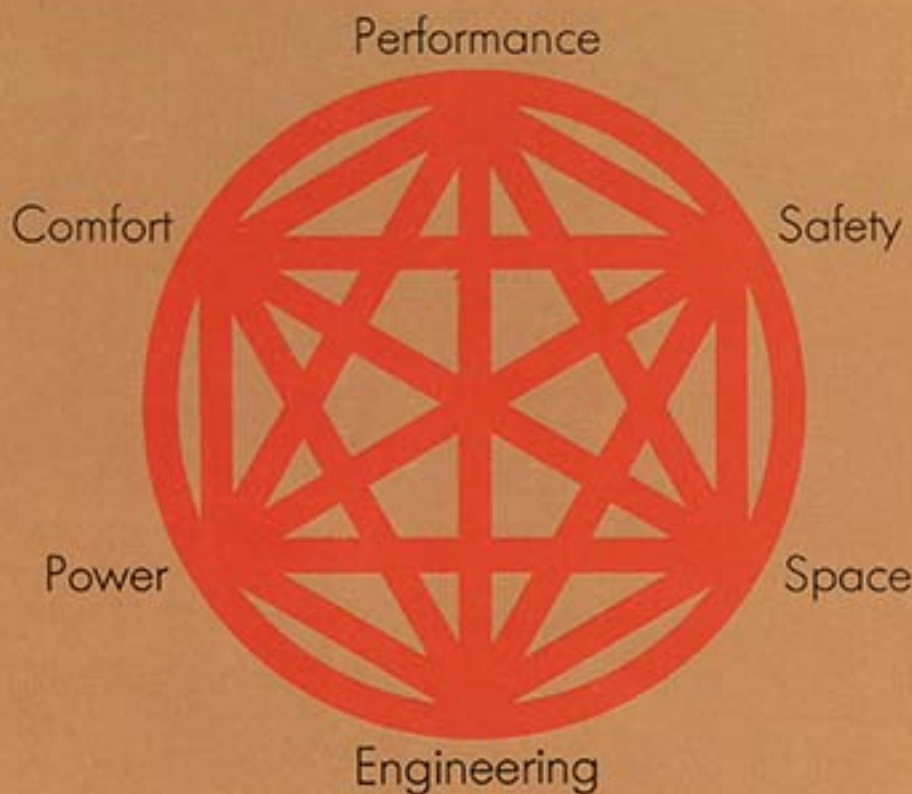


RENAULT 30TS





The language of motoring is changing. Things which affect the choice of a luxury car today, would seldom have been considered only ten years ago. Ideas like safety and running economy—whilst always important to Renault—were low priorities to most car buyers.

But, a growing awareness of consumer interests, oil crises, and greatly increased pressure on the motorist, have all helped demand that the car of the '70's is totally different from that of the '60's.

Faced with these changing circumstances, Renault have produced the 30TS. And, in

doing so, have tried to avoid two of today's main dangers which threaten luxury car design: one is pretending that cost is an unimportant factor; the other is producing yet another large, unwieldy car.

What our designers have done is interrelate the six objectives shown in the symbol. The result is a car that has many luxury features, but all used to very practical advantage.

And, that's the professional concept which makes the Renault 30TS the right luxury car for today.







Better performance, through advanced technology

The 30TS is the most advanced car yet produced by Renault—taking the proven innovations of the 16TS, TX and 17 Gordini even further. It is the only front wheel drive current production saloon to be fitted with a V6 engine.

This specially developed 2.7 litre unit gives effortless, quiet cruising at motorway speeds, up to a top speed of 115 mph with plenty of acceleration in hand for safe overtaking.

Exceptional Grand Touring performance. Yet at the same time, the car incorporates much of the five-door, multi-seat adaptability of the smaller Renault models.

With its power-assisted steering and choice of manual 4 speed or automatic 3-speed transmission, the 30TS represents big performance in every way.

The tight discipline of the design, however, has ensured that this hasn't resulted in an unwieldy car.

Despite its roomy interior, overall length of the 30TS has been kept to only 14'10". The sleek profile is based on aerodynamic studies, and incorporates body panels shaped to minimise repair and retouch problems. And, the compact body combined with wide section tyres, low track/overall width ratio and all-independent suspension, give the 30TS a stability and handling not normally associated with a car in this category.

