

PEUGEOT 505

THE 505. PROGRESS. NOT COMPROMISE.



Pininfarina styling with a new rounded nose and low-slung front to aid aerodynamics.

The new Peugeot 505 is the evolution of years of design innovation and improvement.

Exterior styling by Pininfarina is clean, crisp, and aerodynamically efficient.

Large areas of anti-reflection glass provide expanded visibility, and lend a feeling of spaciousness.

The anti-glare dashboard is stylishly molded and deeply recessed for both aesthetic and practical reasons. Important instruments and controls are conveniently located directly in front of the driver. While the radio and lighter, on the other hand, are located in the center con-

sole within easy reach.

The newly designed steering wheel gives the driver a complete, unrestricted view of the instrument cluster.

All push-button controls have illuminated surfaces.

Interior styling is modern and functional; upholstery is a rich velour, tastefully color-coordinated to the exterior tones of the car.

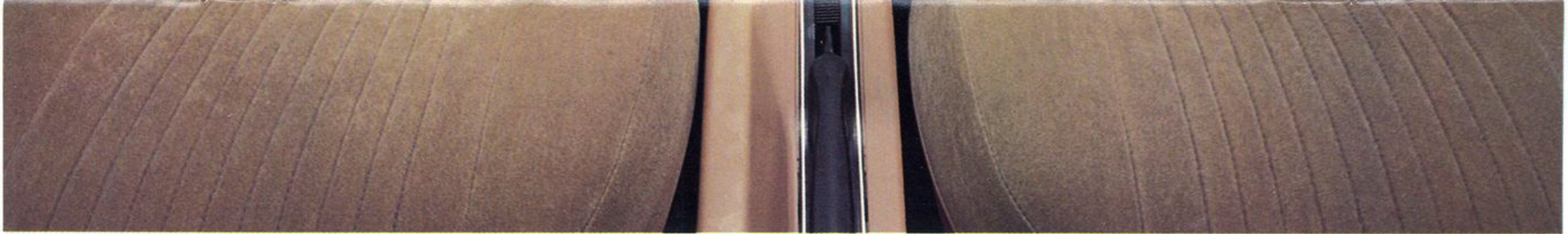
Along with its other attributes, the 505 is classically styled. Which is one of the reasons Jan Norbye (Autoweek) wrote that the 505 is the only car in its class that "may still be in tune with the times 10 years from today."



The well-designed interior provides space, visibility and a subdued, tasteful environment.

COMFORT. LUXURY. AND THE COMPLETE
ELIMINATION OF DRIVER FATIGUE.



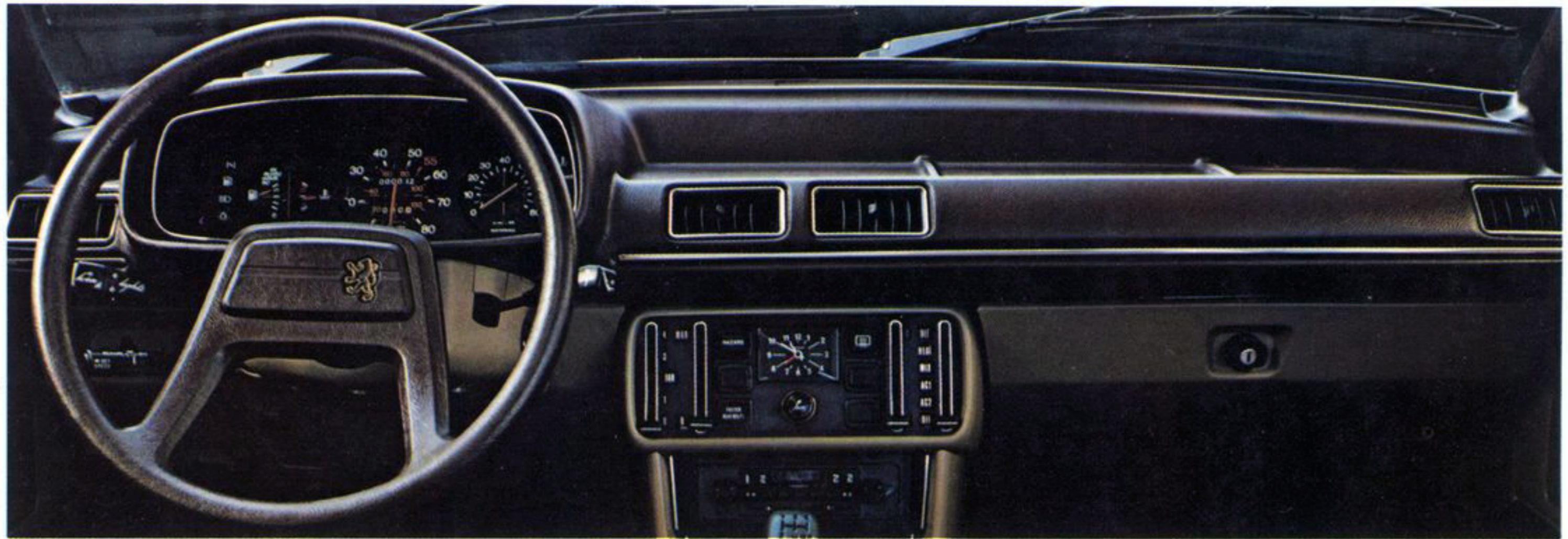


More than enough room and comfort.

Peugeot's comfort is world-renowned.

To drive a Peugeot is to fully appreciate what others have known for years.

