

NEWS RELEASE



EMBARGO

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THE NEW RENAULT 5 - RAPID SKETCH OF UK MODEL LINE-UP

Following is an outline of the principal features and performance of the seven versions of the new Renault 5 being launched on the UK market. All are 3-door models.

RENAULT 5 TC

Powered by 956cc 4-cylinder transverse engine, developing 42 bhp (DIN) at 5,750 rpm, with maximum torque of 48 lb-ft (DIN) at 3,000 rpm.

Four-speed manual gearbox, giving 17.61 mph at 1,000 rpm in top gear.

Maximum speed of 86 mph, with 0-62 mph acceleration in 19.3 secs.

Returns 57.6 mpg at 56 mph, with average fuel consumption of 46.8 mpg.

Kerb weight is 1565 lbs.

Cd.A: 6.67 Cd: 0.35.

RENAULT 5 TL

Powered by 1108cc 4-cylinder transverse engine, developing 47 bhp (DIN) at 5,250 rpm, with maximum torque of 59 lb-ft (DIN) at 2,500 rpm.

Five-speed manual gearbox, giving 22.54 mph at 1,000 rpm in top gear, or 4-speed box giving 20.67 mph at 1,000 rpm in top.

Maximum speed of 89 mph, with 0-62 mph acceleration in 16.0 secs.

Returns 68.9 mpg at 56 mph, with average fuel consumption of 54.7 mpg. Four-speed version returns 62.8 mpg at 56 mph, with average fuel consumption of 51.7 mpg.

Kerb weight is 1609 lbs.

Cd.A: 6.67 Cd: 0.35.

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RENAULT 5 GTL

Powered by 1397cc 4-cylinder transverse engine, developing 60 bhp (DIN) at 5,250 rpm, with maximum torque of 77 lb-ft (DIN) at 2,500 rpm.

Five-speed manual gearbox, giving 23.80 mph at 1,000 rpm in top gear.

Maximum speed of 99 mph, with 0-62 mph acceleration in 14.0 secs.

Returns 64.2 mpg at 56 mph, with average fuel consumption of 48.5 mpg.

Kerb weight is 1631 lbs.

Cd.A: 6.67 Cd: 0.35.

RENAULT 5 AUTOMATIC

Powered by 1397cc 4-cylinder transverse engine, developing 68 bhp (DIN) at 5,250 rpm, with maximum torque of 78 lb-ft (DIN) at 3,000 rpm.

Three-speed electronic automatic gearbox, giving 22.84 mph at 1,000 rpm in top gear.

Maximum speed of 96 mph, with 0-62 mph acceleration in 16.5 secs.

Returns 52.3 mpg at 56 mph, with average fuel consumption of 41.5 mpg.

Kerb weight is 1698 lbs.

Cd.A: 6.67 Cd: 0.35.

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RENAULT 5 TS

Powered by 1397cc 4-cylinder transverse engine, developing 72 bhp (DIN) at 5,750 rpm, with maximum torque of 78 lb-ft (DIN) at 3,500 rpm.

Five-speed manual gearbox, giving 20.21 mph at 1,000 rpm in top gear.

Maximum speed of 104 mph, with 0-62 mph acceleration in 11.5 secs.

Returns 56.5 mpg at 56 mph, with average fuel consumption of 43.3 mpg.

Kerb weight is 1587 lbs.

Cd.A: 6.67. Cd: 0.35.

RENAULT 5 TSE

Powered by 1397cc 4-cylinder transverse engine, developing 72 bhp (DIN) at 5,750 rpm, with maximum torque of 78 lb-ft (DIN) at 3,500 rpm.

Five-speed manual gearbox, giving 20.21 mph at 1,000 rpm in top gear.

Maximum speed of 104 mph, with 0-62 mph acceleration in 11.5 secs.

Returns 56.5 mpg at 56 mph, with average fuel consumption of 43.3 mpg.

Kerb weight is 1664 lbs.

Cd.A: 6.67. Cd: 0.35.

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RENAULT 5 GT TURBO

Powered by 1397cc 4-cylinder transverse turbocharged engine, developing 115 bhp (DIN) at 5,750 rpm, with maximum torque of 124 lb-ft at 3,000 rpm. Turbocharging by Garrett T2 with air/air intercooler blowing through the carburettor.

Five-speed manual gearbox.

Maximum speed of 125 mph, with 0-62 mph acceleration in 8.0 secs.

Returns 50.4 mpg at 56 mph.

