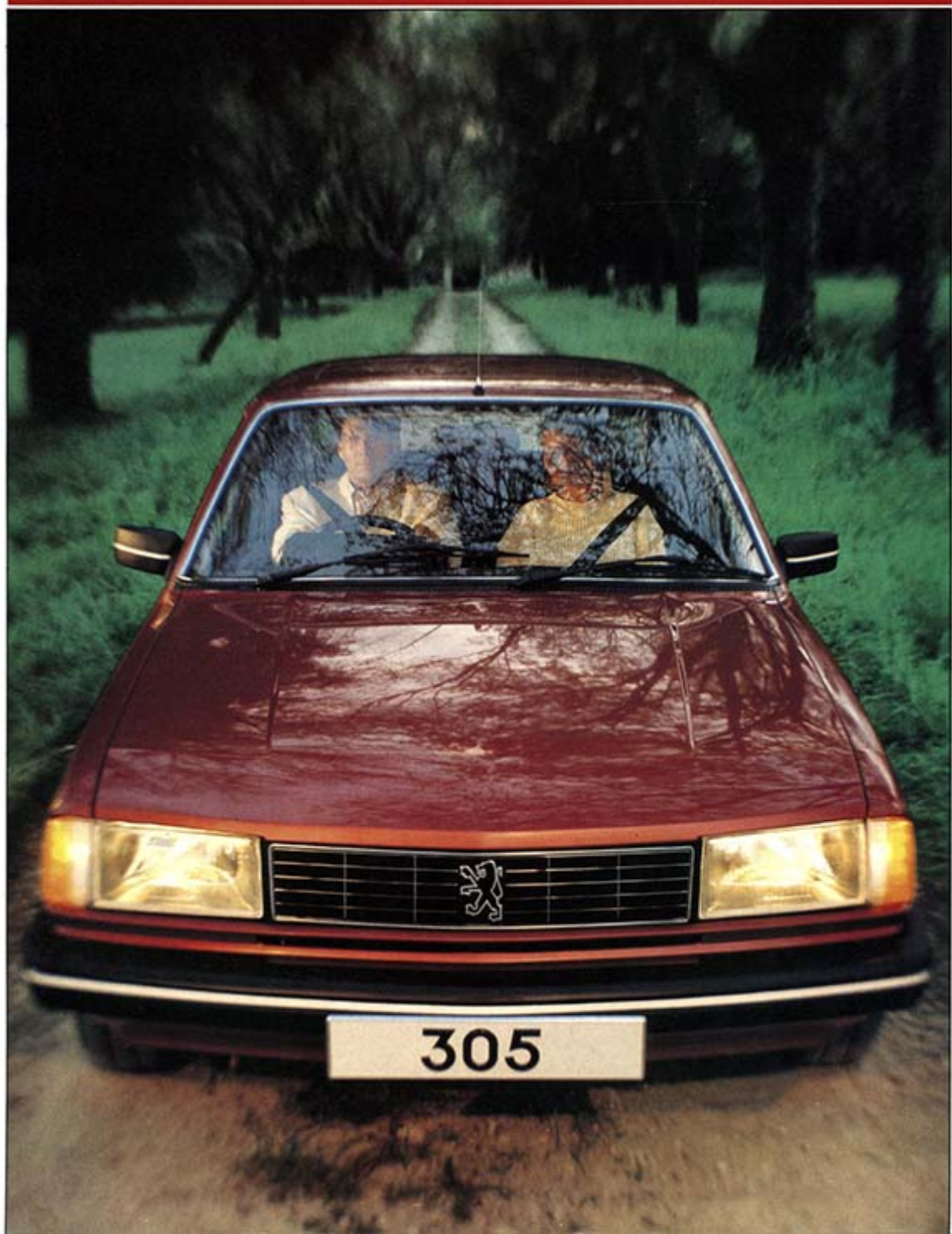


 **PEUGEOT 305**



STYLE





At first glance you'll recognise the 1986 Peugeot 305 saloons as cars of distinction. Out of the ordinary yet eminently practical. Purposeful yet supremely elegant. From the GL up to the GTX every model proclaims its pedigree.

Two new models join the range for 1986 the SR and SRD. There's a new engine version. New eye-catching colours. Side repeater flashers. Interiors which make every journey a physical and visual pleasure. From the ground up these classic medium-sized cars have a more dynamic look, appealing to the discriminating eye. Improved wheel/tyre specifications, lowered suspensions on the more powerful versions: here is the unmistakable stamp of the thoroughbred.

For outstanding value for money the 305 GL cannot be surpassed. It combines all the traditional Peugeot qualities of comfort, finish, and performance in a package of exceptional economy. The GR and SR models pander to the motorists seeking extra dash and luxury, while the 305 Automatic is for the driver demanding performance comparable to a GT, 2-pedal comfort, and 4-speed fuel economy.

The GTX is performance orientated with 105 BHP PS-DIN and a 5-speed gearbox.

And of course there are the GLD and SRD diesels. So smooth you'll think they're petrol engines and so fuel efficient your friends won't believe you.

For the family or business motorist here is Peugeot's formula for a medium saloon. Large car comfort, tireless performance, economy, and the kind of quality you thought you couldn't buy any more.

Model illustrated 305 GTX.

COMFORT





Every Peugeot is designed so that driver and passengers travel in a cocoon of comfort. In the 305 saloons the seats are shaped to support you properly over the most tedious journeys and unpredictable road surfaces. Upholstery materials are chosen for their eye-appeal and practicality. The interiors are harmonised. In a 305 your environment is aesthetically as satisfying as it is functional.

