

NEWS RELEASE

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RENAULT "SUPERFIVE" BECOMES THE "SUPER-PLUS" FOR 1988
Major revision to best-selling range - new style, new
versions, new engines, more power, higher equipment, in
14-version line-up for UK market

With total production now well over one million in the 2½ years since its launch in October, 1984, the RENAULT 5 - known universally as the "Superfive" - gets a major revision for 1988 in appearance, engine levels, power and equipment.

First of the new models arrive on the British market from July 1. Renault UK's range will comprise no fewer than 14 versions - eight 3-door and six 5-door - with a choice of petrol, turbo-charged petrol and diesel engines.

This transformation across the '88 specification Renault 5 range covers not only styling, with a "corporate" look at the front - similar to the Renault 21 and latest 9s and 11s - but engine offerings and equipment levels inside and out.

Extension of the range brings two completely new versions:

- the Renault 5 GTX, a high-performance, luxury equipment model (with infra-red remote-control central locking, tinted glass, 60/40 split rear seats and front fog lamps) powered by a 90 bhp 1.7-litre engine giving 115 mph top speed;
- the Renault 5 Campus, the new base model at 1108cc, with 'Campus' styled cloth upholstery and side striping, aimed at younger buyers and offering low running costs.

Both come in 3 or 5-door form.

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POWER CHANGES

Power and performance improvements cover virtually the whole of the petrol engine Renault 5 range:

- the 1108cc, 47 bhp engine on the new 5 Campus and TL;
- the 1237cc, 55 bhp engine on the new Renault 5 TR;
- the 1397cc, 68 bhp engine on the new 5GTS and Auto;
- the 1721cc, 90 bhp engine on the new Renault 5 GTX;
- the 1397cc turbo engine's power is increased from 115 to 120 bhp on the new Renault 5 GT Turbo.
- the 1595cc, 55 bhp diesel engine on the new 5TD and GTD.

Two engines are new to the Renault 5 range: the 1237cc (previously only in the Renault 9 and 11), and the 1721cc unit (also from the Renault 9, 11 and 21).

NEW LOOKS, SLEEKER SHAPE - LOWER Cd

Across the range, the 1988 Renault 5s have a new front grille and bumpers with integrated spoiler - the Renault diamond badge offset to the right - and (except on the Campus, new body side mouldings, while more equipment levels give better differentiation between versions.

Internally comes new seating upholstery, matching the rest of the interior trim. New "petale" shaped seats are available from the GTS model upwards, while the TL, TR and TD versions have new-style head restraints, with 60/40 split rear seats available across the range, optional on the TL, TR and TD, and standard from the GTS upwards.

All new versions have heated rear windows, servo-assisted braking, reversing lights, reclinable front seats with fore-and-aft adjustment, and pockets on both front doors (excluding R5 Campus.

Modification of the front of the new Five also reduces its drag co-efficient, with the Cd figure down to 0.34 for all versions except the GT Turbo (0.35).

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RECORD SELLER

Having taken 4.1 per cent of the European market in 1986 (17 countries) - the biggest percentage of all French cars - the Renault 5 now aims to consolidate its position both in France and abroad through this renewal and widening of the range.

This is the Five's sales record:

FRENCH MARKET:

October, 1984 - "Superfive" launch.

1984 - "Superfive", 1.8% market share, plus Renault 5 with 7% - 2nd position.

1985 - "Superfive", 10.8% - 2nd position.

1986 - "Superfive", 11.5% - 1st position.

WEST EUROPEAN MARKET (including France):

1984 - 0.4%

1985 - 3.9%

1986 - 4.1% - leading French car.

UK MARKET

Since its arrival here in February, 1985, the "Superfive" has clocked up more than 66,000 sales and is still Renault's No. 1 seller.

Sales for 1985 totalled 27,338, and for 1986 28,570, representing 41.2 per cent of the Renault range and 1.5 per cent of the total UK car market. So far this year, Renault 5 sales have exceeded 10,000.

PRODUCTION RECORD

Daily production of the "Superfive" has been running at a steady 2,000-plus for more than two years. By October, 1985 (a year after its launch), 500,000 had been built, and a year later it had reached the "magic million" milestone.

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The following chart summarises the differences in the new Renault 5 UK range compared with the previous range.

<u>1987 - RENAULT 5 RANGE</u>					<u>1988 - RENAULT 5 RANGE</u>				
<u>Version</u>	<u>Gears</u>	<u>Doors</u>	<u>Engine (cc)</u>	<u>BHP</u>	<u>Version</u>	<u>Gears</u>	<u>Doors</u>	<u>Engine (cc)</u>	<u>BHP</u>
-	-	-	-	-	Campus	4	3/5	1108	47
TC	4	3	956	42	TL	4	3	1108	47
TL	4/5	3/5	1108	47	TR	5	3/5	1237	55
GTL	5	3/5	1397	60	GTS	5	3/5	1397	68
Auto	3	3/5	1397	68	Auto	3	3/5	1397	68
TSE	5	3	1397	72	-	-	-	-	-
-	-	-	-	-	GTX	5	3/5	1721	90
GT Turbo	5	3	1397	115	GT Turbo	5	3	1397	120
-	-	-	-	-	TD	5	3	1595	55
GTD	5	5	1595	55	GTD	5	5	1595	55

Note:

- New Campus
- TL/TR/GTS replace TC/TL/GTL
- New GTX
- Increased bhp for GT Turbo
- New TD

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MAIN DEVELOPMENTS

Most significant of the newcomers are the **Renault 5 Campus** and the **5 GTX**.

Well-equipped and economical to run (62.8 mpg at 56 mph), the **Campus** - with special striping and its name badge on both sides - is powered by the 47 bhp, 1108 cc engine, whereas its TC base model predecessor used the lower-powered (42 bhp) 956cc unit.

High power, lively performance (115 mph, 0-62 mph 9.4 sec.) and high-level equipment mark out the new **5 GTX**, powered by the 1.7-litre engine, teamed with a 5-speed gearbox.

The current GTL is replaced by the new **5 GTS**, with the same engine and performance as its predecessor but a higher equipment level. The **5 Auto** shares the **5GTS** equipment level. The **5GT Turbo**'s power is raised from 115 to 120 bhp, and top speed to 128 mph, still with 0-62 mph time of 8.0 secs.

HIGHER-POWER ENGINE LINE-UP

To give more power and easier driving, while maintaining good economy in all versions, power output of the new Five range runs from 47 bhp (34 kW ISO) to 120 bhp (88.5 kW ISO), with two new units introduced to the range:

- the **Type "C" engine**, 1237cc, developing 55 bhp at 5,250 rpm and maximum torque of 9.16 mkg at 3,000 rpm;
- the **Type "F" engine**, 1721cc, developing 90 bhp at 5,500 rpm and maximum torque of 14.06 mkg at 3,500 rpm.

MORE EQUIPMENT

Five equipment levels now span the range, with a marked difference between these levels, both inside and out, plus improvements in the lower levels of the range. (See chart on p.6)

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RENAULT 5 1988 SPECIFICATION - EQUIPMENT

	Campus	TL	TR	TD	GTS	GTD	AUTO	GTX	GT TURBO
5-speed gearbox	-	0	*	*	*	*	*	*	*
Electrics Pack (Elec. front windows, CDL & Plip)	-	-	-	-	0	0	0	*	*
Tinted glass	-	-	0	0	0	0	0	*	*
Rear wash-wipe	0	0	*	*	*	*	*	*	*
Fixed front head restraints	-	*	*	*	-	-	-	-	-
Adjustable front head restraints	-	-	-	-	*	*	*	*	*
60/40 split rear seats	-	0	0	0	*	*	*	*	*
Metallic paint	0	0	0	0	0	0	0	0	0
4 alloy wheels	-	-	-	-	-	-	-	-	-
Sounds system	*	*	*	*	*	*	*	*	*
Cloth seat facings	*	-	-	-	-	-	-	-	-
Patterned cloth seat facings	-	*	*	*	-	-	-	-	-
Tweed cloth seat facings	-	-	-	-	*	*	*	*	*
Velour cloth upholstery	-	-	-	-	-	-	-	-	-
Sports cloth upholstery	-	-	-	-	-	-	-	-	*

