

ORION

A CAR WITH A TOUCH OF CLASS



A new anti-lock braking system, optional on Orion with a CVH engine and five-speed gearbox, can help prevent an accident becoming an accident. Triggered by two sensors which detect moment wheel lock, the system helps you retain steering control even in situations where emergency braking might otherwise cause a skid. The option costs far less than you might expect.

ORION

A CAR WITH A TOUCH OF CLASS

Art and science, classical styling and advanced engineering, join forces in the front-wheel-drive Ford Orion. Designed for discerning people who prefer an elegant four-door saloon to a trendy hatchback, the Orion delights the eye and combines strong performance with excellent economy. Like all Fords, it also represents outstanding value for money.

ORION PEOPLE TEND TO BE mature, confident and successful. They demand quality and efficiency, appreciate luxury - but have

no need for a big car - and expect power and poise to go hand in glove with exceptional reliability.

But the Orion, a car with a touch of class, also finds favour with younger drivers. They like its aerodynamic styling, responsive engines and ability to make good time on bad roads.

Progress being the name of the game at Ford, the latest Orion is even more attractive than its acclaimed predecessor.

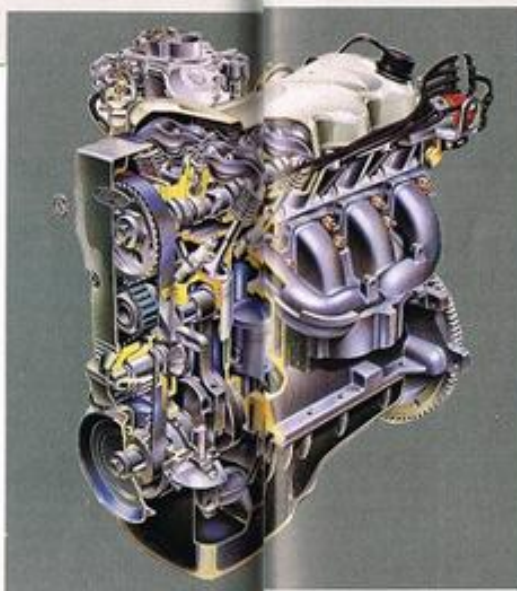
It stands out as the definitive contender in its class. The smoothly curved nose looks good and saves energy by cutting a very clean path through the air. At the rear, it is complemented by a neat lip formed in the boot lid's trailing edge. It looks like a discreet styling feature, but actually enhances aerodynamic efficiency by reducing turbulence in the Orion's wake.

Front and rear are protected by moulded

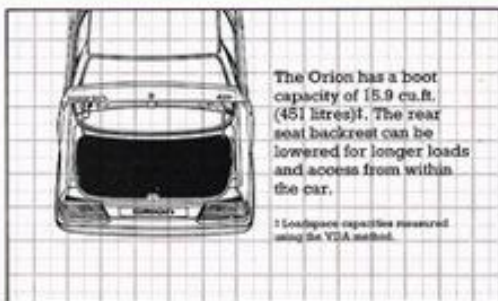
polycarbonate bumpers whose strength belies the fact that they are lighter than steel.

Four wide-opening doors welcome you to a spacious, well-equipped interior carefully designed to provide levels of comfort and convenience that are difficult to reconcile with the Orion's keenly competitive maximum retail price. High comfort standards are maintained, no matter how long the journey.

The driver gets a particularly good deal, thanks to a very convenient



The 'lean burn' 1.4 CVH engine for superb performance and economy allied to low exhaust emission levels.



The Orion has a boot capacity of 15.9 cu.ft. (451 litres)†. The rear seat backrest can be lowered for longer loads and access from within the car.

† Loadspace capacities measured using the VDA method.

Rotating disc plates, rather than conventional spring-loaded handbrakes, make the new Orion's high-security locks highly resistant to picking - and less likely to freeze.

convenience of a rear seat with a 60:40 split-fold backrest.

Replacing the previous Orion's 1.3 CVH engine with the 1.3 OHV and 1.4 CVH makes it easier than ever for you to specify the ideal combination of power unit and transmission. The 1.3 OHV produces a very healthy 60 PS at only 5000 rpm, while the 1.4 CVH, with its advanced 'lean burn' combustion technology, has 75 PS at 5800 rpm for superb performance and economy† allied to low exhaust emission levels.

Being a car with a touch of class, the Orion is also notable for such things as moulded door panels with colour-keyed cloth inserts, front seats with padded, fully-adjustable head restraints, and the convenience of seatbelt buckles which move backwards and forwards with the seats.

High-security locks are another link with the Granada. They secure the doors, steering, fuel filler cap and boot, which is big enough to swallow an astonishing 15.9 cubic feet† of luggage.

