

Ford Capri



the individualist



The beautiful Capri

The beautiful Capri is one of those cars. You know — the kind you always promised yourself if you ever had the money. Its exciting shape isn't entirely new. It's a genuine fastback that handles like a sports car but with enough room inside for four adult-size adults to really spread themselves out.

But even though it's as roomy and comfortable as most family cars, the person who is really going to appreciate



the Capri is the driver. Because this is very definitely a driver's car. Right down to the relaxed, straight-arm driving position.

There are two basic versions. The Capri. And the Capri GT.

With a choice of four engine sizes — 1300, 1600, 2000 and 3000.

We've also devised a system whereby you can tailor

your car to meet your own personal requirements. We call it the Capri Custom Plan.

You can add to the outside. The inside.

Improve comfort. Performance. Virtually anything you like.

So that in the end you don't just get the car you always promised yourself at a price you can easily afford.

You get it made to measure.

The Capri - 4 people + luggage

From the outside the Capri certainly doesn't look like a full four seater.

But we've made sure that there's enough room in there for 4 adult-size adults to be really comfortable.

The slide-mounted, adjustable, bucket-style front seats are deep, wide and diaphragm sprung. There's a combined armrest and door pull on each door. (And if you want them, fully reclining front seats are available too.)



Thanks to the wide doors and the complete fold-down action of the front seats, getting in and out of the back couldn't be easier. And the anti-tip safety locking device on the front seats, although it's very secure is also very simple for passengers to operate. Once you're in the back you'll find there's plenty of legroom, kneeroom, hiproom, shoulderroom and headroom.

If you prefer you can order contoured rear seats

with a centre armrest. See Custom Plan XL. All the interior upholstery is fully washable, and wall-to-wall carpeting is standard. Finally a word or two about the boot. It's generous. Particularly when you consider the design of the car. Actual usable capacity is 0.23 m^3 .

Which means that not only will the Capri take 4 people, it'll take 4 people's luggage as well.

(Illustrated - Capri GT XLR fitted with optional heated rear window)



The Capri GT

The Capri GT is basically the same as the Capri but with an uprated engine, and an even higher level of interior appointment.

For instance, the short, stubby gear shift is gaitered and mounted on a wood-finish centre console unit (to match the walnut wood-finish facia). The combined armrest/doorpulls have added grab handles.

Also fitted as standard equipment on the GT are a

vanity mirror, a clock, a cigar lighter, bright pedal mouldings, and two speed windscreen wipers. For the GT driver probably the most visible difference between this and the Capri is on the dashboard. GT instrumentation features a circular speedometer/odometer/trip recorder, a circular tachometer to match the speedometer, an oil pressure gauge, fuel and temperature gauges, battery condition indicator and warning lights. Also, if, after you've been through the engine options, you decide to have either a 1600 GT,



2000 GT or a 3000 GT engine you'll get radial ply tyres and a close ratio gearbox. The Capri is a driver's car. For a start the driving position is exactly how a driving position should be. Low. Relaxed. Arms straight. The Capri's rack and pinion steering gives you positive and precise control. And when it comes to roadholding, even though we say it ourselves, this car is quite outstanding. Some of it you can put down to the Capri's low centre

of gravity, its wide-track and its big, fat $4\frac{1}{2}$ J wheels and oversize tyres. The 3000 GT has 5J rims. The rest is due to the suspension. Conventionally independent up front. But with a new and specially developed rear suspension system incorporating radius arms. What this means is that the rear suspension adjusts more than proportionately to the road you're travelling on. So you get a more comfortable ride, more precise handling and excellent roadholding. With the result that driving is what it was always meant to be. Fun.