Key: * standard

0 option

- not available

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ENGINES: TECHNICAL POINTSPrevious range

Up to now, the Renault 5 range had offered a power span from 42 to 115 bhp, with seven engine levels, petrol and diesel. These engines were developed from two "families" of transverse units:

* **The Type C engine.** This came in six petrol versions:

- 956cc (42 bhp DIN)
- 1108cc (47 bhp DIN)
- 1397cc (60 bhp DIN)
- 1397cc (68 bhp DIN)
- 1397cc (72 bhp DIN)
- 1397cc Turbo (115 bhp DIN)

* **The Type F engine.** This came in one version:

- 1595cc diesel (55 bhp).

New range

The new Renault 5 range offers a power span from 47 to 120 bhp, through six engine levels - five petrol, one diesel. These engines are derived from the same two previous families. Across the range they provide better performance (higher power) and easier driving (higher torque), linked to a general increase in cubic capacity without any significant impact on fuel consumption.

* **The Type C engine** now comes in four petrol versions:

- 1108cc (47 bhp DIN)
- 1237cc (55 bhp DIN)
- 1397cc (68 bhp DIN)
- 1397cc Turbo (120 bhp DIN).

* **The Type F engine** comes in two versions - one petrol and one diesel:

- 1721cc, petrol (90 bhp)
- 1595cc, diesel (55 bhp).

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Five points to note in the old and new Renault 5 range of engine line-ups are:

- Dropping of the 956cc unit.
- Introduction of the 1237cc unit (derived from that used in the Renault 9 and 11).
- Introduction of the 1721cc unit (similar to that powering the Renault 9, 11 and 21).
- Power uplift of the 1397cc Turbo engine, from 115 to 120 bhp.
- Use of only one version of the 1397cc engine (68 bhp) for the GTS and Auto (previously there were two power levels: 60 bhp and 68 bhp).

*** The 1108cc petrol engine (47 bhp)**

This engine replaces the 956cc, 42 bhp unit. Producing both better performance and greater economy, it enables the bottom of the Renault 5 range to be very competitive - with a 24 per cent increase in torque compared with the 956 cc unit.

On the new Fives, this engine is distinguished by a reinforced ignition coil and miniaturised electronic assistance for cold starting.

*** The 1237cc petrol engine (55 bhp)**

This capacity unit, derived from the 1397cc engine by reduction of the bore and stroke, appeared for the first time in the Renault 9 and 11 "Broadway" in September, 1985. Fitted to the base of the Renault 9/11 range since October, 1986, this engine is now introduced to the Renault 5. Compared with the 1108cc engine, it offers a big improvement in performance and ease of driving, with over 12 per cent more torque.

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*** The 1397cc petrol engine (68 bhp)**

This engine appeared for the first time in the Renault 5 with the launch of the Automatic versions in February, 1985, and continues to power these versions. It also replaces the 60 bhp version of the previous range and becomes the middle engine of the new range.

*** The 1721cc petrol engine (90 bhp)**

This modern engine is introduced for the first time to the Renault 5 range, replacing the 1397cc, 72 bhp unit. Comparable to that powering the Renault 9, 11 and 21, it has two basic distinguishing points:

- carburettor adjustments;
- integral electronic ignition, with double mapping controlled by the oil temperature, but which also takes into account the position of the manual choke.

This engine offers powerful performance and good power to weight ratio (9kg/hp & 17 mkg/tonne) in the 5 GTX.

Compared with the 1397cc, 72 bhp engine, it has 25 per cent more power and 31 per cent more torque.