The seats on the Peugeot 505 are the most obvious contribution to driver comfort. The front seats on the 505 are orthopedically contoured buckets. Instead of using traditional seat springs (which tend to amplify road sensations to the driver), the 505 uses polyurethane foam to dampen road shocks (making it the perfect companion to Peugeot's advanced suspension system). The result: total elimination of fatigue-causing vibrations to driver and passenger alike. In addition, the 505 seats are upholstered in handsome velour—a fabric that tends to be warm in the winter



Everything within instant reach, and effortless sight.

and cool in the summer—the most personally comfortable fabric for any season.

In addition, the Peugeot 505 offers the following conveniences:

- push-button windows (505 S Model)
- a coin rack in the center console

- a driver sideview mirror that is adjustable from inside the car
- a steering wheel set at a comfortable 20° angle
- instruments in a deeply recessed cluster to avoid windshield reflections
- sloping hood to give a better view of the road
- all controls conveniently

located for the driver
And these amenities:

- ample head room, leg room and seat room for five people
- a fold-down center armrest for rear passengers
- convenient pockets in the back seat for magazines
- tinted glass all around to reduce glare and heat

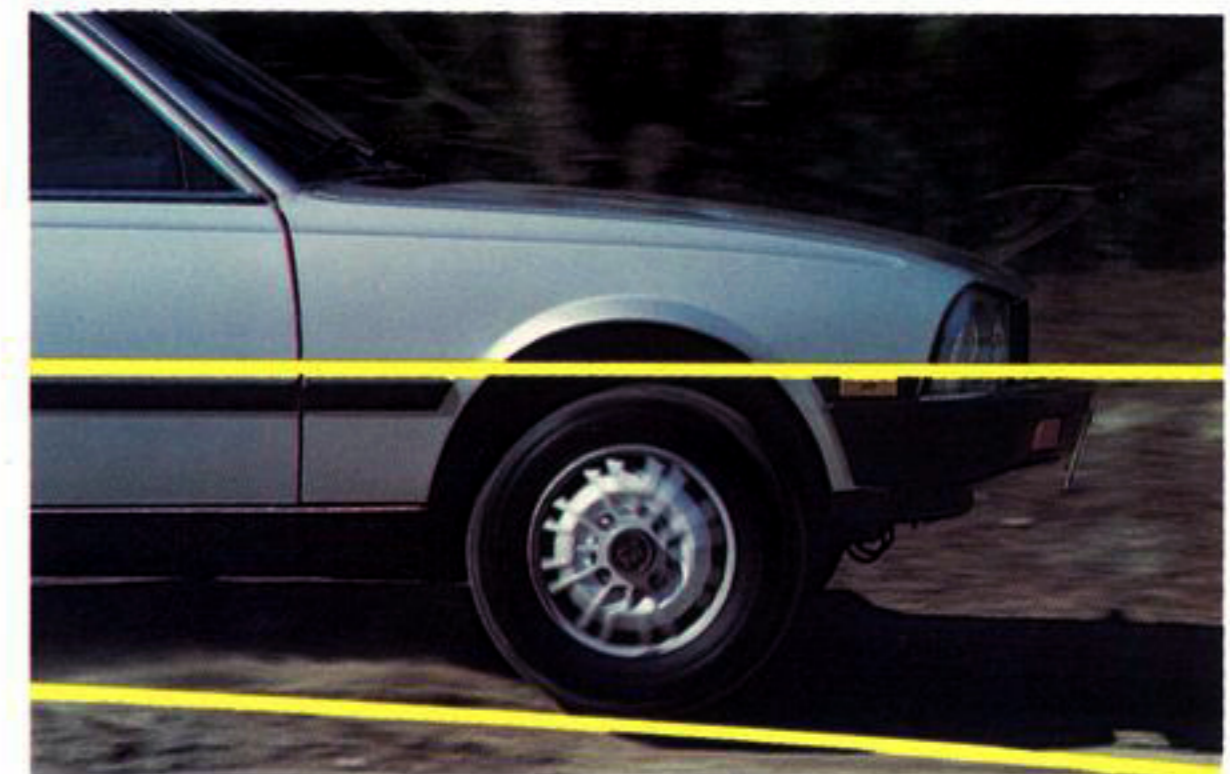
- a versatile heating and ventilation system front and rear (weather-tested under extreme temperatures)
- a wide parcel shelf on the dashboard with anti-slip ridges
- a lighted glovebox with storage space for tape cassettes

HANDLING. WHAT PERFORMANCE REALLY MEANS.





The stable, balanced ride of the Peugeot 505.



A suspension system that can take it. So the driver doesn't have to.

To drive a Peugeot is to experience the pleasure of a stable, balanced ride. It is incredibly quick and agile, and thoroughly under the driver's control.

The 505's superb road manners result from a subtle blending of many individual components into a state-of-the-art driving system.

- power-assisted rack-and-pinion steering (for

direct road feel, plus a responsiveness that has the right balance of ease and quickness).

- four-wheel power-assisted disc brakes provide surer fade-free stopping power without requiring undue pedal pressure. (A convenient warning light monitors the operation of the braking system.)
- finely tuned four-wheel

independent suspension system with modified MacPherson struts at the front and rear semi-trailing arms (for positive handling and a comfortable ride).

- front and rear anti-roll bars (to effectively dampen body roll in cornering).
- oversized Peugeot-built shock absorbers with specially treated Teflon

rings to not only "soften" the suspension, but to reduce wear in the cylinders as well.

- road wheels and tires are carefully matched to the requirements of ride, handling, and load carrying.

All of which makes *driving* a Peugeot 505 one of the most secure experiences you'll ever have behind a wheel.

AN AUTOMOBILE THAT IS BUILT, NOT MERELY ASSEMBLED.

Since 1889, Peugeot has had a tradition of building their cars to last.

The 505 is the latest Peugeot car built with this tradition of quality.

