

AUSTIN METRO

Britain's best little car.



Austin METRO City/Standard



▲ Metro City.

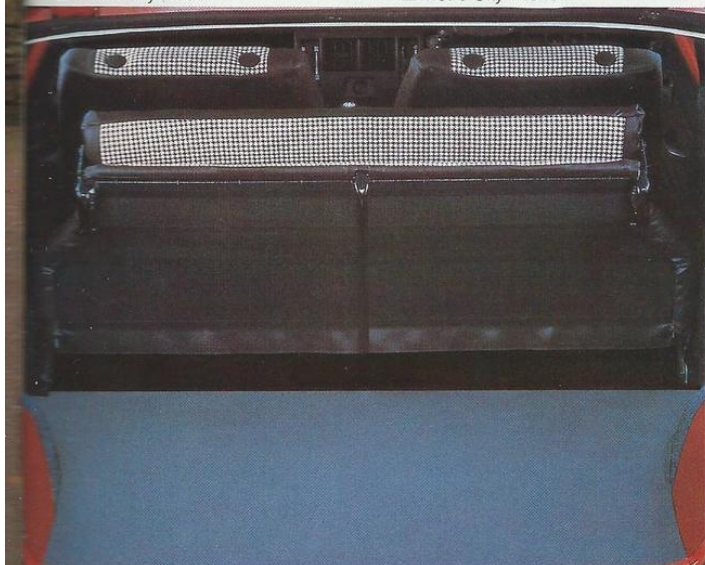
▼ Metro Standard.





▲ Metro City fascia.

▲ Metro City interior.



▲ Metro City load compartment.



▲ Metro Standard fascia.

▼ Metro Standard interior.



AUSTIN METRO CITY

As the biggest-selling model within the most successful small car range in Britain, the Metro City undoubtedly offers an unbeatable combination of features and value for money. In its 1983 form it has further refinements such as houndstooth fabric seat facings, completely new, superior-shaped seats and slide window demisters.

Powered by a 44bhp 'A-plus' engine, the Metro City has all the fundamental benefits of the brilliant Metro design. With less exterior bulk than its competitors, it offers equal or better interior space, while its generous glass area enhances that spacious feel and provides superb (88%) all-round vision. Advanced Hydragas® suspension smooths out the ride, yet gives the kind of secure roadholding and precise steering you would expect from a sister model of the Mini. Equally advanced is the braking system, with fully-duplicated front circuits to the four-piston disc brake calipers, plus a warning lamp for brake pad wear—total reassurance!

Hatchback convenience in the Metro City begins with a big tailgate, opening right down to bumper level for easy loading; where other hatchbacks may have a folding rear seat back, the Metro City has an ingenious double-folding seat that completely clears the amazingly large load space, fully exploiting the low floor. Other notable features of the Metro City include a thermostatic electric cooling fan to save fuel and reduce noise, a comprehensive heating and ventilating system with 2-speed fan, and an attractive instrument binnacle with an anti-reflection curved lens, trip recorder and warning lamp cluster. Like most Metros, the City has the benefit of 12,000 mile or annual service intervals.

AUSTIN METRO STANDARD

Moving up a step from the City, the Standard model has the benefit of a 46bhp Economy-tune engine (capable of 56 miles in the hour on one gallon of fuel at constant speed); other additional features include reversing lamps, heated rear window, choke warning lamp, hinged/detachable rear parcel shelf, Marle fabric full-width seat facings, passenger's sun visor and front door armrests and rigid storage bins.

OPTIONAL EXTRAS

Options available on both City and Standard models are: front seat head restraints, laminated windscreen, black paint, clearcoat metallic paint, push-button radio, push-button radio and stereo cassette player, rear window wash/wipe.

