

 **PEUGEOT 505**





505 CLASSIC THOROUGHbred

Model illustrated: 505 GTI.

The distinctive lines of the Peugeot 505 offer elegant proof that a modern saloon car can achieve high performance without losing identity.

The 505 is a gleaming asset to any business. The long low silhouette is clearly built for speed. Its purposeful curves slip through the air in a remarkably fuel-efficient way.

The roadholding and reliability are unrivalled.

The 505 is a big touring car that offers effortless travel over long distances, quiet comfort on the roughest roads.

The six cars in the range offer engine and fuel choice to meet your most exacting requirements. Petrol, petrol injection, diesel or diesel turbo. All but the GL have power assisted steering. Automatic 3-speed transmission is available as an option at extra cost on the GR and GTI.

The new 505 saloons offer more power, more reliability and are safer than ever. Whichever model you choose, the 505 is a joy to drive and very economical to run.

Whatever your priority, business image or family lifestyle, you will discover that everything comes beautifully together in the individuality of your Peugeot 505.

505: the ultimate winner.



505 EVIDENT COMFORT

Model illustrated: 505 GTI.

The first time you see a new 505 you know you have found a car with a style all its own. It is very easy on the eye. Open the door and more beauties await you.

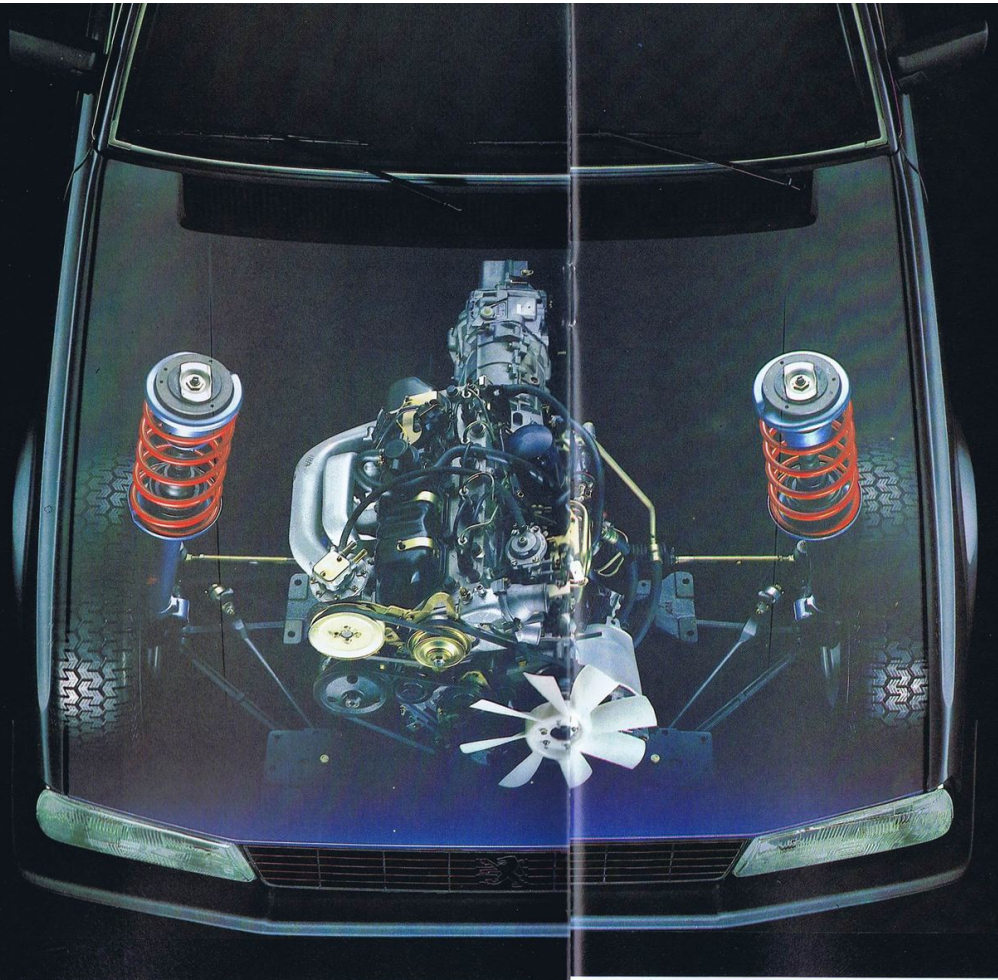
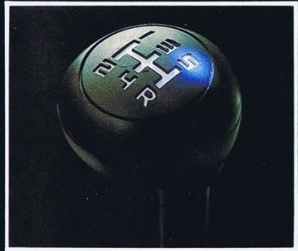
Deep comfortable seats designed to provide the back support that takes the ache out of long journeys. Cushioning to smooth the bumps — helped by Peugeot's unrivalled all-round independent suspension. The rich feel of real cloth upholstery.

Pleasing colour co-ordination of seats, carpet, fascia and door trims. Plenty of leg room front and back. Generous room for five adults. A handsome way to travel and very quiet too.

Layers of soundproofing and carefully engineered insulation cut engine noise and vibration to a minimum. So you can sit back and discuss business or relax with the pushbutton radio or stereo cassette.

There are front door bins on all models and pockets behind the front seats on all models except GL and GLD.

There's a generous 18.5 cu ft boot for all the luggage. With every journey you get to know the 505 better and appreciate its special qualities. The 505 is a truly great saloon car, a powerful business asset, a constant source of satisfaction for driver and passengers alike.



ACTIVE AND PASSIVE SAFETY

Safety, both active and passive, is a key requirement in the original design of all Peugeot models.

ACTIVE SAFETY:

Active safety is best described as those elements in the vehicle design which help you avoid being involved in an accident, whereas passive safety is the protection you enjoy within the driving compartment.

The 505 range benefits from independent front suspension with coil springs and double acting telescopic hydraulic shock absorbers with an anti-roll bar. Coil springs and telescopic shock absorbers are also used on the rear. The suspension has been finely tuned to guarantee excellent roadholding.

The braking system is equally sophisticated for maximum stopping power. It is a servo-assisted split circuit system with discs on the front and drums on the rear on all models except the GTI which has rear disc brakes. A rear brake compensator valve on all models ensures automatic adjustment of pressure applied to rear brakes, thus preventing premature wheel locking. There is even a warning light on the fascia which lights up to indicate low brake fluid level or brake pad wear, as well as a separate handbrake warning light.

These engineering features contribute to your safety.

PASSIVE SAFETY:

Passive safety is that which minimises the consequences of an accident in which you may be involved. On the 505 range the front and rear ends of the body shell are designed to absorb impact through progressive deformation of the structure, with maximum protection of the passenger compartment.

Another aspect is the two spoke safety steering wheel which is mounted on a collapsible energy-absorbing steering column.

Finally, interior appointments are designed in such a way as to eradicate all sharp edges on the fascia panel.

Safety is the key feature.

ENGINEERING TECHNOLOGY

ENGINE: PETROL or DIESEL

Strength, durability, quiet running and modest demands on fuel are all features of Peugeot petrol and diesel engines. The GL and GR models offer the 1971 cc petrol engine as standard which produces 100 bhp PS-DIN at 5000 rpm and 119 lb ft DIN torque at 3000 rpm. This powerful twin choke engine provides excellent acceleration coupled with exceptionally low fuel consumption for a 2-litre engine. At a constant 56 mph up to 42.2 mpg is achievable.

The GTI is powered by the larger 2165 cc petrol engine.

This overhead camshaft unit produces 130 bhp PS-DIN at 5750 rpm and 139 lb ft DIN torque at 4250 rpm. The combination of increased power and torque coupled with the 5-speed gearbox results in a top speed up to 115 mph. Fuel consumption in the GTI is equally good at up to 42.8 mpg at a constant 56 mph.

The GLD and the turbocharged GRD and GTD are powered by Peugeot diesel engines. These offer advantages over their petrol engined counterparts particularly valuable to business users. They are less complex and so more reliable. To cope with higher temperature and pressures they are

stronger and much more durable. Their main advantage is their remarkably low fuel consumption. The GLD model returns up to 47.9 mpg at a constant 56 mph.

The 505 GLD is powered by the 2498 cc diesel engine producing 76 bhp PS-DIN at 4500 rpm and 111 lb ft DIN torque at 2000 rpm.

The turbocharged GRD model uses the 2304 cc diesel engine producing 80 bhp at 4150 rpm and 136 lb ft DIN torque at 2000 rpm. The turbocharged GTD model increases the power of the 2498 cc diesel engine to 95 bhp PS-DIN at 4150 rpm and 152 lb ft DIN torque at 2000 rpm.

