SIERRA RS COSWORTH

SAPPHIRE

Ford

Travel first-class by executive express

BRITISH DESIGN AWARD 1988

Ford's superb new Sierra Sapphire RS Cosworth is the high-performance saloon that brings you a unique blend of luxury, refinement and reliable, race-proven engineering. It has been developed from the phenomenally successful three-door Sierra RS Cosworth, the 'special edition' hatchback that won the World Touring Car Championship and 29 international rallies in 1987.
Distinctive but discreet styling makes this the executive express that looks as good in the city as it feels on the open road. Features such as Recaro seats and a top-quality, six-speaker audio system make the spacious interior equally impressive. Ford's elegant new Sierra Sapphire RS Cosworth is the driver's car which also gives passengers that first class feeling.
Swift and sure-footed, this sleek, aerodynamically efficient four-door is the latest product of Ford's collaboration with Cosworth, the award-winning British company best known for its world-beating Grand Prix engines. Boosted by a Garrett AiResearch turbocharger with an air-to-air intercooler, the Sierra Sapphire's smooth and potent four-cylinder, 2.0-litre power unit produces 204 PS at 6000 rpm. Key features include twin overhead camshafts, four valves per cylinder, forged aluminium pistons, and very sophisticated electronic controls for the ignition and fuel injection systems.
Performance testing by Ford engineers has confirmed the Sierra Sapphire RS Cosworth's claim to supercar status. True to its pedigree, the new thoroughbred powered its way to 60 mph from a standing start in just 6.1 seconds and then on to a top speed of 150 mph.
At the other end of scale, the Sapphire RS is just as happy trickling along in slow-moving traffic. When it's safe to overtake, the responsive engine's strong torque at low revs combines with a five-speed gearbox to provide vivid acceleration.
Fully independent suspension developed by Ford Special Vehicle Engineering complements a luxury saloon's ride with a competition car's superb roadholding and crisp, responsive handling. The specification also features wide-rim alloy wheels with ultra-low profile Dunlop Sport tyres, light and precise power steering, a limited-slip differential to reduce the risk of wheelspin, and disc brakes controlled by a very advanced anti-lock system.
Power and poise join with elegance and efficiency to make the new Sierra Sapphire RS Cosworth one of the most exciting saloons ever produced by Ford. This stylish sprinter is a car for the fortunate few.


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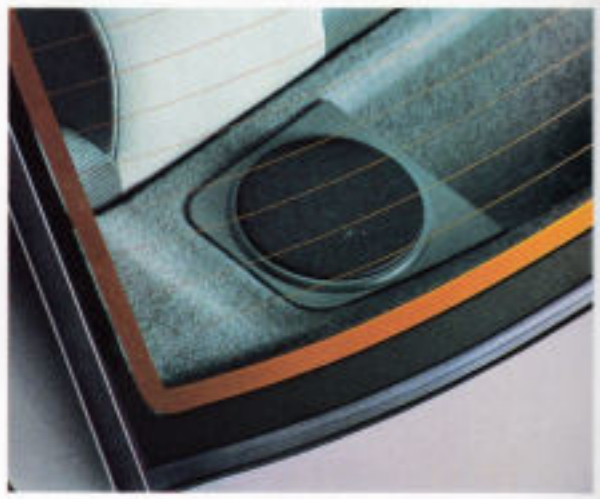
Distinctive, discreet, graceful and practical

Take a close look at the new Sierra Sapphire RS Cosworth's graceful, wind-cheating body. The design incorporates many significant features developed to enhance everything from aerodynamic efficiency and ventilation to visibility, security, safety and convenience. For instance, the front and rear bumpers are engineered to resist the low-speed impacts that often cause minor but infuriating damage in busy streets and crowded car parks. Hidden assets include windscreen pillars filled with a plastic foam that increases the body's rigidity.

Flush-fitting homofocal headlights have computer-designed reflectors. They project light far more efficiently than the conventional type, which control the beam pattern through the lens. Headlamp wash/wipe is standard.

Ford's rapid de-ice windscreen has thousands of virtually invisible heating elements embedded in its tinted, laminated glass. Each is much finer than a human hair. This type of screen was pioneered by the aircraft industry.

The radio aerial for the six-speaker audio system is built into the rear window's heating element. Unlike a conventional rod-type antenna, it is safe from damage by vandals and automatic car washes.

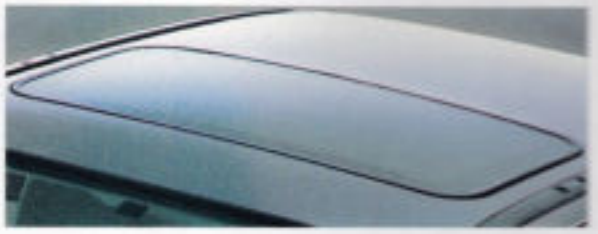


Flush channels, hidden by the door frames, carry rain water away from the roof without the need for conventional drip rails. Plastic sliders open to reveal mounting points for a roof rack.

Unique alloy wheels with a seven-inch rim width complement the discreet but distinctive styling of Ford's new executive express. The tyres are D40 205/50VR15 Dunlop Sports.

Powerful fog lights, incorporated in the lower part of the body-colour front bumper, are features typical of Ford's fully equipped Sierra Sapphire RS Cosworth.

The impressive specification includes a sunroof of screened glass. It can be slid right back, or just tilted open to supplement the car's very efficient ventilation system. A louvred shutter protects the interior from exceptionally strong sunlight.



Electric motors enable the body-colour door mirrors to be adjusted with pin-sharp precision at the touch of a button. They are also heated, to maintain rearward visibility when the temperature drops below freezing point.

High-security locks, developed by Ford in association with leading locksmiths, protect the Sapphire Cosworth's doors, boot, fuel filler cap and steering column. They feature rotating disc plates, rather than spring-loaded tumblers, and are highly resistant to picking. The locks are also less likely to freeze.

Made of tough, resilient polycarbonate, the body-colour front bumper is filled with a special plastic foam to resist low-speed impacts. Its lower lip is shaped to smooth airflow past the wide-rim alloy wheels.

Wind tunnel tests emphasised the value of semi-concealed wipers. They are fitted with small, blade-like aerofoils shaped to keep the wiper in contact with the glass at high speeds. The screen itself is electrically heated.

The Sierra Sapphire RS Cosworth's discreet, body-colour bootlid spoiler enhances stability by smoothing airflow over the tail. The car has an excellent 0.33 drag coefficient.

The Sierra Sapphire RS Cosworth provides the best of both worlds by combining supercar performance with a very spacious and luxurious interior. Recaro seats, with height adjustment for the driver, give the support essential for long-distance comfort. Special attention has also been paid to the five-seater's rear compartment, where features include side bolsters, head restraints and a folding central armrest.

Seats designed with the help of computer-linked pressure sensors are upholstered with attractive, hard-wearing Halley and Angora velour fabric. The steering wheel and gear lever knob have leather trim, in keeping with the character of this high-performance luxury car.

Designed to make driving a pleasure

Luxurious and practical, the new RS Cosworth version of Ford's elegant Sierra Sapphire pays special attention to a driver's needs. All-round visibility is excellent from behind the leather-trimmed steering wheel. Accurate instruments with crisp, clear graphics are complemented by convenient controls grouped into logical 'work zones'. They are exceptionally easy to identify, reach and activate. Note, for instance, how all wiper and washer functions are operated by the same control on the steering column.

Ergonomics is the subtle science that relates people to their working environment. Ford used it to make the new, high-performance Sapphire RS Cosworth an exceptionally 'driver friendly' car. That involved everything from fitting a supportive seat with height adjustment to trimming the gear lever knob and sports-type steering wheel with leather.

