

THE NEW VAUXHALL

ASTRA

TOP OF THE CLASS. BY DESIGN



Most new cars are claimed to break new ground in one way or another. In this respect, the new Astra is no exception.

What separates the new Astra from its contemporaries though, is the extent of its advancement. The design aim was 'the best car in its class.'

In fact, the concept was so far-reaching that it also spawned entirely

new manufacturing methods which in themselves formed a New Product Manufacturing Concept (NPMC).

The design team started with several important 'ground rules'. For example, the new model was to be no larger externally than its predecessor. Conversely, it had to offer more interior spaciousness. But the team did start with some advantages.

Because the previous Astra engines, transmissions and suspension were so advanced anyway, they could take advantage of the existing units, albeit improved and refined where necessary to meet the new design criteria.

Now, the new Astra is a reality, setting new standards of style, space and performance for its class.



Built to meet the needs of modern motoring, superbly executed from design to construction. Every inch of its exciting, free-flowing shape has a form dictated by function. The finely engineered suspension gives superb ride and handling. Its stylishly comfortable interior gives enviable roominess within compact external dimensions.

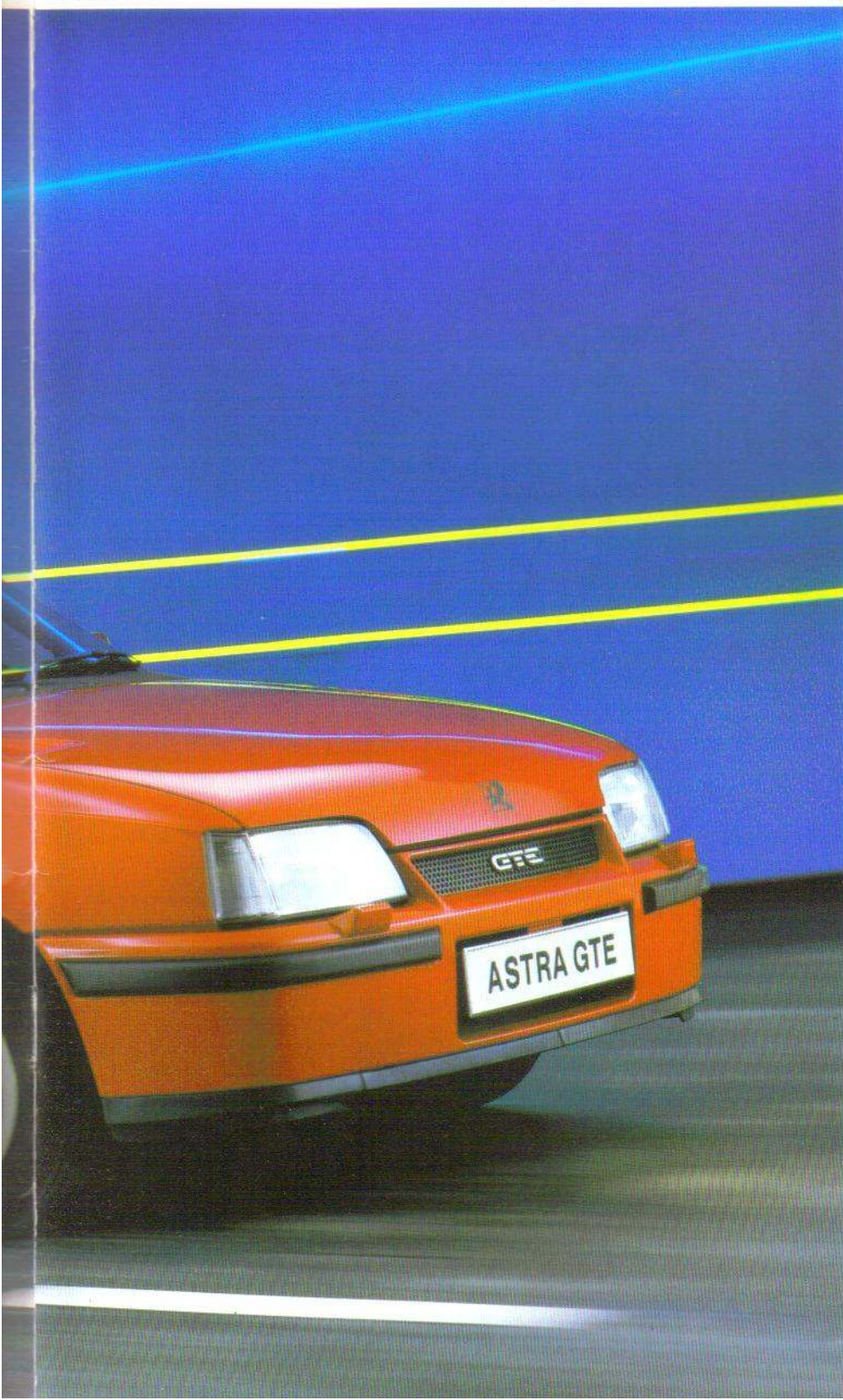
Sleek aerodynamic styling gives the Astra the lowest drag co-efficient in its class, vital to outstanding economy, performance and smooth running refinement. A wide range of well-proven modern engines makes the most of the Astra's new streamlined shape.

Open the door to an Astra and you're entering a new world of refined motoring.

All the space-saving advantages of front-wheel drive have been exploited to brilliant effect.

Choose any one of the 17 Astra models and you're certain to find an unrivalled combination of driver and passenger appeal. Performance with economy is matched to space and comfort. Low noise levels complement luxurious standards of trim and equipment to make driving a pleasure.

Being evolutionary rather than revolutionary, the new Astra has reassuringly familiar strengths matched to exciting design. In this way it convincingly demonstrates its qualities as an outstanding class leader.



Contents

Leading the way in style	4
Establishing the criteria and harnessing the complex modern sciences.	
Interior motives	6
How the benefits of advanced design influenced the space-efficient interior and resulted in gains in comfort, safety and refinement.	
Astra GTE	10
The hottest hatch in its class	
Astra GL	12
Top for luxury	
Astra SR	14
A stylish performer	
Astra L	16
Setting the standards for its class	
Astra	18
The best value in its class	
Astra Estate	20
Top of the class for space	
Total Concept Engineering	24
How it works for you	
The Economics of Power	26
Advanced engineering delivering higher performance with extra economy	
Building Better cars	27
New manufacturing techniques at Ellesmere Port provide unprecedented quality with long-term durability.	
Features and Specification	28
Factory-fitted options	30
Colours and trims	31

Leading the way in style.



Aerodynamic-looking cars have been around for a long time — and most have had drawbacks.

The Astra is an aerodynamically efficient car. And that's the difference. In this field, GM resources can only be described as vast. From sophisticated computer-aided design techniques to the world's largest vehicle wind tunnel, there's no aspect of aerodynamics which can't be researched, proven and put into effect.

With such resources as these, the Astra needed a comparatively short 1200 hours in wind tunnel tests, mainly because the basic design was proving correct right from the start.

The result was the lowest drag coefficient — for each body style — in its class. And by handsome margins.

The Hatch has a Cd of only 0.32, the estate 0.35. While the exciting GTE boasts a Cd of 0.30 — a world-beating figure for this size and class of production car.

Low drag is the base line for improving performance, extending economy and

lowering wind noise levels. This the new Astra achieves and in several notable ways.

The profile wedge shape for instance, aids roadholding while from above, the 'teardrop' outline gives passengers extra shoulder and hip room.

Making the airflow work

Throughout, aerodynamics and practicality have been totally integrated.

For instance, the front bumper and

spoiler — made from lightweight polypropylene — are specifically shaped for smooth airflow penetration. What's more, the nose section can withstand impacts of up to 2.5 mph without permanent damage.

As a measure of the Astra's design integrity though, research on 'nose penetration' went much further. The bumper has a flow-through system which directs engine cooling air in precise amounts through the front grille, thus reducing underbonnet drag.

The front spoiler ensures that the airflow under the car is carefully controlled. Sealing around the headlamps and bonnet lip also help airflow management.

Careful shaping of the bonnet line flows the air smoothly up to the windscreen — flush-fitted to minimise turbulence.

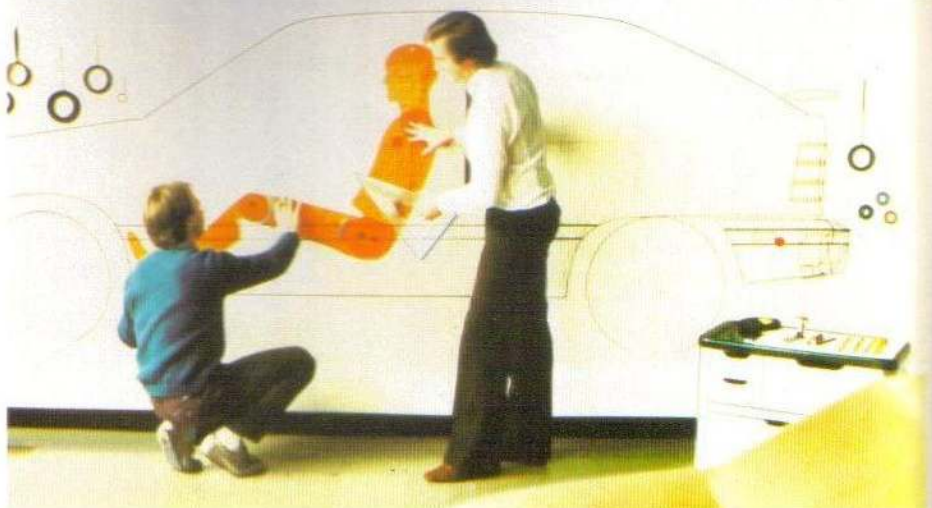
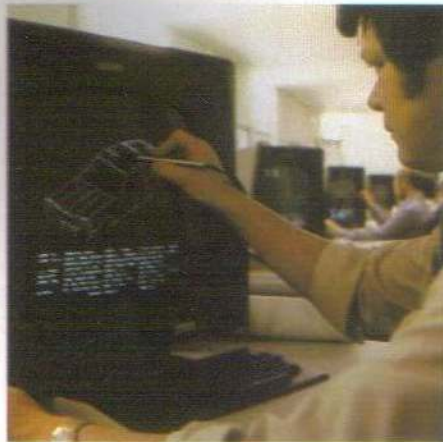
The integrated spoiler on the rear bumper — also moulded in impact-resistant polypropylene — is 'tuned' to direct the air sent under the car by the front spoiler cleanly away from the underside of the tail.

It ensures that the air passes smoothly away without turbulence, taking with it any dirt or water thrown up by the tyres.

When it came to detail, a lot of infinite design care is evident. Flush wheel covers help to guide the air more smoothly around the sides of the car. Conventional drip-rails — a frequent source of wind noise — are replaced by recessed channels covered by a neat moulding.

Rounded screen pillars are not only 'cleanly' shaped but also give substantial gains in forward vision. And the rounded rear pillars too, figured in the rear end

Full-size wall plans help initial evaluation of seating visibility positions using an 'Oscar'.



