

cars



AUSTIN ROVER



IT'S NEVER BEEN EASIER TO OWN THE CAR OF YOUR DREAMS

Austin Rover Carloan is a simple car purchase Personal Loan plan exclusive to your Austin Rover Dealer. There's a fixed monthly payment, so you can budget exactly and avoid worry.

Documentation is simple too, and Austin Rover Carloan can include extras such as accessories, Road Fund Licence, Vehicle Insurance and Credit Protection Insurance if you wish.

Austin Rover Carloan covers new Austin Rover cars, and any used car up to 5 years old. But only from your Austin Rover Dealer. Call in soon and

ask for details. Your new car could be waiting in the showroom.

Austin Rover Carloan gives you all these advantages

- Equal monthly payments
- No extra charge for early settlement
- Same rate for new or used cars up to 5 years old
- Peace of mind with Credit Protection Insurance (subject to certain simple conditions)
- Simple documentation

EXAMPLE 1:

Payable over 36 months, WITH Credit Protection.
Cash Price £2,500. 20% deposit £500.

Carloan	Credit Protection Premium	Total Loan	36 Monthly Payments
£2,000	£206.85	£2,206.85	£81.03

Total charge for credit £710.23 Total amount payable £2,917.08

EXAMPLE 2:

Payable over 24 months, WITHOUT Credit Protection.
Cash Price £3,000. 20% deposit £600.

Carloan	Total Loan	24 Monthly Payments
£2,400	£2,400	£121.12

Total charge for credit £506.88 Total amount payable £2,906.88

Examples assume punctual payments, and no variation of interest rates. Rate 1.6% a month.

APR 20.9% VARIABLE.

Credit available to bank current account holders aged 18 or over.

Carloan is arranged through Austin Rover Finance and is available from participating U.K. dealers. Rate correct at time of printing.



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Austin Rover Finance Ltd
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National Westminster Bank Group.



CARS

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exciting new Montegos.

SPORTING DISTINCTIVE AFFORDABLE

Dramatically styled, competitively priced, the new Montego 1.6L and 2.0 Si make their entrance in 1987. Combining sporting good looks with dynamic performance and handling, Montego's new thoroughbreds will satisfy the most demanding driver.

With a distinctive, two-tone paint treatment, body colour grille and door handles, and red insert in bumpers and bodyside moulding, these latest models stand out from the crowd.

Take to the road, and you'll enjoy some very special equipment too; a slide and tilt-

steel sunroof is one of the many standard features, together with a superb 3-band electronic stereo radio/stereo cassette player. Combine this exceptional specification with the spirited 1.6 engine and five-speed gearbox of the Montego 1.6L, and business motoring takes on a new pleasure.

The new Montego 2.0 Si is designed for the driver seeking two litre fuel-injected performance and head-turning style. With front and rear spoilers, alloy wheels, and wide, low profile tyres, this powerful 115mph* (where permissible) sporting saloon is as exhilarating to drive as its

looks suggest. In addition to the steel sunroof and advanced stereo radio/stereo cassette, a tachometer is part of the comprehensive specification. And both models come fully equipped with the versatile 60/40 split rear seat, together with refinements such as programmed wash/wipe, variable delay intermittent wipe, and attractive Plain and Moonstripe Tweed seat facings.

With this distinctive style available at such affordable prices, the new Montego 1.6L and 2.0 Si are certain to win the vote of both the discerning driver and the Finance Director.

*Manufacturer's data.



Montego 2.0Si.



1.6L

STANDARD FEATURES

- Distinctive two-tone paint treatment
- Steel sliding/tilting sunroof
- 5 speed gearbox
- 3 band electronic stereo radio/stereo cassette
- Stylish tweed cloth seat facings
- Sports style steering wheel
- Split folding rear seat

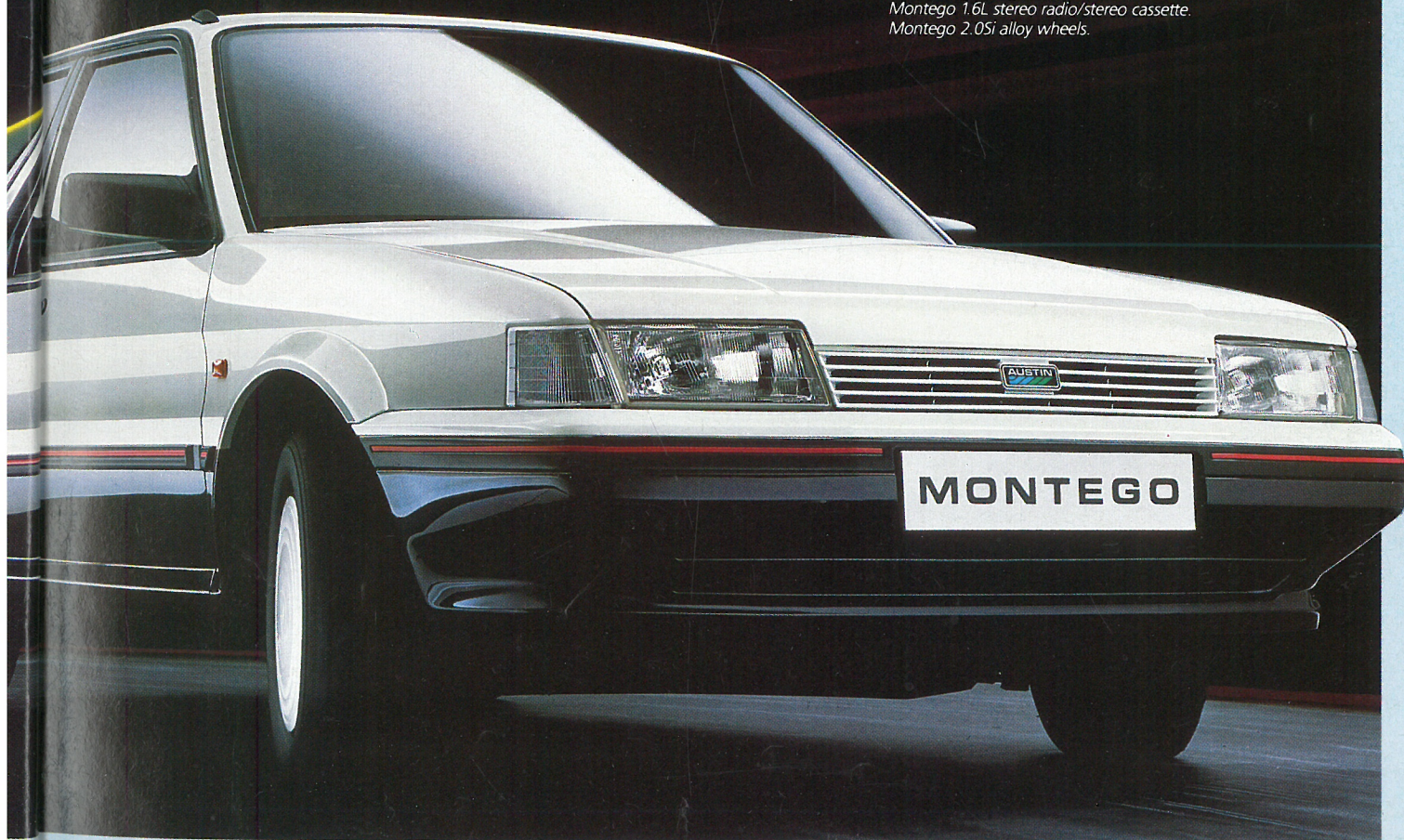
2.0Si

STANDARD FEATURES (additional to 1.6L)

- 2.0 fuel injected engine
- Front and rear spoilers
- Alloy road wheels
- Tachometer
- Autostore facility on stereo radio



Above: Steel sliding/tilting sunroof.
Montego 1.6L stereo radio/stereo cassette.
Montego 2.0Si alloy wheels.

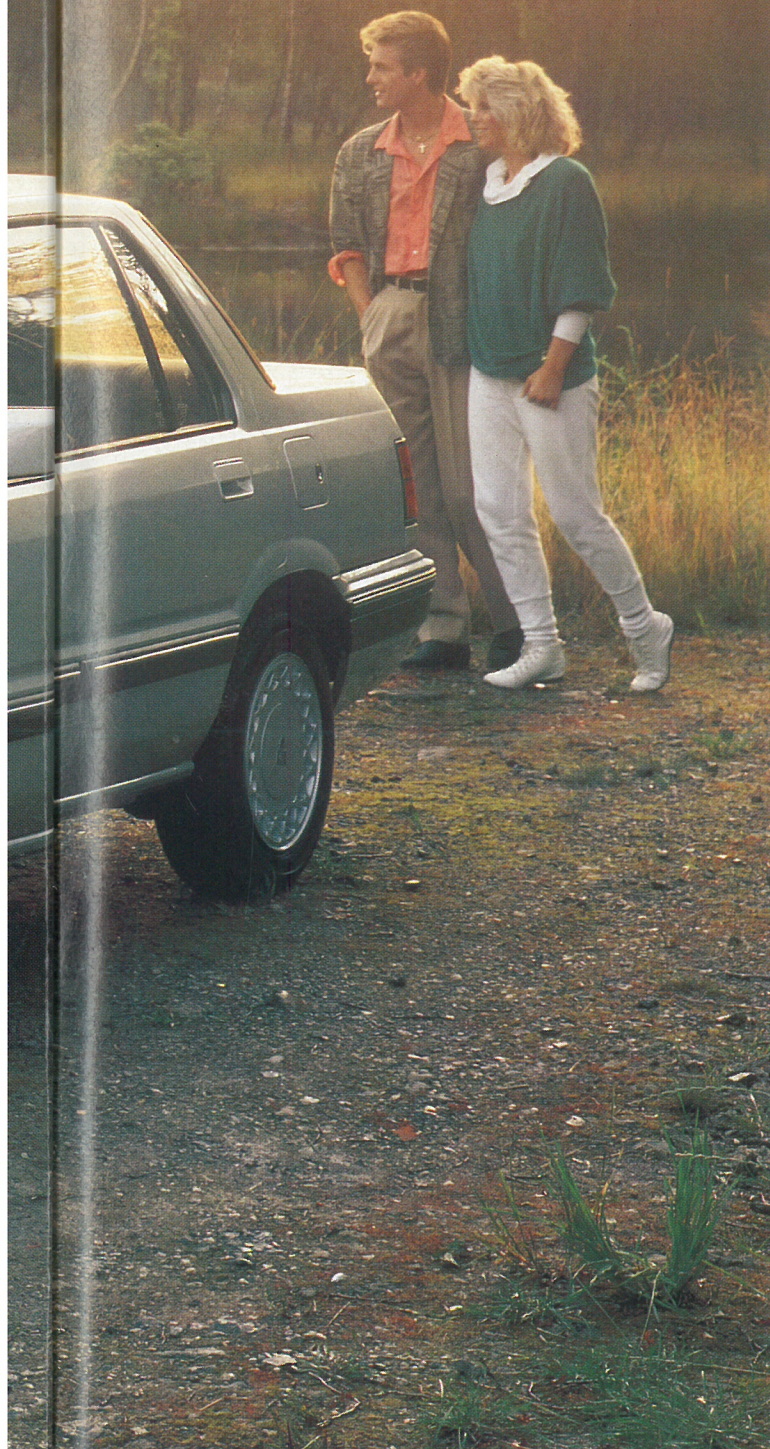




Rover 216 Vitesse.



200 SERIES



THE NEW ROVER 200 SERIES

Refined and luxurious, and with an outstanding blend of fuel efficiency and high performance, the Rover 200 Series has become a recognised leader in the world of compact sporting saloons. Now the new 1987 range of Rover 200s has arrived, bringing exciting developments in style, luxury, and practicality.

wheels on the 216 Vitesse. And you can now choose from a wide range of colours including some of the subtle new shades developed specially for the exclusive Rover 800 Series.

LIGHTER WORK FOR LUGGAGE

One of the most significant developments for 1987 is the improvement to the Rover 200's cavernous boot, which now features an



Luggage compartment with easy loading sill.

A NEW EDGE TO STYLE

You'll immediately appreciate how the Rover 200's chic good looks have been subtly enhanced by the new body-coloured grille, wider bodyside mouldings and bumper strip; all adding a sleek touch to its advanced wedge-shaped profile. The rear light clusters now incorporate twin reversing lamps in a slimmer design, and the famous Viking badge is now carried on the boot lid as well as on the bonnet. Full width wheel covers are now featured on the full Rover 200 range, with new style flush covers on the 213SE and 216SE, and attractive new wider alloy

easy loading sill, extending right down to bumper level. With the loading height reduced by over 20% to just 26.8 inches, it is now one of the lowest in the class; and is a benefit you're certain to notice when it comes to loading heavy suitcases. Needless to say, the generous 15.2 cu. ft. boot capacity remains unchanged, along with the practical, boxy design which allows you to make full use of the luggage area. On all models there's also a handy bootlamp for those night time arrivals and departures. From the SE models, accommodating longer loads is remarkably easy too, thanks to the versatile rear seat hatch.



200 SERIES

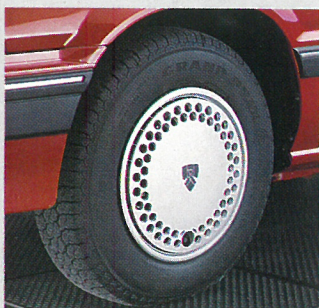
OPENING UP FOR SUNSHINE

When you want some extra sunshine and fresh air to enhance your driving pleasure, the 1987 Rover 200 range is more than ready. A factory-fitted sliding/tilting screened glass sunroof is now available as an option on every model in the range, and is a standard fitment on the Rover 216 Vanden Plas. You can also specify the refinement of electric operation as an optional extra from 213S.

Other important enhancements to the exterior equipment include bronze-tinted glass on Rover 213S and 216S; and on SE, Vanden Plas, and Vitesse models, door mirrors that are both electrically heated and effortlessly operated by electric remote control.

THOROUGHbred LUXURY

The interior of the Rover 200 Series has always been praised for its air of refinement and discreet luxury, and you'll find the 1987 models even more breathtaking than ever. From the new door casings with their carpet kickstrips, cloth inserts and stylish new



Stylish wheel covers (213, 213S and 216S models).



Rover 216 Vanden Plas EFI.

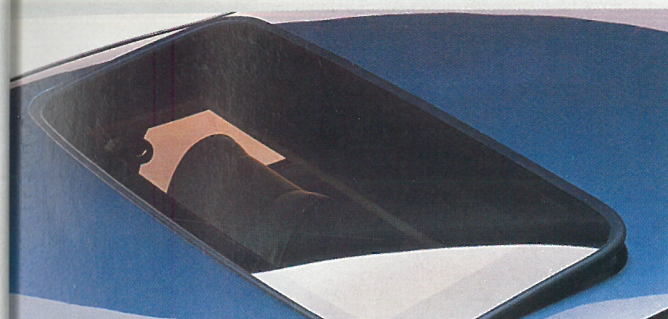
armrests, which echo the style of its exclusive cousin, the Rover 800; to the new, integral centre console, housing both the new in-car entertainment unit and a useful cassette storage box, whilst enhancing the wraparound 'cockpit' of this distinctive drivers car. The console extends rearwards to incorporate a new, sports-style gear lever and leather gaiter, together with a new handbrake console.

New seat trims and colours again reflect the prestigious Rover 800

pedigree, including sumptuous Diagonal Velvet on the 213SE and 216SE, and opulent ruched leather on the 216 Vanden Plas. All models are now fitted with larger, fully adjustable padded head restraints. And in every corner of the interior luxury has reached new heights; with a 4 speaker stereo radio/stereo cassette player standard on Rover 213S and 216S, and an advanced 6 speaker system together with electric front windows on 213SE and 216SE.

THE TRADITION CONTINUES

You can rest assured that the qualities which make the Rover 200 Series a true drivers car, continue unchanged. Settle down at the wheel, and the rake-adjustment will help you find the ideal driving position. Controls and instruments are a model of clarity, and include such useful features as a boot open warning lamp, and remote boot release lever at the driver's side.



Optional slide/tilt glass sunroof (standard on Vanden Plas EFi).



The heating and ventilation system is now more efficient than ever with a powerful 4 speed heater fan, a recirculation control to shut out exhaust fumes, together with ducted ventilation for rear seat passengers. The cut-pile carpetting and cloth headlining add the finishing touches to the all-encompassing aura of Rover quality.

AGILITY AND ECONOMY

The efficient front wheel drive layout of the power train, combined with the thoroughly engineered suspension systems, using front torsion bar springing; has enabled the stylists to give the Rover 200 that

manual gearbox, or alternatively choose the effortless 3 speed automatic transmission (standard on the 213SE, and optional on 213S) and you'll be amazed with its urban fuel economy — over 37 mpg.

If your sporting instincts don't stop there, then you'll want to taste the eager response of the 1.6 S Series engine — torquey yet impressively fuel efficient. Generating 86 PS (DIN) in the carburettored 216S and 216SE; its full potential is revealed in the electronically fuel-injected 104 PS (DIN) of the 216 Vanden Plas and Vitesse. Again, the luxury of automatic transmission can be enjoyed as an option on the 216 Vanden Plas, or you can delight in the close ratio sports transmission which



Rear seat fold down hatch (not all models).

distinctive low bonnet line, whilst a front anti-roll bar ensures impeccable cornering agility.

The rear suspension with its coil springs, beam axle and Panhard rod, gives that renowned Rover blend of taut roadholding and unruffled ride praised by the motoring press.

The turbine-smooth all-aluminium 12-valve engine of the Rover 213 combines spirited performance with truly remarkable economy — over 52 mpg at 56 mph.

Drive it through the slick-changing 5 speed

endows the Vitesse with an outstanding 0 — 60 mph time of just 9.2 seconds*.

ROVER 200 SERIES

LINE-UP

213	1.3	4 DOOR
213S	1.3	4 DOOR
213SE AUTO	1.3	4 DOOR
216S	1.6	4 DOOR
216SE	1.6	4 DOOR
216VP EFi	1.6	4 DOOR
216 VITESSE	1.6	4 DOOR

*Manufacturer's data.

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Rover 216 Vanden Plas EFi console showing cassette storage.



213/213S/216S

GOOD TASTE AND GOOD SENSE

Rover prestige begins with the chic and well-equipped 213, at a price which will pleasantly surprise you. On the new 1987 Rover 213, the stylish good looks have been further enhanced by the wider bodyside mouldings, and the flush, aerodynamic wheel covers. These new features blend with the stylish and tastefully integrated body-coloured grille, bumpers and door handles. As you'd expect from a Rover, standard levels of equipment are comprehensive, encompassing twin internally adjustable door mirrors, a lockable fuel filler flap, and intermittent wipe to take care of drizzle and spray.

Step across the chromed sill tread strips and take a seat in the superb drivers cockpit, and you'll love the wraparound feel of the stylish new centre console, and prestigious new door casings, with their cloth inserts and carpet kickstrips. These features build on an already impressive specification, which includes twin speaker in-car entertainment, rake-adjustable steering, quartz clock, cut-pile carpet and comfortable Sonar Marle cloth seat facings. Not only are all switches, heater controls, glovebox and even the ashtray conveniently illuminated at night; but the rear door-operated courtesy lamp lights the way for your passengers.

On the road, you'll find the whisper quiet 1342cc engine rewarding in more ways than one. Driven



Rover 213S.

through the standard 5 speed transmission, with its beautifully smooth gearchange, it can whisk you from 0 - 60 mph in just 11.7 seconds*. Yet the Rover 213 delivers no less than 52.3 mpg at a steady 56 mph - and saves you still more by running on 2 star petrol. A combination that undoubtedly puts Rover motoring within your budget!

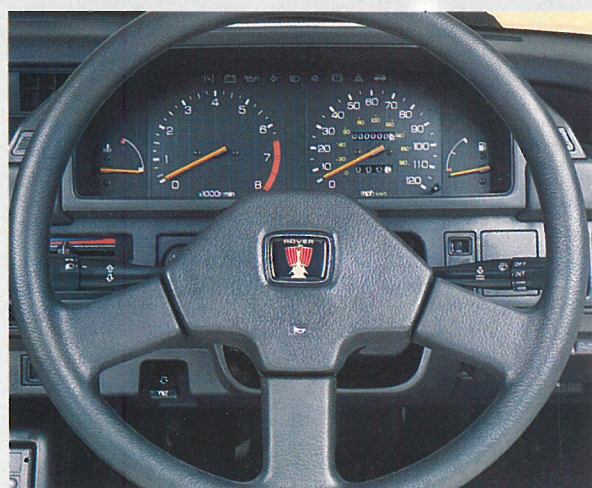
The Rover 213S and 216S are now even more stylish, with bronze-tinted glass and

bright bumper and bodyside highlights. The 4 speaker in-car entertainment system features a superb new electronic tune stereo radio/stereo cassette player, whilst a tachometer completes the sports instrument pack. Other, continuing luxuries of these two pedigree Rovers include the attractive Chalkstripe Velvet seat facings, cloth seat backs, and velvet-faced head restraints; together with such thoughtful features as a remote fuel flap release and

an audible headlamp warning system.

And if you think that the additional power of the 1.6S Series engine makes the 216S rather less than frugal, you may be surprised to learn that it returns no less than 55.8 mpg at a steady 56 mph; yet it can still go sprinting to 60 mph in just 10.1 seconds*. All with the refinement and panache true to the Rover character.

*Manufacturer's data.



Rover 213S fascia.



Rover 213.



213SE AUTO/216SE

THE STYLE IS YOURS – THE CHOICE IS ROVER

The highly appointed Rover 213SE is a rare breed of car; combining the frugality and smooth power of the 12 valve 1342 cc engine, with the refinement of automatic transmission. The willing performance retains the Rover verve – whilst the fuel economy will surprise you: even under arduous urban conditions it delivers an incredible 37.3 mpg, a clear class-leading performance; whilst top gear provides a torque converter 'lock up', to eliminate further power wasting slippage.

If your preference is for a smooth 5 speed manual gearbox and the power of a 1.6 engine, the Rover 216SE will give you that touch more performance. High speed cruising is permitted by the relaxed overdrive 5th gear ratio, enabling those long motorway journeys to be completed in unruffled calm, and with remarkable fuel efficiency – over 40 mpg.

First impressions of the new Rover SE models reveal a very special distinction and prestige. The window surrounds and screen inserts gleam with brightwork, and new style flush wheel covers enhance the elegant styling.

The opulent interior greets you with the luxury of Diagonal and Plain Velvet seat facings, whilst burr walnut trims grace the stylish new doors. For 1987, the SE models now benefit from electric front windows, with a handy 'one-shot' control for the driver's window.

If music for the road is



Rover 213SE Automatic

one of your special pleasures, you'll be more than impressed by the advanced new in-car audio system featured on the SE. Two front door mounted tweeters make this a 6 speaker system of outstanding quality; the electronic tune stereo radio featuring an auto store function, and the cassette player an auto reverse deck.

Other features new for 1987 include electric remote control operation of the door mirrors, incorporating a demisting heater element.

Naturally, all of the other SE luxuries remain – including the convenience of electronic central door locking, seat back map pockets and a rear centre armrest. And when you're heading for the ski-slopes,

you're certain to appreciate the versatility of that clever rear seat boot hatch.

*Manufacturer's data.



Rover 213SE Automatic transmission lever.



Rover 213SE Automatic interior.



Rover 213SE Automatic.



Rover 213SE Automatic interior.



216 VANDEN PLAS EFi

LUXURY GOES FURTHER THAN YOU THINK

From the very first glance, the Rover 216 Vanden Plas spells luxury. The chromed grille highlight and body-coloured door mirrors, together with the discreet coachline and subtle monograms, all announce a highly exclusive pedigree. The extensive equipment levels, including headlamp power wash, are now supplemented by the fitment, as standard, of the new sliding/tilting screened glass sunroof — the further refinement of electric operation now available as an option.

The interior of the 216 Vanden Plas will surpass your every expectation, because even in the world of the most luxurious sporting saloons, the scent and texture of Connolly leather are a rare experience. The supremely comfortable sports style seats are trimmed in the luxurious ruched leather taken from Rover 800 Sterling.

