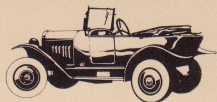


OPEL ASCONA



Opel. 1862~1978

Adam Opel AG was founded in Russelsheim am Main, Germany, in 1862, several decades before the internal combustion engine was invented. Their first product was sewing machines, which were so successful that the company became the largest producers in Europe. One million machines were produced between 1862 and 1911 when they were discontinued.

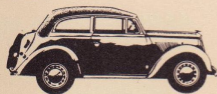


1924 Laubfrosch

The company next achieved fame as one of the world's largest producers of bicycles, which it began manufacturing in 1887, and during the 50 years of bicycle production Opel bicycles were purchased by over 2,500,000 customers. Opel's first vehicles, the single cylinder Opel Lutzmann, was built in 1898, and from this modest beginning in the industry the company progressed rapidly, developing more

powerful engines, more comfortable, smarter looking body designs and a wider selection of models. Output increased steadily, especially after 1924 when Opel became the first German vehicle manufacturer to adopt mass production methods on its assembly lines. The installation of modern machinery and a high level of customer acceptance helped Opel, in that year, to produce its 100,000th vehicle.

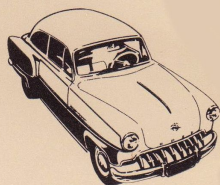
In 1929 Adam Opel became part of General Motors Corporation and began producing integrated steel bodies, a six cylinder engine, and introduced a bigger more powerful luxury model.



1935 Olympia

The one millionth car came off the production lines in 1940, the second millionth followed in 1956.

In 1962 a new small car was introduced from new production facilities at Bochum. With the help of this immediately successful model Opel produced their six millionth car in 1966.



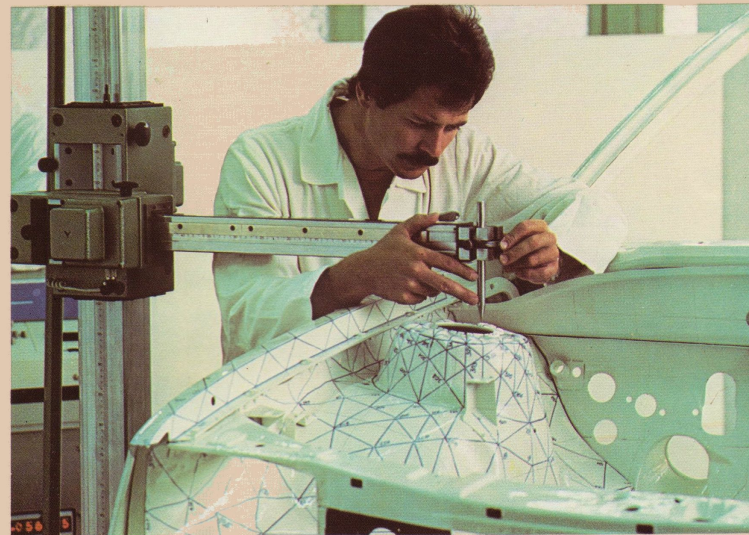
1953 Olympia Rekord

Four years later, the now famous Manta and Ascona models were added to the Opel range. Production capacity was increased at Bochum with an additional plant for engine production and an ultra modern assembly plant was opened in Antwerp to further increase production on the Kadett, Ascona and Manta model lines.

Today the company employs some 58,000 people at its various plants throughout Europe and its annual production of cars now exceeds 900,000 units, almost half of which are exported to countries throughout the world.

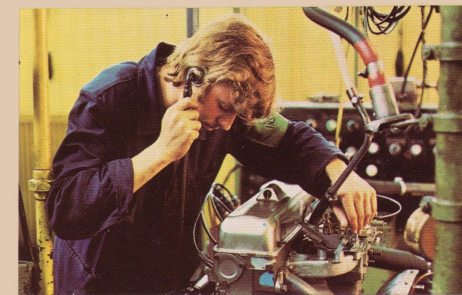
Advanced Engineering

It takes years to bring a new car design from the planning stage to volume production. Such a complex task involves the highest level of team work between the more than 3,000 designers, engineers and technicians who work in Opel's styling, engineering and production departments. The newest and most advanced techniques are exploited to the full. For example, the computer analysis of body shell structure, rigidity, sheet metal thickness, and impact absorption for "crushable" safety zones. The result is increased safety with reduced weight to the benefit of running costs.

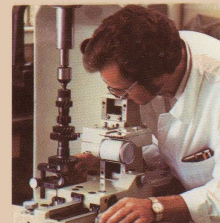


This advanced engineering is applied to every stage in the development of a new model right up to production. There are innumerable individual tests and long term or destruction test programmes in which vital components such as the steering and brakes are subjected to loads and stresses which are far higher than would ever be encountered normally. These tests are repeated millions of times over.

Hinges, locks and doors are endlessly pulled open and slammed shut until any weak points in the design come to light. Even apparently unimportant items



such as sun visors are swung up and down thousands of times, proof enough that Opel really believe that a car is only as reliable as the sum of its individual component parts. It's just not possible to sum up the true value of an Opel in terms of driving pleasure and reliability alone. Every Opel is the result of a composite blend of the two most important resources in industry today: the quest for greater knowledge that is the inspiration of highly qualified designers and engineers and that advanced



technology that is needed to turn their dreams into reality.

It is your guarantee that every Opel is carefully developed - fully coordinated design - as if millions of Opels giving loyal service throughout Europe were not proof enough of Opel's real value.

1898 Patent Motorcar "System Lutzmann"

Proven value

Opel owners expect loyal service and a freedom from faults in their cars, combined with economy and a pleasant, fast and safe journey.

At Opel's extensive proving ground, every possible everyday driving situation can be simulated, either on the road or on far more extreme surfaces than the average motorist would ever encounter.

There are gravel tracks, course and fine cobble stones, dust baths, sand and mud patches that are more than a match for the

worst African desert or jungle road.

There are specially laid out "killer" routes with the most savage twists and turns. They include road surfaces capable of compressing the working life of a car into a few weeks of concentrated torture.

There are realistic Alpine gradients and hairpin bends where cars are expected to start on gradients of up to 1 in 3. There are special test tracks to measure braking distances, handling under heavy braking and directional stability. A variety of

model's production life. And as if the facilities at the proving ground weren't enough, prototype and pre-production components and systems are further tested under the most rigorous conditions to be found. Brakes are tested on the highest alpine passes.

Suspension and roadholding are checked and rechecked on the rugged Hockenheim and Nurburgring race circuits. Performance in high temperatures is put to the test in Arizona and the low temperature



road surfacing materials show up noise or vibration in the body. There is a long handling course and surfaces with basalt blocks and its own "rain" system to collect information on roadholding and grip in a variety of climatic conditions. Testing starts at the prototype stage and continues right to the end of that

checks take place in Northern Lapland beyond the Arctic circle.

This extensive testing both inside and outside the proving ground facilities combined with the most modern production and quality control techniques at the plants at Russelsheim, Bochum and Antwerp and the automatic transmission production facility at Strasbourg ensure that you as a prospective Opel owner will get the same loyal reliable and economical service that is experienced by millions of Opel owners throughout Europe.



ASCONA

A medium-sized car that is far more than just a family saloon. It offers space and comfort for the family and a generous boot for their luggage. Elegant and compact, 2- or 4-door saloons, Deluxe 2- and 4-door saloons and the luxurious 4-door Berlina saloon, with a selection of 1.6 litre or 1.9 litre engines. Performance and economy, balanced suspension for outstanding handling and roadholding and a very comfortable ride.



Ascona: sporty, comfortable



In the two years since the Ascona was introduced this Opel model has become one of the most popular cars in its class throughout Europe, and no wonder, because the Ascona has brought a new dimension to family motoring. Firstly, it's the right size.

Big enough for the family and small enough to be convenient for driving in city traffic. In fact, a car that was built for today's motoring needs. Its smooth rounded lines, low waist line and generous window area make it easily distinguishable from other

cars in its class. Clean and distinctive styling that is free of fashionable gimmicks. Large square headlights with built-in turn signals. Big tail lights incorporating reversing lights and wrap-around bumpers with rubber facings add to the Ascona's functional elegance.

And Ascona styling was developed in the wind tunnel with the result that wind noise has been reduced to a minimum, fuel consumption is kept low and driving stability in cross winds and at high speed has been much improved.

Secondly, its highly sophisticated engineering, which has resulted from the continued refinement of basic engineering principles. Carefully tuned and balanced coil spring suspension that provides the sort of roadholding that puts most sports cars to

shame. Rack and pinion steering that gives the most responsive handling and progressive springing that makes for a comfortable ride on even the roughest road.

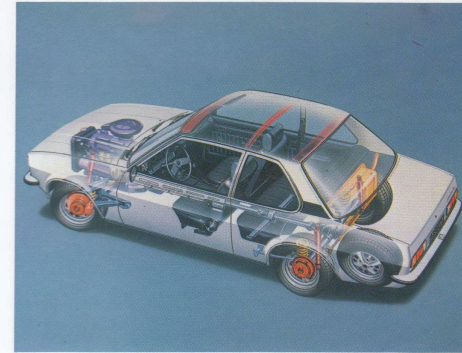
It continues with the driveline. Rugged high-cam oversquare engines with proven economy and reliability, well matched gearbox and axle ratios for responsive performance and effortless cruising. And with the Ascona's dual circuit braking system with servo assistance and discs for the front wheels, all of which make you feel more confident when driving.

Inside the Ascona you find this same careful refinement. Space enough for the whole family. Reclinable front seats which are automatically shaped and cushioned with foam rub-

ber, wall to wall carpets, hard wearing seat upholstery materials, inertia reel seat belts all add to your passenger comfort. And for you, the driver, the feeling that you are at the wheel of a sports car and not a family saloon. Every-

thing is in the right place with all the switches, instruments and controls grouped immediately in front of you for clear viewing and instant recognition.

Drive an Ascona soon and see why it goes around seducing family men.



Ascona 2 and 4 door saloons



The normally equipped Ascona is anything but a normal car. It is available in both 2 door and 4 door body styles and is powered by the economical low compression 1.6 litre 'N' engine which runs on two star petrol. Quick and responsive in city traffic, quiet and economical at motorway speeds.

Equipment is generous with a heated rear window powered by a high output alternator, twin reversing lights, rubber facings on the bumpers and side mouldings with rubber inserts. Steel belted radial ply tyres on ventilated disc wheels and two speed electric windshield wipers with intermittent wipe action and wash/wipe combination are all part of the standard specification.

The interior is really comfortable. The foam rubber filled reclinable front seats are fitted with mounts for headrests, the rear seats are particularly deep and comfortable. The floor area is covered with hardwearing fleece carpeting and the seats are trimmed with cloth upholstery. Small essential oddments can be stored in the big glove box or in the storage space in the centre console. The inertia reel seat belts are fitted with practical belt guide arms on the 2 door model.

And of course like all the Asconas, this model has excellent roadholding, beautifully light and precise steering, large areas of window that give all round vision that is almost free of blind spots.