Kerb weight is 1885 lbs.

Cd.A: 6.67. Cd: 0.35.

This is the model on which the Renault 5 Elf Turbo UK Cup race series cars will be based for the 1985 Championship.

The road-going version is expected to be introduced to the UK market in mid-1985, when fuller details will be available.

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ORIGINAL RENAULT 5 vs NEW RENAULT 5

The following chart illustrates significantly the improvements in engines, performance and fuel consumption between the new Renault 5 and its predecessors.

	<u>Original Renault 5</u>	<u>New Renault 5</u>	<u>% Improvement</u>
<u>Base</u>	845 cc 37 bhp 80 mph 52.3 mpg	<u>TC</u> 956 cc 42 bhp 86 mph 57.6 mpg	+ 13 + 14 + 8 + 10
<u>TL</u>	1108 cc 45 bhp 87 mph 62.8 mpg	<u>TL</u> 1108 cc 47 bhp 89 mph 68.9 mpg	- + 4 + 2 + 10
<u>GTL</u>	1108 cc 45 bhp 87 mph 62.8 mpg	<u>GTL</u> 1397 cc 60 bhp 99 mph 64.2 mpg	+ 26 + 33 + 14 + 2
<u>Auto</u>	1397 cc 58.5 bhp 90 mph 47.1 mpg	<u>Auto</u> 1397 cc 68 bhp 96 mph 49.6 mpg	- + 16 + 7 + 5
<u>TS/TX</u>	1397 cc 63 bhp 98 mph 54.3 mpg	<u>TS/TSE</u> 1397 cc 72 bhp 104 mph 56.5 mpg	- + 14 + 6 + 4
<u>Gordini Turbo</u>	1397 cc 110 bhp 116 mph 44.8 mpg	<u>GT Turbo</u> 1397 cc 115 bhp 125 mph 50.4 mpg	- + 5 + 8 + 11

-ends-



RENAULT
UK

29 October, 1990

CAMPUS GOES CATALYTIC

Renault's 5 joins the 'green set'

Renault's style-setting 5 Campus has gone 'green' and established itself as the cheapest car in its class to be fitted with a catalytic converter as standard.

The value-for-money Campus package is a firm favourite with small hatchback buyers, and the latest improvements to this version of the Renault 5 - a car which has already sold more than 2,500,000 in its latest guise - will win the car even more friends.

Fitted with an updated example of Renault's familiar 1.4-litre, cast iron, power unit, the latest three-door Campus, priced at just £6,390, produces a healthy 60bhp whilst still returning exceptional fuel economy.

To comply with the strictest exhaust emission regulations, this new addition to the Renault 5 range is fitted with a three-way catalytic converter.

Included in the list price are a five-speed gearbox, heated rear window, reclining front seats, front headrests, a folding rear seat, radio and distinctive side-striping.

Super Gloss metallic paint (£140), a rear wash/wipe (£130) and a glass sunroof (£185) are extra cost options.

The Renault 5 Campus in both 1.1-litre and 1.4-litre guises will continue alongside the new Renault Clio after its March 1991 UK launch.

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PRESS OFFICE



EXPECT MORE
FROM RENAULT
THIS SUMMER

RENAULT

PRESS

RELEASE

For immediate release
August 18, 1989

**NEW TRIM AND MORE EQUIPMENT AT NO EXTRA COST
IN LATEST RENAULT 5 RANGE**

Improvements to the ever-popular Renault 5 range mean updated trim and more equipment, plus a new name, with no increase in price.

The new value-for-money models, most of which are badged as "Prima", now have many items previously listed as options added to the standard list of equipment - though no mechanical changes have been made.

Changes to the individual models are as follows:

Renault 5 Campus

Standard equipment now includes:

- lockable fuel filler cap
- front head restraints
- dipping rear view mirror
- trip mileage recorder.

more...



THERE'S MORE
TO LIFE WITH
RENAULT

Renault 5 Prima TL, TR and TD

- New "Rubis" styled wheel trims
- 5-speed gearbox for the TL (already fitted to TR and TD)
- New seat upholstery
- Prima decals.

Renault 5 Prima GTS, GTD and Automatic

- New "Soleil" styled wheel trims
- tinted glass
- front fog lamps
- new velour upholstery for seats and door trim panels
- fully trimmed boot
- oil level and water temperature gauges
- lighting for boot and glovebox
- "lights on" audible warning
- Prima decals.