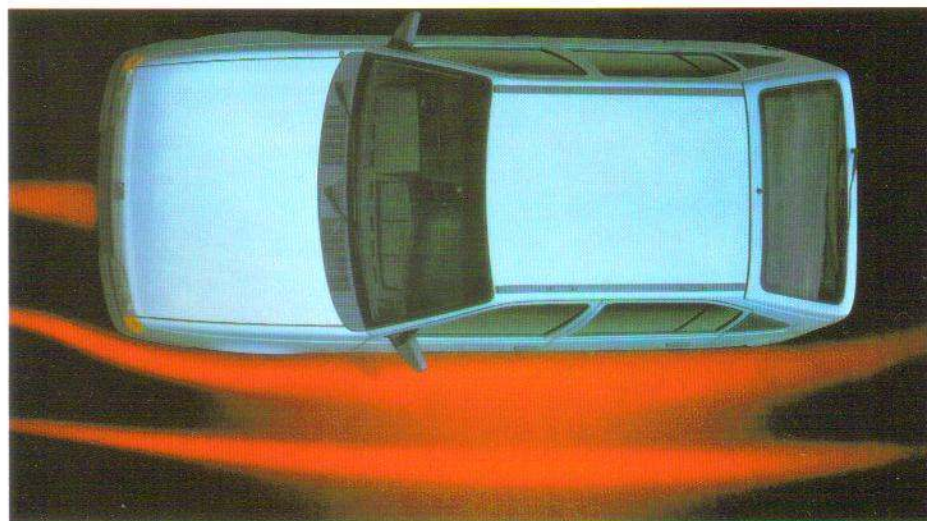
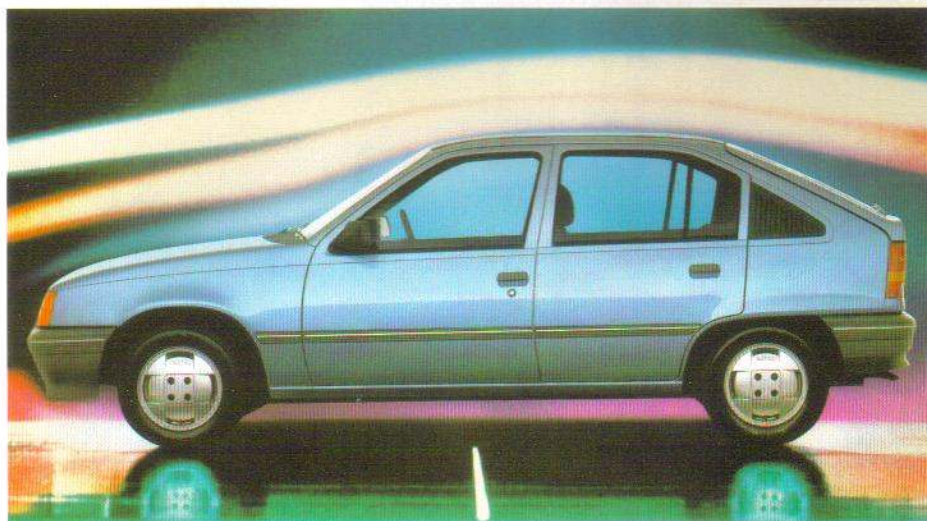
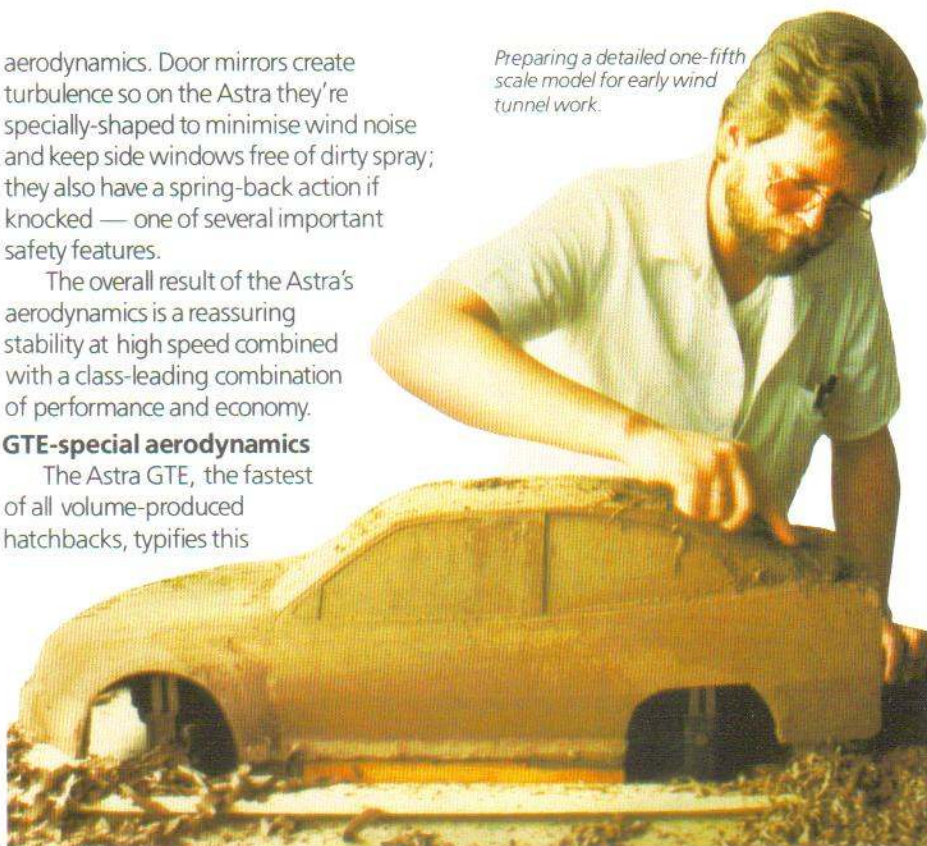
aerodynamics. Door mirrors create turbulence so on the Astra they're specially-shaped to minimise wind noise and keep side windows free of dirty spray; they also have a spring-back action if knocked — one of several important safety features.

The overall result of the Astra's aerodynamics is a reassuring stability at high speed combined with a class-leading combination of performance and economy.

GTE-special aerodynamics

The Astra GTE, the fastest of all volume-produced hatchbacks, typifies this

Preparing a detailed one-fifth scale model for early wind tunnel work.



approach. Its exceptionally high 126 mph top speed placed special demands on the aerodynamics as a means of enhancing its roadholding, handling and stability, with generous margins to spare.

Which is why the GTE has specially-designed front and rear bumper/spoiler plus a critically designed and positioned rear aerofoil.

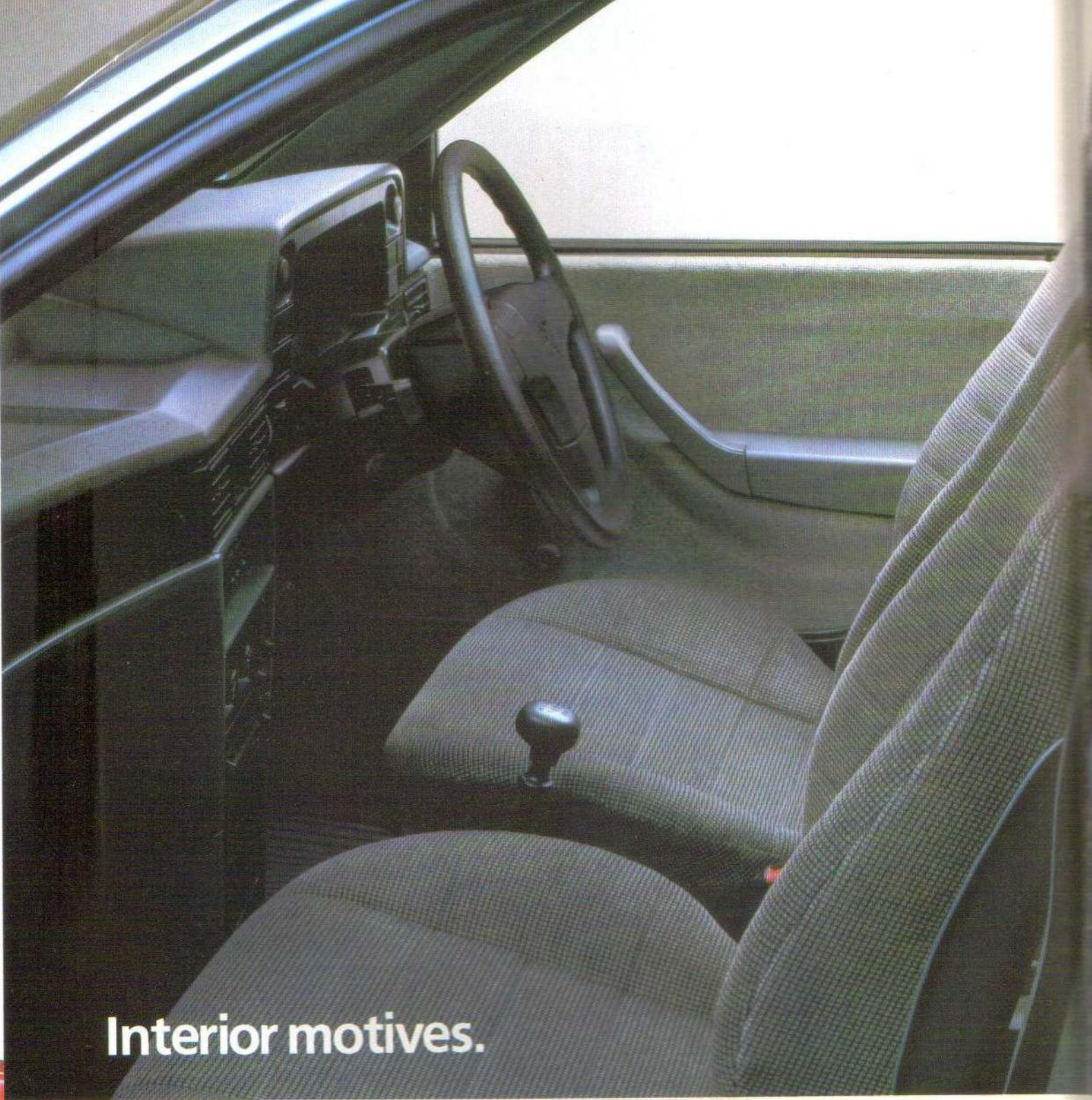
Both nose and tail bumper assemblies are in body-colour polycarbonate, extra deep at the front and incorporating shallow fins which deflect the airflow away from the wider tyres, which could otherwise increase drag. Additionally, the GTE has sill mouldings as part of its special airflow treatment.

The rear aerofoil is so effective in reducing drag that 2.5mph would have been lopped off the car's top speed without it. It also plays a key role in controlling rear end 'lift'. And because the GTE surpasses 100mph with such ease, the designers stress that the aerofoil should not be removed or altered.

Europe, South Africa, Brazil, Arizona and the Arctic were all among the diverse locations used to put the Astra through its paces. Race and test circuits (including Millbrook in the UK) were the venues for specific chassis and tyre testing; the Stelvio Pass on the Austro-Italian border for vicious downhill brake testing.

The new Astra passed every test with flying colours — and established several new and class-leading standards along the way.





Interior motives.

Setting new standards in interior design was just as much a part of the design brief as style and aerodynamics.

If getting into the Astra seems exceptionally easy it's because the doors open extra wide and the apertures are extra deep. And on three-door models the front seat backrest pivots at a point which makes access easy for rear seat passengers.

The latest-design front seats have thick foam padding to support in all the right places. Fore and aft adjustment is a generous 7.9 inches — and exceptionally

smooth on rail-type mounts — so tall drivers can stretch out in comfort. All models have front head restraints.

A lot of thoughtful design shows in front seat belt details too. The buckle is attached to the strengthened seat frame, so regardless of seat position, the belt is always comfortable and at the correct angle. And all the five-door models have variable height adjustment at the pillar attachment point so that you can easily achieve the best comfort angle.

For extra safety an integrated steel ramp in each of the front seat cushions





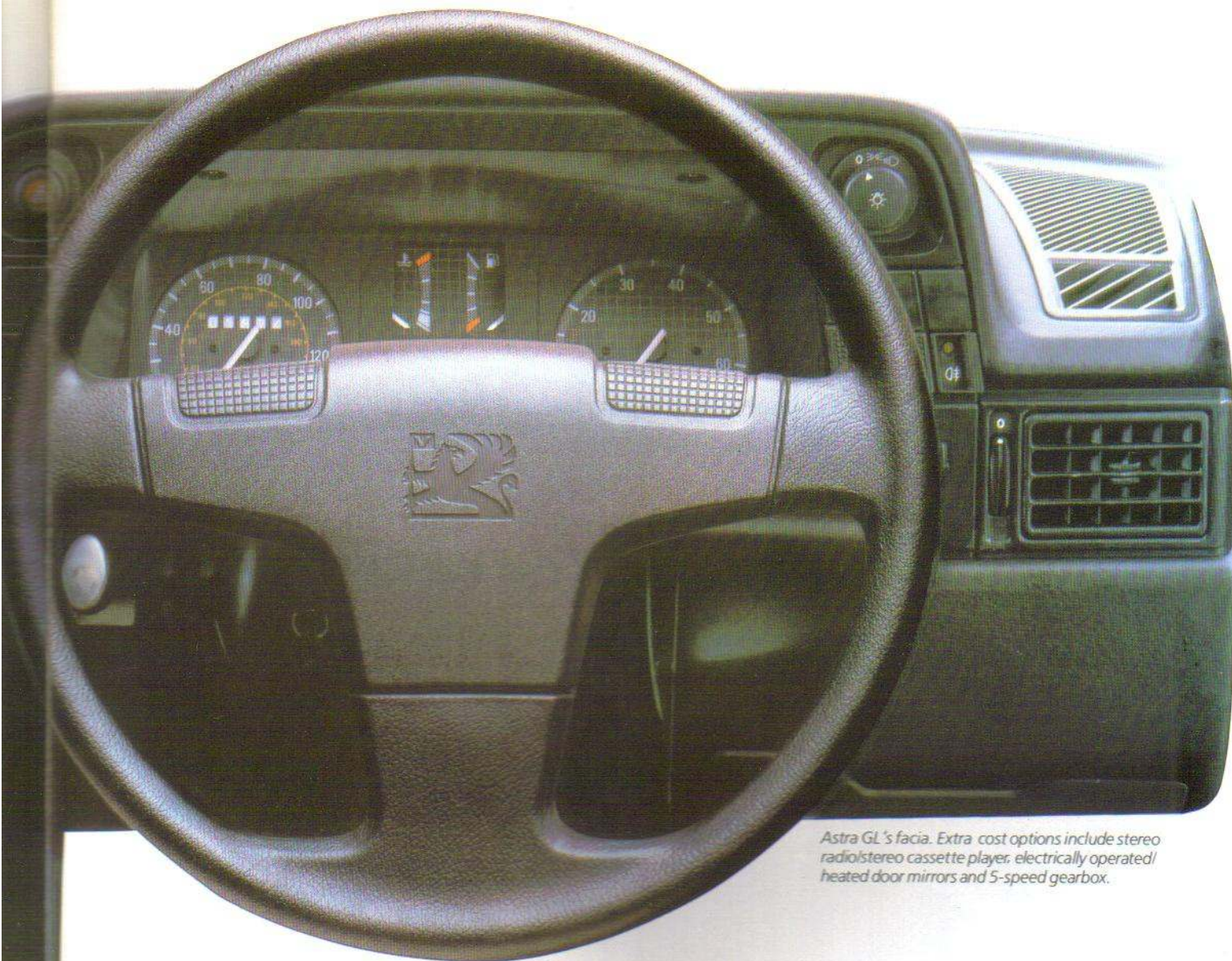
A detailed photograph of a car's interior, focusing on the dashboard and center console. The dashboard is dark with a curved design. In the center, there is a round analog clock. Below the clock is a Philips car stereo with a digital display and several control knobs. To the left of the stereo is a rectangular air vent, and to the right is another one. Below the stereo, there are two circular buttons with icons, and a vertical row of four rectangular buttons. The center console, which is also dark, features a gear shift lever with a leather-wrapped knob and a handbrake. The overall aesthetic is functional and modern for its era.

prevents 'submarining' (sliding beneath the seat belt) in the event of a severe head-on impact.

