

NEW ALFA ROMEO 156 SPORTWAGON ADDS VERSATILITY TO STYLE



Following its debut at the Sydney International Motor Show, the new Alfa Romeo 156 Sportwagon is now on sale in Australia, adding the versatility of five doors and fold-down seats to the stylish new exterior of the Alfa Romeo 156 range.

“The Sportwagon version of the Alfa Romeo 156 accounts for nearly half of all 156 sales in Europe and it is easy to see why,” says Kevin Wall, General Manager for Alfa Romeo in Australia. “Without sacrificing any of the stylish good looks of the 156 saloon – indeed some say it even enhances them – the Sportwagon adds a new level of versatility and flexibility that is particularly attractive to owners who’s professional, family or lifestyle commitments require flexible space.

“At the same time, the 156 Sportwagon retains all the driving characteristics that have made the 156 sedan such a legend and we believe that this unique combination will enable the 156 Sportwagon to continue grow its sales in Australia.”

Alfa Romeo Australia



Like its saloon counterpart, the 156 Sportwagon's most striking change is to the exterior, which has been re-styled by the "Designer of the Century", Giorgetto Giugiaro, who has provided the 156, already a benchmark design in its own right, with a new level of aggressiveness.

The key changes are a completely restyled front ahead of the A-pillar with significant changes to the grille, which is now bigger and features new design headlights. The lower bumper area is also narrower than on the previous version. The end result is a front end that simultaneously oozes performance, aggression and classic class.

Giorgetto Giugiaro's changes to the Alfa 156 respect distinctive brand features, emphasize the features of a successful model and confirm, once again, the profitable relationship that Alfa Romeo has enjoyed with the great master of his trade, who was voted 'Designer of the Century' by more than 120 international journalists and his peers at Las Vegas in 1999.

Even Alfa Romeo's colour palate now reflects the heritage of the company with names that are drawn from its unique history. These include the non-metallic colours of Alfa Red, Carrara White and Kyalami Black. Eleven shades are metallic: Siena Red, Stresa Green, Light of Amalfi Green, Taormina Blue, Capri Blue, Daytona Blue, Le Castellet Blue, Gonzaga Grey, Vesuvius Grey, Lipari Grey and Jarama Black.

But the changes to the 156 are not a triumph of style over substance. There have also been changes to the interior and the chassis that enhance the Alfa Romeo 156 Sportwagon ownership experience.

The interior has also been enhanced by major and minor styling changes that alter its appearance with the aim of increasing the sensation of light and elegance while pursuing the close family ties with the Alfa 166 and the Alfa 147.

The centre of the facia reveals another new detail. The upper part features a multifunction display in an innovative, up-to-date design, while the lower part contains a built-in radio and



mono-zone or automatic dual zone climate control system controls according to the specification. The radio, complemented by a CD player, also offers an outstanding sound system designed and built for the passenger compartment that consists of six speakers and delivers a powerful output of 4x40 Watts.

Features such as the upper central air diffuser outlets and seat adjustment controls have been carried over from the previous model. The outstandingly ergonomic position of the mirror and foglight controls is also unchanged. The same applies to the central console where the sensation of space has been increased by oddments compartments.

The exterior and interior have thus been revised in a quest for the sporty elegance that has always been written into Alfa's DNA.

The chassis of every Alfa Romeo is also a core value in its DNA and the Alfa 156 has been acclaimed from day one for its dynamic combination of comfort and sporting response from the steering, suspension and brakes. Changes have been made to the Alfa Romeo 156 to enhance this, with the most substantive being the use of a new vacuum cast aluminium cross member at the rear, that is stronger, more rigid and lighter. In addition more compliance has been built into the suspension mounts to enable them to provide better insulation from road surface irregularities, but without reducing the responsive nature of the chassis.

Both versions of the 156 Sportwagon are powered by the benchmark 2.0 litre JTS engine, which has set a new standard for direct injection lean burn technology, delivering the performance, fuel consumption and emission gains promised by this cutting edge technology and removing the drawbacks encountered by other car makers.

Fitted with the new JTS engine, the Alfa Romeo 156 Sportwagon in both five speed manual and Selespeed sequential manual gearbox versions now has a top speed of 220 kmh and it dispatches the dash to 100 kmh in just 8.2 seconds, while also offering average fuel consumption in the EU test of 6.8 litres per 100 km.