The steering wheel also sports a new leather-bound rim and there's now a courtesy lamp delay to give you and your passengers time to settle down for a night drive. And you'll find a new dimension in listening pleasure, with the new 6 speaker stereo radio/stereo cassette player.

Of course, the traditional Vanden Plas luxuries continue, with sumptuous shag pile carpeting, electric windows in both front and rear, and a rheostat to vary the instrument illumination. All of which leaves very little



Rover 216 Vanden Plas EFi sports style seats trimmed in luxurious Connolly leather.

to be desired, although you may prefer to relax with the optional 4 speed automatic transmission.

Take to the road, and the 216 Vanden Plas reveals its full character. With ventilated front disc brakes complementing the flexible power of the fuel injected 1.6 engine, it's an outstanding performer,

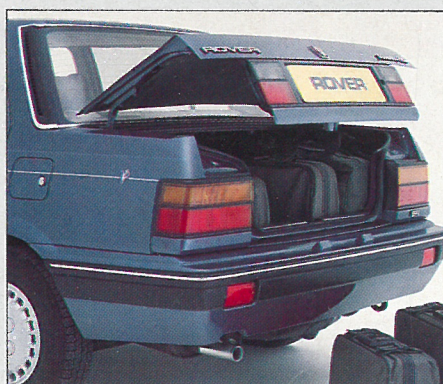
reaching 60 mph in a mere 9.4 seconds*. It goes further as well as faster: at a steady 56 mph it returns no less than 54.2 mpg, showing a frugality which puts several of its rivals to shame. Like all other 216 models, the Vanden Plas also goes for 12 months or 12000 miles between services; allowing you more time to indulge in

the supreme driving qualities of this luxurious thoroughbred.

*Manufacturer's data.



Rover 216 Vanden Plas EFi centre console.



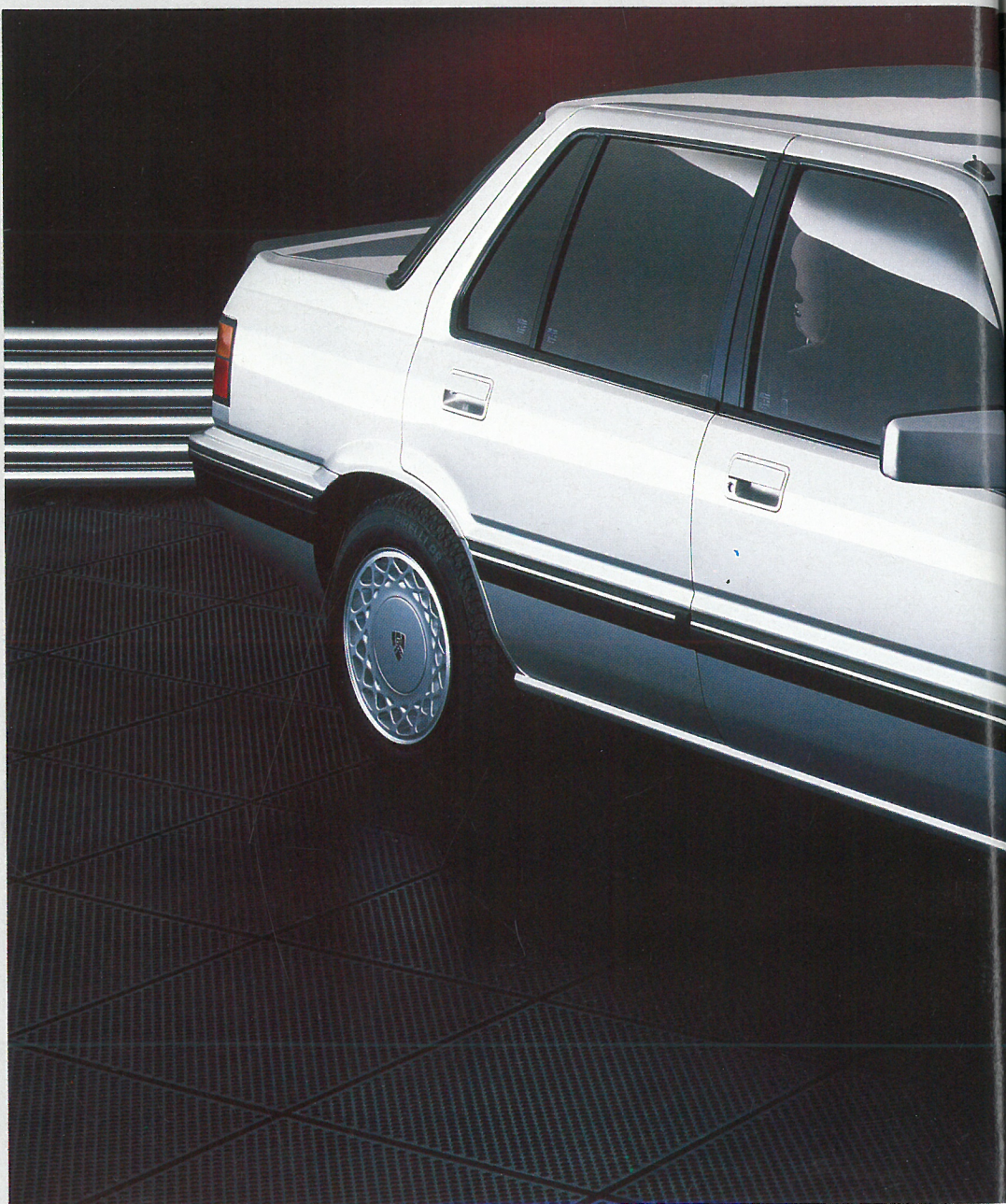


216 VITESSE

ON FULL SONG, IT'S MUSIC TO YOUR EARS

A blend of unique qualities make the Rover 216 Vitesse rather different to other compact performance saloons. One of them is its unruffled refinement; because even when you enjoy the power of that 104 PS (DIN) fuel-injected engine to the full, you won't have to turn up the stereo. Another, is the supreme ease with which the well-balanced chassis copes with the performance at your disposal. With uprated suspension and a rear anti-roll bar, the poise and agility of the Vitesse is remarkable. New, wider alloy wheels shod with low profile tyres, and braked by ventilated front discs, also play their part in achieving that cat-like road grip. Whilst the deeper front air dam, and discreet bootlid spoiler, contribute to excellent cruising stability. Completing the sporting specification of the Vitesse is a close-ratio gearbox which is a pure delight to use, and which endows the car with a 9.2 second* dash from 0 - 60 mph, and a top speed of 112 mph*.

A further quality distinguishing this sporting saloon from its counterparts is its sheer luxury. The sports-style seats, with elegant sculptured velvet facings, hug you comfortably on the tightest bends, whilst central door locking and electric bronze-tinted windows complete the lavish specification. Yet the fold down rear seat hatch shows that even the most exciting model in the Rover 200 range has a streak

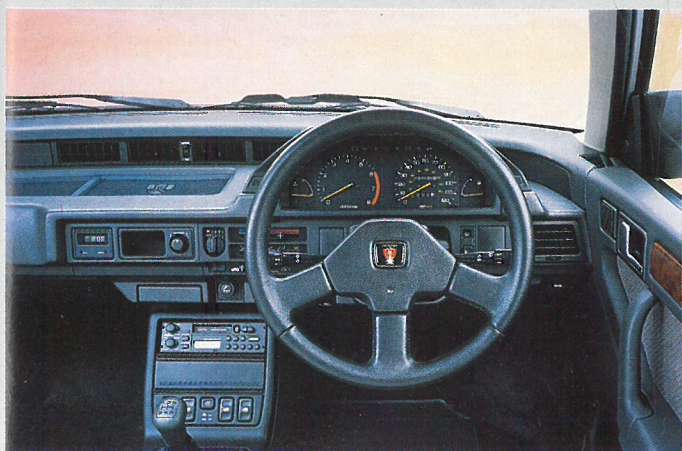


of commonsense practicality.

The 1987 Rover 216 Vitesse offers still further refinements, including both a leather bound steering wheel and sports gear lever gaiter, and you can now choose a sliding/tilting screened glass sunroof — with either manual or full electric operation — from among the extra cost options. And the new in-car audio system will do full justice to your music

collection, the front door mounted tweeters, giving ever higher standards of driving fidelity. Although there may still, of course, be times when the sound of that sweet-revving engine is music enough to your ears.

*Manufacturer's data.



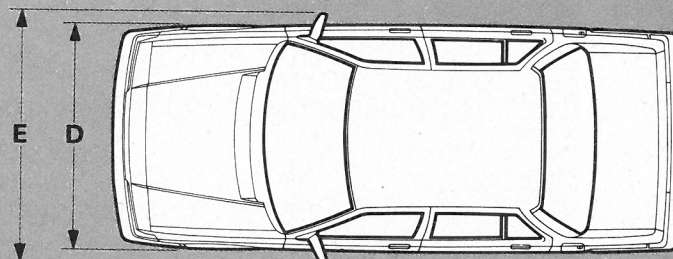
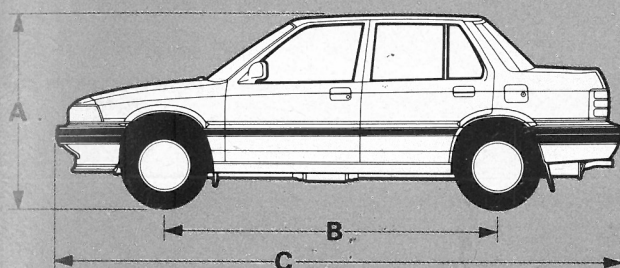
SPECIFICATIONS

ROVER 200 SERIES

	213	213S	213SE AUTO	216S	216SE	216 VP EFI	216 VITESSE
ENGINE & TRANSMISSION							
4 cylinder, 12 valve transverse, OHC, 1342cc. 71 PS (DIN) @ 6000 RPM.	■	■	■	—	—	—	—
4 cylinder, transverse, OHC, 1598cc, 86 PS (DIN) @ 5600 RPM.	—	—	—	■	■	—	—
4 cylinder, transverse, OHC 1598cc, 104 PS (DIN) @ 6000 RPM.	—	—	—	—	—	■	■
Programmed ignition/overrun fuel cut-off.	—	—	—	■	■	■	■
Electronic carburettor control/automatic choke.	—	—	—	■	■	—	—
Electronic multi-point fuel injection.	—	—	—	—	—	■	■
5 speed manual transmission.	■	■	—	■	■	■	—
5 speed close ratio 'sports' transmission.	—	—	—	—	—	—	■
3 speed automatic transmission.	—	□	■	—	—	—	—
4 speed automatic transmission.	—	—	—	—	—	□	—
SUSPENSION							
Front: Independent, torsion bars with telescopic dampers, anti-roll bar.	■	■	■	■	■	■	■
Rear: Beam axle/reaction tube with torsion bars and telescopic dampers.	■	■	■	■	■	■	■
Up-rated dampers, rear anti-roll bar.	—	—	—	—	—	—	■
BRAKES, WHEELS & TYRES							
Servo-assisted, diagonal split dual-circuit braking system.	■	■	■	■	■	■	■
Ventilated front discs.	—	—	—	—	—	■	■
155 x 13 steel-braced radial ply tyres.	■	■	—	—	—	—	—
165 x 13 steel-braced radial ply tyres.	—	—	■	■	■	■	—
175/65 x 14 low-profile radial ply tyres.	—	—	—	—	—	—	■
Full width flush wheel covers.	■	■	—	■	—	—	—
Superior style flush wheel covers.	—	—	■	—	■	■	—
5½J x 14 'sports' alloy wheels.	—	—	—	—	—	—	■
ELECTRICAL (12 volt negative earth system)							
Two column stalks for indicators, headlamp dip/main beam/flash, side/headlamps on/off, 2 speed and intermittent wipers, electric screen washers.	■	■	■	■	■	■	■
Styled homofocal halogen headlamps. Twin reversing and twin rear fog guard lamps. Hazard warning lamps.	■	■	■	■	■	■	■
Illuminated switches, heater controls, glovebox, cigar lighter and ashtray. Front and rear door-operated courtesy light (VP EFI - 2). Boot light. Heated rear window. Twin-tone horn.	■	■	■	■	■	■	■
Headlamps-on reminder.	—	■	■	■	■	■	■
Central door locking.	—	—	■	—	■	■	■
Electric adjustment/demisting of door mirrors.	—	—	■	—	■	■	■
Electric front windows with driver's 'one-shot' facility.	—	—	■	—	■	■	■
Electric rear windows, courtesy light delay.	—	—	—	—	■	■	■
Headlamp power wash.	—	—	—	—	—	■	—
IN-CAR ENTERTAINMENT							
6 channel push button LW/MW radio and 2 speakers.	■	—	—	—	—	—	—
Electronic tune FM/LW/MW stereo radio/stereo cassette and 4 speakers.	□	■	—	■	—	—	—
Electronic tune FM/LW/MW stereo radio/stereo cassette with auto reverse, autostore, 4 speakers and door-mounted tweeters*.	—	□	■	□	■	■	■
Superior high output electronic tune FM/LW/MW stereo radio/stereo cassette with autoreverse, autostore, separate bass/treble tone controls, Dolby, 4 speakers and door mounted tweeters.	—	—	□	—	□	□	□
Retractable aerial housed in screen pillar.	■	■	■	■	■	■	■
INSTRUMENTATION							
Speedometer with trip recorder, fuel gauge, water temperature gauge, digital clock. Warning lights for: direction indicators, mainbeam, ignition/no charge, brake circuit failure/low fluid level, handbrake on, choke (213 models), low oil pressure, brake pad wear, boot open.	■	■	■	■	■	■	■
Tachometer.	—	■	■	■	■	■	■
Instrument illumination rheostat.	—	—	—	—	—	■	■
INTERIOR FEATURES							
Colour-keyed padded fascia incorporating glovebox, coin tray, fresh air heater/demister with 4 speed fan, central and individual face-level ventilation, recirculation setting and side window demist.	■	■	■	■	■	■	■
Fascia centre console with cassette storage.	■	■	■	■	■	■	■
Full length, floor mounted centre console including leather gear lever gaiter, coin storage and rear ashtray.	■	■	■	■	■	■	■
Fully trimmed doors with cloth inserts (except VP EFI), styled armrests, carpet kickstrips.	■	■	■	■	■	■	■
Driver's and passenger's door bins. Bright 'Rover' sill tread strips.	■	■	■	■	■	■	■
Reclining front seats with padded adjustable headrests. Cloth headlining. Twin swivelling sunvisors with driver's docket pocket and passenger's vanity mirror. Dipping rear-view mirror. Fitted carpet, cloth trimmed rear parcel shelf, fully carpeted luggage compartment. Remote boot and bonnet release. Colour-keyed inertia reel front and rear seat belts.	■	■	■	■	■	■	■
Rake adjustable 3-spoke steering wheel with horn-push centre pad — soft feel.	■	■	■	■	■	—	—
— leather bound.	—	—	—	—	—	■	■
Remote fuel flap release.	—	■	■	■	■	■	■
Rear centre armrest, rear seat boot hatch, map pockets behind front seats. Burr walnut door inserts.	—	—	■	—	■	■	■
Sonar Marle cloth seat facings.	■	—	—	—	—	—	—
Chalkstripe/Plain velvet seat facings, cloth backs and borders.	—	■	—	■	—	—	—
Diagonal/Plain velvet seat facings, cloth backs and borders.	—	—	■	—	■	□	—

SPECIFICATIONS

	213	213S	213SE AUTO	216S	216SE	216 VP EFI	216 VITESSE
INTERIOR FEATURES (continued)							
Sports style front seats.	—	—	—	—	—	■	■
Sculptured velvet seat panels with cloth borders.	—	—	—	—	—	—	■
Connolly soft leather ruched seat facings (Diagonal/Plain velvet facings no cost option).	—	—	—	—	—	■	—
Shag pile carpet.	—	—	—	—	—	■	—
Air conditioning.	—	—	□	—	□	□	□
BODY FEATURES							
4 door saloon incorporating low-level boot access. Comprehensive anti-corrosion treatment (including PVC underbody seal and plastic front wheel arch liners) with 6 year Supershield warranty. Body-coloured bumpers incorporating integral front spoiler. Body-coloured grille. Body-coloured flush door handles. Lockable fuel filler flap. Laminated windscreen. Twin remote control door mirrors. Waist rail moulding. Wide side rubbing strips.	■	■	■	■	■	■	■
Bright bumper/side rubbing strip insert.	—	■	■	■	■	■	■
Bronze tinted glass.	—	■	■	■	■	■	■
Bright windscreen and window surrounds.	—	—	■	—	■	■	—
Body-colour door mirrors.	—	—	—	—	—	■	■
Front spoiler extension. Rear spoiler.	—	—	—	—	—	—	■
Coachline/VP motif, bright bonnet/tailpipe finishers.	—	—	—	—	—	■	—
Sliding/tilting/screened glass sunroof — manual.	□	□	□	□	□	■	□
— electric.	—	□	□	□	□	□	□
Black or clearcoat metallic paint.	□	□	□	□	□	□	□
INSURANCE GROUP (As recommended by the Accident Office Association).							
	3	3	3	4	4	5	5



GENERAL INFORMATION (Applicable to all models).

Dimensions: **A** Height: 54.6 in. (1.39m).
B Wheelbase: 96.5 in. (2.45m).
C Length: 163.6 in. (4.16m).
D Width (excluding door mirrors): 63.9 in. (1.62m).
E Width (including door mirrors): 72.7 in. (1.85m).

Turning circle: 31.2 ft. (9.5m).

Luggage capacity: 15.2 cu. ft. (0.43 cu. m).

Fuel tank capacity: 10.1 gallons (46 litres).

Fuel: 213 models — 2 star (90 RON leaded) or regular (90 RON unleaded).

216 models — 4 star (97 RON leaded).

Servicing Intervals: Major: 12 months/12,000 miles, whichever occurs first.

Intermediate: 6 months/6,000 miles, whichever occurs first (213 models only).

ECONOMY

	Imperial mpg			Metric L/100km		
	Urban	56 mph	75 mph	Urban	90 km/h	120 km/h
213/213S (Manual)	38.2	52.3	38.2	7.4	5.4	7.4
213S/213SE (Auto)	37.3	49.0	33.4	7.6	5.8	8.5
216S/216SE (Manual)	32.0	55.8	41.9	8.8	5.1	6.7
216 Vitesse (Manual)	33.2	50.4	39.9	8.5	5.6	7.1
216 Vanden Plas EFI (Manual)	34.7	54.2	41.6	8.1	5.2	6.8
216 Vanden Plas EFI (Auto)	30.1	45.4	33.8	9.4	6.2	8.4

All figures (in mpg — L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.

PERFORMANCE

*0—60 mph (secs).

*30—50 mph (secs) (4th gear).

*50—70 mph (secs) (4th gear).

*Top speed (mph).

Torque kgm DIN @ RPM.

*Manufacturer's data.

	213	213S	213 SE AUTO	216S	216SE	216 VP EFI	216 VITESSE
*0—60 mph (secs).	11.7	11.7	13.8	10.1	10.1	9.4	9.2
*30—50 mph (secs) (4th gear).	11.2	11.2	N/A	9.6	9.6	9.0	7.5
*50—70 mph (secs) (4th gear).	12.7	12.7	N/A	10.0	10.0	9.8	8.0
*Top speed (mph).	96	96	93	102	102	108	112
Torque kgm DIN @ RPM.	10.4 @ 3500	10.4 @ 3500	10.4 @ 3500	13.4 @ 3500	13.4 @ 3500	14.0 @ 3500	14.0 @ 3500

RECOMMENDED TOWING WEIGHTS

Model	Kerb Weight	Max. Towing Weight (2-up)	Tow Hitch Down Load	Roof Rack Load
213/213S	900kg (1985lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****
213S Automatic	910kg (2010lb)	750kg (1650lb)	35-50kg (75-110lb)	*****
213SE Automatic	925kg (2040lb)	750kg (1650lb)	35-50kg (75-110lb)	*****
216S	955kg (2105lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****
216SE	970kg (2140lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****
216 VP EFI	995kg (2195lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****
216 VP EFI Auto.	1020kg (2250lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****
216 Vitesse	980kg (2160lb)	1000kg (2205lb)	35-50kg (75-110lb)	*****

***** Consult your Dealer

Note: These specifications apply to UK models. Specifications for other markets may vary and are available on request.

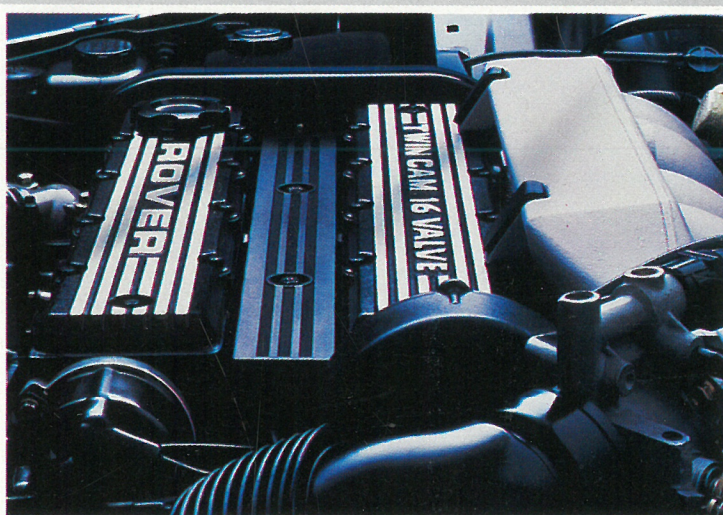


800 SERIES





ENGINEERING IN A FINER FORM



THE MARQUE

Recently selected to carry the coveted Design Centre label, the Rover 800 Series is more than a new range. Take the wheel, and you will recognise a new breed of car, created to meet the most exacting demands of the driver, and offering you a motoring experience which could belong only to the Rover marque.

ENGINEERING IN A FINER FORM

At the heart of the Rover 800 Series are new engines — all with the classic four valves per cylinder design, and with the precision of microprocessor-controlled fuel injection; providing pedigree power, with an immediate, rewarding response.

The new Rover 820E and 820SE models are powered by a new 120 PS (EEC), 16 valve, double overhead camshaft engine. The engine is fed by a specially developed single point fuel injection system, which uses microprocessor technology for optimum fuel metering; the result is an outstanding blend of performance, with fuel efficiency.

The Rover 820i and 820Si models feature the more powerful 140 PS (EEC) power unit, providing class leading performance, with smoothness and refinement. By fuelling each cylinder individually, through an advanced multi-point injection system, this 16 valve engine delivers a top speed of 126 mph*, where permissible, and an effortless 0-60 mph acceleration of only 8.8 seconds*. Performance which is on a par with larger engined rivals and prompted "Motor" magazine to ask "Is there an all-round better car in the two-litre executive section than the Rover 820? We don't think so".

Drive the Rover 825i or the Rover Sterling and you'll discover the immense flexibility and refinement of the 24 valve, 2.5 litre, V6 power unit.

Whether you choose the standard four-speed automatic transmission incorporating a torque convertor lock up, which eliminates power wasting slip, or the no-cost optional five-speed manual transmission, performance is breathtaking.

The 173 PS (EEC) race bred engine, with manual transmission can achieve (where permissible) a maximum top speed of over 130 mph*, and 0-60 mph from rest in just 7.8 seconds*.

All Rover 800 Series models feature power-assisted steering designed to give you precise and positive feedback. Powerful all round disc brakes, ventilated at the front, are well matched to the performance potential.

A new fully independent suspension, with double wishbones at the front, combines taut handling with unruffled ride comfort, enabling the tightest corners and roughest roads to be negotiated with the poise and agility of a true sporting thoroughbred.

*Manufacturer's data.



Rover Sterling interior



800 SERIES

Styled to achieve a perfect balance of form and function, the sculptured lines of the Rover 800 Series are both elegant and highly aerodynamic, with a drag coefficient of just 0.32. On long motorway journeys you are certain to appreciate its ability to waft you along with exceptional quietness

and economy. Detail touches such as that neat angle to the boot lid — giving a clean break-away of air from the rear of the car — also play an important part in the new Rover's arrow-straight stability.

