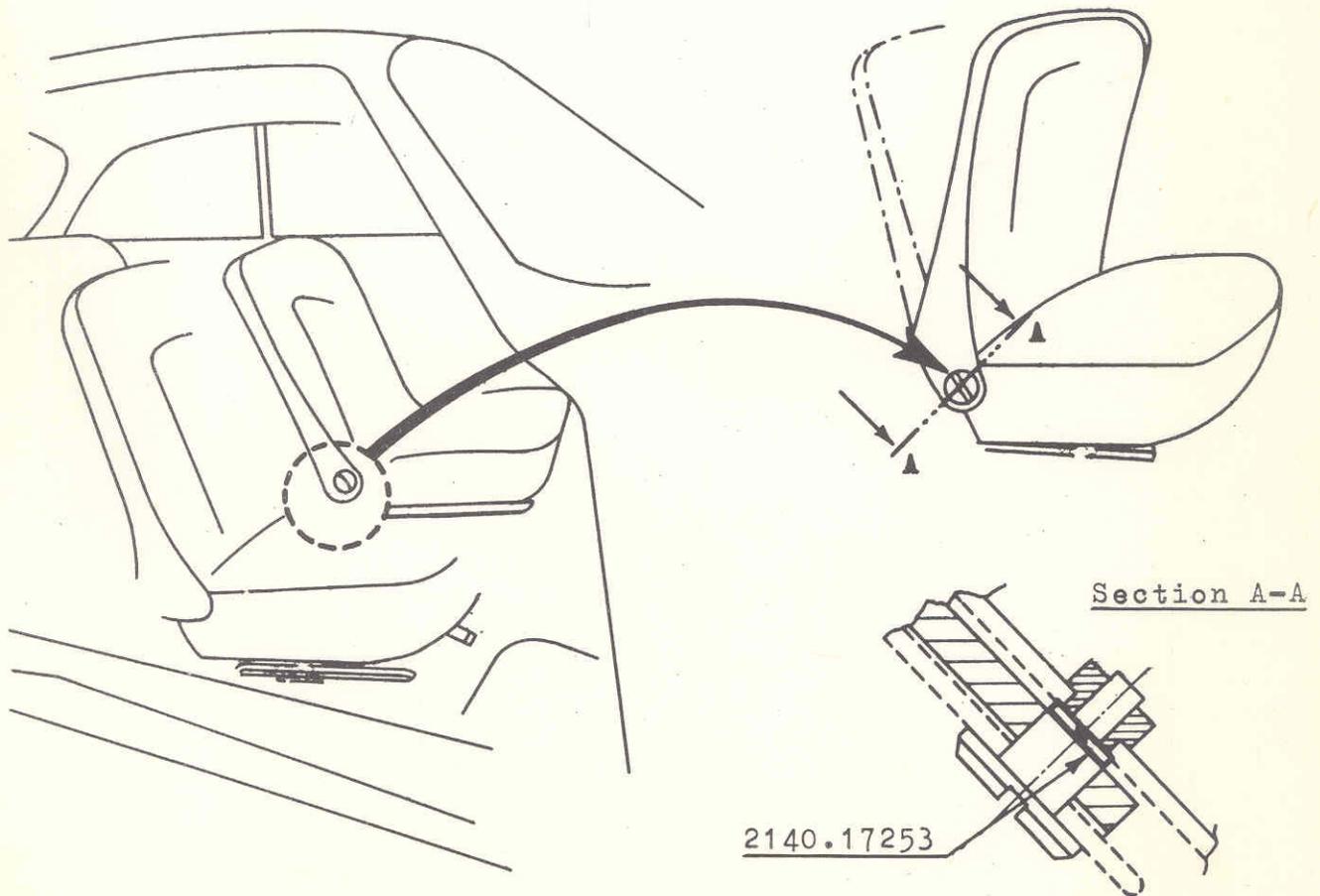
GIULIA Sprint GT model

FRONT SEATS

In order to ensure that pivot pin does not slide out of back rest hinge, the following modification should be carried out:

- Move the back rest to and fro and check the inner ring nut of pivot pin for looseness;
- Tighten the pivot pin and check once more; if the ring nut again tends to loosen, withdraw the pin and insert the lockwasher Std. no. 2140.17253 as shown in the figure; then refit the pin and lock securely in place.

Order no.: 2140.17253 Lockwasher



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 2/12/1964
GIULIA T.I.		SEQUENT NUMBER 1.05.072
UNIT	<i>Information Sheet</i>	SHEET 1/2
Coachwork		

AUG 27 1965

Translated in May 1965

GIULIA T.I. model

DOOR OPENING PUSH BUTTONS

If the door opening push button is broken up or missing, replace it as follows:

- 1) - raise the window up to complete closure;
- 2) - remove the quarter light knob, window regulator handle and the lock remote control handle;
- 3) - remove the three screws and take away the trim panel;
- 4) - detach the plastic protection taking care not to damage it; if so, replace the protection;
- 5) - loosen the two nuts and withdraw the handle as shown in figure 1;
- 6) - fit the new push button and the spring P.N. 105.00.55.600.01; grease and secure the button with the fastener (see figure 2);
- 7) - remove the fastener and the broken parts of the button, if any, from inside the door;
- 8) - secure the handle to the door with the two nuts, taking care to position the outside gasket and the inner reinforcing plate accurately; check the handle for proper operation;
- 9) - attach the plastic protection with suitable cement;
- 10) - complete the reassembly in reverse order of disassembly.

Time required to replace one push button: 100 centesimal minutes

AUG 27 965

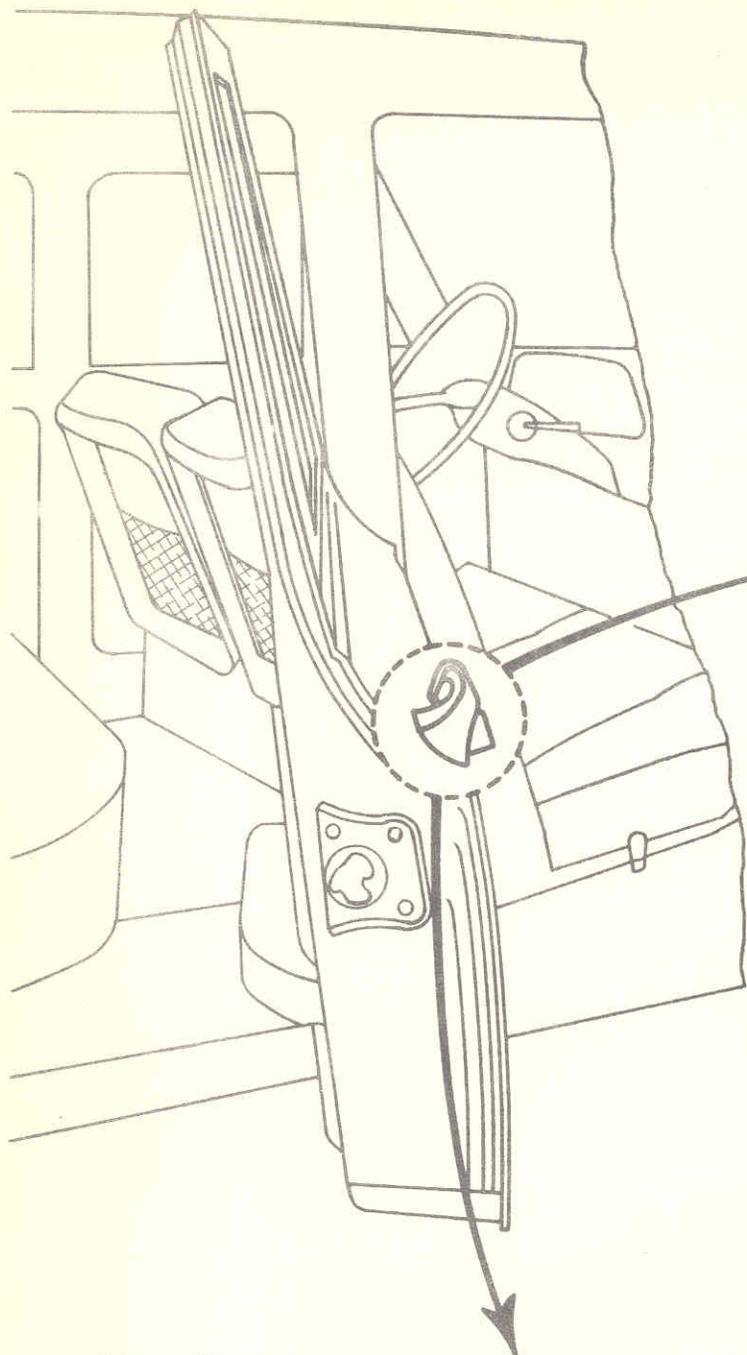
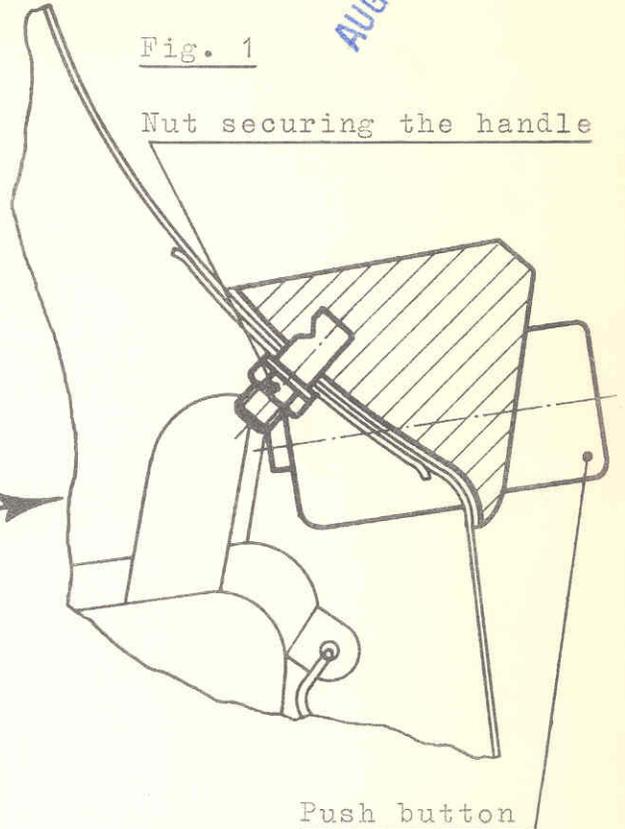


Fig. 1

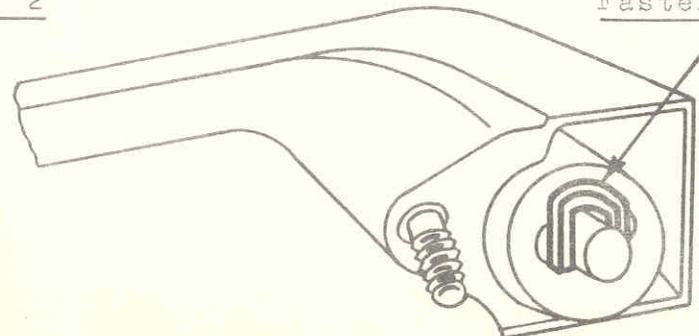
Nut securing the handle



Push button

Fig. 2

Fastener P.N. 105.00.55.601.01



WARNING: the fastener must be fitted as shown in figure 2

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 17/12/964
GIULIA T.I.		SEQUENT NUMBER 1.05.073
UNIT	<i>Information Sheet</i>	SHEET 1/1
Doors		

Translated in April 1965

GIULIA T.I. model
SETTING THE DOOR LOCKS

AUG 27 1965

In order to improve the operation of door lock it is necessary to replace the springs and the attaching screws; proceed as follows

Door lock strikers

Pre - mod. lock

- Bend the spring retaining tab with pliers;
- Withdraw the spring;
- Fit the stronger post-mod. spring;
- Again set the spring retaining tab in the original position.

Post - mod. lock

- With a screwdriver remove the pin and replace the pre-mod. spring with the stronger post-mod. one;
- Reassemble pin and spring.

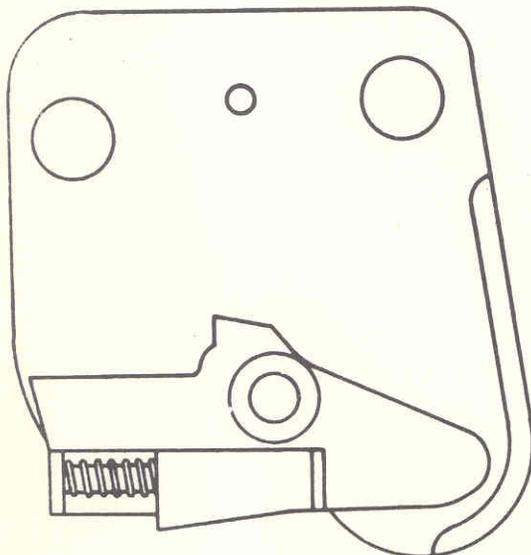
Lock

- Replace the three pre-mod. attaching screws (full taper surface - see figure below) with the post-mod. ones (truncated taper surface) on each lock.

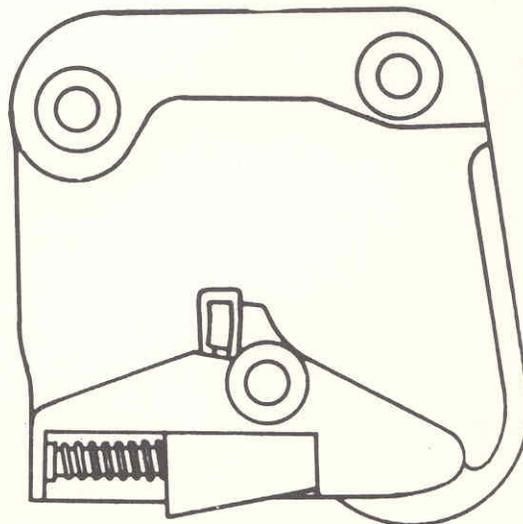
Order nos.

Screw: 105.00.55.439.01 - Place orders to Alfa Romeo

Spring: 99/4/46 - Place orders to SAFE - GRUGLIASCO - Via Leonardo da Vinci (Torino)



Pre-mod.



Post-mod.



TYPE OF CAR GIULIA Sprint GT GIULIA TI Super GIULIA Spider Veloce GIULIA Sprint Speciale	 DIREZIONE ASSISTENZA	DATE 17/12/964
UNIT Fuel Feed	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.074
		SHEET 1/3

Translated in April 1965

ADJUSTING THE WEBER DCOE TWIN HORIZONTAL CARBURETTORS

DUG 27 964

To adjust the above said carburettors proceed as follows:

- 1) CHECKING THE CARBURETTORS WITHOUT REMOVAL FROM CAR
- 2) CHECKING ON BENCH

1) CHECKING THE CARBURETTORS WITHOUT REMOVAL FROM CAR

1.1 Carefully clean the main jet, the idling jet and the pump jet with petrol and compressed air.

Shake the main jet carrier to check the ball for free movement; if the ball tends to stick, replace the main jet with a new one.

1.2 Adjust the idle as follows (see figure 1):

a) preliminary check

- disconnect the accelerator link rod from lever (6) on throttle spindle;
- loosen the throttle adjusting screw (4) of rear carburettor;
- loosen the screw (3) in the lever (7) of front carburettor;
- check the spindles and return springs for free movement and proper operation by actuating the levers (6) and (7);

b) alignment of throttles

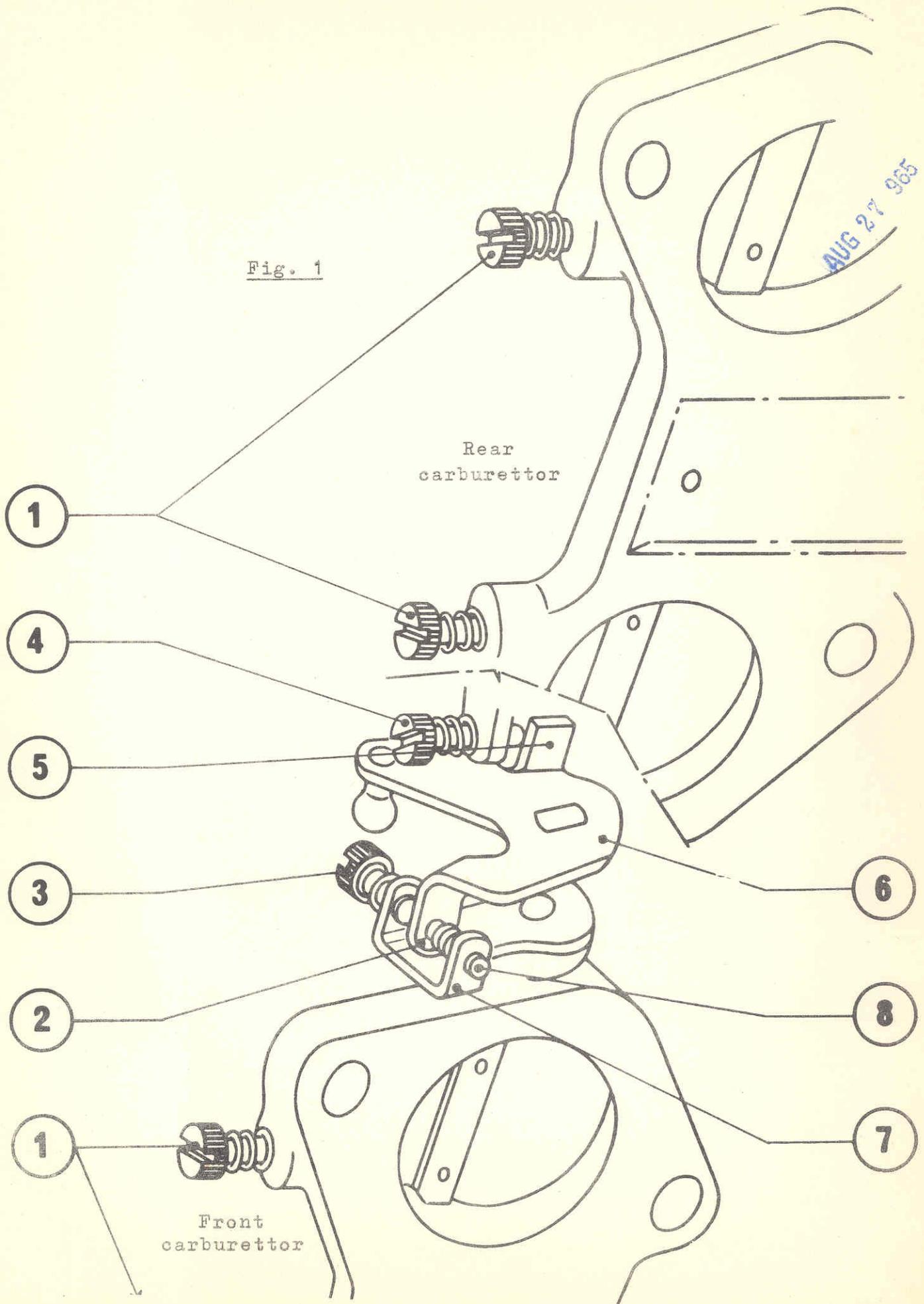
- depress the lever (6) so as to overcome the action of spring (8) of lever (7) and make sure that the linkage stops at the throttle and that the spring is not fully compressed;
- again depress the lever (6) and adjust the screw (3) until it contacts the lug (2) of lever (6);

c) adjustments

- loosen the screws (1) by half a turn from fully closed position;
- tighten the screw (4) until it contacts the tab of lever (6) slightly, then screw it in a further turn;
- connect the accelerator link rod;
- start and warm up the engine;
- if necessary, adjust the idle by means of the screw (4);

Fig. 1

AUG 27 1965



Rear carburettor

Front carburettor

WARNING : if the idle is not yet smooth after the above steps have been performed, the cause may be found in the following:

in the carburettor

- misalignment of throttles in the same carburettor;
- excessive impressing of some idle adjusting screw in its seat;
- excessive fuel level in float chamber for a leaking needle valve;
- idle jet obstructed, etc.

in the engine

- air seepage through joining surfaces of mounting flanges (as an help in finding out the seepage, that usually reveals itself with a whistling sound, spread a thin coating of oil on flanges);
- uneven tightness of intake valves;
- improper contact breaker point gap;
- wrong ignition advance; check with a stroboscopic gun;
- bad operation of spark plugs.

1.3 Check the operation of acceleration pump through the inspection of fuel supply to the pump delivery valve as follows;

- remove the plug of pump delivery valve from both carburettors;
- actuate the pump;
- make sure that the delivery valve seat trap first becomes full of fuel and then empty, thus showing an effective discharge of fuel through the pump jet.

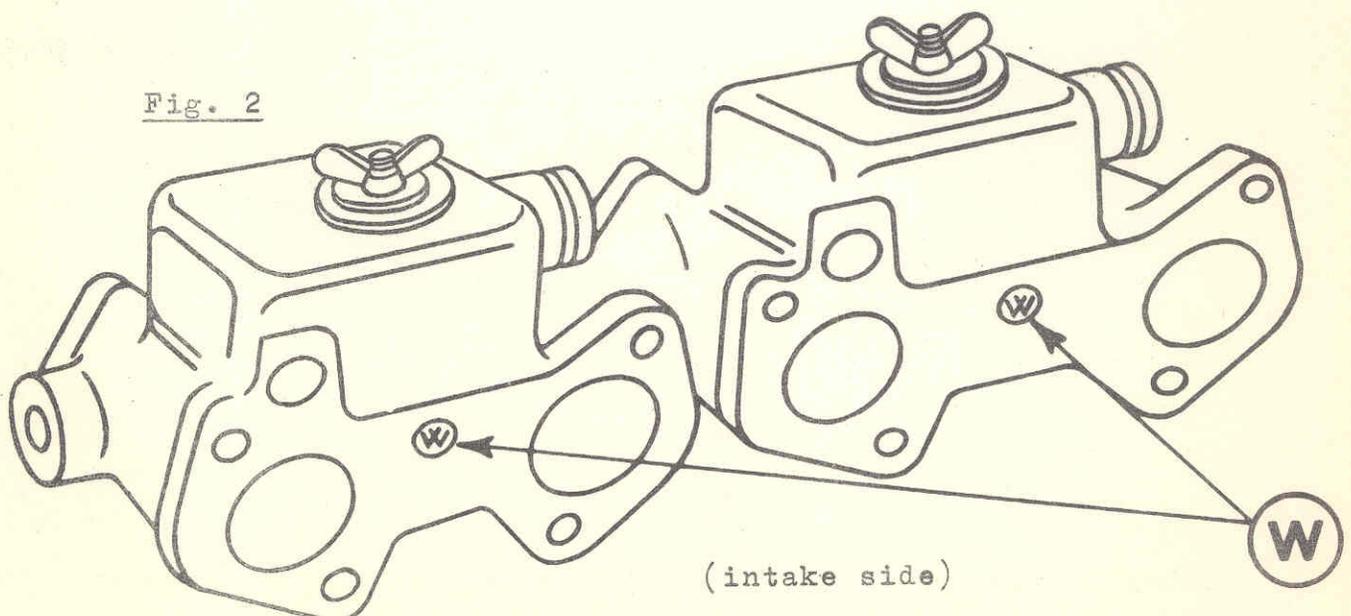
2) CHECKING ON BENCH

2.1 To carry out the checks, remove the carburettor assemblies from the engine as described in the shop manual, disassemble them in their main components, wash in gasoline and clean them up of any foreign matters.

As to this, the manufacturer has recently introduced an improved method of applying and drying the impregnating compound.

Note : the carburettor bodies so treated are marked with a "W" as shown in the figure 2.

Fig. 2



Therefore on the cars already in circulation with carburettors not marked as noted above, the cleaning procedure should be even more accurate.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 23/12/964
GIULIA models		SEQUENT NUMBER 1.05.075
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine unit		

Translated in May 1965

AUG 27 965

GIULIA models

GASKET BETWEEN OIL FILTER MOUNTING FLANGE AND CYLINDER BLOCK

To improve the sealing properties of the above mentioned gasket, the present one has been superseded by a new gasket, made of "Siroil" an asbestos base material, whose P.N. is the following:

105.00.06.134.00

The gasket should be replaced in the case a doubt exists about the tightness of filter mounting or during the first service operation affecting the filter itself.

TYPE OF CAR

GIULIA models

UNIT

Cooling system

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE
23/12/964

SEQUENT NUMBER

1.05.076

SHEET

1/1

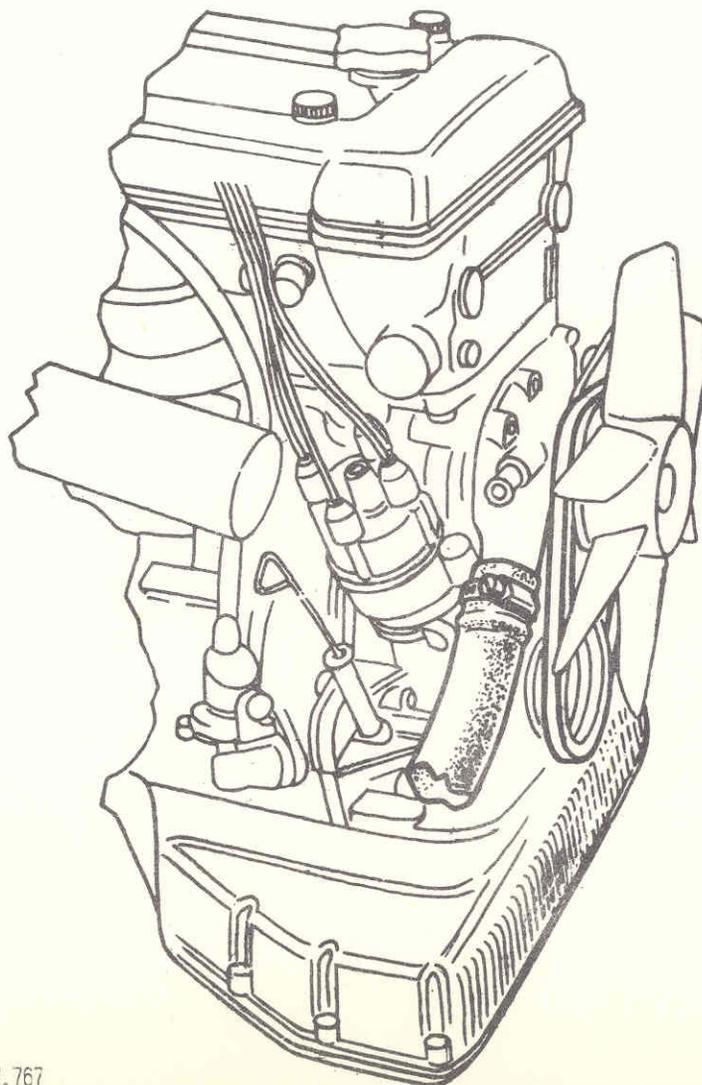
Translated in May 1965

GIULIA models

CLAMP SECURING PUMP-TO-RADIATOR HOSE

We call your attention to the need of positioning the clamp in such a way as to prevent any possible interference between the fan driving belt and the clamp itself owing to the greatest centrifugal forces developed at high RPM.

Therefore when carrying out any overhaul or repair works on these models, make sure the clamp is positioned as shown.



TYPE OF CAR GIULIA T.I. GIULIA Sprint GT	 DIREZIONE ASSISTENZA	DATE 1/9/965
UNIT Wheel alignment		SEQUENT NUMBER 1.05.077/2
<i>Information Sheet</i>		SHEET 1/1

APR 4 966

Translated in December 1965

GIULIA TI - GIULIA Sprint GT

S L I P T E N D E N C Y

The cause of excessive sideslip tendency of GIULIA models will be found in an incorrect alignment of wheels.

Before accomplishing any correction of the alignment, carry out the checks as instructed in the I.S. 0.00.053 and make adjustments accordingly.

Should dimensions and tolerances fall within the specified limits but the slip tendency is still present, we suggest adjusting the caster angle.

This can be done by acting properly on the adjustable rod of front suspension wishbone so as to diminish the caster angle of the wheel at the side opposite slip direction.

Of course, the above said adjustment of caster angle should fall within the prescribed tolerances.

If this still does not remedy the trouble, change over the tires as directed in a) and b) below and check after each attempt:

- a) - change over wheels in accordance to a given sequence (e.g.: R.H. with L.H.; front with rear, etc.);
- b) - turn the tire over (i.e. in such a way as to interchange the outboard side with the inboard side) and then replace the wheel so treated with each one of the other in subsequent steps until the best arrangement is found.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 26/3/1965
GIULIA Models		SEQUENT NUMBER 1.05.078
UNIT	<i>Information Sheet</i>	SHEET 1/1
Front suspension		

Translated in May 1965

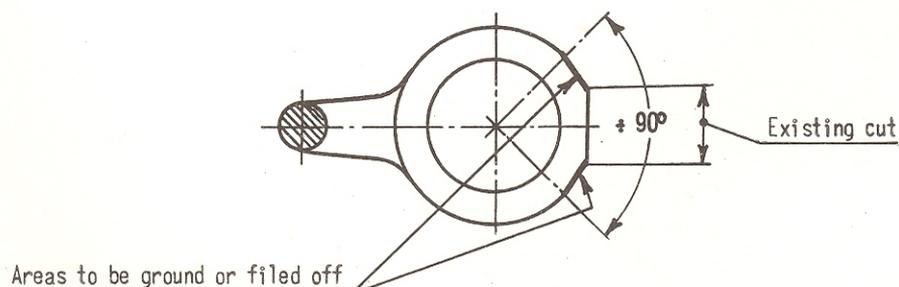
GIULIA Models

INTERFERENCE BETWEEN STABILIZER ROD LINK AND SPRING SEAT

Should noise be heard when cornering sharp at high speed, the cause may be found in the above mentioned trouble.

If interference exists, as revealed from injuries on the parts, it is enough to file or grind off slightly the areas shown.

However, take care to confine the rework to the forging flash so as not to impair the strength of the component.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 15/2/1965
GIULIA models		SEQUENT NUMBER 1.05.080
UNIT	<i>Information Sheet</i>	SHEET 1/3
Clutch		

Translated in October 1965

GIULIA TI - GIULIA TI (with floor-mounted gear lever)
and GIULIA Sprint GT Models

CLUTCH MODIFICATION

CHECKING THE TRUENESS OF TOGGLE LEVER FLANGE

JUN 25 966

A modification has been introduced in the above mentioned cars to the end of ensuring full disengagement of clutch plates and, consequently, a better shifting.

1) Description of the modification

1.1 - Pedals

The post-mod. pedal and its shaft (see fig. 1 and 2) differ from pre-mod. one by the following:

- pedal toe-to-shaft center dimension increased from 178 to 193 mm (7.0 to 7.6");
- limit stop dimension changed from 23 to 22 mm (.90 to .86");
- center distance of lever on pedal shaft brought from 78 to 84 mm (3.07 to 3.30").

1.2 - Clutch subassembly

- changed position of toggle levers to allow for a longer travel;
- a reinforcing ring fitted to reduce the give of spring seats under the action of centrifugal force (see fig.3); the ring serves also as a visual identification.

A cross-reference of pre-mod. and post-mod. part nos. is given in the table below.

Description	Pre-mod.	Post-mod.
Clutch pedal and toe assy	105.00.44.036.02	105.14.44.036.00
Pedal shaft and lever assy	105.00.44.020.01	105.14.44.020.00
Clutch subassembly	1365.10.804	105.14.12.031.02

2) How to apply the modification to cars already in circulation2.1 - Installation of a new clutch subassembly and modified pedals.2.2 - Re-use of pre-mod. clutch subassembly and modification to the pedals (travel increase).

This alternative permits to limit the modification in increasing the travel and re-using the old clutch subassembly; in this case the modification is confined in replacing the parts as under paragr. 1) by proceeding as follows:

- free nut A from staking (see fig. 4);
- tighten the nut until the dimension given under paragr. 3) is obtained;
- to do so, use tool C.6.0104;
- carefully stake the nut in place; replace the nut, if damaged.

JUN 25 965

3) Change in special tool

Since the clutch travel has been increased, the reference dimensions also vary; for this reason the special tool C.6.0104 (refer to tooling News no. 50) must be modified by increasing from 47.5 to 49.5 mm (1.87 to 1.94") the length of the component 2 as shown in fig. 5.

The reference dimensions suitable for use with the modified tool are the following:

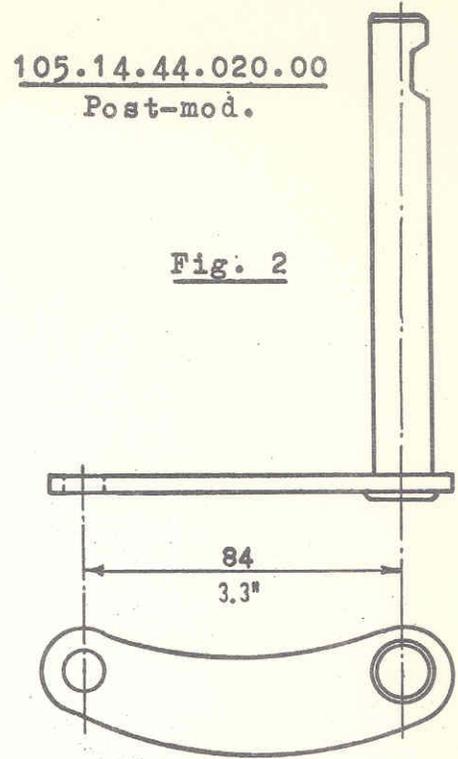
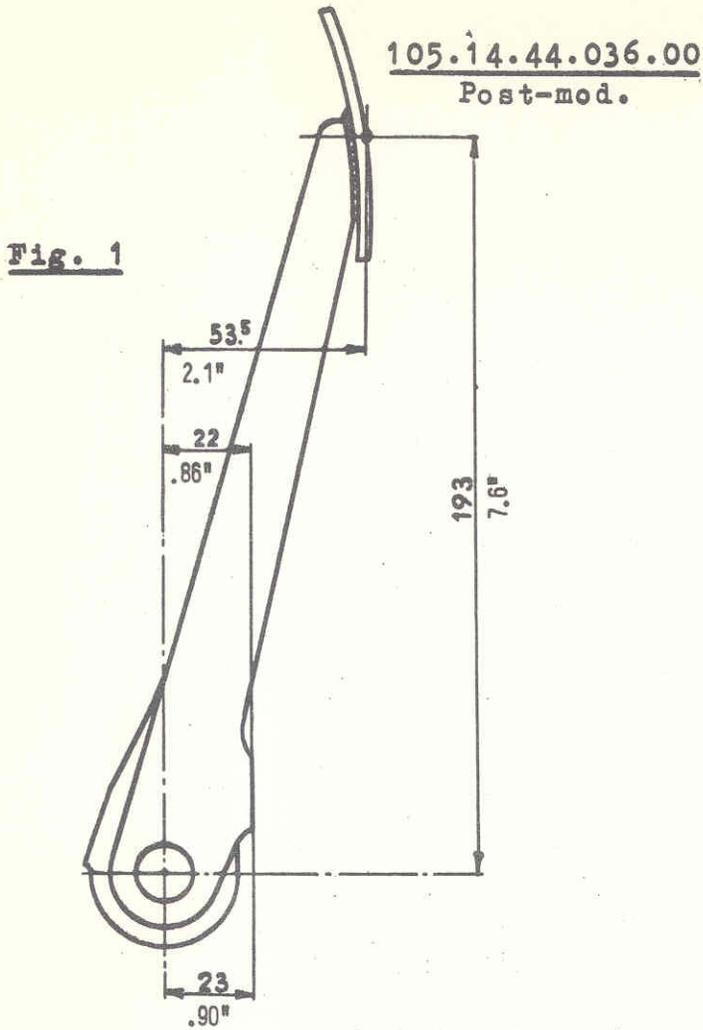
Reference dimensions for the modified special tool C.6.0104

GIULIA TI - post-mod. clutch	1	± .25 mm	(.039 ± .009")
GIULIA TI - pre-mod. clutch	3	± .25 mm	(.118 ± .009")
"2600" and "2000"	3	± .25 mm	(.118 ± .009")
GIULIETTA all models	3	± .25 mm	(.118 ± .009")

If the modified tool (marked with a red painted dot) is already available at the workshop, the reference dimensions must be the following:

Reference dimensions for the new design (red dot)
special tool C.6.0104

GIULIA TI - post-mod. clutch	1	± .25 mm	(.039 ± .009")
GIULIA TI - pre-mod. clutch	3	± .25 mm	(.118 ± .009")
"2600" and "2000"	1	± .25 mm	(.039 ± .009")
GIULIETTA all models	3	± .25 mm	(.118 ± .009")



JUN 25 1966

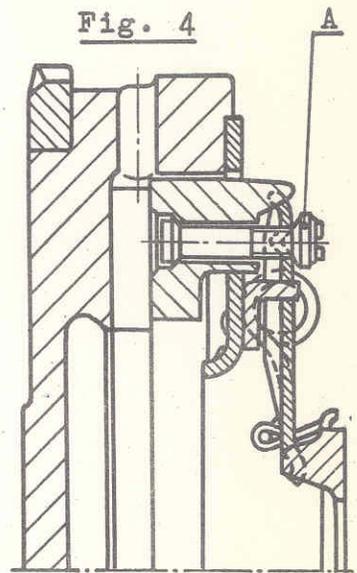
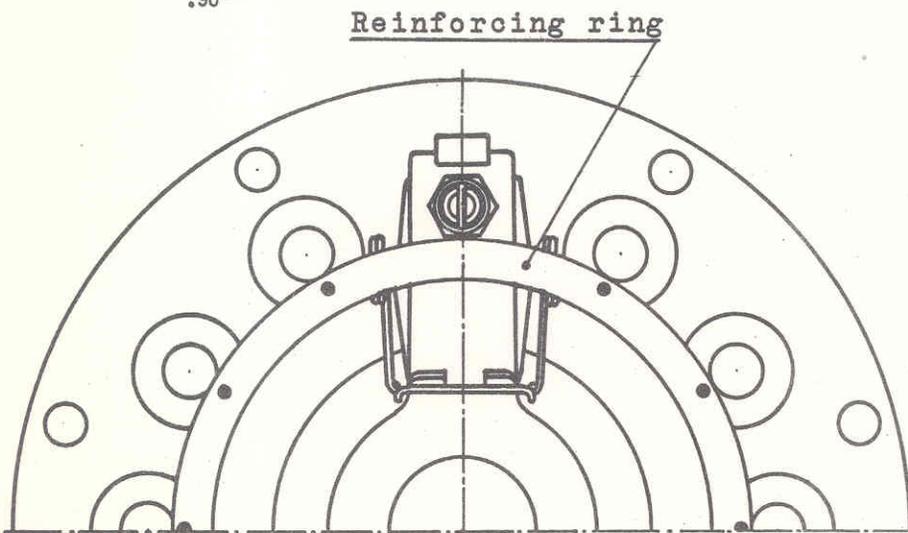
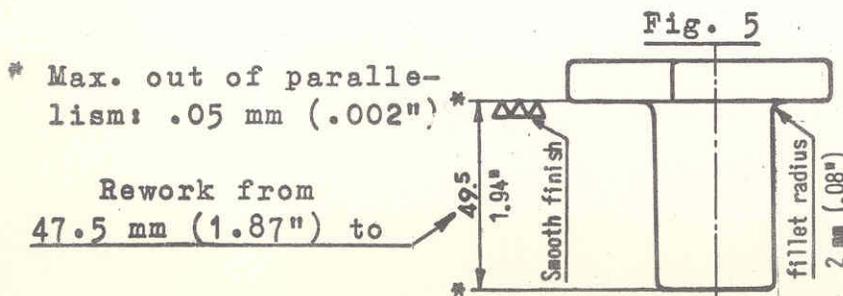


Fig. 3 - 105.14.12.031.02 - Post-mod.

Pre-mod. clutch subassembly



Modification of component "2" of special tool no. C.6.0104 used to check trueness of clutch for 101 - 102 - 105 - 106 models

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 26/3/1965
GIULIA Models		SEQUENT NUMBER 1.05.081
UNIT	<i>Information Sheet</i>	SHEET 1/1
Induction		

APR 4 1966

Translated in December 1965

GIULIA Spider Veloce - Sprint Speciale and
GIULIA models with two twin horizontal carburettors

AIR INTAKE COVER NUTS

As the tight locking of nuts securing the carburettors' air intake cover would have caused damage to the braces in which the studs are fitted, the two hex. nuts have been replaced by wing nuts.

Therefore, while carrying out any overhaul on the above mentioned models, replace the wing nuts for the old hex. nuts and tighten by hand, off course.

Order no.:

Wing nut - std. no. 2125.15704

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 14/4/1965
GIULIA models		SEQUENT NUMBER 1.05.082
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brakes		

Translated in October 1965

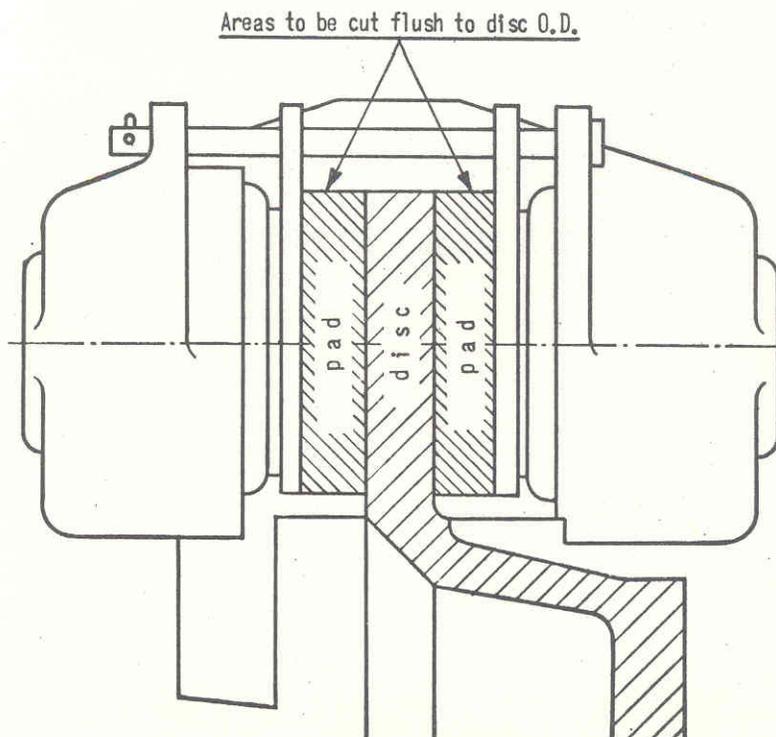
GIULIA Models

SHRILLING DISC BRAKES

OCT 17 1965

Should shrills or similar sounds be heard from front disc brakes, the cause is a step formed into the friction material owing to an uneven contour of the pads.

This trouble can be remedied or at least the noise be dampened by cutting away the excess material protruding from disc outside diameter as shown.



TYPE OF CAR GIULIA Models with Dunlop brakes (except G.T.A. and T.Z.)	 DIREZIONE ASSISTENZA	DATE 14/4/1965
UNIT Brakes	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.083
		SHEET 1/1

Translated in December 1965

GIULIA Models with Dunlop Brakes
(except G.T.A. and T.Z.)

FRONT BRAKE'S FRICTION PADS

APR 4 1966

The Service Network is informed that front brakes of above mentioned models are now equipped with pads made of FREN-DO friction material. These pads previously identified by the symbol FREN-DO FD. 31 and by a WHITE and a GREEN dash painted in the location as shown, are now marked with the symbol FREN-DO PD and two GREEN dashes.

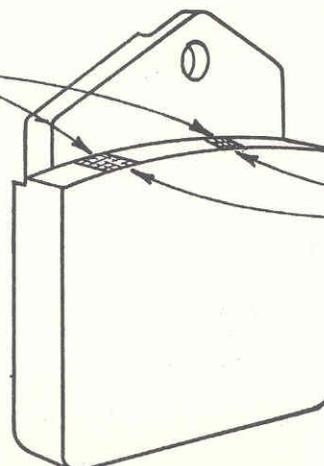
Though symbol and color of marking are different, the pads are perfectly interchangeable and bring the same P.N.

105.14.22.039.00

The use of these pads is advisable especially for these cars equipped with the old FERODO DS5S type of pads (marked in ORANGE and BLUE) which show R.H. or L.H. drift tendency when brakes are applied.

N o t e : When replacing a front wheel caliper (105.14.22.052 R.H. / 053 L.H.), make sure the friction pads be of the same type for both the wheels.

EXPERIMENTAL PART SYMBOL: FD 31
WHITE and GREEN dash



PRODUCTION PART SYMBOL: PD
GREEN and GREEN dash

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Sprint G.T. Model		14/4/1965
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Induction		1.05.084
		SHEET
		1/1

Translated in July 1965

GIULIA Sprint G.T. Model

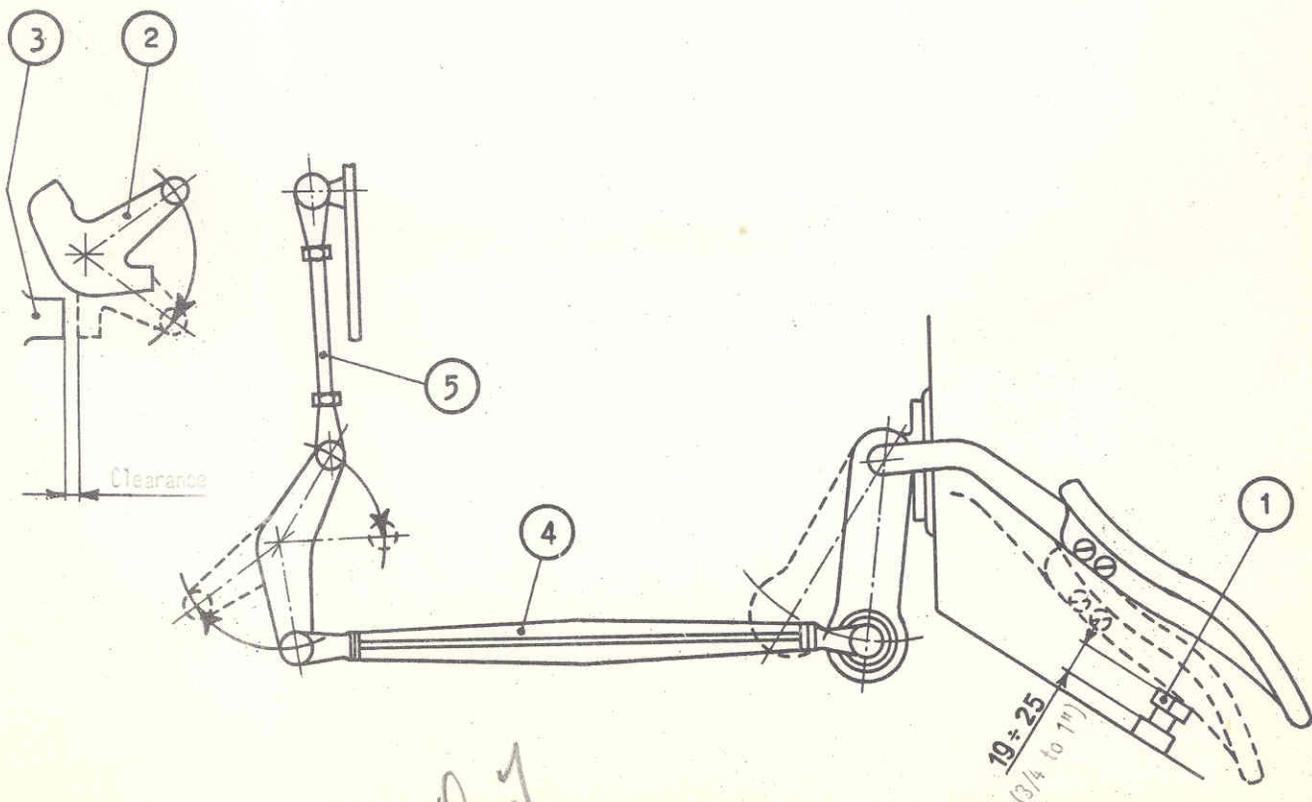
THROTTLE CONTROL LINKAGE ADJUSTMENT

When adjusting the throttle control linkage, make sure that, with the accelerator pedal fully depressed, there shall be a minimum of clearance between the throttle control lever and the fully-open limit stop on the carburettor 3.

This clearance, whose presence can be felt when operating the lever by hand, allows to prevent excessive strain from taking place in the control linkage, particularly in the plastic push-push rod and in the rubber bush on pedal lever.

In the event the pedal travel is too long or too short, adjust the limit stop screw 1 taking care not to exceed a maximum projection of 25 mm (1") nor the minimum of 19 mm (3/4").

If, after this adjustment, the throttle cannot be fully opened, adjust the rods 4 and 5 accordingly.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 20/4/1965
GIULIA Models		SEQUENT NUMBER 1.05.085
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brakes		

APR 4 1965

Translated in December 1965

GIULIA Models

NOISE FROM REAR FRICTION PADS OF DUNLOP BRAKE SYSTEM

Noise caused by excessive play between friction pads and their guides in the caliper can be eliminated by bending slightly the spring clip "A" as shown in fig. 1.

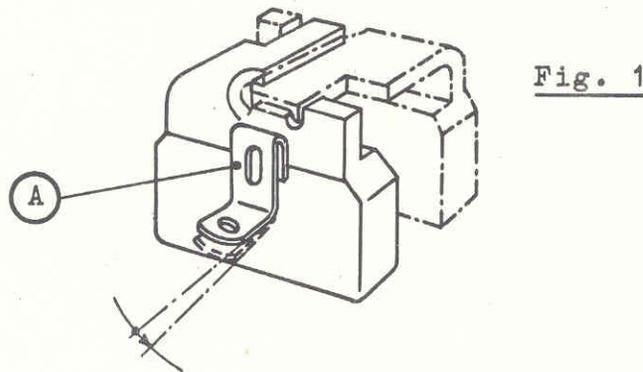


Fig. 1

If this is not enough to remedy the trouble, shims "B" can be inserted under the pad guide so as to take up the excessive play (See fig. 2).

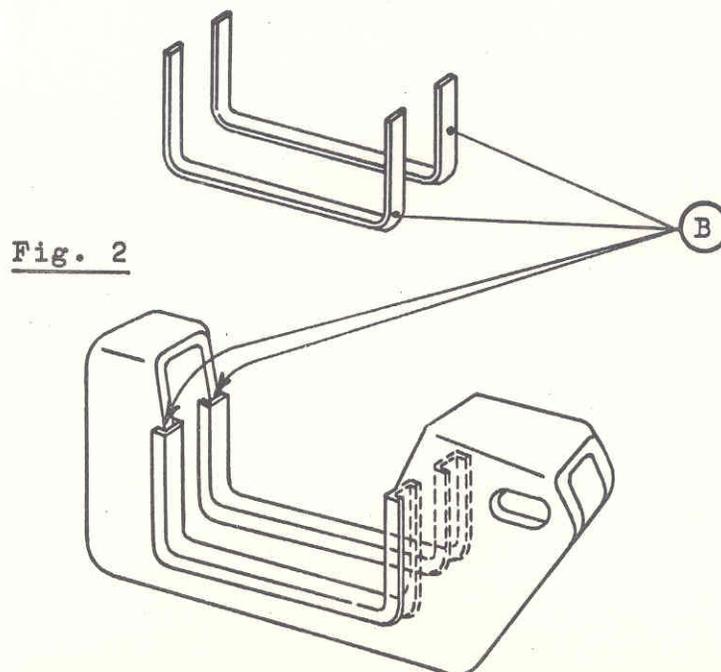


Fig. 2

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA Models (except Sprint and Spider)		20/4/1965
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.05.086
		SHEET
		1/1

APR 4 1965

Translated in December 1965

GIULIA models (except Sprint and Spider)

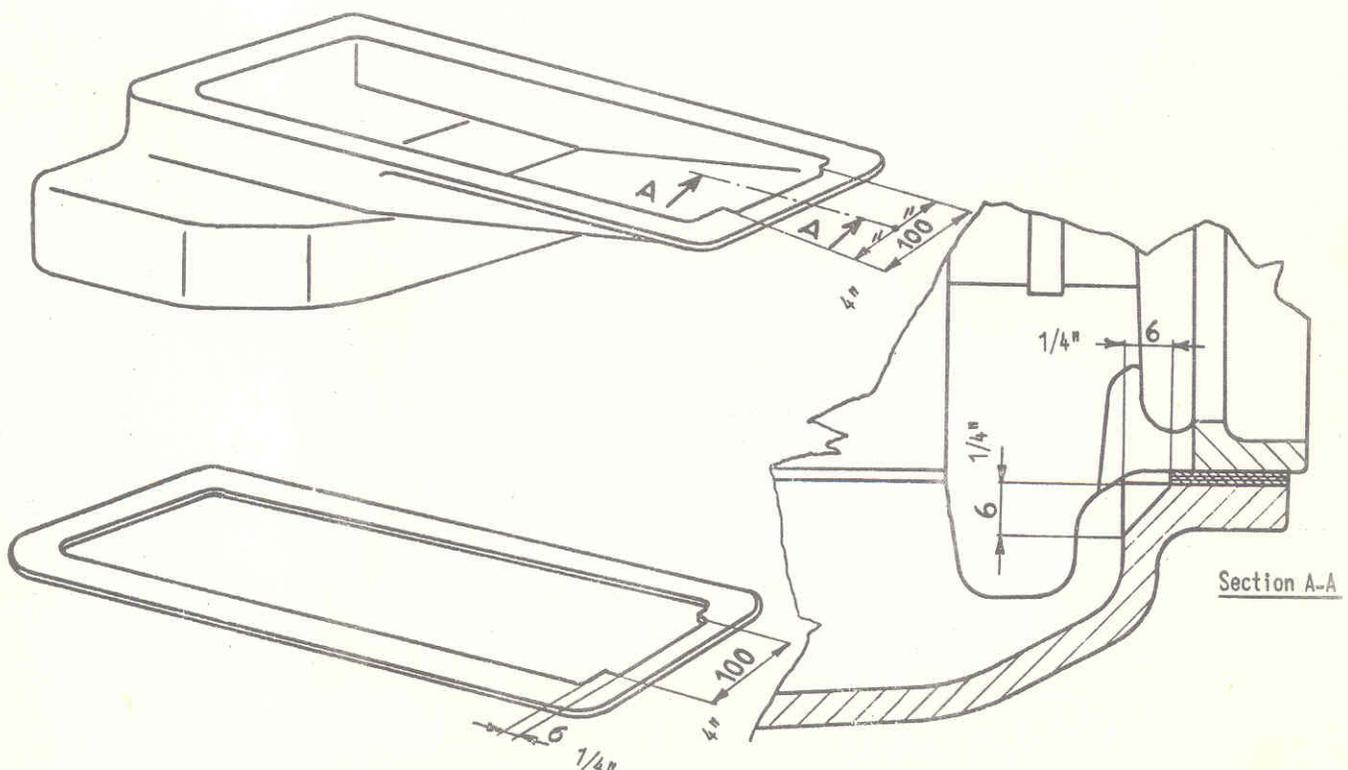
HOW TO FIT PRE-MOD CAST SUMP TO CRANKCASE

WITH REINFORCED REAR BEARING CAP

A modification has been introduced into the oil sump of GIULIA (105) models fitted with a reinforced rear bearing cap so as to improve the return of the oil. The post-mod. sump bears the P.N. 105.00.01.021.05.

However, the old sumps on hand (P.N. 105.00.01.021.03) can be re-used on engines with the reinforced bearing cap, provided that a 6 mm (1/4") chamfer is machined into the edge of rear end of flange as shown.

Of course the gasket between sump and pre-mod. crankcase should also be cut to fit the modified sump flange.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 25/5/1965
GIULIA Sprint G.T.		SEQUENT NUMBER 1.05.087
UNIT	<i>Information Sheet</i>	SHEET
Coachwork		1/2

Translated in November 1965

GIULIA Sprint G.T. Model

REPLACEMENT OF FAULTY ENGINE-HOOD SUPPORTING LINK

Should the operation of the link which holds the engine hood in open position prove faulty, it is advisable to replace the link according to the following directions and figure 3.

