

VAUXHALL
NOVA
THE LITTLE BETTER CAR



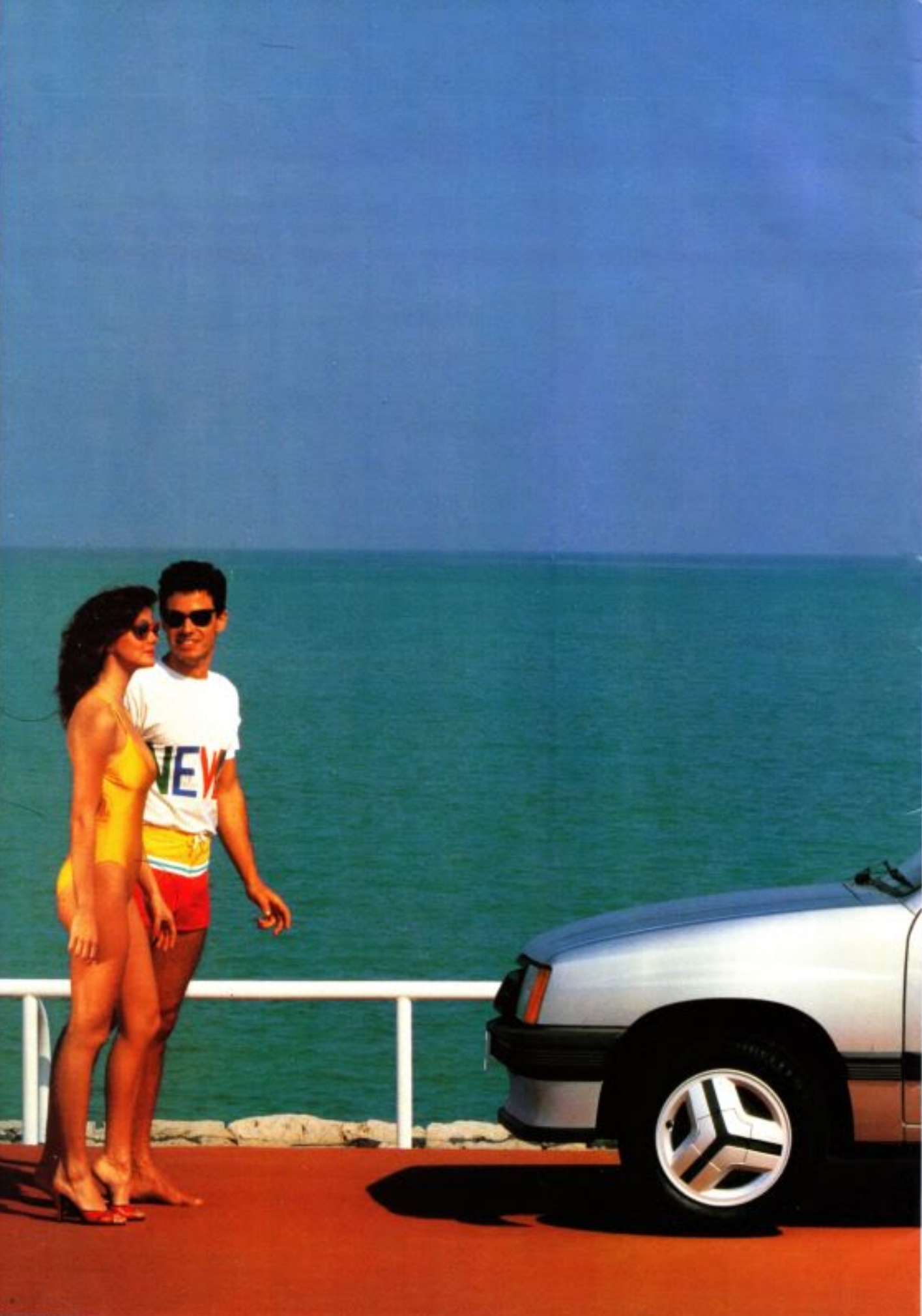


Meet the Vauxhall Nova.
Crystallising all the forward-thinking about small cars. Embodying all the best features of its class - and adding a few of its own.

Putting a lot of extra fun into the driving.
And a lot of thought into the practicalities of small car ownership.

Which is one of the reasons why there are two types of Nova. Nova Hatch. Nova Saloon.
Two new styles of small car. To bring style and practicality to economy motoring.





The Vauxhall Nova is in a class apart. Here's a range of small cars that puts the accent on fun to drive and, at the same time, gives you more than the usual choice.

Two Hatchbacks (a third coming soon). Two Saloons. Three punchy engines. Performance. Economy. Luxury. The Nova has it all.

The design brief: the finest all-round small car in Europe.

Now the waiting is over. Nova emerges as a product of technical resources and design expertise unrivalled anywhere in the

world. Its unique style is among the most aerodynamically efficient of any small car. And that's important in promoting outstanding mpg and remarkable overall running refinement.

Space-saving

All the space-saving advantages of front wheel drive are brilliantly exploited. You'll find big car roominess out of all proportion to the Nova's compact size, whether you go for the sporty Nova Hatch or smart Nova Saloon.

And the Nova inherits many of the highly-praised features of other Vauxhall-Opel models. Like the smooth, easy handling, light controls, and a ride on a par with much larger cars. Which isn't surprising because the Nova has some big car engineering built-in to give you those extra margins of comfort and dependability.

Money-saving

There are the ultra-low running costs too, which bring the Nova right to the fore when it comes to overall economy. Big on

mpg, low on servicing needs, the Nova demands only that you switch on and enjoy the action.

And if you're into small cars with a 100mph-plus performance - and there aren't many - there's the exciting Nova SR Hatch with its definitive style and power to match, coming shortly.

Whichever Nova you choose, you'll find thoughtful detail design, value for money specifications and a driving ease that combine to make the Nova the most convincingly practical small car in the UK.

The little better car



Nova L Hatch. Astro Silver. 2-coat metallic paint and alloy wheels are extra cost options.



Right. Nova L Hatch with optional Astro Silver 2-coat metallic paint and alloy wheels.



A choice of interior trim colours is available on Nova L models in certain colours. Paper Tuxed check in red and beige is shown here.



Special front seat tilt arrangement gives extra easy access to roomy rear compartment.



Among small cars that display an 'L' badge, the Nova L sets a cracking pace with its blend of quality features and attractive prices. And you can choose the sporty hatch or stylish saloon with its big 15.2 cu. ft. boot.

A new 1.2 litre ohc engine coupled with a 4-speed wide ratio gearbox gives the Nova L a sprinting performance and great fuel economy - 57.6mpg at a steady 56mph on Dof figures -

even more with the optional 5-speed gearbox.

The saloon and hatch have some distinctive styling differences in addition to that big boot. The hatch has a horizontal grille integrated with the front bumper cover. The saloon's separate grille has a honeycomb effect. Stylish aerodynamic wheelarch 'blisters' underline the hatchback's sporty character. But both share deep, body side

protection mouldings, flush centre hub caps and grey side window mouldings to confirm the Nova L's status.

Well equipped

Inside, the Piper Tweed cloth trim reinforces the impression of overall refinement. And the high levels of equipment plus extensive colour-keying establish a value-for-money standard that's hard to beat.

The 2-spoke steering wheel is pleasant to grip and complements the light steering. Convenient fingertip stalks on either side of the steering column control front and rear wipers and washers, turn indicators, headlight dip/main beam and headlight flash. Nova L Hatchbacks have an intermittent tailgate wash/wipe as standard.

Neatly grouped instruments include a large central speedometer flanked by fuel and water temperature gauges plus a bank of warning lights.

If your type of motoring is mainly in crowded streets with parking at a premium, you'll appreciate the Nova L Hatchback's compact dimensions and excellent steering lock.

Only slightly longer, the Nova L Saloon is equally manoeuvrable and the high boot line makes

NOVA L



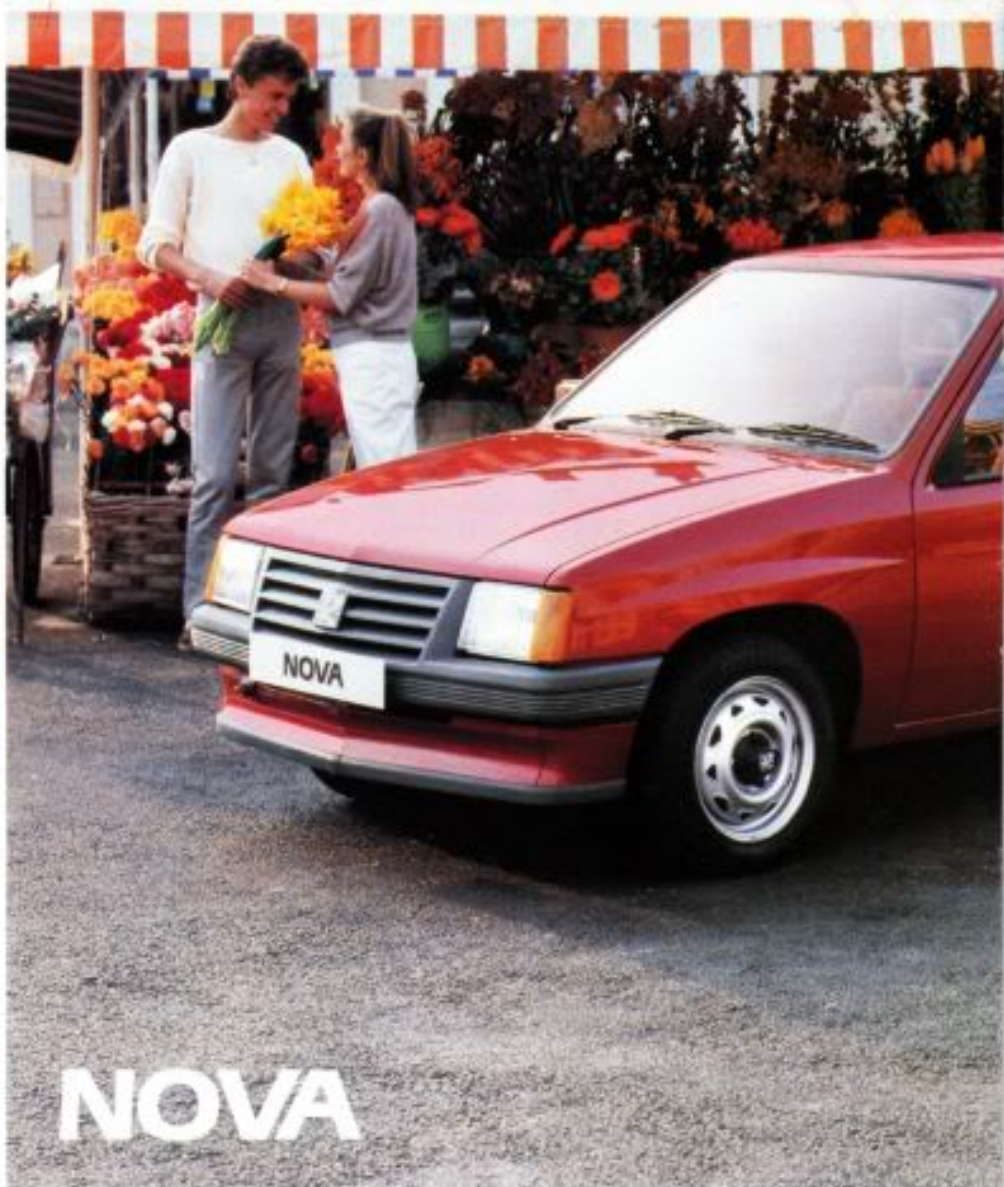
accurate reversing a certainty.

Both offer full four-seater comfort and plenty of room for luggage and loads. Where needed, the saloon's 15.2 cu. ft. boot has the advantage of extra load security.

With the rear seat up the hatch gives you 7.9 cu. ft. under the hinged rear load cover.

The hatchback's rear seat folds down in either of two positions - depending on how flat you need the floor to be - with up to 29.8 cu. ft. of load space.





Nova Hatch in Carmelian Red 2-coat metallic paint, optional at extra cost. This colour offers the choice of beige or red interior trim.



Stylish fascia has logically-positioned controls and glare-free instrumentation. A full width front parcel shelf is standard.

Left: Nova Saloon features bumpers with grey thermoplastic clip-on covers. Bumpers wrap-around to wheel arches for extra protection.

The Nova 1.0 litre Hatch and Saloon are so well equipped that they relate to a much higher price bracket.

Large rectangular halogen headlamps, grey clip-on thermoplastic bumper covers, laminated windscreen, intermittent windscreen wipers, heated rear window, locking fuel cap, reversing light and intermittent tailgate wash/wipe (Hatch) - few if any rivals can match Nova value.

Spacious

Slip into the spacious interior. Relax in the comfort of smart Domino cloth trim; adjust the reclining front seats to your liking. And those front seat head restraints are standard too.

Note the full width front parcel shelf and lidded glove box for storing a mass of 'odds and ends.'

And the sort of features that add an air of quality are there in abundance. Twin sun visors, front door armrests, illuminated



Nova Hatch and Saloon in Carmine Red. Intermittent tailgate wash/wipe is standard on hatchback.



Domino Cloth trim is a distinctive feature of Nova Hatchbacks and Saloons. There are three colours - green, red and beige. Some exterior colours offer a choice of interior trim colours.

heater controls, front passenger assist handle are all standard.

There are some extra luxury touches, too, like vinyl-covered front and centre pillars, a carpeted load deck and load cover for the hatch and a boot mat for the saloon.

Economical

The Nova Hatch and Saloon are not short on driver-satisfaction features either. The lively 1.0 litre engine with its low end torque cam profile and Weber carburettor punches these Nova models up to 87.0mph. And economy is another strong point with 57.6mpg at a steady 50mph. A slick 5-speed gearbox is available as an extra-cost option.

The stylish fascia houses the large speedometer and fuel and water temperature gauges, plus a full bank of warning lights. The highly efficient heating and ventilation system has a 2-speed booster fan. The short gearlever operates the 4-speed wide ratio gearbox with precision.

Take into account the outstanding GM front wheel drive technology and a highly advanced suspension system, and you can appreciate even more the intrinsic value of these price-leading Nova models.

NOVA SR



Body-bugging sports front seats provide extra support when exploiting the Nova SR's performance and handling. Alloy wheels with low profile radials plus headlamp washers shown on Nova SR illustrations are extra cost options.

Small, fast, sporty cars have a magic all their own. The Nova SR Hatch is no exception. What's more, it brings performance, style and sheer driving verve together in a way that's sure to impress the most demanding of drivers. And it's highly practical.

The Nova SR is a full four seater, enduringly comfortable, lavishly equipped, low on servicing needs and remarkably economical. Its speed, handling and roadholding add an exciting flavour to the most mundane journey.

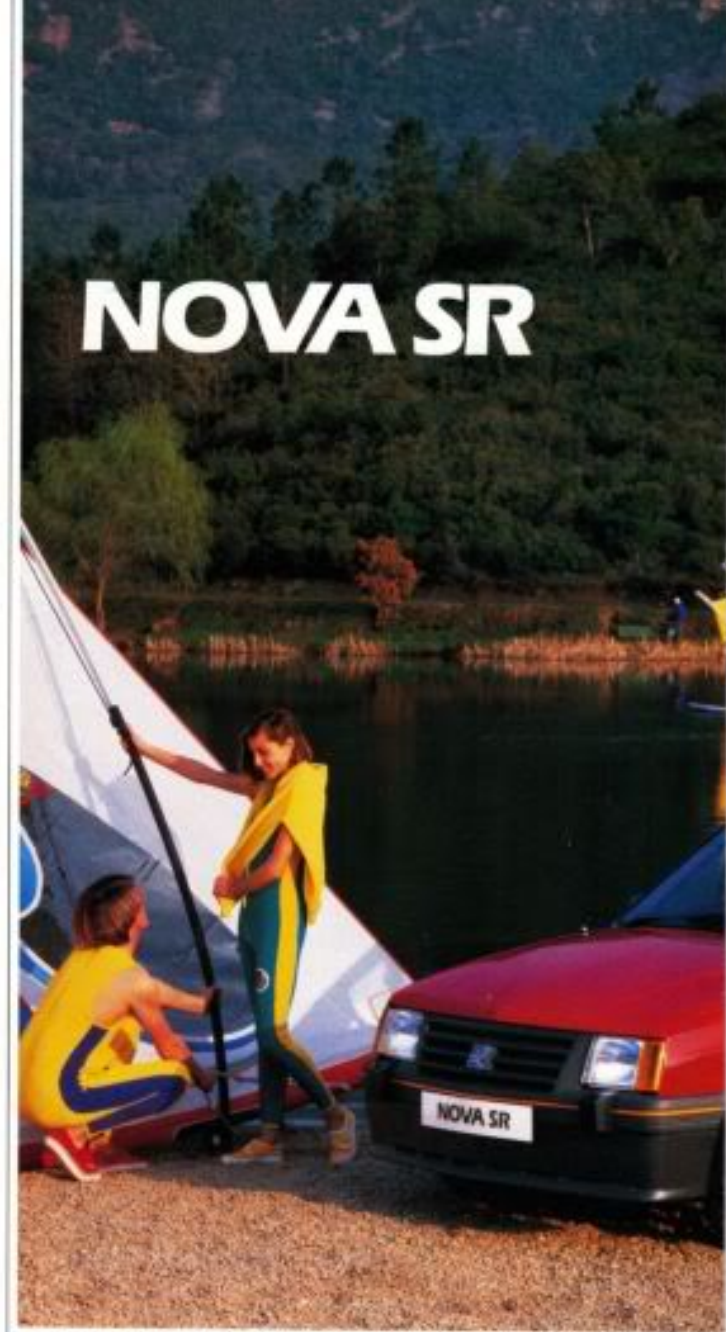
Advanced

Within its compact shape, the Nova SR has some rather advanced features. The 1.3 litre



ohc power unit develops 70hp and revs freely to its 6600rpm limit to give the SR a maximum speed of around 103 mph. That's well up with class standards.

