

ILLUSTRATIONS, DESCRIPTIONS AND SPECIFICATIONS

Ford policy is one of continuous product development. The right is reserved to change specifications, colours and prices of the models and items illustrated and described in this publication at any time. Where possible, any such changes which may be introduced after publication of this booklet but before it is supplied will be incorporated herein or announced by means of a notice prominently displayed in Ford Dealerships at the point of supply. For the latest details always consult your Ford RS Dealer.

Published by
Car and Truck Marketing Programme,
Ford Motor Company Limited,
Brentwood, Essex, England.
FA 769 / July 1986.

Photography by
Peter Hampshire.

Designed and produced by
Allan Burrows Limited,
Ingatstone, Essex.

Printed in England by
Springbourne Press Limited.

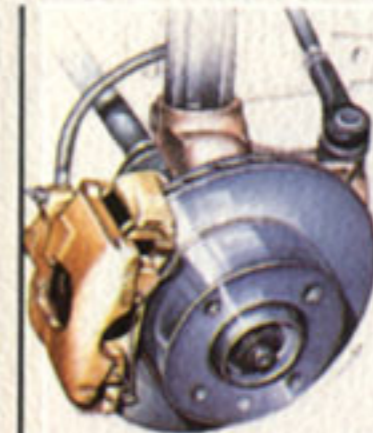
Your Ford RS Dealer

ESCORT RS *turbo*



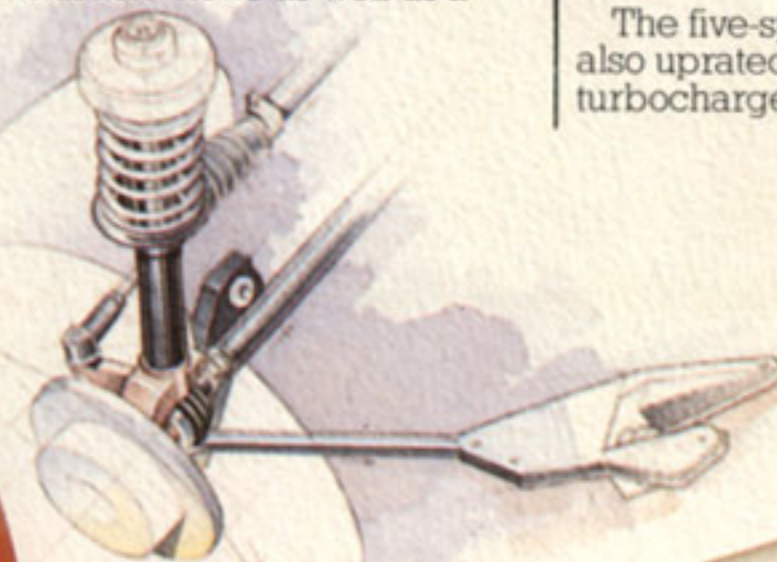


The car illustrated is an Escort RS Turbo. Option fitted at extra cost, Recaro seats.

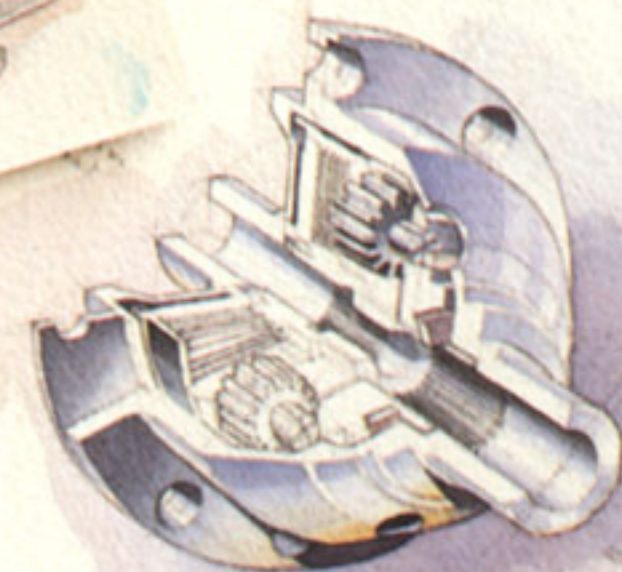


Experts have lavished a great deal of praise on the anti-lock braking system developed specially for front-wheel-drive cars by Ford in association with Lucas Girling. Standard on the potent new Escort RS Turbo, it gives additional security to a layout featuring ventilated disc brakes for the front wheels.