Today's crowded traffic conditions are demanding on drivers and the more relaxed and comfortable he is, the better his reaction will be. This is the very reason why the Ascona is built so that once inside it you feel completely at home.





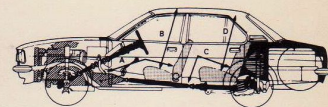
The Ascona Deluxe models provide those little touches of extra luxury, both inside and out. The elegant styling of both the 2 door and 4 door models is carefully accented with brightwork around the window frames, on the door sills and the wheel arches. Four spoke sports road wheels add a sporty touch.

The seats are tastefully covered in soft corded cloth. The wall to wall woven carpets are colour matched to the interior colour scheme and there are fully adjustable headrests for the front seats. The through-flow ventilation system ensures a complete change of interior air every 30 seconds at 60

mph, a clear head for the driver and clear windows. The two vents on the right and left of the fascia panel keep the side windows mist free in even the worst weather conditions. And these little touches of luxury, like the quartz clock, large ashtrays for the smoker and a cigarette lighter. The full length centre console creates that feeling of complete comfort. There is a choice of engines for the Ascona Deluxe. Both the 2 and 4 door models are powered by the 1.6 litre 'S' 75 DIN hp engine and the 4 door model is also available with the powerful 1.9 litre 'S' 90 DIN hp engine.



ASCONA 2-DOOR & 4-DOOR SALOONS



Models:

- 1.6 2-door Standard model 81
- 1.6 4-door Standard model 86
- 1.6S 2-door Deluxe model 88
- 1.6S 4-door Deluxe model 87
- 1.9S 4-door Deluxe model 87

Dimensions (inches):

Overall length	170.2 (87 & 88- 171.7)
Overall width	65.1 (87 & 88- 65.4)
Overall height	54.3
Track front & rear	54.1
Wheelbase	99.1
Legroom front (A)	42.9
Headroom front (B)	38.3
Legroom rear (C)	32.7 (87 & 88- 32.6)
Headroom rear (D)	37.3

Weights (lbs.):

Model	81	86
Kerb weight	2100	2143
Gross vehicle weight	3039	3039
Max. load	939	895
Gross weight of trailer with brakes	2541	2541
Max. nose weight of trailer	100	100
Max. evenly distributed roof rack load	130	130
Model	88	87
Kerb weight	2165	2210
Gross vehicle weight	3138	3138
Max. load	972	928
Gross weight of trailer with brakes	2873	2873
Max. nose weight of trailer	100	100
Max. evenly distributed roof rack load	130	130

Wheels & Tyres

Models 81 & 86: 165 SR - 13 tubeless radials on 5J x 13 ventilated disc wheels.

Models 88 & 87: 165 SR - 13 tubeless radials on 5J x 13 sports wheels.

ASCONA GENERAL DATA

Suspension:

Independent front suspension of unequal length wishbones and coil springs. Direct acting telescopic shock absorbers. Torsion bar stabilizer. Central link rear axle with progressive rate coil springs, located by twin trailing arms and lateral track bar. Vertically mounted telescopic shock absorbers, torsion bar stabilizer.

Steering

Rack and pinion, energy absorbing steering column. Turning circle 32.2 feet.

Rear axle:

Hypoid drive. Axle ratio 3.67:1.

Brakes:

Dual circuit, servo-assisted, with 9.6" dia. discs at front, 9.1" dia. drums at rear. Pressure regulator in rear circuit. Mechanical handbrake to rear wheels.

Electrical Equipment:

12 volt negative earth system, incorporating 44AH battery and 45 amp alternator.

Transmission:

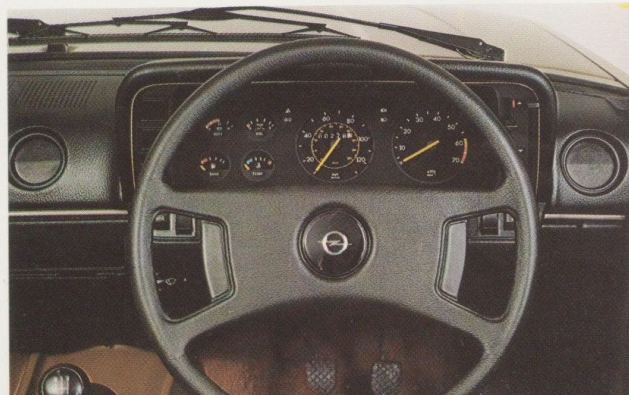
Diaphragm spring-type clutch, single dry plate 8.03" dia. 4-speed (all synchromesh) transmission with floor-mounted gearlever. Ratios: -First 3.64:1, Second 2.12:1, Third 1.366:1, Fourth 1.000:1, Reverse 3.522:1. GM 3-speed automatic transmission with floor-mounted selector lever optional extra.



The luxurious Ascona Berlina



This Ascona model is equipped with everything you could wish for. The seats are covered with soft and expensive velour, just like the adjustable head-

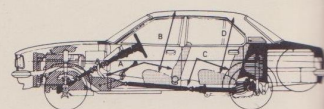


rests. The floor and even the rear parcel-shelf is covered with luxurious cut pile carpet and the whole of the interior is colour matched. There is useful extra storage space in the pockets on both the drivers' and front passengers doors. Engine and road noise are made almost unobtrusive by the use of additional sound insulation materials, so you can converse normally with your passengers even at high engine speeds.

As you take your place in the driver's seat behind the three spoke sports steering wheel, you'll notice how well the dash panel is laid out. Full instrumentation including a tachometer, oil pressure gauge and voltmeter, all reflection free and quickly read at a glance.

