

NEWS RELEASE



EMBARGO

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ALL-NEW RENAULT 5 RANGE BEGINS SALES DRIVE IN U.K.

Seven versions, 3 engines (1.0-1.4 litres), 6 power levels
3 transmissions, 5 equipment levels, plus high economy

"Best-ever small car" aims for big market share

Heading straight for the heart of Britain's small car market - a sector worth over 400,000 sales a year or 28 per cent of total new car registrations - comes the all-new RENAULT 5 range, starting its UK drive from February 15.

Its aim: to capture a six to seven per cent share of that vital market, which has virtually doubled in five years, or, in unit sales, to clock up over 27,000 in its first year. Across Europe, its objective is around 5 per cent of a 2.2m market, and in France, where its predecessor headed sales for 10 years, at least 12 per cent.

Renault UK confidently sees the new Five as an essential spearhead for battle through the mid-1980s, a powerful model range with broad customer appeal based on modernistic design, lively performance (86 to 125 mph) and unrivalled economy - a "Formula One" contender in the popularity contest.

It reaches British showrooms only 12 weeks after its home debut at the Paris Motor Show. Backed by FFr 4.3bn (£374m) of investment, mainly at Renault's big Flins factory in northern France, and being built simultaneously at Billancourt (Paris), Dieppe (competition versions) and Haren (Belgium), the new Five's production target is set at a massive 670,000 a year - or 2,800 a day. It is already exceeding 2,000.

/ "BEST...

"BEST-EVER CONTENDER"

Renault believes that it has devised the ideal recipe for carrying over the Five's world-wide success: a subtle but total technical transformation, while retaining the character appeal, hatchback versatility, "cheeky" personality and other winning features of its forerunner. In the words of Mr. Guy Bergeaud, Managing Director of Renault UK Ltd.-

"The first Five was undoubtedly a trend-setter in the small car market and established a track record of success that was the envy of its competitors. That success ran for 12 years, and the Renault 5 is still today a 'reference model' in a market sector that it virtually coined and developed. So we at Renault intend to see the new Five as another leader. It enters a very tough, competitive area, where almost everyone is now fighting, but we believe that the Five in 1985 represents the best-ever small car on offer in the UK market. It will offer outstanding value for money to the most demanding customer."

Worth noting against the new model's legendary background: out of the 5.5 million Renault 5s sold throughout the world since 1972, nearly 212,000 have been sold in Britain, including a record 4,500 last August - a clear indicator of its lasting popularity.

THE U.K. RANGE

For the UK market, Renault starts with seven 3-door versions:-

RENAULT 5TC (956cc, 42 bhp, 4-speed, 86 mph, up to 57.6 mpg).

RENAULT 5TL (1108cc, 47 bhp, 5-speed, 89 mph, up to 68.9 mpg).*

RENAULT 5GTL (1397cc, 60 bhp, 5-speed, 99 mph, up to 64.2 mpg).

RENAULT 5 AUTO (1397cc, 68 bhp, 3-speed, 96 mph, up to 49.6 mpg).

RENAULT 5TS & TSE (1397cc, 72 bhp, 5-speed, 104 mph, up to 56.5 mpg)

RENAULT 5GT TURBO (1397cc turbo, 115 bhp, 5-speed, 125 mph, up to 50.4 mpg). **

*5TL also available with 4-speed gearbox, giving up to 62.8 mpg.

**5GT Turbo is expected on the UK market in mid-1985.

(See separate release for UK prices.)

/KEY POINTERS...

KEY POINTERS

With five equipment levels, a broad spread of power and performance, and three transmission types, the new Renault 5 is noticeably "clean" and smooth externally (Cd down from 0.38 to 0.35). But now with a transverse-mounted engine and gearbox, and entirely new suspension, it gains in roominess, aerodynamics, lightness, visibility (nearly 20 per cent more glass area), comfort, equipment and nimbler handling.

Fuel economy is one of the Five's major attributes. A bigger, 9½-gallon fuel tank stretches its range to more than 620 miles at an average 56 mph, at which speed the 1108cc 5-speed 5TL returns no less than 68.9 mpg - claimed by Renault as a world record for a spark ignition vehicle.

Other noteworthy features:- The new Five's exceptional anti-corrosion protection; its practical anti-damage system, with all-round bumpers which regain original shape after light impact, and greatly-reduced maintenance and repair costs through new design and simplified techniques, with oil changes, adjustments and diagnostic engine check at 6,000-mile intervals, and major servicing every 30,000 miles.

