

# Renault 5 Range

---

From its birth on January 28, 1972 (introduced to the U.K. in November, 1972), the RENAULT 5 was launched as the ultra compact city car, linking easy long-distance performance with instant convertibility from family saloon to spacious load-carrying hatchback. Sensibly compact (11 ft. 6 in. long) but a comfortable four-seater, its performance in standard form equals that of many medium-sized saloons. A full-width roof-hinged tailgate gives easy access to 7½ cu. ft. of luggage space, which expands up to nearly 32 cu. ft. with rear seat and shelf folded forward.

1980 changes. For 1980, on all RENAULT 5 models, a major restyling of the interior gives a new, neater dashboard layout, with instruments, warning lights and switches grouped in a hooded pinnacle behind the steering wheel, controls for lights, horn, wipers, etc., on stalks flanking the wheel, and a centre console carrying new-type ventilation controls and other auxiliaries, including a cigar lighter and clock (no clock on the 5 and 5TL).

On the passenger side of the dashboard is an open, padded shelf, with a restyled rear compartment having removable side pockets to facilitate fitting of loudspeakers, and extra ashtray. Standard equipment now includes a rear fog light, a second interior light and tubeless tyres, while the rear seat folding arrangement follows the Renault 14 design, with both cushion and backrest hinging forward together. All engines now have a new, simplified system for removing the sump oil through a vacuum tube. Sound insulation has been improved and steering lightened by changing the ratio from 20 to 21.75 : 1.

On the security side, door locks have been changed, from a combined outside press-button and lock to a separate button and keyhole, while a special catch in the interior handle allows both doors to be locked from inside without the key. Both the 5GTL and TS now have 'petal' type front seats with cushions and (on the 5TS) adjustable head restraints. Similar improvements are found on the 5 Gordini, which also has divided backrests, allowing each side to be folded down individually, while the Gordini's spare wheel is now recessed into the boot floor, with a separate luggage well alongside, under the floor.

Over the seven years to 1980, the Renault 5 has been developed into a complete 'range within a range', with seven variants now marketed in the U.K. These include:

RENAULT 5 — The basic version, with 845 cc engine

RENAULT 5TL — One of the world's top economy cars, with engine now enlarged from 856 to 1108cc, returning nearly 58 mpg at 56 mph\*

RENAULT 5GTL — Launched in 1976 as a 'motorway cruiser', powered by a 1289cc low-revving engine, now tuned to run on 2-star petrol, giving 51 mpg at 56 mph.\* This is the first Renault 5 to be offered in both five and three-door form

RENAULT 5TS — Powered by a 64 bhp version of the 1289cc engine, giving a top speed of 96 mph, coupling high performance and equipment levels with economy and flexibility.

RENAULT 5 AUTOMATIC 1300 — Launched initially in France in February, 1978 and introduced to U.K. the following October, one of Europe's most advanced and refined small automatic cars, with a top speed of nearly 88 mph, 55 bhp, sensible economy and compact 3-speed electronically-controlled transmission.

RENAULT 5 GORDINI — 'Flagship' of the Renault 5 range, powered by a 1397 cc engine, developing 93 bhp, with a top speed of 110 mph, five-speed gearbox and lavish equipment — the most powerful road-going version of the Renault 5 in volume production. Launched first in 1976 in France as the Renault 5 Alpine; introduced to U.K. in April, 1979.

## PRESS INFORMATION

#### RENAULT 5 WORLDWIDE — FACTS & FIGURES

The Renault 5 has become the biggest-selling French car in the world, with total production now approaching 3 million.

In France, sales topped 1,120,000 after 7½ years, and across the rest of the world 1,335,000 in 110 countries.

Renault 5 exports over 7 years equalled total production of the Renault 8 over 14 years (1962–1976).

U.K. sales of the Renault 5 passed the 100,000 mark in June, 1979.

Total output of the Renault 5 averages more than 2,000 units a day.

The Renault 5 is produced at three plants in France — Flins, Douai and Dieppe — and 10 plants abroad, principally in Belgium and Spain.

World-wide, there are 25 variants of the Renault 5, differing in engines, bodywork (3 or 5 doors) and specification for particular markets — added to which there are 110 variants differentiated by equipment, giving 1,870 versions by a cross-permutation of all these differences.

A Turbo-charged version of the Renault 5 is under development for 1980/81, and made its competition debut in the Tour of Italy Rally on October 20, 1979.

\*See specification sheet for official fuel consumption figures.

# NEWS RELEASE



EMBARGO

NOT FOR PUBLICATION BEFORE

SEPTEMBER 24, 1984

THE NEW RENAULT 5



Sales start in France from the beginning of October, with five versions available. A total of ten versions is planned for Europe, including an automatic. All are 3-door hatchbacks, combining five equipment levels and three types of transmission. An eleventh version, the Renault 5 "Coupe", is planned for competition use. It develops 115 bhp DIN, giving a top speed of 125 mph. (Brief details, p.27)

Seven versions are expected to be available in the UK when sales begin here early in the New Year. First examples of the "Superfive" will be seen in Britain on the Renault stand at the British International Motor Show, Birmingham, in mid-October. Prices and specifications of the UK range will be announced at the time of introduction.

#### BRIEF SKETCH - MAIN POINTS

Front-wheel-drive has been carried on in the new Five, but with a transverse engine and gearbox replacing the previous "north-south" layout, and a completely new 3-door hatchback body, 2.36 inches longer, 2.36 inches wider, and with almost 25 per cent more glass area all round. Interior space, too, has been significantly expanded, front and rear, while luggage capacity is up from 7.6 to 8.2 cu.ft. with the seats upright.

Simultaneously, big gains have been made in weight-saving (26½ lbs on the body alone), with the TL version at 1543 lbs 9.7 per cent lighter than its comparable forerunner, while improved aerodynamics cut the drag co-efficient (Cd) from 0.38 to 0.35.

Larger capacity engines range from 956cc (instead of 845cc) to 1397cc, while power outputs are up to between 42 and 72 bhp, giving higher top speeds ranging from 85 to 104 mph on the normal versions. Fuel consumption is also improved across the range - the average running from 41.5 to 54.7 mpg (previously 38.9 to 50.2 mpg).

/A bigger...

# NEWS RELEASE



## EMBARGO

NOT FOR PUBLICATION BEFORE SEPTEMBER 24, 1984

NEW RENAULT 5 RANGE ANNOUNCED - WORLD DEBUT AT PARIS SHOW  
FAMILIAR LOOKS, BUT WITH COMPLETE TECHNICAL TRANSFORMATION

Eleven models, 3 engines (1.0-1.4 litres), 6 power levels,  
3 transmissions & 5 equipment levels

Top speeds, 86 to 125 mph - with outstanding fuel economy

Another major milestone in the renewal of its model range is reached by Renault of France today with the long-awaited announcement and full details of the new RENAULT 5, which makes its world debut at the Paris Motor Show on October 2.

While outwardly closely resembling its world-famous predecessor launched in 1972, and retaining all its best hatchback characteristics, the new "Superfive" has undergone a complete technical transformation. Only the name remains the same.

It is bigger, more spacious, more aerodynamic, lighter, more comfortable, better-equipped and technically more advanced, with a transverse-mounted engine and gearbox and entirely new suspension.

At the same time, its performance and renowned economy have been significantly stepped up, producing a record fuel consumption figure for the 1100cc TL version of nearly 70 mpg at 56 mph.\*

This is Renault's third brand new model launched in 1984, following the Renault 25 and Renault Espace "people carrier." More than FFr 3bn (£260m) is being invested at Renault's Flins factory in France, where over 2,000 new Renault 5s will be rolling off the line daily by the beginning of 1985.

\*See P.3

/Sales...



A bigger, 9.5-gallon fuel tank usefully extends the Renault 5's range - to more than 620 miles at an average 56 mph, at which speed it returns an astonishing 68.9 mpg in TL form, claimed by Renault as the world's lowest for a vehicle with spark ignition.

Gearboxes are four and five-speed units on the manual versions, plus a three-speed automatic with digital electronic control of the same type used in the Renault 9 and 11 automatic.

While not only frugal on fuel, the "Superfive" is a well-protected car, both against corrosion, to guarantee long life, and against small impacts, by an all-round bumper system whose parts regain their original shape after light impact.

Maintenance and repair costs have been much reduced by new design and simplified techniques, with oil changes and adjustments at 10,000km (6,000 mile) intervals and general servicing every 50,000km (30,000 miles).

#### EUROPEAN MARKET

The "Superfive" enters the highly-competitive European small car market, which has steadily increased over the past five years:

1978:	17.56%	of	MTM	in	Western	Europe
1979:	18.44%	"	"	"	"	"
1980:	19.26%	"	"	"	"	"
1981:	20.05%	"	"	"	"	"
1982:	20.49%	"	"	"	"	"
1983:	21.99%	"	"	"	"	"

In 1983, this market accounted for 2.2 million cars, of which 16.41 per cent were Renault 5s - for the tenth time heading sales in France.

The following pages highlight the principal design features and technical points of the new Renault 5 range.

/INDEX...

INDEX - DESIGN FEATURES, DIFFERENCES, TECHNICAL POINTS

THE RANGE: EUROPE & UK -----	Page 5
BODY & STYLING, EXTERNAL DIMENSIONS-----	" 6
AERODYNAMICS, STRUCTURE, WEIGHTS -----	" 7-8
ANTI-CORROSION, DAMAGE PROTECTION -----	" 8-9
GLAZING & VISIBILITY, INTERIOR SPACE -----	" 9-10
DASHBOARD & CONTROLS, HEATING & VENTILATION, SEATS "	10-11
ENGINE & TRANSMISSION -----	" 11
FUEL TANK, CLUTCH, GEARBOX -----	" 12-13
SUSPENSION, STEERING, BRAKES, WHEELS & TYRES -----	" 13-14-15
HANDLING, COMFORT, PERFORMANCE & FUEL ECONOMY ----	" 15
PERFORMANCE FIGURES -----	" 16
WEIGHT SAVING -----	" 17
EQUIPMENT, AUDIO EQUIPMENT OPTIONS -----	" 17
AFTER-SALES SERVICE (INTERNATIONAL) -----	" 18-19
FLINS - PILOT PLANT -----	" 19
BRIEF SPECIFICATIONS -----	" 20-26
RENAULT 5 COUPE SPECIFICATION -----	" 27

/RANGE...

RANGE, ENGINES, POWER, SPEEDS

The full Renault 5 range to be sold in Europe (variants according to markets) comprises 11 versions, differing in power units, transmissions and equipment. Principal versions are as follows:-

RENAULT 5 C & TC: 956cc, 42 bhp (DIN), 4-speed, 86 mph.

RENAULT 5 L, TL & GTL: 1108cc, 47 bhp (DIN), 4-speed, 91 mph.

RENAULT 5 GTL: 1397cc, 60 bhp (DIN), 5-speed, 99 mph.

RENAULT 5 AUTOMATIC: 1397cc, 68 bhp (DIN), 3-speed, 96 mph.

