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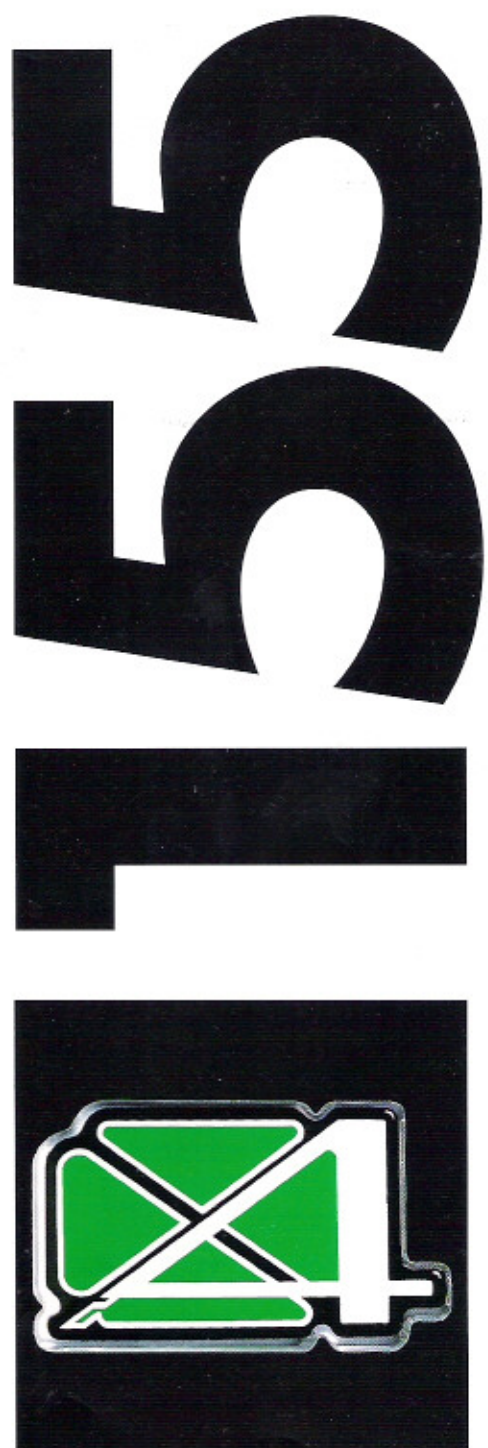
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The 155 Quadrifoglio 4.

Enhanced performance across the board.

The Alfa 155 Quadrifoglio 4 is synonymous with that new generation of high performance saloons which deliver levels of roadholding, handling, power, comfort and safety, undreamt of until just recently. Its aerodynamic wedge shape and clean cut design give the car instant street presence, indicating that here is no ordinary street runabout. Beneath the sleek lines and precision coachwork lies a state-of-the-art engine and fourwheel drive system engineered by Italy's premier car manufacturer.

This is a full-blooded Alfa Romeo.

Simply by looking at "la linea", or the line of the 155 Quadrifoglio 4, one can sense in it a certain air of purposefulness. Its Italian designers have imbued it with those qualities redolent of the classic Gran Turismo - stunning looks coupled with a certain poise, elegance and grace that denote an ability to produce phenomenal yet effortless performance.

Here is a car that has been crafted at every stage of its development, from outline graphics on a computer monitor to sheet metal reality on the production line. The engineering challenge was to redefine accepted standards of performance and handling by marrying Alfa's potent 16-valve, turbo-