On the top-of-the-range-models, the Renault 5 Prima GTX gains new trim, whilst the Renault 5 GT Turbo has a "lights on" audible warning and lighting for both boot and glovebox added to its specification.

The luxuriously equipped Monaco versions, which already boast leather upholstery and power steering in their comprehensive equipment lists, remain unchanged.

Most models gain new options as well, with all versions, except the GT Turbo, now available with a tilting glass sunroof. Buyers of the Renault 5 Campus can also order a 5-speed gearbox.

more...

The Renault "Superfive", which is a direct descendant of the original design launched in 1972, has been a big-seller Europe-wide from its introduction in October 1984. Since then over 2,500,000 have been sold, and of these nearly 22,000 have been sold in the UK so far this year - a 1.4% share of the total market.

And with the latest cars priced from £5,205 for the Campus to £9,475 for the Monaco - representing no increase at all - the 1990 Renault 5 range offers even better value for money.

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For further information please contact: Paul Ormond or Roger Ormisher, 01-992 3481.

NEWS RELEASE

RENAULT PRESS OFFICE

6 April, 1990

RENAULT RELEASES THE 'FAMOUS FIVE' More equipment for special edition hatchback

Another chapter in the continuing success story of the Renault 5 is written with the launch of the 'Famous Five' - a special edition with added equipment and distinctive colour schemes.

Based on the Renault 5 TR, and powered by its 1,237cc (55bhp) engine, the 'Famous Five' will be produced in a limited production run of just 1,500.

Both three and five-door versions of the car are available in four special colours: Carmen Red, Black, Iceberg Silver and Tungsten.

All feature a glass tilting sunroof, tinted windows, special wheel trims and 'Famous Five' decals with additional striping - to add to the charm for which the Renault 5 has already become 'famous'.

Inside the theme is continued with a special black seat trim featuring red central panels and black padded headrests.

Prices for the cars are:

Renault 5 'Famous Five' 3-door	£6,930
Renault 5 'Famous Five' 5-door	£7,205

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9/89

This is THE NEW RENAULT 5

The French REgie Renault will reveal in March 1990 at the Geneva Motor Show the replacement for the successful Renault 5 model. The photos are showing a prototype of this project, internally called X 57.

The body will be longer and rounder than the present model. It will measure 3.59 m as three door and 3.64 m as five-door version. The Renault 5, born in 1972 was produced almost unchanged until 1984. The following second edition of the Renault 5, which will have to last until the newcomer's appearance in 1990, resembled very much to the original, but yet turned out to be not as successful. This new car will have a very different styling and also a different name, which nobody knows yet.

Thanks to the better aerodynamic shape, the cx-rate of the X 57 is more favourable (0,31), and it will be available with different three cylinder engines with 1.0, 1.2 and 1.4 ltrs and 50, 65 and 80 HP. Renault offers also the engine with 1721 cc and 92 HP, while the most powerful version will be a 16 valves engine with 1.8 ltrs. and 140 HP.

The photos are showing a rear view of the undisguised car, a front-side view with some tape disguise, also a view of the dashboard and the boot.

RENAULT SPEEDING UP DEVELOPMENT OF ALL NEW 5.

Under the pressure coming from an increasing number of strong competitors, the Renault 5 is not selling like fresh hot bred any more and the French maker is accelerating the development of a totally new model.

Launching time for the replacement is now scheduled for Geneva (March) 1990, if everything runs smoothly, otherwise Renault might have to shoot for September next year and plan the introduction at Paris Motor Show.

As with the most recent competitors in its segment, like the new Ford Fiesta, also the Renault 5 replacement will grow in size as a counter measure to the magic package of the Fiat Uno. Its overall length will increase to some 3700 mm and so will its wheelbase in order to offer greater and better accomodation to four-five passengers.

The new, all-purposes, commuter from Renault will also be a bit wider and taller; will have a different styling character and might even replace its identification number with a name.

Codenamed X 57, the new Renault have been designed by Renault's design center with the cooperation Italian consultants, including Giorgetto Giugiaro of Italdesign. The French team also created a rather new and fresh design work for the car's interior reportedly one of the most attractive part of the car. Aeriodynamics is said tobe also pretty good: very near the 0.30 mark.

The large range of powertrains will basically be based on the units presently introduced in the entry models of the Renault 19, including the "Energy" series. Cars with four cylinder engines of 1.1, 1.4 and 1.7 liter displacement will be available. The present R 5 turbocharged GTi engine should be replaced by the 140 HP, 1.7 liter 16 valves.

