

I'm human



The **Ford Capri** is a fastback coupé built by Ford of Europe. Designed by Philip T. Clark, it was intended to be the European equivalent of the Ford Mustang. The Capri had its first production run from November 1968 to December 1973 in various countries including the UK, Germany, Australia, South Africa, and Singapore. It used mechanical components from the Mk1 Ford Cortina and featured a range of engines such as the Kent straight-four, Fordus V4, Essex V6, and Windsor V6, among others. The Capri went on to be highly successful for Ford, selling nearly 1.9 million units in its lifetime. Although it was not officially replaced, the second-generation Probe took its place after being introduced to the European market in 1994. The Ford Capri Mk I was a fastback coupé designed to be affordable for a wide range of buyers, with its sleek design and varied engine options. The British and German factories produced different models, with the continental model using the Ford Taunus V4 engine and the British model using the Ford Kent straight-four. The initial range-toppers were the Ford Essex V4 engine and Cologne V6, while new sports versions were added later, including the 2300 GT in Germany and the 3000 GT in the UK. The car featured a live axle suspension system with MacPherson struts at the front, which provided a stable ride. The initial reception of the Capri was generally positive, and the model continued to be popular with Ford adding new variants, including the 3.0 variant Capri 3000E. The Ford Capri Special was a high-performance variant of the Capri that debuted in November 1971. It was based on the 1600 GT and 2000 GT models, but with some distinct features such as a Ford Rally Sport boot mounted spoiler and rear window slats. The special edition came in vista orange and had additional extras like a push-button radio, fabric seat upholstery, inertia reel seat belts, heated rear screen, and black vinyl roof. Only 1200 Vista Orange Capri Specials were made, making it a rare limited edition of the original Mk I. This version featured some additional extras such as cloth inserts in the seats, hazard lights, map reading light, opening rear windows, vinyl roof, and for the first time, a bonnet bulge on sub-3.0-litre models. The Capri proved highly successful, with 400,000 cars sold in its first two years. Ford revised it in late 1971, introducing new suspension, enlarged tail-lights, and new seats. The Kent engines were replaced by the Ford Pinto engine, and the 3000 GT joined the German line-up. In 1973, the Capri saw its highest sales total with 233,000 vehicles sold, including the completion of the 1,000,000th Capri RS 2600. Later that year, Ford introduced the RHD RS Capri, which replaced the Cologne V6-based RS 2600 with an Essex V6-based RS 3100. The RS 3100 featured a double-barrel Weber carburetor and produced similar performance to its predecessor, but with improved ride height and unique features. The Ford Capri RS 3100 featured distinct modifications such as gold pinstriping and a ducktail rear spoiler, alongside re-drilled crossmembers for negative camber, necessitating wider front wings. It also included heavy-duty springs with Bilstein gas dampers, competition single rear leaf springs, and special bump rubbers. These changes made the RS 3100 stable at high speeds but resulted in a rough ride. Only 250 units were produced between November and December 1973 for homologation purposes, making it eligible for the over three-litre Group 2 class in the 1974 season. The car remained competitive in touring car racing, with Ford Motorsport producing a limited edition of 100 models with a new engine. The Group 2 RS3100's engine was tuned by Cosworth into the GAA, boasting 3,412 cc, fuel injection, and 435 hp in racing trim, along with improved aerodynamics. The GAA engine was also utilized in Formula 5000 racing. The Ford Capri Mk II, introduced on 25 February 1974, featured a shorter bonnet, larger cabin, and a hatchback rear door, accessing a 630-litre boot. It offered various engines, including 1.3-litre, 1.6-litre, 2.0-litre straight-four options, and 2.3-litre and 3.0-litre V6 engines, available with four-speed manual or three-speed automatic transmissions. The Capri II was well-evolved with few reliability issues, making it a significant vehicle in the mid-1970s. The Ford Capri became a popular model among Ghia buyers, leading to its standardization on all Ghia models after 1976. The Capri II was introduced with a revised body design and modern dashboard, while retaining large rectangular headlights. The engine lineup included the Pinto engine in various displacements, with the 2.0L version appearing in European models. Ford also released the John Player Special (JPS) limited edition in 1975, featuring gold pinstriping and upgraded interior. As production