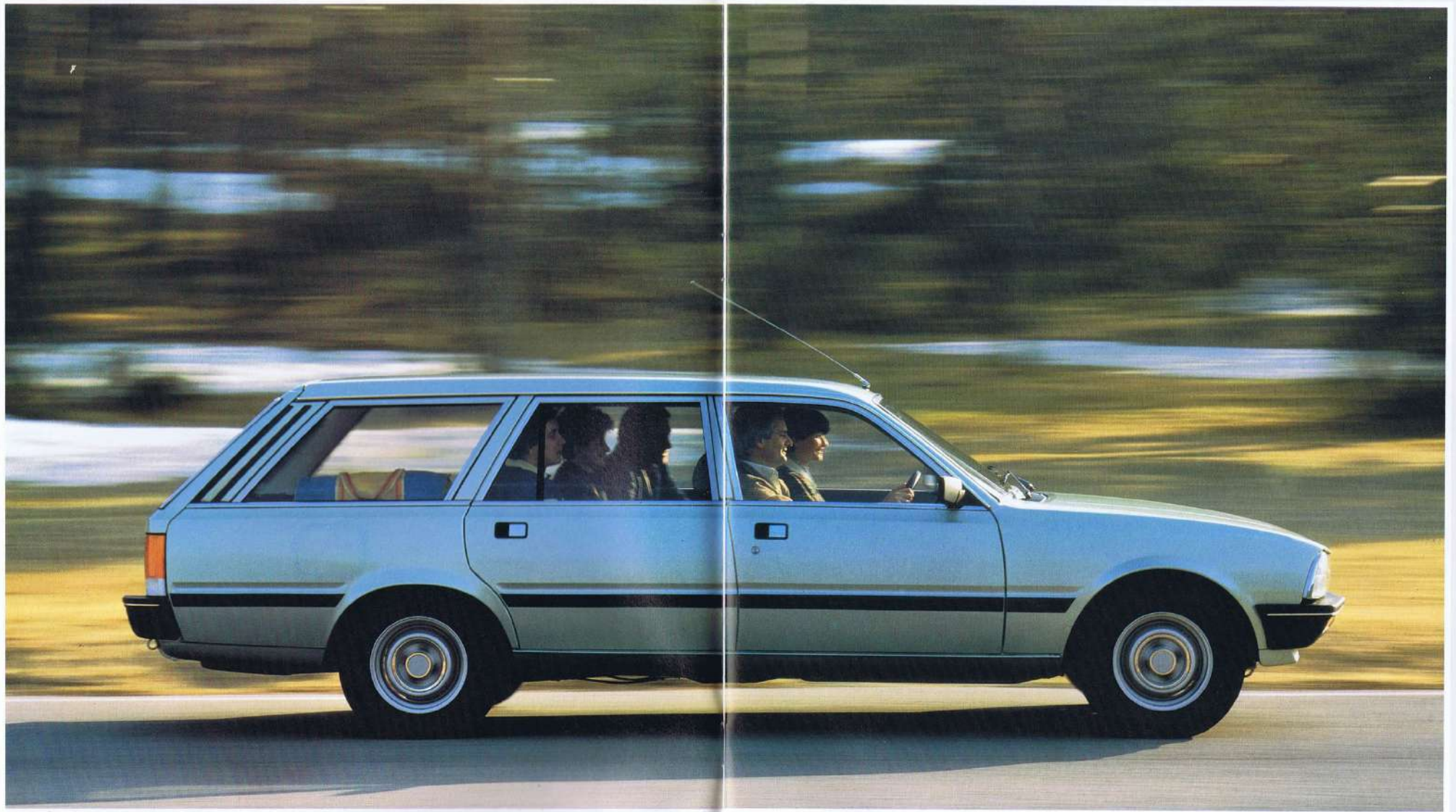


 **PEUGEOT 505**
Estate and Family



Travel in Style

Since its launch in Spring 1982 the Peugeot 505 estate car has been accepted as being one of the most modern and practical large family estate cars on the market today. Its classic aerodynamic lines reflect standards of comfort and practicability which are unmatched by its competitors. Not only will it seat five or, alternatively, eight in the Family versions, but it will carry an enormous amount in its vast load area.

The 1983 505 range offers you a selection of five different

models, 2-litre petrol-engined versions of the GL and GR models and also a 2.5 diesel-engined GRD. Then, as a complete alternative, there is the eight seater Family in both petrol and diesel-engined forms.

