

THE 1985 FORD GRANADA

A new dimension
in luxury motoring







The Granada GLSi shown (above and fold out) is equipped with the following options at extra cost: rear seat belts and metallic paint.

There were no short cuts on the long road to excellence

Perfection is the child of time. That is why we at Ford, knowing our customers and responding to your needs, have spent five years making sure that the 1985 Granada is the high-technology, high quality car by which others in its class can now be judged.

My team's brief made it perfectly clear that there are no short cuts on the long road to excellence.

Every decision had to benefit Granada's drivers and passengers.

Nothing was more important than built-in quality as Granada evolved from rough sketches to become an elegant car, exciting and efficient in every sense. The relationships of new materials, components and manufacturing processes was analysed in our research centres and under real-life driving conditions.

Sleek styling identifies the 1985 Granada as dynamic and fuel-efficient,* but people were



Ron Mellor

Executive Director,
Product Development

the starting point. We were determined to combine driving pleasure and low running costs with class-leading space, comfort and convenience.

Four engines are available, 1.8, 2.0, 2.0 EFI and 2.8 EFI – the latter two with advanced electronic management systems.

Together with equally efficient manual and automatic transmissions, they provide high standards of performance, economy and reliability.

A lot of time was devoted to the steering and fully-independent front and rear suspensions. The result is a five-seater that rides as smoothly as a limousine while cornering and handling with great precision.

We also decided that the 1985 Granada deserved the world's most advanced ABS anti-lock braking system. It is designed to maintain full steering ability if you panic-brake on a slippery surface.

Every detail warranted very close attention. For instance, we co-operated with a leading lock manufacturer to achieve excellent security against theft. That is typical of the expertise focussed on all aspects of Granada's quality-first design.

*For Government fuel consumption test figures, see back cover

Sleek styling identifies the 1985 Granada as a dynamic, fuel-efficient five-seater

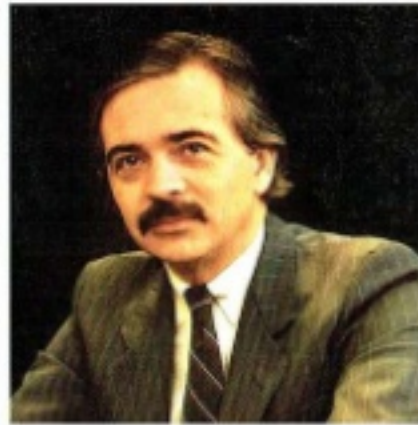
The 1985 Granada's graceful lines were sculpted during thousands of hours in a sophisticated new wind tunnel facility, where speeds exceeding 180 mph can be simulated. Efficient styling saves energy, enhances performance and cuts wind noise. It also plays an important safety role by giving arrow-like stability at motorway speeds.

But research emphasised that the ultimate aerodynamic shape is not necessarily the most

practical. A low roofline, to give one example, inevitably restricts passenger space. Faced with that fact, Granada's designers rated superior driver and passenger comfort above achieving the lowest possible drag coefficient.

They concentrated on *practical* aerodynamics featuring a low nose for excellent visibility, flush-

fitting headlights and side windows, bonded front and rear screens, and a tail subtly shaped to reduce power-sapping turbulence. Even the radio aerial is incorporated in the tailgate window's heating element to reduce drag and noise, improve appearance and, of course, to thwart vandals.



Patrick le Quément

Chief Designer, Car Exteriors
Ford Wierke AG

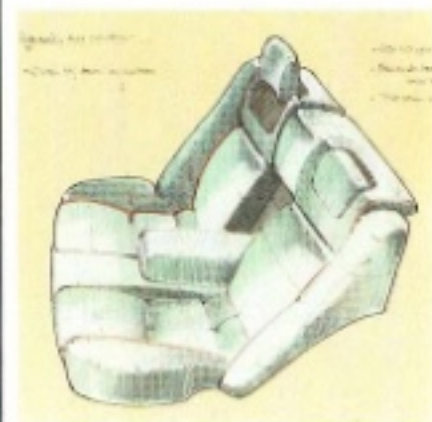
"My team concentrated on combining aerodynamic efficiency with space for five people to travel in comfort."



Class-leading space, comfort and convenience, plus hatchback versatility

Putting people first and designing from the inside out is the best possible way to create an exceptionally spacious, five-seater luxury car. That technique explains why Granada's 'safety cell' passenger compartment provides more combined front-and-rear legroom than any other car in this exclusive class.

Supportive seats are carefully tuned to complement the suspension. Additional comfort



comes from a new type of low-friction seatbelt which reduces pressure to about half that exerted by a conventional restraint.

Instruments and controls are laid out as logically and conveniently as the cockpit of an executive jet.

Heating and ventilation systems have been proved in conditions ranging from plus 40° Centigrade in Arizona's desert to

minus 40° Centigrade north of the Arctic Circle. Ghia's backseat passengers get separate controls while Scorpio's lavish equipment includes full air conditioning and a new type of superfast windscreen de-icer.

Extra-large loads are no problem thanks to the rear compartment's 60:40 split-fold seat back.

