

V A U X H A L L

NEW ASTRA & ASTRA BELMONT

1989 Edition No 2

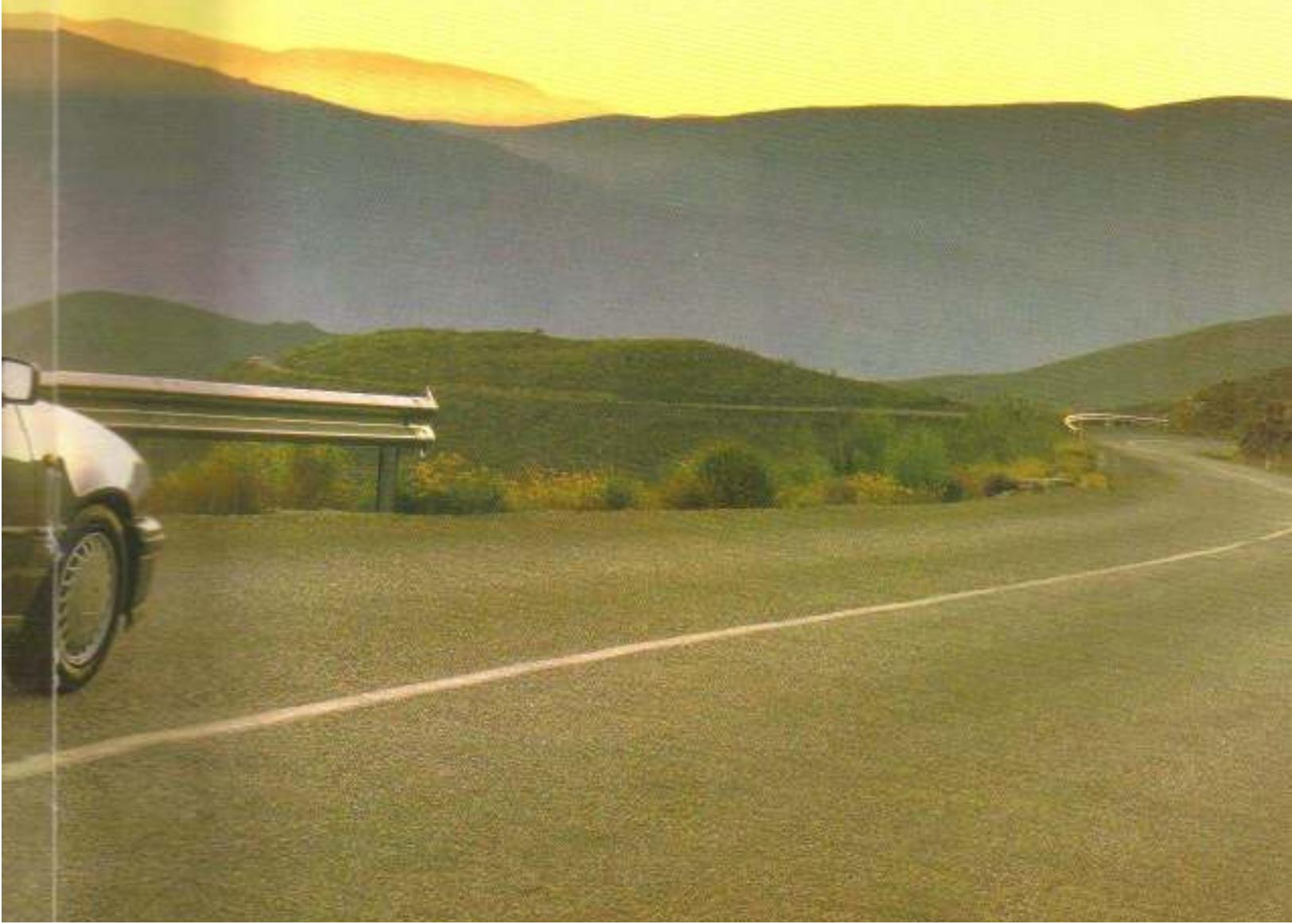


VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

A journey through choice. Take
Astra Belmont. As you accelerate
twists and turns, mountains will
horizon a distant memory, as mist
disappears under your bonnet. Driving
in town or country makes the



Take the wheel of any Astra or
accelerate and the road ahead
will become molehills, the far
mile after mile of tarmac
t. The easy ride and sharp handl-
the Astra range more fun to drive.



The award-winning Astra range now has a fresh outlook.

And its new-look front is matched by a new look at the rear too – because the Astra badge now appears on a saloon as well as a hatch, estate and a convertible. This new addition to the Astra range is the well-proven and well-liked Belmont, and its saloon car style and tremendous carrying capacity add new dimensions to the Astra line-up.

New looks and style are apparent throughout the range, with fresh new interiors, and still more equipment for every model in the range – sunroof on the L, for example, electric front windows on GL, SRi and GTE.

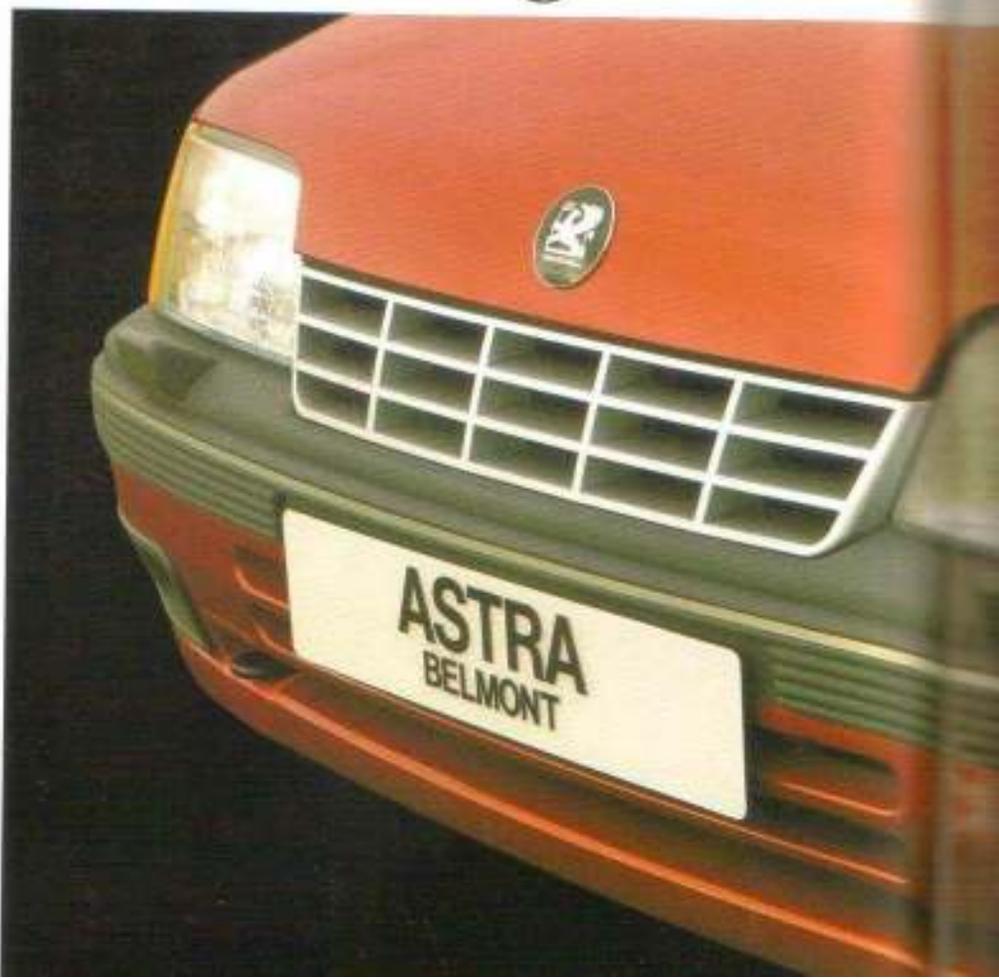
All that is matched by careful chassis refinement that improves ride comfort, and some completely new models to add still more choice.

The Astra range looks better than ever as a result of its styling changes, but then style was ever an Astra watchword. For this is a range of cars which has always combined choice and versatility with class-leading standards in many different arenas.

The CD hatch and saloon, for example, bring the much-admired virtues of Vauxhall's top luxury specification to the compactly-sized Astra range for the very first time.

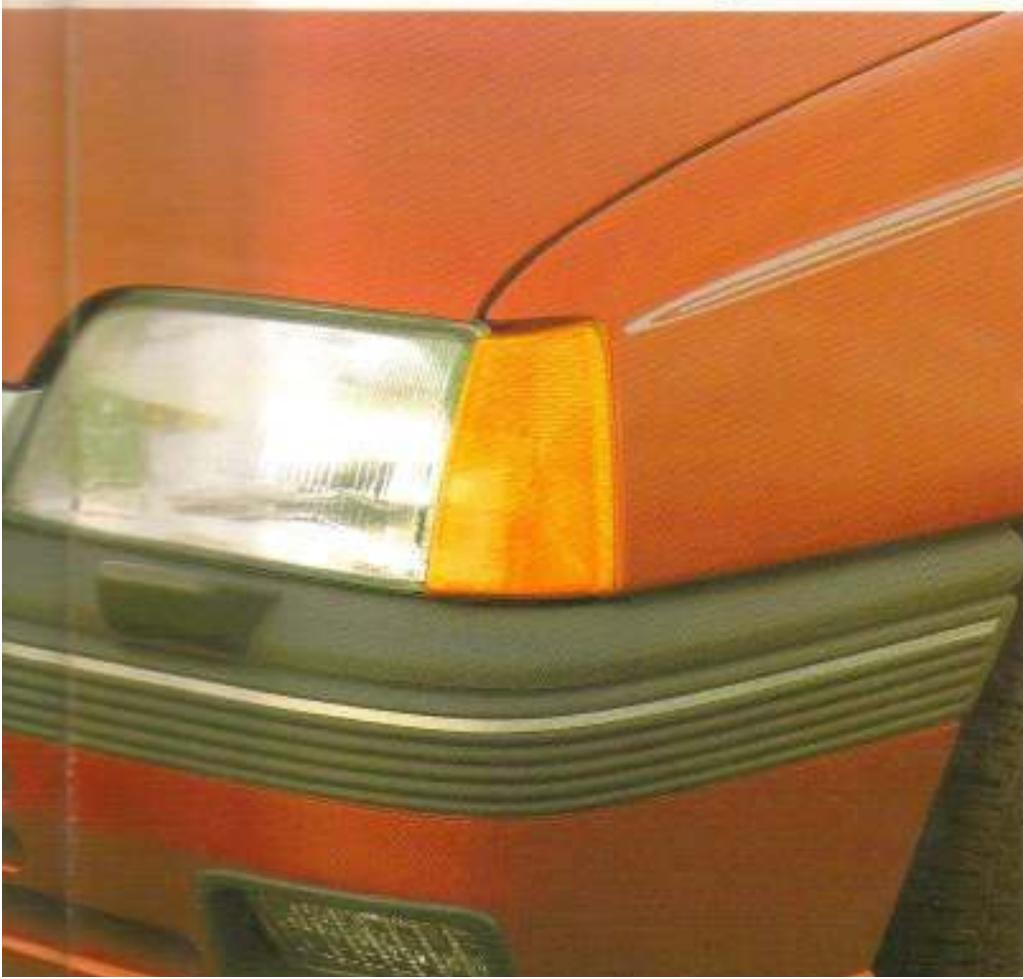


Making both ends





nds meet. In style.



And the LXi Estate offers the chance for those whose carrying needs dictate the extra capacity to enjoy it to the full, with a flair and performance that belies its massive volume.

As the offspring of the world's largest motor manufacturer, with all the abilities and resources that implies, the Astra enjoys a rich heritage of engineering excellence.

That's reflected in a range of modern engines that includes the newest 1.7 diesel and a range of petrol units capable of continuous operation with unleaded fuel.

