

The powerful V8 engine of the Montreal is mounted low over the front wheels, which have independent suspension with double wishbones. The live rear axle with limited-slip differential is located by a reaction trunnion and two trailing arms with coil springs. (Courtesy Automobilmismo Storico Alfa Romeo, Centro Documentazione)



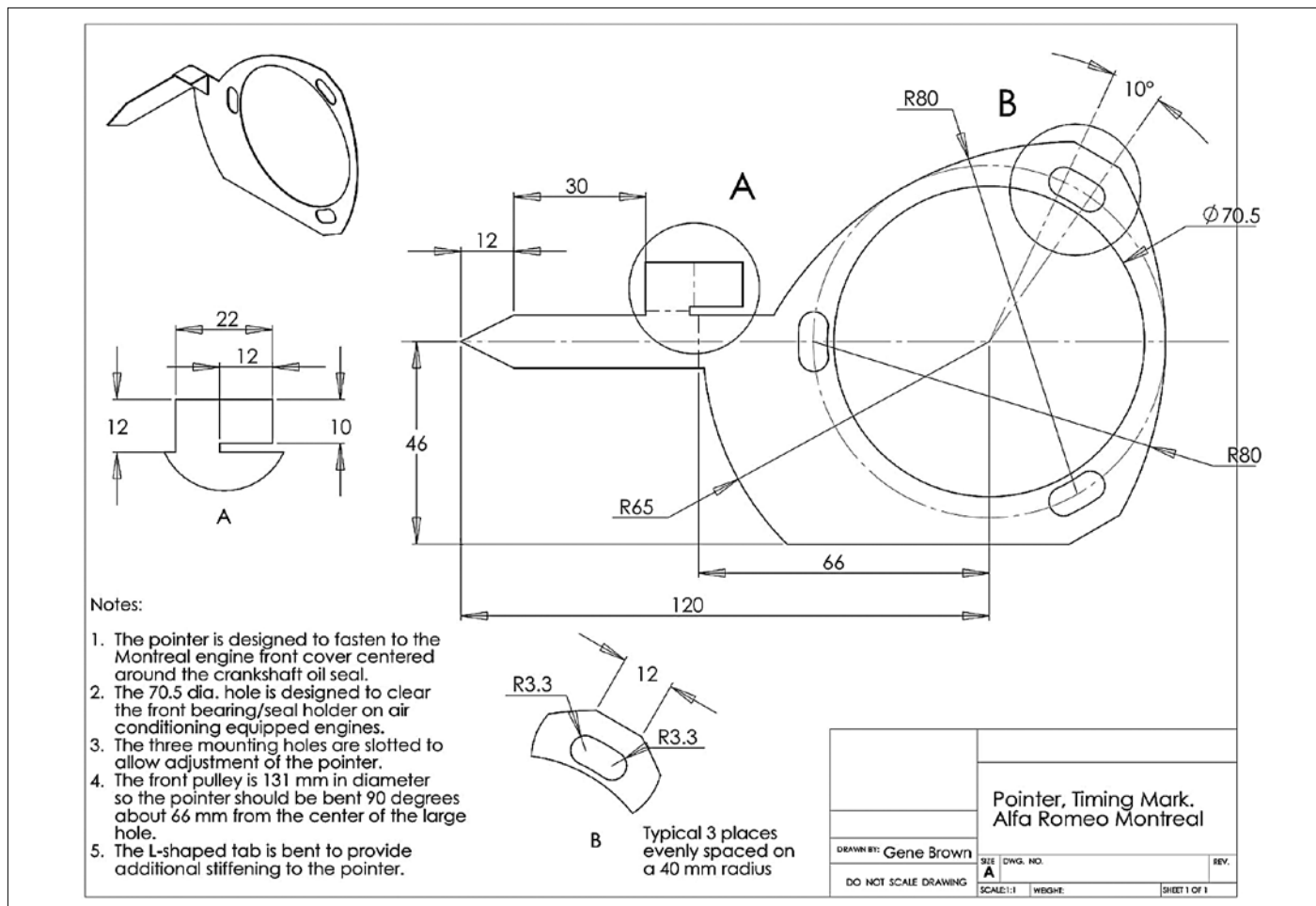
A well maintained Montreal is highly reliable. In thirty years this one-owner car has travelled over 310,000km (193,000 miles). The engine and running gear are original and the Spica pump has never been dismantled. (Courtesy Peter Schweiss)

- A coupon to obtain from Alfa Romeo a supplementary carnet for the subsequent services from 54,000 to 96,000km (33,500 to 59,600 miles).
 - Postcards for informing Alfa Romeo of a change of address or change of ownership of the vehicle.
- In the service coupon books that included mileages, the kilometre figures were rounded to multiples of 250 miles. A pocket for keeping the service carnet is

attached to the side wall of the cabin forward of the passenger door. Montreal service coupon books were printed in four languages. Although rarely up-to-date today, they provide interesting information about the first owner, vendor and initial date of purchase of the car. (Courtesy Automobilmismo Storico Alfa Romeo, Centro Documentazione)

Later in 1971, Alfa Romeo dealerships were issued with summary instructions for carrying out both the free services and the subsequent chargeable ones. While these instructions can serve as a guide to present day Montreal owners, experience has shown that some of the maintenance operations should be carried out





A suitable pointer for the crankshaft pulley timing marks can be fabricated from sheet metal. (Courtesy Gene Brown)



A well-secured safety harness is essential in a racing Montreal. (Courtesy Thomas Häfner)

Timing marks

The Montreal engine timing is shown in chapter 4 (Tuning the Montreal). The timing marks on the flywheel can be rather difficult to see through the small inspection

hole provided in the right side of the clutch housing. The angle of view also results in some parallax error. As an alternative, the timing marks can be scribed on the circumference of the harmonic damper (crankshaft

