



THE  
CD RANGE

THREE  
OF A VERY  
SPECIAL KIND

CD

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# THE CD FACTOR

Why the cars wearing Vauxhall-Opel's CD badge are very special indeed

The CD insignia borne proudly by the top Cavalier, Carlton and Senator models from Vauxhall-Opel invests them with a rare completeness – a fine blend of style, luxury and technology.

Those two silver letters announce that here are the ultimate versions of these carefully-crafted modern cars: the smoothest, most refined and best-appointed.

'Hung on' gadgetry has no place in the CD concept. The two letters stand for exceptional luxury and performance that is designed in at birth then developed to ensure that the features of The CD Factor meet the high standards of quality, convenience and reliability set by the rest of the car.

Thus the Cavalier CD, Carlton CD and Senator CD have fuel injection to add a new potency and crispness to engines lauded for their liveliness and dependability.

They have power steering that's light for parking yet pin-sharp on the open road. The Cavalier CD and Carlton CD have as standard a long-striding yet sporty five-speed gearbox; the Senator CD has a silken automatic.

The CD models have central door locking, factory-fitted steel sunroofs and alloy wheels with low-profile tyres that grip like limpets. They have stereo radio/cassette players, electric windows and headlight wash/wipe systems.

Most of all, the Vauxhall-Opel CD saloons have an elegance and quality only possible with a concept in luxury and performance that starts at the drawing board.

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16mph of sporting luxury, with the choice of two bodies.

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### THE CARLTON CD

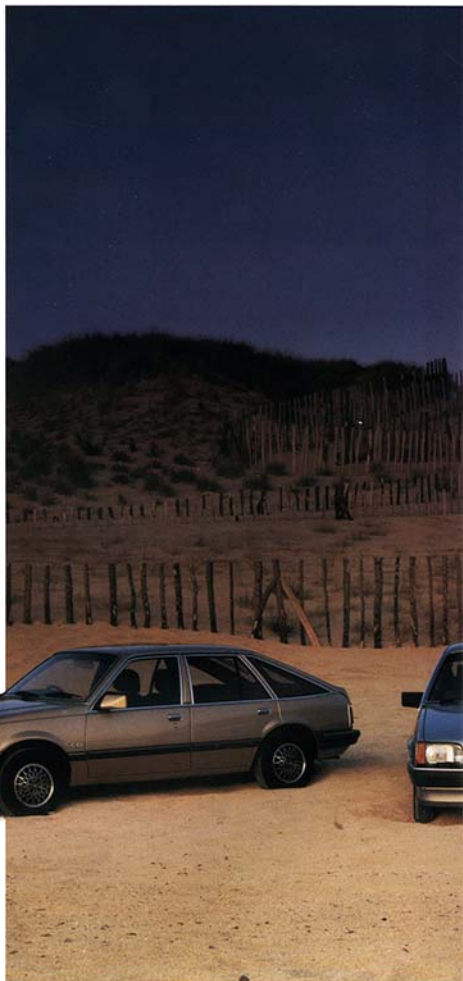
Comfort that matches elegance and performance.

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### THE SENATOR CD

Six-cylinder power, 127mph and quite exceptional luxury.

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# CTHE AVALIER CD

116mph of sporting luxury

Vauxhall's Cavalier CD was born to put an end, forever, to the myth that cars in its class had to be boring, crude and cumbersome – too big to park easily but never quite big enough inside.

The Cavalier's designers used modern space-saving techniques, starting with the adoption of a transverse engine/front-wheel-drive layout to maximise the car's cabin space while keeping the exterior compact. Along the way, they also made the Cavalier beautiful, no matter whether it's the five-door hatchback or the four-door saloon you're viewing.

Many benefits flow from the Cavalier's front-drive layout. It is well-known for the excellence of its driving characteristics – its fine handling, remarkable roadholding and sure braking. It has gained a reputation, too, for stability at high cruising speeds on motorways.

Add The CD Factor and the Cavalier is raised even further beyond the ordinary. With its 1.8 litre fuel-injected engine the CD has flashing performance; quite enough to match the current crop of GTi-style cars without the rowdiness and urgency.

The Cavalier CD's power means effortlessness over long distances, with its responsiveness always guaranteeing swift, safe overtaking. Its refinement means freedom from fatigue. The power-assisted steering makes the car delightful to manoeuvre yet precise and satisfying in tight going. The sumptuous trim and seats mean comfort for all in the spacious cabin, and the CD's excellent build quality means it will keep its flair and integrity for years to come.

