

FIAT

Panda

FIAT Panda

They had reckoned without the ingenuity of Fiat and that master of modern car design, Giorgio Giugiaro.

He conceived a shape built up of simple straight lines that was easy to manufacture because the panels lacked complex folds and

The Panda is unique. A unique marriage of style and practicality; a blend of chic good looks and downright commonsense.

It is proof that a simple, inexpensive car can still brim with design flair and driver appeal.



In its six years of life, this amalgam of virtues has made Panda a best seller in every Fiat market.

Before the Panda's introduction many industry experts believed that the day of the small practical car was over. Increasing production costs and tough new safety regulations would make them impossible to manufacture with success.

seams, and he shaved previous pounds from the price by the use of such details as flat rather than curved window glass.

The Latin gift for line had created a distinctive and pretty new look.





Remember that even before these latest advances, Fiat had already created the clever Panda 4x4 – the first production four-wheel-drive derivative from a transverse engined, front wheel drive model.

The 4x4 is still a machine with few peers, providing stylish performance and surefooted roadholding at a fraction the price of some rivals.

Under Panda's agelessly attractive Giugiaro body – given just the merest hint of a new look with some subtle changes – is now to be found the latest in small car technology.



But the Panda is much more than simply good looking.

It is versatile, economical and fun to drive.

An all-round ability that has been proved over nearly one and a half million Pandas built, which presently account for half of all the sales in its section of the new car market.

Now the Panda has been substantially improved, ensuring that it remains the thoroughly modern car it was designed to be, but without any loss in the essential sparkle of that original design.

Panda may look a compact car but that certainly doesn't mean it is unsophisticated.

A new engine range – Fiat's advanced new FIRE units – gives greater performance, economy and

serviceability. Suspension has been re-thought, too, and a unique new rear suspension assembly is fitted to the front-wheel-drive models.

There's a new fascia, a new-look interior and – most importantly of all – an economical new 750L model that retains all Panda's style and sense.

The new Panda models, from the thrifty 750L up to the go-anywhere 4x4, are a continuation of that original Fiat philosophy, so cleverly put into effect by Giugiaro, for a small car that would be practical yet pretty, economical yet lively.

It's a demanding philosophy that many aspire to but very few, save the Fiat Panda, have mastered.



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TECHNICAL DEVELOPMENTS

Fiat has always been at the forefront of small car technology. From the Topolino to the 500 to the Panda, it has set the pace over the years.

Nonetheless its most recent developments stand as some of its most remarkable, and the Panda is a chief beneficiary of this ingenious new technology.

Most significant change is that Fiat's new FIRE power units are now fitted to the whole Panda range.

FIRE stands for Fully Integrated Robotised Engine, and the name is a pointer to the engines' remarkable features.



Manufactured at the new and purpose-designed Termoli factory, the FIRE units are built with a degree of automation never previously seen in an engine plant, thus ensuring consistently high manufacturing standards.

More than this, the units have been designed to be light yet strong, with the minimum of components, and to provide class leading performance and economy.

The FIRE 1000, which is fitted to the Panda 1000CL, Super and 4x4 models, is already used with remarkable success on the Fiat Uno and the new Panda 750L sees the first appearance of the smaller capacity, FIRE 750 unit.

The larger FIRE 1000 engine provides substantial gains in torque over its 903cc predecessor. That means better acceleration but, more importantly, considerably better fuel economy thanks to the improved engine flexibility.



FIRE 1000.



And the smaller 769cc unit, despite its seemingly modest capacity, is not short of either performance or economy in the nippy 750L.

Moving to the rear of the new Panda, one finds the clever Omega type suspension system – the name derives from the Greek letter Ω which is shaped like the main suspension member.

This new system, which replaces the leaf-sprung axle of the previous models, combines the best of both independent and rigid axle suspensions.

