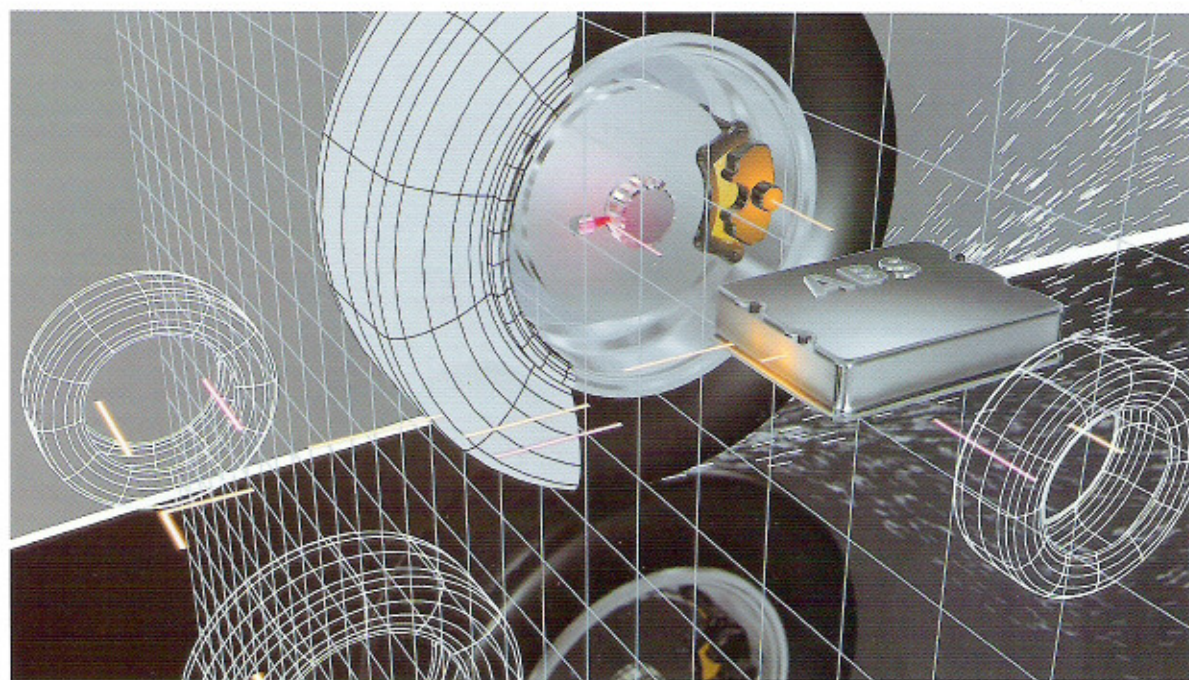


As you would expect, a sophisticated ABS system is fitted as standard. This anti-skid device is invaluable in emergency braking as it prevents the wheels from locking and allows the driver to maintain directional control with maximum braking effect. Six sensors and four activator solenoids control each wheel independently, whilst the active "logic" of the system makes allowances for yaw momentum. Integrating this unit into the overall electronic management of the car, the ABS is also linked up to the IAW fuel feed/ignition system.