The Cavalier CD is the complete car in its class – completely equipped, completely engineered and, you'll discover, completely appealing.

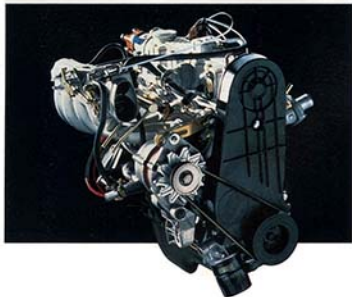








TOP: TENACIOUS FRONT DRIVE ALSO MEANS ROOMY, COMFORTABLE CABIN WITHIN COMPACT EXTERIOR. ABOVE: CURVED DASHBOARD PUTS ALL CONTROLS AT DRIVERS FINGERTIPS; INSTRUMENTATION IS CLEAR AND COMPREHENSIVE. NB: THE RADIO/CASSETTE IS NOW SUPERSEDED BY THE PHILIPS ACT1 FITTED AS STANDARD. RIGHT: ITS ELECTRONIC FUEL INJECTION HELPS 1.4 LITRE ENGINE DEVELOP A SMOOTH 115 BHP



With the CD, Vauxhall have given even more emphasis to the shapely Cavalier's well-known qualities. Its superb performance – with economy – stems from a 1.8litre overhead cam engine with fuel injection. Many rivals with much bigger engines struggle to match its acceleration and open-road ability.

The designers have capitalised on the CD's interior room by trimming it with the utmost luxury and extending its driver appeal by endowing it with truly comprehensive equipment.

As standard, the Cavalier CD has four-door central locking, a sliding sunroof, a five-speed gearbox (with a three-speed automatic as an extra-cost option), power steering, electric windows, a stereo radio/cassette with four speakers, twin outside mirrors that are adjusted and demisted electrically; an electric boot release on the saloon version, headlamp wash/wipe, elegant spoked alloy road wheels with low profile tyres, and more.

But it's sophisticated design from the ground up that makes the Cavalier CD such a driver's car. The transverse front-wheel-drive layout saves space as a primary function but also affords first-class traction and positive handling, especially in slippery conditions.

Small wonder then that the Cavalier CD's 115 horsepower engine – allied to its five-speed transmission and slippery body shape – can drive it up to a stable and surprisingly high 116mph maximum speed.

In a recent test, AUTOCAR made quite a point of the economy too. 'For a car offering the performance of the Cavalier,' they wrote, 'an overall fuel consumption of 29.6mpg is impressive, especially when compared with those achieved by the car's possible opposition.'

The testers attributed the Cavalier's good cruising consumption largely to its relaxed gearing in fourth and fifth gears (at the legal limit, the tachometer is showing a little under 2900rpm!). They also praised the big 13.4gal fuel tank which gives it an



ADVANCED SUSPENSION GIVES CAVALIER CD HANDLING TO MATCH ITS PERFORMANCE. RESULT IS TREMENDOUS DRIVING PLEASURE.

effective range of almost 400 miles.

The Cavalier CD's distinctive looks, its sumptuous interior, its extraordinary performance and economy make it a car apart, but still it loses nothing in practicality.

There is the choice of hatchback or conventional saloon bodies, with a vast boot in the saloon and exceptional load-carrying capacity and versatility in the split-rear-seat hatchback. And while it goes so well, the CD's 1796cc engine provides a bonus for business users - it fits neatly under the 1.8 litre tax threshold for company cars.

DoT Fuel Consumption Test figures for the Cavalier CD are - five-speed manual: simulated urban driving 25.7mpg (31.0 litres/100km), constant 56mpg (50km/h) 48.7 (5.8), constant 75mph (120km/h) 36.7 (7.7); three-speed automatic: simulated urban driving 28.2 (30.6), constant 56mpg (50km/h) 41.5 (6.8), constant 75mph (120km/h) 31.7 (8.9).



CAVALIER CD IS AVAILABLE WITH SALOON AS WELL AS HATCHBACK BODY



# CTHEARLTON CD

Speed, comfort & elegance

Smooth, roomy, powerful, stylish – that's the Vauxhall Carlton CD, a long-striding car for executives that's as much at home waiting through the city as gathering in the miles on the motorway. The Carlton is superbly built and solidly made but what most separates it from the crowd is the sheer depth of its engineering.

