

NEWS RELEASE

RENAULT PRESS OFFICE

EMBARGO

NOT FOR PUBLICATION BEFORE

APRIL 1, 1988

PRESS INFORMATION

THE NEW RENAULT ESPACE - U.K. RANGE

1. Detailed description of new range.
2. Concept, evolution and design.
3. Equipment.
4. Price details - models and options.
5. Detailed technical specifications.
6. Technical illustrations and diagrams.

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THERE'S MORE
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RENAULT

NEWS RELEASE

RENAULT PRESS OFFICE

FOR IMMEDIATE RELEASE

APRIL 1, 1988

SPACE - PLUS YET MORE SPACE IN LATEST RENAULT SPACE
New, 3-model range for UK market brings fuel-injected,
120 bhp, 2.0-litre "2000-1" challenger

Reinforcing its strong model philosophy of high-quality, high-specification cars for modern lifestyles, Renault UK announces the launch of the 1988 Renault Espace range for the British market, with full technical details, engine changes, equipment and prices.

A host of improvements, including new interior and exterior styling to give still more space for up to seven occupants, come with these Phase II versions, which go on sale this month.

The UK model line-up comprises:

- * **SPACE GTS** with new 1,995cc, 103 bhp carburettor engine;
- * **SPACE TXE** with new 1,995cc, 120 bhp fuel-injected engine (this replaces the current Espace TSE version);
- and a completely new addition to the Renault Espace range in the UK -
- * **SPACE 2000-1**, with the new 1,995cc, 120 bhp fuel-injected engine.

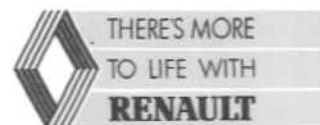
Prices range from £12,890 to £16,990, including car tax and VAT, with an impressive choice of new colours and useful options. (See separate notes for price and equipment details.) The range does not include the recently-announced 4-wheel drive Espace Quadra, for which no UK launch date has been set.

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IMPROVEMENTS & CHANGES - SUMMARYTechnical

With three versions now available (GTS, TXE, 2000-1) instead of two (GTS and TSE), the UK Espace range gets two new power units - the 1,995cc carburettor engine, developing 103 bhp (DIN) at 5,500 rpm, with 106 mph top speed and greater fuel economy, and the 1,995cc fuel injection unit, producing 120 bhp (DIN) at 5,500 rpm, giving 111 mph top speed.

Other changes provide improved handling, better vibration absorption and greater comfort derived from a new layout of the front suspension system and alterations to the rear suspension.

Exterior

On all three Espace models, styling has been modernised, so that all versions now share the same external shape and front structure, irrespective of the type of engine, with an overall length of 171.7in (compared with 167.3in for the previous versions), and a front overhang of 36.2in.

Other external changes include:

- a newly designed, inclined radiator grille;
- a one-piece wrap-around bumper incorporating the spoiler (with rubber protective strip on the TXE and 2000-1);
- new front lighting units with H4 halogen headlamps and "crystal" turn indicators;
- a new, extended tailgate design, giving 3.5 inches more interior space (see later notes for details);
- an enlarged rear screen improving rearward visibility and adding to the modern appearance;
- alloy wheels standard on the Espace TXE and 2000-1 models;
- a new, wrap-around rear bumper.

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Interior

Main changes here look like this:

- new front seats, modelled on those of the Renault 21, slightly larger, with height-adjustable head restraints;
- new upholstery and carpet in the GTS and 2000-1;
- increased leg room in the first row of rear seats;
- two attachment positions for the third row of rear seats, giving additional flexibility - more leg room and luggage space.

RENAULT ESPACE 2000-1

This new addition to the Espace range incorporates all the improvements of the other Phase II versions, plus the following additional features:

- unique striped velour upholstery;
- rear seats with retractable head restraints;
- luxury carpeting;
- all-round metallic paint including pillars and roof panel;
- twin tilting glass sunroofs with fabric sunblinds as standard;
- leather-covered steering wheel;
- Philips 4 x 20W Hi-fi system as standard;
- map reading lights for the third row of seats;
- twin pockets on the rear wheel housing.

IMPROVEMENTS & CHANGES IN DETAILMulti-configuration passenger compartment

This is one of the Renault Espace's strong points: its interior space can be varied through the functional rear seats, all fully independent. There are three seats, or five on option, all identical, tilting and removable. They can be easily removed from or attached to the flat floor, via attachment rods located in the floor.

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A first row of up to three seats can be installed, with a second row of one or two seats.

The back of each rear seat can be folded over on to the cushion to form a stable horizontal deck, which can double as a table. Once the seat back has been folded down, the entire unit can be tilted forward, giving a large clear area. If all the rear seats are removed, a still larger volume is obtained exceeding 106 cu.ft. - remarkable for a 14.3ft saloon.

Improved design of new versions

With a new, extended tailgate, the useful interior length (between front seats and tailgate) has been increased by 90mm (3.5 inches) - obtained by increasing the rear overhang by 2.4in and by saving 30mm on the tailgate's trim thickness. In addition, the adoption of new front seats gives a 20mm increase in passenger knee room for the first row of back seats.

To make the most of this extra space, the inside of the passenger compartment has been completely redesigned. The rear seat attachment points have been relocated and increased in number, for improved passenger convenience and greater luggage space.

The following seat position changes have been made:

- The first row of seats, which in previous versions provided a choice of two fore-and-aft positions, has its front position attachment rods moved forward 10mm, while the rear position attachment rods are unchanged.

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The distance between these two positions is therefore increased from 80 to 90mm. This change, plus the new front seats, gives more room (20mm) for passengers on the first rear row when in forward position, and also provides space gains for those on the second row of seats.

- Two attachment points are now available also for the second row - so it can be positioned 50mm to the rear of the front attachment location, which is unchanged.

How space is shared

This rearrangement of the rear seat attachment positions provides Espace users with even more flexibility:

- With the first row of rear seats in the forward position and the second row in back position, 7 adults can travel comfortably - with maximum length for passenger space. Compared with the previous models in similar seat configuration, the second-row passengers have 60mm more knee room. Leg room available to them is similar to that for rear-seat passengers in a 5-door Renault 5. At the same time, there is a 40mm length increase in usable luggage space.
- With the two rows of rear seats in the forward position, the passenger compartment is all set for carrying a family of 7. There is more room for the young ones in the second row (+ 10mm knee room compared with previous models), while rear luggage space is 90mm longer, or 60 cu.dm, again compared with previous models.

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GREATER RIDE COMFORTFront suspension system

The new Renault Espace benefits from improved damping when unladen, thanks to a new front suspension layout, with the upper and lower transverse arms taken from the Renault 25. This gives an increase of 41mm in track width, which reinforces the vehicle's natural anti-roll ability and ride comfort while improving external appearance and vibration absorption.

Simultaneously, the lower arm attachment has been given a slightly inclined position, to provide anti-dive effect, and the suspension rate has been adjusted. The increased track width has also resulted in lengthening of the steering tie-rods. All versions have rack-and-pinion steering, giving improved handling.

Rear suspension system

A special rear suspension in the Espace meets stringent technical specifications:

- 600kg (1,323 lbs) payload;
- reduced roll, with passengers seated higher than in a conventional saloon;
- reduced overall size, to allow maximum width between the wheel housings.

The solution for meeting these criteria was a torsion axle with an open clover-leaf section, located by two longitudinal arms and a transverse rod. For minimum attitude variations, suspension is provided by variable rate coil springs, while the inclined shock absorbers are unobtrusively positioned under the floor, giving a clearance of 1.20m (47in.) between the wheel housings, which is the width of the tailgate.

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On the new versions, the rear shock absorber damping rate has been altered, to provide greater comfort on the rear seats when running under light load.

BRAKING

All versions have a vacuum-powered, diagonally-split braking circuit, front ventilated discs, rear drums with automatic clearance take-up and a load-sensitive dual correcting system.

Since October, 1986, the diameter of the front discs has been increased from 238 to 259mm and the brake servo diameter from 8 to 9 inches, while the diameter of the rear drums remains at 228.5mm. All these changes have provided a more powerful and progressive braking system.

