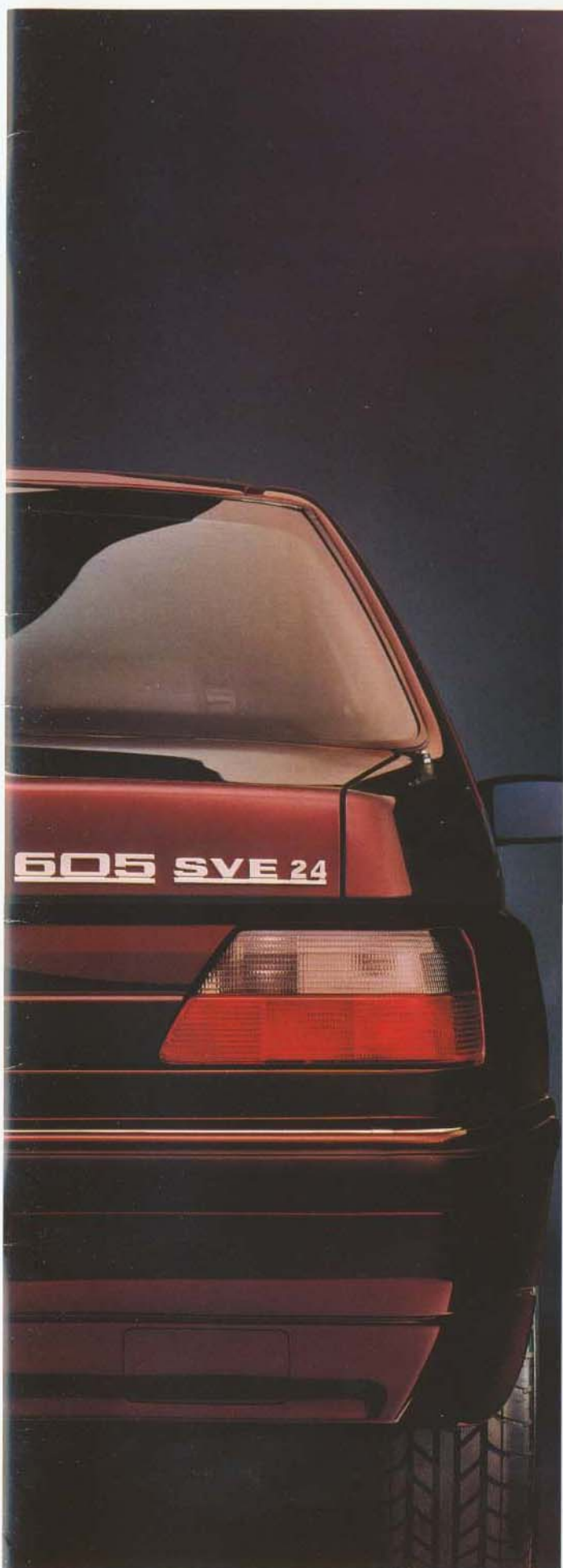




PEUGEOT
605



Peugeot have always moved mountains in their search for automotive excellence; now they have moved a river. At Sochaux, in south-east France, Peugeot's engineers diverted the River Allan to build a new factory for the production of their flagship, the Peugeot 605.

That was just four years ago. Now, some £600 million of investment later, 23,000 staff are working in the magnificent new Peugeot Production Centre, and the company hasn't finished yet. Another £400 million is still to be pumped in to finish the metamorphosis and make Sochaux the most modern automotive facility of its kind, with the best possible working conditions in which to assemble a car where quality is a by-word.

This all gives some idea of how important the superb new top-of-the-range 605 is. In a sector of the market where there are many high quality competitors, Peugeot recognised that the high-tech 605 needed the most advanced construction methods to achieve the standards demanded in today's top executive cars.

At every stage, the very latest in automated production techniques have been harnessed. Wherever possible, computer controlled robots look after the assembly and finishing processes, from panel forming right through to final painting. This ensures that every one of the cars that leaves the production line meets the same exacting standards laid down by Peugeot's quality engineers.

The emphasis is firmly on quality. The design team sets the style, using advanced technology to provide the best possible performance and economy combined with sure-footed road behaviour, yet building this into a package that clearly embodies the traditional Peugeot values of comfort and luxury. Sochaux's state-of-the art production facility is entrusted with the task of turning high-tech design into practical reality.

And the result of this new technology is quite simply assessed. It is a car that we believe is clearly the best in its class. The Peugeot 605.

PRIDE OF LIONS

605 SLi 2.0 litre petrol

605 SRi 2.0 litre petrol
SRdt 2.1 litre turbo diesel

605 SVi 2.0 litre petrol
SV 3.0 litre petrol

605 SVE 3.0 litre petrol
SVE 24 3.0 litre 24-valve petrol

This is Peugeot's Pride of Lions, the new 605 range. This is the car for the executive on the move. It offers the kind of elegance, space and comfort demanded by discerning business users and combines this with sporting performance to eat up the miles.

There are seven superb models. Even the economical 2-litre SLi is comprehensively equipped, while the SRi brings that extra touch of class. The luxurious SVi and the SV 3.0 share their specification, with extra power for the 3-litre model. The SRdt has a turbo diesel with pulling power previously unheard of in this kind of engine.

The top of the range is shared by the most prestigious 605s of all, the automatic transmission SVE 3.0 and the all-powerful 24-valve SVE 24.

Different in specification they may be, but each member of the Pride shares the same stylish wind-cheating body, penned by master stylists at Italy's Pininfarina studios.

The SLi is amongst the most aerodynamic saloon cars on the road and that same aerodynamic design enables the SVE 24 to eat up autobahns at 145mph, leaving rivals like the BMW 735i, Audi V8, Saab 9000 Turbo and Jaguar XJ6 way back in its tracks.

A real lionheart, the 605 has stamped its authority as king of its domain.

'...the 605 should give Peugeot the armour it needs to take on BMW and Mercedes in the executive saloon market'

AUTOCAR & MOTOR



PEUGEOT 605 SRI

'The 605 is Peugeot's first real attempt at the executive market but well worth the wait'

AUTOCAR & MOTOR



PEUGEOT 605 SVi

'A real driver's car that rides well, is quiet, roomy and well built, is still the exception rather than the rule in this market sector. The 605 has all the credentials it needs'

AUTOCAR & MOTOR



Computer-aided design, or CAD, is widely accepted as producing the best engineering solutions to car body construction. In the high-tech 605, and in the experienced hands of Pininfarina's stylists, it has succeeded in coming up with this sleek and stylish shape to clothe an exceptionally rigid structure.

They say that what looks right generally is right and that is certainly proved by Peugeot's new flagship. The wind-cheating lines are the result of more than 700 hours of wind tunnel development, which has resulted in class-leading drag coefficients. The large, smooth windows help these figures and make for a light, airy interior. Front and rear windscreens are bonded into place by robots, to ensure leak-free construction and enhance body rigidity.

That rigid centre section, which cocoons you and your passengers in the greatest possible safety, is protected by front and rear structures which deform in a collision and absorb any impact.

Wherever international standards are concerned, the 605 easily exceeds them, providing you with the greatest possible safety.

LIONCARE GOLD

Routine servicing cannot be avoided, but the associated inconvenience can certainly be minimised. The extensive Peugeot dealer network offers you Lioncare Gold – an exclusive choice of alternatives for 605 owners.

Now you can choose exactly what time your service will be done and wait for it to be completed. Or your dealer will collect your 605 and return it when the work is finished, or you can have a lift to a convenient location, or subject to prior arrangement, borrow a car from him for the day. Whichever is convenient for you. And your car, whether collected or delivered, will have been cleaned, of course.

And, to provide complete peace of mind motoring Lioncare Gold includes free LIONCARE AA membership for the first year – assured mobility, whatever the circumstances, provided by Peugeot and the AA.



