



PEUGEOT



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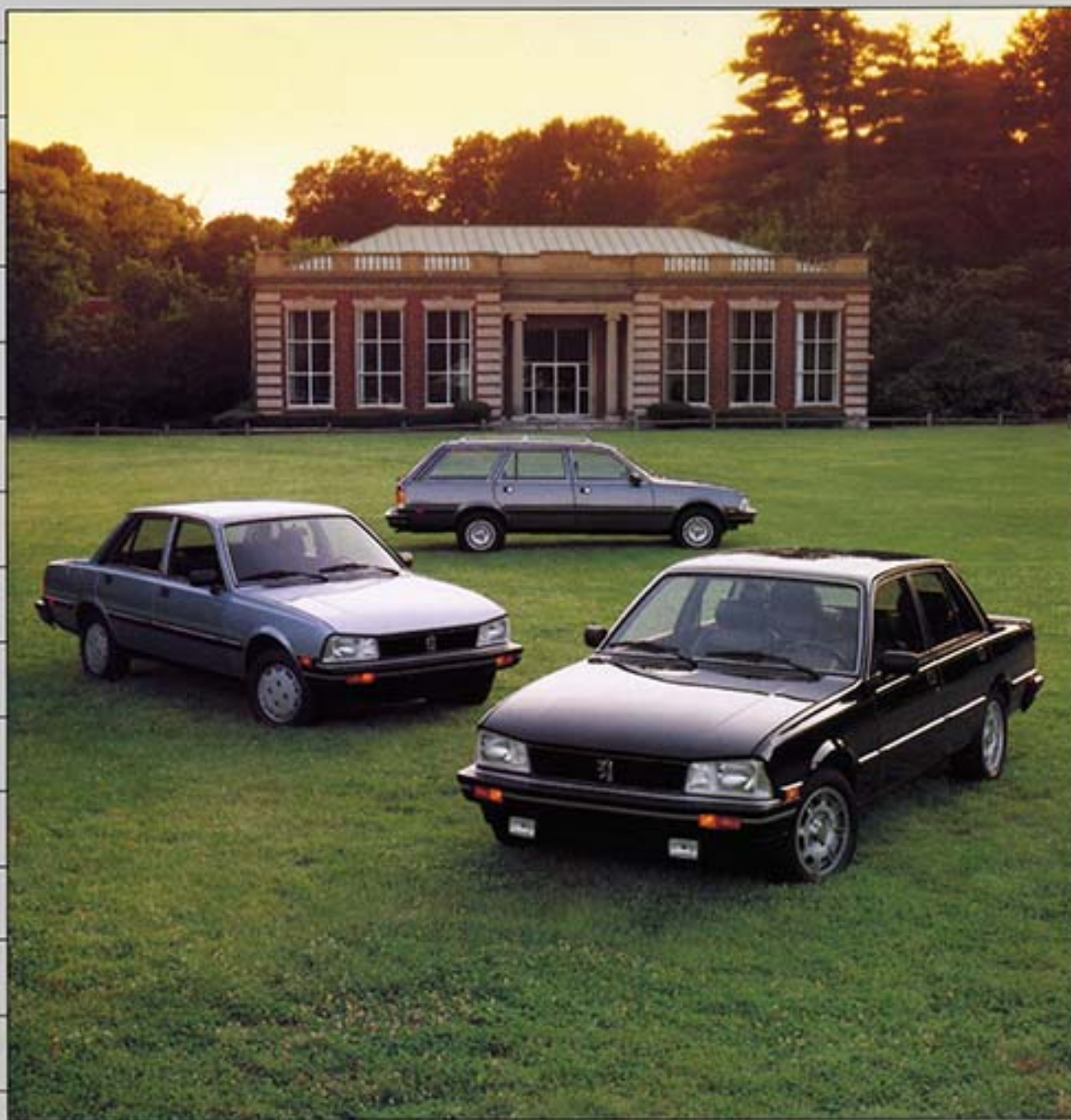
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505 STI SEDAN AND TURBO

505 S SEDAN AND WAGON

505 GL SEDAN AND WAGON





PEUGEOT

PEUGEOT. THE PRIDE OF LEADERSHIP



In many ways, the history of Peugeot is the history of the automobile, for Peugeot has been making cars for nearly 100 years. In fact, Peugeot is the second oldest existing automobile manufacturer in the world.

The Peugeot business began as a family business and remains so to this day. When the Peugeot brothers converted the family textile mill into a foundry in 1810, they later invented the process for cold-rolled steel, a process which opened up numerous possibilities for products made of spring steel.

Since the Peugeots were always looking for new avenues of innovation, it's not surprising that Armand Peugeot became a successful bicycle manufacturer. Or that very soon afterwards, he went on to something even more radical, designing and building the first Peugeot automobile.

Skepticism and Determination

The first Peugeot was a three-wheeled carriage with a steam

powered engine and a coal-fired boiler. Neither Armand's neighbors or the Paris Fair of 1889 greeted his invention with much enthusiasm.

Undeterred, Armand purchased a small gasoline engine while in Paris and mounted it on the rear of a light chassis. The model featured a sliding pinion gear change, final drive by side chains and four wire bicycle wheels. Just as important was the fact that he actually sold one of the three he built. In effect, the commercial value of the automobile was established.



A History of Firsts

Since those humble beginnings, Peugeot has always been in the vanguard of technological innovation in the automotive field. Here are just a few examples of Peugeot's automotive leadership throughout its history.

In 1891, Peugeot entered the first car in a race.

In 1894, Peugeot built a vehicle considered the world's first station wagon.

In 1900, Peugeot introduced the first car with an ignition powered by a battery.

In 1905, Peugeot developed the first compact car.

In 1922, Peugeot developed the diesel-powered car.

In 1931, Peugeot introduced the first production car with independent front wheel suspension.

In 1967, Peugeot developed the first high rpm diesel.

In 1948, Peugeot first mass-produced the hemispherical engine.

In 1981, Peugeot introduced the first 4 cylinder turbo-diesel in America.

In 1981, Peugeot also broke the Pikes Peak Hill Climb record. The diesel powered record has been bettered by Peugeot but not by another manufacturer.

A Commitment to Quality

Although Peugeot is also one of the largest automotive manufacturers in the world, its dedication to quality is still as strong as when it helped found and sustain the small family business many years ago.

This commitment to such high standards is evident not only in the product as a whole, but also in each and every part. Perhaps this more than anything helps explain how Peugeot achieves such a high level of comfort, safety and durability in all their cars.





PEUGEOT

505 STI SEDAN AND TURBO

As world-class sedans, both the Peugeot STI Sedan and Turbo exhibit the extraordinary degree of comfort and performance reserved for this distinguished class of automobiles.

Yet even in such august company, these Peugeots manage to stand out. Perhaps it's because our designers and engineers have worked together to raise the level of comfort to new heights, without in the least disturbing the delicate relationship of the attendant performance.

It is a feat that unfailingly elicits exclamations of surprise and delight from first-time drivers and passengers alike.

Intelligent Choices Instead of Expensive Options

Once you have selected your engine for the 505 STI you will be pleased to know that there are very few options available for either the 505 STI or Turbo. In fact, there are only two. An automatic transmission for the STI. And leather upholstery for the Turbo. Everything else has been thoughtfully incorporated into the very design of the car itself.

In place of options, these remarkable Peugeots offer you a wide array of intelligent and comfortable choices designed to fit your own personal driving habits.

So, for example, while you might enjoy running through the



gears of your 5-speed transmission along back country roads, you may choose to switch to cruise control on the interstate and let your Peugeot do most of the work.

Or, if you feel the day is too beautiful for air conditioning, you may prefer to open the electric sunroof and let the sun shine in.

Your "options" are with you at all times, ready to be selected and varied as your driving needs dictate.

A Unique Philosophy Breeds a Unique Car

This, then, is the point of view from which the Peugeot 505 STI Sedan and Turbo were created: that a car is totally at the service of the driver, not the other way around. And it is to this end that we have meticulously designed

and thoroughly equipped both these sedans.

Perhaps this may help explain their extraordinary comfort, comfort that extends even to the ride and handling.

There are few cars that can carry you from place to place in such elegance.

And fewer still that can transport you with such confidence, grace and well-being.









505 STI SEDAN



These days, some of the best places to get a closer look at a Peugeot 505 STI may be your local country club or marina.