*** The 1397cc turbo-charged petrol engine (120 bhp)**

Through a tightening of its manufacturing tolerances, and revised electronic ignition (new mapping, cylinder-by-cylinder knock detection), this engine now develops 120 bhp instead of 115, still at 5,750 rpm. It also incorporates modifications to the anti-vapour lock system and an improvement in gas evacuation from the cooling system, thermic filters in composite material having been applied for several months.

*** The 1595cc diesel engine (55 bhp)**

This engine, which received a number of improvements when first fitted to the Renault 5 diesel in December, 1985, now has a standard pre-heater (introduced in January, 1987).

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(Note: The 1108cc, 1237cc and 1397cc atmospheric engines now have a modified exhaust design, including improved sealing, new twin-cone assembly, etc.)

TRANSMISSIONS

Compared with the previous versions, there are few changes in this area. Basically they evolve from the introduction of new engines.

Clutch

All the manual gearbox Fives use a single dry-disc clutch with diaphragm spring mechanism. In all units the thrust plate is in permanent contact and the mechanical cable control incorporates an automatic wear adjustment.

The 1108cc, 1237cc, 1397cc and 1595cc versions have a type 180 CP 335 clutch; the 1397cc Turbo and 1721cc versions use a type 200 CP 425.

Manual Gearboxes

These are transverse bridge-boxes of the JB type with single light alloy casing and single-rod control with floor-mounted lever. Several versions are used to match the different engines.

Gearbox types, gear ratios and speeds in mph per 1,000 rpm in top gear for the various versions are summarised in the following chart (p.11).

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(Manual gearboxes - ratios, etc.)

<u>Version</u>	<u>Engine</u>	<u>G/box</u>	<u>Ratios</u>	<u>mph/1000 rpm</u> <u>in top</u>
Campus & TL	1108cc	JB4	1st: 11/41 - 0.268 2nd: 19/39 - 0.489 3rd: 25/33 - 0.757 4th: 31/28 - 1.107 Final drive: 17/56 - 0.303	20.67
TL	1108cc	JB5 (option)	1st: 11/41 - 0.268 2nd: 19/39 - 0.489 3rd: 25/33 - 0.757 4th: 30/29 - 1.028 5th: 34/27 - 1.259 Final drive: 16/55 - 0.290	22.53
TR	1237cc	JB5 (Long)	1st: 11/41 - 0.268 2nd: 19/39 - 0.489 3rd: 25/33 - 0.757 4th: 30/29 - 1.034 5th: 34/27 - 1.259 Final drive: 17/56 - 0.303	23.51
GTS	1397cc	JB5	1st: 11/41 - 0.268 2nd: 19/39 - 0.489 3rd: 25/33 - 0.757 4th: 30/29 - 1.034 5th: 34/27 - 1.259 Final drive: 16/55 - 0.290	22.53

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(Manual gearboxes - ratios, etc.)

<u>Version</u>	<u>Engine</u>	<u>G/box</u>	<u>Ratios</u>	<u>mph/1000</u> <u>rpm in top</u>
GTX	1721cc	JB3	1st: 11/34 - 0.323	
			2nd: 19/35 - 0.542	
			3rd: 25/33 - 0.757	
			4th: 30/29 - 1.034	
			5th: 33/25 - 1.32	22.79
			Final drive: 16/57 - 0.280	
GT Turbo	1397cc Turbo	JB3S	1st: 11/34 - 0.323	
			2nd: 19/35 - 0.542	
			3rd: 25/33 - 0.757	
			4th: 30/29 - 1.034	
			5th: 33/25 - 1.32	21.75
			Final drive: 15/56 - 0.267	
TD & GTD	1595cc Dies.	JB1	1st: 11/41 - 0.268	
			2nd: 19/39 - 0.489	
			3rd: 25/33 - 0.757	
			4th: 30/29 - 1.034	
			5th: 17/56 - 0.303	23.80

The JB4 and JB5 boxes appeared in September, 1984, with the launch of the Renault 5. They are related to the JB0 and JB1 units of the Renault 9 and 11 but are at the same time more compact and lighter (by about 22 lbs/10 kgs).

