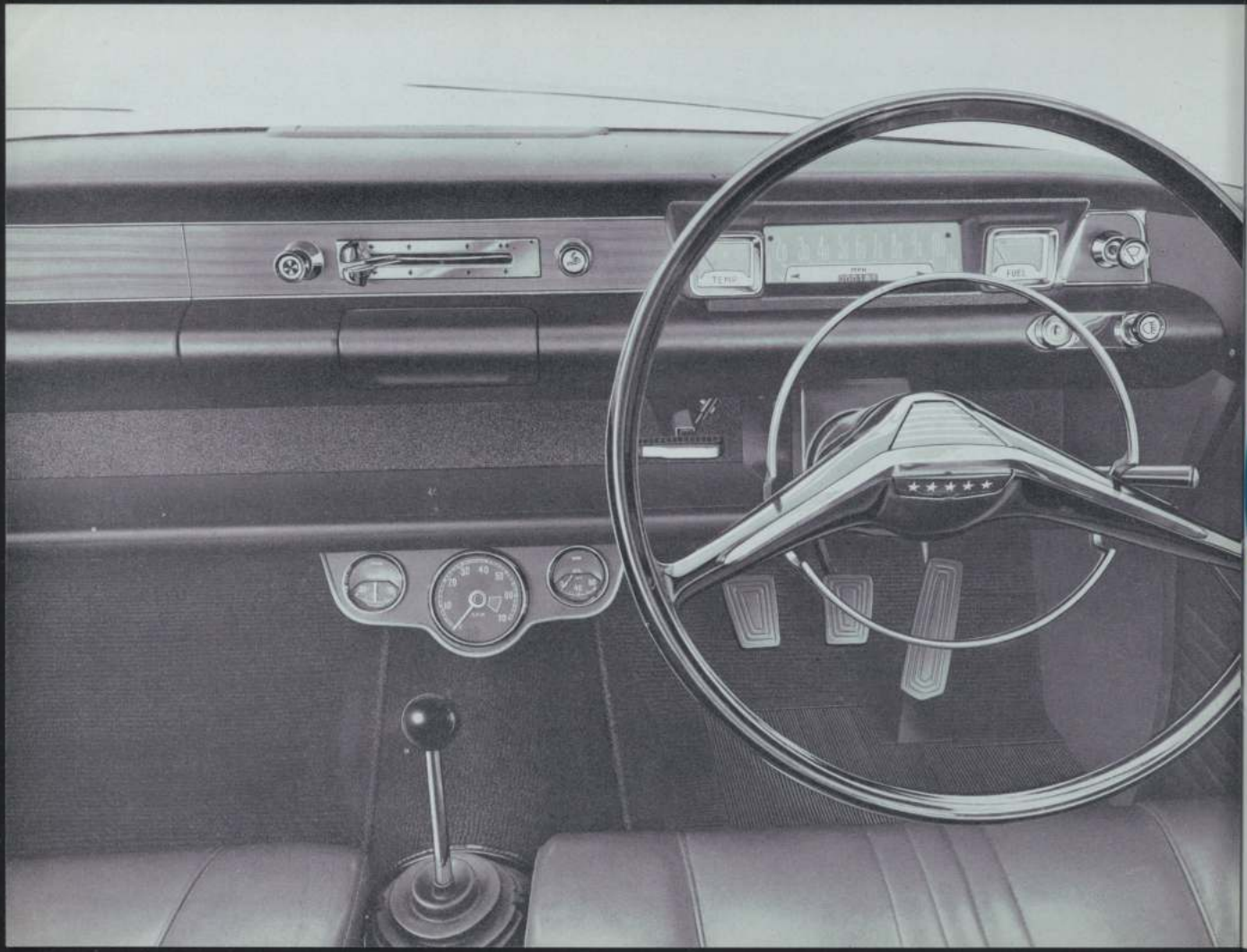
FILE

CAPRI



GT


TEMP
FUEL



You'll want to watch the tachometer in the exciting new Consul Capri G.T.— a personal car with a high performance. Gentle pressure on the accelerator will send the revs. soaring into the five-thousands, such is the responsiveness of the highly-developed 1½ litre 5-bearing crankshaft power unit. This is a car that makes good driving worth while, and where your skill will pay off.