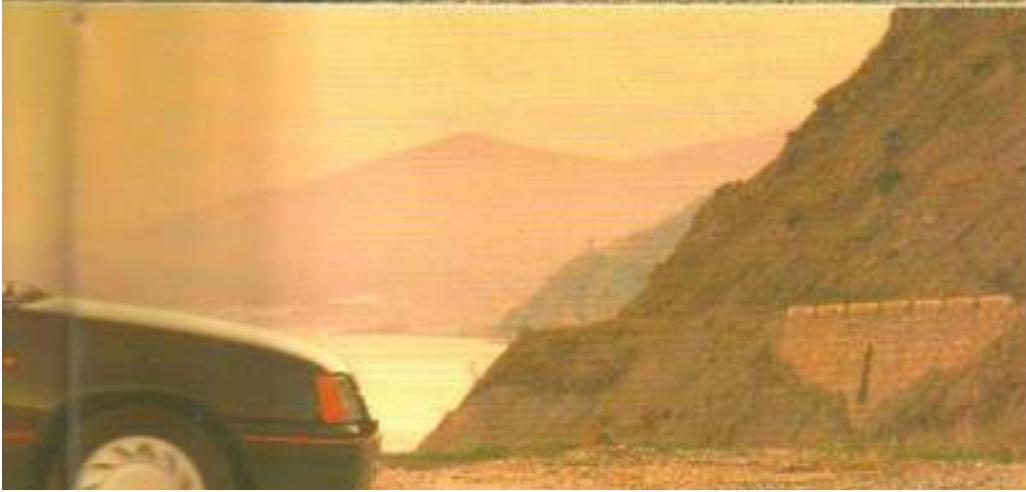
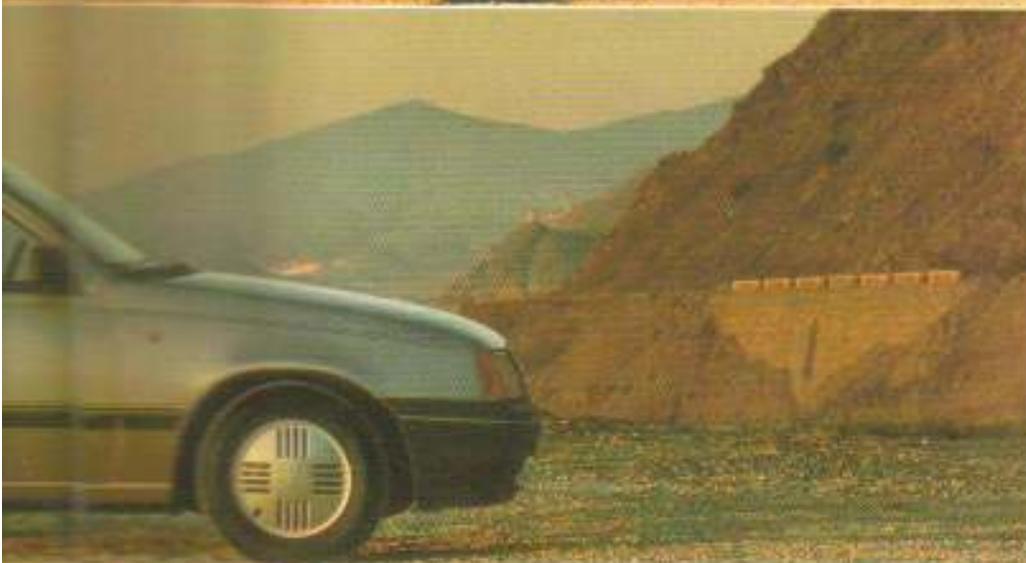
Add in thorough safety engineering and long-lasting protection against the elements, and it all adds up to a specification that makes Astra motoring a pleasure that's built to last.

CONTENTS

Merit Saloon, Hatch, Estate	8
L Saloon, Hatch, Estate	12
LXi Estate	16
GL Saloon and Hatch	18
CD Saloon and Hatch	22
SRi Saloon and Hatch	26
GTE and GTE 16V Hatch	30
Astra Convertibles	34
Astra Estates	36
Quality begins with good design	38
Motor Sport	42
Specifications	44

All the ins and outs of
Astra bodystyles.





The Astra hatch was the first visible evidence of GM supremacy in the wind tunnel, with curvaceous styling embracing the lowest drag coefficient in its class.

And the Astra Belmont saloon shares the same lean profile when the popular arbiter of aerodynamic efficiency, the Cd figure, is called to account.

Yet the dictates of airflow management are turned to advantage. The high tail and 'tear-drop' outline of saloon and hatch allow spacious, comfortable interiors with plenty of room for passengers and luggage.

Stylish, strong, and spacious, the estates are smooth and comfortable, with a tremendously flexible carrying ability.

A wide, flat load floor, extended by the split-folding rear seat, accommodates items which business or family life demands.

And despite their capacity – and conveniently large, low tailgate openings – they too have an impressively low Cd figure. And with the new LXi model there's an extra hint of luxury and performance too.

Coachbuilt by Bertone, the Astra Convertibles have all the flair and passion for life you'd expect to find from this renowned Italian stylist.

Elegant in the extreme, with more creature comfort than you expect from a convertible and more excitement than you can ever get from a closed roof, these two Astras add a special ingredient to motoring pleasure.



The Merit. Value b

Astra & Astra Belmont Merit

1.2/1.3/1.7D 3-door hatch

1.2/1.3 5-door hatch

1.3 4-door saloon

1.3/1.7D 3-door estate

1.3 5-door estate

Always strong on value, the price leading Merit models are better than ever now, with new looks inside and out, and some new features as well.

In a line-up of no less than 9 models, Merit's wide choice of hatch, saloon and estate body-styles underlines the very real versatility of the Astra range.

All Merit models have more than generous loadspace, added to in every case by the provision of split-folding rear seat as standard. That's the start of a specification which includes far more than you might expect from a price leader like the Merit.

But value is Merit's middle name, and unusually high equip-



e beyond question.

ment levels just part of its value-for-money character.

Merit comfort begins with an attractive new interior trimmed in Chester cloth. The changes which bring it right up to date include new door trims, new-look facia, and the open pattern head restraints.

And there are plenty of

detail touches that help make Merit more likeable still, and its long, long list of standard features blends convenience with safety and security. All saloon and hatch models, for example, now have height-adjustable seat belts front and rear.

Typical of the attention to detail, and ensuring perfect

comfort for driver and passengers, the Merit's heating and ventilation system brings plenty of fresh air, lots of heat in winter and rapid defrost too.

Merit models are powered by engines which include free-revving power, torquey driveability and sheer economy among their many virtues.



The 1.3 unit, for instance, is a modern design with crossflow alloy cylinder head, belt-driven overhead camshaft, hydraulic tappets and electronic ignition.

Those features give the engine surprising power and help keep the need for routine maintenance to a minimum.

Naturally enough the combination of modern engine design and sleek aerodynamics add

to that economy. The Merit saloon is remarkably frugal, delivering 54.3mpg at a constant 56mph – 56.3mpg with the optional five-speed gearbox.

Economy isn't gained at the cost of performance, though, and on the road the 1.3 Merit seems to have all the verve of a 1.6.

Even the thrifty 1.2 engine is lively as well as economical, while for those who prefer the

rugged economy of a diesel, there's a new 1.7D. This ohc unit has a likeable driving character that includes strong mid-range pulling power coupled with impressive fuel figures.

The Astra Merit range also includes three and five-door estates; they too are massively roomy, combining class-leading carrying capacity with dependable economy.

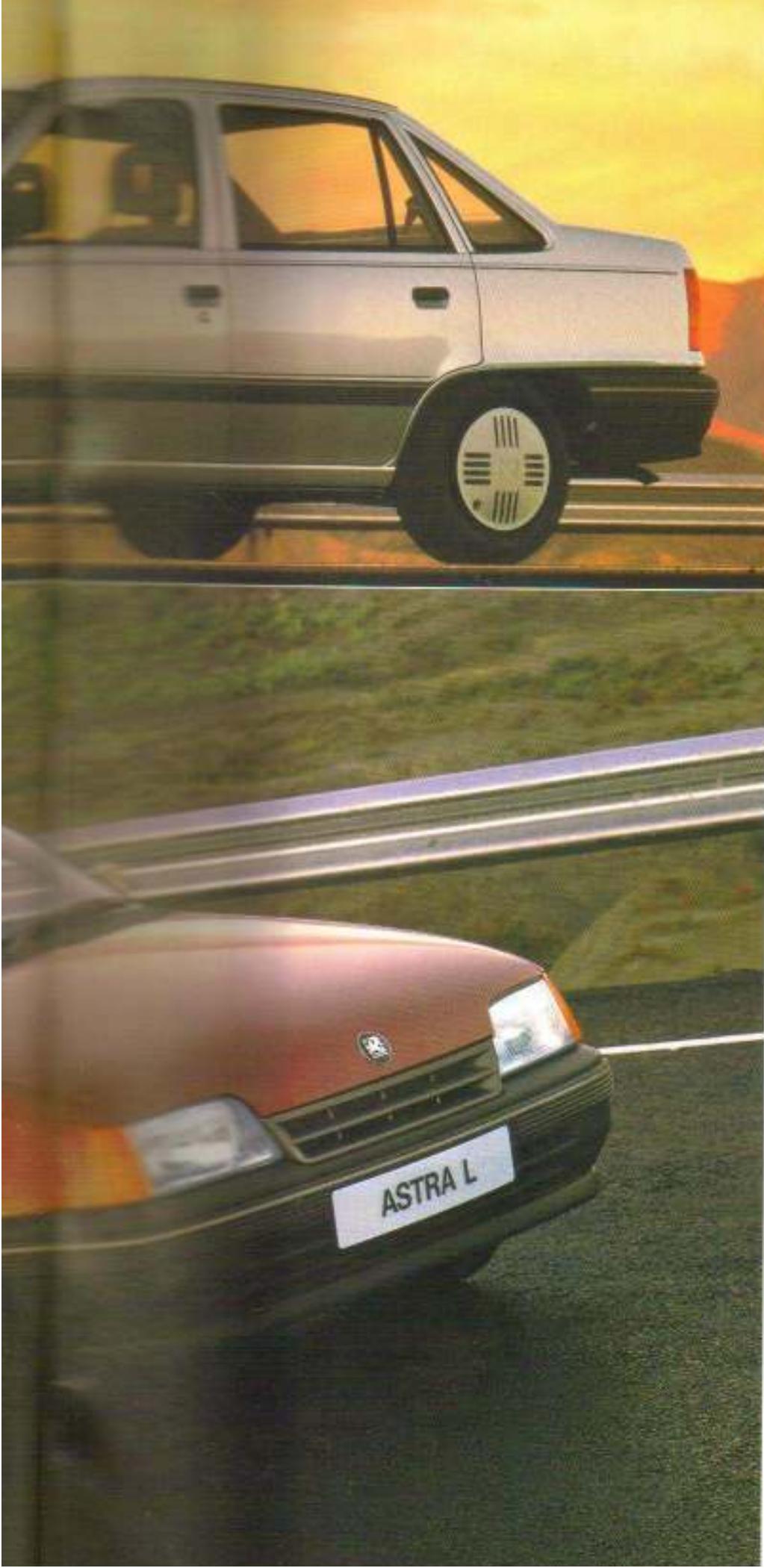


Merit features include:

- Open pattern cloth trimmed front seat head restraints.
- Height adjustable front seat belts. Hatch/saloon also feature height adjustable rear seat belts.
- Driver's seat height adjuster (saloon).
- High quality Philips DN 272 digital radio with two speakers.
- Lights-on warning buzzer.
- Dipping rear view mirror and passenger vanity mirror.
- Lidded glovebox, front door pockets and an integral centre console.
- 60/40 split-folding rear seat (50/50 on estate).
- Door mirrors that are adjustable from inside the car.
- Tailgate wash/wipe on Astra hatch/estate.
- Locking fuel cap.
- ① Merit interior trimmed in Chester Cloth.
- ② New facia styling combines ergonomic efficiency with attractive looks.
- ③④ Height-adjustable front seat belts are standard on all models; hatch/saloon models also have height-adjustable rear seat belts.
- ⑤ New open pattern front seat head restraints.
- ⑥ 60/40 split-folding rear seat is standard on Merit saloon, and hatch (50/50 split-fold on estate models).
- ⑦ Driver's seat height adjuster is standard on saloons.

Meets every demand.





Astra & Astra Belmont L

1.3 3-door hatch

1.3/1.6/1.7D 5-door hatch

1.3/1.6/1.7D 4-door saloon

1.3/1.6/1.7D 5-door estate

Blending style and versatility with enjoyable performance and surprising carrying ability, the Astra L models are practical as well as attractive.

Good looks are enhanced by the new interior trim – Epsom cloth lends these saloons, hatchbacks and estates a comfortable, prosperous air.

Enjoyable to drive, the saloon has all the poise and balance of a much larger car – and packs away the sort of massive loads you'd associate with a much larger car. And all of these L models have plenty of the features you'd expect from an up-market model too.

All L hatchbacks and saloons have a 60/40 split-folding rear seat (on the estate it's 50/50) for extra convenience. This gives the saloon much of the ability and versatility of the hatch. In fact the saloon, with its 19.4 cu ft boot, can pack away more than the hatchback, more than its class rivals and more than many prestige saloons.

Astra L models also have the benefit of some of life's small luxuries. Not least is the sliding and tiltable glass sunroof, or the latest high-quality audio system, the DC 670 stereo radio/cassette with four speakers. It's protected



by the proven deterrence of the Security Code, now factory-fixed and unchangeable, making it even less attractive to thieves.

With three engines to choose from, the L specification gives plenty of scope on the road. There's the exceptional 1.3 that can pull the hatch and saloon all the way up to 106mph where allowed, the smoothly driveable 1.6 and a lightweight new 1.7 diesel that shares the alloy cylinder head and hydraulic tappets

of its petrol counterparts.

Its impressive mid-range pulling power is overshadowed only by its remarkable economy – hatch and saloon show no less than 70.6 mpg at 56mph.

The 1.6 petrol engine, introduced only a short while ago, gives both saloon and hatch models the potential for 109mph. Still more impressive, it is designed to the Low End Torque principle, giving it supremely flexible pulling power

as well as rewarding economy.

