

ALL NEW Carlton

ESTATE



Better. By design.



Estate of the art

The all-new Carlton Estate is probably the most elegant estate ever to carry the Vauxhall nameplate.

It brings important advances in comfort, equipment and suspension, a combination which gives the new Carlton an outstanding specification from the ground up.

Its spacious interior is given still more comfort by entirely new seating, and truly impres-

sive refinement is added to by equipment such as height-adjustable seat belts front and rear, electric headlamp leveling, and a new high-security central locking system.

But at the heart of its engineering leadership is a superb new chassis and all-independent suspension system so successful it's been given a brand-new name: Advanced Chassis Technology (ACT).

It sets a standard of ride comfort and stability surpassed only by its sheer competence at dealing with whatever driving conditions it encounters. And that's underlined by the straight-line stopping power of four-wheel disc brakes, eased by power steering and reinforced by the power of its new engines.

But with all that said, the new Carlton has something else as well. With a Cd figure of only

0.32, it shows the combination of class-leading aerodynamics and striking good looks for which GM have become renowned.

And within its sleek lines the new Carlton Estate scores again with a load platform over six feet seven inches in length.

Interior design and specification make for driving ease and pleasure, but the sure-footed competence of the new chassis is its most remarkable asset.



INTRODUCING



Keeping you on the straight and narrow

One of the most significant features of the new Carlton is a highly sophisticated chassis design which is far superior to that of its rivals.

It is so new and innovative that a completely new phrase was needed to describe it - Advanced Chassis Technology (ACT).

It's the result of years of painstaking development work by GM engineering staff, resulting in a new independent front and rear suspension.

It includes a number of complex suspension concepts which are completely new to Vauxhall and to this type of car, together with some completely original GM development work. And that's as true for the estate as it is for the saloon. Although spring rates are slightly different to

accommodate the estate car's extra payload, the estate enjoys all the roadholding advantages which ACT confers on its saloon counterparts.

In fact all of the innovation and sophistication in the Carlton's chassis and suspension adds up to a highly advanced form of safety engineering. Although there are tangible benefits in terms of ride comfort, the real payoff is Carlton's ability to drive round or through potential trouble with a sure-footed agility unparalleled in its class.

In order to demonstrate this, GM development engineers duplicated some of those heart-stopping real-life situations with which most drivers are familiar. In the safety of a test track Carlton's ability to deal with situations which present its rivals with severe handling problems was put to the test.

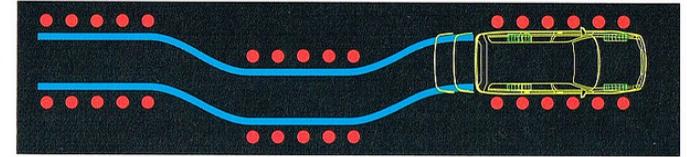


Test No. 1

High-speed lane changes, for example, can be accomplished with a minimum of initial body roll. The suspension settles back to normal quickly, and directional control is maintained during swerves which can dangerously unsettle other cars.

This is vividly demonstrated on the test track by using a lane-change marked out by cones, when Carlton's extra stability is clearly evident. And when the cones are used to mark out an extra curve, bringing the cars back into their original lanes, the difference is even more apparent.

The second sudden directional change causes a short period of body roll in Carlton, but other cars tend to fishtail wildly.

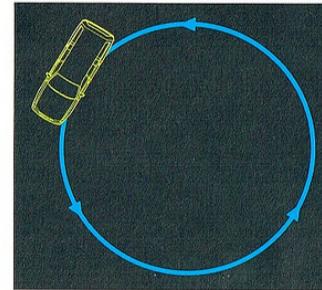


Test No. 2

The ability to stop quickly and safely without drifting or wandering is vital, and it is at this point that the effects of ACT make themselves felt; stopping in a straight line is just as fuss-free on a wet or slippery surface and the other on dry tarmac, emergency braking might be expected to produce some fairly dramatic changes of direction. With ACT this does not occur.

In order to demonstrate this, a strip of steel is unrolled on the test

track, soaped and wetted down. Then Carlton is driven along it with the wheels on one side of the vehicle on the wet surface; the others run on dry tarmac. When the brakes are applied for an emergency stop, ACT brings the car to a swift, stable and straight halt. The same cannot be said of its rivals; only cars equipped with anti-lock braking systems (ABS) could approach Carlton's ability to stop straight and safe. Without ABS, none could match the level of control offered by ACT.