Peugeot quality starts at the beginning, because Peugeot builds a high proportion of the parts that go into Peugeot automobiles.

In addition, all parts and components are tested. Many safety-related parts are checked manually, electronically, and with ultra-violet light. Engines are tested in the car and on the road, as well as on the bench.

Peugeot uses the most modern automated machinery where machines can produce the best quality. But there are still some jobs that are best done by hand. (The superb Peugeot 505 manual transmission, for example, is manually assembled by expert craftsmen.)

This carefully built car is equally protected at every stage. Important panels



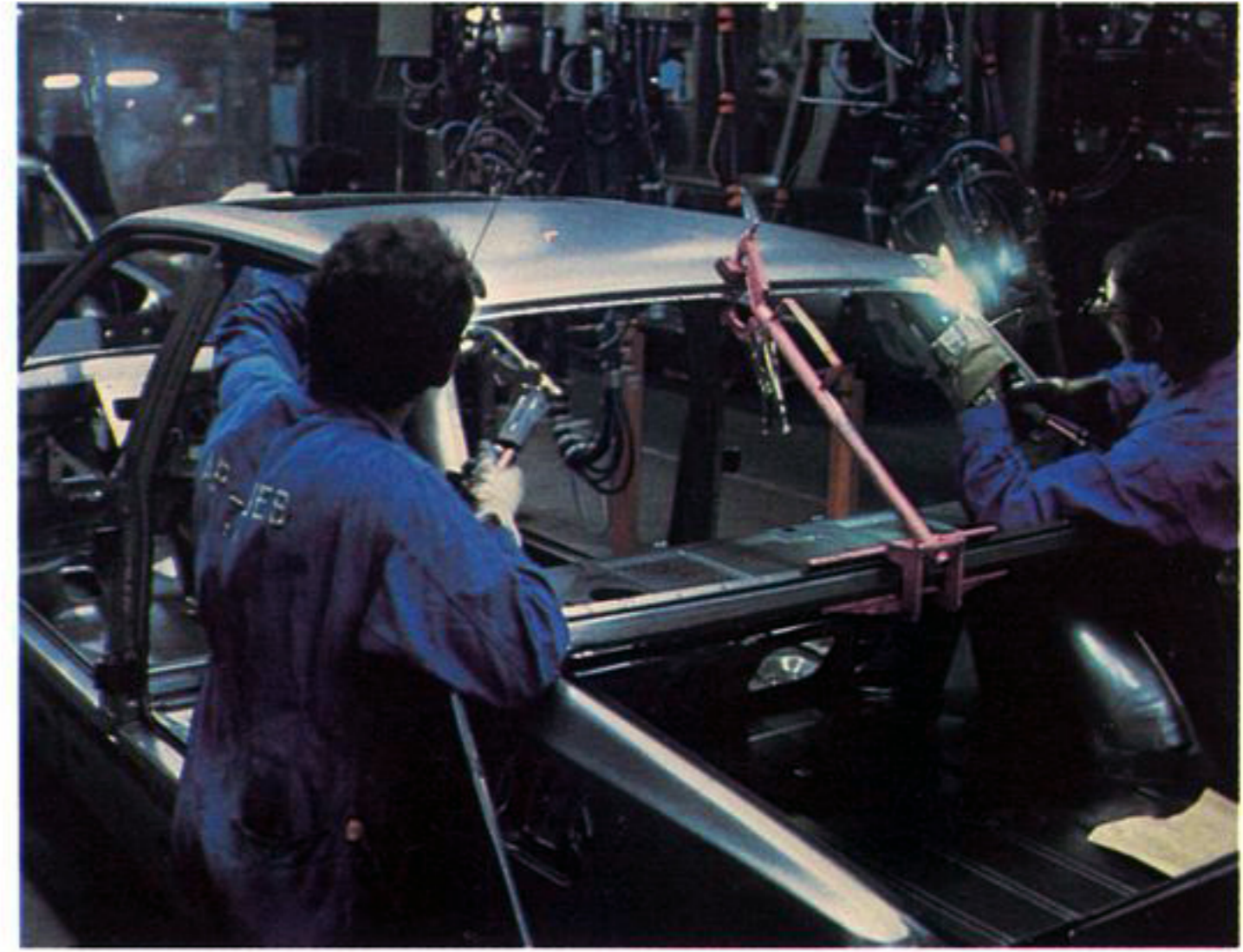
are zinc-plated prior to assembly. Zinc primer is applied to joint areas prior to welding. The body is phosphate-treated and totally immersed in an electrophoresis bath. Key parts on the body are protected by anti-chipping compound. Internal sections are protected by injections of bituminous wax compound. The underbody is also protected by a thick coat of bituminous wax compound.

Nothing is hurried.

Because in the building of a great automobile, taking the time to do it right is all that really matters. And maybe that is why one of the oldest running cars in the U.S. is an 1891 Peugeot.



Peugeot quality. The sum of its parts.



505 GASOLINE ENGINE. FUEL-INJECTED EFFICIENCY AND SMOOTH POWER.



505 Gas. Powered by an efficient Bosch K-Jetronic fuel injection and transistorized ignition system.

The Rally-proven 505 gasoline engine is economical, reliable, and rugged. For top fuel economy and performance, it utilizes a Bosch K-Jetronic continuous injection system. A transistorized ignition system provides easy

starts, consistent state of tune, and simplified maintenance. The oil pump is designed and mounted to provide almost instant priming of the lubrication systems. The electromagnetic cooling system has been tested in, and stands

up to, the heat of Africa.

The 505 represents the culmination of 10 years of design refinement and improvement. The engine is fitted with diagnostic plug-in sockets for simplified service, hemispherical combustion chambers for

better efficiency, and removable wet cylinders for longer engine life.