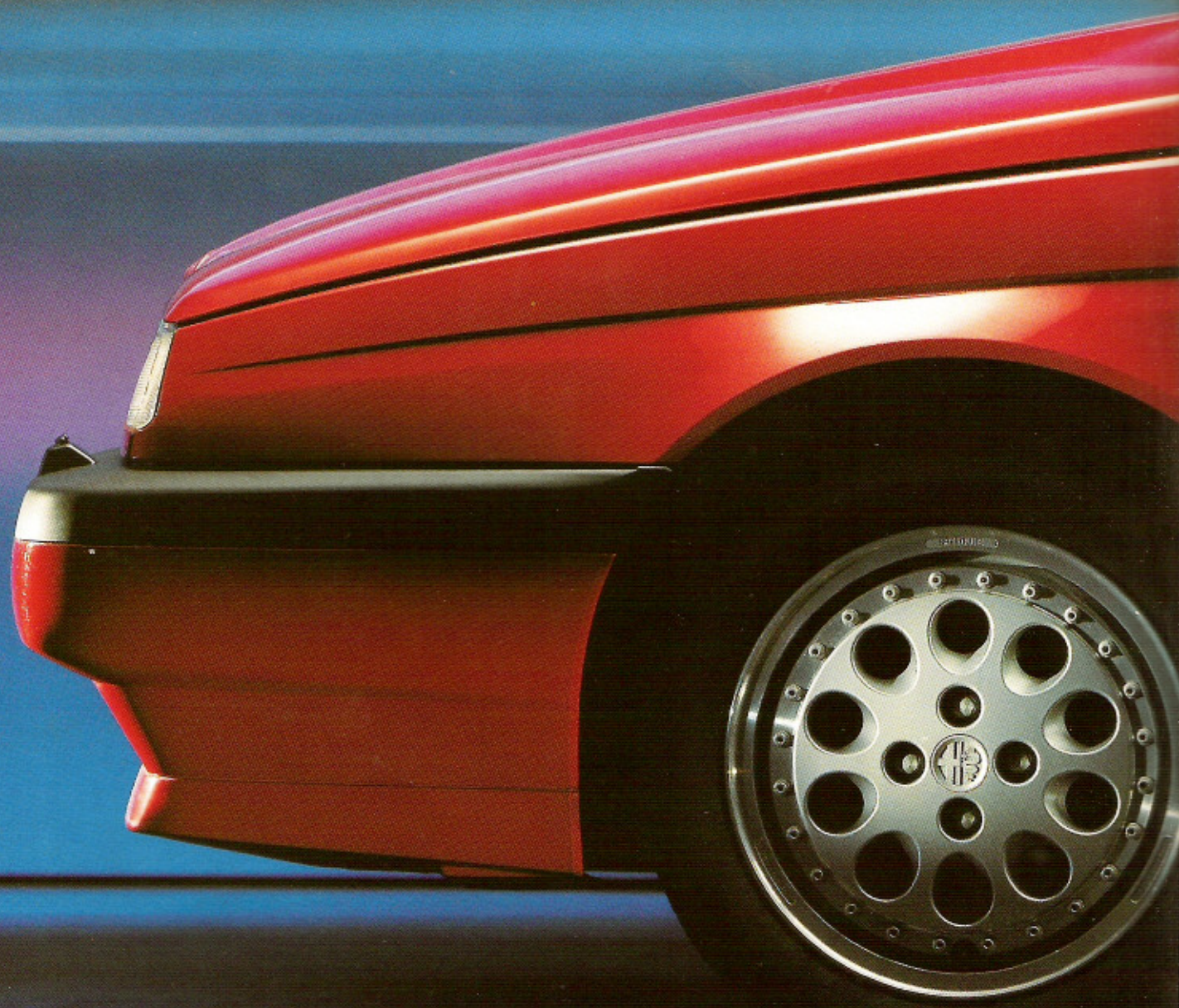
High tech features  
in the ABS system,  
fitted as standard