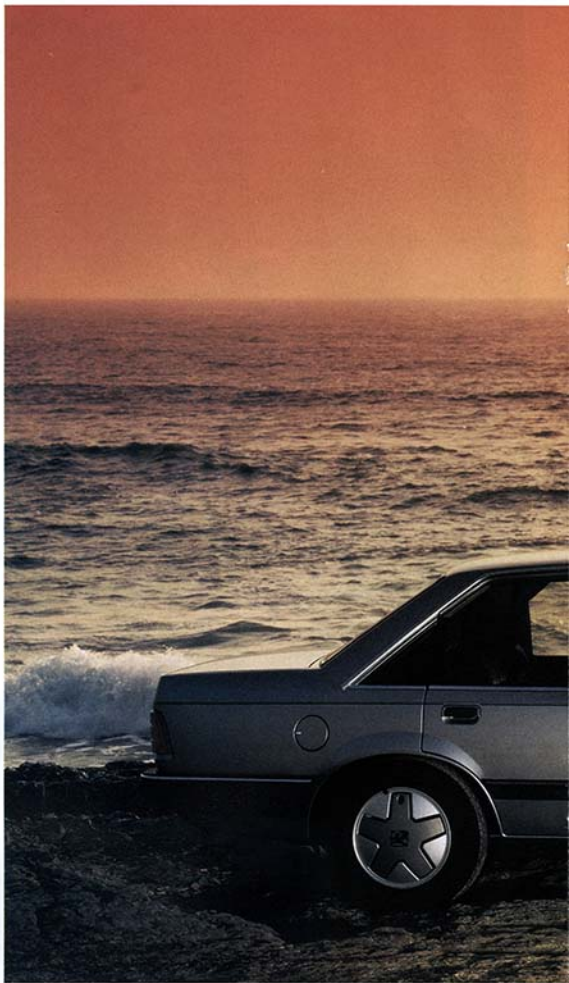
With careful development of its engine and its aerodynamics, Vauxhall have a Carlton CD which can ease up to 116mph in its seven-league-boots gearbox, yet return 45.5mpg when cruising gently at a constant 56mph. And when it's asked, the Carlton CD's well-bred but beefy 2.0 litre fuel-injected engine can set the car sprinting in a way that puts many a sports model in the shade.

From outside, the CD's special style is apparent. Apart from the discreet badge on the car's lower front flanks, the Carlton CD has 'star-shaped' alloy wheels and aerodynamic sill extensions.

Inside, the instrument panel has a full layout of sports dials. A stereo radio/cassette nestles in the fascia and four big speakers are arrayed around the velour-trimmed cabin. And the other CD Factor advantages – electric windows, steel sunroof, rear seat belts, central door locking and power steering – you can take for granted, along with bronze-tinted glass all-round.

Summing it all up, *MOTORIST Magazine* said: 'The conclusions we came to about the Carlton CD were that it offers tremendous value for money in the luxury car sector because many of the 'extras' on the more expensive Mercedes and BMWs are fitted as standard by Vauxhall-Opel.'

The Vauxhall Carlton CD makes a lot of sense. But it's the right car, too, for those whose hearts have as much say as their heads.









INDUCTED 2.0 ENGINE DRIFT GIVES CARLTON DYNAMIC PERFORMANCE



CABIN IS ROOMY AND LUXURIOUS. REAR HEAD RESTRAINTS ARE STANDARD



Modern style is one of the keys to the Vauxhall Carlton CD's excellence. It's a thoroughly engineered car with a surprising turn of performance for one so roomy - attributable in large measure to the sleek, aerodynamic shape. As CAR Magazine put it after comparing the Carlton CD with a Peugeot 505 and Audi 80 '... thanks to having the most



EXCELLENT SEATS FOR LONG-RANGE COMFORT



BIG CLEAR INSTRUMENTS AND LOGICAL CONTROL LAYOUT. AUTOMATIC TRANSMISSION IS EXTRA COST OPTION



STEERING WHEEL ADJUSTS FOR HEIGHT

To go with its performance, the Carlton has a comfortable and sturdy suspension system. It uses MacPherson struts at the front, with an anti-roll bar. The rear axle is suspended by coil springs and controlled by four large locating arms and an anti-roll bar.

The brakes are discs at the front and drums at the rear, power-assisted, with dual circuits for safety, and a pressure limiting valve in the rear brake lines that helps prevent rear wheel lock-up in the hardest stops.

Inside, the Carlton CD shows more of its advantages over its competitors. Its standard equipment is exceptionally impressive – power steering, central locking, electric windows, full instrumentation, a height-adjustable driver's seat, a manual rear suspension levelling system and electrically adjusted and heated outside mirrors.