Inside a passenger lounge of impressive proportions, the traditional beauty of



fine wood veneers and the softest, most luxurious upholstery create an atmosphere of unparalleled quality. Every conceivable refinement is at your fingertips, from a heating system which caters for rear seat passengers, to in-car audio which will tempt you to take the longer route to

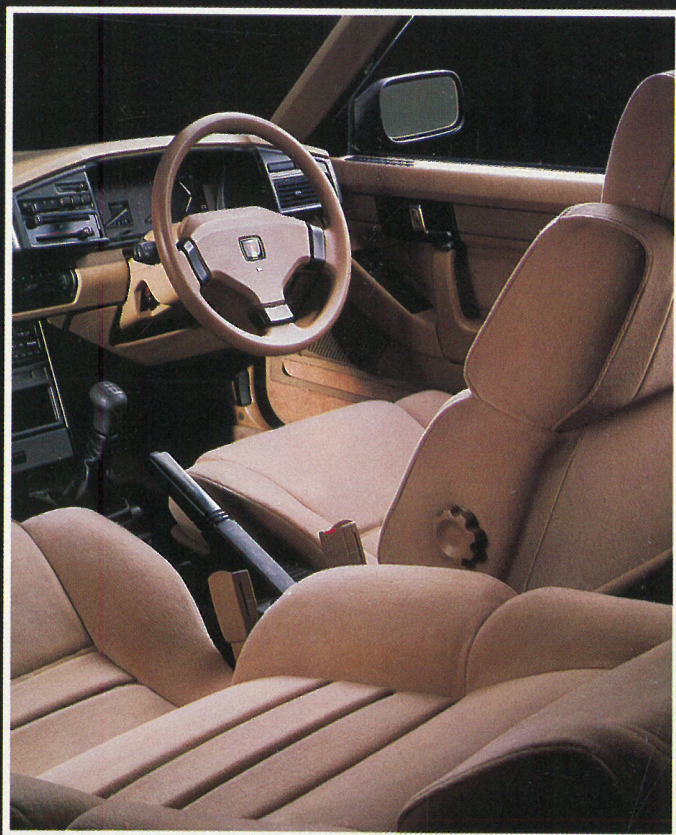
the office. At the wheel, you'll immediately recognise the wraparound cockpit layout of the ultimate driver's car — an open invitation to a motoring experience of a new and exhilarating kind.

ROVER 800 SERIES

LINE-UP

820E	2.0	4 DOOR
820SE	2.0	4 DOOR
820i	2.0	4 DOOR
820Si	2.0	4 DOOR
825i	2.5	4 DOOR
STERLING	2.5	4 DOOR

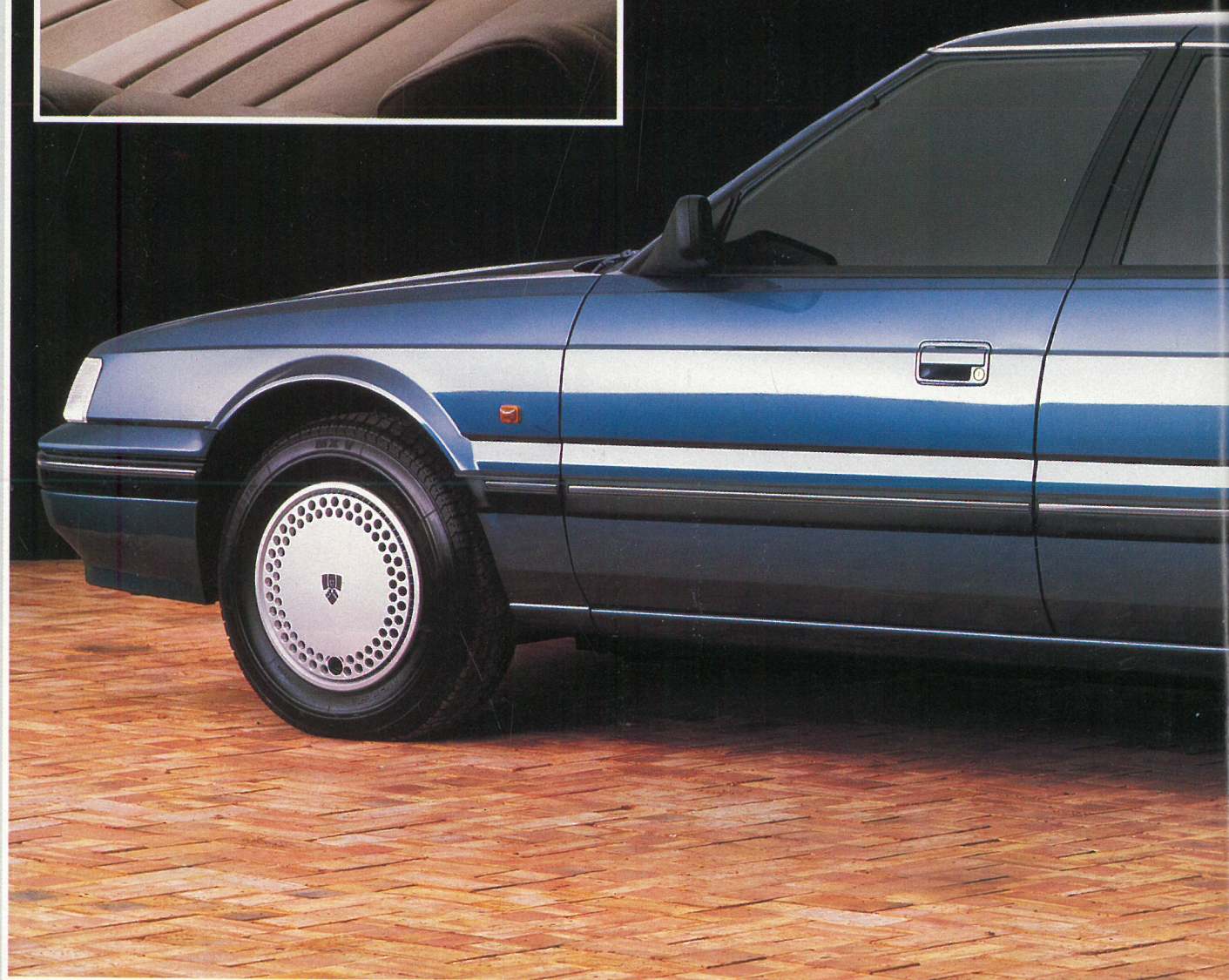
ROVER 820 E



The Rover 820E makes a definitive appeal to the driver's instincts well before you taste the eager performance of the 16-valve engine, with its new fuel injection system. From the low bonnet line and raked screen to the recessed wipers, every detail of that sleek shape is fine-tuned to slip through the air with quietness and efficiency.

Central door locking gives easy access, with shielded eleven-tumbler door locks providing high levels of security. Within an interior shaded by bronze-

tinted glass, you will find that the Rover 820E is a car which moulds itself exactly to your personal preferences. Height and lumbar support adjustment for the driver's seat, together with a rake-adjustable steering wheel, you find the perfect driving position. In the front seats there is a choice of three positions for the upper seat belt mounting, to ensure that the belt fits correctly. Rear seat passengers are properly cared for too, with three seat belts — with neatly recessed buckles to avoid discomfort — a cent



ll find armrest, and the luxury of
E is a separately ducted warm or
f exact cool air.
eferen. Settle down into the
r supportumpuous velvet
driver upholstery, and you'll
a rake discover comprehensive
wheel controls which reduce
t driving chores and enhance
at seats the pleasure. The heated
three rear window has its own
per seat timer so that you don't have
nsure to remember to switch it off;
rectly it also incorporates the radio
s are aerial. There's a remote boot
oo, with release (which you can
with isolate for security), and a
les to remote filler flap release to
a cent take the fuss out of fuel

stops. The door mirrors
adjust at the touch of a
switch, and they're also
heated to save you the
trouble of clearing ice and
condensation. The front
windows too are electrically
operated; and on hot days in
heavy traffic, you can shut
out exhaust fumes but still
keep a cool flow of air by
just setting the heater re-
circulation control. At night,
all the switches and controls
are conveniently illuminated
in the same soft orange glow
as the instrument panel. As
you'd expect from this
highly equipped Rover, the

instruments include a
tachometer and also a
voltmeter and oil pressure
gauge.

On the road, you'll have
the rewarding company of a
superb 3-band stereo radio/
stereo cassette playing
through four top quality
speakers with a balance
control. And you can, if you
wish, build on this excellent
specification by choosing
from options such as
automatic transmission,
glass sunroof, black or
clearcoat metallic paint,
headlamp wash, and alloy
wheels.



ROVER 820 SE

Like the Rover 820E, the prestigious new Rover 820SE is powered by the 16-valve two-litre engine fuelled by the sophisticated single point injection system, and offers still more impressive luxury.

The use of microprocessor technology to meter the amount of fuel injected has brought substantial benefits compared to conventionally carburetted cars — benefits which you notice as soon as you turn the ignition key. Even from cold, the engine response is silky smooth. Performance is

excitingly eager; the Rover 820SE reaches 60 mph in under 10 seconds*, and can attain a top speed of 119 mph*. And the excellent fuel efficiency will entice you to enjoy the 120 PS (EEC) 16-valve engine to the full.

The SE badging is accompanied by the most sophisticated levels of appointment. From the outside, they are announced by features such as the subtle narrow coachline, and distinctive wheel trim. A glass sunroof, fitted with an interior blind to shade you on really hot days, provides

an extra breath of fresh air. And even as you approach, this Rover is ready to respond to the driver. Pressing an infra-red remote control will lock or unlock all the doors for you and your passengers, from a distance of up to 6 ft. Naturally, this ingenious device has its own built-in security code; and of course you can still use the key.

At night, you and your passengers are greeted by courtesy lamps both front and rear, which have a built-in delay to give you time to make yourselves

comfortable. There are all the thoughtful touches of illuminated footwells, two front reading lamps, and illuminated vanity mirror. The front passenger sunvisors. Electric windows both front and rear give fingertip control, whilst sumptuous Chalkstripe velvet seat facings enhance the luxurious atmosphere. At the wheel, you'll find the convenience of programmed wash/wipe, where the wipers automatically sweep the windscreen at the touch of the washer button. And



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you're certain to appreciate
the top quality in-car audio
system; two additional
tweeter speakers in the front
doors give superb stereo
separation; and the Auto-
reverse facility on the
cassette player automatically
continues playing the other
side of the cassette.

Options for this luxurious
Rover include automatic
transmission, air-
conditioning, black or
clearcoat metallic paint, rear
head restraints, and
headlamp wash.

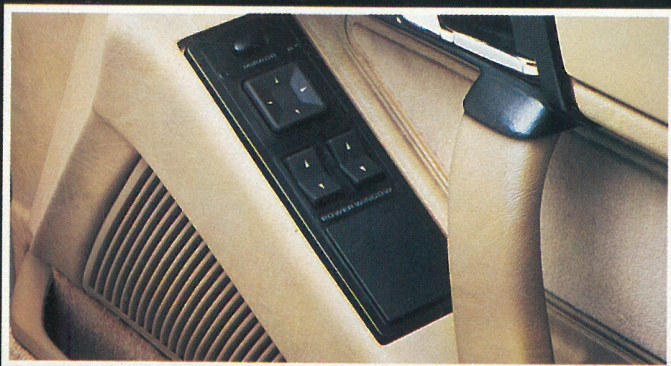
*Manufacturer's data.



Rover 820SE interior showing optional automatic transmission.



ROVER 820i



Electric front window and door mirror controls.

The two-litre 16-valve engine of the Rover 820i provides even greater power; each cylinder is fed individually by a latest-generation fuel injection system, which results in acceleration that can embarrass a number of bigger-engined rivals. The Rover 820i reaches 60 mph from rest in just 8.8 seconds*, and goes on to achieve a top speed of 126 mph* – all with an ease and quietness which understate the

reserves of power at your disposal.

The style and luxury of this thoroughbred car are fully in keeping with its sporting potential. The elegant exterior owes its well-integrated appearance to the body colour radiator grill, front spoiler and door handles. The door mirrors are electric remote controlled, and also heated to keep them clear in poor weather. The heated rear window serves a dual



function, incorporating the radio aerial in the interests of protection and consistently good reception.

Central door locking lets you and your passengers enter at one turn of a key, and inside you'll find an atmosphere of tasteful luxury. The supremely comfortable seats are fully trimmed in velvet, and the doors have velvet inserts; a cut pile carpet, and the beauty of burr walnut adorning the fascia, enhance

the pervasive sense of refinement. Take the driver's seat, and you'll quickly feel at home. You can adjust both seat height and lumbar support; choose between three alternative heights for the upper mountings of the front seat belts; and vary the rake adjustment of the 3-spoke steering wheel. You'll find the clearest and most comprehensive instrument display, which includes a tachometer, voltmeter and oil pressure gauge.

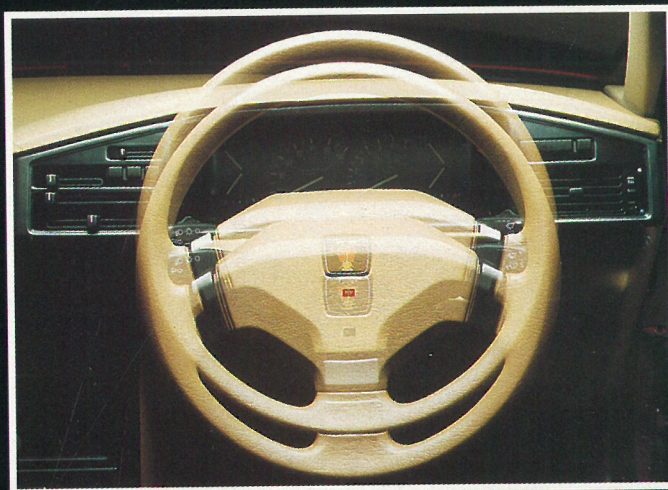
Convenient remote releases for the boot and fuel filler flap come easily to hand. Naturally, your passengers are well catered for too, with rear compartment heating, a rear centre armrest, and three

rear seat belts which are also adjustable for children.

A wealth of other carefully designed refinements await you, including a high quality three band electronic tune stereo radio/stereo cassette player, with four speakers and a front/rear balance

control. And should you wish to add still more individuality to this highly equipped Rover, you can choose from options such as alloy wheels, a glass sunroof, black or clearcoat metallic paint, and headlamp wash.

*Manufacturer's data.

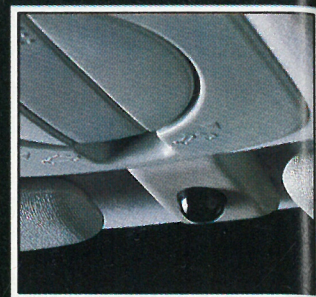


ROVER 820 Si

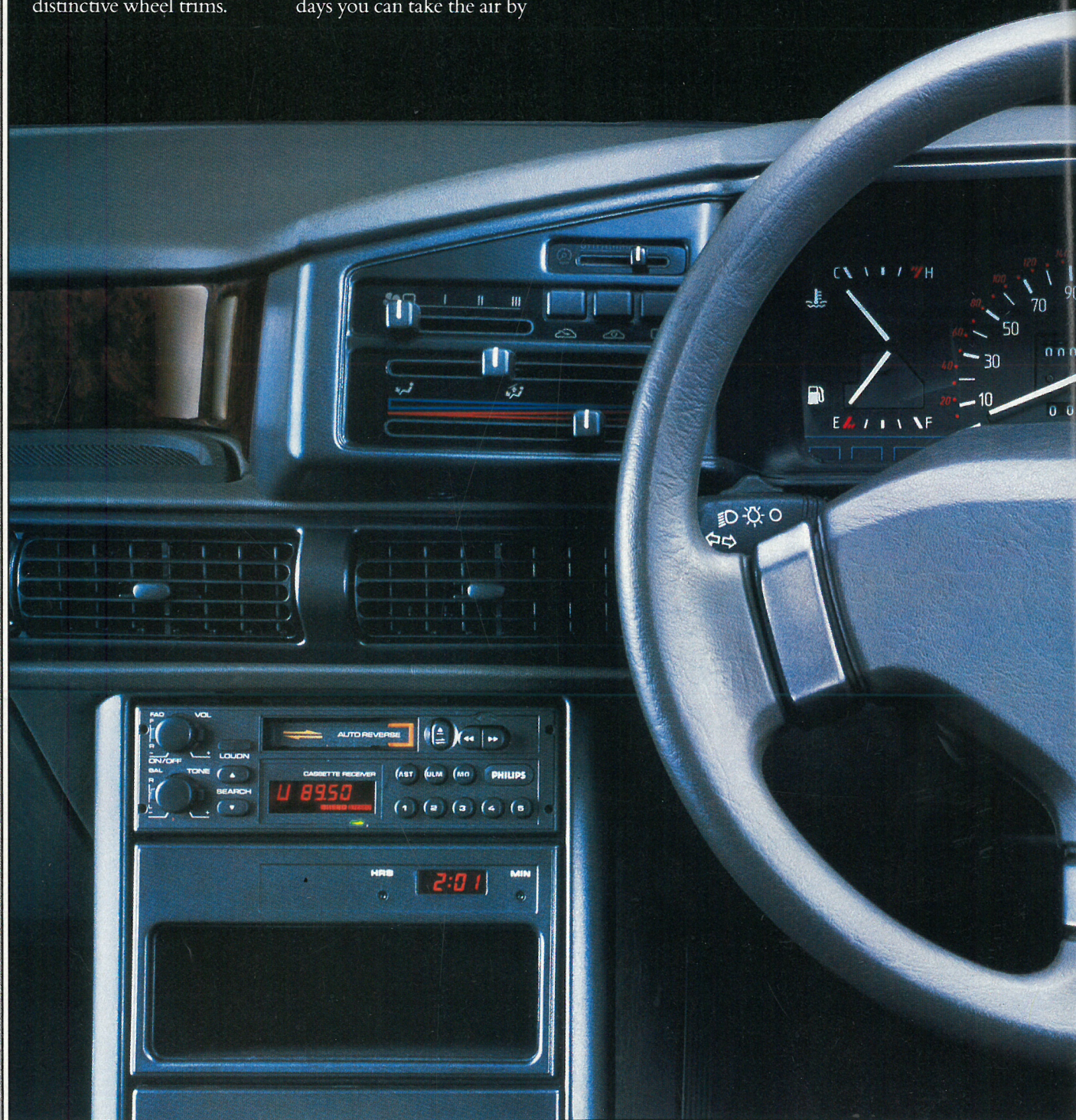
From the very first glance, the Rover 820Si states its identity as a supremely elegant sporting saloon. The harmonious Rover 800 styling, with body colour bumpers, grille and door handles, is given additional emphasis by the subtle touches of a slim coachline, bright waist rail trim, and distinctive wheel trims.

The prestigious Rover 820Si blends today's best technology with traditional luxury and convenience. You can lock and unlock the doors from a distance, at the touch of an infra-red remote control. At the wheel, programmed wash/wipe makes lighter work of wet weather driving. On sunny days you can take the air by

opening the glass sunroof — or retreat from too much warmth by closing the interior blind. Music lovers can while away the journey without having to change their favourite cassette to the flip side, courtesy of the Auto-reverse cassette player; and with two additional



Remote door locking receiver.





Remote door locking sender

tweeter speakers in the front waist rail for enhanced stereo separation, the quality of the sound reproduction could make you loath to leave the car till the concert is over.

Lavish Chalkstripe velvet seat upholstery cossets driver and passengers, whilst

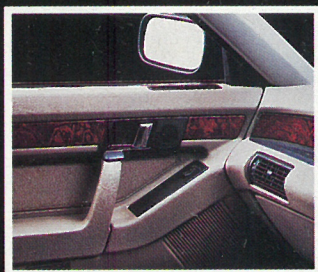
footwell lamps and a courtesy lamp delay invite everyone to settle in comfort. There's even a light thoughtfully positioned each side of the vanity mirror in the front passenger sunvisor. Electric window controls are a further refinement for those seated comfortably in the back. But with the velvety power of

the 16-valve engine awaiting a touch of the throttle, you'll probably prefer to take the driver's seat.

For those who wish to tailor the Rover 820Si still more closely to their own individual taste, options include air-conditioning, rear head restraints, headlamp wash, and black or clearcoat metallic paint.



ROVER 825i



Burr walnut inserts.



In-car entertainment, trip computer and vehicle map.

The hallmark of the finer luxury car is the effortless ease with which it meets the most demanding situations; a quality which you soon come to appreciate in the exclusive Rover 825i. With the phenomenal power of the V6 engine delivered with uncanny quietness and untemperamental flexibility through four-speed automatic transmission, and with the benefit of speed-proportional power steering, this is a car which is equally at home on a fast-moving autobahn or in the most crowded rush hour.

The Rover 825i handles a full complement of passengers and luggage with special ease, thanks to the self-levelling rear suspension which is fitted as standard. You won't need to worry about headlamp alignment with a full load, and both ride comfort and roadholding will remain at their impeccable best, with rear struts using road-generated energy to pump themselves back up to the correct ride height.

With distinctive touches of style including a bright grille and body colour door

mirrors, the Rover 825i offers a wealth of additional refinements. A subtle windscreen shade band filters the midday sun, and in poor weather, power wash keeps the headlamps clear of mud and spray. The instrument panel includes a comprehensive vehicle map to keep you in touch with every important function of the car, warning you if a door is open, for instance, and even reminding you to top up the washer fluid. When you want to monitor business trips to the last mile and check your fuel



Rover 825i with optional alloy wheels.

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consumption, for example, the multi-function trip computer is at your service.

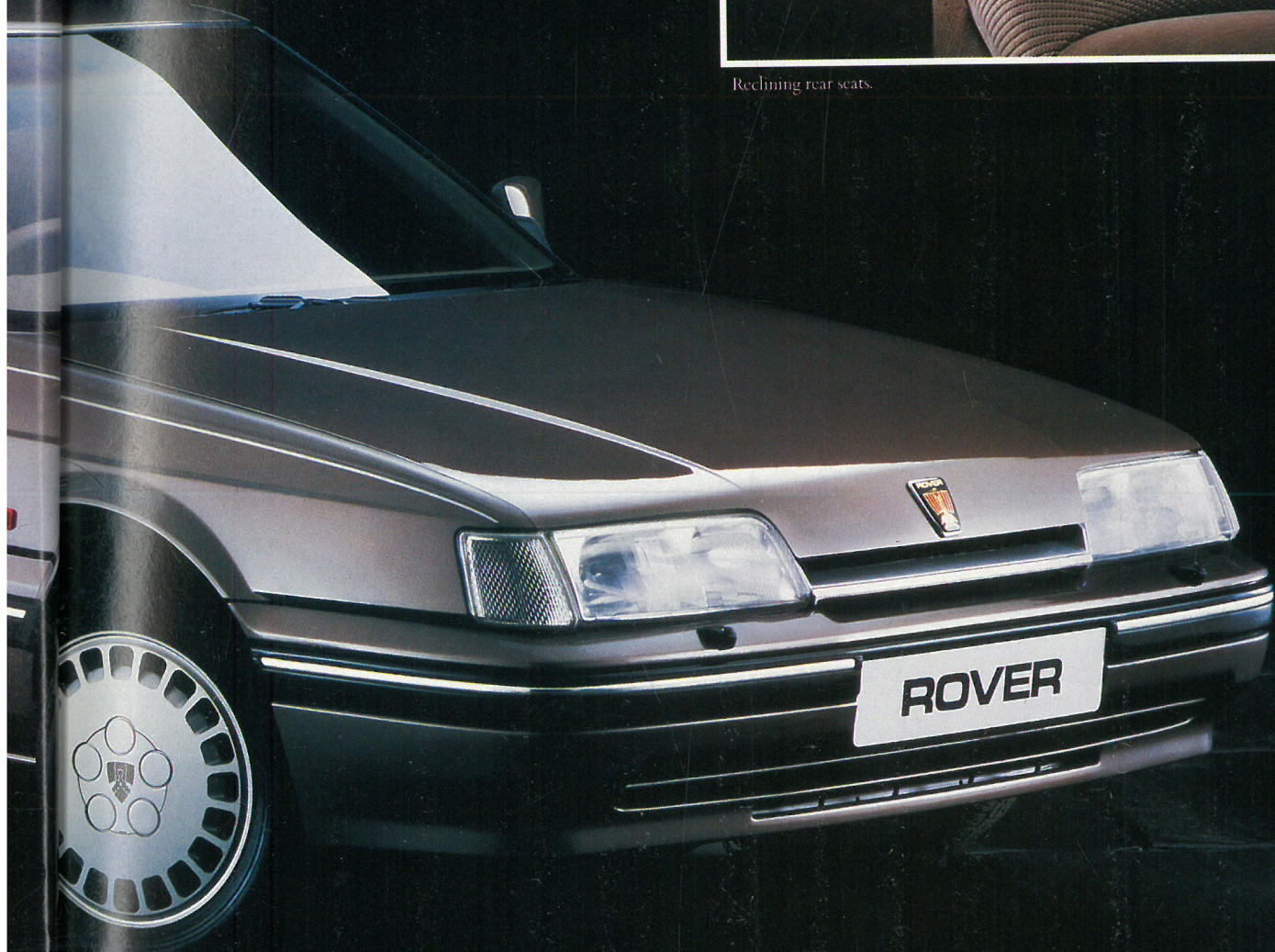
Business, however, takes second place to luxury in these elegant surroundings, Burr walnut inserts, handcrafted in matched sets, grace the doors, and the seats — with map pockets providing useful stowage in the rear — are trimmed in soft Diagonal velvet. Door-mounted lamps guide passengers into the car, whilst directional rear reading lamps allow those in the back to take their turn at route planning.