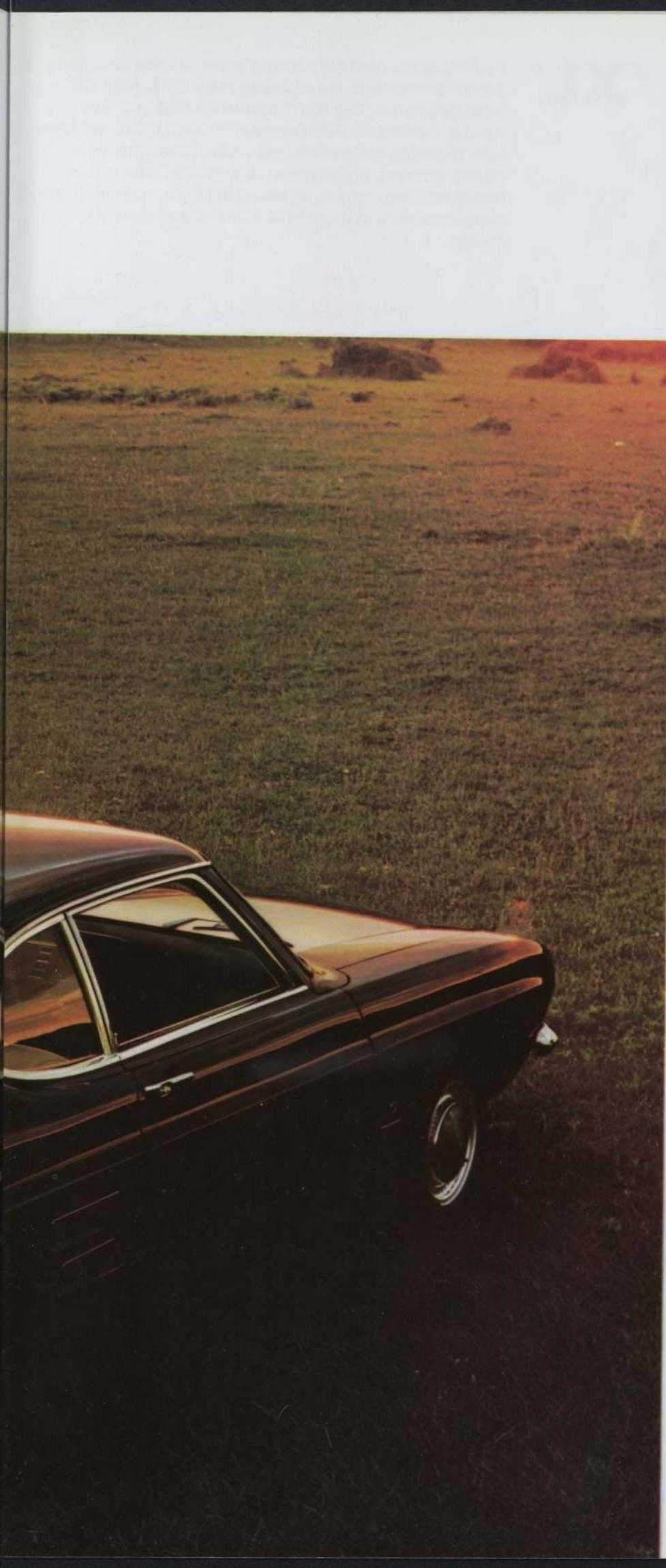


The Capri 'L'

Plan L is the exterior kit and it's been designed for both the Capri and Capri GT cars. The items shown below are exhaust trim, wheel trims, body side mouldings, dummy air scoops, overriders on both the front and rear bumpers. And you also get a locking fuel cap.

(The Capri in the background is fitted with the XLR kit)

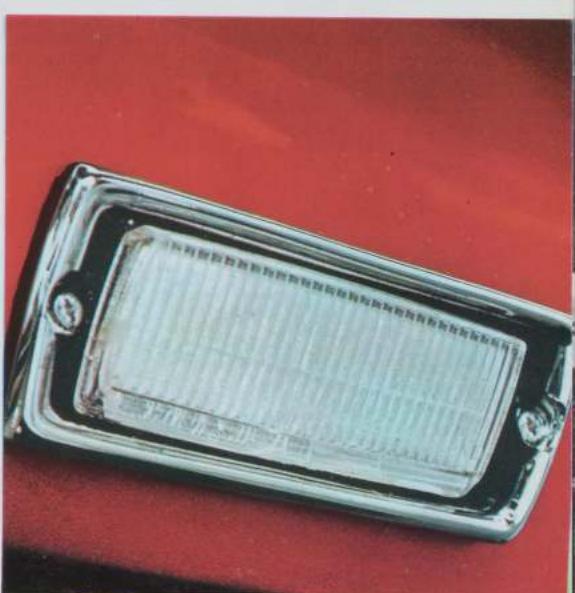




The Capri 'XL'

Plan XL is the next step towards the car you always promised yourself, for added to the L pack, plan XL moulds Capri or Capri GT interior just the way you want it. Combined with the exterior features it includes, fully reclining front seats, individual rear seats with centre armrest, dipping rearview mirror, dual horns, handbrake warning light, reversing light, reversing lamps, supplementary interior light and of course the 'XL' badge.





