

STYLE

Life might be tough for a lot of Europe's major car manufacturers right now, but in Sweden, business seems to be booming.

Volvo in particular appear comfortably detached from the harsh realities of today's car market. While the big guns are locked in a bitter and costly struggle for dominance in the volume sector, Volvo are in the fortunate position of being able to go their own way, trading profitably both home and abroad in the process. They have found, as have Mercedes and others, that there's a strong and growing worldwide demand for quality, well-made cars, ones with the right upmarket image and aura. Especially so in North America where anything European is 'in' and that automotive equivalent of a designer label - a prestigious tailgate logo - is regarded as very high status indeed.

And it's America where the vast majority of Volvo's new sports coupe, the 480 ES, will be headed. There are plans for some 20,000 to be sold there in 1987 while the UK arm of Volvo's operations will have to make do with far less - around 2000 units by current estimates.

That means the 480 ES is bound to be in short supply when it does eventually arrive here in the spring. In mainland Europe though, it's been on sale for some while, having first appeared at the 1986 Geneva Show.

In some cases, the presence of a high profile, sports coupe can have the planned effect of brightening up an otherwise lack lustre model range, the idea being that some of the glamour attached to it would rub off on some of the duller versions. Not that Volvo conceived the 480 ES with that purpose in mind. Quite the opposite. Their strong-selling family of saloons and estates is popular enough as it is.

No, the newcomer - Volvo's spiritual successor to the famous Simon Templar P1800 coupe of the sixties - has appeared for an entirely different reason. To appeal to the modern breed of coupe driver, the person interested in style and sportiness rather than out-and-out practicality. Someone a little younger than the typical current Volvo buyer, the driver who might perhaps own a Scirocco or Fuego. Until now, Volvo's catalogue had nothing that came anywhere close to that ideal.

Naturally the 480 ES comes with

all the renowned Volvo virtues of safety, solidity and durability built-in. It's a thoroughly up-to-date machine in every single respect - a 'clean sheet of paper' design - and one that owes nothing whatsoever to the Volkswagens of the past.

For a start, it's front-wheel drive - the first that Volvo have put into production. Its body, light but very tough and constructed partly from resilient composite materials backed up by high strength steel, is robot-built, low slung and aerodynamic. Not as slippery as some rivals mind, but at 0.34Cd it's well up to class standards. Significantly, Volvo haven't let the quest for a fashionably low drag co-efficient compromise the everyday practicality of the car. The front screen wipers are a good example: the wipers are partly recessed (instead of tucked completely below the bonnet line as on other streamlined cars) which admittedly doesn't do much for body airflow but at least makes it easier to free frozen wipers in icy and snowy conditions. A small but logical point.

The presence of those dominant impact resistant bumpers, which Volvo say will withstand a 5mph collision without deformation, probably adds about 6-8ins to the Volvo's overall length. At 167.6ins, it's significantly shorter than near Capri and Audi rivals (VW's Scirocco however is actually shorter than the 480) although width and height are broadly similar, as is wheelbase.

Inside, where the Volvo seats the front occupants comfortably, not to say luxuriously, there's also room behind for two adults to travel in reasonable comfort. This was one of the main criteria laid down by the design team at Volvo BV in Holland, whose original outline proposals for the car six years ago were accepted ahead of those of three other sources: Volvo Sweden, Bertone and the little-known Italian styling house of Coggiola. The 480, the directive said, had to be able to seat up to four adults in comfort - and so it does, inside a well equipped, sporty cabin. The Dutch connection continues by the way, for the 480 is built at Volvo's plant in Born, near Eindhoven, albeit in left-hand drive form only at present.

