

 **PEUGEOT 505**



**THE UNMISTAKABLE LOOK OF THE TRUE THOROUGHbred**

*Pininfarina gave the Peugeot 505 its classic styling. In an age where sheer clinical efficiency does so much to dictate shape, the 505 achieves a perfect balance between function and aesthetics.*

*Its flowing lines endow it with speed but extreme economy – with sleek looks but supreme spaciousness – with performance but ultra-quiet comfort.*

*The Peugeot 505 range offers a choice of seven models within three different and very clearly defined trim lines. The GR is*

*available with both petrol and diesel engines and the SR is also offered with a turbo-charged diesel. A three-speed automatic gearbox is offered at extra cost on SR and STI models.*

*The 505 handles like a sports car, rides like a limousine, easily accommodates five full-size adults and provides over 18 cu. ft. of luggage space in a very practical shaped boot.*

*Its pedigree is unimpeachable.*



#### **THE STYLISH WAY TO TRAVEL**

*For journeys of any length the 505 is motoring at its delightful best. Inside there is an atmosphere of lush tranquillity, masking reserves of power and responsiveness.*

*The 505 interior is easy on the eyes, too. The hard wearing yet comfortable upholstery, thick pile carpeting, doors, roof and fascia trim all combine in one harmonious scheme.*

*There are headrests for the driver and front passenger. The centre console houses the push button radio or radio stereo cassette, depending on model. There are door bins in the front as well as elasticated pockets in the back of the front seats. There is*

*room to spare – room to stretch the legs in the front or rear seats, and elbow room as well.*

*For the driver the Peugeot-designed power assisted steering provides effortless control and yet maintains that essential feeling of direct contact with the road. The manual gearboxes are as slick as you'll find, and the servo-assisted brakes bring the pace down just as smoothly as a touch of the accelerator takes you up to your cruising speed. For night driving the powerful halogen headlamps are adjustable by a fascia control.*

*For driver and passengers the environment is one of unostentatious luxury. Generous soundproofing and carefully engineered insulation have reduced all engine noise and other vibrations to an absolute minimum. All round independent suspension – of Peugeot's renowned own design – irons out road irregularities and the seats themselves would be a credit to many a graceful drawing room. Specially contoured, they offer firm back support but relaxed posture for comfortable travel. In the 505, to travel is to enjoy life.*



## 505 GR/GRD

The 505 GR saloon has a 95 bhp petrol engine of 1971 cc, coupled with a 4-speed manual gearbox. The 2498 cc diesel engine in the GRD develops 75 bhp and has 5-speed transmission, returning up to 47 mpg at a constant 56 mph.

Standard equipment on the GR/GRD includes a laminated windscreen, inertia reel safety belts and headrests for the front seats, cloth upholstery, a digital clock, lockable glovebox with lamp, and a fully folding centre armrest for the rear seat. The instrument panel on the petrol engine GR incorporates an

### NOTE

Black Paint is available as an option on the GR/GRD models.

*econoscope* – a valuable aid to the thoughtful driver. A constant light display indicates when fuel is being used most efficiently. Both petrol and diesel engine models have a low fuel level warning light – particularly useful on the diesel – and a panel light rheostat. A typical Peugeot touch is the lamp for the ignition keyhole.

In-car entertainment on the GR/GRD is a push-button radio with twin speakers.





## 505 SR

*The SR version of the Peugeot 505 conveys an instant impression of added refinement, with the choice of a 5-speed manual or 3-speed automatic transmission to accompany the 1971 cc 95 bhp engine. The advanced specification introduces tinted glass all round, plus an electric sunroof, electric front windows, and central locking of all four doors and the fuel filler flap.*

*The interior is strikingly fitted with 100% tweed upholstery, and instrumentation includes an electronic rev. counter. A stereo cassette player unit complements the radio.*

*Exterior bodyside mouldings and new style full wheel covers are standard, and metallic or black paint finish is an optional extra.*



## 505 STI

The Peugeot 505 STI combines luxury with performance-plus. With its fuel-injection 108 bhp all-alloy engine of 1995 cc, electronic ignition and the standard 5-speed manual gearbox, this large, executive saloon can reach 62 mph from a standing start in around 10.8 seconds.