The cockpit's neat, logical layout is worthy of an executive jet. Speedometer and tachometer share the panel's central 'work zone' with other primary driving instruments. Micro switches to the right control front and rear fog lights, rear window heater, and the tinted windscreen's heating elements. Features clustered on the left include heating and ventilation controls, a multi-function clock, and Ford's top-quality Electronic Sound System with its separate power amplifier.

The illuminated graphic display module warns of bulb failures, doors that have not been fully closed, and low ambient temperatures.

Switches for electrically operated windows are conveniently located by the five-speed gearbox's leather-trimmed lever.

A louvred shutter shields the interior when the sun is exceptionally hot. Made of screened glass, the versatile sunroof can be slid back, or just tilted.

Made by Recaro, the fully adjustable, cloth-trimmed front seats are carefully shaped to provide support all the way from shoulders to thighs. Padded head restraints reduce the risk of 'whiplash' injuries should the car be hit from behind. Each seat is backed by a map pocket for the convenience of passengers stretching their legs in the spacious rear compartment.

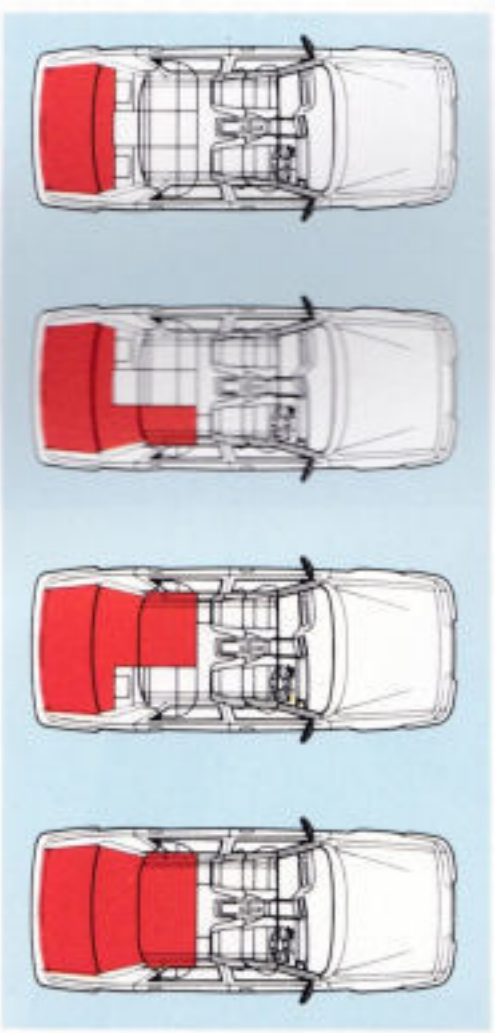
The height of the pivot point for the low-friction front seatbelts can be adjusted for maximum comfort.

The illuminated boot is big enough to swallow the average family's luggage. If even more space is needed, either or both sections of rear seatback can be tipped forward. It split-folds on a 60:40 basis, leaving room for one or two people to travel in comfort. For security reasons, the release catches are accessible only from inside the boot.

The luxurious rear compartment's comfort and convenience features include a folding central armrest to complement the seat's side bolsters.

Superb all-round visibility is enhanced by electrically operated and heated door mirrors with stylish, body-colour housings.

Opening the padded lid of the armrest between the front seats reveals a convenient stowage compartment for the six-speaker Electronic Sound System's cassettes.



Shaped to perfection during extensive wind tunnel tests, the Sierra Sapphire RS Cosworth combines high levels of aerodynamic efficiency with the graceful, beautifully balanced lines of a classical four-door saloon. The rear wing, and the lip moulded into the bootlid, help account for the car's energy-saving 0.33 drag coefficient. Alloy wheels, bodyside mouldings and flared rocker panels below the doors are equally attractive features.

Ford's new standard-setter is available with Mercury Grey, Diamond White or Crystal Blue paintwork. The colours were chosen to complement the Sapphire Cosworth's distinctive but discreet styling.

The pedigree of a true champion

Nine of Grand Prix racing's greatest drivers — Graham Hill, Jackie Stewart, Jochen Rindt, Emerson Fittipaldi, James Hunt, Mario Andretti, Alan Jones, Keke Rosberg and Nelson Piquet — have one thing in common. All won the World Championship in cars powered by reliable Ford-Cosworth engines.

That makes the sensational new Ford Sierra Sapphire RS Cosworth the high-performance thoroughbred with an unrivalled pedigree.

Ford's links with Cosworth have been flourishing since 1959, when a tuned version of the 105E Anglia engine made its debut in a Brands Hatch race for Formula Junior single-seaters.

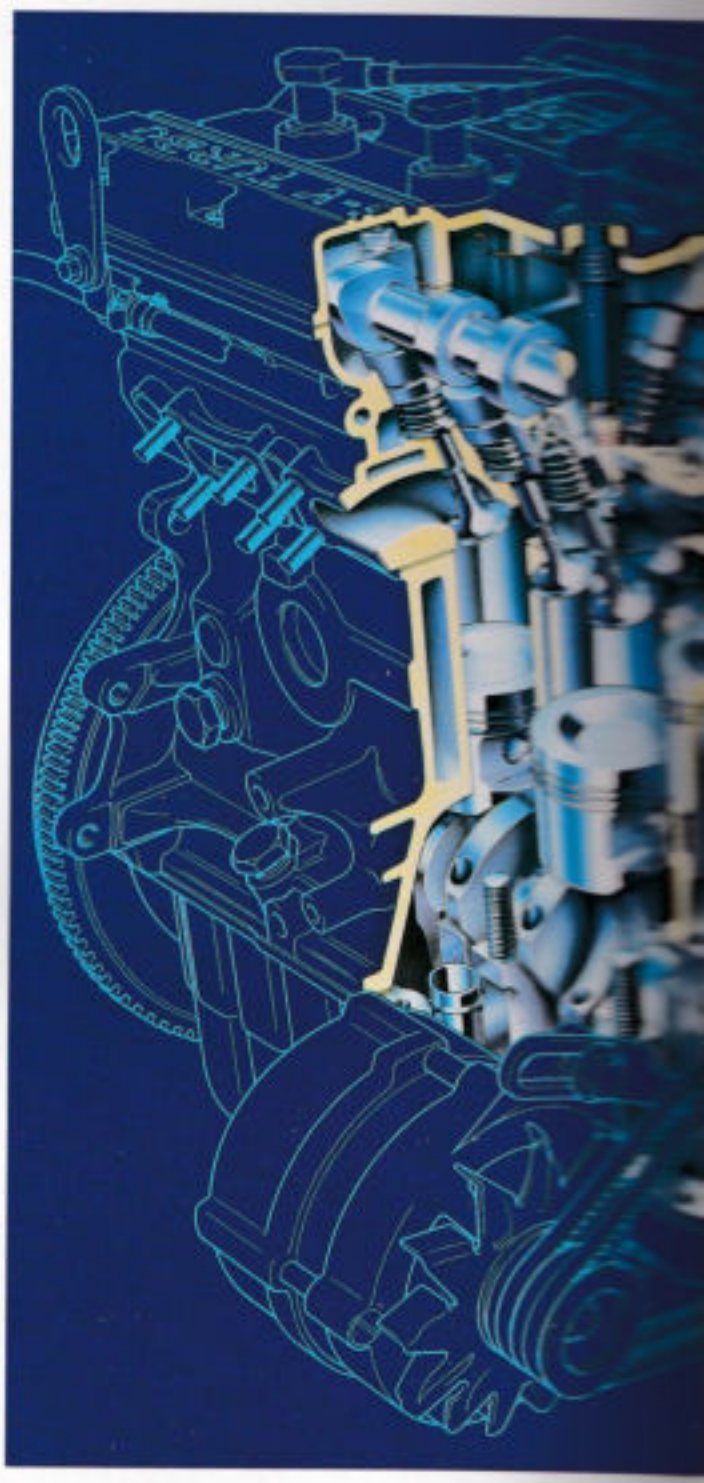
Many world-beating engines for race, rally and road cars have been made since then. One of the most notable was the BDA, launched in 1968 for the potent Escort RS 1600. Among its many advanced features were twin, belt-driven overhead camshafts operating four valves per cylinder.