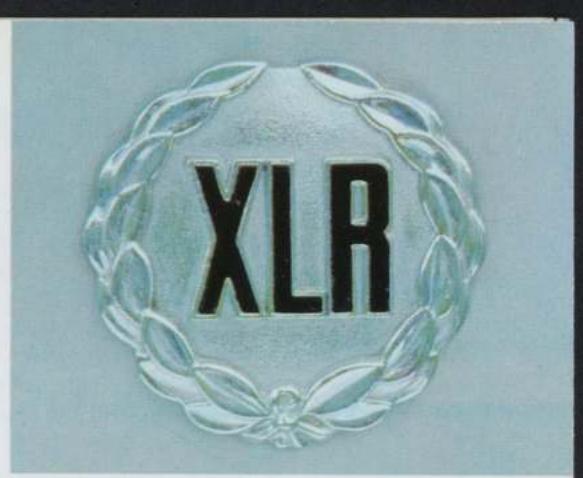
The Capri 'XLR'

If your original choice was Capri GT, then here's an added race/rally finish designed specifically for GT only. Plan XLR will personalise your Capri with all the distinction of plan XL plus, sculptured sports road wheels with 5" rims, safety sports steering wheel, simulated leather gearshift knob, fog and pass



lamps (without rally covers), sports paint scheme in sub gloss black with matt black grille, map reading lamp and the 'XLR' badge.

If you don't want the special paint scheme just say the word. You'll still get the black grille though.



Factory-fitted

In addition to the Capri Custom Plans we've also got together a wide range of individual options. Some of the items that are available individually — sports road wheels and reclining seats for instance, are taken from the various Custom Plans. But that still leaves plenty which aren't. Laminated windscreens, door mirrors, metallic paint finish, cloth/vinyl trim, rear seat belts, radio, vinyl roof, steel sliding roof, opening rear quarter windows and heated rear window.



Automatic transmission

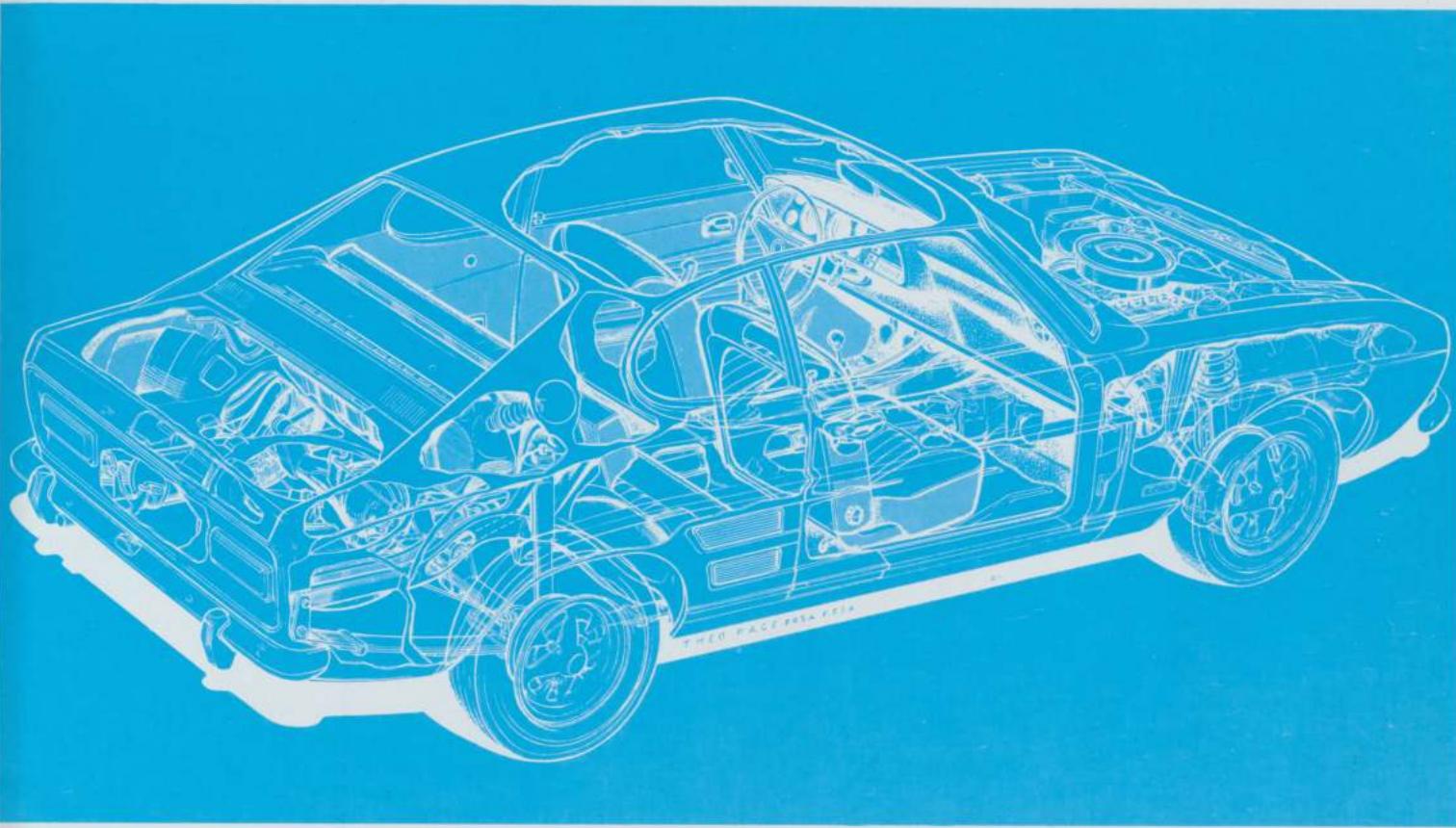
You can have Automatic transmission as a factory fitted option on all Capri models, except with 1300 cc. engine. No clutch pedal. No gear lever. Automatic does all the thinking for you, moving effortlessly up and down the gears in response to driving conditions. The selector is mounted on the floor, right under your hand. Advantage? Certainly!