Within the range there is a spread of gearboxes. The GL and GR petrol-engined models have a 4-speed manual box as standard. A 5-speed manual box is standard on the Family petrol and GRD and Family diesel derivatives. A 3-speed

automatic gearbox is available as an option at extra cost on the petrol-engined GR and Family models.

All versions, except the GL, are fitted with power-assisted steering so that, even when fully loaded, steering effort is minimal with a high degree of manoeuvrability. The braking system is equally sophisticated being a split circuit with discs at the front, drums at the rear and servo-assistance to ensure

optimum braking power when under full load.

Peugeot's reputation for strength and ruggedness is partly founded on the suitability of its suspension system and the 505 Estate reinforces this image. The front suspension is independent with coil springs, double acting telescopic shock absorbers and an anti-roll bar. The live rear axle also has coil springs and telescopic shock absorbers.



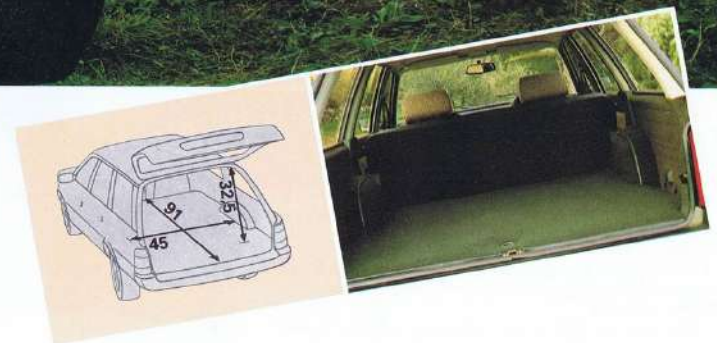
Travel in Space

Unlike its main competition, the 505 Estate is not just a stretched saloon. It was designed as an estate, as is evident by the fact that its 114" wheelbase is over 6" longer than its saloon counterpart.

The counterbalanced fifth door opens up to reveal a massive load compartment which on GL and GR versions provides a load floor length of over 91" with the seats folded, and over 81" on the Family models. The load floor width is 45.3" with a

maximum height of 32.5". On the Family derivatives this results in a load area, with seats folded, of 68.5 cu. ft. and on GL-GR (5 seater) models an amazing 79.0 cu. ft. By any standards, the Peugeot 505 Estate has to be the most practical large estate on the European market.

Look at that low loading height and, most important, the absence of any lip. You don't need to 'lift' your luggage and stretch. Simply load it onto the load floor and push.





Travel in Comfort

Versatility and adaptability are the real benefits of the Family Estate. Versatility comes from its unique three rows of seats design. Not only can the two rear rows be folded so as to offer a load surface 81" long, but the middle row is split 2/3 — 1/3, each part of which can be folded independently.

You can effectively, therefore, carry any combination of passengers between one and seven with corresponding flexibility and ease.

Adaptability stems from your decision to use it for business

or pleasure. Business benefits are self-explanatory and for pleasure you will not find such a luxurious package in the market place.

Peugeot's reputation for strength, ruggedness and durability is second to none. The 505 Family Estate is the latest in a long line of very successful, and practical, but sophisticated estate cars for which Peugeot has become renowned.

The 505 Estates warrant a test drive to fully justify their attributes.





