

# PEUGEOT 505 TURBODIESEL





# THE PERFORMANCE OF A TURBO.

"Diesel" is a word that has long been associated with Peugeot. (Peugeot built the first diesel automobile in 1922.)

That Peugeot diesels have been synonymous with durability, economy and comfort, is not a surprise to anyone.

That a diesel can be synonymous with performance is perhaps a surprise to practically everyone.

But such is the Peugeot Turbo. The first 4-cylinder turbodiesel automobile in America.

A diesel that performs. Not just with speed, but with the kind of power that is relevant to today's driving needs.

Power for start-ups. (The Peugeot Turbo with automatic transmission, can go from 0-to-50 in 13.5 seconds. And with a 5-speed manual transmission, even faster.)

Power for passing. (The Turbo not only gets

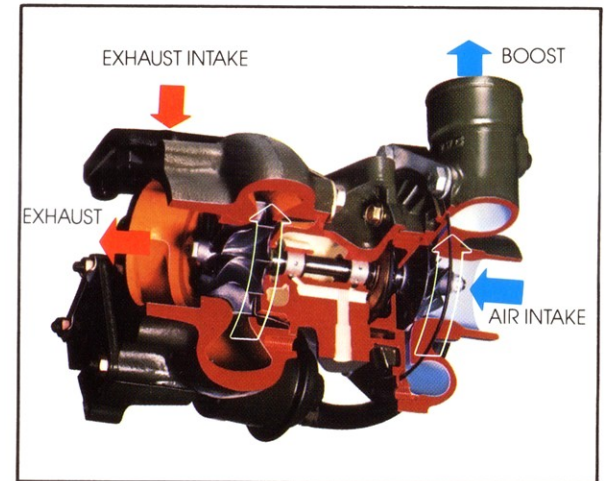
on highways with incredible agility, it rides and passes with incredible ease.)

Finally, the Turbo takes hills effortlessly, climbing quickly, without loss of speed.

Add to that Peugeot's impeccable handling characteristics. Peugeot's fine European suspension (independent on all 4 wheels). Extra large Peugeot-patented shock absorbers. Michelin steel belted radial tires. Power-assisted rack-and-pinion steering and power-assisted four-wheel disc brakes.

And what you have is a car that's not only a pleasure to drive, it's a pleasure to ride in as well.

In today's economy, where the conflict too often lies between power, handling, comfort and economy, the new Peugeot Turbodiesel not only eliminates the conflict, it eliminates any need to compromise at all.



The turbocharger. It provides more efficient power. On demand.



Specially designed Peugeot seats. Constructed not just for supreme comfort, but to dampen roadshocks as well.



# THE ECONOMY OF A DIESEL.

When it comes to mileage, the 505 Turbodiesel delivers an impressive EPA estimated 36 mpg highway, and an estimated [28] mpg. In addition the Turbo has a tank capacity of 18 gallons, which translates to over 600 miles on the open road and over 500 miles on city streets.\*

In other words, the Peugeot 505 Turbo not only allows you to drive long distances in comfort, and with ease, it allows you to put a great deal of distance between yourself and the next service station.

Under normal driving conditions, the turbocharger remains at a low level of operation, providing the kind of economy normally associated with all Peugeot diesel engines. On demand, however, the turbocharger works to boost power needed for accelerating, passing, or climbing hills.

Naturally, when you buy a Peugeot, there are economies to be gained other than just

what you put or don't put in the fuel tank.

Maintenance, for example, is generally lower on a diesel. (Diesels don't need spark plugs, carburetors, distributors or points. So they don't require conventional tune-ups.)

In addition to that, your Peugeot has been built to last. By a company that's been building automobiles to last since 1889.

Critical body parts are zinc-plated prior to assembly. Zinc primer is applied to joints before welding. The total car body is phosphate-treated, and totally immersed in one of the most technically up-to-date methods of electrophoresis priming, to insure superior rust protection, paint adhesion and superior finish. Bituminous wax compounds are injected into panels susceptible to condensation. Underbody parts are protected by an anti-chipping compound.

(The Peugeot Turbo is covered by a 36-month

perforation from corrosion limited warranty, as well as the standard 12-month unlimited mileage warranty.)\*\*

What's more, at Peugeot safety is designed in, not added on. For example, both front and rear ends, as well as the steering wheel are designed to progressively collapse on impact, minimizing and absorbing the force of a crash. The steel unit-body frame forms a safety cage around the passenger compartment for protection in the event of a rollover. (As part of its SSV program, Peugeot deliberately conducts over 100 crash tests a year and continually studies the results, in order to improve its automobiles.)

All because at Peugeot, we believe economy is more than just a good mpg rating.