Safety

There's a lot more to car safety than a bit of padding on the dashboard, seat belts and a good set of brakes. If a car's going to be safe, it's got to be designed safe and built safe. And that's what we've done with the Capri. In actual terms there are two kinds of safety. The first covers all those things that make you less likely to get into trouble. The second covers what's been done to protect you if you do. In the drawing we've shown all the major safety features that we've built into the Capri.

Some of them you'll notice as soon as you get behind the wheel. Like the non-protruding rocker switches, the recessed heater controls and recessed ignition switch. Others you'll never actually see because they're part of the structure of the car. Like the fuel tank. Safely cradled between the rear wheels and protected on all sides. But whether you see them or whether you don't, one thing's for sure — In an emergency you've got a lot more than a padded dashboard to fall back on.



Front seat belts
(at extra cost) with push-button release.

Crash Padding.
Instrument binnacle, facia top, and safety styled front parcel shelf are all heavily padded.

Shatter-proof vanity mirror
on GT models.

Interior mirror.
Safety styled to break-away on impact.

Fused electrical system
(7 fuses).

Padded sun visors.

Progressive deformation.

Front and rear ends collapse progressively in the event of serious impact.

Non-lift windscreens wipers.
(Two speed wipers on Capri GT).

Instruments.
Angled to avoid reflections.

Foot operated 2 jet windscreens washers.

Ignition switch.
Located behind steering column shroud

to prevent knee impact.

Safety steering system with collapsible can.

The energy-absorbing collapsible can section of the steering column concertinas, absorbing shock, in the case of crash impact. Safety styled wheel is heavily padded to protect the driver.

Safety styled controls.
Recessed heater controls. Non-protruding rocker switches.

Anti-tip seat device.
Prevents seat tipping forward in case of impact.

Safety door locks.
Door locks meet anti-burst requirements of 2500 lb pressure.

Safety breakaway front ashtray.
Safety styled window wipers.

Interior door handles.
Recessed for safety.

Rear seat belt anchorage points.
Belts available as Ford accessories. Child's safety harness also available as Ford accessory.

Protection for fuel tank.
Fuel tank is safely cradled between rear wheels and protected on both sides and rear.



Engine Options

The idea behind the Capri is that you tailor it to suit yourself. And the first job is to decide on the engine you want. There are four engine sizes available for the Capri, 1300 or 1600 cc OHV, or 2000 cc V4, or 3000 cc V6.

The performance figures are

1300	— Top speed 143 km/h; 0-100 km/h 19.9 secs.
1600	— Top speed 155 km/h; 0-100 km/h 15.8 secs.
1600 GT	— Top speed 169 km/h; 0-100 km/h 12.9 secs.
2000 GT	— Top speed 172 km/h; 0-100 km/h 11.3 secs.
3000 GT	— Top speed 196 km/h; 0-100 km/h 8.6 secs.

Technical Details

1300 AND 1600 MODELS

Engines: 4 cylinder in line. Overhead valves. Five main-bearing crankshaft. Cross flow cylinder head, bowl in piston combustion chambers.