You'll find the 305 as generous as ever in elbow room, head room and leg room. There's renewed emphasis on safety in 1986 with three rear seat belts fitted as standard.

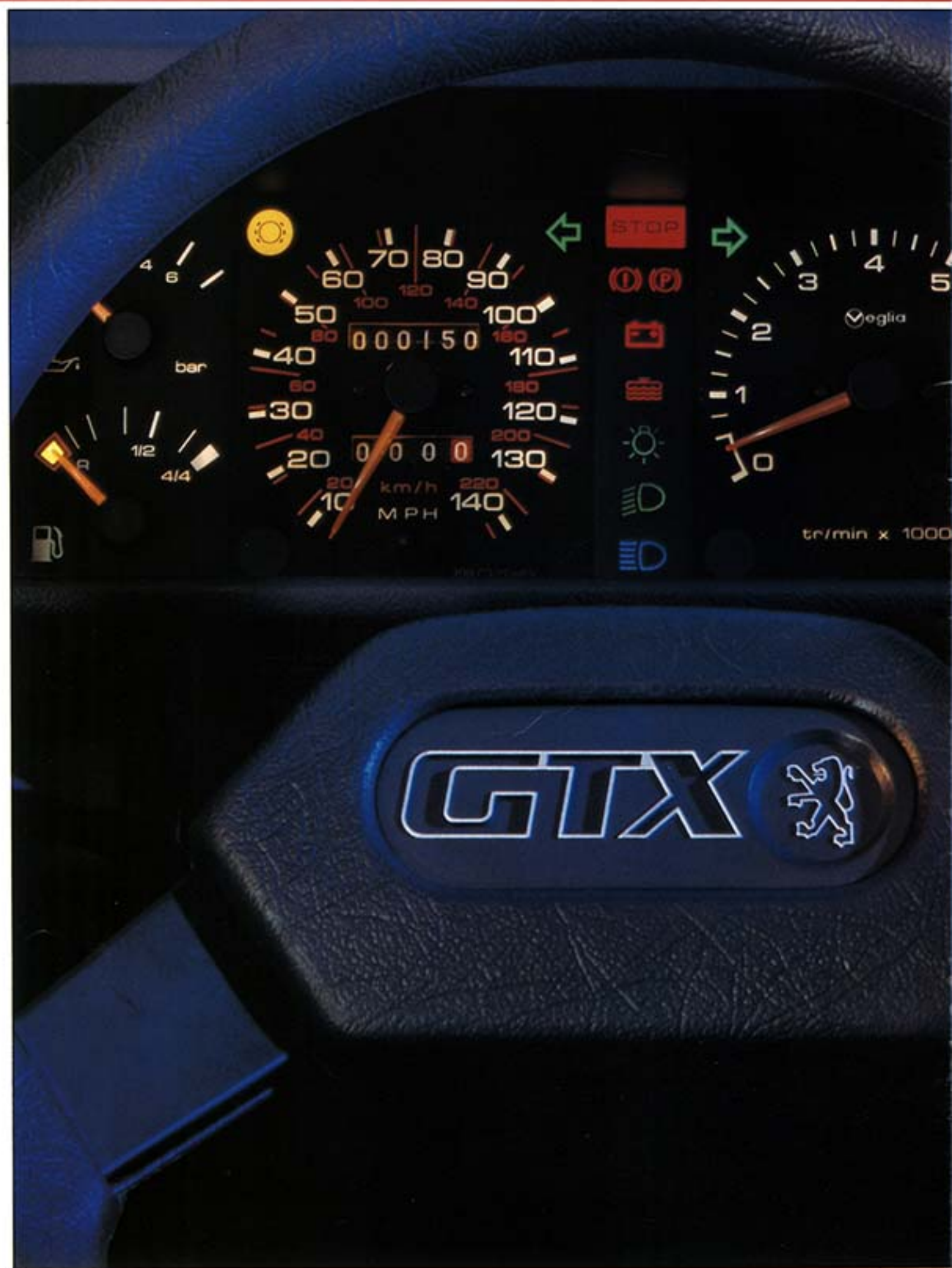
Equipment levels throughout the range show that Peugeot believe in large car comfort even in a medium sized car. The GL has full cloth-covered reclining front seats with padded head restraints. A centre console and stowage bin. Twin sun visors and a passenger vanity mirror, plus two courtesy lights. And a push button radio.

The GR, SR/SRD and Automatic have progressively more advanced specifications. More luxurious seat trims, tweed on the SR/SRD and Automatic and a centre rear armrest as well. Plus all-round sound from a 4-speaker radio stereo cassette unit.

The GTX is sheer indulgence in every way. Velour seat trim, electric sunroof, electric front windows, tinted glass to reduce glare and solar heat, and an electronic "key" for operating the door and boot locks from a distance. The 305 saloons, first-class travel for family or business, in a medium size package.

Model illustrated 305 GTX.

CONTROL





For the family motorist or the business executive, driving should be a pleasure even when it's a necessity. And you'll find that a Peugeot is a pleasure to drive.

Comfort at the wheel is more than a padded seat. It's good posture, good all-round visibility and controls that fall readily to hand. Plus that indefinable kind of response you only get from a quality car. The effort of actually driving is reduced to a minimum because the car seems to anticipate your every need and take care of it for you.

The Peugeot 305 saloons have this exceptional characteristic of being an extension of the driver's thinking. The engines, from 1290cc up to 1905cc petrol, and 1769cc diesel, deliver their power exactly as you ask, and the gearboxes, 4 or 5 speed manual or 4 speed automatic, are quick and efficient.

Instrumentation is big car style, comprehensive and easily read. All the major systems are continually monitored and the array of warning lights keeps the driver fully informed.

