

peugeot504.info

# PEUGEOT 505 AND DIESEL WAGON

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# THE 505. PROGRESS. NOT COMPROMISE.

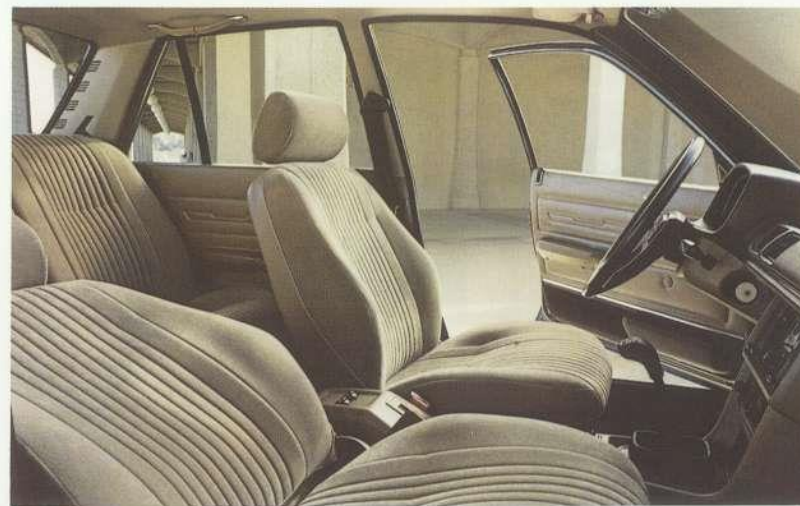


Clean and crisp styling by Pininfarina.





Available in gas or diesel.



More than enough room and comfort for 5 people.

Peugeot is not a company that builds automobiles in a hurry.

Progress, at Peugeot, is a process of evolution. Where each new automobile combines the best of everything learned before, as well as what has been learned since.

The result, of course, is some of the finest automobiles in the world. Thoroughly uncompromising automobiles from a buyer's point of view.

The Peugeot 505 is evolutionary in its design.

Exterior styling by Pinin-

farina is clean and crisp, with its aerodynamically efficient rounded nose and discreet front spoiler.

The features are endless (proving once again that at Peugeot, luxury is a standard—not an option):

- power-assisted rack-and-pinion steering, for precision of handling
- power-assisted four-wheel disc brakes, for safe, quick, fade-free stopping
- four-wheel independent suspension combined with special Peugeot-patented extra large shock

absorbers for a smoother ride

- anti-sway bars, front and rear for better road control
- Michelin steel belted radial tires for better roadability as well as longer tire life
- 5-speed manual gearbox (overdrive), plus a tachometer to monitor engine efficiency (505 gas)
- 4-speed manual gearbox (505 diesel)
- automatic transmission (3-speed) available on both gas and diesel mod-

els as an option

- electric rear window demister (for greater visibility)
- reclining, adjustable front bucket seats orthopedically designed for total driver comfort
- contoured rear seats with fold-down armrest
- deeply recessed instrument panel to protect against windshield reflections
- tinted windows for glare reduction and more comfort in hot weather
- remote control side-view mirror

- rear door locks designed to prevent children from opening them from the inside

A car built for today, the Peugeot 505 has more room than you find in even larger cars. More comfort than you find in all but the most expensive automobiles. And a European ride that rivals every car in its class.

It is not surprising that Jan Norbye (Autoweek) called the 505 the only car in its class that "may still be in tune with the times 10 years from today."



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# THE PEUGEOT DIESEL WAGON. FROM THE PEOPLE WHO BUILT THE FIRST DIESEL CAR AND THE FIRST STATION WAGON.



A wagon designed as a wagon—not a revamped sedan.

In 1894, Peugeot built the first station wagon. A vehicle that could carry both people and cargo in style.

Today's wagon does that. And much more.

Just as it was in 1894, the new Peugeot wagon was designed as a wagon (not just revamped from a sedan).

But today's Peugeot wagon is a diesel. (Peugeot introduced the first diesel wagon in America in 1974.)

And today's Peugeot wagon has the largest capacity of any imported wagon—both in terms of weight and area. (It has, in fact, more cargo space than any U.S. mid-size wagon made.)

Finally, today's Peugeot wagon handles better fully loaded than most cars handle with no load at all.





81.6 cubic feet total volume.



Instruments are easy to read, easy to reach.



Famous Peugeot contoured seats.