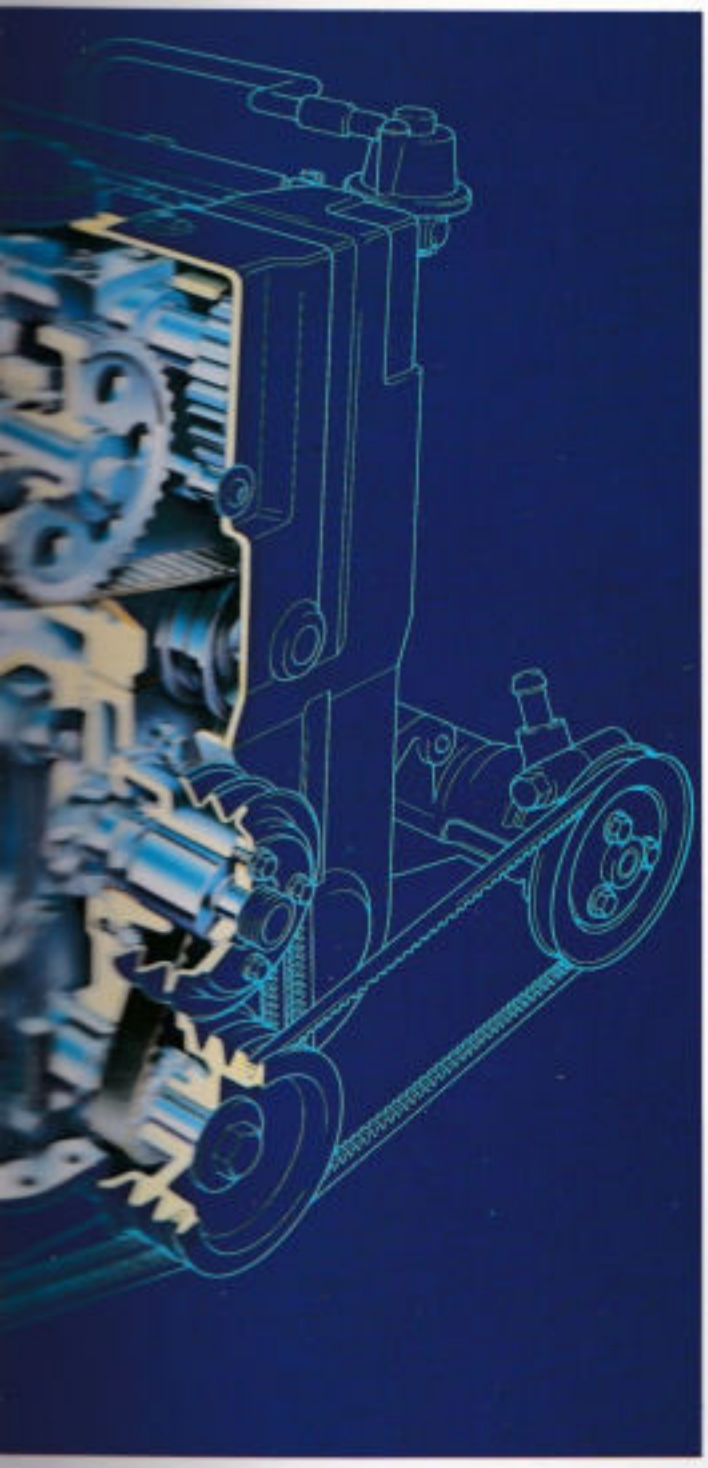
Turbocharged 2.65-litre versions of the Grand Prix DFV have won the USA's greatest race, the Indianapolis 500, every year since 1978.

In 1987, three-door Sierra RS Cosworth hatchbacks won the World Touring Car Championship and literally dozens of rallies.

The heart of any car is its power unit. Cosworth's starting point for the Sapphire RS engine was Ford's 2.0-litre Sierra cylinder block. Features developed to increase power and torque include an aluminium alloy cylinder head with twin overhead camshafts and four valves per cylinder.

The layout has many advantages. For instance, it enables engineers to design





an extremely efficient combustion chamber whose benefits include good fuel economy† and low exhaust emissions. In addition, the volume of gas that can flow through pairs of inlet and exhaust valves is about 50 per cent greater than the figure for the biggest single valves that could be fitted to a combustion chamber of the same size. Increased gas flow is synonymous with increased power.

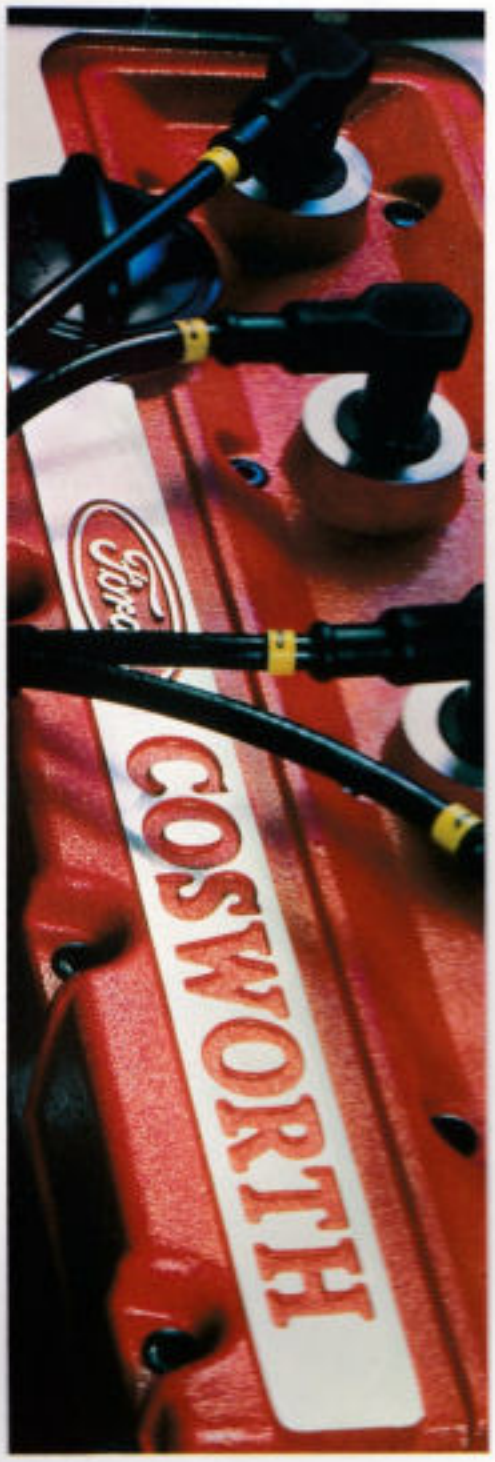
Other keys to the 2.0-litre's vivid performance include a compact Garrett AiResearch T.03B turbocharger, driven by exhaust gases, and a very sophisticated electronic engine management system developed in association with Weber and Marelli.

Among this extremely robust engine's other features are connecting rods of forged, heat-treated steel. Forged steel is also used for the five-bearing crankshaft. There are nine flywheel attachment bolts, instead of the standard car's six, and a special heavy-duty clutch assembly.

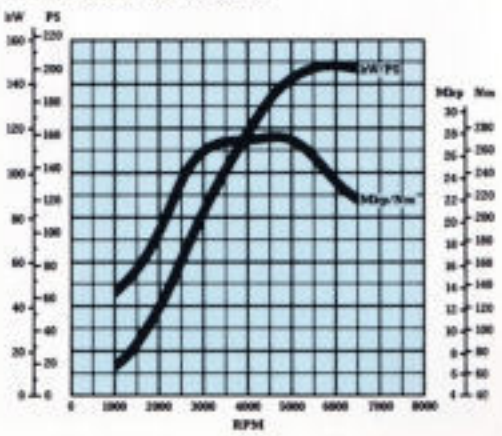
After the initial design work had been completed, noise and vibration were analysed in conjunction with the Acoustics Department at Southampton University. Following the tests, special spring-clamped brackets were devised for the inlet and exhaust manifolds.

The result is a remarkably smooth, strong and responsive high-performance engine. Put through its paces by Ford engineers, the turbocharged 2.0-litre powered the Sierra Sapphire RS Cosworth to 60 mph from a standing start in an astonishing 6.1 seconds. They recorded a top speed of 150 mph.

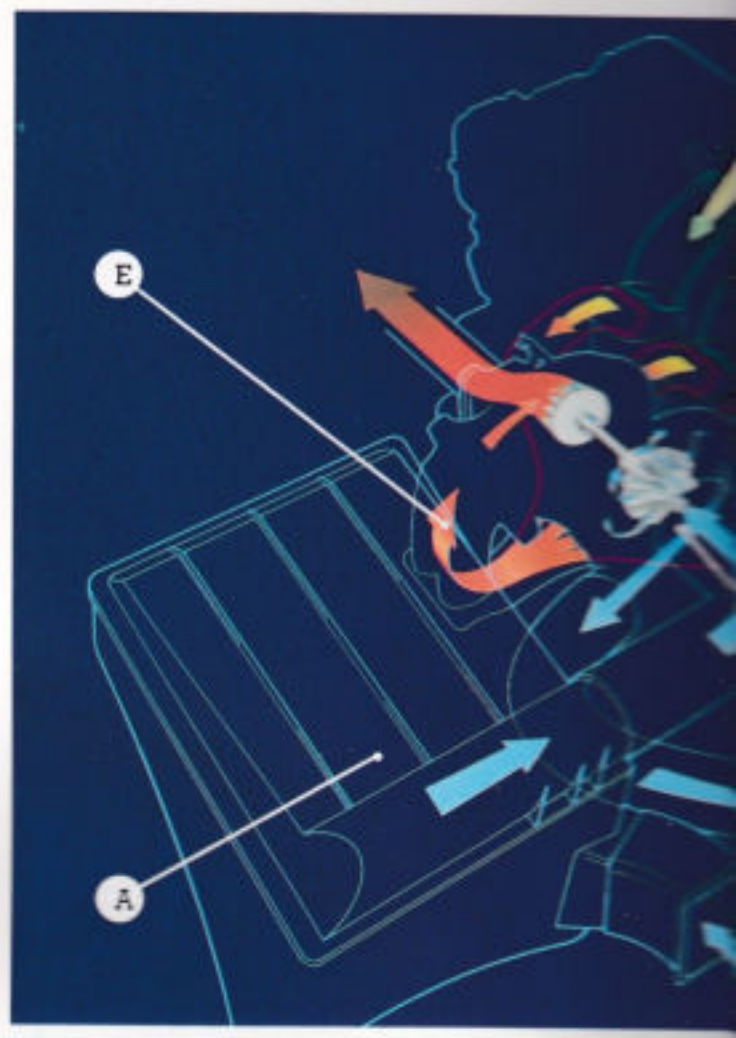
†For Government fuel consumption test figures, see back cover.

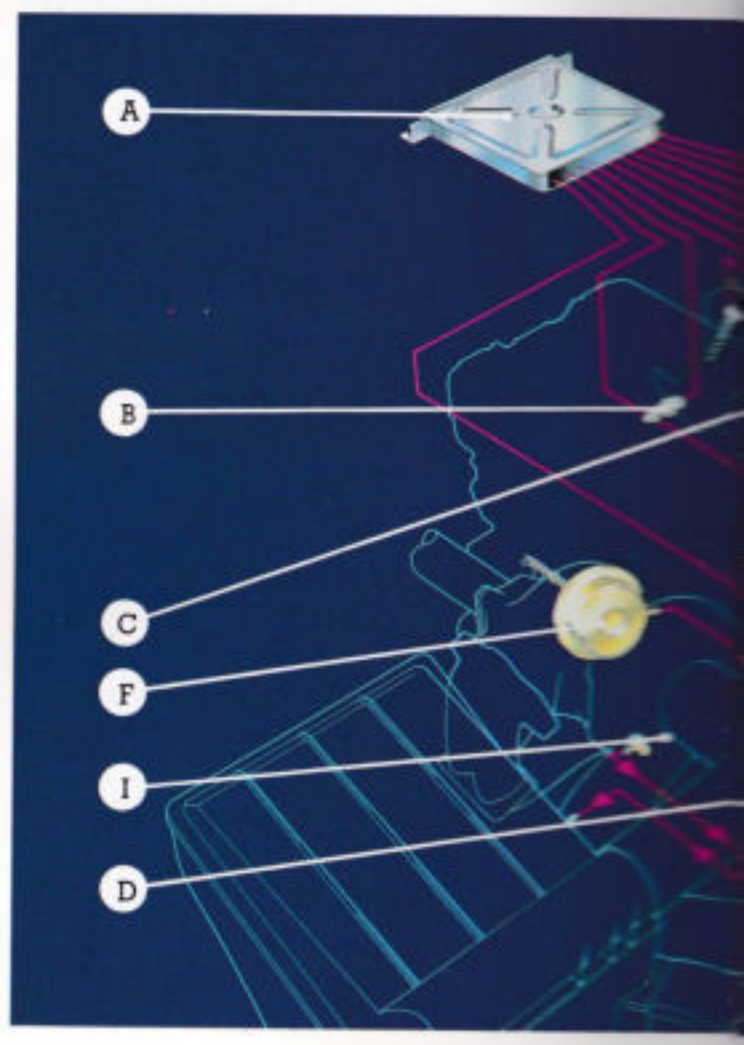


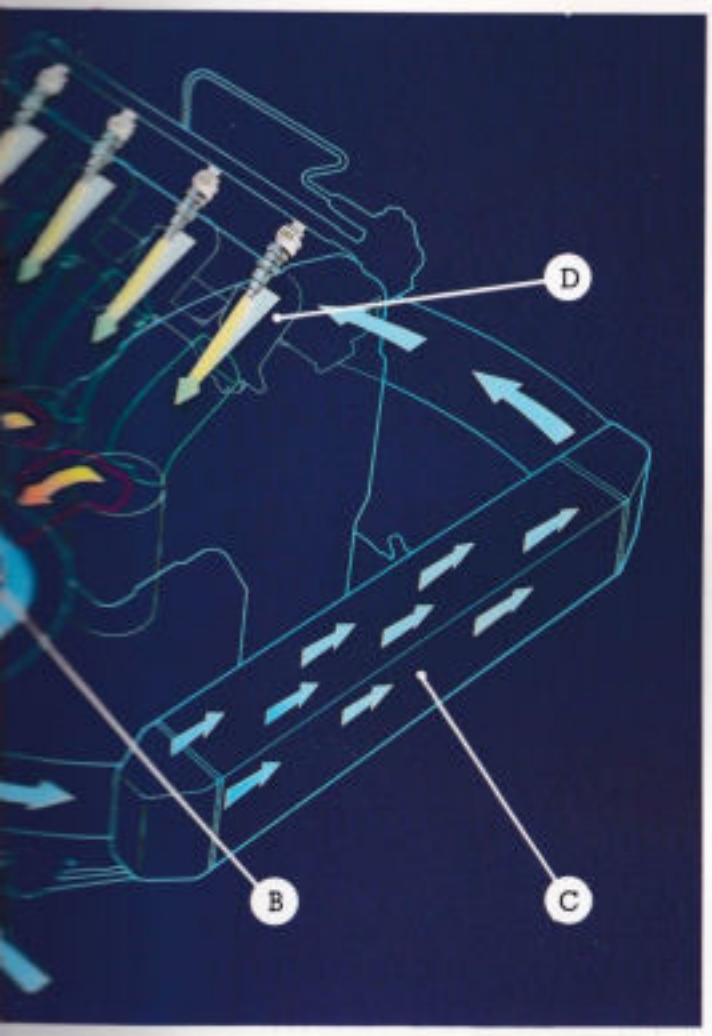
The turbocharged 2.0-litre engine's power curve soars to an exhilarating 204 PS at 6000 rpm. An astonishing 80 per cent of its maximum torque is available at 2300 revs.