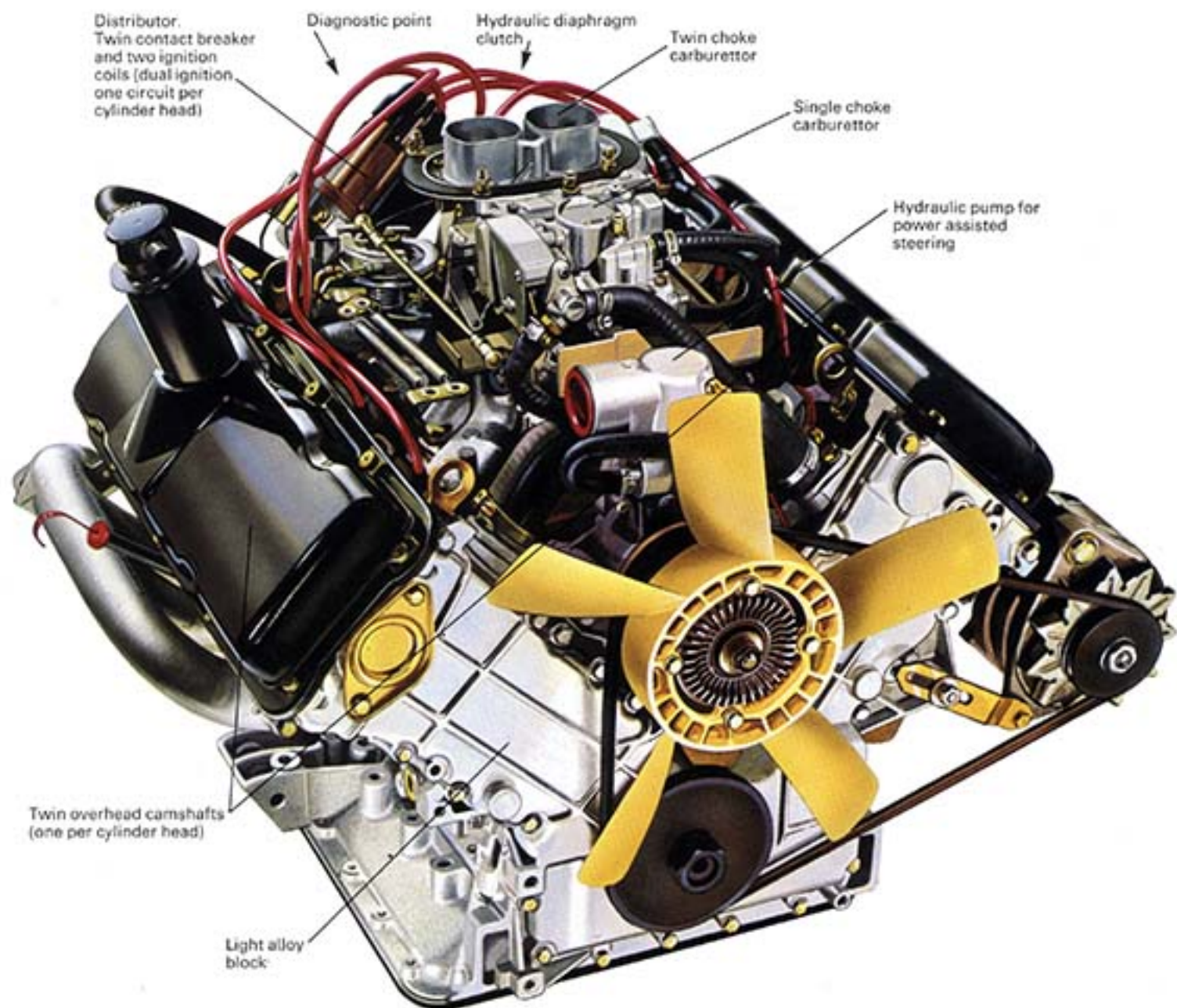
The 2664cc 30TS engine is the result of Renault-Peugeot-Volvo co-operation. It is also the first V6 with a light alloy cylinder block to be made in France. The 6 cylinders are arranged in a 90° V formation to give the minimum overall engine volume.

They are fed precisely the right amount of fuel for the engine speed and load, by a unique arrangement of carburettors: a single choke unit, controlled by the accelerator pedal, and a twin choke unit which is opened automatically by engine vacuum. Like the whole Renault range, engine cooling is by a sealed circuit system containing water and anti-freeze for year-round protection. A double action thermostat minimises engine warm up time and maintains optimum temperatures. This saves fuel and ensures the proper lubrication that reduces the risk of engine damage.