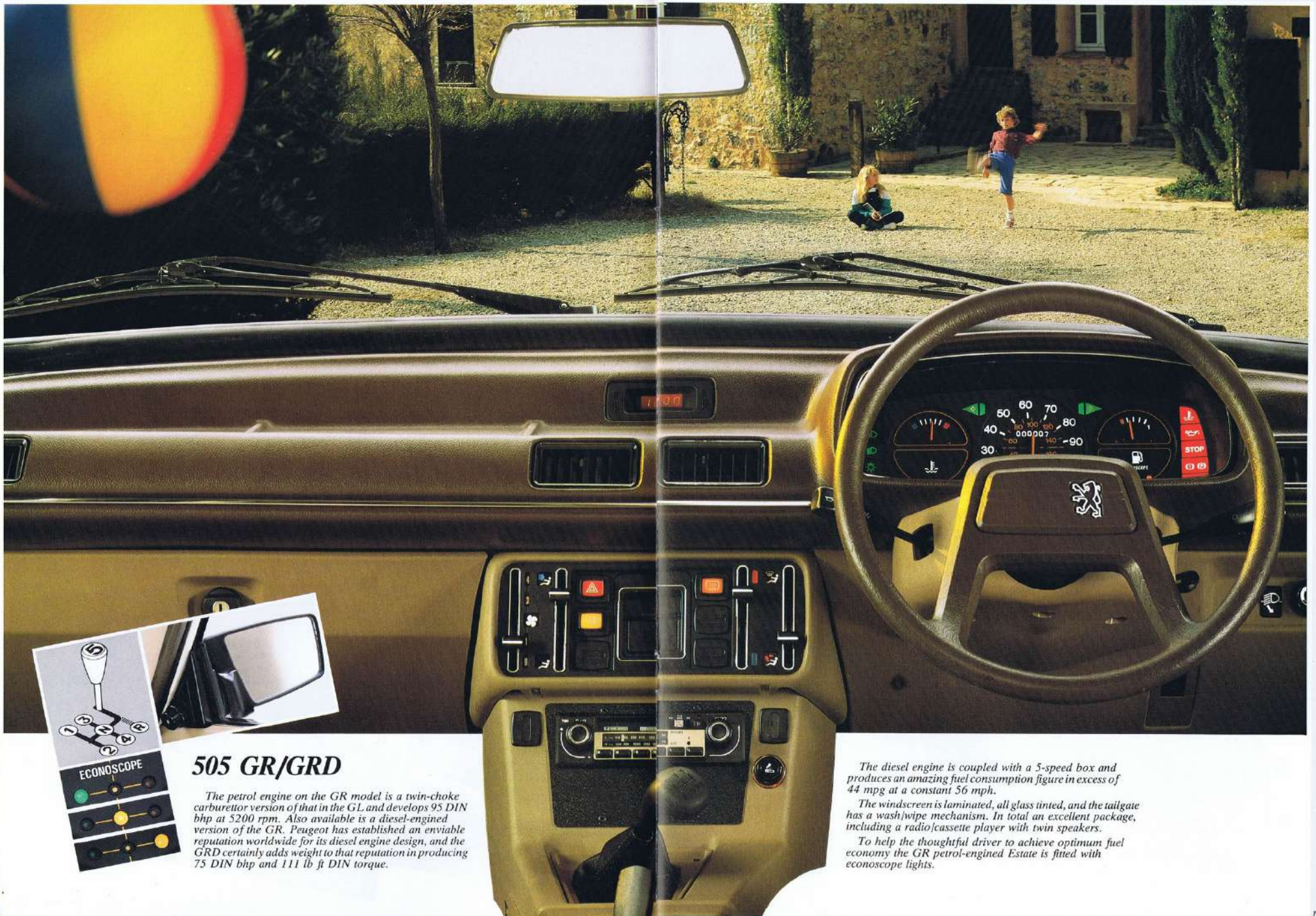
505 GL

The GL model is powered by the 1971cc petrol engine which produces 81 DIN bhp at 5000 rpm and 117 lb ft DIN torque at 2500 rpm. With a seating capacity for five people, plus over 39 cu. ft. of load it achieves a maximum speed of up to 95 mph and a fuel consumption of over 38 mpg at a constant 56 mph.

Although the workhorse of the range, the GL interior has not been neglected and provides a very high standard of comfort

and appointment. The reclining front seats are trimmed in cloth. In addition to individual warning lights there is a centralised warning light for water, oil, battery and brakes. There is a headlamp adjustment control within easy reach of the driver and a host of other features, all designed for your convenience and to add pleasure to your driving. A push-button radio with twin speakers is standard on the GL.





505 GR/GRD

The petrol engine on the GR model is a twin-choke carburettor version of that in the GL and develops 95 DIN bhp at 5200 rpm. Also available is a diesel-engined version of the GR. Peugeot has established an enviable reputation worldwide for its diesel engine design, and the GRD certainly adds weight to that reputation in producing 75 DIN bhp and 111 lb ft DIN torque.

The diesel engine is coupled with a 5-speed box and produces an amazing fuel consumption figure in excess of 44 mpg at a constant 56 mph.

The windscreen is laminated, all glass tinted, and the tailgate has a wash/wipe mechanism. In total an excellent package, including a radio/cassette player with twin speakers.

To help the thoughtful driver to achieve optimum fuel economy the GR petrol-engined Estate is fitted with econoscope lights.



505 GR/GRD

Internally the GR/GRD models are upholstered in tweed cloth where the accent is very firmly on quality, comfort and durability. Note particularly the cloth door inserts in the same material adding that little extra touch of class.

Passenger comfort is equally as important as that of the driver and in the Peugeot 505 estates this aspect has certainly not been neglected.

The front passenger seat is contoured for maximum comfort and rear seat passengers can relax with optimum leg room.

All controls are within fingertip reach of the driver and, most importantly, all instruments and warning lights are readily visible with easy to read graphics.