All versions boast a comprehensive equipment line-up (see full list attached), including radios, with the top models carrying remote control electronic central locking, electric front windows, arc adjustment on both front seats, velour-upholstered front door and rear side panels, and special stereo radio and stereo cassette player systems.

Combined with its many technical advances, giving light, precise steering, better weight distribution ensuring taut cornering, and extremely slick, precise gearboxes, the new Five's compactness (141.4 in. long, 62.4 in. wide) adds significantly to its manoeuvrability and driving pleasure.

Traditional luggage space and versatility are retained and improved - up from 7.6 to 8.2 cu.ft. with rear seats upright, 32.4 cu.ft. with them folded - in the TSE the back seat being split 1/3rd-2/3rds to give added loading permutations.

/A DRIVE...

A DRIVE ROUND THE NEW FIVE - GUIDELINES TO THE RANGEBody - Shape - Size - Weight

In profile, the Renault 5 has been notably lightened, with arrow-shaped, downswept nose, bigger and more steeply-raked windscreen, and neatly rounded extremities. While longer by 2.4 inches, with 4.2 ins. more front overhang - and wider in both front and rear tracks - its main changes have been in width, increased also by 2.4 inches.

One result of gaining interior space was a small increase in frontal area (from 18.6 to 18.8 sq.ft.), and while this barely affected aerodynamics, it allowed much more width and space inside. Simultaneously, space was also gained by mounting the engine and transmission transversely. These figures highlight space gains in the new Five:-

Dimensions (inches)	Original Renault 5	New Renault 5	Gain in space
Overall width	61.0	62.4	+ 1.4
Front elbow room	50.1	53.6	+ 3.5
Front shoulder room	48.6	50.8 - 51.3 depending on version	+ 2.2 - 2.7
Rear elbow room	49.1	54.3	+ 5.2 - 7.0
Rear shoulder room	47.6	51.6 - 52.4 depending on version	+ 4.0 - 4.8

Additionally, the wider tracks improve road behaviour, and the longer, more pointed nose helps air penetration. These figures show the improvement in the "slipperiness" factor:-

	Original 5	New 5
Cd.A	7.10	6.67
Frontal area ft ²	18.6	18.8
Cd	0.38	0.35

The lower the Cd (drag co-efficient) figure, the better. But still more important in comparing actual aerodynamic efficiency is the Cd.A - the drag co-efficient multiplied by frontal area. Key factors in clean shaping include in the new Five a flush-fitting, stuck-in windscreen, bumpers integrated with side protection panels, curved flush-fitting side windows, gutters blended into roofline, shrouded door handles, flap covering fuel filler, and careful front-end sealing.

/Major

Major gains have been made in weight saving, without reducing rigidity or safety. Kerb weight is cut to only 1532 lbs for the 956cc basic model, against 1587 lbs for its predecessor (55 lbs lighter), while at 1609 lbs, the 1108cc 5TL is 9.7 per cent lighter than its forerunner. Unpainted bodysHELLs (complete with bonnet, doors and hatch) are down in weight by 26½ lbs, and after painting by 31 lbs. Work in this area has produced weight savings in every part of the car, from cooling system, fuel tank, gearchange linkage and steering to front suspension, drive shafts, trim and seats.

ANTI-CORROSION & ANTI-DAMAGE

A quarter of the Renault 5's bodysHELL is now made from pre-protected steel - key parts being electro-galvanised or zinc-base coated, while under-floor and other exposed areas get an abrasion-resistant mastic coating, with plastic liners in the front wheel arches.

Externally, the new Five's anti "urban aggression" protection should endear it to city drivers. Deformable, faired-in, tough plastic bumpers are mounted on honeycomb-type shock absorbers by four hidden leaf-springs - allowing impacts of up to 2½ mph to be absorbed without damage to the bumper, which regains its original shape.

Matching side protectors form a complete, deep "belt" around the body, with similar resilience to the bumpers, while the flexible front grille can also absorb light knocks without damage. The lower rear corners under the lamp clusters are of deformable plastic (easily replaced), and the lower part of the big, upward-opening rear hatch is trimmed with a protective plastic panel.

GLAZING & VISIBILITY

The new Five's "waistline" has been noticeably lowered and the side windows lengthened - total glass area being increased from 21.3 to 25.4 sq.ft., or 19.4 per cent. Longer wiper blades eliminate blind spots at the side and base of the windscreen. While the screen remains 5mm thick, the rest of the glass is now 3mm (except for the 4mm-thick hinged side windows), so despite a bigger glass area, weight of glass remains much the same.