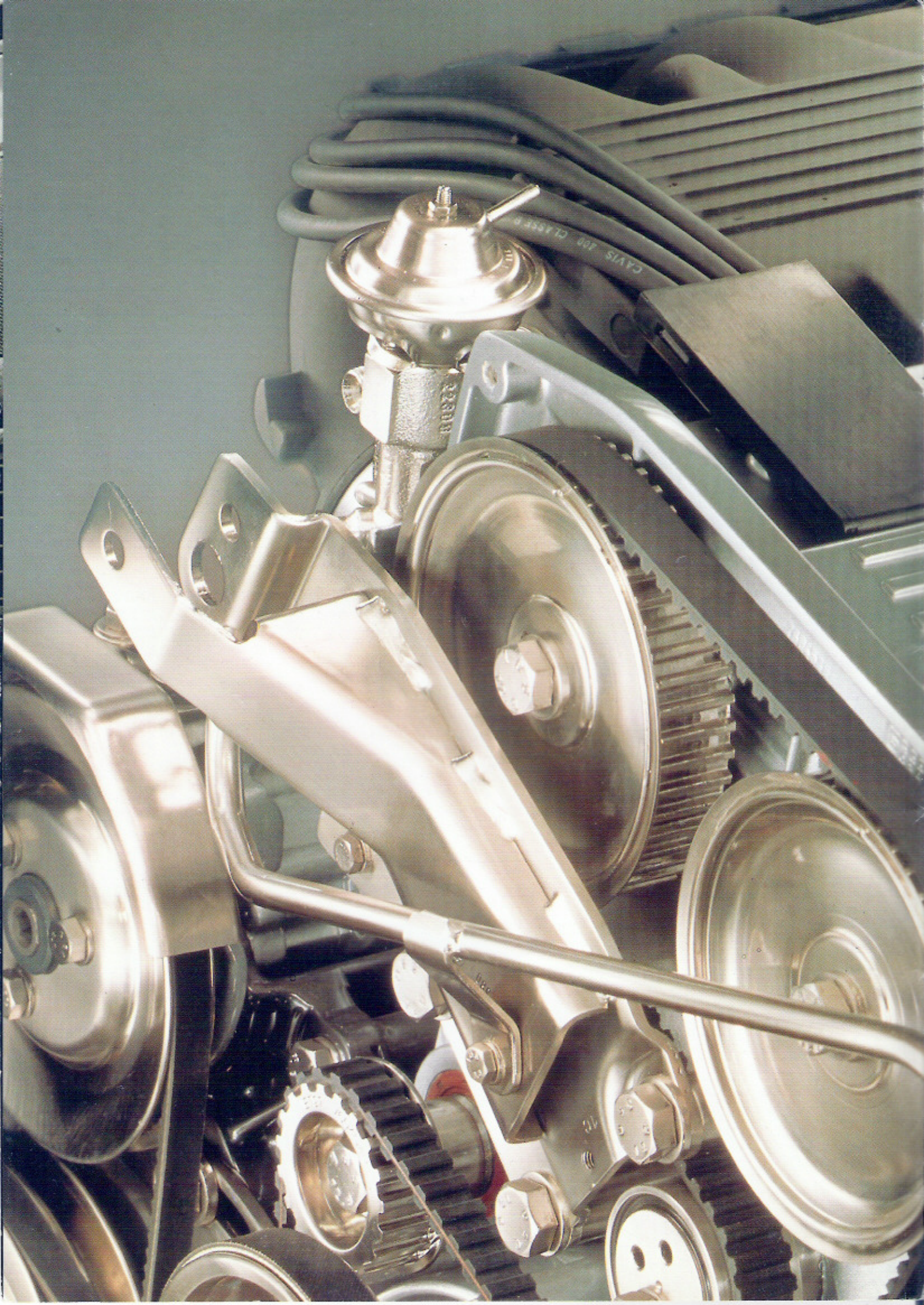


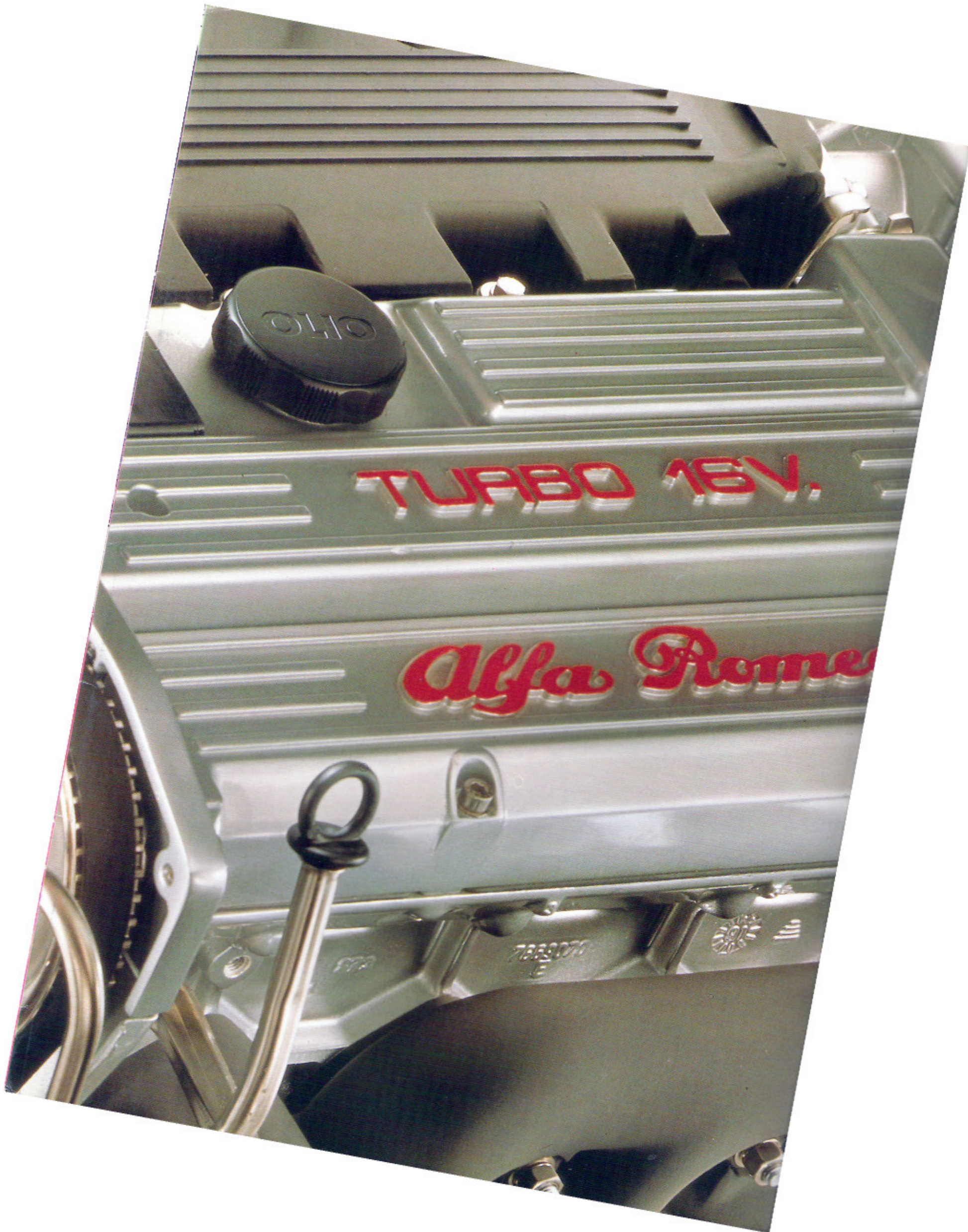
charged, 2-litre engine to a permanent 4WD drivetrain. The result is a vehicle that delivers its enormous power exactly where it's needed - right onto the road. Such is the sophistication of its fourwheel drive system that all the torque is split between the front and rear axles in accordance with grip conditions. The benefits of this in terms of roadholding and handling are enormous, to say nothing of the sheer driving pleasure to be experienced. Adding to the intrinsic security of permanent fourwheel drive, other safeguards such as pinpoint power steering, all-round disc brakes and an ABS system