Leather seat trim is an option at extra cost on the SRdt and the SV 3.0

Its style is beyond question, but as you will spend longer inside the 605 than you will admiring its Pininfarina shape, the interior has received just as much attention.

The skill of the interior stylists is reflected in the apparent simplicity of the cabin design which belies the fact that every luxury feature that could be desired in a top executive car is

offered. Each 605 has an ergonomically designed driver's cockpit which makes the task of driving a pleasure.

At the top of the range fully powered and heated front seats, sumptuous leather trim and automatic air conditioning.

Heat and ventilation settings on SLi

and SRi can be adjusted independently for each side of the car, and with a seven-speed fan the environment can be tailored precisely. SV models have fully automatic temperature control to maintain comfortable conditions at all times.

Rear passengers are all too often neglected, but not in the 605. This has adjustable waist-high vents in the

centre pillars of the SV and SVE models.

The benefits of air conditioning are not confined to top of the range SVE models, a manually controlled system is an option on SV and SRi derivatives.

Another vital factor in the internal environment is noise and that is controlled as precisely as

temperature, with three silencers on the exhaust, double sealing for any wire or pipe passing from engine to cabin and as much as 60kg of sound-proofing applied at strategic points. The result is a relaxed journey and with double seals, those doors close with the kind of reassuring clunk that signifies the highest quality.

'Even with the wheel set fully back and down, the comprehensive and clear instrument panel is fully visible to a six foot-plus driver...'

AUTOCAR & MOTOR



In the 605 fascia, Peugeot's designers have produced a clean uncluttered layout, which is the more remarkable for the number of controls, indicators and fittings it carries. The 605 SV 3.0 shown has all the equipment that befits a thoroughbred executive car, and all this is presented in a fashion that is both pleasing to the eye and ergonomically efficient.

All switches fall readily to hand, even the radio control located in a steering column stalk, so that the eyes do not have to be taken off the road. Yet when the eyes do flick to that highly informative instrument display, only an instant is needed to check the readings on the clear and superbly lit dials.

A perfect driving position is guaranteed, thanks to multi-way adjustment for seats and steering column coupled with the lower seat belt attachment moving with the seat through its generous fore-and-aft travel. The cruise control should bring further relaxation on those motorway journeys, as its computer maintains a set pace all the while.

The trip computer fitted to SV 3.0 and SVE models enables the driver to monitor fuel consumption, journey distance, fuel range and average speed, while outside temperature and time can be registered on the same digital display. Those functions not covered by gauges are monitored by a bank of no fewer than 33 conspicuous warning lights.

For added security, SVE models can have an optional keypad tucked away under a flap by the handbrake, into which the correct personal four digit sequence has to be keyed for the engine to start. Your 605 SVE won't work for anyone else.

In the 605, the driver is always in complete command.

PEUGEOT 605 SVE 24

'The 605 SVE 24 hauls round to an indicated 150mph with ease, the engine sounding more musical, smoother and even quieter...'

AUTOCAR & MOTOR



CLASSIC ENGINEERING: SVE 24

Engineering excellence shines out of the whole 605 range; nowhere is it more evident than in the pace-setting SVE 24. With its overhead camshafts opening four valves in each cylinder, the 3-litre V6 engine produces a mighty 200bhp, providing effortless cruising way beyond the official speed limits. And with over 180 lb ft of torque available between 3200 and 5500rpm there is ample urge to keep the SVE 24 ahead of the pack right up to a maximum speed of 145mph (where legally permissible).

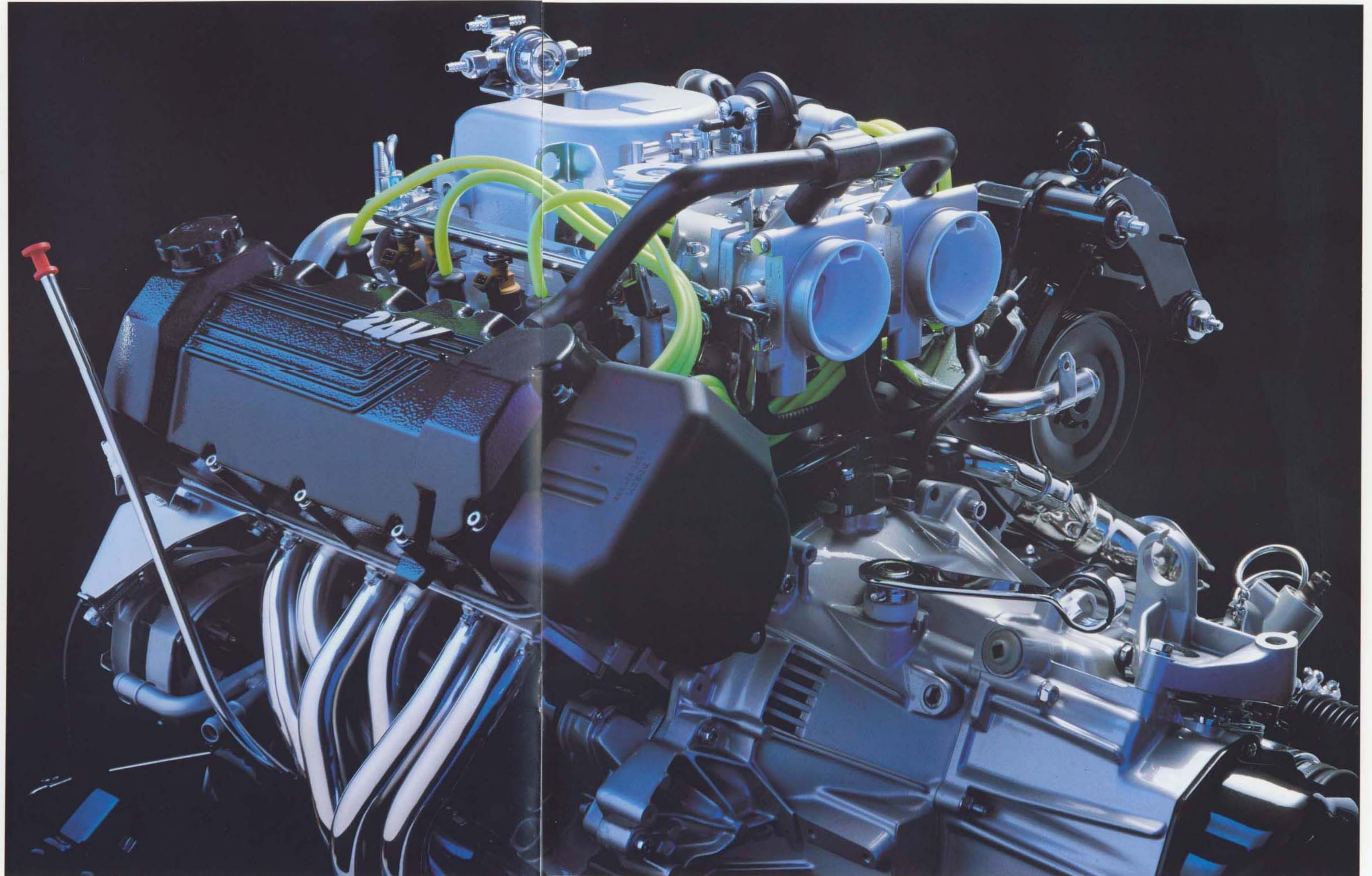
This flat torque curve is achieved thanks to the innovative variable-tuning inlet system. The Fenix 4 computer controls the progressive opening of three throttle butterflies, according to engine speed, to give the maximum possible performance and economy under all circumstances.

At the same time, the Fenix 4 manages the electronic sequential fuel injection and ignition systems and is so sensitive that it operates cylinder by cylinder. And like all its stablemates, the SVE 24 thrives on a diet of unleaded petrol.

