



Ford Sierra Service and Repair Manual

Steve Rendle and Christopher Rogers

Models covered

Saloon (Sapphire and Hatchback), Estate and P100 Pick-up models, including special/limited editions, with four-cylinder SOHC, DOHC & CVH petrol engines and two-wheel-drive

Does not cover V6 or Diesel engine models, four-wheel-drive models, or RS Cosworth

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Introduction to the Ford Sierra

The Ford Sierra was first introduced in late 1982 with the option of seven different engines and four different trim levels. This manual covers the four cylinder in-line petrol engines, but other models in the range are fitted with V6 or diesel engines.

The Sierra was introduced by Ford as the successor to the Cortina and initially received a mixed reception as it was one of the first vehicles to make use of the "aeroback" body style designed to reduce the air drag coefficient to a minimum in the interests of fuel economy. Mechanically the Sierra is similar to the Cortina with the exception of all-round independent suspension.

Initially, 1.3, 1.6 and 2.0 litre SOHC carburettor engines were available, with Hatchback and Estate body styles. In late 1984, a 1.8 litre SOHC engine became available and in 1985, a performance orientated 2.0 litre SOHC fuel injection engine was introduced.

Towards the end of 1986, the 1.3 litre engine was phased out. In order to fill a gap in the range, a Saloon body style, designated the Sapphire, was introduced in early 1987 and shortly afterwards, a 1.8 litre CVH engine replaced the previously used 1.8 litre SOHC engine throughout the model range.

A 1.6 litre CVH engine was introduced in September 1991 to replace the 1.6 litre SOHC engine used previously, this engine being broadly similar to the original 1.8 litre CVH engine which was in turn updated in March, 1992.

A 2.0 litre DOHC (Double OverHead Camshaft) engine was introduced in August 1989 to replace the 2.0 litre SOHC engine.

In early 1988, a Sierra-based P100 pick-up model became available to replace the previous Cortina-based design. The P100 consists of a Sierra-type "cab" and front suspension, and a Ford Transit-type rear suspension and 2.0 litre engine.

A wide range of standard and optional equipment is available within the Sierra range to suit most tastes, including an anti-lock braking system.

For the home mechanic, the Sierra is a straightforward vehicle to maintain and repair since design features have been incorporated to reduce the actual cost of ownership to a minimum, and most of the items requiring frequent attention are easily accessible.



Ford Sierra L



Ford Sierra Ghia Estate

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