And among several unusual-for-the-class features there's a driver's seat height adjuster available as an extra-cost option on all models; in conjunction with the new tiltable steering column, standard on GL and GTE, optional on all other models, it makes the perfect driving set-up easy to achieve.

Total control

Behind the pleasant-to-grip steering wheel the curved fascia presents easily-read instruments; steering column control stalks are a fingertip away; switches and controls are positioned according to importance. All vital controls can be reached without taking your eyes off the road. As a state-of-the-art design, the GTE has an advanced liquid crystal display (LCD) instrument panel figuring prominently in its special interior. Road speed is displayed in large easily-read yellow figures. Bar charts monitor engine revs (with a power curve type display), oil pressure, water temperature, battery



Astra GL's fascia. Extra cost options include stereo radio/stereo cassette player, electrically operated heated door mirrors and 5-speed gearbox.

voltage and fuel tank content.

The LCD instrument illumination can be dimmed when the vehicle lights are switched on to prevent undue glare during night driving.

The spacemaker

The Astra designers have brilliantly maximised interior cabin room. In every comfort dimension the new Astra shows noticeable gains on its predecessor — and most of its rivals.

But the advance doesn't end with seating; luggage space too shows a worthwhile increase. Seating five, the Astra Hatch presents 13.8 cu.ft. of usable load space *under* the hinged load cover — that's considerably more than any of its Hatchback rivals can manage.

When it comes to taking big loads, the Astra Hatch comes up trumps with 35.3 cu.ft. of fully usable luggage space with the rear seat folded down. On L, GL, SR and GTE Hatch models the rear seat is split 60/40 for extra carrying versatility.

Equally important though, in this size

car, is storage space for oddments. The hopper-type glovebox is supplemented by a recess on the fascia top plus an under-facia tray. The centre console has useful recesses and L models upwards have front door pockets.

A change of air

The Astra's heating and ventilation system is exceptionally efficient. Seven air outlets provide fast demisting of the windscreen and two more at each end of the fascia keep the side windows clear.

The system has the versatility to provide the comfort of warm air at foot level and cool air at face level through multi-directional outlets on the centre of the fascia.

And on GL, SR and GTE models there are rear passenger compartment heating ducts at foot level.

The entire system is so efficient that it can completely change the air inside the car up to *four times per minute!* And if you like an extra dash of fresh air, the Astra is available with a sliding/tiltable glass

sunroof complete with wind deflector and interior blind, as an extra cost option for L models upwards.

Conclusive quality

With special measures taken at the design stage to minimise road and exhaust noise, the extra sound insulation for the passenger compartment is a bonus.

Thick foam insulation on the front bulkhead, footwells and floor effectively smothers engine and road-induced noise. And the Astra also has a special one-piece moulded headliner which not only looks neat but is also a highly effective acoustic insulator.

Throughout, each Astra trim level confirms the design aim to create quiet luxury rather than stylishness for its own sake. Fully-trimmed doors with continental-style armrests on all models, attractive quality cloth trim and carpeting, modern audio systems — these and many other features combine to confirm the Astra's new approach to interior style.

Astra GTE. The hottest hatch in

Matching the GTE's rapid acceleration, the servo-assisted brakes ensure powerful retardation with ventilated front discs and modified calipers to tame the power.

Lavishly equipped, the GTE sports several innovative features.

In the cockpit, an advanced Liquid Crystal Display (LCD) instrument panel with electronic graphics is exclusive to the GTE. As a back-up, there's a 'check control' panel with warning lights mounted on top of the fascia. This monitors brake-pad wear, engine oil level and other safety functions.

The body hugging front seats, trimmed in Mosaic cloth, are to a new design. A 60/40 split rear seat adds to the passenger/load versatility.

And the GTE is fitted out with all the right equipment for comfort, convenience and control in fast driving conditions.

Standard features include:

- ☐ 1800i ohc fuel-injected engine
- ☐ Close-ratio 5-speed gearbox
- ☐ Up-rated suspension with gas pressure dampers
- ☐ Engine oil cooler
- ☐ Ultra-low profile tyres
- ☐ Up-rated brakes
- ☐ Tailgate aerofoil
- ☐ Aerodynamic sill mouldings
- ☐ Headlamp high pressure washers
- ☐ Electrically operated and heated door mirrors
- ☐ Intermittent tailgate wash/wipe
- ☐ Flush wheel covers
- ☐ Locking fuel cap
- ☐ Dual tone horn
- ☐ Tinted glass all round
- ☐ Laminated front windscreen with graduated tint shadeband
- ☐ Body side mouldings
- ☐ Colour-keyed bumpers and door mirrors
- ☐ Sports front seats with head restraints
- ☐ LCD — Liquid Crystal Display instrumentation with dimmer control
- ☐ Check control panel
- ☐ Three-spoke sports steering wheel with tilt column adjustment
- ☐ Radio/stereo cassette player with digital frequency display and 4 speakers
- ☐ 60/40 split rear seat
- ☐ Rear passenger compartment heater ducts
- ☐ Courtesy light with delay cut-off
- ☐ Map reading light.

Racy, aerodynamic lines, potent 1796cc fuel injected engine and outstanding roadholding, handling and stability are pointers to the dynamics that make the 126 mph GTE the most significant new sports hatch in years.

And the style and performance go with exemplary road manners that will set a new benchmark in terms of overall roadholding, ride and handling. It's in this area that the GTE's special aerodynamics play such an important part.

Front suspension is by MacPherson struts, with stiffer coil springs and gas pressure damper units. The compound crank rear axle, located by two trailing arms, has new barrel-shaped miniblock coil springs and gas pressure dampers. Ultra-low profile tyres on 14in dia. wheels complement the suspension in giving the GTE terrific road adhesion.



th in its class.

Full LCD instrumentation is backed up by an electronic 'check control' panel on the facia (inset).





Astra GL. Top for luxury.

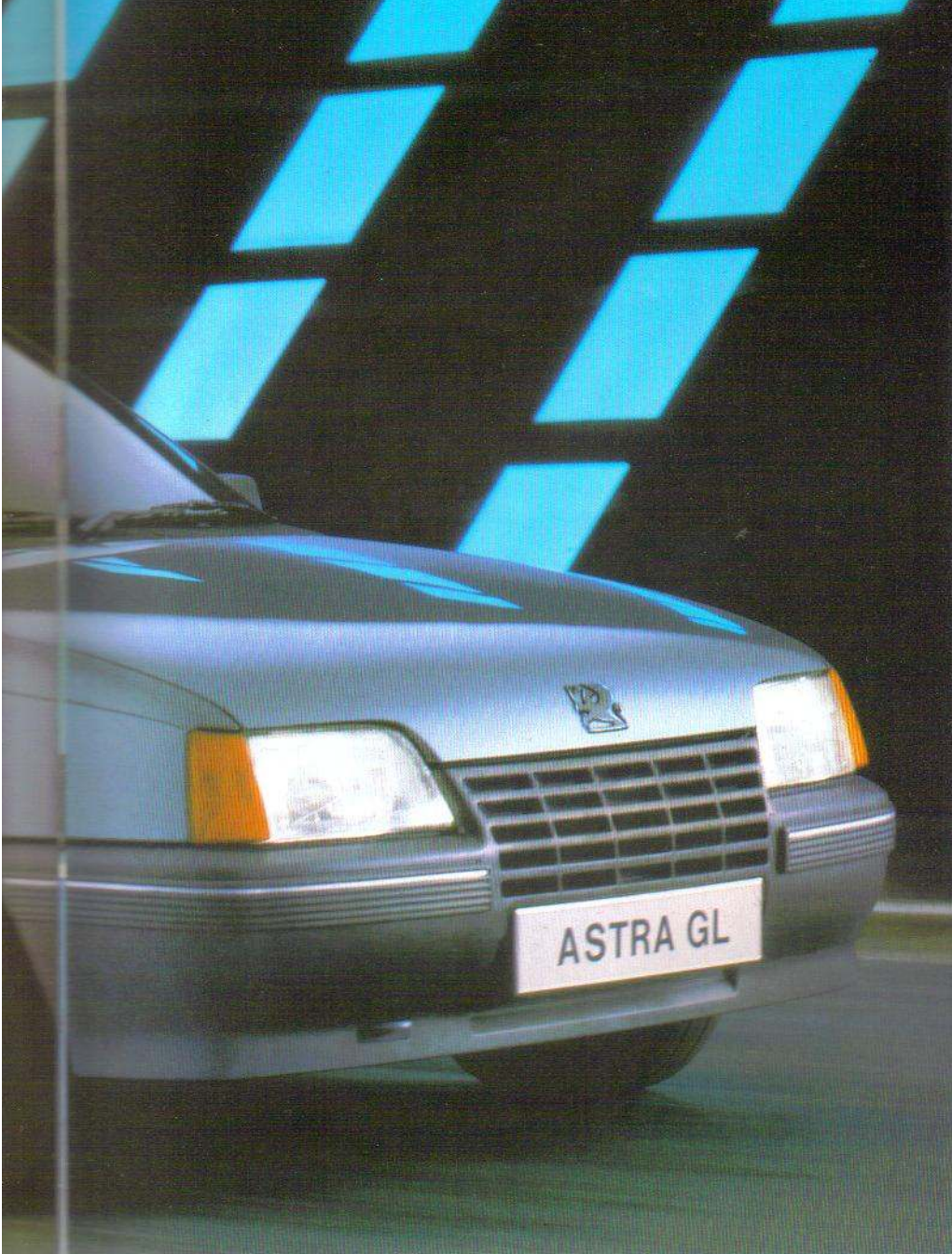
Here's a car obviously tailored for fast, long distance motoring in total comfort and is equally pleasurable to drive around town.

With the choice of 1300S or 1600S power, the GL certainly has a lot of reserve stamina — the 1300S tops 105mph, the 1600S 111mph. And when not delighting in so much press-on performance, the average driver can chalk up some surprising mpg averages with the 1300S showing 54.3mpg at a constant 56mph and the 1600S 51.4mpg at the same speed.

Whether it's a fast cross-country dash or a trip to the shops, there's plenty for the GL driver and passengers to admire. There's the tremendous sure-footedness for a start. And nicely-balanced plenty-of-feel braking for the stops.

Then there's the quietness and refinement stemming partly from the





Standard features include:

- ☐ Tinted glass all round
- ☐ Laminated front windscreen with graduated tint shadeband
- ☐ Remote control door mirrors
- ☐ Intermittent tailgate wash/wipe
- ☐ Twin rear fog lamps
- ☐ Locking fuel cap
- ☐ Flush wheel covers
- ☐ Body side mouldings
- ☐ Mosaic cloth trim
- ☐ Mono radio/stereo cassette player — 4 speakers
- ☐ Integral centre console
- ☐ Headlamps-on warning buzzer
- ☐ Backlit instruments including rev counter
- ☐ Instrument panel light dimmer
- ☐ Quartz clock
- ☐ Cigar lighter
- ☐ Trip odometer
- ☐ Tiltable steering column with three-spoke steering wheel
- ☐ Courtesy light with delay cut-off
- ☐ Map reading light
- ☐ Padded front seat head restraints
- ☐ Height-adjustable front seat belts
- ☐ Continental-style front door armrests
- ☐ 60/40 split rear seat
- ☐ Rear passenger compartment heater ducts.

Astra GL: Metallic paint, alloy wheels with 175/70 tyres are extra cost options. Please note: tailgate wiper parks in horizontal position and not as illustrated.



ultra-stylish 5-door aerodynamic body with a quite remarkable low drag factor Cd0.32.

The interior is equally stylish with Mosaic cloth trim and a new approach to fascia design, plus all the equipment expected of a Vauxhall GL model — and a lot more besides, including a tiltable

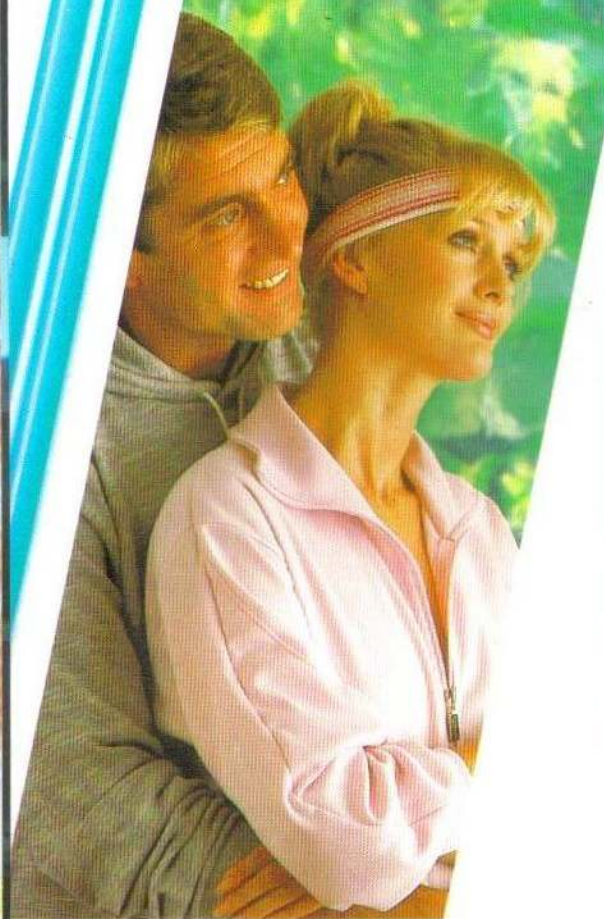
steering column and rear passenger compartment heating ducts.

Lifting the tailgate on its gas-assisted strut reveals a capacious luggage area made even larger by folding down either or both sections of the 60/40 split rear seat.

With more than a touch of original thinking in its make-up the Astra GL 5-door hatchback, with its outstanding refinements and luxury qualities, is a class leader in every respect.



Astra SR. A stylish performer



The Astra SR 1600S 3-door hatch is overtly sporty in style with its rear spoiler, stylised lettering, and lower body finished in grey foil.

And its performance is distinctly sporty too, with the potent 1600S engine matched to a snappy 5-speed close ratio gearbox. Well spaced ratios assure punchy acceleration and a top speed of 113.7 mph* yet there's no loss of economy either, with 49.6 mpg at a constant 56 mph according to Government fuel test figures.

A genuinely affordable fun-to-drive car, the sports front seats with luxury headrests cosset driver and front passenger when exploiting the SR's sharp-as-a-tack handling.

Ahead of the 3-spoke steering wheel, the large speedometer and rev counter have back-lit illumination for at-a-glance legibility at night. Stylish 5½ × 14in sports wheels, shod with ultra-low profile 185/60 HR tyres, give almost racing tyre grip. Matched, taut suspension with uprated dampers and springs, ensure superb road-

holding under all conditions.

The wide opening fully trimmed doors with pockets and continental-style armrests — make entry easy to the comfortable rear seats, asymmetrically split 60/40 for additional luggage space versatility. There's also the luxury of separate heater ducts for rear seat passengers. And overall the SR is fully-equipped to the same high standards as the rest of its Astra stablemates.

*Manufacturer's figure





Standard features include:

☐ 1600S ohc engine ☐ Close ratio 5-speed gearbox ☐ Laminated windscreen with graduated tint shadeband ☐ Tinted glass all round ☐ Headlamp high pressure washers ☐ Body side mouldings ☐ Lower body finished in grey foil ☐ Remote control door mirrors ☐ Rear spoiler ☐ Intermittent tailgate wash/wipe ☐ Locking fuel cap ☐ Dual tone horn ☐ Styled sports wheels

☐ with ultra-low profile tyres ☐ Up-rated suspension ☐ Three-spoke sports steering wheel ☐ Sports front seats ☐ Radio/stereo cassette player with 4 speakers ☐ Backlit instruments including rev counter ☐ Courtesy light delay cut-off ☐ Map reading light ☐ Headlamps-on warning buzzer ☐ 60/40 split rear seat ☐ Rear passenger compartment heater ducts.

Stereo radio/stereo cassette player, tiltable steering column and metallic paint illustrated are extra cost options.



Astra L. Setting the standards for its class.

The Astra L offers a great deal of choice. Four hatchbacks and four estates, both in three and five-door versions, a power choice of 1300S and 1600S ohc petrol engines plus the advanced 1600 diesel. The attractions of the L specification are considerable.

The L models not only look good but provide exhilarating performance too. For example, the 1600S hatchback's top speed is 111.8mph* and it accelerates from 0-60mph in under 11.5 secs. The 1300S hatch with 4-speed gearbox stretches fuel consumption to 54.3 mpg at a constant 56mph on government fuel test figures and achieves an average consumption from the three DoT tests of 42.9 mpg.

The 5-speed gearbox optional at extra cost on all L models provides further improvements in economy — the 1600S hatch for instance, can also return 54.3 mpg at a constant 56mph — and on most models slightly faster acceleration.

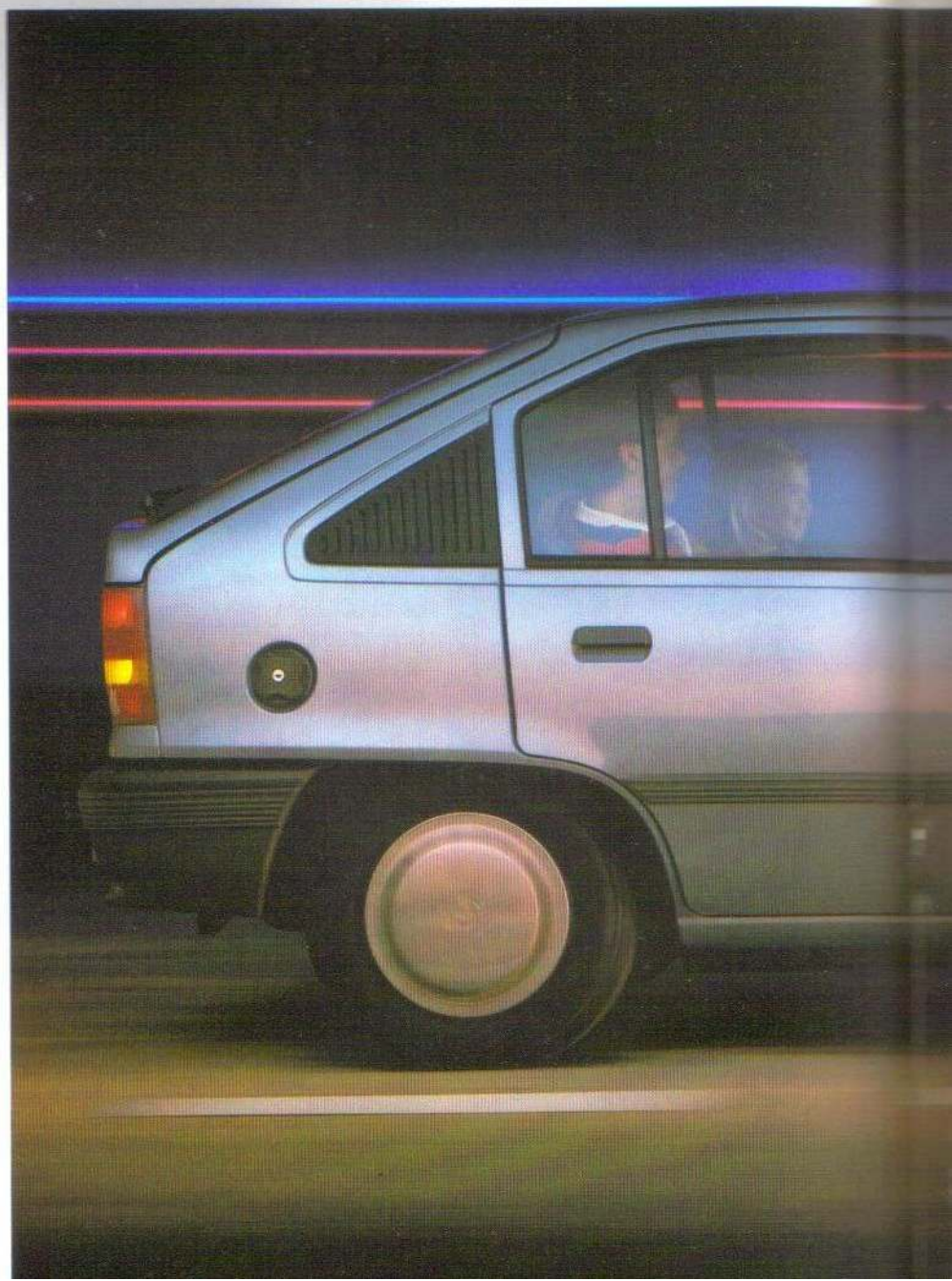
Factory-fitted extra cost options make for easier driving with automatic transmission — available with 1300S/1600S power units — and power-assisted steering optional on 1600S/1600D models.

The Astra L's impressive interior — trimmed in Twill cloth — displays a high level of equipment, including the plus feature of a 60/40 split rear seat (50/50 on estate) adding to the load-carrying versatility.

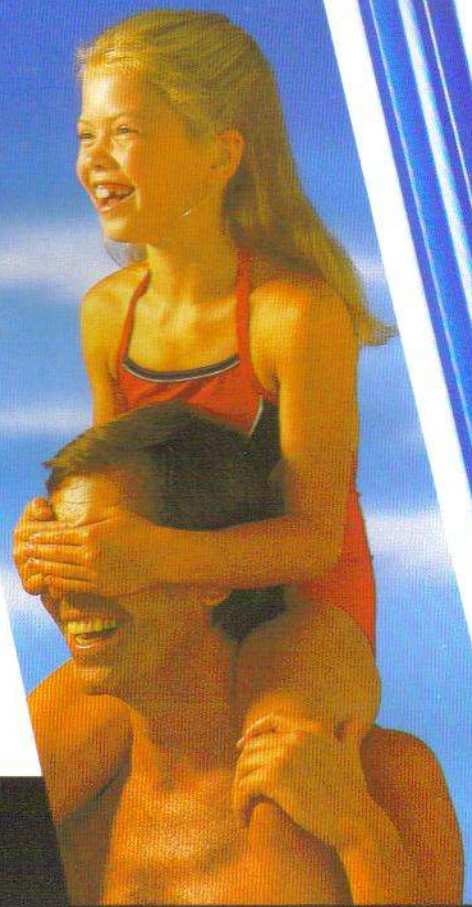
*Manufacturer's figure

Standard features include:

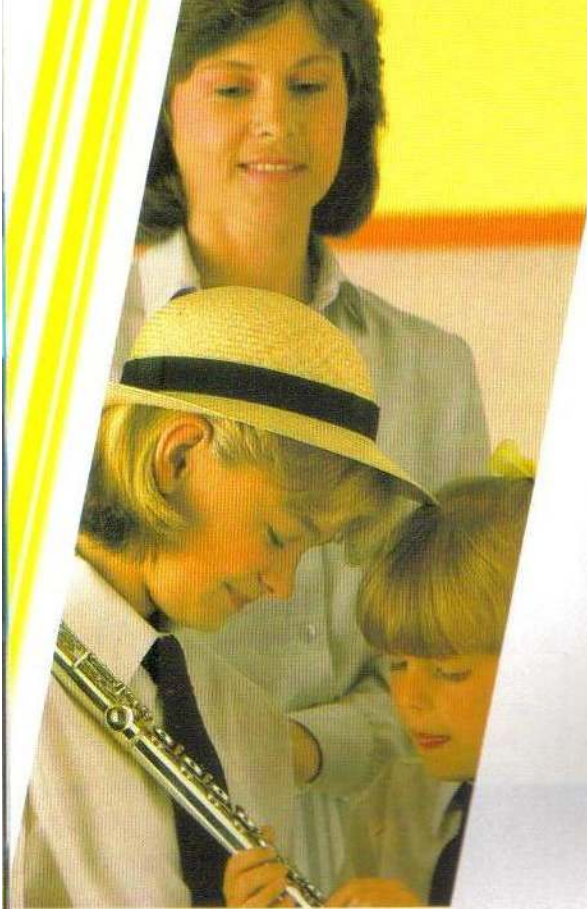
- ☐ Flush wheel covers
- ☐ Remote control driver's door mirror
- ☐ Remote control passenger door mirror (Estates)
- ☐ Laminated windscreen
- ☐ Intermittent tailgate wash/wipe
- ☐ Tailgate push lock
- ☐ Locking fuel cap
- ☐ Body side protection mouldings
- ☐ Hinged rear load compartment cover (Hatch)
- ☐ Twill cloth interior trim
- ☐ See-through front seat head restraints
- ☐ Radio/stereo cassette player with digital frequency display and 4 speakers
- ☐ 60/40 split folding rear seat (Hatch)
- ☐ 50/50 split folding rear seat (Estate)
- ☐ Full door trim with cloth inserts
- ☐ Front door pockets
- ☐ Continental-style front door armrests
- ☐ Illuminated glove box and load area
- ☐ Dipping rear view mirror
- ☐ Quartz clock
- ☐ Integral centre console
- ☐ Trip odometer
- ☐ Headlamps-on warning buzzer
- ☐ Height adjustable front seat belts (5-door models only).



Astra L in Silver Blue metallic, optional at extra cost. Other options illustrated include 5-speed gearbox, passenger door mirror and electrically-operated windows.



Astra. The best value in its class



First there's the wide choice — three- and five-door hatchbacks with a choice of 1200S and 1300S engines, plus a 1300S three-door estate.

Then there's the remarkably high level of equipment of these lead-price Astras. Interior refinements start with Oxford cloth trim, continental-style front door armrests, full door trim, colour-keyed facia, integral centre console, fully reclining front seats with see-through head restraints and Philips AN232 radio with two speakers.

And it's more than a match for its rivals with such features as a laminated windscreen, remote control driver's door mirror, reversing lights, twin rear fog lamps, locking fuel cap, heated rear window and a tailgate wash/wipe.

The Astra's power units too, have been developed and further refined for greater efficiency.

The 1200S engine develops 55 PS (DIN) for brisk performance and with the optional 5-speed gearbox, achieves an impressive 58.8 mpg at a constant 56mph on government fuel test figures. The free-revving 1300S attains 105.6mph and returns 56.5 mpg also at a constant 56mph with the 5-speed gearbox, optional at extra cost.

Standard features include:

- ☐ Flush wheel covers
- ☐ Remote control driver's door mirror
- ☐ Remote control passenger door mirror (Estate)
- ☐ Laminated windscreen
- ☐ Halogen

- ☐ headlamps
- ☐ Locking fuel cap
- ☐ Tailgate pushlock
- ☐ Heated rear window
- ☐ Tailgate wash/wipe
- ☐ Twin rear fog lamps
- ☐ Reversing lights
- ☐ Oxford cloth trim
- ☐ Continental-style front door armrests
- ☐ Full door trim
- ☐ See-through front head restraints
- ☐ Height adjustable front seat

- ☐ belts (5-door models only)
- ☐ Push button radio with 2 speakers
- ☐ Integral centre console
- ☐ Vanity mirror
- ☐ Two-speed windscreen wipers with intermittent wipe
- ☐ Colour-keyed facia
- ☐ Carpeted/hinged load compartment cover (Hatch)
- ☐ Adjustable face level air vents.



ts class.



Below: Astra facia with AC441 radio/cassette optional at extra cost. Standard AN232 radio is shown above.





Astra Estate. Top of the class for space.



As a roomy estate car, the Astra Estate is in a class of its own. It has all the style and comfort which hallmarks the new Astra range, plus a space offering not seen before on a car of this size.

Being purpose-designed as an estate car from the wheels up, the Astra Estate — there are five models — has all the right features. There's the near-vertical tailgate adding to the interior space — large bulky loads are that much easier to fit in.

Vertical light clusters don't intrude on the loading aperture either. The tailgate rises high on its gas-assisted strut and the specially designed rear bumper and low load deck add to the loading ease.

All models have tailgate wash/wipe as standard, plus remote-control mirrors on both front doors.

Heavy loads

And if you're into carrying the exceptionally heavy loads the Astra Estate can take in its stride, there's rear suspension levelling as an extra-cost option for L models to help keep things on an even keel — particularly useful in towing applications. The system is easily operated using a garage airline.

All models have the same high trim and equipment levels as their hatch counterparts. The important differences come at the business end. As a space-maker, the Astra Estate has no rival in its class, with up to a vast 53.7 cu.ft. of usable load space with the rear seat folded. The gross figure is actually 63.6 cu.ft.

And there's no cheating on usable space figures; all are to the internationally

accepted VDA method. Even with the rear seat up, there's a class-leading 16.6 cu.ft. of usable space — and that's only up to the glass line.

On load space dimensions too, the Astra Estate wins in its class hands down. And Astra L estates also have a 50/50 split rear seat for extra convenience.

On all models, folding the rear seat is fuss-free and only one hand is needed to release the backrest.

In addition to impact-resistant seat catches, the GM system of lifting the rear seat squab to a vertical position is a valuable safety feature. It provides protection for front passengers in the event of loads shifting forwards under, say, emergency braking.

Special engineering

As a measure of its purpose-built design, the Astra Estate also incorporates special engineering features.

Its ingenious miniblock coil springs save space, keeping the load deck low and without stealing interior space.

Interior cargo height, for instance, is a generous 33.8 inches.

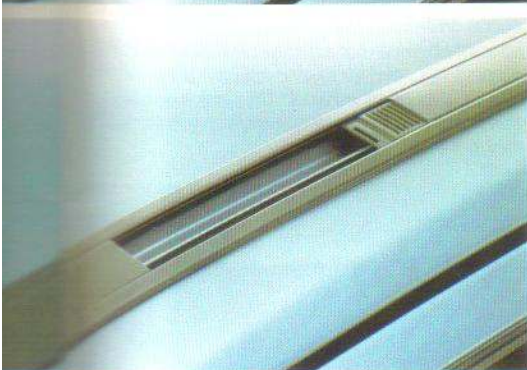
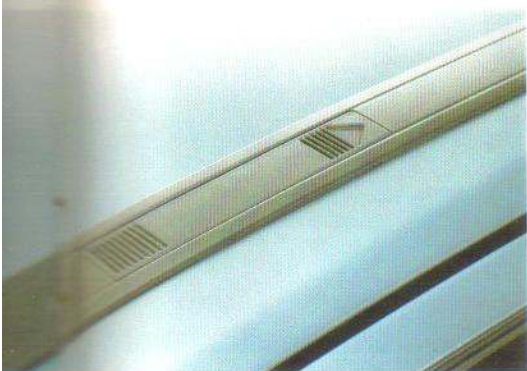
Which can make all the difference between a bulky load fitting snugly in. Or being left out on the pavement.

Load-sensitive proportioning valve in the diagonally-split dual-circuit braking system reduces the possibility of rear wheel lock-up under heavy braking.

Load carrying ability is yet another Astra Estate virtue, outclassing many larger estates in this respect. The 1300S Astra Estate, for instance, has the muscle to take up to 1146lb (520 kg) — which is more than some vans!

To suit any load carrying demands and provide excellent all-round performance with economy, final drive ratios are carefully matched to power units and transmission.

Extra cost options illustrated include metallic paint, luggage roof rack and automatic transmission. Incidental illustrations show attachment points for special accessory roof-rack.



The 1600S Estate for instance tops 108mph*, with the 1300S close on its heels with a 102.5mph* maximum.

And reference to the DoT table on the back cover will confirm how economy is a major benefit in terms of overall running costs.

Thoughtfully too, the estate has a slightly larger 11-gallon fuel tank than the hatch.

Style

When it comes to features and sheer style, clearly the Astra Estate isn't lacking in either — how many estate cars boast a drag factor as low as Cd 0.35?

But if you like to personalise your car, choose the L model and there are several attractive factory-fitted options which, although cosmetically appealing, are also highly practical.

One is the stylish luggage roof rack — a permanent addition if specified as an

option. It blends beautifully with the new roof channels which replace conventional gutters. Alternatively, a specially designed roof rack is available as a Vauxhall accessory, which easily clips onto the built-in mounting points.

Because the body is rugged and has exceptional torsional rigidity, it's possible to specify the new-style sliding/tilting glass sunroof, complete with interior blind, as an extra-cost option.

And for all estates you can specify a retractable load compartment cover as another extra-cost option — useful for keeping valuable loads out of sight.

Once again the total concept design approach has produced an exciting blend of engineering and styling, of capacity and aerodynamics, for a model whose role is strictly practical.



Manual rear suspension levelling is an extra-cost option on Astra L Estate models. This is easily operated by means of a garage air line, and is particularly useful for towing applications or regular heavy payload work. The system ensures that the optimum ride height can always be maintained.



Load capacity (cu. ft.)

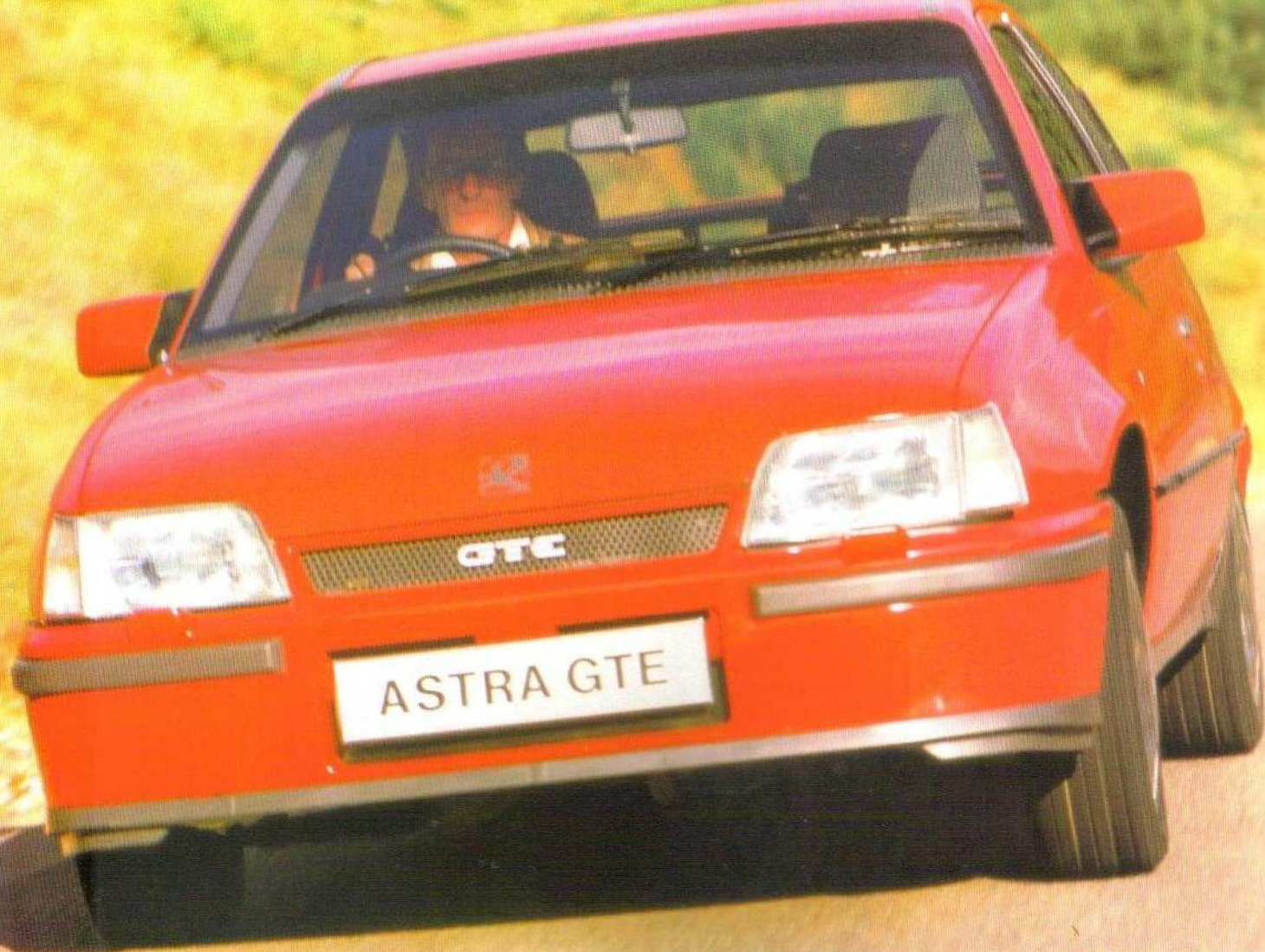
Rear seat up†	16.6	20.0
Rear seat down	53.7	63.6

Usable Gross**Cargo space dimensions (in.)**

Floor length, rear seat down	65.6
Floor length, rear seat up	42.7
Maximum floor width	53.7
Width between wheelarches	44.2
Maximum cargo height	33.8
Tailgate aperture height	30.9
Tailgate aperture width	48.1
†Volume to glass line	

*Manufacturer's figures





Total concept engineering — how it works for you.

