

Hyundai i20 N Line review: A near-perfect mix of sport and comfort



By [Imran Salie](#)

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I recently test drove the Hyundai i20 N Line, a new car that is rarely seen on the road and is often confused with Hyundai's N range of cars. The N Line is essentially a sportier version of the popular i20, but cheaper than the aforementioned Hyundai N lineup. It's therefore a perfect fit for someone looking to get a sporty hatchback without completely breaking the bank.



So what does the N Line offer?

On the inside, the N Line has black artificial leather trim with red stitching and insets on the dashboard. It has a special steering wheel and gear lever with the N logo, paddle shift levers at the back of the steering wheel, and sporty aluminium pedals.



Source: [QuickPic](#)

On the outside, the N Line distinguishes itself with dual-tone colours, 16-inch wheels, a spoiler on top of the rear hatch, a twin-tip exhaust muffler, and a specially designed front and rear bumper and a grille.



The i20 N Line is a turbocharged three-cylinder front-wheel drive that gives an output of 90kW and 172Nm. It's linked to a seven-speed dual-clutch transmission (DCT), which can be used in manual shift with paddles on the steering.

i20 N Line features include:

- Keyless start button;
- Sunroof;
- Rear-view monitor with guidelines displayed on the infotainment system's screen;
- Parking sensors;
- Electric folding mirrors;
- LED headlights;
- Air-vents for rear passengers;
- A USB charging socket and cell phone storage space for rear passengers;
- A multi-function steering wheel with radio and telephone control buttons; and
- A cruise-control function on the steering wheel.

High-tech connectivity

The i20 N Line offers Apple CarPlay and Android Auto with a wireless link, which enables it to mirror the functionality of iOS and Android smartphones.



Source: [QuickPic](#)

It has a new 10.25-inch digital instrument cluster in front of the driver and a high-resolution eight-inch centre touchscreen for the infotainment system has been visually combined.

Safety

The i20's body is reinforced with 36% advanced high-strength steel. Electronic Stability Control, together with an Anti-lock Braking System, and Electronic Brake-Force Distribution, form part of the active safety features in the i20 N Line.

Passive safety systems in the i20 N Line include six airbags (driver, front passenger and two curtain airbags). The i20 N Line is also equipped with Isofix latches for child seats.

What it's like to drive

The N Line's gearbox doesn't offer an immediate pull when putting your foot down on the accelerator pedal, but there's a thrill once it reaches third gear. It's here where the N Line performs at its best, but the gearbox still doesn't deliver a smooth experience due to its slowness in changing gears.

There is a silver lining though: the manual option is much better to use as it gives power to the wheels quicker. I spent most of the time using the automatic option though because I chose to drive more conservatively, despite the power and torque that I had at my disposal. The gearbox was my biggest gripe, other than that the drive quality was superb.

The i20 N line is nippy, surprisingly nippy. It's agile and light on its feet when it has to manoeuvre itself through light highway traffic and suburban streets. It's firm on bumpy roads and majestic around corners.

It can be heavy on fuel consumption (8.9l/100km), but it can be light depending on driving behaviour (6.8l/100km). It has a great exhaust note and a sporty look. All in all, the Hyundai i20 N Line is a fun car to drive.

Pricing

The Hyundai i20 N Line's retail price is R405,900 and comes with a seven-year/200,000km manufacturer's warranty. If the vehicle is sold, the warranty is passed on to the next owner.

A four-year/60,000 km service plan and seven-year/150,000km roadside assistance also form part of the standard package.

ABOUT IMRAN SALIE

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