

504 PEUGEOT







GL TI L

504 saloons

Power, comfort and safety.
Style, luxury and equipment.

Some cars are built to be fashionable for a year or two, to be succeeded by an inevitable 'new version'. The 504 is an exception. This car is as much in demand today as when it was first introduced. In true Peugeot tradition it is built to provide its owner with both long lasting service and long lasting satisfaction.

The 1977 504 remains faithful to this tradition. Peugeot have made few changes to this 'best seller'.

The 504 expresses the personality of its owner; quality conscious, comfort loving, unostentatious. Above all, the 504 owner enjoys driving.

The 504 Saloon range consists of 3 models, the GL, the TI and the L.

The 504, the rational choice for the discerning motorist.



GL

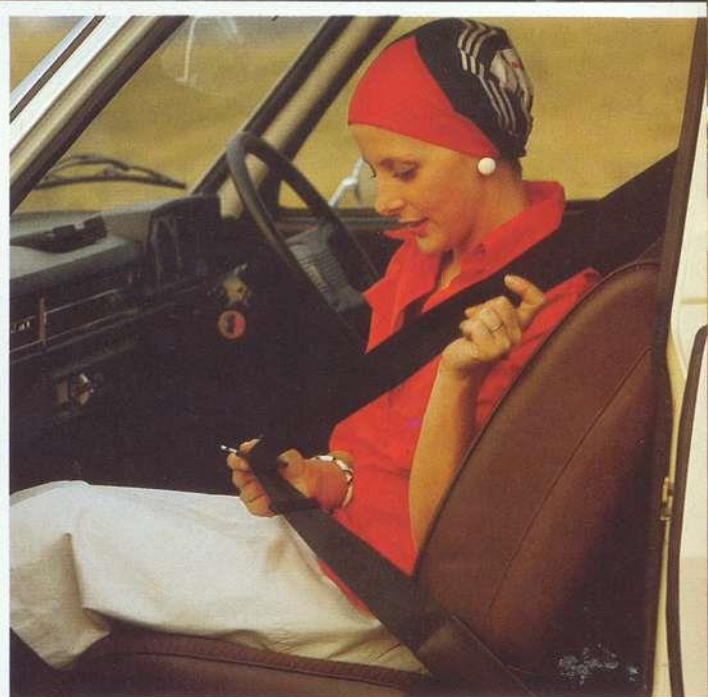
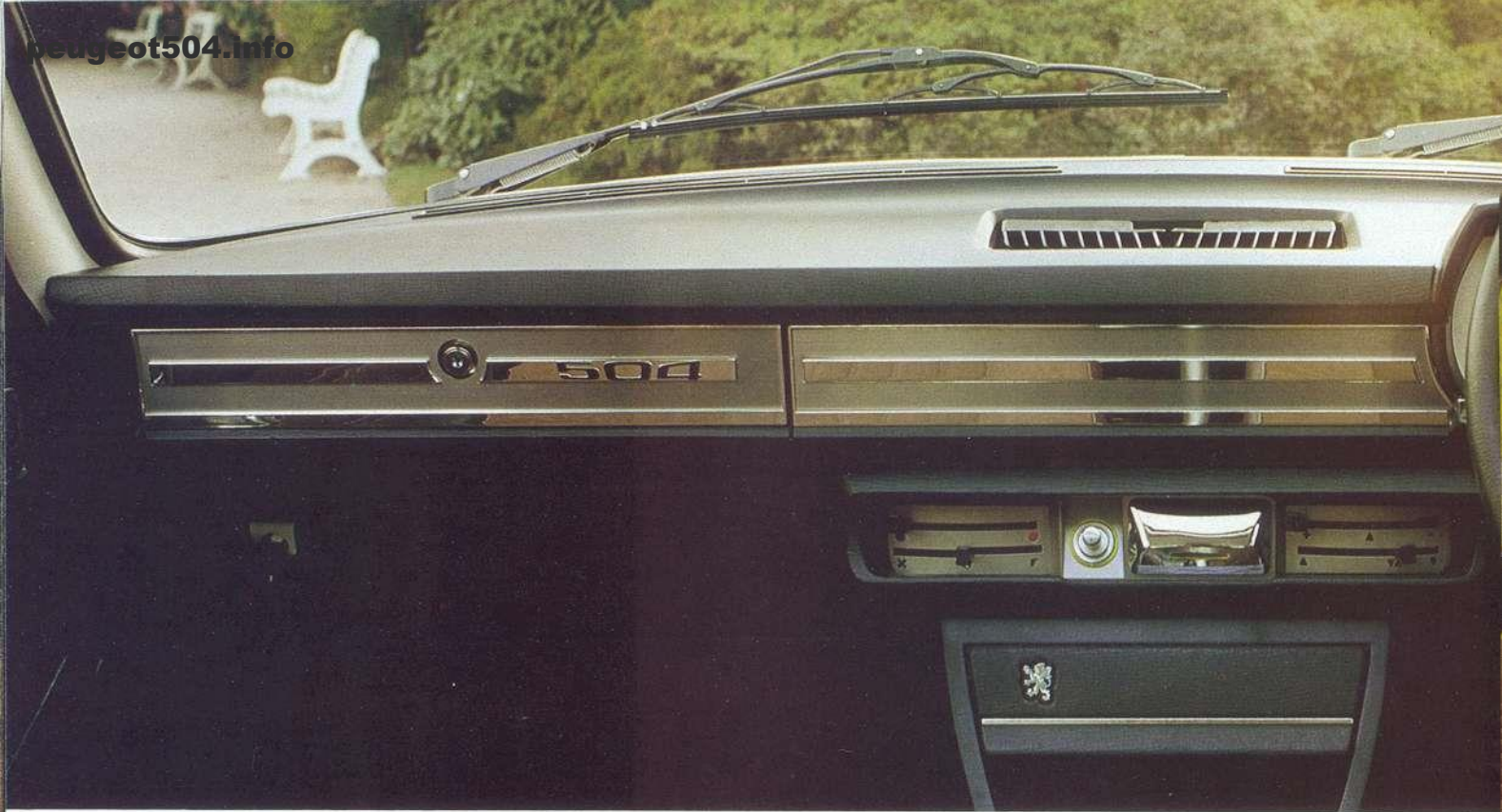