Like all new Astra petrol engines, it will run on leaded or unleaded petrol or any combination of the two without adjustment.

That's just one more way the superb Astra L models demonstrate their impressive strengths – with the latest looks, the newest technology and all the traditional Vauxhall virtues, they're miles ahead of the competition.



Its features include:

- Open pattern cloth-trimmed front seat head restraints.
- Height adjustable front seat belts. Hatch/saloon also feature height adjustable rear seat belts.
- Philips DC 670 stereo radio/cassette player with Security Code protection.
- Cassette storage facility.
- Quartz clock and cigar lighter.
- Illuminated glovebox, load area and engine bay.

- Rear heating ducts.
- 60/40 split-folding rear seat (50/50 on estate.)
- Sliding/tiltable glass sunroof.
- 5-speed gearbox.
- Body side protection mouldings.
- Intermittent tailgate wash/wipe on Astra hatch and estate.
- Driver's seat height adjuster (saloon).
- Twin internally adjustable door mirrors.

Previous page: Astra L 5-door hatch in Ruby Red. Astra Belmont L saloon in Silver. Metallic paint is optional at extra cost.

- ❶ Astra L interior is trimmed in new Epsom Cloth.
- ❷ New facia styling for Astra and Astra Belmont L models.
- ❸❹ Sliding/tiltable glass sunroof with interior blind is standard on all L models.
- ❺ Five-speed gearbox is standard.
- ❻❼ High quality audio features four speakers.
- ❽ The latest DC 670 stereo radio/cassette player is standard.



LXi estate. The up

Astra Belmont LXi

1.8i 5-door estate

Stylish, attractive and special in many ways, the Astra range cannot often be thought of as rare, exclusive or unique. The GTE 16 valve, perhaps, fits that description more nearly than any other – or used to.

But now there's the Astra Belmont LXi Estate, a car with a blend of performance, character and capacity that is rare indeed.

There are few estate cars which match its specification or its performance promise.

Unique, because they cannot

match it for value even though performance may be on a par.

It has a specification that reads more like the SRi and a powerplant which produces similar figures. A super-smooth fuel-injected 112PS 1.8i gives

this swashbuckling estate car the ability to pack luggage and driving enjoyment in more or less equal amounts.

In fact its load compartment is nothing short of cavernous, and not much short of five





up market takeaway.

Over six inches in length.
All that in a luxurious,
powerful and economical estate
that's aerodynamically styled to
look good and work efficiently.
Qualities that are rare in any
class of car.

LXi Features include:

- Plaid sport cloth trim.
- Sports front seats.
- Driver's seat height adjuster.
- 3-spoke sports steering wheel.
- DC 670 stereo radio/cassette.
- Rev counter.
- Illuminated load area with retractable cover.
- 5-speed close-ratio gearbox.
- 5½ J wheels with 175/65 HR 14 low profile tyres.
- Green tinted glass.
- Sliding/tiltable glass sunroof with interior blind.
- Electrically adjustable and heated door mirrors.
- High pressure headlamp washers.
- Intermittent tailgate wash/wipe.
- Central door locking.
- Electric front windows.



LXi Estate in Midnight Blue; metallic paint is optional at extra cost.



First impressions sta

Astra &
Astra Belmont GL

1.3/1.6 5-door hatch

1.6 4-door saloon

The impressively equipped GL models combine a hint of luxury with the Astra's well-liked sporty performance. They are fast, smooth and economical, with comfort and convenience features that make every journey a rewarding experience.

That's partly thanks to those fine 1.3 and 1.6 engines (the 1.3 is good for 106mph, remember, the 1.6 for 109mph where speed





stand the test of time.



limits permit). It's also partly thanks to well-chosen ratios in the five-speed gearbox, giving brisk acceleration and relaxed fifth gear cruising.

The finely tuned GL chassis exploits all the natural handling advantages of front wheel drive, giving precise response under all road conditions. And the new chassis tuning makes the ride easier and more comfortable than ever, without sacrificing any of that sharp handling.

Rack and pinion steering ensures the GL is always surefooted and nimble – and for the 1.6 there's the option of power assistance to make town driving and



making still easier and more relaxed.

Out on the open road, these GL models begin to show the more sporting side of their nature: the Low End Torque characteristics of the 1.6 engine allow low-down pulling power.

That torque of 130Nm is attained at just 2600rpm. That allows you a freedom of choice, to stay in the higher gears longer, or make use of an easy power delivery. Overtaking is faster, safer and easier, while country lanes remain with enjoyable poise and balance.

Yet the 1.6 engine gives its lively response with superb economy: the revs counter tells you that at 3000rpm the crank is spinning at just 3000rpm, so motorway cruising is quiet as well as frugal.

And that's another hallmark of the high GL standards. Noise insulation is effective, damping out unwanted exterior noise as much as possible - wind noise is low anyway, of course, thanks to the streamlined aerodynamics.

And though GL luxury may be abundant, it remains best in its class for value as well as economy - especially now the extensive specification is better than ever. That includes features such as electrically operated front windows, or electrically operated and heated door mirrors.

Superb audio is the latest DC 670, a high quality stereo radio/cassette with electronic memory and four well-placed speakers giving excellent clarity and reproduction.

The new audio units are so attractive that they're protected by the Security Code system, a deterrent that prevents the set from working after it is removed from the car unless the secret four-figure code is known. With over 10,000 possible combinations to choose from, the chance of a lucky guess is pretty remote.

And since the code is factory set, and will only be revealed to the vehicle owner, a further level of protection is added.

The new Matlock Velour trim is richly comfortable, and with tilt steering as well as driver's seat height adjuster, driving comfort is assured.

And while height adjustable seat belts front and rear also add to the comfort of driver and passenger alike, they are also an important safety factor. Like all



Vauxhalls, the Astra range incorporates an extensive repertoire of safety features, both passive and active including a rigid passenger safety cell protected by front and rear crumple zones and a collapsible steering column.

GL Features include:

- Cloth trimmed open-pattern front seat head restraints.
- Height adjustable front and rear seat belts.
- Driver's seat height adjuster and tiltable steering column.
- Philips DC 670 stereo radio/cassette player with Security Code protection.
- Cassette storage facility.
- Rev counter and instrument panel light dimmer.
- Quartz clock and cigar lighter.
- Courtesy light with integral map reading lights.
- Illuminated glovebox, load area and engine compartment.
- Electrically operated front windows.
- Electrically operated and heated door mirrors.
- Rear heating ducts.
- 60/40 split-folding rear seat.
- Sliding/tiltable glass sunroof.
- Central door locking (including tailgate/boot).
- Green tinted glass with windscreen shadeband.
- 5-speed gearbox.
- Body side protection mouldings.
- Intermittent tailgate wash/wipe on Astra hatch.

Previous page: Belmont GL saloon in Black. Astra GL hatch in Carmine Red. Black paint and headlamp washers are optional at extra cost.

- 1 GL interior in tasteful Matlock Velour.
- 2 Attractive fascia design with full instrumentation.
- 3 Five-position tiltable steering column is standard on GL models.
- 4 Heat insulating green tinted glass reduces glare.
- 5 Electrically operated front windows are standard on both hatch and saloon.
- 6 Electrically operated and heated door mirrors are standard.



CD. The power

Astra &
Astra Belmont CD

1.8i 5-door hatch

1.8i 4-door saloon

The CD badge denotes the highest levels of luxury within the Vauxhall range: it signifies style and comfort, a level of excellence and sophistication

which discerning drivers will readily appreciate and enjoy.

Brought to the compact Astra range for the very first time, the CD badge signals a new era of status and luxury in this size of car.

Yet their external dimensions are one of the few truly modest aspects of their character; a smoothly powerful 1.8i

engine endows the CD models with rewardingly economical performance. Electronic fuel injection also helps give immediate starting, hot or cold, and lively, flexible throttle response.

Delivering 112PS, the engine gives these top-of-the-range saloons and hatchbacks all the benefits of a potential 120mph-plus maximum and relaxed cruising





ower to impress.

at normal motorway speeds. And it also provides maximum torque (a useful 158Nm) at just 2000rpm, to make life just as relaxed and easy around town.

That makes them perfect long-distance machines that eat up motorway miles without eating a hole in your pocket. Along with its impressive turn of speed the CD turns in an equally im-

pressive 55.4mpg at a steady 56mph.

And for the CD driver it's delivered with all the aplomb of a luxuriously appointed saloon or hatch with all the comfort implicit in its CD badging.

Extra sound insulation brings a quiet air of refinement that's immediately evident to the eye. Deep Rome Velour

trim, thick, plush carpeting and the counterpoint of wood veneer somehow contrive to make these cars *look* quiet.

And inviting too; rear seat passengers have their own head restraints, height-adjustable seat belts and there's even a pocket on the rear of the front seats for maps and magazines, as well as underfloor heater outlet.



For the driver there's convenience as well as comfort, and total command over vital functions. And with power steering, the CD model makes light work of every driving situation—while that new chassis tuning smooths out the ripples in all but the most unpleasant road surface.

This extensive refinement of the Astra chassis has brought a new air of quiet comfort to the entire range, but never so evident (or, indeed, appropriate) as with these two top-of-the-range CD models.

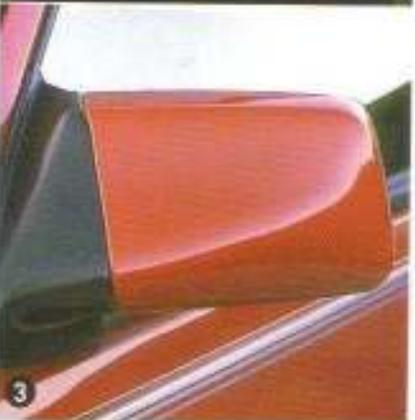
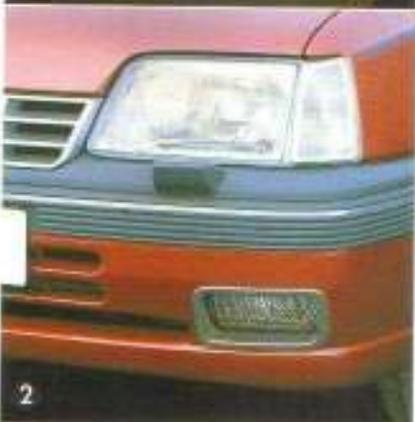
With handling precision already an accepted Astra quality, this new suppleness of ride elevates the CD models into a luxury arena for which they are more than adequately equipped, without detracting in any way from driving pleasure.

The five-speed gearbox is light and smooth, and makes exploitation of the CD's fast responses a positive pleasure; on the other hand, there's a quiet and unobtrusive automatic transmission (optional at extra cost) that competently handles every driving situation.

The CD saloons and hatchbacks naturally enjoy all the established virtues of Astra practicality and versatility too. That begins with stylish, aerodynamically efficient good looks with colour keyed bumpers and door mirrors. And it extends, by virtue of a split-folding rear seat, to a load or luggage capacity that's impressive in any size of car.

CD features include:

- Rome Velour interior trim.
- Cloth trimmed, open pattern front and rear seat head restraints.
- Height adjustable front and rear seat belts.
- Driver's seat height adjuster.
- Tilttable steering column.
- DC 681 stereo radio/cassette player with four speakers and security code protection.
- Cassette storage facility.
- Rev counter and instrument



panel light dimmer.

- Quartz clock and cigar lighter.
- Courtesy light with integral map reading lights.
- Illuminated glovebox, load area and engine compartment.
- Carpeted lower door trims.
- Rear compartment heating ducts.
- 60/40 split-folding rear seat.
- Sliding/tiltable glass sunroof with interior blind.
- Central door locking (including boot/tailgate lock).
- Green tinted glass.
- 5-speed gearbox.
- Electrically adjustable and heated door mirrors.
- Body colour door mirror housings.
- High-pressure headlamp washers.
- Intermittent tailgate wash/wipe (hatch).
- Alloy road wheels and low profile tyres.
- Electrically operated front windows.
- Power steering.
- Front fog lamps.
- Electrically operated aerial.

Previous page: CD saloon and hatch shown are finished in Ruby Red; metallic paint is optional at extra cost.

- 1 CD models have alloy road wheels and low profile tyres.
- 2 Front foglamps and high-pressure headlamp washers are standard.
- 3 Door mirror housings are colour keyed.
- 4 Rear head restraints are a standard feature of the CD models.
- 5 Useful map/magazine storage pockets are provided on the seat backs.
- 6 The latest DC681 stereo radio/cassette player with Security Code is standard.
- 7 Facia is attractively styled and has full instrumentation.
- 8 Interior is trimmed in luxurious Rome Velour (grey illustrated). Wood veneer door inserts are a feature of the CD.





SRi. Personality

Astra &
Astra Belmont SRi

1.8i 3/5-door hatch

1.8i 4-door saloon

With the sporting SRi specification the Astra models offer the enthusiast some serious performance potential.

The smart-looking hatch is a full five-seater with all the prac-

ticality of the range – including a split-folding rear seat and a useful capacity for loads or luggage. (Which you'll also find on the four-door, 121mph, saloon).

Yet it has the capacity for



ality with drive.

...omph and all the acceleration
...that implies – and that you
...would expect from a car with a
...fuel-injected 1.8 ohc engine.