However, you may find that this one task is left up to the driver. With each of the rear seats reclining comfortably to a slumber position, the Rover 825i's passengers are more likely to quietly dream away those long and restful journeys.

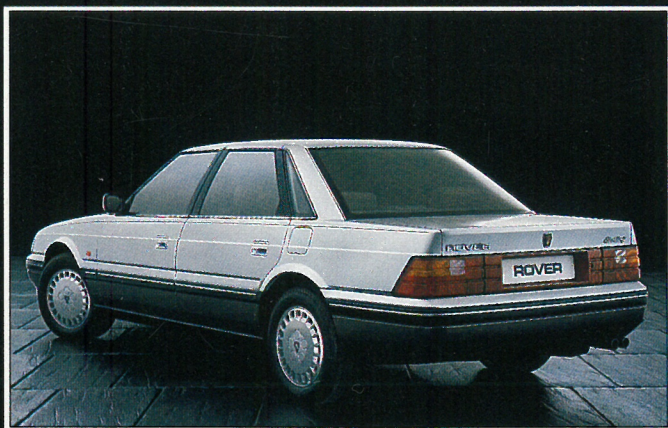
You can choose from a comprehensive list of options which include anti-lock braking, air conditioning, leather seat facings and electric glass sunroof.



Reclining rear seats.



ROVER STERLING



A great deal of careful thought created the most luxurious model in the new Rover range. The aim — to design a car which would anticipate every wish of the discerning driver.

In its appearance alone, the Sterling is the finest expression of Rover

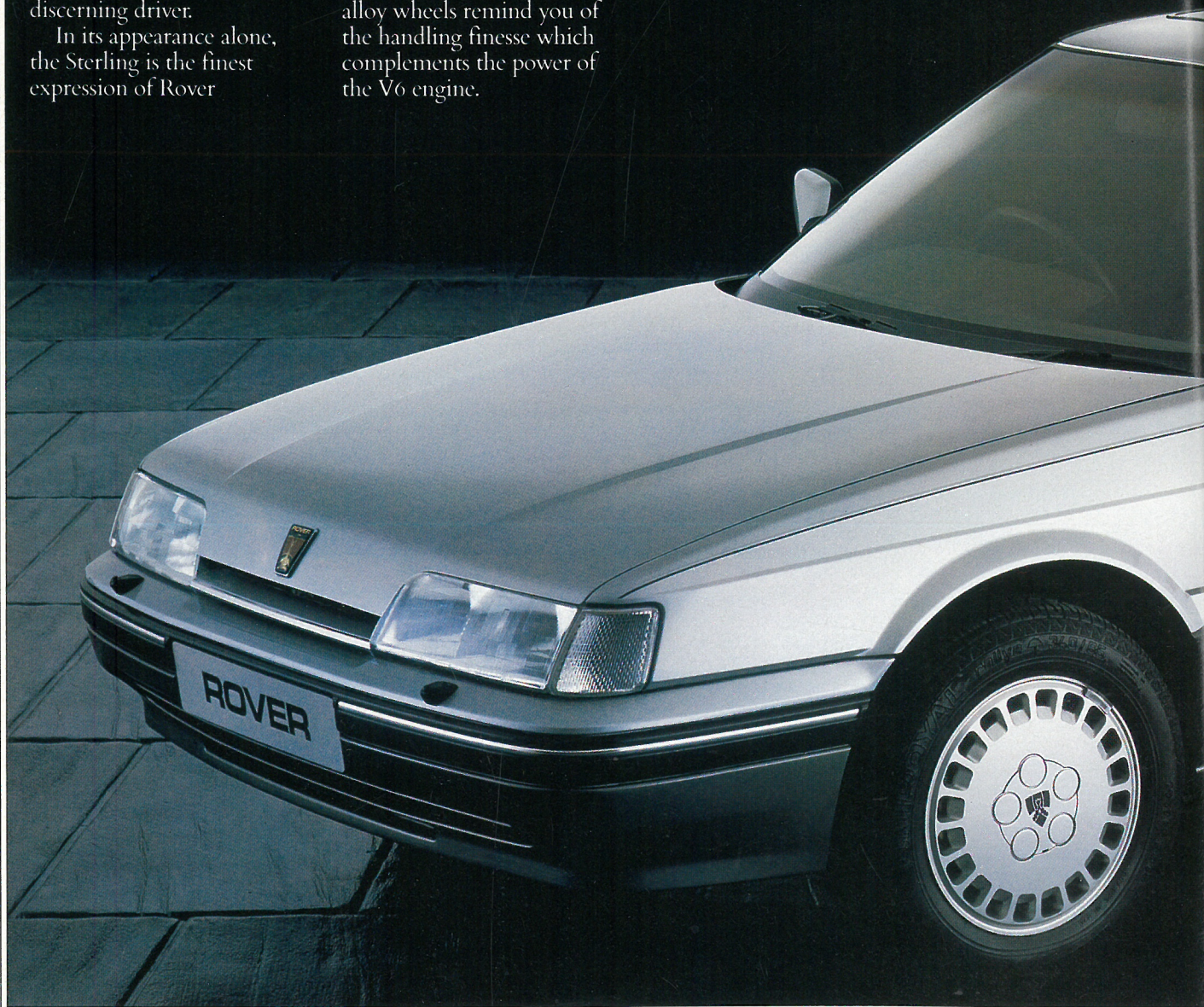
elegance. The distinctive styling is accentuated by a choice of four tasteful two-tone paint treatments, with gunmetal grey finish to the lower body sides, whilst alloy wheels remind you of the handling finesse which complements the power of the V6 engine.

Once on the move, each wheel is monitored by microprocessor intelligence of a very special kind. A sophisticated anti-lock braking system provides the split-second control which can help you to steer out of trouble when you need to brake hard on a slippery road.

Inside the beautifully crafted interior, advanced technology takes care of the most everyday tasks for you. Once you've made yourself perfectly comfortable at the wheel, and adjusted the

electrically controlled seat and door mirrors to your liking, you will never have to bother to do it again. A built-in microprocessor makes a note of your driving position and will recall it for you, re-adjusting every setting automatically at the touch of a button. So if you can be persuaded to part with your car to another driver, be reassured that it will never forget you.

You will find a warm welcome on the most freezing mornings too, with a heater element in the



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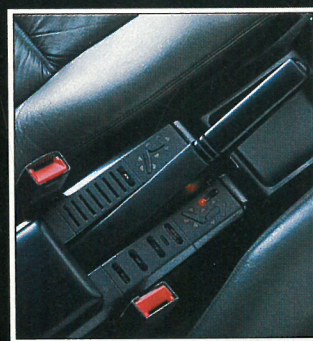
driver's seat to take the chill out of those early starts. Naturally, Rover Sterling passengers also receive VIP treatment. Like the driver's seat, the front passenger seat can be effortlessly adjusted fore and aft and for height and recline by electric control; fine adjustment for comfort in the small of the back is provided by the electrically inflatable lumbar support. And in the back, passengers can settle down for the trip by just touching a button to recline the rear seats. Even after the

longest journey, you may be reluctant to leave the Rover Sterling's opulent environment, with seats faced in the silken softness of Connolly leather, and 3 sumptuous shag-pile rugs.

The perfect accompaniment to the Rover Sterling's quiet and rapid progress is in-car audio designed for the most demanding music connoisseur. The system does full justice to your metal tape recordings, and will seek and find the next track on command. In the

front or the back you will get equal enjoyment from an eight-speaker system, with the two rear coaxial speakers incorporating both tweeters and mid-range/woofer units. Together with separate bass and treble controls, the result is hi-fidelity of a breathtaking quality.

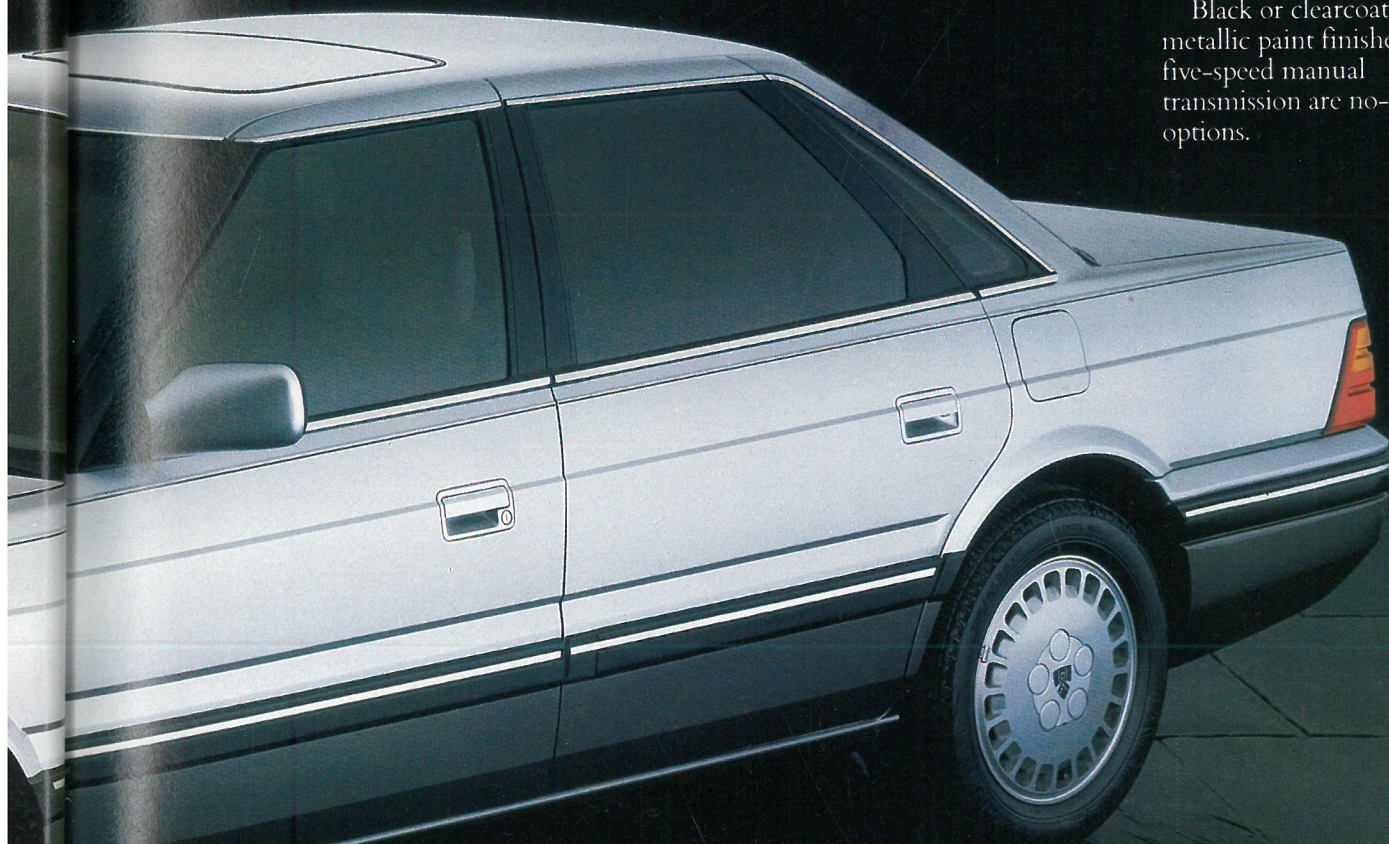
The pleasure you derive from this magnificent Rover will remain the same regardless of the extremes of climate in which you need to travel. On the most scorching day the interior



Electric front seat adjustment controls.

remains a cool and calm world of its own, with the luxury of air conditioning perfecting the rarified atmosphere of the ultimate luxury car.

Black or clearcoat metallic paint finishes and five-speed manual transmission are no-cost options.



Austin Rover is now benefitting from the investment of many millions of pounds which have made available to it the finest and most advanced design, engineering and production facilities in the European Motor Industry. The result is the achievement of the highest possible product quality – the Rover 800 Series.

Quality began with the design. Every aspect, no matter how small, reflects this investment as well as the creativity of the design team. Good design has resulted in a crisp yet elegant body whilst still providing benefits of well-controlled airflow – low wind noise, stability at speed and low fuel consumption. Good design also pays attention to smallest detail: the reflective properties of the fine grained matt finish fascia for example. The Rover 800 achieves high levels of technical perfection yet still retains the elegance, the sportiness and the refinement of detail that is the Rover tradition.

The use of computer-aided design, integrated with manufacturing, was central to quality. Austin Rover now has over 330 CAD workstations across the company – more than any other European car manufacturer, and many of them in use virtually 24 hours a day. This massive technological investment enabled the Rover 800 designs to be validated by computer before the first prototypes were made.

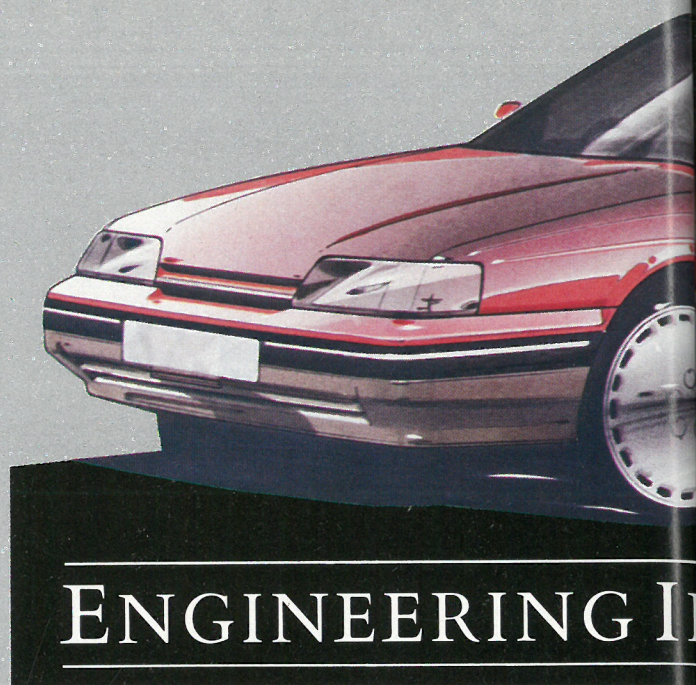
The use of CAD has allowed a common database to serve as the basis for every aspect of design and manufacturing. So the purity of the initial design was not diluted. The Rover 800 exactly reflects the designer's initial concept and is produced to the extremely close tolerances which are only possible with automated manufacturing equipment.

During the production process the bodies are checked

to a dimensional accuracy of 1 mm by a laser-illuminated body gauging station. Here 62 lasers and cameras in pairs carry out 96 dimensional measurements, and compare them with the figures held in the master database. If any Rover 800 body is out of tolerance, the test cell will stop the line.

Testing is to the same rigorous standards of precision. The Vehicle Electrical Test System carries out no less than 900 individual tests on doors, fascia, seats and complete vehicles. Water tests use a fluorescent dye which shows up in ultra-violet light, enabling leaks to be pinpointed quickly and precisely. During the sophisticated end-of-track rolling-road test, a driver works with a computer terminal to check a wide range of functions, including anti-lock braking and engine performance.

The use of computers to monitor every stage of manufacture and assembly makes it possible to identify and rectify immediately any



ENGINEERING I

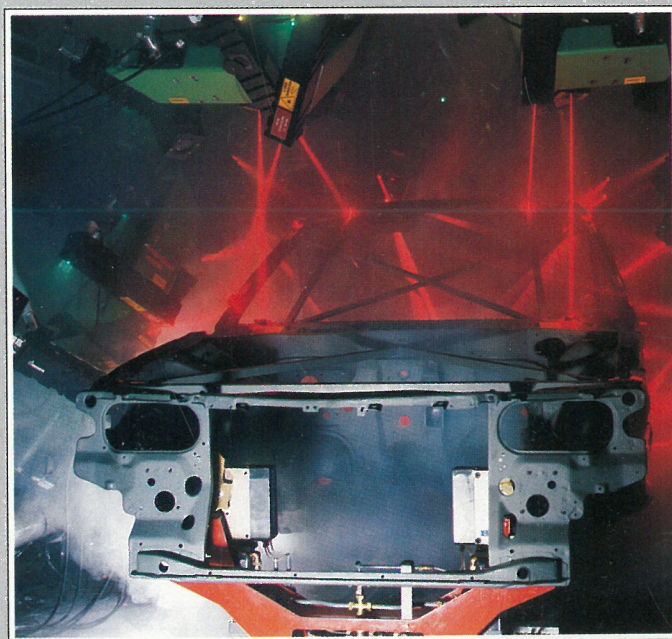
area where quality does not match the exacting standards appropriate to a Rover.

Austin Rover have adopted equally advanced technology for the major functions of the new car. The fuel injection systems used for the 2-litre and the 2.5-litre V6 engines optimise the high power and efficiency of the classic four valves per cylinder design.

Both engines have cross-flow cylinder heads with pent-roof combustion chambers. This gives excellent combustion efficiency by allowing fuel and air to be thoroughly and evenly mixed; it also allows the engine to run on a leaner than average mixture for good economy and the lowest emission levels. On each engine, the use of microprocessor-controlled fuel injection gives extremely precise fuel metering.

The 2-litre 16-valve engine is now available with two forms of fuel injection. The single point fuel injection system used on the new Rover 820E and 820SE is a highly efficient means of controlling the mixture for optimum driveability and fuel efficiency, combined with good performance. The new system is highly sophisticated, and has been designed, developed and produced to meet the unique requirements of Rover. It has a single injector placed upstream from the throttle butterfly, and the amount of fuel injected is governed by an electronic control unit. This reacts to information received from sensors monitoring the key engine conditions of manifold depression, engine speed (including rate of change

Below: Laser body gauging station.





IN A FINER FORM

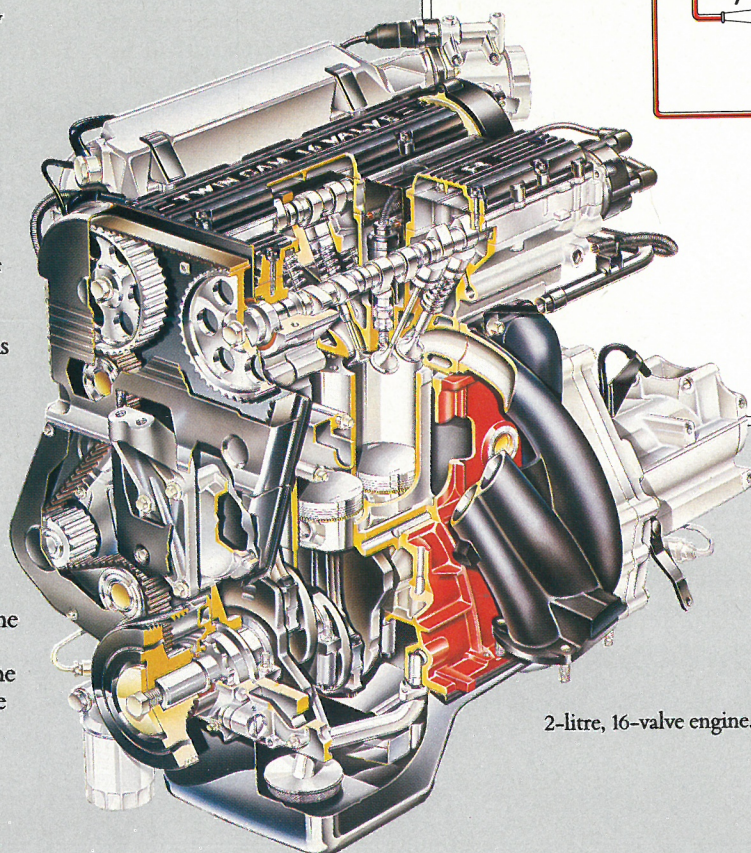
of speed), engine temperature, and throttle position. The system controls both fuelling and engine timing, through programmed ignition.

The multi-point fuel injection system used on the Rover 820i and 820Si feeds each cylinder individually, and also uses microprocessors to control both ignition and fuelling. These react to sensors monitoring a large number of functions, from intake air flow and temperature to the crankshaft angle, the rate of throttle movement and the road speed. From this information, the microprocessors control the engine timing, the fuel/air mixture required, and the duration of the opening of the injectors.

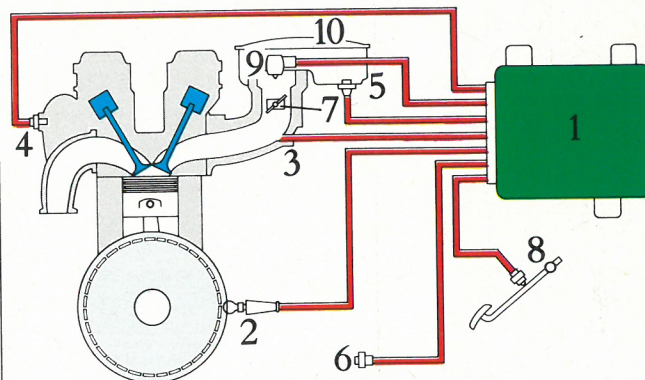
One of the most sophisticated of these sensors is the "hot wire" air flow meter. Changes in the resistance of a heated wire exposed to the air flow send a precisely calibrated signal to the fuelling microprocessor, allowing it to determine the right fuel/air mixture for all engine operating conditions with outstanding accuracy. The result is a smooth and eager response even when the engine is driven from cold, and a rare blend of scintillating

performance and good economy.

The V6 fuel injection system was developed from Formula One technology and not only does it feature sensors able to measure air density but also fuel is injected only on the intake stroke. Normally the injectors all open and close simultaneously, with half the amount of fuel needed being

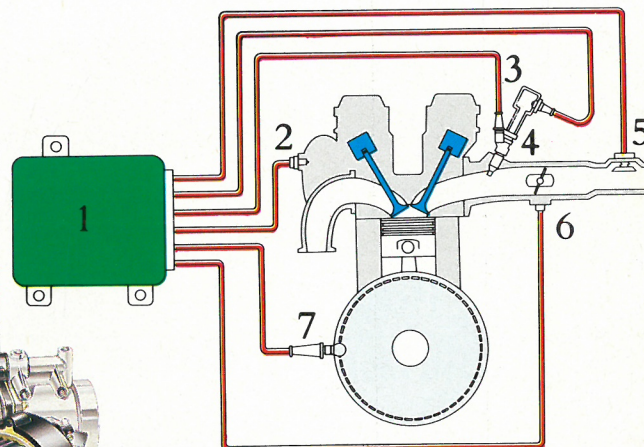


2-litre, 16-valve engine.



SINGLE POINT INJECTION

1. E.C.U. (Electronic Control Unit).
2. Crankshaft sensor.
3. Manifold absolute pressure sensor.
4. Coolant temperature sensor.
5. Intake air temperature sensor.
6. Ambient air temperature sensor.
7. Throttle potentiometer.
8. Throttle pedal switch.
9. Injector.
10. Air cleaner.