93 BHP, twin choke carburettor, all round independent suspension.

The 504 GL is superbly equipped and luxuriously appointed. A joy to drive for long distances and a relaxing experience on a short trip from office to home. A twin-choke carburettor means more flexibility at low speeds; power assisted, dual circuit disc brakes on all 4 wheels stop you gently but safely, and the sophisticated 4 wheel independent suspension system, with double acting dampers and anti-roll bars front and rear, absorbs bumps in the road to give a superb ride, even round corners taken at high speed.









GL



Drive the 504 at night, in the pouring rain or on the worst roads you can find; you will appreciate its reassuring, predictable behaviour, and that 'nailed-to-the-road' feeling.



You will also appreciate the design of the car. Once you have driven the 504 you will set your driving standards by it. Integral adjustable head restraints. Front seats that adjust fore and aft and are fully reclinable and upholstered in plush cloth. Other small details are the central rear seat arm-rest, the side window demisters . . . everything is geared to relaxed driving . . . padded steering wheel, short floor mounted gear lever, and at your fingertips, controls for the 2 speed windscreen wipers and electric washers with intermittent action. No groping for controls in the dark, all the controls, even the ashtray and cigarette lighter, are illuminated for night driving.





TI

2 litre fuel injection engine 106 BHP (DIN) at 5200 rpm.

Outwardly the TI is the same car as the GL and L, but when one passes you, you may just have time to note the initials "TI" at the rear.

The 504 TI is two cars in one: a luxurious 5 seater Saloon which has a secret reserve of power to transform it into a high performance tourer.