WHEELS & TYRES

Since July, 1986, all Espace versions have been equipped with standard 5.5J 14mm wheels and 185/65 R14 tyres. On the new range, standard equipment includes two types of wheel, one in sheet steel and the other in light alloy, both 5.5 J14. The GTS is fitted with 185/65 R14H tyres, the TXE and 2000-1 with 195/65 R14H.

GEARBOX

All versions are equipped with a 5-speed mechanical transaxle with a gear housing in two half-shells, built in light alloy and a "two-rod" type shift control operated by floor-mounted lever. The gearboxes on the front-wheel drive Renault Espace are of the NG3 type, similar to those on the Renault 25 TS and GTS.

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TRANSMISSIONS

The two half shafts driving the front wheels are identical and common to all versions. But longer drive shafts have had to be used on the new versions because of the wider front track. These shafts work under slight longitudinal deflection to minimise the vehicle's front overhang and still mount a longitudinal engine. This allows easy access to the mechanical parts. These drive shafts use a 3-roller GI82 tripod joint at the gearbox end and a 6-ball RF95 joint at the wheel end.

NEW ENGINE LINE-UP

Two new petrol engines are now offered in the Espace range, instead of one. All the engines are derived from the J-type, a modern unit with cylinder head and block in light alloy and a timing system with toothed-belt driven overhead camshaft.

The **Espace GTS** comes with a 1,995cc carburettor engine, developing 103 bhp - similar to that in the Renault 25 TS and GTS - offering an excellent balance between flexibility and fuel economy.

This unit differs from the previous 1,995cc, 110 bhp engine, in particular by its camshaft angles (12°, 52°, 52°, 12°, as against 17°, 63°, 63°, 17°). Although slightly less powerful, its torque curve is more advantageous at engine speeds below 3,000 rpm, giving greater operating flexibility.

In the **Espace TXE** and **2000-1**, the 120 bhp 1,995cc fuel injection engine is similar to that in the Renault 21 GTX, TI and TXE and the Renault 25 TX, which has optimized electronic engine management technology, combining liveliness and good performance.

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(ENGINES)

In this ultra-modern Renault system, the computer controls not only ignition and injection but also provides the following advantages:

- injection cut-off under deceleration;
- idling control;
- pinking detection, cylinder by cylinder, and corresponding injection advance corrections;
- correction for altitude;
- operating in downgrade mode (the system can operate, even in the absence of certain data, by computing from stored plausible mean values);
- self-diagnostic (ability to communicate with a plugged-in diagnostic unit, even in the event of intermittent malfunctions);
- battery voltage correction (which directly affects the amount of fuel injected).

PERFORMANCE & ECONOMY

With its low kerb weight (around 1,200 kg/2,645 lbs), depending on version), its effective aerodynamics and exceptional modular interior space, the Renault Espace offers performance and fuel consumption levels every bit as good as those of comparable conventional saloons.

Compared with the previous 110 bhp petrol engine, the new versions offer the following advantages: *

- with the 103 bhp engine: fuel consumption gains without any significant effect on performance;
- With the 120 bhp engine: improved performance without any significant effect on fuel consumption.

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(PERFORMANCE & ECONOMY)

The 1,995cc, 103 bhp engine has several advantages over the previous 110 bhp unit. With the same gearbox (bevel final drive 9 x 31), its top speed is slightly lower (106 mph v 109 mph) but it has a lower standard fuel consumption and gives fuel savings on acceleration from 50 to 75 mph. These savings, combined with a better torque at low speed, mean lower real fuel consumption figures, as the driver makes less use of 3rd and 4th gears for acceleration.

The 1,995cc, 120 bhp engine is in all cases equipped with a transaxle featuring a bevel final drive of 9 x 34. The advantage of the ratio this gives, which is shorter than on the 1,995cc, 103 bhp engine, is greater liveliness - the objective aimed at with this unit.

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NEW RANGE - PERFORMANCE SUMMARY

The following chart summarises the main differences between the Phase II Renault Espaces and their predecessors:-

Renault Espace Phase II

	<u>GTS</u>	<u>TXE</u>	<u>2000-1</u>
Engine (cc)	1995	1995 inj.	1995 inj.
Bhp (DIN)	103	120	120
Max. speed	106+ mph	111 mph	111 mph
0-62 mph	12.6sec	11.5sec	11.5sec

Fuel consumption

Steady 56 mph	44.8 mpg	41.5 mpg	41.5 mpg
Steady 75 mph	33.6 mpg	32.5 mpg	32.5 mpg
Urban cycle	26.4 mpg	25.5 mpg	25.5 mpg

Luggage capacity 32.1 to 108.1 cu.ft.

Renault Espace Phase I

	<u>GTS</u>	<u>TSE</u>
Engine (cc)	1995	1995
Bhp (DIN)	110	110
Max. speed	109 mph	109 mph
0-62 mph	11.9sec	11.9sec

Fuel consumption

Steady 56 mph	41.5 mpg	43.5 mpg
Steady 75 mph	30.1 mpg	32.1 mpg
Urban cycle	26.2 mpg	26.2 mpg

Luggage capacity 30.0 to 105.9 cu.ft.

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OPTIONS, COLOURS & PRICES

Options available by version are as follows:-

GTS	Metallic paint, one or two additional rear seat modules.
TXE	Twin sunroofs, headlamp wash, Metallic paint (all round available on some colours), Philips 4 x 20W Hi-Fi, one or two additional rear seat modules, electronic anti-theft system.
2000-1	Headlamp wash, one or two additional rear seat modules, electronic anti-theft system.

New Colours

GTS	Metallic Paint	- Emerald Green
TXE	Metallic Paint	- Emerald Green
		- Carbon Grey*
		- Volcanic Red*
2000-1	Metallic Paint	- Volcanic Red*
		- Manchurian Blue*
		- Carbon Grey*

* All round metallic paint including side pillars and roof panel.

Plus existing colours	- Pimento Red	- GTS/TXE
	- Stratos Blue	- GTS/TXE
	- Mercury Silver	- GTS/TXE

Price Summary

Retail prices for the new Espace range are as follows (including Car Tax and VAT):-

Espace GTS	£12,890
Espace TXE	£14,780
Espace 2000-1	£16,990

(For full details, including options, see separate note.)

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RENAULT ESPACE & MARKET SUCCESS - 60,000 SALES

Since the revolutionary Renault Espace was launched in France in July, 1984, and subsequently on the main European markets, it has achieved outstanding popularity.

Daily output at the Romorantin plant has built up as follows:-

July, 1984:	23
December, 1985:	73
December, 1986:	84
May, 1987:	107

In June, 1987 - just three years after its launch - Espace No. 50,000 rolled off the production line, and by the end of 1987 more than 60,000 units had been produced.

At the same time, an agreement was signed with the Alpine plant at Dieppe for the assembly of 100 vehicles each week, starting in January, 1988. The Dieppe unit, which is well experienced in assembling polyester-bodied vehicles, is carrying out assembly, painting and finishing operations on about 20 Renault Espaces a day, in the 2000 TSE version only. This will bring total output to around 130 vehicles a day.

Currently, the Renault Espace is sold in nine European countries, including the United Kingdom (1,463 were sold here in 1987 and 3,000 since its arrival in July, 1985), and it continues to be an ongoing commercial success across Europe, particularly in France and Switzerland.

On the French market the Espace has steadily progressed - with 2,427 registrations in 1984, 6,523 in 1985, 8,013 in 1986, over 12,000 in 1987, and 13,800 forecast for 1988.

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The new Espace range in France now consists of 11 versions, based on a combination of 3 engine types and 3 levels of equipment, while across Europe the total range now adds up to 17 versions

This year, the Espace will be sold in four new markets: Ireland, Portugal, Yugoslavia and Greece - in addition to the nine European countries where it is currently distributed.

In the UK, Renault is aiming for more than 1,800 Espace sales in 1988.

RENAULT/MATRA AGREEMENT EXTENDED

With the continuing success of the Espace, Renault and Matra have now decided to extend for a further three years (1990-1993) the collaboration agreement between the two companies, which was already in effect until 1990.