Active people who appreciate the finer things in life find the 505 STI particularly appealing. Perhaps that's because the 505 STI is designed not solely to cater to one's sybaritic instincts, but to be good old-fashioned fun to drive as well.

Handling That Approaches Sports Car-Like Precision

Every 505 STI is endowed with engineering features found on some of the most exotic sports cars in the world.

Its 4-wheel independent suspension doesn't merely help smooth out bumps, it provides added nimbleness during more aggressive driving. The rack-and-pinion steering has a variable power-assist that helps maintain proper road feel even at high speeds or slippery driving conditions. Large, 4-wheel power assisted disc brakes help bring the sedan to safe, controlled stops.

Even the light alloy TRX wheels sport special Michelin steel-belted TRX radials. These wide profile tires tenaciously grip the road and provide an added measure of sure-footedness during even the most spirited cornering.

Taking The Long Way Home

With such exhilarating performance at his fingertips, who can blame the driver of a 505 STI for deliberately seeking winding, out of the way roads, opening the electric sunroof and reveling in that unique blend of comfort and performance that epitomizes the 505 STI.

Perhaps the reason the Peugeot 505 STI Sedan is so appealing to both the enthusiast and comfort-lover alike is because it has the classic dual personality of the grandtouring sedan. It not only provides the excitement of stunning performance, it also offers the driver and passenger new heights of comfort and security during even the most demanding driving.





505 STI SEDAN

Inside the 505 STI, one is greeted by an environment that goes beyond mere comfort. It approaches the truly sensual.

The seats are deep, plush, almost armchair-like in feel, yet offer their occupants the proper amount of back and side support to arrive relaxed and refreshed even after a grueling trip. Their luxuriousness is heightened by the supple, hand-fitted leather that is standard on the 505 STI. In fact, Peugeot's leather upholstery goes far beyond what is found on most other cars. Not only the seat inserts and bolsters, but the sides and backs are completely covered in full grain leather.



Standard Luxury Features that Set New Standards

As you look about you, standard creature comforts abound, waiting to cater to your every whim.

There's air conditioning to cool you in the summer, and heated front seats to take the chill out of an icy winter's morning. A cruise control system to help cut down



wear and tear on the driver, as well as the engine. Electric windows, both front and rear. A central locking system for all four doors as well as the fuel filler flap. An AM/FM stereo cassette system that features electronic scan tuning, four speakers and individual tone controls.

There Are No Second-Class Passengers in a 505 STI

The 505 STI coddles its passengers as gently as it does the driver. No need for contortions to get into this automobile. Doors open wide for easy access. Once inside, even rear seat passengers will find legroom extremely generous. They will also find that the rear seat with its fold-up arm rest comfortably seats three.

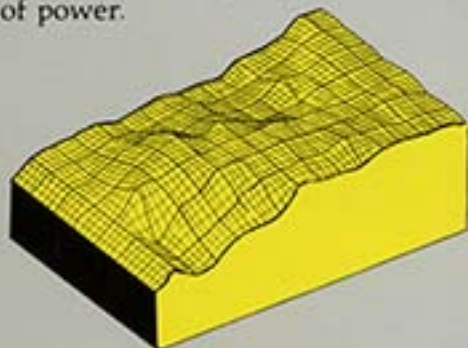
And, in its continuing effort to combine comfort and safety wherever possible, the 505 STI provides headrests for the rear seats as well as for the front.



505 TURBO

The new turbocharged engine of the Peugeot 505 Turbo recaptures otherwise wasted gases and turns them into a source of energy, dramatically surpassing the horsepower of the normally aspirated 505 STI by 43%.

The 505 Turbo also has an overhead cam engine, which provides more precise valve control and greater efficiency at higher rpm's. It is a true performance-oriented powerplant, one that will please drivers who enjoy the judicious use of power.



A New Dimension of Power

The 505 Turbo generates all this extra power without any significant loss of fuel economy.*

In fact, the 505 Turbo has a tri-dimensional electronic ignition system that actually helps maximize fuel efficiency. The system monitors such important data as engine load, revolutions and air intake then automatically advances or retards ignition to its most efficient point. As a result, both high fuel efficiency and high performance are effectively sustained.

The power of turbocharging can add to the feeling of security, especially when extra power is needed in such driving situations

as entering a fast-moving highway or passing on a hill or two-lane road.

A Boost to the Ego As Well

Few things in the world of driving are as exhilarating as the smooth surge of power generated by a turbocharger. Particularly, as in the case of the 505 Turbo when the vehicle has built into it the engineering and performance features necessary to utilize this power to the maximum. Variable power-assist rack-and-pinion steering, 4-wheel power-assisted disc brakes, front disc vented for better cooling. Even a special drive train and 4-wheel independent sport suspension that enhances its balance. A limited slip differential is also standard equipment, providing the sure-footed performance expected of a powerful touring sedan. The overhead cam turbocharged gasoline engine of the 505 Turbo not only places all this power at your disposal. It also helps you enjoy it to the fullest.





505 TURBO



As soon as you sit behind the wheel of a 505 Turbo, you know you are in a very special automobile indeed.

The comfort is immediately apparent, but so are the accoutrements that announce that this is a car that can also perform.

The deep-contoured bucket seats are covered in plush velour. Leather is available as an option (the only option available). The seats are adjustable 121 ways to assure correct driving positions for driver and passenger. Lateral supports envelope you for those times you may undertake more spirited performance.

Inside, Control by Fingertips

Before the driver is a leather covered steering wheel and a shift lever with leather boot ready to put the 5-speed manual transmission through its paces.

All instrumentation can be monitored at a glance. Speedometer. Tachometer. Turbo boost pressure indicator.

All vital controls are within fingertip reach, mounted on stalks

right on the steering column. These include headlights, wipers, washer, horn and even cruise control.

Outside, Control by Design

The body of the 505 Turbo has been designed by the world-famous Pininfarina studios in a classic elegant style. The aerodynamic properties promote greater directional control at high speeds. To cut wind resistance even further and increase its road-holding ability, we have integrated both a larger front and special rear spoiler.

And since the 505 Turbo is meant to be driven in all kinds of weather, a pair of fog lights has been added to the front spoiler as standard equipment. So too, is the limited slip differential, which provides extra traction when needed.







PEUGEOT

505 S SEDAN AND WAGON

The 505 S Sedan and Wagon are two of the most comfortable automobiles in their class.

They offer a comfort that goes well beyond the long list of standard luxury features, for it influences the very ride of the vehicles themselves. All the engineering features that govern performance are tuned to a level of comfort that achieves an ease of handling and a sense of security that adds to the overall sensation of pure luxury.

It is a comfort of body and mind that is rarely found in the automotive world.



Personal Preferences

To help meet your own personal driving needs, Peugeot has included an array of well

thought out options for the 505 S Sedan and Wagon.

You may choose a 2.5 liter turbocharged diesel engine instead of the standard fuel-injected gasoline engine in the S Sedan. If you do, you'll enjoy increased fuel economy* with little loss of power since the turbocharged diesel coupled with a 5-speed manual transmission is designed for outstanding performance.

However, Peugeot has also included as standard a series of comfort features that most people would not trade for anything. Like the push-button control of power windows both front and rear. The security and convenience of a central locking system which includes the gas filler flap. And the warmth of electrically heated front seats so welcome on a chilly winter morn.

If you prefer even more opulence in the wagon, you can enjoy the luxury of optional supple leather seating.

Big Where It Counts

Once inside either the Sedan or Wagon, you'll wonder how Peugeot designed all this space into such an elegant and stylish body.

Leg room, head room and elbow room are extremely generous. Both up front and in the rear.

You expect loads of carrying room in the wagon, and you get it. With the rear seat up, it has more cargo space than any other wagon available in America. But you'll also be amazed at the trunk capacity of the Sedan: an accommodating 13.8 cubic feet. In everyday terms that's a lot of luggage, bags of groceries and weekend gear.

In some cars, form follows function. In a Peugeot, practicality follows comfort.



Overleaf: 505 S Sedan in Burgundy metallic.

Fold-out: 505 S Sedan and Wagon in Silver metallic.

*1985 EPA estimates unavailable at printing time. Ask your local dealer for a copy of the new EPA mileage guide.





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505 S SEDAN

The appeal of the 505 S Sedan is completely understandable. It is not only an all-purpose family car, it is stunningly appointed and offers a superb ride as well.

The 505 S Sedan provides outstanding driver control, whether feistily negotiating a winding country lane or gliding majestically along on the interstate, eating up mile after mile in secure comfort.

Executive Privileges

The 505 S Sedan is built especially for those who are used to having complete comfort at their fingertips.

A flick of the switch will turn on an air conditioning system that provides pleasant cooling. To let the great outdoors inside, press another button and the electric sunroof slides open.

For music lovers, another button will transport you to a rock concert or a symphony hall. The AM/FM stereo cassette features 4-speakers, electronic scan tuning, individual tone controls and power antenna.

Also at your fingertips is an already comfortable velour driver's seat that can be made even more so with 121 different height and angle adjustments. A cruise control system. And electrically adjustable heated outside mirrors.

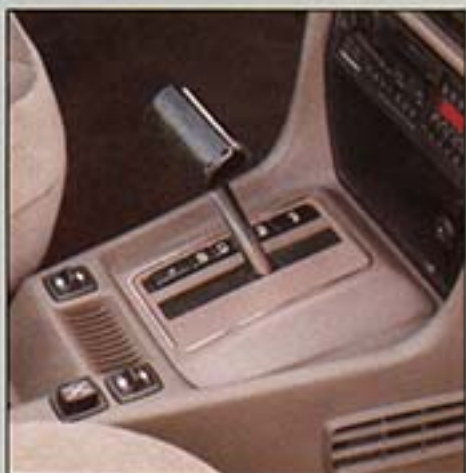
Practical Performance

The comfort of the 505 S Sedan is matched only by its practicality and thoughtfulness of design. Consider, for instance, a glove box so large it is partitioned for easier organization and



storage. Or a built-in vanity mirror on the back of the passenger's visor. The frame surrounding the mirror lights up automatically when the mirror is used at night. And, should a driver want even more convenience, he can opt for an automatic transmission instead of the 5-speed manual.

In fact, this same consideration has been designed into the very performance of the 505 S Sedan itself. All the engineering features, such as the 4-wheel independent suspension, power-assisted rack-and-pinion steering and 4-wheel disc brakes have all been carefully designed and integrated to provide predictable handling characteristics.





505 S WAGON

Peugeot has never forgotten that although a wagon is meant to carry huge loads, it must also carry people.

So instead of following the common practice of sitting a wagon body atop a sedan chassis, Peugeot has designed a separate chassis with a wheelbase that is a full 6 inches longer. This translates into extra leg room as well as extra cargo space.

All-around visibility is also excellent, since a vast glass area encircles the Wagon and assures its occupants an extraordinary view of the outside world.



A Wagon Loaded with Luxury

In spite of its cavernous cargo space, the 505 S Wagon does all it can to help you forget you're in a wagon.

The list of standard comfort features would make even a sedan owner envious. Air conditioning. Power windows, front and rear. Cruise control. Electronic AM/FM stereo cassette system with 6 speakers

and electronic tuning. A central locking system that also includes the fuel filler door and rear hatch.

There are even stylish roof rails and a rear window wiper and washer with its own intermittent operation. The rear window, with its de-fogging system, is another example of Peugeot thoughtfulness. The heated area of the window extends to where the wiper rests to keep the wiper from freezing to the glass.

It Handles Loads and Roads With Ease.

To make sure the 505 S Wagon maintains its impeccable road manners even when working, it shares many of the sophisticated engineering features of the 505 S Sedan.

However, there is one very important exception. Instead of 4-wheel independent suspension, the Wagon has independent suspension up front only. That's so a special live axle and suspension could be designed into the rear. This system, which also includes conical springs, provides progressively stiffer support as your weight load increases.

So even with a large load, your handling ability won't diminish, and you'll enjoy the pleasant sensation of not driving a wagon at all.





PEUGEOT

505 GL SEDAN AND WAGON

Both the 505 GL Sedan and Wagon are the perfect Peugeots for a young family on the move up.

They're extremely affordable. Loaded with comfort and security. And are designed to withstand all the day-to-day wear and tear an active family can devise.

Save Now and In The Long Run

Peugeot offers a choice of two efficient powerplants that make both the 505 GL Sedan and Wagon economical to own and use. One is a fuel-injected gasoline engine that constantly monitors the exact amount of fuel necessary for maximum performance and economy. The other is a turbocharged diesel that re-uses normally wasted exhaust gases to increase engine power and performance without increasing fuel consumption.*

Peugeot also helps you save by including as standard many com-



fort and convenience features that would normally cost extra on many other cars. Like a choice of plush velour or vinyl seating in the Sedan. Or twin outside remote-controlled mirrors that are also heated for clear visibility even in inclement weather.

But perhaps the greatest economy of all will come many years down the road. For reliability and durability are built into the design of both the 505 GL Sedan and Wagon. And that's the kind of long-lasting economy that every Peugeot owner appreciates more and more as the years go by.

Safety First

Peugeot engineers and designers work diligently to maintain the highest safety standards without diminishing the comfort level of either the driver or passengers. As a result, Peugeot safety features are attractive, unobtrusive and incorporate driver benefits wherever possible as well.

So, for example, both the 505 GL Sedan and Wagon have tinted glass. This not only helps prevent annoying glare, it keeps the occupants cooler as well. A 5-mile per hour retractable bumper is not only handsomely integrated into the design of the car, it also helps hold down damage costs in minor parking accidents. A rear door lockout feature not only helps

prevent children's mishaps, it also puts the driver's mind at ease and makes for a more relaxed trip.

At Peugeot, safety is always first, but comfort is never far behind.



Overleaf: 505 GL Sedan in optional Glacier metallic.

Fold-out: 505 GL Wagon in White and 505 GL Sedan in Sand.

*1985 EPA estimates unavailable at printing time. Ask your local dealer for a copy of the new EPA mileage guide.



VENT STATION







505 GL SEDAN

Although the 505 GL Sedan is an ideal family car, it shares the same kind of engineering features with world-class sedans costing a lot more.

This makes the 505 GL Sedan extremely attractive on two counts. You don't have to pay extra for all this sophisticated engineering. And, you have a sedan that not only handles your family, it handles the road just as easily.

Engineered for Handling Comfort

As you begin driving the 505 GL Sedan, you'll notice the rack-and-pinion steering with variable power-assist ingeniously maintains proper road feel even though driving conditions may change. The power-assist increases for parking or slow turns, but diminishes at higher speeds and on slippery roads.

The power-assisted dual circuit braking system is just as intelligent and sensitive. The brakes become progressively more powerful as more pressure is applied. A load-sensing device adjusts the rear brake pressure to help prevent the rear wheels from locking prematurely and resulting in loss of control.

Add to this 4-wheel independent suspension and a limited-slip differential and you're ready to negotiate just about any kind of road in any kind of weather in comfort, security and confidence.

Standard Extras

The 505 GL Sedan is also equipped with other handling features you can see, like the

steel-belted Michelin radials, and some you can only feel, like the 8-valve double chamber shock absorbers. This special Peugeot design (ordinary shocks have only 2 valves) dampens spring vibrations, smooths out bumps and eliminates wallowing.



Both driver and passengers are kept securely in place and comfortable with 3-point inertia reel seat belts in both front and rear, while an electric rear window defogger assures unimpaired vision even in bad weather.

You'd be hard-pressed to think of much more to add to make the 505 GL Sedan a safer and more comfortable handling family car.



505 GL SEDAN

You begin to appreciate the comfort of the 505 GL Sedan even as you enter it. Doors open wide and access is easy and natural.

Once inside, a sense of well-being envelopes you, since as you look about you see that everything necessary for a secure and comfortable journey is at hand.

Comfortable Surroundings

One of the main reasons for the extraordinary comfort of the 505 GL Sedan is its seats have no springs. Instead, they are constructed of a polymerized foam that not only offers firm support, but is "tuned" to the suspension system so the occupants are spared the harsh realities of the road beneath them.

For even greater comfort these reclining bucket seats are available in either vinyl or plush velour.

As you stretch out and enjoy the generous leg room and head room, both front and rear, you'll also notice that many other thoughtful touches abound. Like compartment spaces cleverly located throughout the interior. There are door pockets for maps. Rear seat pockets for magazines. And a huge, lockable glove box that has a separate partition for cassettes. There are even built-in slots to store coins for tolls.



Driver's Delight

The ergonomics of the 505 GL Sedan are a study in efficiency and common sense. All vital controls are at the driver's fingertips. All instrumentation can be monitored in a glance. Even the spokes of the steering wheel turn downward providing the driver an unobstructed view of the instruments.