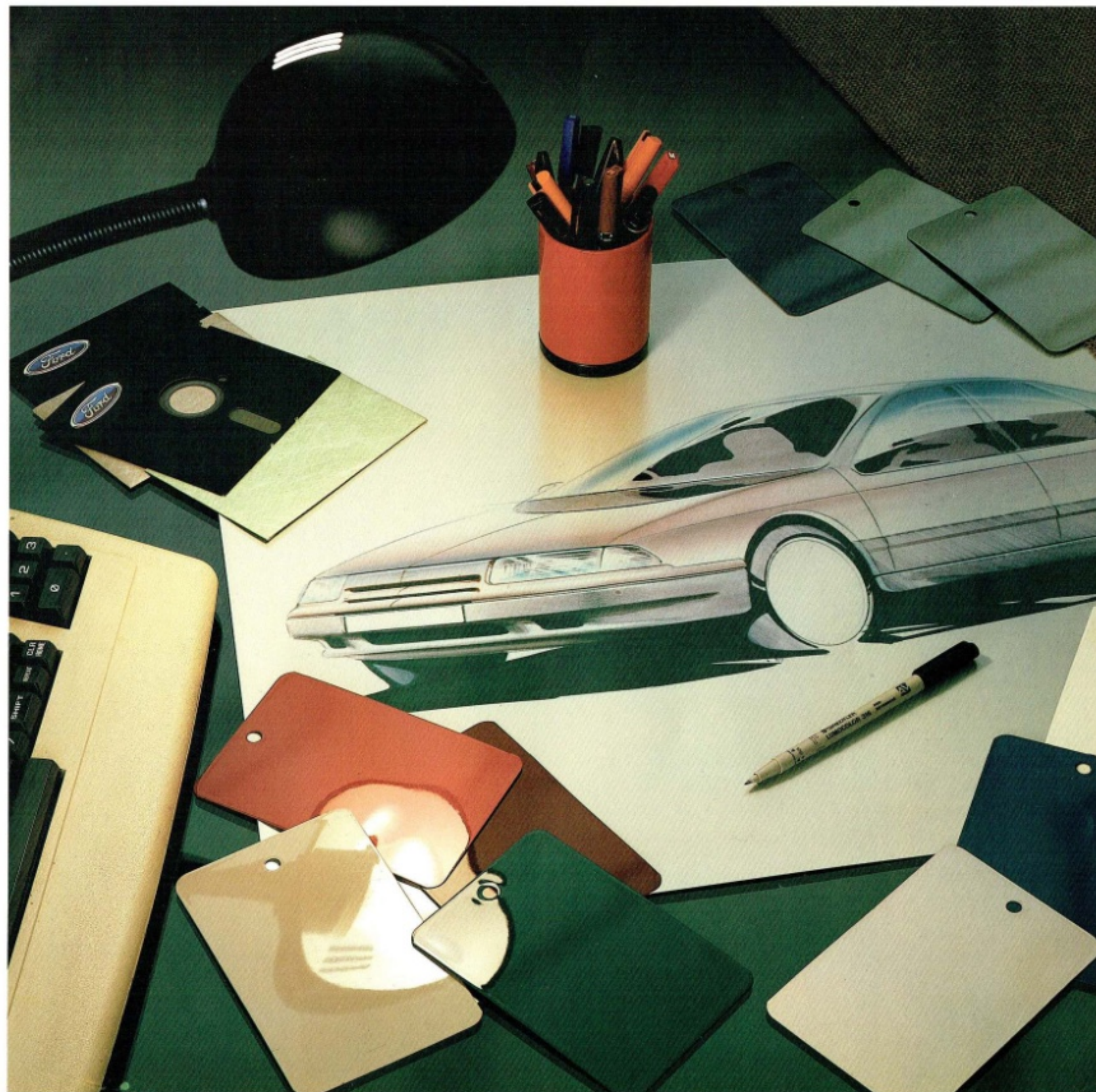


Andy Jacobson

Chief Designer, Car Interiors

Peel of Europe

"Granada was designed from the inside out, because the brief placed people right at the top of the priority list."



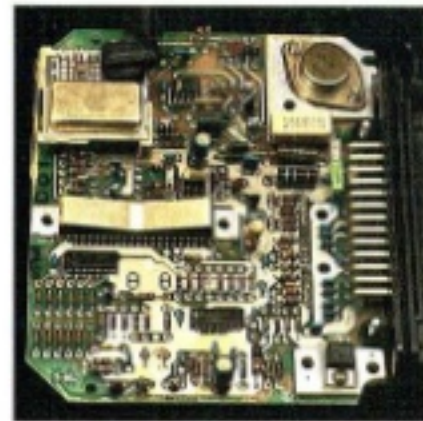
Advanced electronics for power with economy[†] and reliability

Close and long-standing links with NASA's space programme helped Ford develop state-of-the-art electronics for the 1985 Granada, the car that will still be considered modern in the 1990s.

Their efficiency is epitomised by the EEC IV management system for the 2.0 EFI and 2.8 EFI V6 engines. Its computer can process up to 250,000 inputs a second from sensors located in the distributor, intake manifold, cooling system and elsewhere. Data is compared with information in the 'black box' memory, then signals are flashed to such key components as the ignition timing module and the Bosch L-Jetronic fuel injection system.

They immediately adjust to deliver the blend of performance and economy[†] that is the 1985 Granada's hallmark.

The 1.8 and 2.0 engines feature Ford's ESC II microprocessor.



Across the range of operating conditions, from cold starts to full-throttle acceleration, it makes sure that the ignition fires at *precisely* the right time and also provides absolutely stable idle speed.

Electronic signals from two self-checking computers are also used to control the ABS anti-lock braking system.

Scorpio comes complete with a fuel computer — it is optional on Granada Ghia — and both use sophisticated electronics to monitor remarkably comprehensive warning systems.