The front wheel drive concept for volume-produced cars revolutionised driving some 25 years ago. GM engineers have developed the principle to a fine art, with each new model showing further refinement over its predecessors.

Being highly advanced — and with countless independent endorsements of its superiority — the Astra chassis was tailor-made for the new model, coupled with the reassurance of outstanding reliability and well-proven worth.

For the totally new body style and standards of overall performance, the chassis has been fine-tuned to complement what is an entirely new set of vehicle dynamics.

Refinements to the suspension system for instance, have extended even further Astra handling precision, ride comfort and also lowered noise levels.

Straight line stability too, is impeccable, helped by what engineers call

negative scrub radius built into the steering geometry.

GTE and SR models, with their highly sporting handling characteristics, have uprated suspension systems, with the GTE incorporating gas pressure dampers.

The rack and pinion steering itself has a comfortable self-centering action and gives a controlled 'feel', even in tight bends. Turning circle, kerb to kerb, is a tight 32.2 feet.

As an added safety precaution the steering rack is mounted high on the engine bulkhead to minimise intrusion into the interior in the event of an impact. And this is in addition to the GM impact-absorbing safety steering column.

The latest rack and pinion power steering, optional at extra cost on 1600S/1600D and 1800i models, is also noteworthy for its sensitivity in transmitting to the driver front wheel road reaction.

Positive, powerful braking

With so much performance on tap, it was essential to provide the Astra with effective, reassuring braking. The dual circuit system, with powerful servo assistance, is diagonally split for extra safety. Two pressure-conscious reducing valves for the hatchback's system (except 1200S) help prevent rear wheel lock-up under emergency braking.

Astra Estates have a similar special valve which is also load-sensitive, ie weight carrying is also a factor in its operation.

Despite its sophistication, the brake system needs minimal attention. Front pads and discs are easily replaced without removing the caliper; pad wear can be checked without removing the wheels. Inspection holes in the backplates allow easy checking of the rear brake shoes.

To match its high performance, the GTE has ventilated front disc brakes to dissipate any heat build-up.

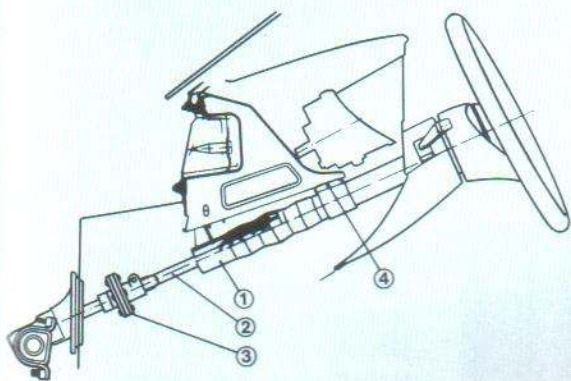
Lighter wheels

Using the latest computer techniques, GM engineers have designed a stronger and lighter than usual steel wheel.

And there's more innovation in tyres. Astra 1600S L and GL hatchbacks with manual transmission are equipped with the latest T-rated steel belted tyres approved for speeds up to 118mph — an

Diagram illustrates the Astra's energy-absorbing safety steering column featuring a deformable mesh jacket (1) telescoping lower spindle (2) flexible lower coupling (3) and break-away bracket (4).

In addition, the new range of steering wheels



ideal fitment for the 1600S L and GL Hatch with normal built-in safety margins.

All Astras too, have the extra bonus of the latest type of low rolling-resistance tyres as an aid to fuel economy.

The technique to better body building

In designing the Astra body, a lot of new and highly advanced technology was also brought into action.

CAD (Computer Aided Design) procedures helped shape the body structure using finite element analysis. This ensures the minimum necessary structural material to achieve a light body weight and great strength — a highly desirable objective to ensure that power isn't wasted in moving surplus weight.

Within this framework the cabin forms a reinforced safety cell. All metalwork fore and aft of this are 'crumple zones' designed to deform at a controlled rate under impact.

It's comforting to know too, that in a frontal impact, the rear doors cannot be jammed shut by a backward movement of the front doors.

Structurally, the Astra's body is a decoupled design, which means that vibration from one part of the body to another is virtually eliminated by separating or overlapping sheet metal parts.

Easy-on-the-pocket maintenance

If you covered 18,000 miles each year in a new Astra, over two years the routine servicing hours for the 36,000 miles would be a mere 5.6 total for the popular 1300S/1600S models.

In addition to this sort of 'maintenance magic', the Astra also scores in other ways.

are also to a safety design with energy-absorbing centre pads.

The steering column is also tiltable on GL and GTE models (optional at extra cost on other models).



Most major mechanical components are service-free. Then there are such details as an asbestos-free clutch lining which prolongs clutch life. The long-life exhaust system is sectioned into three parts with each replaceable as a separate unit. No tools are needed to adjust the headlamps. The main wiring harness is in four sections to simplify detection of any electrical

All new Vauxhall and Opel models endure rigorous test programmes to ensure long-term reliability. Illustrated here is the Belgian pavé section — an exceptionally severe test for suspension and body components.



malfunction and reduce replacement costs.

And that's only a brief summary!

In the unfortunate event of an accident the Astra's designers have also made repairs that much easier — and therefore less costly. By developing a 'sectional replacement' method, damage-repair is localised to parts of specific panels rather than needing complete panel replacement.

A special butt-welding technique developed by GM is another cost-saver in bodywork repairs.

The Astra's front wings are the bolt-on type, and thoughtfully there are even large openings placed at strategic points on inner panels to facilitate dent removal.

Protecting the body beautiful

Apart from the elimination — at the design stage — of corrosion-provoking recesses, a lot of attention is lavished on the Astra to ensure its durability over the long term.

In addition to multi-stage processes involving primers, phosphating, chromic acid rinse and several other specialised treatments, many body components are zinc plated on both sides or have zinc-metal inner surfaces. And before the final electrostatically-applied primer coat and glossy acrylic lacquer top coats, the body is almost completely submerged in a 5000-gallon tank of primer.

As if those processes weren't enough there are comprehensive waxing operations under the body and in other unseen areas.

Add new manufacturing techniques, plus the application of high-technology throughout the design and there's a built-in quality for the Astra that gives an entirely new slant on durability.

The economics of power.

The Astra models' high top speeds are readily attainable — where speed limits permit — though the majority of drivers will be content to bask in the charisma of their car's high performance.

Nevertheless the Astra is a performance car for one very good reason: it provides the extra safety margins which fast acceleration brings. Always desirable when overtaking, extra speed can sometimes be the only way out of a tight situation.

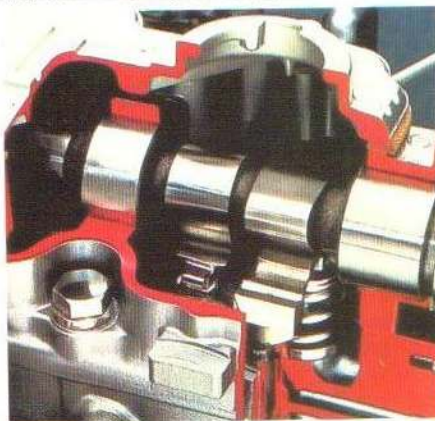
The car's performance also underlines its good power-to-weight ratio, which is important in achieving measurable gains in mpg.

Five well-proven engines power the Astra range — 1200S ohv, 1300S ohc, 1600S ohc, 1600 ohc diesel and the ultra-powerful fuel-injected 1800i.

The 1200S engine, popular for its lively performance and excellent economy, now has a Weber carburettor with manual choke, and re-designed intake manifold, exhaust manifold and air cleaner to extend its economy virtues.

The advanced 1300S, 1600S and 1800i units feature electronic ignition,

Maintenance-free hydraulic tappets.



Overhead camshaft is driven by a hard-wearing toothed belt.

maintenance-free hydraulic tappets, alloy crossflow cylinder head and belt-drive overhead camshaft — a sure recipe for punchy performance and economy.

Latest improvements include a new Pierburg carburettor for the 1300S fitted to a new inlet manifold complete with electric/water heating system to speed the warm-up process.

On the 1600S a new manual choke is standard on manual transmission models, an automatic choke standard with automatic transmission.

The advanced 1600 overhead camshaft diesel is a similar design to that of the 1600S petrol engine, which means it's complete with sophisticated features giving it exceptional smoothness. In its latest form it has a new larger sump, allowing engine oil-change intervals to be extended to 4500 miles.

When it comes to sheer punch and efficiency, there are few comparably-sized engines which can match the 1800i. The Bosch LE Jetronic fuel injection system incorporates a deceleration fuel cut-off. This operates on a trailing throttle for improved economy.

Right: easy access to major mechanical components.

With the Astra GTE's high speed capability easily sustained, the 1800i engine now has an oil cooler fitted as standard.

Slick gearboxes

All models except SR and GTE have a 4-speed manual gearbox as standard, with a 5-speed overdrive gearbox optional at extra cost. GM 3-speed automatic transmission is also optional on 1300S and 1600S models (except SR).

For the GTE and SR, the new 5-speed close-ratio gearbox, with its carefully chosen performance ratios, begs to be used on the slightest pretext — it's that smooth and precise and produces such dramatic results.

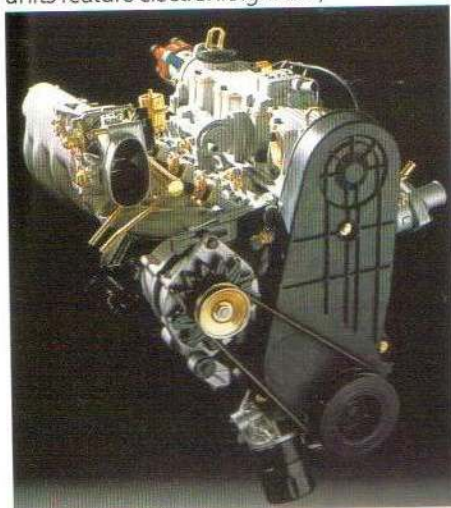
High performance and a low thirst

In a mere 8 seconds* the Astra GTE scorches from standstill to 60 mph.

By then too, the GTE has covered a lot of ground on the way to its 126.1mph† maximum. That's a gain of almost 10mph over the previous GTE — and with the same 1800i engine! Proof there, that the slippery shape is doing a terrific job to make the new Astra the fastest car in its class.

At the other end of the scale, the latest 1300S hatch powers its way to nearly 106mph† and even the 1200S Astra will now top an impressive 96 mph†.

*Performance Car magazine.†Manufacturer's figure.



Above: 1800i engine. Below: 1600D



Above: rugged gearbox and final drive assembly.



Building better cars.



An outstanding design is not in itself sufficient to create a class-leading car such as the new Astra.

Superiority also depends on equally impressive manufacturing techniques and facilities. This important new aspect was designated NPMC (New Product Manufacturing Concept). At Vauxhall's Ellesmere Port plant NPMC involved a £50 million investment.

State-of-the-art machinery, with automatic self-monitoring systems, have revolutionised the assembly processes. And through NPMC, a new dimension has been added with robots and computers to maintain the highest levels of quality.

The basis of the car — its immensely strong underbody — is formed by assembling the front and rear floor sub-assemblies by multi-weld machines. A further six pairs of robots complete the

underbody welding process. Quality is enhanced by monitors, which automatically check the presence and condition of each weld.

The assembly machines operate to very fine tolerances, but even their efficiency is double checked by Ellesmere Port's new body measuring equipment. The machine measures the bodyshell's



exact dimensions at up to 120 different points and the result is analysed by computer so that any significant deviation may be corrected on the assembly line. Robots and computers provide the consistency that even the most skilled and dedicated workers cannot achieve day after day and year after year.

New manufacturing concepts

NPMC introduces several innovations for Astra production which also have a considerable bearing on the new model's high quality standards. They include complete off-line sub-assembly of the entire instrument panel, with wiring harness, steering column and pedal assemblies, controls for the heating and ventilation system and radio equipment, before installation in the bodyshell.

Floor guided vehicles known as robo-carriers transport the cockpit modules automatically through four static work stations, where they are fitted with the component assemblies.

The completed facia assembly is checked for correct operation of all functions before installation in the car by means of twelve bolts and plugging into the main wiring loom.