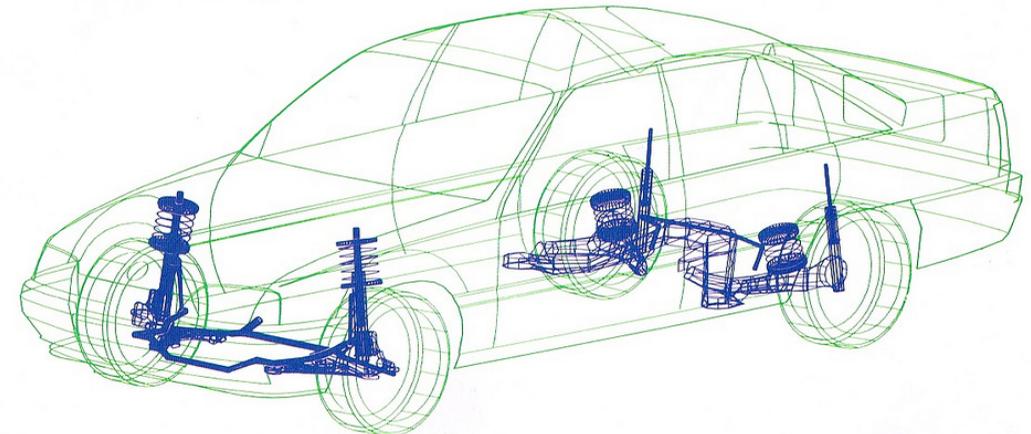
Test No. 3

Most drivers are aware that sudden movements of the brake or throttle while cornering can unbalance a car quite dramatically. Lifting off the throttle in a fast, tight bend can completely confuse conventional suspension, with hair-raising results. Yet instinct makes it hard not to make the mistake in an emergency.

Sudden, violent changes in

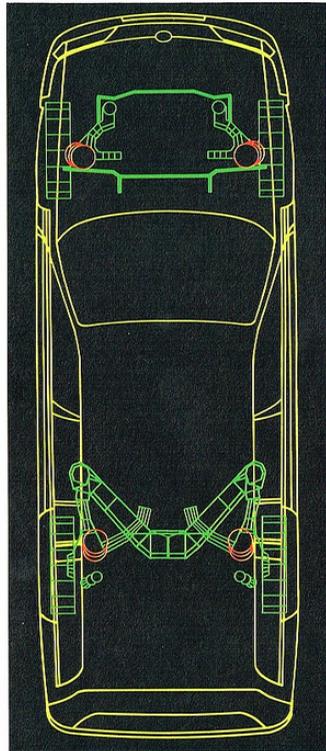
attitude and direction are unavoidable; and on the road the consequences could be dire.

When Carlton performs the test at the track, however, the only way spectators can tell the throttle has lifted is by the change in engine note. Working hard behind the scenes, ACT ensures that Carlton continues on course unchanged.



Advanced Chassis Technology – Engineered for safety

Carlton suspension is, like most modern suspension designs, based around the geometrical precision of the triangle. However, a brand new design has considerably altered the way in which Carlton suspension behaves as compared with a conventional arrangement.



The triangle is formed between the wheel and chassis by the control arms. What happens in conventional front suspension is that braking generates a force which causes the triangle to twist. The front wheel then slays outwards into a 'toe-out' position producing the 'numb' or 'wandering' feeling in the steering when the brakes are applied.

Carlton's ACT responds in a different way to braking forces, with completely opposite action, that of toe-in. And there's an additive property: as greater forces are produced during braking a proportionally greater force is produced within the suspension to resist them. The result is firm stability under braking, on all kinds of surfaces.

It's largely because on Carlton the front wishbone pivot bushes are set in opposite planes; the front is vertically installed, the rear horizontally. In addition, the mounting point at the apex is closer to the wheel. Because of this different geometry and the precise flexibility designed into the rubber bushing itself, the suspension is more stable.

The arrangement ensures that on split-friction surfaces, where one wheel has better grip than the other, the geometry retains its shape and the wheel with most traction turns inwards rather than outwards, compensating for extra drag, producing toe-in with an additive property: as greater forces are produced during braking a proportionally greater response is produced within the suspension.

At the rear, the Carlton introduces a new semi-trailing independent rear suspension.

This has immediate advantages over a beam axle. Unsprung weight is reduced and this alone improves ride and handling qualities. In Carlton, new design and manufacturing techniques have reduced weight still further.

With most independent rear suspension systems there are disadvantages, such as camber change during suspension movement, and jounce and bounce causing wheel hop.

Traditional solutions have produced geometries which to some extent sacrifice the advantages of better roadholding in a trade-off.

Now, GM engineers have produced a new suspension layout using space-angled control-arm axes, vastly improving existing arrangements. This is not so much a step forward as a quantum leap in independent rear suspension design.

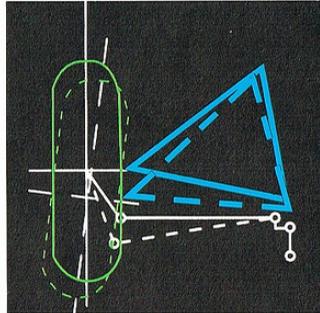
The design is based on careful location of the three axes of movement in control arms (including an unusually low 'trail' angle – important to keep camber change minimal), and detailed specification of the compliance of the

rubber mounting bushes.

Once again the engineers have produced a suspension which does the exact opposite of conventional systems by utilising the forces which normally act against the suspension to produce positive benefits.