Another example is the electrically-heated windscreen as used in the aircraft industry, for extremely rapid de-icing. Optional on GL and Ghia, standard on Scorpio, it is another 'first' for the new Granada. There is even the option of a radio-telephone for direct dialling to STD numbers all over the world.

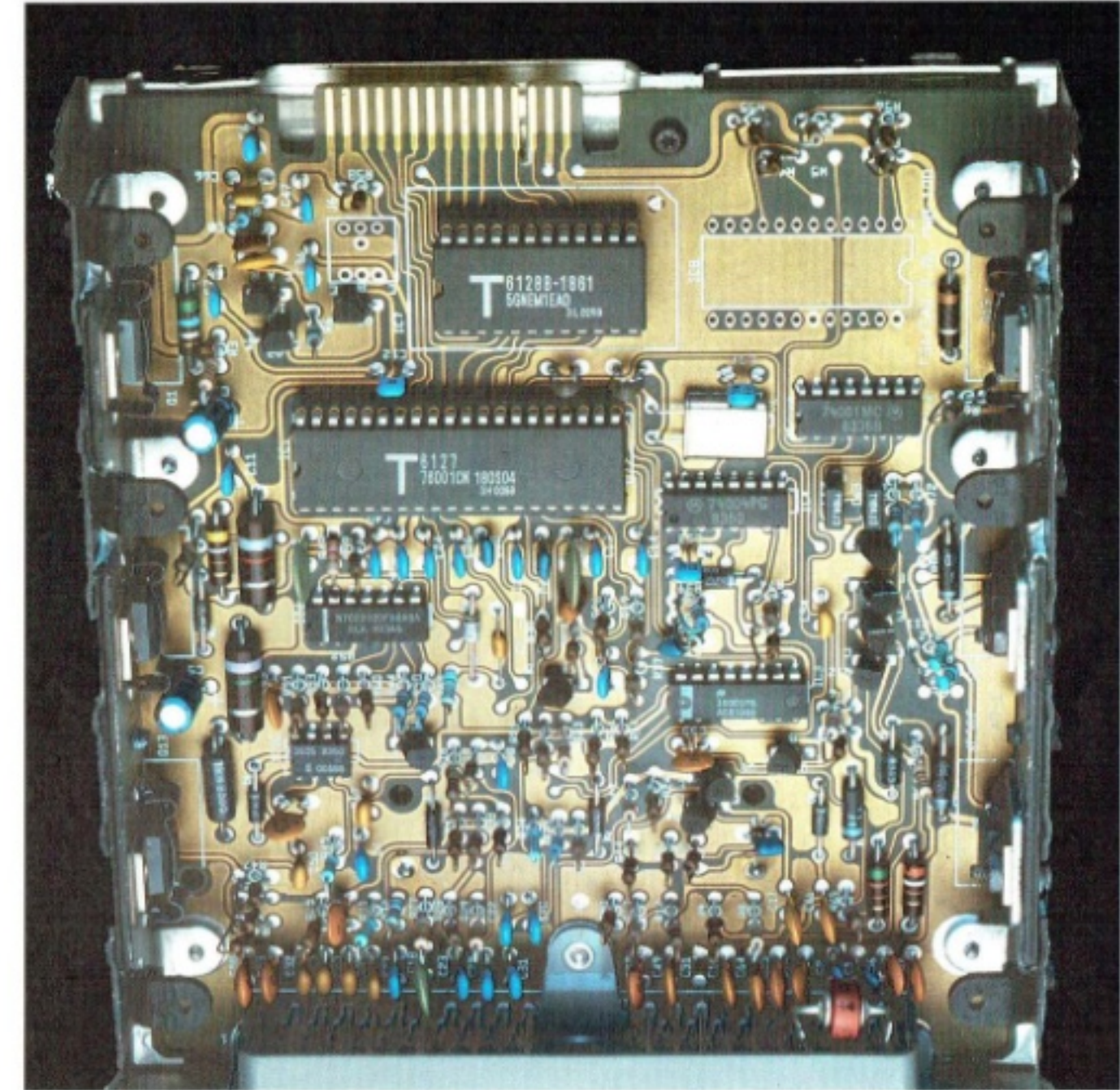


Egon Goegel

Chief Engineer, Electrical

"State-of-the-art electronics for the car that will still be considered modern in the 1990s."

[†] For Government fuel consumption test figures, see back cover.



The 1985 Granada, the driver's car, rides and handles like a true thoroughbred

Ford's advanced steering geometry is the reason for Granada's rack-and-pinion steering being responsive and very positive. It transmits just the right amount of feel that is essential for enjoyable driving on roads with many corners and few straights.

If you prefer power-assisted steering, Ford's variable-ratio type is standard with the 2.8 EFI V6 engine.

Optional with all other 1985



Granada power units, the system automatically tailors its gearing to suit the circumstances. Finger-light for parking or wriggling through traffic jams, it provides just the right amount of 'weight' at open-road speeds.

Front suspension developed with the help of exhaustive computer programmes benefits Granada's handling at speed, particularly on bumpy surfaces. It gives excellent steering feel and directional stability at all speeds



and under all braking conditions.

The 1985 Granada, the driver's car, also has a steering wheel single lever adjustment for height and reach. Column-mounted controls for the wipers, lights and indicators move with the wheel.



Clive Ennos

Chief Engineer, Car Engineering

"Granada's ABS anti-lock braking will set new standards for steering control on low-grip surfaces."





The 1985 Granada's suspension was designed by engineers whose experience of fully-independent layouts goes back to the 1960s, when most cars had solid back axles. It gives a smooth ride without compromising Granada's status as a sure-footed executive express.

