



# Fiat Brava

Featuring JTD 105 (Diesel)



## What's different?

**Brava's latest spec moves it closer to Bravo beneath the skin, but latest direct-injection diesel engine is new to both.**

**A** PART FROM THE NEW ENGINE, BOTH Brava and (three-door) Bravo have undergone some subtle revisions this year (see R9926A for details), which generally apply across the board.

This five-door has benefited, in fact, by drawing closer to the Bravo in matters of interior detail, as well as steering response, which (as we urged three years ago) now has better weighted power-assistance. The ride still feels hard and fretful over apparently innocuous surfaces, however and doesn't improve with more people aboard, although it does rather better over really serious bumps.

Generally speaking, the interior detailing has been changed for the better; the radio is easier to fathom, the positioning of the knurled, rotating controls for dial lighting and headlamp beams couldn't be better, and the new round dials are much clearer. The foglamps don't switch off with the main lights, however, while the fact that the outside lights *do* extinguish with the ignition, means that one can easily imitate a Volvo next day.

Greater attention to safety and security has brought with it some snags. The rear seatbelt tags stow neatly, but they and the interior door handles are much too stiff to release and the electric windows are sluggish. Rear passengers aren't over-endowed with legroom or support – the old Tipo was a far superior “taxi”.

Brakes are ABS-equipped with this diesel and produce a consistently powerful emergency stop, however hard you press beyond 18kg (40lb). At check braking pressures, however, absence of progression in pedal travel (rather than load pressure) complicates things – it feels like a Citroën Xantia. Heat fade can be induced, as well, after harder use.

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## PERFORMANCE

### Acceleration time in seconds

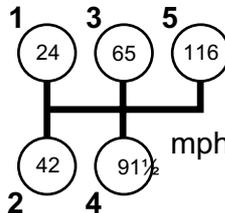
mph	30	40	50	60	70
<b>THROUGH THE GEARS</b>		1.9	4.6	7.6	11.9
<b>IN 5TH GEAR</b>		7.4	13.3	19.2	25.6
<b>IN 4TH GEAR</b>		4.1	7.8	11.9	16.3

20 mph	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>		17.4/9.1		11.8/7.8	
			13.3/7.8		12.3/8.5

### Maximum speeds

REVS PER MINUTE	1st	4th	5th
2nd	4400*	4400*	4150
3rd			

\* for best acceleration



## FUEL CONSUMPTION

Fuel grade: ULS diesel	
<b>Type of use - air conditioning off*</b>	<b>mpg</b>
In the city - heavy traffic	29
In the country - quiet driving	59
<b>Typical mpg overall</b>	<b>48½</b>
Realistic tank range†	53litres/565miles

† based on fuel gauge/warning lamp and filling station experience - not nominal tank capacity

\*with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer

## FOR THE TECHNICAL

### ENGINE

**Type** transverse four cylinder with iron block and alloy head; five main bearings

**Size** 82.0 x 90.4mm = 1910cc

**Power** 105bhp at 4000rpm

**Torque** 148 lb ft at 1500rpm

**Valves** belt-driven single overhead camshaft actuating two valves per cylinder

**Fuel/ignition** direct-injection diesel with electronically controlled mechanical injection pump and high-pressure "common-rail" delivery; turbocharged with intercooler and exhaust catalyrs. 60-litre tank, with low-level warning lamp

### TRANSMISSION

**Type** five-speed manual, front wheel drive (no auto option)

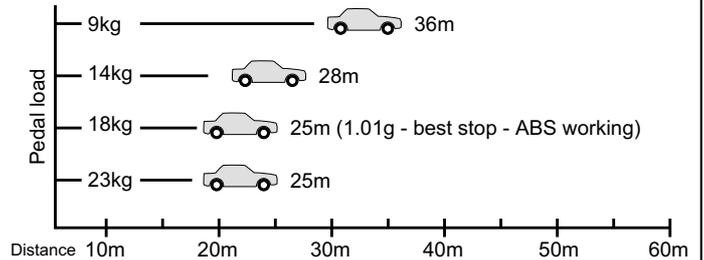
**Mph per 1000rpm** 28.0 in 5th; 20.9 in 4th

## BRAKES

Pedal feel ●●○○○ Behaviour in an emergency ●●○○○ Handbrake ●●●○○○

Dry road stopping distance from 50mph (with ABS)

A good-to-average best stop is about 26m at 15-20kg pedal load



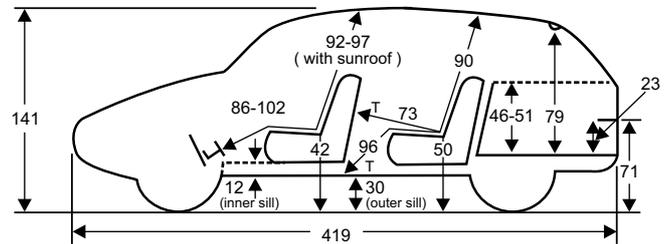
Fade test: pedal load required for a moderate (34m/.75g) stop:

10kg at start of test, 17kg at end of test (Ideal brakes show no change)

## MEASUREMENTS

Centimetres

Five-door



T: typical back seat space behind medium-sized front occupants