It is also very spacious; more so than most of its competitors. And it is very quiet when on the move.

Rear passengers are cosseted in the Carlton CD; the radio/cassette has two speakers mounted in the rear shelf for their convenience, and the high capacity air-blend heater has twin outlets for them at foot level. The head room and knee room they're

afforded is excellent. Visibility is fine from either front or rear seats, too.

Concluding their Giant Test, CAR confirmed that the Carlton CD has 'fine comfort and lots of room inside'



TEMP COMPUTER IS AN EXTRA COST OPTION

aerodynamic shape, (the Carlton) attains the highest speed – 116mph.

The Carlton CD's heart is a well-developed 110bhp, 2.0 litre four-cylinder engine which is fed by Bosch electronic fuel injection and drives a five-speed gearbox with a very relaxed overdrive top gear. When cruising at 70mph in top the CD's engine is turning at less than 3000rpm; this and the aerodynamics account for the fact that, according to Government tests, the car returns a striking 34.0mpg when cruising at a constant 75mph.

and said that 'as an executive express, it's amazingly restful on the motorway.' They went on: 'it is also well-equipped and surprisingly sparing with 4-star.'

AUTOCAR (May 25, '83) concurred: 'Wind noise suppression at speed really is excellent, being notable for a car of this class and setting a standard well up to those of a number of more expensive luxury saloons.'

DoT Fuel Consumption test figures for the Carlton CD are – five-speed manual: simulated urban driving 24.8mpg (11.4 litres/100km), constant 56mph (90km/h), 45.5 (6.2), constant 75mph (120km/h) 34.0 (8.2); three-speed automatic: simulated urban driving 25.2 (11.3), constant 56mph (90km/h) 39.2 (7.2), constant 75mph (120km/h) 30.8 (9.2).



# THE SENATOR CD

Powerful path to perfection

You may be attracted by the sheer authority and beauty of the Senator CD's shape - it is the leader of the CD Range, after all - but once you've driven it the quality of the Senator CD's performance will lodge as firmly in your mind as its looks.

It has the silken power and high performance easily to match the hardest-running of its rivals - and the good breeding to do it without even breathing heavily. The 180 horsepower of its 3.0 litre six-cylinder engine is always delivered smoothly, discreetly.

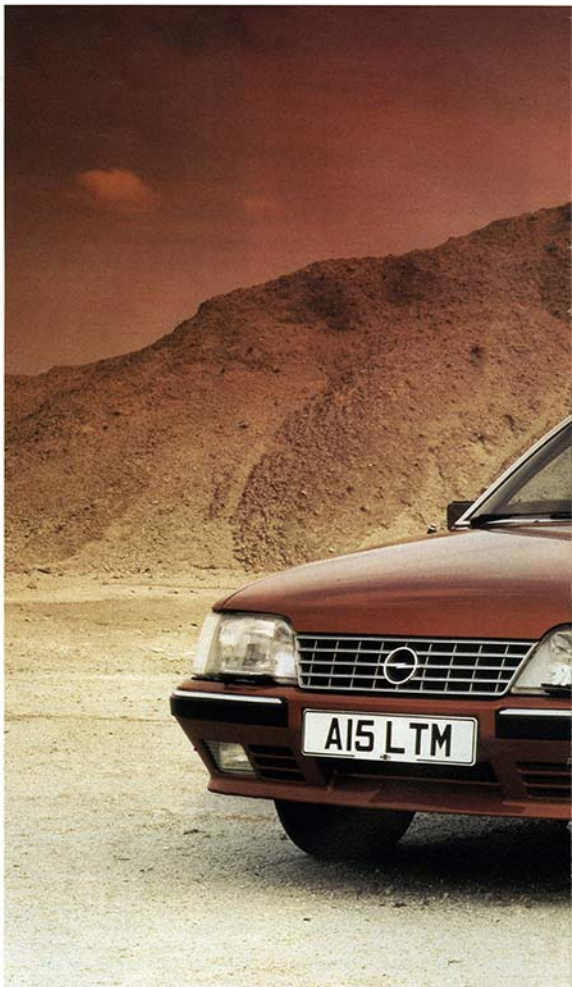
Even hard-nosed press commentators acknowledge that Vauxhall-Opel's engineers struck a rare and precious balance with the Senator.

They combined 127mph performance with the CD's ability to return 31mpg when cruising at 56mph. And they built agility into a car whose cabin is large and luxurious and whose suspension rides more comfortably than those of cars far more expensive. EXECUTIVE CAR said in a test report: 'From day one it was the car to beat on ride comfort and handling.'

