

Hello Guys!

This is Pedro, I live in Spain and I'm an Alfa-Romeo enthusiast.

I own an Alfa 33 1.7 QV, produced in 1988. This is the last Alfa Romeo which was fitted with a carburetor fuel engine system (rather than the later Fuel Injection models). The QV (Quadrifoglio Verde) was the "sports" version of the Alfa 33 range, and performed 118 HP, 0-100 Km/h in 9 seconds...this was a "fast" car in 1988...

I purchased my Alfa 33 in 2004, in fact I got it from the "car scrapping", and had to make a lot of paperwork in order to turn it back to the street...but I got it, and I have been taking care of my 33 since then.

Here you have a nice picture of me and my baby:



In 2008, I got a company car for everyday usage, so I stopped my 33 and kept it in standby for nearly 5 years. Recently, last March, I moved to another company and my company car was no longer available...I had to decide if either I purchased a new car or manage to review my 33...the decision was clear...so I decide to overhaul my 33 and had to make a deep review of the engine components: timing belts, engine block cleaning/painting, carburetors overhauling, starter motor rebuild, cooling hoses replacement, fuel hoses...

I started the project in March 2013, and the engine review was ready in May 2013 (I only could work on it during the weekend...). Then I started using the 33 everyday for going to my work place. There are still a lot of pending tasks, I will keep working on the car in order to finish the rest of details step by step...

Along this document, I would make a short presentation for the main points I worked on. Later, I will issue one dedicated document showing all the details about each part of the process.

I would like to **thank Thanassis for his help and support** about this project. He managed to provide some spare parts which were impossible to find here in Spain, so I would not have been able to finish this project without **this great guy! THANKS THANASSIS!!!**

So, let's got with the steps:

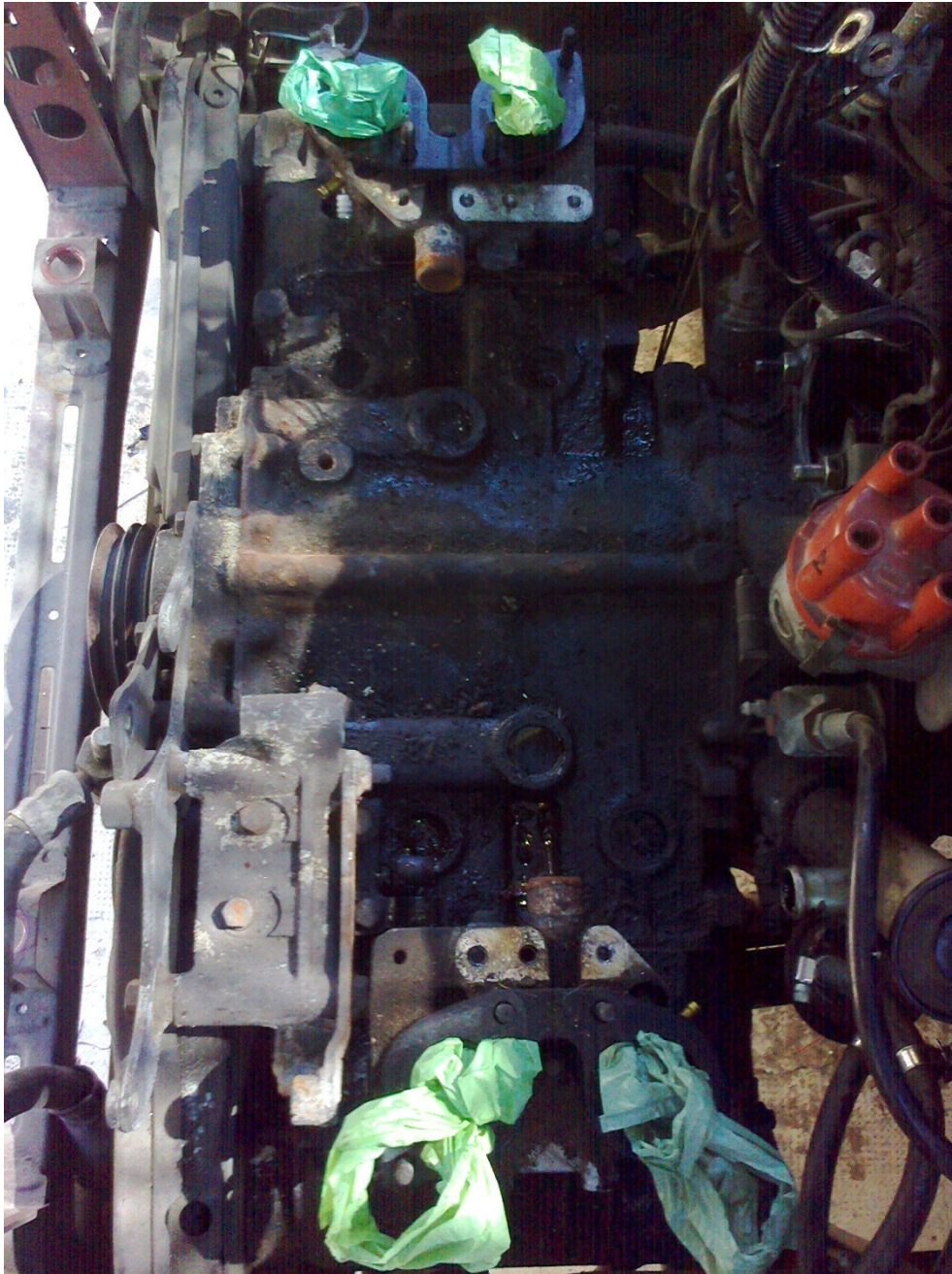
STEP 1: ENGINE COMPONENTS DISASSEMBLY, CLEAN AND PAINT BLOCK