This new extension is on the same basis as that of the original agreement in 1983. That foresaw the design and building by Matra, using Renault mechanical components, of vehicles which would be sold through Renault's European network.

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THE RENAULT ESPACE: CONCEPT, EVOLUTION & DESIGN

Space-age planning plus rugged construction for long-life motoring

An offspring of the Matra/Renault association (now extended to 1993), the **Renault Espace** brought a revolutionary concept to motoring from its launch in 1984.

This cleverly-designed "one-box" saloon embodies all the qualities of a good, conventional car, such as comfort, roadholding, performance, economy, ride and handling - plus far more interior space than in a traditional passenger compartment. The Espace provides its occupants with an "open plan" interior through multi-position seating for up to seven people - thus suiting all user requirements.

As well as the advantages offered by its one-box construction, the Espace is an extremely modern, well-styled vehicle, with smooth exterior lines and steeply-sloped front, giving effective aerodynamics and extensive glazed areas.

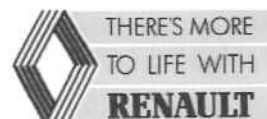
SPACIOUS YET COMPACT

With an overall length of 14.3 ft, similar to that of medium-sized saloons like the Renault 21 (14.6 ft), the Espace is highly suitable for town driving. But with its 5.8 ft width (similar to that of the Renault 25) and 5.4 ft height, with 3.7 ft headroom, it provides far more interior space than conventional large saloons and even their estate car derivatives. Additionally, the Espace has excellent front and rear access, with wide doors (3.3 ft in front and 3 ft at the rear), a large opening angle (70°), low sills and a huge roof-hinged tailgate (3.9 ft at the base, with a loading sill of 1.6 ft).

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The driving position is located as far forward as possible - giving a compact front section. While the front overhang (36 in) is similar to that of the Renault 21, the driving seat is set higher up and further forward than in a conventional saloon, to retain a similar feet-to-pedal distance. This layout gives a usable floor length of 6.7 ft behind the driver's seat.

On the road, the Renault Espace is easy to handle, small outside but very spacious inside - both practical and pleasant. At the same time it has all the advantages of a conventional car when it comes to autoroute or bridge toll gates, underground parking or town driving.

VISIBILITY

Through progress in structural design, the Espace has pillars of minimal thickness. This provides an extensive glazed area of 44.4 sq.ft., and total visibility of 301° or 83.6%.

Passengers, seated higher up than in a normal car, well above the road, with plenty of room and large windows, have a wide field of view, further enhanced by the intelligent seating layout.

NEW VERSION ADVANCES

The new range consolidates the powerful original concept of the Espace still further, in three particular ways:

- * the mechanical changes confirm the vehicle's "highway" capabilities (new engines, upgraded drive trains),
- * greater available interior space allows a wider range of permutations for the rear seat layout (optimized interior modular design),
- * the new body lines are the culmination of the special style of this one-box saloon.

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With these advances, says Renault, the Espace is at present unique in its market segment, at least in Europe, with its only real competitors being the Chrysler "Voyager" and the Ford "Aerostar", which for the time being are distributed only in the U.S.A.

STRONG BODYWORK

The Espace's bodywork is made from laminated polyester, reinforced with glass fibre, composed of: one-third glass fibre, one-third mineral filler and one-third polyester resin.

Glass fibre has major advantages. It is a stable product, on which numerous accelerated ageing tests have been carried out, especially in the temperature range from -40°C to $+120^{\circ}\text{C}$. Its mechanical properties are superior to those of steel, for equal weight.

Under impact, sheet steel spreads the strain, whereas with laminated polyester the impact remains localized and is absorbed by the structure of the material - which limits the extent of repairs. In impact tests, the Renault Espace behaves every bit as well as a conventional saloon, while repairs are generally much easier.

Construction techniques

Several techniques are used for moulding bodywork components: hot injection of resin into a mould pre-lined with a glass-fibre fabric, and hot moulding by compression of a resin-preimpregnated glass-fibre fabric in a mould.

The one-piece side panel is in injected polyester. The doors consist of a metal frame, an outer preimpregnated panel, and an internal trim panel.

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The tailgate has no metallic structure. It is formed of an outer and inner "skin" in injected polyester, with local metal reinforcements for the lock, hinges, and so on.

The bonnet and roof panels are of a sandwich type structure, with a core in polyurethane foam and metal inserts held captive between two sheets of polyester.

SPECIAL, LONG-LIFE STRUCTURE - 66 LBS OF ZINC COATING

Anti-corrosion protection in the Espace is provided by an automatic hot-dip galvanizing line, installed in the Matra assembly plant at Romorantin.

The metal structure is dipped for 8 minutes in a bath of 350 tonnes of molten zinc at 450°C, depositing a 65-micron zinc layer on the structure - or around 66 lbs of zinc per vehicle. Protection is applied both on the outside of the structure and on the interior of all box sections, through pre-cut apertures.

This protective technique does not simply mean applying a coating. A reaction takes place between the zinc and the sheet steel, resulting in a molecular transformation of the steel. Torsional rigidity is increased by 60% and bending rigidity by 20%, thus enabling sheet thicknesses to be optimised with a resultant weight saving.

Good ageing resistance is provided by this protection, which is similarly used in France for building construction applications, motorway crash barriers, lamp poles (where a 22-year guarantee is required), shipping containers, etc.

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PAINTWORK

The Renault Espace's body paint is a two-component polyurethane lacquer. Two coats are applied, "wet on wet"; in other words, the second coat is applied before the first is dry. Metallic paints are given a supergloss finish.

This paint system has two advantages:

*** Resistance to cracking**

The paint is not hardened by heat, but by internal chemical action.

The same paint is used for repairs, which makes matching easier.

*** Gloss retention**

Features of polyurethane paints are their denser, thicker and more durable film, and their far greater covering power.

In addition to this high gloss polyurethane lacquer, some components of the Espace, such as bumpers, side sills, rear quarters and roof panels, receive a paint which is neither smooth nor glossy, known as a "textured" paint. This is also polyurethane-based, but contains minute balls of polyester. This "textured" paint, applied conventionally with a pressure-reservoir spray-gun fitted with a specially modified nozzle, gives high abrasion resistance.

AERODYNAMICS

In terms of aerodynamics, the Renault Espace is highly competitive, with a drag coefficient (Cd) of 0.34, which is remarkable in a vehicle providing so much interior space for so compact an exterior.

Contributing to this are the overall shape - optimized by wind-tunnel tests - steeply-raked nose and windscreen (58°), elimination of gutters, and the use of a one-piece wrap-around bumper and spoiler (now on all versions).

-ends-

RENAULT ESPACE EQUIPMENT

	<u>GTS</u>	<u>TXE</u>	<u>2000-1</u>
<u>Exterior Features</u>			
Front & rear wrap-around polyester bumpers with front bumper incorporating spoiler	*	*	*
Protective rubber strip on front & rear bumpers	-	*	*
2-speed wipers with intermittent wipe	*	*	*
Locking petrol cap	*	*	*
Intermittent rear window wash/wipe	*	*	*
Roof rack side rails	*	*	*
Remote control door mirrors (electrically operated on TXE/2000-1)	*	*	*
Twin tilting glass sunroofs with fabric sunblinds	-	o	*
Headlamp wash	-	o	o
Supergloss/Metallic paint	o	o	*
All-round metallic paint	-	+	*
Tinted windows with pivoting rear quarters	*	*	*
Bonded, laminated windscreen & heated rear window	*	*	*
Twin reversing lights & rear fog lamp	*	*	*
Four light alloy wheels	-	*	*
<u>Interior Features</u>			
Central locking (four doors)	*	-	-
Central locking (four doors, tailgate & fuel filler cap) with infra-red remote control	-	*	*
Centre roof console with adjustable map reading light	-	*	*
Black soft-feel steering wheel	*	*	-
Leather-covered steering wheel	-	-	*
Liquid crystal digital clock	*	*	*
Rev counter & electronic oil level gauge	*	*	*
Power assisted steering	*	*	*
Low fuel level warning light	*	*	*

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NEW RENAULT ESPACE UK RANGE PRICES

MODEL	Basic price	Car Tax	Total, inc. 15% VAT
RENAULT ESPACE GTS	£10,346.49	£862.21	£12,890.00
RENAULT ESPACE TXE	£11,863.55	£988.63	£14,780.00
RENAULT ESPACE 2000-1	£13,637.46	£1,136.46	£16,990.00
Options:			
Additional rear seat Module (all versions)	£192.64	£16.05	£240.00
Supergloss Metallic Paint (all versions)	£248.83	£20.74	£310.00
Twin Glass Sunroofs (TXE only)	£329.10	£27.42	£410.00
Philips 4x20W Hi-Fi System (TXE only)	£361.20	£30.10	£450.00
Headlamp wash (TXE/2000-1)	£128.43	£10.70	£160.00
Anti-Theft System (TXE/2000-1)	£301.00	£25.08	£375.00

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17/88

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RENAULT ESPACE GTS

MAIN FEATURES

Structure

Bodywork
Frontal area (sq.ft.)
Cd
CdA
Glass area (sq.ft.)