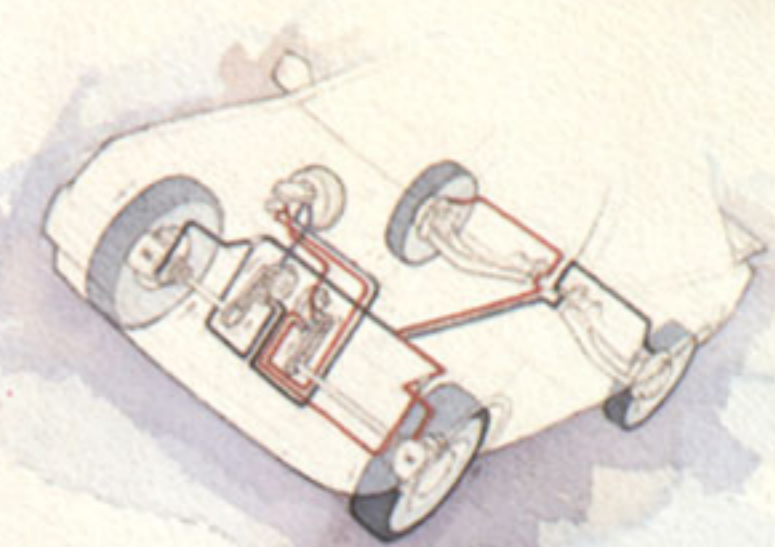
This 'hot hatchback' slows as well as it goes.



Upgraded front suspension



Viscous-coupled limited-slip differential



Anti-lock braking system layout

Other high-tech assets include a remarkably smooth viscous-coupled limited-slip differential to control wheelspin and enhance handling, notably when accelerating hard on slippery or rough surfaces.

Lessons learned in races and rallies have been applied to the fully-independent suspension. Designed to complement the car's vivid performance with superb roadholding and handling, it features front wheels located by longitudinal tie-bars, stiffer springs, a rear anti-roll bar and gas-filled shock absorbers.

The five-speed transmission's clutch is also updated to cope with the turbocharged engine's power and torque.