But all this performance has not been achieved at the expense of refinement. Sewing machine smoothness is ensured by a rotating balancer shaft, which counteracts the natural imbalance of a piston-engine, providing power smoothly and efficiently.

The sophisticated exhaust system tuned to complement the advanced inlet system, is formed in stainless steel throughout and incorporates three separate catalytic converters, for the lowest possible emission levels, and three silencers for pace with peace.

The pace may be hot, but the power pack stays cool, thanks to a pair of thermostatically controlled electric fans and an oil/water heat exchanger born out of Peugeot's competition successes to keep the lubricant temperature down.



CLASSIC ENGINEERING

also brings a supreme level of cornering stability and safety.

SLi and SRi come with the super-smooth 1998cc four-cylinder engine. This unit has a thin-wall cast-iron cylinder block. And Peugeot engineers have striven for maximum efficiency, which they have achieved by using an aluminium-alloy cylinder head, and an overhead camshaft, driven by a silent-operating long-life toothed belt. Bosch MP3.1 electronic fuel injection ensures that precisely the right quantity of fuel is supplied under all circumstances.

This keeps fuel consumption to a minimum, but releases as much power as possible, to be precise a lively 122bhp at 5600rpm, with plenty of performance lower down the scale.

With a manual gearbox, the SLi and SVi can reach 62mph in 10.9 seconds and then move smoothly onwards on those unrestricted German autobahns to a top speed of 123mph.

The SV 3.0 and the SVE 3.0 share their basic engine with the sporting SVE 24. This 2975cc unit is a lightweight all-alloy V6, in this case, with an overhead camshaft for each cylinder bank operating two valves to each cylinder through self-adjusting hydraulic tappets.

A powerful engine-management computer looks after the ignition and fuel-injection systems and incorporates a self-diagnosis programme which plugs into your Peugeot dealer's diagnostic equipment and provides accurate and speedy diagnosis of your engine's condition. Its primary function however is to make sure that the engine is always giving of its best, in this case 170bhp – sufficient to thrust the SV to 62mph in only 8.9 seconds, with a maximum of 137mph where legally permissible.

Unleaded petrol is the 605 diet, and three-way catalytic converters ensure that every model easily meets European emission standards. An overrun fuel cut-off further enhances efficiency and restricts emissions.

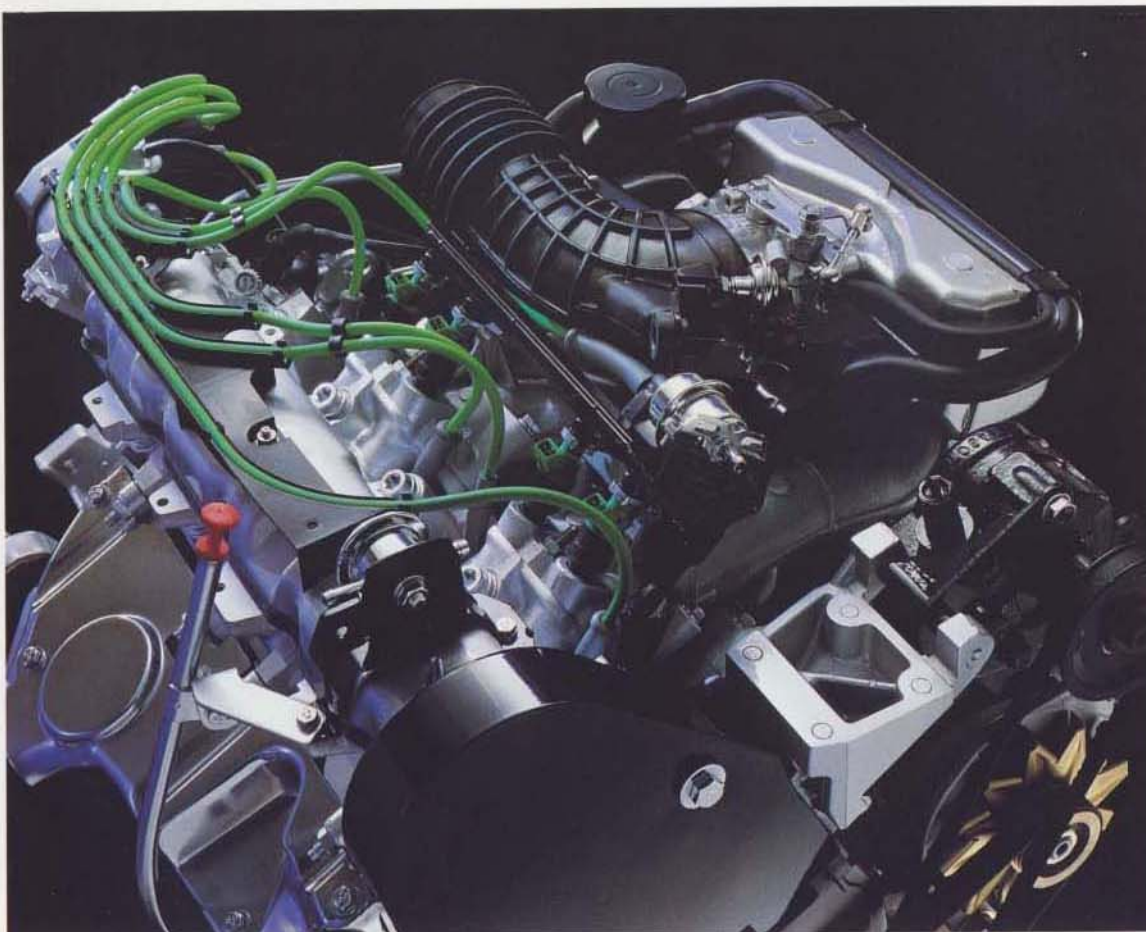
Completing the comprehensive 605 range is the exciting SRdt. No longer is the diesel car the poor relation; with its revolutionary turbocharged engine, this 605 is more than a performance match for many a petrol counterpart.

The four-cylinder diesel unit has much in common with its petrol cousin, although at 2088cc it has a slightly larger capacity. It is in the aluminium cylinder head that this engine sets new standards. The single exhaust valve is complemented by a pair of inlet valves which brings dramatic improvements in breathing and therefore performance. This unit is coupled to a turbocharger which adds up to 0.8 bar of boost, and an intercooler enhancing efficiency still further by keeping air temperatures down.

The result is an impressive 110bhp at only 4300rpm, with a truly massive torque figure of 183lb ft at just 2000rpm – sufficient to power

This superb Peugeot flagship comes with a choice of engines to suit everyone. Each unit has been developed over a three-year period and they now stand perfectly tuned to power the luxurious body.

Transverse mounting combines with front wheel drive to provide the most compact power train package possible, and hence providing the maximum space for passenger comfort. And that front wheel drive





the SRdt to a pace-setting 119mph (if regulations allow) and to 62mph in just 11.3 seconds.

Each powerful and efficient engine is complemented by a slick five-speed manual gearbox, with the ratios chosen to give the best possible overtaking performance

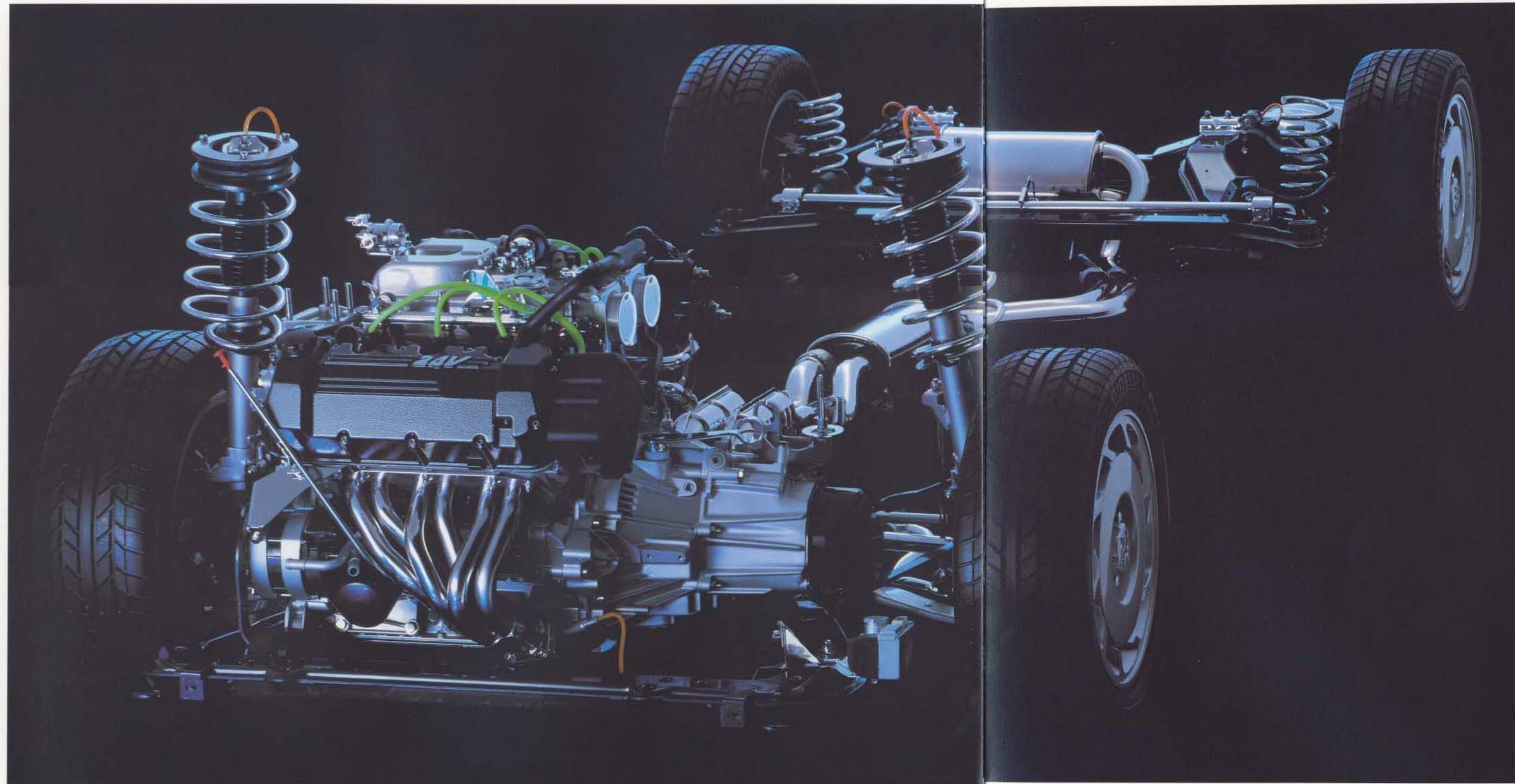
combined with the kind of relaxed, economical cruising for which this Peugeot is going to become known.

The gear lever moves smoothly through its gate and there is even a self-adjusting clutch incorporating mechanical assistance to ease the workload for your left leg. For those who prefer a completely idle left foot, a four-speed automatic

gearbox is available on all except the SRdt and the sporting SVE 24. As with so much about the prestigious 605, this sets new standards.

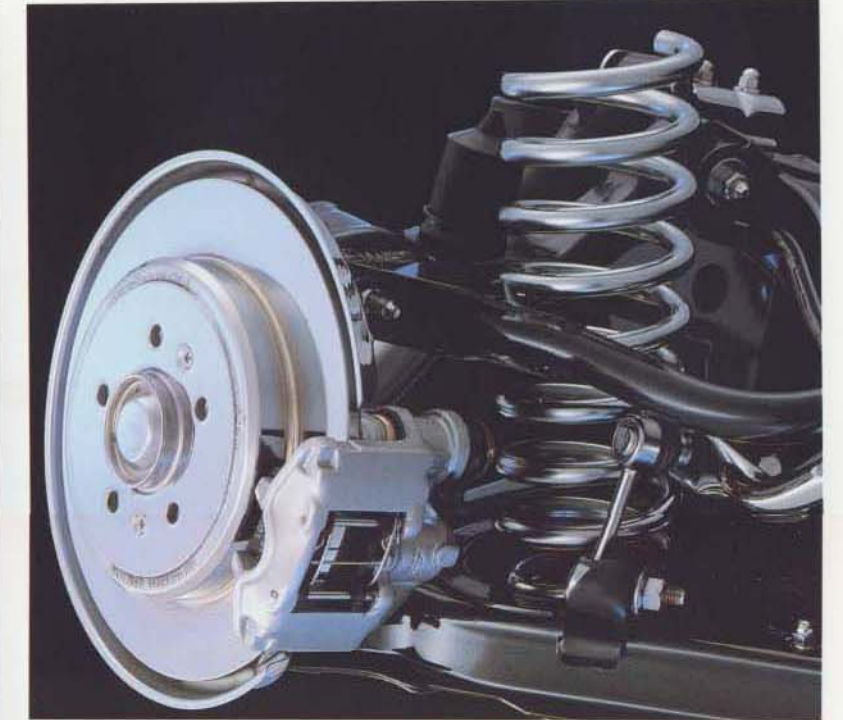
The system provides mechanical lock-up of the torque converter in the two higher ratios, minimising the traditional inefficiency of automatic transmission to bring improved acceleration and fuel economy.

CLASSIC ENGINEERING

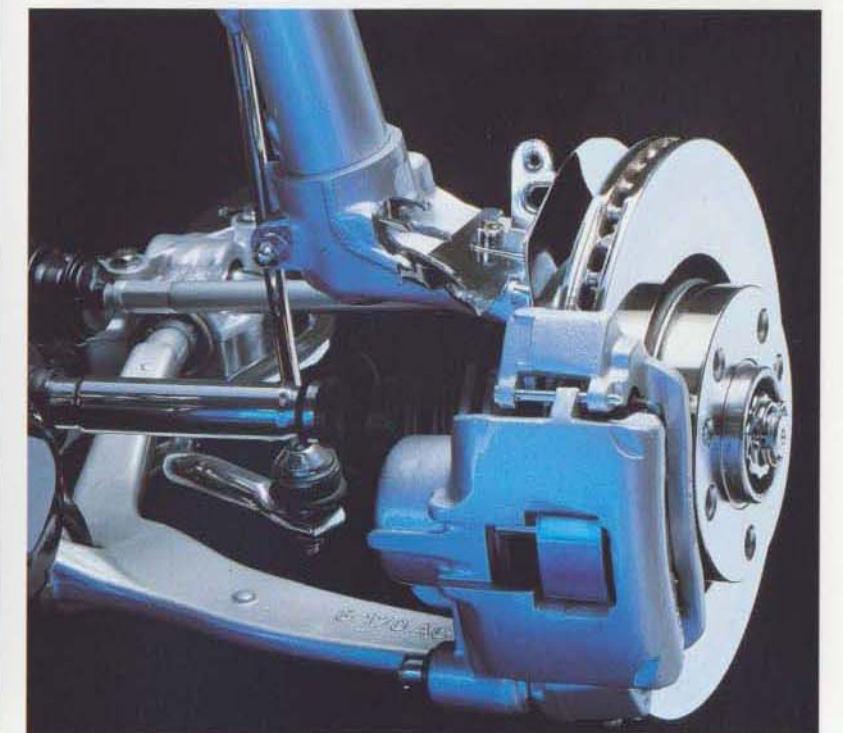


'The chassis itself is a gem. The 605 corners flat and fast with no trace of understeer

AUTOCAR & MOTOR



AUTOCAR & MOTOR



Peugeot chassis engineers have developed an advanced suspension design to give the capacious 605 the smooth and effortless ride that you would expect of an executive saloon, combined with the precise handling and tenacious cornering grip of more overtly sporting machinery. A remarkable combination.

At the front, a modified MacPherson strut layout employs forged-steel lower wishbones, and at the rear the

double-wishbone suspension is derived from the classic layout long favoured for competition and sports cars, so that it provides superb handling and roadholding. As at the front, computers have been used to set the ideal geometry to keep the tyres in close contact with the road, and to prevent the bonnet from diving under braking or the rear from squatting under acceleration.

One of the keys to the supreme ride

quality is in the mounting bushes, which provide positive location in one plane yet are compliant enough to absorb shocks in another. On V6-engined models, the automatic ride control utilises dampers which are computer controlled, reacting to changes in speed, attitude, acceleration, steering lock and braking effort.

The rack-and-pinion steering is power assisted across the range, but the

3-litre models benefit further from an advanced speed-sensitive arrangement to combine extremely low parking efforts with plenty of 'feel' at speed.

Safety is a major consideration throughout 605 engineering, but nowhere more so than in the braking system. Powerful servo-assisted disc brakes feature all round, rather than combining with the old-fashioned rear drums of many cars. Even that is

exceptional, but the 605 goes further.

The front discs, made in our new Sochaux factory, are ventilated, for reliable performance time after time, and every model is equipped with the latest generation of electronic anti-lock braking. Not only does this prevent skidding, it permits the car to be steered out of trouble even when the brakes are hard on – a major contribution to safety. And to complete the safety picture, the brake pipes are

'It is simply the first electronic damping system to reach production that really offers something more than a well sorted conventional set-up, and it works with uncanny accuracy'

galvanised and then epoxy coated, so that they should never corrode.

Large diameter wheels, light alloy on SV and SVE models, are fitted with the latest low-profile tyres to bring an elegant appearance and make sure that there is as much rubber as possible in contact with the road. The SVEs have large diameter, 16-inch, wheels as befits their sporting performance.

PUTTING ON THE BODY STYLE

'First thing you notice is how quiet it is. That 170bhp V6 pulls smoothly from low revs with a gentle burble'

AUTOCAR & MOTOR



Whether 2-litre SLi or 3-litre SVE 24, the 605 has the same wind-cheating shape, a shape that at once has the grace of a luxury limousine and the purposeful charm of a modern executive express.

That slippery surface, like the whole of the structure, is thoroughly protected against the ravages of corrosion. No less than 73 per cent of the steel used in the bodysell is either galvanised or

zinc plated. Electrophoretic primer is carefully applied to all parts, followed by two thick coats of body colour, each one followed by a coat of clear lacquer, for even greater protection.

Any areas exposed to gravel spray are coated with polyurethane and no less than 8 kilograms of thick pvc coating is applied to the wheel arches and the underside. Plastic wheel arch liners provide the final protective layer.

A great deal of care is taken to keep noise out of the passenger cabin. Special attention has been paid to making effective seals and to deadening mechanical sound transmission. Between 40 and 60 kilograms of sound-deadening material are added to each model to bring the peace that makes 605 travel a life of luxury.

Headlamp design is another example of the technology employed in the 605. Multi-faceted reflectors mean that dipped beam does not rely on bulb masking, so the lights are brighter and more effective. And on main beam an additional bulb doubles that brilliance. Beam adjustments to cope with heavy loads can be made at the touch of a fascia control on all models except the SLi, which also have high-pressure headlamp washers.

The exterior mirrors are electrically heated as well as adjusted on all models and that heating is extended to the windscreen washer jets on the V6 models to deal with the rigours of winter frosts.

The 605's sporting appeal may be enhanced further by an approved body styling kit, which brings an added style and grace, not to mention individuality, to the 605. Side skirts extend the door

sills, then there is an air dam beneath the front bumper incorporating a pair of fog lamps and a spoiler on the boot lid edge completes the package to turn your 605 into a real 'head-turner'.

Whichever 605 you choose, it will have the style and panache you should demand of a prestige saloon.

ROOM TO RELAX

'...and with the seat set fully back there's still plenty of room in the rear for long-legged passengers'

AUTOCAR & MOTOR



The 605 is as much a car to be a passenger in as to drive and the comfort of driver and passengers alike, whether in front or back, has been given equal emphasis. The 605 may not feel like a large car to drive, indeed the handling and performance place it firmly in the category of a sporting saloon, but its sheer internal size is evident from the unrivalled rear

legroom, which guarantees passenger comfort in every model.

The front seats are carefully shaped and constructed to give the optimum lateral support for cornering, together with comfort that does not wear thin at the end of a long journey. The same level of thought has gone into the rear seat design providing the perfect

environment for your passengers.

Even on the SLi adjustment of height and squab angle is provided on the driver's seat. Adjustable front seat belt anchorages ensure that the driver achieves the perfect driving position. And as you move up through the range this range of adjustment is provided on

the passenger's seat.

On the SV and SVE, four electric motors look after front seat movement, controlled by side-mounted pushbutton controls to give even more vertical adjustment and infinite variety within the adjustment ranges.

These electric motors for seat adjustment are complemented by heating elements, to regulate the front seat temperature automatically to a comfortable level. Head restraints feature on front and rear seats throughout the range to ensure that you arrive as relaxed as when you set out.

SIT BACK IN STYLE



SLi



SRI/SRdt

The 605 is equipped to cover huge distances with disdainful ease. A crucial factor in providing that sense of ease is the quality of interior trim offered; the materials and colours are chosen with an eye to style and quality, producing the perfect environment for driver and passenger alike.

This approach is as clear in the SLi as

it is in the top of the range SVE models; the SLi's fabric-covered seats have the virtue of staying cool in the summer sun, even when the optional air-conditioning is not fitted, and offering instant warmth in winter.

Those virtues are maintained by the velour seat covering used in the SRI, SRdt, SVi and SV 3.0, but with the additional luxurious feel that comes



SVi/SV 3.0

with this material. To complement the velour comes satin-varnished Californian walnut, used as capping on the glovebox and on the gear lever surround providing that extra touch of luxury.

The interiors of the SVE 3.0 and SVE 24 unashamedly provide the pinnacle of luxury with full leather upholstery and trim throughout.



SVE 3.0/SVE 24

Naturally the Californian walnut is maintained and indeed extended to door cappings as the perfect match for leather.

Equal attention has been paid to colour and appearance as to the quality of materials; the supple leather seat covers come in two shades, beige and dark grey, to ensure that there is a suitable match for whichever of the 11