The luxury doesn't stop there, headlights are halogen and are fitted with a wash and wipe system, the bumpers are fitted with rubber overrides and there are wide steel braced radial tyres on 5½" rimmed sports wheels. And the performance to match the Berlina's outstanding handling and roadholding comes from the 1.9 litre 'S' 90 DIN hp engine.

ASCONA BERLINA



Model:

1.9S 4-door Berlina model 87 RB

Dimensions (inches):

Overall length	171.7
Overall width	65.4
Overall height	54.3
Track front & rear	54.1
Wheelbase	99.1
Legroom front (A)	42.9
Headroom front (B)	38.3
Legroom rear (C)	32.6
Headroom rear (D)	37.3

Weights (lbs.):

Kerb weight	2210
Gross vehicle weight	3138
Max. load	928
Gross weight of trailer with brakes	2873
Max. nose weight of trailer	100
Max. evenly distributed roof rack load	130

Wheels & Tyres

185/70 HR - 13 tubeless radials on 5½J x 13 sports wheels.

Ascona performance

With Ascona models you have a choice of three engines, all reliable, powerful, lively and economical.

There is the 1.6 litre 'N' 60 DIN hp engine for the Ascona 2 and 4 door saloons which gives lively and economical performance on 91 octane petrol. Then comes the 1.6 litre 'S' 75 DIN hp engine giving plus performance to the Ascona 2 and 4 door Deluxe models and finally for the 4 door Deluxe and Berlina models the powerful 1.9 litre 'S' DIN hp unit. The 1.6 litre 'N' engine has a manually operated choke while

the two 'S' engines are equipped with automatic chokes for easier cold starting.

All these engines are modern oversquare units with the cam shaft mounted in the head and a five bearing crankshaft. Maximum power and torque are produced at relatively low revs giving quiet running, good economy and excellent reliability.

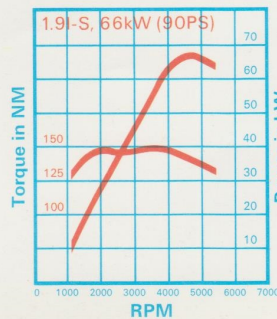
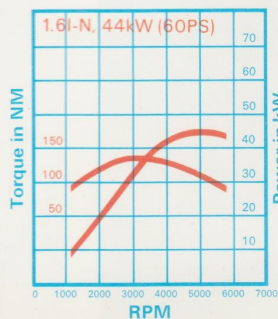
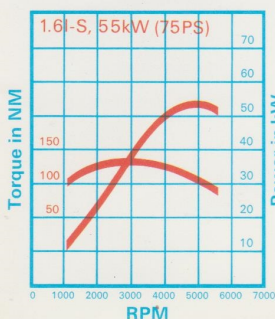
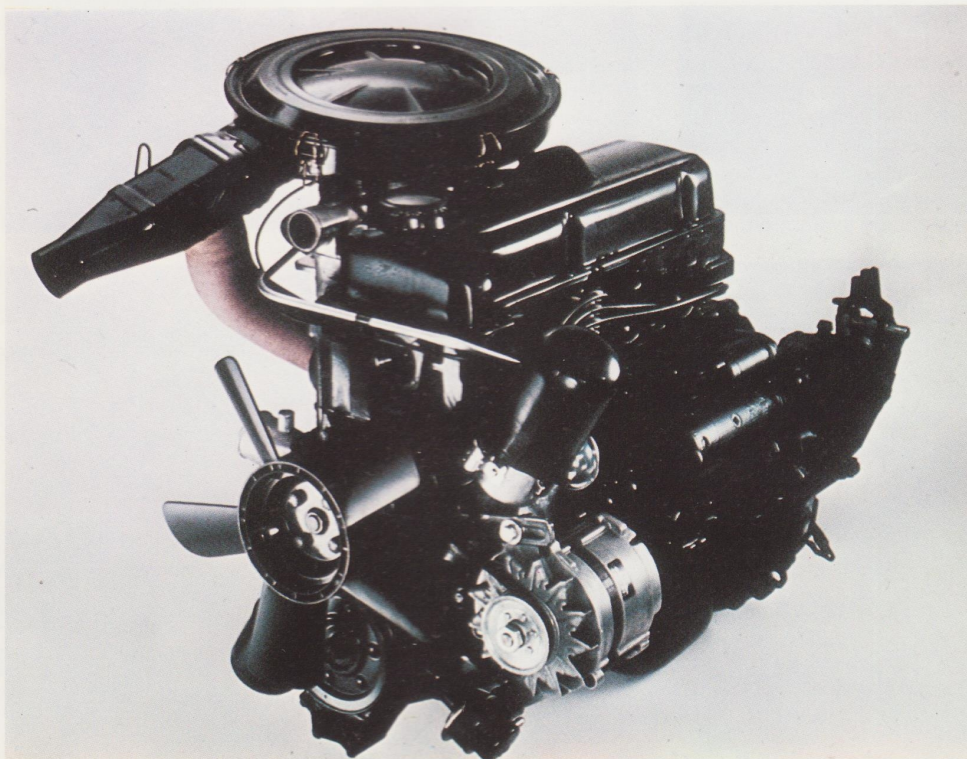
And this reliability has been proved over millions of miles in the hand of owners all over Europe, and fitted to the famous Ascona European Rally Championship

winner and Kadett GT/E it has proved successful under the arduous conditions of some of Europe's toughest competition events.

The flexibility of these units makes driving in city traffic a pleasure, their responsive acceleration gives safe and fast overtaking. Their smoothness, combined with excellent body insulation reduces noise in the Ascona to a level normally found in far more expensive cars.