The car doors are also assembled and trimmed off-line in a computer-controlled operation that works in harmony with the trim shop's main conveyor system.

The Ellesmere Port plant represents a major advance in new product manufacturing concept. It is also an inherent part of Astra's class leadership.



Features and Specifications.

Interior

	Astra	L	GL	SR	GTE
Fully reclining front seats	•	•	•	•	•
See-through quick release front seat head restraints	•	•			
Padded quick release front seat head restraints			•	•	•
Sports-style front seats				•	•
Height adjustable front seat belts (five-door models only)	•	•	•		
Tilttable steering column			•		•
*AN232 push-button radio – two speakers	•				
*AC441 mono radiocassette player – four speakers		•	•	•	•
Liquid Crystal Display (LCD) instrumentation					•
Multi-function check control					•
Rev counter			•	•	•
Oil pressure gauge and voltmeter					•
Trip odometer		•	•	•	•
Headlamps-on warning buzzer		•	•	•	•
Instrument panel light dimmer			•	•	•
Courtesy lamp with integral map reading light			•	•	•
Courtesy lamp delay cut-off			•	•	•
Quartz clock and cigar lighter		•	•	•	•
Integral centre console	•	•	•	•	•
Dipping tinted rear-view mirror		•	•	•	•
Full door trim	•	•	•	•	•
Continental-style front arrests	•	•	•	•	•
Front door pockets		•	•	•	•
Vanity mirror	•	•	•	•	•
Cloth door inserts		•			
Cloth covered door trim			•		•
Air blend heater with three speed fan	•	•	•	•	•
Side window demist vents	•	•	•	•	•
Adjustable face-level air vents	•	•	•	•	•
Rear passenger compartment heating ducts			•	•	•
60/40 split rear seat (Hatch)		•	•	•	•
50/50 split rear seat (Estate)		•			
Illuminated load area and glovebox		•	•	•	•
Underbonnet lamp			•	•	•
Carpeted hinged rear load compartment cover (Hatch)	•	•	•	•	•

Exterior

Five-speed close-ratio gearbox				•	•
Engine oil cooler					•
Two-speed windscreen wipers with intermittent wipe	•	•	•	•	•
Laminated windscreen	•	•	•	•	•
Bronze tinted glass and windscreen shadeband			•	•	•
Remote control driver's door mirror	•	•	•	•	
Remote control passenger door mirror	Est.	Est.	•	•	
Electrically operated and heated door mirrors					•
Headlamp high pressure washers				•	•
Aerodynamic sill mouldings and rear aerofoil					•
Rear spoiler				•	
Reversing lights	•	•	•	•	•
Hazard warning lights	•	•	•	•	•
Twin rear fog lamps	•	•	•	•	•
Tailgate pushlock	•	•	•	•	•
Tailgate wash/wipe	•				
Intermittent tailgate wash/wipe		•	•	•	•
Heated rear window	•	•	•	•	•
Locking fuel cap	•	•	•	•	•
Two-tone horn				•	•
Halogen headlamps	•	•	•	•	•

Est – Estate only *See page 112

ADDITIONAL FEATURES

ASTRA. In addition to the extensive features highlighted on this page, ASTRA has:

Interior: Oxford cloth seat trim. Inertia reel front seat belts, front and rear ashtrays, front door courtesy light switches, extensive sound insulation, lidded glove box, under fascia tray, storage recess in top of fascia, gear lever gaiter, grey fleece carpeting, front and rear passenger assist handles, soft-feel two spoke steering wheel, colour-keyed fascia, colour-keyed door sill plate, one piece moulded headlining, twin sunvisors with driver's ticket pocket, load compartment mat (Hatch), fold down rear seat. Four multi-directional heating and ventilation outlets, internal bonnet release.

Exterior: Flush wheel covers, retractable aerial, tailgate handle, grey door handles.

ASTRA L. Additional equipment to ASTRA:

Interior: Twill cloth seat trim, additional noise insulation, colour-keyed fleece velour carpet and fully carpeted load compartment.

ASTRA GL. Additional to 'L'

Interior: Mosaic cloth seat trim, elongated centre console, colour-keyed velour carpet, more extensive noise insulation, stylised door pockets. **Exterior:** Bright highlights to bumpers and side mouldings.

ASTRA SR. Additional equipment to Astra.

Interior: Plaid sport cloth seat trim, colour-keyed fleece carpet, additional noise insulation, fully carpeted load compartment.

Exterior: Sports-style steel wheels, lower body section in grey foil.

ASTRA GTE. Additional equipment to Astra.

Interior: Mosaic cloth seat trim, elongated centre console incorporating electric mirror controls, fully carpeted load compartment, additional noise insulation, stylised door pockets, grey velour carpet. **Exterior:** Colour-keyed bumpers and door mirrors, special front spoiler with concealed towing eye, black foil on centre pillars and between tail lamps, NACA bonnet air ducts, tail lamps of dark appearance, clear glass front turn indicators with orange bulbs, opening rear quarter windows, colour-keyed flush wheel covers (colour-keyed on Polar White models).

INSTRUMENTS & CONTROLS

Speedometer, odometer, water temperature and fuel gauges (trip odometer – L, GL, SR, GTE). Rev counter, (GL, SR, GTE), oil pressure gauge and volt meter (GTE), Liquid Crystal Display (LCD) instruments on GTE.

Warning lights for alternator, oil pressure, main beam, turn indicators, handbrake-on and brake fluid loss. GTE features Check Control warning system for engine oil level, windscreen washer fluid level, brake fluid level, front disc pad wear, bulb test — head/tail lamps and brake lights.

Stalk controls for headlamp dip/flash, turn indicators, two-speed wipers with intermittent wipe, electric screen wash and tailgate wash/wipe. 3-lever heater control system and illuminated heater controls and switches, horn push on steering wheel. Steering column lock.

BODY

All-steel body with extensive anti-corrosion protection. Choice of four aerodynamic body styles:

3-door Hatch, 5-door Hatch

3-door Estate, 5-door Estate

Safety crumple zones, front and rear. Rigid passenger safety cell. Child proof locks on rear passenger doors. Burst-proof door locks. Single, 2-way key operated locks, ignition and fuel cap. Two tailgate assist struts on Hatchbacks and one assist strut on Estates. Polypropylene front bumper/valance and rear bumper withstand minor impacts without permanent damage. Colour-keyed Polycarbonate bumpers on GTE incorporating front air dam.

Engines	Maximum Power	Maximum Torque	Fuel System	Compression Ratio	Maximum Speed (mph)* Hatch Estate
1200S 1196cc	55 PS (DIN) @ 5600rpm	62.0 lb.ft. (84 Nm) @ 3600rpm	Weber 32TL single barrel carburettor. Manual choke with warning light.	9.0:1 (4-star fuel)	Manual: 96.3
1300S 1297cc	75 PS (DIN) @ 5800rpm	74.5 lb.ft. (101 Nm) @ 4200rpm	Pierburg 2E twin barrel carburettor. Automatic choke.	9.2:1 (4-star fuel)	Manual: 105.6 Auto: 102.5
1600S 1598cc	90 PS (DIN) @ 5800rpm	93.0 lb.ft. (126 Nm) @ 3800-4200rpm	GM Varajet II twin barrel carburettor. Manual choke with warning light – manual transmission. Automatic choke – auto transmission.	9.2:1 (4-star fuel)	Manual: 111.8 SR: 113.7 Auto: 108.7
1800i 1796cc	115 PS (DIN) @ 5800rpm	111.4 lb.ft. (151 Nm) @ 4800rpm	Bosch LE Jetronic fuel injection. Deceleration fuel cut-off. Automatic cold start system.	9.5:1 (4-star fuel)	Manual: 126.1
1600D 1598cc	54 PS (DIN) @ 4600rpm	70.8 lb.ft. (96 Nm) @ 2400rpm	Bosch diesel injection. Automatic ventilation of injector system.	23:0:1 (Derf)	Manual: 94.5 Manual: 91.3

1200S overhead valve, 4-cylinder engine features electric cooling fan.

1300S, 1600S and 1800i overhead cam, 4-cylinder engines feature: electronic ignition, hydraulic tappets, alloy cross-flow cylinder head.

1600D ohc, 4-cylinder diesel engine features: hydraulic tappets, alloy cylinder head.

*Manufacturer's figures

Transmissions	Clutch diameter	Gear ratios					Rev.	Final drive ratios	
		1st	2nd	3rd	4th	5th		Hatch	Estate
1200S/1300S 4-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	–	3.18:1	3.94:1	4.18:1 (1300S)
1600S/1600D 4-speed	8.0 in. (1600S) 8.5 in. (1600D)	3.42:1	1.95:1	1.28:1	0.89:1	–	3.33:1	3.74:1	3.74:1 (1600S) 3.94:1 (1600D)
1200S/1300S 5-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.18:1	4.18:1	4.18:1
1600S/1600D 5-speed	8.0 in. (1600S) 8.5 in. (1600D)	3.42:1	1.95:1	1.28:1	0.89:1	0.71:1	3.33:1	3.94:1	3.94:1
1600S (SR) 5-speed (CR)	8.0 in.	3.42:1	2.16:1	1.48:1	1.12:1	0.89:1	3.33:1	3.94:1	–
1800i (GTE) 5-speed (CR)	8.5 in.	3.42:1	2.16:1	1.48:1	1.12:1	0.89:1	3.33:1	3.74:1	–

Mechanical asbestos-free single-plate clutch. Front wheel drive. 4-speed gearbox standard on Astra, L, GL, 5-speed close-ratio gearbox standard on SR/GTE. 5-speed overdrive gearbox optional at extra cost on Astra, L, GL.

1300S/1600S 3-speed Automatic	P – Park R – 2.07 N – Neutral D – 2.84/1.60/1.00	3.74:1 (1300S) 3.43:1 (1600S)
-------------------------------	--	-------------------------------

GM three-speed automatic gearbox optional at extra cost on 1300S/1600S models (except SR).

LOAD CAPACITIES (cu. ft.)

Usable	Rear Seat Up	Rear Seat Down
Hatch	13.8*	35.3
Estate	16.6**	53.7
Gross		
Hatch	17.1*	48.9
Estate	20.0**	63.6

*Volume under hinged load cover

**Volume to glass line only.

CARGO SPACE DIMENSIONS (in.)

	Estate
Maximum length rear floor	65.6
Length behind rear seat	42.7
Maximum width rear floor	53.7
Width between wheelarches	44.2
Tailgate opening width	48.1
Maximum cargo height	33.8

SUSPENSION

Front: Independent. MacPherson struts with damper cartridge and coil springs. Anti-roll bar on 1300S/1600S/1800i and all Estates.

Rear: Compound crank with twin trailing arms. Double conical miniblock springs (Hatch), miniblock cone-type coil-springs (Estate) and telescopic dampers. Anti-roll bar on 1300S/1600S/1800i and all Estates. Manually-operated rear suspension levelling system optional on L Estate. Up-rated springs and dampers on GTE and SR. GTE features gas pressure dampers and up-rated front anti-roll bar.

BRAKES

Diagonally split, dual circuit system with servo assistance.

Front: 9.3in dia. discs (ventilated on GTE) with floating calipers.

Rear: 7.9in dia. self-adjusting drums (9.1 in dia. on 1300S

Estate with automatic transmission and 1600S Estate).

Asbestos-free pads and linings.

Two pressure conscious reducing valves on 1300S/1600S/1600D/1800i Hatchbacks. Load sensitive proportioning valve on Estates. Handbrake-on and low brake fluid warning light.

STEERING

Rack and Pinion. Turning circle: 32.2ft.

Energy-absorbing steering column.

Tilttable steering column standard on GL and GTE.

WHEELS

Astra and L: 5 1/2 x 13 with flush covers.

Astra GL: 5 1/2 x 13 with flush covers.

Astra SR: 5 1/2 x 14 sports wheels in Anthracite.

Astra GTE: 5 1/2 x 14 with flush covers.

TYRES

1200S/1300S and all Estates: 155 SR 13.

1600S L/GL Hatch 155 TR 13 (manual) 155 SR 13 (auto).

SR & GTE: 185/60 HR 14.

1300S and all Estates with optional alloy wheels:

175/70 SR 13

1600S L/GL Hatchbacks with optional alloy wheels:

175/70 TR 13 (manual) 175/70 SR 13 (auto).

ELECTRICS

12 volt negative earth system.

45 amp alternator (55 amp-SR/GTE).

44Ah maintenance-free battery (66Ah-1600D).