... Bosch L3 Jetronic electronic
... fuel injection plus electronic ig-

...nition help this modern 1.8i on
...its way to a healthy dose of
...power and positive handfuls of
...torque – there's 112PS on tap,
...and a torque peak of 158Nm
...reached at just 3,000 rpm.

The snappy close-ratio gear-
box has five perfectly spaced
ratios that let you make the most
of the engine's performance po-
tential. And yet the SRi is a quiet
and economical cruiser; at a



steady 56 mph it returns a surprisingly frugal 50.4 miles to every gallon.

Away from the motorways, the SRi really comes into its own when confronted with the hills and switchbacks that can make rural motoring such a pleasure.

Poised, confident and sure-footed, SRi handling is sharply responsive, thanks to up-rated, sports-tuned suspension and anti-roll bars front and rear. Road-hugging grip is assured, with 5½J wheels and 185/60HR ultra-low profile tyres.

Throughout the Vauxhall range the SRi badge is synonymous with sporting appeal, never more true than with these smart-looking hatch and saloon models.

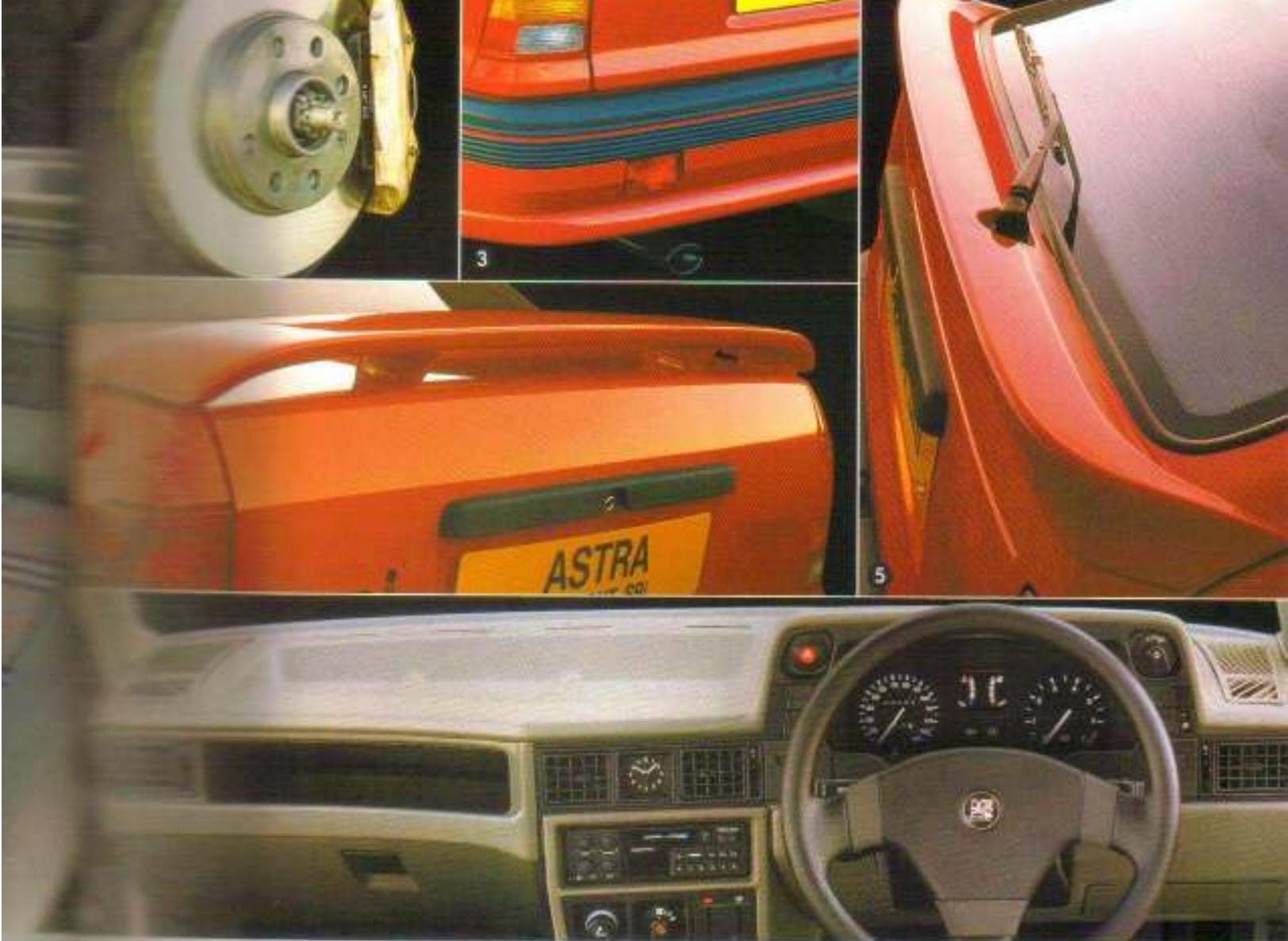
The SRi presence makes itself felt outside with body colour aerodynamically-tuned front and rear bumper covers, plus a distinctive rear spoiler.

Inside, trimmed in Plaid Sport cloth, you'll find comfortable sports front seats that really are firm in all the right places. There's also a driver's seat height

adjuster that makes it easy to reach the right position, full instrumentation and a firmly padded three-spoke sports steering wheel.

All of which is there to make sure you enjoy driving the SRi; and with a specification and character like this, enjoyment behind the wheel is something that's hard to avoid.

Yet this is still a member of the Astra family; saloon or hatch, the SRi has the versatility to cope with most of life's changing demands.



Other features include:

- Sports front seats with driver's seat height adjuster.
- 3-spoke sports steering wheel.
- 200670 stereo radio/cassette player with Security Code.
- Cassette storage facility.
- Miles counter.
- 10040 split-folding rear seat.
- 5-speed close-ratio gearbox.
- Sliding/tiltable glass sunroof with interior blind.
- Body colour rear spoiler and door mirror housings.
- Green tinted glass with wind-

screen shadeband.

- Central door locking (including tailgate/boot lock).
- High pressure headlamp washers.
- Electrically adjustable and



heated door mirrors.

- Electrically operated front windows.
- 5 1/2J x 14 wheels 185/60 HR ultra-low profile tyres.

- 1 Sports front seats are trimmed in Plaid Sport cloth.
- 2 Ventilated front disc brakes are perfectly matched to the performance potential.
- 3 Oval exhaust lends SRI rear aspect a purposeful air.
- 4 5 Discreetly effective spoilers are an SRI hallmark.
- 6 Facia with full instrumentation; firm sports steering wheel is a new design.
- 7 Attractive flush wheel covers.



GTE. For its appearance

ASTRA GTE

2.0i/2.0i 16v 3-door hatch

The high profile, high performance Astra GTE hatch really is the car that makes the Astra range fun to drive.

And with a choice of two models there's something to suit

the taste and the pocket of the most ardent performance fan.

The 2.0i sohc GTE is a formidable contender by any standards. Its fuel-injected 2.0i engine delivers its maximum 124PS with an easy flair, and gives the GTE a potential 127mph maximum speed.

The torque curve peaks at 173Nm, but does so quite low down in the rev range at 2600 rpm. With so much pulling power available so early, the GTE has an easy flexibility to complement its dramatic acceleration through the gears.

The close ratios in the five-



ance and disappearance.

speed gearbox mean that each gear is there to be used to the full, and the rewards are the pleasure of full-blooded performance allied to practical economy at the petrol pump.

Trimmed in attractive new Rainbow cloth, the GTE's sports front seats provide a sup-

ple blend of firm support and long-distance comfort.

With a driver's seat height adjuster and tiltable steering column too, driver comfort in the GTE is unrivalled. And height-adjustable seat belts add security as well as comfort; the GTE has them front and rear.

Outside the GTE stands out from the crowd; its dashing good looks are functional too; the deep front spoiler and neat rear aerofoil drop the Cd of the 8-valve from 0.32 to a sleek 0.30.

The Astra GTE is a versatile and capable hatchback; a split-folding rear seat and a large



load compartment make it a practical proposition for business, pleasure and family life.

But talk of pleasure automatically directs the attention towards the stunning high-performance GTE 16v.

Armed with a twin overhead cam 16-valve engine that positively bristles with electronic technology and tuning trickery, the 16-valve has the performance potential to set the adrenalin pumping at full throttle.

Its near-vertical power curve peaks at 150PS and it delivers a

tremendous torque output of 196Nm at 4800rpm. But that's only half the story; the torque curve is little more than a gentle slope that spreads the pull of the eager engine right across the rev range; at least 90 per cent of its maximum potential is available between 3300 and 6000rpm.

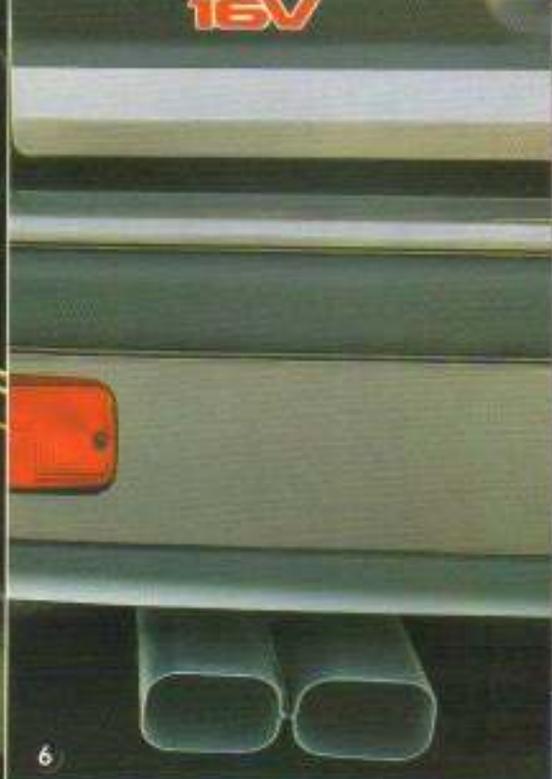
And if speed were your only criterion then this is the front runner in its class. In fact its ability to reach up to 135mph places it in a small and exclusive circle of high-performance cars.

And it's a front-runner when

it comes to economy. With Bosch M2.5 Motronic engine management computer, the GTE 16v blends economy with brilliant performance.

The chassis is uprated to cope with the extra power, with thicker anti-roll bars (twin bars at the rear), lower ride height and, naturally, low-profile tyres and four-wheel disc brakes.

Outwardly the 16-valve is distinguished only by its discreet badges and twin rectangular tailpipes – but its performance is the real giveaway.



Inside there's the new Rainbow trim, and the same extensive LCD instrumentation as the single-cam GTE. Large, clear displays are informative but never intrusive; a multi-function check control panel performs a start-up check and then monitors vital functions.

GTE features include:

- Sports front seats with driver's seat height adjuster.
- LCD instrumentation
- Check control warning panel.
- Tiltable 3-spoke sports steering wheel.

- DC 670 stereo radio/cassette player with Security Code.
- Cassette storage facility.
- 5-speed close-ratio gearbox.*
- Sliding/tiltable glass sunroof.
- Central door locking.
- Body colour spoilers and door mirror housings.
- Aerodynamic sill mouldings.
- Green tinted glass.
- Power assisted steering.
- Electrically adjustable and heated door mirrors.
- 5 1/2 x 14 alloy wheels with 185/65 VR 14 low profile tyres.
- Electrically operated aerial.

- Electric front windows.
- High pressure headlamp washers.

Previous page: GTE 16v in Steel Grey; two-coat metallic paint is optional at extra cost.

- ① GTE interior trimmed in new Rainbow cloth.
- ② LCD instrumentation and check control panel are standard on GTE models.
- ③ 16-valve engine delivers 150PS.
- ④ Rear disc brakes give GTE 16v superb stopping power.
- ⑤ Alloy wheels and low profile tyres are standard.
- ⑥ Twin exhausts become styling features of the GTE 16v.
- ⑦ Front foglamps and headlamp washers are GTE features.



Taking the lid off

Astra Convertibles

Coachbuilt by Bertone, the Astra convertibles are expressly for people who enjoy life and enjoy driving.

With all the creature comforts of the Astra range – who would expect to find a heated rear window in a soft-top – they offer all the selfish delight

of open-air motoring.

There's a choice of two models – 1.6 or 2.0i GTE. With stylish bodywork and low profile tyres, the 1.6 sits well on the road and looks good too.

Yet its vivacious 1.6 engine is to a frugal Low End Torque design – so you can enjoy the freedom of the open road at a modest outlay, and gain the most en-

joyment out of every gallon.

The 115PS 2.0i GTE Convertible is a sports car that's aimed at the true enthusiast; with a capability for 121mph, its taut handling and swift response makes it an enjoyably accurate car to drive – especially with its uprated sports suspension and ultra-low profile tyres.

Rainbow cloth trim, figure-





ff the closed society.

Slipping sports front seats, even power steering, the GTE Convertible has all the pleasures of the hatch, with the extra thrill of open-top motoring as well.

