

WS RELEASE

RENAULT PRESS OFFICE

EMBARGO

NOT FOR PUBLICATION BEFORE

OCTOBER 27, 1986

"LIMITED EDITION RENAULT 5 - THE GTS "PANACHE" High-level equipment "special" for UK market

Following up the success achieved with limited or special edition models over recent years, Renault UK today announces a limited edition version of the new Renault 5, named the RENAULT 5 GTS "PANACHE".

Targeted at the top end of the small car market segment and the growing number of connoisseur collectors, it shares the technical layout and performance of the Renault 5 TSE - powered by a 1397cc engine developing 72 bhp DIN at 5,750 rpm and teamed with a 5-speed gearbox, giving up to 56.5 mpg at 56 mph, with top speed of 104 mph and 0-62 mph acceleration in 11.5 secs.

Equipment includes a superb range of standard features, such as electric front windows, central door locking with infra-red "Plip" remote control, a four loudspeaker sound system and glass sunroof.

Priced at £6,335 including car tax and VAT, the "Panache" competes powerfully with small car counterparts such as the Ford Fiesta Ghia, MG Metro, Peugeot 205 XT and Vauxhall Nova SR.

/Contd...

PRESS OFFICE: Renault UK Limited

Western Avenue, London W3 0RZ

Telephone: 01-992 3481 (Night line: 01-977 4605)

RENAULT
BUILD
A BETTER
CAR

EQUIPMENT

Externally, the Renault 5 GTS "Panache" is distinguished by the following:

- * Two body colours: Supergloss/Metallic Titian Red and Supergloss Black.
- * Special striping and "Panache" badges.
- * Aerodynamic wheel stylers (Renault 21 TL type).
- * Pivoting rear quarter windows.
- * Tinted glass.
- * Glass sunroof.

Inside, it has:

- * GTS "Panache" equipment like the 5GTL, plus:
- * "Petale" style front seats.
- * 60/40 split rear seats.
- * Special dark trim and upholstery.
- * Electric front windows.
- * Central door locking with remote control.
- * Philips DC660 Auto-reverse stereo radio/cassette player.

Also standard are reclinable front seats, cloth seat trim, rear inertia reel seat belts with centre lap strap, electronic rev counter, "lights left on" warning buzzer, digital LCD clock and internally adjustable door mirror.

PRICE DETAILS

<u>MODEL</u>	Basic price	Car tax	Total inc.15% VAT
RENAULT 5 GTS PANACHE	£5084.95	£423.75	£6335.00
Custom pack & "Plip"		Standard equipment	
Tilting glass sunroof		Standard equipment	
Super Gloss/Metallic or Black paint		Standard equipment	
In-car entertainment		Standard equipment	

-ends-

General

3-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.

Frontal area (sq.ft.): 18.8
Cd: 0.35
Cd.A: 6.67
Glass area (sq.ft.): 25.4

ENGINE

4-cylinder, in-line, transverse, inclined 12deg. rearwards. Cast-iron block, light alloy head. 5 main bearings; wet, removable cylinder liners, pent-roof combustion chamber.

Capacity: 1397 cc
Bore x stroke: 76 x 77 mm
Compression ratio: 9.25: 1
Fuel octane rating: 97/99RON
Max. power: 68 bhp (DIN) at 5,250 rpm
Max. torque: 78 lb-ft (DIN) at 3,000 rpm
Valve operation
- camshaft: 1, side-mounted
- drive: single chain
- valve timing: 12 - 56 - 56 - 12
- valves: in-line, operated by pushrods & rockers
Ignition; firing order: integral electronic (AEI); 1, 3, 4, 2
Carburettor: twin-choke Weber 32DRT
Fuel supply: mechanical pump driven from camshaft
Air filter: with thermostatic intake control
Choke: manual
Cooling
- type: liquid, pressurised circuit & expansion tank
- thermostat opens: 89°C
- cooling fan: electric, 75W, 11.4in. diameter
Lubrication: conventional circuit, gear-type pump & filter.