To match its increased performance the STI is equipped with a limited-slip differential for improved traction and greater safety in wet or other treacherous conditions.

Five alloy wheels are standard, fitted with low-profile TRX tyres, and braking is by an all-disc system.

Luxury features additional on the STI include velour upholstery, a stereo radio/stereo cassette unit and metallic or black paint – all part of the standard specification.

So well equipped is the Peugeot 505 STI that the only option is 3-speed automatic transmission.





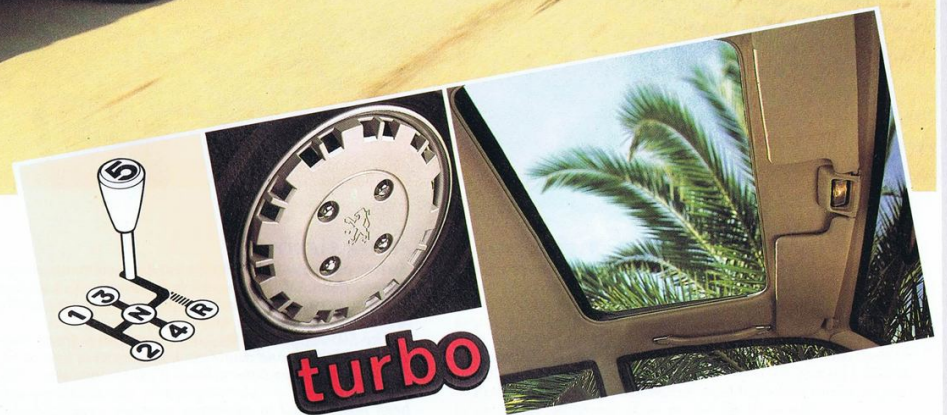
## 505 SRD TURBO

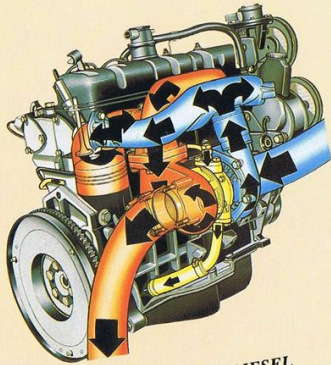
The Peugeot 505 SRD Turbo brings a completely new dimension to diesel power in luxury saloon cars. No concessions to noise, vibration or lack-lustre performance, but a smooth and silent surge of power, still with all the economy to be expected from a diesel with a 5-speed gearbox. The turbo charger, driven at 100,000 rpm by the exhaust gases, boosts the 2304 cc engine to 79 bhp, but more important generates a maximum torque of 136 lb ft at 2000 rpm. The result is 62 mph from a standing start in around 16.8 seconds, the kind of acceleration that many petrol driven large cars would be hard pressed to match. And all the

time the ability to return more than 47 mpg at a constant 56 mph.

The specification includes the power-assisted steering, a limited-slip differential to put the turbo power down on the ground when it's most needed, an electric sunroof, electric front windows, tinted glass, central door and fuel filler flap locking, ultra smart tweed trim and a radio/stereo cassette unit with twin speakers.

As on the petrol-engined SR saloon, bodyside mouldings and full wheel covers are standard and metallic or black paint finish is an optional extra on the new Peugeot SRD Turbo.





### ENGINE: PETROL OR DIESEL

Strength, durability and quiet running are all features of Peugeot petrol and diesel engines.

The GR and SR models offer the 1971 cc petrol engine as standard which produces 95 DIN bhp @ 5200 rpm and 119 lb. ft. torque @ 3000 rpm. This highly competitive power unit with its twin choke carburettor provides excellent acceleration coupled with exceptional fuel consumption for a 2 litre engine. At a constant 56 mph up to 40.4 is achievable on the GR.

The 505 STI is powered by the larger 1995 cc petrol engine. This overhead

camshaft unit with transistorised ignition produces 108 DIN bhp @ 5250 rpm and 126 lb. ft. torque @ 4000 rpm.