RENAULT 5 TS, GTS & TSE: 1397cc, 72 bhp (DIN), 5-speed, 104 mph.

RENAULT 5 TURBO: 1397cc turbo, 115 bhp (DIN), 5-speed, 125 mph.

THE U.K. RANGE

For the UK market, starting in early 1985, seven versions are expected:-

RENAULT 5 TC (956cc, 4-speed)

RENAULT 5 TL (1108cc, 5-speed)

RENAULT 5 GTL (1397cc, 60 bhp, 5-speed)

RENAULT 5 AUTOMATIC (1397cc, 3-speed)

RENAULT 5 TS & TSE (1397cc, 5-speed)

RENAULT 5 GT TURBO (1397cc, 5-speed)

Prices and other details covering the UK range will be announced nearer the introduction date.

(For brief technical specifications of the full Renault 5 range, see pp. 20-27.)

/BODY & STYLING...



BODY & STYLING

- Renault considered several possible ways of replacing the Five:
- with a car completely different in concept, in its relationship with the rest of the range, and in its philosophy - a very risky option;
  - with a car simply restyled in exterior and interior appearance, but without major mechanical changes;
  - with a technically completely new car which retained, in a more modern way, its predecessor's personality.

This last solution was the one chosen. The familiar silhouette was retained, yet every component has been redesigned. To lighten the profile and achieve greater elegance, the nose section is arrow-shaped, with a more steeply-raked windscreen of larger area. Rear wheel arches are higher (reducing the side panel area) and greater protection is provided against minor damage by better-integrated side panels, indicators moved from the bumper sections, and higher headlamps.

EXTERNAL DIMENSIONS

While almost the same size as its predecessor, the new Five reflects the changes made in providing more interior space, better road behaviour and improved aerodynamics.

Dimensions in inches	Original Renault 5	New Renault 5
Length overall	139.0	141.4
Width overall	61.0	62.4
Height unladen	55.5	54.6/55.0 according to model
Front track	50.7	52.1/52.3 according to model
Rear track	49.3	50.4/50.9 according to model
Wheelbase	94.6 left 95.8 right	94.8
Front overhang	20.2	24.4
Rear overhang	23.0	22.2

Worth noting is that the main changes have been in the car's width - giving a worthwhile gain in interior space without unduly affecting the aerodynamics, while the wider front and rear track improves behaviour on the road. The greater front-end overhang comes from a more pointed nose, which improves aerodynamic drag.

/AERODYNAMICS...

AERODYNAMICS

For very short cars (under 12ft long) aerodynamics are of particular interest. It is harder to achieve a good aerodynamic shape, yet at the same time aerodynamics play an even larger part in determining performance and economy. This is how the new Renault 5 is improved:-

	Original Renault 5	New Renault 5
Cd.A	7.10	6.67
Frontal area ft <sup>2</sup>	18.6	18.8
Cd	0.38	0.35

Measures taken to integrate the shape included:

- windscreen stuck into position, and flush-fitting;
- bumpers integrated with side protection panels;
- curved side windows, flush-fitting;
- gutters blended into roofline;
- gutter trim strips and window trims optimised;
- door panel, which also functions as door frame, covers centre pillar;
- door handle shrouded, fuel filler covered by flap;
- no external fixings, and no intake or extractor grilles - they are placed under the bonnet and rear hatch.

Front end sealing involved:

- air intakes in bumper section are of calculated size;
- sealing strip under the bonnet;
- radiator surface area optimised;
- fresh air channelled to radiator through a convergent passage.

STRUCTURE

Experience gained with the Renault 11 and 25, plus the use of most modern design methods (computer-aided design), allowed the development of a light yet rigid structure. A weight-saving programme in body and mechanical components produced a kerb weight of only 1532 lbs for the smallest-engined, basic model, compared with 1587 lbs for its predecessor.

/A comparison...



A comparison between the old and new body shells, complete with bonnet and rear hatch and ready for painting, reveals the following:

Weights in lbs -----	Original Renault 5	New Renault 5	Weight Saving
Body-in-white	432	406	26
After painting	487	456	31

Weight-saving apart, ease of assembly (and of after-sales service) was also a main objective of the design team. This was the reason for retaining the front sub-frame, attached to the longerons at four points and supporting the complete mechanical assembly. Also noteworthy is that the new body contains some 100 components less than the old one, and only 800 spot-welds, most of which are applied automatically.

#### ANTI-CORROSION PROTECTION

Some 25 per cent of the new Renault 5 bodyshell is made from pre-protected steel. For example, the bonnet, front suspension turrets and window frames are all made of electrogalvanised steel, while front wings and wheel arches are given a zinc-based coating. The floor, lower part of the body and the wheel arches receive a coating of abrasion-resistant mastic which flows and sets during passage of the body through the paint drying ovens. The front wheel arches have plastic liners, and the rear arches a special protective steel panel with mastic coating.

#### DAMAGE PROTECTION

Complete, all-around body protection is a notable feature of the new Renault 5 - one of the main design objectives being that it should be not only elegant but well-protected against "urban aggression". So the bumpers and protective side panels, which play the major part in fending off minor knocks, have been carefully integrated into the body shape. The deformable bumpers are attached to their honeycomb-type shock absorbers by four leaf-springs. This mounting allows impacts of up to 2.5 mph to be absorbed without damage to the bumper, which returns to its original position.

/The side...