Initially, the 480 is available in just one form. Under its long, sloping bonnet lies the rather tame 1721cc 'Cleon' four cylinder engine, a unit

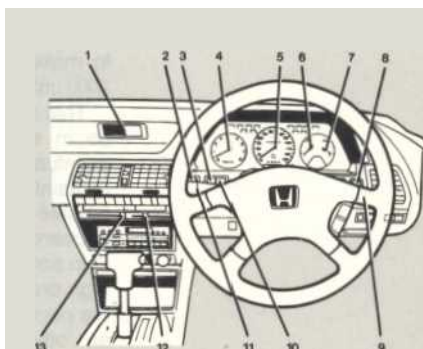
It's one of the most radical Volkswagens yet. The sporting 480 ES, front-wheel drive and Dutch-built, centres on sleekness and style - as does Honda's refined Aerodeck which lines up against the new Volvo in this exclusive twin test. They're natural rivals but one just has the advantage





H O N D A A E R O D E C K

Wedge-shaped Honda has smooth, uncluttered profile. Deep windows give excellent visibility. Highly refined 2.0-litre engine has 12 valve head and gives effortless performance but fuel thirst can be heavy with fast driving. Optional four-speed auto box is very responsive. Honda's interior features wide, comfortable seats in the front but short rear bench and poorly shaped tailgate compartment. Finish throughout is to Honda's usual high standard



1. Clock
2. Heated rearscreen
3. Rheostat
4. Revcounter
5. Speedometer
6. Fuel
7. Temperature
8. Rear fogs
9. Horn
10. Driving lights
11. Indicators, wipers
12. Fan
13. Heater temp

Volvo co-build with Renault (who use it in the R11 and R21) and which also appears in Volvo's 300 series. For the 480 though, it's gained multi-point fuel injection and Bosch engine management electronics. Power has risen to 109bhp at 5800rpm (up from the 81bhp of the carburettor version) with torque of 103lb ft peaking at 4000rpm.

This high compression 'low friction' engine sits transversely between the front driving wheels, mounted in unit with a five-speed transaxle on a detachable subframe. Later, sometime in 1987, Volvo pro-raise an automatic option for the 480 along with a more powerful 1.7 turbo version offering 125bhp - and also anti lock brakes. As tested, the 480 ran with four wheel disc braking.

At the front, suspension is conventional enough with MacPherson struts, lower wishbones and roll bar. However Volvo engineers have spent quite some time ensuring that the car doesn't suffer from any anti-social front-drive habits such as wheel scrabbling under power and poor traction, so have modified the suspension bushing accordingly. Also present are near equal-length driveshafts, which help keep the car stable under hard acceleration.

Rear suspension, consisting of a dead beam axle, coil-sprung and located by a Panhard rod and Watts linkages seems more designed for predictable, sporting handling rather than optimum ride comfort. Although non-independent, it is an effective, well-proven design, nevertheless.

Steering sees the refinement of variable power assistance as standard. At parking speeds, the Volvo's rack and pinion system receives full servo assistance- but this gradually decreases as driving speed builds up, to the point where there's practically no assistance at, say, motorway speeds. Gearing is nigh on perfect at just 3.1 turns lock to lock.

To find a suitable rival for the 480 ES, we straightaway looked across to Honda whose stylish three-door Aerodeck is very much a car in the same mould. It's the sporting hatchback member of Honda's latest Accord range and like the Volvo is highly specified, expensively engineered and fairly exclusive (in this case, because of Honda's limited annual sales quota). But in the lucra-

tive US market where Honda are especially strong - even more so than the Swedes-there's no limit to the number of cars they can sell. There the 480 versus Aerodeck showroom battle is likely to be pretty keen once the swoopy, front-drive Volvo fully comes on stream.

When last year Honda unveiled their new, third generation Accords, the surprise was how un-Japanese they were. Bigger, more prestigious-looking and far more European in style both inside and out, they showed the way Honda wanted to go: upmarket, towards BMW and the profitable executive sector. Indeed right from the outset, the Accord was designed with European roads and driving styles specifically in mind.