Giancarlo Perini. Copyright.
Credit for rendering: "Archivio PERINI/ Packard".

NEWS RELEASE

RENAULT PRESS OFFICE

FOR IMMEDIATE RELEASE

APRIL, 1988

MORE POWER TO YOUR ELBOW - IN THE RENAULT 5 AUTOMATIC

Latest aid to easy, safe driving

A valuable new development for its top-selling Renault 5 range is being introduced by Renault UK next month - a power-assisted steering option available on the 1.4-litre Renault 5 Automatic. It comes in at the highly competitive price of £280.

Addition of this important feature gives Renault a significant advantage over competitors, since only one other manufacturer currently offers power steering in the small car sector, most manufacturers relying on approved conversions which retail at more than £1,000.

This power steering option on the Renault 5 Automatic should prove particularly attractive to drivers for whom ease of manoeuvrability and parking - especially in towns - are of premium importance.

Says Renault UK Managing Director Loïc Capéran: "A high proportion of sales will undoubtedly be to women - with whom the Renault 5 has always been a favourite - and to elderly motorists, as well as disabled and partially disabled drivers for whom ease of steering is essential. The introduction of power steering on the Renault 5 Auto further highlights our policy of continually enhancing our product range in every sector."

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THERE'S MORE
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RENAULT 5: SUCCESS FORMULA

The Renault 5 Automatic comes in three or five-door form, priced at £7,040 and £7,265 respectively (with manual steering). It is powered by a 1,397cc engine developing 68 bhp DIN at 5,250 rpm, giving a top speed of 96 mph. Fuel consumption figures are: 52.3 mpg at 56 mph; 37.7 mpg at 75 mph and on Urban Cycle.

Extensively revised in 1985, the Renault 5 maintains its place as the company's best-selling car, both in France and the UK, where last year total sales topped 28,470, giving a market penetration of 1.41 per cent, or 36 per cent of total Renault car sales. Of these, the Renault 5 Automatic chalked up 2,141 sales, or 7.5 per cent of of the Renault 5 total.

There are now 14 versions of the Renault 5 in the UK range (eight 3-door and six 5-door), priced from £4,820 for the 3-door Campus to £8,780 for the 1.4-litre Renault 5 GT Turbo.

Note: In March, Renault's UK vehicle registrations totalled 10,900, bringing its cumulative sales for the first three months of 1988 to 30,818 units - the company's best first-quarter result since 1980 - and with 25,795 car registrations, Renault took a 4.4 per cent share of the car market.

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General 3 or 5-door, 5-seat hatchback. Unitary, all-steel bodywork. Front wheel drive, transverse engine and gearbox in-line, all-independent suspension, plastic fuel tank beneath floor to right of rear seat, spare wheel under boot floor.

ENGINE 4-stroke, 4-cylinder in-line, transverse, inclined 12° rearwards.

Capacity: 1108cc
 Bore x stroke: 70 x 72 mm
 Compression ratio: 9.5: 1
 Max. power: 47 bhp (DIN), 34 kW ISO
 at revs/min 5,250
 Max. torque: 79 Nm/ISO, 8.2 mkg DIN
 at revs/min 2,500
 Ignition: transistorised
 Cooling fan: electric

GEARBOX 4-speed manual

SUSPENSION

Front: Negative geometry, MacPherson type, with telescopic hydraulic shock absorbers, helical springs and anti-roll bar.
 Rear: Independent, with trailing arms, transverse torsion bars, horizontal telescopic hydraulic shock absorbers and anti-roll bar.

STEERING Rack & pinion.

Turning circle, kerbs 32.2ft (9.8m) 3-door
 32.8ft (10m) 5-door

BRAKES Servo-assisted, hydraulically operated (in X), with two separate circuits. Discs at front, drums at rear. Handbrake acts on rear wheels.

TYRES 145/70 R13S

CAPACITIES

Fuel tank: 9.5 gallons (43 litres)
 Luggage capacity: 8.2 to 32.4 cu.ft. (3-door)
 8.2 to 33.8 cu.ft. (5-door)

WEIGHTS (add 33 lbs for 5-door version)

Kerb weight: 1598 lbs (725 kgs)
 Gross vehicle weight: 2546 lbs (1155 kgs)
 Towing weight, braked: 1433 lbs (650 kgs)
 Towing weight, unbraked: 794 lbs (360 kgs)

PERFORMANCE Maximum speed: 89 mph (143 km/h)
 0-62 mph: 16.0 sec.