A smooth, quiet, five-speed transmission mated to this engine is standard equipment. (Three-speed automatic transmission is optional.)

505 DIESEL ENGINE. PEUGEOT'S 58 YEARS OF DIESEL EXPERIENCE SHOWS.



505 Diesel. Built from the ground up—not a reconvered gas.

In 1922, Peugeot built the first diesel automobile. In 1928, Peugeot opened the first diesel engine production line. Over fifty years later, Peugeot experience brings you a truly respon-

sive, durable diesel engine for the 80's.

Peugeot's diesel engine has no carburetor, no distributor, no spark plugs, or points. As a consequence, it does not require con-

ventional tune-ups.

And since diesel fuel produces more energy per pound than gasoline, our diesel engine provides much greater fuel economy than a gasoline en-

gine of similar size.

A sturdy, race-proven four-speed manual transmission is standard with the 505 diesel engine. (Three-speed automatic transmission is optional.)

ON THE 505, A HIGH LEVEL OF EQUIPMENT AND FEATURES IS STANDARD.

Peugeot has always regarded a full complement of equipment and features as a necessary standard for fine automobiles. So, standard equipment for the 505 includes:

- a five-speed manual gearbox on the 505 gasoline engine car and a four-speed manual gearbox on the diesel car (a choice for economy and performance).
- Michelin steel belted radial tires (for safety, long tire life, and fuel economy).
- power-assisted rack-and-pinion steering (for ease and precision of handling).
- power-assisted four-wheel disc brakes (for safe, fade-free stopping power).
- for the standard gasoline engine car, a tachometer (to monitor engine speed for most efficient and economical performance).
- intermittent windshield wipers (for greater convenience in light rain or fog).



Full wheel covers. Standard (S Model).



Electric sunroof. Standard (S Model).



Ample trunk space, with trunk lights. Standard.



5-speed transmission. Standard (Gas).



A tachometer. Standard (Standard gas).

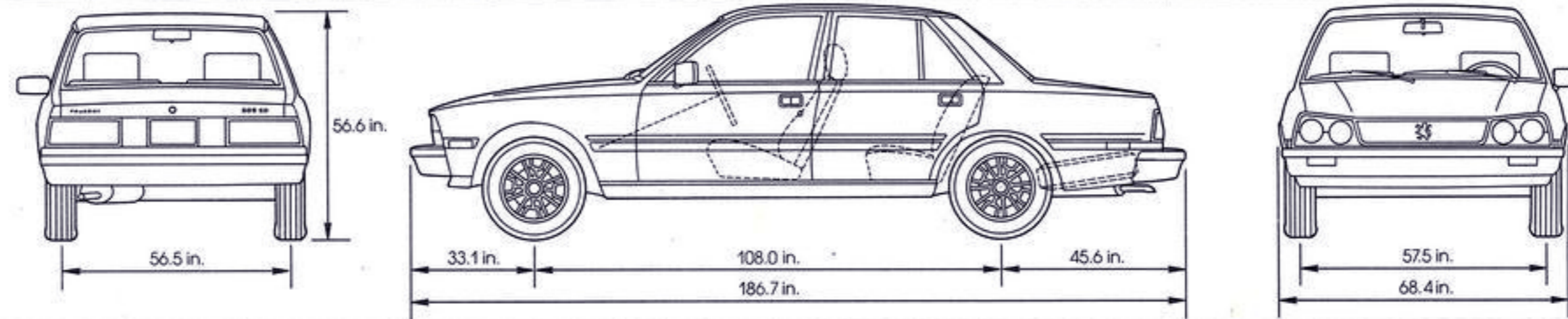
1980 PEUGEOT SPECIFICATIONS

- tinted windows all around (for reduced glare and cooler summer driving).
- electric rear window demister (for added visibility in snowy or misty weather).
- remote control outside mirror (for safety and convenience).

Plus many more quality features such as trip-recording odometer, quartz clock, map light, courtesy lights, trunk light, deluxe wheel trim, etc.

And for those drivers who want the extra touches of luxury, you may also order your Peugeot with the "S" package consisting of:

- full wheel covers
- electrically operated sunroof
- electrically powered windows
- automatic speed control (gasoline engine model only)
- ASI digital AM/FM stereo radio



