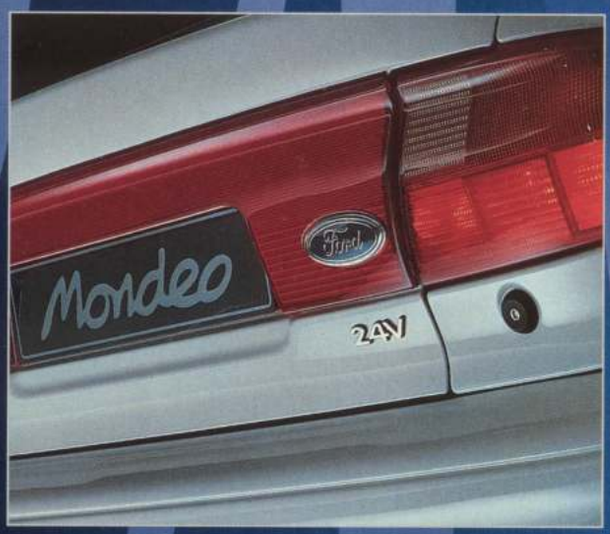
Mondeo



Mondeo V6 24V

Ford

Mondeo. It makes all the difference.

The new flagships – The V6 24V Mondeos

The award-winning Ford Mondeo, the 1994 European Car of the Year can now be specified with the all new Duratec-VE 24 valve V6 engine. This superb engine is available as a 4 or 5-door V6 24V model, or as the V6 24V Ghia in all bodystyles.

The Mondeo V6 24V models offer big-car luxury and V6 performance in an unrivalled medium-size package.

As the ultimate Mondeo, the luxurious and re-styled Ghia has impressive standard equipment including distinctive new 15" alloy wheels and a chrome grille, with the interior featuring air conditioning, remote central locking, a power sunroof and stylish woodgrain effect inserts on the facia, console and doors.

High Accolades from the Motoring Press

"It's the engine the Mondeo – now wearing fatter tyres, re-tuned suspension, made-over trim and colour-keyed door handles – has always deserved."

Carweek.

"On the road the V6 pulls impressively and the change-over to multi-valve operation is almost imperceptible when accelerating."

Weekend Telegraph.

"Immediately the smoothness and quietness of the new Ford engine cannot fail to impress most who get a chance to get behind the wheel."

What Car.

"The Ford Mondeo is the car to beat in this class and the addition of a very good V6 engine can only enhance its position as the leader of the pack."

Auto Express.

"The car is a superbly refined motorway cruiser, reassuringly stable and unaffected by crosswinds...

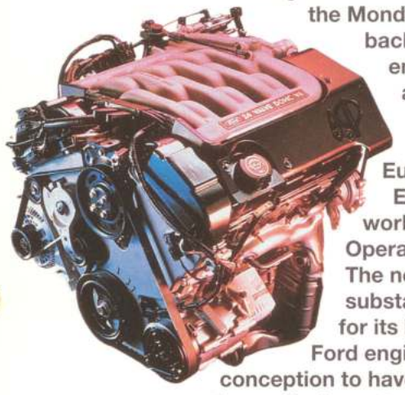
...The excellence of the base car's dynamics means that it is accomplished as both a sports saloon and executive express."

Performance Car.

"The powerful engine raises no worries about handling or ride as the Mondeo can still lay claim to being the best in class in both departments."

Fleet News.

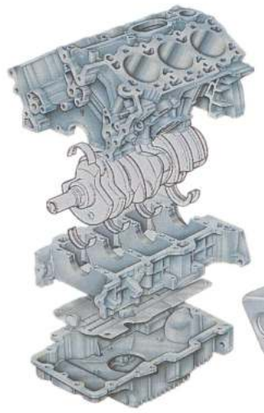
The new V6 24V modular engine – the power revolution.