In the cut and thrust of busy traffic, the Nova SR's 5-speed



gearbox comes into its own with a fluid change action and always the right gear for every situation.

On the open road, there's instant throttle response plus the benefits of the aerodynamic styling.

At 0.35 the Nova SR has one of the lowest drag co-efficients of any small car. It shows in the clean way it slices through the air keeping down noise levels - and fuel consumption. At a steady 56mph Government fuel con-





of warning lights.

A push-button radio with stereo cassette player sits above the centre console which is integral with the fascia. A clock and cigar lighter are additional convenience features.

No detail has been overlooked. You can adjust the driver's door mirror from inside. Glare from the outside is minimised with tinted glass all round. At night

you'll appreciate the convenience of illumination for the glovebox, engine compartment and load compartment.

There's extra convenience also in the seating and load layout with the Nova SR's asymmetrically split rear seat.

And if ever you want to make the odd minor adjustment, there's even a special tool kit stored under the bonnet.

The Nova SR will be arriving at your local Vauxhall-Opel dealership later in the summer.

sumption figures show a £-saving 57.6mpg.

Sporty

So the Nova SR's sporty appearance is practical too. Special aerodynamic features include a deep front spoiler and a distinctive rear spoiler shrouding the tailgate. The smart sports steel wheels are shod with 155/70 SR 13 radials, or you can choose the 4 1/2 J x 14 alloy wheels with 165/65 SR 14 low profile radials as an extra-cost option.

The cockpit will delight the keenest enthusiast. The body-hugging sports front seats are trimmed in Daytona Check cloth. Ahead of the 4-spoke steering wheel there's a full bank of instruments - large speedometer, matching rev counter, fuel and water temperature gauges, oil pressure gauge and voltmeter plus the back up of a whole series

Special rear spoiler plays an effective part in the Nova SR's highly efficient aerodynamics. The 4 1/2 J x 14 alloy wheels with 165/65 SR 14 low profile radials shown here are an extra cost option.



The first thoughtful feature of the Nova's interior is on the outside! The big doors open really wide to a 62 degree angle. Getting in and out of the Nova is easy.

Settled comfortably inside, you can appreciate how well the space-saving benefits of front wheel drive have been exploited. Shoulder room, hip room, leg room, head room - in every comfort dimension the margins are generous. Saloon or hatch - it makes no difference, even though, at 15.2cu.ft. the Nova

So much space and a concern for refinement.



Saloon's boot is bigger than that of many much larger cars.

The anatomically-designed front seats not only give fatigue-free support in all the right places but are also designed to dampen out any road-induced incidental vibrations.



The large adjustment wheel giving infinite rake for the seat back is on the inside of the seat so that it doesn't interfere with your seat belt.

Behind the wheel, there's that natural relationship between driving position, facia controls, gearchange and pedals that

makes you feel 'at one' with the Nova.

The neatly grouped instruments have that at-a-glance legibility you need in busy traffic. Chunky fingertip controls on either side of the steering column give instant response for wipers, washers, lights and indicators.

A lot of care has also gone into easy operation of the seat belts. A pivot arm on the centre pillar plus seat belt catches attached directly to the seat frame ensure that the belt is always comfortably and correctly aligned.

At floor level a neat slider bar



Nova L interior - airy, spacious and very well equipped. The neat centre console provides generous storage space for 'tools and ends' in addition to front door pockets. A push-button radio, quartz clock and extra fresh air vents on fascia are among the many additional features for L models.

Left, Nova Saloon's huge 15.2 cu. ft. boot is deep enough to allow suitcases to be loaded upright.

Nova SR Hatch features an asymmetrically split rear seat and up to 29.8 cu. ft. of load space. With rear seat raised, there's 7.9 cu. ft. under the hinged rear load cover. The 4 1/2 x 14 alloy wheels with 165/65 SR 14 low profile radials illustrated are an extra cost option.

keeps the belt tidy and out of the way of rear seat passengers. That's one convenience feature for them. Another is the front seat tilt point, which is well forward on the seat frame to give extra room for easy entry/exit.

Efficient heating

An effective heating and ventilation system responds quickly and accurately to the controls. And you can 'layer' the temperatures - cool air for the upper levels, warm air for the lower. The air flow is so efficient that the system permits a complete change of air inside the car up to four times per minute.

You'll also appreciate the generous storage space for those wanted on-journey items. All models have a full width front parcel shelf plus a glove compartment with lid.



Aerodynamically developed for performance with economy.

As a totally new car, the Nova set the designers some fairly tough objectives. It had to be better, all round, than any other small car.

The compact size would not be allowed to compromise interior roominess and comfort.

Excellent mpg figures would not be at the expense of lively performance.

Because it influences mpg, quietness, roadholding, refinement and performance, 'clean aerodynamics' was the starting point.

It's a sobering thought that almost 70 per cent of the energy developed by a modern car's engine is dissipated in overcoming air resistance.

Even so, the aerodynamically efficient small car has eluded many designers until now. The Nova breaks what has been an almost impenetrable barrier with one of the lowest drag factors of any small car.

Low drag

The Nova 1.0 litre Saloon gets down to 0.38. The Hatch has an exceptionally low 0.36. The Nova SR is even lower with 0.35.

In practical terms, the every-day benefits of this aerodynamic research flow thick and fast. The Nova's distinctive front spoiler helps smooth out the airflow and improve roadholding. Low wind noise

adds to the refinement. Other styling features also play their part in aiding the aerodynamics while adding distinction. Steeply sloping nose section for excellent forward visibility, stylish grilles and large rectangular halogen headlamps are hallmarks of the modern Vauxhall.

Unusually too, styling differences - in addition to the rear end - add to the individuality of the hatch and saloon.

Each has its own distinctive front grille. The hatch asserts its sporty style with 'blisters' over the front and rear wheel arches as part of the aerodynamic treatment. The saloon's raised

boot line with sharp trailing edge is a hint to the unusually capacious 15.2 cu. ft.

That the Nova is a tough little car is typified by the steel-core bumpers with impact-resistant clip-on thermoplastic covers. The steel core gives under impact but not before the covers have absorbed knocks up to 2.5mph.

All the highly-regarded Vauxhall-Opel safety features are built-in, including crumple zones front and rear, safety-designed steering column, door locks and hinges. All models have a laminated windscreen. The petrol tank is located below the floor and ahead of the rear axle for extra



Highly efficient aerodynamics characterise the Nova design and lead to excellent fuel economy and noteworthy refinement on the move. Even the driver's remote-control door mirror on L and SR models is aerodynamically styled and the towing eye in the front spoiler has a special seal over the aperture as part of the aerodynamics.



protection.

GM's advanced 'finite element' design techniques have ensured that the Nova has maximum strength with low body weight - another reason why the Nova gives you high mpg *and* a punchy performance.

There's a lot of high technology in the Nova, coupled with a lot of practical commonsense design features too.

Like the deep glass line that gives outstanding all-round visibility plus slim pillars that take the guesswork out of parking. In a key that operates either way up. And in a tailgate that opens down to bumper height.



Engineered for rugged dependability.

The Nova drives with all the refinement of a much larger car.

Much of the credit is due to GM's refined front wheel drive/transverse engine layout - well proven in cars such as the Astra and Cavalier.

Three engines - 1.0 ohc, 1.2 ohc and 1.3 litre ohc - combine punchy performance with

pacesetting economy.

The 1.2 engine is completely new. Like the 1.3, it has such advanced features as hydraulic tappets that never need adjustment, an alloy cross flow cylinder head for maximum efficiency and electronic ignition.

In addition, the new 1.2 is an LET (Low End Torque) design,

which has the effect of shifting the torque curve across a wider span of the rev range for great pulling power. The 1.0 litre engine also benefits in a similar way with its LET camshaft profile.

Speed with economy

With a top speed not far short of 90mph, the lively 1.0 litre Nova models can still turn in a set of DoT fuel figures that average 46.0mpg.

The punchiness of the Nova L 1.2 models shows through with a maximum of over 94mph, yet at a steady 56mph can still give 57.6mpg with the standard 4-speed gearbox.

A scorching 103mph marks the Nova SR 1.3 as a highly potent hatch. Yet as its mpg figures show, it can be highly economical.

Nova performance is made all the more enjoyable with a super smooth 4-speed gearbox on 1.0 and 1.2 models, and a 5-speed

gearbox with overdrive 4th and 5th gears standard on the SR, optional on other models. This 5-speed gearbox offers improved mpg and lower noise levels.

Being extra high, 5th gear is for easy cruising at unusually low engine revs - on the SR at 70mph a mere 3300rpm. Maximum speed is reached in 4th gear.

The Nova's ride, handling and roadholding set it apart from its contemporaries too. In city driving or motorway cruising the suspension gives a smooth, cushioned ride.

For hot-footing it through country lanes though - and the Nova is that sort of car - the combination of MacPherson struts at the front and compound crank rear axle with miniblock tapered springs is a suspension system that gives total reassurance. Front and rear anti-roll bars on 1.2 and 1.3 Novas add to their taut feel under high speed cornering.



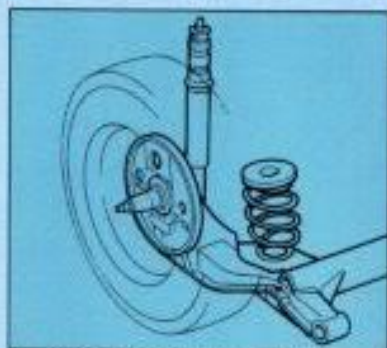
Alloy wheels with low profile radiats plus headlamp washers shown on Nova SR illustrations are extra cost options.





Light, responsive rack and pinion steering has built-in negative scrub geometry to keep things in a straight line under braking.

The Nova's front discs/rear drums braking system is equally sophisticated with full servo assistance, diagonally-split circuits for extra safety plus, on 1.2/1.3 models, two pressure sensitive proportioning valves that obviate rear wheel lock-up.



GM-developed miniblock coil springs and compound crank rear suspension add to Nova's roadholding and ride.



Easy maintenance

Nova engineering creates some nice money-saving features too. Only one main inspection per year is required by the average motorist, with an engine oil and filter change at 9000 miles or at 6 months, whichever comes first.

Front disc linings and discs can be replaced without removing the caliper. For rear brakes inspection holes are provided in the backplate to check wear.

Headlights can be adjusted without tools and most bulbs can be replaced without a screwdriver.

The Nova exhaust system is decoupled from the engine by means of a flexible joint to reduce noise and vibration. Not only that, it's also sectioned into three components - each replaceable separately.

There are plenty of convenience features too, like the pressurised radiator system with fluid that can be checked without removing the reservoir cap. And the battery needs no checks at all.





Novo L Hatch - an excellent choice for families who appreciate high levels of equipment and finish in a small car. Astro Silver 2-coat metallic paint and alloy wheels illustrated are two of several extra-cost options available.

Novo testing extended over millions of miles.

With two of Europe's largest and most modern proving grounds, GM have tailor-made test facilities second to none. But as well as testing in controlled environments around the clock, the Novo endured the worst that roads - and often tracks - could offer in extremes of climate.