1300 Model: cubic capacity 1289 cc. Bore 8.098 cm. Stroke 6.299 cm. Compression ratio 9.0:1. Horsepower (DIN) 57 at 5500 rpm. Torque (DIN) 9.3 mkg at 3000 rpm.

1600 Model: cubic capacity 1599 cc. Bore 8.098 cm. Stroke 7.762 cm. Compression ratio 9.0:1. Horsepower (DIN) 68 at 5200 rpm. Torque (DIN) 11.8 mkg at 2600 rpm.

Engine lubrication: High efficiency rotor type pump. Replaceable element filter. Refill capacity of system (inc. filter) 3.5 litres.

Ignition: 12-volt system, ballast resistor coil.

Fuel system: Camshaft operated diaphragm-type pump. Electrical fuel gauge. Tank capacity 48 litres.

Cooling system: Pressurised. Capacity of system (both engines) 6.05 litres (10.6 pints) including heater.

Transmission: Diaphragm spring-type clutch, single dry plate. Four-speed gearbox, with synchromesh on all forward gears.

Overall ratios:

	1st	2nd	3rd	4th	Reverse
1300 cc Model	14.615	9.884	5.825	4.125	16.347
1600 cc Model	1st	2nd	3rd	4th	Reverse
	13.818	9.344	5.507	3.900	15.456

Body: Steel integral construction, safety glass all round. Two doors with antiburst locks. Air extraction vents below rear window. Single tone paint finish. Bright metal ornamentation. Separate luggage compartment, capacity (total) 0.34 cu m. Spare wheel housed in well in luggage compartment.

Rear axle: Semi-floating hypoid final drive.

Axle ratio: 1300 cc Model 4.125:1
1600 cc Model 3.900:1

Front suspension: Independent coil springs. MacPherson damper struts. Wheels located by track control arms and stabilizer bars.

Rear suspension: Longitudinal semi-elliptic, three leaf, featherlight springs, radius arms. Hydraulic double action shock absorbers.

Brakes: Disc front, drum rear. 1300 cc – 24.1 cm and 20.3 cm.

1600 cc – 24.4 cm and 22.9 cm with servo assistance.

Steering: Rack and pinion. Three-spoke, flat-padded safety steering wheel, diameter 38.1 cm, with collapsible can. Turning circle 9.75 m. Number of turns lock to lock 3.7.

Wheels and tyres: Pressed steel disc with welded asymmetrical well base rim 13 x 4.5 in. Tyres: 1300 cc – 600 x 13 crossply tubeless; 1600 cc – 165 SR 13 radial ply tubeless.

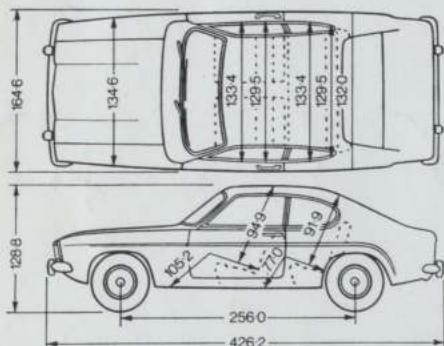
Electrical equipment: Two brush, ventilated generator. Starter motor.

Single tone horn. Battery 12 volt, 38 amp hour at 20 hour rate. 7 fuse system.

Instruments: Two circular instruments in front of driver, incorporating speedometer, odometer, fuel gauge and water temperature gauge. Warning lights for generator, oil pressure, main beam and direction indicators.

Controls: Non-protruding, rocker switches on facia for side/headlamps, heater fan and windscreen wipers. Choke control and ignition/starter switch behind steering column. Direction indicators, main and dipped beam, headlamp flasher and horn controlled from single control stalk mounted on the steering column. Floor-mounted, foot-operated windscreen washer control.

General equipment: Two rectangular sealed beam headlamps with integral side lights, separate direction indicators. Twin tail light assemblies incorporating direction indicators, rear lights, brake warning lights and reflectors. Rear number plate illuminating light. Two jet windscreen washers and non-lift windscreen wipers. Safety padding to facia and full width collapsible parcel shelf. Colour-keyed interior with super grade vinyl upholstery and door panels, washable headlining and looped pile carpeting throughout with rubber heel mat for driver. Simulated wood finish



to facia. Individual formed wire sprung front bucket seats with tilting squab and anti-tip device. Adjustment for rake of squab and fore and aft movement of 15.2 cm. Remote floor mounted gearshift with gaiter. Door-operated courtesy light. Safety styled door handles and window winders. Breakaway stem interior mirror. Ashtray under facia; rear ashtrays in side panels. Two padded sun visors. Aluminium scuff plates on door sills. Heater and demister. Face level vents in facia incorporating individual controls for driver and front passenger. Rear seat belt anchorage points. Static seat belts to driver's and front passenger's seats (COST EXTRA). Steering column lock.