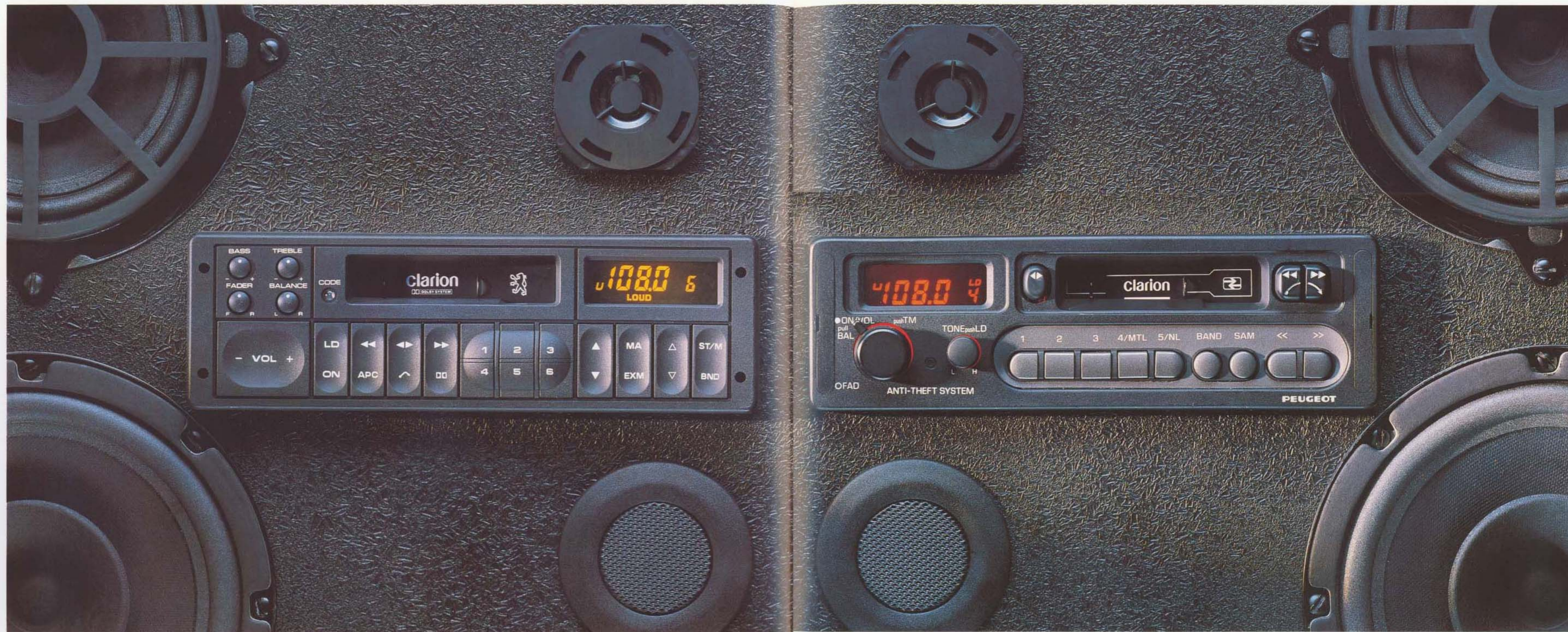
body colours is chosen.

Flexibility is the keynote of the interior design, with full leather trim, rear armrest stowage and wood trim available as an optional package on the SV models.

SOUND SOPHISTICATION

Clarion PC 300
3 wave bands; 24 presets; auto seek tuning; autoreverse cassette deck; 4 x 20 watts; remote control

Clarion 9700IE
3 wave bands; 20 presets; seek tuning; autoreverse cassette deck; 4 x 8 watts



You will be spending a lot of time in the plush comfort of your 605, and an important part of that comfort and sense of well-being is your car's sound system, whether used for monitoring road conditions, catching up with the news or just simply motoring along to your favourite music.

We take your well-being seriously enough to specify no fewer than eight

speakers for that sound system right across the range, so whether you are in the SLi or the SVE 24, you will have the same optimum blend of tone and balance from your in-car entertainment.

Each 605 is fitted with an electrically operated aerial as standard, while every model from the SRi upwards has a secondary aerial set in the rear

screen for even finer radio reception.

The SLi features a powerful Clarion 97001E receiver which pumps out 8 watts through each of its four channels. It has three wavebands, with five memory presets for each; autoseek; an auto-reverse cassette deck; metal switching, for optimum response to your most expensive cassettes, and a loudness button so

that the extremities of the sound spectrum are boosted for better reproduction at lower volumes.

The highly specified Clarion PC 300 sound system is fitted to all other 605s. It has up to 20 watts maximum through all four of its channels; separate bass and treble controls; six presets for medium wave, long wave and FM 'local' and 'distant', so that 24 stations can be logged on at any one time. This

unit takes advantage of the two aerials via a diversity tuning system which automatically selects the strongest signal from either the rear window or the electric aerial providing a radio reception that is second to none. For the ultimate in tape-deck sound, the PC 300 is also fitted with Dolby noise-reduction circuitry.

Mindful of the times we live in both of these superb units are security coded

to render them unusable in the event of their removal from the car. They are also protected from prying eyes by security covers.

Technology has even found its way into the radio controls of the PC300. For extra driving safety they can be operated from a stalk positioned on the steering column on SRi models and above, obviating the need for the driver to take his hands off the wheel.

BAGGAGE HANDLER



The most efficient shape for a saloon is one with a sleek nose and a raised tail, as demonstrated by Pininfarina's elegant line for the 605 range. This style has the added benefit of providing a generous luggage space, in this case no less than 17.5cu ft. That's more than enough for even the largest family off on holiday.

And it's all useful space, too. The floor is flat and there are no side intrusions

to take away precious capacity as there are on many models. Peugeot's designers have even thought about your well-being if you have the misfortune to need to change a tyre. The spare wheel is secured under the floor where it can be reached even when the boot is full. So you don't have to unload all your belongings if fate intervenes.

The boot lid opens right down to the

bumper line for easy loading, and the area within is especially secure. The car's central locking will of course lock the boot, but a master key isolates the area from the main locking circuit providing you with a secure area even when the car is in someone else's care.

For stowing those awkward long loads, like skis, all our 605's feature a trap door which folds down from behind the

central, rear armrest, and through which these items can be inserted. On the plush SVE, there is an integral waterproof luggage bag, which unfurls to cover the items as they are inserted, so that when those skis are stowed at the end of the day they don't drip water on to the sumptuous leather upholstery.

And if you need to carry anything a little more awkwardly shaped, there is

an accessory specially designed for most things; racks for skis and sailboards, a special bike-carrying frame and of course a tow bar for the boat!

The elegant 605 has but one overall style, that of a luxury express, but it comes with a multitude of attractive options and accessories, which can be chosen to personalise each car to taste. Whether it is a smart, pacy

motorway cruiser that you are looking for, or a sporty high-performer to eat up those cross-country miles with ease, the superb 605 is the car for you.

Take a test drive now in this, the pride of lions, and Relax As The World Flies By.

