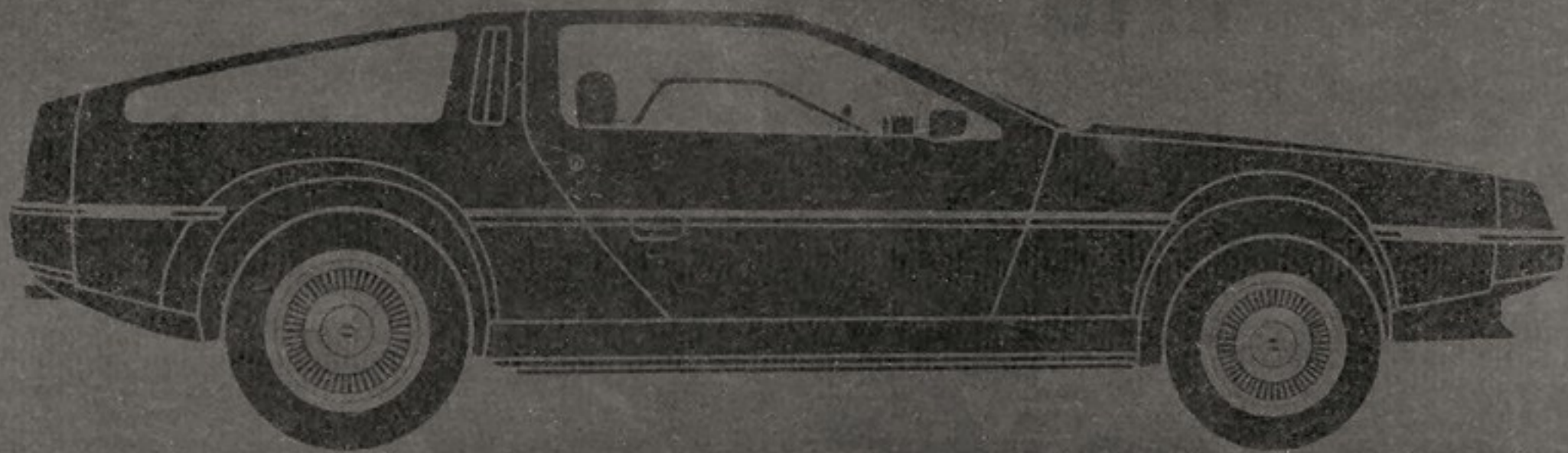


DE LOREAN



PRESENTING THE DE LOREAN

There is a new car on the road today. A car built with great care and commitment; a car that masterfully joins new materials, new technology and traditional values in a showcase of contemporary engineering. Its precisely counter-balanced gull-wing doors rise on cryogenically preset torsion bars and need only 14 inches of side clearance. The softly brushed stainless steel exterior cannot fade or chip, and the clean uncluttered lines of its elegant low profile bear

the unmistakable touch of true classic styling.

Every matchless detail of this exciting new automobile has been carefully designed for optimum comfort and convenience. It is engineered for total performance and dedicated to total driver satisfaction.

The long awaited transportation revolution has now begun, and a leader has emerged to show us the way . . . the 1981 DeLorean.