as standard all combine to push the 155 Quadrifoglio 4 to the forefront of automotive active-safety technology.

Great thought and care has gone into all aspects of the car's production, not only in the way that it's physically put together but in other ways, too. Unseen, passive safety features are inherent in the basic design. And extensive studies in ergonomics have created an unparalleled environment inside the car for the comfort and well-being of driver and passenger alike.











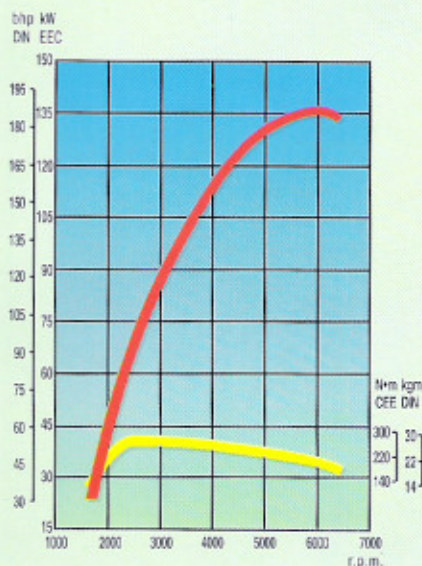
The Turbo 16V engine commands
outstanding power along with a
healthy respect for the environment





The **Turbo 16V** engine: a marvel of technology.