A rugged, 4 speed fully synchronised manual transmission is standard equipment on all Asconas. Its

well balanced ratios are quickly and easily selected by a positive floor mounted gear lever. The famous 3 speed automatic transmission is available as an extra cost option on the Deluxe and Berlina models.



Engine Data:	1.6N	1.6S	1.9S
Capacity cc	1584	1584	1897
Type	in line 4	in line 4	in line 4
Bore mm	85.0	85.0	93.0
Stroke mm	69.8	69.8	69.8
BHP at RPM (DIN)	60/5000	75/5000	90/4800
Torque at RPM ft. lbs.	87/3400	95/4200	123/3400
Compression ratio	8.0:1	8.8:1	8.8:1
Normal fuel	91 oct	98 oct	98 oct
	(2 star)	(4 star)	(4 star)

Ascona safety and comfort

In any modern motor car there are two types of safety, built-in passive safety which minimises the possibility of injury should an accident occur, and most important, active safety, the ability to be able to drive out of a possible accident situation. However, in the final analysis, he has a lot of help from his friends, the engineers who designed and built the Ascona

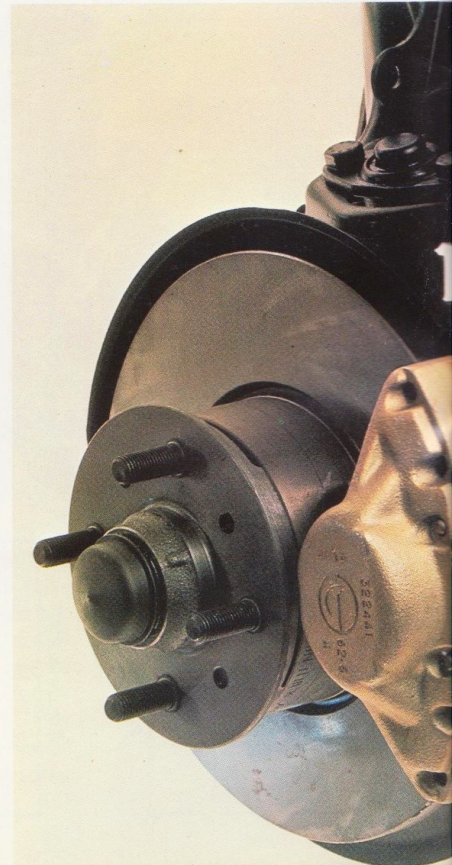
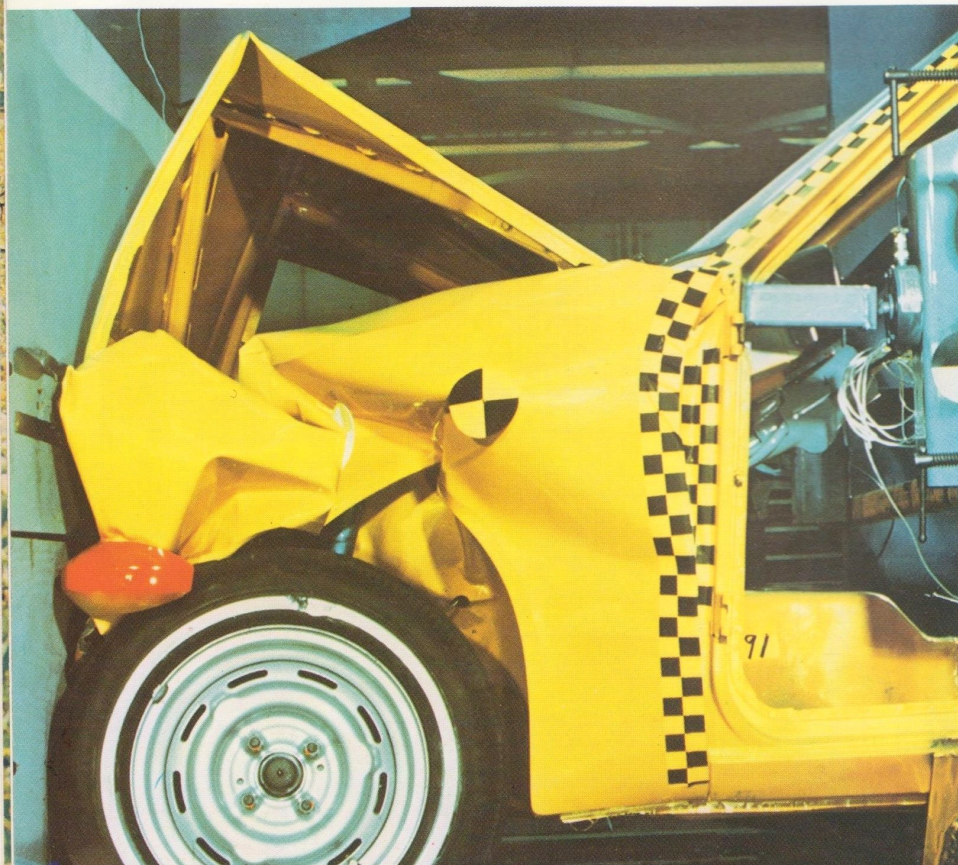
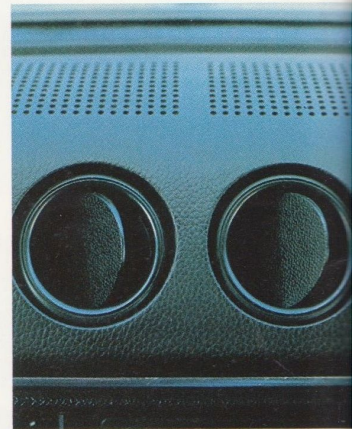
The Ascona has rack and pinion steering which is light and responsive and helps to make the car so positive in concerning and so easy to park. It has a servo assisted dual circuit braking system with big discs at the front and drums at the rear. Anti-drive front suspension geometry improves stability under heavy braking.