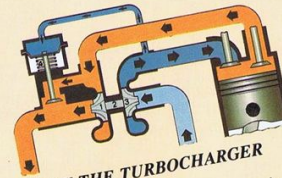
The combination of increased power and torque and fuel injection coupled with the 5-speed gearbox results in a top speed in excess of 100 mph.

Fuel consumption in the STI is equally good at up to 35.3 mpg at a constant 56 mph.

Both the GRD and SRD turbo models are powered by Peugeot diesel engines which in many instances offer distinct advantages over their petrol engine counterparts. They are less complex and are therefore more reliable. They are stronger, to cope with higher pressures and temperatures. They are much more durable and can run up to 250,000 miles. Their main asset, however, is their fuel consumption which on the 505 models is quite remarkable. Both the GRD and SRD turbo models return up to 47.9 mpg at a constant 56 mph.

The 505 GRD is powered by the 2498 cc diesel engine producing 75 DIN bhp at 4500 rpm and 111 lb. ft torque at 2000 rpm.

The turbo charged SRD model utilises the 2304 cc diesel engine producing 79 DIN at 4150 rpm and 136 lb. ft. torque @ 2000 rpm.



### HOW THE TURBOCHARGER WORKS:

The turbine wheel is driven by exhaust gases, at up to 100,000 rpm. This, in turn, drives the compressor which compresses the incoming air. When the pressure reaches 8.7 lbsq. ins. 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.

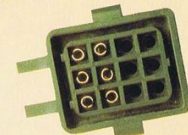
### TRANSMISSION

The 505 range is available with either 4 or 5-speed gearbox, or a 3-speed automatic option depending on the model. The GR is fitted with the well tried and tested 4-speed synchromesh gearbox which historically has fully justified Peugeot's reputation for strength and robustness.

The 5-speed synchromesh gearbox fitted to both diesel engine models and the petrol engine SR and STI provides greater flexibility and is more refined.

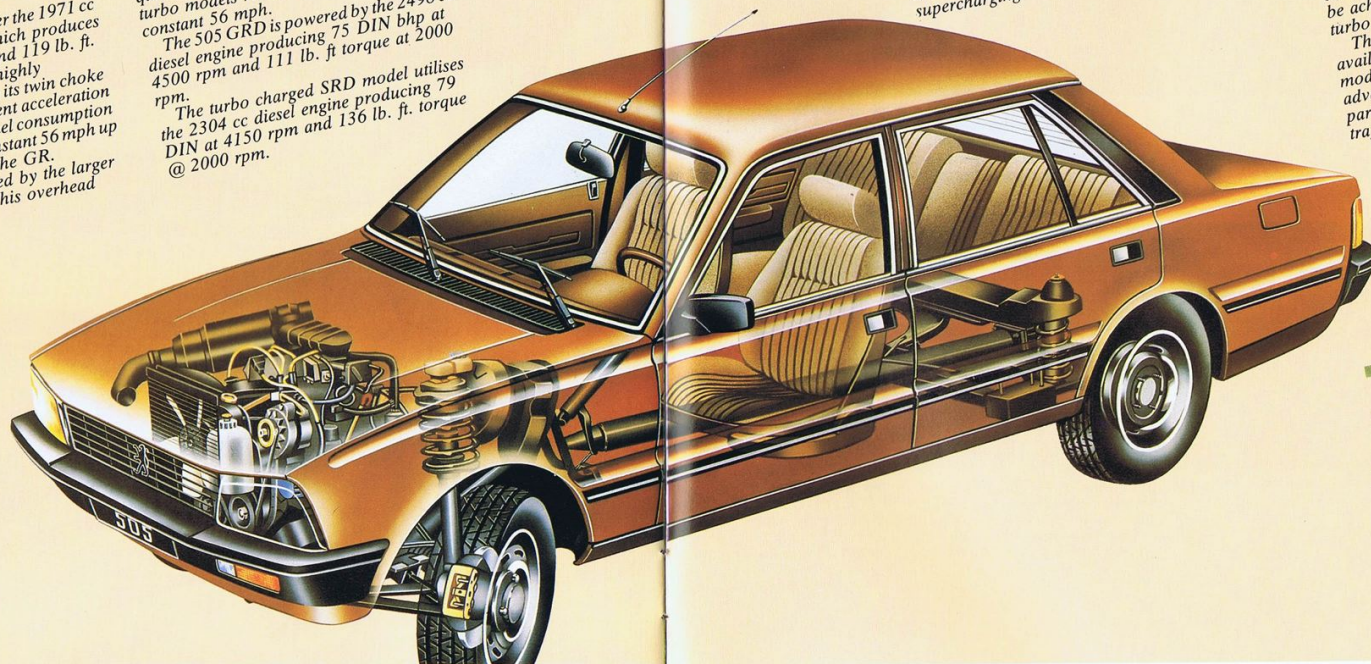
It is the match of gearbox to engine that produces remarkable fuel consumption figures and, at a constant 56 mph, up to 47.9 mpg can be achieved on the GRD and SRD turbo models.