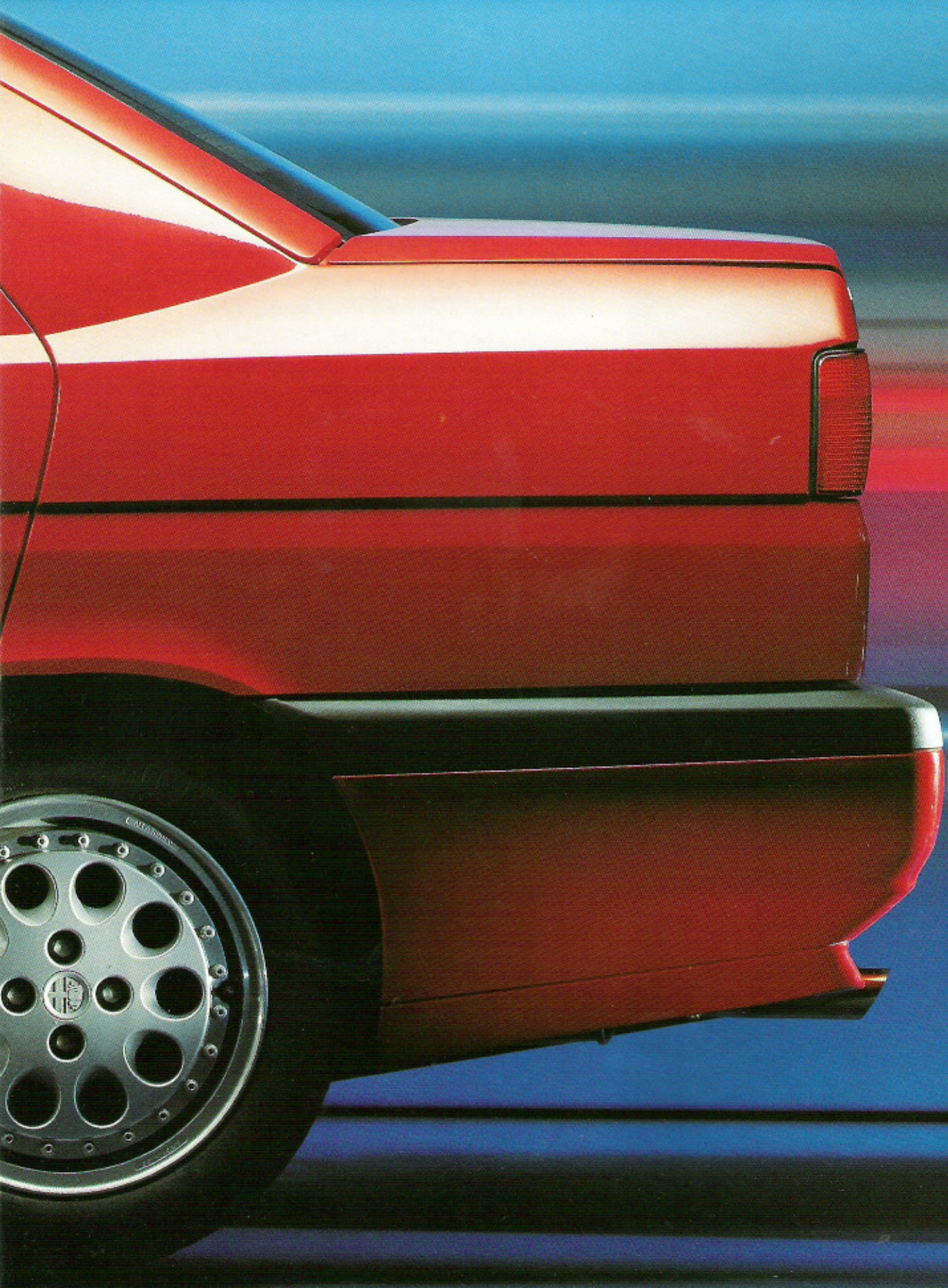














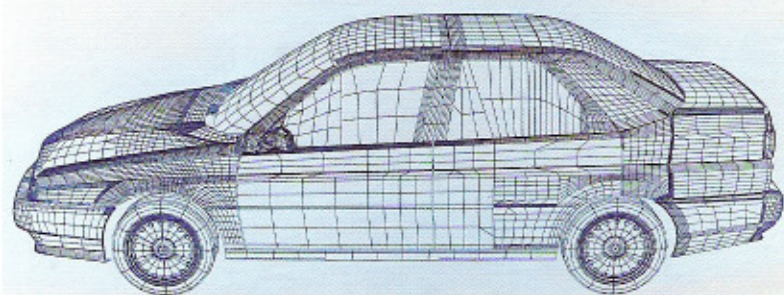
## Styling finesse.

Wind tunnel testing is nowadays an integral part of modern car design.

But the designers at Alfa Romeo only employ wind tunnel research as a foundation upon which to apply their aesthetic talents. Aerodynamic efficiency has never dictated bland shapes and everyday sameness in the styling studios of Milan. The efficient contours and clean cut design of the 155 Quadrifoglio 4 gives it presence and instant recognition that is classic Alfa Romeo. Here is a car that signifies style.

The practicalities of the 155 Quadrifoglio 4's profile are manifold. The wedge shape emanates from studies into aerodynamic effectiveness and stability at high speeds, especially in crosswinds. Its negative lift dynamics are particularly good, too. It also aids general visibility, which is enhanced still further by the wide, wraparound windscreen and narrow door pillars. Traditional Alfa design motifs, such as the legendary shield on the honeycomb grille, have been successfully blended in with more modern features like the low poly-elliptical lights.

Mouldings lighten the side panels and enhance its aggressive stance, whilst the join between bumper and bodyshell has been eliminated to improve aerodynamic efficiency. At the rear, the back end of the "wedge" makes for maximum boot space and is stylishly finished off with the unibloc rear light clusters.