My engine was old, dirty and plenty of grease everywhere:

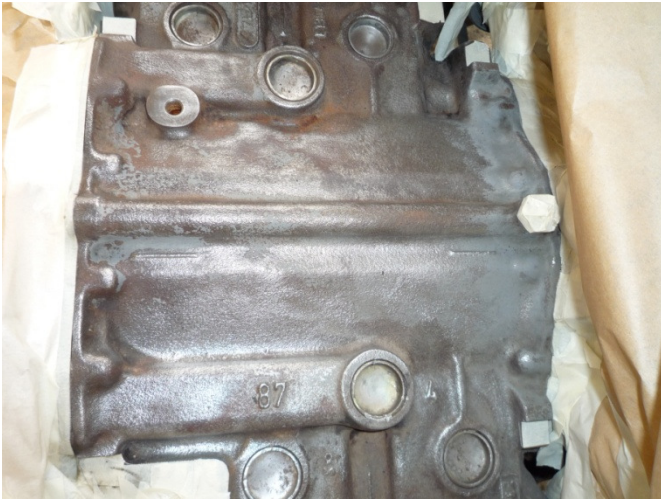


So, I started removing all the components in order to access to the block surface.

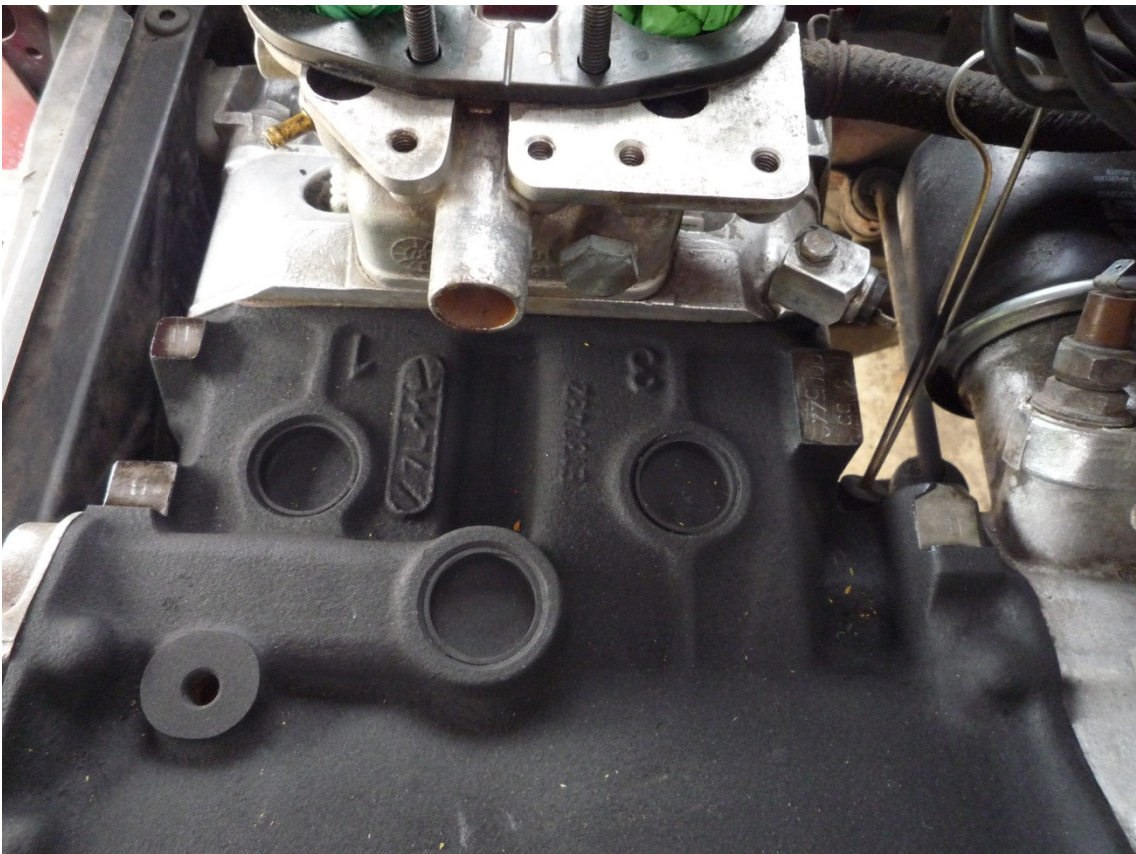
This is how the block looked like after removing almost all the accessories:



And this picture below shows what a cleaning and painting can make:



Now it's clean, let's paint it...



Wow! This looks much better, doesn't it? ☺

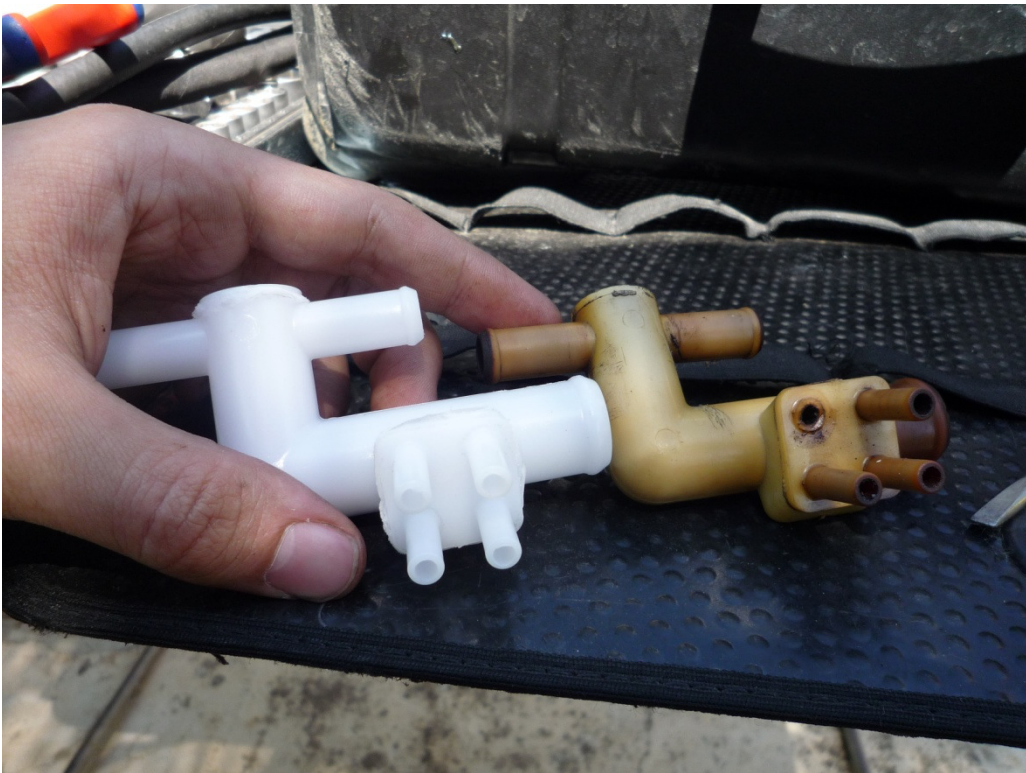
STEP 2: SOME PARTS REPLACEMENT

When dismantling the accessories, I found some parts which were in a very poor condition, even some of them became broken:

For instance, this exhaust gases recovery manifold broke:



I could get one brand new spare unit (thanks again Thanassis!!!)