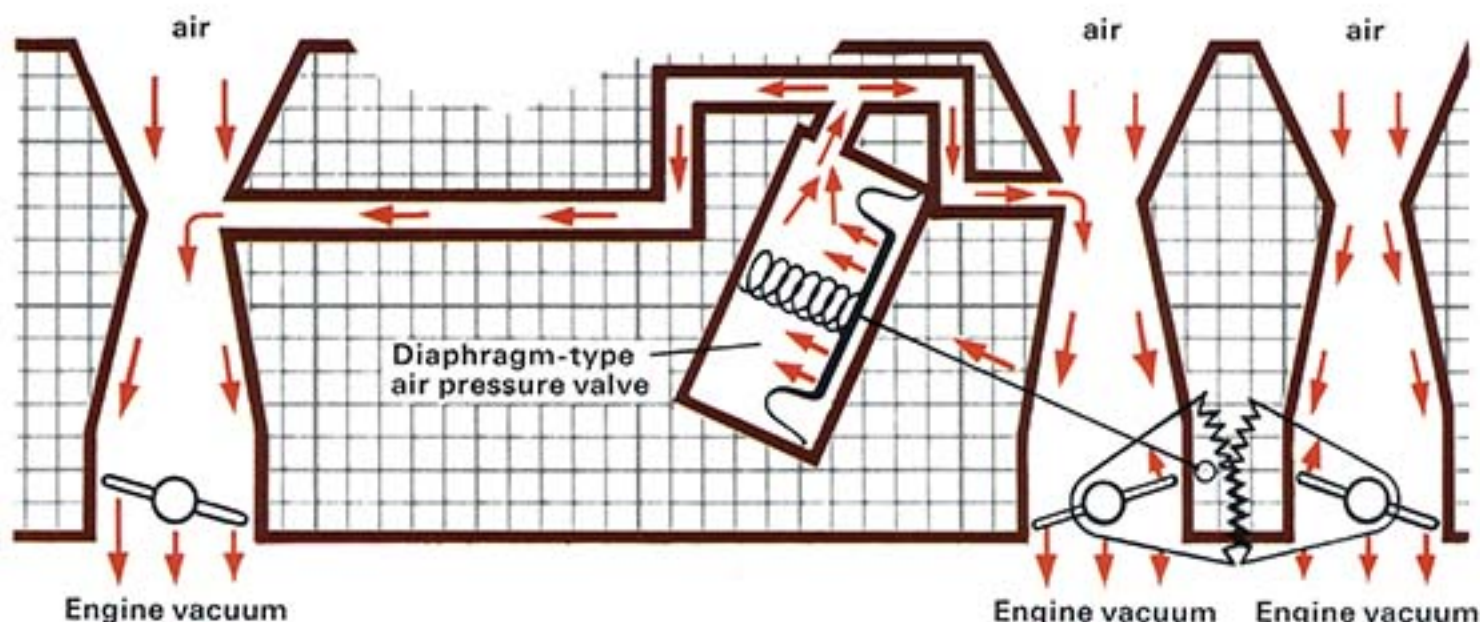
The longer life of the 30TS engine is also assured by its relatively low running speeds. Maximum power is 131bhp (DIN) at 5500 rev/min and maximum torque is 148.3 lb.ft. developed at only 2500 rev/min. This means the car's fast acceleration can be achieved without using unnecessarily high revs.

The twin ignition system has independent circuits for the two cylinder blocks. There is also a 6 point diagnostic plug for easy and accurate setting to maintain peak performance.

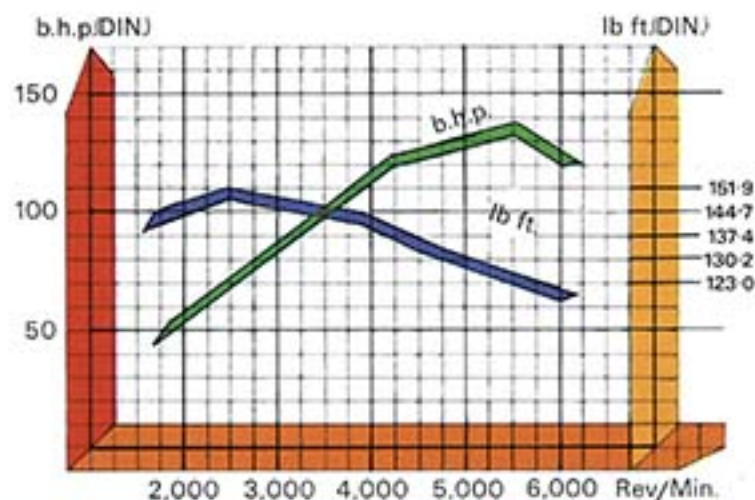
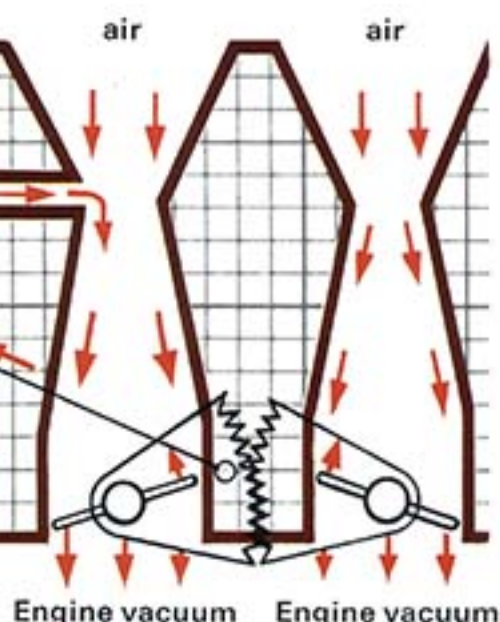