No expense was spared. New

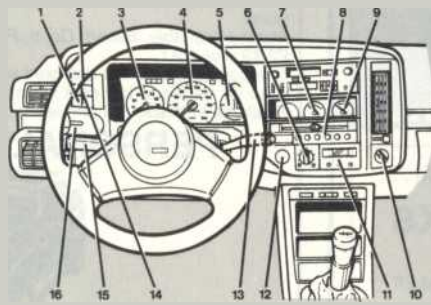


V O L V O 4 8 0 E S



Low slung, sleek and sporting-can the 480 ES really be a Volvo? In fact, it's the first of a new generation of Dutch-built Volvos and is transverse-engined and front-drive. Torquey 1.7 litre injected engine powers the 480 but a more powerful turbo is on the way. Fine road behaviour coupled with comfortable, well-appointed interior are hallmarks of the smartly presented 480 but rear accommodation is on the tight side. Tailgate space is small too. The Volvo's price has yet to be fixed

1. Rear fogs
2. Heated rear screen
3. Rev counter
4. Speedometer
5. Trip computer
6. Trip control
7. Oil pressure
8. Heater temperature
9. Volts
10. Fan
11. Clock
12. Hazard warning
13. Wipers
14. Driving lights
15. Lights, dip, indicators
16. Lights



bodyshells, engines, drivetrains and interiors were all brought in. In fact just about the only thing carried over from the previous Accord was the name. From stem to stern, the Honda really was a new car.

For Europe, two versions were available: four-door saloon and Aerodeck hatch, both sharing the same front-drive mechanical parts and smart interior style. Under the bonnet, the Honda boasted a new 1955cc all-alloy transverse engine with a belt-driven overhead camshaft operating three valves per cylinder (two inlet, one exhaust). In carburettor trim, 106bhp was available but with Honda's PGM-FI injection, power went up to a more potent 120bhp, achieved at 5500rpm. This latter hatchback Accord, badged

EXi, is the version we test here.

Though the Aerodeck is so similar to the 480 ES in concept-from some angles the two cars do look very much alike - it differs in some important respects, such as suspension design. Principally for a low bonnet line (and thus a respectable drag coefficient), Honda decided on coil-sprung double wishbone suspension at the front, a formula that has since spread across to the Rover 800. Wishbones appear at the rear of the Aerodeck too and anti roll bars support both its front and rear axles. The end result sees the Aerodeck sitting close to the ground as intended, its smoothly profiled wedge outline - complete with pop-up front lights, flush-mounted side glass and abruptly cut-off tail (the

Volvo has these too, remember) resulting in an identical 0.34Cd figure. However, proving that appearances sometimes can be deceptive, the Honda is actually narrower than the Volvo yet longer in wheelbase and bumper to bumper length. Weight sees the 480 with a useful 2.1cwt advantage.

With the EXi badge, the Aerodeck certainly doesn't lack for equipment. But then it does cost nearly £12,000 at showroom prices. Power steering, electric windows, sunroof, anti lock all-disc brakes (Honda's own ALB system) and electric mirrors are just part of the standard equipment list. For its part, the 480 is also likely to be generously equipped - although its final UK specification has of course yet to be decided. As

to price, the Volvo could well appear initially in Britain at around the £11,000 mark, which might well give a few rivals some sleepless nights.

PERFORMANCE

AERODECK

VOLVO



Perhaps it's not as fast as it looks, but with a 116mph top speed and with a 0-60mph time of 8.9secs, the Volvo is respectably fast without being super-quick.

Our test 480 ES, lent to us by Volvo BV themselves, was a well run in, willing performer. Its 1.7 injected engine ran easily and responsively, only becoming noisy if taken close to the rev limiter set at 6200rpm. A slight and occasional hesitation on

overrun was the only sign of driving temperament.

To be honest, we were expecting the Volvo to be slower than it actually was. However, having unstrapped our Piesler test equipment and analysed the computer print-outs, we found the Volvo to be comfortably inside the factory's acceleration claims (that's 9.2 secs to 60mph) but 2mph short at the top end, where more than 118mph is quoted by Volvo.

We were also impressed by the 480's all-round flexibility. Although the engine's torque peaks at 4000rpm, there's plenty of pulling power on tap lower down - and again the print outs show the 480 to have the third and fourth gear flexibility to match that of more powerful machinery such as Ford's Sierra 2.0iS. Surprise number two. In fifth, where the 480 ES reaches its maximum with the engine rewing well short of the red line, the Volvo also seems to lug quite vigorously, particularly in the mid-range.