Astra Convertibles feature:

- Sports front seats with driver's seat height adjuster.
- LCD instrumentation (GTE).
- Seven-function check control

warning panel (GTE).

- Power-assisted steering (GTE).
- Tilttable 3-spoke sports steering wheel.
- DC 670 stereo radio/cassette with Security Code protection.
- Cassette storage facility.
- 50/50 split-folding rear seat with release catches in boot for added security.
- Heated rear window.

- Rear heating ducts.
- 5-speed gearbox.
- Green tinted glass.
- Headlamp high pressure washers (GTE).
- Electrically adjustable and heated door mirrors (GTE).

❶ Astra GTE convertible fitted with alloy wheels optional at extra cost.

❷ Astra 1.6 convertible; interior is trimmed in Plaid Sport cloth.





Estates. As they come

Astra & Astra Belmont Estates

1.3/1.7D Merit 3-door

1.3 Merit 5-door

1.3/1.6/1.7D L 5-door

1.8i LXi 5-door

All estate versions of the Astra have the same virtues as the hatch models – never more true than with the new Astra Belmont LXi estate.

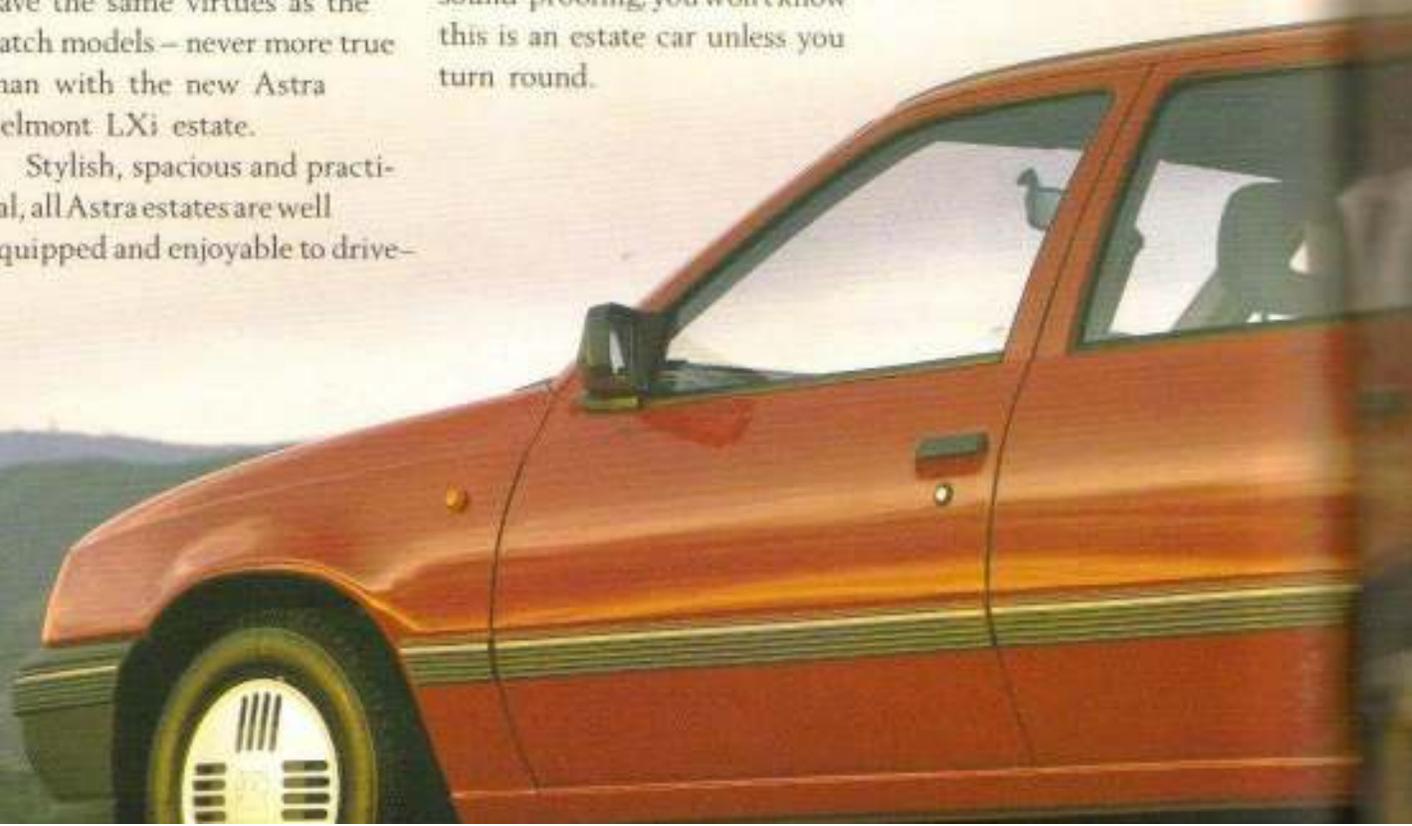
Stylish, spacious and practical, all Astra estates are well equipped and enjoyable to drive –

in fact the renowned Astra aerodynamic efficiency not only aids fuel economy (at Cd 0.35 the Astra estate is more streamlined than some saloon cars) but also helps keep things quiet inside.

In fact wind noise is so subdued that at times it's hardly audible; allied to the extensive sound-proofing, you won't know this is an estate car unless you turn round.

You can't fail to notice it then, because at 53.7 cu ft (VDA) the Astra estate packs the largest load in its class.

The tailgate opens almost vertical, the load floor extends to 65.6 inches in length and 53.8 inches at its widest point, making





come, anything goes.

The Astra estates equal to almost any task.

They're equipped to make even the longest of journeys pleasurable too, with comfort and convenience features aplenty. Even the price-leading

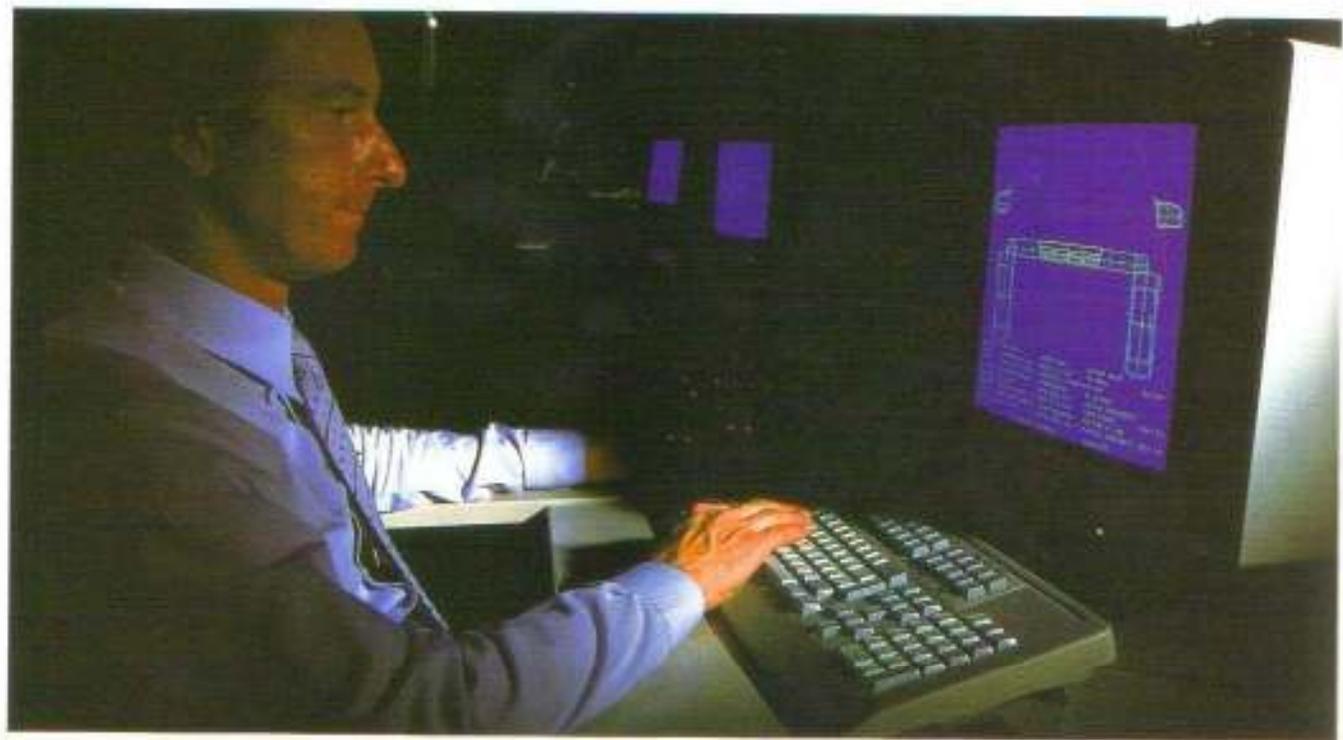
three-door Merit estate gives class-leading value, with twin internally adjustable door mirrors and a split-folding rear seat.

And for those whose fancy extends to estate car practicality with sporting flair, the new

LXi combines SRi-style panache with the workhorse practicality of an Astra estate.

Above: With its convenient low loading height, Astra Belmont LXi estate demonstrates the load-carrying versatility of the split-folding rear seat standard on all Astra estates.





Quality begins with good design.

The Astra comes to you courtesy of the world's largest motor manufacturer. That means it has been developed using the most sophisticated and accurate modern techniques. And by the largest pool of creative and scientific talent in the motor industry.

As part of the worldwide General Motors family, Vauxhall draws on reserves of technology and experience which are mustered for the development of every new car.

General Motors has always believed that "Quality begins with good design", and that's the message which greets all visitors to our European design headquarters. But quality also depends on in-depth research and understanding, on continual progress and advancement.

Which is why our European headquarters house the latest test equipment and the most advanced computer technology money can buy. Although microchip technology cannot replace the talent and creativity of our designers, it plays a vital role

in ensuring that their work is faster and more accurate – and gives them more flexibility to use their own abilities.

The results are there for all to see; the continued popularity of Vauxhall cars is reflected not only in their sales, but in the succession of awards the range has scooped – awards for design, engineering, appearance and effectiveness.

The Astra, remember, was voted Car of the Year when it was launched, an accolade based on all those criteria and more.

A large part of the design process nowadays revolves around computers; our Design HQ is home to the very last word in computer technology, the awesome Cray Vector computer – widely termed a Super-computer.



This machine operates to 15 decimal places and has a terrifying ability to perform complex calculations at the rate of 11,000-plus every second. Drawing on its abilities helps GM designers and engineers make the very best use of their talents and skills.

With its astounding abilities on



Testing the energy absorbing steering column.

all, designers and engineers are free to devote more of their time to making each new Vauxhall car better than its predecessor, better than its rivals.

For example the Astra emerged from the design process (which included some 1500 hours of wind tunnel testing) with elegant, lightweight bodywork that gave the lowest drag coefficient in the class for saloon, hatch and estate – important for economy, useful for straight-line stability and helpful to performance as well.

TESTING

But before they were ready for production every single component was ruthlessly tested in a computer-controlled laboratory that's the largest of its kind in the world.

All the engines go through an exhaustive design and evaluation process. Individual components, from crankshaft to cylinder head, from valve spring to oil pump, are examined and tested to ensure optimum performance and reliability.

Suspension parts are jolted, shaken and twisted, doors banged shut by tireless robots for weeks on end, and wiper motors run continuously until they can't manage another wipe.

And if any component should break ahead of schedule, we find out why, then improve the design to bring you maximum reliability from every single part of your new car.

At the end of the process the complete vehicles get an even more punishing scrutiny. On computer-designed test tracks, on real roads, in all kinds of unimaginable conditions, they travel the equivalent of millions of everyday road miles before their public debut.

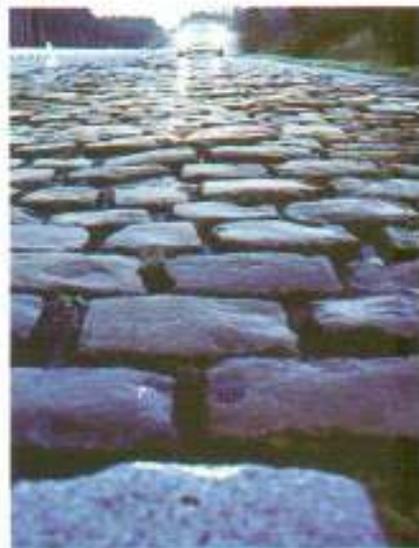
By the time they're ready to meet their most critical audience – that's you, by the way – they have already met some very stringent criteria.

One last set of tests we always hope will never have an equal in the

real world is crash testing; complete cars are hurled against concrete walls in order to confirm that they provide maximum protection to their occupants.

With their inbuilt strength, packed with the best of modern safety features (like safety steering column, or height-adjustable seat belts) the Astras come to you with the reassurance that you couldn't be in safer hands.

