



SIERRA

W A G O N



Form.



And function.





Styling: Shaped by aerodynamics.

The feather is a perfect example of form and function. Its purpose is to slip cleanly through the air, hence its aerodynamic shape.

This principle also led to the shape of the new Ford Sierra Wagon.

Far from designing it on a whim, we styled it using the wind. And in seeking a smoother, more streamlined shape, we succeeded in further refining its elegant European looks.

You can see it in Sierra's sleek front-end styling. Revised bonnet lines and the re-designed grille complement the new flush-fitting headlights.

A Ford design breakthrough, the halogen headlamp units use computer-designed reflectors to give you up to

one third more light; making night driving a more illuminating experience.

We've improved your vision in another way, too. By enlarging the window area.

So besides looking even better, Sierra is even easier for you to manoeuvre.

And you'll notice some other practical changes.

The deeper bodyside mouldings give panel protection as well as style.

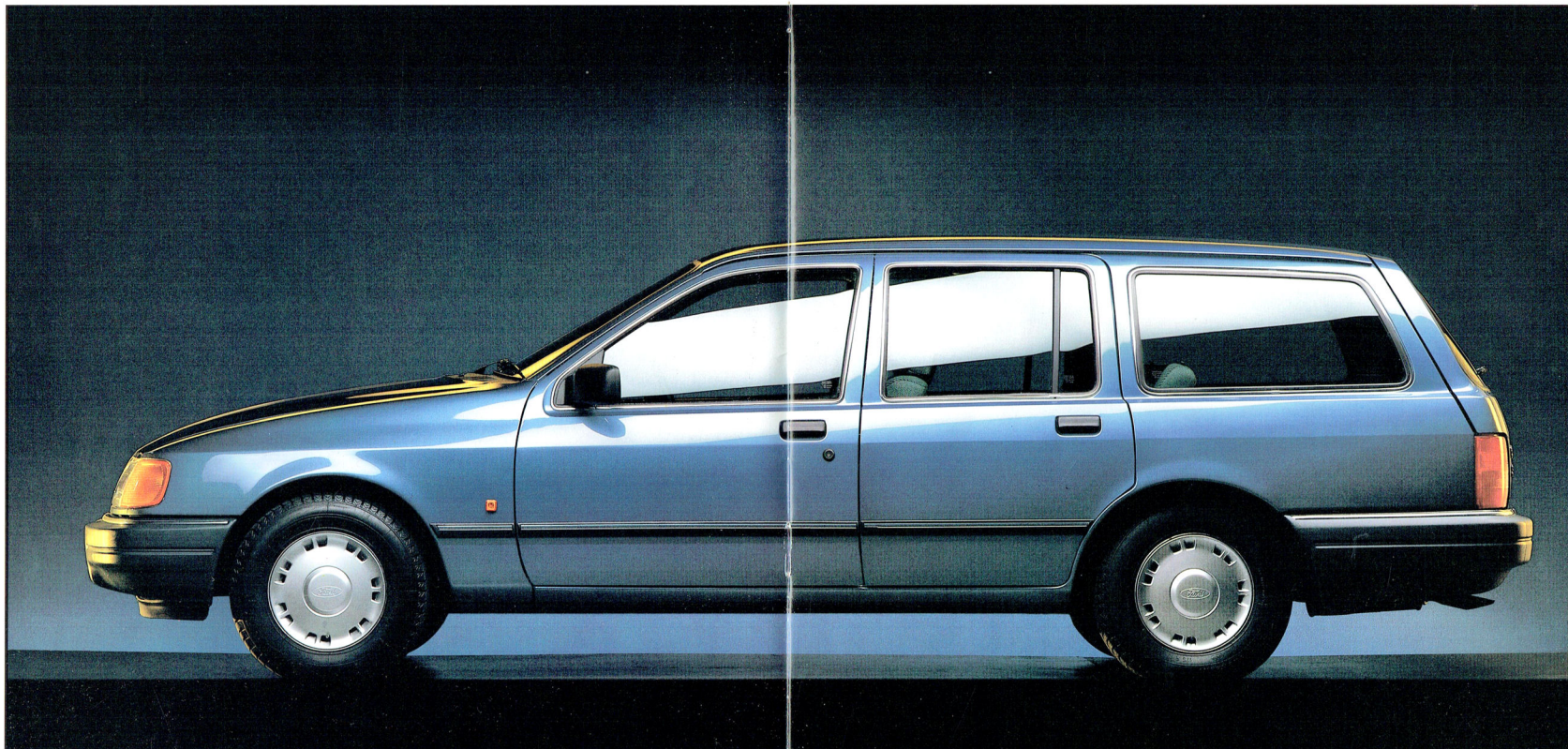
The new, deeper bumpers are foam-filled to better resist low-speed impact.