An alert driver is a safer driver. The 305 heating and ventilation system will keep you comfortable and fresh, day and night, throughout the year. Superb all-round visibility is assured in all conditions by load-adjustable halogen headlamps, the remote-control door mirrors and the dipping interior mirror.

This range of medium saloons has to be experienced out on the road because nothing else feels as good as a Peugeot 305.

Model illustrated 305 GTX.



ACTIVE AND PASSIVE SAFETY

It has always been Peugeot policy to design into every model the two basic kinds of safety: **ACTIVE**, to help a driver to stay out of trouble in the first place, and **PASSIVE**, to protect the occupants of a car involved in an incident.

Active Safety.

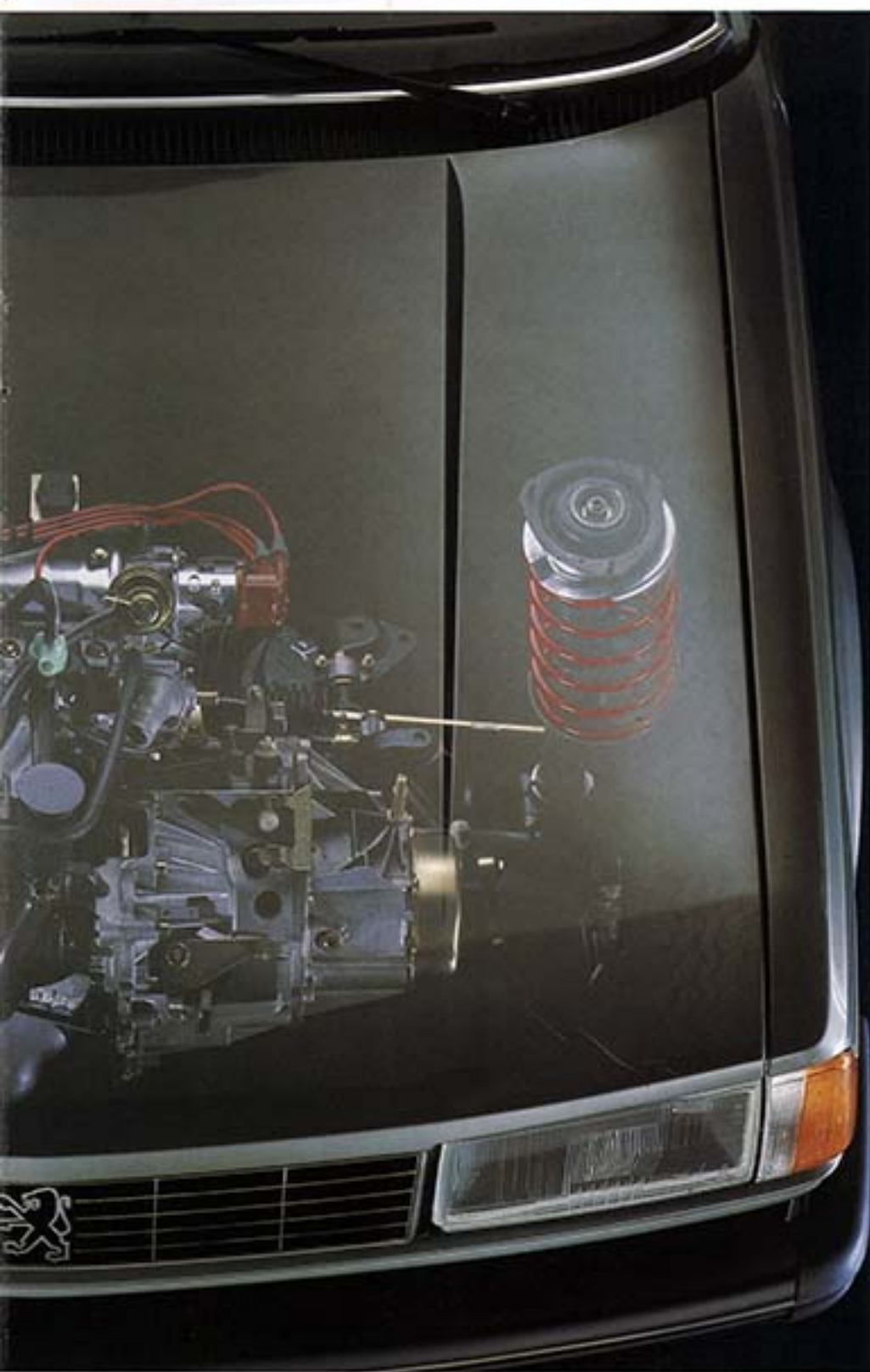
The major elements are good steering, good roadholding through good suspension, and good braking, for reliable response to driver manoeuvres. The 305 saloons have precision rack and pinion steering. The



front and rear suspension is fully independent by coil springs, with struts up front and trailing arms at the rear. Telescopic double-acting hydraulic shock absorbers and anti-roll bars help to maintain maximum tyre/road contact and driver control.

The disc/drum brakes are operated through split hydraulic circuits with a load compensating valve to avoid premature rear wheel locking under weight transfer. There are warning lights for brake fluid level and brake pad wear.

TECHNOLOGY



Passive Safety.

The front and rear ends of the body are carefully designed as shock absorbing structures, progressively deforming under impact to protect the passenger compartment. The steering wheel is mounted on a collapsible energy absorbing steering column.

The interior styling has eliminated sharp edges from the fascia and additionally there are seat belts fitted as standard for all five occupants.

Tough. Durable. Quiet and smooth-running. Extremely fuel-efficient. These words describe Peugeot's petrol and diesel engines, the engines that power the 305 range.