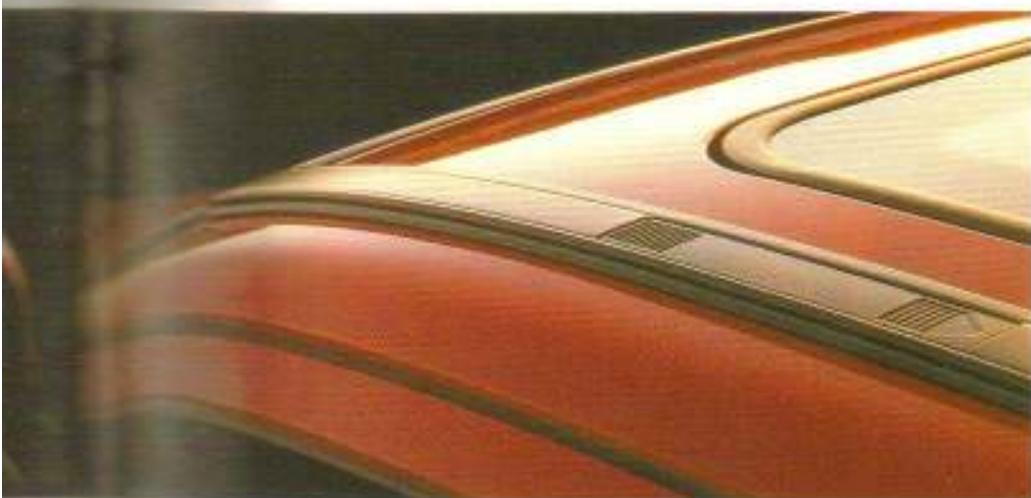
It's computer technology that helps complete your car as well; Astra is built on one of the most modern production lines in the world. Controlled by computers, built wherever beneficial by tirelessly accurate robot machinery, they are finished to the highest standards – and protected against the elements by one of the most thorough anti-corrosion processes.



Rough Belgian Pavé road surface is just part of Astra suspension testing.

The cathodic ELPO dip which coats bodyshells prior to painting is backed up by cavity waxing and the insertion of plastic liners in vulnerable spots like wheel wells.

The degree of protection, which is backed by a six-year anti-perforation warranty, is just the final step in a philosophy aimed at ensuring that your new Astra gives you the kind of motoring pleasure that comes not just from being the largest, but the best in the business.



ENGINEERING EXPERTISE AND EXCELLENCE

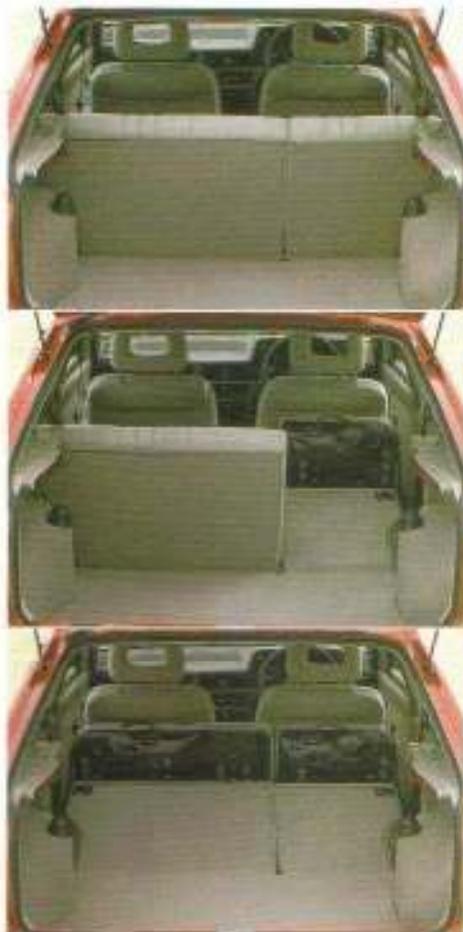
Astra includes some of the most modern engineering and technology – not just in streamlined styling and versatile load-carrying ability, though these are high among their strengths.

Passenger comfort is a top priority too, and aside from interior roominess, is catered for by suspensions which offer a fine blend of ride and handling.

Independent front suspension is by MacPherson struts, with a lightweight and highly effective compound crank rear axle. This arrangement has been improved on the latest models, and now features the type of detail refinement to geometry and bushings which has won Senator, Carlton and now the new Cavalier so much praise for their chassis competence.

The overall effect is to improve the ride quality for no sacrifice in the acknowledged handling qualities – always a difficult objective to reach – as well as reducing road noise inside the car.

The Astra chassis design combines stability and precision with well-regulated ride comfort. The compound crank rear axle, for example, brings many of the benefits of a fully-independent rear suspension,

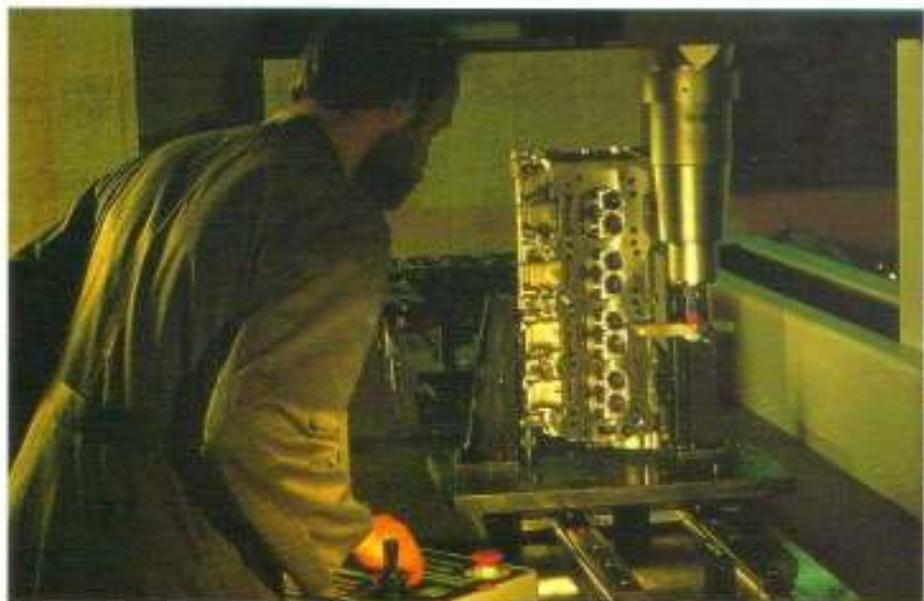


yet is light and takes up little space.

That's a benefit added to by the use of space saving GM Miniblock coil springs, which help Astra and Astra Belmont provide a wide flat load compartment floor in hatch, saloon and estate.

In addition the SRi and GTE

models have uprated suspension, with stiffer anti-roll bars and ventilated front discs to sharpen their sports-oriented handling and match the performance of their engines. The Astra GTE 16v is a different case again, with a highly tuned chassis and braking system.





MODERN ENGINES

Other than the frugal 1.2 unit, all the petrol engines in the Astra range feature alloy cylinder head, hydraulic tappets and electronic ignition among a variety of features and techniques aimed at reducing routine servicing needs.

Many major components (in suspension and running gear as well as the engines) are sealed for life and service-free – including the AC Delco Freedom battery.

As a result, Astra and Astra Belmont require less routine workshop attention than virtually all their rivals and are quick and easy to work on.

See left: Every component is precision engineered to the finest tolerances.

Left: Robots ensure accurate welding on the assembly lines.

Below left: Astra hatchbacks feature a useful 35.2 cu.ft. of loadspace with the rear seats down.

Below right: Hydraulic tappets are a feature of most Astra engines.



The 1.6, and 1.8i and 2.0i engines are designed to the Low End Torque principle, which is aimed at providing torque rather than power low down in the rev range to give more pull at low rpm, and contribute to fuel economy as well.

UNLEADED FUEL

And here's another area where Astras score well; all petrol engines are capable of running continuously on either leaded or unleaded fuel, or on any combination of the two, and furthermore, they can achieve this with

no adjustment whatever.

The new 16-valve engine of the Astra GTE manages this by way of the most sophisticated engine management computer; the Bosch M2.5 Motronic system constantly adjusts parameters such as ignition timing and fuel mixture, allowing the car to operate perfectly well on either leaded or unleaded petrol, or in any weather conditions, to the peak of operational efficiency.

And that's a high performance engine with stunning acceleration and a 135mph top speed. It blends electronic technology with race-proven engineering – hollow camshafts, sodium-filled exhaust valves, polished cylinder head ports and a tuned-length 'extractor' exhaust.

It's typical of the entire Astra and Astra Belmont approach; modern design and engineering gives the best combination of versatility and practicality, and gives you a real chance to enjoy your driving to the utmost.

ENGINES

	Maximum Power	Maximum Torque	Fuel System and Ignition	PERFORMANCE					
				Comp. Ratio	Maximum Speed - mph*	Hatch	Saloon	Estate	Conv.
1.2 1196cc	55 PS (40kW) @ 5600rpm	62.0 lb. ft. (84 Nm) @ 3600rpm	Weber 32TL single barrel carburettor. Manual choke with warning light.	9.0:1	M:90				
1.3 1297cc	75 PS (55kW) @ 5800rpm	74.5 lb. ft. (101 Nm) @ 4200rpm	Pierburg 2E twin barrel carburettor. Automatic choke. Electronic breakerless ignition.	9.2:1	M:106 A:103	M:106 A:103	M:103 A:99		
1.6 1598cc	82 PS (60kW) @ 5400rpm	95.9 lb. ft. (130 Nm) @ 2600rpm	Pierburg 2E twin barrel carburettor. Automatic choke. Electronic breakerless ignition with Multi Spark Timing System (MSTS).	10.0:1	M:109 A:106	M:109 A:106	M:106 A:103	M:107 A:104	
1.7D 1699cc	57 PS (42kW) @ 4600rpm	77.4 lb. ft. (105 Nm) @ 2400-2600rpm	Bosch diesel injection with cold start accelerator. Fuel filter heating. Automatic venting of injector system.	23.0:1	M:95	M:95	M:93		
1.8i 1796cc	112 PS (82kW) @ 5600rpm	116.5 lb. ft. (158 Nm) @ 3000rpm	Bosch L3.1 Jetronic fuel injection. Deceleration fuel cut-off. Automatic cold start system. Electronic breakerless ignition and spark timing.	10.0:1	M:123 [†] M:121 ^{††} A:118	M:121 A:118	M:118		
2.0i 1998cc	115 PS (85kW) @ 5600rpm	129.1 lb. ft. (175 Nm) @ 3000rpm	Bosch ML4.1 Motronic engine management system. Computer controlled fuel injection and ignition.	9.2:1					M:121
2.0i 1998cc	124 PS (91kW) @ 5600rpm	127.6 lb. ft. (173 Nm) @ 2600rpm	Bosch ML4.1 Motronic engine management system. Computer controlled fuel injection and ignition.	10.0:1	M:127				
2.0i 16v 1998cc	150 PS (110kW) @ 6000rpm	144.6 lb. ft. (196 Nm) @ 4800rpm	Bosch M2.5 Motronic engine management system. Computer controlled ignition and sequential fuel injection with knock control and air mass metering.	10.5:1	M:135				

*Manufacturer's figures M = Manual transmission A = Automatic transmission † = SRi †† = CD

ENGINE AVAILABILITY

Engine	Merit	L	LX	GL	CD	SRi	GTE	Conv.
1.2 55PS	*†							
1.3 75PS	*	*		*†				
1.6 82PS		*		*				*
1.7D 57PS	*††	*						
1.8i 112PS			*		*	*		
2.0i 115PS								*
2.0i 124PS							*	
2.0i 150PS							*	

† = Hatch only †† = Not available on Astra Belmont saloon

WEIGHTS (kg)	Kerbweight		Gross Vehicle Weight		Maximum roof rack loading
	Hatch	Manual	Automatic	Manual	
1.2 Merit 3-door	855	-	1380	-	100
1.2 Merit 5-door	875	-	1380	-	100
1.3 Merit 3-door	855	890	1380	1405	100
1.3 Merit 5-door	875	910	1380	1405	100
1.7D Merit 3-door	920	-	1445	-	100
1.3L 3-door	882	920	1380	1405	100
1.3L 5-door	902	937	1380	1405	100
1.6L 5-door	932	962	1405	1445	100
1.7DL 5-door	967	-	1445	-	100
1.3 GL 5-door	902	937	1380	1405	100
1.6 GL 5-door	932	962	1405	1445	100
1.8i CD 5-door	1009	1034	1445	1475	100
1.8i SRi 3-door	953	-	1440	-	100
1.8i SRi 5-door	973	-	1440	-	100
2.0i GTE 3-door	997	-	1460	-	100
2.0i GTE 16v 3-door	1052	-	1490	-	100
Saloon					
1.3 Merit 4-door	885	920	1380	1405	100
1.3L 4-door	912	947	1380	1405	100
1.6L 4-door	942	972	1405	1445	100
1.7DL 4-door	977	-	1445	-	100
1.6 GL 4-door	942	972	1405	1445	100
1.8i CD 4-door	1019	1044	1445	1475	100
1.8i SRi 4-door	953	-	1440	-	100
Estate					
1.3 Merit 3-door	895	930	1435	1460	100
1.3 Merit 5-door	915	950	1435	1460	100
1.7D Merit 3-door	975	-	1500	-	100
1.3L 5-door	942	977	1435	1460	100
1.6L 5-door	967	1002	1460	1500	100
1.7DL 5-door	1022	-	1500	-	100
1.8i LX 5-door	1030	-	1500	-	100
Convertible					
1.6 2-door	975	1024	1420	1455	-
2.0i GTE 2-door	1051	-	1455	-	-

All engines are 4-cylinder units with an electric cooling fan. The 1.2 features overhead valves. All other engines are overhead camshaft units with alloy cylinder head and hydraulic tappets. The 2.0i 16v has double overhead camshafts and 4 valves per cylinder. All petrol engines are adjusted to run continuously on unleaded fuel or normal 4-star, or any mixture of the two, without modification.