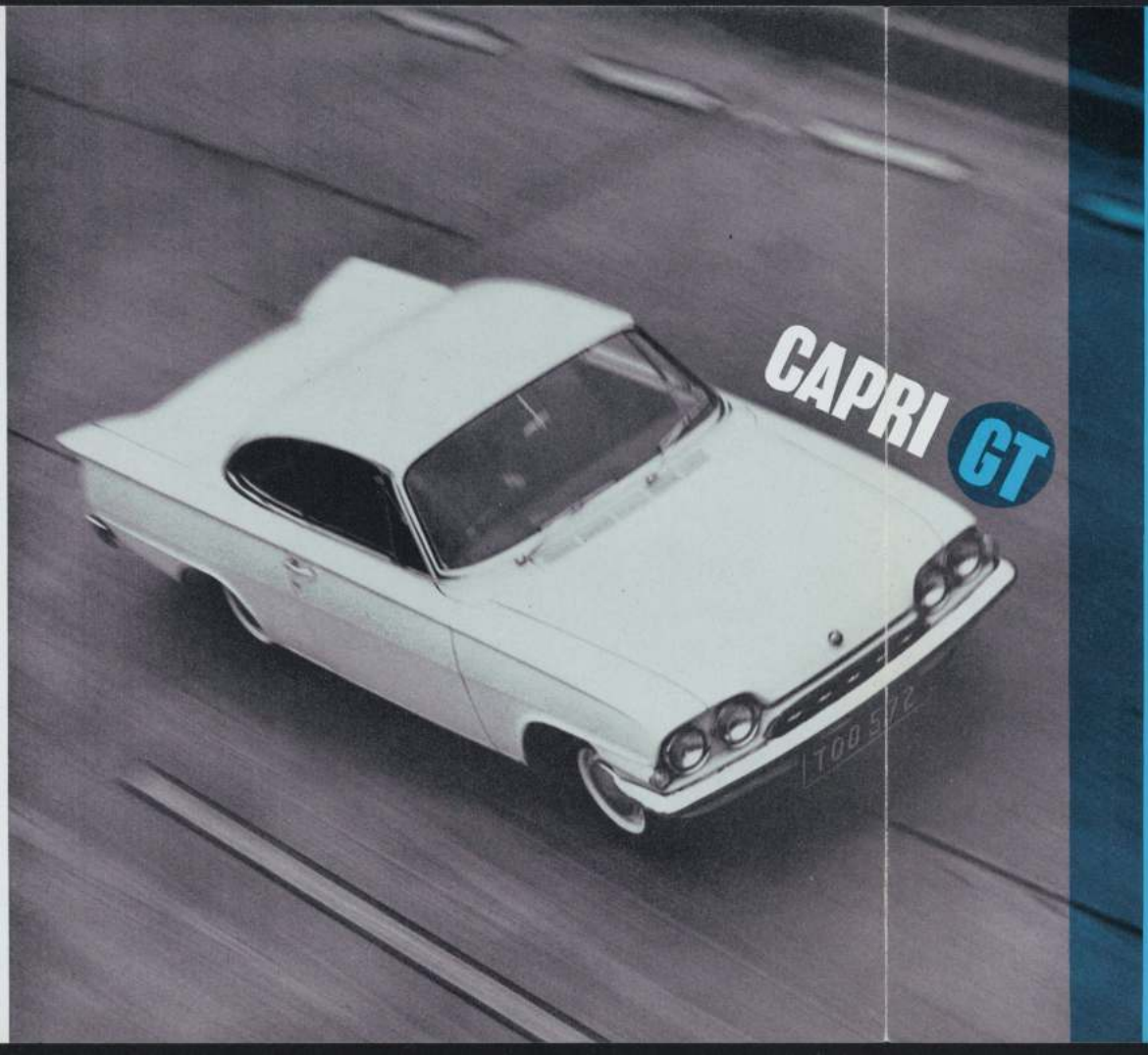
The Capri G.T. has been re-engineered where necessary to accept the extra pace of its 83.5 b.h.p. engine. The driveshaft has been increased to 3" in diameter. A servo unit has been added to the braking system (disc front, drum rear). And most important for the driver is the magnificent new short and positive remote control shift for the 4-speed all-synchromesh gearbox.

CAPRI GT

The "cockpit" of the Capri G.T. is very handsome indeed. With the exception of the walnut-style panelling, the entire facia (including the safety padding), is finished in black. The black is also carried round into the upper door trim. The seats are finished in single-tone Cirrus 500, and the



floor is covered in superior quality loop carpet. Notice, too, the centrally - mounted ammeter, tachometer, and oil pressure gauge. The whole effect is very efficient, very sumptuous, and very attractive for those who require the highest standards in their personal motoring.

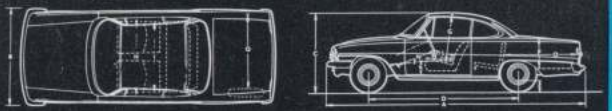


The new Capri G.T. will achieve a genuine two way 92 m.p.h., and will accelerate to 60 in only 14.7 seconds. And impressive though these figures are, they are achieved with the utmost silence and smoothness, and with good fuel economy. The Capri G.T. is in no way a raucous sports car, but rather a logical extension of the established Capri's unique theme of high quality, restful motoring for two. The additional pace of the G.T. model has been achieved without impairing in any way the Capri's superb smoothness and silence. The extra power quickens your pace, and the extra instrumentation makes it easy to control. Significant engine modifications include a higher compression ratio, modified combustion chambers, larger exhaust valves, Weber carburettor, aluminium inlet manifold, 4-branch exhaust manifold, modified camshaft, and copper lead main bearings.

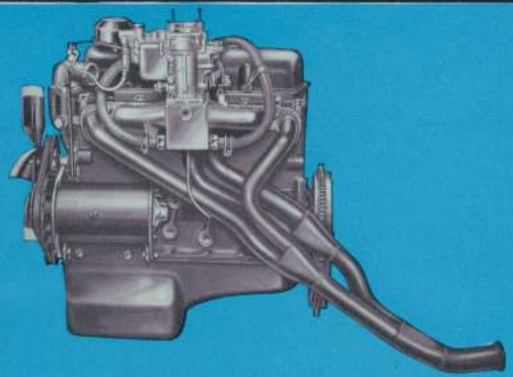


CAPRI GT

SPECIFICATION



A	Overall length		14′ 2¾″
B	Overall width		5′ 5¼″
C	Height		4′ 4¼″
D	Wheelbase		8′ 3″
E	Ground Clearance		6½″
F	Leg room		3′ 10½″
G	Headroom		2′ 9½″
H	Hip room		4′ 4½″
I	Shoulder room		4′ 0¾″
J	Seat depth		1′ 6″
K	Cushion from floor		8¾″
L	Steering wheel–front squab		1′ 1½″
M	Cushion–steering wheel		6½″
N	Pedals–steering wheel		2′ 2¾″
O	Luggage compartment–length		3′ 11¾″
P	Luggage compartment–height		1′ 8″
Q	Luggage compartment–width		4′ 5″



ENGINE: Four cylinder cast integrally with upper half of crankcase. Bore 3.187 in. (80.96 mm.). Stroke 2.862 in. (72.7 mm.). Capacity 91.5 cu. in. (1498 cc.) Push-rod operated overhead valves with integral guides—compression ratio 9.0:1. B.h.p. 83.5 @ 5,200 r.p.m. (gross). Torque 97 lbs. ft. @ 3,600 r.p.m. (gross). Five bearing crankshaft with integral weights dynamically balanced. Fully machined combustion chambers. Aluminium inlet manifold. Free flow 4-branch exhaust manifold. Separate inlet and exhaust port to each cylinder. Three ring pistons. Chromed top ring. Chain driven camshaft carried in babbitt lined bearings with mechanical tensioner. Copper-lead main bearings. Three point rubber suspension of engine and gearbox.