In 1975, 504s like this won the three most gruelling motor sports events in the world, the Safari Rally, the Moroccan Rally and the tough Ivory Coast Rally, — the Bandama. These three are known amongst enthusiasts as "the great destroyers". Three production line 504s have won 3 times against other cars, which were specially prepared for rally events.

But you won't need to put the 504 TI to such lengths. Just take a test drive, enjoy the precision of the power assisted 4 wheel disc brakes, the power of the halogen headlamps, the commonsense of the indirect injection system and the elegance of the luxurious interior

Wherever you want to go, the TI will take you there without fuss. 10 hours on the motorway with scarcely a stop? You'll arrive fresh and relaxed, thanks to the sunshine roof and electrically operated front windows.







GL TI

Optional equipment: additional refinement

On GL and TI Saloons: metallic paint finish, automatic gearbox.

ZF automatic gearbox

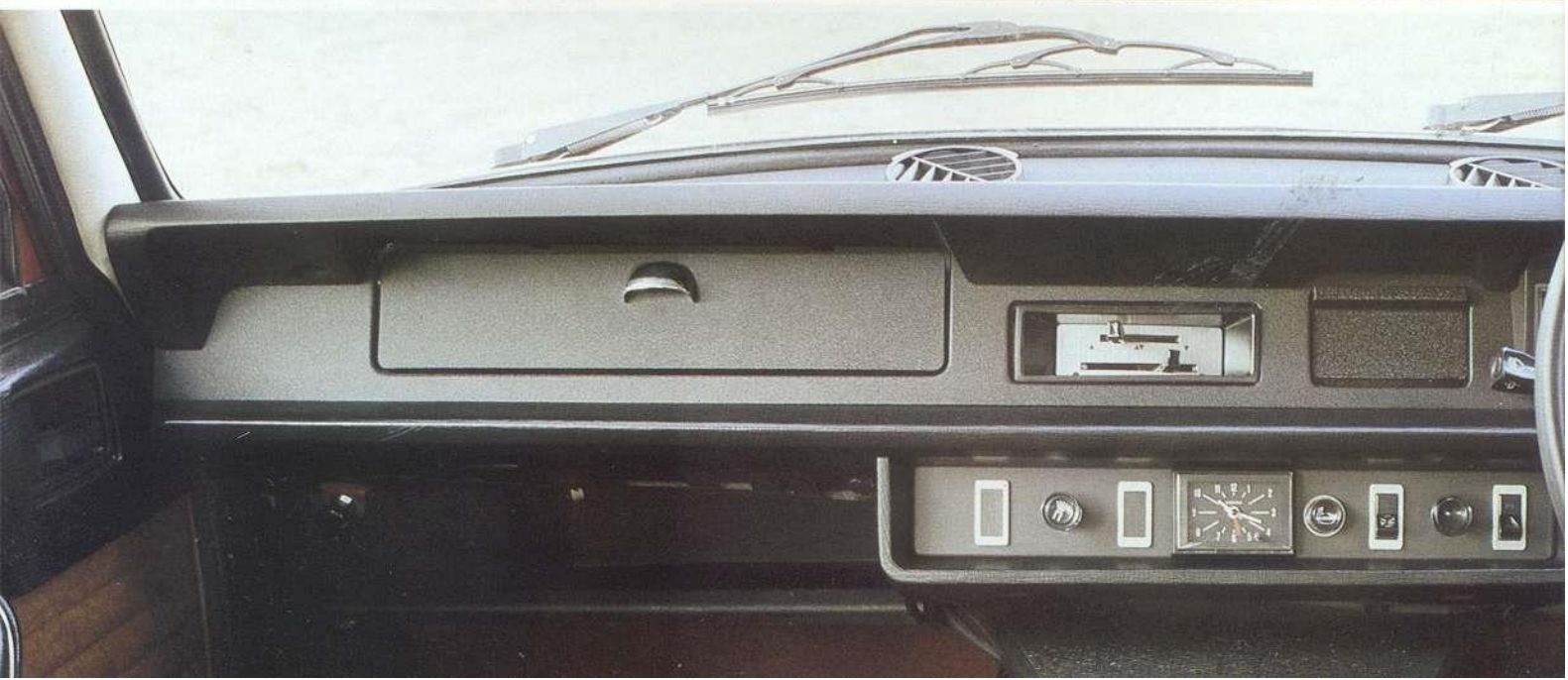
Accelerate and brake, that's all there is to it; the ZF automatic transmission system takes over all clutch and gear-change operations. The result? Relaxed, effortless driving, especially in heavy town traffic.

A complete automatic system giving smooth gear-changing both up and down — (to accelerate quickly, simply kick down the accelerator to engage a lower gear).

A longer life for your engine, thanks to gear ratios exactly matched to road speeds. The drive wheels lock automatically when the car is parked, and whenever you like you can revert to manual transmission by using the automatic box control.

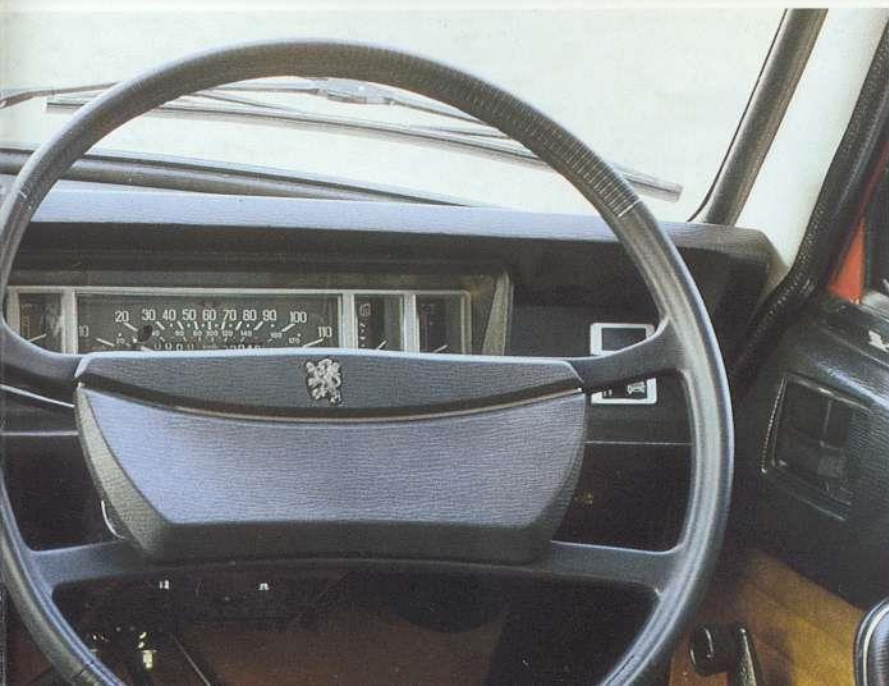
In short, an automatic system that is efficient, reliable and easy.