ELECTRICAL

Battery: 12v/175-35Ah
Alternator: 50A
Regulator: electronic, integral with alternator, with dashboard warning light

TORQUE CONVERTER

Type: Verto 216
Multiplication: 2.0

/Contd...

GEARBOX

Automatic, 3-speed. Single light-alloy casting. Floor lever, six positions:
P, R, N, D, 2, 1

Gear ratios & speed in mph/1000 rpm
with tyres of circumference 155/70 R 13 S (65.75ins.)

1st	2.50 - 9.14 mph
2nd	1.50 - 15.23 mph
3rd	1.00 - 22.84 mph
Reverse	2.00 - 11.42 mph
Final drive ratio	56/17 = 3.294
Intermediate ratio	24/29 = 0.828

DRIVE SHAFTS

Type:	2 shafts, each with 2 constant-velocity joints
Inboard joint:	Gl62 tripod type
Outboard joint:	GE86 tripod type

STEERING

	Rack & pinion, aft of front axle line
Steering ratio:	21.7: 1
Steering wheel diameter:	14.6 in.
Turns lock to lock:	3.85
Power assistance:	none
Turning circle, kerbs:	32.2ft.

SUSPENSION

Front:	MacPherson struts, lower wishbones, negative-offset steering geometry, inclined coil springs & telescopic hydraulic dampers
Spring rate:	156 lbs/inch
Anti-roll bar:	22mm diameter
Rear:	trailing arms, transverse torsion bars, telescopic gas-filled dampers, inclined.
Spring rates:	140 lbs/inch empty, 175 lbs/inch laden
Anti-roll bar:	15.5mm diameter

BRAKES

Circuit:	X-split
Safety:	Nivocode
Servo:	7-inch, multiplication 2.5
Master cylinder:	tandem, 19mm bore, 30mm stroke
Pressure limiter:	double, load-sensitive
Front brakes:	9.4 inch discs, 0.47in. thick
- wheel cylinder:	48mm diameter
- rubbing surface of new pads:	21.7in ² or 22.1in ² per wheel
Rear brakes:	7.1 inch drums, 1.6 inch wide shoes, with automatic adjustment for wear
- wheel cylinders:	22mm diameter
- rubbing surface of new shoes:	32.2in ² or 35.1in ² per wheel
Handbrake:	floor lever, cable operation, acting on rear wheels.

/Contd...

RENAULT 5 AUTOMATIC

-3-

(Technical specification)

WHEELS

Pressed steel, 4.50 B 13 H 36.
4 bolts on 100mm pitch circle

TYRES

Standard
Radial-ply tubeless
155/70 R 13 S

CAPACITIES

Fuel tank: 9.5 gallons (43 litres)
Cooling system: 9.7 pints (5.5 litres)
Engine oil: 5.7 pints (3.25 litres) (with filter)
Gearbox oil: 7.7 pints (4.4 litres)

LUGGAGE SPACE

Capacity: 8.2 cu.ft. minimum - 32.4 cu.ft. maximum

WEIGHTS

Kerb weight: 1698 lbs (770 kgs)
Gross vehicle weight: 2579 lbs (1170 kgs)
Towing weight, braked: 992 lbs (450 kgs)
Towing weight, unbraked: 838 lbs (380 kgs)
Payload, including driver: 882 lbs minimum
904 lbs maximum

FUEL CONSUMPTION

Steady 56 mph (90 km/h): 52.3 mpg (5.4 litres/100km)
Steady 75 mph (120 km/h): 37.7 mpg (7.5 ")
Urban cycle: 37.7 mpg (7.5 ")
Mean average: 41.5 mpg (6.8 ")

PERFORMANCE

Max. speed: 96 mph
Standing ¼-mile: 19.9 sec.
Standing kilometre: 36.7 sec.
0-62 mph: 16.5 sec.

DIMENSIONS

Overall length: 141.4 in.
Overall width: 62.4 in.
Overall height: 55.0 in.
Front shoulder width: 53.3 in.
Rear shoulder width: 54.3 in.
Front track: 52.1 in.
Rear track: 50.4 in.
Wheelbase: 94.8 in.
Ground clearance: 4.7 in.

