

DMC
DE LOREAN MOTOR COMPANY

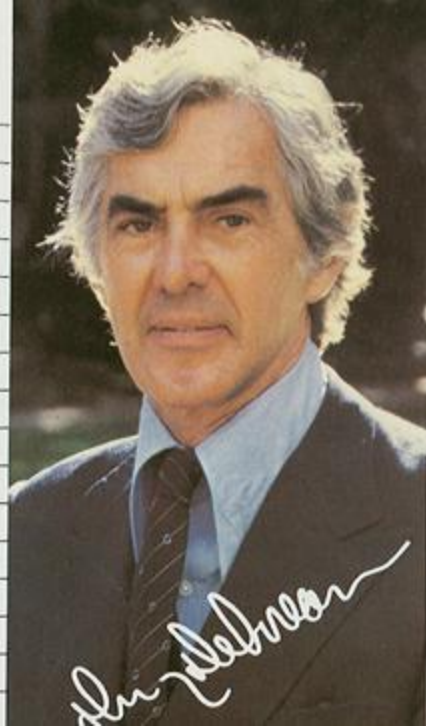
Built-in obsolescence is a phrase that has probably been associated more with cars over the years than with any other product.

Relatively new models can be outdated by cosmetic changes. Components can wear out sooner than need be, so the consumer may be faced with having to buy new parts, or a new car.

But it is possible to build a car with a useful life of more than a few years; a high performance car that would be economical to run, and safe.

It was with these ideas in mind, over the last four and a half years, that the De Lorean Motor Company engineered and built a car that proves it can be done.

The De Lorean is assembled in a purpose-built factory, which gave us the opportunity to incorporate



new materials and new technology.

We started with the hard work and imagination of the top designers and engineers in the car industry, people like Giugiaro of Ital Designs, and Colin Chapman, the driving force behind Lotus.

We gained the trust and co-operation of the British government who have helped finance the most sophisticated car factory in the world.

And we were fortunate to have the co-operation, skills, and dedication of the work force found in Northern Ireland.

Thanks to them all there's a new car on the road today. A car that defies convention, if for no other reason than it is built around the needs and desires of the consumer, not the corporation.



The De Lorean's body panels are a brushed stainless steel; stainless steel because it will never rust. The bumper sections are made from semi-rigid polyurethane which can sustain an impact of at least 5 mph without damage.

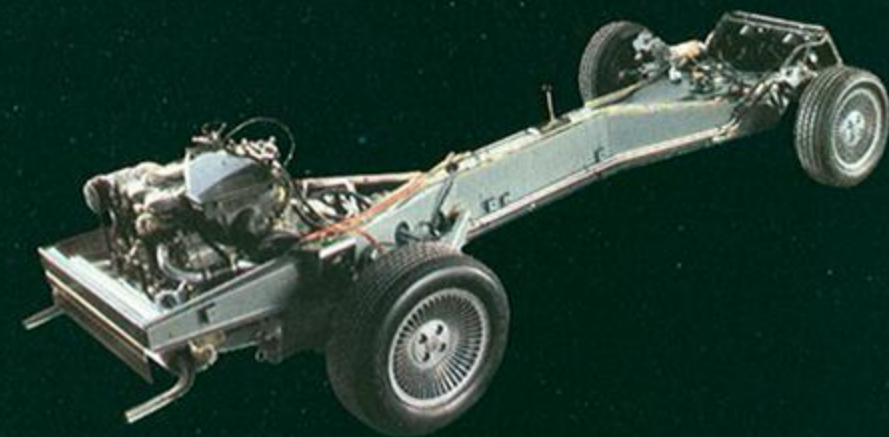
Rear louvres were incorporated to improve the overall aerodynamic drag and conserve fuel. They also act as an automatic aid to the cooling system, pulling air through the engine compartment.

The gull wing doors open in less space than conventional doors and give you easier access to the calf leather interior. The steering wheel telescopes in and out, and the steering column moves up and down. The aerial for the 4-speaker radio and cassette player is embedded in the windscreen. There is air conditioning, electric windows, even electrically operated remote control door mirrors.