The side protection panels form a complete "belt" around the body, and like the bumpers they resume their original shape after a light impact. The front grille is also made of flexible material and can absorb light impacts without damage. The lower rear corners beneath the lamp clusters are of deformable plastic and easily replaced - effectively protecting against parking damage. The lower part of the rear hatch is trimmed with a plastic panel which protects not only against minor traffic damage but against opening the hatch under too low a ceiling or closing it on too large an object.

#### GLAZING & VISIBILITY

To lighten the Five's interior and improve visibility, its waistline has been lowered and side windows lengthened. Compared with the original model, total glass area has been increased from 21.3 to 25.4 sq.ft., or 19.4 per cent. The wiper blades are 17.7 in. long (compared with 15.7 in. on the Renault 9 and 11), eliminating blind spots to the side and at the base of the screen. While the stuck-in windscreen is still 5mm thick, the rest of the glass is 3mm (except for the 4mm thick hinged side windows), so despite the bigger glass area the weight of the glass remains much the same.

#### INTERIOR SPACE

One result of the search for more interior space was a small increase in frontal area, from 18.6 to 18.8 sq.ft. This had hardly any effect on aerodynamics, but allowed much more width and space than in the old Five. At the same time, a considerable gain in space was achieved by mounting engine and gearbox transversely. The following figures clearly highlight the differences, and place the new Renault 5 very strongly against its main rivals:

Dimensions in inches	Original Renault 5	New Renault 5	Gain in space
Width overall	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

/In luggage

In luggage space, the elimination of rear suspension turrets has allowed a significant increase in volume. Compared with the old model, luggage capacity goes up from 7.6 to 8.2 cu.ft. (It should be noted in this context that different manufacturers use different methods of measurement.)

In the Renault 5, 8.2 cu.ft. represents useful space for normal baggage, and is arrived at by stowing 1-litre cubes - the equivalent of small packets.

#### DASHBOARD & CONTROLS

The arrangement of the dashboard, made of polypropylene, allows several different layouts. The instrument panel is designed for instant reading - with large dials and bright needles. The large-diameter steering wheel has two horizontal spokes, inclined slightly downwards, to improve the view of the dashboard.

The "piano-style" minor control switches (for heated rear window, rear wash/wipe, rear foglamp) form part of the wheel layout. Finally, the manual choke control takes the form of a small lever, much easier to use than the usual push-pull knob.

#### HEATING & VENTILATION

The new Renault 5 has a highly effective heating and ventilation system, owing a good deal to that fitted to the Renault 9. In particular, it allows instant and precise adjustment of temperature because it is of the air-blending type rather than the water-valve heater control of the old model.

This system, with the rapid warm-up of the engine, ensures effective demisting of the windscreen and side windows. The cabin air intake comes from beneath the bonnet, while air extraction is through grilles in the interior rear panels and thus through the rear hatch surround.

#### SEATS

The front seats are formed entirely from foam, and in the GTL and higher versions are of "petal" shape and fitted with head restraints. These better-equipped versions also have "Monotrace" (single-track) seat slides, making more foot and knee room for back-seat passengers. The TSE has curved slides, allowing adjustment of the seat tilt angle.

/On the...



On the two lower equipment levels, front seats are mounted on parallelogram mechanisms, with spring-compensator assistance, so that they can be moved well forward for access to the back seat. Models from the GTL upwards have front seat squabs which can be folded fully forward for back seat access. Entry to the back is further helped by the rearward placing of the centre pillars and the longer doors.

To expand luggage space, the back seat can be folded forward with one hand from either side of the car, the action of the two release buttons being linked. In the top-specification TSE model, the back seat is split 1/3-2/3 to allow a great variety of arrangements and uses.

#### ENGINE & TRANSMISSION

It was decided to install the engine transversely, with the gearbox in-line with the crankshaft, to free as much interior space as possible and to concentrate the weight over the driven front wheels. The engine and transmission assembly is mounted on a sub-frame, bolted to the vehicle body at four points.

By comparison with the old Renault 5, the new model uses engines of larger capacity (ranging from 956cc to 1397cc, instead of from 845 to 1397cc). Power outputs are likewise higher (from 42 to 72 bhp instead of 37 to 63 bhp). The result is improved performance (maximum speeds from 85 to 104 mph instead of from 78 to 96 mph), while thanks to the car's other qualities, fuel consumption is also improved (the mean figures running from 54.7 mpg to 41.5 mpg, instead of from 50.2 to 38.9 mpg).

#### Engine types

All engines are the Type C "Cléon cast-iron". They comprise:

Type	Capacity (cc)	Bore x stroke (mm)	Compression ratio	Power bhp(DIN)rpm	Torque lb-ft (DIN)rpm	Applicatio (model)
C1C	956	65 x 72	9.75: 1	42/5750	48/3000	5C, TC
C1E	1108	70 x 72	9.5: 1	47/5250	59/2500	5L, TL, GTL
C1J	1397	76 x 77	9.25: 1	60/5250	77/2500	5GTL
C2J	1397	76 x 77	9.25: 1	68/5250	78/3000	5 Auto
	1397	76 x 77	9.25: 1	72/5250	78/3500	5TS, GTS, TSE

/FUEL...



FUEL TANK

This has a capacity of 9.5 gallons (43 litres) and is made of synthetic material, with worthwhile benefits in weight and capacity - 1.1 gals. more than the previous model's tank, which weighed the same. The tank is sited forward of the rear suspension, under the back seat, and its filler is completely sealed, venting taking place through a separate circuit.

CLUTCH

All manual-transmission models use the same clutch, a single dry-plate unit, type 180 CP 335, with ball-type thrust bearing. All versions use mechanical operation by cable, equipped at its pedal end with an automatic adjustment device for clutch wear, of the type already seen in the Renault 9 and 11.