The JB3 box allows for a higher final drive than the JB4 and JB5. It appeared with the launch of the 1721cc engine on the Renault 11, in September, 1983.

The JB3S is the sporting version of the JB3 box.

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Automatic gearbox

Automatic versions of the new Five are fitted with a transverse bridge-box, type MB1, with 3 forward speeds. This automatic box first appeared in May, 1982, in the Renault 9 and 11 Automatics.

Following the bridge design of the manual JB units, it is characterised by numeric electronic control through a micro-processor. It has the following advantages:

- Compact mechanism (200mm/7.9in. long).
- Simplified and small hydraulic distributor.
- Smooth, fast, precise gear changes, with particularly well chosen ratios.
- Automatic monitoring and auto-diagnostic system.

<u>Version</u>	<u>Engine</u>	<u>G/box</u>	<u>Ratios</u>	<u>mph/1000</u> <u>rpm in top</u>
R5 Auto	1397cc	MB1	1st: 2.5 2nd: 1.5 3rd: 1.0	22.84
Final drive: 17/56 - 0.303				

TRANSMISSIONS

The two transmission half shafts each have two constant-velocity joints. On the gearbox side there is a G162 joint on all versions except the GT Turbo, which uses an RC490. On the wheel side, a GE76 joint is used with the 1108cc and 1237cc engines, and a GE86 with the 1397cc, 1397cc turbo, 1595cc and 1721cc.

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SUSPENSIONS- Front

There are no special modifications here, except on the 5 GT Turbo. All the new range uses the MacPherson system and negative geometry, with suspension through a shock absorber/spring layout completed by anti-roll bar.

Main modifications are:

- * Renault 5 GTX, which uses specific front suspension units (springs, shock absorbers and anti-roll bars);
- * Renault 5 GT Turbo, which benefits from the following:
 - lowering of the box height by 5mm;
 - modification of upper fixing of the radius arm to increase castor angle (2° instead of $1^{\circ}10'$) and reduce pivot angle ($10^{\circ}30'$ instead of $13^{\circ}15'$), while maintaining the camber angle (-1°).

These developments in geometry provide better road behaviour, both in cornering and high-speed roadholding.

The rack and pinion steering on all versions is attached to the front cradle. Its demultiplication ratio is 21.7: 1.

On the GT Turbo the steering ratio is 19.6: 1; the steering box is fixed at four points instead of two and at a different level for better fine tuning of the front suspension.

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- Rear

As previously, the range has two types of rear suspension:

- * trailing arms with two transverse torsion bars and an anti-roll bar are used through the range **except** on the GT Turbo.
- * the programmed tuning of the system (with v profile trailing arms) stems from its 4 torsion bar layout which combines suspension and anti-roll functions. This rear layout is fitted to the GT Turbo version, where the box height is equally lowered 5mm at the rear.

This system has the following advantages:

- very high transverse rigidity (straight line stability);
- precise control (cornering ability);
- long vertical flexibility (ride comfort);
- space-saving (more usable inside space).

WHEELS & TYRES

Wheels on the Renault 5 Campus, TL and TR are 4.5B 13 (steel), fitted with 145/70 R13S tyres.

The GTS, Auto (5B 13), TD and GTD (4.5B 13) are shod with 155/70 R13S tyres.

The GTX (5B 13 steel wheels, or 5J 13 light alloy options) runs on 165/65 R13T tyres, and the 5 GT Turbo's 5.5J 13 standard light alloy wheels are fitted with 195/55 R13H tyres.

BRAKES

Here the new range gains from the following developments:

- servo assistance on all versions;
- ventilated front discs on 5GTX and 5GT Turbo;
- integration of the compensator in the rear wheel cylinders on all versions with rear drum brakes, i.e., all the range except the GT Turbo.