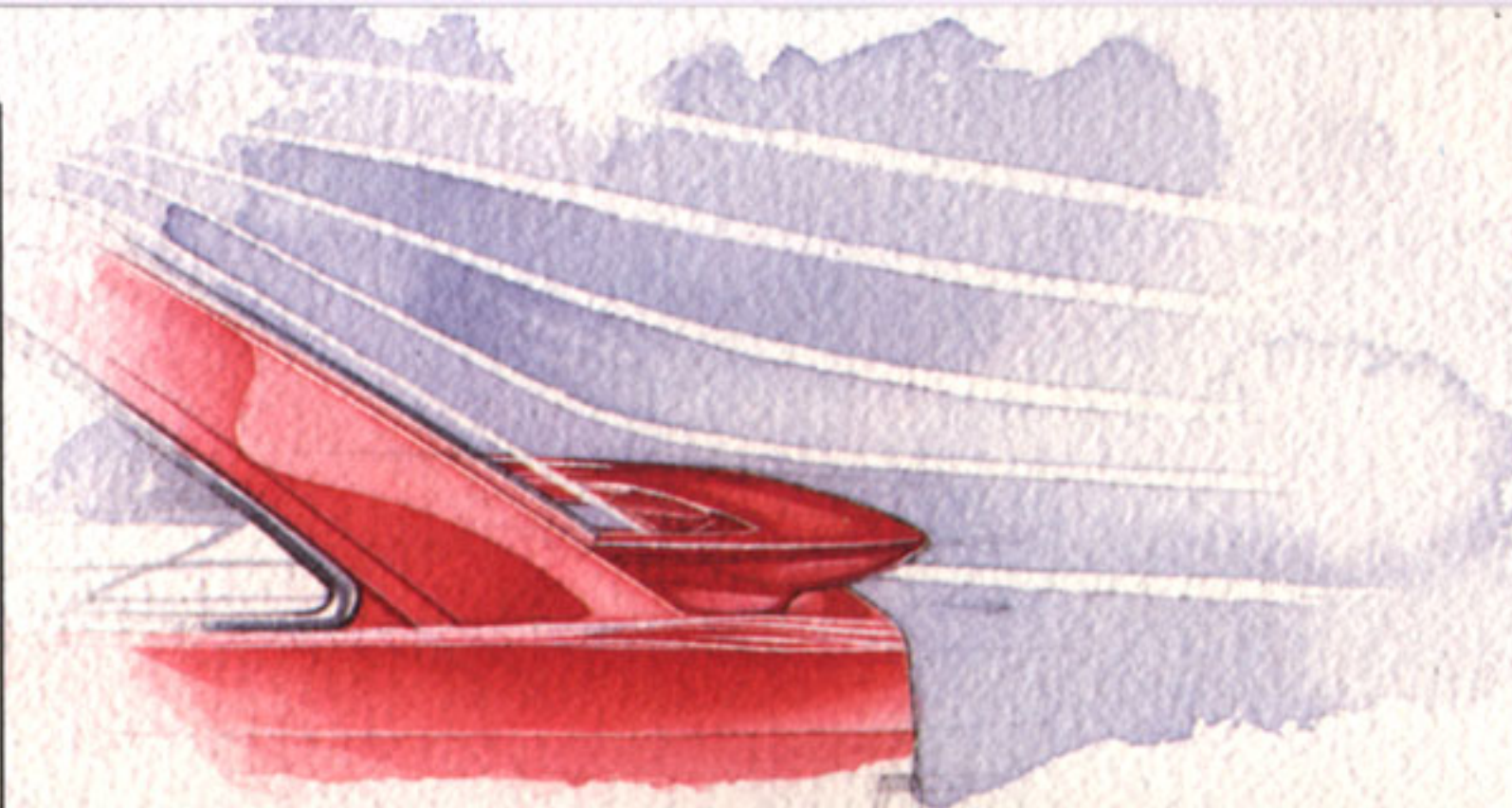


ESCORT RS
turbo



The tailgate's single-plane spoiler is another dramatic and functional feature. Evolved in Ford's wind tunnel, where speeds exceeding 180 mph can be simulated, it reduces energy-absorbing turbulence and helps keep the rear wheels in firm contact with the road. The spoiler is typical of a car whose aerodynamics benefit high-speed stability as well as improving the turbocharged powertrain's outstanding performance and economy.

But one vital factor is missing. The 1986 Escort RS Turbo in your Ford RS Dealer's showroom lacks a driver ready, willing and able to ride the world-famous RS stable's newest thoroughbred. That lucky person could be you.



SPECIFICATIONS

Engine	1.6 OHC (CVH) fuel injected with Garrett AiResearch T3 turbocharger and intercooler
Capacity cc	1597
Cylinders	4
Compression ratio	8.2:1
Fuel induction	Bosch KE-Jetronic fuel injection
Choke	Automatic
Ignition	Electronic
Max. power DIN KW (PS) at rpm	95 (132)/5750
Max. torque DIN Nm (MKP) at rpm	180 (18.4)/2750
Max. continuous revs.	6200

Performance Ford test figures

MANUAL 5 SPEED	
Max. speed (mph)	128
0-60 mph (secs.)	8.2

Transmission/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)	42.8 (6.6)
Constant driving speed	
75 mph (120 km/h)	34.0 (8.3)
Simulated urban driving	25.9 (10.9)

Weights (kg) (nominal)

Gross vehicle weight	1325
Max. roof rack load	75 kgs

Insurance Group†

T.B.A.

†As recommended by the Accident Offices Association

STANDARD FEATURES

ENGINEERING

- Body, three-door saloon
- Engine, 1.6 OHC (CVH) fuel injected with Garrett AiResearch T3 turbocharger and intercooler
- Gearbox, five-speed with viscous coupled limited slip differential
- Choke, automatic
- Tyre size, 195/50 VR15

EXTERIOR

- Bumpers, body coloured with red insert (Black on Rosso Red)
- Door locks: High security Tailgate push lock
- Door mirrors: Body coloured housing Driver side remote control Passenger side remote control
- Fuel tank cap, locking by ignition key

EXTERIOR (continued)