And they're also shaped for smooth airflow.

Sierra's aerodynamic, fuel-saving body shape now has a drag co-efficient of just 0.34, the lowest of any wagon sold in New Zealand.

Which is not only better than many of today's sedans and hatchbacks.

It's that little bit closer to the feather's perfection.





Performance: Smooth power and handling.

Power, surefootedness and manoeuvrability.

They're three strengths nature gave the big cat.

And they're three strengths Ford's designers have brought together in the form of the new Sierra.

The driving force of the Sierra is its advanced 2.0 litre OHC engine.

With its lean-burn technology it is pleasingly frugal on fuel. Yet it has enough power and torque to exploit the shortest passing lane, even when carrying a load.

You've the option of 5-speed manual transmission or 4-speed automatic (now with a lock-up torque converter for improved highway economy).

But Sierra's engineers have paid special attention to your safety and ride comfort.

Many hours were spent designing the body to give a solid, secure 'feel', without the annoying squeaks and rattles common to many wagons.

We began by building more torsional strength into Sierra's rigid passenger safety cage. Next, we added more internal sound deadening. Finally we revised the suspension spring rates, to better match most loads.

The result is a car that's not only safer, but smoother and quieter on the road.

With this emphasis on safety, Sierra nevertheless

remains a driver's car.

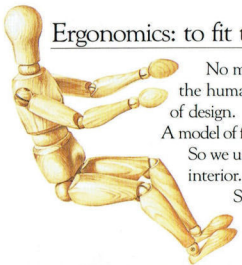
The fully independent suspension has MacPherson Struts at the front, and coupled with rack-and-pinion steering gives Sierra dynamic handling more typical of a sedan than a wagon.

Indeed you'll find even when pushed hard, new Sierra is a better drive than many sedans currently available.

You might say it's the ideal package of poise, power and practicality.

Rather like the big cat.





Ergonomics: to fit the human form.

No matter how you look at it, the human body is a superb piece of design.

A model of form and function, in fact.

So we used it in designing Sierra's interior.

Starting from scratch, we modelled the cabin around the demands of

the human shape. The resulting form carries you and your passengers in relaxing comfort. And allows you, as driver, to function more efficiently.

Take the curved instrument panel, as an example. It's divided into three logical 'work zones'.

Behind the soft feel steering wheel, the instruments and gauges are clear and readable at a glance. To the right, one-touch controls for lights and auxiliaries are at your fingertips. At left is the heating and ventilation zone, and space for the audio system of your choice.

All the controls and displays are clearly and sensibly laid out, leaving you to concentrate on the important business of driving.

But whether you're driver or passenger, you'll appreciate Sierra's other interior refinements.

We've created more space inside an already spacious five-seater car. We've also designed the seats to ensure optimum comfort and support.

They're shaped to keep you relaxed for hour after hour, and cloth-trimmed in stylish two-tone grey; elegant