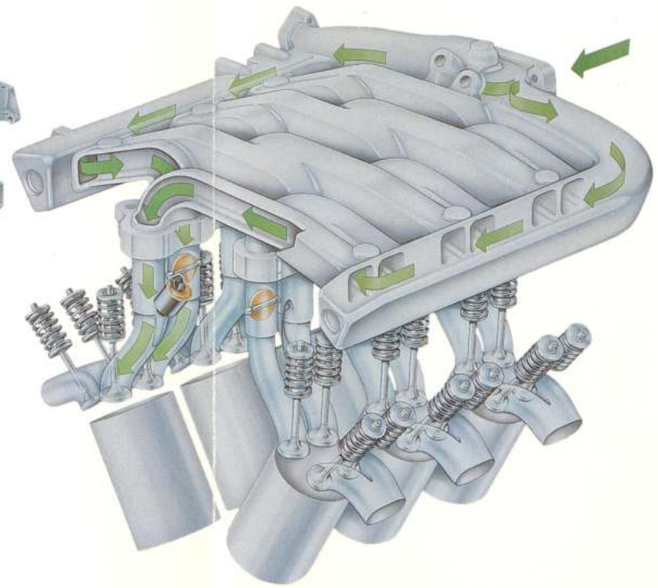
Ford are extremely proud to announce the arrival of the new Duratec-VE V6 24 valve modular engine being introduced in the new Mondeo V6 24V and the Mondeo V6 24V Ghia. Coming off the back of the broadest international engine development, production and application programmes in the history of the company, Ford powertrain engineers from European research centres in England and Germany have worked closely with Powertrain Operations in the USA.
The new 2.5 litre engine makes substantial use of aluminium castings for its block and heads and it's the first Ford engine to be designed from conception to have the potential to meet the ultra-low emissions standards envisaged for the end of the century. It has exceptionally low-maintenance requirements and is one of the smallest and lightest V6 engines of its type in the world.

The new engine has been designed and developed to achieve exceptional standards in reliability, durability and low operating costs. By using advanced electronic engine management, hydraulic tappets, patented chain tensioners, extended-life spark plugs, low friction piston rings and new accessory belt technology, it is designed to operate for 60,000 to 100,000 miles with only one change of spark plugs, minimal checks and routine oil and filter changes.
Advanced features incorporated in the design of the new engine include aluminium alloy cylinder heads and blocks, a multi-valve port-throttle induction system and advanced electronic controls for ignition and fuel injection systems.
It is the first volume production engine in the world to be made with a cylinder block and multi-valve cylinder heads cast using the patented Cosworth process developed by Ford and Cosworth for Formula 1 racing and also deployed for cylinder head production in the Escort RS Cosworth and Scorpio 24V models.

Modular multi-valve design
Although the engine is a completely new V6 design using a 60-degree angle between the cylinder banks, it shares many basic design features with the all-alloy 4.6 litre 90 degree V8 engine used in the Ford Lincoln Mark VIII luxury performance coupé since 1992. This engine was developed using a modular concept that would allow easy transfer to other engine lines.
Like the Zetec four-cylinder 16 valve engines fitted to other Mondeo models, the compact and lightweight V6 uses two intake and two exhaust valves per cylinder, with double overhead camshafts on each cylinder bank.

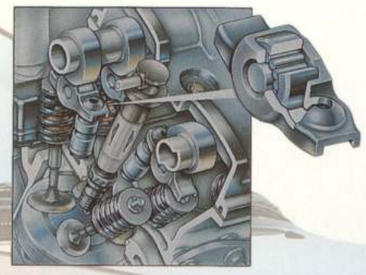


The crankshaft is split on the bearing centre-line with four forged-steel main bearing caps cast in a separate aluminium die-cast bridge (known as a girdle).



The compact and lightweight V6 uses two intake and two exhaust valves per cylinder, with double overhead camshafts on each cylinder bank.

The double overhead camshafts for each cylinder head are driven off the crankshaft by a silent chain drive with patented automatic hydraulic tensioners to keep valve timing accurate and reduce operating noise.



Maintenance-free hydraulic lash adjusters are installed below the pivots of the short, low-inertia rockers and aluminium die cast camshaft covers are attached with special isolated mounts to reduce the transmission of air-borne engine noise.

Similar to many racing engines, the new V6 uses a forged steel crankshaft to increase the fatigue life. The crankcase is split on the bearing centre-line with four forged-steel main bearing caps cast in a separate aluminium die-cast bridge (known as a "girdle").
Also like the Zetec engine, the V6 uses a ribbed aluminium structural oil pan designed to further strengthen the engine block and control mechanical noise.

Patented chain tensioners and low-friction tappets.
The double overhead camshafts for each cylinder head are driven off the crankshaft by a silent chain drive with patented automatic hydraulic tensioners to keep valve timing accurate and reduce operating noise. They are designed to require no maintenance throughout the engine's service life.