/DASHBOARD....

DASHBOARD

A finely-styled, one-piece dashboard made in polypropylene allows several different layouts. The instrument panel is designed to inform the driver at first glance, with large dials and easy-to-read, bright orange needles. Two horizontal spokes, inclined slightly downwards on the large-diameter steering wheel, give a good view of the dashboard. "Piano-style" minor control switches (for rear window heater, rear wipe/wash, rear fog lamp) are set flush into the fascia, while the manual choke control is a neat up-and-down lever - easier to use than the usual push-pull knob.

HEATING & VENTILATION

An air-blending heating and ventilation system, much like that of the Renault 9, allows instant and precise adjustment of temperature. Together with rapid engine warm-up, this ensures good demisting of the windscreen and side windows through adjustable warm-air outlets at each side of the dashboard. On the two top-level versions are central air inlets, plus rear air ducts. On all Fives, air extraction is now through grilles in the interior panels and the rear hatch surround.

SEATS & TRIM

Renault's special "Monotrace" (single-track) front seats on the higher-equipped versions give rear passengers extra foot and knee room, while the TSE also has curved slides, allowing adjustment of the seat tilt angle. On the lower equipment levels, front seats are mounted on parallelogram mechanisms, with spring-compensator assistance, to give good access to the rear seat. Models from the GTL upwards have front seat squabs which fold fully forward.

A valuable advance is seen when expanding luggage space: the back seat can be released by a press-button from either side and folded forward with one move. On the 5TSE, the seat is also divided 1/3rd-2/3rds to allow for varying loads.

/For interior...

For interior trim, the design emphasis is on sober, restful practicality. Recessed door trim panels of injected polypropylene give generous elbow room, incorporating armrest, door handle and stowage pocket, with similarly-equipped side trim panels in the rear.

Seats are trimmed either in cloth or tweed, with simulated leather side panels, except at the top equipment level, where overall two-tone velour is used. Carpets are specified for every equipment level, either loop-pile or, on top versions, cut-pile.

ENGINES - TRANSMISSIONS - TECHNICALITIES

Compared with its predecessor, the new Renault 5 uses larger capacity engines with higher power outputs. These range from 956 to 1397cc, instead of from 845 to 1397cc, and power from 42 to 72 bhp (115-bhp in the GT Turbo) instead of from 37 to 63 bhp. Top speeds are therefore raised - 85 to 125 mph, against 78 to 96 mph - while fuel consumption is also improved, with mean figures now running from 41.5 to 54.7 mpg, instead of from 38.9 to 50.2 mpg.

All engines are mounted transversely, with the gearbox in-line with the crankshaft, thus concentrating weight over the driven front wheels. Engine and transmission are mounted on a sub-frame bolted to the vehicle body at four points.

Cylinder head

All are equipped with a rapid-densifying head gasket. This overcomes the need for re-torquing at the first service, and improves the stability of valve clearance settings.

Air filter

The 956cc and 1108cc engines have a special type of air filter. This takes the form of a three-pointed star, is held in place by a rubber strap, and is a "throw-away" type, the element being integral with the plastic body.

/Ignition...

Ignition

All the 1397cc units have integral electronic ignition, while the 956cc engine retains a conventional contact-breaker system. The 1108cc units use a transistorised ignition: an electronic amplifier which assists the action of the conventional contact-breaker. The result is reduced point wear, and thus in more stable timing and voltage at the sparking plugs. The electronic unit carries two switches, one of which bypasses the electronic amplifier and allows operation as a conventional system in the event of malfunction.

Cooling

The cooling load is reduced by the sealing of the car's front end, with, among other features, a convergent channel to feed air to the radiator. The radiator itself is of optimised surface area, and is 18mm thick instead of 32mm as before. This saves 2 lbs in weight, with no performance loss. And because the new radiator holds less coolant, the total weight gain is nearer 3 lbs. The cooling system capacity, radiator, electric fan and air channels are the same for all engines.

Fuel tank

This has a capacity of 9½ gallons (43 litres), and is made of synthetic material, giving worthwhile benefits on weight and capacity - 1.1 gallons (5 litres) more than the previous model's tank, which weighed the same. It is sited forward of the rear suspension, beneath the back seat, with its filler completely sealed, venting being through a separate circuit.