505 Family Petrol/Diesel

In designing the 505 estate range, driver visibility was a key requirement. You will very quickly notice the very large glass areas (over 36 sq. ft.) with slim door pillars. Note particularly the opening rear door. See how high the rear door opens; you can easily load-up in bad weather and still be protected.

The great secret of the range and the family models in particular is their absolute suitability to fulfil a dual purpose.

They are equally at home taking you to the office and when the opportunity arises will transport your family in considerable comfort into the peace and quiet of the countryside.

The power steering on the family models means that neither you or your wife will have any trouble manoeuvring at low speed or in congested traffic conditions.



505 Family Petrol/Diesel

Mechanically the petrol and diesel versions of the Family Estate are almost identical to the GR and GRD models. The petrol version is 1971 cc and the diesel 2498 cc but both have a 5-speed manual gearbox as standard. The Family is without doubt the flagship of the range. With three rows of seats, all forward facing, it can seat eight people in absolute comfort and carry 21.9 cu. ft. of luggage or seat five people and still carry over 42 cu. ft. of luggage.

It is ideal transport for the large family with or without a dog

and the versatility it provides is second to none.

Like the GR models the seats are trimmed in tweed cloth with head restraints for the driver and front passenger. The centre console unit houses the radio/cassette player and there are door bins in the front as well as elasticated pockets in the back of the front seats. The console also ducts warm air to the centre-row footwells. The Family petrol version instrumentation includes econoscope lights.



ENGINES — PETROL OR DIESEL.
Strength, durability and quiet running are all features of Peugeot petrol and diesel engines.

The 1971cc 4-cylinder petrol unit is available in two versions, giving 81 DIN bhp at 5000 rpm and 117 lb ft torque at 2500 rpm in the GL. When fitted in the GR and Family petrol versions power out-put is increased to 95 DIN bhp at 3000 rpm and 119 lb ft torque at 3000 rpm. Fuel consumption in both petrol versions is quite remarkable at over 38 mpg

at a constant 56 mph in the GL and GR models and over 40 mpg in the Family version when linked with a 5-speed gearbox.

The 2498cc diesel engine fitted to both the GRD and Family Diesel models produces 75 DIN bhp at 4500 rpm and 111 lb ft torque at 2000 rpm. The real strength of the diesel power units is in excellent fuel economy, where at a constant speed of 56 mph over 44 mpg can be achieved.