Advanced engine management.
The V6 is the second new Ford engine after the Zetec to incorporate a worldwide generic engine management system controlled by the latest version of Ford's 16-bit EEC IV on-board engine management computer, the most powerful stand-alone device of its type in the world. The advanced system incorporates several key features intended to maintain the engine at peak efficiency throughout its service life.
Sophisticated on-board failure management and diagnostic systems within the engine management computer are designed to record any malfunctions and respond according to back-up strategies stored in its memory.
The control strategy uses an advanced new technique for calculating the engine fuel and spark timing requirements by modelling the engine's actual operating conditions within programmed algorithms, rather than using the conventional type of approach where settings are selected from empirical memory-based maps of tables.

A port throttle system for more efficient combustion gives the engine a combination of good low-speed driveability and fuel economy[ø] with low emissions and excellent high-speed power.

Designed-in emission controls.
Ford's new V6 is the first engine to have been designed with the built-in potential to meet stringent new worldwide emission standards envisaged for the end of this century.
It is already designed to meet proposed, stringent 1996 European levels (known as stage 2). Its fast burn, programmed combustion system, advanced engine controls, close-coupled catalysts and low maintenance requirements also mean it is designed to have the potential to meet EC 2000 standards (know as stage 3). These are likely to be even more stringent than 1996 emission levels, may require even greater emission control durability, and include a new, more stringent, emission test drive cycle.

[ø] For details of the Government fuel consumption figures see back page.

FCMO-G24ES0007

Features

The new Duratec-VE V6 24 valve modular engine.

Developed from the biggest programme in the history of the company.

European research centres in England and Germany have worked closely with Powertrain Operations in the USA.

The new 2.5 litre engine has exceptionally low-maintenance requirements and is one of the smallest and lightest V6 engines of its type in the world.

The new engine has been designed to achieve exceptional standards in reliability, durability and low operating costs.

Designed to have the potential to meet EC emission standards planned for the year 2000.

Above: The V6 24V Ghia interior features the optional CD Autochanger – Model 2050

Car Body colour Availability	Mondeo 24V	Mondeo 24V Ghia
Solid Colours		
Ontario Blue	•	
Diamond White	•	•
Radiant Red	•	•
Dark Maroon	•	
Metallic Colours (Extra Cost)		
Nouveau Red	•	•
Cayman Blue	•	•
Java Blue	•	•
Stardust Silver	•	•
Ash Black	•	•
Tourmaline Green	•	•
Mallard Green	•	•
Chianti Red	•	

Note: For full specification of colours and trim refer to Cars 94, Edition 3.

Note: Colours reproduced here may vary from the actual colours due to the limitations of printing processes used.

Ontario Blue
Diamond White
Radiant Red
Dark Maroon
Nouveau Red
Cayman Blue
Java Blue
Stardust Silver
Ash Black
Tourmaline Green
Mallard Green
Chianti Red

Specifications

• Mondeo 24V models only ■ Ghia 24V models only

Model availability

4/5-door Mondeo

2.5i 24V (Catalyst) 5-speed

2.5i 24V (Catalyst) Automatic

5-door Estate

■ 2.5i 24V (Catalyst) 5-speed

■ 2.5i 24V (Catalyst) Automatic

Technical – Engine data

2.5 DOHC 24V (Catalyst) 2544 cc

Cylinders – V6. Electronic fuel injection with EEC IV engine management system. Electronic breakerless ignition.

Maximum power

125 kW (170 PS) at 6250 min^{-1} (rpm)

Maximum torque

220 Nm at 4250 min^{-1} (rpm)

Technical features

Brakes: Front and rear discs

Brakes: Servo-assisted

Electronically-controlled anti-lock brakes

Steering: Variable ratio rack and pinion with power assistance

Safety and Security features

Steering wheel: Airbag

Front seat belts: Front belt pretensioners and grabbers

Seats: Anti-submarine, front and rear

Side impact door beams, front and rear. Steel safety cage with engine compartment cross beam

Electronically-controlled anti-lock brakes

Traction control

Steering column: Additional bracing

Inertia switch fuel cut off and safety fuel tank

Anti-burst door locks

■ Alarm: Anti-theft with movement sensor

■ Alarm: Rear side window shatter detection (Estate only)

Safeguard immobiliser system

Locks: High security, shielded door locks with strengthened mountings, child locks on rear doors

Locks: Central, double locking with torch key

Remote fuel filler flap release and tailgate/boot release

Visible VIN (Vehicle Identification Number)