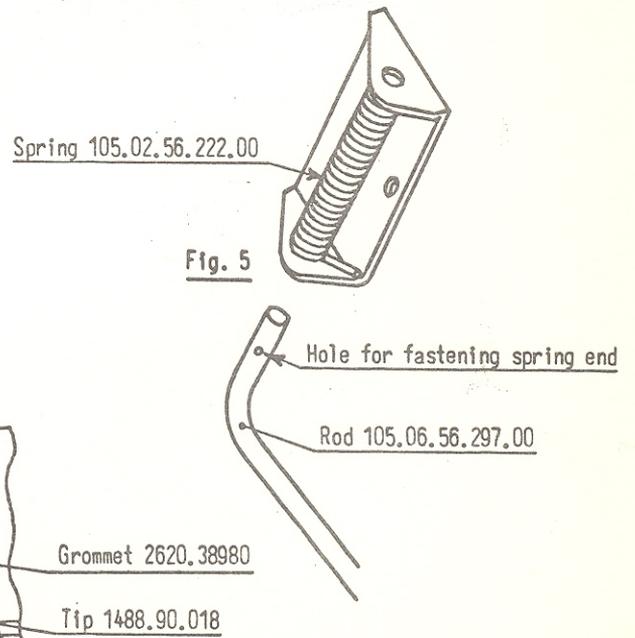
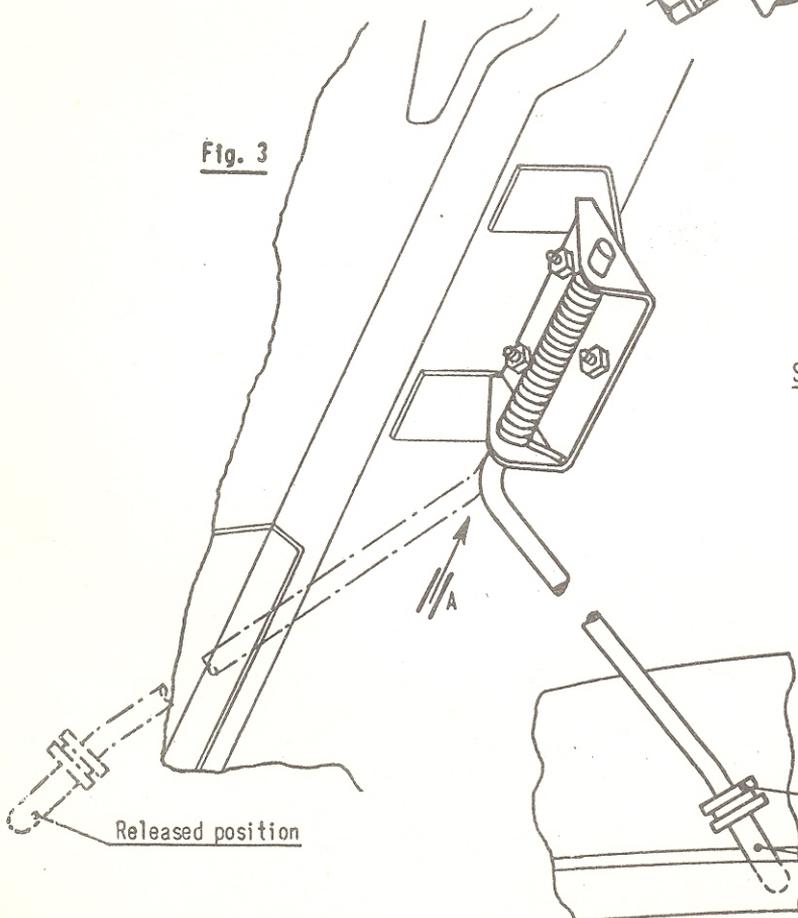
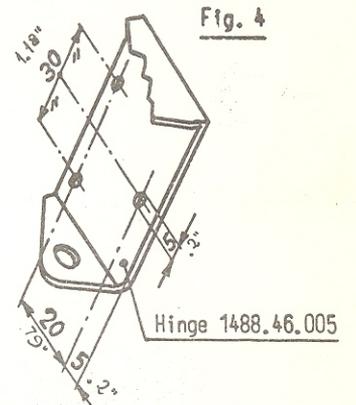
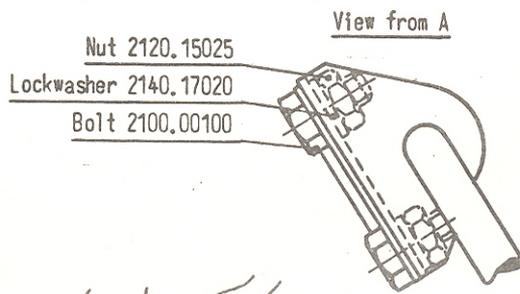
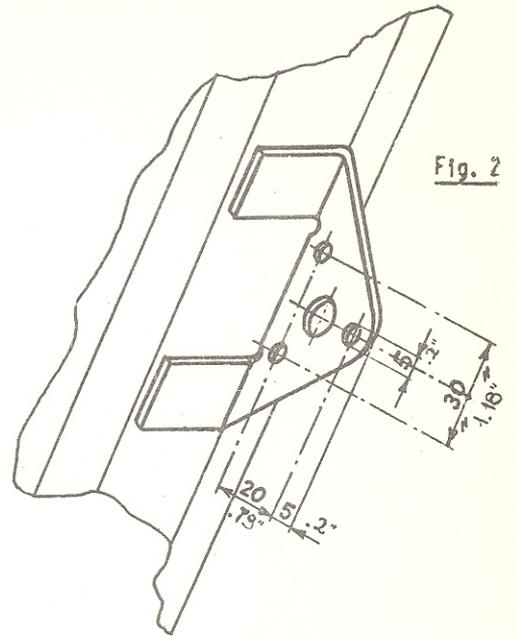
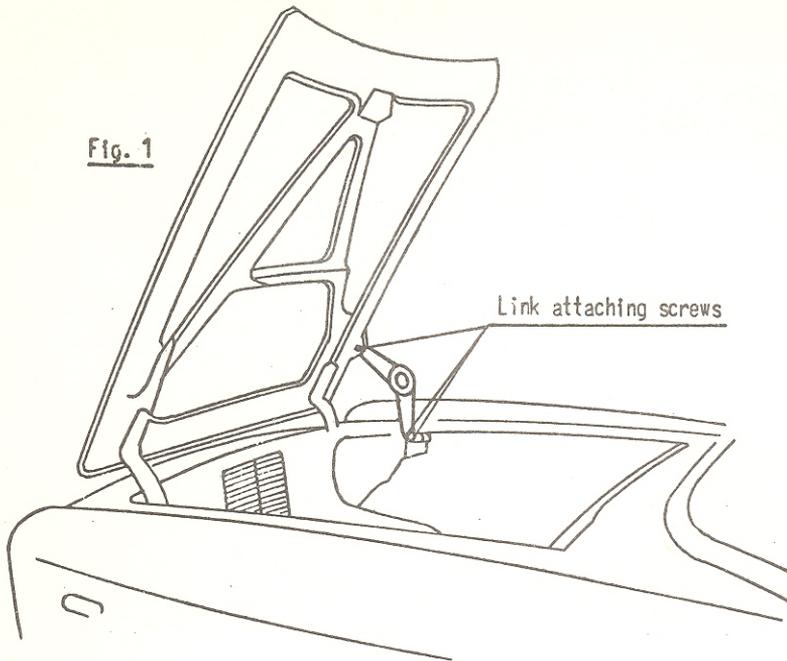
Proceed as follows:

- 1) - Remove the three screws attaching the link to wing and hood and take the link away (see fig. 1).
- 2) - Drill three 5 mm dia. holes in the hinge, P.N. 1488.46.005, as shown in fig. 4; with the hinge so drilled, countermark the bracket attached to the hood and drill three 5 mm dia. mating holes through. (see fig. 2)
- 3) - Position the return spring, P.N. 105.02.56.222.00 between the lugs of the hinge (see fig. 5); insert the hood supporting rod, P.N. 105.06.56.297.00, into the coils of spring, then slip one end of the spring with pliers or a screwdriver into the suitably provided hole in the rod; fit the grommet, std 2620.38980, and the tip, P.N. 1488.90.018, onto the opposite end of the rod as shown in fig. 3.
- 4) - Pre-load the spring through a full turn of the rod or the hinge.
- 5) - Install the hood supporting rod assy onto the bracket and lock in place with the attaching parts as shown in fig. 3 and in "view from A".
- 6) - Make certain the rod operates properly and returns freely against the hood when released (fig. 3).

PARTS REQUIRED

P.N.	Description	Qty
1488.46.005	Hinge	1
105.06.56.297.00	Rod	1
1488.90.018	Tip	1
2100.00100	Bolt	3
2140.17020	Lockwasher	3
2120.15025	Nut	3
105.02.56.222.00	Spring	1
2620.38980	Grommet	1

Time required: 100 centesimal minutes



TYPE OF CAR

GIULIA T.I.
Sprint GT - Super

UNIT

Gearbox

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE
25/5/1965

SEQUENT NUMBER

1.05.088

SHEET

1/1

Translated in November 1965

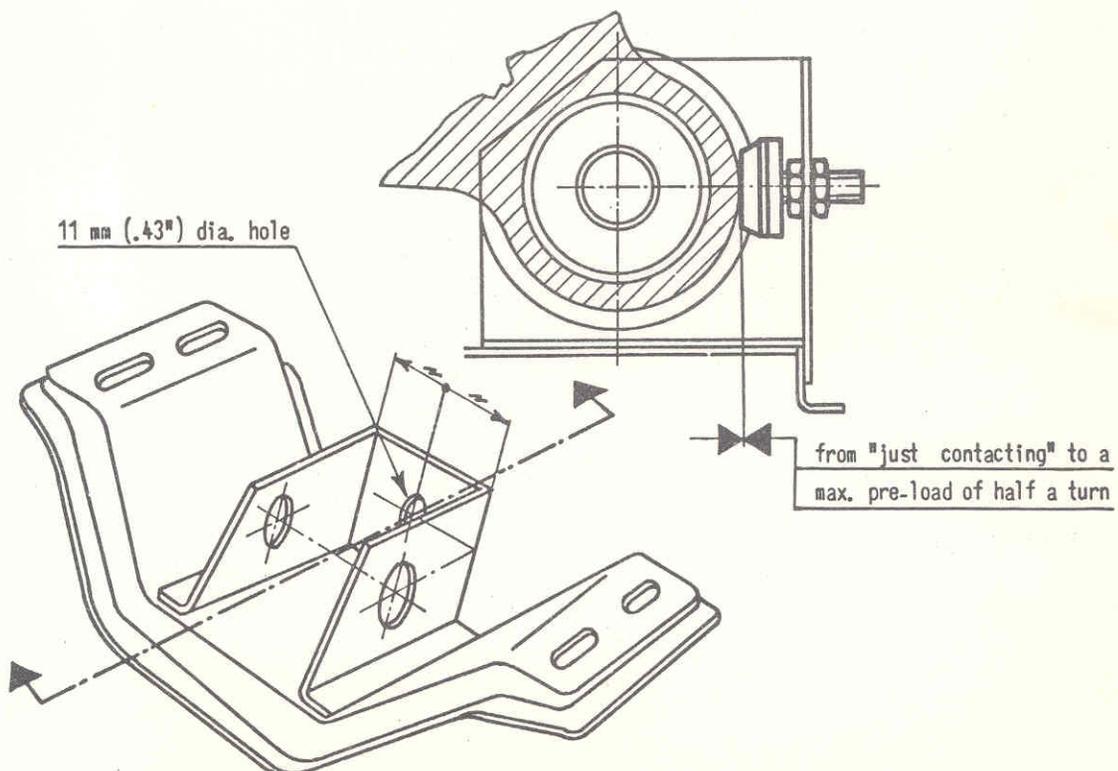
GIULIA T.I., Sprint GT, Super

BACK-UP JERK BUFFER

In order to prevent the jerk of clutch, due to a sudden rocking of engine/gearbox unit when backing up, a buffer, P.N. 105.06.13.816.00, is fitted to the Giulia 1300 model on assembly line.

In the event a similar trouble is experienced in the clutch of other Giulia models, it is recommended to fit the buffer as shown in the illustration below.

Care should be taken not to set the buffer under excessive pre-load as this may give raise to undue noise.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
Spider 1600 model		6/10/1965
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.05.089
		SHEET
		1/3

Solo per U.S.A.
- USA only -

Spider 1600 Model

INSTALLATION OF A "BLOW-BY" DEVICE.

The engines of this model for export to U.S.A. are delivered complete with a "blow-by" device.

To comply with local regulations which specify the installation of such a device on engines lacking it, fit the components listed in the table as shown in the figure 1 - 2 - 3 - 4.

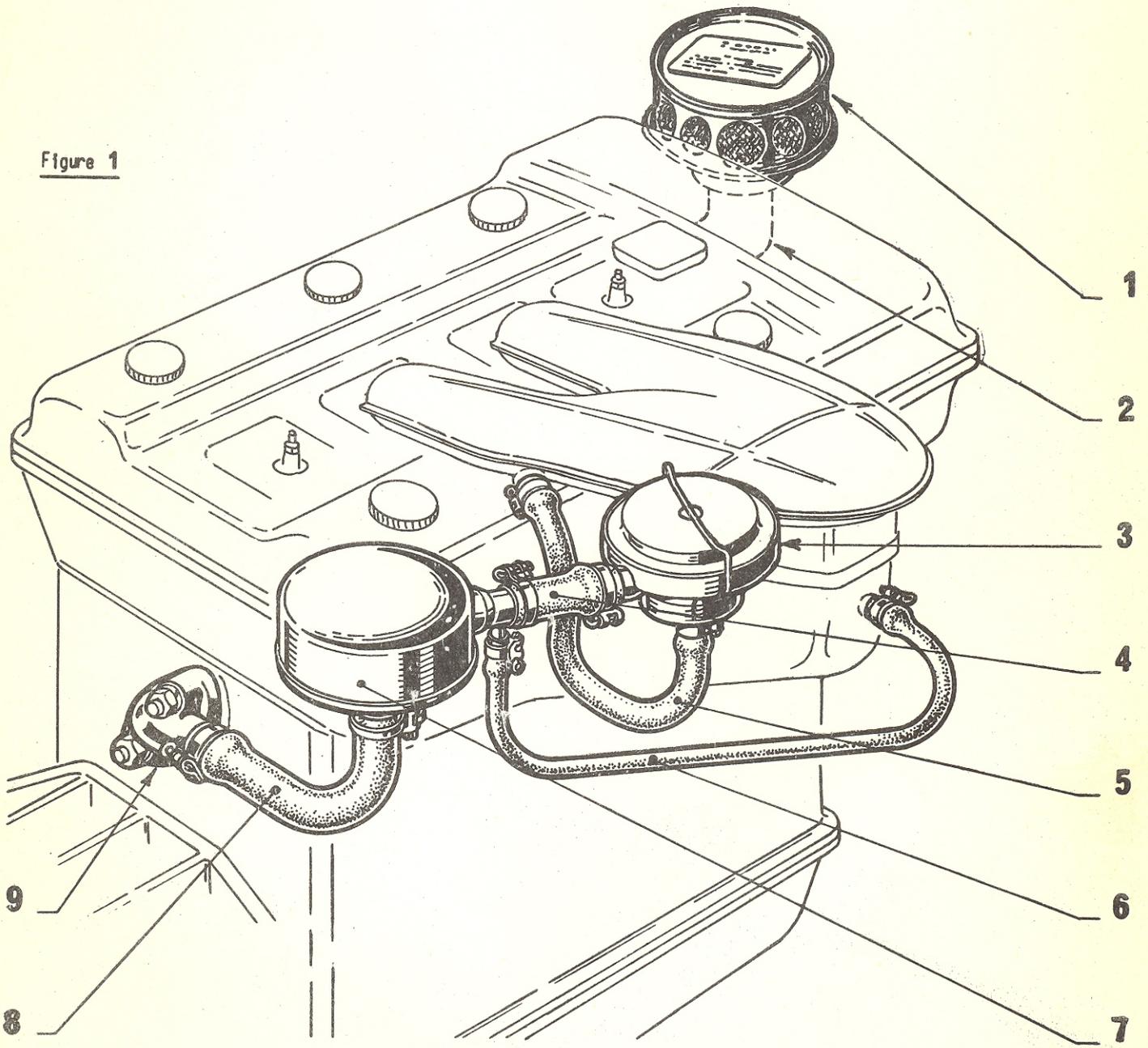
LIST OF PARTS REQUIRED FOR THE INSTALLATION
OF A "BLOW-BY" DEVICE

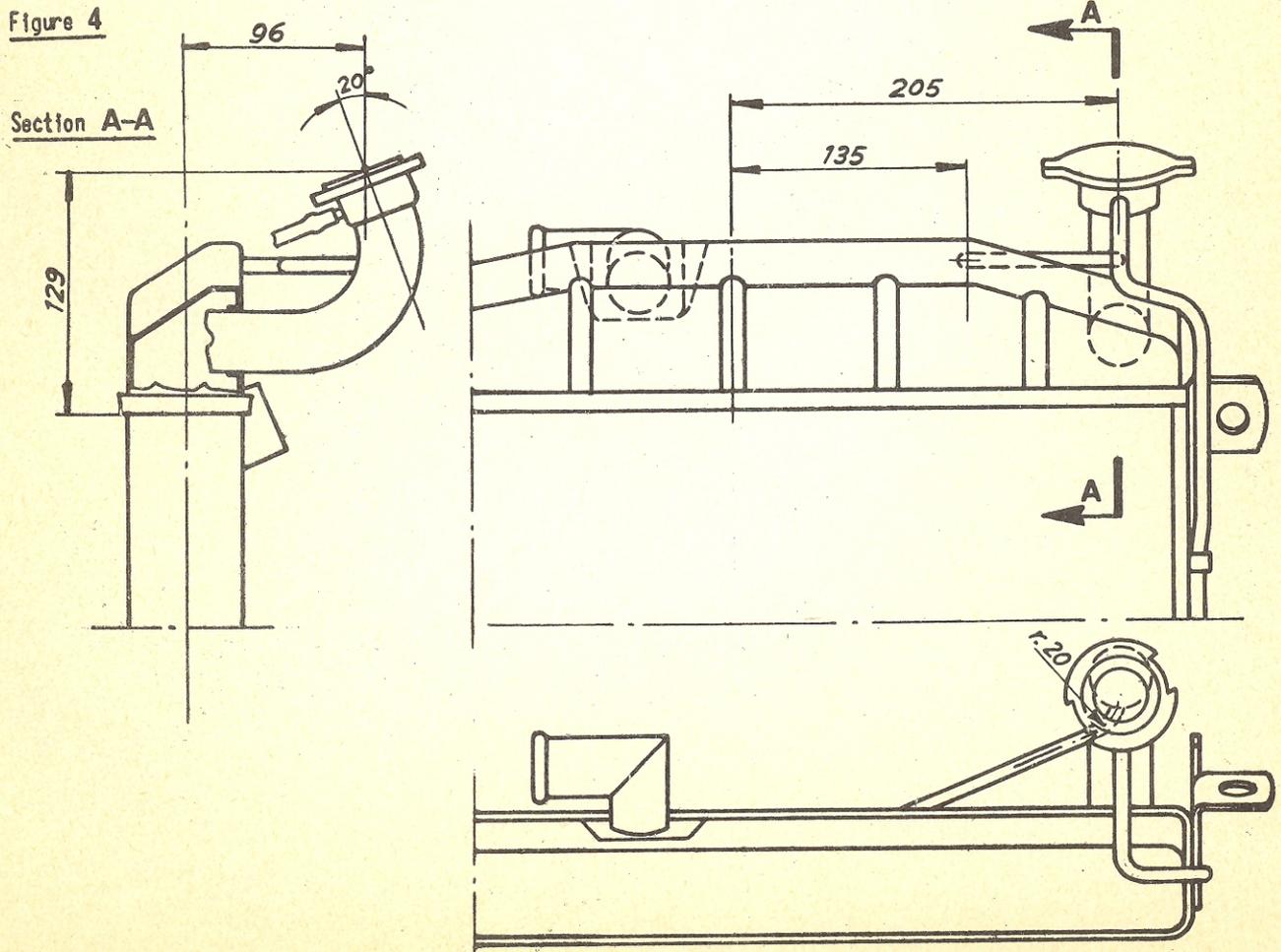
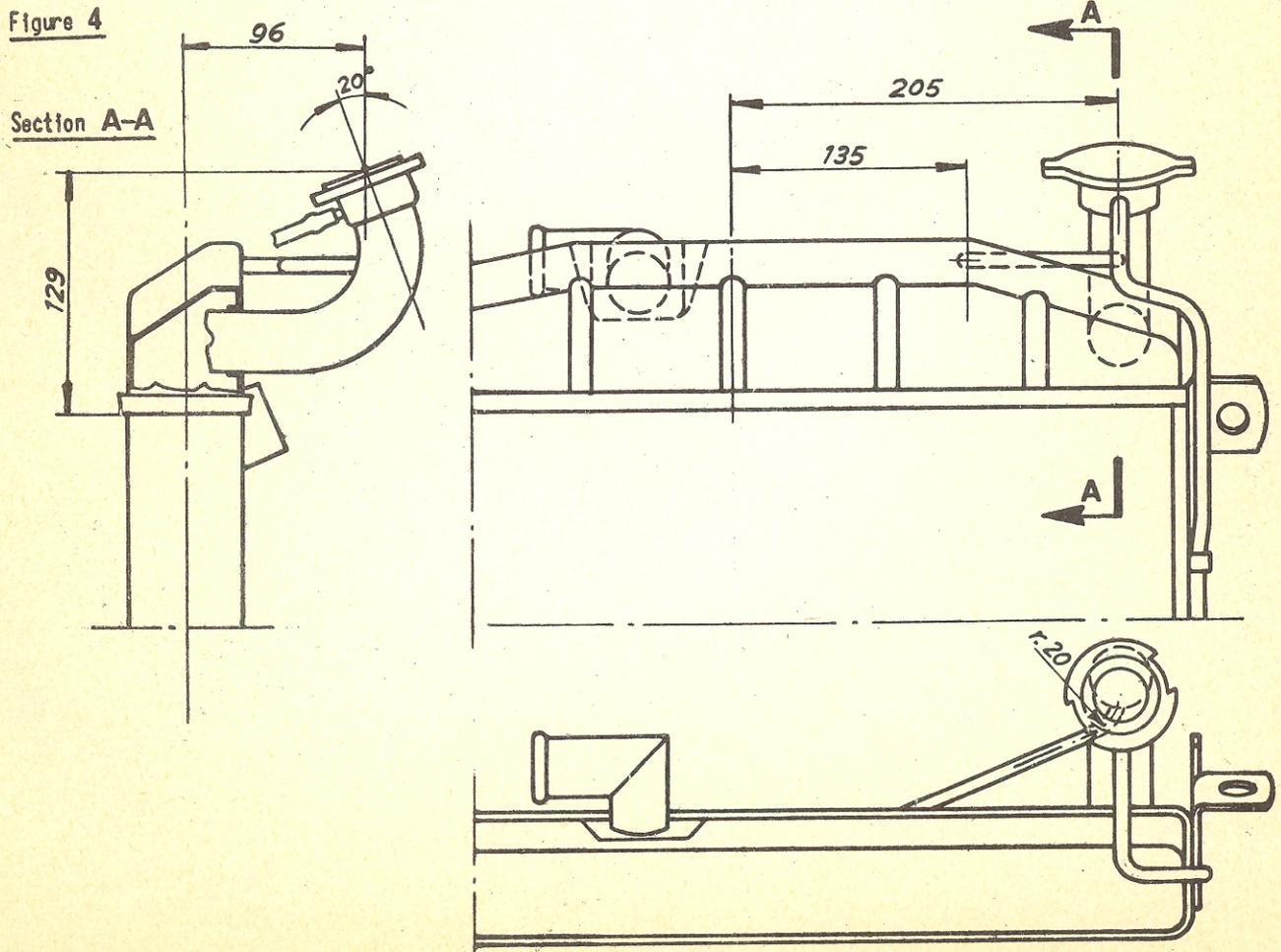
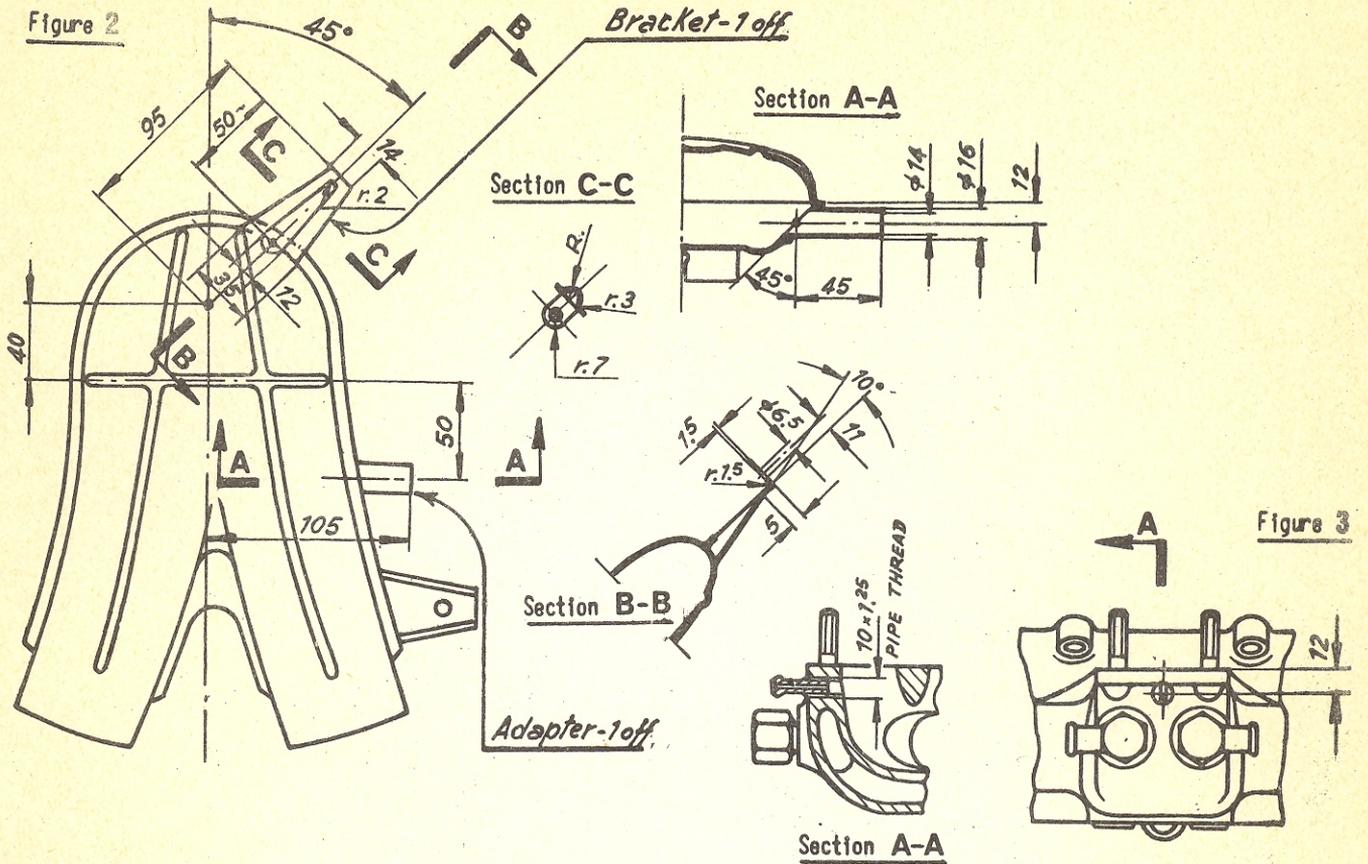
Item no.	N o m e n c l a t u r e	P.N.	Qty
1	Filter, vent	101.23.01.078.00	1
2	Elbow, vent filter	101.23.01.569.00	1
3	Valve (type FVP 2001)	101.23.01.077.00	1
4	Hose, connecting valve to separator	101.23.01.673.00	1
5	Hose, connecting valve to air intake	101.23.01.672.00	1
6	Hose, connecting intake manifold to separator	101.23.01.671.00	1
7	Separator assembly	101.23.01.034.00	1
8	Hose, connecting crankcase vent to separator	101.23.01.146.00	1
9	Elbow, vent	105.00.01.144.00	1
	Screw, valve attaching	2100.01283	1
	Washer, valve attaching	2140.16803	1
	Nut, valve attaching	2120.15027	1
	Metal strap, 1100 mm (43.2") long, for 6 clamps	3216.99050	
	Fastener, clamp	2200.34200	6
	Metal strap, 550 mm (21.6") long, for 2 clamps	3216.99090	
	Fastener, clamp	2220.34201	2
	Union	101.23.01.670.00	1

NOTE

To install item 2, remove the pipe plug screwed into the head and fit the elbow so that it points upward when locked in place. See figure.

Figure 1





TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 11/6/1965
GIULIA Super		SEQUENT NUMBER 1.05.090
UNIT	<i>Information Sheet</i>	SHEET 1/2
Coachwork		

Translated in November 1965

GIULIA Super model

DEFECTIVE DASHBOARD TRIM

On some Giulia Super cars and under unusual conditions, such as prolonged stops in the sun, the warping of dashboard top padding and the unsticking of the mahogany panel may occur.

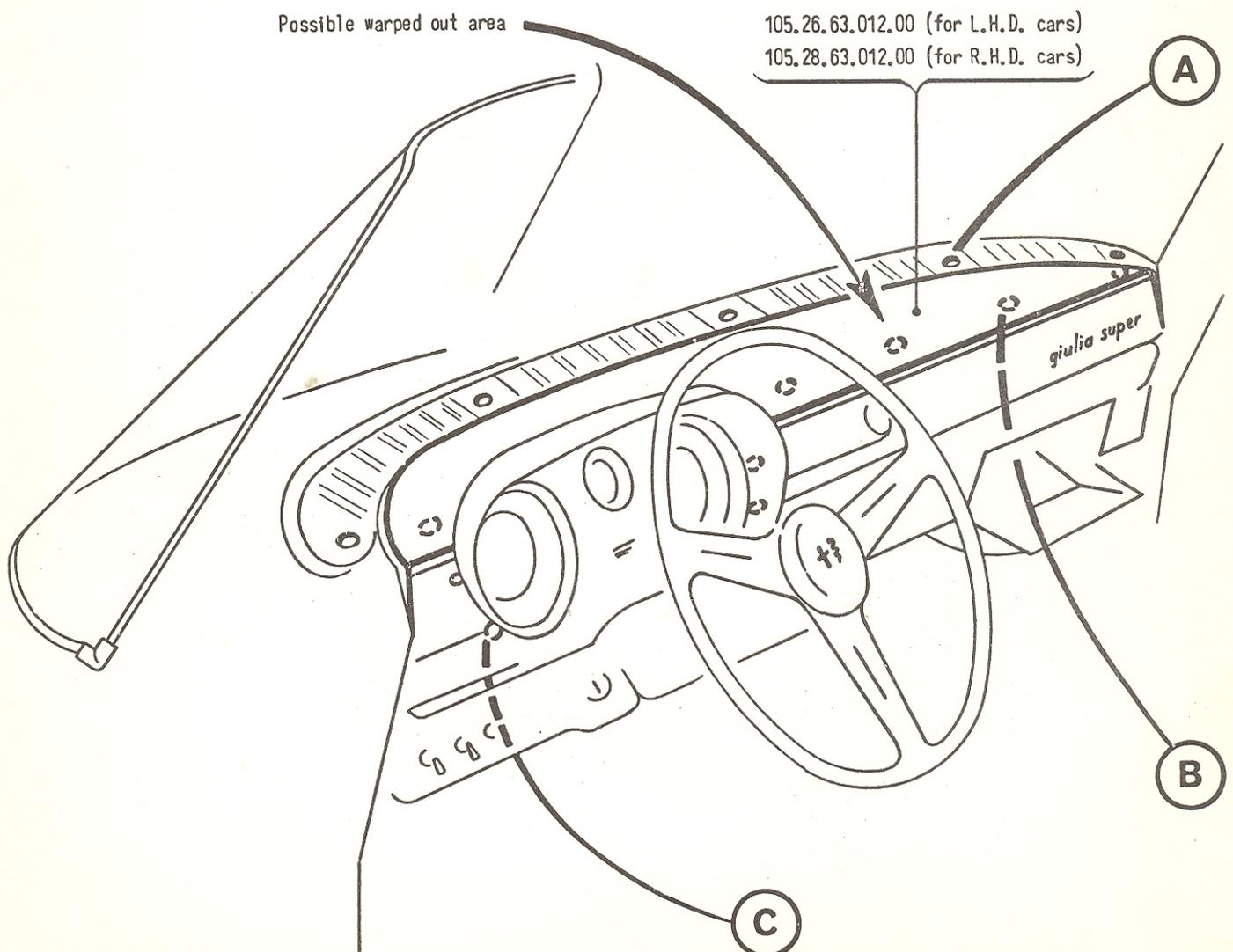
1 - Dashboard top panel warping

Replace the top panel with the new type having a sheet-metal insert, P.N. 105.26.63.012.00 for L.H.D. cars and P.N. 105.28.63.012.00 for R.H.D. cars; proceed as follows:

- 1.1 - Remove the windshield (refer to the publication DIASS 888);
- 1.2 - Loosen screws "A" and the lateral drive screws with a 4 mm (3/16") and remove the air outlet grille (see illustration);
- 1.3 - Withdraw the top panel attaching nuts "B" with a 7 mm (9/32") box wrench;
- 1.4 - Slacken nuts "C" slightly and remove the top panel;
- 1.5 - Install the new panel by reversing the above procedure;
- 1.6 - For replacement under guarantee coverage, the defective padding should be forwarded, properly packaged to the competent Branch in the area for administrative settlement.

2 - Unsticking of mahogany panel

- 2.1 - Remove the moulding and the ornament "Giulia Super" attached to the dashboard with snap fasteners; as the last fastener on R.H. side (next to the pillar) is rather difficult to release, remove the mahogany panel without detaching the moulding completely; simply raise the moulding at the left end.
- 2.2 - Take off the defective panel and with a brush smear an even coat of cement over the dashboard and the trim. It is specified the use of cement PERFIX ALPHA DL/6 by ICIR in Torino - Italy.
- 2.3 - Let dry for 10-15 minutes according to the thickness of the layer.
- 2.4 - Bring the parts in contact making sure the mounting holes are carefully aligned; then press strongly on the panel with a dry cloth to ensure proper bonding.
- 2.5 - Refit moulding and ornament.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 15/6/1965
GIULIA 1300		SEQUENT NUMBER 1.05.091
UNIT	<i>Information Sheet</i>	SHEET 1/1
Induction system		

Translated in November 1965

GIULIA 1300 Model

ICING IN INTAKE DUCTS TO CARBURETTOR

OCT 17 1965

In very particular operating conditions (high humidity in conjunction with temperatures of 5-6° C) icing of air intake ducts to carburettor may occur with consequent loss of power, up to a complete engine stall in some cases.

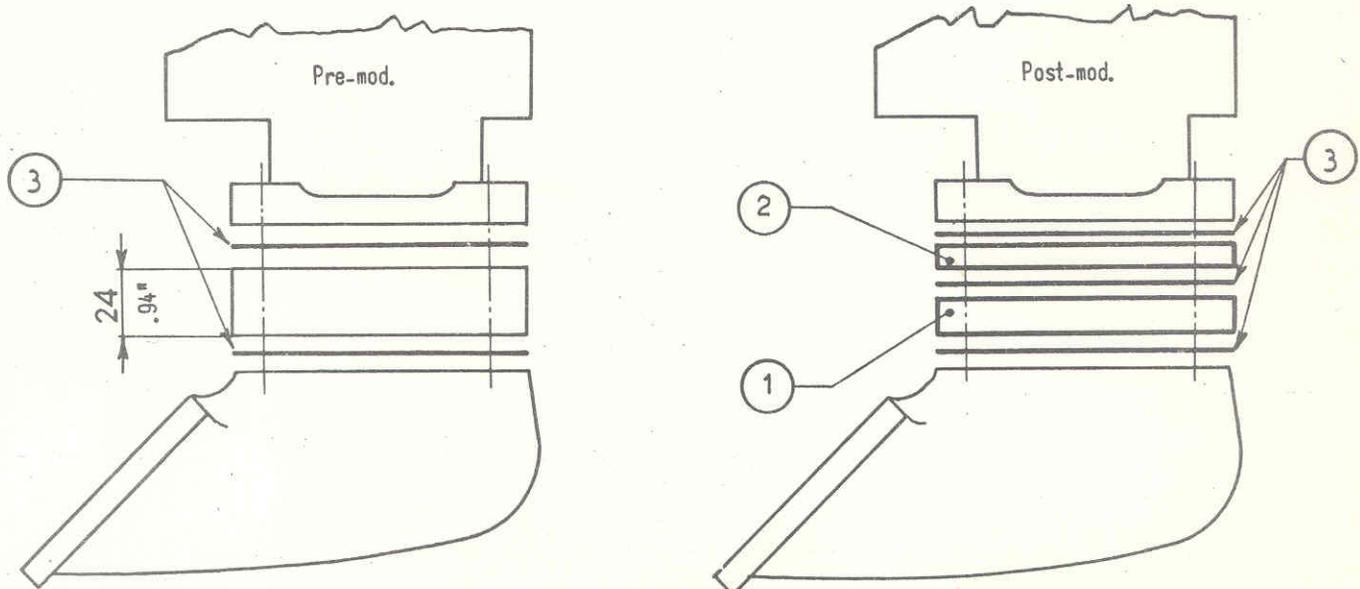
The trouble can be reduced to a minimum by replacing the present plastic spacer (see illustration) fitted between intake manifold and carburettor with the following items:

- 1) - 105.06.04.163.01 - aluminum, 18.5 mm (.73") thick (supplied as spares only);
- 2) - 105.00.04.163.00 - plastic, 5 mm (.20") thick;
- 3) - 105.00.04.164.00 - gasket, to be inserted between above spacers as shown.

Order nos.

- Spacer 105.06.04.163.01 - 1 off (used for modification only)
- Spacer 105.00.04.163.00 - 1 off
- Gasket 105.00.04.164.00 - 3 off

Time required: 100 centesimal minutes.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 15/6/1965
GIULIA models		SEQUENT NUMBER 1.05.092
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine		

Translated in November 1965

GIULIA Models

CYLINDER BLOCK & FRONT COVER GASKETS

To improve the sealing properties of the gasket in the area around the water duct (see below), a new type of gasket has been introduced.

On both faces, this gasket has the affected area treated with a special sealing compound.

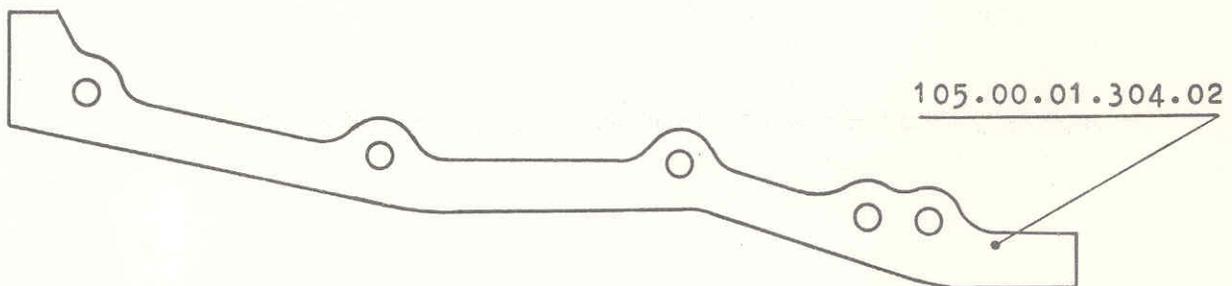
The new gasket, black in color, must be used to remedy any water leakage as mentioned above.

When performing other overhaul or repair work on the engine, it is advisable to replace the new gasket for the previous one, too.

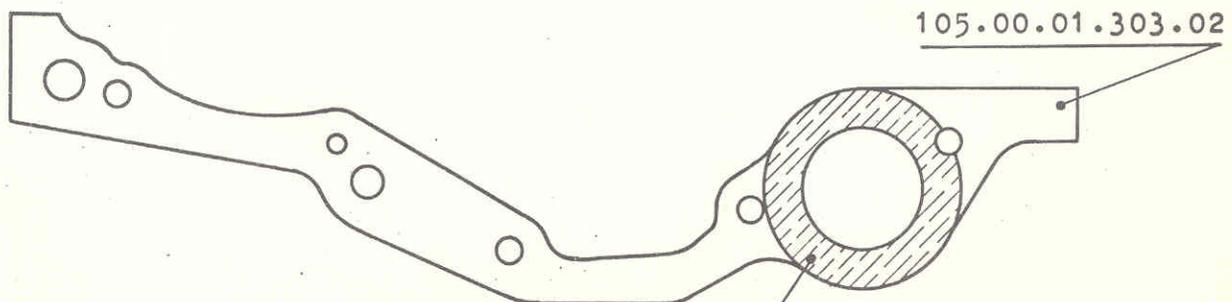
Order nos.:

Gasket 105.00.01.303.02 - 1 off (exhaust side)

Gasket 105.00.01.304.02 - 1 off (intake side)



105.00.01.304.02



105.00.01.303.02

Area pre-coated with sealing compound (on both faces)

TYPE OF CAR GIULIA 1300 T.I. - Super - GT - GTC	 DIREZIONE ASSISTENZA	DATE 6/9/1965
UNIT Front wheels		SEQUENT NUMBER 1.05.093/1
<i>Information Sheet</i>		SHEET 1/3

Translated in November 1965

WHEEL ALIGNMENT SIMPLIFIED PROCEDURE

SUPPLEMENT TO I.S. 0.00.053 dated 12/3/1965

Applicable to :

GIULIA 1300 - T.I. - Super - GT - GTC

A simplified procedure for checking the wheel alignment has been developed.

With this procedure the detachment of shock absorbers and stabilizer rod is not required.

However, the weights must yet be applied to as specified below.

Proceed as follows:

a) Put the car under the following load conditions:

G I U L I A G T - G T C	{	2 weights of 45 Kg 2 weights of 25 Kg located as shown.
G I U L I A 1300 - T I - S u p e r	{	4 weights of 45 Kg 4 weights of 25 Kg located as shown.

and with:

- full tank or equivalent weight;
- spare wheel and tool kit;
- tires inflated as prescribed.

b) Check the attitude as follows:

- 1 - Raise the car by hand 40 to 50 mm (1½ to 2") and let it return to its normal position; then measure dimensions A, B and C.
- 2 - Lower the car by hand (40 to 50 mm) and let it free to return (repeat several times, if necessary); then measure dimensions A, B and C.
- 3 - The average value of dimensions A, B and C as measured under 1 and 2 above will give the actual attitude.
- 4 - Warning : A wishbone shaft of elongated cross section instead of round has been fitted to some cars: therefore the

true dimensions also varies:

T R U E D I M E N S I O N S

Model →	GIULIA 1300 - TI - Super	GIULIA GT - GTC
FRONT : A - B	for elongated-cross-section shafts: 34 ± 3 mm ($1.34 \pm .12$ ")	
	for round-cross-section shaft: 38 ± 3 mm ($1.49 \pm .12$ ")	
REAR : C	10 ± 5 mm ($.4 \pm .2$ ")	15 ± 5 mm ($.6 \pm .2$ ")

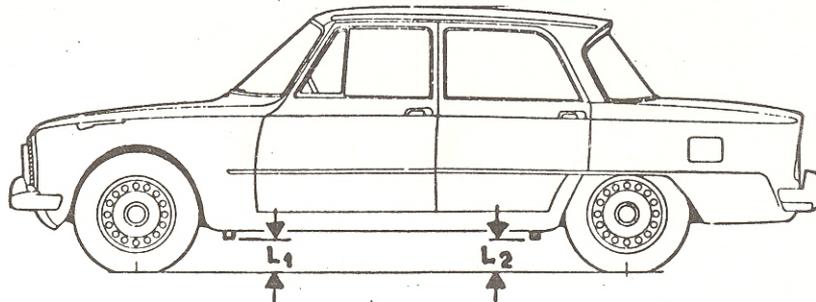
c) In the conditions as specified in table above, check the wheel alignment.

WHEEL ANGLE SPECIFICATIONS

Toe-in 3 ± 1 mm ($.12 \pm .04$ ")	}	See I.S. 0.00.053
Camber $0^{\circ}50' \pm 30'$		
Caster $1^{\circ} \pm 30'$		

CHECKING OF FRONT WHEEL ANGLES (unladen cars)

- a) Place the car on level ground with tires inflated as specified.
- b) Insert blocks (the use of tools Arr.4.0177/0118/0119 is recommended) under the car in correspondence of the jack sockets so as to obtain the ground clearance L1 and L2 in the "unladen car attitude".
The body must just contact the blocks (or tools); if necessary load the car evenly until this condition occurs.



M o d e l	L 1	L 2
GIULIA TI - 1300 - Super	230 mm (9.06 ")	246 mm (9.68 ")
GIULIA GT - GTC	226 mm (8.79 ")	230 mm (9.06 ")

c) In such a condition, check that wheel angles are as specified below:

WHEEL ANGLE SPECIFICATIONS

Model →	GIULIA 1300 - TI - Super	GT and GTC
Toe-in	6 ± 1 mm ($.24 \pm .04$ ")	
Camber	$0^{\circ}25' \pm 30'$	$0^{\circ}25' \pm 20'$
Caster	$0^{\circ}10' \pm 20'$	$0^{\circ}40' \pm 20'$

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 1/9/965
GIULIA models		SEQUENT NUMBER 1.05.094
UNIT	<i>Information Sheet</i>	SHEET 1/1
Electric system		

Translated in November 1965

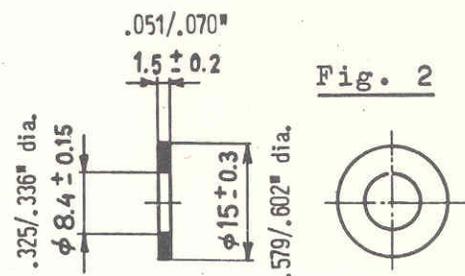
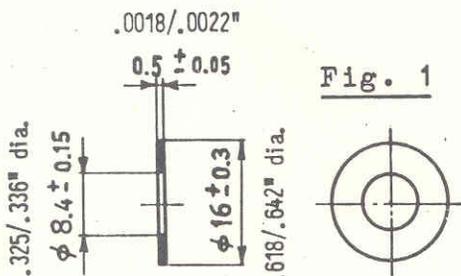
OCT 17 1965

GIULIA Models

BREAKAGE OF BOSCH GENERATOR DRIVE-END SUPPORT

In order to prevent the drive end support from breaking in correspondence of the boss for the bolt attaching the generator to the belt tensioning link, proceed as follows:

- a) - Check that boss and link contact surfaces are perfectly aligned;
- b) - correct possible misalignment (primary cause of breakage) as follows:
 - 1) insert shims of the type as shown in figure 1 between belt tensioning link and support lug boss when misalignment results in a gap between link and boss, or
 - 2) insert shims of the type as shown in figure 2 between the belt tensioning link and the boss projecting from water pump housing when interference instead of gap exists in b (1) above.
- c) - check the belt tensioning link for flatness in the area where it contacts the generator lug boss and true up, if necessary



Shims complying with above specifications should be purchased or made locally.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		1/9/65
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Engine		1.05.095
		SHEET
		1/1

APR 4 1965

Translated in December 1965

GIULIA Models

MAIN BEARING-TO-JOURNAL RADIAL CLEARANCE READINGS

To avoid misleading results in determining the main bearing-to-journal radial clearance, the applicable formula is given below.

$$S = F - (2c + A)$$

where:

- S = radial clearance
- c = main bearing thickness
- A = main journal O.D.
- F = main bearing seat I.D.

The radial clearance should fall in the following limits:

$$.014 \text{ to } .058 \text{ mm } (.0005 \text{ to } .0022")$$

Example (metrical):

$$\begin{aligned}
 S &= 63.676 - (2 \times 1.829 + 59.960) = \\
 &= 63.676 - (3.658 + 59.960) = \\
 &= 63.676 - 63.618 = .058 : \\
 S &= .058 = \text{radial clearance maximum limit.}
 \end{aligned}$$

Values used in the example are the same as specified on page 12 of publication no. 1133 - 12/65 "TECHNICAL CHARACTERISTICS AND PRINCIPAL INSPECTION SPECIFICATIONS" for GIULIA Super Model.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 14/10/965
GIULIA G.T.C.		SEQUENT NUMBER 1.05.096
UNIT	<i>Information Sheet</i>	SHEET 1/5
Coachwork		

Translated in March 1966

GIULIA G.T.C. Model

INSTALLATION OF A REINFORCING CROSS MEMBER TO THE FRONT END
AND A STEERING COLUMN BRACE

To prevent vibrations, it is advisable to install reinforcements as follows:

1st stage

Remove the battery, the engine hood supporting link and the lamp cable; withdraw hinge attaching screws and take away the hood; drain water from radiator, loosen the four attaching screws, disconnect hoses and remove the radiator; disconnect and withdraw horn cables on R.H. & L.H. fender skirt and remove horns; loosen the attaching screws and remove ornaments and radiator grille.

2nd stage

Cut the two lugs of horn bracket right down to the fender skirt (see fig. 1). Smooth away any sharp edge.

Remove terminals from horn cables on R.H. side, soft solder the ends together, wrap the ends so connected with tape and put them near the skirt.

3rd stage - Positioning the cross-member (see fig. 2)

Position the two lower side braces, P.N. 105.25.50.418.00 and P.N. 105.25.50.417.00 between the fender skirt and the lower cross member and fix in place with a spot of welding.

Install the two supports P.N. 105.25.50.419/420.00 onto the top of wings.

Position the cross member, P.N. 105.25.50.084.00 as shown, making sure that lower ends of cross-member fit properly the lower braces and the upper ends be forced between the opposite supports.

After the cross-member has been so placed as to be at no more than 10-11 mm (1/2") apart from radiator mounting brackets (see fig. 3), install the two gussets P.N. 105.25.50.422/421.00, for solid connection of cross-member to fender skirt; mark the parts in their respective positions, including the radiator and the wiring installation.

4th stage

With a scraper remove paint layers from areas to be welded, fit the cross-member and gussets, then carefully weld throughout as shown.

Use 1 mm (.04") dia. electrodes and a current supply of 40 Amperes; after welding, apply proper coatings of paint.

In order to prevent burning the areas near weldings, it is advisable to mask them out with asbestos waste.

5th stage

Weld the horn mounting bracket P.N. 105.25.50.189.00 to the cross-member as shown in fig. 3 and paint the bracket.

Install new horns, P.N. 105.14.65.086.00 as shown in fig. 4; interconnect the horns with the wire, P.N. 106.00.66.023.02, then connect horns to the feed cable (green).

6th stage

When all the modification work is over, assemble the detached parts in reverse order of disassembly.

Reinforcing the steering column bracket

To prevent vibrations from taking place in the steering column bracket, proceed as follows:

- Disconnect the battery positive terminal;
- Remove the L.H. trim panel;
- Take away the instrument panel as a whole;
- Bring the wiring as far apart as possible and provide it with a suitable protection;
- Remove paint from areas to be welded;
- Position the brace, P.N. 105.25.50.267.00 as shown in fig. 5 and electric weld the brace where it contacts the fender skirt and the column bracket; use 1 mm (.04") dia. electrodes and a current supply of 40 Amps;
- After welding, apply proper coatings of paint to the welded areas and the brace and reassemble parts in reverse order of disassembly.

In order to prevent burning the areas near weldings, it is advisable to mask them out with asbestos waste.

Parts required:

P.N.	Description	Qty
105.25.50.084.00	Cross-member	1
105.25.50.421.00	Gusset, L.H.	1
105.25.50.422.00	Gusset, R.H.	1
105.25.50.189.00	Bracket, horn mounting	1
105.25.50.418.00	Brace, R.H. lower	1
105.25.50.417.00	Brace, L.H. lower	1
105.25.50.420.00	Support, on R.H. wing	1
105.25.50.419.00	Support, on L.H. wing	1
105.25.50.267.00	Brace, column bracket	1
105.14.65.086.00	Horns	2
106.00.66.023.02	Wire, horn interconnecting	1

REINFORCING THE SIDE RAILS
(light weight stiffening)

1 - CUTTING THE REINFORCEMENTS

Hoist the car; remove the sound deadener from areas near the side reinforcements (see fig. 6); arc cut the L.H. and R.H. reinforcements (see section B-B) and the cross-member saddle (see section A-A); smooth down the cut edges of reinforcement sections left attached.

In order to prevent burning the areas near arc cutting, it is advisable to mask them out with asbestos waste.

2 - PRE-STRAINING THE BODY

Place the car on stands or blocks located in correspondence of jack sockets (see fig.7) so as to keep the wheels cleared from hoist runners. Put 100 Kgs (220 lbs) in the luggage compartment and 50 Kgs (110 lbs) on the engine; if the engine had been removed from the car, load the front end with 200 Kgs (440 lbs).

3 - ASSEMBLING THE NEW PARTS

Make a test installation of reinforcements P.N.105.25.51.008/009.00 to check that they mate properly with floor and side rail (see Fig. 8).

Remove paint layers from areas to be welded; then weld (see section C-C). Use 1 mm (.04") dia. electrodes and a current supply of 30/40 Amperes.

REMOVE THE CAR FROM STANDS

Make a test installation of rear reinforcements, P.N. 105.25.51.347/348.00 and front extensions, P.N. 105.25.51.345/346.00 (see fig. 8) to check that they mate properly with floor; remove paint layers and weld as shown in section D-D.

In order to prevent burning the areas near weldings, it is advisable to mask them out with asbestos waste.

When welding is completed, apply primer and sound deadener to reinforcements and touch up with paint the panels which covers the side rails.

Parts required:

P.N.	Description	Qty
105.25.51.345.00	Extension, front, L.H.	1
105.25.51.346.00	Extension, front, R.H.	1
105.25.51.347.00	Reinforcement, rear, L.H.	1
105.25.51.348.00	Reinforcement, rear, R.H.	1
105.25.51.008.00	Reinforcement, R.H. rail	1
105.25.51.009.00	Reinforcement, L.H. rail	1

Fig. 1

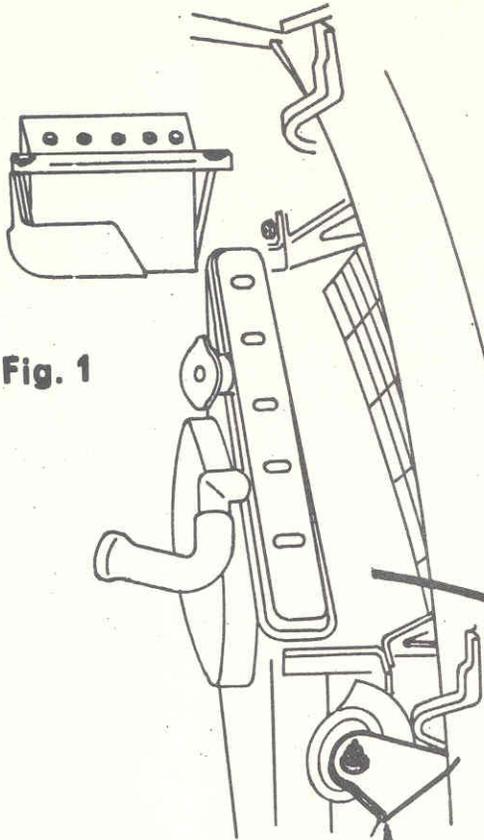


Fig. 4

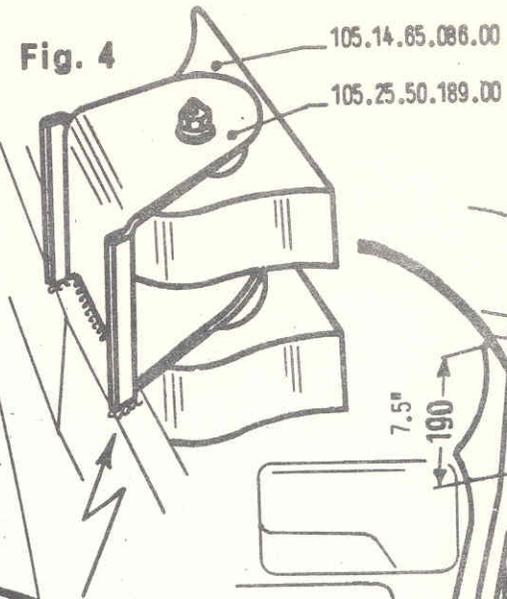


Fig. 3

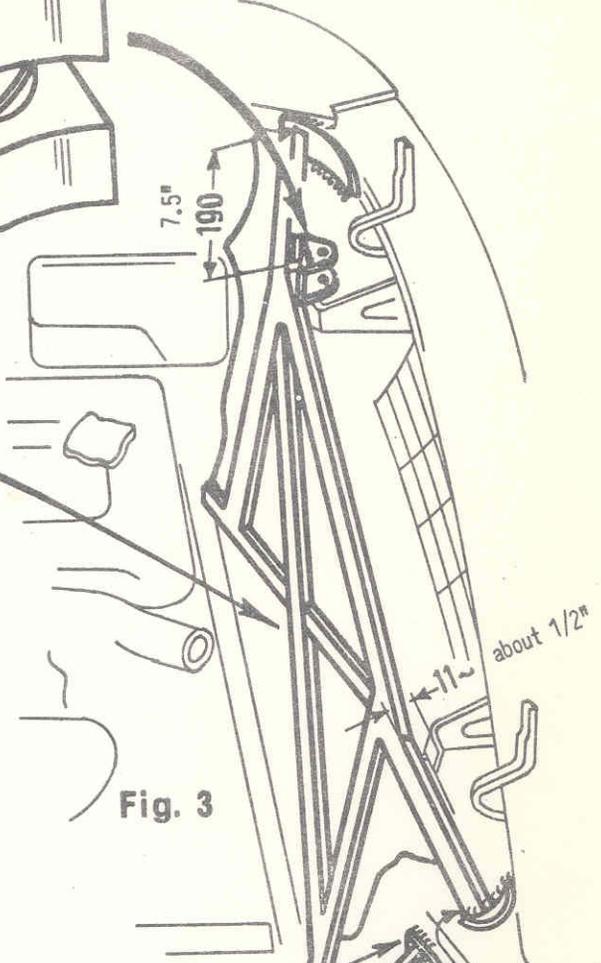


Fig. 5

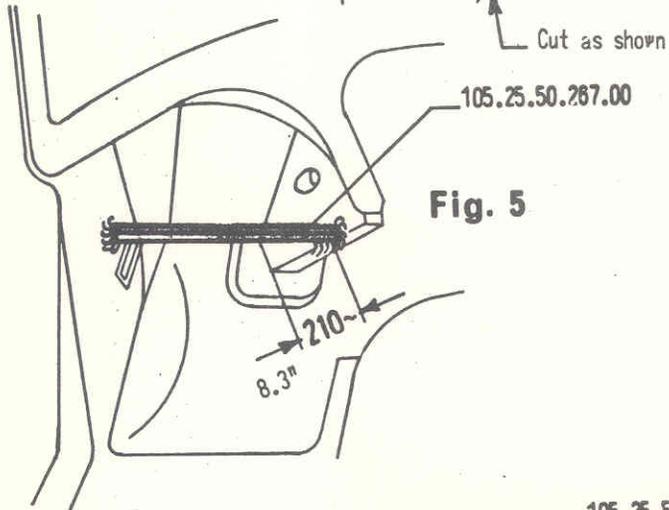


Fig. 2

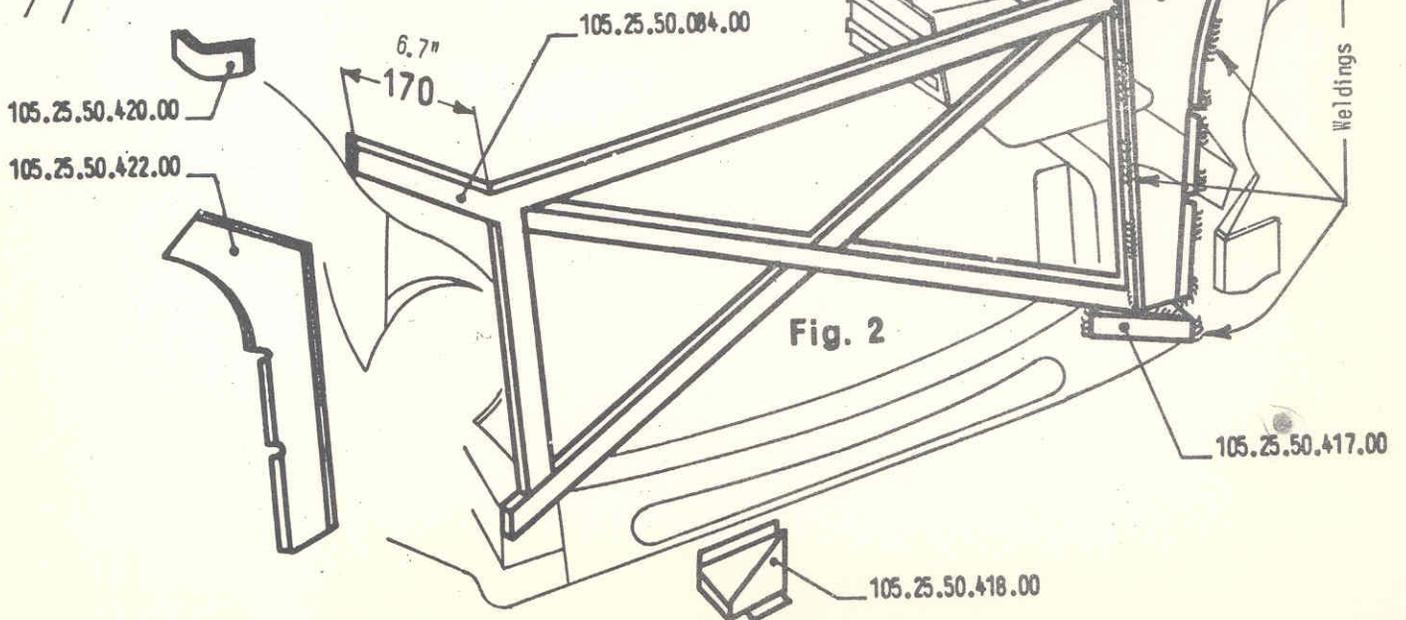


Fig. 6

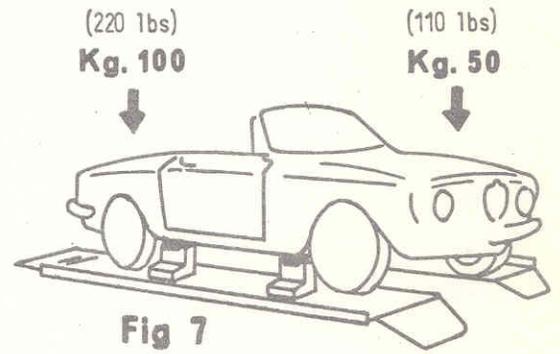
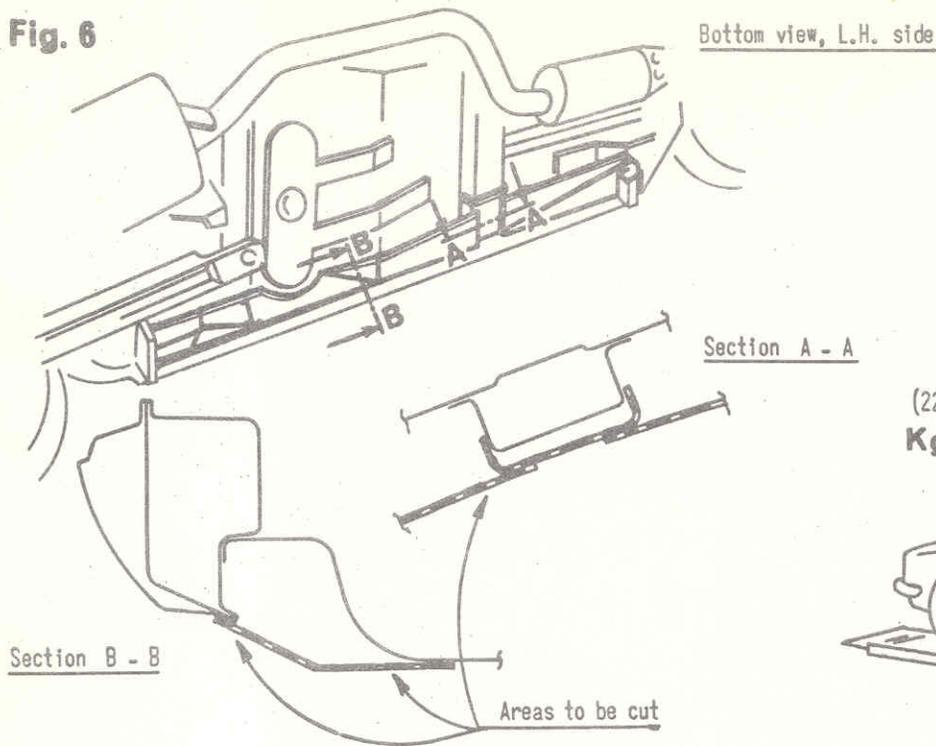
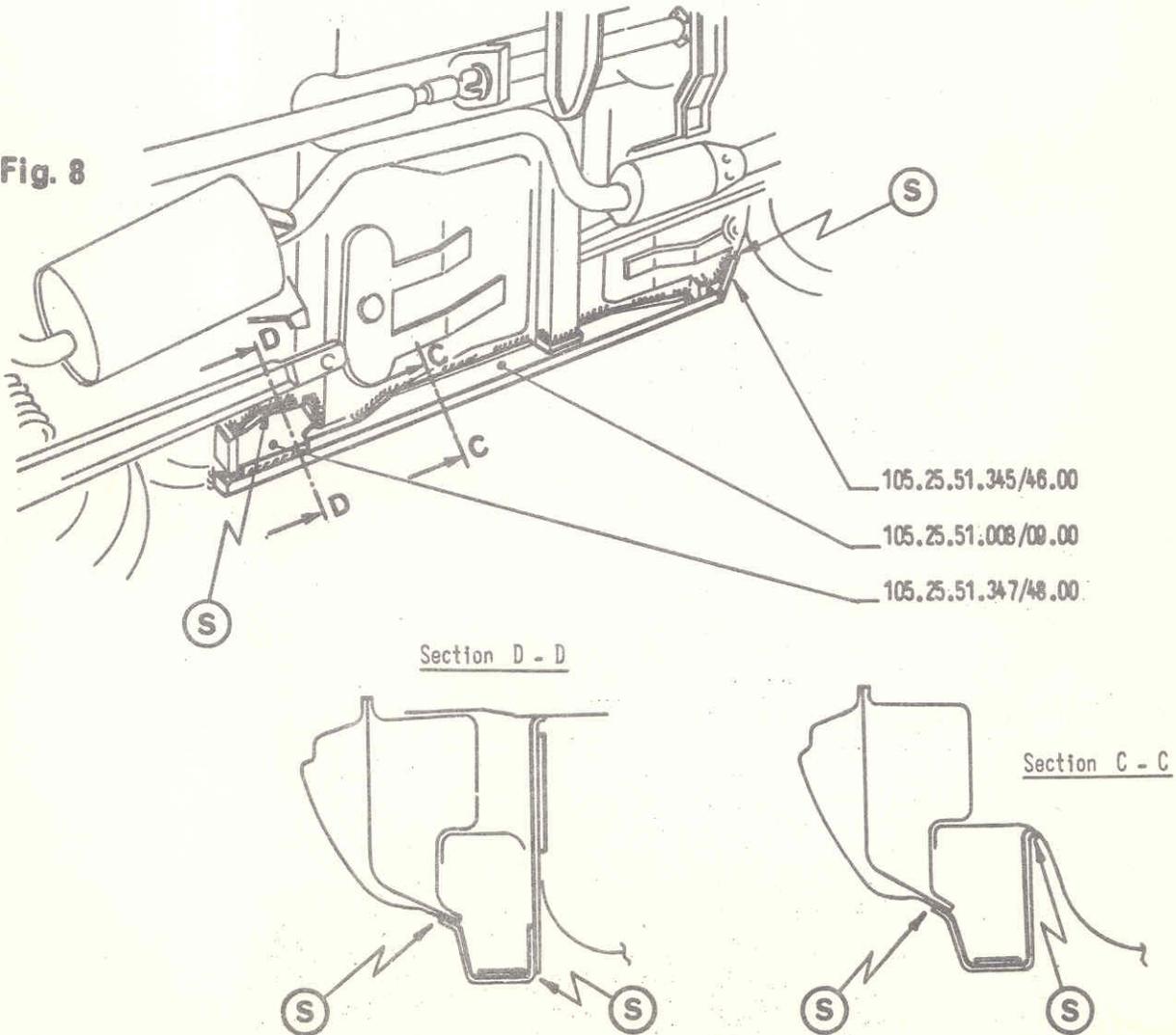


Fig. 8



Weld as shown by arrows "S"

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Cars		15/3/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Front suspension		1.05.097/1
		SHEET
		1/2

Translated in March 1966

GIULIA Cars

FRONT SUSPENSION BALL JOINTS

JUN 25 9 00

As well known, front suspension ball joints of 105 models are of special construction ("for life" type) and therefore require no regular lubrication.