GEARBOXES (manual)

The manual gearboxes are the types JB4 (4-speed) and JB5 (5-speed), developed from the JBO and JB1 used in the Renault 9/11. These 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 of the programme is a saving of 7.7 lbs in the JB4 gearbox and 8.8 lbs in the JB5. A further gain of about 1 lb results from the smaller volume of oil required.

The following points should be noted: use of the 5-speed gearbox in many versions, and use of different overall gearing suited to each version.

Type	Ratios						Final Drive	mph/1000rpm in highest gear	Application	
	1st	2nd	3rd	4th	5th	Rev			engine	versions
JB4	41/11 3.727	39/19 2.053	33/25 1.320	28/31 0.903	-	39/11 3.545	58/15 3.867	17.61	956cc 42bhp DIN	C, TC
	41/11 3.727	39/19 2.053	33/25 1.320	28/31 0.903	-	39/11 3.545	56/17 3.294	20.67	1108cc 47bhp DIN	L, TL
JB5	41/11 3.727	39/19 2.053	33/25 1.320	29/30 0.967	27/34 0.794	39/11 3.545	61/15 4.067	19.05	1108cc 47bhp DIN	TC*
	41/11 3.727	39/19 2.053	33/25 1.320	29/30 0.967	27/34 0.794	39/11 3.545	55/16 3.428	22.54	1108cc 47bhp DIN	TL*, GTL
	41/11 3.727	39/19 2.053	33/25 1.320	29/30 0.967	27/34 0.794	39/11 3.545	56/17 3.294	23.80	1397cc 60bhp DIN	GTL
	34/11 3.091	35/19 1.842	33/25 1.320	29/30 0.967	25/33 0.758	39/11 3.545	61/15 4.067	20.21	1397cc 72bhp DIN	TS, GTS, TSE

\* For certain countries only

/For both...

For both types of gearbox, the casing is of light alloy and linkage is a single-rod type, with floor-mounted lever. Compared with the previous model, whose gearbox was cast-iron, total weight saving is around 26.5 lbs.

### AUTOMATIC

The Type MB1 transmission, with digital electronic control, is of the same type used in the Renault 9 and 11 Automatic.

Type	Ratios				Transfer ratio	Final drive	mph/1000rpm in top gear	Application	
	1st	2nd	3rd	Rev				Engine	Version
MB1	2.50	1.50	1.00	2.00	24/29 0.828	56/17 3.294	22.84	1397cc 68bhp DIN	Automatic

### Drive shafts

The two drive shafts are tubular, rather than solid as before. This allows a weight saving of about 2.2 lbs, while retaining excellent rigidity.

The constant-velocity joint at the gearbox end of the shaft is the tripod type G162 on all models. The outboard joint is the tripod-type GE76 on versions with the 956cc and 1108cc engines, and the tripod-type GE86 on those versions with 1397cc engines. It should be noted that these drive shafts are specific to the JB4 and JB5 gearboxes.

### SUSPENSION, STEERING, BRAKES

The design objective was to achieve a high standard of comfort at all speeds, combined with good road behaviour. To achieve this, the new Five uses a more rigid structure than the former model. Suspension is all-independent, with layout resembling that of the Renault 9 and 11, and therefore completely different from the earlier Five.

MacPherson strut front suspension is used, with wide lower wishbones and negative-offset steering geometry - giving good roadholding. Inclined coil springs are fitted round the telescopic hydraulic dampers. By comparison with the previous model, overall weight saving in the front suspension is 20 lbs.

/Rear...



The rear suspension uses trailing arms, with transverse torsion bar springing using co-axial units as on the Renault 9 and 11. Dampers are telescopic, and mounted inclined so that their turrets do not intrude into the luggage area. They weigh less than 3 lbs each, complete with a progressive-rate bump stop to aid comfort. All versions have an anti-roll bar of 15.5mm diameter (except for the 956cc version, which is 13.5mm). Front anti-roll bar (except for 956cc model) is 22mm in diameter.

The rack and pinion steering also resembles that of the 9 and 11, but all components of the collapsible section are tubular, with a resulting weight saving of 1.5 lbs, and needle-type bearings are used in the steering column mountings to reduce steering effort. The wheel itself weighs nearly 1 lb less, giving a total steering system weight saving of 2.4 lbs.

#### WHEELS & TYRES

Except for the top version, which carries 5J-13 light alloy wheels, the Renault 5 runs on pressed-steel wheels with 4.5B rims. Tubeless radial-ply tyres are fitted, all of 70% aspect ratio, either 145/70-13 or 155/70-13. These have specially low rolling resistance, between 10 and 15 per cent less than normal, and improve road behaviour while maintaining ride comfort. Some versions offer the option of 165/65 R13S tyres. In all cases the 5 tyres are identical, the spare wheel being 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 a failure). The compact, tandem master cylinder has a bore of 17.5mm with the 956cc engine, and 19mm with the 1108 and 1397cc units, where the master cylinder is integral with the 7-inch servo unit to save space. Front brakes in all versions are 9.4-inch plain discs. In 956 or 1108cc versions they are 8mm thick, while for the 1397cc discs are 12mm thick.

/Rear brakes...



Rear brakes are all 7.1-inch diameter drums, with 1.6in. wide shoes and automatic adjustment for wear.

Compared with the original model, the new Renault 5 braking system shows a considerable advance:

- circuits are X-spit rather than 1-1 spit;
- the brake servo is of 7-inch instead of 6-inch diameter, and is fitted to more versions;
- front discs are 9.4 instead of 9.0-inch diameter;
- rear drums are 1.6 instead of 1.2 in. wide.

#### HANDLING & COMFORT

Among the new Five's strongest points is its behaviour on the road - its roadholding, small roll angles and neutral handling - and the suspension comfort. The bodyshell is extremely rigid; trailing-arm rear suspension resists "nosedive" during acceleration; front and rear tracks are wider; low-profile tyres improve steering response without affecting comfort, and suspension spring rates have been tuned to suit each version of the car to optimise comfort and handling. Manual window lifts are now cable-operated and the rear hatch is balanced by a strut.

#### PERFORMANCE & FUEL ECONOMY

Compared with its predecessor, the new Renault 5 is notably better in both these areas, due largely to:

- reduced weight: 1532-1675 lbs, against 1587-1830 previously;
- better aerodynamics: Cd/Cd.A of 0.35/6.57 against 0.38/7.10;
- higher power: 42-72 bhp DIN against 37-63 bhp DIN, and with engines optimised;
- 5-speed gearboxes fitted to all versions other than the C or L;
- choice of final drive ratio matched to each model;
- and low-profile tyres of lower rolling resistance.

/PERFORMANCE...

PERFORMANCE FIGURES

Version	Model		Max speed mph	0-62 mph sec	400m from rest	1000m from rest	Fuel consumption, mpg				
	Engine	Gears					Steady 56 mph	Steady 75 mph	Urban cycle	Mean figure	
Base	L	Old 845cc	4	78	22.3	22.0	42.5	52.3	-	38.2	44.1
	C	New 956cc	4	85	19.3	21.0	39.5	57.7	41.5	44.1	46.8
TL		Old 1108cc	4	85	21.4	21.0	39.7	61.4	45.6	44.8	49.6
		New 1108cc	5	89	16.0	19.7	37.3	68.9	50.4	48.7	54.7
GTL		Old 1108cc	5	85	21.4	21.0	39.7	62.8	46.3	44.8	50.2
		New 1397cc	5	98	14.0	19.0	35.6	64.2	45.6	40.9	48.5
TS	TX	Old 1397cc	5	96	15.6	19.2	36.2	54.3	42.2	35.3	42.6
	GTS, TSE	New 1397cc	5	104	11.5	17.8	33.3	56.5	42.2	35.8	43.3
Automatic		Old 1397cc	3	88	21.4	21.2	39.2	47.1	34.9	36.7	38.9
		New 1397cc	3	96	16.5	19.9	36.7	52.3	37.7	36.7	41.5

Not only does the Renault 5 range show substantial improvements over the old model, but it becomes the "economy champion." Particularly worth noting are the exceptional figures for the 1397cc Renault 5 Automatic and the 1108cc 5TL. On the latter, the fuel consumptions are equivalent to a range of over 1000km (621 miles) at 56 mph, over 750km (466 miles) at 75 mph, and one refuelling a month for a commuting run of 30km or 18.6 miles a day.

WEIGHT SAVING PROGRAMME

One of the most fundamental aspects in which the new Five differs from its predecessor is that of weight. Work in this area has produced savings in every part of the car. For example:

- The body, complete with bonnet, doors and hatch: 26.5 lbs saved.
- Cooling system: 2.5 lbs saved, a gain of 26 per cent.
- Fuel tank: same weight as before, but capacity increased from 8.4 to 9.5 gallons.
- Gearchange linkage: 0.7 lb saved, a gain of 14 per cent.

/Steering...

- Steering: 2.5 lbs saved, a gain of 12 per cent.
- Front suspension: 20 lbs saved, a gain of 14 per cent.
- Drive shafts: 2.2 lbs.
- Windows: same weight as before, through use of thinner glass, despite a 19.4 per cent increase in glass area.
- Interior trim: 4.5 lbs saved, a gain of 14 per cent.
- Seats: 8.5 lbs saved, a gain of 10 per cent.

#### EQUIPMENT

The new Five range offers an exceptional level of equipment, including items which are normally reserved for larger cars pitched higher in the market.

Such features include electric front windows, centralised locking with infra-red remote control, headlamp height adjustment from inside the car, oil level indicators, coolant low-level warning lights, interior adjustment of door mirrors, etc.

#### AUDIO EQUIPMENT OPTIONS

The launching of the new Renault 5 also sees the addition of three competitively-priced audio system options on the European range (options for UK market to be announced later). These comprise:

- a basic system, the Renault Radio 1000, made by Thomson, and providing medium and long-wave AM and mono FM reception, with an analogue tuning scale.
- an intermediate system, the Renault Radio 3000, made by Blaupunkt, and providing medium and long-wave AM and stereo FM reception, with analogue tuning scale.
- a top-of-the-range system, the Renault Radio 5000, made by Philips, and providing medium and long-wave AM and stereo FM reception, with digital tuning display and K7 stereo cassette.

/AFTER-SALES...



## AFTER-SALES SERVICE

### Service schedules

The international launch of the new Renault 5 also 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.

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

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 genuinely needed. The Renault service programme includes only those technical operations which are indispensable, thus ensuring that each service is not only efficient but costs as little as possible. Every 30,000 miles, the service programme includes a check and adjustment of every item related to safety.

### Ease of repair

The new Five enjoys the benefit of all the best technical solutions proved through experience with the existing type. For example, the transverse engine layout 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. The complete assembly can be exchanged in 3.6 hours.

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

/The rear...

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.

#### FLINS - PILOT PLANT FOR THE "SUPERFIVE"

The "Superfive" should have a comparable success to its forerunner in France, and even greater success in export markets. To achieve this, considerable investments have been made, so that production can keep pace with the demand in Europe.

Daily production levels will increase rapidly:

October, 1984:	975
November, 1984:	1,545
December, 1984:	1,775
January, 1985:	more than 2,000

Built in 1952, the Pierre Lefauchaux factory at Flins (in the Paris region) is a "pilot plant" for production of the new Five, which will also be built initially in Belgium and Spain. Since 1981, Flins has been the centre of a major investment to enable it to begin production of the "Superfive" under the best possible conditions. This effort, which to date has involved an expenditure of some FFr 2bn, will be further increased to reach a total of FFr 3.2bn.

Since 1981, the plant has been equipped with high technology machinery: it operates six entirely automatic press lines (soon to be increased to eight) and more than 100 robots. These installations, combined with the highly modern design of the car and new work methods, have allowed a reduction in production time for the Renault 5 from 25 hours (for the old car) to 20 hours (for the new one) - a gain of 20 per cent.

/TECHNICAL SPECIFICATIONS...

RENAULT 5 EUROPEAN RANGE - BRIEF SPECIFICATIONS

Following are brief technical specifications for the European Renault 5 range:-

RENAULT 5 C & TC

Engine: 956cc, 4-cylinder, in-line, vertical, cast-iron block, light alloy head, 5 main bearings.  
Bore x stroke: 65 x 72mm  
Compression ratio: 9.75: 1  
Max. power (DIN) 42 bhp at 5,750 rpm  
Max. torque (DIN) 48 lb-ft at 3,000 rpm  
Ignition: conventional  
Carburettor: single-choke

Gearbox: 4-speed manual

Steering: Rack & pinion, manual

PERFORMANCE

Max. speed: 85 mph  
Standing  $\frac{1}{4}$ -mile: 21.0 sec.  
Standing kilometre: 39.5 sec.  
0-62 mph: 19.3 sec.

FUEL CONSUMPTION:

Steady 56 mph: 57.7 mpg  
Steady 75 mph: 41.5 mpg  
Urban cycle: 44.8 mpg  
Official average: 46.8 mpg

DIMENSIONS

Overall length: 141.3 in.  
Overall width: 62.2 in.  
Overall height: 54.3 in.

WEIGHT (empty)

1532 lb. 1543 lb.(TC)

Cd.A (Cd):

6.67 (0.35)

/Contd...



RENAULT 5 L

Engine: 1108cc, 4-cylinder, in-line, vertical,  
cast-iron block, light alloy head, 5 main  
bearings.

Bore x stroke: 70 x 72mm

Compression ratio: 9.5: 1

Max. power (DIN) 47 bhp at 5,250 rpm

Max. torque (DIN) 59 lb-ft at 2,500 rpm

Ignition: transistorised

Carburettor: single-choke

Gearbox: 4-speed manual

Steering: Rack & pinion, manual

PERFORMANCE

Max. speed: 89 mph

Standing  $\frac{1}{4}$ -mile: 19.7 sec.

Standing kilometre: 37.3 sec.

0-62 mph: 16.0 sec.

FUEL CONSUMPTION: Steady 56 mph: 62.8 mpg

Steady 75 mph: 46.3 mpg

Urban cycle: 48.7 mpg

Official average: 51.7 mpg

DIMENSIONS:

Overall length: 141.3 in.

Overall width: 62.2 in.

Overall height: 54.3 in.

WEIGHT (empty): 1532 lb.

Cd.A (Cd): 6.67 (0.35)

/Contd...

RENAULT 5 TL

Engine: 1108cc, 4-cylinder, in-line, vertical  
cast-iron block, light alloy head, 5 main  
bearings.  
Bore x stroke: 70 x 72mm  
Compression ratio: 9.5: 1  
Max. power (DIN) 47 bhp at 5,250 rpm  
Max. torque (DIN) 59 lb-ft at 2,500 rpm  
Ignition: transistorised  
Carburettor: single-choke

Gearbox: 5-speed manual  
Steering: Rack & pinion, manual

PERFORMANCE Max. speed: 89 mph  
Standing  $\frac{1}{4}$ -mile: 19.7 sec.  
Standing kilometre: 37.3 sec.  
0-62 mph: 16.0 sec.

FUEL CONSUMPTION: Steady 56 mph: 68.9 mpg  
Steady 75 mph: 50.4 mpg  
Urban cycle: 48.7 mpg  
Official average: 54.7 mpg

DIMENSIONS: Overall length: 141.3 in.  
Overall width: 62.2 in.  
Overall height: 54.3 in.

WEIGHT (empty): 1543 lb.  
Cd.A (Cd): 6.67 (0.35)

/Contd...

RENAULT 5 GTL

Engine: 1397cc, 4-cylinder, in-line, vertical,  
cast-iron block, light alloy head, 5 main  
bearings.

Bore x stroke: 76 x 77mm

Compression ratio: 9.25: 1

Max. power (DIN) 60 bhp at 5,250 rpm

Max. torque (DIN) 77 lb-ft at 2,500 rpm

Ignition: integral electronic (AEI)

Carburettor: twin-choke

Gearbox: 5-speed manual

Steering: Rack & pinion, manual

PERFORMANCE

Max. speed: 98 mph

Standing  $\frac{1}{4}$ -mile: 19.0 sec.

Standing kilometre: 35.6 sec.

0-62 mph: 14.0 sec.

FUEL CONSUMPTION:

Steady 56 mph: 64.2 mpg

Steady 75 mph: 45.6 mpg

Urban cycle: 40.9 mpg

Official average: 48.5 mpg

DIMENSIONS:

Overall length: 141.3 in.