The Senator's all-independent suspension stays soft and self-assured whether the cabin contains just the driver or five-with-luggage. There's also steadfast roadholding, a pleasant freedom from the body sway that upsets many luxury cars and, for superb handling, one of the finest power steering systems yet developed.

Naturally, the Senator CD bristles with outstanding equipment. As standard, the CD has air conditioning, a seven-function trip computer, an electrically powered sunroof, height adjusters on both front seats, a tilt-adjustable steering wheel, long range 'pencil' beams built into its headlamps and much more.

Think of a luxury feature: it's probably already in the Senator CD.







The Senator CD has a special brand of silken-six power that makes it one of Britain's finest cars for luxury, performance and value.

Its performance comes from an extremely well-proven 3.0 litre cam-in-head six-cylinder engine which is fed by electronic Bosch fuel injection and produces its hefty 180bhp quietly.

The power is managed by a super-smooth three-speed automatic gearbox which feeds it to the rear wheels through an independent rear suspension system.

The system not only plays a big part in the car's excellent roadholding and handling; its fine blend of qualities makes a major contribution to the Senator CD's outstanding ride as well. EXECUTIVE CAR said its engineers 'set industry insiders buzzing with the suspension of the original Senator. Some impressive refinements have been introduced on the latest model which keep it ahead of the field in most respects.'

Although it's a large car, the Senator is fun to drive, and is fast even when the curves are challenging. The power steering, sure and precise, helps a lot here, as do the tenacious all-disc brakes.

Inside, the luxury really takes hold of you. EXECUTIVE CAR said: 'The cabin is plush and opulent, with



FEW CARS ARE AS ROOMY, LUXURIOUS AND FULLY-EQUIPPED AS THE SENATOR CD

seats and door panels trimmed in luxurious fabric.' They went on: 'In the back there is an even greater air of sumptuous luxury, with particularly well-shaped seating, a soft central armrest and plenty of leg room.'

There are power windows and central locking, and the steel sunroof is electrically powered. The curved instrument panel - with all switches

recessed against accident injury - has a sophisticated stereo radio/cassette player; controls for the air conditioning are there, too. Height adjusters raise or lower both front seats and their electric heating elements take the chill out of cold winter mornings.

The Senator CD takes an important lead over its rivals by being first in its class to have an electronic LCD (liquid crystal display) instrument panel.

The speedometer is a large digital display that can be switched to read in either miles or kilometres an hour. The rev counter is a 'graph-like' scale shaped like the engine's power curve to show its peak output at 5800rpm. The ancillary gauges are also easy-to-read bar graphs showing fuel level, battery voltage, oil pressure and water temperature.

With the system's microprocessor constantly checking the monitored functions and flashing a warning should something go wrong, the driver is freed from having to watch the instruments so often - a factor



ELEGANT STYLING IS ALSO PRACTICAL: VISION IS EXCELLENT, BOOT HUGE

that is especially valuable at speed.

The seven-function trip computer mounted in the dash is another aid to long distance travel. At the touch of easy-to-use buttons it supplies the time, instantaneous fuel consumption, average fuel consumption, average speed, range still available on the fuel remaining in the tank, a stop watch function and the outside air temperature – an invaluable warning against ice on the road.

Referring to the Ford Granada, EXECUTIVE CAR said the Senator was 'far more exclusive'. They continued: 'In the status stakes, the Opel ranks alongside a Rover, although the Senator's ride comfort, perceived engineering quality and interior passenger space are distinctly better.'

DoT Fuel Consumption Test figures for the Senator CD are: simulated urban driving 19.2mpg (14.6 litres/100km), constant 56mph (90km/h) 31.0 (9.1), constant 75mph (120km/h) 24.5 (11.5).



SUPERB HANDLING IS A SENATOR PRIORITY



FINE SUSPENSION, TOP RIDE QUALITY



REAR IS SUMPTUOUSNESS ITSELF, SEAT POCKETS JUST ONE TOUCH OF LUXURY



CLAVIER LCD INSTRUMENTS BUN THROUGH THIS CHECK MODE WHEN CAR STARTS



## HOW YOU CAN EXPLORE THE CD FACTOR

Vauxhall-Opel dealers will be delighted to introduce you to The CD Factor. All you need to do is telephone. With 663 dealerships throughout Britain, there is one close to your home or office. Their addresses and telephone numbers are in your Yellow Pages.



BETTER. BY DESIGN.