The grease fittings, previously installed on ball joints as an emergency measure, are now superseded by a plastic plug pressed into the threaded boss of pre-mod. fittings.

Such a modification has the purpose of preventing untrained operators from lubricating the joints uselessly.

These plugs must not be removed unless strictly necessary, that is, when the following conditions occur:

A) Squeaking ball joints

- 1) Make sure the grease seal is not damaged; if damaged, proceed as per B) below.
- 2) Remove the plastic plug and drop some engine oil into the threaded boss.
To do this easily on lower ball joints, prize up the lower joint socket taking care not to damage the rubber seal (see figure on page 2).
- 3) Refit the plastic plug.

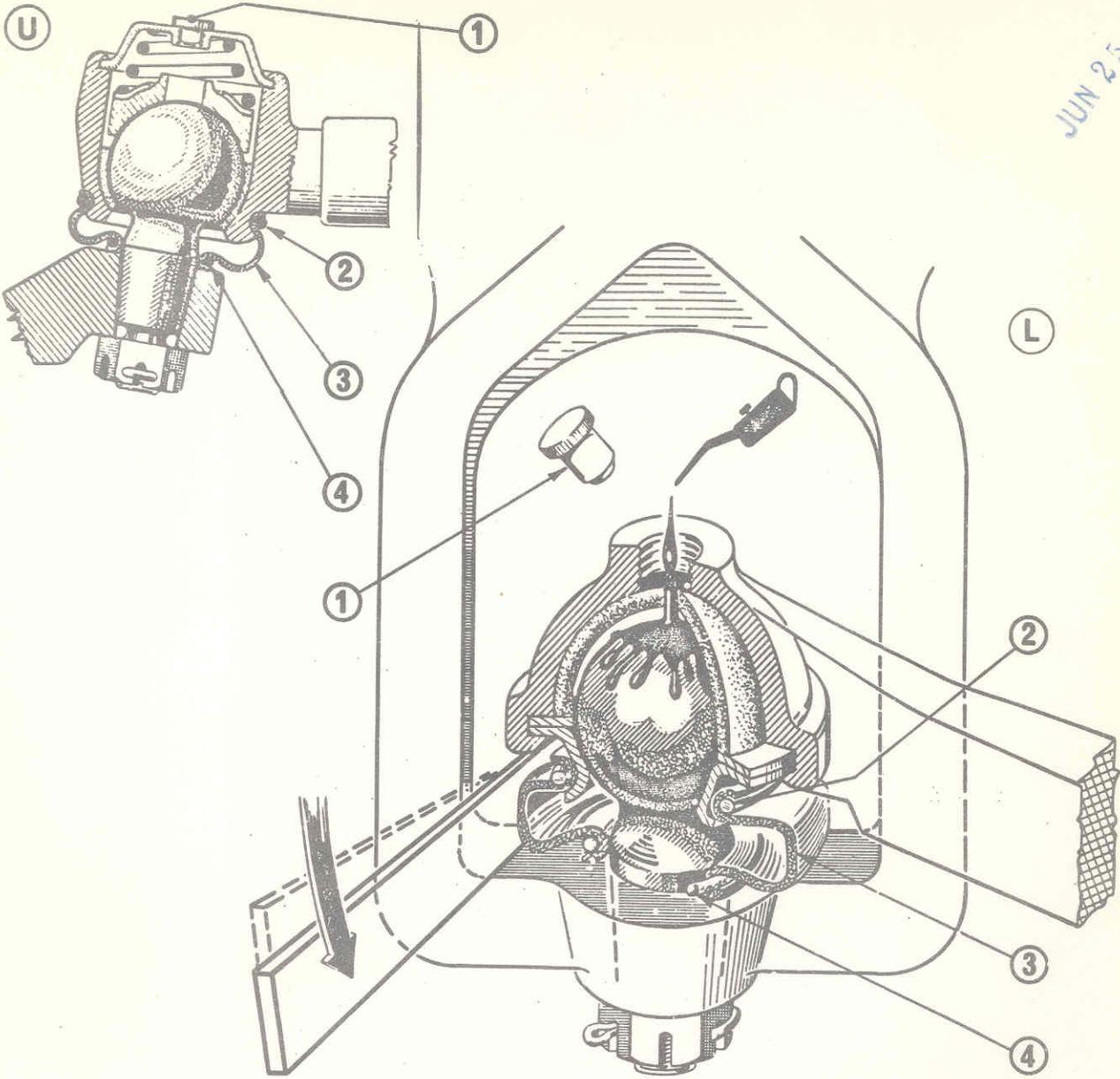
B) Squeaking not remedied by above procedure and/or damaged grease seal.

- 1) Check the ball joint for proper functioning; in case of doubt, replace it;
- 2) Remove the grease seal (on reassembly, replace the seal with one of the new type having no vent hole);
- 3) Screw a grease fitting in place of the plastic plug;
- 4) Raise the car so as to unload the suspensions;
- 5) Pump grease (Agip F1 Grease 30 or Shell Retinax A) until it get out of the bottom.
- 6) Put new grease in the seal until half-full; place the seal on joint and secure it with the retaining ring;
- 7) Unscrew the grease fitting and refit the plastic plug.

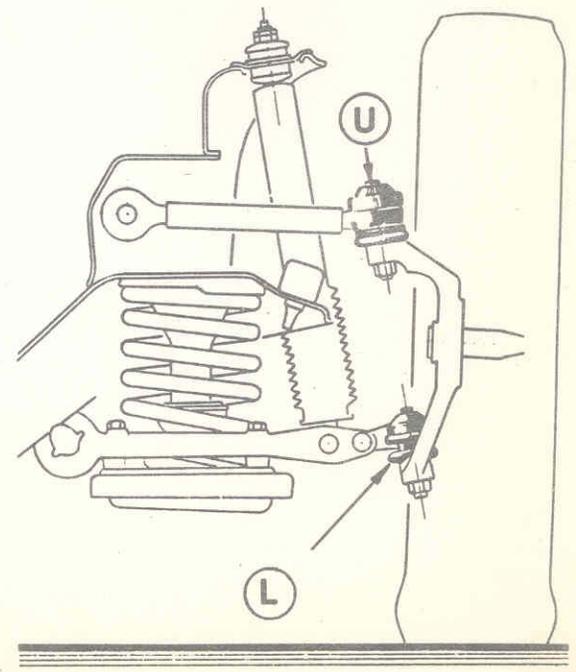
Note - The plastic plug involves the installation of a new grease seal (with no vent hole) which lasts longer and extends the joint life.

This I.S. cancels and replaces the I.S. 1.05.056 & 1.05.097 dated 3/9/1964 & 22/12/1965 respectively.

JUN 25 1964



	U UPPER JOINT	L LOWER JOINT
①	PLUG, plastic	105.00.21.019.01/05
②	RING, steel	105.00.21.027.01/01 105.00.21.019.01/04
③	NEW seal	105.00.21.027.01/02 105.00.21.019.01/02
④	RING, plastic	105.00.21.019.01/03



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA G.T.C.		18/10/965
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.098
		SHEET
		1/2

Translated in March 1966

GIULIA G.T.C. Model

WATER SEEPAGE FROM DOORS, REAR WHEELHOUSE AND LUGGAGE COMPARTMENT

When water seepage as mentioned above is experienced proceed as per following instructions and as shown in figures 1, 2, 3 and 4.

1) LUGGAGE COMPARTMENT

- a) Remove jack and rubber mat from floor; carefully detach at the bottom edge the fender skirt and side mats.
- b) Apply sealer to floor-to-panel seams, tank outline included.
- c) After sealing, reattach parts with suitable cement, if applicable.

2) L.H. and R.H. REAR WHEELHOUSE

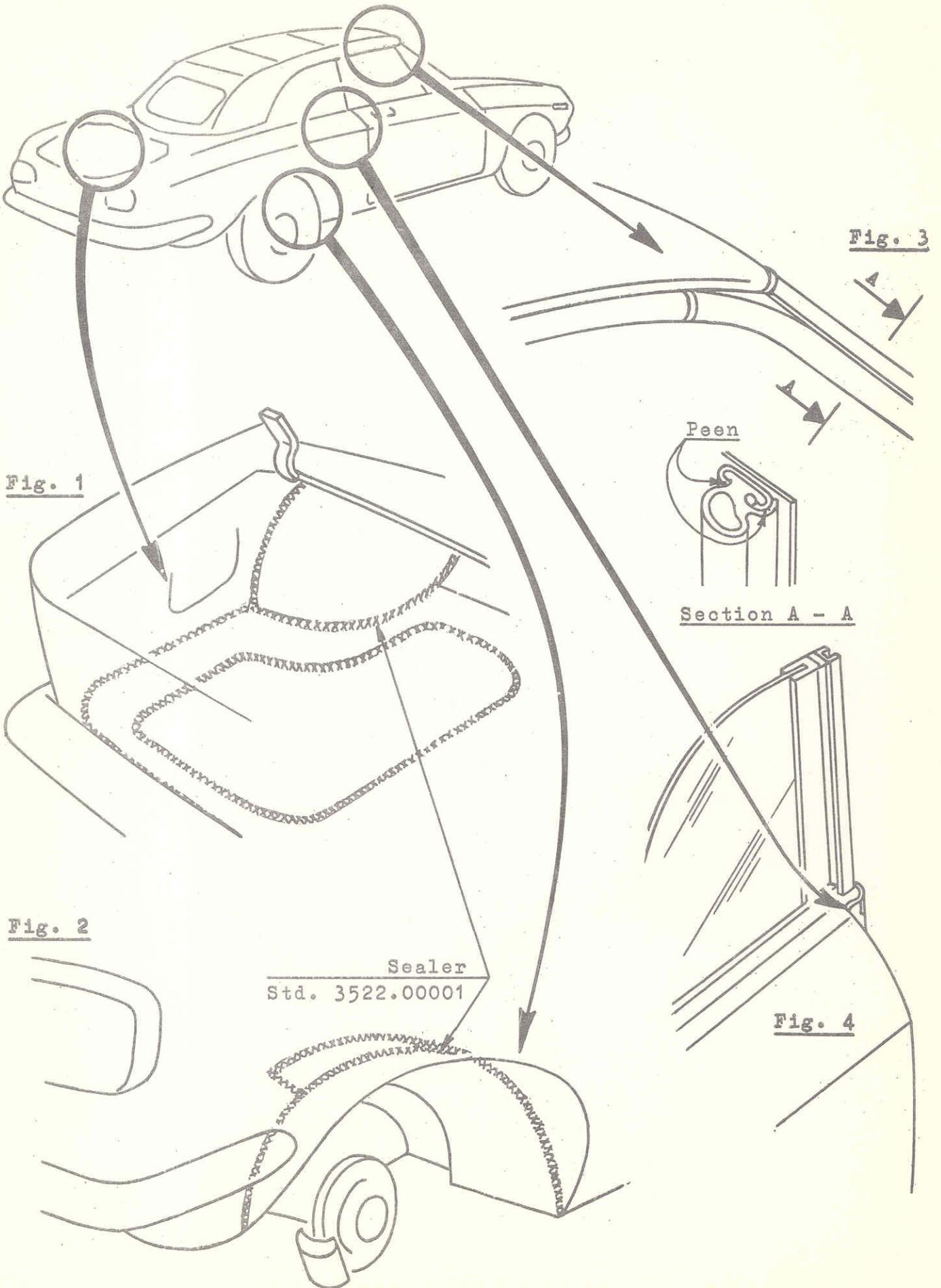
- a) Remove rear wheels.
- b) Thoroughly clean the wheelhouse in the areas near seams.
- c) When the affected area is clean and dry, apply sealer and take care to press it carefully into the seams joining together wheelhouse panels throughout the length and including the fillet as shown in fig. 2.
- d) After sealing, spray some sound deadener onto the affected areas; then reinstall the wheels.

3) WINDSHIELD HEADER-TO-FOLDING TOP JOINING

- a) Raise the top.
- b) Make sure that windshield post & folding top weatherstrips abut properly (see fig. 3)
Weatherstrip ends should be provided with rubber plugs well stuck on and be perfectly adherent.
- c) If weatherstrip ends do not abut tightly, gently stretch the rubber weatherstrip and secure it firmly by peening the channel lips (see section A-A).
Stop possible through ports by rubber plugs stuck in place with a suitable cement.

4) QUARTER WINDOWS

- a) The base of quarter window pillar when fully raised should force against the rubber plug in the door weatherstrip (see fig. 4).
- b) If this condition does not occur, proceed as directed under 3 above.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Models		22/12/965
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Coachwork		1.05.099
		SHEET
		1/1

Translated in March 1966

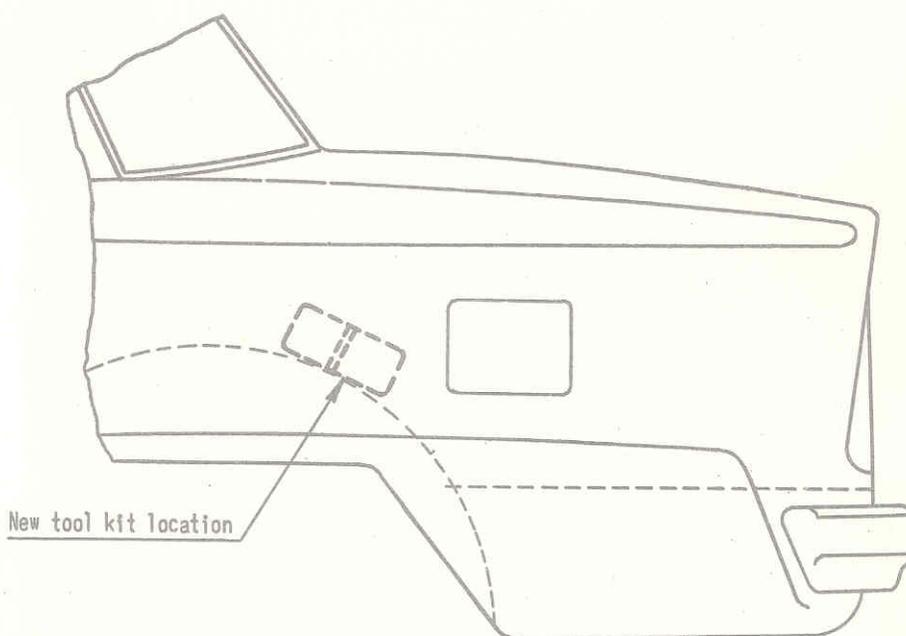
GIULIA T.I. - Super - G.T. - G.T.C. - 1300

TOOL KIT LOCATION

To improve accessibility the location of tool kit on the above mentioned models has been changed.

Pre-mod. location : under the spare wheel

Post-mod. location: on L.H. rear fender (inside the luggage compartment)



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 22/12/965
GIULIA T.I., 1300, GT and Super		SEQUENT NUMBER 1.05.100/1
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brakes		

Translated in February 1966

GIULIA T.I., 1300, GT and Super

SUGGESTIONS ON PROPER INSPECTION AND MAINTENANCE OF DISC BRAKES
DRIFT WHEN BRAKING

Drift tendency when brakes are applied may be caused by foreign matter on discs or friction pads (trouble easily remedied through a careful cleaning of the parts) or by pistons seizing because rusted in the cylinders of front brake calipers, which results in an uneven action of pads on the discs.

To remedy proceed as follows:

- 1) Take pads out of the calipers and by depressing the brake pedal, cause the pistons to contact the disc.
- 2) Disassemble calipers from wheel hubs without disconnecting the pipes.
- 3) Remove the dust covers and carefully clean with methylated spirit; then dry with compressed air.
- 4) Lubricate the projecting section of pistons with DUNLOP RUBBER GREASE V80 4800.
- 5) Back up pistons to the bottom of cylinders: to do this easily, loosen the bleed screw on cylinder block.
- 6) Refit the caliper.

Warning

If, after steps 1 thru 3 have been performed, it is found that pistons have seized to such an extent as to impair the brake operation, proceed as follows:

- a) detach the two parts of the caliper and connect the affected cylinder directly to the brake system supply line.
- b) slowly apply pressure until the seized piston is ejected.
- c) carefully clean pistons and cylinder bores as follows:
get rid of corroded areas on pistons with a rough cloth; do not use emery cloth or any abrasive material. If the corrosion has crept under the chromium plating do not attempt to remedy it but discard and replace the piston.
The use of emery cloth or similar is permitted to remove corrosion from cylinder bore only in the area between dust cover groove and outer edge of cylinder bore;
- d) carefully wash all parts in methylated spirit and let dry (if compressed air is used make sure it is not contaminated with oil or moisture);
- e) fit a new piston seal, lubricate piston and cylinder bore with brake fluid and insert the piston half way in the cylinder bore;
- f) smear the protruding section of piston with DUNLOP RUBBER GREASE V80 4800; fit the dust cover and back up the piston completely;
- g) reassemble the parts;
- h) bleed the system thoroughly after the installation of brakes on car.

Note - The DUNLOP RUBBER GREASE V80 4800 is supplied in the seal kit for master cylinder and slave cylinder overhaul.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 22/12/965
GIULIA Models		SEQUENT NUMBER 1.05.101
UNIT	<i>Information Sheet</i>	SHEET 1/1
Electrical		

oct 17/66
1/16/67

Translated in March 1966

GIULIA Models

INTERFERENCE BETWEEN STARTER MOTOR CABLE AND THROTTLE CONTROL LINKAGE

If any interference exists between the starter motor cable and the throttle control linkage (see fig. 1) the cable connection should be modified.

The modification consists in adding the blade, P.N. 105.14.05.311.00 so as to change the run of the cable as shown in fig. 2.

Part required:

Blade 105.14.05.311.00 - Qty per car 1

In case of urgent action with no blades available as spares, the blade can be manufactured locally according to the specifications given in fig. 3.

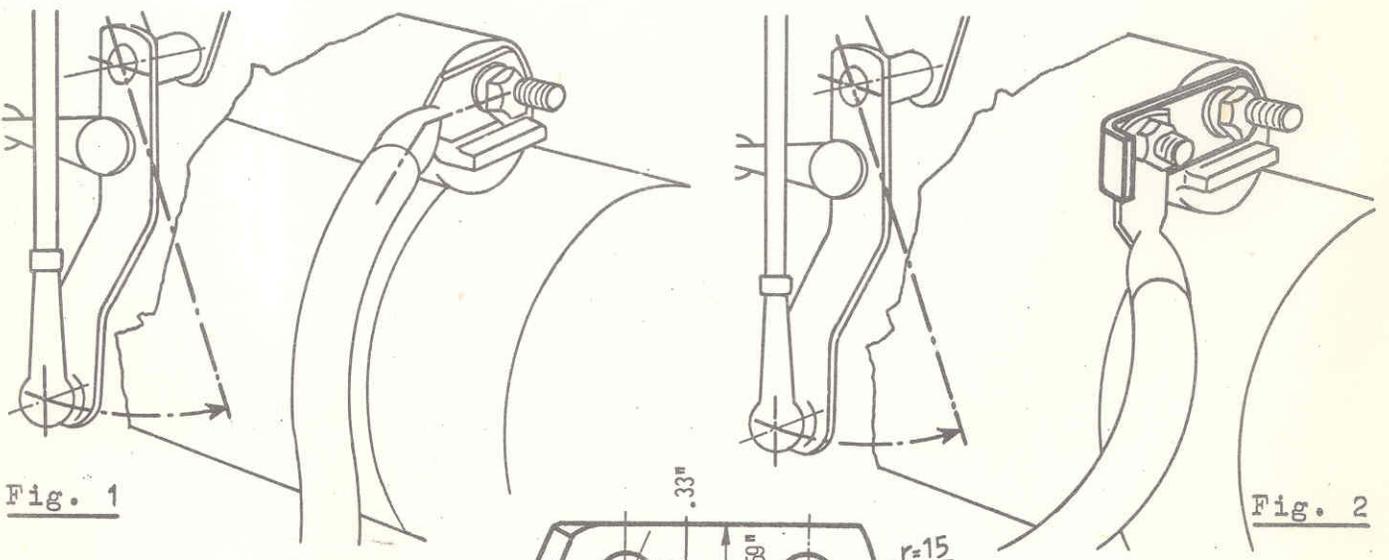


Fig. 1

Fig. 2

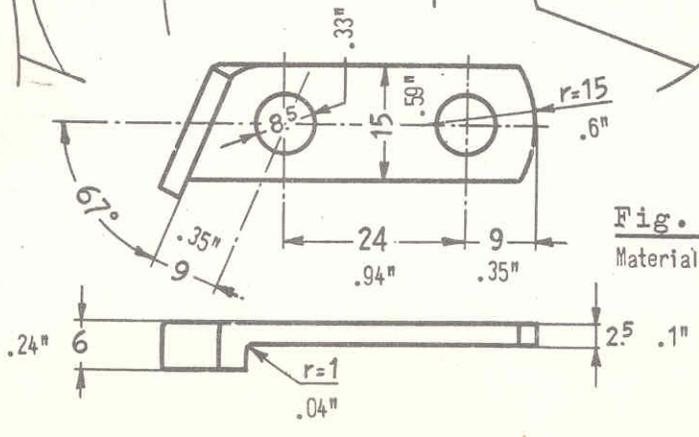


Fig. 3
Material: Copper

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA 1300		16/11/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brakes		1.05.102/1
		SHEET
		1/3

HOW TO INSTALL THE BRAKE SERVO

To install the brake servo, follow the directions given below; table on page 2 lists both new components and replacement parts required.

Procedure

- 1) Remove and discard the brake pedal shaft, the brake pedal and clutch pedal;
- 2) Remove and discard the master cylinder and the pipe connecting master cylinder to four-way union;
- 3) Weld the brake servo mounting bracket to the fender skirt (see figure);
- 4) Install the brake servo and the replacement master cylinder;
- 5) Fit the fluid reservoir to the brake servo mounting bracket;
- 6) Assemble the brake pedal shaft, the brake pedal, the clutch pedal and the piping;
- 7) Bleed air from hydraulic system;
- 8) Road test the car for satisfactory braking.

This I.S. cancels and replaces
the I.S. 1.05.102 dated 28/1/1966

P a r t s r e q u i r e d

Description	Part nos.		Qty
	Pre-mod.	Post-mod.	
1) Brake servo	new component	105.14.45.022.02	1
2) Master cylinder	105.06.45.020.00	105.14.45.020.02	1
3) Pipe, reservoir to master cylinder	105.16.45.051.00	105.14.45.051.00	1
4) Pipe, master cylinder to servo	new component	105.14.45.052.00	1
5) Pipe, servo to 4-way union	" "	105.14.45.069.00	1
6) Hose, vacuum, manifold to servo	" "	105.14.45.535.01	1
7) Valve, check, on intake manifold	" "	105.02.01.664.00	1
8) Gasket, check valve	" "	106.00.45.528.00	3
9) Clamp, vacuum hose	" "	2300.52507	2
10) Bracket, servo mounting	" "	105.14.50.273.00	1
11) Nut, servo attaching	" "	supplied with servo assy Lockwasher 2140.16805	2
			2
12) Reservoir attaching parts	" "	Clamp 105.14.45.101.00	1
		Nut 2125.15027	1
		Lockwasher 2140.16803	1
		Bolt 2105.00166	1
		Bolt 2100.00162	1
13) Servo attaching parts	" "	Clamp 105.14.45.211.00	1
		Nut 2125.15027	2
		Lockwasher 2140.16803	2
		Bolt 2105.00166	1
14) Brake pedal shaft	105.06.44.019.00	105.14.44.019.01	1
15) Brake pedal	105.06.44.010.00	105.00.44.010.03	1
16) Clutch pedal	105.06.44.036.00	105.14.44.036.00	1
17) Banjo union, vacuum hose	new component	106.00.45.532.00	1
		105.14.45.533.00	1

Brake system DUNLOP:

Front pads FRENO FD 31 - 105.14.22.039.00

Rear pads FERODO DS 5 H - 1P5/14/26/PP3/PP/08

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA Super		28/1/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.103
		SHEET
		1/2

Translated in March 1966

GIULIA Super Model

HOW TO RISE THE FRONT SEATS IN HEIGHT

On request and to Customer's account the front seats can be heightened by 20 mm (3/4").

A - Action affecting both front seats

- 1) Working from the underside of floor, unscrew the seat securing nuts, then slide the seat all the way forward until it frees from the center track;
- 2) Loosen screws A (see figure) and remove the side trim;
- 3) Bring the outer runner as far forward as it will go; then loosen bolt B;
- 4) Unscrew nut C and remove the runner;
- 5) Tightly screw in a spacer, P.N. 105.26.58.589.00, into the seat front attachment and a second spacer (same P.N.) onto the runner rear attachment stud as shown in the detail views; then install the outer runner to the seat frame by means of bolt B and nut C.

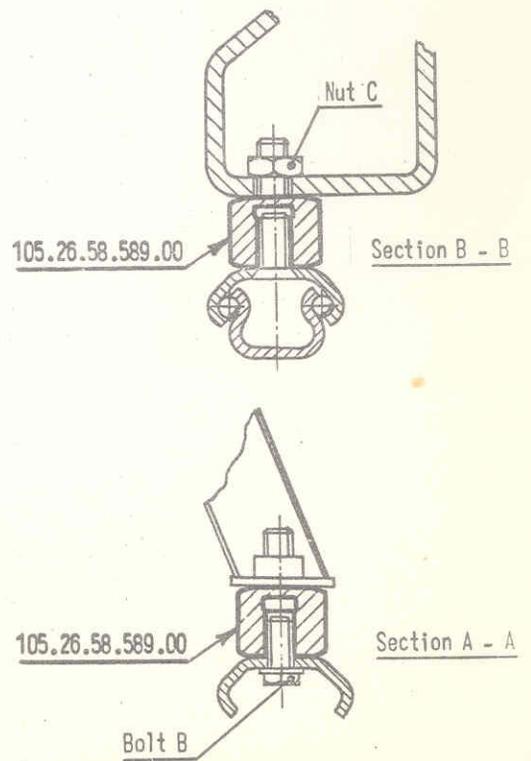
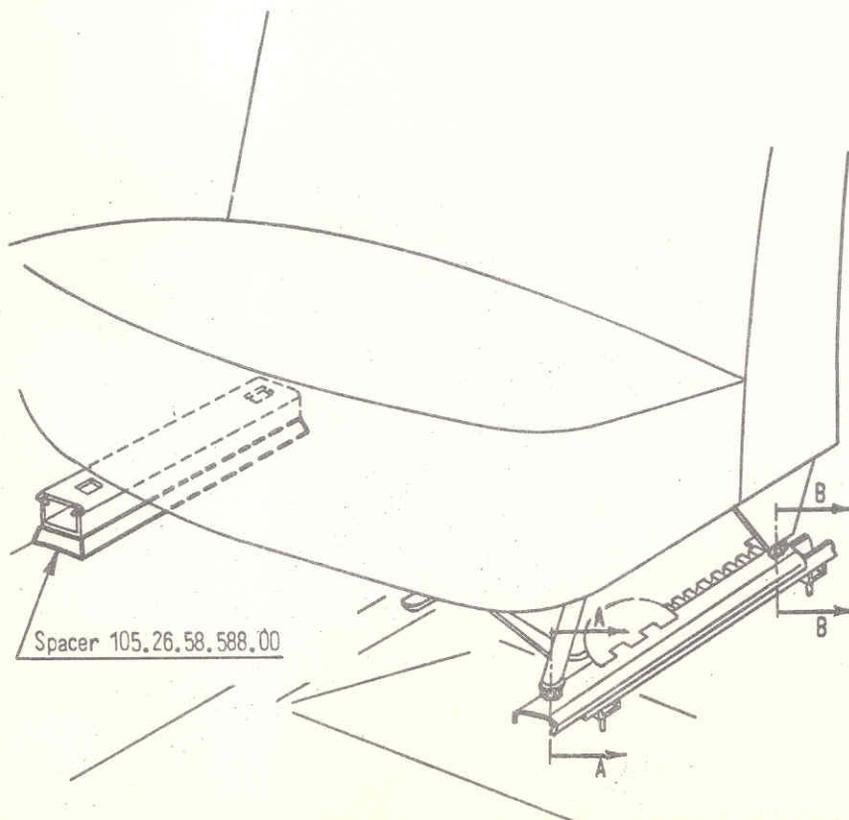
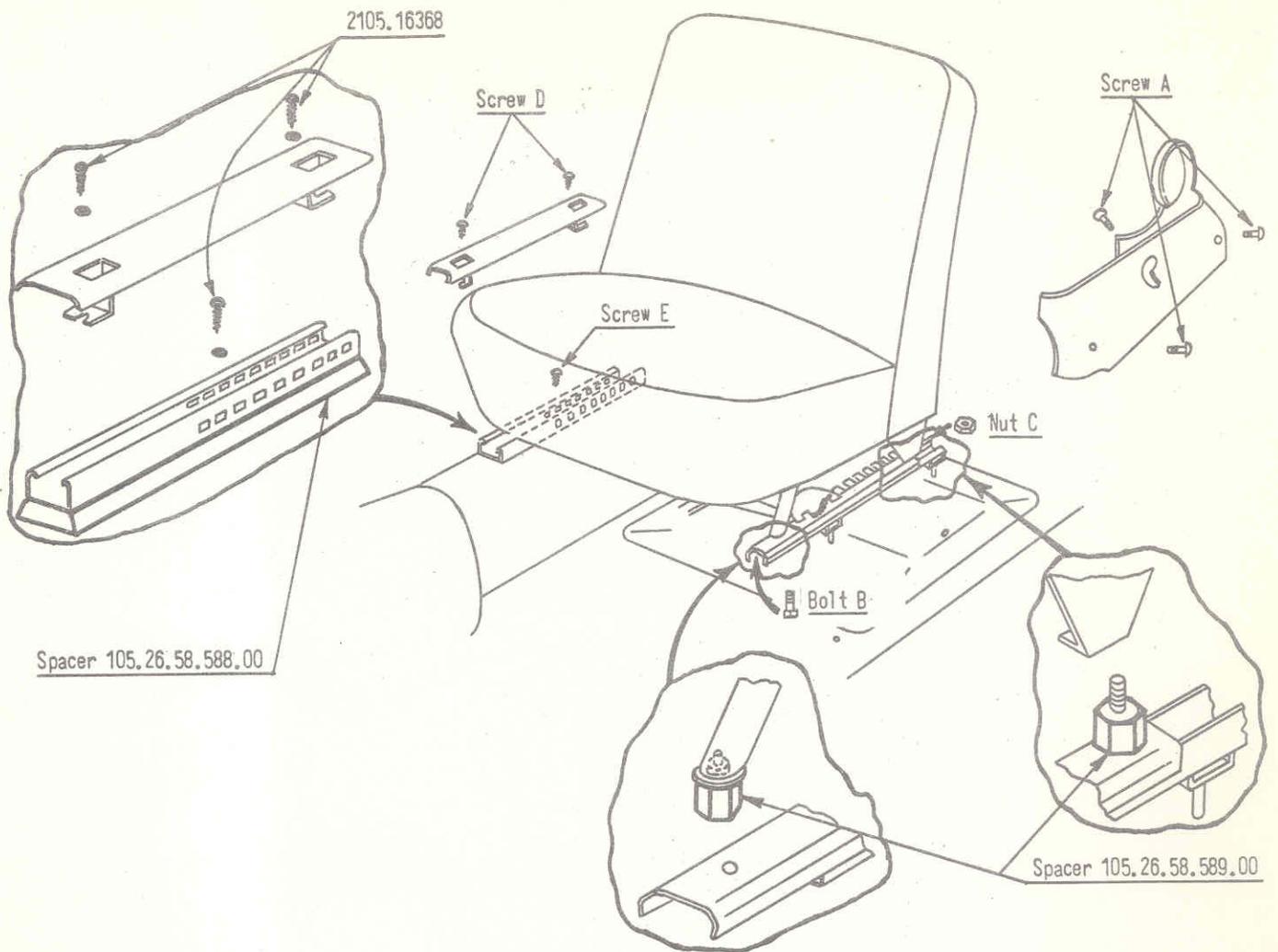
B - Action affecting prop shaft tunnel:

- 1) Loosen screws D securing the center track cover;
- 2) Loosen screws E securing the center track;
- 3) Position the spacer, P.N. 105.26.58.588.00, between the tunnel and the center track and secure with a screw, P.N. 2105.16368, inserted in the existing hole;
- 4) Refit the center track cover and secure with two screws, P.N. 2105.16368, as shown in the figure.
- 5) Finish the reassembly by reversing steps 1) and 2) of paragraph A above.

Parts required:

each front seat	{	2 spacers P.N. 105.26.58.589.00
		1 spacer P.N. 105.26.58.588.00
		3 screws P.N. 2105.16368

Time required: 175 centesimal minutes



E7C

TYPE OF CAR GIULIA GTA model	 SERVICE DEPARTMENT	28/2/1966 SEQUENT NUMBER 1.05.104
UNIT Engine		SHEET 1/2

Translated in February 1966

GIULIA GTA MODEL.

ENGINE FRONT COVER.

The magnesium alloy front cover fitted to the G.T.A's engine must be replaced with the same aluminum cover, suitably modified, as that of the GIULIA SUPER's engine.

This replacement to be accomplished on all cars in circulation, involves minor reworks of the front cover and the distributor mounting flange.

Proceed as follows:

- a) Drill and tap two 1 x 6 mm dia. holes and one .8 x 5 mm dia. hole into the aluminum cover as shown in figure and install the studs.
- b) Blank off the threaded hole in the distributor mounting flange; drill a new hole 5.5 mm (.216") in diameter and spotface 16 mm (.63") in diameter as shown.

W A R N I N G : To bore the bushing in the cover for the shaft of timing chain idle sprocket, refer to Tool Bulletin no. 94

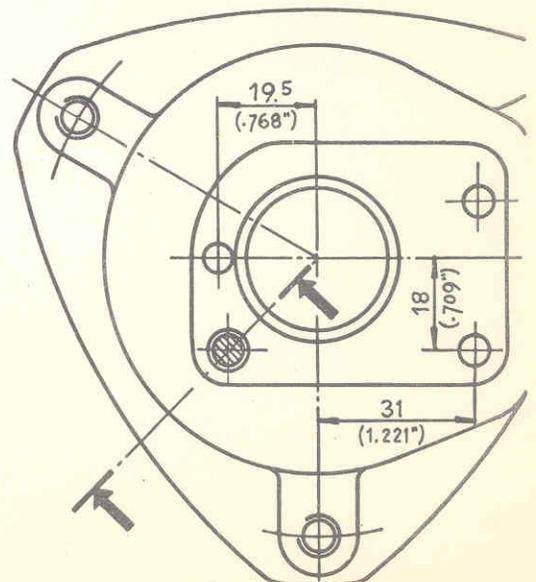
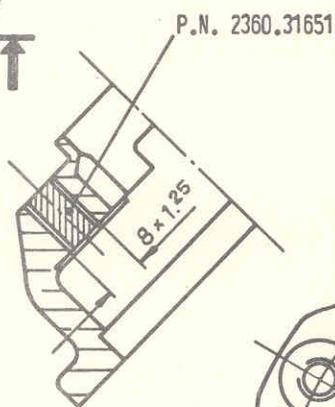
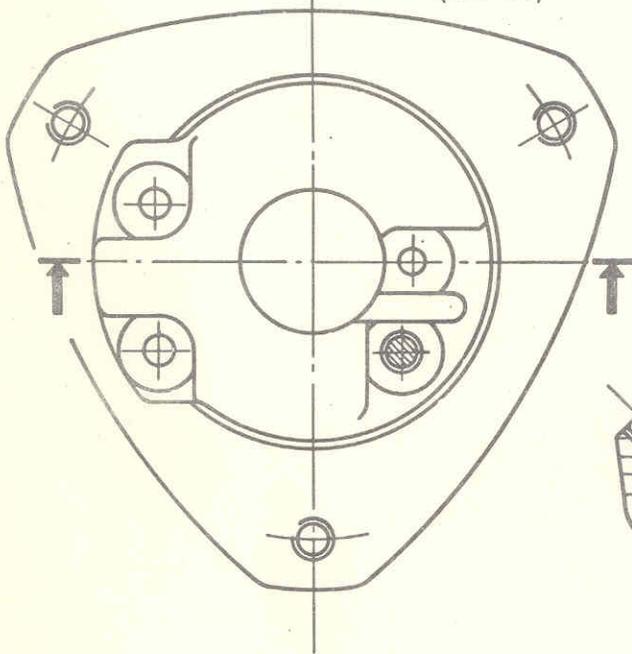
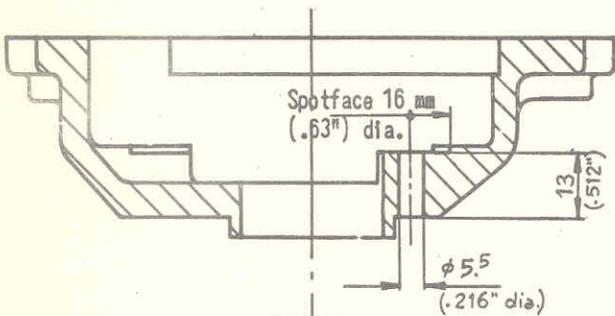
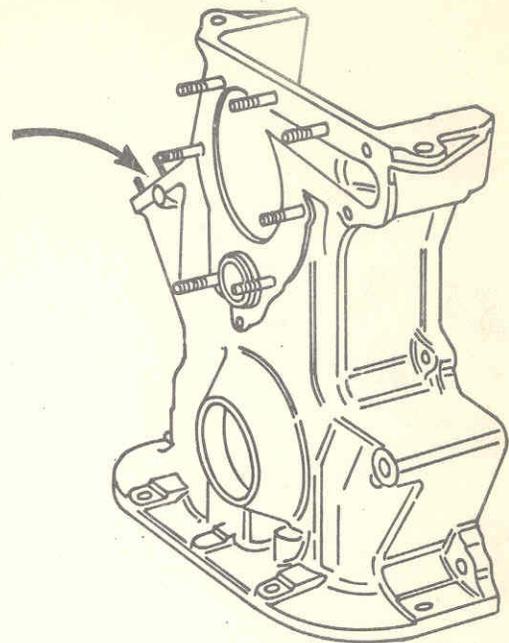
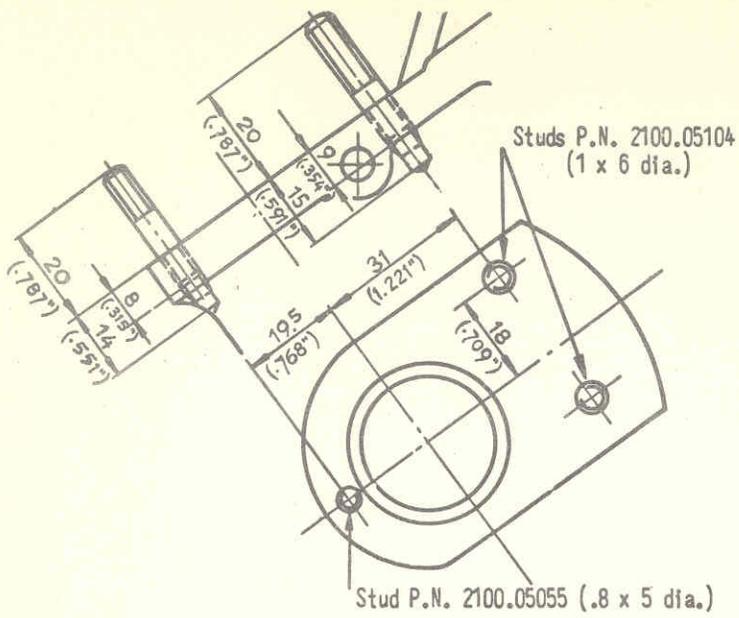
Time required to perform the reworks including disassembly and reassembly of cover and other components: 1,100 centesimal minutes.

Parts required:

- Cover P.N. 105.00.01.031.01
- Plug " 2360.31651 (supplied as a 70 mm (2 3/4") long rod)
- Stud " 2100.05104
- Stud " 2100.05055

Labor and material are to be charged to the Head Office.

Expiration date: not later than 30th March 1966.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1300 and GIULIA GTA		5/7/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.105/1
		SHEET
		1/1

Translated in November 1966

1300 and GIULIA GTA Models.

HINGE PIN OF VENT WINDOW CLOSING LINK

Should the hinge pin closing link come off the vent window P.N. 105.06.61.051/052.00, the pin can be stuck again to the vent window with the cement:

UHU Plus

Such a product is supplied in containers holding two tubes (cement and setting compound) and the manufacturer's instructions.

It will be enough to follow the procedure for "cold" taking care to clean the joining surfaces with alcohol; then apply a thin layer of cement and hold the parts pressed together with a clamp until drying is over (about 24 hours at room temperature).

 This I.S. cancels and replaces
 the I.S. 1.05.105 dated 10/3/66

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IUGOSLAVIA	Pharmakon L.u.F. Hobiger <u>Wien IX</u> Austria	UNGHERIA	Pharmakon L.u.F. Hobiger <u>Wien IX</u> Austria - Spittelauerlände 5
LUSSEMBURGO	Ets. Richard Thiebaut & Cie. 1, Quai des Peniches <u>Brüssel 2</u> Belgien	AUSTRALIA	UHU-Distributors Pty. Ltd. 39 Greeves St. St.Kilda S.2 Vic. <u>Melbourne</u>
MALTA	Progress Press Co. Ltd. Strickland House 341, St. Paul Street <u>Valetta</u>	NUOVA ZELANDA	Stewart Hopwood & Co. Ltd. 48 High Street <u>Auckland</u>
GERMANIA	UHU-Werk H.u.M. Fischer <u>758 Bühl Baden</u> Germ. Occ.	UGANDA	Continental Import Company P.O.Box 2931 <u>Nairobi</u>
		ADEN	"Chez-Vous" I.M.Banin P.O.Box 1223 <u>Aden</u>

CEYLON	A.Turab & Co. 178 & 180, Bankshall Street <u>Colombo 11</u>	LIBIA	
HONKONG	Ditta Paul Busse <u>Hamburg 11</u> <u>Adolphsbrücke 11</u>	CILE	Carlos Niemeyer B.y Cia. Casilla 293 <u>Valparaiso</u>
IRAK	Abdul Nour Optical Nafie Abdul Nour, Wathba St.Near Hadfidh, Al-Kadi N.8/2/195 <u>Baghdad</u>	COSTA RICA	Paul Busse <u>Hamburg 11</u> <u>Adolphsbrücke 11</u>
IRAN	Khorak Co.,Inc. P.O.Box 703 <u>Teheran</u>	EQUADOR	Isacto S.A. P.O. Box 624 <u>Quito</u>
ISRAELE	Middle East Mercury Hans Israel Haneviim 31 <u>Tel Avis</u>	GUADELOUPE/GUINEA FRANCESE MARTINICA/MIQUELON	Fismar S.à.r.l. 24, Avenue de la Paix <u>Strasburgo</u>
GIAPPONE	Honjo & Co. P.O.Box 8 <u>Kobe</u>	GUATEMALA	Proesamer, Mayorga & Cie.,S.C. Apartado 343 <u>Guatemala</u> C.A.
GIORDANIA	Lebacont Co. P.O.Box 3343 <u>Beirut / Libano</u>	CANADA'	UHU-Products (Canada) Ltd. 51 Wellington St.West <u>Toronto / Ontario</u>
LIBANO	Georges Khairallah Bourse Street <u>Beirut / Libano</u>	MESSICO	Union Chimique Belge de America Latina S.A. Calzada de Tlalpan n° 4369 <u>Mexico 22, D.F.</u>
MALESIA/SINGAPORE	C.Melchers & Co. Einfuhr - Ausfuhr <u>Bremen</u> Langenstr. 94-95 Postfach 29	ANTILLE OLANDESI	N.V.Berkian Haringvlietstraat 4 <u>Amsterdam/Holland</u>
ISOLE FILIPPINE	UHU-Products Corp. 820 Greenwich Street <u>New York 14, N.Y./USA</u>	Lafar Antillana P.O.Box 80 <u>Curacao/Antille</u>	
ARABIA SAUDITA	E.G.Kistenmacher & Co. <u>Hamburg 1</u> Burchardstr.8	PERU	Productos Industriales "Arti" S.A. Avda. Peru 1597 (Pueblo Libre) <u>LIMA</u>
TAILANDIA / SIAM	B.N.C.Ltd. P.O.Box 352 <u>Bangkok</u>	TRINIDAD/TOBAGO	Paul Busse <u>Hamburg 11</u> <u>Adolphsbrücke 11</u>
ISOLA DI CIPRO	Nicos S.Kolocassides Asklipiou Str.42 <u>Nicosia</u>	U S A	UHU Products Corp. 105 E - 29th Street <u>New York 10016, N.Y.</u>
		VENZUELA	Distribuidora Romerca, C.A. Apartado 406 <u>Caracas</u>

EGITTO	The Technical & Commercial Agency Dr.M.Zulfokar & Co. Post Box 1196 <u>Kairo</u>	LIBIA	UHU-Italiana S.p.A. 14 ^o Strada <u>Cesate (MI)</u>
ETIOPIA	Artistic Stationers P.O.Box 352 <u>Addis Abeba</u>	MAROCCO	Fismar S.à.r.l. 24 Avenue de la Paix <u>Strasburgo</u>
ALGERIA	Fismar S.à.r.l. 24 Avenue de la Paix <u>Strasburgo</u>	ANGOLA	Ditta Paul Busse Export <u>2 Hamburg 11</u> Adolphsbrücke 11
KENYA	Continental Import Company P.O.Box 2931 <u>Nairobi</u>	REPUBBLICA SUD AFRICANA	J.J.Langen & Co.Pty.Ltd. P.O. Box 3643 <u>Johannesburg</u>
LIBERIA	Brandt, Willing & Co. <u>Hamburg 36</u> Neuer Wall 10	TANGANICA/ZANZIBAR	Continental Import Company P.O.Box 2931 <u>Nairobi</u>

TYPE OF CAR GIULIA T.I. - GIULIA Super 2600 Sedan & Sprint	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 15/3/1966
UNIT Electrical		SEQUENT NUMBER 1.05.106
<i>Information Sheet</i>		SHEET 1/1

Translated in April 1966

Floor and column-mounted-gear-lever GIULIA T.I. model

GIULIA Super model

2600 Sedan and Sprint Models

INSTALLATION OF FOG LAMPS

In order to allow for the installation of fog lamps on cars having four headlights, it is possible to replace the two inner (high beam) lights with two fog lamps.

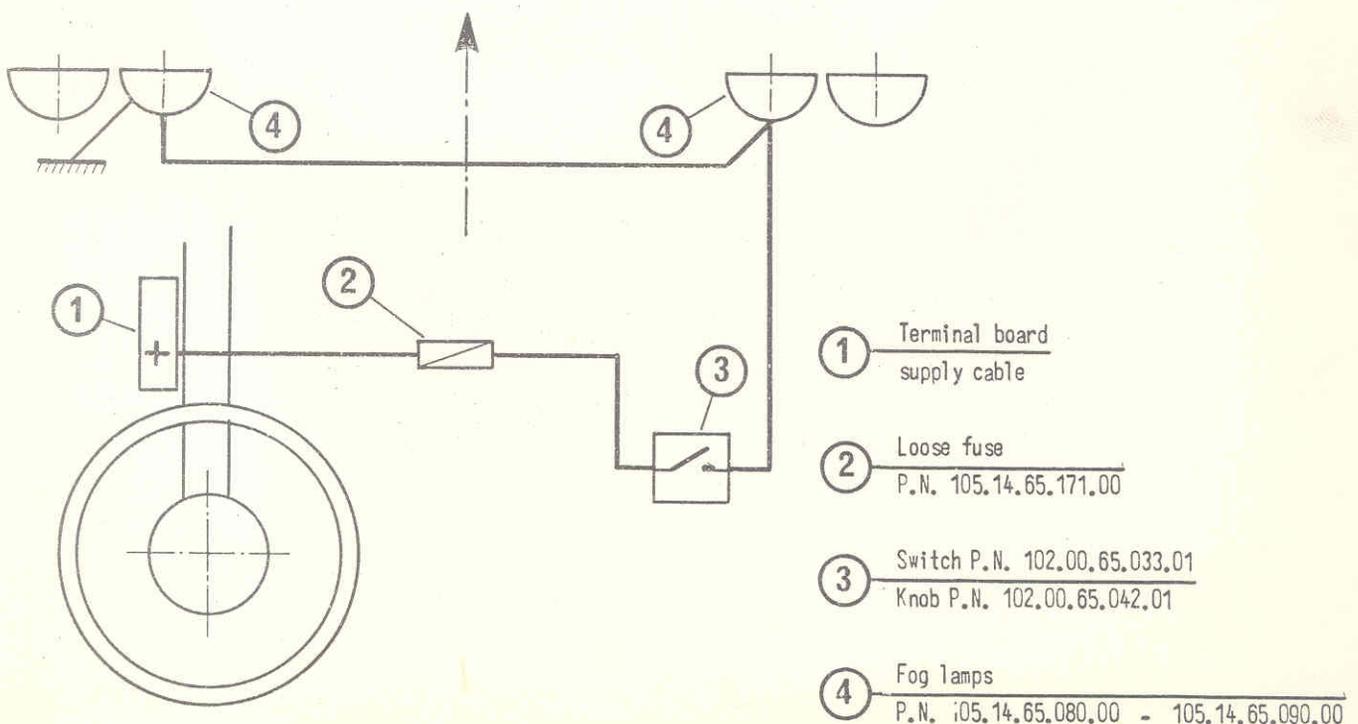
To do so, the electric system should be modified as outlined below.

The modification is to Client's option and charge.

Parts required:

Loose fuse	P.N.	105.14.65.171.00	Qty	1
Switch	"	102.00.65.033.01	"	1
Knob	"	102.00.65.042.01	"	1
Fog lamp	"	105.14.65.080.00	"	1
Fog lamp	"	105.14.65.090.00	"	1

Time required: 200 centesimal minutes.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Super		15/3/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Dashboard		1.05.107
		SHEET
		1/2

Translated in April 1966

GIULIA Super Model

NOISE FROM DASHBOARD

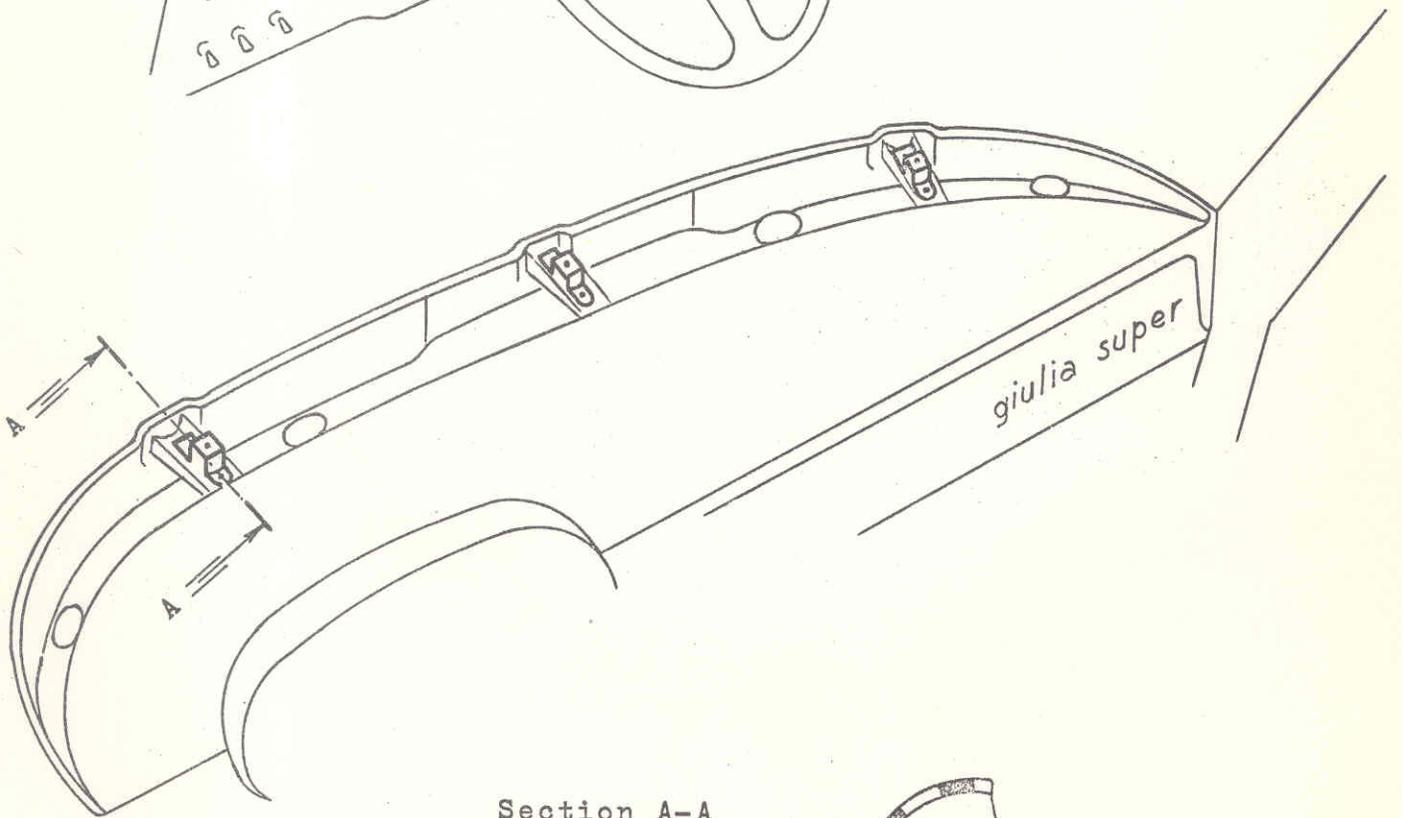
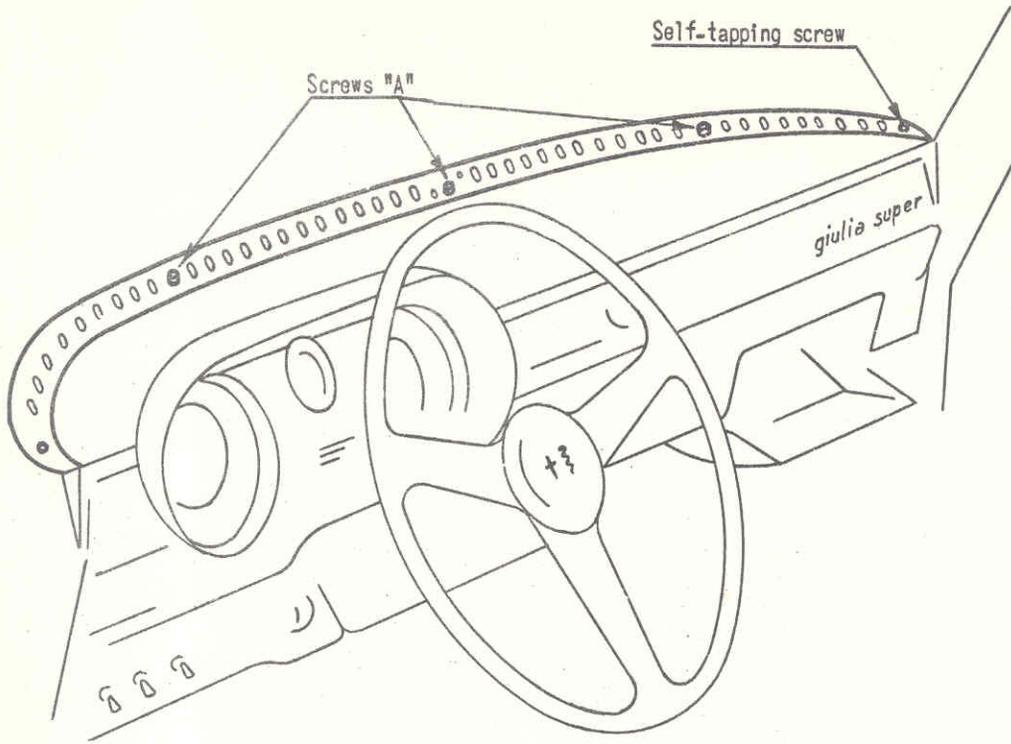
If noise from the dashboard top panel, due to the detachment of supporting brackets, is experienced, remedy as follows:

- 1) With a 4 mm (.16") hex. wrench loosen screws "A" and the two self-tapping screws at the sides; then remove the grille.
- 2) Remove the damaged rivets taking care not to let them drop into the air ducts: counterbore the mounting holes with a chance tool and remove any burrs.
- 3) Place the supporting bracket in correct position as shown in the section A-A, then fasten the bracket with the attaching parts locking them securely.
- 4) Make sure the others supporting brackets are tightly fastened (if not proceed as per above) then reassemble the grille.