The 3-speed automatic gearbox is available on the 505 SR and STI models and although it offers advantages in all traffic conditions it is particularly appreciated in heavy city traffic.



### DIAGNOSTIC SOCKET

The 505 has a diagnostic socket in the engine compartment which contributes significantly to speedy checking and adjustment of engine tune by your Peugeot Dealer, detecting elements of the engine not working at full efficiency.



### POWER ASSISTED STEERING

The 505 is fitted with power assisted steering so that even when fully loaded, steering effort is minimal with a high degree of manoeuvrability which is particularly appreciated in heavy traffic conditions and when parking.

### 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 STI 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

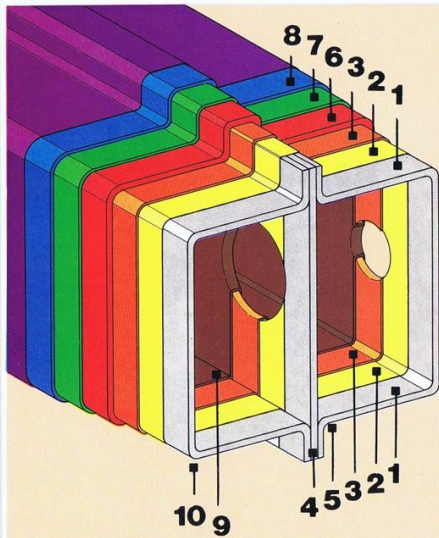
Passive safety is that which minimises the consequences of an accident in which you may be involved. On the 505 range the front and rear ends of the body shell are designed to absorb impact through progressive deformation of the structure, with maximum protection of the passenger compartment.

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

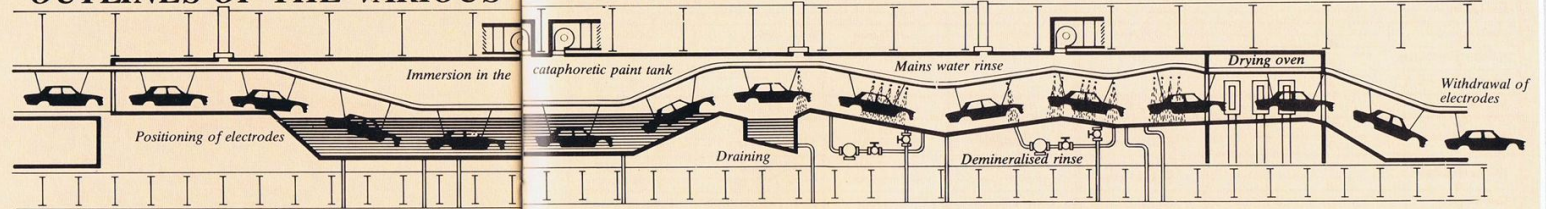
Finally, interior appointments are designed in such a way as to eradicate all sharp edges on the fascia panel.

Safety is a key feature.

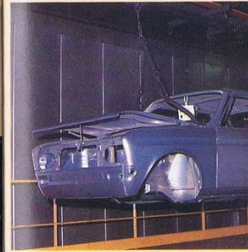




## OUTLINES OF THE VARIOUS PROCESSES



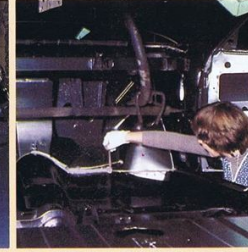
**1 STEEL PANELS:** All body parts are thoroughly degreased to remove oil deposited during the press operation and to ensure full adhesion of the protective finishes. Corrosion resistant zinc or galvanised plated panels are used in vulnerable areas or areas that would be difficult to protect after assembly.



**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.



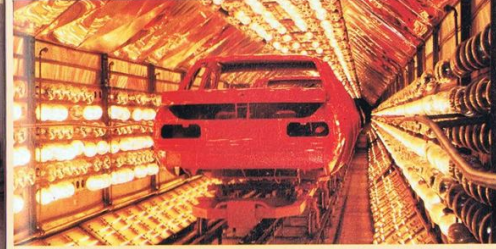
**5 CRACKLE FINISH ANTI-CHIPPING COMPOUND (PVC):** Oven baked, this ensures protection to the parts of the body that are subject to abrasion from road chippings and stones (the coat is 1 to 2 mm thick).



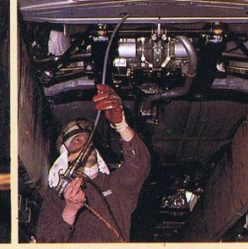
**6 PRIMER:** The paint undercoat includes rust-inhibiting pigments (zinc chromate) to further improve the anti-corrosion protection. This special, flexible primer also has anti-chipping properties.



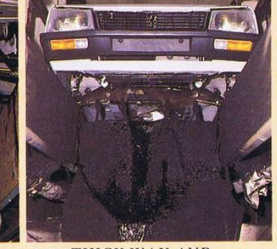
**7 ACRYLIC LACQUER:** This thermosetting paint is baked at 130°C, the fast evaporation of the solvents giving a coat with high protective quality.



**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.

## PEUGEOT 6 YEAR ANTI-CORROSION WARRANTY

All Peugeot passenger vehicles benefit from the Peugeot six year anti-corrosion Warranty.

The results of extensive research and tests carried out by our Study Departments over many years have been incorporated in the numerous sophisticated and advanced techniques, special materials and assembly procedures employed in the manufacturing of our vehicles.

Some of the measures at present incorporated in the manufacturing of our vehicles are as follows:

- \* Corrosion resistant zinc or galvanised plated panels used in vulnerable areas.
- \* Weldable primer is used in all joints below the waistline of the vehicle.
- \* The application of the initial primer coat is by total immersion in a CATHODIC type Electrophoresis bath.
- \* The advantages of primer application for Electrophoresis are
  - both internal and external surfaces can be treated efficiently;
  - the film of primer is uniform in thickness;

- good adhesion of the coat of primer;
- high level of anti-corrosion protection.
- \* Crackle finish anti-chipping compound is applied to wheel arches and underbody areas. The PVC based product is sprayed at high pressure onto the elements and sections to be protected and stoved at 160°C to attain the crackle type finish that provides the important anti-chipping protection, particularly for wheel arches and door sills.
- \* The whole of the underbody area, including mechanical components, is sprayed with a thick bitumen wax compound.
- \* The hollow box sections in the body shell, panels and crossmembers, particularly on the underbody, are protected by the injection of a bitumen wax compound.

All these measures provide added proof – if indeed it was necessary to demonstrate that Peugeot vehicles are efficiently protected against the natural phenomenon of corrosion, and thereby make the purchase of a Peugeot a good investment.

The warranty, which is **against perforation of the bodywork as a result of corrosion**, is transferable to second or subsequent owners and is granted in respect of vehicles registered and primarily used in Great Britain, Germany, Austria, Belgium, Denmark, Eire, Federal Germany, Finland, Greece, Metropolitan France, Holland, Italy, Luxembourg, Norway, Sweden and Switzerland.