| MODEL | DIMENSIONS | | CAPACITIES | | STEERING | TIRES |
|---|-----------------------------|---------------------------|--|---|---|--|
| 505 4-door Gas Sedan | Wheelbase | 108.0 in. | Fuel Tank | 18.0 gals. | Power-Assisted Rack & Pinion Ratio 17 to 1 | Michelin Steel Belted Radial Size 175SRx14 |
| | Overall Length | 186.7 in. | Engine Crankcase Cooling System including heater | 4.3 qts. 7.5 qts. (Manual trans.) 7.7 qts. (Auto. trans.) | Overall Turning Circle 37 ft. 4 in. | |
| | Overall Width | 68.4 in. | | | | |
| | Overall Height | 56.6 in. | | | | |
| | Cargo (Total volume) | 13.8 cu. ft. | | | | |
| BRAKES | | ENGINE | | TRANSMISSION | | SUSPENSION |
| Power-Assisted with Load Compensator | 4-Cylinder Overhead Valves | Piston Displacement cc/ci | 1971/120.3 | Manual 5-Speed Synchromesh (Standard) | Final Drive Ratio 3.47 to 1 | Front Independent Rear Independent |
| Front Disc | Compression Ratio | Max. HP @ RPM (SAE net) | 8.35 to 1 96 @ 4900 | Automatic 3-Speed with Torque Converter (Optional) | Final Drive Ratio 3.89 to 1 | Anti-Sway Bars Front & Rear |
| Rear Disc | Max. Torque @ RPM (SAE net) | Main Bearings | 116 ft. lb. @ 3300 | | | |
| | Carburetion | Fuel Requirements | 5 Bosch K-Jetronic Fuel Injection Regular Unleaded Gasoline | | | |
| MODEL | DIMENSIONS | | CAPACITIES | | STEERING | TIRES |
| 505 4-door Diesel Sedan | Wheelbase | 108.0 in. | Fuel Tank | 18.0 gals. | Power-Assisted Rack & Pinion Ratio 17 to 1 | Michelin Steel Belted Radial Size 175SRx14 |
| | Overall Length | 186.7 in. | Engine Crankcase Cooling System, including heater | 5.3 qts. 10.6 qts. | Overall Turning Circle 37 ft. 4 in. | |
| | Overall Width | 68.4 in. | | | | |
| | Overall Height | 56.6 in. | | | | |
| | Cargo (Total volume) | 13.8 cu. ft. | | | | |
| BRAKES | | ENGINE | | TRANSMISSION | | SUSPENSION |
| Power-Assisted with Load Compensator | 4-Cylinder Overhead Valves | Piston Displacement cc/ci | 2304/140.6 | Manual 4-Speed Synchromesh (Standard) | Final Drive Ratio 3.70 to 1 | Front Independent Rear Independent |
| Front Disc | Compression Ratio | Max. HP @ RPM (SAE net) | 23.0 to 1 71 @ 4500 | Automatic 3-Speed with Torque Converter (Optional) | Final Drive Ratio 3.78 to 1 | Anti-Sway Bars Front & Rear |
| Rear Disc | Max. Torque @ RPM (SAE net) | Main Bearings | 99 ft. lb. @ 2500 | | | |
| | Fuel Injection | Fuel Requirements | 5 Bosch/Mechanical Diesel Fuel, Type 1 or 2 | | | |

Peugeot reserves the right to change any specifications set forth herein without prior notice but will request dealers to notify purchasers of new Peugeot automobiles of such a change.

AT PEUGEOT, SAFETY IS DESIGNED IN... NOT ADDED ON.

The Peugeot 505 body is constructed with the safety of the passenger in mind. The body design owes much to the Peugeot SSV (Safety Synthesis Vehicle)—an experimental project designed to extend knowledge in both passenger and pedestrian safety.

The steel frame forms a safety cage around the passenger compartment and is designed to protect in the event of a rollover.

In addition, passengers are protected by waist-level lateral girders. The doors are designed so that while they will not open on impact, neither should they jam shut.

Both front and rear ends are designed to collapse on impact, so as to absorb the force of the crash.

Both the dash and the steering wheel are padded and the steering wheel is collapsible.



Peugeot conducts over 100 crash tests a year.

The hood is secured with two latches plus a safety catch, and is protected against excessive spring-back upon impact by a pair of hooks and hinges imbedded in cross-gussets.

The gas tank is not under the trunk as in many cars, but placed over the axle, between the wheels, and well away from the collapse zone.

Shock-absorbing bumpers front and rear, and special side moulding are designed to protect against minor impacts.

Peugeot's specially designed inertia seat belts are extremely comfortable under normal driving conditions, however, they are



A steel cage protects in the event of a rollover.

made to lock under sudden severe pressure of hard braking or in the event of impact or rollover.

All these features are a result of Peugeot's zealous

"crash test program." Over 100 tests a year are run at Peugeot to stress test the car and its components under accident conditions.

And then, Peugeot goes



Doors designed to not open on impact, nor jam shut after.

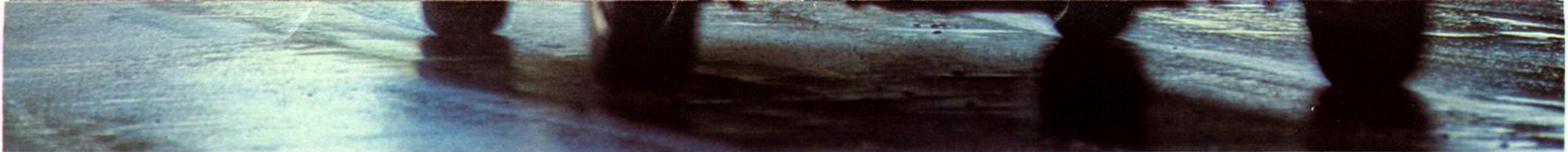
even one step further.

Peugeot maintains contact with police in major cities in France. In the event a Peugeot is involved in an accident, data is ac-

cumulated and reports studied as part of our continuing and dedicated effort to constantly improve the safety of Peugeot automobiles.

EVERY SINGLE PEUGEOT WE MAKE IS ROAD
TESTED, INCLUDING YOURS.





Your Peugeot has seen a road before.

At Peugeot, we not only test the parts, we test the cars we put them in.

One out of every ten people working in a Peugeot factory works in quality control. Subjecting everything about a Peugeot to rigorous inspection.

Every engine is bench-tested for 12 minutes. Every transmission is sound-tested in a special booth by an inspector whose hearing itself is tested daily.

Many safety-related parts are inspected three times. And, in addition, three ways. Visually or manually. Under ultra-violet light. And electronically.

Then, where most automakers stop, Peugeot will

continue.

Every single car that comes out of the factory is taken to our specially designed test track.

We test the electrical system again—from the headlights to the taillights—and everything in between (from the horn to the signals and the windshield wipers).

We check the gauges on the dash, and the speedometer for accuracy.

The engine is tested for acceleration. The brakes for deceleration. (At 50 mph, without hands on the wheel, a Peugeot has to stop straight, or it is returned to the factory for refinements.)



By the time it gets to you, your 505 has passed every test.