In fact the rear suspension layout gives Carlton extra stability under load at the moment when most cars begin to feel unsteady. And there's also a small amount of rear-wheel toe-in under deceleration or braking – what amounts to response steer from the rear wheels, with cornering power enhanced by a distinct 'follow-through' action as the rear wheels turn into the corner. This doesn't mean that Carlton confers on its drivers the ability to perform race-track manoeuvres on the public road with impunity.

What it does mean is that when in the normal course of everyday driving the unexpected happens, the Carlton provides a margin of safety which is not available in any other car of its class, irrespective of expensive low-profile tyres, uprated shock absorbers or ABS braking.



Under braking, regular suspension normally causes the front wheels to 'toe-out'. However Carlton's A.C.T. suspension produces beneficial 'toe-in'.

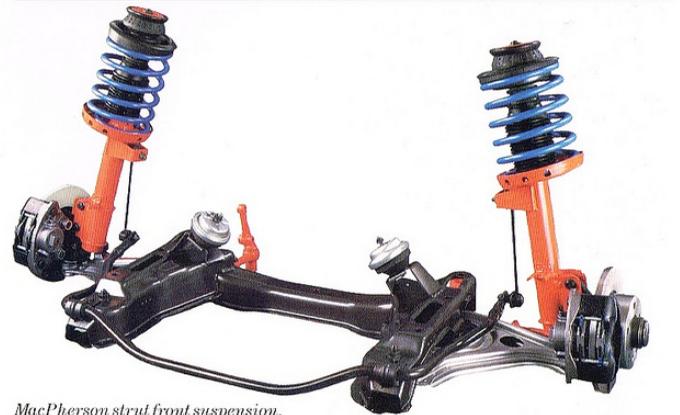
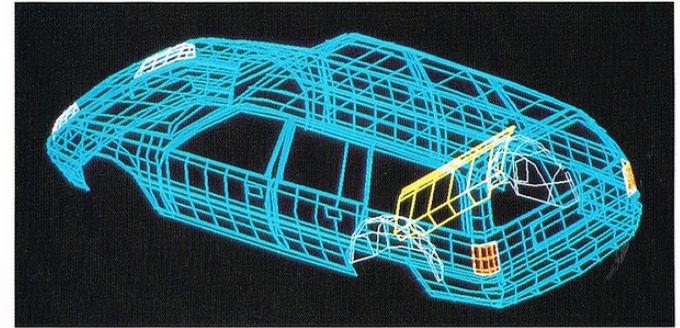
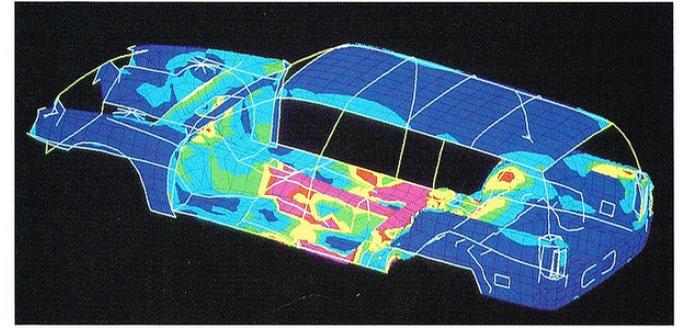
In designing the new Carlton's suspension, the GM engineers made full use of the latest computer-aided techniques, for the task required a massive number of complex calculations.

The basic layout was easy enough to establish, with the GM miniblock coil springs, front and rear anti-roll bars and semi-trailing rear axle.

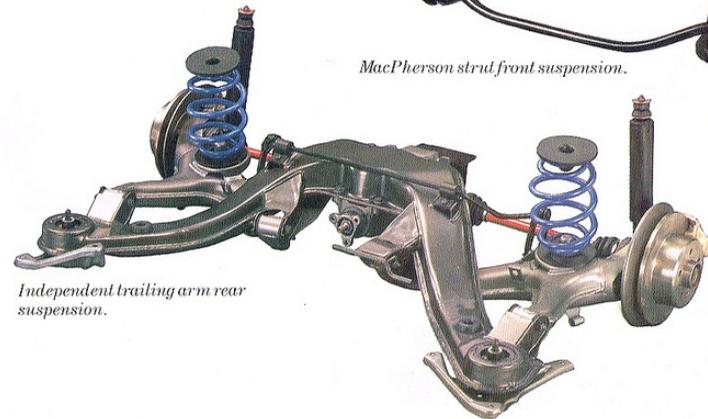
But the details – which are what make ACT so successful – were much more complex. The triangulation of the geometry, the precise location and angle of the mounting points, were vital. The design of the star-shaped rear suspension mountings, for example, was especially important. Not only do they affect the working of the suspension itself, but they also transmit vital information about back axle behaviour to the driver.

The compliance of the steel-to-steel mounting is therefore critical, and so also is the torsional stiffness of the entire body structure. Without the GM Supercomputer, the mathematical finesse needed for this design could have been vast – and prohibitive.

The latest computer techniques allowed the designers to examine the proposed body structure on a VDU screen at an early stage.



MacPherson strut front suspension.



Independent trailing arm rear suspension.