GEARBOXES

Manual gearboxes (JB4 4-speed and JB5 5-speed) are developed from those of the Renault 9/11. They have been the subject of systematic weight-saving, with overall length reduced by 1 inch, narrower gears, hollow shafts, differential casing in forged light alloy, crown wheel reduced in width from 23 to 13mm, and optimised selector mechanism. The result is a saving of 7.7 lbs in the 4-speed box and 8.8 lbs in the 5-speed, with a further gain of about 1 lb from the smaller volume of oil needed. /For...

Spring rates are the same in all cases, since the load on the rear of the car varies little from version to version: the rates are 140 lbs/inch empty, rising to 175 lbs/inch when the car is fully laden.

WHEELS & TYRES

Except for the top version, which carries 5J-13 light alloy wheels, the Renault 5 runs on pressed-steel wheels with 4.5 rims. These have been optimised to show a weight saving compared with those of the Renault 9 (10.8 instead of 11.7 lbs). All wheels have a 36 mm offset and are attached by four bolts on a 100 mm pitch circle. The steel wheels have a permanently attached hub cap and a "medium" wheel trim.

Tubeless radial-ply tyres are fitted, all of 70% aspect ratio, either 145/70-13 or 155/70-13. These have specially low rolling resistances, between 10 and 15% less than normal. Some versions of the car (TS & TSE) are equipped with 165/65 R13S tyres. In all cases the five tyres are identical, with the spare housed in a frame under the luggage compartment.

BRAKES

On all versions, the braking system is X-split (offering greater stability in the event of failure) and safety is ensured with provision of a warning light linked to the Nivocode system. Front brakes in all versions are 9.4 in. plain discs. In the 956 or 1108cc cars, they are 8mm thick and for the 1397cc models 12mm. Rear brakes on all versions are 7.1 in. diameter drums, with 1.6 in. wide shoes. Automatic adjustment for wear is provided.

The brake pressure limiting valve is double-acting (because of the X-split system). It works as a function of pressure alone except in the 68 bhp 1397cc Automatic version, when it is also load-sensitive in the same way as the unit fitted to the Renault 25.

/AFTER-SALES...

For both types of gearbox, the casing is of light alloy and linkage a single-rod type, with floor-mounted lever. Compared with the previous model's cast-iron box, total weight saving is around 26½ lbs.

The Type MBI automatic transmission, with digital electronic control, is also of the same type used in the Renault 9 and 11 Automatic.

SUSPENSIONS

Suspension is, like that of the Renault 9 and 11, all-independent, and therefore completely different from that of the earlier Five. MacPherson strut is used in front, with wide lower wishbones and negative-offset steering geometry - giving good roadholding.

Although the wheel hubs, which can be removed complete with their double-row ball-bearings, are identical to those in the Renault 9/11, various other features are different:

- the track rod is smaller,
- the lower wishbone is shorter and therefore lighter,
- the anti-roll bar, which equips all versions except 956cc, is specific to the model and has a 22mm diameter,
- the suspension bush above the track rod is specific to the model,
- overall weight saving in the front suspension is 20 lbs.

Rear suspension uses trailing arms, with transverse torsion bar springing and co-axial units, as on the Renault 9/11. The diameter of the outer transverse tube has been reduced by 6mm and the trailing arms are specific to the Renault 5 because, among other things, of the method of attaching the dampers to them. These are telescopic, and mounted inclined so that their turrets do not intrude into the luggage area, which therefore gains in capacity. They weigh less than 3 lbs each, complete with a progressive-rate bump stop to aid comfort.

The torsion bar springs have an 18mm diameter on all versions, which are also fitted with a 15.5mm diameter anti-roll bar (except on the 956cc models, which have a 13.5mm bar).

/Spring...

AFTER-SALES SERVICEService schedules

The launch of the new Renault 5 marks the introduction by Renault of a new service schedule based on the simplest possible principle:

- Every 6,000 miles: oil change and adjustments.
- Every 30,000 miles: complete check.

This new schedule recognises three main needs felt by customers.

Convenience: Previously, the schedule consisted of alternate visits for oil changes and for checking and adjustment. Now, all such operations have been grouped into a single 6,000-mile schedule and the time for which the car is off the road is therefore reduced.

Economy: Each service includes a diagnostic check on the efficient operation of the engine. This ensures that adjustments and replacement of parts are carried out only when they are genuinely needed.

The Renault service programme includes only those technical operations which are indispensable, thus ensuring that each service is not only efficient but that it costs as little as possible.