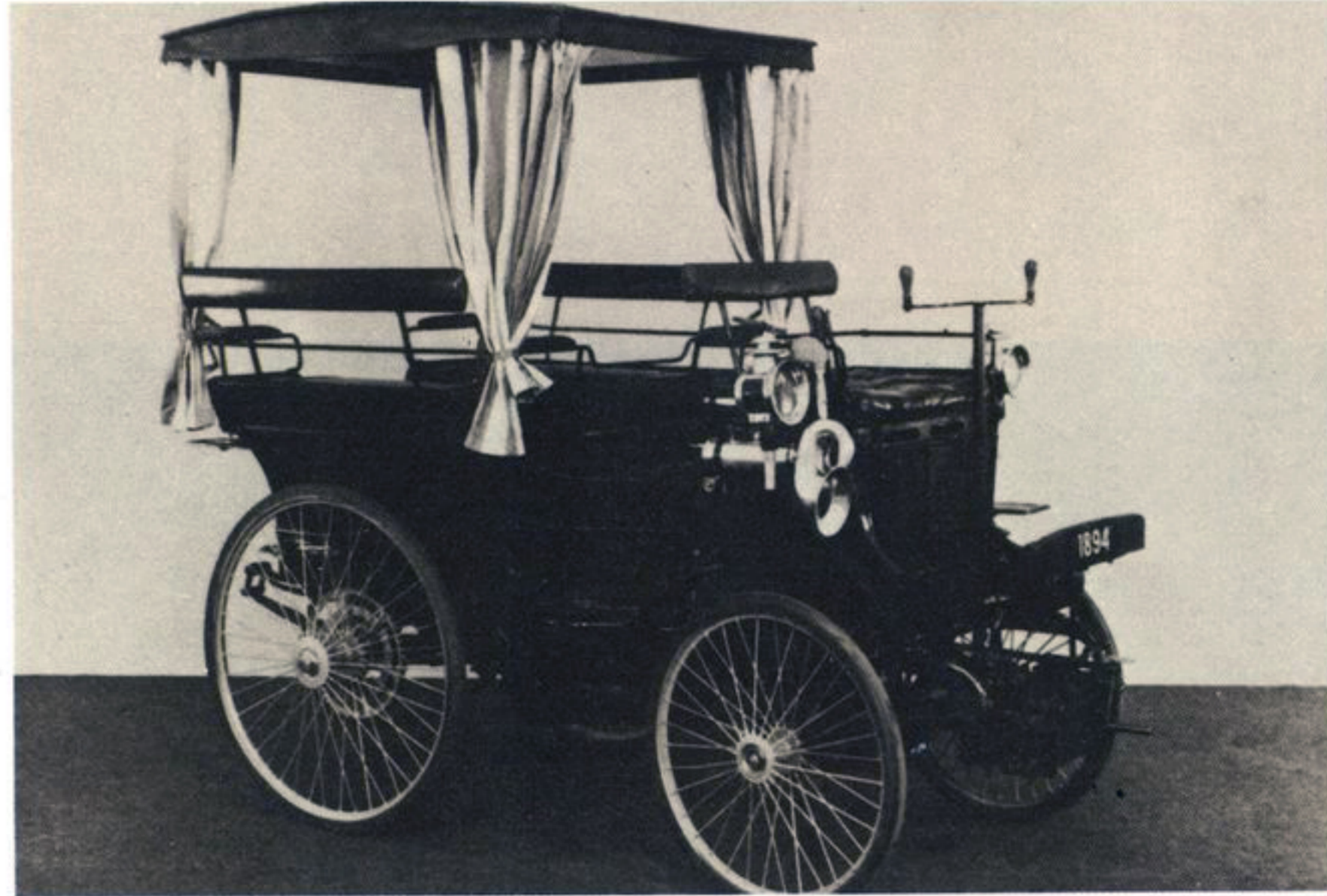
The steering is tested around serious curves. The suspension system is subjected to a medley of bumps, cobblestones and other road shocks.

Night driving is simulated. So are rainstorms. By the time your Peugeot gets to you, there are very few tests you could put it through that it hasn't