Technological supremacy in the field of engine design has always been a trademark of Alfa Romeo. In their never-ending quest for more powerful, more efficient and cleaner engines, Alfa Romeo have developed the Turbo 16V unit to provide sufficient thrust for the demands of the fourwheel drive 155 Quadrifoglio 4. Amongst the many parameters within the original design specification, the most important was that of size. The compact proportions of this 1995 cc, four cylinder unit allow for a high power output without compromising the sleek, low, aerodynamic styling of the car's front section. Following on from that, it was crucial that maximum power be generated by optimising the engine's overall efficiency. Four valves per cylinder, controlled by two camshafts, maximise vapour burn-off within each chamber and facilitate the discharge of waste gases. A comparable unit with only two valves per cylinder would need to be far larger, inflicting unacceptable penalties in terms of weight and front end design. To boost the power up to a prodigious 190 bhp DIN, a Garrett T3 turbo-charger is employed.

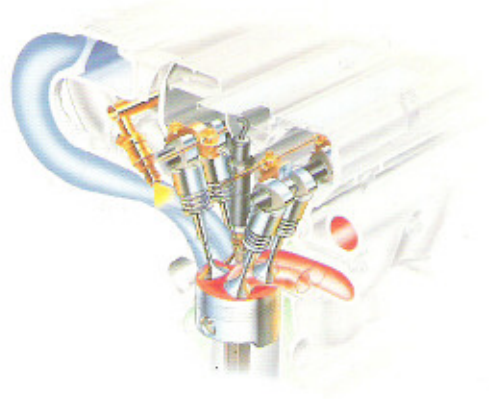


Turbocharging efficiency is maintained by digital control, whilst a wastegate valve monitors the pressure, metering the power to ensure engine reliability. The whole system is completed by an intercooler which not only enhances overall running but also makes for greater power delivery as it cools the air issuing from the turbocharger and improves cylinder filling.

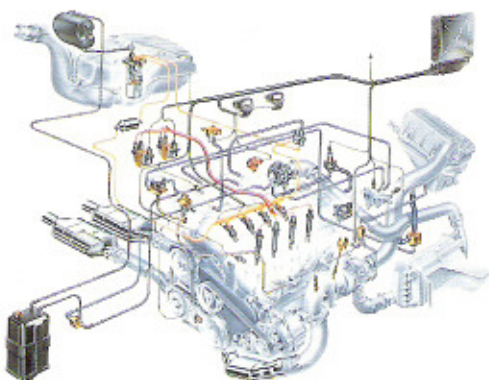
Monitoring the engine's performance and providing exactly the right proportions of fuel and air is the electronic Weber Marelli IAW engine management system. Integrated within this multipoint injection set-up is the solid-state ignition system, designed specifically for turbo engines. Hundreds of times every second a microcomputer calculates the optimum quantity of fuel injected, relative to ignition advance and turbo boost. Then just the right amount of fuel is burnt to deliver the optimal engine power.

As a result of this investment in high tech engine development, Alfa Romeo have produced a car of formidable performance. 0 to 62 mph takes seven seconds flat, while a top speed of 140 mph is achievable where conditions allow. But these racetrack figures belie the real "performance" of the 155 Quadrifoglio 4 which stems from its phenomenal torque delivery. A substantial 291 Nm at just 2500 rpm means that the driver experiences an immense "willingness" from the engine - an instant responsiveness to the throttle at relatively low speeds, making for instant pick-up, less gear changing and a less frenetic driving style. Not to mention a marked improvement in overall fuel consumption, too.

Even the engine's lubrication system was designed with high performance in mind: the pistons are cooled by jets of oil, and the lubricant is cooled in its own separate radiator as the engine heats up on a long run.