Yet even the most serious driver will be pleased at some of the amenities that help make his time behind the wheel a little more relaxing. Gentle chimes, not piercing buzzers, remind him of minor oversights. An overhead map light swivels right or left so as not to disturb the other occupants. Lights help you find the ignition keyhole and cigarette lighter. While other courtesy lights wait for you to get settled before they switch themselves off.



As one reviews the long list of standard comfort and convenience features, one is inevitably drawn to the conclusion that not only is the 505 GL affordable, but that it is a wise investment as well.



505 GL WAGON

The secret of the 505 GL Wagon's success is that it has been designed from the ground up as a wagon. This not only provides an extraordinary amount of cargo space, it allows Peugeot to offer something most other wagons can't: sedan-like comfort.

This ability to haul like a wagon and ride like a sedan makes the 505 GL Wagon one of the premier values in the wagon world.

A Model of Efficiency

Not only does the 505 GL Wagon give you over 1/2 ton of carrying capacity, it also gives you the engineering features to move your things from one place to another with the utmost efficiency and economy.*

As an example, the 505 GL Wagon comes with a fuel-injected engine. The K-Jetronic system constantly monitors fuel requirements, particularly when you decelerate or when the engine is at idle. There's even a cold start valve for quick and easy morning starts.

Another economical feature is the breakerless electronic ignition system. This means there are no points to adjust or replace. The system is maintenance-free, and helps you avoid costly tune-up bills.



Even the cooling system contributes to your savings, since the fan is thermostatically controlled. In other words, the fan is only activated when there is a need and therefore saves energy, avoids unnecessary noise, and, perhaps most importantly, saves wear and tear on the engine.

The Largest Cargo Capacity in America.

With the rear seat up, the 505 GL Wagon provides more cargo space than any wagon available in America: over 54 cubic feet.**



To nearly double that space, simply flip the rear seat cushion forward, pull a small button and fold the seatback forward. It folds into the area the seat cushion just left.

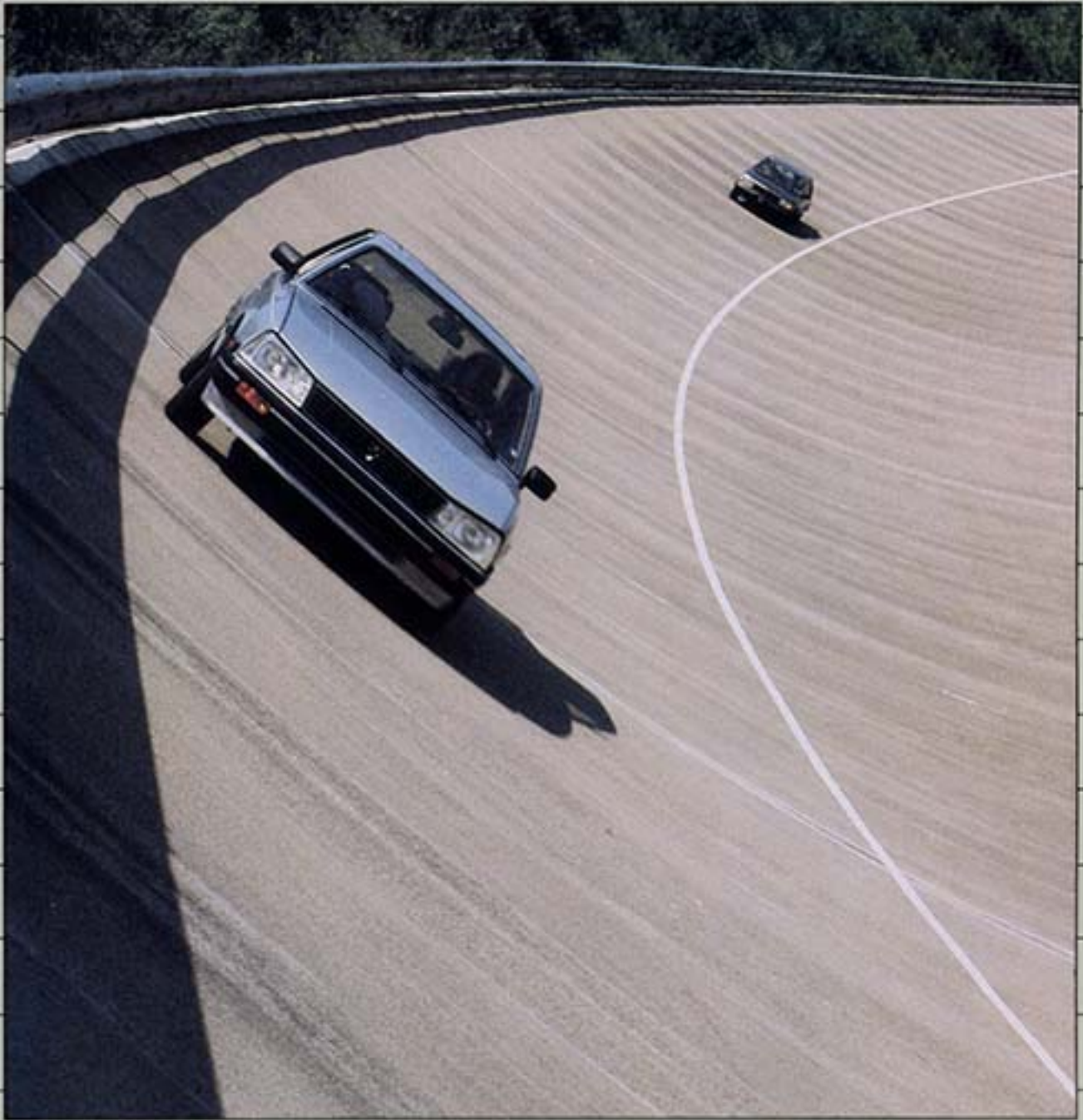
You now have 7½ feet of flat, completely useable floor space. There are no humps or bumps, nor any part of the seat cushions protruding into the cargo area.

Another thoughtful touch is the fact that the rear seat belt buckles have small retractor attachments to prevent them from falling under the seat when it's folded down. Instead, they automatically return to their normal position when the seat is put upright, ready to be used.

505 GL Wagon in optional Silver metallic.

*1985 EPA estimates unavailable at printing time. Ask your local dealer for a copy of the new EPA mileage guide.

**Based on EPA measurements. Volumes published by other manufacturers may not be comparable because methods of measuring do vary.





PEUGEOT

HANDLING, SAFETY, MANUFACTURING AND QUALITY



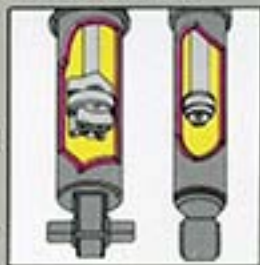
Peugeot Handling

One of the reasons a Peugeot is such a comfortable automobile is that all its handling features are engineered to that end. The very design that contributes to its nimbleness and agility, also contributes to its comfort. As a result, a Peugeot's handling characteristics are eminently predictable, and actually help enhance its uniquely superior ride.

A Fully Integrated Suspension System

All elements of a Peugeot's suspension system work together harmoniously to form the ultimate combination of handling and comfort.

The 4-wheel independent suspension on the Sedans, for example, not only provides more precise cornering but helps dampen road bumps as well. A road shock to one wheel is isolated from the other three.



Since the Wagon must carry much heavier loads, it not only has a longer wheelbase, it has its own rear suspension. This is a live rear axle with conical springs that not only supports greater weight, it is also designed to eliminate the wallowing and fish-tailing so common to many wagons.

Another key element of the Peugeot suspension system are the shock absorbers, unlike any others in the world. Ordinary shocks have 2 valves. Peugeot shock absorbers have 8 valves, together with two separate chamber systems. One system controls high speed shock movements, the other low speed movements. As a result, a Peugeot achieves an ease of handling and smoothness of ride that's a rare experience in the automotive world.