## Safety and quality: the prime objectives.

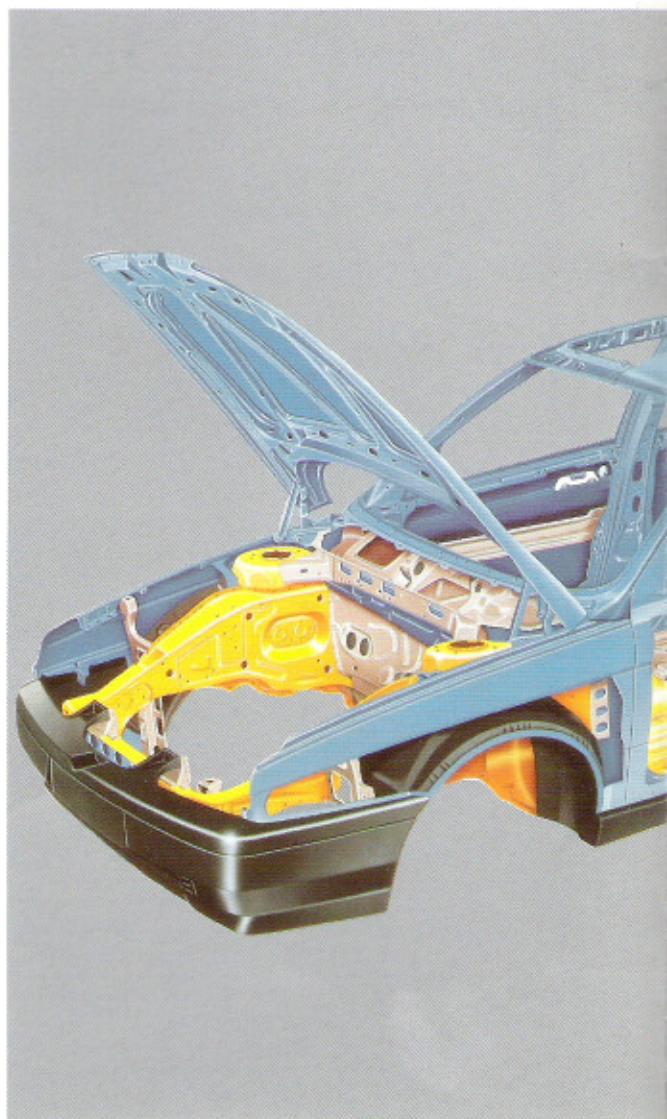
Crucial to the performance and safety of any car is the standard of quality to which it is built. Quality was the watchword of the 155 Quadrifoglio 4 from its very inception. Using the very latest CAD/CAM data processors, scale models were constructed and then monitored to see how they would react to stress, deformation and ongoing daily usage. The information obtained from this allowed the engineers to optimise the dynamics of the structure and to eliminate any hidden stress areas likely to impinge on passive safety or long-term durability. It also determined those areas to be constructed in high yield sheet steel and those built of a less rigid grade, thus creating "crumple zones" to absorb the impact of a collision. The result is a light, supple car with an extremely strong and well protected passenger compartment.

Great care has been devoted to protection of the bodywork from corrosion. Most of the body is manufactured in electro-galvanised sheet steel, pre-treated with an anti-rust zinc coat, while some of the more exposed parts - the bonnet, for example - are in ultra corrosion-resistant double galvanised steel. The painting cycle also includes the very latest total immersion dip (extra-thick cataphoresis).