SPECIFICATION

SPECIFICATION	SLi/SRi/SVi	SLi/SRi/SVi Auto	SV 3.0	SV 3.0/SVE Auto	SVE 24	SRdt
Engine						
Cubic capacity cc	1998	1998	2975	2975	2975	2088
Cylinder configuration/number	4 in line	4 in line	V6	V6	V6	4 in line
Bore/stroke mm	86 x 86	86 x 86	93 x 73	93 x 73	93 x 73	85 x 92
Camshaft/valves	SOHC/8	SOHC/8	2OHC/12	2OHC/12	2OHC/24	SOHC/12
Self-adjusting hydraulic tappets	—	—	●	●	●	—
Variable length inlet manifold	—	—	—	—	●	—
Max power bhp (PS-DIN)/kw CEE	122/89 @ 5600rpm	122/89 @ 5600rpm	170/123 @ 6015rpm	170/123 @ 6015rpm	200/147 @ 6000rpm	110/80 @ 4300rpm
Max torque mkg DIN	17.5 @ 4000rpm	17.5 @ 4000rpm	24.5 @ 4600rpm	24.5 @ 4600rpm	26.5 @ 3600rpm	25.3 @ 2000rpm
Compression Ratio	8.8:1	8.8:1	9.5:1	9.5:1	9.5:1	21.5:1
Transistorised breakerless ignition	●	●	—	Electronically mapped	—	—
3-way catalytic converter	●	●	●	●	●	—
Cooling system	Pressurised sealed system					
Number of cooling fans	1	1	1	2	2	2
Engine oil cooler	—	—	—	—	●	●
Fuel required	Unleaded (95–98 RON)					Diesel
Electrical System						
12-volt maintenance-free battery, capacity Ah	50					75
Transmission						
5-speed manual	●	—	●	—	●	●
4-speed automatic	—	●	—	●	—	—
Speed control	—	—	●	●	●	—
Steering						
Power assistance	●	●	Speed variable	Speed variable	Speed variable	●
Turning circle (between kerbs) m	11.0					—
Number of turns lock to lock	3.3					2.8
Suspension						
Front	Independent modified MacPherson struts with forged-steel lower wishbone & anti-roll bar					
Rear	Independent double wishbones with coil springs, anti-roll bar & angled telescopic shock absorbers					
Automatic electronic ride control	—	—	●	●	●	—
Tyre Size	195/65HR15	195/65HR15	205/60VR15	SV 205/60VR15 SVE 205/55VR16	205/55VR16	195/65HR15
Brakes						
Front	Diagonally split twin circuit					
Rear	Vented disc					
ABS (anti-locking) system	●	●	●	●	●	●
Dimensions, mm						
Overall length	4721					
Overall width (except mirrors)	1799					
Overall height	1417	1417	1415	1415	1411	1415
Wheelbase	2800					
Aerodynamic Drag Factor (Cd)	0.28	0.28	0.30	0.30	0.30	0.28
Weight, kg						
Gross vehicle weight	1825	1860	1915	1960	1960	1930/1960
Kerb weight	1325	1360	1415	1460	1460	1430/1460
Gross train weight	3125	3160	3415	3460	3460	3430/3460
Max towing weight	1300	1300	1500	1500	1500	1500/1500
Max tow ball weight	80	75	80	75	80	75
Boot Capacity, DM³/FT³ (VDA Method)	497/17.5					
Fuel Tank Capacity, Litres/Gallons	80/17.5					
Instruments						
Speedometer/odometer/trip meter	●	●	●	●	●	●
Tachometer	●	●	●	●	●	●
Fuel gauge	Analogue	Analogue	Digital	Digital	Digital	Analogue
Water temperature gauge	●	●	●	●	●	●
Combined oil level/temp gauge	—	—	●	●	●	—
Outside temperature gauge (digital)	SRi/SVi	SRi Auto/SVi Auto	●	●	●	●
5-function trip computer (distance/ av speed/av cons/instant cons/range)	—	—	●	●	●	—

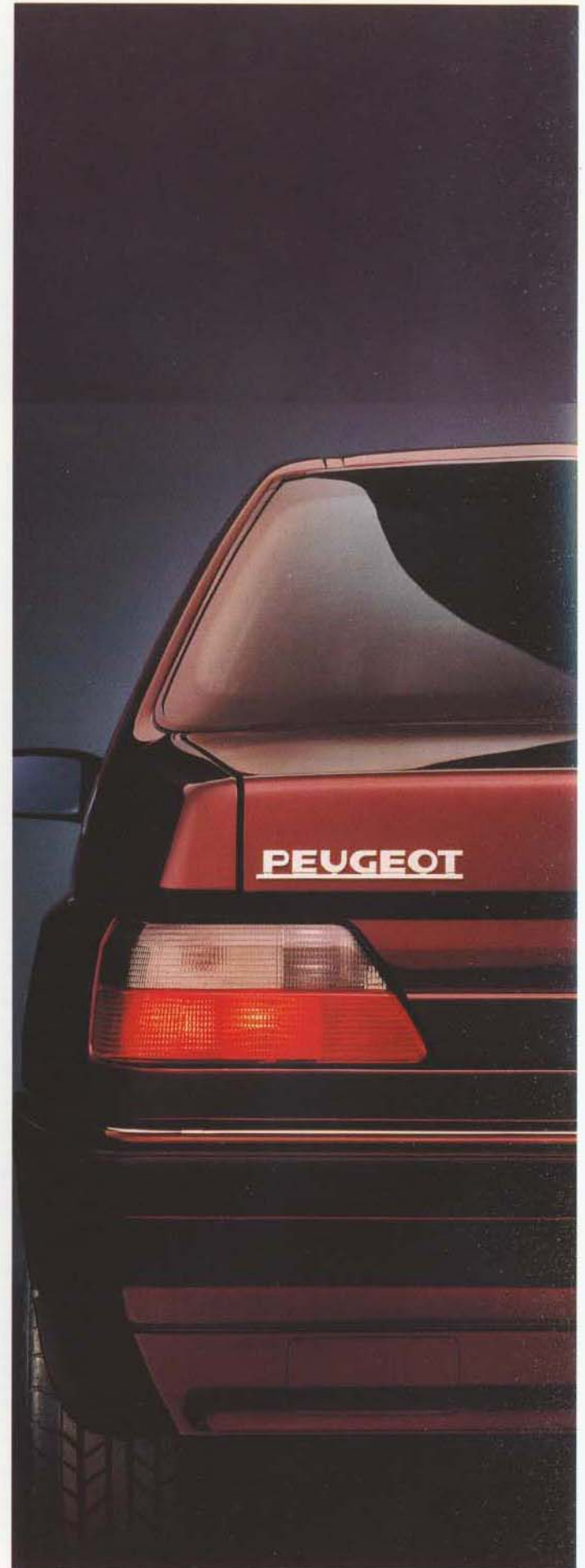
SPECIFICATION	SLi/SRi/SVi	SLi/SRi/SVi/Auto	SV 3.0	SV 3.0/SVE Auto	SVE 24	SRdt
Fascia warning signals						
Lights-on bleep	●	●	●	●	●	●
Door open bleep/warning diagram	SVi	SVi Auto	●	●	●	—
Handbrake/low fluid/pad wear	●	●	●	●	●	●
ABS function	●	●	●	●	●	●
Low fuel level	●	●	●	●	●	●
High coolant temp/low fluid	●	●	●	●	●	●
Low engine oil pressure	●	●	●	●	●	●
Battery charge	●	●	●	●	●	●
Rear brake light bulb failure	SVi	SVi Auto	●	●	●	—
Electronic suspension function	—	—	●	●	●	—
Low washer bottle level	SRi/SVi	SRi/SVi Auto	●	●	●	●
Emergency stop: water/oil/brakes	●	●	●	●	●	●
Diagnostic function	●	●	●	●	●	●
Water in diesel fuel	—	—	—	—	—	●
Diesel preheater	—	—	—	—	—	●
Performance Manufacturer's figs (to be confirmed)						
Maximum speed, mph	123.6	119.9	137.9	134.8	145.9	119.2
Acceleration 0-62mph, secs	10.9	13.6	8.9	9.9	8.3	11.3
Acceleration 0-1000m, secs	32.1	34.6	29.6	31.1	28.6	33.1
Fuel Consumption, mpg (L/100kms)						
At constant 56mph (90kph)	41.5 (6.8)	39.8 (7.1)	36.2 (7.8)	35.3 (8.0)	34.4 (8.2)	57.6 (4.9)
At constant 75mph (120kph)	32.1 (8.8)	30.7 (9.2)	29.4 (9.6)	28.0 (10.1)	27.7 (10.2)	43.5 (6.5)
Simulated urban driving	22.1 (12.8)	20.5 (13.8)	18.8 (15.0)	16.7 (16.9)	17.8 (15.9)	33.2 (8.5)
Insurance Group						
As recommended by the Association of British Insurers	6	6	7	7	7	6

SPECIFICATION	SLi	SRi/SRdt	SVi/SV 3.0	SVE
Exterior decor				
Body side mouldings	●	●	●	●
Bright cappings on bumpers	●	●	●	●
Bright capping on radiator grille	●	●	●	●
Body colour door handles	●	●	●	●
Body colour mirror housings	●	●	●	●
Full wheel covers	12 slots	11/6 slots	—	—
Alloy wheels	—	—	6.5J Rim	7.0J Rim
Metallic paint/black paint	○	○	●	●
Pearlescent paint	—	○	●	●
Interior decor				
Cloth door inserts, to match seat	●	●	●	—
PVC door trim	—	—	○ With leather	●
Carpet trimmed lower doors	●	●	●	●
Continental style fr & rr armrests	●	●	●	●
Carpet trimmed rear parcel shelf	●	●	●	●
Deep pile floor carpet	●	●	—	—
Extra deep pile floor carpet	—	—	●	●
Fully trimmed boot	●	●	●	●
Steering wheel	2-spoke	4-spoke	4-spoke leather	4-spoke leather

