

# THE PEUGEOT DIESEL WAGON





**From the second-largest carmaker in Europe comes the Peugeot Diesel Wagon...**

A station wagon with the prodigious load capacity of over half a ton...

A station wagon with the miserly thirst of a diesel...

A station wagon with steering that "knows" when to step in and help the driver in difficult situations...

A station wagon with *four* rear springs where normal wagons make do with only two...

A station wagon whose body has been bombarded with advanced anti-corrosion treatments...

A station wagon which is not permitted to leave the factory until it has been subjected to a complete road trial by an expert test driver.



**A prodigious load capacity**

The day of the mammoth is drawing to a close.

Few people today can afford the once-touted "practicality" of the full-sized station wagon. If you need the capacity, you can barely afford the fuel costs. And if you switch to a "downsized" wagon, you discover the truth in the old adage about trying to squeeze a quart into a pint pot.

Peugeot offers a timely solution to this quandary: a wagon that will carry more than a third of its own weight in cargo... yet sip fuel sparingly.

The Peugeot Diesel Wagon has a load capacity of well over half a ton—1,265 pounds, to be exact.

The total cargo volume is 81.6 cu. ft.

Only a handful of the very largest wagons—a species swiftly becoming extinct—would exceed the load capacity of the Peugeot.

No other imported wagon comes close.



The 1894 Peugeot Type 10 is considered to be the world's first station wagon.

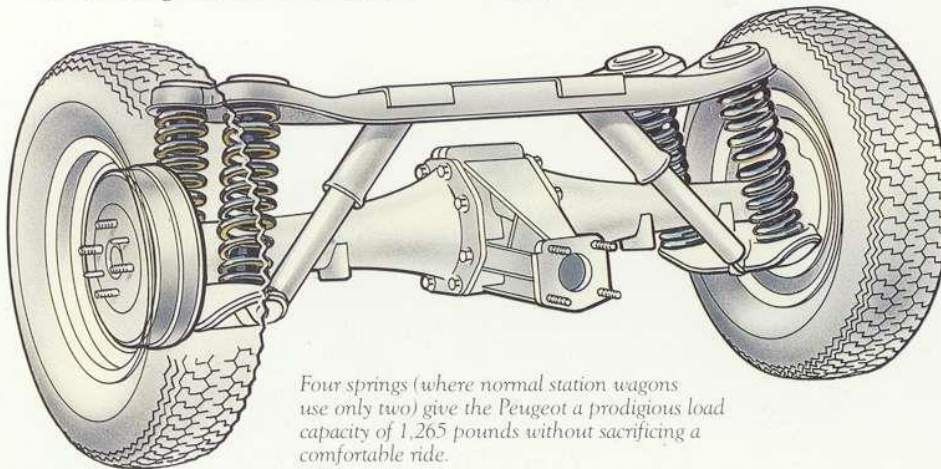


**Four springs where others use two**

Peer underneath the Peugeot wagon and you quickly see why it can carry such a heavy load. Where the rear suspension of a normal wagon uses only two springs, the Peugeot has *four* coil springs.

To support heavy loads, two coil springs would have to be either so stiff that the wagon would ride like an oxcart... or so tall that they would intrude into the cargo area.

With four shorter, softer coil springs, the Peugeot wagon will swallow a 1,265-pound load... and ride smoothly at all times.



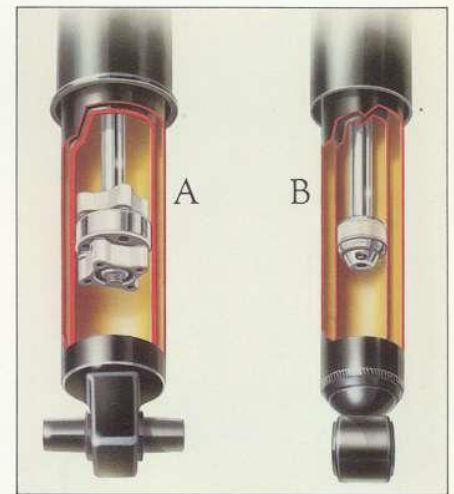
Four springs (where normal station wagons use only two) give the Peugeot a prodigious load capacity of 1,265 pounds without sacrificing a comfortable ride.



**Awesome damping devices**

Many wagons—large and small—tend to wallow and flounder uncomfortably in turns when fully loaded. Not so the Peugeot. Its shock absorbers—awesome damping devices—maintain the Peugeot's aplomb in situations that would send a less-sophisticated wagon lurching sideways.

Cut apart a Peugeot shock absorber and you discover that its piston has *eight* valves... four times as many valves as a normal shock absorber.



A. Rear shock absorber of Peugeot Diesel Wagon. Note complex valving—four times as many valves as normal shock absorbers. This enables unit to perform like two different shocks: one for ride comfort, the other for handling.

B. Rear shock absorber of Buick Electra Estate wagon, shown for comparison only.

Complex, indeed, but amazingly durable. Where lesser shock absorbers might be expected to show signs of weakening after 30,000 miles, the Peugeot shock absorbers have been designed to maintain their peak efficiency for 60,000 miles of normal use.



**Steering that "reads" the road**

No suspension, no matter how advanced, can disguise the deficiencies of a second-rate steering system.

The power steering on most cars is overpowering. It performs so much of the work that it can take control away from the driver.

This, to Peugeot, is not permissible. Peugeot's philosophy of power steering is *graduated* assistance. The

steering must "know" when to step in and help the driver...and when to step back.

The steering wheel of the Peugeot Diesel Wagon will turn easily during parking maneuvers. But when very little help is needed—at cruising speed, or if the road is slippery—the steering senses this and cuts back on the power assistance.

The steering is never insensitive, never numb, never overpowering. You "read" the road through your fingertips. *You* are in command.



### A miser under the hood

The Peugeot Diesel Wagon is as miserly with fuel as it is generous with cargo capacity. It is rated at **28** EPA estimated mpg, 35 estimated highway mpg, with the standard 4-speed manual gearbox.



*Interior is upholstered in minimum-care vinyl to help survive the onslaughts of children and dogs. Seats contain no springs—they have been banished in favor of polymerized foam, which can be "tuned" to act in harmony with the suspension system. More expensive to make, but exceedingly comfortable.*

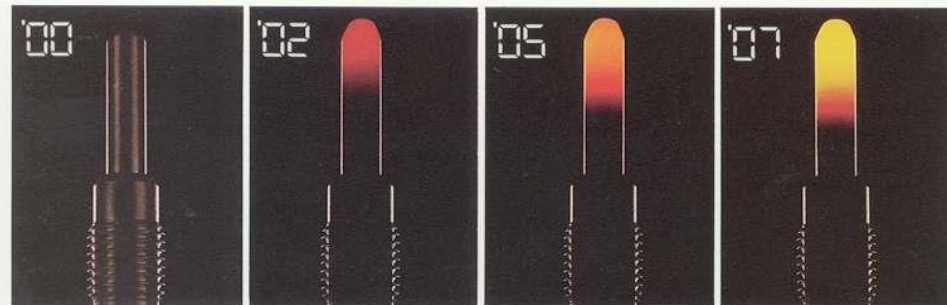


### Diesel fuel is plentiful

A comforting note for first-time diesel owners: there are more than 10,000 locations in the U.S. where diesel fuel is available.

Many are open 24 hours a day. A book in the glovebox of every Peugeot diesel tells you where.

(Use EPA estimated mpg for comparison purposes. The mileage you get may vary with trip length, speed, weather, and condition of car. Actual highway mileage will probably be less.)



*The rapid-start glow plug. It allows the Peugeot diesel engine to start within 7 seconds, even when cold.*

A bonus for city drivers: the Peugeot diesel engine uses 75 percent less fuel at idle than a gasoline engine.

There is more to this diesel, however, than simple fuel economy.

Consider the fact that 85 percent of the diesel engines sold in the U.S. are actually gasoline engines converted to burn diesel fuel.

This is not Peugeot's way. Sixty years of diesel experience—and almost 2 million diesel engines—have long ago

taught Peugeot the correct way.

The Peugeot diesel engine is a *true* diesel, designed from scratch to withstand the enormous internal pressures of diesel combustion. (The compression ratio is 23 to 1—two and one-half times that of a gasoline engine.)

A few examples: The block has been

designed with heavy structural ribs. The crankshaft, forged from an ingot of steel, is massive. Reinforced pistons, connecting rods, and bearings are fitted.

*Interesting note:* New York cabdrivers have switched to Peugeot diesels by the hundreds, despite the higher cost.



### An intolerance for shoddy work

The American public has become disgruntled with shoddily made cars at

inflated prices. Peugeot, a company long noted for the solid workmanship of its cars, has bent every effort to maintain its level of quality under enormous inflationary pressures.

A room exists at Peugeot where a man does nothing but examine gearboxes. If he detects the faintest noise that shouldn't exist, back goes the gearbox for correction.



Salt is the wintry bane of today's highways. It is inevitable that steel will rust. The decay, however, can be delayed by the application of strong countermeasures. Every Peugeot body undergoes wave after wave of advanced anti-corrosion treatments—21 in all.

Even the workers of Peugeot get into the act. They are encouraged to tell the company how to build its cars better. In the space of one year, at one plant alone, the workers made 17,000 suggestions.



### Someone has driven your Peugeot

Check the odometer when you take delivery of your Peugeot and you will discover that someone has already been driving it.

Be pleased. It is yet another telltale of quality.

Peugeot maintains a 65-member team of test drivers whose job is to take every single car and wagon after it leaves the assembly line and give it a final test on a special test track.



*Peugeot has little tolerance for poorly made cars. Every single Peugeot is road-tested by an expert before it can leave Europe for the U.S.*

The driver will test the steering, brakes, lights, engine performance, transmission, and suspension. Listen for rattles and vibrations. Check the instruments, the controls, the heating system.

Only then is the car permitted to leave Europe for the U.S.

Peugeot has little tolerance for poorly made cars.



#### The Peugeot Lion

The lion has represented Peugeot since 1858. It was Peugeot that built the first car ever sold commercially (1891)... the world's first diesel-powered car (1922)... and the first high-rpm diesel engine (1967).



*The Peugeot Diesel Wagon. A greater load capacity than any other imported wagon. A diesel engine that uses 75 percent less fuel at idle than a gasoline engine.*



The Peugeot wagon is powered by a true diesel engine, not a gasoline engine converted to burn diesel fuel.



### SPECIFICATIONS

#### Dimensions and Capacities

Wheelbase	114.0 in.
Track, front	55.2 in.
rear	52.8 in.
Length	194.4 in.
Width	66.7 in.
Height	61.0 in.
Weight	3,410 lb.
Cargo	81.6 cu. ft.
Load capacity	1265.0 lb.
Fuel tank	15.8 gals.

#### Engine

Type	ohv 4 diesel
Bore/stroke, in.	3.70/3.26
Displacement, cc.	2304
Compression ratio	23.0:1
Bhp @ rpm (SAE net)	71 @ 4500
Torque, lb/ft @ rpm (SAE net)	99 @ 2500
Fuel injection	Bosch mechanical

#### Transmissions

4-speed manual	Std.
3-speed automatic	Opt.

#### Steering

Power-assisted rack and pinion. Ratio is 17 to 1. Turning circle is 37 ft. 4 in.

#### Suspension

Front: independent, MacPherson struts.  
Rear: solid, 4 coil springs.  
Ultra-long-travel Peugeot telescopic shock absorbers.  
Stabilizer-bar diameters: front, 26 mm; rear, 16 mm.

#### Peugeot EPA Mileage Ratings

Estimated	Estimated
Mpg	Highway Mpg
<b>28</b>	35

Manual transmission. Use EPA estimated mpg for comparison purposes. The mileage you get may vary with trip length, speed, weather, and condition of car. Actual highway mileage will probably be less.

**See your dealer for details of Peugeot's limited warranties.**

#### Brakes

Power-assisted, self-adjusting, with rear load compensator.  
Front: 10.75-in. discs  
Rear: 11.0-in. drums

### STANDARD EQUIPMENT

#### Peugeot Diesel Wagon

- Power-assisted steering
- Power-assisted brakes
- 4-speed manual gearbox
- Limited-slip differential
- Michelin steel-belted radial tires
- Reclining front seats
- Full console
- Quartz clock

- Electrically heated rear window
- Roof rack
- 2-speed wipers with intermittent phase
- Rear-window wiper with washer
- Bronze-tinted windows
- Day/night rear-view mirror
- Dual outside mirrors
- Cigarette lighter, illuminated

- Full carpeting, including cargo floor
- Courtesy lights, front and rear
- Lighted and lockable glovebox
- Trip-mileage indicator
- Brake-wear indicator
- Fuel-reserve light

So fully equipped is the Peugeot Diesel Wagon that the only other ways to spend your money are by ordering the 3-speed automatic transmission, air conditioning, metallic paint, and a radio.