SERVICING

1st service: Between 600 and 1800 miles
Engine oil changes: Every 6,000 miles
Main service: Every 30,000 miles

NEWS RELEASE



EMBARGO

NOT FOR PUBLICATION BEFORE 00.01 hrs SUNDAY, FEBRUARY 10, 1985

THE RENAULT 5 - BACKGROUND TO A THOROUGHbred

Facts & figures

From its birth on January 28, 1972 (introduced to the UK 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 (11ft 6in long) but a comfortable four-seater, its performance in standard form equalled that of many larger saloons, while its economy has become legendary.

Over 12 years, the chic character and success of the Renault 5 has become a landmark on the international motoring scene, with many of its design features influencing later competitors. Total production exceeded 5.5 million by the end of 1984. It became the world's best-selling French car, developed into a complete range-within-a-range, notched up victories in the Monte Carlo and other major rallies, has been raced on circuits around the world, and carved a special niche in small-car history.

1972

January 28 - international launch of the Renault 5 - in two versions, the 5L and 5TL.

1974

The discovery of real fuel economy lifted the Renault 5 on its way: launch of the 5TS and the super-economical 5GTL, followed by the Renault 5 Alpine.

1978

Arrival of the Renault 5 Automatic.

1979

Up to now, the range had comprised only three-door versions. In 1979, Renault launched the Renault 5 5-door and gained itself a wider market among larger, single-car families. Building on this venture, the Five was restyled (but only inside), and its success continued.

/Contd...

1981

The little car was getting bigger. The top-of-the-range version of the Five - the 5TX - appeared. It was notable for its specification, with features from an altogether higher market, for its power-assisted steering - a car high in technology and in prestige.

From then on, the Five appeared in more special versions - "Le Car", the Renault 5 "Campus", and the "Super Campus". All underlined in their own ways the Renault 5's strongest points: quick response, dynamism, economy, practical character, and attractive appearance. These were the "special editions", built in small numbers - each in some way reviving interest in a range which had already lived well.

Finally, in 1984, came the Renault 5 "Le Car 2", known in France as the "Laureate" - and the last of the original Renault 5 line.

FACTS & FIGURES

Between its launch in 1972 and June, 1984, Renault sold nearly 5.4 million Renault 5s: 2,403,257 in France, and 1,982,099 in the rest of Europe.

Of these, 4,384,000 were 3-door versions and 1,009,000 5-door.

Renault 5 v other "best-sellers"

Up to mid-1984:-

- Renault 5 (1972-1984 - 12 years):	5,392,925
- Renault 4 (1961-1984 - 23 years):	7,297,455
- VW Beetle (1937-May 1984 - 46 years):	20,499,750
- VW Golf (1974-May 1984 - 10 years):	6,472,531
- Toyota Corolla (1966-1984 - 18 years):	11,248,000
- Citroën 2 CV (1948-1984 - 15 years):	3,650,000
- Ford Escort (1967-1983 - 16 years):	4,748,911

Renault 5 in France & Europe

In France, the Renault 5 took first place in sales from 1974, and held No. 1 spot until the beginning of 1984. In Europe, the Renault 5 held first place in 1980, 1981 and 1982.

Its best year in France was 1980, when it took 16.04% of the market. Its best year in Europe was 1980, with 5.37% of the market.

/Contd...

Europe's small car market

In 1983, in a total market of 10.4 million vehicles sold in Western Europe, the small car category represented 22% (2.2 million vehicles). This is how the category has grown:

1978:	17.56%
1979:	18.45%
1980:	19.26%
1981:	20.05%
1982:	20.50%
1983:	22.00%

United Kingdom small car market

1979:	17.50%	
1980:	20.9%	
1981:	26.6%	
1982:	25.5%	
1983:	24.0%	"Econobox" - 2.8%
1984:	25.5% (Jan.-Sept.)	- 2.4%

New Renault 5 in Europe

Launch dates for the new Renault 5 have been scheduled as follows:-

October, 1984	France	TL, GTL, GTS, TSE
November, 1984	Italy	TC, TL, GTL, TSE
December, 1984	France	L
	Belgium	TL, GTL, GTS, TSE
	Denmark	TL, GTL, GTS, TSE
	Greece	TC, TL, GTL
	Israel	TC, TL, GTL
	Holland	TC, TL, GTL, GTS
January, 1985	France	Automatic
	Germany	TL, GTL, GTS, TSE
	Austria	TL, GTL, GTS, TSE
February, 1985	UK	TC, TL, GTL, Automatic, TS, TSE
	Spain	TL, GTL, GTS
	Ireland	TC, TL, GTL, TS, TSE
	France	C
March, 1985	Switzerland	L, TL, Automatic, TS, GTS, TSE
April, 1985	Portugal	C, GTL
May, 1985	Finland	TL
	Norway	TL, GTL, TS, GTS
	Sweden	L, TL, Automatic, TS, GTS

/Contd...

Where is the new Renault 5 being built?

- At Flins (France)
550 vehicles a day by October, 1984.
1,650 vehicles a day by the end of 1984.
- Also at Billancourt (Paris), Dieppe, and Haren (Belgium),
to give a total output of more than 2,000 vehicles a day.
- Full capacity will allow production to reach 2,800 vehicles
a day in 1985.

In France, Flins has been the pilot factory for production of the new Renault 5.

Built in 1952, the Pierre Lefauchaux factory at Flins (in the Paris region) has been the centre of major investment for the new Five since 1981.

Renault's Billancourt plant on the River Seine in Paris is now building the new Five (200 a day by the end of 1984). The factories at Dieppe (France), Haren and Villevorde (Belgium) are producing 500 vehicles a day.

Production in Spain started at the beginning of 1985, and will start in Portugal in the Spring.

There are no plans for production or export of the new Renault 5 on the United States or Canadian markets.

What has the new Renault 5 cost in investments?

- A total of FFr 4.3bn, including FFr 1.2bn on development studies and FFr 2.4bn on specific investments.

Of this total, FFr 1.9bn has been spent at Flins, which now has six entirely automatic press lines and 123 robots.

What is the assembly time for the new Renault 5?

The new installations at Flins, combined with the design of the car and new work methods, have reduced production time for the Renault 5 from 25 hours to 20 hours - a gain of 20 per cent. For example, assembly time for the new Five is now 20 hours, or 4 hrs. 40 mins. less than for the Renault 5TL manufactured in 1984, and 7 hrs. 50 mins. less than for the 5TL being built in 1980. This time will be reduced still further in the coming years.

-ends-

NEWS RELEASE



EMBARGO

NOT FOR PUBLICATION BEFORE 00.01 hrs SUNDAY, FEBRUARY 10, 1985

THE NEW RENAULT 5 - ITS MARKET - ITS COMPETITORS AND ITS CUSTOMERS

The all-new Renault 5 enters one of the biggest and most competitive market sectors in the UK - that of the "small car", which currently accounts for more than 400,000 units a year, equal to a share of about 28 per cent. This segment has been steadily growing since 1979, with unit sales increasing by more than 50 per cent.

In January-September, 1984, small cars (including the so-called "Econobox" class) accounted for almost 28 per cent of total new car sales - the highest level ever - in a total UK car market of 1.44 million.

The Renault 5, launched in 1972, was a pioneer and trend-setter in the small car market. In 1980, it accounted for nearly 9 per cent of small car sales, and in August 1984 achieved its highest sales ever in the UK, with almost 4,500 units.

The target set for the new Renault 5 is 27,600 units in its first year of sales, or at least 6 to 7 per cent of total small car sales in the UK, with the super-economy 5TL taking more than a third of this share.

Since 1972, Renault 5 total sales (up to September, 1984) amounted to nearly 212,000, and it has always been among the top five or six best-selling small cars in the British market.

/THE COMPETITION...