In the front are MacPherson struts with an anti-roll bar whose rearward mounting virtually eliminates 'nose dip' when the all-disc ABS braking system is worked hard.

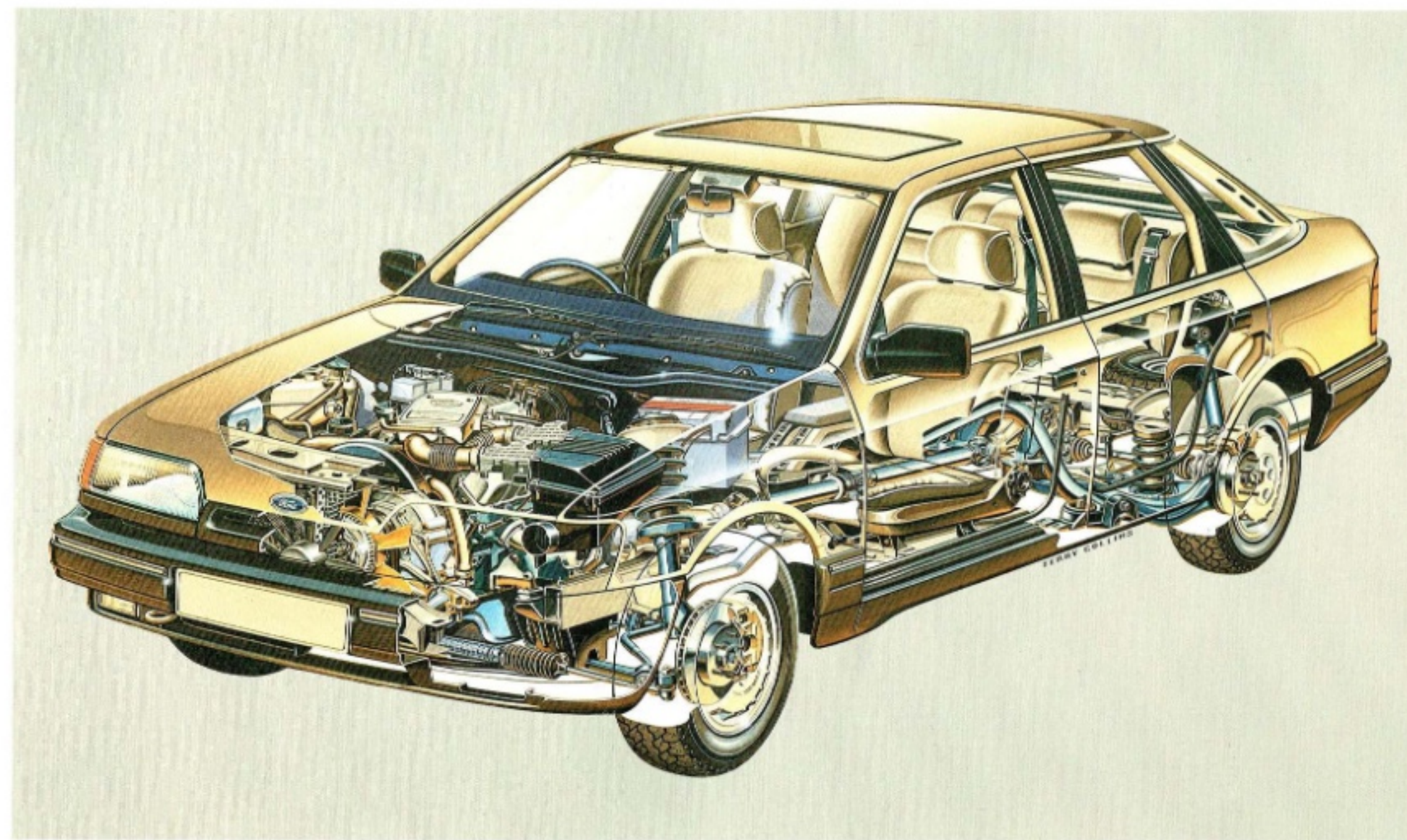
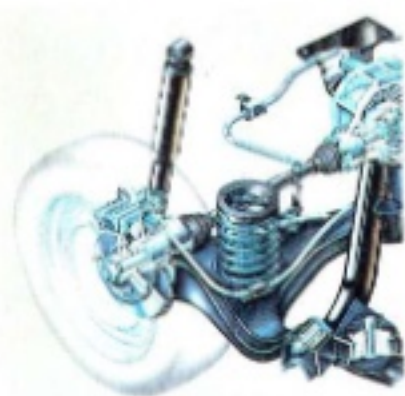
At the rear, semi-trailing arms operate with progressive-rate coil springs and dampers set close to the wheels for maximum efficiency.

The system provides very predictable handling

characteristics when power is snapped on and off. Camber changes are small over the full range of rear suspension movement, so the tyres remain in firm contact with the road.

Scorpio's optional self-levelling rear suspension automatically compensates for

exceptionally heavy loads when the thoroughbred is being used as a load carrier. A height sensor activates a motor which pumps compressed air into an additional pair of pneumatic springs making it ideal for towing a caravan or trailer.





Even the best brakes — and Granada has big, servo-assisted discs with asbestos-free pads on all four wheels — cannot prevent a driver over-reacting in an emergency. But thanks to its fully-electronic ABS anti-lock braking system, the most advanced of its type in the world, Granada is designed to retain steering ability when braking even when braking hard on dry, wet, greasy, ice-covered or snow-packed surfaces. Steering ability is also maintained on loose surfaces such as gravel or fresh snow.

