

SIERRA
RS
COSWORTH



'The big jet hung above the windscreen on a parallel course, flaps down for landing at Seville. It seemed to be motionless, barely outrunning our car beneath. We looked at the speedo. It read 155 mph.

The day before, we had clocked exactly 14.9 seconds (150.2 mph) over a flying kilometre in another identical car. So Ford were not having us on. The Sierra RS Cosworth, to give their new barnstormer its full title, really is sensationally quick.'

That was what *Motor* magazine had to say after test-driving Ford's stunning new family-size supercar in Spain.

'An absolute gem . . . supremely tractable, especially in fifth gear from 20 mph right up to the maximum indicated speed of 159 mph,' was how *Autocar* described the 2-litre, 16-valve, turbocharged engine.

Andy Rouse, the Ford-powered winner of 1985's Trimoco RAC British Saloon Car Championship, was equally impressed when he put a Sierra RS Cosworth through its paces at Donington Park.

Conditions were very demanding for Andy's exercise, because the track was not just wet. Several corners were liberally coated with mud from the previous weekend's rallycross event.

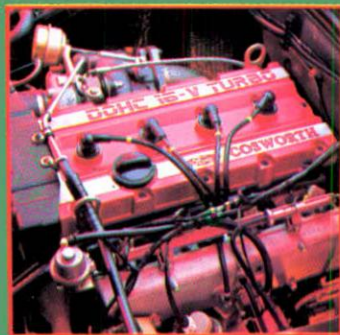
But the sleek, sure-footed Sierra emerged with flying colours, never putting a foot wrong despite cornering at breathtaking speeds which focussed attention on the lateral support provided by its superb Recaro seats.

The four-cylinder engine designed for Ford by Cosworth, a company with an unrivalled reputation for engineering excellence, allies 204 PS at 6000 rpm with a massive 276 Nm of torque at 4500 revs. Significantly, at least 80 per cent of that maximum torque figure is on tap all the way from 2300 to 6500 rpm. That accounts for the remarkable flexibility praised by *Autocar* and makes the Sierra RS Cosworth perfectly content to potter along in slow-moving traffic.

'Tight corners and short straights make strong mid-range performance a great asset at Donington,' said Andy, accelerating hard from the right-left chicane and whipping smoothly through the gearbox from third to

fourth to fifth. 'Other essentials are really good brakes, lots of grip and handling that's just right.'

Discs on all four wheels, plus the RS Sierra's all-electronic anti-locking system, did their stuff as he braked and changed down for the long sweep of Redgate Corner.



true thoroughbred as Andy sped down the sinuous slope.

'You have to get these curves absolutely right,' he emphasised, combining dabs of acceleration with the power-assisted steering's accuracy to take a perfect

'This one's quite quick,' was the British saloon car champion's cool understatement as he used every inch of track before unleashing another burst of spine-tingling acceleration to attack the notoriously difficult downhill Craner Curves.

Riding on full-independent suspension uprated by Ford's Special Vehicle Engineering team — and complemented by 7" aluminium alloy wheels with ultra-low profile Dunlop D40 205/50VR15 tyres — the white Sierra responded like a



Donington Park Circuit



line. 'Get it wrong and you run wide, then have all sorts of trouble braking for the Old Hairpin, which is taken in third. It's essential to be really neat, but that's no problem in a car as well-balanced as this.'

Designed to dominate international Group A racing, and to be equally at home in the High Street, the Sierra generated another surge of adrenalin as it raced through the off-camber right-hander.

'It's very easy to skate all over the place if you miss the apex,' said Andy. 'You have to brake early, then use your power to set the car up properly.'

Then it was flat-out in fourth, under the bridge and into fifth for a few seconds as the track climbed towards third-gear McLeans Corner.

'This is another tight one,' said Andy, turning in hard enough to generate an awesome amount of centrifugal force.'

Another prolonged burst of turbocharged acceleration speared the Sierra RS Cosworth up the hill to Coppice Corner.

'Coppice is challenging in more ways than one,' Andy confirmed as he switched from accelerator to brake. 'Thanks to the brow, you have to start turning before you can see what you're aiming for.'

A very early apex is followed by a long exit curve. Get it all right and you can take full advantage of the long straight.'

Sure enough, the speedometer needle topped 125 mph before he braked, changed down to third and powered through the chicane, perfectly balanced, to start another lap.

No wonder *Motoring News* hailed the Sierra RS Cosworth as 'the most exhilarating performance Ford ever made!'

Your Ford Dealer

SPECIFICATIONS

ENGINE	2.0 DOHC fuel injected with Garrett AiResearch T3 turbocharger and intercooler
Capacity cc	1993
Cylinders	4
Compression ratio	8.0:1
Fuel induction	Weber/Marelli multi-point fuel injection and electronic management system and Garrett AiResearch T3 turbocharger
Choke	Automatic
Ignition	Electronic breakerless
Max. power DIN KW (PS) at rpm	150 (204)/6000
Max. torque DIN Nm (MKP) at rpm	276 (28.1)/4500

PERFORMANCE Ford test figures

MANUAL 5 SPEED	
Max. speed (mph)	149
0-60 mph (secs.)	6.5

TRANSMISSION/FUEL CONSUMPTION

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

MANUAL 5 SPEED	
Constant driving speed 56 mph (90 km/h)	38.2 (7.4)
Constant driving speed 75 mph (120 km/h)	30.1 (9.4)
Simulated urban driving	22.8 (12.4)