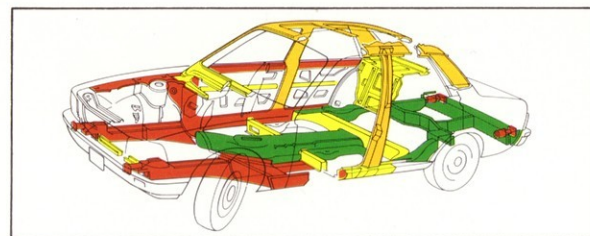
It has to do with quality, and value, and building automobiles that will still be around tomorrow.

\*Peugeot 505 Turbodiesel, manual 5-speed transmission. Remember. Compare the boxed estimate to the estimated mpg and range of other cars. You may get different mileage and range depending on how fast you drive, weather conditions, trip length and the condition of your car. Actual hwy. mileage and range will probably be less than hwy. estimates. Range figures are obtained by multiplying the EPA est. mpg of [28] and the EPA hwy. est. of 36 mpg by the 505 Turbodiesel's tank capacity of 18 gallons.

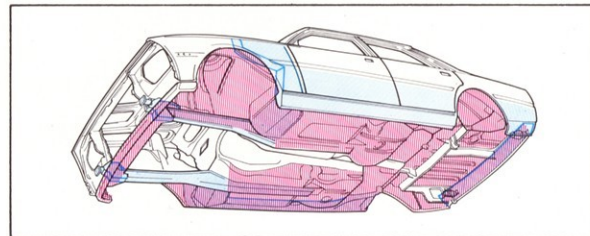
\*\*Full terms of these Peugeot limited warranties are available at your dealer.



Put some distance between yourself and the next service station.



Your Peugeot is constructed to be safe,

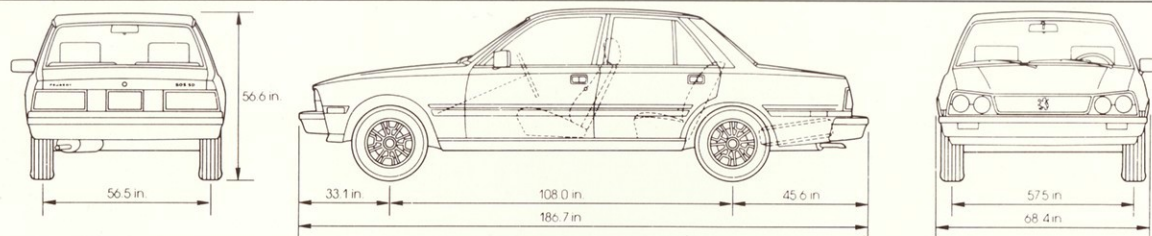


...and built to last.



# AND ALL THE COMFORTS OF A PEUGEOT.

## 1981 PEUGEOT SPECIFICATIONS



MODEL	DIMENSIONS		CAPACITIES		STEERING	TIRES
<b>505</b> 4-door (5 passenger) Turbodiesel Sedan	Weight		Fuel Tank	18.0 gals.	Power-Assisted Rack & Pinion Ratio 17 to 1	Michelin Steel Belted Radial Size 175SRx14
	without A/C	3165 lbs.	Engine Crankcase	5.7 qts.		
	with A/C	3220 lbs.	Cooling System		Overall	
	Wheelbase	108.0 in.	including heater	10.6 qts.	Turning Circle	37 ft. 4 in.
	Overall Length	186.7 in.				
	Overall Width	68.4 in.				
	Overall Height	56.3 in.				
	Trunk Capacity	13.8 cu. ft. (Total volume)				
BRAKES		ENGINE	TRANSMISSION		SUSPENSION	
Power-Assisted with Load Compensator Front Disc Rear Disc	4-Cylinder Overhead Valves		Manual 5-Speed Synchromesh (Standard)		Front Independent (MacPherson-type struts)	
	Piston Displacement cc/ci		2304/140.6		Rear Independent	
	Compression Ratio		21.0 to 1		(trailing arms—unequal length)	
	Max. HP @ RPM (SAE net)		80 @ 4150		Anti-Sway Bars Front & Rear	
	Max. Torque @ RPM (SAE net)		136 ft. lb @ 2000		Extra large Peugeot- patented shock absorbers	
	Main Bearings		5			
	Fuel Injection		Bosch/VE			
	Turbocharger		Garett AiResearch TA0302			
	Maximum Absolute Manifold Pressure		1.6 Bar (regulated by wastegate valve)			
	Fuel Requirements		Diesel Fuel, Type 1 or 2			

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.

And for those drivers who want extra luxury, your Peugeot may be ordered with the optional "S" package which adds:

- fully integrated air-conditioning system
- electric sunroof
- power windows
- cruise control
- alloy wheels
- ASI electronically tuned stereo AM/FM radio with 4-speaker system and automatic electric antenna
- central door locks
- driver's adjustable seat height control

All Peugeot Turbodiesels with the "S" package are available with metallic paint as an additional option.