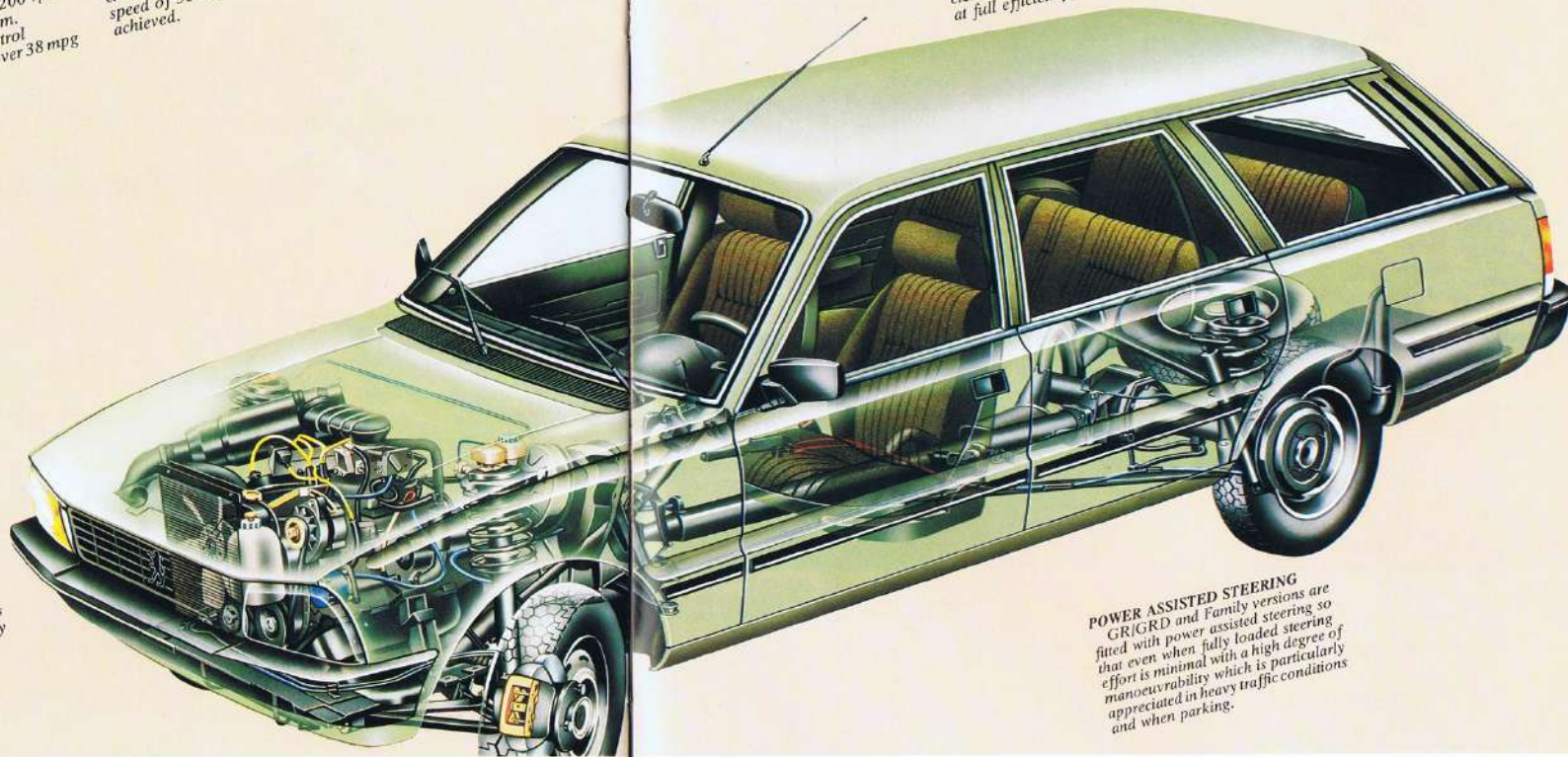
TRANSMISSION

The 505 range is available with either 4 or 5-speed gearbox, or a 3-speed automatic option depending on the model. The GL and GR 5-seater petrol models are fitted as standard with the well tried and tested 4-speed synchromesh gearbox which historically has fully justified Peugeot's reputation for strength and robustness.

The 5-speed synchromesh gearbox fitted to both diesel engine models and the petrol engine 505 Family provides greater flexibility and is more refined.

It is the match of gearbox to engine that produces remarkable fuel consumption figures and, even at a constant 75 mph, up to 32.5 mpg can be achieved on the GRD and Family Diesel.

The 3-speed automatic gearbox is available on the 505 GR and Family models and although it offers advantages in all traffic conditions it is particularly appreciated in heavy city traffic.



DIAGNOSTIC SOCKET

All 505 Estates are fitted with a diagnostic socket in the engine compartment which contributes significantly to speedy checking and adjustment of engine tune by your Peugeot Dealer, detecting elements of the engine not working at full efficiency.

POWER ASSISTED STEERING
GR/GRD and Family versions are fitted with power assisted steering so that even when fully loaded steering effort is minimal with a high degree of manoeuvrability which is particularly appreciated in heavy traffic conditions and when parking.

Active and Passive Safety

Safety, both active and passive, is a key requirement in the original design of all Peugeot models.

ACTIVE SAFETY

Active safety is best described as those elements in the vehicle design which help you avoid being involved in an accident, whereas passive safety is the protection you enjoy within the driving compartment.

The 505 Estates benefit from independent front suspension with coil springs and double acting telescopic hydraulic shock absorbers with an anti-roll bar. Coil springs and telescopic shock absorbers are also used on the rear. The suspension has been finely tuned to guarantee excellent roadholding.

The braking system is equally sophisticated for maximum

stopping power. It is a servo-assisted split circuit system with discs on the front and drums on the rear. A rear brake compensator valve on all models ensures automatic adjustment of pressure applied to rear brakes, thus preventing premature wheel locking. There is even a warning light on the fascia which lights up to indicate low brake fluid level or brake pad wear, as well as a separate handbrake warning light.

These engineering features contribute to your safety.

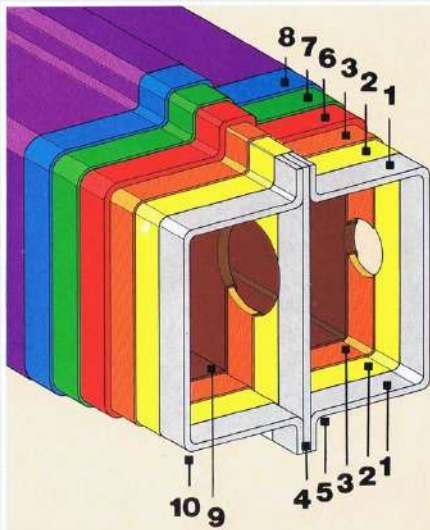
PASSIVE SAFETY

Passive safety is that which minimises the consequences of an accident in which you may be involved. On the 505 Estates the front and rear ends of the body shell are designed to absorb impact through progressive deformation of the structure, with maximum protection of the passenger compartment.