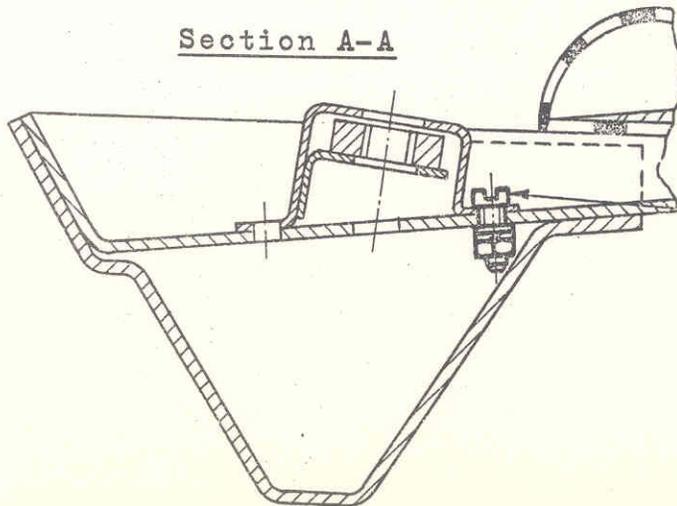
Parts required:

Screw	Std. 2100.13216	}	2 sets each bracket
Washer	" 2140.16649		
Lockwasher	" 2140.17019		
Nut	" 2120.15024		

Time required (each bracket): 75 centesimal minutes.



Section A-A



- | | | |
|------------|------|------------|
| Screws | Std. | 2100.13216 |
| Washer | " | 2140.16649 |
| Lockwasher | " | 2140.17019 |
| Nut | " | 2120.15024 |

(2 sets each bracket)

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 10/5/1966
GIULIA T.I. - GIULIA Super		SEQUENT NUMBER 1.05.108/1
UNIT	<i>Information Sheet</i>	SHEET 1/1
Gear box		

Translated in July 1966

GIULIA T.I. and GIULIA Super Models

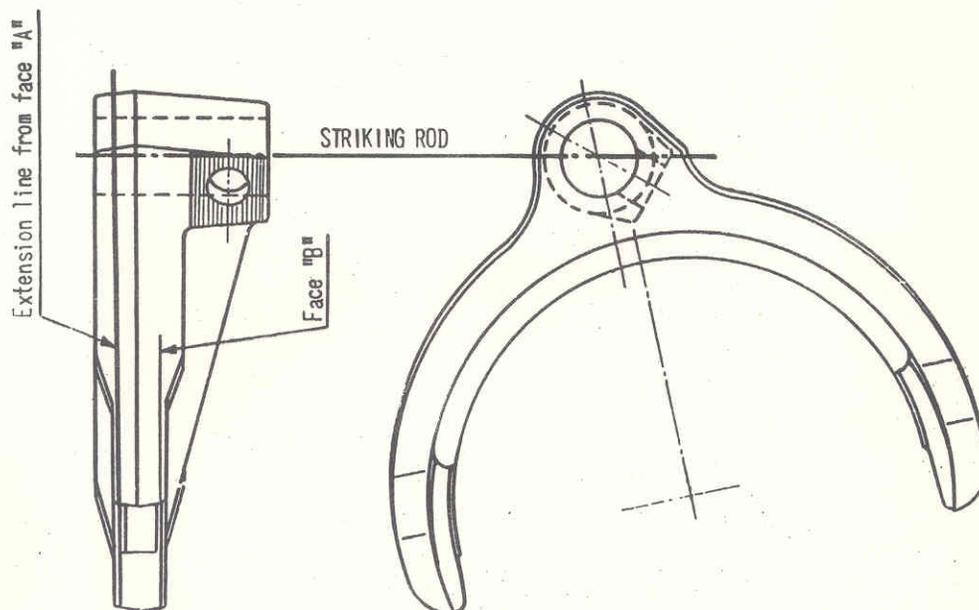
FLOOR GEARSHIFT (3rd speed slipping out of gear)

In order to prevent the 3rd speed from slipping out of gear because of gear lever vibrations or when getting away from low RPM range, proceed as follows:

- 1 - Check that the diameter of swivel finger is 15 ± 1 mm ($.591 \pm .004$ "); if not, replace the swivel with the post-mod. one P.N. :

105.02.13.606.00 applicable to both L.H. and R.H. drive cars

- 2 - Check that the rubber bellows and the leather boot do not put the gear lever under tension; if not correctly positioned the bellows and boot can actually prevent gears, especially top gears, from engaging properly.
- 3 - Replace the floor gear lever having an angle of 55 degrees as installed on some models with that of the GT model, whose 45 degree slant ensures firmer engagement. See I.S. 1.01.208.
- 4 - Check the parallelism of faces A and B of the fork and the squareness between the extension line from face A and the center line of the hole for 3rd & 4th gear striking rod; if damaged, replace the fork with a new one.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA - GIULIETTA - 2600		15/3/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Electrical		1.05.109
		SHEET
		1/3

U.S.A. only (solo per U.S.A.)

GIULIA, GIULIETTA and 2600 Models

HOW TO INSTALL THE EMERGENCY WARNING FLASHER UNIT

In order to comply with local regulations, directions are given below to modify the electric system of the above mentioned models according to the diagrams attached herewith.

The diagram "A" shows the components and the wiring of the emergency warning flasher and connection to the car wiring harness.

For illustrative purpose, the GIULIA Super's diagram has been chosen; in this example the emergency flasher wiring is connected to the main harness thru the terminal board as shown. On cars without terminal board the same type of supply connection apply being it easily feasible.

The diagram "B" shows the operation of the components. In detail they work as follows:

- 1) The current supply cable (red) is connected to the fusebox; at the same terminal on the change-over switch the black and red cable, which feeds the relay thru the terminal 30/51, is also connected; therefore, these terminals are energized at all times.
- 2) From the change-over switch two red output wires lead to terminal 49 of the emergency flasher and to the positive terminal (+) of the direction indicator flasher so that two separate circuits exist.
- 3) By operating the change-over switch toggle lever either one or the other circuit is switched on; therefore:
 - when the emergency flasher circuit is on, the current flows to the terminal 49 of the emergency flasher, which in turn controls the relay by means of the green wire connecting emergency flasher terminal 49a to relay terminal 86.

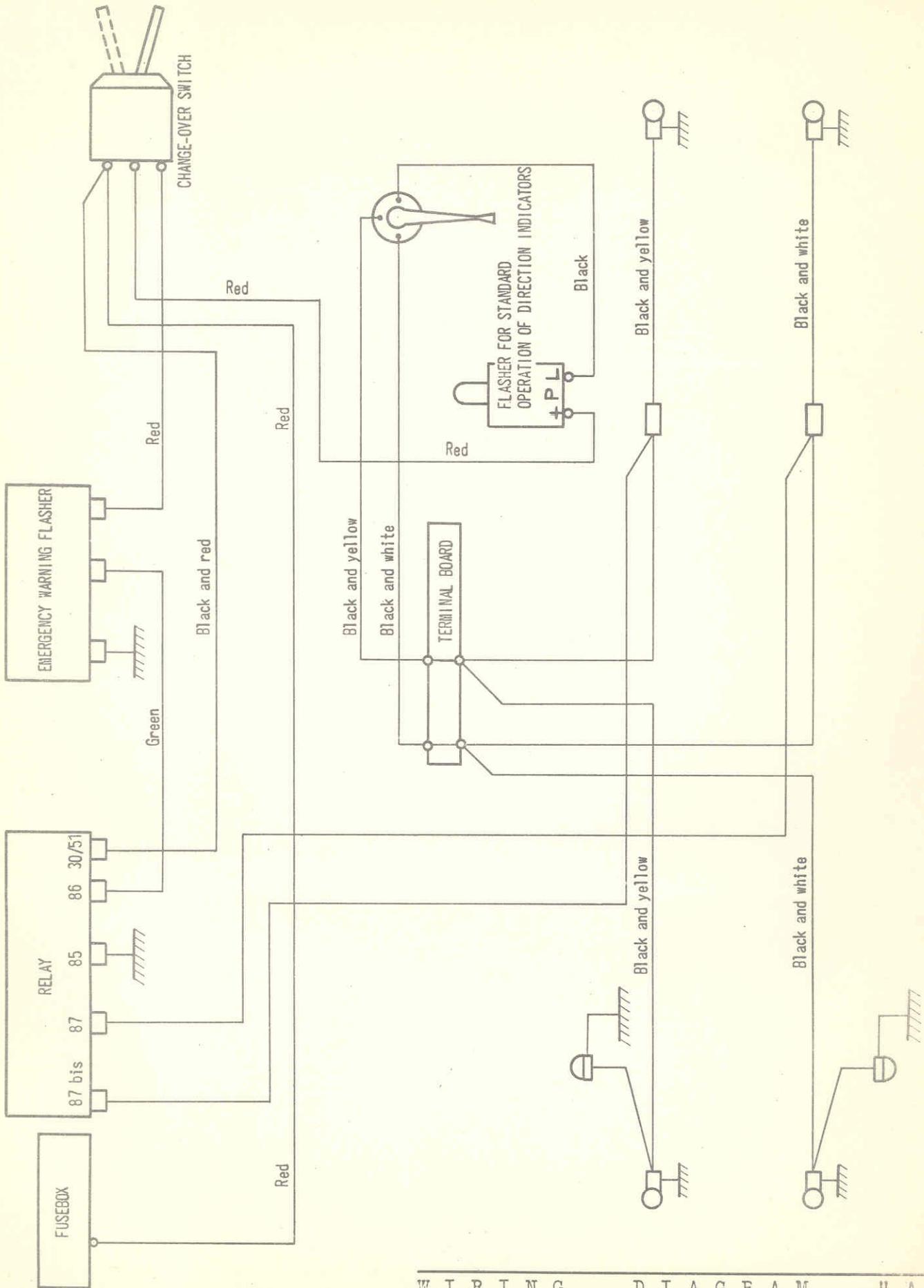
The pulsating current output from the emergency flasher energizes and de-energizes the trip coil of the relay which closes and opens contacts 87 and 87 bis thus causing both direction indicators to light up at the same time intermittently.

- 4) With the change-over switch lever in the position opposite that of paragraph 3), the standard direction indicator circuit, whose operation is well known, is on.
- 5) For a proper installation of the components we suggest locating them as close together as possible.

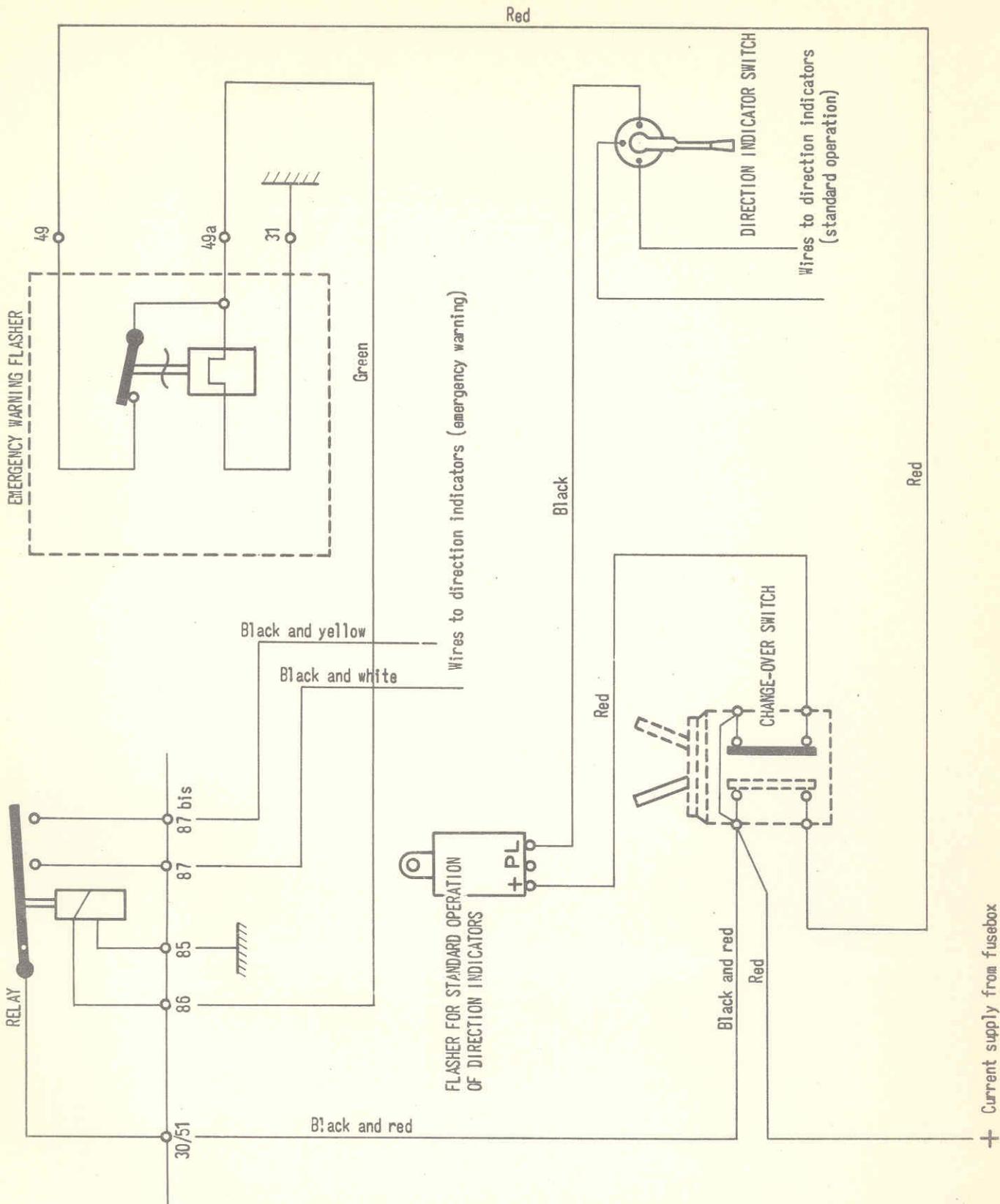
Parts required:

- Emergency warning flasher 105.08.65.093.00 Qty 1
- Relay 105.08.65.092.00 " 1
- Change-over switch . . 105.02.65.047.00 " 1

The wiring can be purchased locally.



W I R I N G D I A G R A M " A "



OPERATING DIAGRAM " B "

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Sprint GTA		20/7/1966
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Engine		1.05.110
		SHEET
		1/1

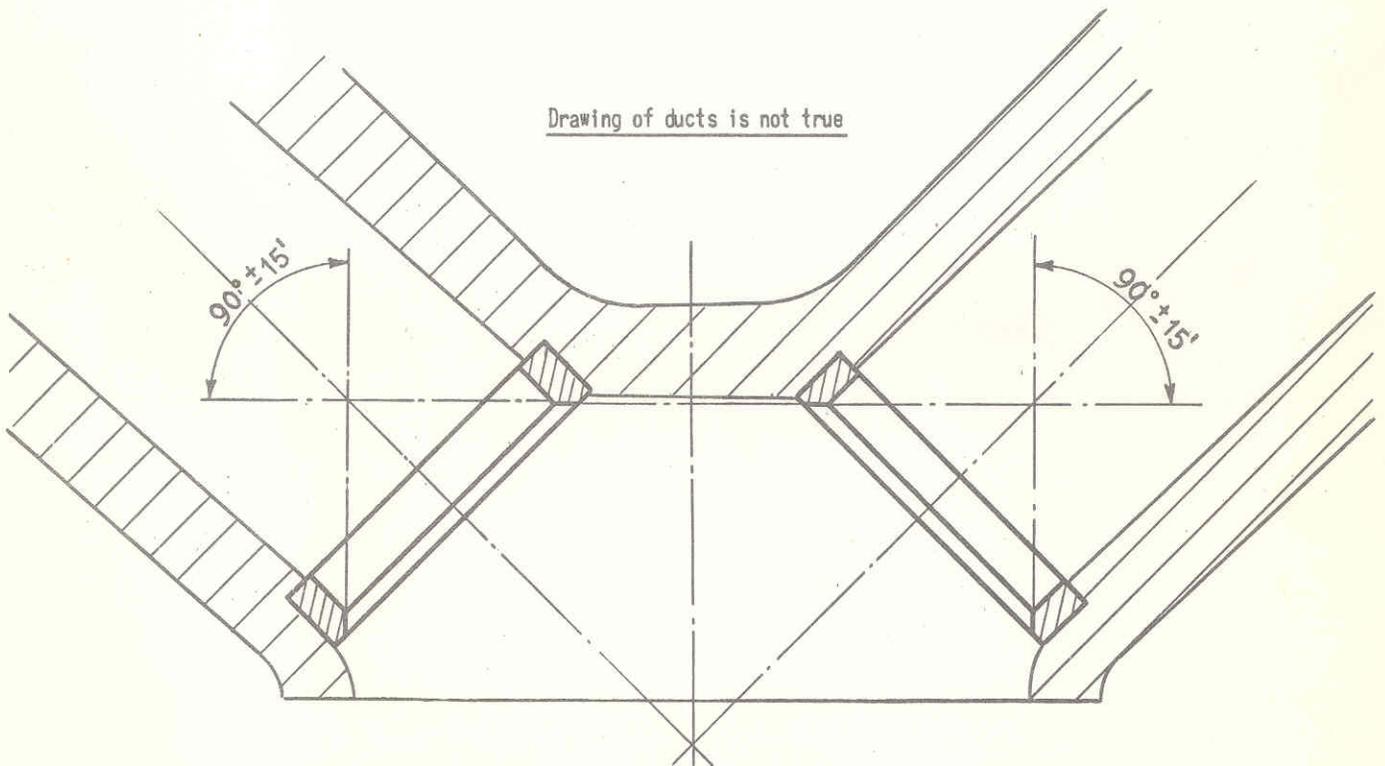
Translated in September 1966

11/18/66

GIULIA Sprint GTA

V A L V E S E A T S

This sheet is to inform that the angle of valve seat insert center line as installed on the engine of above mentioned model is 45° .



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		20/7/1966
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Clutch		1.05.111
		SHEET
		1/1

Translated in September 1966

GIULIA Models

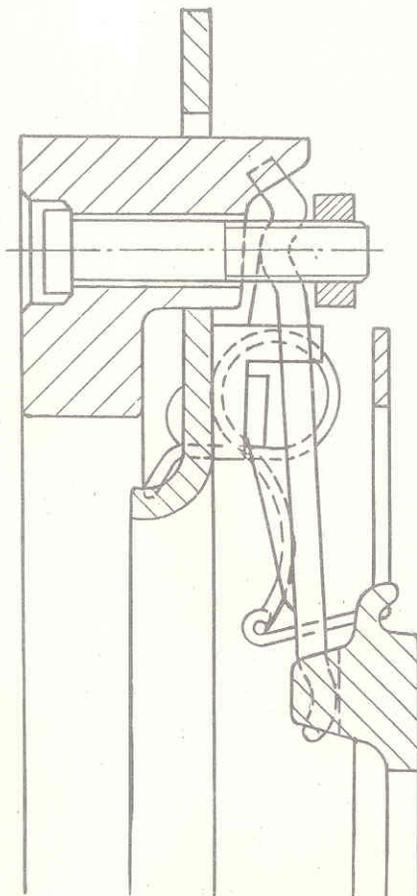
11/18/66

NEW CLUTCH WITH TOGGLE LEVER ROCKING PINS

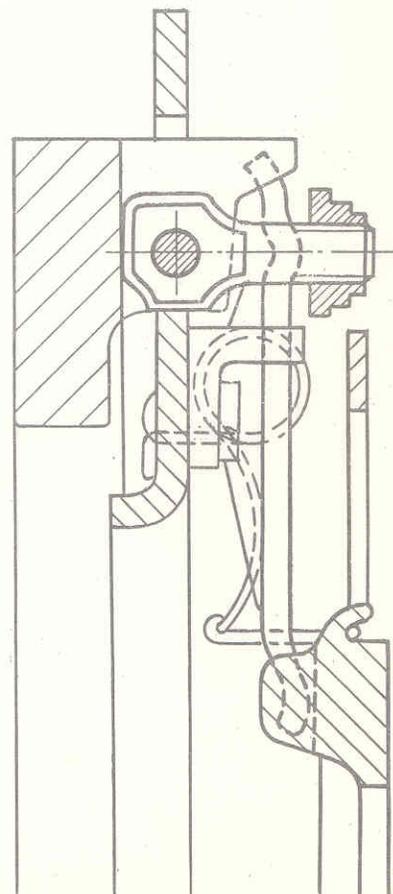
A new clutch assy P.N. 105.14.12.031.03 now replaces the old one P.N. 105.14.12.031.02.

The illustrations below show the modifications affecting the toggle lever pins.

The new design greatly improves the ability of pins to withstand strains.



Pre-mod. P.N. 105.14.12.031.02



Post-mod. P.N. 105.14.12.031.03

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA GT		20/7/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.112
		SHEET
		1/1

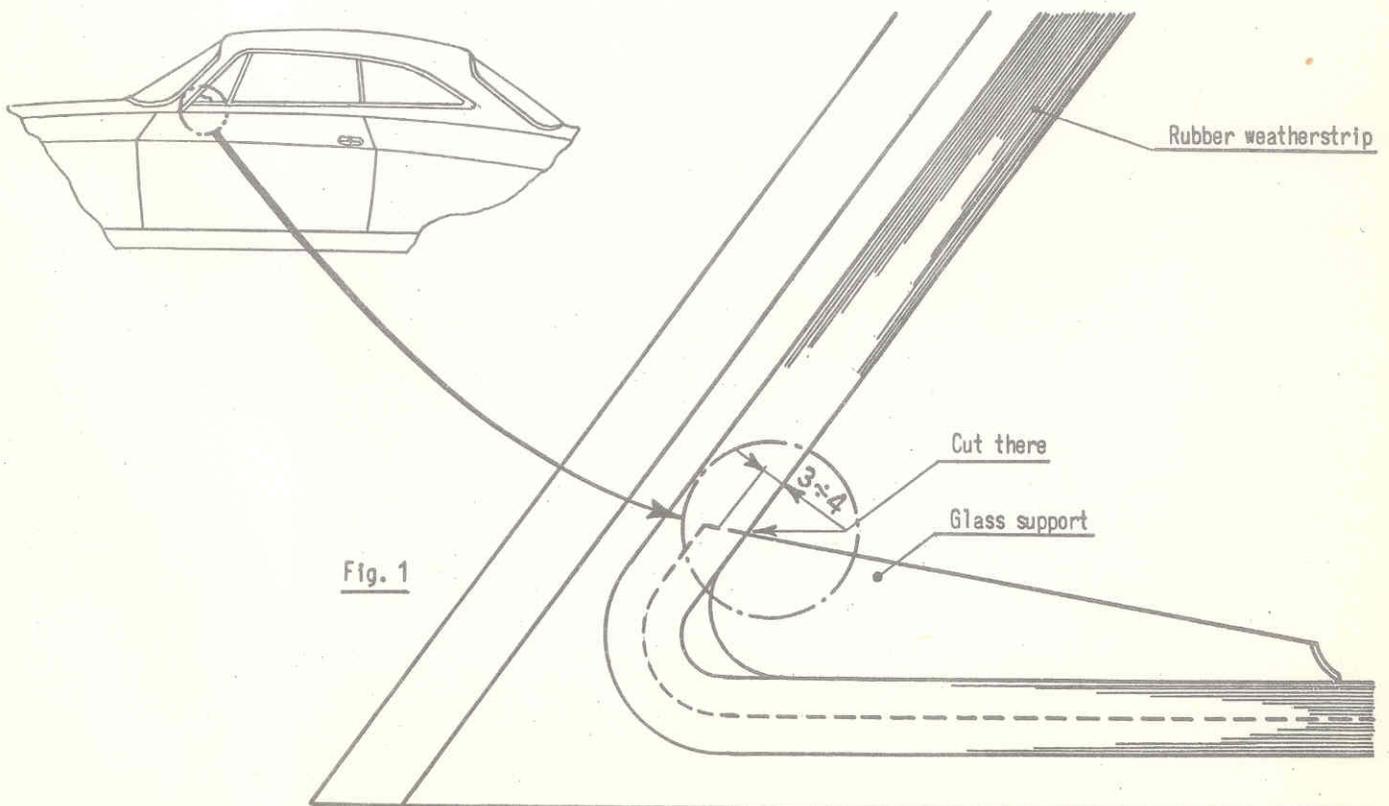
Translated in September 1966

GIULIA GT Model

HOW TO REMEDY WHISTLING NOISE FROM VENT WINDOW

In order to remedy possible whistling noise caused by air forced through the vent window, proceed as follows:

- 1) Shut the vent window;
- 2) Mark the rubber weatherstrip at the upper edge of glass support (See fig. 1).
- 3) Open the vent window.
- 4) Cut the rubber by 3 to 4 mm (about 1/8") with scissors as shown.



TYPE OF CAR Spider 1600 (105.03) and GIULIA GTV	 DIREZIONE ASSISTENZA	DATE 5/7/966
UNIT Fuel feed		SEQUENT NUMBER 1.05.113
<i>Information Sheet</i>		SHEET 1/1

Translated in July 1966

11/1/66

Spider 1600 (105.03) and GIULIA GTV

WEBER 40 DCOE 27 CARBURETTORS RATING

The jets of Weber carburettors installed on the engine of above mentioned models have been modified as follows:

- Pre-mod. main jets	125	post-mod.	120
- Pre-mod. main air restrictor jet	200	" "	180
- Pre-mod. idling jet	50	" "	50 F11

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA T.I.		20/7/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.114
		SHEET
		1/2

Translated in September 1966

GIULIA T.I. Model

REINFORCING THE FRONT SEAT ATTACHMENT

On some of above mentioned cars the breakage of sheet metal at front seat attachment has been experienced. To remedy the trouble it is possible to apply a reinforcement as follows:

- 1) Jack up the car, remove and retain nut and washer attaching the seat (see fig. 1); scrape the affected area (cross-member included), then repair the sheet metal with some spot of weldings.
- 2) Locally manufacture the reinforcement from a 2 mm (3/32") thick sheet steel as shown in fig. 2.
- 3) Position the reinforcement properly between cross-member and underfloor as shown in fig. 3, then weld throughout carefully. After welding, remove flash and apply primer and paint.
- 4) Cut the washer as shown in fig.4, install as per cross-section A-A and tighten the nut firmly in place.

Time required for each seat: 1 hour.

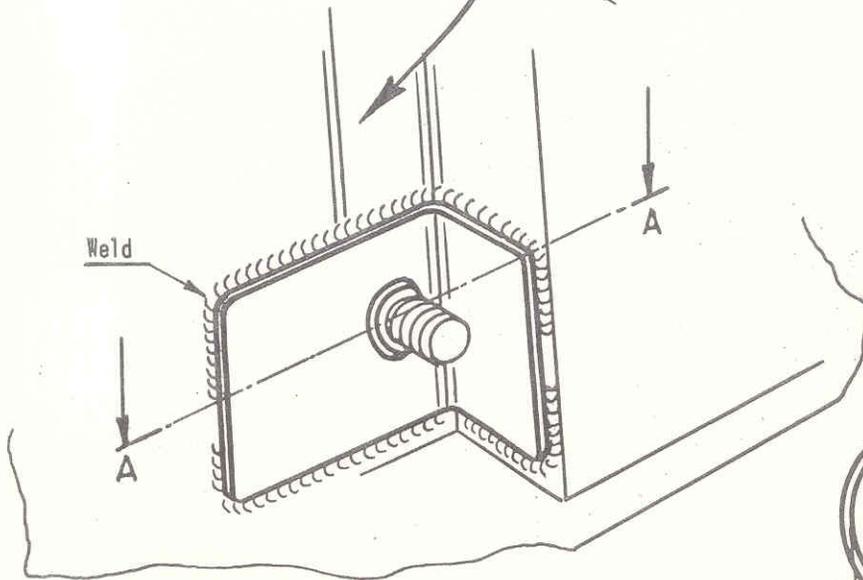
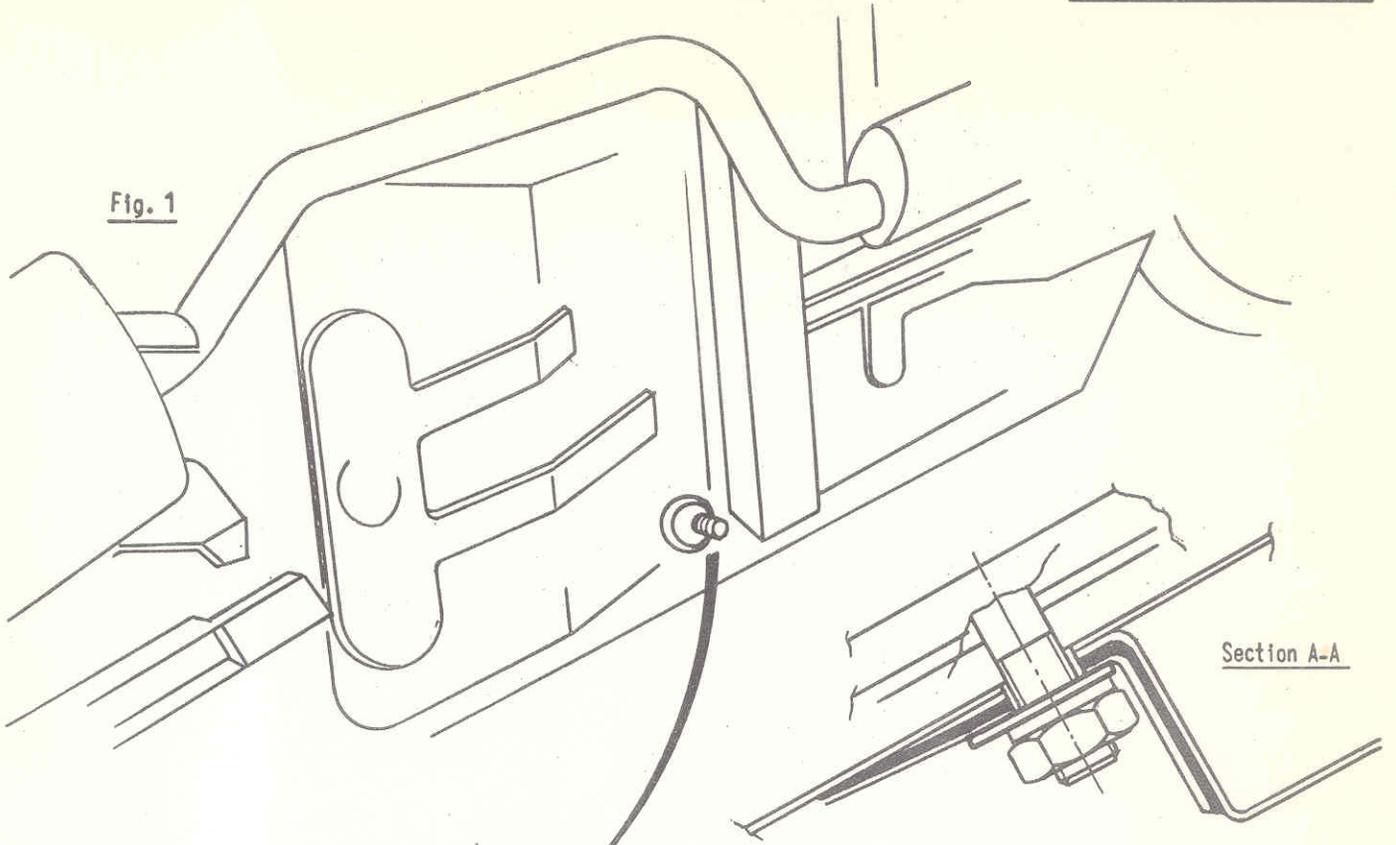
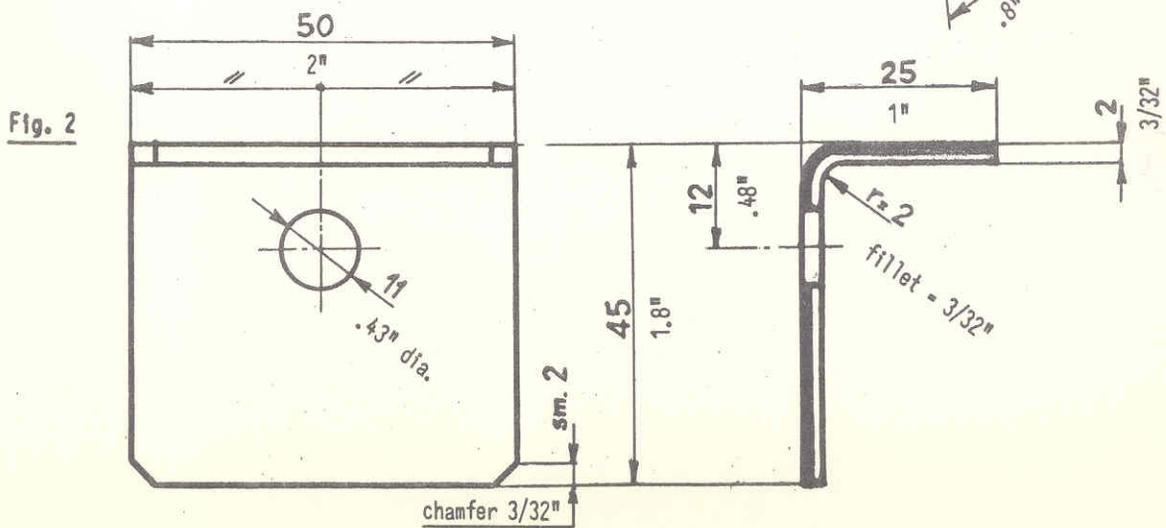


Fig. 3



Fig. 4



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA GT and Super		5/7/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel Feed		1.05.115
		SHEET
		1/1

Translated in July 1966

11/1/66

GIULIA GT and GIULIA Super model

ROUGH IDLE

If rough idle is experienced, check the alignment of throttles, i.e., that they lie in the same plane.

If throttles are out of alignment, twist the throttle spindle until throttles align properly.

If a throttle is not centered in the air horn, loosen the two screws attaching the throttle to the spindle, then operate the throttle so that it centers itself in the air horn.

On completion, retighten the throttle screws then readjust the idle.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA 1300 and 1300 ti		20/7/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.116
		SHEET
		1/1

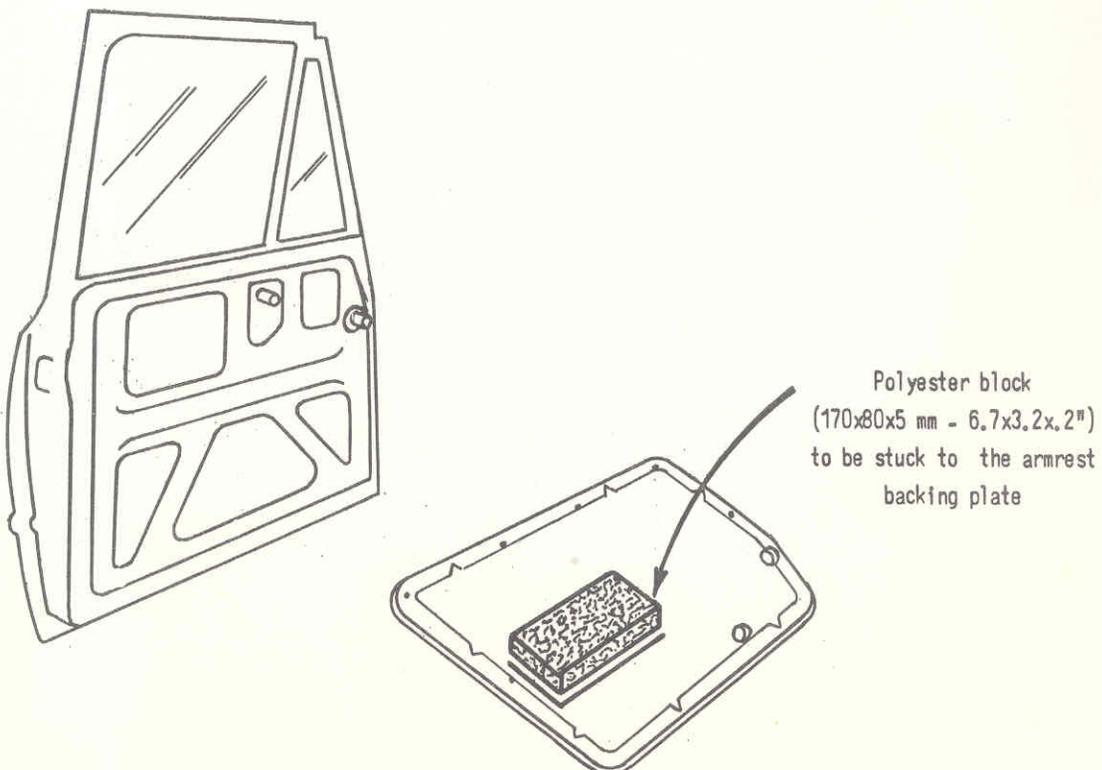
Translated in September 1966

GIULIA 1300 and GIULIA 1300 TI model

NOISE FROM DOOR PANELS

When noise from door panels is experienced on the above mentioned models, remedy as follows:

- 1 - Remove handle and attaching parts and take away the door trim panel;
- 2 - Cut a 80 x 170 mm (3.2 x 6.7") block from a 5 mm (.2") thick polyester sheet or similar (purchased locally).
- 3 - Apply the polyester block to the inner backing plate of the arm rest (see figure) and stick it in place with the cement Boston 1295 SB - Mello Plurimel 3521.1 I.C.I.R. Alpha 75 TR available on local market.
- 4 - On completion, reinstall the parts carefully.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		20/7/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.117
		SHEET
		1/1

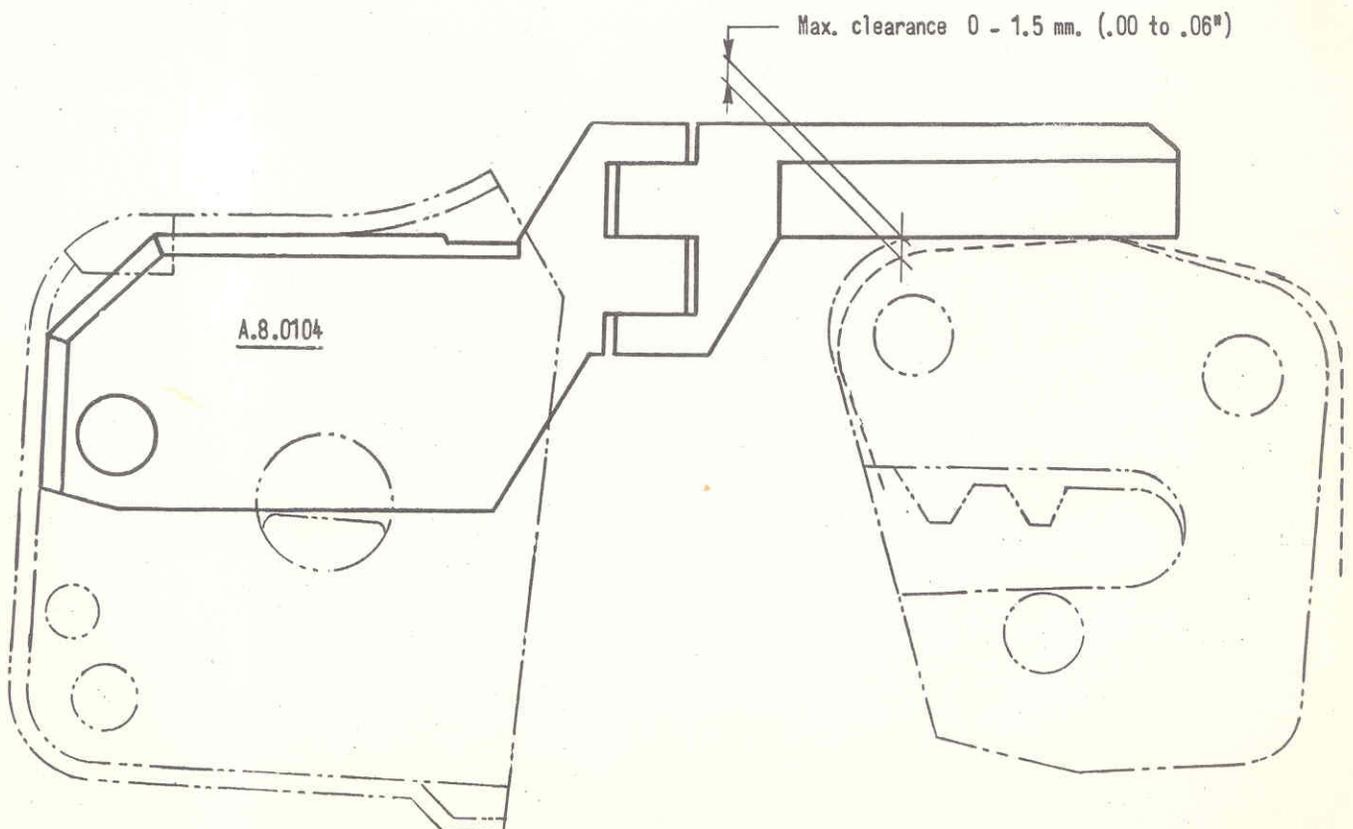
Translated in September 1966

GIULIA Models

FRONT & REAR DOOR LOCK INSTALLATION

To facilitate the installation, the setting or the adjustment of Keiper locks on front & rear doors of above mentioned models, directions are given below on the use of the template A.8.0104, suitably provided.

- 1 - Fit the lock and tighten securely in place with the attaching screws;
- 2 - Fit the striker. Before tightening the three attaching screws, carefully position the striker by means of the template applied to the door lock;
- 3 - A max. clearance of 1.5 mm (.06") is allowed between the template and the top edge of striker as shown;
- 4 - After the striker has been properly positioned, tighten the screws fully.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		7/7/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		1.05.118
		SHEET
		1/2

Translated in July 1966

11/1/66

GIULIA models

BONALDI and DUNLOP MASTER CYLINDERS BELLOWS WITH VENT HOLE

The master cylinders of above mentioned makes are alternative equipment both for ATE and DUNLOP brake systems.

The master cylinders differ from one another by the location of connections (see figure).

Both make of master cylinders underwent a modification consisting in a vent hole 1.7 mm in dia. made through the dust bellows; purpose of this hole is to allow the trapped air from escaping and the water, possibly collected in it to drain out.

Therefore the master cylinders of all cars in circulation should be checked for the existence of such a vent hole and, where missing, the bellows should be pierced as shown through one wall only with a pin 1.5 mm (.06") in dia. previously heated to red hot.

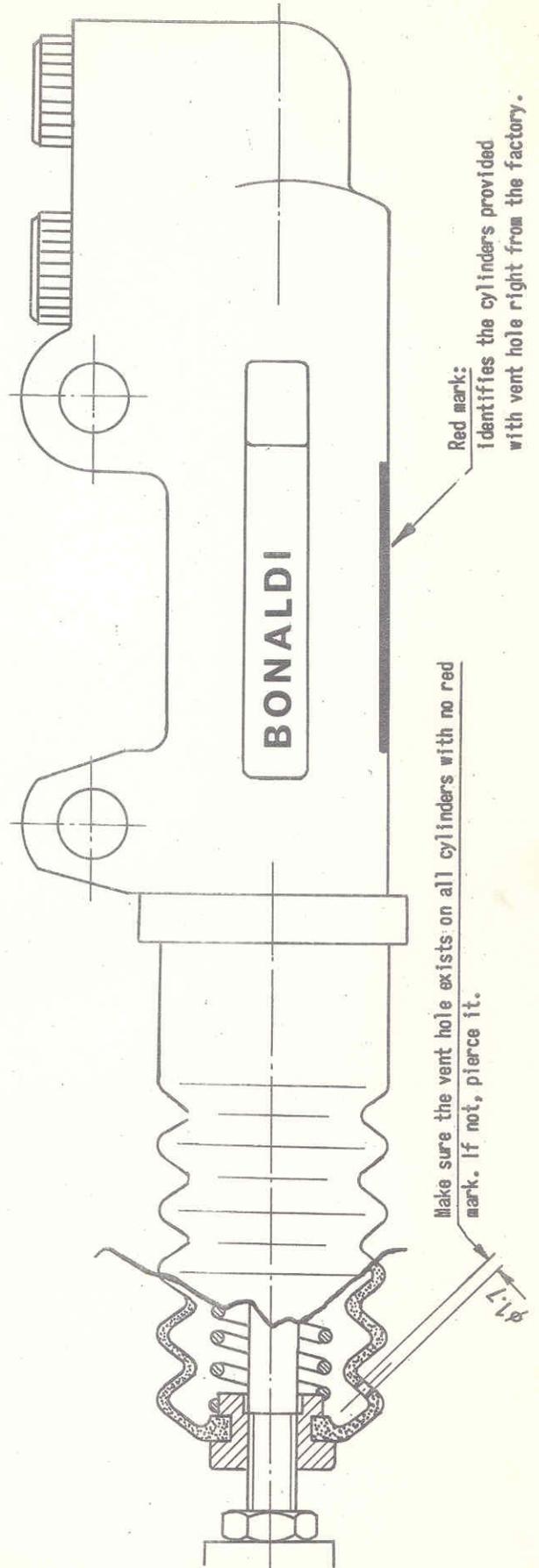
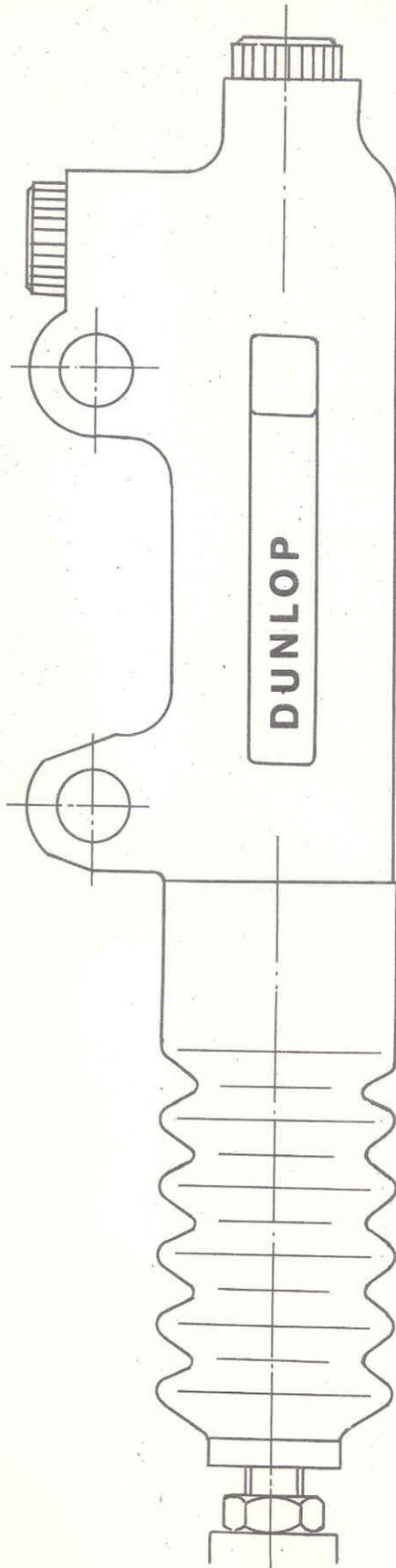
Furthermore it is advisable, before piercing the vent hole, to inspect visually the cylinder bore and plunger surfaces for sound appearance. If they are corroded, replace the master cylinder assy with a new one.

W A R N I N G

For inspection purposes, keep in mind the following:

Bonaldi cylinders: the brake master cylinders of this make, which have already been modified, are identified by a red mark.

Dunlop cylinders: the vent hole in the bellows of these cylinders may be located any-way, therefore a greater care should be taken to find it out.



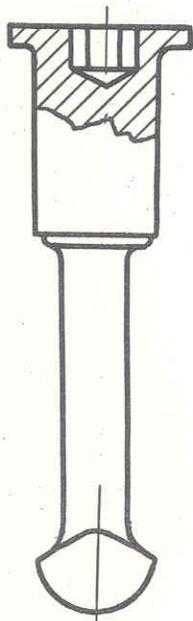
JAN 25 1987

- c) install the post-mod. stud, using a 4 mm (.157") wrench; push down the stud and rotate it by 90 degrees;
- d) reinstall the wheels;
- e) apply the handbrake two or three times.

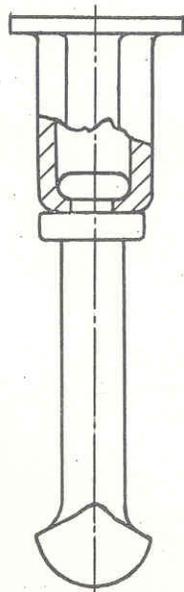
Warning - pay special care to avoid breaking the cup staked on the plate when taking out the stud; the replacement of such a cup would require a long and expensive work.

Order no.: Stud P.N. 105.14.26.052.01 - Qty 4

Time required per car for stud replacement: 50 centesimal minutes.

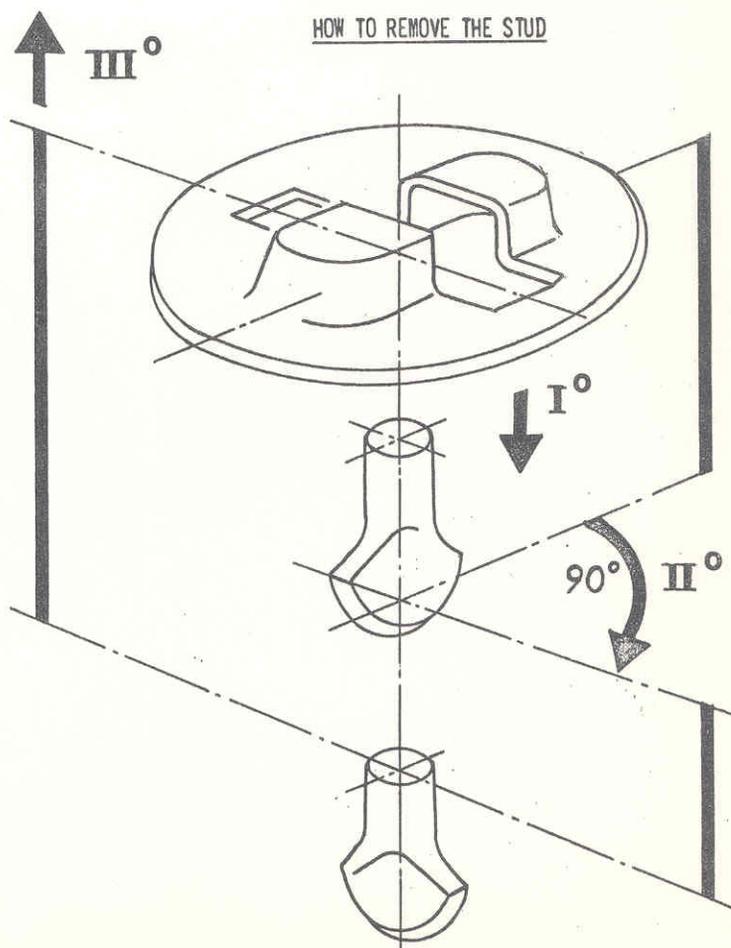


105.14.26.052.01
in one unit
POST-MOD



PRE-MOD

Soft-soldered staking



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		9/9/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.05.120
		SHEET
		1/1

JAN 25 1967

Translated in September 1966

GIULIA models

GASKET FOR CRANKCASE REAR COVER

To improve the sealing properties of this gasket, follow the installation directions given below:

a) Cleaning the joining surfaces:

Carefully clean the joining surfaces of rear cover and crankcase with a suitable solvent.

b) Applying the sealing compound:

Apply the sealing compound (Heldite or equivalent) on both faces of gasket and on the joining surfaces of rear cover and crankcase.

c) Drying the sealing compound:

Before installation, let the sealing compound dry for at least 30 minutes.

d) Installation of gasket:

When the sealing compound is dried, install the gasket and the cover and tighten evenly the attaching screws to 1 Kgm (7.2 ft-lb) with a torque wrench operated gently to avoid damaging the gasket.

TYPE OF CAR GIULIA Sedan and Coupe models	<div style="text-align: center;">  DIREZIONE ASSISTENZA </div>	DATE 21/9/1966
UNIT Coachwork		SEQUENT NUMBER 1.05.121
<i>Information Sheet</i>		SHEET 1/1

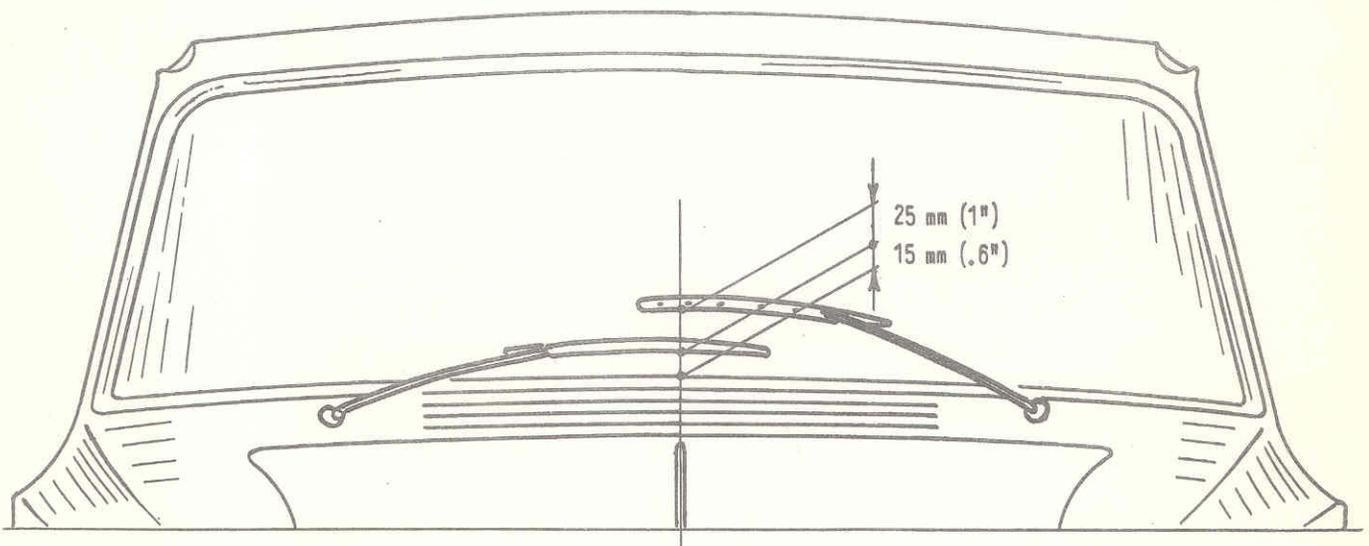
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GIULIA Sedan and Coupe models

WINDSHIELD WIPER

In order to avoid possible interference between the wiper blades when in operation, it is recommended to follow strictly the installation dimensions given below.



TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		5/10/1966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brakes		1.05.122
		SHEET
		1/1

Translated in October 1966

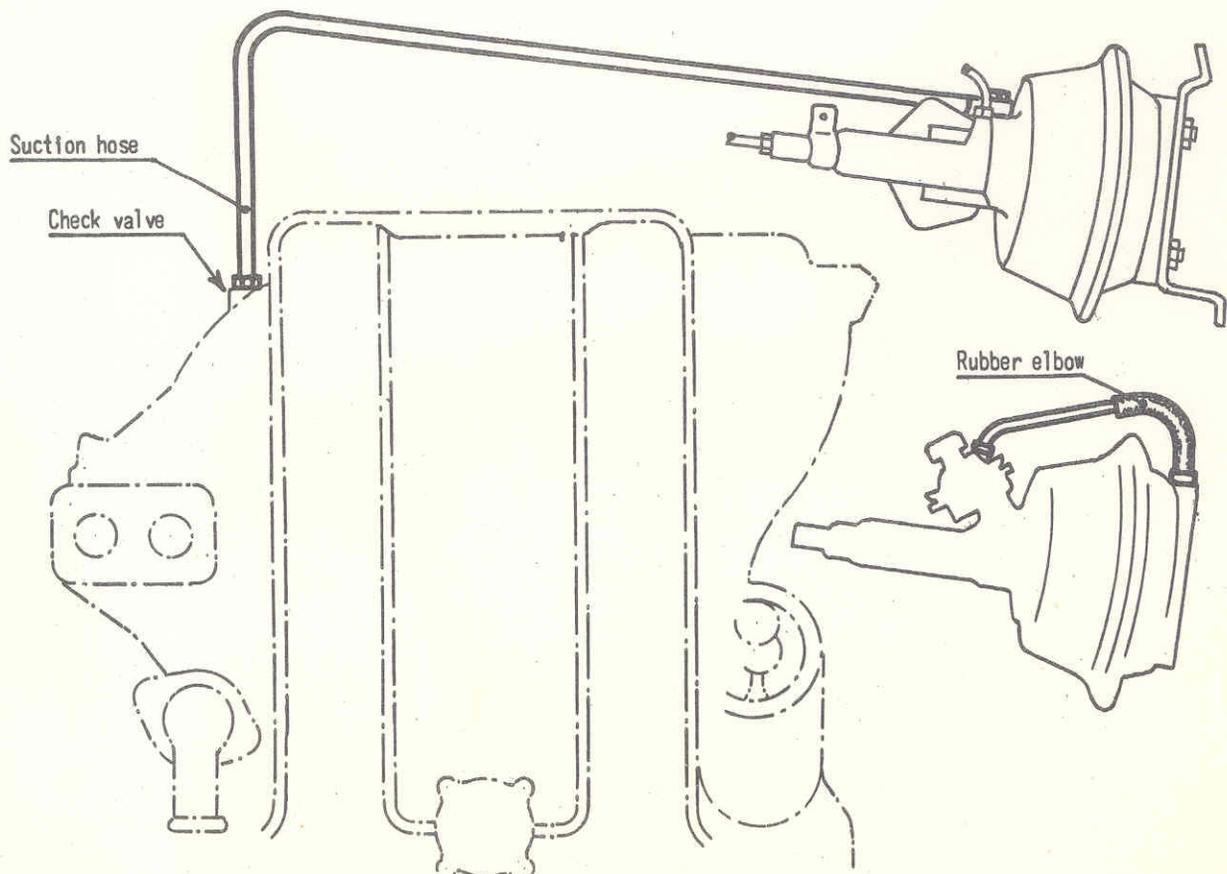
GIULIA Models

POOR BRAKING ON SERVO ASSISTED CARS

In the event poor braking efficiency is experienced on servo-assisted cars of above mentioned models, especially when the pedal is applied a second time, check for the following:

- 1 - The suction hose (see figure) for no sign of buckling near the check valve that may restrict or anyhow slow down the flow of air.
- 2 - The rubber elbow (see figure) interconnecting the servo operating valve with vacuum shell for good conditions.