Even bigger loads can be handled by the Orion GL and Ghia, because they feature the hatchback-like

the official Government test †. All are complemented by revised suspension features which improve roadholding, handling and steering, and also reduce the nose's inclination to 'dive' under heavy braking.

Ford's new anti-lock braking system, specially designed for front-wheel-drive cars, is a low-cost option on all Orions with a CVH engine and five-speed gearbox. It is designed to maintain steering control in situations where heavy braking - often the natural reaction to an emergency - might otherwise result in a wheel-locked skid.

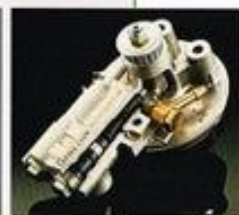
People who buy cars in this class know what they want and are hard to please. But choice problems are solved when you see what the Ford Orion has to offer.

† For Government fuel consumption test figures, see Engineering on page 62.
† Loadspace capacities measured using the VDA method.

For detailed information, see pages 60-65.



Front wheels are equipped with powerful disc brakes. On the more powerful Orions, they are ventilated for better heat dissipation and a longer pad life.



ORION L

THE VALUE-FOR-MONEY ORION L OFFERS A CHOICE OF FOUR HIGH-EFFICIENCY ENGINES

54



The Orion L has what it takes to delight you and your bank manager. In other words, this value-for-money saloon provides everything from classically elegant styling to an equally attractive purchase price and running costs that are a very pleasant surprise.

Powered by a choice of four front-wheel-drive engines - they include Ford's very refined and incredibly abstemious diesel - the spacious Orion L provides solid foundations for the rest of this outstanding range. Its essential design features are shared with the GL, Ghia and Ghia Injection.

Like them, the Orion L is an advanced, four-



door saloon with a touch of class.

WIND TUNNELS AND advanced computer techniques were used to shape the graceful body which combines great strength and durability with high levels of aerodynamic efficiency. The beautifully smooth nose and the boot lid's exceptionally near 'lip' spoiler are just two of many features which reduce energy-wasting drag,

increase high-speed stability, lower wind noise and help divert dirt-laden spray away from the side windows and rear light clusters.

Less obvious, but very important in the longer term, are steps taken to keep the Orion L looking good. The manufacturing process includes a 25-stage treatment, backed by Ford's six-year corrosion Assurance, to combat corrosion.

For external protection, there are colour-toned,

impact-resistant polycarbonate bumpers, and tough, but attractive body-side mouldings with bright inserts.

The Orion L is also equipped with halogen headlights, a laminated windscreen, full wheel covers, remote-control door mirrors and special high-security locks. Shared with the Ford Granada, voted Car of the Year for 1986, the locks are very difficult to pick, and also less likely to freeze than conventional types.



The extremely redesigned interior's many attractions include colour-keyed velour carpet, supportive front seats with fully-adjustable head restraints, and four speakers for the new, 41-electronic Self-Seek AM Cassette.



The Orion L gets the edge off to a flying start with such features as colour-toned polycarbonate bumpers, body-side mouldings and remote-control door mirrors.

The car pictured is an Orion L Opposed as extra cost. Five-speed gearbox.

Compact but easy to service, Ford's front-wheel-drive package makes the Orion L a very space-efficient car with plenty of room for five adults plus up to 15.9 cubic feet of luggage.

Quantity is matched by quality, because many features combine to make the going good for drivers and passengers alike. They include colour-keyed velour carpet, storage bins, four speakers and a 'joystick' balance control for the Self-

Seek AM Cassette audio equipment, and padded, fully-adjustable head restraints for the front seats, which also have the convenience of frame-mounted seatbelt buckles.

The driver benefits from a state-of-the-art instrument and control layout. Among its attractions are a line-of-sight speedometer, Granada-style controls on the steering column, seat micro switches, and rotary adjustment for the powerful, versatile heater.

Orion L engine choices start with the 1.3 OHV. Next in line is the advanced, 'lean burn' 1.4 CVH, followed by the notably flexible 1.6 CVH, another 'lean burn' design for performance and economy.† The other possibility is Ford's gallon-stretching 1.6 diesel.

† Load space capacities measured using the VDA method.

† For Government fuel consumption test figures, see Engineering on page 52. For detailed information, see pages 62-63.

55

ORION GL

THE ORION GL IS A CLASSY CAR
NOTABLE FOR HIGH STANDARDS
AND LOW OWNERSHIP COSTS

96 *The 'touch of class' theme so firmly established by Ford's impressive Orion L is emphasised by the GL, a very refined saloon with a class-leading blend of performance, economy, space, comfort and convenience.*

Tinted glass is a typical GL feature. So is the fact that the high-quality FM radio's aerial is cleverly built into the rear window's heating element. It foils vandals and cannot be damaged in a car wash.