'Keycode' anti-theft coded audio equipment

Exterior features

• Bodyside mouldings: Grey

■ Bodyside mouldings: Body colour

Bumpers: Full body colour

■ Front grille: Chrome

• Wheels: 6x15 Steel with full wheelcovers and 195/60VR tyres

■ Wheels: 6x15 Alloy with 205/55VR 15 tyres

• Door mirrors: Black housing with internal manual control

■ Door mirrors: Electrically-operated and heated with body colour housing

Heated rear window

■ Locks: Remote control central locking and interior light/door handle illumination on entry

■ 'Quickclear' heated windscreen with heated washer jets

■ Roof-rails, integral (Estate only)

Tinted glass

Wipers: Two speed/intermittent front with electric wash

■ Wipers: Variable interval intermittent front

Wipers: Tailgate wiper with electric wash (5-door saloons only)

■ Wipers: Intermittent tailgate wiper with electric wash (Estate only)

■ Headlight washer jets, heated

■ Integral front fog lights

Interior features

■ Woodgrain-effect finish to heater control, console, ashtray drawer, pen holder, gear lever gaiter surround and door pulls

Door bins, front

■ Leather-covered gearlever knob

Courtesy lights: Front header-mounted,4 door operated with delayed 'switch off' function. Load compartment light

■ Courtesy lights: Rear. Front footwell. Front map reading lights.

• Stereo Radio/Cassette – Model 2006 RDS, 'Keycoded', 4 speakers

■ Stereo Radio/Cassette – Model 2007 RDS, 'Keycoded', 4 speakers

'Lights on' audible warning

Tachometer

Warning lights for: Oil pressure; direction indicator; high beam; ignition/alternator; brake failure; handbrake on; Airbag(s).

Steering column, rake and reach adjustable

Front seats: Fully reclining, with fully adjustable head restraints and side stowage bins

• Front seats: Sports, with driver's cushion tilt adjust

■ Front seats: Driver's electric height adjustment

Front seats: Adjustable lumbar support

■ Front seats: Seat back map pockets

■ Front seats: Passenger's under seat stowage tray

Rear seats: 60:40 split seat back

• Rear seats: Neck rests

■ Rear seats: Adjustable head restraints

Rear seats: Folding, soft-feel centre armrest

Rear seat belts: Two inertia reel and one centre lap static

■ Air conditioning – CFC-free

Centre console with pen holder, coin slots, padded lid and stowage box (cassette upper, CD lower). Lid flips back to reveal cup depressions for rear passengers.

Clock, quartz digital with 12/24 hour display

Glovebox with lid, illumination and lock

• Sunroof, tilt-or-slide screened glass, with soft fabric-covered blind

■ Sunroof, electrically-operated tilt or slide screened glass

Windows, electrically-operated front with 'one shot' lowering on driver's side

■ Windows, electrically-operated rear

Carpet on luggage compartment floor with sidewall trims. Load tie-down eyes

■ Tonneau cover (Estate only)

Technical – Fuel and performance

4-door/5-door Saloon	Fuel consumption in mpg (L/100km)† Simulated urban driving	Constant 56 mph (90 km/h)	Constant 75 mph (120 km/h)	Performance (Ford test figs.) Max. speed mph	0–60 mph (secs)	30–50 mph* (secs)
2.5i 24V (Catalyst) 5-speed	21.7 (13.0)	42.2 (6.7)	34.5 (8.2)	139	8.1	6.0
2.5i 24V (Catalyst) Automatic	22.1 (12.8)	43.5 (6.5)	34.5 (8.2)	130	9.9	N/A
5-door Estate						
2.5i 24V (Catalyst) 5-speed	21.6 (13.1)	39.8 (7.1)	31.4 (9.0)	133	8.2	6.2
2.5i 24V (Catalyst) Automatic	21.7 (13.0)	40.4 (7.0)	31.4 (9.0)	124	10.1	N/A

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

*In 4th Gear

The fuel consumption test figures shown in the chart do not express or imply any guarantee of the fuel consumption of a car of the class in question.

Illustrations, descriptions and specifications

Ford policy is one of continuous product improvement. The right is reserved to change specifications, colours and prices of the models and items illustrated and described in this publication at any time. For the latest details always consult a Ford Dealer.

For full specifications and option availability see Ford CARS catalogue, Edition Three, 1994 to be published during September 1994.

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