All of them have an overhead camshaft and alloy cylinder head, while the petrol units have transistorised breakerless ignition for all-weather starting, peak performance, and minimum servicing. The 1986 line-up is ideal for the private motorist and for the business user conscious of tax brackets. From the 1290cc 65 BHP PS-DIN GL 4-speed up to the 1905cc 105 BHP PS-DIN GTX 5-speed, there are power trains, including diesels, matched with varying trim specifications to suit medium car users.

The top of the range GTX is performance orientated but economical with it. At a constant 56 mph this high-line high performer returns up to 48.7 mpg. At the same constant speed the remarkable 305 Automatic achieves around 47.1 mpg. The top gear lock-up device in the 4-speed ZF automatic transmission maximises economy from the 1580cc 94 BHP PS-DIN engine. Yet full manual override enables the car to be driven as a spirited sports saloon.

The mid-range GR and SR models are both equipped with a new version of the 1580cc petrol unit delivering 80 BHP PS-DIN through a 5-speed gearbox for sparkling performance, flexibility and economy.

The GLD and SRD diesel saloons are the ultimate in economy; 1769cc with 60 BHP PS-DIN, a 5-speed transmission, and up to 61.4 mpg at a constant 56 mph.

Here is technology serving the motorist. Design, development, durability, power, performance, and economy. That's Peugeot technology.



Cloth upholstery seats



Remote control door mirrors





Rear light cluster



Analogue clock

305 GL and GLD

1290cc PETROL ENGINE
1769cc DIESEL ENGINE



These two models are the basis of the 305 range but there's nothing basic about their specifications. Differing only in their power trains and warning light displays they demonstrate that it is entirely feasible to offer all the qualities of large comfortable cars in more economical medium-sized packages. Peugeot engineers have long been renowned for their suspension expertise and the 305 range has a standard of ride comfort rarely equalled in a medium car.

The GL and GLD models enjoy all the benefits of a long wheelbase and supple coil springing, to make every journey a luxury trip. The seating itself is lavish. Reclining at the front, with head restraints, and tastefully cloth-upholstered throughout, plus, for 1986, seat belts for all five occupants.

There's a push button radio too, to brighten up the longer outings, and a long list of other features to make motoring more enjoyable for driver and passengers.

The heart of any car is its engine and the GL and GLD have great hearts. The 1290cc 65BHP PS-DIN petrol unit makes the GL an extremely lively car but still capable of up to 47.1 mpg at a constant 56 mph. The GLD is in a class apart. Its 1769cc diesel, ideal for business users, is as smooth and responsive as a petrol engine and, with a 5-speed transmission, can return up to 61.4 mpg at a constant 56 mph.

For superlative comfort, looks, responsiveness and economy, the 305 GL and GLD set the standards for all medium saloons.



Matching cloth door panel inserts



11.9 cu. ft. boot capacity



305 GR

1580cc PETROL ENGINE



Front door bins



Five speed gearbox



For 1986 the 305 GR has more power, a 5-speed gearbox, new low-profile tyres, lowered suspension and a more dynamic look, accentuated by the rear spoiler.

The new engine is a 1580cc petrol unit, developing 80BHP PS-DIN at 5600rpm and nearly 98LB.FT. DIN torque at only 2800rpm. The result is something to be experienced; an urgent but smooth response to the driver's demands. The 305 suspension takes care of the handling however enthusiastic the driving, while the servo-assisted disc/drum brakes can always be relied on to reduce the car's speed when necessary, in safety, on a chosen line.

Inside the GR you'll find an impressive environment full of refined detail. Cloth seats and door panel inserts, front door stowage bins, hockeystick armrests and a lockable glovebox, for example. For in-car entertainment of exceptional standards there is now a digital AM radio/stereo cassette unit and four speakers; whatever your taste in audio companionship it's available. Externally the 305 GR maintains its distinctive looks with new side-repeater flashers and a lockable fuel filler cap, plus full wheel covers. A full range of colours can be specified including the extra-cost optional metallics. For the owner who wants even more the GR can be ordered with central locking of all doors and boot lid; as an option at extra cost.

The 305 GR is a perfect balance of style, performance, and value.



Teard striped seat trim



Comprehensive instrumentation



305 SR and SRD

1580cc PETROL ENGINE
1769cc DIESEL ENGINE



Glove compartment



Map reading lamp



These are the new highly specified mid-range 305 saloons. Mechanically similar to the GR, the SR model has such a superior level of equipment that there are only three extra-cost options available: metallic or black paint and electric sunroof. Coupled with its lively power train, performance, and economy, this makes the SR a formula for all-round excellence.

The SRD shines in a different way. The buyer can enjoy the extraordinarily comprehensive standard specification, which with the diesel and 5-speed power train offers outstanding class and economy or opt for a luxury pack at extra cost comprising tinted glass, electric sunroof, central door and boot locking, alloy wheels and electric front windows.

The Peugeot designed diesel is a 1769cc unit perfectly matched to the business user and classic in its efficiency. 60 BHP PS-DIN at 4600rpm and nearly 80 LB.FT. DIN torque at only 2000rpm. The diesel principle is simplicity itself. The air taken into each cylinder is compressed until it reaches 600°C, when a precisely metered amount of diesel fuel is spray-injected into the cylinder. Since the fuel spontaneously burns at only 400°C, combustion and the power stroke follow automatically.

In the SRD the result is up to 61.4 mpg at a constant 56 mph, with the smoothness of a petrol engine.

SR or SRD, you have a perfectly balanced medium size quality specification.