The fascia is positioned in the body automatically by robots



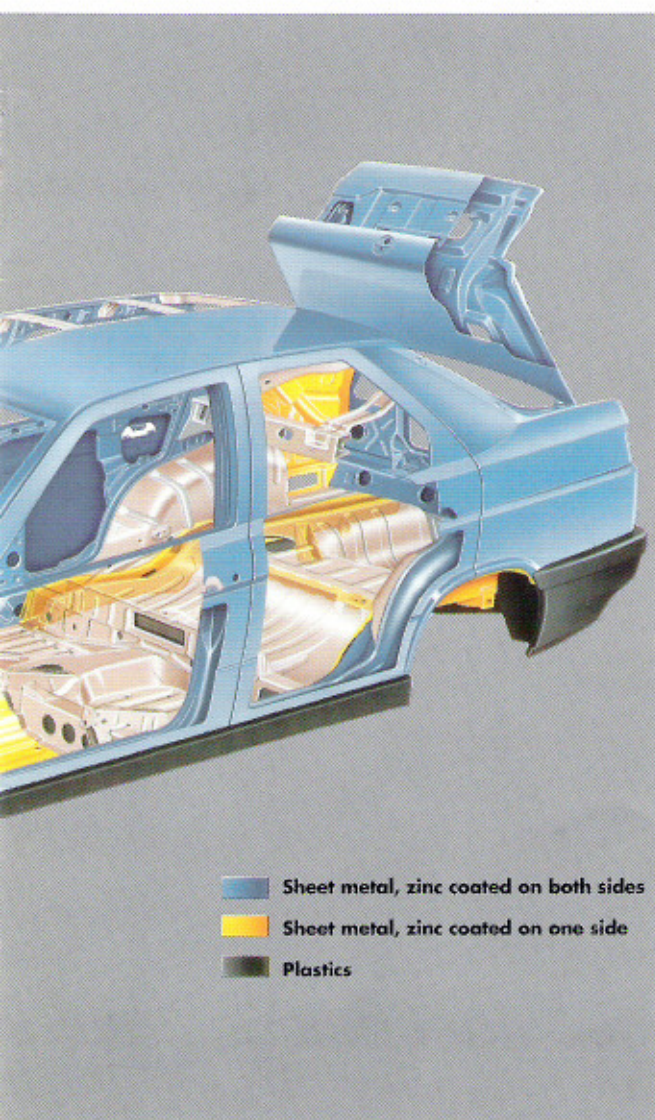
Sophisticated anti-corrosion treatment protects the bodywork






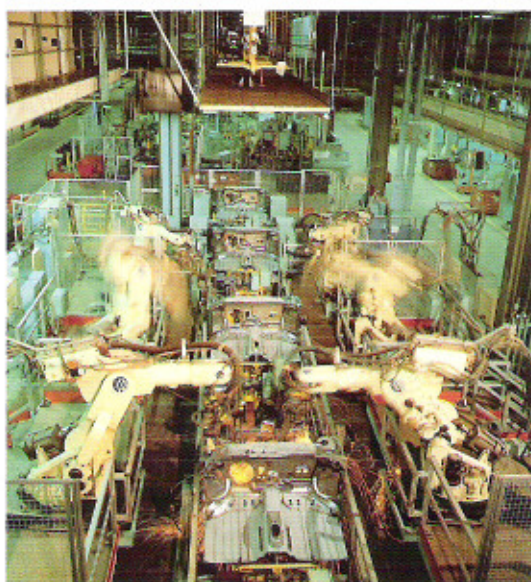


The underbody is coated with a layer of PVC to provide still further protection against chips and scrapes, while robots treat the rest of the mechanical components with bituminous wax.

As a total package, the safety levels of the 155 Quadrifoglio 4 are without equal. The car's inherent balance and superb roadholding characteristics make for a relaxed, more rational drive. Safer driving also emanates from confidence in the capabilities of the machine, which is why the 155 Quadrifoglio 4's immense power, ABS, responsive steering and fingertip controls all conspire to produce a vehicle deserving of deep respect.



-  Sheet metal, zinc coated on both sides
-  Sheet metal, zinc coated on one side
-  Plastics



Constant on-line checks  
are performed on the  
sub-assemblies before  
they are fitted to the car









## Alfa Romeo. The world's **finest interior** **designers.**

Everything about the interior of the 155 Quadrifoglio 4 denotes comfort, quality and refinement, from the visually exquisite upholstery and carpeting to the unseen materials which serve to damp down exterior noise and produce a relaxed and soothing environment.

Functionality born of extensive ergonomic studies has been the prime consideration in the design of this cabin. A multitude of shelves, pockets and drawers are on hand to take care of all that paraphernalia that somehow accumulates in a car. The anatomically designed seats are upholstered in elegant, hardwearing, tufted cloth which matches the door panels. The front seats are electrically adjustable and heated, and for that added touch of class and comfort there is also a retractable central arm rest. The front seatbelt height is variable for optimum comfort + safety.

The automatic climate control heating and ventilation system controls the climate in the car, regulating the air-flow, its distribution and temperature. This system provides a constant cabin temperature all year round, whether it be the height of summer or in the depths of winter.

