

August 1993

## Ford Mondeo

Featuring 1.8GLX



**M**ONDEO ISN'T JUST A NEW NAME OR A new face. For hard-pressed Ford, it's a make or break, clean-sheet-of-paper design. Unlike the old Sierra, it's a front-wheel drive design; in the past decade, this has become the normal way of designing family cars.

There are new engines, introduced in the last year or so in the revamped Escort. They go from 90 to 136bhp via 1.6, 1.8 and 2.0 litre versions, all with 16 valves and multi-point fuel injection. There's also a turbo-diesel, and a new 2½ litre V6 is imminent. Look out, too, for electronically controlled automatic and four-wheel drive versions.

In spite of all this innovation, the Mondeo bears more than a passing resemblance to the Toyota Carina and Honda Accord/Rover 600. In fact, all the changes have resulted in making them look more alike, on paper at least. Where the Mondeo stands out is in its generous standard equipment, especially notable in the cheaper

versions. Even the entry-level Mondeo boasts power steering (with a wheel that's adjustable for both reach and rake), a driver's-side airbag, a burglar alarm and central locking with deadlocks. Less apparent subtleties include footwell heating and door courtesy lights at the rear, as well as a 60:40 split/fold seat backrest on all versions. The seatbelts have height adjusters and pretensioners at the front, and the doors contain side impact beams.

### Driver appeal

So, there's a new image and a lot of new features, but what is it like on the road? We put a 1.8GLX five-door to the test and found that it proved to be a most accomplished all-rounder, although it actually offers no stunning breakthrough in performance, fuel economy or accommodation. Figures such as 36½mpg overall and 30–70mph in 10<sup>3</sup>/<sub>4</sub>sec represent small gains over the old Sierra and are more or less par for the course – the

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# Ford Mondeo 1.8GLX (5 door)

## PERFORMANCE

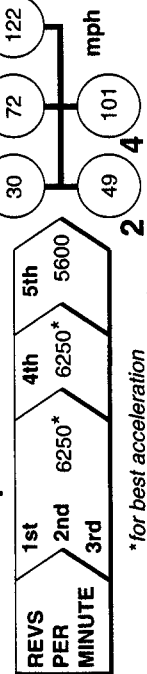
**Acceleration** time in seconds

<b>STANDING START</b>	0-30mph	3.6	0-60mph	10.8	1/4 mile	17.9
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<b>THROUGH THE GEARS</b>	30	40	50	60	70
	1.9	4.4	7.2	10.7	
<b>IN 5TH GEAR</b>	6.5	13.1	19.4	26.3	
<b>IN 4TH GEAR</b>	4.3	8.3	12.7	17.2	

<b>20 mph</b>	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>	13.1/8.6	12.9/8.4	13.1/8.3	13.2/8.9	

### Maximum speeds



## FUEL CONSUMPTION

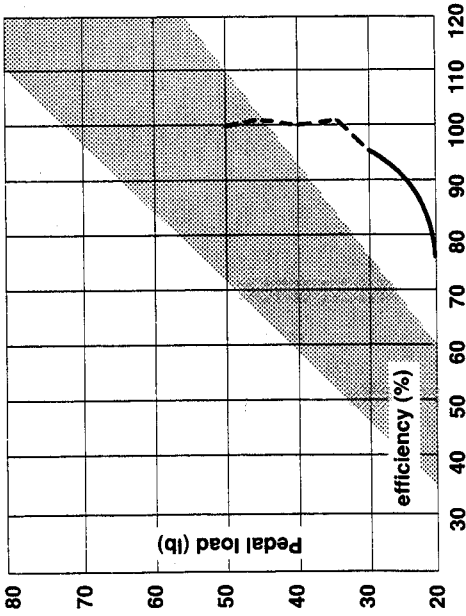
Fuel grade for tests: unleaded Premium, 95 octane

<b>Normal range</b>	mpg
Hard driving, heavy traffic	29 1/2
Short journeys in the suburbs	28
Motorway - 70mph cruising	40
Brisk driving, mixed roads	36
Gentle driving, rural roads	42 1/2
<b>Typical mpg overall</b>	<b>36 1/2</b>
Realistic tank range*	55 litres/440 miles

\* based on fuel gauge and filling station experience

## SAFETY

**Brakes (with ABS option)** How pedal loads affect braking



Braking efficiency shown as a percentage of gravity (ie 100% = 1.0g). Ideally the braking curve should be a gentle sweep and lie within the shaded zone of this graph. If it's above, the brakes are too heavy; if it's below, they are too light - although this is more acceptable on cars with ABS. When the curve becomes broken, the ABS is operating.

50-0mph best stop

94% / 89ft

Handbrake only

34%

**Fade test**

How hard use affects braking (Ideal brakes show no change)

Pedal load needed for 75% stop (lb)

20

After constant use

20

After severe use

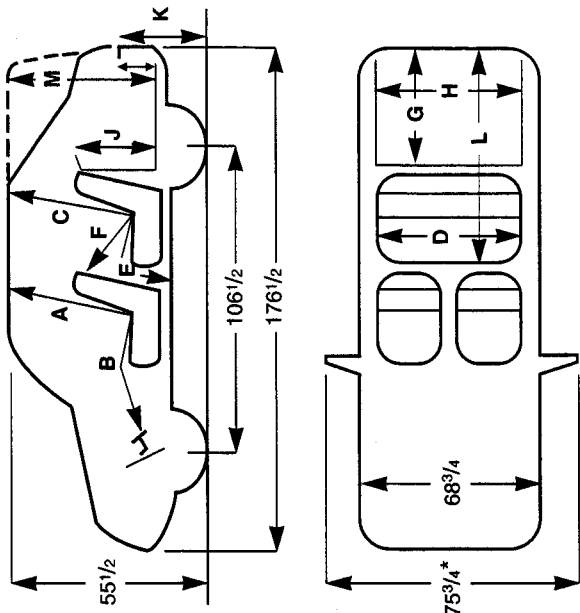
30

### Safety check list

<b>Steering</b>	true 'feel' of the road?	<input checked="" type="checkbox"/>
<b>Brakes (with ABS option)</b>	powerful?	<input checked="" type="checkbox"/>
	sensible effort?	<input checked="" type="checkbox"/>
	fade resistant?	<input checked="" type="checkbox"/>
<b>Seatbelts</b>	front - effective?	<input checked="" type="checkbox"/>
	convenient?	<input checked="" type="checkbox"/>
	rears - effective?	<input checked="" type="checkbox"/>
	convenient?	<input checked="" type="checkbox"/>
<b>Head restraints</b>	front - effective?	<input checked="" type="checkbox"/>
	rear - effective?	<input checked="" type="checkbox"/>
<b>Interior</b>	thoroughly padded?	<input checked="" type="checkbox"/>
	shielded filler?	<input checked="" type="checkbox"/>
<b>Fuel</b>	protected tank?	<input checked="" type="checkbox"/>

## MEASUREMENTS

**Dimensions** (inches)



\* mirrors don't fold

**Inside** (inches)

2830

Kerb weight in lb (full of fuel)

**A** Front headroom

36-38

**G** Load length

35 1/2

**B** Front legroom (min - max)

34 1/4-43

**H** Load floor width (min - max)

38-52

**C** Rear headroom

35 1/4

**J** Load height

19

**D** Back seat width (between armrests)

50

**K** Sill height (inner/outer)

7/26

**E** Typical rear \* legroom

40

**L** Load length

61

**F** Typical rear \* kneeroom

28

**M** Load height (to tailgate hinge)

32

\* "Typical" represents the mean measurement behind the driver's seat set at 39in legroom and the passenger's seat set at 41in

five-year-old 2.0 litre/115bhp Cavalier produces slightly better numbers for the same asking price. However, Ford's new Zeta engine feels much happier here than it does in the Escort/Orion (it's less harsh), and with a more positive though still mildly baulky gearchange, we think that this 1.8 Mondeo engine is a real improvement over the Sierra's, too. It's flexible and uncomplaining about low-speed ambling, but it does need to rev freely to give lively throttle response, and it lacks the Cavalier's long, loping stride.

The driving position and cabin layout are excellent, thanks to supportive seats and helpful adjustments. Forward vision is marred by a poor centre mirror that is partly obscured when the sun visors are in use, and the over-the-shoulder view when reversing is problematic, too. We like the headlamp switch that prevents you from leaving the foglamps on by mistake, but where are the interior headlamp beam trimmer and low-level fuel lamp? – only the poshest Ghia has the latter. Still, the tank range is generous because the gauge is reliable – pity the speedo isn't.

The steering and cornering complement the impressive driving position to produce a roll-free response into the bends that feels poised and accurate. Although the ride is good, especially on main roads,

there are times when the Mondeo jostles over bigger road faults, and tyre roar is always in evidence.

### Space and comfort

The back seat is roomy, but the cushion lacks thigh support, especially around the curved ends near the doors. Because there's no back axle to accommodate now, the boot is deeper than the old Sierra's. We like the protected load sill and the way that luggage can be isolated from an opportunist thief inside the car; the seat latches are inside the luggage compartment and the interior boot release trigger can be disarmed. This and a full burglar alarm/double locking provision take security seriously on all Mondeos. It's Ford's best security effort to date and has fewer snags.

The ventilation arrangements (with a valuable pollen filter built in) are fine in mid-summer; the heating, too, is generous in cold weather, but the inflexible system falls short of the Sierra's at the times in between. No cold air to upper regions is possible with the heater on even gently, for example, and moving the direction slide to "screen" shuts off the face level vents entirely. Fresh air fans should stick to the Cavalier. The Mondeo has a sunroof, though, complete with sunshade; this redeems the situation somewhat.



## Choices

Experience with other versions revealed an estate car back seat that's just as comfortable as the hatch's, an engine and bumpy road response that seemed harsher on the 2 litre version, and, conversely, a 1.6 basic car that felt poised and refined – within the limitations to its straight-line performance.

## In service

Outside, tight shut lines and flush-fitting glass give the Mondeo an aura of quality but, incongruously, the door mirrors don't fold out of the way and all except the base version have painted bumper shields – our

car's were already scuffed. The Mondeo's "cab-forward" design makes it very crowded under the bonnet, which signals the end of front garden maintenance on Fords. This could also mean problems in service for the secondhand buyer, unknown on a Sierra.

## VERDICT

The Mondeo is a generally well-rounded design that has pleasing road manners. It's the cheaper versions that offer most for the money, though – the 1.8LX is the best compromise. However, the 1.6 entry version also has a lot to offer, and we like the estate car treatment very much.

HOW THEY COMPARE	Engine cap/power (cc/bhp)	Max speed (mph)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes best stop (%g/lb)	Maximum legroom – front (in)	Typical leg/kneeroom – rear (in)	Steering turns/circle (ft)	Overall length (in)
Ford Mondeo 1.8GLX (5 door)	1796/115	122	10.7	26.3/17.2	36½	101/35*	43	40/28	3.0/34 (p)	176½
Rover 620i (4 door)	1997/115	119	10.7	25.5/18.7	32½	92/25	44½	38¼/27	3.1/38½ (p)	183
Toyota Carina E 1.6GL (5 door)	1587/106	115	11.0	30.4/22.0	40	100/27	43	42½/30	3.2/35½ (p)	174½
Vauxhall Cavalier 2.0i GL (5 door)	1998/115	122	10.0	28.7/19.4	38	87/35	42½	39/29¼	3.5/34 (p)	171¼
Citroën Xantia 1.8i SX (5 door)	1761/103	113	12.4	24.3/16.3	35½	94/25	42¼	40½/29	3.2/34¾ (p)	174¾

\* with ABS (p) power assisted

## TECHNICAL SPECIFICATION

### ENGINE

**Type and size** front-mounted, transverse 4 in line; water-cooled, 80.6mm bore x 88.0mm stroke = 1796cc. Iron block and alloy head; 5 main bearings

**Compression ratio** 10.0:1

**Valve gear** belt-driven twin overhead camshafts actuating four valves per cylinder via hydraulic tappets

**Fuel system** electronic multi-point fuel injection, three-way regulated catalyser with lambda sensor. 61.5-litre (13.5-gallon) tank; no low-level warning lamp (on Ghia only). Fuel required: unleaded only, 95 octane minimum

**Ignition system** fully programmed electronic, integrated with fuel system

**Maximum power** 115bhp at 5750rpm

**Maximum torque** 116 lb ft at 3750rpm

### TRANSMISSION

**Clutch** diaphragm-spring; dry plate; cable-operated. Pedal load/travel: 20 lb/5¾in

**Gearbox** 5-speed and reverse (all synchromesh).

Ratios: first 3.42, second 2.14, third 1.45, fourth 1.03, top 0.77 and reverse 3.46:1

**Final drive** 4.06:1, to front wheels

**Mph per 1000rpm** 21.7 in top, 16.2 in 4th

**Rpm at 70mph** 3240 in top gear

### CHASSIS

**Suspension** front: independent by MacPherson damper/struts with integral coil springs and an anti-roll bar. Rear: independent by coil springs with vertical struts, twin transverse and single trailing arms and an anti-roll bar. Dampers: telescopic all round

**Steering** variable-rate power-assisted rack and pinion with 3 turns between full locks. Turning circles average 34ft between kerbs, with 50¼ft circle for one turn of the wheel

**Wheels** 5½in steel with 185/65R14H tyres (Goodyear GT65 on test car)

**Brakes** 10.2in ventilated discs front, 9in drums rear, with vacuum servo. Optional electronic ABS fitted to test car (comes with 10in plain discs rear)