And only a Peugeot wagon would offer you features like this as standard:

- power-assisted rack-and-pinion steering for incredible maneuverability
- independent front suspension MacPherson-type struts
- heavy-duty rear axle for balancing heavy loads
- extra large Peugeot-patented shock absorbers
- double coil springs at each rear wheel so the load rides as easily as the passengers
- Michelin steel belted radial tires
- 4-speed manual transmission
- reclining, adjustable, orthopedically designed front bucket seats
- fully carpeted passenger and cargo areas
- dual sideview mirrors
- roof rack

Add to that list, handsome styling. Because at Peugeot we know that a wagon isn't always a wagon. Sometimes it's a car.



# PEUGEOT—OUR HERITAGE IS OUR HISTORY.



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

Peugeot is justifiably proud of its history.

In the 1880's Peugeot sold the first production automobile.

A few years later, in 1894, Peugeot built the world's first station wagon. Followed shortly after, in 1905, by the world's first compact car.

But it is our diesel heritage of which, today, we are most proud. (In 1922, Peugeot built the first diesel automobile.)

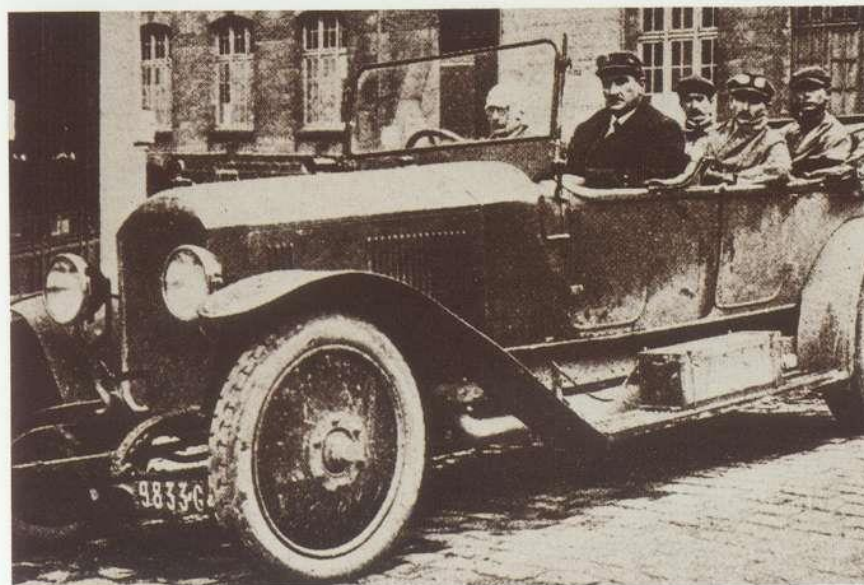
In addition, Peugeot is the first and only European car to win the Indianapolis 500 three times.



B b  Peugeot, the first compact car. Peugeot, 1905.



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



The first diesel automobile. Peugeot, 1922.

Today, Peugeot S.A. is the fourth largest producer of passenger cars in the world.

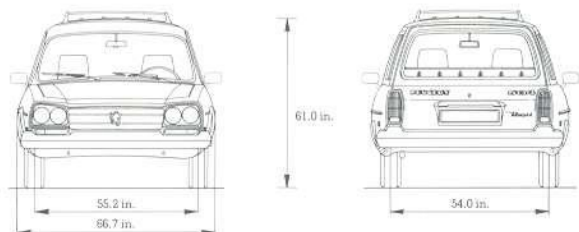
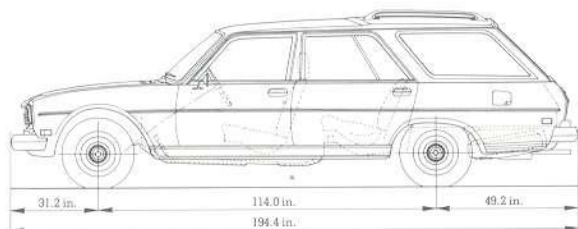
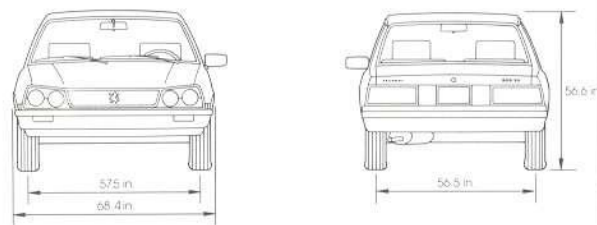
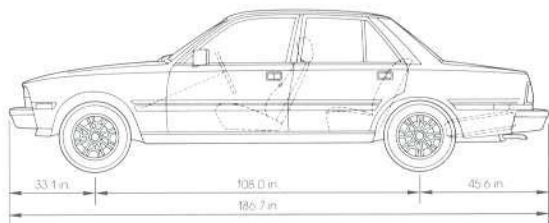
Peugeot is growing rapidly in America, and now has a dealer network of over 300 quality Peugeot dealers in the United States. (An organization highlighted by one of the highest parts availability ratings in the industry).