And, most important, it has a highly refined coil spring suspension system which is

carefully tuned and balanced to give outstanding roadholding and a very comfortable ride. Progressive coil springs soak up the bumps. Vertically mounted shock absorbers keep the wheels on the road on even the roughest surfaces. Anti-sway bars reduce body roll in tight corners.

Interior comfort also contributes to active safety, the shape of the front seats that can be adjusted to just the right position for driver comfort, the efficiency of the fresh air heating and ventilation system that keeps the temperature inside the car just right and the windows mist free. The heated rear window and large driver's door mirror are all important factors in reducing fatigue for both driver and passenger, particularly on long journeys. And the need to minimise the possibility of injury in

case of an accident is constantly in the minds of Opel engineers and in fact is a point of constant research through controlled crash testing and the careful analysis of actual accidents involving both Opels and other makes in Germany. Engineers cannot stop an accident happening, that's up to the driver, but they can reduce the possibility



of personal injury should one occur.

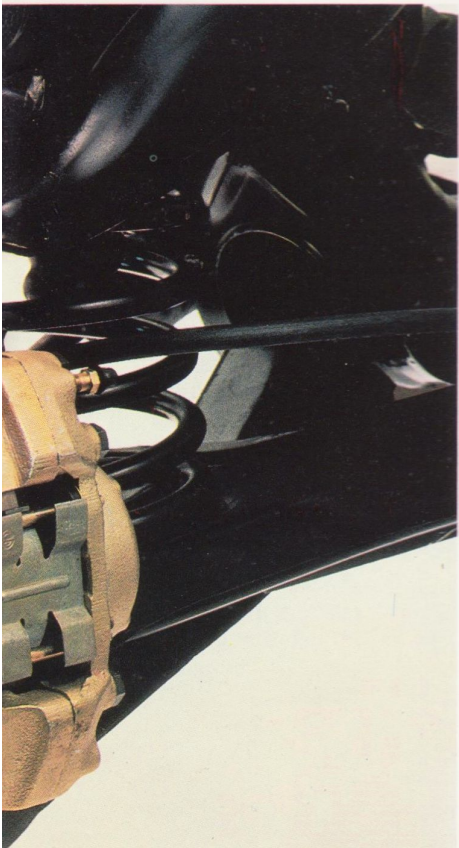
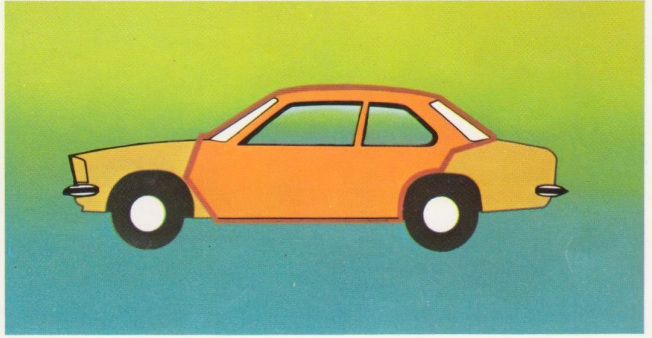
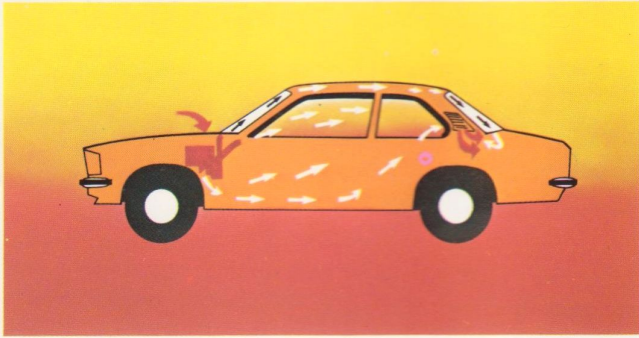
For this reason all Asconas have a rigid steel passenger compartment with impact absorbing front and rear zones. They also feature child proof door locks on the rear doors of the 4 door models.

The interior features switches and controls of deformable plastic and a breakaway interior rear view mirror. The energy absorbing steering column, pad-

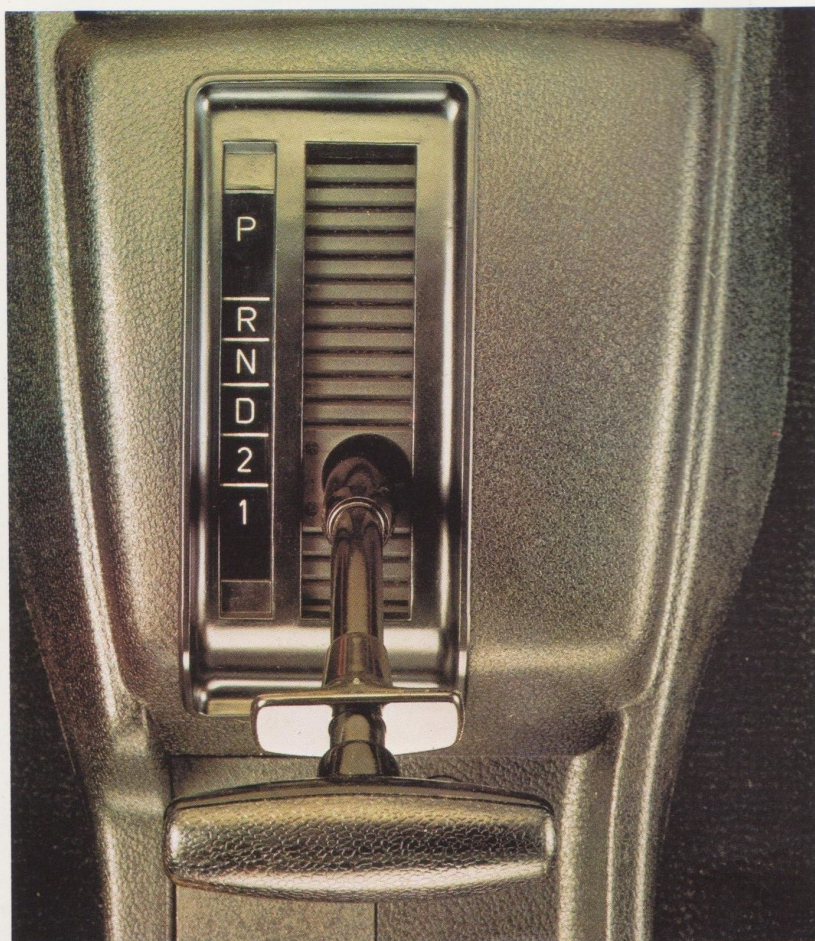
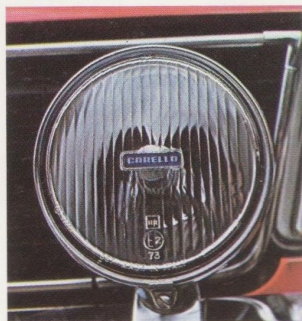
ded steering wheel and deeply padded facia panel are designed to protect both driver and passenger. The doors, hinges and locks are designed to resist impact. The front seats lock to prevent jack-knifing and all Asconas are fitted with inertia reel seat belts.

In short, the Ascona is designed to make you and your passengers as safe as possible – the rest is up to you – the driver. And with these numerous safety,

comfort and convenience features, you can drive the Ascona with confidence.



Ascona options



The Ascona models are already very well equipped with many items as standard that frequently cost more on other makes, but you may wish to add that touch of individuality to your Ascona.

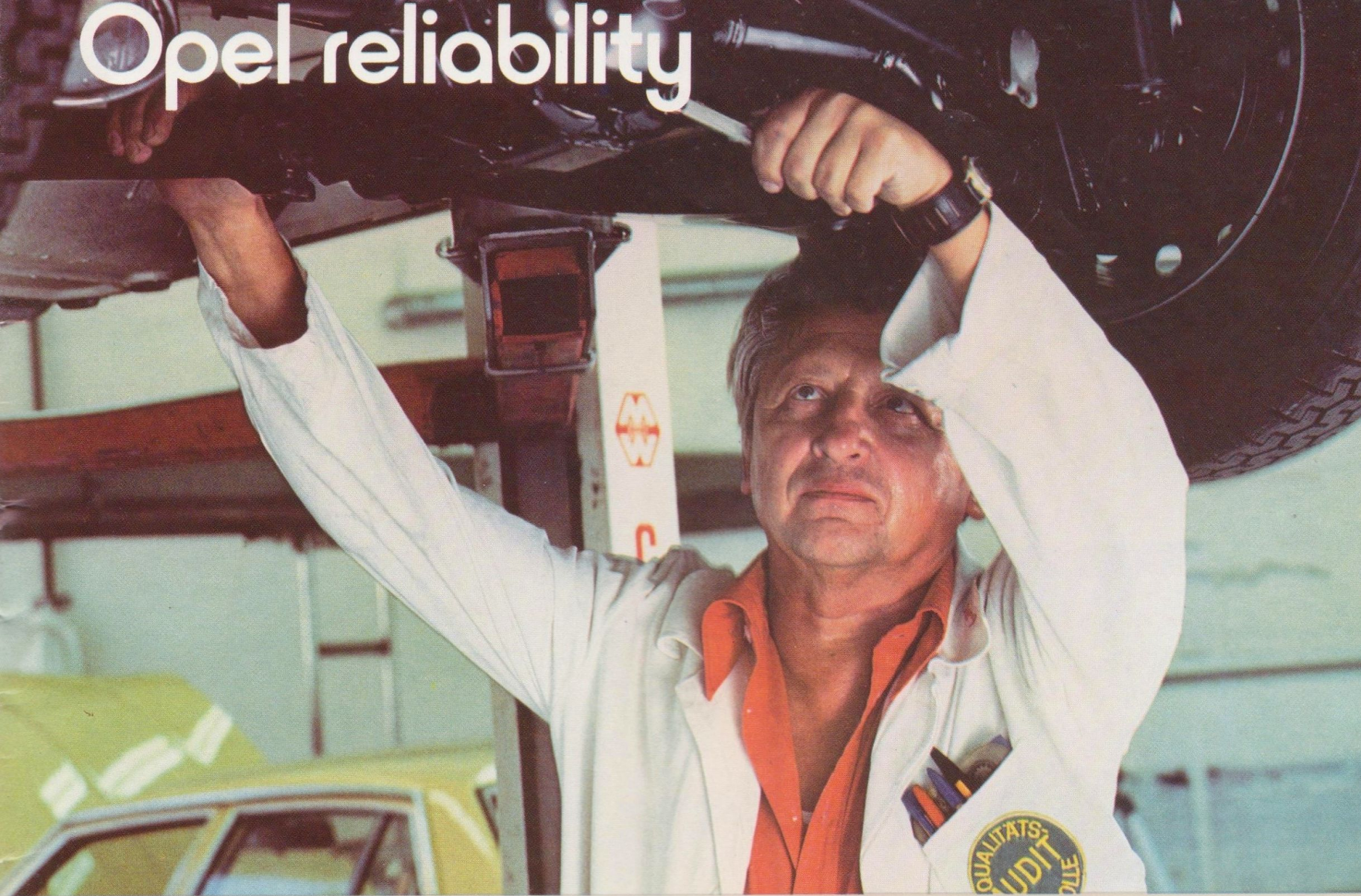
There are a number of factory fitted options available and a wide range of accessories that can be fitted by your Opel dealer to meet your own special requirements.