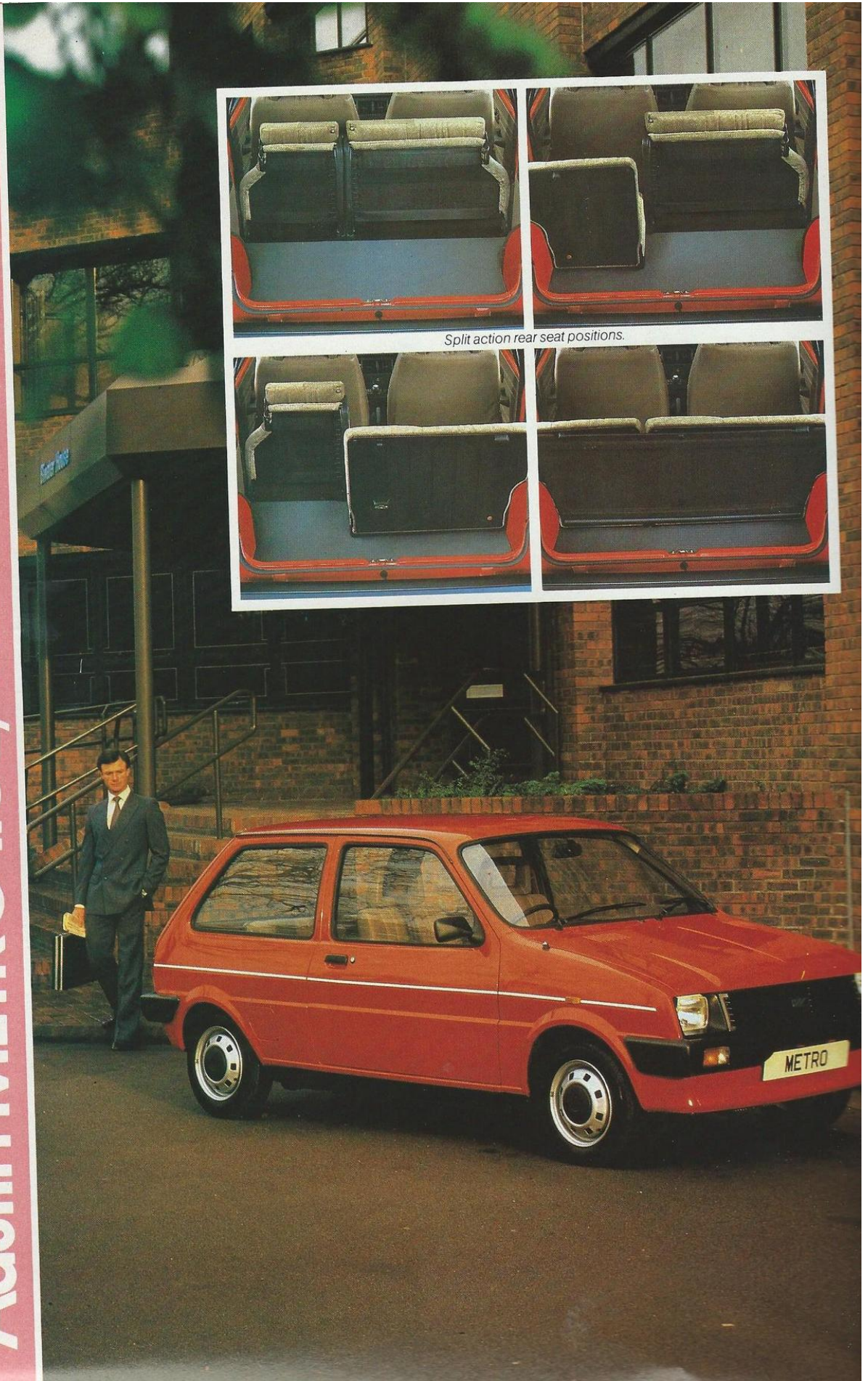
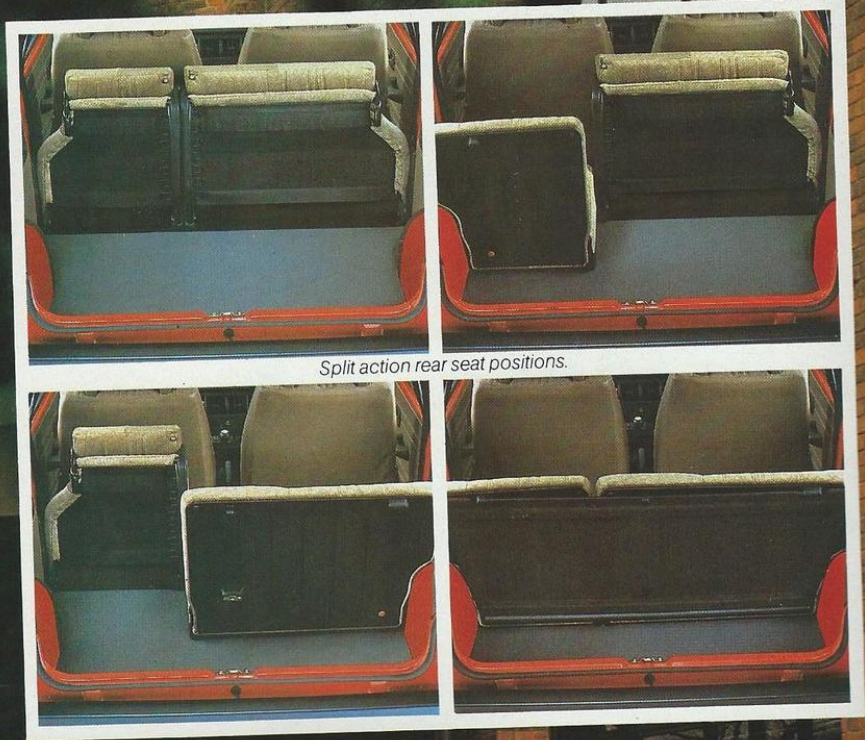
A heated rear window, part of the Standard specification, is an option on the City model, while the Standard model may be ordered with a low-compression, 41bhp engine (to run on 2-star fuel) at no extra charge.

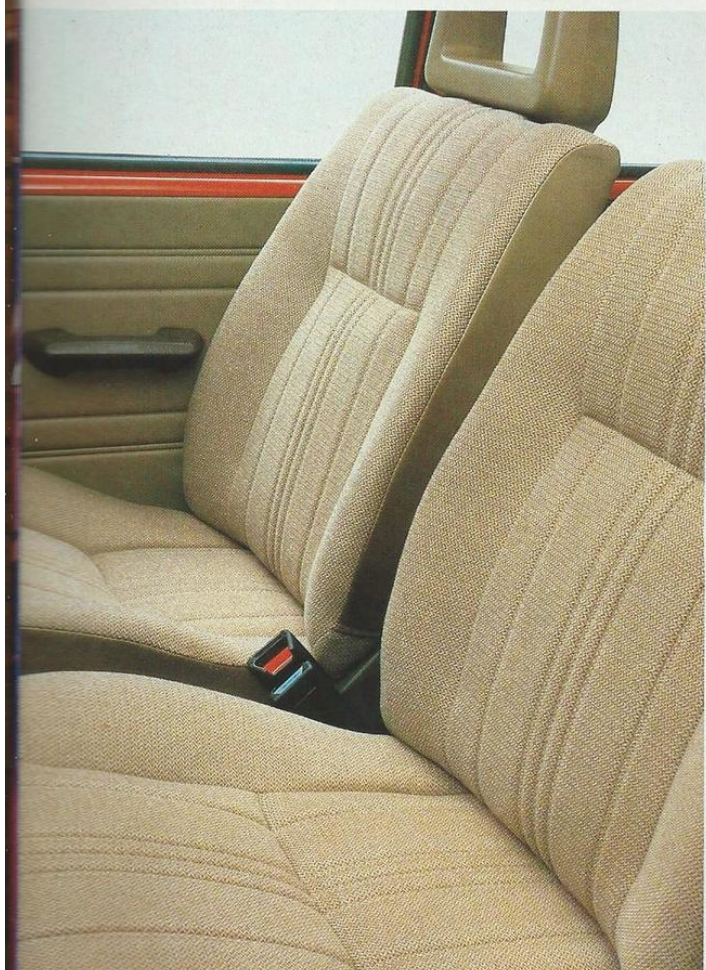
Max. towing limit (2-up): 16.7cwt (850kg). Max. roof rack load: 105lb (48kg). Fuel: 4 Star (97 octane). Dimensions: Length 134.0in (3.4m) Width 61.2in (1.55m) Height 53.5in (1.36m) Wheelbase 88.6in (2.25m) Turning circle 33.5ft (10.2m). Fuel tank capacity: 6.5gals (29.5 litres). Servicing intervals (miles): 12,000. Insurance Group (as recommended by the Accident Offices Association): 1.