However, Peugeot would not be growing so rapidly, if it were not for our commitment to building quality automobiles.

And our determination to be always first with the right car for the times we live in.



1981 PEUGEOT SPECIFICATIONS



MODEL	DIMENSIONS	CAPACITIES	STEERING	TIRES
<b>505 4-door Gas Sedan</b>	Wheelbase 108.0 in. Overall Length 186.7 in. Overall Width 68.4 in. Overall Height 56.6 in. Cargo 13.8 cu. ft. (Total volume)	Fuel Tank 18.0 gals. Engine Crankcase 4.3 qts. Cooling System, including heater 7.5 qts. (Manual trans.) 7.7 qts. (Auto. trans.)	Power-Assisted Rack & Pinion Ratio 17 to 1 Overall Turning Circle 37 ft. 4 in.	Michelin Steel Belted Radial Size 175HR x14
BRAKES	ENGINE	TRANSMISSION	SUSPENSION	
Power-Assisted with Load Compensator Front Disc Rear Disc	4-Cylinder Overhead Valves Piston Displacement cc/ci 1971/120.3 Compression Ratio 8.35 to 1 Max. HP @ RPM (SAE net) 96 @ 4900 Max. Torque @ RPM (SAE net) 116 ft. lb. @ 3300 Main Bearings 5 Carburetion Fuel Requirements	Bosch K-Jetronic Fuel Injection Regular Unleaded Gasoline Manual 5-Speed Synchromesh (Standard) Final Drive Ratio 4.74 to 1 Automatic 3-Speed with Torque Converter (Optional) Final Drive Ratio 3.89 to 1	Front Independent Rear Independent Anti-Sway Bars Front & Rear	

MODEL	DIMENSIONS	CAPACITIES	STEERING	TIRES
<b>505 4-door Diesel Sedan</b>	Wheelbase 108.0 in. Overall Length 186.7 in. Overall Width 68.4 in. Overall Height 56.6 in. Cargo 13.8 cu. ft. (Total volume)	Fuel Tank 18.0 gals. Engine Crankcase 5.3 qts. Cooling System, including heater 10.6 qts.	Power-Assisted Rack & Pinion Ratio 17 to 1 Overall Turning Circle 37 ft. 4 in.	Michelin Steel Belted Radial Size 175SR x14
BRAKES	ENGINE	TRANSMISSION	SUSPENSION	
Power-Assisted with Load Compensator Front Disc Rear Disc	4-Cylinder Overhead Valves Piston Displacement cc/ci 2304/140.6 Compression Ratio 23.0 to 1 Max. HP @ RPM (SAE net) 71 @ 4500 Max. Torque @ RPM (SAE net) 99 ft. lb. @ 2500 Main Bearings 5 Fuel Injection Fuel Requirements	Bosch/Mechanical Diesel Fuel, Type 1 or 2 Manual 4-Speed Synchromesh (Standard) Final Drive Ratio 3.78 to 1 Automatic 3-Speed with Torque Converter (Optional) Final Drive Ratio 3.78 to 1	Front Independent Rear Independent Anti-Sway Bars Front & Rear	

MODEL	DIMENSIONS	CAPACITIES	STEERING	TIRES
<b>5-door Diesel Wagon</b>	Wheelbase 114.0 in. Overall Length 194.4 in. Overall Width 66.7 in. Overall Height 61.0 in. Cargo 81.6 cu. ft. (Total volume with rear seat folded down)	Fuel Tank 15.8 gals. Engine Crankcase 5.3 qts. Cooling System, including heater 10.6 qts.	Power-Assisted Rack & Pinion Ratio 17 to 1 Overall Turning Circle 37 ft. 5 in.	Michelin Steel Belted Radial Size 185SR x14 Reinforced
BRAKES	ENGINE	TRANSMISSION	SUSPENSION	
Power-Assisted with Load Compensator Front Disc Rear Drum	4-Cylinder Overhead Valves Piston Displacement cc/ci 2304/140.6 Compression Ratio 23.0 to 1 Max. HP @ RPM (SAE net) 71 @ 4500 Max. Torque @ RPM (SAE net) 99 ft. lb. @ 2500 Main Bearings 5 Fuel Injection Fuel Requirements	Bosch/Mechanical Diesel Fuel, Type 1 or 2 Manual 4-Speed Synchromesh (Standard) Automatic 3-Speed with Torque Converter (Optional) Final Drive Ratio 4.11 to 1	Front Independent Rear Rigid Axle with 4-Coil Springs & Telescopic Shocks Anti-Sway Bars Front & Rear	

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.