Adding to the sprightly performance is a smooth, well-engineered gearchange which offers unbeatable synchromesh and a fluid gate action. The lever itself is a suitably solid affair as one would expect in a Volvo, yet it shifts between ratios lightly and precisely.

As Honda supplied us with an Aerodeck fitted with the company's own four-speed automatic gearbox, naturally we are not able to make direct performance comparisons between the two cars.

Although surely one of the smoothest, most responsive auto boxes currently available, its presence is almost certainly going to compromise the Honda's acceleration to a slight degree. Indeed, compared to the Accord EXi which in five-speed manual trim managed 0-60mph in 9.4secs in our hands, the Aerodeck needs an extra 0.4secs for the acceleration yardstick. That makes it nearly 1.0sec slower to 60mph than the lighter, more compact 480 which moves progressively further and further ahead as speed builds up. Changing gear manually with the Honda, instead of letting the box do it for you, doesn't improve the Aerodeck's test track times, incidentally: on the contrary, we found that overall, it added 1.1secs to the standstill to 60mph run.

With intermediate speeds of 32mph, 58mph and 90mph, the Honda ended up with a best two-way 112mph maximum in top which again gives the Volvo the advantage. Theoretically at least. So why first place and a full five blobs for the Japanese car? On account of the superb all-round refinement of its sewing-machine smooth 2.0-litre engine and the instant, effortless kickdown response of the transmission, both of which complement

each other so well. There's not a rough edge anywhere and dropping down one ratio, or maybe two for quick overtaking sees the Honda pick up briskly right through the rev band, kickdown still being possible even at 80mph speeds.

The Volvo might be quicker off the mark but engine bay sophistication definitely favours the multivalve Honda Aerodeck and that, we feel, just gives it the edge in this case.

HANDLING AND RIDE

VOLVO



AERODECK



Chalk and cheese here. The Volvo is the successful marriage of sporting handling, strong grip and a compliant ride. The Aerodeck on the other hand, goes more for ride comfort at the expense of cornering tautness. Two different formulae producing two different driving styles.

The enthusiast driver will immediately approve of the Volvo's quick reflexes and well-balanced handling, neither of which comes at the

Equally impressive is steering quality. The variable assistance results in perfect weighting and feel: in fact overall, it's difficult to tell the system is power-assisted. The action is sharp and direct, particularly at motorway speeds where the slightest move of the wheel instantly affects the car's direction. The firm, all-disc brakes bring the lightweight Volvo to a halt in confidence-inspiring fashion, the pedal working progressively and unobtrusively. With ALB anti lock brakes as part of the EXi package, the Honda has an advantage over the 480 - for the moment at least - but Honda's system which unusually allows one front wheel to remain locked in an emergency can be caught out. There are other ABS systems around which are more sophisticated in concept, but of course any type of anti lock device is better than none at all.

The Aerodeck is at its best when cruising smoothly and seemingly effortlessly on the motorway. There, like the Volvo, it runs arrow true, unaffected by side winds. Around town

what the front wheels are doing.

Ride comfort, especially at low to medium speeds is first class, the damping making short work of bumps and ridges. But motorway dips are less successfully taken care of. These see the Aerodeck lurch and wallow to a quite surprising degree - again, very much the opposite of the Volvo.

ACCOMMODATION

AERODECK



VOLVO



There's little to choose between the pair as far as interior spaciousness and luggage carrying ability are concerned. It's the Honda, though, that subjectively feels airier. Perhaps it's the effect of that big front screen or simply that the Honda's side windows are deeper and hence glassier. Compared to the 480, it seems wider and lower too although the tape measure says otherwise.

Inside, the Aerodeck provides a couple of comfortably padded seats in the front which support well and



expense of an unremitting ride. Suspension control is extremely good, permitting safe, neutral-biased cornering without undue roll and a ride quality that's comfortable and effective in soaking up road shocks. The presence of those equal-length driveshafts means a welcome absence of torque steer under power - not that the Volvo really has the bhp under the bonnet to upset such a carefully set-up suspension in the first place. As it is, the chassis can easily handle the horsepower available.