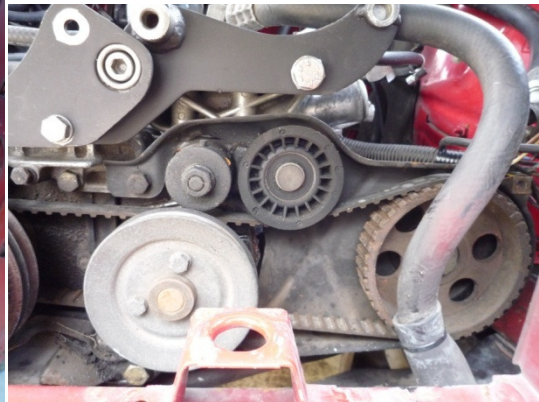
Another example is the water union above the water pump. It was likely a piece of rust...even though this was the special version for the A/C equipped engines...but Thanassis supplied the used part (perfect condition, thanks Thanassis). Although the part dimensions were slightly different, I could still manage to install it properly:



I got it:



Below, some pictures of starter motor, timing belts, spark plugs, oil sump gasket replacement...

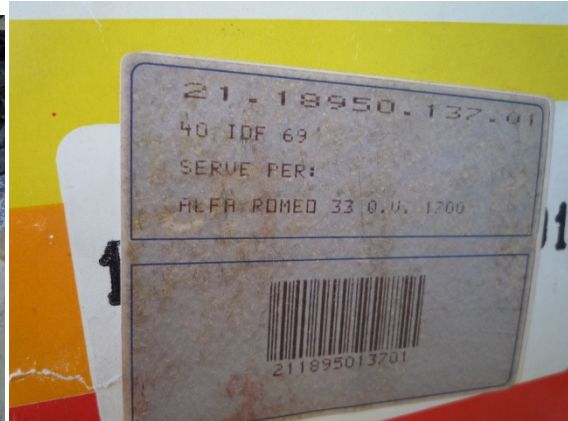


STEP 3: CARBURETTORS OVERHAUL AND ADJUSTMENT

The fuel system uses 2x twin choke Webber 40 idf carburattors.

For the engine running perfectly, they need to be treated very carefully: cleaning, and precise calibration will provide superb performance.

The RH unit was replaced by a brand new one



The LF unit was only 5 years old, so it was in a good condition.

I cleaned and re-calibrate both units, just as indicated on the manual:

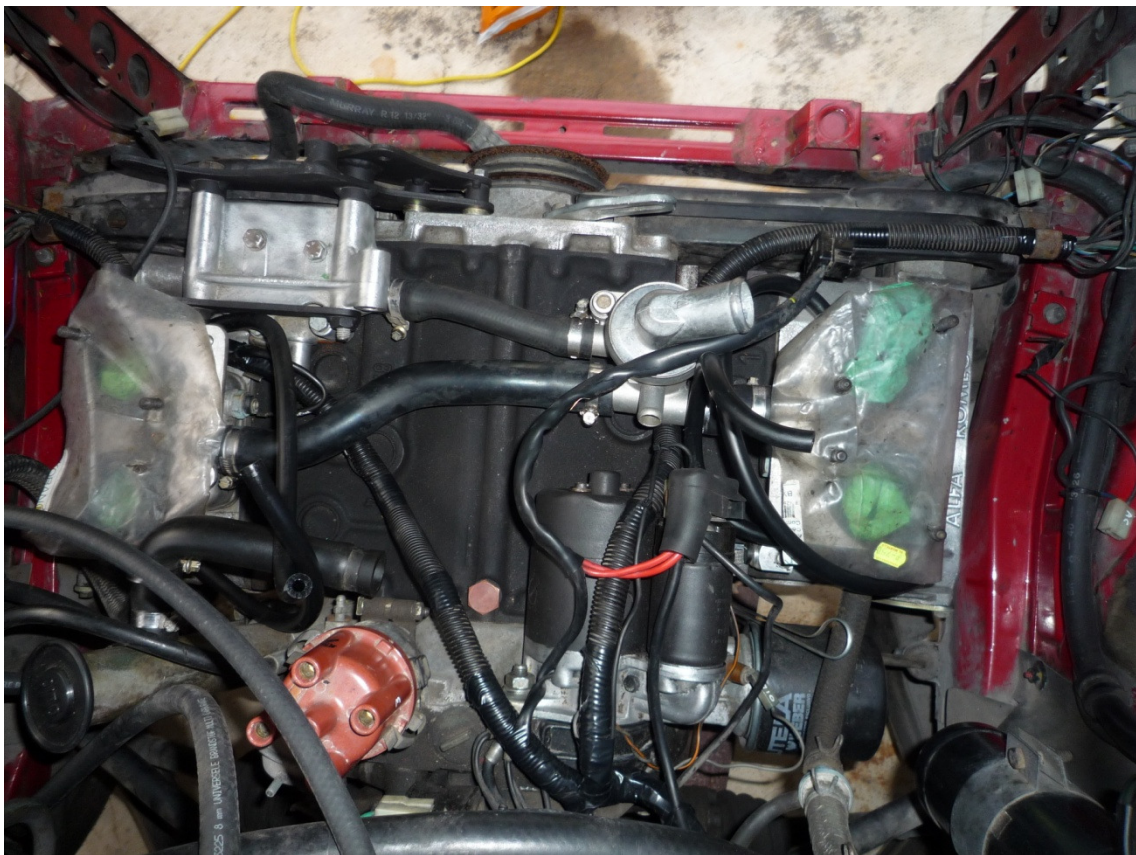


Float level adjustment and acceleration pump calibration was performed.



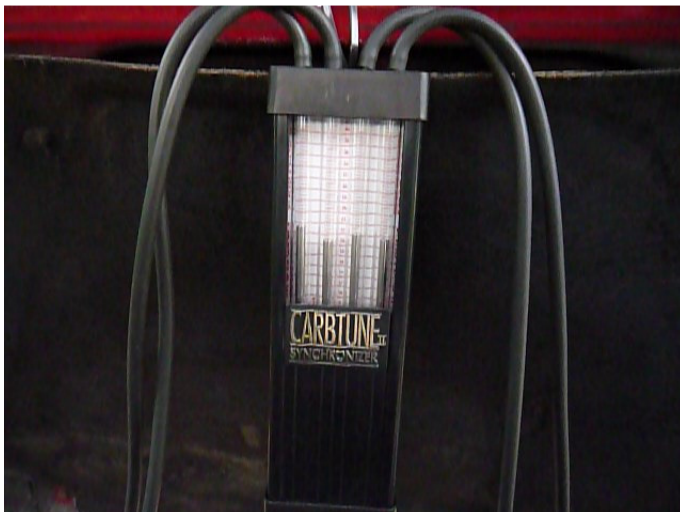
STEP 4: HOSES REPLACEMENT AND GENERAL REASSEMBLY

All the water coolant hoses were replaced, fuel hoses, clamps, thermostat...