Tweed Cloth seat trim



Fun motoring

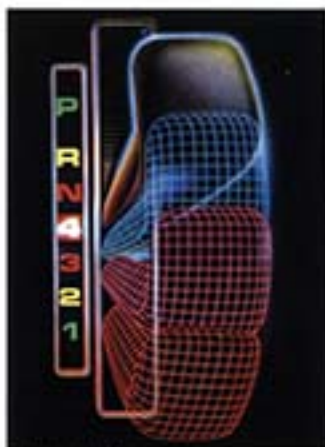


305 AUTOMATIC

1580cc PETROL ENGINE



Rev counter



Automatic gearbox



The Peugeot 305 Automatic has a unique combination of qualities. There's nothing sluggish about its performance and feel, and nothing extravagant about its fuel consumption. Quite the reverse in fact. The engine is a twin-choke unit delivering a punchy 94BHP PS-DIN at 6000rpm and over 101 LB.FT. DIN torque at only 3250rpm. The gearbox is a ZF 4-speed. It has partial by-pass of the fluid drive in 3rd gear and full mechanical lock-up in 4th, totally eliminating the automatic slip at cruising speeds. The benefits are a degree of performance comparable with a sports saloon, the driver's option to control the car like a sporty manual, and fuel economy equivalent to the modest 1290cc 305 GL., around 47.1 mpg at a constant 56 mph.

Where else could you find the same combination of fun-motoring on the open road, safe and fatigue-free driving in congested city traffic, and excellent fuel consumption.

The rest of the Automatic's specification is equally impressive.

It corresponds with the SRD in its level of equipment and finish. Elegant tweed upholstery, a map-reading lamp in the roof console, colour keyed interior, and a four-speaker digital AM radio/stereo cassette installation are just a few of the standard features of this fine car.

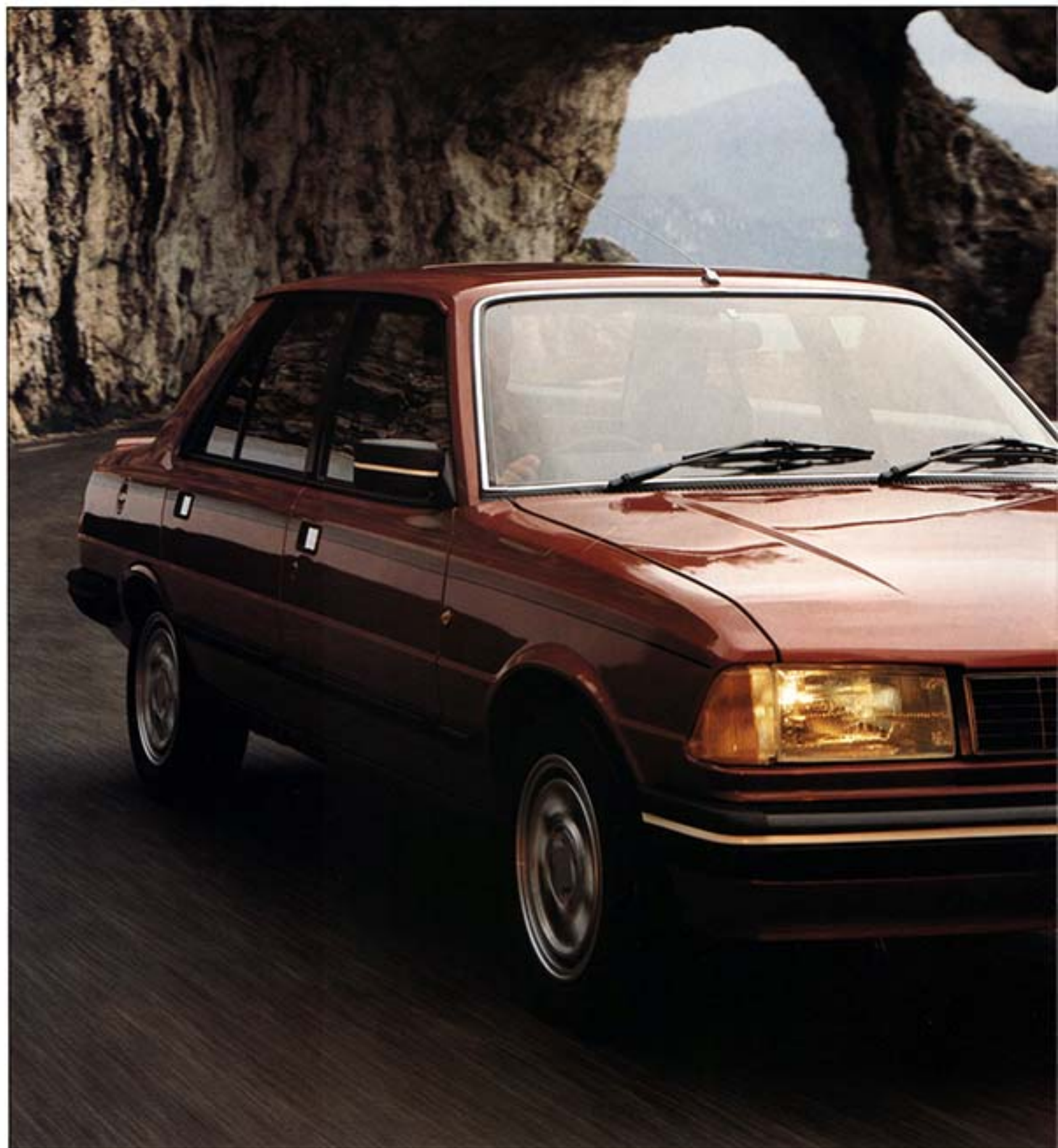
Externally the body-coloured rear spoiler and stylish wheel covers lend further distinction to a car already established on a peak of engineering prominence.