The car feels entirely predictable and chuckable. With hard driving, a degree of understeer does eventually start to creep in but it's easy to kill with a fractional throttle lift.

too, it's very refined. But power it along a twisting country road and the underlying softness of its suspension soon crops up, the Honda succumbing to wallowy understeer long before the cornering limit. It is, though, quite a safe, entirely predictable kind of understeer.

Not that the Honda's power steering is ideally suited to fast driving. Though the weighting does firm up at speed, the set-up doesn't quite possess the feel and precision of Volvo's system. However, at just over three turns lock to lock, the ratio is exactly the same. For parking, the steering is very light - you can literally twirl the wheel with one hand - but on the move, the driver always feels just that little bit distanced from

offer simple adjustment for backrest rake and cushion fore and aft. But less satisfactory is the positioning of the side wheel to raise the height of cushion: this is awkwardly close to the door and difficult to reach. No problems, though, with the Aerodeck's basic driving position which combines a tiltable wheel with ideally positioned pedals and generous head, leg and shoulder room.

The Volvo betters the Honda in some respects, most notably in its range of seat adjustments which are more versatile and convenient to use. There's adjustable lumbar support for example and a simple floor lever for cushion tilt - the cushion having an effective two-stage movement, front to rear. The slim seats

hold you tightly but comfortably.

The doors of the Volvo open wide for easy access to the front. Those of the Honda on the other hand are irritatingly heavy, the awkward door catches not helping either.

Move to the back - not easy in either car as only the front backrests tip forward for access-and there the 480 mirrors the Honda in having split-fold seats and limited luggage accommodation. A central console with lockable compartment means that space is strictly for two only whereas the Aerodeck can conceivably squeeze three across the back but for short distances only.

You wouldn't perhaps expect a car like the 480 to offer saloon-style spaciousness in the back but while head and knee space are restricted to a certain extent, the Volvo can accommodate an average-sized adult in reasonable comfort, albeit with knees resting against the front seats and feet tucked underneath. A welcome refinement is the adjustable backrest recline, which obviously helps with the headroom problem. Not that you can see much while in the back of the Volvo, though: forward vision is limited by the tall front backrests. In the Aerodeck, the seats are shorter and the hemmed-in feeling of the Volvo is absent. The side windows open too.

Neither car has a big boot. The Aerodeck's tailgate incorporates an unusual glass roof panel and is forward-hinged to facilitate loading of bulky items. The Volvo has instead a simple hinged window but like the Honda suffers from a poorly-shaped, high silted load floor with space-encroaching suspension turrets. A vertically-mounted space saver tyre cuts down further on the Volvo's miserable 5.6cu ft capacity and you have to drop down the rear seats for decent load volume.

LIVING WITH THE CARS

VOLVO ●●●●

AERODECK ●●●●

You expect-and get- plenty of commonsense in a Volvo and the 480 is no exception. When you unlock the driver's door for example, the central locking system automatically switches off the (standard) burglar alarm which triggers the car's horn should a forced entry be attempted. Locking the car re-arms the alarm. Another facility sees the auxiliary driving lights stay on for 30 seconds when the car is parked after a night drive; flick the flasher stalk and the lights come on to help you find your way from car to house.

There's more. Apply full throttle while the wipers are in intermediate mode, and the Volvo's Electronic Information Centre computer automatically switches them to continual wipe, the logic being that in poor weather conditions, the driver needs

as much visibility as possible for overtaking. In the same situation, the optional air conditioning is instantly by-passed so as not to compromise engine power.

In other Volvos, this kind of obsessive attention to detail is sometimes overdone but with the 480 it thankfully doesn't grate. There are no irritating beepers or buzzers for instance - and the interior presentation is smart and the fittings, such as the simple-to-operate on-board computer, logically laid out. The computer monitors such functions as engine oil level and average speed, instantaneous fuel consumption and outside air temperature.