of the Capri increased, Ford made modifications to improve its performance and features. Larger front disc brakes, a standard alternator, and a front air-dam became standard on S models. The intermediate 3.0 GT models were discontinued in 1976, replaced by the upscale 3.0 S and Ghia designations. In October 1976, Ford shifted production of the Capri from its UK plant to Germany's Cologne factory. The last year for US market production was 1977, with a total of 513,500 cars sold in that year. The Capri II is easily identifiable by its large rectangular headlights and distinctive styling. The third generation of Ford's Capri model was internally referred to as "Project Carla" and featured a heavily facelifted design from its predecessor. The new styling cues included a black "Aeroflow" grille and "sawtooth" rear lamp lenses, echoing the design language introduced by Ford's chief stylist Uwe Bahnsen. These elements were also adopted in other Ford models of the time, such as the Cortina 80 and Escort Mk III. The Capri Mk III featured improved aerodynamics, resulting in better performance and economy compared to its predecessor. The car was equipped with various engine options, including a 1.3 L Crossflow I4, 2.0 L Cologne V6, and 3.0 L Essex V6, among others. Transmission choices included manual and automatic options. In Britain, the Capri had a cult following, with most sales going to private buyers who demanded fewer discounts than fleet buyers. In Germany, the "S" models were the most popular equipment level, accounting for 63 percent of Capri sales. Ford focused their attention on the UK market as sales declined elsewhere, recognizing the car's appeal among British buyers. The Capri Mk III was produced from March 1978 to December 1986 and offered a range of engine options, including a powerful 138 hp (103 kW; 140 PS) Essex V6. The car featured various trim levels, with the Ghia derivative being popular in Britain due to its luxurious features and automatic transmission. The Capri Mk III was designed to appeal to a wider audience, with its improved aerodynamics and styling cues making it more aggressive and desirable than its predecessor. Despite declining sales elsewhere, the car maintained a strong following in the UK, where it remained a sought-after model until production ended in 1986. Ford's attempts to revive interest in the Capri through the "X Pack" options in 1977 proved promising for press coverage but didn't necessarily translate into sales. However, with the rise of hot hatchbacks and sports saloons in the early 1980s, demand for affordable sports cars began to decline across Europe. Despite this shift, Ford continued to launch successful performance-oriented models such as the Fiesta XR2, Escort XR3i/XR3i, and Sierra XR4i between 1990 and 1993. These introductions further decreased Capri sales in the UK but gave competitors like Vauxhall and Renault pause for concern. The third-generation Capri became notorious not only for its performance but also for being one of the most stolen cars in Britain during the 1990s and early 1990s, making it a "high risk" for theft according to a Home Office report. Its presence on TV series like The Professionals further solidified its image. Production of Capri ceased for European markets on November 30, 1984, with models being produced only in right-hand drive form for the British market thereafter. Ford opted not to launch a direct successor due to perceived insufficient demand for affordable coupes but continued to enjoy success with high-performance versions of other models like the Fiesta, Escort, and Sierra. Ford's return to the coupe market came through the American-built Probe available from 1994, though it was less successful and withdrawn after three years. The Cougar, its successor, had a similar fate, being imported for only two years. The Puma, launched in 1997 but discontinued by 2002, had more success but did not receive direct replacement. The last Ford coupe available in Europe until the Mustang's introduction was the American-built Probe, marking a significant gap before the resurgence of interest in coupes with the launch of the Mustang for both right and left-hand drive markets. The Capri 2.8 Injection revitalized the range and extended its production by 2-3 years beyond Ford's initial plan. The fuel-injected model boasted a claimed 160 PS, although tests revealed a more realistic figure of around 150 PS, allowing for a top speed of 210 km/h. Initially, the car featured a standard four-speed gearbox, which was later replaced with a five-speed unit. A mid-1984 update brought the Capri Injection Special, characterized by half-leather seating and a limited slip differential. Externally, the vehicle could be identified by its seven-spoke RS wheels (without an "RS" logo) and color-coded grille and headlamp surrounds. By 1986, the range had been streamlined to include only the 1.6 Laser, 2.0 Laser, and 2.8 Injection models. In the late 1970s and early 1980s, the Mark II and III X-pack options became available for the Capri, featuring a fiberglass wide body kit, larger brakes, Bilstein dampers, an anti-dive kit, and a Salisbury limited slip differential. The X Pack model offered increased power of up to 185 horsepower, thanks to Weber carburetors and other performance upgrades. It also came equipped with a wing as standard and unique wheels. The X Pack Capri could accelerate from 0-60 mph in 7.4 seconds and reach a top speed of 130 mph. These upgrades were available through Ford RS Motorsport dealerships or as a factory-equipped option on new vehicles. In mainland Europe between '79 and '80, the X Pack variant was offered under the name 3.0 RS, despite not actually being part of the official RS lineup like the 2600 or 3100. All these special models came in white with blue stripes and utilised standard 3.0 Engines. A mere 100 units were ever produced. The '80 model year marked the end for both the German RS and British X Pack, as the following year saw the disappearance of the 3.0 engine option to make way for newer 2.8 Injection models. From July '81 to September '82, German RS dealers launched a limited-edition, left-hand drive only "Werkssturbo" model inspired by Zakspeed, capable of reaching speeds up to 220 km/h (137 mph). This derivative was based on the 3.0 S and featured widened Series X bodywork, spoilers badged with 'Ford Motorsport', deep alloy wheels, and a turbocharged engine producing 188 Hp at 5500 rpm. The "Werkssturbo" model's production is estimated to be around 200 units, although transmission tunnel numbers may indicate only 155 conversions were made. In contrast, the Tickford Capri boasted a turbocharged 2.8 Injection Cologne engine capable of delivering 205 hp (153 kW), allowing it to accelerate from 0-60 mph in just 6.7 seconds and reach speeds of up to 137 miles per hour. This high-performance variant also featured luxury interior options like full leather retrim and Wilton carpeting, a large rear spoiler, colour-coded front grille, deeper bumpers, and an exclusive one-off bodykit designed by Simon Saunders. With only 80 units sold, the Tickford Capri struggled with price competitiveness compared to the standard Capri Injection, costing nearly twice as much. One notable example is thought to be the last Capri registered in the UK, a white Tickford model with registration number J4JA, dated September 11, '91. The 1.6 and 2.0 variants of the Capri were rebranded as the "Lasers" model, featuring a fully populated instrument pod, leather gear lever, and unique styling elements. The last Laser Capri was produced in November 1986 and is now part of a classic car collection in Gillingham, Kent. The limited edition Brooklands Capri 280 featured a limited slip differential, full leather interior, and Pirelli Cinturato P7 tyres. Ford initially planned to produce a turbocharged version called the Capri 500 but ultimately chose not to proceed with the name change due to production planning changes. A total of 1,038 Capri 280s were built before production ended at Halewood in 1976. The Capri was produced exclusively in Germany from 1976 to 1986 and sold over 1 million Mk II globally. The text lists various specifications for Ford Capri models produced between 1978 and 1986. The data includes engine sizes, horsepower, top speeds, and years of production. There are three main engines mentioned: 1.3L, 1.6L, and 2.0L. Each engine has several variants with different horsepower ratings. The 1.3L engine produces 42-57 horsepower, while the 1.6L engine produces 67-90 horsepower. The 2.0L engine produces 97-99 horsepower. The text also mentions several transmission types and their respective top speeds: Crossflow (89 mph), Pinto TL16L (96 mph), Pinto TL16H (98-99 mph), and Cologne (106-113 mph). Some models have turbocharged engines, which increase horsepower ratings. Additionally, the text lists various V6 engine options, including a 3.0L Essex V6 with 138 horsepower. There are also several variations of the 2.8i engine, which produces up to 158 horsepower. Lastly, the text mentions that some Capri models were operated by law enforcement agencies, such as the Greater Manchester Police. The Ford Capri was a popular police car in several divisions of the UK, including Lancashire Constabulary, Merseyside, Sussex, Royal Ulster Constabulary in Northern Ireland, and Strathclyde Police in Scotland. The vehicle was introduced to the Lancashire Constabulary in 1971 and later gained service with other forces. A significant number were used by Greater Manchester Police for traffic division duties, and high-performance models remained in service until 1986. In Germany, a fleet of Mk I Ford Capris were also used by Autobahnpolizei in North Rhine-Westphalia from 1969. The car was sold by North America through Lincoln-Mercury Division from 1970 to 1978 and featured distinctive headlamps and turn signal lamps. Over time, the design evolved with new grilles, bumpers, and interior features. Ford's Capri model had several engine options over the years, starting with a 2.0 L I4 in 1972-73 which produced 88 hp, and later replaced by an OHV 2300 I4 in 1974, producing 88 hp. In contrast, the OHV 2600 Cologne V6 produced 105 hp, while the Ford's US sales ended in 1977 due to low demand and high prices. However, Mercury dealers capitalized on the Capri's positive image by selling a restyled derivative of the Fox-bodied Mustang from 1979-86. A new Capri model was introduced by Mercury in 1990, which was a front-wheel drive convertible produced in Australia until 1986. Basil Green Motors used the 302 Ford Windsor V8 engine in their cars. These models were known as the Capri Perana and had great success in local touring car events, winning two championships: one in South Africa in 1970 and another in a different format in 1971. No Mk II or Mk III Capris were exported to or built in South Africa. A racing car designed for Group 5 competitions. It had an alloy tube structure with a kevlar body, and its engine was based on the Cosworth BDA-Turbo. Klaus Ludwig and Jochen Mass were notable drivers who competed in this series. In the early 2000s, Ford unveiled the Visos concept at the Frankfurt Motor Show, which took styling cues from the Capri. There were also reports of a new Capri model being developed in 2009, but it was never produced. However, there is speculation that Ford might revive the Capri nameplate as an electric sports crossover coupe based on the Volkswagen Group MEB platform. The Ford Capri, a European GT car, was first produced at Ford's Halewood plant in the UK on December 16, 1968. The same model year saw production begin at the Cologne plant in West Germany. Over its lifespan, various special editions and high-performance variants were developed, including the RS 2600 and RS3100. The Capri gained popularity across Europe and Australia, with the millionth car rolling off the production line on August 29, 1973. The Mk II model was introduced in 1974, featuring a range of trim levels, including the 3000 GT/Ghia/S. Throughout its run, the Ford Capri received positive reviews from publications like Autocar and Motor Klassik, with critics praising its performance and style. Key statistics for various Capri models include:
* The RS 2600 had a top speed of around 130 km/h (81 mph)
* The RS3100 was capable of accelerating from 0-100 km/h in under 7 seconds
* The Mk II model featured a range of engines, including a 1.3L and 2.8L inline-four cylinder
Overall, the Ford Capri is remembered for its sporting credentials, styling, and popularity across Europe and Australia during the 1970s. Note: I condensed the original text to focus on key points while maintaining the essential information. Specifications and performance data for Ford Capri models, including the 1974 Capri II 1300 XL, 1600 Ghia, 1600 L, and 2000 GT, as well as later models like the 1977 Capri II 1600 GL, 2000 S, and 2300 Ghia. The text also mentions various sources, including automobile-catalog.com, Capri Schewiz Switzerland, and Motor Presse Stuttgart. Additionally, it references car theft statistics in England and Wales and provides information on the Capri 3.0 S X Pack Road Test. Ford Capri Series X – RS Parts catalogue # Ford Capri 1978 - 1984 specifications & performance data review The Ford Capri was a popular sports car produced from 1969 to 1987. According to various sources, including newspapers, books, and online articles, the Ford Capri was known for its speed, style, and performance. Some notable sources include news articles from reputable publications such as the Rheinische Post and Auto Express, which provide information on the Ford Capri's history, design, and specs. Additionally, there are several books and documentaries about the Ford Capri, including "Ford Capri 1969-1987" and "Die Legende aus Köln", which offer in-depth insights into the car's development, technology, and cultural impact. The text also mentions various online sources, including Wikipedia and Carscoops, which provide additional information on the Ford Capri and its electric coupe-SUV variant. 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A partial outage has been detected on Autoscout24 due to maintenance. Some features such as contacting dealers, logging in, or managing your vehicles for sale are currently limited or unavailable. Users may experience disruptions while using certain functionalities. The affected services will be restored once the maintenance is completed.

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