	Economy					
	imperial mpg			Metric L/100km		
Manual City	Urban	56mph	75mph	Urban	90km/h	120km/h
	40.7	53.1	38.5	6.9	5.3	7.3
Standard						
High compression	41.7	56.3	39.5	6.8	5.0	7.1
Low compression	39.4	51.5	37.9	7.2	5.5	7.5

All figures (in mpg—L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

Austin METRO 1.0L/1.3L





▲ New Marle fabric seat facings.



AUSTIN METRO 1.0L

The addition of the 'L' badge on the tailgate signifies a number of important benefits. With a similar mechanical specification to that of the Metro Standard, the 1.0L offers reclining front seats with height-adjustable, twin-pillar head restraints, while the rear seats have the ingenious asymmetric-split double-folding arrangement that makes the Metro the most versatile small hatchback. Within seconds, you can adjust the car from 5 seats to 1 seat (or any number in between) releasing the corresponding extra carrying space, in the shape that meets your particular requirements.

'L' stands for Luxury as well as Loadspace, for there is a push-button LW/MW radio, a four-spoke steering wheel, a cigar lighter, a moulded handbrake grip and moulded rear quarter tray in the casings. Other refinements that add to the pleasure of ownership include illuminated heater controls and switchgear, a carpet-lined glovebox, PVC trimming of the loadspace sides and colour-keying of the upper fascia. It all adds up to a very pleasantly-appointed and truly useful small car that's fun to drive and easy on the pocket.

AUSTIN METRO 1.3L

Introduced with the new 1983 Metro range, the 1.3L has all the attractions of the 1.0L combined with the extra performance of the 1275cc. A-Plus engine. Packing a 62bhp (DIN) punch, the 1.3L nevertheless retains excellent economy - 51.2mpg at 56mph. Metro engineering is always balanced, so the 1.3L has a servo-assisted brake system and higher-rated 155/70 low profile tyres to match its greater power.

OPTIONAL EXTRAS

'L' models can be specified with either glass or steel sunroofs, both of which are of the tilting or removable type. Because a radio is already standard, a radio combination stereo cassette player is available for a moderate extra charge. Completing the options list for these models are: Laminated windscreen, black paint and clearcoat metallic paint.

Max. towing limit (2-up): 1.0L - 16.7cwt (850kg); 1.3L - 18.7cwt (950kg). Max. roof rack load: 105lb (48kg). Fuel: 4 Star (97 octane). Dimensions: Length 134.0in (3.4m) Width 61.2in (1.55m) Height 53.5in (1.36m) Wheelbase 88.6in (2.25m) Turning circle 33.5ft (10.2m). Fuel tank capacity: 6.5gals (29.5 litres). Servicing intervals (miles): 12,000. Insurance Group (as recommended by the Accident Offices Association): 1.0L-1; 1.3L-2.

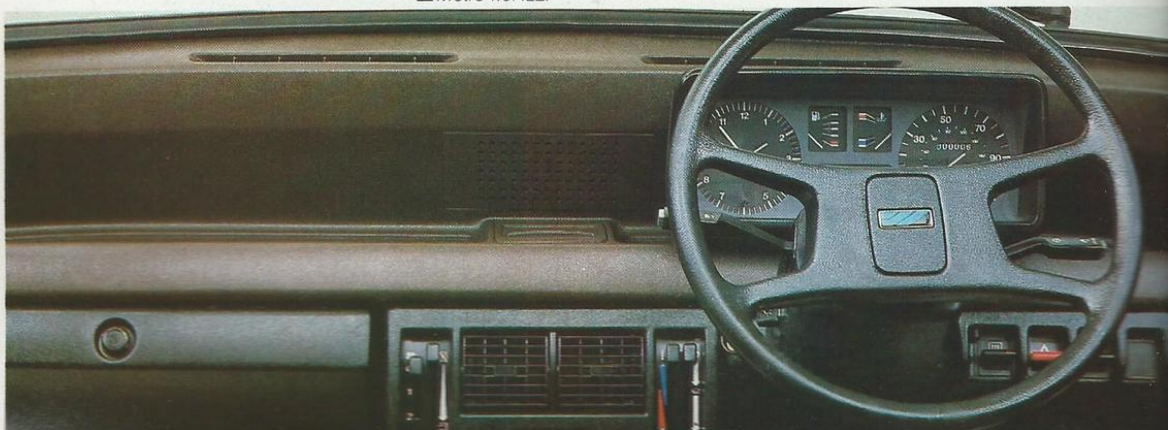
Manual	Economy					
	Imperial mpg			Metric L/100km		
	Urban	56mph	75mph	Urban	90km/h	120km/h
1.0L	41.7	56.3	39.5	6.8	5.0	7.1
1.3L	33.7	51.2	37.9	8.4	5.5	7.4

All figures (in mpg - L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

Austin METRO 1.0HLE/1.3HLE



▲ Metro 1.0HLE.