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Brake specifications are as follows:-

Front brakes

Plain discs, 238 x 8mm
& 7in. servo

Campus, TL, TR, GTS,
Auto, TD & GTD

Ventilated discs, 238 x 20mm
& 8in. servo

GTX & GT Turbo

Rear brakes

Drums, 180 x 40mm

Campus, TL, TR, GTS,
Auto, TD, GTD & GTX

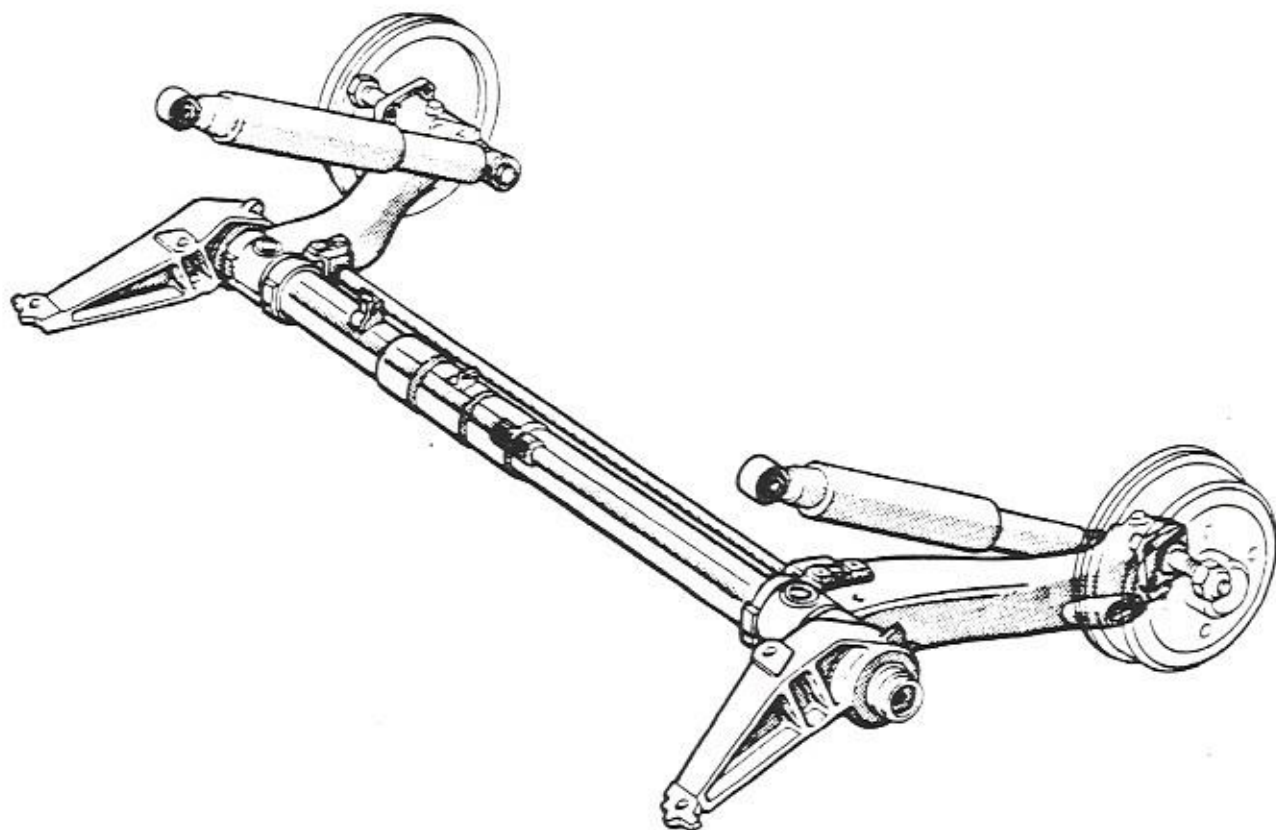
Plain discs, 238 x 8mm
with double, load-sensitive
pressure limiter

GT Turbo

-ends-

Rear axles

2 torsion bar system

4 torsion bar
system