THE COMPETITION

Since the trend-setting Five was launched, competition in the small car sector has become intense, so that today the new Renault 5 is pitched against no less than 12 main competitors: the Austin Metro, Ford Fiesta, Fiat Uno, Vauxhall Nova, Peugeot 205, Talbot Samba, Citroën LNA, Volkswagen Polo, Nissan Micra, Toyota Starlet, Honda Civic and Colt Mirage.

But Renault believes that across the new Five's range it has the edge over its competitors in style, performance, versatility, economy, running costs and ease of repair and maintenance. In terms of product, says Renault, the all-new Five will represent in 1985 the best-ever small car on offer in the UK market.

THE CUSTOMERS

Renault 5 buyers have always been extremely diversified, with female drivers in a slight majority (52-53 per cent). Fuel economy has been a major attraction of the Five - plus its price and manoeuvrability.

But the main "target" customers for the new Five this year will be men, in the 25 to 40 age bracket, and single car households, although women will still be regarded as an important customer sector, as will multi-car households.

"In other words," say Renault's marketing team, "the new Five is definitely suited to meet the needs of a wide spectrum of potential customers, thanks to its many attributes, from style and personality to roominess, light precise handling and extremely low fuel consumption. It is a fine quality 'small' car, with the best interior finish in its class and a high level of equipment - putting it totally in a position to cope with any of its present or future rivals."

-ends-

NEWS RELEASE



EMBARGO

NOT FOR PUBLICATION BEFORE JULY 5 1985

FIVE-DOOR VERSION OF THE NEW RENAULT 5 FOR UK MARKET Four more variants join hatchback range this summer

With Renault UK's sales continuing their strong upward swing, boosted by the all-new Renault 5 - now approaching 13,000 sales since its arrival in February - the three-door hatchback range is joined by the five-door version from July 5. Later in the year, the 125 mph, 1400cc 5GT Turbo will be entering the UK market.

Four versions of the new five-door Renault 5 will be available:

- TL (1108cc, 47 bhp, 4-speed or 5-speed),
- GTL (1397cc, 60 bhp, 5-speed),
- Automatic (1397cc, 68 bhp, 3-speed).

They bring the new Renault 5 range in the UK up to ten variants.

Renault's aim with the new Five is to top 27,600 sales here in its first year, or to capture a six to seven per cent share of Britain's 400,000-strong small car and "Econobox" market. The small 5-door car market has been rapidly increasing over the last two years: 20 per cent of small car sales should stem from 5-door derivatives this year - a record figure.

The arrival of the 5-door Renault 5 versions will undoubtedly strengthen the UK company's position in this highly-competitive sector.

/Contd...

In overall length, the new 5-door Renault has been increased by 2.3 ins. (60mm), to 143.7 ins., against 141.4 ins. for the 3-door versions.

The equipment level is identical to the 3-door counterparts, with the main following changes:

- "Monotrace" (single-track) front seats on the GTL and Automatic,
- New 60/40 split rear seats on GTL and Automatic,
- Dark sand interior trim replacing ochre trim on all versions,
- New flush wheel stylers on the GTL and Automatic.

The 5-door Renault 5 Automatic is, significantly, the only car in its class to date. It offers an outstanding combination of comfort (handling, seating, interior space and versatility, with a smooth and efficient electronic automatic gearbox, plus good performance (top speed of 96 mph), acceleration, and remarkable fuel efficiency (up to 49.6 mpg).

/Contd...