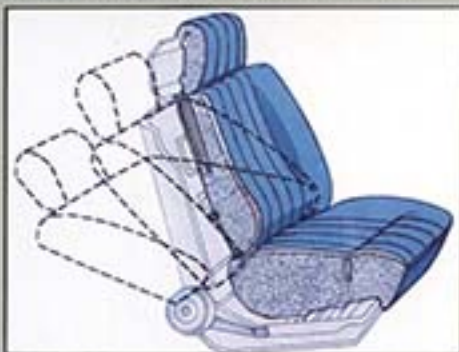
Steering That "Reads," Brakes That "Think"

Rack-and-pinion steering is standard on all Peugeots. But also included is a variable power-assist that actually "reads" the road and lets the driver keep a constant feel of the road in all driving conditions. The driver gets more power-assist for parking and at low speeds, but power gradually diminishes as speeds get higher or when the road is wet or covered with ice or snow.



All Peugeots have power-assisted front disc brakes.* On the Turbo, the front discs are vented. Disc brakes are used because they best dissipate heat and moisture and help assure fade-free stops.

The Peugeot braking system also features a load-sensing device. That's because in a braking situation, much of the weight of the car shifts over the front wheels. Ordinary braking systems direct braking pressure proportionately equal to front and rear brakes and the rear wheels could lock before the front wheels stop. The load-sensing device automatically compensates for this weight shift and is designed to adjust the rear brakes to prevent the rear wheels from locking and loss of directional control.



Seats Tuned to the Suspension

Even the extremely comfortable seats in a Peugeot are designed to complement the suspension. They are deep contoured for total body support, and they are molded of foam without any springs. Springs have a tendency to vibrate and oscillate at certain speeds. The foam, on the other hand, is engineered to act in concert with the suspension system and buffer the occupants from the irregularities of the road below.

Peugeot seems to have overlooked nothing to keep handling crisp and precise without infringing upon the comfort of either driver or passengers.

*The following sedan models have 4-wheel disc brakes: 505 Turbo, 505 STI, 505 S. 505 Sedan on Peugeot's high-speed test track.

PEUGEOT SAFETY

Peugeot Safety

Peugeot sees no reason why a comfortable car cannot be a safe car. In fact, both active and passive safety receive the highest priority in the design and engineering of every Peugeot.

Active Safety

Active safety can be simply defined as those elements of a vehicle's design which help a driver avoid accidents.

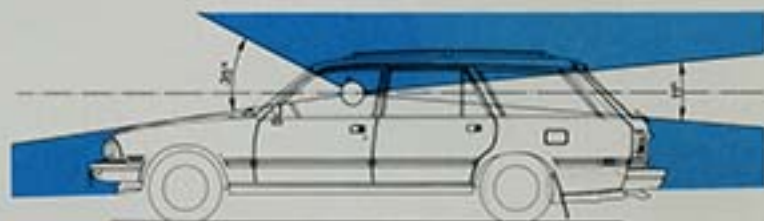
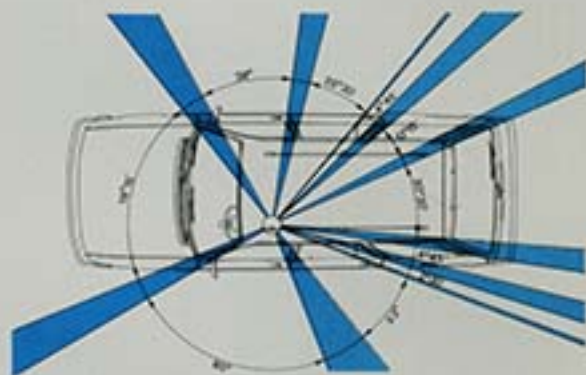
For Peugeot, the first line of defense is the very performance and handling features built into the vehicle. A finely tuned suspension system which can negotiate the most rugged roads with ease and which offers unerring directional control during even the most trying driving maneuvers. A rack-and-pinion steering system with variable power-assist for quick, responsive and proper road feel. A power-assisted braking system with a load-sensing device that will help prevent premature rear wheel lock-ups and in turn loss of directional control.

Every Peugeot is also equipped with steel-belted radial tires. These tires provide added traction, minimize heat build-up and offer greater protection against tire punctures.

A driver in command of a car that can respond quickly and securely is a driver who can readily avoid potential mishaps.

All-Around Vision

A Peugeot offers a driver extraordinary visibility on the road. Glass areas are vast. Pillars are slim. The driver has a virtually unimpaired view all around



him. In addition, all the glass is bronze-tinted to help reduce glare.

Two electrically adjustable outside mirrors add to the driver's rear and side vision. These eliminate some potential blind spots and are particularly helpful in changing lanes. Both outside mirrors are also heated to prevent icing and the obscuring of vision.

Even the aerodynamically slanted hood and the front seating which is positioned a little higher than the customary seating position are safety features, since both help the driver have a clearer view of the road before him.

In fact, the extremely comfortable seats in a Peugeot do much to help relax a driver. And a relaxed driver is a more alert and safer driver.

Passive Safety

Peugeot is just as concerned with giving both the driver and passengers as much protection as possible in the event of an accident.

That's why a Peugeot body is designed as a cell construction, for this offers the most complete protection. Passengers are surrounded by a more rigid and reinforced steel compartment, while both the front and rear ends are designed as energy

PEUGEOT SAFETY

absorbing crush zones. These crush zones help absorb impact energy in a controlled way to help maintain the integrity of the passenger compartment.

Peugeot has its own crash-testing facilities to test occupant protection systems. All parts of the body unit are tested. Front ends. Rear ends. Side beams. Roof pillars. There's even a 30 mph head-on collision with a concrete barrier with dummies in the car. The car is computer-controlled, while sensors constantly monitor the reaction of the car and its passengers throughout the test.

This data is analyzed and evaluated so that existing safety systems can be improved and new systems developed to better protect both drivers and passengers.

Little Things Mean a Lot

The ergonomics of a Peugeot are both intelligent and practical. All instrumentation is within the line of sight of the driver, and all vital controls can be used without taking his hands off the steering wheel. Wipers, lights, turn signals and horn, for example, can all be activated with the flick of a wrist.

For bad weather driving, there's a rear window de-fogger, and for the Wagon, a rear window washer and wiper as well.

And for night driving, every Peugeot is equipped with halogen headlights. These high-intensity sealed beams cut through the darkness more effectively than ordinary lights to give the driver a clearer view of the road ahead as well as more time to react to unexpected situations.

Peugeot not only takes care

of the driver, but the rest of the family as well. There's a child-proof safety lock on the rear doors and a lock-out button for the rear power windows. This protects children from potential mishaps, and at the same lets the driver concentrate on the task of driving.

Protection From Within

In the event of a frontal impact, the steering column of an automobile can endanger the driver. As a result, every Peugeot is equipped with an energy absorbing steering column with a padded center hub designed to collapse on body contact, while special universal joints and an offset drive minimize its rearward displacement.



As you look around the interior you'll notice that contours and materials contribute to the safety of the occupants.

The interior is padded wherever possible, and the dashboard is constructed of a molded material that will yield and absorb energy when struck. Even the interior rear-view

mirrors are designed to break-away on impact. And, of course, all Peugeots are equipped with adjustable front headrests for both comfort and safety.

Sensible Seat Belts

One of the most basic forms of protection both a driver and passengers can employ are seat belts. Unfortunately, many motorists still neglect to use them, very often because they are poorly designed and are either inconvenient to put on or uncomfortable to wear.

Not so in a Peugeot. The front seat belt buckles are not anchored to the floor but rather to the seat frames themselves. As a result, the seat belt automatically adjusts itself and the buckle remains at the same convenient spot whenever seat back angles are changed, or the seat is moved back or forth.

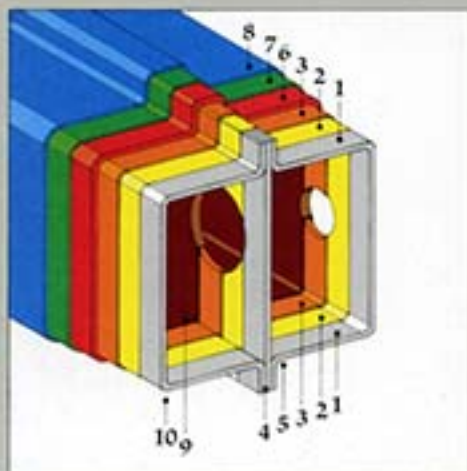
The rear bench seat of every Peugeot features two different kinds of seat belts. The rear out-board passengers are protected by 3-point inertia reel seat belts as on the front seats, while the center seat passenger is provided with a lap belt.

Both the front and rear seat belts are inviting to use. They are comfortable, unobtrusive in use and allow both the driver and passengers freedom of movement. In the event of a sudden stop or sharp cornering, the belts are designed to lock automatically and hold the occupants firmly in place.