Vinyl seat trim



Electric sunroof



305 GTX

1905cc PETROL ENGINE



Rev counter



Five speed gearbox



Once you decide to buy a 305 GTX there's only one other decision to take. What colour shall I have, and that's because the GTX already has everything else in the Peugeot 305 specification list. Load-adjustable halogen headlamps and a laminated windscreen, like every 305. Remote-control door mirrors, 2-speed wipers and intermittent wipe, body-side mouldings and a lockable fuel filler cap. Every 305 saloon has these, and more. Tinted glass. Alloy wheels. Electric sunroof and electric front windows. All standard on the 305 GTX.

And so is central locking of the doors and boot lid, but with a difference. You don't even need to put a key in a lock, because with the GTX you get a stand-off electronic "key." No standing in the rain twiddling with a key with this car; it'll be unlocked and waiting for you.

And when you get inside, sheer pampered luxury. Vidocq velour upholstery, seating that embraces you, tilt-adjustable head restraints on the front seats. All round sound of course from the digital radio stereo cassette. The GTX has the power to match its image. 105BHP PS-DIN at 5600rpm and nearly 120LB.FT. DIN torque at only 3000rpm, plus 5-speed transmission. Surging performance. Yet at a constant 56 mph up to an incredible 48.7 mpg. This potential to accelerate demands the power to brake, so the front discs are ventilated.

Drive one and prove it.

PERFORATION PROTECTION

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. Perforation 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 electrophoretic bath. Some box sections are cleaned and phosphated before the body shell is assembled.



3. ELECTRO-PHORETIC BATH: This deposits a perforation-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-perforation 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.

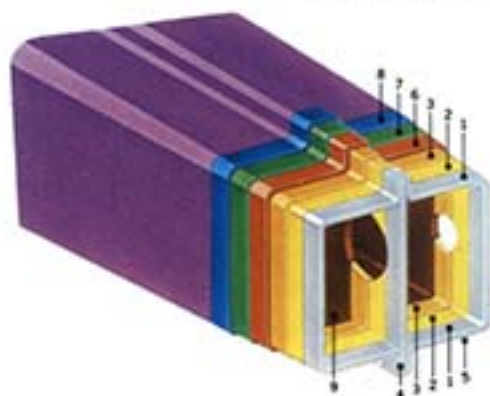
8. CLEAR VARNISH: Applied on top of metallic and black paints, this gives an increased brilliance and ensures protection of the colour pigment from the corrosive elements.

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

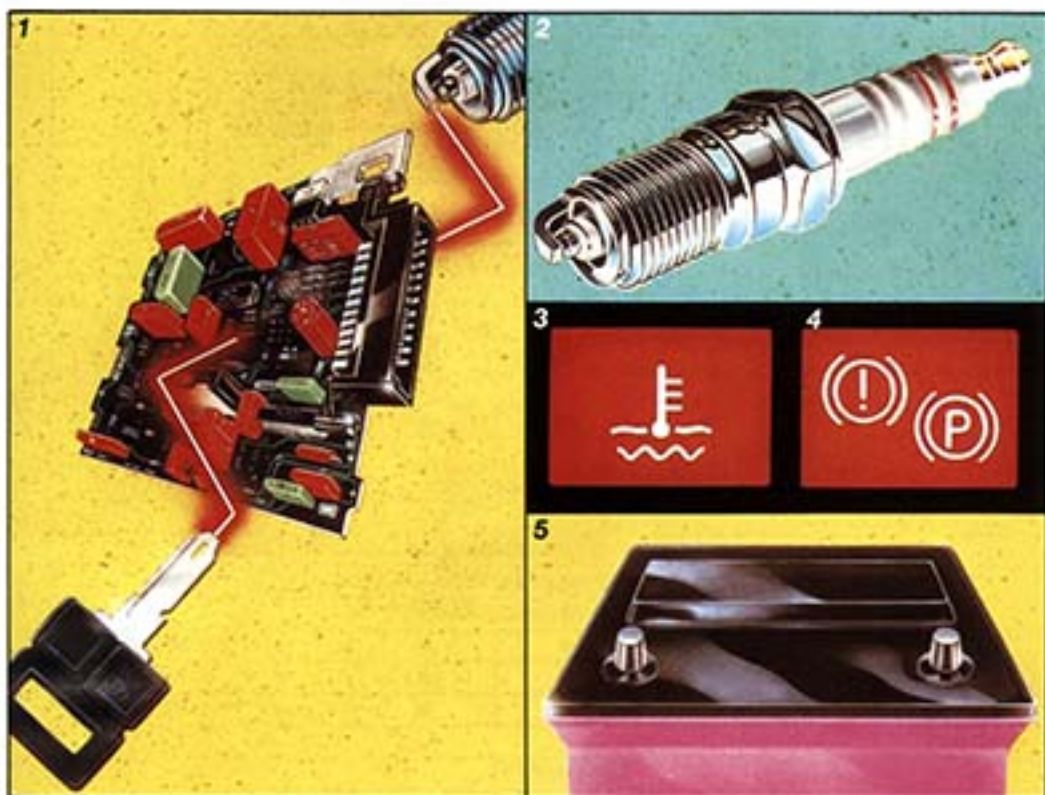
6-Year Anti-Perforation Warranty

Because extensive perforation protection measures are applied during production, we also offer a 6-year warranty against perforation of the bodywork due to corrosion from the inside of the box sections which are not accessible from the exterior.