Ample resources for the power conscious

The new Carlton introduces a range of completely new petrol engines, including 1.8, 1.8i and a remarkably sophisticated and efficient 2.0i unit which incorporates an engine management computer in a Vauxhall car for the very first time.

All are second-generation variants of the well-liked Family 2 engines and are modern ohc units with hydraulic tappets and electronic ignition.

The new engine programme targeted a number of specific objectives. These were in the areas of:

- Improved fuel economy
- Maximum torque at lower engine speed
- Maximum torque increased
- Maximum power at lower engine speed
- Lower idle speed
- Improved thermodynamics
- Reduced engine weight
- Reduced warm-up period

All the new Carlton's engines comply with the latest exhaust emission regulations and all will run on high-octane or low-octane unleaded fuel. Changing between grades is accomplished in seconds by means of a simple underbonnet switch.

You can therefore make a personal choice at will between better fuel consumption on high-grade fuels or slightly less combustion efficiency if low-grade or unleaded fuel is used.

The changes to the engines, combined with superb aerodynamics, have made Carlton remarkably competitive in fuel economy. The new 2.0i engine, for example, is more economical than any 2 litre in its class.

It produces maximum power at only 5400rpm, and available torque is spread over a broad rev band.

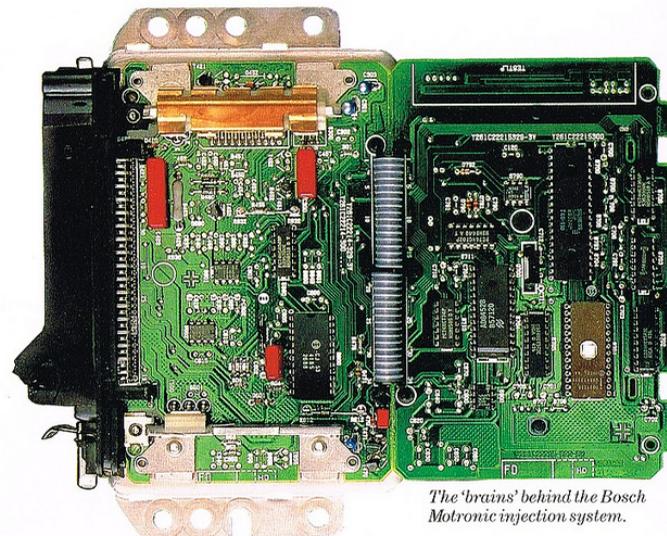
Furthermore, it provides an elegant solution to the complexities of modern engine technology via a remarkably sophisticated Bosch engine management system – Motronic.

This digital microcomputer system is standard with the new 2.0i engine.

The system is so sophisticated that

Right: Schematic diagram of Motronic injection system.

Far right: Revised combustion chambers with enlarged inlet valves. High-swirl intake ports improve efficiency.



The 'brains' behind the Bosch Motronic injection system.

it can adjust the spark timing for each separate rotation of the crankshaft – as often as 400 times a second.

Its benefits include:

- Improved fuel economy
- Excellent cold starting
- Stable idling at 750rpm
- Improved torque
- Reduced emissions
- Self-diagnosis

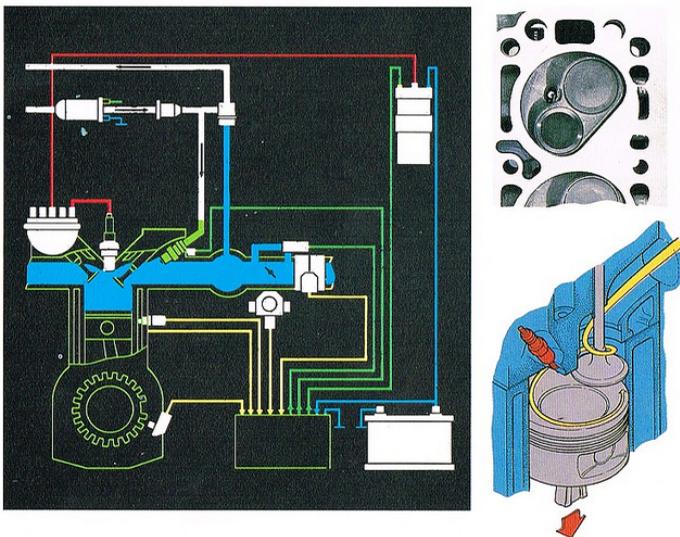
There is also a well-proven diesel powerplant – a development of the dependable 2260cc ohc engine. Improvements have been made to increase power and torque, so that maximum power is now 73PS (DIN) and torque 101.8lbs.ft, with top speed

above 100mph for the saloon.

New transmissions

The engineers have given Carlton a completely new five-speed gearbox which is smooth and quiet in operation. Its ability to handle big power outputs is matched by such driver benefits as low shift effort and comfort in use, achieved by the use of needle bearings on all speed gears and shift-rails which are guided in coated bushings.

And there's also the option of the proven GM four-speed automatic transmission, with lock-up torque converter and overdrive top ratio making the most of every gallon. An override switch allows the top ratio to be electronically locked out at will.