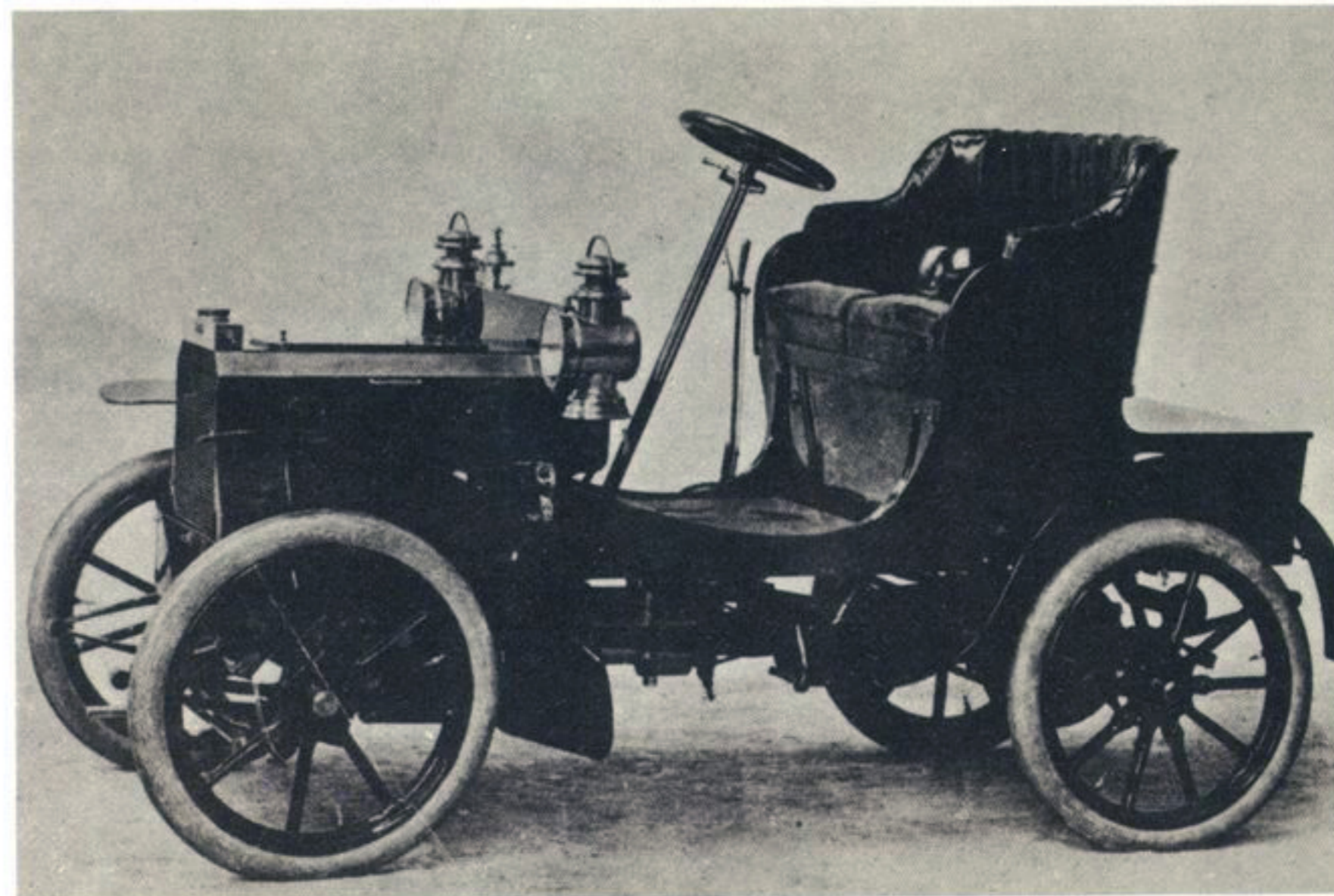
already passed.

But the very fact that Peugeots have such a tough beginning is probably one of the reasons why they last so long.

PEUGEOT—OUR HERITAGE IS OUR HISTORY.



The world's first station wagon. Peugeot, 1894.



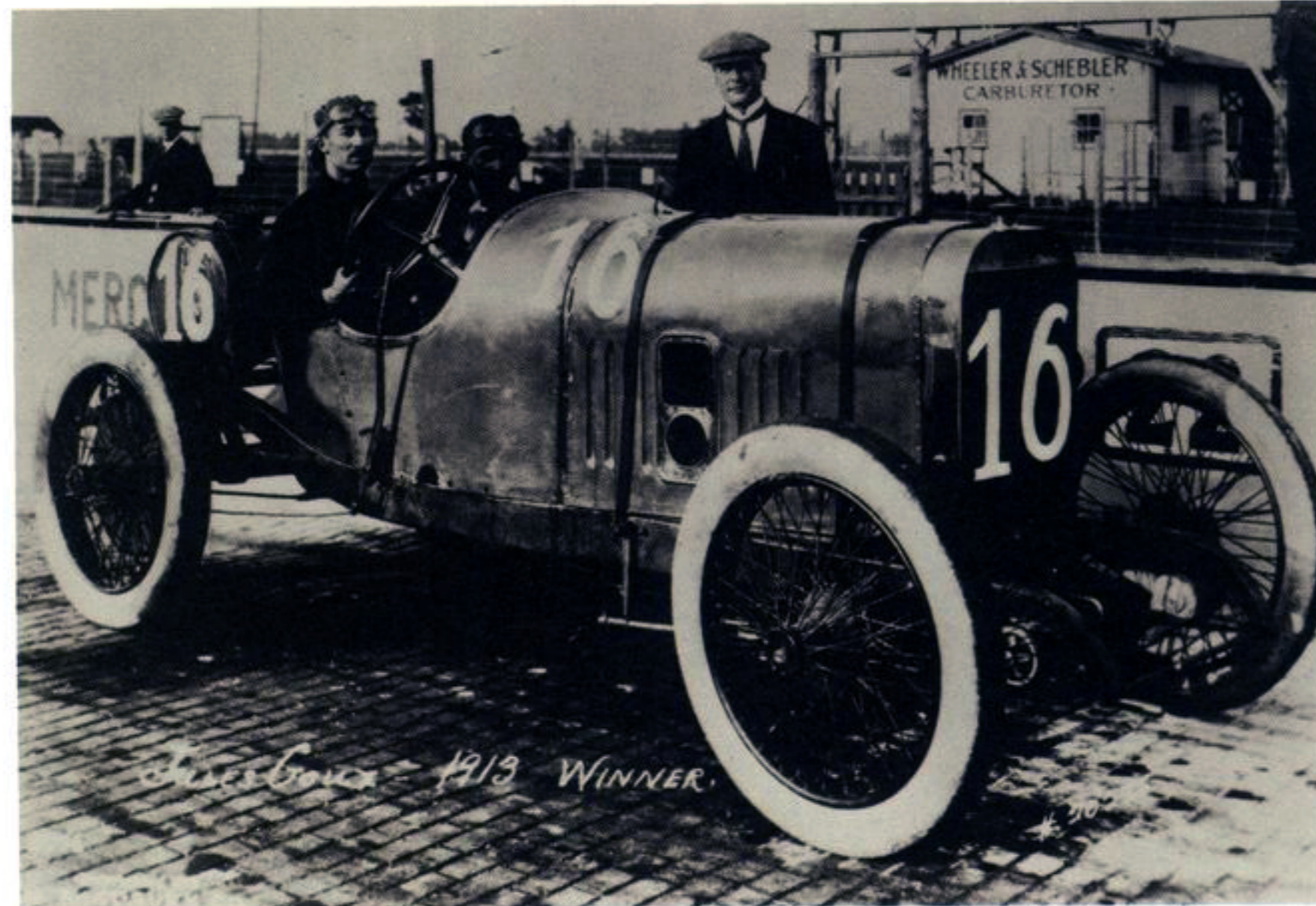
Bébé Peugeot, the first compact car. Peugeot, 1911.

Peugeot is very proud of its history. In the early 1800's, the Peugeot family distinguished itself in the industrial revolution. In 1889, the first Peugeot automobile was built, establishing Peugeot as the second oldest automobile producer in the world.

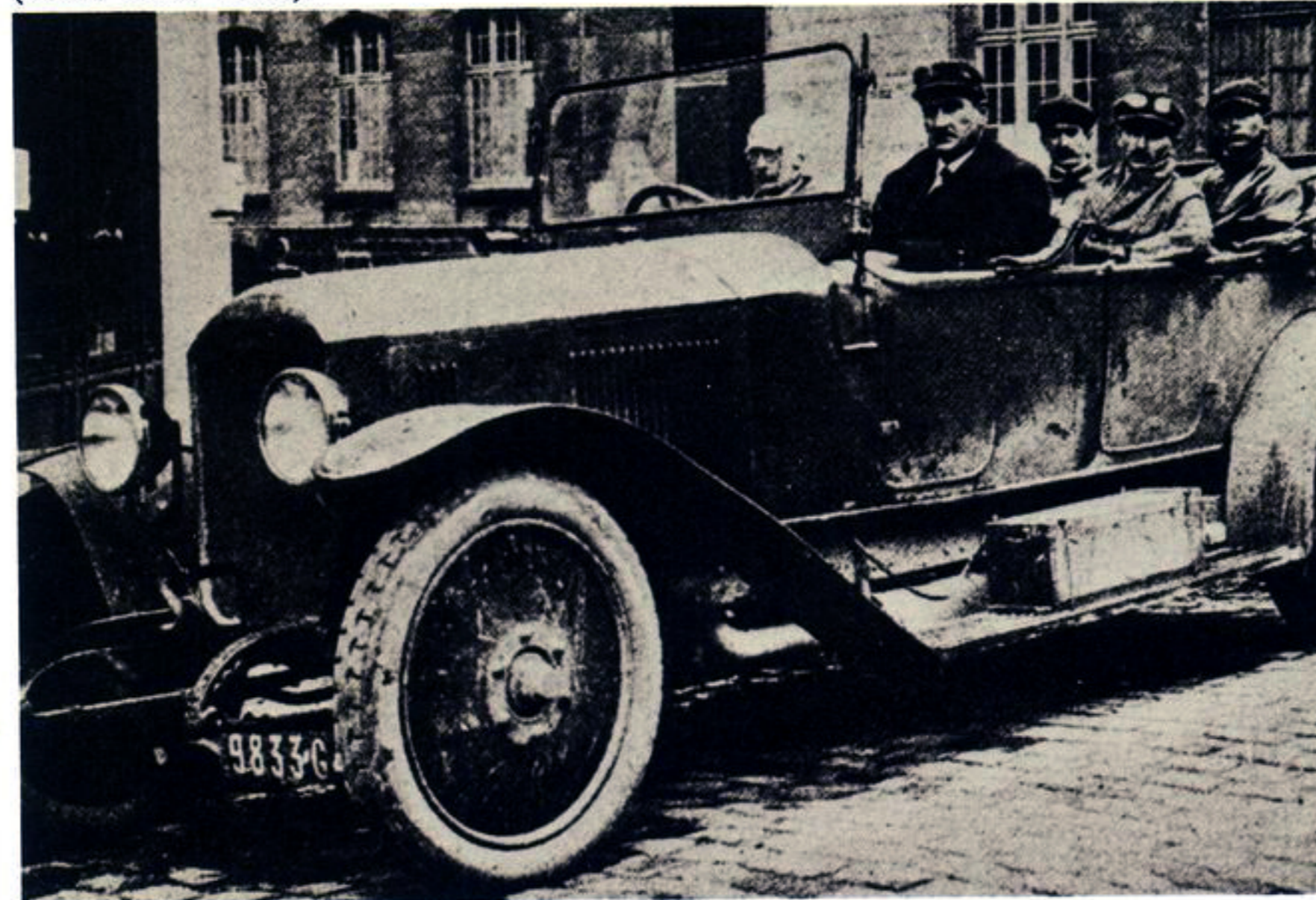
Today...in 1980, P.S.A. Peugeot-Citroën Group is the third largest producer of passenger cars worldwide, ranking behind General Motors and Ford.

From its beginning, Peugeot established itself as a leader building the world's first station wagon in 1894. Again in 1911, introducing the first compact car. And then in 1922, the world's first diesel automobile.

In addition, Peugeot is the first and only European car to win the Indianapolis 500 three times.



The first (and only) European car to win the Indianapolis 500 three times. (1913, 1916, 1919.)



The first diesel automobile. Peugeot, 1922.

Peugeot is growing rapidly in America and now has a dealer network of over 300 quality Peugeot dealers in the United States.

Peugeot Motors of America is equally proud of its organization, an operation highlighted by one of the highest parts availability ratings in the entire industry.

However, Peugeot would not be growing so rapidly if it weren't for our passion for building quality automobiles. And our determination to be always first with the right car for the times we live in.

In that sense, the new 505 joins a commendable list of achievements.