The GL also has full-depth polycarbonate bumpers, high-security locks, remote-control door mirrors, unique wheel covers, bright window surrounds, and bright inserts for the bodyside protection mouldings.

TRUE TO THE 'HORSES FOR COURSES' philosophy that has helped make Ford Britain's top-selling manufacturer for year after year, the GL also provides a choice of petrol and diesel power units. They start with the 1.4 CVH whose 75 PS at 5600 rpm and 109 Nm of torque at 4000 rpm power the Orion GL from 0-60 mph in a spirited 11.8 seconds.*



Top speed is 104 mph* - which makes motorway cruising extremely relaxed - and the fuel test figures include an excellent 60.1 mpg at 56 mph.†

Many of the 1.4 CVH's features are shared with the GL's 1.6 CVH power unit. Both are 'lean burn' designs and have a combustion system which uses more air, but less petrol, than less advanced engines. Other key elements adopted in the interests of operating efficiency include lightweight pistons with low-friction rings, electronic ignition and

hydraulic tappets to do away with the need for regular adjustments. Ford even redesigned the oil pump to reduce energy-wasting friction.

Like the 1.4 CVH, the bigger engine has a precise, smooth-shifting five-speed gearbox as standard. With an impressive 90 PS at 5900 rpm allied to strong torque for superb mid-range performance, it achieves 0-60 mph in 9.9 seconds* and makes the GL capable of 111 mph.*

The 1.4 CVH also comes complete with a five-speed

transmission, so both petrol engine versions of the GL can have the optional anti-lock braking system developed specially for front-wheel-drive cars by Ford and Lucas Girling.

A fuel-efficient three-speed automatic is optionally available with the 1.6 CVH.

For truly remarkable economy,† plus a lot more performance than you might expect, there is the 1.6 diesel. Designed to drive like a petrol engine, it develops 54 PS at 4900 rpm and achieved a staggering 72.4 mpg on the official 56 mph test.†

Power choice possible: the 1.4 CVH engine is the base 1.4 CVH and includes Ford's remarkably refined 1.8 Diesel.



Externally redesigned to delight drivers and passengers, the GL's interior features new seat covers and control dials are easy to read, reach and operate.



The floor is big enough to swallow an astonishing 10.9 cubic feet of luggage. No even bigger loads can be loaded because the GL features the handbrake-like convenience of a rear seat with a 90/40 split-fold backrest.



The car illustrated is an Orion GL. Options fitted at extra cost. Rear four belts and electric door.

Inside, the well-equipped Orion GL's features include a tachometer and a digital clock, cut-pile carpet, a light for the lidded glovebox, and a vanity mirror for the front passenger's swivelling sun visor.

Travellers stretching their legs in the rear compartment are provided with a central arm rest for that extra measure of comfort. For additional convenience, the seatback splits 60/40 to cater for exceptionally large loads.

* Ford test figures. For detailed information, see pages 62-63.
† Loadable capacities measured using the VDA method.



† For Government fuel consumption test figures, see Engineering on page 62.

ORION GHIA

A GRACEFUL SALOON WHOSE LUXURY, REFINEMENT AND PRICE WILL DELIGHT YOU



The car illustrated is an Orion Ghia. Options listed at extra cost: Rear Seat Belts and Metallic Paint.

Standard features in keeping with the Ghia reputation for luxury include powered and heated door mirrors, fully adjustable rear head restraints, power operated front windows and a screened glass sunroof.

Shopping for a compact, practical and beautifully styled saloon car with more than its fair share of affordable luxury ceases to be a problem when you see what the superb Ford Orion Ghia has to offer.

True to the lavish Ghia tradition, its specification embraces many features that are more typically listed as extra-cost options. Tinted glass is standard, of course. So

is the screened glass, slide-or-tilt sunroof whose louvred shutter prevents the passenger compartment becoming uncomfortably hot when the sun is exceptionally strong



HEATED DOOR MIRRORS are equally welcome at the other end of the temperature scale, and they are also power-adjusted for that extra touch of class that is the Orion's hallmark. In the same spirit, switches conveniently located in the door grab handle lower and raise the front windows.

Another typically neat touch is the way the all-electronic audio system's

radio aerial has been built into the rear window's heating element. That can only be bad news for vandals who love snapping the conventional rod type.

Central locking is another Ghia asset, and the key incorporates a tiny torch to avoid after-dark fumbling. The locks themselves are, of course, the high-security type shared with the rest of the standard-setting Orion range.