A new generation of advanced petrol engines

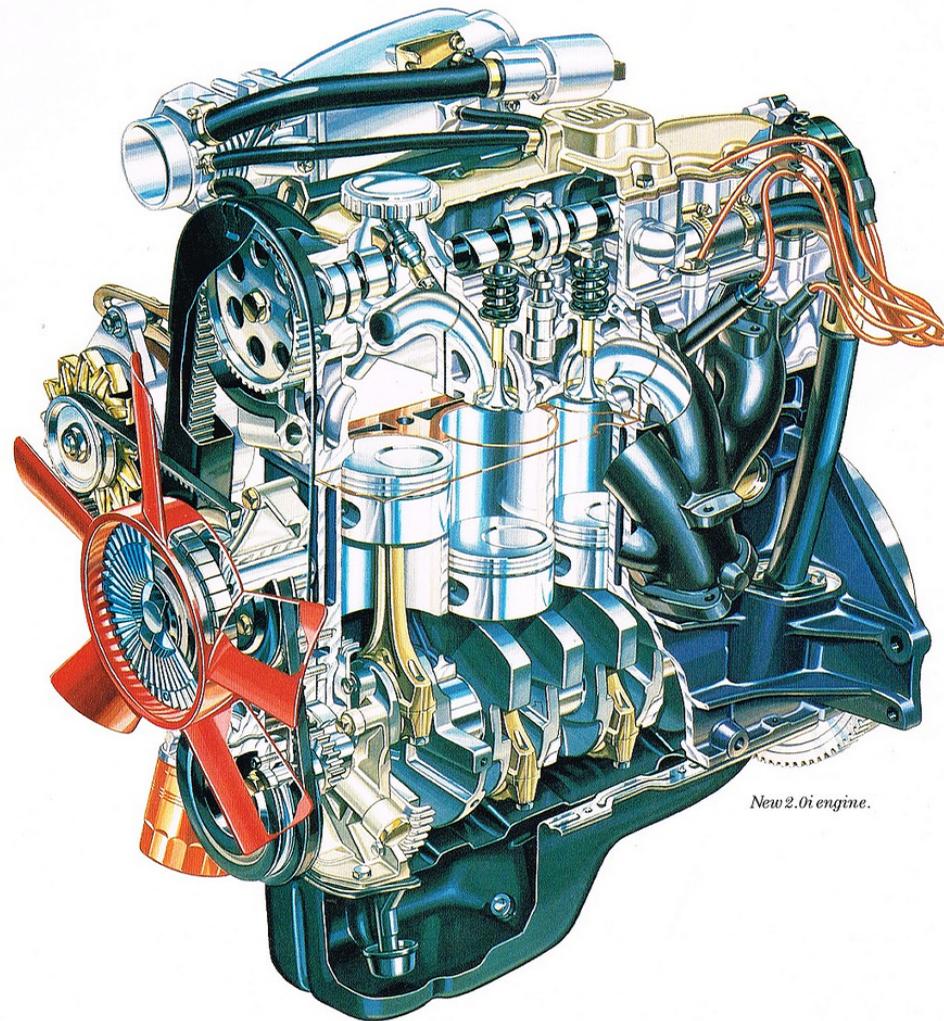
A new intake manifold heating system produces a substantial improvement in overall fuel economy.

New camshaft profiles for improved torque.

A redesigned combustion chamber, with high-swirl intake ports and larger valves produces faster burning of the fuel/air mix, improved cylinder filling and better Low End Torque.

Narrower piston rings and thinner valve stems mean reduced friction within the heart of the engine.

New crank-triggered electronic ignition uses the 'direct fire' distributor. Driven directly from the end of the camshaft, it is more efficient and utterly dependable.



New 2.0i engine.

Reduced weight of the moving parts within the engine improves smoothness and response. Crankshaft and pistons are lighter, conrods are lengthened and mass-optimised.

Reduced water jacket means that the engine carries less water, reducing weight and speeding the warm-up time, bringing the engine to efficient operating temperature as quickly as possible.

Lightweight cylinder block casting saves 3kg. Extra reinforcement both inside and out reduces vibration and airborne noise transfer.

Improved oil pump efficiency has produced a measurable 1% improvement in fuel economy.

A simple underbonnet switch allows you to choose an engine setting correct for 98 or 95-octane lead-free petrol in seconds.

For the connoisseur

Though their sleek lines are partly the result of careful honing to bring the drag coefficient down to a superb Cd 0.32, there's no hint of the 'blob' shape which characterises so many modern streamlined designs, and the new Carltons are possibly the best-looking estates ever to bear the Vauxhall nameplate.

And they share far more than good looks with their saloon counterparts. With all the benefits of ACT and superb levels of equipment, the Carlton Estates have all the well-bred refinement of an executive saloon.

Thanks to one of the most searching sound insulation investigations any Vauxhall has ever undergone, there's none of the 'boominess' often associated with lesser estates.

Aerodynamic refinement has reduced external wind roar to a minimum – even with the sunroof open – and the six-speaker audio installation

has been as carefully tailored to the estate as the saloon.

From the driver's seat there's no way to tell you're in an estate without turning round, until it comes to that long or awkwardly-shaped load. And even then, with a suspension levelling system standard on GL and CD, it can treat big weights as lightly as it does bulky objects.

Carlton GL Estate in Steel grey; two-coat metallic paint is optional at extra cost.



Opening up loads of versatility

Most estate cars are seldom asked to deliver their full potential. Their owners have chosen an estate because of its abilities, but plan to make use of them only occasionally. Perhaps that will be in connection with a hobby, perhaps to cope with sports equipment – maybe even to transport the entire team!

The important thing, though, is

that the rest of the time, an estate is just a car. And in that guise, it is expected to have all the qualities and features of an equivalent saloon.

One of the Carlton Estate's most impressive accomplishments is that it assumes either of these dual identities with an easy grace – and can adapt to a wide variety of characteristics in between.





This virtuosity is accomplished via a split-folding rear seat that allows part or all of its cavernous load space to be utilised. But the full story of the Carlton's versatility begins with a carefully-designed tailgate that rises high and clear on gas-assisted struts.

The opening is wide, thanks to upright light clusters and also low; it opens right down to bumper height, making it easy to slip shopping or heavier items into the load space behind the rear seat. Once there, it's protected from prying eyes by a 'concertina' type retractable load cover which stretches the full length of the load area from rear seat to tailgate – almost four feet, in fact.

Anything longer than the weekend shopping or the occasional business package can easily be accommodated by folding part or all of the rear seat. It's a quick and simple operation which takes only moments, and provides access to the Carlton's truly enormous load platform.

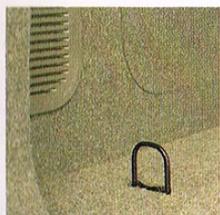
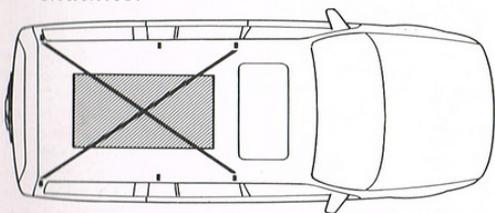
At slightly more than six feet seven inches in length, the Carlton's load platform is one of the longest in its class, and wider than most. As a guide, that makes it both longer and wider than the standard-size (6'6" x 2'6") domestic front door.

And that's not the only area in which the Carlton excels. In terms of volume, it has the largest 'black box' (that's the largest single item which can fit inside) capacity of any estate in its class.

All this is additional to the spacious interior measurements it shares with its saloon counterpart, with generous legroom front and rear matched by equally impressive front and rear headroom. In fact on all four measurements the Carlton is the equal of most and better than many comparable cars.

With the rear door openings substantially larger than the estate it replaces, and with increases in a wide variety of access measurements, the Carlton estate is not just a roomy car – it's an easy car to live with.

For extra convenience and safety, all Carlton Estates have six luggage retaining shackles.





The hallmark of authority

With all its major controls perfectly placed so they can be reached with complete ease, the Carlton CD facia and instrument panel is designed on proven ergonomic lines.

It's divided into primary and secondary functional areas with frequent-use instruments and controls in the primary functional zone nearest the driver's line of sight. Controls for less vital functions, such as radio, heater and cigar lighter, are in the secondary zone (which includes the centre console).

The shaping of the facia reflects Carlton's clean exterior lines, and the ergonomics give the instrument and control panel a fresh, uncluttered appearance.

There is a full instrument set for all models, with the rev counter immediately to the left of the speedometer. For night driving, a new translucent lighting system illuminates the entire panel to a uniform degree.

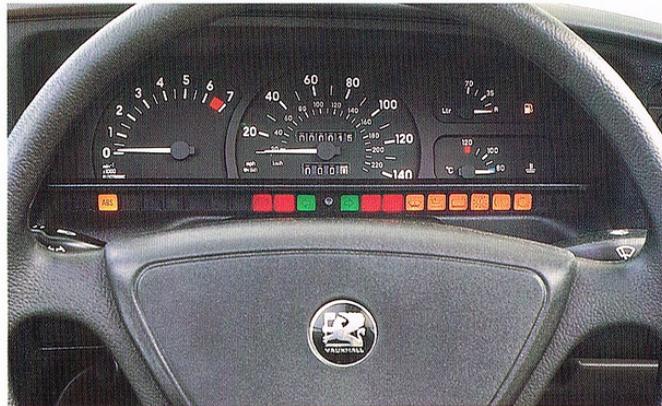
Carlton GL and CD feature an electronic check control panel. This performs an initial start-up check sequence and then continuously monitors six functions: brake wear, brake lights, head and tail lights, engine coolant level, engine oil level and washer fluid level.

There are large centre and side air vents mounted as high as possible on the facia panel for ease of operation and maximum effect. Screen defrosting vents are concealed.

The new four-spoke steering wheels allow excellent grip and clear instrument visibility, and there is also a new-design 5-position tilttable steering column on GL and CD models.

The seating is new and superbly comfortable. Research teams (including doctors qualified in the relevant disciplines) worked with X-ray pictures of people sitting in different seat designs to perfect an orthopaedically correct version which includes a sophisticated but simple-to-use system of adjustable lumbar support on GL and CD models.

With infinite backrest adjustment, a driver's seat height adjuster and, on most models, a five position tilttable steering column, Carlton is a supremely comfortable car to drive.



Carlton CD facia. ABS is optional at extra cost.



Electrically operated door mirror control.



Electric window switches.



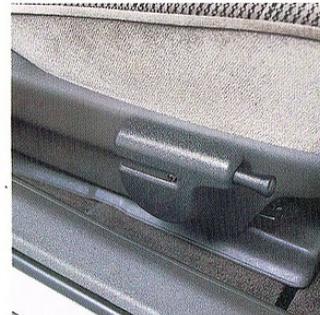
Four-speed automatic transmission.



Standard five-speed transmission.



Adjustable front seat lumbar support.



Height adjustable driver's seat.



Main illustration: Carlton CD facia. Trip computer is optional at extra-cost.

To suit personal tastes



Carlton L Estate in Astro Silver. Luggage roof rails, headlamp wash/wipe and two-coat metallic paint optional at extra cost.



CARLTON L Standard features include:

- Sienna cloth trim
- Height adjustable front and rear seat belts
- Height adjustable driver's seat
- Cloth door trim panels
- Lights-on warning buzzer
- Stereo radio/stereo cassette player with six speakers
- Courtesy light delay cut-off
- Rear passenger compartment heating ducts
- Split-folding rear seat
- Retractable load compartment cover
- Power steering
- Five-speed gearbox
- Green tinted glass all

- round
- Laminated windscreen with graduated tint shadeband
- Central door locking with security deadlock
- Internally adjustable door mirrors
- Electric headlamp levelling system
- Tailgate wash/wipe
- Heated windscreen washer nozzles.



Carlton GL Estate in Steel Grey. Two-coat metallic paint is optional at extra cost.



CARLTON GL Standard features include:

- Athena velour trim
- Height adjustable front and rear seat belts
- Height adjustable driver's seat
- Tilttable steering column
- Lumbar adjustable front seats
- Stereo radio/stereo cassette player with six speakers
- Rear passenger compartment heating ducts
- Multi-function check control panel
- Split-folding rear seat
- Retractable load compartment cover
- Power steering
- Five-speed gearbox

- Central door locking with security deadlock
- Green tinted glass
- Laminated windscreen
- Electrically operated and heated door mirrors
- Headlamp wash/wipe
- Electric headlamp levelling system
- Heated windscreen washer nozzles
- Sliding/tiltable glass sunroof with interior blind
- Tailgate wash/wipe
- Manual rear suspension levelling system.



Carlton CD Estate in Helios Blue. Two-coat metallic paint is optional at extra cost.



CARLTON CD Standard features include:

- Chain velour trim
- Height adjustable front and rear seat belts
- Height adjustable driver's seat
- Lumbar adjustable front seats
- Tilttable steering column
- Rev counter
- Multi-function check control panel
- Cruise control
- Stereo radio/stereo cassette player with six speakers
- Front and rear seat head restraints
- Retractable load compartment cover
- Power steering
- Five-speed gearbox
- Sliding/

- tiltable glass sunroof with interior blind
- Electric windows
- Manual rear suspension levelling system
- Halogen headlamps with long range driving lights
- Front fog lamps
- Alloy road wheels
- Central door locking with security deadlock
- Electrically-operated and heated door mirrors
- Laminated windscreen with graduated tint shadeband
- Headlamp wash/wipe
- Electric headlamp levelling system
- Heated windscreen washer nozzles
- Aerodynamic sill extensions
- Tailgate wash/wipe

Options. Open to individual needs

Among its many virtues the superb nature of Carlton's standard equipment stands out as exceptional in this class of car.

All too often those items which make the difference between the practical family or business vehicle and a well-equipped executive car turn out to be extras. One of the major aims with the new Carlton was to ensure that in standard L trim it fully lived up to everything that was expected of it.

In fact the Carlton specification is so high that it leaves little room for the traditional list of options and extras. But the designers were aware that

Carlton drivers are individuals, and recognised the need for them to express their own tastes and style.

Automatic transmission, for example, isn't to everybody's taste. The superb smooth-shifting four-speed GM automatic offered as an option on all Carlton models could easily change opinions, though.

Virtually as economical as the manual in most cases, and with a maximum speed that's only fractionally lower, its rewards come in relaxed motoring, especially in town.

The new cruise control is something else which takes the tension out of driving, this time on long motorway journeys. It's standard on CD, optional on fuel-injected L and GL models.

Other personal touches can be added by changing the sunroof on GL and CD to electric operation, or by specifying electric heating for the lumbar-adjustable seats standard on both models.

Despite its high initial

specification, the Carlton's option list does still leave room for manoeuvre—and that's another area where options may be added.

