

Purrrgeot charged.



Peugeot have taken the highly respected 505 Diesel and turbocharged it. The 505 Turbo is the first car to give you the performance of a turbo matched to the economy of a diesel.

The 505 Turbodiesel is not just a "hotted-up" 505. It's a car that's been engineered from the wheels up to suit the performance of turbo and the strength of diesel.

The tyres are Michelin low profile TRX fitted to alloy rims. The steering is power assisted. The more assistance you need the more you get. Lots when you're parking. Less when you're cruising. You drive the 505. The 505 never drives you.

The suspension is pure Peugeot. Each shock absorber contains four times as many valves as a normal shock absorber. So ride is never sacrificed for handling. Handling is never sacrificed for ride.

The seats are pure polyurethane. Foam instead of springs. Each seat is tuned to the car's suspension: bumps are first flattened by the suspension, then deadened by the seat.

But it's the engine that's remarkable.

Peugeot have increased horsepower 14% and torque 35% without significantly increasing the weight of the engine.

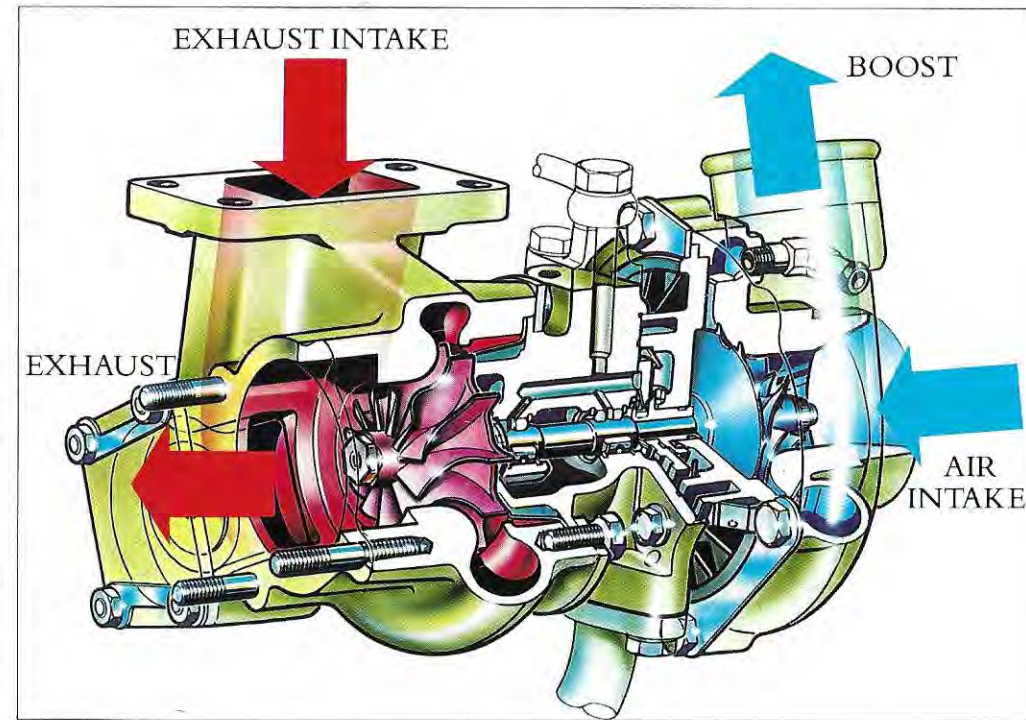
The turbo gives you extra power by simply recycling its waste exhaust gases. Acceleration is greatly improved but at cruising speed the turbo boost reduces to save fuel.

For although the 505 may go like a sports saloon, it doesn't cost like a sports saloon.



PEUGEOT 505 TURBODIESEL

IMPORTANT NOTICE: Leyland Australia offer this brochure as a general guide to product specifications of the Peugeot 505. All data presented in this brochure is believed to be correct as at 31st March 1982 for a 1982 model year car. However, as development is an ongoing process, changes may occur from time to time which will not necessarily be reflected in this brochure. Therefore, Leyland Australia reserve the right to change specifications without notice. Accordingly this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for sale of any particular vehicle. Dealers and Distributors are not agents of Leyland Australia and have absolutely no authority to bind Leyland Australia by any express or implied undertaking or representation.



SPECIFICATIONS

ENGINE: Turbo Diesel
 TYPE: 4 cylinder diesel inclined at 20°
 Cast iron cylinder block with aluminium cylinder head and swirl type combustion chambers.
 CAPACITY: 2304cm³
 BORE: 94mm
 STROKE: 83mm
 COMPRESSION RATIO: 21:1
 POWER: 59kW (80bhp) @ 4150rpm
 TORQUE: 184.38Nm @ 2,000rpm

TRANSMISSION

AUTOMATIC
 Type: ZF 3 Speed
 Ratios: 1st: 2.48
 2nd: 1.48
 3rd: 1.00
 Reverse: 2.08
 Final Drive: 3.077:1
 Km/h - 1000rpm (top) 37.63km/h

MANUAL
 Type: 5 Speed, all synchromesh
 Ratios: 1st: 3.86
 2nd: 2.18
 3rd: 1.44
 4th: 1.00
 5th: 0.84
 Reverse: 3.58
 Final Drive: 3.46:1
 Km/h - 1000rpm (top) 39.65km/h

WHEELS AND TYRES

Wheels: 135 TR 390 Alloy
 Tyres: 180/65HR 390 Michelin TRX

DIMENSIONS

General
 Wheelbase: 2743mm
 Track - front: 1461mm
 - rear: 1435mm
 Ground Clearance (max. load): 120mm
 Overall - length: 4579mm
 - width: 1726mm
 - height: (unladen) 1450mm

Capacities

Fuel tank: 56 litres
 Cooling System: 10 litres
 Sump Oil: 5 litres
 Luggage Capacity: 0.523m³ (18.4 cu.ft.)

Dealer name: