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 Relatively new models can be outdated by cosmetic changes.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 Design, 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 café 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 incompressible fibreless 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 incombustible 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

- Aluminium alloy V6 - 90% V6, 2 overhead camshafts. Displacement: 2,858 cc. Bore & stroke: 86 x 95 mm. Horsepower: 160 bhp at 6,000 rpm. Torque: 250 ft-lbs at 4,000 rpm. Petrol: 95 octane.

- Bosch K-Jetronic Injection System.

- Electronic Bosch Ignition System.

- 5-speed manual transmission.

- Lightweight 4-wheel independent suspension.

- Telescopic shock absorbers.


- Body: Structural composite single piece underbody with corrosion-free outer body panels. Structured stainless steel Grade 304.

- Construction: Epoxy-coated corrosion proof underbody. Side and rear frame, with "H" shaped sub-frames carrying the power train assemblies and the 4 wheel independent suspension.

- Suspension:
  - Type: Rack and pinion, designed neutral to 3.0:1:7 turning ratio. Locking: 32.7 turns.

- FWD:
  - Front: Complete: unequal length wishbones and coil spring/cushion telescopic shock absorbers.
  - Rear: Complete: unequal length wishbones and coil spring/cushion telescopic shock absorbers.

- DRIVE TRAIN

- Gear ratios: Rear mounted. Engine location: Rear mounted. 4-speed automatic. Front drive. Transaxle. Full-time 4-wheel drive. 4-speed manual.

- BODY

- Construction: Structural composite single piece underbody with corrosion-free outer body panels. Structured stainless steel Grade 304.

- Construction: Epoxy coated corrosion proof underbody. Side and rear frame, with "H" shaped sub-frames carrying the power train assemblies and the 4 wheel independent suspension.

- Front: Complete: unequal length wishbones and coil spring/cushion telescopic shock absorbers.

- Rear: Complete: unequal length wishbones and coil spring/cushion telescopic shock absorbers.

- Wheels:

- Dimensions & Capacities
  - Engine: 2.85 litre aluminium alloy.
  - Maximum Horsepower: 160 bhp at 6,000 rpm. Torque: 250 ft-lbs at 4,000 rpm.
  - Fuel Consumption (approx): 22.5 m per US mile. Imp. 15.9 litres per 100 km. Luggage Capacity: 14 cubic feet. Weight: 3,300 lbs.

- STANDARD FEATURES