**The 4-valve-per-cylinder,
twin overhead cam
timing system**

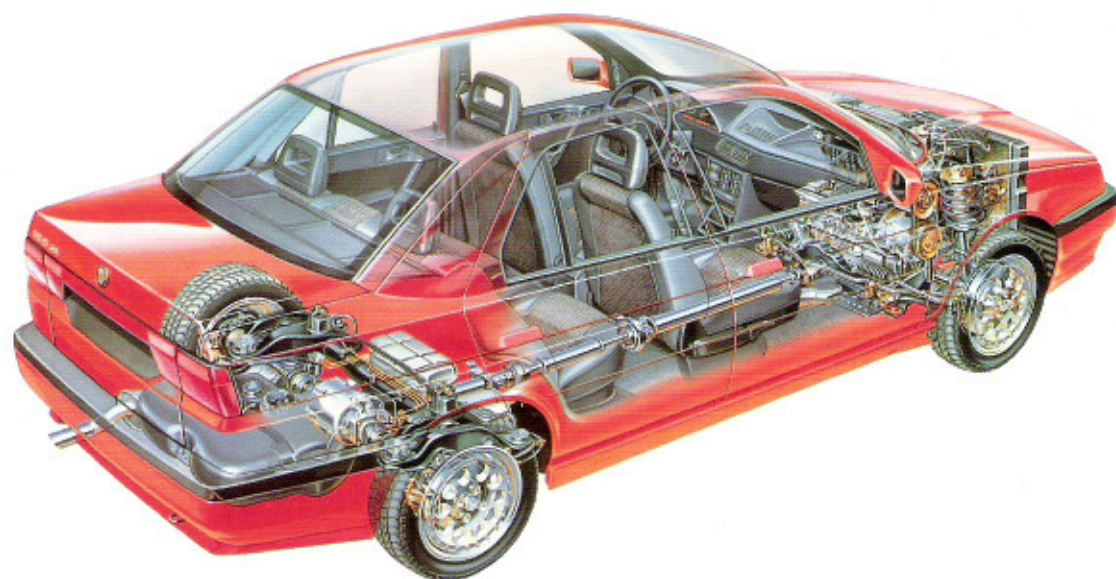


**Fuel feed and ignition are
managed by the integrated
IAW P8 electronic system**

**The 155 Quadrifoglio 4
features state-of-the-art
engineering**

Alfa's commitment to high tech involvement in engine design is not just confined to the furtherance of power and performance. The efficiency of the Turbo 16V engine brings about savings in terms of fuel economy and in environmental factors, too. Overall the efficacy of the multi-valve cylinder head results in a far greater percentage of the fuel vapour being burnt off. It's translated into engine power. Those waste gases that are expelled are then processed through an exhaust system that includes a pre-catalyser and two three-way catalytic converters with a lambda probe. Running as it does on unleaded fuel, harmful emissions are minimised.

Finally, the sum total of all Alfa's development work in the Turbo 16V has produced an engine befitting a car as advanced as the 155 Quadrifoglio 4. Comfort and driving pleasure are inherent features of any Alfa Romeo, so to this end complexities as diverse as vibration control and turbo noise reduction have been important technologies to master.



Outstanding traction, accurate steering and total control.

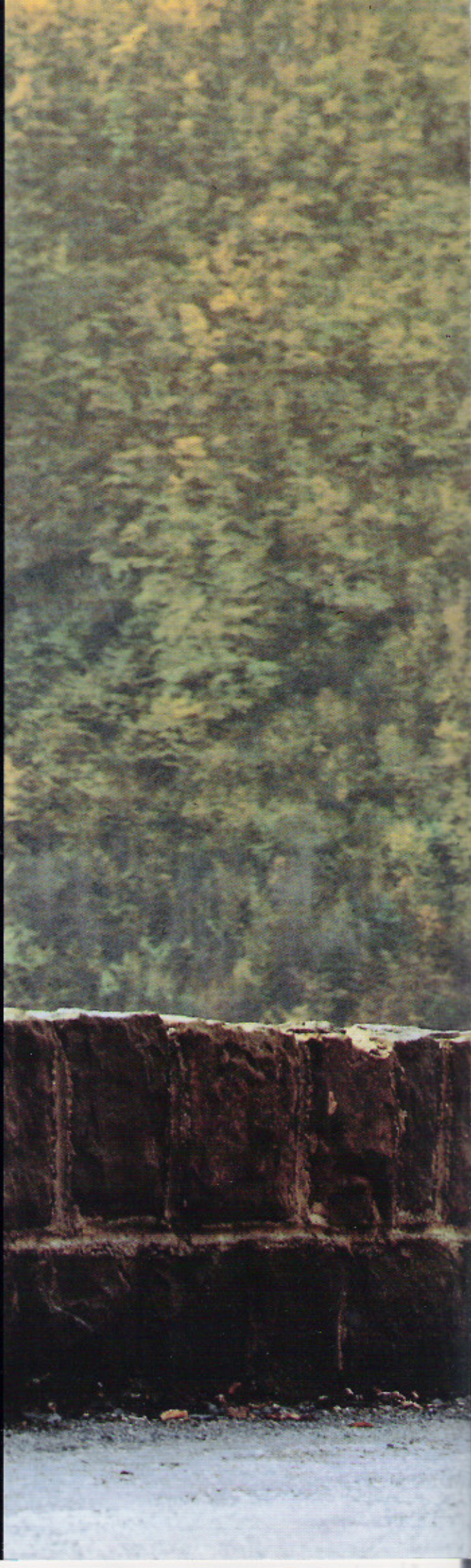
However impressive a car's performance might appear on paper, there is really only one way of evaluating its potential and that is to take it out and drive it on the road. Within a few moments, any competent driver will form an assessment of its responsiveness and feel, in what is known as the "driving experience". Although maybe not qualified to pinpoint its highlights and limitations in precise technical parlance, that driver will soon form a lasting impression of the car's proficiency and will instinctively know to what extent overall standards have been compromised.