PEUGEOT MANUFACTURING

Rugged Bodies

Peugeot expects their bodies to stay in excellent shape for many years of hard driving. To accomplish this, each Peugeot is constructed as a unitized body, that is, the frame and body are designed as one unit rather than a separate frame with a body added on. Unitized body construction not only provides greater strength, it also eliminates unnecessary weight.



1. Sheet metal
2. Phosphate
3. Cataphoretic primer
4. Seam sealer
5. Polymer undercoating
6. Filler
7. Color coat
8. Clear coat
9. Wax
10. Wax and bituminous undercoating

Large body panels are pressed from single sheets of steel, since this minimizes the chance of rust. At the same time, spot welds replace nuts and bolts which can loosen in time and cause rattles and squeaks.

Anti-Corrosion Treatments

Every Peugeot receives many

coats of various anti-corrosion treatment. When the structural shell is fully assembled, it is first thoroughly cleaned, degreased and dipped in a zinc phosphate bath. Then the body is totally immersed in a cataphoretic primer bath. In this process, an electrically charged primer flows to both inner and outer metal surfaces, as well as into the hollow sections. The bath and body shell receive opposite electrical charges to insure complete coverage and a tight bond of the primer to the metal.

Then, an anti-gravel compound is applied to the wheel arches, below the door sills and front and rear quarter panels to help prevent pebble damage. Instead of chipping and cracking, this compound remains flexible when hit by flying stones.

Robots and Humans

Even after the rustproofing procedures are complete, an additional coat of sealer is applied. Two layers of paint are then sprayed on by robots that have



been programmed to paint even better than a master painter. After the painting, the anti-corrosion treatment continues.

Hollow sections are injected with a wax spray to keep out moisture, while the entire underside receives a full and thorough undercoating.



Peugeot employs two kinds of robots in its manufacturing process. Some robots are used for testing and simple functions so repetitive that sheer boredom could lead to human error. Other robots are extremely sophisticated and perform complex jobs with a speed and workmanship unattainable by human workers. However, Peugeot staunchly reserves such jobs as quality control for people. It is the human hand that checks for imperfections in the paint. It is an inspector that checks robot-performed welds. And it is the skill and pride of Peugeot craftsmen that sets Peugeot apart from all other automobiles.

PEUGEOT QUALITY

Torture Tests

Every element of a Peugeot is thoroughly tested before it can become part of a Peugeot.

Some of these tracks are so tortuous that a computer controls the driving and mechanical dummies are the occupants. Peugeot has even developed special machines to test parts well beyond their normal endurance. One machine, for example, opens and closes a sunroof 15,000 times. Another opens and shuts all four doors 100,000 times.

To make sure all body parts fit precisely, a Peugeot is subjected to a blizzard of fine talcum powder in a controlled test environment.

Peugeot even encourages their engineers to roam the plant, randomly select cars off the line and subject them to these and other grueling tests.

Final Inspection

As each Peugeot leaves the assembly line, it is taken by a



driver to a specially designed track for a final inspection. This track provides just about every type of road surface imaginable. The car is tested for performance, handling and operation. It must also pass through a water tunnel to insure that it is water tight.

If any flaws are detected, it goes right back to the line for correction. No Peugeot leaves the factory until it meets Peugeot's high standards.



Peugeot People

Perhaps the most important ingredient in achieving such high standards of quality are the people themselves who build Peugeots. True, Peugeot utilizes robots, computers and the latest automotive technology, but nothing can replace the pride and skill of a craftsman dedicated to making his product the best of its kind.

It is a pride that is rare these days, but it is a pride that is commonplace at Peugeot. Consider, as an example, the fact that a control foreman still hammers his own personal stamp on a part he inspected.

So although Peugeot is one of the giants of the automotive industry, its craftsmen produce a very personal car, one that continues to astonish owners with its extraordinary degree of comfort and its outstanding reliability.





PEUGEOT 505 TURBO

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

SPECIFICATIONS

Turbo Gasoline Engine (N9T)

Engine Type 4 cylinder in-line OHC	Overall Width 68.4 in. (1736 mm)
Displacement 131 cu. in. (2155 cc)	Overall Height-unladen 55.6 in. (1411 mm)
Net H.P. 142 @ 5600 rpm	Wheelbase 108.0 in. (2743 mm)
Max. Torque lbs. ft. 163.5 @ 3800 rpm	Wheel Rim Size (light alloy) 6J x 15
Ignition System Electronic, digital	Tire Size (steel-belted) 195/60 HR-15
Fuel System Fuel Injection/Turbocharger	Turning circle (curb to curb) 35.1 ft. (10.7 m)
Overall Length 186.7 in. (4741 mm)	Performance 0-50 mph. 6.5 sec.

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHC engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, overhead cam and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission, rear wheel drive with solid drive shaft and torque tube, limited slip differential, double CV-jointed axle shafts.

Suspension-Brakes-Steering System

Four wheel independent coil spring sport suspension, Mac Pherson struts - front, semi-trailing arms - rear, double action hydraulic shock absorbers and stabilizer bars front and rear, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes (front vented), variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Foam backed plush pile carpeting, vinyl door trim panels with velour inserts and carpeted lower edge, carpeted rear hat shelf, front door map pockets, arm rests front and rear, fold-out rear center arm rest, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Velour upholstery, heated sport bucket seats - front, height adjustable drivers seat, rear bench seat, adjustable head restraints - front, rear headrests, 3-point inertia reel seat belts - front and rear, rear center seat with belt, child safety locks - rear doors, central door locking system.

Operating and Driving Controls

Leather covered and padded steering wheel with Turbo insignia on center hub, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, cruise control, dual tone horn, head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, heated front seats, rear window defogger, fog lights, power windows and rear window lock-out button, power sunroof, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, fog lights, detonation sensor, turbo boost indicator, electronic stereo-cassette radio with scan tuning, power antenna and 4 speakers, air conditioning, tinted glass.

Standard Exterior Equipment

Front and rear spoiler-color coordinated, wide body side moulding with bright trim inlay, black door window mouldings, black window sill stripe, pin striping, black B-pillar trim, styled light alloy wheels with black detailing.

OPTIONAL EQUIPMENT

Full leather seat upholstery.

Peugeot Motors of America, Inc. believes the specifications in this catalog to be correct at the time of printing. However, Peugeot reserves the right to make changes in specifications, standard equipment and availability of options without prior notice. Should changes be made, Peugeot will request dealers to notify prospective customers and purchasers of new Peugeot automobiles of such variations.

PEUGEOT 505 STI

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

ENGINE SPECIFICATIONS

Gasoline Engine (XN6)

Engine Type 4 cylinder in-line OHV
Displacement 120 cu. in. (1971 cc)
Net H.P. 97 @ 5000 rpm
Max. Torque lbs. ft. 115.7 @ 3500 rpm
Ignition System Electronic, breakerless
Fuel System Fuel Injection

Turbo Diesel Engine (XD3T)

Engine Type 4 cylinder in-line OHV
Displacement 152 cu. in. (2498 cc)
Net H.P. 95 @ 4150 rpm
Max. Torque lbs. ft. 151.9 @ 2000 rpm
Ignition System Compression
Fuel System Diesel Injection/Turbocharger

VEHICLE SPECIFICATIONS

Overall Length 186.7 in. (4741 mm)	Wheel Rim Size (light alloy) 150 mm/390 mm-TRX
Overall Width 68.4 in. (1736 mm)	Tire Size (steel-belted) 190/65 HR-TRX
Overall Height-unladen 56.7 in. (1440 mm)	Rim - Tire size (Turbo Diesel) 6J x 15 - 195/60 HR15
Wheelbase 108.0 in. (2743 mm)	Performance 0-50 mph. 10.0 sec. (manual-gas)

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHV engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, push rod and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission, rear wheel drive with solid drive shaft and torque tube, limited slip differential, double CV-jointed axle shafts.

Suspension-Brake-Steering System

Four wheel independent coil spring suspension, Mac Pherson struts - front, semi-trailing arms - rear, double action hydraulic shock absorbers and stabilizer bars front and rear, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes, variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Foam backed plush pile carpeting, vinyl door trim panels with carpeted lower edge, carpeted rear hat shelf, front door map pockets, arm rests front and rear, fold-out rear center arm rest, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Full leather seat upholstery, heated sport bucket seats - front, height adjustable drivers seat, rear bench seat, adjustable head restraints - front, rear headrests, 3-point inertia reel seat belts - front and rear, rear center seat with lap belt, child safety locks - rear doors, central door locking system.