Similar to systems used on

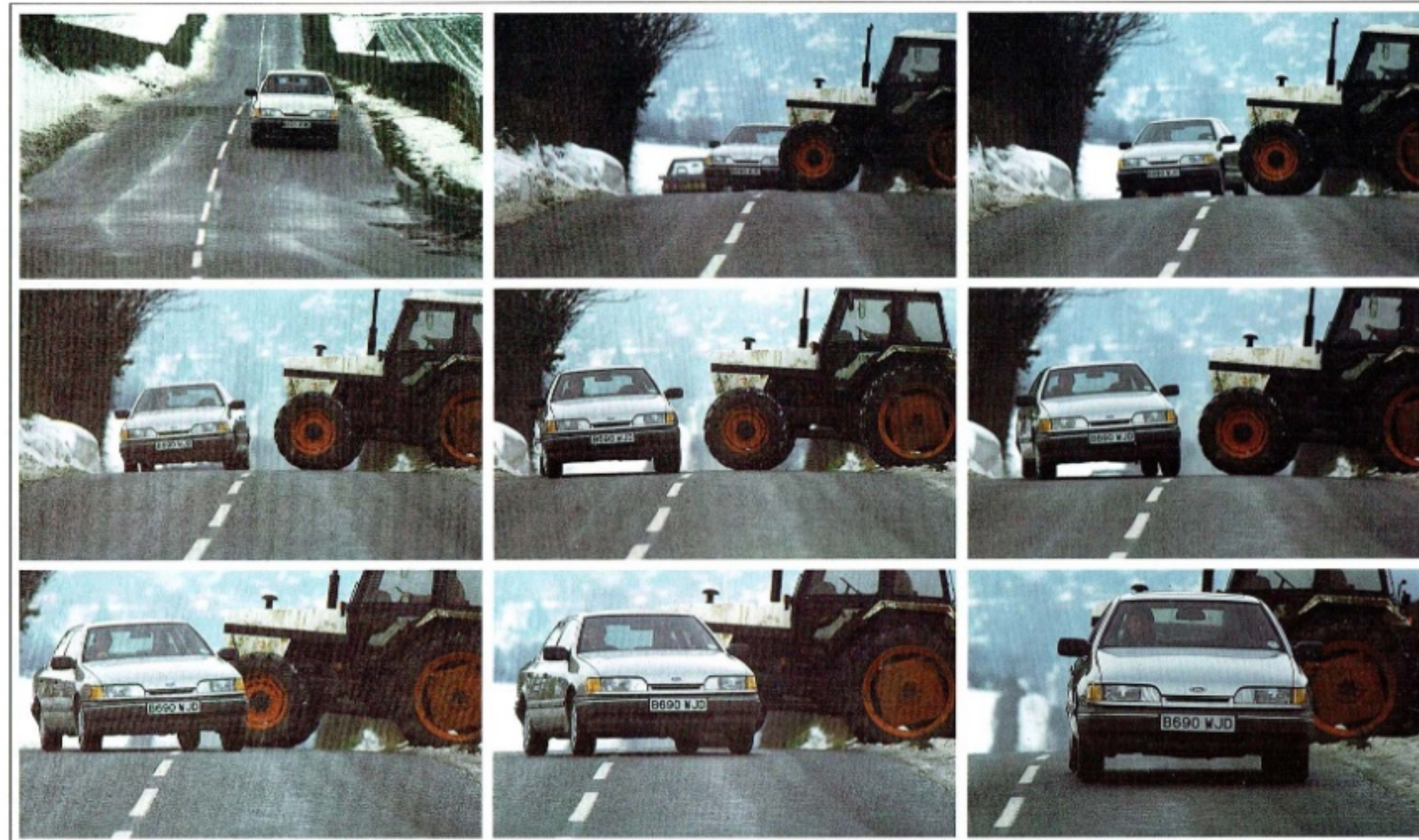
commercial aircraft, Ford's ABS is triggered when electronic signals from all four wheels are processed by two on-board micro processors in a control module which sense wheel-lock *before* it actually happens.

Signals from the wheels are transmitted and monitored continuously while the car is in motion. When ABS is activated hydraulic pressures are modulated to keep braking power close to the optimum. With the front wheels not locked, the original course can be maintained or appropriate evasive action taken during

heavy braking.

A gentle pulse is felt in the brake pedal when the ABS is activated. After that, a unique mechanism keeps the pedal at a constant height.

The control module additionally monitors the anti-lock system for defects. In the unlikely event of a fault developing, the module turns off its own function and triggers a light to warn that the ABS mode has become inoperative. Even then, there is full braking to all four wheels with braking ability similar to non-ABS cars.



High quality engines complemented by equally sophisticated transmissions

Ford insists that their customers should receive a product which, in every possible way, is the best.

The 1985 Granada's blend of performance and economy¹ is yet another confirmation of these high standards. Each Granada engine, from the 1.8 to the 2.8 EFI V6, has been perfectly matched to its 5-speed manual or 4-speed automatic transmission. Consequently the Granada 1.8 now uses up to 14% less fuel than the 1.1 Ford Fiesta when it was launched in 1976.

When you are building such refined engines there is nothing more important than quality. This quality is being achieved through a combination of high technology and our uncompromising pursuit of manufacturing excellence, right from the first engine.

High precision gauges take measurements at every stage of the engine production. These are

statistically analysed by computers to give concise information about the engine's quality. Through skilful interpretation by highly motivated employees, a level of consistent quality is being achieved which will ensure superb engine performance over many, many years.

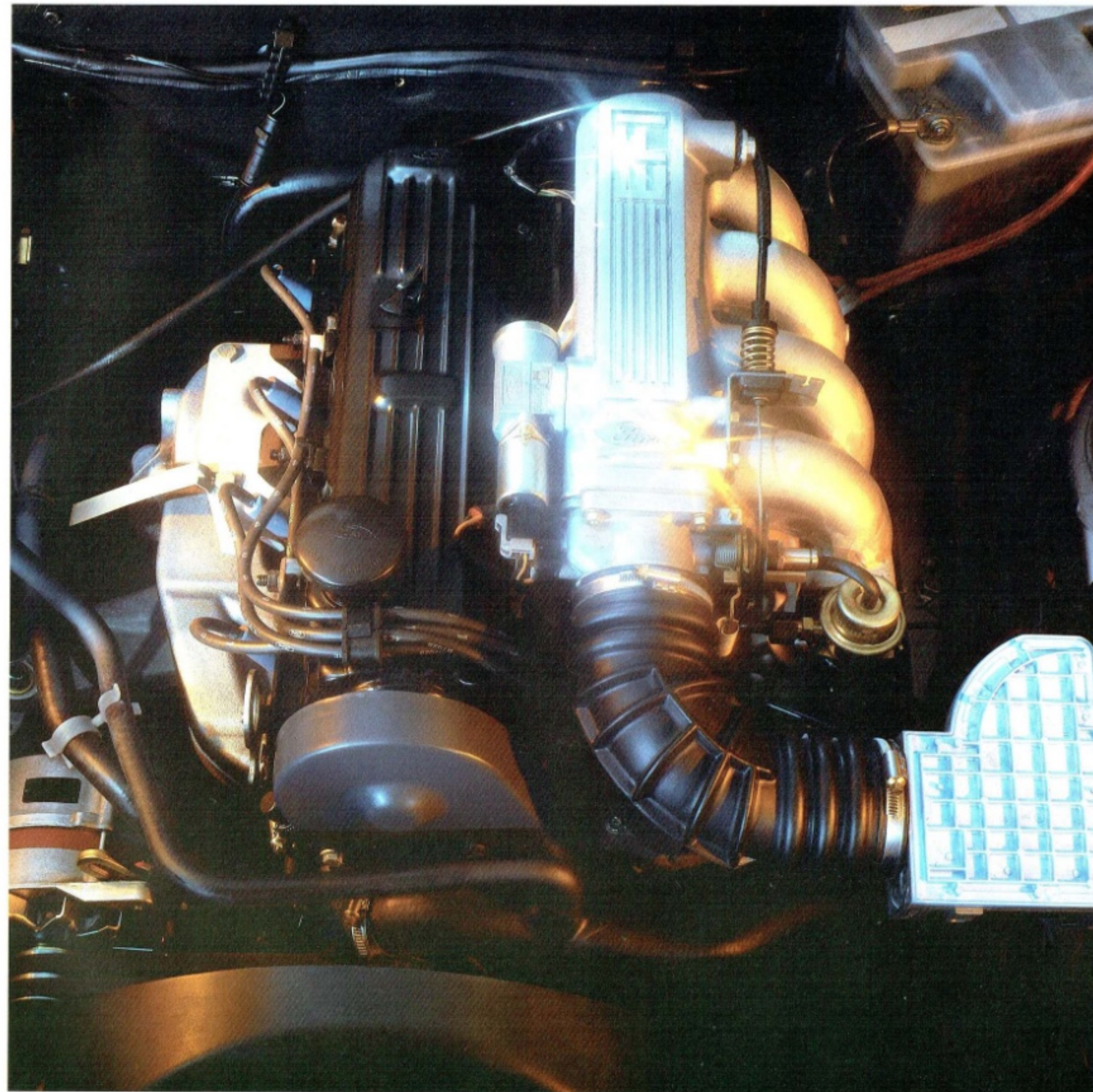
1. See Government fuel consumption test figures, see back cover.



Maurice Francis

Director, Engine and Foundry Operations

"When you are building such refined engines there is nothing more important than quality. We have achieved this through high technology and an uncompromising pursuit of excellence."



The Granada Ghia shown is equipped with the following options at extra cost, rear seat belts and metallic paint.

Spacious, refined and coveted, the new Granada Ghia maintains that proud tradition with its advanced technology and lavish equipment. Power comes from Ford's fuel-injected 2.0 EFI engine while the optional 2.8 EFI with automatic transmission can sweep Ghia to 127 mph*.

*Ford test figures.



Ghia

Crafted to make long journeys a pleasure, Ghia's beautifully furnished and finished interior is a lesson in practical luxury, from its cut-pile carpet to the aircraft-style overhead console. Features include a pneumatic lumbar support for the driver, power-operated windows and a tilt-or-slide glass sunroof. Backseat passengers appreciate separate heater controls and integral head restraints.

Ghia



An outstanding blend of value-for-money, performance and prestige

GL

A superb sound system with no fewer than six high-quality speakers reveals a great deal about Granada GL's character. It highlights the fact that this futuristic and versatile saloon has standard equipment that is difficult to reconcile with its position as the 1985 Granada range's starting point.

There is nothing basic about a car whose value-for-money specification includes the latest ABS anti-lock braking system, central door locking and a cabin that really encourages its driver and passengers to stretch their legs and travel in style.