- Handles/locks, black
- Hazard warning flashers
- Heated rear window with auto switch-off
- Horn, dual-tone
- Lamps: Halogen headlamps Reversing lamps Rear fog lamps Front driving lamps
- Overriders, front integral
- Radiator ducts integral with bumper, body coloured with additional cooling vents in bonnet
- Rocker panel mouldings, body coloured
- Servo-assisted anti-lock brakes
- Side repeat indicators
- Spoilers: Front lip, body coloured Tailgate, body coloured
- Tailgate wash/wipe
- Tinted glass all round

EXTERIOR (continued)

- Tow hooks, front and rear
- Wheels, 6 x 15 alloy
- Wheel arch extensions body coloured
- Window surrounds, side, body coloured
- Windscreen, laminated
- Windscreen wash, electric
- Windscreen wipers: Two-speed Intermittent

INTERIOR

- Carpet
- Load compartment Passenger compartment, colour-keyed cut pile
- Cigar lighter, front illuminated
- Clock, quartz digital solid state
- Cloth door inserts
- Courtesy lights: Front Load compartment
- Fascia instrument switches, illuminated
- Gas struts on tailgate
- Glovebox with lid and illumination
- Headlining, cool black
- Head restraints, front seats, fully adjustable
- Heater: Fan, three-speed Illuminated controls
- In-car entertainment: Aerial incorporated in rear windscreen Four speakers 'Joystick' speaker balance control Self-Seek FM Cassette ESRT 32PS
- Package tray, rear carpeted tilting/removable
- Rear view mirror, dipping

INTERIOR (continued)

- Seats: Fabric trim, 'Daytona' Front reclining, sports Rear folding seat back and cushion 60:40 split rear back rest
- Seat belts: Front inertia reel Two rear lap/diagonal inertia reel and one lap centre static
- Steering wheel, two-spoke sports soft feel
- Stowage bins in front doors
- Stowage space: Centre console with integral coin slots and cassette storage Shelf, driver lower and passenger upper
- Tachometer
- Trip recorder
- Vanity mirror on passenger sunvisor
- Warning lights: Anti-lock brake system failure Brake failure/handbrake Direction indicator Ignition/alternator 'Lights-on' Main beam Oil pressure

COLOUR AND MAIN PATTERNED TRIM

SOLID COLOURS	'Daytona'
Diamond White	Raven
Rosso Red	Raven
Black (at extra cost)	Raven

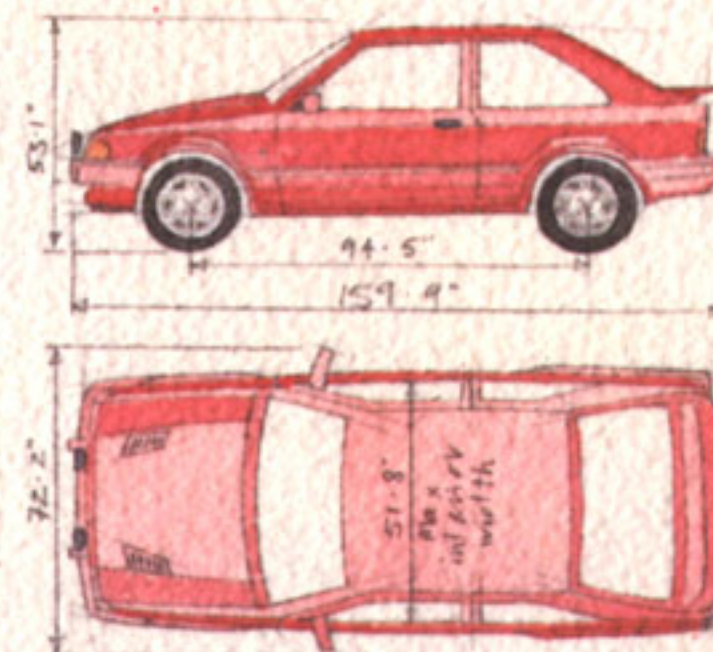
METALLIC COLOUR (at extra cost)

Nimbus Grey	Raven
-------------	-------

OPTIONAL FEATURES Factory fitted

Door mirrors, electrically operated and heated (black housing)	*
Paint: Black	*
Metallic	*
Windscreen rapid de-ice	*
Custom Pack consisting of: central locking, electrically operated front windows and tilting/sliding glass sunroof	*
Fuel computer	*
In-car entertainment:	
Electronic Sound System ECU2 including power amplifier	*
Graphic equaliser only with ECU2 option	*
Seats, Recaro	*
EXTRA COVER PLANS ✓	
24** months, unlimited mileage	*
Extra Cover	*
Extra Cover Plus	*
36** months, 36,000 miles	*
Extra Cover	*
Extra Cover Plus	*
36** months, 60,000 miles	*
Extra Cover	*
Extra Cover Plus	*

* See separate RS Price List
** From date of first vehicle registration.



ESCORT RS
turbo



The car illustrated is an Escort RS Turbo. Option fitted at extra cost, Recaro seats.



Features as functional as they are eye-catching proclaim the new Escort RS Turbo's character and recall its proud pedigree. RS Escorts clinched 1979's World Rally Championship after winning the rounds contested in Greece, Portugal, New Zealand, Canada and Britain. Two years later, Ari Vatanen became the World Champion rally driver in his RS Escort.

The record also includes winning Britain's gruelling RAC Rally every year from 1972 to 1979.

Such feats provided Ford Special Vehicle Engineering with a wealth of data when the 1986 Escort RS Turbo was being perfected.

Special air ducts in the deep front spoiler help cool the ventilated disc brakes when they are being used hard and often on a mountain road, a race track or a rally's special stage.

Long-range driving lights are standard equipment. So are body-coloured polycarbonate bumpers designed to save weight and absorb low-speed impacts.

Strong and stylish — like the rest of the car — the alloy wheels have 6-inch rims shod with ultra-low profile 195/50VR15 tyres whose grip has to be experienced to be believed. Tyres and suspension also combine to give a remarkably smooth, quiet ride in keeping with the 'domesticated' side of the versatile Escort RS Turbo's personality.

Extended body-colour wheel arches and rocker panels enhance the businesslike appearance of a car whose exterior also has body-colour door mirrors with the convenience of remote-control adjustment.

ESCORT RS
turbo



Ford's sleek new Escort RS Turbo is the 'hot hatchback' that enthusiasts have been awaiting with bated breath.

Engineered to quicken the pulse of people who really enjoy driving, it blends character-packed styling and sensational performance with all the practical features that have made the award-winning Escort Britain's and the world's best-selling car in the 1980s.

The 1986 Escort RS Turbo has all the spine-tingling potential needed to win Group N and Group A races and rallies — just like its hard-charging predecessor.

But high standards of comfort, convenience and refinement, plus all the advantages of a versatile three-door hatchback, make it equally suitable for fun-loving executives and fast-moving families.

That combination is typical of cars developed by Ford Special Vehicle Engineering, the team whose unrivalled expertise has produced such high-performance favourites as the Escort XR3i and the new Sierra RS Cosworth.

The performance and stamina needed to beat world-class competition have been associated with RS-badged cars ever since Ford first used the Rallye Sport

initials, way back in 1970. True to that tradition, the new Escort RS Turbo's aerodynamic bonnet conceals an advanced high-spirited 1.6i CVH engine whose power and mid-range flexibility are matched by equally outstanding reliability and durability.