FUEL CONSUMPTION

Steady 56 mph (90 km/h): 62.8 mpg (4.5 litres/100km)
 Steady 75 mph (120 km/h): 46.3 mpg (6.1 " ")
 Urban cycle: 48.7 mpg (5.8 " ")

NEWS RELEASE

RENAULT PRESS OFFICE

FOR IMMEDIATE RELEASE

Wednesday 14th July 1988

PAS FOR RENAULT 5 GTX

Following exceptional demand for the power assisted steering option introduced for the Renault 5 Automatic in May, Renault UK announce PAS is now also available on the 1721cc Renault 5 GTX at the highly competitive price of £300.

This important feature, now offered on two models of the popular Renault 5 range, gives the company a significant edge over its competitors since only one other manufacturer currently offers power steering in the small car sector, most manufacturers relying on approved conversions which retail at more than £1000.

Since it was introduced in May, 30 per cent of Renault 5 Automatic buyers have opted for power steering.

Says Renault UK Managing Director Loic Caperan "The addition of power assisted steering is particularly attractive for ease of manoeuvrability and parking - especially in towns. Our decision to offer the power steering option on the Renault 5 GTX is in direct response to demand reflected in the take up of the option for the Renault 5 Automatic."

more....

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THERE'S MORE
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Renault 5 success

The Renault 5 GTX comes in three or five-door form priced at £7785 and £8010 respectively (without power assisted steering). It is powered by a 1721 cc engine, developing 90 bhp DIN at 5500 rpm, giving a top speed of 115 mph. Fuel consumption figures are very competitive at over 56 mpg at 56 mph.

Extensively revised in 1985, the Renault 5 maintains its place as the company's best-selling car, both in France and the UK, where last year total sales topped 28,470 giving a market penetration of 1.41 per cent or 36 per cent of total Renault car sales. The Renault 5's strong performance continues in '88 with UK market share consistently well in excess of 1 per cent. Latest figures (June) show the Renault 5 scored 1.96 penetration for the month.

There are now 14 versions of the Renault 5 in the UK range (eight 3-door and six 5-door) priced from £4945 for the 3-door Campus to £9050 for the Renault 5 GT Turbo.

General 3 or 5-door, 5-seat hatchback. Unitary, all-steel bodywork. Front wheel drive, transverse engine and gearbox in-line, all-independent suspension, plastic fuel tank beneath floor to right of rear seat, spare wheel under boot floor.

ENGINE 4-stroke, 4-cylinder in-line, transverse, inclined 12° rearwards.

Capacity: 1397cc
 Bore x stroke: 76 x 77 mm
 Compression ratio: 9.25: 1
 Max. power: 68 bhp DIN, 49 kW ISO
 at revs/min 5,250
 Max. torque: 104 Nm/ISO, 10.8 mkg DIN
 at revs/min 3,000
 Carburettor: Twin choke
 Ignition: electronic
 Cooling fan: electric

GEARBOX 5-speed manual

SUSPENSION

Front: Negative geometry, MacPherson type, with telescopic hydraulic shock absorbers, helical springs and anti-roll bar.
 Rear: Independent, with trailing arms, transverse torsion bars, horizontal telescopic hydraulic shock absorbers and anti-roll bar.

STEERING Rack & pinion

Turning circle, kerbs: 32.2 ft (9.8m) 3-door
 32.8 ft (10m) 5-door)

BRAKES Servo-assisted, hydraulically operated (in X), with two separate circuits. Disks at front, drums at rear. Handbrake acts on rear wheels.

TYRES 155/70 R13S

CAPACITIES

Fuel tank: 9.5 gallons (43 litres)
 Luggage capacity: 8.2 to 32.4 cu.ft. (3-door)
 8.2 to 32.8 cu.ft. (5-door)

WEIGHTS (add 33 lbs for 5-door version)

Kerb weight: 1686 lbs (765 kgs)
 Gross vehicle weight: 2635 lbs (1195 kgs)
 Towing weight, braked: 1653 lbs (750 kgs)
 Towing weight, unbraked: 882 lbs (400 kgs)

PERFORMANCE Maximum speed: 103 mph
 0-62 mph: 12.2 sec.

FUEL CONSUMPTION

Steady 56 mph (90 km/h): 61.4 mpg (4.6 litres/100km)
 Steady 75 mph (120 km/h): 44.8 mpg (6.3 ")
 Urban cycle: 39.2 mpg (7.2 ")