The principal dashboard controls are all within easy reach and, for the most part, sensibly positioned. We weren't so happy with the rocker switches to the left of the dashboard though, which are partially obscured by the rather ugly, height-adjustable wheel. Also, we would have pre-

ferred to see the electric window switches on the doors instead of hidden away on the floor console. But the general solidity and quality finish of the Volvo is unmistakable, the car imparting a strong feeling of security. At speed, it's also markedly quieter than the Aerodeck which lets through proportionally more wind and tyre roar. The suspension is better suppressed too. The Aerodeck doesn't come with as much electronic trickery as the Volvo but day-to-day, it's still highly refined and easy to live with. Like the Dutch car, it's well specified as standard but the non-availability of central locking is a surprising (and somewhat annoying) omission.

It's the mechanical sophistication of the Aerodeck that really stands out and marks it down as a car that's both easy and rewarding to drive.

Panel fit and paint quality are to Honda's usual high standard, while inside the Aerodeck is also well finished throughout. The presentation of the Aerodeck's instrument pack parallels that of BMW for style and clarity but minor switches and knobs are untidily scattered along the dashboard. The column stalks operate with slick efficiency though, and the one-shot electric window switch on the driver's door is a useful touch.

Neither Volvo nor Honda have particularly effective heating/ventilation systems. The Volvo's is certainly comprehensive, running to no fewer than six air vents on the dashboard but it's unable to combine hot and cool air simultaneously and on a wet day, finding the right setting for window demist/fresh air flow is difficult, if not impossible. The Honda's controls are less elaborate but sadly no more successful in this respect.



COSTS

VOLVO ●●●●

AERODECK ●●●●

We have to guess a little here because there are some important pieces missing from the Volvo's costs jigsaw. We don't, for instance, know what its UK price will be (although £11,000 or perhaps even lower has been suggested) and its insurance grouping is another unknown. As to parts prices and general servicing costs, those too have yet to be confirmed.

Though on this showing the 480 is shown to be the more economical car, remember we are comparing automatic and manual transmissions. During our Dutch test, the Volvo ranged between 25.9-28.2mpg, emerging with an average

of 27.0mpg. The Aerodeck was clearly thirstier: its fuel range was 19.7mpg (following performance testing) going up to a best of 26.0mpg and overall average of 22.8mpg. That doesn't look promising but early last year we saw 32.1 mpg from the Accord EXi saloon with five manual speeds, so the Aerodeck does have good economy potential.

Insurance for the Honda is group six and we would expect the Volvo to be in a similar bracket. Warranty cover is the customary 12 month/unlimited mileage package in each case. Honda's anti-rust protection lasts for six years whereas Volvo don't offer a rust clause in the accepted sense: they do, though, have their Lifetime Care scheme which covers all aspects of the car.

Servicing sees both cars have major services at 12,000-mile intervals, with half-way check-ups. The Honda's service last for 2.8 hours, to the Volvo's shorter 1.0 hour time.

VERDICT

VOLVO ●●●●

AERODECK ●●●●

Prepare yourself for a shock. The 480 ES is genuinely fun to drive, the most unVolvo-like Volvo yet and the winner, by a short head, of this closely-fought contest.

The principal difference between Volvo and Honda comes under handling and ride where the former is enjoyably taut and responsive, the Aerodeck altogether softer and less sporting. The Volvo will appeal to the enthusiast driver, although that's not to say it has a numbingly hard ride, and noisy, cammy engine. It is a refined all-rounder with well-balanced handling, compliant ride, useful (though not spectacular) performance and smart finish. Its oddball styling won't appeal to everyone - the nose in particular could hardly be described as pretty-and interior spaciousness isn't its strongest feature there being a small boot and room for just two in the back.

Without doubt, the Aerodeck is an excellent car. It has a superb 12-valve engine offering smooth, willing performance and a transmission that's slick and responsive. The Honda has an effortless driving style and easily matches the Volvo for presentation, equipment and practicality. While we would like to see more positive suspension control and firmer power steering to go with the Honda's pretty shape (although Honda lovers probably won't mind this anyway), the Aerodeck is nevertheless a very well engineered car with a quality image to rival Volvo's.

However the Volvo, lighter, more economical, better noise-suppressed and with a likely price advantage, is a car with more consistent all-round ability. We could quite happily live with either car, but it's the Volvo that just wins.

