

peugeot504.info



The Peugeot 504 Diesel Sedan

If you really want to save gas, drive a car that doesn't burn any.

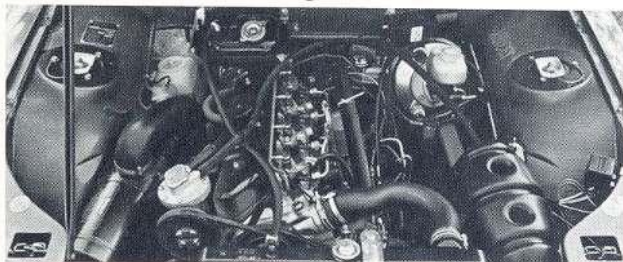
For many people today, driving the Peugeot 504 diesel makes a lot of sense. Here's why:

Excellent fuel economy. In EPA Federal tests the 504 diesel sedan got 35 mpg on the highway and 27 mpg in the city.* A few small economy cars did as well, but no other luxury gas car came close. And diesel fuel generally costs less than gasoline.

No standard tune-ups. A diesel engine is a much simpler machine than a gas engine. It has no carburetor, distributor, spark plugs, points, coils or condensers. There's less to maintain and less that can go wrong.

Low emissions. The Peugeot diesel meets all Federal and State anti-pollution requirements without needing any extra devices.

So if you decide a diesel car makes sense for you, you have two very good diesel sedans to choose from. Just remember our Peugeot 504 is the one that costs a couple thousand dollars less.



You won't find a carburetor or distributor in the Peugeot diesel engine. If they aren't there, they can't break down.



The interior features a sunroof and fully-reclining front bucket seats that keep you comfortable during a long day's drive.



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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 changes.

Model Number	504 A90 (Standard)
Body Style	4-door Sedan with manual sliding sunroof
Dimensions	
Wheelbase	108"
Overall Length	182.4"
Overall Width	66.7"
Overall Height	57"
Curb Weight	3,000 lbs.
Carrying Capacity	20 cu. ft.
Capacities	
Fuel Tank	14.8 gallons
Engine Crankcase	5¼ quarts
Cooling System, including Heater	10½ quarts
Steering	
Type	Rack & Pinion
Ratio	22.2 to 1
Turning Circle	35'10"
Steering Turns, Lock-to-Lock	4½
Tires	
Type	Michelin Steel-Belted Radial
Size	175 HR x 14
Brakes	
Control	Power-assisted with compensator cable on rear wheels
Front	Disc
Rear	Disc
Engine	
Model Number	XD-90
Type	4 Cylinder, Overhead Valve
Bore & Stroke	3.62" x 3.54"
Piston Displacement	2112 cc/128.9 cu. in.
Compression Ratio	22.4 to 1
Max. Power @ rpm (SAE net)	65 at 4500 rpm
Max. Torque @ rpm (SAE net)	87.5 ft. lb. at 2500 rpm
Emission Control	none
Main Bearings	5
Fuel Injection	Bosch Mechanical
Fuel Requirement	Diesel Fuel - Type 1 or 2
Transmission	
Type	4-Speed Synchromesh
Gearbox Ratios	0.273, 0.461, 0.710, 1
Rear Axle Ratio	3.89 to 1
Electrical System	
Type	12 Volt 90 Ampere/Hour Battery Three Phase Alternator 750 Watt maximum output
Suspension	
Front	Independent
Rear	Independent
Anti-Sway Bars	Front & Rear
Body Work	All-Steel Unit Body Construction
1975 EPA Federal Mileage Data *	
Highway Driving	35 mpg
City Driving	27 mpg

*These results were obtained using a dynamometer to simulate highway and city driving conditions. Actual mileage will depend on the type of driving, road and weather conditions, individual driving habits, car maintenance, optional equipment, and other variables.