WEIGHTS (kg) (nominal)

Gross vehicle weight	1700
Kerbweight	1205
Max. roof rack load	75

STANDARD FEATURES

ENGINEERING

- Body, three-door saloon
- Engine, 2.0 DOHC fuel injected with Garrett AiResearch T3 turbocharger and intercooler
- Gearbox, five-speed with viscous coupled limited slip differential
- Choke, automatic
- Tyre size, 205/50 VR x 15

EXTERIOR

- Bodyside moulding, black
- Bumpers, polycarbonate, body-coloured with black insert and integral air dam on front
- Central locking with torch key
- Door mirrors
- Body coloured housing
- Electrically operated and heated
- Fuel tank cap, body-coloured and locking by ignition key
- Grille, single slot with additional cooling vents in bonnet
- Handles/locks, black
- Hazard warning flashers
- Heated rear window
- Horn, dual-tone

STANDARD FEATURES

EXTERIOR continued

- Hydraulically boosted, anti-lock, all round disc brakes
- Lamps: Halogen headlamps
- Integral front driving lamps
- Reversing lamps
- Rear fog lamps
- Overriders, integral front
- Power-assisted steering, variable rate
- Rocker panel mouldings, body-coloured
- Side repeat indicators
- Spoilers: Driver wiper arm
- Front integral
- Tailgate, body-coloured single plane
- Tailgate push lock release and handle
- Tailgate wash/wipe
- Tinted glass all round
- Tow hooks, front and rear
- Wheels, 7" x 15" alloy
- Windscreen, laminated
- Windscreen wash, electric
- Windscreen wipers: Two-speed
- Variable intermittent

INTERIOR

- Carpet, load compartment
- Carpet, passenger compartment and front door bins
- Centre console, extended
- Cigar lighter, front illuminated
- Clock, quartz digital solid-state
- Cloth door inserts
- Courtesy lights: Front
- Tailgate load compartment
- Fascia instrument switches, illuminated
- Fascia light dimmer
- Gas struts on tailgate
- Gearknob, leather covered
- Glove box with lid and illumination
- Glove box/armrest, front centre with cassette storage, cloth covered

STANDARD FEATURES

INTERIOR continued

- Headlining, Beaumont cloth
- Head restraints on front seats, fully adjustable
- Heater: Fan, three-speed
- Illuminated controls
- In-car entertainment: Aerial, electrically operated
- Four speakers
- Electronic sound system ECU2 including power amplifier
- Map light in overhead console
- Package tray, rear, tilting/removable
- Rear view mirror, dipping
- Seats: Driver height adjustment
- Fabric trim, 'Roma'
- Front reclining, sports Recaro
- Map pockets in seat backs
- 60/40 split rear back rest and seat cushion
- Seat belts: Front, inertia reel
- Rear, two lap/diagonal inertia reel and one lap centre static
- Steering wheel, leather covered
- three-spoke sports with centre horn push
- Stowage bins in front doors
- Stowage shelf, driver lower
- Sunroof, tilting/sliding glass
- Tachometer with turbo boost gauge
- Trip recorder
- Vanity mirror on passenger sunvisor
- Warning lights: Anti-lock brake system failure
- Brake failure/handbrake
- 'Clean hands'
- Direction indicator
- Graphic warning module
- Ignition/alternator
- Main beam
- Oil pressure
- Windows, electrically operated front

COLOUR AND MAIN PATTERNED TRIM

SOLID COLOURS	'Roma'
Diamond White	Grey
Black (at extra cost)	Grey
METALLIC COLOURS (at extra cost)	
Moonstone Blue	Grey

PRICE GUIDE

Includes Car Tax and VAT

Sierra RS Cosworth	£15950.00*
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OPTIONAL FEATURES

Factory fitted

Includes Car Tax and VAT

Paint	
Black	£101.55*
Metallic	£143.15*

*PRICES, VAT shown in this publication is calculated at 15%. The total price of a car, including Car Tax, options and accessories fitted by the Ford Dealer, will be subject to VAT on retail price. The prices quoted in this Guide are the maximum prices, and do not include the cost of number plates. In addition, a standard delivery charge of £115.18 plus £17.28 VAT total £132.46 will be made on all models. (A further charge will be made on vehicles to Northern Ireland and the Isle of Wight.)

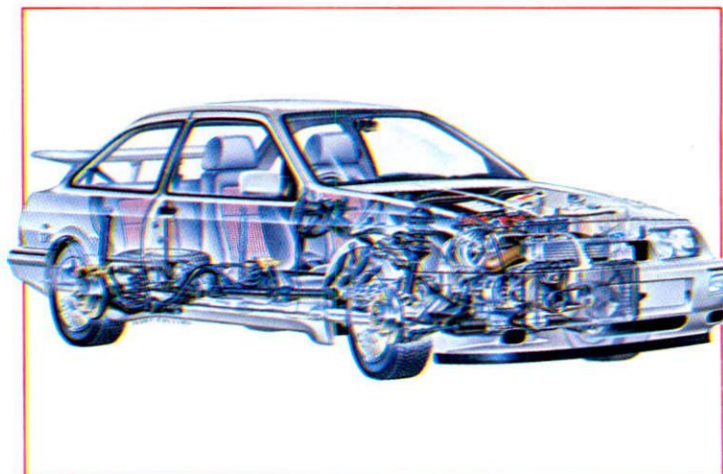
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