Safety is enhanced at all levels in the Alfa Romeo 156 Sportwagon. Active safety – the ability to avoid accidents – is enhanced with the standard fitment of Vehicle Dynamic Control (VDC), Motor Speed Regulator (MSR) and Emergency Brake Assist (EBA).

These, respectively, help the driver maintain control of the car in emergency situations, stop wheel lock up skids caused by sharp gear changes and take over braking in emergency situations for the fastest possible stop, reducing braking distance by up to 35 per cent in an emergency.

Every Alfa Romeo 156 Sportwagon is fitted as standard with six airbags, with window air bags joining the front air bags and the side impact airbags fitted in the sides of the front seats. This combination of six airbags enables the new Alfa Romeo 156 Sportwagon to offer, combined with features such as the occupant safety cell surrounded by deformable sections, a new level of occupant safety in the event of an accident.

Inside the new Alfa Romeo 156 Sportwagon the classic style that made the 156 such a breath of fresh air compared to the cold clinical interiors of its competitors remains but it has been enhanced with new equipment, a new finish to the dashboard and a new centre console.

Standard equipment includes a multi-zone climate control air conditioning system that enables the front seat occupants to set their own temperature settings. Its efficiency is enhanced by larger top dashboard vents in a new unit that also houses the Alfa Romeo InfoCentre, an LCD screen that houses the trip computer and external temperature readout.

Complimenting the glorious sound made by the Alfa Romeo JTS engine, the Alfa Romeo 156 Sportwagon has a Blaupunkt audio system that is fully integrated into the centre console. In addition to its powerful amplifier, six speakers and state of the art CD player, operation is simplified by new steering wheel mounted controls.



TRANSFORMING THE ALFA ROMEO 156 INTO THE ALFA 156 SPORTWAGON

Following in the footsteps of a car that has been universally praised for its styling, the 156 Sportwagon had to be something special. To ensure that the Sportwagon is as stylish as its sedan brother, the Alfa Romeo stylists cast off convention and rather than add to the sedan from the 'C' pillar, the wagon starts at the 'B' pillar and, unusually for a wagon, the 156 Sportwagon has new rear doors.

The reason for this decision is immediately apparent looking at the car from the side: The smooth lines with no rough transition from sedan to wagon, along with the hidden rear door handles, provide the 156 Sportwagon with the looks of a coupe. This is further enhanced by narrowing of all the lines towards the rear of the car.

However the stylists and engineers have not allowed these stunning looks to compromise the ability of the 156 Sportwagon to be a wagon. Once again they have ignored the conventions that say that a square tail means a small rear door or a large slopping door means compromised interior space.

The rear door of the 156 Sportwagon opens into the roof of the car by 30 cms. This means it has the opening size of a slopping door, but the interior space of a square tailed wagon.

Inside the rear of the Alfa Romeo 156 Sportwagon it is clear that the designers and engineers mean this vehicle to be driven like an Alfa Romeo but retain the functionality of a wagon with a host of clever features.

These include:

- ✚ Four polished chrome tie down hooks
- ✚ Spring loaded netting that holds smaller objects against the sides of the boot in ten different positions.
- ✚ Two fully lined lockers on either side of the boot.



- + The floor of the boot is reversible so that it may either be carpeted or offer a waterproof, easily cleanable surface.
- + The boot has a 12 volt power socket.
- + A retractable luggage cover provides security in the load compartment.
- + The rear seats are split 60/40 and may be fully folded independently. When folded, there are holders for the rear headrests. The centre rear headrest folds fully into the rear backrest.
- + There is a through load feature from the boot. This hatch may be used even when two of the three rear seats are occupied.
- + The rear seats have three lap and shoulder seat belts and three child safety seat catches.
- + The luggage cover has a spring loaded flap to cover the handle hole, so reducing noise from the rear of the car.
- + The rear door may be opened by use of the remote control release on the key, the remote release by the driver's seat or via the key using the lock hidden by the badge.
- + The rear compartment is not only lit internally by two lights, a third light is positioned on the edge of the rear door, shining white light down on to the ground and red light towards the rear as a warning to other road users.
- + The rear door has a full width internal handle with which to close it, making it equally comfortable for left and right handed people.