SPECIFICATION	SLi	SRi/SRdt	SVi/SV 3.0	SVE
Polished wood trim – console	—	●	●	●
Polished wood trim – fascia	—	●	●	●
Polished wood trim – doors	—	—	○ With leather	●
Leather gear lever gaiter	●	●	●	●
Leather trimmed gear knob	—	—	○ With leather	●
Driving Safety				
Electric & heated door mirrors	●	●	●	●
Dipping rear view mirror	●	●	●	●
Laminated windscreen	●	●	●	●
Heated rear window	●	Time switch	Time switch	Time switch
Green tinted glass	●	●	●	●
Recessed sunvisors & centre flap	●	●	●	●
Intermittent windscreen wipe	●	Variable	Variable	Variable
Heated washer jets	—	—	●	●
Two-tone horn	●	●	Comp Air	Comp Air
Comfort & Convenience				
Remote control central locking (doors/boot/fuel flap)	●	●	●	●
Electrically operated front windows	●	●	●	●
One touch operation of driver's window	—	●	●	●
Electrically operated rear windows with isolating switch—	—	●	●	●
Electric tilt/slide glass sunroof (with blind)	●	●	●	●
Adjustable steering wheel (rake & reach)	●	●	●	●
Height adjustable front seat belts	●	●	●	●
Digital clock	●	●	●	●
Front & rear ashtrays	●	●	●	●
Cigar lighter	Front	Front/Rear	Front/Rear	Front/Rear
Folding grab handles (2 front 2 rear)	●	●	●	●
* Two rear coat hooks	●	●	●	●
Front passenger's vanity mirror	●	With light	With light	With light
Driver's vanity mirror with light	—	—	○ With leather	●
Strut assisted bonnet opening	●	●	●	●
Driver's foot rest	●	●	●	●
Exterior Lighting				
Four headlamps with compound surface reflectors	●	●	●	●
Electric headlamp adjustment from fascia	—	●	●	●
2 rear fog & 2 reversing lamps	●	●	●	●
Front foglamps	—	●	●	●
Four sill illumination/rear safety lights	—	—	●	●
Headlamp pressure wash	—	●	●	●
Interior Lighting				
2 front/2 rear courtesy lamps	Operated by all four doors			
Courtesy lamp time switch	—	●	●	●
2 front map reading lights	●	●	●	●
2 rear map reading lights	—	—	●	●

* Available in 1991 ● Standard equipment ○ Option at extra cost

SPECIFICATION	SLi	SRI/SRdt	SVi/SV 3.0	SVE
Glovebox lamp	●	●	●	●
Boot lamp	●	●	●	●
Instrument lighting dimmer	●	●	●	●
Engine compartment light	—	—	—	●
Seating				
Duo cloth trim	●	—	—	—
Sevruga velour trim	—	●	—	—
Prelude velour trim	—	—	●	—
Leather trim	—	○ SRdt	○	●
Height/lumbar adj driver's seat	●	●	●	●
Height/lumbar adj front pass seat	—	●	●	●
Electric adj of driver's seat (including tilt)	—	—	●	●
Electric adj of front pass seat (including tilt)	—	—	●	●
Heated driver's seat	—	—	●	●
Heated front passenger's seat	—	—	●	●
Height adjustable front head restraints	●	Tiltable	Tiltable	Tiltable
Integral rear head restraints	●	●	—	—
Fully adjustable rear head restraints	—	—	●	●
Rear centre folding armrest	●	●	●	●
Interior Stowage				
Front door pockets	●	●	●	●
Full length centre console with 2 stowage areas	●	●	●	●
Rear console stowage	●	—	—	—
Rear console stowage with lid & coin tray	—	●	●	●
Front passenger's lockable glovebox	●	●	●	●
Ski flap access to boot	●	●	●	+integral load cover
Map pockets in front seat squabs	●	●	●	●
Stowage in rear centre armrest	—	—	○ With leather	●
Heating & Ventilation				
Illuminated controls & rheostat controlled fan	●	●	●	●
4 fully adjustable face-level vents	●	●	●	●
2 adjustable rear compartment vents	—	—	●	●
Automatic temperature control	—	—	●	—
Automatic air conditioning	—	○ manual	○ manual	●
In-Car Entertainment				
Rear wing mounted electric aerial	●	●	●	●
Additional rear screen aerial (diversity tuning)	—	●	●	●
8-speaker sound system	●	●	●	●
Clarion am/fm digital stereo radio/cassette with auto station search, auto reverse & security code	●	—	—	—
Clarion PC300 fm audio system with diversity tuning & remote control of tuning/volume	—	●	●	●
Security				
Ultrasonic alarm system	●	●	●	●
High security locks	●	●	●	●
Additional security key for boot	●	●	●	●
Security cover & code for radio	●	●	●	●
Coded key pad for ignition	—	—	—	○ SVE 24



FINANCE PLANS

To make acquisition of a new 605 that much easier, Peugeot Talbot Credit has developed a range of Lease and Contract Hire finance plans for the business user.

For those businesses and small professional practices that are unable to reclaim VAT our Lease Purchase scheme could provide the perfect solution. With low monthly rentals and capital allowances as for outright purchase this option provides a balance of benefits that is ideally suited to the small business.

Our lease scheme will allow you to choose a repayment plan that has a low initial payment to assist budgeting and rentals matched to the expected period of use and that leaves cash free for other purposes in the business.

Contract Hire combines the benefits of our Lease scheme and a maintenance programme to provide a highly competitive finance plan. This is a complete package that enables you to budget vehicle costs accurately throughout the Contract period.

ACCESSORIES

Peugeot have developed a wide range of accessories for 605, from bodystyling kit to boot tray, there is something to add extra comfort, style and protection to your car. For full information and fitted prices see the 'Finishing Touches' presenter in your local dealership.

LIONCARE GOLD

The care and consideration lavished by Peugeot on the design and manufacture of the 605 is matched by an equal level of after-sale care for the 605 owner.

Lioncare Gold removes any inconvenience associated with routine servicing and repairs and for the first year provides assured mobility under LIONCARE AA. The extensive Peugeot dealer network offers Lioncare Gold to 605 owners. Now you can choose what is most convenient to you.

While-you-wait service

Some servicing and repairs can be carried out quickly. Your dealer will be happy to advise you how long requested work will take and, if you wish, arrange a timed appointment to carry out the work while you wait.

Collection and delivery service

Your dealer will collect your car and return it to you when the work is completed, providing total flexibility for you to use your time as you choose.

A lift to a local destination

If you live or work reasonably near to your dealer, he will be pleased to give you a lift to or from home, office, or the railway station.

Courtesy car

If you need continued mobility, then subject to prior arrangement, your dealer will gladly provide one for the day, while your car is being serviced or repaired. Should you require the car for more than a day, the dealer will offer competitive rates.

Quality service

To put the seal on a job well done, your dealer will make sure that your car is washed before it is returned to you.

And should the unthinkable ever occur and your 605 is immobilised for whatever reason, then LIONCARE AA is at your service:-

- Dedicated toll free (0800) line to an AA control centre.
- Special direct number for car phones.
- Assistance by AA patrol by the roadside or at home.
- AA Relay Service.
- Free 48 hour replacement car hire, or onward travel by public transport, or overnight accommodation.
- All benefits of full AA membership.

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