Single-choke carburettor



Twin-choke carburettor



The four-speed, all synchromesh manual gearbox, is smooth and precise with a floor change. The 30TS has also been designed to incorporate the Renault-designed and built Type 141, 3-speed, automatic transmission – specially developed for high performance and front wheel drive. This optional extra gives the greatest ease of driving, with electronic selection, and a hydraulic torque converter.

The high level of engineering quality throughout the 30TS achieves peak efficiency which contributes to its ultimate economy. This doesn't simply mean mpg savings, but an integral reliability – maintained by the country-wide Renault service network.

A new concept in space

Renault have devoted a lot of time and money to the study of car comfort. This is why, although the 30TS is such a compact car in its class, it strikes the perfect balance between passenger space and overall length.

By making every inch of the luggage space usable – no projections, and under-floor spare wheel – there has been less need to encroach on the passenger room. As a result, four or five passengers can enjoy luxurious comfort. In addition, the seats can be arranged in six different positions. These vary from the "Normal", through the "Holiday Luggage", "Playpen", "Twin Bed" and "Large Object" positions, and increase the capacity from 14 to 34 cu.ft. However, if you ever need to transport

something exceptionally large, the rear seat can be removed completely – giving a loading volume of 49.4 cu.ft. The design of the seats owes much to tests carried out in the company's Physiology Laboratory. Here, exhaustive studies into ergonomics have established the most comfortable angles in which parts of the body can be held.

These findings have also influenced the specification of the seating materials – fabrics being chosen for just the right degree of support or 'give' for the varying pressures of the passenger's body. The front seats have fitted head restraints, and there are six arm rests in all.







Total, unstinting comfort

The comfort is greatly enhanced by the all-independent suspension system, which includes a new design type at the rear. Ample vertical travel - 8.7" at the front, 11.8" at the rear - takes the bumps out of any surface.

At the same time, the suspension incorporates a spring design calculated to give a period of oscillation corresponding to the natural and relaxing frequency of walking.

Then to keep your motoring as effortless as possible, the 30TS offers as standard a range of equipment unrivalled in its class. It includes side window demisters, hydraulic headlight

angle control, electrically operated front windows, electro-magnetic door locks, (interior and exterior locking of all four doors), inertia reel belts at the front, four quartz-iodine headlights, two reversing lights, rear window heater/de-icer, electric windscreen washer/wiper unit with intermittent delay system - and non-reflecting black chromed wiper arms, map reading light, tinted glass, boot light, laminated screen, brake pad wear indicator, courtesy light operated by all doors, and a fresh air directional heating/ventilation system with variable strengths of flow.



A new kind of motoring security

The experienced motorist will have noted that many of the features already shown or discussed make the 30TS an extremely safe car.

The stability. The sloping bonnet line. The large glass area giving panoramic vision with minimal blind spots. The load-distributing suspension. These are all valuable safety factors.

But, safety in the 30TS goes much deeper than this. The car has been developed in parallel with the well-known Renault B.R.V. – experimental Basic Research Vehicle.

As a result of the experiments' findings, the 30TS incorporates safety design from basic shell to interior trim.