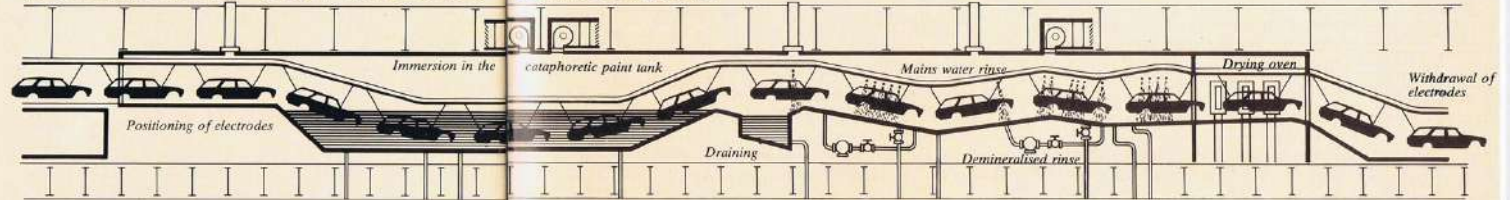
Another aspect is the two spoke safety steering wheel which is mounted on a collapsible energy-absorbing steering column.

Finally interior appointments are designed in such a way as to eradicate all sharp edges on the fascia panel.

Safety is a key feature.



OUTLINES OF THE VARIOUS PROCESSES



1 STEEL PANELS: All body parts are thoroughly degreased to remove oil deposited during the press operation and to ensure full adhesion of the protective finishes. Corrosion resistant zinc or galvanised plated panels are used in vulnerable areas or areas that would be difficult to protect after assembly.



2 PHOSPHATING: This gives protection against impacts and flaking; it also improves the adhesion of the resin film in the cathodic bath. Some box sections are cleaned and phosphated before the body shell is assembled.



3 CATAPHORETIC BATH: This deposits a corrosion-proofing epoxy film 15 to 20 microns thick on the whole body shell. Box sections are pierced to assure the protection of internal surfaces.



4 JOINT SEALING: Sealing between adjacent panels is assured by mastic sealing strips on the inside and outside.



5 CRACKLE FINISH ANTI-CHIPPING COMPOUND (PVC): Oven baked, this ensures protection to the parts of the body that are subject to abrasion from road chippings and stones (the coat is 1 to 2 mm thick).



6 PRIMER: The paint undercoat includes rust-inhibiting pigments (zinc chromate) to further improve the anti-corrosion protection. This special, flexible primer also has anti-chipping properties.



7 ACRYLIC LACQUER: This thermosetting paint is baked at 130°C, the fast evaporation of the solvents giving a coat with high protective quality.



8 CLEAR VARNISH: Applied on top of metallic and black paints, this gives an increased brilliance and ensures protection of the colour pigment from the corrosive elements.



9 WAX: Pressure injected into the box sections, wax protects these inner surfaces and prevents water ingress between the panels.



10 THICK WAX AND BITUMEN COMPOUND: This is sprayed on to the underside of the body—including the wheel arches and suspension.

PEUGEOT 6 YEAR ANTI-CORROSION WARRANTY

All Peugeot passenger vehicles benefit from the Peugeot six year anti-corrosion Warranty.

The results of extensive research and tests carried out by our Study Departments over many years have been incorporated in the numerous sophisticated and advanced techniques, special materials and assembly procedures employed in the manufacturing of our vehicles.

Some of the measures at present incorporated in the manufacturing of our vehicles are as follows:

- * Corrosion resistant zinc or galvanised plated panels used in vulnerable areas.
- * Weldable primer is used in all joints below the waistline of the vehicle.
- * The application of the initial primer coat is by total immersion in a CATHODIC type Electrophoresis bath.
- * The advantages of primer application for Electrophoresis are
 - both internal and external surfaces can be treated efficiently;
 - the film of primer is uniform in thickness;

- good adhesion of the coat of primer;
- high level of anti-corrosion protection.