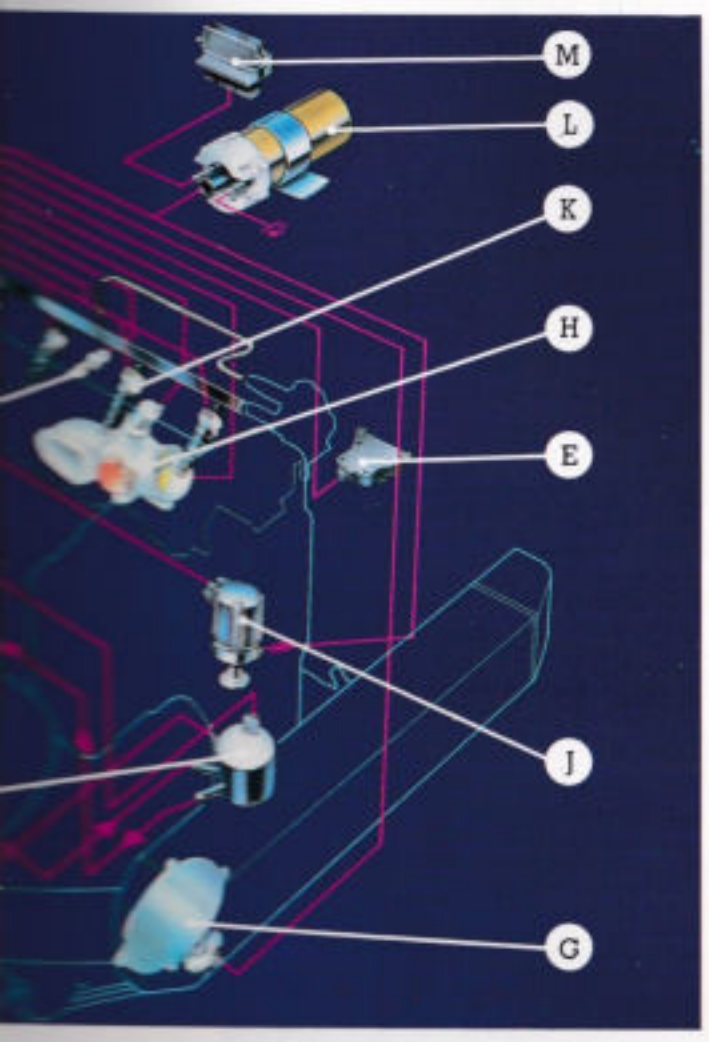
A Garrett AiResearch T.03B turbocharger, driven by exhaust gases that would otherwise be wasted, boosts the Ford-Cosworth engine's power to 204 PS at 6000 rpm. This is not one of those high-performance engines that has to be 'rowed along' with the gearbox. The turbocharger's boost characteristics are set to generate very strong low-speed torque. In fact, no less than 80 per cent of the engine's maximum torque output is delivered at only 2300 rpm. High torque at low revs makes the car very flexible in slow-moving traffic, and very responsive when the accelerator pedal goes down.
Turbochargers produce a lot of heat, so the inlet charge's temperature is lowered by an air-to-air intercooler. An oil cooler maintains efficient lubrication during sustained high-speed running.
The management system developed in association with Weber and Marelli controls the engine's multi-point electronic fuel injection, the electronic ignition, and the turbo's boost pressure. The system is based on precise measurements of the air intake mass. Air pressure and temperature readings are supplied by sensors in the inlet manifold. The amount of fuel needed for efficient combustion is determined by relating information to data stored in the control unit's computer.
An incremental fuel cut-off prevents this spirited engine being driven too hard. Fuel supply is also cut off on the over-run, to improve economy and reduce exhaust emissions.
Operating the turbocharger's 'wastegate' safety valve is another of the management system's functions.



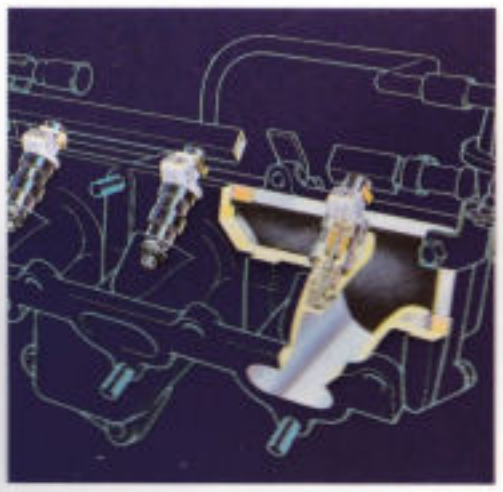




A conventional engine depends on atmospheric pressure to feed its cylinders with a combustible mixture of fuel and air. The turbocharger harnesses exhaust gases to drive the mixture in under pressure. Air enters the filter (a) and is then ducted to the compressor side of the turbocharger (b) which increases its temperature. The 'charge' passes through an air-to-air intercooler (c) before reaching the inlet manifold (d) where fuel injectors controlled by the engine management system's computer squirt a very fine spray of petrol into the airstream. At the end of the combustion cycle (e) exhaust gases that would otherwise be wasted drive the 'downstream' end of the turbocharger's shaft.



The turbocharged 2.0-litre engine's key functions are controlled by a computer (a) that provides the 'brains' for the very advanced management system. Features include sensors for engine coolant (b) air temperature (c) and air pressure (d). A solenoid (e) activates the turbo's 'wastegate' safety valve (f) while another sensor (g) monitors engine speed. The illustration also shows the position of the throttle body (h) connectors (i) distributor (j) fuel injectors (k) ignition coil (l) and spark amplifier (m).



The multi-point fuel injection system feeds an atomised spray of petrol into the airstream.

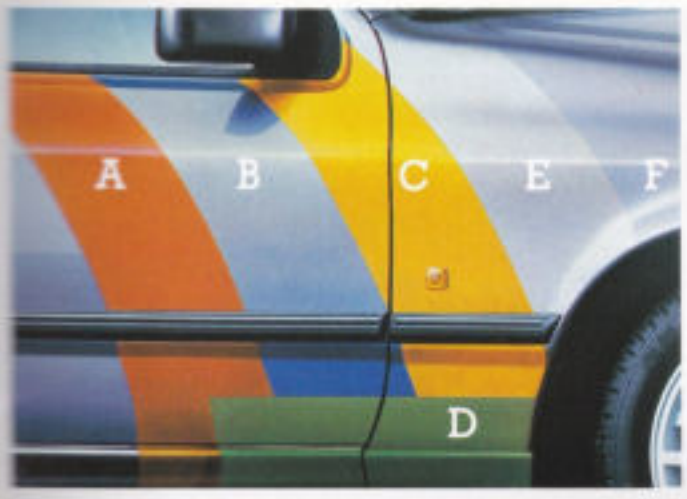
Compact and efficient, the power-boosting turbocharger spins at up to 120,000 revs per minute.

A wealth of advanced technology is concealed by the new Ford's elegant, aerodynamically efficient body. Transmission, suspension, steering and brakes all complement the engine's performance. Cars were tested as far afield as Finland and Arizona. Ford also subjected them to typical day-by-day driving conditions during consumer trials.