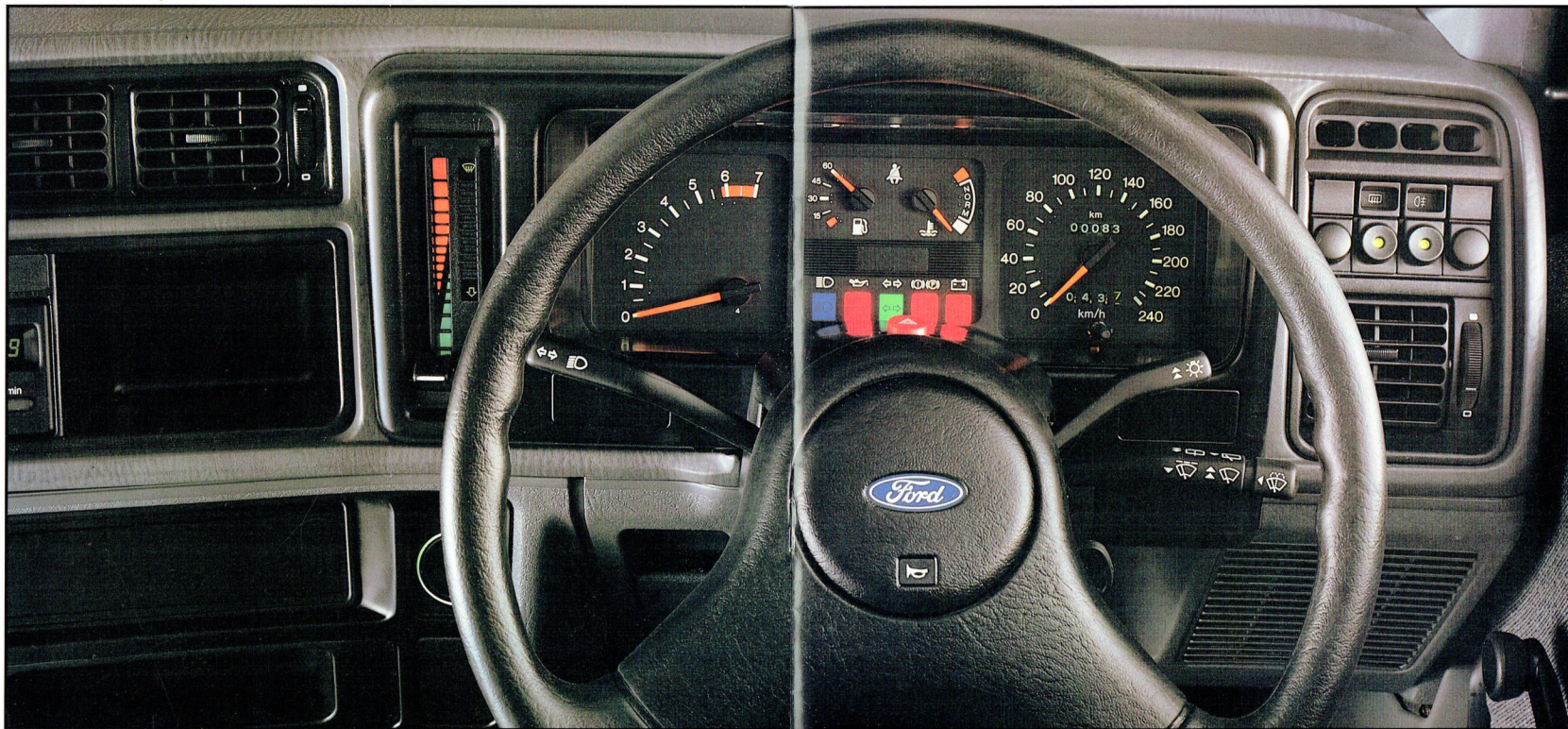
as well as practical.

Equally practical are the extra in-dash bins and trinket trays for handy storage.

And because passengers and drivers come in different sizes, we've added height-adjustable seatbelts.

They're not only more comfortable, but they are safer.

Which really sums up nicely the new Sierra's ergonomics. No matter what shape you're in, it's designed to fit you.





Load capacity:
designed for versatility.

The child's wagon. A simple form, you'll agree. And a very functional one. But more discerning drivers will prefer the Sierra Wagon. A car that offers you wagon practicality, yet more than rewards your driver's instinct.

The independent rear suspension enhances Sierra's

ride and handling. But it also gives more practical load area, allowing more room between the wheel arches.

The loadspace is not just practical, it's big. There's up to a massive 1,962 litres when you fold down the 60/40 split fold rear seats.

You'll find rear-wheel-drive is an advantage. You get more power to the driving wheels when carrying a heavy load.

And once your Sierra is loaded, high-security locks

all-round help keep its contents safe from theft. (They're very hard to tamper with and the keys are difficult to copy). But that's really just the 'icing on the cake'.