To satisfy the demands of the 6 cylinder front wheel drive power, the 30TS braking

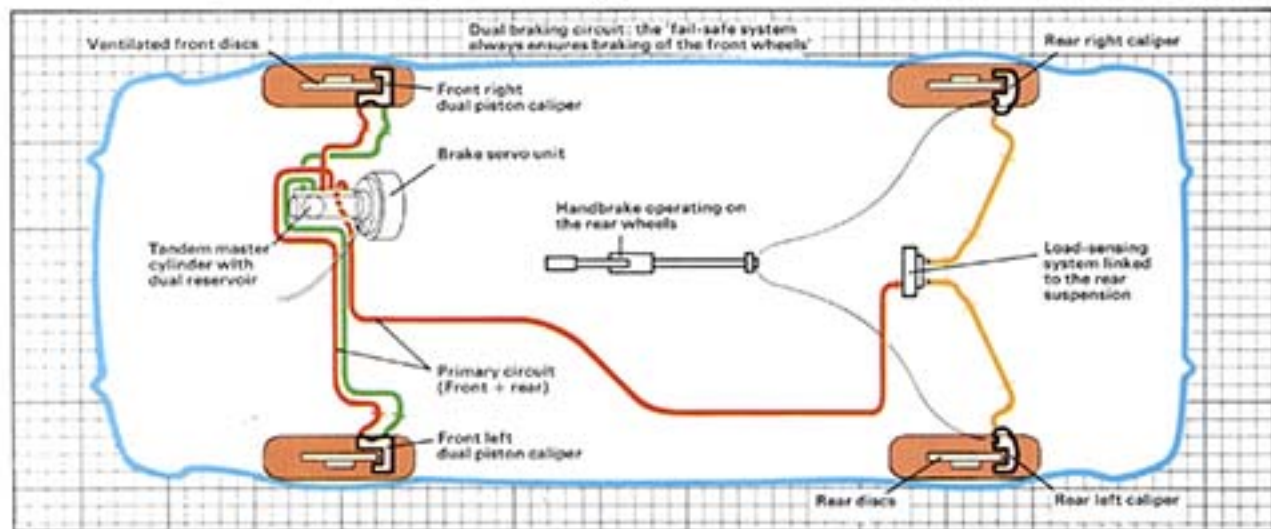
system is highly developed.

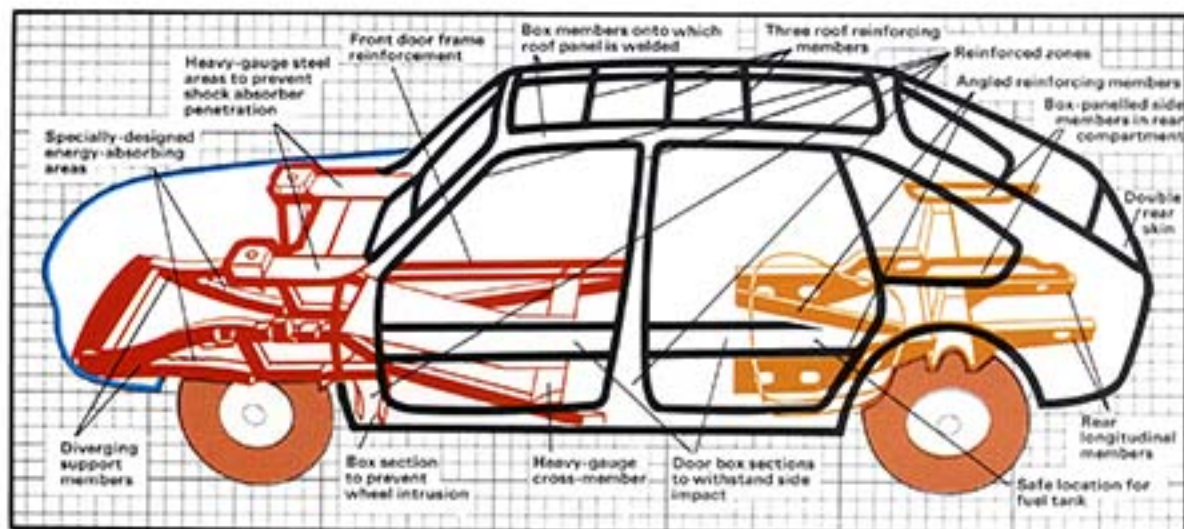
There are servo-assisted disc brakes all round, and the front pair, which exert 70% to 90% of the braking force, have dual-piston calipers to increase their power and sensitivity.

The dual system has a primary circuit working on all four brakes, plus a totally independent secondary circuit on the front wheels only. If either circuit fails, front wheel braking power is still maintained.

Additionally, a load sensing system avoids premature rear-wheel lock, even on bends, however much the weight force is shifted.