The new 156 JTS Sportwagon has a recommended retail price of \$53,500 and for the 156 Sportwagon Selespeed, the new price is \$56,500.

THE ALFA ROMEO JTS ENGINE: DELIVERING THE LEAN BURN PROMISE

It has long been known that lean burn technology and direct fuel injection held out the promise of better fuel economy, lower emissions and more power and torque for a given engine capacity. However, until now, the drawbacks of poor high engine speed performance, the requirement for low-sulphur fuel and the requirement for extensive emission equipment to cut



the nitrogen oxide emissions (which lead to nitric acid rain) have proven substantial barriers to putting this technology in production.

But for Alfa Romeo, renowned for its highly efficient engines – the 2.0 litre Twin Spark engine, with 114 kW was, until the arrival of the JTS, one of the most efficient and highest specific output engines in the world – direct injection and lean burn technology offers a significant step up in efficiency, emissions and performance.

That Alfa Romeo has met its targets is clearly illustrated by the figures. The new JTS engine has exactly the same capacity as the Twin Spark engine it replaces, yet power is up from 114 kW to 121 kW; torque rises from 187 Nm to a remarkable 206 Nm. The new engine meets the ultra tough Euro 4 emission standards and yet, despite the performance gains, fuel consumption stays virtually the same. Of particular importance to Australia, there is no requirement for low sulphur fuel. It also delivers smooth and potent performance to the top of its rev-range.

On the road this translates into providing the Alfa 156 Sportwagon with more tractable performance in all the gears, a smoother torque and power curve delivers more refined performance and, in raw figures, top speed rises from 216 to 220 kmh and the zero to 100 kmh time is cut from 8.6 to 8.2 seconds.

So how has Alfa Romeo managed to achieve what other car makers have been trying to do for decades?

Alfa Romeo's answer is as simple as it is sophisticated. At low engine speeds, which the engine operates for the majority of the time, it operates as a lean burn engine, while at higher engine speeds it progressively switches to a normal fuel air mixture to provide the top end performance so beloved by Alfa Romeo drivers. The latter is both enhanced and enabled by the use of direct fuel injection, with the fuel pumped directly into the cylinder head around the sparkplug, boosting volumetric efficiency and performance.



With regard to emissions, the combination of the direct injection and lean burn only at lower engine speeds means that No_x emissions are similar to normal engines. The large No_x catalyst converters that are typically needed and which reduce performance with high back pressures are not required. The absence of these catalysts also means that JTS owners do not have to worry about high sulphur content fuel.

In all, the Alfa Romeo JTS engine is a technical tour de force and is a worthy successor to the array of advanced, high performance engines on which Alfa Romeo has built its reputation.



The 2004 Alfa Romeo 156 Sportwagon: TECHNICAL SPECIFICATIONS

		Alfa 156 Sportwagon 2.0 JTS	
		Manual/Selespeed	
ENGINE			
		4, in line, 2 counter-rotating shafts, front transverse driving the front wheels	
Bore x stroke (mm)		83 x 91	
Capacity (cc)		1970	
Compression ratio		11 : 3	
Max power output kW/rpm		121/6400	
Max torque Nm/rpm		206/3250	
Cylinder spacing (mm)		90	
Main bearings		5	
Cylinder block		Segmented cast iron	
Cylinder head		Regenerated aluminium, incorporating a water pump and plastic variable geometry manifold.	
Number of valves per cylinder		4	
Valve position		In 47 degree V	
Timing gear		Twin overhead camshafts with hydraulic tappets, electro-hydraulic variable valve timing from the camshaft driven by the Motronic control unit	
Timing control		Toothed belt	
Ignition type		Static, electronic digital with ignition and knock sensor, 4 HT coils fitted in the head, one spark plug per cylinder	
Lubrication		Forced feed with geared pump, water/oil heat exchanger, cartridge oil filter	
Fuel system		Bosch Motronic MED 7.1.1 phased electronic multipoint fuel injection with electronic injection combined and ignition variable layout intake manifold	
ELECTRICAL EQUIPMENT			
Battery: capacity (Ah)		60	
Generator (A)		90	
TRANSMISSION			
Drive		Front	
		Manual	Selespeed
Gearbox: 1st		3.909 : 1	3.909 : 1
2nd		2.238 : 1	2.238 : 1
3rd		1.520 : 1	1.520 : 1
4th		1.156 : 1	1.156 : 1
5th		0.946 : 1	0.946 : 1
6th		-	-
Reverse		3.909 : 1	3.909 : 1
Final drive		3.563 : 1	3.563 : 1
Clutch Diameter (mm)		230	
Lining Dimensions		230 x 155	
TYRES AND WHEELS			
Tyres		205/55 VR16	
Wheels		Alloy 6½x16	
STEERING			
Steering box		rack and pinion with power steering	