RENAULT 5 5-DOOR VERSIONS

-3-

BRIEF TECHNICAL SPECIFICATIONS

RENAULT 5TL RENAULT 5GTL RENAULT 5 AUTOMATIC

Engine size	1108cc	1397cc	1397cc
Ignition	Transistorised	Electronic	Electronic
Max. power bhp DIN	47	60	68
At rpm	5250	5250	5250
Max. torque/mkg DIN	8.2	10.6	10.8
At rpm	2500	2500	3000
Gearbox	4 or 5-speed	5-speed	3-speed
Tyres	145/70 R13S	155/70 R13S	155/70 R13S
0-62 mph	16.0 secs.	14.0 secs.	16.5 secs.
Max. speed	89 mph	99 mph	96 mph
Fuel consumption mpg			
56 mph	68.9	64.2	52.3
75 mph	50.4	45.6	37.7
Urban cycle	48.7	40.9	37.7
Kerb weight (lbs)	1620	1642	1709
Drag coefficient (Cd)	0.35	0.35	0.35
Overall length (ins)	143.7	143.7	143.7
Overall width (ins)	62.4	62.4	62.4
Front headroom (ins)	37.4	37.4	37.4
Rear headroom (ins)	36.5	36.5	36.5
Shoulder width, front (ins)	53.6	53.6	53.6
rear (ins)	54.3	54.3	54.3
Luggage capacity (cu.ft.)	8.2/32.4	8.2/32.4	8.2/32.4

NEWS RELEASE

RENAULT PRESS OFFICE

FOR IMMEDIATE RELEASE OCTOBER, 1985

HALF-A-MILLION RENAULT "SUPERFIVES" BUILT IN ONE YEAR European market success for Renault's newcomer

On October 28, M. Georges Besse, President Director General of Renault, handed the keys of the 500,000th Renault "Superfive" to its new owner at the company's Flins plant. She was Mme. Christine de Redinger, a mother of three, from Paris.

The Renault "Superfive" celebrates its first anniversary with a harvest of achievements, including an extremely rapid production build-up: 630 vehicles a day in October, 1984 - 2,097 a day in January, 1985 - and 2,308 a day in June, 1985.

European scale production is now taking place in six plants, among which Flins (1,400 vehicles a day) plays a leading role. Nearly 90,000 Renault 5s had been produced three months after its launch; more than 200,000 after eight months, and over 500,000 by the end of its first year.

Development of the range was also rapid, starting with five 3-door versions at the launch, then 18 versions (3 and 5-door) eight months later, with 25 versions (3 and 5-door) by the end of 1985.

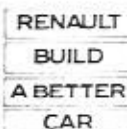
Sales were running in six European countries three months after the Renault 5's launch, in 12 countries after six months, and all Europe (18 countries) after eight months.

/Contd

PRESS OFFICE: Renault UK Limited

Western Avenue, London W3 0RZ

Telephone: 01-992 3481 (Night line: 01-977 4605)



The Renault 5 achieved immediate success in France, where it took 7 per cent of the market a month after its launch and 12 per cent in June, 1985, eight months after launch. Its conquest of major European markets has been remarkable - notably in Great Britain (1.5 per cent of the 1985 market), the Netherlands (2.1 per cent) and Belgium (2.7 per cent), plus exceptional results in Spain (5.5 per cent), Italy (5.8) and Portugal (9.5).

FLINS - PILOT PLANT FOR SUPERFIVE

A total of 302,361 Renault "Superfives" came off the Flins plant assembly lines between the start of production and October 28, 1985. To produce the car in 25 versions, the plant invested FFr 1.9bn in four years. This has made Flins an ultra-modern industrial unit, particularly in its bodywork assembly department, where 70 per cent of the 2,500 welding points necessary for assembly of the cars are carried out automatically by multi-point machines, or on lines with 66 ACMA-Renault robots.

This department, employing 1,200 people in two teams, has been subjected alone to an investment of FFr 800m. The Flins plant also has other highly advanced installations, notably a metalwork department, where two lines of 20 ACMA Renault robots carry out entirely automated welding finish; a cataphoresis department (where, after the anti-corrosion treatment operations, six robots apply waterproofing and sound-deadening mastics), and a seating assembly and mechanical assembly department (with overhead cradles).

Renault's Flins plant now produces 1,450 vehicles a day and employs 14,700 people.