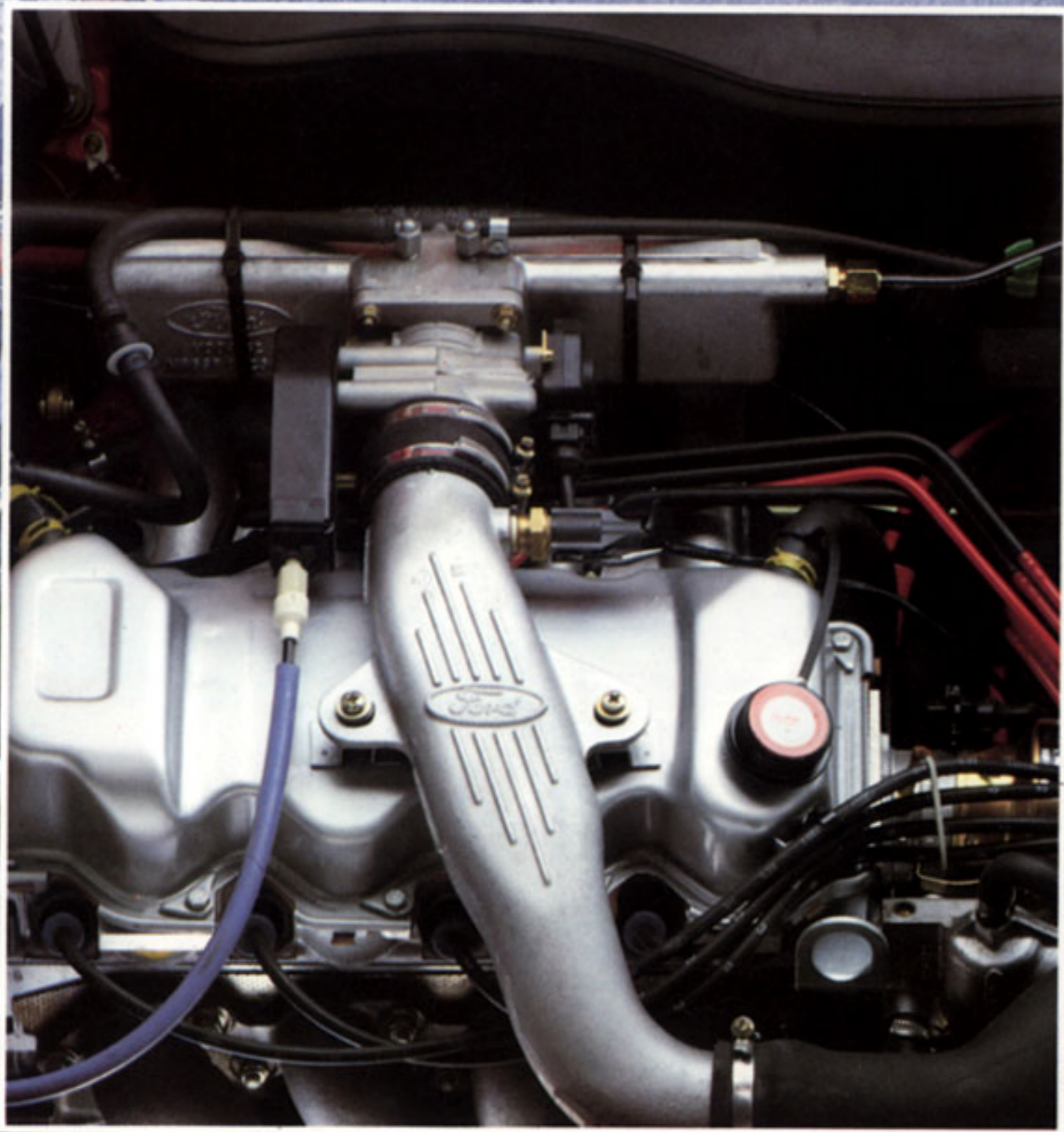
Key features include Bosch KE-Jetronic fuel injection and a Garrett T3 turbocharger whose turbine bearings are now water-cooled for even more efficient heat dissipation. Intake temperatures are optimised by an air-to-air intercooler.

This high-performance Escort also has a powerful on-board microprocessor programmed to control ignition timing and

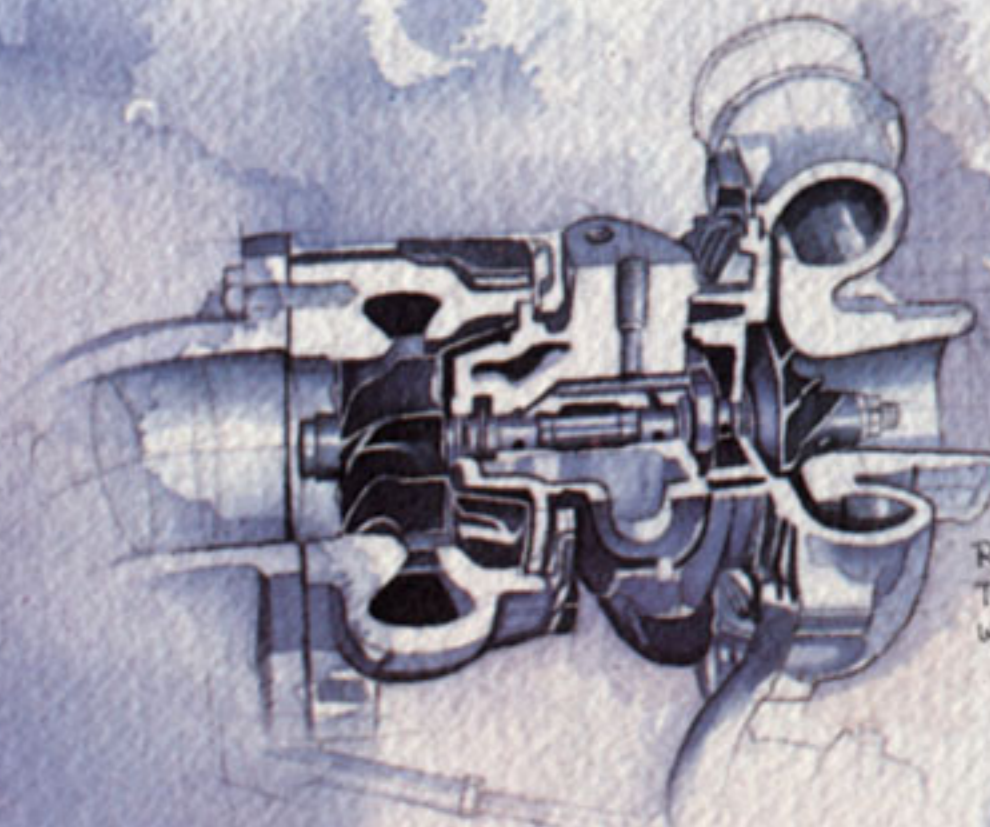
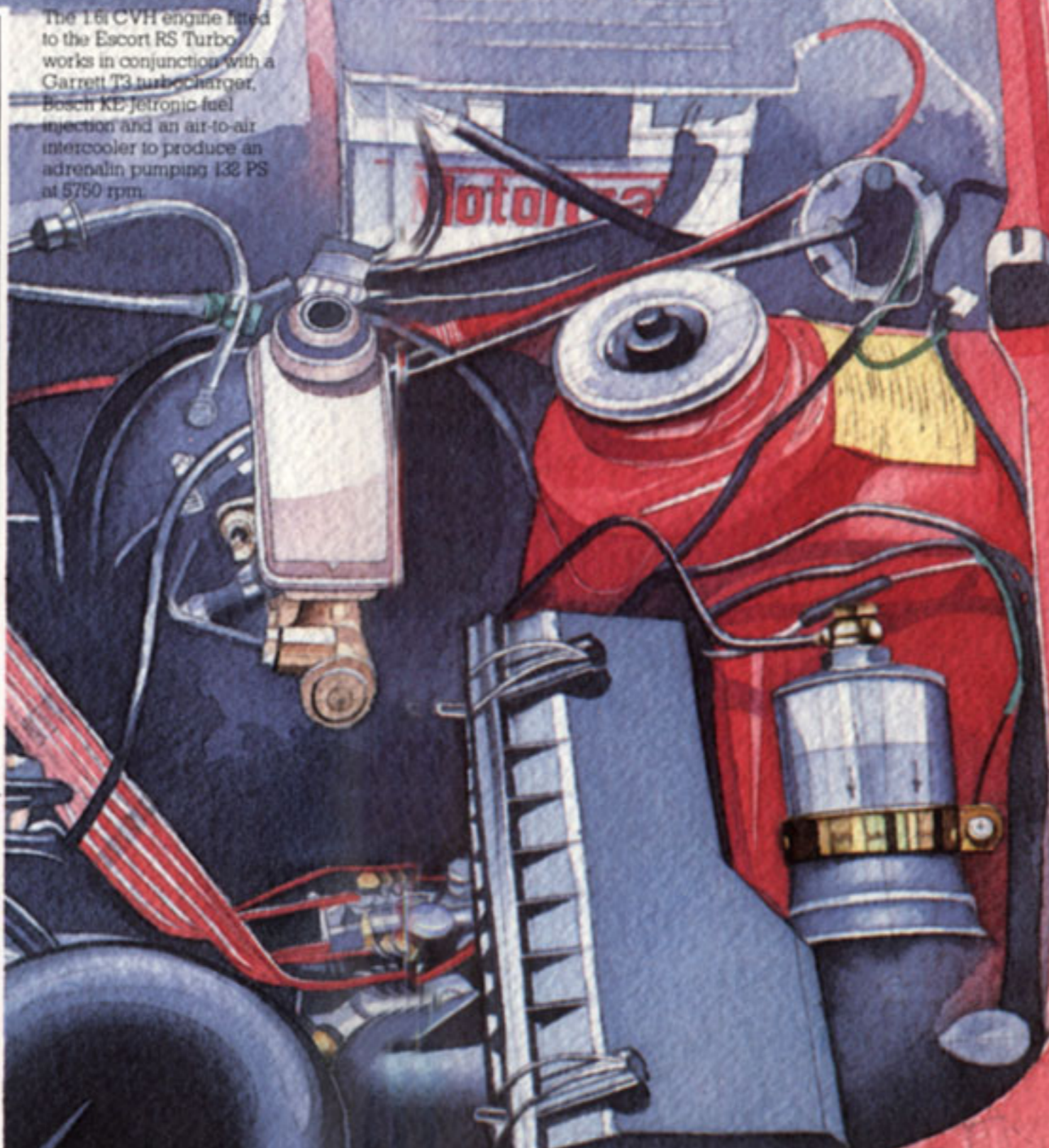
the turbo's 'wastegate', a high-tech safety valve which keeps boost pressures within the preset operating limits.