ENGINE

Type & No.
Fuel
Mounting

Design
Material

Liner type
Combustion chamber type
Main bearings
Bore x stroke (mm)
Capacity (cc)
Compression ratio
Octane No. (RON)
Max. power, bhp DIN
at engine rpm
Max. torque, lb-ft DIN
at engine rpm
Timing system:
- camshaft
- drive
- crankshaft angles
- valve arrangement
Ignition; firing order
Fuel delivery

Fuel feed

Air supply

Cold start system
Engine cooling system:
- type

- thermostat opening
- fan
Lubrication

ELECTRICAL SYSTEM

Battery
Alternator
Regulator

Technical Specification

Passenger car, 5 or 7-seater.
Front-wheel drive, engine installed longitudinally ahead of front axle; independent front suspension, semi-rigid guided rear axle; spare wheel under floor behind rear axle.

Monocoque, galvanized steel with bonded polyester panels.
One-box saloon, 5 doors.
27.2
0.34
0.86
43.4

J6R-D734 4-stroke petrol
4-star
Longitudinal, inclined 15° at intake end
4 cylinder in line
Engine block & cylinder head in light alloy
Wet, removable
Hemispherical
5
88 x 82
1,995
9.2:1
97 to 99
103 (74 KW ISO)
5,500
119 (158 NM ISO/16.5 Mkg)
3,000

1 overhead
Toothed belt
12°, 52°, 52°, 12°
V-type, rocker-operated
Integral electronic; 1,3,4,2
Weber 28-36 DARA O double barrel carburettor
Mechanical pump driven by the intermediate shaft
Filter with thermostat-controlled flap
Semi-automatic choke

Liquid, pressurized circuit & hot expansion chamber
83°C.
Electric
Conventional circuit with filter & gear pump driven from jackshaft.

12V/250-50Ah
60A
Integral electronic, with dashboard warning light.

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CLUTCH

Type	Single dry-disc
Model	215 CP 415
Mechanism	Diaphragm-spring
Thrust bearing	Guided ball-type, in permanent contact
Control	Mechanical, by cable, with automatic clearance take-up.

GEARBOX

Type	Longitudinal mechanical transaxle
Model	NG3
No. of forward gears	5
Casing	2 light alloy half-shells
Control	Two-rod linkage with floor lever
Gear ratios & speeds in mph per 1,000 rpm with tyres (rolling circumference)	185/65 R 14T (71.5in)
1st	45:11 = 4.09 - 4.80 mph
2nd	37:17 = 2.18 - 9.02 mph
3rd	31:22 = 1.41 - 13.94 mph
4th	34:33 = 1.03 - 19.06 mph
5th	31:36 = 0.86 - 22.81 mph
Reverse	39:11 = 3.55 - 5.54 mph
Final drive ratio	31:9 = 3.444

DRIVE SHAFTS

Type	2 half-shafts, each with two constant-velocity joints
Gearbox end joint	GI 82, 3-roller, sliding
Wheel end joint	RF95, 6-ball

STEERING

Type	Rack & pinion
Midpoint reduction ratio	16.4: 1
Steering wheel diameter	15.0in.
Turns lock to lock	2.75
Power assistance	Standard
Turning circle, kerbs	36.6ft
Turning circle, walls	40.7ft

SUSPENSION**FRONT**
Geometry

Springs	Double wishbones, negative offset & anti-dive effect
Spring rate	Coil, with telescopic dampers
Anti-roll bar	27mm/100kg
	0.83in diameter

REAR

Geometry

Springs

Spring rates	Clover-shaped semi-rigid axle located by two trailing arms & one transverse rod
Anti-roll bar	Variable rate coil, & inclined telescopic dampers
	30mm/100kg empty, 20mm/100kg loaded
	None

/Contd...

BRAKES

Hydraulic circuit type	Diagonally split
Safety	Nivocode
Servo	Single pneumatic, 9in diameter
Master cylinder	Tandem, 0.81in dia., 1.18in stroke
Corrector	Dual, load-sensitive
Front brakes:	
- type	Ventilated discs, 10.2in.dia., 0.79in. thick
- slave cylinder	2.13in. dia.
- new pad friction area	22.07 sq.in. per wheel
Rear brakes:	
- type	Drums, automatic wear take-up, 9.0in. dia.
- slave cylinder	0.87in. dia.
- friction area, new shoes	42.2 or 39.7 sq.in. per wheel
Handbrake	Cable-operated, acting on rear drums

WHEELS

Material	Sheet steel
Dimensions	5.50 J14
Attachment	4 bolts on 3.94in. pitch circle

TYRES

Type	Radial-ply, tubeless
Size	185/65 R 14H
Rolling circumference	71.5in.

CAPACITIES

Fuel tank	13.9 gals. (63 litres)
Cooling system	12.7 pints
Engine oil	10 pints (+ 0.8 pints filter)

LOADING

Platform area	29.17 sq.ft.
Volume	32.1 - 108.1 cu.ft.

WEIGHTS (lbs)

Kerb weight	2623
On front axle	1631
On rear axle	992
Max. gross vehicle	4012
On front axle	2127
On rear axle	2160
Payload including driver	1388
Gross train weight	6614
Max. unbraked trailer	1213
Max. braked trailer	2601
Max. roofrack load	133

FUEL CONSUMPTION (mpg)

Steady 56 mph	44.8
Steady 75 mph	33.6
Urban cycle	26.4

PERFORMANCE

Max. speed	106+ mph
Standing $\frac{1}{4}$ -mile	18.4 sec.
Standing kilometre	34.5 sec.
0-62 mph	12.6 sec.

DIMENSIONS

Overall length	171.6 in.
Overall width	69.7 in.
Overall height	65.4 in.
Wheelbase	101.6 in.
Ground clearance	5.9 in. (empty) 4.9 in. (loaded)
Front track	57.7 in.
Rear track	58.6 in.
Front shoulder width	62.2 in.
Rear shoulder width	61.0 in.

SERVICE INTERVALS

Minor service & oil change	Every 6,000 miles
Major service & transmission oil change	Every 30,000 miles

-ends-

MAIN FEATURES**Structure**

Bodywork
Frontal area (sq.ft.)
Cd
CdA
Glass area (sq.ft.)

Passenger car, 5 or 7-seater.
Front-wheel drive, engine installed longitudinally ahead of front axle; independent front suspension, semi-rigid guided rear axle; spare wheel under floor behind rear axle.

Monocoque, galvanized steel with bonded polyester panels.
One-box saloon, 5 doors.
27.2
0.34
0.86
43.4

ENGINE

Type & No.
Fuel
Mounting

Design
Material

Liner type
Combustion chamber type
Main bearings
Bore x stroke (mm)
Capacity (cc)
Compression ratio
Octane No. (RON)
Max. power, bhp DIN
 at engine rpm
Max. torque, lb-ft DIN
 at engine rpm

Timing system:
- camshaft
- drive
- crankshaft angles
- valve arrangement
Ignition; firing order

Fuel delivery

Fuel feed
Air supply

Cold start system

Engine cooling system:
- type

- thermostat opening
- fan
Lubrication

J7R 4-stroke petrol
4-star
Longitudinal, inclined 15° at intake end
4 cylinder in line
Engine block & cylinder head in light alloy
Wet, removable
Hemispherical
5
88 x 82
1,995
10: 1
97 to 99
120 (86.5 KW ISO)
5,500
124 (164 NM ISO/17.1 Mkg)
4,500 (Between 2,000 & 5,250 rpm the torque exceeds 90% of its max. value)

1 overhead
Toothed belt
17°, 63°, 63°, 17°
V-type, rocker-operated
Integral electronic, with pinking detection cylinder by cylinder;
1, 3, 4, 2
Multipoint electronic injection coupled to ignition
Electric petrol pump
Filter with thermostat-controlled flap
Electronic sensing of coolant temperature

Liquid, pressurized circuit & hot expansion chamber
86°C
Electric
Conventional circuit with filter & gear pump driven from jackshaft.