Another major active safety system is the power assisted rack and pinion steering, which works without play, retains its precision in action and gives the driver easy handling under all conditions. While the car is moving





in a straight line, the amount of assistance is relatively small, retaining sensitivity, but it increases steadily depending on the force to be overcome.

From motorway cruising to city centre parking, the 30TS gives you the same smooth handling. And, as an added safety back-up, the steering has a permanent mechanical link ensuring normal working whether the hydraulic assistance is functioning or not.

Some of the B.R.V.'s most vital studies concerned the effect of impact on a car's body structure.

So, the 30TS structure includes special engine support members, box-section cross-members, heavy gauge areas (especially under the windscreen) and rigid box sections in the doors and elsewhere. Three reinforcing sections support the roof to prevent collapse if the car rolls over. And, there is a crossbar under the floor at pedal level for additional strength in the passenger compartment in

case of a three-quarter frontal impact.

The fuel tank is located out of line of any likely heavy impact.

And, both front and rear sections have been designed to absorb impact by a system of areas that collapse progressively, giving a cushioning effect.

The interior fittings and equipment take Renault passenger protection even further. The one-piece, specially designed dashboard has no sharp corners or projections. The wheel is foam padded. The lockable glove box consists of a large smooth tilting drawer, designed to absorb impact energy in the knee area. The inertia reel safety belts give two-way restraint. There are burst proof door locks and automatic release of the electrical locking system on impact, on all four doors.

For these, and so many other reasons, the Renault 30TS is the luxury car you can choose with confidence.



2



3



1. Central console with glove-box, illuminated ashtray and cigar lighter, and provision for radio. Oddments box incorporated in the centre armrest.

2. Multi-purpose dial combining electric clock with sweep second hand, main beam indicator, hazard warning light indicator, heated rear window warning light, direction indicator warning light, brake lining wear warning light, oil pressure warning light, choke warning light, handbrake warning light combined with brake circuit pressure loss indicator.

3. Dial combining fuel level indicator, battery charge indicator, water temperature indicator and lights-on warning lights.

4. Car radios and stereo equipment have been specially designed for the Renault 30TS, and are available as accessories.

5. Floor selector on the optional automatic transmission with illuminated panel.

6. Illuminated ash tray for rear passengers is located on the central console between the front seats.

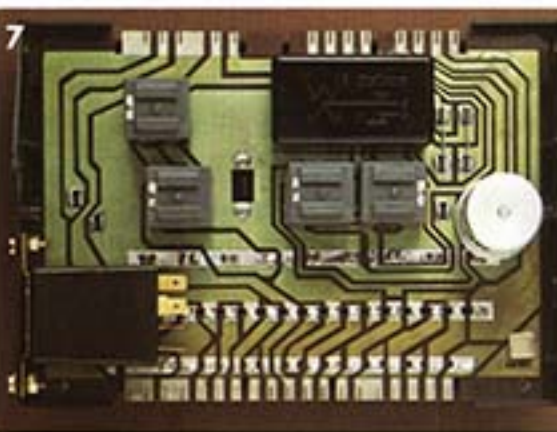
7. Printed circuit localises all fuses and electric circuit breakers.

8. Electro-magnetic door lock switch operating on all 4 doors, child proof lock in rear.

6



7



8



Technical specification

COACHWORK

All steel, combining with a rigid pan floor to form a chassis shell – a new concept giving increased protection of the cabin. Special engine support members. Reinforced door posts. Heavy gauge areas round cabin. Three reinforcing roof sections.