Overall width: 62.2 in.

Overall height: 54.7 in.

WEIGHT (empty):

1609 lb.

Cd.A (Cd):

6.67 (0.35)

/Contd...



RENAULT 5 AUTOMATIC

Engine: 1397cc, 4-cylinder, in-line, vertical,  
cast-iron block, light alloy head, 5 main  
bearings.  
Bore x stroke: 76 x 77mm  
Compression ratio: 9.25: 1  
Max. power (DIN) 68 bhp at 5,250 rpm  
Max. torque (DIN) 78 lb-ft at 3,000 rpm  
Ignition: integral electronic (AEI)  
Carburettor: twin-choke

Gearbox: 3-speed automatic  
Steering: Rack & pinion, manual

PERFORMANCE

Max. speed: 96 mph  
Standing  $\frac{1}{4}$ -mile: 19.9 sec.  
Standing kilometre: 36.7 sec.  
0-62 mph: 16.5 sec.

FUEL CONSUMPTION:

Steady 56 mph: 52.3 mpg  
Steady 75 mph: 37.7 mpg  
Urban cycle: 36.7 mpg  
Official average: 41.5 mpg

DIMENSIONS:

Overall length: 141.3 in.  
Overall width: 62.2 in.  
Overall height: 54.7 in.

WEIGHT (empty):

1675 lb.

Cd.A (Cd):

6.67 (0.35)

/Contd...

RENAULT 5 TS & GTS

Engine: 1397cc, 4-cylinder, in-line, vertical,  
cast-iron block, light alloy head, 5 main  
bearings.  
Bore x stroke: 76 x 77mm  
Compression ratio: 9.25: 1  
Max. power (DIN) 72 bhp at 5,750 rpm  
Max. torque (DIN) 78 lb-ft at 3,500 rpm  
Ignition: integral electronic (AEI)  
Carburettor: twin-choke

Gearbox: 5-speed manual

Steering: Rack & pinion, manual

PERFORMANCE Max. speed: 104 mph  
Standing  $\frac{1}{4}$ -mile: 17.8 sec.  
Standing kilometre: 33.3 sec.  
0-62 mph: 11.5 sec.

FUEL CONSUMPTION: Steady 56 mph: 56.5 mpg  
Steady 75 mph: 42.2 mpg  
Urban cycle: 35.8 mpg  
Official average: 43.3 mpg

DIMENSIONS: Overall length: 141.3 in.  
Overall width: 62.2 in.  
Overall height: 54.7 in.

WEIGHT (empty): 1587 lb. 1609 lb. (GTS)

Cd.A (Cd): 6.67 (0.35)

/Contd...

RENAULT 5 TSE

Engine: 1397cc, 4-cylinder, in-line, vertical,  
cast-iron block, light alloy head, 5 main  
bearings.  
Bore x stroke: 76 x 77mm  
Compression ratio: 9.25: 1  
Max. power (DIN) 72 bhp at 5,750 rpm  
Max. torque (DIN) 78 lb-ft at 3,500 rpm  
Ignition: integral electronic (AEI)  
Carburettor: twin-choke

Gearbox: 5-speed manual

Steering: Rack & pinion, manual

PERFORMANCE Max. speed: 104 mph  
Standing  $\frac{1}{4}$ -mile: 17.8 sec.  
Standing kilometre: 33.3 sec.  
0-62 mph: 11.5 sec.

FUEL CONSUMPTION: Steady 56 mph: 56.5 mpg  
Steady 75 mph: 42.2 mpg  
Urban cycle: 35.8 mpg  
Official average: 43.3 mpg

DIMENSIONS: Overall length: 141.3 in.  
Overall width: 62.2 in.  
Overall height: 54.7 in.

WEIGHT (empty): 1653 lb.

Cd.A (Cd): 6.67 (0.35)

/Contd...



THE RENAULT 5 "COUPE"

At the Paris Salon, Renault will present the Renault 5 "Coupe", which will replace the Renault 5 Alpine Turbo Coupe for the 1985 competition season of the Coupe de France Renault 5 Elf. This version has the following technical specification:

ENGINE

Type ClJ, developed from that of the Renault 11 Turbo.  
Capacity: 1,397cc (76 x 77mm)  
Max. power: 115 bhp (DIN) (85kW ISO) at 5,750 rpm.  
Max. torque: 124 lb-ft (DIN) (165Nm ISO) at 3,000 rpm.  
Turbocharging: Garrett T2 with air/air intercooler, blowing through the carburettor.

CLUTCH

Special to type, with 200mm disc.

GEARBOX

Type JB3, 5-speed.

SUSPENSION

Special to type front springs.  
Special to type front and rear anti-roll bars.  
Special to type front and rear dampers.  
Special to type rear suspension with 4 torsion bars.

WHEELS AND TYRES

Pressed steel wheels, 5.50 B 13.  
Michelin MXV 195/60-13 tyres.

STEERING

Higher-geared (steering ratio 19.5: 1 instead of 21.7: 1)

BRAKES

Front: ventilated discs, 9.4in diameter, 0.79in thick.  
Rear: plain discs, 9.4in diameter, 0.31in thick.

EQUIPMENTExterior:

- front spoiler with air intakes for brake cooling.
- special to type rear spoiler.
- wider wings and "skirts".

Interior:

- turbo boost pressure gauge; oil level and oil pressure gauges; sports-type steering wheel; Renault 11 Turbo type front seat.

PERFORMANCE

Maximum speed: approximately 125 mph.

-ends-