

TORQUE

THE PEUGEOT CAR CLUB OF VICTORIA



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The Peugeot 205 GTi

an Australian perspective



Much has been, and still is, being written about the Peugeot 205 and specifically the GTi versions which became the 'halo' model for Peugeot's game changing 205.

Based on article that appeared in May 2005 *Torque* by Thomas Wong but added to and expanded by Neil Griffin in 2015

Geoff Dewar's Series 2 GTi

Every new release of a GTi model from Peugeot is always accompanied with questions as to whether the new model will capture the imagination of the sporting car buying public the way that the 205 GTi did.

The initial suggestion from the Peugeot importers, Jaguar Rover Australia (JRA), in early 1986 was that the first GTis to be imported into Australia would be the 1.6 GTi with a price just under \$20,000.

The 77kW and later 85 kW 1.6 GTis were taking the European hot-hatch market by storm and it was understandable that the Australian distributors wanted some of that action as did the local motoring enthusiasts. The release of the 95 kW 1.9 GTi later in that year heightened the excitement for this hot-hatch to grace our roads.

It took another year before the 205 GTi was finally launched in Australia in October 1987 at the Sydney Motor show. The price had jumped to just under \$30,000 due to the Australian-French (AUD-FF) exchange rate having changed substantially. The version to be imported

was a 1.9 GTi 'Export' model that would meet the emissions standards that were introduced in Australia in January 1986 (ADR37).

Series 1 (Phase 1) 741C86

The only suitable 'emissions' engine that Peugeot had available was the 77 kW DFZ (XU9J1/Z) with Bosch Jetronic LU2 fuel injection which also had a reduced compression ratio of 8.4:1 to allow it to run on the 'standard' 91 octane unleaded fuel that was initially available in our market. This lower compression ratio and catalytic converter dropped the output substantially from the 95kW of the D6B (XU9JA) engine with its 9.6:1 compression ratio of the UK and French markets.

Another fundamental difference of this 1.9 GTi model was that it was based on a 1.6 GTi model. This meant that the rear brakes were of the drum type, verses the 1.9 GTi's discs, and the front brake calipers were also different, although the 246 mm ventilated front discs were the same. The 1.6 GTi also ran 14" centreless 'Pepperpot' alloy wheels with 185/60

tyres, verses 15" 'Speedline' wheels with 195/55 tyres. There was also a small difference in front and rear track widths due to the different running gear. The reason JRA chose this hybrid model was possibly to keep the selling price below the \$30,000 mark. This hybrid model had also appeared the previous year in some European markets such as Switzerland. These chassis differences were probably not going to make a big difference even in spirited driving. Even with the detuned engine, the Australian spec GTi was still a handy bit of kit due to the responsiveness of the engine, the slick gear change and communicative steering.

Although the Australian model was based on the 1.6 GTi, options such as electric front windows and central locking were included as standard. Air-conditioning, which was not readily available in Europe at that time, was also a standard fitment for our 'hot' climate. Amusingly the wheel jack was 'relocated' under the passenger seat as the A/C drier now sat where the jack had previously existed in the engine bay.

205 GTi INTERIORS



Series 1 with Biarritz seats.



Early Series 2 with Monaco seats.



Late Series 2 with Quartet seats.



Series 3 with Quartet seats.

The interior also was per the 1.6 GTi with the all cloth 'Biarritz' as opposed to the part leather 'Biarritz' of the 1.9 GTi (which was a no-cost option in Europe) and the carpets and lower door highlight trims were red.

Paint colours available were Alpine White, Le Mans Red (Cherry/Vallélunga Red in other markets) and the metallic options of Silver (Futura Grey) and Graphite Grey. Black was available overseas but not initially offered in Australia.

The GTi was priced at \$29,500 and the only options available were a glass sliding sunroof (\$900*) which was very popular or metallic paint (\$530*).

* 1989-91 prices.