Seats designed with the help of pressure sensors and a computer, and covered with classy Olivia cloth, provide superb support no matter how long the journey. You may not expect to find padded head restraints in the back, as well as the front, but the Orion Ghia has them as standard. It is that sort of car.

High standards include low noise levels, because the Ghia's hidden features

include additional sound insulation.

Responsive engines, smooth transmissions, fully-independent suspension, powerful but progressive brakes, and accurate steering with just the right amount of feel make the Ghia a delight to drive.

What goes under the bonnet to power the front wheels? Ford's technically advanced and very efficient

'lean burn' 1.4 CVH engine gives the Ghia excellent performance figures and economy* worthy of a smaller car. Power is increased from 75 PS to a distinctly sporty 90 PS if you prefer the 1.6 CVH, another 'lean burn' design. It whips the Ghia from 0-60 mph in only 9.9 seconds.*

But even the best can be made better. Ghia options include Ford's value-for-

money anti-lock braking system, and an electrically heated windscreen. The screen incorporates virtually invisible wires - human hairs are several times thicker - and is an idea originally developed for jet aircraft.

* For Government fuel consumption test figures, see Engineering on page 62.

* Ford test figures.

For detailed information, see pages 62-65.



The reclining front seats have padded, fully adjustable head restraints, and the occurrence of seat frame-recessed anti-lift brackets.



An admirably quiet car, particularly at motorway speeds, it is powered by either the 1.4 CVH or its 1.6 counterpart, both with five-speed transmissions as standard.

Low noise levels derive, of course, from the all-electric DeL-Sonic FM Cassette unit's quality.

ORION GHIA INJECTION

A SUPERB BLEND OF SURE-FOOTED, SMOOTH-RIDING LUXURY AND FUEL-INJECTED POWER

60 *Luxury, power and poise join forces in the Orion Ghia Injection, a sophisticated saloon whose discreetly elegant styling belies the verve of a swift, sure-footed sports car.*

Advanced engineering features shared with the rest of the range are enhanced to cater for Ford's acclaimed 1.6i CVH engine. It is combined with a five-speed gearbox whose smoothness and precision tempt you to change gear just for the sake of experiencing first-class machinery in action.

There is certainly no need to 'row' the Ghia Injection, because its engine is flexible enough to pull from very low speeds in fourth or even fifth gear. Mid-range response for overtaking and hillclimbing is even more impressive, thanks in part to the way the exhaust system is tuned.

If you admire



The car illustrated is an Orion Ghia Injection. Options listed at extra cost: Rear Sunrider, Fuel Computer, Alloy Wheels and Steel Pack.

efficiency, take a closer look at what goes under the Ghia Injection's wind-cheating bonnet.

LIKE THE OTHER CVH engines, the 1.6i has a belt-driven overhead camshaft, hydraulic tappets - they eliminate the need for routine maintenance - and electronic

breakerless ignition. The ignition system's chief benefits are accurate timing, without regular adjustment, and more powerful sparks to increase the engine's inherent efficiency.

Bosch K-Jetronic fuel injection is what makes the 1.6i CVH a truly outstanding power unit. Matching the engine's needs with great precision, it increases power

and also makes the Ghia Injection surprisingly economical for such a lively performer.

All that technology combines to produce a very healthy 105 PS at 6000 rpm. The torque curve on which mid-range flexibility depends climbs to an equally impressive 136 Nm at 4500 revs. Making full use of power, torque and that slick

five-speed gearbox sprints the Orion Ghia Injection from 0-60 mph in just 9.3* exhilarating seconds. Top speed is 115 mph*, and the specification includes an uprated oil-cooling system for extra protection during spells when the Orion is really flexing its muscles.

The engine also has a cut-off valve to save fuel when the car is decelerating. It helps

account for consumption test figures that include no less than 51.4 mpg at 56 mph.*

But the Ghia Injection is not just a potent engine in a sleek body with a luxurious interior. The standard Orion braking system is uprated and can, of course, be optimised by the addition of Ford's anti-lock option.

The fully-independent suspension is also modified in

keeping with the car's character. Changes include gas-filled rear shock absorbers, and wide-rim wheels whose ultra-low profile 185/60HR14 tyres give tremendous grip. Stylish alloy wheels are an attractive and appropriate option.

As its name suggests, the top-line Orion has all the 'standard' Ghia's comfort and convenience features.

That means everything from powered and heated door mirrors to a sunroof, central locking and the luxury-plus touch of head restraints in the back as well as the front.

* For Conversion fuel consumption, see *Figures and Engineering* on page 62.

* Ford test figures.

For detailed information, see pages 60-65.