SPECIFICATIONS	505 GR	505 GRD	505 SR	505 SRD Turbo	505 STI		
<b>ENGINE</b>							
Cubic capacity	1971cc	2498cc	1971cc	2304cc	1995cc		
Number of cylinders	4	4	4	4	4		
Overhead camshaft					●		
Bore/Stroke (mm)	88 x 81	94 x 90	88 x 81	94 x 83	88 x 82		
Maximum power	95 DIN bhp @ 5200 rpm	75 DIN bhp @ 4500 rpm	95 DIN bhp @ 5200 rpm	79 DIN bhp @ 4150 rpm	108 DIN bhp @ 5250 rpm		
Maximum torque	119 lb ft DIN @ 3000 rpm	111 lb ft DIN @ 2000 rpm	119 lb ft DIN @ 3000 rpm	136 lb ft DIN @ 2000 rpm	126 lb ft DIN @ 4000 rpm		
Carburettor	Twin choke	Diesel injection	Twin choke	Turbo charged Diesel	Petrol injection		
Compression ratio	8.8:1	23:1	8.8:1	21:1	9.2:1		
Choke: Automatic	●		●		Cold start device		
Pre-heater		●		●			
Transistorised ignition					●		
Diagnostic plug	●	●	●	●	●		
<b>TRANSMISSION</b>							
Gearbox: Manual 4-speed synchromesh	●						
5-speed synchromesh		●		●			
Automatic 3-speed			X		X		
Single dry plate clutch	●	●	●	●	●		
Limited slip differential				●	●		
<b>STEERING</b>							
			Rack and pinion				
Power assisted	●	●	●	●	●		
Turning circle (between kerbs)	35ft 7ins (10.8m)						
<b>SUSPENSION</b>							
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.						
<b>BRAKES</b>							
	Split circuit with load compensator valve						
Front: Disc	●	●	●	●	●		
Rear: Drum	●	●	●	●	●		
Disc					●		
Servo assistance	●	●	●	●	●		
<b>ELECTRICAL EQUIPMENT</b>							
3-phase alternator	500W/32 A	500W/32 A	500W/32 A	500W/32 A	750W/45 A		
Battery	12V/45 Ah	12V/60 Ah	12V/45 Ah	12V/60 Ah	12V/45 Ah		
<b>DIMENSIONS</b>							
Overall length	180.3" (4.57m)						
Overall width	67.7" (1.72m)						
Wheelbase	108.0" (2.74m)						
<b>NUMBER OF SEATS</b>							
	Five						
<b>WEIGHT</b>							
lbs (kgs)	2667 (1210)	2877 (1305)	2723 (1235)	2987 (1355)	2745 (1245)		
Kerb weight							
Max. laden weight	3880 (1760)	4078 (1850)	3880 (1760)	4100 (1860)	3880 (1760)		
Max. towing weight (braked trailer)	2866 (1300)	2866 (1300)	2866 (1300)	2866 (1300)	2866 (1300)		
<b>FUEL TANK CAPACITY</b>							
	12.3 gallons (56 litres)						
<b>BOOT CAPACITY</b>							
	18.5 cu. ft. (523dm <sup>3</sup> )						
<b>TYRES</b>							
	175 x 82 SR 14	175 x 82 SR 14	175 x 82 SR 14	175 x 82 SR 14	180/65 HR 390 TRX		
<b>FUEL CONSUMPTION</b>							
mpg (L/100 km)	GR	*GRD	SR Manual	SR Automatic	*SRD Turbo	STI Manual	STI Automatic
Constant speed driving 56 mph (90 kph)	40.4 (7.0)	47.9 (5.9)	42.2 (6.7)	36.7 (7.7)	47.9 (5.9)	38.2 (7.4)	35.3 (8.0)
Constant speed driving 75 mph (120 kph)	31.0 (9.1)	34.4 (8.2)	32.5 (8.7)	27.1 (10.4)	34.9 (8.1)	30.4 (9.3)	26.6 (10.6)
Simulated urban driving	25.0 (9.3)	32.5 (8.7)	25.0 (11.3)	25.9 (10.9)	32.1 (8.8)	21.6 (13.1)	23.2 (12.2)

These figures are the results of approved tests as recorded by the Department of Energy in official fuel economy certificates.  
\*Diesel consumption in accordance with French government test procedures.

SPECIFICATIONS	505 GR	505 GRD	505 SR	505 SRD Turbo	505 STI
<b>FASCIA EQUIPMENT</b>					
<b>Warning Lights</b>					
— Handbrake	●	●	●	●	●
— Low brake fluid level	●	●	●	●	●
— Low oil pressure	●	●	●	●	●
— Battery charge	●	●	●	●	●
— Water temperature	●	●	●	●	●
— Pre-heater (diesel)	●	●	●	●	●
— Brake pad wear	●	●	●	●	●
— Breakdown/stop (water/oil/brakes)	●	●	●	●	●
— Low fuel level	●	●	●	●	●
Digital clock	●	●	●	●	●
Fuel gauge	●	●	●	●	●
Water temperature gauge	●	●	●	●	●
Trip mileage recorder	●	●	●	●	●
Rev. counter	●	●	●	●	●
Panel light rheostat	●	●	●	●	●
Interior headlamp adjustment	●	●	●	●	●
Econoscope	●	●	●	●	●
<b>GENERAL EQUIPMENT</b>					
Laminated windscreen	●	●	●	●	●
Tinted glass and laminated windscreen	●	●	●	●	●
2-speed wipers/electric wash	●	●	●	●	●
Intermittent wipe	●	●	●	●	●
Halogen headlamps	●	●	●	●	●
Reversing lights	●	●	●	●	●
Rear fog lights	●	●	●	●	●
Heated rear window	●	●	●	●	●
Remote control door mirror	●	●	●	●	●
Dipping rear view mirror	●	●	●	●	●
Inertia front seat belts	●	●	●	●	●
Childproof rear door locks	●	●	●	●	●
Body side mouldings	●	●	●	●	●
Bright grille finish	●	●	●	●	●
Rear number plate trim	●	●	●	●	●
Hub caps	●	●	●	●	●
Full wheel covers			●	●	
Alloy wheels					●
Electric sunroof			●	●	●
Central door locking (includes fuel filler flap)			●	●	●
Electric front windows			●	●	●
4-speed heater blower	●	●	●	●	●
Reclining front seats	●	●	●	●	●
Front seat head restraints	●	●	●	●	●
Cloth seat trim	●	●	●	●	●
Tweed seat trim			●	●	
Velour seat trim					●
Floor carpet	●	●	●	●	●
Centre console	●	●	●	●	●
Cigar lighter	●	●	●	●	●
Front and rear door armrests	●	●	●	●	●
Front and rear passenger grab handles	●	●	●	●	●
Front door pockets	●	●	●	●	●
Seat back map pockets	●	●	●	●	●
Lockable illuminated glovebox	●	●	●	●	●
Passenger vanity mirror	●	●	●	●	●
Front and rear courtesy lights	●	●	●	●	●
Rear centre armrest	●	●	●	●	●
Boot lamp	●	●	●	●	●
Boot mat	●	●	●	●	●
Push button radio	●	●	●	●	●
Radio/stereo cassette			●	●	
Stereo radio/stereo cassette					●
Illuminated ignition keyhole	●	●	●	●	●
Metallic or black paint with lacquer coat			X	X	●

X — Option at extra cost

 **PEUGEOT**



Take a test drive at your local Peugeot Dealer:

**OLDS**    
PUDDLETOWN, DORCHESTER, DORSET.  
Telephone: PUDDLETOWN (0305 84) 456

*Please Note: Every endeavour has been made to ensure that the information contained in this brochure was accurate at the time of going to press. Peugeot Talbot however, reserve the right, while preserving the essential characteristics of the models described and illustrated in this brochure, to introduce at any time modifications, changes of detail, equipment or accessories as may be considered necessary. The brochure will be updated from time to time but in order to avoid any misunderstanding, any person interested in purchasing a vehicle should enquire of an authorised Peugeot dealer as to whether there have been any material alterations since the date of the issue of this brochure.*

October 1982.

Talbot Motor Company Ltd London Road Ryton on Dunsmore Coventry CV8 3DZ