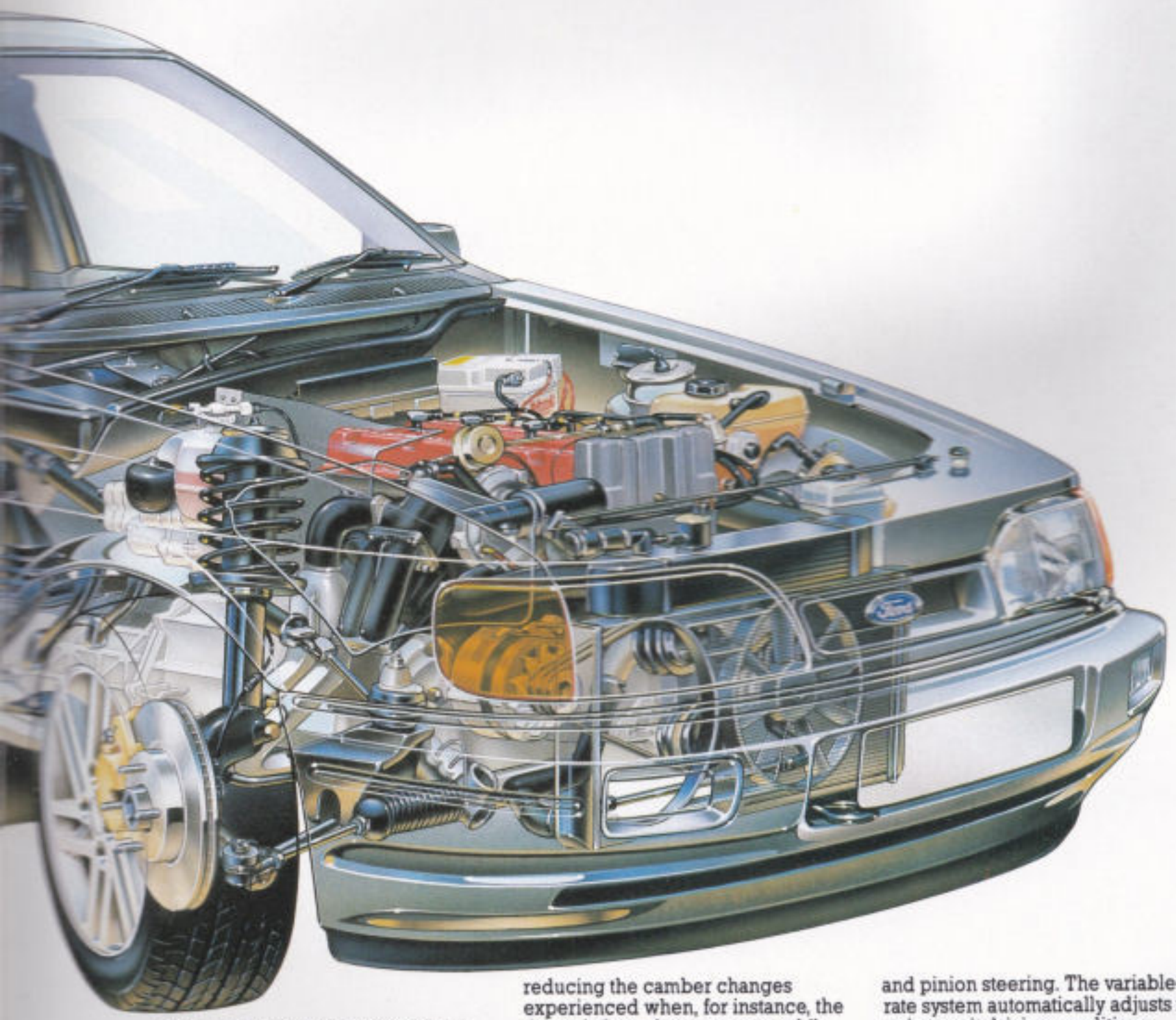
Advanced technology for power and reliability

The high-torque engine's output is transmitted to the rear wheels by a close-ratio, five-speed gearbox with a light, precise shift. A limited-slip differential with a viscous coupling automatically reduces the risk of wheelspin. The coupling operates in silence, needs no maintenance, and has been proved in Ford race and rally cars.

Ford's electronic anti-lock braking system provides stopping power to match the Sierra Sapphire RS Cosworth's supercar performance. The relative rotation of all four wheels is monitored by electro-magnetic sensors which 'pump' the brakes the instant an inclination to lock is detected. Monitored by two computers — which also check each other — this advanced system helps the driver retain steering control under heavy braking, even when swerving to avoid an obstacle. Fade-fighting disc brakes are fitted at front and rear.



The quality of Ford's multi-stage paint and protection treatment is endorsed by a six-year anti-corrosion assurance. Critical box sections and other areas are injected with wax. Plastic liners provide extra protection for all four wheel arches. High-quality aluminised steels are used in the long-life exhaust system, to combat internal and external corrosion.
A — sheet metal; B — zinc phosphate solution; C — electrocoat primer; D — stone chip protection; E — primer coat; F — top coat of high-bake enamel paint.



The new Ford's fully independent suspension system is engineered to combine a comfortable ride with superb grip, impeccable handling and high-speed stability. The rear layout's design keeps the tyres as 'square' to the road as possible by reducing the camber changes experienced when, for instance, the driver is forced to cut power while corning at speed. Anti-roll bars are fitted at front and rear.

Race-bred handling characteristics are optimised by the Sierra Sapphire RS Cosworth's power-assisted rack and pinion steering. The variable-rate system automatically adjusts its ratio to suit driving conditions. Finger-light for parking, it provides plenty of feel at higher speeds. The system feeds back just the right amount of information when the Ford is cornering hard on its ultra-low profile Dunlop Sport tyres.

Race-bred roadholding and handling

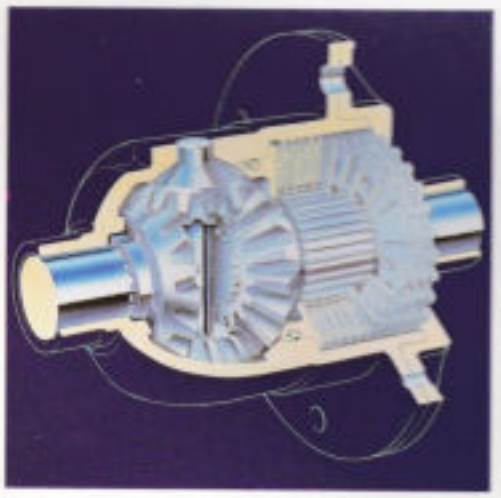
Ford's luxurious new five-seater executive express is one of the world's most versatile supercars. It combines low-speed docility for town driving with vivid acceleration and superb motorway performance. The Sierra Sapphire RS Cosworth is equally impressive on roads where driving enjoyment depends as much on roadholding and handling as power and torque.

Lessons learned over many years in the hard school of international motorsport have been applied to the brakes, suspension and steering. Disc brakes operate on all four wheels. Their efficiency is optimised by one of today's most advanced anti-locking systems.

Ford's Special Vehicle Engineering experts developed the fully independent suspension to blend comfort with crisp, predictable handling. Wide, ultra-low profile Dunlop Sport 205/50VR tyres provide the grip needed to sweep confidently from corner to corner as the Sierra Sapphire Cosworth responds to its variable rate power-assisted steering.

The new Ford's sporting character is additionally enhanced by a smooth-changing, close-ratio gearbox ideally suited to the high-torque engine's characteristics. It feeds power to a limited slip differential with a viscous coupling that automatically reduces the risk of wheelspin in slippery conditions without having any adverse effect on cornering in the dry.

Silent in operation, this advanced aid to stability has been fully tested in Ford race and rally cars.