Turns lock to lock	2.2
Turning circle (m)	11.1

SUSPENSION

Front	Independent, double wishbones with double trailing arm and anti-roll bar on ball joints
Rear	Independent, MacPherson type with lower side rods and reaction struts, anti-roll bar on ball joints

BRAKES

Front: dia. (mm)	Disc 284 (ventilated)
Rear: dia. (mm)	Disc 276

BODY – DIMENSIONS

No. of seats	5
No. of doors	5
Length/width (mm)	4441/1743
Height (mm)	1430
Wheelbase (mm)	2595
Front-rear track (mm)	1511-1498/1494-1506
Luggage capacity (l) Seats up/seats down	360/1180

CAPACITIES – WEIGHTS

Fuel tank (l)	63
Kerb weight DIN (kg)	1335
Max. towable weight (kg)	1300

PERFORMANCE AND FUEL CONSUMPTION

	Manual	Selespeed
Top speed (km/h)	220	220
Acceleration (s)		
0-100 km/h	8.2	8.2
0-1000 m	29.8	29.8

EU Fuel Consumption (l/100 km)

urban cycle	12.5	12.5
out-of-town cycle	6.8	6.8
combined cycle	8.9	8.9



Alfa Romeo 156 JTS: Standard equipment and options

✓ standard 0 optional ~ not available

	Alfa 156 Sportwagon JTS	Alfa 156 Sportwagon JTS Selespeed
EXTERIOR		
Alarm	✓	
Alloy Wheels	✓	
Body Kit with front and rear splitters	0	
Body-coloured bumpers	✓	
Central locking	✓	
Central locking with remote control with side light actuation warning	✓	
Door mirrors, heated, electrically operated and body coloured	✓	
Electric front windows	✓	
Electric rear windows	✓	
Metallic paintwork	0	
Polished stainless steel tail-pipe	✓	
Side Skirts	✓	
Sports spoiler	0	
Sunroof	0	
Wipers, two speed with 4 intermittent settings and smart wash	✓	
INTERIOR		
Analogue clock	✓	
Audio controls on the steering wheel	✓	
Automatic climate control system with twin zone temperature setting	✓	
Boot and fuel filler flap opening from inside	✓	
Check control	✓	
Cruise control	✓	
External temperature gauge	✓	
Front seats with adjustable lumbar support and centre armrest	✓	
Front, passenger-side courtesy light with reading spotlight and two rear courtesy lights	✓	
Glove compartment with flap	✓	
Height-adjustable driver's seat	✓	
InfoCentre Readout with outdoor temp, trip computer, check control, radio frequency/CD track readout	✓	
Instrument panel lighting adjustable to three levels	✓	
Leather steering wheel and gear knob	✓	
Metallic gray instrument and control background	✓	
Pouch on back of front seat squab	✓	
Rear armrest with ski tunnel	✓	
Rev counter	✓	



Steering wheel with height and axial adjustment	✓
Timed heated rear window	✓
Titanium effect centre console	✓
Upholstery, Momo leather	✓
Velour carpets	✓
SAFETY/MECHANICALS	
ABS + EBD	✓
Airbag, Driver	✓
Airbag, Passenger	✓
Airbag, Side	✓
Airbag, Window	✓
Alfa Code Security Immobilizer	✓
ASR/MSR	✓
Foglights, front	✓
Foglights, rear	✓
FPS (Fire Prevention System)	✓
Front seat-belt electronic pretensioners	✓
Headlight alignment adjustment	✓
Headlight wash/wipe	✓
Height-adjustable front and rear head-restraints	✓
Height-adjustable front seat-belts	✓
Power steering	✓
Rear door child safety locks	✓
Side impact air bags	✓
Third brake light	✓
VDC	✓