Like the rest of the range, GL has a rear compartment whose split-fold seat caters for skis and other exceptional loads while retaining space for one or two people.

The body is shaped to slice a very clean path through the air, because aerodynamic drag is

strong enough to absorb 60 per cent of a car's power at about 60 mph. Even the GL's door handles and remote-control door mirrors are designed to play their parts in the efficiency equation where paying meticulous attention to detail is the only way to produce the right answers.

Note, too, how the traditional virtues and appeal of 'notchback' styling are neatly integrated with

the convenience and energy-saving efficiency of an elegant hatchback.

GL's strong visual appeal is complemented by an equally attractive choice of engines, from the 1.8 — driving through a five-speed manual gearbox — to the optional 2.0 EFI which can be specified with Ford's new four-speed overdrive automatic transmission.

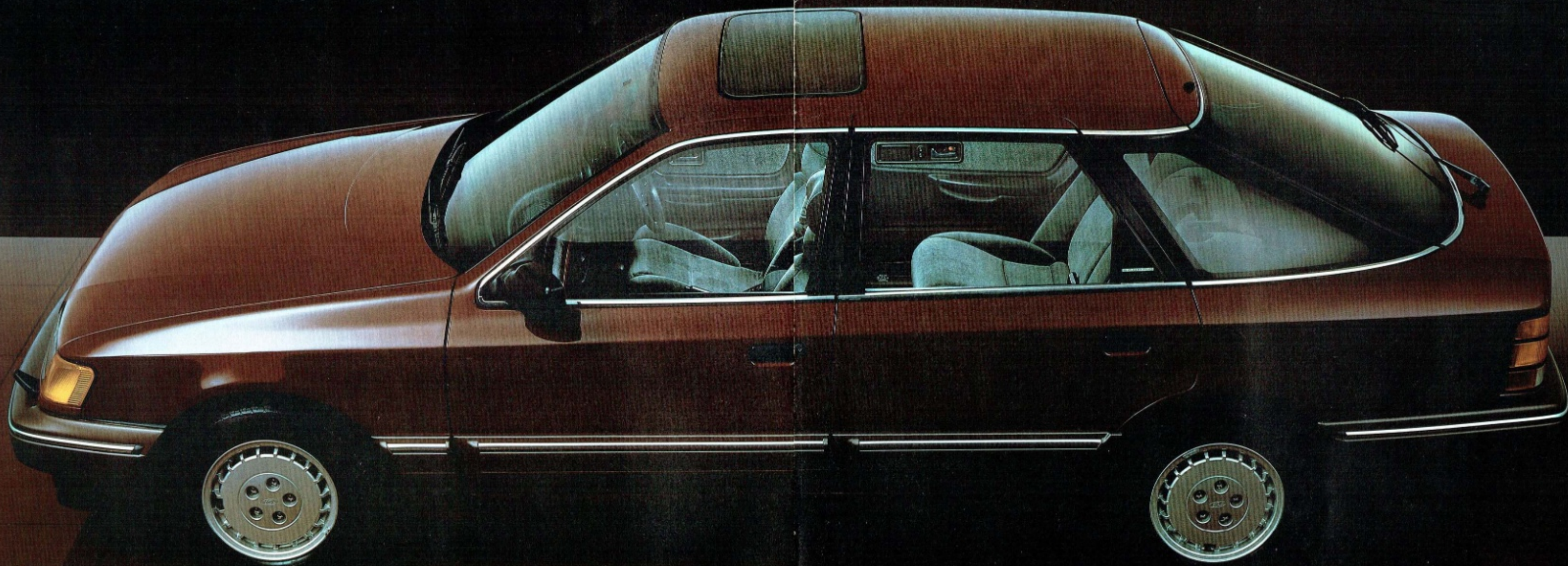


The Granada GL saloon is equipped with the following options at extra cost: metallic paint

Locks developed specially for Ford by Chubb the British company whose reputation is second to none in the security business, protect GL's inviting interior. Seats trimmed with soft but durable and easy-to-clean Strobe fabric harmonise with the colour-keyed carpet. The driver's seat can be raised or lowered and the soft-feel steering wheel is also fully-adjustable.

GL





THE NEW GRANADA SCORPIO

More than 3500 talented designers and engineers, backed by Ford's world-wide technological resources, devoted five years to the multi-million pound project that makes Granada Scorpio today's definitive executive-class contender. Scorpio makes light work of heavy traffic, but its true element is the open road where power, poise and pedigree come into their own.

The Granada Scorpio shown is equipped with the following options at extra cost, cruise control and rear seat belts.



The Canadian Scorpio interior shown is equipped with the following options at extra cost, cruise control and rear seat belts.

Central locking secures the doors as you settle into Scorpio's unique seats. Trimmed with Athos and crushed velour cloth, the front pair are enhanced by low-friction seatbelts with adjustable upper mounting points for that extra measure of comfort and convenience. A feature typical of Scorpio's luxurious interior is power-adjustment for rake of both sections of the split-fold rear seat back.

THE NEW GRANADA
SCORPIO

Limousine luxury with a sports car's poise and panache

Many cars look good, but fail the acid test of a really close inspection followed by a few nit-picking miles behind the wheel. There is nothing superficial about Ford's delectable new Granada Scorpio. Every component was tested, modified and perfected to fulfill a specific role in a design project where quality always came first.

The body, for instance, has low-level foglights set into the impact-resistant polycarbonate front bumper whose stylish bright inserts run right along the tough side mouldings and round the shapely tail. Both door mirrors are power-operated and heated to clear mist and frost on days when the ABS anti-lock braking could prove worth its weight in gold.