The Ghia Injection has all the 'standard' Ghia's comfort and convenience features. That means everything from powered and heated door mirrors to a sunroof, central locking and the luxury-plus touch of head restraints in the back as well as the front.



ORION RANGE REVIEW

STANDARD FEATURES	L	GL	GHA	GHA INJECTION
EXTERIOR (continued)				
Power-assisted brakes	■	■	■	■
Side-impact indicators	■	■	■	■
Tinted glass at rear	■	■	■	■
Tow hooks, front and rear	■	■	■	■
Wheels				
Covers	■	■	■	■
Covers with bright insert	■	■	■	■
Covers, in-car finish	■	■	■	■
Window surrounds, side	■	■	■	■
Body colour	■	■	■	■
Bright	■	■	■	■
Washers, automatic	■	■	■	■
Washers, wash, electric	■	■	■	■
Washers, wipers	■	■	■	■
Two-speed	■	■	■	■
Intermittent	■	■	■	■
INTERIOR				
Carpet, laid perpendicular	■	■	■	■
Carpet, passenger compartment	■	■	■	■
Closet keyed non-wood veneer	■	■	■	■
Closet keyed oak-plate	■	■	■	■
Cigarette lighter, floor (standard)	■	■	■	■
Clock	■	■	■	■
Quartz analogue	■	■	■	■
Quartz digital auto stop	■	■	■	■
Child door locks	■	■	■	■
Overstay lights	■	■	■	■
Foot lights	■	■	■	■
Front	■	■	■	■
Rear	■	■	■	■
Radio, instrument panel, illuminated	■	■	■	■
Glove box with lid	■	■	■	■
and illumination	■	■	■	■
Headliner, perforated partitions	■	■	■	■
Head rest, adjustable	■	■	■	■
on front seats, fully adjustable	■	■	■	■
on rear seats, fully adjustable	■	■	■	■
Heater	■	■	■	■
Fan, 80-watt speed	■	■	■	■
Illuminated controls	■	■	■	■
In-car entertainment	■	■	■	■
Aerial incorporated in rear window	■	■	■	■
Four speakers	■	■	■	■
Joystick speaker balance control	■	■	■	■
Self-Seek AM Cassette (SRT 3175)	■	■	■	■
Self-Seek FM Cassette (SRT 3175)	■	■	■	■
Package tray, rear cloth covered	■	■	■	■
Rear view mirror, dipping	■	■	■	■
Seats				
Fabric trim	'Fib'	'Shek'	'Ovix'	'Ovix'
Folding rear centre armrest	■	■	■	■
Front reclining	■	■	■	■
MP3 seat rear back rest	■	■	■	■
Seat belts, three-point rear	■	■	■	■
Steering wheel	■	■	■	■
Two-spoke	■	■	■	■
Two-spoke, sports	■	■	■	■
Soft feel	■	■	■	■
Storage bin in front doors	■	■	■	■
Storage space	■	■	■	■
Covers, cassette with integral coin slot and cassette storage	■	■	■	■
Recl, driver lower and passenger upper	■	■	■	■
Trunk lid with integral coin slot and cassette storage	■	■	■	■
Sunroof, tinted/glass	■	■	■	■
Tachometer	■	■	■	■
Trip recorder	■	■	■	■
Vanity mirror on passenger mirror	■	■	■	■
Wiring Lights				
Brake failure/brakehold	■	■	■	■
Direction indicator	■	■	■	■
Ignition/alternator	■	■	■	■
Lights on	■	■	■	■
Main beam	■	■	■	■
Oil pressure	■	■	■	■
Oil temperature or level only	■	■	■	■
Windows, electrically operated front	■	■	■	■

ORION RANGE REVIEW

COLOUR AND MAIN PATTERNED TRIM	L	GL	GHA	GHA INJECTION
SOLID COLOURS				
Diamond White	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Grey	Teige or Shadow	Teige or Shadow	Teige or Shadow	Teige or Shadow
Green Yellow	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Red Red	Teige or Shadow	Teige or Shadow	Teige or Shadow	Teige or Shadow
Leaper Red	Teige or Shadow	Teige or Shadow	Teige or Shadow	Teige or Shadow
Maral Blue	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Green Blue	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Black (at extra cost)	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
METALLIC COLOURS (at extra cost)				
Shiro Silver	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Quartz Gold	Teige or Shadow	Teige or Shadow	Teige or Shadow	Teige or Shadow
Chateau	Teige or Shadow	Teige or Shadow	Teige or Shadow	Teige or Shadow
Regency Red	Shadow	Shadow	Shadow	Shadow
Pure Blue	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Maral Blue	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow
Nimbus Grey	Available or Shadow	Available or Shadow	Available or Shadow	Available or Shadow