Series 2 (Phase 1.5) 20CDF2

By the time the Australian Series 1 GTi cars had finally hit the dealerships, Peugeot had released the next iteration of the model with a revised interior in Europe. A revised dashboard incorporated a concealed coin tray and rotary type heater/ventilation controls instead of the sliding type controls of Series 1 cars.

Steering column switchgear was also changed. The leather bound two spoke steering wheel was replaced by a three spoked version and the quality of the plastics used was greatly improved.

The seating material changed to 'Monaco' tweed which was a grey with horizontal red lines, in line with the European 1.6 GTi. Later in the Series 2 run, this material was changed to the 'Quartet' cloth which was black with red dots.

The carpets and lower door trims highlights were still red but the grey plastic trim on the doors now extended up to the base of the window.

External changes were restricted to a revised roof spoiler with more curved edges and was attached via screws as opposed to glue on the Series 1. Also the Australian importer, JRA, replaced the hatchback trim panel with a red reflective panel emblazoned with <PEUGEOT 205 GTi> which had been an accessory available in other markets.

There were no mechanical changes at the changeover point, but the Series 2 cars

eventually saw the introduction of the BE3 gearbox which changed the position of the reverse gear from a dog-leg on the left of the pattern of the BE1 gearbox to opposite 5th gear. Also the ignition coil was changed to a modular type and relocated on the intake plenum.

The base price had now increased to \$30,190 in 1990.

Series 3 (Phase 2) 20CDK2

The Series 3 205 GTi's arriving in Australia in late 1990 finally saw full 1.9 GTi vehicles on our shores.

With the progression of emission standards and mandating unleaded fuel across Europe, Peugeot released their final engine for the GTi, the 88 kW DKZ (XU9JA/Z). The ready availability of higher 95 octane unleaded fuel allowed the compression ratio to be increased to 9.2:1 and combined with the more sophisticated Bosch Motronic 1.3 fuel injection system the 205 GTi finally had an engine that produced the goods in both power output and reduced emissions.



S1-S2 engine bay.



Series 3 GTi.



205 T16 Group B rally car.



Neil Beddoe's 205 CTi.

The Motronic EFI used a 'digital' ECU which provided not only fuel mapping but also ignition mapping so the distributor now only provided spark distribution and not ignition timing. The Motronic system still retained the same air flow meter design of the earlier Jetronic system and so some of the low speed drivability issues remained.

The Series 3 continued with the BE3 gearbox but now with a taller first gear ratio and taller differential ratio which provided a more relaxed drive but now a little slower off the line.

Peugeot had now solved the engineering problem of offering both A/C and Power Steering (P/S) and these were provided as standard included options for the Australian GTis. Apart from reducing the steering effort at parking speeds, which was a common complaint, the power steering ratio was now a sharper 3.2 turns lock-lock verses the earlier un-powered 3.8. Note that P/S was still an option in some European markets right to the end.

Internally it retained the late Series 2 GTi's seat 'Quartet' cloth material but

now with leather covered side bolsters as had been the standard for European 1.9 GTis. The interior plastics and trim were now black verses the grey of the previous series.

Externally the rear tail lamps were redesigned and now did not include the reversing lamp. The reversing lamp was now relocated where the left rear fog light was in the previous series cars. Clear front side indicators were also fitted and the plastic wheel arch trims, bumpers and body trim were now black to provide higher contrast and match the interior trim. Remote central locking was also now standard.

15" 'Speedline' alloy wheels with 185/55 tyres now filled the wheel arches and the car equipped with 4 wheel disc brakes as the UK/European 1.9 GTis had from the beginning.

The base price was steadily increasing, \$31,310 in 1991, \$33,495 in '92 and \$33,730 in '93 and '94.

The price of the options of metallic paint and glass sunroof had also increased

slightly and an option of full leather seating for \$1570 was added from 1992.

