

Alfa Sud



Alfa Romeo

The new Alfasud has a striking personality, with modern functional styling, clean lines and a racy appearance enhanced by sports car trim, aggressive contours, and compact but rakish body with its shelved front and rear ends.

At the same time comfort is accented by exquisite appointments, extraordinary roominess, and the completeness of instruments and controls that are smart looking as well as functional.

A sports car outside, like an aggressive

coupé; classical inside, like a deluxe saloon. Featuring slim lines and great driving safety, toughness and brilliant performance, it fully satisfies a market that tends more and more to look for sports features in a car that retains the comfort of a family auto. Alfasud is giving the motoring public a new automobile concept for the 1980's based on an 'ideal' model designed for a harmonious balance between performance, engine size and price.



Alfasud: a long-term investment

The Alfasud engine is the opposed piston type. Alternating centrifugal forces balance out for smooth effortless running.

The 5-speed gearbox and excellent resilience of the engine make it easy to drive with low engine speeds so that all moving parts work less, wear less and last longer.

Inspection and repairs are easy and

fast because all working parts are readily accessible. Many adjustments are made with automatic tools, such as clutch adjustment, brake pad take-up, and air entering the filter.

Beyond the full painting sequence including phosphatizing, chromic passivation, electrophoresis, primer and enamel, an exclusive Alfa Romeo treatment plan using special protective procedures is applied to conquer corrosion which, today, is aggravated by polluted air and salt spread on streets and roads in wintertime.

The sheet metal used in manufacturing many structural parts that are particularly exposed to oxidation is a new type: Zincrometal, coated with special zinc- and resin base paints.

The entire underbody and box-type frame parts are lined with blown-in wax-like and wax-bitumen compounds with fully automated methods.



Alfasud: a powerful but frugal engine

The Alfasud with 1,500 cc engine exceeds 165 kmh and does the kilometre from a dead stop in 33.1 seconds. But fuel consumption is only 6.4 litres per 100 km at the constant speed of 90 km per hour. Fuel saving is also helped by the 5-speed gearbox, twin carburettor, and high torque at low and medium engine speed. Torque is 12.3 kgm DIN at 3,500 rpm, the engine speed typically

used in town or on curving roads. It's in this type of driving requiring frequent gear changing, that the engine brings out its best with power to spare, with less need to change gear speed, and this is translated into large fuel economies. Maintenance costs are also greatly reduced, with only 3.6 kg of oil every 10 000 kilometres and no greasing. The time and expense of inspection and maintenance are greatly reduced due to the excellent accessibility of all parts that might require attention.





Alfasud: real comfort for driver and passengers

The Alfasud is big, one of the most commodious 5-seaters, and the one with perhaps the biggest boot. The driver is always in the proper driving posture. The steering wheel is adjustable in height, a unique feature for a car in this engine size. Adjustment is very simple with a knob to release the 6-position lock that gives a total range of 4.5 cm. The wrap-around front seat



with side padding on the back effectively holds the driver's body in place in fast curves; it has front, back and tilt adjustment. But a car is not complete without a boot big enough for long trips. The capacity of the Alfasud boot is .4 cubic metres. In addition, behind the centre armrest, by lowering a panel, an opening appears leading into the boot and through which skis can be inserted. All electrical controls are operated with two levers without removing the hands

from the wheel. One lever controls lights and light signalling while the other controls the hooter, the windscreen wiper, windscreen washer, and 2-speed blower. The instrument panel gives the driver all the information he needs for safe driving. ☐ Speedometer with warning lights for driving beam, turn indicators, and running lights. ☐ Warning lights for oil pressure, brake fluid level, generator and water temperature.

☐ Electronic tachometer with fuel level indicator and reserve fuel warning light. ☐ Switches with incorporated warning light for the thermal rear window, automatic all-around blinking system, and rear fog light. ☐ Choke indicator light. ☐ Digital quartz clock. Car climate control is supplied by two separate circuits and controlled by three levers, two for adjusting the mixture of hot and cold air, and the third for directing the air upward or downward.