MULTI-POINT INJECTION

1. Fuel ECU.
2. Coolant temperature sensor.
3. Injector.
4. Fuel temperature thermistor.
5. Air flow sensor.
6. Throttle potentiometer.
7. Crankshaft sensor.

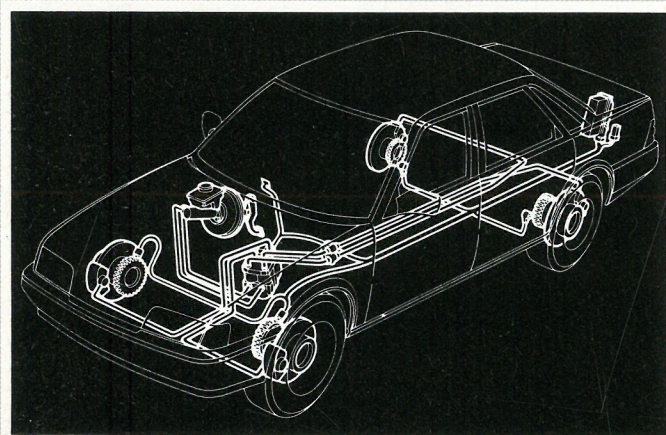
injected on each non-induction stroke. This advanced system again enables the engine to run on a lean mixture, whilst producing high levels of power and acceleration.

Microprocessor precision is also central to the anti-lock braking system which is fitted as standard to the

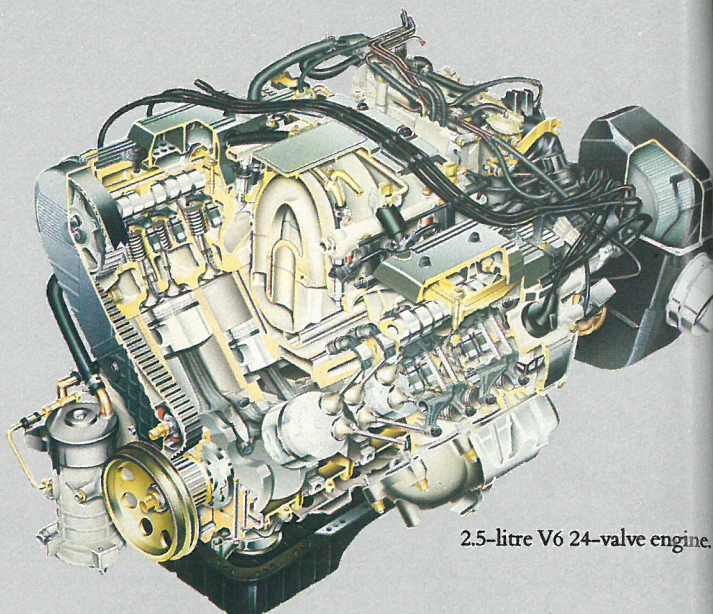
Rover Sterling, and optional on the Rover 825i. The speed of each wheel is monitored by a control unit, and continuously compared with the speeds of the other wheels. If variations in wheel speeds suggest that one of them is about to lock, the unit reacts instantly, sending a signal to a valve controlling the brake cylinder on the wheel concerned. Firstly the flow of brake fluid is controlled so that brake pressure cannot increase; secondly, if the wheel is still threatening to lock, brake pressure is released completely. Once the wheel starts to regain speed, pressure is re-applied - and then released again before

lock-up. So the wheel is braked only while it has grip, in a lightening-fast pumping action of up to ten times a second which can be felt as a tremor through the brake pedal.

The major advantage of this sophisticated system is to help the driver to retain steering control when braking hard on a slippery surface. The Rover 800's system is exceptionally advanced in that it not only controls the wheel which is about to lock, but also adjusts the pressure on the opposite wheel as well. This gives improved steering control where one wheel is on a slippery surface and the other on a perfectly good surface.



Anti-lock braking system.

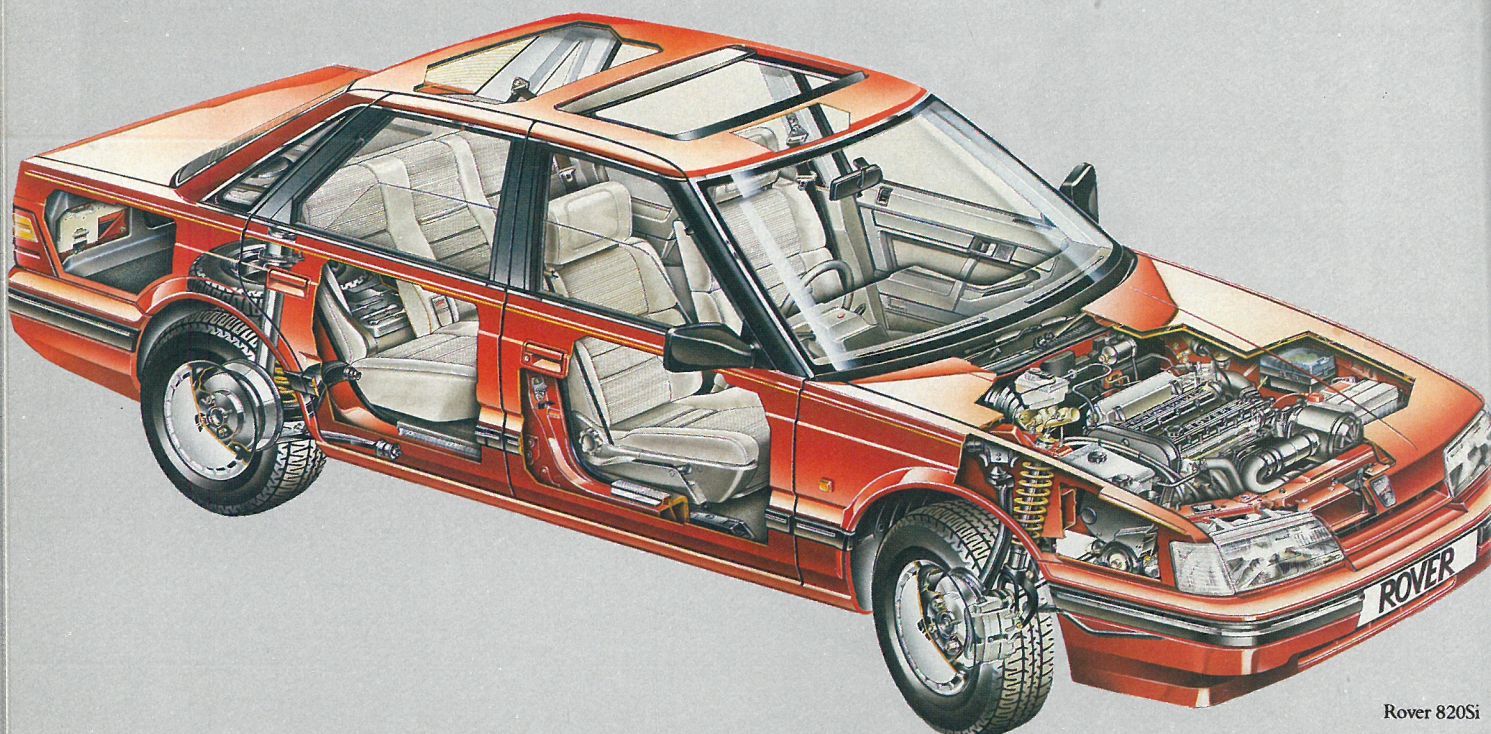


2.5-litre V6 24-valve engine.

Technology serves the Rover 800 driver in many areas, and one of the most important is security. This includes the unique convenience of infra-red door locking - a British first for the Rover 800. The special coded signal sent by the infra-red control is a combination which is protected by being just one among tens of thousands of possible permutations. Another important security benefit is the ability to isolate the remote boot release, simply by turning the ignition key in a keyhole just behind the remote lever. When the car is left in other hands, a special garage security key protects articles left in the boot and glovebox by operating

just the ignition and doors.

Every aspect of the Rover 800 benefits from the exploitation of one of the most up-to-date technologies available anywhere in the world. Those who will drive it, however, will not be overwhelmed by a "hi-tech" environment. The creation of the elegant, uncluttered interior which could belong only to the finest luxury car was a vital design objective. For the Rover 800 owner, technology serves one simple purpose - to enhance the pleasures of the open road. When you take the wheel, you are certain to understand how supremely well that purpose has been fulfilled.



Rover 820Si

SPECIFICATIONS

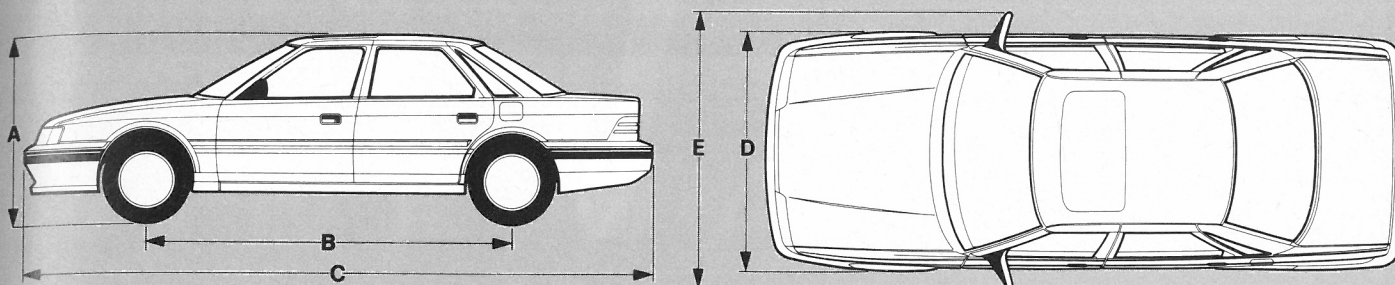
ROVER 800 SERIES

	820E 820i	820SE 820Si	825i	STERLING
ENGINE & TRANSMISSION				
4-cylinder, 16-valve, twin OHC, 1994 cc, electronic single-point fuel injection.	820E	820SE	—	—
4-cylinder, 16-valve, twin OHC, 1994 cc, electronic multi-point fuel injection.	820i	820Si	—	—
V6-cylinder, 24-valve, OHC, 2494 cc, electronic multi-point fuel injection.	—	—	■	■
Programmed ignition (Electronic ignition on V6).	■	■	■	■
Automatic cold start.	■	■	■	■
5-speed manual transmission.	■	■	○	○
4-speed automatic transmission, with lock-up.	□*	□*	■	■
Diagnostic access for service.	■	■	■	■
SUSPENSION				
Front: independent, double wishbone with coil springs and telescopic dampers. Anti-roll bar.	■	■	■	■
Rear: independent, strut system with trailing arms, transverse links, coil springs and telescopic dampers. Anti-roll bar.	■	■	■	■
Self-levelling rear suspension.	—	—	■	■
STEERING				
Rack & pinion, power-assisted.	■	■	—	—
Rack & pinion, speed-sensitive power-assisted.	—	—	■	■
BRAKES				
Servo-assisted, diagonal split dual circuit, front and rear discs (front: ventilated).	■	■	■	■
ABS (Anti-lock braking system).	—	—	□	■
WHEELS & TYRES				
14" steel wheels with 195/70 HRx14 low-profile radial ply tyres.	■	■	—	—
15" steel wheels with 195/65 VRx15 low-profile radial ply tyres.	—	—	■	—
Full-width prestige wheel trims.	■	■	■	—
15" alloy wheels with 195/65 VRx15 low-profile radial ply tyres.	□	□	□	■
ELECTRICAL (12-volt negative earth system)				
Alternator, illuminated column stalks for indicators, headlamp dip/mainbeam/flash, side/main lights, 2-speed wipers with flick and variable intermittent wash. Halogen headlamps. Hazard warning lamps. Twin reversing lamps and twin rear fog guard lamps. Glovebox lamp. Boot lamp. Side repeater flashers. Twin-tone horns. Cigar lighter. Illuminated switches and controls.	■	■	■	■
Central door/boot locking with high-security locks.	■	■	■	■
Infra-red remote door locking.	—	■	■	■
Electric front windows.	■	■	■	■
Electric rear windows.	—	■	■	■
Electric adjustment for door mirrors (incl. demisting).	■	■	■	■
Heated rear window with automatic switch off.	■	■	■	■
Headlamp wash.	□	□	■	■
Programmed wash/wipe.	—	■	■	■
Front and rear courtesy lights.	■	■	■	■
Courtesy light delay.	—	■	■	■
Footwell illumination.	—	■	■	■
Engine compartment illumination.	—	■	■	■
Illuminated vanity mirror on passenger sun visor.	—	■	■	■
Front directional reading lamps.	—	■	■	■
Rear directional reading lamps.	—	—	■	■
Open door warning lamp and kerbside illumination.	—	—	■	■
Headlamp courtesy delay.	—	—	■	■
Rear cigar lighter.	—	—	■	■
IN-CAR ENTERTAINMENT				
Electronic tune FM/MW/LW stereo radio (with auto-store). Stereo cassette player and 4 speakers.	■	—	—	—
Electronic tune FM/MW/LW stereo radio (with auto-store). Stereo cassette player with auto-reverse and 6 speakers.	—	■	■	—
Electronic tune FM/MW/LW stereo radio (with auto-store). Stereo cassette player with auto-reverse, Dolby noise reduction, metal tape facility, music search, loudness and separate bass/treble tone controls. 8 speaker system.	—	□	□	■
Front/rear fader control.	■	■	■	■
Rear screen aerial.	■	■	■	■
INSTRUMENTATION				
Speedometer with trip recorder, tachometer, fuel gauge, water temperature gauge, oil pressure gauge and voltmeter. Warning lights for direction indicators, mainbeam, side lamps on, ignition/no charge, brake circuit failure/low fluid level, handbrake on, brake pad wear, low oil pressure, low fuel and high engine temperature. Variable intensity illumination.	■	■	■	■
Ten-function trip computer (time, date, stopwatch, ETA, trip distance, fuel consumption/instant/average/fuel used, average speed, distance to travel).	—	—	■	■
Vehicle map. Visible and audible warnings for: door open, boot open, lights on, brake light failure, low air temperature, low washer level, low oil level, low coolant level.	—	—	■	■
Digital clock.	■	■	—	—
ABS warning light (when fitted).	—	—	□	■
INTERIOR FEATURES				
Soft finish colour-keyed fascia, incorporating lockable glove box, coin tray, comprehensive heating and ventilation unit with 3-speed fan. Temperature and volume controlled air flow to windscreen, footwells, front side windows and rear passenger compartment. Adjustable face-level ventilation. Fascia centre console, with push-button ashtray/cigar lighter and storage facilities.	■	■	■	■
Colour co-ordinated interior. Fully trimmed doors with velvet inserts, styled armrests and carpet kick-strips. Driver's and passengers' door bins. Cloth headlining. Dipping rear-view mirror. Driver's sun visor with docket pocket. Passenger's sun visor with vanity mirror. Cloth-trimmed rear parcel shelf. Cut-pile carpet. Door sill finishers and tread strips. Floor-mounted centre console with cassette stowage and rear passenger ashtray. Fully trimmed luggage compartment.	■	■	■	■

SPECIFICATIONS

	820E 820i	820SE 820Si	825i	STERLING
INTERIOR FEATURES <i>(continued)</i>				
Air conditioning.	—	□	□	■
Remote fuel flap release.	■	■	■	■
Lockable remote boot release.	■	■	■	■
Front seating: Fully adjustable for height, recline, lumbar support and fore/aft movement	—	—	—	—
— Manual adjustment (passenger; recline, fore/aft only).	—	—	—	■
— Powered adjustment driver and passenger.	—	—	—	■
— Driver's seat four-position memory (including mirrors).	—	—	—	■
— Heated driver's seat.	—	—	—	■
— Fully adjustable headrests.	■	■	■	■
— Map pockets behind seats.	—	—	■	■
Rear seating:	—	—	■	■
— Individual passenger recline.	—	—	■	■
— Manual adjustment.	—	—	■	—
— Powered adjustment.	—	—	—	■
— Fully adjustable headrests.	—	□	■	■
— Centre armrest.	■	■	■	■
Velvet seat facings.	■	—	—	—
Chalkstripe velvet seat facings.	—	—	—	—
Diagonal velvet seat facings.	—	—	■	○
Connolly soft leather seat facings.	—	—	□	■
Burr walnut wood veneer finish to fascia.	■	■	■	■
Burr walnut wood veneer finish to doors.	—	—	—	■
Rake-adjustable steering wheel with centre horn push—Soft feel.	■	■	—	—
— Leather trimmed.	—	—	■	■
Shag-pile footwell rugs (3).	—	—	—	■
Recessed passenger grab handles.	—	■	■	■
Non-slip fascia shelf mat.	—	■	■	■
Height-adjustable colour-keyed front seat belts with seat-mounted buckles.	■	■	■	■
Rear seat belts (incl. centre lap strap) with buckle and belt recessed stowage facility.	■	■	■	■
Comprehensive tool kit mounted in luggage compartment.	■	■	■	■
BODY FEATURES				
4-door saloon. High-security locks. Comprehensive anti-corrosion treatment with 6-year Supershield warranty. Body-coloured bumpers, incorporating integral front spoiler. Laminated windscreen. Bronze-tinted glass. Flush glazing. Bright finish to windscreen and window surrounds. Bright bumper/side rubbing strip inserts.	■	■	■	■
Coachline.	—	■	■	■
Body-coloured grille.	■	■	—	—
Bright finish grille.	—	—	■	■
Bright waist finisher.	—	■	■	■
Stainless steel tail-pipe trim	—	—	■	■
Shade band on windscreen.	—	—	■	■
Manual slide/tilt glass sunroof, with interior sliding louvred blind.	□	■	■	—
Electric slide/tilt glass sunroof, with interior sliding louvred blind.	—	—	□	■
Black or clearcoat metallic paint finish.	□	□	□	○
Two-tone paint finish (choice of four combinations).	—	—	—	○
INSURANCE GROUP (As recommended by the Accident Offices Association)	6	6	6	7

TECHNICAL DATA



GENERAL INFORMATION (Applicable to all models).

Dimensions: **A** Height: 55.0 in. (1.40m).
B Wheelbase: 108.6 in. (2.76m).
C Length: 184.6 in. (4.69m).
D Width (excluding door mirrors): 68.1 in. (1.73m).
E Width (including door mirrors): 77.4 in. (1.97m).
Turning circle: 36 ft. 5 in. (11.1 m).
Luggage capacity: 15.7 cu. ft. (0.45 cu. m).
Fuel tank capacity: 15 gallons (68 litres).
Fuel: 820E/820SE/820i/820Si models — 4 star (97 RON leaded) or Premium (95 RON unleaded).

Fuel: 825i/Sterling — 4 star (97 RON leaded).
Servicing Intervals: Intermediate — 6 months/6,000 miles whichever occurs first.
Main: 12 months/12,000 miles, whichever occurs first.

ECONOMY

	Imperial mpg			Metric L/100km		
	Urban	56 mph	75 mph	Urban	90 km/h	120 km/h
820E/820SE Manual	26.8	46.8	36.3	10.5	6.0	7.2
820E/820SE Automatic	23.6	43.6	33.7	12.0	6.5	8.4
820i/820 Si Manual	26.8	42.8	34.3	10.5	6.6	8.2
825i/Sterling Manual	22.4	39.5	32.1	12.6	7.1	8.8
825i/Sterling Automatic	21.2	38.0	31.9	13.3	7.4	8.8

All figures (in mpg — L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.