If such hoses are buckled or damaged, replace them. If braking action is still unsatisfactory after the replacement of hoses, a thorough inspection of the whole brake system must be carried out.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA Sedan		21/9/1966
UNIT		SEQUENT NUMBER
Electric system	<i>Information Sheet</i>	1.05.123
		SHEET
		1/1

JAN 25 1967

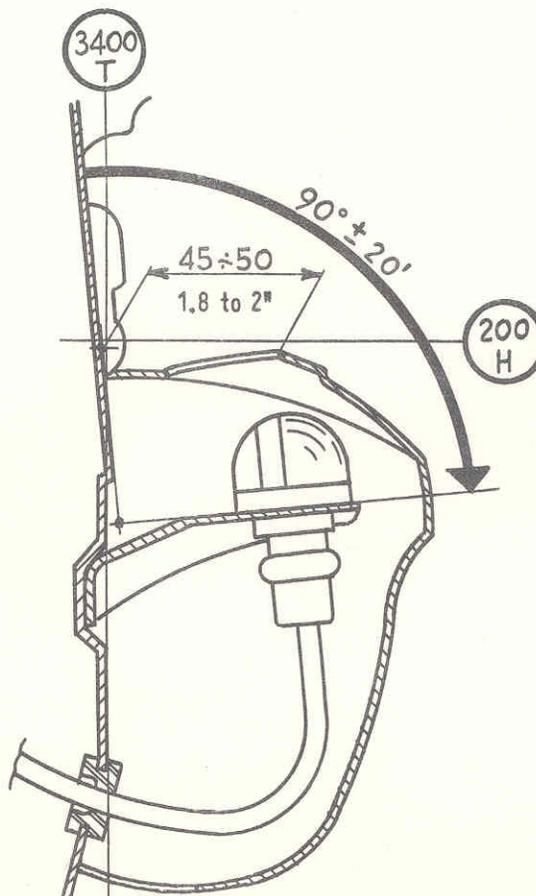
Translated in October 1966

105 Sedan models

LICENSE PLATE LIGHT

To comply with traffic regulations, the beam of light from license plate lamps has with the plate itself a particular angle which is determined by the correct positioning of the lamp support bracket (see figure).

As some cases occurred in which, because of collisions or inadvertent handling, the lamp support bracket has been bent, it is recommended that, when overhauling the above mentioned models, the license plate light be checked for correct aiming and the bracket repositioned, if necessary.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA G.T. model		9/9/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel feed		1.05.124
		SHEET
		1/1

JAN 25 1967

Translated in September 1966

GIULIA G.T. model with WEBER 40 DCOE 4 carburettors

REPLACEMENT OF MAIN JET

This sheet is to inform that, in order to prevent the ball in the main jet from sticking against its seat thus impairing the carburation it is possible, following Client's complaints, to replace the main jet 127/3 (with ball) fitted as standard component on GT's WEBER 40 DCOE 4 carburettors, with the main jet 1.225 dia. without ball even on cars in which such a jet has already been replaced with the jet 1.25 dia. without ball.

JKL

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA models		10/11/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Front suspension		1.05.125
		SHEET
		1/2

Translated in November 1966

MAR 17 1967

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GIULIA models

LUBRICATION OF FRONT SUSPENSION BUSHINGS

If Giulias' front suspensions show tendency to squeal or become stiffer, this is caused by the "seizing" of "sealed for life" bushings installed in the front suspension lower arms.

As well known, two spongy rings are installed at the bushing ends to prevent foreign matter from entering the bushings; unfortunately, sometimes such rings dry out leading to troubles mentioned above.

The remedy consists in lubricating the bushings to restore the proper operating conditions.

The Service Network is therefore advised:

- a) to lubricate these bushings whenever squealing or stiffening is experienced;
- b) to schedule this operation as a regular lubrication item to be performed every 6,000 Km (i.e. at 12,000; 18,000; 24,000 Km and so on).

Lubricating procedure

Lower arm bushings

- a) Loosen the nut attaching lower arm to shaft; remove washers from under the nut so as to uncover the staked washer holding the spongy ring in place against bushing end.
- b) Insert the spacer, P.N. 0537, refit the nut previously removed and retighten it against spacer and bushing so as to retain washer and ring during the following operation.
- c) Slightly bend the edge of staked washer with a screwdriver so that the needle of a syringe can be passed through.
- d) Insert the syringe needle inclined and tangential with the shaft until the needle tip enters the recess behind the spongy ring and inject oil. If this has been properly done the oil should ooze out evenly along the circumference; otherwise, repeat the procedure in another point of the spongy ring.

For this first lubrication use standard gearbox oil SAE 90 AGIP or SHELL DENTAX. In any case the use of EP oil or having additives whatever is not permitted. Carry out an additional lubrication with another syringe filled with CALYPSOL AE grease.

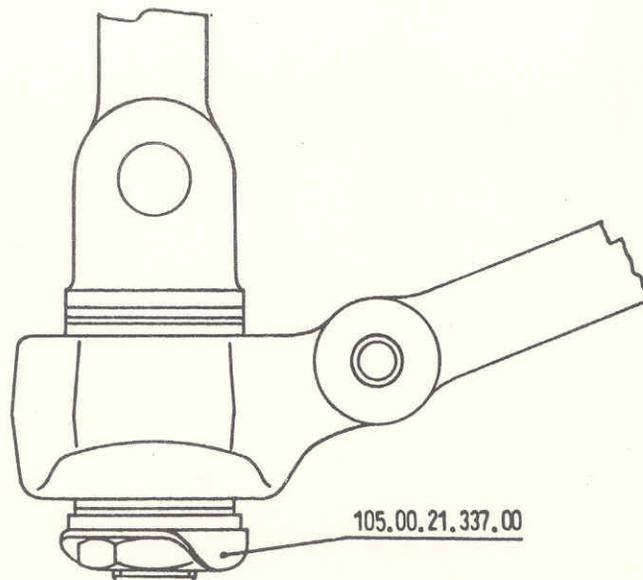
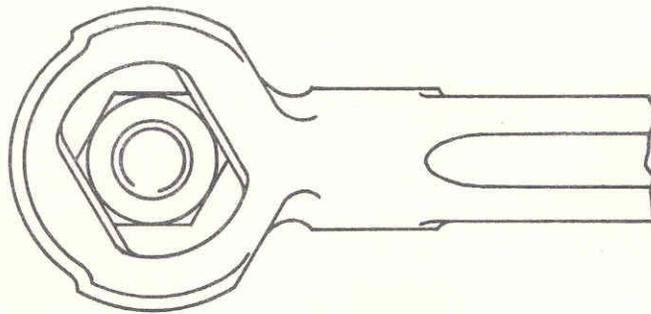
It is strongly recommended to use no other type of grease; rather than that, limit the lubrication to the injection of oil only.

The use of oil or grease different from the specified one can seriously damage the plastic sockets inside the bushings.

- e) Straighten the washer previously bent and remove nut and spacer.
- f) Re-fit washers and retighten in place. Repeat the procedure on spongy ring at the shoulder side of shaft; this ring can be reached without bending the staked washer. As the spongy rings are not retained periferically, take care not to inject an excessive amount of grease, which might force the rings out of their seats; doing the work not in haste will usually prevent this.

W A R N I N G

The above procedure shall not be carried out on cars equipped with bushings, P.N. 105.14.21.024.06, having "spider legs" oil channels; these special bushings are identified by a white or red dot and by the washers, P.N. 105.00.21.337.00, two edges of which are bent as tabs around the nut at the ends of lower arm shafts.



105.00.21.337.00

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA models		24/10/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		1.05.126
		SHEET
		1/1

Translated in November 1966

GIULIA models with ATE brake system

HANDBRAKE SETTING

Whenever the handbrake shoes or the service brake discs are replaced on the above mentioned models, it is essential to properly set the brakes as follows:

- 1) Apply the handbrake to half its stroke for about ten times from a travel speed of 70 - 80 Km/h (45 - 50 mph) at intervals of about 2 Kms (1.2 mi.).
- 2) Then, check the braking action of the handbrake by applying it from a speed of 50 Km/h (30 mph) without causing the wheels to skid.
- 3) If necessary, repeat paragraphs 1) and 2).

The above procedure applies even in case of Client complaints for poor handbrake efficiency.

TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
1600 Spider		20/12/966
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Coachwork		1.05.127
		SHEET
		1/5

Translated in January 1967

INSTALLATION OF HARD TOP ON 1600 SPIDER MODEL

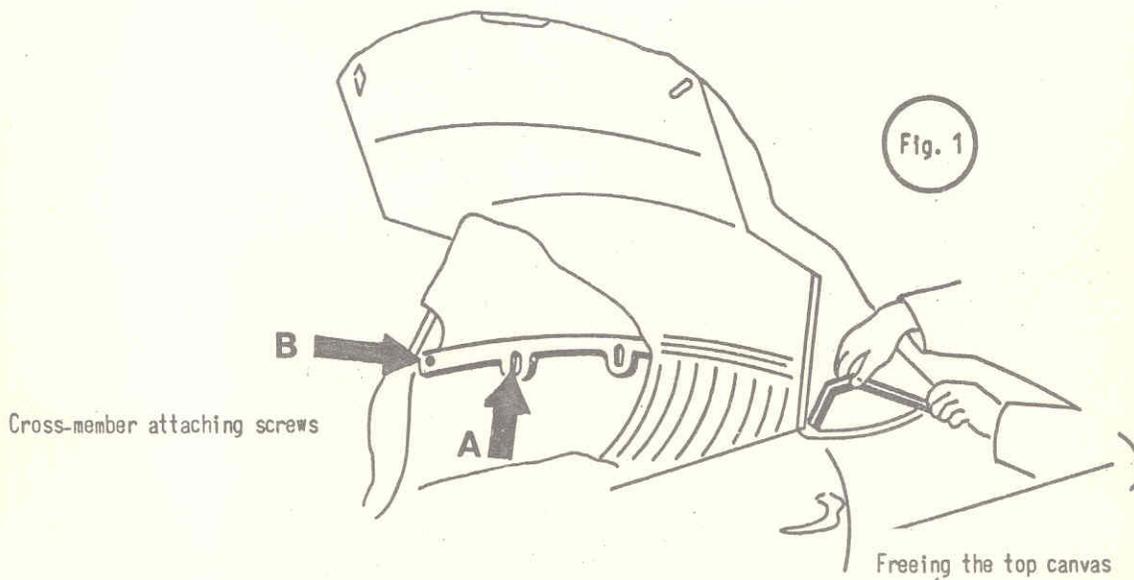
There are two possibilities:

- a) without removal of folding top;
- b) with removal of folding top.

Proceed as follows:

a) INSTALLATION OF HARD TOP WITHOUT REMOVAL OF FOLDING TOP

- 1) Release the folding top from windshield bow.
- 2) Detach the tonneau trim panel (if safety belts are installed, also remove belt rear attachment screws) and slacken without removing the six hex. head screws securing the cross-member (arrow A), withdraw the drive screws at the ends of cross-member (arrow B); then raise the cross-member as far as it will go and free the top canvas from cross-member.

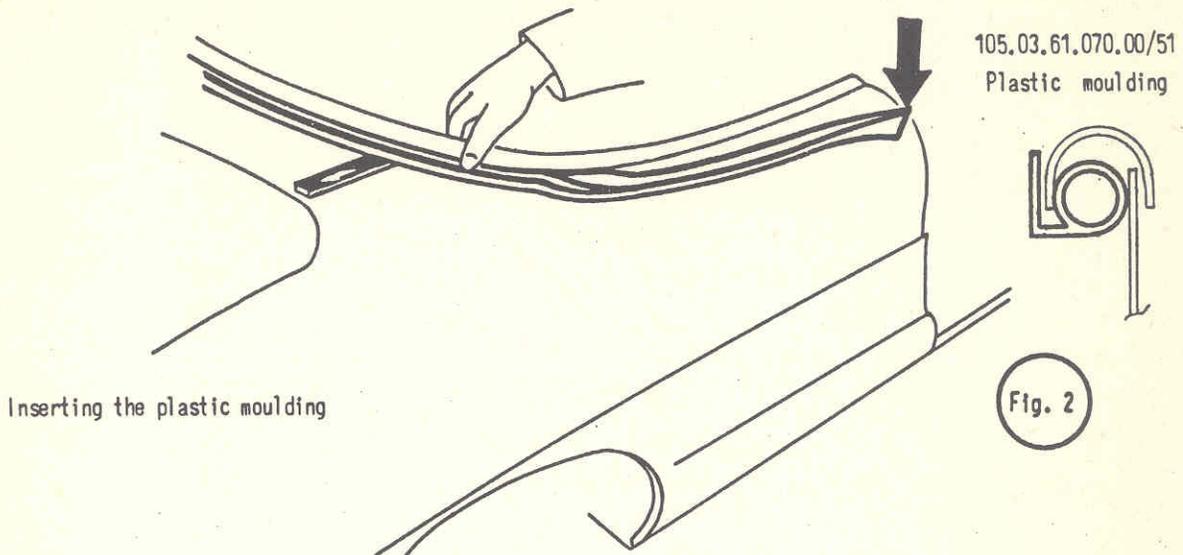


- 3) Insert the round edge (see detail view) of plastic moulding, P.N. 105.03.61.010.00/51, between tonneau trim and cross-member as shown in figure 2; use a plastic or wooden



spatula as an aid, if necessary.

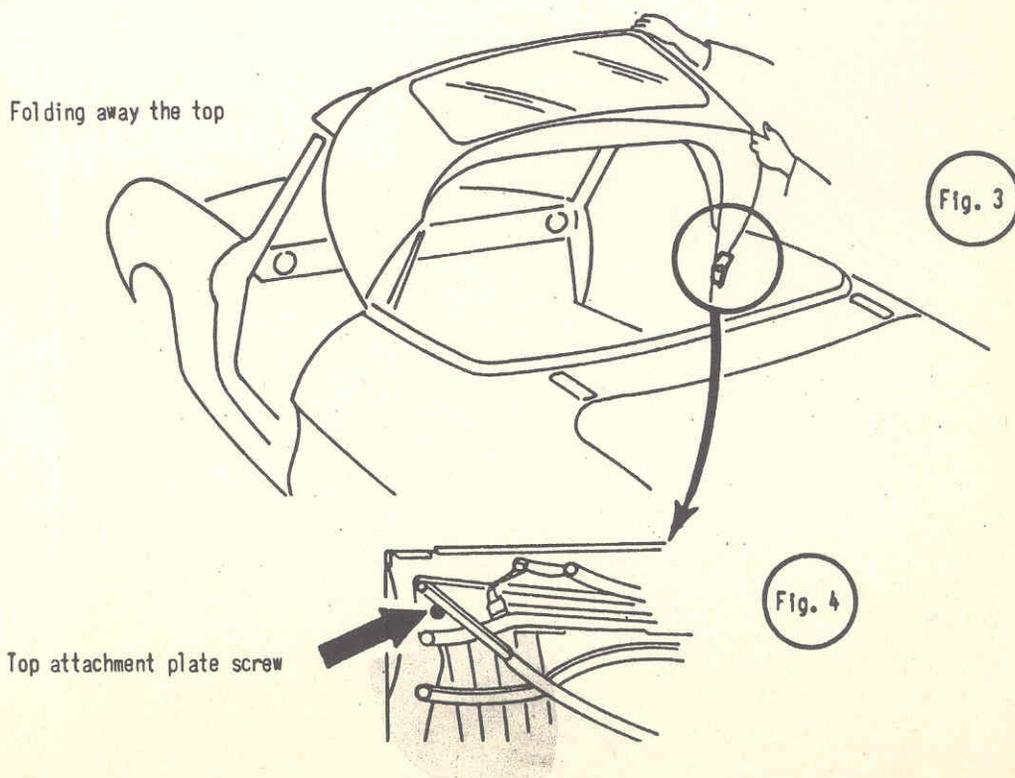
Re-position the cross-member and retighten the six screws and the two drive screws.



- 4) Arrange the top canvas in the housing, taking care to lay the rear window over the top toward the front so as to avoid scratching the plastic pane (see figure 3); then fold away the top and window so arranged and fasten with the strap.

Make sure the top is as far down in the housing as possible so that any noise, due to possible interference between folded top and hard top, be prevented.

- 5) Remove and retain the upper screw securing the attachment plates (both right and left side) - see figure 4.



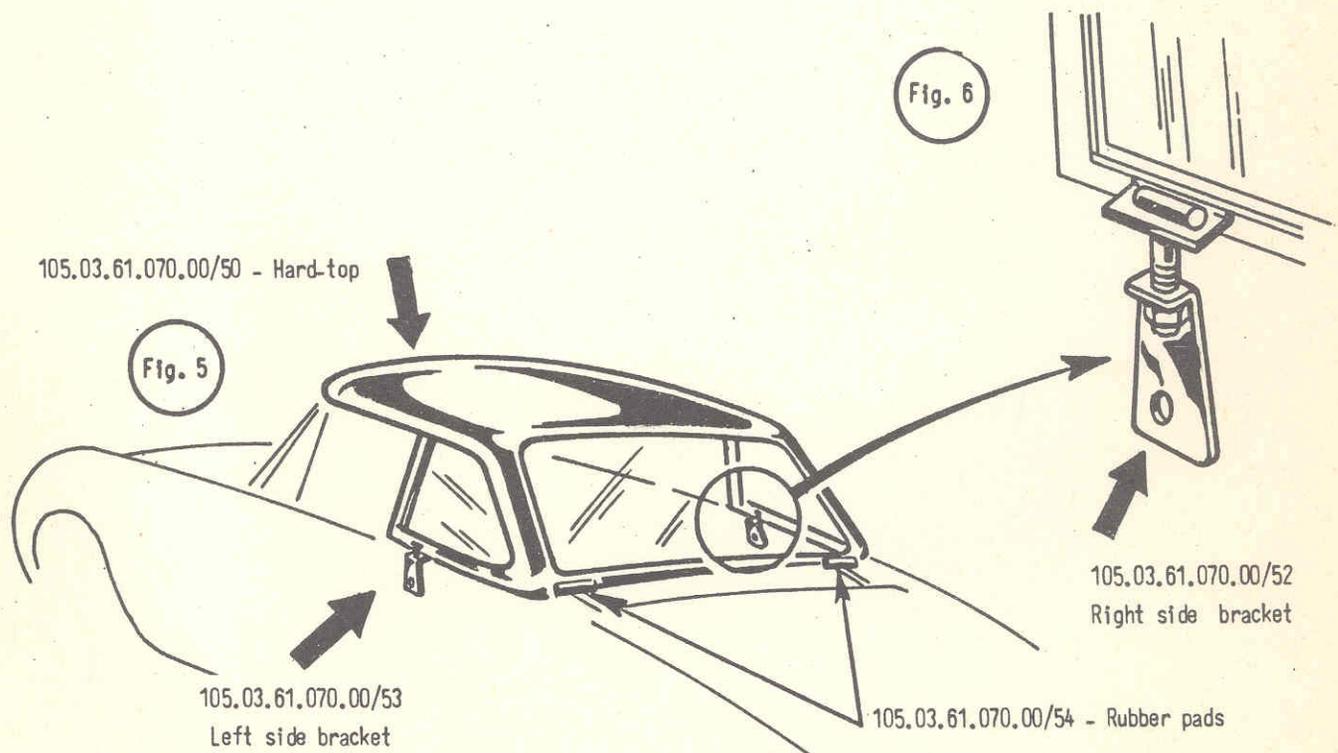
6) Position the hard top, P.N. 105.03.61.070.00/50, provided with the following attaching parts, on the car:

- two rubber pads, P.N. 105.03.61.070.00/54 - to be screwed to the hard top (see figure 5); these pads can also be glued in place after a thorough cleaning of joining surfaces.

Note - If the hard top has two metal hooks in place of the rubber pads, remove the hooks and replace the pads for them.

- two side brackets, right-hand P.N. 105.03.61.070.00/52; left-hand P.N. 105.03.61.070.00/53 with tie-bolts anchored to the suitable lugs as shown in figure 6.

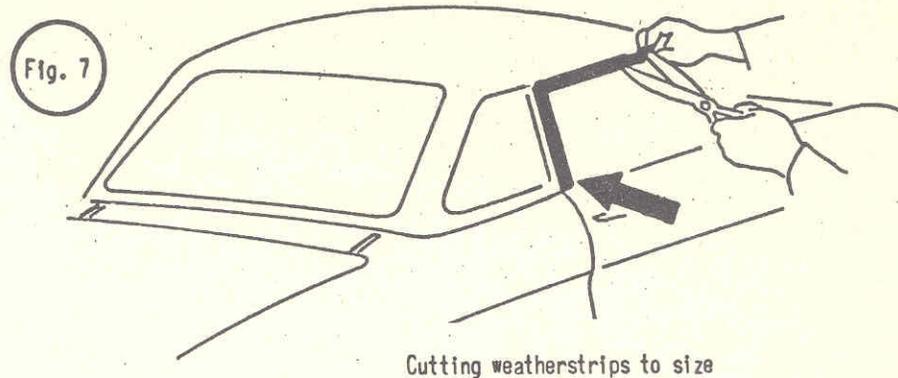
When the hard top is first placed on car, make sure the front of the top is slightly shifted forward rather than backward with respect to windshield bow; this to avoid twisting the weatherstrip fixed to the top when the latter is finally secured in place.



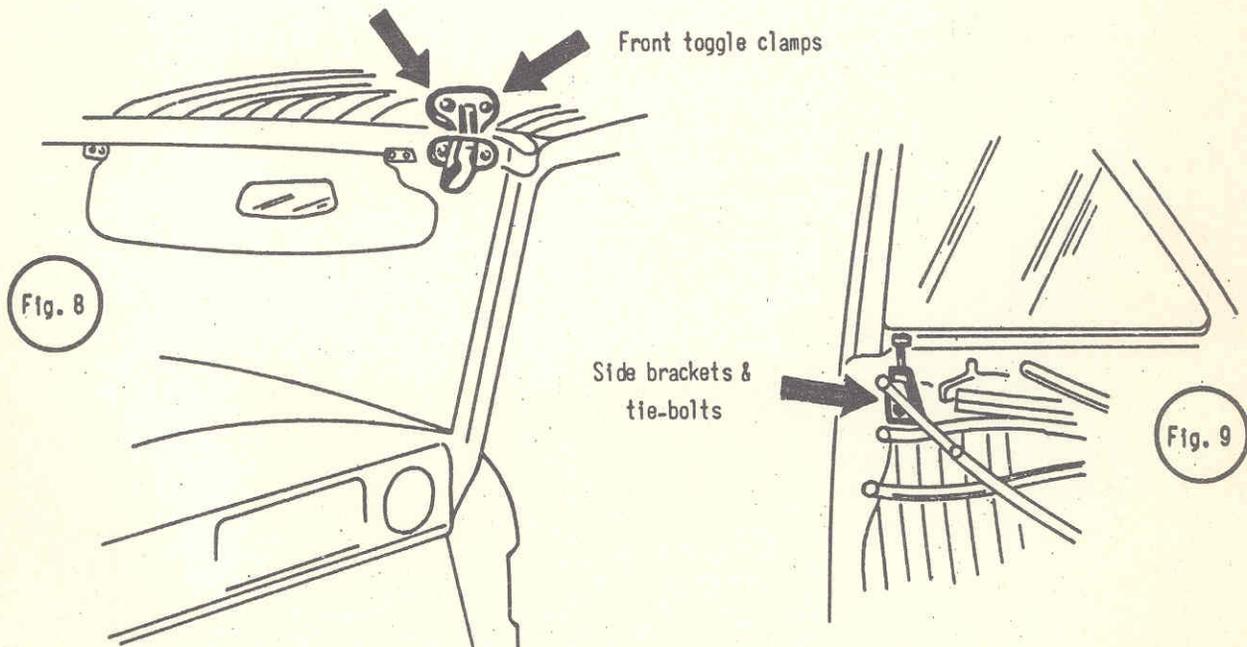
7) Cut to size the weatherstrips at the side windows and at the windshield (such weatherstrips are longer than required to suit any car - see figure 7).

To do this more easily, the drive screws, securing the weatherstrips to the top,

can be removed. Windshield weatherstrip must be cut parallel to side windows.



- 8) Secure the front of hard top to the windshield bow; if necessary, adjust either horizontally or vertically the position of toggle clamps by slackening the screws attaching them to the hard top (see figure 8); if this is not enough, insert rubber shims under the weatherstrip existing on top in the area affecting clamps. Such shims should be glued in place.



Check that hard top is aligned with windshield rear posts of top with door jambs.

- 9) Attach the side brackets (right hand and left-hand) to the upper part of folding top attachment plates (see figure 9) by using the same screws (previously removed and retained - see paragraph 5) securing the attachment plates to the car body, then tighten in place the hard top at the sides by means of the tie-bolts.

10) Possible adjustments.

a) Windows clear of weatherstrips.

In this case it is necessary to reposition the weatherstrips or insert rubber shims in those areas where window glasses and weatherstrips do not fit properly.

b) Vent window frame interfering with upper weatherstrip.

If, when doors are shut, there is a slight interference between vent window frame and outer edge of upper weatherstrip so that the frame does not seat correctly, swivel the vent window glass at right angle in the frame and slightly deflect the frame top inward.

c) Drop windows interfering with upper weatherstrips.

If the adjustment as per paragr. a) above will not do, it is advisable to remove the hard top and to increase thickness of rear side rubbers under the bottom edge of hard top by adding and gluing in place rubber shims of suitable thickness and length.

If even this is not enough, drop window upper weatherstrips can be cut, lengthwise, along the outer edge; to do so, it is better to remove the weatherstrips.

After completion of this adjustment, stick the windshield weatherstrip to the drop window weatherstrips in those areas where they overlap with a suitable cement to prevent any air or water from passing thru.

Note - for hard top removal, reverse the installation procedure except weatherstrip adjustment.

b) INSTALLATION OF HARD TOP WITH REMOVAL OF FOLDING TOP

Proceed as per paragraph 1, 2 and 3 above and remove the springs at the rear sides.

Remove the folding top attachment plate screws, take away the plates, and retighten in place the screws to avoid undue noise when running; then remove the folding top.

After the folding top has been removed, proceed as per paragraph 6), keeping in mind that shims must be added as required to compensate for the space left by attachment plates (see fig. 9) which have been removed in unit with the folding top.

Parts needed:

P.N. 105.03.61.070.00/50	Hard top	qty 1
P.N. 105.03.61.070.00/51	Plastic moulding	qty 1
P.N. 105.03.61.070.00/52	R.H. side bracket, with tie-bolt . . .	qty 1
P.N. 105.03.61.070.00/53	L.H. side bracket, with tie-bolt . . .	qty 1
P.N. 105.03.61.070.00/54	Rubber pads, with screws	qty 2

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA 1300		28/11/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Gearbox		1.05.128
		SHEET
		1/1

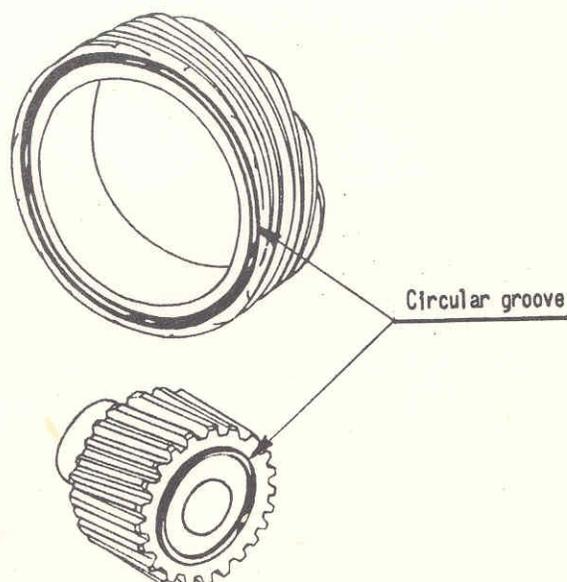
Translated in November 1966

GIULIA 1300 model

IDENTIFICATION OF SPEEDOMETER DRIVE GEARS

The ratio figures are no longer stamped on gears of speedometer drive. Therefore, the couple can now be identified by a circular groove cut in each gear as shown.

The couple with ratio 21/8 has the grooves, while the 21/9 couple not.



TYPE OF CAR	<i>Alfa Romeo</i> SERVICE DEPARTMENT	DATE
GIULIA Models		6/12/1966
UNIT	<i>Improvement Bulletins</i>	SEQUENT NUMBER
Brake system		1.05.129
		SHEET
		1/4

Translated in January 1967

REPLACEMENT OF BONALDI MASTER CYLINDER ON GIULIA MODELS

- I. To prevent brakes from failing owing to improper operation of Bonaldi master cylinders they shall be replaced according to the table below.

Car model affected (*)	Brake system make	Master cylinder make and P.N.		Refer to
		as fitted	to be replaced with	
105.06 (GIULIA 1300) 105.39 (GIULIA 1300 t.i.) (from chassis no. 579983)	DUNLOP	BONALDI 3/4	DUNLOP 3/4 (P.N. 105.06.45.020.00)	paragr. 1
	ATE	BONALDI 13/16	ATE 20 (P.N. 105.06.45.020.04)	paragr. 3
BONALDI new design 13/16 green mark (P.N. 105.06.45.020.03)			paragr. 2	
105.30 (GIULIA GT Junior) (from chassis no. 1200102)	ATE	BONALDI 13/16	ATE 20 (P.N. 105.06.45.020.04)	paragr. 3
			BONALDI new design 13/16 green mark (P.N. 105.06.45.020.03)	paragr. 2
105.05 (GIULIA 1600 Spider R.H.D.) (from chassis no. 710001)	ATE	BONALDI 13/16	DUNLOP 3/4 (P.N. 105.06.45.020.00)	paragr. 4
			BONALDI new design 13/16 green mark (P.N. 105.05.45.020.00)	paragr. 2

(*) those equipped with Bonaldi master cylinder.

The master cylinders can be identified through the markings in raised letters in the cylinder barrel casting representing the make and bore diameter and shown also in the table.

The Bonaldi master cylinder of new design are identified by a green mark.

II.

REPLACEMENT PROCEDURE

As referred to in the last column of table, the following paragraphs outline the replacement procedure for each case.

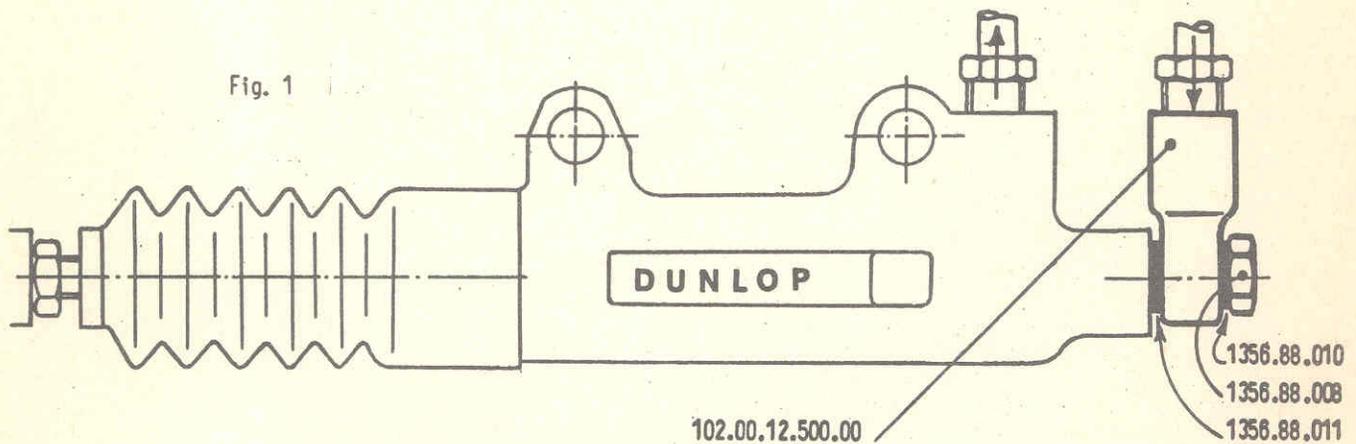
1. REPLACEMENT OF DUNLOP'S 3/4 MASTER CYLINDER FOR BONALDI'S 3/4

Also the connections to the Dunlop cylinder must be renewed because the existing ones do not fit.

The parts required are the following and the layout that shown in figure 1:

P.N. 105.06.45.020.00	Dunlop master cylinder	- qty 1
P.N. 102.00.12.500.00	Banjo union	- qty 1
P.N. 1356.88.008	Banjo bolt	- qty 1
P.N. 1356.88.010	Gasket	- qty 1
P.N. 1356.88.011	Gasket	- qty 1
Cans of CASTROL AMBER FLUID to make 1½ qts.		

Time required: 150 centesimal minutes.

2. REPLACEMENT OF BONALDI'S 13/16 NEW DESIGN (green mark) CYLINDERS FOR THE OLD BONALDI'S.

No adjustment is needed as the cylinders are fully interchangeable.

Time required: 145 centesimal minutes.

3. REPLACEMENT OF ATE'S 20 (13/16) CYLINDERS FOR BONALDI'S 13/16

The installation of ATE 20 cylinder requires that the inlet pipe be replaced and the following operations performed:

- Remove the muffler hanger;
- disconnect the clutch control linkage;

- disconnect the pipes from the connections and drain fluid from reservoir; to make this easier, loosen the reservoir cover;
- remove the master cylinder from support;
- disconnect the reversing light wires;
- open the clamps and take away the pipe, P.N. 105.39.45.051.00, connecting the reservoir to master cylinder;
- fit the new inlet pipe, P.N. 105.39.45.051.01, securing it to the reservoir first, then to the master cylinder; fit the delivery pipe and secure it to the master cylinder;
- install the master cylinder onto the support;
- suit the delivery pipe to the firewall bulkhead panels and fix it along with new inlet pipe by re-using the existing clamp.
The inlet pipe must also be secured with lower clamp suitably provided on tunnel.
- Re-connect the reversing light wires;
- re-install the muffler hanger;
- re-connect the clutch control linkage.

C a u t i o n :

- The run of inlet pipe upper section is the same as that of pipe replaced. To facilitate the installation, the pipe can be bent slightly provided it is well trued after proper positioning; deformations left there in the pipe upper section could result in difficult installation of pipe lower section and could impair the brake operation.
- In order to connect the existing delivery pipe to the ATE master cylinder, change the bend of pipe in such a way as to screw in the outlet fitting without putting the master cylinder under undue strains.
- When the cylinder replacement and pipe installation is over, check that pipes do not rub against any sharp edge; to avoid this, bend slightly the pipes or fold the affected edges of sheet metal.
Special attention must be paid not to damage the pipes with sharp tools and to perform all the operations with the greatest care.

P a r t s r e q u i r e d :

- 1 Master cylinder ATE P.N. 105.06.45.020.04
- 1 pipe connecting fluid reservoir to master cylinder - P.N. 105.39.45.051.01
- Cans of CASTROL AMBER FLUID to make 1½ qts.

T i m e r e q u i r e d : 150 centesimal minutes.

4. REPLACEMENT OF DUNLOP'S 3/4 CYLINDER FOR BONALDI'S 13/16 - R.H.D. cars

The installation of Dunlop cylinder requires that the 7 mm-dia. plunger rod be replaced with a 9 mm-dia; one. Also the metric thread actuating rod presently fitted to the car shall be replaced with a B.S. thread rod. No pipe or fitting is to be replaced as both installation are the same; however, the inlet pipe must be bent slightly as shown and a clamp added to fix the pipe securely.

Parts required:

- P.N. 105.06.45.200.00 Master cylinder - qty 1
- P.N. 105.09.45.020.00/02 9 mm-dia. plunger rod - qty 1
- P.N. 105.01.45.065.00 actuating rod - qty 1
- P.N. 105.14.45.020.02/05 nut - qty 1
- Cans of CASTROL AMBER FLUID to make 1½ qts.

Time required: 175 centesimal minutes.

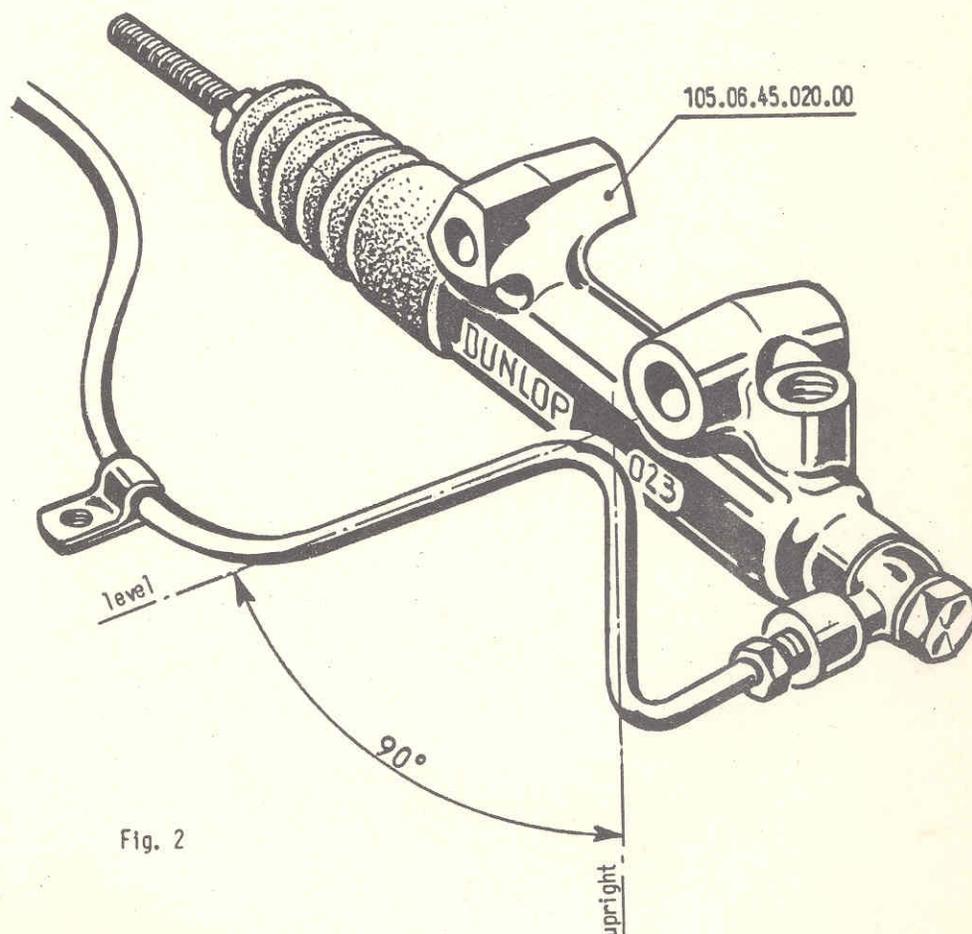


Fig. 2

III.

NOTE

In each of the above cases, when the replacement of cylinder is over, bleed the system and replenish the reservoir with the specified fluid.

IV.

ADMINISTRATIVE SETTLEMENT

The expenses for this operation are to be charged to Alfa Romeo according to the directions given to the Distributors.

TYPE OF CAR	 SERVICE DEPARTMENT	DATE
GIULIA Models		30/12/966
UNIT	<i>Sheet of Information</i>	SEQUENT NUMBER
Brake system		1.05.130
		SHEET
		1/2

Translated in January 1967

GIULIA Models

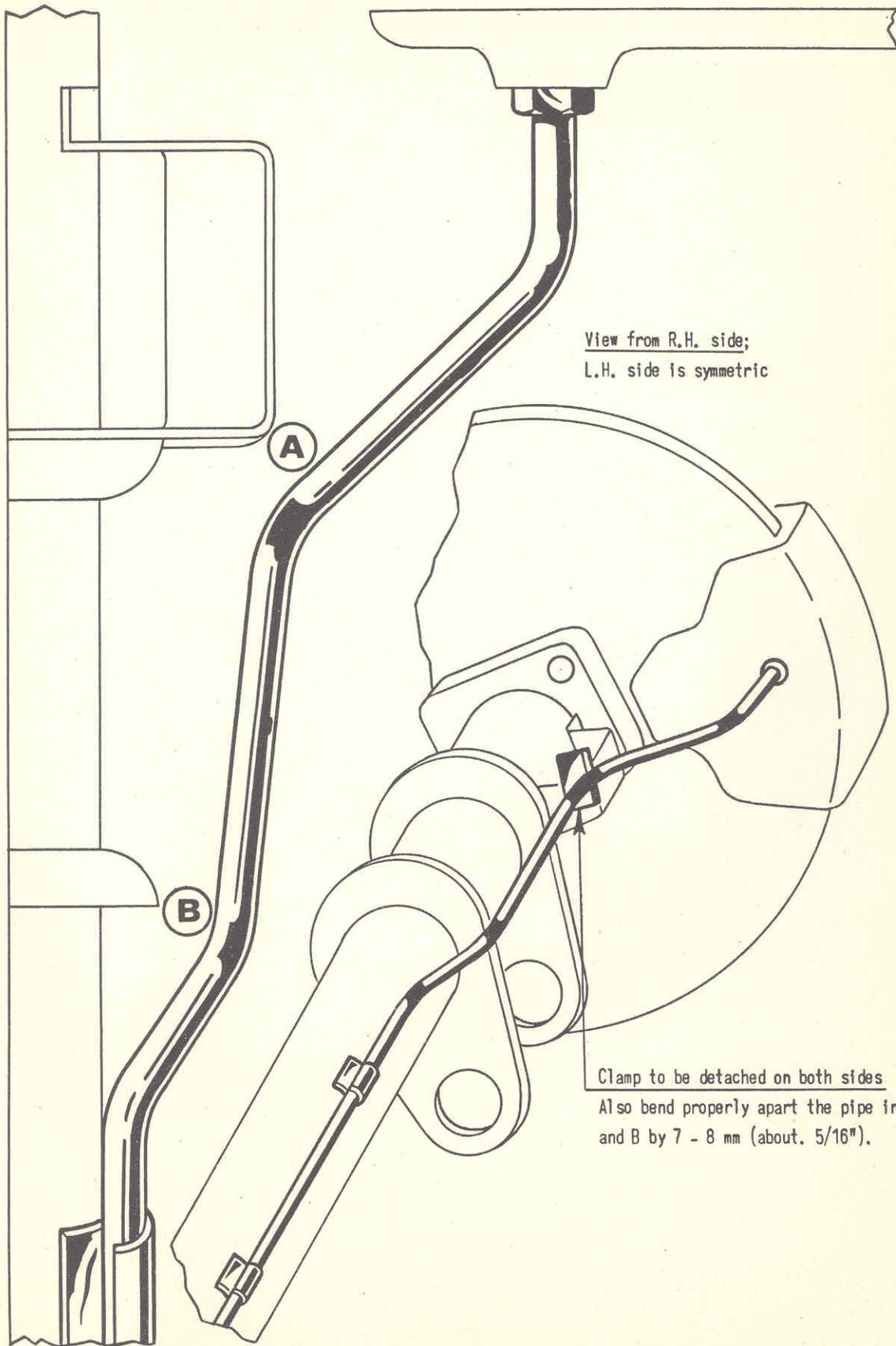
REAR BRAKE PIPING

On cars with ATE brake system it is necessary to free as shown the pipe from the last clamp (next to the caliper); this to prevent that the pipe, possibly restrained by the clamp in an incorrect run, be subject to undue strains.

Therefore, this modification should be carried out on cars with ATE brake system presently in circulation during any other repair or overhaul they would require.

Time needed for the modification: 75 centesimal minutes.





View from R.H. side;
L.H. side is symmetric

Clamp to be detached on both sides
Also bend properly apart the pipe in A
and B by 7 - 8 mm (about. 5/16").

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Models		8/2/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		1.05.132/1
		SHEET
		1/1

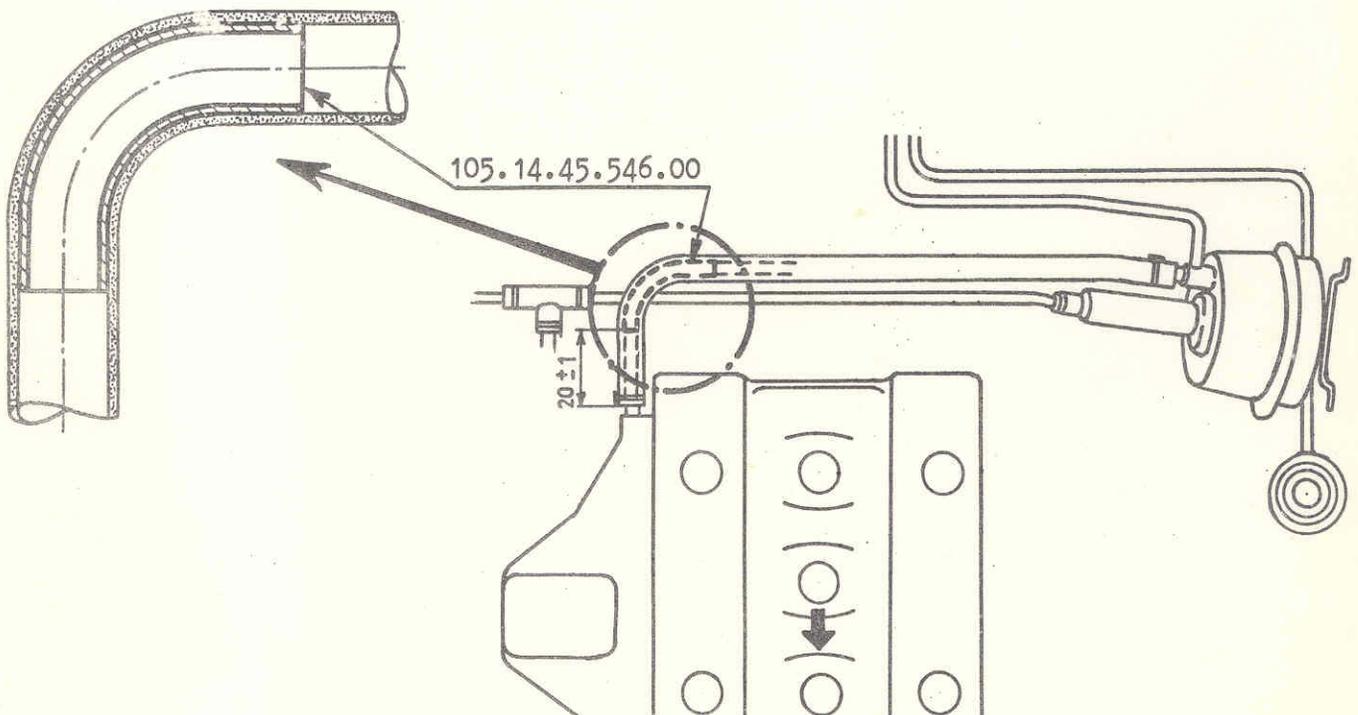
Translated in February 1967

INSTALLATION OF A METAL ELBOW IN THE SERVOBRAKE SUCTION LINE

To prevent permanent sets from taking place in the rubber hose connecting servobrake to intake manifold, a metal elbow, to be inserted in the servobrake suction line, is now fitted as standard component (see figure).

Such an elbow can also be installed on cars already in circulation to remedy the above said trouble.

Time required to accomplish this modification: 100 centesimal minutes.



This I.S. cancels and replaces
the I.S. 1.05.132 dated 30/12/1966

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA Sedan		30/12/966
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.133
		SHEET
		1/1

Translated in January 1967

GIULIA Sedan

DOOR HINGES

In order to prevent or remedy possible "hardening" of doors, even if a short mileage has been covered, it is recommended to proceed as instructed below:

- 1) Apply some drops of SVITOL (a compound consisting of castor oil and chlorinated solvents) on the hinge pins of "hard" doors, taking care not to soil the body finish as this product can damage the paint;
- 2) move door repeatedly to make easier for the oil to penetrate; if after 5 minutes the door still does not move freely, again apply SVITOL;
- 3) clean thoroughly the outside hinges;
- 4) lubricate with some drops of MOLIKOTE A.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA Models		20/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gears		1.05.134
		SHEET
		1/1

Translated in February 1967

NOISE (squeaks) FROM BURMAN STEERING BOX

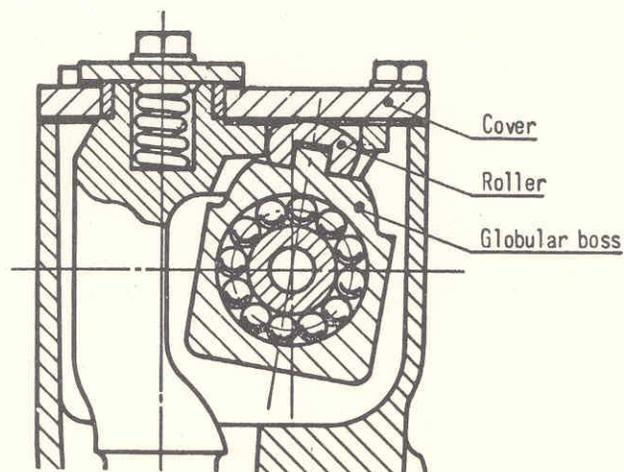
When parking or when steering fully to either side with the car at rest, a squeaking sound may be emitted from the steering gear affecting the car owner unfavorably, although involving no failure whatever.

The trouble is easily remedied by applying a coat of Molikote (molibdenum disulphide) to the working faces of some internal components of steering box (main nut roller and taper recess in rocking shaft crank).

Proceed as follows:

- remove the large cover from steering box;
- drain oil from inside;
- withdraw the main nut roller with the aid of a magnet;
- shift the main nut forward and the shaft crank backward;
- clean the main nut roller & globular boss and shaft crank from remaining oil;
- coat main nut roller, globular boss and shaft crank with "Molikote";
- reassemble all parts and replenish the steering box with oil.

Time required: 150 centesimal minutes.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 8/11/67 10/5/1967
GIULIA models		SEQUENT NUMBER 1.05.135
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brakes		

MIXING BRAKE FLUIDS

In conjunction with the fact that "ATE Blau H" brake fluid is now being used in the brake system of our cars, we inform our Service Network that this fluid and the Castrol Girling Amber can be mixed together in whatever proportions with no risk of trouble.

However the mixture of the two fluids, one amber in color and the other blue, comes out in a shade that makes difficult to state the operating conditions of fluid. For this reason the above brands of fluid should not be mixed unless strictly necessary.

In routine servicing use, whenever possible, the same type of fluid as that found in the reservoir.

"ATE Blau H" brake fluid will be available in 1-liter containers bearing the P.N. 3681.69902/3.

ETC

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 9/10/1967
GIULIA Models		SEQUENT NUMBER 1.05.136/1
UNIT		SHEET 1/1
Engine	<i>Information Sheet</i>	

CAMSHAFT COVER GASKET

On cars showing oil leakage from joining surface between camshaft cover and cylinder head, the replacement of old gasket, P.N. 101.10.01.507.01, with the improved one, P.N. 105.00.01.507.02, is recommended.

C A U T I O N : when fitting a new gasket always apply a coat of suitable cement on the side facing camshaft cover.

Since the material of the new gasket settle more easily than that of old one, take care not to tighten the retaining knobs excessively to avoid squeezing the gasket.

This I.S. cancels and replaces
the I.S. 1.05.136 dated 25/1/1967

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA 1300 and 1300 T.I.		25/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel feed		1.05.137
		SHEET
		1/1

Translated in February 1967

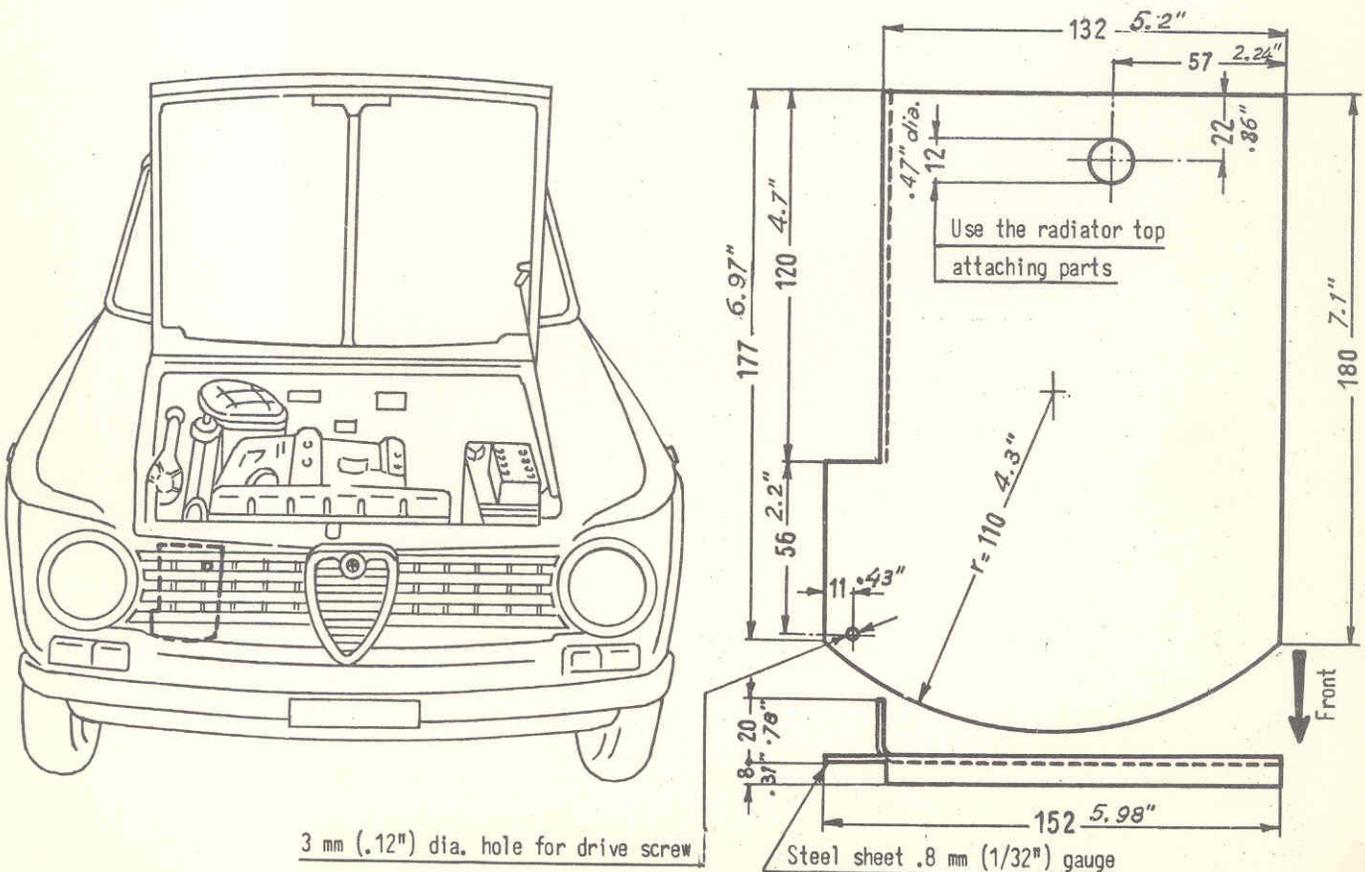
ICING IN THE CARBURETTOR

To prevent icing from occurring in the carburettor even under unusual humidity and temperature conditions, the installation of a shield, shown in the figures below, is advised.

Proceed as follows:

- remove radiator grille;
- drill through as shown to accept "Parker" screws;
- install the locally manufactured shield;
- re-fit the radiator grille.

Time required to install the shield: 125 centesimal minutes.



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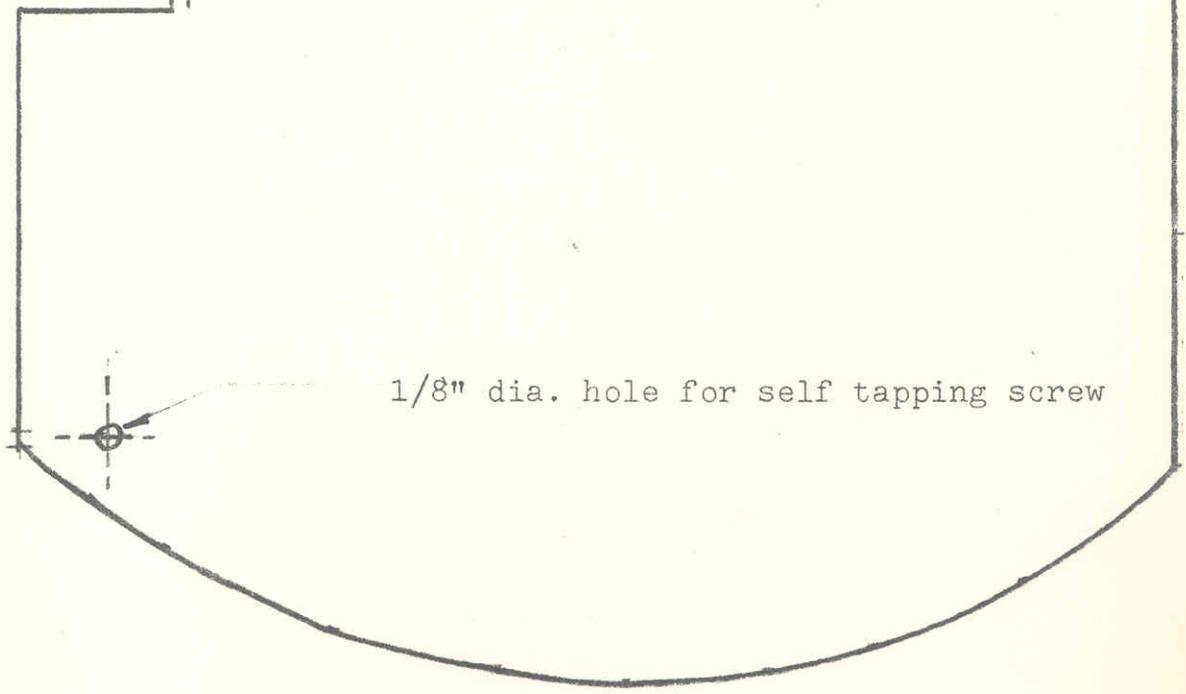


12 mm dia. hole for upper radiator mounting bolt

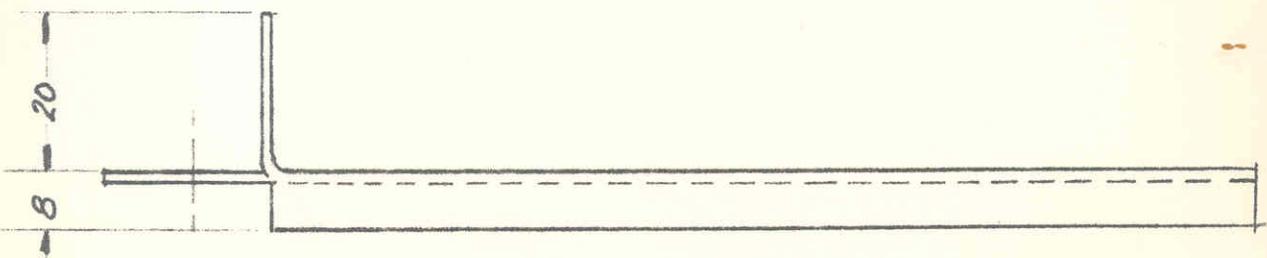
Anti-Icing Carburettor Air Shield
Template Full Size

Mat'l req'd. .032" sheet metal, 1 pc.

see T.I.S. 1.05.137 for installation instructions and use.