- * Crackle finish anti-chipping compound is applied to wheel arches and underbody areas. The PVC based product is sprayed at high pressure onto the elements and sections to be protected and stoved at 160°C to attain the crackle type finish that provides the important anti-chipping protection, particularly for wheel arches and door sills.
- * The whole of the underbody area, including mechanical components, is sprayed with a thick bitumen wax compound.
- * The hollow box sections in the body shell, panels and crossmembers, particularly on the underbody, are protected by the injection of a bitumen wax compound.

All these measures provide added proof—if indeed it was necessary to demonstrate that Peugeot vehicles are efficiently protected against the natural phenomenon of corrosion, and thereby make the purchase of a Peugeot a good investment.

The warranty, which is **against perforation of the bodywork as a result of corrosion**, is transferable to second or subsequent owners and is granted in respect of vehicles registered and primarily used in Great Britain, Germany, Austria, Belgium, Denmark, Eire, Federal Germany, Finland, Greece, Metropolitan France, Holland, Italy, Luxembourg, Norway, Sweden and Switzerland.

SPECIFICATIONS	505 GL	505 GR	505 GRD	505 FAMILY	505 FAMILY DIESEL		
ENGINE							
Cubic capacity	1971cc	1971cc	2498cc	1971cc	2498cc		
Number of cylinders	4	4	4	4	4		
Bore/stroke (mm)	88 x 81	88 x 81	94 x 90	88 x 81	94 x 90		
Maximum power	81 DIN bhp @ 5000	95 DIN bhp @ 5200 rpm	75 DIN bhp @ 4500 rpm	95 DIN bhp @ 5200 rpm	75 DIN bhp @ 4500 rpm		
Maximum torque (lb. ft.)/rpm.	117 @ 2500	119 @ 2000	111 @ 2000	119 @ 2000	111 @ 2000		
Carburettor	Single choke	Twin choke	Diesel injection	Twin choke	Diesel injection		
Compression ratio	8.8:1	8.8:1	23:1	8.8:1	23:1		
Choke: Manual	●						
Automatic		●		●			
Pre-heater			●		●		
Diagnostic plug	●	●	●	●	●		
TRANSMISSION							
Gearbox: Manual 4-speed synchromesh	●	●			●		
5-speed synchromesh			●	●	●		
Automatic 3-speed		X		X			
Single dry plate clutch (with manual gearbox)	●	●	●	●	●		
STEERING							
	Rack and pinion						
Power assisted		●	●	●	●		
Turning circle (between kerbs)	36ft 5ins (11.1m)	36ft 9ins (11.2m)	36ft 9ins (11.2m)	36ft 9ins (11.2m)	36ft 9ins (11.2m)		
SUSPENSION							
Front	Independent coil springs with anti-roll bar and double-acting hydraulic shock absorbers.						
Rear	Coil springs and double-acting hydraulic shock absorbers.	Coil springs with anti-roll bar and double acting hydraulic shock absorbers.					
BRAKES							
	Split circuit with load compensator valve						
Front: Disc	●	●	●	●	●		
Rear: Drum	●	●	●	●	●		
Servo assistance	●	●	●	●	●		
ELECTRICAL EQUIPMENT							
3-phase alternator	500W/32 A	500W/32 A	750W/45 A	500W/32 A	750W/45 A		
Battery	12V/45 Ah	12V/45 Ah	12V/60 Ah	12V/45 Ah	12V/60 Ah		
DIMENSIONS							
Overall length	192.5" (4.89m)						
Overall width	68.1" (1.73m)						
Wheelbase	114.2" (2.90m)						
Load floor length: seats up	54.3" (1.38m)		28.3" (.72m)				
seats folded	91.3" (2.32m)		81.1" (2.06m)				
Load floor width	45.3" (1.15m)						
Load compartment height	32.5" (.825m)						
Load floor area: seats up	18.1 sq. ft. (1.68m ²)		9.9 sq. ft. (.92m ²)				
seats folded	32.6 sq. ft. (3.03m ²)		28.5 sq. ft. (2.65m ²)				
Load compartment capacity: seats up	39.6 cu. ft. (1112dm ³)		21.9 cu. ft. (620dm ³)				
seats folded	79.0 cu. ft. (2240dm ³)		68.5 cu. ft. (1940dm ³)				
NUMBER OF SEATS							
	5			8			
WEIGHT (kgs)							
Kerb weight	2800 (1270)	2822 (1280)	3075 (1395)	2943 (1335)	3142 (1425)		
Max. laden weight	4354 (1975)	4354 (1975)	4564 (2070)	4420 (2005)	4629 (2100)		
Max. towing weight (braked trailer)	3307 (1500)	3307 (1500)	3307 (1500)	3307 (1500)	3307 (1500)		
FUEL TANK CAPACITY							
	12.5 gallons (57 litres)						
TYRES							
	185 SR 14 radials						
FUEL CONSUMPTION							
mpg (L/100 km)	GL	GR MANUAL	GR AUTO	*GRD	FAMILY MANUAL	FAMILY AUTO	*FAMILY DIESEL
Constant speed driving 56 mph (90 kph)	38.7 (7.3)	38.2 (7.4)	35.3 (8.0)	44.8 (6.3)	40.4 (7.0)	35.3 (8.0)	44.8 (6.3)
Constant speed driving 75 mph (120 kph)	29.4 (9.6)	28.5 (9.9)	26.9 (10.3)	32.5 (8.7)	29.4 (9.6)	26.9 (10.3)	32.5 (8.7)
Simulated urban driving	25.0 (11.3)	24.8 (11.4)	25.7 (11.0)	30.4 (9.3)	24.8 (11.4)	25.7 (11.0)	30.4 (9.3)