STANDARD FEATURES

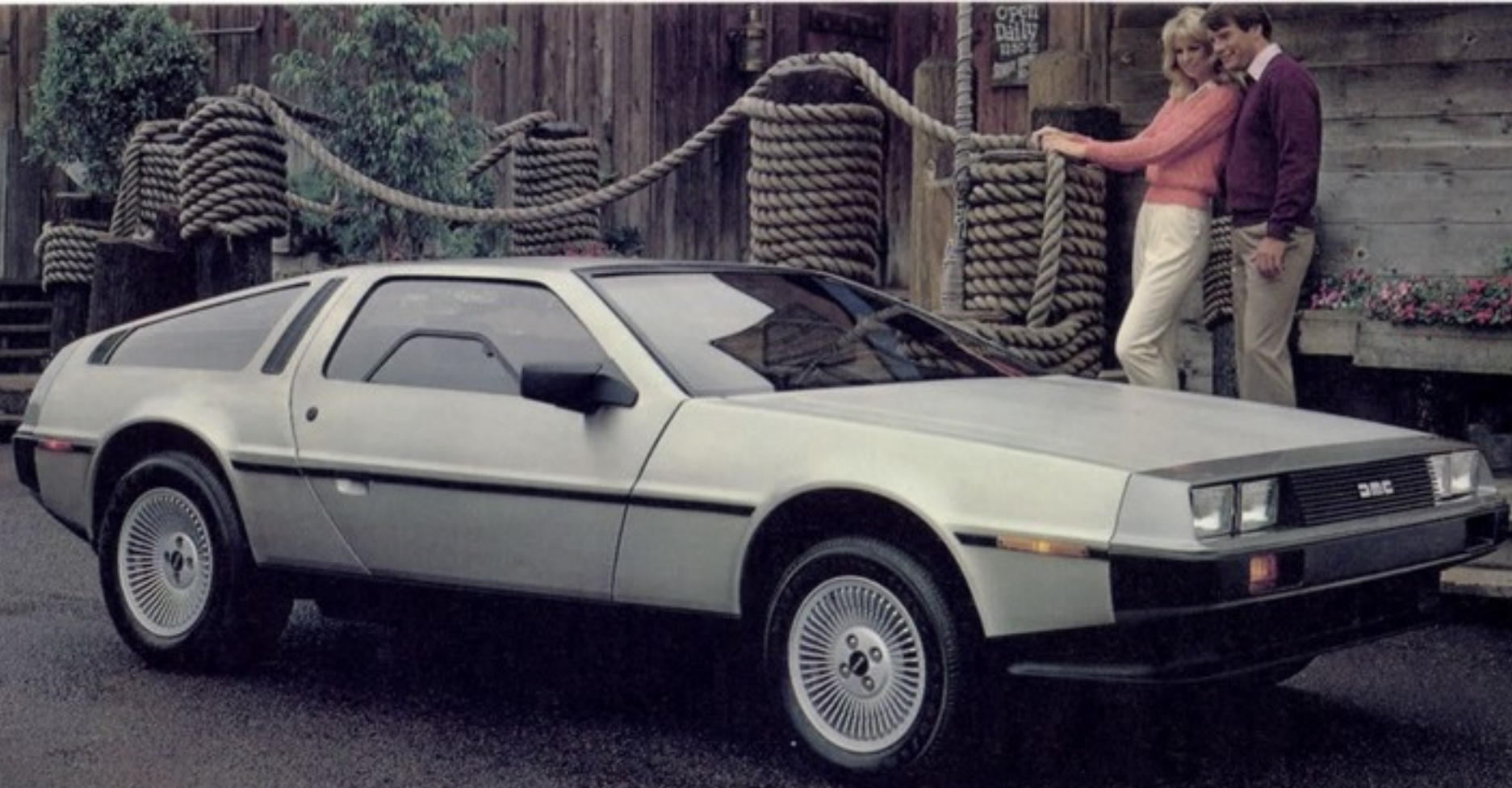
Stainless steel body panels • Counter-balanced gull-wing doors • Body side moldings • Tinted windows • Intermittent windshield wipers • Halogen headlamps • Engine/luggage compartment lights • Interior hood and engine compartment release



STANDARD EQUIPMENT

Air conditioning • AM/FM stereo radio w/cassette • Power windows • Central door locking system • Tilt and telescopic steering column • Dual electric remote side view mirrors • Electric rear window defogger • Electric tachometer • Locking gas cap.





1981 DE LOREAN VEHICLE SPECIFICATIONS

ENGINE

Type: light-alloy 90° V6 with overhead camshafts

Displacement: 2.85 liters (174 cu. in.)

Bore and stroke: 91 x 73mm

Compression ratio: 8.8:1

Block: light-alloy with cast iron cylinder liners

Heads: light-alloy, cross-flow hemi-chambers

Cooling system: water/ethylene glycol, forward radiator with twin thermostatically controlled electric cooling fans

Fuel System: C.I.S. Bosch K-Jetronic mechanical fuel injection

Ignition system: breakerless, electronic Bosch

Emission control: Lambda Sond/catalytic, unleaded fuel

DRIVE TRAIN

Engine location: rear mounted

Transmission: 5-speed fully synchronized or 3-speed automatic

Final drive: transaxle/double universal halfshafts, ratio 3.44:1

BODY AND CHASSIS

Underbody: composite structure

Outer panels: brushed stainless steel, grade 304

Construction: corrosion protected steel backbone frame supporting cross members and 4-wheel independent suspension

SUSPENSION

Front: unequal length upper and lower control arms, coil springs, telescopic shocks and stabilizer bar

Rear: diagonal trailing radius arms with upper and lower links, coil springs with telescopic shocks

STEERING

Type: rack and pinion

Minimum turning radius: 5.334 meters (17.5')

Turning circle: 10.67M, curb to curb (35')

Wheel turns, lock to lock: 2.65

BRAKES

Type: power assisted discs, front and rear

Disc diameter: 254mm (10") front, 267mm (10.5") rear.

Parking brake: mechanical, self adjusting, acting on rear discs

WHEELS/TIRES

Wheels: cast light-alloy, 357mm x 152mm (14" x 6") front; 381mm x 203mm (15" x 8") rear;

Tires: steel belted radial, Goodyear NCT

DIMENSIONS AND CAPACITIES

Wheelbase: 2408mm (94.8")

Track: 1590mm (62.6") front; 1588mm (62.5") rear

Length overall: 4267mm (168.0")

Width overall: 1988mm (78.3")

Height: 1140mm (44.88")

Weight, with full tank: 1233kg (2712 lbs.)

Fuel capacity: 51.6 liters (13.2 gal.)

Luggage capacity: 396 liters (14 cu. ft.)

Specifications and equipment based on available information at time of printing are subject to change without notice.

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