FUEL CAPACITIES

Hatch: 9.2 imp gallons (42 litres)

Estate: 11.0 imp gallons (50 litres)

Weights (kg)	Kerbweight M (A)	GVW M (A)
Hatch 3-door		
1200S	830	1335
1300S	845 (855)	1335 (1380)
1300S L	860 (895)	1335 (1380)
1600S SR	940	1415
1800i GTE	950	1435

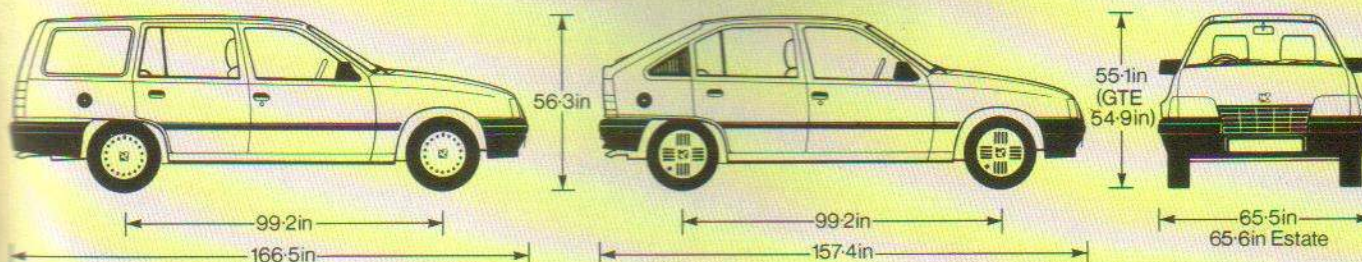
Hatch 5-door		
1200S	850	1355
1300S	865 (905)	135 (1400)
1300S L	880 (915)	1355 (1400)
1300S GL	905 (940)	1375 (1410)
1600S L	945 (970)	1435 (1455)
1600S GL	970 (995)	1455 (1475)
1600D L	950	1455

Estate 3-door		
1300S	900 (940)	1420 (1475)
1300S L	900 (940)	1420 (1475)

Estate 5-door		
1300S L	920 (960)	1420 (1475)
1600S L	985 (1010)	1560 (1580)
1600D L	1010	1580

M=Manual Transmission A=Automatic Transmission

Gross vehicle weight (GVW) is the total permissible weight of the vehicle including passengers to the designated seating capacity and their luggage. To determine total carrying capacity, deduct kerbweight from gross vehicle weight. ROOF RACK, maximum load: 100kg (220lb) evenly distributed. For safety, it is recommended not to exceed 60mph with roof rack laden.



Factory fitted options.

	Astra	L	GL	SR	GTE
Padded front seat head restraints		○	●	●	●
Tilt steering column	○	○	●	○	●
Driver's seat height adjuster	○	○	○	○	○
Two inertia reel rear seat belts	○	○	○	○	○
Two inertia reel rear seat belts and one centre static lap belt	○	○	○	○	○
AC 441 mono/stereo cassette player with 4 speakers	○	●	●	●	●
AC 741 Stereo radio/stereo cassette player		○	○	○	○
Retractable load compartment cover (Estates only)	○	○			
Power assisted steering (1600S/1600D/1800i models only)		○	○	○	○
Slide/tilt glass sunroof		○	○	○	○
Tinted glass all round and windscreen shadeband		○	●	●	●
Electric front windows – 3 door models		○		○	○
Electric front and rear windows – 5 door models		○	○		
Central door locking including tailgate			○		○
Electrically operated aerial		○	○	○	○
Electrically operated and heated door mirrors			○	○	●
Remote control passenger door mirror (Hatch only, standard on L Estate)	○	○	●	●	
Luggage roof rack (L Estates only)		○			
High pressure headlamp washers		○	○	●	●
Metallic paint	○	○	○	○	○
13in dia. alloy wheels with 175/70 low profile tyres		○	○		
14in dia. alloy wheels				○	○*
Five-speed manual transmission	○	○	○	●	●
Automatic transmission (1300S/1600S only)	○	○	○		
Manual rear suspension levelling system (L Estates only)		○			

○ = Factory fitted option at extra cost.
 ● = standard equipment. *Alloy wheels specified for Polar White GTE are in body colour



Tilt steering column



Automatic



5-speed



Rear seatbelts



Sliding/tilting glass sunroof



Alloy wheel for L/GL models



AC 741 stereo radio/stereo cassette



AC 441 mono radio/stereo cassette



Central door locking



High-pressure headlamp washers



Height adjustable driver's seat



Luggage roofrack (L Estates)



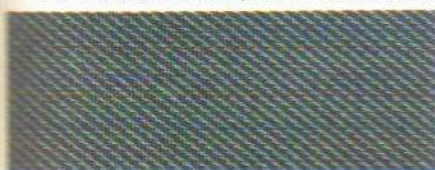
Manual rear suspension levelling (L Estates)

Astra colours and trims.

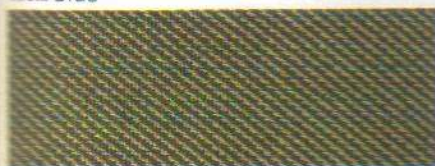
Exterior Colour	Astra (Oxford)	L (Twill)	GL (Mosaic)	SR (Plaid Sport)	GTE (Mosaic)
Polar White	Brown	Brown	Brown	Brown	Grey
Parchment	Brown	Brown	Brown		
Leaf Green	Beige	Beige	Beige		
China Blue	Grey	Grey	Grey		
Carminie Red	Grey	Grey	Grey	Grey	Grey
Brazil Brown	Beige	Beige	Beige	Brown	
Stratos Blue	Grey	Grey	Grey	Grey	
Mexico Red	Beige	Beige	Beige	Brown	
Squadron Blue	Blue	Blue	Blue		
Black	Grey	Grey	Grey	Grey	Grey
Metallic Paint					
*Almadine Red	Beige	Beige	Beige	Brown	
*Silver	Grey	Grey	Grey	Grey	Grey
*Silver Blue	Blue	Blue	Blue	Grey	
*Tawny Brown	Beige	Beige	Beige	Brown	
*Autumn Gold	Brown	Brown	Brown	Brown	
*Fjord Blue	Blue	Blue	Blue	Grey	

For exterior colour illustrations please refer to separate colour leaflet

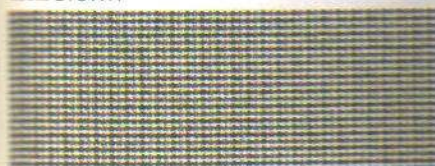
(* Metallic paint at extra cost)



Twill Blue



Twill Brown



Oxford Grey



Oxford Beige



Mosaic Grey



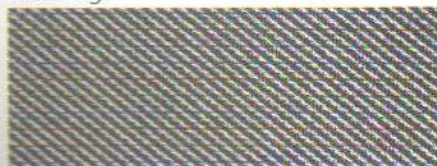
Mosaic Blue



Plaid Sport Grey



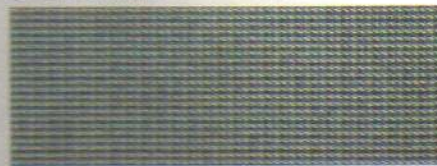
Twill Beige



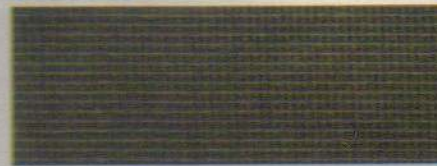
Twill Grey



Oxford Brown



Oxford Blue



Mosaic Brown



Mosaic Beige



Plaid Sport Brown

A dealer network with so much to offer

Choosing a Vauxhall or Opel car brings a whole package of additional benefits including Euroservice simplified maintenance, GM Club Insurance and Sureguard mechanical breakdown insurance scheme.

There's a major benefit too, in the reassurance of a Vauxhall-Opel dealer network that spans the UK.

Whether it's routine maintenance, a fast and efficient parts and accessories service or some helpful advice you need, your local friendly Vauxhall-Opel dealer is always ready to help.

You'll also find a welcome to test drive the Vauxhall Astra without any obligation. Arrange it today. It could be one of the best moves you'll ever make.

Vauxhall-Opel Sureguard

'Sureguard' is one of the most comprehensive mechanical breakdown insurance schemes for new cars currently available in the UK. And at extra-keen value-for-money prices, plus choice of protection over two years with unlimited mileage or for three years for up to 70,000 miles, it gives you that extra peace of mind. Your new car is well and truly covered with 'Sureguard', which is available within 12 months of original vehicle registration. For the Astra, the rates are attractive at: - second year coverage: £70; second & third year coverage: £138.

VAT does not apply. Prices are subject to alteration without notice.

Vauxhall-Opel 'Sureguard' mechanical breakdown insurance scheme is operated subject to the conditions and exclusions set out in the official Policy Document. A copy of this document may be examined at any Vauxhall-Opel Dealership authorised to operate the scheme.

Euroservice

To maintain your Astra at peak efficiency Vauxhall-Opel dealers operate the Euroservice Maintenance Plan.

The simplified servicing requirements of the Astra can substantially reduce your overall running costs. For example, none of the petrol engines in the new Astra require any routine attention until six months or 9000 miles have elapsed.

Routine service work can be completed by any UK Vauxhall-Opel dealer and at GM Service points throughout Europe.

GM Club

This is a special insurance plan specifically tailored to the needs of Vauxhall or Opel owners and features low premiums with an exceptionally wide range of benefits. It has the full backing of Vauxhall Motors Ltd., and the total security of a Lloyds Motor Insurance Syndicate.

You'll find further details and a no-obligation free quotation form in the Vauxhall-Opel Range Catalogue. Ask your local dealer for a copy.

DoT FUEL CONSUMPTION TESTS

Mpg (Litres/100km)		Simulated Urban Driving	Constant speed 56mph (90km/h)	Constant speed 75mph (120km/h)
1200S Hatch All Models	(4-M)	33.6 (8.4)	55.4 (5.1)	42.0 (6.7)
1200S Hatch All Models	(5-M)	32.8 (8.6)	58.8 (4.8)	44.0 (6.4)
1300S Hatch All Models	(4-M)	32.5 (8.7)	54.3 (5.2)	42.0 (6.7)
1300S Hatch All Models	(5-M)	31.7 (8.9)	56.5 (5.0)	43.6 (6.5)
1300S Estate All Models	(4-M)	31.7 (8.9)	51.4 (5.5)	38.7 (7.3)
1300S Estate All Models	(5-M)	31.7 (8.9)	54.3 (5.2)	40.9 (6.9)
1600S Hatch L, GL	(4-M)	29.4 (9.6)	51.4 (5.5)	39.2 (7.2)
1600S Hatch L, GL	(5-M)	28.8 (9.8)	54.3 (5.2)	41.5 (6.8)
1600S Hatch SR	(5-CR)	27.2 (10.4)	49.6 (5.7)	37.7 (7.5)
1600S Estate L	(4-M)	29.4 (9.6)	49.6 (5.7)	37.1 (7.6)
1600S Estate L	(5-M)	28.8 (9.8)	52.3 (5.4)	39.2 (7.2)
1600D Hatch L	(4-M)	39.8 (7.1)	60.1 (4.7)	42.0 (6.7)
1600D Hatch L	(5-M)	38.2 (7.4)	62.8 (4.5)	44.0 (6.4)
1600D Estate L	(4-M)	38.2 (7.4)	54.3 (5.2)	38.7 (7.3)
1600D Estate L	(5-M)	38.2 (7.4)	58.8 (4.8)	42.0 (6.7)
1800i Hatch GTE	(5-CR)	25.2 (11.3)	50.4 (5.6)	39.2 (7.2)
1300S Hatch All Models	(A)	30.0 (9.4)	45.3 (6.2)	36.7 (7.7)
1300S Estate All Models	(A)	30.9 (9.4)	44.8 (6.3)	34.9 (8.1)
1600S Hatch L, GL	(A)	28.5 (9.9)	44.8 (6.3)	34.4 (8.2)
1600S Estate L	(A)	28.5 (9.9)	44.0 (6.4)	32.8 (8.6)

4-M=4-speed manual transmission. 5-M=5-speed manual transmission. A=automatic 5-CR=5-speed close ratio manual transmission.

IMPORTANT: The results given relate to the particular car tested, inevitably there are differences between individual cars of the same model. In addition, some cars may incorporate particular modifications. Driving style, road and traffic conditions, vehicle mileage and standard of maintenance may also affect fuel consumption. Therefore the results do not express or imply any guarantee of the fuel consumption attainable.

Every effort has been made to ensure that the contents of this publication were accurate and up to date at the time of going to press (September 1984). However, with Vauxhall-Opel's policy of continuous product improvement, the Company reserves the right to change specifications and make modifications to the vehicles described and illustrated at any time.

Wherever possible, any alterations affecting the description and illustrations in this publication will be notified to Vauxhall-Opel dealers at the earliest opportunity.

Please consult your Vauxhall-Opel dealer for the latest information.

The colours reproduced may vary slightly from the actual paint colour or material due to limitations of the printing process.

YOUR VAUXHALL-OPEL DEALER:

