

# LASER



*Still setting the standard.*





## *Sedan. Styled with Elegance.*

The new Laser sedan is beautifully proportioned from every viewpoint. Its formal four-door sedan styling is softened by smoothly contoured yet classically simple lines. This is the look of elegance—Laser style.

The new Laser sedan is both longer and wider than its competition. Significant advantages that its designers have been quick to capitalise on by fashioning an unusually space-efficient body shape. One that is a subtle blend of wind-cheating aerodynamics and spacious interior design with ample room for five adults and their luggage.

Laser L, GL and Ghia models all share the same distinctive sedan body. With flush-fitting lamps and indicators. Stylish integrated grille. Full wrap-around bumpers. And full wheel covers.

Laser Ghia features extra-wide bodyside mouldings, full length pinstriping, colour-keyed external mirrors, special gloss black paint treatment on grille and tail-lamp surrounds. And the exclusive Ghia crest. New Laser sedan. Still setting the standard.



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## *Hatch. Styled for the Future.*

Right now, more people than ever before are buying for the future. And Laser Hatchback's new aerodynamic lines will be as modern tomorrow as they are today.

From its wedge-shaped front to clear expanses of glass and high rear end, there's more than a hint of European design inspiration. Gone are the angles of yesterday. In their place, a new softness and subtlety of line—preserving the differences that have always set Laser Hatch apart.

Here is a car that bubbles with personality. Laser Hatch is sporty, with a youthful exuberance. It's practical too, as only a wide-opening hatch with fold-down rear seats can be. Yet it still has all the comforts you expect in a sedan.

Whether you choose three doors or five, you'll be impressed with its spacious comfort, interior appointments and load-carrying flexibility. Combine these qualities and you're on a winner.

And Laser Ghia Hatch is even more of a winner. With colour-keyed bumpers, external mirrors and air inlet surround. Front and rear spoilers. Full wheel covers, elegant pinstripes and extra-wide bodyside mouldings. With more style and flair than its rivals, Laser Hatch is in a class of its own.

New Laser Hatch. Still setting the standard.



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Settle back in the comfortable bucket seat and feel how it supports you in all the right places. Recline the seat back and adjust the head restraint to your liking. Note the luxury of the soft Twill Tweed cloth. Now stretch out and revel in the space of Laser. And to think all this luxury is yours in the GL model. Next, take the soft-feel steering wheel, check out the well-positioned controls, and see how the car is 'built' around you. Instruments are clear and comprehensive. Visibility through the tinted glass is virtually panoramic. Truly, Laser is an invitation to drive like few other cars in its class.

Laser. Still setting the standards.



## *New standards of instrumentation and control.*

Laser puts you in command. All vital controls and information systems are positioned right where you want them. The result—total driving confidence and enjoyment.

The distinctive soft-feel steering wheel clearly

frames the deep-set non-glare instrument binnacle. Fuel and water temperature gauges are flanked by a large full-circle speedometer with tripmeter and a matching tachometer. Check at-a-glance warning lights monitor: engine oil pressure, alternator, 'low' brake fluid, 'low' fuel, handbrake 'on', high beam 'on', choke 'on', turn signals, hazard flasher, stop lamp 'out', 'low' washer fluid. Minor controls for instrument lighting, rear window demist and hatch-back rear wash/wipe are conveniently located below the instrument panel.

Stalk controls activate headlamps/indicators—and windscreen wash/wipe including intermittent settings.

Climate control—fully integrated systems. Laser comes with a full flow-through ventilation system with

slider controls, new instrument panel vents and a four speed fan. Four different levels of climate control may be fitted, right up to the latest high technology air conditioning with 'economy' and 'maximum' settings.

But setting the standard is more than just doing the expected. It's building in more features as in new Laser Ghia, Sedan and Hatch. Features such as—Audio chime warning for headlamps 'left-on'. Back-lit dimmer-controlled instrument lighting. Front windscreen wiper control with variable intermittent settings. Dash-mounted binnacle switches controlling 'long' park lamp and rear window wash/wipe/demist. Rear wash/wipe is standard on Laser Hatch and Ghia Sedan models.

Laser Ghia. Still setting the standard.





Welcome to the sumptuous world of Laser Ghia. Where exceptional comfort and luxury come together in a way that sets a whole new standard. And where colour co-ordination is the key to a new level of sophistication.

Seats are sheer luxury, richly covered in plain and patterned velours. Wall-to-wall loop pile carpet is continued across door pockets and kick panels. Full wrap-over moulded door trims have velour inserts. Integral armrests are a feature front and rear. Cloth headlining is complemented by matching cloth-covered sun visors. All is colour-keyed softness for the most fastidious buyer.

For both driver and passengers alike, Laser Ghia Sedan and Hatch add a new dimension to the word 'luxury'.

Laser. Still setting the standard in spacious comfort and appointments.

Inside, Ford Laser gives you more room than the others. More legroom front and rear. More rear headroom and shoulder-room for genuine three across seating. More space all round for more travelling comfort. And Laser Ghia does more with this space than any car in its class.

Individual comfort is the keynote of the front seats. There are new seat runners for more travel. New infinitely variable back rake adjustment. New adjustments for cushion tilt, seat height and lumbar support. Plus new padded head restraints for more comfort and safety.

In the rear, Laser Ghia Sedan has a 60/40 split fold-down seat-back with head restraints, and centre armrest. Laser Ghia Hatch has a 50/50 split rear seat back with adjustable recline and head restraints. Split rear seats provide the flexibility to increase Laser's already exceptional luggage capacity while still allowing for one or more rear seat passengers.

In-cabin storage is also a big feature. There's a lockable glovebox, door pockets, front seat undertray, front seat back pockets, centre console storage bin and trinket tray.

Laser Ghia luxury features include tilt steering, central locking system, electric remote-controlled exterior mirrors, interior lamp with map spotlight, illuminated entry system, driver's foot-rest, door courtesy lamps, plus remote controls for fuel lid and boot lid.





## TX3. *Styled for Excitement.*

The scintillating TX3. Born on the wind. Bred for the road. See how it crouches. Systems at the ready. Eager to explode into life. With its low point of entry, upswept waistline and sophisticated rear spoilers, TX3 is eye-catching at any speed.

Its sleek three-door body shell contrasts high-key paint colours with grey lower bodyside panels and bumpers with red accent stripes. TX3 sits tight on grey and silver alloy wheels shod with low profile tyres—hinting at what is to come.

This is the driver's car. Under its Laser-inspired skin, the fuel injected TX3 is all go. All action.

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## TX3 control.

Forget your pretty pastel interiors. TX3 is in the performance business all the way. Seats are panelled two-tone grey and black tweed. Full wrap-over door trims echo the same treatment. Carpet goes wall to wall and up the door kick panels.

Slip into the rally-style, 6-way adjustable driver's seat with side supports to hold you tight. Grasp the sports wheel. Tilt it to where you like it. And turn the key.

Now feel the urge of its new-tech fuel injected 1.6 litre OHC engine.

The gearshift sits in the palm of your hand. Pedals are ideally spaced. And there's even a left foot foot-rest. Instruments are deep-set within your line of vision. The full-face speedometer and tachometer, plus supporting gauges and warning lights report instantly on all vital

systems. Stalk controls for lamps and windscreen wiper/washers are true fingertip design, allowing you to keep your hands where they belong—on the wheel. Electrically controlled rear view mirrors help you see where you've been. And stopping, with powerful four-wheel disc brakes is rapid, totally controlled and virtually fade free.

But TX3 is not just a car for the driver. Front seats move forward, allowing easy access for rear passengers. The rear seat back features six-position recline and adjustable head restraints. It's split 50/50 to fold down and provide even more luggage space. So a rear passenger can share with water skis, scuba gear, or even a cello. Moulded side quarter panels come complete with arm rests for added rear-seat comfort.



Graphic equaliser illustrated non-standard equipment.



## TX3. Power to out-perform.

### 1.6i

For the letter 'i', read injection. Advanced fuel injection that turns the 1.6 litre OHC TX3 engine into a potent force with the power to out-perform.

Advanced new-tech features include:

- Easy-breathing crossflow alloy cylinder head.
- Multispherical combustion chambers.
- Overhead camshaft with inclined valves.
- Lightweight but rigid block construction.
- Five main bearing crankshaft.
- High Energy electronic ignition.
- Toothed belt camshaft drive.