Durability

Durability is the name of the game, not only of mechanical components but also the effectiveness of the multiple anti-corrosion treatments and the staying power of the paint finishes.



Protection starts the moment a Novo body takes shape, with phosphating and electrostatic priming. Even weld seams and joints are sealed with a special compound.

And it's reassuring to know that when flying stones and chippings are pounding your





paintwork, there's a specially-formulated primer doing an effective protection job in all the right places.

There's no sparing of anti-corrosive primers in other areas either. Bonnet, boot lid, doors, wings and all other vulnerable panels get the full treatment.

Tough PVC sealant is applied to the wheelarches and the underbody. For good measure, the wheelarches also have plastic liners to help prevent the build-up of dirt.

Then the few cavities in the Nova's bodywork are fully protected with massive applica-

tions of anti-corrosion wax.

Even the lustrous paintwork is special, with electrostatically-applied final finishing adding to the Nova's impressive durability.

And if ever bodywork accident repairs are needed, the Nova again keeps the costs right down.

The front wings simply

bolt-on. Nose, tail and side panels are sectioned for easy replacement. Big openings in the inner door panels make the removal of dents that much quicker. Swaged panel edges ensure that there are no snags when it comes to respraying. And they're only the highlights.

Fully proven for the roads of Europe.



NOVA FACTORY-FITTED OPTIONS

By specifying optional equipment at the time you order your new Nova, you ensure that the car will be equipped exactly to your liking. And being factory-fitted, every option is fully proven and an integral part of the car.

	NOVA	NOVA L	NOVA SR
Transparent removable sun roof.	—	●	●
Push-button mono radio/stereo cassette player.	—	●	□
Push-button radio with retracting aerial.	●	□	—
Two inertia reel rear seat belts.	●	●	●
Two inertia reel seat belts and one centre static lap belt.	●	●	●
Split rear seat (Hatch).	—	●	□
Tinted glass all round.	—	●	□
5-speed gearbox.	●	●	□
4½ J x 14 alloy sports wheels with 165/65 SR 14 low profile radials.	—	—	●
4½ J x 13 alloy sports wheels.	—	●	—
Headlamp high pressure washers.	—	—	●
Remote control passenger door mirror.	—	●	●
Passenger door mirror.	●	—	—
Two-coat metallic paint.	●	●	●

● = Optional equipment at extra cost
□ = Standard equipment

Accessories

A stylish range of dealer-fitted accessories is available for the Nova. Full details are contained in a separate Accessories brochure available at your local Vauxhall-Opel dealership.



1. Transparent removable sunroof.

2. 4½ J x 13 alloy wheels.

3. 5-speed gearbox (standard on Nova SR).

4. Mono radio/stereo cassette player.

5. Headlamp high pressure washers.

6. 4½ J x 14 alloy wheels with 165/65 SR 14 ultra low profile radials.



2

3



4



5



6

NOVA COLOURS AND TRIMS

Exterior colour	Nova Domino Cloth	Nova L Piper Tweed Cloth	Nova SR Daytona Check Cloth
Polar White	Green Red	Green Red	Brown
Mocca Brown	Beige	Beige	Brown
Carmine Red	Beige	Beige	Brown
*Carmelian Red	Beige Red	Beige Red	
*Astro Silver	Green Red	Green Red	Brown

*2-coat metallic paint optional at extra cost.
Please refer to separate Vauxhall-Opel Colour & Trim leaflet for samples of paint finishes.



Domino cloth



Piper Tweed cloth



Daytona Check cloth



A dealer network with so much to offer

Choosing a Vauxhall-Opel car brings a whole package of additional benefits including Euroservice simplified maintenance, GM Club Insurance and Sureguard extended warranty schemes.

There's a major benefit too, in the reassurance of a Vauxhall-Opel dealer network that spans the UK.

Whether it's routine maintenance, a fast and efficient parts and accessories service or some helpful advice you need, your local friendly Vauxhall-Opel dealer is always ready to help.

You'll also find a welcome to test drive the Vauxhall Nova, without any obligation. Arrange it today. It could be one of the best moves you'll ever make.

Vauxhall-Opel Sureguard

'Sureguard' is one of the most comprehensive optional long-term warranty covers for new cars currently available in the UK. And at extra-keen value-for-money prices, plus choice of protection over two years with unlimited mileage or for three years for up to 65,000 miles, it gives you that extra peace of mind. Your new car is well and truly covered with 'Sureguard', which is available within 60 days of vehicle registration. For the Nova, the rates are attractive at - 2nd year coverage: £65; 2nd & 3rd year coverage: £125.

VAT does not apply and prices are subject to alteration without notice.

Vauxhall-Opel 'Sureguard' optional long term warranty scheme is operated subject to the limitations and conditions set out in the official Policy Document. A copy of this document may be examined at any Vauxhall-Opel Dealership authorised to operate the scheme.

Euroservice

To maintain your Nova at peak efficiency Vauxhall-Opel dealers operate the Euroservice Maintenance Plan.

The simplified servicing requirements of the Nova can substantially reduce your overall running costs. For example, none of the new engines in the Nova require any routine attention until 6 months or 9000 miles have elapsed. Only one main inspection per year is required for the average motorist with an engine oil and filter change at 6 months or 9000 miles whichever comes first.

Routine service work can be completed by any UK Vauxhall-Opel dealer and at GM Service points throughout Europe.

GM Club

This is a special insurance plan specifically tailored to the needs of Vauxhall-Opel owners and features low premiums with an exceptionally wide range of benefits. It has the full backing of Vauxhall Motors Ltd., and the total security of a Lloyds Motor Insurance Syndicate.

GM Club Insurance Plan is available for all Vauxhall and Opel cars, regardless of age, in England, Scotland and Wales. The plan is not available in Northern Ireland.

You'll find further details and a no-obligation free quotation form in the Vauxhall-Opel Range Catalogue. Ask your local dealer for a copy.