In an Alfa Romeo 155 Quadrifoglio 4, the quality of life is of paramount importance.

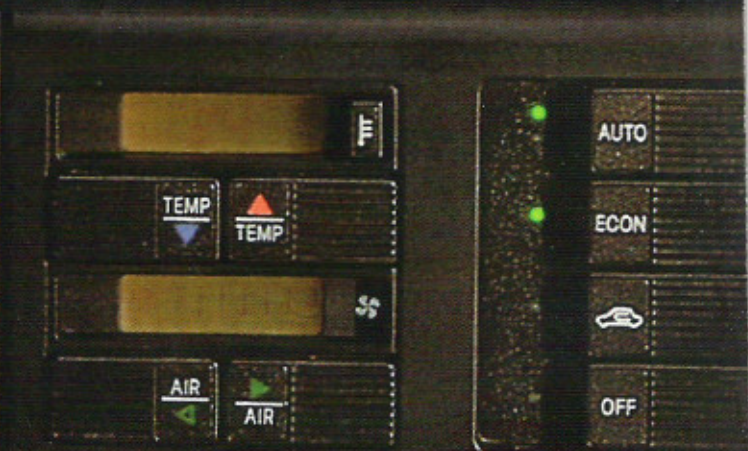
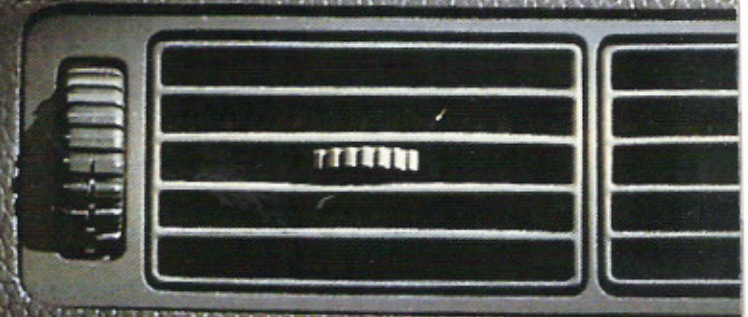








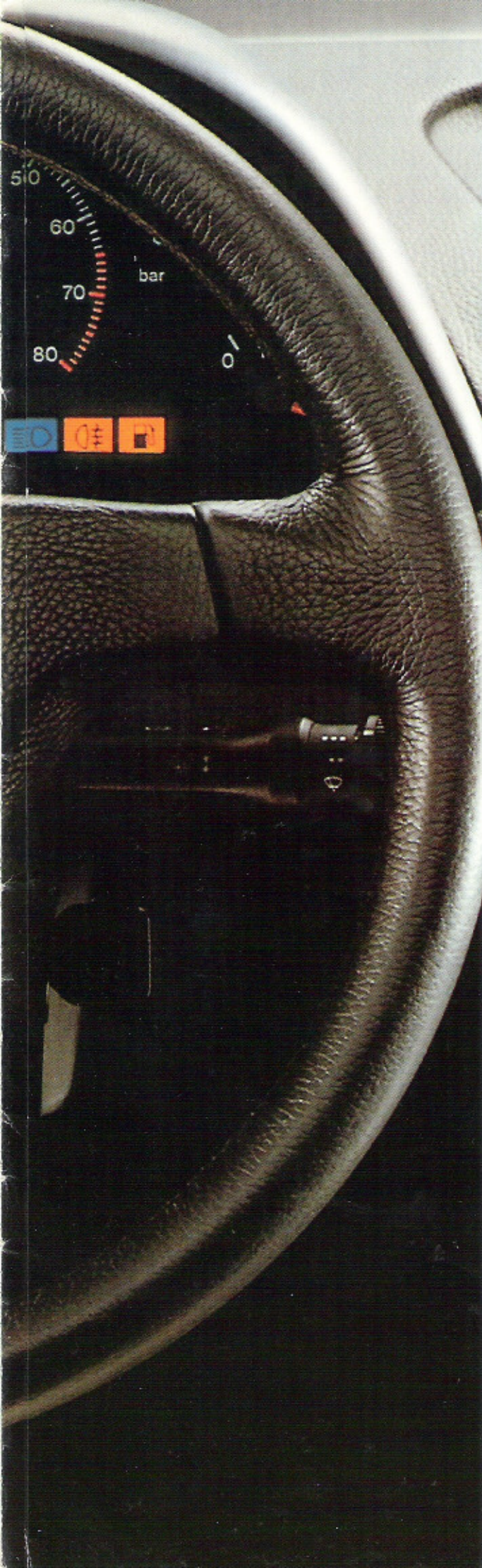
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70  
80  
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## **Behind the steering wheel - the hands on experience.**

Conforming to the most advanced ergonomic criteria, the facia and instrument panel of the 155 Quadrifoglio 4 display at a single glance all the information that a driver might require.

With so many adjustments possible to the driver's seat and the sporty leather steering wheel, finding the perfect driving position is no problem. Visibility is excellent through the anti-glare, tinted windscreen and on the dashboard, all the analogue instruments are laid out clearly and logically beneath non-reflective glass.

Everything the driver could wish to know is plain to see before him. There's an electronic speedometer with mileometer and trip counter, electronic rev counter, fuel gauge, oil pressure gauge, oil temperature gauge, water temperature gauge and clock. A series of warning lights complement these instruments, alerting the driver to the operation of ancillary equipment and to possible malfunctions or system failures.

Should the windscreen washer fluid start running low or one of the doors not be shut properly, this will show up on the indicator panel.

The most frequently used controls are located on stalks on either side of the steering wheel. Lights, front and rear wipers, indicators and the heated rear window can all be activated without the driver removing his hands from the wheel or taking his eyes off the road.

All other controls, from the gear lever and foot pedals to the front electric window switches are carefully positioned for easy, repeated usage. Tiny details like that add up to an automotive masterpiece, conceived and built with the discriminating motorist in mind.



# Technical specification

ENGINE		GS
No. of cylinders		4 in line
Position		front transverse
Bore x stroke	mm	84x90
Capacity	cc	1995
Compression ratio		8:1
Max. power output EEC	kW (rpm)	137 (6000)
Max. power output DIN	bhp (rpm)	190 (6000)
Max. torque DIN	mkp (rpm)	30.3 (2500)
Max. torque EEC	Nm (rpm)	291 (2500)
Fuel required		unleaded petrol (RON 95)
Catalytic converter		three-way with lambda probe (3 converters)
Structure		
Crankcase		cast iron, with counter-rotating balancer shafts
Cylinder heads		light alloy
Timing drive		
Valve position		in a V (4 per cylinder)
Timing		DOHC
Ignition		
Ignition order		1 - 3 - 4 - 2
Fuel feed		
Turbocharging		electronic Weber Marelli IAW multipoint injection, combined with the ignition GARRETT T3 turbocharger, Intercooler and Boostdrive
Drive		
		permanent four-wheel, with centre diff., epicyclic torque splitter, Ferguson viscous coupling and Torsen rear differential
Clutch		
		dry single plate with a drawn mechanism and hydraulic control
Transmission ratios		
1st		3.500:1
2nd		2.176:1
3rd		1.524:1
4th		1.156:1
5th		0.917:1
Reverse		3.545:1
Final drive gear (front)		3.35:1 (17/57)
Braking system		
		discs front and rear (self-ventilating at front) with floating calipers, vacuum brake servo, diagonally split circuit and load proportioning valve on the rear wheels. 6-sensor, 4-channel ABS (standard)
Steering		
		rack and pinion, with power steering
Wheels		
Rims		6 J x 15"
Tyres		205/50 ZR 15
Weights		
Kerb weight DIN	kg	1445
Max. towable weight	kg	1500
No. of seats		5
Luggage compartment	dm <sup>3</sup>	410
Performance		
Top speed	mph	140
Standing acceleration 0-62 mph	secs	7
1000 m	secs	28.3
Conventional fuel consumption		
- at 56 mph	mpg	36.7
- at 75 mph	mpg	28.8
- urban cycle	mpg	23.0
Fuel tank/reserve		
	litres	60/5