To benefit from this warranty involves only two checks of the car (taking about 2 hours depending on the model, carried out at the expense of the customer at the end of the second and fourth years of service) at a Peugeot Talbot Dealer. This 6-year anti-perforation warranty is transferable on change of ownership.



AFTER SALES BENEFITS



EXTENDED MAINTENANCE

Peugeot are constantly endeavouring to improve their product offering and reliability through their extended maintenance programme which includes:

1. Electronic ignition which on petrol engine models eliminates the need for contact breaker points and provides instant starting in cold and wet weather conditions, as well as maintaining peak performance between major service intervals.
2. Copper cored spark plugs which maintain a higher and more consistent performance.
3. Water temperature warning light.
4. Brake wear warning light.
5. Low maintenance battery.

Unlimited mileage warranty

During the first twelve months the models described in this brochure are covered by an unlimited mileage warranty including both parts and labour, together with free breakdown recovery, to the nearest Peugeot Talbot dealer, should it ever be needed. Cars used for competitions are excluded from the benefits of this warranty.

Extrasurance

Extrasurance — devised and developed by Peugeot Talbot as an extra benefit available to anyone buying a new or used Peugeot Talbot car, has all the strength and security of being underwritten at Lloyd's.

The scale of the no claims bonus goes up to 65% for drivers with proof of an accident-free driving record over four or more years. And if you do suffer an accident or loss, you drop back only one stage, on the no-claim bonus scale.

To obtain a proposal form and further information see your Peugeot Talbot dealer or write to: E.J. Welton and Company, Freepost, Southend-on-Sea, Essex SS1 3BR.

Talisman

Talisman Mechanical Breakdown Insurance policies are available for owners who wish to purchase additional cover at the end of the 12 month warranty period.

Lasting for a further 1 or 2 years, with a choice of either high or low benefit policies which include alternative transport, tow-in costs and continental use cover. Talisman offers low cost repair insurance to the discerning owner.

Ask your Peugeot Talbot dealer for the full details of our Talisman cover.

SPECIFICATIONS	GL	GLD	GR	SR	SRD	AUTOMATIC	GTX
ENGINE							
Cubic capacity	1290 cc	1769 cc	1580 cc	1580 cc	1769 cc	1580 cc	1905 cc
Number of cylinders	Four. Five bearing crankshaft with aluminum alloy cylinder head.						
Bore/stroke (mm)	78 X 67.5	80 X 88	83 X 73	83 X 73	80 X 88	83 X 73	83 X 88
Maximum power BHP (PS/DIN)	65 at 6000 rpm	60 at 4600 rpm	80 at 5600 rpm	80 at 5600 rpm	60 at 4600 rpm	94 at 6000 rpm	105 at 5600 rpm
Maximum torque MKG (LB FT.)/DIN	9.6 (69.4) at 3750 rpm	11.0 (79.6) at 2000 rpm	13.5 (97.7) at 2800 rpm	13.5 (97.7) at 2800 rpm	11.0 (79.6) at 2000 rpm	14.0 (101.3) at 3250 rpm	16.5 (119.4) at 3000 rpm
Compression ratio	8.8:1	23.0:1	9.35:1	9.35:1	23.0:1	9.5:1	9.3:1
Transistorised breakerless ignition	●		●	●		●	●
Battery	12V/40 Ah	12V/60 Ah	12V/40 Ah	12V/40 Ah	12V/60 Ah	12V/40 Ah	12V/33 Ah
Cooling — water cooled	Viscous fan			Electrically operated fan.			
TRANSMISSION							
Gearbox: 4-speed	Manual					Automatic	
5-speed — Manual		●	●	●	●		●
STEERING							
Rack and pinion	●	●	●	●	●	●	●
Power assisted steering					X	X	X
Turning circle	10.25m (33.60ft.) between kerbs						
SUSPENSION							
Front	Independent struts/coil springs with anti-roll bar and double-acting hydraulic shock absorbers.						
Rear	Independent trailing arms/coil springs with anti-roll bar and double-acting hydraulic shock absorbers.						
BRAKES							
	Split circuit with load compensator valve.						
Front: Disc	●	●	●	●	●	●	Ventilated
Rear: Drum	●	●	●	●	●	●	●
Servo assistance	●	●	●	●	●	●	●
DIMENSIONS							
Overall length	4.26m (167.8")						
Overall width	1.64m (64.4")						
Wheelbase	2.62m (103.2")						
WEIGHT KGS (LBS)							
Kerb weight	915 (2018)	985 (2172)	930 (2051)	945 (2084)	1010 (2227)	1005 (2216)	985 (2172)
Max. towing weight (braked trailer)	1050 (2315)	1050 (2315)	1050 (2315)	1050 (2315)	1050 (2315)	1050 (2315)	1050 (2315)
FUEL TANK CAPACITY							
	53 litres (11.7 gallons)						
BOOT CAPACITY							
	336 DM ³ (11.9 cu ft.)						
TYRES							
	155 SR 14	155 SR 14	165/70 SR 14	165/70 SR 14	165/70 SR 14	165/70 SR 14	165/60 HR 14
INSTRUMENTS							
Speedometer with odometer	●	●	●	●	●	●	●
Trip recorder	●	●	●	●	●	●	●
Fuel gauge	●	●	●	●	●	●	●
Water temperature gauge	●	●	●	●	●	●	●
Oil temperature gauge							●
Oil pressure gauge							●
Rev. counter				●		●	●
FASCIA WARNING LIGHTS							
Handbrake	●	●	●	●	●	●	●
Low brake fluid level	●	●	●	●	●	●	●
Low oil pressure	●	●	●	●	●	●	●
Rear fog lamps	●	●	●	●	●	●	●
Oil temperature		●			●		●
Low coolant level	●	●	●	●	●	●	●
Low fuel level	●	●	●	●	●	●	●
Battery charge	●	●	●	●	●	●	●
Water temperature	●	●	●	●	●	●	●
Choke	●		●	●			
Emergency stop (water/oil/brakes)	●	●	●	●	●	●	●
Brake pad wear	●	●	●	●	●	●	●
Pre-heater		●			●		
Water in diesel fuel		●			●		
PERFORMANCE (Peugeot Test Figures)							
Maximum speed mph	94	93	102	102	93	102	113
0-62 mph (100 kph) secs	17.0	18.9	14.0	14.0	18.9	15.2	10.8
FUEL CONSUMPTION							
Constant speed driving 56 mph (90 kph)	47.1 (6.0)	61.4 (4.6)	50.4 (5.6)	50.4 (5.6)	61.4 (4.6)	47.1 (6.0)	48.7 (5.8)
Constant speed driving 75 mph (120 kph)	34.4 (8.2)	43.5 (6.5)	38.2 (7.4)	38.2 (7.4)	43.5 (6.5)	36.2 (7.8)	37.2 (7.6)
Simulated urban driving	34.4 (8.2)	44.8 (6.3)	31.7 (8.9)	31.7 (8.9)	44.8 (6.3)	31.7 (8.9)	30.7 (9.2)
These mpg figures are the results of approved tests as recorded by the Department of Transport in official fuel economy certificates. Figures in brackets are L/100km.							
INSURANCE GROUP							
As recommended by the Accident Offices Association	3	3	4	4	3	5	5