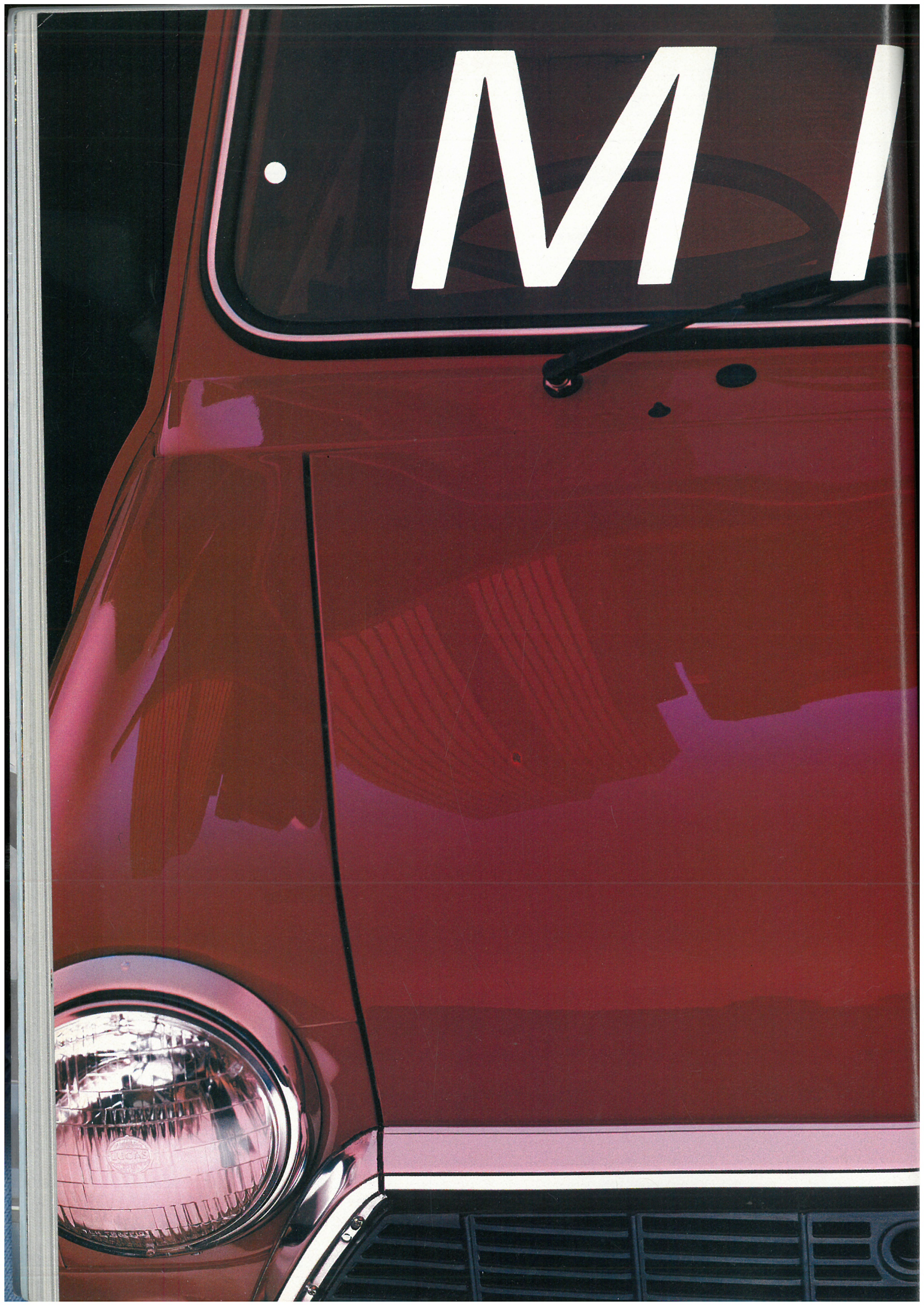
PERFORMANCE

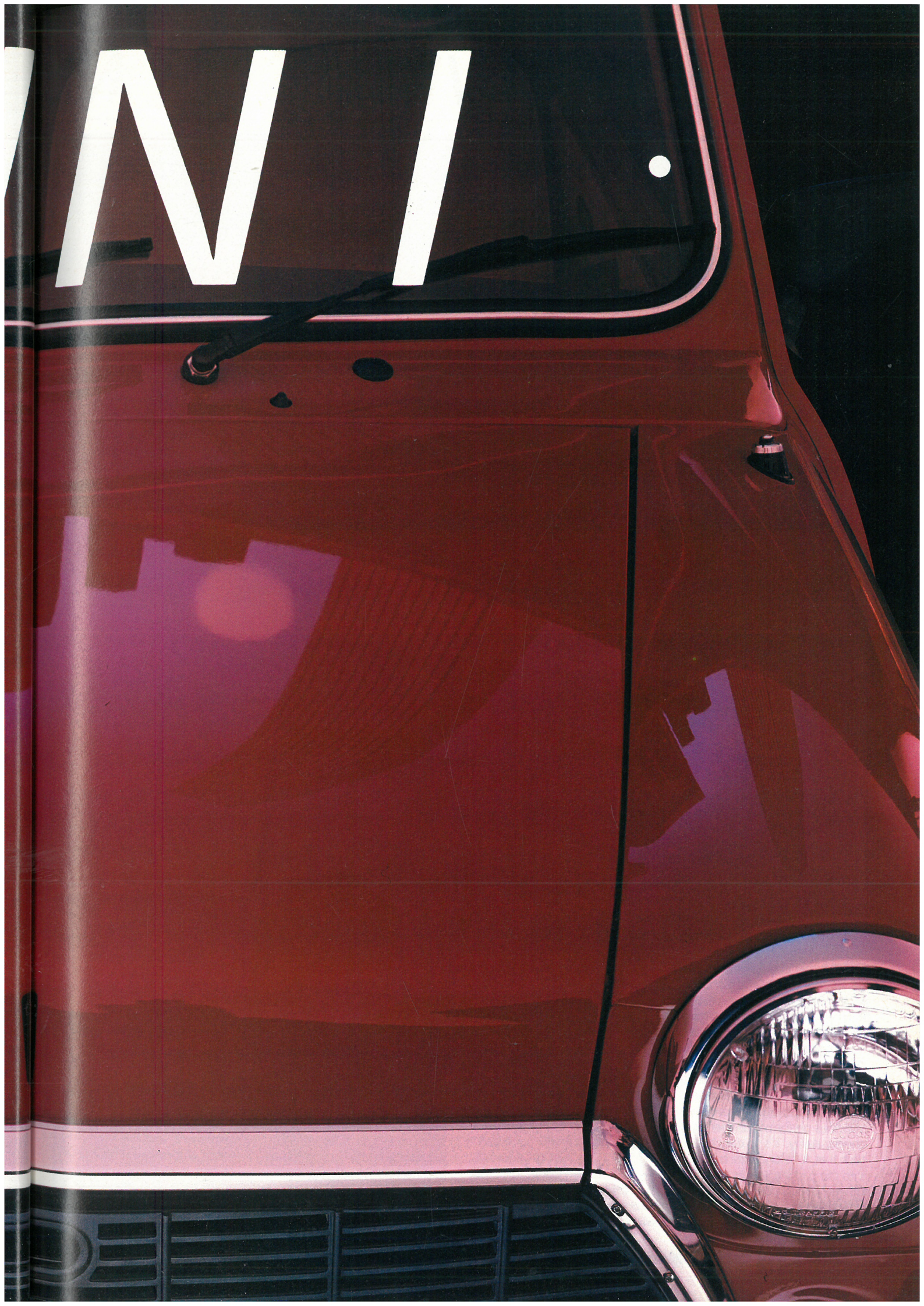
	Manual		Manual		Manual		Automatic	
	820E	820SE	820i	820Si	825i	STERLING	825i	STERLING
*0-60 mph (secs).	9.9	9.9	8.8	8.8	7.8	7.8	9.0	9.0
*30-50 mph (secs) (4th gear).	8.6	8.6	8.1	8.1	8.3	8.3	N/A	N/A
*50-70 mph (secs) (4th gear).	9.6	9.6	9.0	9.0	9.2	9.2	N/A	N/A
*Top speed (mph).	119	119	126	126	133	133	131	131
Power output: PS (EEC) @ RPM	120 @ 5600	120 @ 5600	140 @ 6000	140 @ 6000	173 @ 6000	173 @ 6000	167 @ 6000	167 @ 6000
Max torque NM (EEC) @ RPM	162 @ 3500	162 @ 3500	178 @ 4500	178 @ 4500	217 @ 5000	217 @ 5000	221 @ 4000	221 @ 4000
* Manufacturer's data.								

Note: These specifications apply to UK models. Specifications for other markets may vary and are available on request.

RECOMMENDED TOWING WEIGHTS

Model	Kerbside Weight	Max. Towing Weight (2-up)	Tow Hitch Down Load	Roof Rack Load
820E/820i	1270kg (2800lb)	1550kg (3420lb)	50kg (110lb)	70kg (155lb)
820SE/820Si	1295kg (2855lb)	1550kg (3420lb)	50kg (110lb)	70kg (155lb)
825i	1360kg (3000lb)	1600kg (3530lb)	50kg (110lb)	70kg (155lb)
Sterling	1400kg (3090lb)	1600kg (3530lb)	50kg (110lb)	70kg (155lb)





MINI CITY E



BIG STYLE IN SMALL SIZES

The timeless Mini continues to be the classic choice as the chic little car that you can take anywhere for a great deal less than most. With the 1.0 A-Plus engine returning no less than 60.5mpg at a steady 56mph, the Mini is still unique for its blend of frugal economy, vivacious performance and cheeky agility; it's so easy to tuck that 10ft long little body into the parking spaces that others have to pass by. And whichever model you choose, whether it's the budget-

conscious Mini City E or the lavish Mayfair, you'll be surprised by the style and equipment.

MINI CITY E

The Mini City E is ideal as the first car, or as a low-cost nippy way of getting to work in town



Mini City E interior.

traffic. And small though it is, the City E thinks big where your comfort's concerned. In that remarkably spacious interior, there are smart Sawtooth fabric seat inserts, complementing the colour-keyed carpet, fascia, rear parcel shelf and seatbelts. Oddment space is generous, with a full width front parcel shelf, and rear companion

boxes. Fresh air is provided through two adjustable face level vents; and a heated rear window, together with two-speed wipers and flick wipe, cope efficiently with poor weather. The City E is a smart looker from the outside too, with a grey grille, bumpers and wheelarch spats. And if you like your journeys to be as restful as possible, you can choose automatic transmission from among the extra cost options. Few small cars offer this refinement, and the Mini's four-speed automatic gearbox delivers over 40mpg on the urban cycle. You can also choose the option of black or clearcoat metallic paint finishes.

MINI MAYFAIR



Mini Mayfair interior.

MINI MAYFAIR

Fun to drive, and irresistibly stylish, the Mini Mayfair offers the kind of luxury you'd normally expect only from larger cars. Attractive wheel trims and the exclusive coachline motif announce the Mini's fashion leader. Tinted glass, twin door mirrors and opening rear quarter windows are all part of the specification. Inside, you'll be cosseted by sumptuous Plain and Chalkstripe velvet seat facings, and reclining front seats with head restraints. The cut pile carpet and velvet door trim and side casings all help to give the Mayfair its air of unabashed

luxury. Underlining the Mini's sporting nature, the instrument binnacle incorporates a tachometer, and a push-button radio will keep you entertained. Automatic transmission is an extra cost option fully in keeping with the Mayfair's refined character, as is the choice of a radio/stereo cassette player. Black or clearcoat metallic paint are also available; and if you really want to cut a dash, you can specify alloy wheels.

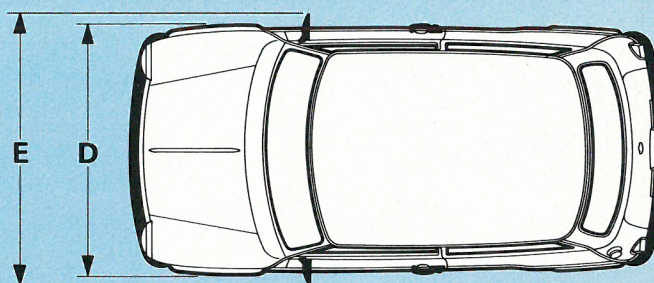
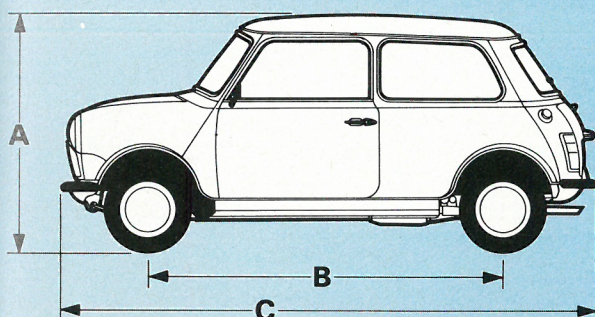
SPECIFICATIONS

MINI

	CITY E	MAYFAIR
ENGINE & TRANSMISSION		
4 cylinder, transverse. OHV, 998cc. 41 PS (DIN) @ 5000 RPM.	■	■
4 speed all synchromesh gearbox.	■	■
Optional 4 speed automatic gearbox.	□	□
SUSPENSION		
All independent, rubber cone springs, telescopic dampers.	■	■
STEERING		
Rack and pinion.	■	■
BRAKES		
Dual line hydraulic system, discs front, drums rear.	■	■
WHEELS & TYRES		
Pressed steel wheels with 145/70 x 12 low profile radial ply tyres.	■	■
Prestige, full diameter wheel trims.	—	■
Alloy wheels.	—	□
ELECTRICAL (12 volt negative earth system. Alternator.)		
Twin column stalks for indicators, horn, headlamp and dip and 2 speed wipers with electric screen washers and flick wipe.	■	■
Hazard warning lamps.	■	■
Heated rear window.	■	■
Side repeater flashers.	■	■
Rear fog guard lamp.	■	■
Reversing lamps.	■	■
IN-CAR ENTERTAINMENT		
Push-button LW/MW radio.	—	■
Push-button LW/MW radio/stereo cassette player.	—	□
INSTRUMENTATION		
Triple-pack binnacle incorporating speedometer, tachometer and fuel level and water temperature gauges.	—	■
Twin-pack binnacle incorporating speedometer and fuel level and water temperature gauges.	■	—
Warning lights for indicators/hazard lamps, main beam, brake circuit failure, heated rear window, oil pressure, ignition and rear fog lamp.	■	■
INTERIOR FEATURES		
Full width front parcel shelf, with trimmed and padded rails (colour-keyed).	■	■
Sawtooth cloth seat facings with vinyl seat backs and sides.	■	—
Plain and chalkstripe velvet seat facings with cloth seat backs and sides	—	■
Velvet trimmed front seat head restraints.	—	■
Velvet trimmed door casings.	—	■
Rake adjusting front seat squabs.	—	■
4-spoke steering wheel (black).	■	—
3-spoke, soft-feel colour-keyed steering wheel.	—	■
Fascia-mounted ashtray.	■	■
Rear floor-mounted ashtray.	■	■
Loadspace floor covering.	—	■
Laminated windscreen.	■	■
Twin sun visors with passenger vanity mirror.	■	■
Inertia reel front seat belts (colour-keyed).	■	■
Rear seat lap belts.	■	■
Tinted glass.	—	■
Opening rear quarter windows.	—	■
Fresh air heater/demister with face level air vents.	■	■
Fitted cut pile carpet.	—	■
Handbrake grip.	—	■
Twin door bins.	—	■
Rear companion boxes.	■	■
Sports gear lever knob.	—	■

BODY FEATURES

Driver's door mirror.	■	■
Passenger's door mirror.	—	■
'City' decals on rear wings.	■	—
Side repeater flashers.	■	■
Nimbus grey wheelarch extensions, bumpers, door handles and grille.	■	■
Coachline with Mayfair logo.	—	■
Locking fuel filler cap.	—	■
Black or clearcoat metallic paint.	□	□
INSURANCE GROUP (As recommended by the Accident Offices Association)	1	1



GENERAL INFORMATION (Applicable to all models).

Fuel tank capacity: 7.5 gals (34 litres). Fuel: 4 star (97 RON leaded).
 Servicing intervals: Main 12 months/12,000 miles (whichever occurs first).
 Intermediate 6 months/6,000 miles (whichever occurs first).
 Luggage capacity: 4.1 cu.ft. (0.12 cu.m.)
 Dimensions: **A** Height 53.25in. (1.35m).
B Wheelbase 80.1in. (2.04m).
C Length 120.25in. (3.05m).
D Width (excluding door mirrors) 55.5in. (1.41m).
E Width (including door mirrors) 61.3in. (1.56m). Mayfair
 Width (including door mirror) 57.4in. (1.46m). City E
 Turning circle 28.5ft. (8.6m).

ECONOMY	Imperial mpg			Metric L/100km		
	Urban	56 mph	75 mph	Urban	90 km/h	120 km/h
City E/Mayfair (Manual)	45.9	60.5	44.1	6.2	4.7	6.4
City E/Mayfair (Automatic)	40.9	46.1	—	6.9	6.1	—

All figures (in mpg — L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.

PERFORMANCE

	CITY E		MAYFAIR	
	Manual	Automatic	Manual	Automatic
* 0 — 60 mph (secs).	17.9	21.9	17.9	21.9
* 30 — 50 mph (secs). (4th gear).	13.7	N/A	13.7	N/A
* Top Speed mph.	80	78	80	78
Torque kgm DIN.	6.9	N/A	6.9	N/A
RPM	2500	N/A	2500	N/A

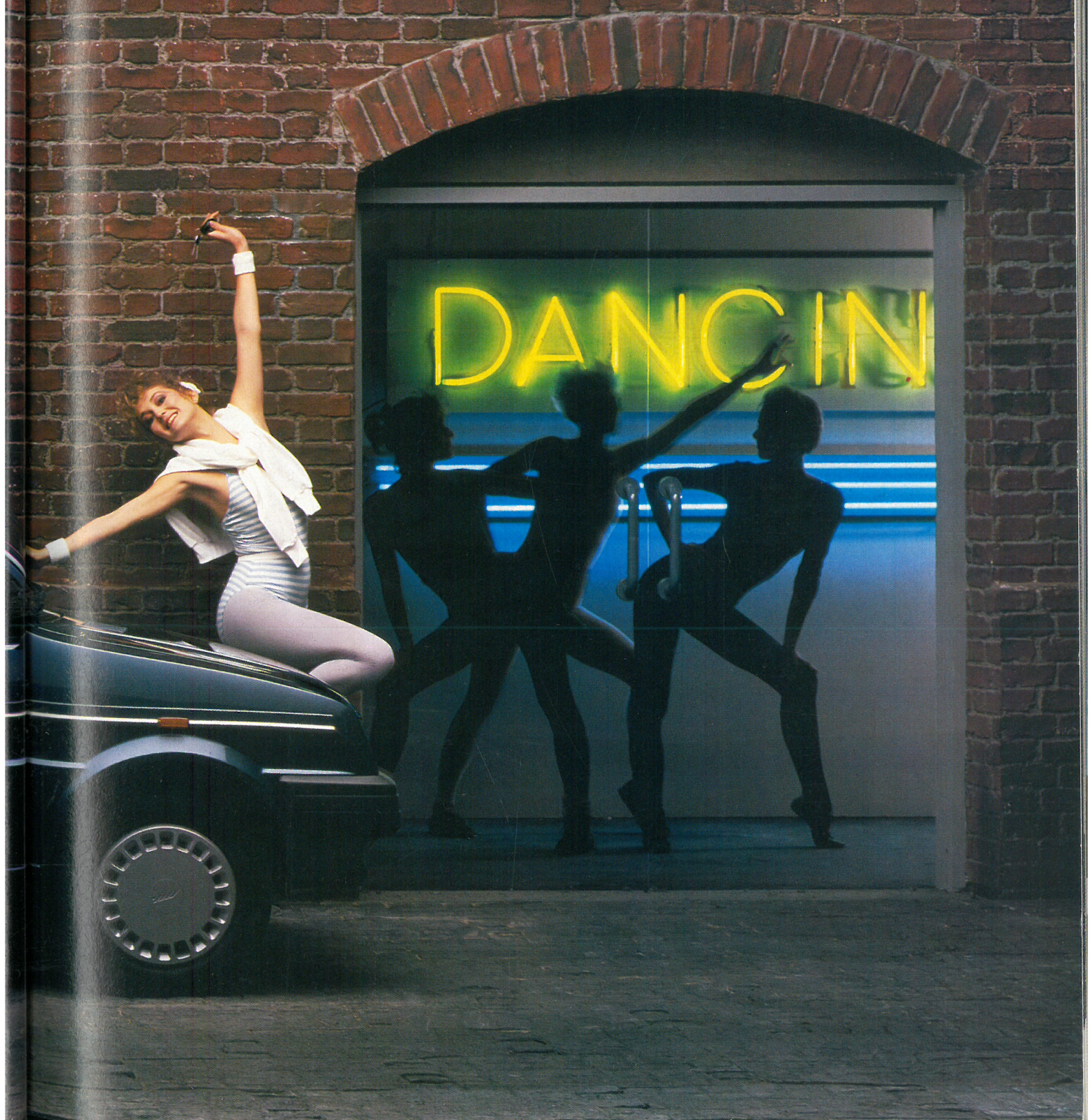
* Manufacturer's data.

RECOMMENDED TOWING WEIGHTS

Model	Kerbside Weight	Max. Towing Weight (2-up)	Tow Hitch Down Load	Roof Rack Load
City	625kg (1380lb)	405kg (895lb)	35-45kg (75-100lb)	40kg (90lb)
City Automatic	655kg (1445lb)	405kg (895lb)	35-45kg (75-100lb)	40kg (90lb)
Mayfair	645kg (1420lb)	405kg (895lb)	35-45kg (75-100lb)	40kg (90lb)
Mayfair Automatic	675kg (1485lb)	405kg (895lb)	35-45kg (75-100lb)	40kg (90lb)



The **METRO**



The METRO

DRIVING HOME THE WINNING FORMULA

Proud bearer of the Design Centre label, together with the Montego and the Rover 800 Series, this supremely successful small British car continues to offer all the winning benefits which have made it a consistent best-seller.

5-door form to suit the family and the budget. Moving up the range, the 1.0 City X 3-door offers more equipment, whilst the 1.3 City X 5-door lets you choose more power too.

The four Metro L models are outstanding for their choice and excellent specification, and also offer the versatility of the 60/40 split folding rear seat. Whilst if your main priority is outstanding economy at no

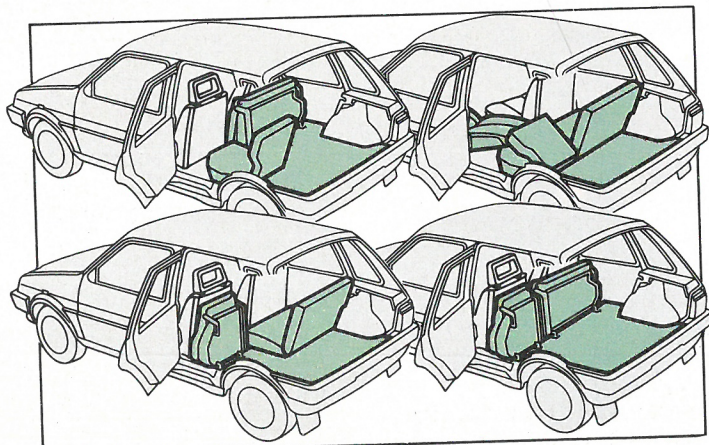


Metro LE fascia.

STYLE AND INDIVIDUALITY

Whichever Metro you choose, you'll discover a car with a style and character all its own. The 1.0 Metro City models are ideal for comfortable, economy-conscious motoring; what's more, you can choose your City in either 3-door or

sacrifice to creature comforts, then the Metro 1.3LE was made for you; the most fuel-efficient model in the Metro range, with a special economy transmission, the 1.3LE is also stylishly well-equipped. The Metro is unusual among smaller cars in offering automatic transmission, which is available as standard on the Metro 1.3 Automatic, and also as an option on the Vanden Plas. The smooth, 4-speed automatic gearbox



Alternative rear seat positions (except City and City X).

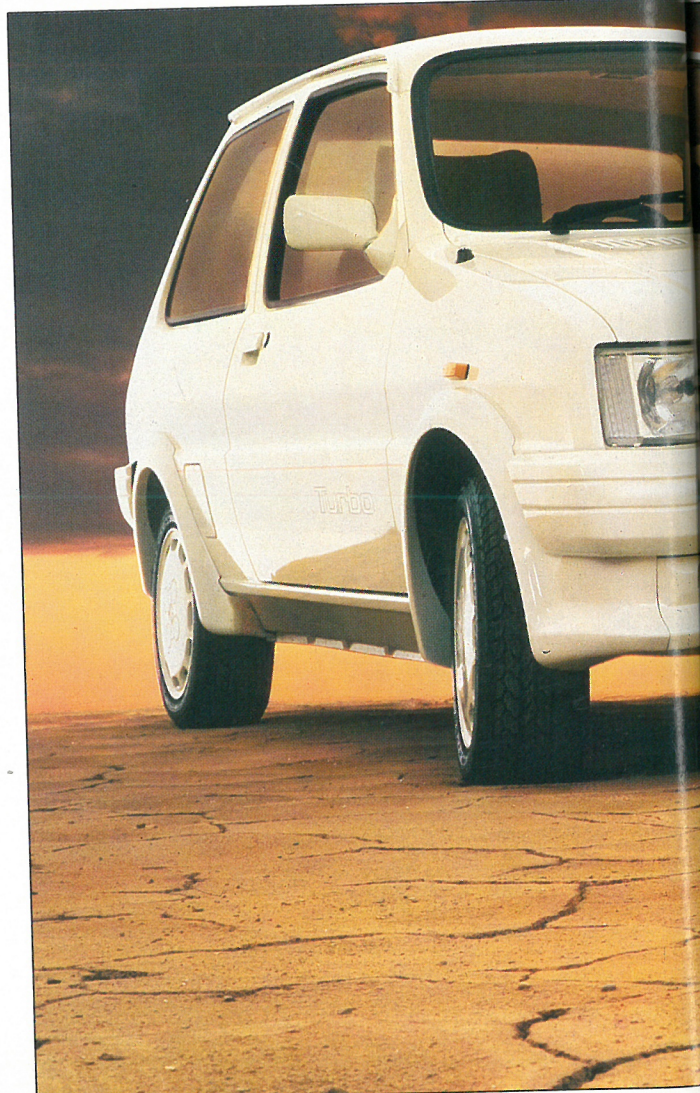


Metro Mayfair interior.

brings a unique refinement and ease to every journey, and makes light work of stop-start driving through town traffic.