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Quality is the keyword at Cosworth

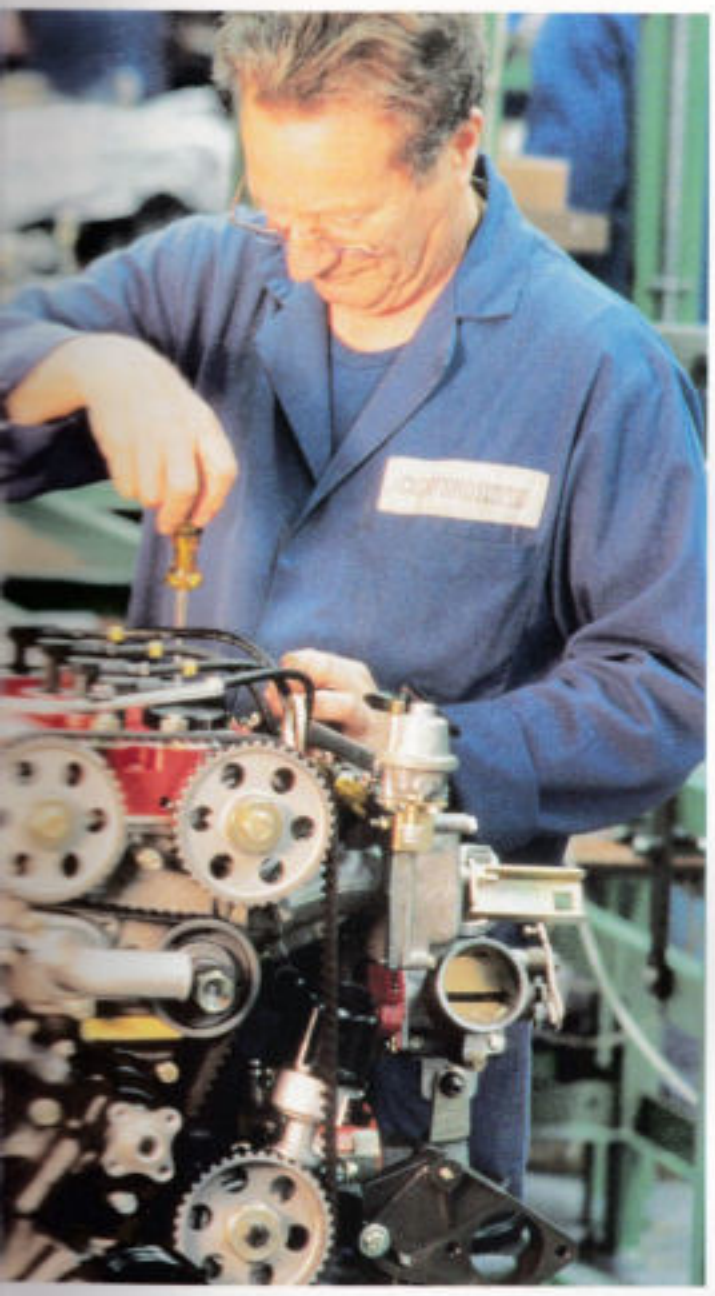
The Sierra Sapphire RS Cosworth's turbocharged 2.0 litre engine has been developed to meet all Ford's standards for quality, reliability and durability.

Aluminium cylinder heads are manufactured in Worcester, where Cosworth operates one of the world's most advanced casting facilities. The specialised process eliminates gas pockets and other flaws by keeping molten metal out of contact with the air until it has solidified.

After cooling, the heads are placed on a vibrating table which removes external sand picked up from the mould, then de-cored by high-pressure water before being fettled to remove all traces of casting 'flash.' They then pass through the heat treatment ovens, air quenching jets and shot blasting chamber before going to Wellingborough, where Cosworth machines and assembles the engine.

Each cylinder head is mounted on a support pallet, then loaded into a high-precision, multiple-head machine tool whose computer is programmed to monitor all production tolerances.

The machined head, complete with valve gear and twin camshafts, is then mated with the block, which has already been fitted with a special crankshaft, connecting rods and pistons. After assembly, every engine is 'hot tested' for ten minutes. Others, taken from the production line at regular intervals, are run-in and power tested before being stripped and measured as part of the routine quality control process. Quality is the keyword.



The micro hardness of tappets is tested with a pyramidal diamond indenter. The bucket-type tappets have hydraulic lash adjustment for reduced noise and minimum routine maintenance.

Controlled by computer, Cosworth's specialised casting process prevents molten metal coming in contact with the air before it solidifies.

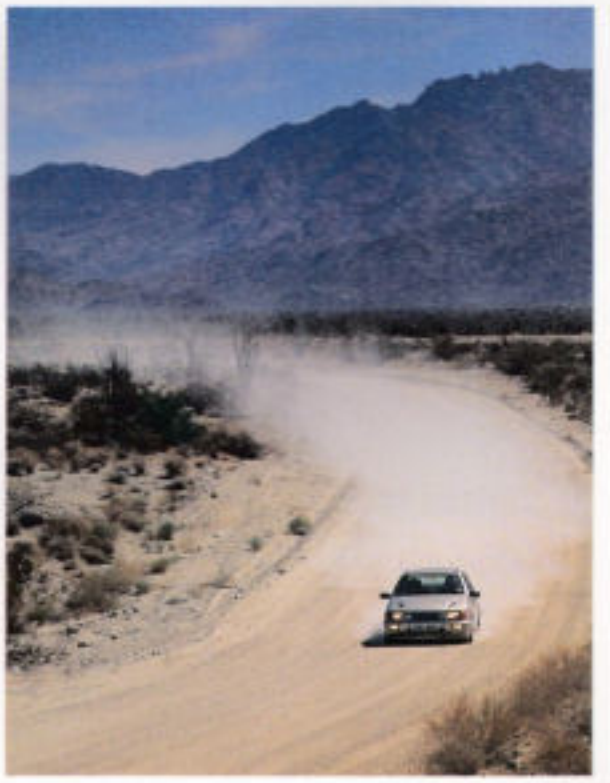
Cosworth, producer of the most successful engine in the history of Grand Prix racing, uses a computer to check the precise dimensions of each aluminium alloy cylinder head.

Each cylinder head is mounted on a special support pallet before being loaded into a high-precision, multiple-head machine tool.

Computer technology is also used to inspect the cylinder head. Every engine for the Sierra Sapphire RS Cosworth is 'hot tested' for ten minutes in the Cosworth assembly plant at Wellingborough.

Before cylinder heads are cast, samples of aluminium alloy are analysed with an atomic absorption spectrometer. Every critical factor in the production process is logged by computer.

Like all Fords, the new Sierra Sapphire RS Cosworth was subjected to an exhaustive test and development programme before production started. Some prototypes went north of the Arctic Circle in Finland, where temperatures dropped minus 35 degrees Centigrade. Others were taken to Ford's proving ground in Arizona, where the thermometer reached a blistering 45 degrees. Earlier, a car completed 10,000 miles at 150 mph on a high-speed test track in Italy.



The world-beating partnership of Ford and Cosworth has created an elegant, luxurious, value-for-money car that sets new standards in the prestigious class reserved for high-performance executive saloons. This is the supercar that makes sense.