It all adds up to a rousing 132 PS at 5750 rpm — plus 180 Nm of torque developed at only 2750 revs. That, according to tests by Ford engineers, is the formula for 0-60 mph in just 8.2 sizzling seconds, then on to a 128 mph top speed*.

*Ford test figures



The 1.6i CVH engine fitted to the Escort RS Turbo works in conjunction with a Garrett T3 turbocharger, Bosch KE-Jetronic fuel injection and an air-to-air intercooler to produce an adrenalin pumping 132 PS at 5750 rpm.



Revised Garrett T3 Turbocharger with water-cooled bearings



The light alloy 6x15 wheels fitted with 195/50 VR 15 tyres, providing large reserves of grip for sure-footed cornering and razor-sharp handling are standard on the Escort RS Turbo.



Front driving lamps are included in the specification providing extra visibility at night and in poor weather conditions.



Aerodynamic aids such as the single plane body colour rear spoiler benefit high-speed stability as well as proclaiming the thoroughbred Turbo's sporting pedigree.



Gone are the days when high-performance cars offered little more luxury than a medieval hermit's cell. Like the rest of the 1986 Escort range, the RS Turbo is a family-sized hatchback whose spacious interior has been significantly revised to provide class-leading comfort and convenience.

The front seats with their padded, fully-adjustable head restraints are shaped to give superb support during long motorway drives — and when powering along roads with more bends than a box full of paperclips. Excellent all-round visibility is another asset appreciated by drivers and passengers alike.

Standard equipment includes Ford's new Self-Seek FM Cassette with four speakers, a neat 'joystick' balance control and a radio aerial built into the rear window's heating element. Ford also fits the Escort RS Turbo with special high-security locks.

The spacious and sophisticated interior has been designed with the sports car driver in mind. The soft-levelling, two-spoke steering wheel gives a clear view of the instruments, while the pedals and the short, quick-shifting gear lever are perfectly placed. The interior illustrated is fitted with optional Recaro seats.



Standard seating as XR3i with option of Recaro fronts



In-car entertainment is provided as standard by a Self-Seek FM Cassette with 'Joystick' speaker balance control.



In keeping with the rest of the Escort range the RS Turbo is fitted with high-security locks to help protect your investment.

Take a good look at Ford's superb new Escort RS Turbo from the driver's all-important viewpoint. Adjust that snug seat. Wrap your fingers round the sports-type steering wheel whose soft, padded rim has perforated sections to provide extra grip.

The clear and comprehensive instrument panel's 140 mph speedometer is centrally located, just a few degrees below your straight-ahead line of vision, and can be checked in a fraction of a second. That small but significant 'user friendly' detail is typical of a car designed for enthusiasts by enthusiasts who appreciate the importance of ergonomic efficiency.

The horn is ideally placed in the steering wheel's padded centre.



The fascia incorporates clearly calibrated instruments with the tachometer and speedometer the dominating features. A range of warning lights designed for convenience include brake failure light and anti-lock brake system failure light.

The understandably high specification of the Escort RS Turbo includes remote control door mirrors, overhead console with quartz digital, solid state clock and courtesy light as standard.



Lights, indicators, wipers and washers are handled by exceptionally convenient controls on either side of the steering column. Neat push-button microswitches replace the old-style rockers and are illuminated at night, just like the powerful heating and ventilation system's smooth, precise rotary controls, a real driver's car.