Operating and Driving Controls

Leather covered and padded steering wheel, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, cruise control, dual tone horn, driving and head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, heated front seats, rear window defogger, power windows and rear window lock-out button, power sunroof, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, econoscope - Gas, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, fog lights, glow plug and fuel contamination lights - Diesel, electronic stereo-cassette radio with scan tuning, power antenna and 4 speakers, air conditioning, tinted glass.

OPTIONAL EQUIPMENT

3-speed automatic transmission.



PEUGEOT

PEUGEOT POWER

A Peugeot owner has a choice of four different types of powerplants: a fuel-injected gasoline engine, a turbocharged gasoline engine and two turbocharged diesels. Each is designed to offer its own unique efficiency, economy* and performance.

Fuel-Injection

The Peugeot fuel-injected engine is a model of engineering efficiency. The K-Jetronic fuel-injection system constantly monitors all the engine variables to determine the precise amount of fuel necessary at any given moment.

This system ensures quick response to throttle commands at high speed, and at the same time cuts off fuel on deceleration. Such control helps maximize fuel economy* and minimize emissions.

An added advantage is a cold start valve that briefly enriches the fuel-air mixture and helps the engine start easily even when cold.

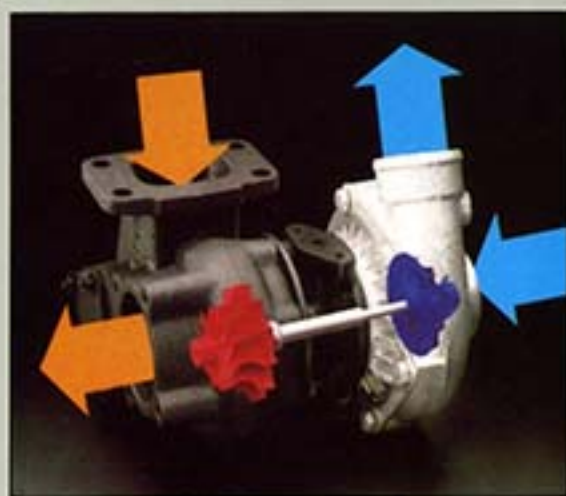
In short, the Peugeot fuel-injection system will help your engine run smoothly, reliably, cleanly and efficiently.*

Turbo

The turbocharged gasoline overhead cam engine is the newest engine addition to the Peugeot powerplants. The turbocharging system recaptures exhaust gases that would otherwise be wasted and converts them into energy to be used by the engine.

The process is fairly simple. A single, short shaft connects a turbine wheel to an impeller. The flow of exhaust gases striking the blades set the turbine wheel spinning. This high speed rotation is transferred directly through the shaft to the impeller, which acts as a fan to force incoming air through the intake manifold to the cylinders.

This improves both fuel-efficiency* and performance, actually increasing the engine's power by 43% over a non-turbocharged STI.



A comforting benefit of the Peugeot turbo is that it provides an extremely smooth surge of power that is completely controllable at all times.

Turbocharged Diesel

Peugeot diesels are world-famous for their simplified maintenance and durability. Perhaps this is because Peugeot builds only true diesels, engines designed to withstand the high heat and compression that is inherent in a diesel.

Dismantle the engine and you'll find that the block is bolstered by heavy structural ribs. The massive crankshaft is forged from an ingot of steel. And every engine is fitted with reinforced pistons, connecting rods and bearings.

In addition, the Peugeot diesel has a fuel heater in the fuel system to assure the free flow of fuel even in cold weather. The engine oil even has its own small radiator to assure constant lubrication of all vital engine parts. And, for more rapid starting, new, advanced glow plugs reach operating temperatures in just seven seconds.

Added to this is a turbocharging system that works in much the same way as the gas engine turbo to dramatically increase power with no significant loss of fuel economy.* By raising the peak power of the diesel, passing acceleration, top speed and overall performance are all increased. In fact, with a 5-speed manual transmission, the turbo diesel can perform as spiritedly as many gasoline engines.

Yet even with such outstanding performance, the turbo diesel offers a smooth, comfortable ride. Hydro-elastic shock absorbers within the engine mounts help make the turbo diesel feel smooth, while the turbo itself actually muffles engine noise to make for a more comfortable ride.

Even when idling the turbo diesel offers a tremendous advantage. It uses 75% less fuel than a gasoline engine.

POWER AND DRIVE TRAIN COMBINATIONS

EQUIPMENT DESIGNATION	505 Turbo	505 STI Sedan	505 S Sedan	505 S Wagon	505 GL Wagon	505 GL Sedan
97 H.P. Gasoline Engine	-	S	S	S	S	S
142 H.P. Turbo-charged Gasoline Engine	S	-	-	-	-	-
80 H.P. Turbo-charged Diesel Engine	-	-	-	O	O	-
95 H.P. Turbo-charged Diesel Engine	-	O	O	-	-	O
5-speed manual — Ratios 3.86/2.18/1.44/1.00/0.85:1 (Turbo Diesels and Turbo)	S	S	S	-	-	S
5-speed manual — Ratios 3.59/2.09/1.37/1.00/0.82:1 (Gasoline Sedans and Wagons)	-	S	S	S	S	S
Final Drive Ratios with Gasoline Engines	3.462:1	4.111:1	3.583:1	3.888:1	3.888:1	3.583:1
Final Drive Ratios with Diesel Engines	-	3.462:1	3.462:1	-	-	3.462:1
3-speed Automatic Ratio 2.48/1.48/1.00:1	-	O	O	O	O	O
Final Drive Ratios with Gasoline Engines	-	3.888:1	3.888:1	4.111:1	4.111:1	3.888:1
Final Drive Ratios with Diesel Engines	-	2.867:1	2.867:1	3.462:1	3.462:1	2.867:1
Limited Slip Differential	S	S	S	S	S	S

S = Standard O = Optional - = Not available



PEUGEOT 505 S SEDAN

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

ENGINE SPECIFICATIONS

Gasoline Engine (XN6)	Turbo Diesel Engine (XD3T)
Engine Type 4 cylinder in-line OHV	Engine Type 4 cylinder in-line OHV
Displacement 120 cu. in. (1971 cc)	Displacement 152 cu. in. (2498 cc)
Net H.P. 97 @ 5000 rpm	Net H.P. 95 @ 4150 rpm
Max. Torque lbs. ft. 115.7 @ 3500 rpm	Max. Torque lbs. ft. 151.9 @ 2000 rpm
Ignition System Electronic, breakerless	Ignition System Compression
Fuel System Fuel Injection	Fuel System Diesel Injection/Turbocharger

VEHICLE SPECIFICATIONS

Overall Length 186.7 in. (4741 mm)	Wheel Rim Size (light alloy) 6J x 14
Overall Width 68.4 in. (1736 mm)	Tire Size 185/70 SR 14
Overall Height-unladen 56.7 in. (1440 mm)	Performance 0-50 mph 10.6 sec. (manual - gas)
Wheelbase 108.0 in. (2743 mm)	

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHV engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, push rod and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission, rear wheel drive with solid drive shaft and torque tube, limited slip differential and double CV-jointed axle shafts.

Suspension-Brakes-Steering System

Four wheel independent coil spring suspension, Mac Pherson struts-front, semi-trailing arms-rear, double action hydraulic shock absorbers and stabilizer bars front and rear, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes, variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Foam backed plush pile carpeting, vinyl door trim panels with velour inserts and carpeted lower edge, carpeted rear hat shelf, front door map pockets, arm rests front and rear, fold-out rear center arm rest, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Velour upholstery, heated bucket seats-front, height adjustable drivers seat, rear bench seat, adjustable head restraints-front, headrests-rear, 3-point inertia reel seat belts-front and rear, rear center seat with lap belt, child safety locks-rear doors, central door locking system.

Operating and Driving Controls

Padded steering wheel, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, cruise control, dual tone horn, head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, rear window defogger, power windows and rear window lock-out button, power sunroof, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, econoscope — Gas, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, glow plug and fuel contamination lights — Diesel, electronic stereo-cassette radio with scan and tuning control, power antenna and 4 speakers, air-conditioning, tinted glass.

OPTIONAL EQUIPMENT

3-speed automatic transmission.

