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INSTALLING 1750/2000 ENGINE AND TRANSMISSION INTO A 750 OR 101 CHASSIS ALFA.

In addition to engine and transmission you will need:

- For 101 chassis car, use Centerline Mount EM502
- For 750 chassis car, use Centerline Mount EM504
- To use a 1750/2000-clutch assembly, use Centerline Clutch Bearing Adapter CP501. A 1300/1600 flywheel will bolt to a 1750. A 1600 clutch can be used.
- 101-1300 or 1600 transmission input-shaft
- 101-1300 or 1600 bell housing
The 1750/2000 input-shaft will not seal to a 1600 bell housing and a 1750/2000-bell housing will not fit into a Giulietta. Use Centerline seal OS404 to use a 1750/200 input shaft with a 101-bell housing.
- 1750 flywheel machined to accept a 105 teeth 101-1300 or 1600 starter ring-gear. A 1750 or 1600 Bosch starter motor can be used. A 1600 flywheel, ring-gear, and clutch can be used with a stock 1750 engine. For a 2000 engine, the larger clutch must be used. This will require machining the 2000 flywheel as above. A 1300 flywheel is lighter than a 1600 flywheel. Either will bolt onto a 1750.
- Engine-to-transmission spacer is matched to the bell housing used. If you use a 1300/1600 bell housing, use the thick Giulietta spacer. 1750/2000 bell housings use a thin sheet-metal spacer. This rule applies to 105 chassis' as well.
- Giulia Spider 5-speed rear transmission cross-member, OR
- A 101 split-case 4-speed rear transmission housing can be bolted onto a 105/115 5-speed. Then you can use the 101 transmission 4-speed cross-member. The 5th-gear lockout on the 4-speed rear housing will have to be removed by grinding. See below for more information.

To install a 5-speed into a 750 You Will Need:

- 5-speed transmission
- 101 or 105 bell housing-to-engine spacer (approx. 1/8" thick)
- 101 front drive shaft half. Or you can shorten a 750 drive shaft.
- A 101 Giulia 1600 5-speed cross-member will bolt to the 2000 5-speed, OR
- 101 1300 cross-member with a 101 4-speed rear transmission case. The 5th-gear lockout on the 4-speed rear housing will have to be removed by grinding.
- 101 bell-crank for clutch linkage. 750 may be able to be modified.
- 101 clutch-linkage rod. This could be made if you have a sample to copy.
- 101/105 105-tooth flywheel ring gear. This will fit a 750 flywheel.
- 101 Bosch starter motor. 750's were Lucas or Marelli. 105 starters will work, but you may have to modify the throttle linkage to go around the solenoid.
- 101 shift-lever cowl. A new hole will have to be cut into the 750 transmission tunnel for the 5-speed shift lever. A 101 shift-lever cowl and carpet will make it look correct.
- New Centerline TM725 or TM728 transmission mount.

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To Convert 4 speed split case into 5 speed You will need:

- 5 speed transmission
- 4 speed transmission
- Use the 4-speed rear housing with the 5-speed case/gear cluster
- Grind the 5th gear lockout peg off of the 4-speed rear housing.
- Use 5 speed bearings TB623 and TB630 (See Centerline Catalog)
- Remove enough metal from the reverse fork so it clears the aluminum case.
- Use the 5-speed flex coupling output flange.
- Use the 4-speed speedometer drive gear and housing which bolts to outside of rear transmission cover
- Use the 4-speed speedometer drive gear off of the old 4-speed flex coupling output flange. Press this gear onto the 5-speed flange that is to be installed onto the new transmission.
- Remove the 5th/reverse lockout arm off of the 4-speed rear transmission case, as well as the adjustable lock out pin.
- Use the plate with the reverse lockout from the 5-speed rear transmission case and install it into the 4-speed rear case being used on the new transmission.

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