

BILSTEIN®

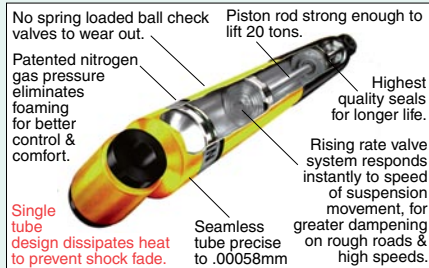
Lifetime
Warranty!

SHOCK ABSORBERS

FOR ALFA ROMEO

Bilstein introduced the first monotube gas pressure shock absorber over 30 years ago, and has stayed ahead of the competition ever since. And with fewer moving parts and closer manufacturing tolerances than conventional shocks, Bilsteins maintain their original damping characteristics far longer. *Cannot be shipped by air.*

Why Bilstein offers a lifetime warranty:



Model	Item No.	Price Each
1600, 1750, 2000 Berlina, GTV, Spider, all 1966-94	front 30772 rear 30773	\$112.00
Alfetta Sedan, GT, GTV6	front 30770 rear 30771	112.00
Milano, all	front 30774* rear 30775§	112.00

* Does not incl. bushings. Order one #34036 (\$1.85) and one #34037 (\$1.85) per shock.

§ 5-speed only; does not incl. bushings. Order two #34036 (\$1.85 ea.) and two #34037 (\$1.85 ea.) per shock.

PERFORMANCE STRUTS

FOR ALFA ROMEO 164

Long an original equipment supplier for Alfa Romeo, Sachs-Boge now offers these performance struts from their line of sport suspension products. For 1991-95 Base, L & LS models only.

Front #30826, **\$235.00 each**
Rear #30827, **\$235.00 each**



**SACHS
BOGE**

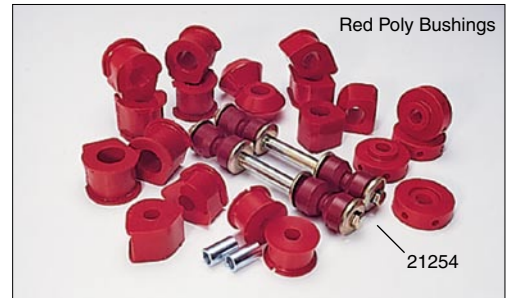
If you don't find a part in the catalog,
please call or visit:
www.international-auto.com

PERFORMANCE POLYURETHANE BUSHINGS

They're the best handling improvement for your buck!

Get better handling precision and cornering power by replacing your old rubber suspension bushings with our high-performance polyurethane pieces. Stock rubber bushings (even before they're worn out) allow excessive deflection of the control arms and rear axles. This means every bump in the road changes your tire angles—not desirable in the middle of a corner. Poly bushings keep the suspension much closer to ideal angles. Poly sway bar bushings reduce body roll, like going to a slightly bigger sway bar (see Tech Tip below). We carry two types of poly bushing: our Australian-made Red bushings, and the British-made Powerflex brand (yellow or blue). To identify where on your car each bushing fits, find the IAP stock bushing number in the diagrams on pages 50-52.

Numbers in parentheses below indicate (number required/number supplied).



ALFA ROMEO

Giulia 1600, Duetto, all; GTV 1969-74;

Spider, 1750 & 2000 Spider, 1969-94

Front upper control arm caster bushing, 1978-94 (2/2)
Front upper control arms, inner bushings (2/2)
Front swaybar center bushing, 1600 & Jr. 1965-68 (2/2)
Rear trailing arm, front bushing, 1750/2000 (2/2)
Rear trailing arm, front bushing, 1750/2000 (2/2)
Rear trailing arms, rear bushings (2/2)
Rear Trunnion-to-axle bushing, all (2/2)
Rear swaybar center bush., 1750/2000 stock 1/2" bar (2/1)
Rear swaybar center bushing for IAP bar 5/8" diam. (2/1)

Alfetta, GTV 6, Milano, 1975-on

Front upper caster rod, front & rear (4/4)
Front upper control arms, inner bushings (2/2)
Front swaybar center bushing 20mm, Alfetta/GTV6 (2/2)
Front swaybar center bushing 22mm, Milano (2/2)
Front swaybar center bushing 24mm, Milano (2/2)
Watts link rod (4/4)
Watts link center bushing (1/1)
Rear swaybar end link kit, incl. distance pcs., GTV6 (2/2)

164 (all)

Front lower control arms, front bushings (2/2)

Front lower control arms, rear bushings (2/2)

Front sway bar end link bushings (4/4)
Upper torque rod bushing at body (large) (1/1)*
Upper torque rod bushing at head (small) (1/1)*
Rear trailing arms, bushings at hub (2/2)
Rear trailing arms, bushings at chassis (2/2)

FIAT, PININFARINA

124 Coupe, Spider, 2000 Spider, 1966-85

Swaybar center bushing for stock bar (2/2) §
Swaybar center bushing for 5/8" aftermarket bar (2/2)
Swaybar center bushing for 7/8" aftermarket bar (2/2)
Swaybar center bushing for 1" aftermarket bar (2/2)
Rear swaybar end link bushing (8/8)

Red Poly or PowerFlex	Poly Item No.	Poly Price	Replaces Stock Bushing IAP No.
Red	34014	\$24.50	61015
PFlex	34047	43.95	91017
Red	34015	14.75	—
Red	34017	36.75	91027
PFlex	34049	57.50	91027
PFlex	34051	55.50	91028
Red	34016	14.25	91029
Red	34025	14.25	91023
Red	34024	13.25	—
Red	34018	\$20.25	91000
PFlex	34052	43.50	910029
Red	34026	12.25	91041
Red	34028	12.50	—
Red	34027	11.95	34001
PFlex	34054	66.50	91009
PFlex	34055	23.50	91010
Red	21254	31.50	—
PFlex	34056	43.95	33549 & 33551
PFlex	34057	68.50	33549 & 33551
PFlex	34058	24.95	34007
PFlex	34059	26.50	24789
PFlex	34061	24.50	24792
PFlex	34062	42.50	33555
PFlex	34063	42.50	—
Red	34013	\$14.75	92006
Red	21264	22.95	—
Red	21266	24.95	—
Red	21267	22.95	—
Red	21263	16.95	—

Notes : * Engine mount bushing § Exact fit for 1968-70; must trim to fit for 1971-84.



POLYURETHANE SWAY BAR BUSHINGS

The job of the sway bar is to resist body roll, or lean, without stiffer springs. Reducing roll can improve handling by reducing unwanted camber change (tire lean) during cornering. In the first few degrees of body lean—before the sway bar even comes into play—the rubber bushings compress. Poly bushings are harder, resisting body lean. This gives crisper turn-in, and is like a slightly thicker sway bar. (See tip on page 46 for more.)