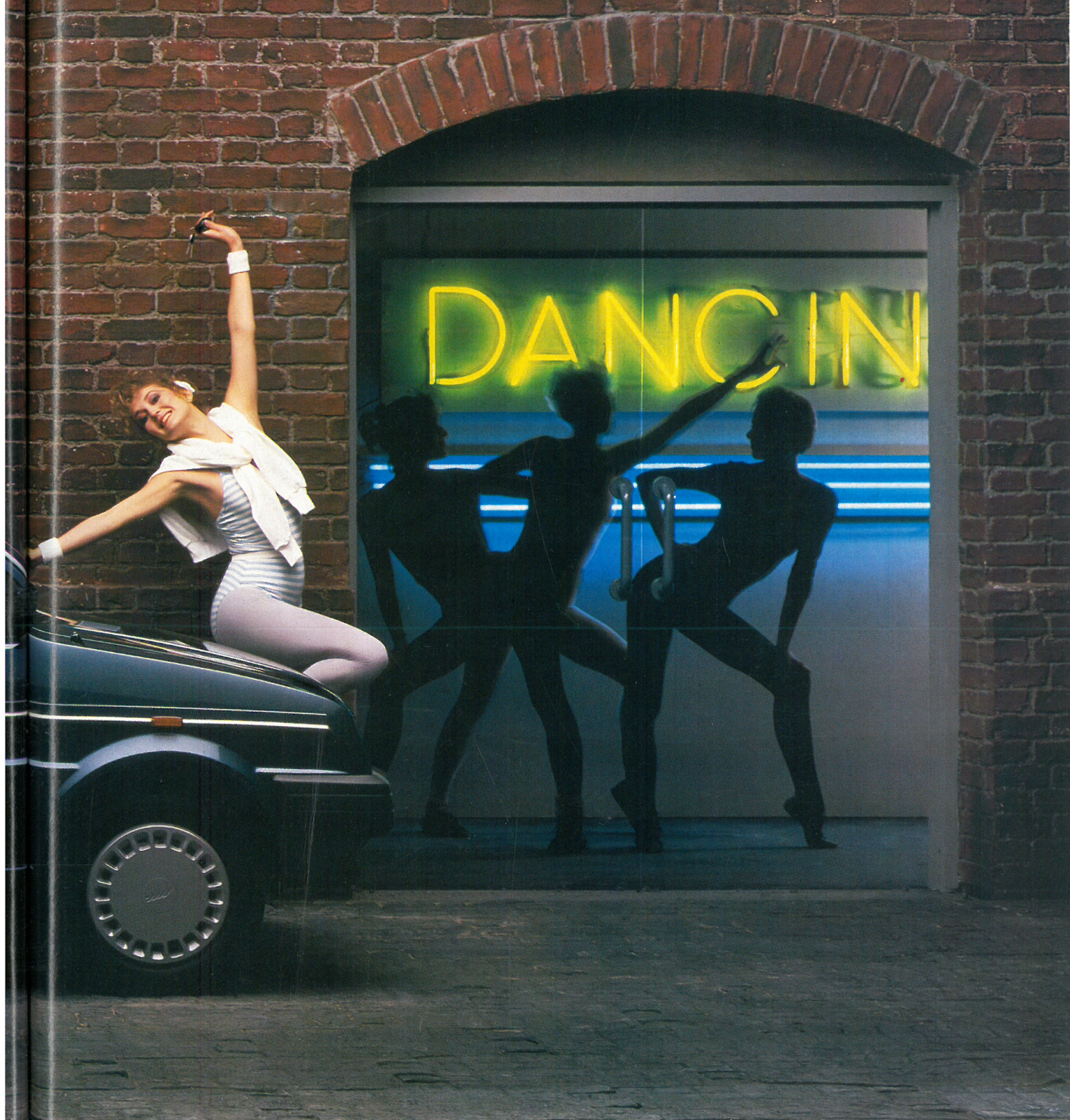
The Metro Mayfair models blend distinctive styling with an impressive level of luxury — yet you'll find that these chic models cost less than their

looks suggest. Of course, if you'll settle only for the most opulent small hatchback on the road today, then you're certain to fall for the prestigious Metro Vanden Plas. With elegant looks, find wood veneer in fascia and doors, and a sumptuous velvet seat trim, the



All-white MG Metro Turbo.

The **METRO**



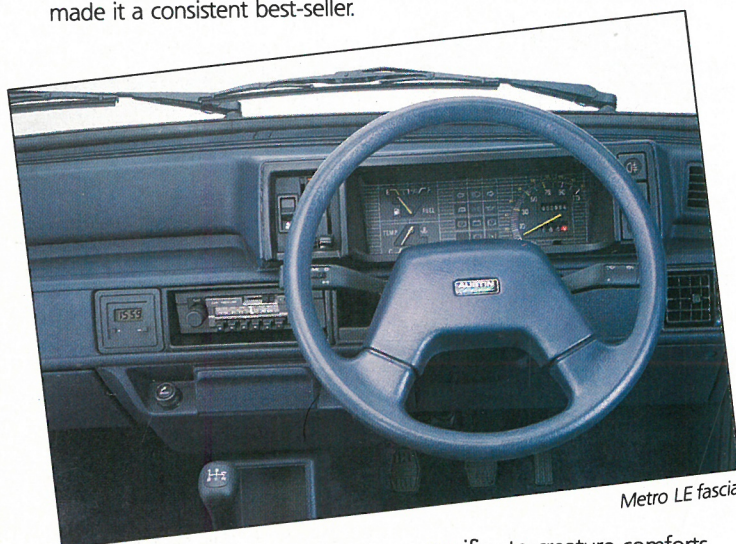
The METRO

DRIVING HOME THE WINNING FORMULA

Proud bearer of the Design Centre label, together with the Montego and the Rover 800 Series, this supremely successful small British car continues to offer all the winning benefits which have made it a consistent best-seller.

5-door form to suit the family and the budget. Moving up the range, the 1.0 City X 3-door offers more equipment, whilst the 1.3 City X 5-door lets you choose more power too.

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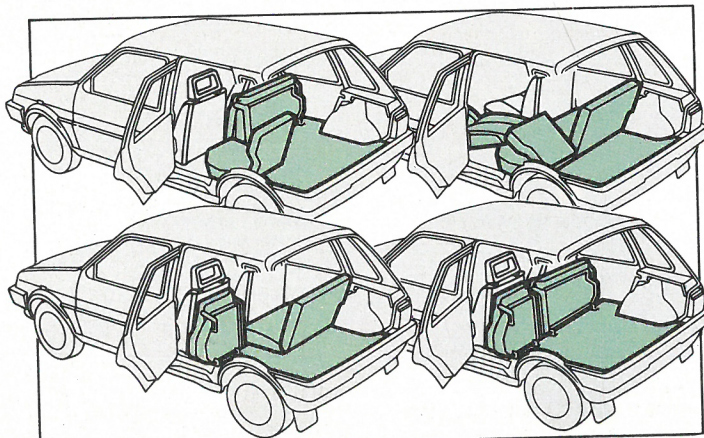


Metro LE fascia.

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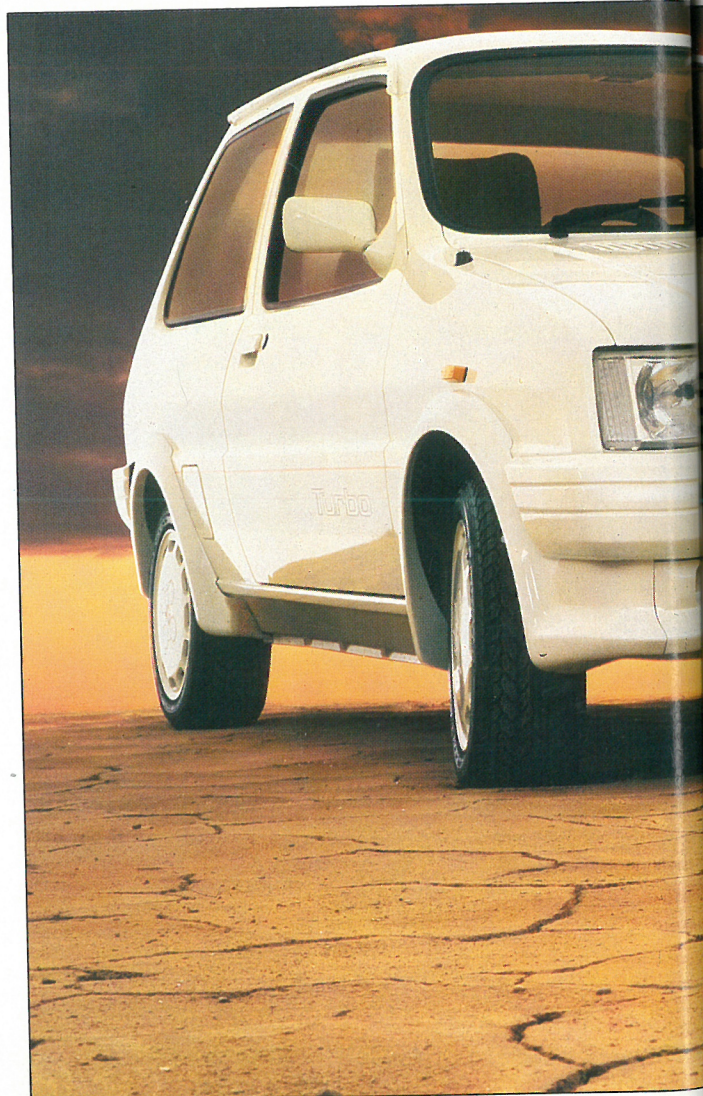


Metro Mayfair interior.

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All-white MG Metro Turbo.

Vanden Plas proves that the good things in life can be remarkably affordable too.

For those who like to make an entrance with unmistakeable style and panache, show-stopping all-white versions of the MG Metro 1300 and MG Metro Turbo are available. The MG Metro 1300 has won many thousands of hearts with its exciting performance and confident handling, whilst the 94 PS (DIN) Turbo is pure MG magic; and with both these sporting hatchbacks, high power is accompanied by the most impressive luxury.

EVERY INCH A LEADER

Brilliant design has made the Metro every inch a family car. Stretch out inside that amazingly roomy interior, and you'll wonder how so much space can exist within a shape so short and sweet. Even with a tall driver and front seat passenger, those in the



Metro City X interior.

back have ample legroom, and the generous shoulder room gives this compact hatchback a genuine large car feel. The 5-door models have wide-opening rear doors for easy access; and with the 3-door models, getting in and out is remarkably easy, with the front seats sliding and tilting forwards out of the way.

The Metro's tailgate lifts high on gas-filled struts to reveal a capacious boot of 8.1 cu.ft.; and with a bumper-level sill only 23 inches from the ground, lifting suitcases and shopping bags is so much easier. When you need maximum carrying power, you just flip forward the convenient jack knife folding rear seat, and a cavernous loadspace of 33.7 cu.ft. is at your service. It's highly practical as well as large, with the horizontal arrangement of the rear suspension units giving minimal wheelarch intrusion.

From Metro L models upwards, you have the versatility of the ingenious 60/40 split folding rear seat which the Metro pioneered. Fold down the smaller portion, and you can carry extra cases and have room for two rear seat passengers. With the two thirds portion folded down, a full-sized adult can still ride in the back and you have a vastly increased loadspace for holiday luggage. But Metro versatility doesn't stop there — DIY enthusiasts in particular will appreciate the way you can make room for awkward loads by reclining the front passenger seat and folding forward the rear third onto the seat cushion.

IN THE BEST POSSIBLE SHAPE

When it comes to manoeuvrability, you'll have all the advantages of the Metro's compact size. At only 11ft 2ins long, it will tuck away into the

tightest spaces; and with the wide, deep glass area, parking is easy (which is one reason why the Metro is one of the most popular driving school cars).

The Metro's is a wind-cheating shape too, with the sloping bonnet line and smooth styling contributing not only to cruising quietness, but also to that remarkable fuel economy.

A TRUE DRIVER'S CAR

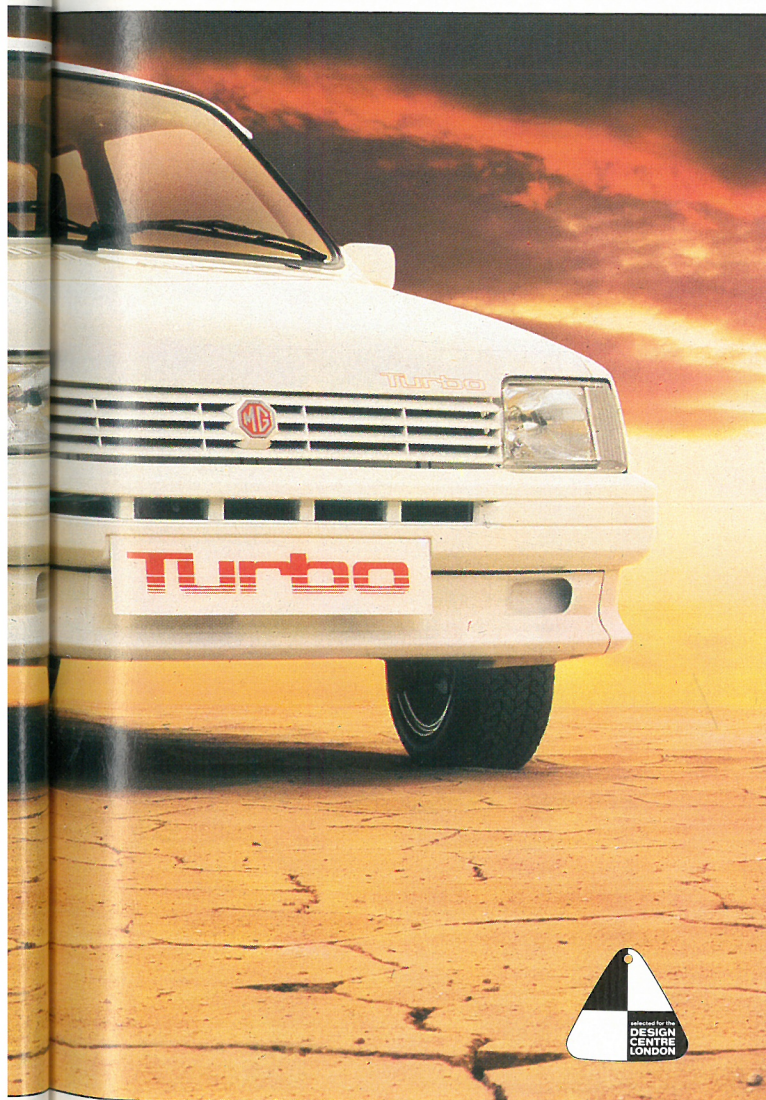
Take the wheel of a Metro and you immediately recognise a true driver's car, endowed with enviable roadholding and handling. Front wheel drive and good aerodynamics enhance its stability on the motorway. And on all models, ventilated front disc brakes provide additional braking efficiency.

Whether the emphasis is on economy or performance, you'll find a remarkable blend of both — from the astonishing Metro 1.3LE, delivering over 63mpg at a steady 56mph, to the 112mph* MG Metro Turbo. What's more, all models (except the MG Turbo) need servicing only once every 12 months or 12,000 miles. So whichever Metro you take home, you'll always have the best of both worlds.

*Manufacturer's data.

METRO LINE-UP

CITY	1.0	3 DOOR
		5 DOOR
CITY X	1.0	3 DOOR
	1.3	5 DOOR
L	1.0	3 DOOR
	1.0	5 DOOR
	1.3	3 DOOR
	1.3	5 DOOR
LE	1.3	3 DOOR
AUTO	1.3	3 DOOR
MAYFAIR	1.0	3 DOOR
	1.3	5 DOOR
MG	1.3	3 DOOR
MG TURBO	1.3	3 DOOR
VANDEN PLAS	1.3	5 DOOR



METRO

CITY

& CITY X

MORE DOORS TO LOW COST VALUE FOR MONEY MOTORING

One of the most appealing hatchbacks on the road, the 1.0 Metro City is available either as a 3-door or 5-door.

Fitted with the economy-tune A-Plus engine, the Metro City models are extremely frugal characters. A clever carburettor which saves fuel at intermediate throttle positions, together with a high compression ratio of 10.3:1 bring substantial benefits to economy. The result is over 45 miles to the gallon on the urban cycle, and more than 59.0 mpg at a steady 56 mph.

But miserly though the City models are with fuel, they

certainly aren't where equipment's concerned. Twin reversing lamps and rear fog lamps are fitted, and the heated rear window, together with two-speed wipers with flick wipe, help to maintain good visibility in poor weather. Advanced TD wheels and tyres bring unique ride and roadholding benefits, and the City models also offer the advantage of ventilated front disc brakes. The City's bright, extrovert character is emphasised by a stylishly colour-keyed interior, with Sawtooth fabric seat facings. The front seats are fully reclining, and on 3-door models they tilt and slide forwards to give easier access to the rear seat. The instrument panel incorporates warning



Metro City X interior.

lights for choke and brake pad wear, and the switches and heater controls are conveniently illuminated at night. There's also a dipping rear view mirror to reduce headlamp dazzle.

The City gives you plenty of handy stowage space in the front door bins, front parcel shelf and coin tray. When you need more room, the tailgate lifts easily on gas-filled struts, revealing a boot neatly trimmed with moulded, foam padded loadspace sides. For maximum luggage room, you just tip forward the jackknife-folding rear seat — and one of the most willing load carriers in the business is at your disposal.

METRO CITY X

Available either as a 1.0 3-door or as an accommodating 5-door with the lively 1.3 engine, the Metro City X takes a step up in power, but still gives outstanding economy. What's more, the X badging means extra features and extra value. A rear wash/wipe and passenger door mirror help to keep a clear view out at the rear, and a locking fuel filler cap secures the petrol tank. Inside, the seats have comfortable, Marle fabric facings, and are fitted with front head restraints.

A glow-ring cigar lighter, digital clock and passenger vanity mirror are among the many thoughtful features. The City X is also fitted with a rear parcel shelf to conceal the contents of the boot; when you need extra load height, it can either fold down and lock onto the rear seat, or you can remove it completely.

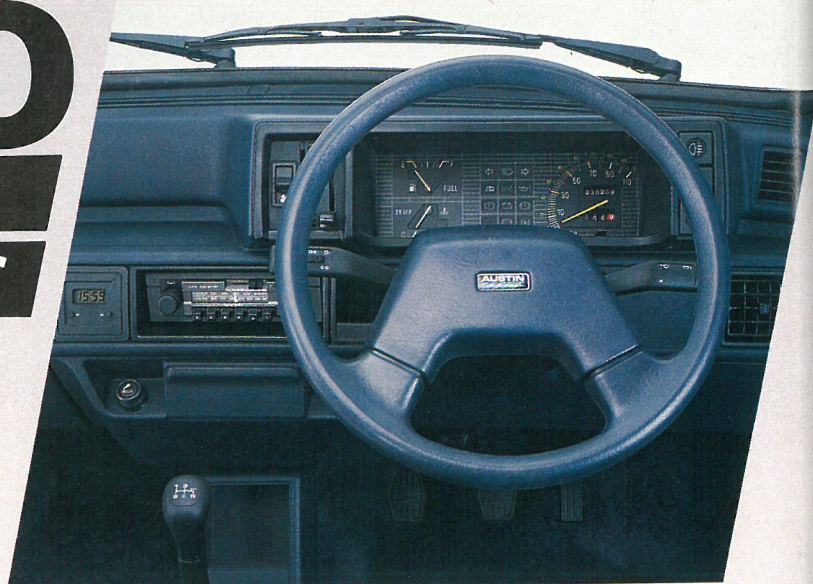
And if you want to add your own finishing touches to your Metro City or City X, you can choose from options such as black or clearcoat metallic paint, or have the choice of a push-button radio or a push-button radio/stereo cassette player for sound on the move.



Metro City 3-door and Metro City X 5-door

METRO

1.0L/1.3L/1.3LE
& AUTOMATIC



Metro LE fascia.



Metro 4-speed automatic transmission.



Metro LE showing tailgate spoiler.



Metro 1.3L 5-door.

GOOD COMPANIONS

Four for the road, from the dashing Metro L models. Choose from the 1.0 or the spirited, 1.3, A-Plus engines, from 3 or 5 doors, and you'll get a great deal more besides.

Style and equipment combine to give these models their distinctive exterior appearance. Powerful halogen headlamps give excellent visibility for night driving, and a side rubbing strip helps to protect the bodywork. Attractive full diameter wheel trims complete the eye-catching good looks.

Inside, you're welcomed by attractive Plain and Moonstripe Tweed seat facings, and a cut pile carpet. The soft feel steering wheel, fascia and seat belts are all harmoniously integrated with the main colour theme.

Drivers will appreciate the dipping rear view mirror, and also the interior adjustment for the door mirror. The cigar lighter is illuminated for easier use at night, and a push-button radio helps to while away the journey.

Naturally, you can still take your pick from options such as a glass sunroof, a radio/stereo cassette player and glossy black or clearcoat metallic paint.

Metro L models play one of their strongest cards when you need real versatility. With the 60/40 divided rear seat letting you split the difference between passenger space and loadspace, you can carry four up and still have plenty of room for extra cases.

You'll also appreciate both the performance and the economy. The Metro 1.3L 3-door, for example, whisks from 0 — 60 mph in a mere 12.8 seconds*; yet it also delivers no less than 40.3 mpg on the urban cycle.

If fuel-saving is your first priority, but at no sacrifice to comfort, then you'll choose the Metro's economy king. The 3-door Metro 1.3LE is just as generously equipped as the L models, and with the '3 + E' economy transmission and a drag-reducing tailgate spoiler, it's also a real fuel miser. The results will delight the most frugal-minded, with 63.4 mpg at a steady 56 mph, and an impressive 43.8 mpg in town. With those high gear ratios, the

1.3LE is also an exceptionally quiet and relaxed cruising car; it's quick off the mark as well, conceding less than a second* to the 0 — 60 time of the lively Metro 1.3L.

The benefits of automatic transmission are not always available on smaller cars, and the Metro Automatic has earned the highest praise for its smooth-changing 4-speed gearbox. With a clear, easy-to-use selector and the lively and flexible 1.3 engine, it's a delight to drive. You can either let the 4-speed automatic transmission do all the work, or flip through the gears as if you had a clutchless manual gearbox. Either way, the Automatic is remarkable for its blend of performance and pound-stretching economy. And with all the comforts of the Metro L and LE models, this refined little car is truly in a class of its own.

*Manufacturer's data.



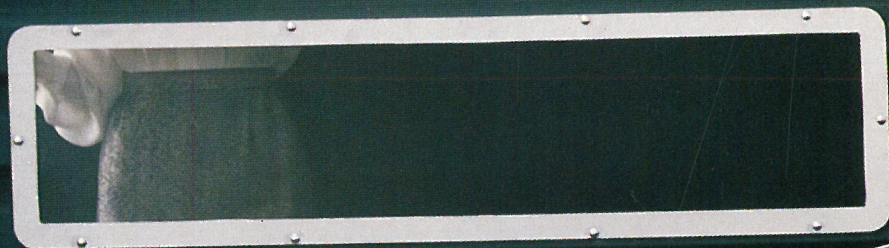
Metro 1.0L 3-door with optional glass sunroof.

METRO

MAYFAIR



Metro Mayfair interior.



SIMPLY THE BEST-DRESSED CAR ABOUT TOWN

Take to the road in the Metro Mayfair and you'll collect admiring glances all the way. Available as the Mayfair 1.0 3-door and the Mayfair 1.3 5-door, these superbly appointed models blend eye-catching style with impressive luxury — at a price which makes them more attainable than you might think.

Distinguished by the Mayfair motif incorporated in a special coachline, these attractive models also have a silver-grey grille, bright applique bonnet panel and full width wheel trims. Bright surrounds to the front and rear screens, together

with bright door handles and door locks further enhance the Mayfair's sparkling good looks. Bronze-tinted glass completes the prestigious appearance.

Inside, you can sink into seats faced with Plain and Chalkstripe velvet, with padded front head restraints. The atmosphere is one of sheer refinement, with a cut pile carpet, and Chalkstripe velvet inserts in the door casings. Central door locking lets you open or lock the doors with effortless ease, and front footwell illumination guides you into the car. On the five-door models, rear door courtesy light operation provides an extra touch of convenience for your passengers. The efficient heating and ventilation system incorporates two additional air

vents in the centre of the fascia, and 3-door models provide ample fresh air in the back with their opening rear quarter windows.

When you want music for the road it's there at your fingertips, with a push-button radio/stereo cassette player; the Mayfair even provides a special storage rack for you cassettes in the centre console. A digital clock — housed in a roof-mounted console — helps you keep an eye on the time, and driver aids are equally impressive: the variable delay intermittent wipe facility is a real bonus in wet weather, and programmed wash/wipe makes light work of cleaning the windscreen. There's also an intermittent rear wash/wipe facility to cope with light drizzle

or road spray. You can tailor your Mayfair still more closely to your own personal style by choosing from options which include a glass sunroof, electronic tune 3-band stereo radio/stereo cassette, and black or clearcoat metallic paint.

Of course, the versatility of that split rear seat is yours as part of the standard specification, along with a huge and practical loadspace and an astonishingly roomy interior. So is the inherently excellent performance and economy of the 1.0 or 1.3 A-Plus engines.

All of which means that the Metro Mayfair not only speaks volumes for your fashion sense — it says a great deal about your common sense too.





METRO 1300

AN AFFAIR OF THE HEART

This dynamic sporting hatchback brings all the style and panache of the MG marque to practical, economy motoring. Whether you choose from the standard range of colours, or fall in love with the dramatic looks of the all-white version, you'll find MG luxury just as impressive as the accomplished performance and handling.

Aerodynamically styled alloy wheels enhance the MG's polished road manners, and a glass sunroof is standard equipment. Bronze-tinted windows add to those exclusive looks, and central door locking opens or secures doors and tailgate in seconds. The interior is rich with sporting overtones and a wealth of refinements. Warm MG red is reflected in the carpet, colour-keyed seat belts and the fine piping trimming the seats. The wraparound front seats, with tasteful grey Marle Deco and Plain velour facings, hug you on tight corners, whilst a top quality 3-band electronic tune stereo radio/stereo cassette player makes your journeys still more pleasurable.