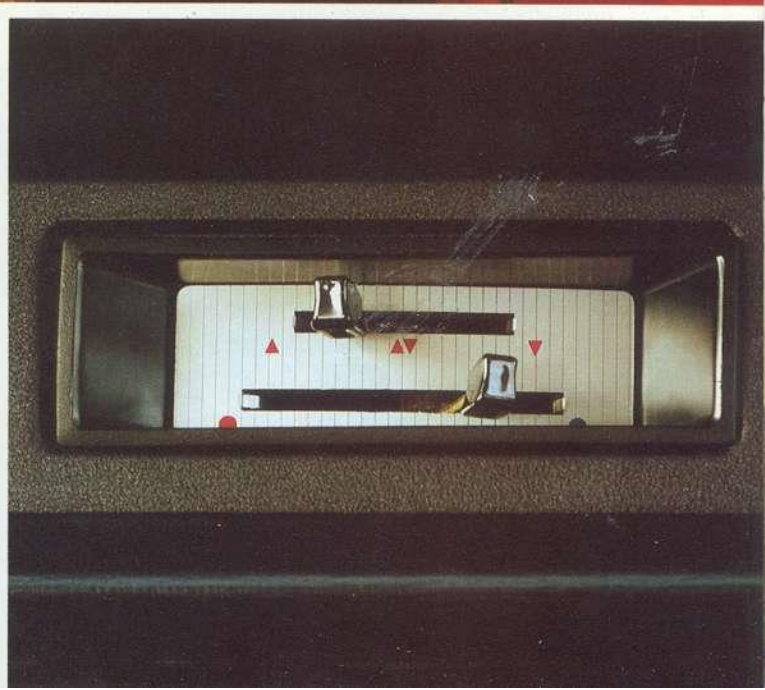


L



The L is available with either petrol or high economy diesel engine. Both models are designed with safety in mind: two speed windscreen wipers, dual circuit brakes, discs at front, collapsible steering column. And they are both comprehensively equipped: electric clock, cigarette lighter, heated rear screen, reclining seats, radial tyres and hazard warning lights.

And spacious enough to take 5 large adults and their luggage in complete comfort.





L

Lower cost motor

... of the ...

... of the ...

... of the ...



lower cost motoring

Peugeot were pioneers in the introduction of diesel engines for passenger cars, (we have made more than 1 million!). So why not take advantage of our experience to make substantial savings in your fuel bill.

An additional feature of diesel engines is that they have exceptional towing capabilities, making this task both easy and pleasant for the driver.

It's a real advantage for the high mileage motorist; look at the price of diesel compared with petrol, and of course there are no difficulties with after sales maintenance, since all Peugeot Dealers are trained and equipped to service the 504 diesels.



choose your 504

Warning - These specifications are in respect of vehicles marketed in France and can vary for export models. Please consult your distributor.

	504 TI	504 GL	504 L
Bodywork and General	One-piece steel body shell. Overall length 4.49 m (14'9"), overall width 1.69 m (5'6 1/2"). Height unladen 1.46 m (4'9"), laden 1.41 m (4'7"). Wheelbase 2.74 m (8'11"). Overall turning circle 10.9 m (35'8"). Tank capacity 56 Litres (12.25 galls). Diaphragm clutch. Ball thrust-bearing. Hydraulic operation. 4-speed silent synchromesh and reverse. Hypoid rear axle (floating GL & TI). Homokinetic Glaenzer Spicer tripod drive shaft joints on GL & TI. Suspension by coil springs and double-acting Peugeot hydraulic shock-absorbers. Rack and pinion steering. Electrical supply by alternator and 12 V battery.		
Petrol Engine	Oversquare 4-cylinder in-line tilted 45°, removable wet liners. Five-bearing forged steel crankshaft.		
	Indirect injection Bore and Stroke 88 x 81. Displacement 1971 c.c. Compression ratio 8.8 : 1 Max BHP (DIN): 106 at 5,200 R.P.M. Max speed 173 km/hr (107 mph) Electric fuel pump. Kugelfischer injection pump with altitude corrector.	Double-choke carburettor. Bore and Stroke 88 x 81 Capacity 1971 c.c. Compression Ratio 8.8 : 1 Max. BHP (DIN) 96 at 5,200 R.P.M. Max speed 164 km/hr (101 mph)	Single-choke carburettor. Bore and Stroke 88 x 81 Capacity 1796 c.c. Compression ratio 7.5 : 1 Max BHP (DIN): 79 at 5,100 R.P.M. Max speed 154 km/hr (96 mph)
Diesel Engine	Oversquare in-line 20° slant 4-cylinder. Five-bearing forged steel crank shaft.		
		XD2 Bore and Stroke 94 x 83. Capacity 2,304 c.c. Compression ratio 22.2 : 1 Max BHP (DIN) 70 at 4,500 R.P.M. Max speed 141 km/hr (87 mph)	XD88 Bore and Stroke 88 x 80. Capacity 1,948 c.c. Compression ratio 21.8 : 1 Max BHP (DIN) 58 at 4,500 R.P.M. Max speed 132 km/hr (82 mph)
Towing capacity	1,300 kg (2,886 lbs)	petrol: 1,300 kg (2,866 lbs) diesel: 1,300 kg (2,866 lbs)	petrol: 1,300 kg (2,866 lbs) diesel: 1,200 kg (2,645 lbs)
Max. Permissible laden weight	1,710 kg (3,768 lbs)	petrol: 1,710 kg (3,768 lbs) diesel: 1,760 kg (3,880 lbs)	petrol: 1,640 kg (3,615 lbs) diesel: 1,690 kg (3,725 lbs)