FINISHING TOUCHES

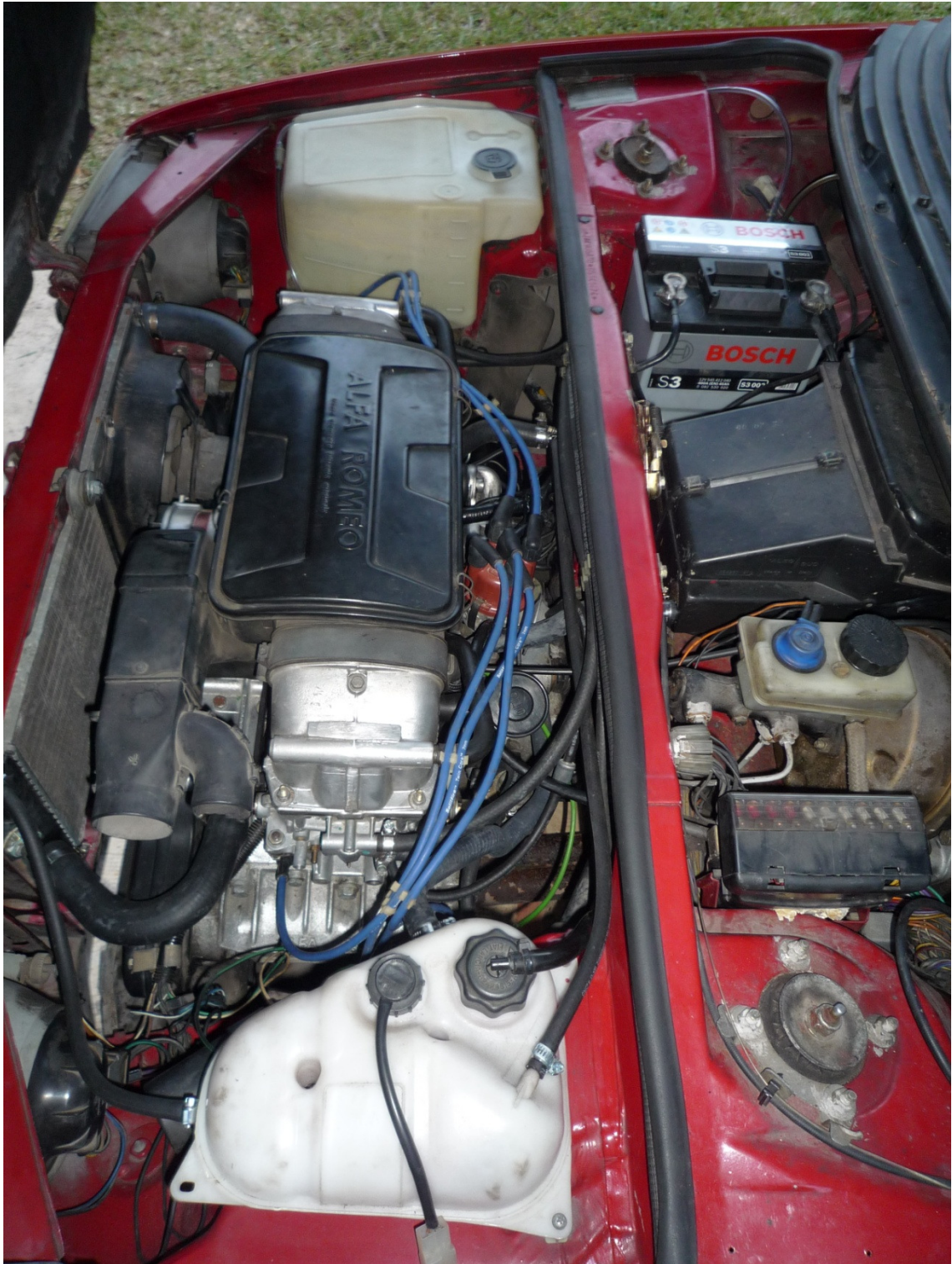
After the reassembly, the engine was tuned with the vacuumometer + ignition timing (with stroboscopic gun), all by myself!



END RESULT!!!

After all this hard job, we got it, the engine looks much better:





THE SOUND OF THE GLORY

Watch the videos and hear the sound, just after starting the engine, the same day I finished:

http://www.youtube.com/watch?feature=player_embedded&v=nOvGT8fKQTl

http://www.youtube.com/watch?feature=player_embedded&v=QuVdh9eOetI

FUTURE PROJECTS

The Air Conditioning system was removed from the car during the repair process, due to some leaks on the system. I will rebuild it and convert into R134, but I need some time and...money...

Also, there's a little leak on the gearbox...you can smell the oil over the exhaust when you start the engine in the morning (only 5 minutes...)...I will have to replace the gearbox lower cover gasket, and perhaps some oil retaining rings (drive shaft, or crank shaft...who knows?).

A fewer details else: some rust on the hood-glass joint, some noises (suspension system)...but not so serious things...

I hope to fix all the details little by little...I need to save some money...but I'm sure I will get it...just patience...

So, thanks for reading all this staff, I hope you enjoyed it...and I hope I will be come back with new updates soon!!!

Bye!

Pedro ☺