1/8" dia. hole for self tapping screw



↓ FRONT

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA models		25/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine		1.05.138
		SHEET
		1/1

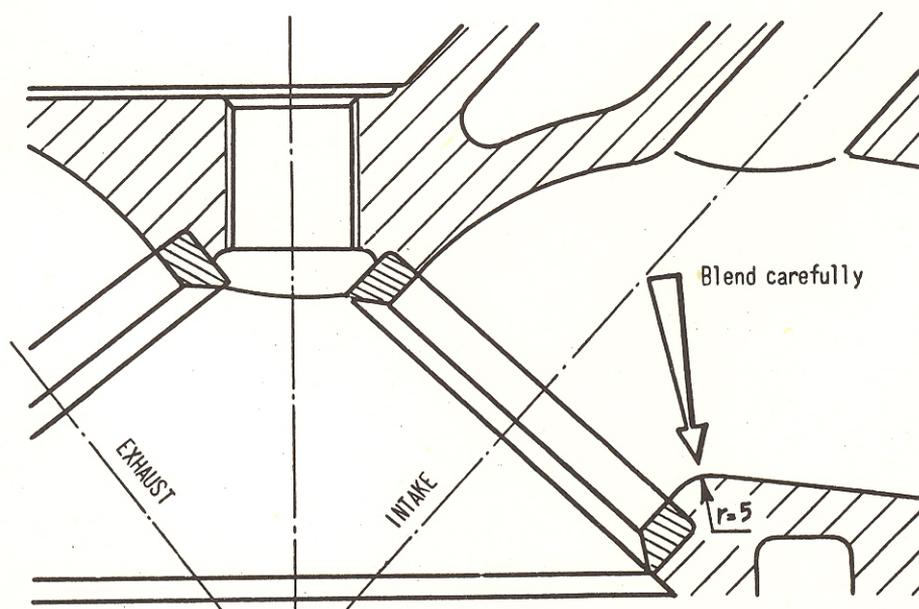
Translated in February 1967

ENGINE PERFORMANCE

To Client's option and account the following operations can be done to boost the engine performance:

- a) - cleaning and decarbonizing of combustion chambers;
- b) - valve lapping (only if leaking);
- c) - careful blending of fillets and radii of intake ducts, especially in the area as shown.

In any case, before resorting to the above "step-up" procedure, the cars should be thoroughly tested to determine whether an incorrect ignition advance, valves improperly timed, or an engine badly tuned in the whole, is the cause for poor performance.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA models		25/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Heating system		1.05.139
		SHEET
		1/2

Translated in February 1967

WINDSHIELD DEMISTING AND DEFROSTING

To improve windshield demisting and defrosting, the air flow pattern over windshield surface has been changed through the following modification procedure which should be carried out also on cars already in circulation:

- 1) remove the center air duct (L.H. side) from upper and lower adapters - see fig. 1;
- 2) disconnect the lateral air duct (L.H. side) from lower adapter (on the heater) - see figure 1;
- 3) connect the lower end of lateral air duct, previously disconnected as per 2) above, to the heater adapter formerly used for center duct and fix in place with a suitable cement - see figure 2. Make sure the upper end of lateral duct is securely fastened;
- 4) install a new center duct, P.N. 105.02.57.109.00, as shown in figure 2 and fix it at the ends with a suitable cement.

Parts required:

- a length of duct P.N. 105.02.57.109.00
- cement P.N. 3521.00005 or equivalent (this is a neoprene base cement in solution with cyclohexane + toluene + xylene).

Time required: 150 centesimal minutes.

Fig. 1

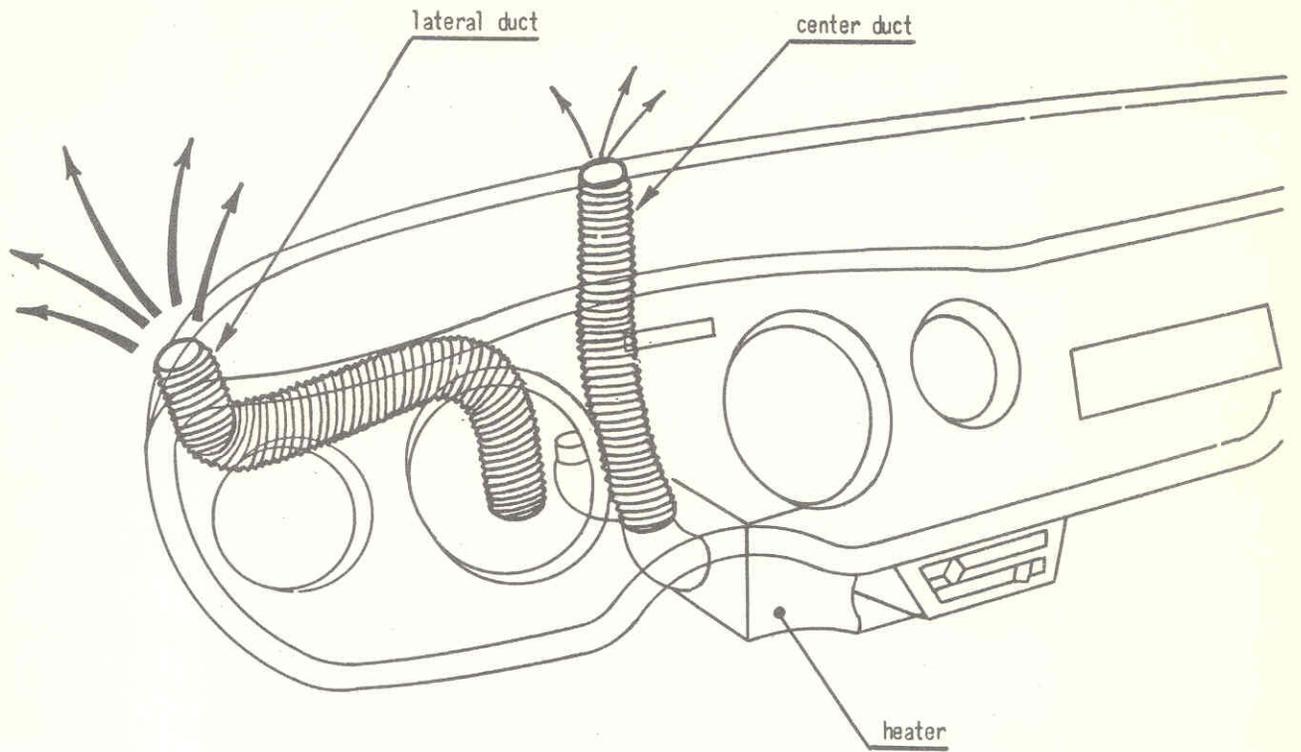
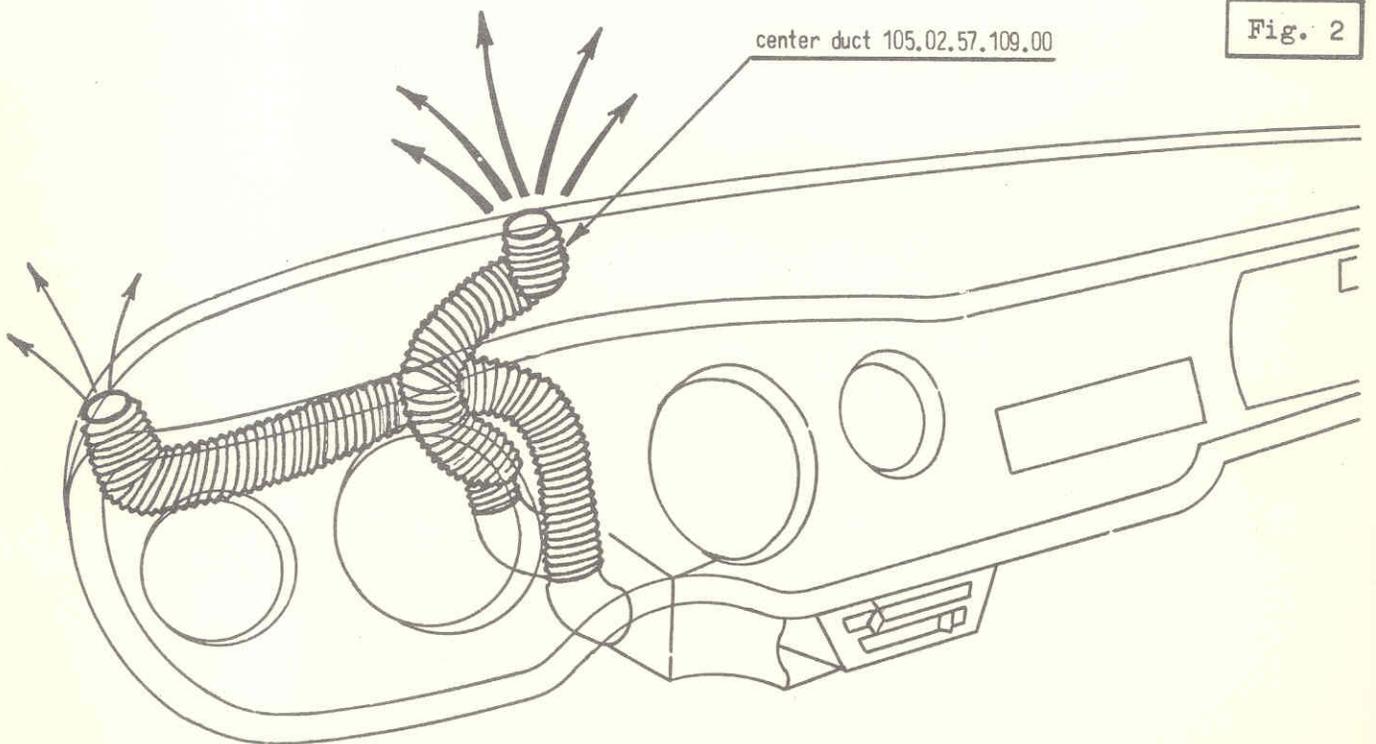


Fig. 2



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA models		25/1/1967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Clutch		1.05.140
		SHEET
		1/1

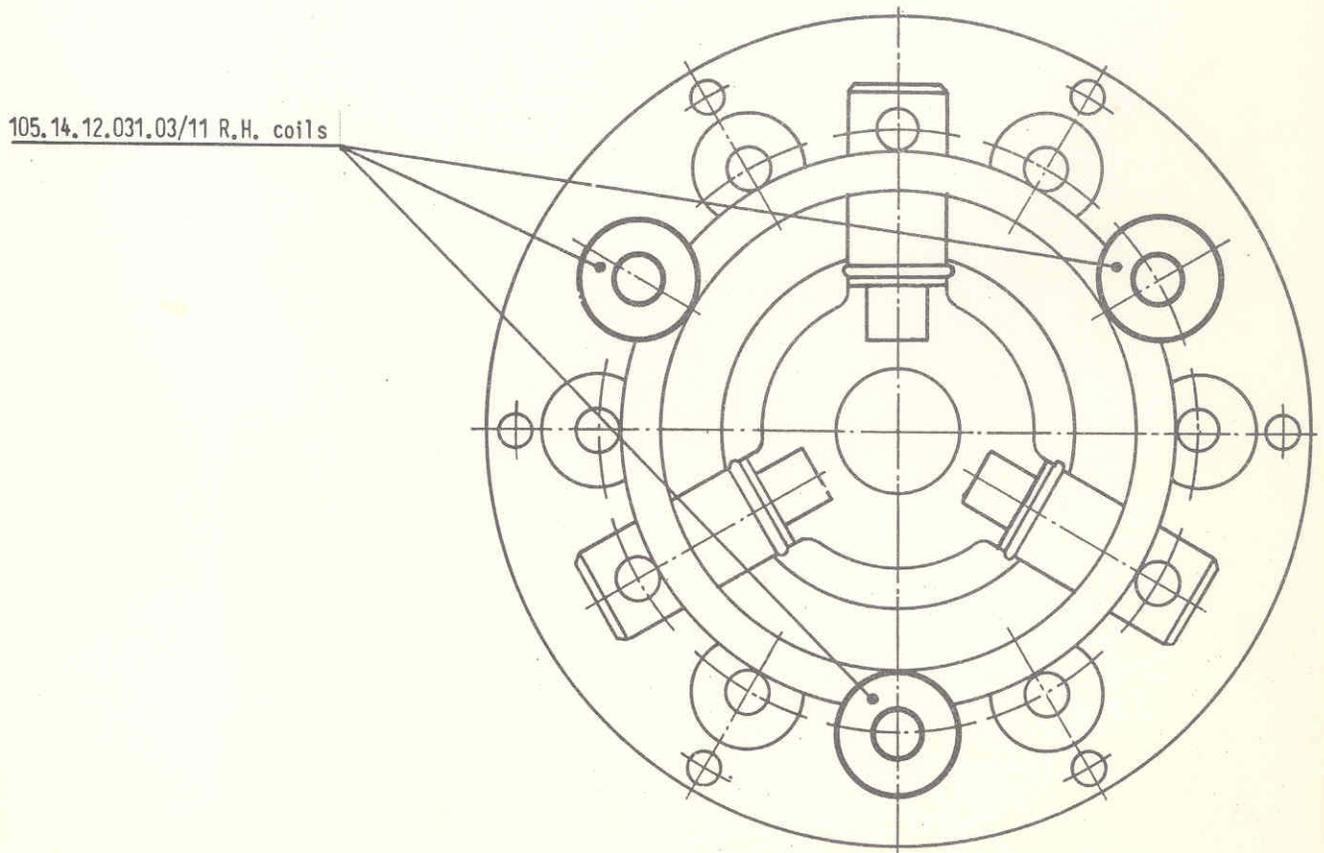
Translated in February 1967

CLUTCH SLIPPING

To remedy possible slipping of clutch, replace, equally spaced as shown, three existing springs, P.N. 1365.10.409, identified with a white mark, with three stronger springs bearing the P.N.:

105.14.12.031.03/11

This P.N. also applies when ordering spares.

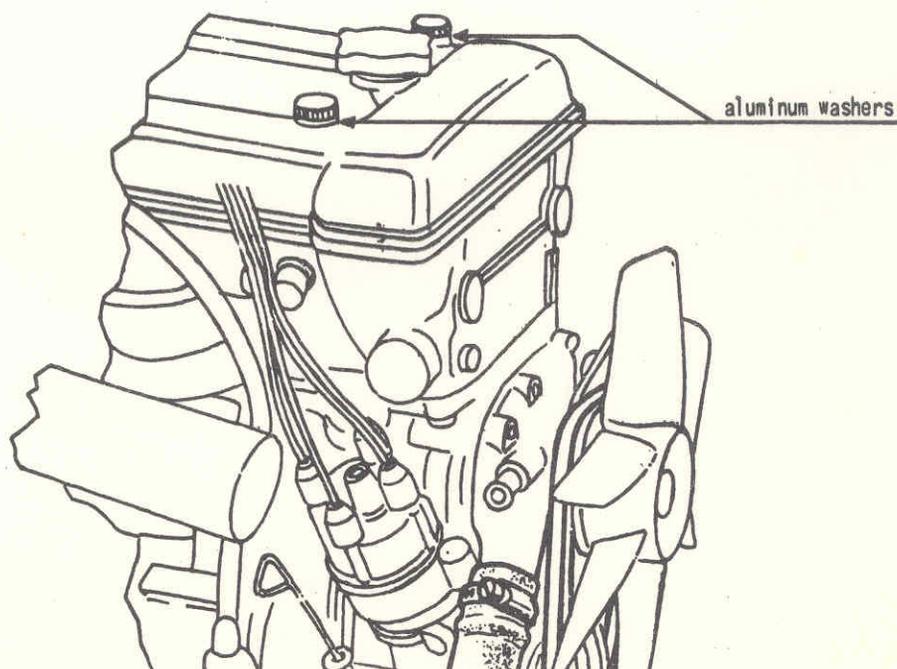


TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 4/4/967
GIULIA		SEQUENT NUMBER 1.05.142
UNIT	<i>Technical bulletin</i>	SHEET 1/1
Engine		

ALUMINUM WASHERS FOR CAMSHAFT COVER KNOBS

In order to ensure continuity in the electric connection between cylinder head and block, two aluminum washers in place of two standard gaskets (made of an insulating fiber) has been fitted.

Therefore, when performing any repair on such cars, care should be taken on reassembly to fit again aluminum washers.



410 TYPE OF CAR All models	 DIREZIONE ASSISTENZA	DATE 10/4/1967
		SEQUENT NUMBER 1.05.143
UNIT Wheels	<i>Information Sheet</i>	SHEET 1/1

JUL 27 1967

155 x 15 TYRES

As alternatives to Pirelli and Michelin tyres, the following can be mounted as standard equipment

- Ceat Drive DSR
- Kléber Colombes V 10 GT
- Michelin XAS

Inflation pressures are specified here below:

1) Ceat Drive DSR

Standard equipment only on GIULIA 1300 and GIULIA 1300 t.i. models. Not applicable to other GIULIA models.

Pressures are:

With reduced load and occasional short burst of maximum speed . . . FRONT 22.7 psi (1.6 Kg/cm²) - REAR 24 psi (1.7 Kg/cm²)
 With full load and continuous maximum speed (highway) FRONT 26 psi (1.8 Kg/cm²) - REAR 30 psi (2.1 Kg/cm²)

2) Kléber Colombes V 10 GT

Standard equipment to all GIULIA models presently in production; however they should be preferably mounted on 1600 Spider, Giulia Super, Giulia G.T.V. models.

Pressures are:

With reduced load and occasional short burst of maximum speed . . . FRONT 22.7 psi (1.6 Kg/cm²) - REAR 24 psi (1.7 Kg/cm²)
 With full load and continuous maximum speed (highway) FRONT 27 psi (1.9 Kg/cm²) - REAR 31 psi (2.2 Kg/cm²)

3) Michelin XAS

Standard equipment only on GIULIA 1600 Spider and GIULIA G.T.V.

However, they can be mounted on all GIULIA models.

Pressures are:

a) for 4-door Sedan

With reduced load and occasional short burst of maximum speed FRONT 22.7 psi (1.6 Kg/cm²) - REAR 24 psi (1.7 Kg/cm²)
 With full load and continuous maximum speed (highway) FRONT 24 psi (1.7 Kg/cm²) - REAR 27 psi (1.9 Kg/cm²)

b) Coupe and Spider

With reduced load and occasional short burst of maximum speed FRONT 24 psi (1.7 Kg/cm²) - REAR 27 psi (1.9 Kg/cm²)
 With full load and continuous maximum speed (highway) FRONT 26 psi (1.8 Kg/cm²) - REAR 31 psi (2.2 Kg/cm²)

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 8/11/67 10/5/1967
GIULIA models		SEQUENT NUMBER 1.05.144
UNIT	<i>Information Sheet</i>	SHEET 1/1
Brakes		

FREN-DO FD 408

FRICION PADS FOR UNASSISTED BRAKE SYSTEMS

Fren-do FD 408 friction pads can be used as optional replacement parts on above mentioned models having unassisted brake system. Let's emphasize that such a pad replacement is to Client's option and account.

Order nos.

Front brake pads P.N. 105.06.22.039.01 - Qty 4

Rear brake pads P.N. 105.06.26.416.01 - Qty 4

Time required for replacing 8 pads: 120 centesimal minutes.

TYPE OF CAR GIULIA 1300 and 1600 Disc-brake cars	 DIREZIONE ASSISTENZA	DATE 24/7/1967
UNIT Brakes	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.145
		SHEET 1/2

FRICTION PAD APPLICABILITY

Applicability of friction pads to Alfa Romeo cars is shown in the following tables along with pad identification data.

We strongly recommend that these specifications be strictly complied with to avoid braking troubles.

Car model	Brake make	Front pads	Rear pads
1300 (105.06)	D u n l o p	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08
1300 t.i. (105.39)	D u n l o p	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08
	A T E	Textar TP 17/7 105.14.22.039.02	Textar TP 17/7 105.14.26.416.00
	A T E	Energit 382 A 105.06.22.039.00	Energit 382 A 105.06.26.416.00
	A T E (spares only)	Frendo 408 105.06.22.039.01	Frendo 408 105.06.26.416.01
1300 GT Junior (105.30)	A T E	Textar TP 17/7 105.14.22.039.02	Textar TP 17/7 105.14.26.416.00
	A T E	Energit 382 A 105.06.22.039.00	Energit 382 A 105.06.26.416.00
	A T E (spares only)	Frendo 408 105.06.22.039.01	Frendo 408 105.06.26.416.01

Car model	Brake make	Front pads	Rear pads
1600 Spider (105.03)	D u n l o p	Frendo FD 31 105.14.22.039.02	Frendo FD 31 105.32.26.416.00
	A T E	Textar TP 17/7 105.14.22.030.02	Textar TP 17/7 105.14.26.416.00
	A T E	Energit 382 A 105.06.22.039.00	Energit 382 A 105.06.26.416.00
	A T E (spares only)	Frendo 408 105.06.22.039.01	Frendo 408 105.06.26.416.01
1600 GTA (105.02)	D u n l o p	Ferodo DS 11	Ferodo DS 11
1600 TI Super (105.14.08) 1600 Super (105.26)	D u n l o p	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08
1600 GT Veloce (105.36)	A T E	Fadil 440 L 105.14.26.416.03	Fadil 440 L 105.14.26.003.416.01
1600 GT (105.02)	D u n l o p	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08

Identification Code

Pad	Color	Symbol
Frendo FD 31	green-green	Frendo PD FD 31
Ferodo DS - 5 H	blue-orange	M
Ferodo DS - 11 (Dunlop)	blue-blue	K
Textar TP 17/7	yellow-green-yellow	TE 11
Fadil 440 L	green-white-green	FL 5
Frendo FD 408	-	Frendo FD 408
Energit 382 A	blue-blue-white	-

TYPE OF CAR	 SERVICE DEPARTMENT	DATE
GIULIA GTV 1968 production		24/10/967
UNIT		SEQUENT NUMBER
Accessories		1.05.146/1
	<i>Improvement Bulletins</i>	SHEET
		1/1

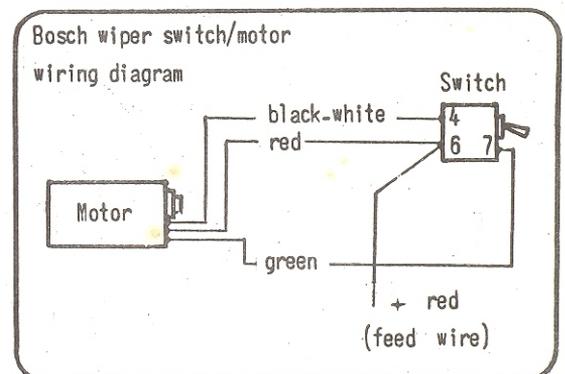
BOSCH AND MARELLI WINDSHIELD WIPER

Some serial nos. in this model have windshield wipers operating at one speed instead of the standard two speeds; therefore the following modifications should be accomplished on the affected cars.

- cars equipped with Bosch windshield wiper (two-speed provision):
 - 1) replace the present mono-switch with the switch, P.N. 105.02.65.047.01;
 - 2) connect
 - a) red wire to terminal 6
 - b) black-white wire to terminal 4
 - c) green wire to terminal 7;
 - 3) remove green jumper.
- cars equipped with Marelli windshield wiper:
 - 1) replace the present wiper assembly with the Bosch unit, P.N. 105.02.65.061.04;
 - 2) replace the switch (same P.N. as above);
 - 3) make connections (same as above);
 - 4) remove jumper, black wire or ground.

On affected cars, replace wiper arms and blades presently fitted as alternatives with the lighter ones listed below:

- | | | |
|---------------------|---|-----------------------|
| - "Bosch" R.H. arms | - | P.N. 105.36.65.504.04 |
| - "Bosch" L.H. arms | - | P.N. 105.36.65.505.04 |
| - low-drag blades | - | P.N. 105.36.65.503.04 |



Time required:

- no wiper unit replacement: 50 centesimal minutes
- with change from Marelli to Bosch wiper: 175 centesimal minutes.

Administrative settlement: a guarantee claim should be issued making reference to this bulletin.

Expiration date: not later than December 31st, 1967.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA T.I. R.H.D.		30/10/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Clutch		1.05.147
		SHEET
		1/1

CLUTCH CONTROL CABLE

To prevent that abrupt changes take place in clutch control cable run, it is advisable to replace the cable with a new one, P.N. 105.09.44.031.01, about 20 mm (3/4") longer.

Such a modification should be accomplished when carrying out any other repair work on the above mentioned model.

Order no.:

Clutch control cable - 105.09.44.031.01 - Qty 1

Time required: 50 centesimal minutes.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA 1300		30/10/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Coachwork		1.05.148
		SHEET
		1/2

FITTING A LOCATING PLATE TO QUARTER WINDOW LOWER PIVOT

If air or water seepage or even whistling is experienced at the quarter window, a locating plate should be fitted as follows:

- 1) remove handles and trim panel from door;
- 2) carefully detach plastic protection from door frame in the area under quarter window (in case of damage to the protection, replace it as a whole);
- 3) loosen two screws "A" attaching the quarter window upper pivot, slacken screw "B" at the lower pivot (see fig. 1), then remove quarter window frame and rubber weather-strip;
- 4) fit the plate, P.N. 105.06.55.318.00, positioning it exactly as shown in section C-C, fig. 2; then reinstall all parts in reverse order of removal.

Time required for each quarter window: 125 centesimal minutes.

Parts required:

plate - P.N. 105.06.35.318.00 - 2 off

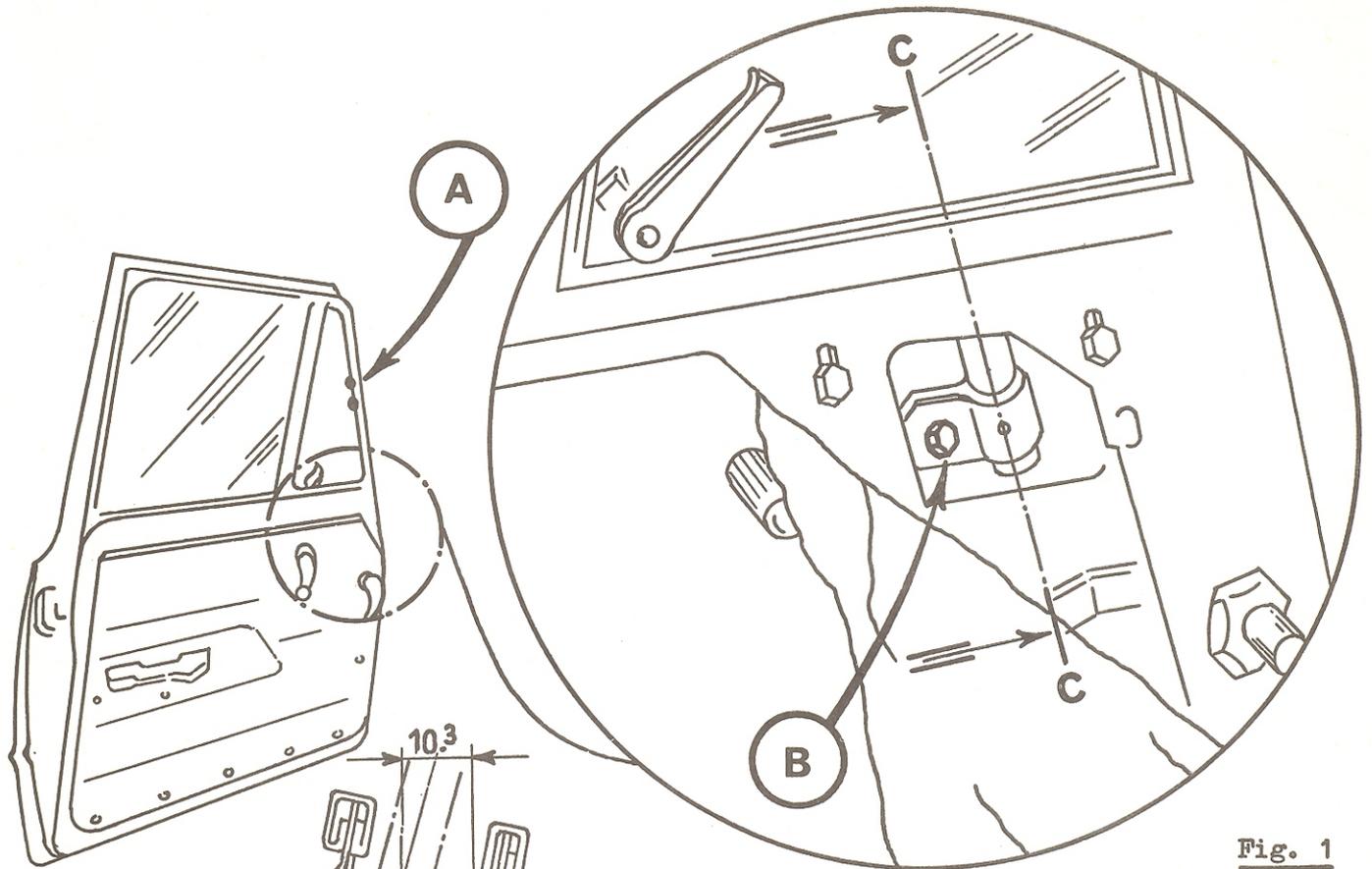
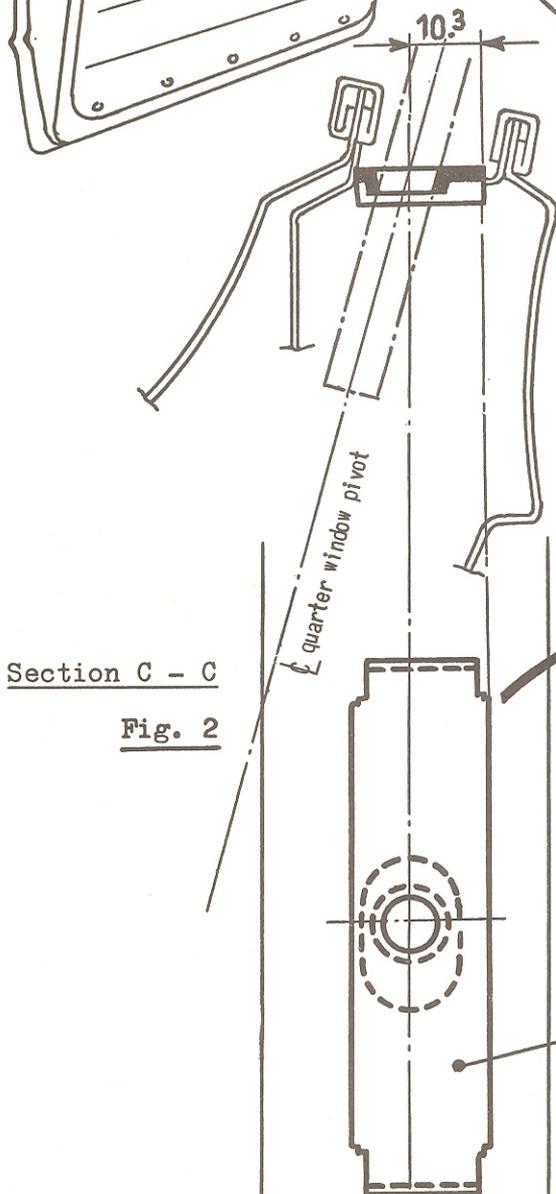


Fig. 1



Section C - C

Fig. 2

WARNING

Position the plate so that larger section (10.3 mm) is toward the inside of car

105.06.55.318.00

ETC

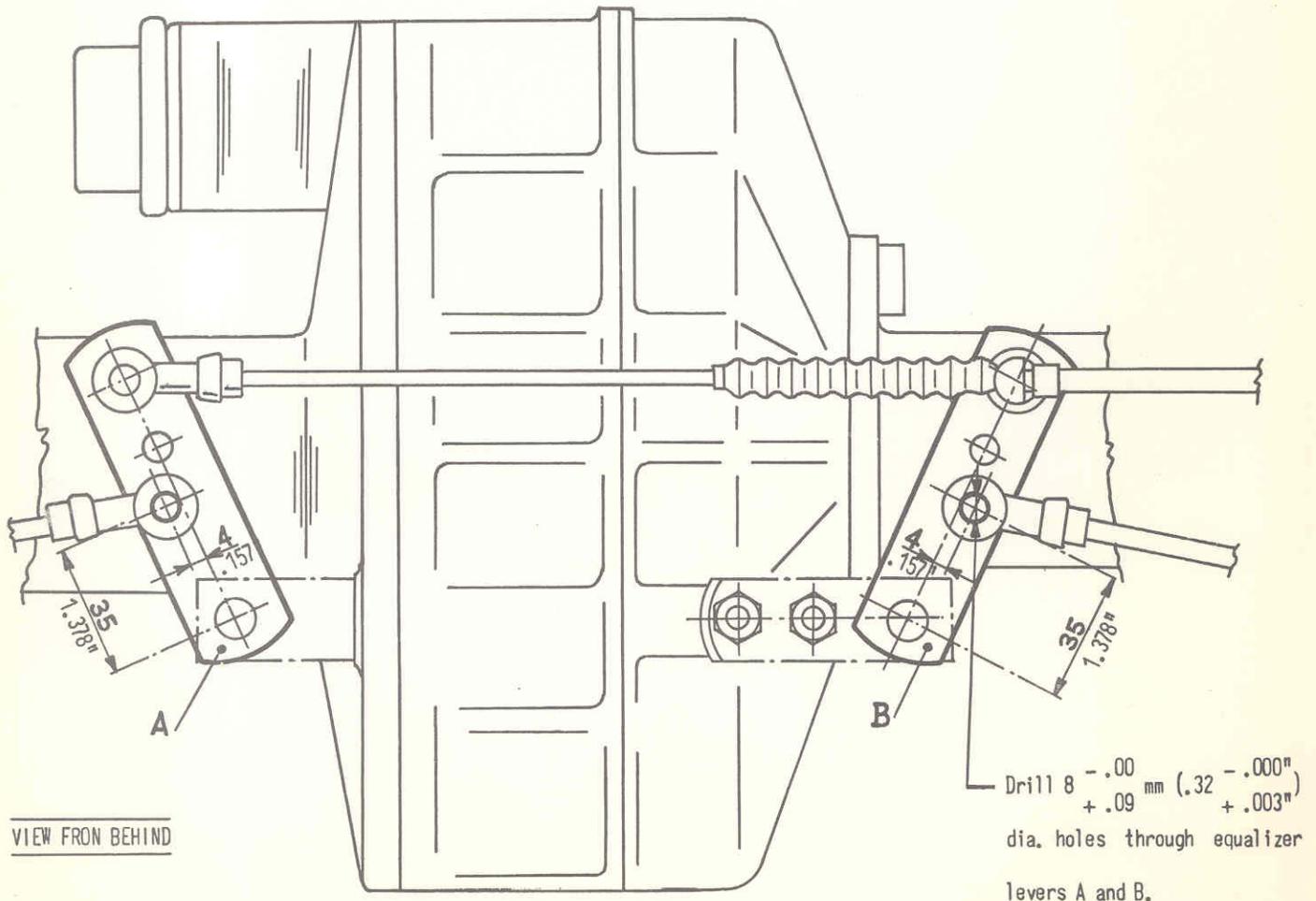
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TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA coupe models with ATE brakes		30/10/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brakes		1.05.149
		SHEET
		1/1

HANDBRAKE CONTROL

Should Customer complain of handbrake operation, the handbrake linkage can be modified as to increase the leverage. To do so, drill new holes in the equalizer levers as shown, and connect track cables there.

Time required to accomplish this modification: 150 centesimal minutes.



VIEW FROM BEHIND

TYPE OF CAR GIULIA models 1968 production	 DIREZIONE ASSISTENZA	DATE 30/10/967
UNIT Front suspension		SEQUENT NUMBER 1.05.150
<i>Information Sheet</i>		SHEET 1/1

TIGHTENING LOWER ARM SCREWS

To tighten the above mentioned screws, the use of the extension, tool no. A.5.0161, is specified.

The tightening torques are the following:

Nominal: 40.5/42.6 lb-ft (5.6/5.9 Kgm)

Actual, with extension: 37.6/39.7 lb-ft (5.2/5.5 Kgm)

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1300 t.i. 1300 GT Junior		16/11/967
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		1.05.151
		SHEET
		1/3

HOW TO INSTALL A SERVO ON CARS

EQUIPPED WITH ATE BRAKES

The modification procedure is outlined below and the parts required are listed on the attached leaf.

Procedure :

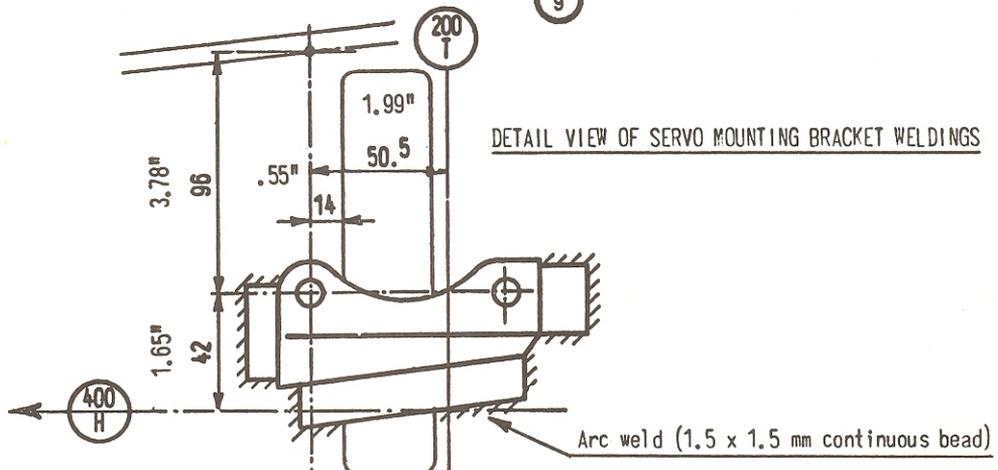
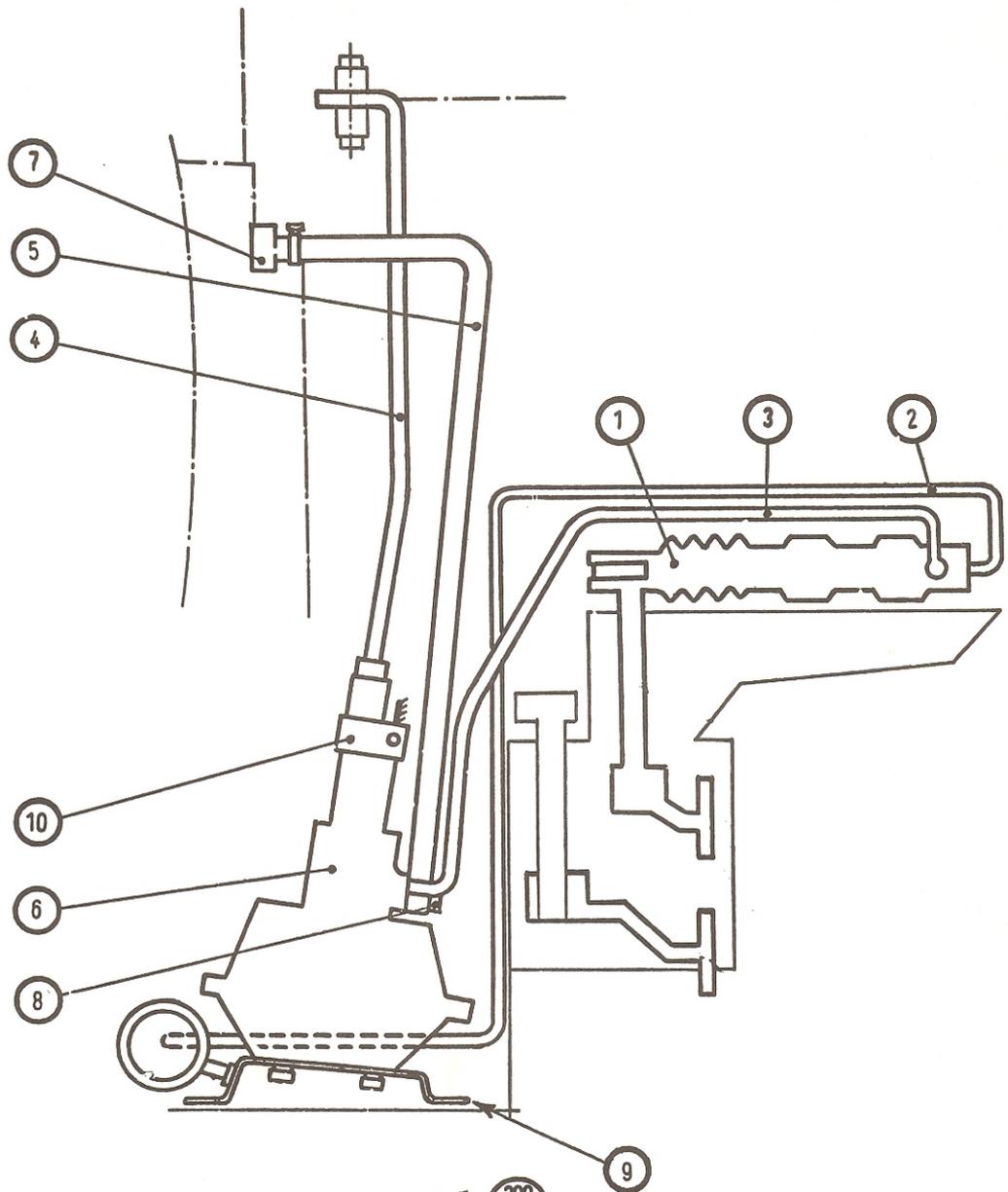
- 1) Remove and discard the master cylinder and the pipe connecting master cylinder to 4-way fitting;
- 2) Unless already in place, weld the servo supporting bracket (see fig.) to the fender skirt;
- 3) Install the servo unit and the modified master cylinder;
- 4) Mount the fluid reservoir to the servo supporting bracket (see fig.);
- 5) Fit the new components;
- 6) Bleed system;
- 7) Road test brakes.

P a r t s r e q u i r e d

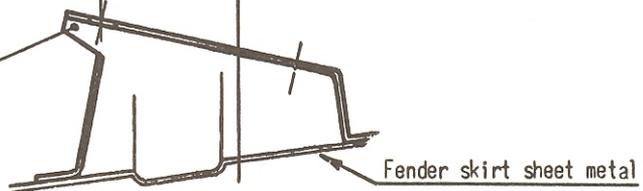
Description	Part nos.		Qty
	pre - mod.	post-mod.	
1 { Master cylinder, ATE, L.H.D. cars	105.06.45.020.04	105.14.45.020.07	1
	105.05.45.020.00	105.09.45.020.02	1
2 { Pipe, reservoir to ATE master cylinder, L.H.D. cars	105.39.45.051.01	105.08.45.051.03	1
	105.05.45.051.01	105.09.45.051.02	1
3 { Pipe, from ATE master cylinder, L.H.D. cars	105.39.45.052.01	105.08.45.052.03	1
	105.05.45.052.00	105.09.45.052.02	1
4 { Pipe, from servo to fitting, L.H.D. cars	new component	105.14.45.069.00	1
	" "	105.09.45.069.00	1
5 Pipe from servo to check valve	" "	105.14.45.535.01	1
6 Servo assy	" "	105.14.45.022.02	1
7 Check valve (*)	" "	105.02.01.664.00	1
Valve seal	" "	106.00.45.528.00	1
Set of pads for front brakes	105.06.22.053.00/25	105.14.22.052.03/25	1
Set of pads for rear brakes	105.06.26.003.00/25	105.14.26.004.02/25	1
8 Banjo bolt for vacuum pipe	new component	105.14.45.533.00	1
	" "	106.00.45.528.00	1
	" "	106.00.45.532.00	1
9 Bracket for servo	" "	105.14.50.273.00	1
	" "	105.14.45.210.00	1
	" "	105.14.45.211.00	1
	" "	2100.00166	1
	" "	2140.16803	1
	" "	2120.15027	1
10 Bracket for front attachment of servo	" "	105.14.50.272.00	1

Time required to complete the installation: 600 centesimal minutes.

(*) To fit the check valve to the intake manifold of 1300 t.i. refer to I.S.1.05.102/1 enclosed herewith.



Servo mounting bracket 105.15.50.273.00



TYPE OF CAR 1300 & 1600 - 1968 -	 DIREZIONE ASSISTENZA	DATE 21/12/967
UNIT Front brakes	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.152
		SHEET 1/1

STABILIZER ROD LINKS

The following operation shall be carried out on the above mentioned models:

- a) replacement of present 100 mm center-to-center stabilizer rod links, P.N. 105.41.21.064.00, with shorter ones (78 mm center-to-center), bearing the P.N. 105.48.21.064.00;
- b) replacement of 343 mm long brake hoses with shorter ones (320 mm long) bearing the P.N. 105.48.45.544.01.

Special care should be taken not to install the brake hoses warped up; namely: the white stripes on the outside of hoses shall be straight and not twisted.

Time required: 100 centesimal minutes.

Note: some cars have shorter hoses installed right from the assembly line; on those cars, therefore, only links need replacement; nevertheless hoses too, should be checked for correct length.

In cases where links only must be replaced, the time required is 50 centesimal minutes.

Parts required:

Link	105.48.21.064.00	2 off
Hose	105.48.45.544.01	2 off

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All 1750 models		2/2/968
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Cooling system		1.05.153
		SHEET
		1/1

COOLANT MIXTURE

1) The cooling circuit utilizes as coolant a mixture of distilled water and either of the following antifreeze:

- a) Oleoblitz Art produced by the firm Reinach - Milan.
- b) Glaceol by Renault Huiles supplied in Italy and abroad by the Renault Service Network.

Such products bring the P.N.3681.69950 thru which they can be ordered directly to: Alfa Romeo - Azienda Ricambi - in containers of about one quarter (1 Kg).

Further products, being now tested for suitability, will be specified later on.

2) Since the coolant remains unrenewed in the circuit, the liquids are so mixed as to act as an antifreeze down to -20°C (-5°F).

The following table shows in what percentage distilled water and antifreeze should be mixed according to temperatures.

QUANTITIES OF DISTILLED WATER AND ANTIFREEZE TO BE MIXED TOGETHER ACCORDING TO TEMPERATURE

Temperature $^{\circ}\text{C}$	Total capacity of circuit - lts. -		Mixture in radiator - lts. -		Mixture in reservoir - lts. -	
	Antifreeze	Distilled water	Antifreeze	Distilled water	Antifreeze	Distilled water
-20	3.90	5.80	3.00	4.50	0.90	1.30
-25	4.40	5.30	3.40	4.10	1.00	1.20
-30	4.90	4.80	3.80	3.70	1.10	1.10
-35	5.30	4.40	4.10	3.40	1.20	1.00
-40	5.80	3.90	4.50	3.00	1.30	0.90

3) To prepare the mixture merely put the antifreeze into the distilled water in the proportions given above both for radiator and reservoir.

4) To get a mixture stronger than that present in the circuit in order to withstand temperatures below -20°C (-5°F), follow the directions given in the owner's manual under "Winter precautions".

TYPE OF CAR 1750 GIULIA 1600 T.I. & Super 2600 Sprint & Zagato	 DIREZIONE ASSISTENZA	DATE 12/2/1968
UNIT Electrical equipment	<i>Information Sheet</i>	SEQUENT NUMBER 1.05.154
		SHEET 1/3

DIODE RECTIFIER ALTERNATOR BOSCH K 1 14 V 35 A 20

The 1750, 2600 Sprint and Sprint Zagato and the special purpose Giulia T.I. & Super as well, feature an alternator in place of the d.c. generator. Specifications, operating directions and maintenance procedure are given in the following pages.

1. Specification

- Maximum voltage 14 volts
- Maximum current output 35 amps
- Rate at 2/3 of maximum output 2000 rpm
- Direction of rotation clockwise

Connections

- Terminal D./61 field diode output, connection to regulator terminal D./61 and to indicator lamp
- Terminal DF field winding input, connection to regulator terminal DF
- Terminal B. connection to battery
- Terminal D- ground, connection to regulator terminal D-

Connections to the alternator are of screw type while those to regulator are plug type.

2. General

The alternator can be excited only when properly connected to the regulator and operated only when the battery is properly connected to the system; therefore:

- a missing alternator - to - battery or alternator - to - regulator connection
- a battery improperly connected
- a reversal of polarity at the alternator or regulator

will immediately destroy the diodes.

For that reason, while performing repairs on car body or chassis involving electric weldings, fully disconnect the battery from system: negative terminal first and positive terminal.

All the same also in the case of battery quick charge.

Special attention should be given to the alternator - to - battery and alternator - to - regulator connections in order to prevent them from getting disconnected in operation thus damaging the alternator.

While the alternator is operating never disconnect the battery cable.

Furthermore, never ground the alternator field winding terminals, regulator terminals etc. or the diodes will be ruined: therefore, it is absolutely essential to avoid grounding terminals to check whether under voltage.

3. Maintenance

- Regularly check the driving belt tension to avoid overloading the bearings or excessive belt wear.
- Every year, or 60,000 miles (100,000 Kms) whichever comes first, have the alternator overhauled, the bearings packed with grease or replaced, if necessary; use only Bosch Ft V 34 grease or AeroShell Grease 5 B.

4. Brushes

Replace brushes when worn down to half their original length that is when $1/2''$ (12 mm) long or shorter.

Make sure the leads are securely bonded into the brushes.

5. Indicator lamp

- Make sure that the indicator lamp is in perfect conditions and rated as specified: 2 watts, 12 volts; better if of greater wattage.
- In a properly operating system the indicator lamp turns itself off when the engine is running at idling speed or just a bit faster.
- If the indicator lamp remains brightly on, inspect regulator and cable D₊/61 for shorts.
- If the indicator lamp remains on but dimmed with engine both running and stopped, check cable DF and terminals, regulator connections, brushes and slip rings for a proper current flow.
- If the lamp, in spite of being sound, will not turn on, check cable DF for open.
- If the lamp stays on while the engine is stopped and winks while the engine is running, for d.c. generators this means, as well known, that somewhat restricts the current flow to charging circuit. The same applies to alternator when any trouble exists. Take a check with a 2-watt test lamp directly connected to alternator terminal D₊; if test lamp stays off even to an average RPM rate, the trouble is probably in the charging circuit; if, on the other hand, the test light goes on, diminishing or increasing its brightness, perhaps turning itself off finally, the fault is in the alternator which should there fore be disassembled for check.
- If the test lamp is on while the ignition circuit is open and turns off when the ignition circuit is swithed on, the battery discharges through a damaged diode.

6. Trouble shooting

No output:

- loose drive belt
- open in charging or ground circuit
- sticking brushes
- open in field circuit
- open field
- defective regulator
- grounded stator winding
- grounded heat sink

Unsteady or low output:

- loose drive belt
- partial open in charging circuit
- worn brushes
- defective regulator
- partial open or shorted diode

Excessive output:

- defective regulator
- regulator and alternator improperly connected

Noisy alternator:

- worn down drive belt
- loose belt
- misaligned drive pulley and alternator pulley
- worn bearings
- shorted diode
- loose alternator mount

Squeaking alternator:

- defective bearings.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
" 1750 " Saloon & GT Veloce		26/4/1968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Electrical equipment		1.05.156/1
		SHEET
		1/3

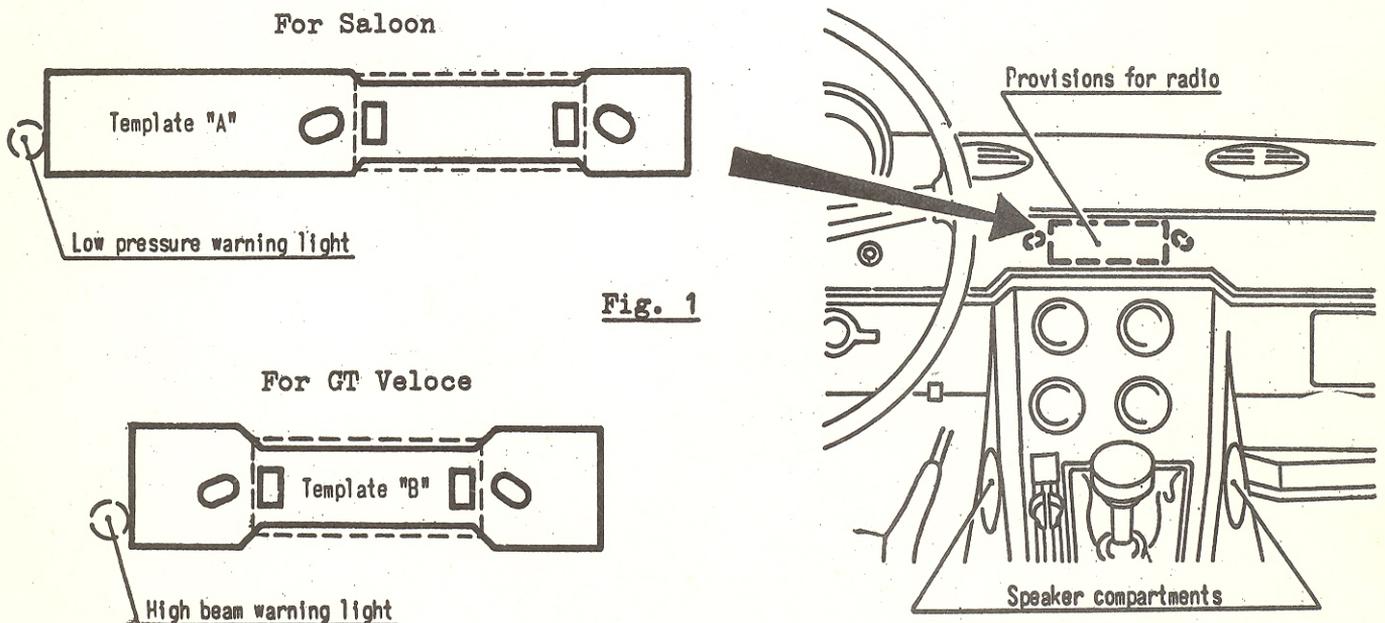
RADIO INSTALLATION

Provision is made in the dashboard and in the sides of the console for the installation of radio and speakers respectively (see fig. 1).

Since the openings in the dashboard sheet metal are covered on both sides (veneering and plastic material) it may be difficult to trace their location; to do so, try tapping or, better, use the suitable template as shown on fig. 1.

Proceed as follows:

- 1) Remove the R.H. front seat (Saloon only).
- 2) Remove the console.
- 3) Scribe the openings:
Use the template "A" for the Saloon and "B" for the GT Veloce.
The template can be easily manufactured locally according to dimensions given in fig. 3.
- 4) Cut the openings:
Cut veneering and plastic material to fit the openings existing in the dashboard sheet metal.
- 5) Fit the speakers:
Remove the screens from console sides, install the speakers and refit the screens.



- 6) Fit the rear speaker (Saloon only):
Cut the opening in the backshelf thru the outside trimming and the padding, then fit the speaker (see fig. 2).
It is advisable that the wire is passed thru the underbody.
- 7) Install the aerial:
In case the aerial is installed at the car tail the wire should be passed thru the underbody.
- 8) Radio noise:
Replace the present standard regulator, BOSCH AD 1 14 V, with a new one, BOSCH ADN 1 14 V, incorporating a radio noise suppressor.
- 9) Refit the console.
- 10) Reinstall the seat (Saloon only).

Time required to accomplish the whole procedure in centesimal minutes:

Saloon: 325

GT Veloce: 275

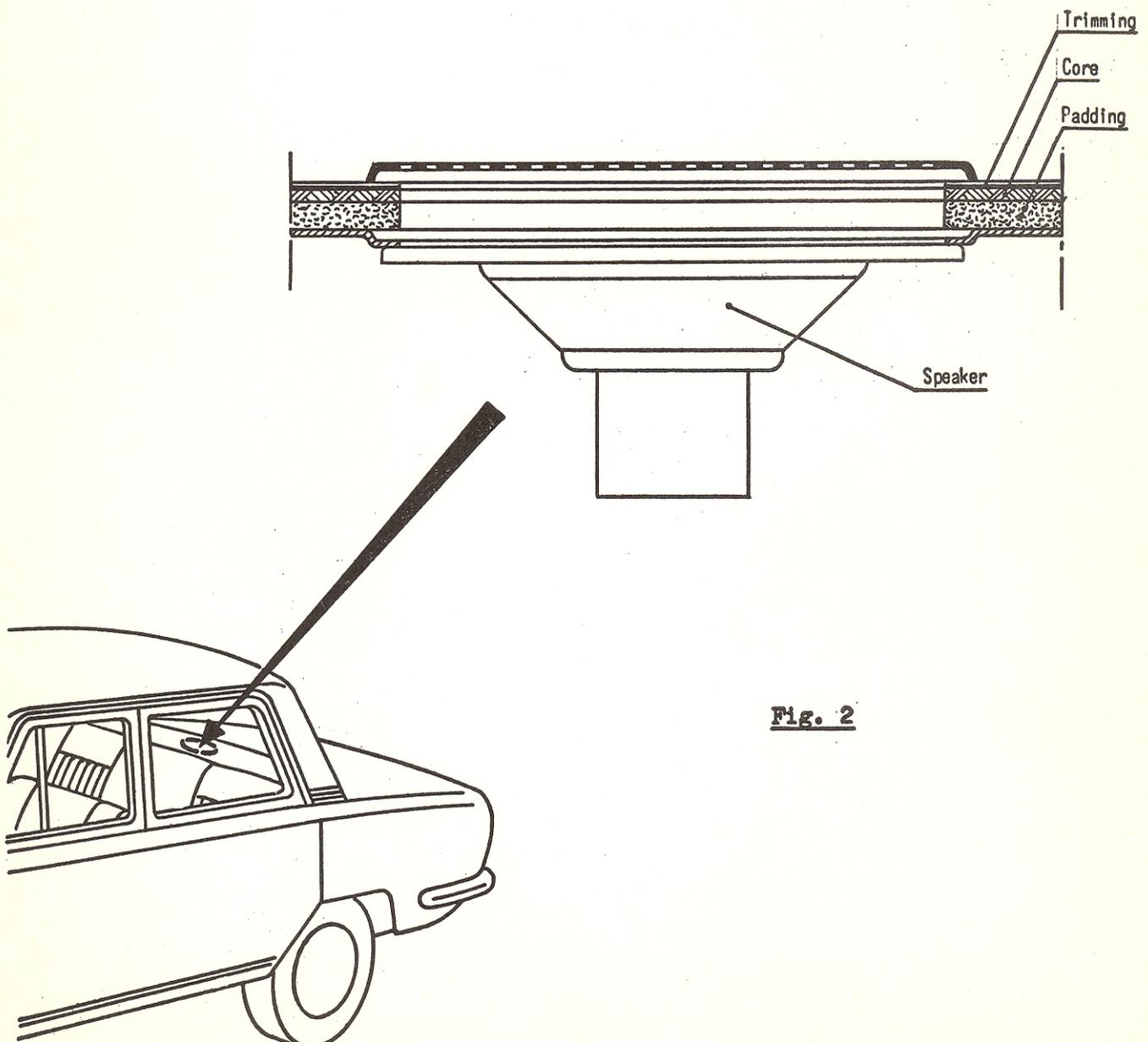


Fig. 2

Template "A"

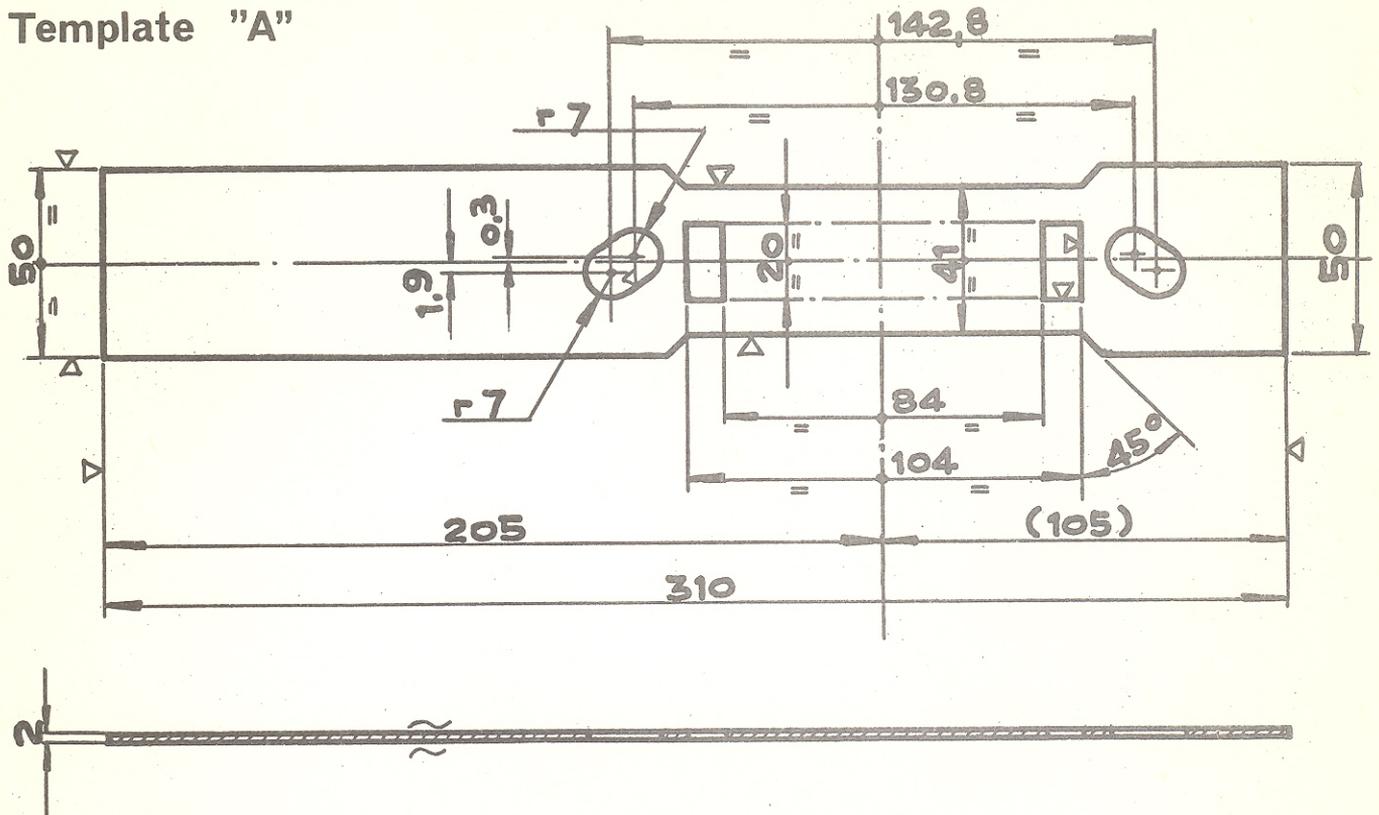
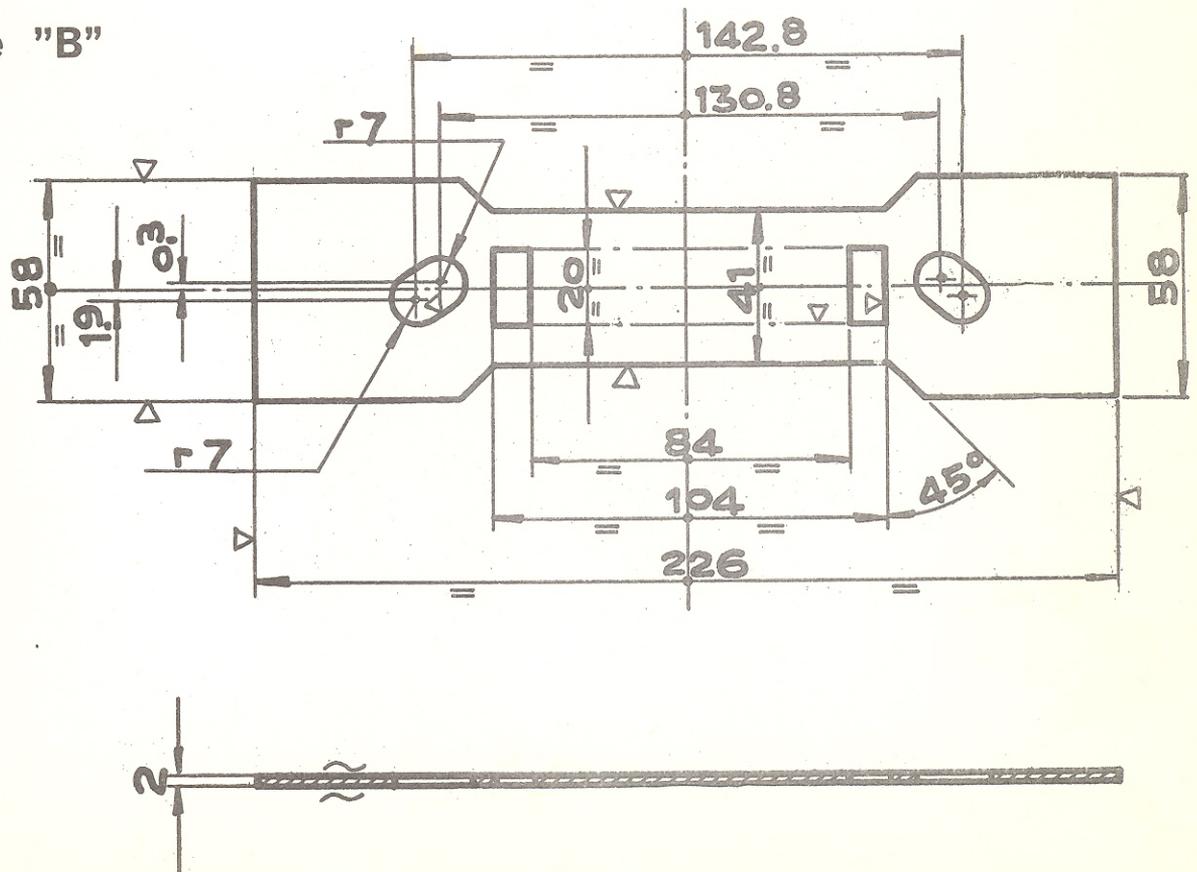


Fig. 3

Template "B"



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 20/5/1968
1750 Saloon and GT		SEQUENT NUMBER 1.05.157
UNIT	<i>Information Sheet</i>	SHEET 1/2
Coachwork		

CHECKING AND ADJUSTING DOOR LOCKS

In order to remedy possible noise from locks, proceed as follows:

- 1) Check that there is a clearance of 1 mm (.04") minimum and 2 mm (.08") maximum between lock dovetail and striker faces as shown on fig. 1.

To check such a clearance a length of lead cable or merely a bit of glazing putty can be compressed between dovetail and striker.

The thickness of putty or lead so squeezed, will correspond to the above mentioned clearance.

- 2) If the clearance is not as specified, loosen the three striker attaching screws, add or remove shims of proper thickness (0.5, 1, 2 mm) taking care to keep the striker parallel with the dovetail. See fig. 1.

- 3) Place the template A.8.0104 on the lock making certain that the template mates strictly the dovetail top edge.

For Keiper make locks the out-of-alignment "E" of striker should fall between zero and a maximum interference of 1 mm (.04"); moreover the downward "pitch" should not exceed 1 degree corresponding to a 1 mm (.04") clearance between template and leading edge of striker top. See fig. 2.

- 4) For Safe make locks use the template A.8.0102; the out-of-alignment remains the same while the "pitch" can be \pm 1 degree corresponding to a clearance of \pm 0.7 mm (.027").

5) After checking as above, tighten the striker attacking screw to $1.3 \text{ Kgm} \pm 5\%$ (9 to 10 lb-ft).

It is recommended to tighten the screws with a torque wrench: tightening with a screwdriver will result in a lock going quickly out of alignment.

Parts required:

Shim P.N. 105.26.53.361.01 - 02 - 03

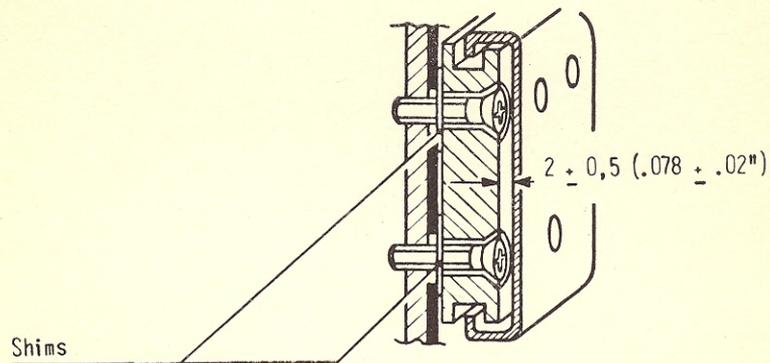


Fig. 1

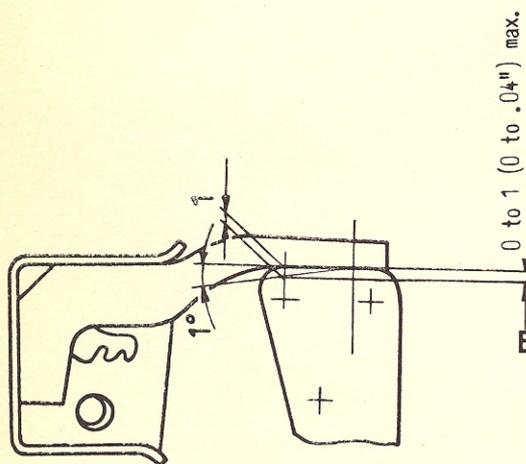


Fig. 2

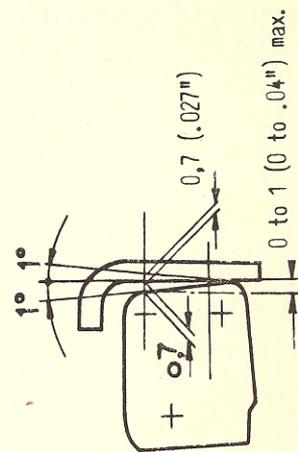


Fig. 3

TYPE OF CAR

1750
GIULIA 1300 and 1600
models

UNIT

Engine

Alfa Romeo

DIREZIONE ASSISTENZA

Information Sheet

DATE

22/3/1968

SEQUENT NUMBER

1.05.158

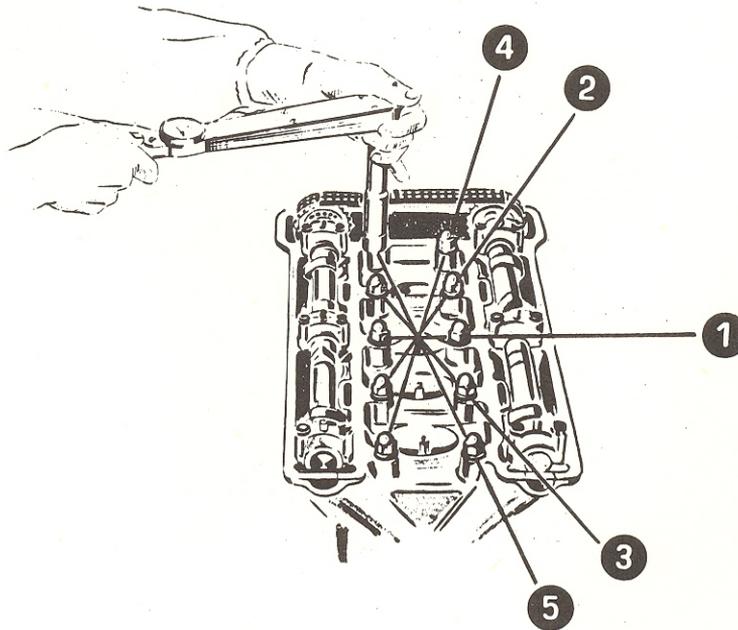
SHEET

1/2

CYLINDER HEAD NUT TIGHTENING

The correct procedure for cylinder head nut tightening is given below and is applicable to both inspection and reconditioning work.

As the proper tightening of cylinder head nuts is of topmost importance for best engine performance, the sequence, torque specification and manner of tightening must be strictly followed.



1) Accomplishing free service coupons A and B

first tightening, with cold engine: slacken one by one the nuts by $1\frac{1}{2}$ turn or more in bias sequence (see figure); apply some oil on the surfaces of nut and washer facing each other and retighten to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

second tightening, with hot engine: lock without slackening to:

7.6 to 7.7 Kgm (55 to 55.7 lb-ft) for 1750	} all models
6.6 to 6.7 Kgm (47.7 to 48.4 lb-ft) for 1300 - 1600	

2) In case of repair work involving the removal of cylinder head, the procedure is the following, bearing in mind that the cylinder head gasket must be renewed at all times:

first tightening:

1 - cold engine: on installation lubetorque (oil on washer, nut and threads) according to bias sequence (see figure) to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

2 - hot engine (after a 15 minute warming up by actually driving the car) lock without slackening to:

7.6 to 7.7 Kgm (55 to 55.7 lb-ft) for 1750	} all models
6.6 to 6.7 Kgm (47.7 to 48.4 lb-ft) for 1300 - 1600	

3 - cold engine: after the car has been tested, slacken one by one the nuts by $1\frac{1}{2}$ turn or more according to bias sequence (see figure): apply some oil on the surfaces of washer and nut facing each other and retighten to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

Subsequent tightening: the first one must be performed after 800/1200 Km (500-750 mi) and the second after 6000 Km (3750 mi) according to the directions given for Coupons A and B.

N.B. - The technical literature will be revised accordingly.

1) Accomplishing free service coupons A and B

first tightening, with cold engine: slacken one by one the nuts by $1\frac{1}{2}$ turn or more in bias sequence (see figure); apply some oil on the surfaces of nut and washer facing each other and retighten to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

second tightening, with hot engine: lock without slackening to:

7.6 to 7.7 Kgm (55 to 55.7 lb-ft) for 1750	} all models
6.6 to 6.7 Kgm (47.7 to 48.4 lb-ft) for 1300 - 1600	

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first tightening:

1 - cold engine: on installation lubetorque (oil on washer, nut and threads) according to bias sequence (see figure) to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

2 - hot engine (after a 15 minute warming up by actually driving the car) lock without slackening to:

7.6 to 7.7 Kgm (55 to 55.7 lb-ft) for 1750	} all models
6.6 to 6.7 Kgm (47.7 to 48.4 lb-ft) for 1300 - 1600	

3 - cold engine: after the car has been tested, slacken one by one the nuts by $1\frac{1}{2}$ turn or more according to bias sequence (see figure): apply some oil on the surfaces of washer and nut facing each other and retighten to:

7.2 to 7.4 Kgm (52.1 to 53.5 lb-ft) for 1750	} all models
6.2 to 6.4 Kgm (45 to 46 lb-ft) for 1300 - 1600	

Subsequent tightening: the first one must be performed after 800/1200 Km (500-750 mi) and the second after 6000 Km (3750 mi) according to the directions given for Coupons A and B.

N.B. - The technical literature will be revised accordingly.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 Saloon GT Veloce and Spider Veloce		29/3/1968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Fuel Feed		1.05.159
		SHEET
		1/2

FUEL SUPPLY LINE

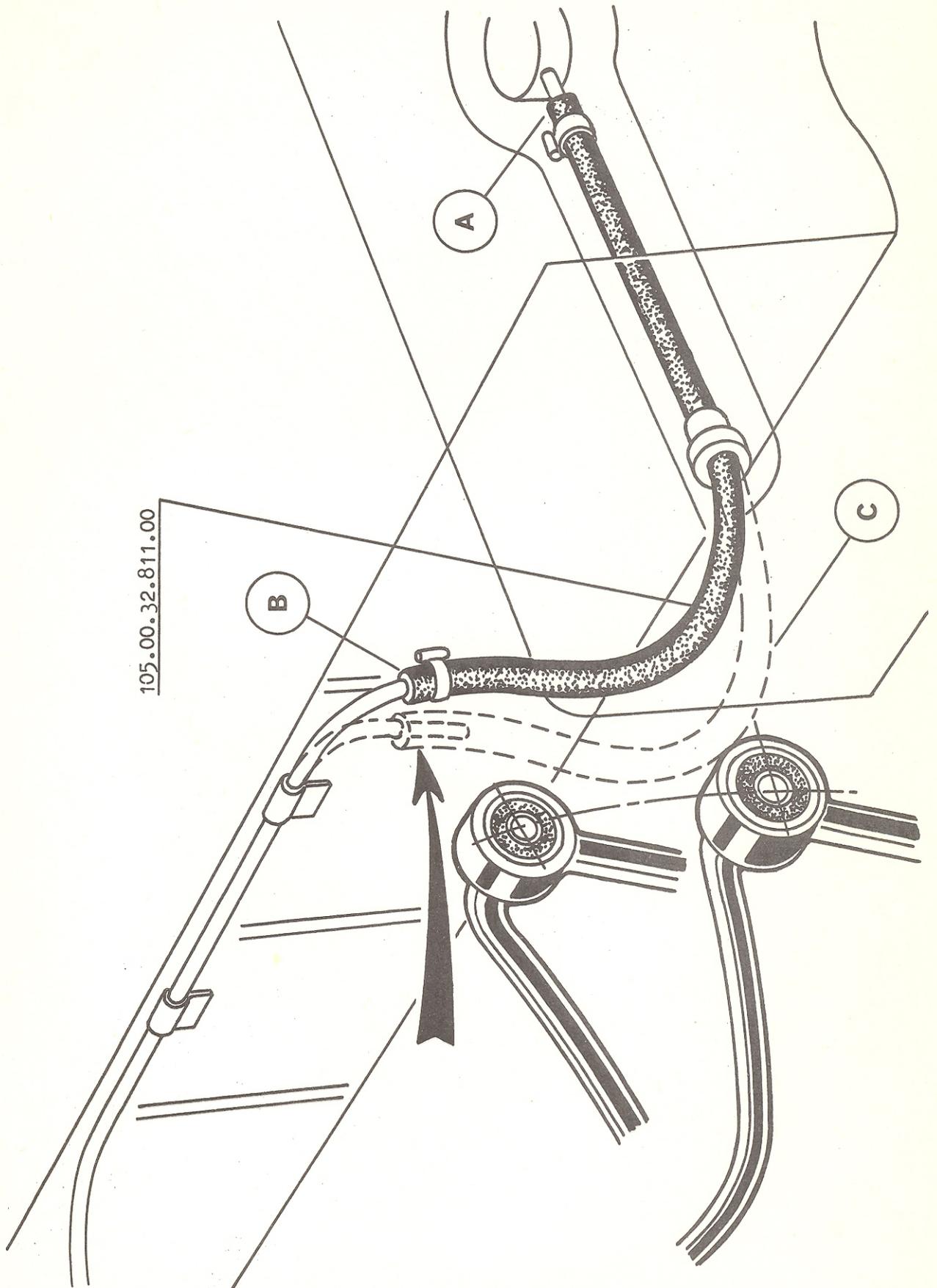
In order to prevent the rear stabilizer rod link from interfering with the plastic hose connecting the fuel tank to the pipe on the underfloor, the plastic hose, P.N. 105.00.32.811.00, must be bent as shown in the illustration.

The above mentioned modification shall be introduced on all 1750 models, unless already modified, presently in circulation or waiting for delivery, according to the following procedure:

- 1) Check for interference between rod link and plastic tube by moving the suspension up and down.
- 2) Bend the end of pipe against the underfloor so as to bring the plastic hose out of reach of rod link when in upward position.
- 3) If this is not enough, disconnect the plastic hose at the tank side "A".

Caution: do not disconnect the hose from side "B".

- 4) Then cut a length of hose (about 2 to 3 in.) to shorten its run "C" and reconnect hose to the tank.



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 29/5/1968
1750 models		SEQUENT NUMBER 1.05.161
UNIT	<i>Information Sheet</i>	SHEET
Gearbox		1/1

GEARBOX REMOVAL DIRECTIONS

When removing the gearbox, the following procedure should be accomplished:

- a - Disconnect the hose for clutch hydraulic control at the pipe side;
- b - detach at gearbox output shaft yoke the front section of propeller shaft and flexible coupling as a unit;
- c - on GT model remove console and tunnel cover to detach the gear lever;
- d - on Saloon model no removal of console and tunnel cover is required; to free the gearbox from lever proceed as follows:

take away the gearbox supporting cross-member, detach the gear lever boot from gearbox casting, then, again from the underside of car disconnect the gear lever adapter from swivel.

The gear lever will thus hang free held only by boot collar;

- e - on placing the gearbox again in position, it is advisable to support it properly so as to avoid straining or damaging the boot.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 1/7/968
1750 models		SEQUENT NUMBER 1.05.162
UNIT	<i>Technical bulletin</i>	SHEET 1/1
Engine		

SET OF CON. ROD BEARINGS

This is to inform that the engines of a/m models are now equipped:

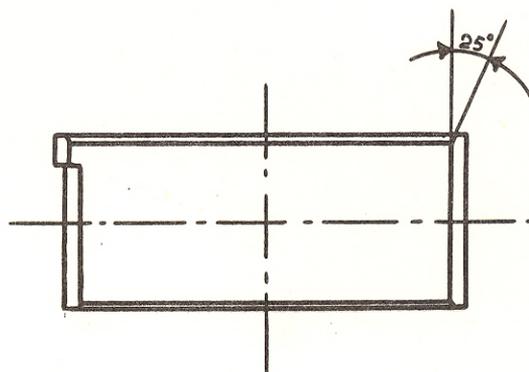
up to s/no. 03734

with a set of con. rod bearings P.N. 105.00.02.203.00/01

from s/no. 03735

with a set of con. rod bearings P.N. 105.41.02.203.00/01

The latter set include two bearings an edge of which is chamfered to 25° (see figure) for locating purpose.



View of 4th cylinder con. rod bearing

Warning

The 25°-chamfer bearings must be fitted onto the 4th con. rod with the chamfered edge toward the flywheel.

Even the 1st & 2nd undersize set of bearings will accordingly bear a new part number:

pre-mod	P.N. 105.00.02.203.01/01	up to s/no. 03734
	P.N. 105.00.02.203.02/01	
post-mod	P.N. 105.41.02.203.01/01	from s/no. 03735
	P.N. 105.41.02.203.02/01	

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 models		4/9/1968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Steering gear and linkage		1.05.164
		SHEET
		1/1

ADJUSTMENT OF STEERING LINKAGE

The steering linkage on 1750 L.H.D. models must be so adjusted that the R.H. rod (crank side) is 5 mm shorter than the L.H. rod (steering box side).

Proceed as follows:

- bring the steering wheel in the central position and toe in the L.H. wheel (by 1.5 mm) as specified
- measure the length thus obtained of the L.H. rod (steering box side) and adjust the R.H. rod (crank side) to the same length; then shorten the R.H. rod by 5 mm
- toe in (by 1.5 mm) the R.H. wheel (crank side) by adjusting the centre track rod.

In this way the average lengths of rods are:

- L.H. rod = 275 mm
- R.H. rod = 270 mm
- track rod = 545 mm

Warning: for R.H.D. the adjustment is symmetrical: that is the length of rod is the same on both sides.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 4/9/1968
1750 models		SEQUENT NUMBER 1.05.165
UNIT	<i>Information Sheet</i>	SHEET 1/1
Clutch		

CLUTCH ASSY

If clutch slipping is experienced, the pressure plate assy should be replaced only in case the pressure plate surface shows signs of melted spots; if only skin drawing (bluish color) are found, to put the clutch again in proper operating conditions it is enough to rub down carefully the pressure plate surface with emery cloth until any signs of color disappear.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 Saloon		19/9/1968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Instrument panel		1.05.168
		SHEET
		1/2

BLISTERS IN SPEEDOMETER AND TACHOMETER SEATS

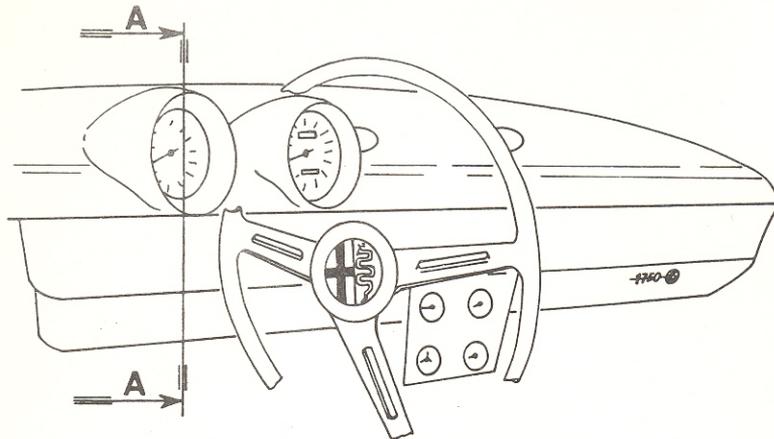
If lifting or blisters are noticed in the recessed surface of speedometer and tachometer seats, proceed as follows:

1. remove the knurled knob "A" and withdraw speedometer and tachometer together with tripometer reset flexible shaft and wire terminals. See fig. 1;
2. carefully fit the ring P.N. 105.48.63.353.00 in the seat as shown in fig. 2;
3. reassemble in reverse order of removal.

Parts required:

Ring P.N. 105.48.63.353.00 - 2 off

Time required for fitting two rings: 45 centesimal minutes



Ring insert P.N. 105.48.63.353.00 - 2 off

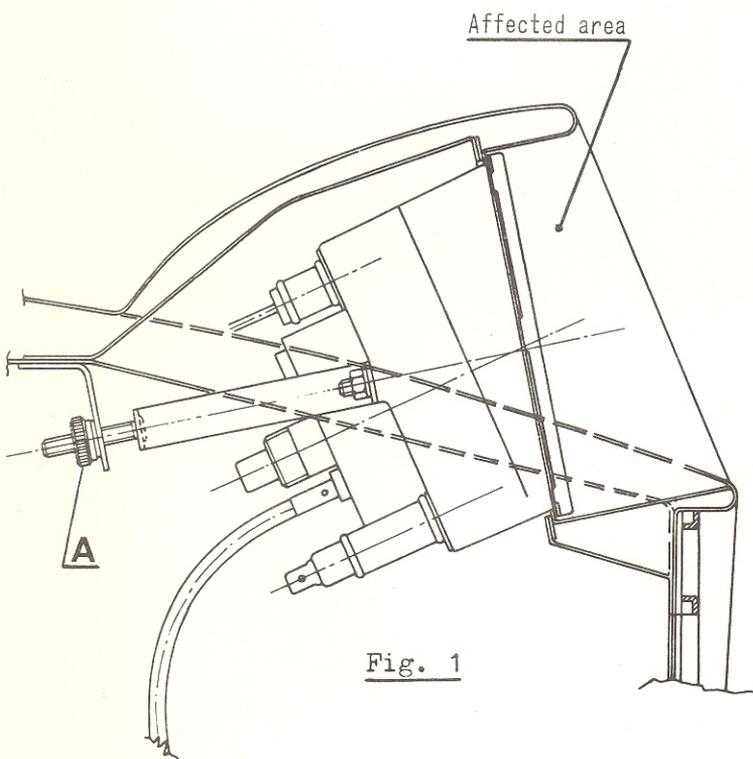
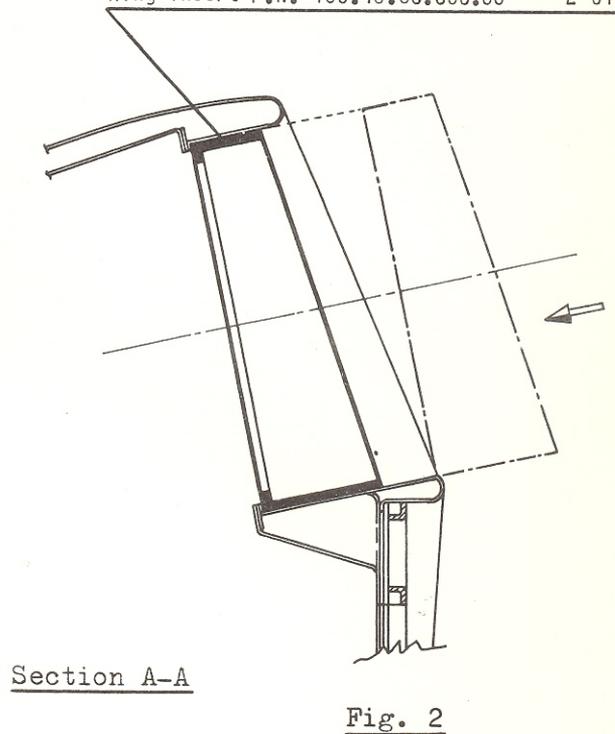


Fig. 1



Section A-A

Fig. 2

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 G.T. Veloce		7/10/1968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
B o d y		58.68.4.1
		SHEET
		1/2

INTERFERENCE BETWEEN PASSENGER'S SEAT BACKREST AND R.H. DOOR

If any interference exists between the backrest of passenger's seat and the R.H. door panel, proceed as follows:

- remove the R.H. seat and retain the two inboard screws;
- install the two .2"-thick spacers, P.N. 105.02.58.307.00 as shown in fig. 2 section A-A;
- make sure the seat backrest has been actually moved away from door;
- lock in place the seat with two screws P.N. 2100.00176 at the outboard side, while at the inboard side re-use the screws previously retained.

W a r n i n g

Make certain the screws are fitted with both flat washers and lockwashers.

Parts required:

Spacer - P.N. 105.02.58.307.00 - 2 off
Screw - P.N. 2100.00176 - 2 off

Time required: 30 centesimal minutes

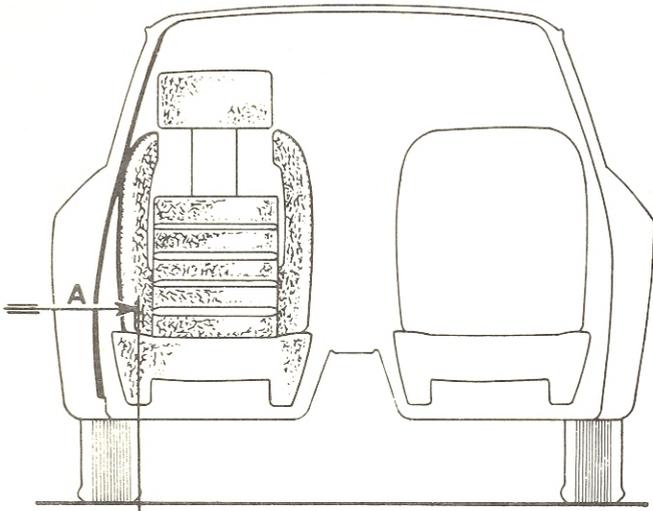


Fig. 1

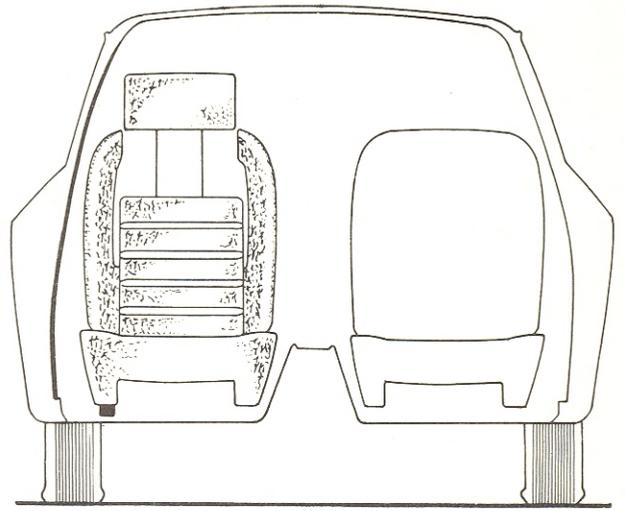
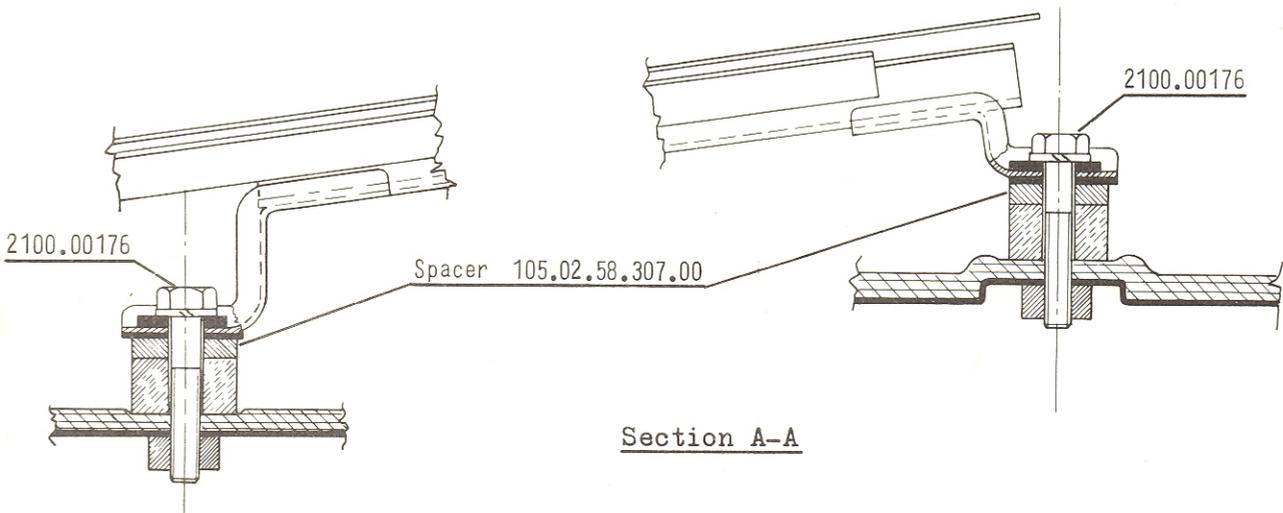


Fig. 2



Section A-A

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		21/10/968
UNIT	<i>Technical bulletin</i>	SEQUENT NUMBER
Coachwork		00.68.4.2
		SHEET
		1/1

CORROSION PROTECTION OF UNDERFRAME PANELS

In order to avoid deteriorating the underframe sheet metal of cars to be driven on roads spread with anti-ice salts, we suggest applying the following rust preventive compounds:

TECTIL CHASSIS 506 by VALVOLINE

ANTIRUST 460 by OLEOBLITZ REINACH

Before application of these compounds the affected surfaces should be thoroughly cleaned and the brakes and the rubber bushes of suspensions and gearbox masked off properly to prevent soiling them with the rust preventive substance thus altering the brake friction coefficient or shortening rubber bush life.

This I.S. cancels and replaces
the I.S. 0.00.051/1 dated 4/10/967

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 Berlina		21/10/968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Rear suspension		25.68.4.1
		SHEET
		1/1

REAR SUSPENSION SPRINGS

On cars usually driven under full load and showing a "nose-up" attitude, it is possible, as an option to be charged to the customer, to replace the standard springs of rear suspension with stiffer ones.

The new springs maintain the car in the same trim as before when unladen; under static load the dimension "C" becomes 48-50 mm (1.89-1.97") instead of 31-41 mm.

N o t e

Of course the new springs slightly reduce the comfort.

Parts required:

Spring - P.N. 105.48.25.510.02 - 2 off

Time required to replace the two springs: 155 centesimal minutes

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA 1300 & 1600 models		21/10/968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Brake system		45.68.4.1
		SHEET
		1/1

FLUID RESERVOIR

A modification of the fluid reservoir has been introduced on the above mentioned models: the reservoir is now all plastic in construction instead of the pre-mod. one with a built-in metal fitting.

The reservoir is in this way connected to the supply pipe of brake master cylinder by means of a rubber hose.

The parts required for the installation of new reservoir are listed below:

- reservoir	P.N. 105.08.45.050.00
- rubber hose	" 105.48.45.714.01
- supply pipe:	
- applicable to L.H.D. cars with unassisted ATE m. cylinder	" 105.06.45.051.04
- applicable to L.H.D. cars with assisted ATE m.cylinder	" 105.26.45.051.00
- applicable to R.H.D. cars with assisted BONALDI m.cylinder	" 105.28.45.051.00

Warning

On cars not included in the applicability list given above, when replacing the post-mod. reservoir for the pre-mod., it is necessary, in addition to the use of the rubber hose, to suitably modify also the existing supply pipe.

Time required for one-carburettor cars: 127 centesimal minutes

Time required for two-carburettor cars: 133 centesimal minutes

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 21/11/1968
GIULIA models		SEQUENT NUMBER 05.68.4.1
UNIT	<i>Information Sheet</i>	SHEET 1/5
Ignition, indicating devices and electricals		

BOSCH AND MARELLI DISTRIBUTOR SPECIFICATIONS

The following graphs show the distributor advance curves; moreover, the contact-breaker point gap and contact pressure of distributors installed as standard equipment on present production models are given.

The specifications are for use in testing the equipments either in-car or on the test bench.

To accomplish the tests, proceed as follows:

Point gap:

- Check that the gap is as specified; if not, adjust it and then check again with a feeler gauge.

Contact pressure:

- contact pressure as tested with a suitable gauge should meet the specifications given.

Spark timing:

- Double-contact-set distributors should be so timed that one set opens exactly 180 degrees after the opening of the other set on the stationary plate.

Centrifugal advance:

- If the curve does not meet that given in the graph, it is advisable to replace the governor weight springs.

N o t e

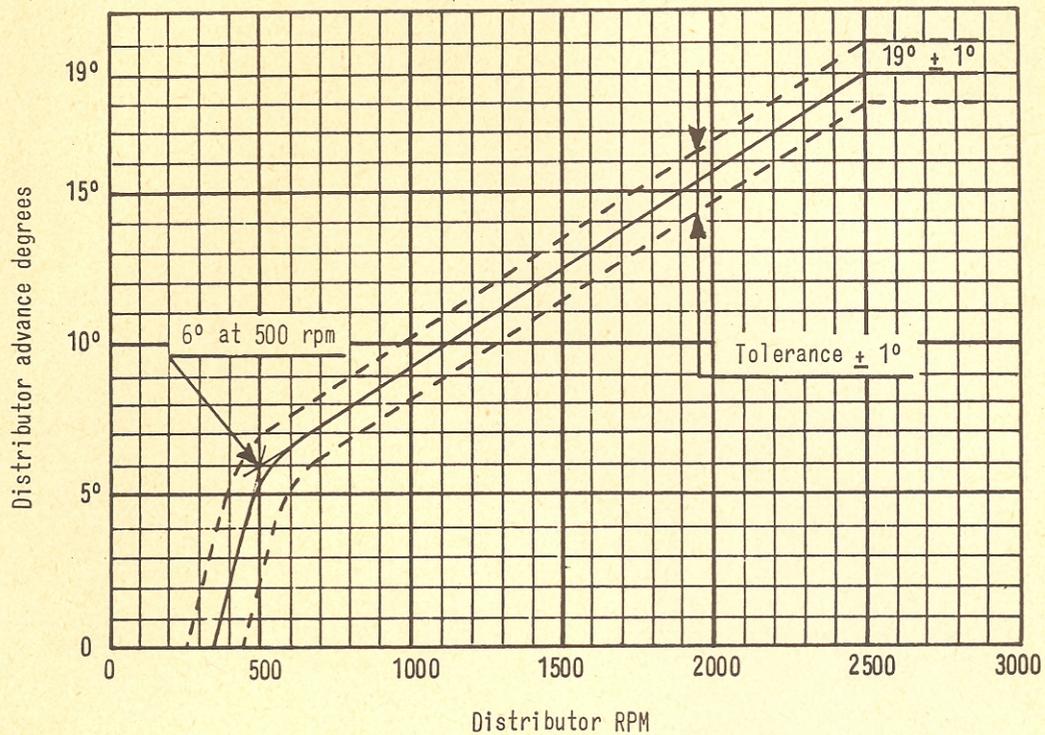
For further details on how to shoot troubles that may affect these equipments, refer to the manufacturer's service literature.

DISTRIBUTOR BOSCH JFU 4 (R) (A.R. 105.00.05.011.02)

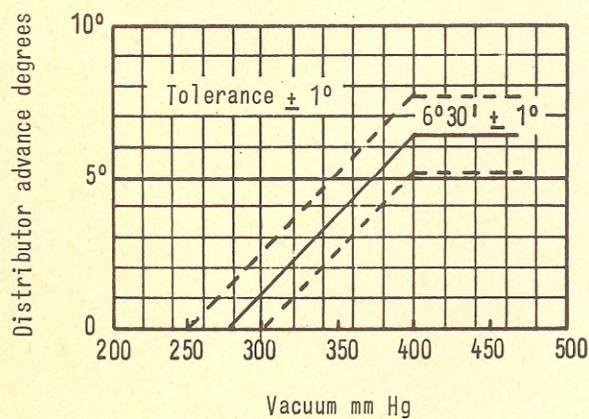
for:

- Giulia 1300 (105.06)
- Giulia 1300 t.i. (105.39)
- Giulia 1300 t.i. R.H.D. (105.40)

Centrifugal advance graph



Vacuum regulator graph



Dwell angle 57° - 63°
 Contact gap3 - .4 mm (.012 - .016")
 Contact pressure 500 - 630 gr

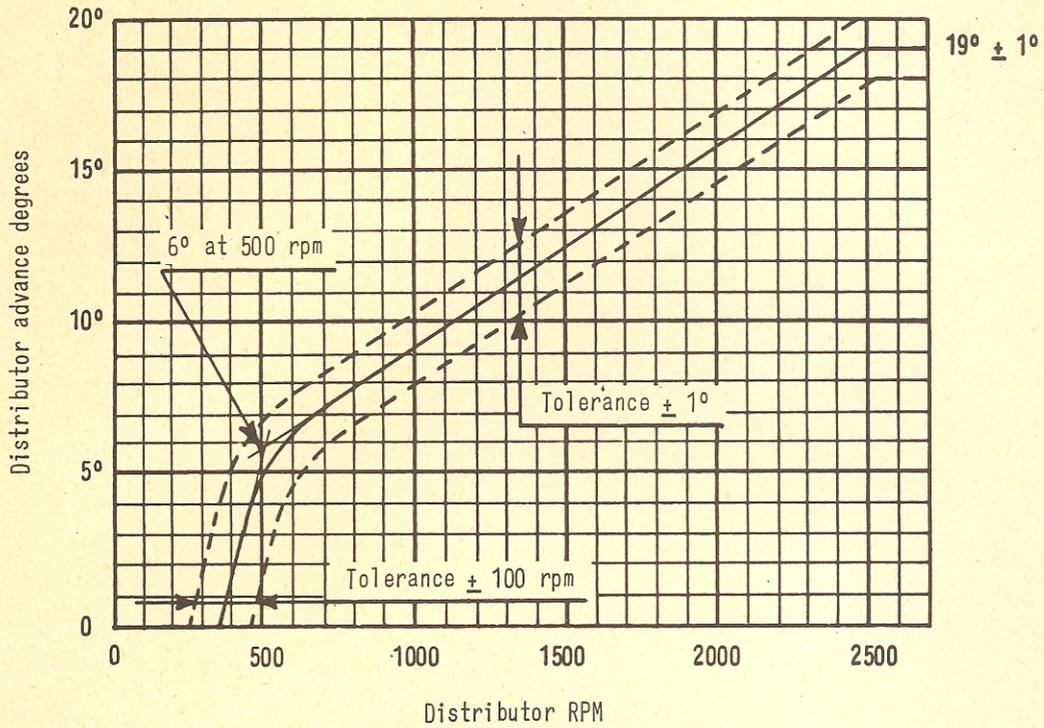
N.B.: For export to Germany, Switzerland, Belgium, Holland, Austria and U.K., the cars are fitted with the distributor JFU 4 (R), P.N. 105.39.05.011.00 having suppressor-type rotor arms, P.N. 105.39.05.114.00.

DISTRIBUTOR MARELLI S. 115 A (A.R. 105.14.05.011.00)

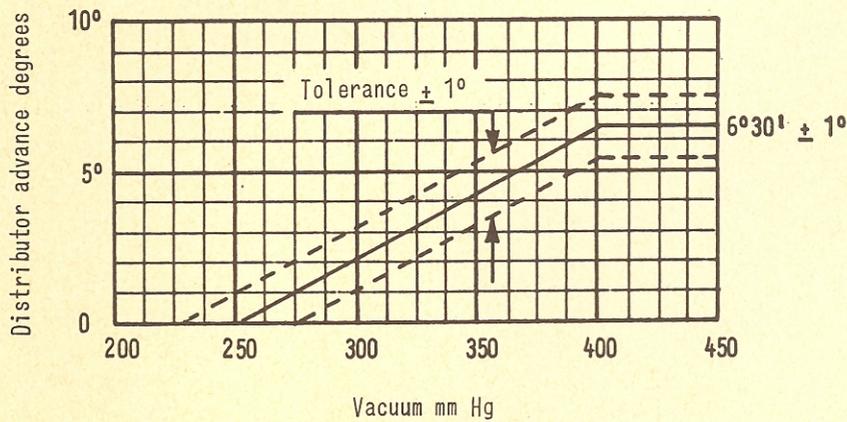
for:

- Giulia 1300 (105.06)
- Giulia 1300 t.i. (105.39)
- Giulia 1300 t.i. R.H.D. (105.40)

Centrifugal advance graph



Vacuum regulator graph



- Dwell angle 57° - 63°
- Contact gap ,42 - .48 mm (.0165 - .0189")
- Contact pressure 500 - 600 gr

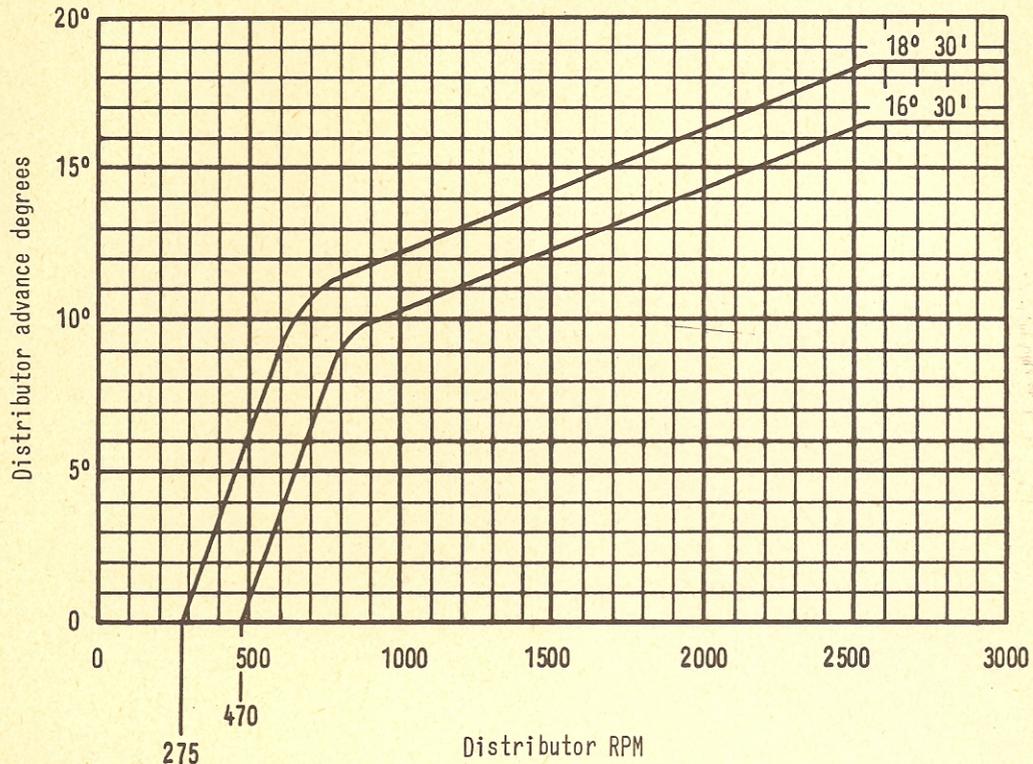
DISTRIBUTOR BOSCH JF 4 (R) (A.R. 101.21.05.011.00)

for:

G.T. 1300 Junior (105.30)
 Spider 1300 Junior (105.91)
 Giulia Super (105.26)
 1750 Berlina (105.48)
 1750 G.T.V. (105.44)
 1750 Spider (105.57)

G.T. 1300 Junior R.H.D. (105.31)
 Spider 1300 Junior R.H.D. (105.92)
 Giulia Super R.H.D. (105.28)
 1750 Berlina R.H.D. (105.49)
 1750 G.T.V. R.H.D. (105.45)
 1750 Spider R.H.D. (105.58)

Centrifugal regulator graph



Centrifugal advance plotting		
Distributor RPM	Advance degrees	
	Min.	Max.
Fixed	275 rpm	470 rpm
350	0	2° 30'
500	1°	7°
650	5° 30'	10° 30'
800	9°	11° 45'
1100	10° 45'	12° 45'
1600	12° 45'	14° 45'
2250	15° 15'	17° 15'
2550	16° 30'	18° 30'
3000	16° 30'	18° 30'

Dwell angle 63° - 67°
 Contact gap3 - .4 mm (.012 - .016")
 Contact pressure 500 - 630 gr

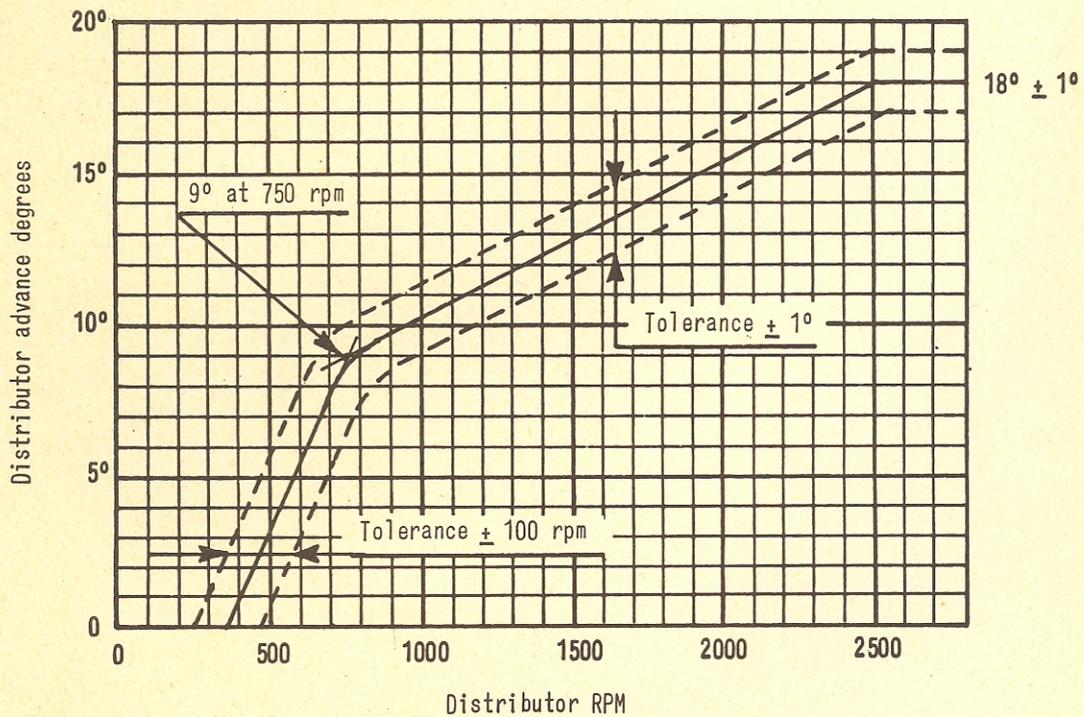
N.B.: For export to Germany, Switzerland, Belgium, Holland, Austria and U.K., the cars are fitted with the distributor JF 4 (R), P.N. 105.26.05.011.00 having suppressor-type rotor arms, P.N. 105.26.05.114.00.

DISTRIBUTOR MARELLI S. 103 A (A.R. 105.02.05.011.00)

for:

- Giulia Super (105.26)
- Giulia Super R.H.D. (105.28)
- G.T. 1300 Junior (105.30)
- G.T. 1300 Junior R.H.D. (105.31)
- Spider 1300 (105.91)
- Spider 1300 R.H.D. (105.92)

Centrifugal advance graph



Dwell angle 57° - 63°
 Contact gap 0.42 - 0.48 mm (.0165 - .0189")
 Contact pressure 500 - 600 gr

TYPE OF CAR GIULIA 1300 - 1600 and 1750 (Disc-brake cars)	 DIREZIONE ASSISTENZA	DATE 21/11/1968
UNIT Brakes		SEQUENT NUMBER 22.68.4.1
	<i>Information Sheet</i>	SHEET 1/2

FRICTION PAD APPLICABILITY

Applicability of friction pads to Alfa Romeo cars is shown in the following tables along with pad identification data.

Warning

- (*) For cars equipped with ATE brakes, strictly avoid installing on front and rear brakes the specified pads together with pads of other makes.
- (**) Friction pads for cars with assisted brakes.

We strongly recommend that these specifications be strictly complied with to avoid braking troubles.

To order spare parts quote the part nos. given below.

Car model	Brake make	Front pads	Rear pads
1300 (105.06) 1300 T.I. (105.39)	Dunlop	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08
	ATE (*)	Energit 382 A 105.06.22.053.00/25	Energit 382 A 105.06.26.003.00/25
		** Fadil 440 L 105.14.22.052.03/25	** Fadil 440 L 105.14.26.004.02/25
	ATE (*) (spares only)	Frendo 408 105.39.22.052.00/25	Frendo 408 105.39.26.004.00/25
1300 GT Junior (105.30)	ATE (*)	Energit 382 A 105.06.22.053.00/25	Energit 382 A 105.06.26.003.00/25
		** Fadil 440 L 105.14.22.052.03/25	** Fadil 440 L 105.14.26.004.02/25
	ATE (*) (spares only)	Frendo 408 105.39.22.052.00/25	Frendo 408 105.39.26.004.00/25

This I.S. cancels and replaces
the I.S. 1.05.145/2 dated 26/9/968

Car model	Brake make	Front pads	Rear pads
1600 Spider (105.03)	D u n l o p	Frendo FD 31 105.14.22.039.00	Frendo FD 31 105.32.26.416.00
	A T E (*)	Energit 382 A 105.06.22.053.00/25	Energit 382 A 105.06.26.003.00/25
		** Fadil 440 L 105.14.22.052.03/25	** Fadil 440 L 105.14.26.004.02/25
	A T E (*) (spares only)	Frendo 408 105.39.22.052.00/25	Frendo 408 105.39.26.004.00/25
1600 GTA (105.32)	D u n l o p	Ferodo DS 11 105.32.22.039.00	Ferodo DS 11 105.32.26.416.01
1600 T.I. (105.14.08)	D u n l o p	Frendo FD 31 105.14.22.039.00	Ferodo DS 5 H 105.14.26.003.00/08
1600 Super (105.26)			
1600 GT (105.02)	A T E (*)	** Fadil 440 L 105.14.22.052.03/25	** Fadil 440 L 105.14.26.004.02/25
1600 GT Veloce (105.36)			
1750 models	A T E (*)	Necto 244 F 9 105.41.22.052.00/25	Necto 244 F 9 105.48.26.003.01/25

Identification Code

P a d	C o l o r	S y m b o l
Frendo FD 31	green-green	Frendo PD FD 31
Ferodo DS - 5 H	blue-orange	M
Ferodo DS - 11 (Dunlop)	green-blue	K
Fadil 440 L	green-white-green	FL 5
Frendo FD 408	-	Frendo FD 408
Energit 382 A	blue-blue-white	-
Necto 244 F 9	white-green-white	Fadil L 131

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 models		26/11/968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Clutch		12.68.4.2
		SHEET
		1/2

CLUTCH ADJUSTMENT

When performing the 1st and 2nd free service coupons, it is recommended that the clutch pedal free travel is checked to make sure it falls within the specified limits.

If adjustment is needed, proceed as follows:

- 1) Check that the distance in released position between the brake pedal and the clutch pedal, see fig. 1, is 18 mm (.71 in.). For possible adjustment, remove the protection and act on the push-rod of clutch master cylinder as shown in point 1;
- 2) Check that the free travel of "fork ended" disengagement lever is 2.5 mm (.1 in.). To do so, depress the clutch pedal until the end of free travel is felt and take the measurement on the actuating cylinder by means of a vernier caliper or equivalent gauge as shown in fig. 2.

Should the free travel require adjustment, act on the adjusting nuts (see point 2).

- 3) Fully depress the clutch pedal and check that the actuating cylinder rod moves thru a total travel of 13.5 to 14.2 mm (.53 to .56 in.) take the reading at the cylinder as shown in fig. 2.

If adjustment is needed, act on the limit stop screw shown in fig. 1, point 3.

Warning

The above procedure deletes and supersedes any directions given in previous publications.

Time required to accomplish this procedure: 45 centesimal minutes

This I.S. cancels and replaces
the I.S. 12.68.4.1 dated 1/10/1968

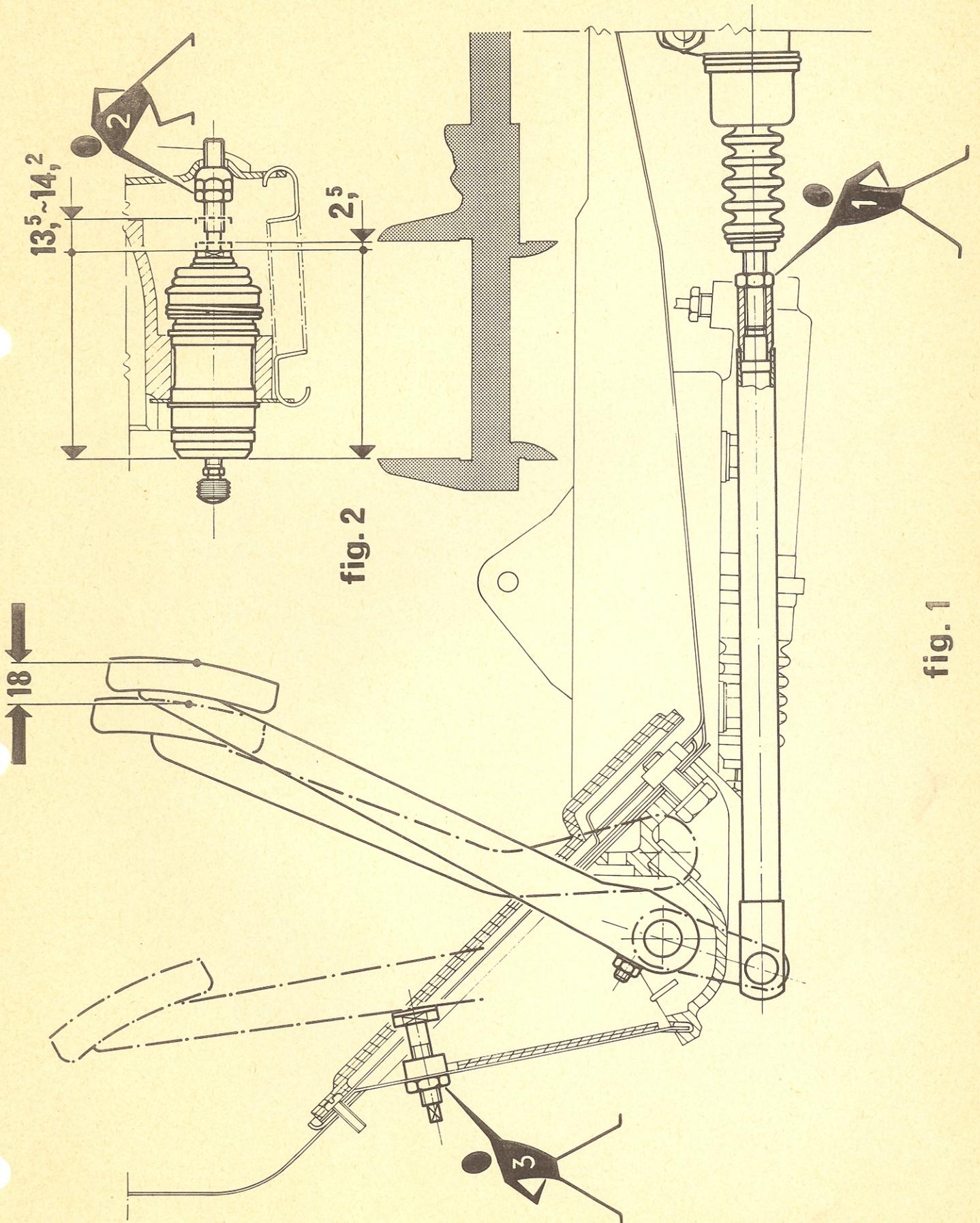


fig. 2

fig. 1

TYPE OF CAR 1750 GT Veloce and Berlina models	 DIREZIONE ASSISTENZA	DATE 12/12/968
UNIT Dashboard		SEQUENT NUMBER 63.68.4.1
<i>Information Sheet</i>		SHEET 1/2

NOISY GLOVE BOX LID

To remedy possible noises from the glove box lid, proceed as follows:

- 1) Open the lid, just slacken the nut shown in the section "A - A" and move upward the catch. See fig. 2.