PRICE GUIDE Includes Car Tax and VAT (See back cover for details of Car Tax, VAT and delivery charges)

ENGINE	L	GL	GHA	GHA INJECTION
1.3 DICI (CVD)	£294.99	£	£	£
1.4 DICI (CVD)	£314.99	£214.33	£394.33	£
1.6 DICI (CVD)	£391.01	£391.01	£518.74	£
1.8 DICI (CVD) (fuel injected)	£	£	£	£591.35
With Anti-lock brakes	£	£	£	£591.35
1.8 Diesel	£391.01	£391.01	£	£

OPTIONAL FEATURES Factory fitted Includes Car Tax and VAT (See back cover for details of Car Tax, VAT and delivery charges)

ENTER CHOSEN CAR TOTAL HERE	L	GL	GHA	GHA INJECTION
Alloy wheels	£	£	£	£
Anti-lock brakes, only on CVD engines with two-speed gearbox	£315.00	£315.00	£315.00	£
Door mirrors, electrically operated and heated	£ 92.37	£	£	£
Disc brake	£194.97	£	£	£
Five speed on 1.3 and 1.4	£	£	£	£
Automatic transmission with oil cooling on 1.8	£491.97	£	£491.97	£
Central locking with remote key	£	£294.67	£	£
Paint	£	£	£	£
Black	£291.55	£191.55	£391.55	£191.55
Metallic	£317.30	£317.30	£317.30	£317.30
Washers, rapid de-ice	£ 98.88	£ 98.88	£ 98.88	£ 98.88
Fuel computer	£	£	£	£313.00
In-car entertainment	£	£	£	£
Self-Seek FM Cassette (SRT 3175)	£ 66.52	£ 66.52	£	£
Electronic Sound System (ECS) including power amplifier	£396.41	£396.41	£396.41	£396.41
Graphic equaliser only with 1200 system	£	£196.94	£396.94	£396.94
Headlamps, two rear light/glassed mirror, rear and rear fog centre mirror	£113.00	£113.00	£113.00	£113.00
Interol, tinted/glass	£375.97	£375.97	£	£
Windows, electrically operated front	£293.14	£	£	£
34" stereo, automatic storage	£ 69.00	£ 69.00	£ 69.00	£ 69.00
Extra Cover	£399.27	£399.27	£399.27	£399.27
Extra Cover Plus	£399.27	£399.27	£399.27	£399.27
30" acoustic 30,000 miles	£399.27	£399.27	£399.27	£399.27
Extra Cover	£399.27	£399.27	£399.27	£399.27
Extra Cover Plus	£399.27	£399.27	£399.27	£399.27
30" acoustic 60,000 miles	£399.27	£399.27	£399.27	£399.27
Extra Cover	£399.27	£399.27	£399.27	£399.27
Extra Cover Plus	£399.27	£399.27	£399.27	£399.27
CAR TOTAL PLUS OPTIONS				
£	£	£	£	£

*From date of first vehicle registration. For further details see page 133.

ORION RANGE FACTS, ENGINEERING

ENGINES

1.3 OHV, 1.4 CVH, 1.6 CVH and 1.6i CVH. Manual choke with integral warning light on 1.3 and 1.4 and automatic choke on 1.6 and 1.6i; all with electronic breakerless ignition, and hydraulic tappets on the 1.4, 1.6 and 1.6i CVH engines.

1.6 diesel with indirect fuel injection, belt-driven overhead camshaft, cast-iron cylinder block and cylinder head, Ricardo Comet pre-combustion chamber inserts, high-efficiency Bosch fuel pump, optimised inlet and exhaust manifolds. Automatic cold-start system includes 'glow plugs'.