HOW THE TURBOCHARGER WORKS:

The turbine wheel (hot wheel) is driven by the energy of the exhaust gases, spinning the shaft at very high speed, up to 100,000 rpm. This, in turn, drives the compressor (or cold wheel), which, using centrifugal force, compresses the incoming air. When the pressure reaches 8.7 lb/sq ins (above normal atmospheric), the exhaust gases are partially diverted by the waste gate regulator before reaching the turbine wheel. Since the resulting gases yield less energy, the speed of the turbine wheel is stabilised therefore limiting the supercharging.

505GL and GLD

1971cc PETROL ENGINE 2498cc DIESEL ENGINE

Big power right from the start of the range. The GL has the 100 bhp PS-DIN 1971 cc twin choke petrol engine coupled with a smooth 5-speed manual gearbox.

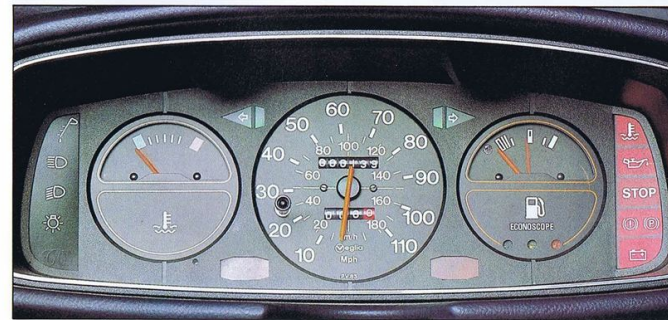
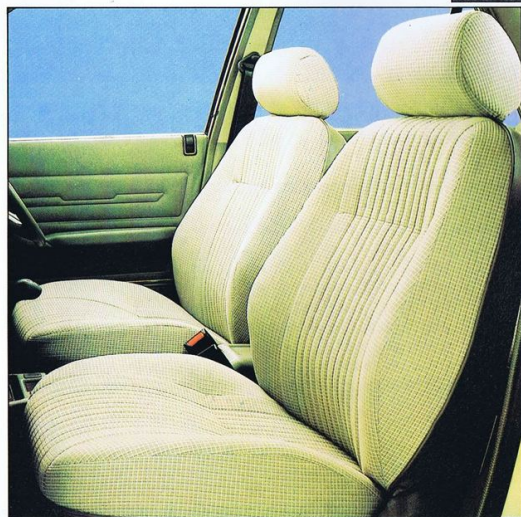
The GLD is just as easy to handle. It has Peugeot's 2498 cc diesel engine that develops 76 bhp PS-DIN and power assisted steering. It can return up to 47.9 mpg at a constant 56 mph.

Lavishly equipped inside and out, standard features include laminated windscreen, inertia reel front safety belts, reclining front seats with fully upholstered headrests, zig-zag pattern cloth upholstery, digital clock, cigar lighter, lockable glovebox and a push button radio with twin speakers.

The GL fascia has a display of 9 warning lights and the GLD, 11. The additional GLD warning lights are for pre-heater and water in the diesel fuel. On the petrol engine GL an econoscope uses a continuous light display to show the driver when fuel is being used most efficiently.

The driver's all round vision is improved by provision of a remote control mirror on each front door. The interior driving mirror dips for night driving. Powerful halogen headlamps, heated rear window and rear fog lights are further evidence of Peugeot's concern for your safety at all times.

The GL/GLD offers superb driving economy, comfort and value for money.



505GL and GLD

505GR and GRD TURBO

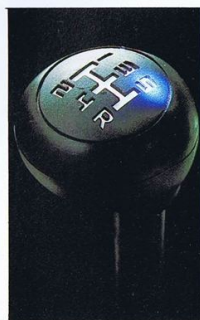
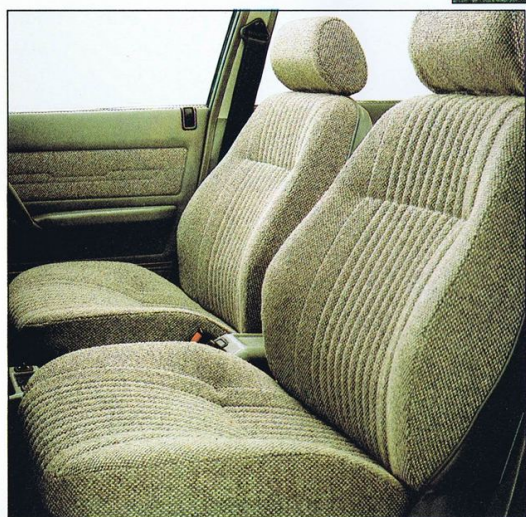
1971cc PETROL ENGINE 2304cc TURBOCHARGED DIESEL ENGINE

The 505 GR saloon has the 100 bhp PS-DIN petrol engine of 1971 cc coupled to a 5-speed synchro gearbox. A 3-speed automatic is available as an option at extra cost.

The GRD Turbo brings a new standard to diesel power in luxury saloon cars. It makes no compromises on noise, vibration or performance. You will find it a quiet revelation. This Peugeot 2304 cc diesel unit develops 80 bhp PS-DIN at 4150 rpm. More important is the maximum torque of 136 lb ft DIN at 2000 rpm. The turbocharger helps the GRD achieve a real boost in power yet retain a remarkable fuel economy of up to 47 mpg at a constant 56 mph. Power assisted steering makes either version light and easy to drive both in parking and on long trips.

A new feature of the 1985 GR and GRD turbo models is the digital radio/stereo cassette unit with four speakers. In addition to the front and rear balance control there is also an automatic search and scan facility on all wavebands. The up-down push button manual tuning and direct station storage system make the pre-selection buttons easy to programme.

Other standard luxury features include electric front windows, tinted glass all round, central locking of doors and fuel filler flap, full wheel covers and protective bodyside mouldings.



**505GR and
GRD TURBO**

505 GTD TURBO

2498cc TURBOCHARGED DIESEL ENGINE

For the driver who prefers diesel, the 505 GTD Turbo offers a wickedly powerful alternative to the 505 GTI.

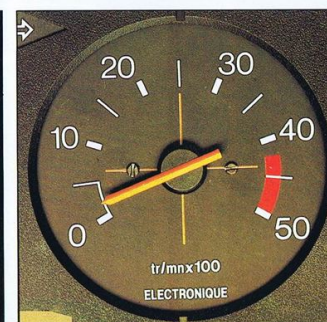
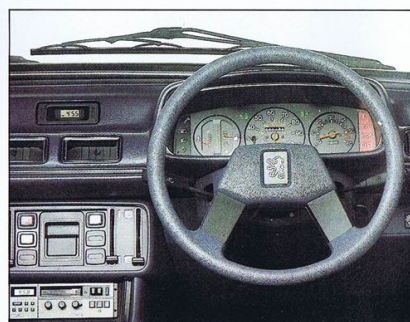
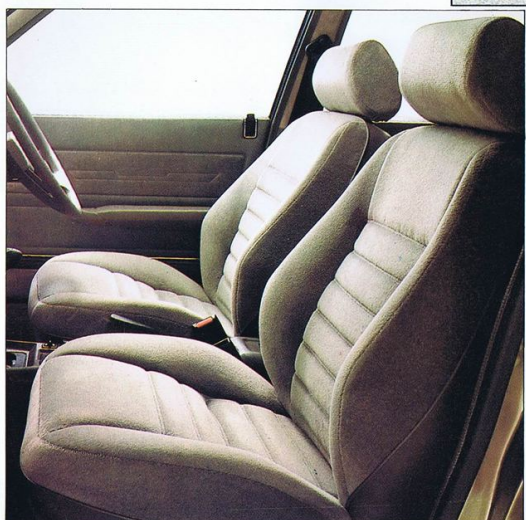
The 2498 cc turbocharged Peugeot engine represents the state of the art in diesel development for luxury saloon cars.

Performance is comparable at every level with the best in petrol engines yet this 95 bhp PS-DIN engine can achieve the remarkable economy of up to 48.7 mpg at a constant 56 mph. This is partly due to the powerful torque development of 152 lb ft DIN at 2000 rpm. A pre-heater speeds easy starting in all weathers. There is a water-in-diesel warning light on the fascia.

Apart from the power unit and the two additional warning lights the 505 GTD Turbo is identical in detailed specification to the GTI model. They even share the same 195/60 tyres on alloy wheels.

Ease yourself into the contoured driving seat. Adjust it for height and take a look at the full instrumentation display. The smooth 5-speed gearbox is an invitation to take to the open road. Real driving satisfaction. Luxurious cosseted comfort for your passengers. The total Peugeot experience.

Whichever version you choose, for business and leisure, the Peugeot 505 is everything you've been looking for in a big elegant touring car.



505 GTD TURBO

505GTI

2165cc PETROL ENGINE

The motorway equivalent of the executive jet, the Peugeot 505 GTI combines very high performance with luxury specification.

The 2165 cc alloy fuel injection engine develops 130 bhp PS-DIN and the 5-speed manual gearbox can take you smoothly to around 115 mph, where the law permits.

The GTI is very much a driver's car. The limited-slip differential ensures optimum traction in wet or difficult conditions. Servo assisted disc braking front and rear keeps the powerful GTI under full control at all times.

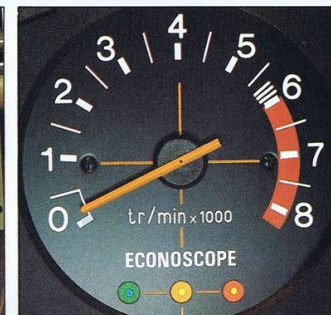
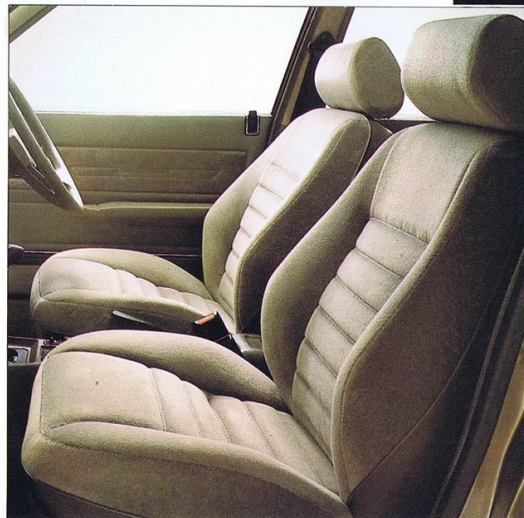
Internally the contoured front seats provide maximum driver and passenger comfort. That combined with excellent all-round visibility and an ergonomically designed instrument and control layout ensures full driver confidence and satisfaction.

Luxury features include electric windows front and rear and an electrically operated sunroof. Velour upholstery. Rear seat head restraints. Stereo radio/stereo cassette with electrically operated aerial.

The 505 GTI package has not been achieved at the expense of practical economic motoring. With a 5-speed manual gearbox up to 42.8 mpg can be achieved at a constant 56 mph and with the automatic gearbox a creditable 38.2 mpg can be expected.

With metallic or black paint, front and rear spoilers, all included, the only options are a 3-speed automatic transmission, leather seat trim and air conditioning.

The body colour illustrated is not available in the U.K.



505GTI

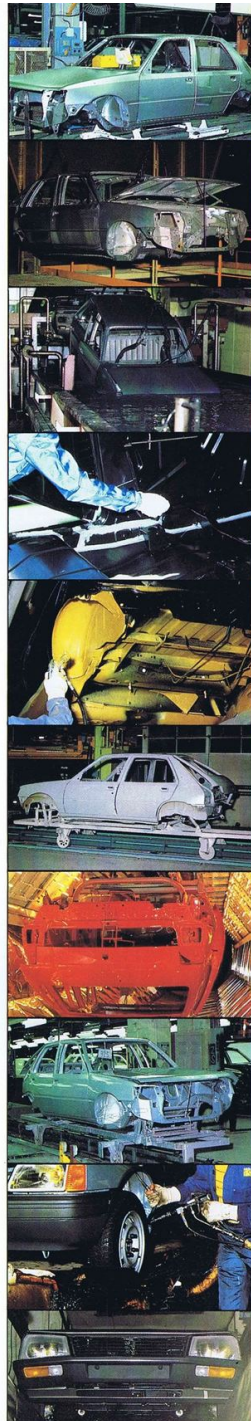
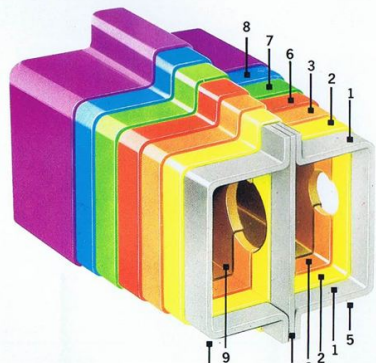
6 YEARS' ANTI-CORROSION WARRANTY

All Peugeot cars have the benefit of a six years' anti-corrosion warranty against perforation of all body and underbody panels and each unit is meticulously treated against permanent spread of corrosion by total immersion in a cathaphoretic bath—a process which makes the body shell particularly resistant to corrosion.

But Peugeot's answer to corrosion is not confined solely to this technology innovation of anti-corrosive cathaphoresis. Used in addition are eight other processes which add up to 50 lbs of well established anti-corrosion coatings of proven resistance value, and these are applied before and after the cathaphoretic bath.

To benefit from this warranty involves only two checks of the car (taking about 2 hours depending on model, carried out at the expense of the customer at the end of the second and fourth years of service) at a Peugeot Talbot Dealer. This 6 year anti-corrosion warranty is transferable on change of ownership.

You thus have further proof, were it needed, that you may regard the purchase of your Peugeot as a good investment.



1. **STEEL PANELS:** All body parts are thoroughly degreased to remove oil deposited during the press operation and to ensure full adhesion of the protective finishes. Corrosion resistant zinc or galvanised plated panels are used in vulnerable areas or areas that would be difficult to protect after assembly.
2. **PHOSPHATING:** This gives protection against impacts and flaking; it also improves the adhesion of the resin film in the cathodic bath. Some box sections are cleaned and phosphated before the body shell is assembled.
3. **CATAPHORETIC BATH:** This deposits a corrosion-proofing epoxy film 15 to 20 microns thick on the whole body shell. Box sections are pierced to assure the protection of internal surfaces.
4. **JOINT SEALING:** Sealing between adjacent panels is assured by mastic sealing strips on the inside and outside.
5. **CRACKLE FINISH ANTI-CHIPPING COMPOUND (PVC):** Oven baked, this ensures protection to the parts of the body that are subject to abrasion from road chippings and stones (the coat is 1 to 2 mm thick).
6. **PRIMER:** The paint undercoat includes rust-inhibiting pigments (zinc chromate) to further improve the anti-corrosion protection. This special, flexible primer also has anti-chipping properties.
7. **ACRYLIC LACQUER:** This thermosetting paint is baked at 130°C, the fast evaporation of the solvents giving a coat with high protective quality.
8. **CLEAR VARNISH:** Applied on top of metallic and black paints, this gives an increased brilliance and ensures protection of the colour pigment from the corrosive elements.
9. **WAX:** Pressure injected into the box sections, wax protects these inner surfaces and prevents water ingress between the panels.
10. **THICK WAX AND BITUMEN COMPOUND:** This is sprayed on to the underside of the body—including the wheel arches and suspension.

UNIQUE TRIPLE COVER

In addition to the 6 year anti-corrosion warranty all Peugeot cars described in this catalogue are covered by an unlimited mileage warranty during the first twelve months including both parts and labour, together with free breakdown recovery, should it ever be needed. In addition, for the same period there is the benefit of the unique Extra-Care Policy, providing free replacement of certain wearing parts, like brake pads and clutches, if they require replacement as a result of normal wear. The Extra-Care Policy does not cover cars used for Police and taxi work. Cars used for competitions are also excluded from the benefits of the warranty and Extra-Care Policy.

Your Peugeot Talbot Dealer will be pleased to explain the terms and conditions of this unique triple cover.

As a Peugeot Owner you have the support of more than 500 Dealers in this country—and if you take your car abroad, some 5,000 in Europe—all with special expertise gained from factory training and aided by special tools and equipment to ensure efficient and effective attention.

Naturally, your Dealer's efforts start before you see your car. He carries out a careful check under our Road-Ready programme to make sure your new car is as it should be.

All Peugeot Talbot Dealers in the United Kingdom are bound by our Service Charter, designed to give you, the Customer, a fair deal in all circumstances. Their knowledge and skill are at your disposal—willingly and cheerfully.

EXTENDED MAINTENANCE

Peugeot are constantly endeavouring to improve their product offering and reliability through their extended maintenance programme which includes

1. Electronic ignition which on petrol engine models eliminates the need for contact breaker points and provides instant starting in cold and wet weather conditions, as well as maintaining peak performance between major service intervals.
2. Copper cored spark plugs which maintain a higher and more consistent performance.
3. Low maintenance battery.
4. Diagnostic socket contributes significantly to speedy checking and adjustment of engine tune, detecting elements of the engine not working at full efficiency.
5. Low engine oil level warning light.
6. Water temperature warning light.
7. Brake wear warning light.



SPECIFICATIONS	GL	GLD	GR	GRD TURBO	GTI	GTD TURBO		
ENGINE								
Cubic Capacity	1971 cc	2498 cc	1971 cc	2304 cc	2165 cc	2498 cc		
Numbers of Cylinders	Four, Five bearing crankshaft with aluminium alloy cylinder head.							
Bore/stroke (mm)	88 X 81	94 X 90	88 X 81	94 X 83	88 X 89	94 X 90		
Maximum Power BHP (PS-DIN)	100 at 5000 rpm	76 at 4500 rpm	100 at 5000 rpm	80 at 4150 rpm	130 at 5750 rpm	95 at 4150 rpm		
Maximum Torque MKG (lb ft) DIN	16.4 (119) at 3000 rpm	15.3 (111) at 2000 rpm	16.4 (119) at 3000 rpm	18.8 (136) at 2000 rpm	19.2 (139) at 4250 rpm	21.0 (152) at 2000 rpm		
Compression Ratio	8.8:1	23:1	8.8:1	21:1	9.8:1	21:1		
Electronic Ignition	●		●		●			
Diagnostic Socket	●	●	●	●	●	●		
Battery	12V/45 Ah	12V/60 Ah	12V/45 Ah	12V/60 Ah	12V/45 Ah	12V/60 Ah		
Cooling	Water cooled, closed circuit with expansion bottle. Electrically operated cooling fan.							
TRANSMISSION								
Gearbox: Manual 5-speed	●	●	●	●	●	●		
3-speed automatic			X		X			
STEERING								
Rack and pinion power assisted (Not GL)	●	●	●	●	●	●		
Turning Circle (between kerbs)	10.4 m (34.1 ft)		10.7 m (35.1 ft)					
SUSPENSION								
Front	Independent coil springs with anti-roll bar and double-acting hydraulic shock absorbers.							
Rear	Independent coil springs with anti-roll bar and double-acting hydraulic shock absorbers.							
BRAKES								
	Split circuit with load compensator valve.							
Front: Disc	●	●	●	●	●	●		
Rear: Drum	●	●	●	●	●	●		
Rear: Disc					●			
Servo assistance	●	●	●	●	●	●		
DIMENSIONS								
Overall length	4.57m (180.3 in.)							
Overall width	1.73m (67.9 in)		1.74m (68.4 in.)					
Wheelbase	2.74m (108.0 in.)							
WEIGHT kg (lbs)								
Kerb weight	1200 (2646)	1305 (2877)	1210 (2668)	1330 (2932)	1235 (2732)	1340 (2954)		
Max. towing weight (braked trailer)	1300 (2866)	1300 (2866)	1300 (2866)	1300 (2866)	1300 (2866)	1300 (2866)		
FUEL TANK CAPACITY	70 litres (15.4 gallon)							
BOOT CAPACITY	523 DM ³ (18.5 cu. ft.)							
TYRES	175/82 SR 14		185/70 SR 14		195/60 HR 15			
INSTRUMENTS								
Speedometer with odometer	●	●	●	●	●	●		
Trip recorder	●	●	●	●	●	●		
Fuel gauge	●	●	●	●	●	●		
Water temperature gauge	●	●	●	●	●	●		
Rev. counter	●	●	●	●	●	●		
Econoscope	●		●		●			
FASCIA WARNING LIGHTS								
Handbrake	●	●	●	●	●	●		
Low brake fluid level	●	●	●	●	●	●		
Low oil pressure	●	●	●	●	●	●		
Low oil level	●	●	●	●	●	●		
Low fuel level	●	●	●	●	●	●		
Battery charge	●	●	●	●	●	●		
Water temperature	●	●	●	●	●	●		
Break-down/stop (water/oil/brakes)	●	●	●	●	●	●		
Brake pad wear	●	●	●	●	●	●		
Pre-heater		●		●		●		
Water in Diesel Fuel		●		●		●		
FUEL CONSUMPTION	GL	GLD	GR MANUAL	GR AUTO	GRD TURBO	GTI MANUAL	GTI AUTO	GTD TURBO
Constant speed driving 56 mph (90 kph)	42.2 (6.7)	47.9 (5.9)	42.2 (6.7)	36.7 (7.7)	47.9 (5.9)	42.8 (6.6)	38.2 (7.4)	48.7 (5.8)
Constant speed driving 75 mph (120 kph)	32.5 (8.7)	34.4 (8.2)	32.5 (8.7)	27.1 (10.4)	34.9 (8.1)	33.6 (8.4)	30.1 (9.4)	33.2 (8.5)
Simulated urban driving	25.0 (11.3)	32.5 (8.7)	25.0 (11.3)	25.9 (10.9)	32.1 (8.8)	25.7 (11.0)	25.9 (10.9)	33.6 (8.4)
These mpg figures are the results of approved tests as recorded by the Department of Transport in official fuel economy certificates. Figures in brackets are L/100km								
INSURANCE GROUP								
As recommended by the Accident Offices Association.	5	4	5	5	6	5		

SPECIFICATIONS	GL	GLD	GR	GRD TURBO	GTI	GTD TURBO
EXTERIOR						
Driver's remote control door mirror	●	●	●	●	●	●
Passenger's remote control door mirror	●	●	●	●	●	●
Hazard warning flashers	●	●	●	●	●	●
Halogen headlamps	●	●	●	●	●	●
Load adjustable headlamps	●	●	●	●	●	●
Reversing lamps	●	●	●	●	●	●
Rear fog lamps	●	●	●	●	●	●
Laminated clear windscreen	●	●				
Tinted glass and laminated windscreen			●	●	●	●
2-speed windscreen wipers	●	●	●	●	●	●
Electric windscreen wash	●	●	●	●	●	●
Heated rear window	●	●	●	●	●	●
Intermittent windscreen wipe	●	●	●	●	●	●
Electric front windows			●	●	●	●
Electric rear windows					●	●
Electric sunroof			X	X	●	●
Central door locking and fuel filler flap			●	●	●	●
Hub caps	●	●				
Full wheel covers			●	●		
Alloy wheels					●	●
Protective bodyside mouldings			●	●	●	●
Front spoiler					●	●
Rear spoiler					●	●
Metallic paint			X	X	●	●
Black paint	X	X	X	X	●	●
INTERIOR						
Interior light delay					●	●
Interior courtesy lamp	●	●				
Front and rear courtesy lamps			●	●	●	●
Map reading lamp combined with sunroof			X	X	●	●
Panel light rheostat			●	●	●	●
4-speed heater/blower	●	●	●	●	●	●
Face level ventilation	●	●	●	●	●	●
Side window demist	●	●	●	●	●	●
Illuminated heater controls	●	●	●	●	●	●
Illuminated ignition keyhole	●	●	●	●	●	●
Cigar lighter	●	●	●	●	●	●
Four hockey stick armrests	●	●	●	●	●	●
Rear centre armrest			●	●	●	●
Centre console	●	●	●	●	●	●
Glovebox with lid	●	●	●	●	●	●
Glovebox lock	●	●	●	●	●	●
Glovebox lamp	●	●	●	●	●	●
Push button radio	●	●				
Digital radio/stereo cassette, four speakers				●		
Stereo radio/stereo cassette, four speakers					●	●
Electric radio aerial					●	●
Digital clock	●	●	●	●	●	●
Air conditioning					X	X
Soft rim steering wheel	●	●	●	●		
Elasticated pockets behind front seats	●	●	●	●	●	●
Reclining front seats	●	●	●	●	●	●
Fully upholstered front seat head restraints	●	●	●	●	●	●
Fully upholstered rear seat head restraints					●	●
Rear seat belts					●	●
Zigzag cloth seat trim	●	●				
Tweed cloth seat trim			●	●		
Velour seat trim					●	●
Leather seat trim					X	X
Cloth inserts on door trim pads			●	●		
Velour inserts on door trim pads					●	●
Carpet door kick pads			●	●	●	●
Tufted interior floor carpet	●	●	●	●	●	●
Vinyl boot mat	●	●				
Rubber boot mat			●	●	●	●
Boot lamp	●	●	●	●	●	●

Standard equipment ● Options at extra cost X



PEUGEOT

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