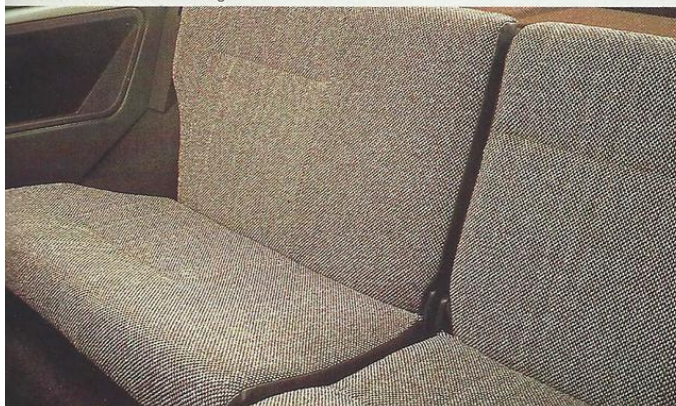




▲ Metro 1.3HLE.



Tweed fabric seat facings.



AUSTIN METRO 1.0HLE

As the 'fuel-saver champion' at its launch, the original Metro 1.0HLE started an industry trend of 'E for Economy' cars – but was also a trend-setter in combining remarkable economy with a high level of equipment and features. This theme of combining maximum fuel conservation with comfort and refinement has been taken still further with the latest 1.0HLE; advances such as the '3+E' transmission, low rolling resistance tyres, and a drag-reducing rear spoiler help to raise the 56mph constant speed economy to an outstanding 64.1mpg, while improved seating, equipment and ventilation enhance the pleasures of HLE motoring.

Distinguished externally by styled halogen headlamps with integrated indicator lamps and a side rubbing strip with a bright insert, the 1.0HLE is invitingly trimmed with tweed fabric upholstery. It also has several other features in addition to the 1.0L model specification, such as an analogue clock in the fascia, opening rear quarterlight windows, an internally adjusted driver's door mirror, colour keyed seat belts, a rear load space lamp and side repeater flashers on the front wings.

AUSTIN METRO 1.3HLE

New to the Metro range this year, the 1.3HLE offers the economy + luxury concept but with a 1.3 litre engine. Although performance is naturally better, the fuel economy remains quite exceptional, with 56.8mpg at 56mph. Broadly similar in specification to the 1.0HLE except for the rear spoiler, the 1.3HLE has the additional benefits of bronze tinted glass and a laminated windscreen as standard.

OPTIONAL EXTRAS

Five options are common to the 1.0HLE and 1.3HLE – the usual black paint and clearcoat metallic paint choices, the glass or steel tilt/removable sunroofs, and a radio/stereo cassette player in place of the standard radio. In addition, a laminated windscreen is available on the 1.0HLE.

Max. towing limit (2-up): 1.0HLE – 12.8cwt (650kg); 1.3HLE – 18.7cwt (950kg). Max. roof rack load: 105lb (48kg). Fuel: 4 Star (97 octane). Dimensions: Length 134.0in (3.4m) Width 61.2in (1.55m) Height 53.5in (1.36m) Wheelbase 88.6in (2.25m) Turning circle 33.5ft (10.2m). Fuel tank capacity: 6.5gals (29.5 litres). Servicing intervals (miles): 12,000. Insurance Group (as recommended by the Accident Offices Association): 1.0HLE – 1; 1.3HLE – 2.

	Economy					
	Imperial mpg			Metric L/100km		
Manual	Urban	56mph	75mph	Urban	90km/h	120km/h
1.0HLE	46.4	64.1	45.3	6.1	4.4	6.2
1.3HLE	40.0	56.8	43.7	7.1	5.0	6.5

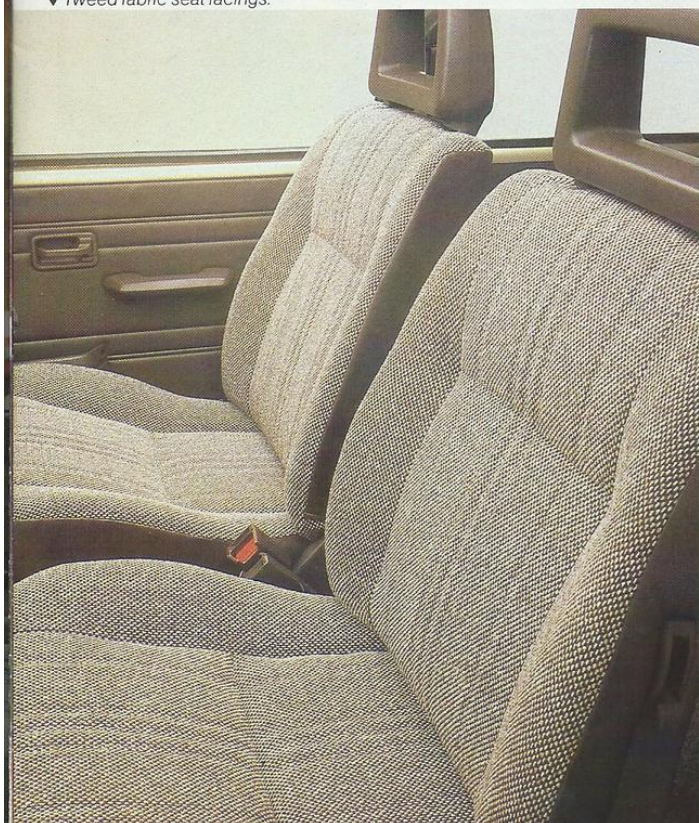
All figures (in mpg – L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

Austin METRO Automatic





▼ Tweed fabric seat facings.



AUSTIN METRO 1.3 AUTOMATIC

There are very few small cars available with automatic transmission, and it didn't take the experts long to decide that the Metro 1.3 Automatic is very much the leader in this specialised field. Using the well-established 4-speed automatic transmission pioneered in the Mini, but substantially refined and upgraded to match the Metro installation, the Metro 1.3 Automatic offers lively, responsive but very relaxed motoring. You can either slip the neat selector lever into 'D' and let the transmission do all the work, or you can flip through the gears as if it were a clutchless manual gearbox – the choice is yours.

Appointed to the same superb standard as the 1.3HLE, the Automatic model has all the usual ingenious and thoughtful Metro design features, plus a few of its own. A special directional light filter, for instance, prevents the illuminated gear selector markings from reflecting in the windscreen at night. An oil cooler is standard, to maintain consistent transmission characteristics under all conditions. No effort has been spared in making the Metro Automatic a thoroughly engineered and enjoyable two-pedal small car.

OPTIONAL EXTRAS

Choose from black or clearcoat metallic paint, glass or steel tilt/removable sunroofs and the radio/stereo cassette player to add that little extra touch of enjoyment.

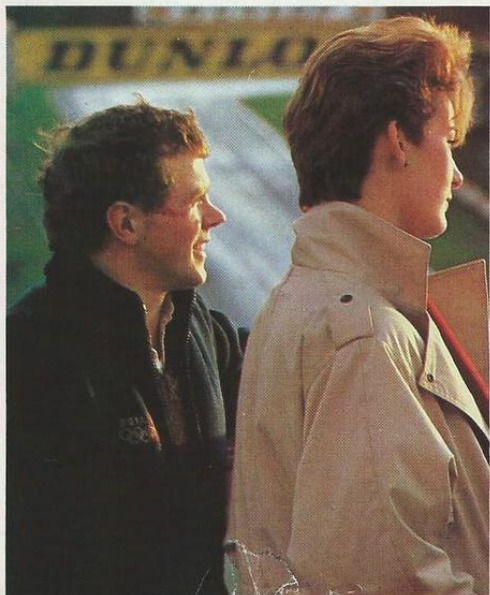
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	Economy					
	Imperial mpg			Metric L/100km		
	Urban	56mph	75mph	Urban	90km/h	120km/h
Automatic	33.5	47.0	34.9	8.4	6.0	8.1

All figures (in mpg – L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.



▼ Grey herringbone/velour seat trim.



METRO 1300





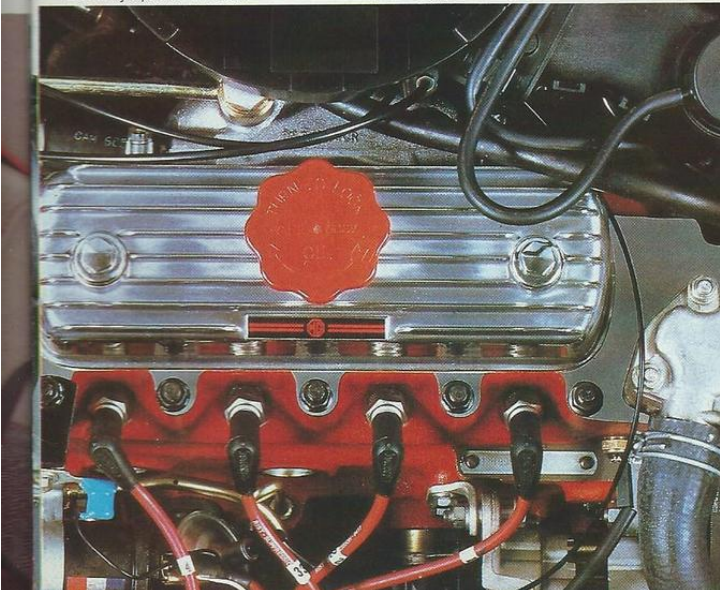
▼ Rear window spoiler.



▲ Alloy sports wheels.



▼ 72bhp power unit.



MG METRO 1300

Here's the small sports saloon that has set new sales records for the respected MG marque. It's the sort of car that you find excuses to drive just for the pleasure of it, yet at the same time it remains a completely practical and very economical small hatchback – have your cake and eat it.

Purposefully styled, with its neat MG insignia, alloy wheels and aerodynamic spoiler moulding framing the rear window, the MG1300 is every inch the enthusiast's car – even down to the underbonnet appeal of a polished alloy rocker cover on the high performance 72bhp engine.

Inside, the sporting emphasis is equally evident – classic instrumentation with a tachometer, a leather-bound three spoke steering wheel, and sports seats that not only look superb in their herringbone/grey fabric, but provide the support and location to match the MG's vigorous performance and cornering abilities. Throughout the interior trim, the MG-red accent theme is used; the overall effect is one that has been universally admired.

Naturally, the MG Metro 1300 has all the appointments you would expect from an upper-range Metro – such as a push button radio with speakers built into the twin door bins, cigar lighter, bronze tinted glass, opening rear quarter lights, front seat head restraints, load space lamp and asymmetric split folding rear seats to name but a few.

Features such as the laminated windscreen, duplicated front disc brake hydraulics, forward mounted fuel tank and interlocking door/sill design, combined with crisp, accurate handling and superb visibility ensure that the car lives up to the famous MG 'Safety Fast' motto.

OPTIONAL EXTRAS

MG fresh air enthusiasts can choose glass or steel tilting and removable sun roofs; a radio/stereo cassette player may be specified in preference to the standard radio. The optional black and clearcoat metallic finishes look particularly attractive in conjunction with the MG livery.

Max. towing limit (2-up): 18.7cwt (950kg). Max. roof rack load: 105lb (48kg). Fuel: 4 Star (97 octane). Dimensions: Length 134.0in (3.4m) Width 61.2in (1.55m) Height 53.5in (1.36m) Wheelbase 88.6in (2.25m) Turning circle 33.5ft (10.2m). Fuel tank capacity: 6.5gals (29.5 litres). Servicing intervals (miles): 12,000. Insurance Group (as recommended by the Accident Offices Association): 3.

Manual	Economy					
	Imperial mpg			Metric L/100km		
	Urban	56mph	75mph	Urban	90km/h	120km/h
	31.5	51.2	39.1	9.0	5.5	7.2

All figures (in mpg – L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

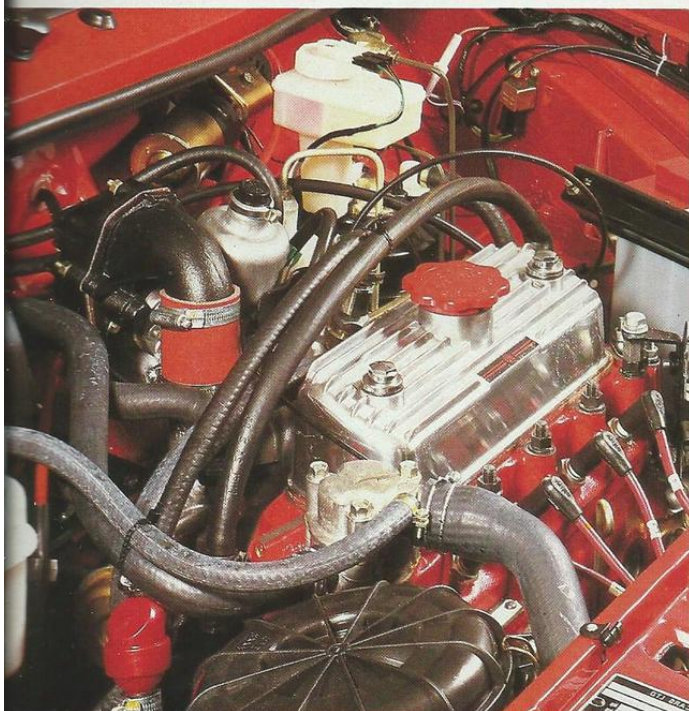


▼ Sports style seating.



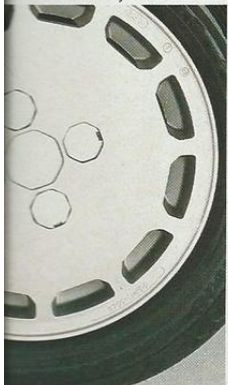
METRO Turbo





▼ 13in. alloy wheels.

▲ 93bhp turbocharged power unit.



▼ Opening rear quarter lights.



▲ Distinctive rear badging.



MG METRO TURBO

Following the success of the MG Metro 1300, the MG Metro Turbo was a natural step up the performance ladder. A meticulously-engineered turbocharger installation (developed in conjunction with Lotus) has resulted in a 93bhp engine with a superbly progressive power delivery – a joy to drive under all road conditions, and the fastest ever MG saloon.

With more than double the power of a Metro City, the Turbo is a particularly potent performer, and it draws heavily on Metro racetrack success for features such as ventilated front disc brakes, uprated suspension and low profile 165/60 tyres on 13in cast alloy wheels. A special moulded front spoiler incorporates brake cooling ducts, there are wheelarch spats, and black-finished lower body sides set off the red 'Turbo' decals.

Inside the Turbo, there is the same MG-sports theme that is so popular in the MG1300. Features unique to the Turbo include a light-emitting diode boost gauge within the tachometer face (where the digital clock would normally be found – and the latter is therefore housed in the centre of the fascia), and a neat 'Turbo' badge in the centre of the steering wheel.

It would be easy to forget that this exhilarating sports saloon has lost none of the ingenious practicality of the Metro concept. It's still a roomy four seater, with asymmetrical-split folding rear seats for total adaptability – just as happy doing the shopping as storming the autobahn at 112mph. No other car offers so much all-round appeal in such a compact package.

OPTIONAL EXTRAS

As for MG 1300 – glass or steel sun roofs, radio/stereo cassette player and black or clearcoat metallic paint choices.

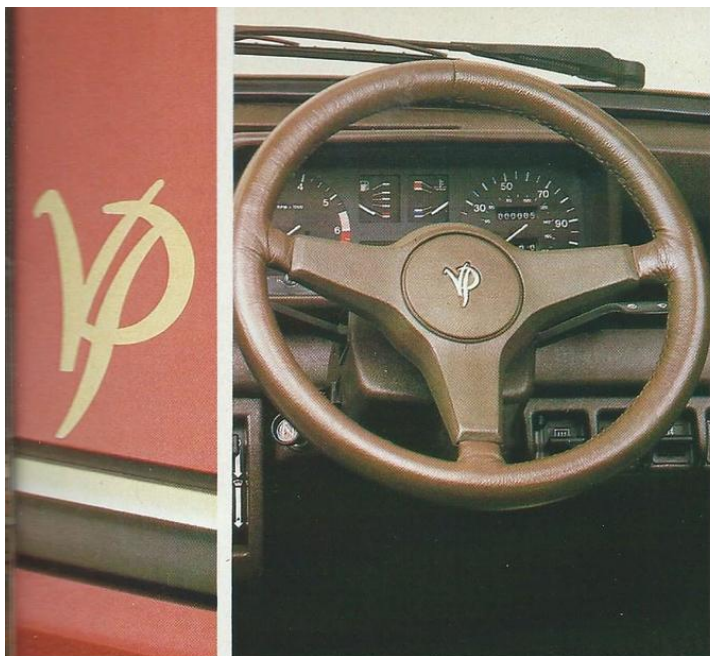
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Manual	Economy					
	Imperial mpg			Metric L/100km		
	Urban	56mph	75mph	Urban	90km/h	120km/h
	34.4	50.3	35.1	8.2	5.6	8.0

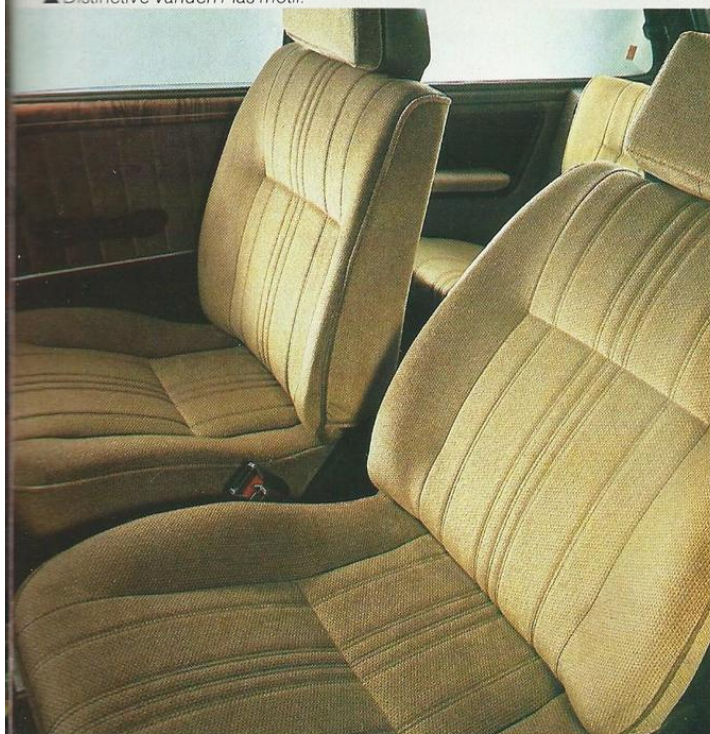
All figures (in mpg – L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

METRO Vanden Plas



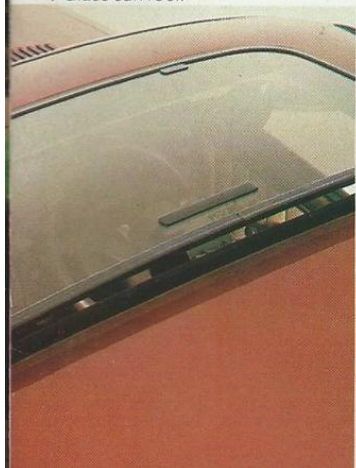


▲ Distinctive Vanden Plas motif.



▼ Glass sun roof.

▲ Luxurious Raschelle seat trim.



AUSTIN METRO VANDEN PLAS

For those who like their cars small and beautiful, the Metro Vanden Plas is the ultimate choice. Here is the spacious, versatile and compact Metro in yet another guise – the high grade luxury small car. Distinguished externally by bright finishes on the radiator grille, front and rear screen surrounds, side rubbing strip and on the wheel rims, plus special coachlines with 'VP' motifs, the Vanden Plas has a tastefully 'classy' aura.

But it is inside that the special richness of Vanden Plas motoring is most apparent. Plushly upholstered with Raschelle fabric and beautifully colour-keyed throughout, the Vanden Plas has such traditional delights as burr walnut veneered door cappings and a leather-bound steering wheel rim. You can also take for granted a glass tilting/removable sun roof, head restraint pads, cut pile carpeting, brushed fabric headlining, rear armrests, cigar lighter and push-button radio, and many other luxury touches.

All the normal Metro benefits are found in the Vanden Plas – from 88% all-round visibility to the totally adaptable folding rear seat design.

Effortless performance comes from the 1275cc 62bhp power unit, with additional refinement through an extended transverse exhaust tail pipe and extra soundproofing treatment. Luxury doesn't mean extravagance, however, for the Metro Vanden Plas has excellent fuel economy – 51.2mpg at 56mph.

OPTIONAL EXTRAS

With such a comprehensive specification, there are few optional extras for the Metro Vanden Plas. Black or clearcoat metallic paint finishes can be chosen to enhance the appearance to taste; a radio/stereo cassette player can be substituted for the normal radio.

To complete the luxury car ambience to perfection, the 4-speed automatic transmission from the 1.3 Automatic model is a unique Vanden Plas option. Offering fully-automatic gear changing or full manual-control according to choice, this smooth and responsive transmission makes the Metro Vanden Plas an unrivalled smart car about-town.

Max. towing limit (2-up): 18.7cwt (950kg). Max. roof rack load: 105lb (48kg). Fuel: 4 Star (97 octane). Dimensions: Length 134.0in (3.4m) Width 61.2in (1.55m) Height 53.5in (1.36m) Wheelbase 88.6in (2.25m) Turning circle 33.5ft (10.2m). Fuel tank capacity: 6.5gals (29.5litres). Servicing intervals (miles): Major 12,000; Intermediate 6,000 (oil change auto model only). Insurance Group (as recommended by the Accident Offices Association): 2.

	Economy					
	Imperial mpg			Metric L/100km		
	Urban	56mph	75mph	Urban	90km/h	120km/h
Manual	33.7	51.2	37.9	8.4	5.5	7.4
Automatic	33.5	47.0	34.9	8.4	6.0	8.1

All figures (in mpg – L/100km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.

METRO CITY AND STANDARD**ENGINE**

4 cylinder, transverse. 4 star (97 octane) fuel. OHV, 998cc. City: 44bhp. Standard: 46bhp. Economy tune. (Alternative for Standard only - 2 star, 41bhp unit.)

TRANSMISSION

4 speed all synchromesh, remote control. Diaphragm spring clutch, hydraulically operated. Integral final drive.

SUSPENSION

Front: independent, Hydragas® springs, telescopic dampers, anti-roll bar. Rear independent, trailing arms, Hydragas® springs with internal damping plus coil pre-load springs.

STEERING

Rack and pinion.

BRAKES

Dual circuit system with duplicated front brake lines. Front 21.3 cm discs, 17.8 cm rear drums.

WHEELS AND TYRES

Pressed steel ventilated disc wheels, 135 x 12 steel braced radial ply tyres. Moulded hub covers.

ELECTRICAL

Metro City: 12 volt negative earth system. Alternator. Twin column stalks for indicators, horn, dip and 2 speed wipers with electric screen washers and flick wipe. Thermostatic electric cooling fan. Rear fog guard lamp. Hazard warning lamps.
Metro Standard: As Metro City plus reversing lamps. Heated rear window.

INSTRUMENTATION

Metro City: Printed circuit connections, speedometer with trip recorder. Fuel level and water temperature gauges. Warning lights for brake circuit failure/low fluid, brake pad wear, handbrake, oil pressure, ignition, main beam, indicators, hazard lamps and rear fog lamp.
Metro Standard: As Metro City plus warning lamps for heated rear window and choke.

INTERIOR FEATURES

Metro City: Houndstooth fabric centre seat facings. New-style tilt/slide front seats. Jack-knife folding rear seat. Fitted carpet. Driver's sun visor. 2 spoke steering wheel. Colour-keyed fascia top and front parcel shelf. Fresh air heater/demister with 2 speed fan, face level air vents and side window demisters. Interior bonnet release. Concealed inertia reel front seat belts. Load space mat.
Metro Standard: As Metro City plus hinged/detachable rear parcel shelf. New Marle fabric seat facings. Passenger's sun visor. Ticket pocket on driver's sun visor. Front door bins.

BODY FEATURES

Metro City: 2 door hatchback all steel unitary construction. Black rolled-section bumpers with moulded wrap around cappings. Driver's door mirror. Tailgate controlled by twin gas struts. 'City' decal each side of car. Fuel filler concealed behind flap. Extensive corrosion protection including Cathodic electrocoat primer on body and subframes, underbody seal and wax injection of box sections.
Metro Standard: As Metro City but with coachlineless 'City' decal.

METRO 1.0/1.3L

As Metro Standard with following variations:

ENGINE

Metro 1.3L: 1275cc. 62bhp.

BRAKES

1.3L plus servo assisted brakes.

WHEELS AND TYRES

1.3L: 155/70 x 12 steel braced radial ply low profile tyres.

ELECTRICAL

Twin rear fog guard lamps. Rear screen wash/wipe. Illuminated switchgear and heater controls. Cigar lighter. Push button LW/MW radio.

INTERIOR FEATURES

Reclining squabs and adjustable twin-stalk head restraints. Asymmetric split, jack-knife folding rear seats. Passenger vanity mirror. Anti-dazzle rear view mirror. 4-spoke steering wheel. Moulded handbrake grip. Carpet-lined glovebox. Rear quarter trays. PVC trimmed loadspace sides. Front door armrests and door bins.

METRO 1.0HLE/1.3HLE

As Metro 1.0L/1.3L with following variations:

TRANSMISSION

4 speed, '3+E' all synchromesh.

WHEELS AND TYRES

Low Rolling Resistance steel braced radial ply tyres.

ELECTRICAL

Halogen headlamps incorporating front side/indicator lamps. Load space lamp.

INSTRUMENTATION

Analogue clock.

INTERIOR FEATURES

Tweed fabric seat facings. Carpeted rear shelf. Opening rear quarter lights. Colour keyed front seat belts.

BODY FEATURES

Remote control driver's door mirror. Side repeater flashers. Side rubbing strips.
1.0HLE only: Rear tailgate spoiler.
1.3HLE only: Laminated windscreen, bronze-tinted glass.

METRO AUTOMATIC

As Metro 1.3HLE with following variations:

ENGINE

1275cc. 60.5bhp.

TRANSMISSION

4 speed automatic with manual override facility and illuminated colour-change selector indicator. Integral final drive.

WHEELS AND TYRES

As 1.3L.

MG METRO 1300

As 1.3HLE with following variations:

ENGINE

1275cc. 72bhp. Water/oil heat exchanger.

TRANSMISSION

As 1.3L.

WHEELS AND TYRES

Cast alloy wheels, 5in rims with 155/70 SR x 12 low profile steel braced radial ply tyres. 'MG' motif hub centres.

INSTRUMENTATION

Tachometer incorporating digital clock.

INTERIOR FEATURES

Grey herringbone tweed/grey velour seat facings with red piping and style stitching. Sports-style front seats. Head restraints with herringbone trimmed pads. Ribbed finish red carpeting. Grey upper fascia and front parcel with anti-slip liner mat. Red front seat belts. Passenger grab handles and coat hooks. Herringbone cloth inserts and red mylar trim strips in door casings. Stitched PVC gear lever gaiter. Rigid door bins with integral radio speakers.

BODY FEATURES

Twin door mirrors with remote control on driver's mirror. Rear window surround spoiler. Side and rear decal tapes. Coachlines.

MG METRO TURBO

As MG 1300 with following variations:

ENGINE

Turbocharged 1275cc. 93bhp. Oil cooler.

SUSPENSION

Up-rated Hydragas® springs and shock absorbers plus rear anti-roll bar.

BRAKES

Ventilated front discs 21.3cm dia., modified rear drums, 17.8cm dia., with compensator valve.

WHEELS AND TYRES

Cast alloy wheels, 5½in rims with 165/60 HR x 13 ultra low profile steel braced radial ply tyres. Flush style hub and wheel nut covers.

ELECTRICAL

Breakerless electronic ignition with anti-knock control.

INSTRUMENTATION

Tachometer incorporating light-emitting diode boost gauge. Digital clock in central housing.

BODY FEATURES

Extra-deep moulded front spoiler with integral brake-cooling ducts. Moulded wheel arch spats. Black finished lower body sides with 'Turbo' decals. Rear badge decals on black-finished portion of rear hatch.

METRO VANDEN PLAS

As Metro 1.3HLE with following variations:

TRANSMISSION

Manual as 1.3L. 4 speed automatic with manual override facility optional at extra cost.

WHEELS AND TYRES

155/70 SR x 12 steel braced low profile radial ply tyres. Moulded hub covers with 'VP' motif and trim rings.

INSTRUMENTATION

Tachometer incorporating digital clock.

INTERIOR FEATURES

Raschelle honeycomb-pattern knitted luxury fabric upholstery on all seating, door casings, rear quarter cases, front head restraint pads and rear armrests. Cut pile carpeting. Full colour-keying of fascia, pillar trims, door furniture, seat fittings, seat belts, seat belt buckles and gear lever gaiter. Brushed nylon headlining. Dipping rear view mirror. Front parcel shelf with 'VP' motif moulded into black anti-slip liner mat. Passenger grab handles and coat hooks. Wood door cappings and carpet kick strips. Rigid door bins with integral radio speakers. Load space carpeting and trimmed sides.

BODY FEATURES

Bright inserts to front and rear screen surrounds. Bright finished grille surround with grey central bars. Remote control driver's door mirror plus passenger mirror. Bright finish door handles and tailgate lift handle. Coachlines with 'VP' motifs. Glass sun roof. Locking fuel filler cap.