The TX3 1.6i engine spins freely to generate outstanding power and torque while still returning excellent fuel economy.

### More power to the road.

TX3 puts the joy back into driving. The five-speed floor-mounted gearshift features short travel, positive action and smooth-as-silk operation. Or push it through fast. You won't beat the lightning quick synchromesh or upset the special high performance clutch.

### Power to stop.

TX3's four-wheel disc brake system provides enormous stopping power.

- 'Turbo-cooled' ventilated front discs for fade-free braking.
- Solid rear discs.
- Diagonally split dual line hydraulic system for fail-safe operation.
- Proportioning valve to correctly balance front/rear braking under all conditions.

### High performance ride and handling.

TX3 goes all the way with a firmer four-wheel independent suspension system. Sports shock absorbers team with more positive sports springs for a fully controlled ride over all surfaces. Cornering stability is improved with stabiliser bars front and rear, plus low profile 60 series tyres on alloy road wheels.

### Steering—precise and low effort.

TX3 not only offers the renowned precision of rack and pinion steering, but goes one better with variable gear ratio. Because steering effort increases as full lock approaches, the gear ratio at each end of the steering rack has been increased by around 20% to compensate. This results in easier cornering and low speed manoeuvrability.

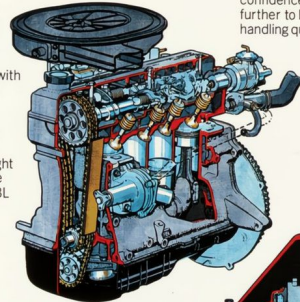


# Laser Still setting the standard in engineering excellence.

Laser's new-tech 1.3 and 1.5 litre engines incorporate many advanced features—which have resulted in a quieter running engine which weighs less, but delivers greater power and better fuel economy with increased reliability. Laser continues to set the standard in ride and handling with new 'turbo-cooled' disc brakes, improved independent suspension, and new variable ratio rack and pinion steering. Laser is also quieter to drive with redesigned engine mounts, new suspension bushes and improved noise insulation.

## New-tech 1.3 and 1.5 litre engines.

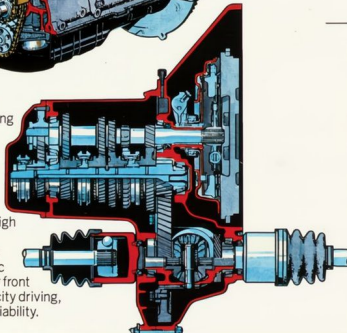
The overhead camshaft engine features an aluminium crossflow cylinder head with multispherical combustion chambers. These advanced features combine with High Energy electronic ignition and a high performance two barrel two stage carburettor to give Laser more go without increasing fuel consumption. A new computer-designed lightweight cylinder block and redesigned valve mechanism help make the Laser 1.3L and 1.5L engines quieter than ever before.



## Quieter, more energy-efficient driveline.

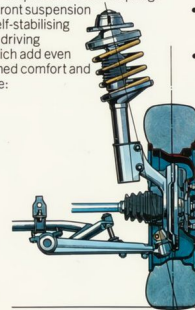
New Laser sets the standard in maximising power delivery to the driving wheels by minimising power loss in the driveline.

The smooth shifting manual transmission has full synchromesh on all forward gears, and a linkage which incorporates a stabiliser rod to maintain an exact 'gear lever to transmission' relationship. Gears have been redesigned for quieter running. Tapered roller bearings and a high efficiency lubrication system all contribute to outstanding energy efficiency and transmission durability. Laser's lightweight 3-speed automatic transmission has been specifically designed for front wheel drive. It takes the effort out of stop-start city driving, is easy to service, and has a proven record of reliability.