Important note: in the event the lid rests unevenly against the dashboard panel, carry out the following:

- 2) Unscrew the nut shown in section "A - A", remove lockwasher and catch and bend the catch itself as shown in fig. 3.
- 3) Refit the catch, taking care it seats properly and then the lockwasher and nut - see fig. 3; adjust the catch position until a proper closure is obtained.

Time required: 10 centesimal minutes

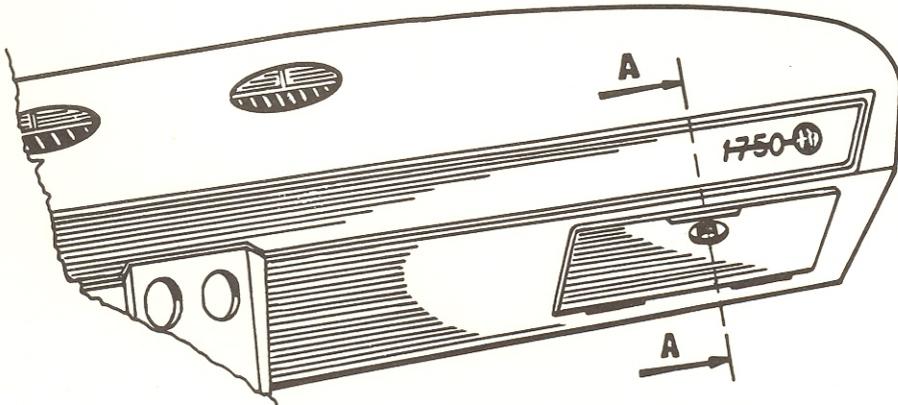


Fig. 1

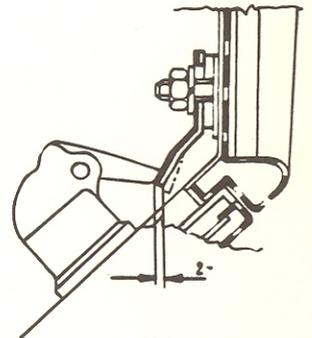
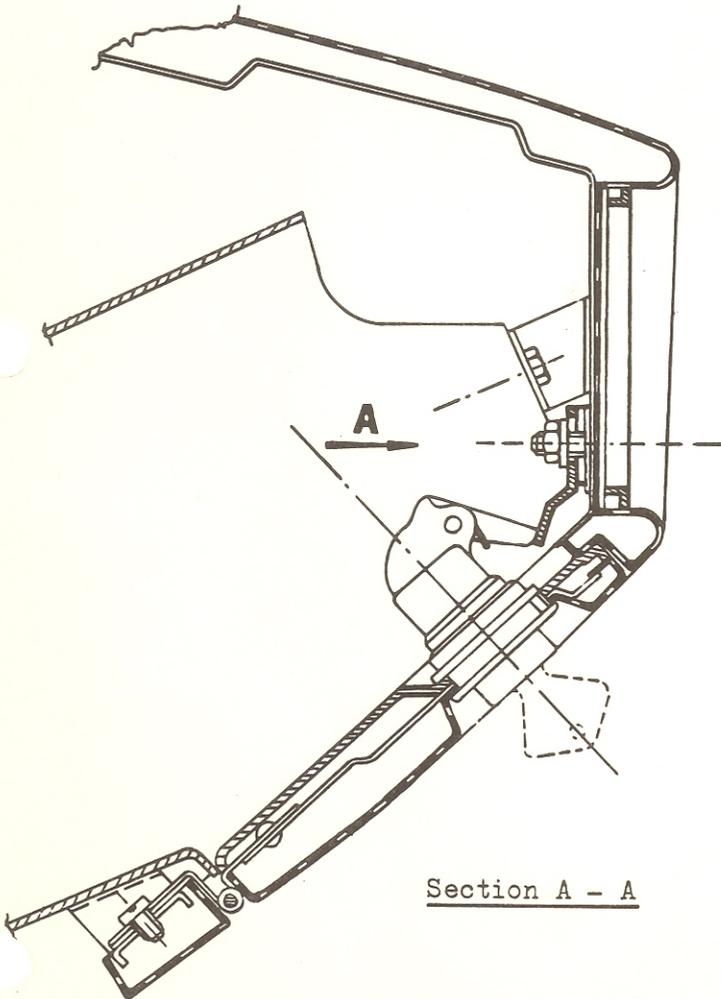


Fig. 3



Section A - A

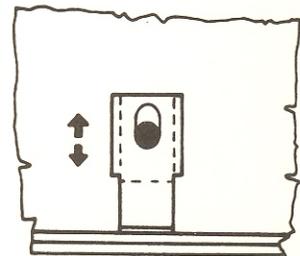


Fig. 2

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 G.T. Veloce		19/12/968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Seats, carpets, etc.		58.68.4.2
		SHEET
		1/2

FRONT SEATS

On cars whose front seats show interference between the seat back tilting device and the cushion listing strips, perform the following modification:

1. Remove the affected seat;
2. Separate the seat back from the cushion;
3. Remove the track assembly from the cushion and place the cushion upside down on a clean work area;
4. Remove the whole seat cover with the greatest care;
5. Cut away the padding at the rear corners of cushion as shown in fig. 1;
6. Break the seams between seat cover and side shields on both sides starting from rear edge through a length of about 1 foot (350 mm) see fig. 2;
7. Trim the cover pieces so parted to fit, listing strip included, the new contour of the seat padding; then carefully join together again all cover pieces;
8. Slip the cover over the padding and retighten the retaining bands starting from the center area; see fig. 3. Then secure the canvas in place with cement and clips.

W A R N I N G

Make sure the seat cover is well taut and shows no sign of defect.

9. Properly reassemble and install the seat(s) in the car.

Time required, one seat only: 100 centesimal minutes

Time required, two seats: 190 centesimal minutes

Fig. 1

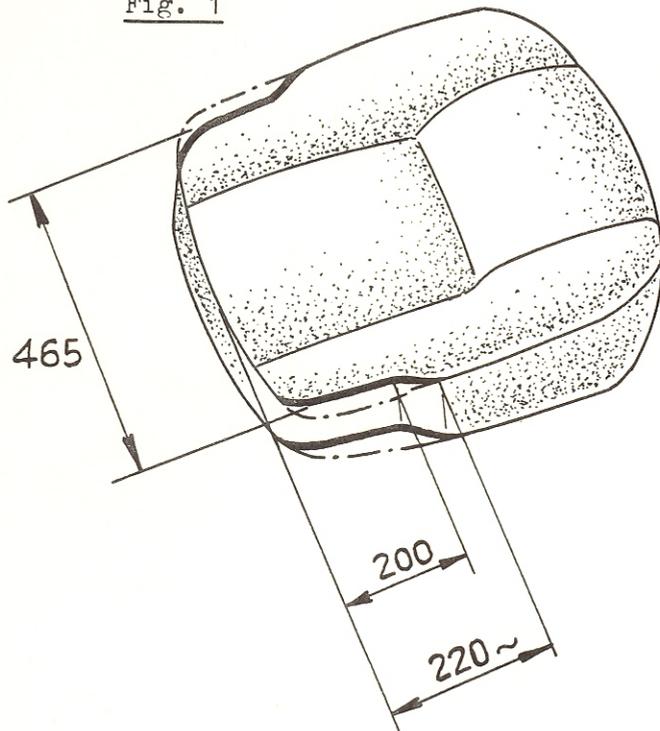


Fig. 2

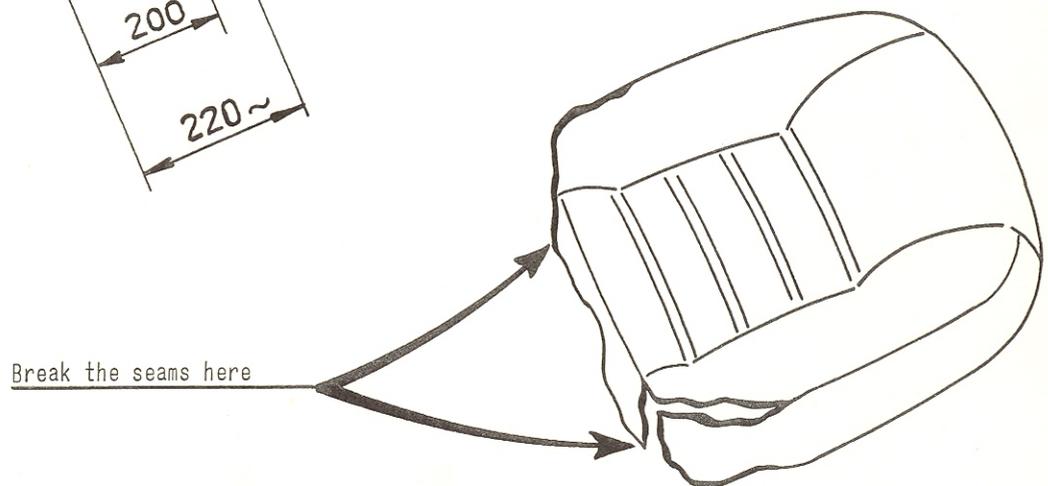
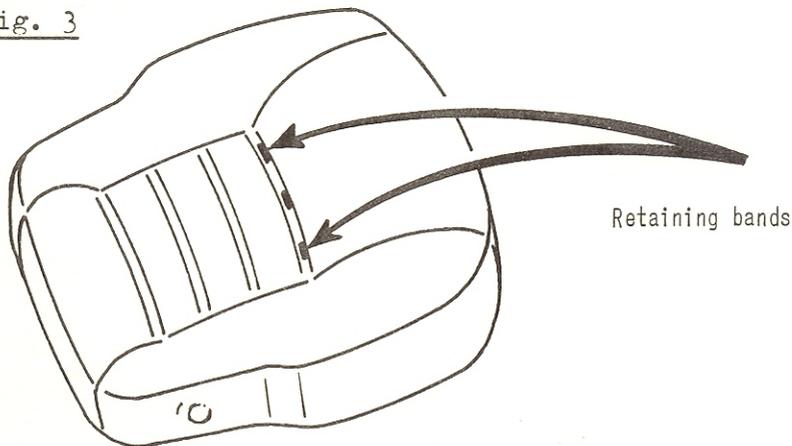


Fig. 3



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 Berlina		31/12/968
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Paint finish, Interior trimming		62.68.4.1
		SHEET
		1/2

GEAR LEVER BOOT

To prevent the gear boot from tearing, it is enough to remove the boot clip located in the position shown in the detail view "A", figure 1.

To gain access to the clip, remove the R.H. loudspeaker screen from the console.

If the boot needs replacement proceed as follows:

- 1 - remove the two loudspeaker screens;
- 2 - take away the six boot clips with suitable pliers;
- 3 - remove the gear lever knob and withdraw the boot retaining frame and the boot;
- 4 - mount the frame onto the new boot, then put a clip on the frame lower prong as shown in figure 2.
- 5 - slip the boot over the gear lever and insert the boot rim in the console.
Fit the lower side of the boot frame in the console as shown in fig. 3, then seat the frame properly.
- 6 - apply the clips as shown in section "A - A"
Caution: do not refit the clip shown in detail view "A".
- 7 - Reinstall the gear lever knob and the screens.

Parts required:

Boot	P.N. 105.44.62.099.00	1 off
Clip	P.N. 1413.26042	5 off

Time required in centesimal minutes:

for removing one clip:	15
for renewing the boot:	60

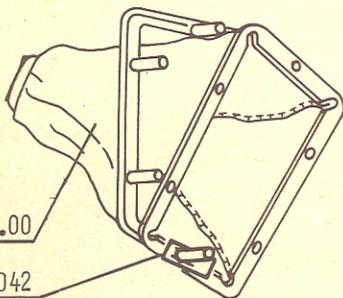
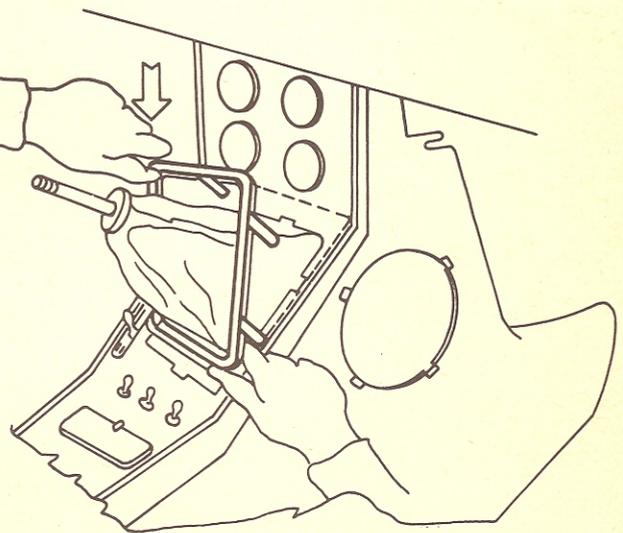
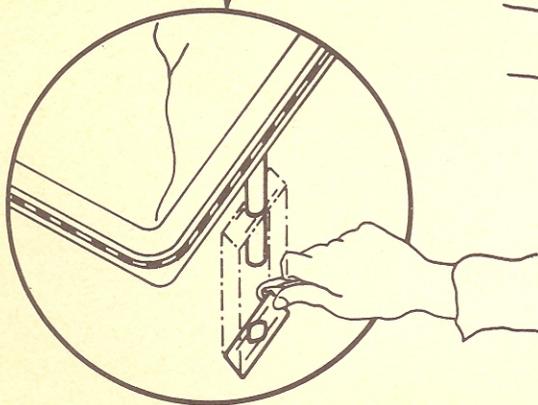
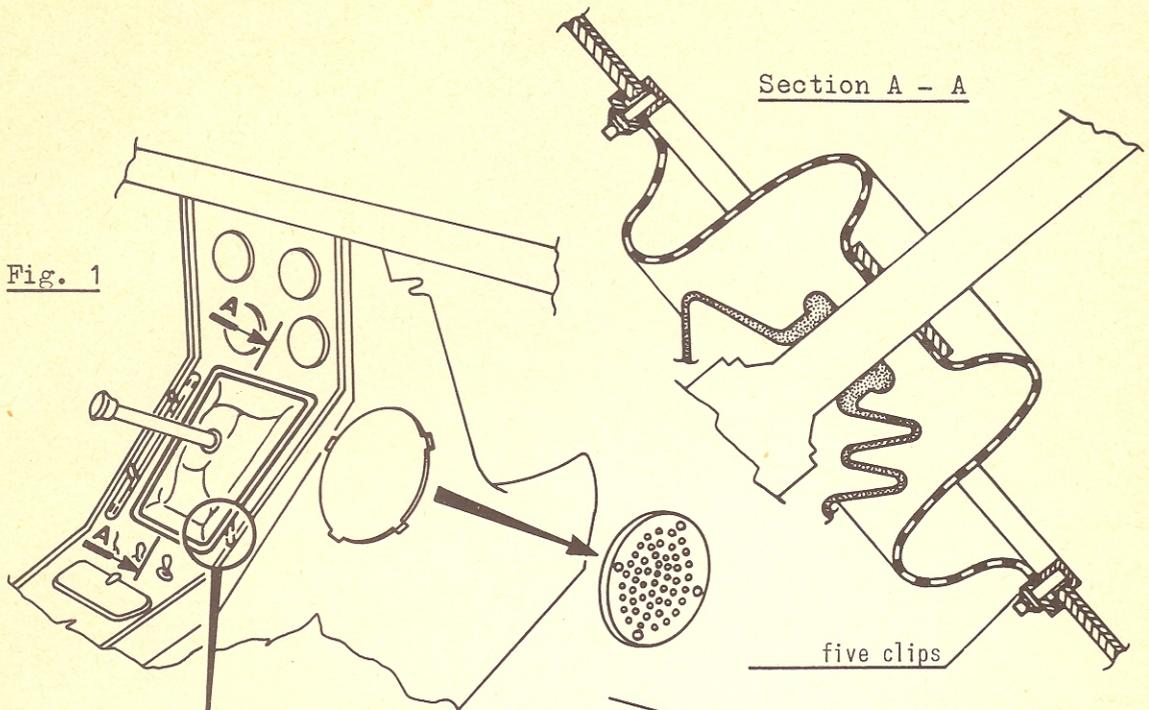


Fig. 2

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE 20/2/1969
1750 models		SEQUENT NUMBER 01.69.1.1
UNIT	<i>Information Sheet</i>	SHEET 1/1
Engine		

CYLINDER BARRELS

The minimum value of barrel projection from cylinder block, as given on page 14 of the "Technical characteristics" publication covering 1750 models, has been changed from:

.000 mm into .001 mm (.00004")

whereas the maximum value remains the same.

The next edition of the above said publication will be amended accordingly.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750 models		24/3/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Engine & cooling system		07.68.4.1
		SHEET
		1/2

COOLING SYSTEM DESCALING COMPOUND

As well known the preparations for cleaning and descaling the inside of cooling circuit must not be corrosive.

The following compound, available by the Huiles Renault Service Network, is suitable for the purpose:

DETARTRANT SHR

Warning

To drain and refill the cooling circuit, follow the procedure given on the Instruction Book.

How to use the descaling compound:

- drain off coolant from cooling system;
- fill the circuit with distilled water and a quantity of descaling compound;
- after a 24-hour operation by covering from 15 to 120 miles (20-200 Km), drain the circuit;
- refill with fresh water and run the engine at about 2000 RPM with the car at rest;
- drain the circuit once more;
- replenish the circuit with the coolant mixture specified in the Technical Bulletin 1.05.153 dated 2/2/1968.

This I.S. cancels and replaces
the I.S. 1.05.166 dated 4/9/1968

Address of suppliers:

ARGENTINA - SUDAMERICANA AUTOMOTORES - BUENOS AIRES
 AUSTRALIA - MURRAY WRIGHT MOTOR - MELBOURNE
 AUSTRIA - FITSCHA - WIEN IV/50
 BELGIUM - S.A.H.R., 14 Avenue Van Eyck - ANVERS
 BRAZIL - ALFA CORSA IMPORTADORA - SAO PAULO
 CALIFORNIA - ALFA ROMEO/Long Beach - LONG BEACH
 CANADA - YANGE STEELES MOTORS - TORONTO
 CANARY ISLANDS - DOMINGO ALONSO - LAS PALMAS
 DENMARK - TRANBERG AS. SOEREN - KOLDING
 FINLAND - SUONEN KONELUKE - HELSINKI
 FRANCE - S.A.H.R., Rue C. Desmoulins, 65 - ISSY-LES-MOULINEAUX (Seine)
 GERMANY - ERNEST-WEYDENSTRASSE 6 - KOLN-POLL
 GREAT BRITAIN - ALFA ROMEO - LONDON S.W. 1
 GREECE - MOTOR HELLAS - ATHENS
 IRELAND - Mc CAIRNO MOTORS - DUBLIN 9
 ITALY - O.R.I., via Zuretti 31 - MILANO
 YUGOSLAVIA - COSMOS - LJUBLJANA
 LOW COUNTRIES - BESSEL-KOK, 58/60 Ruysdaelstraat - AMSTERDAM
 MALTA - MUSCAT - GZIRA
 NEW JERSEY - ALFA ROMEO Inc. - NEWARK
 NORTH AFRICA - S.A.H.R., Rue C. Desmoulins, 65 - ISSY-LES-MOULINEAUX (Seine)
 PORTUGAL - MOCAR - LISBOA
 SOUTH AFRICA - ALFA ROMEO SOUTH AFRICA - JOHANNESBURG TVL
 SPAIN - ALFA ROMEO ESPANOLA - MADRID
 SWEDEN - SALES & WICANDER - STOCKHOLM

Other countries: by AR Service Network Members, e.g. in Sweden: Svenska Renault (auto)
 Woltavägen 17, Bromma/Stockholm.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA 1300, 1600 and 1750 models		24/3/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Front suspension and stub axles		21.69.1.2
		SHEET
		1/1

NOISE FROM "DESMOPAN" WASHERS IN FRONT SUSPENSION ARM

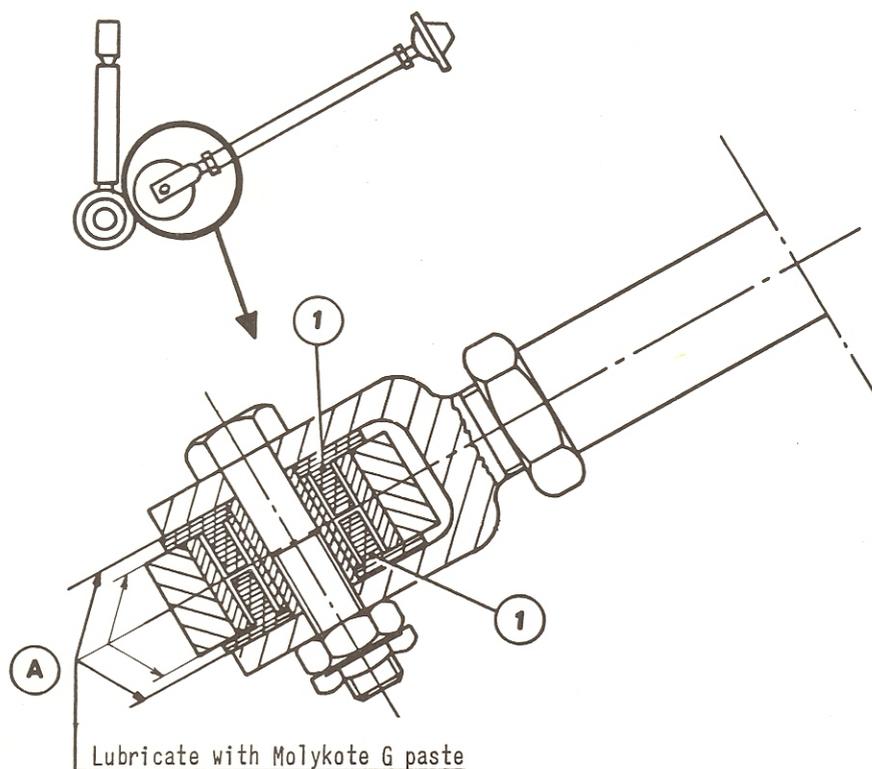
Some squealing noise from front suspensions, due to rubbing of "desmopan" washers against suspension arm yoke, may sometimes be experienced.

To remedy such a trouble, proceed as follows:

- remove the wheel;
- disconnect the suspension arm; see figure
- smear the "desmopan" washers "1" and surfaces "A" with Molykote G paste;
- reconnect the suspension arm;
- reinstall the wheel.

Time required for each suspension: 45 centesimal minutes

Time required for car (2 suspensions): 70 centesimal minutes



This I.S. cancels and replaces
the I.S. 1.05.167 dated 19/9/1968

TYPE OF CAR GIULIETTA GIULIA 1300/1600 up to 1968 model included	 DIREZIONE ASSISTENZA	DATE 1/4/969
UNIT Ignition system and engine electric & indicating devices	<i>Information Sheet</i>	SEQUENT NUMBER 05.69.1.1
		SHEET 1/2

BOSCH STARTING MOTOR

The starting motor, P.N. 105.41.05.030.00, now supersedes the old one P.N. 105.00.05.030.03.

The motors are perfectly interchangeable, the only difference being the number of mounting flange holes.

The third hole in mounting flange of new motor will not be used on installation.

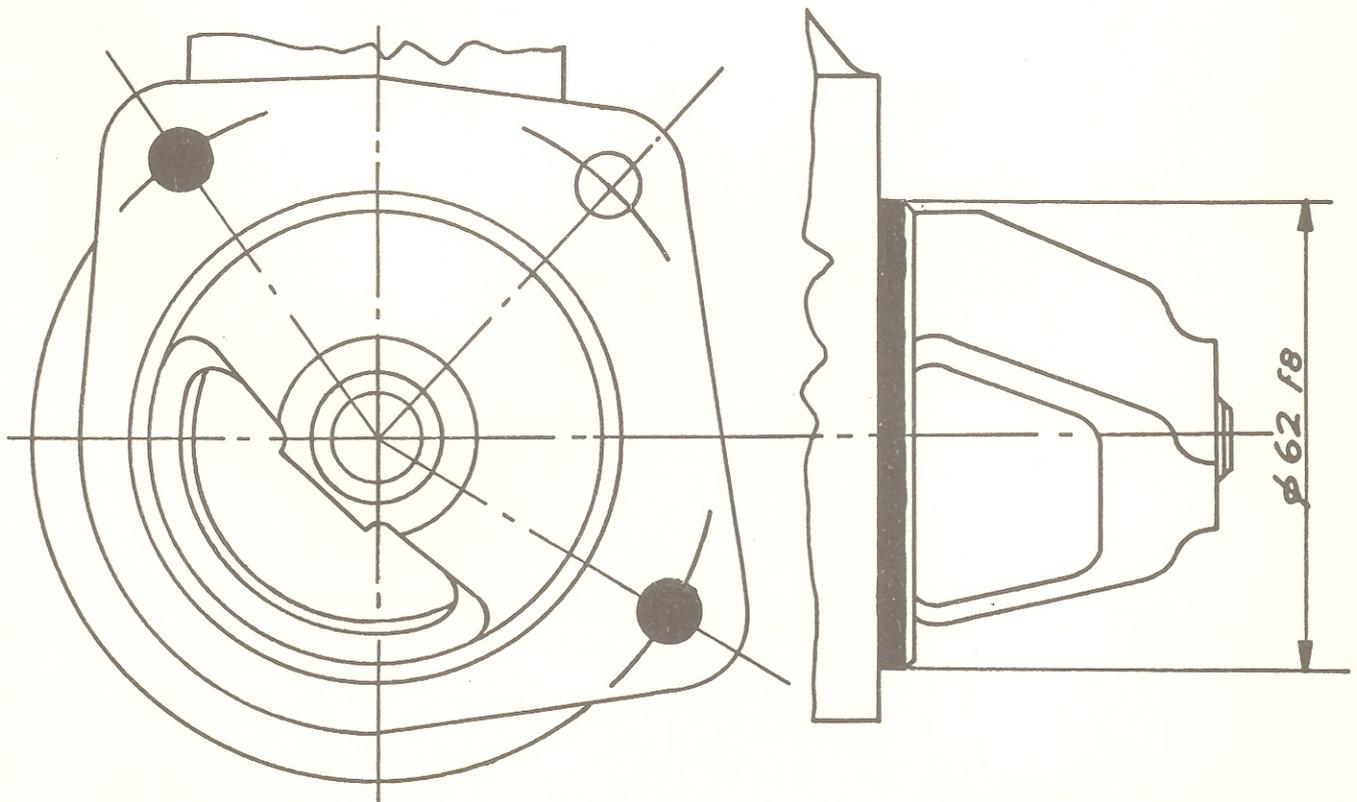
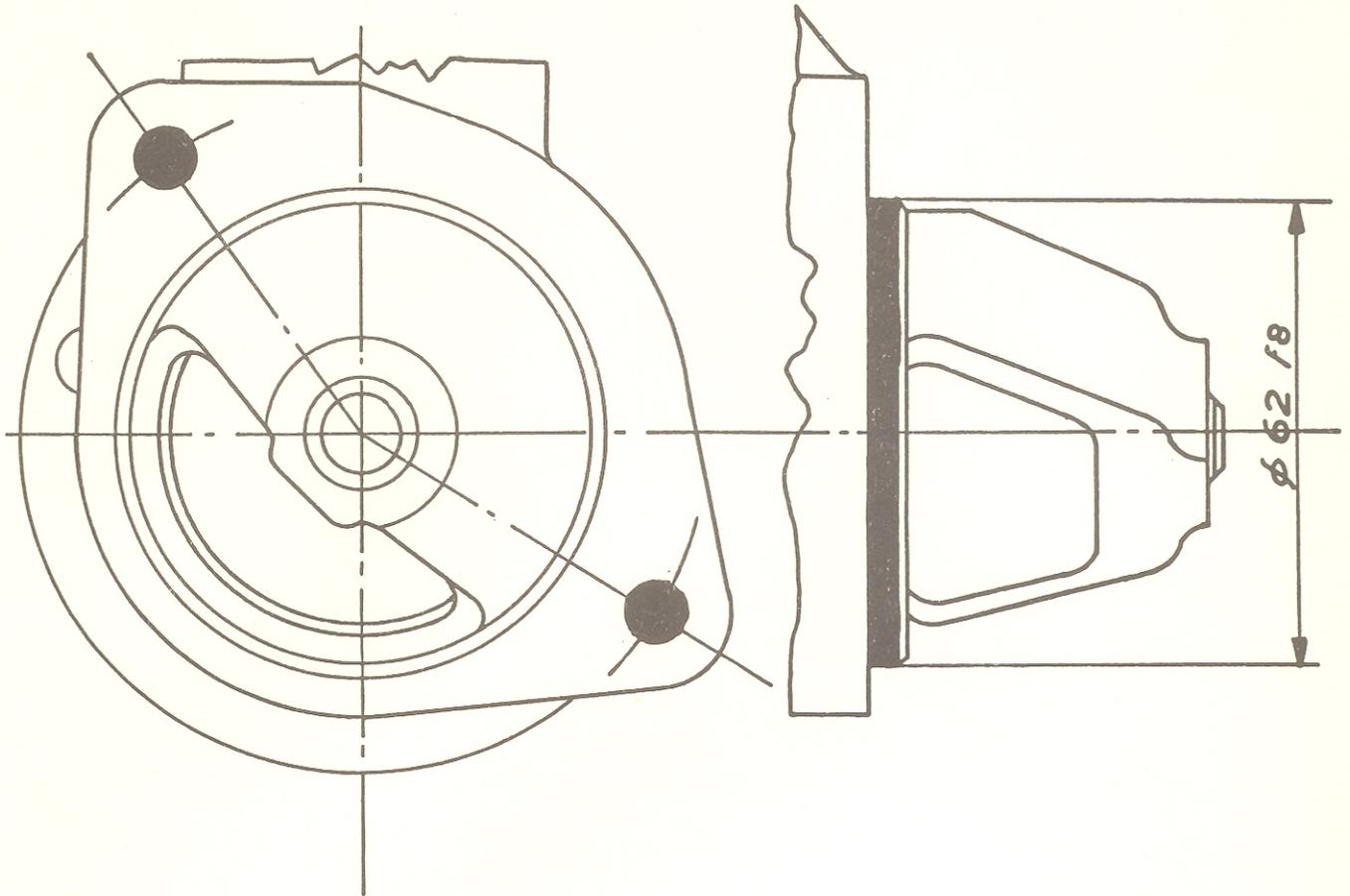
When the 62 mm dia. collar fits properly the seat (see figure), the starting motor will correctly be centered in place.

Parts required:

Starting motor P.N. 105.41.05.030.00

Time required: 75 centesimal minutes

105.00.05.030.03 Deleted



105.41.05.030.00 (supersedes P.N. 105.00.05.030.03)

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 1/4/969
1750 Saloon		SEQUENT NUMBER 01.69.1.2
UNIT	<i>Information Sheet</i>	SHEET 1/2
Cylinder block		

OVERSIZED SEALS AT THE REAR MAIN BEARING

To prevent oil leakage from engine rear side, the seats of the rubber seals in the cylinder block have been made deeper to allow for the installation of longer seals which improve the sealing of joining surfaces between rear main bearing cap and cylinder block. See illustration.

Engines so modified bear the following serial nos.:

33683 through 34542

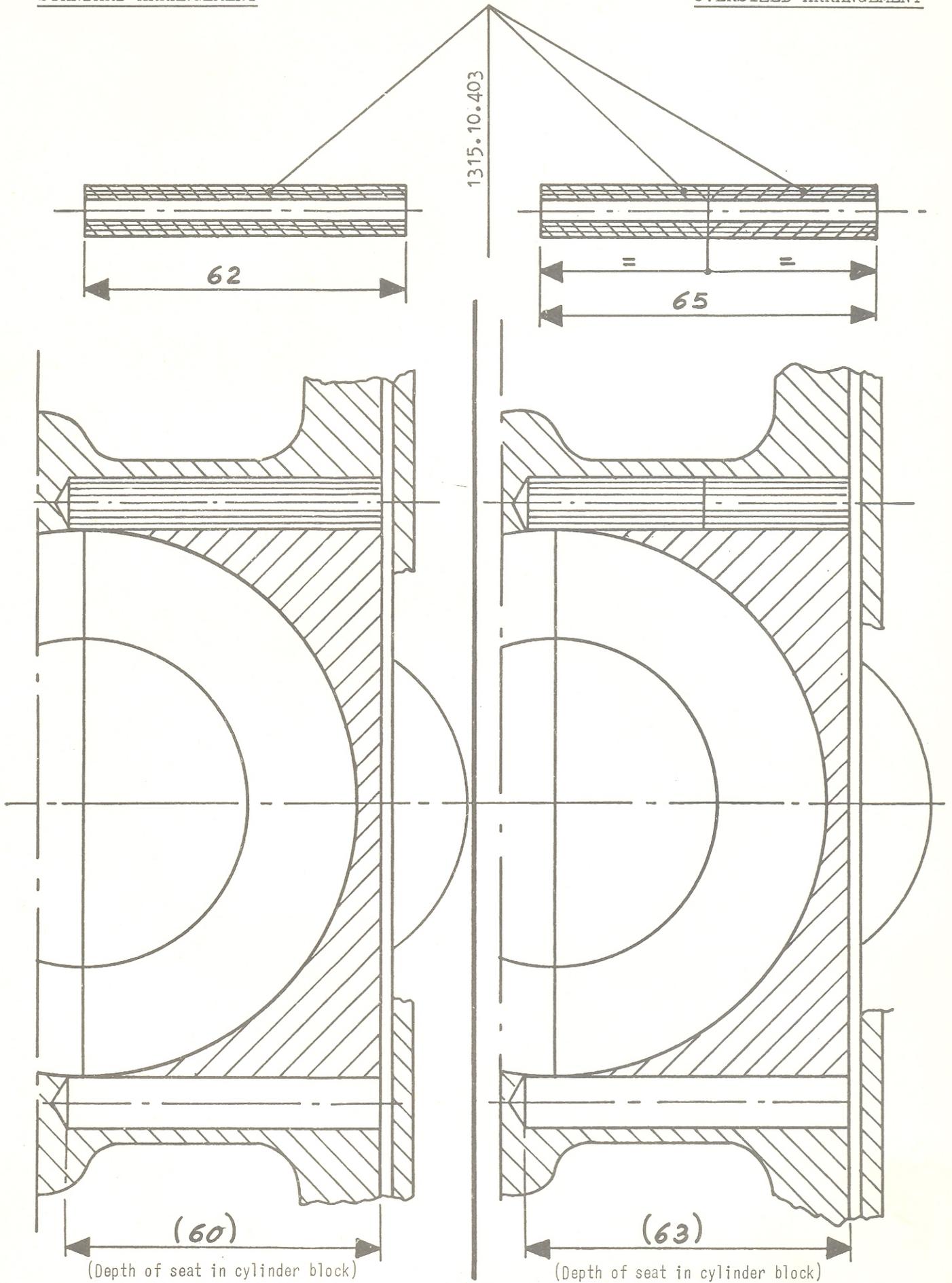
34673 through 34757

If such longer seals need replacement they must be replaced with 65 mm long seals.

A seal of this length can be obtained by putting together two standard seals as shown.

STANDARD ARRANGEMENT

OVERSIZED ARRANGEMENT



TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		11/4/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Lubricating system Applicable also to items 13-17-21-23-25		06.69.1.1
		SHEET
		1/3

To the Service Organisation entitled to use ESSO products

LUBRICANTS AND CLUTCH & BRAKE FLUIDS

The following table lists the lubricants and clutch & brake fluids specified for use on Alfa Romeo cars.

It is essential to use only the specified products

This Information Sheet deletes and supersedes any previous I.S. or literature whatever on the same subject. Similarly the specifications given on labels in the engine compartment of cars or in the owner's manuals are to be considered obsolete unless complying with this Information Sheet.

WARNING: In Countries where the recommended lubricants are not available it is possible to replace them with products of other leading makes provided that in accordance with SAE (Society of Automotive Engineers) - API (American Petroleum Institute) - NLGI (National Lubricating Grease Institute) specifications and grades as given under the heading Classification.

This I.S. cancels and replaces
the I.S. 06.68.4.1 dated 26/11/968

These instructions are valid only
for countries mentioned on page 3

LUBRICANTS

P A R T		SPECIFIED PRODUCT	CLASSIFICATION
ENGINE	All models	AGIP F.1 Supermotoroil Multigrade 20 W/40 SHELL Super Motoroil "100" ESSO Uniflo Motor Oil	SAE 20 W/40 SAE 20 W/50 API MS
	For 1300 - 1600 - 2000 & 2600 only	SHELL X 100 Multigrade 20 W/40	
GEAR BOX	Giulia 1300 Giulia 1300 t.i. } model 68 Giulia Super } G.T. 1300 Junior } from 1st car Spider 1300 Junior } G.T.A. 1300 } 1750 all models } Other Giulia models (105 type) as specified on the red transfer on gearbox	AGIP F.1 Rotra Hypoid SAE 90 SHELL Spirax 90 EP ESSO Gear Oil GX 90	SAE 90 API EP
	Giulietta & 1600 (101 type) 2000 (102 type) 2600 (106 type) Giulia T.I. floor shift Giulia Sprint G.T. Other Giulia models (105 type) as specified on the yellow transfer on gearbox	AGIP F.1 Rotra SAE 90 SHELL Dentax 90	SAE 90
Steering box & differential		AGIP F.1 Rotra Hypoid SAE 90 SHELL Spirax 90 EP	SAE 90 API EP
Ball joints and pivot pins of } front suspension } If applicable Steering linkage joints } Rear axle reaction triangle ball joint Propeller shaft U-joints and sliding yoke		AGIP F.1 Grease 15 SHELL Retinax G	NLGI 1
Front wheel bearings		AGIP F.1 Grease 33 FD SHELL Retinax AX	NLGI 2/3

CLUTCH & BRAKE HYDRAULIC SYSTEM

Drum brake hydraulic fluid		AGIP F.1 Brake Fluid SHELL Donax B 70 R 3 (red)	SAE 70 R 3
Disc brake hydraulic fluid	Girling Dunlop	Castrol Girling Brake Fluid Amber	
	ATE	ATE Blau H	
Clutch hydraulic fluid	2000	AGIP F.1 Brake Fluid SHELL Donax B 70 R 3 (red)	SAE 70 R 3
	1750 all models	ATE Blau H	
	2600	Castrol Girling Brake Fluid Amber	

AFRICA

Angola
South Africa (Sud Africa)

AMERICA

Argentina
Brazil (Brasile)
Canada
Colombia
Equador
El Salvador
Guadelupe (Guadalupa)
Guatemala
Mexico (Messico)
Jamaica (Giamaica)
Paraguay
Perù
Rep. Domenicana
Rep. Panama
Uruguay
U.S.A. (Stati Uniti)

ASIA

Aden
Bahrain
Camboge (Cambogia)
Cyprus (Cipro)
Giordania
Hong Kong
Iran
Israel (Israele)
Japan (Giappone)
Liban (Libano)
Malaya
Pakistan
Rep. of. China (Cina)
Thailand (Tailandia)

EUROPA

Balgarija (Bulgaria)
Belgique - Luxembourg (Belgio-Lussemburgo)
Denmark (Danimarca)
Deutschland (Germania)
Eire (Irlanda)
France (Francia)
Gibraltar (Gibilterra)
Great Britain (Gran Bretagna)
Hellas (Grecia)
Jugoslaviya
Malte (Malta)
Nederland (Olanda)
Portugal (Portogallo)
Suomi (Finlandia)
Sverige (Svezia)

OCEANIA

Australia
New Guinea (Nuova Guinea)
New Zealand (Nuova Zelanda)
Tahiti

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE 20/5/1969
Saloon and coupe		SEQUENT NUMBER 54.69.2.1
UNIT	<i>Technical bulletin</i>	SHEET 1/1
Frame		

LOAD ON CAR'S ROOF

While it is understood that the car weight at full load cannot exceed the specified value, a load of 80 Kg (176 lbs) may be placed on the roof.

A suitable rack must be used to transfer the load to the car frame and should be so installed that it rests on the roof just over the gutters.

The surfaces of the load should be as limited as possible, especially the vertical ones, to keep to a minimum the drag and the particularly dangerous side thrust of wind.

TYPE OF CAR 1750 } 1600 } model 69 1300 } twin carburettor	 DIREZIONE ASSISTENZA	DATE 26/6/1969
UNIT Air induction	<i>Information Sheet</i>	SEQUENT NUMBER 08.69.2.1
		SHEET 1/1

AIR INTAKE

In the event the screws attaching the supporting strut to the air intake body have become slackened, smear them with the compound STALOK 400 (blue colour) or equivalent and retighten securely.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
GIULIA and 1750		26/6/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Front wheels		21.69.2.1
		SHEET
		1/2

FRONT WHEEL BEARING INSTALLATION

Bearing pre-loading

Proceed as follows:

- 1) Lubricate the stub axle threads;
- 2) Pre-load the bearings by applying a torque of 2 - 2.5 Kgm (14.5 - 18 lb-ft);
- 3) Rotate the hub so pre-loaded to prevent the rollers from brinelling the races;
- 4) Slacken the castellated nut, then again apply torque up to 0.5 - 1 Kgm (3.5 - 7 lb-ft);
- 5) Back up (anticlockwise) the nut by a quarter turn and insert the split pin;

N o t e

If the nut slot and the hole in the axle are not aligned, screw in the nut of the minimum required to line up the hole and the next slot.

Tap one or twice on the stub axle end to settle the bearings;

- 6) Make sure the bearing retainer plate is not blocked.

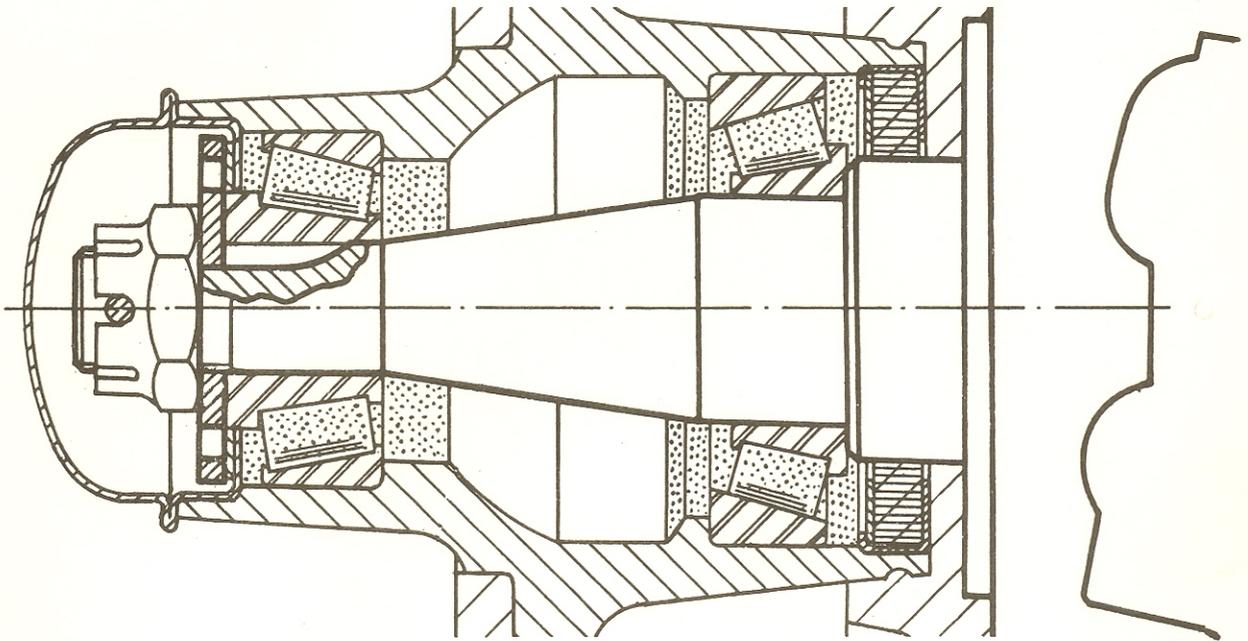
This I.S. cancels and replaces
the I.S. 1.05.030 dated 21/10/1963

Lubrication

Pack the bearing with grease as shown in the figure. The quantity of grease needed is about 75 grams. Never exceed this amount or the grease will ooze out of the bearing.

Refer to the I.S. no. 06.68.4.1 for lubrication specification

Time required for each wheel: 35 centesimal minutes



 Grease here

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
All models		26/6/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Wheels & Tyres		28.69.2.1
		SHEET
		1/1

WHEEL RIMS

To check the wheel rim run out proceed as shown in the illustration.

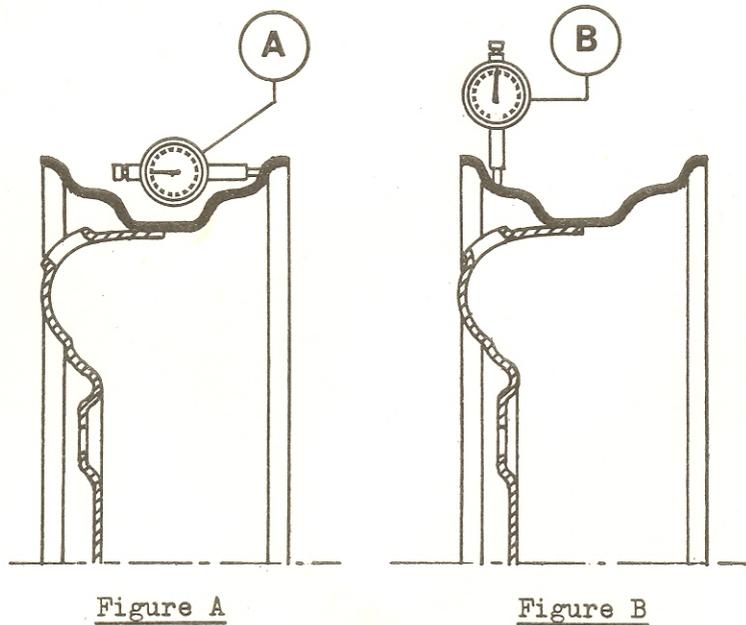
The maximum allowable values are the following:

- wobble in bead area {
 - for steel rims: 1 mm
 - for aluminium rims: 1.5 mm

See figure A

- eccentricity in bead area {
 - for steel rims: 1 mm
 - for aluminium rims: 1.5 mm

See figure B



TYPE OF CAR 1750 GT Vel. - GT Vel. R.H.D. Berlina - Berlina R.H.D. Berlina U.S.A. - GT U.S.A.	 DIREZIONE ASSISTENZA	DATE 29/7/1969
UNIT Cooling system	<i>Information Sheet</i>	SEQUENT NUMBER 07.69.3.1
		SHEET 1/1

R A D I A T O R

Installation modification

Replacement of the radiator, P.N. 105.48.31.041.01 marked 9 A / 9 B for the previous one P.N. 105.48.31.041.00 marked 8 N.

Cause

Interference at the radiator lower union.

Remedy

Hammer the lower pan to widen the already existing recess in which the lower union is housed.

Parts required

Radiator P.N. 105.48.31.041.01 marked 9 A or 9 B.

Time required

125 centesimal minutes.

TYPE OF CAR	<i>Alfa Romeo</i> DIREZIONE ASSISTENZA	DATE
GIULIA and 1750		28/7/1969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Front wheels		21.69.3.1
		SHEET
		1/2

FRONT WHEEL BEARING INSTALLATION

Procedure:

- 1) Lubricate the stub axle threads;
- 2) Pre-load the bearings by applying a torque of 2 - 2.5 Kgm (14.5 - 18 lb-ft) to the castellated nut; at the same time rotate the hub to prevent the rollers from brinelling the races;
- 3) Slacken the castellated nut, then again apply torque up to 0.5 - 1 Kgm (3.5 - 7 lb-ft);
- 4) Back up (anticlockwise) the nut by a quarter turn and insert the split pin; tap one or twice on the stub axle end to settle the bearings;

N o t e

If the nut slot and the hole in the axle are not aligned, screw in the nut of the minimum required to line up the hole and the next slot.

- 5) Make sure the bearing retainer plate is not blocked, by inserting the tip of a screw driver in the plate holes; the plate should be easily rotated.

W A R N I N G

If the plate is blocked, unscrew the nut by one slot and tap again on the stub axle end.

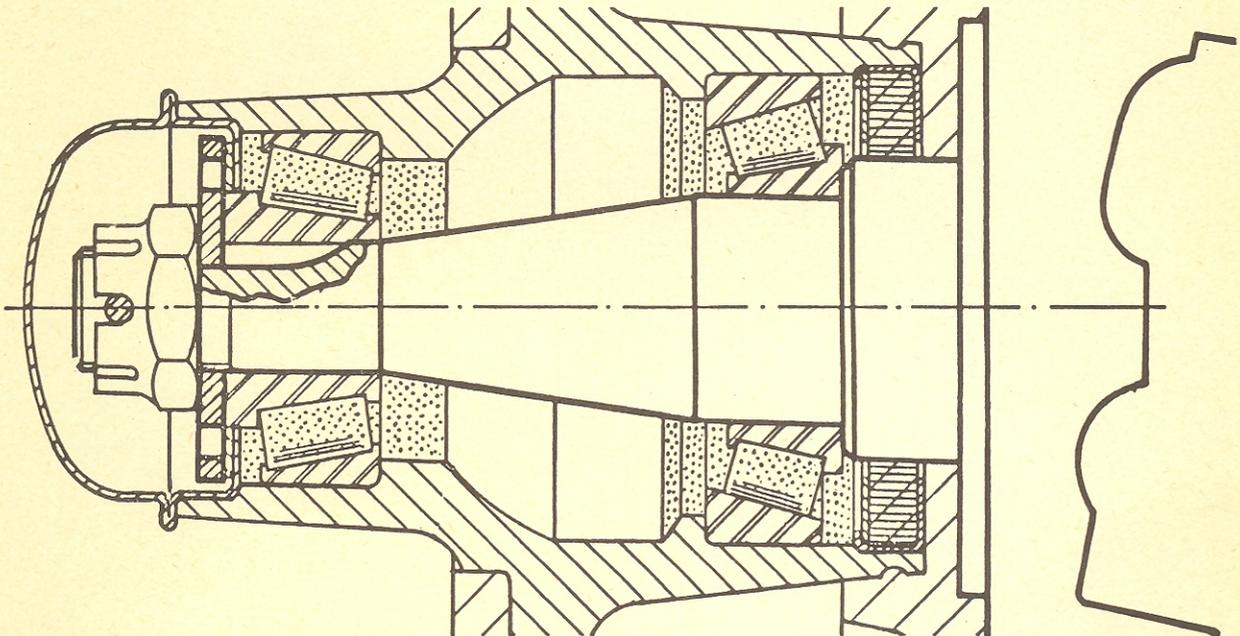
This I.S. cancels and replaces
the I.S. 21.69.2.1 dated 26/6/1969

Lubrication

Pack the bearing with grease as shown in the figure. The quantity of grease needed is about 75 grams. Never exceed this amount or the grease will ooze out of the bearing.

Refer to the I.S. no. 06.68.4.1 for lubrication specification

Time required for each wheel: 35 centesimal minutes



Grease here

TYPE OF CAR 1750	 DIREZIONE ASSISTENZA	DATE 29/7/1969
UNIT Fuel feed		SEQUENT NUMBER 04.69.3.1
<i>Technical bulletin</i>		SHEET 1/1

TWIN WEBER CARBURETTORS

These carburettors come now with idle mixture adjusting screws having specially designed needle tip which allows to get a very accurate metering at idle speed.

As a consequence of that, great care should be taken during the idle adjustment to prevent the breakage of the needle tip when screwing fully in the idle screw.

TYPE OF CAR GIULIA 1300 TI GIULIA Super 1750 Berlina	 DIREZIONE ASSISTENZA	DATE 29/7/1969
UNIT D o o r s	<i>Information Sheet</i>	SEQUENT NUMBER 55.69.3.1
		SHEET 1/1

DOOR HINGES ON SALOON MODELS

Trouble

Excessive play and warping of door hinge pins.

Cause

Straining, even by hand only, on alignment of doors.

Remedy

To align doors, act exclusively on the adjustable hinges by regulating their position.

Time required (one door only)

25 centesimal minutes.

TYPE OF CAR	 DIREZIONE ASSISTENZA	DATE
1750		1/8/969
UNIT	<i>Information Sheet</i>	SEQUENT NUMBER
Clutch		12.69.3.2
		SHEET
		1/2

ADJUSTMENT OF CLUTCH WITH AUTOMATIC CLEARANCE TAKE UP

A modified clutch has recently been introduced; it differs from the previous one in that the throwout bearing is constantly resting against the clutch diaphragm spring.

The advantages offered by such a design are:

- no clearance between throwout bearing and clutch spring and less load to be applied on the pedal;
- no more regular adjustment of clearance.

However, if any trouble is experienced with this type of clutch:

- check that, when the clutch pedal is depressed fully, the slave cylinder push rod moves through a total travel of 11 - 12 mm (.43 - .47").
- Take readings over the cylinder itself as shown. If the above said travel requires adjustment, act on the stop screw shown in the figure.

Warning

Check that the clutch pedal in at rest position is back off the brake pedal by about:

18 mm (.71") for L.H.D.
12 mm (.47") for R.H.D.

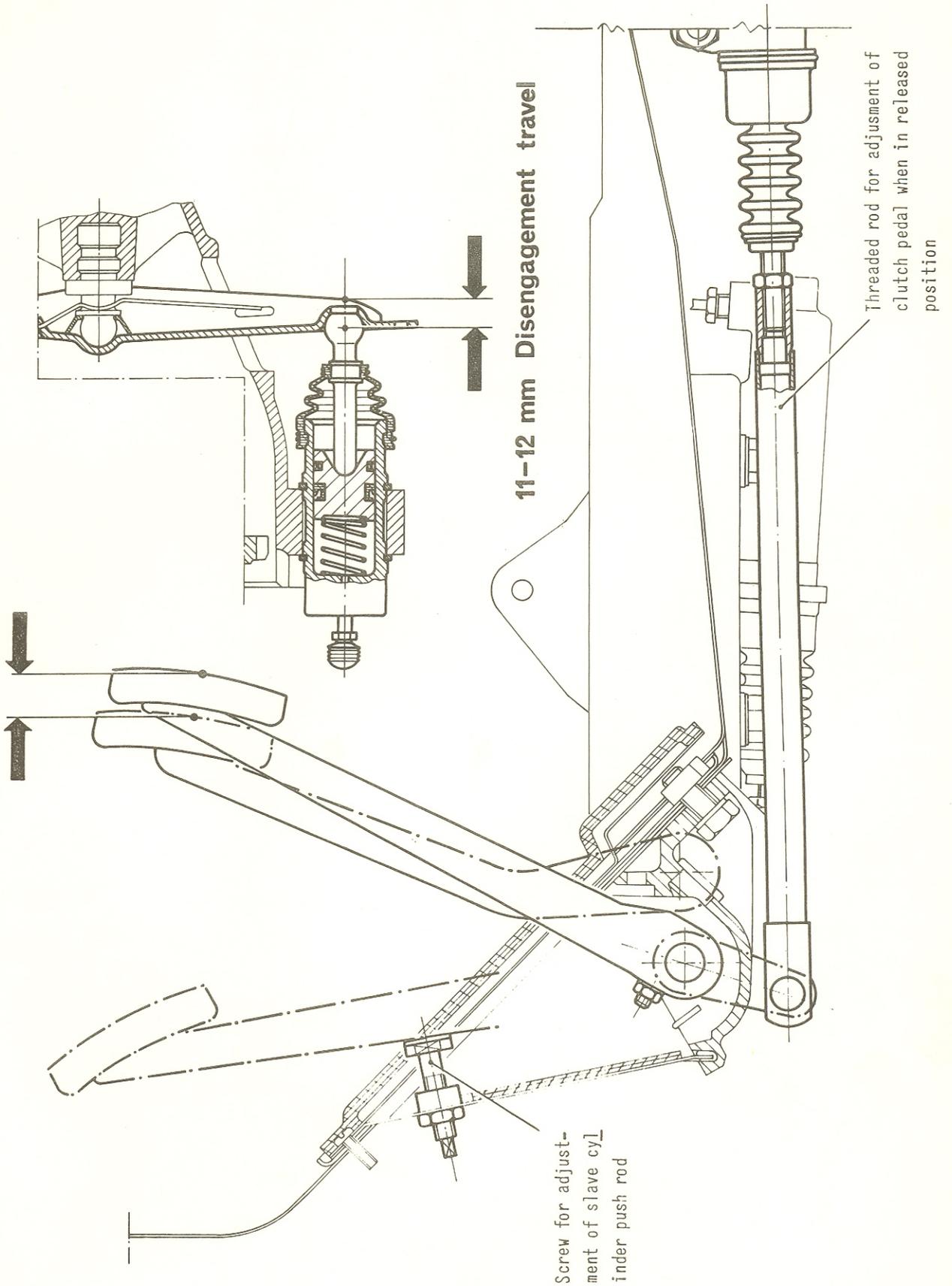
If adjustment is needed, act on the threaded rod. See figure.

Important note

As for the previous type of clutch, it is recommended that the attention of the Owners be drawn to the importance of not resting the foot on the clutch pedal except when actually shifting gears.

This Information Sheet supplements the I.S. no. 12.69.3.1 dated 9/7/69 which now applies only to clutch without automatic clearance take up

mm 18 (.71") for L.H.D.
mm 12 (.47") for R.H.D.



TYPE OF CAR 1300 - 1600 - 1750 with handbrake lever between front seats	 DIREZIONE ASSISTENZA	DATE 29/8/1969
UNIT Hand operated controls	<i>Information Sheet</i>	SEQUENT NUMBER 42.69.3.1
		SHEET 1/1

H A N D B R A K E

In order to reduce the effort when applying the handbrake, the following modification has been introduced:

- replacement of the handbrake cable with an improved one.

Parts required:

Cable P.N. 105.30.42.030.03 for:

- | | |
|--------------------------------|--------------|
| - Giulia GT 1300 Junior | - quantity 1 |
| - Giulia GT 1300 Junior R.H.D. | - quantity 1 |
| - 1750 GT Veloce | - quantity 1 |
| - 1750 GT Veloce R.H.D. | - quantity 1 |
| - 1750 GT Veloce U.S.A. | - quantity 1 |

Cable P.N. 105.48.42.030.03 for:

- | | |
|-----------------------|--------------|
| - 1750 Berlina | - quantity 1 |
| - 1750 Berlina R.H.D. | - quantity 1 |
| - 1750 Berlina U.S.A. | - quantity 1 |

Time required: 50 centesimal minutes