# Equipment

	Ⓜ
Aerodynamic body-coloured underdoor strip	●
Power steering	●
Alloy wheels with larger tyres	●
Polyelliptical halogen front headlamps	●
Headlight beam adjustment from inside the car	●
Headlight wash	●
Fog lights	●
Tinted glass	●
Sun blinds	●
Central front arm rest	●
Central rear arm rest	●
Ski sac	●
Two body-coloured electric door mirrors	●
Door mirror demister	●
Radio wiring with aerial in the rear window	●
Heated, electric front seats	●
Height and rake-adjustable front head restraints - black foam	●
Height-adjustable rear head restraint - black foam	●
Height-adjustable front seat belts	●
Rear seat belts	●
Automatic climate system	●
Central door locking	●
Door-closing check panel	●
Electric front windows	●
Electric rear windows	●
Check control	●
Digital clock	●
Ceiling light: - front with swivelling map light - rear	● ●
ABS	●
Electric sliding sunroof	●
Metallic paint	○
Controlled damping suspension	●
Leather interior	○

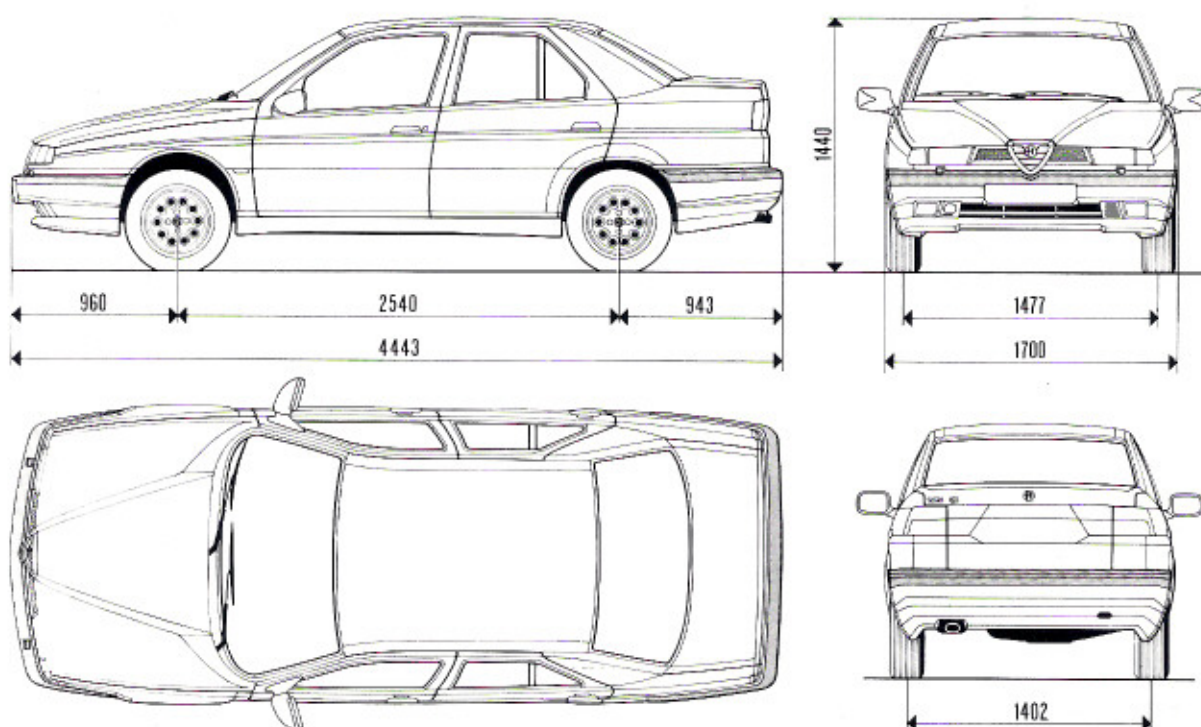
● = standard      ○ = optional

COLOURS		INTERIOR UPHOLSTERY	
Code no.	Name		Ⓜ
601	Black	336	
130	Alfa red	336	
676	Metallic light grey	336	

336 = black/green cloth



EXTERNAL DIMENSIONS		mm
Wheelbase	mm	2540
Front track	mm	1477
Rear track	mm	1402
Max. length	mm	4443
Max. width	mm	1700
Height empty	mm	1440
Front overhang	mm	960
Rear overhang	mm	943



**1 + 6 + ALFA CONTACT:** 1 year total warranty + 6 years warranty against passing corrosion + 1 year Alfa Contact "free service 24 hours a day".

The data, descriptions and illustrations are purely indicative and the products may present different characteristics for manufacturing reasons. Alfa Romeo reserves the right to make changes to its products. Some of the equipment described and/or photographed in the brochure is optional. We refer you to the price list for a complete description.

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<p>Dealer's stamp</p>
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