/Contd...

ELECTRICAL SYSTEM

Battery	12V/250-50Ah
Alternator	60A
Regulator	Integral electronic, with dashboard warning light

CLUTCH

Type	Single dry-disc
Model	215 CP 415
Mechanism	Diaphragm-spring
Thrust bearing	Guided ball-type, in permanent contact
Control	Mechanical, cable-operated, with automatic clearance take-up

GEARBOX

Type	Longitudinal mechanical transaxle
Model	NG3
No. of forward gears	5
Casing	2 light alloy half-shells
Control	Two-rod linkage with floor lever
Gear ratios & speeds in mph per 1,000 rpm with tyres (rolling circumference)	195/65 R 14 (72.8in)

1st	45:11 = 4.09 - 4.46
2nd	37:17 = 2.18 - 8.38
3rd	31:22 = 1.41 - 12.95
4th	34:33 = 1.03 - 17.71
5th	31:36 = 0.86 - 21.20
Reverse	39:11 = 3.55 - 5.15
Final drive ratio	34:9 = 3.77 (differential with 2 planet gears).

DRIVE SHAFTS

Type	2 half-shafts, each with two constant-velocity joints
Gearbox end joint	GI 82, 3-roller, sliding
Wheel end joint	RF95, 6-ball

STEERING

Type	Rack & pinion
Midpoint reduction ratio	16.4: 1
Steering wheel diameter	15.0in.
Turns lock to lock	2.75
Power assistance	Standard
Turning circle, kerbs	36.6ft
Turning circle, walls	40.7ft

SUSPENSION

FRONT	
Geometry	Double wishbones, negative offset & anti-dive effect
Springs	Coil, with telescopic dampers
Spring rate	27mm/100kg
Anti-roll bar	0.83in diameter

/Contd...

(SUSPENSION)

REAR

Geometry

Clover-shaped semi-rigid axle
located by two trailing arms &
one transverse rod

Springs

Variable rate coil, & inclined
telescopic dampers

Spring rates

30 to 20mm/100kg

Anti-roll bar

None

BRAKES

Hydraulic circuit type

Diagonally split

Safety

Nivocode

Servo

Single pneumatic, 9in diameter

Master cylinder

Tandem, 0.81in dia., 1.18in stroke

Rear corrector

Dual, load sensitive

Front brakes:

- type

Ventilated discs, 10.2in. dia.,
0.79in. thick

- slave cylinder

2.13in. dia.

- new pad friction area

22.07 sq.in. per wheel

Rear brakes:

- type

Drums, automatic wear take-up,
9.0in. dia., 1.57in. wide shoes
0.87in. dia.

- slave cylinder

42.2 or 39.7 sq.in. per wheel

- friction area, new shoes

Cable operated, acting on rear drums

Handbrake

WHEELS

Material

Light alloy

Dimensions

5.50 J14 H2

Attachment

4 bolts on 3.94in. pitch circle

TYRES

Type

Radial-ply, tubeless

Size

195/65 R 14H

Rolling circumference

72.8in.

CAPACITIES

Fuel tank

13.9 gals. (63 litres)

Cooling system

12.7 pints

Engine oil

10 pints (+ 0.8 pints filter)

Gearbox oil

3.87 pints

LOADING

Platform area

29.17 sq.ft.

Volume

32.1 - 108.1 cu.ft.

WEIGHTS (lbs)

Kerb weight

2678

On front axle

1642

On rear axle

1036

/Contd...

(WEIGHTS - lbs)

Max. gross vehicle	4045
On front axle	2149
On rear axle	2160
Payload including driver	1366
Gross train weight	6614
Max. unbraked trailer	1212
Max. braked trailer	2568
Max. roofrack load	133

FUEL CONSUMPTION (mpg)

Steady 56 mph	41.5
Steady 75 mph	32.5
Urban cycle	25.5

DIMENSIONS

Overall length	171.6 in.
Overall width	69.7 in.
Overall height	65.4 in.
Wheelbase	101.6 in.
Ground clearance	5.9 in. (empty) 4.9 in. (loaded)
Front track	58.0 in.
Rear track	58.8 in.
Front shoulder width	62.2 in.
Rear shoulder width	61.0 in.

SERVICE INTERVALS

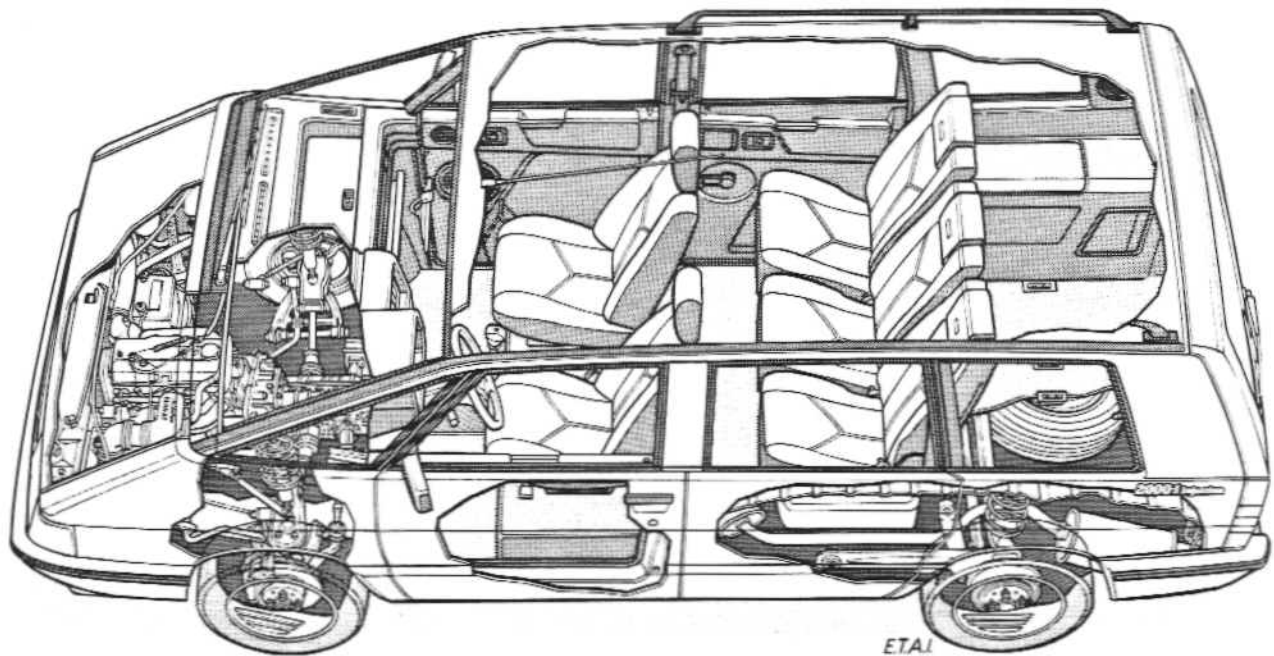
Minor service & oil change	Every 6,000 miles
Major service & transmission oil change	Every 30,000 miles