PEUGEOT 505 S WAGON

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

ENGINE SPECIFICATIONS

Gasoline Engine (XN6)	Turbo Diesel Engine (XD2S)
Engine Type 4 cylinder in-line OHV	Engine Type 4 cylinder in-line OHV
Displacement 120 cu. in. (1971 cc)	Displacement 141 cu. in. (2304 cc)
Net H.P. 97 @ 5000 rpm	Net H.P. 80 @ 4150 rpm
Max. Torque lbs. ft. 115.7 @ 3500 rpm	Max. Torque lbs. ft. 133.4 @ 2000 rpm
Ignition System Electronic, breakerless	Ignition System Compression
Fuel System Fuel Injection	Fuel System Diesel Injection/Turbocharger

VEHICLE SPECIFICATIONS

Overall Length 198.9 in. (5052 mm)	Wheel Rim Size (light alloy) 5½J x 14
Overall Width 68.4 in. (1736 mm)	Tire Size (steel-belted) 185 SR 14
Overall Height-unladen 61.1 in. (1551 mm)	Performance 0-50 mph 11.0 sec. (manual - gas)
Wheelbase 114.2 in. (2900 mm)	

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHV engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, push rod and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission, rear wheel drive with solid drive shaft and torque tube, live rear axle with limited slip differential.

Suspension-Brakes-Steering System

Four wheel coil spring suspension, Mac Pherson struts-front, live axle-rear, double action hydraulic shock absorbers, stabilizer bar-front, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes-front, drums-rear, variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Foam backed plush pile carpeting, vinyl door trim panels with velour inserts and carpeted lower edge, carpeted rear loading area, front door map pockets, arm rests front and rear, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Velour upholstery, heated bucket seats-front, height adjustable drivers seat, fold-down rear bench seat, adjustable head restraints-front, 3-point inertia reel seat belts-front and rear, rear center seat with static belt, child safety locks-rear doors, central door locking system.

Operating and Driving Controls

Leather covered and padded steering wheel, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, cruise control, dual tone horn, head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, heated front seats, rear window defogger, rear window-wiper interval cycle, power windows and rear lock-out button, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, econoscope — Gas, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, glow plug and fuel contamination lights — Diesel, electronic stereo-cassette radio with scan and tuning control, power antenna and 4 speakers, air conditioning, tinted glass.

OPTIONAL EQUIPMENT

3-speed automatic transmission. Full leather seat upholstery.



PEUGEOT 505 GL WAGON

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

ENGINE SPECIFICATIONS

Gasoline Engine (XN6)	Turbo Diesel Engine (XD2S)
Engine Type 4 cylinder in-line OHV	Engine Type 4 cylinder in-line OHV
Displacement 120 cu. in. (1971 cc)	Displacement 141 cu. in. (2304 cc)
Net H.P. 97 @ 5000 rpm	Net H.P. 80 @ 4150 rpm
Max. Torque lbs. ft. 115.7 @ 3500 rpm	Max. Torque lbs. ft. 133.4 @ 2000 rpm
Ignition System Electronic, breakerless	Ignition System Compression
Fuel System Fuel Injection	Fuel System Diesel Injection/Turbocharger

VEHICLE SPECIFICATIONS

Overall Length 198.9 in. (5052 mm)	Wheel Rim Size (steel) 5 1/2 x 14
Overall Width 68.4 in. (1736 mm)	Tire Size (steel-belted) 185 SR 14
Overall Height-unladen 61.1 in. (1551 mm)	Performance 0-50 mph 11.0 sec. (manual - gas)
Wheelbase 114.2 in. (2900 mm)	

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHV engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, push rod and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission,†† rear wheel drive with solid drive shaft and torque tube, live rear axle with limited slip differential.

Suspension-Brakes-Steering System

Four wheel coil spring suspension, MacPherson struts - front, live axle-rear, double action hydraulic shock absorbers, stabilizer bar-front, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes-front, drums-rear, variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Foam backed plush pile carpeting, vinyl door trim panels with carpeted lower edge, carpeted rear loading area, front door map pockets, arm rests front and rear, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Vinyl upholstery, reclining bucket seats-front, fold-down rear bench seat, adjustable head restraints-front, 3-point inertia reel seat belts-front and rear, rear center seat with static belt, child safety locks-rear doors.

Operating and Driving Controls

Padded steering wheel, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, dual tone horn, head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, rear window defogger, rear window wiper-interval cycle, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, econoscope Gas, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, glow plug and fuel contamination lights — Diesel, radio prep, consisting of wiring, antenna cable and noise suppression, and tinted glass, flow-through fresh air ventilation with multi-directional air and heater controls and outlets.

OPTIONAL EQUIPMENT

3-speed automatic transmission, air conditioning.

PEUGEOT 505 GL SEDAN

SPECIFICATIONS, STANDARD EQUIPMENT AND OPTIONS

ENGINE SPECIFICATIONS

Gasoline Engine (XN6)	Turbo Diesel Engine (XD3T)
Engine Type 4 cylinder in-line OHV	Engine Type 4 cylinder in-line OHV
Displacement 120 cu. in. (1971 cc)	Displacement 152 cu. in. (2498 cc)
Net H.P. 97 @ 5000 rpm	Net H.P. 95 @ 4150 rpm
Max. Torque lbs. ft. 115.7 @ 3500 rpm	Max. Torque lbs. ft. 151.9 @ 2000 rpm
Ignition System Electronic, breakerless	Ignition System Compression
Fuel System Fuel Injection	Fuel System Diesel Injection/Turbocharger

VEHICLE SPECIFICATIONS

Overall Length 186.7 in. (4741 mm)	Wheel Rim Size (steel) 5J x 14
Overall Width 68.4 in. (1736 mm)	Tire Size (steel-belted) 175/80 SR 14
Overall Height-unladen 56.7 in. (1440 mm)	Performance 0-50 mph 10.6 sec. (manual - gas)
Wheelbase 108.0 in. (2743 mm)	

STANDARD EQUIPMENT

Engine-Cooling System - Drive Train

4 cylinder in-line OHV engine, front mounted longitudinally, cast iron block with aluminum alloy cylinder head, push rod and rocker arm valve drive, forged steel crankshaft, five main bearings, pump fed lubrication system with full-flow oil filter, pressurized cooling system with recovery tank, thermostatically controlled radiator fan (belt driven), 5-speed fully synchronized manual transmission, rear wheel drive with solid drive shaft and torque tube, limited slip differential and double CV-jointed axle shafts.

Suspension-Brakes-Steering System

Four wheel independent coil spring suspension, MacPherson struts-front, semi-trailing arms-rear, double action hydraulic shock absorbers and stabilizer bars-front and rear, power-assisted dual circuit braking system with load-sensing rear pressure regulator, floating caliper disc brakes-front, drums-rear, variable power-assist rack-and-pinion steering.

Standard Interior Comfort and Convenience Features

Cut pile carpeting, vinyl door trim panels with carpeted lower edge, carpeted rear hat shelf, front door map pockets, arm rests front and rear, fold-out rear center arm rest, front seat back pockets, roof mounted passenger assist handles (3), swivel type sunvisors, illuminated vanity mirror, illuminated and lockable glove compartment, overhead map light, door switches controlled courtesy and ignition lights with time delay.

Upholstery-Seating-Security Systems

Vinyl or velour upholstery, reclining bucket seats-front, rear and bench seat, adjustable head restraints-front, 3-point inertia reel seat belts-front and rear, rear center seat with static belt, child safety locks-rear doors.

Operating and Driving Controls

Padded steering wheel, steering column mounted stalks operating two speed wipers, interval and wipe/wash automatic, dual tone horn, head lights, dimmer switch and turn signals, center console mounted controls operating emergency flasher, rear window defogger, door mounted controls operating electrically heated and adjustable outside mirrors.

Instrumentation-Sound System-Climate Controls

Speedometer and resettable odometer, tachometer, fuel and temperature gauge, econoscope — Gas, digital clock, warning and control lights monitoring coolant temperature, oil pressure, low oil and brake fluid levels, brake pad wear, emergency brake, high and low beam, glow plug and fuel contamination lights — Diesel, radio prep consisting of wiring, antenna cable and noise suppression, flow-through fresh air ventilation with multi-directional air and heater controls and outlets, tinted glass.

OPTIONAL EQUIPMENT

3-speed automatic transmission, air conditioning.