-ends-

NEW RENAULT 5 RANGE - EQUIPMENT

NEW RENAULT 5 RANGE - EQUIPMENT	TC	TL	GTL	TS	AUTO	TSE
<u>EXTERIOR FEATURES</u>						
Aerodynamic, dark grey, front & rear wrap-around polyester bumpers	*	*	*	*	*	*
Flush-fitting polyester side bumper shields	*	*	*	*	*	*
Specific side striping - sports style wheels	-	-	-	*	-	-
4 light alloy wheels	-	-	-	-	-	*
H4 halogen headlamps	-	-	-	-	-	*
Front fog lamps	-	-	-	-	-	*
Reversing light & rear fog lamp	*	*	*	*	*	*
Bonded laminated windscreen	*	*	*	*	*	*
Heated rear window	*	*	*	*	*	*
Pivoting rear quarter windows	-	-	*	-	*	*
Tinted glass	-	-	-	-	-	*
2-speed windscreen wipers with flick wipe	*	*	*	*	*	-
2-speed windscreen wipers with intermittent wipe	-	-	-	-	-	*
Electric windscreen washer	*	*	*	*	*	*
Rear window wash/wipe	-	*	*	*	*	*
Remote control driver's door mirror	-	-	*	-	*	*
Passenger door mirror	*	*	*	*	*	*
Locking petrol cap	*	*	*	*	*	*
Twin horns	-	-	-	-	-	*
Roof aerial	*	*	*	*	*	*
<u>INTERIOR FEATURES</u>						
Recessed front & rear armrests	*	*	*	*	*	*
Pocket on driver's door	*	*	*	*	*	*
Pocket on both front doors	-	-	*	-	*	*
Longitudinal adjustment of reclining front seats	*	*	*	*	*	*/Contd...

NEW RENAULT 5 RANGE EQUIPMENT

(Interior)

Monotrace "petal" shaped front seats (with arc adjustment on 5 TSE)

Adjustable front head restraints

60/40 split rear seats

Folding rear parcel shelf

Cloth seat facings

Tweed cloth seat facings

Velour cloth upholstery

Fully carpeted front & rear

Carpeted boot floor

Dipping rear view mirror

Vanity mirror on driver (except TC,TL,TS) & passenger sun visors

Swivel map reading light

"Lights left on" warning buzzer

3-speed ventilation system

Side air vents (+ side window demisting)

Two centre air vents

Integral centre console with rear air ducts

Illuminated cigar lighter with ashtray

Digital LCD clock - trip meter

Leather-covered steering wheel

Electronic rev counter

Water temperature gauge

Oil level gauge

Low fuel level warning light

TC	TL	GTL	TS	AUTO	TSE
-	-	*	-	*	*
-	*	*	*	*	*
-	-	-	-	-	*
*	*	*	*	*	*
*	*	-	*	-	-
-	-	*	-	*	-
-	-	-	-	-	*
*	*	*	*	*	-
*	*	*	*	*	*
*	*	*	*	*	*
*	*	*	*	*	*
*	*	*	*	*	*
*	*	*	*	*	*
-	-	-	-	-	*
-	-	-	-	-	*
*	*	*	*	*	*
*	*	*	*	*	*
-	-	-	-	-	*
-	-	-	-	-	*
-	-	-	-	-	*
-	-	-	-	-	*
*	*	*	*	*	*

/Contd...

NEW RENAULT 5 RANGE EQUIPMENT

	TC	TL	GTL	TS	AUTO	TSE
(Interior)						
Brake pad wear warning light	*	*	*	*	*	*
Coolant & windscreen washer low level warning lights	-	-	-	-	-	*
Electric front windows	-	-	-	-	-	*
Central door locking with remote control	-	-	-	-	-	*
5-speed gearbox	-	0	*	*	-	*
Push-button radio	*	*	-	-	-	-
Radio/stereo cassette player	-	-	*	*	*	-
Stereo radio/stereo cassette player	-	-	-	-	-	*
Deep pile carpeting front & rear	-	-	-	-	-	*
OPTIONS						
Tinted glass, electric front windows, central door locking with remote control	-	-	-	-	*	-
Tilting glass sunroof	-	-	*	-	*	*
Supergloss/metallic paint	*	*	*	*	*	Standard

Key: * Standard
 - Not fitted
 0 Option

-ends-