	TI	GL	L
Boot capacity	546 dm ³ (19.3 cu. ft.)	546 dm ³ (19.3 cu. ft.)	459 dm ³ (16.2 cu. ft.)
Electro-magnetic fan	standard	standard	standard
ZF automatic gear-box with hydro-kinetic torque converter	optional	optional	
Suspension	4 wheel independent	4 wheel independent	independent front
Tyres	175 HR 14	175 SR 14	165 SR 14
Front and rear anti-roll bars	standard	standard	standard
Two-part universally-jointed steering column	standard	standard	standard
Brakes	4 wheel disc	4 wheel disc	front disc-rear drum
Dual brake circuit	standard	standard	standard
Hydraulic actuation with Mastervac servo and brake pressure regulator	standard	standard	standard
Handbrake ON and Fluid-level warning lamp	standard	standard	standard
Automatic take-up to handbrake level	standard	standard	standard
Heated rear window	standard	standard	standard
Front side-window de-frost	standard	standard	
Reversing lights	standard	standard	standard
Two-speed wipers	standard	standard	standard
Steering column combined switch for electric screen washer pump and wipers	standard	standard	standard

	TI	GL	L
Electric front window-winders	standard		
Revolution counter	standard		
Sunshine roof	standard	standard (on petrol)	
Inertia-reel safety belts	standard	standard	standard
Floor-mounted gear-lever	standard	standard	standard
Electric clock	standard	standard	standard
Cigarette-lighter	standard	standard	standard
Glove box with lock and light	standard	standard	
Head-rests	standard	standard	
Combined height and reach seat adjustment fully reclining seat backs	standard	standard	standard
Carpets front and rear	standard	standard	standard
Centre console	standard	standard	
Heater controls illuminated by fibre optics	standard	standard	
Metallic finish	optional	optional	
Fold up centre armrest	standard	standard	
Rear door child locks	standard	standard	standard
Headlamp flasher	standard	standard	standard
Normal Fuel Consumption			
- at 90 km/h (56 mph)	7.5 L 10.0 L	37.6 mpg 28.2 mpg	7.7 L 10.2 L
- at 120 km/h (74 mph)	12.2 L	23.1 mpg	11.9 L
- in town			7.9 L 10.5 L 12.8 L
			35.7 mpg 26.8 mpg 22.0 mpg



504 rally results

In the African Rallies – the toughest and most gruelling in the world – the Peugeot 504 has continuously demonstrated its exceptional qualities of strength.

The 1975 Honours list is testimony enough.

SAFARI RALLY:

1st General Classification

MOROCCAN RALLY:

*1st and 2nd General Classification**

1st Ladies' Cup

1st Manufacturers' Challenge Trophy

BANDAMA RALLY:

1st, 2nd, 3rd General Classification

1st Ladies' Cup

1st Spectators' Trophy

PEUGEOT

1977

The specifications detailed in this brochure vary from country to country. Please consult your Dealer for further information.

The information contained in this brochure is for guidance purposes only and specifications may be modified without prior notice.