The chunky steering wheel rim is trimmed in leather, and the unique-style MG instrumentation, with its distinctive red graphics, includes a tachometer. Programmed wash/wipe automatically causes the wipers to sweep the windscreen when the washers are operated, and there's also the convenience of a variable delay setting for the intermittent wipe; even the rear wash/wipe has an intermittent facility. Options such as black or clearcoat metallic paint will make your MG still more special.



MG Metro 1300.



METRO

Turbo

**TOTALLY EQUIPPED
FOR LIFE IN
THE FAST LANE**

The MG Metro Turbo's bold and distinctive appearance leaves you in no doubt of its racing heritage — particularly if you simply can't resist the breathtaking all-white Turbo. With the entire car body painted in White Diamond, including the alloy wheels and tailgate spoiler, this eye-catching car reflects the sporting livery of the devastatingly quick and agile MG Metro 6R4 which has been taking the rallying world by storm.

The MG Turbo's outstanding performance and handling go hand in hand with uncompromising luxury. The



Metro MG Turbo interior with distinctive Turbo seats.



Metro MG Turbo.



Metro all-white MG Turbo.

dashing good looks are enhanced by bronze-tinted windows, and a glass sunroof is part of the specification. Central door locking lets you and your passengers make a quick getaway in the rush hour, and on dark nights, footwell illumination allows you to find your way easily into the car.

Once inside, you'll be carried away by the Turbo's style and sophistication. The sports-style front seats are faced in Flint grey sculptured velvet extending up to a bright red diagonal stripe underlining the Turbo logo. The door casings too have sculptured velvet inserts, the cool grey contrasting tastefully with the warm red of the carpet and colour-keyed seatbelts. And an advanced 3-band electronic tune stereo radio/stereo

cassette player lets you indulge your musical tastes to the full.

You'll be equally impressed by the comprehensive driving equipment. A variable delay setting allows you to adjust the intermittent wipe to suit different weather conditions, whilst programmed wash/wipe cleans the windscreen automatically at one push of the washer button. The rear screen wash/wipe also has a useful intermittent setting. A dipping rear view mirror, and twin internally adjustable door mirrors are all standard. Controls and switches come easily to hand, and in the unique-style MG instrument panel there's a tachometer to monitor the powerful 94PS (DIN), turbo-charged engine.

Everything about the MG Turbo speaks of unusual

refinement, and the turbo-charger itself is no exception. Developed in conjunction with Lotus, it uses a microprocessor to ensure that turbo boost pressure is delivered gradually. So when you accelerate you'll get a smooth, progressive surge of power right up to the rev limit of over 6000rpm. The cylinder head of the 1.3 A-Plus engine has stronger double valve springs and sodium cooled exhaust valves — allowing for the higher engine rpm. The Turbo is also equipped with breakerless ignition. An oil cooler and an increased capacity oil pump cater for the extra heat generated by the turbo-charger. The forged steel crankshaft is nitrided for extra strength, and stronger, solid skirt pistons are fitted.

The up-rated suspension includes front and rear anti-roll bars, and the deeper front spoiler incorporates cooling ducts for the ventilated front disc brakes. Low profile radial HR-rated tyres fitted to distinctive alloy wheels put the power on the road.

In addition to the Turbo's long list of luxuries, you can also suit your individual preferences with options such as black or clearcoat metallic paint. And because this exclusive sporting hatchback also has all the Metro virtues of roominess, loadspace flexibility and excellent fuel economy — you can forgive yourself for giving in to temptation.



METRO

VANDEN

PLAS

BECAUSE
THE BEST THINGS
CAN COME
IN SMALL PACKAGES

Within the Metro's compact but spacious five-door body, the Vanden Plas brings you the grace and luxury of a miniature limousine. And with a 72 PS (DIN) engine under that elegant



bonnet, you'll discover a delightful blend of willing performance and excellent fuel economy.

The time-honoured pedigree is discreetly announced by the VP motif in the wheel trims and coachline, whilst the Vanden Plas is immediately distinguished by its stylish body colour moulded bumpers and silver finish grille. Bright screen inserts and tailgate handle further enhance the car's discreet good looks.

Closer inspection reveals luxury and refinement which more than live up to that distinctive exterior appearance. Central locking opens all the doors at the turn of a key. At

night, courtesy lamps (operated by any of the four doors) and also front footwell illumination light the way for you and your passengers. Inside, shaded by bronze-tinted glass, you can relax in bespoke comfort. Treat yourself to good weather by opening or removing the glass sunroof; and operate the front windows at the touch of a button.

Traditional Vanden Plas craftsmanship glows in the polished veneer adorning the fascia and doors. You can sink back into seats faced with soft Box and Plain velvet, and fitted with padded head restraints. All the doors are trimmed with Box velvet, and the cossetting

luxury continues with a cut pile carpet and cloth headlining. Now, this uniquely elegant and stylish car brings you two more refinements: an intermittent rear wipe facility helps to maintain visibility with the minimum of effort, and a superb 3-band stereo radio/stereo cassette provides a very special accompaniment to the Vanden Plas driving experience.

Behind the 3-spoke leather rimmed steering wheel, the tachometer reminds you of a performance potential which can whisk the car from 0 — 60mph in only 11.8 seconds*. Whilst, for dedicated lovers of the good life, options include 4-speed automatic transmission

(with a 63PS (DIN) engine) and the unabashed opulence of pure leather seat trim.

After all, when you've had the good sense to choose such an entirely practical and economical five-door hatchback, you deserve to treat yourself a little . . .

*Manufacturer's data.



SPECIFICATIONS

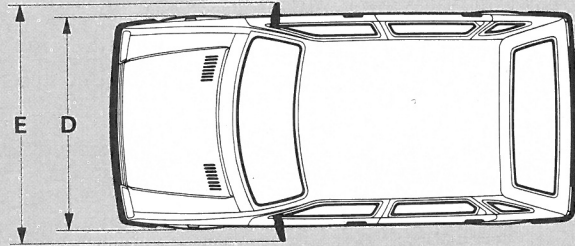
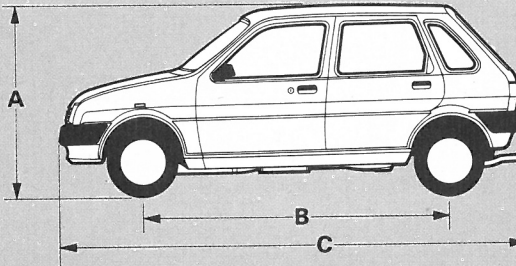
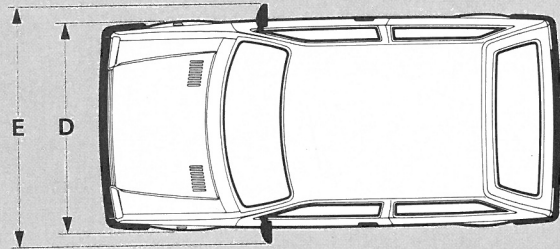
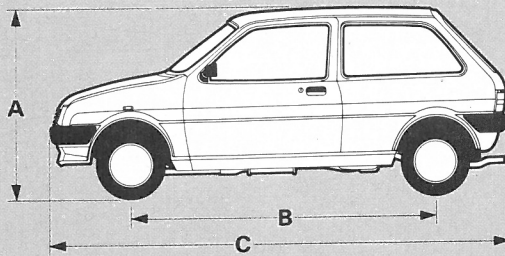
METRO

	CITY	CITY X	1.0L 1.3L	1.3LE 1.3 AUTO	MAYFAIR	MG	MG TURBO	VANDEN PLAS
ENGINE & TRANSMISSION								
4 cylinder, transverse OHV engines:								
998cc 47 PS (DIN) @ 5500 RPM.	■	3 dr	■	—	3 dr	—	—	—
1275cc 63 PS (DIN) @ 5300 RPM (on Vanden Plas with optional automatic gearbox only).	—	5 dr	■	■	5 dr	—	—	□
1275cc 72 PS (DIN) @ 6000 RPM (manual gearbox only). (with water/oil heat exchanger).	—	—	—	—	—	—	—	■
1275cc 73 PS (DIN) @ 6000 RPM (with water/oil heat exchanger).	—	—	—	—	—	■	—	—
1275cc 94 PS (DIN) @ 6130 RPM (with oil cooler).	—	—	—	—	—	—	■	—
Low compression engine (2 star fuel).	○	○	—	—	—	—	—	—
4 speed manual gearbox.	■	■	■	—	■	■	■	■
3 + E manual (wide ratio) gearbox.	—	—	—	1.3LE	—	—	—	—
4 speed automatic gearbox (with 1275cc 63 PS engine only).	—	—	—	AUTO	—	—	—	□
SUSPENSION								
Front: Independent: Wishbone type with universal length upper and lower arms, hydragas displacers and anti-roll bar.	■	■	■	■	■	■	■	■
Rear: Independent: Trailing arms, transverse interconnected hydragas displacers.	■	■	■	■	■	■	■	■
Up-rated suspension. Rear anti-roll bar.	—	—	—	—	—	—	■	—
BRAKES, WHEELS AND TYRES								
Servo-assisted, H-I split dual circuit system. Ventilated front disc brakes.	■	■	■	■	■	■	■	■
Pressed steel TD wheels with 160/65 R315 TD low profile radial tyres.	■	■	■	■	■	—	—	■
Alloy TD sports wheels (four) with 160/65 R315 TD low profile radial tyres. Pressed steel TD spare wheel and tyre.	—	—	—	—	—	■	—	—
Alloy sports wheels with 165/60 HR 13 high performance low profile tyres.	—	—	—	—	—	—	■	—
Full wheel trims.	—	—	■	■	■	—	—	■
ELECTRICAL								
Heated rear window. Alternator. Reversing lamps. Hazard warning lamps. Twin rear fog lamps (one only on City). Illuminated switches and heater controls. Twin column stalks for indicators, horn, headlamp dip and flash and windscreen wiper controls. Electric cooling fan. Side repeater flashers.	■	■	■	■	■	■	■	■
Electric windscreen washers. Two speed wipers. Flick wipe.	■	■	■	■	—	—	—	—
Rear wash/wipe	□	■	■	■	—	—	—	—
Electric windscreen washers. Programmed wash/wipe. Two speed wipers. Variable speed intermittent wipe. Intermittent rear wash/wipe.	—	—	—	—	■	■	■	■
Illuminated cigar lighter.	—	■	■	■	■	■	■	■
Styled halogen headlamps with clear indicator lenses.	—	—	■	■	■	■	■	■
Courtesy light operation by rear doors (5 door only). Footwell illumination. Loadspace lamp.	—	—	—	—	■	■	■	■
Breakerless electronic ignition.	—	1.3	1.3	■	1.3	■	■	■
Central locking of doors and tailgate.	—	—	—	—	■	■	■	■
Electric front windows.	—	—	—	—	—	—	—	■
IN-CAR ENTERTAINMENT								
Push-button LW/MW radio with single speaker.	□	□	■	■	—	—	—	—
Push-button radio/stereo cassette with twin speakers.	□	□	□	□	■	—	—	—
Electronic tune FM/LW/MW stereo radio/stereo cassette with four speakers.	—	—	—	—	□	■	■	■
INSTRUMENTATION								
Speedometer with trip recorder. Fuel level and water temperature gauges. Warning lights on instrument panel for: direction indicators (left and right), main beam, ignition/no charge, low oil pressure, brake circuit failure/low fluid level, handbrake on, choke on, front brake pad wear.	■	■	■	■	■	■	■	■
Fascia mounted digital clock.	—	■	■	■	—	—	—	—
Roof mounted console with digital clock.	—	—	—	—	■	■	■	■
Tachometer.	—	—	—	—	—	■	■	■
INTERIOR FEATURES								
Reclining front seats (with tilt/slide facility on 3-door cars). Colour-keyed seat belts (red on MG's) with two position upper seat belt mounting point. Jack-knife folding rear seat.	■	■	■	■	■	■	■	■
Colour-keyed fascia with parcel shelf. Colour-keyed steering wheel. Front door bins. Dipping rear-view mirror. Swivelling sunvisors. Interior bonnet release. Loadspace mat.	■	■	■	■	■	■	■	■
2 face-level ventilators. Coin tray. Ducted side demisters and 2-speed heater fan.	■	■	■	■	—	—	—	—
4 face-level ventilators. Ducted side demisters and 2-speed heater fan.	—	—	—	—	■	■	■	■
Door armrests. Handbrake grip. Vanity mirror. Hinged, detachable parcel shelf.	—	■	■	■	■	■	■	■
Asymmetric-split, jack-knife folding rear seat. Styled door armrests and front door bins with speaker housings. Carpeted glovebox with light and lid. Front and rear passenger grab handles. Floor mounted centre-console with styled gear lever and gaiter. Cut-pile carpet and handbrake gaiter (not MG's).	—	—	■	■	■	■	■	■
Cloth-trim panel on doors. Carpeted rear parcel shelf. Fascia mat. Cassette stowage in centre console.	—	—	—	—	■	■	■	■
Sports front seats. Red carpet with MG logo on heelmat. Sports handbrake grip.	—	—	—	—	—	■	■	—
Leather-trimmed, 3-spoke sports steering wheel.	—	—	—	—	—	—	—	—
Glass panel sunroof with cloth headlining. Moulded, fully-trimmed door casings with cloth trim. Burr walnut veneer trim on doors and fascia. Leather trimmed steering wheel. Loadspace carpet.	—	—	—	—	—	—	—	■

	CITY	CITY X	1.0L 1.3L	1.3LE 1.3 AUTO	MAYFAIR	MG	MG TURBO	VANDEN PLAS
INTERIOR FEATURES (continued)								
Sawtooth fabric seat facings.	■	—	—	—	—	—	—	—
Front seat headrests.	□	■	■	■	■	■	■	■
Marle and Plain Velour seat facings.	—	■	—	—	—	—	—	—
Plain and Moonstripe tweed seat facings.	—	—	■	■	—	—	—	—
Plain and Chalkstripe velvet seat facings with cloth seat backs and sides. Fully adjustable and upholstered front seat headrests.	—	—	—	—	■	—	—	—
Marle Deco with Plain Velour seat facings. Fully adjustable and upholstered front seat headrests.	—	—	—	—	—	■	—	—
Sculptured Velvet and Plain Velour seat facings. Fully adjustable and upholstered front seat headrests.	—	—	—	—	—	—	■	—
Box and Plain Velvet seat facings with cloth seat backs and sides. Fully adjustable and upholstered front seat headrests.	—	—	—	—	—	—	—	■
Leather interior trim pack.	—	—	—	—	—	—	—	□
Rear seat belts.	■	■	■	■	■	■	■	■
PVC seat facings.	○	○	○	○	—	—	—	—
BODY FEATURES								
3 door hatchback body.	■	1.0	■	■	1.0	■	■	—
5 door hatchback body.	■	1.3	■	—	1.3	—	—	■
Comprehensive anti-corrosion protection. Laminated windscreen. Driver's door mirror. Push-button tailgate release. Locking fuel filler cap (except City).	■	■	■	■	■	■	■	■
Passenger door mirror (not on LE. Remote control on Vanden Plas, MG Turbo and all-white MG).	—	■	■	AUTO	■	■	■	■
Moulded bumpers. Drip rail moulding. Remote control driver's door mirror.	—	—	■	■	■	■	■	■
Side rubbing strip.	—	—	■	■	■	—	—	■
Tailgate spoiler.	—	—	—	LE	—	■	■	—
Bronze tinted glass. Opening rear quarter lights (3 dr).	—	—	—	—	■	■	■	■
Bright inserts to front and rear screen. Bright appliqué panel on bonnet. Silver grey grille. Grey panel and rubbing strip on tailgate. Coachline with Mayfair or VP logo. Bright door and tailgate handles.	—	—	—	—	■	—	—	■
Body colour grille with MG badge. Side and rear decal tapes.	—	—	—	—	—	■	—	—
Body colour bumpers, door handles, door mirrors, wheels and rear spoiler (All-white MG only).	—	—	—	—	—	■	—	—
Extra deep grey moulded front spoiler. Integral wheelarch spats. Grey lower body sides with Turbo logo. Turbo logo on leading edge of bonnet. Body colour door handles, door mirrors, and grille.	—	—	—	—	—	—	■	—
Body colour bumpers, wheels, rear spoiler, front spoiler (all-white MG Turbo only).	—	—	—	—	—	—	■	—
Body colour bumpers with grey insert.	—	—	—	—	—	—	—	■
Black or clearcoat metallic paint.	□	□	□	□	□	□	□	□
Glass sunroof.	—	—	□	□	□	■	■	■
INSURANCE GROUPS (As recommended by the Accident Offices Association).	1	3 dr—1 5 dr—2	1.0L—1 1.3L—2	2	3 dr—1 5 dr—2	3	4	3

TECHNICAL DATA

METRO



GENERAL INFORMATION (Applicable to all models).

Dimensions: **A** Height 53.5 ins. (1.36m). All models.
B Wheelbase 88.6 ins. (2.25m). All models.
C Length 134.0 ins. (3.4m). All models.
D Width (excluding door mirrors) 61.2 ins. (1.55m). All models except Turbo.
61.5 ins. (1.56m) MG Turbo only
E Width (including door mirrors) 68.0 ins. (1.73m). All models except City and LE.
Width (including door mirror): 64.9 ins. (1.65m). City and LE only.
Turning circle: 33.5 ft. (10.2m). All models
Luggage capacity: (rear seat up) 8.1 cu. ft. (0.23 cu. m);
(rear seat folded down) 33.7 cu. ft. (0.96 cu. m.).
Fuel tank capacity: 7.8 gallons (35.4 litres)
Fuel: High compression engines — 4 star (97 RON leaded).
Low compression engines — 2 star (90 RON leaded).
Servicing Intervals: 12 months/12,000 miles, whichever occurs first.
Lubrication 6 months/6,000 miles, whichever occurs first, (MG Turbo only)

ECONOMY

	Imperial mpg			Metric L/100km		
	Urban	56 mph	75 mph	Urban	90 km/h	120 km/h
City (Man)	45.7	59.7	40.2	6.2	4.7	7.0
1.0 City X*/L/Mayfair (Man)	45.7	59.7	40.2	6.2	4.7	7.0
1.0 City Xt (Man)	41.9	55.9	39.7	6.7	5.1	7.1
1.3 City X*/L/Mayfair (Man)	40.3	55.1	39.5	7.0	5.1	7.2
1.3 City Xt (Man)	33.7	52.3	38.6	8.4	5.4	7.3
1.3LE (Man)	43.8	63.4	46.2	6.4	4.5	6.1
Automatic/VP (Auto)	35.3	47.1	35.0	8.0	6.0	8.1
MG 1300 (Man)	35.1	55.5	41.9	8.1	5.1	6.7
Turbo (Man)	34.3	53.5	37.9	8.2	5.3	7.5
Vanden Plas (Man)	35.1	53.0	40.5	8.1	5.3	7.0

All figures (in mpg — L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.

*High Compression †Low Compression

	CITY	1.0 CITY X 3 DOOR	1.3 CITY X 5 DOOR	1.0L 3 DOOR	1.0L 5 DOOR	1.3L 3 DOOR	1.3L 5 DOOR	1.3LE 3 DOOR	1.0 MAYFAIR 3 DOOR	1.3 MAYFAIR 5 DOOR	AUTO	MG	MG TURBO	VANDEN PLAS
*0 — 60 mph (secs).	17.9	17.9	13.3	18.3	19.0	12.8	13.3	13.2	18.3	13.3	15.5	10.9	9.9	11.8
*30 — 50 mph (secs). (4th gear).	13.0	13.0	10.5	13.3	14.1	10.0	10.5	8.7 (3rd)	13.3	10.5	N/A	10.3	10.8	11.3
*Top speed (mph).	87	87	97	87	87	97	97	95	87	97	92	103	112	101
Torque kgm DIN @ RPM.	7.5 @ 3250	7.5 @ 3250	9.9 @ 3200	7.5 @ 3250	7.5 @ 3250	9.9 @ 3200	9.9 @ 3200	9.9 @ 3200	7.5 @ 3250	9.9 @ 3200	9.9 @ 3200	10.1 @ 4000	11.8 @ 2650	10.1 @ 4000

*Manufacturer's data.

RECOMMENDED TOWING WEIGHTS

Model	Kerbside Weight	Max. Towing Weight (2-up)	Tow Hitch Down Load	Roof Rack Load
City 3 door	765kg (1685lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
City 5 door	795kg (1750lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
1.0 City X 3 door	775kg (1710lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
1.3 City X 5 door	810kg (1785lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
1.0L 3 door	790kg (1745lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
5 door	820kg (1810lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
1.3LE 3 door	805kg (1775lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
1.3L 3 door	800kg (1765lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
5 door	830kg (1830lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
1.0 Mayfair 3 door	795kg (1775lb)	850kg (1870lb)	45-55kg (100-120lb)	48kg (105lb)
1.3 Mayfair 5 door	835kg (1840lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
1.3 Auto. 3 door	825kg (1820lb)	650kg (1435lb)	45-55kg (100-120lb)	48kg (105lb)
VP Manual 5 door	845kg (1865lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
VP Auto. 5 door	870kg (1920lb)	650kg (1435lb)	45-55kg (100-120lb)	48kg (105lb)
MG 1300 3 door	810kg (1785lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)
MG Turbo 3 door	850kg (1875lb)	950kg (2095lb)	45-55kg (100-120lb)	48kg (105lb)

THE MAESTRO

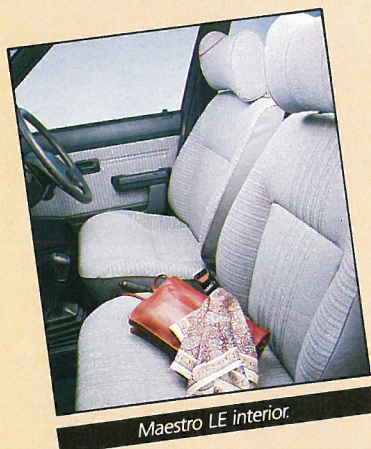


THE MAESTRO

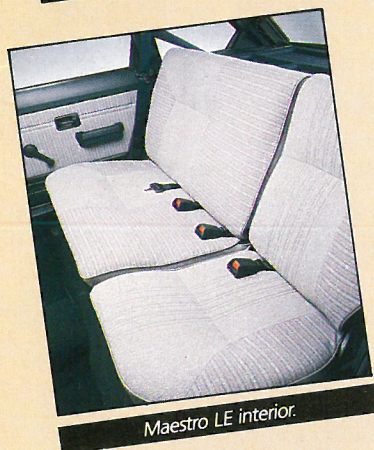
YOU'LL GET FOUR FOR THE PRICE OF ONE

You used to have to choose between economy and performance. Or between roominess and style. There always had to be sacrifices.

Not any longer. Because in a choice of subtle blends, this range of outstanding family hatchbacks offers *all* those qualities — without any compromise at all.



Maestro LE interior.



Maestro LE interior.



Maestro City X.

LUXURY AND VALUE

With the Maestro, you can always count on getting more car for the money — from the price-leading Maestro City and City X to the well-specified, versatile L models; and from the elegant Maestro HL models to the prestigious Mayfair and the opulent Vanden Plas. The Maestro's economy leader, the 1.3LE, is unstintingly generous where your comfort's concerned; and the magnificent MG Maestro EFi combines exhilarating performance with the most civilised levels of appointment.

UP FRONT IN THE ECONOMY RUN

Putting high technology to work for you, all Maestro models except the City have a microprocessor-controlled carburettor which thinks before it drinks. Every Maestro is also equipped with electronic ignition, which saves fuel through its more precise ignition control; with a generous 11 gallon fuel tank, you'll go a very long way between fuel stops. The Maestro's economy star, the 1.3LE, delivers an amazing 60.5 mpg at a steady 56 mph. But even the 2.0 MGEFi is remarkably sparing with petrol. And with 12 month/12000 mile main service intervals, the Maestro cuts both costs and inconvenience.



Maestro HL interior.