

PEUGEOT 504





The 504 Drophead Coupé and Coupé prestige models at the top of the Peugeot range are a result of close cooperation between the masterbody builder Pininfarina and proven Peugeot production technology.

Equipped with the brilliant 2 litre petrol injection engine and 4 wheel servo assisted brakes, the 504 Drophead Coupé and Coupé offer high road performance with every safety.

504 drophead coupé

The 504 Drophead Coupé with its harmoniously balanced and thoroughbred lines, offers you the pleasure of high class and comfortable driving in the fresh air.

The four seats are luxuriously upholstered Remove and the material has been proofed against occasional bad weather.

The waterproof and completely weatherproof double canvas hood can be rapidly lowered or raised with the greatest ease.









504 coupé

If you prefer a closed version of this model, the 504 Coupé, a remarkably elegant car will more than meet your taste for pleasing lines and comfort.

Two broad armchair seats and a rear bench seat completely upholstered in thick velvet offer you a highly personalized deluxe interior.

The same refined equipment may be found on the Coupé and on the Drophead Coupé:
black anti-reflection upholstered dashboard
safety hood

special steering wheel with two serrated spokes

electronic rev-meter - electrical clock

short gear lever mounted on central console

electrical windscreen washers

luminous indication of ventilation controls

electrical windscreen wiper combined with the windscreen washer with sweep delay system

day and night rear view mirror

double elbow rest-door handles with luminous safety signal illuminating on door opening

Coupé equipped with electrically heated rear window

very large luggage boot separated from spare wheel, with automatic lighting.

The 2 litre engine equipping the Drophead Coupé and the Coupé enables remarkable flexibility, responsive accelerations and a top speed of nearly 112 mph (180 kph) at one and the same time.

The independent 4 wheel suspension and the servo assisted 4 wheel disc brakes offer exceptional comfort and road holding together with greater safety.









ZF AUTOMATIC GEARBOX

Accelerate, brake... that's all

Smoothly and quietly the automatic transmission looks after all that gear changing and engaging-disengaging of the clutch.

The 504 automatic offers you

- effortless, relaxed and restful driving in town and on the open road using only the accelerator and brake pedals.
- full, smooth gear changes in both directions with the possibility of changing down at will merely by "kicking down" on the accelerator;
- the rational changing of gear ratios according to the speed of the car and the power demanded of the engine according to the throttle position;
- no stalling of the engine when stopping the car;
- parking safety blocking the drive wheels, independent of the hand brake;
- the possibility, according to requirement or circumstance, of selecting any of the three ratios manually.

driving an automatic

On the central console, within the driver's reach, is a "T" handle selector whose 6 positions correspond to the following uses:

Position N (neutral): this position corresponds to neutral, with drive wheels not locked.

Position 3 (for town and open road driving): this position, which is most frequently used, provides fully automatic drive for use in town and on the open road. It allows a silent and smooth get-away. (Starting in first gear and with subsequent gear changes dependent upon accelerator position.).

Position 2 (exceptional): this position is particularly convenient for fast overtaking. It allows the use of the first two gear-ratios without passing into third. This position also ensures efficient braking when descending steep slopes.

Position 1 (exceptional): this position is used when descending very steep slopes, such as garage ramps or mountain passes. It uses first gear only without passing in to second gear. The engine braking effect is therefore maximum.

Position R (reverse): reverse is obtained in this position. A safety notch prevents any disengagement.

Position P (parking): in this position, when at rest, the rear drive wheels are locked by a safety mechanical device which is independent of the hand brake.

N.B.: for safety reasons, the engine can only be started in position N and P.

Uses of 3, 2 and 1: practically speaking position 3 is used for town and open road driving. When a change down is desired, particularly for quick overtaking, the driver merely depresses fully on the accelerator to reach the post-acceleration point—or kickdown—thereby obtaining an instant change into a lower gear. If the driver continues to accelerate, he will again obtain a change into the next higher gear. Position 2 is particularly used when driving on mountain roads or for rapid overtaking. It provides a second gear ratio giving a maximum speed of 65 MPH (105 kph). Position 1 utilizes only the first gear ratio which reaches approximately 37 MPH (60 kph), and is mainly used when maximum engine braking is required.

A hydraulic safety device allows the pre-selection at high speed of gears 2 and 1 which then only engage when the engine returns to the running speed matching these ratios. This device prevents any over-revving of the engine during pre-selection of 2 and 1.