An incorrodible fibreglass reinforced resin, a process referred to as GRP, forms the De Lorean's underbody. The GRP structure incorporates sections of expanded polyurethane foam for added strength, safety, and support in the front, rear, and roof of the car. This material also dampens road vibration and significantly reduces noise, sometimes a problem with high performance cars.

With a boot and additional storage space behind the seats, the De Lorean offers considerable luggage space for a two seater sports car.



Having been dipped in epoxy resin the double wishbone steel chassis is rust-proof, strong, and light. Coupled with fully independent suspension and rack and pinion steering the De Lorean keeps the driver remarkably in touch with the road. The steering is responsive and positive at all speeds.

Centrally mounted in the chassis is the fuel tank, a specially engineered blow moulded, non-flammable compound. Under impact testing it has shown to be safer and more resistant to rupturing than conventional fuel tanks.

The exhaust system in the De Lorean is also incorrodible because it too is stainless steel.

The fuel injected V6, 2.85 litre light aluminium alloy engine has been tuned to give maximum performance and economy, while at the same time exceeding current exhaust emission levels set throughout Europe.

ENGINE

Type: Aluminium alloy 90% V6, two overhead camshafts. Displacement: 2.85 litres. Bore & Stroke: 91 x 73mm. Compression Ratio: 9.5:1. Block Construction: Light alloy w/cast iron cyl. liners. Cylinder Heads: Light alloy, cross-flow, hemi-chambers. Cooling System: Water/Ethylene Glycol, radiator forward w/twin thermostatically controlled fans. Fuel System: C.I.S. Fuel-injection Bosch K-Jetronic. Ignition System: Breakerless, electronic Bosch.

DRIVE TRAIN

Engine Location: Rear-mounted. Transmission: 5 speed, fully synchronised or 3 speed automatic. Final Drive: Trans-axle/dbl. univ. half-shafts, ratio 3.44:1.

BODY

Construction: Structural-composite single piece underbody w/corrosion free outer body panels; Brushed stainless steel Grade 304.

CHASSIS

Construction: Epoxy coated corrosion resistant box section backbone, with "Y" shaped sub-frames carrying the power train

assemblies and the 4 wheel independent suspension. Also incorporating controlled deformation crush tubes.

SUSPENSION

Front: Compliant, unequal length wishbones and coil boxed spring, telescopic shock absorbers and anti-roll bar. Rear: Compliant diagonal trailing radius arms with upper and lower links, coil spring with

telescopic shock absorbers.

STEERING

Type: Rack and pinion, designed neutral to mild understeer 3.5°/10.7m turning circle. Lock to lock 3.2 turns.

BRAKES

Front/Rear: Power assisted 4-wheel discs. Front swept area 279 sq.ins./180 x 10³mm. Rear swept area 262 sq.ins./169 x 10³mm.

WHEELS

Front/Rear: Cast light-alloy. Front: 14"/357mm dia. x 6"/152mm wide. Rear: 15"/381mm dia. x 8"/203mm wide.

TYRES

Front/Rear: Steel Belted Radial Goodyear Formula 1 Rain Tread. Sized for balanced cornering power, front and rear. Front: 195/60 x 14 on 6"/152mm rims.

Rear: 235/60 x 15 HR on 8"/203mm rims.

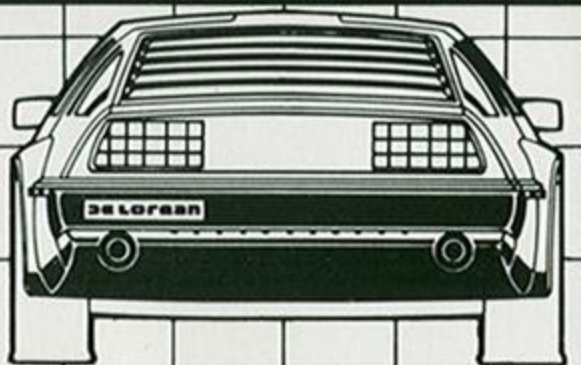
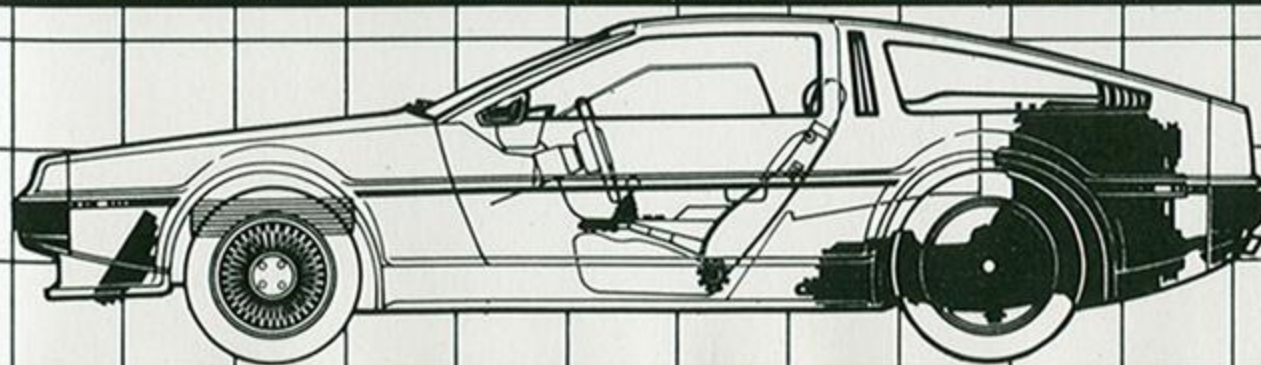
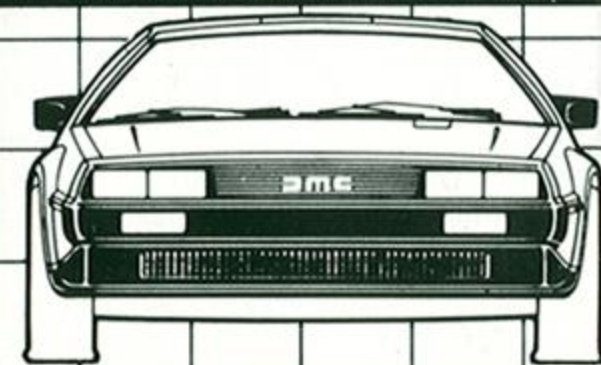
DIMENSIONS & CAPACITIES

Wheelbase: 94.8"/2408mm. Track Front/Rear: Front 62.6"/1590mm. Rear 62.5"/1588mm. Length: 14'/4267mm. Width: 78.3"/1990mm overall. Height: 44.88"/1140mm/Doors closed. 77.20"/1962mm/Doors opened. Weight: 2743 lbs./1244 kg. Fuel Capacity: 10.8 Imp. gals./49

litres. Fuel Consumption (approx): 22.5 m.p. Imp. gal./15.7 L/100 km. Highway - 35 m.p. Imp. gal./10.1 L/100 km. Luggage Capacity: 14 cu.ft./0.4 m per 3. Acceleration (approx): 60 mph, 7.8 secs. 100 kph, 7.5 secs. Water Capacity: 2 1/2 Imp. gals./12 litres. Oil Capacity: 11.5 Imp. pts./6.5 litres SAE 20/40. Gearbox Capacity: 6.5 Imp. pts./3.7 litres (manual). 13.5 Imp. pts./7.6 litres (automatic). Maximum Speed (approx): 135 mph/220 kph. Bumper Material: Semi-rigid Polyurethane. Sills & Spoiler: Semi-rigid Polyurethane.

STANDARD FEATURES

Brushed stainless steel body panels. Counter-balanced gull-wing doors with cryogenically pre-set torsion bars. Leather seats. Air conditioning. Four-speaker, high output stereo system. Power windows. Adjustable steering wheel. Electric door mirrors. Full instrumentation. Electrical central locking system. Tinted glass. All details and specifications shown are subject to change without notice.





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