Technical characteristics

	Alfasud 1.3	Alfasud 1.5
5-speed	5-speed	5-speed
Cylinders	4 opposed	4 opposed
Bore mm	80	84
Stroke mm	67.2	67.2
Cubic capacity cc	1350	1490
Power kW/rad/sec	58.1/628	62.5/606
HP DIN/rpm	79/6000	85/5800
Max Torque Nm/rad/sec	110.8/366	120.6/366
Max Torque kgm DIN/rpm	11.3/3500	12.3/3500
Front track mm (ins)	1392 (54.8)	1392 (54.8)
Rear track mm (ins)	1359 (53.5)	1359 (53.5)
Max length mm (ins)	3995 (157.3)	3995 (157.3)
Max width mm (ins)	1590 (62.6)	1590 (62.6)
Max height unladen mm (ins)	1370 (53.9)	1370 (53.9)
Weight in running order kg (lbs)	870 (1918)	870 (1918)
Max speed km/h (mph)	160 (99)	165 (103)
Tyres	165/70 SR x 13	165/70 SR x 13
Number of seats	5	5
Electrical system Volt	12	12
Tank capacity litres (imp galls)	50 (11)	50 (11)

Carburation: 1 twin inverted carburettor.

Valve operation: Side-by-side valve-in head controlled directly by 1 camshaft in each head acting through oil bath cups. Stellite inserts in contact area of exhaust valves.

Ignition: Lodge-Spica plugs.

Electrical system: Alternator.

Cooling system: Water radiator and thermostat-controlled electric fan.

Clutch: Single dry plate with progressive damper. Diaphragm spring. Hydraulic operation.

Gearbox: 5-speed plus reverse with synchronizers. Floor mounted gear lever. Hypoid bevel gear pair.

Front suspension: McPherson indepen-

dent front wheel suspension with lower arm and struts, vertical telescopic guide, antiroll stabilizer bar. Flexible element consisting of helical springs coaxial with the telescopic guide. Double-action degressive shock absorbers.

Rear suspension: Rigid axle guided lengthwise by two struts on each side in a Watt's parallelogram arrangement and crosswise by a Panhard bar. Double action degressive shock absorbers.

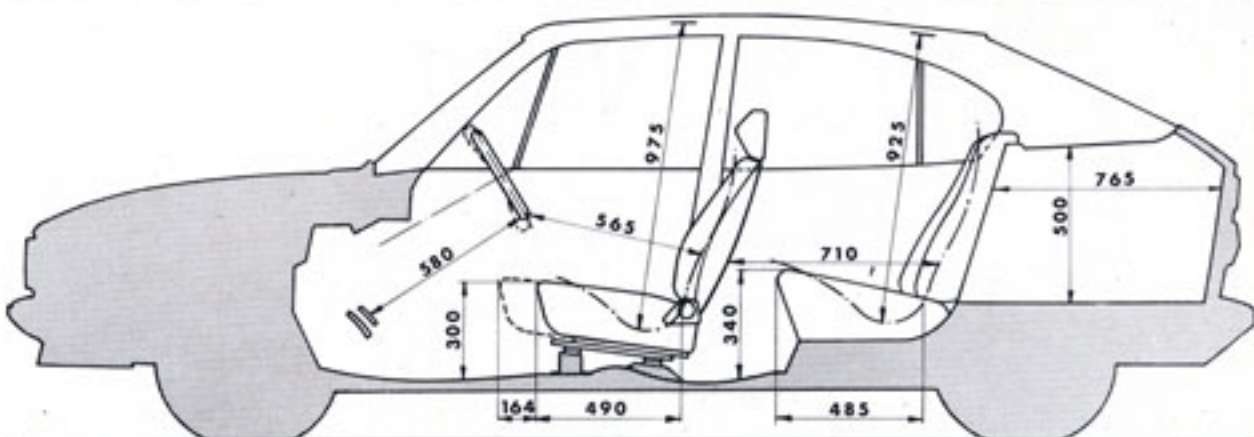
Steering: Rack type. Two-piece steering column with flexible section and universal joints.

Brakes: Disk brakes on all four wheels, double circuit and braking power regulator on rear wheels. Vacuum brake boo-

ster. Separate handbrake acting on the same front pads as the driving brake.

Fuel consumption of Alfesud 1.5: 6.4 litres per 100 km (44.2 miles per gallon) at a constant speed of 90 kph (56 mph); 8.7 litres per 100 km (32.4 mpg) at a constant speed of 120 kph (75 mph) and 11.3 litres (24.9 mpg) on a simulated urban cycle.

Consumption figures of the 1.3 model: 6.7 litres (42.2 mpg) at 90 kph, 8.9 litres (31.1 mpg) at 120 kph and 11.6 litres (24.3 mpg) on urban cycle.



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