ENGINE LUBRICATION: High efficiency rotary type pump externally mounted with full pressure feed to main, big end, camshaft and rocker bearings. Cylinder walls lubricated by positive intermittent squirt from big end bearings via connecting rod drillings, timing chain and gears by direct spray. Full flow externally mounted oil filter. Capacity of system 6¼ pints.

IGNITION: 12-volt oil-filled coil.

FUEL SYSTEM: Compound Weber carburettor. Camshaft-operated mechanical diaphragm pump. Electrical petrol gauge. Tank capacity 9 gallons.

COOLING SYSTEM: Pressurized. Capacity of system 10¼ pints.

TRANSMISSION: Clutch—single dry plate, spring cushioned. Remote control floor gear change. New 4-speed all-synchromesh gearbox. Overall ratios: 1st—14.245 to 1; 2nd—9.884 to 1; 3rd—5.826 to 1; Top—4.125 to 1; Reverse—16.347 to 1. 3 in. driveshaft.

REAR AXLE: Semi-floating. Hypoid final drive. Axle ratio 4.125 to 1.

FRONT SUSPENSION: Independent front wheel suspension.

REAR SUSPENSION: Semi-elliptical springs with hydraulic double-acting lever type shock absorbers.

BRAKES: Front—disc brakes, 9¼″ diameter. Rear—drum brakes, 9″ × 1¾″. Servo assistance.

STEERING: High efficiency recirculatory ball type; ratio 15.88 to 1. Two-spoke steering wheel, diameter 16″. Turning circle 34′.

WHEELS & TYRES: Pressed steel with base rims. Tyres 5.60″ x 13″. 4-ply tubeless.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator. Starter motor. Single-tone horn. Battery 12-volt, 38 amp./hr. at 20-hour rate.

INSTRUMENTS: Conveniently grouped hooded cluster immediately in front of driver includes: speedometer, odometer, fuel gauge, temperature gauge, ignition warning light. Centrally-mounted tachometer, ammeter and oil pressure gauge. Direction indicator tell-tale lights. Main beam warning light. Variable instrument lighting. Walnut-style panelling.

CONTROLS: Mounted on the top half of facia panel, controls are as follows: choke, windscreen wiper (incorporating windscreen washer), key-operated ignition/starter switch, combined instrument/side/headlamp lighting switch. Foot-operated headlamp dipper switch. Fresh air ventilator control (and heater controls when fitted).

BODY: All-steel welded integral construction, safety glass all round. Wind down rear quarter windows. Safety locking knobs incorporated on doors. Separate luggage compartment, capacity 22 cu. ft. Spare wheel housed in recess in luggage compartment on left-hand side. Adjustable bucket front seats and occasional rear seat.

GENERAL EQUIPMENT: Variable speed electric windscreen wipers. Four sealed beam headlamps. Twin tail and stop lamps. Twin reflectors. Rear number plate illumination lamp. Flasher type direction indicators with self-cancelling arm on steering column—headlamp flasher switch located on end of indicator arm. Ash tray. Interior rear view mirror. Bright metal exterior and interior ornamentation. Fully styled padded door arm-rests incorporating remote door release handle. De luxe seating with Cirrus 500 upholstery. Carpet floor covering. Windscreen washers. Cigar lighter. Twin horns. Chrome horn ring. Door operated courtesy light. Heater standard equipment.

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