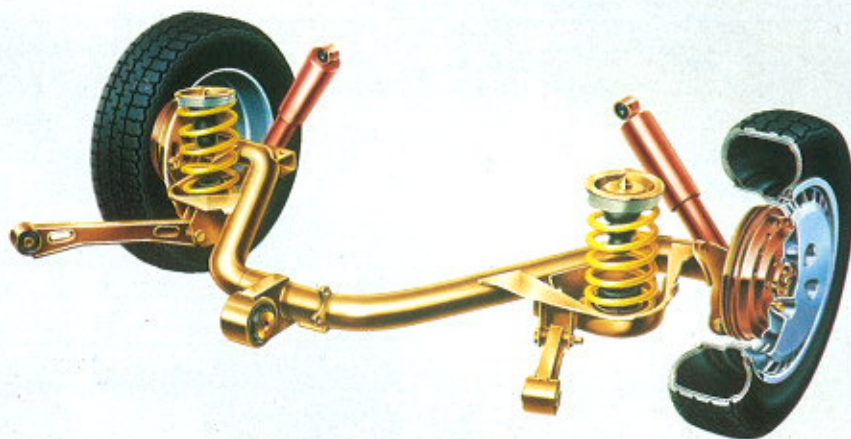
Thanks to its clever system of links – a central coupling,



Panda Super.

combined with two angled arms – the Omega shaped axle provides the comfort of all-independent suspension yet retains the vertical wheel movement of a rigid axle to ensure good handling under all conditions.

The result is the all familiar Panda agility and a smooth, supple ride. And in the process of re-engineering the car for the new suspension, the floorpan has been strengthened for greater structural rigidity and soundproofing has been improved.



(The 4x4, having drive to all wheels, retains its own live axle suspension system.)

As well as these technical improvements, the new Panda has some deft new styling touches to the exterior and a new interior treatment, too.

Among the outside changes are a re-styled grille, new bumpers and improved light units.

Inside, all the range now has a bigger and more comprehensive dashboard (as well as numerous other detailed improvements to the controls), though the supremely practical full-width oddments pouch has been retained.

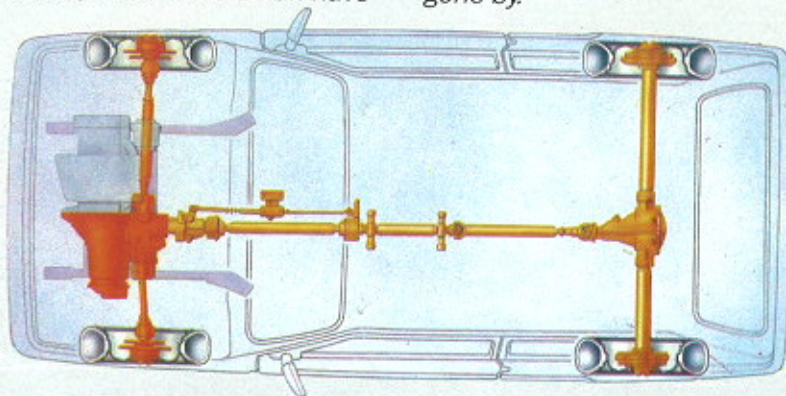
And, while the new 750L retains Giugiaro's widely praised original seating, featuring slimline front seats and a completely removable rear bench, other models now have



completely new and even more luxurious seats.

Much, then, has changed around the still familiar, cheeky body of the Panda. Beyond those chic lines is a car that is no less of a technical pace-setter now than it was when first introduced to an incredulous public six years ago.

A car that sets the standard for small car performance, economy and practicality, just as other Fiats have set the standard in years gone by.



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FIAT Panda 750L

All the classic Panda virtues can be found in the 750L, the new baby of the range.

Lively, adaptable, economical and inexpensive to buy and own, the Panda 750L is the epitome of the small car.



At its heart is the latest version of Fiat's remarkable FIRE engine. This 769cc power unit is built along

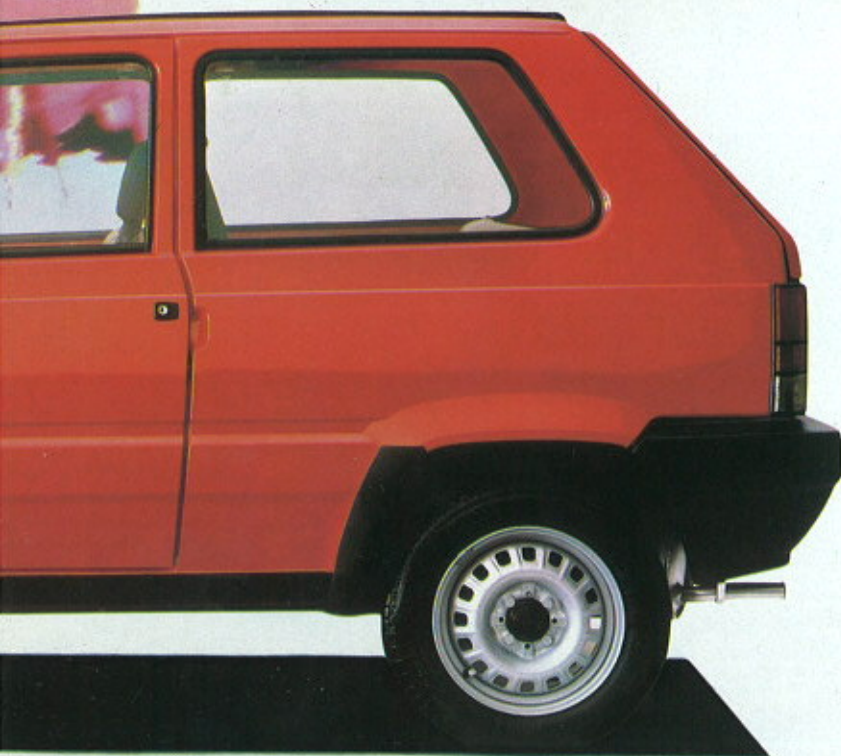


the same highly robotised production lines as the existing 1000 engine, with which it shares many components.

It is a light, strong engine designed to require the bare minimum of routine maintenance and to thus reduce service bills.

And, thanks to the extensive use of computer aided engine design, the four geared 750L can also provide excellent fuel economy, with 56.5mpg at a constant 56mph and no less than

45.6mpg on the Urban Cycle which replicates town driving.



comfort yet take up minimal space.

Smartly trimmed in cloth, they are fully reclining and are fitted with head restraints.

The rear seat is even more ingenious; the hammock-type seat can be folded up to increase boot space, folded down to make a handy bed, removed to create a van-like rear – or you can simply sit on it!

It will, after all, hold three adults in comfort – and in safety since rear seat belts are fitted as standard for all three rear seat passengers.

MODEL	ENGINE	NO. OF GEARS
Panda 750L	769cc	4
Panda 1000CL	999cc	4
Panda 1000S	999cc	5
Panda 4x4	999cc	5



But don't think of this new Panda as a dull economy car; the lively FIRE engine gives a top speed of 78mph and handling is quick and agile, thanks to the new Omega shaped rear suspension.

This clever new design also provides a high level of ride comfort by small car standards.

Inside, the Panda is just as Giugiaro intended the car to be. His clever, slimline front seats were developed to give the maximum

Like the rest of the range, the 750L has a new, large instrument binnacle with clearly laid out controls.

Below the fascia panel is that deep, full-width pouch-type stowage area so loved by Panda owners for its seemingly limitless capacity to swallow odds and ends.

Finally, there are twin door mirrors and a heated rear window, to ensure good all-round visibility in the busy traffic conditions that are this Panda's natural habitat.



FIAT Panda 1000CL

The 1000CL is a Panda that has grown up without losing any of its youthful charm.

The adoption of the new Omega

type rear suspension system has given the 1000CL a standard of ride comfort that some larger cars would envy – 'very good at all speeds' – Motor called it (January 25th 1986).



And the 45bhp, 999cc FIRE engine has brought a new dimension to both performance and economy.

Though this new engine has an identical power output to its predecessor, torque – or pulling power – is greatly improved; it is increased by over 20 per cent and peak torque is developed at lower engine speeds.

Which means the new engine is a delightfully flexible unit that doesn't need to be worked so hard.

The benefits are seen in improved fuel consumption – the Urban Cycle figure for the four-speed 1000CL is now



MODEL	ENGINE	NO. OF GEARS
Panda 750L	769cc	4
Panda 1000CL	999cc	4
Panda 1000S	999cc	5
Panda 4x4	999cc	5

The new, fully upholstered front seats give first-class comfort and, thanks to clever design also provide easier access and more legroom for those in the rear.

This has been achieved by mounting the seat runners at the sides of the floor and incorporating a neat tilt-and-tip mechanism for rear access.

Front seat belts lower mounts

are now fitted to the seat frames, which improves comfort, while the seats themselves are cloth covered and fitted with A-frame head restraints.

Seat belts are standard in the rear as well, where there is now a folding bench seat which can be quickly tipped forwards to increase the already considerable load space.

A rear parcel shelf protects luggage but can be folded away if necessary.



The smart new fascia carries similar instrumentation to the smaller 750L, whilst in addition to the smaller car's features, the 1000CL is fitted with a rear wash-wipe and has opening rear side windows to complete its impressive specification.

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FIAT Panda 1000 Super

The 1000 Super sets a new high standard in small car refinement.

Allied to the greater flexibility and smoothness of the FIRE engine is a five-speed gearbox. This makes the most of the engine's extraordinary economy potential and no less than 61.4mpg is returned at 56mph.



The Super is quiet, too; the high fifth gear reduces engine revs when cruising and the new model has improved sound deadening too.

And it is comfortable, Fiat's advanced Omega shaped rear suspension layout producing a smooth ride as well as surefooted handling, which is helped by larger, low profile 155/65 tyres.



New seating adds to the Super's big car comfort.

The plushly upholstered front seats can be reclined and are fitted with head restraints.

The same ingenious tilt-tip device and side-mounted runners fitted to the 1000CL are also used in the Super, and allow rear seat passengers to enjoy greater leg-room than in former models.

The new rear seat itself can carry three adult passengers in comfort and safety, with rear seat belts being standard, and folds forward when more load space is required.





detailing relevant warning lights. The twin door mirrors can be adjusted from inside the car (and they are stronger and better positioned than before); there is a



The new fascia fitted across the Panda range has additional instrumentation in the Super, with a water temperature gauge, a clock and a very handy 'pictogram'

A smart cloth trim on both seats and interior panels provides the final touch of Super luxury.

The 1000 Super has equipment levels that match the sophistication of its technical features.

MODEL	ENGINE	NO. OF GEARS
Panda 750L	769cc	4
Panda 1000CL	999cc	4
Panda 1000S	999cc	5
Panda 4x4	999cc	5

rear wash-wipe (also on the 1000CL), rear parcel shelf (on all models) and tinted glass is used all-round.

Finally, if you want to put that extra finishing touch of glamour to the Super, a fabric sunroof is surely an option not to be missed.

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FIAT Panda 4x4



This is one of very few cars which can truly be said to have scarcely a rival at its price.

If the Panda is a unique concept, then the 4x4 is a rare breed indeed.

It retains the chic charm and practicality of the original but adds a new dimension to its versatility — one that complements the nature of the car perfectly.

For the Panda was designed to be an all-rounder and in this four-wheel-drive form, it most certainly is just that.

Developed in conjunction with the Austrian off-road experts, Steyr-Puch, the four-wheel-drive system takes an additional drive from the transverse engine to a live, leaf-sprung rear axle via a three section propellor shaft.





Now the 4x4 also benefits from a powerful, 50bhp version of the new FIRE power unit, which has increased both power and torque.

The gains in torque are particularly valuable, of course, in a 4wd vehicle that has to force its way through poor conditions.

Fuel consumption has also benefitted, with a 13 per cent improvement in Urban Cycle economy.

The new 4x4 has the same comfortable new seating as the 1000 Super, as well as its fold-down rear bench, and the Super's fully instrumented fascia, too.



With distinctive, new-look wheels, tinted glass, rear seat belts, a rear wash-wipe and internally adjustable twin door mirrors, the Panda 4x4 proves that a competent off-roader can still cut a stylish dash on the road.

In short, it's the ideal town and country vehicle.

MODEL	ENGINE	NO. OF GEARS
Panda 750L	769cc	4
Panda 1000CL	999cc	4
Panda 1000S	999cc	5
Panda 4x4	999cc	5

An additional shift lever in the car alongside the normal five-speed gear change allows selection of the 4wd whenever the going dictates.

A strengthened front underbody, wide bodyside rubbing strips, recalibrated suspension and town-and-country tyres complete the Panda's transformation from chic town car to tough country car.



FIAT Panda Practicality.

Above all else, the Panda is a practical car. In size, style and performance it displays a level of practicality previously unknown in the small car.



That same level of practicality becomes all too obvious when you take a look inside the Panda.

Despite its neat, compact size there's no shortage of legroom or creature comforts. The smartly styled front seats have been designed not only for their individual good looks but also to offer excellent back support and comfort.



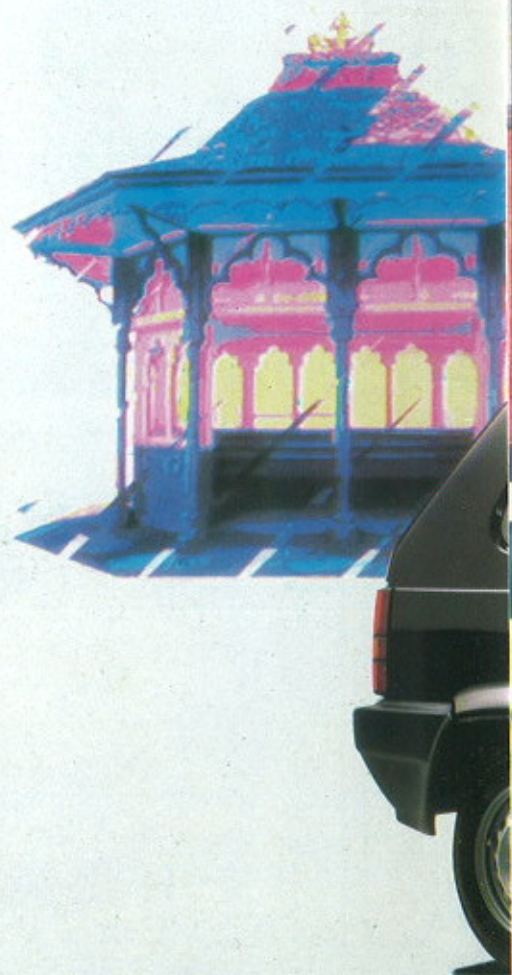
They recline to give the driver and front seat passenger an ideal seating position.

For drivers of the 1000S and 4x4 there's the added bonus of internally adjustable door mirrors – a feature normally only associated with larger saloon cars.

Unlike many contemporary smaller cars, the cars in the Panda range offer back seat passengers plenty of legroom, and the standard fitting of rear seat belts for 3 passengers in all models is a much appreciated safety measure that other small car manufacturers should certainly take heed of.



The Panda's heating and ventilation system has a powerful fan that is fast and effective in taking the chill off a winter's morning. While in the summer, the opening rear



side windows in the 1000CL, 1000S and 4x4 give the extra ventilation to create a cool through-breeze.

As far as storage is concerned the Panda is surprisingly accommodating. The full width deep pouch and front door storage pockets give plenty of room for maps, documents and other odds and ends. Directly behind the rear seat passengers there's an easily accessible rear parcel shelf to carry everything you'll need on a journey and hide the main luggage area from view. On the 750L this can be simply removed to add extra storage space to the boot area.

The boot itself is surprisingly spacious for such a small car, and once again shows what a practical car the Panda really is.

It gives a good 9.6 cubic feet of storage room which can be easily extended to 31.9 cubic feet by folding up the rear seat and removing the parcel shelf, or to 38.4 cubic feet by taking out the rear seat altogether on the 750L – an operation which takes a matter of minutes.



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SPECIFICATION 750 L 1000 CL 1000 SUPER 4x4

TECHNICAL				
Engine capacity (cc)	769	999	999	999
No. of cylinders	4	4	4	4
Bore/Stroke	65x58 mm	70x64.9 mm	70x64.9 mm	70x64.9 mm
Engine BHP (DIN)	34 @ 5250 rpm	45 @ 5000 rpm	45 @ 5000 rpm	50 @ 5500 rpm
Max. Torque (DIN)	5.8 kgm (42 lbs/ft) @ 3000 rpm	8.2 kgm (59 lbs/ft) @ 2750 rpm	8.2 kgm (59 lbs/ft) @ 2750 rpm	8.0 kgm (58 lbs/ft) @ 3000 rpm
Compression ratio	9.4:1	9.8:1	9.8:1	9.8:1
Ignition System	Distributor type	Distributor type	Distributor type	Electronic Breakerless
Carburettor	Weber single choke down-draught with manual cold start enrichment	Weber single choke down-draught with manual cold start enrichment	Weber single choke down-draught with manual cold start enrichment	Weber single choke down-draught with manual cold start enrichment
Cylinder head	Light alloy	Light alloy	Light alloy	Light alloy
Cylinder Block	Cast iron	Cast iron	Cast iron	Cast iron
No. of main bearings	5	5	5	5
Valve operation	SOHC	SOHC	SOHC	SOHC
Electric cooling fan	•	•	•	•
Gearbox forward speeds	4	4	5	5
Front wheel drive	•	•	•	Front wheel drive or 4 wheel drive
Rack and pinion steering	•	•	•	•
Front suspension	Independent MacPherson strut	Independent MacPherson strut	Independent MacPherson strut	Independent MacPherson strut
Rear suspension	Omega shaped axle with coil springs	Omega shaped axle with coil springs	Omega shaped axle with coil springs	Live axle with leaf springs
Brakes	Discs front/Drums rear	Discs front/Drums rear	Discs front/Drums rear	Vacuum servo assisted Discs front/Drums rear
Final drive ratio	4.231:1	3.867:1	3.867:1	5.455:1
Major service intervals	12,000 miles	12,000 miles	12,000 miles	12,000 miles
SPECIFICATION				
Water temperature gauge	•	•	•	•
Opening rear side windows		•	•	•
Heated rear window	•	•	•	•
Rear fog lamp and reversing light	•	•	•	•
Door mirrors	•	•	Internally adjustable	Internally adjustable
Rear screen wash/wipe		•	•	•
Wiper speeds	1 + intermittent	1 + intermittent	1 + intermittent	1 + intermittent
Rear parcel shelf	•	•	•	•
Analogue Clock			•	•
Cigar lighter			•	•
Front and rear seat belts	•	•	•	•
Front seat head restraints	•	•	•	•
Reclining front seats	•	•	•	•
4 spoke steering wheel			•	
Cloth covered seats	•	• Superior	• Luxury	• Luxury

SPECIFICATION 750 L 1000 CL 1000 SUPER 4 x 4

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* Performance figures: Fiat SpA.
These are the official Fuel Consumption Figures in accordance with Passenger Car Fuel Consumption Order 1983.
Please note: Radios shown in this brochure are available as optional extras.

AFTERCARE.

STANDARD VEHICLE WARRANTY.

All Fiat vehicles carry a 12 month unlimited mileage warranty. During this period, repairs resulting from faulty materials or manufacture will be carried out free of charge. The first service is free (excluding lubricants) providing it is carried out by an authorised Fiat Dealer between 600 and 900 miles during the warranty period.

FIAT RECOVERY SERVICE.

Should your new Fiat break down within the 12 month warranty period, the Fiat dealer-operated recovery service will provide any roadside assistance, or, if necessary, recovery to the nearest Fiat Dealership.

SIX YEAR ANTI-PERFORATION

WARRANTY. Every new Fiat carries a full six-year anti-perforation warranty. The routine inspections are free provided your vehicle is serviced at the recommended intervals by a Fiat dealer.

Full details of the warranty are available from any Fiat dealer.

SOLOFIT. Fiat's menu pricing programme that sets new standards for service by making the promise "The price you see is the price you pay – not a penny more."

ADDITIONAL WARRANTY. For a small fee, you can add one or two years' parts and labour cover through a Mechanical Breakdown Insurance Warranty, called Mastercover 2 (or for business users, Longrun 2). Your Fiat Dealer will give you full details.

PARTS AND SERVICE. There are over 300 Fiat Dealerships nationwide, all listed in Yellow Pages. Fiat Dealerships are staffed by highly skilled Fiat trained technicians.

AFTERCARE.

Naturally, only genuine parts are used. Because they are designed by Fiat, they will give better service and performance than other parts, and in many cases they are often cheaper too.

A giant computerised warehouse with over 38,000 parts in store ensures that all Dealers are kept well stocked at all times.

FIAT RENT-A-CAR. Many Fiat Dealers offer an extensive and highly competitive tariff for self drive hire. For further information, including terms and conditions of hire, contact your local Fiat Dealer or ring Fiat Rent-a-Car Central Enquiries on Uxbridge 51212.

FIAT FLEET. Our extensive Fleet operation offers extremely flexible and competitive fleet and leasing agreements tailored to every size and type of company – supported by first class back-up facilities. For more information ring Fiat Fleet on Uxbridge 51212.

FIAT OWNERS' INSURANCE PLAN. This scheme is fully underwritten by Lloyd's of London and offers very competitive premiums. The cover is flexible and hence can be tailored to suit your particular requirements. Features of these policies include a 60% No Claims Bonus transferable from your present insurer and also personal effects cover. The scheme is available through Fiat Dealers who will provide you with more information on request.

FIAT AND THE DISABLED DRIVER. Finally, if you're a disabled driver, ask your Fiat Dealer about the modifications that can be made to most of the cars in the range.



Fiat Auto (U.K) Limited, Bakers Court, Bakers Road, Uxbridge UB8 1RG.

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