The tinted windscreen incorporates Ford's unique superfast electrical de-icer which has wires just one-fifth the

diameter of a human hair sandwiched in the laminated glass. Their heat supplements the standard air conditioning.

In the same spirit, high-pressure washers maintain the halogen headlights' brilliance in bad weather.

Drivers will also notice that Scorpio rides on 6-inch alloy wheels and 185/70VR x 14 tyres. Their extra grip becomes apparent when Scorpio takes tricky corners as confidently as an express train running on rails.

Miles are cut down to size by the smooth and flexible 2.8 BPI V6 engine and Ford's A4LD automatic four-speed overdrive transmission.

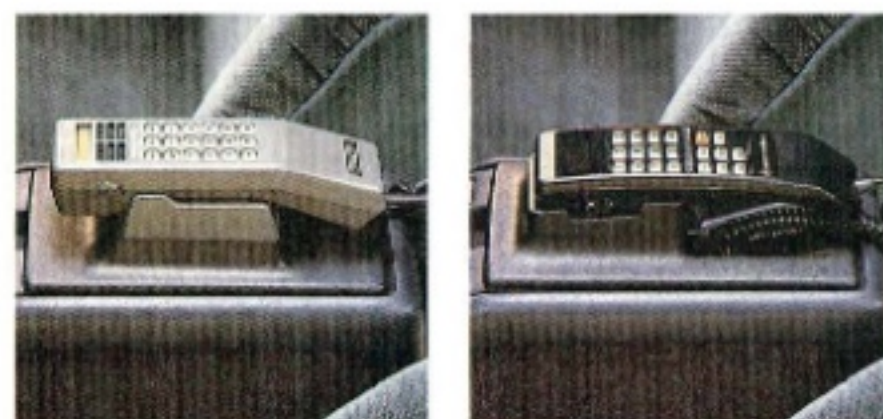
All the 1985 Granadas are quiet, but Scorpio's exceptionally low noise levels play an important fatigue-fighting role at the end of a long day. The car's extra soundproofing also makes the most of the audio system's

optional graphic equaliser and power amplifier which has an integrated 'eyeball' control for balance and fade functions.

Another attractive option, two sets of headphones, enable backseat passengers to enjoy the radio or cassettes while the rest of Scorpio's six speakers are silent.



The car's extra soundproofing and superfast electrical de-icer on the windscreen, plus the optional power windows, are all features that make the new Ford Granada a car to be proud of.





The Granada Scorpio interior shown is equipped with the following options at extra cost: cruise control and an in-car entertainment graphic equalizer.

Scorpio's driver and front passenger lack nothing. Their seats are heated, move at the touch of a button and have pneumatic lumbar pads which adjust to bolster the base of the spine. Ford's variable-rate power steering is also standard equipment, just like the fuel computer, tachometer and electrically-operated glass sunroof.

Scorpio's air conditioning is more than a blessing in hot weather. It also combats humidity and creates a clean environment free from ambient air pollution.

Other features become apparent after dark. Front and rear footwells have courtesy lights which wait several seconds before switching themselves off. A discreet 'gong' sounds if the driver's door is opened while the exterior lights are on.

THE NEW GRANADA
SCORPIO



"The new Granada had to be very good indeed, so the targets set in 1979 were more than a little optimistic. But striving for excellence is the name of the game at Ford. The high standards outlined five years ago have been exceeded to bring you a superior degree of driving pleasure, comfort, safety, reliability and, of course, the quality we design into every Ford product.

"I am confident that you will echo my enthusiasm for the class-leading 1985 Granada."

Sam Toy
Chairman and Managing Director



The Granada Scorpio shown (above and fold out) is equipped with the following options at extra cost: cruise control, in-car entertainment graphic equalizer



ILLUSTRATIONS,
DESCRIPTIONS AND
SPECIFICATIONS

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**Government fuel consumption test figures,
mpg (L/100 km).**

1.8 OHC manual 5-speed: 44.1 (6.4) at a constant 56 mph (90 kmh); 36.7 (7.7) at a constant 75 mph (120 kmh); 29.1 (9.7) simulated urban driving.
2.0 OHC 5-speed: 45.6 (6.2) at a constant 56 mph (90 kmh); 36.7 (7.7) at a constant 75 mph (120 kmh); 26.2 (10.8) simulated urban driving.
2.0 OHC automatic 4-speed: 48.7 (5.8) at a constant 56 mph (90 kmh); 38.2 (7.4) at a constant 75 mph (120 kmh); 25.9 (10.9) simulated urban driving.
2.0 EFi manual 5-speed: 42.8 (6.6) at a constant 56 mph (90 kmh); 34.4 (8.2) at a constant 75 mph (120 kmh); 25.4 (11.1) simulated urban driving.
2.0 EFi automatic 4-speed: 45.6 (6.2) at a constant 56 mph (90 kmh); 34.4 (8.2) at a constant 75 mph (120 kmh); 24.6 (11.5) simulated urban driving.
2.8 EFi manual 5-speed: 38.2 (7.4) at a constant 56 mph (90 kmh); 30.1 (9.4) at a constant 75 mph (120 kmh); 19.3 (14.6) simulated urban driving.
2.8 EFi automatic 4-speed: 38.7 (7.3) at a constant 56 mph (90 kmh); 30.4 (9.3) at a constant 75 mph (120 kmh); 18.2 (15.5) simulated urban driving.

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