The designers and engineers believed that with all the benefits of ACT built in to every Carlton as 'standard equipment' the value of extra handling devices was considerably lowered. So although an anti-lock braking system is a useful addition to most cars, it's not part of Carlton's standard specification, though it is available as an option.

Accessories

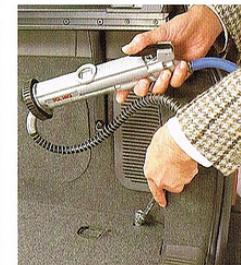
In addition, you may wish to tailor your Carlton to suit your individual needs by choosing from a complete range of GM approved accessories. For example, your dealer can supply and fit towing attachments or items such as dog guards or special roof rack attachments for skis or sailboards which are designed to suit not only specific purposes but also to blend perfectly with the design of your new Carlton Estate.



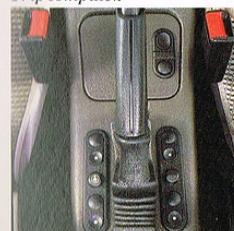
Trip computer.



Sliding/tiltable glass sunroof.



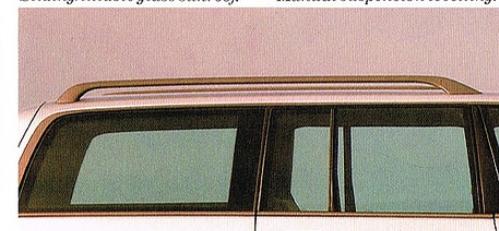
Manual suspension levelling.



Electrically operated windows.



Automatic transmission.



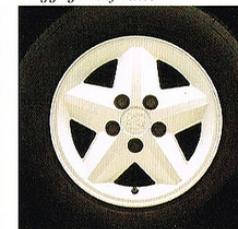
Luggage roof rails



Cruise control.



Tiltable steering column.



Alloy wheels.



Headlamp wash/wipe.

Factory-fitted options

Carlton Estate	L	GL	CD
4-speed automatic transmission	○	○	○
Cruise control (1.8i, 2.0i)	○	○	●
Tiltable steering column (petrol engines)	○	●	●
Sliding/tiltable glass sunroof	○	●	●
Electrically operated sliding/tiltable glass sunroof		○	○
Air conditioning (2.0i)			○
Trip computer		○	○
Philips DC 751 stereo radio/stereo cassette player with Security Code*	○	○	●
Philips DC 842 stereo radio/stereo cassette player with Security Code*			○
Heated driver's and front passenger seat		○	○
Alloy wheels		○	●
Anti-lock braking system	○	○	○
Electrically operated windows front and rear		○	●
Headlamp wash/wipe	○	●	●
Luggage roof rails +	○	○	○
Manual rear suspension levelling	○	●	●
Automatic rear suspension levelling		○	○
Limited slip differential	○	○	○
Two-coat metallic paint		N/C	N/C
Black paint	N/C	N/C	N/C

○ = Optional at extra cost ● = Standard equipment N/C = No cost option

* = Full details of Vauxhall audio equipment are contained in the 136-page Vauxhall-Opel range catalogue.

+ = Must be used in conjunction with separate cross-bars if luggage is to be carried on the roof.

A Dealer network that cares

Pride in service and the backing of an organisation second to none are automatic benefits of Carlton ownership.

There's a certain confidence that comes from choosing Carlton. Not only because you've selected a car which incorporates the very best in modern motoring skill and technology, but because you have the full backing of the world's foremost car manufacturer: General Motors.

We care about what you, the customer think. Long before you pick up the keys to your new car we are busy ensuring that you will be completely satisfied with every aspect of ownership. Through our dealerships we aim to offer higher standards of customer care and service than any other comparable manufacturer.

Our commitment will be evident to you at the moment of delivery, when you will find inside your new Carlton a written undertaking from the dealer technician that full preparation has been completed. Enclosed in the glovebox will be a booklet, 'The Vauxhall-Opel Commitment to Customer Satisfaction', explaining our philosophy in more detail.

When your car needs attention, every dealer is qualified to carry out a

full range of servicing, including warranty work, even though he may not have supplied your car.

Our training programmes ensure that the dealer technician is familiar with every aspect of your new Carlton, from ACT to electronic ignition.

And he has the backing of a service parts organisation centred on 1.5-million square feet of warehousing with a rapid turn-round of parts not already on the dealer's shelf.

Your new Carlton is covered by an excellent new-car warranty of course. In addition to 12 months, unlimited mileage, there's also a six-year body panel anti-perforation warranty, and both are transferable if you sell the car during the currency of the warranty period.



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 (October 1986). However, with Vauxhall-Opel'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.

Any alterations affecting the description and illustrations in this publication will be notified to Vauxhall-Opel dealers at the earliest opportunity.

Please consult your Vauxhall-Opel dealer for the latest information.

The colours reproduced may vary slightly from the actual paint colour or material due to limitations of the printing process.

It should be noted that Vauxhall-Opel dealers are not the agents of Vauxhall Motors Limited and are not authorised to bind the Company by any specific or implied undertaking or representation.

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