-ends-

THE NEW RENAULT ESPACE RANGE

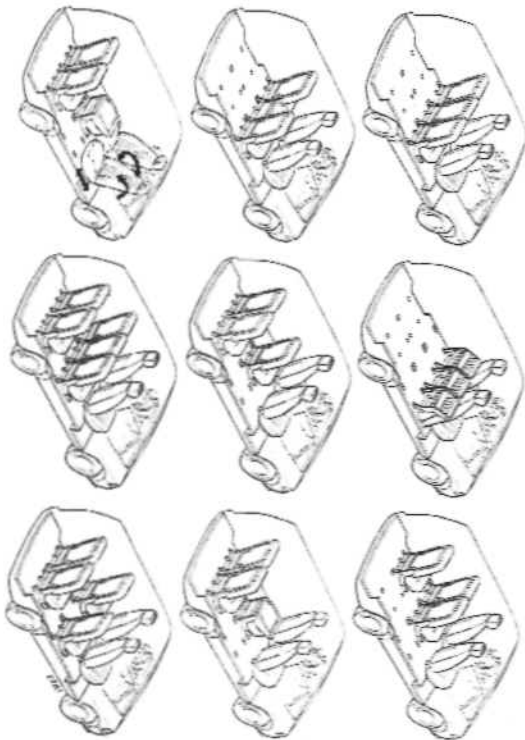
Technical illustrations & diagrams

- General layout
- Passenger compartment
- Drive trains
- Structure and bodywork
- 2-litre petrol engine
- 2-litre injection engine

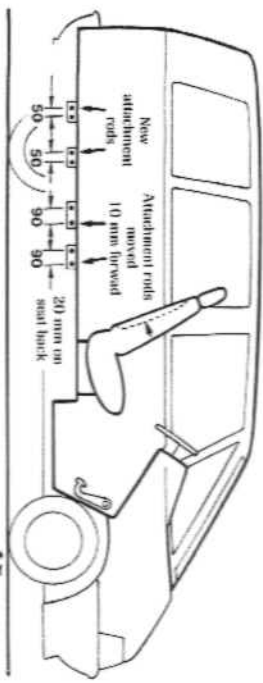


RENAULT *Espace* 2000-1

SOME EXAMPLES

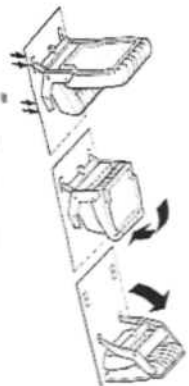


CHANGES IN FRONT SEATS AND REAR SEAT ATTACHMENTS

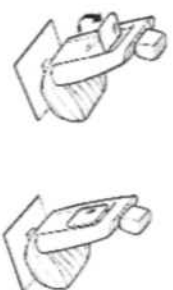


Values in mm.

REAR SEATS



FRONT SEATS

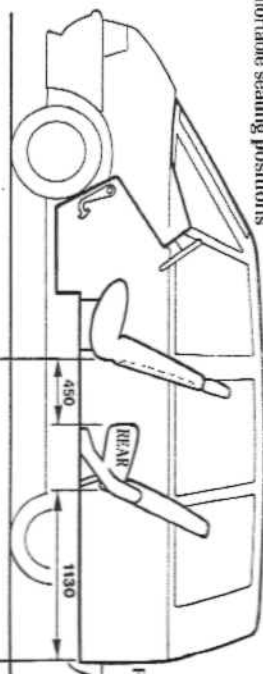


With "aircraft" type tray for the swivel seats

ADVANTAGES OF THE NEW VERSIONS

Dimensions are in mm.

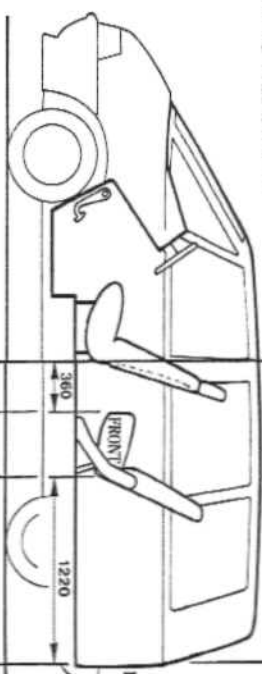
5 very comfortable seating positions



(falls over the previous versions)

Luggage space: + 90 mm
Passenger knee room: 1st row: + 20 mm

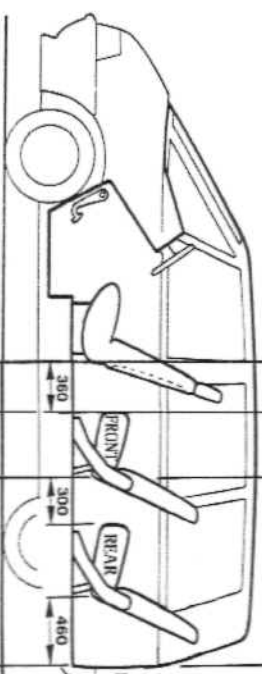
5 positions + large luggage space



(falls

Luggage space: + 100 mm
Passenger knee room: 1st row: + 10 mm

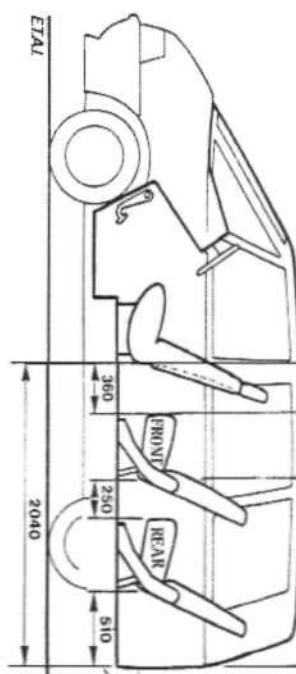
7 adults



(falls

Luggage space: + 40 mm
Passenger knee room: 1st row: + 10 mm
Passenger knee room: 2nd row: + 60 mm