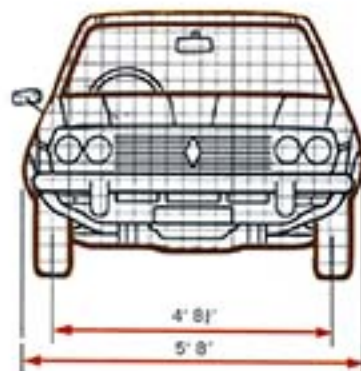
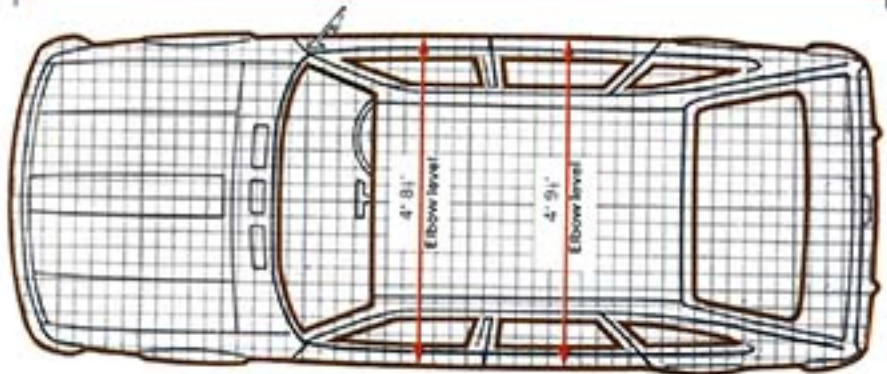
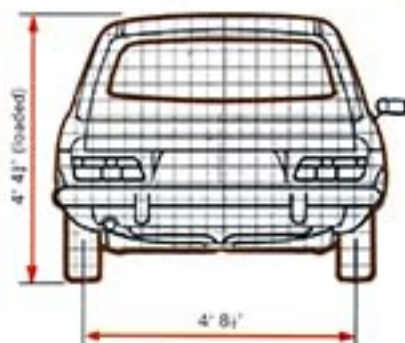
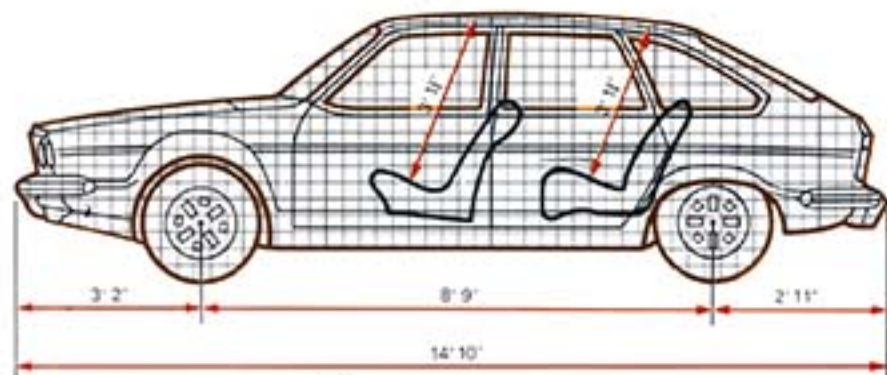
ENGINE

Front mounted, front wheel drive. **Number of cylinders:** 6 in 90° V. Removable wet liners. **Compression ratio:** 8.65:1. **Bore:** 88 mm **Stroke:** 73 mm **Cubic capacity:** 2664 cc **Maximum power:** (DIN) 131 bhp at 5,500 rev/min **Maximum torque:** (DIN) 148.3 lb.ft. (20.5 m.kg) at 2,500 rev/min **Valve gear type:** Overhead cam, operating rockers and driven by roller chain. **Crankshaft:** 4 bearing. **Cylinder heads:** Light alloy, hemispherical combustion chambers, valves located in the V. **Cooling system:** Sealed with

expansion chamber, fan belt driven water pump and double acting thermostat. Coolant includes anti-freeze and rust inhibitor. Fan with viscous coupling. **Carburetors:** One single choke Solex 34 PBITA and one twin choke Solex 35 CEET with automatic choke and accelerator pump. **Fuel pump:** Camshaft driven. **Battery:** 12 volt 250/50 Ah **Alternator:** 50 amp output.

TRANSMISSION (manual)

Clutch: Dry, single plate, diaphragm type. Torsion damped friction plate. Internal diameter: 6.50 in (165 mm) External diameter: 9.25 in (235 mm) **Gearbox ratios:** 1st– 3.36 2nd–2.06 3rd–1.32 top–0.93 reverse–3.18 **Synchromesh:** All forward speeds. **Road speed:** 19.87 mph (31.98 km/h) at 1,000 rev/min in top gear. **Gear lever position:** Floor mounted. **Final drive:** 9 × 35 (3.89:1) Transmission to front wheels through drive shafts, each having two



constant speed joints. Gearbox end - Three pin type sliding joint. Wheel end - Ball type sealed universal joint.

TRANSMISSION (automatic)

Type: 141. Fully automatic by hydraulic torque converter coupling and epicyclic box with three forward speeds and reverse. Electronic selection. Maximum multiplication of torque converter: 2.2:1.