TRANSMISSION

Front-wheel drive; four and five-speed manual

SPECIFICATIONS

Engine	1.3 OHV	1.4 OHV (CVH)	1.6 OHV (CVH)	1.6 OHV (CVH) fuel injected	1.6 Diesel
Capacity cc	1297	1396	1597	1597	1598
Cylinders	4	4	4	4	4
Compression ratio	9.5:1	9.5:1	9.5:1	9.5:1	21.5:1
Fuel injection	Single Variable Venturi	Variable Twin	Variable Twin	Bosch K-Jetronic fuel injection	Indirect mechanical
Choke	Manual	Manual	Automatic	Automatic	Glow-plug pre-warm with warning light
Ignition	Electronic	Electronic	Electronic	Electronic	Coil-over
Max. power (kW (HP) at rpm)	44(60)/2600	50(75)/2600	66(90)/2600	77 (105)/2600	40 (54)/2600
Max. torque (Nm (MDF) at rpm)	110 (80.5)/2600	129 (11.7)/2600	133 (13.0)/2600	138 (14.1)/2600	95 (7.0)/2600
Maximum continuous revs.	5000	5000	6000	6000	5500
(*) Maximum no. load engine speed					
Performance Road test figures					
MANUAL 4 SPEED					
Max. speed (mph)	80	104	-	-	-
0-60 mph (secs.)	13.9	11.5	-	-	-
MANUAL 5 SPEED					
Max. speed (mph)	88	104	111	115	91
0-60 mph (secs.)	13.9	11.5	9.9	9.3	16.8
AUTOMATIC					
Max. speed (mph)	-	-	106	-	-
0-60 mph (secs.)	-	-	11.4	-	-
Transmission/Fuel Consumption All figures in mpg (l/100 km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.					
MANUAL 4 SPEED					
Constant driving speed 56 mph (90 km/h)	50.4 (5.6)	54.3 (5.2)	-	-	-
Constant driving speed 75 mph (120 km/h)	35.2 (7.2)	42.3 (6.7)	-	-	-
Semicond urban driving	36.3 (7.4)	34.9 (8.1)	-	-	-
MANUAL 5 SPEED					
Constant driving speed 56 mph (90 km/h)	57.8 (4.9)	60.1 (4.5)	54.3 (5.2)	51.4 (5.3)	78.4 (3.9)
Constant driving speed 75 mph (120 km/h)	42.8 (6.6)	48.3 (5.7)	42.3 (6.7)	39.2 (7.2)	52.3 (5.4)
Semicond urban driving	38.2 (7.4)	38.9 (6.9)	36.0 (8.0)	38.1 (8.0)	48.1 (5.6)
AUTOMATIC					
Constant driving speed 56 mph (90 km/h)	-	-	49.4 (5.7)	-	-
Constant driving speed 75 mph (120 km/h)	-	-	37.7 (7.3)	-	-
Semicond urban driving	-	-	31.9 (8.1)	-	-
Weights and Towing Limits (kg) (nominal)					
Gross vehicle weight	1205	1205	1205/Manual, 1375/Automatic/2.0i	1205	1205
 curbweight, MANUAL 4 SPEED*					
L	875	880	-	-	-
GL	-	-	-	-	-
 curbweight, MANUAL 5 SPEED*					
L	890	890	900	-	900
GL	-	-	905	-	950
Chia	-	900	905	930	-
 curbweight, AUTOMATIC*					
L	-	-	925	-	-
GL	-	-	940	-	-
Chia	-	-	940	-	-
Maximum towing limit (2 up) - Manual	900	900	900	900	900
Maximum towing limit (2 up) - Automatic	-	-	900	-	-
Max. roof rack load	75	75	75	75	75
Insurance Group**	3	4	4	5	3

* Represents the lightest curbweight assuming full fuel and oil levels, subject to manufacturing tolerance and options, etc., fitted.

** As recommended by the Association of British Insurers.

TOWING LIMITS quoted in this catalogue represent the recommended maximum towing ability of the vehicle with 2 occupants (150 kg each) to assist in a 12 per cent gradient (1 in 8.2 approx) at sea level. This means that where additional payload is carried (passenger, luggage, etc.), this extra weight should be deducted from the recommended towing limit. The performance and economy of all models will be reduced when used for towing.

synchronmesh gearboxes with floor-mounted remote shift; diaphragm-spring single-plate clutch with self-adjusting cable operation; automatic transmission available with 1.6 CVH.

SUSPENSION

Fully independent front and rear.

Front: MacPherson strut with coil springs and telescopic shock absorbers; zero-scrub radius geometry; anti-roll bar. **Rear:** Pressed-steel swinging arms and strut-type shock absorbers with coil springs; longitudinal location by tie bars; 1.6i Chia has gas-filled dampers.

STEERING

Rack and pinion with anti-theft lock.

BRAKES

Diagonally-split hydraulic circuits with tandem master cylinder operating 9.4" front discs and self-adjusting rear drums with leading and trailing shoes; self-adjusting floor-mounted handbrake with mechanical linkage to rear drums. Mechanical anti-lock braking optional with CVH engine and five-speed gearbox.

LIGHTING AND ELECTRICAL

Twelve-volt negative earth system; maintenance-free battery; semi-sealed-beam halogen headlights; hazard warning lights; reversing lamps; rear fog lamp; side repeat indicators; brake failure and handbrake 'on' warning lights; front-door

operated courtesy switches for interior light; heated rear window incorporating radio aerial on GL and Chia.

BODY

Four-door notchback saloon, wind-tunnel developed for aerodynamic efficiency; all-steel welded integral construction with safety glass all round, tinted on GL and above; comprehensive multi-stage corrosion protection including special wax injection to cavities, PVC coating on critical stone-chip areas and underbody sealed to resist salt spray; laminated windscreen; single-bar grille; wrap-around polycarbonate bumpers; bodyside protection mouldings; two-speed and intermittent windscreen wipers; electric

& RANGE REVIEW

screen washers; anti-burst door locks with childproof locks on rear doors; black door handles and locks; 10.3 gallon fuel tank with black locking cap; driver's remote-control door mirrors.

Luggage space: Conventional saloon boot; load compartment length extends to maximum of 76.5" with 60/40 split fold-down rear seat hatch on GL and above; spare wheel housed in

luggage compartment.

INTERIOR

Front fully reclining slide-mounted bucket seats, fully-adjustable head restraints, bench-type rear seat with 60/40 split fold-down rear seat back rest on GL and Chia; armrests front and rear; front door stowage bins; glove box with lid; centre console; carpet in passenger and load compartments; illuminated

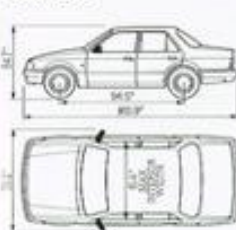
cigar lighter; illuminated heater controls and rocker switches; central and outboard face-level vents with warm air facility; side window demist; front passenger grab handle; twin swivelling sunvisors; dipping interior rear-view mirror; concealed inertia-reel front seat belts with stalks mounted on seat tracks; two-lever control system for indicators, headlights and sidelights,

main and dipped beam, headlight flashers, wipers and washers; horn in centre of steering wheel; centre mounted speedometer with odometer and trip recorder; fuel and temperature gauges.

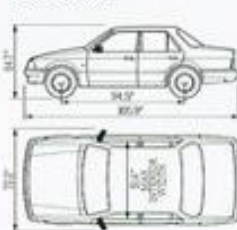
The Orion has a loadspace (boot) capacity of 15.9 cu. ft (451 litres).†

† Loadspace capacities measured using the VDA method.

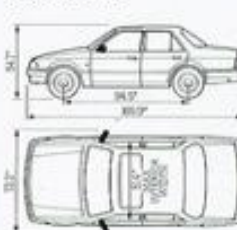
ORION L



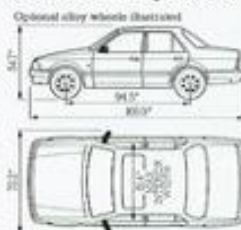
ORION GL



ORION GHIA



ORION GHIA INJECTION



STANDARD FEATURES

ENGINEERING

	L	GL	GHIA	GHIA INJECTION
Five-door saloon	■	■	■	■
1.3 OHV	■	■	■	■
Four-speed gearbox	■	■	■	■
Manual choke with integral warning light	■	■	■	■
155 SR13 tyres	■	■	■	■
1.4 OHV (CVH)	■	■	■	■
Four-speed gearbox	■	■	■	■
Five-speed gear/box	■	■	■	■
Manual choke with integral warning light	■	■	■	■
155 SR13 tyres	■	■	■	■
1.6 OHV (CVH)	■	■	■	■
Five-speed gearbox	■	■	■	■
Automatic choke	■	■	■	■
155 SR13 tyres	■	■	■	■
1.6 OHV (CVH) fuel injected	■	■	■	■
Five-speed gearbox	■	■	■	■
Automatic choke	■	■	■	■
165/160 SR14 tyres	■	■	■	■
1.6 Diesel	■	■	■	■
Five-speed gearbox	■	■	■	■
Glow-plug pre-warm with warning light	■	■	■	■
155 SR13 tyres	■	■	■	■

EXTERIOR

Black panel, black ribbed	■	■	■	■
Body-side moulding	■	■	■	■
Grey	■	■	■	■
Bright steel	■	■	■	■
Red steel	■	■	■	■
Grey paint below bodyside moulding	■	■	■	■
Bumpers, full depth polycarbonate:				
Body colour steel	■	■	■	■
Bright steel	■	■	■	■
Red steel	■	■	■	■
Door locks, high security	■	■	■	■
Central locking with lock key	■	■	■	■
Childproof rear locks	■	■	■	■
Beefed padlock	■	■	■	■
Door mirrors:				
Remote control on driver and passenger side	■	■	■	■
Electrically operated and heated on driver and passenger side	■	■	■	■
Fuel tank cap, locking by ignition key	■	■	■	■
Hazard warning flashers	■	■	■	■
Heated rear window with auto switch-off	■	■	■	■
Handles/locks, black	■	■	■	■
Lights:				
Halogen headlamps	■	■	■	■
Reversing lamps	■	■	■	■
Rear fog lamps	■	■	■	■