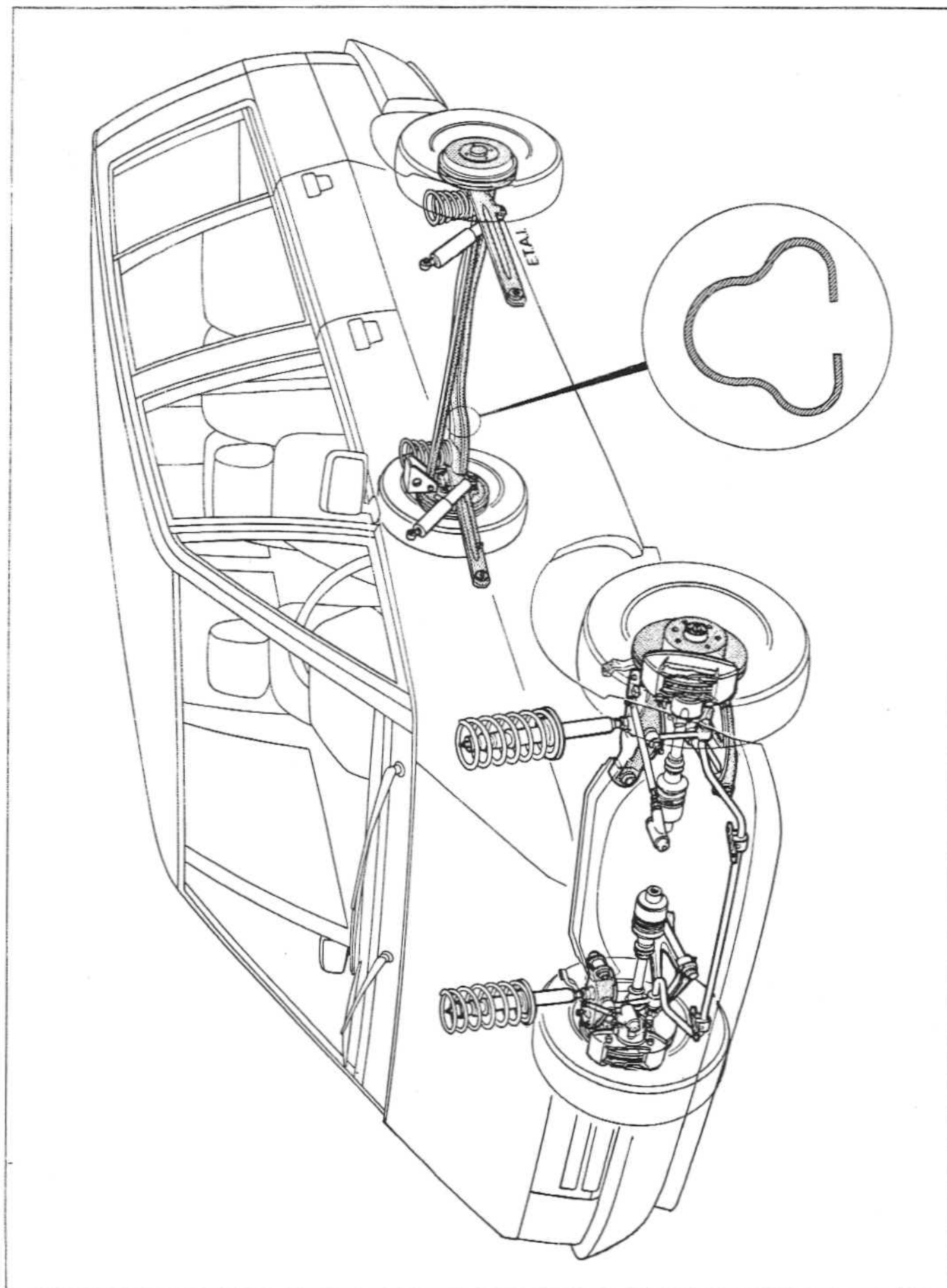
Family version: 7 seats

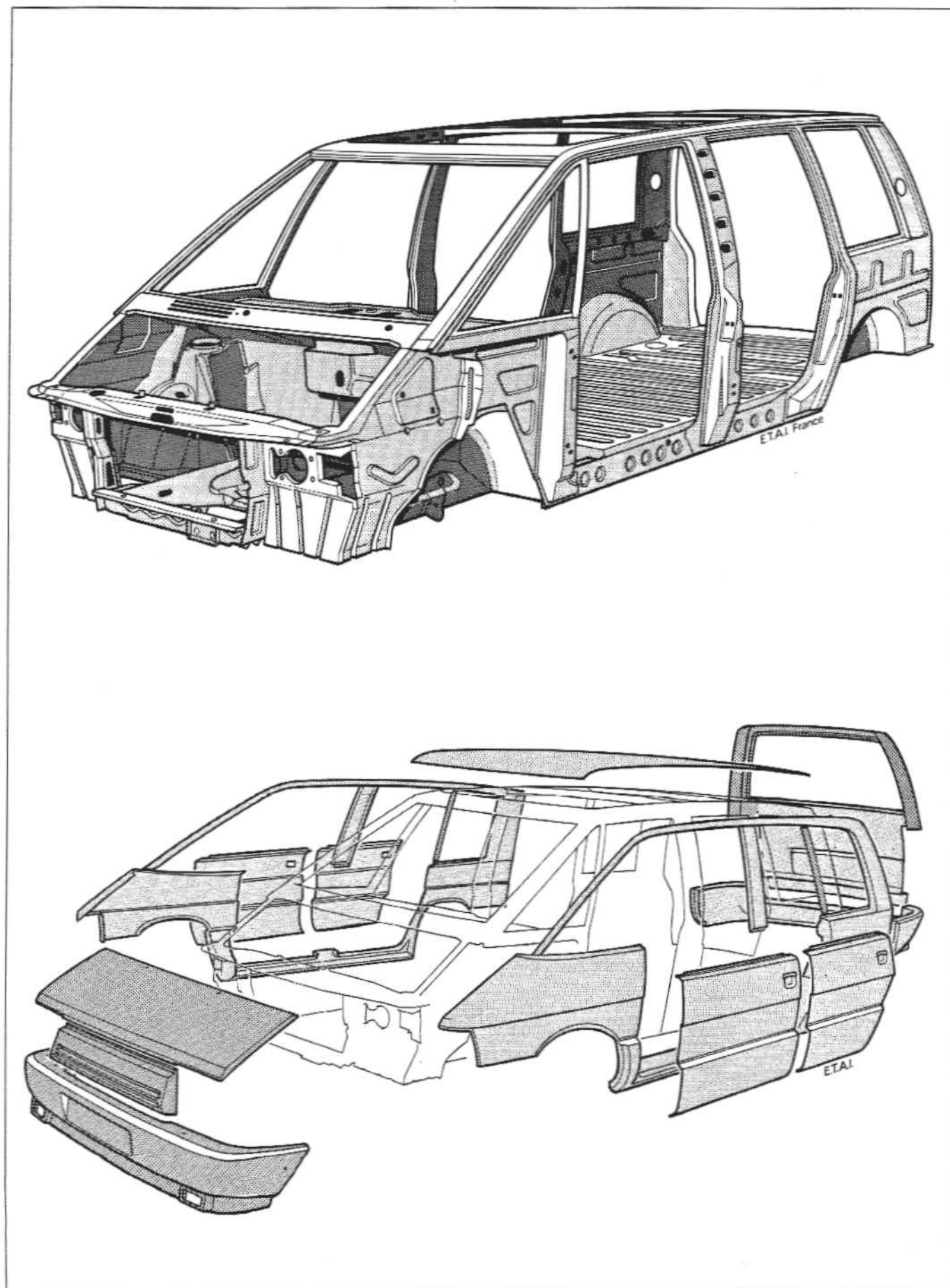


(falls

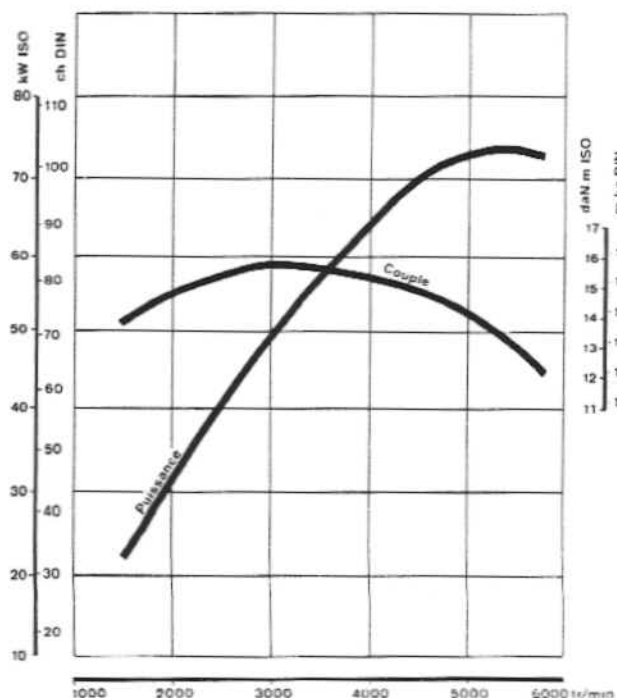
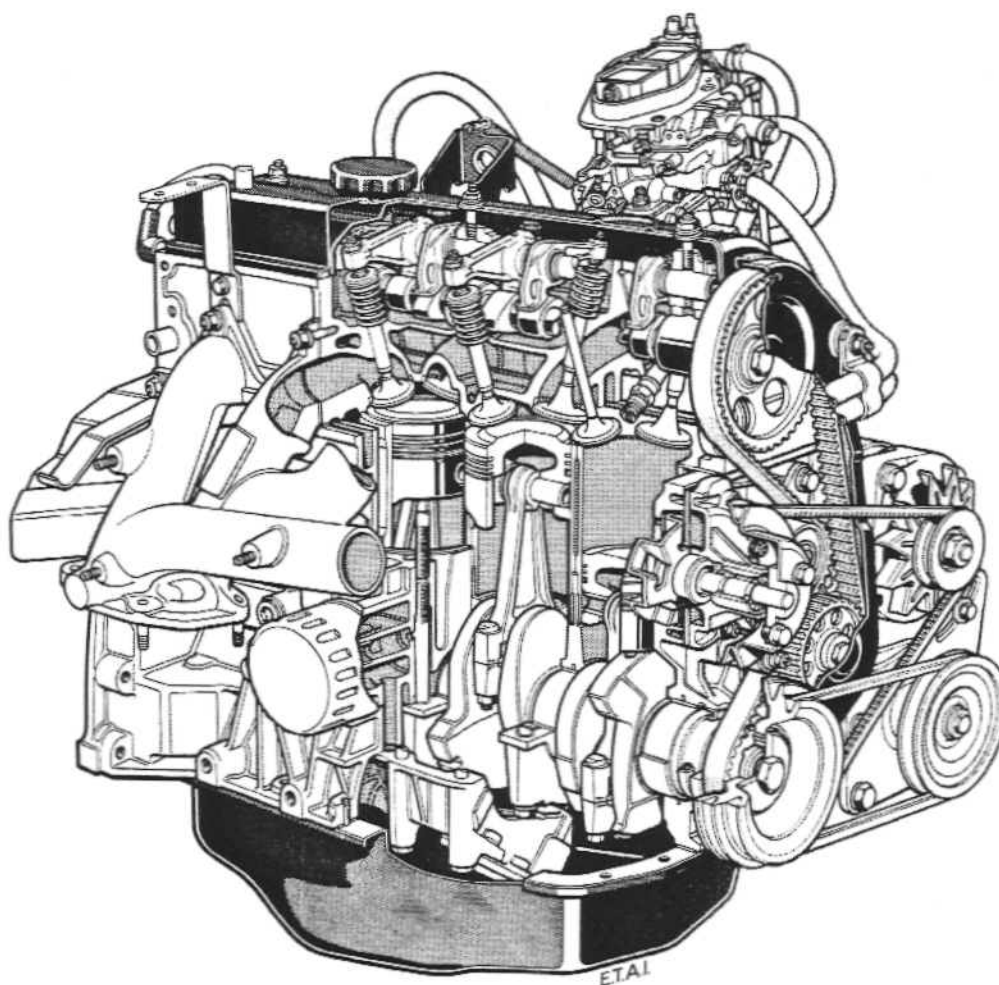
Luggage space: + 90 mm
Passenger knee room: 1st row: + 10 mm
Passenger knee room: 2nd row: + 10 mm