SPECIFICATIONS	GL	GLD	GR	SR	SRD	AUTOMATIC	GTX
EXTERIOR							
Rear spoiler			●				
Rear spoiler in body colour				●	●	●	●
Remote control door mirrors	●	●	●	●	●	●	●
Hazard warning flashers	●	●	●	●	●	●	●
Halogen headlamps	●	●	●	●	●	●	●
Load adjustable headlamps	●	●	●	●	●	●	●
Reversing lamps	●	●	●	●	●	●	●
Rear fog lamps	●	●	●	●	●	●	●
Laminated windscreen	●	●	●	●	●	●	●
Tinted glass					(●)		●
2-speed windscreen wipers	●	●	●	●	●	●	●
Electric windscreen wash	●	●	●	●	●	●	●
Heated rear window	●	●	●	●	●	●	●
Intermittent windscreen wipe	●	●	●	●	●	●	●
Electric sunroof				X	(●)	X ¹	●
Central locking of doors and boot lid			X	●	X(●)	X ¹	Remote control facility
Black hub caps	●	●					
Full wheel covers			●	●	●	●	
Alloy wheels					(●)		●
Protective bodyside mouldings	●	●	●	●	●	●	●
Locking fuel filler cap	●	●	●	●	●	●	●
Metallic paint			X	X	X	X	●
Black paint	X	X	X	X	X	X	●
INTERIOR							
Dipping rear view mirror	●	●	●	●	●	●	●
Sunvisors with passenger vanity mirror	●	●	●	●	●	●	●
Front and rear courtesy lamps	●	●	●	●	●	●	●
Map reading lamp (incl. in roof console)				●	●	●	●
Panel light rheostat			●	●	●	●	●
3-speed heater/blower	●	●	●	●	●	●	●
Face level ventilation	●	●	●	●	●	●	●
Side window demist	●	●	●	●	●	●	●
Illuminated heater controls	●	●	●	●	●	●	●
Drivers door bin	●	●	●	●	●	●	●
Passengers door bin (front)	●	●	●	●	●	●	●
Cigar lighter	●	●	●	●	●	●	●
Front passenger grab handle			●	●	●	●	●
2-rear passenger grab handles				●	●	●	●
Four armrests	●	●					
Four hockey stick armrests			●	●	●	●	●
Rear centre armrest				●	●	●	●
Centre console with stowage bin	●	●	●	●	●	●	●
Glovebox with lid	●	●	●	●	●	●	●
Glovebox lock			●	●	●	●	●
Glovebox lamp				●	●	●	●
Coinbox	●	●	●	●	●	●	●
Electric front windows				●	(●)	X ¹	●
Push button radio	●	●					
Digital radio/stereo cassette with 4 speakers			AM	AM	AM	AM	FM
Analogue clock	●	●	●	●	●	●	●
Interior bonnet release	●	●	●	●	●	●	●
Childproof rear door locks	●	●	●	●	●	●	●
Colour keyed steering wheel and cowf	●	●	●	●	●	●	●
Reclining front seats	●	●	●	●	●	●	●
Fully upholstered front seat head restraints	●	●	●	●	●	●	Tilt adj.
Inertia reel front and rear seat belts with centre rear lap belt	●	●	●	●	●	●	●
Diamond cloth seat trim	●	●					
Mosaic cloth seat trim			●				
Striped tweed seat trim				●	●	●	
Vidocq velour seat trim							●
Cloth inserts on door trim pads			●	●	●	●	●
Doors trimmed to glass level	●	●	●	●	●	●	●
Carpeted rear parcel shelf	●	●	●	●	●	●	●
Interior floor carpet	●	●	●	●	●	●	●
Vinyl boot mat	●	●	●	●	●	●	●
Boot lamp			●	●	●	●	●

Standard equipment ● Options at extra cost X Features marked (●) are available as an 'Executive' option pack on the SRD model. Features marked X¹ are available as an option pack on the automatic model.

 **PEUGEOT**



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