New metallic paint colours became available such as Miami Blue, Sorrento Green (which was actually pearlescent) and Steel Grey, with the latter two colours featuring green carpets, door trim and black/green 'Quartet' seats. The red carpets and lower door trim was changed to grey on later cars.

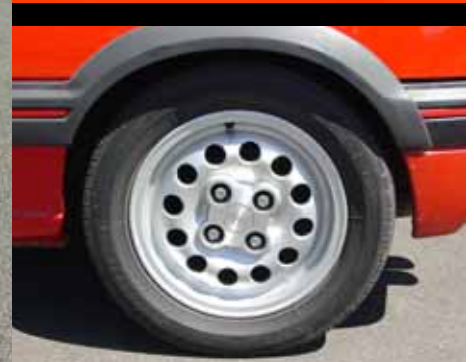
The impending release of Peugeot's new '06' range of cars saw the demise of the 205 GTi in early 1994 and the Australian importers, now Peugeot Concessionaires (Inchcape), decided to celebrate the 205 GTi with a limited edition model called the 'Classic' priced at \$37,500. This model was not unlike the fully optioned 'Griffe' that Peugeot had released in 1990. The Classic included a full black leather seating, black carpets and trim, unique Mayerling Green metallic paintwork and a sunroof. You could also order a 10 CD stacker and uprated speakers for \$855 to supplement the digital stereo radio cassette deck.

The Classic, of which only 30 were produced, included unique 'Classic'

One of the 30 Australian 205 GTi Classics



Above: The Series 1 tail lights incorporated a reversing lamp. The series 2 and 3 cars had a separate reversing lamp.



Above: Series 1 & 2 GTis had 14 inch "Pepperpot" alloys fitted. Series 3 cars came with 15 inch 'Speedline' alloys as below.



decals and a numbered plaque on the dash. Only the UK 1FM limited edition model was rarer at 25 cars.

205 Si

The 205 Si was released in Australia in 1991 and cost \$21,205. It was based on the 3 door body shell of the GTi and was also unique to Australia. The closest UK cousin to the Si was the XS. Where the XS was equipped with a 1360 cc carburettored engine developing 63 KW (85 BHP) on 9.3:1 compression (on leaded fuel), the Si came with a 1.6 litre XU5 series engine developing 65 KW from 8.95:1 compression (on unleaded fuel) with Magnetti Marelli throttle body single point fuel injection.

It was well equipped with the same front seats (cloth), electric windows, central locking as the GTi but with a faster power steering ratio. However it did not have the comprehensive instrumentation of the GTi and had a softer suspension on 13 inch steel wheels shod with 165/70 tyres with front disc brakes and rear drums. Externally it did not have the GTi's added on plastic flares and side rubbing

strips but had the same front spoiler with driving lights and a rear fog lamp. The rear valence panel under the rear bumper was not as pronounced as on the GTi models. It was also available with a 4 speed ZF automatic transmission and a sunroof.

Other 205 Variants

Peugeot made 205s in many body styles but the Australian market was restricted to the 3 door hatchbacks. 205s were made in 5 door hatchbacks, 2 door vans, cabriolets (the CTi and CJ by Pininfarina) and the mid engine turbo charged 4 wheel drive 205 T16 Homologation Group B rally special.

Peugeot also released many limited run models such as the *Gentry* which was like a 'Vanden Plas' version of the GTi, the high specification '*Griffe*' and a stripped out *Rallye* version sporting a 1294cc engine with twin 40DCOM Weber carburettors.

Over the 16 odd years Peugeot produced over 5 million 205s of many variations with nearly 300,000 being GTis built between 1985 and 1994.

Australian sales of Peugeot 205

	Year	GTi	Si
GTi Series 1	1987	107	
GTi Series 2	1988	240	
	1989	178	
	1990	73	
GTi Series 3	1991	63	27
	1992	67	413
	1993	58	275
	1994	29	45
Total		815	760 = 1575