Useful length: + 90 mm



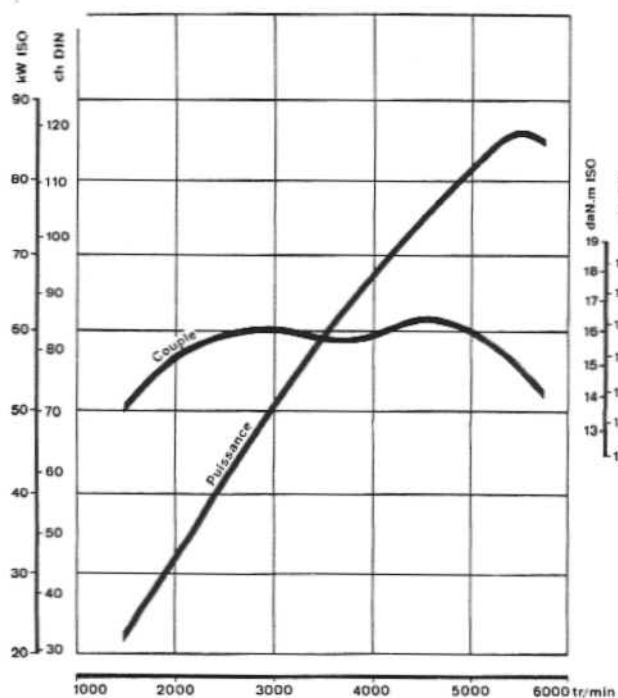
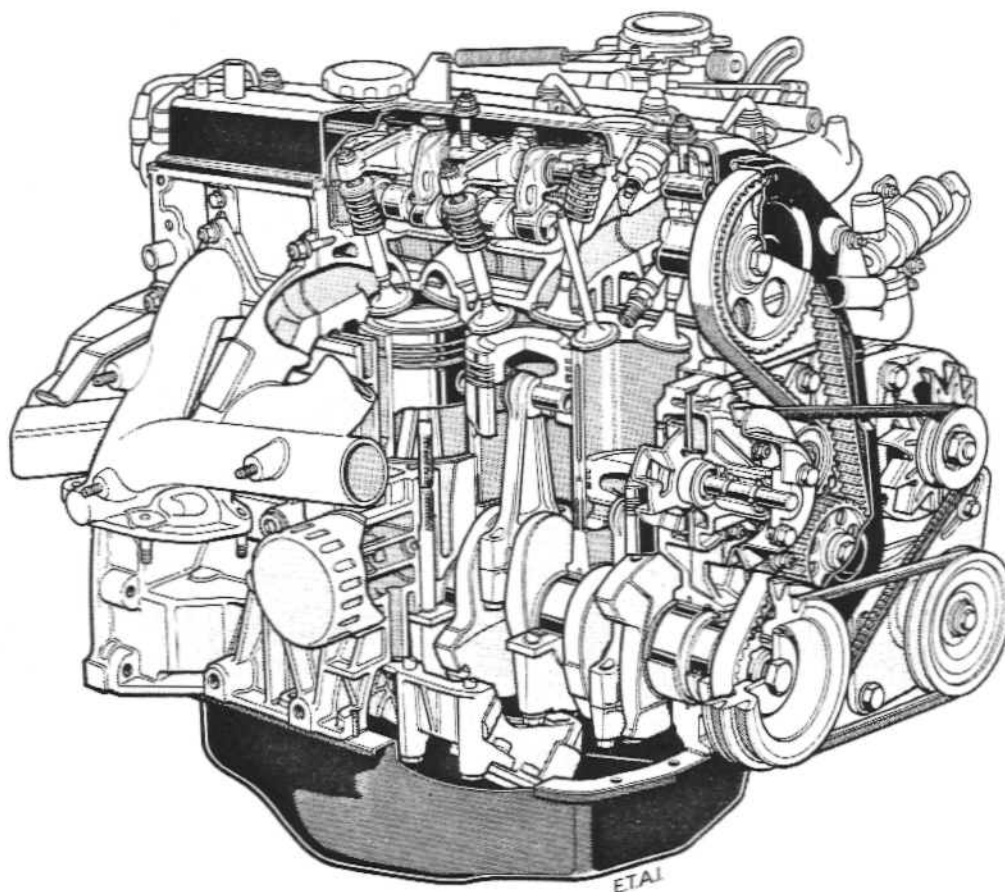


74 kW, 103 bhp


MAIN CHARACTERISTICS

Type - Number	: J6R - D734.
Fuel	: Four-Star.
Design	: 4 cylinders in line, vertical.
Material	: Integral light alloy.
Crankshaft	: 5 bearings.
Bore x stroke	: 88 x 82 mm.
Capacity	: 1,995 cc.
Compression ratio	: 9.2: 1.
Max. power, ISO (DIN)	: 74 kW (103 bhp) at 5,500 rpm.
Max. torque, ISO (DIN)	: 158 Nm (16.5 mkg) at 3,000 rpm.
Timing	: 1 overhead camshaft, toothed belt drive.
Camshaft angles	: 12°, 52°, 52°, 12°.
Ignition	: Integral electronic.
Fuel supply	: Dual barrel carburettor.
Cooling	: Pressurized liquid.
Application	: RENAULT <i>Espace</i> 2000 GTS

86.5 kW, 120 bhp


MAIN CHARACTERISTICS

Type - Number	: J7R - E760.
Fuel	: Four-Star.
Design	: 4 cylinders in line, vertical.
Material	: Integral light alloy.
Crankshaft	: 5 bearings.
Bore x stroke	: 88 x 82 mm.
Capacity	: 1,995 cc.
Compression ratio	: 10: 1.
Max. power, ISO (DIN)	: 86.5 kW (120 bhp) at 5,500 rpm.
Max. torque, ISO (DIN)	: 16.4 Nm (17.1 mkg) at 4,500 rpm*.
Timing	: 1 overhead camshaft, toothed belt drive.
Camshaft angles	: 17°, 63°, 63°, 17°.
Ignition	: Integral electronic.
Fuel supply	: Renault electronic injection.
Cooling	: Pressurized liquid.
Application	: RENAULT <i>Espace</i> 2000 TXE, 2000-1

*Torque reaches 90% of its maximum value at between 2,000 and 5,500 rpm.