BODY

All steel body with extensive anti-corrosion protection. Aerodynamic drag co-efficient: Hatch/saloon: Cd 0.32
GTE hatch: Cd 0.30 (16v model 0.32)
Estate: Cd 0.35
Convertible: Cd 0.34 (2.0i), Cd 0.35 (1.6i). Safety crumple zones, front and rear. Rigid passenger safety cell. Child proof locks on rear passenger doors. Burst-proof door locks. Single two-way key operated locks, ignition and fuel cap. Front bumper/valance and rear bumper capable of withstanding minor impacts up to 2.5mph without permanent damage.

ANTI-CORROSION PROTECTION

Anti-corrosion protection comprises: partial use of zinc-coated sheet metal, zinc phosphated bodyshell primed electrostatically. All weld seams and joints sealed with special compound. Areas prone to stone damage on underbody coated with stone-impact primer. Anti-corrosion primers used extensively on bonnet, boot lid, tailgate, doors, wings and other panels. Paint finish applied electrostatically. PVC coating applied to wheelarches and other underbody areas. Polymer reinforced anti-corrosion wax pumped into doors, sills and other underbody cavities. Plastic-coated brake pipes. All Astra and Astra Belmonts carry a 6-year body panel anti-perforation warranty needing no periodic inspection.

FUEL CAPACITY

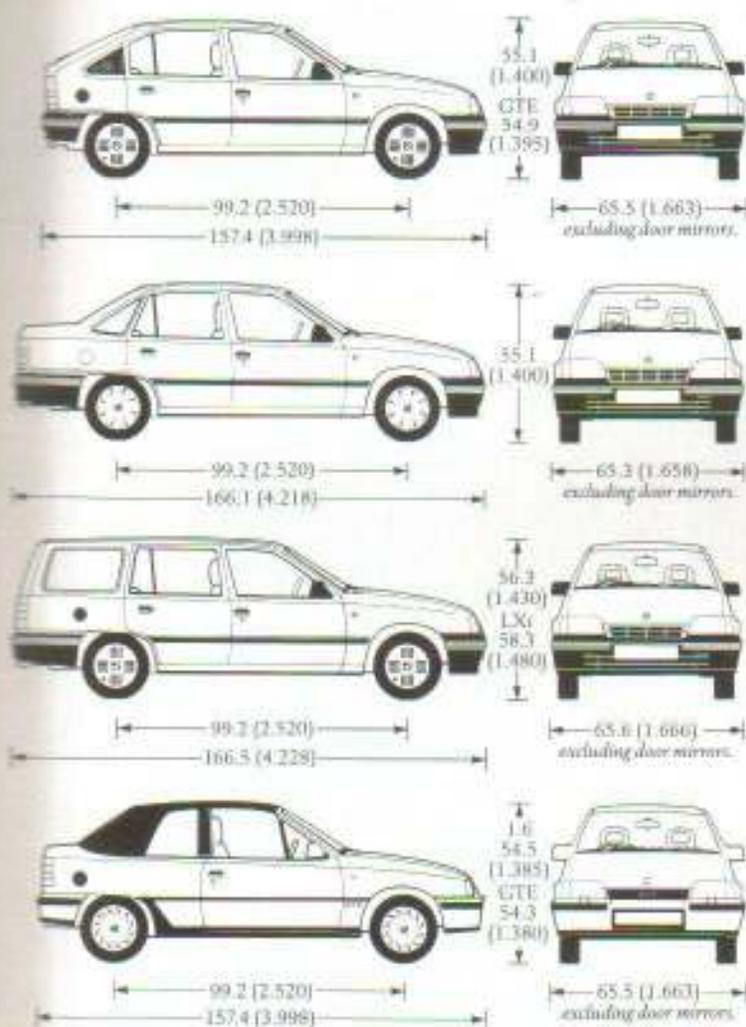
Hatch/Saloon/Convertible: 11.4 Imp gallons (52 litres). Estate: 11.0 Imp gallons (50 litres).

TRANSMISSIONS

Model	Clutch diameter	Gear ratios						Final drive ratios			
		1st	2nd	3rd	4th	5th	Rev.	Hat./Sal./Conv.	Estate	AUTOMATIC	
1.2i	4-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	-	3.18:1	3.94:1	4.18:1	Gear ratios
1.3i	5-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.18:1	4.18:1	4.18:1	2.84/1.60/1.00
1.6i	5-speed	7.9 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.31:1	3.94:1	3.94:1	Rev. -2.07:1
1.7D	5-speed	7.9 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.31:1	3.74:1	3.74:1	
1.8i	5-speed	8.5 in.	3.55:1	1.95:1	1.28:1	0.89:1	0.71:1	3.33:1	3.72:1	-	Final drive ratios
1.8i	5-speed (CR)	8.5 in.	3.55:1	2.16:1	1.48:1	1.13:1	0.89:1	3.33:1	3.72:1	3.72:1	1.3 3.74:1
1.8i	5-speed (CR)	8.5 in.	3.55:1	2.16:1	1.48:1	1.13:1	0.89:1	3.33:1	3.55:1	-	1.6 3.41:1
1.8i	5-speed (CR)	9.0 in.	3.55:1	2.16:1	1.48:1	1.13:1	0.89:1	3.33:1	3.42:1	-	CD 3.33:1

Mechanical, asbestos-free, single plate clutch. Front wheel drive. 4-speed gearbox on 1.2/1.3 Astra/Astra Belmont Merit. 5-speed wide-ratio gearbox on 1.3i Merit, L, GL, CD and 1.6i Convertible, optional on 1.3i Astra/Astra Belmont Merit. 5-speed close-ratio (CR) gearbox on LXi, SRi, GTE and CD models. GM 3-speed automatic gearbox optional on 1.3/1.6 Astra, and Astra Belmont and 1.8i Astra/Astra Belmont CD.

DIMENSIONS inches (metres)



NB: overall width including door mirrors is 70.9 (1.800)

SUSPENSION

Front: Independent. MacPherson struts with damper cartridge and coil springs. Anti-roll bar on 1.3/1.6 hatchbacks/convertibles and all saloons and estates. Uprated anti-roll bar on 1.8i/2.0i models and all saloons. Uprated springs on SRi and GTE models. Gas pressure dampers on GTE models.
Rear: Compound crank with twin trailing arms. Progressive rate double conical multiblock springs (hatch/saloon/convertible), multiblock cone-type coil springs (estate) and telescopic dampers. Anti-roll bar on 1.3/1.6 hatchbacks/convertibles and all saloons and estates. Uprated anti-roll bar and springs on SRi and GTE. Twin anti-roll bars on 2.0i 16v. Gas pressure dampers on GTE models. Manually-operated rear suspension levelling system optional on estates.

STEERING

Rack and pinion.
Energy-absorbing steering column.
Power assistance standard on GTE and CD models, optional at extra cost on 1.6/1.7D/1.8i models (optional on 1.6i convertible in conjunction with automatic transmission only).
Turning circle: 32.2ft (9.8m)
Number of turns lock-to-lock:
Manual steering: 4.6 (1.6/1.8i auto and 1.7D)
4.1 (All other models)
Power steering: 3.4 (All models)

BRAKES

Diagonally split, dual circuit system with servo assistance.
Front: 9.3in. dia. disc brakes (ventilated on 1.8i models) with floating calipers.
10.1in. dia. ventilated disc brakes on GTE models.
Rear: 7.9in. dia. self-adjusting drum brakes.
10.2in. dia. rear disc brakes on GTE 16v.
Asbestos-free friction material. Two pressure-conscious reducing valves on all hatchbacks (except 1.2), saloons and convertibles.
Load sensitive proportioning valve on estates.
Handbrake-on and low brake fluid warning light. Plastic-coated brake pipes.

ELECTRICS

12 volt negative earth system.
55 amp alternator.
65 amp alternator (1.6 auto, 1.8i and 2.0i).
70 amp alternator (1.7D).
44Ah maintenance-free battery.
55Ah maintenance-free battery (GTE 16v).
66Ah battery (1.7D).

LOAD CAPACITIES

with (VDA method)	Seat up	Seat down
Hatch	13.8*	35.3
Saloon	19.4	31.4**
Wagon	16.6**	53.7
Convertible	10.2	21.9**

*Volume under load cover
**Volume to glass line only

ESTATE CARGO SPACE DIMENSIONS (in.)

Max. length - rear seat down:	65.6
Max. length - rear seat up:	42.9
Max. width rear floor:	53.8
Width between wheelarches:	44.5
Tailgate opening width:	48.3
Maximum cargo height:	33.9

WHEELS

Merit/L/GL: 5½ J x 13 with flush covers.
 1.6 convertible: 5½ J x 13 with flush covers.
 LXi and SRi: 5½ J x 14 with flush covers.
 GTE convertible: 5½ J x 14 with flush covers.
 5½ J x 14 alloy wheels are optional at extra cost on LXi, SRi and GTE convertible.
 CD: 5½ J x 14 alloy wheels.
 GTE hatch and GTE 16v: 5½ J x 14 alloy wheels.
 GTE models (and LXi/SRi with optional alloy wheels) finished in Glacier White are fitted with alloy wheels in body colour.

TYRES

Merit: 155 TR 13 radials.
 L and GL: 175/70 TR 13 low profile radials.
 LXi and CD: 175/65 HR 14 low profile radials.
 1.6 Convertible: 175/70 TR 13 low profile radials.
 SRi and GTE Convertible: 185/60 HR 14 ultra-low profile radials.
 GTE and GTE 16v Hatch: 185/65 VR 14 low profile radials.

CHECK CONTROL (GTE)

Check control warning panel for static engine oil level, engine coolant level, windscreen washer fluid level, brake fluid level, front-disc pad wear, bulb test - head/tail lamps and brake lights. On GTE 16v models engine oil level is monitored continuously by a dynamic oil level warning light while the engine is running.

COLOURS & TRIMS see separate brochure.

DoT FUEL CONSUMPTION TESTS mpg (litres/100km)

Fuel consumption data for Vauxhall passenger cars officially certified by the United Kingdom Government as required by the Passenger Car Fuel Consumption Order 1983.

Model	Transmission	Simulated Urban Driving	Constant Speed	
			50mph (80km/h)	75mph (120km/h)
1.2 Hatch	4-speed manual	33.6 (8.4)	55.4 (5.1)	42.0 (6.7)
1.3 Hatch/Saloon	4-speed manual	32.5 (8.7)	54.3 (5.2)	42.0 (6.7)
1.3 Hatch/Saloon	5-speed manual	31.7 (8.9)	56.5 (5.0)	43.6 (6.5)
1.3 Hatch/Saloon	3-speed automatic	30.0 (9.4)	45.5 (6.2)	36.7 (7.7)
1.3 Estate	4-speed manual	31.7 (8.9)	51.4 (5.5)	38.7 (7.3)
1.3 Estate	5-speed manual	31.7 (8.9)	54.3 (5.2)	40.9 (6.9)
1.3 Estate	3-speed automatic	30.0 (9.4)	44.8 (6.3)	34.9 (8.1)
1.6 Hatch/Saloon	5-speed manual	33.2 (8.5)	57.6 (4.9)	42.8 (6.6)
1.6 Hatch/Saloon	3-speed automatic	32.5 (8.7)	47.9 (5.9)	35.8 (7.9)
1.6 Estate	5-speed manual	33.2 (8.5)	57.6 (4.9)	42.8 (6.6)
1.6 Estate	3-speed automatic	32.5 (8.7)	45.6 (6.2)	33.6 (8.4)
1.6 Convertible	5-speed manual	33.2 (8.5)	55.4 (5.1)	40.9 (6.9)
1.6 Convertible	3-speed automatic	32.5 (8.7)	46.3 (6.1)	34.4 (8.2)
1.7D 3dr Hatch	5-speed manual	44.1 (6.4)	70.6 (4.0)	49.6 (5.7)
1.7D 5dr Hatch/Saloon	5-speed manual	42.2 (6.7)	70.6 (4.0)	49.6 (5.7)
1.7D Estate	5-speed manual	42.2 (6.7)	65.7 (4.3)	47.1 (6.0)
1.8i Estate	5-speed manual	27.4 (10.3)	48.7 (5.8)	36.7 (7.7)
1.8i Hatch/Saloon CD	5-speed manual	28.5 (9.9)	55.4 (5.1)	43.5 (6.5)
1.8i Hatch/Saloon CD	3-speed automatic	27.2 (10.4)	44.1 (6.4)	35.8 (7.9)
1.8i Hatch/Saloon SRi	5-speed manual	27.4 (10.3)	50.4 (5.6)	39.2 (7.2)
2.0i Hatch GTE	5-speed manual	28.0 (10.1)	49.6 (5.7)	39.2 (7.2)
2.0i Convertible GTE	5-speed manual	26.6 (10.6)	46.3 (6.1)	36.2 (7.8)
2.0i Hatch GTE 16v	5-speed manual	28.5 (9.9)	51.4 (5.5)	42.0 (6.7)