PERFORMANCE

Maximum speed - manual: 115 mph (185 km/h) **automatic:** 112 mph (180 km/h)

BRAKES

Type of brake: Servo assisted, hydraulic, with dual circuit. Front, ventilated discs. Rear, plain discs. **Brake diameters:** Front-9.92 in. (252 mm) Rear-10.00 in (254 mm) **Handbrake:** Acts on rear brakes. **Hydraulic control:** Diameter of master cylinder: 0.94 in (23.8 mm). Diameter of wheel cylinders: Front: 1.65 in (42 mm) Rear: 1.42 in (36 mm) **Total braking area:** On four wheels: 191.4 sq in (1235 sq cm)

SUSPENSION

Front Suspension: Independent by double wishbones and helical springs. Anti-roll bar. **Rear Suspension:** Independent by double wishbones, helical springs and three articulated bars. Anti-roll bar. **Shock absorbers:** Telescopic hydraulic with rubber bumps stops.

STEERING

Steering gear: Rack and pinion, hydraulically assisted. Ratio 17.8:1. Turns from lock to lock: manual - 3.5 automatic - 3.25 **Wheel type:** Pressed steel discs, 4 stud fixing. Spare wheel stowed in carrier beneath boot floor. 5 $\frac{1}{2}$ x 14 in **Turning circle - manual:** 33 ft 2 in (10.10 m) between kerbs, **automatic:** 34 ft 9 in (10.60 m) between kerbs. **manual:** 35 ft 9 in (10.90 m) between walls **automatic:** 37 ft 5 in (11.40 m) between walls.

SAFETY FEATURES

Suspension and load distribution for good roadholding in all conditions. All-disc dual circuit braking system. Pressure loss indicator and brake pad wear warning. Power assisted steering. Specially developed body construction for passenger compartment strength. Progressive deformation under impact. Extra-protected fuel tank site. One-piece, smooth, foam-padded dashboard. Foam-padded steering wheel rim. Inertia reel belts. Electro-magnetic door locks with fail-safe system.

INSTRUMENTS AND CONTROLS

Translucent dials for better legibility at night. Dashboard lighting rheostat. Adjustable side air vents. Servicing plate centralising all fuses and electric circuit breakers. Electronic rev counter. Illuminated ventilation control. Speedometer with mileage and trip recorder. Electric front window controls. Electric clock. Lights-on indicator. Hazard warning light indicator. Heated rear window warning light. Direction indicator warning light. Brake lining wear warning light. Handbrake warning light combined with indicator of sudden pressure loss in the brake circuit. Oil pressure warning light. Fuel level indicator. Battery charge indicator. Main beam warning light. Water temperature indicator. The switch for lights-on is on the dashboard, the horn is on the steering wheel hub and hand controls for mainbeam/dip, headlamp flasher and height adjuster, self cancelling indicators and electric windscreen washer/wiper system are on the steering column.

EQUIPMENT

Heater and demister for windscreen and side windows. Variable speed booster. Adjustable fresh air vents on fascia. Interior courtesy lights front and rear. Twin sun visors with passenger vanity mirror. Headlamp flasher. Individual reclining front seats with fitted head restraints. Ashtrays front and rear. Armrests on all doors. Centre armrests front and rear. Electro-magnetic door locking system, including childproof rear door locks. Passenger grab handles front and rear. Coat hooks in rear. Hazard warning lights. Exterior door mirror. Height adjustable headlights. Illuminated cigar lighter. Electrically operated windscreen washer/wipers. Day/night mirror. Map-reading light. Four long range, quartz-iodine headlights. Courtesy light in boot. Reversing lights. Rear window heater/demister. Tinted glass. Laminated screen. Non-reflecting wiper blades and black chromed arms. Tilting drawer glove box with interior light. Anti-theft steering wheel lock. Side windows electrically operated, with demisters. Optional extras include: automatic transmission, cloth upholstery, electric sunroof, metallic paint.

CAPACITIES

Engine: 9.7 pints (5.5 litres) **Cooling system:** 17.2 pints (9.8 litres) **Manual gearbox:** 6 pints (3.4 litres) **Automatic:** 13.4 pints (7.6 litres) **Petrol tank:** 14.75 gallons (67 litres) **Luggage Capacity:** Ranges from 14.1 cu.ft. (400 dm³) to 49.4 cu. ft. (1,400 dm³) (without seat). **Maximum towing weight:** 2756 lbs. (1250 kg).



RENAULT

RENAULT LIMITED Western Avenue London W3 0RZ

This brochure was finalised for printing on 31st August, 1975. La Régie Nationale des Usines Renault has reserved the right to modify or alter the specification of any Renault model at any time. This brochure does not show modifications or alterations introduced in the U.K. after the above date. Body and trim colours illustrated are intended only as a guide.

RENAULT RECOMMEND ELF OIL Printed in England