GT SALOONS

Technical and general specification details as basic saloons except in the following instances:

Capri 1600 GT Saloon

Engine: High performance version 1600 cc capacity with special high lift camshaft. Compression ratio 9.0:1. Horsepower (DIN) 86 at 5500 rpm.

Transmission: Overall ratios:

	1st	2nd	3rd	4th	Reverse
	11.225	7.592	5.276	3.777	12.555

Tyres: 165 SR 13, radial ply, tubeless.

Brakes: Servo assisted all round.

Instruments: Four additional instruments, separate fuel gauge, water temperature gauge, oil pressure gauge and battery condition indicator. Tachometer in main circular instrument, trip recorder in speedometer.

General equipment: Special door armrests incorporating grab handles. Safety, shatterproof vanity mirror in passenger's sun visor. Centre console unit incorporating styled gearshift gaiter, handbrake and electric clock, with wood finish inserts to match facia. Two-speed windscreen wipers. Cigar lighter. Bright metal pedal mouldings.

Capri 2000 GT Saloon

Engine: 4 cylinder 80° 'V' formation, capacity 1996 cc. Bore 9.366 cm. Stroke 7.244 cm. Compression ratio 8.9:1. Horsepower (DIN) 92 at 5250 rpm.

Torque (DIN): 14.4 mkg at 4000 rpm. Overhead valves, crossflow cylinder head, bowl in piston combustion chambers. Three main bearing crankshaft.

Engine lubrication: Refill capacity of 4.5 litres.

Fuel system: Twin choke Weber carburettor.

Cooling system: Capacity of system, including heater, 6.25 litres.

Transmission: Overall ratios:

	1st	2nd	3rd	4th	Reverse
	10.536	7.125	4.952	3.545	11.784

Rear axle: Axle ratio 3.545:1.

Brakes: Servo assisted all round.

Tyres: 165 SR 13 radial ply, tubeless.

Instruments and general equipment: as for 1600 GT Saloon.

Capri 3000 GT

Engine: 6 cylinder 'V' formation 2994 cc. Bore 9.366 cm. Stroke 7.244 cm. Compression ratio 8.9:1. Horsepower (DIN) 138 at 5200 rpm. Torque (DIN) 24.0 mkg at 3000 rpm. Overhead valves. Four bearing crankshaft.

Lubrication: (refill) 9.9 pints including filter.

Fuel system: Twin choke Weber carburettor.

Cooling system: Capacity 19.7 pints including heater.

Transmission:

	1st	2nd	3rd	4th	Reverse
	10.185	7.129	4.547	3.220	10.744

Rear Axle: Ratio 3.09:1

Brakes: Servo all round.

Tyres: Radial 185 70 HR 13 on 5" wheels.

Instruments and general equipment: as for 1600 GT Saloon.

Capri 3000 E

Specification as for 3000 GT XLR but with superior seating and a higher standard of trim, without map reading light. Opening rear quarter windows. Padded black facia and console insert, push button radio, rear armrests with integral ash trays. Heated rear window. Lamps in engine compartment and boot. The black sports paint scheme is not available on this model.

Factory fitted options (at extra cost unless standard features):

Automatic transmission with floor mounted 'T' bar shift (except 1300). Reclining front bucket seats. Radial ply tyres (1300 cc only – standard on other models). Cloth trim. Dual tone horns. Electric clock (standard on GT and 3000 E models). Sports steering wheel. Sports road wheels. Vinyl covered roof. Sliding steel roof. Opening rear quarter windows. Alternator. Heavy duty battery. Laminated windscreen. Push button radio. Metallic paint finish. Halogen auxiliary lamps. Overriders. Reversing lamps. Heated back light. Inertia reel front seat belts. Rear seat belts. Servo assisted brakes (1300 cc only – standard on other models).

The Ford policy is one of continuous improvement. The right is reserved to change specifications, prices and colours. The accessories featured on vehicles in this publication are Genuine Ford accessories available from Ford Dealers, at additional cost.



Capri – the car you always promised yourself



...leads the way