NOVA FEATURES AND SPECIFICATION

Interior	Nova	L	SR
Fully reclining front seats	•	•	•
Rally-style front seats			•
See-through front seat head restraints	•	•	•
Domino cloth trim	•		
Piper Tweed cloth trim		•	
Daytona check cloth trim			•
Carpeted passenger compartment	•	•	•
Boot mat (Saloon)	•	•	
Carpeted load floor (Hatch)	•	•	•
Carpeted load cover (Hatch)	•	•	•
Push button radio		•	
Push button mono radio/stereo cassette player			•
Quartz clock		•	•
Rev counter, voltmeter and oil pressure gauge			•
Centre console		•	•
Full width front parcel shelf	•	•	•
Front door armrests	•	•	•
Rear armrests		•	•
2-spoke steering wheel	•	•	
4-spoke sports steering wheel			•
Glove box with lid	•	•	•
Glove box/under bonnet/load compartment lamps			•
Twin sun visors	•	•	•
Vanity mirror		•	•
Dipping rear view mirror		•	•
Asymmetrically split rear seat			•
Side window demist vents	•	•	•
Adjustable face level air vents	•	•	•
Air blend heater	•	•	•
Illuminated heater controls	•	•	•
Front door courtesy light switches	•	•	•
Cigar lighter			•
Front door pockets		•	•

Exterior

Comprehensive anti-corrosion protection	•	•	•
5-speed gearbox			•
Sports steel wheels/low profile radials			•
Integral front air spoiler	•	•	
Sports front spoiler			•
Tailgate spoiler			•
Rectangular halogen headlamps	•	•	•
Thermoplastic bumper covers	•	•	•
Body side protection mouldings		•	•
Laminated windscreen	•	•	•
Tinted glass and screen shadeband			•
Locking fuel cap	•	•	•
Integral reversing light	•	•	•
Integral rear fog lamp	•	•	•
Hazard warning lights	•	•	•
Heated rear window	•	•	•
Two-speed windscreen wipers, intermittent wipe	•	•	•
Intermittent tailgate wash/wipe (Hatch)	•	•	•
Electric screenwash	•	•	•
Remote control driver's door mirror		•	•
Retractable aerial		•	•

NOVA FEATURES AND SPECIFICATION

ENGINES

1.0 litre, 993cc ohv 4-cylinder
Power: 45 PS (DIN) @ 5400rpm
Torque (max): 50.2lb/ft @ 2600-3800rpm
Weber 32TL carburettor. Manual choke with warming light. Electric fan. Compression ratio 9.2:1 (four star fuel).

1.2 litre, 1196cc ohv 4-cylinder
Power: 55 PS (DIN) @ 5600rpm
Torque (max): 66.4lb/ft @ 2200rpm
Compression ratio 9.2:1 (four star fuel).

1.3 litre, 1297cc ohv 4-cylinder
Power: 70 PS (DIN) @ 5800rpm
Torque (max): 74.5lb/ft @ 5800rpm
Compression ratio 9.2:1 (four star fuel).

1.2 and 1.3 litre engines feature alloy cross flow cylinder head, hydraulic tappets, electronic ignition, electric fan, Pierburg carburettor, manual choke with warming light.

TRANSMISSIONS

Mechanical clutch.
7.5in. diameter.
4-speed all synchromesh gearbox.
5-speed all synchromesh gearbox, standard on SR, optional at extra cost on all other models.
Front wheel drive.

Final drive ratios:

	4-speed	5-speed
1.0	3.94:1	4.18:1
1.2	3.74:1	3.94:1
1.3	-	4.18:1

GEAR RATIOS

	4-speed	5-speed
1st	3.64:1	3.55:1
2nd	2.21:1	1.96:1
3rd	1.43:1	1.30:1
4th	0.97:1	0.89:1
5th	-	0.71:1
Rev.	3.18:1	3.18:1

SUSPENSION

Front: Independent. MacPherson struts, coil springs and separate shock absorber cartridge. Anti-roll bar on 1.2/1.3 models.
Rear: Compound crank with progressive rate miniblock coil springs and telescopic shock absorbers. Anti-roll bar on 1.2/1.3 models.
Up-rated springs and shock absorbers on SR model.

BRAKES

Dual circuit, diagonally split, servo assisted.
Front: 9.5in. dia. discs.
Rear: 7.9in. dia. drums.
Two pressure conscious reducing valves on 1.2/1.3 models.
Handbrake-on and low brake fluid warning light.

STEERING

Rack and pinion. Energy absorbing steering column. 3.9 turns lock-to-lock. Turning circle: 50.7ft.

WHEELS/TYRES

1.0: 4 1/2 steel wheels 135 SR 13 radials.
1.2: 4 1/2 steel wheels 145 SR 13 radials.
1.3 SR: 4 1/2 Sports steel wheels 155/70 SR 13 low profile radials.
4 1/2 x 13 alloy wheels optional on 1.0 models.
4 1/2 x 14 alloy wheels with 165/65 SR 14 low profile radials optional on SR.

ELECTRICS

12 volt negative earth system.
45 amp alternator.
Maintenance-free battery - 36Ah.

FUEL CAPACITY

9.2 Imp. gallons (42 litres).

BODY

All steel body with extensive anti-corrosion protection.
Choice of two aerodynamic body styles:
2-door Saloon.
3-door Hatchback.
Safety crumple zones front and rear.
Rigid passenger safety cell.
Single 2-way key operated locks, ignition and fuel cap. Burst proof door locks. Tailgate assist struts on Hatch. Steel bumpers with thermoplastic clip-on covers.
Front air spoiler. Special front air spoiler and tailgate spoiler on SR.
Aerodynamic wheel arch blisters (Hatch). Horizontally-slatted grille integral with bumper on Hatch.
Separate honeycomb-effect grille on Saloon.

INSTRUMENTS AND CONTROLS

Speedometer, fuel and water temperature gauges. Warning lights for alternator, oil pressure, high beam, turn indicators, handbrake-on, brake fluid loss and choke-on. SR instrumentation includes rev counter, voltmeter, oil pressure gauge and trip odometer.
Stalk controls for headlamp dip/flash, turn indicators, windscreen wipers, electric screenwash and tailgate wash/wipe (Hatch).
Illuminated heater controls. Horn button on steering wheel. Steering column lock.

NOVA. In addition to the extensive features highlighted in the Special Features table, Nova has:
Interior: Sound insulation, brown fleecy carpeting, front inertia reel seat belts with slider bar, internal bonnet release, vinyl-covered A-pillars, colourkeyed vinyl-covered

B-pillars, 2-speed heater fan, front passenger assist handle, two rear coat hooks, front ashtray, concealed air extractor vents.
Exterior: Black door handles, grey drip rail mouldings, gas-assisted tailgate strut (Hatch), black foil edging to boot lid (Saloon), Nova name badge on tailgate, boot lid.

NOVA L. Additional equipment to Nova.

Interior: Additional sound proofing, carpeted rear wheel housings (Hatch), two extra fascia air vents, 3-speed heater fan, rear assist handles with coat hooks, rear ashtrays.
Additional colour keying for: carpeting, instrument panel, rear parcel shelf (Saloon), load cover (Hatch), A-pillar.
Exterior: Grey side window mouldings, flush centre hub caps, T badge on tailgate, bootlid.

NOVA SR. Special equipment in addition to that listed in Features Table.

Interior: Brown carpeting in passenger compartment. Brown carpeted load cover, tool kit, 3-speed heater fan.

Exterior: Beige coloured insert on bumpers and body side protection mouldings. Nova SR lettering on tailgate. Black foil surround to lower body and upper tailgate.

USABLE LOAD CAPACITIES (cu.ft.)

	Rear seat up	Rear seat down
Saloon	15.2	29.8
Hatch	7.9*	29.8

* with load cover in position.

CARGO SPACE DIMENSIONS (in.)

	Hatch
Max. length rear floor:	41.4
Length behind rear seat:	25.4
Width between wheel arches:	35.8
Max. cargo height:	32.4
Tailgate opening width at floor:	40.8
Tailgate opening width at belt line:	45.7

WEIGHTS (lbs)

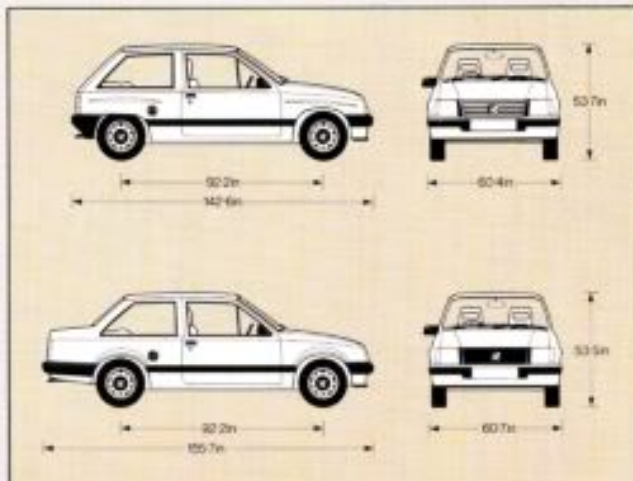
	Kerb weight	GVW
Nova 2-door Saloon	1631	2679
Nova 3-door Hatch	1620	2679
Nova L 2-door Saloon	1653	2679
Nova L 3-door Hatch	1653	2679
Nova SR 3-door Hatch	1698	2712

Gross vehicle weight is the total permissible weight of the vehicle including passengers to the designated seating capacity and their luggage. To determine total carrying capacity, deduct kerb weight from gross vehicle weight. Roof rack, maximum load: 176lb evenly distributed. For safety, it is inadvisable to exceed 60mph with roof rack laden.

TOWING

	Gross towing weights (cwt)		
	Trailer with brakes	Trailer without brakes	Max. Tow Hitch load (lbs.)
Nova 1.0 Saloon	7.9 (882 lbs.)	7.2 (806 lbs.)	110
Nova 1.0 Hatch	8.9 (992 lbs.)	7.2 (806 lbs.)	110
Nova 1.2 L Saloon	12.8 (1433 lbs.)	7.2 (806 lbs.)	110
Nova 1.2 L Hatch	12.8 (1433 lbs.)	7.2 (806 lbs.)	110
Nova 1.3 SR Hatch	15.7 (1764 lbs.)	7.2 (806 lbs.)	110

Towing limits. The recommended maximum towing limits quoted in this catalogue are based on the ability of the vehicle with 2 occupants (150 lb each) to re-start on a 12% gradient - approximately 1 in 8.3 at sea level.



DoT FUEL CONSUMPTION TESTS Mpg (Litres/100km)

		Simulated		Constant Speed	
		Urban	Cycle	50mph (80km/h)	75mph (120km/h)
Nova 1.0 Saloon/Hatch	(4M)	57.7(7.5)	57.6(4.9)	42.8(6.6)	
	(5M)	37.1(7.6)	60.1(4.7)	44.0(6.4)	
Nova 1.2 L Saloon/Hatch	(4M)	34.0(8.3)	57.6(4.9)	43.6(6.5)	
	(5M)	33.2(8.5)	60.1(4.7)	44.8(6.3)	
Nova 1.3 SR Hatch	(5M)	30.4(9.3)	57.6(4.9)	42.8(6.6)	

(4M) = 4-speed transmission, (5M) = 5-speed transmission.

Your Vauxhall-Opel dealer:

The information contained in this brochure was accurate at the date of going to press (April, 1985). The Company, however, reserves the right, while preserving the essential characteristics of the models described and illustrated, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every endeavour will be made to bring the brochure up-to-date at regular intervals, but in order to avoid any misunderstanding, any person interested should enquire of the Company, or their dealers or distributors, as to whether there have been any material alterations since the date of issue of this brochure. The colours reproduced may vary slightly from the actual paint colour due to limitations of the printing process.

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