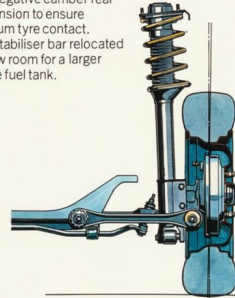


## All independent suspension system for outstanding ride and handling.

Laser strikes a superb balance between road holding and ride comfort. Its fully independent suspension system includes McPherson struts/coil springs on the front, with Chapman struts/coil springs on the rear. Anti-sway front suspension combines with Laser's self-stabilising rear suspension to build driving confidence. Features which add even further to Laser's renowned comfort and handling qualities include:



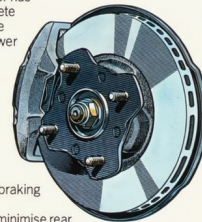
- A longer 2400mm wheelbase which further reduces pitching, especially on rough roads.
- A 20mm wider rear track to enhance stability.
- New suspension bushes designed to provide additional ride comfort without affecting handling precision.
- New negative camber rear suspension to ensure optimum tyre contact.
- Rear stabiliser bar relocated to allow room for a larger 45 litre fuel tank.



## A new standard in braking.

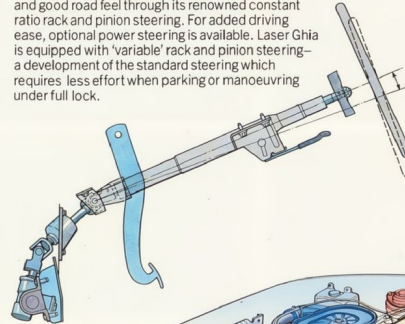
From the first computer design, Laser has always been engineered to be the complete driving experience in every way. With the power to go must also come an equal power to stop.

- New larger 'turbo-cooled' ventilated front disc brakes.
- Self adjusting brakes all round.
- New front brake calipers designed to further reduce service costs.
- Diagonally split-dual line hydraulic system to help ensure control in the event of single circuit failure.
- Vacuum servo assistance for reduced braking effort.
- Brake pressure proportioning valve to minimise rear wheel lock-up under varying loads.



## The precision of rack and pinion steering.

Laser continues to deliver outstanding precision and good road feel through its renowned constant ratio rack and pinion steering. For added driving ease, optional power steering is available. Laser Ghia is equipped with 'variable' rack and pinion steering—a development of the standard steering which requires less effort when parking or manoeuvring under full lock.



## New high-energy air conditioner with Maximum/Economy settings.

In addition to the latest lightweight, low-energy vibration free compressor Laser's optional air conditioning features dual comfort settings.

- Maximum for really hot weather. Regulates air temperature before distribution down to 1°C for rapid cooling power.
- Economy for not-so-hot weather. Regulates air temperature before distribution down to 10°C for significant fuel savings.

## Laser's quiet new hush.

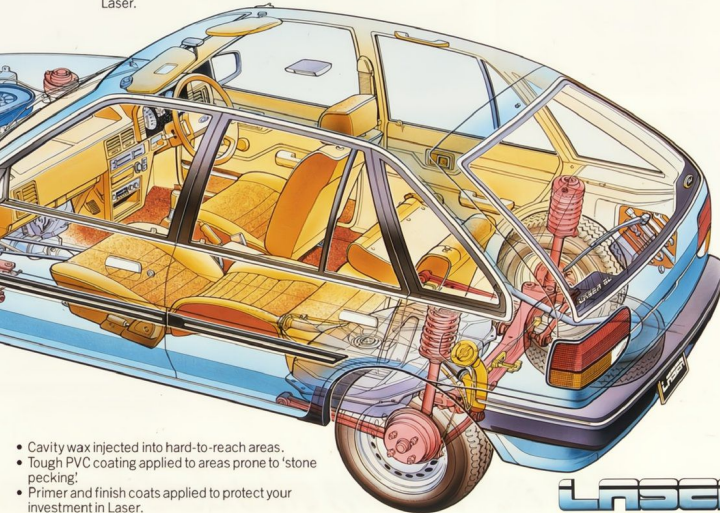
The philosophy behind Laser has always been to 'engineer' noise out of the car at its source, then only as a last step to increase the noise insulation. The success of this philosophy is clearly evident in new Laser.

- Advanced aerodynamics for reduced wind noise.
- Computer-designed ribbed cylinder block for an even quieter engine.
- Exhaust silencer volume increased by 30%.
- New tuned radiator mounts for a continued reduction in noise and vibration.
- Revised 3-point engine mounting system for quiet performance.
- Transmission gears designed for quiet operation.
- Suspension bushes designed to achieve new levels of body isolation from road noise.
- Steering column torsional damper to eliminate steering noise.
- In addition, there is generous use of noise insulation materials throughout the passenger compartment.