TOWING

Model	Maximum Towing Weights										Maximum trailer noseweight load	Speed (mph) per 1000 rpm manual transmission			
	Trailer with brakes						Trailer without brakes					lbs	kg	4th	5th
	Man. 4-spd		Man. 5-spd		Auto.		Man.		Auto.						
	cwt	kg	cwt	kg	cwt	kg	cwt	kg	cwt	kg					
1.2 hatch	11.8	600	-	-	-	-	7.9	400	-	-	110	50	18.7	-	
1.3 hatch/saloon	17.7	900	18.7	950	14.8	750	7.9	400	7.9	400	110	50	18.7 ^A	22.2	
1.6 hatch/saloon	-	-	19.7	1000	19.7	1000	8.9	450	8.9	450	110	50	18.8	23.6	
1.7 diesel hatch/saloon	-	-	16.7	850	-	-	8.9	450	-	-	110	50	19.8	24.8	
1.8i CD hatch/saloon	-	-	19.7	1000	19.7	1000	8.9	450	8.9	450	110	50	20.0	25.6	
1.8i LXi estate	-	-	19.7	1000	-	-	8.9	450	-	-	110	50	15.7	19.9	
1.8i SRi hatch/saloon	-	-	19.7	1000	-	-	8.9	450	-	-	110	50	15.6	19.7	
2.0i GTE hatch	-	-	23.6	1200	-	-	8.9	450	-	-	110	50	16.9	21.5	
2.0i GTE 16v hatch	-	-	23.6	1200	-	-	9.8	500	-	-	110	50	17.5	22.3	
1.3 estate	17.7	900	17.7	900	13.8	700	7.9	400	7.9	400	110	50	17.7	22.2	
1.6 estate	-	-	19.7	1000	19.7	1000	8.9	450	8.9	450	110	50	18.7	23.5	
1.7 diesel estate	-	-	15.7	800	-	-	8.9	450	-	-	110	50	19.8	24.8	
1.6 convertible	-	-	19.7	1000	19.7	1000	8.9	450	8.9	450	110	50	18.8	23.6	
2.0i GTE convertible	-	-	23.6	1200	-	-	8.9	450	-	-	110	50	16.4	20.8	

A = With 5-speed transmission - 17.7 mph

Rear overhang measurements for the Astra and Astra Belmont range are: Hatch/Convertible - 28.5 in. Saloon - 37.2 in. Estate - 37.5 in. The maximum towing weights are based on the ability of the car - with two occupants of 150 lbs each - to restart on a 12% gradient, which is approximately 1 in 8.3 at sea level. Please note that certain Astra and Astra Belmont models may require attention to the engine air inlet grille and/or cooling system in order to safely attain the towing weight listed. Your Vauxhall dealer service department can advise on any modifications necessary.



AUDIO

Merit have a long-established reputation for equipping their cars with the very latest in car audio equipment - the latest Astra and Astra Belmont models continue this tradition. The Belmont models have a high quality AM radio with two speakers, while all the models equipped with a stereo radio/stereo cassette player benefit from a four-speaker sound system.

All the radios and radio/cassette players will switch off automatically with the ignition, then come back - at the same volume and same station as before - when you switch the system back on. Both radio/cassette units can also be switched back on without using the ignition switch - simply depress the on/off knob. To ensure that you don't run down your battery, the units automatically switch themselves off after one hour of independent operation.



PHILIPS DN 272

- AM radio with Long Wave and Medium Wave bands
- Accurate digital tuning
- Liquid Crystal display
- Search tuning
- Preset stations (4 LW, 4 MW)
- Output 6 Watts



PHILIPS DC 670

- 4-figure Philips security code burnt into memory chip of the unit - cannot be replaced or erased
- Microprocessor-controlled PLL Quartz tuning
- 20 station electronic memory
- Additional 10 station auto store memory. Autostore system automatically tunes and stores the five strongest available FM and five strongest available MW stations ready for push button selection.
- Transflective Liquid Crystal display for Frequency, Waveband, Preset number, FM stereo mode and FM signal strength
- Automatic three-level search tuning, up and down, on all wave bands
- Up/down manual tuning
- Single button station storage with confirmatory (bleep) signal
- Electronic waveband switching with 'last station' memory
- FM front end with tuned radio frequency, back to back varicaps, balanced mixer and automatic high frequency gain reduction
- AM front end with field effect transistors, balanced mixer, amplitude-controlled oscillator and automatic high frequency gain reduction
- Signal dependent stereo/signal-dependent response circuits
- Interference Absorption Circuit (IAC) Mark II

- Autoreverse stereo cassette deck with LCD tape direction indicator
- Manual tape direction reverse facility
- Radio reception during fast forward and rewind
- Auto cassette insertion with auto start
- Auto replay after fast wind to end of tape
- ESC Electronic Speed Control
- Autostop: Tape 'salad' protection
- 4x4.5 Watts low-distortion output stage with extended frequency response
- Front/rear fader control
- Stereo balance control
- Continuously variable tone control
- Illumination of radio controls with car lights on



PHILIPS DC 681

AS DC 670 plus

- Loudness button
- Stereo/Mono mode button
- MSS Music Sensor System with repeat and skip facilities
- Dolby noise reduction system
- Metal and Chrome tape facility
- 4x7 Watts low-distortion output stage with extended frequency response
- Electronic volume control and desired setting memory by means of large revolving commutator
- Front/rear fader, balance, bass and treble also controlled/set by commutator

FACTORY-FITTED OPTIONS	Merit	L	LXi	GL	CD	SRi	GTE	GTE 16v	1.6 Conv	GTE Conv
Speed gearbox (not 1.2)	○ ^A	■	■	■	■	■	■	■	■	■
Speed automatic transmission	○ ^B	○ ^B		○	○				○ ^C	
Driver's seat height adjuster	○ ^D	○ ^D	■	■	■	■	■	■	■	■
Adjustable steering column		○	○	■	■	○	■	■	■	■
Tinted glass		○	■	■	■	■	■	■	■	■
Central door locking		○	■	■	■	■	■	■		
Power steering (not 1.3)		○	○	○	■	○	■	■	○ ^E	■
Electric front windows		○	■	■	■	■	■	■		
Headlamp high pressure sodium				○	■	■	■	■		■
Alloy wheels			○ ^F	■	■	○ ^F	■	■		○
Retractable load cover (Est)	○	○	■							
Road rails (Est)	○ ^G	○ ^G	■ ^G							
Rear suspension levelling (Est)	○	○	○							
Electrically operated aerial	○	○	○	○	■	○	■	■		
Seven analogue instruments*			■	■	■	■	N/C	N/C	■	N/C
Black paint	○	○		○	○	○	○			
Metallic paint	○	○	○	○	○	○	○			
Driver metallic paint								○	○	○
Driver pearlescent paint								○		

○ = Optional at extra cost ■ = Standard equipment Est = Estate N/C = No cost option

* = Tachometer and oil pressure gauge are not available with analogue instruments

A = Standard on diesel model

B = Optional on 1.3 and 1.6 engines

C = Optional with power steering only

D = Standard on Astra Belmont saloon

E = Optional with automatic transmission only

F = Alloy wheels are in body colour when specified for LXi and SRi in Glacier White.

G = Must be used in conjunction with separate cross bars (available as an

accessory) if luggage is to be carried on roof



Alloy wheels



3-speed automatic transmission

A DEALER NETWORK THAT CARES.

Choose a new Vauxhall Astra or Astra-Belmont and you have the best of modern engineering technology. What's more, you can also be sure that you and your car have the full backing of the world's largest motor manufacturer - General Motors.

Through our dealerships we aim to offer higher standards of customer care and service than any other comparable manufacturer.

In addition to the new car warranty - 12 months with unlimited mileage - there's a 6-year body panel anti-perforation

warranty requiring no periodical checks at all. And both warranties are transferable to any new owner if the car is sold within the warranty periods.

Here we highlight just a few of the extra advantages of Astra and Astra Belmont ownership.

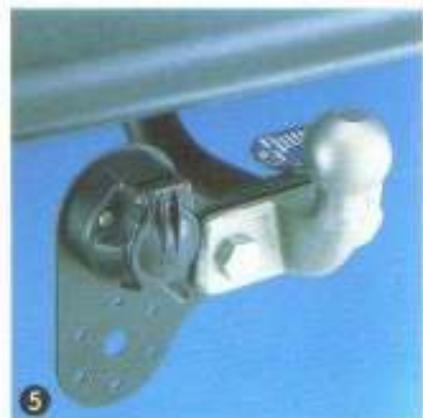
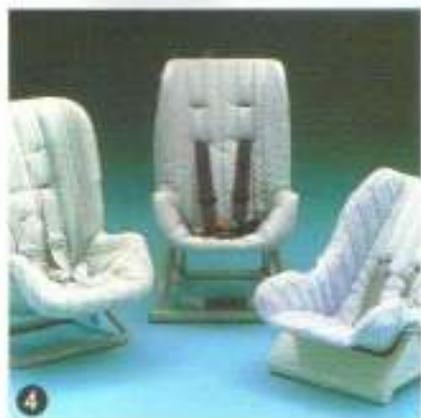


PARTS

In addition to offering a comprehensive range of accessories, some of which are shown here, the Vauxhall Parts organisation controls an inventory of around 24 million genuine spare parts.

Housed in our massive central warehouse, parts are rapidly available for urgent despatch to supplement your dealer's stock.

Genuine Vauxhall replacement parts also carry a 12 months unlimited mileage warranty against defect, and when you're abroad it's comforting to know that the same parts are available at GM service stations in Europe.



1 A complete roof rack system features in the accessory range; the luggage carrier is illustrated here.

2 How the roof rack system accepts the special mounting for windsurfers.

3 Cross-bars enable estate cars fitted with roof rails to take advantage of the comprehensive rack system.

4 Child seats are designed to suit babies and children up to four years of age.

5 A towing hitch and electrical coupling kit are approved accessories.



SERVICE

Vauxhall cars are noted for their longer routine servicing requirements, being among the industry leaders in this respect.

Factory-run courses ensure that dealer technicians are always abreast of the latest developments and are expert in the use of the sophisticated electronic test equipment that's a feature of the modern Vauxhall dealer service station.



All of which points to the advantages of entrusting routine servicing to the people who know your car inside and out – your local Vauxhall dealer.

And even abroad you have the backing of a vast network of GM dealer service points throughout Europe.



RENTAL

Vauxhall Rental offers an extensive range of vehicles from a network of registered dealers throughout the UK.

Only Vauxhall dealers offer Vauxhall Rental, so you can be confident that the vehicle you select will be clean, well prepared and maintained and offered at attractive rates. Ring Vauxhall Rental Headquarters on 0582 609960.



SUREGUARD

Mechanical and Breakdown Protection

Vauxhall Sureguard is one of the most comprehensive extra-protection mechanical and breakdown insurance schemes offered by any manufacturer. With a choice of two, three or four years' cover, it's further enhanced by Sureguard Plus, which builds in even more benefits such as membership of the National Breakdown Recovery Club, and free legal advice on any private matter.

Whichever programme you choose, your Vauxhall dealer will be pleased to provide you with full details.



INSURANCE

You could well be paying more to insure your new Vauxhall than you need to.

The Vauxhall Insurance plan could bring you substantial savings, since it is designed to provide Vauxhall owners with special rates. The benefits are available to owners of all Vauxhall products of any age, have the full backing of Vauxhall Motors Ltd, and the security of a Lloyds Motor Insurance Syndicate.

Ask your dealer for details, or ring the QUOTATION HOTLINE on 01-534 0131.



MOTABILITY

Disabled people in receipt of the DHSS Mobility Allowance or the War Pensioners' Mobility Supplement receive special help from Vauxhall.

Attractive preferential prices or the advantages of low cost contract hire are available through your local Vauxhall Motability Registered Dealer. Trained Motability staff are there to assist you. Alternatively ring Vauxhall Motability Helpline on 0582 696332.



MASTER HIRE LEASING

A nationwide network of selected Vauxhall dealers provides competitively priced, service oriented car contract hire to business, professional and local authority users. And the full service is locally based at a nearby Vauxhall dealership.

Call Master Hire Leasing on 0926 452557 for the location and number of your nearest Master Hire Leasing dealer. Their Master Hire specialist will be pleased to discuss the financial advantages of contract hire relevant to your business.



All Vauxhall petrol-engined cars delivered from 1 January, 1989 are pre-set to run on unleaded fuel or normal 4-star, or any mixture of the two, without any modification.

Every effort has been made to ensure that the contents of this publication were accurate and up-to-date at the time of going to press (April 1989). However, with Vauxhall's policy of continuous product improvement, the Company reserves the right to change specifications and make modifications to the vehicles described and illustrated at any time.

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