For example, there are three elegant metallic paint colours that can be ordered at a small extra cost. A sliding steel sun roof can be built in to all models adding a new dimension to summer motoring.

Your dealer can cater to your in-car entertainment through a wide selection of radios and radio/cassette combination units which have been specially selected for Opel models.

Mudflaps help keep the sides of the car clean. Fog lights at front and rear provide far greater comfort and safety during winter months, and long range driving lights provide for more relaxed night driving. And with an Opel automatic transmission you automatically drive better, with both hands on the steering wheel and concentrating on the road conditions and traffic ahead. The Opel 3 speed automatic does all the gear changing for you, quickly and very smoothly and the "kick-down" gives you maximum acceleration just when you need it. It can be ordered for all the Deluxe models and, of course, for the Berlina.

Opel reliability



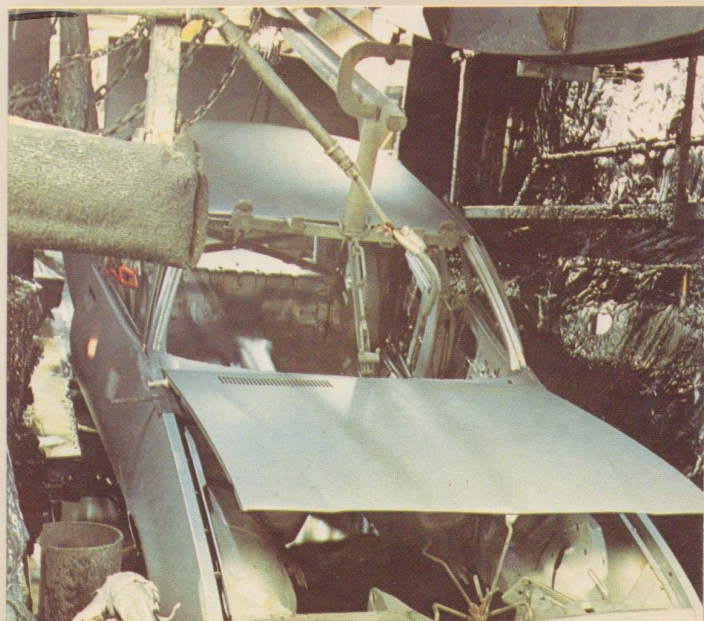
It isn't only the rigorous testing of the multitude of components that go into Opel products that results in the outstanding reliability which is a feature of all Opels. It also stems from the care and attention with which the cars are built.

Standard production vehicles are taken straight from the production line and are subjected to long term test programmes. At any given moment, a number of such cars are undergoing the arduous 30,000 miles road test programme and will afterwards be stripped down completely for examination. This provides the engineers with a clear picture of how closely Opel's production cars, the ones that you buy, conform to the company's own stringent quality standards. Opel not only build in reliability through constant checks on quality but also help customers to protect their cars from depreciation. Maintenance of the car's trade-in value is a moral duty, and corrosion proofing goes a long way toward achieving this.

Everything is done to make Opel models less prone to rust, and it starts at the initial design stage. Corners, folds and cavities are avoided as far as possible. Smooth non-porous weld seams, galvanised sheet reinforcement at high risk

areas, positive ventilation to dry out areas where moisture collects – these are just some of the built-in design precautions that are taken. All body sections are treated according to their individual needs before the bodyshell is assembled. It is then primer-coated by dipping and spraying, then given several special purpose all over treatments. Only when all rust prone areas have been thoroughly

protected is the multi-coat finish applied and this is then further protected by a double layer, impact-resistant underseal inside the wheel arches and a water repellent wax coating for the entire underbody.



Opel Euroservice

As a part of the General Motors organisation Opel products are sold and serviced in almost every major European country through a network of over 7,000 dealers. Here in the United Kingdom there are over

200 dealers located in almost every major city and town and these are further supported by an additional 68 service dealers. And the network is increasing in size and strength almost daily. Each of these dealers

is equipped with the most up-to-date service equipment and a selection of special tools that are designed to enable him to provide first-class service for your Opel.

General Motors Ltd. have a fully equipped Service Training Centre where specialist service training is provided for the service personnel of all UK Opel dealers, thus ensuring that your car will be maintained to the high standards set out by Opel.

Each dealer, as a condition of appointment, carries a substantial stock of Opel parts, which in turn is backed by a comprehensive parts stock carried by GM European Parts Organisation. Here, computerised stock control and close liaison with Opel in Germany ensure that every conceivable part can be quickly despatched to dealers throughout the country.





Opel

A quality product built in West Germany — backed by General Motors, the world's largest car manufacturers, and marketed in the UK through a network of Quality Dealers.

General Motors reserves the right to change specifications without notice. Every attempt has been made to ensure accuracy of this brochure and specification, but it is for guidance only, no part is intended as an offer, nor shall any statement be considered legally binding. Customers are advised to enquire of the dealer as to whether there have been any equipment or material alterations since the date of issue of this brochure.

Ref. KB78

Opel Ascona

Much more than just a Family Saloon

Your Opel dealer is:



Opel Marketing Unit, General Motors Ltd., P.O. Box No. 63
Carlisle Road, Kingsbury, London N.W.9. 0EH.