## Long live New Laser.

Laser's long-life anti-corrosion system combines special steels and chemical treatments with durable surface coatings.

- Zinc-coated steels are used in rust sensitive areas.
- PVC ribbon sealers close up flanges.
- Body dipped in a phosphate anti-corrosive bath.
- Entire body undercoated using the Cathodic Electrocoat process.
- Under-body coated with a PVC/bitumastic material.



- Cavity wax injected into hard-to-reach areas.
- Tough PVC coating applied to areas prone to 'stone pecking'.
- Primer and finish coats applied to protect your investment in Laser.

**Laser**





1. Multi-function lamp control switch.  
2. Two-speed/intermittent windscreen wiper and washer control (Laser L & GL).  
3. Two-speed/variable intermittent windscreen wiper and washer control (Laser Ghia & TX3).

4. Rear window wash/wipe (Laser Hatch, Ghia Sedan, TX3).  
5. Remote control fuel lid and trunk/hatch openers.  
6. Four wheel disc brakes (TX3).

7. Passenger sunvisor with vanity mirror (Except Laser L).  
8. Electric remote control exterior mirrors (Laser Ghia and TX3).  
9. Centrally located quartz digital clock (Except Laser L Hatch).

10. Central locking system (Laser Ghia).  
11. Power windows (Optional on Laser Ghia and TX3).  
12. Power assisted steering (Optional on Laser GL, Ghia and TX3).

13. Driver's left foot footrest (Laser Ghia, TX3).  
14. Comprehensive Tool Kit.  
15. Ignition lock flood lamp (Laser GL, Ghia, TX3).

16. Illuminated door lock cylinder (Laser GL, Ghia, TX3).  
17. Interior lamp with map/spotlight (Laser GL, Ghia, TX3).  
18. Split fold down rear seat (GL, Ghia, TX3).

19. Front seat undertray (Laser Ghia, TX3).  
20. Front door pockets (Laser GL, Ghia, TX3).  
21. Two-position spare wheel stowage (Sedan).

22. Multi-adjustable front seats.  
23. Door courtesy lamps (Laser Ghia, TX3).  
24. Wide opening hatch with twin gas strut supports.

*Laser. Still setting the standard for convenience features.*

**LASER**



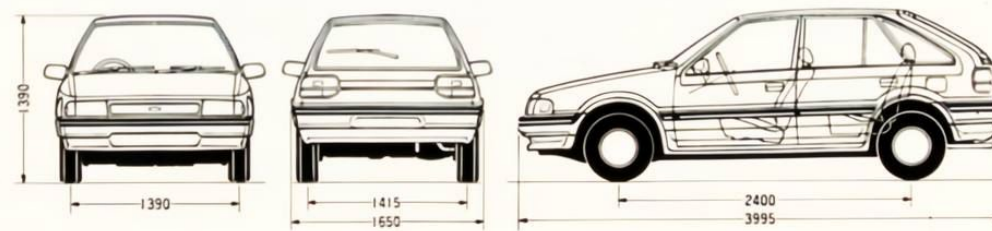
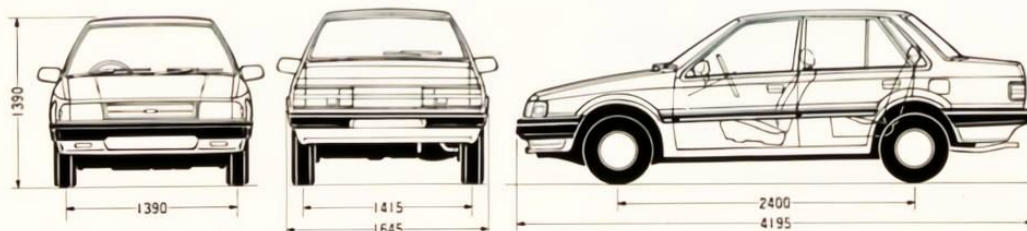
# New Laser Sedan, Hatch, TX3. Still setting the standard.

MODEL	4 DOOR SEDAN/3 AND 5 DOOR HATCH		TX3
ENGINE	1.3	1.5	1.6i
<b>Construction</b>	Cast iron deep skirt cylinder block. Cast nodular iron, 5 main bearing crankshaft. Aluminium alloy crossflow cylinder head with multispherical combustion chambers. Single overhead camshaft driven by duplex chain. Inclined inlet and exhaust valves.		Cast iron short skirt cylinder block. Nodular cast iron 5 main bearing crankshaft. Aluminium crossflow cylinder head with multispherical combustion chambers. Single overhead camshaft with toothed belt drive. Inclined inlet and exhaust valves.
<b>Bore x Stroke (mm)</b>	77 x 69.6	77 x 80	78 x 83.6
<b>Displacement (cc)</b>	1296	1490	1591
<b>Compression Ratio</b>	9.2:1	9.0:1	9.5:1
<b>Power kW @ RPM DIN</b>	50 @ 5800	55 @ 5500	TBA
<b>Torque Nm @ RPM DIN</b>	95 @ 3800	115 @ 3500	TBA
<b>Ignition System</b>	High energy breakerless transistorised coil ignition. One spark plug per cylinder.		
<b>Fuel System</b>	Single dual venturi downdraught carburettor.		Electronic fuel injection.
<b>Fuel Tank Cap (litres)</b>	45		
<b>TRANSMISSION</b>	4 Speed Man.	5 Speed Man.	3 Speed Auto.
<b>Gear Ratios</b>	1st 3.384 2nd 1.842 3rd 1.290 4th 0.918 5th N.A. Rev. 3.214	3.384 1.842 1.290 0.918 0.775 3.214	2.841 1.541 1.000 N.A. N.A. 2.400
<b>Torque Converter Stall Ratio</b>	N.A.		1.80-2.20
<b>Final Drive Ratio</b>	1.3L 4.150 1.5L 3.904		3.994 3.631
			4.150

MODEL	4 DOOR SEDAN/3 AND 5 DOOR HATCH			TX3
<b>FRONT SUSPENSION</b>	Independent McPherson struts with eccentric variable rate coil springs and integral telescopic dampers. Single lower 'A' arms. Tubular stabiliser bars on some models. Negative scrub (anti-swerve) and anti-dive suspension geometry.			Upated 'Sports' telescopic dampers and coil springs. Stabiliser bar.
<b>REAR SUSPENSION</b>	Independent McPherson struts with eccentric variable rate coil springs, polyurethane bump stops and integral telescopic dampers. Trailing arms and dual lower lateral links. Negative camber and self toe-correcting (self stabilising) suspension geometry. Tubular stabiliser bar on all models.			Upated 'Sports' telescopic dampers and coil springs. Stabiliser bar.
<b>STEERING</b>	Rack and Pinion.			
<b>TYPE</b>	Constant Gear Ratio	Variable Gear Ratio	Power Steering	Variable Gear Ratio
<b>Steering Ratio</b>	20:1	20:1-25.4:1	17.6:1	20:1-25.4:1
<b>Turns Lock to Lock</b>	3.6	4.18	3.15	4.18
<b>Turning Circle (m)</b>	9.3			
<b>Brakes</b>	Servo assisted. Diagonally split hydraulic circuits with tandem master cylinder and pressure proportioning valve.			
<b>Front</b>	Ventilated 'Turbo Cooled' discs. Single piston calipers.			
• Diameter (mm)	238			260
• Thickness (mm)	18			18
<b>Rear</b>	Self adjusting drum brakes with leading and trailing shoes.			Solid discs. Single piston caliper with handbrake.
• Diameter (mm)	200			222
• Width/Thickness (mm)	25			10
<b>Wheels</b>	L/GL 5J x 13" Styled Steel	Ghia 5J x 13" Styled Steel	5.5J x 14" Cast Alloy	
<b>Tyres</b>	155SR-13 Steel belted radial	175/70SR-13 Steel belted radial	185/60HR-14 Steel belted radial	

The Laser range is available in various models and engine sizes in both left hand and right hand drive. Because the Laser range is distributed to a large number of countries, all with their own automotive regulations and market requirements, Laser models may be equipped and available in combinations different from those shown in this brochure.

You are therefore asked to contact your nearest Ford Dealer for the detailed specification of the Laser models offered for sale in your country. All data shown is correct at time of printing. The right is reserved to change specifications, colours and prices of the models and items illustrated and described in this brochure, at any time.



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