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HOW THE CARS COMPARE

CAR	HONDA AERODECK EXi Auto	VOLVO 480 ES
PRICE	£11,700	£11,000†
Other models	3 hatchbacks	none
Price span	£9000-£11,700	none

PERFORMANCE

Max in 5th (mph)	—	116
Max in 4th (mph)	112	104
Max in 3rd (mph)	90	76
Max in 2nd (mph)	58	55
Max in 1st (mph)	32	32
0-30 (sec)	3.3	3.2
0-40 (sec)	4.9	4.8
0-50 (sec)	7.2	6.6
0-60 (sec)	9.8	8.9
0-70 (sec)	13.4	11.8
0-80 (sec)	17.8	15.8
0-400 metres (sec)	17.6	16.9
Terminal speed (mph)	79	83
30-50 in 3rd/4th/5th (sec)	4.3*	5.3/7.9/12.2
40-60 in 3rd/4th/5th (sec)	4.6*	5.3/7.7/11.7
50-70 in 3rd/4th/5th (sec)	6.1*	5.5/8.2/13.0
60-80 in 3rd/4th/5th (sec)	8.5*	6.9/8.9/15.3

SPECIFICATIONS

Cylinders/capacity (cc)	4/1955	4/1721
Bore x stroke (mm)	82.7/91	81/83.5
Valve gear	12V-ohc	ohc
Compression ratio	9.4:1	10.5:1
Fuel system	injection	injection
Power/rpm (bhp)	120/5500	109/5800
Torque/rpm (lbs/ft)	122/5000	103/4000
Steering	PA/rack pin	PA/rack pin
Turning circle (ft)/turns	34.1 (3.1)	33.1 (3.1)
Brakes	S/Di(v)s/Di	S/Di/Di
Suspension front	I/Wi/C/AR	I/McP/AR
Suspension rear	I/Wi/C/AR	DA/C/WL/PR

COSTS

Test mpg	19.7-26.0	25.9-28.2
Govt mpg City/56/75	25.4/42.8/33.6	26.6/47.9/38.7
Tank galls (grade)	13.2(4)	10.1(4)
Major service miles (hrs)	12,000(2.8)	12,000(1.0)
Parts costs (fitting hours)		
Front wing	£91.90	
Front bumper	£81.90	
Headlamp unit	£49.52	Prices
Rear light lens	£53.64	not
Front brake pads	£24.59	yet
Shock absorber	£60.14	available
Windscreen	£86.81	
Exhaust system	£106.90	
Clutch unit	£82.02	
Alternator	£157.57	
Insurance group	6	6†
Warranty	12/UL	12/UL
Anti-rust	6 yrs	see text

EQUIPMENT

Automatic transmission	yes	n/a
Power steering	yes	yes
Alloy wheels	n/a	yes
Anti lock brakes	yes	n/a
Seat height adjustment	yes	yes
Adj. steering column	yes	yes
Split rear seats	yes	yes
Trip computer	no	yes
Central locking	n/a	yes
Electric windows	yes	yes
Sunroof	yes	n/a
Sound system	S.rad.cass.	S.rad.cass.

DIMENSIONS

Front headroom (ins)	34.5	35.5/36.5
Front legroom (ins)	35/42	33.5/41
Steering-wheel-seat (ins)	14/21	11/18.5
Rear headroom (ins)	34	33
Rear kneeroom (ins)	26/32	26.5/34.5
Length (ins)	170.7	167.6
Wheelbase (ins)	102.7	98.5
Height (ins)	52.6	51.9
Boot load height (ins)	32.5	33
Overall width (ins)	66.7	67.3
Kerb weight (cwt)	21.7	19.6
Boot capacity (cu ft)	10.9/18.0	5.6/23.1

KEY. Valve gear: ohc, overhead camshaft; 12V-12 valves.
 Steering: rack/pin, rack and pinion; PA: power assistance.
 Brakes: Di (v), ventilated discs; Di, discs; S, servo assistance.
 Suspension: I, independent; AR, anti-roll bar; C, coil springs;
 DA, dead beam axle; McP, MacPherson struts; PR, Panhard
 rod; Wi, wishbones; WL, Watts linkage. *In kickdown.
 †estimated.