These figures are the results of approved tests as recorded by the Department of Transport in official fuel economy certificates.
*Diesel consumption in accordance with French government test procedures.

SPECIFICATIONS	505 GL	505 GR	505 GRD	505 FAMILY	505 FAMILY DIESEL
FASCIA EQUIPMENT					
Warning Lights					
— Handbrake	●	●	●	●	●
— Low brake fluid level	●	●	●	●	●
— Low oil pressure	●	●	●	●	●
— Battery charge	●	●	●	●	●
— Water temperature	●	●	●	●	●
— Pre-heater			●		●
— Brake pad wear	●	●	●	●	●
— Break-down/stop (water/oil/battery/brakes)	●	●	●	●	●
— Low fuel level	●	●	●	●	●
Digital clock		●	●	●	●
Fuel gauge	●	●	●	●	●
Water temperature gauge	●	●	●	●	●
Trip mileage recorder		●	●	●	●
Panel light rheostat		●	●	●	●
Interior headlamp adjustment	●	●	●	●	●
Econoscope		●	●	●	●
Illuminated ignition keyhole		●	●	●	●
GENERAL EQUIPMENT					
Laminated windscreen			●	●	●
Tinted glass		●	●	●	●
2-speed wipers/electric wash	●	●	●	●	●
Intermittent wipe	●	●	●	●	●
Halogen headlamps		●	●	●	●
Reversing lights	●	●	●	●	●
Rear fog lights	●	●	●	●	●
Heated rear screen	●	●	●	●	●
Tailgate wash/wipe		●	●	●	●
Door mirrors (remote control on GR/GRD/Family/Family Diesel)	●	●	●	●	●
Dipping interior rear view mirror	●	●	●	●	●
Inertia front seat belts	●	●	●	●	●
Childproof rear door locks	●	●	●	●	●
Body side mouldings		●	●	●	●
4-speed heater/blower	●	●	●	●	●
Rear compartment heating		●	●	●	●
Reclining front seats	●	●	●	●	●
Front seat headrests		●	●	●	●
Cloth seat trim	●				
Tweed seat trim		●	●	●	●
Floor carpet		●	●	●	●
Centre console	●	●	●	●	●
Cigar lighter		●	●	●	●
Front and rear armrests	●	●	●	●	●
Front door pockets	●	●	●	●	●
Seat back map pockets		●	●	●	●
Lockable glovebox	●	●	●	●	●
Illuminated glovebox		●	●	●	●
Passenger's vanity mirror		●	●	●	●
Courtesy light — front	●	●	●	●	●
Courtesy light — rear		●	●	●	●
Boot mat	●				
Boot carpet		●	●	●	●
Folding bench seat	●	●	●	●	●
Split folding seat				●	●
Folding third row seat				●	●
Push button radio	●				
Radio/cassette player		●	●	●	●
Metallic or black paint, with lacquer coat		X	X	X	X

X — Option at extra cost



PEUGEOT



Take a test drive at your local Peugeot Dealer:



Please Note: Every endeavour has been made to ensure that the information contained in this brochure was accurate at the time of going to press. Peugeot Talbot however, reserve the right, while preserving the essential characteristics of the models described and illustrated in this brochure, to introduce at any time modifications, changes of detail, equipment or accessories as may be considered necessary. The brochure will be updated from time to time but in order to avoid any misunderstanding, any person interested in purchasing a vehicle should enquire of an authorised Peugeot dealer as to whether there have been any material alterations since the date of the issue of this brochure.

October 1982.