SIERRA RS
COSWORTH
SIERRA
RS COSWORTH

SPECIFICATIONS

ENGINE	2.0 DOHC fuel injected with Garrett AiResearch T.03B turbocharger and intercooler
Capacity cc	1993
Cylinders	4 in-line
Bore (mm)	90.8
Stroke (mm)	76.95
Compression ratio	8.0:1
Fuel induction	Weber/Marelli multi-point fuel injection and electronic management system and Garrett AiResearch T.03B turbocharger
Choke	Automatic
Ignition	Electronic breakerless
Max. power DIN KW (PS) at rpm	150 (204)/6000
Max. torque DIN Nm (MKP) at rpm	276 (28.1)/4600
Block	Cast iron
Head	Aluminium
Cooling	Water
Bearings	5 main
Valve gear	Dohc, four valves per cylinder, toothed drive belt

PERFORMANCE Ford test figures	
MANUAL 5 SPEED	
Max. speed (mph)	150
0-60 mph (secs.)	6.1

TRANSMISSION	
Gearbox	Five speed manual
Internal ratios	
Top	0.80:1
4th	1.00:1
3rd	1.34:1
2nd	1.94:1
1st	2.95:1
Final drive ratio	3.64:1

AERODYNAMICS	
Coefficient Cd	0.33

SUSPENSION	
Front	MacPherson Struts, lower track control arms, coil springs, anti-roll bar, gas-filled dampers
Rear	Semi-trailing arms, coil springs, anti-roll bar, gas-filled dampers

STEERING	
Type	Rack and pinion
Assistance	Power, variable rate

BRAKES	
Front	Ventilated discs, 28.3 cm. diameter
Rear	Discs, 27.3 cm. diameter
Assistance	Hydraulically boosted
Circuit	Diagonally split. ABS anti-lock brake system

WEIGHTS (kg) (nominal)	
Gross vehicle weight	1700
Kerbweight	1230
Max. roof rack load	75

STANDARD FEATURES

ENGINEERING
- Body: four-door saloon
- Engine: 2.0 DOHC fuel injected with Garrett AiResearch T.03B turbocharger and intercooler
- Gearbox: five-speed with viscous coupled limited slip differential
- Choke: automatic

EXTERIOR FEATURES
- Bodyside mouldings, with grey insert
- Bumpers: impact resistant polycarbonate body-coloured with grey insert and integral air dam and overriders on front
- Fuel filler flap and high security locking cap
- Grille: single slot with 'mesh'
- Heated front windscreen
- Heated rear window
- Horn: dual-tone
- Hydraulically boosted, anti-lock: all round disc brakes
- Lights: Halogen headlamps; hazard warning flashers; integral front driving lamps; integral front fog lamps; rear fog lamps; reversing lamps; side repeat flashers
- Locks: High security; anti-burst door locks; child proof rear door locks; integral door lock release in interior door latch handle; motorised central locking operated from either front door with torch key; push button release and handle on bootlid
- Mirrors: electrically operated and heated with body coloured housings
- Power assisted steering, variable rate
- Rocker panel mouldings, body-coloured
- Roof, concealed drip rail
- Spoilers: Front integral; body-coloured bootlid
- Tinted glass
- Tow hooks: front and rear
- Tyres: 205/50 VR × 15
- Wheels: 7" × 15" alloy
- Wheel arch liners: front and rear

INTERIOR FEATURES
- Ashtrays: illuminated in instrument panel centre stack; one in each rear door
- Carpet: cut-pile colour-keyed
- Cigar lighter: illuminated: front
- Clock: LCD three function digital in instrument panel
- Console: tunnel mounted with trinket tray and stowage box with padded lid and provision for cassette stowage
- Controls: Three steering column stalks controlling lights functions, wash/wipe functions and indicators
- Door trim: Moulded panel including soft-feel armrests and stowage bins; door pull and grab handles: Starline cloth covering with Halley inserts
- Gearknob: leather covered
- Grab handles: Front passenger side; two rear incorporating coat hooks
- Headlining: special soft cloth cover
- Heater/ventilation: Heater controls with illuminated bezel; three-speed illuminated heater blower switch; four face level vents; air temperature, direction and flow controlled; dedicated side window demist; rear compartment ducts
- In-car entertainment: Electronic Sound System ECU2 including power amplifier; six speakers; aerial incorporated in rear windscreen

INTERIOR FEATURES continued
- Instruments: Speedometer; odometer; constant readout fuel gauge; water temperature gauge; trip recorder; warning lights for oil pressure, direction indicators, high beam, ignition, handbrake/brake failure, anti-lock brake system failure; tachometer; illuminated instrument panel rheostat; auxiliary warning lights incorporating low fuel and low washer fluid warnings; graphic information module incorporating 5-way door ajar; low air temperature and bulb outage monitors for side lights, headlights and brake lights
- Instrument panel: Black instrument binnacle; deep centre stack; tipping glovebox with light; lower driver's side tipping coin box; driver's side lower stowage
- Lights: Front courtesy light; rear courtesy light; four door operated courtesy lights; courtesy light delay; adjustable map reading lamps in overhead console; load compartment lamp, bootlid operated
- Luggage compartment: Dark grey fleece carpet; carpet covered fixed rear parcel tray
- Mirrors: Dipping interior rear view mirror; passenger's sunvisor vanity mirror
- Seats: Fully reclining front Recaro sports seats with infinitely variable adjustment; front seat back map pockets; rear seat with folding back and 60:40 split; rear seat back side bolsters; rear seat centre armrest; fully adjustable front seat headrestraints; rear integral, fixed headrestraints. Halley fabric trim
- Seat belts: Front, inertia reel with seat frame mounted buckles and height adjustable mounts; rear outboard inertia reel and centre lap static
- Steering wheel, leather covered three-spoke sports with centre horn push
- Sunroof, tilting/sliding glass with louvred blind
- Sunvisors, two swivelling
- Switches: Illuminated instrument panel mounted auxiliary micro-switches; illuminated variable interval intermittent wipe switch; illuminated front fog lamp switch
- Windows, electrically operated front and rear
- Wipers: Two-speed/variable interval intermittent; electric wash; headlamp wash/wipe

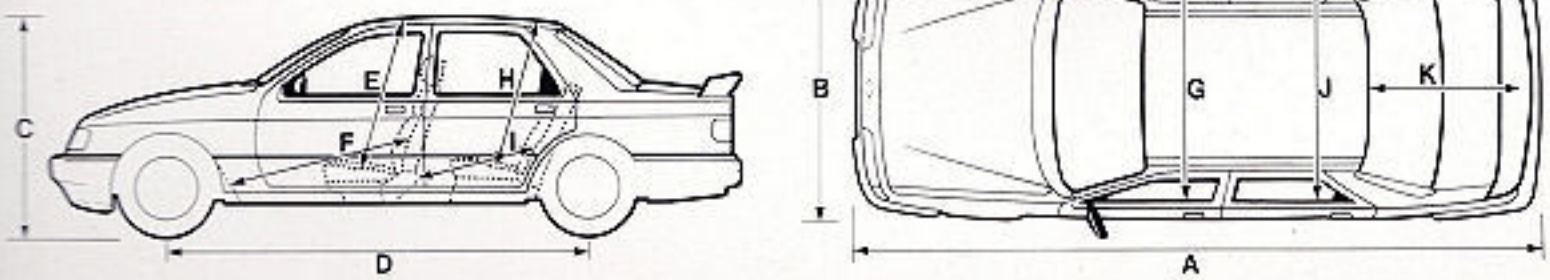
COLOUR AND TRIM
Exterior body colours available are: Diamond White, Crystal Blue and Mercury Grey.
Interior seat trim fabrics are Halley and Angora in Raven and Shadow colourways respectively.

DIMENSIONS (inches)

Exterior	A	Overall length	176.9
	B	Overall width	66.8
	C	Unladen height	54.2
	D	Wheelbase	102.7
Interior: front	E	Effective headroom	38.5
	F	Max. effective legroom	41.0
	G	Shoulder room	53.9
rear	H	Effective headroom	37.9
	I	Min. effective legroom	35.2
	J	Shoulder room	54.0

CAPACITIES (cubic feet) measured using the VDA method

Stowable luggage	K	5-seat mode	14.6



FUEL CONSUMPTION
All figures in mpg (L/100 km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.

MANUAL 5 SPEED	
Constant driving speed 56 mph (90 km/h)	35.3 (8.0)
Constant driving speed 75 mph (120 km/h)	27.7 (10.2)
Simulated urban driving	22.1 (12.8)

These results do not express or imply any guarantee of the fuel consumption of a car of the class in question.

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