Safety: Every 30,000 miles, the Renault service programme includes a check and adjustment of every item related to safety.

Ease of repair

The new Renault 5 enjoys the benefit of all the best technical solutions proved through experience with the existing range.

For example, the mechanical layout, with front-mounted, transverse engine, allows easy access to all accessories (the starter motor can be changed in less than an hour).

This gain in service time extends to the complete engine/transmission assembly, which is carried on a sub-frame attached to the body at four points and can be exchanged in 3.6 hours.

/The MacPherson...

The MacPherson-type front suspension is arranged so that each main component can be removed separately and quickly (for example, a lower suspension arm can be removed in 2.3 hours, and the front brake discs in 1 hour).

The rear suspension is mounted on four bushes and can be removed complete, thus avoiding the need to reset the torsion bars; alternatively, either side of the suspension can be removed without disturbing the other. The inclined rear dampers can be removed directly in 45 minutes, without disturbing any of the components to which they are attached.

In these and other ways, the new Renault 5 becomes the benchmark against which to judge vehicle repairability.

MAIN ATTRIBUTES

To sum up, the five key points of the new Renault 5 are:-

- Ease of driving and manoeuvrability: light handling, taut cornering, slick gear-changing, easy parking.
- Performance: good power and torque, high cruising speeds with greater fuel economy, quick acceleration and safe braking.
- Reduced running costs: thanks to robust, well-proven and thoroughly developed mechanicals. Main maintenance operations have been made easier with transverse engine layout, giving additional engine accessibility. Maintenance labour rate is 17% lower than on the previous Renault 5.
- Interior space: the entire structure has allowed a considerable improvement in interior space, ranking on a par with the best of the small car competitors.
- Comfort and equipment: suspension comfort, thanks to important flexibility (around 40% when unladen) and all-round independent suspension; interior comfort, with ergonomically designed seats trimmed with new materials; visual comfort through modern interior styling on the lines of a much larger car; heating and ventilation comfort through the new system, with air mixing ensuring a powerful, progressive and efficient combination.

/The equipment...

The equipment: every version benefits from a high level of quality equipment (see attached list). Radios are standard throughout the range, with stereo systems on the top versions. All models have wrap-around bumpers and deep side bumper shields, reversing lights and rear fog lamps, laminated windscreens, heated rear windows, electric screenwashers, roof aerials, carpeted boot floor, dipping rear view mirror, 3-speed ventilation system, digital LCD clock, low level fuel warning light and brake pad wear warning light.

Top versions also have deep pile carpeting, electric front windows, central door locking with remote control, velour cloth upholstery, "lights left on" warning buzzer, electronic rev counter, water temperature and oil level gauges, map reading light, H4 halogen headlamps, front fog lamps, tinted glass and twin horns.

FIVE POINTS FOR THE MEMORY

Among the welter of statistical comparisons that can be made between the new Renault 5 and its predecessors, five main figures are worth memorising:

- 1) The new Five is as compact as ever: +2.4 in. longer and wider.
- 2) Much improved interior space: +3.5 in. front shoulder width.
- 3) Much more economy: -10% average fuel consumption on the 5-speed 5TL.
- 4) Much more performance: +12 mph (GTL)
- 5) Much more aerodynamic: $C_d = 0.35$.

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NEWS RELEASE

RENAULT PRESS OFFICE

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NOT FOR PUBLICATION BEFORE MARCH 1, 1987

ENTER THE RENAULT 5 "Rio" - LIMITED EDITION SPECIAL

High value, high equipment, for fun-seeking youth market

Specially designed and equipped to appeal to Britain's younger motorists - in bright, attractive colour schemes, with special badging, a twin loudspeaker digital radio/cassette player, three-position Britax sunhatch and other extras - the Renault 5 "Rio" enters the UK market from March 1 as a limited edition model.

There will be two exclusive versions, based on the Renault 5 TC and TL 3-door models, and priced competitively at £4,795 and £5,485 respectively (including car tax and VAT). Total production is limited to 4,000, with 2,000 cars available for sale here in March.

Following its success with other limited edition models over recent years, Renault sees the lively little 86-89 mph "Rio" specials offering high specification value for money - cars with a young, dynamic style, with the emphasis on fun, youth and music. Similar counterparts will be seen in other European markets under different names.

The Rio models come with a choice of two body colours, red and silver, with eye-catching exterior striping incorporating the "Rio" badging, and exclusive seating upholstery to match.