More than perhaps any competitor on the market, Sierra brings you the performance and comfort of the best sedans, with the added versatility of a wagon.

And it does so in a form whose value-for-money and quality is second to none.

Which may be why Sierra retains one

of the highest resale values in the market and is by far the most popular and best selling wagon in New Zealand.

What more can we add? Just an invitation for a test drive.

New Sierra is now on show at your Ford dealer.



Standard Equipment Highlights

- 2.0 litre 4 cylinder OHV engine
- Transmission 5 speed manual or 4 speed auto transmission with lock-up torque converter
- Breakerless ignition and automatic choke
- Aerodynamic full wheel covers
- Quartz halogen headlamps with integral driving lights
- Colour toned polycarbonate bumper with bright insert
- Black bodyside moulding with bright insert
- Locking fuel cap
- Laminated windscreen with tintband
- Tinted side and rear windows
- Heated rear window
- Rear fog lamps
- High security door locks
- Two speed and intermittent wipers with washer
- Tailgate wash with 180° wipe
- 'Workzone' designed instrument cockpit
- Two-spoke, soft feel steering wheel with centre horn push
- Three column-mounted control stalks for
 - turn signals □ wipers □ washers □ headlamp □ high/low beam and flash
- Manually adjusted remote door mirrors
- Illuminated cigarette lighter
- Front and rear ashtrays
- Digital clock
- Warning lamps □ indicators, headlamps, mainbeam
 - handbrake/brake failure □ ignition and seatbelts
- Instrumentation: Speedometer, tachometer, odometer, tripmeter, fuel and water temperature gauges
- Side window demist vents
- Floor console with trinket tray and handbrake
- Front and rear grab handles
- Moulded cloth door panel
- Front door stowage bins
- Moulded cloth headlining
- Cloth seat trim
- Reclining front bucket seats
- Adjustable front seat headrests
- 60/40 split fold forward rear seats
- Seat belts □ front two lap/diagonal inertia reel/height adjustable □ rear two lap/diagonal inertia reel with one lap centre static
- Luggage compartment □ floor rub strips □ lamp □ stowage box
- Body side pinstripes

Engine

| | |
|-----------------------------|--------------|
| Capacity (cm ³) | 1993 |
| Max power kw/rpm | 77/5200 |
| Max torque Nm/rpm | 157/4000 |
| Compression rates | 9.2:1 |
| Carburetor | Twin Venturi |
| Fuel (Octane rating) | 96 |

Chassis

Powertrain

Front — Rear wheel drive: 2 piece shaft. Independent, MacPherson strut with rearward mounted stabiliser telescopic hydraulic shock absorbers

Rear — Independent, semi trailing arms, telescopic hydraulic shock absorbers

Steering

Rack and pinion with collapsible safety column

Turning Circle

10.0m kerb to kerb

Brakes

Servo assisted, dual line hydraulic system with self adjusting front ventilated disc and rear drum brakes. Handbrake operating on rear brakes.

Wheels and Tyres

13" x 5.5" 175 SR 13 (Steelbelted Radials)

Capacities and Weights

| | |
|-----------------------------------|---------------------------|
| Fuel tank (litres) | 60 |
| Cooling system (litres) | 8 |
| Oil system (litres) | 3.75 |
| Kerb weight (kgs) | 1100 |
| Max trailer weight (braked) | 1000 (1350 for automatic) |
| Luggage capacity | |
| — rear seats up (litres) | 1073 |
| — rear seats folded down (litres) | 1962 |

Interior and Exterior

Dimensions (mm)

| | |
|----------------------------|------|
| Front track | 1452 |
| Rear track | 1459 |
| Wheel base | 2608 |
| Front legroom | 1041 |
| Rear legroom | 882 |
| Front headroom | 986 |
| Rear headroom | 994 |
| Cargo Dimensions (mm) | |
| Max cargo height | 816 |
| Floor length to front seat | 1862 |
| Floor length to rear seat | 970 |
| Width between wheel arches | 1106 |
| Maximum floor width | 1346 |

DRIVE AHEAD WITH FORD



Ford Motor Company of New Zealand. Prices and specifications subject to change without notice.