Get inside a 155 Quadrifoglio 4 and we guarantee you a quite uncompromising driving experience.

Central to this experience is the permanent fourwheel drive system. The enormous power of the engine is transmitted to the wheels by means of a drive-train designed specifically for maximum traction. Under normal conditions, the central differential splits the torque 47% to the front axle and 53% to the rear axle. But when the grip is different on the two axles, for example when accelerating from standstill or when conditions are icy, the Ferguson viscous coupling intervenes, gradually transferring drive to the wheels best able to transmit the drive onto the road. The percentage of torque transferred varies continually and automatically, due to that viscous coupling. This device contains a series of solid discs immersed in a viscous liquid. These are set in an alternating sequence, on one side with the drive shaft to the front wheels and on the other with the one to the rear wheels. The rotation between the discs gradually moves the discs integral with the rear axle, thus splitting the drive torque.



Independent suspension on all
four wheels is tailored for high
performance. Electronically
controlled suspension is
fitted as standard





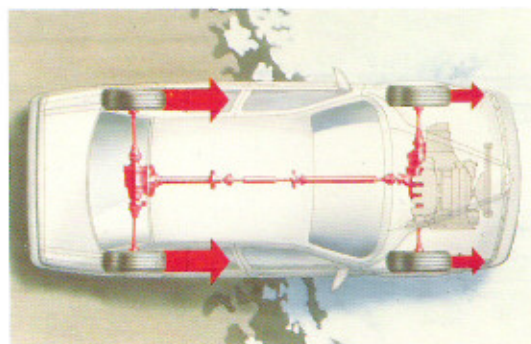


The Torsen differential further splits the torque, this time on the rear axle, "loading" the wheel with better grip and acting in practice as a self-locking differential.

Enhancing the "driving experience" of the 155 Quadrifoglio 4 still further, the steering is power-assisted to facilitate low speed cornering and parking, but it is also precise and positive, with superfluous movement neutralised to maintain good directional control.

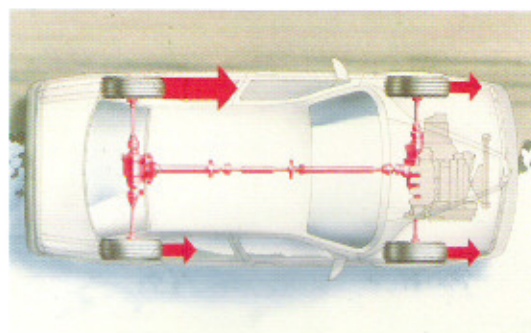
Suspension is independent on all four wheels, with the settings of the springs, dampers and stabiliser bars selected for truly outstanding roadholding. Electronically controlled suspension is provided to enhance ride comfort and handling characteristics. In AUTO mode, electronic sensors stiffen the shock absorbers when the car is being pressed hard, whereas around town or on uneven road surfaces, the setting is automatically softened to give a more comfortable ride. In SPORT mode, the driver can override the system to lock into the more rigid setting.

A car with such performance potential deserves a braking system to match. The 155 Quadrifoglio 4 has large diameter disc brakes all round, with those at the front being self-ventilating. A double-action servo booster ensures maximum braking effect with a firm, progressive pedal feel, whilst safety is enhanced with a dual-line, diagonally-split hydraulic system and powerful brake calipers.



Ferguson viscous coupling

Torque distribution by the Ferguson viscous coupling is particularly effective on road surfaces with uneven grip conditions



Torsen rear differential

The Torsen rear differential "loads" the rear wheel with the best grip balancing the drive