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RENAULT
BUILD
A BETTER
CAR

There are two engine levels - 956cc (42 bhp) and 1108cc (47 bhp), two gearboxes (4-speed or 5-speed) and a high level of equipment on both versions, from stylish aerodynamic wheel trims, trip meter and warning lights for low fuel level and brake pad wear to rear window wash/wipe system and internally adjustable driver's door mirror.

"EXCLUSIVE" FEATURES

The new Renault 5 "Rio" is the only special edition in the UK to offer two different engines, 4 and 5-speed gearboxes, exclusive body striping in harmony with seat trim, digital stereo sound system and 3-position glass sunhatch.

Priced at under £5,000, the Renault 5 "Rio" TC is also the only 956cc base car with a digital stereo radio/stereo cassette player, a modern glass sunhatch and a choice of two special colours.

Pitched directly at the 25-35-year-old buyers who identify with the "trendy" lifestyle, the Renault 5 "Rio" will be launched with a strongly youth-orientated advertising campaign and dealer promotional events.

Significantly, the Renault 5 held its place as Renault's best-seller in the UK through 1986, clocking up 28,570 sales to take 5.6 per cent of the small car market sector and 1.52 per cent of the total car market.

Technically, the "Rio" versions follow the same layout as the Renault 5 TC and TL, but each has a higher level of equipment. (See following specifications)

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RENAULT 5 "Rio"Brief technical specification

	<u>TC</u>	<u>TL</u>
<u>Engine</u>		
Capacity (cc)	956	1108
Max. power, bhp DIN	42	47
at rpm	5750	5250
Max. torque, mkg DIN	6.6	8.2
at rpm	3000	2500
<u>Gearbox</u>		
	4-speed	5-speed
<u>Braking system</u>		
Front	discs	discs
Rear	drums	drums
<u>Tyres</u>		
	145/70	145/70
	R13S	R13S
<u>Capacities</u>		
Luggage capacity (cu.ft.)	8.2-32.4	8.2-32.4
Fuel tank (gallons)	9.5	9.5
<u>Performance</u>		
Maximum speed	86 mph	89 mph
0-62 mph (sec.)	19.3	16.0
<u>Fuel consumption</u>		
At steady 56 mph (mpg)	57.6	68.9
At steady 75 mph (mpg)	41.5	50.4
Urban cycle (mpg)	44.1	48.7

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Renault 5 "Rio"Equipment

	<u>TC</u>	<u>TL</u>
EXTERIOR FEATURES		
Front & rear wrap-around bumpers	*	*
Side bumper shields	*	*
Striping & name badge	*	*
Stylish wheel trims	*	*
Reversing light & rear fog lamp	*	*
Indicator side repeaters	*	*
Bonded laminated windscreen	*	*
Heated rear window	*	*
2-speed wipers with flick wipe	*	*
Rear window wash/wipe	-	*
Internally adjustable driver's door mirror	*	*
Passenger door mirror	*	*
Locking petrol cap	*	*
INTERIOR FEATURES		
Styled cloth seat facings	*	*
Longitudinal adjustment of reclining front seats	*	*
Adjustable front head restraints	*	*
Folding rear parcel shelf	*	*
Recessed front & rear armrests	*	*
Pocket on driver's door	*	*
Front inertia reel seat belts	*	*
Rear static seat belts with centre lap strap	*	*
Fully carpeted front & rear	*	*
Carpeted boot floor	*	*
Dipping rear view mirror	*	*
3-speed ventilation system with side air vents	*	*
Analogue clock	*	*

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RENAULT 5 "Rio"

-5-

(INTERIOR FEATURES)

	<u>TC</u>	<u>TL</u>
Digital stereo radio/cassette player	*	*
Trip meter	*	*
Low fuel level warning light	*	*
Brake-pad wear warning light	*	*

OPTION

Silver grey supergloss/metallic paint	o	o
Red non-metallic paint	*	*

Key

- * Standard
- o Optional
- Not available

RENAULT 5 "Rio" PRICES (as at March 1, 1987)

<u>MODEL</u>	<u>Basic price</u>	<u>Car Tax</u>	<u>Total (inc 15% VAT)</u>
Rio TC 4-speed	£3,848.83	£320.74	£4,795.00
Rio TL 5-speed	£4,402.68	£366.89	£5,485.00

OPTION:

Silver Grey Supergloss Metallic paint	£76.25	£6.35	£95.00
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